

MTP 2035 Tall Order

Individual Comments on MTP Principles

Are there any other principles that are important to you in forming your opinion about what transportation investments you recommend we make?

El Dorado workshop (Placerville)

- Environmental Quality
- I'm in the tourism business—it is as important to me for business purposes to have ways customers can access my business- with choices—as freight is to other businesses
- Small electric cars are coming online- accommodate them? How?
- Safety for pedestrians & bicyclists; more shade trees for pedestrians and bicyclists; fewer cul de sacs and more streets laid out in a grid in quiet neighborhoods; more high density housing, including several story apts/condos and more shops embedded in these.
- More safe routes for bikes & peds; more high density housing; develop Folsom South canal
- Bike bridge over US 50 at El Dorado Hills/Latrobe Rd.
- Access & Mobility; put more round-abouts in our neighborhood sheets; more to put in streets—cars in and around Sacramento Aden; have small ways that puts up people to deliver them to street cars or rail transit systems.
- Mass transit, particularly rail. Bus is cheap but inefficient.
- Light rail from Placerville to Sac/ Sac airport; stop developing the Foothills.
- Environmental Quality & Sustainability
- Transportation Demand Management that includes the deployment of a regional broadband wireless network; the network will provide the mechanisms for telecommuting and will assist in traffic management and provide public safety and emergency response in traffic emergencies.
- Limit growth; maintain open space; walking; biking; not urban cram in rural El Dorado County.
- Time & economic considerations.
- Smart land use.
- Mix residential & commercial uses more—people would like to be able to live and work in the same area. Bring more businesses to the Georgetown Divide & Placerville areas.
- New urbanism- smart development needs to be looked at- developments that benefit & provide decent traffic flow for many people—not just a select few.
- I believe in new urbanism practices in Europe with mixed use bringing people together and having a side effect of preserving open space. We can learn from places like the Princes Trust for the built environment in England.
- Expand high speed internet access throughout rural areas, through high speed wireless networks. This could help people in out lying areas to telecommute. Clean up our air! More mass transit, high speed rail. Incentives for hybrid and electrical vehicle use. Alternative fuel stations to promote cleaner burning fuels such as alcohol and bio-diesel.

- Smart Land use.
- Equity & choice.
- Local control of land use by county!
- Financial stewardship.
- The growing transit/commute times between Placerville & Elk Grove, both using the so. US 50 corridor & SR 99, and Grantline surface streets. Quality of a deteriorating road system, especially these surface streets used to avoid highway gridlock. Why do we not have a plan for a Sacramento Ring Road?? All the plans increase traffic through the center of Sac. We're shoving more and more congestion down the same throat. Start over??
- Safer Roads w/ bike ways. Rail transport to 50 Corridor/Downtown Sac from Placerville. Upgrade road infrastructure for growing population. How will reliance, convenient, affordable public transportation be implemented in the sparser population areas? Areas off 50 & 80 corridors. Alternate routes like bike & foot paths that allow other modes of transport to buses & rail systems.
- Begin educating youth in the schools system about the importance of using transportation alternatives rather than driving individual cars. As the population gets older and the bulk of the population grows to be older, transportation alternatives to serve the population. People w/ disabilities are becoming more independent living in our communities and are dependent on public transportation. Increased demands on the system.

Placer County workshop (Rocklin)

- Neighborhood Electric Vehicles as an alternative mode of transportation to shorter errands & trips. Electric vehicles are non-polluting, economical and eliminate cold start pollutants of automobiles.
- More emphasis on transit oriented development, limiting growth (growth boundaries). More access of alternate modes of transportation (cycling).
- It is difficult for those without personal vehicles to get around easily by public transit.
- Complete regional network.
- Seamless travel across the region, including for people with disabilities.
- Smart land use; gas prices; time that public transit takes in commute.
- Equity & Choice; economic quality and sustainability
- Access & mobility.
- Allow congestion to occur while you offer attractive public transit alternatives to driving.
- Dynamic bypass corresponds to take commuter trips off of existing roadways.
- Link all areas with bike trails so you can get from south Sac County to Roseville safely, not bike lanes. Build the infrastructure first. Roads & freeways first. Light rail to areas of population. Stop the urban sprawl. Jobs where people live.
- Walking & biking safely & conveniently for errands, shopping, entertainment for adults & children. Encourage walking & biking for individual good health for higher quality of life.
- Technology investment to improve the way traffic lights move traffic on surface streets.
- Low emissions and reducing smog inducing vehicles.
- Options, options, options= public transportation/transit; bike lanes = safe, not road shoulders; smart growth, compact/dense= more European-like.

