

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Questions about Agenda Item 9
Date: Tuesday, June 7, 2022 5:23:06 PM

-----Original Message-----

From: Kara Vuicich <kvuicich@bayareametro.gov>
Sent: Tuesday, June 7, 2022 5:20 PM
To: Vinay Pimple [REDACTED]
Cc: Ky-Nam Miller <kmill@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Subject: RE: Questions about Agenda Item 9

Hi Vinay,

Research has found that low-income households use transit for a wide variety of trips, not just commuting to work. Just one research example: this recently completed report (<https://jmbarajas.com/publication/tod-report/>) studied the impact of transit-oriented development on BART ridership, including variations by income and time of day.

Answering the question of travel costs on transit v. travel costs in an older car is not straightforward. Many employers subsidize transit costs for their employees, and low-income households may qualify for discounted transit passes. The costs of owning and driving a car not only include its purchase, but also gas, maintenance, and insurance. Older cars often require more maintenance, and can be less reliable. Additionally, while an adult in a low-income household may be able to drive, the children in that household may not be able to drive, or their adult caregivers may not be able to transport them because they're working. The availability of nearby transit allows youth to access educational and other opportunities that they otherwise would not be able to access.

Your hypothetical office space example is interesting, but unlikely given that land costs near transit stations in the Bay Area are generally very high. Data also indicate that most workers view office or work locations in close proximity to transit as a significant benefit. While driving can sometimes be faster than taking transit, one cannot check email or do other work (other than having a phone conversation) while driving. And depending on the origin and destination, taking transit can often be faster and trip times more reliable than driving.

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-----Original Message-----

From: Vinay Pimple [REDACTED]
Sent: Tuesday, June 7, 2022 4:58 PM
To: Kara Vuicich <kvuicich@bayareametro.gov>
Cc: Ky-Nam Miller <kmill@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Subject: Questions about Agenda Item 9

External Email

Here are some questions.

Thanks

Vinay

Agenda Item 9

1. The first goal mentions prioritizing affordable housing in transit rich areas. This makes two assumptions:

1) Residents of affordable housing commute to work at least as much or greater than residents of market rate housing.

2) Commuting on public transit is cheaper (time cost + monetary cost) than commuting by car.

Therefore:

1) What does the research show about the percentage of transit rich affordable housing residents who commute to work on public transit relative to the percentage of market rate housing residents who commute to work on public transit?

2) What is the commute cost of public transit relative to that of commuting in a beater?

2. Parking maximums for commercial space could have unintended consequences if determined by sqft. A firm of attorneys or CPAs, or architects will prefer to rent a huge amount of space to allow parking for all their professionals rather than make those professionals whose services could be billed at \$200 - \$600 per hour to waste a lot of time commuting. This policy could result in palace offices!