

Host Community-Based Organization: Dixon Family Services

Date: January 17, 2012

Attendance: 10

(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	13.9%
2	Extend commuter rail lines, such as BART and Caltrain	13.1%
3	Maintain highways and local roads, including fixing potholes	11.8%
4	Provide more frequent bus service	11%
5	Invest in improving speed and reliability in major bus or light-rail corridors	10.6%
6	Fund traffic congestion relief projects	10.4%
7	Expand bicycle and pedestrian routes	10.2%
7	Provide financial incentives to cities to build more multi-unit housing near public transit	10.2%
8	Increase number of freeway lanes for carpools and buses	8.1%
9	Other	0.8%

- Green space is important for recreation areas and as a way to bring revenue to the county
- Since there are no school buses, having safer and more accessible bike and pedestrian routes – especially Safe Routes to Schools programs – is an important transportation component
- BART (or rail) access would serve many commuters in Solano County, since homes here are more affordable than in many other areas in the Bay Area
- Cities should be incentivized to build housing near transit

## 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	19.6%
2	Encourage “smart” driving	18.6%
3	Increase vanpool incentives	14.2%
3	Change freeway speed limit to 55 mph	14.2%
4	Develop commuter benefit ordinances	13.7%
5	Complete the regional bicycle network	5.9%
6	Institute parking surcharge	5.7%
7	Expand electric vehicle strategies	4.1%
8	Increase telecommuting	3.9%
9	Other	0%

## A Sampling of Comments

- Bus service in Solano County needs to assist low-income residents, both in terms of lower fares and location of service and routes (access to metropolitan areas of the county)
- Lower fares, especially for youth and low-income residents
- Transit connections need to be made both within the county and to areas outside the county

### A Sampling of Comments

- Access to buses and other transportation choices for school-aged children are very important
- Solano County has areas with railroad tracks that bifurcate the community and making walking and biking unsafe for youth
- Most of the policy choices were considered inappropriate for Solano County – they are either more conducive to support middle and upper class commuters (such as telecommuting), or they are impractical given current habits (driving, not paying parking fees, higher speed limits)

### A Sampling of Comments

- Need buses for school-aged children
- Transit should be safe, reliable and well-timed for riders, including school-aged children
- Currently buses and bus stations are not considered safe in this county
- Real-time information is important and would help with safety issues – since Solano County is fairly rural, not knowing when a bus will arrive can mean waiting in isolation for long periods

### 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.

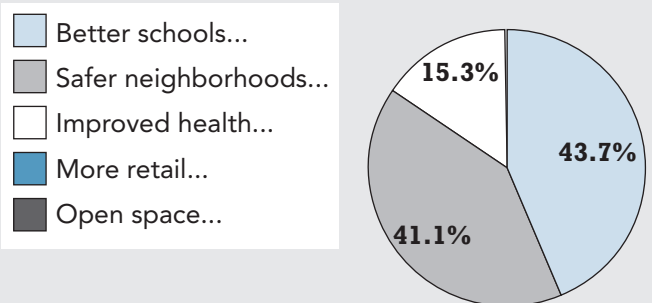
Rank	Priority	%
1	Fixed-price monthly pass valid on all systems	21.6%
2	Better-timed connections	15.3%
3	More real-time information	14.5%
4	Cleaner/new vehicles and cleaner stations	13.8%
5	Standard fare policies across the region	13.5%
6	More frequent and faster transit service	10.3%
7	More customer amenities, like WiFi	5%
8	Other	3.2%
9	Better on-time performance	2.8%

### 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	43.7%
2	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	41.1%
3	Improved health through better infrastructure for walking and biking	15.3%
4	More retail and access to food due to the larger population and pedestrian support for retail	0%
5	Increased open space and parks through planning and development impact fees	0%

