



SUMMARY REPORT: FOCUS GROUPS

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Prepared for:



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I. INTRODUCTION

Caltrans conducted focus groups from February through May 2016 as part of early outreach efforts for development of the California State Bicycle and Pedestrian Plan (CSBPP). As one element of a larger public participation process, the purpose of the focus groups was to assist in engaging hard-to-reach groups who do not normally attend workshops or interact with project websites for a range of reasons. Specifically, the focus groups targeted those who are typically under-represented in planning processes, including those who are dependent on alternative modes, and who represent a cross-section of community types. This report provides a detailed summary of the objectives, format, outreach approach and findings.

Background

Caltrans desires to develop a bike and pedestrian plan to establish a framework that will guide the planning and development of non-motorized transportation facilities and maximize the use of future investments. The plan will provide goals that better connect the State's bicycle and pedestrian facilities with the existing network and other modes of transportation, and will help the State attain environmental goals such as reducing greenhouse gas emissions and vehicle miles traveled.

Objectives

The CSBPP focus groups focused on achieving the following objectives.

- Identify and engage focus group participants and locations in partnership with local Caltrans Districts and community-based organizations to include:
 - hard-to-reach community members who are dependent on active transportation modes;
 - a selection of groups/communities who are Spanish-speaking; and
 - a cross-section of urban, suburban and rural community types.
- Conduct the focus groups as informal discussions, with select groups conducted in Spanish language
- Explain (briefly) the CSBPP purpose and process
- Facilitate input regarding participants' experiences with active transportation including challenges, opportunities, and new ideas
- Explain next steps in the process and how participants can stay informed and engaged

Coordination and Outreach

The CSBPP project team coordinated logistics and conducted outreach for the focus groups through the following steps.

- 1. Identify potential communities with District partners:** Project team members coordinated with each District's Technical Advisory Committee (TAC) representative to identify potential focus group participant groups based on these questions/criteria:

- a. What communities in the District have high numbers of pedestrian, bicycle and transit use?
 - b. Which of these have Caltrans facilities (e.g., a State Route, an interchange/intersection)?
 - c. What are active planning processes or committees that are underway in these communities (if any), which might serve as a focus group?
- 2. Engage community-based organizations to recruit participants:** Project team members and TAC representatives also identified community based organizations at each location that could assist in recruiting participants. These organizations generally represented community members and locations that match the desired participant criteria, and that also have a vested interest in improved bicycle and pedestrian opportunities for their communities. Upon confirming a community-based organization partner in a district, project team members coordinated with them to determine ideal locations and participant profiles for their recruitment efforts.
- 3. Schedule focus group dates and locations:** As a result of these coordination steps, the project team and local community-based organizations conducted one focus group in each of the following locations:
- Eureka
 - Redding
 - Yuba City
 - West Oakland
 - Salinas¹
 - Modesto
 - Bakersfield²
 - Coachella Valley³
 - I-710 Corridor (Paramount)
 - Santa Ana⁴
 - Logan Heights (San Diego)⁵
- 4. Conduct focus groups:** Focus group facilitators asked a range of questions of participants focused on their experiences in their communities with walking and biking. Questions included: primary and secondary ways of getting around; challenges and barriers; opportunities and ideas for improvements; and how local Caltrans facilities contribute or detract from walking and biking. Facilitators used a detailed discussion guide to inform their questions for the focus groups, which is attached at the end of this report.

Next Steps

These statewide focus groups provide case studies of how Californians travel in communities of diverse sizes and characteristics, particularly among those who do not often engage in other public participation methods. These and other outreach findings will inform the goals and strategies of the California State Bicycle and Pedestrian Plan.

¹ Conducted in Spanish language

² Conducted in bilingual: English-Spanish

³ Conducted in Spanish language

⁴ Conducted in Spanish language

⁵ Conducted in bilingual: English-Spanish

II. OVERALL FINDINGS

Following is a summary of key findings across all of the focus groups. Summarized findings from each focus group are provided in the next section of this report.

Primary Mode of Travel: Most participants indicated that driving a personal vehicle is their primary mode of travel. Most participants indicated that walking, biking and transit were secondary modes, which they use for either shorter trips, or when they could not use their personal vehicle.

Barriers and Challenges: Participants indicated a range of barriers and challenges to walking and biking in their communities. Most frequently mentioned was safety.

- **Safety:** Traffic speeds, congestion, or a lack of attention to people who walk or bike are major safety concerns. People who wish to bike more frequently lament the lack of bicycle facilities/lanes that protect them from vehicles. People who wish to walk more frequently lament the lack of safe crosswalks or sidewalks.
- **Security:** Particularly in urban communities, some participants feel that parts of their community lack security related to their personal safety and property (i.e., bicycles). This may relate to high crime rates, spaces that don't feel secure, or a lack of places to lock-up bicycles.
- **Weather and topography:** Excessive hot or cold weather can be deterrents to walking and biking as a primary mode. Additionally, traveling over steep hills on foot or bike can be tiring, sweat-inducing, and unappealing for certain types of trips (i.e. going to work).
- **Distance and travel time:** Longer distances between destinations can be impractical for walking and biking as a primary mode. If a trip can be completed in less or similar time to a personal vehicle, traveling by foot or bike may not be as appealing for many people.
- **Infrastructure:** Poor or gaps in infrastructure can also be a deterrent to choosing to walk or bike. Frequently, these barriers relate to safety issues described above, but may also impact the comfort and experience of walking or biking.
- **Transit:** One or more of these barriers and challenges to walking and biking may contribute to a person's decision to use transit as a primary mode.

Improvements and Opportunities: Participants also identified many ways to encourage more walking and biking in their communities.

- **Crossings:** Streets, highway under/over-passes, highway access ramps must be crossed for many potential walk and bike trips. Improving the design of these crossings for pedestrian and bicycle safety and comfort could encourage more active transportation trips.
- **Connectivity:** Targeting major destinations, connections and routes that could be better served by active transportation may contribute to increased biking and walking.
- **Complete streets:** Applying a "complete" design that better serves all modes to more streets in a community could inspire more walking and biking.
- **Infrastructure:** In addition to primary infrastructure for active transportation (sidewalks, crossings, bikeways, etc.), additional supportive infrastructure could further encourage more walking and biking such as street lighting and bicycle storage facilities.

