

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

January-March 2011



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SUMMARY OF PUBLIC PARTICIPATION FINDINGS

INTRODUCTION

Between January and March 2011, the Alameda Countywide Transportation Planning outreach team conducted a variety of public participation activities to solicit input related to transportation needs and priorities for the update to the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP). The CWTP will be completed in 2012 and will prioritize projects and programs for funding for the next 25 years. The TEP will identify the funding priorities for an extension of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. The following summary describes the methods used to solicit input and key findings across these methods.

Breadth and Reach

Through a variety of methods, including workshops, targeted group outreach and an online questionnaire, this process generated input from over 1,600 Alameda County residents.

As a recipient of federal financial assistance, the Alameda County Transportation Commission (CTC) is required to ensure meaningful access to its programs, activities, and services for low-income and minority communities in order to comply with Title VI of the Civil Rights Act 1964. The public participation activities planned as part of this process were designed to ensure Title VI compliance and meaningful participation for all Alameda County residents and businesses.

The project team, Nelson/Nygaard and MIG, Inc., in coordination with Alameda CTC staff and its advisory group members, worked collaboratively to ensure broad participation from Alameda County residents within a limited time period. Advisory group members included the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC).

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones in the process, so interested residents can follow the process and know in advance when the CTC board will take final action;
- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities; and
- Generating significant public involvement in the development of both plans.

Public participation activities were conducted using the following tools and formats (described later in more detail):

- Public workshops
- Online questionnaire
- In-person small group dialogues using outreach toolkit with same questionnaire as online version
- Community and technical advisory working group meetings

This report describes these public participation activities in detail and the findings by and across outreach methods.

How This Information Will Be Used

The input generated during this phase of CWTP development will be used to inform project and program choices that are considered in the development of the draft Plan and the TEP. Additionally, the groups and individuals involved during this phase will be informed of Plan developments and encouraged to join in future participation opportunities. A second round of public workshops and public participation activities are planned for the fall of 2011 to coincide with the release and review of the draft Countywide Transportation Plan and the draft Transportation Expenditure Plan.

Participation Summary

Table 1: Participation Summary by Method identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total number listed in the table.

Table 1: Participation Summary by Method

Method	Number of Participants
Workshops (5)	188
Outreach Toolkit	724 (612 Completed Questionnaires)
Online Questionnaire	693
TOTAL	1,605*

* Some individuals may have participated via more than one method



A small group discussion at the Oakland Workshop

METHODOLOGY

The following section describes the three outreach methods used: Public Workshops, Outreach Toolkit and Online Questionnaire.

Public Workshops

Between February 24th and March 24th, five Alameda Countywide Transportation Plan community workshops were held. One workshop was held in each of the five Alameda County supervisorial districts. All workshops were held at transit and ADA-accessible locations. The workshops were designed to meet the following objectives:

- Provide an introduction and overview to the CWTP and TEP process;
- Share the working draft of the vision and goals;
- Solicit participant input on their transportation needs, especially as they relate to projects and programs described in the CTWP; and
- Solicit feedback on what trade-offs participants are willing to consider in light of fiscal constraints.

Table 2: Public Workshop Participation Summary

Workshop Date/Location/District	Number of Attendees	Comment Forms Received	Evaluations Received
February 24th, 5:30-7:30 pm Oakland City Hall Hearing Room 3 District 4	53	24	23
February 28th, 6:30-8:30 pm Fremont Public Library Fukaya Room A District 1	35	4	13
March 9th, 6:30-8:30pm Hayward City Hall Conference Room 2A District 2	36	11	7
March 16th, 6:30-8:30 pm San Leandro Library Karp Room District 3	38	9	8
March 24th, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 5	26	2	5
TOTAL	188	50	56

Workshop Outreach

Workshops were promoted and advertised through a variety of methods, including:

- E-mail announcements to existing lists and to stakeholder groups, including low-income and underrepresented groups;
- Alameda CTC E-Newsletter;
- Posting on the Alameda CTC website;
- Targeted print advertisements in ethnic and geographically targeted newspapers including Asian Week, Fronteras, Sing Tao Daily and Vision Hispana; and
- Website advertisements on Yahoo, targeted in Alameda County during the period the workshops were held.

Workshop Format

The five workshops were conducted by Alameda CTC staff, with consultant assistance, and followed a similar format in each location. Each participant received an agenda, comment card and an informational brochure describing the CWTP process. The workshops were called to order by a local elected official who provided welcoming remarks. Joan Chaplick or Carolyn Verheyen of MIG, Inc. then provided an overview of the evening's agenda and introduced Bonnie Nelson or Cathleen Sullivan of Nelson/Nygaard to give an overview presentation of the planning process and initial identified transportation needs.

At the conclusion of the overview presentation and a short question and answer period, meeting attendees were directed to work in small groups and discuss their transportation needs and priorities. Each group was facilitated and notes were recorded by an Alameda CTC staff or consultant team member. Participants were asked to identify their highest priority transportation needs and suggest projects and programs they thought should be included in the CWTP. Participants' comments were recorded on flip chart paper, and the facilitator asked the group to identify the group's top 2-3 priority needs and projects. After 35 minutes of small group discussion, the larger group reconvened and representatives from each small group reported out the key discussion points from their small group. The meeting facilitator then reminded the participants of the next steps in the process and of additional participation activities, including visiting the project website for further information. Following the meeting, the consultant team transcribed all of the comments recorded on the flip chart pages, and noted the comments that were included in the small group reports as group priorities. A transcription of these comments is available in Appendix D: CWTP Workshop Summaries and Materials.

Participants were encouraged to provide additional written comments via comment cards and to complete a short written workshop evaluation. The total number of workshop attendees, comment cards and evaluations received are included in Table 2: Public Workshop Participation Summary on page 4.

On the evaluation form, participants were asked to identify how they learned about the workshops. Results indicate that the majority of workshop attendees learned about the workshop through e-mail. Friends and newspaper ads were also effective methods. The results are presented on page 6 in Table 3: Participant Response to Workshop Notification Methods. Respondents were allowed to select multiple methods and therefore the responses do not total 100%.

Table 3: Participant Response to Workshop Notification Methods

	% of Participants
E-mail	43%
Friend	30%
Newspaper	25%
Website	13%
Other	13%
N/A	2%

Online Questionnaire

In coordination with the project team, MIG developed an online questionnaire to solicit input on the transportation needs and priorities of Alameda County residents. The 12-question questionnaire included trade-off questions designed to present residents with tough choices about transportation priorities, as well as questions to identify their basic travel patterns, transportation needs and demographic information. A copy of the questionnaire is included in Appendix B: Countrywide Transportation Plan Questionnaire.

The questionnaire was posted on the project website from February 4th through March 27th.

The online questionnaire was promoted through online communications and printed project materials that were distributed at community workshops and through various Alameda CTC Advisory Committee meetings.

Alameda CTC received 693 responses to the online questionnaire. There was a noticeable “bump” in questionnaire participation in the days following each community workshop.

To determine how well each planning area was represented in the survey, MIG coded each response by planning area. Some of the questionnaire responses did not have city location information, were unclear or were completed by a non-Alameda County resident and these responses were coded as “Other.” The overall percentage of online questionnaire responses by planning area is included in Table 4: Online Questionnaire Response Distribution by County Planning Area, which compares the questionnaire response distribution with the countywide population distribution.

Table 4: Online Questionnaire Response Distribution by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	62%	42%
Central	15%	23%
South	8%	22%
East	9%	13%
Other**	7%	n/a
Total	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

Outreach Toolkit

Recognizing that community residents are often not available, interested in or comfortable attending a community workshop, the project team developed an Outreach Toolkit for use by Advisory group members (or their representatives) and Alameda CTC staff to discuss the planning process and solicit input at community group meetings.

The Outreach Toolkit was designed to be used in a variety of settings and featured both short and long format outreach activities to optimize use of the kit. The toolkit activities could be conducted in as little as 15-20 minutes or longer, depending on how much time the group had. This format allowed Alameda CTC to reach existing groups and facilitated participation by those not likely to attend a public workshop.

Each toolkit included a meeting agenda, sign-in sheet, informational materials, a discussion guide to solicit feedback, and a questionnaire for each participant to complete. The kit also included an envelope with return postage and a reporting template for group moderators to complete and return to MIG.

CAWG, TAWG and other advisory group members were trained by MIG to conduct the outreach activities. These trainings are listed below in Table 5: Outreach Toolkit Trainings. In addition to the in-person trainings, MIG conducted an online toolkit training and posted a toolkit training overview on the project website.

Group moderators were instructed to provide a short description of the CWTP and then ask participants to complete a short questionnaire. The questionnaire mirrored the online questionnaire to allow for comparison of the results. The demographic information also provided feedback on what method was most effective for reaching different community members. It should be noted that not all toolkit participants completed a questionnaire. Some declined to complete or indicated they would respond using the online version.

Table 5: Outreach Toolkit Trainings

Date	Advisory Group
January 20th	CAC
January 20th	PAPCO
February 3rd	CAWG
February 8th	TAC
February 10th	TAWG
February 10th	BPAC
February 24th	Steering Committee



Outreach Toolkit Folder

Overall, 50 toolkit sessions were conducted during February and March 2011 with a variety of groups, including:

- Seniors
- Bicyclists
- Faith-based groups
- Environmental groups
- Transit riders
- Rotary Clubs
- Chambers of Commerce
- Community-based organizations

Along with compiling results, the reporting form collected information about the characteristics of each group. The consulting team regularly reviewed this information throughout the process to ensure that there was participation from a variety of groups in each of the planning areas.

Table 6: Outreach Toolkit Participation by County Planning Area identifies the distribution of toolkit participants by planning area in comparison with countywide population. The “Countywide” category refers to organizations such as educators or health care providers that have a countywide focus. The East and North County planning areas were overrepresented in this process, the result of a good use of the toolkit in those areas. For a complete list of the toolkits completed, please refer to Appendix C: Submitted CWTP Outreach Toolkit Reports.

Outreach Toolkit Reporting Form

Table 6: Outreach Toolkit Participation by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	48%	42%
Central	13%	23%
South	11%	22%
East	16%	13%
Countywide Organizations	12%	n/a
Total	100%	100%

*2009 ABAG Projections

Comment Database

All three outreach methods provided participants an opportunity to comment, yielding over 1,300 written comments. These individual comments have been compiled into a comment database that is included as Appendix A to this summary. The comment database notes the source of each comment and sorts the comments by transportation need categories and, where applicable, by subcategory.

A review of the comment database indicates that the topic receiving the most comments is public transit, with more than half the comments related to public transit in some way. There were also numerous comments related to highways and roads and the bicycle and pedestrian environment. Other comments related to accessible transportation and parking demand management, as well as a small number of comments related to goods movement.

Many comments had multiple themes; for example, a comment might relate both to a bike lane and an interchange improvement. All of these comments are coded accordingly by transportation need category and included in the database.

Transportation Need Categories include:

- Accessible Transportation
- Bike and Pedestrian
- Goods Movement
- Highways and Roads
- Parking and Transportation Demand Management
- Planning and Outreach
- Public Transit
- Transit Enhancements and Expansion
- Transit Funding
- Transportation and Land Use Program
- Transportation System Management

Other needs that did not fall into the above categories were listed as “Other,” with a description.

Opinion Poll

A separate Opinion Poll of 813 Alameda County registered voters was completed by EMC Research between February 1 and March 28, 2011. The findings of this poll are included in a separate report.

KEY FINDINGS

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods. The results can be organized into six major themes and reflect multiple modes of travel, including vehicle, public transit, bicycle and pedestrian. The six themes included maintenance, access, equity, safety, connectivity and coordination. The key findings for each theme are as follows:

Maintenance

Many outreach participants expressed interest in the overall maintenance of the existing transportation system in Alameda County. This included local streets, roads, and highways and public transit systems. There was also strong interest in having dedicated funding for the operations of the existing public transit system, and many participants commented on the need to restore AC Transit service to 2009 levels.

Access

Many outreach participants expressed a desire for a transportation system that provides convenient access to the places they need to go in their daily lives, such as school, work, community centers and shopping destinations. The transportation system in general, and the public transit system in particular, should be accessible for all users, including youth, seniors and disabled.

Equity

Many outreach participants supported the development of potential infrastructure investments that provide the greatest benefit to the most people and especially to those with the greatest need. Potential program suggestions included extended bus transfer times and a free youth bus pass program for 6th-12th grade students.

Safety

Safety was an important topic for many outreach participants, especially at transit facilities, and there were suggestions that additional lighting and signage be provided to increase the safety of transit facilities. There was also input received about the need for greater safety on local roads, especially in rural parts of the county.

Connectivity

Many outreach participants expressed a need for increased connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks. Comments also supported transit systems that are designed to connect people to community facilities and amenities.

Coordination

Increased coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding was an important topic for many participants. Coordination was specifically mentioned for BART, AC Transit and local shuttle service. Outreach participants also supported coordinated efforts to meet regional goals for reduced vehicle miles travelled (VMT).

Transportation Needs

The following transportation needs were identified through the varying public involvement methods. The themes identified in this summary were those repeated across the varying methods. Transportation needs that identified a specific related project or program have been included in the Projects and Programs list which is included as Appendix B: Countywide Transportation Plan Questionnaire, and described beginning on Page 14. All comments received were included in Appendix A: CWTP Outreach Comment Database and coded for basic content. Comments related to transportation needs were reviewed and the results of these comments are described below and in Table 7: Percentage of Written Transportation Need Comments by Source.

Table 7: Percentage of Written Transportation Need Comments by Source

Transportation Need	Workshop	Toolkit Questionnaire	Online Questionnaire
Public Transit*	63%	46%	47%
Highways and Roads	13%	16%	16%
Bicycle and Pedestrian	13%	15%	19%
Accessible Transportation	3%	11%	6%
Other Needs**	8%	12%	12%

*Public Transit comments include comments coded in the Comment Database as Transit Enhancement and Expansion and Transit Funding

** Other Needs include Transportation System Management, Parking and Transportation Demand Management, Transportation and Land Use Program, Goods Movement and Freight, and Other Needs.

The four main categories, Public Transit, Highways and Roads, Bicycle and Pedestrian, and Accessible Transportation listed above accounted for the vast majority of transportation-need specific written comments across the workshops (92%), toolkit questionnaire (88%), and online questionnaire (88%). The other written comments were focused on related transportation needs that are described below.

Public Transit

Outreach participants expressed significant needs related to public transit. Comments centered on the need for developing and maintaining a safe, clean, reliable, connected and affordable public transit system, in addition to restoring AC Transit service to previous (2009) levels and providing more targeted service.

Specific BART suggestions included expanded BART service to San Jose and around the Bay, as well as expanded hours of operation and increased bicycle access. Specific AC Transit improvements focused on extended transfer times, targeted service between neighborhoods and community facilities, restored service levels and transit stop safety, cleanliness and information enhancements.

Many comments received related to transit affordability focused on support for providing free bus passes for school age youth.

There were also numerous requests for targeted shuttles and streetcars. For a complete list of public transit related comments, please refer to Appendix A: CWTP Outreach Comment Database.

Of the written comments received across the methods, 63% of workshop comments, 46% of toolkit questionnaire and 47% of online questionnaire comments were related to public transit, transit enhancements, expansion and funding. Among the workshop comments related to public transit there was a strong emphasis on transit funding.

Highways and Roads

Outreach participants wanted to maintain and improve the quality of existing highways and roads. Highway interchanges were often cited as areas needing improvement. Of the written comments received across the methods, 13% of workshop comments, 16% of toolkit questionnaire comments, and 16% of online questionnaire comments were related to highways and roads.

Specific needs expressed related to:

- Maintaining existing infrastructure;
- Improving interchange and intersection safety;
- Improving the capacity of local streets and roads for local circulation;
- Increasing connectivity; and
- Improving the quality of local roads to increase safety for all users.

Bicycle and Pedestrian

Outreach participants expressed a desire to walk and bike within cities safely and utilize regional biking resources like the Bay Trail and Iron Horse Trail. Of the written comments received across the methods, 13% of workshop comments, 15% of toolkit questionnaire comments, and 19% of online questionnaire comments were related to bicycle and pedestrian needs. Specific bicycle and pedestrian needs identified included:

- Increasing safety and signage;
- Enhancing connectivity on bike trails and developing additional bike lanes;
- Improving and maintaining existing bicycle and pedestrian infrastructure;
- Providing additional bicycle storage/parking at community facilities and employment centers; and
- Improving bicycle and pedestrian crossings at major roads, including grade separations.

Accessible Transportation

Outreach participants of all ages and abilities want to be able to use the transportation system and expressed needs for Accessible Transportation programs. Of the written comments received across the methods, 3% of workshop comments, 11% of toolkit questionnaire, and 6% of online questionnaire comments were related to accessible transportation needs. Specific accessible transportation needs identified included:

- Maintaining existing paratransit programs that provide access and comfort to elderly and disabled riders; and
- Increasing local shuttles and connections to community facilities.

Transportation System Management

Outreach participants expressed support for a variety of methods designed to improve overall traffic flow, minimize congestion and increase safety, broadly known as Transportation System Management. While discussed generally across the methods, Transportation System Management was not the subject of a significant volume of written comments. There were no written comments related to this need at the workshops. 1% of online questionnaire comments and 1% of toolkit questionnaire comments were related to transportation system management.

Specific Transportation System Management needs identified included:

- Improving ramp metering;
- Improving signal timing/synchronization, especially at night and mid-day; and
- Developing intelligent/adaptive intersections.

Parking and Transportation Demand Management

Outreach participants expressed support for a variety of alternatives to driving alone, incentives to use those alternatives and other strategies, broadly known as Parking and Transportation Demand Management. While discussed generally across the methods, Parking and Transportation Demand Management was not the subject of a significant volume of written comments. Of the written comments received across the methods, 3% of online questionnaire comments, 2% of toolkit questionnaire comments and 3% of workshop comments were related to this need.

Specific Parking and Transportation Demand Management needs identified included

- Expanding employer based incentives for alternatives to driving;
- Expanding congestion pricing; and
- Promoting car sharing.

Transportation and Land Use Program

Outreach participants expressed support for coordinated transportation and land use planning that will make it easier to walk and bike around cities in Alameda County. Many of the written comments related to other transportation needs are also related in some way to the policies and programs addressed by coordinated transportation and land use. While discussed generally across the methods, transportation and land use was not the subject of a significant volume of written comments. Of the written comments received across the methods, 3% of workshop comments, 1% of toolkit questionnaire comments, and 1% of online questionnaire comments were related to this need.

Additionally, there was support for:

- Encouraging Transit Oriented Development (TOD); and
- Funding planning and outreach efforts to build support for coordinated transportation and land use.

Goods Movement and Freight

Most outreach participants did not identify goods movement and freight as one of their high priority transportation needs. However, participants noted that it was an important transportation planning issue to address. Goods movement and freight is a transportation need that the general public is not strongly connected to. Comments related to this transportation need were usually focused on mitigating the human health and road quality impacts of goods movement and ensuring safe crossings across freight lines for bicyclists and pedestrians. Of the written comments received across the methods, 2% of online questionnaire comments, 2% of toolkit questionnaire comments and 2% of workshop comments were related to this need. Specific comments related to this topic indicated an interest in:

- Providing for the quick and efficient movement of trucks while addressing human health impacts of truck traffic and truck idling in neighborhoods; and
- Supporting rail projects (even those outside of Alameda County) that facilitate goods movement into and out of the county.

Other

Alameda County residents repeatedly asked for additional education and information for both users and operators of the public transit system. Of the written comments received across the methods, 5% of online questionnaire comments, 8% of toolkit questionnaire comments and 6% of workshop comments were related to these other needs.

Specific suggestions included:

- Developing education programs on:
 - How to use public transit
 - Transit civility
 - Bicycle and pedestrian safety and how to share the road;
- Improving marketing about the overall transit system and how to use it; and
- Providing consistent and timely information about transit service changes.

Suggested Projects and Programs

The more than 1,300 comments received during this phase of the project included over 200 specific project and program suggestions. These projects and programs have been compiled in a separate list that is included as Appendix E: CWTP Projects/Programs List from Outreach. The Projects and Programs List will be compared with the existing project and program lists that are maintained by the Alameda CTC.

The comments were reviewed by planning area source, when this information was available, which indicated in many cases that there was a correlation between the suggested project location or service area and where the participant lived. For example, of the 71 comments noting BART to Livermore as a priority project, 62 were from East County planning area residents. Bike and pedestrian improvement suggestions were often closely located to their area of residence.

Many of the suggested projects and programs were identified through one or two outreach methods only, including at a workshop, online questionnaire or toolkit.

There were also a handful of projects and programs, identified below, that were suggested across all of the methods including workshops, online questionnaires and toolkits. These projects and programs may have a stronger level of support than suggestions made through only one method.

Projects Identified Across All Methods

Public transit

- Dumbarton rail extension
- BART Extension to San Jose/San Jose Airport
- BART to Livermore (along I-580 alignment)

Bike and Pedestrian

- Bike Lane to San Francisco
- East Bay Greenway
- Iron Horse trail completion

Programs Identified Across All Methods

Highway

- Maintenance of existing highways
- 880 Congestion relief

Local Streets and Roads

- Maintenance of local roads
- Repair potholes
- Re-surface local streets
- El Charro Rd. to Stanley roadway expansion (specific project was noted in all three methods)

Public transit

- AC Transit service restoration
- Extended transfer times
- Transit amenities
- Extended transit hours
- Free ECO-Pass, youth bus pass
- Improved transit connections to BART



Small group discussion at the Dublin workshop

Bike and Pedestrian

- Highway crossings
- Bike safety
- Safe Routes to School
- Bike parking

Participation and Key Findings by Method

The three different outreach methods allowed for both quantitative and qualitative data to be collected for review and analysis. For example, the workshops featured facilitated small group conversations that allowed participants to share and discuss their views on transportation needs and identify their top priorities.

Online questionnaire participants were able to complete the questionnaire and provide additional feedback via open-ended responses. Toolkit participants were able to complete the questionnaire, provide open-ended responses and discuss transportation planning topics in a facilitated group. The results and topics of these discussions were recorded and submitted by the group facilitators.

The following section describes the participation results from each of these methods as well as the key findings.

Workshop Participation

There were 188 participants at the five workshops that were held during February and March, 2011. Specific information on where participants live was not collected. On an optional evaluation form, workshop participants were asked to provide basic ethnic and income information. As detailed in Tables 14 and 15 on page 25, the submitted evaluation forms with ethnic and income information indicate that the workshops attracted an even distribution of participants from all income levels. Ethnically, workshop participants were less diverse than Alameda County as a whole with only 4% of participants reporting as Latino and 11% as Asian.

Workshop Key Findings

Maintenance was a key theme at all five workshops. In addition, each workshop featured different levels of discussion around the remaining five themes of access, equity, safety, connectivity and coordination. Individual workshop summaries are attached to this report in Appendix D: CWTP Workshop Summaries and Materials, and include transcriptions from each small group breakout session. The main themes and discussion points from each workshop are summarized briefly below.

Oakland: Transit Equity and Access

Oakland workshop comments focused on equity and related policies to ensure access to an affordable, well-maintained and connected transit system. Participants also requested greater accountability and transparency in the use of transportation funds.

Fremont: Connectivity and Coordination

Fremont workshop comments were the most project-specific among the workshops, with strong interest in expansion of the BART system and many requests for improvements along I-880, I-680 and SR-84. Participants were also very interested in an increased level of coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding. There were mixed thoughts on Transit Oriented Development and related parking requirements.

Hayward: Connectivity and Goods Movement

Hayward workshop comments emphasized an interest in maximizing the value of infrastructure investment to serve the greatest number of people and connecting transit to neighborhoods and community facilities. Participants were especially interested in the use of technology, including real-time transit arrival signage, to improve the experience of using the existing transit system. There were also a number of comments related to the importance of goods movement in the county and accommodating truck travel.

San Leandro: Connectivity and Transit Technologies

San Leandro workshop comments focused on improving local and transit connections across San Leandro in east/west directions. Participants were especially interested in the use of technology and information, including real-time transit arrival information and wayfinding signage. There were also a number of comments about improving bicycle/pedestrian infrastructure and providing affordable transit options for youth.

Dublin: Maintenance and Coordination

Dublin workshop comments focused on maintaining the quality of the existing local road and transit network and supporting the implementation of Transit Oriented Developments. There was interest in greater coordination across regional boundaries and safety enhancements to the system for all users as well as the BART to Livermore project (mostly in favor of expansion along the I-580 alignment).

Table 8: Key Themes by Workshop summarizes the key themes that surfaced at each individual workshop. In addition to maintenance needs being discussed at all of the workshops, each workshop had unique overarching themes, including:

Table 8: Key Themes by Workshop

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	X

Workshop Small Group Discussions

Across the five workshops, there were 21 small group discussions. Many of the discussion points have been summarized in the overall workshop themes. At the conclusion of the small group discussions, participants were asked to review their discussion points and identify the top priority need areas.

The most commonly cited priority needs are listed below with a count of the number of groups that identified them:

- Maintenance of existing public transit system and local roads (12)
- Eco/Youth bus pass (10)
- Bicycle and pedestrian improvements (10)

Public transit related needs were the most commonly cited across all of the small group discussions. Comments related to public transit were nearly three times as frequent as comments related to highways and roads, bicycle and pedestrian, accessible transportation and other needs.

Project and Program suggestions at workshops were focused on highways and roads, public transit and bicycle/pedestrian improvements. The greatest number of specific highway and road projects were suggested at the Fremont workshop.

Outreach Toolkit Participation

Outreach through the 50 toolkit sessions helped engage and solicit input from 724 participants. 612 submitted completed questionnaires. These toolkits were used with a variety of audiences and served to inform people about the planning process and solicit input on needs and priorities.

Outreach Toolkit participation was spread throughout Alameda County with the North planning area (48% of respondents) and the East planning area (16% of respondents) most represented as detailed in Table 13: Comparison of Responses Between Methods by Planning Area on page 24. Toolkit participants were often low-income and ethnically diverse. Half of the toolkit participants (50%) had household incomes of \$50,000 or less and nearly half (49%) indicated that they are non-white, as detailed in Tables 14 and 15 on page 25. Outreach toolkit participants cited driving alone (59%) and taking a bus or shuttle (18%) as the modes of travel they use most.



Participants listen to small group reports in San Leandro

Outreach Toolkit Key Findings

Comments related to needs in the toolkit questionnaires were similar to comments made in the workshops, with the most emphasis on public transit, a secondary emphasis on highways/roads and bicycle/pedestrian improvements, and, to a lesser degree, on accessible transportation. The quantified responses to the individual questions are provided below. Question by question toolkit responses are included in Appendix B: Countywide Transportation Plan Questionnaire.

Needs

The most popular responses to the question about transportation needs were:

- Relieve street and highway congestion (72% of respondents)
- Expand transit to new areas (49% of respondents)
- Maintain existing transit (32% of respondents)

Trade-Offs

The consultant team designed the trade-off alternatives to provide insight into the many tough choices that must be made in the transportation planning process. However, numerous participants expressed discomfort with having to choose one trade-off over the other. Some asked, “Why can’t we have both?” and commented that it was difficult to make what they perceived as either-or choices. Therefore, the results of this series of questions provide some insight into preferences, but are not considered definitive statements on those preferences.

In response to the questions about transportation trade-offs, the following trade-offs were selected by toolkit questionnaire respondents:

- A. Maintain streets, roads and highways (52%)
(vs. expanding transit service and reliability, 49%)
- B. Provide more alternatives to driving (68%)
(vs. expanding highway capacity and efficiency to reduce congestion, 32%)
- C. Maintain and operate existing transit services (90%)
(vs. improving goods movement and freight, 10%)
- D. Improve transportation services for seniors and people with disabilities (67%)
(vs. expanding bicycle and pedestrian improvements, 33%)

As indicated in Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses, on page 21, toolkit and online questionnaire respondents prioritized the same trade-offs for Questions B and C, but prioritized different trade-offs for questions A and D. Questionnaire responses are summarized on the following page.

Whereas 52% of toolkit respondents favored maintaining streets, roads and highways in response to Trade-Off Question A as shown above, only 39% of online questionnaire respondents favored this choice.

In response to Trade-Off Question D, 67% percent of toolkit respondents favored improving transportation services for senior and people with disabilities in comparison to 46% of online questionnaire respondents.

Vehicle Miles Travelled Reduction

In response to the question about how to best reduce vehicle miles travelled in the County, toolkit questionnaire respondents strongly favored the following options:

- Building our cities so that you can walk or bike to more destinations (39%)
- Programs that encourage and educate people to use alternatives to driving (38%)

The least favored response was: Adding service to existing routes (30%).

Online Questionnaire Participation

Overall, there were 693 online questionnaire respondents. Online questionnaire participation was spread throughout Alameda County with the North planning area (62% of respondents) and the Central planning area (15% of respondents) most represented as detailed in Table 13: Comparison of Responses Between Methods by Planning Area on page 24. Online questionnaire participants were often high-income and less ethnically diverse as over half of the toolkit participants (56%) had household incomes greater than \$50,000, and 29% indicated that they are non-white, as detailed in Tables 14 and 15 on page 25. Driving alone (43%) and taking BART (18%) were the modes of travel most commonly cited by toolkit participants. Over 13% of online questionnaire respondents indicated that bicycling is their most common mode of travel, which was notably higher than the 7% of toolkit participants that indicated bicycling as their most common mode of travel.

Online Questionnaire Key Findings

Comments related to needs in the questionnaires submitted online were similar to comments made in the workshops, with the most emphasis on public transit, secondary emphasis on highways/roads and bicycle/pedestrian improvements, and, to a lesser degree, on accessible transportation. The online questionnaire respondents provided more specific open-ended comments about bicycle and pedestrian improvements than the toolkit questionnaire respondents. A greater percentage of online questionnaire respondents indicated that they take BART or bicycle as their primary mode of transportation. Online questionnaire respondents also made a number of specific comments about transit funding needs. Question by question online responses are included in Appendix B: Countywide Transportation Plan Questionnaire.

Needs

The most popular responses to the question about transportation needs were:

- Maintain existing transit (61% of respondents)
- Repair potholes and smooth the existing roadway (53% of respondents)
- Bike improvements (35% of respondents)
- Expand transit to new areas (34% of respondents)

Trade-Offs

In response to the question about transportation trade-offs, the following trade-offs were selected by online questionnaire respondents:

- A. Expand transit services and reliability (61%)
(vs. maintaining streets, roads and highways, 39%)
- B. Provide more alternatives to driving (80%)
(vs. expanding highway capacity and efficiency to reduce congestion, 20%)
- C. Maintain and operate existing transit services (88%)
(vs. improving goods movement and freight, 12%)
- D. Expand bicycle and pedestrian improvements (54%)
(vs. improving transportation services for seniors and people with disabilities, 46%)

In response to the Trade-Off Question A, 61% of online questionnaire respondents favored expanding transit services and reliability in comparison to 49% percent of toolkit respondents.

In response to the Trade-Off Question D, 54% of online questionnaire respondents favored expanding bicycle and pedestrian improvements in comparison with 33% percent of toolkit respondents.

As indicated in Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses, toolkit and online questionnaire respondents prioritized the same trade-offs for Questions B and C, but prioritized different trade-offs for questions A and D.

Table 9: Trade-Off Responses Compared Between Toolkit and Online Questionnaire Responses

Trade-Off Question	Same Priority	Different Priority
Question A – Maintain roads vs. expand transit		X
Question B – Provide alternatives vs. expand highway capacity	X	
Question C – Maintain transit vs. improving goods movement	X	
Question D – Improve transportation for seniors and disabled vs. bike & pedestrian improvements		X

Vehicle Miles Travelled Reduction

In response to the question about how to best reduce vehicle miles travelled in the county, online questionnaire respondents strongly favored the following options:

- Building our cities so that you can walk or bike to more destinations (58%); and
- Adding service to existing transit routes (39%).

The least favored response was: Programs that encourage and educate people to use alternatives to driving (23%).

Additional Findings

In addition to the key findings and project and program related findings already described, the input generated during this phase of outreach also revealed the following:

Geographically-Related Findings

- Geographically specific project and program suggestions were made in proximity to those areas. For example, there were 71 written comments in support of extending BART to Livermore, and 62 of these comments were attributed to the East County planning area. Of these comments, over half specifically expressed support for extending BART to Livermore along the I-580 alignment. Similarly, capital projects including Highway 84 expansion and I-580/I-680 interchange improvements were primarily generated from the East County planning area.
- There were 77 written comments in support of the free Eco Youth Bus Pass and the majority of these came from the North County planning area.

- The vast majority of questionnaire respondents commute within Alameda County, including 77% of online questionnaire respondents and 87% of toolkit questionnaire respondents.

Mode of Travel

- Driving alone is the most frequently cited mode of transport in both the online (43%) and outreach toolkit questionnaire findings (59%).
- In response to question 3, online respondents bike (13%) and take BART (18%) more than toolkit respondents (7% bike and 6% BART).

Transportation Needs

- Low-income respondents generally indicated a higher need for access to paratransit services than those with a household income over \$25,000. Minority respondents indicated a greater need for relieving street and highway congestion than non-minority respondents.
- Non-minority respondents and those with a household income over \$25,000 indicated a higher need for bicycling improvements than minority respondents and those with a household income under \$25,000.
- Goods movement was the least cited type of transportation improvement needed in Alameda County. Participants generally recognized the importance of goods movement and asked for planning efforts to address its environmental and health impacts, especially as it relates to air quality.

OUTREACH EVALUATION AND TITLE VI COMPLIANCE

A Public Participation Plan for the CWTP was completed in December 2010, establishing performance measures related to understanding, accessibility, reach and diversity.

Workshop Evaluation Findings

Table 10: Workshop Evaluation Findings lists key findings from the 56 completed workshop evaluations received at the five workshops.

Table 10: Workshop Evaluation Findings

	Excellent	Good	Fair	Poor	No Opinion	No Answer
Workshop Notification	21%	32%	27%	16%	2%	2%
Open House and Handout Materials	27%	55%	7%	4%	2%	5%
Presentation	30%	55%	7%	0%	4%	4%
Meeting Location/Facility	48%	45%	4%	2%	0%	2%
Small Group Discussion	45%	50%	2%	0%	0%	4%
Workshop Overall	32%	61%	2%	0%	0%	5%

The workshop evaluations indicate that:

- 93% of the evaluations rated the workshops overall as excellent or good.
- Most workshop elements were rated as excellent or good.
- 43% of the evaluations rated the workshop notification as fair or poor, so that element needs to be improved for the next round of workshops in the fall.

Understanding

To determine if the workshops impacted participants' understanding, participants were asked if the workshops increased their interest in the CWTP process and enhanced their understanding of the issues and needs for transportation planning in Alameda County. According to the workshop evaluation responses provided in Table 11: Evaluation of Workshop Understanding, the workshops added to the majority of participants' interest in and understanding of the transportation planning process.

Table 11: Evaluation of Workshop Understanding

	Yes	No	No Answer
Did the workshop add to your interest in the CWTP process?	91%	2%	7%
Did the workshop enhance your understanding of issues and needs for transportation planning in Alameda County?	80%	13%	7%

Accessibility

Community workshops satisfied the accessibility evaluation criteria by accomplishing the following:

- Workshops were held in all four planning areas of the county.
- All meetings were accessible under the requirements of the Americans with Disabilities Act (ADA) and accessible by transit.
- Workshops were linguistically accessible to 100% of participants, with requests for translation due 3 working days in advance.

Reach

Overall reach targets were established for the entire CWTP process, and the current status of these efforts is listed below in Table 12: Reach Targets.

Table 12: Reach Targets

Reach Target	Overall Target Number Through November 2012	April 2011 Status
Comments in database	2,000	1,324
Individual participation	2,000	1,000
Website visits	500	~1,600
Online questionnaire responses	300	693

As indicated in Table 13: Comparison of Responses Between Methods by Planning Area, residents from the North and East County planning areas were well represented in this phase of the planning process. Future outreach efforts will need to be directed toward the southern and central portions of the county to ensure representative participation.

Table 13: Comparison of Responses Between Methods by Planning Area

County Planning Area	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
North	42%	62%	42%
Central	13%	15%	23%
South	11%	8%	22%
East	16%	9%	13%
Other**	12%	7%	n/a
Total	100%	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County. Note that the workshops are not included because information about residence was not collected at the workshops.

Diversity

Diversity goals were established to ensure participation representative of the countywide population and demographic distribution. Table 14: Ethnic Participation by Method identifies countywide ethnicity distribution and ethnic participation by method. The workshops are not included as ethnicity information was not collected at the workshops. Moving forward, greater efforts will be made to ensure broader participation from both Asian/Pacific Islander and Hispanic communities. To assist with this effort, the project team is working closely with Alameda CTC staff and advisory committee members to identify additional community-based organizations that can assist with soliciting and collecting input from community members that have not been engaged in this process to date.

Table 14: Ethnic Participation by Method

Ethnicity	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
American Indian or Alaska Native	0.4%	2%	0%	0.4%
Asian or Pacific Islander	19%	8%	11%	33%
Black/African American	23%	9%	18%	12%
White/Caucasian	51%	71%	52%	36%
Spanish, Hispanic or Latino	4%	6%	4%	22%
Other	2%	4%	4%	3%

*2009 American Community Survey

Income Level

The overall household income level for Alameda County is compared with the income level information provided by participants in both the outreach toolkit and the online questionnaire in Table 15: Income Level by Method. Income information was not collected at the workshops and is therefore not included below. The table indicates that the outreach toolkit was an effective tool for generating participation from participants with household incomes under \$50,000.

Table 15: Income Level by Method

Household Income Level	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
\$0-\$25,000	24%	8%	18%	21%
\$25,000-\$50,000	25%	17%	20%	23%
\$50,000-\$75,000	12%	19%	13%	20%
\$75,000-\$100,000	14%	21%	16%	14%
Over \$100,000	25%	35%	18%	22%

*2000 Census

Title VI Compliance

In keeping with the spirit of Title VI compliance, Alameda CTC made a number of specific efforts to include broad representation from Alameda County residents and low-income/underrepresented populations in particular. To accomplish this, Alameda CTC:

- Offered language translation services for any language request. Based on requests, the questionnaire was translated into Chinese and Spanish and posted on the project website; and
- Developed a targeted outreach log to document efforts made to solicit input and participation from specific groups. This log is included in Appendix F: CWTP Stakeholder Outreach.

Recommendations for Next Phase of Outreach

The public outreach activities generated a significant amount of input on transportation needs and priorities from across Alameda County. Moving forward, it will be very important to share the outreach findings from this phase of activity and maintain contact with all Alameda County residents and businesses who have participated to date, as well as continuing with targeted and strategic outreach to ensure that outreach efforts reflect Alameda County's geographic and ethnic diversity.

To improve outreach for future project phases, Alameda CTC should:

- Continue use of multiple methods of outreach. Participation results confirm that different methods are needed to reach a broad, representative audience;
- Across outreach methods, increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county;
- Across outreach methods, increase participation from residents in the central and southern planning areas;
- Expand use of outreach toolkit to help achieve participation representative of county demographics;
- Provide regular updates to the compiled list of participants; and
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Next Steps

The next steps for outreach and distribution of information about the planning process to the public include:

- Posting summary reports on the Alameda CTC project website;
- Notifying participants of future opportunities to participate and provide input; and
- Planning for a second round of community workshops in the fall of 2011 to review the draft CWTP and TEP.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

Executive Summary

January-March 2011





EXECUTIVE SUMMARY

INTRODUCTION

Between January and March 2011, the Alameda Countywide Transportation Plan outreach team conducted a variety of public participation activities to solicit input related to transportation needs and priorities for the update to the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP). The CWTP will be completed in 2012 and will prioritize projects and programs for funding for the next 25 years. The TEP will identify the funding priorities for an extension of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. Public participation activities during this first phase of plan development generated input from approximately 1,600 Alameda County residents through a variety of methods.

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones in the process so interested residents can follow the process and know in advance when the CTC board will take final action.
- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities.
- Generating significant public involvement in the development of both plans.

Public participation activities were conducted using the following tools and formats (described later in more detail):

- Public workshops
- Online questionnaire
- In-person small group dialogues using outreach toolkit with same questionnaire as online version
- Community and technical advisory working group meetings

How This Information Will Be Used

The input generated during this phase of the project will primarily be used to inform project and program choices that are considered in the development of the draft CTWP. Project and program suggestions generated during this phase were compiled into a Projects/Programs list and provided to Alameda CTC for review with the sources of the suggestions noted (workshop, toolkit or online questionnaire). The participants involved during this phase of the project, collectively referred to as outreach participants, will be kept informed

of upcoming plan development milestones and encouraged to join in future participation opportunities. A second round of public workshops and participation activities is planned for the fall of 2011 to coincide with the release and review of the draft Countywide Transportation Plan and the draft Transportation Expenditure Plan that is planned to be placed on the November 2012 ballot.

KEY FINDINGS

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods. The results can be organized into six major themes and reflect multiple modes of travel, including vehicle, public transit, bicycle and pedestrian. The six themes include maintenance, access, equity, safety, connectivity and coordination. The key findings for each theme are as follows:

Maintenance

Many outreach participants expressed interest in the overall maintenance of the existing transportation system in Alameda County. This included local streets, roads, and highways and public transit systems. There was also strong interest in having dedicated funding for the operations of the existing public transit system, and many participants commented on the need to restore AC Transit service to 2009 levels.

Access

Many outreach participants expressed a desire for a transportation system that provides convenient access to the places they need to go in their daily lives, such as school, work, community centers and shopping destinations. The transportation system in general, and the public transit system in particular, should be accessible for all users, including youth, seniors and disabled.

Equity

Many outreach participants supported the development of potential infrastructure investments that provide the greatest benefit to the most people and especially to those with the greatest need. Potential program suggestions included extended bus transfer times and a free youth bus pass program for 6th-12th grade students.

Safety

Safety was an important topic for many outreach participants, especially at transit facilities, and there were suggestions that additional lighting and signage be provided to increase the safety of transit facilities. There was also input received about the need for greater safety on local roads, especially in rural parts of the county.

Connectivity

Many outreach participants expressed a need for increased connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks. Comments also supported transit systems that are designed to connect people to community facilities and amenities.

Coordination

Increased coordination and cooperation across all governmental agencies and the efficient use of transportation improvement funding was an important topic for many participants. Coordination was specifically mentioned for BART, AC Transit and local shuttle service. Outreach participants also supported coordinated efforts to meet regional goals for reduced vehicle miles travelled (VMT).

Workshop Themes

Maintenance was a key theme at all five workshops, with each workshop having different levels of discussion around the remaining five themes of access, equity, safety, connectivity and coordination. Table 1: Key Themes by Workshop, summarizes the key themes that surfaced at each workshop.

Table 1: Key Themes by Workshop

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	X

In addition, each workshop had discussions with a distinct focus on topics that were emphasized by location:

- Oakland: Transit equity and access
- Fremont: Connectivity and coordination
- Hayward: Connectivity, maintenance and support for goods movement
- San Leandro: Connectivity (especially east/west circulation) and support for transit technologies like Next Bus and wayfinding signage
- Dublin: Maintenance, coordination and support for BART to Livermore (along I-580 alignment).

Projects and Programs

There was a strong correlation between the suggested project location or service area and where the participant lived. For example, BART to Livermore was a project identified primarily by residents from the East County planning area, with 62 of the 71 written comments in support of BART to Livermore attributed to that planning area. Of these comments, over half specifically expressed support for BART to Livermore along the I-580 alignment. In another example, 77 written comments were received in support of the free Eco Youth Bus Pass, with the majority of these written comments received from participants from the North County planning area. A complete list of projects and programs identified during this phase of the outreach process is included as Appendix E: CWTP Projects/Programs List from Outreach.

Additional Findings

In addition to the workshop themes and project and program related findings, the comments received during this phase of outreach also revealed the following:

- The vast majority of questionnaire respondents commute within Alameda County, including 77% of online questionnaire respondents and 87% of toolkit questionnaire respondents.
- Driving alone is the most frequently cited mode of transport in both the online and outreach toolkit questionnaire findings.
- Online respondents bike and take BART more than toolkit respondents.
- Low income and minority respondents generally indicated a higher need for accessible transportation services.
- Goods movement was the least cited type of transportation improvement needed in Alameda County. Participants generally recognized the importance of goods movement and asked for planning efforts to address its environmental and health impacts.

PARTICIPATION SUMMARY

Alameda County residents and businesses were offered opportunities to provide input through three main outreach activities. Residents could attend any of the five community workshops held in each Alameda County supervisorial district; respond to a questionnaire provided online from February 4th – March 27th; and/or participate in any of the 50 small group discussions led by CTC advisory group members and staff using an outreach toolkit. Over 1,300 comments were collected across the three methods, with the individual comments compiled into a comments database and sorted by category.

The project team, Nelson/Nygaard and MIG, Inc., in coordination with Alameda CTC staff and its advisory group members, worked collaboratively to ensure broad participation from Alameda County residents within a limited time period. Advisory group members included the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC).

Table 2: Participation Summary by Method, identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total listed in the table below.

Table 2: Participation Summary by Method

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 (612 completed questionnaires)
Online Questionnaire	693
TOTAL	1,605*

* Some individuals may have participated via more than one method

Workshops

Five workshops were held on weekday evenings at transit and ADA-accessible locations in each supervisorial district. The workshops were advertised through print and online notices and through various electronic and print outlets of advisory groups. The majority of workshop attendees learned about the workshop through e-mail. Referrals from friends and newspaper ads were also effective methods. Table 3: Workshop Participation by Location, lists the attendance for each workshop.

Table 3: Workshop Participation by Location

Workshop Date/Location/District	Number of Attendees
February 24th, 5:30-7:30 pm Oakland City Hall Hearing Room 3 District 4	53
February 28th, 6:30-8:30 pm Fremont Public Library Fukaya Room A District 1	35
March 9th, 6:30-8:30pm Hayward City Hall Conference Room 2A District 2	36
March 16th, 6:30-8:30 pm San Leandro Library Karp Room District 3	38
March 24th, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 5	26
TOTAL	188

Outreach Toolkit

Overall, 50 outreach toolkit sessions were conducted with strong participation from the northern and eastern planning areas. The toolkit proved to be an effective strategy for taking information about the planning process out to a diverse audience that may not otherwise have attended a community workshop or participated in the online questionnaire. Alameda CTC advisory group members provided an invaluable service by using this method to help meet Alameda County residents “where they are” and reach a broad audience that is reflective of the economic, ethnic and geographic diversity of Alameda County. Toolkit sessions were conducted with a variety of groups, including: seniors, bicyclists, faith-based groups, environmental groups, transit riders, Rotary Clubs, chambers of commerce and community-based organizations. Toolkit participation by planning area is described in Table 4, Comparison of Responses Between Methods by Planning Area. A detailed list of the toolkit sessions conducted is included as Appendix C: Submitted CWTP Outreach Toolkit Reports.

Participants in the outreach toolkit sessions were asked to complete a printed version of the online questionnaire which included questions about transportation planning needs, priorities and trade-offs. The questionnaire helped provide quantifiable results and demographic information about the respondents. It also allowed for a comparison of results between the two methods which is described later in this document.

Online Questionnaire

The online questionnaire was completed by 693 respondents. The online questionnaire was advertised through e-mail and prominently displayed on the Alameda CTC website. Online questionnaire participation by planning area is described below in Table 4: Comparison of Responses Between Methods by Planning Area. The percentage of countywide population resident in each planning area is given as a basis for comparison with actual participation by planning area. The results demonstrate a need to draw greater participation from the South and East County planning areas.

Table 4: Comparison of Responses Between Methods by Planning Area

County Planning Area	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
North	42%	62%	42%
Central	13%	15%	23%
South	11%	8%	22%
East	16%	9%	13%
Other**	12%	7%	n/a
Total	100%	100%	100%

*2009 ABAG Projections

**Unclear or not Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County. Note that the workshops are not included because information about residence was not collected at the workshops.

Participation Demographics

At the outset of the public participation process, a stakeholder list of over 200 organizations throughout Alameda County was compiled. Groups on this list were sent e-mails approximately every other week (four e-mails total) advertising upcoming workshops and encouraging participation in the planning process.

Midway through the outreach process, the project team met to review levels of participation based on geography and ethnicity. The project team recognized the need to increase outreach efforts, and made a series of targeted phone calls that are detailed in Appendix F: CWTP Stakeholder Outreach.

To encourage participation by Alameda County residents, especially low-income and limited English underrepresented populations, Alameda CTC took the following actions:

- Translated questionnaires into Chinese and Spanish and posted them on the project website.
- Offered language translation services for any language request.
- Developed a targeted outreach record to document efforts made to solicit input and participation from specific groups.

The ethnicity of respondents, when provided by respondents, is described in Table 5: Ethnic Participation by Method. Once again, the percentage of each ethnicity represented in countywide population is given as a basis for comparison with actual participation by ethnicity. The results suggest a need for expanded outreach to Asian/Pacific Islander and Latino residents in Alameda County during the remainder of the planning process.

While gaps may still exist, efforts will be made to ensure increased participation from specific groups during later phases of the project. One representative from a community-based organization also mentioned that local residents participate more actively in specific project-related outreach efforts and that the long-range nature of the CWTP makes it harder to attract interest and participation from people with busy lives and immediate, pressing concerns to attend to.

Table 5: Ethnic Participation by Method

Ethnicity	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
American Indian or Alaska Native	0.4%	2%	0%	0.4%
Asian or Pacific Islander	19%	8%	11%	33%
Black/African American	23%	9%	18%	12%
White/Caucasian	51%	71%	52%	36%
Spanish, Hispanic or Latino	4%	6%	4%	22%
Other	2%	4%	4%	3%

*2009 American Community Survey

The household income level of respondents, when provided by the respondents, is listed in Table 6, Income Level by Method. The results indicate that the outreach toolkit was an effective method for reaching participants with household incomes under \$50,000. The percentage of households at each income level in the county is given as a basis of comparison with respondents' income levels.

Table 6: Income Level by Method

Household Income Level	Outreach Toolkit	Online Questionnaire	Workshop	Comparison to Countywide Population*
\$0-\$25,000	24%	8%	18%	21%
\$25,000-\$50,000	25%	17%	20%	23%
\$50,000-\$75,000	12%	19%	13%	20%
\$75,000-\$100,000	14%	21%	16%	14%
Over \$100,000	25%	35%	18%	22%

*2000 Census

RECOMMENDATIONS FOR NEXT PHASE OF OUTREACH

The public outreach activities generated a significant amount of input on transportation needs and priorities from across Alameda County. Moving forward, it will be very important to share the outreach findings from this phase of activity and maintain contact with all Alameda County residents and businesses who have participated to date, as well as continuing with targeted and strategic outreach to ensure that outreach efforts reflect Alameda County's geographic and ethnic diversity.

To improve outreach for future project phases, Alameda CTC should:

- Continue use of multiple methods of outreach. Participation results confirm that different methods are needed to reach a broad, representative audience;
- Across outreach methods, increase coordination with stakeholder groups, especially those who can help target outreach to Asian and Latino populations in the county;
- Across outreach methods, increase participation from residents in the central and southern planning areas;
- Expand use of outreach toolkit to help achieve participation representative of county demographics;
- Provide regular updates to the compiled list of participants; and
- Improve notification about workshop events and provide more advance notice to community and stakeholder groups.

Next Steps

The next steps for outreach and distribution of information about the planning process to the public include:

- Posting summary reports on the Alameda CTC project website;
- Notifying participants of future opportunities to participate and provide input; and
- Planning for a second round of community workshops in the fall of 2011 to review the draft CWTP and TEP.

Appendix A: CWTP Outreach Comment Database

Source Key
ON = Online
TK = Toolkit
WK = Workshop

**Alameda County Transportation Commission
Appendix A: CWTP Outreach Comments Database**

Note: The comments included in this database are sourced from three different outreach methods: online questionnaires, outreach toolkit questionnaires, and comments made in workshops. The column indicating question answered references the online and toolkit questionnaire as shown in Appendix B: Countywide Transportation Plan Questionnaire.

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	4	N/A	Developing transportation systems for HIV + individuals to connect with their medical appointments	Accessible Transportation
ON	4	N/A	Free Senior Shuttles to Senior Center	Accessible Transportation
TK	4	N/A	I am disabled so long term will need to swtch to paratransit	Accessible Transportation
TK	4	N/A	Increase number of paratransit vans	Accessible Transportation
TK	4	N/A	More disabled access	Accessible Transportation
TK	4	N/A	More service for disabled	Accessible Transportation
TK	4	N/A	Only Considered with paratransit	Accessible Transportation
TK	4	N/A	sedans for seniors/ disabled not lift vans	Accessible Transportation
TK	4	N/A	we want your help for seniors group bus	Accessible Transportation
ON	5	N/A	expand paratransit service area	Accessible Transportation
ON	5	N/A	Identifying or promoting CWTP systems that provide discount rates for the medically or financially disadvantaged	Accessible Transportation
TK	5	N/A	more handicap access	Accessible Transportation
ON	5	N/A	more paratransit service	Accessible Transportation
TK	5	N/A	sedan, ramp vans for disabled	Accessible Transportation
TK	5	N/A	Specifically Paratransit Services	Accessible Transportation
TK	6	N/A	expand Paratransit services	Accessible Transportation
TK	6	N/A	serve seniors association	Accessible Transportation
TK	7	N/A	Para Trans.	Accessible Transportation
TK	7	N/A	paratransit	Accessible Transportation
TK	7	N/A	paratransit	Accessible Transportation
ON	8	N/A	Better transportation for seniors to give them a viable option to stop driving - maybe a van that can pick them up, since many of them can't walk far enough to get to the bus stop.	Accessible Transportation
ON	8	N/A	find ways to keep seniors independent in their own cars; paratransit is a very poor system, suitable only for the most disabled or elderly frail.	Accessible Transportation
ON	8	N/A	Focus on neighborhood access of transportation for seniors and disabled people too, not just downtown.	Accessible Transportation
ON	8	N/A	Helping seniors stay mobile after giving up their cars	Accessible Transportation
TK	8	N/A	Maintain Transportation for seniors	Accessible Transportation
ON	8	N/A	Making bigger or more buses available for trips/events/activities.	Accessible Transportation
TK	8	N/A	Older Adult Populaton Increasing	Accessible Transportation
TK	8	N/A	provide or have contract with a taxi compay for transportation of seniors	Accessible Transportation
ON	8	N/A	Seniors and people with disability shoudl be provided housing options with adjacent services	Accessible Transportation
TK	9	N/A	get rid of gas guzzling, empty lift vans (paratansit) reexcept for wheel chair users. restore paratransit services that were cut.	Accessible Transportation
TK	9	N/A	Paratransit for seniors	Accessible Transportation
TK	9	N/A	reduce cost of paratransit	Accessible Transportation
TK	10	N/A	city of Richmond Paratransit system	Accessible Transportation
TK	10	N/A	Expand paratransit services. Need seamless transportation across county lines.	Accessible Transportation
ON	10	N/A	Make Paratransit accesible to areas not on a regular bus route- this is ridiculous.	Accessible Transportation

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	More spaces need to be created on buses for people with disabilities. For many people with disabilities public transportation is the only way they can afford to get around. Having more spots available on buses for public transportation would ensure that people don't miss getting on a bus because the wheelchair spots are already taken. I have heard from people in wheelchairs that they often have to wait earlier or wait a few buses to get a bus with an empty wheelchair space.	Accessible Transportation
TK	10	N/A	Reduction of cost for paratransit and increasing area, coverage, reservation system improvements	Accessible Transportation
TK	10	N/A	regarding paratransit: Better scheduling, on time performance, improving door to door service, improve customer service	Accessible Transportation
TK	10	N/A	seniors for paratransit, should bring larger ones back into the program	Accessible Transportation
TK	10	N/A	The seniors who come from St. Mary's Center going to downtown are (can't really make out the rest)	Accessible Transportation
TK	10	N/A	the structure of paratransit and how it's required to only provide service when the transportation agencies travel not serving the needs of the people	Accessible Transportation
ON	8	N/A	Again, this is another false survey choice - pedestrian improvements help both seniors and disabled persons (esp. sidewalk widening projects, adding curb cuts, pedestrian crossing safety improvements).	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	also a false choice	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	As with other questions you force either-or answers when many want a balance and cost-effectiveness.	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Big one!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both are important and interrelated, should be done together.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both are important!	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Both are important!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both of these improvements are VERY important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	BOTH of these improvements are VERY important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Both of these options are equally important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	can't you do both? they are so important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	clearly both are important (not an either/or, since many seniors/disabled people can't drive anyway)	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	distinct need	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	FALSE CHOICE, these are complementary, seniors are peds	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	I am a senior, this is a hard choice	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	I think these are interrelated - many people who walk are seniors, and many pedestrian improvements result in better access for people with disabilities.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Improving pedestrian access can reduce need for "specialized" transportation. Stop discrimination.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Improving pedestrian facilities will indirectly improve mobility for some seniors and people with disabilities.	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Industrial area	Accessible Transportation; Bike and Pedestrian

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	8	N/A	Many senior citizens are pedestrians or bike so improving these networks could benefit them directly.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	none	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	None of the choices	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	not a fair choice! However most pedestrian improvements will also improve walking for seniors and disabled so both groups will win	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	not fair tradeoff	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	Oakland Berkeley area	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Oh, come on, this is a Sophie's Choice.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Surely you can improve services for seniors / people w. disabilities AND make bicycle and pedestrian improvements	Accessible Transportation; Bike and Pedestrian
TK	8	N/A	there the something	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	These are not exclusive; CTWP should do both	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	They are both important	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This is a terrible choice as are many of the others. They are both/all important.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	this is a tough one. both are important. I recently had a baby and use the elevators a lot more than usual now at BART stations, etc. Public transit is not easy for folks with disabilities to use!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This is NOT an either or choice!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This question implies you can't have both - why not? And, it also implies that improvements for seniors aren't about improving ped facilities for all, which they are.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	This question is awful. Pedestrian improvements benefit seniors and persons with disabilities. Why make me choose?	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	We should not be having to make this choice. We need both as our population ages and as we address transport sustainability.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	We shouldn't have to choose between these options.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	What kind of choice is this?	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	why is this an either/or choice? both are very important!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	Why is this an OR? It should be both.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You are pitting the senior/disability community against pedestrians. This is UNACCEPTABLE! We are the SAME people! If transpo system is stable, we get fed matching funds to help ADA costs!	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You can do both simultaneously. Seniors walk and ride transit, so if you make improvements for them, it will benefit the overall population.	Accessible Transportation; Bike and Pedestrian
ON	8	N/A	You're really going to make me choose between seniors, people with disabilities and expanding bike and pedestrian improvements? This is ridiculous. We can - and should - do both. Walkable neighborhoods are better for both pedestrians and seniors.	Accessible Transportation; Bike and Pedestrian
ON	10	N/A	I'm disappointed that I was asked to choose between improvements for seniors and those for bicyclists.	Accessible Transportation; Bike and Pedestrian

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	10	N/A	Iron Horse Trail be motorized wheelchair accessible for entire trail.	Accessible Transportation; Bike and Pedestrian
TK	10	N/A	Please fix the uneven sidewalks. Older people are falling too much and getting hurt.	Accessible Transportation; Bike and Pedestrian
WK	Needs	San Leandro 3/16	Too much emphasis is put on forwarding bike projects, which by their very nature exclude a certain population from accessing (i.e., those unable to ride a bike). There seems to be an agenda to force everyone to accept that bikes are a more valid transportation option than others. In some cases, bikes and their associated facilities are important. But, in other areas, they are either unwarranted or unnecessary. A better focus would be on the pedestrian environment. Everyone, except those who travel from their car to their house (and back again), need pedestrian improvements. I realize that the bike lobby is a powerful force. However, any improvement that only benefits a small population - or <u>excludes</u> a population (disabled, elderly) - should <u>not</u> be a priority!	Accessible Transportation; Bike and Pedestrian
ON	10	N/A	Almost all the above listed priorities/projects are important to improving transportation with and between the counties.	Accessible Transportation; Bike and Pedestrian; Goods Movement; Highways and Roads; Public Transit
TK	8	N/A	both of these over expanding highway capacity (at a tiny fraction of the cost)	Accessible Transportation; Bike and Pedestrian; Highways and Roads
ON	8	N/A	neither--both are in good shape--concentrate on shortening road repair job time frames	Accessible Transportation; Bike and Pedestrian; Highways and Roads
ON	8	N/A	Again, why are we pitting these smaller things against each other instead against highway or rail projects?	Accessible Transportation; Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	The BART Oakland Airport Connector is a waste of money, BRT would be more cost effective and help more people. Generally speaking, I'm in favor of projects that help the most people (like basic sidewalk and intersection improvements) instead of oh-ah projects (like the Airport Connector). Two of the questions I had a hard time with: #5: you can't have reliable transit system without well maintained roads. #8: in addition to services, bike, and especially pedestrian, improvements also help elderly and disabled persons	Accessible Transportation; Bike and Pedestrian; Highways and Roads; Public Transit
ON	5	N/A	This includes transit accessibility issues (paratransit, economic/transit justice, ped safety/access, BART station safety, etc.)	Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	EBOT - provides greatly improved service for seniors and can support bikes with Complete Streets	Accessible Transportation; Bike and Pedestrian; Public Transit
TK	8	N/A	Improving services for seniors and disabled has been done. Bike shuttle and safe bike parking.	Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	Safe streets for walking & biking will lead more to take the bus & connect to other transit options, and reduce their driving--more bus connections = more transit options for seniors & disabled as well!	Accessible Transportation; Bike and Pedestrian; Public Transit
ON	8	N/A	More, and better, curb cuts all over the city. Also, more timely van services for people with disabilities.	Accessible Transportation; Highways and Roads
ON	10	N/A	Okay I have a theme here, people need jobs, our roads need fixing, sorry I'm stuck on that...also our seniors and disabled need improved access although I have to admit we are better than some. I would like to see transitional age youth given jobs in transportation.	Accessible Transportation; Highways and Roads
ON	10	N/A	Education/outreach programs for non-disabled older people, those who are "merely" slowing down and getting creaky and stiff, about how to maintain their driving abilities. Also come up with plans and programs to make public transportation more user-friendly to this population. Right now everyone takes their lives in their hands whenever they use public transportation, unless they are young and agile. That way those over 60 can stay in their homes, still be at least somewhat independent, and stay out of assisted living facilities!	Accessible Transportation; Other Needs - Education
TK	4	N/A	Additional Parking- senior center	Accessible Transportation; Parking and Transportation Demand Management

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Have a centralized phone service this has all transportation information for paratransit (like 511)	Accessible Transportation; Parking and Transportation Demand Management
ON	6	N/A	Computer dispatched shuttles coordinated via Google World and GPS restrts Dial-a-Ride	Accessible Transportation; Parking and Transportation Demand Management; Public Transit
TK	4	N/A	How to travel about when unable to drive	Accessible Transportation; Public Transit
ON	4	N/A	Reinstating bus service (increased hours, frequency and lines). Also, taking measure to make public transit and paratransit accessible to people with disabilities that involve chemical, electrical, and other environmental sensitivities.	Accessible Transportation; Public Transit
TK	4	N/A	van/taxis which can carry wheelchair riders and regular riders (together in same van?)	Accessible Transportation; Public Transit
TK	6	N/A	paratransit for those qualifying and van/ taxis for all persons, including disabled and non-disabled	Accessible Transportation; Public Transit
ON	7	N/A	accessibility on fixed-route transit services need to be improved	Accessible Transportation; Public Transit
TK	7	N/A	Make BART and bus more accessible for wheel chair users	Accessible Transportation; Public Transit
TK	8	N/A	AC Transit and Paratransit	Accessible Transportation; Public Transit
ON	8	N/A	MORE SENIOR SECTIONS ON BUSES	Accessible Transportation; Public Transit
ON	10	N/A	1. Make current public transportation more accessible to people with visual impairments (buttons on buses currently hard to locate, bus stops not accessible to people who can't see to find them, bus seats on newer buses difficult to find & far from driver) 2. Increase Paratransit services to a wider area. 3. Increase frequency of buses (if buses only run on the 1/2 hour or hour then it is not convenient for people to use to get to work, etc.)	Accessible Transportation; Public Transit
ON	10	N/A	As a teacher of blind and visually impaired students I cam most concerned about maintaining bus lines, providing good transit connections and training of transit operators.	Accessible Transportation; Public Transit
TK	10	N/A	Expand into areas not currently served i.e. BART and buses aren't accessible to all.	Accessible Transportation; Public Transit
ON	10	N/A	Fares should not be increased unless family income has statistically increased. Senior fares should not be increased during periods when Social Security benefits do not increase.	Accessible Transportation; Public Transit
TK	10	N/A	Have those that make the transportation decisions be forced to ride buses as disabled person or as a senior who cannot get their seats reserved for them	Accessible Transportation; Public Transit
ON	10	N/A	Keeping the senior and disabled passes at or close to current rates. On limited income, transit is our only way to get to doctor's appointments, churches, visits or social activities. The social security income in not keeping pace with the cost of living. Basics (medicine, drug store, grocery store) prices are increasing and our income does not keep pace as it is. Please do not take our freedom away by raising prices. Many of us have limited income with no chance (due to disability) to earn more, no family and no other financial resources. If you double our bus passes - for some of us, you will end life as we know it. We will be isolated and unable to interact with the rest of the world. Please do not save money for the system by raising prices on the most vulnerable. Thank you.	Accessible Transportation; Public Transit
TK	10	N/A	less time waiting for the buses or paratransit	Accessible Transportation; Public Transit
TK	10	N/A	van/taxis whic are regular taxis (serving exactly as taxis do but equipped with lifts	Accessible Transportation; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	Oakland 2/24	Dear Sirs, most of my clients are SSI receivers. It is said SSI will be cut another 15 dollars. The resulting amount is 845 minus 15=830, if the bus pass going to increase to 45 dollars, so all together the amount cut equal to 40 dollars, which means the SSI like to be cut to 795 dollars. My clients will have a real hard time. Amount received by senior citizens on SSI: before cut and bus pass increased fee - SSI-\$845, bus pass \$20; after cut and bus pass increased fee - SSI-\$835 bus pass \$45. The real impact on the SSI receivers is \$40 instead of \$15.	Accessible Transportation; Public Transit
WK	Needs	Oakland 2/24	We need safer buses more service weekends and nights. Buses that will have room for passengers to sit, room for wheelchairs, strollers, and carts. More racks for bikes. More American made buses. Pay stations at heavy locations. Reasonable fares for low income rider.	Accessible Transportation; Public Transit
WK	Needs	Oakland 2/24	My name is Elena Berman and I am a coordinator of services at St. Mary's Center in West Oakland. I have had extensive conversation about the service cuts and the overall quality of public transportation. And although many of our seniors appreciate the use of public transportation, they find the cuts in lines as well as the proposed fare increases completely unjust. The reduction in services for the 72N and the 72R have made it impossible for some to attend our Sunday dinner which has become an integral part of our community. There has been cuts to the bus line for "Pill Hill" where many members get free medication. This has been a complete dis-service for our community. The fare hike along with the cuts to SSI (\$15) may cause drastic lifestyle changes in many of the lives of our seniors. Please do what is fair and allocate the proper amount of funds to public transportation.	Accessible Transportation; Public Transit; Transit Funding
TK	4	N/A	Corporate sponsorship of senior transportation	Accessible Transportation; Transit Funding
TK	5	N/A	funding to expand paratransit services beyond the 3/4 barrier	Accessible Transportation; Transit Funding
TK	10	N/A	Have paratransit service continuously without drop offs between bay area counties. the gps computer systems on paratransit dont give correct directions. get the \$12million back!!	Accessible Transportation; Transit Funding
TK	10	N/A	Paratransit is very costly for disabled individuals, so making it more affordable by subsidizing it more is vital to keeping that community healthy and connected.	Accessible Transportation; Transit Funding
ON	8	N/A	Both improving transportation services for seniors and people with disabilities and expanding bicycle and pedestrian improvements should be prioritized. Measures should be taken to improve transit for people with disabilities that involve chemical, electrical and other environmental sensitivities. For example, only fragrance-free, environmentally friendly cleaning products should be used on public transportation, in BART stations, etc.	Accessible Transportation; Transportation Trade-Offs
ON	4	N/A	9th St Bicycle Crossing at Ashby to Emeryville Greenway	Bike and Pedestrian
ON	4	N/A	An alternative to Niles Canyon for cyclists to commute thru	Bike and Pedestrian
ON	4	N/A	bicycle lane on Industrial Blvd. in Hayward	Bike and Pedestrian
ON	4	N/A	bicycle path to shoreline/marina	Bike and Pedestrian
TK	4	N/A	Bicycling improvements for community	Bike and Pedestrian
TK	4	N/A	Bigger bicycle lanes	Bike and Pedestrian
ON	4	N/A	Bike bridge for Alameda	Bike and Pedestrian
TK	4	N/A	Bike lane on San Pablo Ave.	Bike and Pedestrian
TK	4	N/A	Complete bike trail systems	Bike and Pedestrian
ON	4	N/A	Dedicated bike lanes	Bike and Pedestrian
ON	4	N/A	Get bicycles off the two lane roads-they're a HAZARD !	Bike and Pedestrian
ON	4	N/A	greenway under BART tracks	Bike and Pedestrian
ON	4	N/A	Improve safety and prevent violence to encourage walking and biking	Bike and Pedestrian
ON	4	N/A	make certain streets in Albany exclusively for bikes, pedestrians-- esp. for students safety (around schools)	Bike and Pedestrian
ON	4	N/A	More bike lanes! This would prevent injuries/deaths and relieve traffic congestion because more people would commute by bicycle if they had access to a better bike lane system.	Bike and Pedestrian
TK	4	N/A	Oakland to San Leandro Greenway	Bike and Pedestrian
ON	4	N/A	Pedestrian/bike option for West side of Alameda to Oakland	Bike and Pedestrian
ON	4	N/A	safe routes to transit	Bike and Pedestrian
TK	4	N/A	sidewalks have cracks in them	Bike and Pedestrian
TK	4	N/A	transportation out of this city of Pleasanton that is walker friendly	Bike and Pedestrian

