

Marin County – San Rafael

Date:

January 17, 2012

Location/Venue:

Marin Center
10 Avenue of the Flags, San Rafael

Attendance: 151

(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

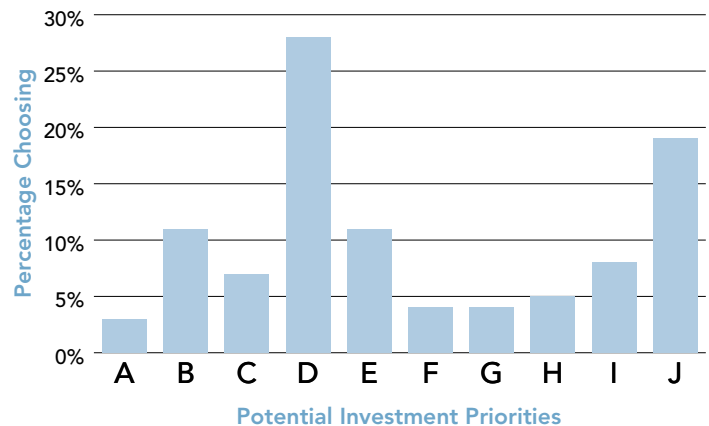
Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank Priority

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

Other/Written Comments (sampling of comments)

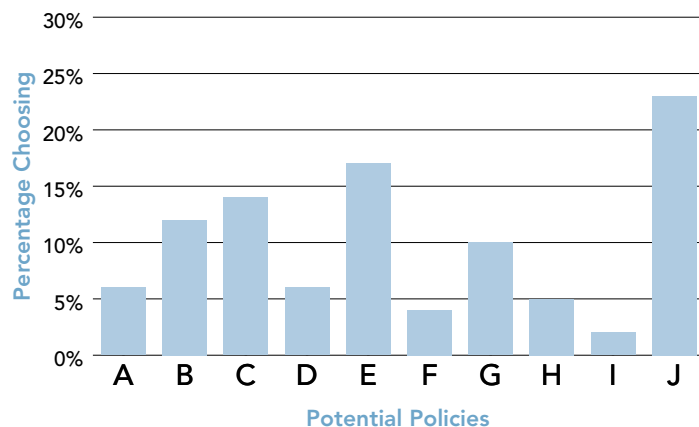
- It is difficult in Marin because of the hills – but transportation needs to be made more accessible to seniors & disabled. What can be done?
- Complete the bicycle access tunnel, Alto to Larkspur Ferry, have the Larkspur connecting bridge from multi-modal only to include a single rail line that backs up and proceeds on schedule for parents with small children and elderly & disabled.
- Bicycle lanes should be marked no parking and then under State law the police can cite all the cars using this as parking so that bike lanes are really bike lanes.
- Carpool incentives and help.
- Purchase electric vehicles for public fleets – install charging stations.
- Let the market decide!!!
- Encourage car manufacturers to better emission standard – and make them affordable – the electric car is not affordable.
- Create incentives to expand and modernize existing large urban (100K+) city capacity for housing and complementary amenities to incentivize inner city living utilizing existing transportation facilities at a minimum cost and minimum impact to the environment.
- Restore carpool lanes for handicapped single drivers.



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



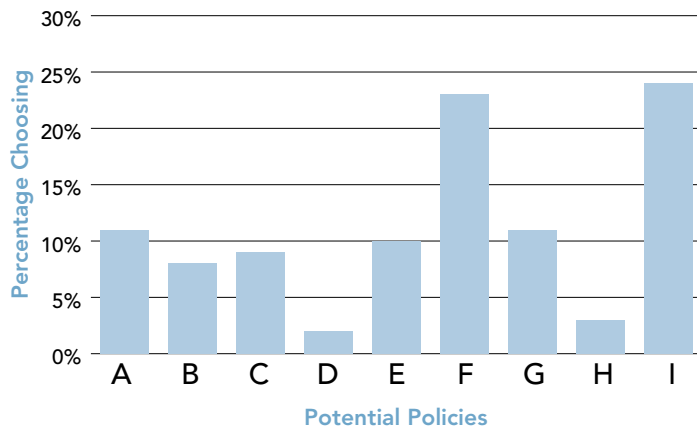
Other/Written Comments (sampling of comments)

- Make electric cars more affordable. Also make car manufacturers increase gas mileage for new cars to 40-50 MPG. 2) Give incentives to businesses who allow people to telecommute from home. 3) Charge bridge tolls on all bridges to allow for more per car. Charge pedestrians & bicyclists 1 or 2 dollars.
- As a cyclist, I think bike lanes are a waste of transportation dollars. Spend \$ on roads (bike friendly)
- Carpool incentives & help
- Create a subsidy program to assist people who purchase electric or battery assisted automobiles and live/work in the Bay Area.
- Let individuals decide when/where/if to reduce driving – no forcing behaviors!
- Transportation improvements – widen 101 – more green tech buses
- Tax gasoline for transit
- Use traffic calming on arterials as well as on neighborhoods streets
- Make local transit more user friendly (Next-Bus, wi-fi) safe and attractive transit hubs
- Ensure adequate operating costs for transit/light rail extensions – allow for reduced fares to ride transit

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



Other/Written Comments (sampling of comments)

- “Casual Carpool” pick-up points that cater to peds & bikes going to various areas.
- Fund electric buses.
- Electric trains.
- Natural gas engines for all moving vehicles (not electric 100%) – subsidies for conversion to natural gas.
- Stop wasting money on SMART and bike paths. Widen 101. Buy Green tech buses (CNG, hybrid, etc.) Invest in flexible infrastructure not tracks.
- I never use any transit system. I like my car and would like to have the freedom to still use it.
- Bus lines that link up to ferry service in Marin to obviate the need for commuting to the ferry station (and the huge parking lots that go along w/ lack of bus service to ferries).
- During commuter hours increase bus times.
- More bus loops – not central hubs (as in San Rafael) which makes connections much more difficult to coordinate.
- Only operate buses that can directly pay for themselves out of fare revenue.

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

- Housing in Marin is high cost, but Marin lacks enough jobs (esp. high-paying jobs, jobs in central locations) and good transit, so workforce lives elsewhere and commutes in single-driver cars. More affordable housing is needed near transportation hubs and services. Need stronger policies to promote low & moderate-cost housing near downtowns.
 - Many foreclosed properties and second/multiple units available - allow these to be source for affordable housing. Create incentives for second units.
 - Public housing should be residential only, no mixed-use.
 - Consider health impacts of high density living (e.g., air quality, noise).
 - Improve health by creating more walkable/bikable communities, not high density
 - Infill on underdeveloped corridors such as Third St/Miracle Mile, Northgate Mall and Montecito in San Rafael
 - Are the right places in Marin being identified as Priority Development Areas? San Rafael needs more housing/jobs than Novato.
 - Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.
-