

2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS

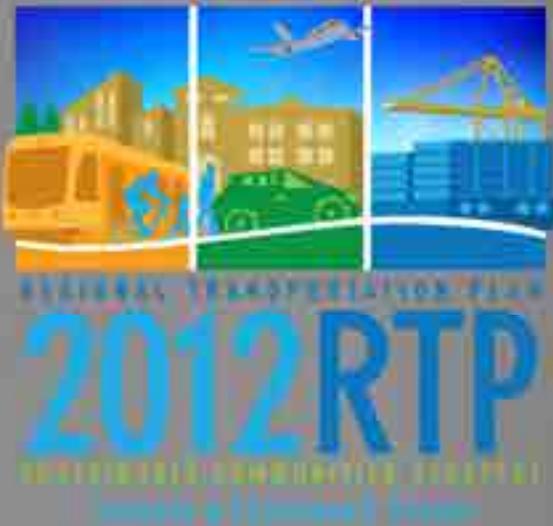
Workshop Agenda

Images courtesy of Metro © 2011 LACMTA

July 18, 2011, 6:00 p.m. – 9:00 p.m. **Thousand Oaks Library, Thousand Oaks, CA**

- 6:00 p.m.** **Welcome and Introductions**
Supervisor Linda Parks, District 2, County of Ventura
- 6:10 p.m.** **Video: The 2012 Regional Transportation Plan**
- 6:20 p.m.** **Introduction to the Day's Agenda**
SCAG Staff
- 6:30 p.m.** **DRAFT Scenarios for Southern California's Future**
SCAG Staff
- 7:05 p.m.** **Small Group Breakout Discussion**
- 7:45 p.m.** **Keypad Polling of Scenario Strategies**
- 8:15 p.m.** **Next Steps**
SCAG Staff





2012 RTP/SCS PUBLIC OUTREACH WORKSHOP



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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

Timeline

2012 RTP Development Timeline



Where we've been

2012 RTP Development Timeline



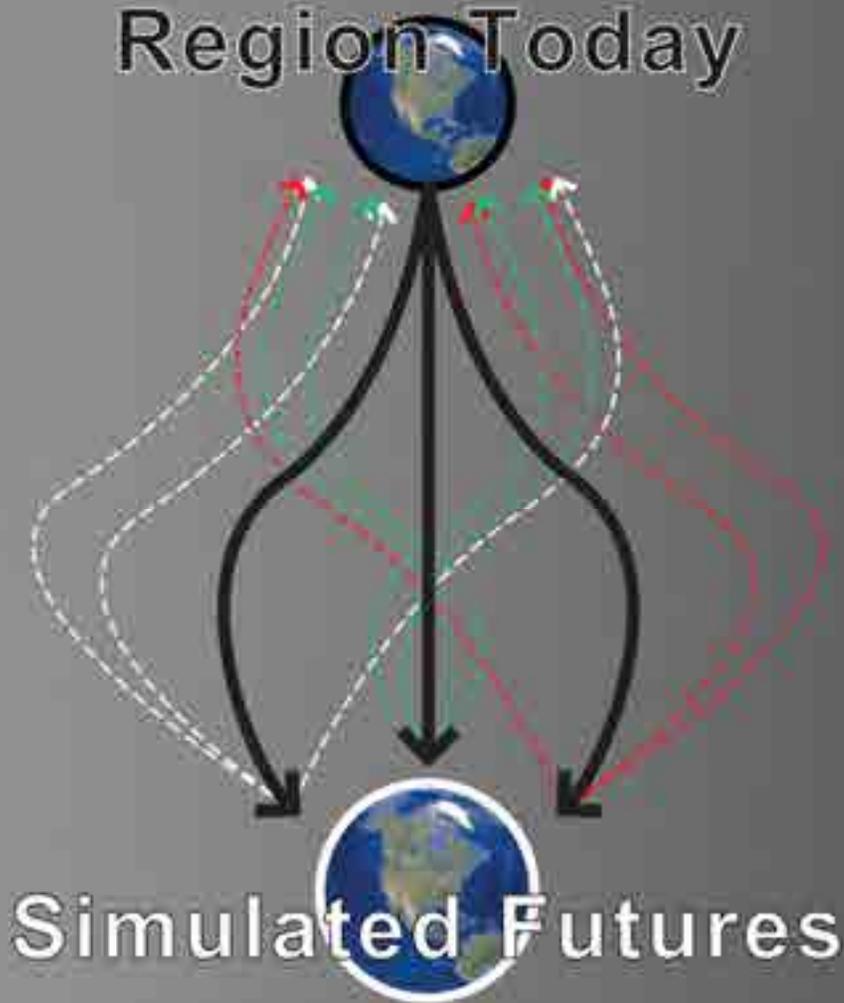
RTP Objectives: what should the plan work to accomplish?

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

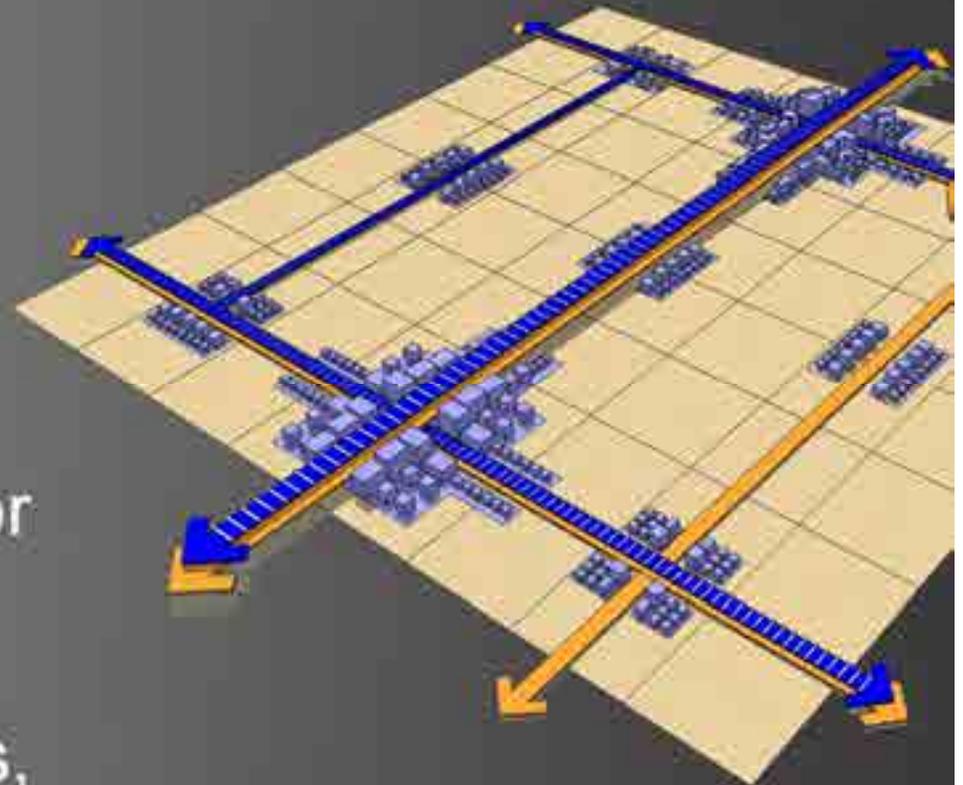


Simulated Futures

Scenarios for Southern California

Scenarios explore transportation and land development questions...

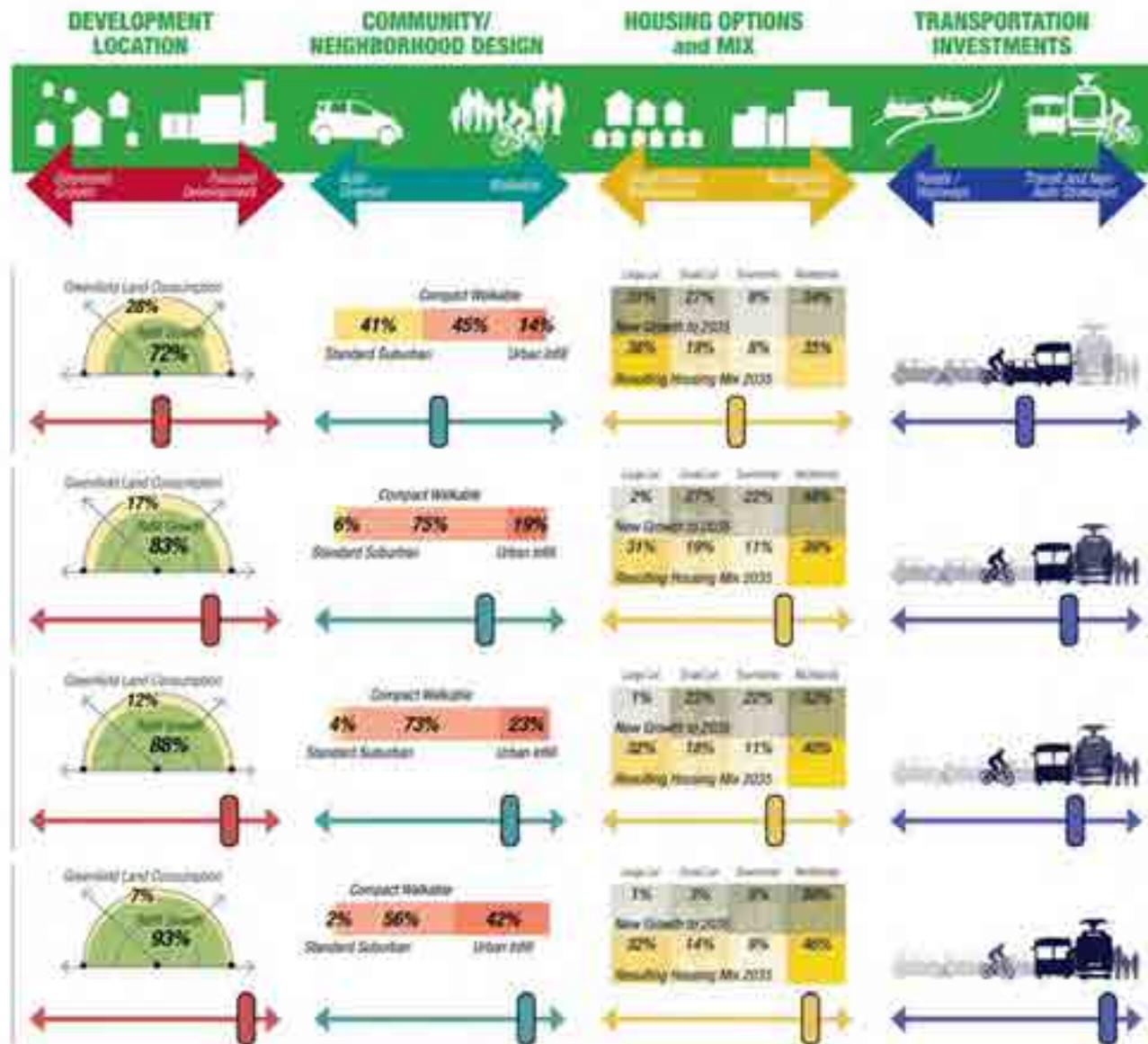
1. Should we grow up or out?
2. What type of homes should we build?
3. Invest more in roads or public transportation?
4. Bedroom communities, job centers, a balance?