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	4	N/A	We need bike lanes in downtown Oakland, particularly along 14th Street heading from the lake to downtown.	Bike and Pedestrian
ON	4	N/A	Would have added pedestrian if given the option.	Bike and Pedestrian
ON	4	N/A	Would have added pedestrian if given the option.	Bike and Pedestrian
ON	5	N/A	ability to walk/bike over bay bridge	Bike and Pedestrian
TK	5	N/A	contract for valet bike parking for city and public events.	Bike and Pedestrian
ON	5	N/A	creating more bike lanes in Oakland	Bike and Pedestrian
ON	5	N/A	Existing transportation networks have to be updated for MORE safe capacity for growing pedestrian and bike safety	Bike and Pedestrian
TK	5	N/A	Improve infrastructure for bicyclists safety	Bike and Pedestrian
ON	5	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	5	N/A	prioritize bike routes for repaving	Bike and Pedestrian
ON	5	N/A	Provide wide outside lanes for cyclists, not more dangerous bike lanes	Bike and Pedestrian
ON	5	N/A	Sacramento St. from Ashby to Rose Sts.	Bike and Pedestrian
TK	6	N/A	Bike facilities	Bike and Pedestrian
ON	6	N/A	complete streets for bikes and peds	Bike and Pedestrian
TK	6	N/A	Fully implement all bicycle and Ped master plans in the county	Bike and Pedestrian
TK	6	N/A	Greenway 12th St. - San Leandro Blvd.	Bike and Pedestrian
ON	6	N/A	implement bicycle master plans	Bike and Pedestrian
ON	6	N/A	Improve bike mobility and accessibility. Still too dangerous.	Bike and Pedestrian
ON	6	N/A	It's a State project, but continue the bike/walk way all the way across the Bay Bridge to SF!!	Bike and Pedestrian
ON	6	N/A	make a connected bicycle network with bicycle bridges over barriers such as I-880	Bike and Pedestrian
TK	6	N/A	making sure that sidewalks are done	Bike and Pedestrian
ON	6	N/A	More bike lanes - one is desperately needed on San Pablo avenue, which is an important route and very dangerous as is for cyclists - a two way biek path down the median would be ideal. Also probably not within your purvue, but extending the pedestrian path on the west span of the Bay Bridge would give folks an alternative to diving and public transit between SF and the East Bay.	Bike and Pedestrian
ON	6	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	6	N/A	More bike routes through downtown Oakland: Downtown is a great destination for bicycle travel, but once you get near downtown the streets become unsafe.	Bike and Pedestrian
ON	6	N/A	more greenways on Mission Blvd.	Bike and Pedestrian
ON	6	N/A	work sites should provide a locker room for a cyclist to "freshen" up in--shower, change.	Bike and Pedestrian
ON	7	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	8	N/A	All cities should expand bicycle lanes and improve pedestrian routes/services.	Bike and Pedestrian
ON	8	N/A	bicycle path access to shoreline/marina	Bike and Pedestrian
TK	8	N/A	complete trail system	Bike and Pedestrian
TK	8	N/A	Cycling & pedestran improvements better the community	Bike and Pedestrian
TK	8	N/A	Davis Street (bike and pedestrian improvements)	Bike and Pedestrian
ON	8	N/A	Downtown Oakland bicycle routes and pedestrian safety underneath highway overpasses (i.e. 880 downtown, 580 near Mosswood, etc.)	Bike and Pedestrian
ON	8	N/A	expanding bicycle and pedestrian improvements with all pedestrians in mind. Health equity should be prioritized	Bike and Pedestrian
ON	8	N/A	Focus on multi-mile bike thruways, so we can actually get from Point A to Point B without facing some really dangerous sections/gaps in the bike routes.	Bike and Pedestrian
ON	8	N/A	greenway under BART tracks	Bike and Pedestrian
ON	8	N/A	Hayward is not a safe place to ride a bike at all hours.	Bike and Pedestrian
ON	8	N/A	I mean not more dangerous bike lanes but 18 hour effective cycling programs over 9 weeks.	Bike and Pedestrian
ON	8	N/A	improved sidewalks, Piedmont Ave, under freeways	Bike and Pedestrian
TK	8	N/A	maintained better trails, i.e., Iron Horse Trail	Bike and Pedestrian
ON	8	N/A	More bicycle lanes on every road.	Bike and Pedestrian
ON	8	N/A	More bike lanes thru out county	Bike and Pedestrian
TK	8	N/A	Oakland-San Leandro Greenway	Bike and Pedestrian
TK	8	N/A	Pedestrian Improvements	Bike and Pedestrian

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	8	N/A	Require sidewalks in new commercial areas so taht pedestrians have a safe place to walk.	Bike and Pedestrian
ON	8	N/A	safer streets to bicycle on and safer streets to walk across	Bike and Pedestrian
ON	9	N/A	Increase safety and prevent violence to encourage walking and biking	Bike and Pedestrian
ON	9	N/A	make cities, as they exist now, more bike rider friendly.	Bike and Pedestrian
ON	9	N/A	Make Oakland and surrounding cities more bike-friendly.	Bike and Pedestrian
ON	9	N/A	Making biking and walking the easy choice, the safe choice, and the affordable choice for pedestrians	Bike and Pedestrian
ON	9	N/A	More bike lanes thru out county	Bike and Pedestrian
ON	9	N/A	require all new building provide secure bicycle parking and shower facilities in office buildinngs	Bike and Pedestrian
TK	10	N/A	Bicycle path on (west) suspension span of Bay Bridge. Bicycle path on Richmond/San Rafael Bridge.	Bike and Pedestrian
ON	10	N/A	Bike and Walk. Americans are lazy and fat. Let them get used to the fact of this and we'll do fine.	Bike and Pedestrian
ON	10	N/A	Conversion of the disused Rail road routes in Fremont to multi use / bicycle trails	Bike and Pedestrian
ON	10	N/A	Create more routes for pedestrians and bicycles that are away from stinky, dangerous, fast-moving autos, and provide convenient, clean, secure places to lock bikes.	Bike and Pedestrian
ON	10	N/A	Creating cross-town bikeways that separate bicycles from vehicular traffic routes.	Bike and Pedestrian
ON	10	N/A	East Bay Greenway, Completion of Iron Horse Trail, LAMMPS project in Oakland at Mills College, Bay Bridge Pathway Gateway Park, bike lane between UC Berkeley and downtown Oakland	Bike and Pedestrian
TK	10	N/A	Expanding Bike Friendly roads/ trails/ paths	Bike and Pedestrian
ON	10	N/A	Finish connecting the Bay Trail, so that I can bike-commute from Richmond all the way to San Jose without coming to dead-ends or risking my life on some dangerous, car-and-big-truck dominated sections of street.	Bike and Pedestrian
TK	10	N/A	foothill bike path!	Bike and Pedestrian
ON	10	N/A	Having to walk or bicycle under highway overpasses poses a big psychological barrier for people to enter various neighborhoods. For example, the 880 overpass that separates Jack London Square from downtown is loud and dirty, smells bad, always has garbage, and is a haven for homeless people. It could be re-designed to have smooth walls, with beautiful mosaics or murals, adequate lighting, and a sound barrier to the highway noise. This would boost foot and bicycle traffic to Jack London Square, especially at night. The same is true for many neighborhoods next to highway overpasses. Also, please put in more secure bicycle lockers at downtown BART stations, commercial centers and other destination spots. Serious, everyday cyclists are more likely to go places where they know their bicycle will b safe from theft, or having parts stripped off.	Bike and pedestrian
ON	10	N/A	I would like to see more bike friendly access of the Webster Street tube or the Alameda Oaklnad Pedestrian/Bike Bridge.	Bike and Pedestrian
ON	10	N/A	I would love a clean, safe Hayward where residents felt safe to walk to stores, schools, etc. Improvements have been made but there's a long way to go.	Bike and Pedestrian
ON	10	N/A	I'd love to see safe bike routes across town (like the ones in Berkeley). Thanks for putting out this survey!	Bike and Pedestrian
ON	10	N/A	make walkways, bikeways, etc. more beautiful and calming to use with trees, which also have proven to slow traffic, prolong the life of surrounding pavement, cover our carbon footprint, and makes us feel generally safer and happier.	Bike and Pedestrian
ON	10	N/A	Making more bike lines on unsafe streets & through ways.	Bike and Pedestrian
TK	10	N/A	Pedestrian (child) safety	Bike and Pedestrian
ON	10	N/A	Provide real bicycle path networks in Alameda Co and esp. Fremont that conenct to bicycle networks in Santa Clara Co, Especially provide safe paths across barriers like I880 in South Fremont. Also make the City of Fremont match Measure B spending on pedestrian projects.	Bike and Pedestrian
TK	10	N/A	rain protection on bikeways	Bike and Pedestrian
ON	10	N/A	Safe routes to school infrastructure and programs in undeserved areas, i.e. West and East Oakland.	Bike and Pedestrian
ON	10	N/A	There needs to be better access to northwest Alameda from downtown Oakland for pedestrians and bicyclists. The current route through the tunnel is insufficient, polluted, and generally dangerous. The College of Alameda is right there, yet feels so inaccessible from the rest of the county.	Bike and Pedestrian

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	San Leandro 3/16	Needs: 1) Better goods movement from Port of Oakland. Move more goods by rail and less by truck. Rail needs to be improved with grade separations. As the number of freight trains increases there is more need for "quiet crossings" - especially in residential areas with high density. 2) Greatly improved "last mile" connections from BART, AC Transit primary routes, and Amtrak Capitol Corridor. 3) Better bike/ped connections to transit. 4) Better bike/ped connections between Emeryville and Berkeley. 5) Award cities that increase density with funding for bike/ped/transit projects. 6) More bike lanes. 7) Restore transit service. Priorities: 0) Couple transportation with land use. 1) Put transit before road expansion - give people options to driving. 2) Instead of expanding BART, better utilize Capital Corridor. 3) Restructure bus routes so that they are better feeders to BART and Capital Corridor. 4) Better bike/ped connections to BART and Capitol Corridor - utilize Complete Streets. 5) Funding for bike/ped plan projects.	Bike and Pedestrian; Goods Movement; Other Needs - Reduce Driving; Public Transit; Transit Funding; Transportatin and Land Use Program
TK	4	N/A	Better/ more bike lanes, bike parking	Bike and Pedestrian; Highways and Roads
ON	4	N/A	Bicycling along arterials needs improvement to pavement conditions, traffic calming, etc.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	bike lanes on Broadway all the way to Jack London Square	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Create more one ways on congested streets opening up more bicycle lanes	Bike and Pedestrian; Highways and Roads
ON	4	N/A	Expanding the bicycling network, specifically on Broadway and Telegraph. Separated lines would be nice as well.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	make a path thru hayward bypassing streets	Bike and Pedestrian; Highways and Roads
ON	4	N/A	make biking easier around the lake merrit area, close to downtown. Biking to the Jack London Square area from the area around whole foods is currently extremely dangerous and no bike path exists in this direction.	Bike and Pedestrian; Highways and Roads
ON	4	N/A	More traffic calming masures to improve public safety for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Paving for Lakeshore under i-580; bicycle detection oat signals	Bike and Pedestrian; Highways and Roads
TK	4	N/A	Repaint fading crosswalks	Bike and Pedestrian; Highways and Roads
TK	4	N/A	repairing and designating bike lanes	Bike and Pedestrian; Highways and Roads
ON	4	N/A	timed lights to speed of bike	Bike and Pedestrian; Highways and Roads
ON	4	N/A	Traffic light sensors work with bicycles.	Bike and Pedestrian; Highways and Roads
TK	5	N/A	expand bike lane network	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Potholes are very dangerous for bicyclists. We have to weave in and out of lanes to avoid them, and hitting one can cause a fall.	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Smooth pavement on local roads used by cyclists	Bike and Pedestrian; Highways and Roads
ON	5	N/A	Streets are in deplorable condition too and need maintenance. Its even more of a problem for bicyclists	Bike and Pedestrian; Highways and Roads
TK	6	N/A	again sidewalk	Bike and Pedestrian; highways and Roads
ON	6	N/A	Bike & pedestrian safety routes/measures on dangerous intersections, freeway onramps, etc.	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Both	Bike and Pedestrian; Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	6	N/A	Can you make some surface streets one lane/one way for driving, with the other for bikes only?	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Complete Streets for all modes in all transportation projects funded	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Create bike lanes in downtown oakland- there are 4 lane one-way streets there with little traffic!!	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Encourage development of self-contained work-live-learn-play centers to reduce the need to travel.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Expanding highways doesn't solve the problem--just encourages more solo driving, which ruins our air quality, drives up gas prices (which translates to higher food prices), etc.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	If we invest in efficient and safe pedestrian and bike networks more people will use them. These projects cost less ten automotive projects and reduce congestion and improve air quality and reduce carbon	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Improve streets and freeways, potholes and breaks in sidewalk	Bike and Pedestrian; Highways and Roads
ON	6	N/A	more bike lanes! Especially if they're sheltered in dangerous areas	Bike and Pedestrian; Highways and Roads
ON	6	N/A	safer crosswalks for pedestriains/bikers	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Safety improvements for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
TK	6	N/A	Safety measures for scooters	Bike and Pedestrian; Highways and Roads
ON	6	N/A	Streetscape improvements towards Complete Streets (road diet, planter boxes)	Bike and Pedestrian; Highways and Roads
ON	6	N/A	We need more bicycling infrastruture separated from traffic (cycle tracks) and bicycle boulevards in locations where they can be used for utilitarian purposes.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	With Clipper, BART, City CarShare, secure bike lockers, and other services, it's pretty easy to go car-free if you live in a Bay Area city. Provide alternatives to driving and you will see many more people give up their cars, especially with gas prices increasing.	Bike and Pedestrian; Highways and Roads
ON	6	N/A	You really want to drive a wedge here? More capacity inefficient for reduced congestion and increases traffic and external costs, inherently inefficient. Alternatives great if cost-effective.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Again- the bicycles are a menace and cause unsafe conditions	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Castro Valley Blvd Bike lanes	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Cleaner and safer streets and roads for pedestrians and bicyclists	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Complete Streets benefit all	Bike and Pedestrian; Highways and Roads
TK	8	N/A	Designated bike lanes/International Blvd. or San Leandro St./E. 12th	Bike and Pedestrian; Highways and Roads
ON	8	N/A	focus on bike lanes and routes to major transit hubs, and to employment centers	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Making the long, straight roads more friendly to bicyclists traveling at high speeds (signal priority for 16-19 mph range, bike lanes, and few cars)	Bike and Pedestrian; Highways and Roads
TK	8	N/A	More bike lanes (Class 2) on Bay Farm	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Much of Oakland is very unfriendly for pedestrians and bicyclists.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	safety I know this is not a choice above, but safety on the road and on the paths is important.	Bike and Pedestrian; Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	8	N/A	Streetscape improvements and cycle tracks	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Those that don't have automobile and rely on mass transit have a hard time if they must walk on cracked, broken or unsafe sidewalks and bad lighting.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	turn existing main roads into one way streets and allow for large bike/commute lanes.	Bike and Pedestrian; Highways and Roads
ON	8	N/A	Well-designed complete streets are good for seniors and disabled too!	Bike and Pedestrian; Highways and Roads
ON	8	N/A	wider sidewalks, calming traffic	Bike and Pedestrian; Highways and Roads
ON	9	N/A	Complete Streets provide the most benefit for most people at lower cost	Bike and Pedestrian; Highways and Roads
ON	10	N/A	1) I wish there were more ways to get from one side of Hayward to the other. There is a huge freeway interchange that makes it VERY inconvenient to get across town without sitting in freeway interchange traffic or indeed, driving on the freeway. The only way for a bicycle to get across town is to go mile out of the way north or south. 2) Many congestion problems would be relieved if traffic signals were timed, especially where several lights occur close together.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Again, more bike lanes, and friendly pedestrian streets. Downtown Oakland, for example, has a high density of streets with little traffic in some areas- take 13th street for example! It has four lanes, and few cars, and no timed lights! People drive on 11th street instead, so why not take out a lane or two, and create a bicycle path with some nice landscaping and greenery. That will increase desirability and business will increase on that street- so will alternative transport. This is one of many streets- East Oakland also has huge streets with little traffic.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Besides the Bay Trail, having "slow streets" is awesome! Good job!	Bike and Pedestrian; Highways and Roads
ON	10	N/A	bicycling is my 2nd method which i would use more if downtown roads were safer (size, crb markings) and drivers more aware.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Bike safety needs to be prioritized.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Currently there are not enough dedicated bike lanes for bike commuters and recreational cyclists. The lane needs to be visible to motorist so they understand that the rider is in a lane. When no lanes are visible the motorists takes fewer precautions assuming that the rider is not riding correctly or should not be riding in that area. More and better marked lanes increase awareness and increase the amount of riders safely.	Bike and Pedestrian; Highways and Roads
TK	10	N/A	Expanding bike lane/path network, intersections. Improve bicycle AWARENESS, visibility at bridge crossings and major thoroughfares.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	I think the only way we will get a significant increase in cycling is to have dedicated, physically separated bike paths. These could be created by taking away parking on one side of the street, or by reducing wide streets in width and creating a bike trail between parked cars and the sidewalk.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	improve the Gilman/I80 undercrossing for cyclists and pedestrians, particularly those using the playing fields. make bike routes stop sign free. make cars stop. put speed bumps or barriers to keep cars off them.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	More bike lanes and bike racks on the sidewalk, please!	Bike and Pedestrian; Highways and Roads
ON	10	N/A	More bike lanes on highly traveled roads, ie, Crow Canyon between Castro Valley and San Ramon. Work with other counties, roads like Dougharty and Tassajara have bike lanes in some parts but not others. Both have become highly traveled by cars due to housing growth which makes them dangerous for bikes to use during commute hours.	Bike and Pedestrian; Highways and Roads
TK	10	N/A	Open streets programs.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Pedestrians and bicyclists crossing Alcatraz Ave. at Colby St. are in constant peril. Please add a stop sign or traffic light here. Someone is going to die, otherwise! I live at this intersection (and have to cross it myself, often) and am constantly witnessing accidents and near misses!	Bike and Pedestrian; Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Protected/separated bike lanes. Easier connectivity between different modes of transportation.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Safe Routes to Schools. Complete Streets should be incorporated into all local streets & roads projects, to maximize bike/ped improvements throughout the county.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	safer bike areas on roadways for bike travelers	Bike and Pedestrian; Highways and Roads
ON	10	N/A	There are a lot of very wide streets in Oakland -- (E. 21st. St., in particular, is mammoth) -- why not add bike lanes to them? That's a no-brainer. East of downtown Oakland, the BART lines go along I-880 and CA-24. Some express buses should go along I-580 to improve access to transit along that corridor.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Walking and biking in some communities sometimes means taking your life in your hands with motorists who are unaware of the hazards they create on the roads. We need safer roads for all modes of transportation so that we can all truly share the road. For example, on San Pablo Avenue, an official highway, bikers and pedestrians face many unsafe conditions as they try to do the right thing and reduce congestion. If "safe, calmed" routes could be created for bikers and pedestrians parallel to, for example, San Pablo Avenue - such as Adams and Kains Streets in Albany, this could really encourage adoption by more people to get out of their cars. It's scary out there on the roads and it sometimes keeps me off my bike/sidewalks even!	Bike and Pedestrian; Highways and Roads
WK	Needs	San Leandro 3/16	Rural Roadway Safety - Shoulders need to be widened to provide room for motorist, bicyclist, and joggers. Sidewalks - install of sidewalks, curb, gutters, and crosswalks are needed to increase pedestrian safety and establish safe routes to school. Local Streets and Road - maintenance over expansion. Poor roadways impact motorist, bicyclists, transit users and pedestrians. East Greenway/UPRR Corridor Improvements Project - secure funding to purchase Union Pacific Railroad Corridor, so that a multi-use path can be developed to provide transportation alternative and a regional non-motorize facility that can accommodate bikes.	Bike and Pedestrian; Highways and Roads
WK	Projects/Programs	Hayward 3/9	Add a separate bike/pedestrian pathway through Niles Canyon like in Lake Tahoe, Highway 89, where the trail parallels the creek and the road/highway has only minor shoulder widening.	Bike and Pedestrian; Highways and Roads
ON	10	N/A	Make certain streets exclusive for bikes and pedestrians, thus protecting seniors, children. Discourage parents from driving children to school--ridiculous in a small area like Albany where no one is more than 1 mile from school.	Bike and Pedestrian; Highways and Roads; Other Needs - Education
ON	10	N/A	More efficient urban planning which promotes and encourages bicycling and public transport use. Increase safety for bicyclists and commuters by building better/safer/efficient bike lanes; mandatory education of proper bicycling (increase safety & awareness of sharing the road with drivers).	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit
WK	Needs	Oakland 2/24	1-need reliable, consistent, secured transit funding. 2-preference of biking. 3-walk/bike, transit. 4-raise taxes on corporations to pay for transit. 5-fix potholes. 6-good behavior.	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	1-need reliable, consistent, secured transit funding. 2-preference of biking. 3-walk/bike, transit. 4-raise taxes on corporations to pay for transit. 5-fix potholes. 6-good behavior.	Bike and Pedestrian; Highways and Roads; Other Needs - Education; Public Transit; Transit Funding
ON	6	N/A	Provide alternatives to driving by making the streets accessible and safe from intentional/non-intentional injury for pedestrians, bicyclists and transit users, not necessarily educational or informational programs.	Bike and Pedestrian; Highways and Roads; Other Needs - Reduce Driving; Public Transit
ON	6	N/A	Yes, our roads can get congested, but this will always be the case until we create more viable transit alternatives. Much of this is about land-use; making our neighborhoods more people-friendly, walkable and not have to drive for things we need.	Bike and Pedestrian; Highways and Roads; Other Needs - Reduce Driving; Public Transit; Transportation and Land Use
WK	Projects/Programs	San Leandro 3/16	Nextbus info at more stops, at least post a stop ID at every stop. Not just online. Grade separation, underpass/overpass for safety. Improve signage and wayfinding.	Bike and Pedestrian; Highways and Roads; Parking and Transportation Demand Management

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	1. International Bus Rapid Transit Corridor (North Oakland to San Leandro); 2. Transit Oriented Development (TOD) around International Bus Rapid Transit Corridor stations; 3. TOD at BART stations (inc. Ashby, MacArthur, 19th Street, Lake Merritt, Fruitvale, Coliseum, San Leandro, Dublin/Pleasanton, Fremont, West Dublin & the future Warm Springs stations); 4. Restore bus transit service previously cut and expand service in Central, Southern & Eastern Alameda County to ensure 80% of County residents are within 1/3 mile of a frequent (20 min frequency or better) bus route. Ensure routes have timed transfers with high capacity transit (BART, ACE rail and/or BRT lines where appropriate); 5. Streetcar lines in Oakland along Broadway, serving Chinatown, Lake Merritt BART and Jack London Square; 6. Traffic-Separated bikeways along major arterials (International Blvd, Broadway in Oakland; E. 14th Street; Mission Blvd between Hayward and Fremont; Mowry Blvd; Highway 84 in the Livermore Valley; Warm Springs Blvd in Fremont to the County Line)	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Broadway Shuttle, Broadway Streetcar, streetscape projects, Transit Village projects	Bike and Pedestrian; Highways and Roads; Public Transit
C	10	N/A	BRT. Repaving - all over. Road diet on 40th Street in Oakland. Completion of the Greenway in Oakland.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	creating car-free downtown areas in Oakland and Berkeley. creating \$0 fare downtown areas on public transit in Oakland and Berkeley, like Portland, OR. Oakland streetcar project!	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	I would take the bus if I could but none connects me easily to Lakeshore or to Piedmont Avenue from Montclair - medical needs, volunteer work and shopping. Also, I would bicycle more but don't feel safe on many streets without bicycle lanes.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Increase bike transportation capacity across the SF Bay Bridge, by increasing the CalTrans bike shuttle frequency, expanding it, or allowing bikes on BART during rush hours (and increasing the BART train capacity for that) and bringing the bike lane all the way across the bay bridge.	Bike and Pedestrian; Highways and Roads; Public Transit
ON	10	N/A	Please fix the potholes so I can ride my bike safely, and so vehicles cause less pollution through better mileage and less kicking up crud on the road. Traffic engineering, such as timed lights, will also help with emissions and doesn't require big infrastructure changes. Same with traffic calming. There are many wide streets that would be nicer for pedestrians and cyclists if traffic was slower. No one will get on a bus if the carrying capacity of the street holds just as many cars after new bus lanes or bike lanes are put in.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	San Leandro 3/16	1) Choke points for freeway interchanges. Close 1) Hesperian to South 880 2) Hesperian to South 238 to allow the freeway merger. 2) Walk/don't walk signs - keep on "walk" long enough to walk at least half way across a street. 3) Downtown San Leandro bypass using San Leandro Blvd. 4) Electrically timed lights: east-west roads Davis, Marina, Jackson, Tennyson, Harder; north-south E14th/Mission, Hesperian. 5) Zone high intensity near BART stations. 6) Bus signs indicate BART stop.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	Hayward 3/9	1. Sidewalks and storm drains in Cherryland. 2. Take advantage of U.P. rail line by developing greenway. 3. Bus passes for school age youth. 4. Nurture a bicycle culture.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	Hayward 3/9	I would like to see urban growth boundaries established in cities such as in Union City along Mission Boulevard. This urban growth boundary encourages infill and housing needs near BART rather than placing housing along Highway 237, Mission Blvd. which creates easy access to our overburdened freeway system. I like expansion when bike/pedestrian improvements are a high priority. "Complete streets" that have bike lanes and bus stops integrated into the vehicle lanes create slower vehicle speeds and more opportunities for pedestrians/bikes. This would be a higher priority rather than large expansions such as the large shoulders proposed along Niles Canyon.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Needs	San Leandro 3/16	Improve signage and wayfinding at stations and streets. Current green and white signs are for cars, we need good signage for pedestrians. Maintenance of current transit infrastructure is more important than expansion projects. Make transit more affordable. Discount bus pass for youth. Currently, all transit systems have different bus passes, and interagency transfers are minimal. Like Mineapolis, different systems, one fare system.	Bike and Pedestrian; Highways and Roads; Public Transit
WK	Projects/Programs	Oakland 2/24	Eco buses passes for students, efficient bus services, training for mechanic to have buses running efficient and less road call, more money going into operation, better maintenance for roads, potholes, safer lanes for bikers, reduce violence on public transportation.	Bike and Pedestrian; Highways and Roads; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Projects/Programs	Hayward 3/9	Pedestrian/bike bridges over Tennyson Road and in Hayward Cannery. Grade separation at Tennyson and UPRR tracks. Improve streetscape on C Street in Hayward. Improve streetscape on Main Street in Hayward. Ped/bike/landscaping improvements on Valle Vista in Hayward. Local street and road maintenance funding. Hayward needs its fair share of AC Transit funding.	Bike and Pedestrian; Highways and Roads; Public Transit; Transit Funding
ON	10	N/A	1. Maintenance and operations funding for existing infrastructure. 2. A complete streets/road diet program to make more roads pedestrian- and bicycle-friendly. 3. Provide transit service priority on more streets (eg signal priority, exclusive lanes, improved stops), possibly combined with complete streets treatments. 4. Congestion pricing for chronically jammed roads (eg I-80) and bottlenecks. 5. Cost-effective high-capacity transit improvements- eg BRT, infill BART stations (rather than extensions), commuter rail upgrades to more frequent transit service. 6. NOT a priority: road expansion.	Bike and Pedestrian; Highways and Roads; Public Transit; Transit Funding; Transportation System Management
WK	Needs	Hayward 3/9	Local street and road maintenance. Money for ped/bike projects. Maintenance should have priority. Need to fix streets and roads and transit first. Capacity improvements: 880 NB at Industrial is a major backup in AM and PM. Need another lane. Interchange improvements at I-880. Industrial, Winton, A Street.	Bike and Pedestrian; Highways and Roads; Transit Funding
WK	Projects/Programs	San Leandro 3/16	Improve Rural Roadway Safety by widening roadways and shoulders. Increase funding for Safe Routes to School Capital Projects. Install sidewalks to improve pedestrian safety.	Bike and Pedestrian; Highways and Roads; Transit Funding
ON	10	N/A	sensors sensitive to bicycles & motorcycles at traffic lights, clearly mark where the bicycle/motorcycle should stop to activate the sensor;	Bike and Pedestrian; Highways and Roads; Transportation System Management
TK	4	N/A	Bicycle and Pedestrian safety training	Bike and Pedestrian; Other Needs Education
TK	8	N/A	Training for novice cyclists to ride to work and for errands safely	Bike and Pedestrian; Other Needs Education
ON	10	N/A	As part of education about cycling, always remembering to show diverse cross section of people, including older citizens, on bikes. A lot of people don't know how to bike to work; they struggle with logistics. Maybe include a link with discussion forums about the nuts and bolts. http://www.bikeforums.net/ is a suggestion.	Bike and Pedestrian; Other Needs Education
TK	10	N/A	bicycle street skills courses (easier to implement at the countywide level vs having each city contract for the same services); safe Routes to schools outreach and education (for the same reason)	Bike and Pedestrian; Other Needs Education
TK	10	N/A	Bike safety classes that are shorter, reach wider audiences bay trail. international Boulevard TOD more community-based transportation plans, Like LAMMPS	Bike and Pedestrian; Other Needs Education
ON	7	N/A	less parking meters, encourage people to take bus, BART, bicycles	Bike and Pedestrian; Other Needs Education; Other Needs - Reduce Driving; Public Transit
TK	9	N/A	Programs that encourage and educate people to use alternatives to driving, building our cities so that you can walk or bike to more destinations, reducing the cost of public transit	Bike and Pedestrian; Other Needs Education; Other Needs - Reduce Driving; Public Transit
ON	6	N/A	education of drivers (esp AC transit bus drivers) about cyclist rights cvc21202	Bike and Pedestrian; Other Needs Education; Public Transit
TK	10	N/A	Bicycle parking especially at transit. East Bay Greenway. Programs that encourage and educate people to use alternatives to driving. Employer based programs to encourage alternatives to driving for commuting	Bike and Pedestrian; Other Needs Education; Public Transit
WK	Needs	Oakland 2/24	Raise corporate taxes to fund transit. Stable funding for transit. Public civility program. Lower and stabilize fares. Introduce multi-use 4 hour transfer. Bike lockers at shopping centers.	Bike and Pedestrian; Other Needs Education; Public Transit; Transit Funding
ON	7	N/A	increasing physical activity by way of alternative transportation	Bike and Pedestrian; Other Needs Reduce Driving
ON	9	N/A	provide work site shower/locker rooms for bicycling commuters to freshen up and change clothes.	Bike and Pedestrian; Other Needs Reduce Driving
ON	10	N/A	CWTP should be a coordinated program with the overall goal of reducing single-occupant vehicle use and greatly expanding walking, bicycling and transit use. The plan should let go of all the 1950s thinking that currently keeps transportation patterns from changing.	Bike and Pedestrian; Other Needs Reduce Driving; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	More bike lanes thru out county. Than add googles biking routes to your web. after checking they work	Bike and Pedestrian; Parking and Transportation Demand Management
WK	Needs	San Leandro 3/16	1) 5 of the 8 people in my sub-group called for more affordable transit service and restoration of service cuts, back to a level of 1986. 2) Youth bus pass - get kids to school. 3) Make transit safer to wait for and take. 4) Make transit more efficient (BRT, proof-of-payment, signal priority, etc.), i.e., economically sustainable. 5) Improve bike and ped infrastructure and plans to implement. 6) Invest in better parking management.	Bike and Pedestrian; Parking and Transportation Demand Management; Public Transit; Transit Funding
TK	4	N/A	1) Expanding transit services to new areas, 2) Pedestrian improvements, 3) More transportation on weekends; affordable transit/day passes/(7 day) weekly passes	Bike and Pedestrian; Public Transit
ON	4	N/A	BART should accommodate bicycles 24/7.	Bike and Pedestrian; Public Transit
TK	4	N/A	easier bikes on public transit and cheaper	Bike and Pedestrian; Public Transit
ON	4	N/A	Emphasizing intermodal access - BART/AC Transit combined with bikes/electric scooters	Bike and Pedestrian; Public Transit
TK	4	N/A	Greenway under BART, Bus passes	Bike and Pedestrian; Public Transit
ON	4	N/A	Let people bring their bikes on BART during commute hours, More people will use BART. And stop running buses on the same routes as BART. Run bus lines to and from BART to encourage ridership on BART instead of paralleling BART's route, This is REALLY wasteful and redundant. Do NOT build a bus-only route down East 14th from Berkeley BART to SL BART. Stupid, wasteful, redundant.	Bike and Pedestrian; Public Transit
ON	4	N/A	Oakland Streetcar Plan, more separated cycletracks	Bike and Pedestrian; Public Transit
TK	4	N/A	Separate bike train for BART commuters	Bike and Pedestrian; Public Transit
ON	4	N/A	wide safe off street bike paths where possable. // business sponsored community shuttle.	Bike and Pedestrian; Public Transit
ON	5	N/A	Increase walkability around and near BART stations. MINIMIZE PARKING LOTS!	Bike and Pedestrian; Public Transit
ON	5	N/A	Making biking more accesible and a safer option, maintaining the free b bus	Bike and Pedestrian; Public Transit
ON	5	N/A	prioritizing walking to transit infrastructure, especially in underserved and low-income areas	Bike and Pedestrian; Public Transit
ON	5	N/A	The free Broadway shuttle in Oakland has been great. Programs like Oaklavia are also excellent. Anything to get people out of our cars and creating more pedestrian and bicycle friendly neighborhoods and corridors are very much needed. Especially in Downtown Oakland where I live.	Bike and Pedestrian; Public Transit
ON	6	N/A	a safe bike path to the ferries would also be fabulous	Bike and Pedestrian; Public Transit
TK	6	N/A	any other projects that involve the poor and people of color	Bike and Pedestrian; Public Transit
TK	6	N/A	Bike and pedestrian access to transit	Bike and Pedestrian; Public Transit
TK	6	N/A	Bike ped Only and extend BART	Bike and Pedestrian; Public Transit
TK	6	N/A	provide safe bicycle parking at all BART stations	Bike and Pedestrian; Public Transit
ON	6	N/A	Sending more buses with more bike racks on the weekends to places like Tilden	Bike and Pedestrian; Public Transit
TK	6	N/A	tax subsidies for people who walk/ bike/ take transit to work	Bike and Pedestrian; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	6	N/A	TOD streetscaping to improve transit ridership and efficiency, and walk/bike safety and attractiveness.	Bike and Pedestrian; Public Transit
TK	6	N/A	Walking, transit	Bike and Pedestrian; Public Transit
TK	7	N/A	convert more BART cars to remove windscreens to accommodate more bikes. clean up those cars.	Bike and Pedestrian; Public Transit
ON	7	N/A	Have an all bike BART car all day long, regardless of hour of day.	Bike and Pedestrian; Public Transit
ON	8	N/A	BART needs to do more to accommodate bikes on trains	Bike and Pedestrian; Public Transit
ON	8	N/A	BART needs to provide better bike accommodations on the trains instead of taking up space for wheel chairs and senior seats.	Bike and Pedestrian; Public Transit
ON	8	N/A	Bicycle on BART trains, connectivity to south Fremont from N. Fremont	Bike and Pedestrian; Public Transit
ON	8	N/A	Continue to build on Bicycle Master Plans; safety is a concern for some bicycle commutes from the downtown area up to MacArthur. The county's transportation services for disabled/seniors is considerably better than many others across the country.	Bike and Pedestrian; Public Transit
ON	8	N/A	Oakland Streetcar, Streetscape improvements towards Complete Streets (road diet, planter boxes)	Bike and Pedestrian; Public Transit
ON	9	N/A	Creating the last mile connectors linking transit systems and locations	Bike and Pedestrian; Public transit
ON	9	N/A	Ease of use and money are what is going to get people to use transit more. Walking is a critical and necessary component to transit use and should not be forgotten in the process.	Bike and Pedestrian; Public Transit
ON	9	N/A	Let people bring their bikes on BART during commute hours. Those who live or work far from a station can then ride their bikes to and from BART to commute.	Bike and Pedestrian; Public Transit
ON	9	N/A	Provide better 'last mile' connections to existing transit (BART, Capitol Corridor)	Bike and Pedestrian; Public transit
ON	9	N/A	Provide better last mile connectios to BART and Amtrak	Bike and Pedestrian; Public transit
ON	10	N/A	1. East Bay Bus Rapid Transit, 2. Better bicycle facilities in and near Downtown Oakland, 3. Safer pedestrian crossings under highway overpasses (much more lighting, better crosswalks, trash clean-up, etc.) 4. Bay Bridge bicycle access.	Bike and Pedestrian; Public Transit
ON	10	N/A	AC Transit should have a discount for Clipper Users. Increase free shuttle services in downtown areas (Like the B in Oakland and The Emeryville Shuttle). Improve and increase bike paths.	Bike and Pedestrian; Public Transit
ON	10	N/A	Acquiring the railroad right-of-way to make the East Bay Greenway a rail to trail project.	Bike and Pedestrian; Public Transit
TK	10	N/A	An expanded Bart network with extensive geographic coverage with integrated transfer points with bus and rail, station should enable a maximum 15 minute walk to amenities	Bike and Pedestrian; Public Transit
TK	10	N/A	BART to Livermore - 580 corridor and complete bike trail system	Bike and Pedestrian; Public Transit
ON	10	N/A	Better paved bike lanes; More reliable service on core system. BART, AC trunk lines. More bike lanes. BRT on Telegraph/International and other corridors	Bike and Pedestrian; Public Transit
ON	10	N/A	Coordinate with the car sharing agencies and bike organizations to provide the last mile service that prevents people from using transit.	Bike and Pedestrian; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Cross-Estuary shuttle(s) and/or a bridge for bikes, peds, other non-motorized transportation modes. An EV (van?) with a trailer, like the Bay Bridge shuttle, would be great for starters. A ferry (clean-burning, biodiesel, hybrid, electric, or solar-powered, not petroleum marine diesel-powered) would be next on my list if it could be done sustainably (green propulsion). A bike-ped bridge would be great, but is far off (sigh).... Improve bike connections/junctions in Oakland for cyclists crossing Alameda's bridges. BRT Buses or shuttles from the City of Alameda to BART (Fruitvale, 12th Street, 19th Street, West Oakland, Lake Merritt) would be a terrific addition to the Alameda-Oakland connection, be good for business, and could help achieve the cross-estuary improvements cited above.	Bike and Pedestrian; Public Transit
ON	10	N/A	Develop better public transit linkages so that people from more locations can walk and bike and connect with public transit.	Bike and Pedestrian; Public Transit
ON	10	N/A	extending bart to fremont; ability to take bicycles on BART trains from Dublin to bayfair so people going to fremont can have access to bikes; Bicycle lanes to go from Fremont Bart to south Fremont	Bike and Pedestrian; Public Transit
ON	10	N/A	Feasibility of tram/light rail services in North Alameda County and an alternative transit delivery system like airlines converted to: hub (AC Transit) and spoke (shuttles) with AC Transit serving key arterials and and shuttle ferrying to arterials and transit nodes. Bike acces to bay bridge. Bike crossings of major arterials on local arterials that serve commute and shccol routes.	Bike and Pedestrian; Public Transit
ON	10	N/A	Improved bike/pedestrian connections to all major transit stations (BART, Amtrak, AC Transit hubs). Provide direct, Non-TransBay bus service between Emeryville and downtown Berkeley. Provide direct transbay bus service from Emeryville to San Francisco. Provide better bike connections between Emeryville, Berkeley, and Oakland to create a north/south corridor that is safe and efficient.	Bike and Pedestrian; Public Transit
ON	10	N/A	Increasing the bike friendliness of public transportation, such as increase hours bikes are allowed on BART, increase ease of bikes on buses.	Bike and Pedestrian; Public Transit
ON	10	N/A	Infill stations: San Antonio, Solano Avenue (I know it's a long shot!); Oakland Streetcar; Better bike infrastructure: get bikes to have a safe place on the road so they don't make bad decisions, ride on sidewalks, etc.	Bike and Pedestrian; Public Transit
ON	10	N/A	Lower fares. More pedestrian /bicycle friendly. More services, Hours	Bike and Pedestrian; Public Transit
ON	10	N/A	Safe routes to transit, and making transit more reliable, and for the working class people, not just serving middle/upper class professionals.	Bike and Pedestrian; Public Transit
ON	10	N/A	Safe routes to transit; improve bus stops and interface (lighting, sidewalk safety, public safety) on non-BART major transit routes	Bike and Pedestrian; Public Transit
ON	10	N/A	Streetcars rather than e heavy emphasis on buses in Oakland. Make it a more walkable city by connecting north oakland with jack London square. Buses won't do that.	Bike and Pedestrian; Public Transit
WK	Needs	Oakland 2/24	From an Oakland resident: 1) AC Transit should be objectively analyzed by anoutside group of operating experts+D917	Bike and Pedestrian; Public Transit
WK	Projects/Programs	Fremont 2/28	Safe routes to schools - provide pedestrian and bicycle improvements near schools. Provide network of bicycle paths. Inegrate public transportation between agencies.	Bike and Pedestrian; Public Transit
WK	Other	Hayward 3/9	Work with the East Bay Regional Park District and local agencies to leverage funding for projects to connect the bay trail through the urban areas to the ridge trail system. The EBRPD passed Measure WW that identifies trails through urban areas. For example, Quarry Lakes could connect to Dry Creek Regional Park via purchase of abandoned right-of-way and obtaining water district access easements.	Bike and Pedestrian; Transit Funding
TK	4	N/A	No reason to add things	General
TK	6	N/A	Everything is fine	General
TK	7	N/A	It's fine	General
TK	8	N/A	It's fine	General
ON	10	N/A	email me to get my ideas for South Hayward - <email address>. Too complex to present here. I have a PowerPoint and spreadsheet.	General
TK	7	N/A	Co-locate rail S.I.T. (Port of Oakland and Stockton/Fresno)	Goods Movement
ON	7	N/A	Expanding the use of rail to and from Port of Oakland	Goods Movement
ON	7	N/A	Freight rail also very important (Oakland Army Base development)	Goods Movement
ON	7	N/A	Get trucks off the Nimitz & on to trains	Goods Movement

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	7	N/A	leave goods and freight alone--they provide jobs and income	Goods Movement
TK	7	N/A	planning logistics	Goods Movement
ON	7	N/A	The public is rather uneducated about freight and goods movement, but because of the location of rail and 880 by the Port, we often don't experience excess truck traffic near neighborhoods.	Goods Movement
TK	7	N/A	Use Altamont rail to transfer waste to altamont land fill and eliminate truck/ trailer	Goods Movement
TK	7	N/A	use the waterways to move freight	Goods Movement
ON	10	N/A	assure that trucking, is kept out of the neighborhoods and accommodated at the port or other destinations with no idling.	Goods Movement
ON	10	N/A	Develop a rail system to transport cargo to ports and reduce the number of trucks on the road	Goods Movement
WK	Projects/Programs	Dublin 3/24/11	Get transportation goods moving away from being truck driven. The waterway to Stockton and moving goods via trains would free up the freeways for drivers.	Goods Movement
TK	4	N/A	a lane for trucks only	Goods Movement; Highways and Roads
TK	4	N/A	1680/1580 truck freight lanes. hwy 84 widening/ expressway el charro to stanely blvd artery	Goods Movement; Highways and Roads
ON	4	N/A	Start planning for a separate truck route. (new road) trucks should have heir own roadway to reduce traffic accidents and ruck delays. Additionally Long haul cargo should be on trains not trucks.	Goods Movement; Highways and Roads
ON	7	N/A	This is a poorly worded trade-off. Goods movement is critical to our County and I would rather see funds used for freight over expanded highway capacity. This survey does not give me that choice.	Goods Movement; Highways and Roads
ON	10	N/A	1. BRT through Oakland (and Berkeley if they will ever get on board). 2. Complete streets requirement for any project (with strong oversight from the Alameda CTC). 3. Planning money to eliminate the 980 through Oakland. We don't need this freeway, it was a mistake to build it and the human health impacts from freeways far out way any reduction in travel time that its removal could possible create. 4. Shore power for ships at the Port of Oakland (as they have done in Long Beach). 5. Money to move schools a minimum of 1,000 feet from any freeway so that we can improve the health of our children.	Goods Movement; Highways and Roads; Other Needs - Not Transportation related; Public Transit; Transit Funding
ON	7	N/A	I think this is a false choice. Why not ask highways vs. frieght? Why is it that highways are more of a given and transit and goods movement are then pitted against each other?	Goods Movement; Highways and Roads; Public Transit
ON	7	N/A	Outreach programs to educate goods movement road users in more efficient, smarter ways to use roads that optimizes existing infrastructure	Goods Movement; Other Needs - Education
ON	6	N/A	Provide new commuter and freight rail connections between East Bay and North Bay via Hwys 80, 37 and 101.	Goods Movement; Public Transit
ON	7	N/A	Again, this is difficult. Goods movement is very important when it comes to protecting jobs at the Port of Oakland. But so is maintaining Transit. Both are important but I would side with transit, because the Port can usually obtain federal funding through political connections...	Goods Movement; Public Transit
ON	7	N/A	Improving rail for both passengers and freight	Goods Movement; Public Transit
ON	7	N/A	these are both important and complimentary and shouldn't be pitted against eachother	Goods Movement; Public Transit
TK	7	N/A	This is a false dichotomy	Goods Movement; Public Transit
TK	7	N/A	This is an unfair tradeoff	Goods Movement; Public Transit
ON	7	N/A	This is one simlistic politicized questionnaire based on failed paradigms. Some transit is over-subsidized; equally, we should not subsidize business.	Goods Movement; Public Transit
ON	10	N/A	1) increase rail capacity for cargo 2) Continue to improve public transit connections. Solve the political issues: For example light rail (SCAT) from San Jose to Fremont BART makes more sense than extending BART to San Jose.	Goods Movement; Public Transit
WK	Needs	San Leandro 3/16	1) Restoring bus service; 2) lighting of stations; 3) congestion of trucks in the community.	Goods Movement; Public Transit
ON	7	N/A	The Port of Oakland and the big companies that use our roadways need to be paying more for the services that they use. How much damage are trucks carrying containers from the Port causing to 880? How much damage are they causing to our health? Public funds should not be used to subsidize these industries.	Goods Movement; Transit Funding
ON	4	N/A	12th Street extremely bad road near franklin.	Highways and Roads
TK	4	N/A	3-way signal on San Pablo and Park Ave.	Highways and Roads
ON	4	N/A	580 West to 680 South Flyover	Highways and Roads
TK	4	N/A	680/580 interchange is so rough!	Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	4	N/A	680-N needs a carpool lane, especially on the mission bend.	Highways and Roads
TK	4	N/A	84 completion	Highways and Roads
ON	4	N/A	Broadway/Jackson improvements between Alameda and Oakland Chinatown	Highways and Roads
TK	4	N/A	fix corner cross walk at lillian and e 14th st. very dangerous (big crevice)	Highways and Roads
TK	4	N/A	Fix potholes in East Oakland	Highways and Roads
TK	4	N/A	fix roads, potholes, etc.	Highways and Roads
TK	4	N/A	fix streets	Highways and Roads
TK	4	N/A	fixing potholes in st.	Highways and Roads
TK	4	N/A	Growing number of potholes in Oakland and streets and highways	Highways and Roads
TK	4	N/A	hwy 84 improvement	Highways and Roads
ON	4	N/A	I believe the current plans to turn Niles Canyon Roadway into a traffic corridor should be eliminated	Highways and Roads
ON	4	N/A	I can't say this strongly enough: REPAIR THE POTHOLEES.. REPAIR THE POTHOLEES	Highways and Roads
ON	4	N/A	Improve 580 westbound connection to 680.	Highways and Roads
ON	4	N/A	Improve 580/680 Flyover - its dangerous - it's a bottleneck	Highways and Roads
ON	4	N/A	Installation of quiet zone intersection improvements at railroad and street at grade crossings used by UP, ACE and Capitol Corridor trains.	Highways and Roads
ON	4	N/A	New off ramp from 580 east to 680 south	Highways and Roads
ON	4	N/A	Perkins Street, Oakland has many potholes and the general condition of the roadway is very poor.	Highways and Roads
ON	4	N/A	Please, PLEASE fix the potholes on Telegraph near 55 and 56- they have been in constant disrepair for YEARS. It really has been a consistent mess. Thank you!	Highways and Roads
ON	4	N/A	Potholes along Telegraph north of Freeway are awful!	Highways and Roads
TK	4	N/A	Potholes!	Highways and Roads
TK	4	N/A	Reparing pot holes and Poorly managed roads	Highways and Roads
ON	4	N/A	slowing traffic down	Highways and Roads
ON	4	N/A	SR 84 -- Livermore to I-680	Highways and Roads
ON	4	N/A	Telegraph Avenue pavement	Highways and Roads
ON	4	N/A	The congestion in Berkeley is due to somebody's denial that people drive. So, the lights are not timed appropriately and in some cases are dangerous. A case in point is the intersection of Hearst and Oxford. After turning left from Hearst onto Oxford, the two lanes of traffic get a red light immediately at Oxford and Berkeley Streets, and back up often occurs into the intersection.	Highways and Roads
ON	4	N/A	time stop lights to favor movement	Highways and Roads
ON	4	N/A	Train horn quiet zones at grade crossings	Highways and Roads
TK	4	N/A	use more smart signaling at intersections	Highways and Roads
ON	4	N/A	Use of diamond lanes West on 580 now and make it a 24 hour time zone, not 4 hours	Highways and Roads
TK	5	N/A	880	Highways and Roads
ON	5	N/A	#880 is horrible	Highways and Roads
ON	5	N/A	580/680 interchange is a mess. Poor design. Creates congestion for miles from the east	Highways and Roads
TK	5	N/A	880 Freeway	Highways and Roads
ON	5	N/A	880, south of Broadway, is a car-gutting road these days	Highways and Roads
ON	5	N/A	completing Mission Blvd. repair from beginning to end and quickly.	Highways and Roads
ON	5	N/A	Dumbarton Bridge SR84 connecting to I880 North and South Bound	Highways and Roads
ON	5	N/A	East Oakland roadways are dangerously pothole ridden -- a hazard for bicyclists, buses and cars.	Highways and Roads
ON	5	N/A	fill in potholes	Highways and Roads
TK	5	N/A	fix roads, potholes, etc.	Highways and Roads
ON	5	N/A	Hayward's surfaces are the worst! Potholes on Industrial Blvd. very bad due to trucks.	Highways and Roads
ON	5	N/A	Improve and maintain condition of roadways and improve congestion causing locations	Highways and Roads
TK	5	N/A	improve sunol blvd and bernaf Freeway exit and entrance ramps	Highways and Roads
TK	5	N/A	intersection of Freeway Oakland/ Berkeley	Highways and Roads
TK	5	N/A	Local Streets and Roads	Highways and Roads
TK	5	N/A	Maintaining streets roads and highways	Highways and Roads
TK	5	N/A	Most streets in Oakland need maintenance	Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	5	N/A	Oakland - 880 Fwy & streets	Highways and Roads
TK	5	N/A	People won't need to swerve a pothole whci can cause and accident	Highways and Roads
TK	5	N/A	Poseo padre road toward coyote hills	Highways and Roads
TK	5	N/A	Potholes	Highways and Roads
ON	5	N/A	program for cities to repave streets	Highways and Roads
ON	5	N/A	repave freeways	Highways and Roads
ON	5	N/A	repave Marin between Albany and Marin Cricle	Highways and Roads
TK	5	N/A	resurface and maintain streets	Highways and Roads
ON	5	N/A	Stop patching the streets and highways and perform repairs that will last. it's damaging my car and costing me money	Highways and Roads
ON	5	N/A	telegraph ave and san pablo ave in berkeley/oakland are horrendous and embarrassing	Highways and Roads
ON	5	N/A	The city, downtown and Lake Merrit areas need to be repaved.	Highways and Roads
ON	5	N/A	The roads are dangerous because of their bar condition	Highways and Roads
TK	5	N/A	Update underground utilities during road maintenance	Highways and Roads
ON	5	N/A	Willcat Canyon Road	Highways and Roads
ON	6	N/A	238 thru San Lorenzo	Highways and Roads
TK	6	N/A	40th st/ MacArthur road Diets	Highways and Roads
ON	6	N/A	580/680 interchange is a mess. Poor design. Creates congestion for miles from the east	Highways and Roads
TK	6	N/A	580-84 complete soon	Highways and Roads
TK	6	N/A	Better roads	Highways and Roads
ON	6	N/A	Broadway/Jackson improvements Alameda/Oakland	Highways and Roads
TK	6	N/A	complet hey 84 expansion	Highways and Roads
ON	6	N/A	cost to expand 84 vs the 580/680 flyover	Highways and Roads
ON	6	N/A	Direct funds to Highway 84. Compare project cost relative to the biggest bang for the buck, i.e. cost of 580/680 flyover relative to expanding flow on Highway 84 provide vehicle reduction at 580/680	Highways and Roads
ON	6	N/A	Ease traffic congestion in I880 north bound to San Mateo Bridge SR92	Highways and Roads
ON	6	N/A	EXPAND FRONTAGE ROADS - NORTH OF 580 BETWEEN 1ST ST & FALLON RD	Highways and Roads
TK	6	N/A	expanding highway capacity and efficiency to reduce congestion	Highways and Roads
ON	6	N/A	Expanding road capacity and reducing congestion don't work in the long run.	Highways and Roads
TK	6	N/A	fill potholes	Highways and Roads
ON	6	N/A	Fix the 580/680 interchange	Highways and Roads
TK	6	N/A	fix the side of driveways	Highways and Roads
ON	6	N/A	Gridlock is destroying our community--make Mission Blvd. corridor nice, wide like in San Jose	Highways and Roads
ON	6	N/A	Harrison/Oakland Ave roadway to 580.	Highways and Roads
TK	6	N/A	highway expansion is futile	Highways and Roads
ON	6	N/A	I use Mission Blvd to get to work, that needs some attention and I think it's getting it. Need to see what it looks like when it;s done.	Highways and Roads
ON	6	N/A	Keeping the existing roads in good condition. Not adding or creating more capacity.	Highways and Roads
TK	6	N/A	More Lanes	Highways and Roads
ON	6	N/A	Niles Canyon Roadway will lose its Senic Highway designation if current plans are continued.	Highways and Roads
ON	6	N/A	roads for jobs...	Highways and Roads
ON	6	N/A	Stop and go Lights on Ashby Ave. entering 80 north	Highways and Roads
TK	6	N/A	truck lanes	Highways and Roads
ON	7	N/A	12 street road	Highways and Roads
ON	7	N/A	880 thru oakland, winton and clawiter in hayward	Highways and Roads
ON	7	N/A	dedicated lanes or corridors for goods traffic to unclog roadways and reduce commuter traffic	Highways and Roads
TK	7	N/A	High driveways on high st.	Highways and Roads
TK	8	N/A	Broadway, more innovative infrastructure (freen paint, bike-actuated signals)	Highways and Roads
ON	8	N/A	PLEASE ... REPAIR THE POTHOLES	Highways and Roads
ON	8	N/A	Re-stripe and provide 'smart' signals on 40th Street between MacArthur BART and Emeryville	Highways and Roads
ON	8	N/A	stop wasting money taking out ranps only to put a new ramp in	Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	8	N/A	Upper Park Blvd. in Oakland from Leimert Blvd. to Mountain Blvd.	Highways and Roads
TK	9	N/A	Keeping existing roads safe	Highways and Roads
TK	10	N/A	1) Expand Lleweling eastward to E. 14th St. 2) Make freeway DRH lane to Marina 3) Make Washington 4 lane north to Tunnel	Highways and Roads
ON	10	N/A	Adopting technologies (low and high tech) that work but have not been implemented widely due to cultural or political reasons such as traffic circles and yield signs to control intersections rather than stop signs. Narrowing streets is another method to slow traffic and improve safety that works well.	Highways and Roads
ON	10	N/A	As much as it is not politically correct, building road improvements does work. Look at 580 eastbound and 205 through Tracy. We shouldn't spend billions on alternatives that few people in the big picture will use.	Highways and Roads
ON	10	N/A	Better east/west connections in Northern Alameda County.	Highways and Roads
ON	10	N/A	Carsharing is an important middle step for people ridding themselves of automobiles and relying on transit. Please provide parking infrastructure on surface streets for car share programs. Someone should never be more than 2-3 blocks from a car share location.	Highways and Roads
ON	10	N/A	Complete Highway 84 from 680 to Pigeon Pass **HIGHEST PRIORITY** Extend El Charro Rd. from 580 to Stanley Blvd. in Pleasanton	Highways and Roads
ON	10	N/A	Complete Highway 84 from Sunol to Livermore and 580	Highways and Roads
TK	10	N/A	el charro rd to stanley blvd -Pleasanton; Rt. 84 widening of final 4 mile segment	Highways and Roads
TK	10	N/A	Fill Potholes	Highways and Roads
ON	10	N/A	Fixing potholes would also help a lot.	Highways and Roads
TK	10	N/A	I want streets that feel safe to walk	Highways and Roads
ON	10	N/A	I-580/I-680 Flyover	Highways and Roads
ON	10	N/A	If potholes can not be fixed, though monies as supposedly put aside for such projects in each city, they should be spray painted a bright color so they can be easily identifiable by drivers (I've seen this in some streets of Berkeley. Those potholes take a toll on cars and the cost to repair them is outrageous.	Highways and Roads
ON	10	N/A	PLEASE fix the potholes and bumps in the roads. It shouldn't be hard to maintain what we have. Do this BEFORE expanding anything else.	Highways and Roads
ON	10	N/A	Please speed up the construction phase in the Jackson / Hayward to San Mateo Bridge junction. The merge lane from I880 to San Mateo Brige 92 are too short; it is bound to have accident.	Highways and Roads
ON	10	N/A	stop the expansion and tree cutting of Niles canyon - a waste of money	Highways and Roads
ON	10	N/A	synchronize our traffic signals to meet EPA standards of reducing idling pollution in Oakland	Highways and Roads
ON	10	N/A	We must maintain our streets and roads; they are the backbone of our transportation system. Stop making drives as scapegoats for our transportation problems. Stop raising taxes on working people. Eliminate waste, fraud, abuse and duplication. Merge MTC, BATA, ABAG and the Air District into one agency with no powers to regulate or tax the public. Make elected officials of this new organization directly accountable to the people. Do not use the countywide plan as a tool for political correctness. it must be a transportation plan that responds to the public needs not the needs of bureaucrats. Global warming is a scam and a lie.	Highways and Roads
ON	10	N/A	We need a parallel freeway to 880 through the Hayward, Union City, and north Fremont areas. 880 can be a nightmare.	Highways and Roads
ON	10	N/A	We need the WB 580 to SB 680 flyover. That will be a HUGE problem in the future.	Highways and Roads
ON	10	N/A	We should consider smaller, or restricted, streets to slow traffic down in neighborhoods, and construction of traffic circles rather than signals or stop signs to keep traffic moving, albeit slowly.	Highways and Roads
ON	10	N/A	We should remove the 980 freeway from Oakland to improve neighborhood connectivity and reduce air pollution.	Highways and Roads
WK	Needs	Hayward 3/9	1) Local schools need drop offs! Sections that parents can drop off their kids safely. For example, when driving down Mission Blvd. kids are dropped off in the middle of the street. From 7:30 - 8:00 AM Mission Blvd is a parking lot. Perhaps some transit agency can control this. Maybe by taking some of the corner out of the high school (at the Electric sign) so it's easier for traffic to move. Take that land and do something to make traffic move better. 2) It seems to me whenever there is road construction stoplights are ineffective. Work with cities to synchronize stoplights so traffic flows better. Also, there are some streets in Fremont on Mission Blvd. that will change a green light in the thoroughfare from a car that is making a right hand turn. The driver making a right hand turn makes the light turn red. You're driving down a highway and boom you have to stop, just for someone who is coming into traffic.	Highways and Roads

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	Dublin 3/24/11	Ease traffic congestion - El Charro extension, BART to Livermore extension, focus on most congested areas (580E/El Charro, 680 N-S/580E). Congestion/expansion programs should be prioritized enhanced with maintenance and repair of high priority areas only.	Highways and Roads
WK	Needs	San Leandro 3/16	If you <u>build it</u> , maintain it.	Highways and Roads
WK	Other	San Leandro 3/16	Traffic safety has become a critical issue on rural roadways in East County, because of the increase in traffic volumes as a result of motorist taking alternative routes to bypass traffic on regional freeways. Altamont Pass Road, Mines Road, Patterson Pass Road, Tesla Road, and Vasco Road have been severely impacted by increased traffic volumes.	Highways and Roads
WK	Projects/Programs	San Leandro 3/16	I-580/I-680 - southbound 680 to go west on 580 - entering 680 is crossing traffic west bound on 580 that is trying to get off at San Ramon Road in Dublin - very dangerous. West 580 passing Hopyard - traffic entering westbound from Hopyard has to lcear at least two, sometimes three traffic lanes crossing in front of westbound 580 traffic that is trying to go north or south on I-680. This causes many near misses 7 days a week during most daylight hours, and often well into the dark.	Highways and Roads
WK	Projects/Programs	Fremont 2/28	Keep up with road repairs.	Highways and Roads
ON	6	N/A	Expanding a highway just allows more cars and charging to use the highways doesn't change the habits of those who drive. It just upsets those who cannot pay to use the carpool lane or get fastrack.	Highways and Roads; Other Needs - Reduce Driving
ON	6	N/A	All highways should have express lanes	Highways and Roads; Parking and Transportation Demand Management
ON	6	N/A	alternative lanes are a farce, they should be opened to all comuters	Highways and Roads; Parking and Transportation Demand Management
ON	9	N/A	Congestion pricing - roadway and parking	Highways and Roads; Parking and Transportation Demand Management
ON	9	N/A	Transportation Demand Management (TDM) and parking management measures, as well as full roadway pricing on congested corridors.	Highways and Roads; Parking and Transportation Demand Management
ON	10	N/A	Repave or repair streets that are highly used. Review the timing on the stop lights in highly congested areas to ease the overflow.	Highways and Roads; Parking and Transportation Demand Management
TK	10	N/A	use more innovative technologies and solutions to manage traffic on highways and streets	Highways and Roads; Parking and Transportation Demand Management
ON	5	N/A	neither one. increase gas tax for potholes. Cut high cost transit; use RFPs for bus routes. Densify land use on shuttle corridors to BART. market parking charges based on wtp	Highways and Roads; Parking and Transportation Demand Management; Public Transit
ON	10	N/A	institute congestion pricing and roadway tolling. Extend rail across a rebuilt Dumbarton rail bridge. Sather Gate to Jack London Square light rail service. Depress the Main Line between Fallon and the UP Yards. Synchronize Oakland's traffic signals. rationalize AC Transit's bus routing system. Protect BART patrons waiting at the Mac Arthur and Rockridge Stations from freeway noise	Highways and Roads; Parking and Transportation Demand Management; Public Transit
TK	4	N/A	1) Eco Bus Pass for Youth (free bus pass for students grades 6-12); 2) maintaining and improving existing transit system connections & reliability; 3) relieving street and highway congestion (by improving public transportation)	Highways and Roads; Public Transit
ON	4	N/A	BART extension to Livermore and Highway 84 improvements	Highways and Roads; Public Transit
TK	4	N/A	giving buses priority in bay bridge	Highways and Roads; Public Transit
ON	4	N/A	Oakland Streetcar, Broadway Shuttle expansion, Streetscape improvement (complete streets)	Highways and Roads; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	4	N/A	The pothole/road surface conditions of Oakland's streets are absolutely an abomination. Also, as seniors depending on public transport more and more, we find it very difficult to use it to get to our church which is on Gouldin Road, just off of Thornhill.	Highways and Roads; Public Transit
ON	5	N/A	580/680 Flyover & BART to Livermore	Highways and Roads; Public Transit
TK	5	N/A	anything that gets more cars out of the freeways	Highways and Roads; Public Transit
ON	5	N/A	BART to Livermore up Freeway Biggest Bang for the Buck 84 expanded vs Flyover at 580/680	Highways and Roads; Public Transit
TK	5	N/A	Both	Highways and Roads; Public Transit
TK	5	N/A	Both (maintaining streets, roads and highways AND expanding transit services and reliability)	Highways and Roads; Public Transit
TK	5	N/A	Even though as you expand services you need to have decent streets or roads	Highways and Roads; Public Transit
TK	5	N/A	expanding roads and buses	Highways and Roads; Public Transit
ON	5	N/A	stop Cakdecott 4th bore, scrap Oakland Airport Connector, restore AC Transit cuts	Highways and Roads; Public Transit
ON	5	N/A	The bus is too expensive, get the fares stabilized/lowered. I would like to see a free student bus pass. I would like to see the bus service (AC Transit) go back up to previous levels, at the very least. I would like to see the surface streets repaired, especially in areas with the highest accidents.	Highways and Roads; Public Transit
ON	5	N/A	These aren't mutually exclusive, e.g. maintaining roads contributes to transit reliability.	Highways and Roads; Public Transit
ON	5	N/A	this is a bad question: Maintain streets etc. and maintain transit.	Highways and Roads; Public Transit
ON	5	N/A	This is a difficult one. My desire is that the CTC help AC Transit maintain regular bus service. If that means filling potholes so that the buses don't get broken, then it may be best for CTC to prioritize pothole repair on Oakland streets.	Highways and Roads; Public Transit
ON	5	N/A	This is a puzzling question; I support maintaining and expanding transit in dense areas, not BART; improving reliability of transit good; maintaining streets desirable but less so; maintenance of highways should come from pricing them.	Highways and Roads; Public Transit
ON	5	N/A	This is a really odd dichotomy. Wish I could select "MAINTAIN" transit service. Also - don't feel streets should be lumped with highways - two different animals.	Highways and Roads; Public Transit
ON	5	N/A	Transit users create less road wear than drivers.	Highways and Roads; Public Transit
TK	6	N/A	Both	Highways and Roads; Public Transit
TK	6	N/A	Green Transportation	Highways and Roads; Public Transit
ON	6	N/A	Short term - repair the roads. Long term: Keep BART on 580 to Livermore, Add plenty of parking structures at Greenville and Isabel.	Highways and Roads; Public Transit
TK	7	N/A	Green Transportation	Highways and Roads; Public Transit
TK	8	N/A	Green Transportation	Highways and Roads; Public Transit
ON	10	N/A	1. BART to livermore on 580 median A. Greenville station will serve altamont commuters, iGATE, and can be hooked to ACE...(see "Additional Comments #4"for full comment, which is too long to fit in this spreadsheet.)	Highways and Roads; Public Transit
TK	10	N/A	1. bench at bus stop for elderly 2. better signage at Bart Station stating station name 3. more Bart Maps available on Bart platform 4. removing pot holes quickly	Highways and Roads; Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Broadway Jackson Improvements in Alameda/Oakland Chinatown. restoring transit services taht were cut i Alameda, especially to the west end of City of Alameda	Highways and Roads; Public Transit
ON	10	N/A	Fix pot holes - BART service to Livermore - 580/680 Flyover all need attention.	Highways and Roads; Public Transit
ON	10	N/A	MAKE THE ROADS ABLE TO HANDLE THE LOCAL TRAFFIC SO WE DO NOT SIT ALL-DAY ON THE FREEWAYS. the only thing that has drastically improved traffic in the last 30 years is unemployment but will take traffic and CO2 over poverty any day. I believe the roll of our government is to respond to the needs of the people not dictate their needs you job is traffic not exercise police. buy mandating denser zoning and building bike paths that two people use all day wile hundreds are stuck in congestion or have no place to park this is just bad government and waste. One observation is that much of the local traffic is generated by the schools, 25 person school buses could help if they are safe.	Highways and Roads; Public Transit
TK	10	N/A	Mass transportation capability increase	Highways and Roads; Public Transit
ON	10	N/A	NO BUS-ONLY LANE DOWN THE MIDDLE OF EAST 14TH FROM BERKELEY BART TO SL BART. WASTEFUL BEYOND BELIEF. REDUNDANT -- DOESN'T BART GO FROM BERKELEY BART TO SAN LEANDRO BART? Then why do they both need to go there?!? Someone who runs a road-construction company stands to make a pretty penny --that's why. No one else benefits.	Highways and Roads; Public Transit
ON	10	N/A	Provide a low, discounted fare rate for students, the poor and seniors. FIX THE POTHOLES!	Highways and Roads; Public Transit
ON	10	N/A	Streetscape improvements towards Complete Streets (road diet, planter boxes), Oakland Streetcar, BRT, Infill development	Highways and Roads; Public Transit
ON	10	N/A	The connection/corridor between the Fruitvale BART and the City of Alameda ciould be improved. You have the high capacity bridge in and out of Alameda connected to a 2 lane poorly maintained road, so the bridge is underutilized. Would be really cool if you could have a train shuttle to and from the neighborhoods in Alameda to the Fruitvale BART.	Highways and Roads; Public Transit
WK	Needs	Oakland 2/24	Yes maintenances of (<i>illegible</i>) and potholes, students free bus passes and longer transfer usage.	Highways and Roads; Public Transit
WK	Projects/Programs	Oakland 2/24	#1 - Transportation between Oakland Coliseum BART and Oakland Airport -if it goes to the terminals. If it doesn't go to the terminals, keep the van-shuttle bus. #2 - Maintenance needed on streets and highways. #3 - Invest in BART - improve stations. Make parking safer at MacArthur BART and West Oakland.	Highways and Roads; Public Transit
TK	6	N/A	Repair infrastructure- Provide for replacement of old equipment- balance budget!!	Highways and Roads; Public Transit; Transit Funding
ON	10	N/A	Designating right-hand lane of most multi-lane arterials as having priority for bicycles or electrically-motorized vehicles with a top speed of 20 MPH.	Highways and Roads; Transportation System Management
ON	4	N/A	Improving cyclist behavior	Other Needs - Education
TK	6	N/A	Educated people to use team transportation sharing, car ride, or taking the bus	Other Needs - Education
TK	6	N/A	education for automobiles and bicycle to share the road safely	Other Needs - Education
ON	6	N/A	Focus on substantial cycling behaviors training in grades 3, 5, 7, 9, 11 in PE	Other Needs - Education
TK	6	N/A	More programs for children	Other Needs - Education
TK	6	N/A	Reach parents in their childrens' schools on a night designated for looking at educating parents.	Other Needs - Education
ON	9	N/A	Courteous drivers and workers public transporation hubs	Other Needs - Education
TK	9	N/A	educate people on alternative fuel vehicles	Other Needs - Education
TK	10	N/A	bilingual educational Programs	Other Needs - Education
ON	10	N/A	Discourage littering.	Other Needs - Education
ON	10	N/A	Effective Cycling Education needs to be funded in substantial forms with additional vendors. Also, I recommend measuring real on-the-road performance of existing bike rodeos, and skinny mini bike programs like SRTS. Primarily I am weary that bike lane projects do not deliver the intended goods while it is known and proven that Effective Cycling programs in the schools can quickly reduce car-bike collisions by at least 40%.	Other Needs - Education
ON	10	N/A	How can we have traffic violations against pedestrians and cyclists enforced? Motorists need to learn they're not really Kings of the Road.	Other Needs - Education

