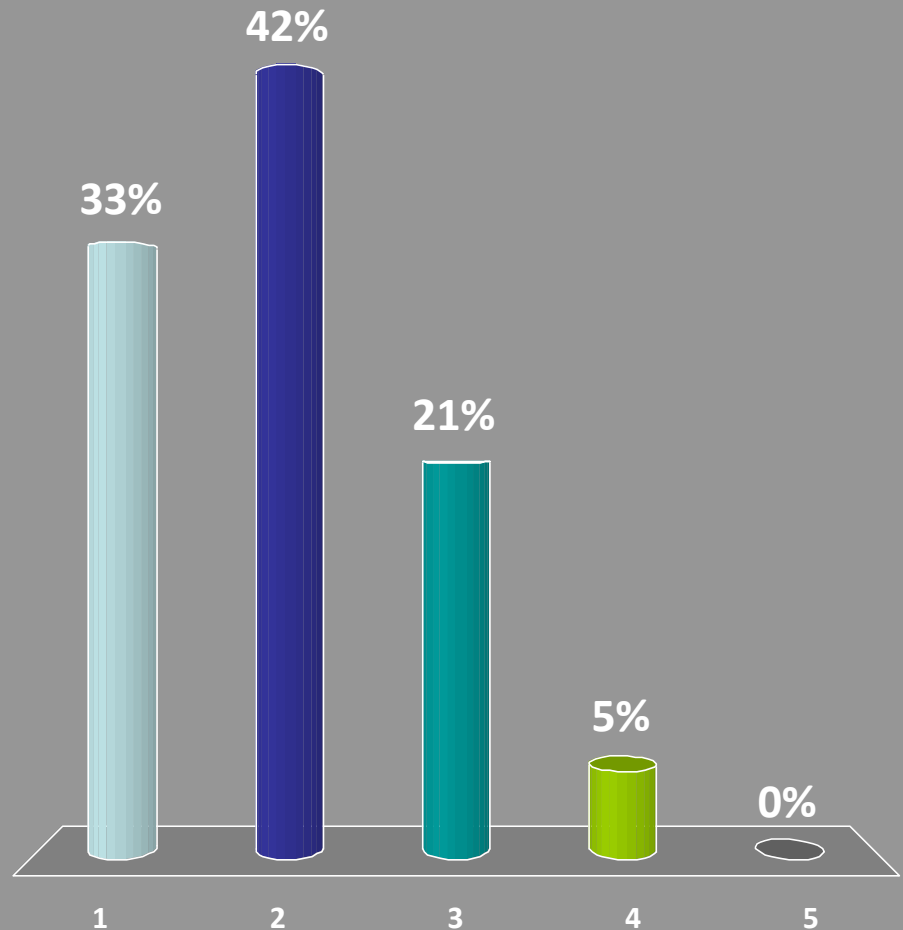


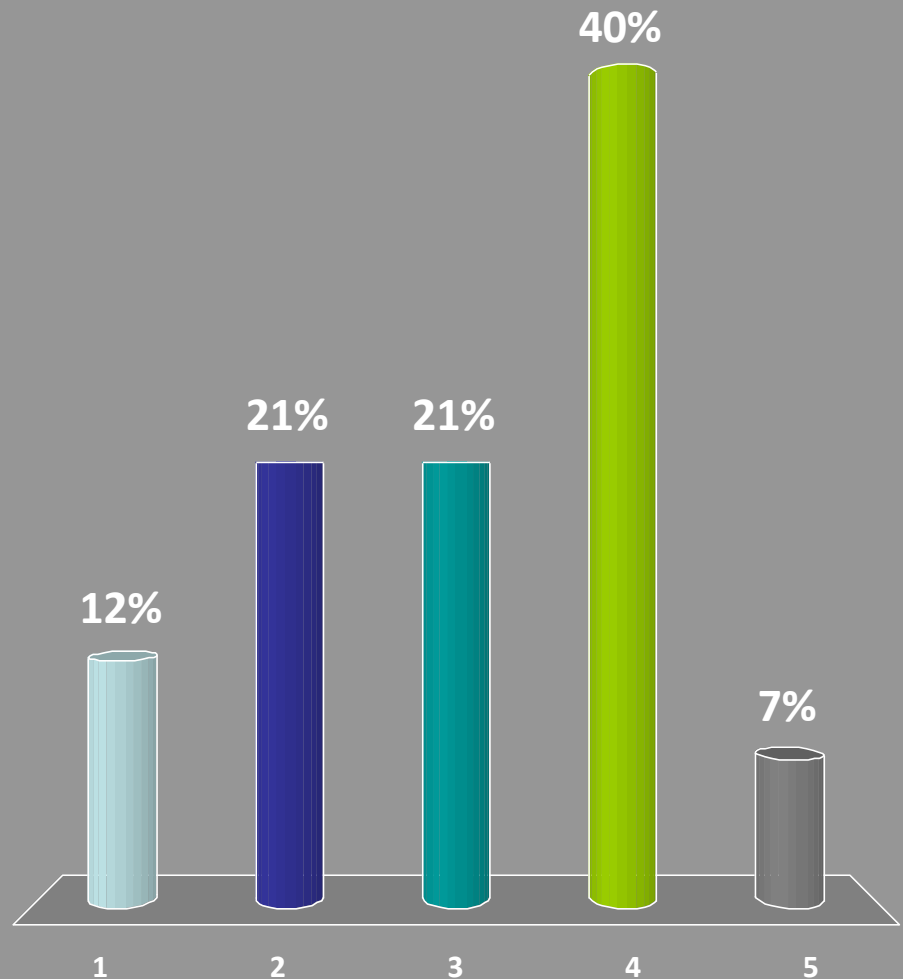
Planning mixed use buildings and neighborhoods, i.e. housing, retail, jobs.