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



Scenarios Snapshot



1

2

3

4

Greenfield vs. Infill / Reuse

New Development 2008-2035



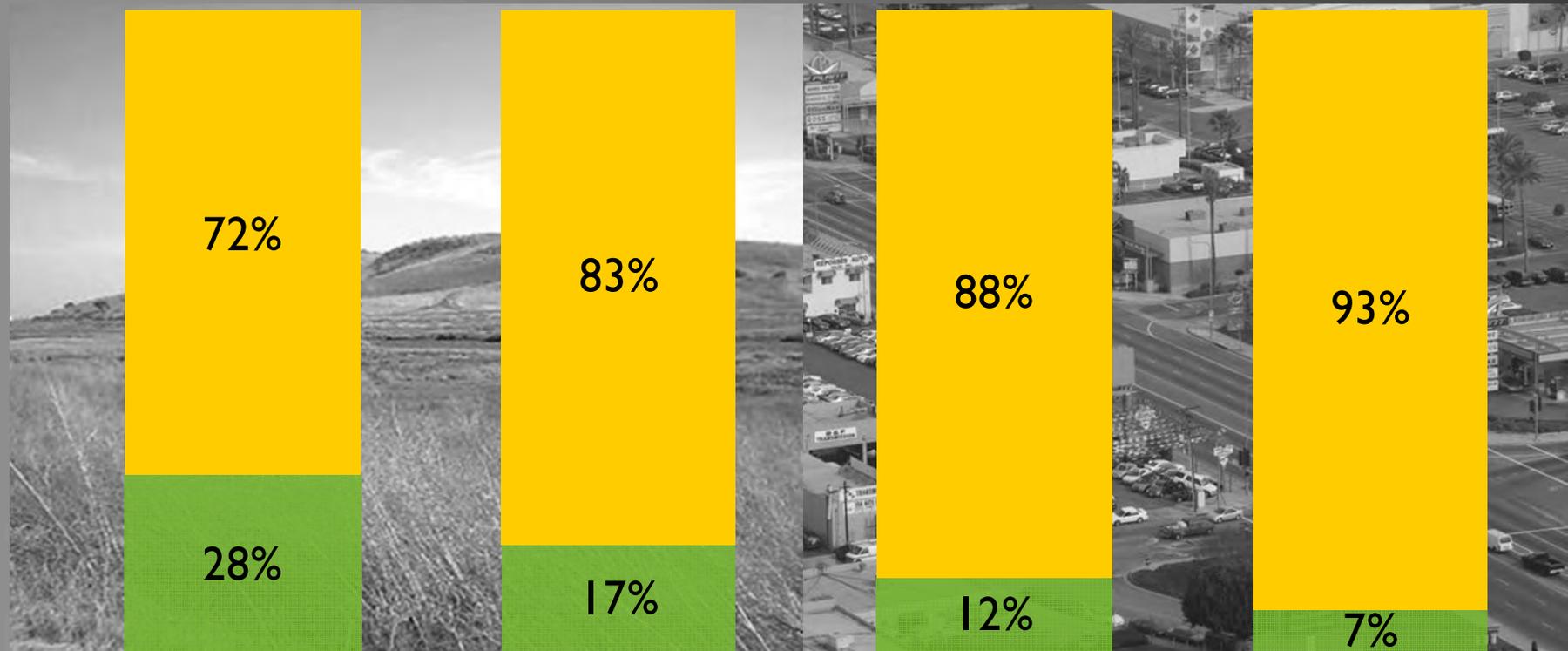
Greenfield vs. Infill / Reuse

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

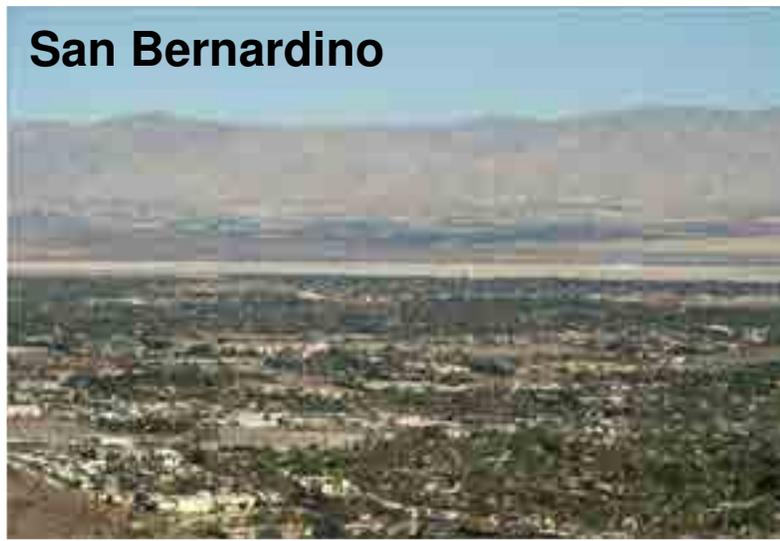


Source: Matt Jalbert, www.exuberance.com

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

Rialto



Ventura County

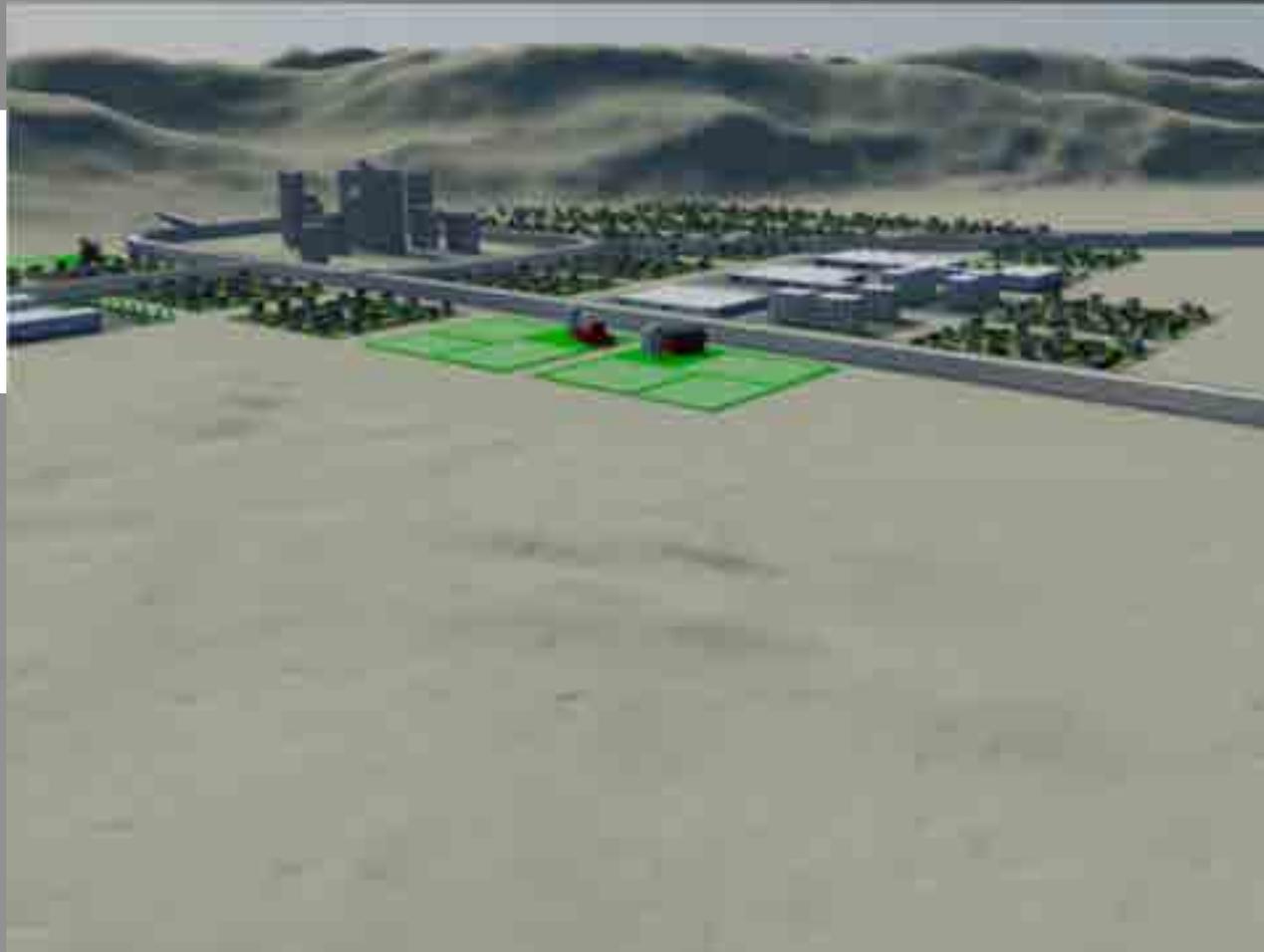


Standard



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

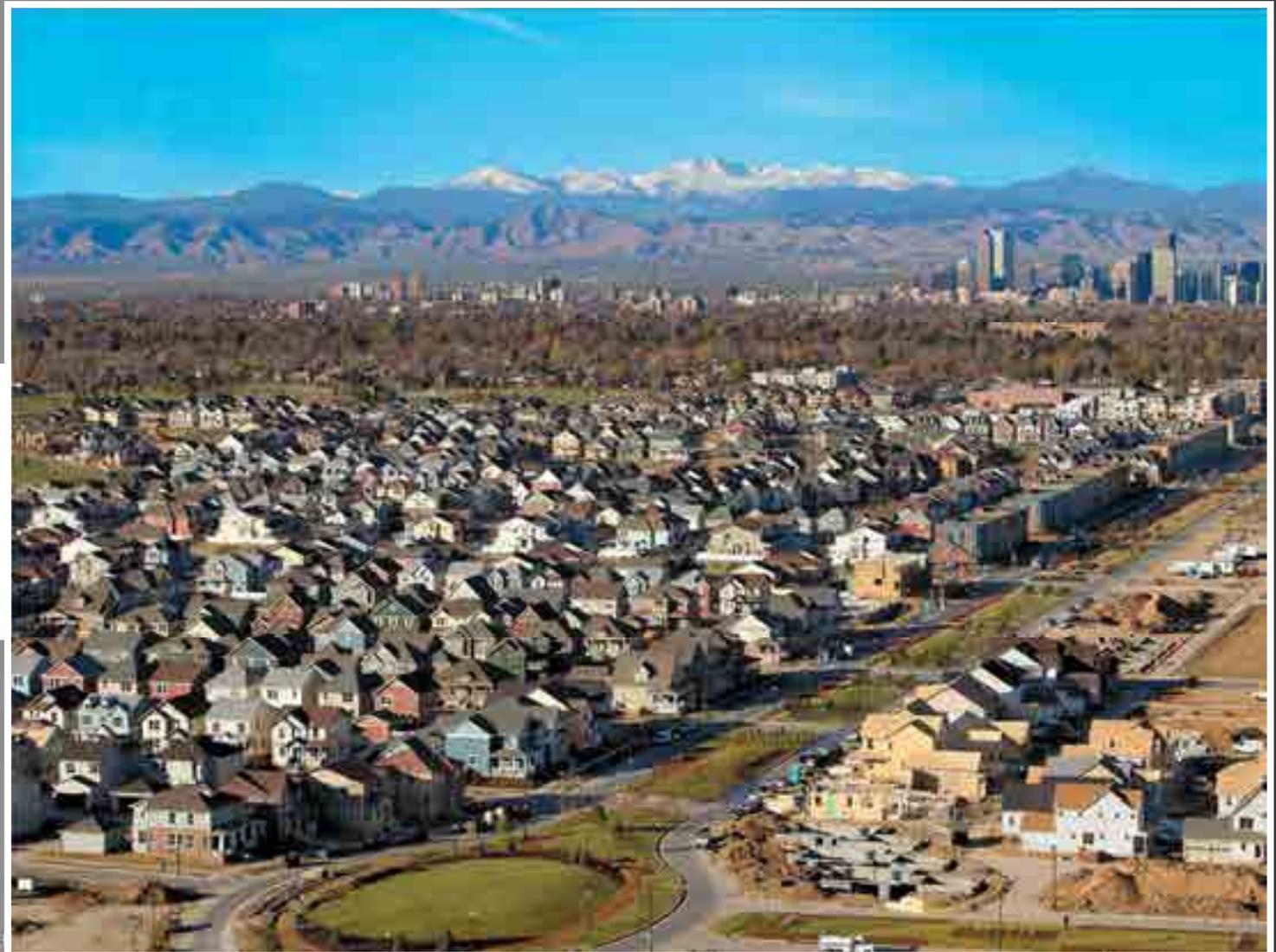
Lower
Density
Auto-
Oriented
Suburban

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



Oxnard Village - Oxnard



Ballard Furniture Building - Fillmore

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented



Corner of Main Street and Palm Avenue - Ventura



Seabridge Village - Oxnard

Urban

Higher-Density Transit-Oriented Infill

Mixed-Use Walkable



Urban



Standard

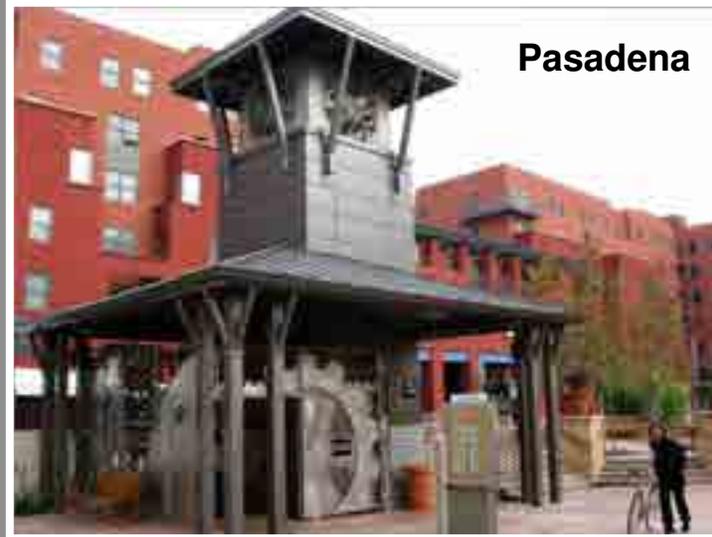
Lower
Density
Auto-
Oriented
Suburban

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented

Urban

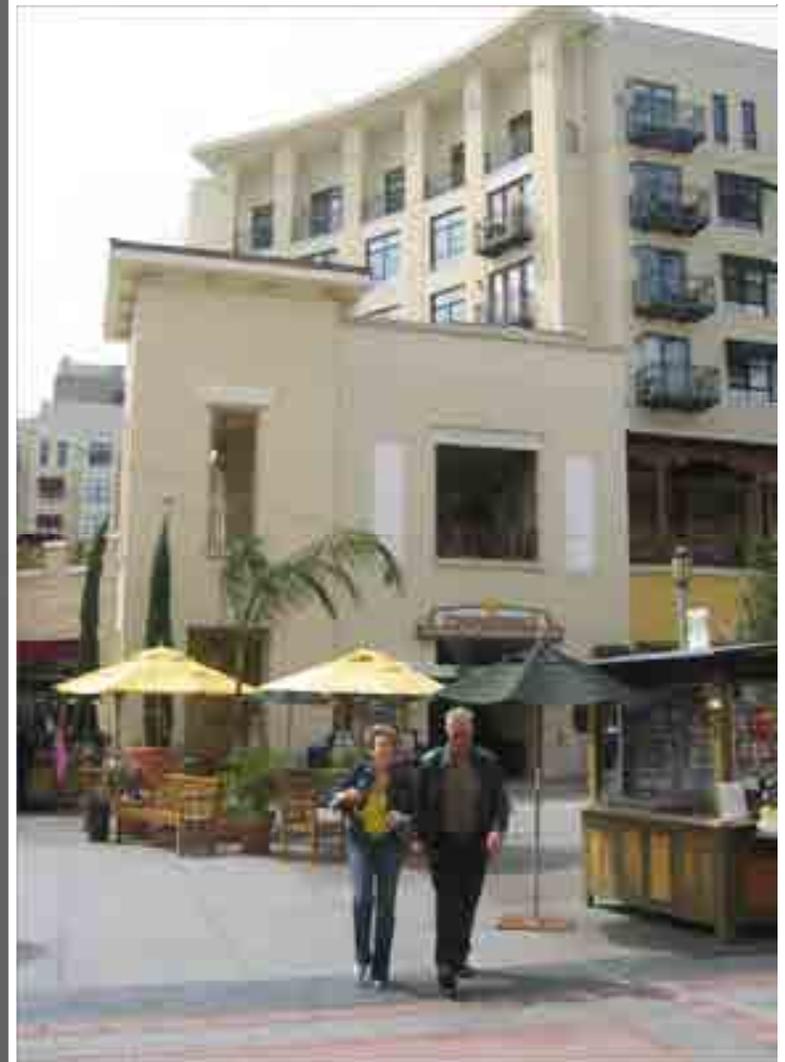
Higher-
Density
Transit-
Oriented
Infill



Pasadena



Anaheim



Urban



Standard

Lower Density Auto-Oriented Suburban



Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented



Urban

Higher-Density Transit-Oriented Infill



Urban



Standard

Lower
Density
Auto-
Oriented
Suburban

Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented

Urban

Higher-
Density
Transit-
Oriented
Infill

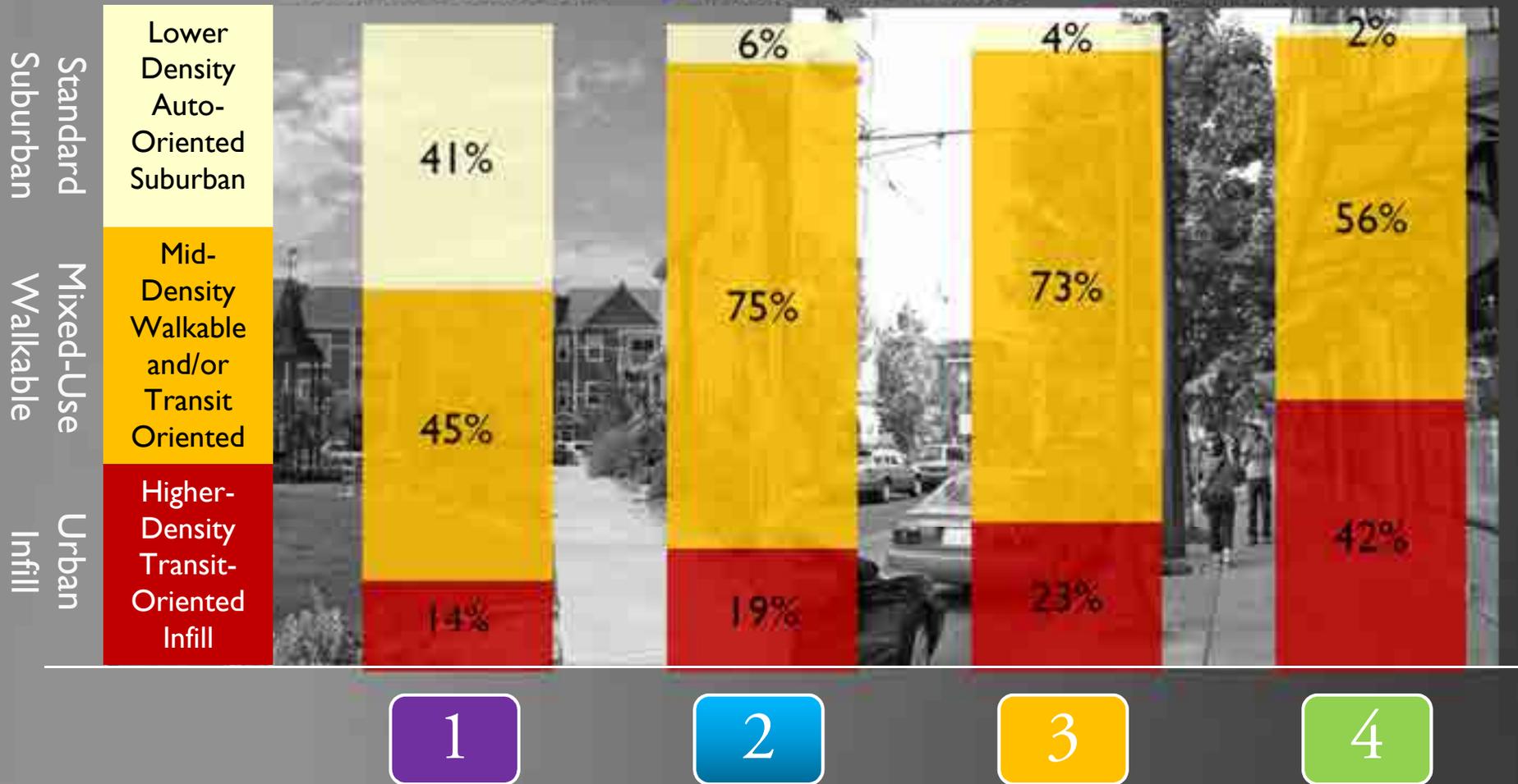


Development Proportions

New Growth 2008-2035



■ Standard Suburban ■ Mixed-Use Walkable ■ Urban Infill



Housing Product Mix

New Housing Units 2008-2035

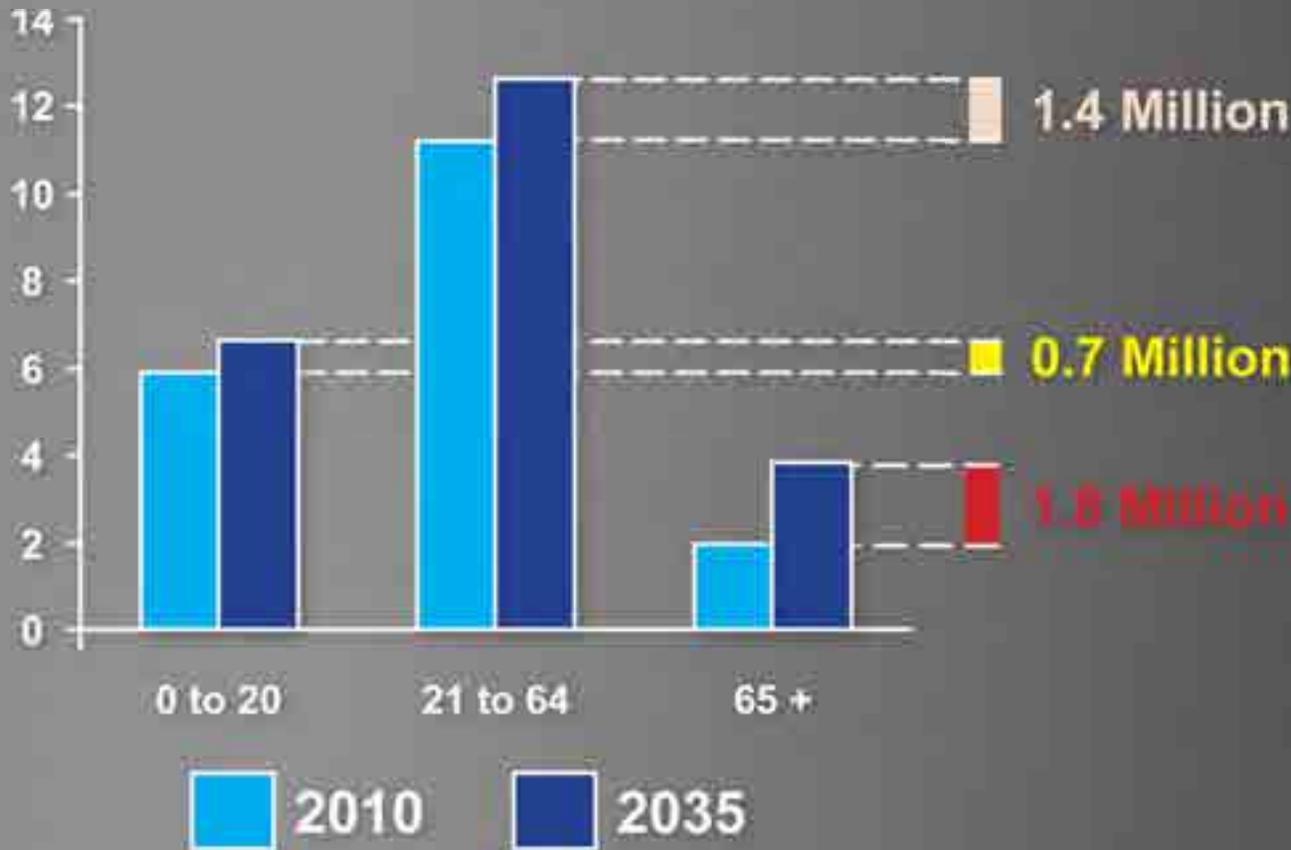


Where is the long-term housing market headed?