- **Transit:** Improved transit services (i.e., frequency, affordability) that increase ridership would likely increase more walking and biking between transit stops and destinations.
- **Education and enforcement:** Expanded efforts to educate all roadway users about the “rules of the road”—particularly as they relate to active transportation safety—would benefit everyone. Additionally, increased enforcement of existing laws designed to protect people who walk and bike could reduce real or perceived safety concerns.
- **Equity and engagement:** Continued engagement of all community members related to active transportation planning and promotion could further encourage people to walk and bike more frequently. Importantly, those who suffer disproportionately from the barriers and challenges described above should receive more attention and support.

The range of participants and community types from the focus groups provided a range of comments. As a result, some questions and discussion topics received more attention than others. The following pages provide a summary of each focus group.

III. Eureka Focus Group

Eureka is located in Humboldt County, California, in the far-northwestern portion of state and Caltrans District 1. Eureka is the largest sized town in the area, with a population of 27,191, but relatively small compared to other California cities. The Eureka focus group took place at the Community Wellness Center, 908 7th Street in Eureka, from 9:00 a.m. to 10:45 a.m. on March 25, 2016. Eight individuals participated in the group. The group included one participant with a mobility impairment and two participants with visually impairments.

Key Findings

1. For those with disabilities, it is important to have assistive facilities in good condition, such as truncated domes and accessible pedestrian signals.
2. Better crossing and crosswalks, coupled with education for drivers to yield at crossings would improve the safety for those who walk or use the sidewalk.
3. Participants would like to see better coordination between Caltrans and local jurisdictions to create connected walking and biking facilities.

Usual Modes of Transportation

- Six out of eight participants have regular access to a car. Several do not drive themselves but get rides from family, friends or service providers.
- Two participants have no regular car access, so they are largely dependent on bicycling, transit and walking.
- Two participants with visual impairments walk and use transit; one gets rides from family and friends; one participant with a mobility impairment uses an electric wheelchair and transit.

Alternative Modes of Travel

- The majority of participants get around by walking and transit when their main mode of travel is not available.

Walking

- **Improve safety for pedestrians alongside highways.** Participants travel between rural communities and nearby towns, including Eureka. Both outside and within town, participants noted there is either nowhere for pedestrians to walk alongside highways and the surfaces are bad or uneven (e.g. gravel), especially for wheelchair users.
- **Repair truncated domes.** Truncated domes are effective, especially at blended curbs with no drop-offs, participants noted. However, the condition of truncated domes in the area is poor, and some are broken and have come unglued.
- **Install signals for those with hearing impairments.** Participants highlighted that there are currently none at 4th and 5th Street and their needs to be better signals at West and Myrtle Street.
- **Enforce cars stopping at crosswalks.** Participants recommended the need to change or enforce laws so cars and bicyclists will stop at a cross walk for pedestrians.

Bicycling

- **Enhance signage clarifying laws for bicycles.** This signage should clarify where bicyclists can go (sidewalks, trails, etc.), how to comply with stop signs and traffic signals, and other local and State rules.
- **Expand and maintain bicycle facilities.** Participants thought facilities should include bike detector loops at all signals that will encourage people who bike to follow the law. In addition, participants recommended that street sweeping needs to happen more often along roads where people bike and walk. And when repaving, participants suggested the entire roadway should be painted and repaved, not only the driving lanes.
- **Increase bicycle storage on public transportation.** There are a limited number of bike racks on busses in Eureka, only two in front, so that only two cyclists can use the bus with their bikes. In Eureka, the Eureka Transit Service bus is only one way; Arcata doesn't have racks on buses so students can't easily bike and bus.
- **Consider a variety of bicycles.** Caltrans should consider the variety of bicycles and styles of wheels being used now as they develop their plan, such as recumbent tandem bikes, bikes with trailers, and bikes with a big bucket front.

Safety and Connectivity in General

- **Improve connectivity and accessibility.** Participants noted that better crossings are needed in the District. Eureka is mostly walkable but there are exceptions, such as crossing at 101 and Broadway; most grocery stores are on the West side while most residences are on the East. Caltrans should look into more innovative designs for pedestrian and cyclists for on off-ramps—such as examples in Oregon.
- **Reduce pedestrian/car collisions.** Drivers are encouraged to drive faster by increasing level of service for cars and freight. Participants would like to see other metrics that support people, not just cars.
- **Create joint efforts with local jurisdictions.** Participants requested that efforts between Caltrans and local jurisdictions needs to be better coordinated. Caltrans gateway projects or bridge repairs add paving or bike lanes but they only extend partway, leaving bicyclists and pedestrians stranded at freeway intersections or off ramps. Participants want to resolve connectivity issues up front so as to not invite unsafe behavior.

Priority Improvements in Regular Travel Areas

- **Improve bicycle infrastructure.** Participants would like to see more room (4 feet), so they can also be used by both pedestrians/disabled.
- **Install accessible pedestrian signals.** Participants want improved crosswalks and adding crosswalks to lengthy sections currently lacking. The participant with a visual impairment would like to be able to have better signals to travel to the shopping center, downtown, and on trails.
- **Educate drivers.** Provide driver education about how to drive safely around bicycles and pedestrians.
- **Complete the Arcata-Eureka Bay Trail.** Participants would like to see Caltrans finish the Arcata-Eureka Bay Trail.

IV. Redding Focus Group

The City of Redding, population of 89,861, sits along the Sacramento River near Interstate 5 in Shasta County, Caltrans District 2. On March 16, 2016, 6:00 p.m. to 7:30 p.m., MIG facilitated a focus group on behalf of Caltrans in partnership with Shasta Living Streets and Good News Rescue Mission. Twelve individuals participated in the group.

Key Findings

1. A majority of the 12 participants most often drive to their destination, but three rely on biking and one on walking.
2. Greater visibility and street lighting on sidewalks and crosswalks would increase the safety for those who walk in Redding.
3. Participants felt there was a need for greater education around bicyclists – both for encouraging bicyclists to use the roadway and not the sidewalk, and for drivers to follow the three-foot law.

Usual Modes of Transportation

- Eleven participants have regular access to a car.
- Eight participants regularly drive to get to their needed destinations.
- Twelve participants have a bike, and three of these participants primarily bike to their destinations.
- One participant walks and another participant walks to transit.

Alternative Modes of Travel

- For those who most often drive, six said they would bike while two said they would walk and one said they would use their motorcycle if they could not use their preferred form of transportation.
- The transit rider said she would walk or get a ride from a friend.

Public Transportation

- There was only one transit rider. She has to walk 15 minutes to the bus station. There are no sidewalks to get to the bus station.
- A former transit rider discussed the need to improve bus stop lighting. She also explained bus transfers needed to be better timed. She would often wait 25 to 45 minutes for the next bus.

