Plan BayArea

Date: January 24, 2012

Attendance: 17

(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	Increase public transit service for low-income residents who do not have access to a car	13.4%
2	Provide more frequent bus service	12.7%
3	Expand bicycle and pedestrian routes	11.1%
4	Extend commuter rail lines, such as BART and Caltrain	10.8%
4	Provide financial incentives to cities to build more multi-unit housing near public transit	10.8%
5	Increase number of freeway lanes for carpools and buses	9.2%
6	Invest in improving speed and reliability in major bus or light-rail corridors	9.1%
7	Maintain highways and local roads, including fixing potholes	8.8%
8	Fund traffic congestion relief projects	8.5%
9	Other	5.6%

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	20.4%
2	Encourage "smart" driving	14.5%
3	Develop commuter benefit ordinances	13.9%
4	Change freeway speed limit to 55 mph	13%
5	Increase vanpool incentives	10.8%
6	Complete the regional bicycle network	9.8%
7	Expand electric vehicle strategies	7.3%
8	Increase telecommuting	6%
9	Institute parking surcharge	2.3%
10	Other	2.1%

A Sampling of Comments

- Providing high-speed Internet access for teleconferencing and telecommuting would reduce the use/need for public transit and driving
- Provide tax rebates to those who don't own or drive a car
- Build better cars

A Sampling of Comments

- Lower (or free) transit fares for seniors and youth
- Lower transit fares for low-income residents
- Educate/train students and seniors on using public transit

Policies Regarding Public Transit

Participants were given nine options for policies regarding public transit and asked to select their top four priorities. One option was "other" to allow participants to write priorities not already on the list.

Rank	Priority	%
1	Fixed-price monthly pass valid on all systems	18%
2	More frequent and faster transit service	16.3%
3	Cleaner/new vehicles and cleaner stations	16%
4	Better-timed connections	15.8%
5	Standard fare policies across the region	11.1%
6	More real-time information	8.3%
7	Better on-time performance	6.6%
8	More customer amenities, like WiFi	6.2%
9	Other	1.9%

A Sampling of Comments

- Increase public transit for low-income residents
- Need more consistent enforcement of fares
- Reestablish necessary transit routes that have been cut
- Late-night neighborhood shuttles
- Need better definitions for some questions (i.e., the definition of "region," the difference between monthly passes and standard fares)
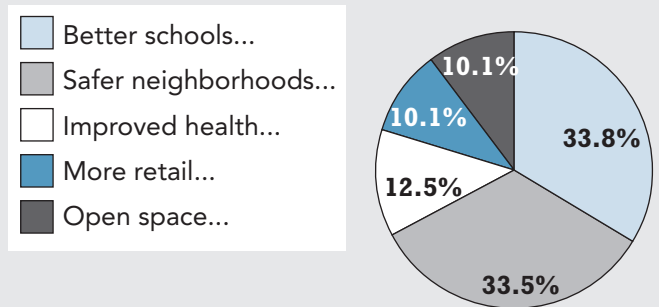
Part B – Quality of Complete Communities

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	33.8%
2	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	33.5%
3	Improved health through better infrastructure for walking and biking	12.5%
4	More retail and access to food due to the larger population and pedestrian support for retail	10.1%
4	Increased open space and parks through planning and development impact fees	10.1%

Complete Communities

Legend:
- Better schools...
- Safer neighborhoods...
- Improved health...
- More retail...
- Open space...

Values: 10.1%, 10.1%, 12.5%, 33.8%, 33.5%

A Sampling of Comments

- Jobs that are available in our community don't go to people of color
- Jobs don't go to people who live here – there should be a local hire minimum requirement
- San Francisco is for the rich, and poor people and people of color are being pushed out of the city (where housing is more affordable)

(Continued...)

(Continued)
- Place housing near jobs and transportation
- Many people work in various locations and don't have a steady job, so housing close to their job is not possible for those who need multiple jobs to make ends meet
- Building housing near jobs would help the environment and the economy – it would also benefit low-income people by bringing them closer to their children and bringing the community together to help end racism
- Safety (especially from gang violence) is important, but not necessarily more police
- Quality schools are important to complete communities, but low-income families don't have access to quality schools (high income = better schools; low income = worse schools)
- Need to bring everyone's income level up, not just incorporate rich people into poorer neighborhoods

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	**68.8%**
	0%
	25%
	0%
Oppose Strongly	**0%**
No Opinion	**6.3%**

