



Meeting Notes

SCTA Transportation Meeting
 Date: March 28, 2011
 Location: 490 Mendocino Avenue, Santa Rosa

Name:	Comments/Questions:
Rick Coats	<ul style="list-style-type: none"> • Wants investment in infrastructure that supports eco-tourism industry • The Russian River Area could also use a van pool/electric shuttle service/coop (see Evelina Molina below) • Charging station for electric vehicles at retail centers, Malls, health services, etc. • We need to foster a paradigm shift in the public mindset around who are public transit users... from transit dependency to transit choice • Create bus shelter sponsorship (rent naming rights)
Suzanne Reta	<ul style="list-style-type: none"> • [Something about] central bus terminal • What do about growth and it's impacts on water • Would like to see better connectivity between Albertsons and the Joe Rodota Trail in Roseland • There needs to be a San Francisco-like car share/ride share program in Sonoma County • Need to expand bus routes: <ul style="list-style-type: none"> – Sebastopol to Santa Rosa – Rt. 20 • Need sheltered bus stations
Robert Tanner	<ul style="list-style-type: none"> • Wants to see investment in intersection/signal improvements, including: <ul style="list-style-type: none"> – Roundabouts – Grade improvements – All-way stop controls • Combine Rt. and Rt. 48 and create a new Route 50 in Petaluma (Windsor > Santa Rosa Airport > Petaluma) • A new Rt. 50 would need 7 buses • Supports future street and interchange improvements being based on complete streets (see Janelle B. below)

Sandra Lupien	<ul style="list-style-type: none"> • When do new bike facility elements need to be entered into local bike plans so they will be included in the RTP
Evelina Molina	<ul style="list-style-type: none"> • Wants to see investment in a local electric van pool service • Also would like to see a shared vehicle cooperative established • Would like pilot projects started in Roseland for both of these projects • Connect these projects with Green My Ride program • Induce large employers to utilize tax credits in deploying Transit Demand Management (TDM) strategies that encourage and subsidize employee transit and/or non-motorized modes
Steve Birdlebough	<ul style="list-style-type: none"> • Adequate pedestrian crossings providing access across the SMART right-of-way to prevent community isolation as a result of SMART safety barriers • Highway 101 is another significant barrier that isolates communities; need to address • Need to double the bus service in Sonoma County • This will create a needed placeholder for new/additional vehicles and maintenance facility in the RTP (by planning to double bus service) • All bus service in the county (Santa Rosa and cities) should run at 15-minute headways • This requires a significant change in philosophy
Veronica Jacobi	<ul style="list-style-type: none"> • All shuttle service should include on-bus bike racks • Dial-a-ride service linking bus transit systems to provide a back-up ride if regular bus is missed • People with disabilities also need to be served by (low floor) shuttles • Expand car share concept to: <ul style="list-style-type: none"> – Pickups/trucks – Vans – Trailers
Barbara Moulton	<ul style="list-style-type: none"> • Would like to see RTP prioritized on the basis of GHG impacts • Investments should focus on and promote non-motorized transportation mode utilization (biking, walking, etc.)
Ray Mulas	<ul style="list-style-type: none"> • All shuttles and buses should be hybrid powered run on bio-diesel • All Class I bike paths should have centerlines
Janelle B.	<ul style="list-style-type: none"> • All future street and interchange improvements should be based on complete streets thinking and include bike/ped facilities
Tom Helm	<ul style="list-style-type: none"> • Are bike education programs funded in the current RTP?