

2012 RTP/SCS PUBLIC OUTREACH WORKSHOPS

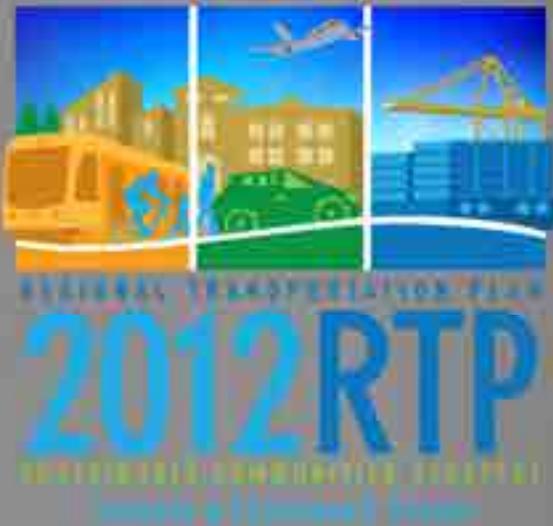
Workshop Agenda

Images courtesy of Metro © 2011 LACMTA

July 25, 2011, 4:00 p.m. – 7:00 p.m.
City of Riverside Western Municipal Water District
Riverside, CA

- 4:00 PM** **Welcome and Introductions**
Rick Bishop, Executive Director
Western Riverside Council of Governments
- 4:10 PM** **VIDEO: The 2012 Regional Transportation Plan**
- 4:20 PM** **Introduction to the Day's Agenda**
SCAG Staff
- 4:30 PM** **DRAFT Scenarios for Southern California's Future**
SCAG Staff
- 5:05 PM** **Small Group Breakout Discussion**
- 5:45 PM** **Keypad Polling of Scenario Strategies**
- 6:15 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



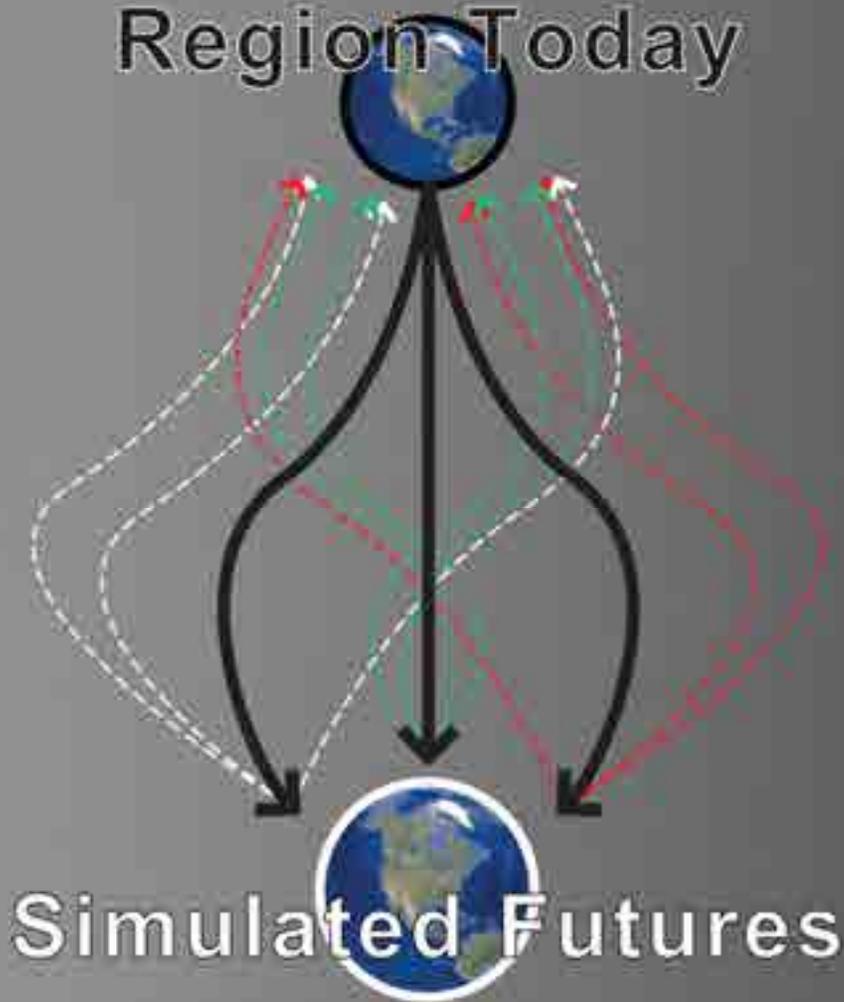
RTP Objectives: what should the plan work to accomplish?

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**

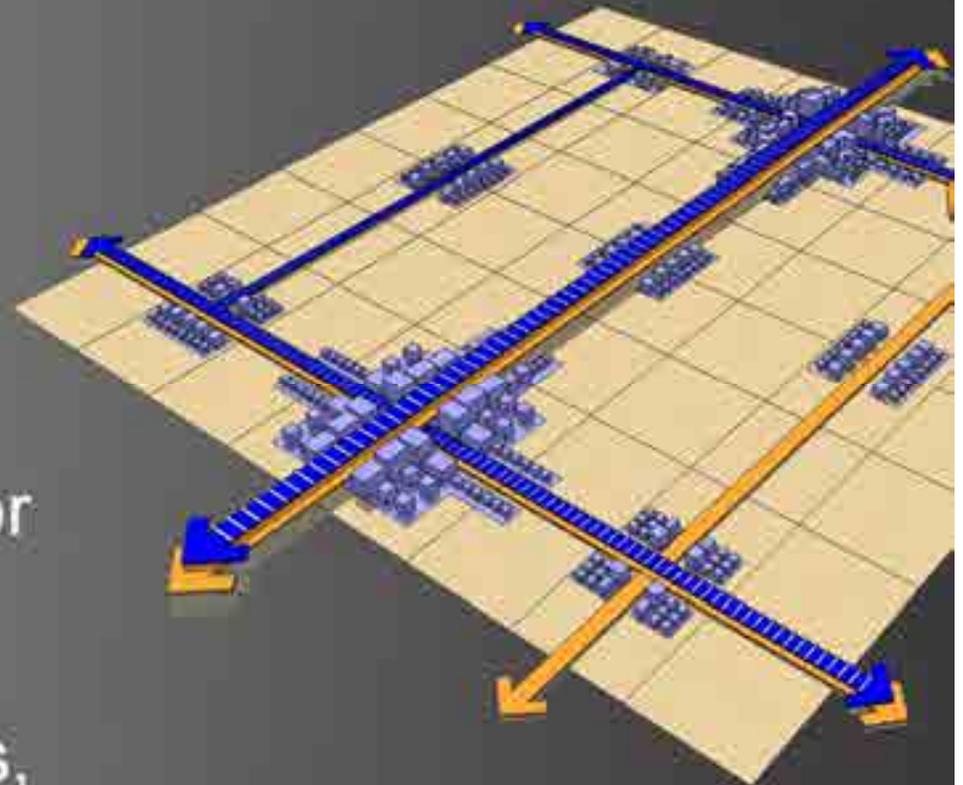
Region Today



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?



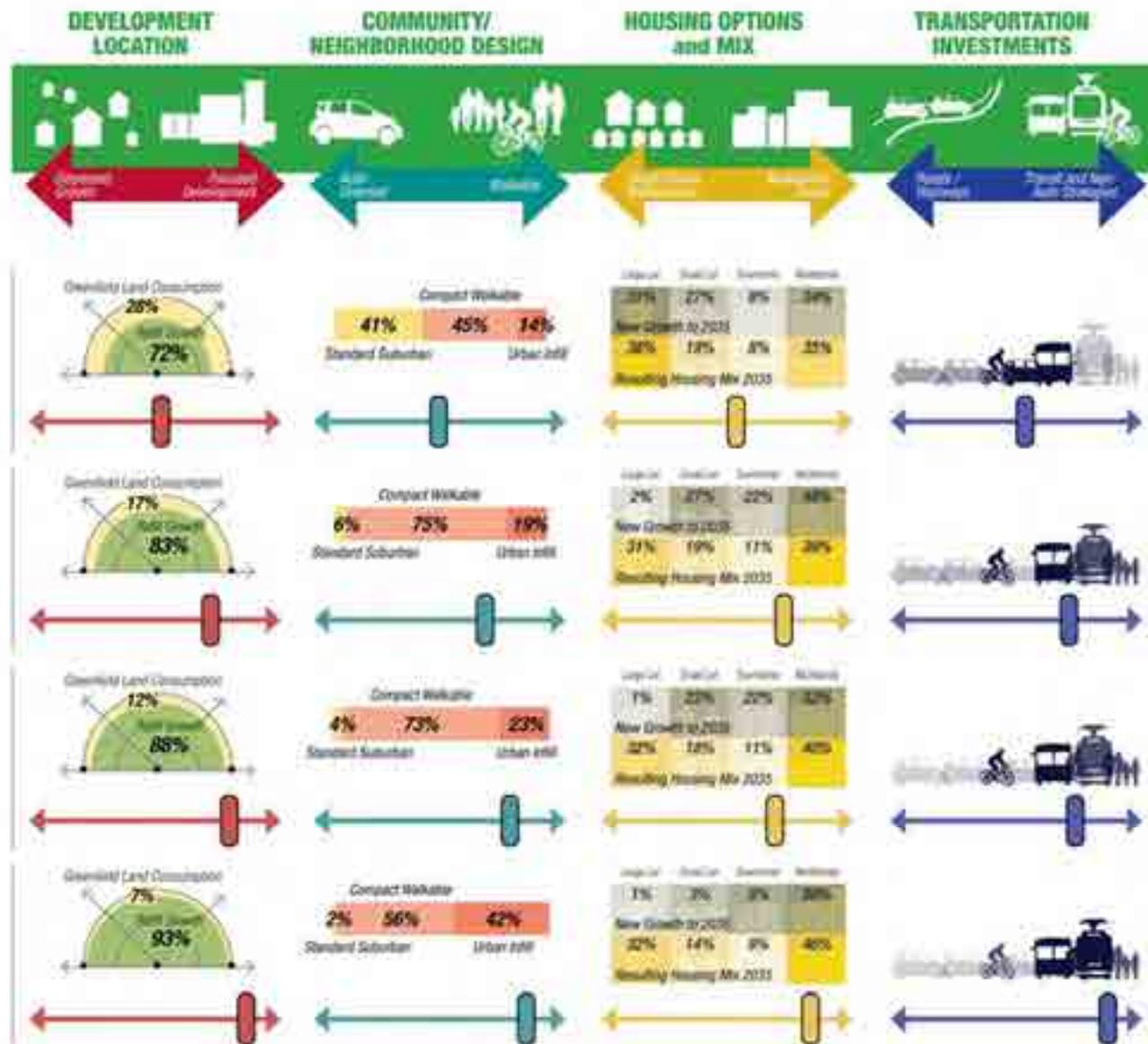
...to understand how different futures might shape our lives, economy, and environment



