

Host Community-Based Organization: KBBF Radio

Date: January 13, 2012

Attendance: 19

(Note: Not all who attended participated in all voting segments.)

Part A – Transportation Tradeoffs Transportation Investment Priorities

Participants were given ten options for investing future transportation funding and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already listed on comment cards.

Rank	Priority	%
1	Extend commuter rail lines, such as BART and Caltrain	14.6%
2	Increase public transit service for low-income residents who do not have access to a car	13.8%
3	Provide more frequent bus service	13.1%
4	Provide financial incentives to cities to build more multi-unit housing near public transit	12.7%
5	Invest in improving speed and reliability in major bus or light-rail corridors	9.6%
6	Expand bicycle and pedestrian routes	9.3%
7	Maintain highways and local roads, including fixing potholes	8.2%
8	Fund traffic congestion relief projects	7.2%
9	Increase number of freeway lanes for carpools and buses	6.6%
10	Other	4.9%

A Sampling of Comments

- Need lower transit fares for youth and seniors
- Coordinate and combine costs between city and county transit agencies to allow for improved schedules and increased weekend and evening routes
- Low-income residents that use transit in Sonoma County are underserved, particularly during non-commute hours and in rural areas
- In future planning, consider modeling transit lines after the “3D” bus systems currently being used in China (buses drive above the main roads)
- Traffic lights should be replaced with roundabouts to relief congestion from excessive stop lights
- Extend the SMART train to Sonoma
- Create more inter-city options such as shuttles and taxis to improve connectivity
- More frequent bus service, more bus stops, clean and safe transit vehicles and facilities, and more incentives to get people out of their cars and onto public transit
- More education and information about public transit
- More funding to make existing transit service more affordable and more effective for those who need it most – youth, the elderly and the poor

Policies to Reduce Driving and Emissions

Participants were given ten options for policies to reduce driving and greenhouse gas emissions and asked to select their top five priorities. One option was “other” to allow participants to write priorities not already on the list.

Rank	Priority	%
1	Complete the regional bicycle network	16.6%
2	Increase vanpool incentives	12.8%
3	Increase telecommuting	12.4%
4	Encourage “smart” driving	12.1%
5	Expand the Safe Routes to Schools/ pedestrian network	11.9%
6	Change freeway speed limit to 55 mph	10.2%
7	Other	8.5%
8	Develop commuter benefit ordinances	8.2%
9	Expand electric vehicle strategies	7.4%
10	Institute parking surcharge	0%

A Sampling of Comments

- Sonoma County needs a “real” rail system – providing more efficient mass transit is the first step towards reducing driving
- Create disincentives for driving such as parking surcharges
- Convert car fuel systems to natural gas, cooking oil, or other alternative fuel sources to help reduce emissions
- Fewer traffic signals and more bike and pedestrian friendly roads would help improve car-alternative transportation in rural areas like Sonoma
- Safe Routes to Schools is an important tool for promoting walking and biking instead of driving to school
- Telecommuting is a good idea, but it is not usually an option for low-income residents who tend to work in service or labor jobs
- Driving at 55 mph is not realistic

Policies Regarding Public Transit

Participants were given nine options for policies regarding public transit and asked to select their top four priorities. One option was “other” to allow participants to write priorities not already on the list.

Rank	Priority	%
1	Fixed-price monthly pass valid on all systems	23.8%
2	More frequent and faster transit service	20%
3	Standard fare policies across the region	13.5%
4	Better-timed connections	11.9%
5	More customer amenities, like WiFi	11.7%
6	More real-time information	6.1%
7	Cleaner/new vehicles and cleaner stations	5.3%
8	Better on-time performance	4.2%
9	Other	3.5%

A Sampling of Comments

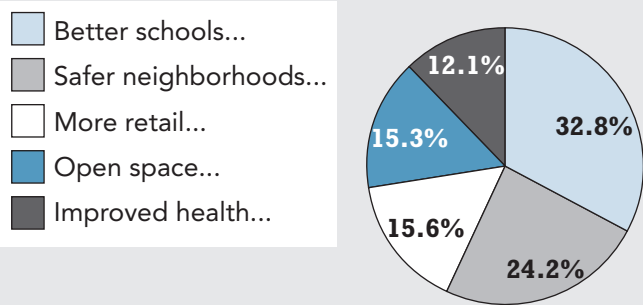
- Santa Rosa City bus is generally clean and on time
- Need more buses on nights and weekends, and especially to areas outside the city
- Fares need to be lowered, especially for low-income residents and youth
- There are too many transfers required on the current system
- Amenities such as Wi-Fi and apps for real-time information, as well as comfortable seating and room for bikes are all important to make the system more usable

Part B – Quality of Complete Communities

Participants were given five benefits of complete communities and asked to select their top two priorities.