- Environmental, financial.
- I assume smart land use refers to jobs & housing being closer together, with lots of public transportation, work-live options; co-housing zoning/ friendly; not enough time to give thoughtful responses.
- Financial stewardship.
- Safe transportation locally for youth.
- Environmental quality.
- Safe walking for children & elderly; safe biking for kids, for recreation & for community; safe not dealing in scary, fast, huge crossings; preservation of rich ag land for ag—not paving rich land; promotion of non petroleum using vehicles; remembering Nevada Co. Commuter go through Auburn & Colfax.
- Economic quality.
- Massive emphasis in public transportation especially rail transit must be frequent and reliable.
- Economic vitality.
- Other types of transportation besides cars.
- Proximity of my residence to my workplace; greater focus on carpool options; RT systems that parallels highways from downtown to outer areas to make ‘alternative’ options more feasible for all travelers not just those with ease of use of RT.
- Balance transportation spending to match mode share.
- Bike friendly! Easy access to Sac via public transit. Encourage environmentally friendly, responsible transit.
- Financial stewardship is also important as well as environmental quality.
- There should be integration of multiple transit choices. “One smart card” that can be used on all of the transit options.
- More public transit; less segregation of jobs, shopping, housing; change perception that car is only option; connect bike paths in Roseville, they often don’t; no gated communities.
- Alternative fuels.
- Yes- pain! Make it painful for people to selfishly drive alone in their vehicles! Otherwise you will never get people into carpools & mass transit.
- Land use & economic vitality.
- Financial stewardship, intelligent transportation systems and other better use of existing systems & infrastructure.
- Clean transportation, energy conservation.
- Equity & choice. Specifically, off-street bicycle corridors.
- Affordable stability.
- No HOV lanes! Open the pipe to all. Carpool lanes to not work- waste of resources. New Jersey! Stop scheduling traffic jams! Stagger work hours. Map major employers. Coordinate! Best traffic plan ever, City of LA, 1984 Olympics.
- It is vital to provide alternative transportation options, not just widening roads.
- All #s lane items that are overall very important for a wonderful place to call home!
- Focus on public transit; more bike lane/ trail investments; no more 6 lane roads outside of freeway; existing 6 lane retrofit into 4 lane roads.

- Focus on region-oriented expressways (limited access) - meanwhile make local roads smaller (no 6 or 8 lane arterials). Those mega-roads tear up the fabric of our communities & make walking/biking difficult. Lower design speed or 2-4 lane arterials- more access.
- Environmental quality.
- Having alternate ways to get to work. Giving people real alternatives to driving. Is it so hard to have real train/public transit like the bay area or Portland or Chicago? The air is so bad here and the freeways are so dangerous. I hate driving to work from Sacramento where I live to Placer Co. where I work.
- Improve & increase bus service especially in Roseville where I live. Transfer points are not very central and are tucked back in behind trees, buildings or gas stations. Also, all buses leave around the same time so if you need to take a transfer, the next bus doesn't come back for another 40 minutes. Most buses don't run past 6:30/7:00 at night.
- It is important to me to use smart land use principles that support growth patterns in the region.
- Shorter commute option; CalTrans must hear people take ride the bus w/ some road of disability- for equity sake. For those who use bus transit to have ability to work in a wider region- due to fast transit (less transfers) - example Citrus Heights Bus #1- provides fast easy access every 15 min. unfortunately, its area has been decreased. Frightening to stand at a bus stop on a road with speed limit 45-50 mph. Fast transit links between Placer County & Roseville for CSUS students and those w/o cars. Less transfers- so one can predict when you will arrive at work.
- Invest in public transportation.
- Complete streets.
- Any of these decisions must contemplate the extent to which rapid/mass transit is going to be unused. If we simply continue to plan around the automobile we will never efficiently solve the congestion problem.
- More and better mass transit. Expand light rail to Roseville; communities where people can work, live, shop w/o having to drive a car. Widening roads does not scale. It just encourages sprawl, which will require roads to be widened again. Mass transit does scale. Mixed use buildings. Retail below, housing above. Housing near jobs. Light rail to the Sac airport!
- Eco-friendly parks; community gardens w/in neighborhood area; bicycle friendly lanes; more access to good use of public transportation; city tram (electric).

