

2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS

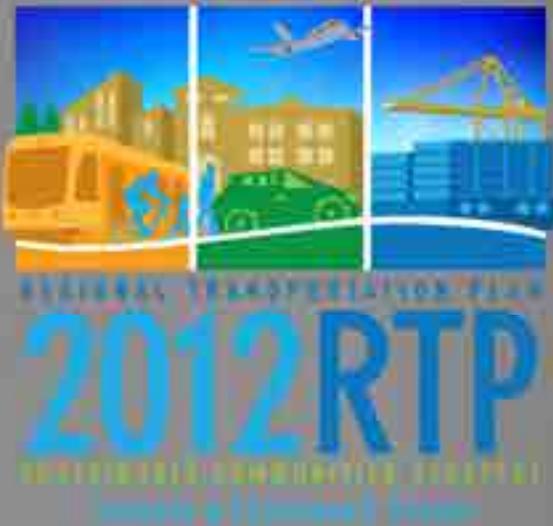
Workshop Agenda

Images courtesy of Metro © 2011 LACMTA

August 10, 2011, 4:30PM-7:30PM
Orange County Transportation Authority (OCTA)
Conference Room 103/104, Orange, CA

- 4:30 PM** **Welcome and Introductions**
Hon. Kris Murray, Councilmember, City of Anaheim
Hon. Michele Martinez, Councilmember, City of Santa Ana
- 4:40 PM** **VIDEO: The 2012 Regional Transportation Plan**
- 4:50 PM** **Introduction to the Day's Agenda**
SCAG Staff
- 5:00 PM** **DRAFT Scenarios for Southern California's Future**
SCAG Staff
- 5:35 PM** **Orange County Subregional Sustainable Communities Strategy**
Hon. Kris Murray, Chair OCCOG/OCTA SCS Committee
- 5:50 PM** **Small Group Breakout Discussion**
- 6:30 PM** **Keypad Polling of Scenario Strategies**
- 7:00 PM** **Next Steps**
SCAG Staff





2012 RTP/SCS PUBLIC OUTREACH WORKSHOP



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Timeline

2012 RTP Development Timeline



Where we've been

2012 RTP Development Timeline



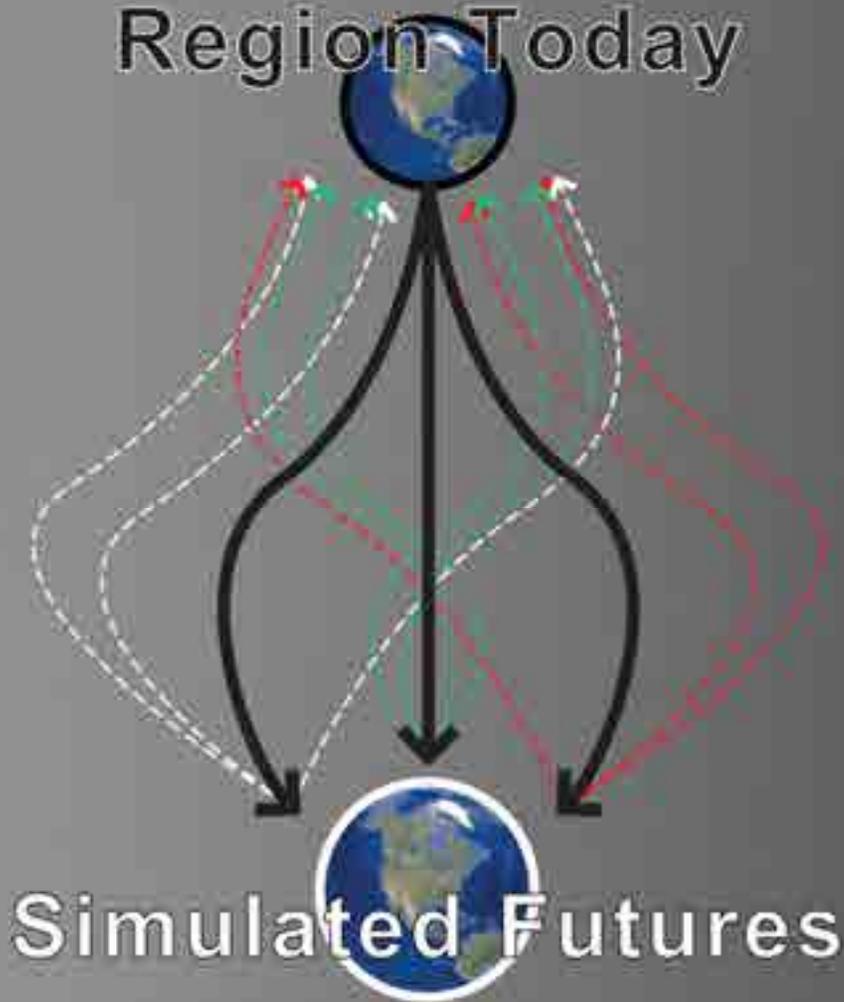
RTP Objectives: what should the plan work to accomplish?

1. What **Mobility / Accessibility** objectives should we strive for?
2. **Environmental, Health** and **Community** objectives?
3. Which **Modes** of Travel?
4. **Fiscal and Economic** objectives?
5. **Safety** outcomes?
6. **Environmental Justice** outcomes?
7. Other objectives?



**Group
Discussion**

Region Today

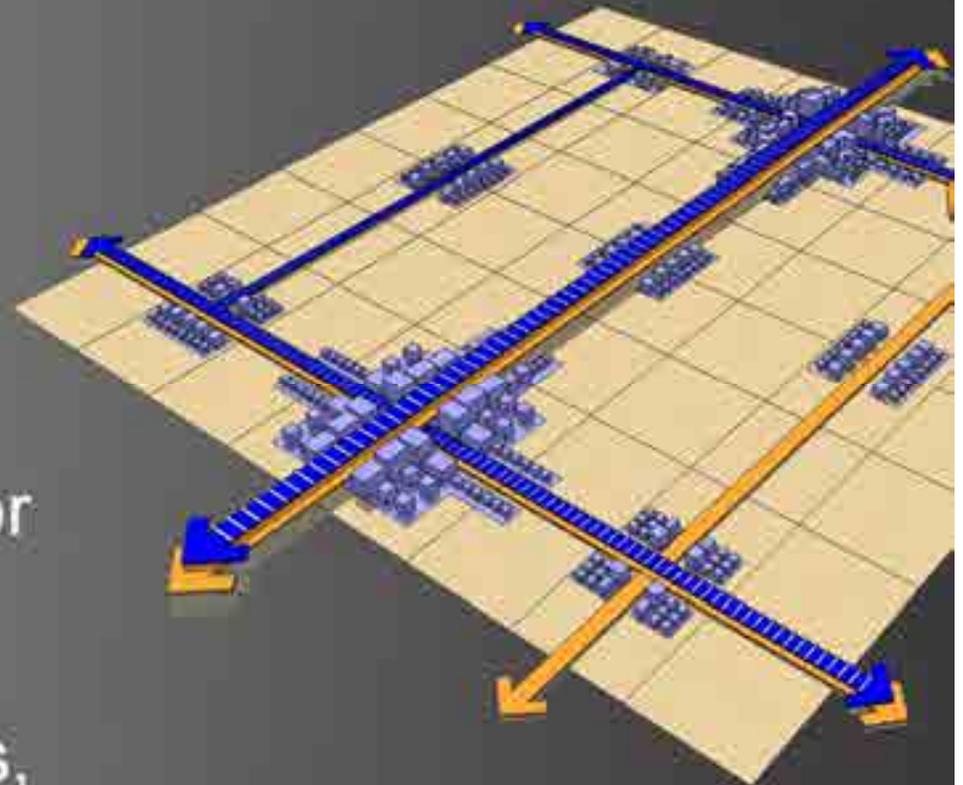


Simulated Futures

Scenarios for Southern California

Scenarios explore transportation and land development questions...

1. Should we grow up or out?
2. What type of homes should we build?
3. Invest more in roads or public transportation?
4. Bedroom communities, job centers, a balance?



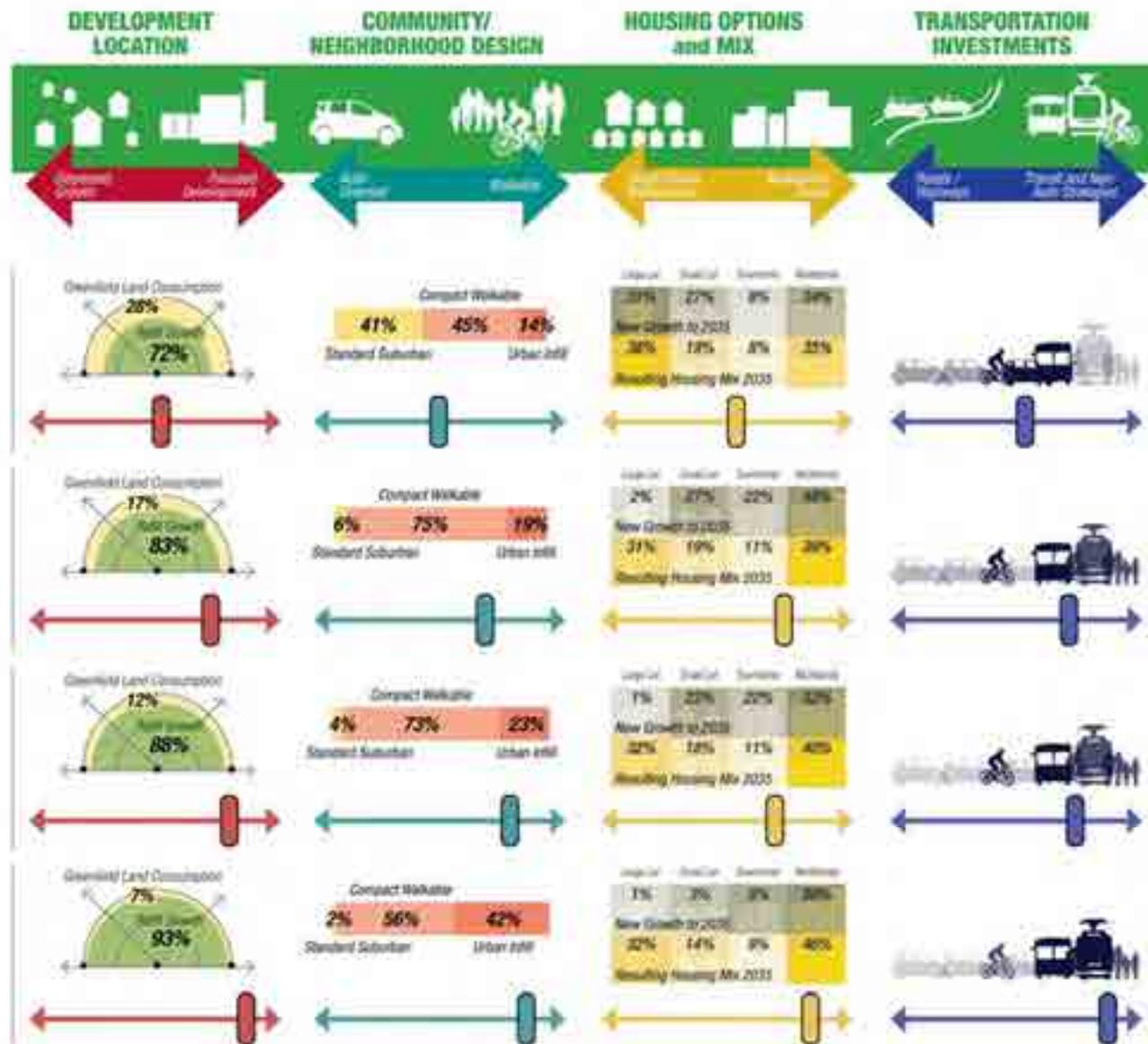
...to understand how different futures might shape our lives, economy, and environment



Today's Activities

1. Overview of the 2012 RTP Process
2. Discuss objectives that you feel the RTP should meet
3. Identify regional issues that matter most to you
4. Provide input on scenarios for addressing growth and transportation

Scenarios Snapshot



1

2

3

4

Greenfield vs. Infill / Reuse

New Development 2008-2035



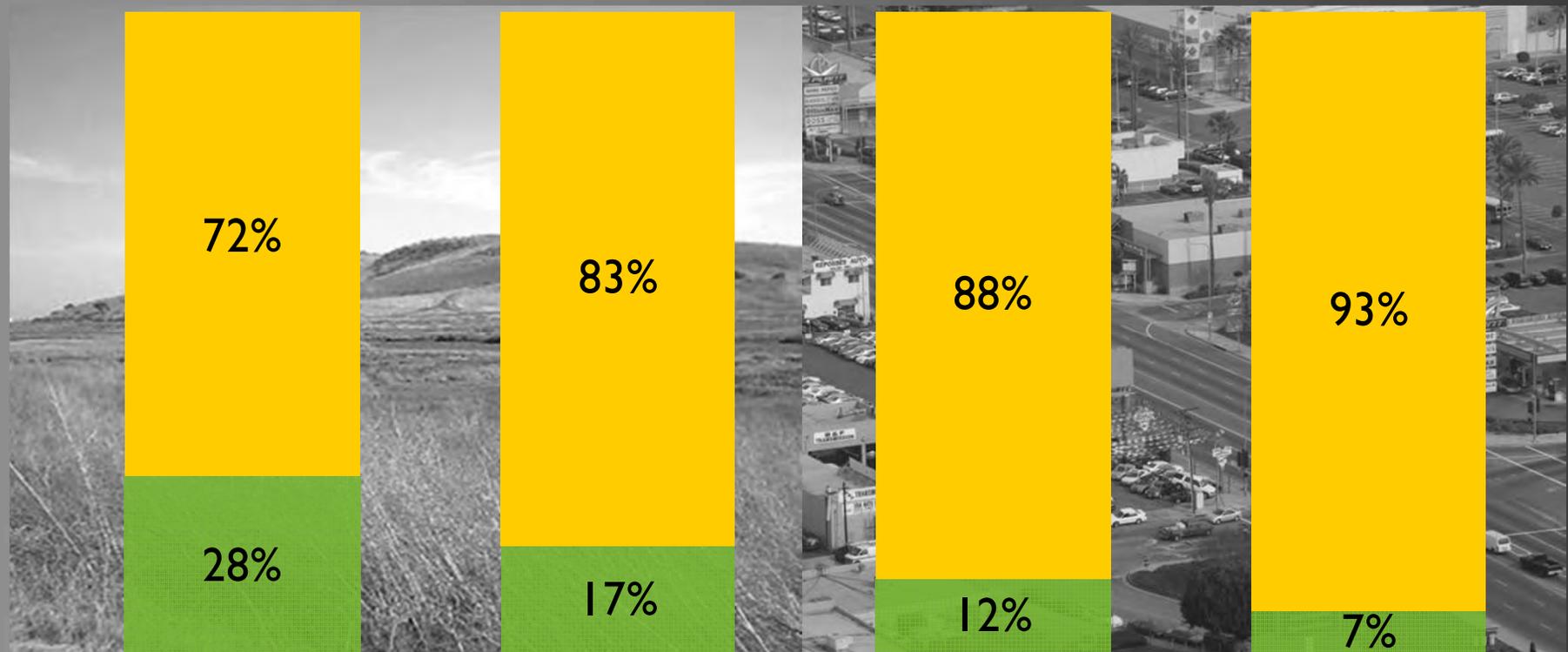
Greenfield vs. Infill / Reuse

New Development 2008-2035



■ Greenfield

■ Reuse



1

2

3

4

Development Proportions

New Growth 2008-2035



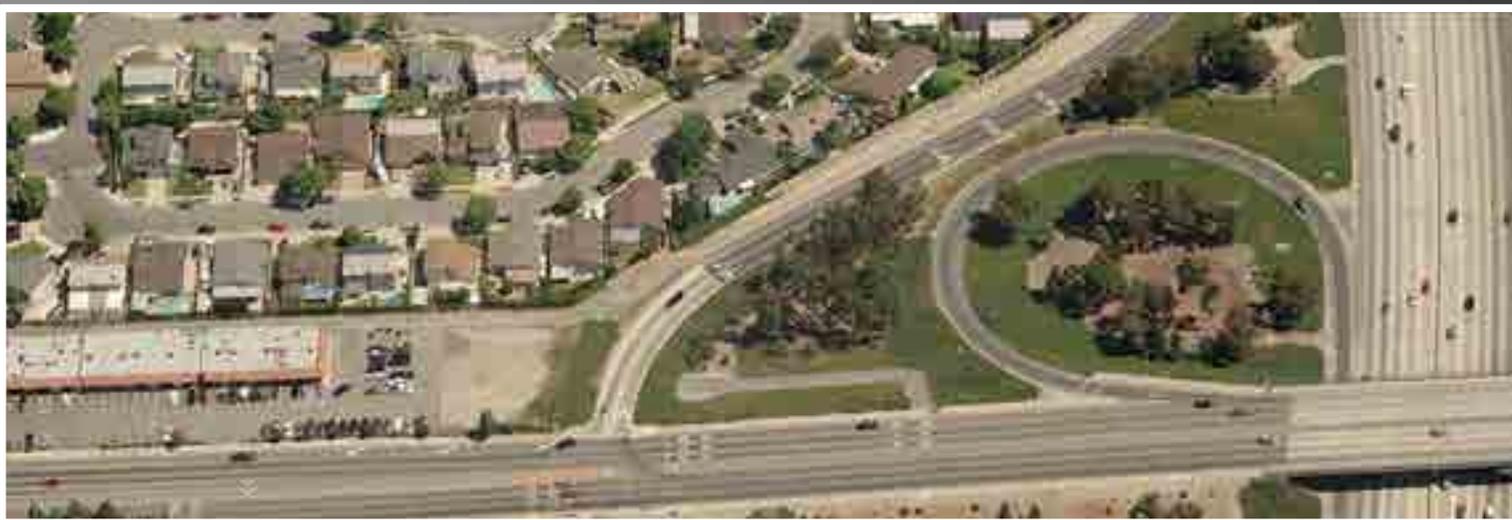
Suburban	Standard	Lower Density Auto-Oriented Suburban	
Walkable	Mixed-Use	Mid-Density Walkable and/or Transit Oriented	
Infill	Urban	Higher-Density Transit-Oriented Infill	

Standard



Standard

Lower Density Auto-Oriented Suburban



Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented



Urban

Higher-Density Transit-Oriented Infill



Source: www.skyscrapercity.com, Orange County, CA.