### Complete Communities



### A Sampling of Comments

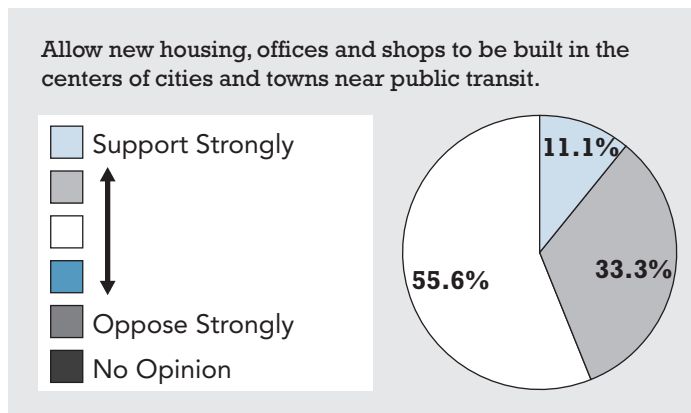
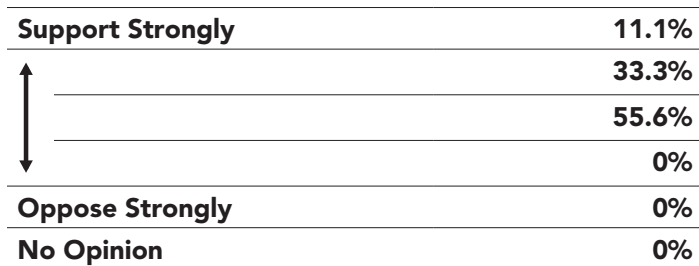
- Lowering the cost of housing in the area is good, but also more affordable housing is needed
- Solano County residents commute to the East Bay or to Sacramento for work, leading to long commute times and a high cost of car ownership
- While people in Solano County enjoy the “small town” feel, they still recognize the need for infrastructure investments (such as better lighting and sidewalks), and a particular need to serve families and children through good schools

## Part C – The San Francisco Bay Area 2040

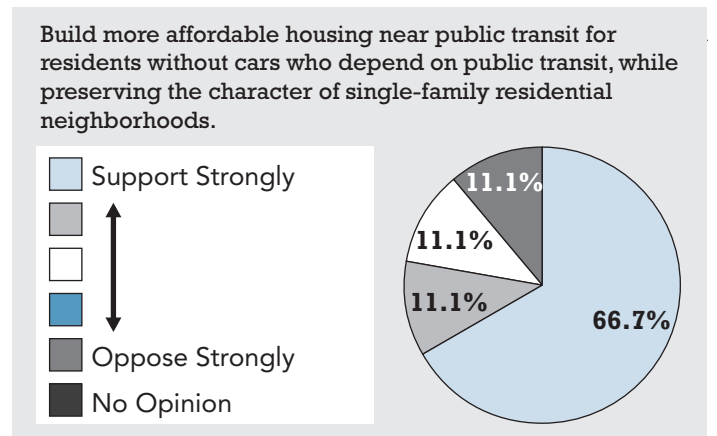
### Discussion and Questions

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

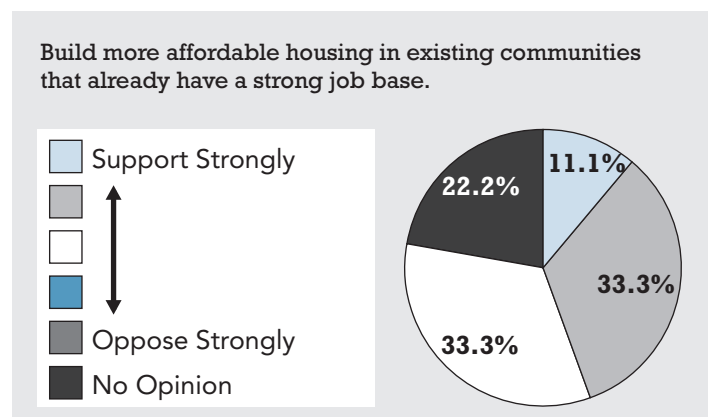
**Option A:** Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



**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.



**Option C:** 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

- Need better transportation, more affordable housing and more jobs in the community for the existing residents – any growth should be controlled
- Improving transportation will allow more people to enjoy the small town atmosphere the residents value, while allowing them to commute to outlying job centers
- New housing should be situated in the center of town, but affordable housing should not be segregated in one area (creating inequalities)
- Participants enjoyed this focus group and the Plan Bay Area outreach process, but they hope the information gathered will actually make a difference in the decision making