

# Appendix C5

## Equity and Choice

The following appendix summarizes key projects that are either within environmental justice areas or were identified as priority investments from environmental justice outreach efforts:

<b>SOUTHERN SACRAMENTO CORRIDOR</b>
<ul style="list-style-type: none"> <li>■ Much of the corridor qualifies as an environmental justice (EJ) area, including nearly all of Fruitridge, Meadowview, and South Sacramento.</li> <li>■ Job growth along the Power Inn corridor and in Elk Grove along I-5 will likely attract commuters from EJ areas elsewhere in the corridor.</li> <li>■ Infill and reinvestment along transportation corridors in EJ areas, such as Florin Road and Stockton Boulevard, are expected along with significant balanced mixed-use growth in the Delta Shores area south of Meadowview Road and east of I-5.</li> </ul>
<p><b>New Bus Services</b></p> <ul style="list-style-type: none"> <li>■ Bus rapid transit (BRT)/enhanced bus from South Sacramento to Rancho Cordova via Florin Road, Bradshaw, and Old Placerville Road</li> <li>■ BRT/enhanced bus from downtown Sacramento to Cosumnes River College (CRC) via Stockton Boulevard and Bruceville Road</li> <li>■ BRT/enhanced bus from CRC to Elk Grove via Bruceville Road and Elk Grove Boulevard</li> <li>■ Additional new transit includes increased ADA Paratransit, neighborhood shuttles, increased local bus services throughout South Sacramento and Elk Grove, and expanded freeway bus services on I-5 and Highway 99</li> </ul>
<p><b>New Rail Service —</b></p> <ul style="list-style-type: none"> <li>■ South Line light rail extension to CRC</li> </ul>
<p><b>New East-West Road Connections —</b></p> <ul style="list-style-type: none"> <li>■ Cosumnes River Boulevard connector between Franklin and I-5, along with a new Cosumnes River Boulevard/I-5 interchange</li> </ul>
<p><b>New Freeway Carpool Lanes —</b></p> <ul style="list-style-type: none"> <li>■ I-5 between U.S. 50 and Cosumnes River Boulevard</li> <li>■ I-5 between Cosumnes River Boulevard and Elk Grove Boulevard</li> </ul>

## ELK GROVE-RANCHO CORDOVA-EL DORADO CORRIDOR

- Nearly all portions of this corridor will experience significant growth, including the sole EJ area located in the Mather Field area.
- Strong job growth in the Rancho Cordova area will create increased demand for commute travel to/from the EJ areas of South Sacramento.
- Within the new growth area, improving jobs-housing balance is expected as more jobs are added to the existing housing bases in El Dorado Hills and Elk Grove, and more houses are added to balance jobs in and near Rancho Cordova and Folsom.

### **New Longer Distance Bus and Rail —**

- BRT/enhanced bus connecting South Sacramento to Rancho Cordova via Florin Road, Bradshaw Road, and Old Placerville Road
- BRT/enhanced bus connecting Elk Grove to Arden/Arcade and South Placer via Elk Grove Boulevard, Elk Grove-Florin, and Watt Avenue
- New bus connections between El Dorado County and Rancho Cordova via Bradshaw Road, Grantline, and Sunrise Boulevard
- New bus connections between El Dorado County and Rancho Cordova via White Rock Road, Iron Point Road, and Folsom
- Additional new transit includes increased ADA Paratransit; neighborhood shuttles in Rancho Cordova and Folsom; increased local bus services throughout Rancho Cordova, Elk Grove, and southeast Sacramento County; and expanded freeway express bus services on U.S. 50

### **New Expanded Roads —**

- Grid of 4 and 6 lane multi-modal roads, running east-west from Kiefer Boulevard to Elk Grove Boulevard, and north-south from Watt Avenue to Jaeger Road to serve the large growth projected for southeast Sacramento County

## U.S. 50 CORRIDOR

- Most of downtown Sacramento along U.S. 50 west of Business 80 and east of I-5 is included as an EJ area, as well as small segments of the corridor near California State University at Sacramento (CSUS) and in western Rancho Cordova.
- Moderate, jobs-led growth along U.S. 50 from Power Inn east to El Dorado Hills will attract more travel from EJ areas in the central city and South Sacramento to suburban U.S. 50 locations.
- Continued growth in downtown Sacramento is expected, but with a much stronger housing emphasis to provide balance with the jobs generated. This balance supports shorter trips for the EJ populations that are concentrated in the central city.

