

Date:

January 23, 2012

Location/Venue:

Richmond Convention Center
403 Civic Center Plaza, Richmond

Attendance: 131

(Note: not all who attended registered or participated in voting during all workshop segments)

Format: Public Workshops included an opening plenary session featuring remarks from elected officials and a short video on Plan Bay Area. Participants were then asked to rotate between three stations: Transportation Trade-offs, Land-Use/Quality of Complete Communities, and Open Comments.

Transportation Tradeoffs Priorities Results

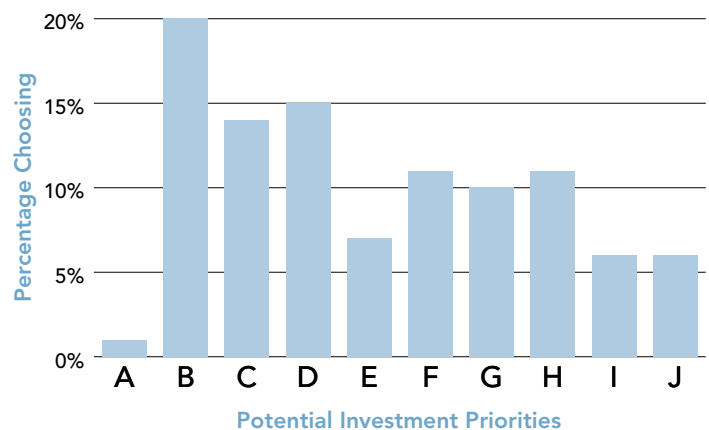
Transportation Investment Priorities

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	B. Expand bicycle and pedestrian routes
2	D. Maintain highways and local roads, including fixing potholes
3	C. Extend commuter rail lines, such as BART or Caltrain
4	F. Provide financial incentives to cities to build more multi-unit housing near public transit
4	H. Increase public transit service for low-income residents who do not have access to a car
5	G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps near highways
6	E. Provide more frequent bus service
7	I. Invest in improving speed and reliability in major bus or light-rail corridors
7	J. Other
8	A. Increase the number of freeway lanes for car-poolers and bus riders

Other/Written Comments (sampling of comments)

- Add freeway lanes for all taxpayers – raise speed limits
- Increase funding for safety for ped/bikers – safety investments to prevent injuries as walking & biking increases
- Fund most cost efficient strategies per passenger mile
- Ensure efficient connections for Alameda/Contra Costa residents between BART and high speed rail
- Please provide incentives to local governments to put housing in PDAs, but far enough away from freeways and others sources of pollution so that new residents won't be disproportionately burdened
- Transportation for seniors who do not drive
- Bus rapid transit – multi-unit housing near transit – Eco bus pass for youth & seniors – more frequent service for bus so we can count on it
- BART is established transportation system – build on it more – more parking at the stations – extend lines
- More access for the “real” ordinary people who may work at night and live several blocks off the main lines
- Scale vehicle registration fees to ensure size (a surcharge for over sizing)

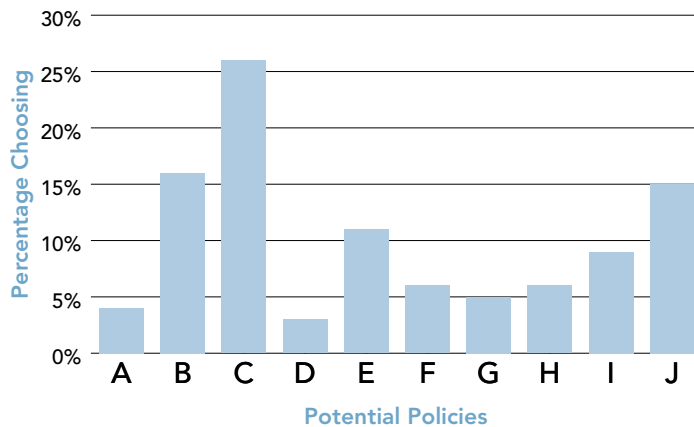


Contra Costa County – Richmond (continued)

Policies to Reduce Driving And Emissions

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	Policy
1	C. Expand the Safe Routes to School/Pedestrian Network
2	B. Complete the Regional Bicycle Network
3	J. Other
4	E. Expand Electric Vehicle Strategies
5	I. Set Freeway Speeds at 55 mph
6	F. Develop Commuter Benefit Ordinances
6	H. Institute Parking Surcharges
7	G. Increase Telecommuting
8	A. Encourage “Smart Driving”
9	D. Increase Vanpool Incentives