Sacramento County Central Workshop (Downtown Sacramento)

- Environ quality and sustainability as a first priority ultimately leads all of these options. We have to be working toward sustaining our entire environment – the question is however, sustain at what level?
- Environment sustainability
- Quality of public transportation
- Access and Mobility
- Protection of sensitive, threatened and endangered species ex. Avoid areas with species that will be impacted by development, transportation routes
- More access to public transit; little buses in the 'hood' to take people to light rail
- Better street lighting! This will make cycling safer

- Keep bike lanes clear of debris! Flat tires!
- No HOV lane on HWY50! This will encourage light rail use. HOV lanes will NOT encourage light rail use!
- Close downtown except to walking and cycling
- Provide park and ride/cycle all around downtown area. This will decrease traffic and promote fitness. It works at UCD. Why not downtown Sacramento?
- Focus on infill
- Ensure access to a diverse public
- Open and predictable process
- Education and outreach
- The kind of sustainable smart growth we need is small villages/towns each surrounded by farmland and wild space
- We need infrastructure for a future without fossil fuels (including nuclear). So let's just build it now.
- Don't push out pedestrians. Consider the pedestrian level of transit and access. Wider sidewalks, narrower crossings, slower traffic.
- Less dependence on vehicles
- Mixed use! Live, work, shop, and eat in the same area = reduced traffic
- More public transportation and better bike lanes are needed
- Efficiency and reliability
- Innovation in transportation options
- Incentives for choosing mass transit options
- Stall the sprawl!
- Livability
- Options for transportation
- Safer cities for bicycles and pedestrians
- Better mass transit options
- Transportation near high density housing
- More mix use development
- Access to key city areas by walking or biking
- Safety
- Good planning will get you all six of these things
- Smart land use will allow for all the other principles
- Without smart land use, none of these other things will be achieved
- Make an underground transportation system that connects downtown, Oak Park and Elk Grove
- Access and mobility
- More light rail
- Better Amtrak service to Oakland
- Commuter rail Davis-Auburn
- All the principles
- Safety and health
- Social harmony
- Region pays for transit service don't shortchange transit construction

- #2-equity and choice – ensure that it’s just as easy or easier to ride a bicycle, walk or combine these modes with public transportation as it is to drive a car.
- #1 – access and mobility – make it easy to access goods, job services, etc. by biking and walking and transit – severe barriers exist now.
- Accountability and performance needs to be measured for every dollar invested in transportation projects. There needs to be a way to measure the benefits after the projects are built and compare it to what was promised when funding was sought
- Land use
- New money needs to go into alternatives to the car. The only money for roads should be for repair
- No new HOV lanes unless it is done by converting existing lanes
- No new connectors for automobiles
- Safety
- Vehicle emissions/lung disease
- Vehicle size/car vs. pedestrian
- People will not want to move here, visit here for conventions or vacation if the air quality is poor
- Better public transportation. Natural gas/electricity public transportation must expand and be easy to use
- Light rail to the airport
- Safety – lower speed limits, well-kept/clear bike lanes- separated from road if on high speed roads, adequate time to cross streets at intersections well-designed intersections and good merges to avoid accidents
- ALL the principles are crucial. Making this a multiple choice makes no sense
- Equity and choice – particularly choice
- Safety – especially for bikers. Main arterials often have very narrow bike lanes and high speed traffic
- Creation and management of usable mobility via a variety of publicly supported mobility options
- Why are we protecting systems that are unable to provide usable mobility? Let’s create something new
- Smart land use; all three equally important with the future of planning for transportation, land use and the environment
- Planning for development; terminal access routes; more light rail
- Sidewalks with bike lanes so bikes won’t have to go on the sidewalk
- Greater push to get people out of SOV into public transit, walking and bicycling
- Affordable housing; affordable public transportation; TOD
- Actually, smart land use is the key to 1st and 2nd priority (good principles so far); infill- build up not out; hold the existing growth boundaries; decrease on bus lines; little village centers with paths and plazas to gather I; Sacramento the emerald city rising up from the fields around it; light rail to airport; complete streets
- Safe and visibility
- How people in all walks of life can get to work/school/shop for food, clothes; all people have good travel choices; transportation system is economically feasible