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

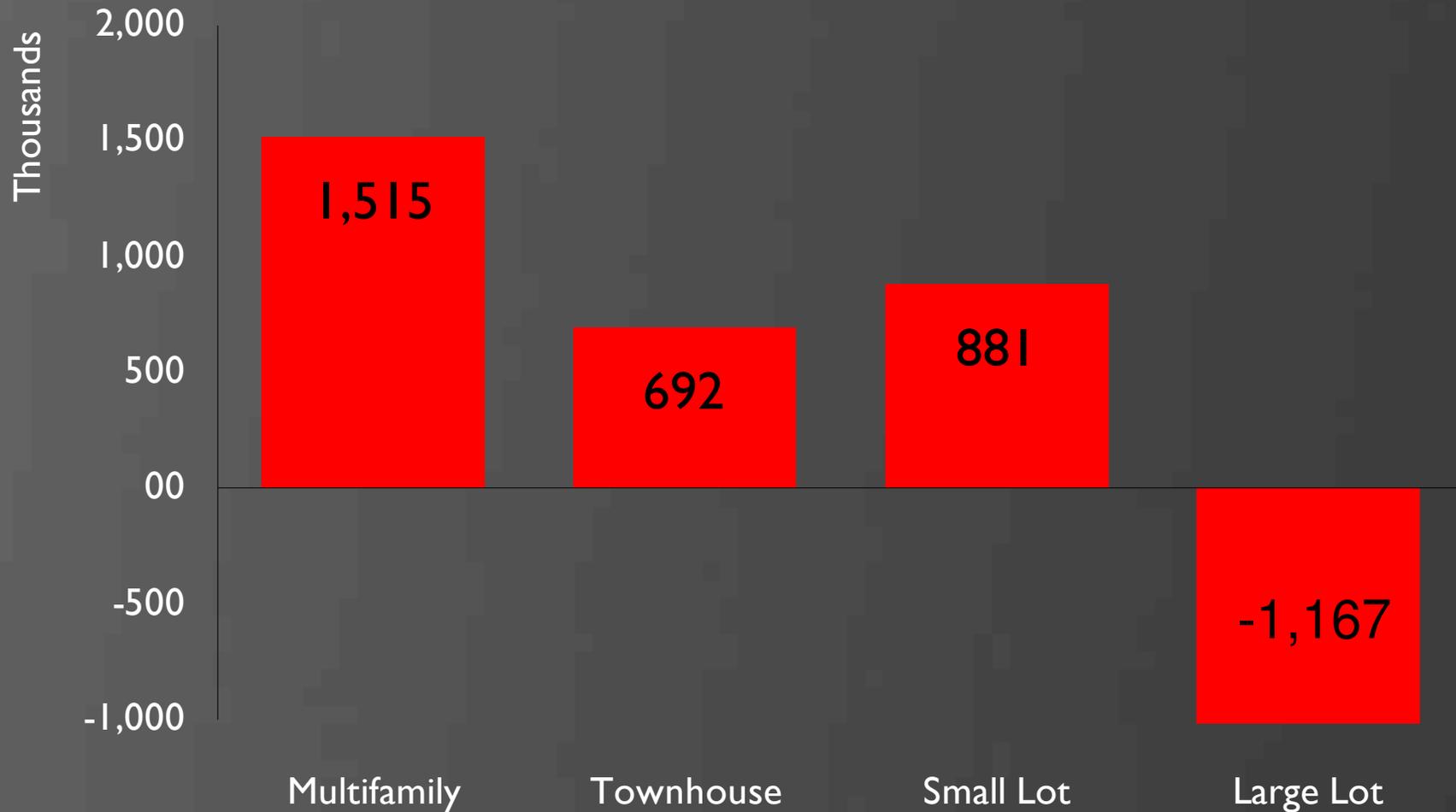
In 2040 **73%** of all
households will be
without children

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

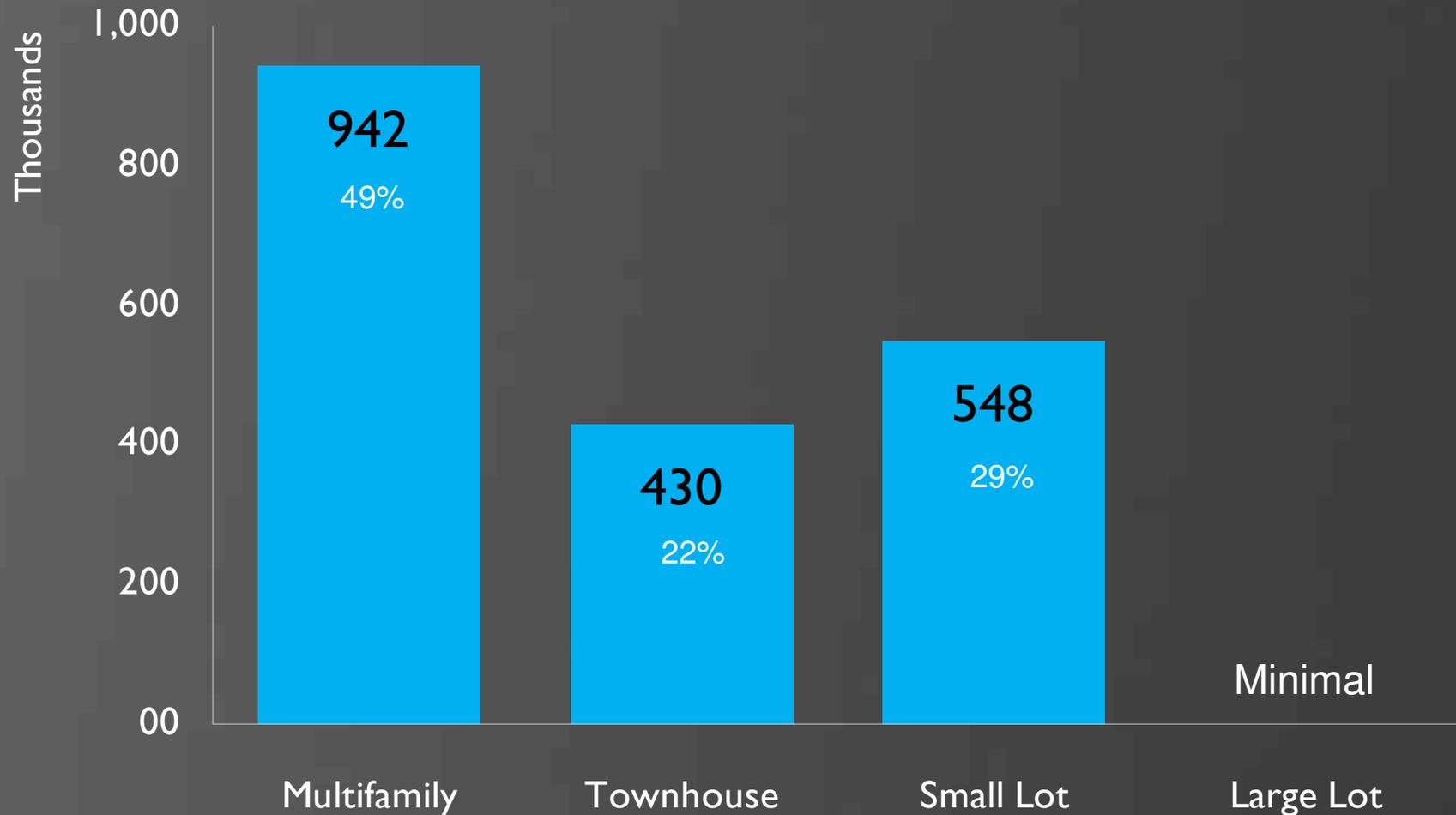


Source: AC Nelson. *The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035*

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)