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



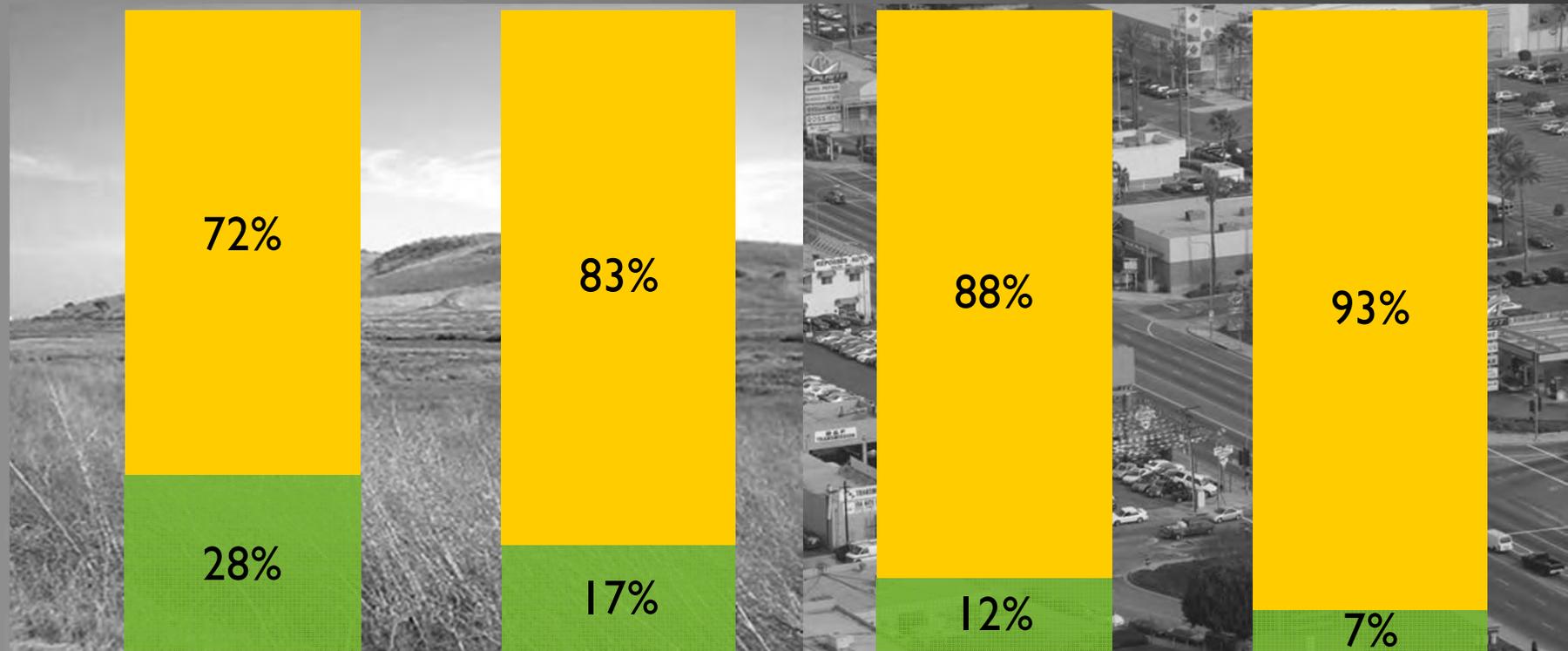
Greenfield vs. Infill / Reuse

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**

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**

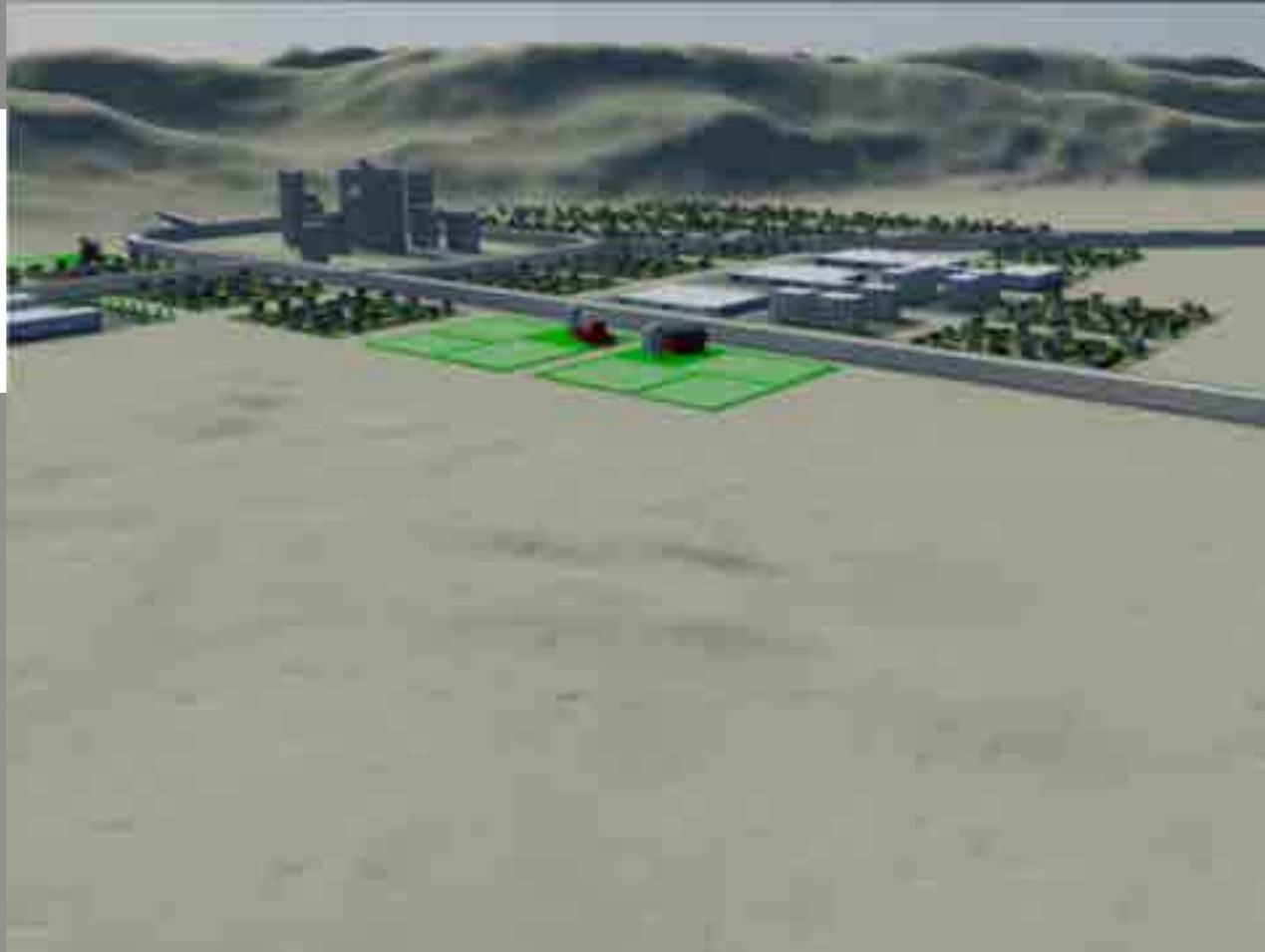
Rialto



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

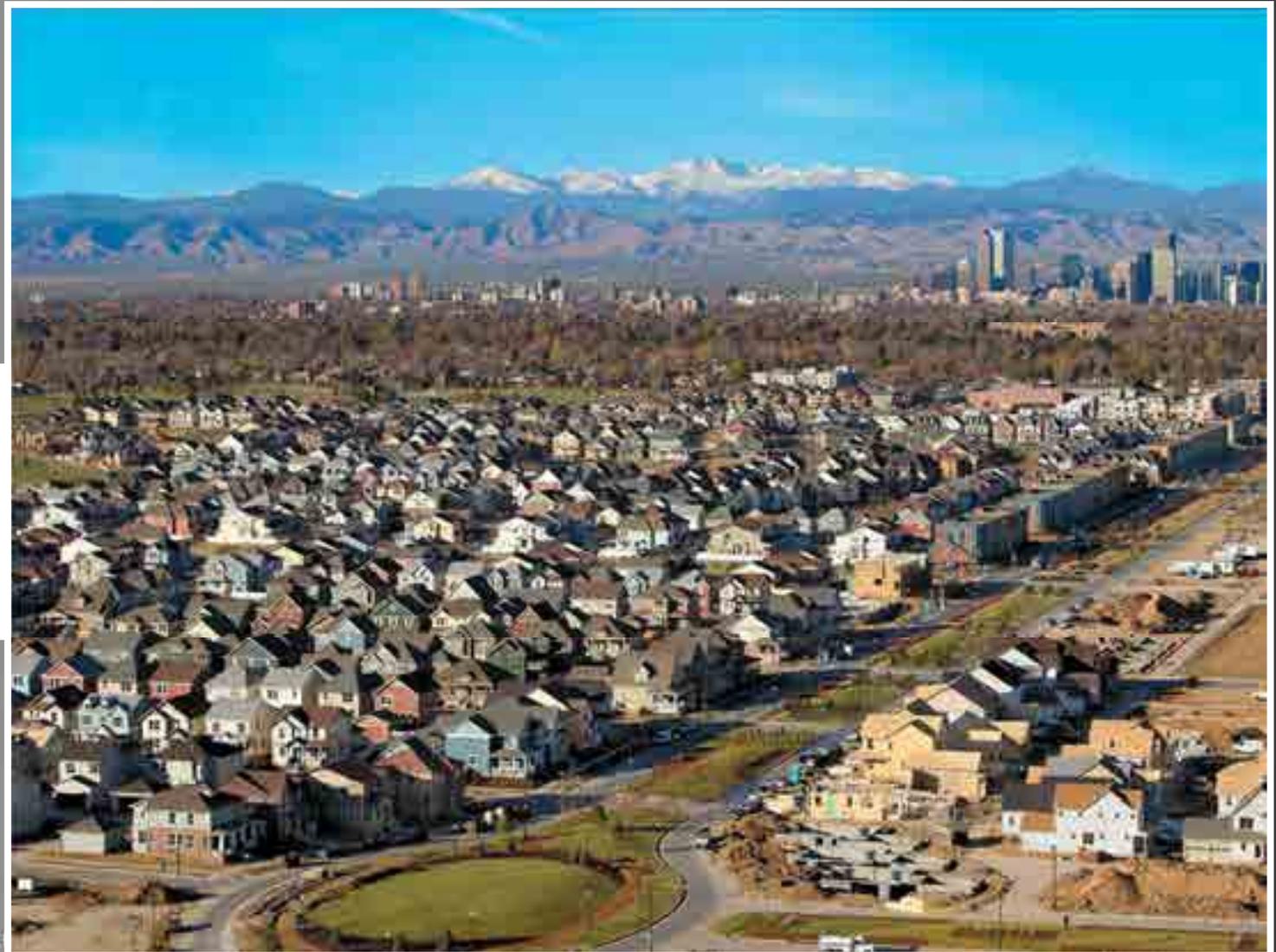
Lower
Density
Auto-
Oriented
Suburban

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



Msole- Downtown Riverside



Medical Center BRT Station – Moreno Valley

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented



Jefferson Corridor- Temecula



Library Square- Downtown Corona

Urban

Higher-Density Transit-Oriented Infill

Mixed-Use Walkable



Urban



Standard

Lower Density Auto-Oriented Suburban



Gateway District - Lake Elsinore

Mixed Use Walkable

Mid-Density Walkable and/or Transit Oriented



Anaheim

Urban

Higher-Density Transit-Oriented Infill



Fox Theater Plaza - Riverside

Urban



Standard

Lower
Density
Auto-
Oriented
Suburban



Mixed Use
Walkable

Mid-
Density
Walkable
and/or
Transit
Oriented



Urban

Higher-
Density
Transit-
Oriented
Infill



After

Urban



Standard

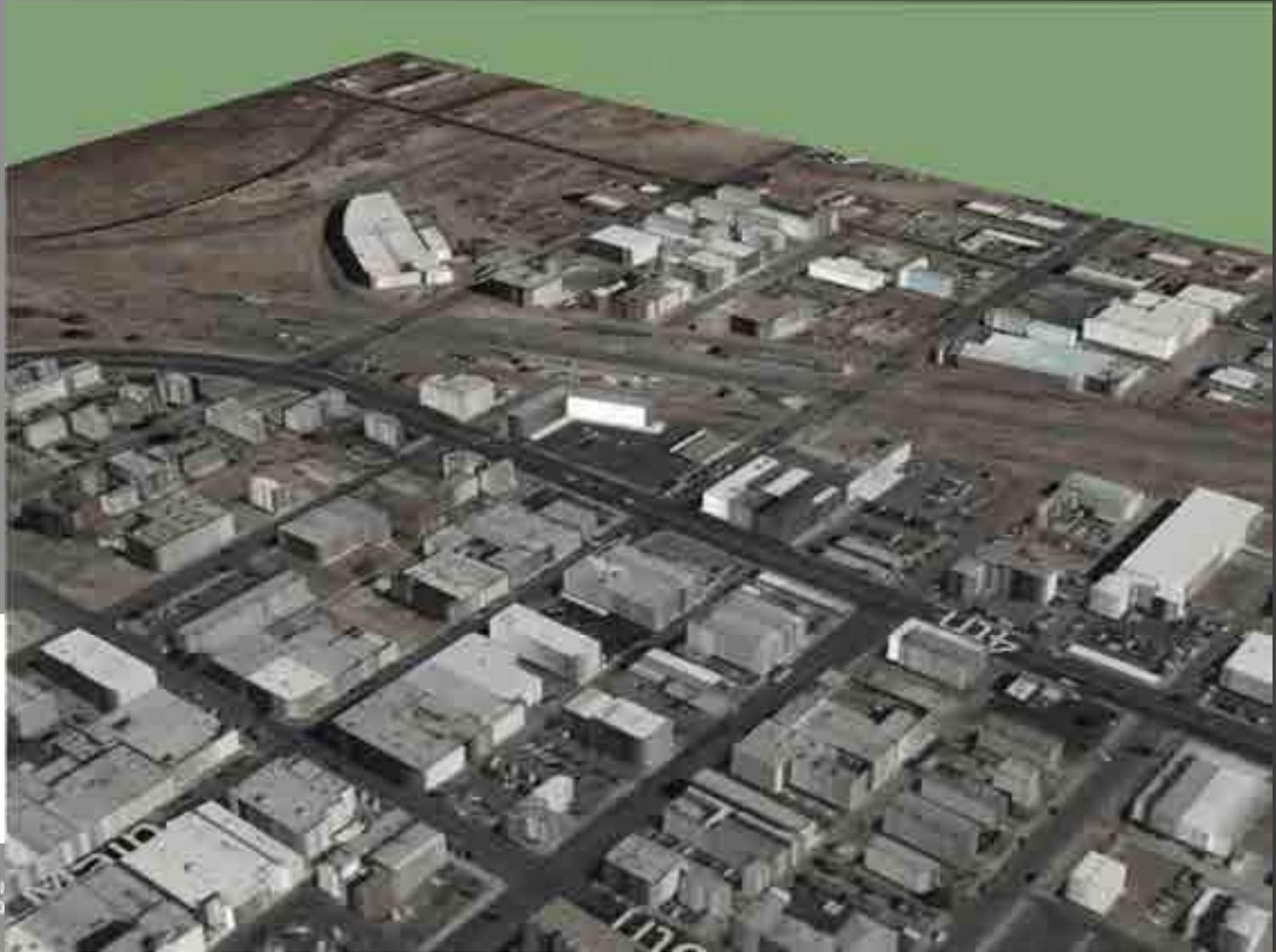
Lower
Density
Auto-
Oriented
Suburban

Mixed Use
Walkable

Mid-
Density
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Urban

Higher-
Density
Transit-
Oriented
Infill

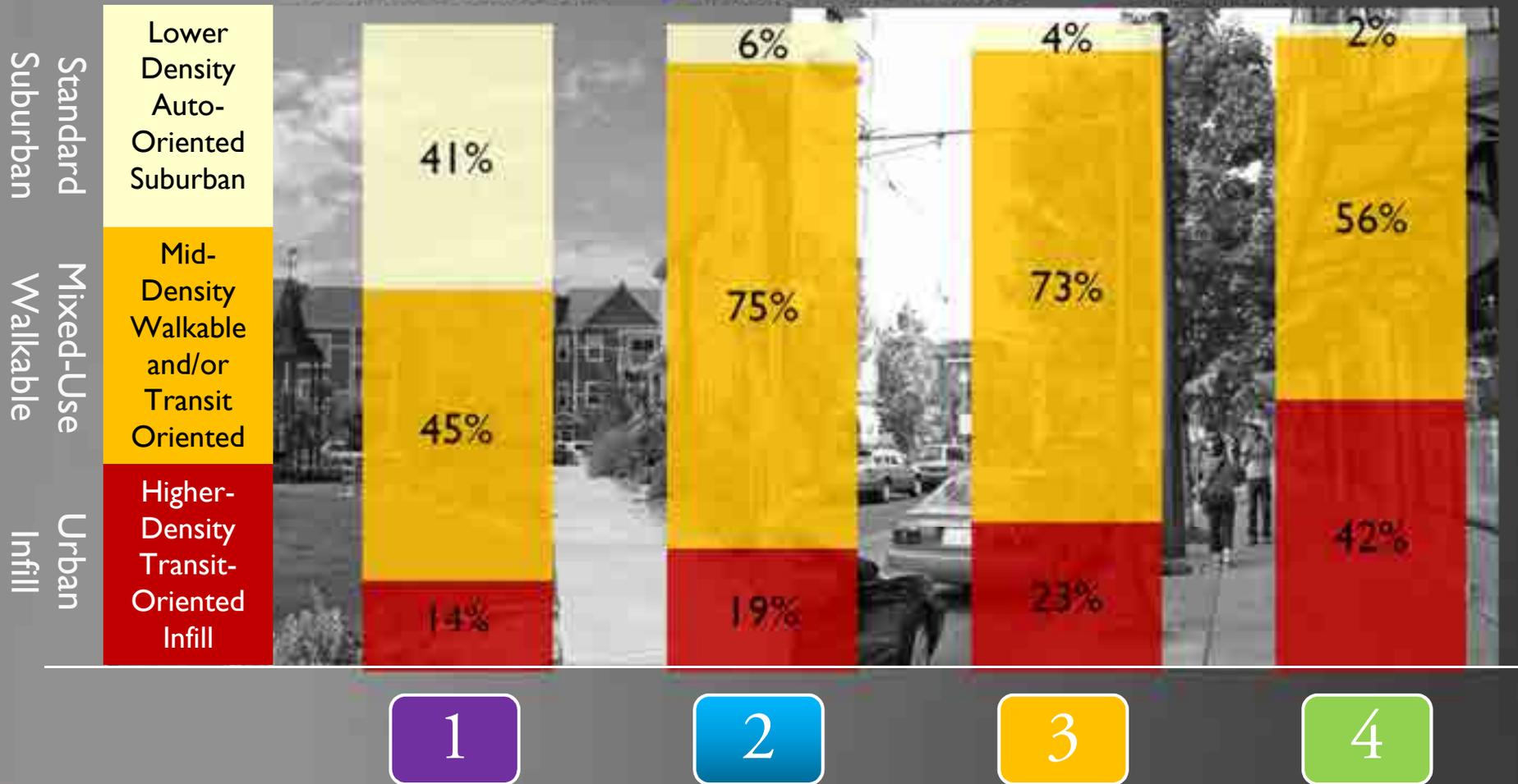


Development Proportions

New Growth 2008-2035



■ Standard Suburban ■ Mixed-Use Walkable ■ Urban Infill



Housing Product Mix

New Housing Units 2008-2035

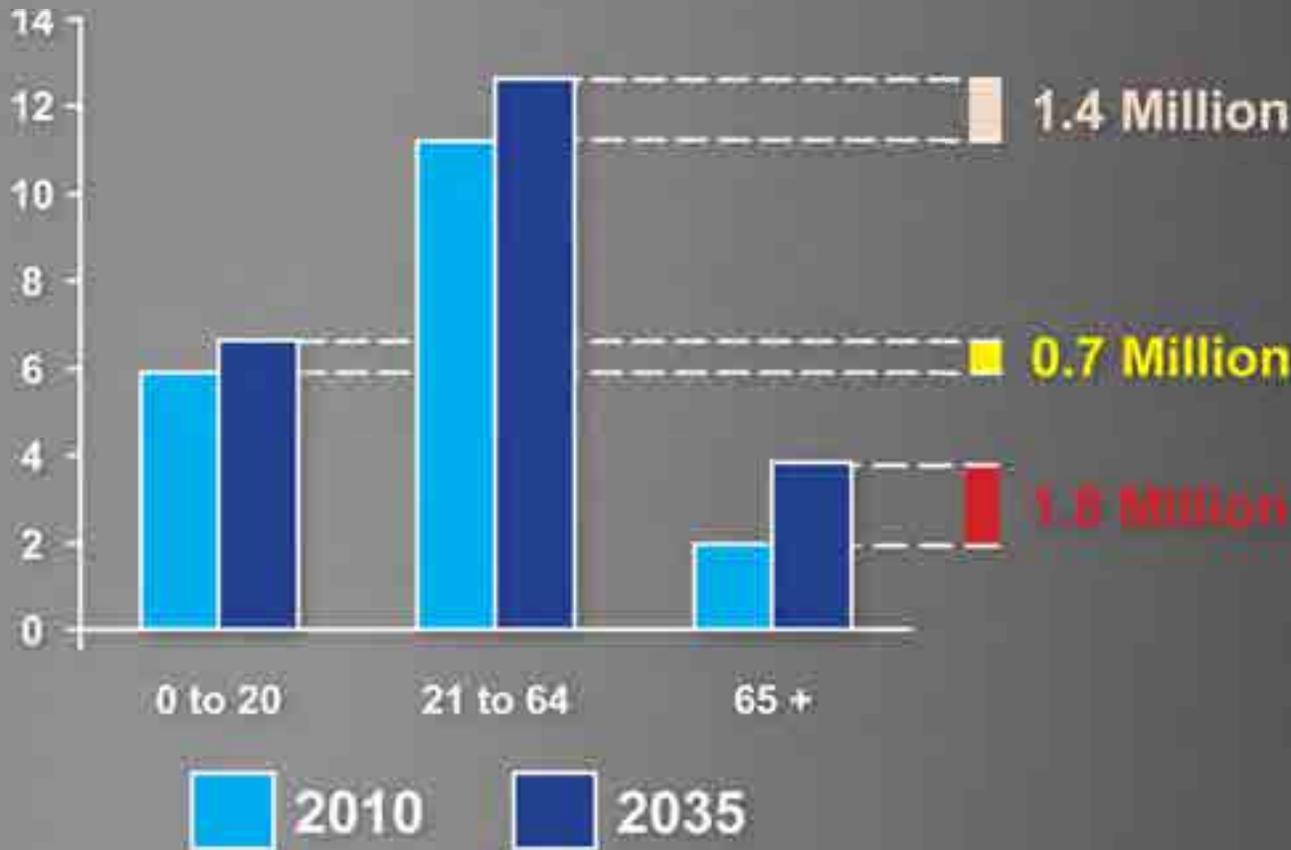


Where is the long-term housing market headed?

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

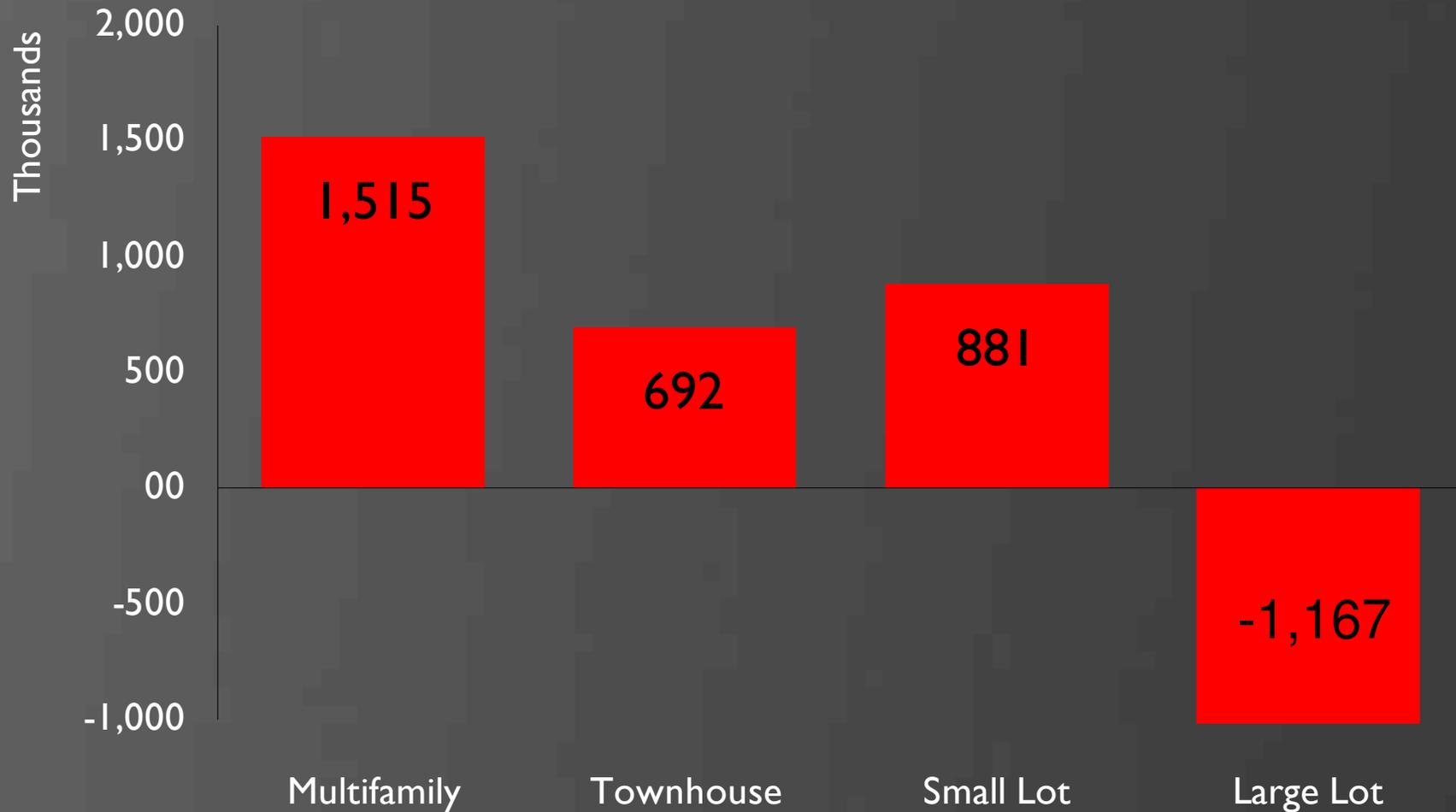
In 2040 **73%** of all
households will be
without children

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

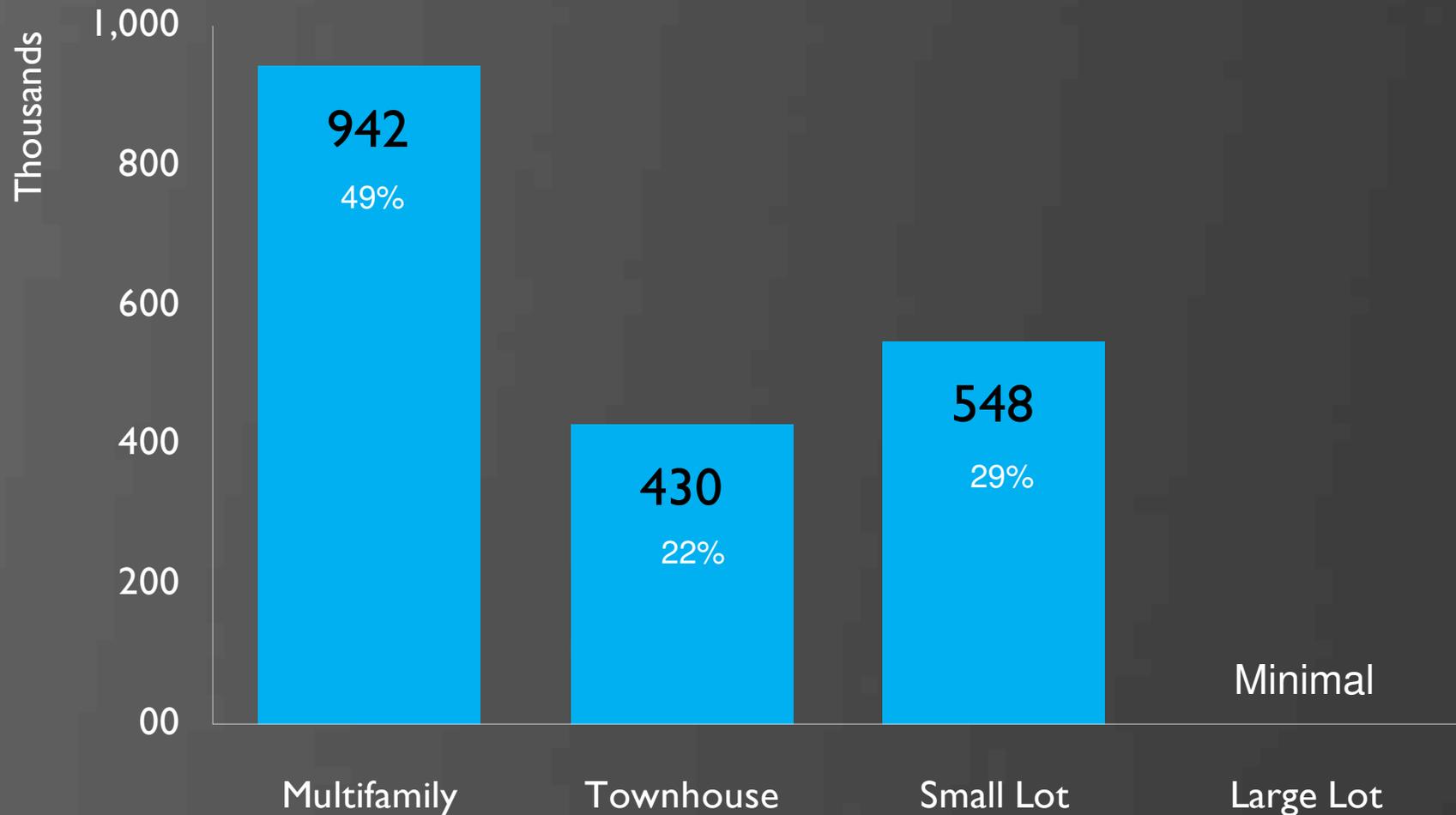


Source: AC Nelson. *The Shape of Metropolitan California in the 21st Century: Outlook to 2020 and 2035*