- Walk-able, bike-able communities; coordinated, comprehensive accessible and safe mass transit that links various sectors of the region
- Environmental quality and sustainability; equity and choice
- Smart land use; equity and choice
- Equity and choice; environmental quality and sustainability
- I would like to see more affordable housing where jobs are located. This would reduce the need for cars; more available public transportation in outlying areas
- Improve connections between light rail and bus; busses are more cost effective
- Improve opportunities to be able to bike to more areas with safety concerns; public transportation would be utilized more if it was more convenient, not as long of a wait for the next bus to come
- Improve transit; reduce fossil fuel use
- Equity and choice; smart land use
- Ensure housing is affordable where jobs are, if the job is in downtown Sacramento I have to be able to afford to live near it; plan road growth so that regional small businesses can use them easily
- I think we need more, I feel like Sacramento is really the only place I want to live and love taking Regional Transit
- Light rail should model BART for area traveled/cost time tables/ frequency availability
- The affordability of oil and auto dependency is becoming more and more of a concern and challenge for low income and the working class; quality and dependable alternatives which are affordable to all people are essential to a viable and just society, everyone should have equal access to work housing, health care, education, and recreation and all of these things require solid transportation
- Economic vitality but in a sustainable way
- Reduce traffic congestion in suburban communities
- Economic vitality
- Principles are not exclusive—i.e. smart land use is part of all the others
- I believe building larger freeways, or widening existing freeways will only encourage more sprawl and subsequent transportation problems; bicycling should be encouraged in whatever way possible, pedestrian travel as well; I believe it is important to have a convenient public transportation option available for travel between cities and within cities; don't build roads that encourage sprawl
- Adequate bus service for all areas especially low income; subsidized public transport for low income
- Traffic calming is essential to boost bicycling and pedestrian safety; use gas tax for public transit; force higher density housing onto local governments; sustain older neighborhoods
- Want most of the 36 billion dollars to go to public transportation, alternative transportation such as walking, biking, Para-transit; MTP: must go along with smart growth principles and habitat conservation plans; no lanes greater than four should be considered
- Safety—cost to use; energy conservation
- Health: safe and practical routes for walking and biking
- Financial stewardship is also important; traffic calming and safety issues; bike lanes and bike safety

- Access and mobility and equity and choice; the prime mode I feel we should promote is mass transit—subsidize fares, schedule frequent and widespread service, till late at night—not once an hour after 7PM
- Bicycle lanes: less congestion, less pollution, increase health in population
- Cost for taxpayers/users
- Equity and choice: more bike lanes and trails, safer transit; Economic vitality: more transit choices development geared to transportation; Smart land use: development to; financial stewardship
- Any principle that prevents urban sprawl
- Access and mobility to link traditional/established neighborhoods with RT and alternative mass transit, primarily a BRT neighborhood network
- Alleviation of large transport, vehicles on highways congestion created by these vehicles during rush hour commutes creates many hazards and slows traffic substantially in our large metropolitan areas
- Public health: make walking and biking easy options to improve individuals' fitness and overall air quality
- Environmental quality and sustainability; financial stewardship; smart land use
- #1 priority: find a way to decrease traffic on the highways during rush hours
- Opportunities for active living and healthy eating: walking or biking for health
- More freeways; more river crossings; take intra-regional traffic off neighborhood streets; expedite trans-regional travel
- Access for disabled, low income, and seniors
- Regional training and education
- Why are we only looking at Natomas and Downtown Sacramento? What about the poorest and horrendously disenfranchised commutes where streets are grossly dilapidated and some are still dirt roads leading to adverse health impacts from P.M. 10; where's the accountability for local government?
- Equity: maybe transportation choices affordable for all communities, offer services to all communities; all principles are important; most important: reducing automobile accommodation; supporting transit alternative transportation options and pedestrian and bicyclists
- Reduce car lifestyle
- Equity and choice
- Equity especially for poor, very important; access and safety for cyclists important
- Smart Land Use
- Bike paths that are safe and protected from polluted air; More mass transit options, extended lines
- More design of new neighborhoods for complete streets; more community centers in designs to promote non-vehicle travel
- I would like to also see vitality in access and economic growth and stability
- More frequent/longer hours of service and safer light rail and busses
- Time and safety
- Access and mobility
- Economic vitality aids in livening mass transit options
- Need to take care of older established areas such as the Arden Arcade

- I was disappointed with the lack of environmental impact for each scenario given. It's not possible to analyze the environmental impact and weigh it against the benefits if no info was provided
- I am concerned about where new freeway interchanges will actually be located
- Transportation funds need to be redirected from mostly investing in movement of private automobiles; More money for public transit operations as well as infrastructure to lower fares; Designating intersections and streets for safe bicycle use
- Less dependency on mobility monopolies- more choices; Smart land use-mixed use. It worked 150 years ago and still does.
- Preservation of historic and cultural resources including historic roads and highways
- Partnering w/business in order to stagger start and end times for a workday- stretch commute and travel outside of main travel times. Instead of 8-5 for everyone- have business create schedules that have alternate work times/ schedules
- Maintenance and repair of existing resources and conveyance; Efficiency in service delivery
- Affordable ownership housing in traditionally designed neighborhoods
- Equity and choice
- Mixed low income and high income housing; Safety in use of system in various areas
- Transportation options that create community, such as bicycling and public transit
- National security; our addiction to foreign oil funds terrorism and Iran's nuclear ambitions.
- Economic Vitality and Financial Stewardship
- Financial Stewardship
- More bike lanes downtown; better lighting on bikeways for nighttime use
- Invest in making what we have already work efficiently; no more new highways; put more thought/study into train/bus routes and scheduling
- I also support transportation equity for all citizens
- Vastly more \$ for light rail system and bus rapid transit; developer subsidy for infill, high density multifamily, high rise at light rail stops/transit villages; development of town centers/transit hubs in places like Carmichael, Arden Arcade, etc; moratorium on Greenfield development in Natomas and similar outlying areas.
- More use of light rail and trolleys
- Save and protect ag lands; empower people to move themselves in contrast to focus on moving cars
- Look at ways to route non-local traffic around central Sac area: ie beltway
- I feel that the housing market is too rapid and happens before roads and shopping accommodations are adequate for ease of the new tenants- the proper roads and shopping areas should be made connectively
- Provide more funding into alternative transportation like bike lanes in the downtown area. Areas feeding into downtown too.
- HOV lanes hold traffic back. Open more lanes to get those vehicles out of our city
- Cut carbon emissions sharply starting immediately to prevent disastrous global warming
- They're all important. My next choice is access/mobility
- By mixing housing w/ business in the same areas, hopefully we can cut down on the need to transport ourselves in the first place; Tax breaks for home offices; design around families'
- Health and safety
- Access to individuals with disabilities