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

Support Strongly

Oppose Strongly
No Opinion

6.3%
25%
68.8%
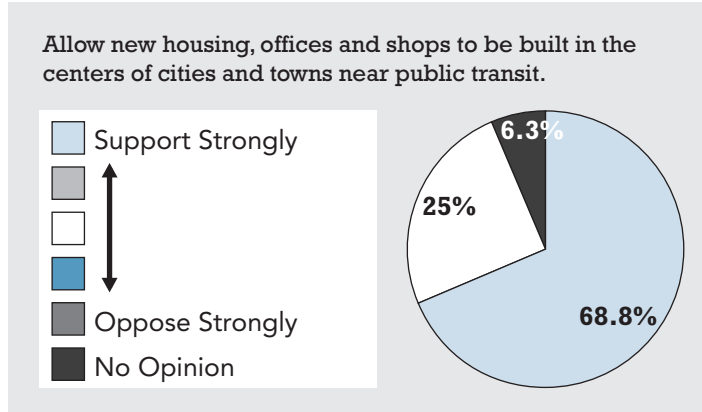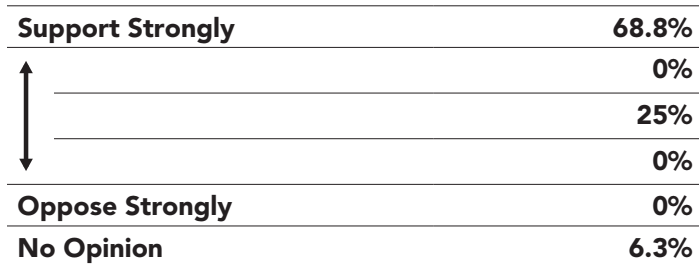
Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	**81.3%**
	6.3%
	0%
	12.5%
Oppose Strongly	**0%**
No Opinion	**0%**

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

Oppose Strongly
No Opinion

12.5%
6.3%
81.3%
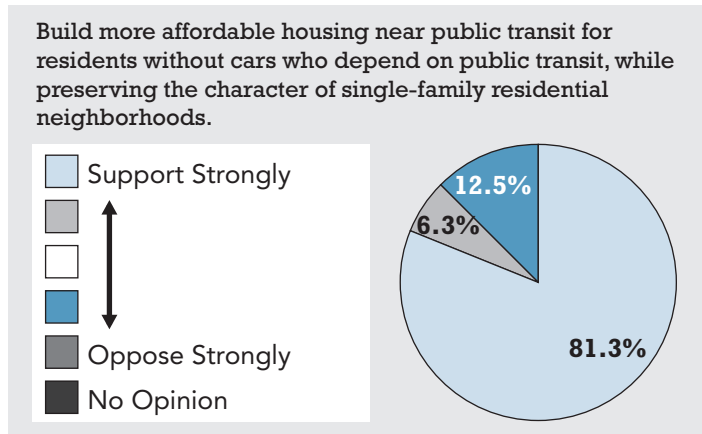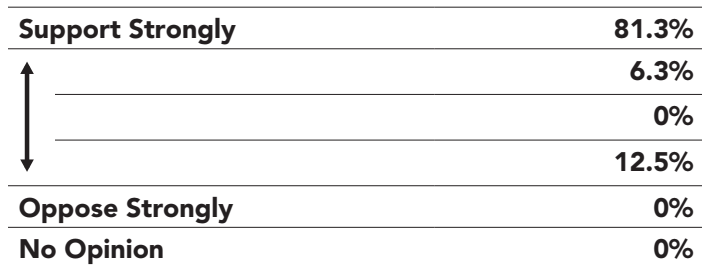
Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	**66.7%**
↑	6.7%
	13.3%
↓	0%
Oppose Strongly	**13.3%**
No Opinion	**0%**

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

Support Strongly
↕
Oppose Strongly
No Opinion

13.3%
13.3%
6.7%
66.7%
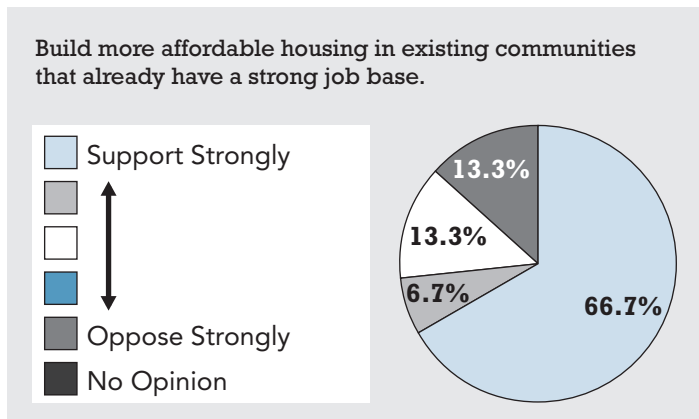
If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- Housing should be affordable
- Would like more information about future growth: where will it come from, what types of jobs will support it, what will be the average incomes for new residents?
- People should not be forced to live in dense, congested areas in order to have access to public transit, especially if it's low-income people who are forced to live there
- New housing in cities is expensive
- Build more affordable housing in communities with a strong job base, depending on who is already working there and the kind of jobs that are already there
- Will providing more affordable housing in communities with a strong job base ensure those jobs stay there?
- After new development is built, maybe "affordable" won't be affordable any more
- Everything discussed here was very important
- Appreciated the information and hope there will be more in the future