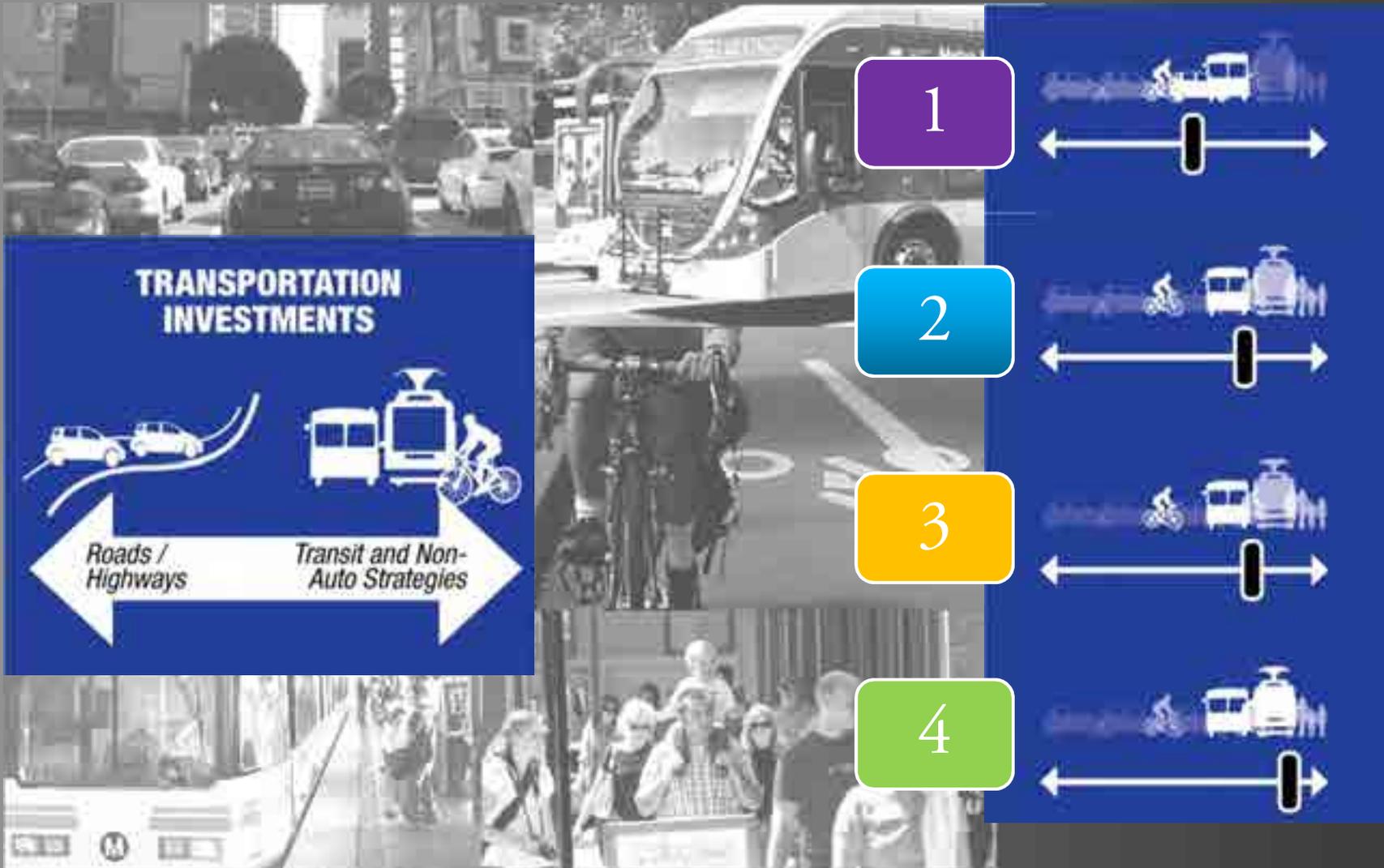
1

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**

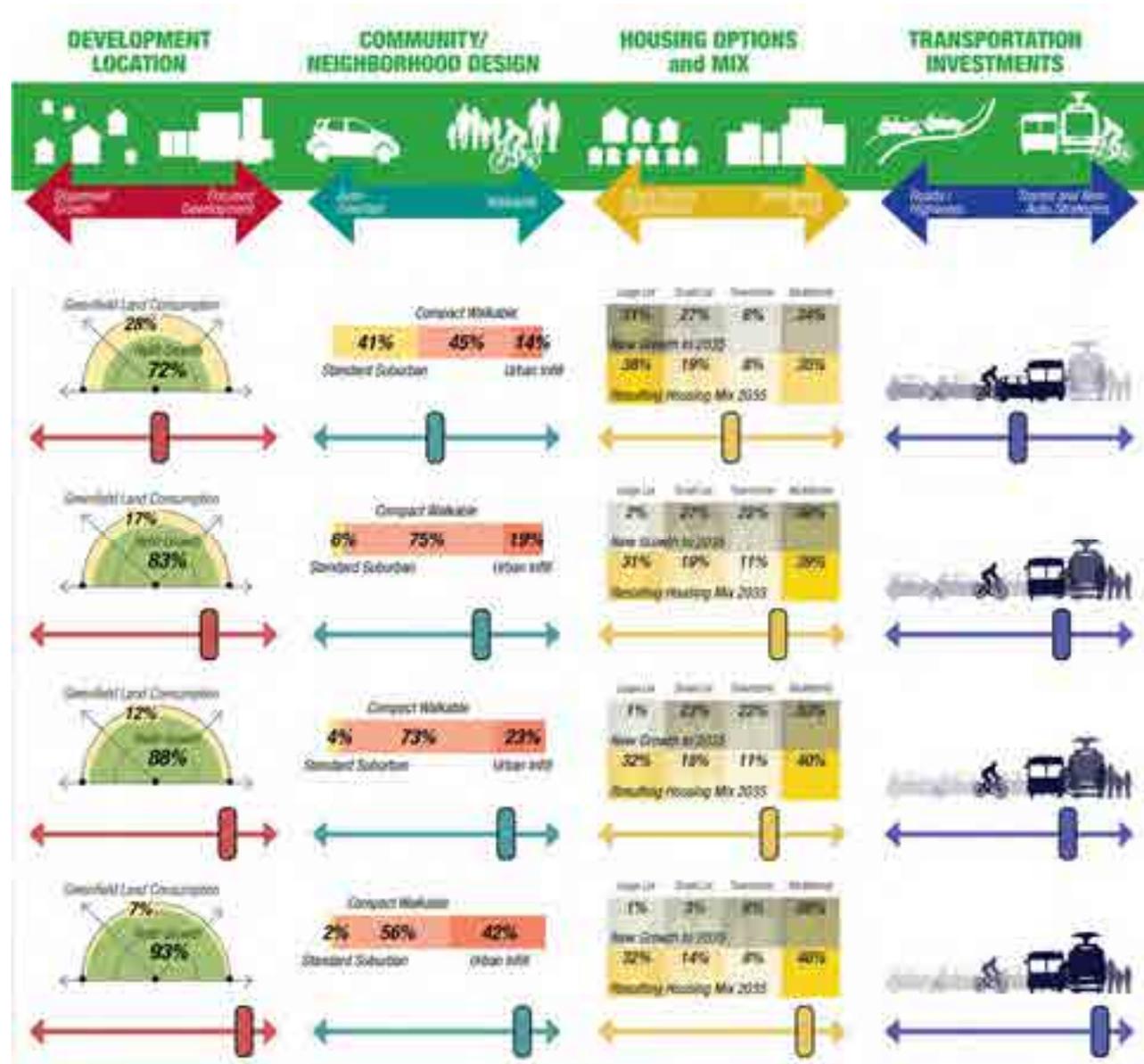
Scenarios Snapshot

1

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4





How The Scenarios Compare

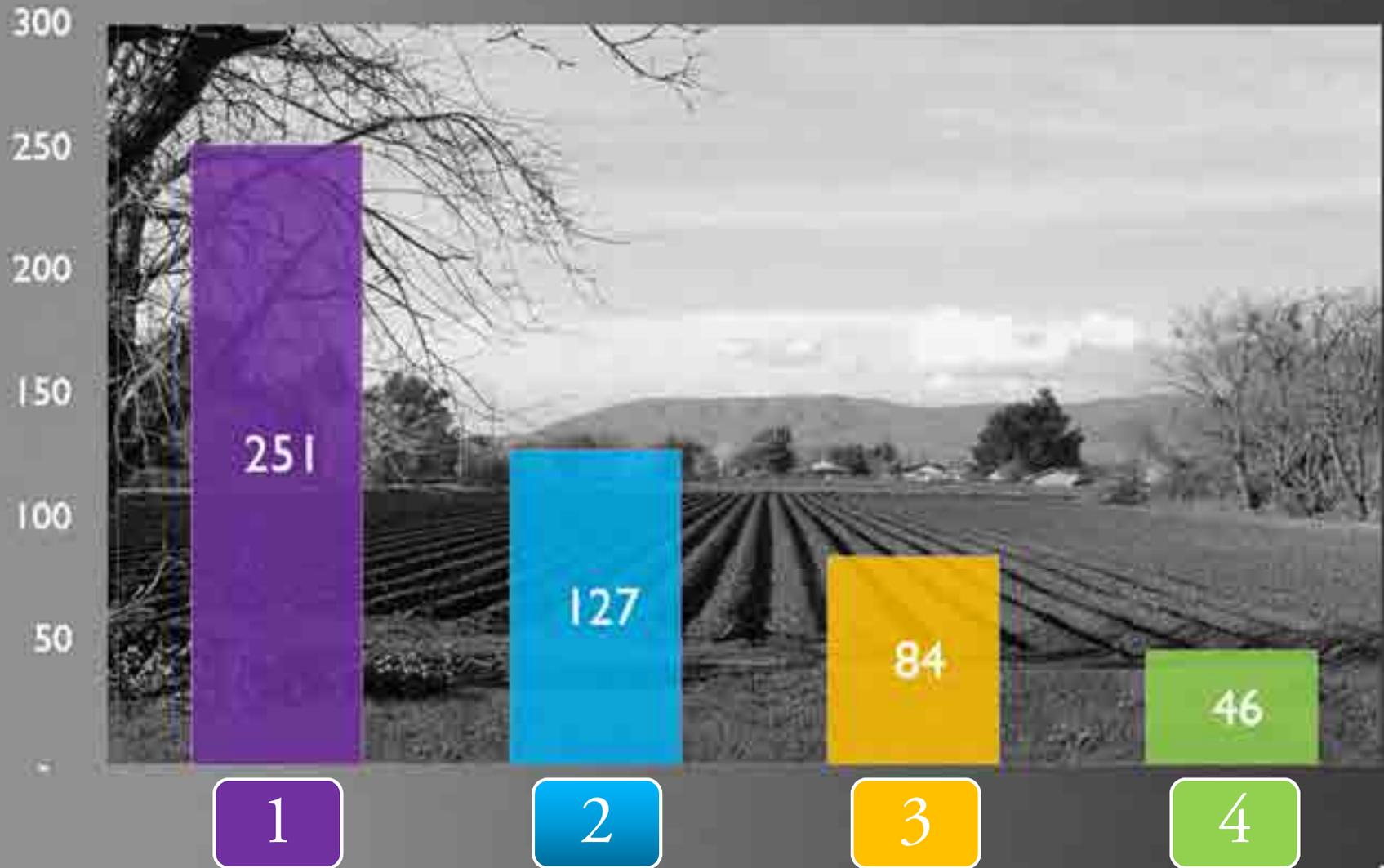
Land Consumed

Square Miles



Land Consumed

Square Miles



Local Infrastructure Costs

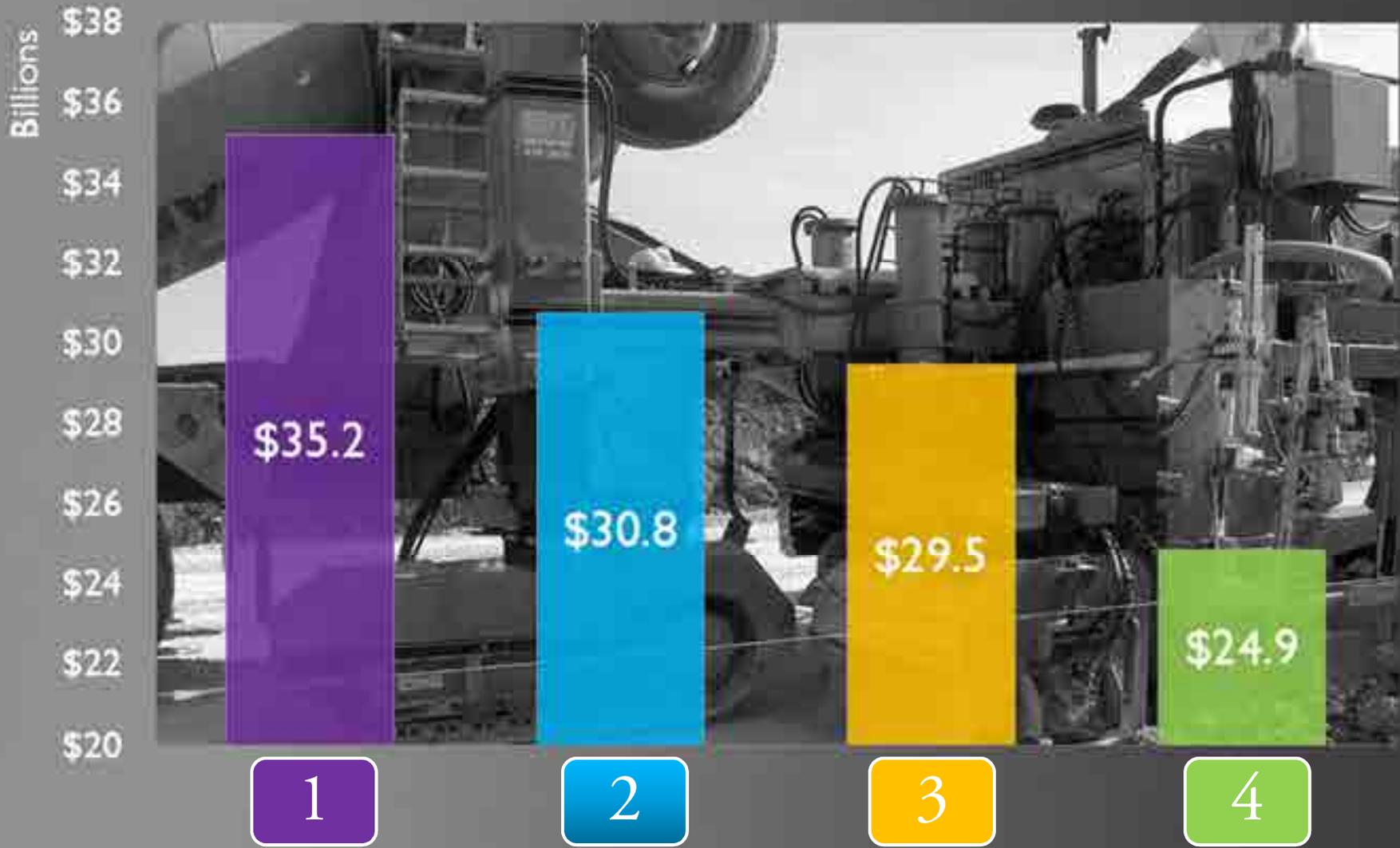
Capital & Operations & Maintenance Costs for New Growth, 2008-2035



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



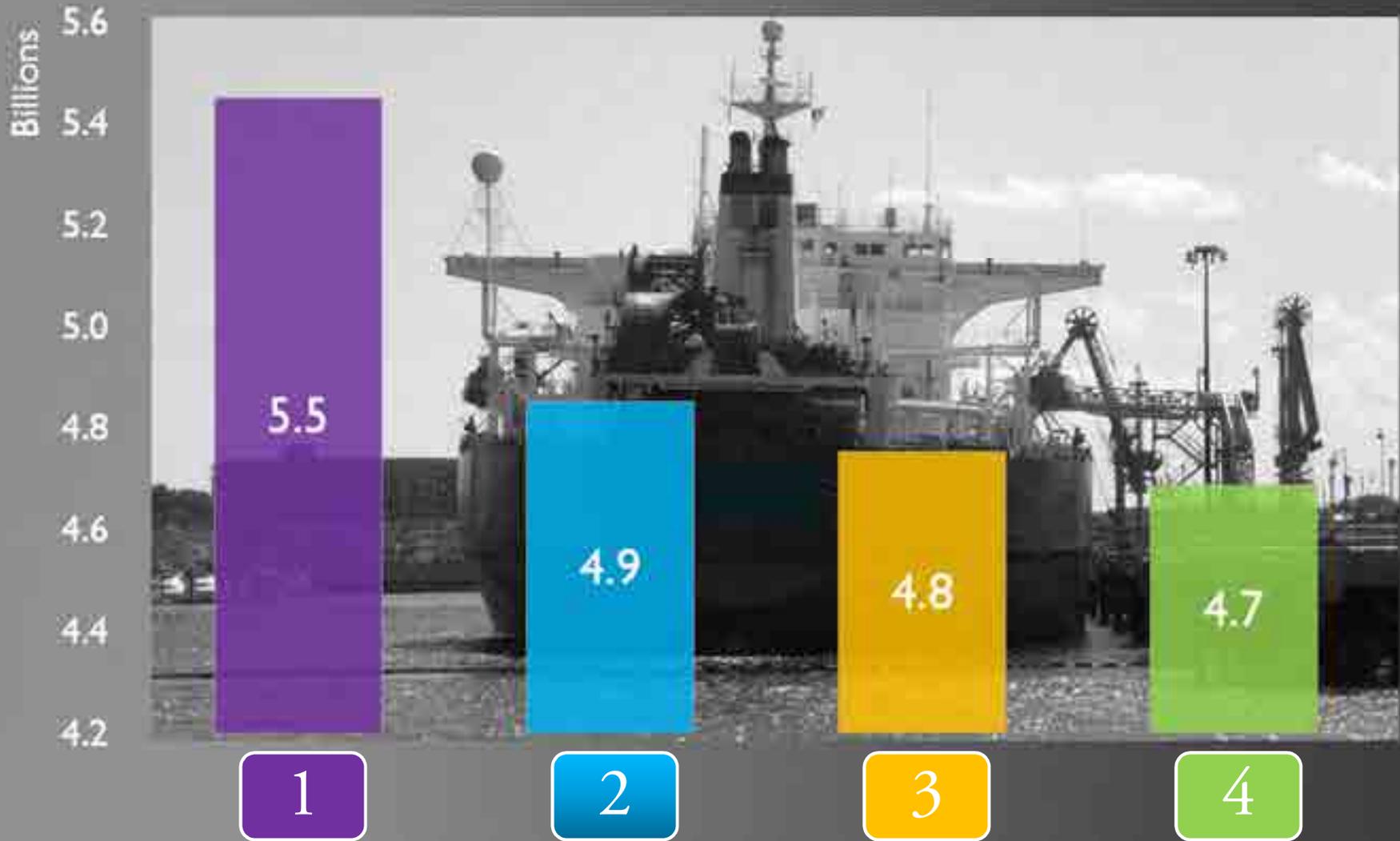
Fuel Consumption

Billions of Gallons, 2035



Fuel Consumption

Billions of Gallons, Annual, 2035



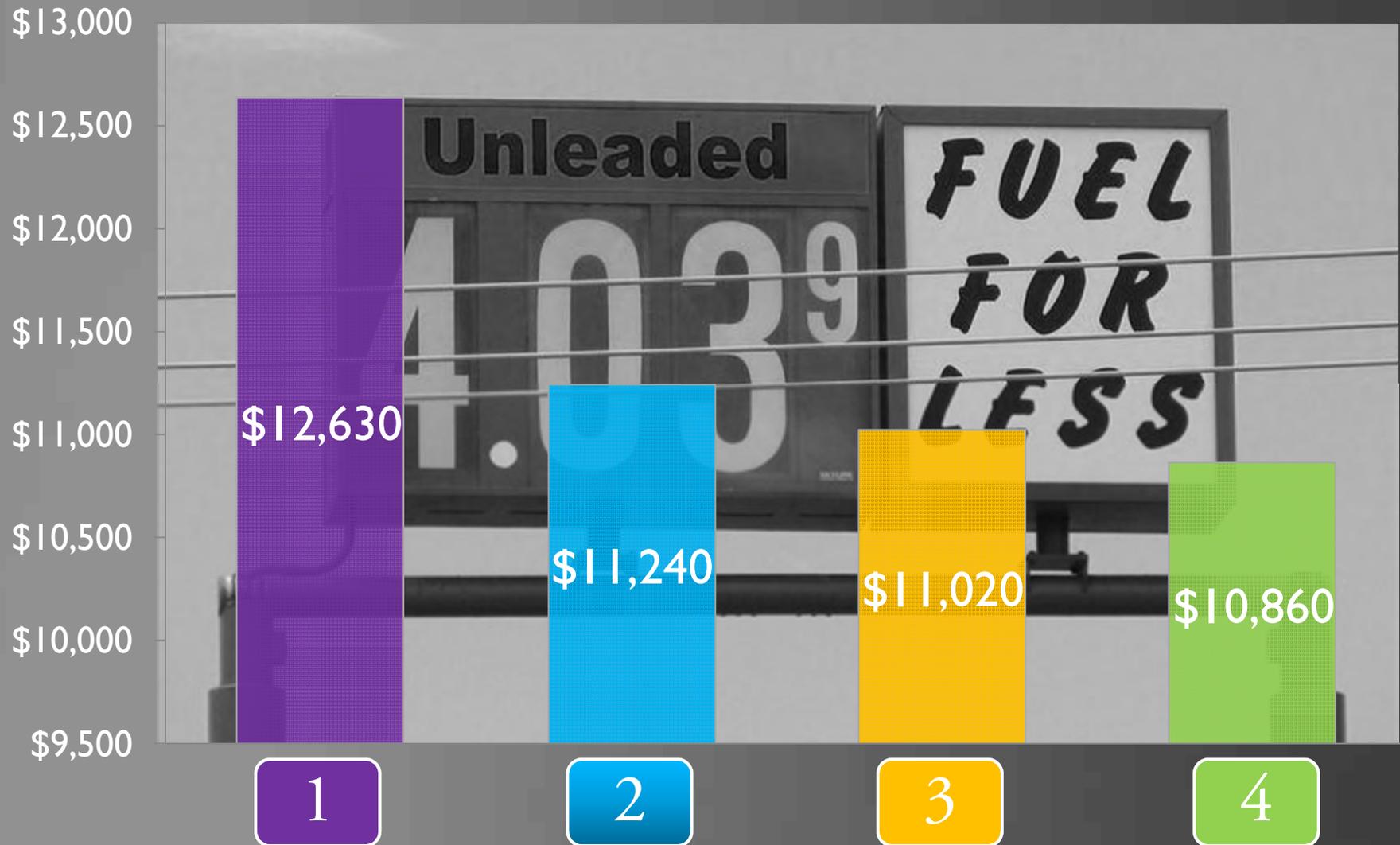
Fuel and Auto Operating Costs

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



Fuel and Auto Operating Costs

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



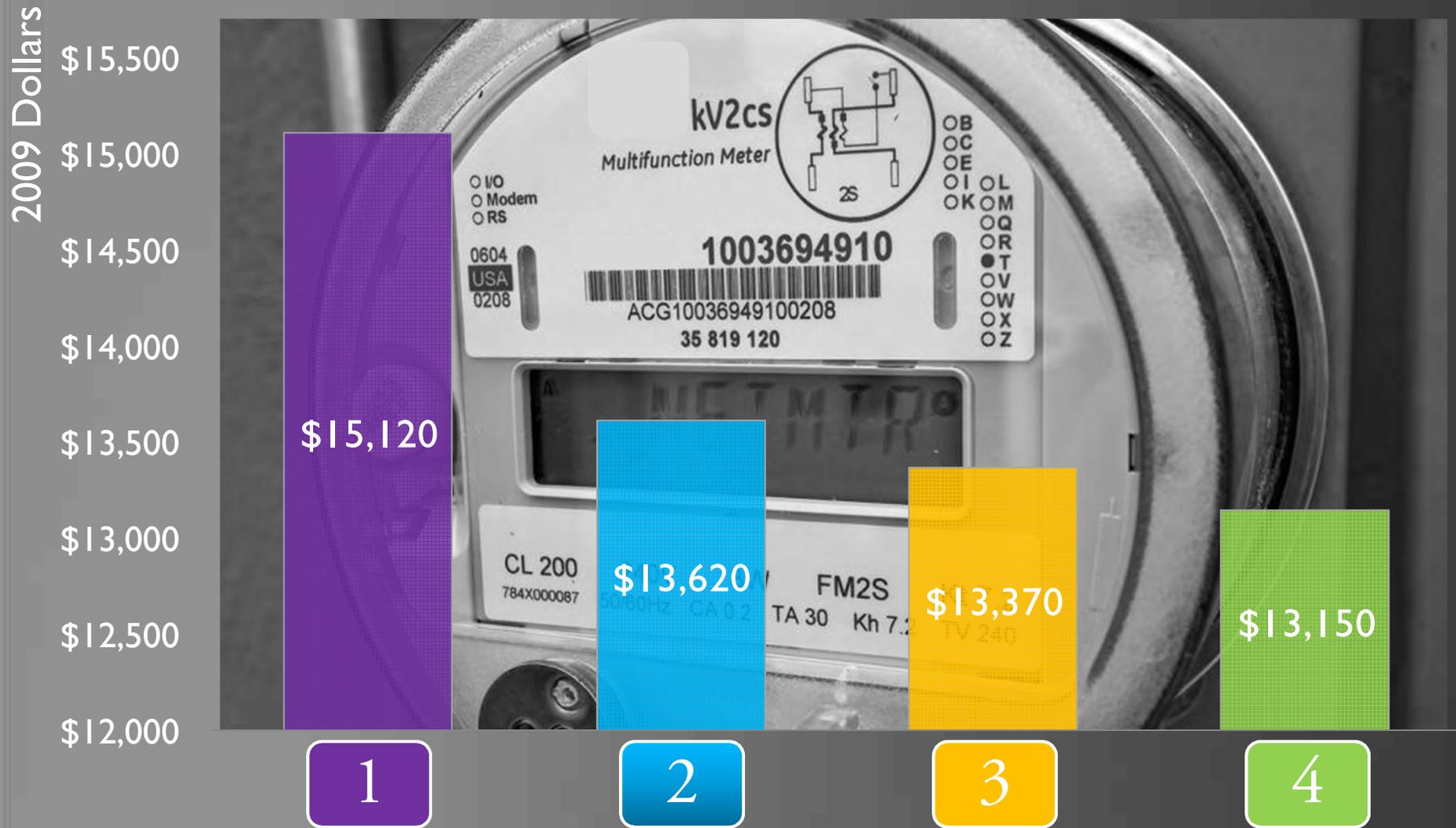
Household Costs

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



Household Costs

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



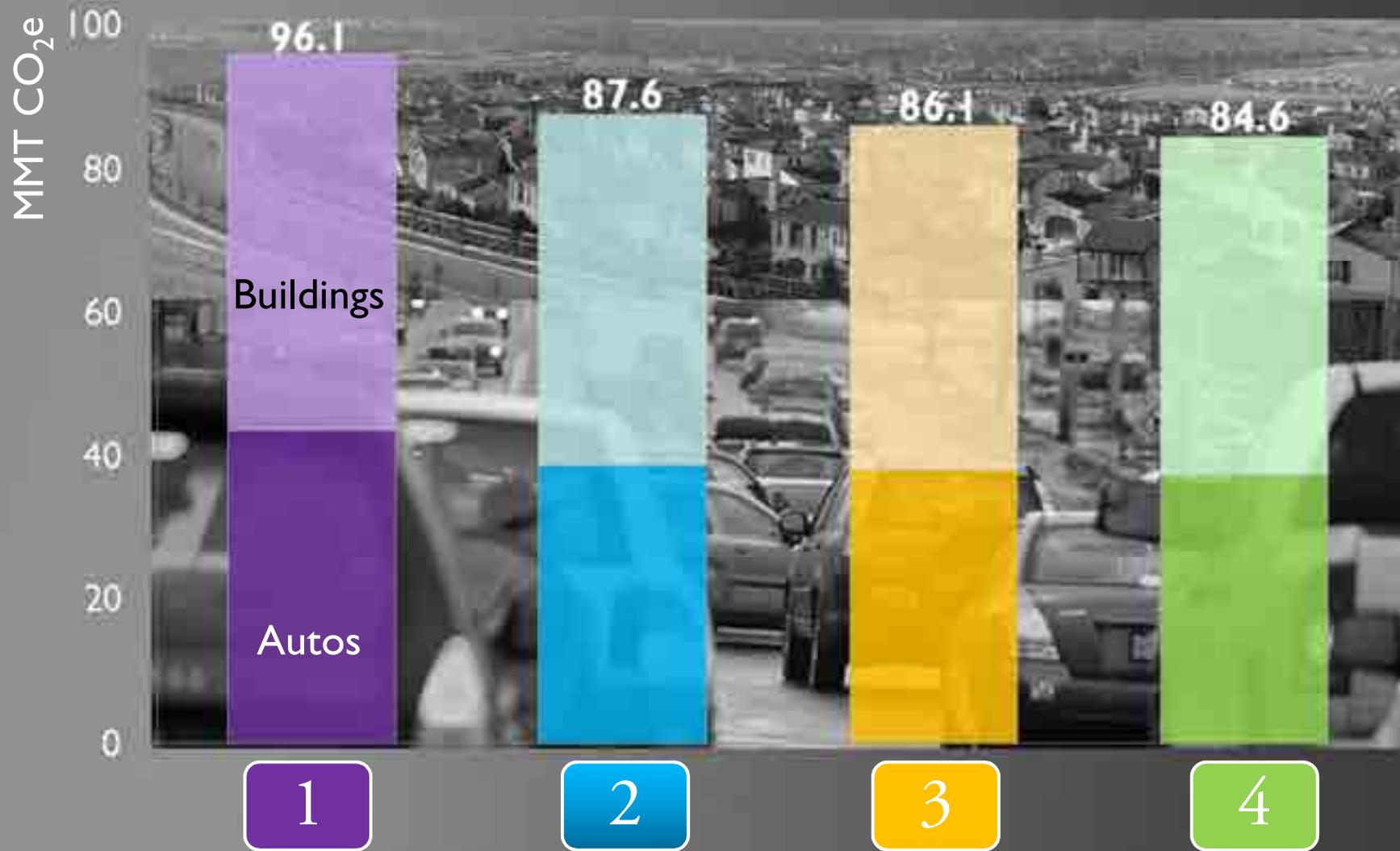
Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