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city



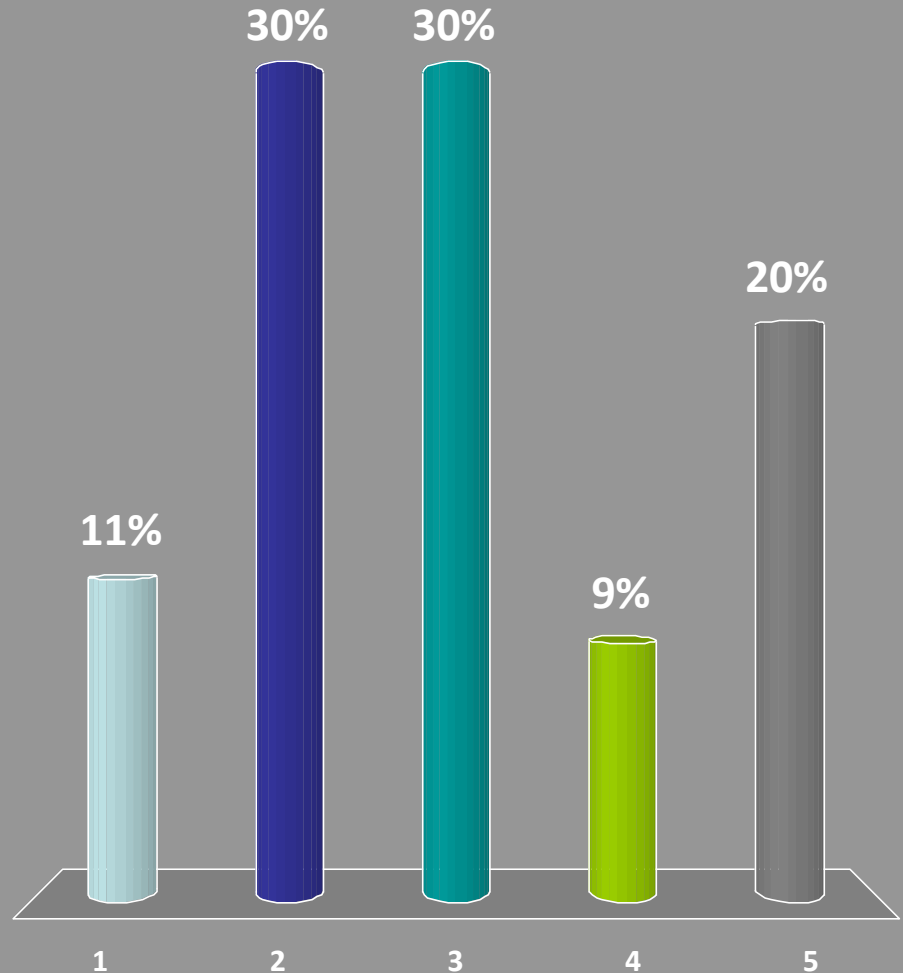
To achieve a greater mix of land uses, is your jurisdiction willing to increase building heights?

