

San Francisco – Community-Based Focus Group

Host Community-Based Organization: Chinatown Community Development Corporation

Date: January 31, 2012

Attendance: 13

(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 number of freeway lanes for carpools and buses | 12.4% |
| 2 | Maintain highways and local roads, including fixing potholes | 12.1% |
| 2 | Provide more frequent bus service | 12.1% |
| 3 | Extend commuter rail lines, such as BART and Caltrain | 11.2% |
| 4 | Provide financial incentives to cities to build more multi-unit housing near public transit | 11.1% |
| 5 | Fund traffic congestion relief projects | 10.8% |
| 6 | Increase public transit service for low-income residents who do not have access to a car | 10.5% |
| 7 | Invest in improving speed and reliability in major bus or light-rail corridors | 8.7% |
| 8 | Expand bicycle and pedestrian routes | 7.5% |
| 9 | Other | 3.6% |

- Bus headways should be based on the area’s population (in Chinatown where it is dense, buses are frequently too full)
- There is a lack of low-income housing in San Francisco – we need more housing for the working class, which is not the same as “multi-unit” housing
- Not as interested in bike funding and proposals, but interested in pedestrian improvements – should separate these two categories (bikes are not appropriate in San Francisco because of the small living quarters and steep hills)

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 electric vehicle strategies | 18.8% |
| 2 | Change freeway speed limit to 55 mph | 15.4% |
| 3 | Encourage “smart” driving | 15.2% |
| 4 | Expand the Safe Routes to Schools/ pedestrian network | 14.2% |
| 5 | Other | 8.6% |
| 6 | Develop commuter benefit ordinances | 7.4% |
| 7 | Increase vanpool incentives | 6.4% |
| 8 | Institute parking surcharge | 6.2% |
| 9 | Increase telecommuting | 4% |
| 9 | Complete the regional bicycle network | 4% |

A Sampling of Comments

- Need better fare enforcement
- Build more residential housing near city centers (including low-income housing)
- Build more low-income housing and housing for seniors
- Fund public school buses for students
- More frequent bus service with extended hours (earlier and later)

A Sampling of Comments

- Incentives for employers to provide shuttles so their employees to ride transit
 - Modify infrastructure to allow for electric motorcycles (increased parking, modified/ separate paths, safety regulations, recharging stations)
- (Continued...)

(Continued...)

- Reduce cost of transit or offer it for free to encourage people to take transit rather than drive
- Electric vehicles are environmentally friendly and will lower emissions and save resources
- Need to develop alternative transportation modes for densely populated areas like San Francisco
- Safe Routes to Schools is important since walking can be very dangerous in San Francisco

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 | Better on-time performance | 23.8% |
| 2 | Fixed-price monthly pass valid on all systems | 20.6% |
| 3 | More frequent and faster transit service | 19.2% |
| 4 | Better-timed connections | 10.6% |
| 5 | Other | 5.9% |
| 6 | More real-time information | 5.7% |
| 6 | Standard fare policies across the region | 5.7% |
| 7 | Cleaner/new vehicles and cleaner stations | 5% |
| 8 | More customer amenities, like WiFi | 3.6% |

A Sampling of Comments

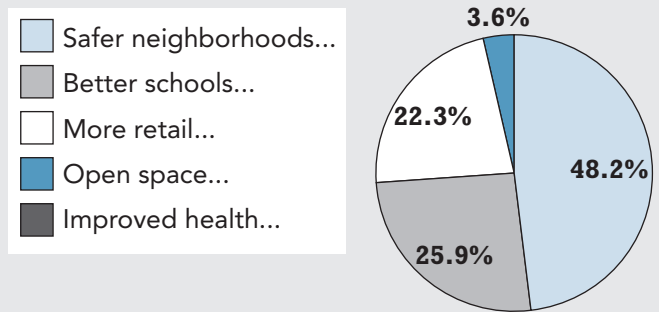
- Reduce fares so more people can afford public transportation – free public transit would encourage ridership and decrease greenhouse gas emissions
- Eliminate graffiti on MUNI
- More frequent transit service would encourage people to ride transit
- Safety is important

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 | 48.2% |
| 2 | Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities | 25.9% |
| 3 | More retail and access to food due to the larger population and pedestrian support for retail | 22.3% |
| 4 | Increased open space and parks through planning and development impact fees | 3.6% |
| 5 | Improved health through better infrastructure for walking and biking | 0% |

Complete Communities



A Sampling of Comments

- Safety is important and needs to be improved in certain neighborhoods (Bayview)
- Build more low-income housing in city centers
- Consider a home “exchange” program so people can exchange homes when they need to work in certain areas of the city
- Build more affordable housing further away from downtown and increase public transit to those areas

(Continued...)