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

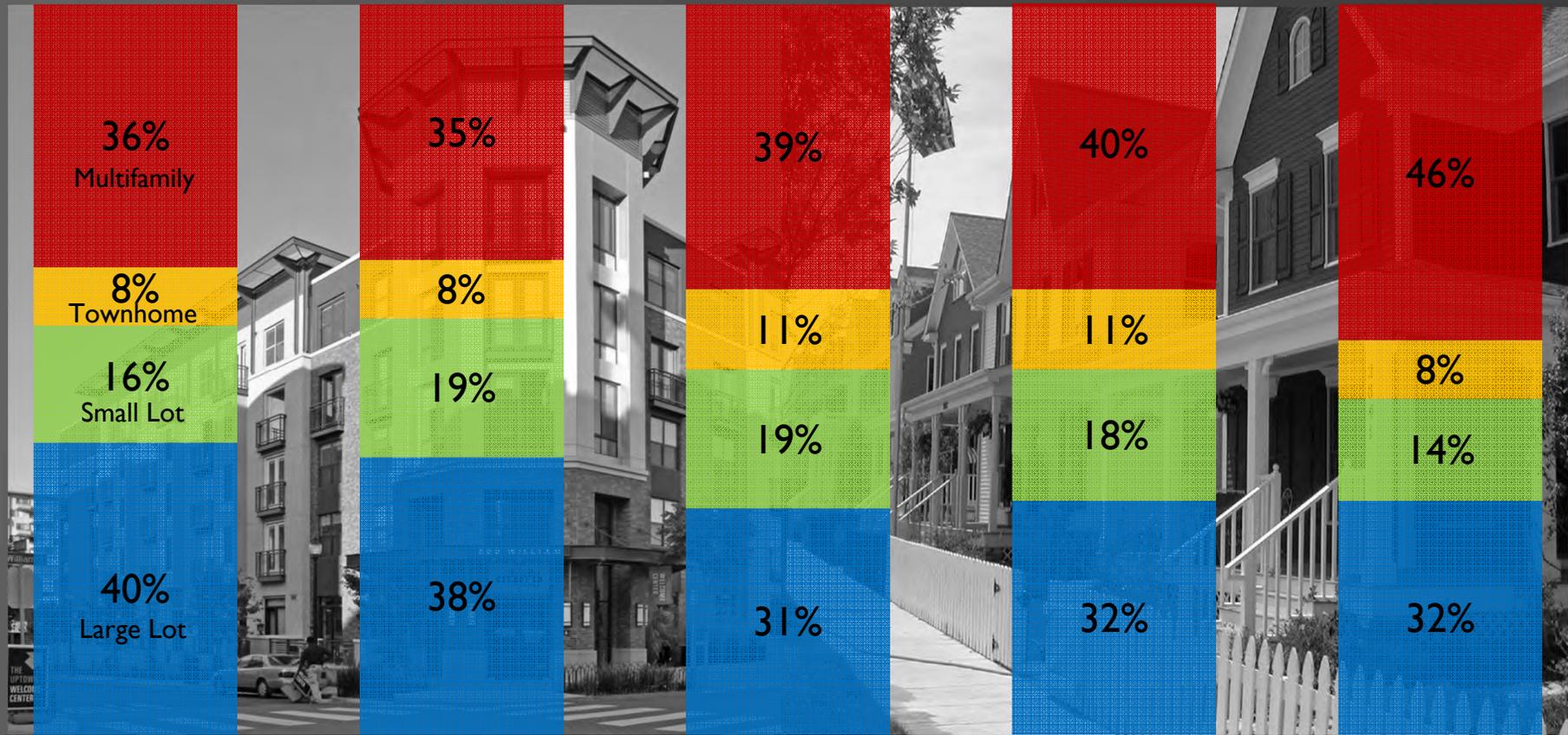
4

Housing Product Mix

All Housing Units in 2035 (Existing + New)



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



Existing
(2008)

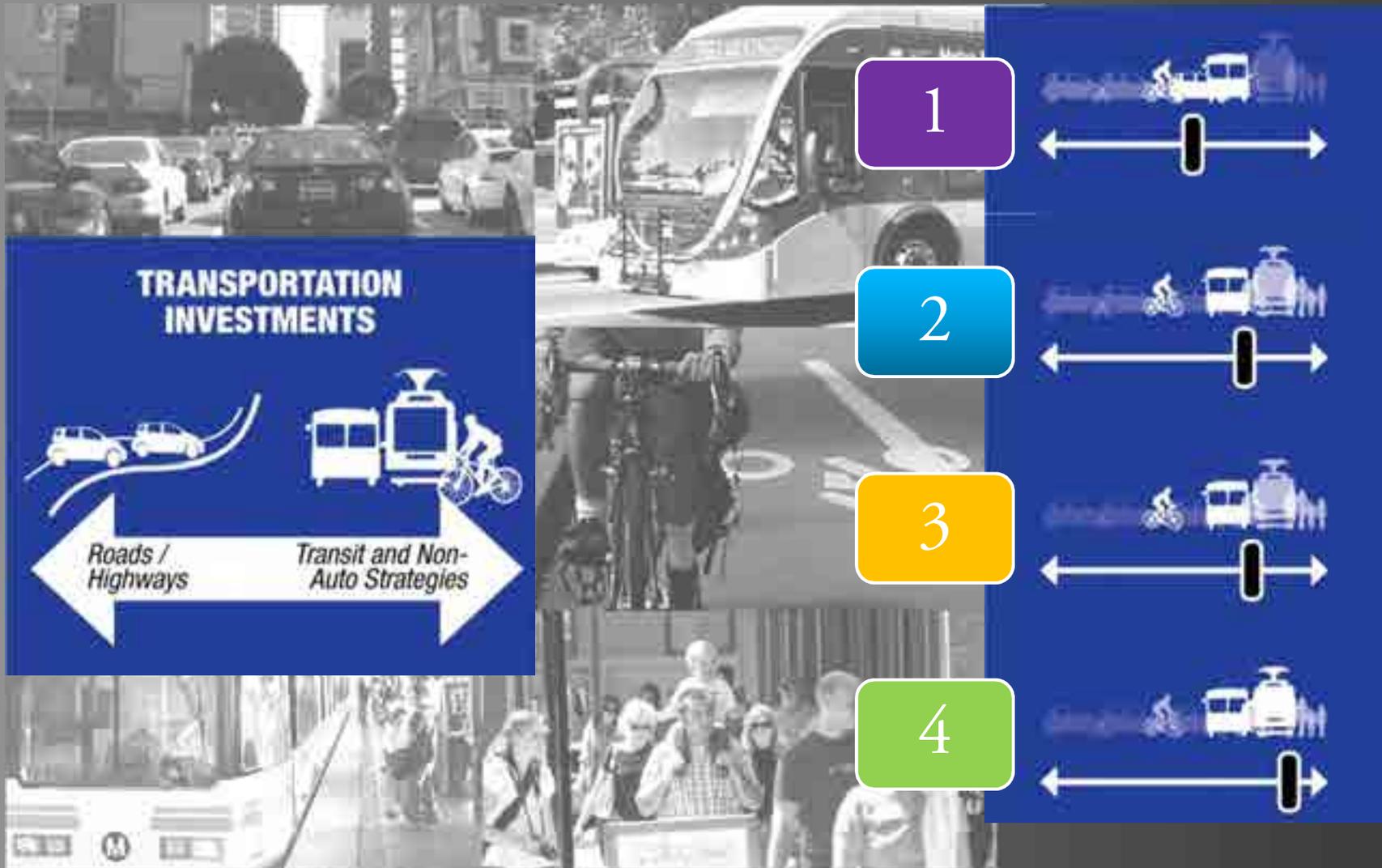
1

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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**

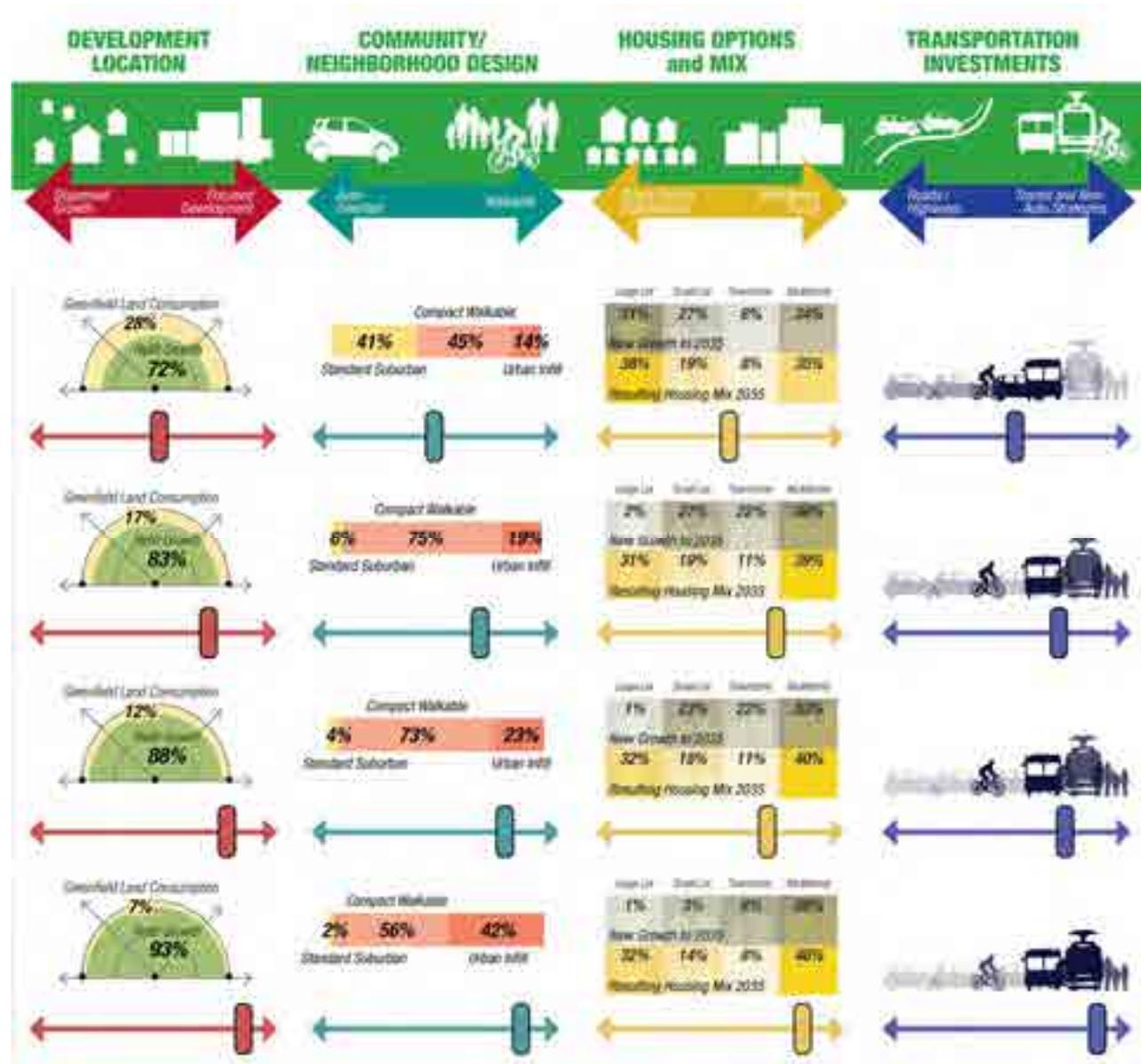
Scenarios Snapshot

1

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How The Scenarios Compare

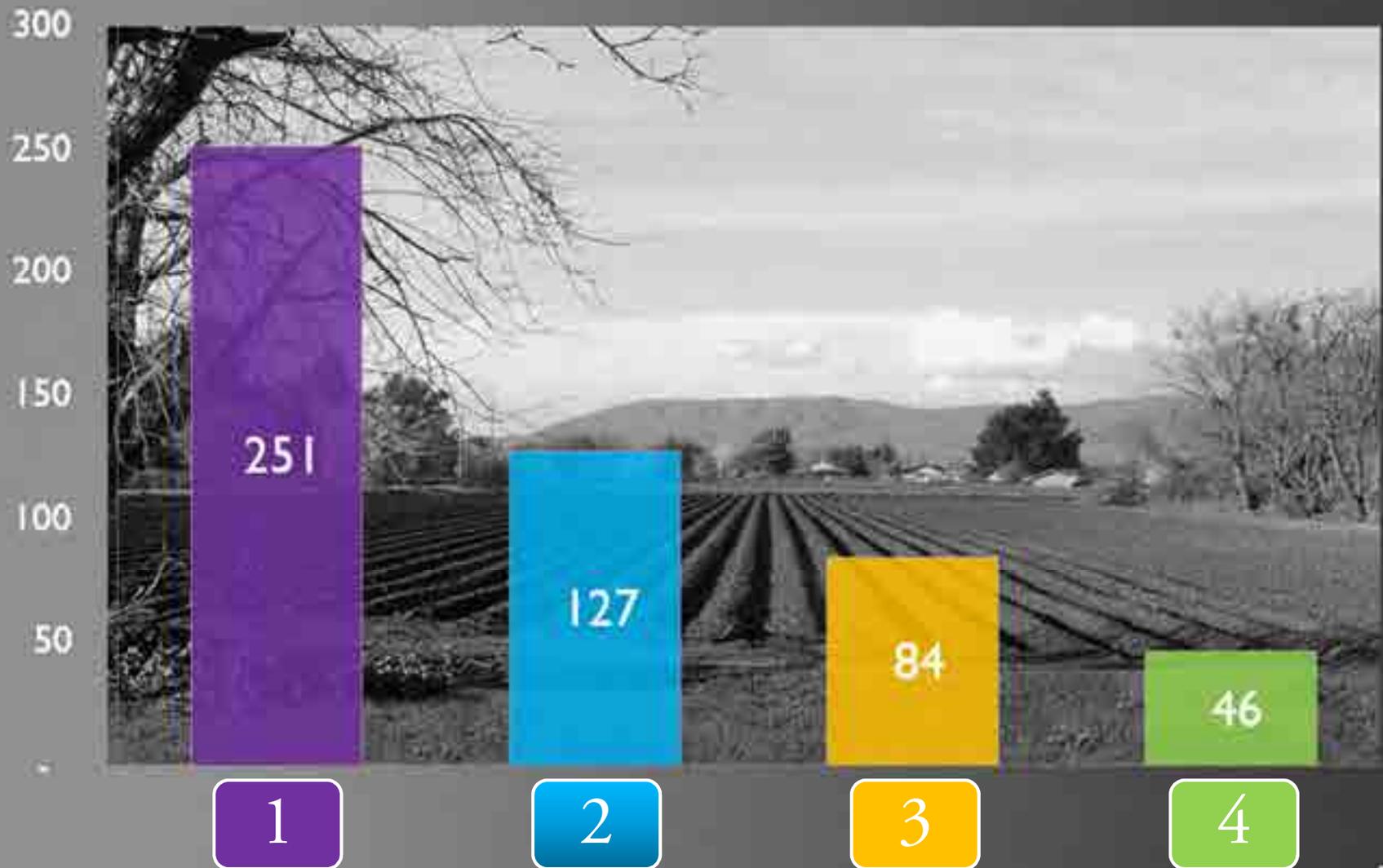
Land Consumed

Square Miles



Land Consumed

Square Miles



Local Infrastructure Costs

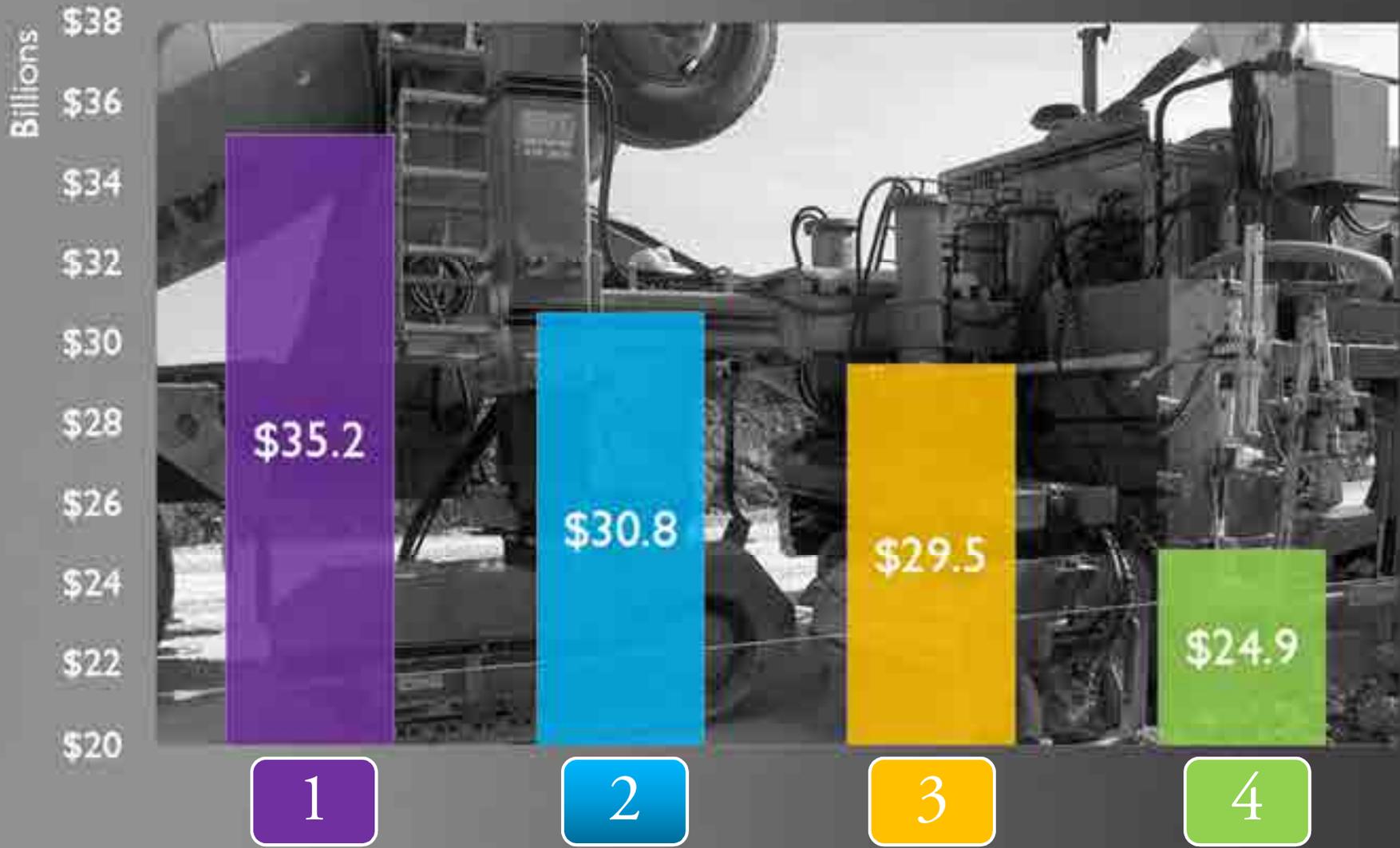
Capital & Operations & Maintenance Costs for New Growth, 2008-2035