### Longer Distance Bus —

- Express buses running in the U.S. 50 carpool lanes with higher frequencies
- BRT/enhanced bus through the CSUS campus, connecting to the 65<sup>th</sup> Street light rail station
- Additional new transit includes increased ADA Paratransit; neighborhood shuttles; and increased local bus services throughout Rancho Cordova, Elk Grove, and southeast Sacramento County

### New Rail Service —

- Streetcar starter line – Rancho Cordova Town Center
- Gold Line light rail track improvements between Sunrise and downtown Folsom (to support 15-minute peak period frequency to Folsom)
- New Gold Line light rail stations at Horn Road and Mineshaft Station
- Grade-separated road/light rail track intersections on Gold Line at Bradshaw, Mather, Routier, and Zinfandel

### New/Expanded Roads —

- Green Valley Road as 4 lane connector between Folsom and El Dorado Hills
- New east-west Easton Valley Parkway parallel to U.S. 50 between new Rancho Cordova Parkway and Hazel extension (6 lanes), east to Prairie City with 4 lanes
- New north-south Rancho Cordova Parkway with U.S. 50 interchange
- New interchange: U.S. 50 and Empire Ranch

### Freeway Improvements —

- New carpool lanes – U.S. 50 and Sunrise to downtown Sacramento
- Interchange rebuild – U.S. 50 and I-5
- Interchange rebuild – U.S. 50 and Highway 99

## EASTERN SACRAMENTO COUNTY CORRIDOR

- EJ areas are limited to northern portions of Arden-Arcade near Howe and along Roseville Road corridor.
- Modest growth is expected in the corridor compared to the rest of the region.
- Most growth will be through reinvestment in selected infill areas and in transportation corridors such as Madison, Greenback, Sunrise, El Camino, and Arden Way.

### **Longer Distance Bus —**

- BRT/enhanced bus connecting Rancho Cordova to South Placer and Elk Grove via Watt and Elk Grove Florin with a busway between Fair Oaks Boulevard and Folsom Boulevard to save time through the U.S. 50 interchange
- BRT/enhanced bus connecting Rancho Cordova to South Placer via Sunrise with a busway between Sunrise/U.S. 50 light rail station and Fair Oaks Boulevard to save time through the U.S. 50 interchange
- BRT/enhanced bus connecting Rancho Cordova to South Placer via Taylor, Sierra College, and Hazel
- Additional new transit includes increased ADA Paratransit; neighborhood shuttles; and increased local bus services throughout the area (Arden-Arcade, Carmichael, Citrus Heights, etc.)

### **New Bridges —**

- Howe Avenue bridge across American River is widened to 6 lanes

### **New/Expanded Roads —**

- Sunrise at U.S. 50 – Sunrise is improved from Trade Center to Coloma with associated intersection improvements and busway for faster transit travel
- Watt at U.S. 50 – Watt interchange redesigned with contraflow busway for faster transit travel

## EASTERN I-80 CORRIDOR

- EJ areas are limited to portions of the Auburn Boulevard and Roseville Road corridors and a small area in central Roseville.
- Strong job growth in McClellan Park area along North Watt will likely generate travel from EJ populations in North Sacramento.
- The downtowns and transportation corridors in Loomis, Rocklin, and Roseville are expected to grow through infill and reinvestment, with the highest growth in the Roseville and Rocklin areas.

