



Marin County

Spring 2015 Public Engagement Open House Comments, by County

Open House: Thursday, May 28, 2015
5 p.m. to 7 p.m.
Marin Civic Center, Cafe, San Rafael

Goals and Targets Station Feedback

At the **Goals and Targets Station**, participants received information about the current goals and targets for Plan Bay Area, as well as the process underway to update them. Participants were asked to select their top three personal priorities from the list of current goals and targets for Plan Bay Area, and to post their other ideas on an adjoining additional board.

Below are the responses when tallied across the nine-county region, and the tally from participants at the Marin County Open House.



Question: Is anything missing from these goals? *Below are responses from the Marin County Open House.*

Preserving the character of the Bay Area/Marin

Climate Protection - It's a bizarre fallacy of this area that we're going to impact the climate by building diesel trains and ferries. Do some research.

Reduce time parents spend commuting to increase time participating in children's lives i.e. PTA, Safe Routes to School, Little League, etc.

This format doesn't work that well. Workshops are more instructive.

Refusal to bow to pressure from Wall Street and building industry

Healthy, safe, "resilient" communities are connected. Look at how housing, transportation impact social connections.

Looking for more human dimension in the goals - not just technical.

We are NOT one Bay Area. There are urban areas and non-urban areas. As long as any part of Marin is considered urban, it will be wrong.

Climate Protection - Invalid goal - needs to include transit which emits more pollution per mile than cars and light trucks

These goals don't pull at my heartstrings.

Not overburdening local roads by pursuing too much development

Water - ensure there is enough

Transportation system effectiveness - the goal is good, the targets are stupid and too specific to vested interests. How about "create a public transportation system that gets you to any location in the Bay Area within 70 minutes?" So people will actually, you know, use it?

Economic vitality - Why is this even a goal for the next 4 years? The economic engine is responsible for destroying the housing market and cost of living. How about "leverage the business growth and income disparity to improve gov't service?"

Climate Protection should be overarching umbrella target goal - not one of the choices. All choices point to climate protection.

Ditto (to above)

Question: What are the biggest challenges facing your community? The Bay Area? *Below are responses from the Marin County Open House.*

Fragmented urban development

Gaps in mass transit options

Densification remains a hotly contested issue

Uneven economic recovery; let's not kid ourselves about poverty

This Open House format doesn't really work. You should hold workshops so that ALL can hear what is said and questions answered

Look at how housing supports connectivity across class and differences. Read Putnam: Increasing social capital leads to increasing economics/safety.

Diversity and equity: Workforce housing and fair housing

Open house alone is not adequate for public engagement. It should be combined with a public workshop.

Diverse housing people are being pushed out

Traffic congestion on narrow arterials that won't be widened

Finish Bay Trail!

Finish Bay Trail between Las Gallinas Sanitary District in San Rafael and Hamilton in Novato!

Adequate mix of housing to allow options for people to live closer to work thereby reducing commutes.

The biggest challenge to southern Marin are [certain local politicians].

The biggest challenge facing Marin is that unrestrained business growth in SF and the Peninsula is destroying the economic fabric of Marin.

Question: What are your ideas for solving these challenges? *Below are responses from the Marin County Open House.*

Reframe this discussion in bite-sized pieces for people who would not attend; go to schools, fairs, etc.

Bay Area Plan Don't tell us what to do with our land, homes, cars, and our lives.

These types of meetings are ineffective for soliciting public input

Manage the economic engine of the Bay Area - currently out of control - and allow individual counties/cities to manage growth to their goals in a balanced fashion.

The format has been inadequate for true public participation. Add a public workshop.

Bay Area Plan: We don't need you. Get out of Marin County and leave our community to its own residents to manage.

We need a public meeting (theater style) workshop, where we can talk out these issues as a group.

Transportation Station Feedback

How should we support the mobility needs of Bay Area residents now and over the next quarter-century? The Transportation Station included displays about currently planned local and regional transportation projects (highways, public transit, bicycle/pedestrian, local road improvements, etc.). On an accompanying board, participants were asked to post ideas for new projects, then to share their biggest transportation challenges and offer solutions for improving their trips.

Question: What projects are missing? What would make it easier for you to get where you need to go? *Below are responses from the Marin County Open House.*

What new technologies and transportation practices are on the horizon? And, how can we engage the public in being part of the solution?