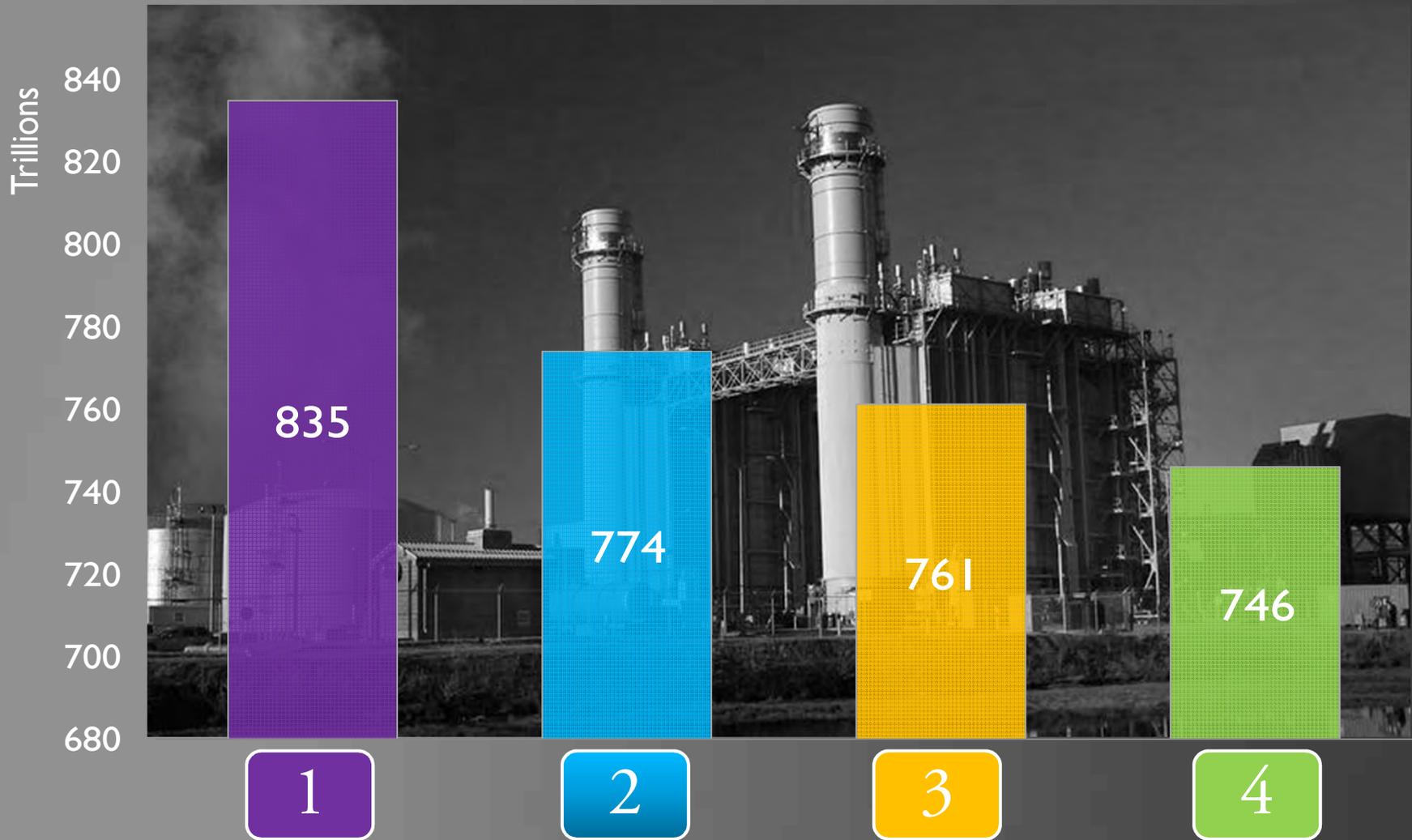
Building Energy Use

Trillion BTU, 2035



Building Energy Use

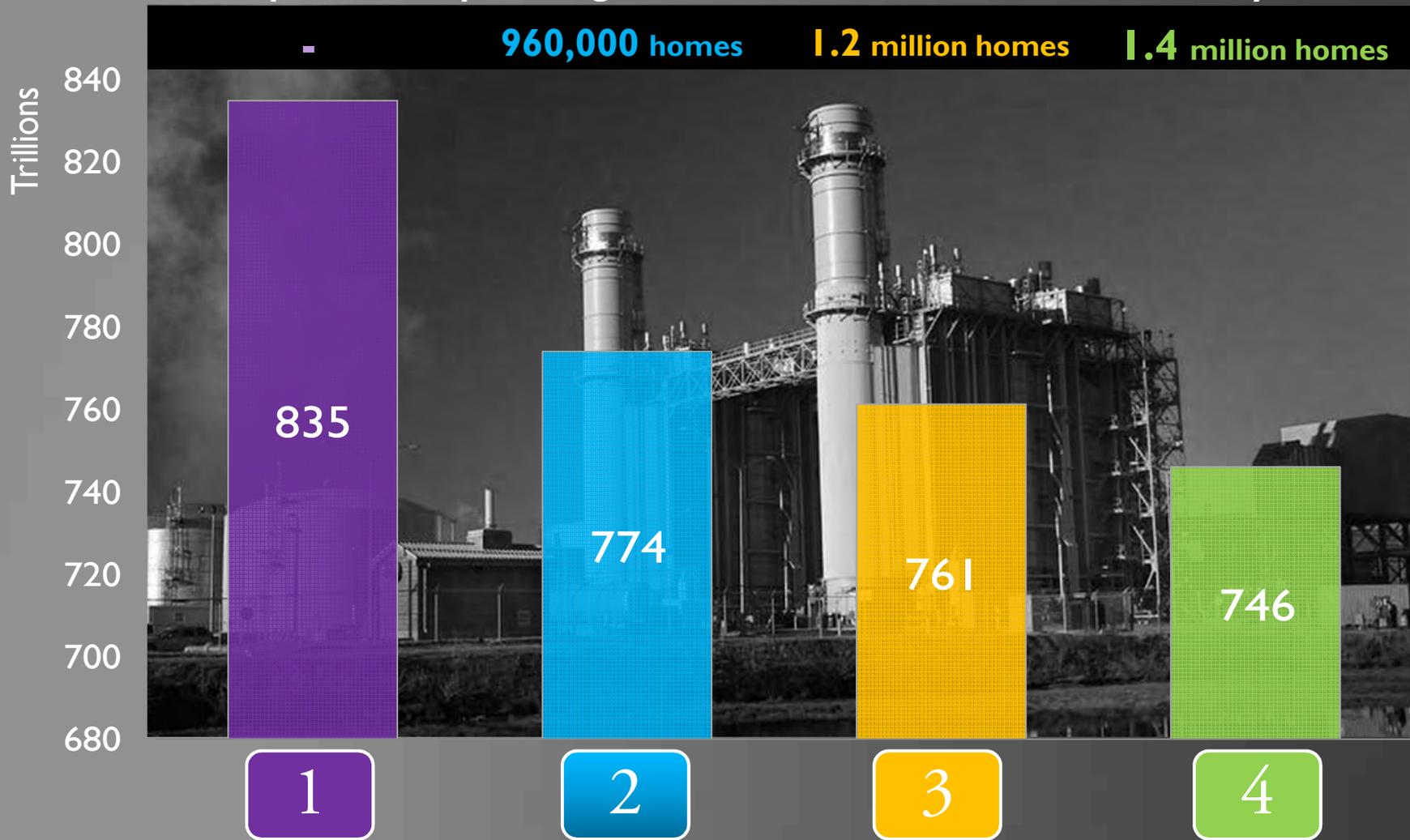
Trillion BTU, Annual, 2035



Building Energy Use

Trillion BTU, Annual, 2035

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



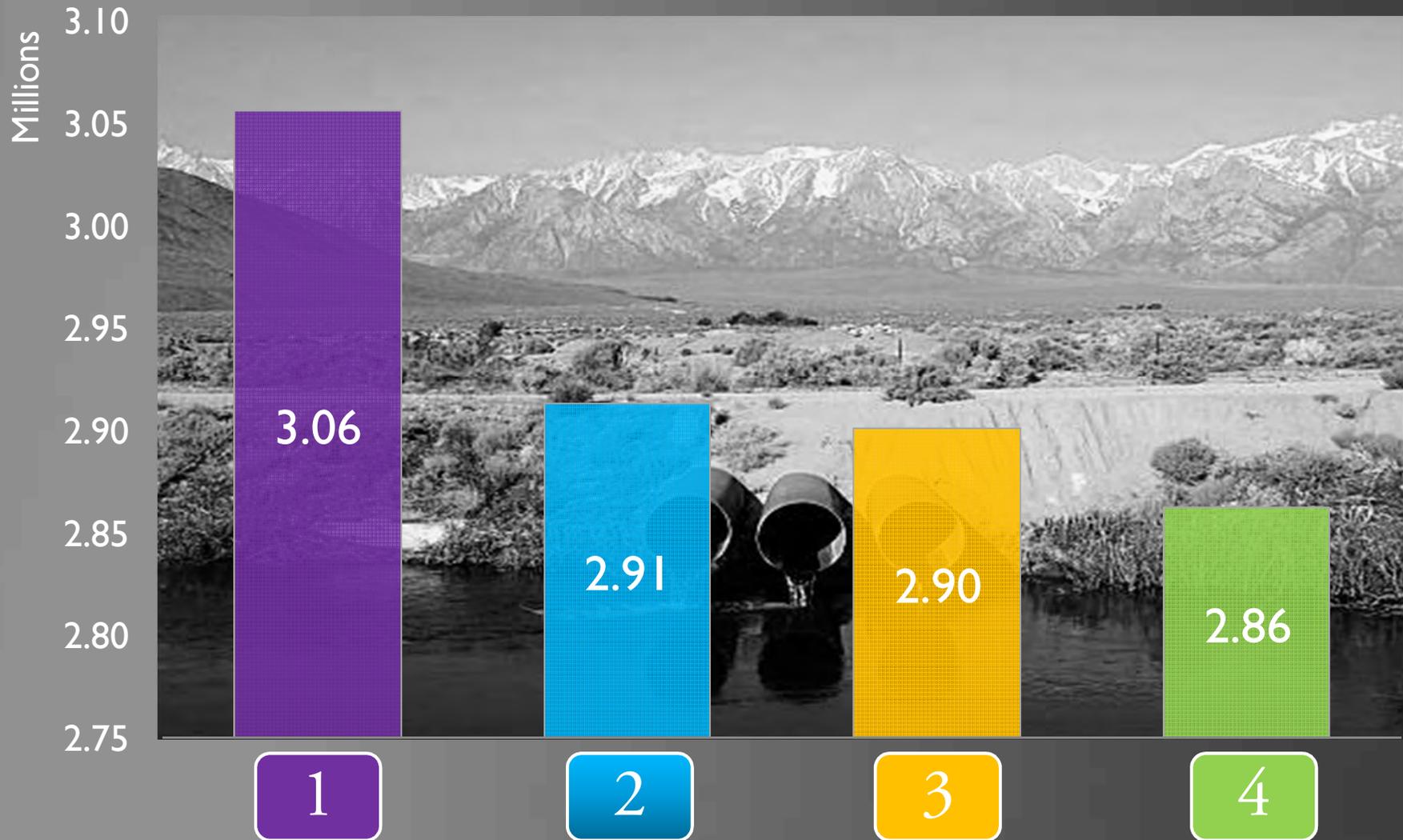
Water Consumption

Acre Feet (Annual in 2035)



Water Consumption

Acre Feet (Annual in 2035)



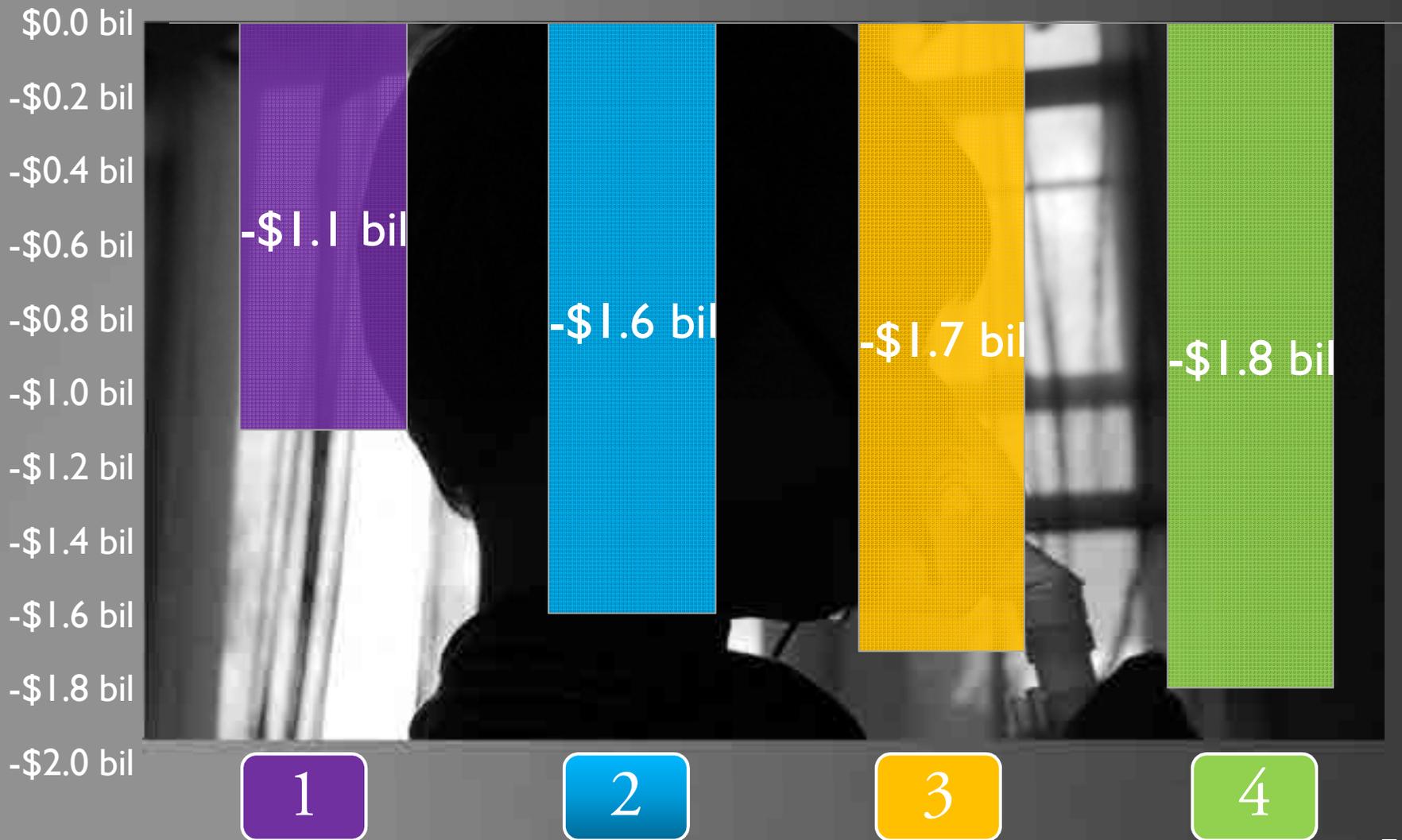
Respiratory Health Impacts

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





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. _____

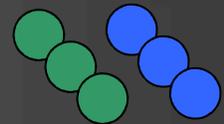
Other

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

Group Discussion Steps



1. Add to an initial list of objectives for the RTP
2. Individually, place an orange 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

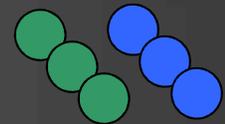


1. Be respectful of each other's right to be heard
2. Focus on related topics to the regional transportation plan
3. Your facilitator is neutral
4. Feel free to also record your personal ideas on comment cards

Group Discussion Steps



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



Keypad Polling



Have you ever lied to your mother?

- 14% 1. Never...Honest!
- 0% 2. Only once and I paid for it dearly.
- 0% 3. Only a couple of times.
- 0% 4. Yes, but I was young and candy was involved.
- 29% 5. I prefer to call it a “stretching of the truth”
- 14% 6. Only when it was in her best interest.
- 14% 7. Yes, but my brother/sister made me do it!
- 29% 8. Too many times to count!

