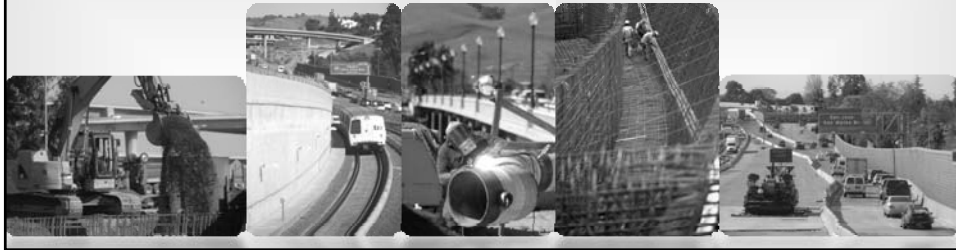


Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Comparison of Outreach Results and Poll Findings

April 28, 2011



Presentation Overview

- ▣ Brief overview of outreach results
 - Conducted between February 1 and March 28
 - Five public workshops
 - Outreach tool kit with questionnaire
 - On-line questionnaire
- ▣ Key poll findings
 - 813 telephone interviews
 - Conducted between March 6-14
- ▣ Comparison and conclusions

Outreach Participation Summary

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 <i>Completed Surveys 612</i>
Online Questionnaire	693
TOTAL	1,605*

Participants were asked to:

- ▣ Identify transportation needs and issues
- ▣ Consider trade-offs
- ▣ Identify ways to reduce Vehicle Miles Traveled (VMT)
- ▣ Suggest priority projects and programs

Findings Across Outreach Methods

Highways and Roads

- ▣ Maintain existing infrastructure
- ▣ Increase safety
- ▣ Increase connectivity
- ▣ Develop complete streets



Transportation System Management

- ❑ Expand signal timing/synchronization
- ❑ Increase ramp metering
- ❑ Develop additional signage
- ❑ Develop intelligent/adaptive intersections



Parking and Transportation Demand Management

- ❑ Expand employer based incentives for alternatives to driving
- ❑ Expand congestion pricing
- ❑ Promote car sharing

Public Transit

- ❑ Restore service
- ❑ Provide a transit system that is safe, accessible, maintained, clean, reliable, affordable and equitable
- ❑ Coordinate service
- ❑ Target routes



Accessible Transportation

- ❑ Maintain existing paratransit programs
- ❑ Increase local shuttles and connections to community facilities



Bike and Pedestrian

- ▣ Increase safety and signage
- ▣ Enhance connectivity on bike trails
- ▣ Improve existing infrastructure
- ▣ Provide bicycle storage/parking
- ▣ Improve crossing at major roads, including grade separations



Goods Movement

- ▣ Provide for the quick and efficient movement of trucks
- ▣ Address human health impacts of truck traffic and truck idling in neighborhoods



Trade-Offs

- ▣ Maintain streets, roads and highways
(vs. expanding transit service and reliability)
- ▣ Provide more alternatives to driving
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit service
(vs. improving goods movement and freight)
- ▣ Improve transportation services for senior and people with disabilities
(vs. expanding bicycle and pedestrian improvements)

VMT Reduction

- ▣ Build walking and biking friendly cities
- ▣ Programs that encourage people to walk and bike
- ▣ Increase transit service in areas that don't currently have high capacity transit



Projects

- ▣ Transit
 - Build BART to Livermore
 - Build Dumbarton Rail
- ▣ Highways and Roads
 - Improve 680/580 Interchange
 - Widen SR-84
- ▣ Bike/Pedestrian
 - Complete Bay Trail
 - Complete East Bay Greenway (Oakland to San Leandro)

Programs

- ▣ Transit
 - ECO Youth Bus Pass
 - Expanded, coordinated service
 - Station and stop amenities/improvements
 - Transit information signage
 - Shuttles
- ▣ Highways and Roads
 - Local street improvements
- ▣ Transportation System Management
 - Employer incentives for driving alternatives
 - Destination Information Signage

Programs (con't)

- ▣ Accessible Transportation
- ▣ Bike and Pedestrian
 - Safe Routes to School
 - Bike lanes
 - Intersection safety
 - Signage



Poll Methodology

- ▣ 813 interviews with a representative sample of Likely November 2012 voters in Alameda County
- ▣ Margin of error \pm 3.4 percentage points
- ▣ Interviews conducted in English, Spanish, and Cantonese
- ▣ Interview period March 6-14, 2011

Key Findings From Poll

- ▣ Voters believe:
 - Quality of roads and transit is deteriorating.
 - General support for continuing to fund them with tax dollars.
 - Support for a renewal of the transportation sales tax, with support strongest in the North.
 - Congestion reduction and air quality improvements are both key targets for transit and transportation funding.

Key Findings From Poll (con't)

- ▣ Voters believe:
 - People are more attracted to programs than specific projects
 - Keeping transit affordable and maintaining existing roads and transit systems are most important.
 - Of the projects tested, both improvements to I-880 and extension of BART to Livermore have countywide appeal.

Conclusions

- ▣ Findings from the outreach process and polls are strikingly similar.
 - Road quality and maintenance are crucial.
 - Public transit is a high priority, including keeping it affordable and available to all who need it.
 - Finding ways to reduce traffic/VMT is important.
 - Air quality and public health improvements can come from transportation improvements.

Differences

- ▣ ECOPass program
 - Outreach participants spoke clearly about its importance.
 - Poll respondents placed a greater emphasis on keeping public transit affordable for those who need it.
- ▣ Maintenance versus expansion
 - Poll respondents place almost equal priority on both road **and** transit maintenance, while transit expansion is farther down the list.
 - On-line outreach participants placed a premium on expanding transit services.

Next Steps

- ▣ Prepare final outreach report for presentation at May Steering Committee Meeting
- ▣ Conduct additional outreach in fall 2011
- ▣ Conduct additional poll in fall 2011