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



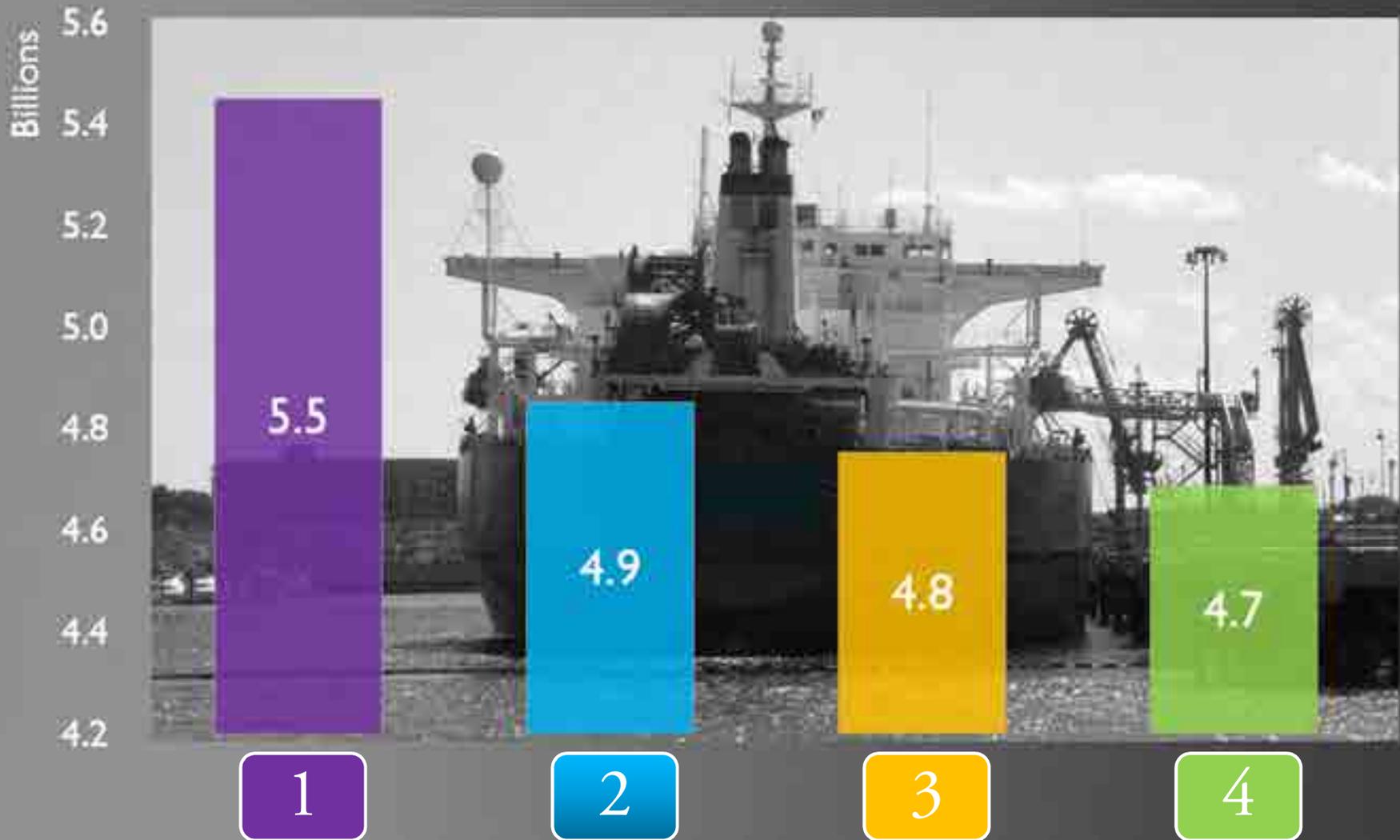
Fuel Consumption

Billions of Gallons, 2035



Fuel Consumption

Billions of Gallons, Annual, 2035



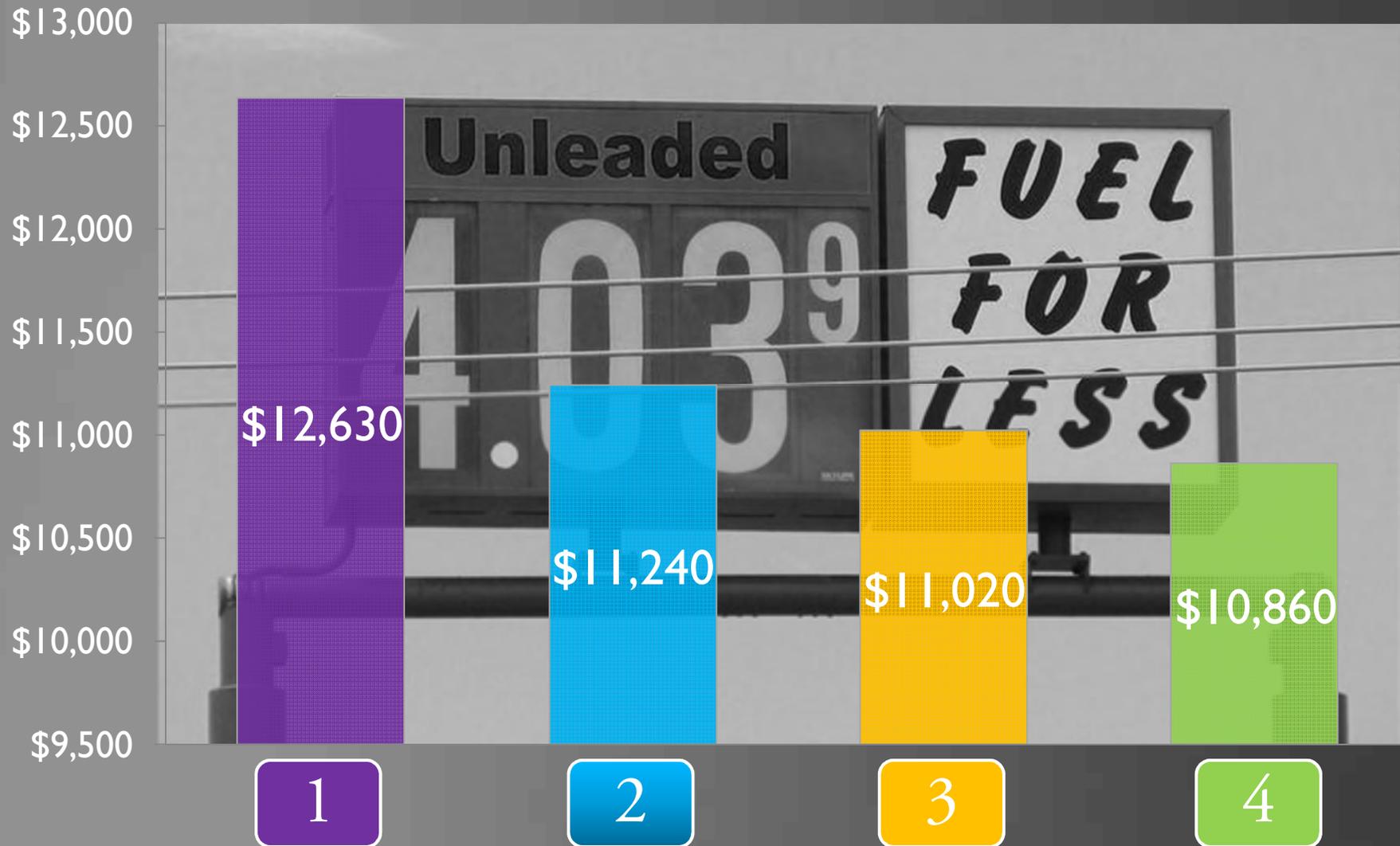
Fuel and Auto Operating Costs

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



Fuel and Auto Operating Costs

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



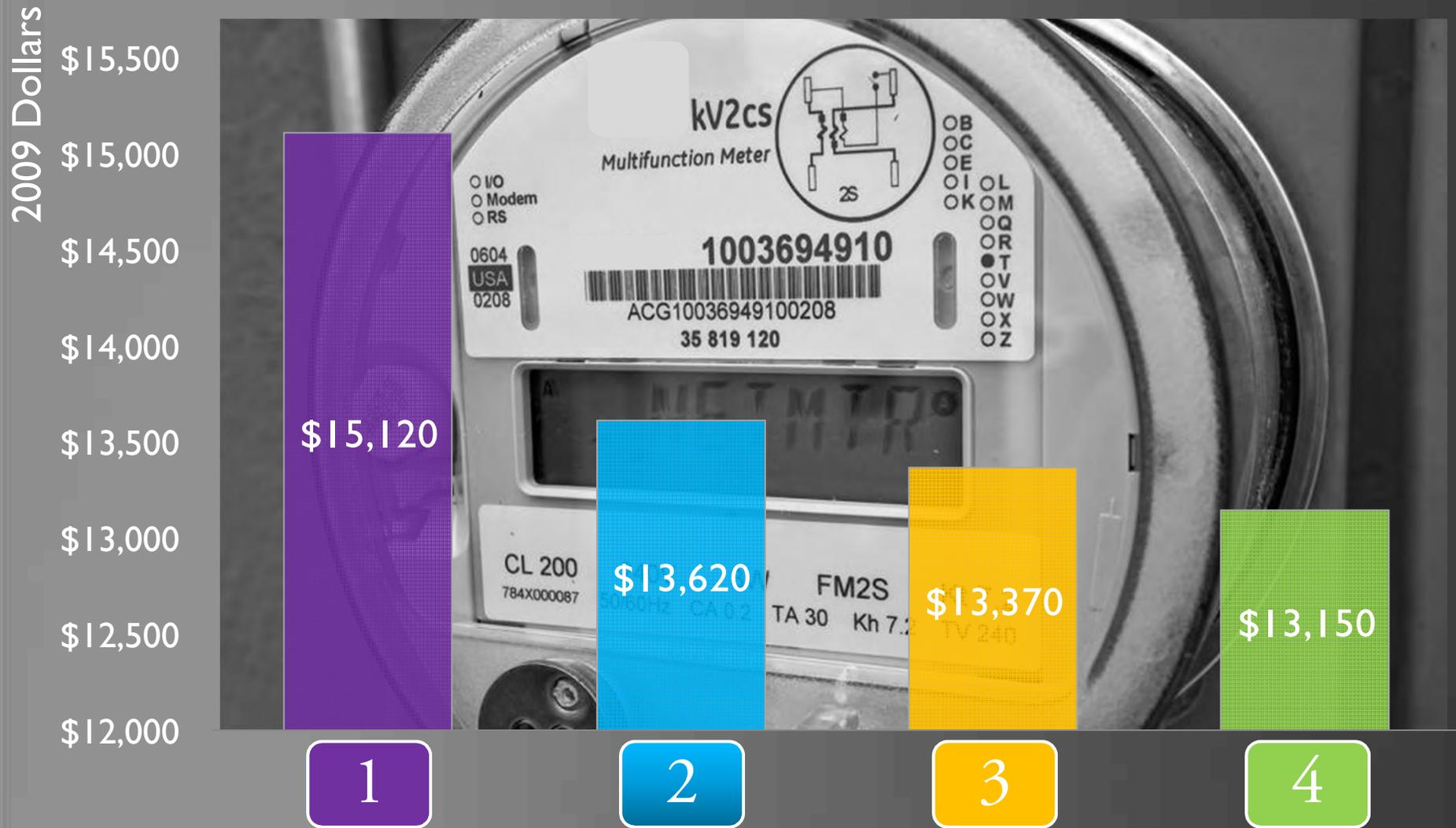
Household Costs

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



Household Costs

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



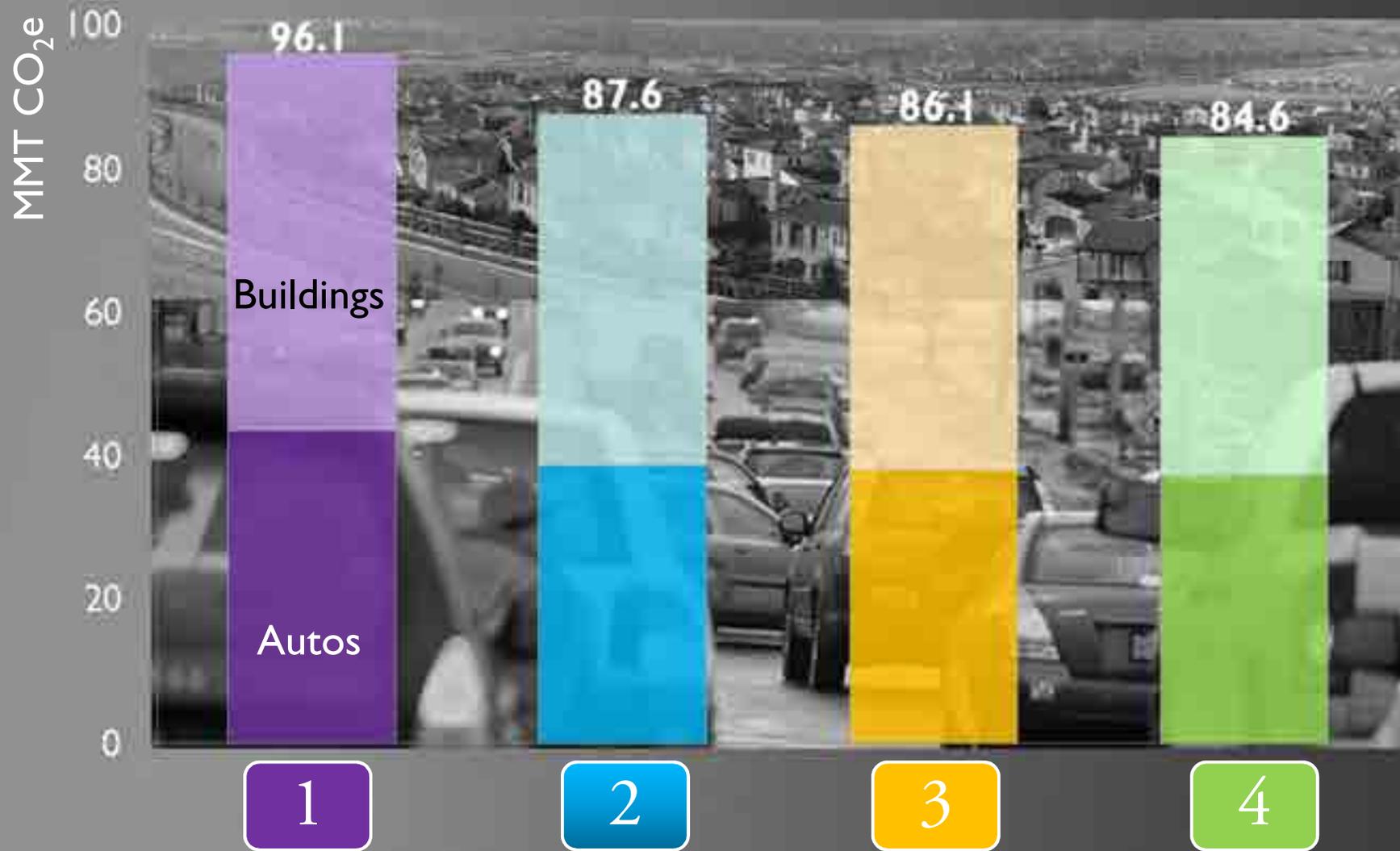
Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