Walking

- **Improve street lighting.** One participant walks to work 45 minutes each way. Transit takes him 2 ½ hours to get him to work. His shift ends in early morning hours before sunrise and he discussed the need to improve visibility along his route.
- **Widen sidewalks.** Participants talked about how it can be uncomfortable to walk on a narrow sidewalk and have a stranger pass close to you. For many participants, the narrowness increases a sense of danger having to pass near an unknown person, particularly at night.
- **Improve crosswalk safety.** Participants explained the issue of pedestrian blind spots for drivers when making turns. Some crosswalks are not at the very corner of streets but a few feet in. Drivers make fast turns and may not see a pedestrian

crossing the street. Two participants explained they will not use a crosswalk when this is the case and instead cross at the corners to ensure drivers can see them when making turns.

- **Improve crosswalk visibility.** Participants want to see more lighted crosswalks.
- **Educate parents and children.** Children are driven everywhere in Redding. Long-time residents lamented the fact that when they were children, they were able to walk to friend's homes or bike. With the increase in traffic over the last few decades, parents no longer feel safe letting their children walk to school or other nearby destinations.

Bicycling

- **Encourage people riding bicycles to ride on the roads.** In Redding it is legal to ride on sidewalks. A few participants mentioned they biked on sidewalks in areas where they felt unsafe biking on the road. Others discussed purposely biking in the road with traffic because they felt it is necessary for drivers to get used to sharing the road.
- **Address drunk driving.** Drunk driving is a problem in Redding. One participant felt this also deters people from biking.
- **Educate drivers about the three foot law.** Participants discussed more awareness and enforcement needs to be done regarding the three foot law, to let drivers know they must stay away from cyclists at least three feet.
- **Coordinate and reach out to schools.** Many schools in Redding have banned bicycling to school because it is seen as dangerous.
- **Elevate bike awareness.** There is a social stigma that exists in Redding regarding bicycling. Due to a large population of homeless cyclists, many drivers and residents assume only low-income or homeless residents ride their bikes. This stigma may be preventing others from considering biking as an option.
- **Improve connections.** It is difficult to get from the downtown to other areas of Redding on a bike. Bike lanes often end without any warning to cyclist or driver.
- **Clean the shoulders.** In many areas without bike lanes, cyclists are expected to ride on the shoulder; however, the shoulder is unsafe due to glass and other debris. Many participants reported getting flat tires when riding on the shoulder.

V. Yuba City Focus Group

Yuba City is located in Sutter County, with a population of approximately 64,925 residents. Approximately a third of the population claim either Mexican or Sikh heritage. Two highways serve the city: State Route 20 and State Route 99. On March 9, 2016, 6:00 p.m. to 7:30 p.m., Caltrans and the Regional Sutter Housing Authority partnered to conduct a focus group at the Richland Center 448 Garden Hwy, Yuba City. Fifteen individuals participated in the group. The focus group was conducted in Spanish.

Key Findings

1. Raiteros⁶ provide an important commuter service for farmworkers by getting them to and from their jobs. However, Raiteros are an expensive option for farmworkers, and drivers may be unlicensed and vehicles unsafe or uninsured.
2. Despite using Raiteros to commute to work, all participants remained reliant on personal cars to get around town.
3. There is an opportunity to increase walking and biking in Yuba City among low-income residents through improved pedestrian infrastructure, traffic calming improvements, speed enforcement and a community education campaign to teach residents how to ride a bike.

Usual Modes of Transportation

- Ten participants drive to get around town
- Five participants walk and take transit because they do not know how to drive
- Eleven participants are employed as farmworkers and use an informal carpool services they refer to as Raiteros, to get to work.
- One participant rides her bike to work in addition to walking.

Regular Access to a Car

- All participants live in households with a car.
- A third of participants had three or more cars in their households.

Alternative Modes of Travel

- Participants said if they did not have access to car they would consider walking or taking transit if making a local trip. Three participants said they would borrow a friend or family member's car.
- Participants who take transit said a member in their household could drive them to their destination. If both transit and car were not available, they would walk.
- Participants who work as farm workers use a carpool service (referred to as Raiteros) that brings passengers from Yuba City to the agricultural sites for work. Commutes average between 45 minutes to 1.5 hours each way. Participants travel as far as Napa Valley. Participants pay ten dollars each way for each working family-member and expressed the huge financial burden on families who make less than \$15,000 or up to \$24,000.

⁶ Raiteros are drivers who transport groups of low-wage workers to their jobs for a fee. Raiteros are most commonly used by immigrant farmworkers and workers at distant factories or warehouses.

- Farmworkers noted that very few farmers provide transportation for employees and they would like to see this service offered by all their employers to alleviate this financial burden.

Public Transportation

- **Improve bus service levels and performance.** Participants said that bus service is infrequent and the bus may come hourly but that the bus often arrives late, sometimes up to 40 minutes late.
- **Improve bus stops.** Residents would like to see more lighting and better sitting accommodations at bus stops.
- **Provide more transit information.** There was disagreement as to how far in advance seniors and people with disabilities must call in advance for Dial-a-ride services, a transit program that picks and drops off qualifying members at their location of choice. Many residents said you have to call two days in advance while others argued you could call the same day. Residents would welcome receiving additional information to clarify services regarding Dial-a-ride and other transit programs.

Walking and Bicycling

- **Enforce vehicle speeds.** One participant, who works in the Richland Center, bikes to work and around town. She generally finds she can go to where she needs to go biking. Her biggest suggested improvement was more enforcement for cars speeding. Participants agreed that many drivers speed in Yuba City. They discussed the recent death of a young girl who was hit by a car. They would like to see more speed bumps or other methods of slowing down traffic in their community.
- **Launch a community education campaign.** Participants discussed how they did not know how to bike. Most had never had the opportunity to learn and talked about their fear of biking on the same roads as cars. Participants suggested building local parks with exercise equipment available for the public. By encouraging and teaching healthy active habits, participants believed more people would walk around in their community. Currently there is no walkable park for the Richland Housing Community despite ample space available for development of a park on the property.
- **Crack down on car racing.** There is a huge issue of car racing, where some residents in Yuba City dangerously speed down the street. Residents cited car racing as a reason for not walking to destinations close by.

VI. Oakland Focus Group

Oakland is the eighth largest city in California and the county seat of Alameda County, with a population of 390,724 in Caltrans District 4. Oakland is one of the most racially and ethnically diverse cities in the country. On April 15, 2016, Caltrans and Cycles of Change conducted a focus group at the Cycles of Change office in Oakland, from 4:00 p.m. to 5:15 p.m. Eight individuals participated in the group, a majority were staff with Cycles of Change, a non-profit that works with East Bay communities and encourages people to use bicycles as a primary form of transportation.

