

Attachment A: Plan Bay Area 2050+ Handout Summarizing Comments Received in March 2026

The table below summarizes comments received following the release of the proposed final Plan Bay Area 2050+ and the Final Environmental Impact Report for Plan Bay Area 2050+ **between 6:30 p.m. on Friday, March 6, 2026, and 5:00 p.m. on Thursday, March 12, 2026.**

#	Commenter / Date	Topics	Summary of Comments
1	Ken Kershner 03/08/2026 (12:46 p.m.)	Active Transportation / Micromobility	The commenter supports elements of Plan Bay Area 2050+, including the Bay Skyway project and the plan’s equity framing, but argues that the plan treats micromobility primarily as a complement to cars and transit rather than as a primary transportation mode. The commenter raises concerns about the lack of a cycling mode share target, inadequate and insecure funding for active transportation, reliance on painted bike lanes instead of separated facilities, and remaining gaps in the regional cycling network.
2	Kevin Rennie 03/08/2026 (8:25 p.m.)	Active Transportation / Micromobility	The commenter supports elements of Plan Bay Area 2050+, including the Bay Skyway project and the plan’s equity framing, but argues that the plan treats micromobility primarily as a complement to cars and transit rather than as a primary transportation mode. The commenter raises concerns about the lack of a cycling mode share target, inadequate and insecure funding for active transportation, reliance on painted bike lanes instead of separated facilities, and remaining gaps in the regional cycling network.
3	Bill Mayben 03/09/2026 (12:56 p.m.)	Sea Level Rise Adaptation and Climate Resilience	The commenter emphasizes the importance of prioritizing sea level rise mitigation and climate resilience in implementing Plan Bay Area 2050+, noting that many proposed initiatives depend on effective shoreline and infrastructure adaptation. The commenter highlights the need to ensure emergency preparedness capacity—including shelter, food, water, medical care, and transportation—during

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			severe climate events. The commenter also cautions that clear prioritization, budgeting, and sequencing of projects will be necessary to avoid implementation challenges and account for increasingly severe environmental conditions.
4	Jim Stallman 03/09/2026 (7:54 p.m.)	Rail Service Expansion	The commenter advocates for rail service expansion south into Monterey County.
5	Ken Kershner 03/10/2026 (9:02 p.m.)	Micromobility and Bicycle Infrastructure Standards	The commenter acknowledges the plan’s investments in micromobility strategies but argues that the effectiveness of these investments depends on stronger definitions and standards. The commenter calls for requirements for physically separated bicycle infrastructure on higher-speed arterials, inclusion of micromobility facilities such as e-bike and e-scooter parking at transit hubs and linking transportation funding in Priority Development Areas (PDAs) to protected corridor infrastructure. The commenter also requests that the plan establish a specific mode share objective for micromobility trips.
6	Brenda Dohmen 03/11/2026 (5:05 p.m.)	Housing Density and Growth Assumptions Transportation Costs and Infrastructure Spending Governance and Representation	The commenter expresses opposition to the adoption of Plan Bay Area 2050+ and the Final Environmental Impact Report, arguing that the plan promotes unnecessary densification despite population trends and resident outmigration. The commenter raises concerns about the cost and effectiveness of transportation investments, the financial burden on taxpayers, and insufficient local representation in the regional planning process. The commenter urges MTC and ABAG to reject the plan and prioritize more cost-effective infrastructure maintenance.
7	David Stahlberg 03/12/2026 (8:08 a.m.)	Public Transit Service and Bus Operations	The commenter expresses concern about the planned discontinuation of Route 101 (Golden Gate Transit) bus service north of Novato into Sonoma County beginning in April 2026. The commenter states that the service change would place an additional burden

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			on riders who rely on the route for transportation, particularly given rising gasoline prices.
8	Bill Mayben 03/12/2026 (1:28 p.m.)	Sea Level Rise Adaptation and Climate Resilience	The commenter emphasizes the importance of coordinated regional planning to prevent flooding around the bay. The commenter highlights the accelerating nature of climate change and questions whether current planning sufficiently accounts for timelines, sequencing, and potential delays caused by severe climate events. The commenter suggests clearer prioritization, scheduling, and centralized project management to coordinate mitigation and adaptation efforts.

Attachments:

- Comments received between 6:30 p.m. on March 6, 2026, and 5:00 p.m. on March 12, 2026