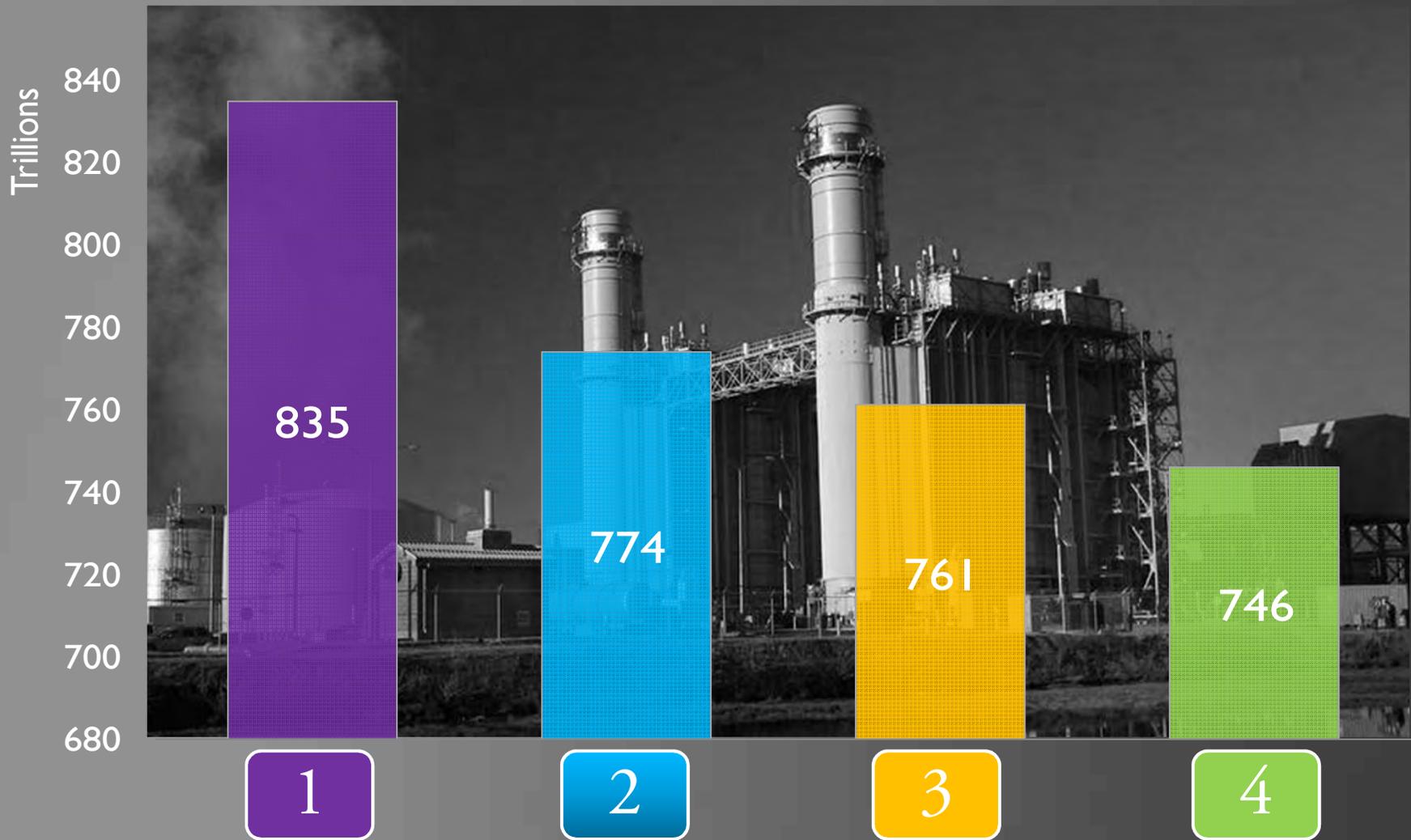
Building Energy Use

Trillion BTU, 2035



Building Energy Use

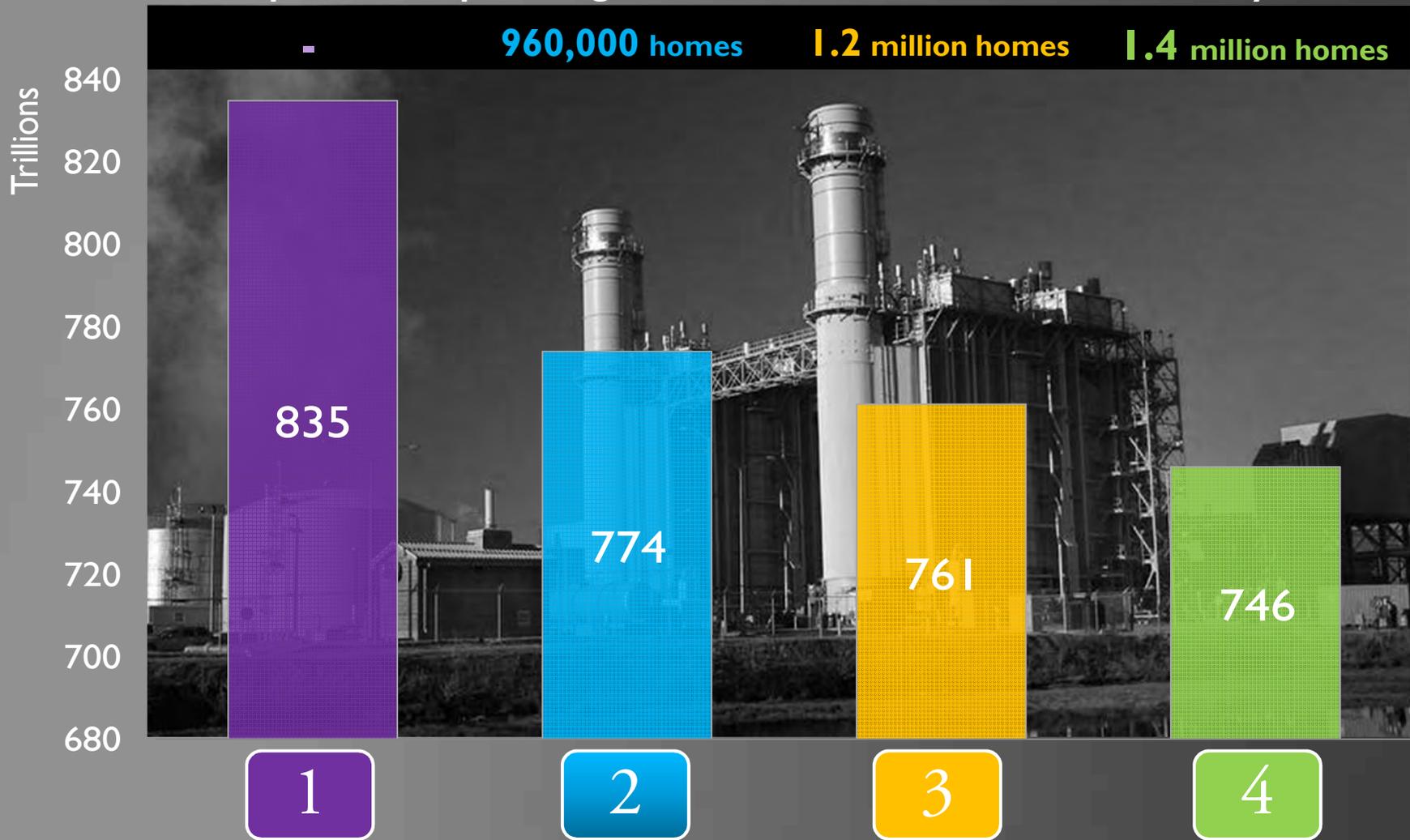
Trillion BTU, Annual, 2035



Building Energy Use

Trillion BTU, Annual, 2035

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



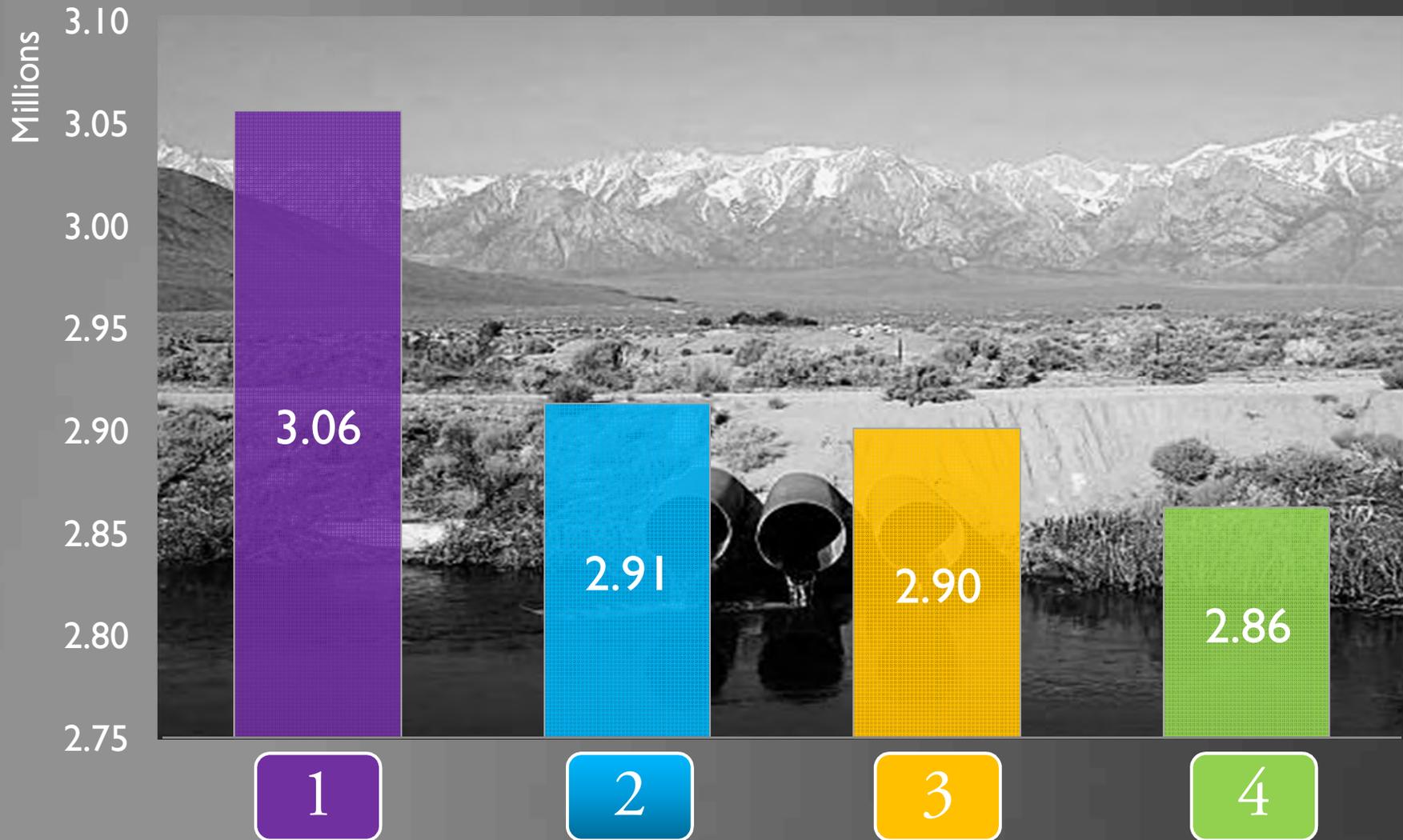
Water Consumption

Acre Feet (Annual in 2035)



Water Consumption

Acre Feet (Annual in 2035)



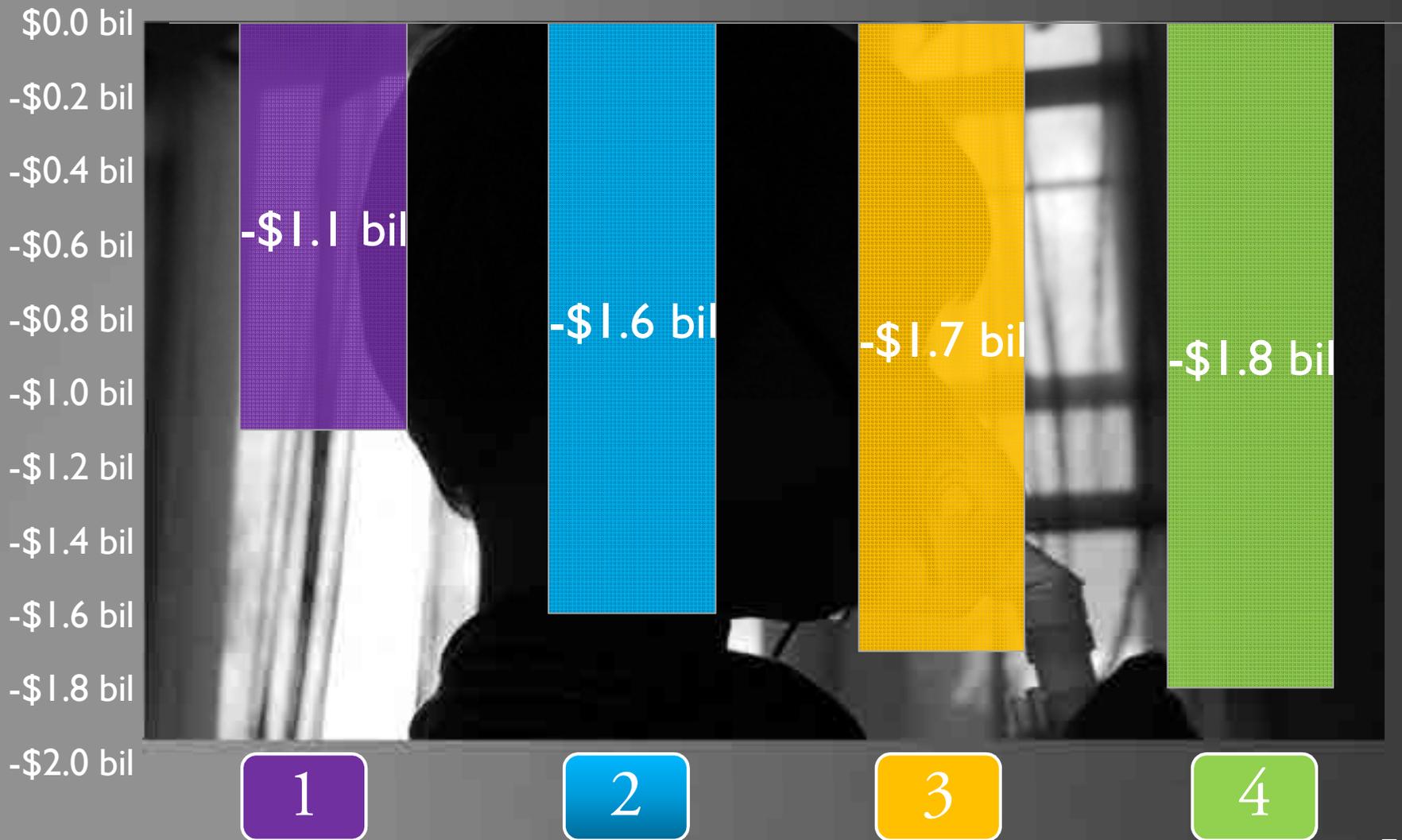
Respiratory Health Impacts

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. _____

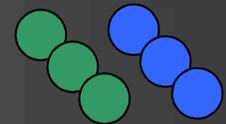
Other

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

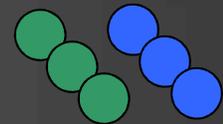


1. Be respectful of each other's right to be heard
2. Focus on related topics to the regional transportation plan
3. Your facilitator is neutral
4. Feel free to also record your personal ideas on comment cards

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



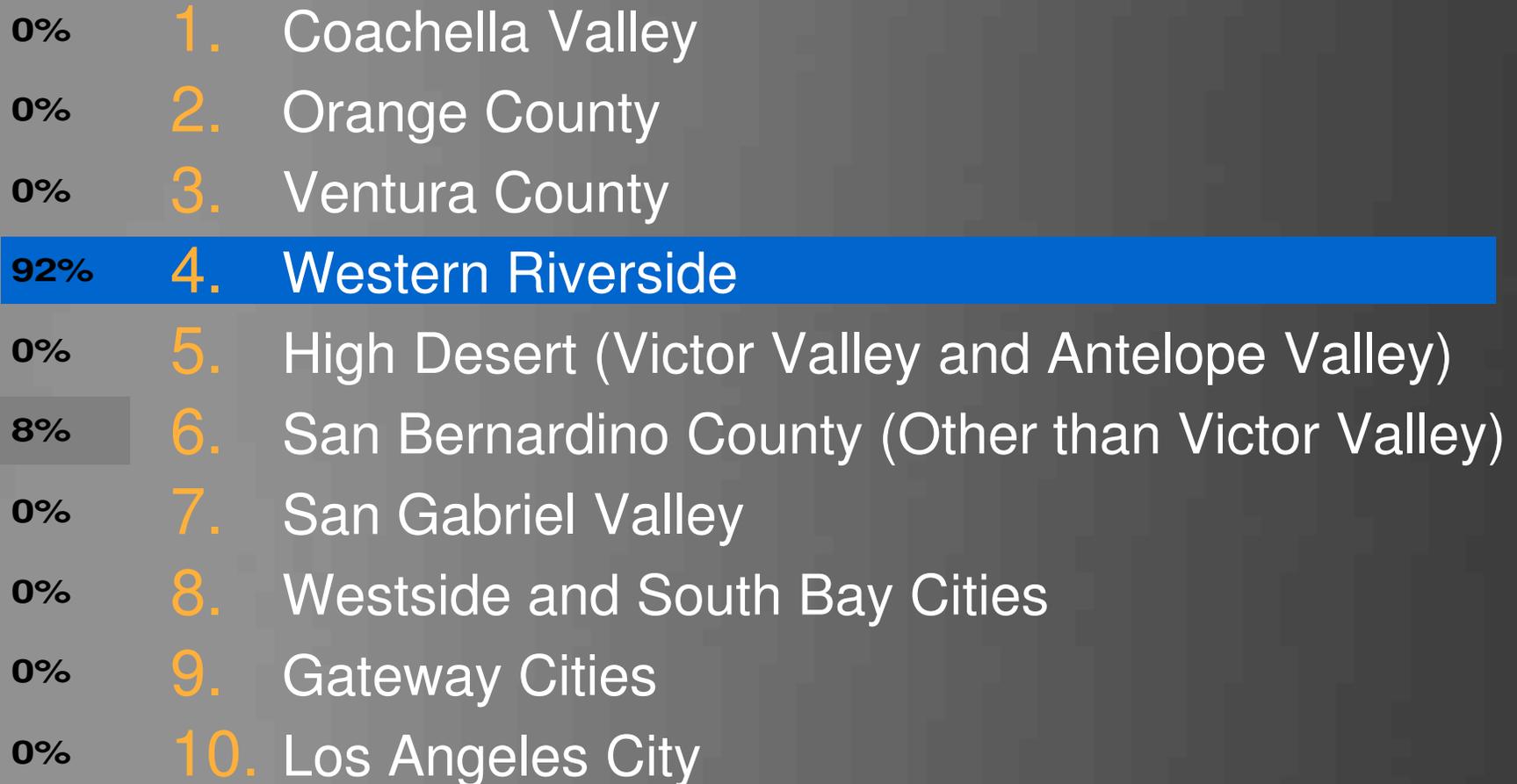
Have you ever lied to your mother?

- 8% 1. Never...Honest!
- 8% 2. Only once and I paid for it dearly.
- 12% 3. Only a couple of times.
- 24% 4. Yes, but I was young and candy was involved.
- 12% 5. I prefer to call it a "stretching of the truth"
- 20% 6. Only when it was in her best interest.
- 4% 7. Yes, but my brother/sister made me do it!
- 12% 8. Too many times to count!

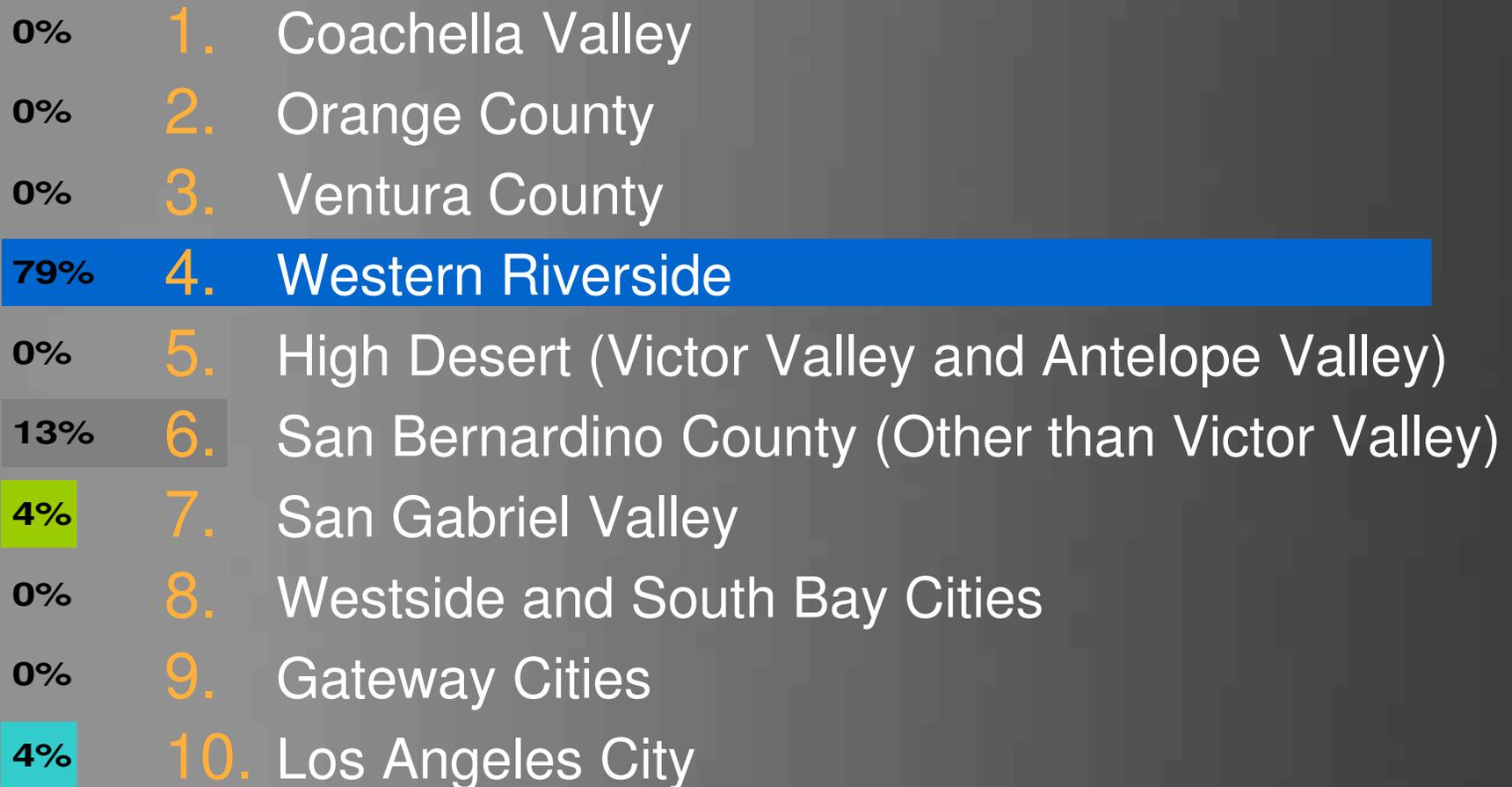


A few preliminary questions...