### Longer Distance Bus —

- BRT/enhanced bus connecting Roseville/Rocklin to Sacramento via North Watt and Pleasant Grove/Blue Oaks
- BRT/enhanced bus connecting Roseville/Rocklin to Rancho Cordova via Sunrise and Sierra College/Hazel
- BRT/enhanced bus connecting Roseville/Rocklin to Citrus Heights and Sacramento via Sunrise and Auburn Boulevard to Watt/I-80 light rail station
- Additional express buses running in the I-80 carpool lanes with higher frequencies
- Additional new transit includes increased ADA Paratransit, neighborhood shuttles, increased local bus services throughout the area, and freeway express bus services

### New Rail Service —

- Expanded Capitol Corridor service (2 more daily trains each direction) between downtown Sacramento and Auburn, with a stop in downtown Roseville
- New commuter rail service between Placer, Sacramento, and Yolo, with Placer County stops in Rocklin and Roseville (30-minute frequency in the peak period)

### New/Expanded Roads —

- I-80 parallel capacity – 4-lane Roseville road from Marconi to Cirby connecting to an expanded Foothills Boulevard in Roseville
- South Placer to Rancho Cordova connection – Sierra College widened to 6 lanes from Sacramento County line to I-80, connecting to a widened Hazel extending to the Rancho Cordova area
- South Placer to Folsom/El Dorado Hills connection – Auburn-Folsom Road widened to 4 lanes from Sacramento County line to Joe Rodgers (Douglas Boulevard) to provide improved connection to Folsom and El Dorado hills via the new Dam Road and expanded Green Valley Road

### New Freeway Auxiliary Lanes —

- New I-80 Sacramento County carpool lanes – 1 lane each direction, west from Longview to I-5 interchange and west to Yolo County
- New I-80 Placer County auxiliary and carpool lanes – improvements between Sacramento County line to I-80/Highway 65 interchange
- Rebuild of I-80/Highway 65 interchange – Phase 1 improvements to improve movement from eastbound I-80 to northbound Highway 65

## HIGHWAY 65 AND SOUTH PLACER COUNTY CORRIDOR

- EJ areas include small areas in central Roseville and central Lincoln, along with a portion of southwest Roseville south of Baseline and east of Watt.
- Significant housing growth is expected in southwest Placer County, providing more nearby housing opportunities for workers in the large and growing Roseville/Rocklin jobs center and McClellan Park in Sacramento County.
- Despite limited job growth in southwest Placer, the two new colleges/universities may generate travel to/from EJ areas in the area.
- Significant, balanced growth is projected for Lincoln and Roseville.

### **Longer Distance Bus —**

- BRT/enhanced bus connecting Rocklin/Roseville to Sacramento via North Watt, Blue Oaks, Pleasant Grove, and Galleria
- Additional express buses connecting Lincoln, Rocklin/Roseville to Sacramento via the I-80 and Highway 65 carpool lanes with increased frequencies
- Additional new transit includes ADA Paratransit, neighborhood shuttles, increased local bus services throughout the area, and freeway bus services

### **New/Expanded Roads —**

- New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to SR 65 (Whitney Ranch Parkway).
- New 4 lane Highway 65 Lincoln Bypass expressway from central Lincoln north to Wise Road, continuing as a 2-lane road north to Highway 65 (Yuba County)

### **Freeway Improvements —**

- New Highways 70 and 99 carpool lanes from I-5 interchange to Sankey interchange (Placer Parkway connection)
- New Highways 70 and 99 carpool lanes from the Sankey interchange to 70/99 Y split
- New Highway 65 carpool lanes from I-80 interchange north to Blue Oaks

## SUTTER AND YUBA COUNTIES CORRIDOR

- EJ areas include portions of central Yuba City, central Marysville, and Live Oak.
- Slow-to-moderate, mainly housing-led growth is expected in Live Oak, moderate balanced growth in Yuba City, and slow balanced growth in Marysville.
- Significant housing-led growth is anticipated in unincorporated Yuba County.
- A new mixed-use community is planned for south Sutter County far from the county's EJ areas.