Standard



San Bernardino



Irvine



Standard

**Lower
Density
Auto-
Oriented
Suburban**

**Mixed Use
Walkable**

**Mid-
Density
Walkable
and/or
Transit
Oriented**

Urban

**Higher-
Density
Transit-
Oriented
Infill**

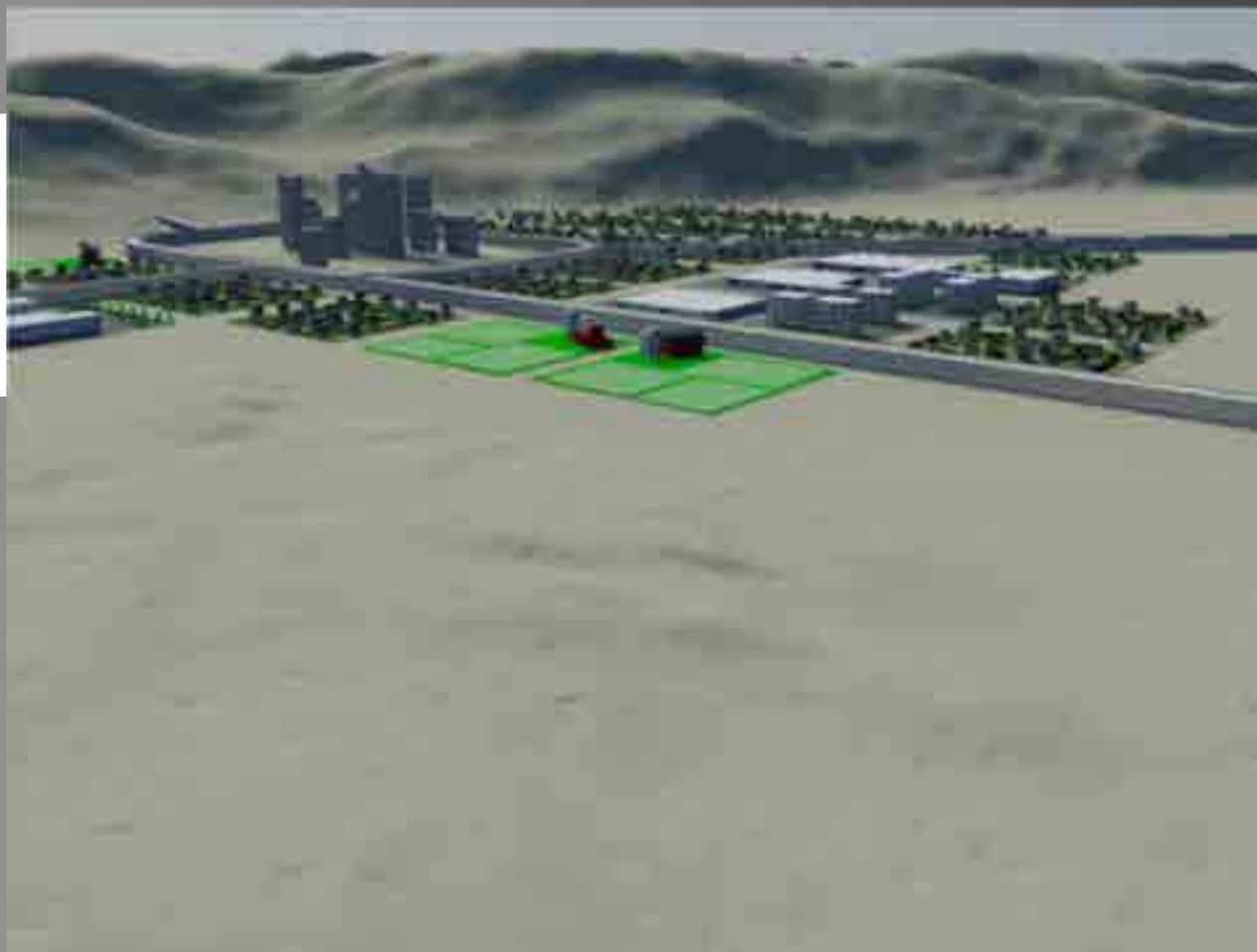


Indio



Ventura County

Standard



Standard

**Lower
Density
Auto-
Oriented
Suburban**

**Mixed Use
Walkable**

**Mid-
Density
Walkable
and/or
Transit
Oriented**

Urban

**Higher-
Density
Transit-
Oriented
Infill**

Mixed-Use Walkable



Standard

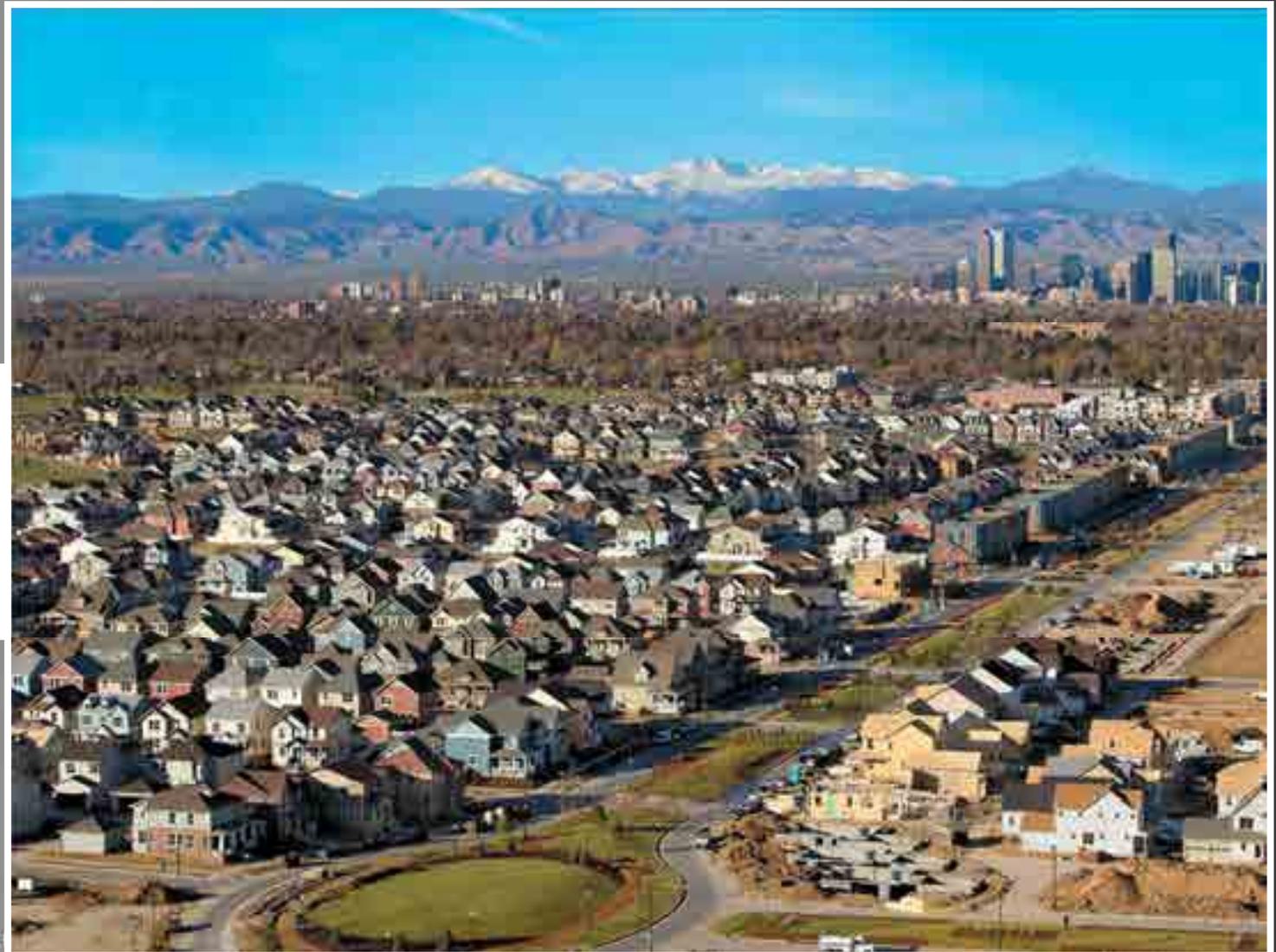
Lower
Density
Auto-
Oriented
Suburban

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented

Urban

Higher-
Density
Transit-
Oriented
Infill



Mixed-Use Walkable



Standard

Lower
Density
Auto-
Oriented
Suburban



Downtown Brea - Brea



Mixed Use Complex - San Clemente

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented



Live Work Lofts - Newport Beach



Depot Walk - Orange Metrolink Station

Urban

Higher-
Density
Transit-
Oriented
Infill

Mixed-Use Walkable

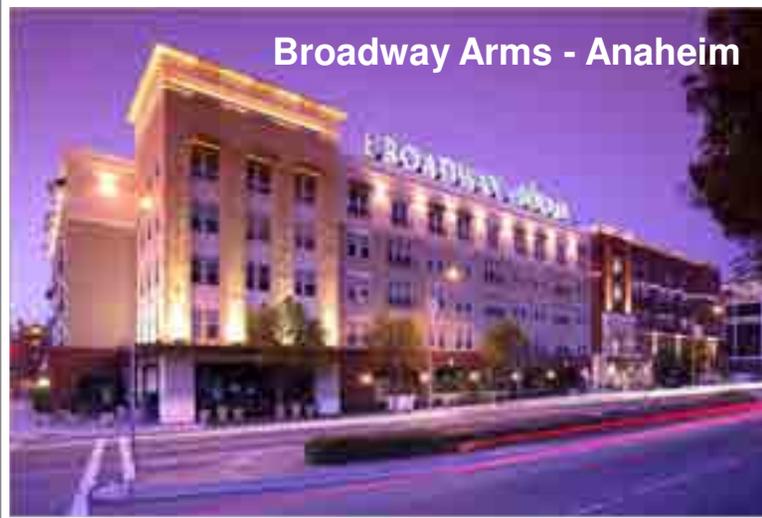


Urban



Standard

Lower
Density
Auto-
Oriented
Suburban



Broadway Arms - Anaheim

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented

Artist's Village –
Santa Ana



Urban

Higher-
Density
Transit-
Oriented
Infill



The Village - Irvine

Urban



Standard

Lower
Density
Auto-
Oriented
Suburban



Before



Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented



Urban

Higher-
Density
Transit-
Oriented
Infill



After

Urban



Standard

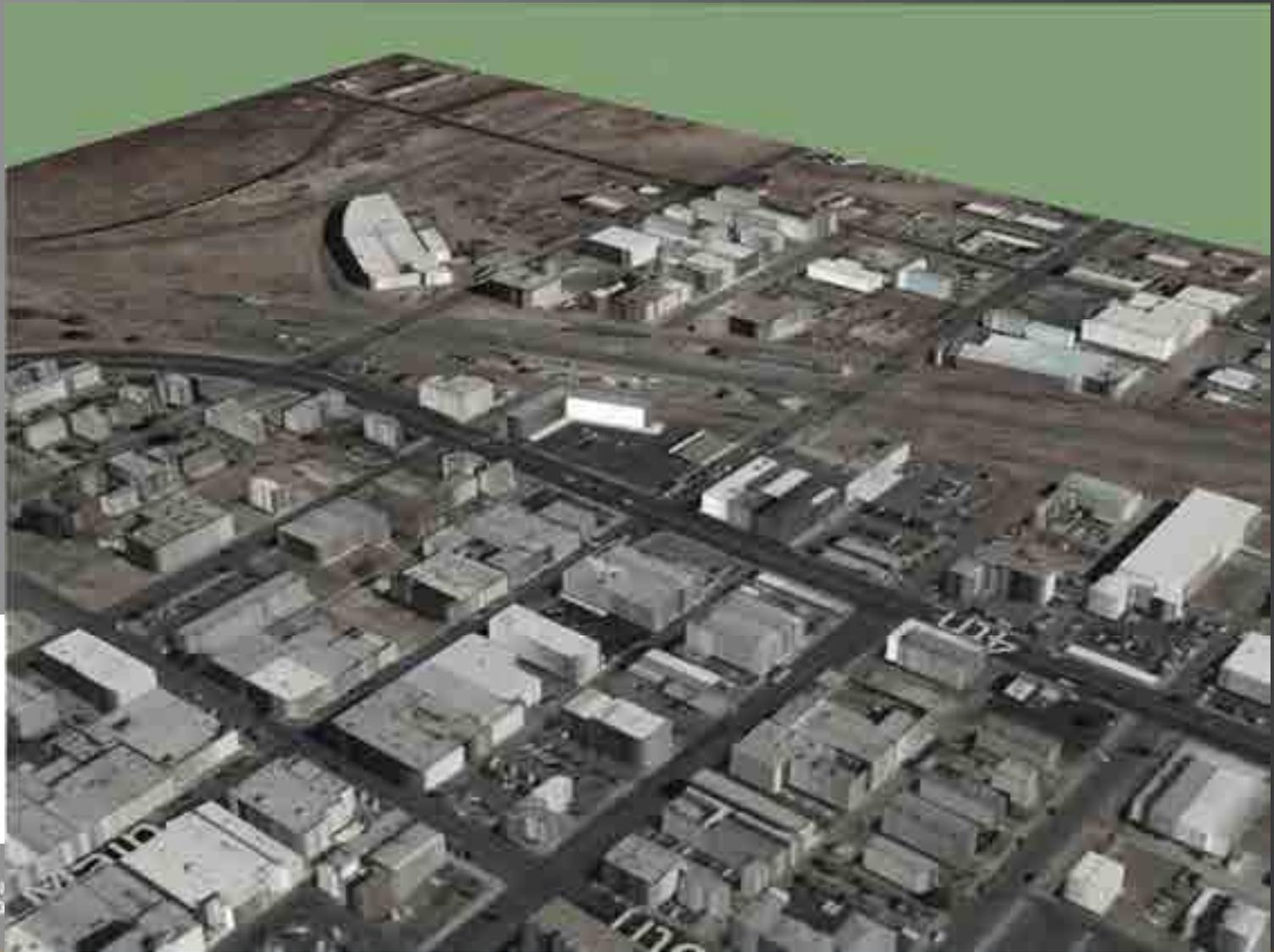
Lower
Density
Auto-
Oriented
Suburban

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented

Urban

Higher-
Density
Transit-
Oriented
Infill

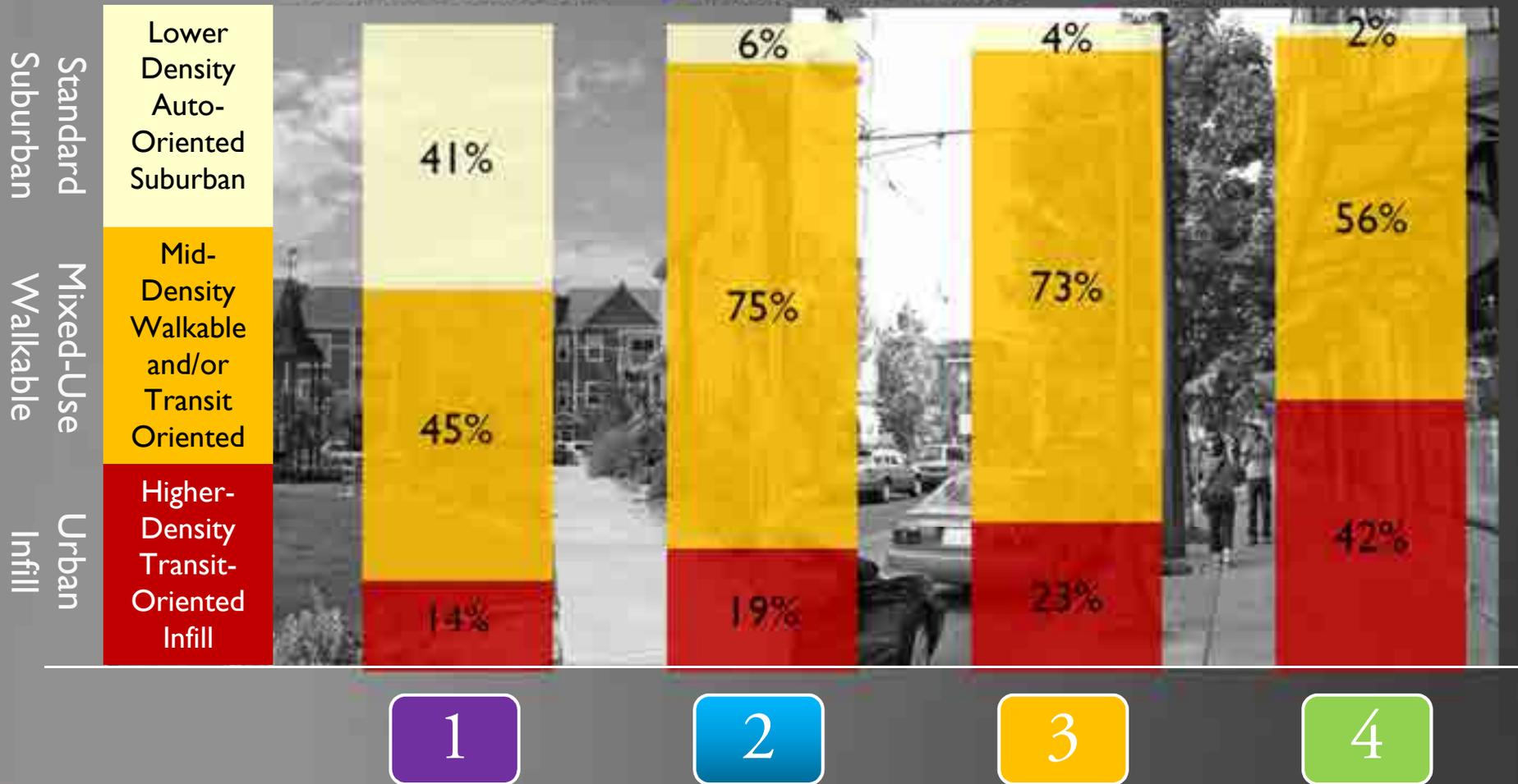


Development Proportions

New Growth 2008-2035



■ Standard Suburban ■ Mixed-Use Walkable ■ Urban Infill



Housing Product Mix

New Housing Units 2008-2035

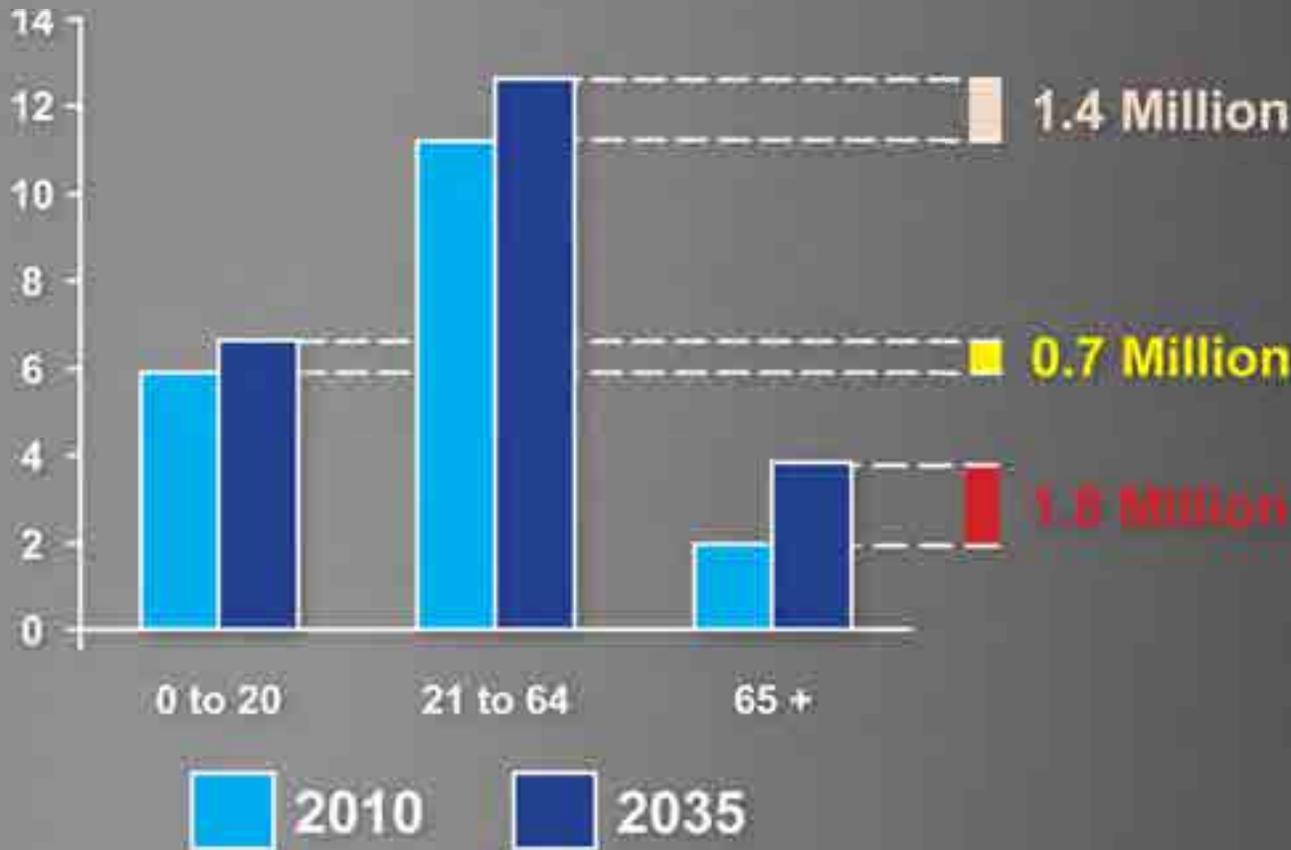


Where is the long-term housing market headed?

