

Date: January 4, 2012

Attendance: 21

(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	Extend commuter rail lines, such as BART and Caltrain	13.8%
2	Maintain highways and local roads, including fixing potholes	13.5%
3	Increase public transit service for low-income residents who do not have access to a car	13.4%
4	Provide more frequent bus service	11.9%
5	Provide financial incentives to cities to build more multi-unit housing near public transit	11.3%
6	Expand bicycle and pedestrian routes	11%
7	Fund traffic congestion relief projects	9.2%
8	Invest in improving speed and reliability in major bus or light-rail corridors	8.6%
9	Increase number of freeway lanes for carpools and buses	6.9%
10	Other	0.5%

A Sampling of Comments

- Need more frequent, reliable, safe bus service
- Need more space on buses for strollers and wheelchairs
- Would like to see discounted or free student transit fares
- Affordable housing near reliable bus transit is important

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	Encourage “smart” driving	17.3%
2	Expand the Safe Routes to Schools/ pedestrian network	16.7%
3	Increase vanpool incentives	14.5%
4	Expand electric vehicle strategies	14%
5	Complete the regional bicycle network	13.4%
6	Change freeway speed limit to 55 mph	8.5%
7	Develop commuter benefit ordinances	7.4%
8	Increase telecommuting	3.5%
9	Other	3.1%
10	Institute parking surcharge	1.8%

A Sampling of Comments

- Improve transit (lower fares, make it more efficient, clean and safe) and you will reduce driving
- Improve local transportation alternatives for short trips (like Safe Routes to School or alternatives to individual paratransit rides)
- Financial incentives should focus on lower income populations who need incentives more

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.

Support	90.9%
Do Not Support	9.1%
Other	0%

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

A Sampling of Comments

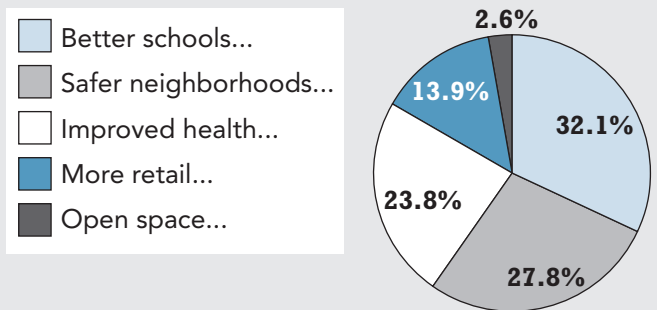
- Improve transit through technology (real-time information) and better signage
- Would like to see Clipper available on County Connection transit system
- Would like to see the time allowed for transfers increased
- Drivers need to be courteous and respectful to riders
- Buses should be clean, safe, provide heat and air conditioning for passengers, and offer more non-commute hour service.

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	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities	32.1%
2	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	27.8%
3	Improved health through better infrastructure for walking and biking	23.8%
4	More retail and access to food due to the larger population and pedestrian support for retail	13.9%
5	Increased open space and parks through planning and development impact fees	2.6%

Complete Communities



A Sampling of Comments

- There are not enough jobs in Contra Costa County
- When new housing is built, it is centered around attracting new residents, and not focused on providing housing or jobs to current residents
- The high cost of housing along with no jobs in the area means higher commute costs for lower wage workers

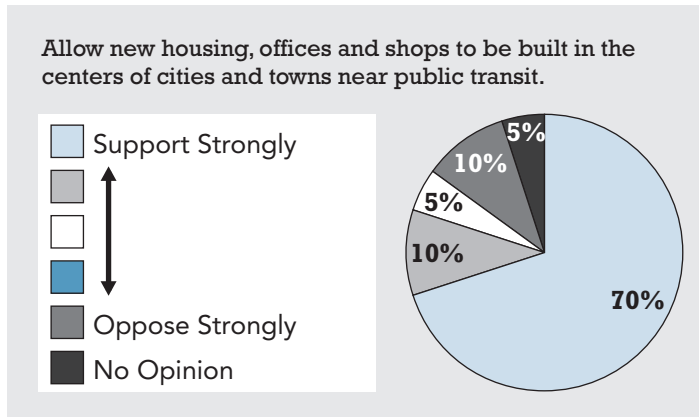
Part C – The San Francisco Bay Area 2040

Discussion and Questions

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

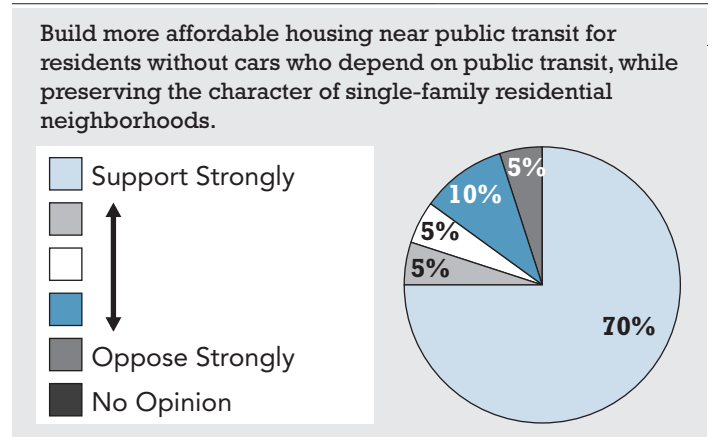
Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

Support Strongly	70%
↑	10%
↓	5%
	0%
Oppose Strongly	10%
No Opinion	5%



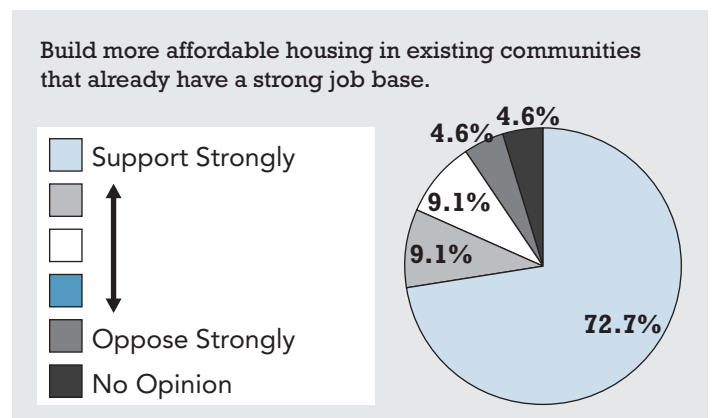
Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	75%
↑	5%
↓	5%
	10%
Oppose Strongly	5%
No Opinion	0%



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

Support Strongly	72.7%
↑	9.1%
↓	9.1%
	0%
Oppose Strongly	4.6%
No Opinion	4.6%



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 is not affordable for low-income residents
- Future jobs should be generated for current, not new residents (potentially creating displacement of current residents)
- Some focus group questions seem loaded: people want the choice to keep their car or get a car when they are able, as well as own a single-family home if they are able in the future
- Health would improve overall if there were more opportunities to safely bike and walk to local destinations