### **Longer Distance Bus —**

- Expanded express bus service between Marysville/Yuba City to downtown Sacramento via improved Highways 70 and 99 with new service to south Placer
- New express bus service between Marysville/Yuba City to south Placer via improved Highway 65
- Additional new transit includes increased ADA Paratransit and increased local bus services in Yuba City and Marysville

### **New Bridges —**

- 5<sup>th</sup> Street Bridge rebuilt/widened to 6 lanes
- 10<sup>th</sup> Street Bridge (Highway 20) is widened to 6 lanes

### **New/Expanded Roads —**

- New 2 lane Wheatland Parkway north and east of Highway 65, connecting to the northern end of the Lincoln bypass
- Yuba River Parkway 4 lane road from new Highway 65 interchange to Hammonton-Smartville Road
- New 4 lane Township Road connector in Live Oak
- Lump-sum for future operational improvement to improve Highways 20 and 70 in Marysville
- Widen Feather River Boulevard to 4 lanes with Highway 70 interchange

### **New/Expanded Freeways —**

- New Highways 70 and 99 carpool lanes from I-5 interchange to Elkhorn Boulevard

## NORTHERN SACRAMENTO CORRIDOR

- Large portions of the corridor are EJ areas. Much of the area north of the American River, but south of I-80 is included. This includes nearly all of North Sacramento, Del Paso Heights, and South Natomas;
- Modest infill and reinvestment along transportation corridors in the EJ areas is expected along with significant balanced mixed-use growth in the Richards Boulevard area;
- Outside the EJ areas, the current North Natomas Community Plan area is expected to build out.
- Office employment along I-5 and within Metro Air Park forecast to improve jobs-housing balance in the local area, while attracting commuters from EJ areas elsewhere in the corridor

### Longer Distance Bus —

- BRT/enhanced bus connecting Natomas to Rocklin/Roseville via Truxel, I-80, Riverside and Galleria Boulevard
- BRT/enhanced bus connecting North Sacramento and Natomas to southwest Placer via Arden/Del Paso light rail station to improved Raley and North 16<sup>th</sup> Streets to Baseline
- Expanded freeway express bus services on I-5 and I-80 using the new carpool lanes

### New Rail Service —

- Starter line D-N-A extension from Sacramento Valley Intermodal Station to International Airport
- Full-build D-N-A Upgrade (in addition to starter line) from Sacramento Valley Intermodal Station to International Airport

### New/Expanded Roads —

- Truxel bridge (auto and transit) across the American River, connecting south Natomas with downtown Sacramento
- North 16th/Raley expanded to 4 lanes, creating a thoroughfare between Natomas and southwest Placer
- Del Paso Road expanded to 6 lanes to connect growth areas
- Elkhorn Boulevard expanded to 6 lanes to connect growth areas
- East Commerce Parkway expanded to 4/6 lanes to provide I-5 parallel capacity

### Freeway Improvements —

- New I-5 carpool lanes (I-80 to airport)
- New I-5 carpool lanes (downtown to I-80) and rebuilt I-5/I-80 interchange
- New I-5 carpool lanes (International Airport to Woodland)
- New I-80 carpool lanes (Yolo County to Longview/Watt)
- New I-5 Auxiliary Lanes (State Roads 70/99 to airport)
- I-5/Highway 99 interchange Rebuilt
- New Elverta/Highway 99 interchange

## YOLO-SACRAMENTO CORRIDOR

- The scattered EJ areas include portions of northern West Sacramento, central Woodland, student residential areas of Davis, and rural areas along I-505 near Winters along Highway 113 north of Woodland.
- Moderate balanced mixed-used growth is projected for Woodland, Winters, and Davis, and slower, balanced mixed-use growth in unincorporated Yolo County.
- Significant growth is expected in West Sacramento, with an improving jobs-housing balance citywide, and the emergence of a major urban center near Raley Field and the Sacramento River.
- Downtown Sacramento will continue as a Yolo County commute and shopping magnet, but significant projected growth in housing will improve the jobs-housing balance.