1. Recently adopted less restrictive height policies.
2. Intend to integrate less restrictive height policies into our current and future plans.
3. Open to exploring less restrictive height policies.
4. Need to study/assess this further before pursuing
5. Implausible for our city



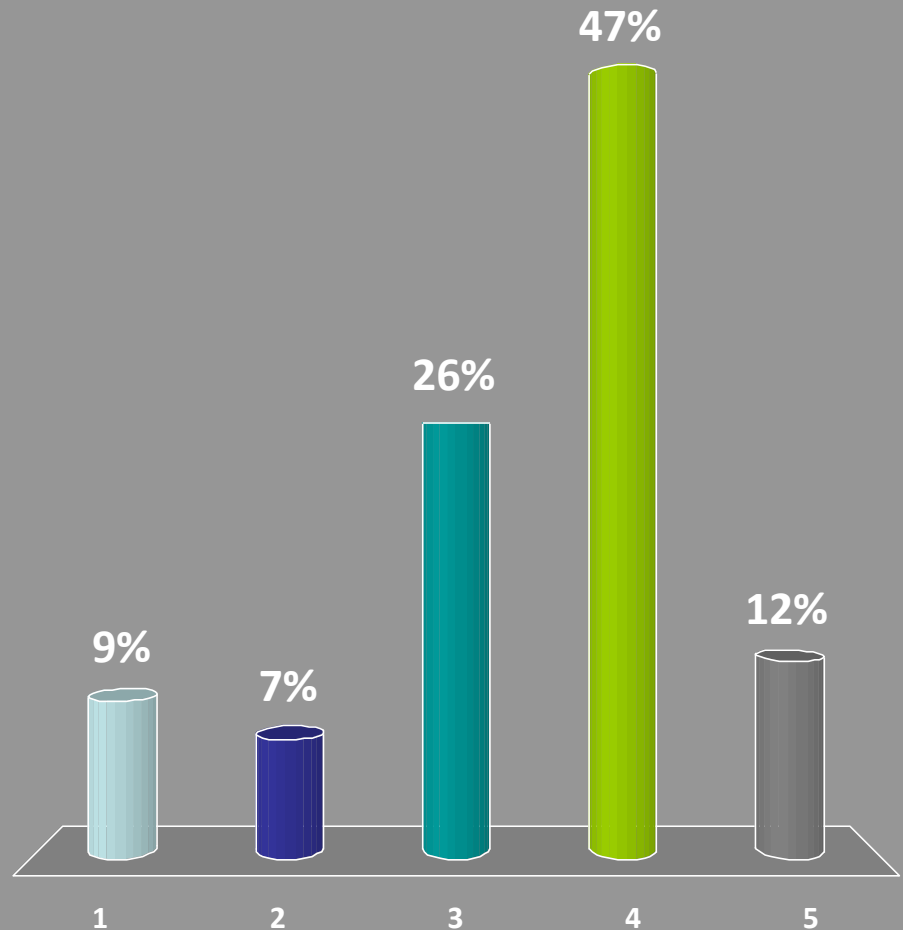
Focusing new housing and jobs growth within a ½ mile of existing and planned transit stations.

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city



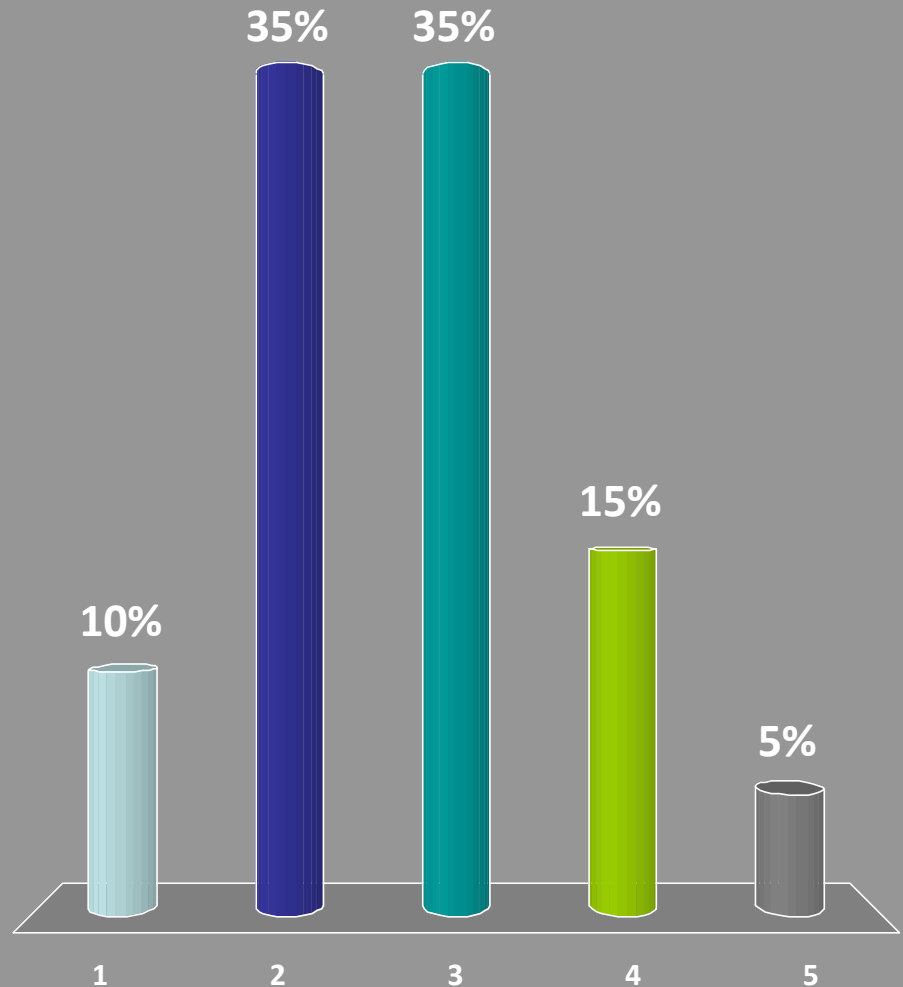
To make transit use more attractive, is your jurisdiction willing to decrease the availability of free parking spaces?