Housing Demand Projections for Southern California: 2010 - 2035

Our Aging Population

SCAG Region, 2010 to 2035



Seniors



Over $\frac{1}{2}$
the demand
for new
homes

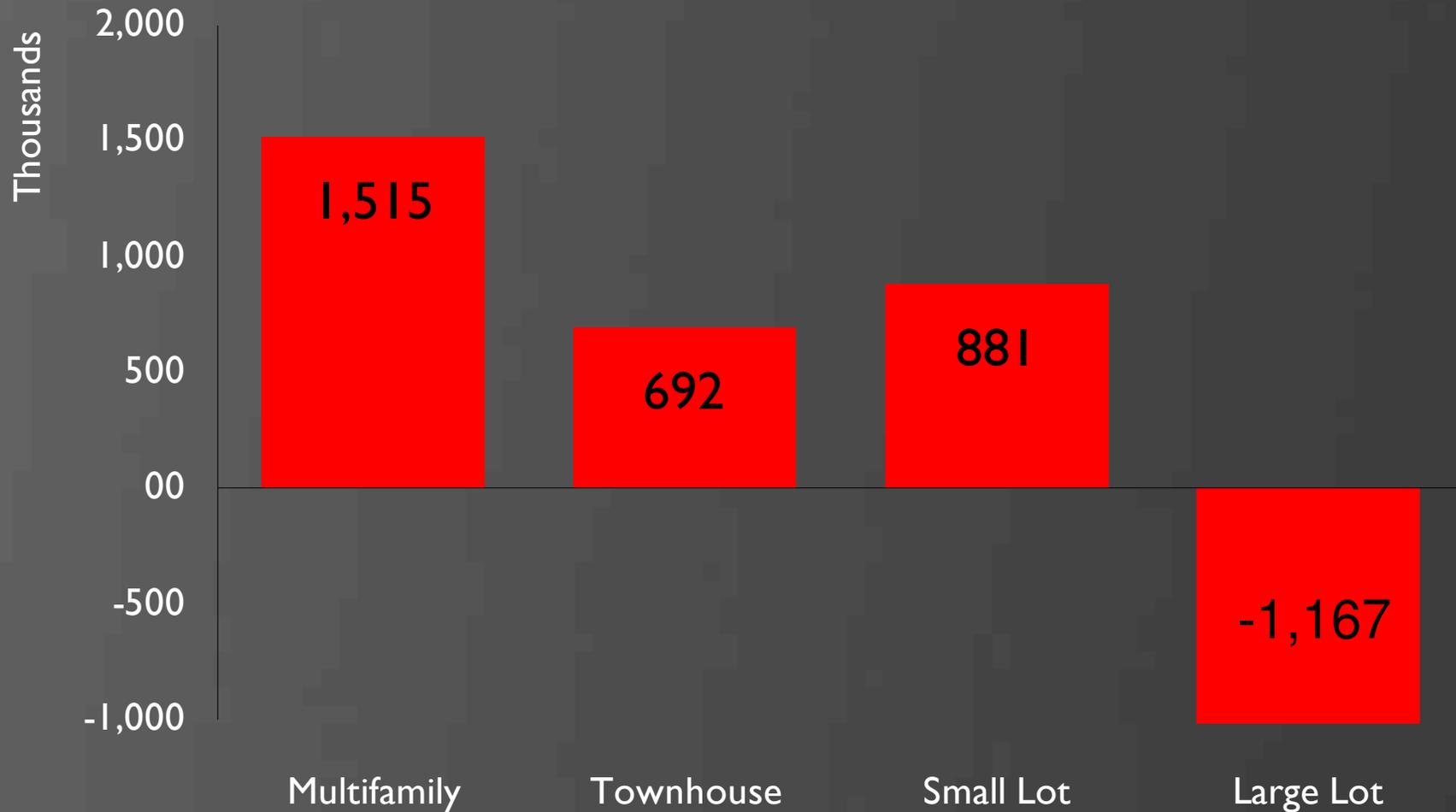
In 2040 **73%** of all
households will be
without children

Note: Percentages do not add to 100% due to rounding

Source: SCAG, Local Input/General Plan Growth Forecast, March 2010

SCAG Housing Demand 2035

■ New Units Needed by 2035

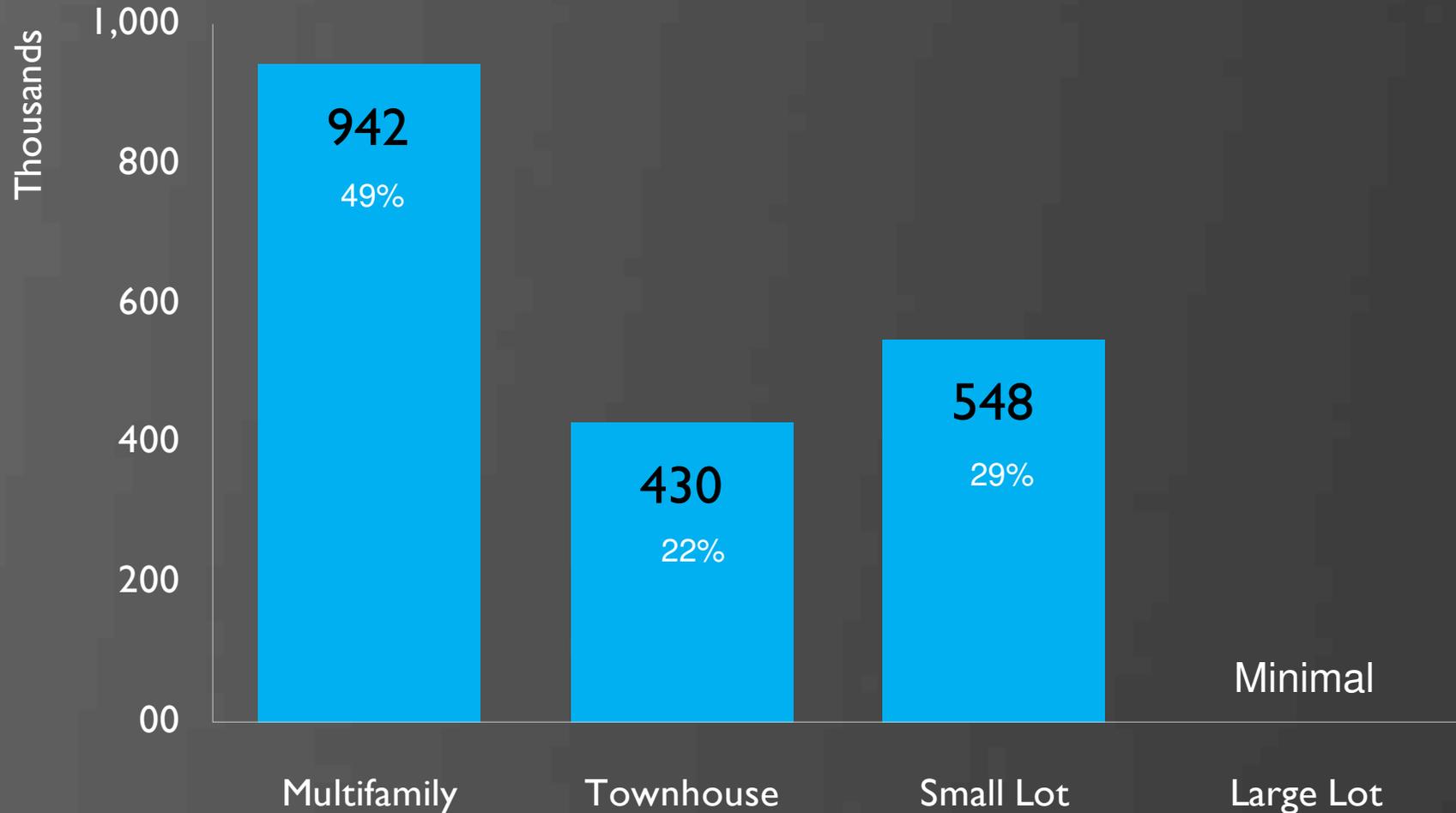


Source: AC Nelson. *The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035*

SCAG Planning **Bottom Line** 2035

■ New Units Needed by 2035

Holding Large Lot Supply Constant



Housing Product Mix

New Housing Units 2008-2035



■ Multifamily
 ■ Townhome
 ■ Small Lot Single Family
 ■ Large Lot



Anticipated Demand

1

2

3

4

Housing Product Mix

All Housing Units in 2035 (Existing + New)



■ Multifamily
 ■ Townhome
 ■ Small Lot Single Family
 ■ Large Lot



Existing
(2008)

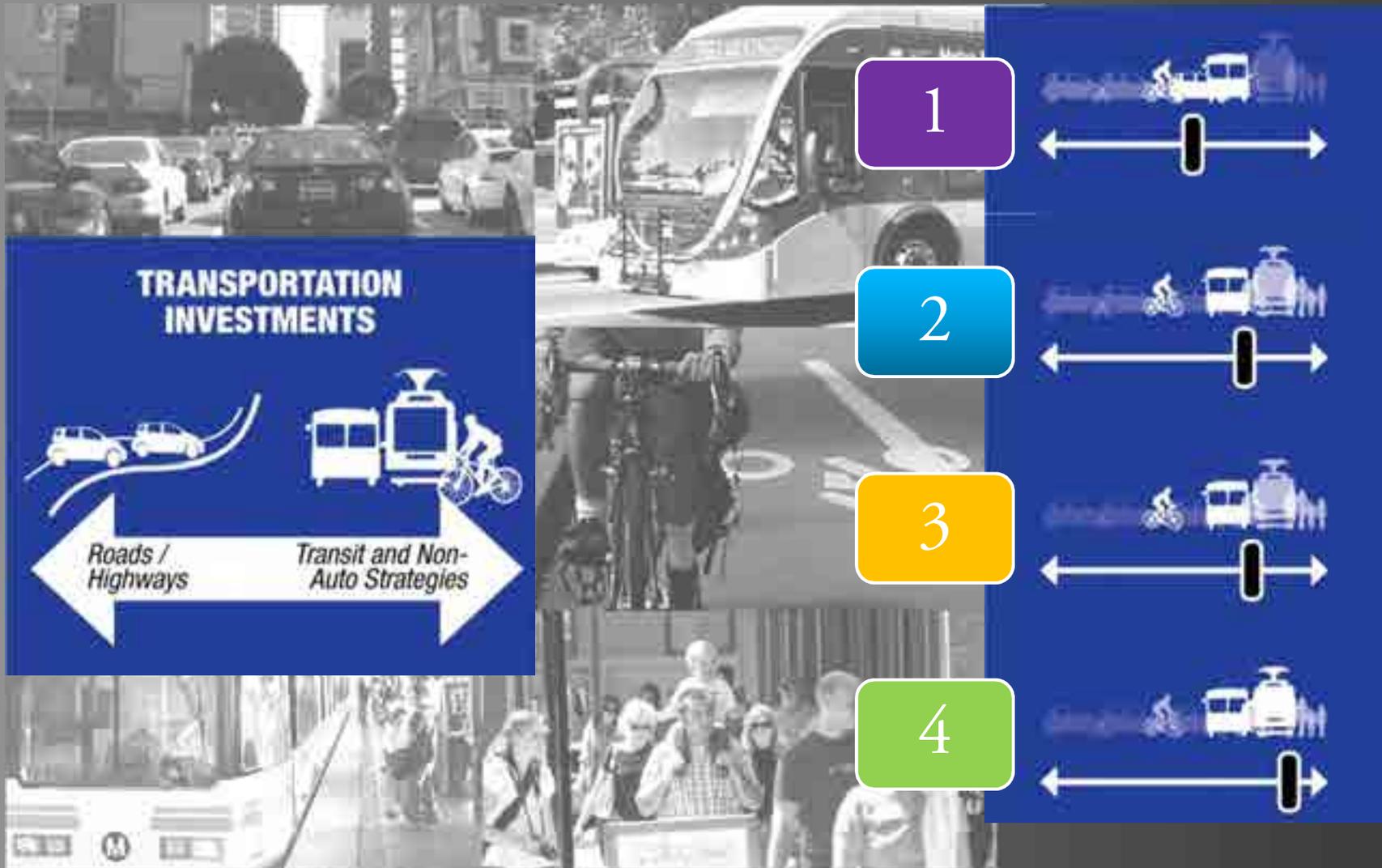
1

2

3

4

Transportation Investments



Types of Transportation Investments



1. **Bus Rapid Transit**
2. **Light and Heavy Rail**
3. **High Speed Rail**
4. **Highway Expansion:**
 1. Lanes
 2. Carpool / Hot Lanes
 3. Interchange Improvements
5. **Local Arterial Improvements**
6. **Transportation System Preservation**
7. **Truck Ways**
8. **Freight Rail Improvements**
9. **Operation and Maintenance:**
 - Highway and Arterials
 - Transit
10. **Bike and Pedestrian Facilities**
11. **Transportation Demand Management Investments**
12. **Transportation System Management Investments**

Types of Transportation Investments

Build 2035 Fixed-Guideway Transit Network (2008 RTP)



20%

Regional transit ridership growth since 2000



Images courtesy of Metro © 2012 LACMTA

Types of Transportation Investments

Existing Rapid and Express Bus Network (2008)



Buses still carry the majority of transit trips

86%

and boardings continue to grow

We need to continue investing in these strategies



Image courtesy of Metro © 2012
LACMTA

Types of Transportation Investments

Existing Bikeways



43%

of our population has access to a bikeway

(access defined as 1/2 mile from a bikeway)

We need to expand our bike network to improve accessibility

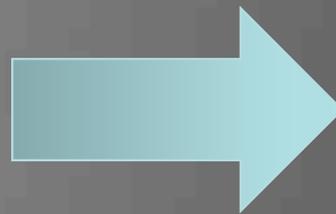


Types of Transportation Investments

Transportation Demand Management (TDM)



1%
reduction in vehicle
miles traveled



54 million
fewer gallons of
gasoline each year



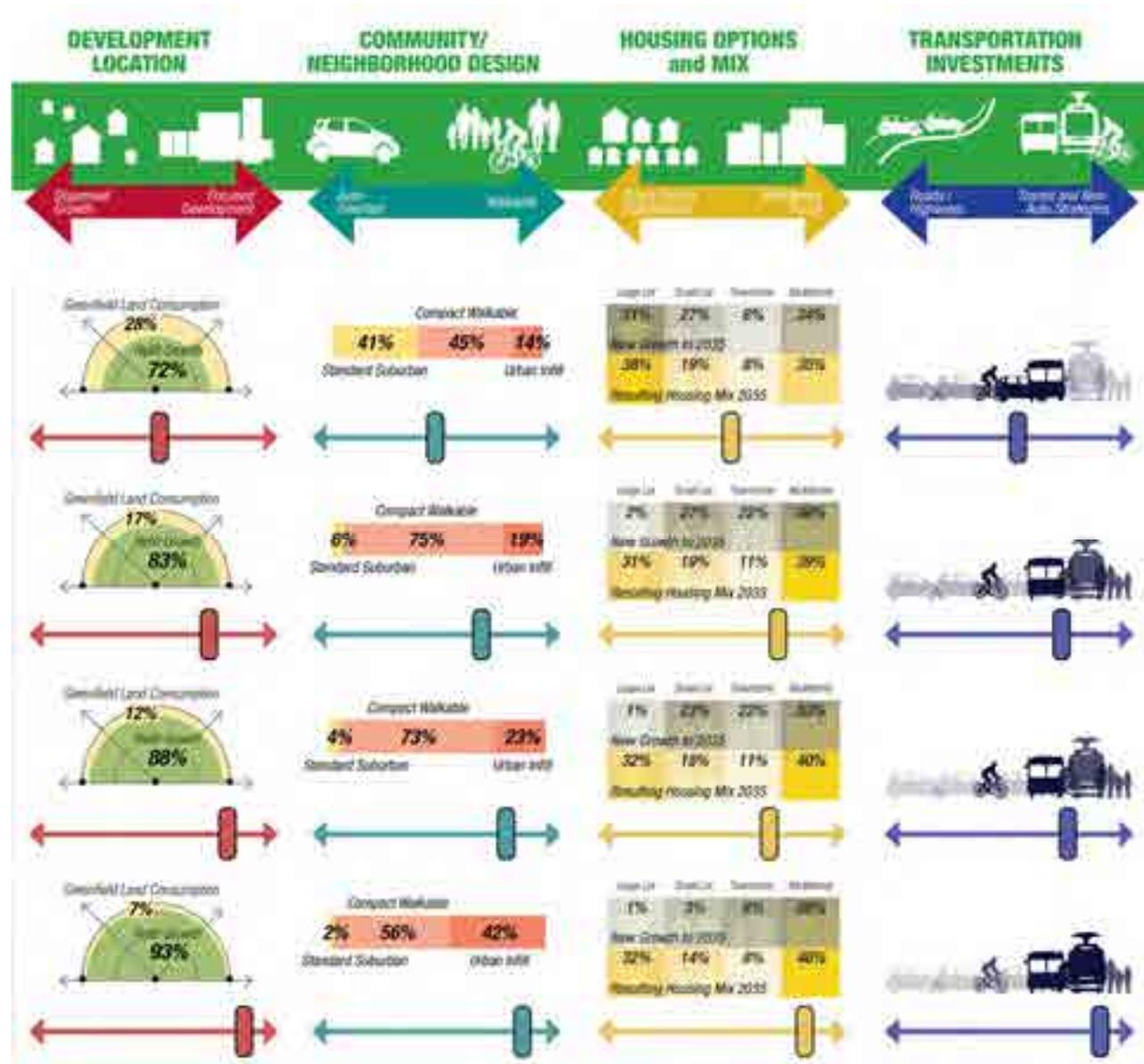
Scenarios Snapshot

1

2

3

4





How The Scenarios Compare

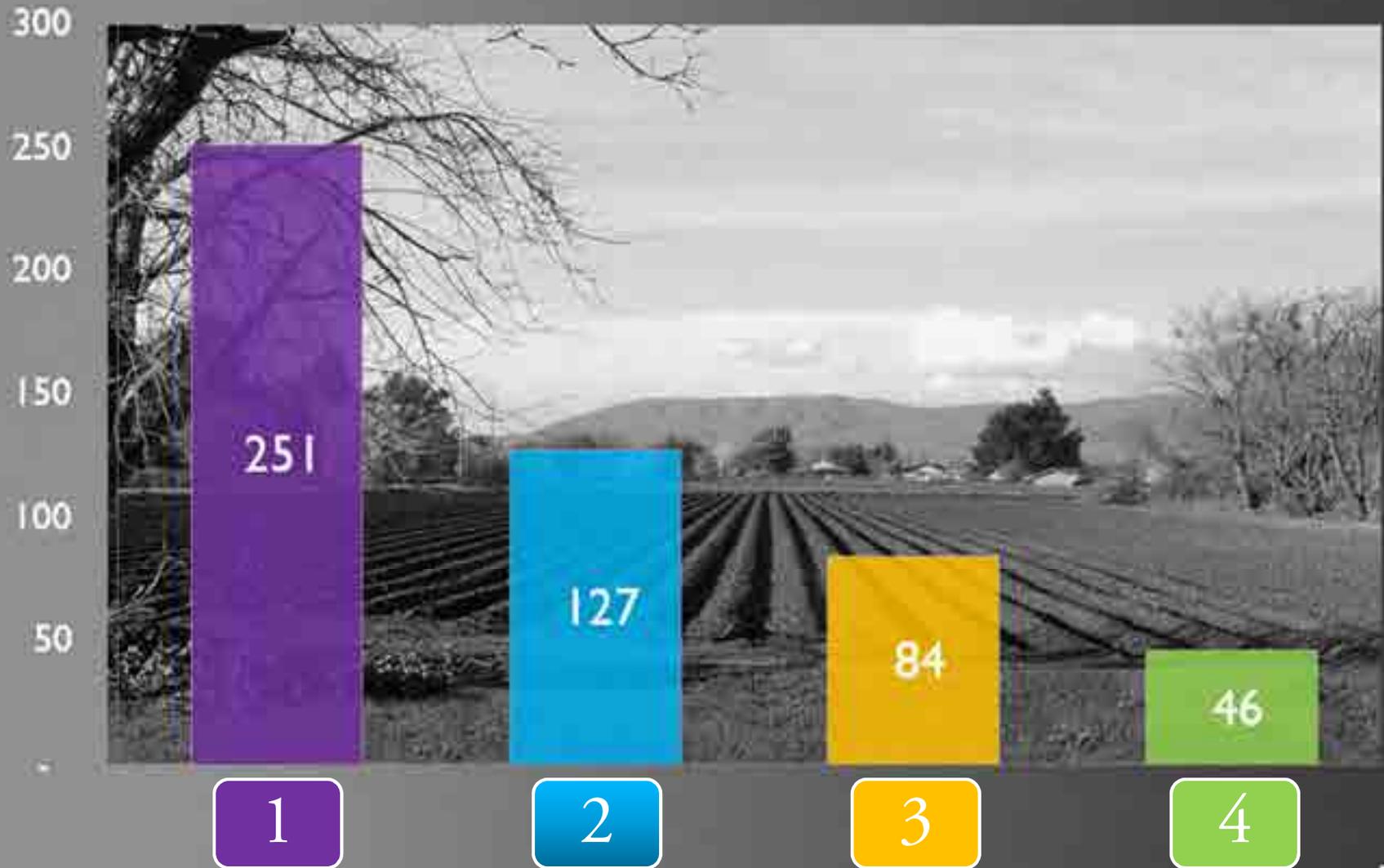
Land Consumed

Square Miles



Land Consumed

Square Miles



Local Infrastructure Costs

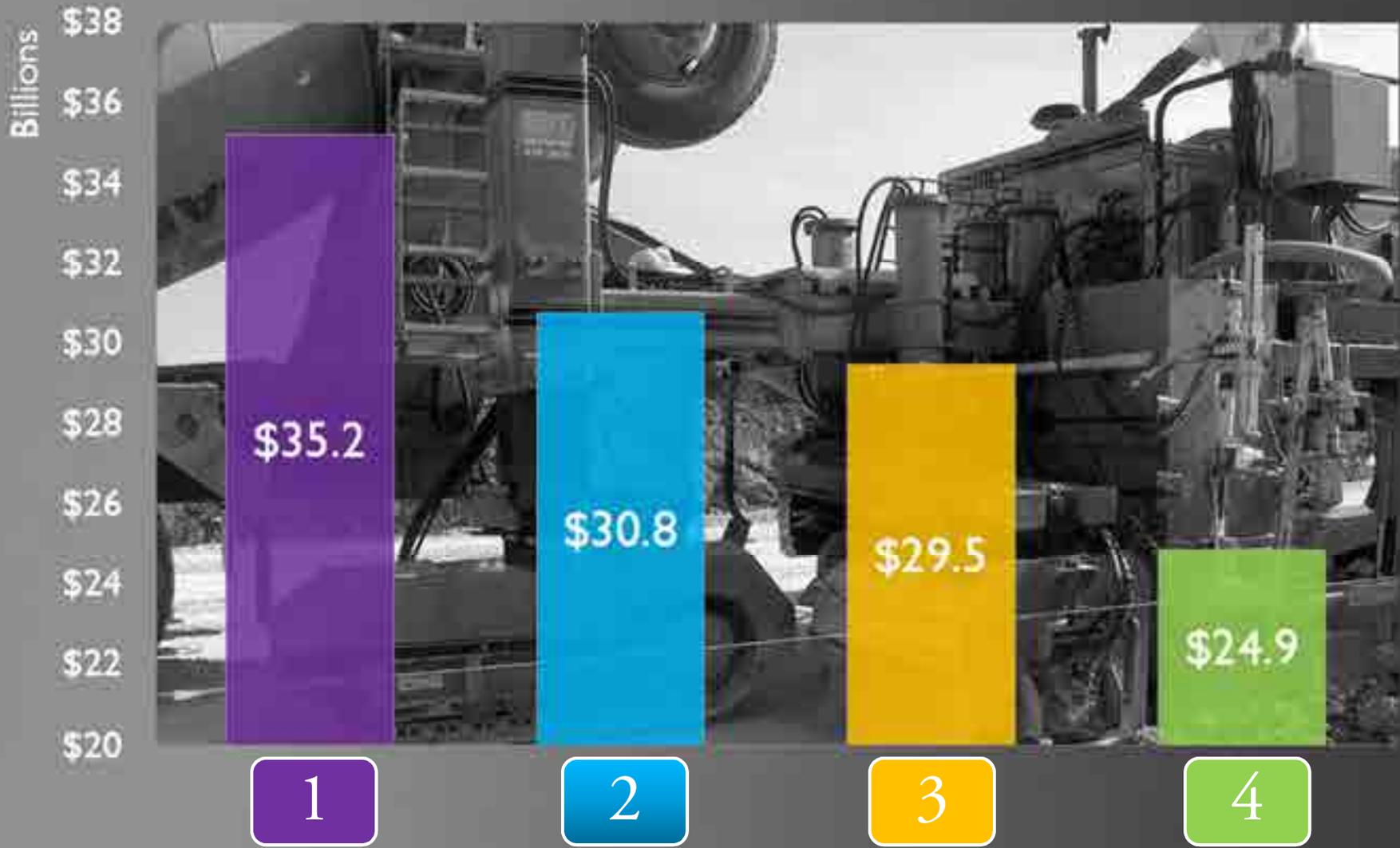
Capital & Operations & Maintenance Costs for New Growth, 2008-2035