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	9	N/A	Getting middle and high school students onto transit.	Other Needs - Education; Other Needs - Reduce Driving
ON	4	N/A	Encourage employers next to BART stations and along AC Transit frequent lines to encourage their employees to take public transit, participate in Commuter Check, Guaranteed Ride Home, etc.	Other Needs - Education; Public Transit
TK	6	N/A	work with employers to provide incentives to their employees for taking public trans	Other Needs - Education; Public Transit
ON	10	N/A	Ban smoking at bus stops!	Other Needs - Education; Public Transit
TK	10	N/A	Convert AC Transit to be a rider friendly commute. Train staff to be courteous and helpful. Have more frequent rides that goes through all communities they ever have. Make it worth paying to ride!	Other Needs - Education; Public Transit
ON	10	N/A	Develop a template for a Transportation Management Association that employers close to transit can use. Employers next to BART and AC Transit lines with frequent buses could participate in Commuter Check, Guaranteed Ride Home, Ride Match, Trip Planning and other programs. Many of these employers were not required to participate in a TDM or a TMA at their time of establishment of their business. Working with BART and AC Transit, they could have a transit fair to promote transit use. Also, a one time or periodic free monthly pass could introduce many new riders to public transit and many would then choose to ride public transit.	Other Needs - Education; Public Transit
ON	10	N/A	Do not be created wasting tax payers money,instead please learn how to manage funds. Also fix public transportation. AC Transit provides a horrible service. This institution needs to be reorganize	Other Needs - Education; Public Transit
ON	10	N/A	Make people aware of ACTransit vs. BART. Many people are unaware.	Other Needs - Education; Public Transit
TK	10	N/A	More funding for training for drivers and operators of buses.	Other Needs - Education; Public Transit; Transit Funding
ON	4	N/A	More shoreline restoration, and more parks/green spaces	Other Needs - Not Transportation Related
TK	5	N/A	work with communities/business to create and maintain neighborhood maintenance and pride	Other Needs - Not Transportation Related
TK	10	N/A	local schools	Other Needs - Not Transportation Related
ON	4	N/A	Telecommuting on certain days of the week using virtual office links or PODS.	Other Needs - Reduce Driving
TK	5	N/A	carpool incentives	Other Needs - Reduce Driving
TK	6	N/A	carpool incentives	Other Needs - Reduce Driving
ON	6	N/A	Higher taxes on driving, more incentives to not drive SOVs.	Other Needs - Reduce Driving
TK	6	N/A	incentives to folks who don't drive	Other Needs - Reduce Driving
TK	6	N/A	Provide incentives to drive less	Other Needs - Reduce Driving
TK	6	N/A	working from home	Other Needs - Reduce Driving
ON	7	N/A	Look at The Flexible Work Week time schedule work commute 4 days not 5 ?	Other Needs - Reduce Driving
ON	7	N/A	You might look at promoting the flex work week concept	Other Needs - Reduce Driving
TK	9	N/A	Bring Jobs closer to housing	Other Needs - Reduce Driving
TK	9	N/A	car pooling	Other Needs - Reduce Driving
TK	9	N/A	carpool inducements	Other Needs - Reduce Driving
ON	9	N/A	Companies to allow employees to telecommute	Other Needs - Reduce Driving
TK	9	N/A	flex work week/ day return CA to 40 hr. wrok week vs 8 hr wrk day	Other Needs - Reduce Driving
ON	9	N/A	If people could afford to live in the community where they work.	Other Needs - Reduce Driving
TK	9	N/A	Incentives to drive less in congested areas	Other Needs - Reduce Driving
ON	9	N/A	Invest in hybrid or alternative fuel vehicles	Other Needs - Reduce Driving
ON	9	N/A	look for job closer to your house	Other Needs - Reduce Driving
ON	9	N/A	Lower the cost of gasoline, by using our own oil!!!	Other Needs - Reduce Driving
TK	9	N/A	Moving the greatest number of people at reasonable cost	Other Needs - Reduce Driving
TK	9	N/A	Not Sure any of These will change car lovers habits	Other Needs - Reduce Driving
ON	9	N/A	People don't want to give up their cars- it limits their freedom, and they shouldn't have to	Other Needs - Reduce Driving
ON	9	N/A	Provide education to employers on the benefits of allowing work from home options.	Other Needs - Reduce Driving

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	9	N/A	Raise gas tax	Other Needs - Reduce Driving
ON	9	N/A	Relocating people to other places	Other Needs - Reduce Driving
ON	9	N/A	repeal the stupid law! it is based on political science not real science!	Other Needs - Reduce Driving
TK	9	N/A	Spare the air day	Other Needs - Reduce Driving
TK	9	N/A	Stop subsidizinb the convenience of driving	Other Needs - Reduce Driving
ON	9	N/A	That is not an issue you should be addressing.	Other Needs - Reduce Driving
ON	9	N/A	Unemployment seems to be doing a great job!	Other Needs - Reduce Driving
ON	9	N/A	Using market signals to discourage driving (increasing gas tax; charging more for parking; not expanding road capacity).	Other Needs - Reduce Driving
ON	10	N/A	Developing virtual office PODS to support telecommuting and developing the infrastructure to support this will als decrease our carbon footprint and reliance on fossil fuels.	Other Needs - Reduce Driving
ON	10	N/A	Encourage people to take public transportation by reducing the parking meters. Encourage people to shop in Oakland by getting rid of the parking meters and whatever it is that has sent retail business away from Oakland. BRING RETAIL BUSINESS BACK TO OAKLAND !!!	Other Needs - Reduce Driving
ON	10	N/A	If the City, County and Local Government would give property tax breaks or discounts to people who have worked in and around the downtown Oakland area there would be a significantly less people commuting from Tracy, Modesto, Stockton, Antioch, Vallejo, Pittsburg into downtown Oakland. A study should be made to determine just how many people in the last 10-15 years have moved out of the area because of homeownership opportunities. They mostly have to drive because of lack of mobility in the area where they work and the time factor involved in getting home afterwards.	Other Needs - Reduce Driving
TK	10	N/A	Increase publicity for shared rides to more cities in the county. currently all shared rides are directed towards San Francisco only.	Other Needs - Reduce Driving
ON	6	N/A	Increase gas taxes and make public transit free or very inexpensive	Other Needs - Reduce Driving; Public Transit
ON	9	N/A	All of the above, as well as providing connections from key hubs of mass transit to worksites via shuttlesm, for maor employers.	Other Needs - Reduce Driving; Public Transit
TK	9	N/A	BART is too expensive - with 4 people, it's much easier and less expensive to drive	Other Needs - Reduce Driving; Public Transit
TK	9	N/A	In order to accomplish alternatives to driving, work with agencies to make these alternatives as safe as they can be for all ages.	Other Needs - Reduce Driving; Public Transit
ON	9	N/A	make transit a better option than driving. No reason to get on a bus if you can get in the car. Trade vehicle capacity for passenger capacity of roads.	Other Needs - Reduce Driving; Public Transit
TK	10	N/A	Integration of alternative transport and public transit	Other Needs - Reduce Driving; Public Transit
TK	10	N/A	Reducing cost of public transportation as an incentive for people to use public trans more.	Other Needs - Reduce Driving; Public Transit
WK	Projects/Programs	Hayward 3/9	A Free Eco Bus Pass for every student, 6th to 12th grades, attending public or private school in Alameda County to reduce car use and reduce greenhouse gases.	Other Needs - Reduce Driving; Public Transit
WK	Needs	Oakland 2/24	Ultimately, if we want to reduce GHG, we will need to attract more people to public transit, which means it needs to be affordable. Public transit is not affordable if fares are being increased and services are decreased. This is a Sophie's Choice – choosing between transit affordability and transit service restoration. The larger question is why funding to public transit is not secure and fixed. There needs to be more community input and control on funding and funding decisions. At the Alameda County Community Food Bank, we know people are having a hard time feeding their family because cost of living, especially transit which is vital to their ability to work and provide for their family. We need to make it a priority that transit is affordable and reliable, which brings us back to funding and funding equity.	Other Needs - Reduce Driving; Public Transit; Transit Funding
TK	10	N/A	County gas tax to pay for this stuff and make car driving more expensive. This added tax should only be on gasoline, not diesel.	Other Needs - Reduce Driving; Transit Funding
TK	9	N/A	Build Bussiness Parks closer to freeways	Other Needs - Reduce Driving; Transportation and Land Use Program

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	9	N/A	Increase building density, and control urban sprawl.	Other Needs - Reduce Driving; Transportation and Land Use Program
TK	10	N/A	Housing in cities to be build close to shopping and more of a "main street" concept.	Other Needs - Reduce Driving; Transportation and Land Use Program
ON	5	N/A	Make it cool to ride the bus; increase service on the 88	Other Needs-Education; Public Transit
ON	4	N/A	dereg of zoning requiring parking, decoupling rent from parking, parking managment, shared parking, SFpark technology	Parking and Transportation Demand Management
ON	4	N/A	Give priority on Carpool lane to environmental friendly cars like Prius & Honda Civic, free of charge	Parking and Transportation Demand Management
ON	4	N/A	Improving the network that provides traffic information to in-car GPS	Parking and Transportation Demand Management
ON	4	N/A	Instead of technology to manage congestion, how about technology to improve reliability of transit? (NextBus is a great start.)	Parking and Transportation Demand Management
TK	4	N/A	Maybe DMV regulation with specific day sticker to operated only two days a week	Parking and Transportation Demand Management
ON	5	N/A	stop taking parking away from the streets	Parking and Transportation Demand Management
ON	6	N/A	580 Carpool lane west bound	Parking and Transportation Demand Management
ON	6	N/A	Improve the rideshare program to match current technologies! Old info is never updated...	Parking and Transportation Demand Management
TK	9	N/A	Decrease or eliminate parking requirements, no longer have government subsidies of parking facilities	Parking and Transportation Demand Management
ON	9	N/A	Increase the cost of driving with pricing mechanisms.	Parking and Transportation Demand Management
TK	9	N/A	Increase the cost of parking	Parking and Transportation Demand Management
ON	9	N/A	Increasing the cost of driving	Parking and Transportation Demand Management
ON	9	N/A	land use must change and single driving needs to decrease either through congestion charges or other disincentives	Parking and Transportation Demand Management
TK	9	N/A	let the lesser street movement stop light hold longer	Parking and Transportation Demand Management
ON	9	N/A	Make it more financially PAINFUL to park than ride.	Parking and Transportation Demand Management
ON	9	N/A	More parking to facilitate point to point travel.	Parking and Transportation Demand Management
ON	9	N/A	pricing reforms relating to parking, gas tax, congestion, external costs, tax loopholes, etc.	Parking and Transportation Demand Management
ON	9	N/A	reduce emissions by opening up special lanes and let the cars spewing gas use them	Parking and Transportation Demand Management
ON	9	N/A	take out the parking meters	Parking and Transportation Demand Management
ON	9	N/A	Websites such as actransit.org and 511.org need *a lot* of improvement so that it's easier to plan non-car trips quickly. Interfaces are not easy/quick to use. There should be a way to plan a trip online, that incorporates part-transit, part bike. E.g. I'd take a bus 5 miles (with my bike on the bike rack of the bus); then ride from the bus stop 3 additional miles to my destination. Currently there is *no* way to plan this on 511.org, because the "Max walk distance" I can pick on that system is only 1 mile!	Parking and Transportation Demand Management

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Don't allow the use of HOV lanes on our highways by single person vehicles. We paid for the highways from our taxes and the rich should not be allowed to use the HOV lanes for a price. They should have to pay for the entire cost of building the traffic lane. That includes the purchase of the right of way and the construction of the highway lane. Forcing all of us to incur the cost of the highway construction for an HOV lane and then allowing the rich people to use it as a single driver is not fair for all of the taxpayers.	Parking and Transportation Demand Management
ON	10	N/A	Funding for BART parking should come from users; stop subsidizing them, they pay less than the cost to provide the parking.	Parking and Transportation Demand Management
ON	10	N/A	implement market rate parking pricing	Parking and Transportation Demand Management
ON	10	N/A	Improve Rideshare - its software and methodology are archaic. When I update my request, the matches are all out of date and system does not require users to update periodically and it does not show how long ago they were input, so I have no confidence to continue using it as a resource.	Parking and Transportation Demand Management
TK	10	N/A	Utilize existing information technology with a graphic information/positioning system (GPS) to give real time information on the location of buses, et al, which can be viewed at the central office & on intelligent smart phone, iPad, et al.	Parking and Transportation Demand Management
ON	10	N/A	We should institute a countywide Transportation Demand Management Program similar to what has been done in San Mateo County, but going beyond it with additional parking management and pricing strategies. Full roadway pricing should be introduced through a pilot program on one very congested stretch, with revenues used to help support transit operations.	Parking and Transportation Demand Management
TK	4	N/A	Increase parking areas at stations	Parking and Transportation Demand Management; Public Transit
TK	4	N/A	Parking too expensive, too little incentives to take BART - No Parking!	Parking and Transportation Demand Management; Public Transit
TK	5	N/A	Parking at bus terminals	Parking and Transportation Demand Management; Public Transit
ON	9	N/A	Parking is terrible at BART Dublin, Stop charging for parking. Too much time to find parking and pay for parking.	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	Bus Rapid Transit, extending hours of bus service late into the evening and on the weekends, increasing reliability of services like nextbus.com or other services to be able to monitor transit frequency and provide commuters with greater predictability.	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	Improve BART and expand BART parking - Make it less noisy, less dirty, quicker, run trains more frequently and through the night.	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	More park and ride locations	Parking and Transportation Demand Management; Public Transit
ON	10	N/A	Reduce the price of BART and stop with the San Leandro \$1.00 parking fee. Highway robbery!	Parking and Transportation Demand Management; Public Transit
WK	Projects/Programs	Oakland 2/24	Fund Eco Bus pass! Coordinate transit to new shopping areas and schools. Better Next Bus information in paid areas of BART stations so passengers can wait in shelter and safety rather than on the street in the rain.	Parking and Transportation Demand Management; Public Transit; Transit Funding
ON	10	N/A	Specifically survey residents in Berkeley/Oakland hills regarding ways to meet their everyday transportation needs and get them out of their cars.	Planning and Outreach

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	Dublin 3/24/11	How many actual teams/agencies are involved with this workshop? Sounds like there are too many teams are involved. Amtrak California, Alamont Commuter Express, BAR, County Connections, Greyhound, MAX Commuter Express, SJRTD/SMART Bus, Tri-Delta Transit, Wheels, AC Transit, Golden Gate Transit, Capital Corridor, Sam Trans, etc. etc. How many are State, County, City funded? Are we repeating work that is being done and we're just spinning our wheels?	Planning and Outreach
WK	Other	Oakland 2/24	Excellent workshop (2/24). The people conducting it are to be highly commended.	Planning and Outreach
WK	Other	San Leandro 3/16	Good meeting - very informational, good ideas.	Planning and Outreach
ON	10	N/A	The kinds of car trips that would be most easily replaced are the kind people do every day, which is commuting. Those are also typically the longest trips, so that's your biggest bang for the buck in reducing VMT. Alternatives to car commuting must be time-competitive with solo driving, and attractive to those who have the option of driving a nice car. Options include: More rail service like ACE and Capitol Corridor. High quality shuttle buses (like Bauer Wi-Drive). More routes not currently served by direct rail and express buses. For example, reverse commute from Fremont to Pleasanton.	Public Transit
ON	4	N/A	2) Free Eco Buss Pass for students in Alameda cty (6th-12th grade). 3) Restore service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	580 Bart to Livermore	Public Transit
TK	4	N/A	72R stop in front of St. Mary's Center going downtown	Public Transit
TK	4	N/A	A BRT transit hub linking to high-speed rail (feeder line)	Public Transit
TK	4	N/A	AC drivers and managment need better relationship	Public Transit
ON	4	N/A	AC Transit has gotten so inaccessible that I almost never take the bus anymore, even though I used only the bus and walking for 10 years. It's become so expensive, the lines run less frequently, and they go fewer places. If AC Transit was improved, I would use it again, ESPECIALLY if we still had the BART PLUS pass.) Thank you!	Public Transit
TK	4	N/A	AC Transit service	Public Transit
ON	4	N/A	BART extension to Livermore	Public Transit
ON	4	N/A	BART IRVINGTON STATION	Public Transit
TK	4	N/A	BART no high speed rail	Public Transit
ON	4	N/A	Bart on the freeway	Public Transit
ON	4	N/A	Bart on the freeway.	Public Transit
ON	4	N/A	bart stations need more parking and better security	Public Transit
ON	4	N/A	Bart to Isabel Ave, no further.	Public Transit
ON	4	N/A	Bart to livermore	Public Transit
TK	4	N/A	Bart to Livermore	Public Transit
TK	4	N/A	Bart to Livermore	Public Transit
ON	4	N/A	BART to Livermore on 580 median	Public Transit
TK	4	N/A	Bart to San Jose	Public Transit
TK	4	N/A	Bart to San Jose	Public Transit
TK	4	N/A	BART to San Jose Airport	Public Transit
TK	4	N/A	Better bus service	Public Transit
TK	4	N/A	Better bus service	Public Transit
ON	4	N/A	better existng service should be an option e.g. more frequent amtrak capitol corridor, BRT -	Public Transit
ON	4	N/A	Better Interconnect our Public Transit system - get BART down 580 to Altamont Commuter Rail connection	Public Transit
TK	4	N/A	Better shelters for bus stops - inclement weather	Public Transit
TK	4	N/A	better times, more routes	Public Transit
ON	4	N/A	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave.	Public Transit
ON	4	N/A	bring back streetcars!	Public Transit
ON	4	N/A	Broadway Shuttle expansion	Public Transit
ON	4	N/A	Broadway street car, more light rail, more BART and more service on the capitol corridor	Public Transit
ON	4	N/A	Building a Portland-style streetcarsystem linking Oakland through Berkeley	Public Transit
TK	4	N/A	Bus	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	4	N/A	Bus Rapid Transit and restoring AC Transit service levels	Public Transit
ON	4	N/A	Cancel the BRT program.	Public Transit
ON	4	N/A	Clean up BART trains - they are too filthy to sit on	Public Transit
TK	4	N/A	Cleaner BART stations and trains	Public Transit
ON	4	N/A	COUNTY EMPLOYMENT BUS PASSES	Public Transit
ON	4	N/A	dedicated bus lane from BART to Oakland airport (not BART extension)	Public Transit
ON	4	N/A	Dumbarton Rail Connection	Public Transit
ON	4	N/A	ECO Bus Pass for school students grades 6-12	Public Transit
ON	4	N/A	Eco Buss Passes for Alameda County Students, 6th thru 12th graders	Public Transit
ON	4	N/A	Emeryville - Berkeley - Oakland Tram	Public Transit
ON	4	N/A	Emeryville - Berkeley - Oakland Tram	Public Transit
TK	4	N/A	Encourage taxi use	Public Transit
ON	4	N/A	Expand Shuttle B service to after 7pm	Public Transit
ON	4	N/A	Expanded, bi-directional ACE service	Public Transit
ON	4	N/A	Expanding the transit services to new areas: BART to Altamont commuter rail connection. BART extended to create a station at the Altamont commuter rail where you have 300 acre - bypass downtown Livermore - future - or use shuttle	Public Transit
TK	4	N/A	Expanding transit in disenfranchised areas	Public Transit
ON	4	N/A	Expansion of the Broadway Shuttle and more service to connect the central neighborhoods	Public Transit
ON	4	N/A	EXTEND BART ALONG 580 TO ISABEL OR GREENVILLE ROADS IN LIVERMORE.	Public Transit
ON	4	N/A	Extend BART keeping it on 580 with sufficient parking structures	Public Transit
TK	4	N/A	extend BART to Livermore	Public Transit
ON	4	N/A	First Phase BART extension to Isabel/84, In spite of the City of Livermore's expensive plan to go downtown	Public Transit
TK	4	N/A	Fixing AC Transit	Public Transit
ON	4	N/A	free bus passes for students	Public Transit
ON	4	N/A	Free Eco Bus Pass for Alameda County youth	Public Transit
ON	4	N/A	free eco bus pass for all students in Alameda Co between 6th grade and 12th grade	Public Transit
ON	4	N/A	Free Eco Bus Pass for all students in Alameda County between 6th and 12th grades, also restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	Free Eco Bus Pass for all students in Alameda County between 6th and 12th grades, also restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	Free Eco Bus Pass for Studends	Public Transit
ON	4	N/A	Free Eco Bus Pass for students in 6th through 12th grade	Public Transit
TK	4	N/A	Free Eco Bus Pass for youth 6th - 12th grade. Operating funds for AC Transit.	Public Transit
ON	4	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	4	N/A	free ecopasses for students and seniors	Public Transit
ON	4	N/A	Free public transportation similar to what is in Chaple Hill, North Carolina	Public Transit
ON	4	N/A	Free school transportation for students	Public Transit
ON	4	N/A	Having bus and bart to go to Vallejo and in another direction to Tracey	Public Transit
ON	4	N/A	High Speed Rail through the Altamont, using BART as primary feeder	Public Transit
TK	4	N/A	I think maintaing existing bus books, existing fares	Public Transit
ON	4	N/A	I would like to see the efficiency and punctuality of AC Transit improve, and I would like to see the Broadway shuttle's hours grow.	Public Transit
ON	4	N/A	I would love to have a bus providing reliable service to Gateway Alameda. I had to stop taking the ferry when AC Transit discontinued the 325; the 63 sometimes leaves the busstop before ferry passengers disembark.	Public Transit
TK	4	N/A	Improving AC Bus system, no bus to Davis st.	Public Transit
ON	4	N/A	Improving Connections between one transit company and another - BART to VTA, AC Transit to BART	Public Transit
ON	4	N/A	IMPROVING existint transit system connections and reliability.	Public Transit
ON	4	N/A	Improving the Safety of passengers as well as transit workers.	Public Transit
ON	4	N/A	increasing frequency of lines such as 25	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	4	N/A	Increasing the time range of AC Transit	Public Transit
TK	4	N/A	Irvington Bart	Public Transit
ON	4	N/A	It makes no sense to expand service to new areas when you are reducing it in the areas it exists, expand it where it exists, especially for neighborhoods to get to their downtowns by a frequent shuttle along major streets like Mission	Public Transit
ON	4	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
TK	4	N/A	Keep the buses cleaner	Public Transit
TK	4	N/A	Keep transit affordable, particularly bus. Bus service should be free to students and low-income people.	Public Transit
ON	4	N/A	Keeping BART on 580.	Public Transit
TK	4	N/A	light rail	Public Transit
TK	4	N/A	Lowering costs for poor people (written on as an additional checkbox option)	Public Transit
TK	4	N/A	Maintain existing / expanding service/ put back service	Public Transit
TK	4	N/A	maintaining existing transit sytem connection	Public Transit
ON	4	N/A	Make public transportation free to get people to use cars less	Public Transit
ON	4	N/A	making bus and bart affordable and ubiquitous	Public Transit
ON	4	N/A	Modern Streetcar System	Public Transit
ON	4	N/A	monthly BART passes for a flat price AND Clipper Card that combines volume discounts for both BART and MUNI	Public Transit
ON	4	N/A	More bus service	Public Transit
TK	4	N/A	More Bus Stops	Public Transit
TK	4	N/A	more extensions of BART and further improve BART service	Public Transit
TK	4	N/A	More frequent including nights and weekends routes	Public Transit
ON	4	N/A	More Frequent Reliable Bus Service	Public Transit
ON	4	N/A	More public transport hours and services, lower fares	Public Transit
ON	4	N/A	Non stop bus services to major cities	Public Transit
ON	4	N/A	Oakland Streetcar	Public Transit
ON	4	N/A	Provide funding for a free bus pass for all middle-and-high-school students in County	Public Transit
TK	4	N/A	Rail connection Fremont/ Palo Alto	Public Transit
TK	4	N/A	Rapid bus	Public Transit
ON	4	N/A	Re-instating transit service hours to areas that had their night, weekend, and off-peak service reduced	Public Transit
TK	4	N/A	Re-instating transit services that were recently cut.	Public Transit
TK	4	N/A	Require buses to go through bus stops at the scheduled time.	Public Transit
ON	4	N/A	Restore (or improve) A C Transit routes, days and hours of service, frequency of service	Public Transit
ON	4	N/A	Restoring AC transit service to 2007 levels	Public Transit
ON	4	N/A	Restoring recently cut services and route reductions; provide ECO Bus Pass to students grades 6-12; MTC find \$ to eliminate AC Transits deficit; cancel current proposed fare hikes.	Public Transit
ON	4	N/A	Return the bus turn coming do Santa Clara to stopping on Santa Clara before turning onto Webster Street	Public Transit
ON	4	N/A	Return the previous A/C transit bus routes and schedules - inrease the transfer intervals	Public Transit
TK	4	N/A	seating at bus stops and shelter	Public Transit
ON	4	N/A	Small shuttles/jitneys from Berkeley Hills to Shattuck Avenue Area; same from Shattuck to W. Berkeley	Public Transit
ON	4	N/A	Storing service cuts in AC Transit and I support the Free Eco Bus Pass for students	Public Transit
ON	4	N/A	Street car system in Oakland	Public Transit
ON	4	N/A	Streetcar from piedmont ave. down to jack London and uptown.	Public Transit
ON	4	N/A	The frequency and reliability of the existing transit system needs to be improved, particularly bus transit.	Public Transit
ON	4	N/A	There should be better transit to grocery stores and food supplies, especially FROM areas that are known to have NONE	Public Transit
TK	4	N/A	TOD	Public Transit
TK	4	N/A	tod and Infill	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	4	N/A	We need a bus route	Public Transit
ON	4	N/A	We need AC Transit services restored to what they were before the major cuts came down starting last year. We need more buses operating and running on time.	Public Transit
ON	4	N/A	we need bus service to either Piedmont Avenue or Montclair; we have no way to get to nearby shopping districts	Public Transit
TK	4	N/A	we need to shine up AC Transit	Public Transit
ON	4	N/A	With the first option, "maintaining existing transit....", it should be RESTORING levels of service that were there in the past, and increasing the hours and frequency of service, before expanding to new areas.	Public Transit
TK	5	N/A	24 hr transit service	Public Transit
ON	5	N/A	A Modern Streetcar System	Public Transit
TK	5	N/A	abandon fast train its too expensive	Public Transit
TK	5	N/A	Abandon fast train, Billions	Public Transit
TK	5	N/A	AC Transit	Public Transit
TK	5	N/A	AC transit and BART	Public Transit
ON	5	N/A	AC Transit Bus Service	Public Transit
ON	5	N/A	AC Transit reliability is a serious problem and has made the system virtually unusable for accessing BART or other trips.	Public Transit
TK	5	N/A	AC Transit reliability to schedules	Public Transit
ON	5	N/A	Ac Transit service should be more frequent and expanive in dense neighborhoods	Public Transit
ON	5	N/A	ACTransit	Public Transit
ON	5	N/A	Adding a Portland-style streetcar system paid for by BID's and local taxes	Public Transit
ON	5	N/A	B streetcar	Public Transit
ON	5	N/A	BART along the 580 corridor to Livermore	Public Transit
TK	5	N/A	Bart into Bart	Public Transit
ON	5	N/A	BART ON 580 TO GREENVILLE ROAD IN LIVERMORE	Public Transit
ON	5	N/A	Bart on the freeway	Public Transit
TK	5	N/A	Bart should be expanded throughout bay area	Public Transit
ON	5	N/A	bart to livermore	Public Transit
ON	5	N/A	BART to Livermore	Public Transit
ON	5	N/A	bart to livermore	Public Transit
TK	5	N/A	BART to Livermore - 580 corridor	Public Transit
ON	5	N/A	bart to livermore and build in as planed in 580 with the same types of cars.as bart now owns the land	Public Transit
ON	5	N/A	BART to Livermore with a station downtown and at Vasco Road for connectivity with ACE/future high speed rail	Public Transit
ON	5	N/A	BART TO WARM SPRINGS	Public Transit
ON	5	N/A	BART to Warm Springs & San Jose.	Public Transit
ON	5	N/A	Broadway street car, MacArther BRT, Capitol Corridor	Public Transit
TK	5	N/A	Broadway streetcar	Public Transit
ON	5	N/A	BRT	Public Transit
TK	5	N/A	BRT	Public Transit
TK	5	N/A	BRT	Public Transit
ON	5	N/A	Bus from Thornhill that connects -- we used to have a bus stop at Thornhill and Pinehaven. It's gone and we need it back.	Public Transit
ON	5	N/A	Bus passes for school children under 16 years old	Public Transit
TK	5	N/A	Bus rapid transit/ TOD	Public Transit
ON	5	N/A	bus service has been drastically cut and more than doubled my commute time - reinstate bus services/lines!	Public Transit
ON	5	N/A	Buses in Fremont only run every 30 min. or every 60 min. This is not an incentive to use public transportation.	Public Transit
ON	5	N/A	Connect BART to San Jose	Public Transit
ON	5	N/A	Connect to San Jose Light Rail via BART	Public Transit
TK	5	N/A	county wide transit	Public Transit
ON	5	N/A	Dumbarton Rail	Public Transit
ON	5	N/A	Dumbarton Rail	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	5	N/A	East Bay Bus Rapid Transit: We need to improve Telegraph / International bus reliability. During peak hours I frequently see 45 minute waits for the 1R.	Public Transit
ON	5	N/A	ECO bus pass for school studnets	Public Transit
ON	5	N/A	Emeryville - Berkeley - Oakland Tram (EBOT) - the next generation of Emery-Go-Round	Public Transit
TK	5	N/A	Expand BART past 12:30 and increase AC Transit service	Public Transit
ON	5	N/A	Express BART to bypass secondary stops and improve transit time between major stops.	Public Transit
TK	5	N/A	Extend Bart	Public Transit
TK	5	N/A	Extend Bart to Livermore	Public Transit
ON	5	N/A	Focus on reliability of transit - it is really difficult to plan a commute around a bus that doesn't show up.	Public Transit
ON	5	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	5	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	5	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	5	N/A	Free Eco Student Bus pass	Public Transit
ON	5	N/A	Frequent shuttle service along Mission Blvd. from end of Hayward to downtown Hayward as well as CSUEB and the 2 Hayward BART stations. AC transit is not frequent and uses big empty buses; smaller shuttle with more frequency	Public Transit
ON	5	N/A	GET BART TO LIVERMORE	Public Transit
ON	5	N/A	Get rid of section 8 in Hayward. Send the homeless out of Hayward via 1-way ticket to Mexico or Vegas, then maybe more people will take public transportation when the vagrants are gone. Until then, good luck.	Public Transit
TK	5	N/A	Green Transportation	Public Transit
ON	5	N/A	have bus routes that drivers can run on schedule and maintain regular service	Public Transit
TK	5	N/A	Have more service	Public Transit
ON	5	N/A	HAVING BUSES RUN MORE REGULARLY DURING COMMUTE HOURS	Public Transit
ON	5	N/A	I often have to take more than one system (BART, ACT Transit, Ace, Amtrak, etc.) to get to my destination. Wish they meshed with *each other* better. Also, more weekend access needed (esp. early morning Sat/Sun).	Public Transit
ON	5	N/A	Improve and expand public transportation; reduce costs to riders	Public Transit
ON	5	N/A	Improve BART rolling stock and service, build Oakland downtown streetcar system	Public Transit
ON	5	N/A	Improve Scheduling and frequencies of transit. Do not cut or reduce service.	Public Transit
ON	5	N/A	Improving AC Transit service	Public Transit
TK	5	N/A	Improving bus frequency and coverage in low income areas of the county, evenings and weekends	Public Transit
ON	5	N/A	Increase AC Transit services!	Public Transit
TK	5	N/A	Increase time and use of bus transfers	Public Transit
ON	5	N/A	Infill BART Station in Oakland's San Antonio district	Public Transit
ON	5	N/A	keep bart on 580	Public Transit
ON	5	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	5	N/A	Keep BART on 580 to Livermore, Add plenty of parking structures at Greenville and Isabel.	Public Transit
ON	5	N/A	light rail or trolleys down major corridors	Public Transit
TK	5	N/A	Light Rail, Free Transit with ca id	Public Transit
ON	5	N/A	MacArthur Blvd bus rapid transit	Public Transit
TK	5	N/A	Maintain existing services	Public Transit
TK	5	N/A	Maintain transit Service	Public Transit
ON	5	N/A	Making regional rail faster and more expansive	Public Transit
ON	5	N/A	more BART trains	Public Transit
ON	5	N/A	more bus service	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	5	N/A	More numerous and frequent bus routes (I don't have a car and the only bus route that goes between my home and work was canceled last year. Don't know if it's within your purvue, but Bart that runs all night at least on the weekends and bike cars for commute hours which are usually blacked out for cyclists would be heavenly!	Public Transit
ON	5	N/A	need more direct bike routes	Public Transit
ON	5	N/A	Oakland Broadway streetcar service	Public Transit
ON	5	N/A	Oakland Streetcar	Public Transit
ON	5	N/A	Oakland Streetcar	Public Transit
ON	5	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
ON	5	N/A	Place new housing near existing transit	Public Transit
ON	5	N/A	Preventing service cutbacks for bus service to those most in need	Public Transit
ON	5	N/A	Rail size of BART should have matched existing rail gauge to utilize existing track	Public Transit
ON	5	N/A	Reliable A.C. bus services	Public Transit
ON	5	N/A	Restore bus transit service to 2003 level!	Public Transit
ON	5	N/A	restore service and route cuts to 2009 levels; hire needed drivers;replace buses with safer, reduced emissions-capable models.	Public Transit
TK	5	N/A	Restore service cuts from Jan 2010 to present	Public Transit
ON	5	N/A	RESTORE the cut AC Transit bus lines! They're vital for bike/bus commuters.	Public Transit
ON	5	N/A	Restoring operations and services of AC Transit buses	Public Transit
ON	5	N/A	Restoring recent AC Transit cuts	Public Transit
ON	5	N/A	restoring service cuts and operations made to A/C transit since 2009	Public Transit
ON	5	N/A	restoring services and operation cuts made to AC Transit since 2009	Public Transit
TK	5	N/A	school buses	Public Transit
TK	5	N/A	Shuttle should stop at Manor Blvd. and Farnsworth routinely	Public Transit
ON	5	N/A	Simplifying AC Transit routes	Public Transit
ON	5	N/A	Street Cars In Oakland effectively connected to existing BART routes	Public Transit
ON	5	N/A	Trains and trolly busses on city streets.	Public Transit
ON	5	N/A	transit frequency should be improved on existing lines, and sensible feeder lines added	Public Transit
ON	5	N/A	Transit is remains too limited in service proviodion to serve its potential market.	Public Transit
TK	6	N/A	AC Transit	Public Transit
ON	6	N/A	BART ON 580 TO ALTAMONT PASS	Public Transit
ON	6	N/A	BART or other rail along I-580	Public Transit
TK	6	N/A	BART to Livermore - 580 corridor	Public Transit
ON	6	N/A	BART to Livermore connection to train to tracy/stockton	Public Transit
TK	6	N/A	BART to San Jose	Public Transit
ON	6	N/A	BART TO WARM SPRINGS	Public Transit
TK	6	N/A	Better AC Tnrasit service	Public Transit
ON	6	N/A	Better core transit services	Public Transit
ON	6	N/A	Bi-directional ACE service (because BART via Bay Fair is too long/slow)	Public Transit
ON	6	N/A	Broadway Shuttle/Oakland Streetcar	Public Transit
ON	6	N/A	Broadway street car, MacArther BRT, Capitol Corridor	Public Transit
TK	6	N/A	BRT	Public Transit
TK	6	N/A	BRT	Public Transit
TK	6	N/A	BRT/ TOD	Public Transit
ON	6	N/A	bus rapid transit, BART connectivity/infill development	Public Transit
ON	6	N/A	COUNTY EMPLOYEE BUSES	Public Transit
ON	6	N/A	Dumbarton Rail	Public Transit
TK	6	N/A	Eco Bus Pass for youth	Public Transit
ON	6	N/A	Emeryville - Berkeley - Oakland Tram (EBOT)	Public Transit
ON	6	N/A	Emeryville - Berkeley - Oakland Tram (EBOT) - the last mile connection to BART, Amtrak	Public Transit
ON	6	N/A	Expanding Bus Service and Light Rail Service	Public Transit
TK	6	N/A	finding for expanding transit and making it more reliable	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	6	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	6	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	6	N/A	Free Eco Student Bus Passes	Public Transit
TK	6	N/A	I don konw what intelligent transportation system is about	Public Transit
ON	6	N/A	Improve and expand public transportation; reduce costs to riders	Public Transit
TK	6	N/A	improve travel time	Public Transit
ON	6	N/A	Improving AC Transit service	Public Transit
TK	6	N/A	Increase bus service	Public Transit
TK	6	N/A	increase bus, train and bart at transit hubs eg. union city intermodal station	Public Transit
ON	6	N/A	Increasing services and keeping fares low will make alternatives much more attractive to drivers	Public Transit
ON	6	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
TK	6	N/A	Maintain existing level of service	Public Transit
TK	6	N/A	maintain, extend transit services make it accessible, reliable	Public Transit
ON	6	N/A	Mission Blvd. shuttle from south Hayward to downtown Hayward (see answer to 5)	Public Transit
ON	6	N/A	more BART stations	Public Transit
ON	6	N/A	more bus service - especially transportation to BART stations	Public Transit
TK	6	N/A	MOre shuttles for local business and colleges	Public Transit
ON	6	N/A	more shuttles to major work locations	Public Transit
ON	6	N/A	more transit and less routes that are all divided up	Public Transit
ON	6	N/A	Oakland Streetcar	Public Transit
ON	6	N/A	Oakland Streetcar	Public Transit
ON	6	N/A	Oakland Streetcar connecting Jack London/Amtrak to Rockridge neighborhood	Public Transit
ON	6	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
TK	6	N/A	Public transportation	Public Transit
ON	6	N/A	Retore some version of the Key System and the Southern Pacific Red Trains.	Public Transit
ON	6	N/A	return the buses, but smaller, cheaper to operate versions	Public Transit
ON	6	N/A	Run AC Transit routes to and from BART, instead of paralleling these routes. Wasteful to copy routes.	Public Transit
ON	6	N/A	sather gate to jack london square light rail line; depressing the Main Line, rationalizing the AC Transit routing structure	Public Transit
TK	6	N/A	Shuttles to schools and jobs with excessive amounts of staff.	Public Transit
ON	6	N/A	Street Cars	Public Transit
ON	6	N/A	The 1 R is great, but maybe more express bus routes along some of the highways, particularly along I-580 which is far from the BART lines?	Public Transit
TK	6	N/A	Transit	Public Transit
ON	6	N/A	Transit needs to be safer and more reliable. I don't take the bus because the bus near me doesn't keep its schedule, not even close!	Public Transit
ON	7	N/A	Abolish low-use bus routes in favor of discount transit vouchers for taxicabs.	Public Transit
TK	7	N/A	AC Transit	Public Transit
ON	7	N/A	AC Transit Night Owl bus service: If I can't take a bus when I need to travel at night, then my wife and I will buy cars.	Public Transit
TK	7	N/A	AC Transit operating	Public Transit
ON	7	N/A	AC Transit reliability is a serious problem and has made the system virtually unusable.	Public Transit
ON	7	N/A	BART	Public Transit
TK	7	N/A	BART and Busses	Public Transit
ON	7	N/A	BART to Livermore	Public Transit
ON	7	N/A	BART way over priced	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	7	N/A	Broadway street car, MacArther BRT, Capitol Corridor	Public Transit
TK	7	N/A	BRT	Public Transit
TK	7	N/A	Bus stop improvement program	Public Transit
ON	7	N/A	Bus that goes to Thornhill and Pinehaven	Public Transit
ON	7	N/A	Clean up BART; it is so dirty I have stopped using it	Public Transit
TK	7	N/A	Cleaner BART stations and trains	Public Transit
ON	7	N/A	Dumbarton Rail	Public Transit
ON	7	N/A	Expanding BART frequency and hours of operation	Public Transit
ON	7	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	7	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	7	N/A	improving the AC Transit operation	Public Transit
TK	7	N/A	Increase improve public transportation	Public Transit
TK	7	N/A	Irvington Bart	Public Transit
ON	7	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	7	N/A	Keep the buses and BART operating smoothly and effiicently.	Public Transit
ON	7	N/A	Longer hours needed: Transit should start earlier, end later (esp. on weekends)	Public Transit
ON	7	N/A	Look into right sizing transit systems and reducing manpower costs to provide these services.	Public Transit
TK	7	N/A	maintaining operating existing transit services	Public Transit
ON	7	N/A	Make BART and BART stations safer.	Public Transit
ON	7	N/A	more frequent bus service as I'm spending money on taxis when I don't have time to wait for bus 25	Public Transit
ON	7	N/A	Oakland Streetcar, BART infill station in San Antonio district of Oakland, Broadway Shuttle	Public Transit
ON	7	N/A	please stop cutting AC Transit!	Public Transit
ON	7	N/A	Provide a better quality and safer bus services.	Public Transit
ON	7	N/A	rebuild the railroads	Public Transit
ON	7	N/A	Re-open BART underground station bathrooms	Public Transit
TK	7	N/A	Repair buses	Public Transit
ON	7	N/A	Restoration of AC Transit cuts	Public Transit
ON	7	N/A	restoring on-going transit service cuts and making transit affordable	Public Transit
ON	7	N/A	Restoring service/route to pre-2010 levels	Public Transit
ON	7	N/A	The bus services have been cut, cut, cut, and fares keep increasing--the buses are the first, most vital link to other transit (BART, train stations, airports, etc.)	Public Transit
ON	8	N/A	BART to Livermore	Public Transit
TK	8	N/A	BRT/ TOD	Public Transit
ON	8	N/A	Connecting Rockridge BART via Broadway Terrace to Montclair.	Public Transit
TK	8	N/A	connection between transit hubs	Public Transit
ON	8	N/A	Dumbarton Rail	Public Transit
ON	8	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	8	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	8	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	8	N/A	Frequent (every 10-15 minutes) Smaller shuttles along main corridors to downtown markets, schools will serve everyone better	Public Transit
TK	8	N/A	improving transportation	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	8	N/A	Increase AC Transit resources, improve bus schedules on weekends, good for many and could increase use of buses if they were for the many rather than target customers. When I lived in London, nearly EVERYONE took buses and they were efficient, clean, and friendly.	Public Transit
ON	8	N/A	Make Public Transit more reliable.	Public Transit
ON	8	N/A	more bicycle lockers at BART, or better bike security AND insurance for loss	Public Transit
ON	8	N/A	MORE BIKE LOCKERS AT FREMONT BART STATION	Public Transit
TK	8	N/A	within southern and eastern alameda county as these are less dense areas with an inadequate transit system (i.e. frequency, area covered, etc)	Public Transit
ON	9	N/A	Added trans. service need to be efficient - ie BART to Livermore; not bus routes into neighborhoods	Public Transit
TK	9	N/A	Allowing private transit service to complete and provide as feeder to public agency transit route in place	Public Transit
ON	9	N/A	BART service across the bay on a 24-hour basis	Public Transit
ON	9	N/A	BART SHOULD BE NEARLY FREE -LIV, FIRST TO PAY-LAST TO GET IT	Public Transit
ON	9	N/A	BRING BART ALONG 580 TO THE ALTAMONT PASS	Public Transit
ON	9	N/A	Broadway street car, MacArther BRT, Capitol Corridor	Public Transit
ON	9	N/A	Build BART infill stations and implement smart growth development around transit hubs like Lake Merritt BART TOD	Public Transit
ON	9	N/A	develop a transit system that is a pay as you go system	Public Transit
ON	9	N/A	do more smart building as hayward has done and is planning around bart stations	Public Transit
ON	9	N/A	Extend BART from Pleasanton to Tracy, Extend Bart from Pleasanton to San Jose.	Public Transit
ON	9	N/A	Fast, frequent, wifi-equipped commuter shuttles equivalent to what companies like Google provide.	Public Transit
ON	9	N/A	Faster, better connecting transit service throughout the Bay Area	Public Transit
ON	9	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	9	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	9	N/A	having public transit communicate better with each other	Public Transit
ON	9	N/A	how are mothers with young children and/or older people supposed to get on the bus to go shopping and then try to get home with ten bags of groceries?	Public Transit
ON	9	N/A	I don't think this is practical until the crime problems are solved.	Public Transit
ON	9	N/A	If you build it, they will come!	Public Transit
ON	9	N/A	Improve speed of transfer between transit systems.	Public Transit
ON	9	N/A	insuring safety on transit services	Public Transit
ON	9	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems.	Public Transit
ON	9	N/A	Keep BART on 580 to Livermore, Add plenty of parking structures at Greenville and Isabel.	Public Transit
ON	9	N/A	light rail	Public Transit
ON	9	N/A	LOCATING AREAS OF EMPLOYEES AND HAVING TRANSPORTATION FOR THOSE AREAS	Public Transit
TK	9	N/A	Making public transit safer/ convenient	Public Transit
ON	9	N/A	Making public transportation safe and easier access	Public Transit
ON	9	N/A	more flexible transit ticketing (day passes costing = 2 x one-way ticket)	Public Transit
TK	9	N/A	More timely transit	Public Transit
ON	9	N/A	need more high speed public transit	Public Transit
TK	9	N/A	Reduce cost of transit with "Eco Pass"	Public Transit
ON	9	N/A	reduce passenger fares	Public Transit
ON	9	N/A	Re-organize public transportation. Buses break down all the time and are filthy	Public Transit
TK	9	N/A	secure safety on public transportation	Public Transit
ON	9	N/A	See #6, as above: TaxiBus systems, operated by GPS / computer dispatch will soon replace bus systems everywhere	Public Transit
ON	9	N/A	Street Car system connected to existing BART system	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	9	N/A	Transportation	Public Transit
ON	9	N/A	Trsnit should be expnded only where density exists to support it and cities rewarded for increased denity with better transit service	Public Transit
TK	10	N/A	1) Safe/sustainable water taxi Oakland/Alameda. 2) Better bus connectivity between East Bay and South Bay.	Public Transit
ON	10	N/A	1. Free Eco Buss pass for students in Alameda County. 2. Restoring service cuts and operations made to AC transit since 2009	Public Transit
TK	10	N/A	4 hour transfers	Public Transit
ON	10	N/A	AC Transit fares are scheduled to rise *again,* and the service cuts have not been reinstated, and weekend service is at risk--the poor, disabled, elderly, and those trying to reduce their driving rely on the bus to get them around and to other transit (BART, trains, airports, etc.)--also, the transbay bus service is vital, because Bart doesn't go everywhere, and if you take the bus to Bart to get in to the City, you're paying *two* fares, but if you can hop on a transbay bus from your neighborhood, you pay *one* fare. Also, the transbay bus is the only way to get a bike into the City in the hours surrounding rush hour--bikes are prohibited from using Bart to get into SF from the East Bay during those hours. If you want transbay commuters to keep their cars off of the roads, increase the bike carrying capacity of transbay bus service.	Public Transit
TK	10	N/A	AC Transit service and price lower!	Public Transit
TK	10	N/A	add pick up service to areas that have no regular bus or transportation (like flex) service	Public Transit
ON	10	N/A	Additional program: I think free passes for children and youth (up to age 25) should be issued. Children and youth are students, or they almost always have low-paying jobs if they have jobs. While some youth in their early 20's have plenty of money, the great majority do not, and it's hard to impose means testing without losing customers. Young people who form the habit of transit use while under age 25 will benefit in the short term and will continue being transit users by choice later in life. (Although I responded to your question that I drive more than any other mode of travel, I walk almost as often as I drive, and I use transit, especially A C Transit, regularly. I live in a part of the Oakland flatlands that is relatively well served by A C Transit, although cutbacks in the past year have affected me, as they have so many others.)	Public Transit
ON	10	N/A	Again - Free Eco Bus Passes for Alameda County youth	Public Transit
ON	10	N/A	As a resident of the Uptown district in Oakland, I see that the Broadway Shuttle has brought some benefits to the Oakland areas it serves. I believe that redevelopment of business along Broadway, and increased interest in Jack London Square can be achieved with the support of the Broadway Shuttle. I think it's important to stimulate and improve ridership on it, extend the hours into the late evenings on Fridays and Saturdays, to serve the bar and club patrons in downtown Oakland and give them a ride back to BART or AC Transit line transfer stations and stops. I hope that funds for a Streetcar running along the Broadway route can be attained to then upgrade the shuttle into a streetcar which can make Oakland's Victory Court site a more attractive location for building a new A's ballpark, which along with the Streetcar can stimulate business development in Oakland and bring more revenue to our cash-strapped city. I would then hope that the new jobs in Oakland can attract more commuters from nearby cities in the East Bay, and that the planned BRT lines can provide a higher standard of service in moving workers efficiently into downtown Oakland.	Public Transit
ON	10	N/A	As stated previously, reducing the cost of public transit (particularly, AC Transit bus rides).	Public Transit
ON	10	N/A	B.R.T.	Public Transit
TK	10	N/A	BART extentions to san Jose from both east bay and peninsula	Public Transit
ON	10	N/A	BART has been in the works to come to Livermore for the past 30+ years and it's about time that our tax dollars are put to use.	Public Transit
ON	10	N/A	BART is for traveling between cities. Buses are often mostly empty. Smaller, alternative fuel shuttles that are more frequent (10 minutes) and get you from major intersections in neighborhoods to BART, downtowns, colleges and shopping centers. Make it more logical to use transit then drive.	Public Transit
ON	10	N/A	BART TO ALTAMONT PASS VIA 580. NOT TO DOWNTOWN LIVERMORE!	Public Transit
TK	10	N/A	BART to downtown Livermore	Public Transit
TK	10	N/A	BART to Livermore	Public Transit
ON	10	N/A	bart to livermore needs to be built now the way it was planned.the money they would spend and lawsuits for bring it to downtown livermore they could bring a 3 station closer to tracy and get more cars of 580.the top of the altamont would make a great 3 station with parking for people comming in from the valley and it is also close to tie it in with the altamont trian to san jose	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	10	N/A	Better fares longer time for transfers on bus / more free shuttles Alameda to Fruitvale	Public Transit
ON	10	N/A	big emphasis on transit oriented development	Public Transit
ON	10	N/A	Broadway Shuttle (+new routes, Piedmont Avenue); East Bay BRT (International/Telegraph & MacArthur); East Bay Greenway; Transit Oriented Development at BART stations and along International; Cycle Tracks; Expanded Amtrak Capitol Corridor & San Joaquin service; Infill BART stations (98th Avenue & especially San Antonio); New service to Oak to Ninth & new Oakland A's ballpark; Downtown San Leandro Capitol Corridor station; Clearer & simpler AC Transit routes and better connectivity to BART	Public Transit
ON	10	N/A	Broadway street car, more light rail, more BART and more service on the capitol corridor	Public Transit
ON	10	N/A	BRT on Telegraph, International Boulevard, and other major corridors.	Public Transit
ON	10	N/A	bus passes for students	Public Transit
TK	10	N/A	Bus rapid transit on Macarthur or W Grand/ downtown Oakland streetcar Performance measures- projects that attract more riders should have priority	Public Transit
TK	10	N/A	bus to once again go down valley ave would be appreciated	Public Transit
TK	10	N/A	Buses for field trips for schools	Public Transit
TK	10	N/A	City specific shuttles	Public Transit
ON	10	N/A	Cleaner busses, BART cars	Public Transit
ON	10	N/A	Cleanliness of Transit Restrooms. I used the Men's room at the East Dublin Station last week. The condition was unacceptable. Backed up toilet, Hand-wipes on the floor, urinal dirty. I realize that it is difficult to maintain these facilities through out the system. Would BART consider a company that provides a daily service? I.E.,contract employees that travel by BART to each station and use on-site cleaning supplies to maintain the restrooms.	Public Transit
ON	10	N/A	Competitive pricing! The only way more people are going to use public transit is if there are affordable monthly passes that provide the incentive to get comfortable with the system.	Public Transit
TK	10	N/A	Complete Bart to Livermore	Public Transit
ON	10	N/A	Congratulations for adding the Oakland Zoo to the 46 Line route. However, you should have made the Zoo route available on Saturdays and Sundays. Working parents without cars would then be able to create more interesting outings for their families. It would then be an incentive for businesses to offer family bus passes to their customers. It would be a good marketing tool for AC Transit, businesses, and the Oakland Zoo. Give it some thought!	Public Transit
ON	10	N/A	Connect AmTrak Capitol Corridor and ACT to the BART Platform in Union City	Public Transit
ON	10	N/A	creating a no hassle transit connector (monthtly pass eg) that will allow suburban commuters like me who commute often to find and take advantage of transit opportunities across jurisdictions. (EG I travel from oakland to san mateo, with a changing daily schedule but there is no public transportation alternative for me and I am forced to be a single driver on the freeways and bridges.)	Public Transit
ON	10	N/A	Disaster preparedness strategies encompassing public transit options	Public Transit
ON	10	N/A	Dumbarton Rail	Public Transit
ON	10	N/A	ECO Bus Pasa for school students grades 6-12. Extending the use of transfers to 4 hours.	Public Transit
TK	10	N/A	Encourage, like us of shuttles to trasport people to work and main trasport facilites like BART	Public Transit
ON	10	N/A	Expand ferry service to San Francisco to include a mid day run from Harbor Bay.	Public Transit
ON	10	N/A	Expand the service to include light rail. Bus service is erratic and unreliable.	Public Transit
ON	10	N/A	Expanding and building a Portland-style streetcar system funded in great part by business improvement districts connecting key nodes of activity with highly reliable, zero emission vehicles would reduce the need for automobiles, encourage higher density along routes and provide for an interlinked network that feeds BART, the new ferry system and streamline the use of bus buses as shuttles and feeders to the system.	Public Transit
TK	10	N/A	Extend Bart to Livermore, need 3 stations. 1 airway 2 first street 3 vasco road	Public Transit
TK	10	N/A	Extending BART to Livermore	Public Transit
ON	10	N/A	Faster more frequent sf-east bay options and extended hours for these routes	Public Transit
ON	10	N/A	focus should be on transit and linking people to their major destinations. link work to residential. second, proven safety measures must be implemented to improved ridership.	Public Transit
ON	10	N/A	for increasing transit services in areas that don't currently have high capacity transit, we need to look at alternative transport i.e. smaller buses perhaps, more shuttles.	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	10	N/A	Free bus passes for youth and low income residents, better bus service, keeping transit affordable to all, keeping areas with good transit affordable	Public Transit
ON	10	N/A	Free Eco Bus Pass for all students in Alameda Co. between 6th and 12th grade. Restoring service cuts and operations made to A/C Transit since 2009	Public Transit
ON	10	N/A	Free Eco Bus Pass for all students of Alameda County between 6th and 12th grade. Restoring service cuts and operations made to AC Transit since 2009. I am a green business owner who relies on Car Sharing, AC Transit and Bart. I am unable to rely on AC transit with the current level of service and must spend more money on car sharing	Public Transit
ON	10	N/A	Free Eco bus passes for students	Public Transit
ON	10	N/A	Free Eco Buss pass for students in Alameda County and restoring service cuts and operations made to AC transit since 2009	Public Transit
ON	10	N/A	free eco pass for all students in Alameda County between 6th grade and 12th grade; restoring service cuts and operations made to AC Transit since 2009	Public Transit
ON	10	N/A	Get BART Station in downtown Livermore built.	Public Transit
ON	10	N/A	Go slow on Transit Oriented Development. I don't see why anyone would want to live next door to a train or bus station with all the resulting noise.	Public Transit
TK	10	N/A	Green and fun alameda county transportation Network-the worlds best, friendliest, compassionate	Public Transit
ON	10	N/A	High speed transit with local connectors should be the first priority of the whole San Francisco Bay Area. Working on the problem locally with bicycle paths and walkways is quaint for recreation events but it does not solve the transportation problem for a complex interconnected society. Don't try to solve the problem alone, work with the other Bay Area Counties to develop a interected solution to the real problem. We not longer live in isolated villages - it is a world economy and the Bay Area is a major player. I am not going to walk to work.	Public Transit
ON	10	N/A	Historically Oakland had an amazing street car system. Bring it back it will improve our city in myriad ways!	Public Transit
ON	10	N/A	I believe restoring AC Transit service that has been cut since 2009 is crucial to the success of our communities and I suport providing all 6th-12th grade high school students with Free Eco Bus Passes.	Public Transit
ON	10	N/A	I believe that many people would use AC Transit if it were a reliable system. It is very unpredictable, and has driven me to drive.	Public Transit
ON	10	N/A	I don't know why you limit increasing services to areas that don't have "high capacity" I think you just need to expand services to more areas. Many areas do not need "high capacity." Even if they look like "corridors" if they are through residential districts you do not want to destroy the quality of life in the residential neighborhood in order to support "high capacity" transit.	Public Transit
ON	10	N/A	I live off of Calaroga in Hayward. When we moved in they had transit service on that street...(see "Additional Comments #3" for full comment, which is too long to fit in this spreadsheet.)	Public Transit
ON	10	N/A	I love public transit but it is not convenient to my home. And it has gotten very expensive for slower service.	Public Transit
ON	10	N/A	I prefer to get around on the bus system. I have turned to BART or casual carpool or driving my personal vehicle when service has been infrequent, unreliable or non-existent. I am willing to pay more taxes for better service - or even just to keep the inadequate system we have.	Public Transit
ON	10	N/A	I really like the idea of an Oakland streetcar.	Public Transit
ON	10	N/A	I think that improvements could be made on BART. Bart trains inside could use a good cleaning. Also the cost of BART is high. If I have friends in from out of town and we all want to go to SF, it would be fun to take BART but the cost would be almost \$50 for 5 people. For families, it's much cheaper to drive and even pay for partking	Public transit
ON	10	N/A	If we could regain the; A; any ? Route from Pleasanton to Walnut Creek - Light Rail, BART. Unfortunately the old Iron Horse Trail may have been lost to pedestrians & bikers; this is a wonderful trail and enjoy biking on it. Soooo ? what alternative? Up the Middle of 680 with BART. That's what we were told when the Iron Horse Trail was given up. Thank You	Public Transit
ON	10	N/A	Improvemens of the stations outside lighting, and accessability.	Public Transit
TK	10	N/A	improving existing transit services to outlying areas of the county.	Public Transit
ON	10	N/A	In-city bus service is only useful if it is efficient. As it stands, the funds would be better focused on reducing highway congestion. As an example, my current 10 minute drive to my company shuttle would take 2.5 hours and require me to walk 1 mile each way if I used the city bus system.	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Increase BART service to those areas that actually use it outside of peak hours, i.e. Downtown Berkeley to San Francisco. Integrate BART with Bus Service, rather than treating it like a competing service. Stop wasteful spending on projects like the Oakland Airport Connector train.	Public Transit
ON	10	N/A	Increase public transit opportunities and reduce costs to riders to encourage use	Public Transit
ON	10	N/A	Integrate public transit in East Alameda County (Dublin/Pleasanton/Livermore) for easier and reliable connections to West Alameda County (Oakland/Berkeley) and beyond.	Public Transit
TK	10	N/A	Investigate rail in the area since there is money available now	Public Transit
ON	10	N/A	IRVINGTON BART STATION	Public Transit
ON	10	N/A	It is important to consider transit frequency outside of a narrow range of commute hours. Many of us find that we need to work earlier and later than the old 9-5 schedule, and service becomes so infrequent that it encourages driving. Also in today's economic environment, it is important that we ensure that the least affluent have access to public transit - through restoring service cuts over the past few years.	Public Transit
ON	10	N/A	Keep BART on 580 ... It will save money and people can connect via local bus systems to get into downtown Livermore. Create an interim station at Isabel Ave. with plans to continue to Greenville Rd. and connect with ACE at Greenville Rd. This would give us 2 stations with direct access on 580, which would clear up a lot of commute problems. Putting a station into 'downtown' Livermore isn't cost effective and will not remove traffic from 580. People aren't going to BART into Livermore, we want to BART to San Francisco, Oakland, San Jose ... places where the jobs are. Livermore has bus transportation which could be used to move people to and from 580 BART stations. There isn't room in Livermore for the kind of parking that would be needed for a station in town.	Public Transit
ON	10	N/A	KEEP BART ON 580 not through towns!	Public Transit
ON	10	N/A	Keep BART on the 580, not going to downtown Livermore. The main goal was relieving traffic congestion for commuters from the valley, and I think that point was lost when it is now considering movement to downtown. We don't need BART running downtown, have a shuttle service to the Transit Station.	Public Transit
ON	10	N/A	Keep the current modes of public transportation safe and clean	Public Transit
ON	10	N/A	Linking Bart to Ace Train	Public Transit
ON	10	N/A	Links between transit - buses to BART, safety on buses and at BART stops, incentives like fare differences in peak vs non-peak hours, teaching kids on buses manners!	Public Transit
ON	10	N/A	Look at traffic counts - it's unfortunate a light rail-BART type plan got abandoned from Pleasanton to Walnut Creek up the San Ramon corridor.	Public Transit
TK	10	N/A	Make public transportation inexpensive and easy to use	Public Transit
ON	10	N/A	Mass Transit is a good idea, but at the right price. BART to Livermore will reduce traffic, however BART should be kept on the 580 route - out of downtown and out of residential areas. BART has not effectively addressed the concerns of many homeowners like myself who live near proposed stations and access roads.	Public Transit
TK	10	N/A	More AC Transit service	Public Transit
ON	10	N/A	More reliable bus service, expansion of bus service	Public Transit
ON	10	N/A	More shuttles from different places to BART. A.C. bus service is unreliable and services and cut every time, routes are changed. A.C. IS MOST UNRELIABLE. RUDE BUS DRIVERS. have been using bus services for 25 years.	Public Transit
ON	10	N/A	More support services for transportation workers including emotional support. It seems like a very high-stress job and when they get frustrated, everyone feels the impact.	Public Transit
ON	10	N/A	Need to connect BART and ACE in both Fremont and Livermore, and run more frequent ACE train service, including counter-commute and off-peak trains.	Public Transit
ON	10	N/A	Oakland Broadway Streetcar, International / Telegraph BRT, MacArthur Blvd BRT, Grand Avenue BRT	Public Transit
ON	10	N/A	Oakland Streetcar and improvements to the MacArthur BART station are incredibly important.	Public Transit
ON	10	N/A	Oakland Streetcar and Bart infill station in Oakland!	Public Transit
ON	10	N/A	Oakland Streetcar, -Broadway Shuttle, -International Blvd. TOD-Streetscape Plan, -BART station TOD projects (MacArthur, West Oakland, Coliseum, Lake Merritt), -Infill BART Station in Oakland's San Antonio district, -MacArthur Blvd. Bus Rapid Transit	Public Transit
ON	10	N/A	Oakland Streetcar, International Blvd. TOD-Streetscape Plan, BART station TOD projects (MacArthur, West Oakland, Coliseum, Lake Merritt), Infill BART Station in Oakland's San Antonio district	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Paint or do something to improve the looks of the Pleasanton BART Station which now looks like an old abandoned grain shed.	Public Transit
ON	10	N/A	Please keep BART on 580 where it belongs.	Public Transit
ON	10	N/A	Please, please fund better training for the public bus drivers. They are the on the front line of the public transit experience, which we want to be a good experience so that more people will choose to take the bus rather than drive. The training needs to highlight the following: 1. The better the experience that riders have, the more likely the bus drivers will have a job in the future (i.e., more riders = more driving jobs). When I take the extra effort to take the bus rather than drive, and then a driver pulls away from the bus stop as I'm running to catch the bus, it makes me want to get back in my car. 2. Good transit systems must work in parallel with bicyclists and pedestrians. I am finding that most (but not all) bus drivers are considerate of pedestrians, but I have seen appalling and incredibly dangerous behavior toward cyclists trying to share the road. While I know it's difficult for the bus drivers to have to slow down because they are trying to stay on schedule, they need to remember that they are driving a gigantic vehicle that could easily kill a cyclist.	Public Transit
ON	10	N/A	programs to improve the safety of transit passengers and workers. The only way people will be encouraged to use public transit is if they feel safe while using it. It is equally important that bus stops, bus coaches, BART stations, and BART trains are clean.	Public Transit
ON	10	N/A	Projects that help increase the speed of buses by excluding them from general traffic	Public Transit
ON	10	N/A	Provide free ECO student bus passes so Junior High school and senior high school students who aren't truant can go to school.	Public Transit
ON	10	N/A	Providing BETTER transit options not jsust increased service, light rail, cable cars, commuter tail for example BRT on five or ten corridors, including MacArther BRT, Broadway street car, Increased Capitol Corridor service as often as BART	Public Transit
ON	10	N/A	Public transit is a mess - you often have to navigate 2 or more systems and they don't play well with one another and it gets rather expensive to do so. also, there is little late night service and often that would be the preferred option to driving (why take public transit when it will cost up to twice as much as the toll and gas and take 4 times as long?)	Public Transit
TK	10	N/A	putting service back	Public Transit
ON	10	N/A	Restore AC Transit service to 1986 levels. Thank you.	Public Transit
TK	10	N/A	safety and hygiene of the vehicle. wait time less that 10-15 mins during main travel times of the day	Public Transit
ON	10	N/A	Safety at public transportation stations. Too much violence and property damage.	Public Transit
ON	10	N/A	safety on public transporation. i tried taking the bus and BART. it cost too much, there was a fight on the bus and it took me 2 hrs to get to my destination vs. 10 minutes in the car.... its just easier to drive.. it could be helpful in work hours were arranged differently....earlier or later or sharing offices with other folks	Public Transit
ON	10	N/A	Scrap the airport connector BART	Public Transit
ON	10	N/A	Selfishly perhaps, after being mugged walking home to Lake Merritt fom the 19th Street BART, a shuttle service from Bart directly to my building on 19th and the lake and to the other nearby large apartment houses.	Public Transit
ON	10	N/A	Shuttle service in Berkeley that would, by mirroring the Emeryville GoRound, make it easy for BART passangers to continue on public transit from the three Berkeley BART stations to most or all neighborhoods of the city.	Public Transit
ON	10	N/A	Shuttle service in cities like Albany that do not have a BART station.	Public Transit
ON	10	N/A	So called transportation is over priced, poorly designed, not efficient. I live in Pleasanton. By the time I find parking at BART, pay for parking, get up the stairs, wait for the train I can be more than halfway to SF.	Public Transit
TK	10	N/A	Spare air day is a good incentive. Or something similar, for teens that walk usually	Public Transit
ON	10	N/A	Street cars!	Public Transit
ON	10	N/A	Streetcar/Light Rail in Downtown Oakland	Public Transit
ON	10	N/A	Streetcars.	Public Transit
TK	10	N/A	That A.C. should have counselor for stress.	Public Transit
ON	10	N/A	That the AC Transit bus #31 should continue service during the week as well as on the weekends. This is the only mode of transportation for the majority of the residents and the citizens who commute to work at Alameda Point.	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	The County should discourage AC Transit from pursuing the BRT line ... at least at the San Leandro end of the line. It is duplicative, doesn't meet existing needs in San Leandro, and will do nothing to get people out of their cars in San Leandro. The existing bus line down E. 14th Street isn't functioning at even 50% capacity, and there should be more cross town small connector buses to increase line useage that way. The BRT proposal is unnecessary, will do nothing to relieve traffic congestion, and doesn't speak to the real needs of either low income users or the people who live in residential areas bordering the BRT line. Re-think, please! and spend those dollars elsewhere!	Public Transit
ON	10	N/A	The free green shuttle bus downtown. A streetcar downtown (oakland) like in SF	Public Transit
ON	10	N/A	The Oakland Airport Connector should *NOT* be a priority for anyone -- it's a waste of money. In the future if demand requires it, build an extension like the one to SFO; in the mean time improve AirBART with a BRT plan.	Public Transit
ON	10	N/A	The Oakland Streetcar project, The Oakland Colesium TOD project, Telegraph-International Blvd Bus Rapid Transit and TOD projects, MacArthur, Colesium, West Oakland, and other Bart Station TOD projects, Macarthur Blvd Bus Rapid Transit	Public Transit
ON	10	N/A	There is a STRONG need for access to better food options. There are huge areas in East and West Oakland that have either NO grocery stores, or just one for an entire area. They are typically not very accessible by public transit. For people without cars sometimes the only option is the liquor store on the corner. There should be shuttle services to grocery stores!	Public Transit
TK	10	N/A	Trans Bay Service	Public Transit
ON	10	N/A	Transportation routes in Berkeley seem to primarily cater to the campus/immediate downtown vicinity. Living just north of Cal campus, and working in North Berkeley, I was shocked to find that there is no bus route that even nearly serves this route; consequently, my only option to biking is to get in my car. A better, wider transit network would be helpful. Also, policies that promote higher-density housing in Berkeley/Albany neighborhoods outside the immediate downtown area would support the necessary ridership for these extended networks.	Public Transit
ON	10	N/A	Vinyl seats on Bart so they can be cleaned everyday.	Public Transit
ON	10	N/A	We need to make what we have work better and connect better throughout the cities that are served. BART is a great system but it reaches limited areas of the East Bay. We need a system that will make the "last mile" connections and encourage people to use the transit systems we have. I have recently been injured and cannot drive or bike. Getting from Dr. appointments in eastern Berkeley and Oakland to my home in Emeryville has been difficult at best.	Public Transit
WK	N/A	Hayward 3/9	8 March 2011, Letter to Will Gimpel, California High-Speed Rail Authority: In the February 2011 Preliminary Alternative Analysis Report "Altamont Corridor Rail Project"...(see "Additional Comments #2" for full comment, which is too long to fit in this spreadsheet.)	Public Transit
WK	Needs	Oakland 2/24	AC transit operations funding to restore lines, improve service, meet needs of more people - evenings, weekends. Transit (<i>illegible</i>) to go to school - youth bus pass so that children/youth have a way to get to/from school. Operations over new capital projects.	Public Transit
WK	Needs	Oakland 2/24	Better bus services - needs to be more frequent, reliable and have better coverage. Comfortable, safe bus stops in all communities.	Public Transit
WK	Needs	Oakland 2/24	ECO Bus Pass for 6th through 12th grade for all students in the County irrespective of the financial status of their parents or guardians. Alameda County is an "At Will" county for attendance in high schools out of their immediate neighborhoods. This relegates many good students in improverished areas to virtual segregation where they are forced to go to schools with lower academic.	Public Transit
WK	Needs	Oakland 2/24	Eliminate making 2 lines out of what was effectively one (e.g.: #51). Expansion based on an in-depth household needs/use district-wide study - this would result in expansion of use by never before users. And also note - expansion is not an either/or issue; sometimes a bus ride gets you there more effectively than a car - but not always!	Public Transit
WK	Needs	Oakland 2/24	I am a Transit Dependent Rider. I use the bus to get to and from work, and to all personal and social meetings. I make a wage below the national low income measure and depend on reliable and affordable transportation. Expansion is not in my interest when the current service I use is inadequate.	Public Transit
WK	Needs	Oakland 2/24	I do not have a private vehicle or bicycle. Walking and public transit are how I get around. Priorities: 1) Service restoration; 2) transit affordability; 3) maintenance; 4) expansion.	Public Transit

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	Oakland 2/24	I'm retired and will need to get rid of my car and use the bus more to get around but the service cuts are making the bus so inconvenient.	Public Transit
WK	Needs	Oakland 2/24	More time on transfers (4 hours) and multiple uses not one. Eco Bass Pass funded for students.	Public Transit
WK	Needs	Oakland 2/24	Most important - transit service #1. Routes and times I can rely on, day and night. I'm a senior. Costs are reduced for me. I'm willing to pay a little more. #2 - Good connections between the East Bay and SF. I'm using the Clipper Card and that makes traveling easier. #3 - Clean buses and trains.	Public Transit
WK	Needs	Oakland 2/24	Needs - 1) Students to get to school of their family's choice; 2) improved bus service so people can get to school, work doctor, shopping; 3) clean air - with improved service more people will take the bus; 4) no more expansion over open space; infill.	Public Transit
WK	Needs	Oakland 2/24	Transit affordability should have high priority	Public Transit
WK	Other	Hayward 3/9	Safety is an important issue regarding AC Transit and BART. An escort service could be an incentive policy and plan. A most important issue!	Public Transit
WK	Other	Oakland 2/24	The new BART station (West Dublin) hasn't done anything to relieve congestion that comes from the east.	Public Transit
WK	Projects/Programs	San Leandro 3/16	1) Restoring of service in the community; 2) reducing the cost/fare; 3) free student passes.	Public Transit
WK	Projects/Programs	Oakland 2/24	4 hour multi-use transfers. EcoPass. Transit restoration. Transit affordability.	Public Transit
WK	Projects/Programs	Hayward 3/9	Ask AC Transit to look and examine the use and need for smaller buses in non-peak times.	Public Transit
WK	Projects/Programs	Hayward 3/9	Continue to serve areas for low-income with routes that have gaps.	Public Transit
WK	Projects/Programs	Oakland 2/24	ECO Bus Pass. Increased AC Transit bus service in frequency and duration.	Public Transit
WK	Projects/Programs	Oakland 2/24	Eco pass for the youth	Public Transit
WK	Projects/Programs	Dublin 3/24/11	El Charro extension to Stanley, BART to Livermore	Public Transit
WK	Projects/Programs	San Leandro 3/16	Emeryville and Berkeley - Oakland Tram (EBOT). This project will connect MacArthur BART to Emeryville Amtrak Station and continue on to West Berkeley.	Public Transit
WK	Projects/Programs	Hayward 3/9	Expand coverage of BART network to be able to travel around SF (more lines needed). It also serve the entire Bay Area, including suburbs.	Public Transit
WK	Projects/Programs	Oakland 2/24	Youth Bus Pass. Free transfers for 2-4 hours.	Public Transit
ON	5	N/A	Funding AC Transit operations to restore lost service	Public Transit/Transit Funding
ON	6	N/A	Provide one time (up to a month) free transit pass so people can try public transit and then many will self select and use it more or even exclusively in the future.	Public Transit; Other Needs - Reduce Driving
TK	4	N/A	Balance budgets- then expand Spruce	Public Transit; Transit Funding
TK	4	N/A	Fund AC Transit with more money so they won't have to continue to make cuts and raise fares!!!	Public Transit; Transit Funding
ON	4	N/A	Make sure AC transit uses the funds properly	Public Transit; Transit Funding
ON	4	N/A	need to fund transit operations and restore and expand services	Public Transit; Transit Funding
TK	4	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	4	N/A	Supplement BART Fare	Public Transit; Transit Funding
TK	5	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	6	N/A	Provide more funding for the buses	Public Transit; Transit Funding
TK	6	N/A	require all new housing to fund transportation & public trans options, outreach, etc.	Public Transit; Transit Funding
TK	7	N/A	AC Transit service is horrible. Come up with a strategy to maintain services already existing.	Public Transit; Transit Funding
TK	7	N/A	Provide more funding for the buses	Public Transit; Transit Funding
ON	10	N/A	BART and bus fare should be greatly reduced, perhaps subsidized by the state so that there is more incentive to use public transportation. Students should be able to ride both for free.	Public Transit; Transit Funding
TK	10	N/A	BART extension to Newark. Dumbarton rail funding	Public Transit; Transit Funding
ON	10	N/A	BART must be forced to accept AC local passes for travel within duplicate service areas. No new parking lots should be allowed and existing ones taxed to disincent usage with all proceeds directly to transit services.	Public Transit; Transit Funding
TK	10	N/A	buses unsafe and uncomfortable. direct transif funding to a more constructive future use	Public Transit; Transit Funding
ON	10	N/A	Continued support for BRT in San Leandro and Oakland (and ideally Berkeley too). - Fixed-route transit (streetcar or similar) down Broadway in Downtown Oakland connecting to MacArthur BART, ideally with a commuter garage of some sort there as well to disincentivize driving into Downtown Oakland. - Long-term strategies for helping transit agencies remain solvent while maintaining service levels; transit cuts are resulting in lost riders.	Public Transit; Transit Funding

