

Date: January 7, 2012

Attendance: 19

(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 more frequent bus service	13.5%
2	Maintain highways and local roads, including fixing potholes	12.4%
3	Extend commuter rail lines, such as BART and Caltrain	12.1%
4	Provide financial incentives to cities to build more multi-unit housing near public transit	11.5%
5	Expand bicycle and pedestrian routes	10.6%
6	Increase public transit service for low-income residents who do not have access to a car	10.3%
7	Invest in improving speed and reliability in major bus or light-rail corridors	10.1%
8	Fund traffic congestion relief projects	8.9%
9	Increase number of freeway lanes for carpools and buses	7.5%
10	Other	3.1%

A Sampling of Comments

- Need more frequent bus service
- Need improved routes and connections
- Transit is too expensive, especially for youth and seniors
- Cities should build more housing near public transit, particularly low-income housing
- Transit should serve the needs of low-income residents, youth and seniors first

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	16.1%
2	Encourage “smart” driving	15%
3	Increase vanpool incentives	13%
4	Expand electric vehicle strategies	12.1%
5	Develop commuter benefit ordinances	11.6%
6	Complete the regional bicycle network	9.7%
7	Change freeway speed limit to 55 mph	6.7%
8	Institute parking surcharge	6.5%
9	Increase telecommuting	6.1%
10	Other	3.2%

A Sampling of Comments

- Safe Routes to Schools is a top choice since safety is a big issue in the community
- Offer employer incentives to reduce driving

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	63.2%
Do Not Support	0%
Other	36.8%

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

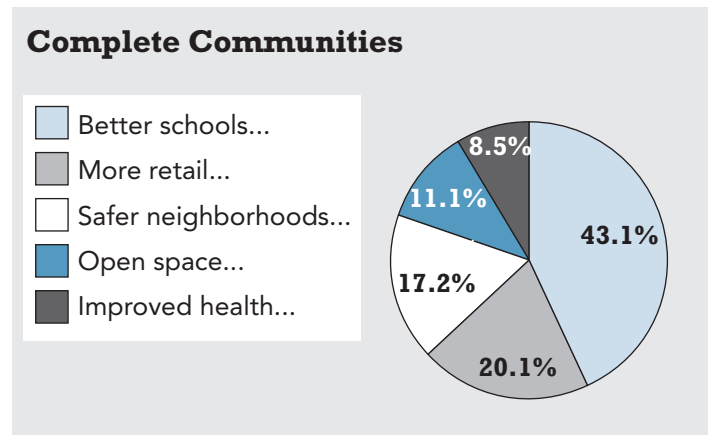
A Sampling of Comments

- More shuttle services and connector routes to major transit services such as BART and Caltrain
- Merging the various Bay Area transit systems would create greater efficiency
- More frequent bus service with safer, more comfortable, cleaner buses with Internet access
- Fares should be reduced, but not at the expense of bus drivers’ salaries
- Transit should be geared towards low-income residents, seniors and youth, not just commuters

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	43.1%
2	More retail and access to food due to the larger population and pedestrian support for retail	20.1%
3	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	17.2%
4	Increased open space and parks through planning and development impact fees	11.1%
5	Improved health through better infrastructure for walking and biking	8.5%



A Sampling of Comments

- Jobs and housing are not converging in the right places in San Mateo County
- While there are some job opportunities, they are not for low-income people
- Need to create lower-income housing and job opportunities for those who currently live here

(Continued...)

A Sampling of Comments (Continued...)

- Housing should be geared towards low-income, families and those without a college degree
- The question about convergence is confusing and does not adequately address concerns of potential gentrification from growth

Part C – The San Francisco Bay Area 2040

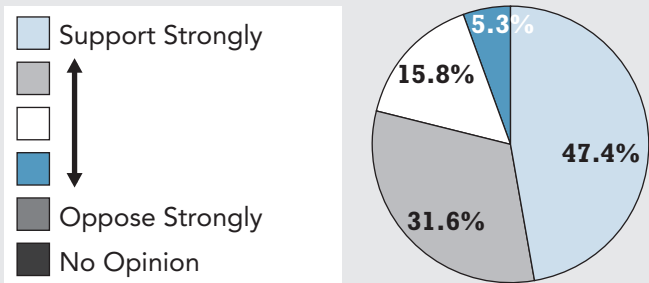
Discussion and Questions

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	47.4%
_____	31.6%
_____	15.8%
_____	5.3%
Oppose Strongly	0%
No Opinion	0%

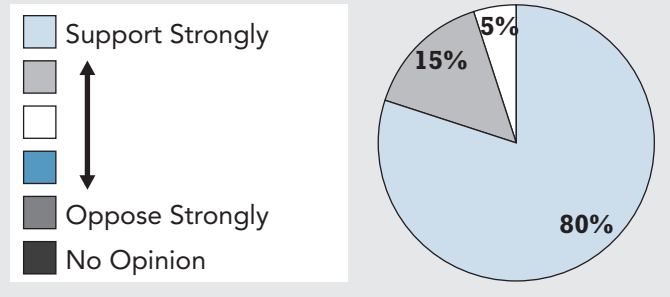
Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



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.

Support Strongly	80%
_____	15%
_____	5%
_____	0%
Oppose Strongly	0%
No Opinion	0%

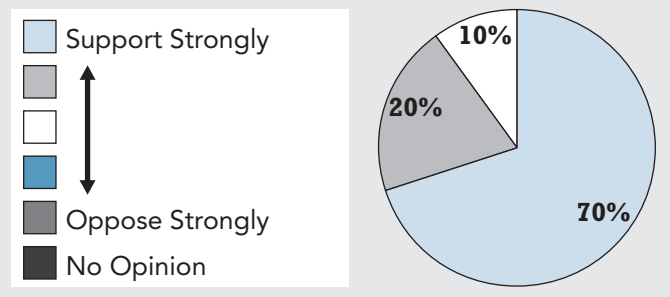
Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.



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

Support Strongly	70%
_____	20%
_____	10%
_____	0%
Oppose Strongly	0%
No Opinion	0%

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

- Support the idea of affordable housing, but concerned about lack of specificity as to how policies would address disparities in access to quality education, residency issues and income
- The term “preserving neighborhood character” is unclear and could have negative connotations
- Access to open space is an important consideration in planning for growth