

Napa County – Napa

Date:

January 19, 2012

Location/Venue:

Napa Elks Lodge
2840 Soscol Avenue, Napa

Attendance: 84

(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

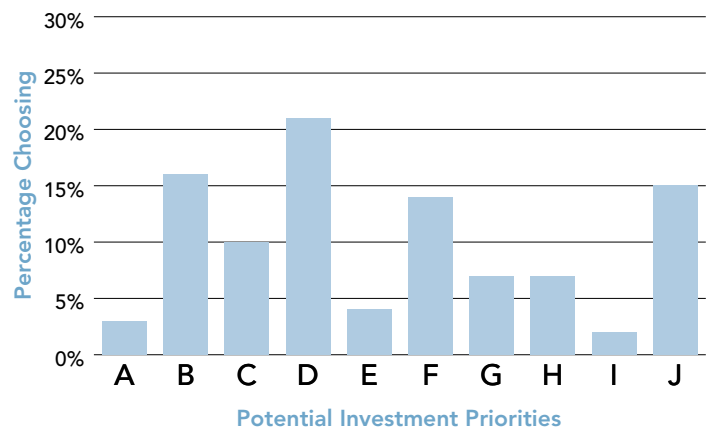
Transportation Investment Priorities

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

Other/Written Comments (sampling of comments)

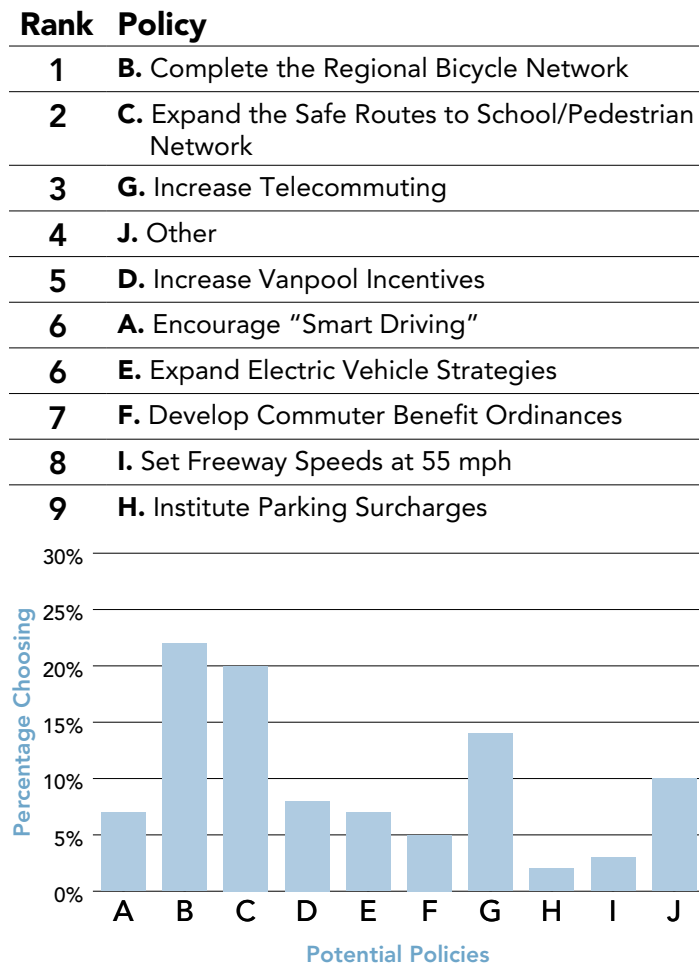
- Develop bicycling as a niche in the urban transportation mix. The bicycle is the most practical means in the distance between easy walking and short-distance driving.
- Electrical vehicle strategies – electricity now comes from coal, very toxic. Construct a nuclear power plant on Mare Island.
- Reduce the need for fossil fueled transportation. Foster an economy that doesn't force moving people and goods great distances
- First and foremost before funds get redistributed – return tax funds to their original intent. Road tax & gas tax = roads and freeways. Bridge tolls = bridge maintenance & repair.
- More bridges and roads. Less gas tax.
- Napa County must not promote mass transit. We must stay rural.
- Move transit from a taxpayer funded operation to a commercially based operation
- Provide more flexibility for cities with bus service
- Communities with local transportation currently in debt, fix the problem with either limited services or more condensed service to not run at a loss! Check your ridership – you can't force people out of their cars.
- Increase price of gasoline!



