

Date: January 6, 2012

Attendance: 18

(Note: Not all who attended participated in all voting segments.)

## Part A – Transportation Tradeoffs Transportation Investment Priorities

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank	Priority	%
1	Provide financial incentives to cities to build more multi-unit housing near public transit	14%
2	Increase public transit service for low-income residents who do not have access to a car	13.4%
3	Provide more frequent bus service	12.3%
4	Expand bicycle and pedestrian routes	11.2%
5	Maintain highways and local roads, including fixing potholes	10.5%
6	Invest in improving speed and reliability in major bus or light-rail corridors	10.1%
7	Increase number of freeway lanes for carpools and buses	8.4%
8	Fund traffic congestion relief projects	7.8%
9	Extend commuter rail lines, such as BART and Caltrain	7.3%
10	Other	5%

### A Sampling of Comments

- Transit needs to be safe and reliable and needs to meet the needs of those who rely on it most – low-income residents
- Pricing needs to be tailored to low-income, senior and youth riders (i.e., lower fares, free youth passes)

## Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already on the list.

Rank	Priority	%
1	Expand the Safe Routes to Schools/ pedestrian network	21.4%
2	Complete the regional bicycle network	17.7%
3	Develop commuter benefit ordinances	13.7%
4	Encourage “smart” driving	13.1%
5	Increase vanpool incentives	11.8%
6	Expand electric vehicle strategies	6.7%
7	Change freeway speed limit to 55 mph	4.9%
8	Increase telecommuting	4.7%
9	Other	3.1%
10	Institute parking surcharge	2.9%

### A Sampling of Comments

- Making public transportation more convenient and improving the connections between people’s home and work will reduce driving
- Transit needs to be more affordable and more accessible to the most vulnerable populations, such as seniors, youth and very low-income residents
- Telecommuting, parking surcharges and employer incentives do not benefit low-income workers
- The high cost of transit means more people will continue to drive
- Need access to alternative modes of transportation such as mopeds, scooters or taxis

**Policies Regarding Public Transit**

Participants were asked whether they support or do not support finding ways to improve the customer’s experience on public transit and to operate the existing public transit system more efficiently without cutting service. One option was “other” to allow participants to select their own answer.

<b>Support</b>	<b>100%</b>
<b>Do Not Support</b>	<b>0%</b>
<b>Other</b>	<b>0%</b>

Note: This question was revised and expanded for subsequent focus groups.

**A Sampling of Comments**

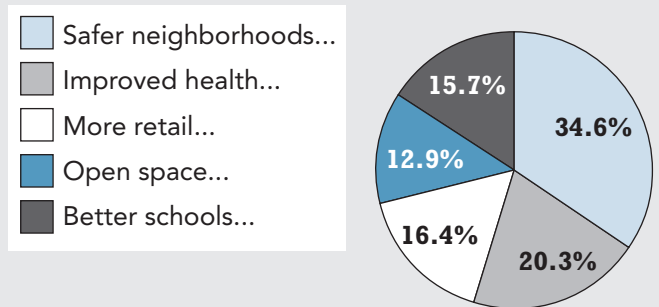
- Transit is not clean, is unsafe to riders and pedestrians, and drivers need to be considerate of needs of all riders, especially those with small children
- Routes often do not go where people need to go
- Signage is confusing
- There is not enough space for mothers with strollers and seniors with canes or wheelchairs to maneuver
- Transit is geared more towards commuters rather than those who need public transit for all of their daily needs
- Education is needed to assist riders with using transit, particularly making multi-modal trips
- Transit cuts are being used to offset inefficiencies in local government

**Part B – Quality of Complete Communities**

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	<b>Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets</b>	34.6%
2	<b>Improved health through better infrastructure for walking and biking</b>	20.3%
3	<b>More retail and access to food due to the larger population and pedestrian support for retail</b>	16.4%
4	<b>Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities</b>	15.7%
5	<b>Increased open space and parks through planning and development impact fees</b>	12.9%

**Complete Communities**



**A Sampling of Comments**

- If jobs and housing converged in the right places, they would support better schools, increased walkability and would build a stronger base for local businesses
- Affordable housing and local hiring needs to be encouraged so that those who currently live here can benefit from any changes in job and housing policy

(Continued...)