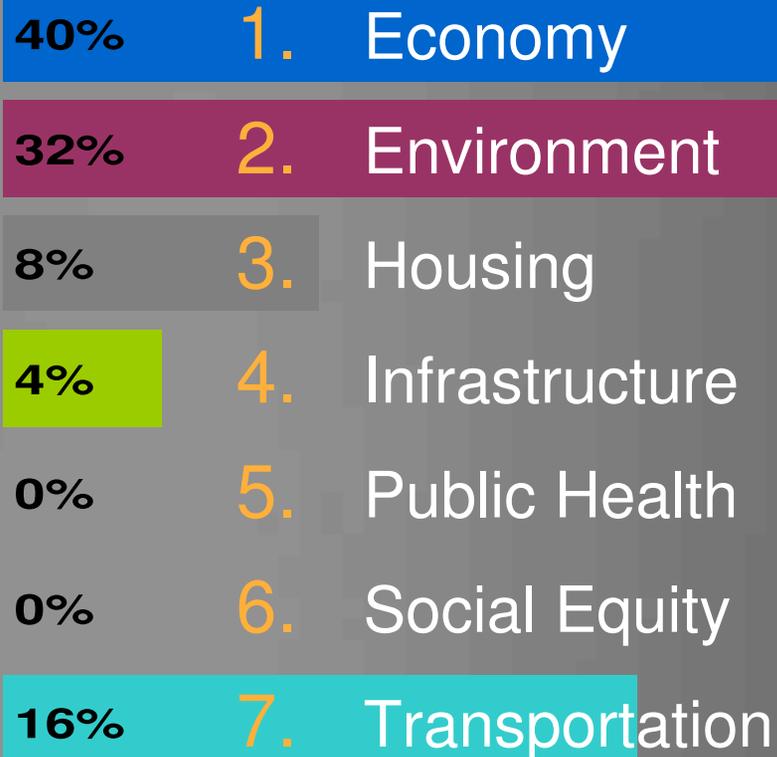
II. Which part of the region do you live in



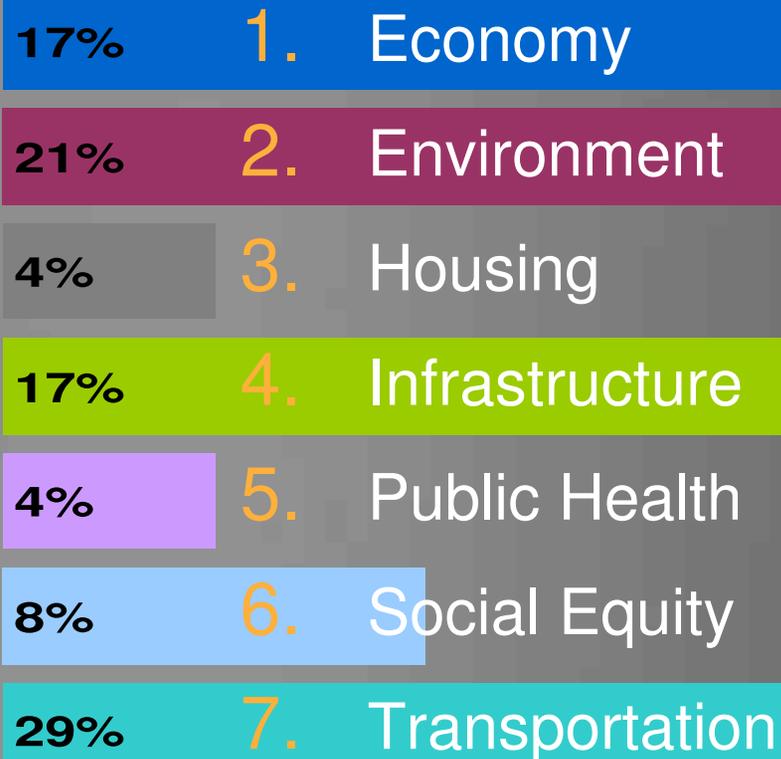
III. Which part of the region do you work/go to school?



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.
- 0% 2. I primarily walk or bike to common destinations.
- 0% 3. I primarily carpool.
- 0% 4. I primarily use public transportation.
- 29% 5. I do not commute.

VII. Which statement describes your access to transportation options?

58%

1. I drive; little access to transit

42%

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

0%

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

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

- 16% 1. Does not stop near my home.
- 20% 2. Does not go where I need.
- 44% 3. Does not come frequently enough or run late enough.
- 0% 4. Too crowded, I do not enjoy riding.
- 0% 5. Too expensive for my budget.
- 20% 6. None of the above..



Transportation Investments

Investment in Roads and Transit

Projected Costs FY2007 to 2036



**Public
Transportation**



Highways



Source: 2008 RTP

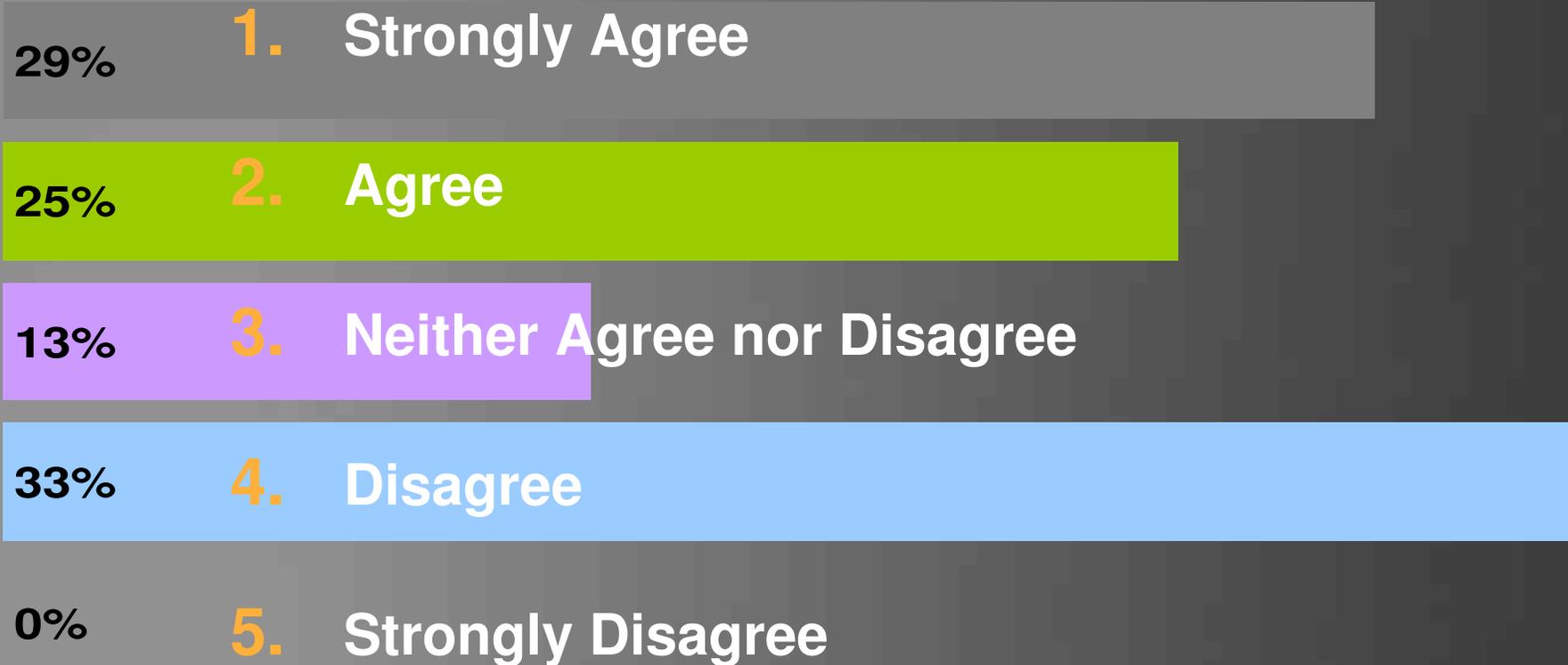
IX. The RTP should invest most of its money into roads and highways.



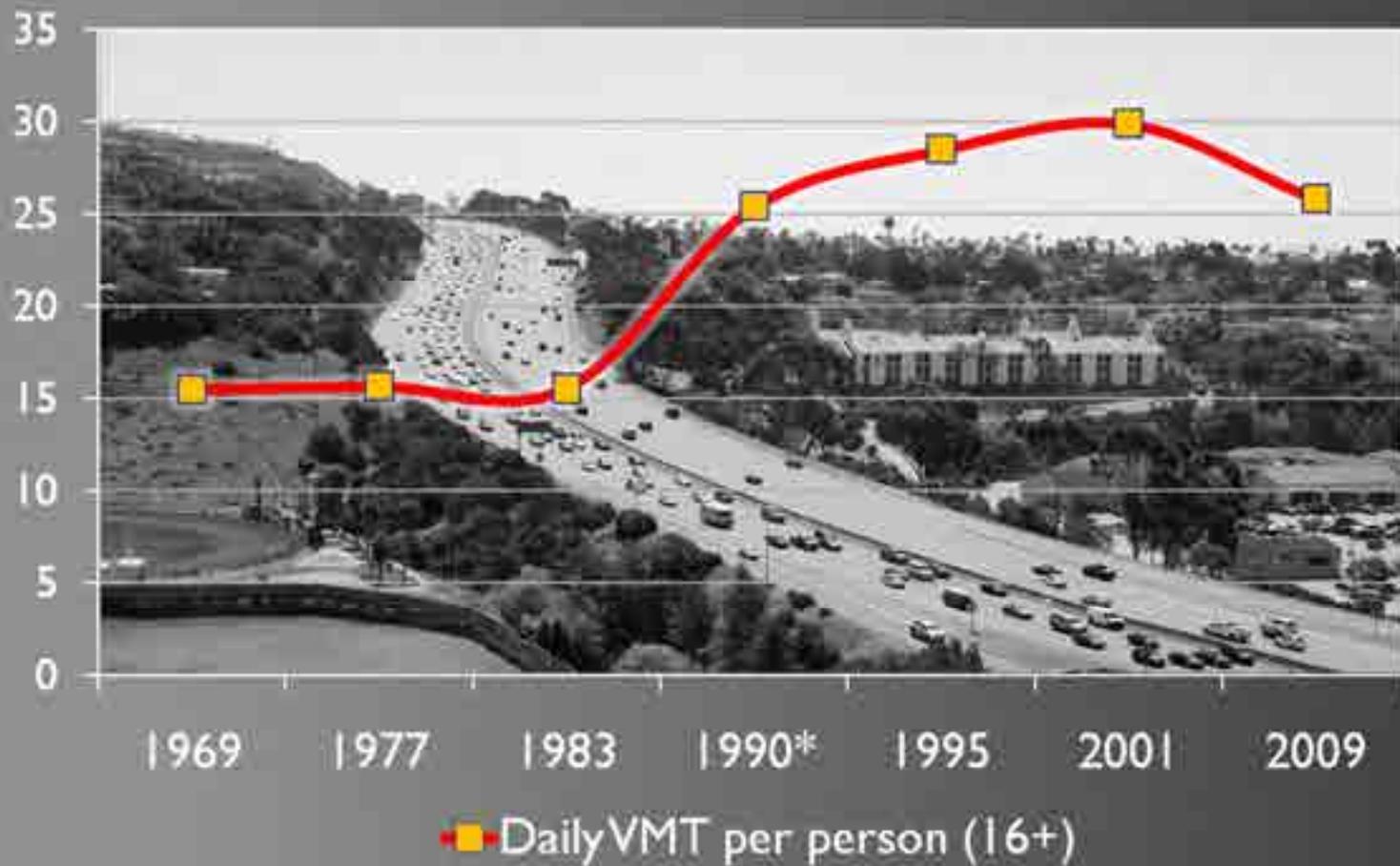
X. The RTP should invest in a mix of transportation options, including road, highway, rail transit, express bus and bicycle/pedestrian.



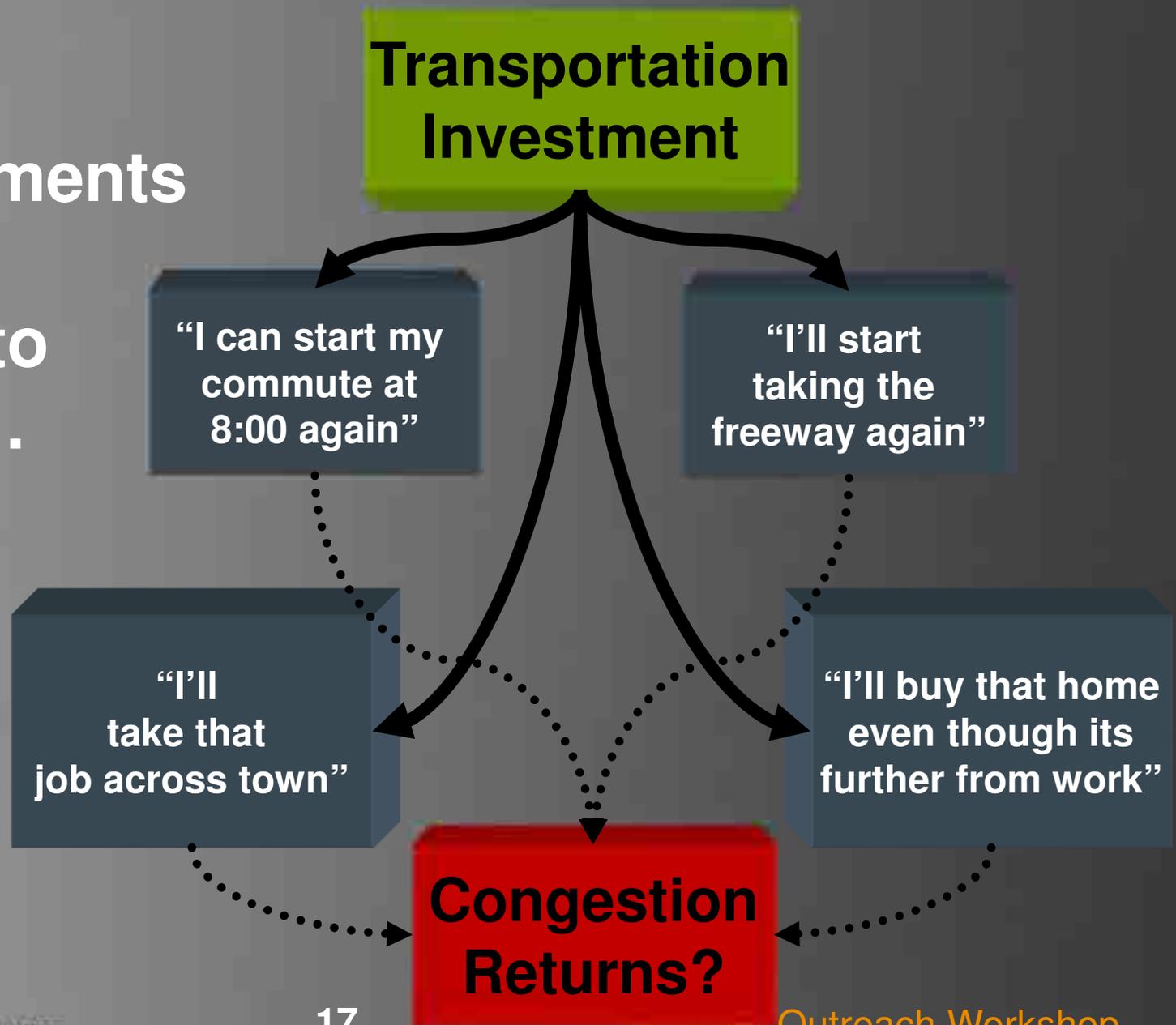
XI. The RTP should invest most of its money into rail transit, express bus and bicycle/pedestrian.



Driving Distances in Southern California



Traffic improvements can be difficult to sustain...



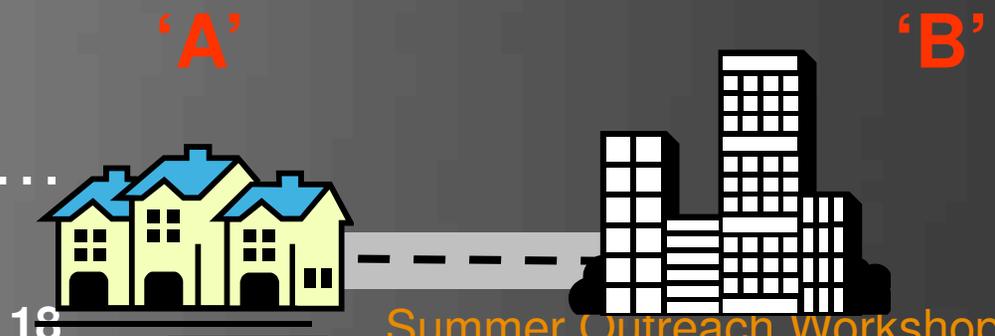
Two Approaches to Improve Mobility

(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



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)