Other/Written Comments (sampling of comments)

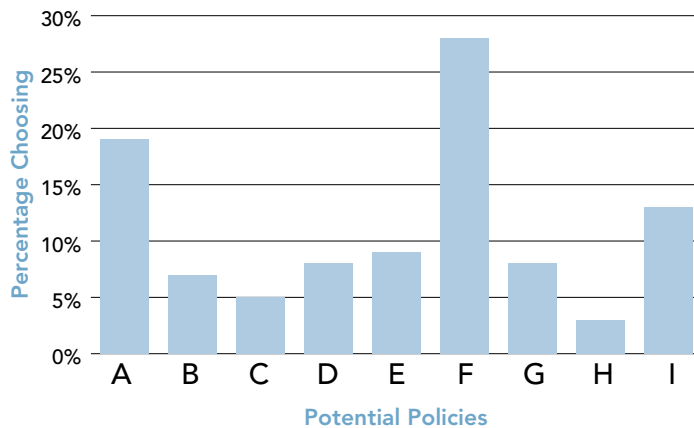
- Campaign to encourage residents to take alternative transportation
- Implement existing local bike & pedestrian plans and encourage cities that don't have them by funding the consultants necessary to create them
- Congestion pricing in central cities & encourage more “Sunday Streets” days without motor vehicles in areas that draw many people
- Use most cost efficient per passenger mile
- Wait to see if better cars are built
- Higher gas tax/vehicle registration fees (to fund other programs)
- Improve freeways
- Eliminate freeway bottlenecks, increase speed limits, shorten carpool lane hours
- Better late night/ weekend BART/Caltrain service
- Funding to expand/enhance walkable communities through land use changes (e.g. 20 min neighborhoods like Portland)

Contra Costa County – Richmond (continued)

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 listed on comment cards.

Rank	Policy
1	F. More frequent and faster transit service
2	A. Better timed connections
3	I. Other
4	E. Fixed-price monthly pass valid on all trains, buses and ferries
5	D. Standard fare policies across the region
5	G. Better on-time performance
6	B. More real-time information
7	C. Cleaner/new vehicles and cleaner stations
8	H. More customer amenities such as WiFi on buses and trains



Other/Written Comments (sampling of comments)

- Use most cost efficient strategies per passenger mile
- Support convenient coordinated connections or transfers between BART and high speed rail
- Fill in the public transportation gaps w/ Jitney services or other types of van pool options
- Please plan for frail, isolated seniors that are coming up in mass. Volunteers (trained) can do door-to-door assistance for them: See Contra Costa – Senior Helpline Services (284-6699) & John Muir Health Senior Rides
- Look at Bogota, Columbia – many places have Bus Rapid Transit on corridors. Use technology to offer information on connections – get schools, hospitals, and jobs linked to transit
- Free or low cost youth passes for public transit
- There need to be routes off the main roads so more people have access and don't have to walk so far to the bus
- Increase core transit in urban low income areas. 30 min headway 24 x 7 within 1/3 mile of all low income residents
- More accommodation for bikes on public transit & Caltrain (but more cars)
- Privatize transit

Land Use/Complete Communities

Complete communities are places where transit, jobs, schools, recreation and stores are located within walking distance and help bring the community together. New development (housing/land use) and transportation investments need to be designed carefully to maximize benefits for residents. Workshop participants discussed the quality of complete communities, whether jobs and housing are converging in the right places in their counties and whether this convergence can support greater access to jobs and housing, particularly for low- and moderate-income populations.

Sampling of Comments

- Housing/jobs convergence is not happening in Contra Costa, needs to do so
 - Mandate that employers plan for employees to live near work, allocate space for these – involve schools.
 - More housing needed along San Pablo Avenue.
 - More affordable housing all over town (mix of income levels, not concentrated in a few places), transit for all income levels. More retail (corner stores, grocery stores, restaurants etc.), micro town centers in walk/bike distance from residential areas.
 - Balance areas underserved by transportation with development (e.g., El Cerrito)
 - Need parks and other support for physical activity, community health and social life - dynamic park areas within walking/biking distance of communities.
 - Better schools to equalize access to good education, lessen [plan] impacts.
 - Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.
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