Includes capital costs and general fund O&M expenditures for local roads, wastewater and sanitary sewer, water supply, and parks & recreation

Local Infrastructure Costs

Capital & Operations & Maintenance Costs for New Growth, 2008-2035



Includes capital costs and general fund O&M expenditures for local roads, wastewater and sanitary sewer, water supply, and parks & recreation

Vehicle Miles Traveled

Annual per household, 2035



Vehicle Miles Traveled

Annual per household, 2035



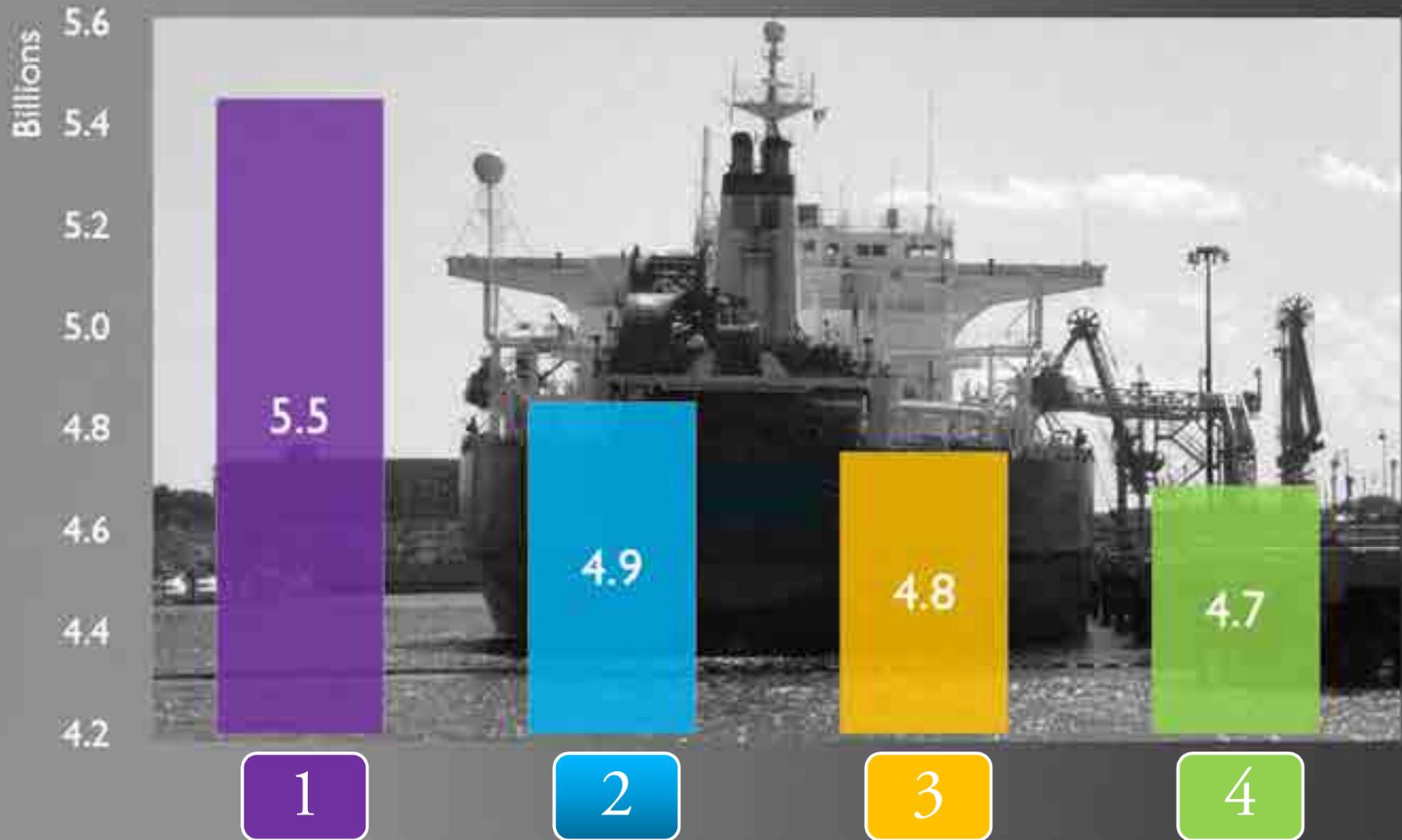
Fuel Consumption

Billions of Gallons, 2035



Fuel Consumption

Billions of Gallons, Annual, 2035



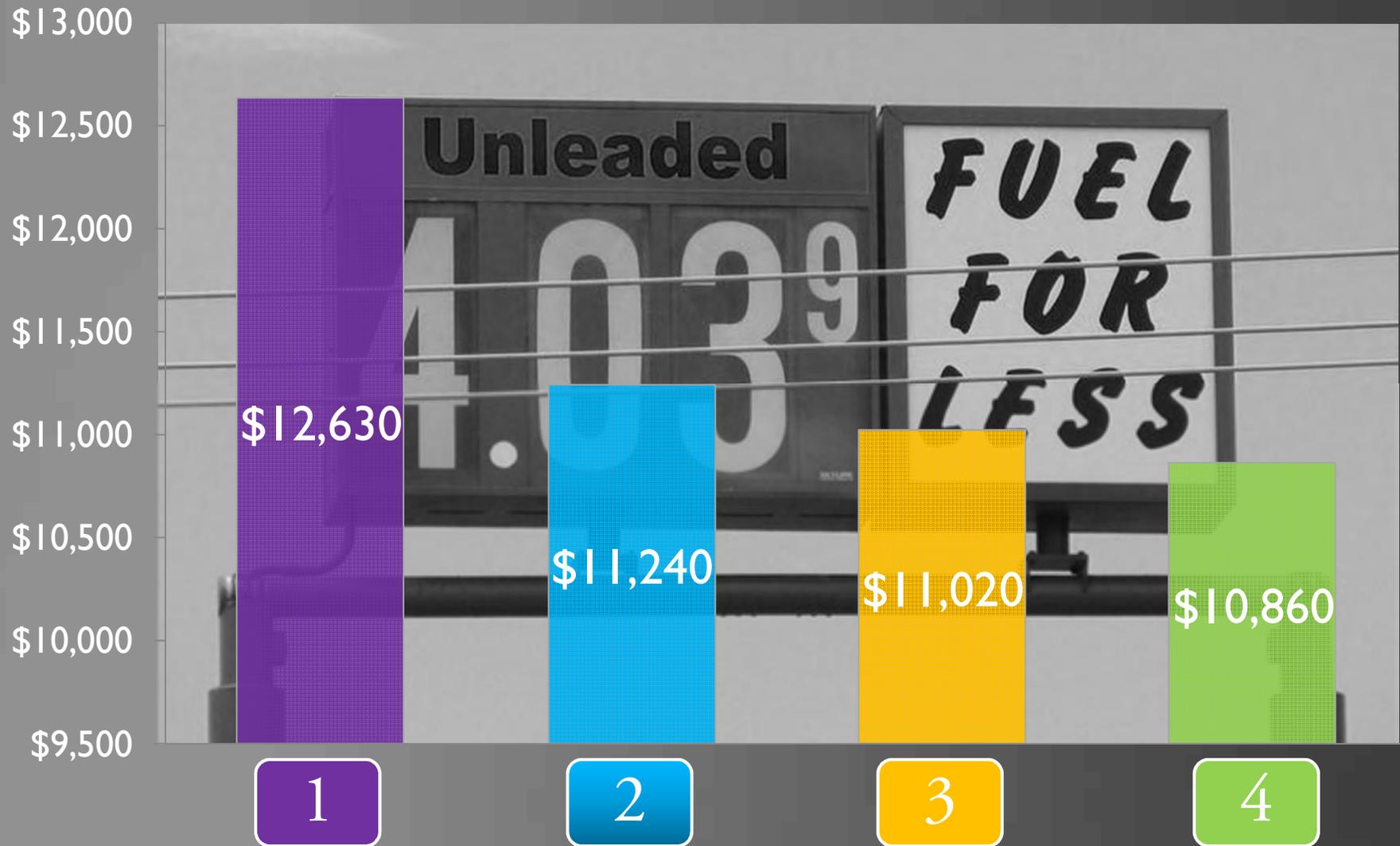
Fuel and Auto Operating Costs

Per Household Auto-Related Costs, Annual, 2035 (2009 Dollars)



Fuel and Auto Operating Costs

Per Household Auto-Related Costs, Annual, 2035 (2009 Dollars)



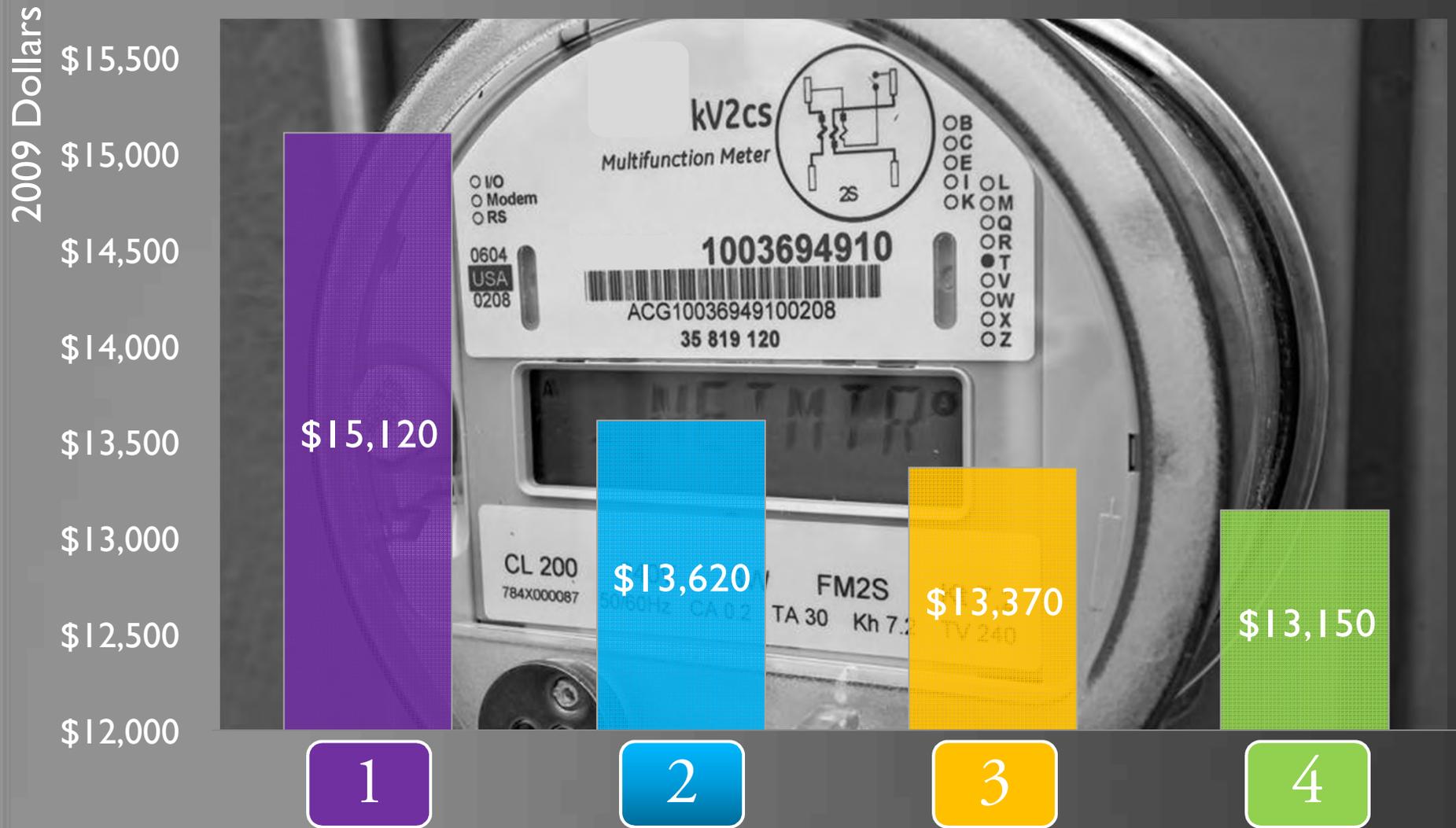
Household Costs

Annual Costs for Transportation, Building Energy, and Water, 2035



Household Costs

Annual Costs for Transportation, Building Energy, and Water, 2035



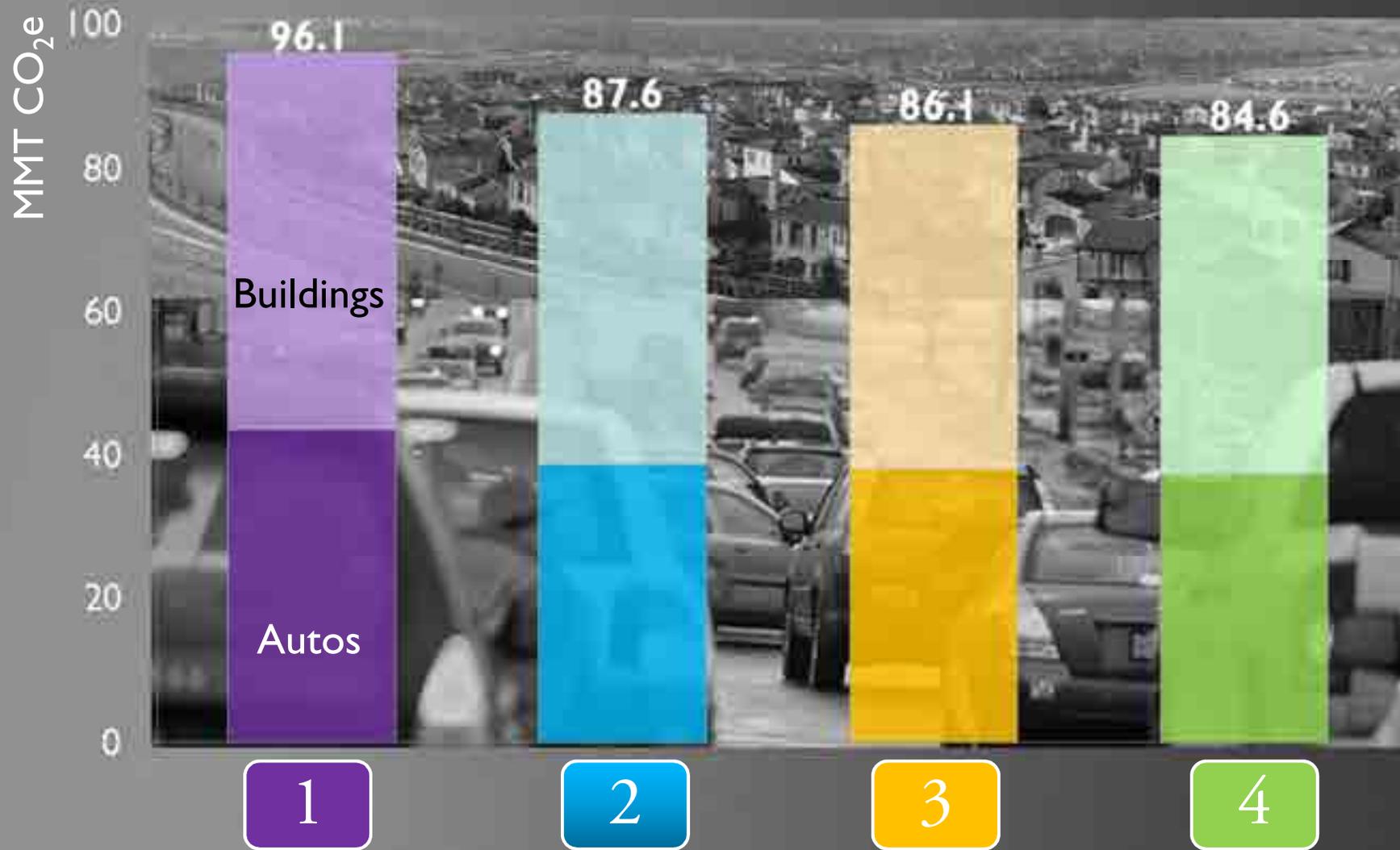
Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