- Over the last 10 years, the wholesale cost of gas has increased 2.2 times. If this continues until 2035 the price of gas will be \$26/gallon. No one can predict the price of gas in 2035. We need to plan for emergency gas shortages. Think of this as insurance for gas prices that go extremely high. For example, if sac area could quickly ramp up bus volume and routes under emergencies. We need a very flexible transportations system.
- Environmental quality and sustainability; this is just as important as access. We need to make public trans. Accessible but environmentally sound as well; mitigate issues an increase in public transit may have on the environment; What I would like to see is a community that is planned well- think build up not out.
- Improve highways and freeways. Focus on the connector and Hwy 16. Expand light rail.
- They are all important, but increasing all the modes of trans. (besides driving) are the only way to decrease congestion and improve livability. Increasing the lanes or number of roads aren't a long term solution; Smart land use, equity and choice are some of the most important keys to this
- Changing the fundamental street design for new growth to provide for a more grid street system and complete streets that allow safe walking and bicycling
- Frequency of scheduled busses and light rails; increase of routes outreached
- All new projects must have a transit component. Rather than focusing on new roads projects, the first goal should be to begin building real T.O.D. projects along the existing system. And all new projects should include one multi year RT pass per unit
- Environmental management
- Smart land use is critical to meeting these priorities. It's a way to get there rather than an objective by itself
- Reduce congestion through expansion of light rail, buses and street car access; Promote alternative modes of transit by curbing urban sprawl and building densely
- Smart land use; safety
- Safety
- The relationship between transportation and growth patterns that support sprawl, continued dependency on fossil fuels that pollute the air and promote global warming
- Quality of life; better air quality; reduction in noise; European community model vs automobile culture
- Retain one way streets such as P, Q and N in downtown Sac
- A beltway around city; bridges to connect freeway directly
- Make sure light rail stays affordable and add more trains running more often
- It is critical that we properly maintain the existing infrastructure we have or we will pay as much as 10 X the cost in later years
- Bicycling and transit
- Access to public transit; equal access to economic help for all businesses; anti sprawl
- Sustainability, social equity; fiscal responsibility; green or environmentally sound
- Access and mobility
- Help reduce auto congestion on the freeways; get rid of HOV, they are a waste; synchronize lights for better traffic flow
- Safety and health

- Transportation investments need to be fiscally sound and be responsive to a growing pop; this region and state have not invested enough in the local and regional trans network over the last few decades to keep up with the growth of the region.
- More frequent bus connectors to light rail
- Better bike lanes and trails, bike racks, etc
- Saving sac from losing its quality of life
- Access and mobility; shorter distances should take less time; less congestion/extra lanes; environmental quality and sustainability, protect wetlands
- Access and mobility for all, we need better public transit. The blueprint goal of 3% is unfortunately low. Land use patterns that create communities like Natomas, Elk Grove and Lincoln are an abomination. Public transit and esp. light rail needs to have a change in how it's viewed- a safe, affordable and pleasant transport. Choice for all, not just low income.
- Creating living wage jobs. Creating a situation where an economic engine provides good jobs, stable revenue that the local area and the region will benefit from; dredging the deep water channel at the port will create the above scenarios making the port viable will in turn create revenue that will serve the needs of the region.
- 1. For community where people use daily for shopping, med appointment etc. should not be more than 20 min walk between buses. 2. The need to keep buses running xx at night – e.g. buses stop at 10:30. light rail runs x midnight inequal for people who need to use both. 3. the needs of the community- for working people the need for buses running on a much closer time eg 10 minutes between buses. 3. Use of services that are considering usage of the future and need. Eg no transportation to Arco Arena included since it was erected! And no transportation to the airport since it went into service!