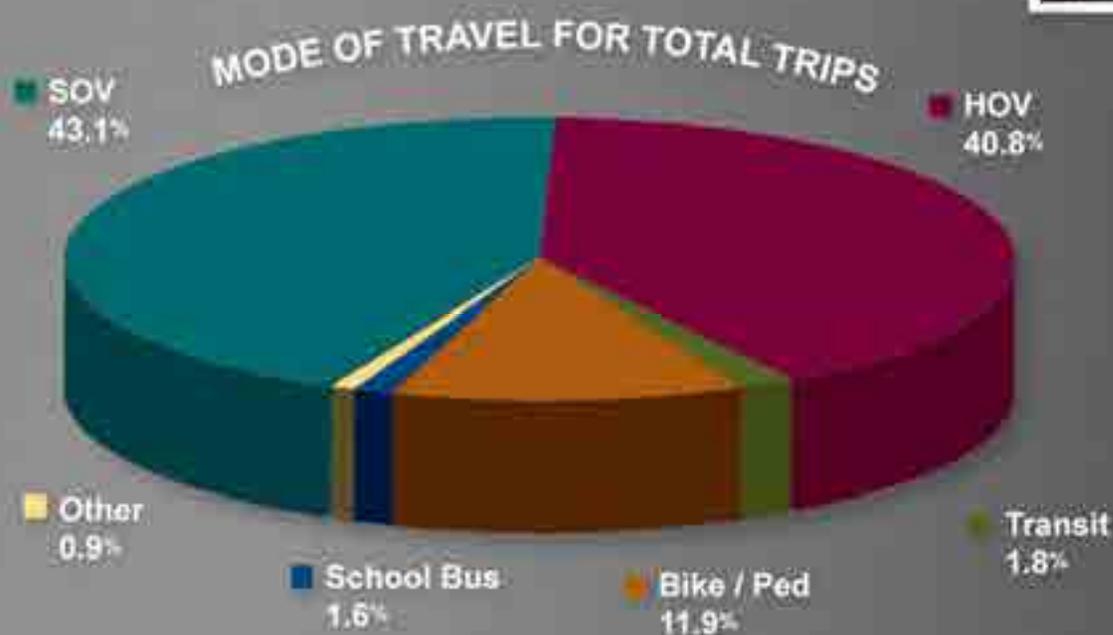
38%

2. Balance between 1 and 3

50%

3. Focus most on reducing distances traveled

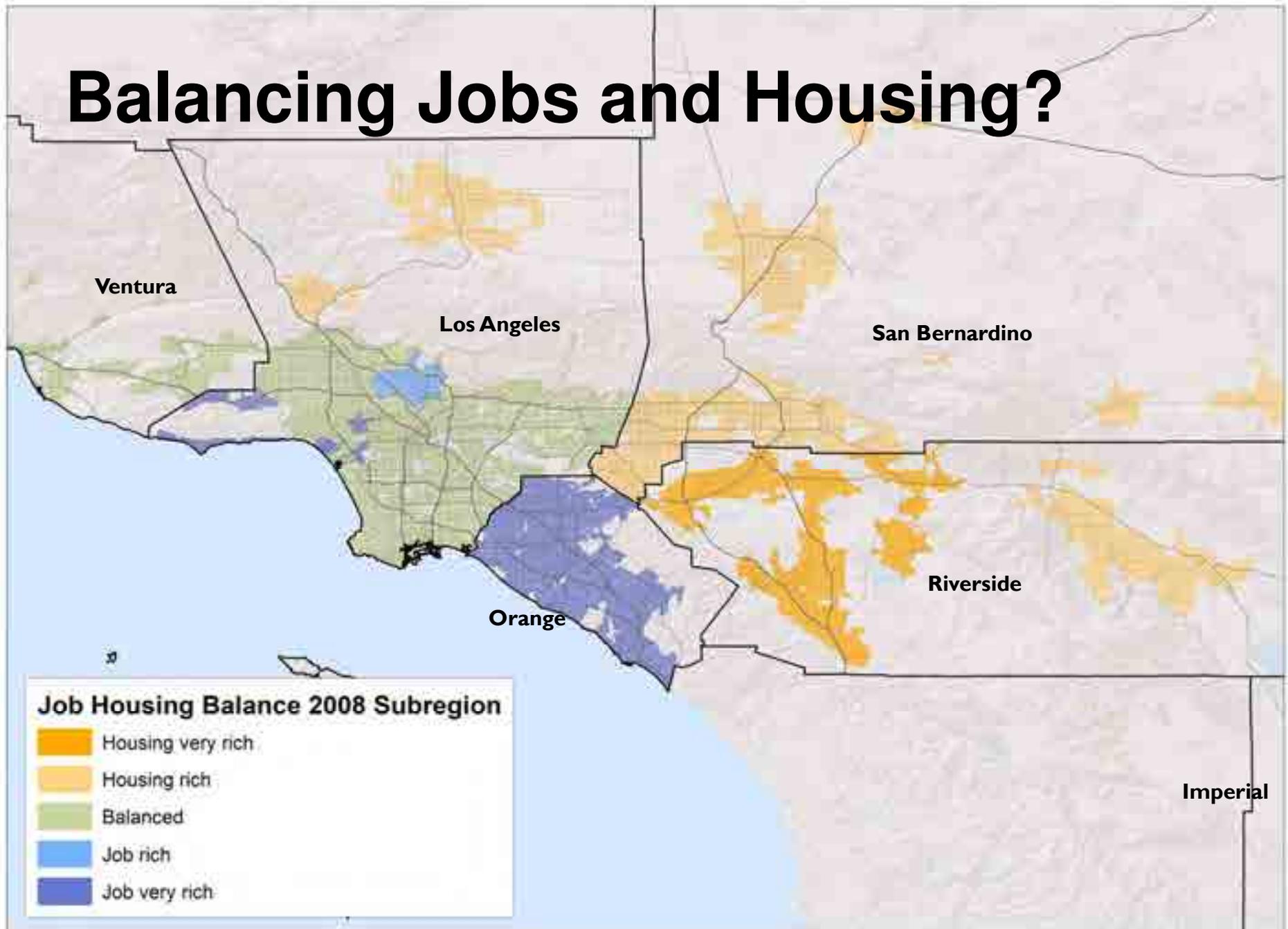
Bicycling in Southern California



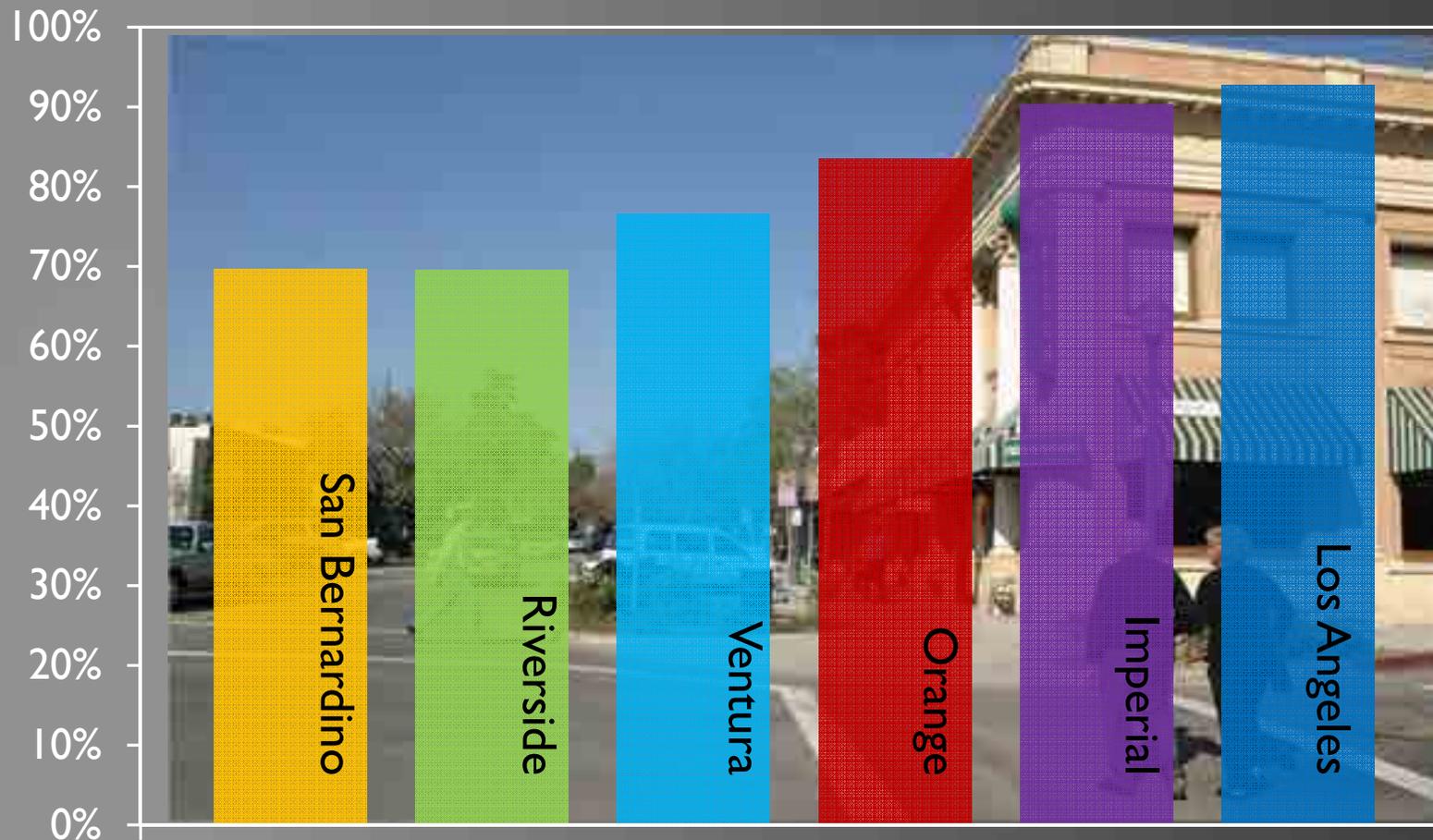


Balancing Jobs With Housing?

Balancing Jobs and Housing?

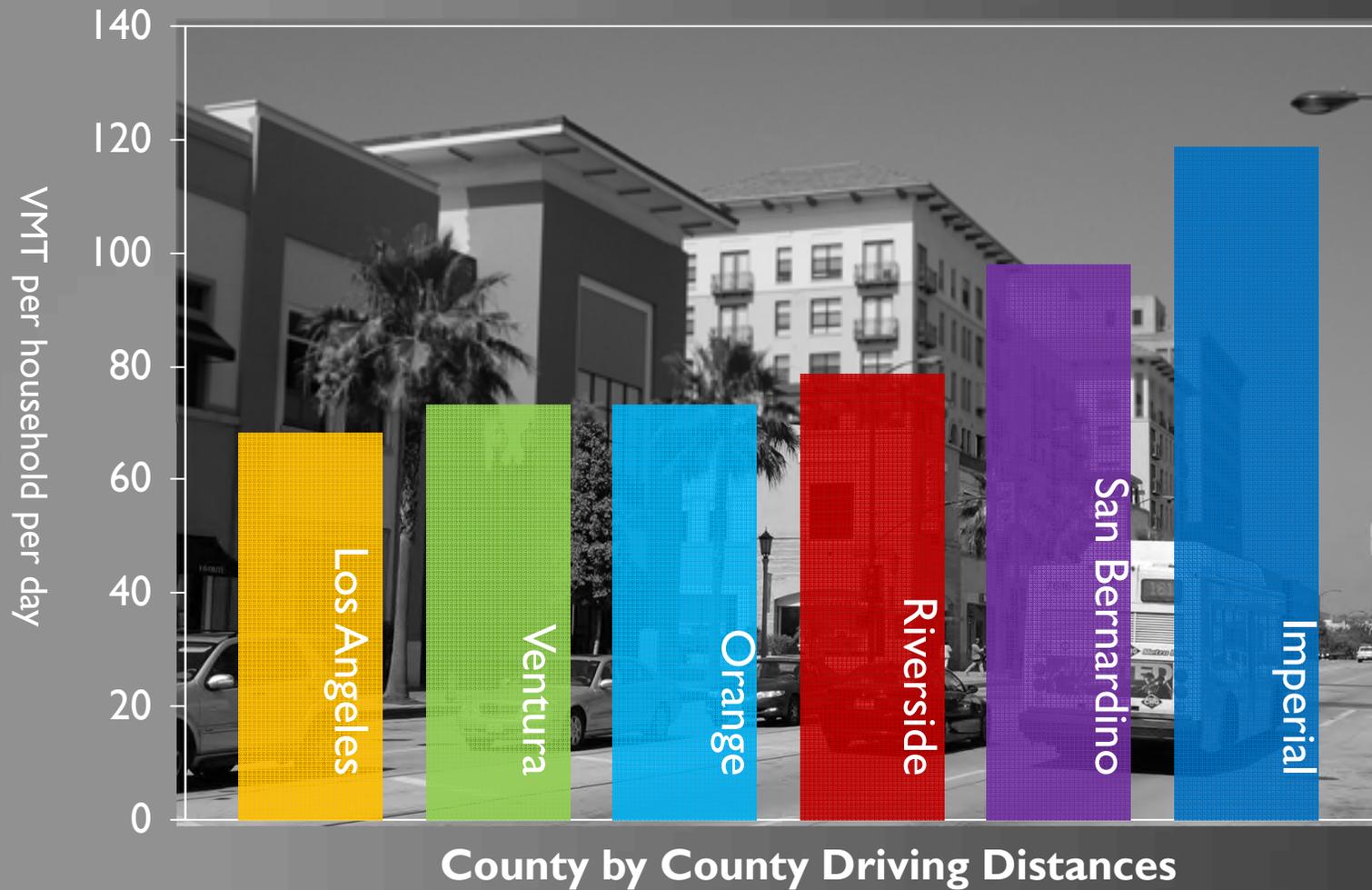


Opportunities to Work Near Where We Live



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.

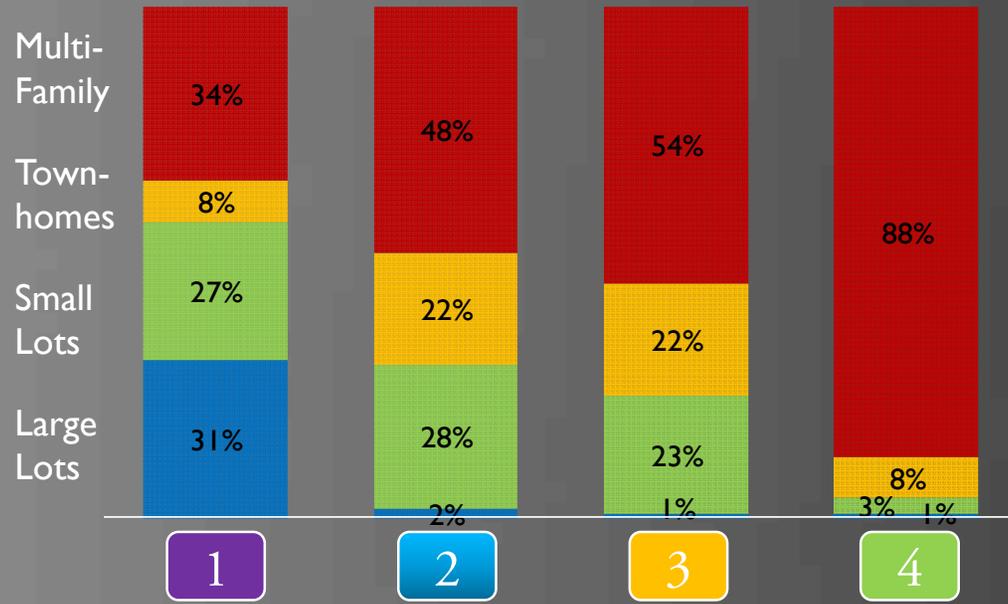




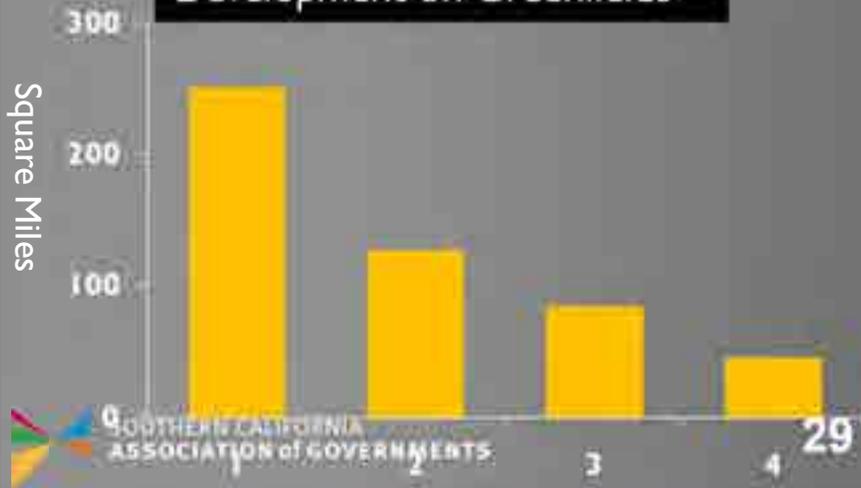
Housing Choices?

The Impacts of New Housing

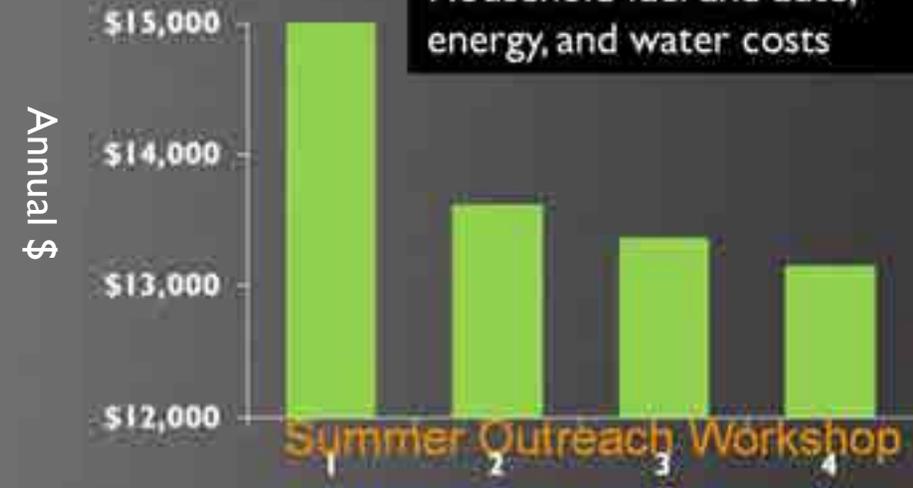
**New Homes
by Housing
Type
2010 to 2035**



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...

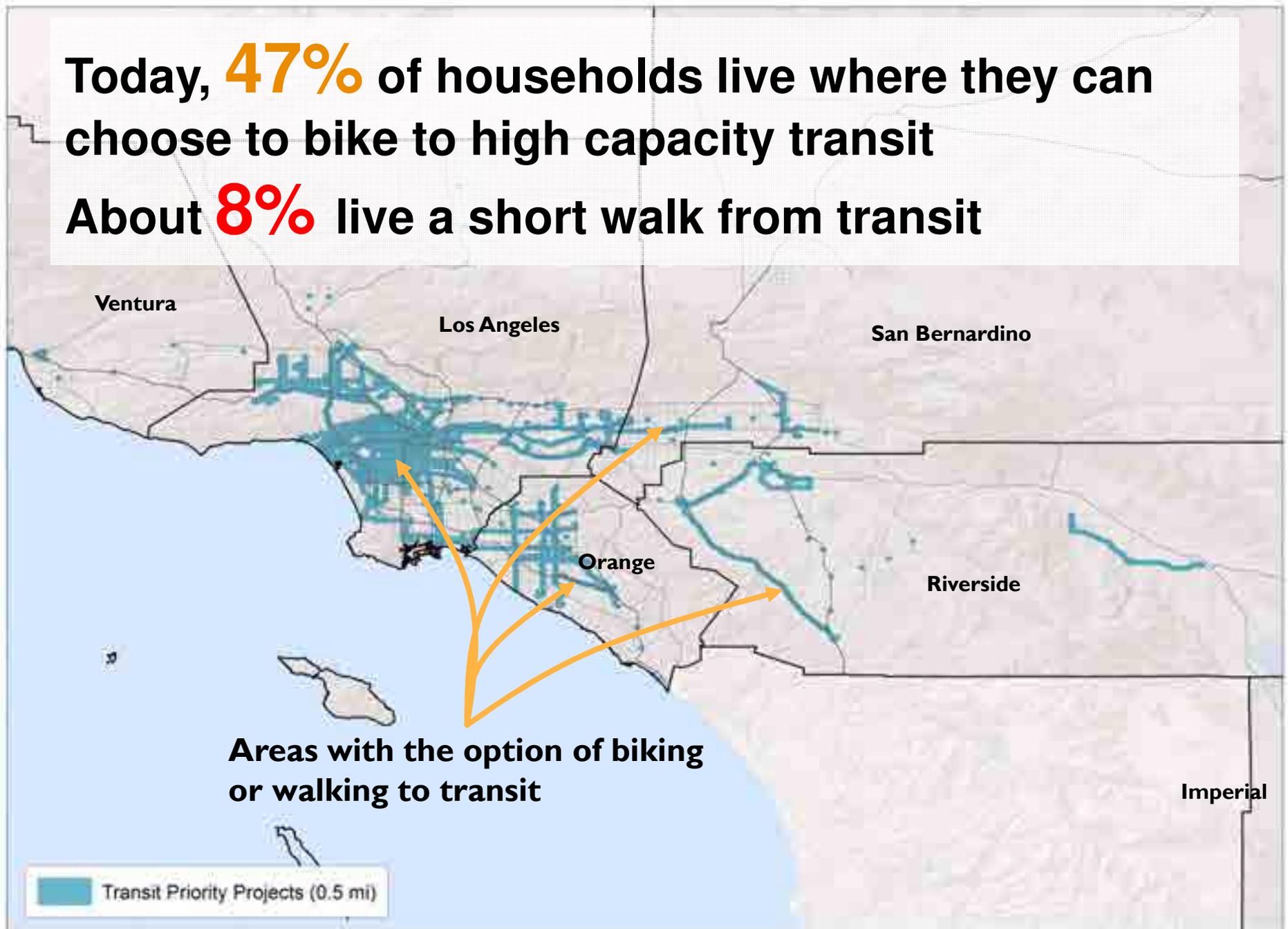




Transit Oriented Development?