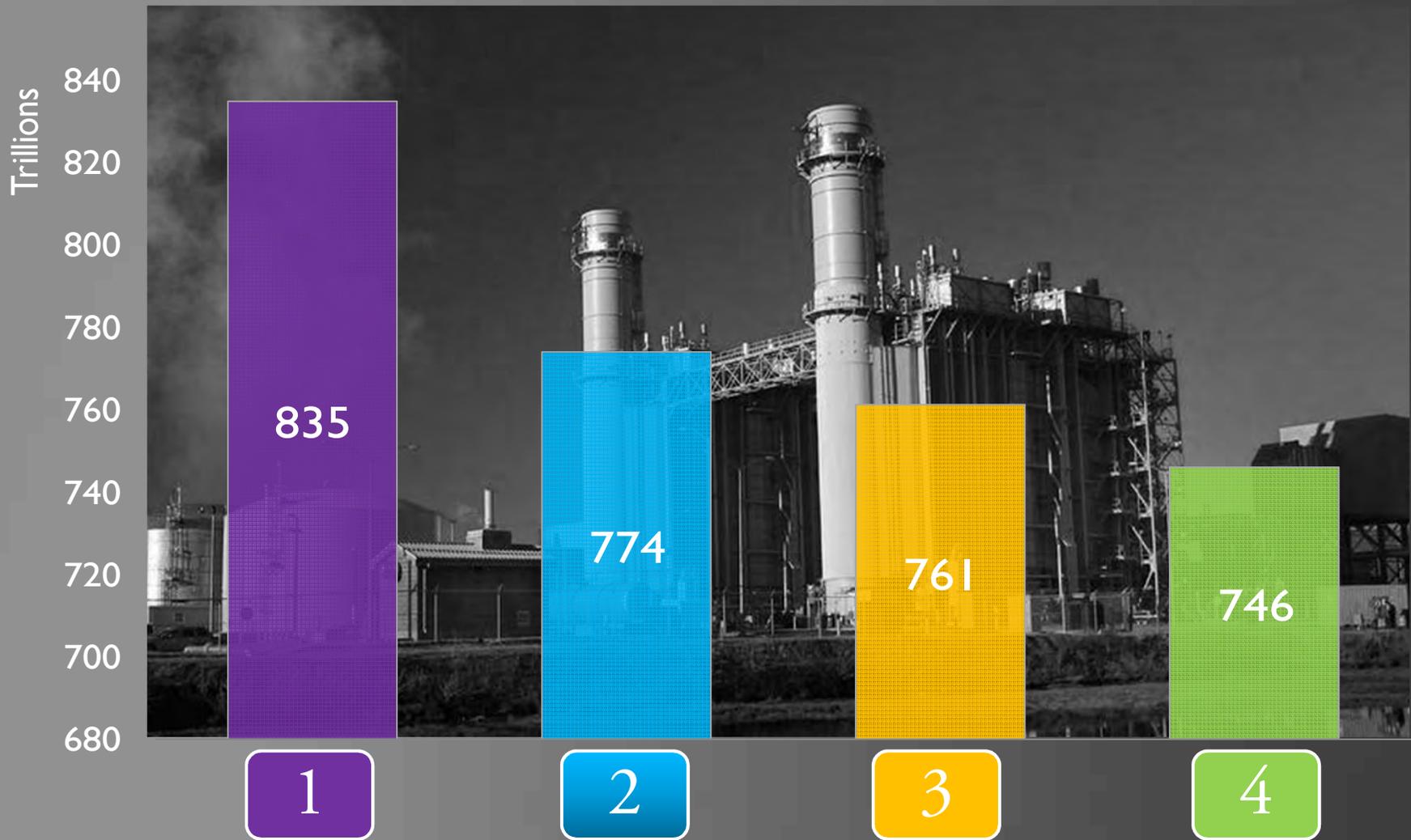
Building Energy Use

Trillion BTU, 2035



Building Energy Use

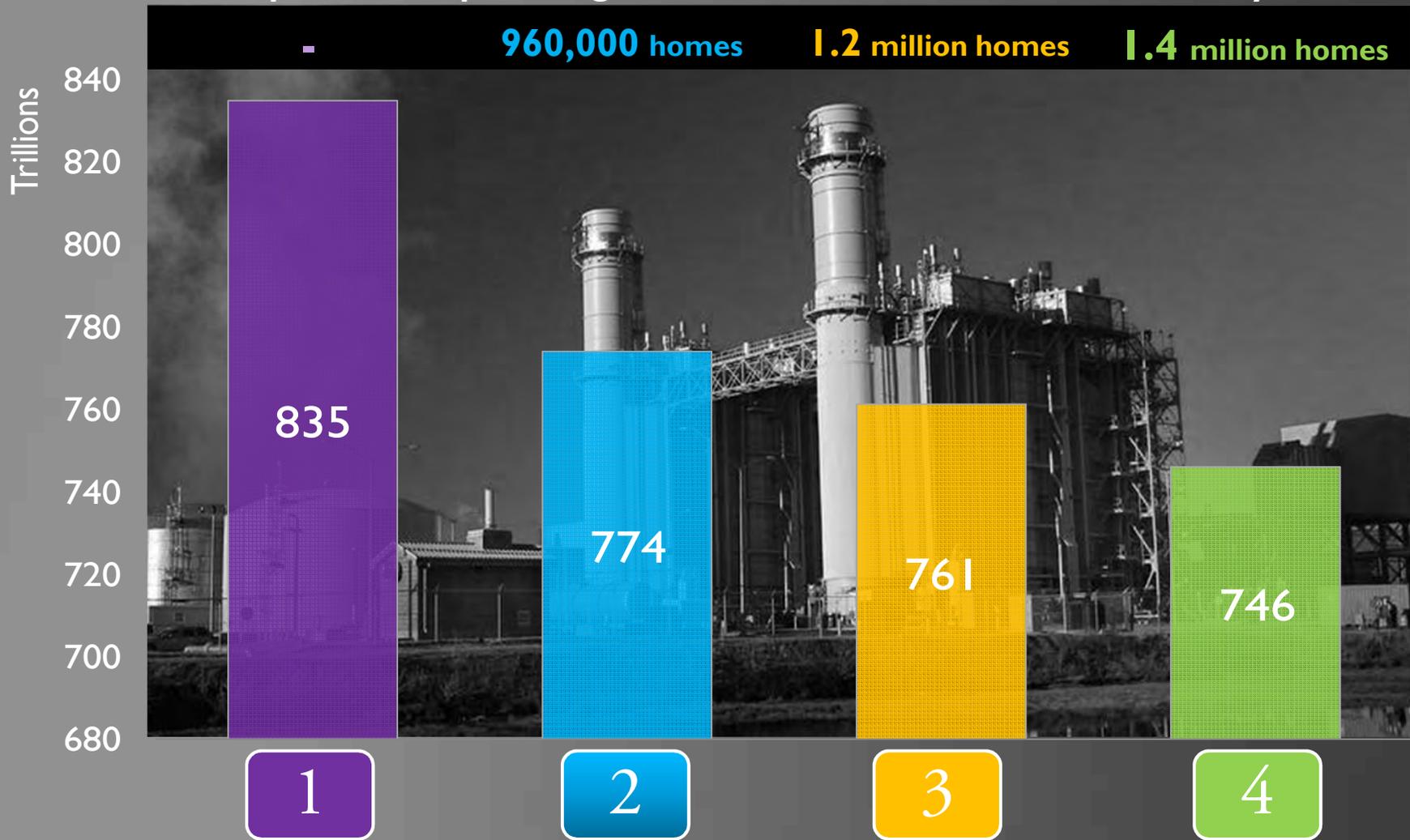
Trillion BTU, Annual, 2035



Building Energy Use

Trillion BTU, Annual, 2035

Equivalent to powering **XX** homes in Southern California for a year



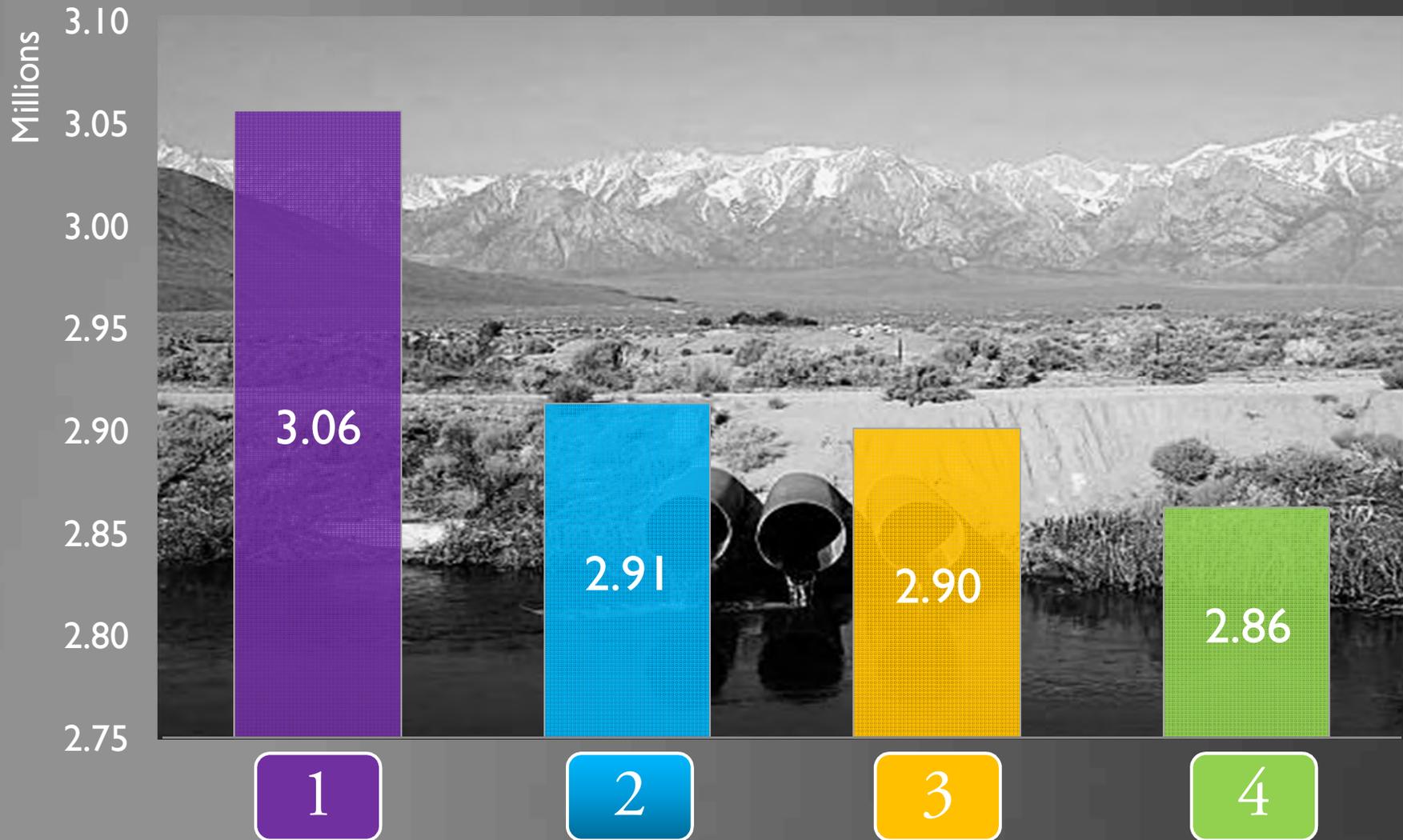
Water Consumption

Acre Feet (Annual in 2035)



Water Consumption

Acre Feet (Annual in 2035)



Respiratory Health Impacts

Cost reduction from status quo due to health incidents, Annual in 2035



Respiratory Health Impacts

Cost reduction from status quo due to health incidents, Annual in 2035



Orange County Sustainable Communities Strategy

Hon. Kris Murray

Orange County Council of
Governments

Creating Orange County's SCS

- Framing the Effort
 - SB 375
 - SCAG/OCCOG/OCTA MOU
- Input and Sources
 - OCP-2010
 - Long Range Transportation Plan (LRTP)
 - OCCOG Board, Joint OCCOG/OCTA Committee, OCCOG TAC
- OC SCS Stakeholders/Public Outreach

Guiding Principles of the OC SCS

- Use a Collaborative, Bottom Up Approach
- Acknowledge our History of Sustainable Planning and Linkage of Transportation and Land Use
- Respect Local Control

The OC SCS

- Addresses all required elements of SB 375 and SCAG's Framework and Guidelines
- 15 distinct land use and transportation Sustainability Strategies
- More than 200 Sustainability Practices enumerated in the OC SCS
- SCAG will incorporate OC SCS as transmitted



Objectives for the Regional Transportation Plan

Group Discussion

RTP Objectives: what should the plan work to accomplish?

1. What **Mobility / Accessibility** objectives should we strive for?
2. **Environmental, Health** and **Community** objectives?
3. Which **Modes** of Travel?
4. **Fiscal and Economic** objectives?
5. **Safety** outcomes?
6. **Environmental Justice** outcomes?
7. Other objectives?



**Group
Discussion**

Group Worksheet

2012 RTP Potential Objectives for the 2012 RTP



Mobility

1. Reduce the need to travel long distances
2. Reduce commute times
3. Keep drivers at or near the posted speed limit, reduce congestion
4. Make commutes more predictable and reliable
5. _____
6. _____
7. _____

Environmental, Health and Community Impacts

8. Reduce demand for fossil fuels
9. Reduce air pollutant emissions for better public health
10. Reduce demand for development at the edge of the region
11. Encourage revitalization of existing communities and infrastructure
12. _____
13. _____
14. _____
15. _____

Modes of Travel

16. Create more travel choices in more places: driving, riding, walking, biking
17. Enable more people to ride public transportation
18. Enable more people to walk and bike for daily needs
19. Serve more parts of the region with high capacity modes
20. _____
21. _____
22. _____

Fiscal and Economic Considerations

23. Help our economy thrive and be resilient (e.g., despite energy price spikes)
24. Keep governmental transportation expenditures low
25. Minimize household transportation expenditures (how much it costs me to get around)
26. Prioritize the most cost effective transportation investments
27. Improve the movement of freight through the region
28. _____
29. _____
30. _____

Safety

31. Improve safety for people who walk, take transit, or bike
32. Improve safety for drivers
33. _____
34. _____

Environmental Justice

35. Help all residents, not only drivers, get around
36. Avoid disproportionate impacts on lower income communities
37. _____
38. _____

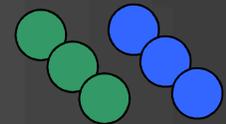
Other

39. _____
40. _____
41. _____
42. _____
43. _____

Group Discussion Steps



1. Add to an initial list of objectives for the RTP
2. Individually, place a large dot next to your top priority objective
3. Discuss as a group
4. Individually, place 6 small dots based on your priority objectives
5. Identify your group's overall priorities to be shared



Ground Rules



1. **Be respectful of each other's** right to be heard
2. **Focus on related topics** to the regional transportation plan
3. **Your facilitator is neutral**
4. Feel free to also **record your personal ideas** on comment cards

Keypad Polling



Have you ever lied to your mother?

- 7% 1. Never...Honest!
- 3% 2. Only once and I paid for it dearly.
- 10% 3. Only a couple of times.
- 10% 4. Yes, but I was young and candy was involved.
- 20% 5. I prefer to call it a "stretching of the truth"
- 27% 6. Only when it was in her best interest.
- 3% 7. Yes, but my brother/sister made me do it!
- 20% 8. Too many times to count!



A few preliminary questions...

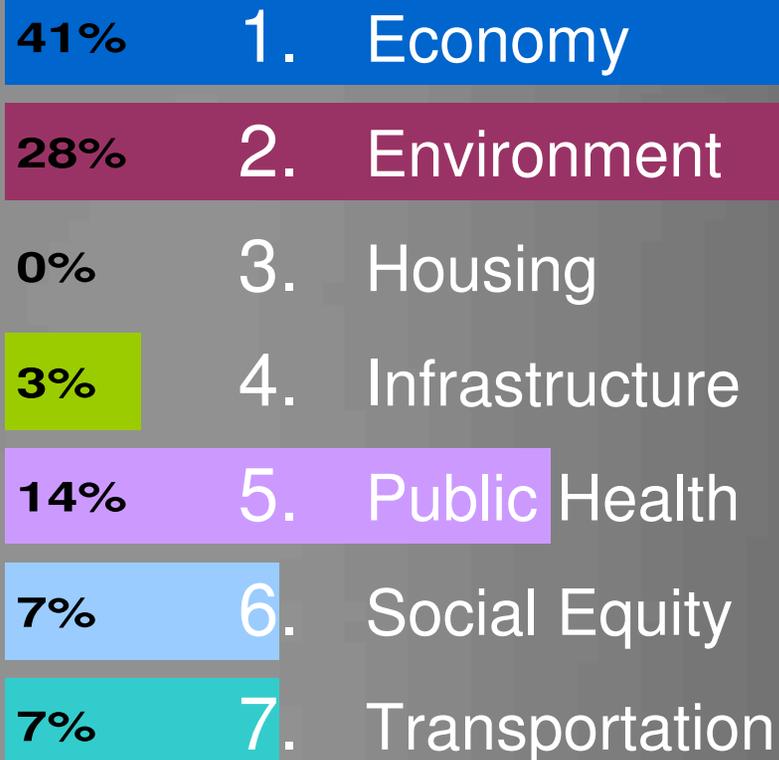
II. Which part of the region do you live in?



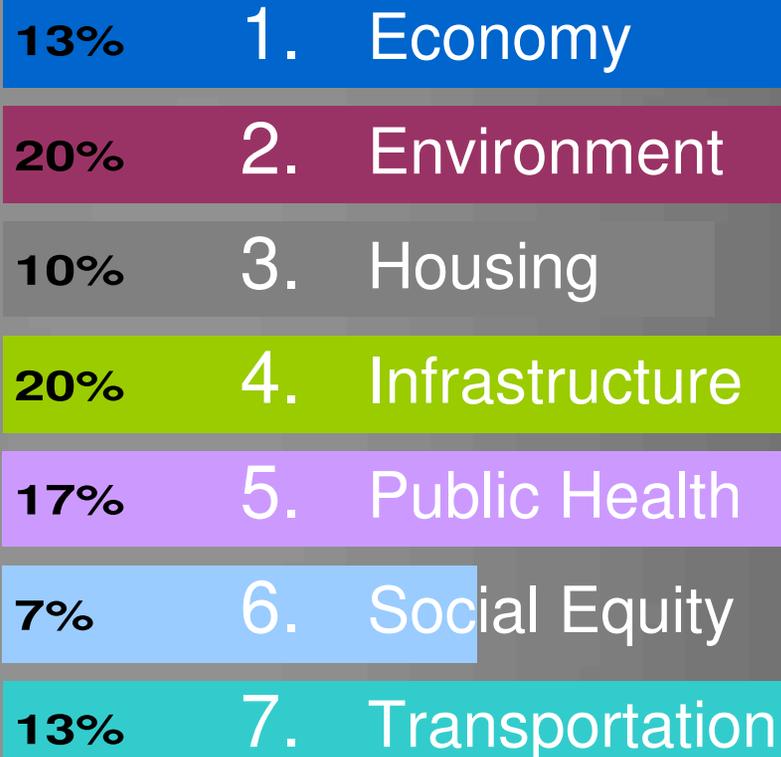
III. Which part of the region do you work/go to school?



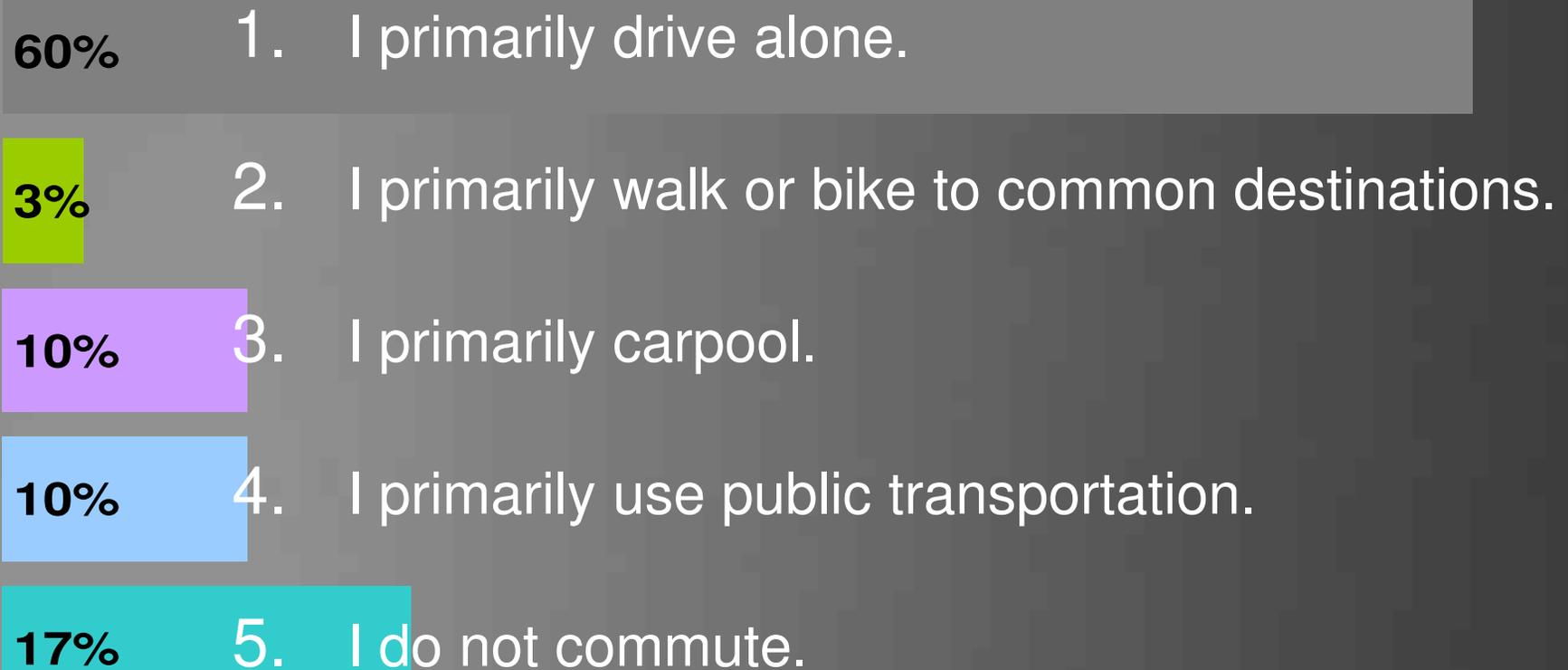
IV. What is the first most important priority in Southern California?



V. What is the second most important priority in Southern California?



VI. Which statement best describes your daily commute?



VII. Which statement describes your access to transportation options?

- 52%** 1. I drive; little access to transit
- 41%** 2. I have some access to transit but choose to drive
- 7%** 3. I have adequate access to transit and do not drive

VIII. What is the biggest barrier to using public transportation?

- 27% 1. Does not stop near my home.
- 30% 2. Does not go where I need.
- 20% 3. Does not come frequently enough or run late enough.
- 3% 4. Too crowded, I do not enjoy riding.
- 3% 5. Too expensive for my budget.
- 17% 6. None of the above..