Key Findings

1. The presence of freeways can obstruct bike and pedestrian connections. Whether it is a lack of bike and pedestrian overcrossings, or dangerous highway on and off ramps, there are few viable and safe options to navigate these roads without a car.
2. There should be a greater focus on creating bike and pedestrian connections within a neighborhood, especially when trying to build active transportation infrastructure that is youth focused.
3. Alignment in education among public safety officials and agencies around safe biking and walking rules is needed.

Usual Modes of Transportation

- Five of the participants use a combination of biking and taking Bay Area Rapid Transit (BART) to get to work and their daily destinations.
- One participant only uses a bike for daily trips. He reported that he likes biking because it means he is in control most of the time- and not contingent on BART delays or traffic.
- Focus group participants work with youth through the Safe Routes to School program. They reported that in many of the schools in Oakland are neighborhood schools, and youth are able to either walk or take the bus to school.

Regular Access to a Car

- One participant has regular access to a car.
- All of the other participants had at least one car in their household, but it was owned by a roommate, and they did not have consistent or regular access to that car.

Alternative Modes of Travel

- One participant noted that if they could not bike and BART to their destination they would borrow a friend's car.
- Another participant noted that he has multiple bikes, and there was always a way to get around.

Top Reason for not Walking or Biking

- Participants noted that while there is a resurgence of bike lanes being painted in Oakland, they are often constructed without community engagement. One participant highlighted the recently designed lanes on East 12th Street, which

community members protested when they found out about, and which has been poorly used since completion.

- Another participant noted that the bike lanes he does see are often on roads that go through communities and neighborhoods, not within. He thought this made bike infrastructure that was geared for adults commuting to work, but not for youth riding around the neighborhood or going to school.

Walking

- **Address freeways as barriers between communities.** The placement of freeways can cut through communities and cut off pedestrian access to other destinations. The San Antonio neighborhood, where the Cycles of Change office is located, is cut off from surrounding neighborhoods by Intersection 980.
- **Expand pedestrian and bicycle crossings over the freeway.** One participant noted that she was frustrated to see what looked like another automobile-focused overcrossing of 880 being built at 29th Avenue. She felt that there were already enough places for motorists to cross the freeway, and very few for people who walk and bike. She would like to see additional overcrossings geared for active transportation users.

Bicycling

- **Improve the design of freeway on and off-ramps.** Three participants commented on freeway on and off ramps, and felt that the curved design of these facilities promoted those driving to speed up as they entered or exited. Participants felt this added an extra danger as a cyclist, when you need to cross the on/off ramp without getting onto the freeway. One participant noted this was especially true on 23rd Avenue, where the on and off ramps immediately connect into the neighborhood.
- **Install protected bike lanes.** One participant noted that they live off of San Pablo Avenue in Oakland. Even though the area has sharrows, the participant felt that this does not increase his sense of safety while biking. Another participant said that the best feeling of safety is through protected bike lanes that separate you from motorists.
- **Address safety of pavement grates.** Four of the participants mentioned that pavement grates were often a hazard for cyclists. One participant noted that while running a bike program with a class, one of the teachers got their wheels stuck in a metal drainage grate, and this caused the wheel to “taco” or fold in half. Participants noted that drainage grates should always be placed so that slots are oriented perpendicular to the wheel.
- **Educate staff of public agencies.** Two of the participants recounted times when bus drivers with Alameda-Contra Costa (AC) transit and police officers have told them incorrect information about biking laws- for example, that they must be riding on the sidewalk. Participants felt that transportation agencies and public safety officials should be trained on best practices and rules for cyclists.
- **Expand youth involvement opportunities.** Staff members who worked on bicycling programs with youth in schools lamented that they only spend one week a year at each of the schools. While they report seeing big changes in students’ comfort of walking and biking to school, they note that more time would help really shift the culture of biking and walking for young people.
- **Install shoulders on high speed roads.** One participant commented that all roads over 25mph should have a wide shoulder to increase the safety of those bicycling.

VII. Salinas Focus Group

Salinas is the largest municipality in Monterey County with approximately 159,000 residents. East Salinas, known as Alisal, is separated from the rest of Salinas by Highway 101. Approximately 59,000 residents live in Alisal, most of who are working-class Latino immigrant families and many who are employed as farmworkers. On March 3, 2016, Caltrans and Building Healthy Communities (BHC) conducted a focus group at the BHC, 606 Williams Rd. Salinas, from 5:30 p.m. to 7:30 p.m. Eight individuals participated in the group. The focus group was conducted in Spanish.

Key Findings

1. Those who would prefer to walk to nearby destinations are deterred by poor pedestrian infrastructure and unsafe crosswalk experiences.
2. Officials can tap into the momentum of Ciclovía and continue to encourage residents to walk and bike throughout their neighborhood.
3. Simple improvements such as adding streetlights and walk signs would encourage biking and walking.
4. Driver education is crucial to improve safety and encourage walking and biking.

Usual Modes of Transportation

- All participants use their car on a daily basis.
- Three participants walk in their neighborhood daily to visit stores or drop off children at nearby schools.
- Three participants bike recreationally.

Regular Access to a Car

- Eight participants have regular access to a car.
- More than half have three or more cars in their household.
- One participant drops off her husband at work and takes the car because she must make multiple trips throughout the day, including dropping and picking up her children from school.

Alternative Modes of Travel

- Half the group noted they use to take transit when they first moved to Salinas from their native country. Once they saved enough to purchase a car and learned how to drive, they switch to driving to save time and money and due to convenience.
- If they could not drive to get to their destination, several noted they would borrow a friend's car, two indicated they would walk and one said they had a motorcycle he could use as a backup.

Public Transportation

- **Reduce transit costs.** The bus costs \$2.25 for one ride and there are no transfers and no monthly passes, which makes taking transit costly for families.
- **Improve bus frequency.** The most popular bus is the 41 and it only runs once every hour, with delays up to 45-minutes.