Napa County – Napa (continued)

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.



Other/Written Comments (sampling of comments)

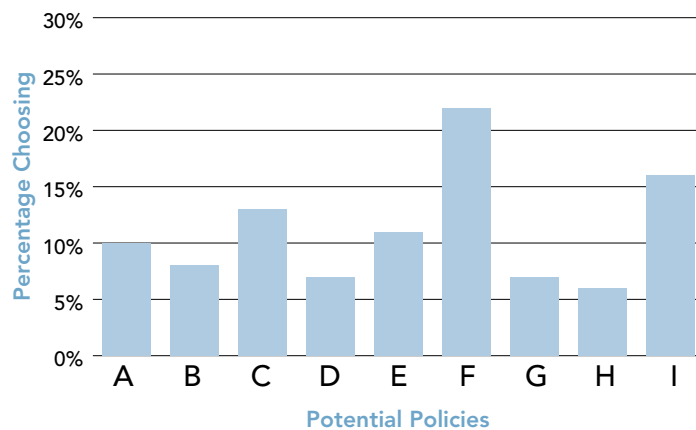
- In Rural Napa County we walk without sidewalks. We are rural people who oppose urban infrastructure.
- Set speeds at rates roads were built to accommodate. Steady speeds provides better fuel mileage. Some cars & trucks get great fuel economy at speeds greater than 70 mph.
- Get rid of commuter lanes, as they are dangerous
- Use developer fees to maintaining the roadways they are impacting and not to put in a slush fund to create more signal lights to stop traffic.
- Make policies that reduce or eliminate the need for driving/transportation. Don't crutch the existing unsustainable private vehicle, long commute, fossil fuel dependent economy.
- Paratransit systems incl. subsidies for low incomes seniors & others
- Van pools failed. We cannot afford this. We are stuck with cars in Napa.
- Tax money should be a ballot issue. Do NOT take current taxes and support other systems not originally intended.

Napa County – Napa (continued)

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	C. Cleaner/new vehicles and cleaner stations
4	E. Fixed-price monthly pass valid on all trains, buses and ferries
5	A. Better timed connections
6	B. More real-time information
7	D. Standard fare policies across the region
8	H. More customer amenities such as WiFi on buses and trains



Other/Written Comments (sampling of comments)

- No mass transit in Rural Napa County – mass transit promotes urban growth – we oppose development of farm lands. No bus/no train! Keep Napa the farm of the Bay Area.
- This fails to address other transit means, i.e. taxi, zip car, individual car utilization, motorcycle.
- Napa County needs equal bike funds to other MTC counties, everybody comes here to ride.
- Put these issues on the ballot.
- Improve the movement of vehicles traffic by eliminating the rail interference of light-rail and general rail transit.
- Expand Clipper card.
- Change bus service so you have more runs during peak hours & less runs in non-peak hours when our buses run empty.
- Public transit that actually sustain itself!
- Remove the subsidies from transit.
- Operate the transit as a commercial venture.

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

- Communities in Napa (e.g., American Canyon) have the location/layout to link jobs and housing, but will need financial support and regulatory flexibility.
 - Still not enough affordable homes in Napa, too many commuters. Need more housing/jobs convergence.
 - Land that is already agricultural/rural should be kept that way - provide incentives, limit rural growth, keep to urban limits.
 - Mixed complete communities with more retail, access to food (fresh produce), more walkability and less stress from driving will increase public health. Better schools equal better education, more public participation, less crime.
 - Downtown Napa is not thriving – more retail elsewhere will hurt downtown. Retail is fine as is. More should live there, encourage pedestrian traffic.
 - Unfunded mandates from RHNA are very onerous for cities.
 - How will the American Canyon PDA provide transit within Napa County? How can higher density fit comfortably within single family unit neighborhoods?
 - Some participants also expressed concerns regarding property rights, preserving the character of their communities and affordability/funding for Plan Bay Area.
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