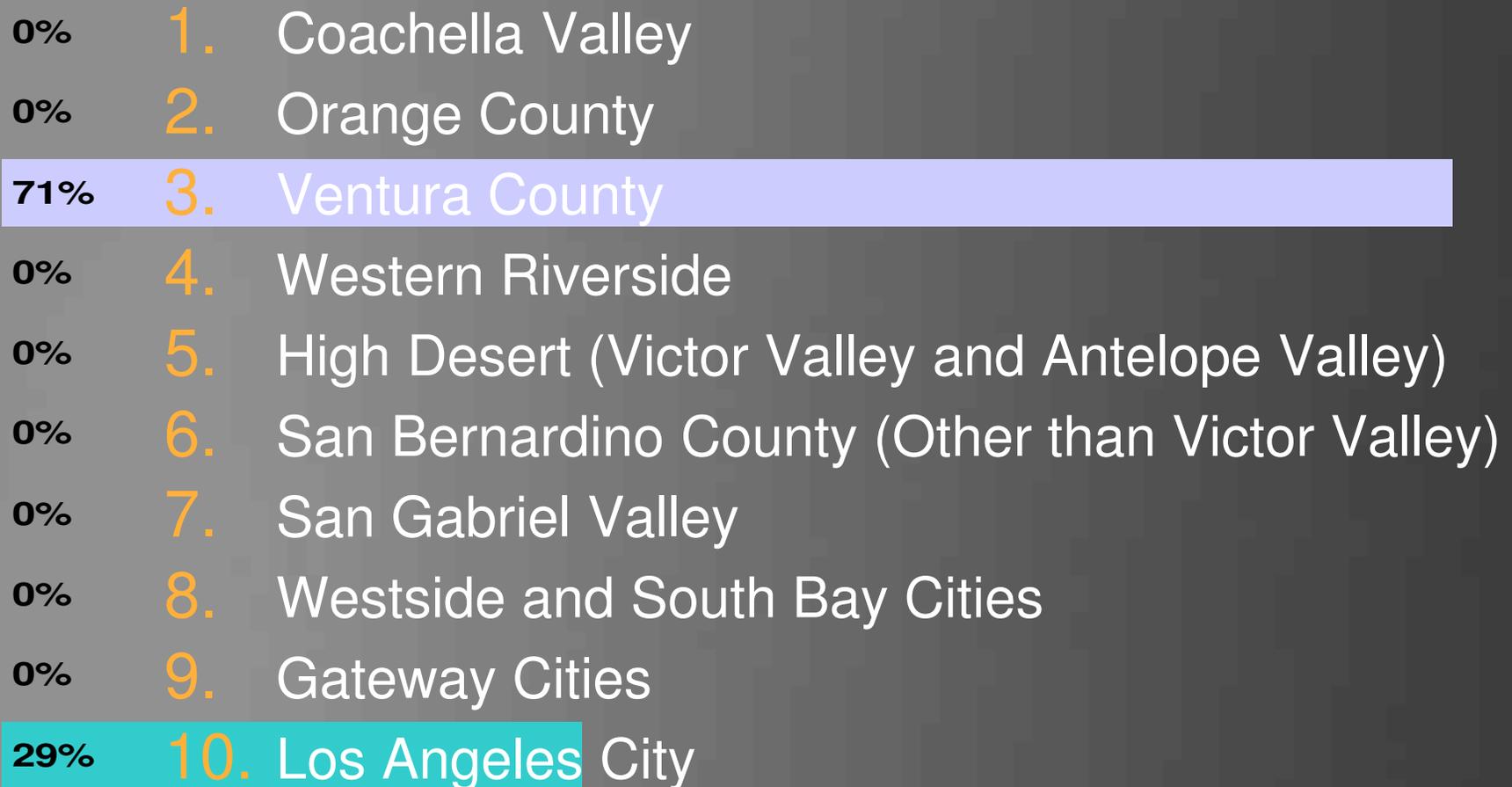


A few preliminary questions...

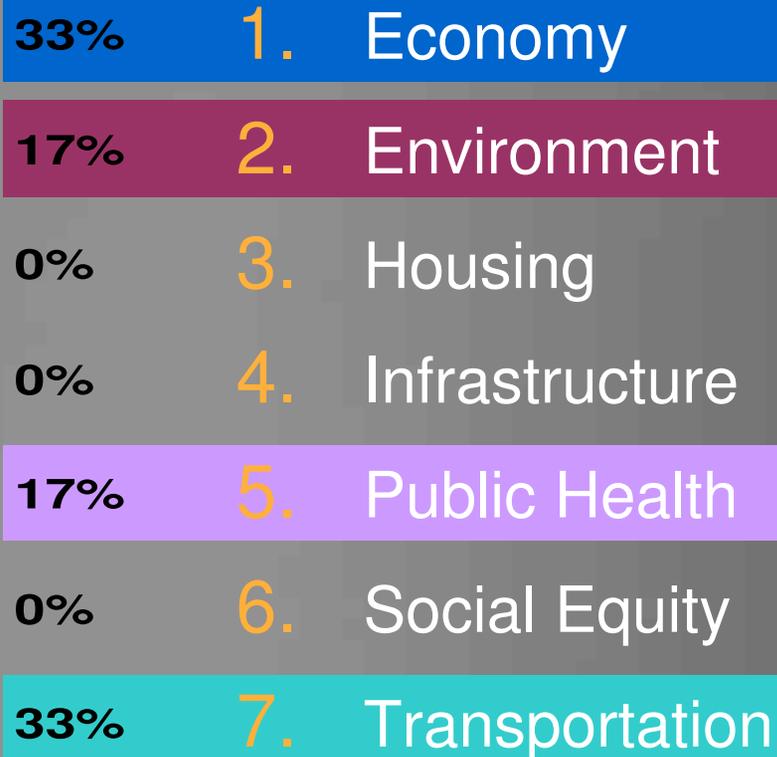
II. Which part of the region do you live in



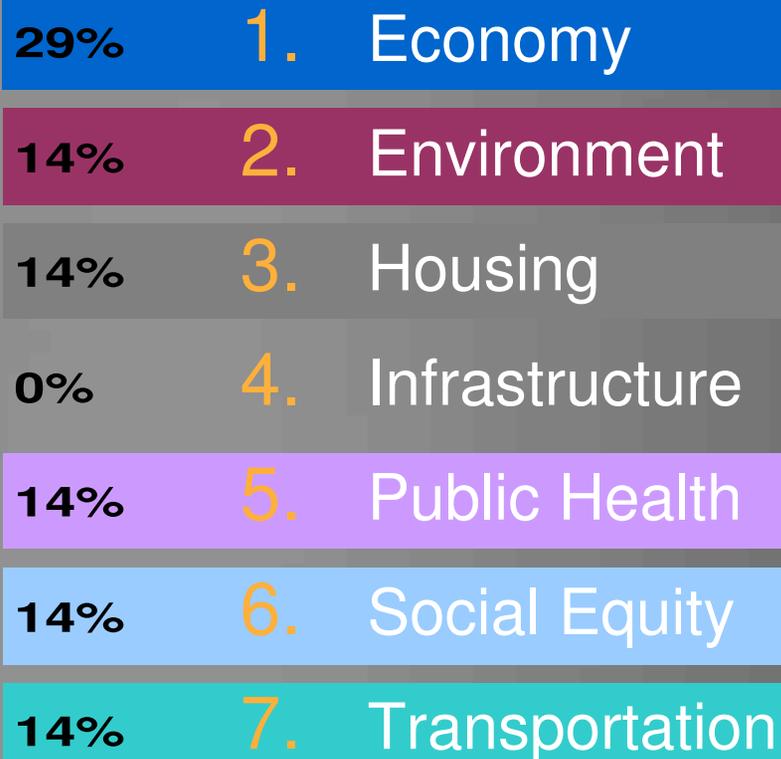
III. Which part of the region do you work/go to school?



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?

- 71% 1. I primarily drive alone.
- 14% 2. I primarily walk or bike to common destinations.
- 0% 3. I primarily carpool.
- 14% 4. I primarily use public transportation.
- 0% 5. I do not commute.

VII. Which statement describes your access to transportation options?

57%

1. I drive; little access to transit

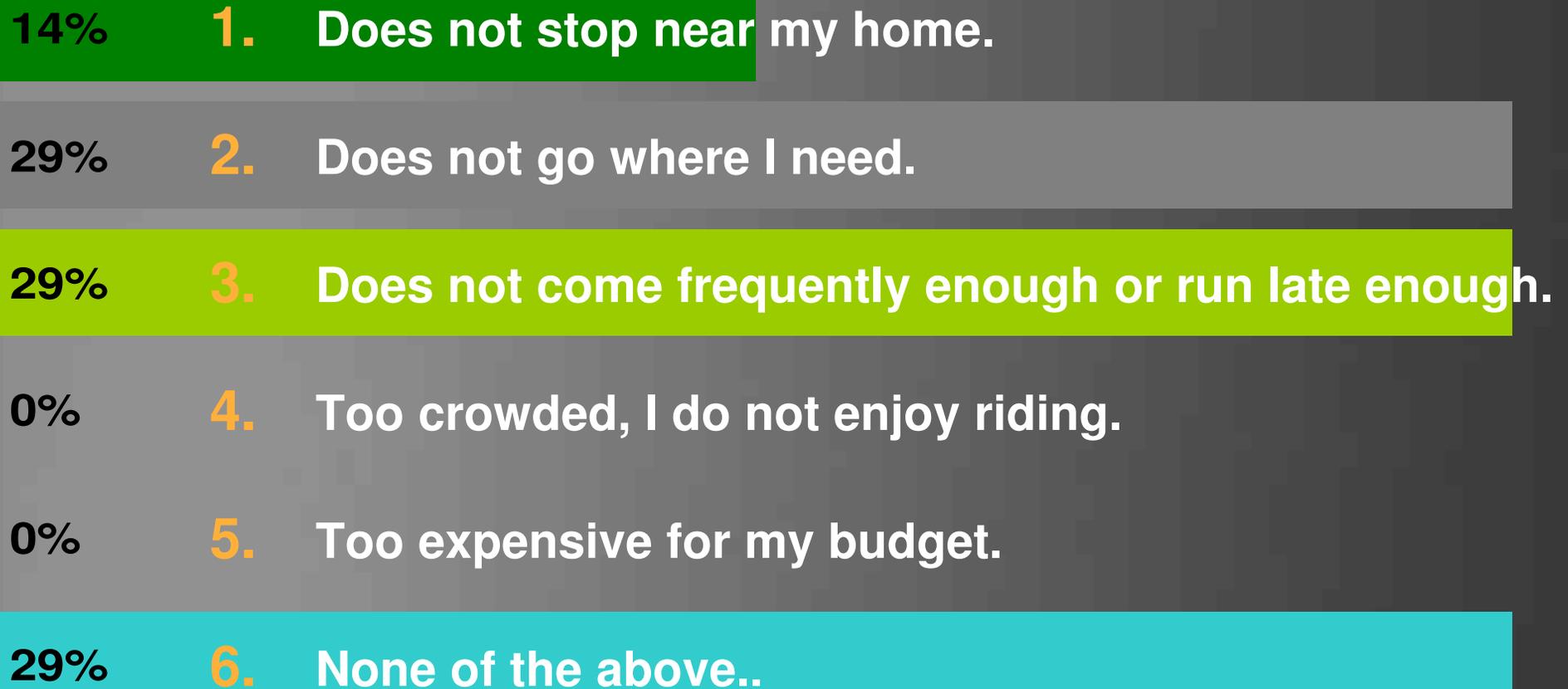
29%

2. I have some access to transit but choose to drive

14%

3. I have adequate access to transit and do not drive

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





Transportation Investments

Investment in Roads and Transit

Projected Costs FY2007 to 2036



Public
Transportation



Highways



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



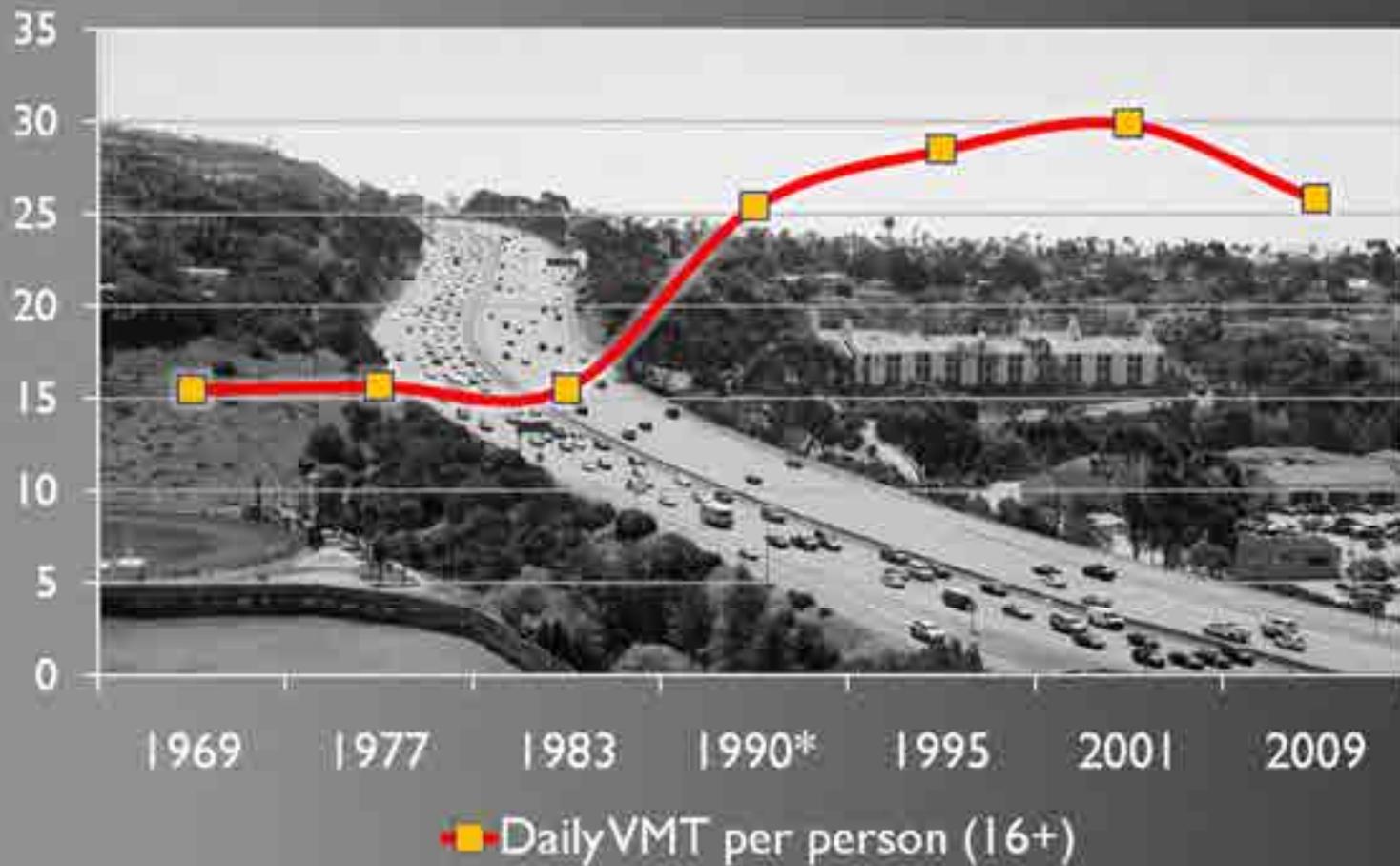
X. The RTP should invest in a mix of transportation options, including road, highway, rail transit, express bus and bicycle/pedestrian.



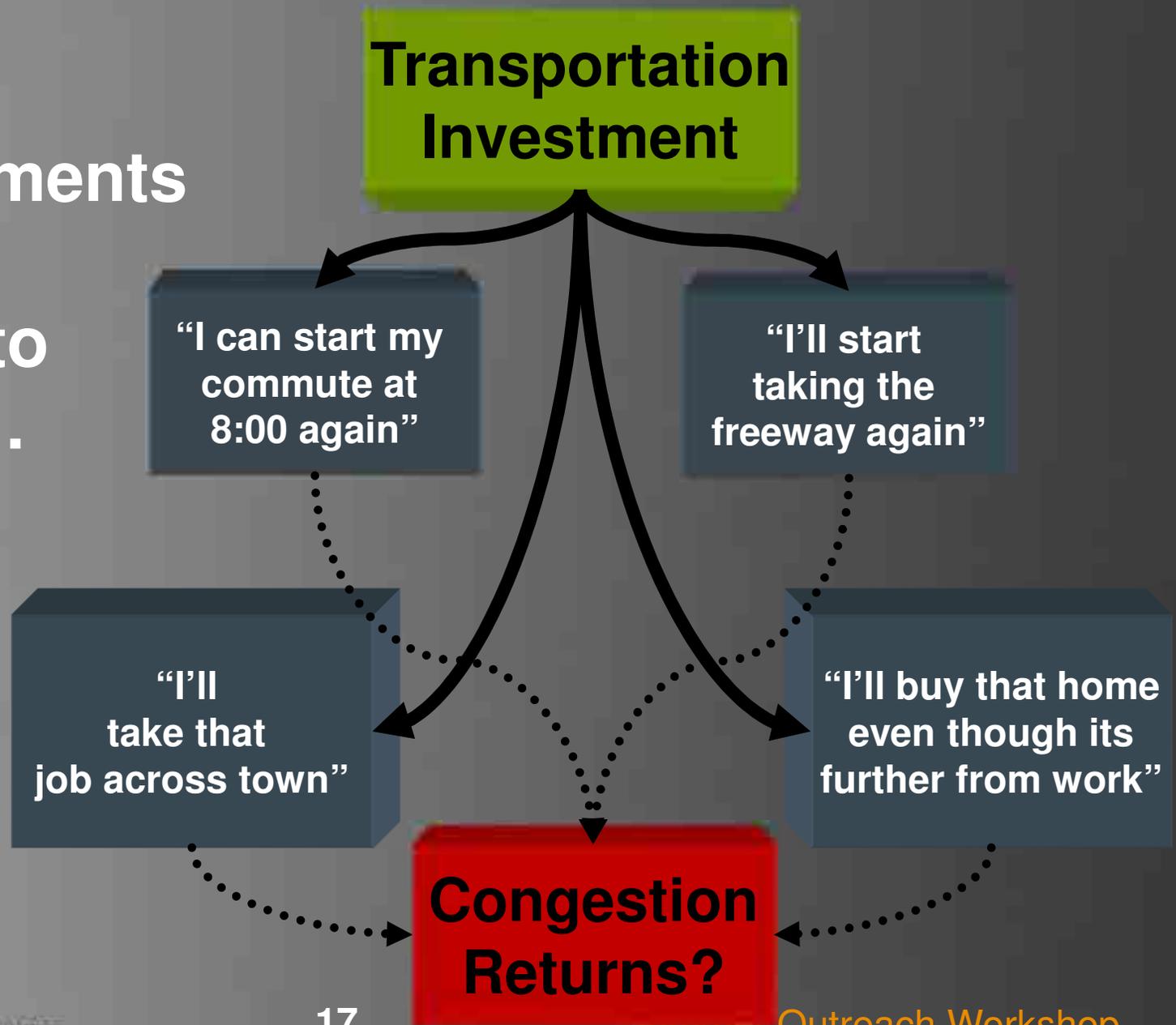
XI. The RTP should invest most of its money into rail transit, express bus and bicycle/pedestrian.