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
TK	10	N/A	Free Eco Bus Pass for 6th-12th grade youth. Increased operation funds for AC Transit.	Public Transit; Transit Funding
TK	10	N/A	Funding for transit operations (specifically AC Transit) and maintenance of roads, sidewalks, bike paths, walk ways and stair ways. We need to maintain what we have before building new projects that we cant maintain.	Public Transit; Transit Funding
ON	10	N/A	HSR through the Altamont Pass means: ommediate mprovement to entire Bay Area economy, instead of just San Francisco only; funding for HSR through the Bay Area can instead be redirected to immediate improvements to BART, including upgrading "Oakland Wye," converting to Express BART to assure faster times between major stops; creation of "Grand Central Station" at Union City or Coliseum with BART as primary "feeder"; and such redirection of funds also assures that BART to San Jose can be completed sooner.	Public Transit; Transit Funding
ON	10	N/A	Look at public/private partnerships for transit. The Emery-Go-Round provides a great model.	Public Transit; Transit Funding
TK	10	N/A	Looking at funding inequities amond agencies, such as BART vs AC Transit. (BART seems to be favored by MTC, in teh funding goal/ allocations	Public Transit; Transit Funding
ON	10	N/A	Making sure AC Transit does not cut or reduce any more lines, and restores those lines that have been cut/reduced in recent years. Changing the mind-set of transportation planners and elected officials -- away from large, capital-intensive capital projects (i.e., OAC); and toward small, O&M-intensive programs, i.e., increased AC Transit service at reduced cost to the fare-payer.	Public Transit; Transit Funding
ON	10	N/A	Mass Transit has to be the way of the future. BART is a great start and it needs to be expanded. BART needs to run right in the middle of Hwy 80 from Oakland all the way up to Vallejo. Those people HAVE to get out of their cars. That freeway is a mess during commute times and Heaven forbid there is an accident. What the REAL ISSUE is, is that there are TOO MANY people in California and TOO MANY cars in California as well. Our City, County, State and Federal roads can no longer support the amount of people driving every day. Mass transit by bus, BART, CalTrain, etc has to grow and grow every year. Holding back is not the answer.	Public Transit; Transit Funding
ON	10	N/A	Please further fund and maintain services for AC Transit.	Public Transit; Transit Funding
ON	10	N/A	Provide funding for a free bus pass for all middle-and-high-school students in Alameda County	Public Transit; Transit Funding
TK	10	N/A	Supplement BART fares for commuters	Public Transit; Transit Funding
ON	10	N/A	The proposed Oakland Broadway streetcar line would go a long way towards promoting broader use of public transportation among those who would usually drive, increasing connectivity between existing transit systems and promoting economic activity along the Broadway corridor. Finding funding for this project should be a priority.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	1. An Eco Bus Pass for students which would cost about \$15 million/year. This would help with Green House Gas emissions and truancy problems in Alameda Co. 2. Restoration of AC Transit budget cuts/service cuts. I'm not sure when the cuts were made but when I came to Alameda County in 1999 the service was much better than it is today. Today, many people who can't afford a car can't reliably get to work and appointments. This is unacceptable when we have so much money going to BART and other rail transport.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	AC bus services that have been cut and reduced causes problems moving around the Bay Area, especially the East Bay. If some of the capital funds could be re-allocated into <u>operations</u> some of the cuts could be restored. The transfers need to be good for 3 to 4 hours instead of two hours.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	Alameda CTC should have an ongoing study of other systems in other states (and all of California) and other countries This should be a full time position - maintain internet links to other transit organizations and pulling together and presenting the best ideas and projects that actually work. Then extracting the best parts that might work in our county, and reporting these multiple times a year.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	Funding for opertions and maintenance for public transit. Specifically to restore cuts, provide multi-use transfer and free eco pass for students 6-12 grades.	Public Transit; Transit Funding
WK	Needs	Hayward 3/9	My focus on transportation related needs is low-income community with children or without children. I was a former MTC Minority Citizen Advisory Committee for 6 years as of 2010. Our focus was on minorities and low-income communities. With the cuts to AC Transit and other routes have had a big huge impact in this aspect.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	Operating funding for AC Transit to restore the service cut last year. AC Transit is essential to large numbers of transit dependent people in Oakland. It would help Alameda County meet SB375 requirement and create jobs. Funding for a free Eco Bus Pass for students between 6th and 12th grade to reduce truancy, increase funding to Oakland Unified School District, and reduce greenhouse gases. Increased services of AC Transit at affordable fares. Free Eco Bus Pass for youth 6-12 grades.	Public Transit; Transit Funding

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Needs	Hayward 3/9	Order (decreasing) of priorities: 1. funding; 2. maintenance; 3. expansion. Free travel/passes/shuttles will not persuade me to use public transportation. The current transit system needs to be integrated (at transit hubs/stations) - bus, rail, BART transfers need to be easy/seamless. Increased frequency of services is necessary. Missing a bus that arrives once an hour means an hour's delay! Missing a bus/BART train services that run every 5 or 10 minutes is less of a deterrent to using public transportation. Re-routing bus routes so they wind through residential and business districts will improve ridership; currently, bus stops are located along main thoroughfares that entail some effort to reach them.	Public Transit; Transit Funding
WK	Needs	Oakland 2/24	Transit affordability and transit service restoration should be on the same level. Making other improvements to services should be taken into consideration too. I do not have the answers to all your questions. I'm just tired of being the one the budget cuts affect so negatively. So stop increasing my fares and stop cutting my bus lines and put back the bus lines to the way they used to be. It takes me twice as long to travel now as it used to. And that's a shame.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	#1 - I'm concerned that the Airport Connector will not offer better service than the shuttle bus. Too expensive if it isn't faster in total time and doesn't drop passengers at the terminal. #2 - AC Transit needs help.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	AC Transit funding relies on sales tax and gas tax - these sources will dwindle as we go to electric and hybrid cars (using less gas). We need a change in funding source worked into the CWTP or change to less capital projects and more operation dollars. Operation: 70%, capital 30%, instead of 60/40.	Public Transit; Transit Funding
WK	Other	Oakland 2/24	With cuts to public transit you are precipitating more elder abuse, crime.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	1. Restore AC Transit funding. So services (buses) arrival times are punctual. 2. Free Eco Bus Passes for students (passes reduces truancy). 3. Increase transfer use to 4 hours multiple use.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	A free Eco Bus Pass for all students in Alameda County, between 6th grade and senior year of high school. Helping California and Elameda to meet is SB375 requirements in reducing greenhouse gas emissions. Restoration of AC Transit service cuts, through added funding for Operations.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	District-wide household needs/use study - without it there can be no effective planning.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Ecopass for youth. Free bus pass for senior/disabled communities. Restore routes. 4 hour transfer. Eliminate the BART to airport connector and re-allocate funds to improve the quality of life (via transportation) for the majority not a minority.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Extend BART to Vasco Road so that ACE passengers have a better connection to BART. Vasco is an existing Parking & Ride - BART extended east will relieve congestion from San Joaquin County - take a look at the growth of Dallas Area Rapid Transit (DART) - they have a "Flex" program and have made wise and extensive use of a grid system for buses. Cities within Dalls, Collin Counties "buy" into the transit system (DART) - that might be a way to "raise" funding.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for students (6th-12th grade) to reduce truancy and increase ridership and reduce emissions. Popular with voters. restore AC Transit service cuts through added funding for Operations to increase bus use and reduce emissions.	Public Transit; Transit Funding
WK	Projects/Programs	Hayward 3/9	Free Eco Bus Pass for students 6-12 grade. Funding to restore AC Transit service and create 3 hour multi-use transfer	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for students in Alameda County between 6th grade and senior year of high school. AC Transit funding for options and bus service. Restore service to pre-2009 levels.	Public Transit; Transit Funding
WK	Projects/Programs	Oakland 2/24	Free Eco Bus Pass for youth 6th to 12th grade. Increased operation funding for AC Transit.	Public Transit; Transit Funding
ON	10	N/A	The county needs a more regional view of transportation infrastructure. Today individual cities can determine the fate of regional projects. We need to stop thinking transit problems stop and start at the city line.	Public Transit; Transit Funding; Transportation and Land Use Program
ON	10	N/A	You can build all of the State of the Art transportation but if there is no incentive for people who normally drive to use alternate transportation means, the improvements are useless. Although we do need to improve our transit system we must reach out to schools, employers, agencies to educate and provide incentives to use alternate transportation. We also have to build our Cities and transit systems so that this is possible. The cost of the transportation is a whole other story. But it has to be affordable maybe through incentives through the above sources, and it would be made up through volume if it is successful.	Public Transit; Transit Funding; Transportation and Land Use Program
ON	9	N/A	improving transit service, instituting congestion pricing and highway tolling	Public Transit; Transportation System Management

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
ON	10	N/A	Pricing is the best way to get people out of cars and into other modes. Reduce the fares for transit and increase the cost of driving.	Public Transit; Transportation System Management
ON	7	N/A	Freight does not compete with local transit as to commuter rail, multiple track mainlines on existing ROW	Public Transit; Transportation Trade-Offs
ON	9	N/A	Avoid building, adding, or increasing any services, as this would only encourage more population growth in Alameda County.	Transit & Enhancements & Expansion
ON	9	N/A	The cities are largely already built without consideration to alternative transportation modes, a shame.	Transit & Enhancements & Expansion
ON	10	N/A	safety - any projects that bring transportation up to appropriate safety standards should be top priority; also, anything to help minimize casualties in the case of earthquake or other natural disaster.	Transit & Enhancements & Expansion
ON	4	N/A	Maintaining AC service operating funds	Transit Funding
ON	4	N/A	Make sure AC transit uses the funds properly	Transit Funding
TK	4	N/A	Spend funds to improve systems that we all ready have	Transit Funding
ON	4	N/A	Using a percentage of funding from advertising placements specifically to maintain existings service and create funds to expand programs.	Transit Funding
ON	5	N/A	Establishing policies to ensure that a certain percentage of profits from advertising placements on buses goes directly back into service, reliability and maintenance.	Transit Funding
ON	5	N/A	Hey what happened our stimulus money to to fix our roads	Transit Funding
ON	5	N/A	raise gasoline tax to relieve congestions, use money to improve/repair roads	Transit Funding
ON	5	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	6	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	7	N/A	Add income sources and stability to transit agencies	Transit Funding
ON	7	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
TK	7	N/A	Spend only what you have reduce dept!!	Transit Funding
ON	8	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	9	N/A	Concentrate the money on projects - let others educate	Transit Funding
ON	9	N/A	gasoline tax to support/subsidize/improve mass transit	Transit Funding
ON	9	N/A	Planning Communities should not cost Transportation dollars but be put into Infastructure NOT Education	Transit Funding
ON	9	N/A	Reduce spending until we have low unemployment. Reduce city, county and federal deficits.	Transit Funding
TK	9	N/A	taxing gasoline and using proceeds for mass transit	Transit Funding
ON	10	N/A	Fund operations of transit in suck a way that reliable, usable (frequent) transit is possible. This survey forces trade-offs that are not complete. (bikes/peds OR seniors? Really?!) These are false dichotomies that make a lot of assumptions before even asking the question. Fix it first, and start with Transit, get the system operationally stable. Remove vehicular mobility from your list of concerns, and focus on moving people, and providing access to places that people need to get to. Add in cost-effectiveness measures, ACTC staff should not be able point to projects that are 250% over budget and tell the board "it's not that bad, we have many other projects that are even more out of whack with their estimates."	Transit Funding
ON	10	N/A	Need some Federal funds to implement or improve new programs	Transit Funding
ON	10	N/A	Operating funds for AC Transit are imperative.	Transit Funding
ON	10	N/A	PUBLIC/PRIVATE PARTNERSHIPS	Transit Funding
ON	10	N/A	THE BIGGEST PROBLEM WE HAVE IS COST!!! WE SHOULD HAVE REAL COMPETITIVE BIDDING. FORGET DIVERSITY BIDDING AND GET RID OF "ONLY UNION" WORKERS. THE COST OF BART WAS DOUBLED BECAUSE OF THEM!!!!!!	Transit Funding
ON	10	N/A	There are a lot of things that would be great to have but we clearly have spent the money and the public have no more to give. So we must reduce spending except for the most critically needed until we have lower unemployment. Reduce city, county and federal deficits.	Transit Funding
ON	10	N/A	Too much of our money is used for people who drive cars and not enough for people who need to get to jobs, school, medical care and other needs who cannot drive or cannot afford a car or who believe is transit over cars.	Transit Funding
WK	Needs	Fremont 2/28	Safety should be a concern but should not be used to override other considerations such as history and ecology. We should also have watchdogs that can identify unnecessary projects and spend less on studies and more on actual execution.	Transit Funding

Source	Questionnaire Question # (Questionnaire included in Appendix B)	Mtg	Comment	Transportation Need Category
WK	Other	Hayward 3/9	Less regulation from funding sources (TFCA) would spur innovation and creativity in projects. Eliminate and merge duplicate agencies such as MTC/ABAG/Air District/BATA and eliminate huge salaries and admin overhead and put the money to helping people. Don't invest in new capital projects unless you also provide the funds to maintain them - i.e. East Bay Greenway. Building it is wonderful but local governments will not assume maintenance costs. Unfortunately there is a universe of transportation needs and a thimble full of resources to address them.	Transit Funding
ON	7	N/A	ABAG & MTC can help coordinate West Oakland Area Plan Project to improve Army Base efficiency.	Transportation and Land Use Program
ON	9	N/A	Included in "building our cities" must be reducing sprawl in East County	Transportation and Land Use Program
TK	10	N/A	A district focus on integration of land use planning and transportation.	Transportation and Land Use Program

Alameda County Transportation Commission
Appendix A: CWTP Outreach Comments Database - Additional Comments

The following comments, for technical reasons, are too lengthy to fit in the comments database format. This appendix has been added to present them in full.

Comment #1

From an Oakland resident: 1) AC Transit should be objectively analyzed by an outside group of operating experts. The goal should be to make AC useable by at least twice as many people as now use it. Not everyone in the East Bay is transit-dependent! AC should serve everyone. Running virtually empty buses (and one sees them constantly) does nothing for the environment.

2) A light rail line should run in its own row from Sather Gate to Jack London Square and the Amtrak station.

3) The Main Line should be depressed between Fallon and the U.P. Yard.

4) There should be a BART/Amtrak connection in West Oakland.

5) BART is projected to run out of transbay carrying capacity in roughly 20 years. The East Bay and West Bay should be worried about this!

6) AC's transbay bus operation could serve many more people better – using fewer bus hours. The current operation is moribund.

7) The proposed Dumbarton passenger rail extension is of vital importance. It should receive a much higher priority than it has been receiving.

8) Bike lanes to San Francisco should NOT be regarded as a high priority item.

9) In general people should be provided with a reliable network of well-connected transit lines.

10) Trolley buses are wonderful if they are operating on long straight streets that are on steep grades. They are less successful elsewhere, especially when overused.

11) Transit properties should not be expected to cut into scarce resources by granting special discounts. Subsidies should be provided to special groups as necessary and appropriate by the social agencies.

12) Lower fares are of course a popular idea. Before proceeding down that road, ask people whether they want better service or lower fares.

Comment #2

ROBERT S. ALLEN | FROM THE COMMUNITY

23 February 2011

BART Around the Bay and More!

Picture seamless BART linking the five counties that ring San Francisco Bay: (Santa Clara, Alameda, Contra Costa, San Francisco, San Mateo): fast, frequent, quiet, smog-free electric trains (each with one operator and comfortably seating up to 560 passengers) - and no road crossings - tying six million inhabitants with destinations (jobs, schools, sports venues, airports, etc.). Let the public decide!

Here's how to get it:

1: Form a rail planning agency for the five BART/Caltrain counties.

BART started with such a multi-county agency in 1957.

2: Develop a balanced plan benefiting all of the five counties. Major elements as I see them:

Peninsula Rail

Grade separate all Caltrain road crossings.

Widen right of way for five tracks:

Caltrain commute (2 on west side);

Bullet/High Speed Rail (2 between commute and freight);

Diesel freight (1 on east side, near ports and rail-served industry).

Regauge and electrify commute as BART south from SFO/Millbrae.

Plan commute north of SFO/Millbrae as SF Muni.

Assure a Bullet/HSR stop at Santa Clara for SJC rail.

South Bay

Shorten the planned San Jose BART subway (saving big bucks):

Run at grade on old WP and over 101, Berryessa to Santa Clara Street.

Run subway under San Fernando, not Santa Clara, Street.

Include an SJSU station.

Aim BART into present commute tracks at Diridon.

Convert commute to VTA (on its own light rail), Diridon to Gilroy.

San Francisco

New BART Oak/Masonic line, Civic Center to Presidio and Golden Gate Bridge.

Design new rail terminal/tunnel only for Bullet/HSR (not commute) trains.

East Bay

Grade separate UP L (Mulford) line and multi-track for Capitol Corridor.

Re-route Capitol Corridor to this shorter, safer, and straighter line.

Grade separate D and A lines, Elmhurst to Crockett.

Widen 1-80 for median BART at grade, El Cerrito del Norte to Crockett.

Widen 1-580 for median BART at grade, Hacienda to Greenville Rd.

Plan BART beyond Greenville Road on former SP Altamont Pass line, then 1-580.

Widen SR 4 for median BART at grade, Antioch through Brentwood.

Other

Route San Francisco-Sacramento HSR via an airport (SFO-OAK) trans-bay tube.

Consider a Port Costa-Benicia tube to shorten A line and bypass Martinez bridge.

Plan for North Bay, Central Valley, and Central Coast connections.

3: Bring a funding plan directly to the voters.

Bring this balanced plan to the voters for a bond issue.

A measure equal to BART's in 1962, adjusted for inflation and the greater population of the five counties today, would yield about \$16 billion.

Partner with CHSRA for funding of Peninsula rail and BART over the Altamont.

Partner with neighboring counties for future BART extensions.

Seek legislation for direct federal/state funding, by-passing MTC dictate.

Their TOD is anything but that. A given site can hold far more parked automobiles than dwelling units. People can drive much farther than they can walk, meaning that a suburban park-ride station serves a much larger area

than one with limited parking. True TOD does **not** mandate high-density residential land use near suburban stations.

Robert S. Allen*

*BART Director, 1974-1988

Retired, Southern Pacific (now UP) Western Division Engineering/Operations
Life Member, American Railway Engineering and Maintenance of Way Association (AREMA)

Member, AREMA Committee 12 (Rail Transit)

Member, AREMA Committee 17 (High Speed Rail)

Former Member, AREMA Committee 16 (then Economics of Railway Location and Operation)

Former Member, AREMA Committee 32 (Systems Engineering).

Comment #3

I live off of Calaroga in Hayward. When we moved in they had transit service on that street enabling students/adults to access schools and a hospital and a mall. That is gone. Recently there was a service area provided at Southland Mall for bus service and for senior pickup to go to the Senior Center in downtown area of Hayward. That is gone. You can have as many planning meetings you want, but first you need to bring back all the services you have cut over the years. Cut the cost of using them, then decide what is working the best and expand on that. I worked at CSUH. It took me 10 to 15 minutes to drive to work. If I took public transportation, it would have taken 45 minutes to an hour. Hardly efficient for a working mother. Especially if I had an emergency with one of my children. You are looking at what we have now and seeing what can be done to improve. Those of us who have lived here long enough know that you need to start from where it was in the past and then move forward from there. Hayward has a new freeway interchange being built at 880 and 92 to ease the traffic flow in that area (never happen). Downtown we are creating one way streets to also ease traffic transit. As long as you indulge drivers by creating wider freeways, more and larger exchanges and one way street traffic, no one will leave their cars. At the same time, you have to have efficient transit systems to move people from one spot to another. It would have made far more sense to have a light rail system going down Mission Blvd. through E. 19th Ave. which would have eliminated tons of traffic, moving people through many cities and providing close access to CSUH. Instead we are making improvements for car traffic. Stop trying to re-invent the wheel and return services that actually worked in the past but were stopped because of financial reasons. How much money do we waste on continuous studies and commissions. Put the money where it is needed -- in upgrading the transit that we have lost.

Comment #4

1. BART to Livermore on 580 median
 - A. Greenville station will serve Altamont commuters, iGATE, and can be hooked to ACE.
 - B. Is a fraction of the cost of BART to downtown.
 - C. Will have less impact to existing neighborhoods in Livermore, less eminent domain
 - D. Estimated to be approximately the same ridership as downtown and Vasco, more ridership/dollar spent, will allow for other projects to be funded.
 - E. Will provide the most heavily travelled roadways in Livermore (HWY84, Stanley Blvd, Tesla Rd.) an alternative at Isabel.
 - F. Downtown streets are narrow and would cause traffic gridlock in the area, also schools are nearby the Downtown station and this could be a potential hazard for kids.
 - G. TOD could be developed around Isabel station North of 580 and would serve Las Positas College and the new retail outlets, Greenville TOD could be developed in and around that station as well.
 - H. Most people in Livermore want BART on 580 and voted for Measure "B" with the understanding that BART would be on 580 and the Livermore General Plan states that BART will be on 580. If BART does come to Livermore Downtown and to Vasco Rd. the following should be considered:
 - A. Noise reduction mitigation via a sound wall and updated tracks and trains.
 - B. Station presence should be North of Patterson Pass Rd. as to not impact existing neighborhoods
 - C. Alignment should be on the north set of tracks West of Mines rd. to reduce impact to neighborhoods.
2. North bound 680 HOT lane.

Appendix B: Countywide Transportation Plan Questionnaire

Alameda Countywide Transportation Update

1. Welcome

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon. Thank you for taking the time to complete this questionnaire. Your responses will help us identify Alameda County's current and future transportation needs and prioritize future improvements during this early stage of the process.

1. What city or area of the county do you live in?

2. What city or area of the county do you commute to for work/school or other regular activities?

3. What mode of travel do you use the most (select one)

- Walk
- Bicycle
- Take bus or shuttle
- Drive alone
- Carpool
- BART

Other (please specify)

Alameda Countywide Transportation Update

2. Transportation Needs and Priorities

Transportation planning is a complex balancing act that requires careful consideration of current and future County needs for a variety of transportation modes (driving, transit, walking and biking, and goods movement).

4. Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (SELECT UP TO 3 ONLY)

- Repairing potholes and smoothing the existing roadway
- Relieving street and highway congestion
- Maintaining existing transit system connections & reliability
- Expanding the transit services to new areas
- Providing incentives to drive less, especially when commuting to work or school
- Goods Movement/Freight
- Bicycling improvements
- Pedestrian improvements
- Accessibility Programs, incl. Paratransit (for senior and disabled transport)
- Using technology, information and pricing policies to manage congestion

Tell us if you have a specific project in mind

Alameda Countywide Transportation Update

3. Transportation Trade-Offs

County transportation needs exceed the funding that is currently and likely to be available in the future. While all needs are important, please provide input on priorities by responding to the following trade-offs. Choose one for each

5. The CWTP should prioritize:

- Maintaining streets, roads and highways OR
- Expanding transit services and reliability

Tell us if you have a specific project in mind

6. The CWTP should prioritize:

- Expanding highway capacity and efficiency to reduce congestion OR
- Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)

Tell us if you have a specific project in mind

7. The CWTP should prioritize:

- Maintaining and operating existing transit services OR
- Improving goods movement and freight

Tell us if you have a specific project in mind

8. The CWTP should prioritize:

- Improving transportation services for seniors and people with disabilities OR
- Expanding bicycle and pedestrian improvements

Tell us if you have a specific project in mind

Alameda County is required by law to reduce greenhouse gas emissions from cars by reducing the number of miles people drive.

Alameda Countywide Transportation Update

9. What are the most effective ways to reduce the number of miles people drive in Alameda County? (SELECT UP TO 2 ONLY)

- Programs that encourage and educate people to use alternatives to driving
- Building our cities so that you can walk or bike to more destinations
- Increasing transit services in areas that don't currently have high capacity transit
- Adding service to existing transit routes
- Reducing the cost of public transit

Other (please specify)

10. Please use the space below to identify any additional priority transportation projects or programs you think should be included in the CWTP.

Alameda Countywide Transportation Update

4. Optional Questions

Alameda is a very diverse County, geographically, ethnically and economically. Your answers to the questions below will help ensure that we get broad, representative participation in this process.

11. What is your race or ethnic identification? (select one or more)

American Indian or Alaska Native

White/Caucasian

Asian or Pacific Islander

Black/African American

Spanish, Hispanic or Latino

Other (please specify)

12. What is your household income level?

\$0-\$25,000

\$25,000-\$50,000

\$50,000-\$75,000

\$75,000-\$100,000

Over \$100,000

**Alameda County Transportation Commission
Appendix B: Countywide Transportation Plan Questionnaire – Results**

A total of 693 questionnaires were submitted online and 612 questionnaires were submitted through workshop toolkits. The demographic breakdown of these questionnaires is as follows:

Number of Questionnaires								
		Minority Status				Income		
	Total	Minority	Non-Minority	Other Race or Ethnic ID	Race or Ethnic ID: no info given	Low Income	Non-Low Income	Income: no info given
Online	693	167	413	29	84	47	558	88
Toolkit	612	251	262	9	90	114	353	145

Results received are detailed below.

Question 1: What city or area of the county do you live in?

Online Questionnaires		
City or Area	Number	Planning Area
Alameda	56	North
Albany	39	North
Berkeley	69	North
Emeryville	5	North
Oakland	252	North
Piedmont	6	North
Castro Valley	12	Central
Hayward	50	Central
San Leandro	35	Central
San Lorenzo	6	Central
Fremont	34	South
Newark	5	South
Southern Alameda County (city unspecified)	1	South
Union City	13	South
Dublin	15	East
Eastern Alameda County (city unspecified)	1	East
Livermore	29	East
Pleasanton	19	East
Sunol	1	East
Tri-Valley	1	East
Alameda County (city and area unspecified)	2	Unknown
Contra Costa County	2	Contra Costa County
Concord	1	Contra Costa County
El Cerrito	3	Contra Costa County
Hercules	1	Contra Costa County
Lafayette	1	Contra Costa County
Pleasant Hill	1	Contra Costa County
Richmond	1	Contra Costa County
San Pablo	3	Contra Costa County
San Ramon	2	Contra Costa County
Walnut Creek	3	Contra Costa County
Marin County	1	Marin County
San Francisco	6	San Francisco County
Belmont	1	San Mateo County
Mountain View	1	Santa Clara County
San Jose	2	Santa Clara County
Santa Clara	1	Santa Clara County
Solano	1	Solano County
No response or answer unclear	11	N/A

Question 1: What city or area of the county do you live in? (continued)

Toolkit Questionnaires		
City or Area	Number	Planning Area
Alameda	75	North
Alameda/Oakland	1	North
Albany	7	North
Berkeley	18	North
Emeryville	14	North
North County (city unspecified)	3	North
Oakland	175	North
Piedmont	2	North
Castro Valley	8	Central
Central County (city unspecified)	1	Central
Cherryland	3	Central
Fairview	1	Central
Hayward	13	Central
San Leandro	61	Central
San Lorenzo	3	Central
Fremont	40	South
Fremont/Newark	1	South
Newark	19	South
South County (city unspecified)	1	South
Union City	14	South
Dublin	3	East
Livermore	16	East
Pleasanton	74	East
Sunol	2	East
Tri-Valley	1	East
Alameda County (city and area unspecified)	3	Unknown
Concord	1	Contra Costa County
Contra Costa County	14	Contra Costa County
Danville	2	Contra Costa County
El Cerrito	3	Contra Costa County
Hercules	1	Contra Costa County
Orinda	1	Contra Costa County
Richmond	5	Contra Costa County
Walnut Creek	1	Contra Costa County
San Pablo	1	Contra Costa County
San Ramon	3	Contra Costa County
San Francisco	3	San Francisco County
San Joaquin	1	San Joaquin County
San Mateo	1	San Mateo County
Palo Alto	1	Santa Clara County
San Jose	1	Santa Clara County
Vallejo	1	Solano County
No response or answer unclear	13	N/A

Question 1: What city or area of the county do you live in? – Analyzed by Planning Area

Online Questionnaires (Total 693)	All Respondents	Minority Status			Income	
		Minority ¹	Non-Minority	Other Race or Ethnic ID ²	Low Income ³	Non-Low Income
North	61.8%	14.9%	38.8%	2.6%	5.1%	50.8%
Central	14.9%	4.0%	8.5%	0.1%	0.9%	12.1%
South	7.6%	2.7%	3.6%	0.1%	0.4%	6.1%
East	9.2%	1.0%	5.3%	1.2%	0.0%	7.2%
Other (unclear or not Alameda County resident)	6.5%	1.4%	3.3%	0.1%	0.4%	4.3%
TOTAL PERCENTAGE	100%	24.1%	59.5%	4.1%	6.8%	80.5%

Toolkit Questionnaires (Total 612)	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
North	48.4%	23.4%	12.3%	1.0%	11.3%	21.2%
Central	14.7%	5.8%	4.9%	0.0%	1.6%	7.4%
South	12.3%	2.7%	6.8%	0.0%	0.0%	8.9%
East	15.5%	1.0%	10.5%	0.1%	2.6%	8.2%
Other (unclear or not Alameda County resident)	9.1%	3.3%	3.3%	0.1%	1.0%	5.2%
TOTAL PERCENTAGE	100%	36.2%	37.8%	1.2%	16.5%	50.9%

Note: All percentages given indicate percent of the total number of the total number of all respondents, as given at the top of the table. Because some respondents did not answer the questions regarding race/ethnic identification or income, percentages in demographic categories do not equal the total percentage of overall respondents, nor do they add up to 100%.

¹ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

² The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

³ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 2: What city or area of the county do you commute to for work/school or other regular activities?

Online Questionnaire Respondents	
Commuting within Alameda County	77.0%
Commuting outside Alameda County	16.4%
Commuting both within and outside Alameda County	6.6%
TOTAL (of Questionnaires Answering Question)	622

Toolkit Questionnaire Respondents	
Commuting within Alameda County	87.0%
Commuting outside Alameda County	5.4%
Commuting both within and outside Alameda County	7.6%
TOTAL (of Questionnaires Answering Question)	460

Note: Percentages given indicate the percent of the total number of Alameda County residents who answered the question by clearly identifying their regular commuting destination(s).

Question 3: What mode of travel do you use the most? (select one)

Online Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority ⁴	Non-Minority	Other Race or Ethnic ID ⁵	Low Income ⁶	Non-Low Income
Walk	5.7%	1.8%	7.3%	3.8%	8.9%	5.6%
Bicycle	13.2%	4.3%	18.1%	15.4%	17.8%	13.2%
Take bus or shuttle	14.8%	22.1%	12.6%	3.8%	35.6%	13.2%
Drive alone	42.6%	46.6%	39.3%	53.8%	26.7%	43.8%
Carpool	6.1%	4.3%	6.5%	11.5%	0.0%	6.3%
BART	17.5%	20.9%	16.1%	11.5%	11.1%	18.0%
TOTALS (of Questionnaires Answering Question)	667	163	397	26	45	539

Toolkit Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Walk	5.6%	5.7%	4.1%	0.0%	8.8%	4.1%
Bicycle	6.9%	3.4%	9.1%	33.3%	4.4%	8.1%
Take bus or shuttle	18.0%	26.9%	12.3%	0.0%	51.5%	10.5%
Drive alone	59.2%	51.4%	65.5%	66.7%	29.4%	66.2%
Carpool	4.7%	5.1%	3.6%	0.0%	4.4%	3.7%
BART	5.6%	7.4%	5.5%	0.0%	1.5%	7.4%
TOTALS (of Questionnaires Answering Question)	466	175	220	3	68	296

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than one answer (possible on print questionnaires only), their response was not counted.

Other modes of travel identified: see “Questionnaire Results – Other Answers Identified.” Note that many respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

⁴ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

⁵ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

⁶ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

TRANSPORTATION NEEDS AND PRIORITIES

Question 4: Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (select up to 3 only).

Online Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority ⁷	Non-Minority	Other Race or Ethnic ID ⁸	Low Income ⁹	Non-Low Income
Repairing potholes and smoothing the existing roadway	52.7%	64.0%	46.6%	57.1%	47.8%	51.4%
Relieving street and highway congestion	26.6%	31.1%	22.9%	35.7%	13.0%	26.4%
Maintaining existing transit system connections & reliability	61.2%	61.6%	63.2%	53.6%	63.0%	61.6%
Expanding the transit services to new areas	33.8%	32.3%	32.4%	39.3%	32.6%	33.2%
Providing incentives to drive less, especially when commuting to work or school	28.6%	30.5%	28.5%	17.9%	30.4%	29.0%
Goods Movement/Freight	4.9%	3.0%	4.9%	21.4%	2.2%	5.4%
Bicycling improvements	35.0%	25.0%	41.7%	21.4%	30.4%	36.6%
Pedestrian improvements	20.4%	12.8%	24.9%	10.7%	19.6%	21.2%
Accessibility Programs, incl. Paratransit (for senior and disabled transport)	13.7%	17.7%	12.4%	7.1%	37.0%	12.1%
Using technology, information and pricing policies to manage congestion	8.8%	10.4%	8.3%	10.7%	13.0%	9.1%
TOTALS (of Questionnaires Answering Question)	672	164	410	28	46	552

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than three answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

⁷ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

⁸ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

⁹ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 4: Please identify the top 3 categories of transportation improvements that you feel are most needed in Alameda County (select up to 3 only). (continued from previous page)

Toolkit Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority ¹⁰	Non-Minority	Other Race or Ethnic ID ¹¹	Low Income ¹²	Non-Low Income
Repairing potholes and smoothing the existing roadway	24.9%	24.2%	24.9%	22.2%	16.5%	27.8%
Relieving street and highway congestion	62.3%	72.3%	56.4%	33.3%	62.1%	63.5%
Maintaining existing transit system connections & reliability	34.7%	31.6%	36.6%	22.2%	18.4%	38.9%
Expanding the transit services to new areas	47.0%	49.4%	46.3%	44.4%	53.4%	47.7%
Providing incentives to drive less, especially when commuting to work or school	28.1%	26.8%	28.0%	33.3%	33.0%	25.4%
Goods Movement/Freight	3.2%	3.5%	2.7%	0.0%	1.9%	2.9%
Bicycling improvements	18.1%	10.8%	24.5%	22.2%	12.6%	21.6%
Pedestrian improvements	16.3%	16.0%	15.6%	22.2%	21.4%	14.0%
Accessibility Programs, incl. Paratransit (for senior and disabled transport)	28.2%	29.9%	28.8%	55.6%	50.5%	22.8%
Using technology, information and pricing policies to manage congestion	10.4%	11.7%	9.7%	0.0%	6.8%	12.0%
TOTALS (of Questionnaires Answering Question)	570	231	257	9	103	342

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than three answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁰ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

¹¹ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

¹² “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

TRANSPORTATION TRADE-OFFS

County transportation needs exceed the funding that is currently and likely to be available in the future. While all needs are important, please provide input on priorities by responding to the following trade-offs. Choose one for each.

Question 5: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹³	Non-Minority	Other Race or Ethnic ID ¹⁴	Low Income ¹⁵	Non-Low Income
Maintaining streets, roads and highways OR	39.3%	45.7%	35.8%	39.3%	31.9%	39.3%
Expanding transit services and reliability	60.7%	54.3%	64.2%	60.7%	68.1%	60.7%
TOTALS (of Questionnaires Answering Question)	628	162	399	28	47	537

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Maintaining streets, roads and highways OR	51.5%	53.1%	51.0%	22.2%	40.6%	54.5%
Expanding transit services and reliability	48.5%	46.9%	49.0%	77.8%	59.4%	45.5%
TOTALS (of Questionnaires Answering Question)	557	224	251	9	96	341

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹³ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

¹⁴ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

¹⁵ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 6: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹⁶	Non-Minority	Other Race or Ethnic ID ¹⁷	Low Income ¹⁸	Non-Low Income
Expanding highway capacity and efficiency to reduce congestion OR	20.4%	23.5%	15.7%	53.6%	10.9%	20.0%
Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)	79.6%	76.5%	84.3%	46.4%	89.1%	80.0%
TOTALS (of Questionnaires Answering Question)	631	162	401	28	46	541

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Expanding highway capacity and efficiency to reduce congestion OR	32.3%	30.7%	33.8%	33.3%	22.3%	34.3%
Providing more alternatives to driving (walking, biking, transit, expanding educational/informational programs)	67.7%	69.3%	66.3%	66.7%	77.7%	65.7%
TOTALS (of Questionnaires Answering Question)	530	212	240	9	94	327

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁶ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

¹⁷ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

¹⁸ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 7: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ¹⁹	Non-Minority	Other Race or Ethnic ID ²⁰	Low Income ²¹	Non-Low Income
Maintaining and operating existing transit services OR	88.4%	87.5%	90.0%	73.1%	90.9%	88.0%
Improving goods movement and freight	11.6%	12.5%	10.0%	26.9%	9.1%	12.0%
TOTALS (of Questionnaires Answering Question)	619	152	400	26	44	535

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Maintaining and operating existing transit services OR	89.8%	89.7%	89.6%	87.5%	93.2%	88.3%
Improving goods movement and freight	10.2%	10.3%	10.4%	12.5%	6.8%	11.7%
TOTALS (of Questionnaires Answering Question)	541	223	251	8	103	334

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

¹⁹ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

²⁰ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

²¹ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

Question 8: The CWTP should prioritize:

Online Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority ²²	Non-Minority	Other Race or Ethnic ID ²³	Low Income ²⁴	Non-Low Income
Improving transportation services for seniors and people with disabilities OR	45.6%	55.7%	40.1%	47.8%	60.0%	45.0%
Expanding bicycle and pedestrian improvements	54.4%	44.3%	59.9%	52.2%	40.0%	55.0%
TOTALS (of Questionnaires Answering Question)	608	158	387	23	45	527

Toolkit Questionnaire Respondents	All Respondents	Minority Status			Income	
		Minority	Non-Minority	Other Race or Ethnic ID	Low Income	Non-Low Income
Improving transportation services for seniors and people with disabilities OR	67.0%	74.0%	59.7%	77.8%	79.4%	60.6%
Expanding bicycle and pedestrian improvements	33.0%	26.0%	40.3%	22.2%	20.6%	39.4%
TOTALS (of Questionnaires Answering Question)	530	219	248	9	102	327

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

See Appendix B, “Comments Database,” for comments identifying specific projects or locations.

²² “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

²³ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

²⁴ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

**Question 9: What are the most effective ways to reduce the number of miles people drive in Alameda County?
(select up to 2 only)**

Online Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority ²⁵	Non-Minority	Other Race or Ethnic ID ²⁶	Low Income ²⁷	Non-Low Income
Programs that encourage and educate people to use alternatives to driving	23.2%	32.7%	19.8%	8.7%	26.1%	22.9%
Building our cities so that you can walk or bike to more destinations	57.9%	48.1%	63.2%	26.1%	52.2%	58.7%
Increasing transit services in areas that don't currently have high capacity transit	34.0%	35.2%	32.8%	34.8%	41.3%	32.5%
Adding service to existing transit routes	39.3%	32.7%	42.7%	52.2%	37.0%	40.0%
Reducing the cost of public transit	30.5%	37.0%	26.7%	43.5%	30.4%	31.0%
TOTALS (of Questionnaires Answering Question)	629	162	405	23	46	542

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than two answers (possible on print questionnaires only), their response was not counted. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying other ways to reduce driving.

²⁵ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

²⁶ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

²⁷ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

**Question 9: What are the most effective ways to reduce the number of miles people drive in Alameda County?
(select up to 2 only) (continued from previous page)**

Toolkit Questionnaire Respondents	Minority Status				Income	
	All Respondents	Minority ²⁸	Non-Minority	Other Race or Ethnic ID ²⁹	Low Income ³⁰	Non-Low Income
Programs that encourage and educate people to use alternatives to driving	38.1%	41.0%	36.4%	12.5%	34.7%	38.2%
Building our cities so that you can walk or bike to more destinations	39.0%	35.1%	43.9%	25.0%	22.8%	46.3%
Increasing transit services in areas that don't currently have high capacity transit	34.3%	32.4%	34.7%	75.0%	33.7%	34.2%
Adding service to existing transit routes	30.1%	24.3%	35.6%	37.5%	35.6%	28.9%
Reducing the cost of public transit	35.2%	43.2%	28.5%	25.0%	41.6%	32.3%
TOTALS (of Questionnaires Answering Question)	525	222	239	8	101	322

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

See Appendix B, “Comments Database,” for comments identifying other ways to reduce driving.

Question 10: Please use the space below to identify any additional priority transportation projects or programs you think should be included in the CWTP.

See Appendix B, “Comments Database,” for comments identifying additional priority projects or programs.

²⁸ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

²⁹ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

³⁰ “Low Income” respondents are considered to be any respondents who specified an annual household income of “\$0-\$25,000” in response to Question 12.

OPTIONAL QUESTIONS

Question 11: What is your race or ethnic identification? (select one or more)

Online Questionnaire Respondents	All Respondents	Minority ³¹	Income	
			Low Income ³²	Non-Low Income
American Indian or Alaska Native	2.0%	6.0%	9.1%	1.2%
White/Caucasian	70.9%	N/A	54.5%	72.3%
Asian or Pacific Islander	7.6%	27.5%	4.5%	7.7%
Black/African American	9.3%	32.3%	18.2%	8.9%
Spanish, Hispanic or Latino	5.9%	20.4%	4.5%	6.2%
Two or more races or ethnic identifications	4.3%	13.8%	9.1%	3.9%
TOTALS (of Questionnaires Answering Question)	580	167	44	519

Toolkit Questionnaire Respondents	All Respondents	Minority	Income	
			Low Income	Non-Low Income
American Indian or Alaska Native	0.4%	0.8%	0.9%	0.3%
White/Caucasian	51.1%	0.0%	34.9%	58.6%
Asian or Pacific Islander	18.5%	37.8%	17.4%	17.2%
Black/African American	23.4%	47.8%	40.4%	16.9%
Spanish, Hispanic or Latino	4.3%	8.8%	4.6%	4.4%
Two or more races or ethnic identifications	2.3%	4.8%	1.8%	2.6%
TOTALS (of Questionnaires Answering Question)	513	251	109	343

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Other Races/ethnic identifications: see “Questionnaire Results – Other Answers Identified.” Because the “Other Race or Ethnic ID” category represents a variety of responses from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear, these responses are not included in this analysis.

³¹ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

³² “Low Income” respondents are considered to be any respondents who specified an annual household income of “Under \$25,000” in response to Question 12.

Question 12: What is your household income level?

Online Questionnaire Respondents	Minority Status				Non-Low Income
	All Respondents	Minority ³³	Non-Minority	Other Race or Ethnic ID ³⁴	
\$0-\$25,000	7.8%	11.7%	6.0%	10.0%	0.0%
\$25,000-\$50,000	16.7%	16.6%	16.5%	20.0%	18.1%
\$50,000-\$75,000	19.2%	21.5%	18.3%	20.0%	20.8%
\$75,000-\$100,000	21.2%	23.9%	20.3%	25.0%	22.9%
Over \$100,000	35.2%	26.4%	38.8%	25.0%	38.2%
TOTALS (of Questionnaires Answering Question)	605	163	399	20	558

Toolkit Questionnaire Respondents	Minority Status				Non-Low Income
	All Respondents	Minority	Non-Minority	Other Race or Ethnic ID	
\$0-\$25,000	24.4%	33.3%	15.9%	37.5%	0.0%
\$25,000-\$50,000	24.6%	24.4%	24.7%	25.0%	32.6%
\$50,000-\$75,000	11.8%	12.7%	11.3%	12.5%	15.6%
\$75,000-\$100,000	14.1%	11.7%	16.3%	0.0%	18.7%
Over \$100,000	25.1%	17.8%	31.8%	25.0%	33.1%
TOTALS (of Questionnaires Answering Question)	467	213	239	8	353

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

³³ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

³⁴ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

Comparison of Responses Between Questionnaire Methods

	All Respondents		Minority Status						Income			
			Minority ³⁵		Non-Minority		Other Race or Ethnic ID ³⁶		Low Income		Non-Low Income	
	Online	Toolkit	Online	Toolkit	Online	Toolkit	Online	Toolkit	Online	Toolkit	Online	Toolkit
North	61.8%	48.4%	14.9%	23.4%	38.8%	12.3%	2.6%	1.0%	5.1%	11.3%	50.8%	21.2%
Central	14.9%	14.7%	4.0%	5.8%	8.5%	4.9%	0.1%	0.0%	0.9%	1.6%	12.1%	7.4%
South	7.6%	12.3%	2.7%	2.7%	3.6%	6.8%	0.1%	0.0%	0.4%	0.0%	6.1%	8.9%
East	9.2%	15.5%	1.0%	1.0%	5.3%	10.5%	1.2%	0.1%	0.0%	2.6%	7.2%	8.2%
Entire County (totals of 4 planning areas, above)	93.5%	90.9%	22.6%	32.9%	56.2%	34.5%	4.0%	1.1%	6.4%	15.5%	76.2%	45.7%
Other (unclear or not Alameda County resident)	6.5%	9.1%	1.4%	3.3%	3.3%	3.3%	0.1%	0.1%	0.4%	1.0%	4.3%	5.2%
Total Questionnaires	693	612	167	251	413	262	29	9	47	114	558	353

Note: All percentages given indicate percent of the total number of all respondents, as given at the bottom of the first two columns. Because some respondents did not answer the questions regarding race/ethnic identification or income, percentages in demographic categories do not equal the total percentage of overall respondents, nor do they add up to 100%.

³⁵ “Minority” respondents are considered to be any respondents who specified a race or ethnic identification other than “White” in response to Question 11.

³⁶ The “Other Race or Ethnic ID” category represents a variety of responses to Question 11 from those who either chose not to state their ethnic identity, or did so in a way that failed to make their minority status clear.

Alameda County Transportation Commission
Appendix B: Countywide Transportation Plan Questionnaire Responses
Other Answers Identified

Question 3: What mode of travel do you use the most? (select one)

Note: In some of these cases, respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

Online Questionnaire Responses

- Acerail
- Also carpool
- Amtrak
- Auto beyond 15 miles when needed
- BART (x3)
- BART + bicycle (x2)
- BART and carpool with family
- BART as well
- BART when ever I can. I get Senior Discount Tickets. Love em!
- Bike - for errands
- Bike to BART Bike to work
- Bus
- Bus from Alameda to BART
- Busses
- can't be just one, you have to get to BART, bicycle
- Car (x2)
- Car on weekends
- Carpool am/ bus pm
- Connect to AC Transit bus or walk
- Drive and bus
- Drive occasionally
- Drive with other members of family to combine trips for errands
- Driven by assistant
- Dumbarton Express Bus
- East Bay and Union City Paratransit
- Ferry
- Ferry to CalTrain. Employer provides GoPass
- Followed by Bus and BART
- HOT Lane
- How do you define this? By days used or miles travelled?
- I also take the bus and BART and drive alone
- I bike to/from BART unless it is raining, then I drive
- In addition to BART, I take buses and walk. Sometimes I take cabs and/or paratransit
- Leave my car at the BART station, then take BART to work
- Motorcycle
- Not applicable
- Occasionally take the ACE train
- Or carpool
- Paratransit (x2)
- Paratransit
- Power Wheelchair or bus
- Someone drives me
- Sometimes transport friend or neighbor
- Transport 2 kids
- Varies between walk, bicycle, take bus, and drive
- Walk (x2)
- Walk a lot around Berkeley
- Walk some mornings
- Will occasionally drive

Question 3: What mode of travel do you use the most? (select one) (continued)

Toolkit Questionnaire Responses

Note: In some of these cases, respondents used the “other” space to indicate a secondary choice from the list of choices provided by the questionnaire.

- 2) BART
- Amtrak
- Be taken by a driver
- Bus
- Car
- Daughter and paratransit
- Don't commute
- Drive with husband (x2)
- Driven by children
- Driving
- Drop off students at high school
- Family Members (x2)
- Friends car, city Piedmont transit
- I ride my bike during summer when kids are out of school
- Para Trans and Friends
- Paratransit (x11)
- Paratransit, ferry, driven by others
- Roll
- Taxi, someone picks up
- Walk, or bus, when I have the money
- Wheelchair

Question 11: What is your race or ethnic identification? (select one or more)

Online Questionnaire Responses

- American (x2)
- American Citizen (legal)
- Aren't we beyond this?
- Ashkenazi Jewish
- Asian Black mix
- Been on English racing bicycles riding and commuting since 1949 Detroit, Seattle Bay area
- Californian Native, German, Czechoslovakian, Austrian
- Decline to state (x2)
- Does it really matter and to whom?
- Doesn't matter
- DTS
- European-American
- Filipino
- Filipino-American
- French Canadian
- Green economist
- How in the world can race possibly matter?
- Human
- I chose not to respond
- I identify as a citizen
- I'm 59, have been cycling 53 years, want to keep riding another 30...
- Indian
- Italian/Jewish
- Middle Eastern
- Mixed (x4)
- N/A
- Native American
- None of your business
- Not white, indian, asian, black
- Race or ethnic id's has nothing to do with it. We are all American's with the same needs for transportation. Get over it!!! Also number 12 is irrelevant and none of your business.
- Spanish, Irish and Native American
- What does this have to do with fixing/improving our transportation problems!!
- Why are you asking this question?

Toolkit Questionnaire Responses

- Arab
- American
- Arab American
- Decline to state
- Doesn't matter
- Hawaiian African
- Indian
- Native Californian
- Portuguese

Appendix C: Submitted CWTP Outreach Toolkit Reports

**Alameda County Transportation Commission
Appendix C: Submitted CWTP Outreach Toolkit Reports**

Submitted CWTP Outreach Toolkit Report Summary by Planning Area		
Planning Area	Total Number of Participants	Percentage of Participants
North	351	48%
Central	93	13%
South	78	11%
East	113	16%
Countywide	89	12%
TOTAL	724	100%

North Planning Area	Number of Participants	Age Range	Group Characteristics
AFSCME, Local 3916	50	22-55	Management union members for a transit agency, AC Transit
Alliance of Californians for Community Engagement	5	21 and under, 22-55 & over 55	Bus riders living in Oakland
Asian Pacific Environmental Network	9	Not recorded	Not recorded
City of Emeryville's Commission on Aging	13	Over 55	Mixed racial/ethnicities of senior citizens of Emeryville
City Team Ministries	10	22-55 & over 55	Low income residents of Oakland, Asian elderly population, white and black residents as well
East Bay Bicycle Coalition	25	22-55 & over 55	East Bay Bicycle Coalition
Extending Connections	35	Over 55	Majority Japanese American Seniors from Alameda or Oakland, many still drive
Friends of Albany Seniors	11	Over 55	Senior Non-profit group that supports Albany Senior Center
Friends of Emeryville Senior Center	11	Over 55	Seniors, mixed races (black, white, Asian)
Hope Collaborative, Built Environment Group	22	22-55 & over 55	African American, Asian, Caucasian, low income
North Oakland Senior Council Members	12	Over 55	Retired, active members of the center from all walks of life, able and disabled
Oakland BPAC	15	22-55 & over 55	African American, Asian, Caucasian, low income pedestrian and bicycle advocates
Oakland City Commission on Aging	8	Over 55	Representatives appointed by Mayor of Oakland from 2008 to present
Oakland Yellowjackets	10	22-55 & over 55	Recreation bicycling group
Piedmont Avenue Neighborhood Improvement League	9	22-55 & over 55	Mixed group of adults

North Planning Area (continued)	Number of Participants	Age Range	Group Characteristics
Residents of Allen Temple Arms	35	Over 55	Retired seniors who worked in many fields including state, city, federal and private industry
Saint Mary's Center	26	Over 55	Low income seniors, mainly African American and Asian
Transportation Commission for the City of Alameda	4	22-55 & over 55	City of Alameda's Transportation Commission advises the City Council on transportation policy.
United Seniors of Oakland and Alameda County (transportation committee)	12	Over 55	Mixed group of seniors involved in helping seniors
West Berkeley Senior Advisory Council	9	Over 55	West Berkeley seniors united
West Oakland Senior Center	20	Over 55	Retired seniors, active retired from state, federal, city and county government
TOTAL	351		

Central Planning Area	Number of Participants	Age Range	Group Characteristics
City of San Leandro	5	Over 55	Annual Paratransit workshop public workshop, Day 1
City of San Leandro	6	Over 55	Annual Paratransit workshop public workshop, Day 2
Eden Area Local Organizing Committee	7	Over 55	Seniors living in the unincorporated areas of Alameda County (Ashland, Cherryland, San Lorenzo, and Castro Valley)
San Leandro Engineering and Transportation Department	16	22-55	Employees of the Engineering and Transportation Department of San Leandro
San Leandro Human Services Commission	9	22-55 & over 55	City of San Leandro, Human Services Commission
San Leandro Recreation and Parks Commission	10	22-55	San Leandro residents and staff
San Leandro Senior Commission	11	Over 55	San Leandro Senior Commission and Paratransit Advisory Body
San Leandro Youth Advisory Committee	17	21 and under & 22-55	High school group of San Leandro residents
Washington Manor Middle School PTA	12	22-55	Parents and staff of Washington Manor Middle School
TOTAL	93		

South Planning Area	Number of Participants	Age Range	Group Characteristics
City of Newark Senior Advisory Committee	13	Over 55	Senior citizens
Dumbarton Bus Riders	7	22-55	Not recorded
Fremont Freewheelers Bicycle Club	11	22-55 & over 55	Women ride leaders for Cinderella training series
Individual members of the City Council Audience	10	22-55 & over 55	Individual members of audience, all there for different reasons
Newark Rotary Club	20	22-55 & over 55	Newark Rotary Club
Sierra Club - Southern Alameda County Group	9	22-55 & over 55	Environmental activists, including 1 City Council member and 2 Board of Supervisors staff
Union City Planning Commission	8	22-55 & over 55	City staff, City Attorney, appointed officials
TOTAL	78		

East Planning Area	Number of Participants	Age Range	Group Characteristics
Pleasanton Bicycle, Pedestrian and Trails Committee	10	Not recorded	Mixed group of youth and adult working on pedestrian, bike, trails improvement programs and projects
Pleasanton Chamber of Commerce - Vision 2015 Forum	10	22-55 & over 55	Local business owners
Pleasanton Senior Center/Paratransit Lead Staff	8	22-55 & over 55	Lead staff for senior center/ paratransit programs
Pleasanton Senior VIP Club	72	Over 55	Senior citizens club which includes primarily seniors from Pleasanton
Sierra Club - TriValley Group Executive Committee	5	22-55 & over 55	Environmental activists, residents of Livermore, Dublin, Pleasanton & nearby unincorporated Alameda County
Wheels Accessible Advisory Committee	8	22-55 & over 55	Tri-Valley seniors and people with disabilities
TOTAL	113		

Countywide	Number of Participants	Age Range	Group Characteristics
AC Transit Accessibility Advisory Committee	6	22-55 & over 55	Advisory group of seniors, people with disabilities and individuals who represent such groups.
Alameda County Public Health Nurses	19	22-55	A diverse group of public health nurses who live and provide services all over Alameda County.
Causa Justa: Just Cause	13	22-55	Latino and African American working adults
Service Learning for Leaders	19	22-55	Mixed group of educators and service providers
Service Review Advisory Committee (East Bay Paratransit)	20	Over 55	Seniors, people w/ disabilities a number of blind participants
Transportation Justice Working Group	6	22-55	Adults of various backgrounds residing in Alameda County who care about transportation issues in the Bay Area and locally in Alameda County
United Seniors of Oakland and Alameda County	6	22-55 & over 55	English speaking, majority low income seniors, mix race (African American/Black, white, Asian)
TOTAL	89		

Appendix E: CWTP Projects/Programs List from Outreach

Alameda County Transportation Commission

Appendix E: CWTP Projects/Programs List from Outreach

The following list of Projects and Programs was compiled based on public participation input generated between January and March, 2011.

The Alameda CTC defines Projects and Programs as follows:

Projects

Projects are large capital projects such as interchange improvements or major transit stations that are anticipated to have air quality impacts and will require modeling. Projects are often regionally significant.

Programs

Programmatic suggestions often include locally significant projects like local road and sidewalk repairs that are incorporated into the broader Program category. Paratransit and Bicycle and Pedestrian related suggestions are also included in Programs.

Projects

Projects	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Highways/Roads			
Add 4th lane on 238/Altamont for trucks			X
Additional direct roads for through traffic (connect SJ Valley to Silicon Valley)			X
Create freeway DRH lane to San Leandro Marina		X	
Expand Lleweling Blvd. eastward to E. 14th St.		X	
Make Washington 4 lane north to Tunnel		X	
Improve Sacramento St. between Ashby and Rose Streets in Berkeley	X		
Stop and go lights on Ashby Ave. entering 80 North	X		
Interchange Capacity and Improvements			
Industrial			X
Winton			X
A Street			X
Hesperian/ I-880			X
238 to go south & traffic to go SSB to I-880	X		X
Improvements at Davis			X
Hesperian/Lewelling Interchange			X
580/680 interchange	X		
580 Fallon/El Charro			X
580 Hacienda			X
Downtown San Leandro bypass			X
84 Widening/expressway: El Charro to Stanley	X		X
Connect 84 to 880	X		
Expand frontage roads: North of 580 between 1st Street and Fallon Road	X		
Highway 84 from 680 to Pigeon Pass	X		X

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Projects

Projects	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Transit			
Dumbarton rail extension	X	X	X
Trolley Buses			X
BART Extension to San Jose/San Jose Airport	X	X	X
EBOT	X		X
BART Irvington Station	X	X	
BART to Livermore (via 580)	X	X	X
BART to Livermore (via downtown)	X	X	
BART to Newark		X	X
BART to Vasco Road/ Connect to ACE	X		X
BART to Warm Springs	X		
BART around the Bay		X	X
HSR through Altamont pass	X		
BART through Altamont Pass with station providing commuter rail connection	X		
Bike and Pedestrian			
Bike Lane to SF	X	X	X
880 Overpass			X
Grade separations and overcrossings			X
East Bay Greenway	X	X	X
Oakland/Alameda Crossing	X	X	
Complete Iron Horse trail	X	X	X
Goods Movement			
Developing a westbound HOV lane on I-580 to promote goods movement flow.			X
New freight rail connections between East Bay and North Bay via Hwys 80, 37 and 101.	X		
I-680/I-580 truck freight lanes		X	
Co-locate rail S.I.T. (Port of Oakland and Stockton/Fresno)		X	

Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Accessible Transportation			
Make entire Iron Horse Trail motorized wheelchair accessible		X	
Highway			
I-80 south interchange signage			X
I-880/Dumbarton	X		X
I-880/Whipple			X
Northbound on ramps @ industrial (no off ramp)			X
SR-84 @ Niles Canyon			X
680/880 connector			X
I-80 improvements for greater freeway efficiency			X
680 Interchange south improvements at Mission (pavement surfacing)			X
I-680 /Auto mall			X
NB 680 HOT lane	X		X
Widening 84 from 680 to Pigeon Pass	X		X
Harrison/Oakland 580 Improvements	X		
880 Northbound from Whipple in Union City - congestion management in corridor			X
880 Congestion Relief	X	X	X
Improve surface of 880 south of Broadway	X		
Local Roads			
Local streets: Thornton Ave and Peralta			X
Niles Canyon Road: Safety issues and need for improvements			X
Fremont @ Peralta (grade separation)			X
Decoto Road			X
All major roadways w/ rail crossings need grade separation			X
Shinn International Station			X
E/W mobility improvements (including pedestrian amenities) in San Leandro, especially along San Leandro Blvd/David and Nelson			X
Widen Dublin Blvd to North Canyon in Livermore to relieve congestion on 580			X
El Charro Rd. to Stanley roadway expansion	X	X	X
Mission Blvd Improvements	X		X
3-way signal on San Pablo and Park Ave.		X	
12th Street Improvements	X		X
Repave Marin between Albany and Marin Cricle	X		
Improved connection between Alameda and Fruitvale BART	X		
LAMMPS Project, Oakland	X		
Perkins Street	X		
Potholes at Telegraph/55th	X		
Upper Park (Leimert-Mountain)	X		

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Broadway/Jackson improvements between Alameda and Oakland Chinatown	X		
Planning \$\$ to remove 980	X		
Update underground utilities during road maintenance		X	
Fix potholes in East Oakland		X	
Maintenance for Oakland streets in general		X	
Improve signal timing in Berkeley, i.e., at Hearst and Oxford Streets	X		
Harrison/Oakland Ave	X		
Congestion Relief			
Relieve traffic congestion in W. Winton/Southland corridor for bikes and cars			X
40th street/MacArthur Road diet		X	
Traffic safety along rural roads			X
Transit			
Service Restoration	X	X	X
Extended transfer times	X	X	X
Transit Amenities	X	X	X
Extended Transit Hours	X	X	X
Expanded ACE service (connect to BART in Fremont and Livermore)	X		X
Light rail San Jose to Fremont BART	X		
MacArthur BRT	X	X	
Telegraph-International BRT	X		
Express Bus Routes (I-580)	X		
Capital Corridor at Union City	X		
Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave	X		
Free ECO-Pass, Youth Bus Pass	X	X	X
24 Hour BART	X		X
Bathrooms on BART	X		X
Bikes on BART at all times	X		X
Education: For riders and operators	X	X	X
Next Bus	X		X
Improved transit connections to BART	X	X	X
Eastmont Mall connection to Walmart and BART			X
Continued funding of transit in the Tri-Valley			X
72R stop in front of St. Mary's Center going downtown		X	
Transit connections to Vallejo and Tracy	X		
Transit connection to Alameda	X		
Increase service on the 88	X		
AC Transit bus #31 to continue service during the week and weekends	X		
A BRT transit hub linking to high-speed rail (feeder line)		X	

Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Allowing private transit service to complete and provide as feeder to public agency transit route in place		X	
Separate bike train for BART commuters		X	
Educate parents on wise use of transit during evening activities at their childrens' schools		X	
Encourage taxi use		X	
Improve bus connectivity between East Bay and South Bay		X	
Increased Capitol Corridor service	X		X
Have AC Transit operations objectively analyzed by an outside group of operations experts			X
Light rail line from Sather Gate to Jack London Square and Amtrak station			X
Depress Main Line between Fallon and U.P. Yard			X
BART/Amtrak connection in West Oakland			X
Light rail down Mission Blvd. through E. 19th Ave.	X		
Rail connection Fremont to Palo Alto		X	
Local Shuttles			
Free Senior Shuttles to Senior Center	X		
Shorter and more direct shuttle routes	X		X
Broadway Shuttle	X		
Shuttle from Berkeley Hills to Shattuck	X		
Shuttle Alameda to Oakland	X	X	
Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely		X	
Safe/sustainable water taxi Oakland/Alameda		X	
Transit and Paratransit Operations			
Improve wheelchair accessibility for BART and bus	X		
Bike and Pedestrian			
Improvements along Fremont Blvd. and 680			X
Highway crossings	X	X	X
Bike Safety	X	X	X
Safe Routes to School	X	X	X
Bike Parking	X	X	X
Bicycle sensors at intersections	X		
Create one ways on congested streets to open up bicycle lanes		X	
More bike lockers at Fremont BART station	X		
Designated bike lanes/International Blvd. or San Leandro St./E. 12th		X	
More bike lanes (Class 2) on Bay Farm		X	
Complete Bay Trail	X		
Bicycle path access to shoreline/marinas	X		
Bicycle and pedestrian improvements to Davis Street in San Leandro		X	
Bike lane on Richmond/San Rafael Bridge.		X	
Bike lane on Industrial Blvd. in Hayward	X		

Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Foothill bike path		X	
9th St Bicycle crossing at Ashby to Emeryville Greenway	X		
Ped Safety			
Alcatraz/Colby	X		
Downtown Oakland highway underpasses (880, 580)	X		
Gap Closure			
Sidewalk/bike path gap closer to Cal State Hayward			X
San Leandro Blvd Bike Improvements			X
Hesperian/92 bike connection			X
Wayfinding signage			X
EBRPD Tassajara Creek trail	X		X
Bike/Ped path along I-580 to Livermore			X
Pleasanton to Dublin bicycle connection			X
Stone Ridge Drive to Livermore Trail			X
Bike Bridge: Over Tennyson road in Hayward			X
Gilman I-80 undercrossing	X		
Bike Lanes			
Oakland	X	X	
Industrial Blvd. in Hayward	X		
Albany	X		
San Pablo Ave.	X	X	
Fremont, connect to Santa Clara	X		
Fremont: Railroad reuse			X
Niles Canyon	X		X
Crow Canyon between Castro Valley and San Ramon	X		
Castro Valley Blvd.		X	
Goods Movement			
Shore power for ships at the Port of Oakland	X		
Expand use of rail to and from Port of Oakland	X		X
Expand use of rail for goods movement to get trucks off roads			
Use waterways to move freight		X	
Create separate truck routes for goods movement	X		
Transportation System Management			
Wayfinding Signage		X	X
Congestion Pricing	X		
I-580 HOV lane	X		
Expanded Ferry Service	X		
Signal synchronization	X		X
680 North Carpool Lane	X		
Parking and Transportation Demand Management			
Transit Incentives	X	X	X
Expand Clipper Cards to include payment for taxi service			X
Carsharing	X		
Parking structures at Greenville and Isabel	X		

**Alameda County Transportation Commission
Appendix E: CWTP Projects/Programs List from Outreach**

Programs

Programs	Info Source: Online Questionnaire	Info Source: Toolkit	Info Source: Workshop
Parking at bus terminals		X	
Decrease or eliminate parking requirements, eliminate government subsidies of parking facilities		X	
Improve information on interfaces between non-car travel modes on websites (actransit.org and 511.org) - e.g., increase "max walking distance" to allow for longer bike trips between transit and destination	X		
Improve and update Rideshare technology, methodology and information	X		
Improve parking at BART Dublin	X		
Transportation and Land Use Program			
TOD: West Dublin	X		X
TOD: Downtown Dublin			X
TOD: Oakland Coliseum	X		
TOD: West Oakland	X		
TOD: MacArthur BART	X		
TOD: 19th Street BART	X		
TOD: Ashby BART	X		
TOD-streetscape: Telegraph/International Boulevard	X	X	
TOD: San Leandro BART	X		
TOD: Fremont BART	X		
TOD: Fruitvale BART	X		
TOD/infill: Lake Merrit	X		
Infill Station: San Antonio	X		
Infill Station: 98th Ave	X		
Infill Station: Solano Ave	X		
ABAG & MTC can help coordinate West Oakland Area Plan Project to improve Army Base efficiency		X	

Appendix F: CWTP Stakeholder Outreach

Alameda County Transportation Commission
Appendix F: CWTP Stakeholder Outreach – Initial Community Groups
Stakeholder List

Environment and Conservation

Asian Pacific Environmental Network
Coalition for Clean and Safe Ports
Greenbelt Alliance
Oakland Climate Action Coalition Members
Sierra Club
Waterfront Action

Accessibility, Disabilities and Seniors

AARP Berkeley
AARP Newark
Alameda Senior Citizens
Alameda Senior Council
Alameda Special Olympics
Asians and Pacific Islanders with Disabilities
Building Opportunities for Self Sufficiency (BOSS)
Center for Independent Living: Headquarters, Ed Roberts Center
Center for Independent Living: Downtown Oakland
Center for Independent Living: Fruitvale
Community Resources for Independent Living
Community Resources for Independent Living Tri-Valley Branch Office; City of Livermore Multi-Services Center
Corporation for Supportive Housing
Disabled American Veterans: Alameda
Disabled American Veterans: Berkeley
Disabled American Veterans: Fremont
Disabled American Veterans: Oakland
East Bay Korean-American Senior Service Center
Foundation for Self Reliance
Human Outreach Agency
La Familia Developmental Disabilities
Masonic Home for Adults
Senior Action Network

Senior Services Foundation
Senior Support Program of the Tri-Valley
St. Joseph's Center for the Deaf
California School for the Deaf
California School for the Blind
United Seniors of Oakland and Alameda County

Environmental Justice

Bay Area Regional Health Inequities Initiative
Breathe CA
Communities for a Better Environment
Envirojustice
Filipino Advocates for Justice
Genesis, Transportation Task Force
Movement Generation
Urban Habitat

Standing Committees at Local Jurisdictions

Oakland BPAC
Other cities

Transportation and Non-Motorized

AAA Oakland
AAA Oakland Rockridge
AAA San Leandro
AAA Berkeley
Albany Strollers and Rollers
Bike Alameda
California Walks
City CarShare
East Bay Bicycle Coalition (EBBC)
Ed Roberts Campus
Freemont Freewheelers Bicycle Club (FBBC)
Great Communities Collaborative local partners
Rides for Bay Area Commuters
San Joaquin, Contra Costa, Santa Clara CMAs
SF Bay Walks
TransForm

Walk and Roll Berkeley

Walk Oakland Bike Oakland (WOBO)

Political Advocacy and Public Representatives

California League of Women's Voters

County and local elected officials

Economic and Workforce Development

Alameda Chamber of Commerce

Alameda County Chamber of Commerce

Albany Chamber of Commerce

Asian Employees Association at the Port of Oakland

Asians for Job Opportunities

Bay Area Council

Berkeley Chamber of Commerce

Cal State East Bay Small Business Development Center

Central Business District Assn. of Oakland

Downtown Berkeley Association

Dublin Chamber of Commerce

Charter

East Bay Innovations Inc.

EASTBAY Works, Inc

Economic Council for West Oakland Revitalization

Filipinos for Affirmative Action

The Fremont Chamber of Commerce

Hayward Chamber of Commerce

Livermore Chamber of Commerce

Livermore Downtown Inc.