Southern Sacramento County workshop (Elk Grove)

- Environmental
- Our streets are unsafe for walking.
 - Large radius intersections double the distance pedestrians must go to cross streets.
 - 75,000 pedestrians killed each year in U.S.
 - Cars are subsidized at a rate of 40/gal gas burned (about \$5,500/yr)
 - Smart cars/for two cars – subdivide lanes for these vehicles.
 - Scrubbers on all diesel engines.
 - Phase out all gas-powered cars (including hybrid gas – move to all diesel)
- If light rail was more safe, I think people would use more often.
- More light rail less cars.
 - Encourage exercise – make walk ways accessible for all – dangerous to walk anywhere at night. Not enough light.
- Public Transit that recognizes recreation destinations & family groups.
 - No carpool lanes – they are underused when most needed by limiting access.
 - What plans are being made for my future flying car?
- Access & mobility are also important.
- Protection for the current residents that will be affected by plan (historical areas, rural and farming areas, maintain our livability and communities).

Eastern Sacramento County workshop (Folsom)

- Leave money for parking garages
- Move subsidy of public transportation – if we spend more on public transportation, we will have less to spend on highways
- Getting people to use less gas, supporting hybrid HOV lane, and better carpool options
- Safer light rail in terms of riders and stations
- 4 – environment and sustainability
- Consistency with expected growth patterns
- Upgrade existing roadways first
- Add beltways on outskirts
- Expand freeways
- Less money for transit and light rail
- Mass transit connections to reduce gross transit time
- Employer-provided transit passes
- 6- Smart land use
- Yes
- Get polluting trucks off the roads
- Make private developers include services within their building projects
- Safety and health
- If auto fatalities were a disease, we would be outraged
- I rode a bicycle on Old Placerville Road, Class II bike lanes, 45 mph speed limit; I was scared and do not want to do it again
- Light rail must be more reliable; it must be safer to use
- Also the downtown Amtrak station is great; the railroad tracks should NOT be moved. That would make things more inconvenient for people.
- Also, there should be commuter rail to serve Sutter, Yuba and perhaps Butte Counties, because there's a lot of congestion on Highways 70, 99, and 65. If not commuter rail, then have Amtrak extend the Capitol Corridor service.
- Track improvements would also help the Coast Starlight train
- Model light rail on Washington DC Metro – frequent arrival and departure of trains and lines that go in many directions
- Same for buses to connect
- Bike lanes should not just disappear while riding on them
- Connect light rail lines to other communities
- Recreational access and mobility – good transportation to and from the American River and Lake Tahoe for skiing
- Build walkable communities so people don't feel the need to get in their cars, rather than vast heinous unwelcoming 10 lane roads that make walking and biking a dangerous, unwelcoming, uncomfortable, unaesthetic experience and only provide access to chain stores and strip malls
- I've seen on many occasions rude drivers of Sac RT buses (I frequently travel on route 88); RT employees operating vehicles need to be trained to be polite to older folks
- Foster community through whole neighborhood design
- Do away with no U turns to make traffic flow more efficient and less idle time for cars driving to turn locations
- Make timetable more frequent for light rail

- Add access across American River for faster and more efficient traffic flow; it takes gas and produces pollution waiting 45 minutes to an hour in traffic to cross Sunrise Bridge
- Smart land use
- Having goods/services available within a community that can be accessed without having to drive
- Public mass transit – light rail to airport
- More light rail service
- Target the largest traffic sector problem first – freeways first
- Improved alternative transportation – light rail and bus
- Double track at least a section of Folsom light rail or however much is needed to offer light rail downtown from Folsom every 15 minutes
- If this transportation model leads to anything up my community of Citrus Heights into high density projects making developers rich, then I maintain that it is flawed. Our city does not want to lose its identity and this plan forces us to do so.
- Need mass transportation and neighborhood sidewalks and bike lanes
- Walkable and bikeable communities with good, frequent public transit; these choices are currently scarce
- Invest more on information highway such that number of trips can be reduced. In return, less needed to be spent in transportation highway
- Equity and choice – access for older adults
- Evacuation during major disaster
- More “non” diamond lanes for freeways
- More routes over American River
- Mixed use roadways – cars, bikes, public transit
- More toll roads and combined roads – toll at rush hour and non-toll on weekend and non-rush hour
- Need more roads for the trucking industry to keep vehicles from going through downtown
- Connectivity between the east county and downtown and a corridor to Folsom
- Youth transportation to schools, etc.
- Late night public transportation
- Electronic polling first round is no good
- Project delivery – choose transportation improvements that can be implemented sooner rather than later
- Safe and clean
- Regional buses are needed for access to light rail
- Energy efficiency and less footprint on area
- Accessibility for people with disabilities
- Durability and access to maintenance – avoid delays, breakdowns, etc.
- More frequent light rail trains in Folsom – every 15 minutes
- Trains that run late during Rivercats season
- Creativity, consider all options such as streetcars
- Road improvements to assist with evaluation in case of natural disaster or terrorist attack
- Efficiency – to much wasted time and money by delays due to traffic congestion