Driving Distances in Southern California



Traffic improvements can be difficult to sustain...



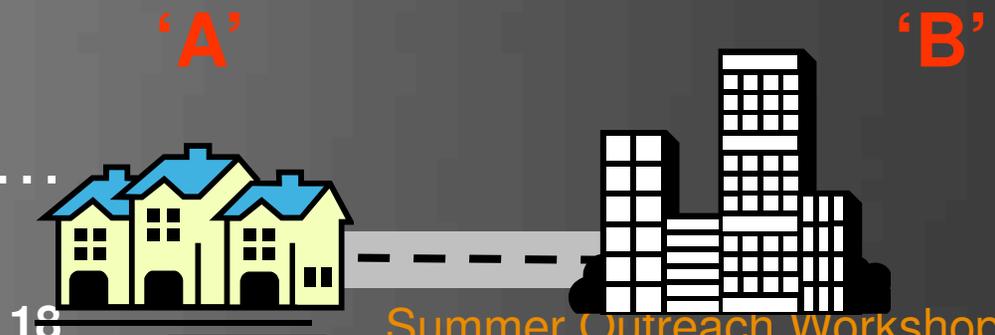
Two Approaches to Improve Mobility

(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



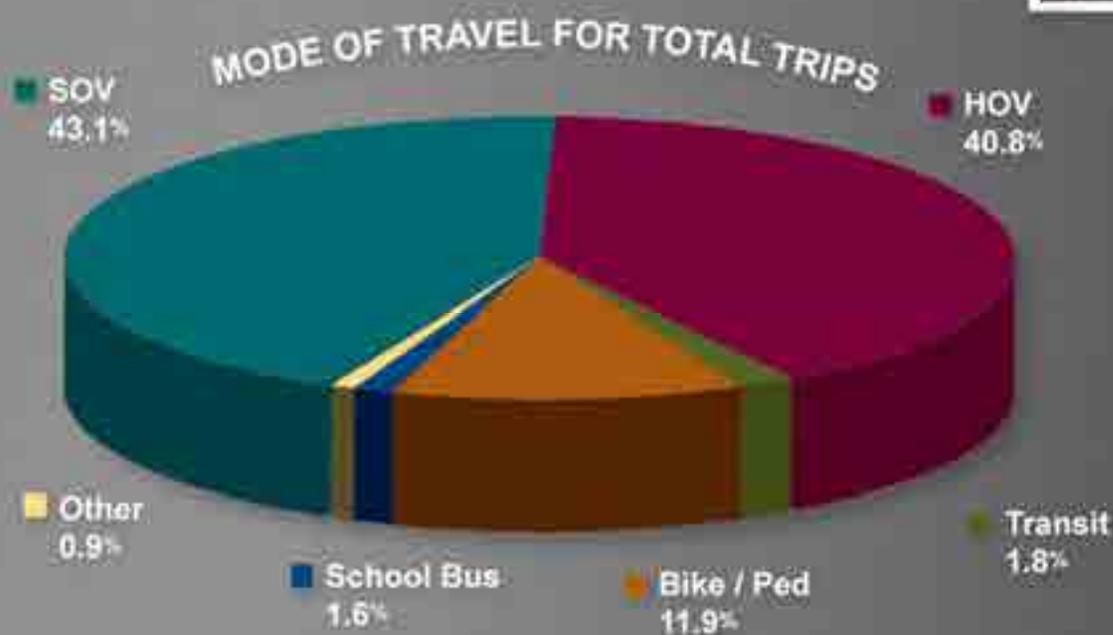
XII. The RTP should focus relatively more on expanding ways to travel more quickly, or reduce distances traveled?

29% **1.** Expand Mobility (expand roads and transit)

57% **2.** Balance between 1 and 3

14% **3.** Focus most on reducing distances traveled

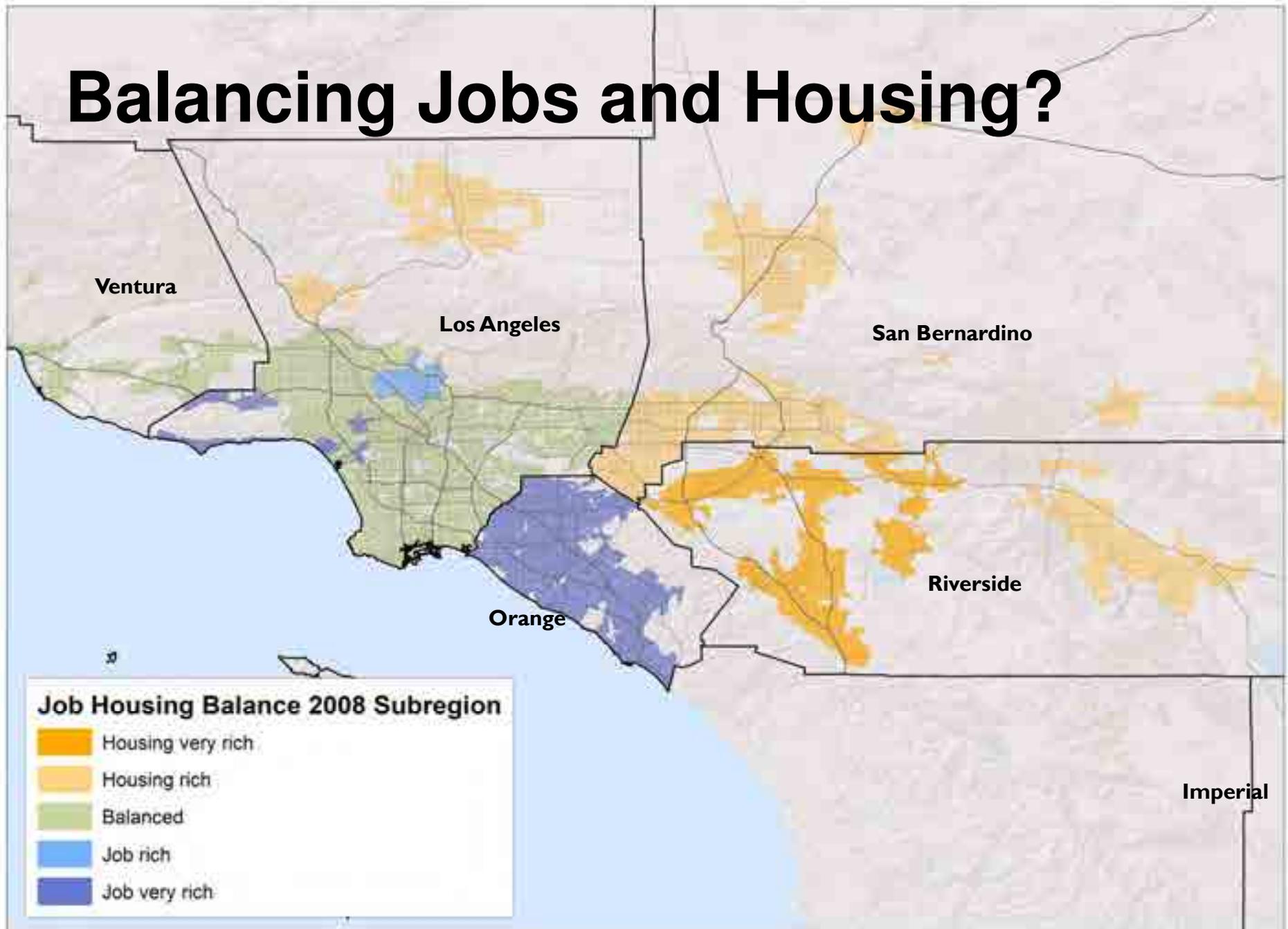
Bicycling in Southern California



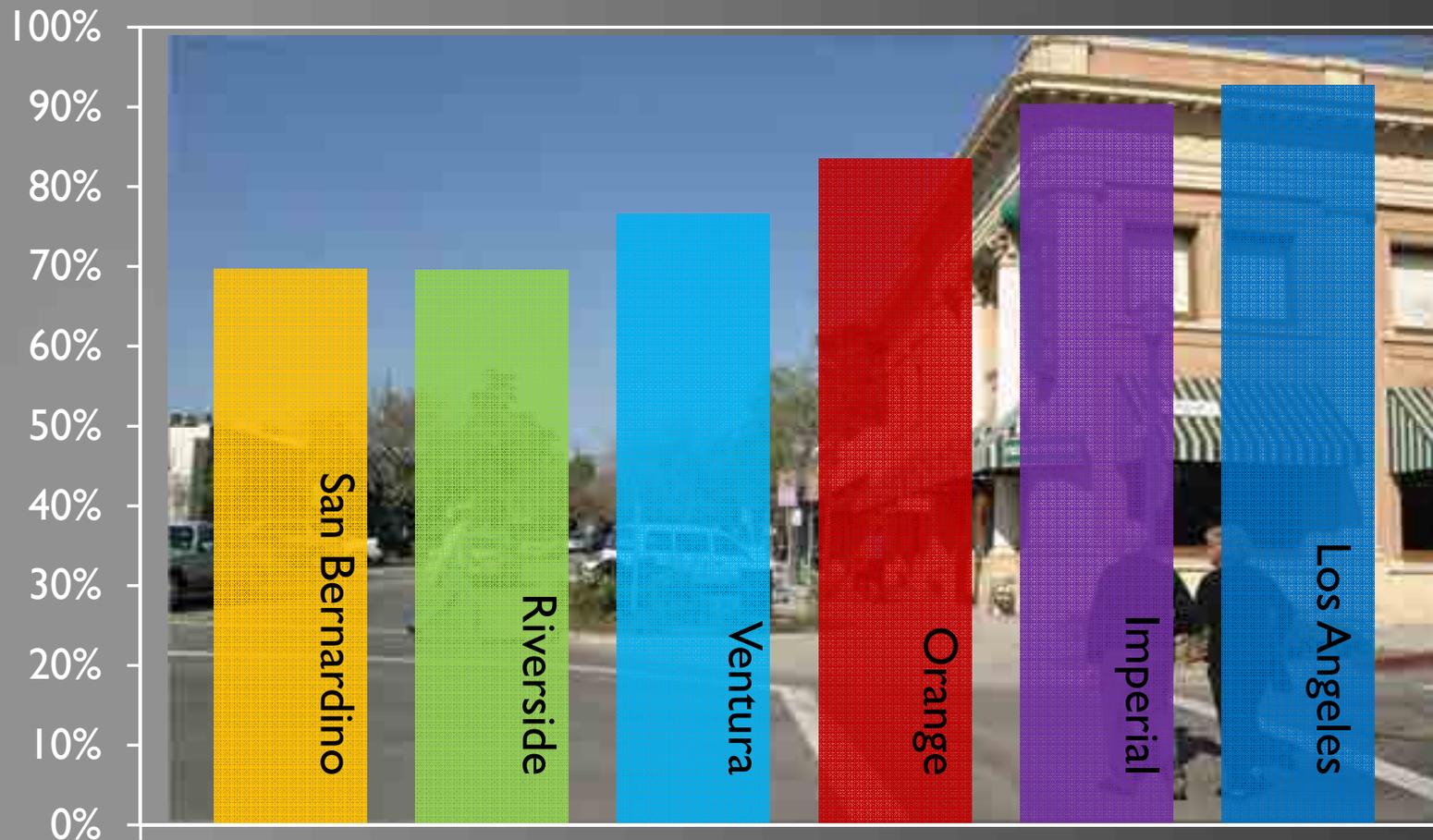


Balancing Jobs With Housing?

Balancing Jobs and Housing?