Newark Chamber of Commerce

Oakland Business Association

Oakland Chinatown Chamber of Commerce

Piedmont Chamber of Commerce

Pleasanton Chamber of Commerce

San Leandro Chamber of Commerce

Union City Chamber of Commerce

Tri-Valley Business Council

Education and Art

American Indian Public Charter School
Anchor Education, Inc.
Black United Front for Educational Reform
Brandon C Smith S Youth Foundation for the Arts
Center for Cities and Schools
Community Counseling & Education
Community Education Foundation for San Leandro
Lincoln Elementary
Low-Income Families Empowerment Through Education (LIFETIME)
Oakland Asian Students Educational Services (OASES)
Ohlone Foundation
Pleasanton Cultural Arts Foundation

Community Empowerment

African American Development Association
African American Development Institute
Alliance of Californians for Community Empowerment (ACCE)
Asian Neighborhood Design
Asian Pacific Fund
Californians for Justice
Cambodian Community Dev., Inc.
Causa Justa: Just Cause
Change to Come
Chinese Consolidated Benevolent Association
East Bay Community Law Center
East Bay Resource Center for Non-Profit Support
Farrelly Pond Neighborhood Association
Genesis
Prescott-Joseph Center for Community Enhancement
Rotary Club of Alameda
Rotary Club of Berkeley
Rotary Club of Castro Valley
Rotary Club of Dublin
Rotary Club of Fremont
Rotary Club of Hayward

Rotary Club of Livermore
Rotary Club of Newark
Rotary Club of Oakland
Rotary Club of Pleasanton
Rotary Club of San Leandro
Rotary Club of Union City
Rebuilding Together Oakland
Tri-City Volunteers
Urban Strategies Council
Vietnamese American Community Center of the East Bay

Unions and Trade

Homebuilders' Associations
Unions

Public Health

Alameda County Public Health
Alameda Alliance for Health
Asian Communities for Reproductive Health
Asian Community Health Service (Richmond)
La Clínica Monument
Asian Community Mental Health Services
Asian Health Services
BAAQMD Advisory Board

Affordable Housing, Homelessness and Tenants Groups

Adventist Homeless Action Team
Affordable Housing Associates
Black Property Owners Association
East Bay Housing Organizations
Echo Housing Hayward
Echo Housing Livermore
Echo Housing Oakland
Eden Housing, Inc.
Housing Rights Inc.
Resources for Community Development
San Leandro Fair Housing Committee

Ethnic and Culture

21st Century Multi-Cultural Community
Afghan Society
Afghan Women's Association International
Alameda Cultural Diversity Committee
Alameda Multi-Cultural Community Center
Asian Immigrant Women Advocates
Asian Week Foundation
Association of Africans and African Americans
Blackhouse Cultural Center Inc.
Cantonese Association of Oakland
Chinese American Citizens Alliance, Oakland Lodge
East Bay Vietnamese Assoc
Filipino Community of Alvarado and Vicinity
Gujarati Cultural Association of the Bay Area
Hispanic Family of California Inc.
Indigenous Nations Child & Family Agency-Berkeley
Indigenous Nations Child & Family Agency-San Leandro
Japan Pacific Resource Network
Kanzhongguo Association Inc.
Korean Community Center of the East Bay
Lao Family Community Development, Inc.
NAACP - Hayward and Oakland
Oakland Asian Cultural Center
Oakland Chinese Association
Organization of Alameda Asians
Padres Unidos Association
San Lorenzo Village Community Hall

Crime

African American Advisory Committee on Crime
African American Art & Culture Complex
Oakland Safe Streets Committee

Social Services

Alameda Co. Social Services Agency - San Pablo, Oakland
Alameda Co. Social Services Agency - Foothill Blvd, Oakland
Alameda Co. Social Services Agency - Enterprise Way, Oakland
Alameda Co. Social Services Agency - Hayward
Alameda Co. Social Services Agency - Fremont
Alameda Co. Social Services Agency - Livermore
Centro de Servicios Corp.
City of Fremont - Family Resource Center
Filipino-American Community Services Agency
Japanese American Services of the East Bay
Salvation Army Hayward Corps
Serra Center

Hunger

Alameda County Community Food Bank

Youth and Families

Alameda County Youth Development Inc.
Calico Center
Alameda County Family Justice Center
Chosen out of Love
Development Center for Children, Youth & Their Families
East Bay Asian Youth Center
East County Boys and Girls Club
Family Bridges Inc.
Family Paths - Fremont
Family Paths - Oakland
Family Paths - Hayward
Family Services of San Leandro
Foundation for Rehabilitation and Development of Children and Family
Greater New Beginnings Youth Services Inc.
Korean Youth Cultural Center
Newark Soccer Club Inc.
Oakland Concerned Men's Youth Program
Peacemakers Inc.

Planned Parenthood San Leandro
Planned Parenthood Oakland
Board of Directors of Kidango
Vietnamese Youth Development Center

Faith

Alameda Korean Presbyterian
Sikh Temple, Hayward
Sikh Temple, Fremont
Berkeley Zen Center
Beth Eden Baptist Church of Oakland California
Buddhist Temple of Alameda
Center for Lesbian and Gay Studies in Religion and Ministry (CLGS.org)
Chabad of the Tri-Valley
Community of Grace
Congregations Organizing for Renewal
East Bay Vietnamese Alliance Church of the Christian and Missionary
Filipino Community Christian Church
Fundamental Gospel Baptist Church
Grace Chinese Church
Harbor House
Hindu Community and Cultural Center
Iglesia Bautista Ebenezer
Iglesia Luz Del Valle
Islamic Center of Pleasanton-Dublin
Islamic Center of Fremont
Korean Grace Presbyterian Church
San Leandro Hebrew Congregation-Temple Beth Sholom
Southern Alameda County Buddhist Church
Tri-City African Methodist Episcopal Church
Tri-Valley Chinese Bible Church
Tri-Valley Housing Opportunity Center
Tri-Valley One-Stop Center
Unity Council
Vietnamese Alliance Church of Union City

Alameda County Transportation Commission Appendix F: CWTP Stakeholder Outreach – Targeted Follow-up

To ensure broad outreach efforts, a stakeholder list was compiled of various organizations throughout Alameda County. Organizations on this list were sent emails approximately every other week advertising upcoming workshops and encouraging participation in the planning process (Four total).

In advance of the Dublin workshops, emails and calls were made to organizations on the contact list in the East County area.

The project team met to discuss outreach efforts and determined that more active efforts were needed to encourage participations from non-English speakers.

Tess Lengyel, Alameda CTC, suggested the following contacts:

Contact Suggested	Action Taken	Response
Jenny Ong, Oakland Chinatown Chamber of Commerce	Sent email	None
Ruben Briones, Alameda County Board of Supervisors, District 2	Tess sent email to Ruben	Ruben's suggested contacts are listed below

Ruben Briones, Alameda County Board of Supervisors, District 2, suggested the following contacts:

Non-English speaking Organization Suggested (including direct contact)	Action Taken	Response
Asian Health Services	Sent email 3/22	None
AnewAmerica	Sent email 3/22	None
Asian Pacific Environmental Network	Sent email 3/22	Vivian Huang did an outreach session and submitted 20 completed questionnaires
Catholic Charities of the East Bay	Sent email 3/22	None
Citizens for Better Community	Sent email 3/22	None
Family Bridges, Inc.	Sent email 3/22	None
Filipinos for Affirmative Action	Sent email 3/22	None
Lao Family Community Development Inc.	Sent email 3/22	None
Hispanic Community Affairs Council	Sent email 3/22	None
Centro Legal de la Raza	Sent email 3/22	None
Congregations Organizing for Renewal	Sent email 3/22	None
La Familia Counseling Services	Sent email 3/22	None
Oakland Community Organizations	Sent email 3/22	None
Spanish Speaking Citizens' Foundation	Sent email 3/22	None
Unity Council	Sent email 3/21, called	MIG held conference call on 4/7 with Executive Director, COO and Real Estate Director to discuss strategies for future engagement
Street Level Health Clinic	Sent email 3/22	None

Diane Stark, Alameda CTC suggested the following contacts in the Fruitvale and Cherryland/San Lorenzo areas:

Organization Suggested	Action Taken	Response
Allen Temple	Called, phone number listed was disconnected	None
The Unity Council	See above	See above
East Bay Asian Youth Center (EBAYC)	Sent email 3/3	None
Mujeres Unidas	Sent email 3/21, called	None
Cherryland Homeowners Association	Sent email 3/21	None
Alameda County Redevelopment	Sent email 3/22, called	Spoke to Tony Rossi, contact for Cherryland area. They have a quarterly newsletter that was just sent out. We could run a story or notice in the August edition
Cherryland School District	None, will contact during future outreach phases	N/A
San Lorenzo School District	Sent email	Sent email to Jerry Rank, Transportation Director, who agreed to forward it to the Superintendent of Business
St Johns Church	None, will contact during future outreach phases	N/A
St Johns Catholic School	None, will contact during future outreach phases	N/A
Hayward Adult School	None, will contact during future outreach phases	N/A

Lindsay Imai, Urban Habitat and CAWG member, sent the following suggestions in February:

Contact Suggested	Action Taken	Response
Building Opportunities for Self Sufficiency	Called, emailed week of 3/3	None
EBAYC	Called, emailed week of 3/3	None
Lifetime	Called and spoke with Dawn, emailed week of 3/3	None
Pueblo	Called, emailed week of 3/3	Spoke with Grey, he said Pueblo is a youth group and would consider presenting the info

Betsy Morris, EBBC and CAWG member, sent the following suggestions. These contacts will be engaged during future outreach phases.

Contact Suggested	Action Taken
Renee Rivera, EBBC ED	None at this time, will contact during future outreach phases
East Bay Asian Local Development Corporation	None at this time, will contact during future outreach phases
Berkeley Adult School	None at this time, will contact during future outreach phases
Karen Chapple of UC Berkeley College of Environmental Design/Dept. of City & Regional Planning.	None at this time, will contact during future outreach phases
Chinese Chamber of Commerce	None at this time, will contact during future outreach phases
Viola Gonzalez, New America Corporation	None at this time, will contact during future outreach phases
Aimee Fisher, ED, Bay Housing Organizations	None at this time, will contact during future outreach phases
Laney College; Foothills College, and various community colleges	None at this time, will contact during future outreach phases
St. Joseph, Berkeley	None at this time, will contact during future outreach phases
St. Elizabeth's, Oakland	None at this time, will contact during future outreach phases

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Summary of Public Participation Findings

October-November 2011



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SUMMARY OF PUBLIC PARTICIPATION FINDINGS

INTRODUCTION

Public participation is an integral part of the process to update the Countywide Transportation Plan (CWTP) and develop the Transportation Expenditure Plan (TEP) for Alameda County. As a follow-up to outreach activities conducted in spring 2011 to develop the Administrative Draft CWTP, the Alameda County Transportation Commission (Alameda CTC) conducted a second phase of outreach activities to present the Administrative Draft CWTP and develop the draft TEP. To accomplish this, the Alameda CTC conducted a variety of public participation activities in October and November 2011 to solicit public input on project and program priorities for inclusion in the TEP. The CWTP will be completed in 2012 and will identify projects and programs for funding for the next 28 years. The TEP will identify the funding priorities for an extension and augmentation of the existing Transportation Sales Tax, known as Measure B, to be submitted to the voters of Alameda County for approval in November 2012. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3 majority to pass. The following summary describes the methods used to solicit public input and the findings resulting from these methods.

Breadth and Reach

Through a variety of methods, including workshops, targeted group outreach and an online questionnaire, the fall 2011 phase of the outreach process generated input from almost 1,600 Alameda County participants.

The public participation activities planned as part of this process were designed to ensure Title VI compliance for meaningful access to programs, activities and services for low-income and minority communities, as well as meaningful participation for all Alameda County residents and businesses.

The project consultant team, Nelson/Nygaard and MIG, Inc., in coordination with Alameda CTC staff and its advisory group members, worked collaboratively to ensure broad participation from Alameda County residents within a limited time period. Advisory group members included the Community Advisory Working Group (CAWG), Technical Advisory Working Group (TAWG), Community Advisory Committee (CAC), Paratransit Advisory Planning Committee (PAPCO), Bicycle and Pedestrian Committee (BPAC) and the Citizens Watchdog Committee (CWC).

Public participation activities were designed with the following goals in mind:

- Providing information for the public on the key decision milestones so interested residents can follow the process and know in advance when the CTC Board will take final action;

- Making a concerted effort to publicize meetings to a wide range of organizations and residents, including groups representing low-income and minority communities; and
- Generating significant public involvement for the development of both plans.

Public participation activities were conducted using the following tools and formats (described later in more detail):

- Public workshops
- Online questionnaire
- In-person small group dialogues using an outreach toolkit with the same questionnaire as the online version

This report describes these public participation activities in detail and the findings by and across outreach methods.



Participants at the Dublin workshop use their response keypads to participate in interactive electronic polling, which allows for immediate presentation of results to the group.

How This Information Will Be Used

The input generated during the fall 2011 outreach will be used to inform project and program priorities for consideration in the development of the TEP.

Participation Summary

Table 1: Participation Summary by Method identifies the overall participation in this phase of the project by method. Some individuals may have participated in multiple activities, so the total number of unique participants may actually be lower than the total number listed in the table.

Table 1: Participation Summary by Method

Method	Number of Participants
Workshops (5)	114*
Outreach Toolkit	926 (completed questionnaires)
Online Questionnaire	556
TOTAL	1,596**

* Based on the number of attendees signed in

** Some individuals may have participated via more than one method



Lou Hexter of MIG conducts electronic polling of Berkeley workshop participants.

METHODOLOGY

The following section describes the three outreach methods used in fall 2011: Public Workshops, Outreach Toolkit and Online Questionnaire.

Public Workshops

Between October 18th and November 2nd, five community workshops were held. One workshop was held in each of the five Alameda County supervisorial districts. All workshops were held at transit and ADA-accessible locations. The workshops were designed to meet the following objectives:

- Provide an overview of the purpose of the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP)
- Present and gather input on support for different projects and programs for the CWTP and TEP ; and
- Engage participants in prioritizing transportation improvements.

Table 2: Public Workshop Participation Summary

Workshop Date/Location/District	Number of Attendees*
October 18th, 6:30-8:30 pm South Berkeley Senior Center Multipurpose Room District 5	18
October 19th, 6:30-8:30 pm San Leandro Senior Community Center Main Hall B District 3	37
October 24th, 6:30-8:30 pm East Oakland Senior Center Multipurpose Room District 4	13
October 27th, 6:30-8:30 pm Union City Sports Center Classrooms B and C District 2	22
November 2nd, 6:30-8:30 pm Dublin Public Library Community Meeting Room District 1	24
TOTAL	114

**Note that these numbers represent the number of attendees signed in. However, not all attendees participated in the exercises; some were there as observers or did not participate for other reasons.*

Workshop Outreach

Workshops were promoted and advertised through a variety of methods, including:

- E-mail announcements to existing e-mail lists and to stakeholder groups, including low-income and underrepresented groups;
- Alameda CTC e-Newsletter;
- Posting on the Alameda CTC website and other city and organizational websites;
- Targeted print and online advertisements in ethnic and geographically targeted newspapers including:
 - Alameda Journal
 - Alameda Times Star
 - Berkeley Voice
 - Castro Valley Times
 - East Bay Express
 - Fremont Argus
 - Hayward Daily Review
 - India West
 - Livermore Independent
 - Montclarion
 - Oakland Tribune
 - Patch.com for Alameda, Albany, Castro Valley, Newark, Piedmont and Pleasanton
 - The Piedmonter
 - Pleasanton Weekly
 - The Post
 - San Leandro Times
 - Sing Tao
 - Tri-City Voice
 - TriValley Herald
 - Valley Times
 - Vision Hispana Newspaper
 - West County Times
- Phone, e-mail and in-person communications with organizations and schools; and
- Distribution of flyers.

Workshop Format

The five workshops were conducted by Alameda CTC staff, with consultant assistance, and followed a similar format in each location. Each participant received a workbook including an agenda, information about Alameda CTC transportation planning, and a list of representative projects and programs for the prioritization exercise. Interactive polling technology was also used in all of the workshops. Each participant was provided a remote response keypad to respond to multiple-choice questions that were asked during a PowerPoint presentation. Results were tabulated and immediately presented back to the group as part of the presentation.

The workshops were called to order by Alameda County Transportation Commissioners (from the jurisdictions in which the workshops were held) who provided welcoming remarks. Tess Lengyel of the Alameda CTC then provided a presentation which gave an overview of the CWTP and TEP, including examples of visible results of past plans; the current planning process and key findings to date regarding transportation needs; and an explanation of why and how a new TEP needs to be developed at this time. During this introductory presentation, interactive polling was used to survey participants on which public participation activities they had previously taken part in.

At the conclusion of the introductory presentation, Lou Hexter of MIG, Inc. began the interactive portion of the workshop by polling participants on various demographic information (including gender, age group, city of residence and ethnicity) in order to determine how well the group represented the diversity of Alameda County's population. He then polled participants on the following question: "To fund transportation improvements, how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?" He presented the results of this question and indicated that the participants would have another opportunity to answer it at the end of the workshop, to see whether their opinion had changed after taking part in the exercise.

He then explained the workshop exercise, which participants were given approximately one half hour to select their own priorities for projects and programs. Each workbook contained a detailed list of over 70 potential highway, transit, and bicycle and pedestrian projects, as well as programs supporting: transit operations, local streets and roads, major commute route improvements, specialized transportation for seniors and persons with disabilities, bicycle and pedestrian safety, community based transportation planning, sustainable transportation and land use connections, freight and economic development, and technology and innovation. These projects and programs were submitted to the Alameda CTC through a spring 2011 Call for Projects, as well as through the spring outreach efforts. The estimated cost to complete each project was given in millions, along with maps indicating the approximate location; and amounts for low, medium and high levels of funding support were provided for each program. Participants were directed to place a check mark next to the projects and programs they supported, and to select no more than 20. Upon completion of their selections, participants were asked to transfer their choices to large wall charts that reproduced the project and program lists in the workbooks, using one dot per project. All selections were tallied and calculated based on the proposed budget for the new TEP, for projects and programs that could fit into the overall \$7.7 billion budget. This exercise identified priorities for that particular workshop's participants' priorities.

The workshop exercise included a long list of projects and programs, and in anticipation of participant requests for additional project details, Alameda CTC provided several staff members who were familiar with the projects at each workshop, and binders containing available information for all projects.

While the calculation process noted above was underway, Lou Hexter reconvened the participants for a discussion of alternate ways to pay for these projects and programs other than a sales tax. Participants were asked to suggest non-sales tax solutions to address Alameda County's future transportation needs, and these suggestions were recorded and presented through the interactive polling technology so that participants could vote for their top choice. Alternatives suggested by workshop participants included: a regional gas tax, parking fees, private development fees, and vehicle registration fees. The suggestions and choices made for each workshop are included in Appendix A: CWTP-TEP Workshop Materials and Results.

Once the results of the project and program prioritization exercise were calculated, Bonnie Nelson or Cathleen Sullivan of Nelson/Nygaard presented them to the group, displaying a list of projects and programs that could be funded based on the group’s preferences, as well as the percentage of projects versus programs funded and breakdowns of annual program allocations and projects by planning area and mode. This enabled participants to see what a TEP based on their particular priorities might include. However, it was emphasized that this exercise was just one part of the input and criteria that will be considered in the development of the actual TEP.

At the end of the prioritization exercise presentation, Lou Hexter again polled participants as to whether they would support an increase and extension of the transportation sales tax, based on their participation in the workshop, and presented the results of that vote. He then concluded the evenings by summarizing the current outreach process and next steps in the final development of the CWTP and TEP, and polling participants on whether they learned about future transportation needs and potential transportation improvements in Alameda County.

Participants were encouraged to provide additional written comments via comment forms. The comment forms asked again whether participants would vote for an increase and extension of the transportation sales tax, and to list their suggested non-sales tax solutions, as well as any other comments. The total number of workshop attendees is included in Table 2: Public Workshop Participation Summary on page 4.



Participants at the San Leandro Workshop participate in the project and program prioritization exercise.

Outreach Toolkit

Recognizing that community members are often too busy or find it difficult to attend a community workshop, the project team developed an Outreach Toolkit for use by advisory group members (or their representatives) and Alameda CTC or MIG staff to discuss the transportation sales tax measure and the planning process for development of the CWTP and TEP, and solicit input at community group meetings.

The Outreach Toolkit was designed to be used in a variety of settings. The toolkit activities could be conducted in as little as 15-20 minutes or longer if time permitted, with a group discussion following the questionnaire. This format allowed Alameda CTC to reach existing groups and facilitated participation by those not likely to attend a public workshop. Using the toolkit, the outreach team was able to target commonly under-represented groups, such as English as a Second Language (ESL) students, bringing the information to them and soliciting their feedback.

Each toolkit included a moderator guide, sign-in sheet, informational materials, discussion questions to solicit feedback and a questionnaire for each participant to complete. The kit also included an envelope with return postage and a reporting template for group moderators to complete and return to MIG.

CAWG, TAWG and other advisory group members were trained by MIG to conduct the outreach activities. These trainings are listed below in Table 3: Outreach Toolkit Trainings. In addition to the in-person trainings, MIG conducted a conference call toolkit training session with an online guide and posted a toolkit training overview along with all necessary material on the project website.

Table 3: Outreach Toolkit Trainings

Date	Advisory Group
October 6 th	CAWG
October 7 th	Steering Committee
October 11 th	TAC
October 13 th	TAWG
October 13 th and 14 th	Conference Call Training

Group moderators were instructed to provide a short description of the CWTP and TEP and then ask participants to complete a brief questionnaire. The questionnaire mirrored the online questionnaire to allow for comparison of the results. A detailed tracking system also provided feedback on which method was most effective for reaching different community members. It should be noted that not all toolkit participants completed a questionnaire. Some declined to complete the questionnaire or indicated that they would respond using the online version.

In an effort to ensure that toolkit outreach was demographically balanced, outreach staff made additional efforts to reach groups lacking representation. They contacted 235 groups or organizations by phone or e-mail, and made follow-up calls to 46 community-based organizations. The outreach team also attended three large scale community-wide events. The questionnaire was provided in five different languages (English, Spanish, Chinese, Farsi and Vietnamese) in order to make it as understandable and easy to fill out

as possible. Large format questionnaires were provided for those who had trouble reading regular size text. A copy of each questionnaire is included in Appendix B: CWTP-TEP Questionnaire and Results.

Overall, 39 toolkit sessions were conducted during October and the beginning of November 2011 with a variety of groups, including:

- Seniors
- Disability advocacy & advisory committees
- Bicyclists and walking enthusiasts
- Faith-based groups
- Environmental groups
- Low-income housing advocacy groups
- Student groups
- Adult ESL classes
- Sports teams
- Transit riders
- Rotary Clubs
- Neighborhood groups



The outreach toolkit allowed participation by community members who could not attend a workshop.

For a complete list of the toolkits completed, please refer to Appendix C: Outreach Questionnaire Reports.

Online Questionnaire

In coordination with the project team, MIG developed an online questionnaire that was the same as the toolkit questionnaire to solicit input on the project and program priorities of Alameda County residents and businesses. The 15-question questionnaire included a list of transportation improvement statements and sample projects designed to gauge respondents' level of support for projects and programs that fulfill Alameda County's transportation needs as identified in Phase I of the planning process. Questions were also included to identify respondents' most frequent modes of travel, level of participation in previous outreach efforts, area of residence within the county and demographic information. A version of the questionnaire designed to be accessible to disabled respondents, particularly the visually impaired, was also made available. The questionnaire was posted on the project website from October 11th through November 4th.

The online questionnaire was promoted through online communications and printed project materials that were distributed at community workshops and through various Alameda CTC Advisory Committee meetings. The availability of the accessible questionnaire was additionally promoted through communications to the Alameda CTC Paratransit Advisory and Planning Committee and organizations serving the disabled community.

Alameda CTC received 556 responses to the online questionnaire.

To determine how well each planning area was represented in the survey, MIG coded each response by planning area. Some of the questionnaire responses either did not have city location information, were unclear or were completed by a non-Alameda County resident; these responses were coded as "Other." The overall percentage of online questionnaire responses by planning area is included in Table 4: Online Questionnaire Response Distribution by County Planning Area, which compares the questionnaire response distribution with the countywide population distribution.

Table 4: Online Questionnaire Response Distribution by County Planning Area

County Planning Area	Total Participants	Comparison to Countywide Population*
North	51%	41%
Central	7%	24%
South	7%	22%
East	15%	14%
Other**	20%	n/a
Total	100%	100%

*2010 Census

**Unclear or not an Alameda County Resident

Comments

Workshop participants were given an opportunity to provide comments on the workshop comment forms. A number of outreach toolkit participants also wrote comments on their returned questionnaires. A compilation of these comments is provided in Appendix D: Public Comments Submitted.

Opinion Poll

A separate Opinion Poll of 805 Alameda County registered voters was completed by EMC Research between September 28th and October 9th, 2011. The findings of this poll are included in a separate report which is posted on the Alameda CTC website at http://www.alamedactc.org/files/managed/Document/5797/EMC_Research_Survey_Results_Oct2011.pdf.

KEY FINDINGS

Key Findings Across Methods

Key findings from the three public participation activities were developed based on a review of the quantitative and qualitative feedback received from each of the methods.

Prioritization of Projects and Programs

The number of projects and programs assessed across the three methods varied, with workshop participants having a much lengthier and more detailed list of projects and programs to work with than questionnaire respondents. However, based on responses received, there were some overall themes that surfaced.

In general, projects and programs relating to public transit, bicycle and pedestrian routes, and safety and maintenance of local streets and roads were most strongly supported across all of the methods including workshops, online questionnaires and toolkits. Projects and programs that were within participants' local areas and with which they were familiar were favored by participants.

Support for Measure

Participants in all three methods indicated support for a new transportation sales tax measure. A majority of workshop participants (approximately 74%), outreach toolkit respondents (60%) and online questionnaire respondents (77%) indicated that they would vote to increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 in order to implement their priorities for funding transportation improvements.

Table 5: Support for Increasing and Extending Transportation Sales Tax by Source

Response	Workshop*		Toolkit Questionnaire	Online Questionnaire
	Round 1	Round 2**		
Yes/Likely	78%	70%	60%	77%
No/Not Likely	10%	17%	17%	10%
Don't Know	14%	11%	23%	13%

*Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.

** "Round 1" indicates participants' votes before prioritization exercise. "Round 2" indicates participants' votes after prioritization exercise. For clarification of these results, please see the section entitled "Support for Measure" under "Workshop Key Findings."

Participation and Key Findings by Method

The following section describes results and key findings from each of the three participation methods.

Workshop Participation

There were 114 participants signed in for the five workshops that were held during October and November, 2011. As shown in Table 2 on page 4, there were slightly more attendees from the North (approximately 36%) and Central (approximately 26%) planning areas than from the South (approximately 17%), East (approximately 15%) and from outside Alameda County (approximately 5%). As detailed in Tables 17 and 18 on pages 23 and 24, which summarize information across all methods, the workshops attracted a diversity of participants, although white participants over the age of 40 were in the majority. As shown in Table 6: Previous Participation by Workshop, the workshops attracted a mix of those who had taken part in one or more previous CWTP participation activities and those who had not participated before.

Table 6: Previous Participation by Workshop

Previous Participation	Berkeley	San Leandro	East Oakland	Union City	Dublin*
Community Workshop	6%	15%	0%	18%	-
Website Survey	25%	12%	17%	0%	-
Community Outreach Kit	0%	0%	0%	0%	-
Attended a Steering Committee Meeting	0%	3%	17%	6%	-
Attended a TAWG or CAWG Meeting	0%	9%	0%	6%	-
Participated in Telephone Poll about CWTP and TEP	0%	0%	0%	0%	-
Participated in more than one of the above	13%	6%	0%	18%	-
Participated in more than two of the above	13%	21%	58%	29%	-
Did not participate	44%	33%	8%	24%	-

**Information not available; data from Dublin workshop unavailable due to computer drive failure.*

Workshop Key Findings

Findings from the workshops are organized as follows and documented in Appendix A: CWTP-TEP Workshop Materials and Results:

- Overall project and program priorities across the workshops are described and shown in Table 7: Most Preferred Projects in Workshops and Table 8: Support Level for Programs by Workshop. These tables show the results of the workshop exercise as described in the Workshop Methodology section.

- Additional projects and programs receiving a high level of support, as well as key discussion points, are listed by workshop.

Project and Program Preferences

Workshop participants' preferences for projects and programs emphasized countywide efforts as well as local projects for each area. Overall, projects and programs involving public transit, bike and pedestrian improvements (particularly trail gap closures) and local streets and roads received the most significant support. Table 7: Most Preferred Projects in Workshops shows the projects that received enough votes in more than one workshop to support inclusion in that workshop's list of preferred projects and programs to be funded.

Table 7: Most Preferred Projects in Workshops

Workshop(s)	Project	Cost (in millions)	Number of Votes
Berkeley	AC Transit East Bay Bus Rapid Transit (on International Blvd.)	37.9	10
East Oakland			16
San Leandro			6
Union City			9
Berkeley	East Bay Greenway gap closures and access improvements	235.0	8
San Leandro			18
Berkeley	Iron Horse Trail gap closures and access improvements	53.0	7
Dublin			18
Berkeley	AC Transit Grand-MacArthur Bus Rapid Transit, Oakland	36.6	10
San Leandro			13
Berkeley	Major commute route improvements	900.0	9
Union City			9
Berkeley	Bay Trail gap closures and access improvements within Alameda County	253.0	8
Union City			10
Berkeley	Capitol Corridor service expansion (Oakland to San Jose)	494.7	7
East Oakland			5

Table 8: Support Levels for Programs by Workshop, shows the programs included by participants for each workshop. Note that “High,” “Medium” and “Low” designations relate to the funding level for each program as supported in the exercise.

Table 8: Support Levels for Programs by Workshops

Programs	Berkeley	San Leandro	East Oakland	Union City	Dublin
Transit Operations	High	High	High	High	High
Local Streets and Roads	High	High	High	High	High
Specialized Transportation for Seniors and Persons with Disabilities	Med	High	High	-	High
Bicycle and Pedestrian Safety	High	High	High	High	Med
Community Based Transportation Planning	Med	High	High	-	-
Sustainable Transportation and Land Use Connections	Med	High	High	High	-
Freight and Economic Development	Med	High	High	High	-
Technology and Innovation	Med	High	High	-	-

Other Findings and Summaries by Workshop

In addition to the projects and programs shown in Tables 7 and 8, participants in each workshop voted to support a number of other local and countywide projects and programs, and also engaged in discussion regarding their preferences. These findings, key discussion points and general character of each workshop are summarized by workshop below.

Berkeley

- I-80 bike/pedestrian bridge (at 65th Street, Emeryville)
- I-80 Gilman St. interchange improvements
- Improvements to bus travel time on College/Broadway corridor, Oakland
- Downtown Berkeley transit center
- Supported all programs with high level of support for transit, streets and roads and bike/pedestrian safety programs

Attendees at the Berkeley workshop participated readily in the workshop exercise. Although a little less than half of the attendees had not participated in the current CWTP-TEP outreach, most had some experience with Alameda County transportation planning and with previous outreach efforts. Several participants were attracted to the meeting by additional publicity activities on the part of the East Bay Bicycle Coalition.

San Leandro

- Tennyson Road pedestrian/bike bridge, Hayward
- Lewelling Boulevard/Hesperian Boulevard intersection improvements
- Interchange improvements and High Occupancy Vehicle/High Occupancy Toll lanes on I-880 at West A Street
- BART Hayward Maintenance Complex
- High level of support for all programs, with transit operations, bicycle and pedestrian safety, and local streets and roads receiving the most support

Some participants at the San Leandro workshop expressed concerns about the workshop exercise, with some expressing dissatisfaction with the large number of projects and programs to be assessed and the limited information provided. There were several attendees with disabilities, including several blind participants, who indicated they had only received the notice of the workshop that morning and as a result could not request accommodation in advance. They provided feedback about the design of the workshop exercises and provided suggestions on ways to make it more accessible. For example, these participants requested that the keypad polling devices have some type of sensory cue to indicate that a person's vote had registered. These modified keypads were made available at later workshops.

East Oakland

- Bike/pedestrian bridge over Lake Merritt Channel, Oakland
- Pedestrian and bike access from downtown Fremont to Fremont BART
- Reversible lanes on westbound San Francisco-Oakland Bay Bridge
- Rapid Bus Service - City of Alameda and Alameda Pt. PDA (Alameda Naval Station) to Fruitvale BART
- High level of support for all programs, especially transit

The Oakland workshop drew a small but engaged group of participants who were active in the exercises. Several participants commented that they would have preferred additional information on the projects and programs.

Union City

- I-880/Whipple Road interchange improvement
- East-West Connector project in North Fremont and Union City from I-880 to Mission Boulevard
- Union City Passenger Rail Station and Dumbarton Rail Segment G improvement
- Union City Intermodal Station infrastructure improvements
- Dumbarton Rail Corridor, Phase 1 connects Alameda County to San Mateo County (Dumbarton Bridge)
- Dumbarton Rail Corridor, Phase II connects Alameda County to San Mateo County (Dumbarton Bridge)
- High level of support for the following programs: transit, local streets and roads, bicycle and pedestrian safety programs, sustainable transportation and land use connections, major commute route improvements, freight and economic development

The Union City workshop featured highly engaged participants, including several members of a working group addressing concerns about the proposed widening of Route 84 through Niles Canyon. These participants discussed their concerns directly with Alameda CTC staff prior to engaging in the prioritization exercise.

Dublin

- BART to Livermore Extension (both phases) and Iron Horse Trail gap closures/access improvements
- High level of support for the following programs: transit, local streets and roads, specialized transportation for seniors and disabled
- Also supported bicycle and pedestrian safety programs

Among the issues discussed were trail connectivity, inadequate bus service in the area and building BART to Livermore on I-580. Participants were highly engaged with the process and requested the schedule of advisory and Steering Committee meetings that will be held to finalize the TEP.

Non-Sales Tax Solutions

The following non-sales tax solutions for funding transportation projects and programs in Alameda County were suggested by workshop participants:

- Bond measure
- Charging station fee
- Congestion pricing
- HOT lane fees
- Increase gas tax
- Index gas tax to inflation
- Indirect source rule
- Gateway Toll at Altamont
- More advertising dollars
- More express lanes
- New vehicle sales tax
- Parcel tax
- Parking fees (flexible use strategy)
- Parking pricing
- Pay-by-mile
- Private development fees
- Private funding of toll roads
- Public/private partnership (Ecopass)



Participants at the San Leandro workshop engaged in discussion of potential projects and programs for the TEP.

- Regional gas tax
- Tax commercial parking lots
- Tax on imports
- Traffic impact fee
- Vehicle registration fee (raise limit?)
- Vehicle use fee

Support for Measure

In general, at least 70% of workshop participants supported extending and augmenting the transportation sales tax, although in some of the workshops, support declined after the workshop exercise. It is believed that this change in support was due to some participant perceptions that the TEP would be developed based on a project and program selection process that had inadequate information and the feedback of a limited number of participants. This conclusion was confirmed by at least one participant who attended multiple workshops. Workshop facilitators clarified that these exercises would be only one part of the input considered in development of the final TEP, explained the various other criteria that would be involved, and encouraged participants to fill out the online questionnaire.

Outreach Toolkit Participation

Outreach through the 39 toolkit sessions helped engage and solicit input from the 926 participants who submitted completed questionnaires. These toolkits were used with a variety of audiences and served to inform people about the planning process and solicit input on projects and programs to be supported in the TEP.

Outreach Toolkit participation was spread throughout Alameda County with the North planning area (47% of respondents) most represented as detailed in Table 16: Comparison of Responses Between Methods by Planning Area on page 22. Outreach toolkit participation was most limited in the East County planning area, with only 1% of respondents (in comparison, 16% of online questionnaire respondents were from East County). This is likely due to the fact that toolkit outreach during fall 2011 was focused on lower income and non-English speaking participants, in order to address gaps in communities reached during spring 2011, and there are fewer low-income or non-English speaking residents in East County. Toolkit participants were often low-income and ethnically diverse, as detailed in Tables 17 and 18 on pages 23 and 24.

As shown in Table 9: Previous Participation by Outreach Toolkit Questionnaire Respondents, the majority of outreach toolkit questionnaire respondents had not participated in previous outreach efforts for the CWTP in January-March 2011.

Table 9: Previous Participation by Outreach Toolkit Questionnaire Respondents

Previous Participation	Toolkit Questionnaires
Attended a large public workshop	7%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	6%
Completed a printed survey	9%
Responded to a web survey	6%
Did not participate or don't know	79%

Outreach Toolkit Key Findings

Table 10: Most Supported Transportation Improvement Statements and Sample Projects – Outreach Toolkit Questionnaire shows the transportation improvement statements and sample projects that received support from at least 75% of outreach toolkit questionnaire respondents. Question-by-question outreach toolkit questionnaire responses are included in Appendix B: CWTP-TEP Questionnaire and Results.

Table 10: Most Supported Transportation Improvement Statements and Sample Projects – Outreach Toolkit Questionnaire

Transportation Improvement Statement or Sample Project	% of Support – Toolkit Questionnaire
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Fix potholes on local roads	85%
Maintain and improve mass transit (bus, rail, ferry) throughout the county	81%
Improve pedestrian safety	81%
Maintain and improve local roads and streets	80%
Complete major bike and pedestrian routes and improve safety	80%
Provide specialized transit services for seniors and persons with disabilities	77%
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	75%

Online Questionnaire Participation

Overall, there were 556 online questionnaire respondents. Online questionnaire participation was spread throughout Alameda County with the North planning area (51% of respondents) and the East planning area (16% of respondents) most represented, as detailed in Table 16: Comparison of Responses Between Methods by Planning Area on page 22. Online questionnaire respondents were often high-income and less

ethnically diverse as over half of the online participants (57%) have household incomes greater than \$75,000, and only 25% indicated that they are non-white, as detailed in Tables 17 and 18 on pages 23 and 24.

As shown in Table 11: Previous Participation by Online Questionnaire Respondents, the majority of outreach toolkit questionnaire respondents had not participated in previous outreach efforts for the CWTP in January-March 2011.

Table 11: Previous Participation by Online Questionnaire Respondents

Previous Participation	Online Questionnaires
Attended a large public workshop	9%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	7%
Completed a printed survey	5%
Responded to a web survey	12%
Did not participate or don't know	78%

Online Questionnaire Key Findings

Table 12: Most Supported Transportation Improvement Statements and Sample Projects – Online Questionnaire shows the transportation improvement statements and sample projects that received support from at least 75% of online questionnaire respondents. Question-by-question online questionnaire responses are included in Appendix B: CWTP-TEP Questionnaire and Results.

Table 12: Most Supported Transportation Improvement Statements and Sample Projects – Online Questionnaire

Transportation Improvement Statement or Sample Project	% of Support – Online Questionnaire
Maintain and improve mass transit (bus, rail, ferry) throughout the county	88%
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Improve pedestrian safety	80%
Complete major bike and pedestrian routes and improve safety	76%
Fix potholes on local roads	76%

Additional Findings

In addition to the key project- and program-related findings already described, the input generated during this phase of outreach also revealed the following:

Overall Project and Program Key Findings

Table 13: Most Supported Transportation Improvement Statements and Sample Projects – All Questionnaires shows the transportation improvement statements and sample projects that received support from at least 75% of all questionnaire respondents.

Table 13: Most Supported Transportation Improvement Statements and Sample Projects – All Questionnaires

Transportation Improvement Statement or Sample Project	% of Support – All Questionnaires
Ensure that transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	87%
Maintain and improve mass transit (bus, rail, ferry) throughout the county	85%
Improve pedestrian safety	81%
Fix potholes on local roads	81%
Complete major bike and pedestrian routes and improve safety	78%

Support for Measure

- A majority of both outreach toolkit (60%) and online questionnaire respondents (77%) indicated that they would vote to increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 in order to implement their priorities for funding transportation improvements.

Mode of Travel

- Similar to results from spring 2011 outreach efforts, driving alone is the most frequently cited mode of transport in both the outreach toolkit (39%) and online questionnaire (36%) findings.
- Also similar to spring 2011 outreach results, online questionnaire respondents bike (18%) and take BART (15%) more than toolkit respondents (14% bike and 7% BART).

OUTREACH EVALUATION AND TITLE VI COMPLIANCE

A Public Participation Plan for the CWTP was completed in December 2010, establishing performance measures related to understanding, accessibility, reach and diversity and to ensure outreach was conducted in compliance with Title VI.

Understanding

To determine if the workshops impacted participants' understanding, participants were polled on their level of agreement with statements regarding whether the workshops enhanced their understanding of future transportation needs and potential transportation improvements in Alameda County. According to the workshop evaluation responses provided in Table 14: Evaluation of Workshop Understanding, the workshops added to the majority of participants' knowledge and understanding of transportation needs and potential improvements.

Table 14: Evaluation of Workshop Understanding*

	Strongly or Somewhat Agree	Strongly or Somewhat Disagree	No Answer
I learned a lot about future transportation needs in Alameda County.	76%	16%	8%
I learned a lot about potential transportation improvements	71%	22%	6%

**Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.*

Accessibility

Community workshops satisfied the accessibility evaluation criteria by accomplishing the following:

- Workshops were held in all four planning areas of the county.
- All meetings were accessible under the requirements of the Americans with Disabilities Act (ADA) and accessible by transit.
- Workshops were linguistically accessible to 100% of participants, with requests for translation due 3 working days in advance.
- For the San Leandro workshop, the project team was able to respond to accessibility requests that occurred at the workshop rather than in advance. The project team provided readers to assist visually impaired participants with the workshop exercise and to help confirm polling responses. In response to this meeting, accessible electronic polling devices and Braille workbooks were provided at the remaining workshops.

Reach

Overall reach targets were established for the entire CWTP process, and the current status of these efforts is listed below in Table 15: Reach Targets.

Table 15: Reach Targets

Reach Target	Overall Target Number Through November 2012	November 2011 Status
Comments in database	2,000	1,408
Individual participation	2,000	~2,200
Web page visits (unique CWTP-TEP page views)	500	2,713*
Online questionnaire responses	300	1,249

*Google Analytics, November 18, 2011. The number of page views peaked during October 2011.

As indicated in Table 16: Comparison of Responses Between Methods by Planning Area, residents from the North planning area were best represented in this phase of the planning process, although planning area representation was more even across the workshops than other methods. Outreach efforts were directed toward the southern and central portions of the county in an attempt to ensure representative participation since these areas were less responsive than anticipated during the spring 2011 outreach, but the response was limited.

Table 16: Comparison of Responses Between Methods by Planning Area

County Planning Area	Workshops*	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population**
North	36%	47%	51%	41%
Central	26%	18%	7%	24%
South	17%	17%	7%	22%
East	15%	1%	16%	14%
Other***	5%	18%	20%	n/a

*Approximate percentages; data from Dublin workshop unavailable due to computer drive failure.

**2010 Census

***Unclear or not an Alameda County Resident

In the table above, "Other" includes those responses about residence that were either unclear, left blank or noted a location outside of Alameda County.

Diversity

Diversity goals were established to ensure participation representative of the countywide population and demographic distribution. Table 17: Ethnic Participation by Method identifies countywide ethnicity distribution and ethnic participation by method. During this phase of outreach, greater efforts were made to ensure broader participation from both Asian/Pacific Islander and Hispanic communities. To assist with this effort, the project team worked closely with Alameda CTC staff and advisory committee members to identify additional community-based organizations or events that would assist with soliciting and collecting input from community members that had not been engaged in this process during spring 2011.

Questionnaire data was reviewed and no significant difference in project and program support was found based on income or ethnicity.

Table 17: Ethnic Participation by Method

Ethnicity	Workshops	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
American Indian or Alaska Native	0%	2%	1%	0.4%
Asian or Pacific Islander	13%	18%	9%	33%
Black/African American	7%	7%	9%	12%
Spanish, Hispanic or Latino	7%	35%	6%	22%
White/Caucasian	67%	35%	76%	36%
Other**	6%	8%	3%	3%

*2009 American Community Survey

**In workshops, defined as “two or more”

Income Level

The household income levels for Alameda County are compared with the income level information provided by participants in both the outreach toolkit and the online questionnaire in Table 18: Income Level by Method. Income information was not collected at the workshops and is therefore not included below. The table indicates that the outreach toolkit was an effective tool for generating participation from participants with household incomes under \$50,000.

Table 18: Income Level by Method

Household Income Level	Workshops**	Outreach Toolkit	Online Questionnaire	Comparison to Countywide Population*
\$0-\$25,000	n/a	40%	9%	21%
\$25,000-\$50,000	n/a	19%	17%	23%
\$50,000-\$75,000	n/a	14%	17%	20%
\$75,000-\$100,000	n/a	10%	19%	14%
Over \$100,000	n/a	17%	38%	22%

*2010 Census

** Income information not collected at workshops

Title VI Compliance

For Title VI compliance, Alameda CTC made a number of specific efforts to reach broad representation from Alameda County residents and low-income/underrepresented populations in particular. To accomplish this, outreach toolkit coordinators followed up on recommendations made after spring 2011 outreach efforts to conduct targeted outreach for increased participation by underrepresented populations in fall 2011. However, stakeholder responses to phone calls and e-mails were limited, so alternative approaches were taken to reach either specific ethnicities or a diversity of participants. These opportunities included community events such as Dia de Los Muertos, PedalFest and the Cherryland Health Fair, as well as outreach toolkit sessions in English as a Second Language (ESL) classes, adult schools, community colleges and universities, many of which are diverse in terms of age, ethnicity and income. In order to target non-English speaking respondents, the outreach toolkit questionnaire was translated into Spanish, Chinese, Vietnamese and Farsi.


Next Steps

The next steps in the TEP planning process include:


- Staff will refine the Plan based on direction from the Steering Committee; and
- A complete draft will be presented to the Steering Committee on December 1st, the CAWG and TAWG on December 8th, and the full Alameda CTC Board during their retreat on December 16th.

Appendix A: CWTP-TEP Workshop Materials and Results

Workbook for Community Workshops



ALAMEDA
County Transportation
Commission



Alameda County Transportation Priorities

Community Workshop
6:30–8:30 pm

**PURPOSE OF THE
COMMUNITY WORKSHOP**

This community workshop is intended to:

- Provide an overview of the purpose of the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP);
- Present and gather input on preliminary TEP project, program and financial information; and
- Engage participants in prioritizing transportation improvements.

Welcome to the Alameda County Transportation Priorities Community Workshop

WORKSHOP AGENDA

6:30 pm Welcome

6:40 pm Countywide Transportation Planning Overview

7:00 pm Prioritizing Projects and Programs

7:30 pm Developing a Package of Priority Projects

8:25 pm Next Steps

8:30 pm Close

WHO IS THE ALAMEDA CTC?

The Alameda County Transportation Commission (Alameda CTC) is a new agency that was formed in July 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit and BART.

ABOUT THE COUNTYWIDE TRANSPORTATION PLAN

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over the next 25 years.

- The CWTP is updated every four years and includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation), and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this Plan.
- For the first time, the Plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with State legislation.

ABOUT THE TRANSPORTATION EXPENDITURE PLAN

- The sales tax expenditure plan (currently known as Measure B) is a major source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The local measure funds far exceed state and federal funding amounts for our

transportation system. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.

- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit, and paratransit operations. Forty percent of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.
- A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed, and the economic downturn has reduced funding for many programs supported by Measure B, resulting in fewer funds to operate and maintain the County's transportation system.
- The Transportation Expenditure Plan (TEP) will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority to pass. The existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure.

PLAN DEVELOPMENT PROCESS

To develop the CWTP-TEP, Alameda CTC is working with a Steering Committee, Community Advisory Working Group and Technical Advisory Working Group.

The development of the CWTP began in October 2010, with a first round of community workshops held in February-March 2011. Input from those workshops was used to develop the draft CWTP. The final CWTP is expected to be approved in mid-2012. Currently, plans call for the TEP to appear on the November 2012 ballot.



CWTP-TEP VISION AND GOALS

Development of the Countywide Transportation Plan and Transportation Expenditure Plan is being guided by the following vision and goals:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound, and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision making and measureable performance indicators.

Our transportation system will be:

- *Multimodal (car, bus, rail, ferry, bike, pedestrian)*
- *Accessible, affordable and equitable for people of all ages, incomes, abilities, and geographies*
- *Integrated with land use patterns and local decision making*
- *Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes*
- *Reliable and efficient*
- *Cost effective*
- *Well maintained*
- *Safe*
- *Supportive of a healthy, clean environment*

ALAMEDA COUNTY TRANSPORTATION NEEDS

The first round of public involvement held in February-March 2011 identified a range of needs across many transportation categories that the CWTP and TEP could address:

- *Public transit:* support transit financial sustainability, create cost-effective solutions that sustain and enhance current systems with improved connectivity, and balance the need between operations and expansion
- *Transit funding:* increase transit funding to address the major transit operating deficits that have led to raised fares and service cuts
- *Accessible transportation:* provide enhanced public transit and paratransit services that are affordable; expand a safe pedestrian environment with improved connectivity
- *Bike and pedestrian:* remove physical barriers, close connectivity gaps, increase safety, and expand safe routes to schools
- *Highways and roads:* support maintenance and congestion relief
- *Goods movement:* provide relief of recurrent congestion and conflicts between freight needs and passenger vehicle needs
- *Transportation Systems Management:* provide funding for operational efficiencies such as 511, toll lanes, smart corridors and freeway towing services
- *Parking and Transportation Demand Management:* ensure effective use of existing resources and programs to encourage walking, biking and transit use

SELECTED MEASURE B ACCOMPLISHMENTS

The current transportation sales tax in Alameda County provides over \$100 million each year for operations, maintenance and construction, and is implemented with a strong local contracting program that uses local businesses to deliver projects and programs. Some examples of projects and programs funded by the current sales tax measure include:

- Daily ongoing operations of transit, streets and roads repairs, bicycle and pedestrian safety improvements, and mobility services for seniors and disabled
- BART to Warm Springs Extension
- I-238 widening
- San Leandro Slough Bridge and Alamo Canal bicycle and pedestrian trails
- Safe Routes to School Partnership
- I-580 Castro Valley interchange improvements
- San Pablo and Telegraph Avenue Rapid Transit
- I-580 and Route 84 improvements in East County
- I-880/SR-92 interchange improvement

CHOOSE YOUR TOP 20 PRIORITIES!

PLEASE READ THIS: The following pages list potential transportation programs and projects by category (Highways, Transit, and Bicycle and Pedestrian), with an estimated cost for each (in millions). **Please place a check mark next to the projects and programs that you would include in a package of improvements to be funded in the Transportation Expenditure Plan. PLEASE SELECT NO MORE THAN 20.** Programs are listed on this page. If you choose to select a program in your package, please indicate the amount of funding support (low, medium, high) in your choice. These figures represent approximate annual allocations based on current Measure B funding levels and need.

PROGRAMS	LOW	MED	HIGH
TRANSIT OPERATIONS - Would provide transit operators (bus, rail, ferry) with transit operating funds for maintaining, restoring and improving transit services in Alameda County, and a potential student transit pass program.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
LOCAL STREETS AND ROADS - Would provide funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops and traffic calming.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
MAJOR COMMUTE ROUTE IMPROVEMENTS - Major roadway, local bridge improvements and railroad grade separations on commute corridors throughout the county such as Dublin Blvd. in East County, Crow Canyon Rd. in Central County, Fremont and Union City Blvds. in South County, Powell St. and Port of Oakland access improvements in North County.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
SPECIALIZED TRANSPORTATION FOR SENIORS AND PERSONS WITH DISABILITIES - Would provide funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds would be provided to AC Transit and BART for services mandated by the Americans with Disabilities Act as well as to local programs aimed at improving mobility for seniors and persons with disabilities.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
BICYCLE AND PEDESTRIAN SAFETY - Would fund projects that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete our bicycle and pedestrian infrastructure systems. The program would support implementation of the Countywide Bicycle and Pedestrian Plans and would support Safe Routes to Schools.	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$15M
COMMUNITY BASED TRANSPORTATION PLANNING - Would support implementation of projects developed through the Community Based Transportation Planning processes in low income and at-risk communities as defined by the Metropolitan Transportation Commission.	<input type="checkbox"/> \$2.5M	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$7.5M
SUSTAINABLE TRANSPORTATION AND LAND USE CONNECTIONS - Would improve transportation linkages between housing, transit and employment centers. Expenditures could include: infrastructure serving priority development areas and transit oriented developments, infrastructure connecting residential and employment sites with existing mass transit, and strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.	<input type="checkbox"/> \$3M	<input type="checkbox"/> \$6M	<input type="checkbox"/> \$10M
FREIGHT AND ECONOMIC DEVELOPMENT - Would support development of innovative approaches to moving goods in a safe and healthy environment to support a robust economy. Expenditures could include: projects that enhance the safe transport of freight by truck or rail, projects that reduce conflicts between freight movement and other modes, and projects that mitigate environmental impacts on neighborhoods.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
TECHNOLOGY AND INNOVATION - Would support the use of new and emerging technologies to better manage the transportation system. Expenditures could include: new technology to improve efficiency of systems, better information dissemination, innovative strategies to increase utilization of non-auto modes, cleaner vehicle fleets, and environmental mitigation.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M

MY PRIORITIES SUBTOTAL*(final total not to exceed 20 checkmarks)*

4

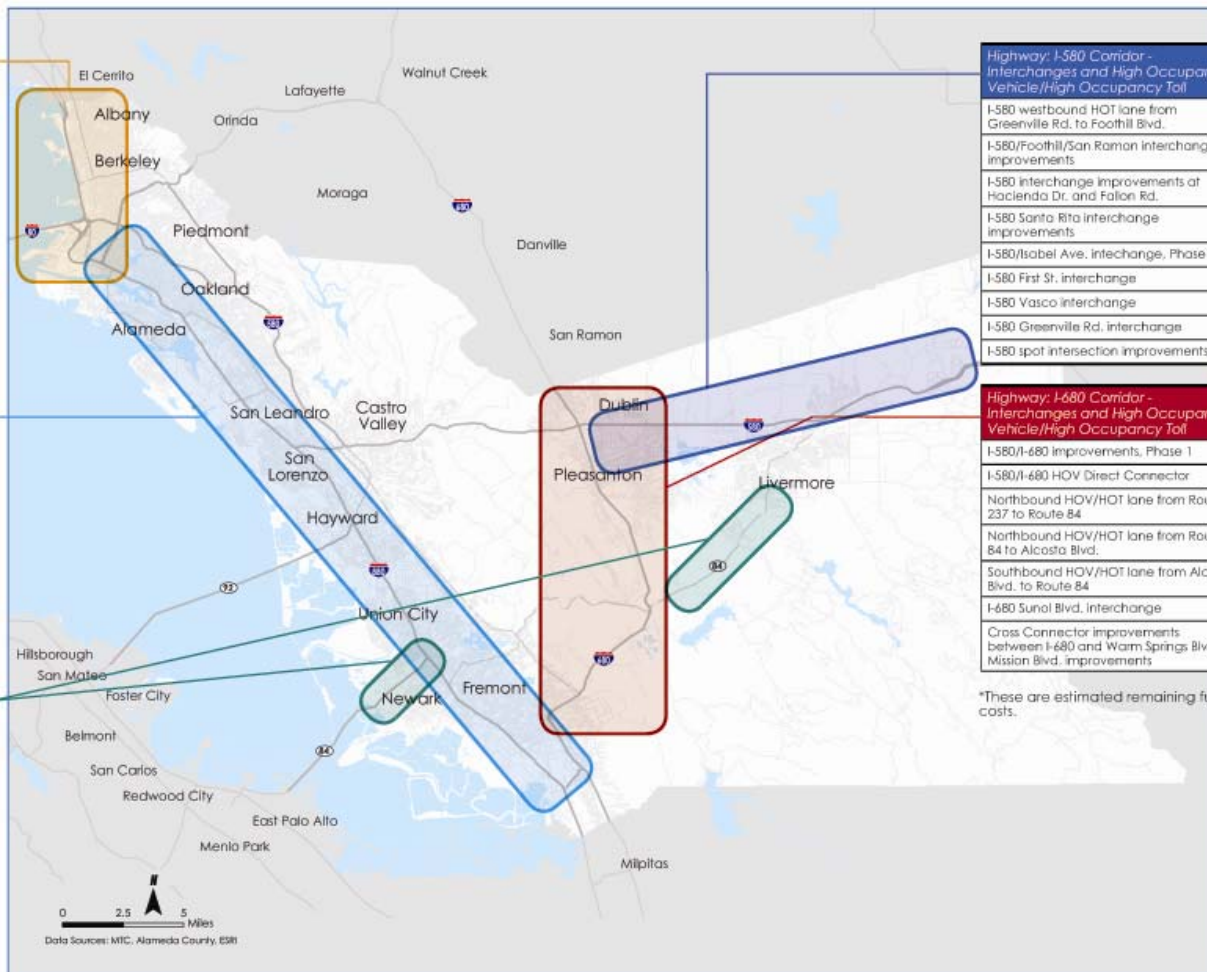
POTENTIAL HIGHWAY PROJECTS

Highway: I-80 Corridor	millions*	✓
I-80 Gilman St. interchange improvements	\$23.80	
I-80 Ashby Ave. interchange	\$51.90	
Reversible lanes on westbound San Francisco-Oakland Bay Bridge	\$410.50	

Highway: I-880 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-880 northbound HOV lane extension from Bay Bridge to Maritme	\$19.00	
I-880 Broadway/Jackson interchange	\$181.20	
I-880 at 23rd/29th Ave.	\$3.50	
I-880: 42nd/High St.	\$11.20	
Extend HOV/HOT lane north of Hacienda Dr. to Hegenberger Rd.	\$276.00	
Lewelling Blvd./Hesperian Blvd. intersection improvements	\$5.00	
I-880 West A St.	\$42.50	
I-880 Winton Ave.	\$25.00	
Route 92/Clawiter Road/Whitesell St. interchange	\$52.00	
I-880/Whipple Rd. interchange improvement	\$60.00	
East-West Connector project in North Fremont and Union City from I-880 to Mission Blvd.	\$83.30	
Auto Mall Parkway Cross Connector widening between I-680 and I-880	\$24.40	
Mission/I-880 interchange	\$78.00	

Highway: State Route 84 Corridor	millions*	✓
Route 84 westbound HOV on ramp from Newark Blvd.	\$12.80	
Route 84 Expressway widening (Pigeon Pass to Jack London)	\$10.00	
Route 84/Sunol improvements	\$8.30	
Route 84/I-680 interchange and Route 84 widening	\$244.00	

*These are estimated remaining funds needed, not total costs.



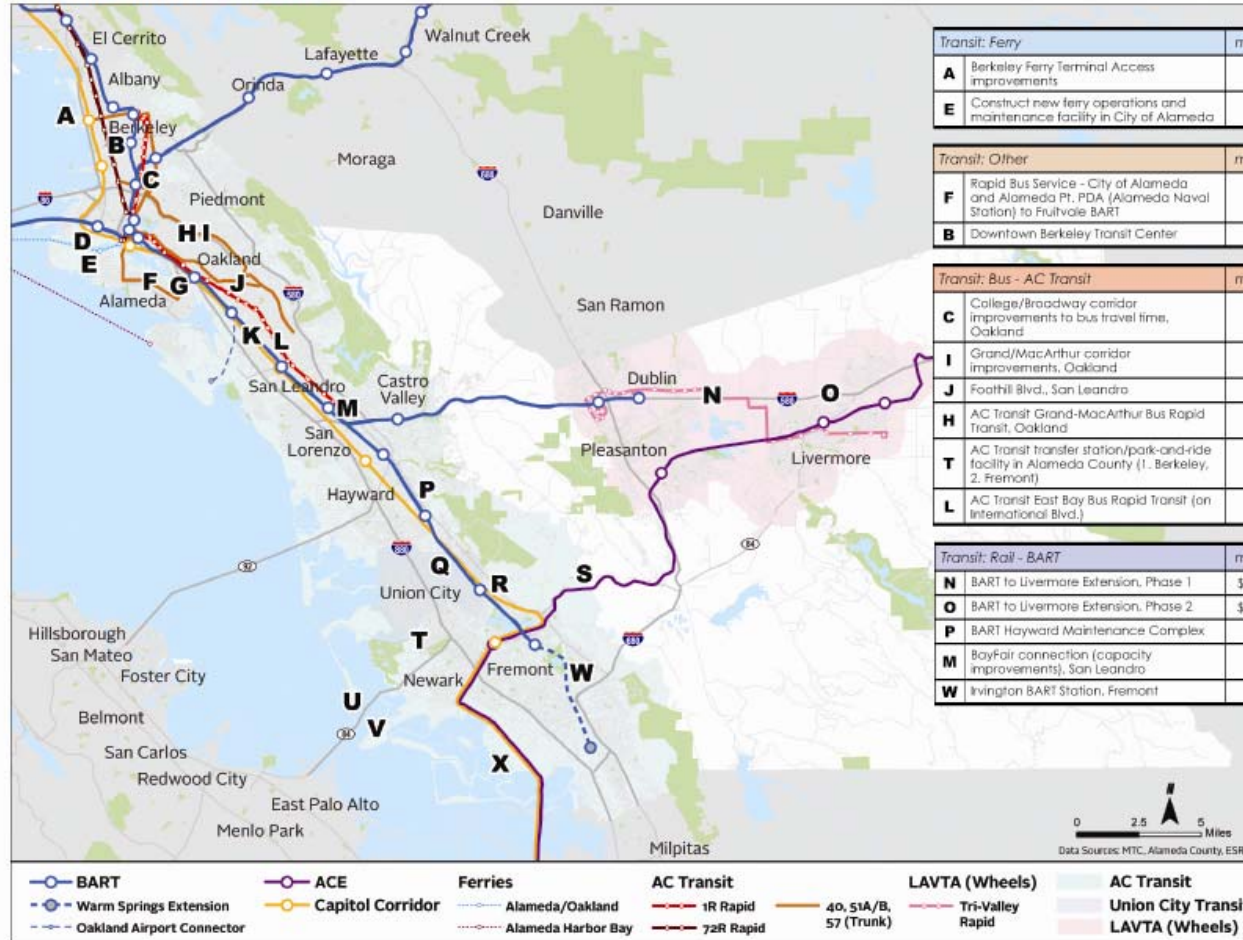
Highway: I-580 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580 westbound HOT lane from Greenville Rd. to Foothill Blvd.	\$12.10	
I-580/Foothill/San Ramon interchange improvements	\$1.10	
I-580 interchange improvements at Hacienda Dr. and Fallon Rd.	\$16.00	
I-580 Santa Rita interchange improvements	\$2.50	
I-580/Isabel Ave. interchange, Phase 2	\$5.00	
I-580 First St. interchange	\$5.00	
I-580 Vasco interchange	\$8.40	
I-580 Greenville Rd. interchange	\$9.00	
I-580 spot intersection improvements	\$40.00	

Highway: I-680 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580/I-680 improvements, Phase 1	\$528.00	
I-580/I-680 HOV Direct Connector	\$1,167.00	
Northbound HOV/HOT lane from Route 237 to Route 84	\$182.10	
Northbound HOV/HOT lane from Route 84 to Alcosta Blvd.	\$136.40	
Southbound HOV/HOT lane from Alcosta Blvd. to Route 84	\$136.40	
I-680 Sunol Blvd. interchange	\$1.20	
Cross Connector improvements between I-680 and Warm Springs Blvd./Mission Blvd. improvements	\$19.50	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL TRANSIT PROJECTS



Transit: Ferry		
	millions*	✓
A Berkeley Ferry Terminal Access improvements	\$106.00	
E Construct new ferry operations and maintenance facility in City of Alameda	\$37.00	

Transit: Other		
	millions*	✓
F Rapid Bus Service - City of Alameda and Alameda Pt. PDA (Alameda Naval Station) to Fruitvale BART	\$9.00	
B Downtown Berkeley Transit Center	\$26.80	

Transit: Bus - AC Transit		
	millions*	✓
C College/Broadway corridor improvements to bus travel time, Oakland	\$34.00	
I Grand/MacArthur corridor improvements, Oakland	\$3.60	
J Foothill Blvd., San Leandro	\$2.00	
H AC Transit Grand-MacArthur Bus Rapid Transit, Oakland	\$36.60	
T AC Transit transfer station/park-and-ride facility in Alameda County (1. Berkeley, 2. Fremont)	\$40.00	
L AC Transit East Bay Bus Rapid Transit (on International Blvd.)	\$37.90	

Transit: Rail - BART		
	millions*	✓
N BART to Livermore Extension, Phase 1	\$1,105.00	
O BART to Livermore Extension, Phase 2	\$2,927.00	
P BART Hayward Maintenance Complex	\$579.70	
M BayFair connection (capacity improvements), San Leandro	\$150.00	
W Irvington BART Station, Fremont	\$123.00	

Transit: Rail - Other		
	millions*	✓
Q Union City Passenger Rail Station & Dumbarton Rail Segment G improvement	\$73.30	
R Union City Intermodal Station infrastructure improvements	\$6.30	
S First phase Altamont Corridor Rail Project (right-of-way preservation & track improvements)	\$585.00	
G Fruitvale Ave. Lifeline Bridge Project (rail), City of Alameda	\$94.00	
D Martinez Subdivision, Port of Oakland	\$100.00	

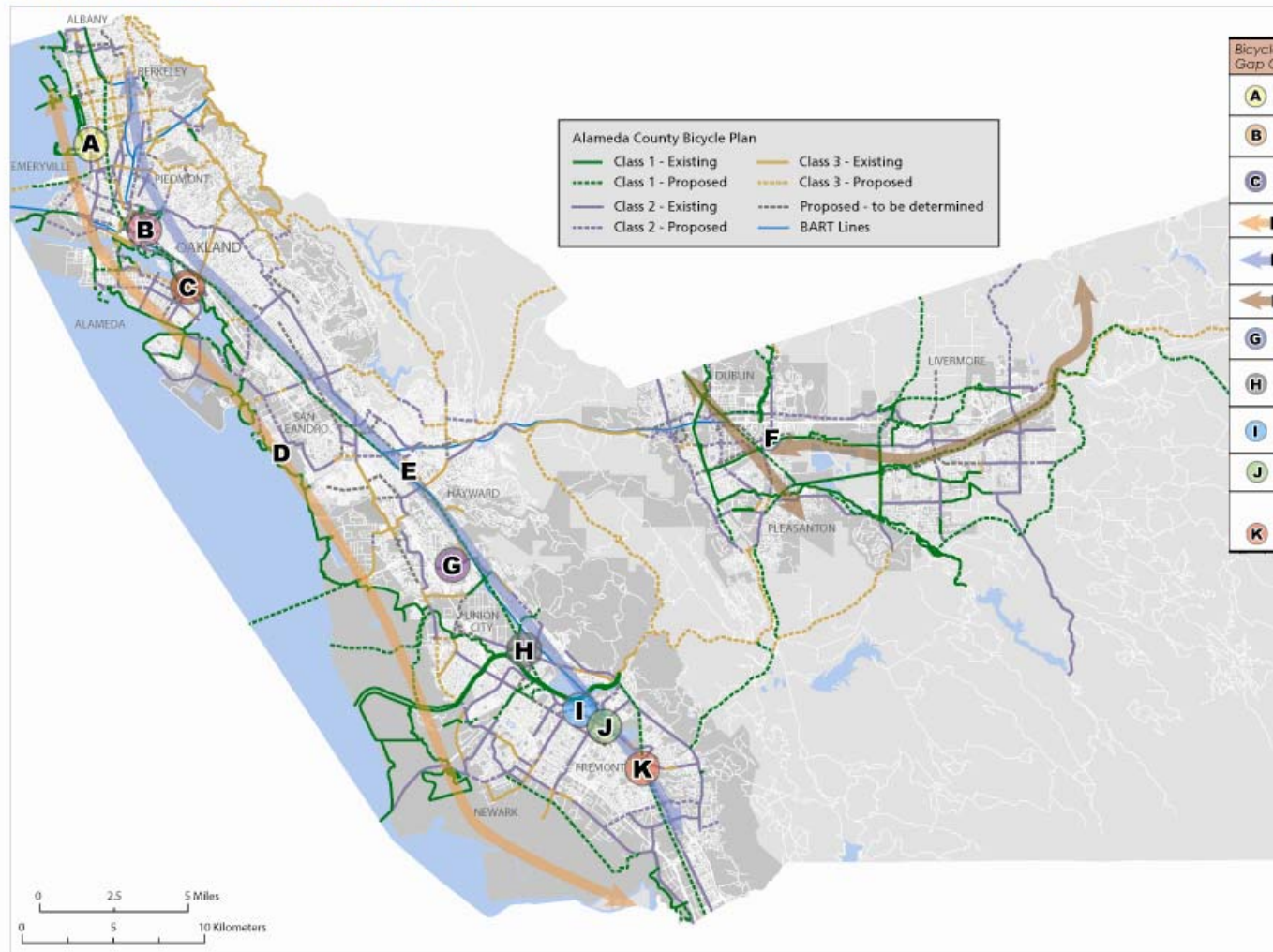
Transit: Rail - Capitol Corridor		
	millions*	✓
X Construct Altamont Commuter Express/ Capitol Corridor Station at Auto Mall Parkway, Fremont	\$15.00	
K Capitol Corridor service expansion (Oakland to San Jose)	\$494.70	

Transit: Rail - Dumbarton		
	millions*	✓
U Dumbarton Rail Corridor, Phase I connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$118.50	
V Dumbarton Rail Corridor, Phase II connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$457.10	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS



Bicycle/Pedestrian: Major Trails, Bridges and Gap Closures			millions*	✓
A	1.80 bike/pedestrian bridge (at 65th St.), Emeryville		\$21.70	
B	Bike/pedestrian bridge over Lake Merritt Channel, Oakland		\$32.00	
C	Fruitvale Ave. (Miller Sweeney) Lifeline Bridge project (bike/pedestrian elements), City of Alameda		\$40.80	
D	Bay Trail gap closures and access improvements within Alameda County		\$253.00	
E	East Bay Greenway gap closures and access improvements within Alameda County		\$235.00	
F	Iron Horse Trail gap closures and access improvements within Alameda County		\$53.00	
G	Tennyson Rd. pedestrian/bike bridge, Hayward		\$2.00	
H	Bike/pedestrian connector over Union Pacific railroad tracks to Jobs Center at Union City Intermodal Station, Union City		\$20.00	
I	Greenbelt Gateway on Grimmer Blvd., improve connection to Central Park, Fremont		\$8.70	
J	Pedestrian and bike access way from downtown Fremont to Fremont BART		\$0.50	
K	Construct bike/pedestrian grade separation on Blacow Rd. at Union Pacific railroad tracks, Irvington Priority Development Area, Fremont		\$5.90	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
 (final total not to exceed 20 checkmarks)

MY PRIORITIES TOTAL
 (not to exceed 20 checkmarks)

COMMISSIONERS

Chair: Mayor Mark Green, City of Union City*
Vice Chair: Supervisor Scott Haggerty, Alameda County, District 1*
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley, Alameda County, District 4*
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta, City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbranti, City of Dublin
Councilmember Ruth Atkin, City of Emeryville*
Vice Mayor Suzanne Chan, City of Fremont*
Councilmember Olden Henson, City of Hayward*
Mayor Marshall Kamena, City of Livermore*
Councilmember Luis Freitas, City of Newark
Councilmember Larry Reid, City of Oakland*
Councilmember Rebecca Kaplan, City of Oakland*
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman, City of Pleasanton*
Councilmember Joyce Starosciak, City of San Leandro*
Director Greg Harper, AC Transit*
Director Tom Illalock, BART*

*Denotes member of CWTP Steering Committee. Councilmember Kriss Worthington of Berkeley is also a member of the Steering Committee, serving as the vice-chair.

