

Host Community-Based Organization: San Jose Downtown Association

Date: January 12, 2012

Attendance: 9

(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	Invest in improving speed and reliability in major bus or light-rail corridors	14.7%
2	Extend commuter rail lines	13.8%
3	Expand bicycle and pedestrian routes	12%
4	Increase public transit service for low-income residents who do not have access to a car	11.6%
5	Maintain highways and local roads	11.2%
6	Provide more frequent bus service	10.1%
6	Fund traffic congestion relief projects	10.1%
7	Provide financial incentives to cities to build more multi-unit housing near public transit	7.4%
7	Increase number of freeway lanes for carpools and buses	7.4%
8	Other	1.7%

- Need more incentives and disincentives to get people out of their cars and on to transit
- Santa Clara County lacks the kinds of connections needed between work, home and shopping to make San Jose and the rest of the county more livable

## 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	Develop commuter benefit ordinances	19.4%
2	Expand electric vehicle strategies	13.1%
3	Complete the regional bicycle network	12.8%
4	Expand the Safe Routes to Schools/ pedestrian network	10.6%
4	Increase telecommuting	10.6%
5	Increase vanpool incentives	8.6%
6	Institute parking surcharge	8.3%
7	Encourage “smart” driving	7.5%
8	Change freeway speed limit to 55 mph	6.7%
9	Other	2.5%

### A Sampling of Comments

- Extend BART to San Jose and provide more frequent Caltrain service
- Connectivity and efficiency are key to providing good transit
- Need faster service on existing rail, as well as express buses
- Improve bike and pedestrian access in local areas, as well as connections to public transit

### A Sampling of Comments

- Technology (GPS, apps) should be used to encourage residents to take transit instead of drive
- Electric vehicles are a good solution, and it’s important to ensure enough charging stations
- Employ “smart driving technicians” at gas stations to suggest ways drivers can improve gas mileage (tire pressure, advice on removing items from trunk, etc.)

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- Driving 55 mph and smart driving techniques require a long-range education and marketing campaign to encourage people to change their habits
- Reducing the cost of transit would give people an extra incentive to take transit instead of driving

### 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	More frequent and faster transit service	22.1%
2	More real-time information	17.1%
3	Better on-time performance	14.1%
4	Fixed-price monthly pass valid on all systems	11.7%
5	More customer amenities, like WiFi	11.4%
6	Better-timed connections	10.7%
7	Standard fare policies across the region	8%
8	Cleaner/new vehicles and cleaner stations	5%
9	Other	0%

### A Sampling of Comments

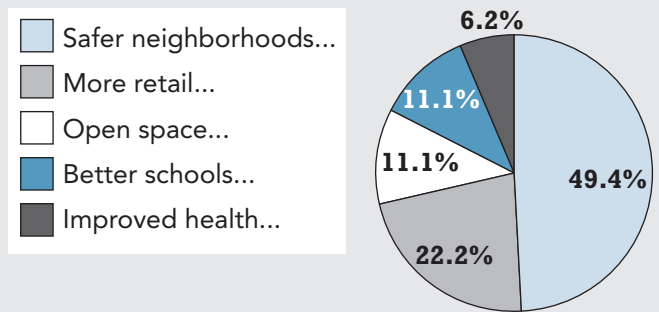
- Educating youth to use public transit is important
- Reducing fares (especially for youth) and use of apps and a “transit debit card” would encourage younger riders and generally make public transit more user friendly
- Transit stations should be well-lit and clean
- Start a jobs program for youth to help keep the stations clean

### 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	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	49.4%
2	More retail and access to food due to the larger population and pedestrian support for retail	22.2%
3	Increased open space and parks through planning and development impact fees	11.1%
3	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities	11.1%
4	Improved health through better infrastructure for walking and biking	6.2%

### Complete Communities



### A Sampling of Comments

- Some participants questioned how much planning around housing could really be done in a free-market system
- Cities need to make the jobs-housing connection and need to make better predictions about where jobs will be located, as well as create incentives for businesses to locate within the county and support the housing needs of their workers

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- Jobs tend to be located in the southern part of the county, while housing is in the north
- People often commute in from outside the area to work
- There are large tech companies that take up lots of real estate, but don't provide housing for their workers (their facilities don't allow extra space for housing)
- There is a need for more affordable housing
- The quality of open space in this area is not attractive or very usable