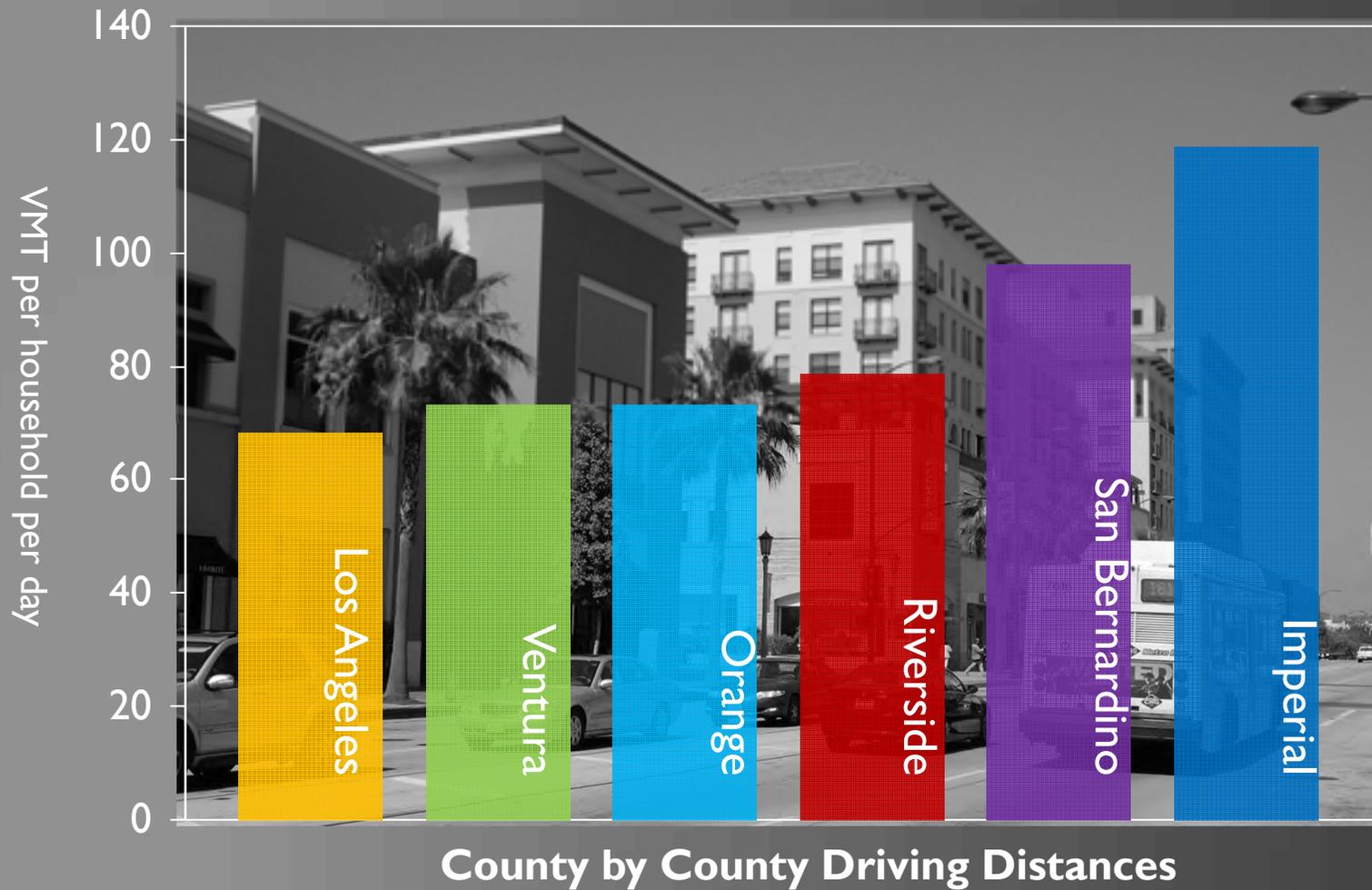


Opportunities to Work Near Where We Live



Residents that work in home county

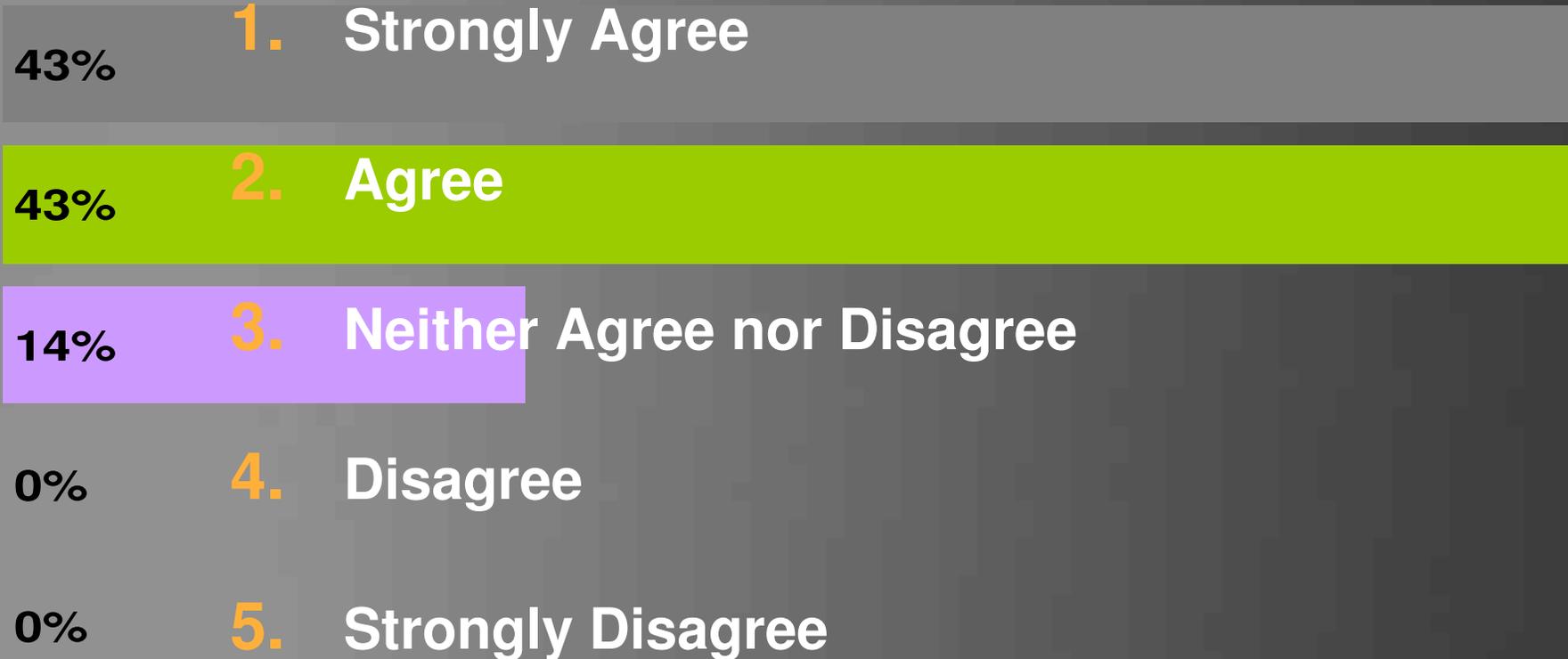
Growth's Impacts Vary By Location



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



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

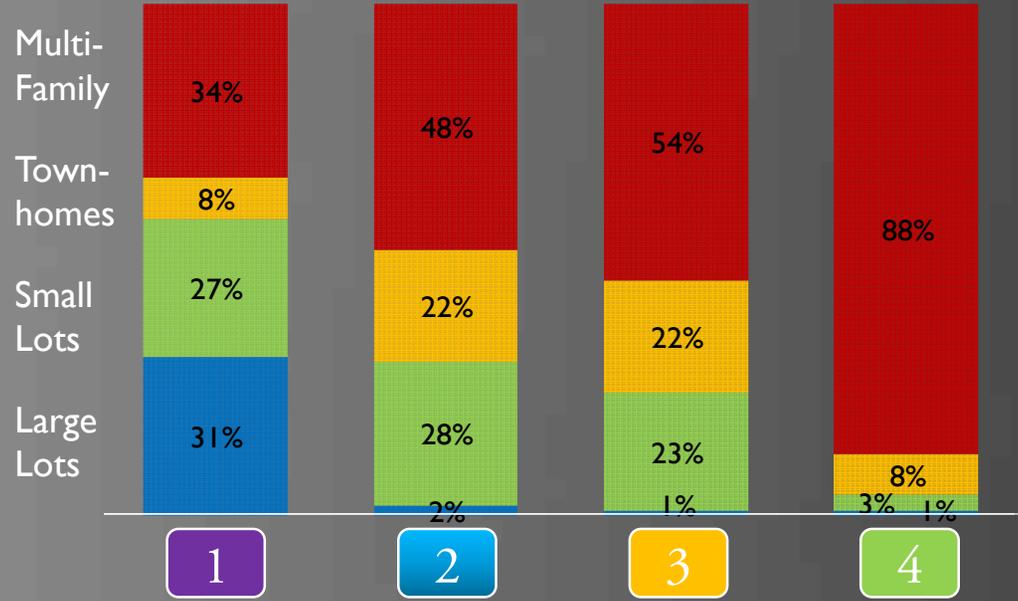




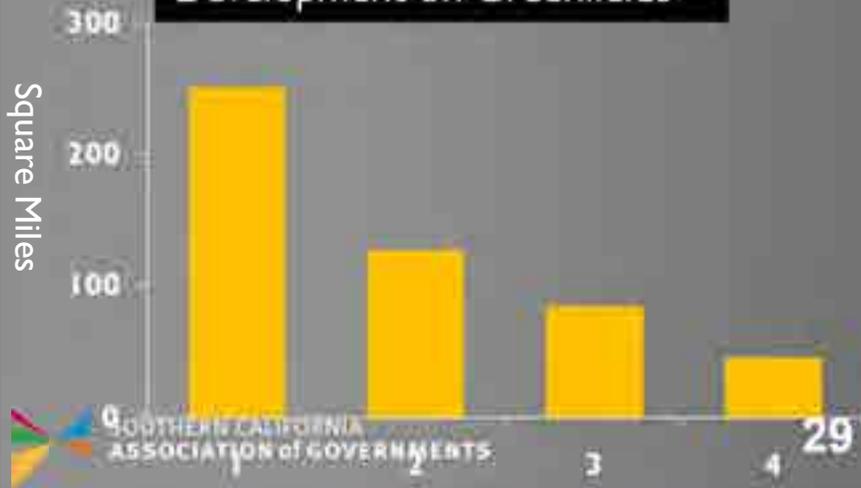
Housing Choices?

The Impacts of New Housing

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



Development on Greenfields



Household fuel and auto, energy, and water costs



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

14% **1.** **Large Lot Detached**

29% **2.** **Small Lot Detached**

14% **3.** **Townhouse**

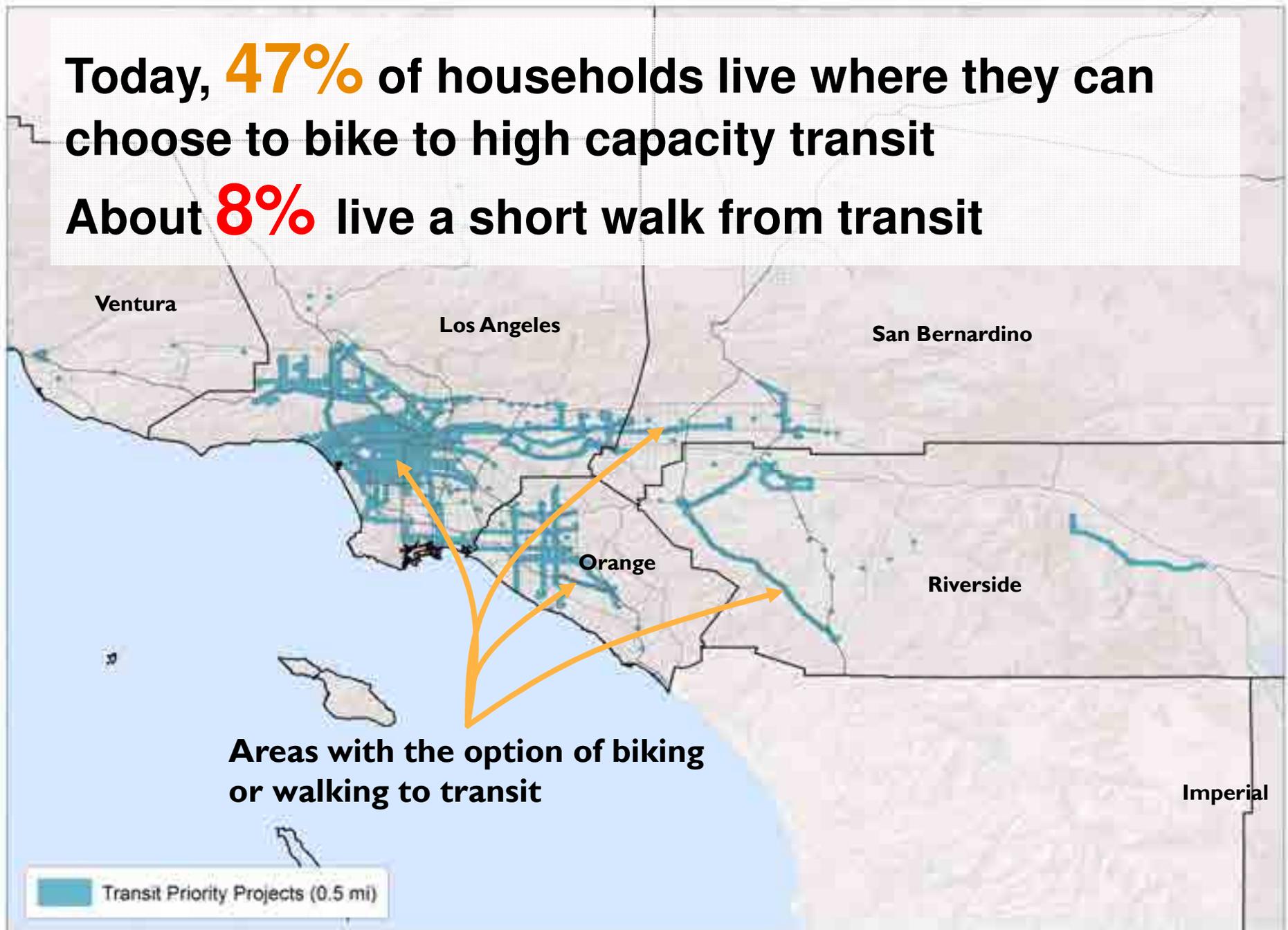
43% **4.** **Multi-Family Development**



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

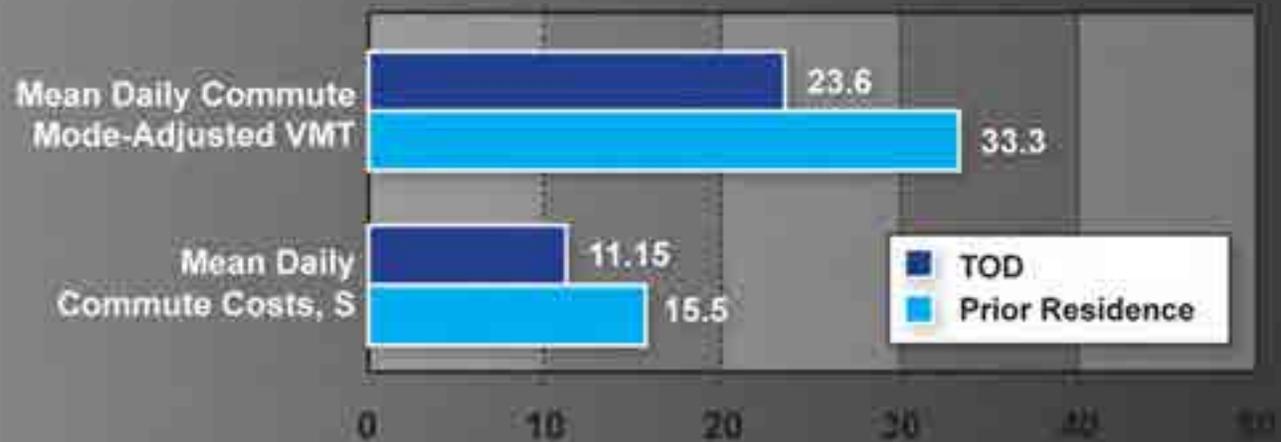


Coordinating Growth with Transit

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



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



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

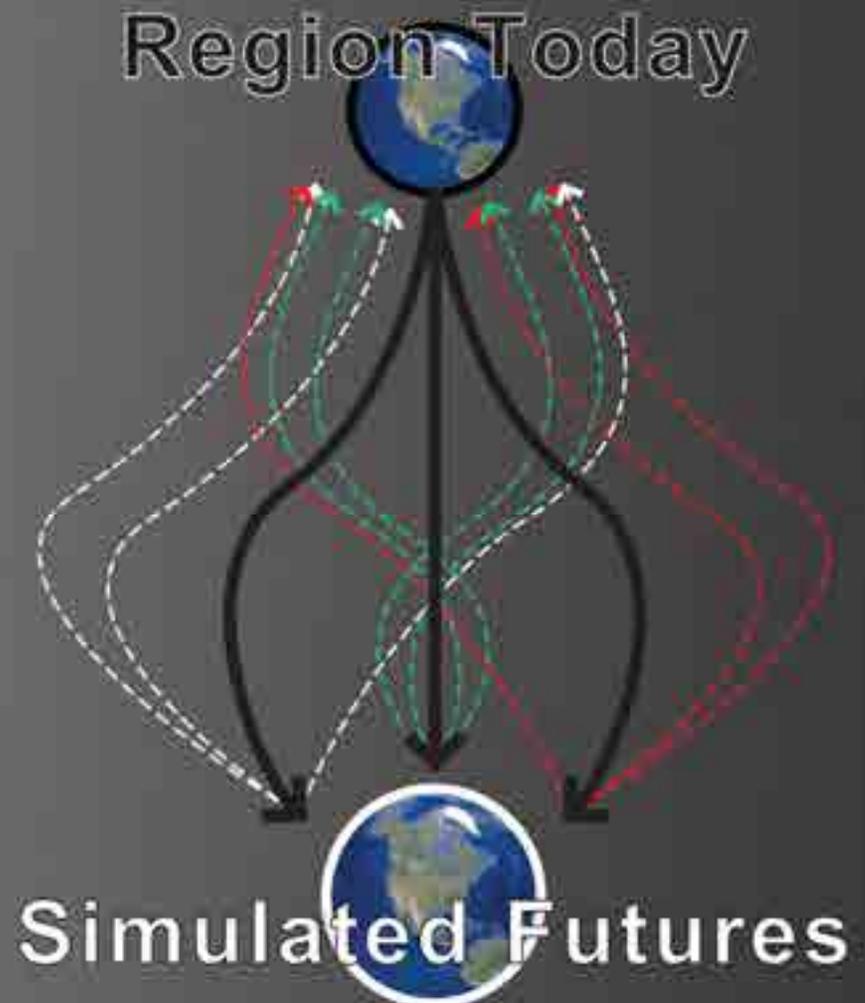
- 0% 1. Standard Suburban Areas
- 43% 2. Part Standard, Part Mixed Use Walkable
- 0% 3. Mixed Use Walkable
- 57% 4. Part Mixed Use Walkable, Part Urban
- 0% 5. Urban Areas

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

- 0% 1. Standard Suburban Areas
- 57% 2. Part Standard, Part Mixed Use Walkable
- 0% 3. Mixed Use Walkable
- 29% 4. Part Mixed Use Walkable, Part Urban
- 14% 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 Ventura County

Potential Objectives for the 2012 RTP		Ventura County						Total All Votes	Primary	Secondary
		Thousand Oaks		Oxnard		Oxnard				
		Primary	Secondary	Primary	Secondary	Primary	Secondary			
Mobility										
	Reduce the need to travel long distances			1	6			7	1	6
	Reduce commute times				2			2	0	2
	Keep drives at or near the posted speed limit, reduce congestion							0	0	0
	Make commutes more predictable and reliable							0	0	0
Additional Mobility Objectives										
	<i>Improve access (travel options) to rural communities</i>							0	0	0
	<i>Encourage TDM to reduce freeway congestion (telecommute, alternative schedules, flex time)</i>				1			1	0	1
	<i>Mobility options for those who cannot drive</i>				2			2	0	2
	<i>Commercial Air service for county</i>				3			3	0	3
								0	0	0
Environmental, Health and Community Impacts										
	Reduce demand for fossil-fuels				4			4	0	4
	Reduce air pollutant emissions for better public health			1				1	1	0
	Reduce demand for development at the edge of the region				1			1	0	1
	Encourage revitalization of existing communities and infrastructure				5			5	0	5
Additional Environmental, Health and Community Impacts Objectives										
	<i>Reduce GHG</i>							0	0	0
	<i>Minimize workers' time away from home, family, community</i>			1	2			3	1	2
	<i>Reduce impact on/loss of agricultural and open space lands</i>				1			1	0	1
								0	0	0
Modes of Travel								0	0	0

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		Thousand Oaks		Oxnard		Oxnard				
		Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP										
	Create more travel choices in more places: driving, riding, walking, biking			2	4			6	2	4
	Enable more people to ride public transportation				1			1	0	1
	Enable more people to walk and bike for daily needs				3			3	0	3
	Serve more parts of the region with high capacity roadways							0	0	0
Additional Modes of Travel Objectives	<i>Improve other modes (transit, walk, bike) to make them viable modes of transportation</i>							0	0	0
	<i>Enable interconnected transportation network to ease inter-city/county travel (e.g. TAP)</i>							0	0	0
	<i>Manage freeway system to make it as free flowing as possible (e.g., telecommute)</i>			1				1	1	0
	<i>Better inter-modal and inter-area connections</i>			1	3			4	1	3
	<i>More east-west transit (i.e., 101 and Conejo Grade)</i>				1			1	0	1
	<i>Transit connections between military bases and rest of county</i>							0	0	0
								0	0	0
Fiscal and Economic Considerations								0	0	0
	Help our economy thrive and be resilient (e.g., despite energy price spikes)			1	3			4	1	3
	Keep governmental transportation expenditures low				1			1	0	1
	Minimize household transportation expenditures (how much it costs me to get around)							0	0	0
	Prioritize the most cost effective transportation investments			1	3			4	1	3
	Improve the movement of freight through the region				1			1	0	1
Additional Fiscal and Economic Considerations Objectives	<i>Make transportation and land use more efficient to conserve resources</i>				1			1	0	1
								0	0	0
Safety								0	0	0
	Improve safety for people who walk, take transit, or bike				2			2	0	2

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		Thousand Oaks		Oxnard		Oxnard				
		Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP										
	Improve safety for drivers						0	0	0	
Environmental Justice							0	0	0	
	Help all residents, not only drivers, get around			1	3		4	1	3	
	Avoid disproportionate impacts on lower income communities				1		1	0	1	
Additional Environmental Justice Objectives										
	Educate public on travel options and opportunities				4		4	0	4	
							0	0	0	
Other										
	Shorten project delivery time from planning to construction completion				1		1	0	1	
	Bike path parallel to Hwy 126				1		1	0	1	

Public Comments Received

Thousand Oaks Workshop

Monday, July 18, 2011

Comment
The biggest concern is on housing balance - why can't we choose more options.