How about, instead of overdesigning a 101/SFO interchange and then when the county doesn't want that design not doing anything, how about listening to residents and coming up with a solution that works?

Projects missing

Funding for TOS projects in Marin! Arterials and Hwy 101

Fwy or Frontage Road improvement from Novato to San Rafael

Transportation (bus) frequency from Novato to SF Civic Center, including night buses to some performing arts patrons.

Buses that serve as taxis from local bars, so people don't risk DUI's and should run until 2AM

We need Golden Gate Transit to run all night both ways in Marin (even if every 2 hours).

All road improvements should/must accommodate sea level rise to be on top 50 list

School bus scheduling (?) by family income, number of school children. School bus safety, seatbelts. Scheduled off commute AM times. Use bus for mid-day door service.

Fast Track the Richmond Bridge Lane

Muir Woods and West Marin/ GGNRA sites like Tennessee Valley to have safe (under 35' or 25') and improve shoreline

Improve public transit more frequency more convenient

Shuttles from SMART train are missing.

Fix 101 @ Corte Madera to S.F.D. Reduce exits.

Funding for sea level rise preparedness-- and mitigation

Connecting Northbound 101 to Richmond Bridge/ 580.

101 North to 580 East

Improve the hub intersection in San Anselmo. Roundabout?

Marin County should accept all roads used by public to be county maintained or grants given to neighbors who provide road and improvements to narrow (oldest) to meet standard.

Free bus ride to senior i.e. S.F. Walnut Creek

Richmond Bridge Improvements: Use the shoulder as travel lane during rush hours to decrease congestion (also carpool)

More shuttles and jitney buses to take us closer to home - especially after grocery shopping.

Definitely put a bus pad at the "South Novato Blvd" exit. (The only exit with no bus pad!)

Feeder bus for Corte Madera (Tamalpais Ave) to ferry

Please have a workshop to encourage more people to provide input.

These types of meetings are ineffective for soliciting input from the public. Agreed!

Get the extra lane on the Richmond Bridge open ASAP. Why not make completing the 3rd lane on 101 the first priority? After all, it affects the largest number of people.

Make the SMART train pay for itself. No more sales taxes.

Until the Sir Francis Drake intersection is fixed, remove the diamond lanes to the south.

It's time for the county to do some serious road repair.

Put benches with (rain roofs) at every bus stop, so we can sit and also have rain shelter.

Question: What are the biggest transportation challenges in your town? In the Bay Area? What would make it better? Below are responses from the Marin County Open House.

Open 580 bridge lane

Transit within Marin is terrible.

Biggest Challenge: Getting local jurisdictions to understand and go along with region-wide goals and projects. Like Larkspur blocking SMART rail. Thank you all for all your great work!

Greater public education re Marin Transit Options

Desperate need for Express buses to serve locals not just SF commuters

Encourage CALTRANS to build traffic circles in towns that feed onto Hwy 101 to improve traffic flow and prevent backup.

I want a public workshop so I can hear what others are saying.

Need more funding for transit

Make progress on congestion VISIBLE, e.g. if parents reduce school trips, show the difference they make.

Looking Ahead Station Feedback

To plan for how best to invest in transportation and housing in the future, local agencies, regional agencies, private businesses and community organizations need information on what to expect: Who will live in the Bay area and where? Where will they work? What kinds of jobs and incomes will be available?

At the Looking Ahead Station, participants received information on how ABAG develops population and economy forecasts, as well as how past projections compared to actual numbers. Participants were asked to share their feedback on two key questions:

Question: **What possibilities most excite you (about the future of your community)?**

Below are responses from the Marin County Open House.

More fed funds for Oakland, Richmond

Can SMART train engage more public in changing their behavior?

Marin-Forecasting "excite"

Expanding this conversation to include nonprofessional/nontechnical people

New transit options

Regional JPA buy projects of 100% affordable

SMART with Transit Connections

Question: **What concerns you about the future of your community?** *Below are responses from the Marin County Open House.*

Novato: bus hub/station wasteful; they could have reconfigured the existing facility, Richmond and Oakland need the money more

Novato: 30% of the region's affordable housing and 20% population, proportionality

Marin Forecasting "Future"

I would like to see Plan Bay Area look at measures of social cohesion. Part of sustainability is how well we know and trust each other - and our ability to work together.