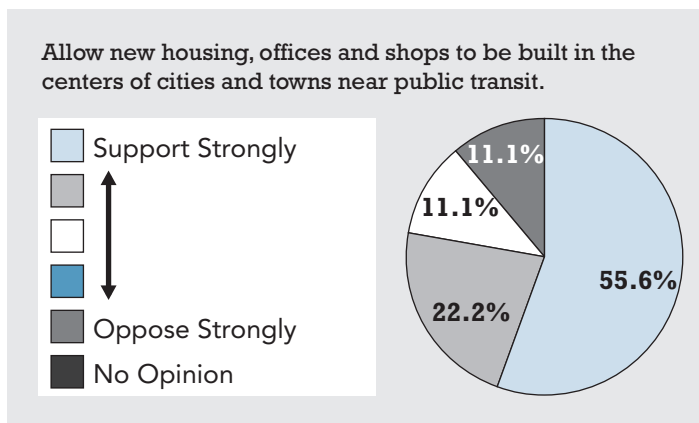
### Part C – The San Francisco Bay Area 2040

#### Discussion and Questions

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

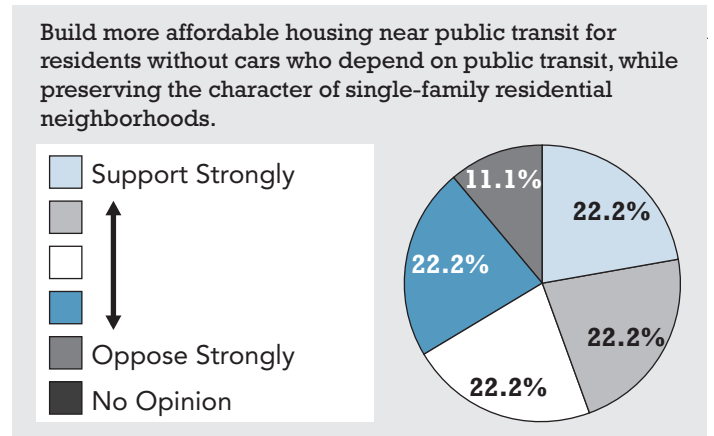
**Option A:** Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

<b>Support Strongly</b>	<b>55.6%</b>
↑	22.2%
↓	11.1%
	0%
<b>Oppose Strongly</b>	<b>11.1%</b>
<b>No Opinion</b>	<b>0%</b>



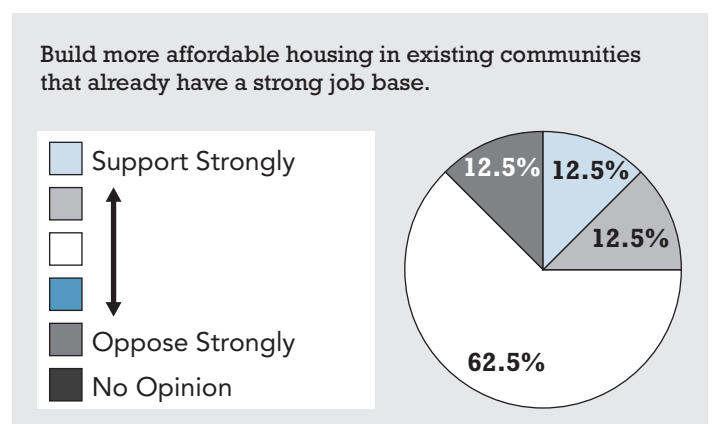
**Option B:** Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

<b>Support Strongly</b>	<b>22.2%</b>
↑	22.2%
↓	22.2%
	22.2%
<b>Oppose Strongly</b>	<b>11.1%</b>
<b>No Opinion</b>	<b>0%</b>



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

<b>Support Strongly</b>	<b>12.5%</b>
↑	12.5%
↓	62.5%
	0%
<b>Oppose Strongly</b>	<b>12.5%</b>
<b>No Opinion</b>	<b>0%</b>



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

## A Sampling of Comments

- The market will ultimately determine where and how future housing will be placed
- The term “affordable” is a subjective term
- The best way to create affordability is to increase supply
- Participants would like to live in areas that are more dense; with more access to amenities, public transit, recreation, and good schools; and would like to see housing that is well-suited for families – not just build housing for young, single workers
- Need greater coordination between agencies
- Increase open space access
- Use technology to increase public transit efficiency