1. Recently adopted policies that allowing fewer parking spaces and/or fee parking.
2. Intend to integrate policies allowing fewer parking spaces and/or fee parking into our current and future plans
3. Open to exploring policies allowing fewer parking spaces and/or fee parking
4. Need to study/assess this further before pursuing
5. Implausible for our city



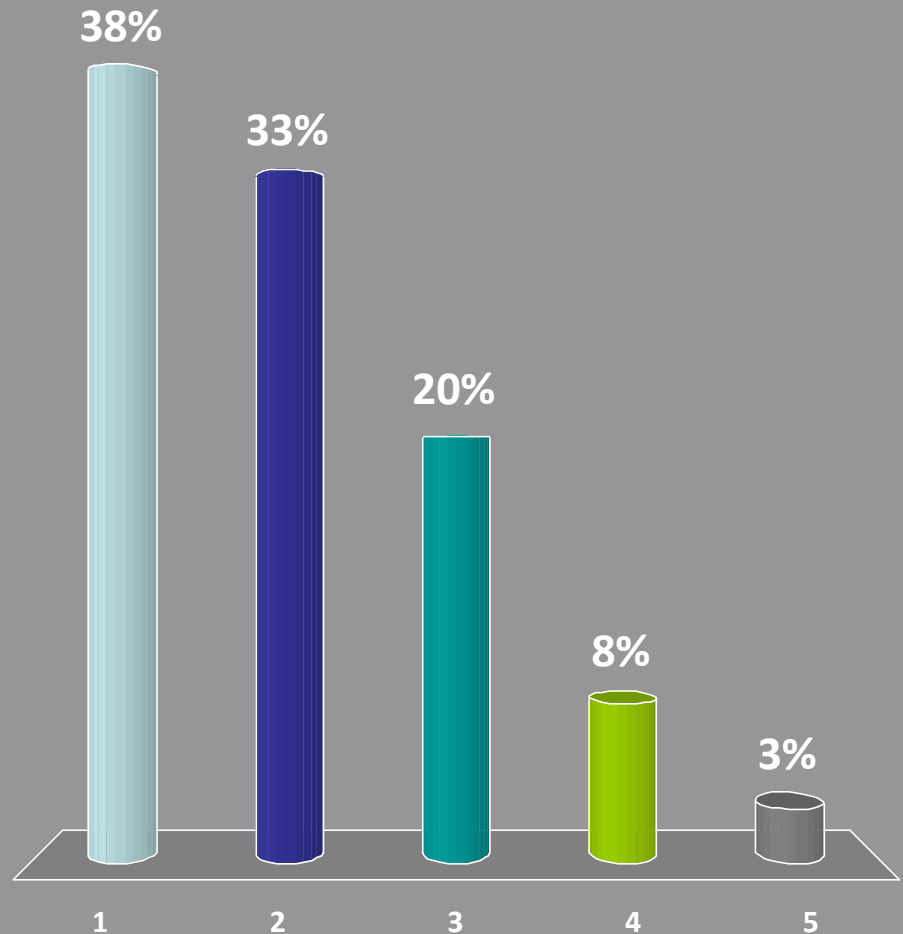
Increase housing densities near jobs and employment centers?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city