STAFF

Arthur L. Dao, Executive Director
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning

For a list of Community and Technical Advisory Working Group members, visit the Alameda CTC website Planning Page.

ALAMEDA COUNTY MAJOR TRANSPORTATION PLANNING

Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).

Project Schedule



October 2010
CWTP update began



December 2011
Draft CWTP and TEP available for public review and comment



June 2012
Final CWTP and TEP approval anticipated



November 2012
Earliest potential date for TEP on ballot

Get involved!

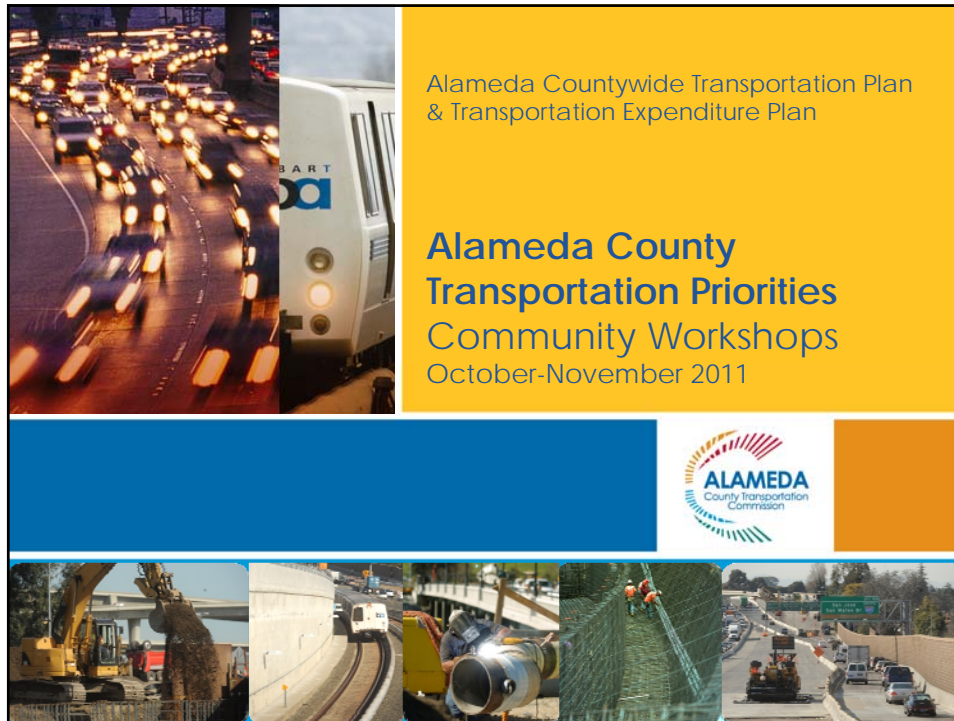
We want to hear from you! The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending workshops. Please encourage everyone you know in Alameda County to participate.

Meeting information and materials are available at www.alamedactc.org/cwtp_tep. Click on the "Meetings Calendar" button to confirm meeting dates and times.

1333 Broadway, Suites 220 & 300 • Oakland, CA 94612 • (510) 208-7400 • www.AlamedaCTC.org



PowerPoint Presentation for Community Workshops



Presentation Overview

- Major Planning Efforts:
 - *The Countywide Transportation Plan (CWTP)*
 - *The Transportation Expenditure Plan (TEP)*
- How Measure B Has Measured Up
- Alameda County Transportation Needs
- Setting Priorities
- Opportunities to Participate

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Alameda Countywide Transportation Plan (CWTP) 2012

- Identifies transportation needs & priorities
- 25-year horizon
- Many funding sources
- Guides eligibility for regional funding
- Updated every 4 years



Alameda Countywide Transportation Plan & Transportation Expenditure Plan

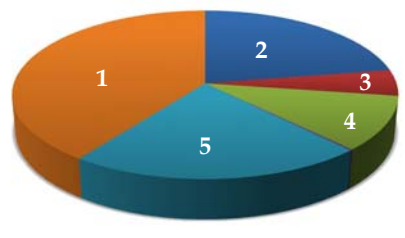


Alameda County Transportation Expenditure Plan (TEP) 2012

- Current "Measure B" (1/2 cent sales tax)
 - Passed by voters 1986
 - Reauthorized 2000 (with 81.5% support)
 - Valid 2002-2022
- Revenue Split:
 - 60% Programs
 - 40% Capital Projects

The TEP is a major funding stream in Alameda County.

Current Measure B Funding Split



- 1 Capital Projects (including transit and road projects), 40%
- 2 Local Streets and Roads, 22%
- 3 Bicycle and Pedestrian Safety, 5%
- 4 Special Transportation for Seniors and People with Disabilities, 10.5%
- 5 Mass Transit, 22%

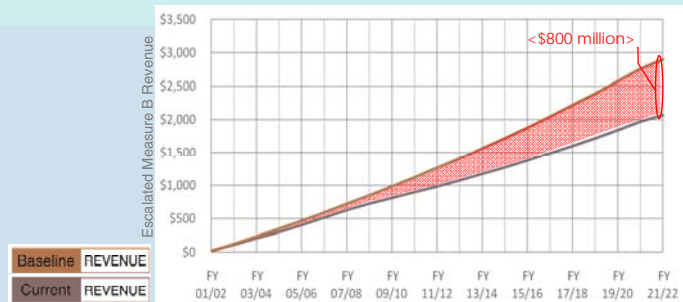
Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Measure B Shortfall

Measure B Revenue Forecasts:

- Original.....\$2.9 billion
- Current.....\$2.1 billion
- Projected Gap...\$800 million



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- I-680 Express Lane
- BART Warm Springs Extension



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- I-238 Widening Project



- San Leandro Slough Bridge



Source: East Bay Bicycle Coalition

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- LAVTA Tri-Valley Rapid



Source: www.wheelsbus.com/trivalleyrapid/buses.html

- Safe Routes to School Partnership



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



The Planning Process to Date

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning in a New Context

New Legislative Environment

- **Assembly Bill 32:** The California Global Warming Solutions Act
- **California Senate Bill 375:** Redesigning Communities to Reduce Greenhouse Gases
- **MTC's Resolution 3434:** Transit-Oriented Development (TOD) Policy for Regional Transit Expansion Projects.

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning in a New Context

- Updated Regional Plan Framework to include:
 - *First Sustainable Communities Strategy*
 - *New performance measures*



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning Process

- **Steering Committee**
 - *Members of the Alameda CTC Board*
- **Technical Advisory Working Group (TAWG)**
 - *Members of public agencies*
- **Community Advisory Working Group (CAWG)**
 - *Members of the public*



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Outreach Process

- **Spring 2011 Public Outreach**
 - *Five workshops conducted*
 - *Website survey*
 - *Outreach Kits conducted with 50 groups*
- **March 2011 Telephone Poll**
- **October 2011 Telephone Poll**



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



1. Tell us if you participated in any of the following public participation activities

- | | |
|----|--|
| 0% | A. Community Workshop |
| 0% | B. Website Survey |
| 0% | C. Community Outreach Kit |
| 0% | D. Attended a Steering Committee Meeting |
| 0% | E. Attended a TAWG or CAWG Meeting |
| 0% | F. Participated in Telephone Poll about CWTP and TEP |
| 0% | G. Participated in more than one of the above |
| 0% | H. Participated in more than two of the above |
| 0% | I. Did not participate |

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Maintenance**
 - *Maintain the existing transportation system – local streets and roads, highways and public transit*
- **Access**
 - *Provide convenient access to school, work, shopping, community centers for all users*
- **Equity**
 - *Provide the greatest benefit to the most people, especially those with the greatest need*

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Safety**
 - *Increase safety of local roads and transit facilities*
- **Connectivity**
 - *Increase connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks*
 - *Support transit systems that connect people to community facilities and amenities*
- **Coordination**
 - *Increase coordination and cooperation across government agencies*

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Highways and Roads

- Maintain existing infrastructure
- Improve interchange and intersection safety
- Improve capacity of local streets and roads for circulation
- Increase connectivity
- Improve quality of local roads to increase safety



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Bicycle and Pedestrian

- Increase safety and signage
- Enhance bike trail connectivity and add bike lanes
- Improve and maintain existing bicycle and pedestrian infrastructure
- Provide additional bike storage and parking at community facilities and job centers
- Improve bicycle and pedestrian crossings at major roads



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Accessible Transportation

- Maintain existing paratransit programs for elderly and disabled riders
- Increase local shuttles and connections to community facilities



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Goods Movement and Freight

- Provide for the quick and efficient movement of trucks; address health impacts of truck traffic and idling
- Support rail projects (even those outside the county) that facilitate goods movement into and out of the county



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Parking and Transportation Demand Management

- Expand employer based incentives for alternatives to driving
- Expand congestion pricing
- Promote car sharing



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Transportation System Management

- Improve ramp metering
- Improve signal timing/synchronization
- Develop intelligent/adaptive intersections



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Transportation and Land Use Program

- Encourage Transit-Oriented Development (TOD)
- Fund planning and outreach efforts to build support for coordinated transportation and land use



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New Transportation Expenditure Plan (TEP)

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New TEP: Why Now?

- Over 90% of the projects from the 1986 and 2000 Expenditure Plans are completed or underway!
- State and federal revenues are not increasing in the foreseeable future and are very volatile!
- Our transportation demands are growing!
- Local transportation dollars are the largest source of funding and the most reliable!
- Transportation funding creates jobs! Alameda CTC has a local preference program for Alameda County businesses!

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New TEP: How?

- Input from the spring Workshops helped create a list of potential projects
- Tonight these projects and programs are presented in your workbook
- Choose the **20 projects and programs** of highest priority to you
- Place your dots next to those priorities
- Develop a group "package" of projects for inclusion in the draft TEP

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Creating the Transportation Expenditure Plan

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Tell us about you ...

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



2. What best describes your gender?

- 0% 1. Female
- 0% 2. Male

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



3. What is your age group?

- 0% 1. Under 21
- 0% 2. 21-29
- 0% 3. 30-39
- 0% 4. 40-49
- 0% 5. 50-59
- 0% 6. 60+

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



4. What city do you live in or are closest to?

- 0% 1. Albany or Berkeley
- 0% 2. Emeryville or Piedmont
- 0% 3. Oakland or Alameda
- 0% 4. San Leandro or Hayward
- 0% 5. Ashland or Castro Valley
- 0% 6. Fremont, Union City or Newark
- 0% 7. Dublin, Pleasanton or Livermore
- 0% 8. Sunol
- 0% 9. Do not live in Alameda County

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



5. How do you describe yourself?

- 0% 1. American Indian or Alaska Native
- 0% 2. Asian or Pacific Islander
- 0% 3. Black/African American
- 0% 4. Spanish, Hispanic or Latino
- 0% 5. White/Caucasian
- 0% 6. Two or more ethnicities

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?

- 0% 1. Very Likely
- 0% 2. Somewhat Likely
- 0% 3. Somewhat Unlikely
- 0% 4. Very Unlikely
- 0% 5. Don't Know



Workbook and Dot Voting Exercises



How will we pay for these projects?

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?

33% 1. Bond measure for capital projects

33% 2. Parcel tax

33% 3. Private development fees

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Present results

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

- 0% 1. Very Likely
- 0% 2. Somewhat Likely
- 0% 3. Somewhat Unlikely
- 0% 4. Very Unlikely
- 0% 5. Don't Know

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Next Steps

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Outreach Process

- **Fall 2011 Public Outreach**
 - *Five workshops*
 - *Website survey:*
www.alamedactc.org
 - *Outreach Kits*
- **October 2011 Telephone Poll**

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Tell us what you think...


Alameda Countywide Transportation Plan & Transportation Expenditure Plan



9. I learned a lot about future transportation needs in Alameda County.

0%	1. Strongly Agree
0%	2. Somewhat Agree
0%	3. Somewhat Disagree
0%	4. Strongly Disagree
0%	5. No Answer

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



10. I learned a lot about potential transportation improvements.

0%	1. Strongly Agree
0%	2. Somewhat Agree
0%	3. Somewhat Disagree
0%	4. Strongly Disagree
0%	5. No Answer

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Berkeley, October 18, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	1	6.3%
Website Survey	4	25.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	0	0.0%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	12.5%
Participated in more than two of the above	2	12.5%
Did not participate	7	43.8%
Totals	16	100.0%

2. What best describes your gender?	Responses	
Female	4	26.7%
Male	11	73.3%
Totals	15	100.0%

3. What is your age group?	Responses	
Under 21	2	13.3%
21-29	2	13.3%
30-39	3	20.0%
40-49	4	26.7%
50-59	2	13.3%
60+	2	13.3%
Totals	15	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	8	53.3%
Emeryville or Piedmont	2	13.3%
Oakland or Alameda	4	26.7%
San Leandro or Hayward	1	6.7%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	0	0.0%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	0	0.0%
Totals	15	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Berkeley, October 18, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	26.7%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	1	6.7%
White/Caucasian	10	66.7%
Two or more ethnicities	0	0.0%
Totals	15	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	60.0%
Somewhat Likely	3	20.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	3	20.0%
Totals	15	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	0	0.0%
Parcel tax	0	0.0%
Private development fees	1	7.1%
Tax on imports	1	7.1%
Tax commercial parking lots	3	21.4%
New vehicle sales tax	2	14.3%
Regional gas tax	5	35.7%
Congestion pricing	0	0.0%
Index gas tax to inflation	1	7.1%
Vehicle use fee	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Berkeley, October 18, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	56.3%
Somewhat Likely	4	25.0%
Somewhat Unlikely	1	6.3%
Very Unlikely	0	0.0%
Don't Know	2	12.5%
Totals	16	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	4	28.6%
Somewhat Agree	5	35.7%
Somewhat Disagree	3	21.4%
Strongly Disagree	0	0.0%
No Answer	2	14.3%
Totals	14	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	6	42.9%
Somewhat Agree	6	42.9%
Somewhat Disagree	0	0.0%
Strongly Disagree	1	7.1%
No Answer	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	5	15.2%
Website Survey	4	12.1%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	3.0%
Attended a TAWG or CAWG Meeting	3	9.1%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	6.1%
Participated in more than two of the above	7	21.2%
Did not participate	11	33.3%
Totals	33	100.0%

2. What best describes your gender?	Responses	
Female	16	45.7%
Male	19	54.3%
Totals	35	100.0%

3. What is your age group?	Responses	
Under 21	1	2.9%
21-29	0	0.0%
30-39	5	14.3%
40-49	6	17.1%
50-59	8	22.9%
60+	15	42.9%
Totals	35	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	1	2.9%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	6	17.1%
San Leandro or Hayward	13	37.1%
Ashland or Castro Valley	9	25.7%
Fremont, Union City or Newark	3	8.6%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	3	8.6%
Totals	35	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	1	3.0%
Black/African American	5	15.2%
Spanish, Hispanic or Latino	4	12.1%
White/Caucasian	19	57.6%
Two or more ethnicities	4	12.1%
Totals	33	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	17	50.0%
Somewhat Likely	7	20.6%
Somewhat Unlikely	1	2.9%
Very Unlikely	5	14.7%
Don't Know	4	11.8%
Totals	34	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	1	50.0%
Parcel tax	0	0.0%
Private development fees	1	50.0%
Totals	2	100.0%

8. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	2	7.7%
Parcel tax	1	3.9%
Private development fees	1	3.9%
Increase gas tax	15	57.7%
Parking pricing	3	11.5%
Congestion pricing	4	15.4%
Totals	26	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, San Leandro, October 19, 2011

9. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	18	62.1%
Somewhat Likely	3	10.3%
Somewhat Unlikely	1	3.5%
Very Unlikely	5	17.2%
Don't Know	2	6.9%
Totals	29	100.0%

10. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	7	29.2%
Somewhat Agree	12	50.0%
Somewhat Disagree	2	8.3%
Strongly Disagree	3	12.5%
No Answer	0	0.0%
Totals	24	100.0%

11. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	8	38.1%
Somewhat Agree	7	33.3%
Somewhat Disagree	3	14.3%
Strongly Disagree	3	14.3%
No Answer	0	0.0%
Totals	21	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Oakland, October 24, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	0	0.0%
Website Survey	2	16.7%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	2	16.7%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	0	0.0%
Participated in more than two of the above	7	58.3%
Did not participate	1	8.3%
Totals	12	100.0%

2. What best describes your gender?	Responses	
Female	8	72.7%
Male	3	27.3%
Totals	11	100.0%

3. What is your age group?	Responses	
Under 21	1	7.7%
21-29	1	7.7%
30-39	1	7.7%
40-49	4	30.8%
50-59	4	30.8%
60+	2	15.4%
Totals	13	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	2	16.7%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	8	66.7%
San Leandro or Hayward	0	0.0%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	1	8.3%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	1	8.3%
Totals	12	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Oakland, October 24, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	3	23.1%
Black/African American	1	7.7%
Spanish, Hispanic or Latino	0	0.0%
White/Caucasian	8	61.5%
Two or more ethnicities	1	7.7%
Totals	13	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	53.9%
Somewhat Likely	5	38.5%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	1	7.7%
Totals	13	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	1	9.1%
Parcel tax	0	0.0%
Private development fees	1	9.1%
Gas tax	8	72.7%
Vehicle Registration Fee	1	9.1%
Indirect source rule	0	0.0%
Parking fees (flexible use strategy)	0	0.0%
Public/Private partnership (Eco-Pass)	0	0.0%
More Express Lanes	0	0.0%
Totals	11	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Oakland, October 24, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	70.0%
Somewhat Likely	0	0.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	1	10.0%
Don't Know	2	20.0%
Totals	10	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	33.3%
Somewhat Agree	5	55.6%
Somewhat Disagree	0	0.0%
Strongly Disagree	0	0.0%
No Answer	1	11.1%
Totals	9	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	10.0%
Somewhat Agree	4	40.0%
Somewhat Disagree	3	30.0%
Strongly Disagree	1	10.0%
No Answer	1	10.0%
Totals	10	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Union City, October 27, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	3	17.7%
Website Survey	0	0.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	5.9%
Attended a TAWG or CAWG Meeting	1	5.9%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	3	17.7%
Participated in more than two of the above	5	29.4%
Did not participate	4	23.5%
Totals	17	100.0%

2. What best describes your gender?	Responses	
Female	10	62.5%
Male	6	37.5%
Totals	16	100.0%

3. What is your age group?	Responses	
Under 21	0	0.0%
21-29	0	0.0%
30-39	1	5.9%
40-49	6	35.3%
50-59	5	29.4%
60+	5	29.4%
Totals	17	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	0	0.0%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	1	5.9%
San Leandro or Hayward	1	5.9%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	13	76.5%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	2	11.8%
Totals	17	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Union City, October 27, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	25.0%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	2	12.5%
White/Caucasian	9	56.3%
Two or more ethnicities	1	6.3%
Totals	16	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	8	50.0%
Somewhat Likely	4	25.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	4	25.0%
Totals	16	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	4	23.5%
Parcel tax	3	17.7%
Private development fees	0	0.0%
Private funding of toll roads	0	0.0%
Congestion Pricing	0	0.0%
Pay-by-mile	4	23.5%
Gas tax	2	11.8%
Traffic Impact Fee	4	23.5%
Charging Station Fee	0	0.0%
Vehicle License Fee	0	0.0%
Totals	17	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Union City, October 27, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	10	52.6%
Somewhat Likely	1	5.3%
Somewhat Unlikely	0	0.0%
Very Unlikely	5	26.3%
Don't Know	3	15.8%
Totals	19	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	18.8%
Somewhat Agree	9	56.3%
Somewhat Disagree	1	6.3%
Strongly Disagree	1	6.3%
No Answer	2	12.5%
Totals	16	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	5.6%
Somewhat Agree	12	66.7%
Somewhat Disagree	2	11.1%
Strongly Disagree	1	5.6%
No Answer	2	11.1%
Totals	18	100.0%

Electronic Polling Results by Question CWTP-TEP Community Workshop, Dublin, November 2, 2011

Due to a computer drive failure, full electronic polling results for the Dublin workshop are not available. However, Dublin workshop participants made the following suggestions of non-sales tax solutions for addressing Alameda County's future transportation needs:

- Gateway toll at Altamont
- Private developer fees
- Raise Vehicle Registration Fee limit
- HOT lane fees
- Parking fees at BART – Grant Line Road
- Federal gas tax
- More advertising dollars



Alameda County
Transportation Priorities Workshop
Comment Form

1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

_____ YES _____ NO _____ DON'T KNOW

Please explain:

2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

3. Other comments:

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Appendix B: CWTP-TEP Questionnaire and Results



Participant Questionnaire

The Alameda County Transportation Commission (Alameda CTC) recently prepared a draft Countywide Transportation Plan (CWTP) that identifies current and future transportation needs. With community input, it is also developing a Transportation Expenditure Plan (TEP). The TEP would contain a package of transportation improvements around the county to be funded by an extension and possible increase of the current sales tax dedicated for this purpose. Your answers will help set priorities for the projects included in the TEP.

PLEASE TELL US ABOUT YOURSELF

1. What city or area of the county do you live in? _____

2. What mode of travel do you use the most? (Please select only one.)

- Walk
- Bicycle
- Take bus or shuttle
- Drive alone
- Carpool
- BART
- Other: _____

3. Did you participate in previous outreach efforts for the CTWP in February-March? Choose all that apply:

- Attended a large public workshop
- Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member
- Completed a printed survey
- Responded to a web survey
- Did not participate or don't know

TRANSPORTATION IMPROVEMENTS

*For each of the transportation improvement statements (in bold text) below, and the sample projects shown below, please indicate your level of support by circling either one number or "no opinion" as follows:
1 = low 2 3 4 5 = high or no opinion*

Here are the statements with some sample projects for each:

	Low			High		
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1	2	3	4	5	no opinion
Restore transit service that was previously cut	1	2	3	4	5	no opinion
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1	2	3	4	5	no opinion
Create and expand express and rapid bus services	1	2	3	4	5	no opinion
Extend BART to Livermore	1	2	3	4	5	no opinion
Provide commuter trains over the Dumbarton Bridge	1	2	3	4	5	no opinion
5. Maintain and improve the County's aging highway system	1	2	3	4	5	no opinion
Provide carpool lanes on I-80, I-880, and I-680	1	2	3	4	5	no opinion
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	1	2	3	4	5	no opinion

	Low			High		
6. Maintain and improve local roads and streets	1	2	3	4	5	no opinion
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	1	2	3	4	5	no opinion
Fix potholes on local roads	1	2	3	4	5	no opinion
7. Complete major bike and pedestrian routes and improve safety	1	2	3	4	5	no opinion
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	1	2	3	4	5	no opinion
Improve pedestrian safety	1	2	3	4	5	no opinion
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	1	2	3	4	5	no opinion
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	1	2	3	4	5	no opinion
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	1	2	3	4	5	no opinion
9. Provide specialized transit services for seniors and persons with disabilities	1	2	3	4	5	no opinion
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	1	2	3	4	5	no opinion
11. Fund transit oriented development projects (TOD)	1	2	3	4	5	no opinion
12. Fund transit passes for students in middle and high school	1	2	3	4	5	no opinion

13. TO FUND THESE TRANSPORTATION IMPROVEMENTS WOULD YOU VOTE TO:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	yes	no	don't know
---	-----	----	------------

OPTIONAL QUESTIONS

Alameda is a very diverse county - geographically, ethnically and economically. Your answers to the questions below will help ensure that we get broad, representative participation in this process.

14. What is your race or ethnic identification? (select one or more)

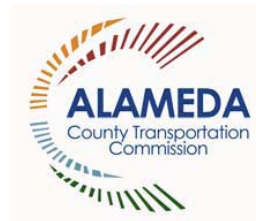
- American Indian or Alaska Native
- Asian or Pacific Islander
- Black/African American
- Spanish, Hispanic or Latino
- White/Caucasian
- Other: _____

15. What is your household income level? (select one)

- \$0-\$25,000
- \$26,000-\$50,000
- \$51,000-\$75,000
- \$76,000-\$100,000
- Over \$100,000

Thank you for your participation!

Participant Questionnaire - Spanish



Cuestionario

La Comisión de Transporte del Condado de Alameda (Alameda County Transportation Commission o CTC) recientemente preparó un borrador del Plan de transporte de todo el Condado de Alameda (Countywide Transportation Plan o CWTP) que identifica las necesidades de transportación actuales y a futuro. Con aportaciones de la comunidad, también está desarrollando un Plan de gastos de transportación (Transportation Expenditure Plan o TEP). El TEP tendría un paquete de mejoras a la transportación alrededor del Condado que serían financiados por una extensión y un posible incremento a los impuestos de venta dedicados a este propósito. Sus respuestas nos ayudarán a identificar las prioridades de los proyectos incluidos en el TEP.

INFORMACIÓN SOBRE USTED

1. ¿En qué ciudad o área del condado vive? _____

2. ¿Cuál es el medio de transporte que más utiliza? (marque solo una opción)

- | | |
|--|---|
| <input type="checkbox"/> Caminar | <input type="checkbox"/> Auto compartido (<i>carpool</i>) |
| <input type="checkbox"/> Bicicleta | <input type="checkbox"/> BART |
| <input type="checkbox"/> Autobús o servicio de transporte (<i>shuttle</i>) | <input type="checkbox"/> Otro: _____ |
| <input type="checkbox"/> Manejo solo(a) | |

3. ¿Participo en los previos llamados a la comunidad para el CWTP en febrero – marzo? Escoja los que aplican:

- Asistí a un grande taller público
- Asistí a un taller similar a este, organizado por el comité CTC o el personal de Alameda CTC
- Llené un cuestionario impreso
- Respondí a un cuestionario en la Web
- No participé o no sé

MEJORAS DE TRANSPORTACIÓN

Por favor indique el nivel de apoyo para cada una de las mejoras de transportación (en texto **negrita**), y los proyectos muestra, a continuación. Circule 1 = bajo 2 3 4 5 = alto o "sin opinión"

Aquí están las declaraciones con proyectos muestra para cada uno:	Bajo					Alto
	1	2	3	4	5	Sin opinión
4. Mantener y mejorar el transporte público (autobús, tren, transbordador) en todo el condado						
Restablecer el servicio de transporte que se ha cortado	1	2	3	4	5	Sin opinión
Asegurar que el transporte público continúe siendo asequible y accesible para aquellos que lo necesitan, incluyendo a las personas mayores, los jóvenes y personas con discapacidades	1	2	3	4	5	Sin opinión
Crear y aumentar los servicios de autobús directos y rápidos	1	2	3	4	5	Sin opinión
Extender el tren de BART hasta Livermore	1	2	3	4	5	Sin opinión
Proveer trenes de commuters en el puente Dumbarton	1	2	3	4	5	Sin opinión
5. Mantener y mejorar el sistema de carreteras envejeciendo del condado	1	2	3	4	5	Sin opinión
Proveer carriles de carpool en las carreteras I-80, I-880, y I-680	1	2	3	4	5	Sin opinión
Mejorar las rampas de entrada y salida de las carreteras I-80, I-880, I-580, I-680, y SR 84	1	2	3	4	5	Sin opinión

	Bajo			Alto		
	1	2	3	4	5	Sin opinión
6. Mantener y mejorar las calles y caminos locales						
Financiar mejoras en calles principales y rutas del commuter como: Ashby Ave. en Berkeley, Broadway en Oakland, Mission Blvd. en Hayward, Union City y Fremont, y Stanley Blvd. en Pleasanton	1	2	3	4	5	Sin opinión
Reparar baches y nivelar el pavimento existente en las calles	1	2	3	4	5	Sin opinión
7. Completar ciclo vías y rutas peatonales principales; más seguridad						
Completar los caminos en el East Bay incluyendo el Bay Trail, Iron Horse Trail y East Bay Greenway	1	2	3	4	5	Sin opinión
Mejorar la seguridad peatonal	1	2	3	4	5	Sin opinión
8. Tratar la congestión, seguridad y contaminación relacionados con los camiones de carga y el movimiento de bienes del puerto de Oakland						
Hacer más fácil y seguro el acceso de camiones al puerto de Oakland sin crear tráfico y congestión	1	2	3	4	5	Sin opinión
Reducir contaminación y congestión de tráfico causado por los camiones que llevan bienes en nuestras calles y caminos	1	2	3	4	5	Sin opinión
9. Proveer servicios especializados de tránsito para las personas mayores y con discapacidades						
1	2	3	4	5	Sin opinión	
10. Financiar proyectos de tecnología, tales como colecta de tarifas de alta ocupación (High Occupancy Toll o HOT)/carril "express", sincronización de semáforos						
1	2	3	4	5	Sin opinión	
11. Financiar proyectos orientados al desarrollo centrado en la transportación (TOD)						
1	2	3	4	5	Sin opinión	
12. Financiar abonos de tránsito para estudiantes de secundaria						
1	2	3	4	5	Sin opinión	

13. PARA FINANCIAR ESTAS MEJORAS EN LA TRANSPORTACIÓN USTED VOTARÍA PARA:

¿Aumentar impuestos de venta de transportación por no más de medio centavo y extenderlo más allá del 2022 para implementar prioridades? sí no no sé

PREGUNTAS OPCIONALES

Alameda es un condado muy diverso -- geográficamente, étnicamente y económicamente. Sus respuestas a las siguientes preguntas nos ayudaran a asegurar que estamos recibiendo representación amplia en la participación.

14. ¿Cual es su identificación racial o étnica? (Escoja uno o más)

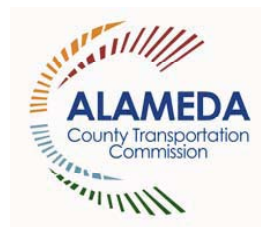
- | | |
|---|---|
| <input type="checkbox"/> Indio americano o Nativo de Alaska | <input type="checkbox"/> Blanco/Caucasico |
| <input type="checkbox"/> Asiático o de las islas del Pacífico | <input type="checkbox"/> Otro: _____ |
| <input type="checkbox"/> Negro/Afro Americano | |
| <input type="checkbox"/> Español, Hispano o Latino | |

15. ¿Cual es su nivel de ingreso familiar? (Escoja uno)

- \$0-\$25,000
- \$25,000-\$50,000
- \$50,000-\$75,000
- \$75,000-\$100,000
- Más de \$100,000

¡Gracias por su participación!

Participant Questionnaire - Chinese



參與者問卷調查

阿拉美達縣交通委員會 (Alameda CTC) 最近起草了一份全縣交通改善計劃 (CWTP)，以確定目前和未來的交通需求。同時並採納社區意見，擬定交通運輸開支計劃 (TEP)。計劃將涵蓋一系列的交通改善問題，並探討本縣是否應延長及或提高目前專為此目的而徵收之營業稅來獲得經費。您的回答將有助於確定 TEP 所含專案的優先事項。

請告訴我們關於您自己

1. 您居住在本縣的哪個城市或地區？ _____

2. 您最常使用哪種交通方式？（選擇一項。）

- | | |
|----------------------------------|------------------------------------|
| <input type="checkbox"/> 步行 | <input type="checkbox"/> 與人共乘 |
| <input type="checkbox"/> 騎自行車 | <input type="checkbox"/> BART 捷運 |
| <input type="checkbox"/> 搭巴士或接駁車 | <input type="checkbox"/> 其他： _____ |
| <input type="checkbox"/> 獨自一人開車 | |

3. 您是否曾參與原先在二月份至三月份舉辦的 CTWP 相關活動？選擇所有適用項目：

- 參加了大型公共研討會
- 出席了由阿拉美達縣 CTC 委員會或工作人員主辦的類似研討會
- 完成了書面調查
- 回答了網路調查
- 沒有參與或者不知道

交通改善

對於以下有關交通改善的每項陳述（粗體字）以及如下所示的範例專案，請圈選一個數字或「無意見」以說明您的支持度：

1 = 低 2 3 4 5 = 高 或無意見

以下陳述分別列舉某些範例專案：

	低					高				
4. 維護並改善全縣大眾運輸系統（巴士、列車、渡輪）	1	2	3	4	5	無意見				
恢復先前被刪減的大眾運輸系統服務	1	2	3	4	5	無意見				
確保公共運輸對那些需要的人來說，包括老年人、青少年和殘障人士在內，繼續維持實惠和便利的好處	1	2	3	4	5	無意見				
設立並擴增直達巴士服務	1	2	3	4	5	無意見				
將 BART 捷運延伸至 Livermore	1	2	3	4	5	無意見				
提供跨越 Dumbarton Bridge 的通勤列車	1	2	3	4	5	無意見				
5. 維護並改善縣內老舊的公路體系	1	2	3	4	5	無意見				
在 I-80、I-880 和 I-680 號高速公路上擴增汽車共乘車道	1	2	3	4	5	無意見				
整修 I-80、I-880、I-580、I-680 號高速公路和 84 號州道上的出入口匝道	1	2	3	4	5	無意見				

	低			高		
	1	2	3	4	5	
6. 維持並改善當地街道和道路						無意見
為主要街道和通勤路線的改善計劃提供經費，例如：Berkeley 的 Ashby Ave.、Oakland 的 Broadway、Hayward 的 Mission Blvd.、Union City 和 Fremont 以及 Pleasanton 的 Stanley Blvd.	1	2	3	4	5	無意見
修復當地道路的坑洞	1	2	3	4	5	無意見
7. 完成主要自行車和行人通道並且改善安全						無意見
完成東灣的步道，包括 Bay Trail、Iron Horse Trail 和 East Bay Greenway 等	1	2	3	4	5	無意見
改善行人安全	1	2	3	4	5	無意見
8. 解決交通擁塞、安全和與貨運卡車有關的污染或從 Port of Oakland 流動貨物等問題						無意見
使卡車來回 Port of Oakland 更為安全便利，而不至於造成交通回堵和擁塞問題	1	2	3	4	5	無意見
減少卡車在我們的街道和公路上運載貨物時所造成的污染和交通擁塞問題	1	2	3	4	5	無意見
9. 為老年人和殘障人士提供特種大眾運輸服務						無意見
10. 為高流量/快速道路收費、交通號誌同步等技術專案提供經費						無意見
11. 為大眾運輸導向的開發專案 (TOD) 提供經費						無意見
12. 為中學生和高中生大眾運輸車票提供經費						無意見

13. 您是否會投票贊成為這些交通改善計劃提供經費：

將交通運輸營業稅提高不超過半美分，並延長實施至 2022 年以後，以落實您的優先事項？	是	否	不知道
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選擇性問題

阿拉美達縣是一個地域、種族和經濟型態非常多樣化的縣域。您對以下問題的回答將有助於確保我們在這個改善交通運輸的過程中獲得廣泛而且具有代表性的參與。

14. 您的種族或族裔背景是什麼？（可複選）

- 美洲印地安人或阿拉斯加原住民
 白種人/高加索裔
 亞裔或太平洋島民
 其他：
 黑人/非裔美國人 _____
 西班牙裔、西語裔或拉丁裔

15. 您的家庭收入水準如何？（選擇一項）

- \$0-\$25,000
 \$26,000-\$50,000
 \$51,000-\$75,000
 \$76,000-\$100,000
 超過 \$100,000 元

感謝您的參與！

Participant Questionnaire - Vietnamese



Bảng Câu Hỏi Cho Những Người Tham Gia

Gần đây, Ủy Ban Giao Thông Quận Alameda (Alameda CTC) đã chuẩn bị một bản dự thảo Kế Hoạch Giao Thông Toàn Quận (CWTP) nhằm xác định các nhu cầu giao thông hiện tại và trong tương lai. Cùng với các ý kiến của cộng đồng, Ủy Ban cũng đang thiết lập Kế Hoạch Chi Tiêu Giao Thông (TEP). Kế hoạch này bao gồm nhiều biện pháp cải thiện giao thông trên toàn quận được tài trợ nhờ việc gia hạn và có thể là tăng các khoản thuế bán hàng hiện tại cho mục đích này. Các câu trả lời của quý vị sẽ giúp chúng tôi đưa ra các ưu tiên cho những dự án thuộc Kế hoạch chi tiêu giao thông TEP.

HÃY CHO CHÚNG TÔI BIẾT VỀ QUÝ VỊ

1. Quý vị sống ở thành phố hoặc khu vực nào của quận? _____

2. Quý vị sử dụng phương thức di chuyển nào nhiều nhất? (Chỉ chọn một)

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Đi bộ | <input type="checkbox"/> Đi chung xe |
| <input type="checkbox"/> Đi xe đạp | <input type="checkbox"/> Dùng BART |
| <input type="checkbox"/> Xe buýt hoặc xe chạy tuyến đường ngắn | <input type="checkbox"/> Khác |
| <input type="checkbox"/> Đi xe một mình | _____ |

3. Quý vị có tham gia vào các nỗ lực cải thiện giao thông trước đây thuộc Kế hoạch CWTP từ tháng Hai đến tháng Ba không? Chọn tất cả câu trả lời thích hợp:

- Dự một buổi hội thảo công cộng lớn
- Dự một buổi hội thảo tương tự như buổi hội thảo này do Ủy ban hoặc nhân viên của Alameda CTC tổ chức
- Hoàn thành một bản khảo sát trên giấy
- Trả lời khảo sát qua mạng
- Không tham gia hoặc không biết

CÁC BIỆN PHÁP CẢI THIỆN GIAO THÔNG

Với mỗi biện pháp cải thiện giao thông (được in đậm) và các dự án mẫu được đề cập dưới đây, hãy cho chúng tôi biết mức độ ủng hộ của quý vị bằng cách khoanh tròn một trong những con số sau: 1 = phản đối kịch liệt; 2 = không ủng hộ; 3 = trung lập; 4 = ủng hộ; 5 = hoàn toàn ủng hộ; hoặc không có ý kiến

Đây là các biện pháp kèm theo dự án mẫu:

	Thấp			Cao		
4. Duy trì và cải thiện các phương tiện giao thông công cộng (xe buýt, xe lửa, phà) trên toàn quận	1	2	3	4	5	Không ý kiến
Khôi phục lại các dịch vụ vận chuyển trước đây đã bị cắt bỏ	1	2	3	4	5	Không ý kiến
Đảm bảo dịch vụ giao thông công cộng nằm trong khả năng tài chính và khả năng tiếp cận của những đối tượng cần sử dụng bao gồm người cao niên, thanh niên và người khuyết tật	1	2	3	4	5	Không ý kiến
Tạo ra và mở rộng các dịch vụ xe buýt nhanh và tốc hành	1	2	3	4	5	Không ý kiến
Mở rộng BART sang Livermore	1	2	3	4	5	Không ý kiến
Cung cấp dịch vụ xe lửa qua cầu Dumbarton	1	2	3	4	5	Không ý kiến
5. Duy trì và cải thiện hệ thống đường cao tốc lâu đời của quận	1	2	3	4	5	Không ý kiến
Tạo các làn đường cho những người đi chung xe trên I-80, I-880, và I-680	1	2	3	4	5	Không ý kiến
Cải thiện các đường dốc vào và dốc ra khỏi Đường cao tốc I-80, I-880, I-580, I-680 và State Route 84	1	2	3	4	5	Không ý kiến

	Thấp			Cao		
6. Duy trì và cải thiện các đường phố địa phương	1	2	3	4	5	Không ý kiến
Tài trợ để cải thiện các con đường lớn và đường đi lại như: Ashby Ave. ở Berkeley, Broadway ở Oakland, Mission Blvd. ở Hayward, Union City và Fremont, và Stanley Blvd. ở Pleasanton	1	2	3	4	5	Không ý kiến
Sửa ổ gà trên các tuyến đường địa phương	1	2	3	4	5	Không ý kiến
7. Hoàn thành các tuyến đường dành cho người đi xe đạp và đi bộ và nâng cao sự an toàn	1	2	3	4	5	Không ý kiến
Hoàn thành các con đường mòn ở East Bay, bao gồm đường mòn Bay Trail, đường mòn Iron Horse và East Bay Greenway	1	2	3	4	5	Không ý kiến
Nâng cao an toàn cho người đi bộ	1	2	3	4	5	Không ý kiến
8. Giải quyết vấn đề tắc nghẽn, an toàn và ô nhiễm liên quan đến xe tải chuyên chở và vận chuyển hàng hóa từ cảng Oakland	1	2	3	4	5	Không ý kiến
Tạo điều kiện để xe tải đi và đến cảng Oakland an toàn và dễ dàng hơn mà không gây cản trở và tắc nghẽn giao thông	1	2	3	4	5	Không ý kiến
Giảm thiểu ô nhiễm và tắc nghẽn giao thông do xe tải chở hàng trên các đường phố của chúng ta	1	2	3	4	5	Không ý kiến
9. Cung cấp các dịch vụ giao thông đặc biệt dành cho người cao niên và người khuyết tật	1	2	3	4	5	Không ý kiến
10. Tài trợ cho các dự án công nghệ như Thu Phí đối với những xe muốn đi trên làn đường dành cho xe nhiều người đi và làn đường cao tốc, đồng bộ hóa tín hiệu giao thông	1	2	3	4	5	Không ý kiến
11. Tài trợ cho các dự án định hướng phát triển giao thông (TOD)	1	2	3	4	5	Không ý kiến
12. Tài trợ vé dùng phương tiện công cộng cho học sinh các trường trung học cơ sở và trung học phổ thông	1	2	3	4	5	Không ý kiến

13. ĐỀ TÀI TRỢ CHO CÁC CẢI THIỆN GIAO THÔNG NÀY, QUÝ VỊ SẼ CHỌN:

Tăng thuế bán hàng liên quan tới giao thông thêm không hơn nửa xu và gia hạn quá năm 2022 để thực hiện các ưu tiên của quý vị không?	Có	Không	Không biết
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CÁC CÂU HỎI TÙY Ý TRẢ LỜI

Alameda là một quận rất đa dạng về mặt địa lý, dân tộc và kinh tế. Câu trả lời của quý vị cho những câu hỏi dưới đây sẽ góp phần đảm bảo rằng chúng tôi nhận được sự tham gia từ các thành phần đa dạng trong quá trình này.

14. Quý vị thuộc chủng tộc hoặc dân tộc nào? (chọn một hoặc nhiều)

- Mỹ Da Đỏ Hoặc Người Bản Xứ Alaska Người Da Trắng
 Người Châu Á hoặc từ Đảo Thái Bình Dương Khác:
 Người Mỹ Da Đen/Gốc Châu Phi _____
 Người Tây Ban Nha, Bồ Đào Nha hoặc Latinh

15. Mức thu nhập của gia đình quý vị là bao nhiêu? (chọn một)

- \$0-\$25,000
 \$26,000-\$50,000
 \$51,000-\$75,000
 \$76,000-\$100,000
 Hơn \$100,000

Cảm ơn quý vị đã tham gia!



Participant Questionnaire - Farsi

پرسشنامه شرکت کننده

کمیسیون حمل و نقل بخش‌داری یا کانتی آلامیدا (Alameda CTC) اخیراً یک طرح حمل و نقل در سطح بخش‌داری (CWTP) تهیه کرده است که نیازهای حمل و نقل کنونی و آتی را تعیین می‌کند. با دریافت داده‌هایی از جامعه، این کمیسیون همچنین طرحی مربوط به مخارج حمل و نقل (TEP) تهیه می‌کند. طرح TEP شامل گزینه‌هایی برای بهبود حمل و نقل در سطح بخش‌داری خواهد بود که هزینه آن از طریق گسترش و افزایش احتمالی مالیات بر فروش جاری مختص این امر فراهم خواهد شد. پاسخهای شما کمک خواهد تا ارجحیت‌های این برنامه که در TEP قرار داده شده اند تعیین شوند.

لطفاً اطلاعاتی در ارتباط با خود ارائه دهید

1. در کدام شهر یا در چه قسمتی از بخش‌داری یا کانتی زندگی می‌کنید؟

2. از کدام روش رفت و آمد بیشتر استفاده می‌کنید؟ (لطفاً فقط یک گزینه را انتخاب کنید)

- | | |
|--|--|
| <input type="checkbox"/> پیاده روی | <input type="checkbox"/> همپیمایی یا چند سرنشینی (carpool) |
| <input type="checkbox"/> دوچرخه | <input type="checkbox"/> بارت/BART |
| <input type="checkbox"/> استفاده از اتوبوس یا شاتل | <input type="checkbox"/> غیره |
| <input type="checkbox"/> رانندگی شخصی | |

3. آیا در تلاش‌های قبلی کمک‌رسانی از سوی CWTP در فوریه-مارس شرکت کردید؟

تمامی موارد زیربط را انتخاب کنید:

- | | |
|--------------------------|---|
| <input type="checkbox"/> | در یک کارگاه بزرگ عمومی شرکت کردید |
| <input type="checkbox"/> | در کارگاهی مشابه به آن، که میزبانی آنرا کمیسیون Alameda CTC یا یکی از اعضاء کادر آن به عهده داشت شرکت کردید |
| <input type="checkbox"/> | یک بررسی چاپ شده را تکمیل کردید |
| <input type="checkbox"/> | به یک بررسی اینترنتی پاسخ دادید |
| <input type="checkbox"/> | شرکت نکردید یا نمی‌دانید |

بهبودی حمل و نقل

برای هر یک از جملات مربوط به بهبود حمل و نقل (متن پررنگ) ذیل، و برنامه‌های نمونه‌ای که در ذیل درج شده است، لطفاً با کشیدن دایره دور یکی از شماره‌های ذیل به ما بگویید که تا چه میزان از آنها حمایت می‌کنید:
 1 = به شدت مخالفم ؛ 2 = حمایت نمی‌کنم ؛ 3 = بی تفاوت ؛ 4 = حمایت می‌کنم ؛ 5 = به شدت حمایت می‌کنم، یا بدون نظر؛

در اینجا توضیحاتی به همراه نمونه‌هایی برای هر برنامه درج شده است:						
بالا	پایین					
بدون نظر	5	4	3	2	1	4. حفظ و بهبود حمل و نقل عمومی (اتوبوس، قطار، قایق موتوری) در سرتاسر بخش‌داری یا کانتی
بدون نظر	5	4	3	2	1	برقراری مجدد خدمات حمل و نقل که قبلاً قطع شده بود.
بدون نظر	5	4	3	2	1	کسب اطمینان از استمرار حمل و نقل عمومی کم هزینه و قابل دسترسی برای افرادی که به آن نیازمند هستند، شامل سالمندان، نو جوانان و افرادی که معلولیت دارند
بدون نظر	5	4	3	2	1	ایجاد و گسترش خدمات اتوبوس سریع
بدون نظر	5	4	3	2	1	گسترش BART به لیورمور (Livermore)
بدون نظر	5	4	3	2	1	فراهم کردن قطارهای رفت و آمد روزانه از روی پل دومبارتون (Dumbarton)
بدون نظر	5	4	3	2	1	5. حفظ و بهبود بخشیدن به سیستم کهنه بزرگراه بخش‌داری
بدون نظر	5	4	3	2	1	فراهم کردن خطوط ویژه همپیمایی یا هم سرنشینی در بزرگراه‌های I-80، I-880 و I-680
بدون نظر	5	4	3	2	1	بهبود شیب راهه ورودی و شیب راهه خروجی در بزرگراه‌های I-80، I-880، I-580، I-680 و جاده ایالتی 84

پایین بالا

بدون نظر	5	4	3	2	1	6. حفظ و بهبود جاده ها و خیابانهای محلی
بدون نظر	5	4	3	2	1	تأمین بودجه برای بهسازی خیابانهای اصلی و جاده های رفت و آمد روزانه، همچون: Ashby Ave در Berkeley ، و Oakland در Broadway ، Mission Blvd. در Hayward ، Fremont و Union City ، و Stanley Blvd. در Pleasanton
بدون نظر	5	4	3	2	1	تعمیر گودالها در جاده های محلی

بدون نظر	5	4	3	2	1	7. تکمیل و بهبود ایمنی در مسیرهای اصلی ویژه دوچرخه و عابر پیاده
بدون نظر	5	4	3	2	1	تکمیل مسیرهای East Bay / «ایست بی» شامل Bay Trail ، Iron Horse Trail و East Bay Greenway
بدون نظر	5	4	3	2	1	بهبود ایمنی برای عابر پیاده

بدون نظر	5	4	3	2	1	8. رسیدگی به تراکم، ایمنی و آلودگی مربوط به کامیونهای مخصوص نقل و انتقال بار یا کالا از بندر اوکلند.
بدون نظر	5	4	3	2	1	بدون ایجاد تراکم و ترافیک سنگین، ایجاد شرایط آسانتر و ایمن تر برای جابجایی کامیونها از بندر اوکلند و بالعکس
بدون نظر	5	4	3	2	1	کاهش آلودگی و تراکم ترافیک که توسط کامیونهای حامل کالا در خیابانها و جاده های شما ایجاد شده است

بدون نظر	5	4	3	2	1	9. فراهم نمودن خدمات حمل و نقل ویژه برای سالمندان و افرادی که معلولیت دارند
بدون نظر	5	4	3	2	1	10. تأمین بودجه برنامه های فن آوری همچون خط اکسپرس یا سریع / عوارض عبور در خطوط مخصوص ماشین های چند سرنشینی، گردآوری عوارض، همزمان سازی چراغهای ترافیک
بدون نظر	5	4	3	2	1	11. تأمین بودجه برنامه های متمایل و مربوط به حمل و نقل (TOD)
بدون نظر	5	4	3	2	1	12. تأمین مجوزهای عبور برای دانش آموزان در دبیرستان مقدماتی و دبیرستان

13. به منظور تأمین بودجه این بهبودهای حمل و نقل آیا برای مورد ذیل رای خواهید داد:

افزایش مالیات بر فروش مربوط به حمل و نقل، تا حد اکثر نیم سنت و استمرار آن تا بعد از سال 2022 برای پاسخگویی به ارجحیت های شما؟	خیر	بله	نمی دانم
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سوالات اختیاری

آلامیدا از نقطه نظر جغرافیایی، نژادی و اقتصادی یک بخشداری بسیار متنوعی است. پاسخهای شما به سوالات ذیل کمک خواهند کرد که در این فرایند مشارکتی گسترده و در برگیرنده حاصل شود.

14. نژاد یا هویت قومی شما چیست؟ (یک یا چند گزینه را انتخاب کنید)

- | | | | |
|--------------------------|------------------------------------|--------------------------|------------------------|
| <input type="checkbox"/> | سرخپوست آمریکایی یا بومی آلاسکا | <input type="checkbox"/> | سفید پوست/ هندواروپایی |
| <input type="checkbox"/> | آسیایی یا بومی جنوب اقیانوس آرام | <input type="checkbox"/> | غیره: |
| <input type="checkbox"/> | سیاهپوست/ آمریکایی افریقایی | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | اسپانیولی، اسپانیولی زبان یا لاتین | <input type="checkbox"/> | |

15. میزان درآمد خانوار شما چقدر است؟ (یکی را انتخاب کنید)

- | | |
|--------------------------|--------------------|
| <input type="checkbox"/> | \$0-\$25,000 |
| <input type="checkbox"/> | \$26,000-\$50,000 |
| <input type="checkbox"/> | \$51,000-\$75,000 |
| <input type="checkbox"/> | \$76,000-\$100,000 |
| <input type="checkbox"/> | بیش از \$100,000 |

از مشارکت شما سپاسگزاریم!

Alameda County Transportation Commission
CWTP-TEP Fall 2011 Questionnaire Responses

A total of 926 questionnaires were submitted by outreach toolkit participants and 556 questionnaires were submitted online. Results are detailed below.

1. What city or area of the county do you live in? (analyzed by planning area)

Planning Area	Toolkit Respondents	Online Respondents
North	46.8%	50.5%
Central	17.6%	7.2%
South	16.7%	7.0%
East	1.0%	15.5%
Unclear or not Alameda County Resident*	17.9%	19.8%
Total responding to question	909	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

* Respondents who answered simply "Alameda," without indicating whether they meant the city or the county, were counted as "unclear."

2. What mode of travel do you use the most? (Please select only one.)

Mode of Travel	Toolkit Respondents	Online Respondents
Walk	13.5%	7.0%
Bicycle	13.6%	18.3%
Take bus or shuttle	14.9%	13.7%
Drive alone	39.1%	36.3%
Carpool	5.6%	3.2%
BART	7.4%	14.6%
Other*	5.8%	6.8%
Total responding to question	770	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than one answer (possible on print questionnaires only), their response was not counted.

2. What mode of travel do you use the most? (Please select only one.) - continued

Other modes of travel identified by toolkit respondents:

- Amtrak + Bike
- Capital corridor (Amtrak)
- Combination
- Drive with my kids
- East Bay Paratransit (specified by 3 respondents)
- Electric wheelchair mostly
- E-scooter
- Paratransit (specified by 12 respondents)
- Roll in my power wheelchair
- Scooter
- Shuttle
- Walk BART and AC Transit
- Walk, bus & BART

Other modes of travel identified by online respondents:

- Amtrak/Capitol Corridor train
- Attendant drives me
- Attendant drives me places, but on her off days, it's a combo of bus, paratransit and taxi cabs - and of course, walking some.
- BART
- Bicycle and BART (specified by 2 respondents)
- Bicycle to Caltrans Shuttle at MacArthur BART for ride into San Francisco.- bicycle in San Francisco
- Bus and BART equally
- Bus, Oakland city taxi program, Eastbay Paratransit
- Car (specified by 2 respondents)
- Drive alone but used Carpool lane as I have an electric vehicle (Nissan LEAF)
- Drive my own vehicle
- Drive together
- Drive with children
- Drive with my husband
- Ferry
- Ferry. Have to drive to the ferry as there is no bus service to the ferry. Which is really dumb.
- Husband drives me
- Husband drives me in handicap accessible van
- I can't specify only one. My daily commute is a blend of bicycle, BART, and bus transportation. There's no one mode that gets me where I need to go. What I can tell you is that if it were safer, I would ride my bicycle almost everywhere.
- I utilize a combination of bus, shuttle, BART and walking.
- It is an equal blend of drive alone, BART, bus & bike
- Measure B Senior Services
- Motorcycle (specified by 2 respondents)
- Oakland City Paratransit program, Eastbay Paratransit,Family
- Paratransit (specified by 3 respondents)
- Paratransit and taxi
- Power wheelchair
- Retired, minimum travel
- Split evenly between carpool, driving alone and riding bike
- Walk and take public transportation: bus & BART
- Walk, ride a bike and drive

**3. Did you participate in previous outreach efforts for the CTWP in February-March?
Choose all that apply:**

Previous Participation	Toolkit Respondents	Online Respondents
Attended a large public workshop	6.9%	9.2%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	5.6%	6.5%
Completed a printed survey	9.3%	4.5%
Responded to a web survey	5.8%	11.5%
Did not participate or don't know	78.8%	77.5%
Total responding to question	850	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Transportation Improvements

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.6%	2.9%	9.5%	16.8%	64.4%	4.9%	769
Restore transit service that was previously cut	1.7%	4.1%	16.2%	22.5%	44.6%	10.9%	823
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.5%	1.9%	6.1%	15.9%	71.4%	3.3%	825
Create and expand express and rapid bus services	2.6%	4.3%	18.4%	25.0%	43.7%	5.9%	835
Extend BART to Livermore	11.8%	7.8%	15.2%	16.2%	37.2%	11.9%	823
Provide commuter trains over the Dumbarton Bridge	10.9%	7.1%	17.8%	14.7%	33.1%	16.4%	807

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.5%	1.7%	7.7%	13.9%	74.1%	1.1%	532
Restore transit service that was previously cut	5.3%	3.9%	13.9%	20.5%	47.9%	8.5%	532
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.7%	2.6%	7.7%	19.0%	67.7%	1.3%	532
Create and expand express and rapid bus services	6.2%	9.4%	19.0%	27.6%	32.3%	5.5%	532
Extend BART to Livermore	25.9%	13.7%	13.5%	13.5%	24.8%	8.5%	532
Provide commuter trains over the Dumbarton Bridge	24.2%	16.9%	20.1%	12.4%	13.2%	13.2%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
5. Maintain and improve the County's aging highway system	4.7%	4.4%	15.2%	20.3%	49.1%	6.3%	745
Provide carpool lanes on I-80, I-880, and I-680	6.2%	6.8%	16.5%	20.5%	41.6%	8.4%	794
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	5.5%	6.0%	18.1%)	16.5%	43.7%	10.1%	830

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
5. Maintain and improve the County's aging highway system	12.0%	11.5%	20.3%	20.5%	33.3%	2.4%	532
Provide carpool lanes on I-80, I-880, and I-680	18.0%	12.8%	23.7%	21.2%	19.0%	5.3%	532
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	19.4%	19.4%	19.2%	17.7%	18.4%	6.0%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	2.3%	2.6%	10.9%	22.1%	58.1%	4.0%	700
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	3.5%	3.3%	15.9%	24.9%	48.0%	4.3%	791
Fix potholes on local roads	1.2%	2.3%	8.8%	16.0%	68.8%	2.9%	769

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	3.6%	5.1%	22.2	26.7%	41.4%	1.1%	532
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	7.7%	12.6%	23.7%	24.1%	27.4%	4.5%	532
Fix potholes on local roads	1.7%	5.3%	15.6%	20.9%	54.7%	1.9%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
7. Complete major bike and pedestrian routes and improve safety	2.5%	2.8%	10.7%	18.3%	61.2%	4.5%	712
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	3.3%	3.8%	15.0%	21.7%	48.7%	7.6%	793
Improve pedestrian safety	1.8%	1.5%	13.2%	16.7%	63.8%	3.0%	778

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
7. Complete major bike and pedestrian routes and improve safety	4.7%	4.5%	12.8%	16.4%	59.6%	2.1%	532
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	6.8%	8.1%	19.2%	26.1%	37.4%	2.4%	532
Improve pedestrian safety	2.1%	5.6%	11.5%	21.4%	58.1%	1.3%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	3.0%	4.2%	15.7%	23.2%	46.2%	7.7%	732
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	3.6%	4.7%	17.9%	25.5%	39.8%	8.5%	804
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	3.3%	4.3%	13.1%	22.3%	53.1%	4.0%	799

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	6.0%	10.4%	20.8%	27.2%	27.8%	7.7%	518
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	8.1%	10.6%	22.8%	26.1%	24.3%	8.1%	518
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	4.8%	7.9%	20.8%	26.1%	35.1%	5.2%	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
9. Provide specialized transit services for seniors and persons with disabilities	2.1%	3.2%	13.2%	21.1%	55.7%	4.8%	819
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	8.7%	5.6%	23.2%	22.1%	32.2%	8.1%	823
11. Fund transit oriented development projects (TOD)	3.0%	5.0%	19.9%	24.1%	33.6%	14.5%	806
12. Fund transit passes for students in middle and high school	3.7%	4.2%	15.5%	20.3%	49.2%	7.1%	813

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
9. Provide specialized transit services for seniors and persons with disabilities	3.5%	5.6%	22.8%	28.0%	37.1%	3.1%	518
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	15.3%	12.9%	26.8%	23.0%	16.4%	5.6%	518
11. Fund transit oriented development projects (TOD)	9.5%	6.6%	19.3%	25.1%	30.5%	9.1%	518
12. Fund transit passes for students in middle and high school	10.0%	8.5%	23.4%	19.1%	35.1%	3.9%	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

13. To fund these transportation improvements would you vote to: Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

Responses	Toolkit Respondents	Online Respondents
Yes	60.3%	77.4%
No	16.6%	9.7%
Don't Know	23.0%	12.9%
Total responding to question	812	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Optional Questions

14. What is your race or ethnic identification? (select one or more)

Race or Ethnic Identification	Toolkit Respondents	Online Respondents
American Indian or Alaska Native	2.0%	0.8%
Asian or Pacific Islander	18.0%	9.3%
Black/African American	7.3%	8.7%
Spanish, Hispanic or Latino	34.6%	6.3%
White/Caucasian	34.6%	75.5%
Other (please specify)	7.5%	3.0%
Total responding to question	790	494

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Other race or ethnic identification specified by toolkit respondents:

- Afghan/Afghani (specified by 10 respondents)
- All
- American (specified by 2 respondents)
- Arabic
- Disabled Jewish American
- Dutch/Indonesian
- Filipino (specified by 2 respondents)
- Human being
- Indonesia
- Italian
- Italian/Irish
- Mixed (specified by 2 respondents)
- Persian (specified by 18 respondents)
- Sicilian
- Slavic

Optional Questions, continued

14. What is your race or ethnic identification? (select one or more) - continued

Other race or ethnic identification specified by online respondents:

- Aryan
- Eastern European
- European ancestry
- Filipino American
- Human
- Human being
- I reserve that right
- Jewish
- Mix - White/Hispanic
- Mixed
- Mixed ethnicity, Latino/white
- Multi-ethnic
- My ethnic identification is American
- N/A
- None of the above

15. What is your household income level? (Select one)

Income Level	Toolkit Respondents	Online Respondents
\$0-\$25,000	39.5%	9.1%
\$26,000-\$50,000	19.4%	17.0%
\$51,000-\$75,000	13.8%	17.0%
\$76,000-\$100,000	10.3%	18.6%
Over \$100,000	17.1%	38.3%
Total responding to question	712	483

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Survey Language – Toolkit Questionnaires

Language	Percent of Respondents	Number of Respondents
English	73.1%	677
Spanish	20.2%	187
Chinese	3.5%	32
Farsi	2.1%	19
Vietnamese	1.2%	11
Total	100.0%	926

Appendix C: Outreach Questionnaire Reports

Outreach Toolkit Presentations

1) Presentations Made To:

City of San Leandro Neighborhood Meeting District 5 & 6

Date: 10.6.2011

Questionnaires Received: 12

Moderator/Contact: Keith Cook/Kathy Ornelas

Group Description: Mixed group of San Leandro residents

2) Presentations Made To:

Sierra Club SF Bay Chapter

Date: 10.10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Pat Piras

Group Description: Sierra Club members

3) Presentations Made To:

Joan Chaplick's UC Berkeley Class

Date: 10.11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Joan Chaplick

Group Description: Mixed Group of Berkeley Students

4) Presentations Made To:

Oakland Yellowjackets

Date: 10.12.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Midori Tabata/Fred McWilliams

Group Description: Multi-cultural bicycle club in Oakland

5) Presentations Made To:

Misc.

Questionnaires Received/Participants: 6

Moderator/Contact: Liz Brazil

6) Presentations Made To:

Afghan Coalition (Women's Group)

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil

Group Description: Members of the Afghan Coalition Women's Group. Women were primarily residents of Fremont.

7) Presentations Made To:

Union City Senior Commission

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil/Edward Rivera Aruiz

Group Description: Union City seniors

8) Presentations Made To:

DA Bus line Riders

Date: 10.19.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

9) Presentations Made To:

VB Match – Bay Area Volleyball Club

Date: 10.20.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Holly Kuljian

Group Description: Bay Area adult volleyball club

10) Presentations Made To:

Oakland Pedalfest in Jack London Square

Date: 10.22.2011

Questionnaires Received/Participants: 208

Moderator/Contact: Holly Kuljian, John Means, Krystle Pasco & Rochelle Wheeler

Group Description: Diverse group of bicycle enthusiasts

11) Presentations Made To:

PAPCO

Date: 10.24.2011

Questionnaires Received/Participants: 25 (additional questionnaires had already been filled using on-line version)

Moderator/Contact: Holly Kuljian

Group Description: Paratransit Advisory Committee (East Bay)

12) Presentations Made To:

Sierra Club Northern Alameda County Group

Date: 10.24.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Northern Alameda

13) Presentations Made To:

Sierra Club Southern Alameda County Group

Date: 10.26.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Southern Alameda

14) Presentations Made To:

Berkeley Adult School – ESL class

Date: 10.27.11

Questionnaires Received/Participants: 24

Moderator/Contact: Holly Kuljian & John Means

Group Description: Diverse group of adult English as a second language students

15) Presentations Made To:

Albany Strollers & Rollers

Date: 10.27.11

Questionnaires Received/Participants: 8

Moderator/Contact: Holly Kuljian

Group Description: Mixed Group of Albany Residents with focus on non-auto activities

16) Presentations Made To:

Eden Area Livability Initiative's Joint Leadership & Community Educational Forum

Date: 10.27.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Eileen Ng

Group Description: Diverse group of unincorporated Central County residents.

17) Presentations Made To:

Eden Area Senior Action Group (formerly the Eden Area Local Organizing Committee)

Date: 10.28.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Eileen Ng

Group Description: Diverse senior group of unincorporated Central County. (2 spanish speakers)

18) Presentations Made To:

Dia de los Muertos

Date: 10.30.2011

Questionnaires Received/Participants: 230+

Moderator/Contact: John Means and Liz Brazil

Group Description: Diverse group of community members. Many were Spanish speakers

19) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 10.31.2011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Amanda Halstead

Group Description: Chiropractic Students, majority ages 20-30 yrs. old

20) Presentations Made To:

DBA Busline

Date: 10.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

21) Presentations Made To:

AC Transit Board Meeting

Date: 10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Diane Shaw

Group Description: AC Transit Board Members

22) Presentations Made To:

SRAC Advisory Committee group

Date: 11.1.2011

Questionnaires Received/Participants: 15

Moderator/Contact: Holly Kuljian/Cathleen Sullivan/Mary Rowlands

Group Description: Advisory Committee with Paratransit focus

23) Presentations Made To:

Associated Students of UC Berkeley, Office of the External Affairs Vice President's Office

Date: 11.1.2011

Questionnaires Received/Participants: 26

Moderator/Contact: John Means

Group Description: Undergraduate student group

24) Presentations Made To:

AC Transit bus riders

Date: 11.1.2011

Questionnaires Received/Participants: 1 filled out questionnaire

Moderator/Contact: Diane Shaw

Group Description: AC Transit DA bus line riders

25) Presentations Made To:

Oakland Bookclub

Date: 11.3.2011

Questionnaires Received/Participants: 3 filled out questionnaires

Moderator/Contact: Holly Kuljian

Group Description: Young Adults in Oakland

26) Presentations Made To:

Cherryland Health Fair

Date: 11.5.2011

Questionnaires Received/Participants: 21

Moderator/Contact: Holly Kuljian, John Means

Group Description: Mixed group, many non-English speakers & mostly from Cherryland, Hayward & San Leandro

27) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 11.7.2011

Questionnaires Received/Participants: 10

Moderator/Contact: John Means

Group Description: Chiropractic Students, majority ages 20-30 yrs. Old

28) Presentations Made To:

St. Mary's Center

Date: 11.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Lindsay Imai/Elena Berman

Group Description: Low-income, homeless and formerly homeless seniors, ethnically diverse

29) Presentations Made To:

HOPE Collaborative at The Prevention Institute in Oakland

Date: 11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Lindsay Imai/BeccaTrumpusley

email: becca@hopecollaborative.net

Group Description: Low-income, mainly minorities ages 22-55+

30) Presentations Made To:

Transportation Justice Working Group at Urban Habitat Office

Date: 11.1.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Lindsay Imai

Group Description: Mix of people from different organizations (1 blind person)

31) Presentations Made To:

Albany Rotary Club

Date: 11.1.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

32) Presentations Made To:

Albany Traffic and Safety Commission at City Council Chambers

Date: 11.3.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

33) Presentations Made To:

Accessibility Advisory Committee (AAC)

Date: 11.8.2011

Questionnaires Received/Participants: Around 8

Moderator/Contact: Holly Kuljian/Kim Rolland

Group Description: AC Transit Accessibility Advisory Committee

34) Presentations Made To:

Cherryland PTA

Date: 11.9.011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Linda Salazar

Group Description: Majority Latino, Low-income Parents of Cherryland Elementary Students

35-39) Presentations Made To:

New Haven Adult School

Date: 11.9.011

Questionnaires Received/Participants: 5 different classes

Moderator/Contact: John Means/Laura Salvado

Group Description: Students mostly Spanish, Chinese, Farsi, and Vietnamese

Toolkit Distribution

Toolkits were distributed at both CAWG and TAWG meetings (roughly 85)

10 toolkits were sent to Liz Brazil

1 toolkit to Midori Tabata

1 toolkit to Keith Cooke (for 70 participants)

1 toolkit to Joan Chaplick

Online toolkits and questionnaires were available to CAWG/TAWG and staff

Contact Tracking Summary

- 235 groups or organizations were contacted by phone or email
- Participated in 3 special events
 - Oakland Pedalfest, Dia de los Muertos, Cherryland Health Fair
- Made follow-up calls to 46 community based organizations
- Conducted 39 toolkit presentations, 20 toolkit presentations by MIG staff
- Targeted non-English speaking groups gave out questionnaires in 5 different languages

Appendix D: Public Comments Submitted

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Berkeley 10/18	Yes		Tax imports through the Port of Oakland. This tax should fund things that mitigate the Port's negative impacts . This could include electrification of freight lines serving the Port, quiet crossings at at-grade rail crossings, and cleaner vehicles; Locally paid parking could fund local transportation, public/private partnerships for example: Energy-go-Round shuttle buses with better access for mobility devices.	Focus on; 1) Connecting transportation & land use - the areas with the highest density should act get the highest level of transit service. 2) Reducing VMT - If a project doesn't reduce VMT, don't do the project.
Berkeley 10/18			Charge for parking & use the revenue to pay for improvements in that area & for improvements leading to that destination. Increase the gas tax to keep pace with inflation. Charge more for bridge tolls. Require people to pay tolls to use interstate highways (or at least start with HOT lanes)	
Berkeley 10/18	Yes	Too large a priority to ignore this affects all of us every day & makes a more significant impact on our lives than we realize	What means are available? Property tax? Vehicle sales tax? Gasoline tax?	Gasoline taxation could be fairest. Vehicle use based registration fees.
Berkeley 10/18	Yes	We clearly need more funding although sales taxes are not the best way to pay for transportation equitably, they clearly are the easiest to make happen (& get funding soonest)	Toll lanes/congestion pricing along 1-80 especially leading to bridge (connected to bridge toll.) General tax - state? Regional? On owning/operating vehicles could even include bikes! As long as amount reflected bicycles relative affect on infrastructure (including space requirements.)	
Berkeley 10/18	Yes		Paid parking - tax commercial parking lots (ex.. hotels, major employers, on per spot basis.)	Driving has to cost more before drivers will look at alternatives. Look at new transit modes (ex.. street cars) see www.EBOT.info, street cars are the "last mile" connector that is needed.
Berkeley 10/18	Yes	Transportation programming & infrastructure needs funds, particularly alternate modes of transit that aid in greenhouse reductions	Developer and large business fees!	
San Leandro 10/19				I would like projects that include audible pedestrian signal & detectable warnings

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Yes		Gas tax	
San Leandro 10/19	Yes		Gas tax, corporate taxes	Like process, it's good to force to prioritize
San Leandro 10/19	Don't know	I am somewhat hesitant to vote for an increase. I would prefer only an extension	Congestion pricing, toll or HOT or mileage related fees	This is a very difficult exercise due to the fact of the # of project & the lack of information on the various projects.
San Leandro 10/19	Yes		Gas tax, parking, congestion pricing	1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later...(Full comment too lengthy to include, see "Additional Comments," page D-8)
San Leandro 10/19	Yes		Electronically timed traffic lights to keep traffic moving on major streets, 14th & Mission, Davis, Marina, Hesperia, Llewellyn. Walk/don't walk signals, stay on walk for someone to cross at least half way.	Very poor master planning/design in the last 20 yrs we have built 3 interchanges that should have been done originally I-580/I-680, I-880/CA-92, I-880/CA-238/I-580
San Leandro 10/19	No			You have \$ for medians, you have \$ for anything, all things
San Leandro 10/19	No	Very poor process. Didn't know many of projects and programs or they were incomplete or missed many of the items that were on the board's list.	Gas tax	Did not like this exercise. Would be unfair if were used to prioritize the real list.
San Leandro 10/19	Yes			Consider using Skype to do a group discussion between all areas. Use technology to reach more people, more frequent update- via podcast/email/TV/Internet/webpage/Facebook/Twitter (these options would cover most disabilities with help.

