To Santa Rosa City Council:

Received June 6, 2016

We, the undersigned, strongly protest the portion of the proposed new bus route 11 that runs through residential neighborhoods particularly the Appletree neighborhood.

We are angry that as residents and homeowners we were not informed of such a proposed dramatic change in the environment and character of our neighborhood or asked for input. We did not hear of this proposal from the City of Santa Rosa when it was in the planning stages but inadvertently from a rider of the bus line once the proposal was final. After learning of the proposal, City staff was contacted and stated that though they have heard our concerns they believe the impact would be minimal. Perhaps to someone who does not live here the impact is minimal, but for residents a city bus running through our neighborhood is a major issue. Following are our concerns:

- Appletree Drive and Peterson Lane are used as walking and bicycle routes for Piner High School students to and from school. Neighborhood residents also use these streets as walking and bicycle routes to and from the Raley's shopping center. Parents drop off and pick up children on Peterson Lane. These streets are residential streets and cannot safely accommodate buses, cars, and bicycles simultaneously.
- Adding buses to Appletree Drive and Peterson Lane every hour add to traffic and to the character of our neighborhood. We find there is constant traffic using Appletree to access Fulton Road and the Raley's shopping center. A bus will add to concerns for the safety of pedestrians as well as noise levels even if buses are "lighter and quieter than regular 40' buses". It will lesson the residential feel of our neighborhood.
- City staff tells us that this route will use a "small bus". How much smaller than the regular 40' buses? We have heard that the City will use a 40 passenger bus. That is still quite a bit larger than any vehicle that travels up and down our streets now. The traffic lanes on Appletree Drive and Peterson Lane are not extra wide. They were created for a residential neighborhood, not a major thoroughfare.
- Appletree Drive has poor visibility due to curves and a rise in the roadway.
 With parked cars on both sides of the street anything larger than a car must
 cross the center divide into the oncoming lane to maneuver through the
 street creating a safety issue not only for pedestrians crossing the street but
 also oncoming vehicles.
- A larger vehicle on residential streets will contribute to much more wear and tear of the roadway. No repairs have been done on streets in our

neighborhood in over 16 years. With the state of the streets and roads in Santa Rosa and lack of funds to repair them we, as residents of this neighborhood, can expect our streets to deteriorate much more quickly without means to repair them.

• We are concerned a bus running through the neighborhood every 60 to 75 minutes during the day will impact the value of our homes. We have spoken with a number of local realtors who have told us that the value of homes near or on the direct bus route would be lowered by at least \$50,000. The website bankrate.com recommends to its readers:

In other words look around before you buy. While you probably want to be close, possibly even walking distance, to public transportation, buyers may not want to be within sight – or earshot – of a rail line or bus.

http://www.bankrate.com/finance/real-estate/public-transportation-affects-home-values.aspx#ixzz49z1B1TtA

We understand that the other end of Route 11 was also proposed to run through a residential neighborhood on Leete and Aaron Drive. That part of the route is also not appropriate for a bus as that is also a residential neighborhood with children walking to and from Hidden Valley School. There is a note on the map for the new bus routes that states "Exploring alternative to Fountain Grove service". Will that part of the route be changed? If so why can't Appletree/Peterson also be changed?

We have no problem with a route from Stony Point/Marlow to Fulton on Guerneville Road. All of these are major roads. This route will be helpful to those without other means of transportation but residential streets are not a place for city buses.

We demand that our concerns be addressed and that an alternative to this part of Route 11 be found. A City bus larger than a van is inappropriate in a residential neighborhood. It poses pedestrian and vehicle safety issues, changes the character of our residential neighborhood, and impacts he value of our homes.

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2454 Appletree dr.

Howard Yorkst 2442 WESTVALE Co.

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Kelly Group 2451 Westvale Cot

Yvette Simone 2455 Westvale Cot.

Anthony Ott 2455 Westvale Cot.

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Rosa Flores	2450 Westvalect	Rosa Flores
Didg Leet	2446 Westvale Ct	Dix
Charles Gilmer	1495 Glensides 1481 Glensidest	Cloyala
Marie Jonte	1472 Glenside Ct.	Wy Junte -
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