- A freeway that connects the areas east of Sacramento to north and south I-5 that allows traffic traveling to/from eastern Sacramento region to bypass downtown Sacramento
- 2 -equity and choice
- Seat belts on buses – they are on Para transit buses but not regular buses or school buses
- Ability to go from Orangevale (Citrus Heights boundary but Orangevale zip code) to Roseville hospitals. Was told unable to do it.
- Transfers from one location to the other – Orangevale or Citrus Heights to Roseville (Placer County) without having to get a bus pass registration
- Good sidewalks
- Bike paths
- Electric trolleys
- Light rail
- Safe bike lanes
- Safe sidewalks for children
- Avoid needing to redo (redesigning) newly laid roadways
- As we are doing now, think, plan and spend for forward development – avoiding future redo
- Make it all work
- KISS!!
- Bike/ped facility – any widening of roads must include bike lanes or shoulders/sidewalks
- Provide bike/ped facility
- Alternative transportation methods – bike – walk – incorporate into every plan
- 4 & 2 – We have to be careful that as we build new roadways to alleviate current traffic problems we don't inadvertently create new problems by opening new areas up for development
- Economic vitality
- Environmental quality
- Motor-free options – walkways, bikeways
- Make public transit more efficient; realize that people can't always afford to live where they work
- 5 & 6 – connecting job centers to housing is critical; transit that allows commuters to opt out of autos will enhance the benefit of this strategy
- Increased look at rail transportation

Northern Sacramento County workshop (Natomas)

- You need to plan for the future and NOT just catching up. Look forward.
- Environmental quality and sustainability
- Financial responsibility
- Affordable housing in areas transportation runs
- All the points are important
- Better freeway access
- All the housing being built is not for low or middle income
- That the investment actually is used towards that choice which ever provides viability
- The transportation system is more convenient for all regions

- Addition busy lines and change in frequency
- Light rail system to include Yolo County and better links to the Sacramento airport
- Equity and choice
- Take out things we don't need and give more of what we do need
- Environmental quality and sustainability
- Financial stewardship
- Time
- Cost effective results
- Smart land use
- Cost to build
- Cost to use
- Accessibility
- Making train or light rail transportation much easier to use
- Please!! Make public transportation so that bus and light rail come very 15 minutes
- Reducing the cost of travel (gas, maintenance of vehicles)
- Reducing backups
- Traffic safety – design
- Increase safety for cyclists and walkers to encourage alternative transportation and get some people out of their cars. With more people on bikes and walking, there will be more awareness by car drivers, and therefore, more safety.
- Sacramento's ability to attract new business and economic development depends on the community's being an attractive place to live and work. To be this, ALL people need access to services and jobs, etc. Isolated areas/low-income areas won't help us moving forward.
- BRT to Natomas/downtown
- Cancel light rail – not flexible to changing demographic/work center
- Develop telecommute centers
- Improve ADA access
- Maintain awareness of existing business in each region when developing a transportation plan for local commuters; do not plan for business in regions not likely to grow new business
- Jobs/housing linkages – provide a variety of transportation options, etc.
- Trip diversion opportunities around congested segments due to accidents to avoid delays
- Preserving right of way for straight corridors NOW for high speed rail before corridor opportunities are lost due to competing land uses usurping the land
- Maintain all road, highway systems to avoid going to reconstruction
- I believe public transportation should be free.
- Transportation that is reliable and is convenient; maybe more bus lines
- Smart land use is very important but hopefully will be accomplished through sustainable development
- Smart land use is key to meeting the goals here
- Access and mobility – more bus trips, better and safer walking and bicycling, and bicycling opportunities
- Smart land use
- Financial stewardship
- Make a faster way to get to shops and mall
- More parking – lots for parking
- More and safer sidewalks for safe walking to places

- Bike lanes
- Timing – evenings, weekends
- Safety – accident prevention and safety for pedestrians, bikes, transit riders; also perception of safety for biking/walking/transit
- Access and mobility
- Public transportation needs to be quick and easy to use to get people out of their cars
- #1 accessibility – without, there is no transportation
- #2 choice
- Better land use
- Reduce need for transportation: i.e., mixed use zoning – residential blended with retail in such a way that walking is the logical choice (as in Old World towns)
- And high density commercial (high rises) instead of sprawl

Sutter & Yuba County workshop (Yuba City)