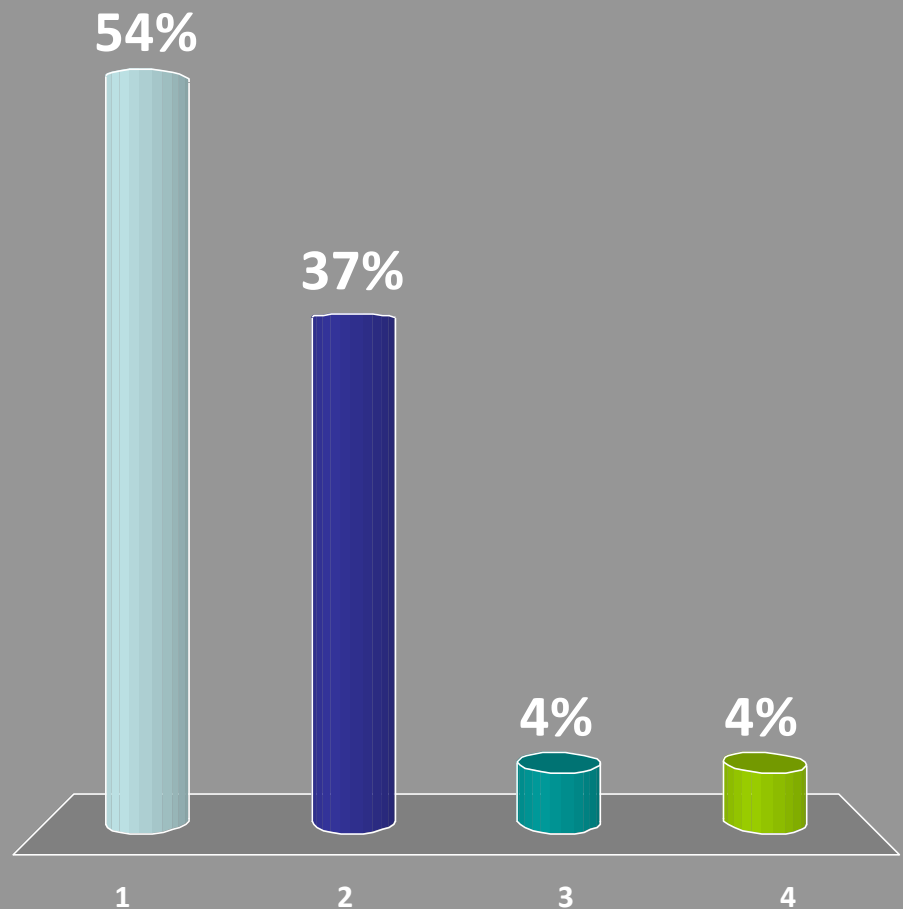
Increase infill and development in areas with existing infrastructure?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city



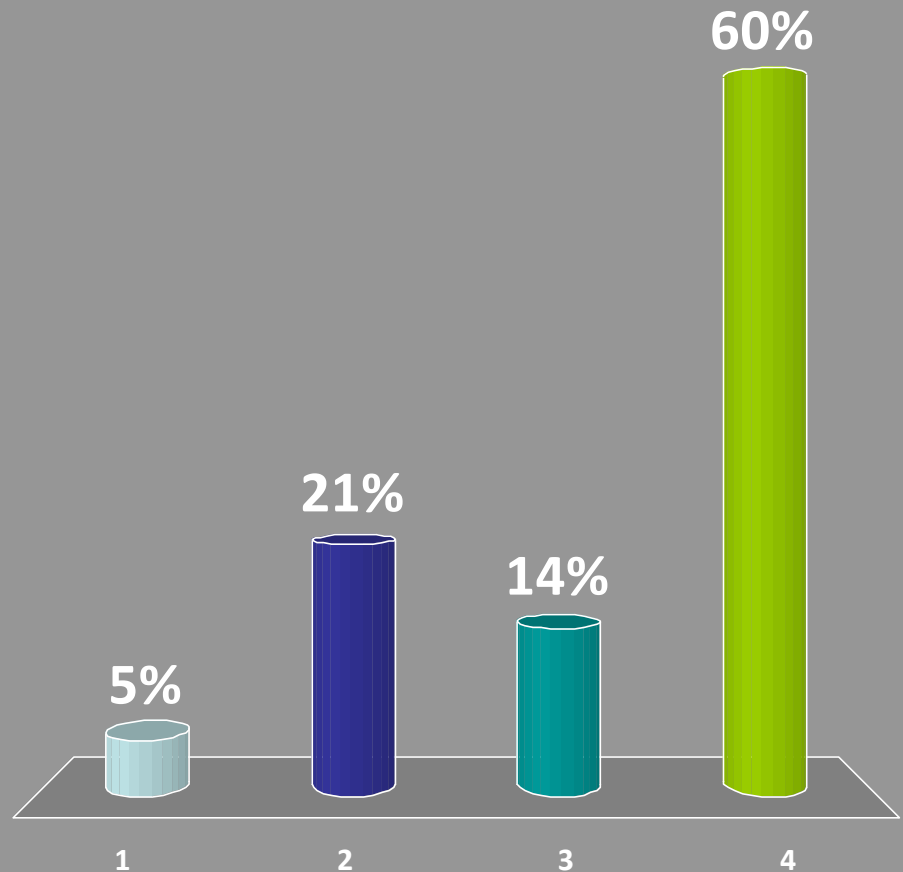
Which Transportation Investment is the most critical to achieve our goals?