(Continued)

- San Francisco housing (especially senior and low-income housing) is too small and cramped
- Need to investigate widespread abuse of Section 8 – an evaluation of the system is needed, as well as enforcement
- In a “complete community,” there would be affordable housing that is safe, clean, a good size, and homes for families and seniors; jobs would be just down the street; and there would be good transit

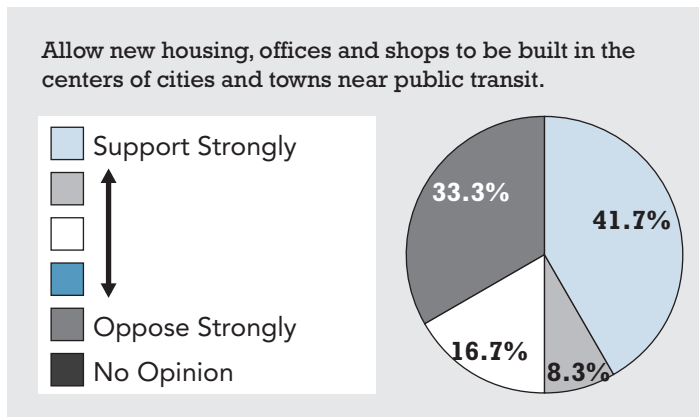
Part C – The San Francisco Bay Area 2040

Discussion and Questions

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

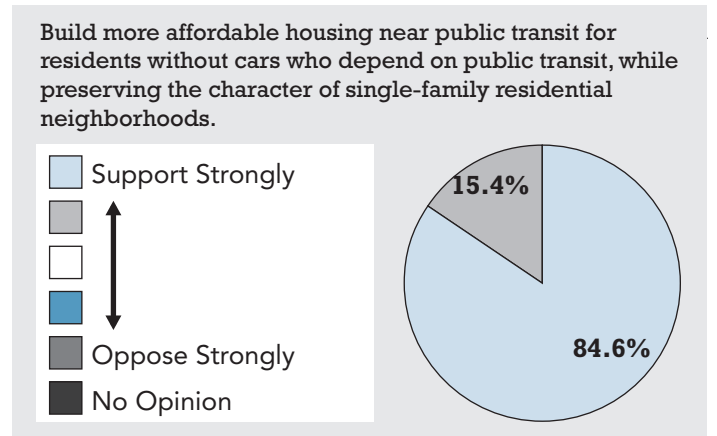
Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

| | |
|-------------------------|--------------|
| Support Strongly | 41.7% |
| ↑ | 8.3% |
| ↓ | 16.7% |
| | 0% |
| Oppose Strongly | 33.3% |
| No Opinion | 0% |



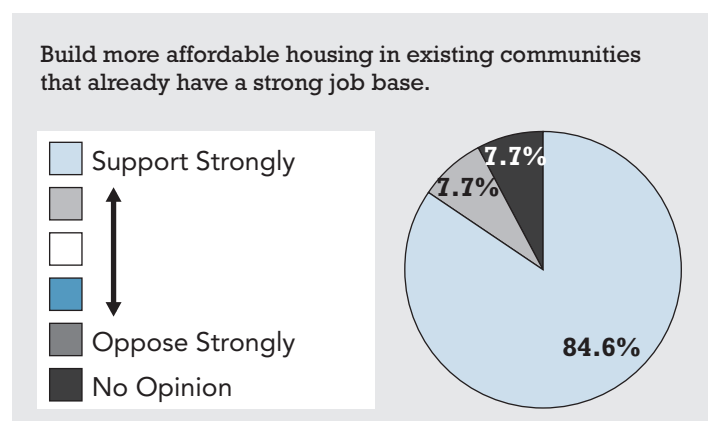
Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

| | |
|-------------------------|--------------|
| Support Strongly | 84.6% |
| ↑ | 15.4% |
| ↓ | 0% |
| | 0% |
| Oppose Strongly | 0% |
| No Opinion | 0% |



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

| | |
|-------------------------|--------------|
| Support Strongly | 84.6% |
| ↑ | 7.7% |
| ↓ | 0% |
| | 0% |
| Oppose Strongly | 0% |
| No Opinion | 7.7% |



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

A Sampling of Comments

- Future growth in San Francisco will create overcrowding
- More resources should be allocated to building affordable housing near public transit that will benefit low-income and middle-income residents
- One consideration is the noise created from building residential housing near public transit – it will affect quality of life and create potential safety hazards
- Most people want to have secure jobs and stable, affordable housing
- Need more parking near where people live in San Francisco
- Consider Japan’s transit system as a model