Unmanaged, unbridled business growth in the valley and SF without regard for housing is forcing growth and economic instability in Marin, the unholy trinity of affordable housing advocates and GHG advocates (who don't look at facts) and predatory developers (with state law backing) are setting the stage to develop Marin and the Bay Area beyond the infrastructure capacity.

Where is the water?

This format doesn't provide me the opportunity for public comment. It is hard to understand it without a public workshop.

Affordable housing

More options for affordable senior housing

Recently density down from 30 unit/acre to 20 unit/acre. For the county. It should be taken into account.

Feedback Via Written Comment Forms

Some participants submitted additional comments via a comment form available at the open houses. *Below are comments received at the Marin County Open House.*

Marin County is not "given" any priority for a transportation (transit) small shuttles to ferry/SMART. We should have a portion of the public transit projects - 101 corridor is basically a San Francisco/Santa Rosa commuter's "area" funding

Plan Bay Area's primary transportation focus is to promote transit. Yet there is very little additional funding for operations to boost service. I suggest you identify funding opportunity to increase services and provide that information in a way that is easy to find.

Let's plan now for transit from SMART stations to final destinations. The bike path is a very important component of SMART.

Concerned that TAM Management of PCA funds has a requirement that funds be linked to a transportation project. Could this requirement be reconsidered? Could program be transferred to the Coastal Conservancy to eliminate this requirement?

There was no public forum for discussion. Choices presented were limited and guided respondents to certain outcomes.

This just in - stop calling the 101 corridor in Marin "urbanized." Downtown San Rafael is not "urban." Like downtown Saratoga is not "urban." Marin city is not urbanized. This just reads like spin. Do you guys not read these boards? Unlike much of the Bay Area, Marin has kept its rural character." Yet everything on this board is in the direction of calling it urban and changing it. That's not why people live here.

Plan Bay Area: Get out of Marin!! I am opposed to Plan Bay area. I was informed by an organization, "Committee Against the UN Takeover" that the plan is part of the United Nations Plan to take over the U.S. - one city at a time. Already many cities in Marin are engulfed by the plan, and don't even realize it. The U.N. plan is known as "Agenda 21." ABAG and ICLEI are part of Agenda 21.

Plan Bay Area - Don't tell us what to do - this is not your community. Plan Bay Area, ABAG, and ICLEI are part of United Nations "takeover" plan. In the future Plan Bay Area (under Agenda 21" plans to force people to give up their homes, so the government can take their land and do whatever they want. We will no longer be allowed to have our own cars, because they will force everyone to use public transportation and cram us all into high rise buildings (to save space). For more info: Google "Committee Against the UN Takeover" and "Agenda 21."

(1) County planning data should include in-commute data to Marin

(2) There should be stronger local outreach as part of nominating PDAs. The public wasn't informed in San Rafael

(3) Better considerations for the demographics; older population should be saddled w/ the tax base stress of supporting growth

(4) More resources should be devoted to Richmond and Oakland

Improving public transit needs to be a top priority for PBA 2040.

Also needed is more housing within close proximity to public transit. Housing to serve all income levels is important.

A) Providing housing estimates is not empowering! Asking local cities and counties what their targets are would be empowering. This is spin.

B) This reads like bureaucracy. "There will be growth, so we need to plan for it." How about defining "infrastructurally supported" growth and driving that? How about reducing the business engine through taxes to create a manageable growth rate. You're still not getting it.

Too much money spent on cyclists relative to their use of the network. Cyclists creating unsafe environment for motorists.

Slow growth - low density. \$ to other counties - esp. CC (Richmond and Oakland) to counter impacts of high growth density traffic. Retain Marin's suburban/rural open space. Limit tourist impact on traffic infrastructure.

You are still spinning to us. The transportation requirements for the Bay Area to be the "New York" you imagine are legion! We don't have a viable bus system in Marin, let alone a reasonable way to get to the rest of the Bay Area. And Marin has its own geographic challenges. (1) Why are capital improvements so focused on, when flexible bus solutions are cheaper and, well, flexible? (2) Why does the local bus solution require more local money? Can't we have our money for Cap Ex back to spend on solutions that will work for us? (3) Why are the top 3 TIP programs a diesel train and ferries, some of the top pollution trans options there are???