1. Transit system expansion
2. Complete streets (bike/ped infrastructure improvements)
3. Traffic calming
4. Safe routes to schools



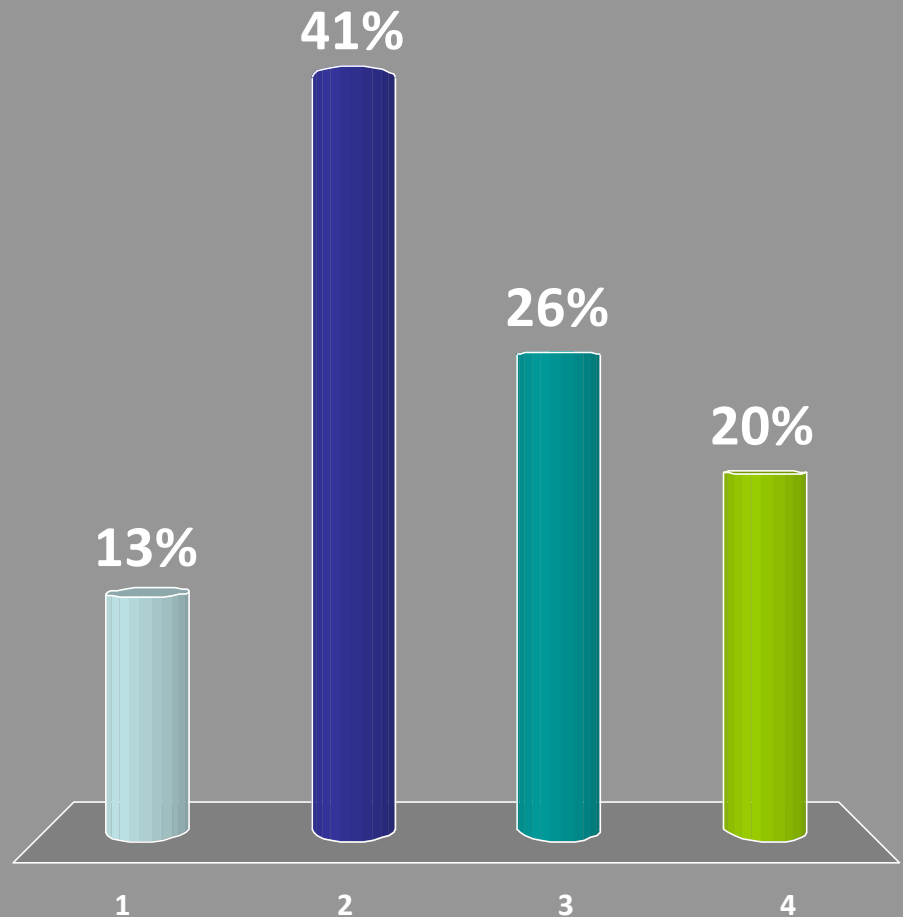
Given currently limited resources for funding transit, is your jurisdiction willing to use all of its available Transportation Development Act (TDA) funds on transit only, and use an alternate source of funding for local streets and roads?