**A Sampling of Comments** (Continued...)

- Usually increased housing and jobs are meant for newcomers to the area, which can create displacement of current residents
- Planning should ensure jobs, housing and transit makes sense for everyone, not just middle-class commuters
- Invest in education for youth in low-income areas
- People need more access to livable wage jobs, as well as truly affordable housing
- “More eyes on the street” could be interpreted as potential police harassment in communities that do not have good police relations

**Part C – The San Francisco Bay Area 2040**

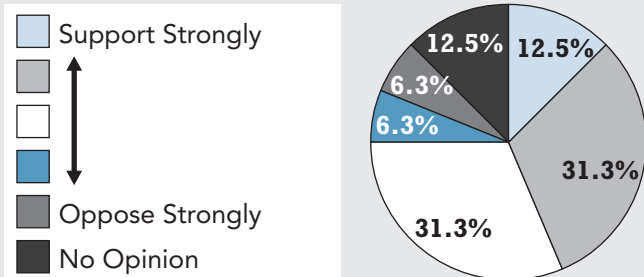
**Discussion and Questions**

Participants were asked to indicate their level of support for three options for accommodating projected growth.

**Option A:** Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

<b>Support Strongly</b>	<b>12.5%</b>
↑	<b>31.3%</b>
↓	<b>31.3%</b>
	<b>6.3%</b>
<b>Oppose Strongly</b>	<b>6.3%</b>
<b>No Opinion</b>	<b>12.5%</b>

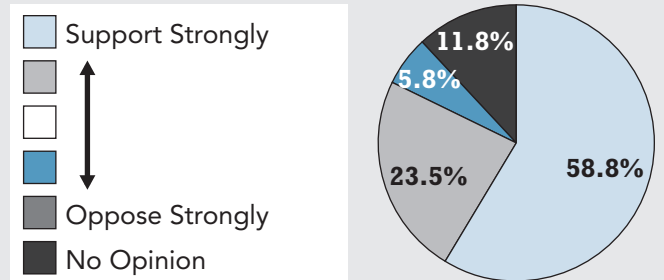
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



**Option B:** Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

<b>Support Strongly</b>	<b>58.8%</b>
↑	<b>23.5%</b>
↓	<b>0%</b>
	<b>5.8%</b>
<b>Oppose Strongly</b>	<b>0%</b>
<b>No Opinion</b>	<b>11.8%</b>

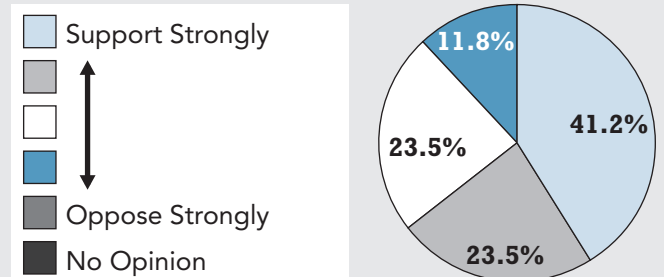
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



**Option C:** Build more affordable housing in existing communities that already have a strong job base.

<b>Support Strongly</b>	<b>41.2%</b>
↑	<b>23.5%</b>
↓	<b>23.5%</b>
	<b>11.8%</b>
<b>Oppose Strongly</b>	<b>0%</b>
<b>No Opinion</b>	<b>0%</b>

Build more affordable housing in existing communities that already have a strong job base.



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

## **A Sampling of Comments**

- Affordable housing near transit is important, but investments need to benefit already existing communities
- Invest in education, promote local hiring ordinances, and build sustainable and affordable housing
- Truly livable communities must also include access to good schools, outdoor recreation, medical facilities, and good resources for food and other necessities