### **New Longer Distance Bus —**

- BRT/enhanced bus connecting Davis, West Sacramento, and Woodland to downtown Sacramento via I-80, I-5, and Highway 113 (current Line 42 routing)
- Expanded freeway express bus services on I-5 and I-80 between Davis, Woodland, and Sacramento, using the new carpool lanes where available
- Additional new transit includes increased ADA Paratransit, neighborhood shuttles, and increased local bus services through corridor

### **New/Expanded Bridges and Roads —**

- U.S. 50/Harbor interchange with Harbor and Industrial Boulevards expanded to 6 lanes from a widened Palmadessi Bridge to West Capitol (West Sacramento)
- New Sacramento River crossing from Broadway (Sacramento) to 15<sup>th</sup> Avenue (West Sacramento)
- R Street pedestrian bridge conversion (Sacramento River)
- Additional Sacramento River pedestrian bridges between West Sacramento and Sacramento

### **New/Expanded Freeway —**

- I-5/State Road 113 interchange project in Woodland (Phase 2 northbound I-5 to southbound State Road 113 freeway-to-freeway direct connection)
- I-5/State Road 113 interchange project in Woodland (Phase 3 northbound State Road 113 to southbound I-5 freeway-to-freeway direct connection)
- I-5/U.S. 50 freeway interchange improvements
- New I-80 carpool lanes across Yolo Causeway from Enterprise in West Sacramento to Mace Boulevard in Davis (includes a rebuilt bike bridge)

**FIXED-ROUTE TRANSIT**

<b>Challenges:</b>	<b>MTP Strategies:</b>
<p><b>DIFFICULT / LIMITED ACCESS:</b></p> <ul style="list-style-type: none"> <li>■ Difficulty walking blocks to a bus stop</li> <li>■ Difficulty enduring long waits for next bus</li> <li>■ Difficulty reading signs, especially at night</li> <li>■ Feeling unsafe at transit stops</li> <li>■ Difficulty getting to many destinations</li> <li>■ Difficulty getting places during: midday, evenings, weekends &amp; holidays</li> </ul>	<p><b>Improve accessibility of transit stops &amp; services</b></p> <ul style="list-style-type: none"> <li>■ More bus stops @ more accessible places</li> <li>■ More stops w/benches, lighting, shelters &amp; cleaner surroundings</li> <li>■ More security @ light rail &amp; transfer hubs</li> <li>■ More low-floor &amp; kneeling buses</li> <li>■ More spaces for wheelchairs.</li> <li>■ Bus stops at supermarkets, medical offices</li> </ul> <p><b>Expand Transit Services:</b></p> <ul style="list-style-type: none"> <li>■ Increased Midday service</li> <li>■ Increased Evening, weekend &amp; holiday service</li> <li>■ Service to under-served areas</li> <li>■ More bus frequency of buses</li> <li>■ More neighborhood shuttles</li> </ul>

<b>DIAL-A-RIDE / SHARED-RIDE BUS SERVICES</b>	
<b>Challenges:</b>	<b>MTP Strategies:</b>
<p><b>HIGH COSTS IN TIME &amp; MONEY</b></p> <ul style="list-style-type: none"> <li>■ Lack of same day scheduling</li> <li>■ Long waits for pick-ups and returns home</li> <li>■ Lack of door-to-door assistance</li> <li>■ Cost of fares</li> <li>■ Lack of accessible taxis</li> <li>■ Lack of volunteer driver program to fill gaps</li> </ul>	<p><b>Increase Demand Responsive Transportation Options in the Region</b></p> <ul style="list-style-type: none"> <li>■ Expand both Dial-a-Ride / Shared-Ride services</li> <li>■ Encourage door-to-door assistance programs where staff or volunteers are available</li> <li>■ Collaborate with transit operators on programs that support priority non-emergency medical trips</li> <li>■ Collaborate with transit operators on a program to develop accessible taxi services</li> <li>■ Collaborate with community based organizations on volunteer driver programs</li> </ul>