1. Yes, my jurisdiction is currently using all of its available transit funding on transit only
2. Yes, my jurisdiction would consider finding alternative funding sources for local streets and roads
3. No, my jurisdiction has no other source of funding local streets and roads
4. No, unless an alternative funding source for local streets and roads was identified



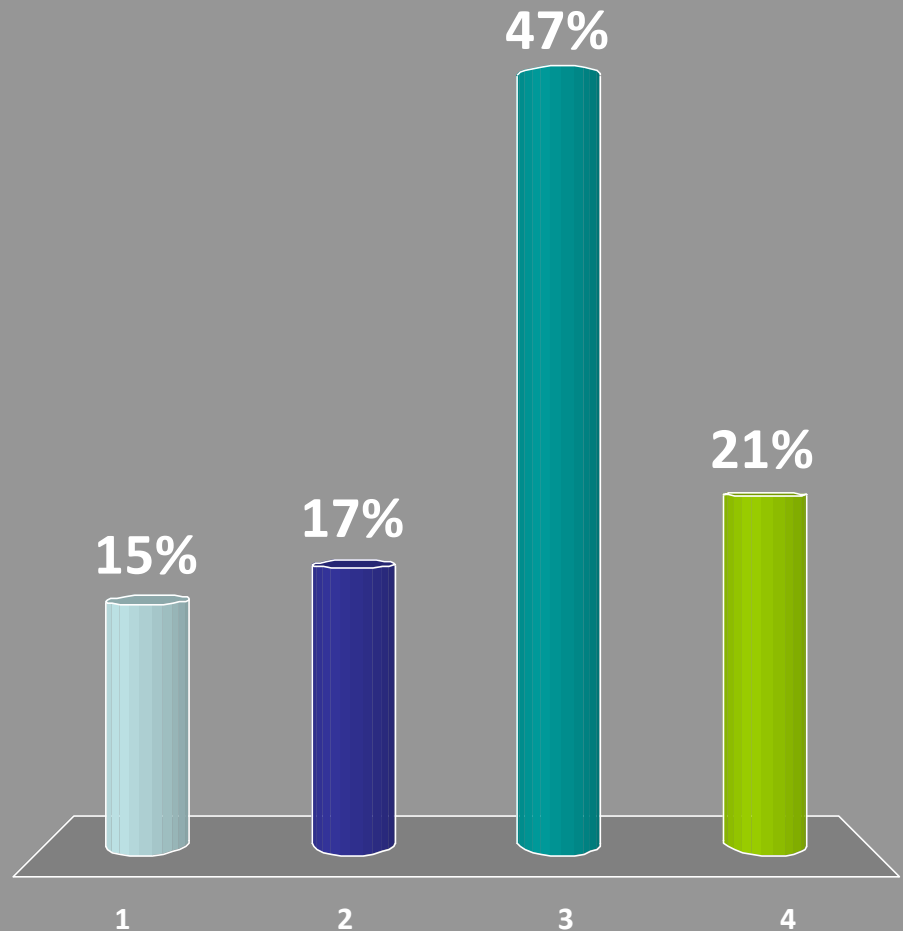
Which of the following transportation investment strategies do you favor?

1. Transportation funding similar to what we have today
2. Expand public transportation to be on par with roads and highways
3. Spend a majority of funds on public transportation
4. Spend more money on road and highways



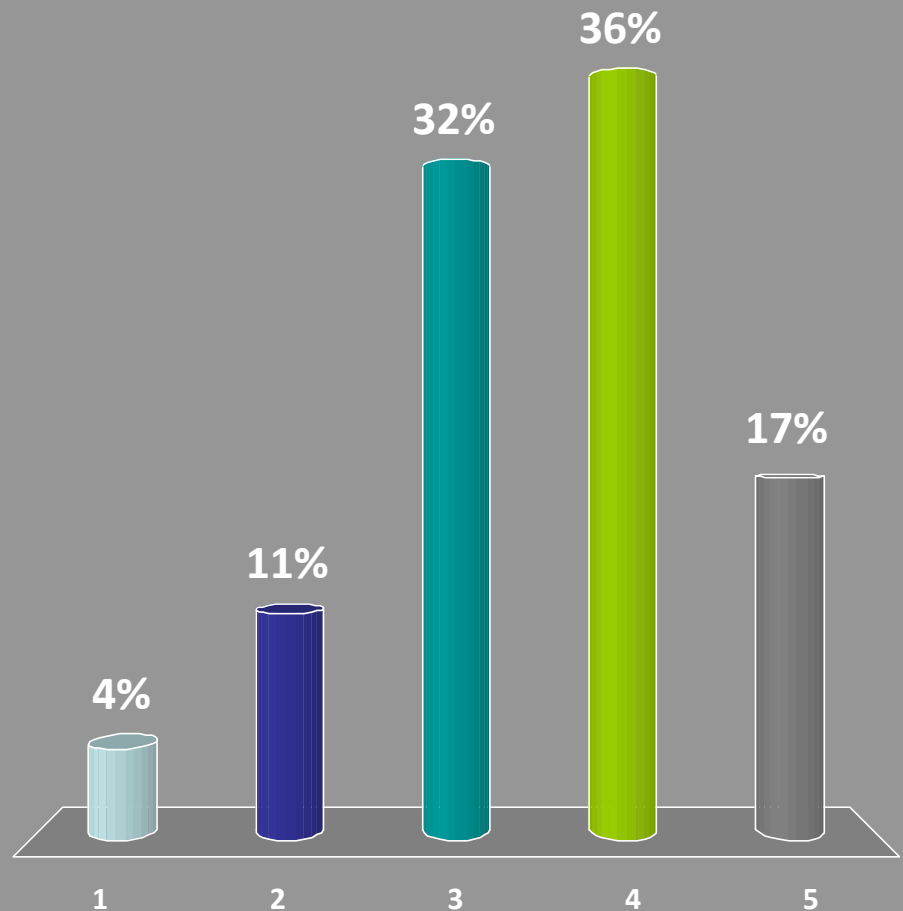
Would you support an integrated countywide transit agency (even if it meant less local control over transit dollars)?