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

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



Areas with the option of biking or walking to transit

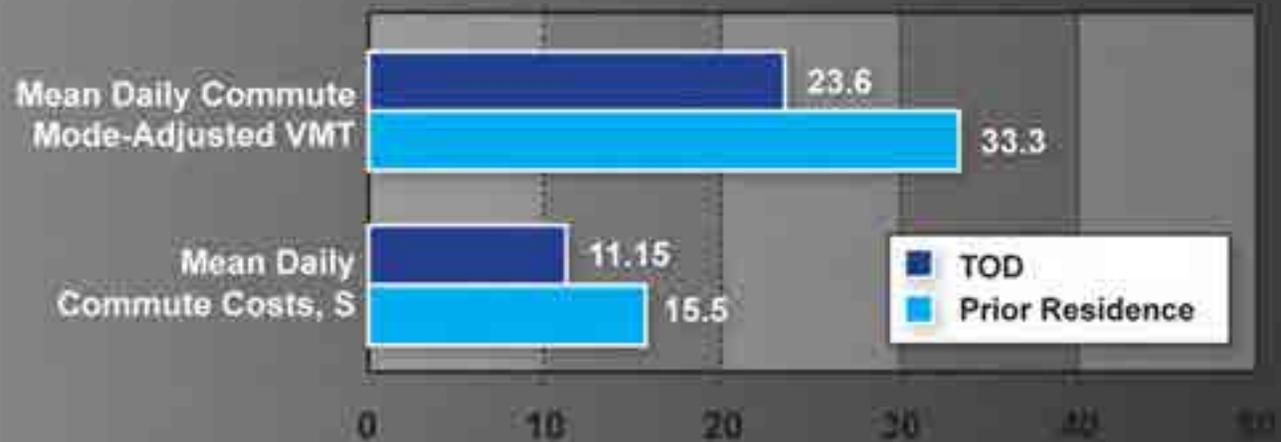
Transit Priority Projects (0.5 mi)

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:

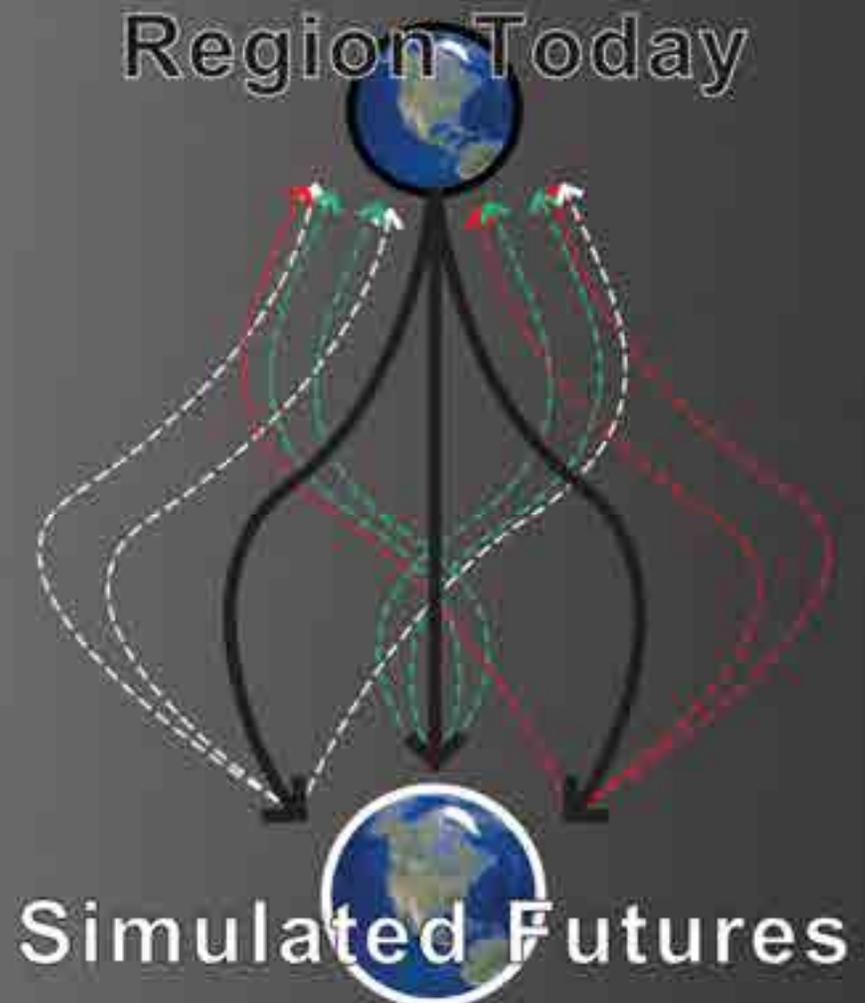
- 4% 1. Standard Suburban Areas
- 35% 2. Part Standard, Part Mixed Use Walkable
- 22% 3. Mixed Use Walkable
- 39% 4. Part Mixed Use Walkable, Part Urban
- 0% 5. Urban Areas

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

- 4% 1. Standard Suburban Areas
- 38% 2. Part Standard, Part Mixed Use Walkable
- 21% 3. Mixed Use Walkable
- 38% 4. Part Mixed Use Walkable, Part Urban
- 0% 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 Riverside County

Potential Objectives for the 2012 RTP		Riverside County						Total All Votes	Primary	Secondary
		Corona		Riverside		Palm Desert				
		Primary	Secondary	Primary	Secondary	Primary	Secondary			
Mobility										
	Reduce the need to travel long distances	3	10	3	11		4	31	6	25
	Reduce commute times		9	2	4			15	2	13
	Keep drives at or near the posted speed limit, reduce congestion	1	1		1	1	5	9	2	7
	Make commutes more predictable and reliable	1	2		1			4	1	3
Additional Mobility Objectives										
	<i>Facilitate access to job centers</i>	1	2					3	1	2
	<i>Local trip accessibility</i>		1					1	0	1
	<i>Other trips besides the commute</i>							0	0	0
	<i>Facilitate freight movement</i>							0	0	0
	<i>Maximize people's movement, not just vehicles</i>		2					2	0	2
	<i>Reduce auto-dependency</i>							0	0	0
	<i>Evaluate mobility by mode</i>							0	0	0
	<i>Encourage employers to offer telecommute options</i>							0	0	0
	<i>Infrastructure investment to increase connectivity between destinations</i>	1	2					3	1	2
	<i>Build mixed-use sustainable housing/communities and jobs/housing balance</i>			4	2			6	4	2
	<i>Jobs near homes and homes near jobs</i>				5			5	0	5
	<i>Reduce number of vehicle trips</i>							0	0	0
	<i>Reduce overall VMT</i>				1			1	0	1
	<i>ITS utilization</i>				1			1	0	1
	<i>In car ITS technology linked to system</i>							0	0	0
	<i>Jobs-housing balance/ Greater access between houses and jobs (vice-versa)</i>			1	1			2	1	1
	<i>Coordinate uses and transportation</i>							0	0	0
	<i>TSM Improve existing infrastructure</i>							0	0	0
	<i>Encourage transportation hubs (transit) at major arterials</i>			1				1	1	0
	<i>Increase local accessibility and efficiency</i>						3	3	0	3
	<i>Jobs housing relationship</i>						5	5	0	5
	<i>Avoid long intraregional travel</i>						1	1	0	1

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

		Riverside County								
		Corona		Riverside		Palm Desert				
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary
Potential Objectives for the 2012 RTP										
<i>Facilitate agricultural commuting</i>							1	1	0	1
<i>Enhance mobility options for mobility impaired</i>								0	0	0
<i>Reduce all travel</i>							1	1	0	1
<i>Improve access and availability to public transit</i>							4	4	0	4
<i>Make transit (not necessarily bus) more predictable, friendly and available</i>							2	2	0	2
<i>Transit of demand/Dial-a-ride</i>							2	2	0	2
<i>Better regional connectivity between I.E. cities</i>							2	2	0	2
<i>Improve frequency of public transportation</i>							3	3	0	3
<i>Increase coverage of bus line</i>						2	9	11	2	9
								0	0	0
Environmental, Health and Community Impacts		2		1			1	4	3	1
<i>Reduce demand for fossil-fuels</i>			8	2	8	3	5	26	5	21
<i>Reduce air pollutant emissions for better public health</i>		1	11	2	5	1	3	23	4	19
<i>Reduce demand for development at the edge of the region</i>			1		4		6	11	0	11
<i>Encourage revitalization of existing communities and infrastructure</i>		1	10	1	7	4	4	27	6	21
Additional Environmental, Health and Community Impacts Objectives										
<i>Jobs/Housing balance (including affordability)</i>		1	8					9	1	8
<i>Provide more opportunities for recreation/activity within neighborhoods/communities (access-wise)</i>								0	0	0
<i>Develop barriers (walls and plants) to separate homes and schools and parks from major roadways/rail</i>								0	0	0
<i>Encourage agriculture closer to consumers</i>		2						2	2	0
<i>Better balance of jobs and housing, especially in suburban areas</i>		2						2	2	0
<i>Encourage services closer to housing, especially in historic downtowns</i>			3					3	0	3

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

	Riverside County						Total All Votes	Primary	Secondary
	Corona		Riverside		Palm Desert				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Mitigation of existing pollution sources</i>							0	0	0
<i>Encourage growth in existing areas</i>		1					1	0	1
<i>Focus on incentives and avoid disincentives</i>		1					1	0	1
<i>Respect local control</i>	1	1					2	1	1
<i>Work with funding partners to ensure funds for redevelopment/revitalization</i>		1					1	0	1
<i>Better utilize what we already have</i>							0	0	0
<i>Maximize open space</i>				3			3	0	3
<i>Reduce demand for water</i>				4			4	0	4
<i>Implement green building initiatives beyond 2011 code</i>				2			2	0	2
<i>Encourage BMPs to protect water quality</i>				2			2	0	2
<i>Provide infrastructure for alternative fuels</i>				2			2	0	2
<i>Cleaner air</i>				1			1	0	1
<i>Cleaner water</i>							0	0	0
<i>Reduce number of cold starts</i>							0	0	0
<i>Encourage alternative fuel infrastructure/electric/hydrogen etc.</i>				1			1	0	1
<i>Opportunities for active lifestyle- reduce obesity</i>							0	0	0
<i>Minimize freight pollution</i>							0	0	0
<i>Encourage higher design standards in manufactured homes</i>							0	0	0
<i>Complete communities better enable sense of community-safety, knowing neighbor, emergency response</i>					3	1	4	3	1
<i>Live, work, play neighborhoods</i>						2	2	0	2
<i>Encourage development near infrastructure</i>							0	0	0
<i>Advance non-motorized connectivity throughout Imperial E. Valley</i>							0	0	0
<i>Develop mitigation measures/policies to address urban-ag interface (edge of ag issues)</i>						1	1	0	1
<i>Incentivize mixed-use neighborhood commercial development</i>						4	4	0	4
<i>Encourage TDM</i>							0	0	0

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

		Riverside County								
		Corona		Riverside		Palm Desert				
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary
Potential Objectives for the 2012 RTP										
Modes of Travel								0	0	0
	Create more travel choices in more places: driving, riding, walking, biking	1	9	2	6	2	4	24	5	19
	Enable more people to ride public transportation		3		12	1	4	20	1	19
	Enable more people to walk and bike for daily needs		3	1	10		8	22	1	21
	Serve more parts of the region with high capacity roadways		2	1	2		3	8	1	7
Additional Modes of Travel Objectives										
	<i>Additional pilot projects- bike and pedestrian</i>							0	0	0
	<i>More frequent/available local transit and marketing</i>							0	0	0
	<i>Encourage development of PEV and battery electric vehicles</i>				3			3	0	3
	<i>Proper placement of Metrolink stations</i>			1	5			6	1	5
	<i>We should not endorse serving more parts of the region with high capacity roadways, we need to serve existing development</i>							0	0	0
	<i>Regionalize air service</i>			1	2			3	1	2
	<i>Prioritize non-polluting modes</i>			1	1			2	1	1
	<i>High quality bike facilities (Class A bike facilities)</i>			1	1			2	1	1
	<i>Incentivize transit</i>				2			2	0	2
	<i>Off-road connections- golf carts, bikes, and scooters</i>				1			1	0	1
	<i>Increase rural transit</i>						1	1	0	1
	<i>More bike routes/facilities & off-road trails/paths</i>						3	3	0	3
	<i>Airport and express shuttle or buses- variety of size and bike space</i>							0	0	0
	<i>Car-share program</i>						2	2	0	2
	<i>Provide more public transportation</i>						1	1	0	1
	<i>Farmworker vanpools</i>							0	0	0
	<i>Evaluate expansion of passenger rail/metro</i>						1	1	0	1

*Note from 2 participants:
Remove this; Subject of disagreement for East CVAG*

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

		Riverside County								
		Corona		Riverside		Palm Desert				
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary
Potential Objectives for the 2012 RTP										
<i>Create infrastructure for bike trails and sidewalks for NEVs</i>							4	4	0	4
<i>Consider expanding light rail to I.E.</i>							1	1	0	1
								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)		2	9	3	8	1	9	32	6	26
Keep governmental transportation expenditures low			1		1			2	0	2
Minimize household transportation expenditures (how much it costs me to get around)			3		2		5	10	0	10
Prioritize the most cost effective transportation investments			2		4	1	4	11	1	10
Improve the movement of freight through the region		1	2		4		3	10	1	9
Additional Fiscal and Economic Considerations Objectives										
<i>Create jobs building transit, etc.</i>								0	0	0
<i>Public/Private partnerships</i>			2					2	0	2
<i>RDA/Infrastructure financing</i>								0	0	0
<i>Create a more diverse job base</i>			4					4	0	4
<i>Equitable geographic distribution of funding</i>			4					4	0	4
<i>Funding opportunities for large and small cities</i>			1					1	0	1
<i>Respect economic impacts and market preferences</i>								0	0	0
<i>Encourage product mix diversity</i>								0	0	0
<i>Job development- 4 colleges RCCD</i>		2	7					9	2	7
<i>RTP needs to reinforce/support employment centers</i>				1	1			2	1	1
<i>Encourage manufacturing growth</i>					3			3	0	3
<i>Prioritize operation and maintenance of system preservation</i>								0	0	0
<i>Jobs-housing balance</i>					5			5	0	5
<i>Job creation- broad base, white/green/blue</i>								0	0	0

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

		Riverside County								
		Corona		Riverside		Palm Desert				
		Primary	Secondary	Primary	Secondary	Primary	Secondary	Total All Votes	Primary	Secondary
Potential Objectives for the 2012 RTP										
	<i>Container charge- get local benefits from freight</i>							0	0	0
	<i>Local toll charges from freight</i>				2			2	0	2
	<i>Improve jobs/housing balance, where economically feasible</i>					1	7	8	1	7
	<i>Improve air cargo capabilities</i>							0	0	0
Safety								0	0	0
	<i>Improve safety for people who walk, take transit, or bike</i>		2		6		8	16	0	16
	<i>Improve safety for drivers</i>							0	0	0
Additional Safety Objectives										
	<i>Horse trails near Cajalco Road/Parkway</i>							0	0	0
	<i>Reduce rail conflicts</i>							0	0	0
	<i>Improve access to government functions via transit/especially in rural areas</i>					1		1	1	0
	<i>Bike safety</i>						1	1	0	1
	<i>Improve lighting and safety on streets and sidewalks</i>						3	3	0	3
								0	0	0
Environmental Justice								0	0	0
	<i>Help all residents, not only drivers, get around</i>	1	1	1	3		1	7	2	5
	<i>Avoid disproportionate impacts on lower income communities</i>		4		2	1	2	9	1	8
Additional Environmental Justice Objectives										
	<i>CEQA/Streamline development</i>	1	1					2	1	1
	<i>Encourage development of green spaces/recreation opportunities in low-income areas</i>							0	0	0
	<i>Explicit calculations of subsidizing driving</i>				3			3	0	3
	<i>Development considerations and water usage</i>						2	2	0	2
	<i>Maintain housing affordability near transit</i>						1	1	0	1
	<i>Balance the quality of infrastructure in all communities</i>					2	2	4	2	2
								0	0	0
								0	0	0
Other										
	<i>Land Use Objectives</i>							0	0	0

PRIORITIES FOR THE 2012 RTP/SCS

Group discussion results within Riverside County

	Riverside County						Total All Votes	Primary	Secondary
	Corona		Riverside		Palm Desert				
	Primary	Secondary	Primary	Secondary	Primary	Secondary			
Potential Objectives for the 2012 RTP									
<i>Balance jobs and housing</i>							0	0	0
<i>Eminent domain</i>							0	0	0
<i>Reduce freeway congestion</i>							0	0	0
<i>Education, public participation, outreach and inform the public</i>				5			5	0	5
<i>Address interrelationship between cities</i>				3			3	0	3
<i>Political will</i>							0	0	0
<i>Greater integration of planning for different modes - freight/commuter</i>							0	0	0
<i>Preserve, enhance natural beauty and habitat conservation</i>							0	0	0
<i>Improve aesthetics of cities as population attractor</i>							0	0	0
<i>Coordination with SANDAG- Regional travel and air space</i>					1	1	2	1	1
<i>Complete communities- Minimize need for travel</i>							0	0	0
<i>Better county to county connections- Transit- DMV or commuter rail</i>					1	1	2	1	1
<i>Minimize light pollution impacts</i>							0	0	0
<i>Integrate land use planning for sub-region and region-wide basis to emphasize TOD</i>					2	6	8	2	6
<i>No 'one size fits all' planning</i>					3	5	8	3	5
<i>Improve parks at community level</i>						3	3	0	3
<i>Improve food access in all communities</i>						4	4	0	4

Public Comments Received

Riverside Workshop

Monday, July 25, 2011

Comment
Very informative. Look forward to comparing results from the differing regions. More work on educating public on transportation options.
Regional commuter rail station needed between Riverside County and San Bernardino County. Highgrove is ideal location: BNSF main line goes through Highgrove. Highgrove is 7 rail miles south of San Bernardino, 3 1/2 miles north of Riverside and 18 miles from Perris. Highgrove has Metrolink trains between Riverside and San Bernardino - 7 days/week, 3,224 train/year. A Metrolink station at Highgrove would only be 1/2 mile east of the I-215 freeway and east of the Highgrove Metrolink; the infrastructure is in place for 2,500 new homes only 1 mile away in the Spring Mountain Ranch Homes. Please visit website: www.highgrovehappenings.net
Need Metrolink stop at Highgrove using existing commuter trains between San Bernardino County and Riverside County.
Our problem and complaint is that we are on the county line between Riverside and San Bernardino Counties. We are in Highgrove and Grand Terrace (halfway between the Cities of Riverside and San Bernardino). We need a Metrolink station. The attitude of RCTC is that they are not going to put a Highgrove station on the county line on the railroad from San Bernardino to Orange County because their job is to serve the people of Riverside County. A station on the county line in Highgrove would be used mostly by residents of San Bernardino County. Serving them is not the job of RCTC. San Bernardino County seems to feel the same way (they are not going to serve the people of Riverside County) because they show no interest in building a Metrolink station in Grand Terrace. RCTC and SANBAG should have the goal of making it as easy as possible to use Metrolink. But that is not their goal. Our U.S. Senators say it is a local matter but our two local agencies will not help us. So where do we go?
Could not print out at how the scenario descriptions chart; only by copying and moving was able to print out Vision document.
Will the SCS take into account the potential for container fees as a method to mitigate impacts from pass through shipping-goods movement? i.e., below/above grade crossing.
Good workshop
Bike commute on Class A bikeways or bike boulevards.
It seems to me that looking at the basics - food, water, needs to live - there is no way Southern California is really ever going to be sustainable, with the population we have here. Also what happens when the impact of peak oil really hits us?
I am a part of the ROADS (coalition/organization) - we conducted a study with the City of Hemet and San Jacinto (plus other organizations and the County) pertaining to road/highway conditions. We determined that area is in a "red zone" (accident frequency is high). The timing of lights should be reconsidered so that trucks do not have to constantly stop and go, and decreasing the load limits would also decrease maintenance required for roads/highways.

Public Comments Received

Centralized transportation for all types of people. Lower cost of transportation - incentivize for seniors, focus on senior mobile home parks to utilize NEV and ease access to various choices of transit services. Keep people off highways. Focus on improving east/west and north/south major arterials. Consider a transportation hub in the area where existing infrastructure can be utilized. Ensure pedestrian/bike access to retail and transportation.

Options 2,3,4 do not appear to be significantly different against each performance indicator. For example, VMT is 18,630, 18,250, 17,990 and fuel consumption is 4.9, 4.8, 4.7, respectively for each scenario. Because each scenario was not strikingly different I would be more apt at aiming for scenario 4 in hopes that we can meet at least the targets of scenario 2 or 3. Would scenario 1 be considered the status quo? Do all of the scenarios fulfill or exceed SB 375?

How will the RTP influence/shape future general plan updates?

Schedule future workshops/outreach events at locations with access to existing public transit. The WMWD is not served by public transit yet.