Walking

- **Install or improve sidewalks.** In many areas of Alisal there are no sidewalks or existing sidewalks are in poor condition.
- **Install or improve street lighting.** Street lighting is also a huge issue, as many parts of East Salinas lack illumination.
- **Illuminate crosswalks.** The community of Salinas recently experienced a tragedy when a 5-year old boy was killed by a car when it went around another car that stopped in front of him and did not see the boy. Participants expressed the need for lighted crosswalks to prevent this tragedy from happening again.
- **Install pedestrian signal lights.** One of the participants lives a 10-minute walk from the Cesar E. Chavez Elementary School, where her children attend school. She prefers to walk her children to school because the school experiences a lot of traffic during school drop-off hours. However, sometimes she opts to drive due to how unsafe she feels crossing N. Sanborn Road at Freedom Parkway with her children. There are no pedestrian cross signs for walking on this busy street corner.
- **Identify high need priority areas for crossing improvements.** Many residents must cross busy roads, such as N. Sanborn Road, to get to schools and community destinations. Many of these areas would benefit from traffic lights or illuminated pedestrian crossing signs to assist pedestrians when crossing.

Bicycling

- **Expand the Ciclovía Salinas event.** Ciclovía Salinas temporarily closes these streets so people can walk, bike and engage in other non-motorized activities. All focus group members have attended Ciclovía and expressed enthusiasm for the event. Participants cited the success of Ciclovía as an example of how the City can improve conditions to encourage biking.
- **Reduce speeds through enforcement.** There is a huge issue in Salinas with speeding cars, and participants highlighted that working with law enforcement could begin to change these patterns.
- **Conduct an educational awareness campaign.** Drivers do not know the rules of the road in general and should be taught how to share the road. An educational awareness campaign would benefit pedestrians as well.
- **Add more bike lanes and designated bike routes.** The current bike lanes are intermittent and do not get residents to where they need to go.
- **Widen the streets.** Residents suggested widening the streets in order to create more space for bikes from traffic.
- **Improve streetlights for nighttime visibility:** Residents already feel unsafe walking at night due to poor visibility. Better street and road lighting is needed to encourage biking.

VIII. Bakersfield Focus Group

Bakersfield has a population of 347,483 and lies nearly equidistant between the cities of Los Angeles and Fresno in Caltrans District 6. The city is serviced by three state highways, including State Route 99 that cuts through Bakersfield from north to south. On March 7, 2016, Caltrans facilitated a focus group of eight community members in a suburban neighborhood of Bakersfield

Key Findings

1. To promote more residents walking and biking in Bakersfield, local jurisdictions must address perceptions of safety such as speeding cars, gang presence, and stray animals that make people feel unsafe.
2. Improved biking facilities, such as painted or separated bike lanes would give people, specifically novice riders, more confidence for biking on Bakersfield's roads.
3. Due to dispersed land uses in the area, coordinating walking and biking projects with improved bus availability will help residents reach longer destinations through a combination of walking, biking and transit.

Usual Modes of Transportation

- One participant only used a car, another only uses a bike.
- One participant relies on his bike (with a 10-mile daily commute), and uses a car as a secondary mode.
- Another participant primarily walks, and uses a car as a secondary mode.

Walking and Bicycling

- **Focus on community security.** Participants noted that many factors such as gang presence in Bakersfield and car drivers' disrespect of road signs makes them feel unsafe riding a bicycle or walking in Bakersfield. Other considerations, such as stray dogs and pets that may not be vaccinated, increase participants' fear of using active transportation modes.
- **Address long commute distances.** Bakersfield's land uses are spread out, and participants noted that it is hard to bike or walk to work due to the long distances between residential and employment uses.
- **Create connections to nearby destinations.** Participants would be interested in biking to Taft, a nearby city, but note that there is not enough bike infrastructure to promote that connection safely.
- **Enforce safer driving behavior.** Participants highlighted speeding cars and drivers not following rules of the road as deterrents for pedestrians and bicyclists, particularly novice riders, from feeling comfortable on the road.
- **Calm traffic speeds through infrastructure.** Participants asked for more traffic calming measures on local streets and roadways to help reduce speeds.

Top Priority Improvements

- **Install robust bicycle facilities.** Focus group participants discussed separated bike lanes and road diets that create painted bike lanes as two suggestions that would encourage participants to bike more in Bakersfield.
- **Expand transit availability.** More frequent and regular transit service through the city would encourage residents to walk and bike more, as they could travel longer distances using a combination of modes.
- **Create safe crossings across State Route 99.** The River Path was highlighted as a great walking and biking amenity in Bakersfield, but there is a need for safer ways of crossing Highway 99, especially at California Avenue.
- **Provide bikeshare programs.** Promoting a bikeshare system with stations placed at strategic community locations, such as libraries and parks was a recommendation for improving the built environment for biking.
- **Clean blighted areas.** A participant suggested that cleaning up certain areas that are currently blighted or filled with trash, through programs such as volunteer clean ups, and could be a key method for improving residents' perception of safety.

IX. Gateway Cities Focus Group

The Gateway Cities area in the County of Los Angeles and Caltrans District 7 consists of 27 urbanized cities, unincorporated communities, and the Port of Long Beach. The intensity and breadth of ethnic and racial diversity is significant, as well as the levels of lower socioeconomic status in many areas. Multiple freeways, including Interstates 5 and 710, and multiple rail lines cross the communities, and the region is home to the largest goods movement complex and supporting infrastructure in the country. On February 18, 2016, Caltrans and members of the I-710 Community Advisory Committee and their guests convened in a focus group. Approximately 8 community members participated including residents and representatives of advocacy organizations focused on environmental justice and active transportation.

Key Findings

1. Infrastructure and safety measures are either lacking, or require significant updates, to improve perceived and actual safety conditions in local communities.
2. Freeway overpasses, underpasses, and ramps are barriers to connectivity between communities, and discourage active transportation
3. Equitable and extensive community engagement is critical to ensuring under-represented neighborhoods and diverse communities of concern are effectively supported by active transportation infrastructure and programs.

Usual Modes of Transportation

- Most participants primarily use a car for daily trips.
- Some participants bicycle and/or connect to transit whenever possible.

Issues and Challenges

- **Improved or expanded infrastructure and safety measures.** Many communities lack basic and/or safe pedestrian or bicycle facilities that would promote more travel by active transportation. Conditions are primarily perceived to be unsafe by most community members.
- **Improved crossings and safety at freeways.** The high number of connecting freeways in communities support auto travel, but tend to be barriers for crossing over or under at the street level. Participants identified lack of sidewalks, crossings, and/or bikeways as deterrents to active transportation in these areas.
- **Connected, accessible destinations.** Travel between communities by bicycle or foot can be difficult due to long distances and auto-oriented development and community design. Walking or bicycling is frequently impractical, if not unsafe or unappealing.
- **Enhanced transit infrastructure, service and experience.** Transit is very limited in the Gateway Cities in terms of routes and frequency. Additionally, many transit trips require one or more connections, requiring longer travel times. The rider experience also tends to be lacking, including the first/last-mile connections, little or no comfort amenities at stops, and transit vehicles that are not particularly comfortable or desirable.