Rank	Priority	%
1	Better schools through communities that attract residents with a mix of incomes; school impact fees; and shared use of city/school facilities	32.8%
2	Safer neighborhoods from lighting, infrastructure improvements and more eyes on the streets	24.2%
3	More retail and access to food due to the larger population and pedestrian support for retail	15.6%
4	Increased open space and parks through planning and development impact fees	15.3%
5	Improved health through better infrastructure for walking and biking	12.1%

Complete Communities



A Sampling of Comments

- Policies that bring jobs and housing together would benefit low-income populations
- Currently jobs are located outside of residential areas and city centers, causing traffic delays and long commutes
- Sonoma county sprawl creates conditions that prevent residents from living, working and shopping in the same general area
- People need better/more access to food
- Many areas in Sonoma County, like the Roseland community (which is unincorporated), have lots of low-income

residents who lack amenities and access to affordable housing

- Many residents, such as winery workers, support the county’s businesses and industries, but are not included in the decisions that affect the quality of their community
- Developers are allowed to do whatever they like, which leads to units being built that remain empty, housing that lacks access to schools, and sprawl that separates people from jobs and amenities
- Open space, infrastructure, good lighting, safety measures, sidewalks and bike and pedestrian routes are all needed in the county

Part C – The San Francisco Bay Area 2040

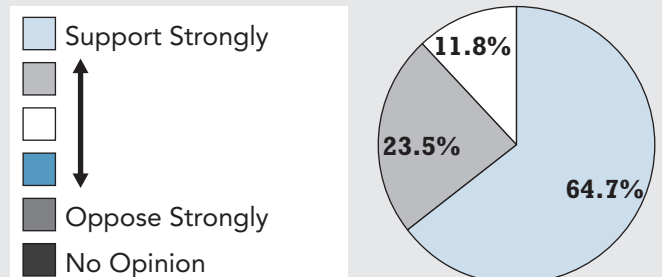
Discussion and Questions

Participants were asked to indicate their level of support for three options for accommodating projected growth.

Option A: Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.

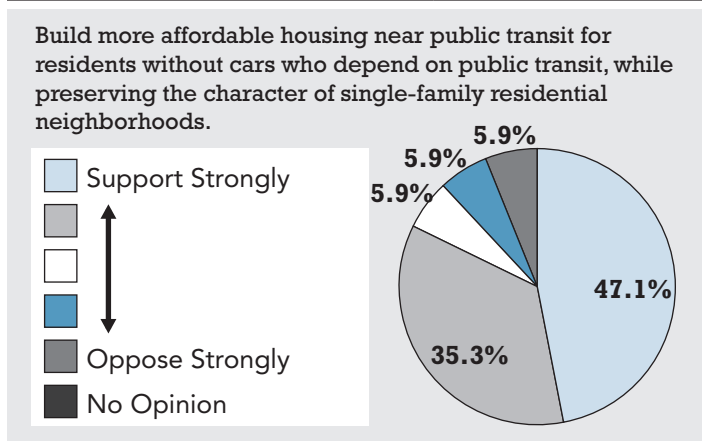
Support Strongly	64.7%
	23.5%
	11.8%
	0%
Oppose Strongly	0%
No Opinion	0%

Allow new housing, offices and shops to be built in the centers of cities and towns near public transit.



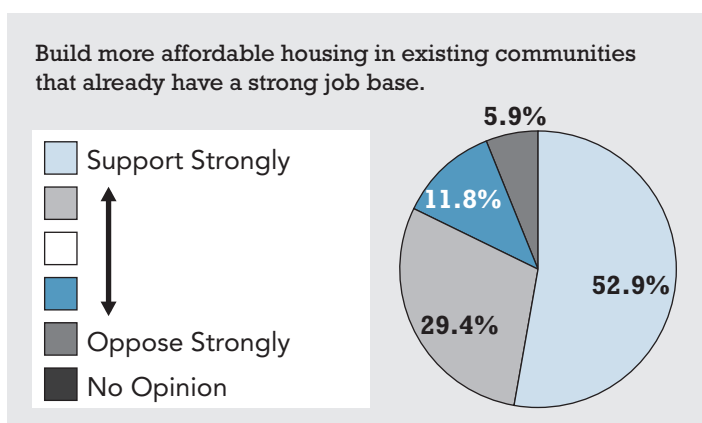
Option B: Build more affordable housing near public transit for residents without cars who depend on public transit, while preserving the character of single-family residential neighborhoods.

Support Strongly	47.1%
↑	35.3%
↓	5.9%
	5.9%
Oppose Strongly	5.9%
No Opinion	0%



Option C: Build more affordable housing in existing communities that already have a strong job base.

Support Strongly	52.9%
↑	29.4%
↓	0%
	11.8%
Oppose Strongly	5.9%
No Opinion	0%



If participants opposed the three growth patterns listed above, they were invited to suggest a fourth alternative for accommodating growth.

A Sampling of Comments

- It is better to reduce sprawl and create more density than to try and maintain single-family neighborhoods that segregate people
- Low-income residents need jobs and housing – they don't need policies that create specific areas that are just for low-income
- Sonoma County's existing residents must be considered in growth
- The county should have a mix of growth that allows people to live near amenities such as great schools, shopping, food choices, and open space, as well as provides transportation and housing choices and complete communities for everyone, including low-income residents and winery workers
- We appreciate Plan Bay Area, but only if comments and input are truly considered and changes are made
- The Plan Bay Area process should also include local elected officials and decision makers