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Don't know	Very concerned about the regressive nature of the tax.	We need to be looking at more progressive forms of taxation, such as increasing income tax or corporate tax on upper-income individuals. I would be more likely to support funding transportation with a gas tax.	
San Leandro 10/19	Don't know	It would depend on how it all shakes out. Transit needs to be made whole again. Cuts need to be restored, fare increases need to be reversed, & service needs to be expanded-transit needs to come more often, run for longer hours & go faster, more reliably.	Increase parking fees to raise funding for transit, raise gas tax, re-implement car registration fee (vehicle license fee), mileage tax	It's clear that transit is a need and will be most valued as the economy worsens, our population ages, and as awareness of climate change continues to grow. Please convey the results of tonight's workshop to the Steering Committee 88% programs!!, 12% projects!
San Leandro 10/19	No	Social Security (?) will increase in 2012 only to be taken away by Medicare costs increase. My income stays the same but all costs keep going up. At some point I can't do it. Got to hold it.	Consider this question for awhile	Loved this event - thank you so much- #1 answer not final yet. Keep up the great work - so glad I came.
San Leandro 10/19	No	I have not seen a plan. Also our area is not on the transit bus. Ashland/Cherryland	Congestion pricing, tax parking	Write grant for low-income community to be presented as project and not programs.
San Leandro 10/19	Yes	It's all improvement	Local gas tax	No one explained the projects to the public. The level of knowledge assumed in geography, funding, and projects was very high. People didn't know what they were voting for. It should have been broken down by the local area & each project explained. Obviously people are going to vote for their area so results are useless.
San Leandro 10/19	No	No new taxes on working people	Get rid of bureaucracy and administration	Proud member of the Tea Party tax payer not tax taker
San Leandro 10/19	Yes	I am a very hard core mass transit advocate!	Full comment too lengthy to include, see "Additional Comments," page D-9	Full comment too lengthy to include, see "Additional Comments," page D-9

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Oakland 10/24	Yes	We need a lot more money to support our growing population that will rely on all aspects of transportation. We are a very diverse county with diverse needs.	Support gas tax	
Oakland 10/24	Don't know	Will depend on cost-containment controls in the measure. 1-year extensions didn't work in 2000 needs more meaningful protections.	Gas tax, development fees, tolls	Thank you.
Oakland 10/24	Don't know	Would consider a 1/4% sales tax increase, need more specificity on ballot measure	Bond measure, gas tax	Good use of time
Oakland 10/24	Yes	The gas tax (state & fed) are not sufficient tsp. needs are increasing. Local taxes allow people to see the cost of services they use	Higher fees on public parking lots & garage leasing & innovative reinstate state vehicle fee. Repeal prop. 13	A companion book that gives more detail on the projects would have been useful. The experts that were here & know about the projects should have been introduced as resources to help explain projects. Turn-out tonight was pitiful! You need to do a much better job organizing, communicating & recruiting citizens to attend these events. Work with Transform Greenbelt Alliance, OCO, and other non-profits to get better attendance. Ask for RSVP & offer food/dinner. The money you would spend on food is miniscule compared to the total TEP budget.
Oakland 10/24	Don't know	Until I see detailed description of these projects which don't even seem to exist in your large binders I can't say.		Your printed ACTP Admin. Draft cut off the beginning of the spreadsheets of projects. I think the meeting was a bit of a joke to be able to check the box off that you engaged with the community.
Union City 10/27	No	I am strongly against Mayor Green's pet projects and until they are taken off the list I'll actively campaign to not fund any of this proposal.		The devil lies in the details and tonight's exercise did not provide adequate details to make an informed decision. I do not consider this exercise to have been useful. Additionally there has been quite a lot of chatter about job creation, but none refer to building a highway through a community can destroy it and the community's economy.
Union City 10/27	Yes			

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Union City 10/27	Yes		Transportation impact development fee	
Union City 10/27	Yes		1) Added gasoline tax 2) Vehicle license fee 3) New developments need to pay for added costs of new roads and expansion of interchange improvements for existing roads	
Union City 10/27	Don't know	I would not support the reauthorization of the tax if certain projects were included in it.	Bond measure to support capital projects	I felt that the average citizen coming into the meeting could not make educated informed selections. There are too many projects - many are not well defined and the selections not clear as to their (post?) cons. Also you should allow people to say which projects they object to. At the Union City session I felt several projects were biased due to the mayor being present.
Union City 10/27	Yes		1) Leveraging sales tax revenue for additional funding? 2) Creation of transportation districts (i.e. Alameda County) Akin to AC transit District?/ Mello-Roos?. 3) More vehicle registration fees? 4) Additional toll lanes?	1) Adopt /impose a congestion zone in major cities within the county, ex. Oakland, with a hefty charge to drive within/enter zone. 2) Is it possible to place a revenue enhancement measure on the ballot in conjunction with another entity or jurisdiction?
Union City 10/27	Don't know	More funding towards smart growth/bike/ped/rail improvements are desired. Do not support enhancing highway & roadway widening & signals.	Corporate & private donations, public partnerships or public-public partnerships for example: combining funds from East Bay park district with City funds.	Would not support the bulk of the projects on local roads unless bike improvements & land-use connections were greatly funded. Thank you.
Union City 10/27	Yes		1) I agree that all agencies should work together to look at achieving efficiencies & common goals. Today it seems like they sometimes have misaligned goals. 2) Congestion pricing	
Union City 10/27	Don't know	I am a very low income person and I do ride on public transit a lot but the sales tax because I am so close to the edge financially is burdensome but I probably would end up voting for it.	Perhaps a small, really small, ten dollar per year parcel tax.	
Union City 10/27	Yes	As people are aging need of public transportation (is a) must!		
Union City 10/27	No		Bond improvement - longer term than other sources of income.	There is a limit on how much you can tax. No matter what is needed

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	No	Presuming BART rescinds it's prior approval of "Downtown-Vasco" route for BART to Livermore & considers favorably the "Keep BART on 580" initiative signed by over 8300 Livermore voters - far over the required 10%. At least Isabel/580 & Greenville/580 stations. Not "Downtown-Vasco". Not "Greenville South"	High fares and parking charges plus Central Valley taxes for BART to Grant Line Road.	1) BART to Grant Line Road (Generally along former SP railroad from Greenville Road through a relocated SP Altamont Tunnel and back into I-580 to Grant Line Road. 2) Ruling grade on old SP was under 1.3% - much lower than BART over Dublin Hill (2.99%) 3) Until BART is extended to Isabel/580, run a frequency bus between BART Airway park/ride & Dublin-Pleasanton BART to connect with every train in or out. If not enough money, do it at least (during) commute hours. 4) Isabel /I-80 EIR had shown Caltrans Portola park/ride being moved to beside BART Airway park/ride. That would increase the number of parking spaces at Isabel to provide bus patronage and initial patronage for BART trains. 5) Does ¼ of BART ½ cent sales tax from the Livermore Valley still fly over the East Bay Hills to fund AC Transit and Muni? If so, I strongly urge that the funding go to LAVTA and BART instead of flying out of the Tri-Valley, I realize AC and Muni would squawk but they provide no service to the Tri-Valley.
Dublin 11/2	Yes		Bond measure, gas tax increase (transfer to local agencies)	
Dublin 11/2	No			1) Need to contain construction costs. 2) I-680/State route 84 should be considered highly as a priority for East County. HOT lanes provide both congestion relief and revenue.
Dublin 11/2	Yes	We need to continue improving our transportation system in Alameda Co. & connecting it with other counties.	DMV registration fee	Would have like some more emphasis on programs.
Dublin 11/2				Have more opportunities for transportation users to influence how (funding is) used locally. What happened to BART from Dublin to Walnut Creek along 1-680? Add W/C charging stations on Iron Horse Trail.
Dublin 11/2	Yes			
Dublin 11/2	Yes		Public/Private partnerships (i.e. BART Station) HOT lane fees	
Dublin 11/2	Yes		1) VFR 2) Bond Measure 3) Gas tax	

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	Yes	For 20 years only	Increase gas tax, state and federal	Never go to funding by VMT
Dublin 11/2	Yes	If we hope to just stay up even with demand we must increase available funding		
Dublin 11/2	Don't know	Depends on what the overall priorities are when all 5 districts are compiled	Developer fees, and HOV lane tolls	It would be beneficial if you advertized these meetings more prominently (not just among special interest groups) I find it disheartening that these selections are being made by mayors, ex-mayors, council members, etc. & not by ordinary citizens.
Dublin 11/2	Yes	By keeping sales tax at no more than one-half cent, you have a better chance with voters	Non-money ideas; 1) Continue to develop partnerships to address needs 2) Tax incentives for commuters (financial incentives) 3) Increased education so folks understand transit options & benefits. 4) Start with youth - educate them on need/benefits of public transit	Good interactive process - easy to understand, good way to set priorities. Wish more people would participate in outreach activities.
Dublin 11/2	Yes			

Additional Comments

Comment from San Leandro Workshop, 10/19/11 (see page D-2)

1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later. 4) Ethnicity - Participant Sheila is Caucasian & American Indian. 5) The voting device should be more disabled (blind) friendly like a beep when pushed & registered. 6) Commute means cars? NO! Commute means transit to me. Paradigm must change. 7) On alternative funding options I was for increase; gas tax, parking pricing, congestion pricing. 8) The ethnicity vote was not fair – need more than one vote option or take more than 2 options away because it doesn't repopulate anything else. 9) Regarding technology & innovation – needed to know more & how affected me. 10) There are some projects in the book I didn't know about & if I knew more about the area of the projects maybe I'd want to go there & would support the project. 11) Major trails are only good if I can get there by transit.

Additional Comments

SL 10-19-11 (REC'D BY MAIL)



Alameda County
Transportation Priorities Workshop
Comment Form

182

- 1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

YES NO DON'T KNOW

Please explain:

I AM A VERY HARD CORE MASS TRANSIT ADVOCATE!

- 2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

ONE ON ONE SUNGLASSES
I WOULD HAVE HAD TO BE SOCIAL DISTANCE
UNST. TO ALL NEW ARRIVALS TO SHIP
RAA, ET, VTA - JAILS (PERS)
DUNV. VOTER REG. DIVERS (STATE & COUNTY)
HIDEHES (WILL PAY FOR CATHOLIC
& THEN STAY IN RELIGIOUS
MONEY ON TO OTHER STRUCTURES, & GPS

- 3. Other comments:

NOW AT THE CHURCH UNION CITY
UNTERMODAL STA, IN PHASE 1 CONFIN ON
THE WEST SIDE. SOME QUICK RESOLVE HAS
TO BE FOUND TO GET THE SOLAR PANEL'S
UP RUNNING & GET THE BUSES TO COME
DOWN TO THEIR NEW BUS STOPS TOGETHER
TO AVOID NOT HAVING THE STUPID DUMPS
PLACEMENT OF THE TRANSIT

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Additional Comments

TRUNK LINE BUS RT. 990 V. 1
 FOOTBALL FIELD AWAY FROM THE
 BART FARE GATES, TURNER AS
 THE TRIP CONS. LOCATIONS & OTHER
 LOCATIONS & OTHER LOCAL A/E TRANSIT
 BUSES & THE IN SCHED'ED 11 min -
 IS SOMEWHAT DUMB & SIMPLY
 STUPID & OVER. BY A/E TRANSIT
 & BART M/GAS / & THE BART SCHED'ED
 OPS ON BOARD FROM FRI. BART
 ON THE FRI - RICHMOND + FRI. TO
 SHOULD BE 5/7 min APT. SF / BART
 2/3 TIMES MON - FRI 6 AM - 6 PM, & NOT
 THE IN CURRENT TIMES, SAT, SUNDAY
 HOLIDAY EVERY 15/20 min
 IT IS OK
 IT IS WAY TO CLOSE & WHEN
 YOU MISS A TRAIN (ANY ONE) IT'S A LONG WAIT,
 ON 7/8 min 9 AM - 6 PM
 EXTRA

Additional Comments



Alameda County
Transportation Priorities Workshop
Comment Form

222

- 1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

___ YES ___ NO ___ DON'T KNOW

Please explain:

- 2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

- 3. Other comments:

I WANT YOU TO KNOW I HAD TO PERSONALLY CLEAN UP THE DIRT FILTH & GUTS TRASH AT THE FORMER COZATIONS & THE A/C TRANSIT BUSES AT THE UNION BAY STATION CONSTRUCTION PHASE. WESTSIDE CONSTRUCTION DID DUMP THE DIRT & GUTS TRASH ON THE PROPERTY. THE DIRT KNOWS BY THE FORMER COZATIONS, 97 DISI

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

NOTE DIS DISI & MA ON ITS GOING TO WORK THE WEST BAY COMMUNITY TIMES - MON-FRI

Additional Comments

AT THESE COMMENTS GOT ALL THE DIRT, GRIT & DUST BLOWN ON THEIR FACES ON THEIR CLOTHES BY THE "KUCKERBANT" LAZYG CLEANING & HITTING. ALSO HAS TO CLEAN UP THE STORM WATER DRAINAGE DRAIN ON THE KUCKERBANT PROPERTY WAS BACK FOR CONSI- (NOT EVEN THE 4/2 TRANSIT OR A/C TRANSIT CITY, CA) CARE ABOUT THIS PROGRAM, & PLEASE
(3A) NOW WITH THE LATEST BUS SERVICE CHS AT A/C TRANSIT FFAS 8/29/2011 THE BIG SCHED BUS STS, WHAT A/T THE CALLIN CITY UNIFORMS STILL HAS THE OLD JUNE 2011 TIMES UP.

(3B) ^{now currently} ON A/C BUS RTS, 332 OUT BOUND ⁺³³² BUT ONLY SHOWS TIMES FOR ONE OUT BOUND RT, BUT THE BUS RUNS TWO OUT BOUND RTS. FROM THIS LOCATION THE A/C TRANSIT BUS POLS LOCATED # IS 58241 - MR. ARROW PROVIDED AT A/C I AM DID NOT AIM TO CORRECT THIS ONLY AS A SURE / ALL OTHER LOC. AND CORRECT NOW & FOR THE NEW SPOT LOCATION, WHERE THE WEBSIDE PHASE 1 IS FINALLY COMPLETED SINCE AUG 15, & DOWN.

PS: STILL HAVE OTHER ISSUES WITH THE CURRENT U/CITY PHASE 1 - TRAFFIC BLOCKS - ARE DISASTROUS.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Pedalfest	22-Oct	More bike shuttles!! (Additional from MacArthur or additional from Berkeley.) Bike lane on the Bay Bridge!
Pedalfest	22-Oct	I wish you'd have a section for comments because these questions do not address my concerns and the reason why I choose not to ride BART even though I take public transit as my main method of commuting. Charging for parking and charging taxes the not providing BART service to Antioch after years of benefiting from tax payers in that region!
Pedalfest	22-Oct	Should extend BART to Antioch. Educate people about Amtrak to the South Bay!!!
Pedalfest	22-Oct	Fix the Embarcadero between Oak and Jefferson - pot holes & ruts.
Pedalfest	22-Oct	In reference to question 6. fund improvements on major streets, participant wrote "each city should pay for it's own improvements" General comment; Don't ask people to pay more right now. Use what you have better. Start/finish projects on time, so costs don't increase.
Afghan Coalition Women's Group	18-Oct	In reference to 2. [8] participants checked that they walked but noted "I prefer to take the bus but it is too expensive" or some variation. May have been a group discussion about this because most questionnaires from this group said the same thing.
City of Union City - Senior Commission Mtg.	18-Oct	"Dear Commission, Thank you for giving us this opportunity to speak to you today about the CWT & TEP."
Berkeley Adult School - ESL	27-Oct	Would not support the additional 1/2 cent tax. How about an employer tax.
PAPCO	24-Oct	1) We need to improve inter-region connection between all programs and transportation 2) Also we should (be providing funding) equally between local and Measure B and city funding
PAPCO	24-Oct	Require a minimum of funding for transit to maintain level of service and avoid service cuts when revenue drops
PAPCO	24-Oct	There needs to be a measure on ballot safe guarding mass transit, paratransit, AC Transit, BART; should not be subject to economic short falls. Talk to a lot of voters.
PAPCO	24-Oct	1) Livermore has been paying tax over 25 years and promised service. 2) BART to Livermore is over due. 3) Wheelchair access is important on trails.
PAPCO	24-Oct	Increase funding to paratransit services; or at least DO NOT reduce the current amount of funding.
Sierra Club SF Bay Chapter	10-Oct	In reference to 6. Most of these are state hwys (ex. Ashby Ave, Broadway, Mission Blvd. etc.) In reference to 7. Few of the trails have commuter volume. In reference to 8. "Only by rail" regarding freight congestion.

Comments Submitted on Questionnaires


CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Albany Stroller & Rollers	27-Oct	More money to transit, bike and ped!
Albany Stroller & Rollers	27-Oct	Support if emphasis is on transit bike/ped and TOD
Albany Stroller & Rollers	27-Oct	1) Extend BART to San Jose 2) Improve cycling routes 3) TEP should emphasize bicycling improvements
Albany Stroller & Rollers	27-Oct	Better coordinated mass transit between inner ring cities, i.e. Alameda, Emeryville, Albany, Oakland
HOPE Collaborative	Not noted	Paratransit vehicles are in really bad shape; need improvements
Cherryland Health Fair	5-Nov	I walk a lot but would like better public transportation more reasonable priced
Life West Chiropractic	7-Nov	Transportation on BART is NOT currently affordable to most people.
Eden Area Livability Joint Leadership	27-Nov	Make a difference - a real difference in transportation quality!
SRAC Advisory Committee	1-Nov	Please fully fund East Bay Paratransit and mass transit.
SRAC Advisory Committee	1-Nov	Need ample parking spaces at BART stations! (how about parking garages to get more spaces?) Paratransit drivers need to be trained to be sensitive & knowledgeable about various disabilities and behaviors associated with it; how to handle them competently.
Online questionnaire - reply to "Other," Question 2 (Mode of Travel)		This is the only box that allows input. I live in an area with NO PUBLIC transportation. Please provide a link somewhere, preferably Wheels as our kids go to high school in Pleasanton. Please ban bicycles on Kilkare road. It's substandard with more than 25 blind curves in 4 miles. The road is less than two cars widths in many places, There are no shoulders, you have a cliff hillside on one side and a creek on the other in most places. The bicyclists want cars to pass them, and there are very few safe places. The bicyclists have a tendency to ride in the middle of the road and cross into uphill traffic lanes as they go downhill. Most do not live here and are placing the lives of those who do in jeopardy. This is not an appropriate road to train on and there is no space to create bike lanes.

Comments Submitted on Questionnaires


CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
General Comments - Group Discussion		
SRAC Advisory Committee	1-Nov	There is an increase of people needing paratransit. Ask voters to pay more but reduce service? (This point was mentioned often.)
SRAC Advisory Committee	1-Nov	Buses are not always accessible.
SRAC Advisory Committee	1-Nov	Income for many seniors has gone down and then we're asked to pay more taxes with Measure B and specialized transit & programs continue to get cut. Its like a double slam to seniors. Are they saying we're not as important as other people
SRAC Advisory Committee	1-Nov	The surveys are a waste of money. The stakeholders are the ones who go out and advocate - seniors, disabled, go out and push measures though.
SRAC Advisory Committee	1-Nov	The percentage (cuts) scare us. We don't want this. We have good answers!
SRAC Advisory Committee	1-Nov	Trails need wheelchair accessible call boxes.
SRAC Advisory Committee	1-Nov	The most vulnerable populations need transit funding, other projects can wait.
AC Transit Accessibility Advisory Committee	8-Nov	Think programs should receive larger portion of funding above projects. More money for programs!

Appendix A: CWTP-TEP Workshop Materials and Results

Workbook for Community Workshops



ALAMEDA
County Transportation
Commission



Alameda County Transportation Priorities

Community Workshop
6:30–8:30 pm

**PURPOSE OF THE
COMMUNITY WORKSHOP**

This community workshop is intended to:

- Provide an overview of the purpose of the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP);
- Present and gather input on preliminary TEP project, program and financial information; and
- Engage participants in prioritizing transportation improvements.

Welcome to the Alameda County Transportation Priorities Community Workshop

WORKSHOP AGENDA

6:30 pm Welcome

6:40 pm Countywide Transportation Planning Overview

7:00 pm Prioritizing Projects and Programs

7:30 pm Developing a Package of Priority Projects

8:25 pm Next Steps

8:30 pm Close

WHO IS THE ALAMEDA CTC?

The Alameda County Transportation Commission (Alameda CTC) is a new agency that was formed in July 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit and BART.

ABOUT THE COUNTYWIDE TRANSPORTATION PLAN

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over the next 25 years.

- The CWTP is updated every four years and includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation), and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this Plan.
- For the first time, the Plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with State legislation.

ABOUT THE TRANSPORTATION EXPENDITURE PLAN

- The sales tax expenditure plan (currently known as Measure B) is a major source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The local measure funds far exceed state and federal funding amounts for our

transportation system. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.

- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit, and paratransit operations. Forty percent of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.
- A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed, and the economic downturn has reduced funding for many programs supported by Measure B, resulting in fewer funds to operate and maintain the County's transportation system.
- The Transportation Expenditure Plan (TEP) will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority to pass. The existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure.

PLAN DEVELOPMENT PROCESS

To develop the CWTP-TEP, Alameda CTC is working with a Steering Committee, Community Advisory Working Group and Technical Advisory Working Group.

The development of the CWTP began in October 2010, with a first round of community workshops held in February-March 2011. Input from those workshops was used to develop the draft CWTP. The final CWTP is expected to be approved in mid-2012. Currently, plans call for the TEP to appear on the November 2012 ballot.



CWTP-TEP VISION AND GOALS

Development of the Countywide Transportation Plan and Transportation Expenditure Plan is being guided by the following vision and goals:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound, and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision making and measureable performance indicators.

Our transportation system will be:

- *Multimodal (car, bus, rail, ferry, bike, pedestrian)*
- *Accessible, affordable and equitable for people of all ages, incomes, abilities, and geographies*
- *Integrated with land use patterns and local decision making*
- *Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes*
- *Reliable and efficient*
- *Cost effective*
- *Well maintained*
- *Safe*
- *Supportive of a healthy, clean environment*

ALAMEDA COUNTY TRANSPORTATION NEEDS

The first round of public involvement held in February-March 2011 identified a range of needs across many transportation categories that the CWTP and TEP could address:

- *Public transit:* support transit financial sustainability, create cost-effective solutions that sustain and enhance current systems with improved connectivity, and balance the need between operations and expansion
- *Transit funding:* increase transit funding to address the major transit operating deficits that have led to raised fares and service cuts
- *Accessible transportation:* provide enhanced public transit and paratransit services that are affordable; expand a safe pedestrian environment with improved connectivity
- *Bike and pedestrian:* remove physical barriers, close connectivity gaps, increase safety, and expand safe routes to schools
- *Highways and roads:* support maintenance and congestion relief
- *Goods movement:* provide relief of recurrent congestion and conflicts between freight needs and passenger vehicle needs
- *Transportation Systems Management:* provide funding for operational efficiencies such as 511, toll lanes, smart corridors and freeway towing services
- *Parking and Transportation Demand Management:* ensure effective use of existing resources and programs to encourage walking, biking and transit use

SELECTED MEASURE B ACCOMPLISHMENTS

The current transportation sales tax in Alameda County provides over \$100 million each year for operations, maintenance and construction, and is implemented with a strong local contracting program that uses local businesses to deliver projects and programs. Some examples of projects and programs funded by the current sales tax measure include:

- Daily ongoing operations of transit, streets and roads repairs, bicycle and pedestrian safety improvements, and mobility services for seniors and disabled
- BART to Warm Springs Extension
- I-238 widening
- San Leandro Slough Bridge and Alamo Canal bicycle and pedestrian trails
- Safe Routes to School Partnership
- I-580 Castro Valley interchange improvements
- San Pablo and Telegraph Avenue Rapid Transit
- I-580 and Route 84 improvements in East County
- I-880/SR-92 interchange improvement

CHOOSE YOUR TOP 20 PRIORITIES!

PLEASE READ THIS: The following pages list potential transportation programs and projects by category (Highways, Transit, and Bicycle and Pedestrian), with an estimated cost for each (in millions). **Please place a check mark next to the projects and programs that you would include in a package of improvements to be funded in the Transportation Expenditure Plan. PLEASE SELECT NO MORE THAN 20.** Programs are listed on this page. If you choose to select a program in your package, please indicate the amount of funding support (low, medium, high) in your choice. These figures represent approximate annual allocations based on current Measure B funding levels and need.

PROGRAMS	LOW	MED	HIGH
TRANSIT OPERATIONS - Would provide transit operators (bus, rail, ferry) with transit operating funds for maintaining, restoring and improving transit services in Alameda County, and a potential student transit pass program.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
LOCAL STREETS AND ROADS - Would provide funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops and traffic calming.	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$40M	<input type="checkbox"/> \$50M
MAJOR COMMUTE ROUTE IMPROVEMENTS - Major roadway, local bridge improvements and railroad grade separations on commute corridors throughout the county such as Dublin Blvd. in East County, Crow Canyon Rd. in Central County, Fremont and Union City Blvds. in South County, Powell St. and Port of Oakland access improvements in North County.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
SPECIALIZED TRANSPORTATION FOR SENIORS AND PERSONS WITH DISABILITIES - Would provide funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds would be provided to AC Transit and BART for services mandated by the Americans with Disabilities Act as well as to local programs aimed at improving mobility for seniors and persons with disabilities.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
BICYCLE AND PEDESTRIAN SAFETY - Would fund projects that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete our bicycle and pedestrian infrastructure systems. The program would support implementation of the Countywide Bicycle and Pedestrian Plans and would support Safe Routes to Schools.	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$15M
COMMUNITY BASED TRANSPORTATION PLANNING - Would support implementation of projects developed through the Community Based Transportation Planning processes in low income and at-risk communities as defined by the Metropolitan Transportation Commission.	<input type="checkbox"/> \$2.5M	<input type="checkbox"/> \$5M	<input type="checkbox"/> \$7.5M
SUSTAINABLE TRANSPORTATION AND LAND USE CONNECTIONS - Would improve transportation linkages between housing, transit and employment centers. Expenditures could include: infrastructure serving priority development areas and transit oriented developments, infrastructure connecting residential and employment sites with existing mass transit, and strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.	<input type="checkbox"/> \$3M	<input type="checkbox"/> \$6M	<input type="checkbox"/> \$10M
FREIGHT AND ECONOMIC DEVELOPMENT - Would support development of innovative approaches to moving goods in a safe and healthy environment to support a robust economy. Expenditures could include: projects that enhance the safe transport of freight by truck or rail, projects that reduce conflicts between freight movement and other modes, and projects that mitigate environmental impacts on neighborhoods.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M
TECHNOLOGY AND INNOVATION - Would support the use of new and emerging technologies to better manage the transportation system. Expenditures could include: new technology to improve efficiency of systems, better information dissemination, innovative strategies to increase utilization of non-auto modes, cleaner vehicle fleets, and environmental mitigation.	<input type="checkbox"/> \$10M	<input type="checkbox"/> \$20M	<input type="checkbox"/> \$30M

MY PRIORITIES SUBTOTAL*(final total not to exceed 20 checkmarks)*

4

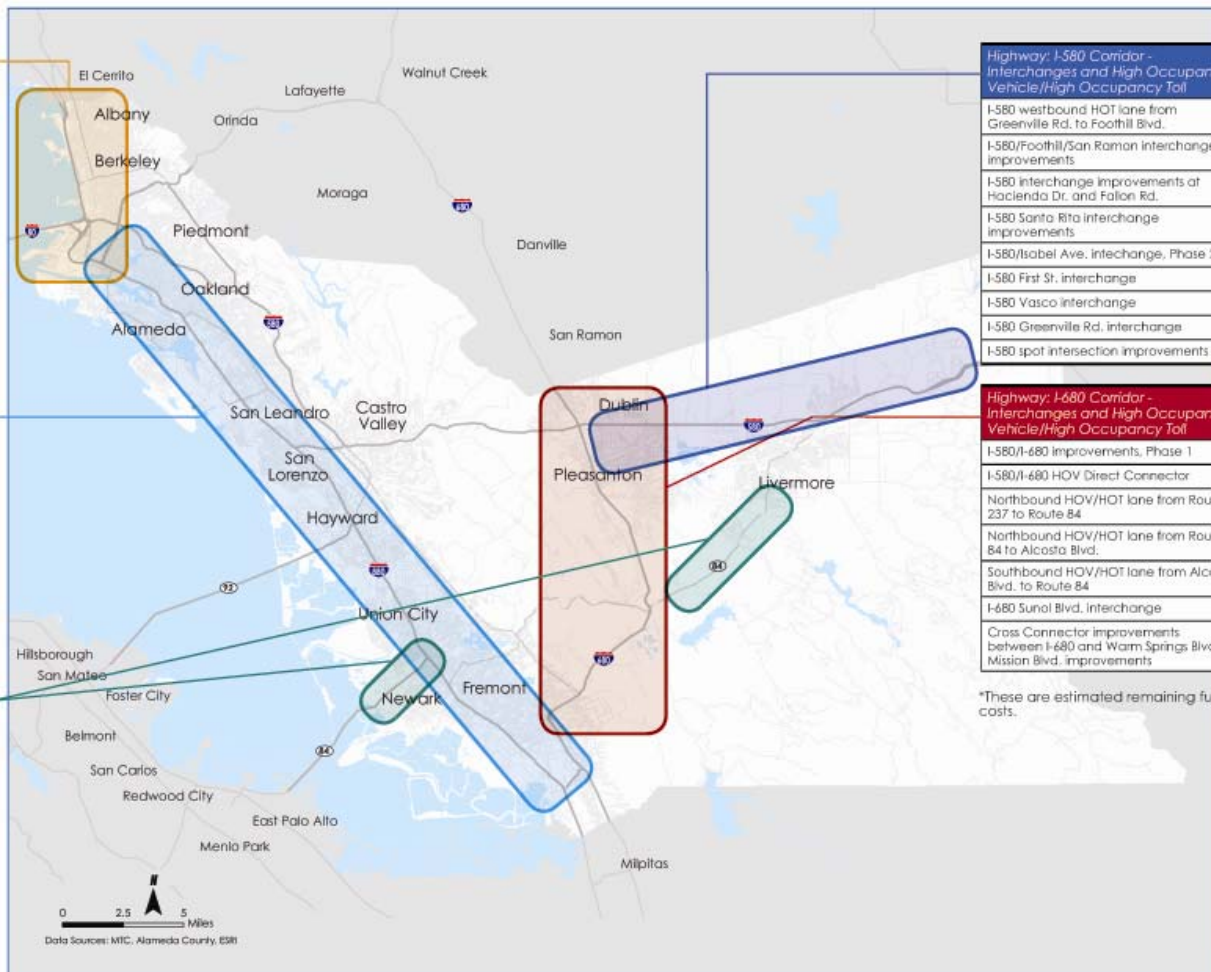
POTENTIAL HIGHWAY PROJECTS

Highway: I-80 Corridor	millions*	✓
I-80 Gilman St. interchange improvements	\$23.80	
I-80 Ashby Ave. interchange	\$51.90	
Reversible lanes on westbound San Francisco-Oakland Bay Bridge	\$410.50	

Highway: I-880 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-880 northbound HOV lane extension from Bay Bridge to Maritme	\$19.00	
I-880 Broadway/Jackson interchange	\$181.20	
I-880 at 23rd/29th Ave.	\$3.50	
I-880: 42nd/High St.	\$11.20	
Extend HOV/HOT lane north of Hacienda Dr. to Hegenberger Rd.	\$276.00	
Lewelling Blvd./Hesperian Blvd. intersection improvements	\$5.00	
I-880 West A St.	\$42.50	
I-880 Winton Ave.	\$25.00	
Route 92/Clawiter Road/Whitesell St. interchange	\$52.00	
I-880/Whipple Rd. interchange improvement	\$60.00	
East-West Connector project in North Fremont and Union City from I-880 to Mission Blvd.	\$83.30	
Auto Mall Parkway Cross Connector widening between I-680 and I-880	\$24.40	
Mission/I-880 interchange	\$78.00	

Highway: State Route 84 Corridor	millions*	✓
Route 84 westbound HOV on ramp from Newark Blvd.	\$12.80	
Route 84 Expressway widening (Pigeon Pass to Jack London)	\$10.00	
Route 84/Sunol improvements	\$8.30	
Route 84/I-680 interchange and Route 84 widening	\$244.00	

*These are estimated remaining funds needed, not total costs.



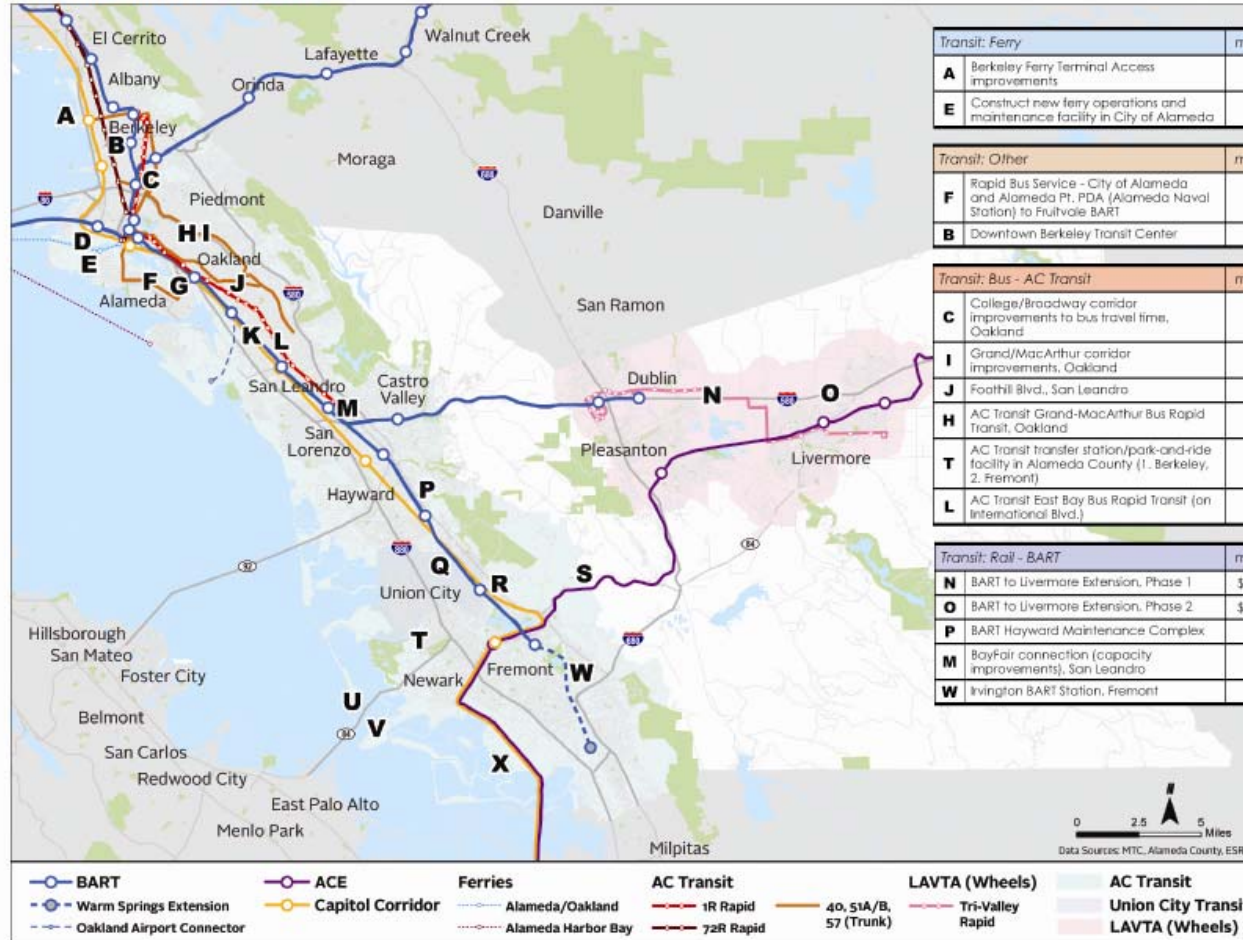
Highway: I-580 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580 westbound HOT lane from Greenville Rd. to Foothill Blvd.	\$12.10	
I-580/Foothill/San Ramon interchange improvements	\$1.10	
I-580 interchange improvements at Hacienda Dr. and Fallon Rd.	\$16.00	
I-580 Santa Rita interchange improvements	\$2.50	
I-580/Isabel Ave. interchange, Phase 2	\$5.00	
I-580 First St. interchange	\$5.00	
I-580 Vasco interchange	\$8.40	
I-580 Greenville Rd. interchange	\$9.00	
I-580 spot intersection improvements	\$40.00	

Highway: I-680 Corridor - Interchanges and High Occupancy Vehicle/High Occupancy Toll	millions*	✓
I-580/I-680 improvements, Phase 1	\$528.00	
I-580/I-680 HOV Direct Connector	\$1,167.00	
Northbound HOV/HOT lane from Route 237 to Route 84	\$182.10	
Northbound HOV/HOT lane from Route 84 to Alcosta Blvd.	\$136.40	
Southbound HOV/HOT lane from Alcosta Blvd. to Route 84	\$136.40	
I-680 Sunol Blvd. interchange	\$1.20	
Cross Connector improvements between I-680 and Warm Springs Blvd./Mission Blvd. improvements	\$19.50	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL TRANSIT PROJECTS



Transit: Ferry		
	millions*	✓
A Berkeley Ferry Terminal Access improvements	\$106.00	
E Construct new ferry operations and maintenance facility in City of Alameda	\$37.00	

Transit: Other		
	millions*	✓
F Rapid Bus Service - City of Alameda and Alameda Pt. PDA (Alameda Naval Station) to Fruitvale BART	\$9.00	
B Downtown Berkeley Transit Center	\$26.80	

Transit: Bus - AC Transit		
	millions*	✓
C College/Broadway corridor improvements to bus travel time, Oakland	\$34.00	
I Grand/MacArthur corridor improvements, Oakland	\$3.60	
J Foothill Blvd., San Leandro	\$2.00	
H AC Transit Grand-MacArthur Bus Rapid Transit, Oakland	\$36.60	
T AC Transit transfer station/park-and-ride facility in Alameda County (1. Berkeley, 2. Fremont)	\$40.00	
L AC Transit East Bay Bus Rapid Transit (on International Blvd.)	\$37.90	

Transit: Rail - BART		
	millions*	✓
N BART to Livermore Extension, Phase 1	\$1,105.00	
O BART to Livermore Extension, Phase 2	\$2,927.00	
P BART Hayward Maintenance Complex	\$579.70	
M BayFair connection (capacity improvements), San Leandro	\$150.00	
W Irvington BART Station, Fremont	\$123.00	

Transit: Rail - Other		
	millions*	✓
Q Union City Passenger Rail Station & Dumbarton Rail Segment G improvement	\$73.30	
R Union City Intermodal Station infrastructure improvements	\$6.30	
S First phase Altamont Corridor Rail Project (right-of-way preservation & track improvements)	\$585.00	
G Fruitvale Ave. Lifeline Bridge Project (rail), City of Alameda	\$94.00	
D Martinez Subdivision, Port of Oakland	\$100.00	

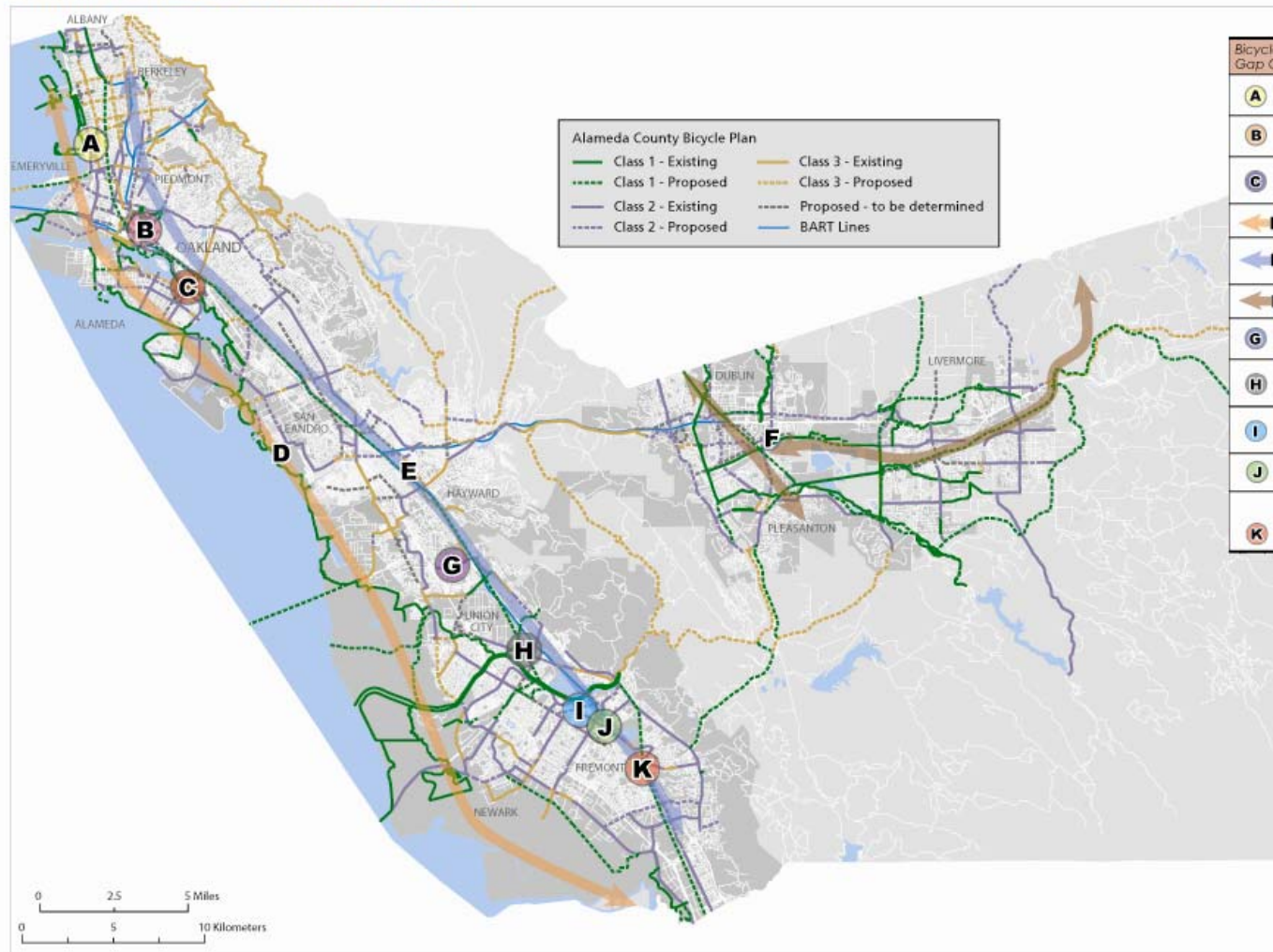
Transit: Rail - Capitol Corridor		
	millions*	✓
X Construct Altamont Commuter Express/ Capitol Corridor Station at Auto Mall Parkway, Fremont	\$15.00	
K Capitol Corridor service expansion (Oakland to San Jose)	\$494.70	

Transit: Rail - Dumbarton		
	millions*	✓
U Dumbarton Rail Corridor, Phase I connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$118.50	
V Dumbarton Rail Corridor, Phase II connects Alameda Co. to San Mateo Co. (Dumbarton Bridge)	\$457.10	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
(final total not to exceed 20 checkmarks)

POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS



Bicycle/Pedestrian: Major Trails, Bridges and Gap Closures		millions*	✓
A	1.80 bike/pedestrian bridge (at 65th St.), Emeryville	\$21.70	
B	Bike/pedestrian bridge over Lake Merritt Channel, Oakland	\$32.00	
C	Fruitvale Ave. (Miller Sweeney) Lifeline Bridge project (bike/pedestrian elements), City of Alameda	\$40.80	
D	Bay Trail gap closures and access improvements within Alameda County	\$253.00	
E	East Bay Greenway gap closures and access improvements within Alameda County	\$235.00	
F	Iron Horse Trail gap closures and access improvements within Alameda County	\$53.00	
G	Tennyson Rd. pedestrian/bike bridge, Hayward	\$2.00	
H	Bike/pedestrian connector over Union Pacific railroad tracks to Jobs Center at Union City Intermodal Station, Union City	\$20.00	
I	Greenbelt Gateway on Grimmer Blvd., improve connection to Central Park, Fremont	\$8.70	
J	Pedestrian and bike access way from downtown Fremont to Fremont BART	\$0.50	
K	Construct bike/pedestrian grade separation on Blacow Rd. at Union Pacific railroad tracks, Irvington Priority Development Area, Fremont	\$5.90	

*These are estimated remaining funds needed, not total costs.

MY PRIORITIES SUBTOTAL
 (final total not to exceed 20 checkmarks)

MY PRIORITIES TOTAL
 (not to exceed 20 checkmarks)

COMMISSIONERS

Chair: Mayor Mark Green, City of Union City*
Vice Chair: Supervisor Scott Haggerty, Alameda County, District 1*
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley, Alameda County, District 4*
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta, City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbrantli, City of Dublin
Councilmember Ruth Atkin, City of Emeryville*
Vice Mayor Suzanne Chan, City of Fremont*
Councilmember Olden Henson, City of Hayward*
Mayor Marshall Kamena, City of Livermore*
Councilmember Luis Freitas, City of Newark
Councilmember Larry Reid, City of Oakland*
Councilmember Rebecca Kaplan, City of Oakland*
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman, City of Pleasanton*
Councilmember Joyce Starosciak, City of San Leandro*
Director Greg Harper, AC Transit*
Director Tom Illalock, BART*

*Denotes member of CWTP Steering Committee. Councilmember Kriss Worthington of Berkeley is also a member of the Steering Committee, serving as the vice-chair.

STAFF

Arthur L. Dao, Executive Director
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning

For a list of Community and Technical Advisory Working Group members, visit the Alameda CTC website Planning Page.

ALAMEDA COUNTY MAJOR TRANSPORTATION PLANNING

Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).

Project Schedule



October 2010
CWTP update began



December 2011
Draft CWTP and TEP available for public review and comment



June 2012
Final CWTP and TEP approval anticipated



November 2012
Earliest potential date for TEP on ballot

Get involved!

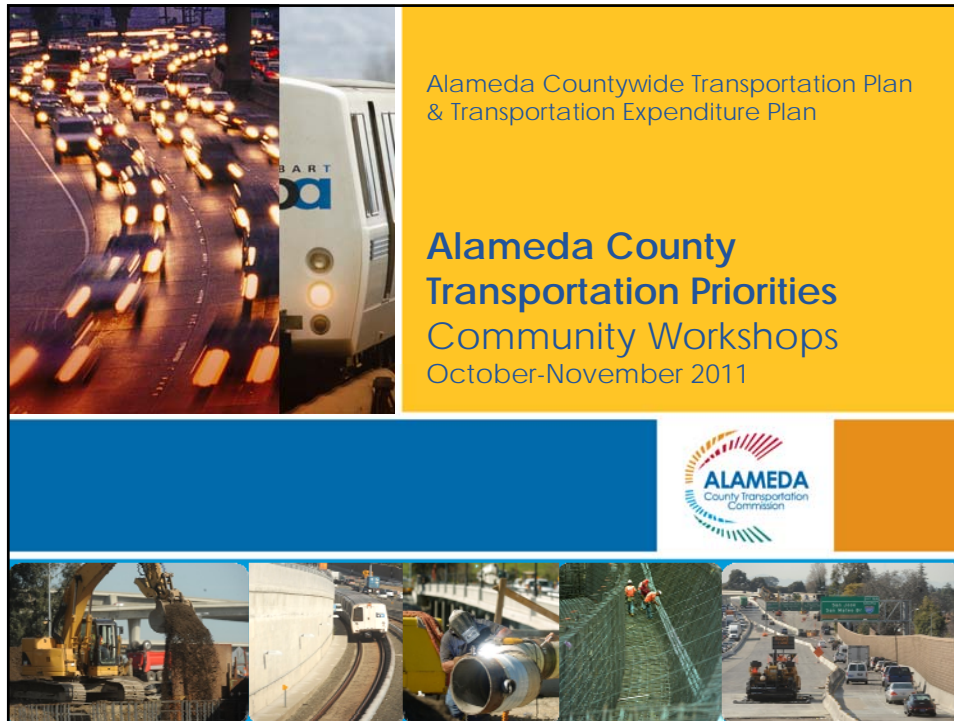
We want to hear from you! The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending workshops. Please encourage everyone you know in Alameda County to participate.

Meeting information and materials are available at www.alamedactc.org/cwtp_tep. Click on the "Meetings Calendar" button to confirm meeting dates and times.

1333 Broadway, Suites 220 & 300 • Oakland, CA 94612 • (510) 208-7400 • www.AlamedaCTC.org



PowerPoint Presentation for Community Workshops



Alameda Countywide Transportation Plan
& Transportation Expenditure Plan

Alameda County
Transportation Priorities
Community Workshops
October-November 2011

ALAMEDA
County Transportation
Commission

Presentation Overview

- Major Planning Efforts:
 - *The Countywide Transportation Plan (CWTP)*
 - *The Transportation Expenditure Plan (TEP)*
- How Measure B Has Measured Up
- Alameda County Transportation Needs
- Setting Priorities
- Opportunities to Participate

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Alameda Countywide Transportation Plan (CWTP) 2012

- Identifies transportation needs & priorities
- 25-year horizon
- Many funding sources
- Guides eligibility for regional funding
- Updated every 4 years



Alameda Countywide Transportation Plan & Transportation Expenditure Plan

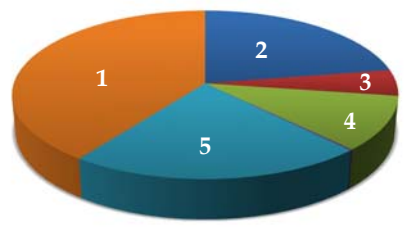


Alameda County Transportation Expenditure Plan (TEP) 2012

- Current "Measure B" (½ cent sales tax)
 - Passed by voters 1986
 - Reauthorized 2000 (with 81.5% support)
 - Valid 2002-2022
- Revenue Split:
 - 60% Programs
 - 40% Capital Projects

The TEP is a major funding stream in Alameda County.

Current Measure B Funding Split



- 1 Capital Projects (including transit and road projects), 40%
- 2 Local Streets and Roads, 22%
- 3 Bicycle and Pedestrian Safety, 5%
- 4 Special Transportation for Seniors and People with Disabilities, 10.5%
- 5 Mass Transit, 22%

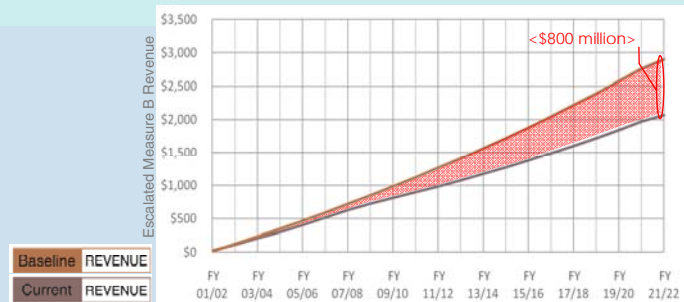
Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Measure B Shortfall

Measure B Revenue Forecasts:

- Original.....\$2.9 billion
- Current.....\$2.1 billion
- Projected Gap...\$800 million



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- I-680 Express Lane
- BART Warm Springs Extension



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- I-238 Widening Project



- San Leandro Slough Bridge



Source: East Bay Bicycle Coalition

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Visible Results of Past Plans

- LAVTA Tri-Valley Rapid



Source: www.wheelsbus.com/trivalleyrapid/buses.html

- Safe Routes to School Partnership



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



The Planning Process to Date

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning in a New Context

New Legislative Environment

- **Assembly Bill 32:** The California Global Warming Solutions Act
- **California Senate Bill 375:** Redesigning Communities to Reduce Greenhouse Gases
- **MTC's Resolution 3434:** Transit-Oriented Development (TOD) Policy for Regional Transit Expansion Projects.

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning in a New Context

- Updated Regional Plan Framework to include:
 - *First Sustainable Communities Strategy*
 - *New performance measures*



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Planning Process

- **Steering Committee**
 - *Members of the Alameda CTC Board*
- **Technical Advisory Working Group (TAWG)**
 - *Members of public agencies*
- **Community Advisory Working Group (CAWG)**
 - *Members of the public*



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Outreach Process

- **Spring 2011 Public Outreach**
 - *Five workshops conducted*
 - *Website survey*
 - *Outreach Kits conducted with 50 groups*
- **March 2011 Telephone Poll**
- **October 2011 Telephone Poll**



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



1. Tell us if you participated in any of the following public participation activities

- | | |
|----|--|
| 0% | A. Community Workshop |
| 0% | B. Website Survey |
| 0% | C. Community Outreach Kit |
| 0% | D. Attended a Steering Committee Meeting |
| 0% | E. Attended a TAWG or CAWG Meeting |
| 0% | F. Participated in Telephone Poll about CWTP and TEP |
| 0% | G. Participated in more than one of the above |
| 0% | H. Participated in more than two of the above |
| 0% | I. Did not participate |

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Maintenance**
 - *Maintain the existing transportation system – local streets and roads, highways and public transit*
- **Access**
 - *Provide convenient access to school, work, shopping, community centers for all users*
- **Equity**
 - *Provide the greatest benefit to the most people, especially those with the greatest need*

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Key Findings to Date

- **Safety**
 - *Increase safety of local roads and transit facilities*
- **Connectivity**
 - *Increase connectivity between local streets and transit systems, among transit operators and between bicycle and pedestrian networks*
 - *Support transit systems that connect people to community facilities and amenities*
- **Coordination**
 - *Increase coordination and cooperation across government agencies*

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Highways and Roads

- Maintain existing infrastructure
- Improve interchange and intersection safety
- Improve capacity of local streets and roads for circulation
- Increase connectivity
- Improve quality of local roads to increase safety



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Bicycle and Pedestrian

- Increase safety and signage
- Enhance bike trail connectivity and add bike lanes
- Improve and maintain existing bicycle and pedestrian infrastructure
- Provide additional bike storage and parking at community facilities and job centers
- Improve bicycle and pedestrian crossings at major roads



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Accessible Transportation

- Maintain existing paratransit programs for elderly and disabled riders
- Increase local shuttles and connections to community facilities



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Goods Movement and Freight

- Provide for the quick and efficient movement of trucks; address health impacts of truck traffic and idling
- Support rail projects (even those outside the county) that facilitate goods movement into and out of the county



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Parking and Transportation Demand Management

- Expand employer based incentives for alternatives to driving
- Expand congestion pricing
- Promote car sharing



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Transportation System Management

- Improve ramp metering
- Improve signal timing/synchronization
- Develop intelligent/adaptive intersections



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Transportation and Land Use Program

- Encourage Transit-Oriented Development (TOD)
- Fund planning and outreach efforts to build support for coordinated transportation and land use



Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New Transportation Expenditure Plan (TEP)

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New TEP: Why Now?

- Over 90% of the projects from the 1986 and 2000 Expenditure Plans are completed or underway!
- State and federal revenues are not increasing in the foreseeable future and are very volatile!
- Our transportation demands are growing!
- Local transportation dollars are the largest source of funding and the most reliable!
- Transportation funding creates jobs! Alameda CTC has a local preference program for Alameda County businesses!

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Developing a New TEP: How?

- Input from the spring Workshops helped create a list of potential projects
- Tonight these projects and programs are presented in your workbook
- Choose the **20 projects and programs** of highest priority to you
- Place your dots next to those priorities
- Develop a group "package" of projects for inclusion in the draft TEP

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Creating the Transportation Expenditure Plan

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Tell us about you ...

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



2. What best describes your gender?

- 0% 1. Female
- 0% 2. Male

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



3. What is your age group?

- 0% 1. Under 21
- 0% 2. 21-29
- 0% 3. 30-39
- 0% 4. 40-49
- 0% 5. 50-59
- 0% 6. 60+

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



4. What city do you live in or are closest to?

- 0% 1. Albany or Berkeley
- 0% 2. Emeryville or Piedmont
- 0% 3. Oakland or Alameda
- 0% 4. San Leandro or Hayward
- 0% 5. Ashland or Castro Valley
- 0% 6. Fremont, Union City or Newark
- 0% 7. Dublin, Pleasanton or Livermore
- 0% 8. Sunol
- 0% 9. Do not live in Alameda County

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



5. How do you describe yourself?

- 0% 1. American Indian or Alaska Native
- 0% 2. Asian or Pacific Islander
- 0% 3. Black/African American
- 0% 4. Spanish, Hispanic or Latino
- 0% 5. White/Caucasian
- 0% 6. Two or more ethnicities

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?

- 0% 1. Very Likely
- 0% 2. Somewhat Likely
- 0% 3. Somewhat Unlikely
- 0% 4. Very Unlikely
- 0% 5. Don't Know



Workbook and Dot Voting Exercises



How will we pay for these projects?

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?

33% 1. Bond measure for capital projects

33% 2. Parcel tax

33% 3. Private development fees

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Present results

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

- 0% 1. Very Likely
- 0% 2. Somewhat Likely
- 0% 3. Somewhat Unlikely
- 0% 4. Very Unlikely
- 0% 5. Don't Know

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Next Steps

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Current Outreach Process

- **Fall 2011 Public Outreach**
 - *Five workshops*
 - *Website survey:*
www.alamedactc.org
 - *Outreach Kits*
- **October 2011 Telephone Poll**

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



Tell us what you think...


Alameda Countywide Transportation Plan & Transportation Expenditure Plan



9. I learned a lot about future transportation needs in Alameda County.

0%	1. Strongly Agree
0%	2. Somewhat Agree
0%	3. Somewhat Disagree
0%	4. Strongly Disagree
0%	5. No Answer

Alameda Countywide Transportation Plan & Transportation Expenditure Plan



10. I learned a lot about potential transportation improvements.

0%	1. Strongly Agree
0%	2. Somewhat Agree
0%	3. Somewhat Disagree
0%	4. Strongly Disagree
0%	5. No Answer

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Berkeley, October 18, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	1	6.3%
Website Survey	4	25.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	0	0.0%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	12.5%
Participated in more than two of the above	2	12.5%
Did not participate	7	43.8%
Totals	16	100.0%

2. What best describes your gender?	Responses	
Female	4	26.7%
Male	11	73.3%
Totals	15	100.0%

3. What is your age group?	Responses	
Under 21	2	13.3%
21-29	2	13.3%
30-39	3	20.0%
40-49	4	26.7%
50-59	2	13.3%
60+	2	13.3%
Totals	15	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	8	53.3%
Emeryville or Piedmont	2	13.3%
Oakland or Alameda	4	26.7%
San Leandro or Hayward	1	6.7%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	0	0.0%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	0	0.0%
Totals	15	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Berkeley, October 18, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	26.7%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	1	6.7%
White/Caucasian	10	66.7%
Two or more ethnicities	0	0.0%
Totals	15	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	60.0%
Somewhat Likely	3	20.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	3	20.0%
Totals	15	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	0	0.0%
Parcel tax	0	0.0%
Private development fees	1	7.1%
Tax on imports	1	7.1%
Tax commercial parking lots	3	21.4%
New vehicle sales tax	2	14.3%
Regional gas tax	5	35.7%
Congestion pricing	0	0.0%
Index gas tax to inflation	1	7.1%
Vehicle use fee	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Berkeley, October 18, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	9	56.3%
Somewhat Likely	4	25.0%
Somewhat Unlikely	1	6.3%
Very Unlikely	0	0.0%
Don't Know	2	12.5%
Totals	16	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	4	28.6%
Somewhat Agree	5	35.7%
Somewhat Disagree	3	21.4%
Strongly Disagree	0	0.0%
No Answer	2	14.3%
Totals	14	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	6	42.9%
Somewhat Agree	6	42.9%
Somewhat Disagree	0	0.0%
Strongly Disagree	1	7.1%
No Answer	1	7.1%
Totals	14	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, San Leandro, October 19, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	5	15.2%
Website Survey	4	12.1%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	3.0%
Attended a TAWG or CAWG Meeting	3	9.1%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	2	6.1%
Participated in more than two of the above	7	21.2%
Did not participate	11	33.3%
Totals	33	100.0%

2. What best describes your gender?	Responses	
Female	16	45.7%
Male	19	54.3%
Totals	35	100.0%

3. What is your age group?	Responses	
Under 21	1	2.9%
21-29	0	0.0%
30-39	5	14.3%
40-49	6	17.1%
50-59	8	22.9%
60+	15	42.9%
Totals	35	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	1	2.9%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	6	17.1%
San Leandro or Hayward	13	37.1%
Ashland or Castro Valley	9	25.7%
Fremont, Union City or Newark	3	8.6%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	3	8.6%
Totals	35	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, San Leandro, October 19, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	1	3.0%
Black/African American	5	15.2%
Spanish, Hispanic or Latino	4	12.1%
White/Caucasian	19	57.6%
Two or more ethnicities	4	12.1%
Totals	33	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	17	50.0%
Somewhat Likely	7	20.6%
Somewhat Unlikely	1	2.9%
Very Unlikely	5	14.7%
Don't Know	4	11.8%
Totals	34	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	1	50.0%
Parcel tax	0	0.0%
Private development fees	1	50.0%
Totals	2	100.0%

8. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure	2	7.7%
Parcel tax	1	3.9%
Private development fees	1	3.9%
Increase gas tax	15	57.7%
Parking pricing	3	11.5%
Congestion pricing	4	15.4%
Totals	26	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, San Leandro, October 19, 2011

9. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	18	62.1%
Somewhat Likely	3	10.3%
Somewhat Unlikely	1	3.5%
Very Unlikely	5	17.2%
Don't Know	2	6.9%
Totals	29	100.0%

10. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	7	29.2%
Somewhat Agree	12	50.0%
Somewhat Disagree	2	8.3%
Strongly Disagree	3	12.5%
No Answer	0	0.0%
Totals	24	100.0%

11. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	8	38.1%
Somewhat Agree	7	33.3%
Somewhat Disagree	3	14.3%
Strongly Disagree	3	14.3%
No Answer	0	0.0%
Totals	21	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Oakland, October 24, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	0	0.0%
Website Survey	2	16.7%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	2	16.7%
Attended a TAWG or CAWG Meeting	0	0.0%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	0	0.0%
Participated in more than two of the above	7	58.3%
Did not participate	1	8.3%
Totals	12	100.0%

2. What best describes your gender?	Responses	
Female	8	72.7%
Male	3	27.3%
Totals	11	100.0%

3. What is your age group?	Responses	
Under 21	1	7.7%
21-29	1	7.7%
30-39	1	7.7%
40-49	4	30.8%
50-59	4	30.8%
60+	2	15.4%
Totals	13	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	2	16.7%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	8	66.7%
San Leandro or Hayward	0	0.0%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	1	8.3%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	1	8.3%
Totals	12	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Oakland, October 24, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	3	23.1%
Black/African American	1	7.7%
Spanish, Hispanic or Latino	0	0.0%
White/Caucasian	8	61.5%
Two or more ethnicities	1	7.7%
Totals	13	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	53.9%
Somewhat Likely	5	38.5%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	1	7.7%
Totals	13	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	1	9.1%
Parcel tax	0	0.0%
Private development fees	1	9.1%
Gas tax	8	72.7%
Vehicle Registration Fee	1	9.1%
Indirect source rule	0	0.0%
Parking fees (flexible use strategy)	0	0.0%
Public/Private partnership (Eco-Pass)	0	0.0%
More Express Lanes	0	0.0%
Totals	11	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Oakland, October 24, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	7	70.0%
Somewhat Likely	0	0.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	1	10.0%
Don't Know	2	20.0%
Totals	10	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	33.3%
Somewhat Agree	5	55.6%
Somewhat Disagree	0	0.0%
Strongly Disagree	0	0.0%
No Answer	1	11.1%
Totals	9	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	10.0%
Somewhat Agree	4	40.0%
Somewhat Disagree	3	30.0%
Strongly Disagree	1	10.0%
No Answer	1	10.0%
Totals	10	100.0%

Electronic Polling Results by Question

CWTP-TEP Community Workshop, Union City, October 27, 2011

1. Tell us if you participated in any of the following public participation activities.	Responses	
Community Workshop	3	17.7%
Website Survey	0	0.0%
Community Outreach Kit	0	0.0%
Attended a Steering Committee Meeting	1	5.9%
Attended a TAWG or CAWG Meeting	1	5.9%
Participated in Telephone Poll about CWTP and...	0	0.0%
Participated in more than one of the above	3	17.7%
Participated in more than two of the above	5	29.4%
Did not participate	4	23.5%
Totals	17	100.0%

2. What best describes your gender?	Responses	
Female	10	62.5%
Male	6	37.5%
Totals	16	100.0%

3. What is your age group?	Responses	
Under 21	0	0.0%
21-29	0	0.0%
30-39	1	5.9%
40-49	6	35.3%
50-59	5	29.4%
60+	5	29.4%
Totals	17	100.0%

4. What city do you live in or are closest to?	Responses	
Albany or Berkeley	0	0.0%
Emeryville or Piedmont	0	0.0%
Oakland or Alameda	1	5.9%
San Leandro or Hayward	1	5.9%
Ashland or Castro Valley	0	0.0%
Fremont, Union City or Newark	13	76.5%
Dublin, Pleasanton or Livermore	0	0.0%
Sunol	0	0.0%
Do not live in Alameda County	2	11.8%
Totals	17	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Union City, October 27, 2011

5. How do you describe yourself?	Responses	
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	4	25.0%
Black/African American	0	0.0%
Spanish, Hispanic or Latino	2	12.5%
White/Caucasian	9	56.3%
Two or more ethnicities	1	6.3%
Totals	16	100.0%

6. To fund transportation improvements how likely is it that you would support an increase in the transportation sales tax by not more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	8	50.0%
Somewhat Likely	4	25.0%
Somewhat Unlikely	0	0.0%
Very Unlikely	0	0.0%
Don't Know	4	25.0%
Totals	16	100.0%

7. Which of the following non-sales-tax solutions would be your top choice to address Alameda County's future transportation needs?	Responses	
Bond measure for capital projects	4	23.5%
Parcel tax	3	17.7%
Private development fees	0	0.0%
Private funding of toll roads	0	0.0%
Congestion Pricing	0	0.0%
Pay-by-mile	4	23.5%
Gas tax	2	11.8%
Traffic Impact Fee	4	23.5%
Charging Station Fee	0	0.0%
Vehicle License Fee	0	0.0%
Totals	17	100.0%

Electronic Polling Results by Question
CWTP-TEP Community Workshop, Union City, October 27, 2011

8. To fund these transportation improvements how likely is it that you would support an increase in the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	Responses	
Very Likely	10	52.6%
Somewhat Likely	1	5.3%
Somewhat Unlikely	0	0.0%
Very Unlikely	5	26.3%
Don't Know	3	15.8%
Totals	19	100.0%

9. I learned a lot about future transportation needs in Alameda County.	Responses	
Strongly Agree	3	18.8%
Somewhat Agree	9	56.3%
Somewhat Disagree	1	6.3%
Strongly Disagree	1	6.3%
No Answer	2	12.5%
Totals	16	100.0%

10. I learned a lot about potential transportation improvements.	Responses	
Strongly Agree	1	5.6%
Somewhat Agree	12	66.7%
Somewhat Disagree	2	11.1%
Strongly Disagree	1	5.6%
No Answer	2	11.1%
Totals	18	100.0%

Electronic Polling Results by Question CWTP-TEP Community Workshop, Dublin, November 2, 2011

Due to a computer drive failure, full electronic polling results for the Dublin workshop are not available. However, Dublin workshop participants made the following suggestions of non-sales tax solutions for addressing Alameda County's future transportation needs:

- Gateway toll at Altamont
- Private developer fees
- Raise Vehicle Registration Fee limit
- HOT lane fees
- Parking fees at BART – Grant Line Road
- Federal gas tax
- More advertising dollars



Alameda County
Transportation Priorities Workshop
Comment Form

1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

_____ YES _____ NO _____ DON'T KNOW

Please explain:

2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

3. Other comments:

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Appendix B: CWTP-TEP Questionnaire and Results



Participant Questionnaire

The Alameda County Transportation Commission (Alameda CTC) recently prepared a draft Countywide Transportation Plan (CWTP) that identifies current and future transportation needs. With community input, it is also developing a Transportation Expenditure Plan (TEP). The TEP would contain a package of transportation improvements around the county to be funded by an extension and possible increase of the current sales tax dedicated for this purpose. Your answers will help set priorities for the projects included in the TEP.

PLEASE TELL US ABOUT YOURSELF

1. What city or area of the county do you live in? _____

2. What mode of travel do you use the most? (Please select only one.)

- Walk
- Bicycle
- Take bus or shuttle
- Drive alone
- Carpool
- BART
- Other: _____

3. Did you participate in previous outreach efforts for the CTWP in February-March? Choose all that apply:

- Attended a large public workshop
- Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member
- Completed a printed survey
- Responded to a web survey
- Did not participate or don't know

TRANSPORTATION IMPROVEMENTS

*For each of the transportation improvement statements (in bold text) below, and the sample projects shown below, please indicate your level of support by circling either one number or "no opinion" as follows:
1 = low 2 3 4 5 = high or no opinion*

Here are the statements with some sample projects for each:

	Low			High		
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1	2	3	4	5	no opinion
Restore transit service that was previously cut	1	2	3	4	5	no opinion
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1	2	3	4	5	no opinion
Create and expand express and rapid bus services	1	2	3	4	5	no opinion
Extend BART to Livermore	1	2	3	4	5	no opinion
Provide commuter trains over the Dumbarton Bridge	1	2	3	4	5	no opinion
5. Maintain and improve the County's aging highway system	1	2	3	4	5	no opinion
Provide carpool lanes on I-80, I-880, and I-680	1	2	3	4	5	no opinion
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	1	2	3	4	5	no opinion

	Low			High		
6. Maintain and improve local roads and streets	1	2	3	4	5	no opinion
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	1	2	3	4	5	no opinion
Fix potholes on local roads	1	2	3	4	5	no opinion
7. Complete major bike and pedestrian routes and improve safety	1	2	3	4	5	no opinion
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	1	2	3	4	5	no opinion
Improve pedestrian safety	1	2	3	4	5	no opinion
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	1	2	3	4	5	no opinion
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	1	2	3	4	5	no opinion
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	1	2	3	4	5	no opinion
9. Provide specialized transit services for seniors and persons with disabilities	1	2	3	4	5	no opinion
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	1	2	3	4	5	no opinion
11. Fund transit oriented development projects (TOD)	1	2	3	4	5	no opinion
12. Fund transit passes for students in middle and high school	1	2	3	4	5	no opinion

13. TO FUND THESE TRANSPORTATION IMPROVEMENTS WOULD YOU VOTE TO:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?	yes	no	don't know
---	-----	----	------------

OPTIONAL QUESTIONS

Alameda is a very diverse county - geographically, ethnically and economically. Your answers to the questions below will help ensure that we get broad, representative participation in this process.