Transportation Investments

Investment in Roads and Transit

FY2007 to 2036



**Public
Transportation**



Highways



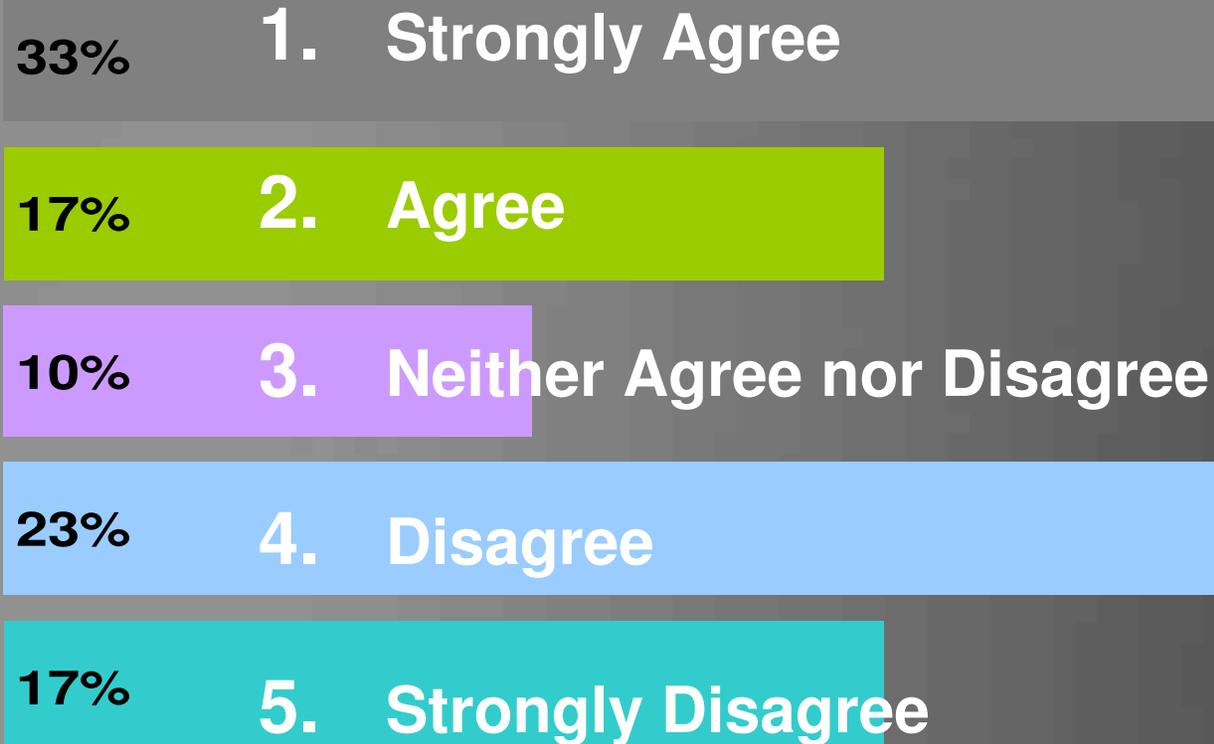
Summer Outreach Workshop

Source: 2008 RTP

IX. The RTP should invest most of its money into roads and highways.



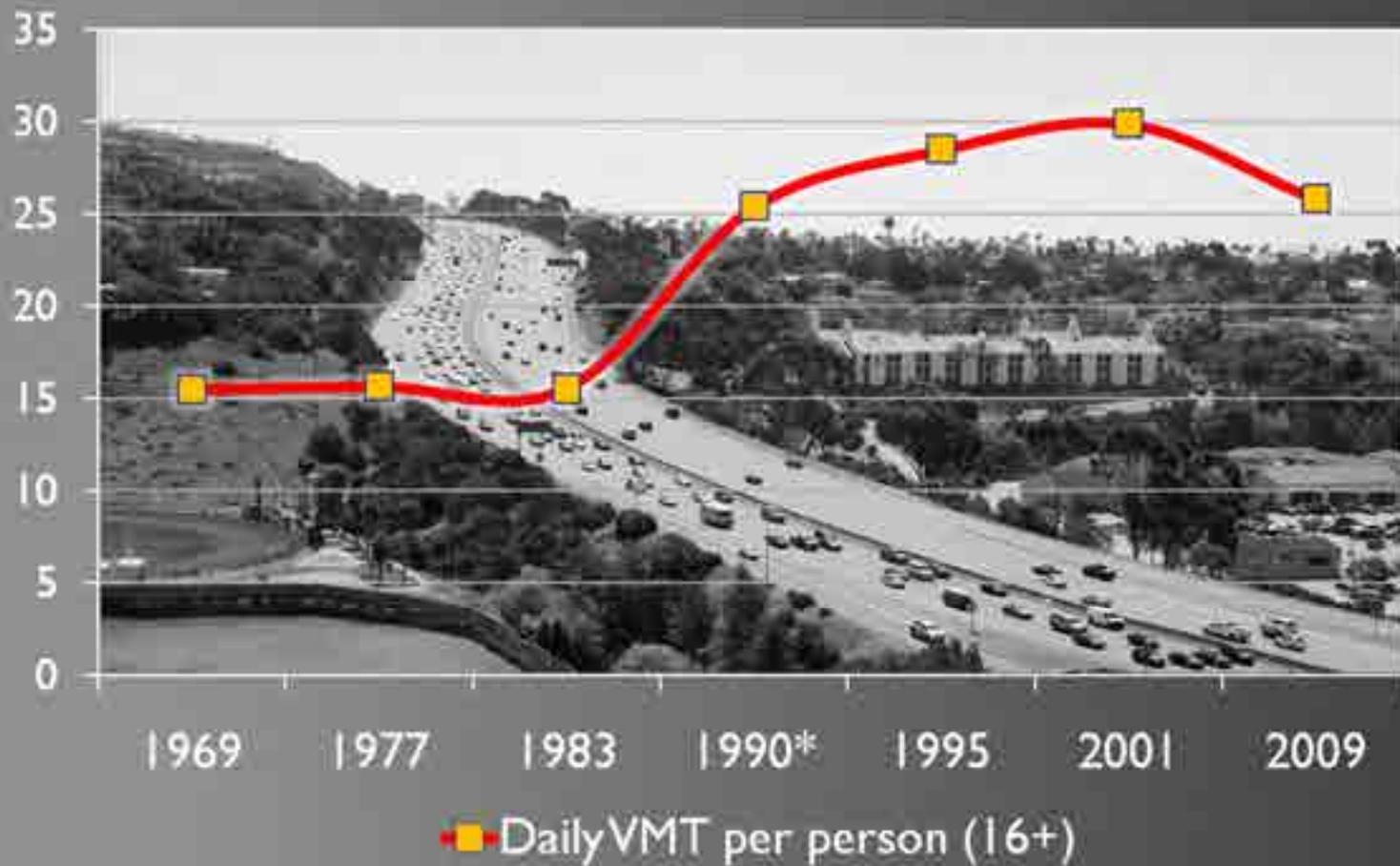
X. The RTP should invest in a mix of transportation options, including road, highway, rail transit, express bus and bicycle/pedestrian.



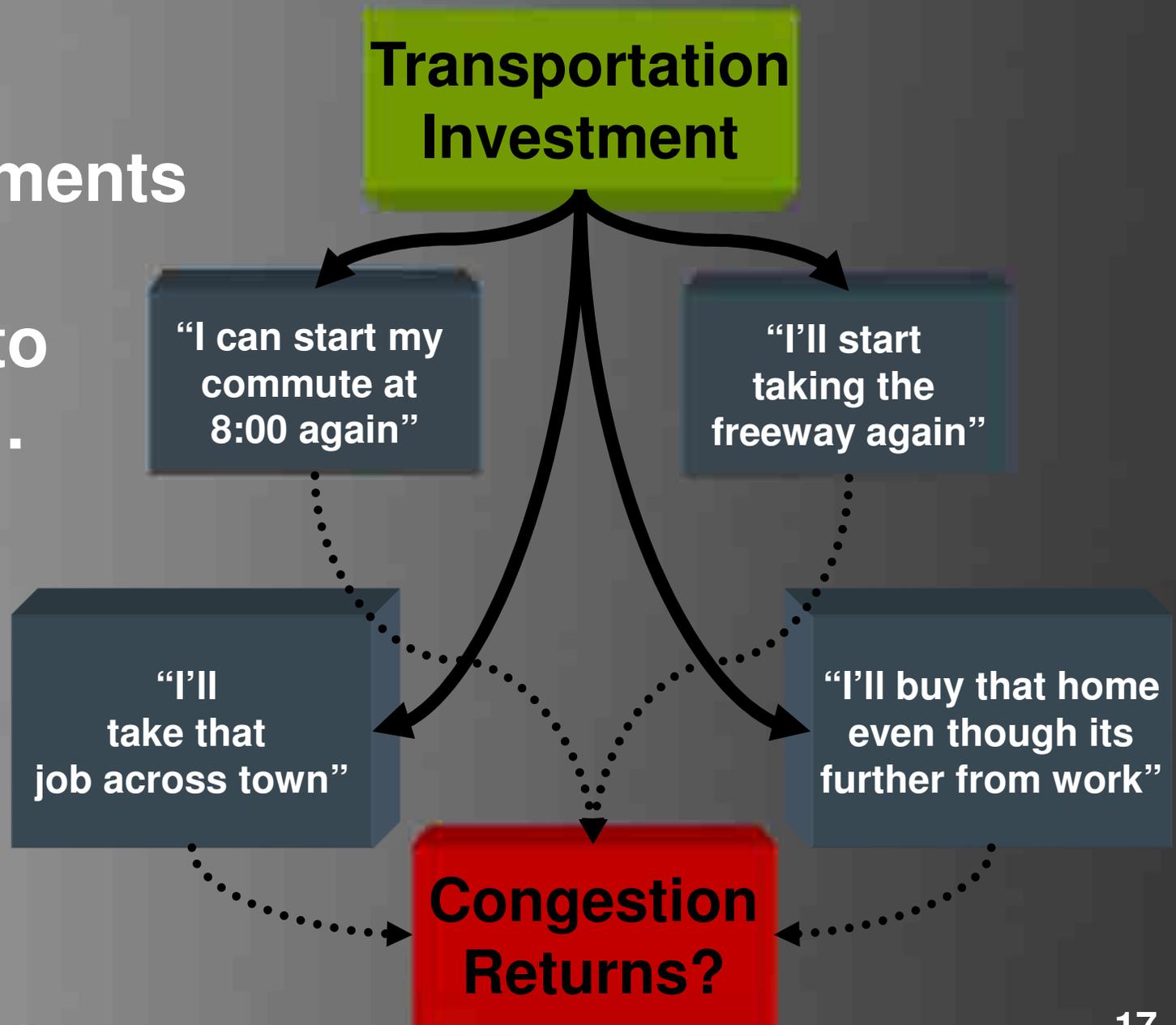
XI. The RTP should invest most of its money into rail transit, express bus and bicycle/pedestrian.



Driving Distances in Southern California



Traffic improvements can be difficult to sustain...



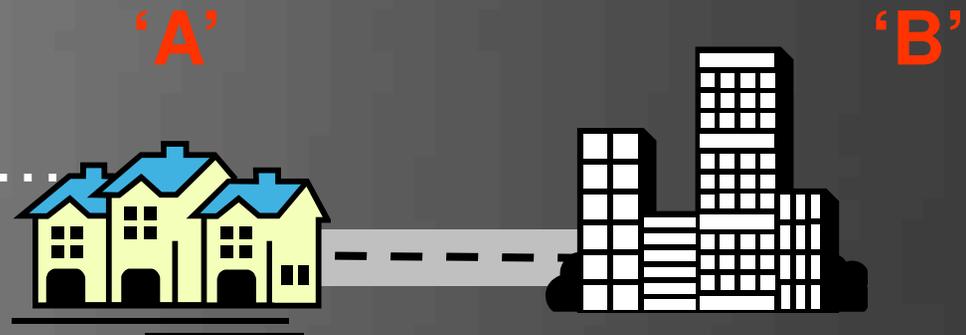
Two Approaches to Improve Mobility

(the time it takes to get from A to B)

- Create faster ways to get from A to B...



- Bring A closer to B...



Spectrum of Strategies for Mobility

Adding Supply



- New cross town routes
- New lanes
- Carpool lanes
- Telecommuting
- Development near transit
- Walkable communities
- New homes in job centers



Reducing Demand



XII. The RTP should focus relatively more on expanding ways to travel more quickly, or reduce distances traveled?

13%

1. Expand Mobility (expand roads and transit)

40%

2. Balance between 1 and 3

47%

3. Focus most on reducing distances traveled

Bicycling in Southern California

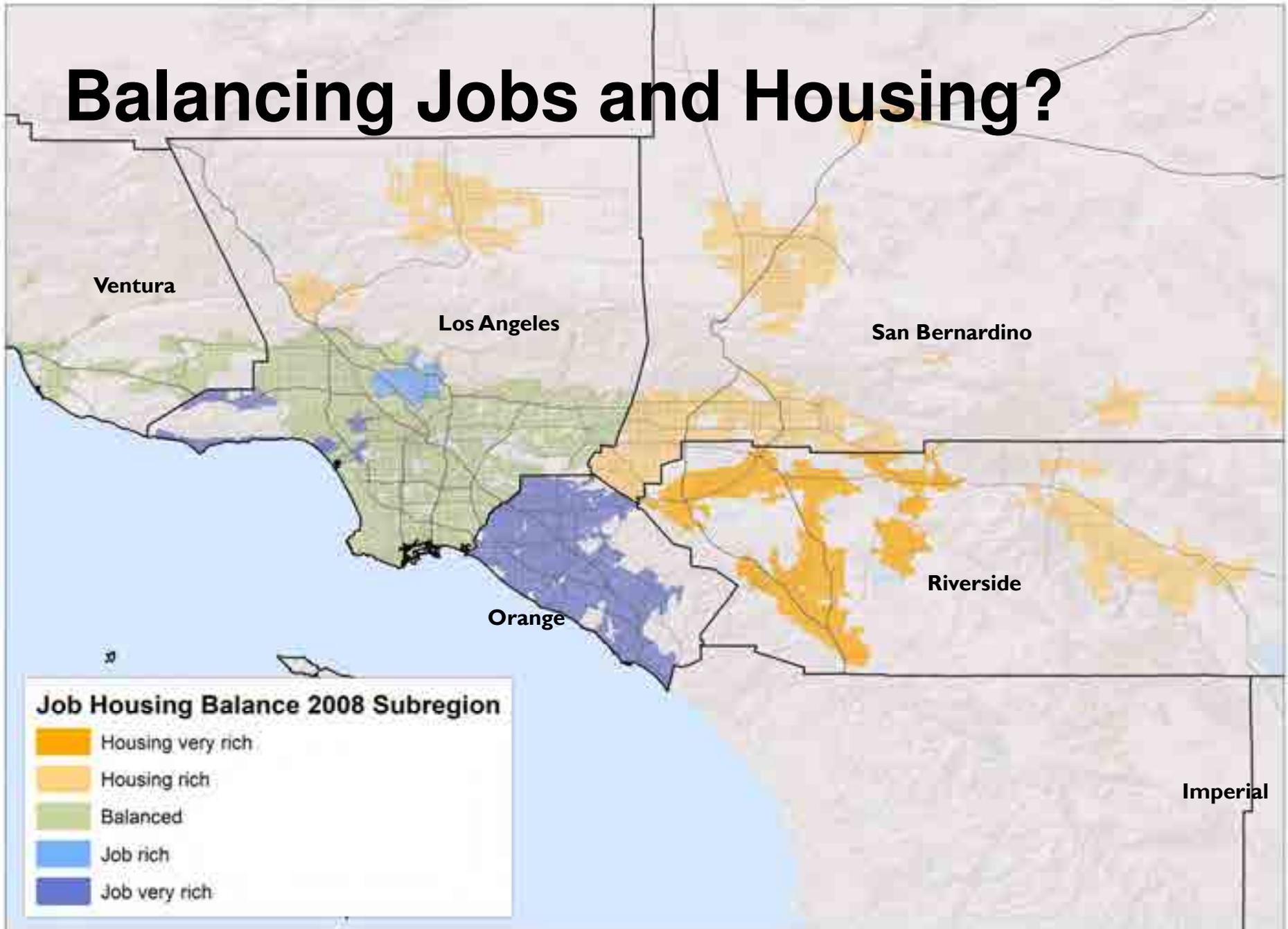


Source: Southern California Association of Governments, Year 2000 Post-Census Regional Travel Survey: Final Report of Survey Results, page 21. Published Fall 2003. Numbers may not add due to rounding.

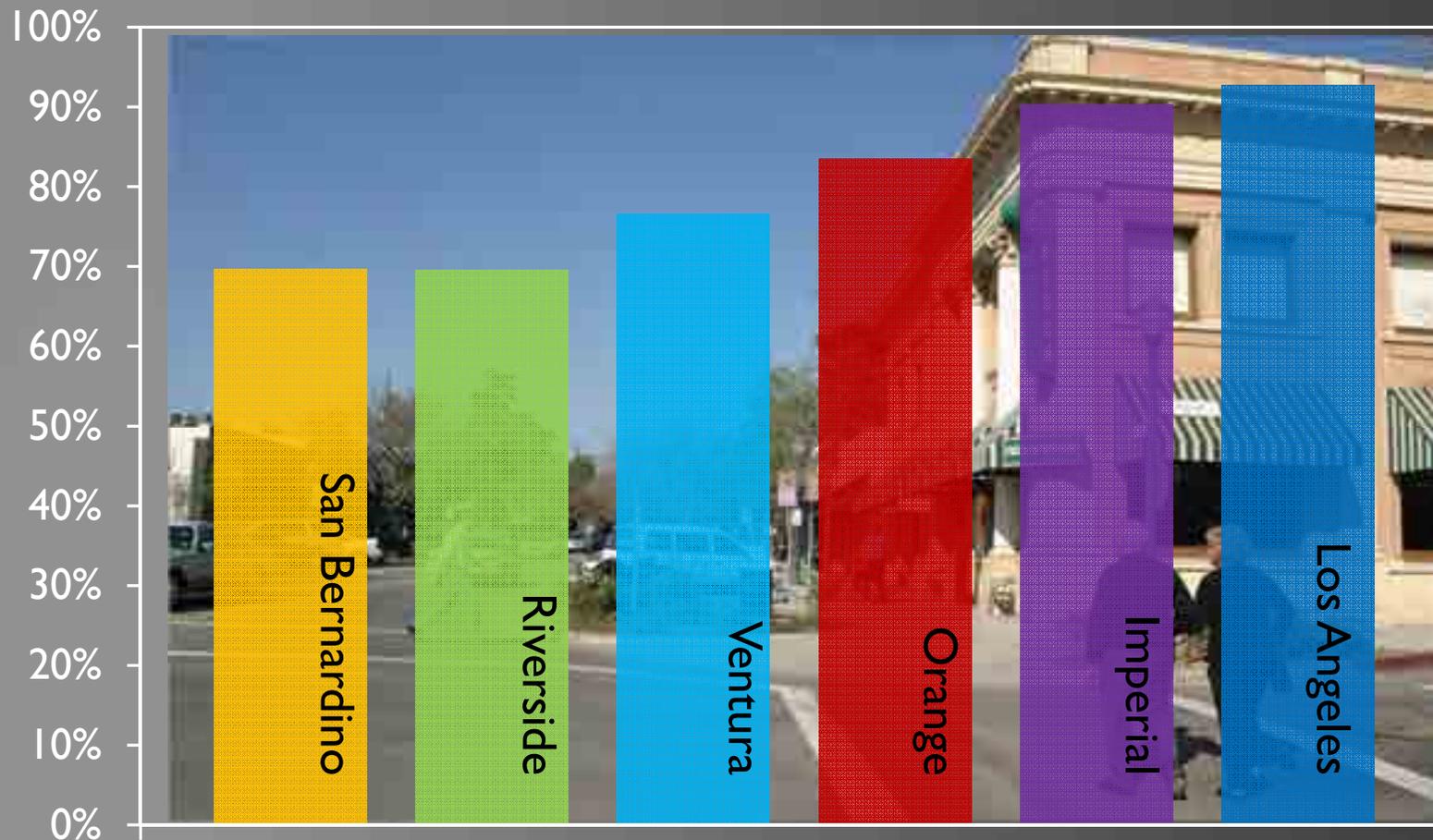


Balancing Jobs With Housing?

Balancing Jobs and Housing?