1. Transit agencies should be municipally based
2. East and West County should each have their own integrated transit system
3. We should have an integrated transit system
4. We should have a multi-county transit system



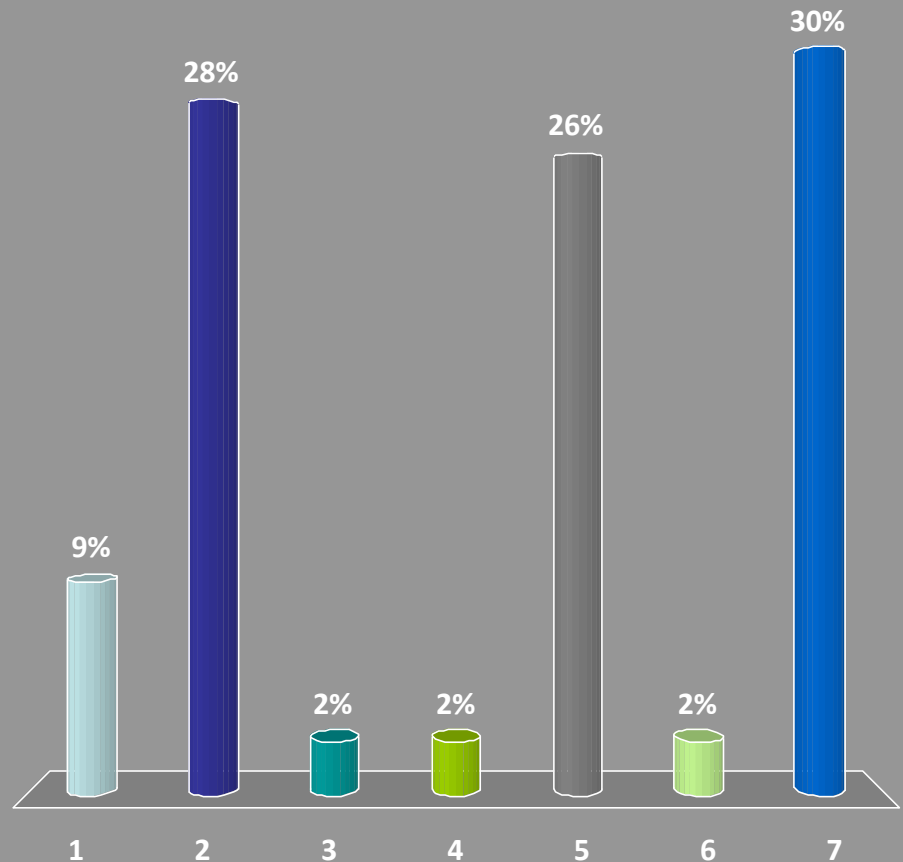
Would you support an alternate transportation funding strategy?

1. Specific parcel or property tax
2. Additional vehicle registration fee
3. Local sales tax
4. Local fuel tax
5. I would not support an alternate funding strategy



Which TSM strategy is the most critical to achieve our goals?

1. Parking management (e.g. maximum parking, shared parking)
2. Operational improvements to relieve bottlenecks
3. Ramp metering
4. Speed limit reductions
5. Traffic signal coordination (ITS)
6. Signal prioritization for transit
7. Transit service improvements (e.g. fewer stops, express service)



Which TDM strategy is the most critical to achieve our goals?

1. Parking pricing management
2. Telecommuting and alternative work schedules
3. Vanpooling
4. Vehicle Sharing (e.g. car sharing, bike sharing, park and ride lots)
5. Road pricing measures (HOT lanes, congestion pricing, VMT pricing)