14. What is your race or ethnic identification? (select one or more)

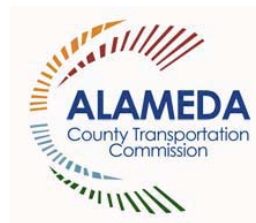
- American Indian or Alaska Native
- Asian or Pacific Islander
- Black/African American
- Spanish, Hispanic or Latino
- White/Caucasian
- Other: _____

15. What is your household income level? (select one)

- \$0-\$25,000
- \$26,000-\$50,000
- \$51,000-\$75,000
- \$76,000-\$100,000
- Over \$100,000

Thank you for your participation!

Participant Questionnaire - Spanish



Cuestionario

La Comisión de Transporte del Condado de Alameda (Alameda County Transportation Commission o CTC) recientemente preparó un borrador del Plan de transporte de todo el Condado de Alameda (Countywide Transportation Plan o CWTP) que identifica las necesidades de transportación actuales y a futuro. Con aportaciones de la comunidad, también está desarrollando un Plan de gastos de transportación (Transportation Expenditure Plan o TEP). El TEP tendría un paquete de mejoras a la transportación alrededor del Condado que serían financiados por una extensión y un posible incremento a los impuestos de venta dedicados a este propósito. Sus respuestas nos ayudarán a identificar las prioridades de los proyectos incluidos en el TEP.

INFORMACIÓN SOBRE USTED

1. ¿En qué ciudad o área del condado vive? _____

2. ¿Cuál es el medio de transporte que más utiliza? (marque solo una opción)

- | | |
|--|---|
| <input type="checkbox"/> Caminar | <input type="checkbox"/> Auto compartido (<i>carpool</i>) |
| <input type="checkbox"/> Bicicleta | <input type="checkbox"/> BART |
| <input type="checkbox"/> Autobús o servicio de transporte (<i>shuttle</i>) | <input type="checkbox"/> Otro: _____ |
| <input type="checkbox"/> Manejo solo(a) | |

3. ¿Participo en los previos llamados a la comunidad para el CWTP en febrero – marzo? Escoja los que aplican:

- Asistí a un grande taller público
- Asistí a un taller similar a este, organizado por el comité CTC o el personal de Alameda CTC
- Llené un cuestionario impreso
- Respondí a un cuestionario en la Web
- No participé o no sé

MEJORAS DE TRANSPORTACIÓN

Por favor indique el nivel de apoyo para cada una de las mejoras de transportación (en texto **negrita**), y los proyectos muestra, a continuación. Circule 1 = bajo 2 3 4 5 = alto o "sin opinión"

Aquí están las declaraciones con proyectos muestra para cada uno:	Bajo					Alto
	1	2	3	4	5	Sin opinión
4. Mantener y mejorar el transporte público (autobús, tren, transbordador) en todo el condado						
Restablecer el servicio de transporte que se ha cortado	1	2	3	4	5	Sin opinión
Asegurar que el transporte público continúe siendo asequible y accesible para aquellos que lo necesitan, incluyendo a las personas mayores, los jóvenes y personas con discapacidades	1	2	3	4	5	Sin opinión
Crear y aumentar los servicios de autobús directos y rápidos	1	2	3	4	5	Sin opinión
Extender el tren de BART hasta Livermore	1	2	3	4	5	Sin opinión
Proveer trenes de commuters en el puente Dumbarton	1	2	3	4	5	Sin opinión
5. Mantener y mejorar el sistema de carreteras envejeciendo del condado	1	2	3	4	5	Sin opinión
Proveer carriles de carpool en las carreteras I-80, I-880, y I-680	1	2	3	4	5	Sin opinión
Mejorar las rampas de entrada y salida de las carreteras I-80, I-880, I-580, I-680, y SR 84	1	2	3	4	5	Sin opinión

	Bajo			Alto		
	1	2	3	4	5	Sin opinión
6. Mantener y mejorar las calles y caminos locales						
Financiar mejoras en calles principales y rutas del commuter como: Ashby Ave. en Berkeley, Broadway en Oakland, Mission Blvd. en Hayward, Union City y Fremont, y Stanley Blvd. en Pleasanton	1	2	3	4	5	Sin opinión
Reparar baches y nivelar el pavimento existente en las calles	1	2	3	4	5	Sin opinión
7. Completar ciclo vías y rutas peatonales principales; más seguridad						
Completar los caminos en el East Bay incluyendo el Bay Trail, Iron Horse Trail y East Bay Greenway	1	2	3	4	5	Sin opinión
Mejorar la seguridad peatonal	1	2	3	4	5	Sin opinión
8. Tratar la congestión, seguridad y contaminación relacionados con los camiones de carga y el movimiento de bienes del puerto de Oakland						
Hacer más fácil y seguro el acceso de camiones al puerto de Oakland sin crear tráfico y congestión	1	2	3	4	5	Sin opinión
Reducir contaminación y congestión de tráfico causado por los camiones que llevan bienes en nuestras calles y caminos	1	2	3	4	5	Sin opinión
9. Proveer servicios especializados de tránsito para las personas mayores y con discapacidades						
1	2	3	4	5	Sin opinión	
10. Financiar proyectos de tecnología, tales como colecta de tarifas de alta ocupación (High Occupancy Toll o HOT)/carril "express", sincronización de semáforos						
1	2	3	4	5	Sin opinión	
11. Financiar proyectos orientados al desarrollo centrado en la transportación (TOD)						
1	2	3	4	5	Sin opinión	
12. Financiar abonos de tránsito para estudiantes de secundaria						
1	2	3	4	5	Sin opinión	

13. PARA FINANCIAR ESTAS MEJORAS EN LA TRANSPORTACIÓN USTED VOTARÍA PARA:

¿Aumentar impuestos de venta de transportación por no más de medio centavo y extenderlo más allá del 2022 para implementar prioridades? sí no no sé

PREGUNTAS OPCIONALES

Alameda es un condado muy diverso -- geográficamente, étnicamente y económicamente. Sus respuestas a las siguientes preguntas nos ayudaran a asegurar que estamos recibiendo representación amplia en la participación.

14. ¿Cual es su identificación racial o étnica? (Escoja uno o más)

- Indio americano o Nativo de Alaska
- Asiático o de las islas del Pacífico
- Negro/Afro Americano
- Español, Hispano o Latino
- Blanco/Caucasico
- Otro: _____

15. ¿Cual es su nivel de ingreso familiar? (Escoja uno)

- \$0-\$25,000
- \$25,000-\$50,000
- \$50,000-\$75,000
- \$75,000-\$100,000
- Más de \$100,000

¡Gracias por su participación!

Participant Questionnaire - Chinese



參與者問卷調查

阿拉美達縣交通委員會 (Alameda CTC) 最近起草了一份全縣交通改善計劃 (CWTP)，以確定目前和未來的交通需求。同時並採納社區意見，擬定交通運輸開支計劃 (TEP)。計劃將涵蓋一系列的交通改善問題，並探討本縣是否應延長及或提高目前專為此目的而徵收之營業稅來獲得經費。您的回答將有助於確定 TEP 所含專案的優先事項。

請告訴我們關於您自己

1. 您居住在本縣的哪個城市或地區？ _____

2. 您最常使用哪種交通方式？（選擇一項。）

- | | |
|---|---|
| <input type="checkbox"/> 步行
<input type="checkbox"/> 騎自行車
<input type="checkbox"/> 搭巴士或接駁車
<input type="checkbox"/> 獨自一人開車 | <input type="checkbox"/> 與人共乘
<input type="checkbox"/> BART 捷運
<input type="checkbox"/> 其他： _____ |
|---|---|

3. 您是否曾參與原先在二月份至三月份舉辦的 CTWP 相關活動？選擇所有適用項目：

- 參加了大型公共研討會
- 出席了由阿拉美達縣 CTC 委員會或工作人員主辦的類似研討會
- 完成了書面調查
- 回答了網路調查
- 沒有參與或者不知道

交通改善

對於以下有關交通改善的每項陳述（粗體字）以及如下所示的範例專案，請圈選一個數字或「無意見」以說明您的支持度：

1 = 低 2 3 4 5 = 高 或無意見

以下陳述分別列舉某些範例專案：

	低					高				
4. 維護並改善全縣大眾運輸系統（巴士、列車、渡輪）	1	2	3	4	5	無意見				
恢復先前被刪減的大眾運輸系統服務	1	2	3	4	5	無意見				
確保公共運輸對那些需要的人來說，包括老年人、青少年和殘障人士在內，繼續維持實惠和便利的好處	1	2	3	4	5	無意見				
設立並擴增直達巴士服務	1	2	3	4	5	無意見				
將 BART 捷運延伸至 Livermore	1	2	3	4	5	無意見				
提供跨越 Dumbarton Bridge 的通勤列車	1	2	3	4	5	無意見				
5. 維護並改善縣內老舊的公路體系	1	2	3	4	5	無意見				
在 I-80、I-880 和 I-680 號高速公路上擴增汽車共乘車道	1	2	3	4	5	無意見				
整修 I-80、I-880、I-580、I-680 號高速公路和 84 號州道上的出入口匝道	1	2	3	4	5	無意見				

	低			高		
6. 維持並改善當地街道和道路	1	2	3	4	5	無意見
為主要街道和通勤路線的改善計劃提供經費，例如：Berkeley 的 Ashby Ave.、Oakland 的 Broadway、Hayward 的 Mission Blvd.、Union City 和 Fremont 以及 Pleasanton 的 Stanley Blvd.	1	2	3	4	5	無意見
修復當地道路的坑洞	1	2	3	4	5	無意見
7. 完成主要自行車和行人通道並且改善安全	1	2	3	4	5	無意見
完成東灣的步道，包括 Bay Trail、Iron Horse Trail 和 East Bay Greenway 等	1	2	3	4	5	無意見
改善行人安全	1	2	3	4	5	無意見
8. 解決交通擁塞、安全和與貨運卡車有關的污染或從 Port of Oakland 流動貨物等問題	1	2	3	4	5	無意見
使卡車來回 Port of Oakland 更為安全便利，而不至於造成交通回堵和擁塞問題	1	2	3	4	5	無意見
減少卡車在我們的街道和公路上運載貨物時所造成的污染和交通擁塞問題	1	2	3	4	5	無意見
9. 為老年人和殘障人士提供特種大眾運輸服務	1	2	3	4	5	無意見
10. 為高流量/快速道路收費、交通號誌同步等技術專案提供經費	1	2	3	4	5	無意見
11. 為大眾運輸導向的開發專案 (TOD) 提供經費	1	2	3	4	5	無意見
12. 為中學生和高中生大眾運輸車票提供經費	1	2	3	4	5	無意見

13. 您是否會投票贊成為這些交通改善計劃提供經費：

將交通運輸營業稅提高不超過半美分，並延長實施至 2022 年以後，以落實您的優先事項？	是	否	不知道
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選擇性問題

阿拉美達縣是一個地域、種族和經濟型態非常多樣化的縣域。您對以下問題的回答將有助於確保我們在這個改善交通運輸的過程中獲得廣泛而且具有代表性的參與。

14. 您的種族或族裔背景是什麼？（可複選）

- 美洲印地安人或阿拉斯加原住民
 白種人/高加索裔
 亞裔或太平洋島民
 其他：
 黑人/非裔美國人 _____
 西班牙裔、西語裔或拉丁裔

15. 您的家庭收入水準如何？（選擇一項）

- \$0-\$25,000
 \$26,000-\$50,000
 \$51,000-\$75,000
 \$76,000-\$100,000
 超過 \$100,000 元

感謝您的參與！

Participant Questionnaire - Vietnamese



Bảng Câu Hỏi Cho Những Người Tham Gia

Gần đây, Ủy Ban Giao Thông Quận Alameda (Alameda CTC) đã chuẩn bị một bản dự thảo Kế Hoạch Giao Thông Toàn Quận (CWTP) nhằm xác định các nhu cầu giao thông hiện tại và trong tương lai. Cùng với các ý kiến của cộng đồng, Ủy Ban cũng đang thiết lập Kế Hoạch Chi Tiêu Giao Thông (TEP). Kế hoạch này bao gồm nhiều biện pháp cải thiện giao thông trên toàn quận được tài trợ nhờ việc gia hạn và có thể là tăng các khoản thuế bán hàng hiện tại cho mục đích này. Các câu trả lời của quý vị sẽ giúp chúng tôi đưa ra các ưu tiên cho những dự án thuộc Kế hoạch chi tiêu giao thông TEP.

HÃY CHO CHÚNG TÔI BIẾT VỀ QUÝ VỊ

1. Quý vị sống ở thành phố hoặc khu vực nào của quận? _____

2. Quý vị sử dụng phương thức di chuyển nào nhiều nhất? (Chỉ chọn một)

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Đi bộ | <input type="checkbox"/> Đi chung xe |
| <input type="checkbox"/> Đi xe đạp | <input type="checkbox"/> Dùng BART |
| <input type="checkbox"/> Xe buýt hoặc xe chạy tuyến đường ngắn | <input type="checkbox"/> Khác |
| <input type="checkbox"/> Đi xe một mình | _____ |

3. Quý vị có tham gia vào các nỗ lực cải thiện giao thông trước đây thuộc Kế hoạch CWTP từ tháng Hai đến tháng Ba không? Chọn tất cả câu trả lời thích hợp:

- Dự một buổi hội thảo công cộng lớn
- Dự một buổi hội thảo tương tự như buổi hội thảo này do Ủy ban hoặc nhân viên của Alameda CTC tổ chức
- Hoàn thành một bản khảo sát trên giấy
- Trả lời khảo sát qua mạng
- Không tham gia hoặc không biết

CÁC BIỆN PHÁP CẢI THIỆN GIAO THÔNG

Với mỗi biện pháp cải thiện giao thông (được in đậm) và các dự án mẫu được đề cập dưới đây, hãy cho chúng tôi biết mức độ ủng hộ của quý vị bằng cách khoanh tròn một trong những con số sau: 1 = phản đối kịch liệt; 2 = không ủng hộ; 3 = trung lập; 4 = ủng hộ; 5 = hoàn toàn ủng hộ; hoặc không có ý kiến

Đây là các biện pháp kèm theo dự án mẫu:

	Thấp			Cao		
4. Duy trì và cải thiện các phương tiện giao thông công cộng (xe buýt, xe lửa, phà) trên toàn quận	1	2	3	4	5	Không ý kiến
Khôi phục lại các dịch vụ vận chuyển trước đây đã bị cắt bỏ	1	2	3	4	5	Không ý kiến
Đảm bảo dịch vụ giao thông công cộng nằm trong khả năng tài chính và khả năng tiếp cận của những đối tượng cần sử dụng bao gồm người cao niên, thanh niên và người khuyết tật	1	2	3	4	5	Không ý kiến
Tạo ra và mở rộng các dịch vụ xe buýt nhanh và tốc hành	1	2	3	4	5	Không ý kiến
Mở rộng BART sang Livermore	1	2	3	4	5	Không ý kiến
Cung cấp dịch vụ xe lửa qua cầu Dumbarton	1	2	3	4	5	Không ý kiến
5. Duy trì và cải thiện hệ thống đường cao tốc lâu đời của quận	1	2	3	4	5	Không ý kiến
Tạo các làn đường cho những người đi chung xe trên I-80, I-880, và I-680	1	2	3	4	5	Không ý kiến
Cải thiện các đường dốc vào và dốc ra khỏi Đường cao tốc I-80, I-880, I-580, I-680 và State Route 84	1	2	3	4	5	Không ý kiến

	Thấp			Cao		
6. Duy trì và cải thiện các đường phố địa phương	1	2	3	4	5	Không ý kiến
Tài trợ để cải thiện các con đường lớn và đường đi lại như: Ashby Ave. ở Berkeley, Broadway ở Oakland, Mission Blvd. ở Hayward, Union City và Fremont, và Stanley Blvd. ở Pleasanton	1	2	3	4	5	Không ý kiến
Sửa ổ gà trên các tuyến đường địa phương	1	2	3	4	5	Không ý kiến
7. Hoàn thành các tuyến đường dành cho người đi xe đạp và đi bộ và nâng cao sự an toàn	1	2	3	4	5	Không ý kiến
Hoàn thành các con đường mòn ở East Bay, bao gồm đường mòn Bay Trail, đường mòn Iron Horse và East Bay Greenway	1	2	3	4	5	Không ý kiến
Nâng cao an toàn cho người đi bộ	1	2	3	4	5	Không ý kiến
8. Giải quyết vấn đề tắc nghẽn, an toàn và ô nhiễm liên quan đến xe tải chuyên chở và vận chuyển hàng hóa từ cảng Oakland	1	2	3	4	5	Không ý kiến
Tạo điều kiện để xe tải đi và đến cảng Oakland an toàn và dễ dàng hơn mà không gây cản trở và tắc nghẽn giao thông	1	2	3	4	5	Không ý kiến
Giảm thiểu ô nhiễm và tắc nghẽn giao thông do xe tải chở hàng trên các đường phố của chúng ta	1	2	3	4	5	Không ý kiến
9. Cung cấp các dịch vụ giao thông đặc biệt dành cho người cao niên và người khuyết tật	1	2	3	4	5	Không ý kiến
10. Tài trợ cho các dự án công nghệ như Thu Phí đối với những xe muốn đi trên làn đường dành cho xe nhiều người đi và làn đường cao tốc, đồng bộ hóa tín hiệu giao thông	1	2	3	4	5	Không ý kiến
11. Tài trợ cho các dự án định hướng phát triển giao thông (TOD)	1	2	3	4	5	Không ý kiến
12. Tài trợ vé dùng phương tiện công cộng cho học sinh các trường trung học cơ sở và trung học phổ thông	1	2	3	4	5	Không ý kiến

13. ĐỀ TÀI TRỢ CHO CÁC CẢI THIỆN GIAO THÔNG NÀY, QUÝ VỊ SẼ CHỌN:

Tăng thuế bán hàng liên quan tới giao thông thêm không hơn nửa xu và gia hạn quá năm 2022 để thực hiện các ưu tiên của quý vị không?	Có	Không	Không biết
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CÁC CÂU HỎI TÙY Ý TRẢ LỜI

Alameda là một quận rất đa dạng về mặt địa lý, dân tộc và kinh tế. Câu trả lời của quý vị cho những câu hỏi dưới đây sẽ góp phần đảm bảo rằng chúng tôi nhận được sự tham gia từ các thành phần đa dạng trong quá trình này.

14. Quý vị thuộc chủng tộc hoặc dân tộc nào? (chọn một hoặc nhiều)

- Mỹ Da Đỏ Hoặc Người Bản Xứ Alaska Người Da Trắng
 Người Châu Á hoặc từ Đảo Thái Bình Dương Khác:
 Người Mỹ Da Đen/Gốc Châu Phi _____
 Người Tây Ban Nha, Bồ Đào Nha hoặc Latinh

15. Mức thu nhập của gia đình quý vị là bao nhiêu? (chọn một)

- \$0-\$25,000
 \$26,000-\$50,000
 \$51,000-\$75,000
 \$76,000-\$100,000
 Hơn \$100,000

Cảm ơn quý vị đã tham gia!



Participant Questionnaire - Farsi

پرسشنامه شرکت کننده

کمیسیون حمل و نقل بخش‌داری یا کانتی آلامیدا (Alameda CTC) اخیراً یک طرح حمل و نقل در سطح بخش‌داری (CWTP) تهیه کرده است که نیازهای حمل و نقل کنونی و آتی را تعیین می‌کند. با دریافت داده‌هایی از جامعه، این کمیسیون همچنین طرحی مربوط به مخارج حمل و نقل (TEP) تهیه می‌کند. طرح TEP شامل گزینه‌هایی برای بهبود حمل و نقل در سطح بخش‌داری خواهد بود که هزینه آن از طریق گسترش و افزایش احتمالی مالیات بر فروش جاری مختص این امر فراهم خواهد شد. پاسخهای شما کمک خواهد تا ارجحیت‌های این برنامه که در TEP قرار داده شده اند تعیین شوند.

لطفاً اطلاعاتی در ارتباط با خود ارائه دهید

1. در کدام شهر یا در چه قسمتی از بخش‌داری یا کانتی زندگی می‌کنید؟

2. از کدام روش رفت و آمد بیشتر استفاده می‌کنید؟ (لطفاً فقط یک گزینه را انتخاب کنید)

- | | |
|--|--|
| <input type="checkbox"/> پیاده روی | <input type="checkbox"/> همپیمایی یا چند سرنشینی (carpool) |
| <input type="checkbox"/> دوچرخه | <input type="checkbox"/> بارت/BART |
| <input type="checkbox"/> استفاده از اتوبوس یا شاتل | <input type="checkbox"/> غیره |
| <input type="checkbox"/> رانندگی شخصی | |

3. آیا در تلاش‌های قبلی کمک‌رسانی از سوی CWTP در فوریه-مارس شرکت کردید؟

تمامی موارد زیربط را انتخاب کنید:

- | | |
|--------------------------|---|
| <input type="checkbox"/> | در یک کارگاه بزرگ عمومی شرکت کردید |
| <input type="checkbox"/> | در کارگاهی مشابه به آن، که میزبانی آنرا کمیسیون Alameda CTC یا یکی از اعضاء کادر آن به عهده داشت شرکت کردید |
| <input type="checkbox"/> | یک بررسی چاپ شده را تکمیل کردید |
| <input type="checkbox"/> | به یک بررسی اینترنتی پاسخ دادید |
| <input type="checkbox"/> | شرکت نکردید یا نمی‌دانید |

بهبودی حمل و نقل

برای هر یک از جملات مربوط به بهبود حمل و نقل (متن پررنگ) ذیل، و برنامه‌های نمونه‌ای که در ذیل درج شده است، لطفاً با کشیدن دایره دور یکی از شماره‌های ذیل به ما بگویید که تا چه میزان از آنها حمایت می‌کنید:
 1 = به شدت مخالفم ؛ 2 = حمایت نمی‌کنم ؛ 3 = بی تفاوت ؛ 4 = حمایت می‌کنم ؛ 5 = به شدت حمایت می‌کنم، یا بدون نظر؛

در اینجا توضیحاتی به همراه نمونه‌هایی برای هر برنامه درج شده است:

بدون نظر	5	4	3	2	1	
بدون نظر	5	4	3	2	1	4. حفظ و بهبود حمل و نقل عمومی (اتوبوس، قطار، قایق موتوری) در سرتاسر بخش‌داری یا کانتی
بدون نظر	5	4	3	2	1	برقراری مجدد خدمات حمل و نقل که قبلاً قطع شده بود.
بدون نظر	5	4	3	2	1	کسب اطمینان از استمرار حمل و نقل عمومی کم هزینه و قابل دسترسی برای افرادی که به آن نیازمند هستند، شامل سالمندان، نو جوانان و افرادی که معلولیت دارند
بدون نظر	5	4	3	2	1	ایجاد و گسترش خدمات اتوبوس سریع
بدون نظر	5	4	3	2	1	گسترش BART به لیورمور (Livermore)
بدون نظر	5	4	3	2	1	فراهم کردن قطارهای رفت و آمد روزانه از روی پل دومبارتون (Dumbarton)

بدون نظر	5	4	3	2	1	
بدون نظر	5	4 <td>3</td> <td>2</td> <td>1</td> <td>5. حفظ و بهبود بخشیدن به سیستم کهنه بزرگراه بخش‌داری</td>	3	2	1	5. حفظ و بهبود بخشیدن به سیستم کهنه بزرگراه بخش‌داری
بدون نظر	5	4 <td>3</td> <td>2</td> <td>1</td> <td>فراهم کردن خطوط ویژه همپیمایی یا هم سرنشینی در بزرگراه‌های I-80، I-880 و I-680</td>	3	2	1	فراهم کردن خطوط ویژه همپیمایی یا هم سرنشینی در بزرگراه‌های I-80، I-880 و I-680
بدون نظر	5	4 <td>3</td> <td>2</td> <td>1</td> <td>بهبود شیب راه و ورودی و شیب راه خروجی در بزرگراه‌های I-80، I-880، I-580، I-680 و جاده ایالتی 84</td>	3	2	1	بهبود شیب راه و ورودی و شیب راه خروجی در بزرگراه‌های I-80، I-880، I-580، I-680 و جاده ایالتی 84

		پایین					بالا						
		5	4	3	2	1			5	4	3	2	1
بدون نظر		5	4	3	2	1	6. حفظ و بهبود جاده ها و خیابانهای محلی						
بدون نظر		5	4	3	2	1	تامین بودجه برای بهسازی خیابانهای اصلی و جاده های رفت و آمد روزانه، همچون: Ashby Ave در Berkeley ، و Broadway در Oakland ، Mission Blvd. در Hayward ، Fremont و Union City ، و Stanley Blvd. در Pleasanton						
بدون نظر		5	4	3	2	1	تعمیر گودالها در جاده های محلی						

بدون نظر		5	4	3	2	1	7. تکمیل و بهبود ایمنی در مسیرهای اصلی ویژه دوچرخه و عابر پیاده					
بدون نظر		5	4	3	2	1	تکمیل مسیرهای East Bay / «ایست بی» شامل Bay Trail ، Iron Horse Trail و East Bay Greenway					
بدون نظر		5	4	3	2	1	بهبود ایمنی برای عابر پیاده					

بدون نظر		5	4	3	2	1	8. رسیدگی به تراکم، ایمنی و آلودگی مربوط به کامیونهای مخصوص نقل و انتقال بار یا کالا از بندر اوکلند.					
بدون نظر		5	4	3	2	1	بدون ایجاد تراکم و ترافیک سنگین، ایجاد شرایط آسانتر و ایمن تر برای جابجایی کامیونها از بندر اوکلند و بالعکس					
بدون نظر		5	4	3	2	1	کاهش آلودگی و تراکم ترافیک که توسط کامیونهای حامل کالا در خیابانها و جاده های شما ایجاد شده است					

بدون نظر		5	4	3	2	1	9. فراهم نمودن خدمات حمل و نقل ویژه برای سالمندان و افرادی که معلولیت دارند					
بدون نظر		5	4	3	2	1	10. تامین بودجه برنامه های فن آوری همچون خط اکسپرس یا سریع / عوارض عبور در خطوط مخصوص ماشین های چند سرنشینی، گردآوری عوارض، همزمان سازی چراغهای ترافیک					
بدون نظر		5	4	3	2	1	11. تامین بودجه برنامه های متمایل و مربوط به حمل و نقل (TOD)					
بدون نظر		5	4	3	2	1	12. تامین مجوزهای عبور برای دانش آموزان در دبیرستان مقدماتی و دبیرستان					

13. به منظور تامین بودجه این بهبودهای حمل و نقل آیا برای مورد ذیل رای خواهید داد:

نمی دانم	بله	خیر	افزایش مالیات بر فروش مربوط به حمل و نقل، تا حد اکثر نیم سنت و استمرار آن تا بعد از سال 2022 برای پاسخگویی به ارجحیت های شما؟

سوالات اختیاری

آلامیدا از نقطه نظر جغرافیایی، نژادی و اقتصادی یک بخشداری بسیار متنوعی است. پاسخهای شما به سوالات ذیل کمک خواهند کرد که در این فرایند مشارکتی گسترده و در برگیرنده حاصل شود.

14. نژاد یا هویت قومی شما چیست؟ (یک یا چند گزینه را انتخاب کنید)

- | | | | |
|--------------------------|------------------------------------|--------------------------|------------------------|
| <input type="checkbox"/> | سرخپوست آمریکایی یا بومی آلاسکا | <input type="checkbox"/> | سفید پوست/ هندواروپایی |
| <input type="checkbox"/> | آسیایی یا بومی جنوب اقیانوس آرام | <input type="checkbox"/> | غیره: |
| <input type="checkbox"/> | سیاهپوست/ آمریکایی افریقایی | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | اسپانیولی، اسپانیولی زبان یا لاتین | <input type="checkbox"/> | |

15. میزان درآمد خانوار شما چقدر است؟ (یکی را انتخاب کنید)

- | | |
|--------------------------|--------------------|
| <input type="checkbox"/> | \$0-\$25,000 |
| <input type="checkbox"/> | \$26,000-\$50,000 |
| <input type="checkbox"/> | \$51,000-\$75,000 |
| <input type="checkbox"/> | \$76,000-\$100,000 |
| <input type="checkbox"/> | بیش از \$100,000 |

از مشارکت شما سپاسگزاریم!

Alameda County Transportation Commission
CWTP-TEP Fall 2011 Questionnaire Responses

A total of 926 questionnaires were submitted by outreach toolkit participants and 556 questionnaires were submitted online. Results are detailed below.

1. What city or area of the county do you live in? (analyzed by planning area)

Planning Area	Toolkit Respondents	Online Respondents
North	46.8%	50.5%
Central	17.6%	7.2%
South	16.7%	7.0%
East	1.0%	15.5%
Unclear or not Alameda County Resident*	17.9%	19.8%
Total responding to question	909	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

* Respondents who answered simply "Alameda," without indicating whether they meant the city or the county, were counted as "unclear."

2. What mode of travel do you use the most? (Please select only one.)

Mode of Travel	Toolkit Respondents	Online Respondents
Walk	13.5%	7.0%
Bicycle	13.6%	18.3%
Take bus or shuttle	14.9%	13.7%
Drive alone	39.1%	36.3%
Carpool	5.6%	3.2%
BART	7.4%	14.6%
Other*	5.8%	6.8%
Total responding to question	770	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. If a respondent selected more than one answer (possible on print questionnaires only), their response was not counted.

2. What mode of travel do you use the most? (Please select only one.) - continued

Other modes of travel identified by toolkit respondents:

- Amtrak + Bike
- Capital corridor (Amtrak)
- Combination
- Drive with my kids
- East Bay Paratransit (specified by 3 respondents)
- Electric wheelchair mostly
- E-scooter
- Paratransit (specified by 12 respondents)
- Roll in my power wheelchair
- Scooter
- Shuttle
- Walk BART and AC Transit
- Walk, bus & BART

Other modes of travel identified by online respondents:

- Amtrak/Capitol Corridor train
- Attendant drives me
- Attendant drives me places, but on her off days, it's a combo of bus, paratransit and taxi cabs - and of course, walking some.
- BART
- Bicycle and BART (specified by 2 respondents)
- Bicycle to Caltrans Shuttle at MacArthur BART for ride into San Francisco.- bicycle in San Francisco
- Bus and BART equally
- Bus, Oakland city taxi program, Eastbay Paratransit
- Car (specified by 2 respondents)
- Drive alone but used Carpool lane as I have an electric vehicle (Nissan LEAF)
- Drive my own vehicle
- Drive together
- Drive with children
- Drive with my husband
- Ferry
- Ferry. Have to drive to the ferry as there is no bus service to the ferry. Which is really dumb.
- Husband drives me
- Husband drives me in handicap accessible van
- I can't specify only one. My daily commute is a blend of bicycle, BART, and bus transportation. There's no one mode that gets me where I need to go. What I can tell you is that if it were safer, I would ride my bicycle almost everywhere.
- I utilize a combination of bus, shuttle, BART and walking.
- It is an equal blend of drive alone, BART, bus & bike
- Measure B Senior Services
- Motorcycle (specified by 2 respondents)
- Oakland City Paratransit program, Eastbay Paratransit,Family
- Paratransit (specified by 3 respondents)
- Paratransit and taxi
- Power wheelchair
- Retired, minimum travel
- Split evenly between carpool, driving alone and riding bike
- Walk and take public transportation: bus & BART
- Walk, ride a bike and drive

**3. Did you participate in previous outreach efforts for the CTWP in February-March?
Choose all that apply:**

Previous Participation	Toolkit Respondents	Online Respondents
Attended a large public workshop	6.9%	9.2%
Attended a workshop similar to this one, hosted by an Alameda CTC committee or staff member	5.6%	6.5%
Completed a printed survey	9.3%	4.5%
Responded to a web survey	5.8%	11.5%
Did not participate or don't know	78.8%	77.5%
Total responding to question	850	556

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Transportation Improvements

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.6%	2.9%	9.5%	16.8%	64.4%	4.9%	769
Restore transit service that was previously cut	1.7%	4.1%	16.2%	22.5%	44.6%	10.9%	823
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.5%	1.9%	6.1%	15.9%	71.4%	3.3%	825
Create and expand express and rapid bus services	2.6%	4.3%	18.4%	25.0%	43.7%	5.9%	835
Extend BART to Livermore	11.8%	7.8%	15.2%	16.2%	37.2%	11.9%	823
Provide commuter trains over the Dumbarton Bridge	10.9%	7.1%	17.8%	14.7%	33.1%	16.4%	807

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
4. Maintain and improve mass transit (bus, rail, ferry) throughout the county	1.5%	1.7%	7.7%	13.9%	74.1%	1.1%	532
Restore transit service that was previously cut	5.3%	3.9%	13.9%	20.5%	47.9%	8.5%	532
Ensure that public transit remains affordable and accessible to those who need it, including seniors, youth and people with disabilities	1.7%	2.6%	7.7%	19.0%	67.7%	1.3%	532
Create and expand express and rapid bus services	6.2%	9.4%	19.0%	27.6%	32.3%	5.5%	532
Extend BART to Livermore	25.9%	13.7%	13.5%	13.5%	24.8%	8.5%	532
Provide commuter trains over the Dumbarton Bridge	24.2%	16.9%	20.1%	12.4%	13.2%	13.2%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
5. Maintain and improve the County's aging highway system	4.7%	4.4%	15.2%	20.3%	49.1%	6.3%	745
Provide carpool lanes on I-80, I-880, and I-680	6.2%	6.8%	16.5%	20.5%	41.6%	8.4%	794
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	5.5%	6.0%	18.1%)	16.5%	43.7%	10.1%	830

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
5. Maintain and improve the County's aging highway system	12.0%	11.5%	20.3%	20.5%	33.3%	2.4%	532
Provide carpool lanes on I-80, I-880, and I-680	18.0%	12.8%	23.7%	21.2%	19.0%	5.3%	532
Improve on-ramps and off-ramps on Highways I-80, I-880, I-580, I-680, and State Route 84	19.4%	19.4%	19.2%	17.7%	18.4%	6.0%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

	Toolkit Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	2.3%	2.6%	10.9%	22.1%	58.1%	4.0%	700
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	3.5%	3.3%	15.9%	24.9%	48.0%	4.3%	791
Fix potholes on local roads	1.2%	2.3%	8.8%	16.0%	68.8%	2.9%	769

	Online Respondents						
Transportation Improvement Statement (bold) or Sample Project	1	2	3	4	5	No opinion	# replying to question
6. Maintain and improve local roads and streets	3.6%	5.1%	22.2	26.7%	41.4%	1.1%	532
Fund improvements on major streets and commute routes such as: Ashby Ave. in Berkeley, Broadway in Oakland, Mission Blvd. in Hayward, Union City and Fremont, and Stanley Blvd. in Pleasanton	7.7%	12.6%	23.7%	24.1%	27.4%	4.5%	532
Fix potholes on local roads	1.7%	5.3%	15.6%	20.9%	54.7%	1.9%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
7. Complete major bike and pedestrian routes and improve safety	2.5%	2.8%	10.7%	18.3%	61.2%	4.5%	712
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	3.3%	3.8%	15.0%	21.7%	48.7%	7.6%	793
Improve pedestrian safety	1.8%	1.5%	13.2%	16.7%	63.8%	3.0%	778

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
7. Complete major bike and pedestrian routes and improve safety	4.7%	4.5%	12.8%	16.4%	59.6%	2.1%	532
Complete trails in the East Bay including the Bay Trail, Iron Horse Trail and East Bay Greenway	6.8%	8.1%	19.2%	26.1%	37.4%	2.4%	532
Improve pedestrian safety	2.1%	5.6%	11.5%	21.4%	58.1%	1.3%	532

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	3.0%	4.2%	15.7%	23.2%	46.2%	7.7%	732
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	3.6%	4.7%	17.9%	25.5%	39.8%	8.5%	804
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	3.3%	4.3%	13.1%	22.3%	53.1%	4.0%	799

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
8. Address congestion, safety and pollution related to freight trucks or goods movement from the Port of Oakland	6.0%	10.4%	20.8%	27.2%	27.8%	7.7%	518
Make it safer and easier for trucks to get to and from the Port of Oakland without creating backups and traffic congestion	8.1%	10.6%	22.8%	26.1%	24.3%	8.1%	518
Reduce pollution and traffic congestion caused by the trucks that carry goods on our streets and roads	4.8%	7.9%	20.8%	26.1%	35.1%	5.2%	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

Transportation Improvement Statement (bold) or Sample Project	Toolkit Respondents						# replying to question
	1	2	3	4	5	No opinion	
9. Provide specialized transit services for seniors and persons with disabilities	2.1%	3.2%	13.2%	21.1%	55.7%	4.8%	819
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	8.7%	5.6%	23.2%	22.1%	32.2%	8.1%	823
11. Fund transit oriented development projects (TOD)	3.0%	5.0%	19.9%	24.1%	33.6%	14.5%	806
12. Fund transit passes for students in middle and high school	3.7%	4.2%	15.5%	20.3%	49.2%	7.1%	813

Transportation Improvement Statement (bold) or Sample Project	Online Respondents						# replying to question
	1	2	3	4	5	No opinion	
9. Provide specialized transit services for seniors and persons with disabilities	3.5%	5.6%	22.8%	28.0%	37.1%	3.1%	518
10. Fund technology projects such as High Occupancy Toll/Express lane toll collection, traffic signal synchronization	15.3%	12.9%	26.8%	23.0%	16.4%	5.6%	518
11. Fund transit oriented development projects (TOD)	9.5%	6.6%	19.3%	25.1%	30.5%	9.1%	518
12. Fund transit passes for students in middle and high school	10.0%	8.5%	23.4%	19.1%	35.1%	3.9%	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Transportation Improvements, continued

13. To fund these transportation improvements would you vote to: Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement your priorities?

Responses	Toolkit Respondents	Online Respondents
Yes	60.3%	77.4%
No	16.6%	9.7%
Don't Know	23.0%	12.9%
Total responding to question	812	518

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Optional Questions

14. What is your race or ethnic identification? (select one or more)

Race or Ethnic Identification	Toolkit Respondents	Online Respondents
American Indian or Alaska Native	2.0%	0.8%
Asian or Pacific Islander	18.0%	9.3%
Black/African American	7.3%	8.7%
Spanish, Hispanic or Latino	34.6%	6.3%
White/Caucasian	34.6%	75.5%
Other (please specify)	7.5%	3.0%
Total responding to question	790	494

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question. Because the question allowed more than one answer, the percentages given do not add up to 100%.

Other race or ethnic identification specified by toolkit respondents:

- Afghan/Afghani (specified by 10 respondents)
- All
- American (specified by 2 respondents)
- Arabic
- Disabled Jewish American
- Dutch/Indonesian
- Filipino (specified by 2 respondents)
- Human being
- Indonesia
- Italian
- Italian/Irish
- Mixed (specified by 2 respondents)
- Persian (specified by 18 respondents)
- Sicilian
- Slavic

Optional Questions, continued

14. What is your race or ethnic identification? (select one or more) - continued

Other race or ethnic identification specified by online respondents:

- Aryan
- Eastern European
- European ancestry
- Filipino American
- Human
- Human being
- I reserve that right
- Jewish
- Mix - White/Hispanic
- Mixed
- Mixed ethnicity, Latino/white
- Multi-ethnic
- My ethnic identification is American
- N/A
- None of the above

15. What is your household income level? (Select one)

Income Level	Toolkit Respondents	Online Respondents
\$0-\$25,000	39.5%	9.1%
\$26,000-\$50,000	19.4%	17.0%
\$51,000-\$75,000	13.8%	17.0%
\$76,000-\$100,000	10.3%	18.6%
Over \$100,000	17.1%	38.3%
Total responding to question	712	483

Note: All percentages given indicate the percent of the total number of questionnaires in that category who answered the question.

Survey Language – Toolkit Questionnaires

Language	Percent of Respondents	Number of Respondents
English	73.1%	677
Spanish	20.2%	187
Chinese	3.5%	32
Farsi	2.1%	19
Vietnamese	1.2%	11
Total	100.0%	926

Appendix C: Outreach Questionnaire Reports

Outreach Toolkit Presentations

1) Presentations Made To:

City of San Leandro Neighborhood Meeting District 5 & 6

Date: 10.6.2011

Questionnaires Received: 12

Moderator/Contact: Keith Cook/Kathy Ornelas

Group Description: Mixed group of San Leandro residents

2) Presentations Made To:

Sierra Club SF Bay Chapter

Date: 10.10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Pat Piras

Group Description: Sierra Club members

3) Presentations Made To:

Joan Chaplick's UC Berkeley Class

Date: 10.11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Joan Chaplick

Group Description: Mixed Group of Berkeley Students

4) Presentations Made To:

Oakland Yellowjackets

Date: 10.12.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Midori Tabata/Fred McWilliams

Group Description: Multi-cultural bicycle club in Oakland

5) Presentations Made To:

Misc.

Questionnaires Received/Participants: 6

Moderator/Contact: Liz Brazil

6) Presentations Made To:

Afghan Coalition (Women's Group)

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil

Group Description: Members of the Afghan Coalition Women's Group. Women were primarily residents of Fremont.

7) Presentations Made To:

Union City Senior Commission

Date: 10.18.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Liz Brazil/Edward Rivera Aruiz

Group Description: Union City seniors

8) Presentations Made To:

DA Bus line Riders

Date: 10.19.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

9) Presentations Made To:

VB Match – Bay Area Volleyball Club

Date: 10.20.2011

Questionnaires Received/Participants: 5

Moderator/Contact: Holly Kuljian

Group Description: Bay Area adult volleyball club

10) Presentations Made To:

Oakland Pedalfest in Jack London Square

Date: 10.22.2011

Questionnaires Received/Participants: 208

Moderator/Contact: Holly Kuljian, John Means, Krystle Pasco & Rochelle Wheeler

Group Description: Diverse group of bicycle enthusiasts

11) Presentations Made To:

PAPCO

Date: 10.24.2011

Questionnaires Received/Participants: 25 (additional questionnaires had already been filled using on-line version)

Moderator/Contact: Holly Kuljian

Group Description: Paratransit Advisory Committee (East Bay)

12) Presentations Made To:

Sierra Club Northern Alameda County Group

Date: 10.24.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Northern Alameda

13) Presentations Made To:

Sierra Club Southern Alameda County Group

Date: 10.26.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Pat Piras

Group Description: Sierra Club members, Southern Alameda

14) Presentations Made To:

Berkeley Adult School – ESL class

Date: 10.27.11

Questionnaires Received/Participants: 24

Moderator/Contact: Holly Kuljian & John Means

Group Description: Diverse group of adult English as a second language students

15) Presentations Made To:

Albany Strollers & Rollers

Date: 10.27.11

Questionnaires Received/Participants: 8

Moderator/Contact: Holly Kuljian

Group Description: Mixed Group of Albany Residents with focus on non-auto activities

16) Presentations Made To:

Eden Area Livability Initiative’s Joint Leadership & Community Educational Forum

Date: 10.27.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Eileen Ng

Group Description: Diverse group of unincorporated Central County residents.

17) Presentations Made To:

Eden Area Senior Action Group (formerly the Eden Area Local Organizing Committee)

Date: 10.28.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Eileen Ng

Group Description: Diverse senior group of unincorporated Central County. (2 spanish speakers)

18) Presentations Made To:

Dia de los Muertos

Date: 10.30.2011

Questionnaires Received/Participants: 230+

Moderator/Contact: John Means and Liz Brazil

Group Description: Diverse group of community members. Many were Spanish speakers

19) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 10.31.2011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Amanda Halstead

Group Description: Chiropractic Students, majority ages 20-30 yrs. old

20) Presentations Made To:

DBA Busline

Date: 10.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Diane Shaw

Group Description: AC Transit DB bus line riders

21) Presentations Made To:

AC Transit Board Meeting

Date: 10.2011

Questionnaires Received/Participants: 4

Moderator/Contact: Diane Shaw

Group Description: AC Transit Board Members

22) Presentations Made To:

SRAC Advisory Committee group

Date: 11.1.2011

Questionnaires Received/Participants: 15

Moderator/Contact: Holly Kuljian/Cathleen Sullivan/Mary Rowlands

Group Description: Advisory Committee with Paratransit focus

23) Presentations Made To:

Associated Students of UC Berkeley, Office of the External Affairs Vice President's Office

Date: 11.1.2011

Questionnaires Received/Participants: 26

Moderator/Contact: John Means

Group Description: Undergraduate student group

24) Presentations Made To:

AC Transit bus riders

Date: 11.1.2011

Questionnaires Received/Participants: 1 filled out questionnaire

Moderator/Contact: Diane Shaw

Group Description: AC Transit DA bus line riders

25) Presentations Made To:

Oakland Bookclub

Date: 11.3.2011

Questionnaires Received/Participants: 3 filled out questionnaires

Moderator/Contact: Holly Kuljian

Group Description: Young Adults in Oakland

26) Presentations Made To:

Cherryland Health Fair

Date: 11.5.2011

Questionnaires Received/Participants: 21

Moderator/Contact: Holly Kuljian, John Means

Group Description: Mixed group, many non-English speakers & mostly from Cherryland, Hayward & San Leandro

27) Presentations Made To:

Chiropractic Students at Life West Chiropractic

Date: 11.7.2011

Questionnaires Received/Participants: 10

Moderator/Contact: John Means

Group Description: Chiropractic Students, majority ages 20-30 yrs. Old

28) Presentations Made To:

St. Mary's Center

Date: 11.2011

Questionnaires Received/Participants: 14

Moderator/Contact: Lindsay Imai/Elena Berman

Group Description: Low-income, homeless and formerly homeless seniors, ethnically diverse

29) Presentations Made To:

HOPE Collaborative at The Prevention Institute in Oakland

Date: 11.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Lindsay Imai/BeccaTrumpusley

email: becca@hopecollaborative.net

Group Description: Low-income, mainly minorities ages 22-55+

30) Presentations Made To:

Transportation Justice Working Group at Urban Habitat Office

Date: 11.1.2011

Questionnaires Received/Participants: 6

Moderator/Contact: Lindsay Imai

Group Description: Mix of people from different organizations (1 blind person)

31) Presentations Made To:

Albany Rotary Club

Date: 11.1.2011

Questionnaires Received/Participants: 8

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

32) Presentations Made To:

Albany Traffic and Safety Commission at City Council Chambers

Date: 11.3.2011

Questionnaires Received/Participants: 9

Moderator/Contact: Aleida Andrino Chavez

Group Description: Not given

33) Presentations Made To:

Accessibility Advisory Committee (AAC)

Date: 11.8.2011

Questionnaires Received/Participants: Around 8

Moderator/Contact: Holly Kuljian/Kim Rolland

Group Description: AC Transit Accessibility Advisory Committee

34) Presentations Made To:

Cherryland PTA

Date: 11.9.011

Questionnaires Received/Participants: around 30

Moderator/Contact: John Means/Linda Salazar

Group Description: Majority Latino, Low-income Parents of Cherryland Elementary Students

35-39) Presentations Made To:

New Haven Adult School

Date: 11.9.011

Questionnaires Received/Participants: 5 different classes

Moderator/Contact: John Means/Laura Salvado

Group Description: Students mostly Spanish, Chinese, Farsi, and Vietnamese

Toolkit Distribution

Toolkits were distributed at both CAWG and TAWG meetings (roughly 85)

10 toolkits were sent to Liz Brazil

1 toolkit to Midori Tabata

1 toolkit to Keith Cooke (for 70 participants)

1 toolkit to Joan Chaplick

Online toolkits and questionnaires were available to CAWG/TAWG and staff

Contact Tracking Summary

- 235 groups or organizations were contacted by phone or email
- Participated in 3 special events
 - Oakland Pedalfest, Dia de los Muertos, Cherryland Health Fair
- Made follow-up calls to 46 community based organizations
- Conducted 39 toolkit presentations, 20 toolkit presentations by MIG staff
- Targeted non-English speaking groups gave out questionnaires in 5 different languages

Appendix D: Public Comments Submitted

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Berkeley 10/18	Yes		Tax imports through the Port of Oakland. This tax should fund things that mitigate the Port's negative impacts . This could include electrification of freight lines serving the Port, quiet crossings at at-grade rail crossings, and cleaner vehicles; Locally paid parking could fund local transportation, public/private partnerships for example: Energy-go-Round shuttle buses with better access for mobility devices.	Focus on; 1) Connecting transportation & land use - the areas with the highest density should act get the highest level of transit service. 2) Reducing VMT - If a project doesn't reduce VMT, don't do the project.
Berkeley 10/18			Charge for parking & use the revenue to pay for improvements in that area & for improvements leading to that destination. Increase the gas tax to keep pace with inflation. Charge more for bridge tolls. Require people to pay tolls to use interstate highways (or at least start with HOT lanes)	
Berkeley 10/18	Yes	Too large a priority to ignore this affects all of us every day & makes a more significant impact on our lives than we realize	What means are available? Property tax? Vehicle sales tax? Gasoline tax?	Gasoline taxation could be fairest. Vehicle use based registration fees.
Berkeley 10/18	Yes	We clearly need more funding although sales taxes are not the best way to pay for transportation equitably, they clearly are the easiest to make happen (& get funding soonest)	Toll lanes/congestion pricing along 1-80 especially leading to bridge (connected to bridge toll.) General tax - state? Regional? On owning/operating vehicles could even include bikes! As long as amount reflected bicycles relative affect on infrastructure (including space requirements.)	
Berkeley 10/18	Yes		Paid parking - tax commercial parking lots (ex.. hotels, major employers, on per spot basis.)	Driving has to cost more before drivers will look at alternatives. Look at new transit modes (ex.. street cars) see www.EBOT.info, street cars are the "last mile" connector that is needed.
Berkeley 10/18	Yes	Transportation programming & infrastructure needs funds, particularly alternate modes of transit that aid in greenhouse reductions	Developer and large business fees!	
San Leandro 10/19				I would like projects that include audible pedestrian signal & detectable warnings

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Yes		Gas tax	
San Leandro 10/19	Yes		Gas tax, corporate taxes	Like process, it's good to force to prioritize
San Leandro 10/19	Don't know	I am somewhat hesitant to vote for an increase. I would prefer only an extension	Congestion pricing, toll or HOT or mileage related fees	This is a very difficult exercise due to the fact of the # of project & the lack of information on the various projects.
San Leandro 10/19	Yes		Gas tax, parking, congestion pricing	1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later...(Full comment too lengthy to include, see "Additional Comments," page D-8)
San Leandro 10/19	Yes		Electronically timed traffic lights to keep traffic moving on major streets, 14th & Mission, Davis, Marina, Hesperia, Llewellyn. Walk/don't walk signals, stay on walk for someone to cross at least half way.	Very poor master planning/design in the last 20 yrs we have built 3 interchanges that should have been done originally I-580/I-680, I-880/CA-92, I-880/CA-238/I-580
San Leandro 10/19	No			You have \$ for medians, you have \$ for anything, all things
San Leandro 10/19	No	Very poor process. Didn't know many of projects and programs or they were incomplete or missed many of the items that were on the board's list.	Gas tax	Did not like this exercise. Would be unfair if were used to prioritize the real list.
San Leandro 10/19	Yes			Consider using Skype to do a group discussion between all areas. Use technology to reach more people, more frequent update- via podcast/email/TV/Internet/webpage/Facebook/Twitter (these options would cover most disabilities with help.

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
San Leandro 10/19	Don't know	Very concerned about the regressive nature of the tax.	We need to be looking at more progressive forms of taxation, such as increasing income tax or corporate tax on upper-income individuals. I would be more likely to support funding transportation with a gas tax.	
San Leandro 10/19	Don't know	It would depend on how it all shakes out. Transit needs to be made whole again. Cuts need to be restored, fare increases need to be reversed, & service needs to be expanded-transit needs to come more often, run for longer hours & go faster, more reliably.	Increase parking fees to raise funding for transit, raise gas tax, re-implement car registration fee (vehicle license fee), mileage tax	It's clear that transit is a need and will be most valued as the economy worsens, our population ages, and as awareness of climate change continues to grow. Please convey the results of tonight's workshop to the Steering Committee 88% programs!!, 12% projects!
San Leandro 10/19	No	Social Security (?) will increase in 2012 only to be taken away by Medicare costs increase. My income stays the same but all costs keep going up. At some point I can't do it. Got to hold it.	Consider this question for awhile	Loved this event - thank you so much- #1 answer not final yet. Keep up the great work - so glad I came.
San Leandro 10/19	No	I have not seen a plan. Also our area is not on the transit bus. Ashland/Cherryland	Congestion pricing, tax parking	Write grant for low-income community to be presented as project and not programs.
San Leandro 10/19	Yes	It's all improvement	Local gas tax	No one explained the projects to the public. The level of knowledge assumed in geography, funding, and projects was very high. People didn't know what they were voting for. It should have been broken down by the local area & each project explained. Obviously people are going to vote for their area so results are useless.
San Leandro 10/19	No	No new taxes on working people	Get rid of bureaucracy and administration	Proud member of the Tea Party tax payer not tax taker
San Leandro 10/19	Yes	I am a very hard core mass transit advocate!	Full comment too lengthy to include, see "Additional Comments," page D-9	Full comment too lengthy to include, see "Additional Comments," page D-9

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Oakland 10/24	Yes	We need a lot more money to support our growing population that will rely on all aspects of transportation. We are a very diverse county with diverse needs.	Support gas tax	
Oakland 10/24	Don't know	Will depend on cost-containment controls in the measure. 1-year extensions didn't work in 2000 needs more meaningful protections.	Gas tax, development fees, tolls	Thank you.
Oakland 10/24	Don't know	Would consider a 1/4% sales tax increase, need more specificity on ballot measure	Bond measure, gas tax	Good use of time
Oakland 10/24	Yes	The gas tax (state & fed) are not sufficient tsp. needs are increasing. Local taxes allow people to see the cost of services they use	Higher fees on public parking lots & garage leasing & innovative reinstate state vehicle fee. Repeal prop. 13	A companion book that gives more detail on the projects would have been useful. The experts that were here & know about the projects should have been introduced as resources to help explain projects. Turn-out tonight was pitiful! You need to do a much better job organizing, communicating & recruiting citizens to attend these events. Work with Transform Greenbelt Alliance, OCO, and other non-profits to get better attendance. Ask for RSVP & offer food/dinner. The money you would spend on food is miniscule compared to the total TEP budget.
Oakland 10/24	Don't know	Until I see detailed description of these projects which don't even seem to exist in your large binders I can't say.		Your printed ACTP Admin. Draft cut off the beginning of the spreadsheets of projects. I think the meeting was a bit of a joke to be able to check the box off that you engaged with the community.
Union City 10/27	No	I am strongly against Mayor Green's pet projects and until they are taken off the list I'll actively campaign to not fund any of this proposal.		The devil lies in the details and tonight's exercise did not provide adequate details to make an informed decision. I do not consider this exercise to have been useful. Additionally there has been quite a lot of chatter about job creation, but none refer to building a highway through a community can destroy it and the community's economy.
Union City 10/27	Yes			

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Union City 10/27	Yes		Transportation impact development fee	
Union City 10/27	Yes		1) Added gasoline tax 2) Vehicle license fee 3) New developments need to pay for added costs of new roads and expansion of interchange improvements for existing roads	
Union City 10/27	Don't know	I would not support the reauthorization of the tax if certain projects were included in it.	Bond measure to support capital projects	I felt that the average citizen coming into the meeting could not make educated informed selections. There are too many projects - many are not well defined and the selections not clear as to their (post?) cons. Also you should allow people to say which projects they object to. At the Union City session I felt several projects were biased due to the mayor being present.
Union City 10/27	Yes		1) Leveraging sales tax revenue for additional funding? 2) Creation of transportation districts (i.e. Alameda County) Akin to AC transit District?/ Mello-Roos?. 3) More vehicle registration fees? 4) Additional toll lanes?	1) Adopt /impose a congestion zone in major cities within the county, ex. Oakland, with a hefty charge to drive within/enter zone. 2) Is it possible to place a revenue enhancement measure on the ballot in conjunction with another entity or jurisdiction?
Union City 10/27	Don't know	More funding towards smart growth/bike/ped/rail improvements are desired. Do not support enhancing highway & roadway widening & signals.	Corporate & private donations, public partnerships or public-public partnerships for example: combining funds from East Bay park district with City funds.	Would not support the bulk of the projects on local roads unless bike improvements & land-use connections were greatly funded. Thank you.
Union City 10/27	Yes		1) I agree that all agencies should work together to look at achieving efficiencies & common goals. Today it seems like they sometimes have misaligned goals. 2) Congestion pricing	
Union City 10/27	Don't know	I am a very low income person and I do ride on public transit a lot but the sales tax because I am so close to the edge financially is burdensome but I probably would end up voting for it.	Perhaps a small, really small, ten dollar per year parcel tax.	
Union City 10/27	Yes	As people are aging need of public transportation (is a) must!		
Union City 10/27	No		Bond improvement - longer term than other sources of income.	There is a limit on how much you can tax. No matter what is needed

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	No	Presuming BART rescinds it's prior approval of "Downtown-Vasco" route for BART to Livermore & considers favorably the "Keep BART on 580" initiative signed by over 8300 Livermore voters - far over the required 10%. At least Isabel/580 & Greenville/580 stations. Not "Downtown-Vasco". Not "Greenville South"	High fares and parking charges plus Central Valley taxes for BART to Grant Line Road.	1) BART to Grant Line Road (Generally along former SP railroad from Greenville Road through a relocated SP Altamont Tunnel and back into I-580 to Grant Line Road. 2) Ruling grade on old SP was under 1.3% - much lower than BART over Dublin Hill (2.99%) 3) Until BART is extended to Isabel/580, run a frequency bus between BART Airway park/ride & Dublin-Pleasanton BART to connect with every train in or out. If not enough money, do it at least (during) commute hours. 4) Isabel /I-80 EIR had shown Caltrans Portola park/ride being moved to beside BART Airway park/ride. That would increase the number of parking spaces at Isabel to provide bus patronage and initial patronage for BART trains. 5) Does ¼ of BART ½ cent sales tax from the Livermore Valley still fly over the East Bay Hills to fund AC Transit and Muni? If so, I strongly urge that the funding go to LAVTA and BART instead of flying out of the Tri-Valley, I realize AC and Muni would squawk but they provide no service to the Tri-Valley.
Dublin 11/2	Yes		Bond measure, gas tax increase (transfer to local agencies)	
Dublin 11/2	No			1) Need to contain construction costs. 2) I-680/State route 84 should be considered highly as a priority for East County. HOT lanes provide both congestion relief and revenue.
Dublin 11/2	Yes	We need to continue improving our transportation system in Alameda Co. & connecting it with other counties.	DMV registration fee	Would have like some more emphasis on programs.
Dublin 11/2				Have more opportunities for transportation users to influence how (funding is) used locally. What happened to BART from Dublin to Walnut Creek along 1-680? Add W/C charging stations on Iron Horse Trail.
Dublin 11/2	Yes			
Dublin 11/2	Yes		Public/Private partnerships (i.e. BART Station) HOT lane fees	
Dublin 11/2	Yes		1) VFR 2) Bond Measure 3) Gas tax	

CWTP-TEP Workshop Comment Forms

CWTP-TEP Community Workshop - Comment Forms				
Meeting Location & Date	1. Vote for tax?	1b. Explain	2. Non-sales tax solution	3. Other comments
Dublin 11/2	Yes	For 20 years only	Increase gas tax, state and federal	Never go to funding by VMT
Dublin 11/2	Yes	If we hope to just stay up even with demand we must increase available funding		
Dublin 11/2	Don't know	Depends on what the overall priorities are when all 5 districts are compiled	Developer fees, and HOV lane tolls	It would be beneficial if you advertized these meetings more prominently (not just among special interest groups) I find it disheartening that these selections are being made by mayors, ex-mayors, council members, etc. & not by ordinary citizens.
Dublin 11/2	Yes	By keeping sales tax at no more than one-half cent, you have a better chance with voters	Non-money ideas; 1) Continue to develop partnerships to address needs 2) Tax incentives for commuters (financial incentives) 3) Increased education so folks understand transit options & benefits. 4) Start with youth - educate them on need/benefits of public transit	Good interactive process - easy to understand, good way to set priorities. Wish more people would participate in outreach activities.
Dublin 11/2	Yes			

Additional Comments

Comment from San Leandro Workshop, 10/19/11 (see page D-2)

1) Extremely displeased with how inaccessible the process was. Really frustrated that MIG hasn't addressed accessibility on the push buttons. The microphone wasn't loud enough. 2) Overarching assumptions of print & visual feedback was very frustrating. 3) Introduce names of other committee members so I know who is present in case I want to talk to them during mtgs. or later. 4) Ethnicity - Participant Sheila is Caucasian & American Indian. 5) The voting device should be more disabled (blind) friendly like a beep when pushed & registered. 6) Commute means cars? NO! Commute means transit to me. Paradigm must change. 7) On alternative funding options I was for increase; gas tax, parking pricing, congestion pricing. 8) The ethnicity vote was not fair – need more than one vote option or take more than 2 options away because it doesn't repopulate anything else. 9) Regarding technology & innovation – needed to know more & how affected me. 10) There are some projects in the book I didn't know about & if I knew more about the area of the projects maybe I'd want to go there & would support the project. 11) Major trails are only good if I can get there by transit.

Additional Comments

SL 10-19-11 (REC'D BY MAIL)



Alameda County
Transportation Priorities Workshop
Comment Form

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- 1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

YES NO DON'T KNOW

Please explain:

I AM A VERY HARD CORE MASS TRANSIT ADVOCATE!

- 2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

ONE ON ONE SUNGLASSES
I WOULD HAVE HAD TO BE SOCIAL DISTANCE
UNST. TO ALL NEW ARRIVALS TO SHIP
RA, ET, VTA - JAILS (PERS)
DUNV. VOTER REG. DIVERSITY (COUNTY)
HIDEHES (WILL PAY FOR CATHOLIC
& THEN STAY IN RELIGIOUS
PIES)
MOVE ON TO OTHER STRUCTURES, & GPS

- 3. Other comments:

NOW AT THE CHURCH UNION CITY
UNTERMODAL STA, IN PHASE 1 CONFIN ON
THE WEST SIDE. SOME QUICK RESOLVE HAS
TO BE FOUND TO GET THE SOLAR PANELS
UP RUNNING & GET THE BUSES TO COME
DOWN TO THEIR NEW BUS STOPS TOGETHER
TO NOT HAVE THE STUPID DUMPS
PLACEMENTS BY THE TRANSIT

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

Additional Comments

TRUNK LINE BUS RT. 990VBA ①
 FOOTBALL FIELD AWAY FROM THE
 BART FARE GATES, TURNER AS
 THE TRIP CONS. LOCATIONS & OTHER
 LOCATIONS & OTHER LOCAL A/E TRANSIT
 BUSES & THE IN SCHED'ED 11 min -
 IS SOMEWHAT DUMB & SIMPLY
 STUPID & OVER. BY A/E TRANSIT
 & BART MGRS! & THE BART SCHED'ED
 OPS. ON BOARD FROM FRI. BART
 ON THE FRI - RICHMOND + FRI. TO
 SHOULD BE 5/7 min APT. SF/BART
 2/3 TIMES MON - FRI 6 AM - 6 PM, & NOT
 THE IN CURRENT TIMES, SAT, SUND,
 HOLIDAY EVERY 15/20
 15 min OK
 15 min OK
 IT IS WAY TO
 CLOSE & WHEN
 you miss a train (ANY ONE) IS A LONG WAIT,
 7/8 min
 9 AM -
 6 PM
 EXTRA
 LONG WAIT,

Additional Comments



Alameda County
Transportation Priorities Workshop
Comment Form

222

- 1. To fund the transportation improvements selected by the group at tonight's meeting, would you vote to:

Increase the transportation sales tax by no more than one-half cent and extend it beyond 2022 to implement this group's priorities?

___ YES ___ NO ___ DON'T KNOW

Please explain:

- 2. What non-sales tax solutions could be pursued to address Alameda County's transportation needs?

- 3. Other comments:

I WANT YOU TO KNOW I HAD TO PERSONALLY CLEAN UP THE DIRT FILTH & GUTS TRASH AT THE FORMER LOCATIONS & THE A/C TRANSIT BUSES AT THE UNION BAY STATION. CONSISTENTLY CLEANED PHASE 1 WESTSIDE CONSISTENTLY CLEANED PHASE 2 (GUTS & PUT TRASH IN TRASH CAN) AS AN ASBESTOS PROPERTY (HE DROPS) BY THE FORMER LOCATIONS, 97 DIS

Please turn in this form at the end of the meeting, or mail or fax by November 3, 2011, to: MIG, Inc., 800 Hearst Ave., Berkeley, CA 94710 or 510-845-8750 (fax).

NOTE DIS DIS & MA ON ITS GOING TO WORK THE WEST BAY COMMUNITY TIMES - MON-FRI

Additional Comments

AT THESE COMMENTS GOT ALL THE DIRT, GRIT & DUST BLOWN ON THEIR FACES ON THEIR CLOTHES BY THE "KUCKERBANT" LAZYG CLEANING & HITTING. ALSO HAS TO CLEAN UP THE STORM WATER DRAINAGE DRAIN ON THE KUCKERBANT PROPERTY WAS BACK FOR CONSIDERATION, BUT THE CITY CARED ABOUT THIS PROGRAM, & PLANNING (3A) NOW WITH THE LATEST BUS SERVICE CHS AT A/C TRANSIT AS 8/29/2011 THE BIG SCHED BUS STS, WHAT A TIME CALLED UP CITY DIRECTION STILL HAS THE OLD JUNE 2011 TIMES UP.

(3B) NOW UNLAKELY #332 ON A/C BUS RTS, #332 OUT BOUND BUT ONLY SHOWS TIMES FOR ONE OUT BOUND RT, BUT THE BUS RUNS TWO OUT BOUND RTS. FROM THIS LOCATION THE A/C TRANSIT BUS POLS LOCATED # IS 58241 - MR. ARROW PROVIDED AT A/C I AM DID NOT AIM TO CORRECT THIS ONLY AS A SURE / ALL OTHER LOC, AND CORRECT NOW & FOR THE NEW SPOT LOCATION, WHERE THE WEBSIDE PHASE IS FINALLY COMPLETED SINCE AUG 15, & DOWN.

PS: STILL HAVE OTHER ISSUES WITH THE CURRENT U/C TRANSIT PHASE - TRAFFIC BLOCKS - DISSEMINATES.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Pedalfest	22-Oct	More bike shuttles!! (Additional from MacArthur or additional from Berkeley.) Bike lane on the Bay Bridge!
Pedalfest	22-Oct	I wish you'd have a section for comments because these questions do not address my concerns and the reason why I choose not to ride BART even though I take public transit as my main method of commuting. Charging for parking and charging taxes the not providing BART service to Antioch after years of benefiting from tax payers in that region!
Pedalfest	22-Oct	Should extend BART to Antioch. Educate people about Amtrak to the South Bay!!!
Pedalfest	22-Oct	Fix the Embarcadero between Oak and Jefferson - pot holes & ruts.
Pedalfest	22-Oct	In reference to question 6. fund improvements on major streets, participant wrote "each city should pay for it's own improvements" General comment; Don't ask people to pay more right now. Use what you have better. Start/finish projects on time, so costs don't increase.
Afghan Coalition Women's Group	18-Oct	In reference to 2. [8] participants checked that they walked but noted "I prefer to take the bus but it is too expensive" or some variation. May have been a group discussion about this because most questionnaires from this group said the same thing.
City of Union City - Senior Commission Mtg.	18-Oct	"Dear Commission, Thank you for giving us this opportunity to speak to you today about the CWT & TEP."
Berkeley Adult School - ESL	27-Oct	Would not support the additional 1/2 cent tax. How about an employer tax.
PAPCO	24-Oct	1) We need to improve inter-region connection between all programs and transportation 2) Also we should (be providing funding) equally between local and Measure B and city funding
PAPCO	24-Oct	Require a minimum of funding for transit to maintain level of service and avoid service cuts when revenue drops
PAPCO	24-Oct	There needs to be a measure on ballot safe guarding mass transit, paratransit, AC Transit, BART; should not be subject to economic short falls. Talk to a lot of voters.
PAPCO	24-Oct	1) Livermore has been paying tax over 25 years and promised service. 2) BART to Livermore is over due. 3) Wheelchair access is important on trails.
PAPCO	24-Oct	Increase funding to paratransit services; or at least DO NOT reduce the current amount of funding.
Sierra Club SF Bay Chapter	10-Oct	In reference to 6. Most of these are state hwys (ex. Ashby Ave, Broadway, Mission Blvd. etc.) In reference to 7. Few of the trails have commuter volume. In reference to 8. "Only by rail" regarding freight congestion.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
Albany Stroller & Rollers	27-Oct	More money to transit, bike and ped!
Albany Stroller & Rollers	27-Oct	Support if emphasis is on transit bike/ped and TOD
Albany Stroller & Rollers	27-Oct	1) Extend BART to San Jose 2) Improve cycling routes 3) TEP should emphasize bicycling improvements
Albany Stroller & Rollers	27-Oct	Better coordinated mass transit between inner ring cities, i.e. Alameda, Emeryville, Albany, Oakland
HOPE Collaborative	Not noted	Paratransit vehicles are in really bad shape; need improvements
Cherryland Health Fair	5-Nov	I walk a lot but would like better public transportation more reasonable priced
Life West Chiropractic	7-Nov	Transportation on BART is NOT currently affordable to most people.
Eden Area Livability Joint Leadership	27-Nov	Make a difference - a real difference in transportation quality!
SRAC Advisory Committee	1-Nov	Please fully fund East Bay Paratransit and mass transit.
SRAC Advisory Committee	1-Nov	Need ample parking spaces at BART stations! (how about parking garages to get more spaces?) Paratransit drivers need to be trained to be sensitive & knowledgeable about various disabilities and behaviors associated with it; how to handle them competently.
Online questionnaire - reply to "Other," Question 2 (Mode of Travel)		This is the only box that allows input. I live in an area with NO PUBLIC transportation. Please provide a link somewhere, preferably Wheels as our kids go to high school in Pleasanton. Please ban bicycles on Kilkare road. It's substandard with more than 25 blind curves in 4 miles. The road is less than two cars widths in many places, There are no shoulders, you have a cliff hillside on one side and a creek on the other in most places. The bicyclists want cars to pass them, and there are very few safe places. The bicyclists have a tendency to ride in the middle of the road and cross into uphill traffic lanes as they go downhill. Most do not live here and are placing the lives of those who do in jeopardy. This is not an appropriate road to train on and there is no space to create bike lanes.

Comments Submitted on Questionnaires

CWTP-TEP Questionnaires - Comments Submitted on Questionnaires		
Group	Date	Comment
General Comments - Group Discussion		
SRAC Advisory Committee	1-Nov	There is an increase of people needing paratransit. Ask voters to pay more but reduce service? (This point was mentioned often.)
SRAC Advisory Committee	1-Nov	Buses are not always accessible.
SRAC Advisory Committee	1-Nov	Income for many seniors has gone down and then we're asked to pay more taxes with Measure B and specialized transit & programs continue to get cut. Its like a double slam to seniors. Are they saying we're not as important as other people
SRAC Advisory Committee	1-Nov	The surveys are a waste of money. The stakeholders are the ones who go out and advocate - seniors, disabled, go out and push measures though.
SRAC Advisory Committee	1-Nov	The percentage (cuts) scare us. We don't want this. We have good answers!
SRAC Advisory Committee	1-Nov	Trails need wheelchair accessible call boxes.
SRAC Advisory Committee	1-Nov	The most vulnerable populations need transit funding, other projects can wait.
AC Transit Accessibility Advisory Committee	8-Nov	Think programs should receive larger portion of funding above projects. More money for programs!