

Date:

January 9, 2012

Location/Venue:

Finley Community Center
2060 West College Avenue, Santa Rosa

Attendance: 150

(Note: not all who attended registered or participated in voting during all workshop segments)

Format: Public Workshops included an opening plenary session featuring remarks from elected officials and a short video on Plan Bay Area. Participants were then asked to rotate between three stations: Transportation Trade-offs, Land-Use/Quality of Complete Communities, and Open Comments.

Transportation Tradeoffs Priorities Results

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	D. Maintain highways and local roads, including fixing potholes
2	J. Other
3	B. Expand bicycle and pedestrian routes
3	C. Extend commuter rail lines, such as BART or Caltrain
4	H. Increase public transit service for low-income residents who do not have access to a car
5	E. Provide more frequent bus service.
5	F. Provide financial incentives to cities to build more multi-unit housing near public transit
6	I. Invest in improving speed and reliability in major bus or light-rail corridors
7	A. Increase the number of freeway lanes for car-poolers and bus riders
7	G. Fund traffic congestion relief projects, such as adding turn lanes on roads, or reconfiguring interchanges and on-ramps near highways

Other/Written Comments (sampling of comments)

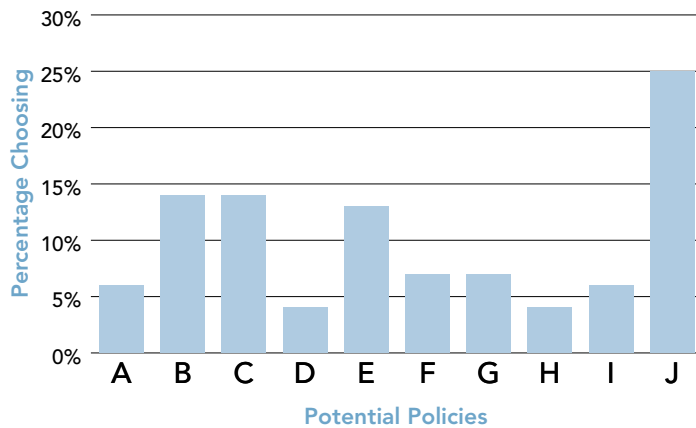
- Money for maintaining Class 1 Bike (off-street) paths.
- Refund tax dollars. Public transportation of any type is a big black money pit – redistribution of wealth on a European model never works.
- Need to continue to maintain roads, bridges, etc. No money to put this plan through.
- Over 6000 patents have been stifled. Many can allow individual autos virtually free completely clean. Release them.
- Fix the roads with money and reimburse taxpayers.
- Improve roads. More timely improvements.
- Repair roads. Do it quickly. Assist businesses to locate near hirable population.



Policies to Reduce Driving And Emissions

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	Policy
1	J. Other
2	B. Complete the Regional Bicycle Network
2	C. Expand the Safe Routes to School/Pedestrian Network
3	E. Expand Electric Vehicle Strategies
4	F. Develop Commuter Benefit Ordinances
4	G. Increase Telecommuting
5	A. Encourage “Smart Driving”
5	I. Set Freeway Speeds at 55 mph
6	D. Increase Vanpool Incentives
6	H. Institute Parking Surcharges



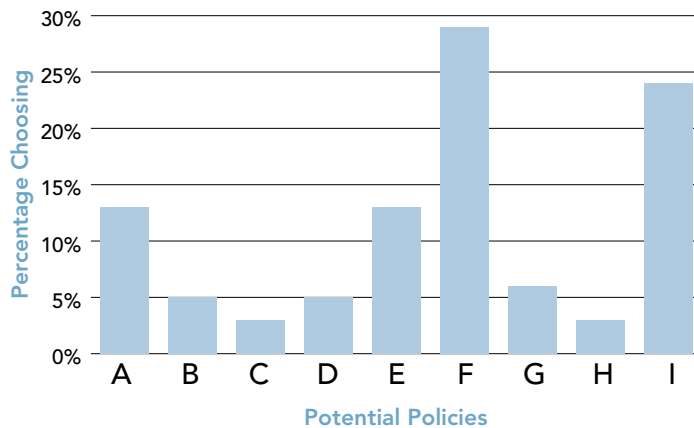
Other/Written Comments (sampling of comments)

- Congestion pricing has proven to be efficient in reducing traffic and emissions in city centers at other locations around the world. Granted, most of these policies received little public support at first, but studies show that public support has grown over time as the benefits become apparent.
- Study \$ return for system cost.
- Decrease metro transportation overhead.
- Rather than trying to reduce total driving, encourage voluntary actions to schedule trips taken to non rush hour times.
- Protect driving rights. Americans love autos. Facilitate keeping them.
- Build double and triple decker freeways.
- Flex commute hours. No diamond lanes.
- Coordinated land-use policies that shorten the distance that people have to travel for work commutes and all other daily errands etc. will have a significant impact on the number of VMTs that our roads see. They will also make any transit/bike/ped improvements that are built that much more beneficial.
- Gas credit.
- Release over 6000 patents stifled by US government. Many facilitate clean, cheap transportation.

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 listed on comment cards.

Rank	Policy
1	F. More frequent and faster transit service
2	I. Other
3	A. Better timed connections
3	E. Fixed price monthly pass valid on all trains, buses and ferries.
4	G. Better on-time performance
5	B. More real-time information
5	D. Standard fare policies across the region
6	C. Cleaner/new vehicles and cleaner stations
6	H. More customer amenities such as WiFi on buses and trains



Other/Written Comments (sampling of comments)

- Less local, state, federal interference.
- Investigate new gas technologies.
- No changes and no interference with city management.
- It does not appear equitable or fair to vote to force others to use transportation choices that I would not use.
- Facilitate independent individual travel via private autos.
- Bus or rail from Santa Rosa to San Francisco are interchangeable. What is most important is reducing overall trip time and frequency/convenience.
- In Santa Rosa, transit (bus) needs to provide earlier and later daily rides, daily as well as on weekends, especially Sunday mornings to accommodate church goers.

Land Use/Complete Communities

Complete communities are places where transit, jobs, schools, recreation and stores are located within walking distance and help bring the community together. New development (housing/land use) and transportation investments need to be designed carefully to maximize benefits for residents. Workshop participants discussed the quality of complete communities, whether jobs and housing are converging in the right places in their counties and whether this convergence can support greater access to jobs and housing, particularly for low- and moderate-income populations.

Sampling of Comments

- Build up, not out, but with generous setbacks to provide open space.
- Need to support businesses in order to create local jobs that are not isolated from housing; significant financial incentives will be required.
- The impacts of high-density living on community health need to be considered - how is improved community health measured?
- Better schools are needed.
- Transit-oriented development is moving in the right direction - must dramatically increase the pace of TOD and smart growth.
- Please consider how to connect rural and high priority development.
- Would like ABAG and MTC to help Roseland in Santa Rosa become a prototype Priority Development Area.
- Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.