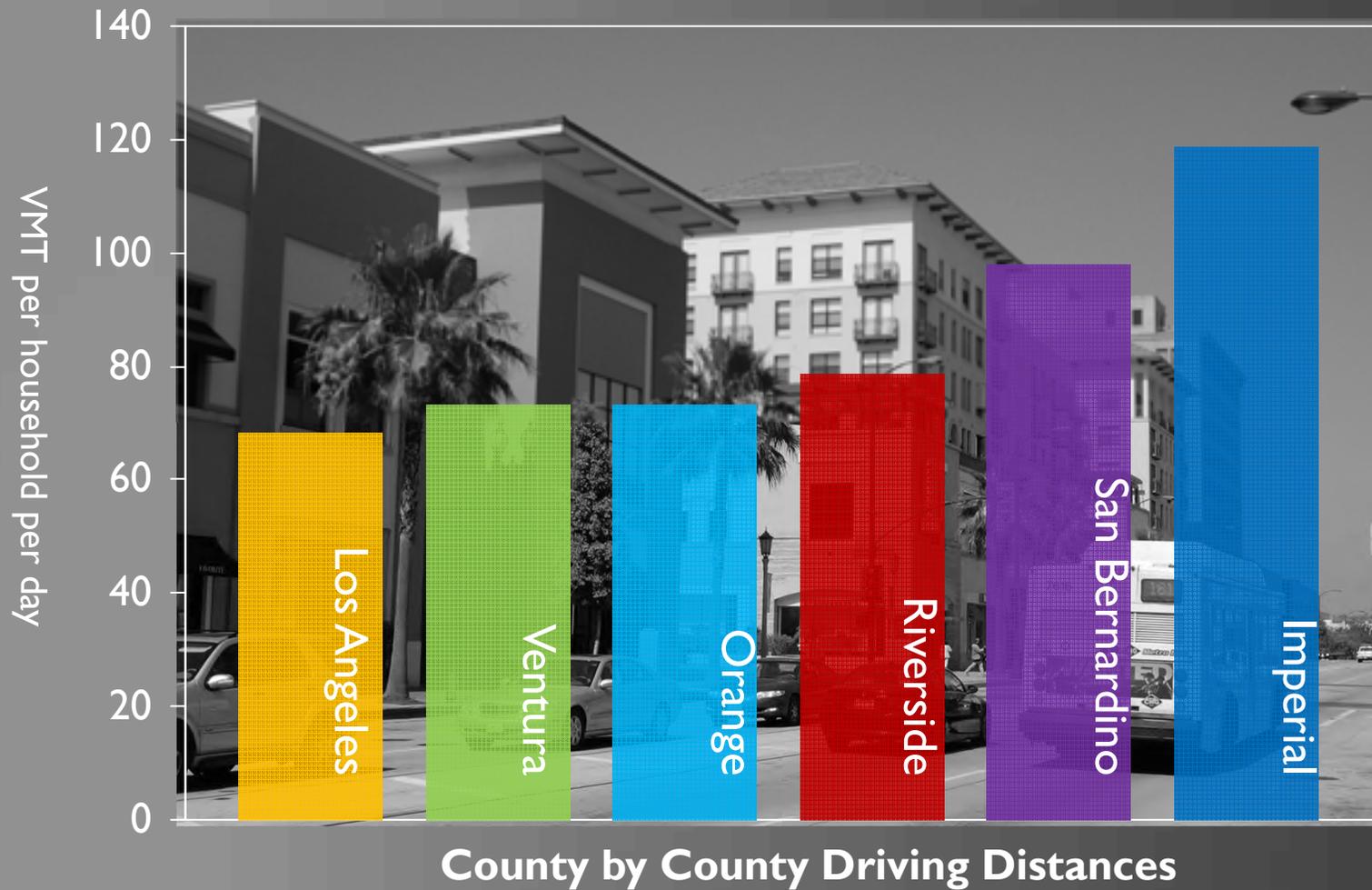


Opportunities to Work Near Where We Live

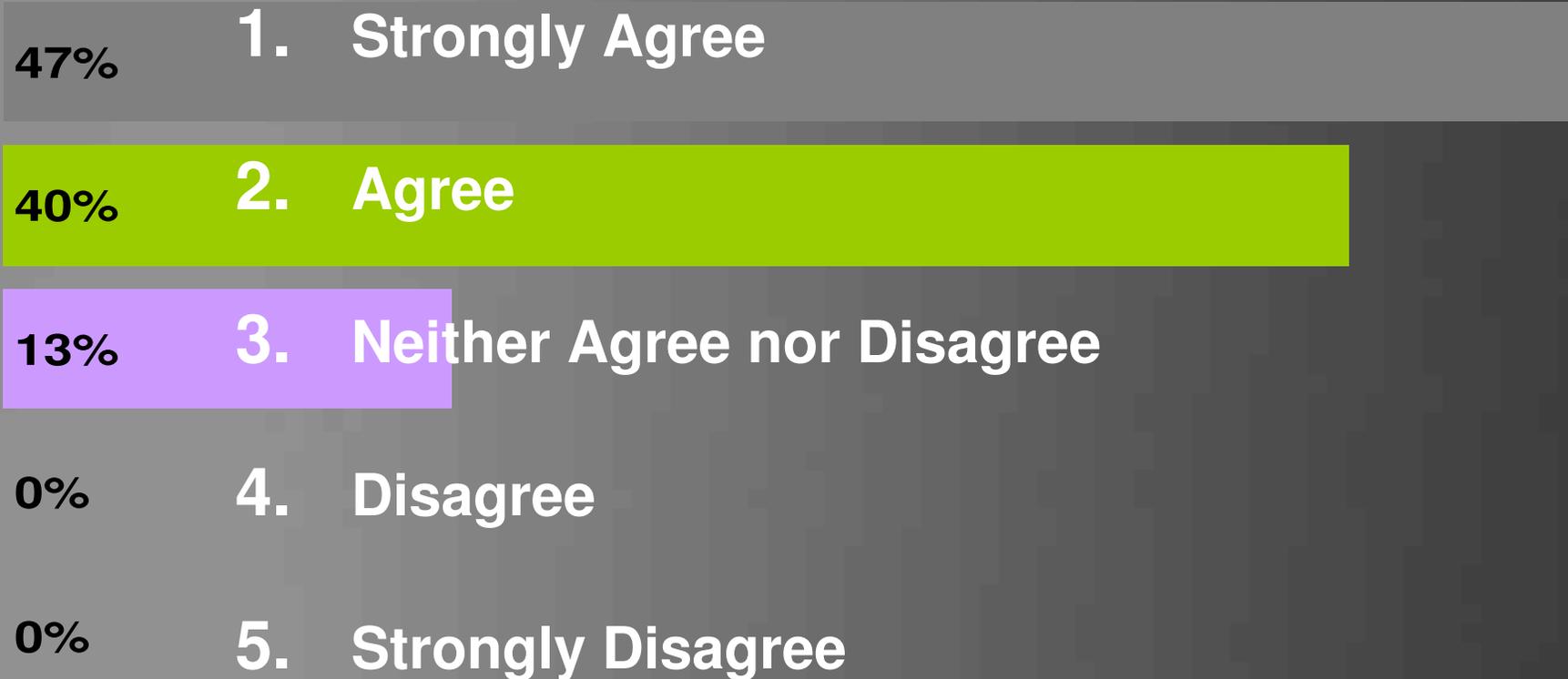


Residents that work in home county

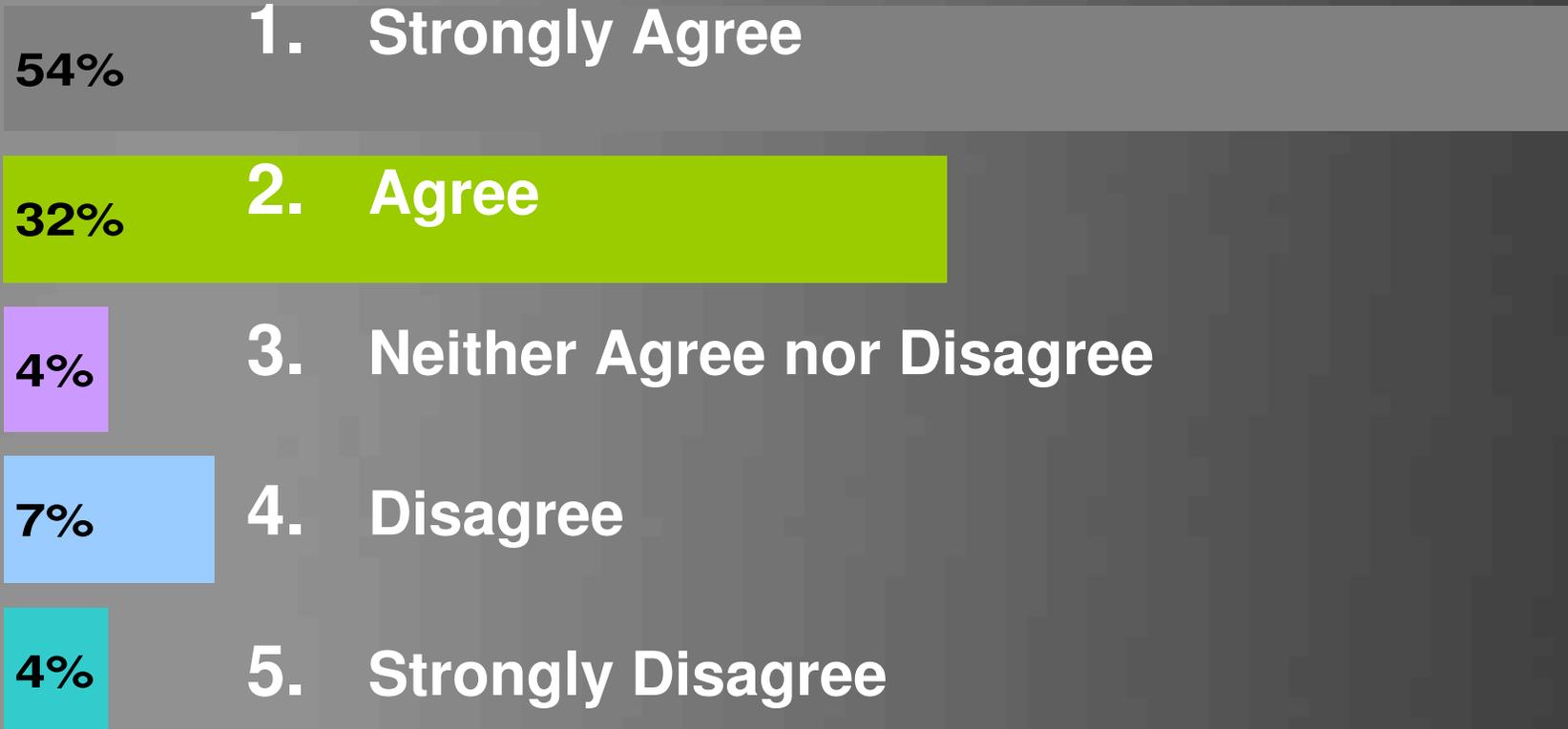
Growth's Impacts Vary By Location



XIII. Encourage more employment growth in or near residential communities.



XIV. Encourage more residential growth in or near employment centers.



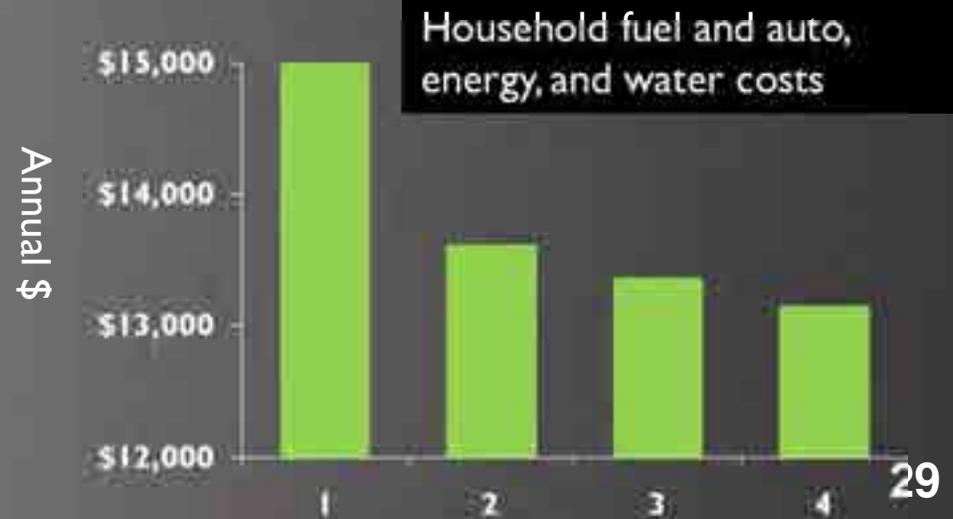
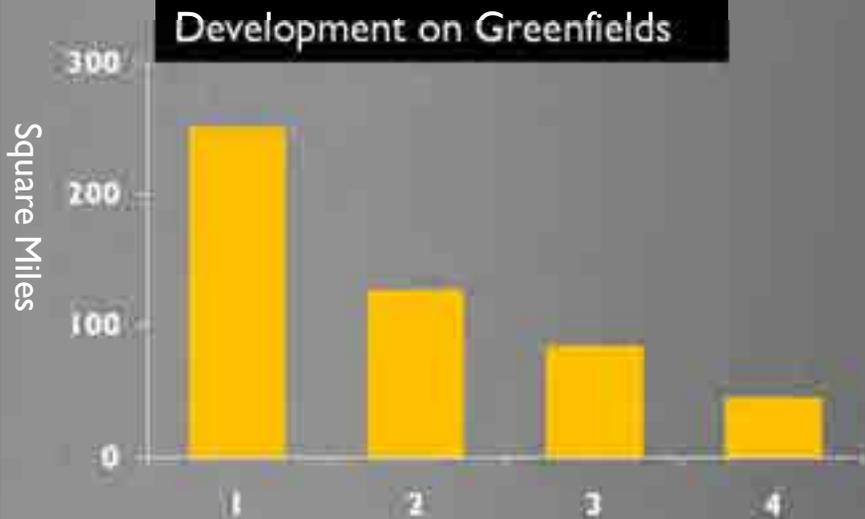
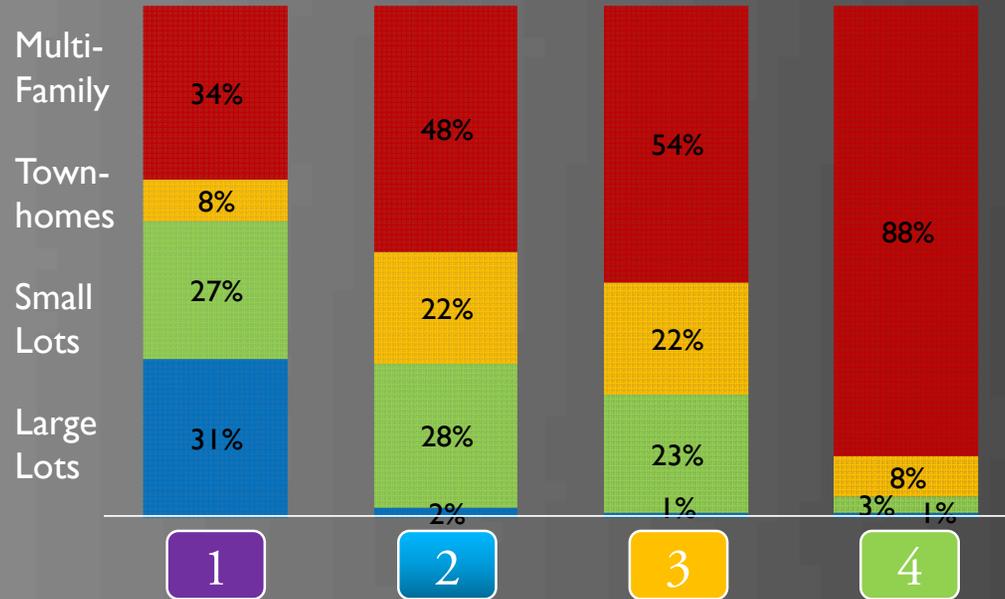


Housing Choices?



The Impacts of New Housing

**New Homes
by Housing
Type
2010 to 2035**



XV. To accommodate the region's future population, new housing development and housing types in the coming decades should be primarily...

3%

1. Large Lot Detached

28%

2. Small Lot Detached

24%

3. Townhouse

45%

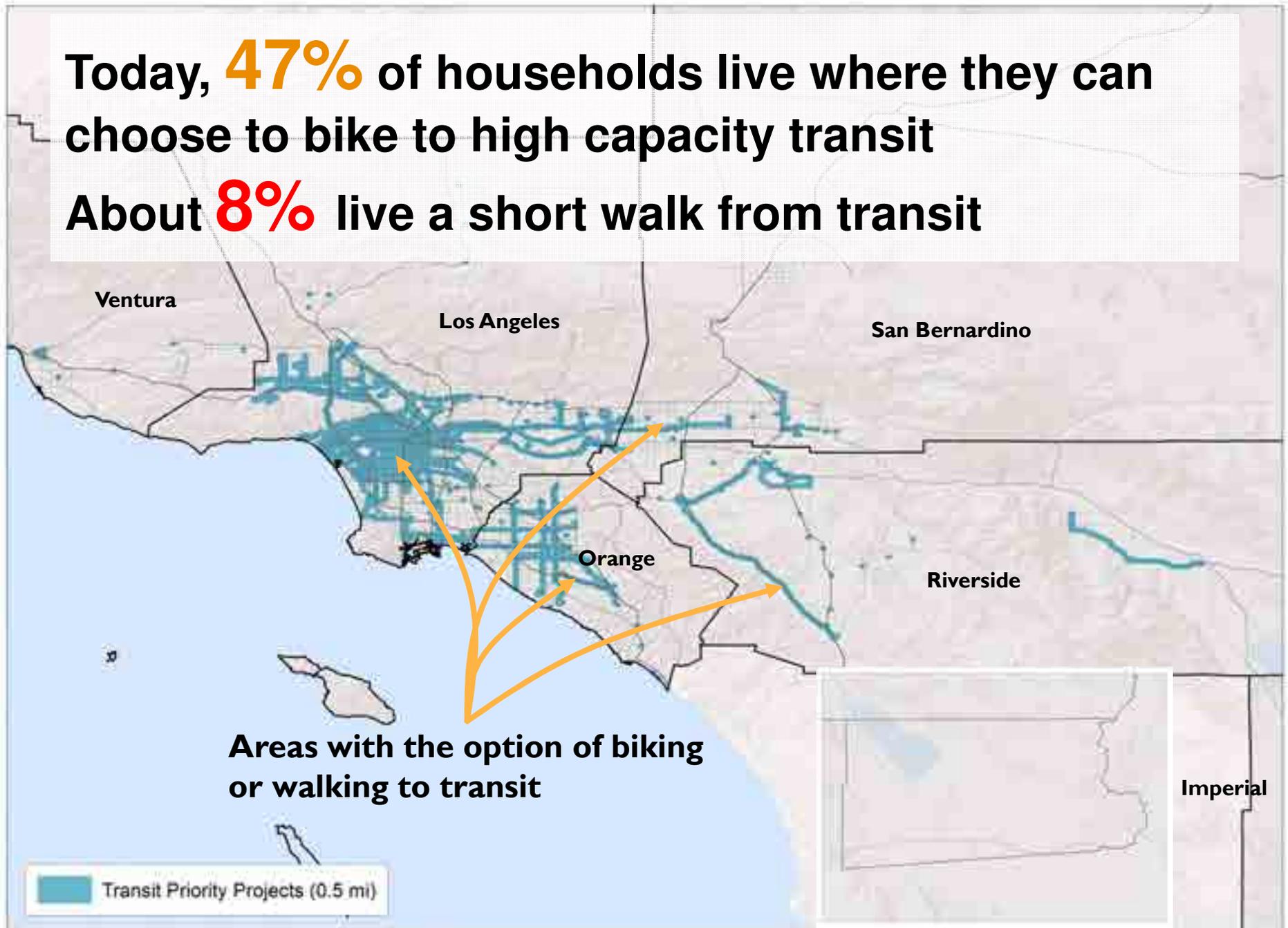
4. Multi-Family Development



Transit Oriented Development?

Today, **47%** of households live where they can choose to bike to high capacity transit

About **8%** live a short walk from transit

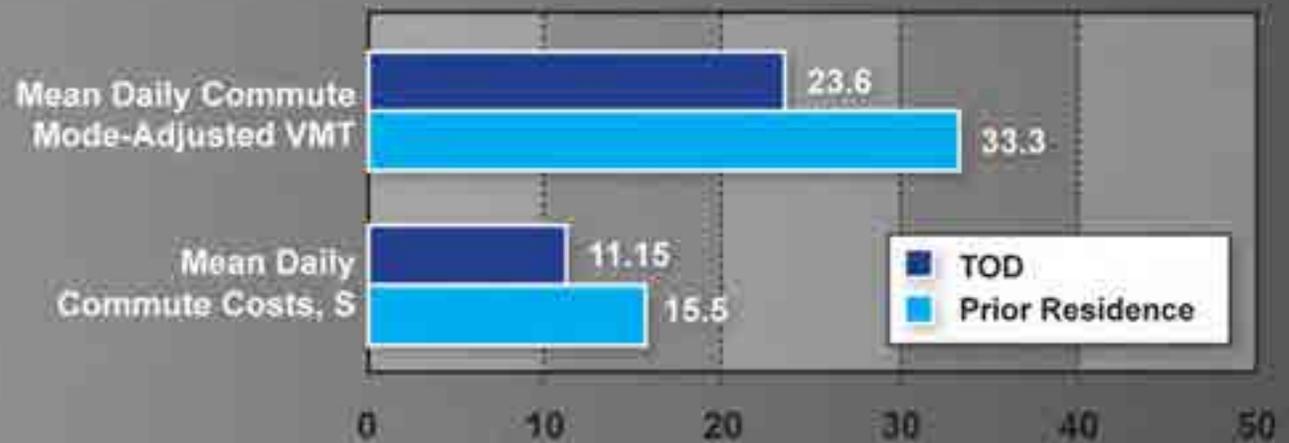


Coordinating Growth with Transit

- Following same household, after moving next to transit...