Top Priorities

- **Prioritize safety improvements for bicycle and pedestrian travel.** As little such improvements exist today, participants suggested that improvements and enhancements to existing roadways should prioritize safety for bicycle and pedestrian travel.
- **Include bicycle and pedestrian infrastructure in all plans.** Policies should be changed within Caltrans and local jurisdictions to require bicycle and pedestrian infrastructure in all public right-of-ways.
- **Focus on equitable planning and improvement efforts.** Many parts of the Gateway Cities have traditionally been disproportionately burdened by the impacts of auto-oriented community designs and limited investment in public infrastructure. Because these communities are also more likely to be dependent upon or to benefit the most from active transportation, public investments should be increased in these areas.
- **Provide multi-lingual outreach, education and training.** The diversity of local communities requires that continued community engagement and promotion of bicycling and walking include the breadth of languages and cultural competencies. Focus on ensuring all roadway users understand and respect the rules of the road, particularly regarding safety for bicycling and walking.
- **Expand the number of and connections to bikeways and pathways.** Major road corridors and the Los Angeles River could be better utilized for bicycle travel. Creating more bikeway corridors that are buffered or separated from vehicles would increase the frequency of bicycle travel.
- **Improve safety at freeway ramps.** Pedestrian and bicycle crossings are non-existent or poor, and should be improved to reduce collisions and improve safety for everyone.

X. Coachella Valley Focus Group

Eastern Coachella Valley in Caltrans District 8 consists of the four unincorporated communities of Thermal, Oasis, Mecca and North Shore. State Routes 86 and 111 service the area. On Wednesday, March 16, 2016, Caltrans and Pueblo Unido Community Development Corporation conducted a focus group with approximately 22 individuals participated.

Key Findings

1. In the rural communities of Eastern Coachella valley, the deficiency of sidewalks along roadways and geographically limited bus routes are two of the biggest deterrents of walking and biking.
2. Participants highlighted implementing a more reliable public transit system between communities as a top priority, over creating bicycle facilities.
3. Currently, a speeding car culture, and one where drivers don't slow down for or accommodate those who walk and bike is a barrier to walking and biking.

Usual Modes of Transportation

- Ten participants use a car as the main mode of travel, and take the bus as a secondary method.
- Three participants cited that they primarily drove, but would walk as a secondary method.
- Nine participants only used car as a method of travel, with no secondary method, citing long distances, inconvenience of other modes and the lack of nearby bus stops.

Walking

- **Address long distances between destinations.** Many participants cited long distances between destinations as a deterrent to walking.
- **Install and maintain pedestrian facilities.** There are few sidewalks, and often vegetation overgrowth, that prevents people from feeling safe when walking.
- **Manage stray animals.** Participants highlighted that the presence of stray dogs is a concern and walkers often take pepper spray and sticks for protection.
- **Enforce speeding cars.** Participants noted a lack of respect from cars towards those who walk, and cars do not slow down to accommodate pedestrians. There is little enforcement of speeding vehicles.

Bicycling

- **Improve conditions for bicycling.** Most distances to get to work or run errands are too far for biking, especially in hot weather. In addition, many residents work in the fields doing physical labor and must conserve their energy for work, therefore biking is not preferred.
- **Enforce the three-foot rule.** Drivers ignore, or are unaware of, the three-foot distance requirement between their car and cyclists, passing too close to cyclists.
- **Foster bicycle culture.** Many people don't consider bike lanes and sidewalks as necessities improve the quality of life in the community.

- **Provide more safe routes for youth.** Participants noted that they thought kids in nearby mobile home parks would have an opportunity to bike to school if bike lanes or sidewalks were constructed.

Top Priority Improvements

- **Prioritize bike lanes.** Participants expressed that bike lanes are not a priority in the community, and a bicycle can be considered a luxury for low income families. One participant noted that perhaps bike lanes are a not a priority because people are not accustomed to them.
- **Create and connect community destinations.** Destinations for biking must exist first, such as parks with amenities for children, adults, and seniors; then, these can be key amenities that can be connected by bike lanes.
- **Improve public transportation.** Some participants noted that public transportation would be preferable than getting rides from individual trucks (“raiteros”), as many farm workers currently do. A better connected bus system (especially if it could have flexible bus routes to adjust to field workers’ changing work locations) would be a cheaper option for individuals that would also help eliminate traffic congestion.

XI. Modesto Focus Group

Modesto, population 201,165, is located within the Central Valley and Caltrans District 10, and is one of the top farm and agricultural producing areas of the United States. On April 22, 2016, Caltrans and the Tuolumne River Trust facilitated a focus group with 10 participants in the Airport neighborhood at the Neighborhood Community Center, 805 Empire Avenue, Modesto.

Key Findings

1. Lack of walking and biking amenities in the built environment, such as broken or incomplete sidewalks and a dearth of bike lanes, discourage residents from biking and walking to destinations.
2. Infrequent and geographically limited bus services hinder other modes of non-car mobility.
3. Ongoing education and safety awareness for drivers would help foster a safer pedestrian and cyclist environment.

Walking and Bicycling

- **Address impact of unleashed dogs on walking and bicycling.** In the Airport Neighborhood in Modesto, a substantial problem reported is the issue of unleashed dogs. Some are reportedly owned by residents, but participants also reported that many are abandoned purposefully in their neighborhood. Some of these dogs are aggressive and have attacked people while walking or bicycling. The staff capacity of animal control is reportedly limited and consequently small packs of dogs roam the streets at will.
- **Improve personal security and safety.** Participants stressed that personal safety concerns are substantial reasons for not walking and bicycling in their neighborhood. Women in particular reported feeling fear and panic when encountering groups of purported gang members or people that participants reported as verbally aggressive. Especially at night, participants reported unease about walking anywhere particularly alone or with children.
- **Improve pedestrian infrastructure and the built environment.** In the Airport neighborhood there are sidewalks that are incomplete or broken, trees and bushes that impede access, poor lighting in areas of the neighborhood, cars parked on sidewalks, and other conditions of the built environment that limit walkability and pedestrian access.
- **Install bicycling infrastructure.** Participants explained that their neighborhood lacks bicycle lanes and other related facilities. Some reported they do ride bicycles as outings with children in the nearby park trails, however, some said they don't allow their children on neighborhood streets because they consider it dangerous. A few participants also reported they have never had the opportunity to learn and don't know how to ride bicycles, but would like to learn.