<b>PUBLIC TRANSIT COORDINATION</b>	
<b>Challenges:</b>	<b>MTP Strategies:</b>
<ul style="list-style-type: none"> <li>■ Difficulty crossing jurisdictional boundaries</li> <li>■ Difficulty using two systems for a single trip</li> <li>■ Lack of integration between transit systems               <ul style="list-style-type: none"> <li>a) across city &amp; county boundaries</li> <li>b) between dial-a-ride &amp; fixed route buses</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>■ Improve coordination between transit providers</li> </ul> <p>Explore option of seamless region-wide transit, with shared transfer points and integrated fares &amp; eligibility systems</p>

<b>ROADSIDE IMPROVEMENTS</b>	
<b>Challenges:</b>	<b>MTP Strategies:</b>
<p><b>PEDESTRIAN SAFETY</b></p> <ul style="list-style-type: none"> <li>■ Difficulty crossing streets: <ul style="list-style-type: none"> <li>That have fast or heavy traffic</li> <li>That are too wide</li> <li>That lack stop signs or traffic lights</li> <li>Or where lights don't allow enough time</li> </ul> </li> <li>■ Difficulty walking without good sidewalks</li> <li>■ No access at all where curb cuts lacking</li> <li>■ Difficulty using sloping curbs</li> <li>■ Difficulty when gutters don't drain properly</li> <li>■ Difficulty walking in evening w/o lighting</li> <li>■ Difficulty walking across large parking lots</li> </ul>	<p><b>IMPROVE PEDESTRIAN SAFETY</b></p> <p>Encourage local governments to improve traffic/pedestrian separation:</p> <ul style="list-style-type: none"> <li>■ Increase stoplight times <u>or</u> install “extra time” request buttons</li> <li>■ Add pedestrian islands in wide streets</li> <li>■ Install more audible/countdown signals</li> <li>■ Add more near-the-door parking at malls, etc., <u>or</u> safe walkways across parking lots</li> <li>■ Pedestrian over/under passes were there is critical safety needs</li> </ul> <p><b>Encourage local governments to improve pedestrian amenities</b></p> <ul style="list-style-type: none"> <li>■ Make sure there is adequate lighting along heavily traveled sidewalks</li> <li>■ Add rest areas w/ benches, shade, etc.</li> <li>■ Encourage local governments to install curb cuts at all intersections</li> <li>■ Encourage local governments to consider in-pavement lighting at key intersections with safety problems</li> </ul>

<b>ACCESS TO INFORMATION &amp; TRAINING</b>	
<b>Challenges:</b>	<b>MTP Strategies:</b>
<p><b>INFO COMPLICATED &amp; UNCLEAR</b></p> <ul style="list-style-type: none"> <li>■ Difficulty accessing transit info systems</li> <li>■ Complexity of transit hubs, fares, transfers</li> <li>■ Bus driver insensitivity to seniors &amp; disabled</li> <li>■ Drivers unreliable: some don't call out stops, follow ADA rules and operator policies</li> <li>■ Fears for personal safety on buses</li> <li>■ Fear of getting lost on transit system</li> <li>■ Lack of visual stop announcements</li> </ul> <p><b>DRIVING CHALLENGES FOR THE AGING POPULATION</b></p> <ul style="list-style-type: none"> <li>■ Fear of driving in fast or heavy traffic</li> <li>■ Difficulty Parking</li> <li>■ Difficulty seeing &amp; reading street signs</li> <li>■ Fear seeking help ~ May cause loss of license</li> </ul>	<p><b>Improved Information &amp; Training</b></p> <ul style="list-style-type: none"> <li>■ Train bus drivers better on mobility needs (eg. better enforcement of ADA rules and operator policies)</li> <li>■ <u>Publicize transit</u> more effectively</li> <li>■ Expand access to “transit-use training”</li> <li>■ Simplify fares, transfers &amp; connections</li> <li>■ Improve readability of transit schedules</li> <li>■ Improve personal security on transit</li> <li>■ Publicize the improved security</li> </ul> <p><b>OFFER OLDER DRIVERS OPTIONS</b></p> <ul style="list-style-type: none"> <li>■ Promote Senior Driver Safety programs</li> <li>■ Publicize option of <u>limited</u> driving licenses</li> <li>■ Improve street sign readability</li> <li>■ Publicize alternatives to driving</li> </ul>