- **10** fewer miles driven
- **25%** lower commute expenses



Mean Changes in Commute Accessibility, Mobility, and Affordability from Prior (Non-TOD) to TOD Residences

XVI. Future development of employment centers and commercial areas should mostly occur in:

14% 1. Standard Suburban Areas

21% 2. Part Standard, Part Mixed Use Walkable

17% 3. Mixed Use Walkable

45% 4. Part Mixed Use Walkable, Part Urban

3% 5. Urban Areas

XVII. Future development of residential areas should mostly occur in:

3%

1. Standard Suburban Areas

17%

2. Part Standard, Part Mixed Use Walkable

14%

3. Mixed Use Walkable

48%

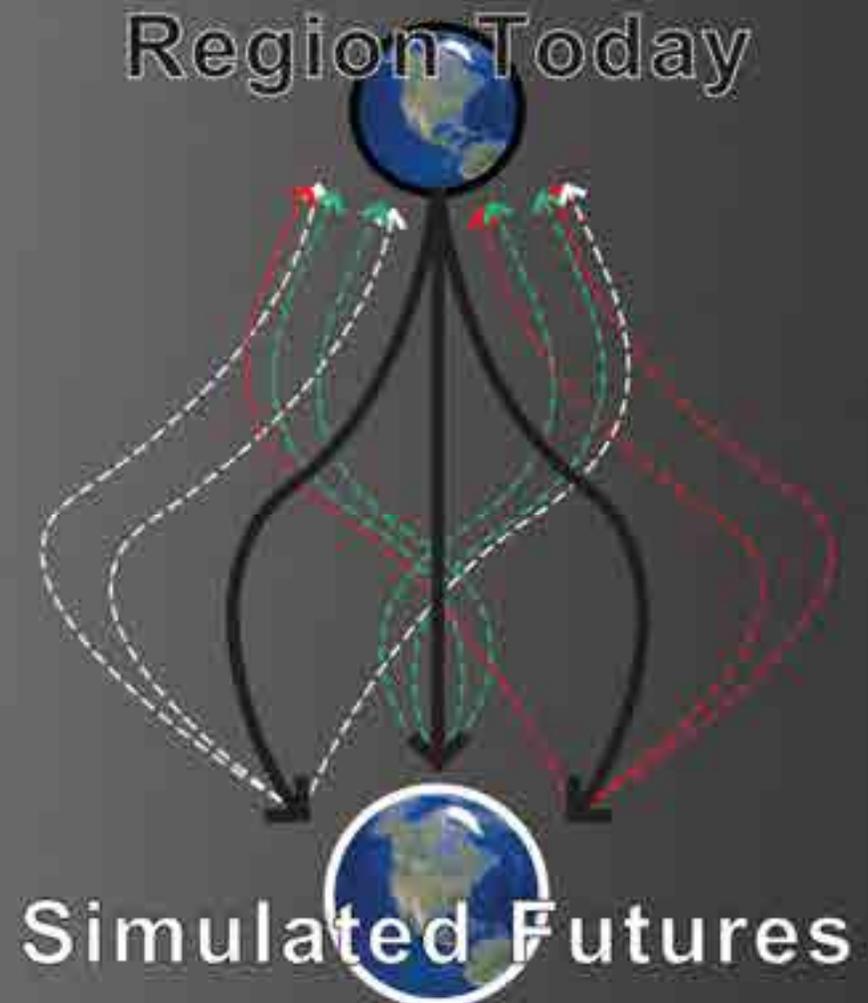
4. Part Mixed Use Walkable, Part Urban

17%

5. Urban Areas

Scenario Next Steps

- Concepts will be refined and further tested
- The most effective and supported ideas will become a draft combined scenario
- A preferred scenario, or Sustainable Communities Strategy, will be integrated with the 2012RTP



Stay Involved in the 2012 Plan



THANK YOU!

**2012 RTP/SCS
PUBLIC OUTREACH WORKSHOP**

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

Potential Objectives for the 2012 RTP	Orange County						Total All Votes	Primary	Secondary
	Anaheim		Orange		Mission Viejo				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Mobility					4		4	4	0
Reduce the need to travel long distances	3	11	1	5	3	11	34	7	27
Reduce commute times	2	9		5		3	19	2	17
Keep drives at or near the posted speed limit, reduce congestion	1	1			1	2	5	2	3
Make commutes more predictable and reliable		5		3	1	9	18	1	17
Additional Mobility Objectives							0	0	0
<i>Make all travel more predictable and reliable</i>							0	0	0
<i>Mobility overall</i>	4	3					7	4	3
<i>Integration of transportation needs with housing</i>	3	6					9	3	6
<i>Affordable door-to-door transportation service (taxis)</i>		1					1	0	1
<i>Reduce non-commute drives</i>							0	0	0
<i>Reduce barriers to implementing Complete Streets</i>	1						1	1	0
<i>Adequate funding for transportation system preservation</i>	1	2					3	1	2
<i>Better connectivity for alternatives</i>				1			1	0	1
<i>Seamless transition between modes of travel</i>				5			5	0	5
<i>Reduce travel distances (not just commute)</i>							0	0	0
<i>Better coordination of transit lines</i>			1	1			2	1	1
<i>Increase coverage and funding</i>							0	0	0
<i>Smaller, more frequent neighborhood transit</i>							0	0	0
<i>Widen existing arterials to address congestion/Complete Streets</i>							0	0	0
<i>Connections to destinations (e.g. airports) and also jobs</i>			2	3			5	2	3
<i>Education (making people more aware of choices); also impact of choices</i>				2			2	0	2
<i>Ensure access to mass transit (infrastructure and transit nodes)</i>			1	2			3	1	2
<i>Provide transportation infrastructure and services to regional activity nodes/centers; Provide linkages (i.e. park/ride, HOV, carpooling, Go Local program)</i>			2	3			5	2	3

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

		Orange County									
		Anaheim		Orange		Mission Viejo					
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary	
Potential Objectives for the 2012 RTP											
	<i>Improve accessibility to mass transit (i.e. parking issues and costs)</i>				2			2	0	2	
	<i>Improve timetables for increased rider flexibility</i>			1				1	1	0	
	<i>Reverse commute solution</i>							0	0	0	
	<i>More senior-friendly in public transportation (wheelchair accommodation, steps and access to get on buses)</i>						4	4	0	4	
	<i>More frequent stops in residential areas- shorten time between bus stops</i>						1	1	0	1	
	<i>Connectivity of public transportation- first mile/last mile (consider bikeshare and rideshare opportunities, zipcar, shuttle services for seniors); frequency of service needs to be improved of buses and public transportation</i>							0	0	0	
	<i>Strategic location of stops and available service</i>						3	3	0	3	
	<i>Improve inter-county mobility/accessibility</i>						1	1	0	1	
	<i>Commit to high speed rail</i>						1	1	0	1	
	<i>Travel demand management programs</i>						2	2	0	2	
	<i>Incentives for flex times, etc.</i>							0	0	0	
	<i>Increase carshare and bikeshare program</i>							0	0	0	
Environmental, Health and Community Impacts											
	Reduce demand for fossil-fuels	2	5	1	14	2	10	34	5	29	
	Reduce air pollutant emissions for better public health		3	1	5		5	14	1	13	
	Reduce demand for development at the edge of the region	1	2		3	1	2	<i>Note: Or on open space</i>	9	2	7
	Encourage revitalization of existing communities and infrastructure		15		7	2	18	42	2	40	
Additional Environmental, Health and Community Impacts Objectives											
	<i>Reduce demand for foreign fossil-fuels</i>	2	4					6	2	4	
	<i>Reduce demand for development at the edge of the sub-region</i>		1					1	0	1	

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

	Orange County						Total All Votes	Primary	Secondary
	Anaheim		Orange		Mission Viejo				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Encourage more opportunities for physical activity through transportation</i>		2					2	0	2
<i>Alternative fuel/ Zero emission transportation/Infrastructure</i>		3					3	0	3
<i>Legality of NEV on roads</i>							0	0	0
<i>Retool mile-square superblock into self-sustaining communities</i>				1			1	0	1
<i>Enable smaller neighborhood stores</i>				2			2	0	2
<i>Reduce obesity through walking/biking</i>				1			1	0	1
<i>Improve access to recreational space/facilities</i>				4			4	0	4
<i>Reduce runoff/water pollution (Innovative construction materials)</i>				1			1	0	1
<i>Allow for a market-based approach for land use</i>			3	3			6	3	3
<i>Education on choices and impacts</i>							0	0	0
<i>Encourage urban edge protection/more infill development</i>			1	3			4	1	3
<i>Improve water quality from transportation-related pollution</i>				1			1	0	1
<i>Focus on First Mile/Last Mile (modes of travel and linkages that make sense)</i>				4			4	0	4
<i>Increasing walkability and use of public transit (reduce obesity, public health standpoint)</i>						3	3	0	3
<i>Linking land use and transit investments (density/mixed use); link transportation and housing</i>							0	0	0
<i>Increase diversity of housing options</i>						2	2	0	2
<i>Encourage active transportation (rental/owner) to improve overall health</i>							0	0	0
<i>Aesthetics</i>							0	0	0
<i>Public health- Physical activity and social interaction</i>							0	0	0
<i>Quality of life- LEED/Livable Communities/Complete Streets</i>						3	3	0	3
<i>Increase walkable neighborhood design/active living</i>					1		1	1	0

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

		Orange County								
		Anaheim		Orange		Mission Viejo				
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary
Potential Objectives for the 2012 RTP										
<i>Improve economic policies that encourage jobs/housing mix</i>							2	2	0	2
<i>Reduce parking requirements</i>							1	1	0	1
<i>Improve school transportation</i>								0	0	0
<i>Improve active transportation to schools</i>								0	0	0
<i>Improve mix of housing types</i>						1	1	2	1	1
Modes of Travel						1	5	6	1	5
Create more travel choices in more places: driving, riding, walking, biking		3	27		8	4	12	54	7	47
Enable more people to ride public transportation		4	10	2	7	1	6	30	7	23
Enable more people to walk and bike for daily needs			7	6	6		10	29	6	23
Serve more parts of the region with high capacity roadways					3		2	5	0	5
Additional Modes of Travel Objectives										
<i>Alternate mode infrastructure(CPI, complete streets, connectivity)</i>			7					7	0	7
<i>Telecommuting</i>			5					5	0	5
<i>Accessibility/First-Last Mile</i>			1					1	0	1
<i>Provide community services within walking distance of homes</i>					1			1	0	1
<i>Increase number of bike and NEV lanes</i>					4			4	0	4
<i>Increase and facilitate car sharing</i>					5			5	0	5
<i>Make public transportation more accessible and attractive</i>					1			1	0	1
<i>Prefer public transportation over new roads</i>					2			2	0	2
<i>No more toll roads</i>				1				1	1	0
<i>Create more walking/biking opportunities (Complete Streets)</i>					2			2	0	2

Note: Add "transit"

Note: Particularly in low-income communities; Enable=includes encourage/hours of operation, accessibility

Note: Requirements for bike path physically separated; Safely

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

	Orange County						Total All Votes	Primary	Secondary
	Anaheim		Orange		Mission Viejo				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Encourage businesses to supply shuttles to transportation stops and centers</i>						1	1	0	1
<i>Consider vulnerable populations in available transit services/costs/connectivity</i>						2	2	0	2
<i>Commit to high speed rail</i>							0	0	0
<i>Improve multi-modal connectivity</i>					1	4	5	1	4
<i>Different types of transit- what works in south Orange County</i>						2	2	0	2
<i>Enhance desirability of public transport</i>						1	1	0	1
<i>Increase frequency of bus routes</i>							0	0	0
<i>Improve reliability/system redundancy of Metrolink</i>							0	0	0
<i>Increase operating hours (24/7 availability)</i>							0	0	0
Fiscal and Economic Considerations							0	0	0
<i>Help our economy thrive and be resilient (e.g., despite energy price spikes)</i>	3	15	2	6		6	32	5	27
<i>Keep governmental transportation expenditures low</i>					1	2	<i>Note: Clarify</i> 3	1	2
<i>Minimize household transportation expenditures (how much it costs me to get around)</i>		2		2		2	6	0	6
<i>Prioritize the most cost effective transportation investments</i>		8		1	2	3	14	2	12
<i>Improve the movement of freight through the region</i>		7		3		5	<i>Note: Support local business and reduce pollution</i> 15	0	15
Additional Fiscal and Economic Considerations Objectives									
<i>Publicly-owned transportation-maintained</i>	1						1	1	0
<i>Use market-based approaches/incentives</i>		4					4	0	4
<i>Maximize expenditures- Invest heavily in transportation</i>		2					2	0	2
<i>Restore funding specifically for transit</i>		1					1	0	1
<i>Keep expenditures sustainable</i>			1	1			2	1	1
<i>No unfunded mandates</i>							0	0	0
<i>Encourage and support tourism with transportation investments</i>							0	0	0

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

	Orange County						Total All Votes	Primary	Secondary
	Anaheim		Orange		Mission Viejo				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Encourage business growth through transportation investments/services</i>				1			1	0	1
<i>Maintain and improve property values</i>							0	0	0
<i>Improve/decrease costs for taking mass transit</i>				1			1	0	1
<i>Maintenance of existing facilities</i>						3	3	0	3
<i>Revenue generation</i>						1	1	0	1
<i>Improve outreach "true" cost of auto-mobility (vehicle maintenace, etc.)</i>						2	2	0	2
<i>Education and outreach on business advantages of not doing business as usual</i>							0	0	0
Safety							0	0	0
<i>Improve safety for people who walk, take transit, or bike</i>		13	1	6	1	8	<i>Note: Create conditions for sharing of roads; add "security"</i> 29	2	27
<i>Improve safety for drivers</i>				3			<i>Note: Children- "Safe Routes to School"</i> 3	0	3
Additional Safety Objectives									
<i>Safe routes to schools</i>		3					3	0	3
<i>Access to transit</i>		5					5	0	5
<i>Encourage traffic calming on major arterials</i>							0	0	0
<i>Community control over speed limits</i>							0	0	0
<i>Improve safety for all modes/everybody</i>							0	0	0
<i>Safety for seniors</i>							0	0	0
<i>Separate modes of travel (bike/ped, vehicles)</i>						2	2	0	2
<i>Consider perceived safety of immigrant population at transit centers</i>						3	3	0	3
<i>Improve design of bike lanes (protected sidewalk side lanes)</i>						2	2	0	2
<i>Increasing crosswalk time/safety medians</i>						1	1	0	1
Environmental Justice							0	0	0
<i>Help all residents, not only drivers, get around</i>		7		10		6	23	0	23
<i>Avoid disproportionate impacts on lower income communities</i>		5		3		2	<i>Note: change to "Address"</i> 10	0	10

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

Potential Objectives for the 2012 RTP		Orange County						Total All Votes	Primary	Secondary
		Anaheim		Orange		Mission Viejo				
		Primary	Secondary	Primary	Secondary	Primary	Secondary			
Additional Environmental Justice Objectives	<i>Keep commuting times and costs reasonable</i>				2			2	0	2
	<i>Incentivize programs for improving the environment by using public transportation</i>							0	0	0
	<i>Provide the ability to live near their work</i>							0	0	0
Other	<i>Housing affordability/ Jobs access and fit</i>	1	6					7	1	6
	<i>Preserve historic neighborhoods and affordable housing</i>		1					1	0	1
	<i>Increase education across the board on transportation/transit alternatives</i>		4					4	0	4
	<i>Increased funding for transportation/transit mode choices (including private/employer incentives)</i>		5					5	0	5
	<i>Increased focus on ALL trips (not just work but capturing seniors and kids needs)</i>	1						1	1	0
	<i>RTP process integration w/ local General Plans and other government sectors</i>		2					2	0	2
	<i>Preserve diversity of housing types and price points/income levels</i>	2	1					3	2	1
	<i>Jobs-housing fit- match types of jobs with types of housing</i>	2	1					3	2	1
	<i>Recognize local control (over land use decisions)</i>		2					2	0	2
	<i>Reduce institutional barriers to new/alternative policies</i>		2					2	0	2
	<i>Affordable housing near job centers and transit</i>	1	4					5	1	4
	<i>Realization of future energy demand; Transportation infrastructure too much assumption</i>							0	0	0
	<i>Open space along existing transit corridors</i>							0	0	0
	<i>Reflect public comments</i>							0	0	0
	<i>Increase stormwater retention/ reduce and treat runoff</i>							0	0	0
	<i>Increase affordable housing and housing mix near transit</i>			1	2			3	1	2
	<i>Allow more diversity in housing types</i>				4			4	0	4
	<i>Incentivize jobs in housing-rich areas</i>				2			2	0	2
	<i>Reflect popular/community desires and demand</i>			1	5			6	1	5

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Orange County

	Orange County						Total All Votes	Primary	Secondary
	Anaheim		Orange		Mission Viejo				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Choice related to housing types/neighborhoods (inclusive)/Travel and Mobility/Environment</i>			1				1	1	0
<i>Flexibility/local control</i>				3			3	0	3
<i>Making information understandable/readable</i>				1			1	0	1
<i>Tourism industry/visitors to the region</i>				4			4	0	4
<i>Focus on addressing challenges for new immigrants/residents</i>							0	0	0
<i>Land use link to transportation (Transit-oriented developments, centralized job centers)</i>						5	5	0	5
<i>Housing link to transportation (take into consideration affordability)</i>					1	3	4	1	3
<i>Encourage a change in perception/Focus on education and outreach on public transportation</i>						1	1	0	1
<i>Education- public transit opportunities</i>						3	3	0	3
<i>Maximizing the use of the existing system</i>					2	1	3	2	1
<i>Dedicated goods movement corridors</i>						1	1	0	1
<i>Infrastructure for alternative modes (e.g. plug-in vehicles)</i>					1	1	2	1	1
<i>Use transportation infrastructure for alternative energy generation</i>							0	0	0
<i>Jobs-Housing balance</i>							0	0	0
<i>Outreach and education/incentives to change behavior</i>						2	2	0	2
<i>Increase availability of affordable housing</i>							0	0	0

Public Comments Received

Orange Workshop

Wednesday, August 10, 2011

Comment
Why is this stakeholder meeting <u>after</u> OC's SCS has already been approved?
Why weren't these workshops better advertised? I work for a large agency and ride train, and didn't hear about this through either. Seems most people involved are people who do not even make use of and probably wouldn't make use of public transit.
Some of statistics used in presentation are very misleading, i.e. access to transit. For most areas of OC are serviced by buses, but timetables, commute times and costs are unreasonable.
Completely avoided toll road issue.
Also seems that same people showing up at each meeting to throw survey results.
Has attempt been made to ask wide range of residents, not just elected officials? My experience has been that despite the fact they're elected, they often times do not represent constituents on transportation or environmental issues.
Access to the meeting from mass transit was very difficult. Also, consistent with state goals, why not use recycled paper, etc.?
Seems a bit unfair that the same people show up at meetings and vote on direction of policy. People should be allowed to vote once and more weight to residents - not lobbyists or developers.
Also I would recommend using green meeting principles for materials to reduce need of color printers. Much could have been printed on recycled paper and black/white.
Why is the stakeholder meeting held after the OC-SCS has been accepted? Would like opportunity to comment on the document.
Meetings and voting on scenarios should be available online to give those that cannot attend a voice in policy direction.
SCS should mandate no new roads through set aside open space, parks or reserves.
New development should grow up, not out. No more urban sprawl - we need infill, low-impact development and walkable/bikeable cities.
Make public transit more accessible and attractive. Inform and encourage the public to use carpool, bike, bus, rail, etc.
Reduce impact on air quality, water quality and open space.
I did not appreciate coming to a public workshop to hear that the SCS had already been developed for OC and would be incorporated wholesale in the RTP with no change.
People can definitely bike more than 1/2 mile. The problem is that you can only put two bikes on a bus; buses come sporadically and do not run late enough.
Our transportation should include no more toll roads - including the Foothill South, which has already been rejected by the Coastal Commission and Bush Administration for destruction of 60% of San Onofre Park and coastal resources. The proposed toll road does not make sense financially nor does it fix traffic. Alternative is to widen I-5 with HOV lanes.
Need for better public outreach for these workshops!

Public Comments Received

Representing Discovery Science Center, we see lots of families with young children. Children are a bit of a handful, so public transportation represents a challenge. I would like to see the RTP include facilities which support high-occupancy vehicles. Furthermore, I would like to see support for installing electric-vehicle charging stations, as well as park-and-ride facilities.

Transit is available, but there is no direct route. I would need to transit 3-to-4 times, and have found no option under 90 minutes. It takes me 20-30 minutes to drive 10 miles.

Please consider adding a health impact on obesity. These plans have the potential to save tax dollars by increasing physical activity. Every public transportation trip begins and ends with a walk or bike ride potentially.

Time of the workshop is key to getting participation. While 4:30-7:30pm was the latest in the work day. If I didn't work for a firm "in the industry", I wouldn't have been able to leave work to be here. How about a Saturday workshop?

More publicity for workshops, please!

Just a general comment about the questions: there were a bit too many double barreled questions.

This was a very informative workshop. It was a good balance of information and interactive activities.