Public Transportation

- **Expand transit service frequency and safety.** Participants explained that bus service in the area is too infrequent to be useful. Some of the routes are not direct or don't serve the locations desired. In addition, it is reported as costly for people with limited incomes. Safety concerns also limit the use of buses as robberies and drug use was reported. Participants also stressed that not having bus shelters in place limits to protect from heavy sun and heat of the central valley impacts their comfort as pedestrians and willingness to use the bus system.

Top Priority Improvements

- **Educate on safe driving.** Participants voiced concerns about disrespectful driving behavior often imported from their native countries. They stressed that ongoing education and safety awareness for drivers would help improve the environment for pedestrians and bicycles.

XII. Logan Heights Focus Group

Logan Heights is a neighborhood in the Southeastern Community of the City of San Diego and Caltrans District 12. One of the original urban neighborhoods of the City, it is situated just to the east of Downtown San Diego and between the Interstate 5, State Route 94, and State Route 15 freeways. Also one of the most diverse communities in the region, the population is significantly Hispanic/Latino, and includes lower-than-average socio-economic levels. On April 6, 2016, Caltrans and the Environmental Health Coalition conducted a focus group in the Community Room at the Police Substation located at 2501 Imperial Ave., San Diego. Approximately 20 community members participated. The focus group was conducted in Spanish and English languages with dual-facilitators.

Key Findings

1. Personal security and safety are severely lacking in the community, including on major corridors and at freeway intersections/underpasses, which deter residents from walking and bicycling more frequently.
2. Great opportunity exists to build upon the existing street grid to create complete networks of bikeways and walkways that will encourage more active transportation.
3. A renewed focus on equitable investment in the community is critical to improving safety and promoting multi-modal travel.

Usual Modes of Transportation

- Most participants use their car as their primary mode of travel.
- As a secondary mode, participants use a combination of alternatives including bus, San Diego Trolley (light rail), or walking.
- Only two participants indicated bicycling as a secondary mode.

Walking and Biking

- **Address personal security and safety.** Connecting to communities and destinations on opposite sides of the surrounding freeways is of great concern to many participants. Freeway ramp areas and underpasses usually have homeless, trash, dark conditions, and/or human waste, all contributing to unsafe conditions, whether real or perceived.
- **Improve pedestrian safety.** As many participants prefer to walk if possible, poorly maintained or lacking pedestrian infrastructure is a major deterrent. Many participants feel that some streets are unsafe to walk due to a range of poor conditions.
- **Improve pedestrian crossings.** Crossing streets and freeway ramps are difficult in the community due to lack of crossing infrastructure, or designs that facilitate fast moving vehicles.
- **Address transit experience.** Many participants use the San Diego Trolley or bus lines, but transit stops can be unkempt or lack security. Additionally, transit service and frequency sometimes are inconsistent and a deterrent to more frequent use. Affordability is difficult for some community members.
- **Reduce impacts from freeway congestion.** Freeway onramps can become congested during commute periods, spilling into the community. This can also be unsafe for pedestrian crossings and bicycle travel.

Top Priority Improvements

- **Install or improve lighting.** Better lighting on walkways and crossings will improve security, safety and visibility.
- **Improve or complete sidewalk networks.** The community grid is generally walkable, but completing the sidewalk network by closing gaps and improving old infrastructure would encourage more walking as a primary mode, or to connect to transit.
- **Beautify walkways.** Creating green, attractive walkways will improve the neighborhood, build community pride, and encourage more walking.
- **Expand signage to improve visibility.** Ensure all road users can identify crossings, bicycle facilities, speed limits, and similar roadway aspects through expanded signage in the community to promote safety and improve the visibility of everyone.
- **Slow traffic speeds, and manage congestion.** Improve the flow of traffic for all users through enhanced light controls, expanded or improved crossings, and similar features.
- **Expand enforcement efforts.** Focus on distracted driving and similar, unsafe behaviors that increase collisions risks, particularly around school zones.
- **Provide dedicated bicycle infrastructure.** Create new, dedicated bikeway corridors that connect destinations, including parking.
- **Pursue funding sources for improvements through an equity-focus.** The Southeast communities have long suffered from disproportionate attention and funding for infrastructure. As the community begins to densify with infill development, it is critical that public funding sources be increased to attend to the resulting impacts and the opportunities for expanded active transportation.

XIII. Santa Ana Focus Group

Santa Ana is a city with a population of over 300,000 in Caltrans District 12, and is the second most populous city in Orange County after Anaheim. Caltrans and Santa Ana Active Streets conducted a focus group at Latino Health Access at 450 W 4th St #130 in Santa Ana with four participants.

Key Findings

1. The “drive-through” nature of cars passing through Santa Ana promotes speeding, and makes it less safe for those who would like to walk or bike.
2. Improving road conditions on streets that have less car traffic would allow bicyclists to more comfortably ride on safer streets, instead of choosing streets with greater car traffic.
3. Participants want Caltrans to consider equity as a main metric within the Bike and Pedestrian Plan.

Usual Modes of Transportation

- Three of the four participants said they primarily drive a car but use a bicycle or take the bus for shorter trips.
- One of the participants said they ride their bike 4-5 days per week.
- Two of the four participants said they drive to work because it gives them more flexibility for running after-work errands, or because their work trips don't permit bike trips (locations in different parts of the county).
- Two participants said that bike use depends on the weather; people bike more in the spring and summer.
- One participant said that from her experience with clients that visit the Latino Health Access Center, people in Santa Ana typically use public transportation or walk from a surrounding neighborhood. Biking is also a common mode of transit.

Walking

- **Widen sidewalks.** Sidewalks are not wide enough to accommodate all users, including people with strollers, families and groups of kids.
- **Enhance pedestrian crossing signals.** Pedestrian crossing lights do not allow sufficient crossing time; makes it difficult for pedestrians to cross in time. In addition, a default “walk” signal would be more appropriate as opposed to lights that only signal walkers when the manual push buttons are activated.

Bicycling

- **Reduce bicycle thefts.** Unsecured bike storage is a concern in Santa Ana and participants stated that bike theft is pervasive in Santa Ana; community colleges have higher rate of theft.
- **Improve road safety.** People who bicycle don't feel safe on the road, as the road infrastructure is designed for automobiles most of the time, and not bikes. Participants highlighted that the accident rate on certain streets, including 1st Street, is very high.
- **Educate drivers on the three-foot law.** Drivers do not allow for appropriate space around cyclists, potentially unaware of road laws such as the three-foot rule, and sometimes yell at cyclists.
- **Improve roadway conditions.** Participants who bicycle prefer smaller streets with

less traffic, but note that these smaller streets are often in poor condition.

- **Improve bikeway connections at freeway.** The prominence of freeways is a large barrier to continuous biking. In addition, participants thought the bike trail in Santa Ana is not well designed due to excessive amount of intersections with roadways.

Safety and Connectivity in General

- **Reduce “drive-through” conditions.** Due to the amount of freeways surrounding the city, many drivers speed through the streets and don’t heed to pedestrians or bicyclists.
- **Promote connectivity.** Participants noted that the streets are not designed for pedestrian or cycling connectivity. For example, a participant pointed out that a bike lane often stops just two blocks from destination.
- **Reduce the amount of parking.** There is an oversupply of parking. Parking is not ever fully utilized and creates longer distances for walkers to travel.

Priority Improvements in Regular Travel Areas

- **Improve road conditions.** Participants feel like roads need to be kept in better condition, and should be redesigned as complete streets, not just roadways built for cars. Infrastructure and road design should improve visibility of cyclists.
- **Educate all road users.** Education is a key component for everyone; participants want to instill the idea that roads are for everyone, not just cars. One example participants provided was the painted green bike boxes have been implemented in Downtown Santa Ana. Participants noted that many people don’t know what they are. It may be useful to install an informational sign describing what the new infrastructure is for, at least temporarily
- **Improve public transportation options.** Bus improvements should be prioritized to shorten commute times. Transit providers need to be aware that higher fares reduces current use, and scheduling and routing needs to be improved to increase ridership.
- **Strengthen criteria for project implementation and coordinated outreach.** Caltrans and other transit agencies attempting to affect change should push for criteria to implement projects in areas with higher collision rates or with lower income populations. The focus should be on equity and providing priority projects to communities with the most need.

Appendix A: Focus Group Materials



FOCUS GROUPS: PURPOSE AND OUTCOMES

February-March 2016

Thank you for supporting Caltrans in collecting public input to inform the California State Bicycle and Pedestrian Plan (CSBPP). This informational sheet describes the focus group goals and the purpose.

CSBPP Background and Goals

In following its new mission statement, Caltrans is actively planning for a multimodal transportation network that meets the needs of all users. The CSBPP will be a visionary and comprehensive policy plan to support active modes of transportation and create a framework to increase safe bicycling and walking and implement a multi-modal transportation network.

Caltrans desires to develop a bike and pedestrian plan to establish a framework that will guide the planning and development of non-motorized transportation facilities and maximize the use of future investments. The plan will provide goals that better connect the State's bicycle and pedestrian facilities with the existing network and other modes of transportation, and will help the State attain environmental goals such as reducing greenhouse gas emissions and vehicle miles traveled.

Focus Groups

Overall, the goal of the public outreach, education and engagement effort is to obtain useful and meaningful input from the range of stakeholders and the general public in development of the CSBPP. As one element of a larger outreach process, focus groups will assist in engaging hard-to-reach groups who do not normally attend workshops or interact with project websites for a range of reasons. **Specifically, focus groups will target those who are typically under-represented in planning processes including those who are dependent on alternative modes, and who represent a cross-section of community types.**

Participants will provide input about the challenges and opportunities they experience with active transportation in their communities, which will inform the project's existing conditions analysis, as well as goals and strategies development.

Logistics

Focus groups are to be held in February and March 2016. They will consist of 10-12 participants. Caltrans is partnering with community-based organizations to develop the place, time and date of the focus group. The community-organization will be provided a brief, pre-screening questionnaire that will be used for recruitment, to ensure participants are those who depend on active transportation.



FOCUS GROUP FACILITATION GUIDE

I. Facilitator's Introduction:

My name is _____, and I'm working with Caltrans on developing the new California State Bicycle and Pedestrian Plan. I'm here with (*recorder's name*), who is taking notes on your ideas and comments. Also here is/are (*Caltrans/agency reps*), who are working on the plan and are here to listen to your ideas.

Today, we want to **hear from you** about your experiences with walking and biking in your community. This information will help inform how we create this new type of plan, which will provide better guidance at the state, county and local levels for increasing walking and biking.

While we are **not creating a wish list of projects** for your community today, hearing what types of needs and priorities in a community like yours is very helpful. We are having similar conversations with many other communities across the state, and bringing it all together as part of our early outreach efforts. More community outreach activities will be available, too.

By early 2017, we will have a new statewide policy plan that informs Caltrans and local officials about the **policies and processes** for improving walking and biking facilities across the state.

For our conversation today, keep these points in mind:

- **There are no right or wrong answers—it's not a test!** Whatever each of you thinks, or believes, or has experienced—that's the right answer.
- **Nobody has to agree with anyone else's ideas or opinions.** If we hear 10 different answers to 1 question, that's perfectly fine. At the same time, we won't critique each other.
- **Everyone's input is important.** We want to hear from each of you on all of our questions.
- **We will be conversational and casual,** but try to keep your input to the point. This will help ensure everyone has a chance to speak.
- **Take a break if needed.** Refreshments and the restroom are available to you anytime.

II. Questions

Let's begin with self-introductions by going around the table with the first question:

1. **What is the main way that you get around for work, school and/or daily trips?**
 - a. Do you have to use more than one mode to get to work? (e.g. walk/bike to transit)
 - b. Do you or someone in your household own a car? How often do you have access to it?
 - c. When you can't get around by your main way, what is your second option? How well does it work for you?
2. **Where can you walk to in your neighborhood?**
 - a. What is your experience like?
 - b. If no where, when are you walking and where?
3. **If you don't walk or bike very often or at all, what's the top reason why?**
(Take one at a time.)
 - a. *[After initial answers, if not mentioned:]* **Is safety a reason for you? Why?**
4. **Where would you walk or bike to if you could? Why can't you now?**
 - a. **If you don't already use transit regularly, would you use it more if walking or biking were better options? Why?**
5. **What would it take to get you to walk or bike more often?** (Take one at a time):
 - a. Walking
 - b. Bicycling
6. **Would you walk or ride your bike on or across [local Caltrans facility: State Route, overpass/interchange, or other]? Why?**
7. **What is your top priority for community improvements that would encourage you to walk or bike more, and would make it a better experience?**
8. **Do you have any last thoughts or ideas?**

III. Closing

Thank you very much for your time and thoughts! We will bring your input together with other focus groups in the coming weeks.

Stay in touch with us by visiting the project website to sign-up for automatic email updates, including future community workshops and surveys. And please share with your friends in both English and Spanish languages: cabikepedplan.org