- Use smart growth that also considers the real threat of catastrophic flooding
- Does inward take into consideration flood risk; smart growth that does not address flood threats is not smart
- Encourage more environmentally sound transportation options – more mpg, rail transits, etc.
- Livable/walkable
- Job/housing balance
- Use the bond money for high dollar items
- Smart land use
- Equity and choice
- Financial stewardship
- Public transportation
- Equity in mobility; do not forget rural areas
- Light rail
- Four lane roads
- All others important
- New windfall with recent ballot approval of highway funds. Now is the time to do Nicolas, third bridge, and 5th Street bridge. Now is the time.
- 4 needs to be considered along with all options
- I like #6 smart land use; #3 also important
- Smart land use, too – would help environment
- 1 – access and mobility
- Environmental quality and sustainability
- Smart land use – jobs and residences close to each other, pedestrian friendly neighborhoods
- Economic vitality
- Safety of people in their travel to and from work
- Widen 99 from Sacramento/Redding
- Low level bridge below Marysville and Yuba City to keep traffic on 99, 70, and 65 and out of towns
- We need a dog crossing at Lomo Crossing – save lives
- Creating transportation options where safety is a key factor

- Continuous number of traffic lanes on Highway 99 between Yuba City and Sacramento
- Third bridge between Yuba City and Marysville
- Highway 65 improvements between Marysville and Lincoln
- Bridge investments
- Educate people out of their cars
- Develop more job-residential combinations
- Economic is dependent on easy flow of traffic
- It will reduce air pollution and create economic opportunity
- access and mobility
- I am one of the many senior citizens in this area
- All principles are significant, but an improved corridor access around and through Yuba City and Marysville; access and mobility can improve all the principles
- Reduce congestion, more bridges and bypasses, major highways away from cities
- Reduced emissions choice
- Safety
- Environmental quality is also important to me
- Also low income housing in the new envisioned communities
- Update railroads for rapid transportation
- State roads
- #6 is also very important
- Make sure that a “small town” effect is in place
- Economic vitality
- Environmental quality
- Financial stewardship
- Economic vitality
- Environmental quality and sustainability
- Putting funds relative to the amount of each uses; for example, proportional funding for transit, road, bike, and walkways

Yolo County workshop (Davis)

- Using renewable energy
- Using human power
- Using bicycles
- Decreasing auto use, generally
- The choices 1 – 6 of left are not the categories I would use, with exception of Env. Quality Sustainability which addresses my first priority
- My first priorities 2 & 4 will lead to the other principles 1, 3, 5 and 6
- Brownfids redevelopment and land reuse is a component of smart growth. We need to protect our rural lifestyles and agribusiness that are the key industry of CA.
- Bicycle paths between cities
- All the principles are important: 6 (most important), 2, 4, 1, 3, 5 (least important)
- Equity & choice
- Smart land use
- Education about why and how to use alternative transports
- 3 – Economic Development
- All roads should provide adequate vehicle, bike, and pedestrian facilities

- Yes – this whole exercise is “work-centric”
- The focus should include transportation to health & social services facilities on a regional basis
- Intermodal Connectivity & Community Design that incorporates transit hubs
- Maintain infrastructure
- Good signage
- All weather visibility of signage
- Alternative fuels sources & transit
- Outreach & education about benefits & availability of public transit & public health benefits
- To get one of four of the 84 million people that drive to work alone
- I support public transportation (trains, light rail) and bike and pedestrian improvements
- Safety
- Smart land use
- Access/mobility
- 3) Equity/Choice, 6) Smart land use
- 6. Smart land use 1. Access & mobility 3. Economic vitality 5. financial stewardship
- Convenient safe transportation systems
- Environmentally friendly?? depending on Oie/grts
- Don't create unnecessary debt for our children
- Important to consider land use & transportation
- Need to concentrate on infill
- Cheye zone
- Don't let El Dorado Co/Placer Co spread out so much
- Recognizing the importance of agriculture in transportation
- Invest in “car sharing” programs to mitigate impacts of infill housing
- Develop housing & site planning prototypes based on shared car households
- Develop implementation & enforcement housing procedures for shared car
- Providing adequate funding for road maintenance & repair
- Raise the gas tax to 42¢/gallon
- Need to do statewide
- Not depend on local sales tax measures
- Smart land use
- Equity & choice
- User pays = 98% cost = driving
- User pays = 36% = transit
- User friendly transit = more choices for types & timing
- Access – making transportation as easy as single car transport
- Opportunity for physical activity & walk bike routes
- Regional mass transportation
- Spend money effectively get best improvements for the money
- Streamline environmental requirements
- Access mobility in terms of accommodating elderly & disabled populations (anticipation retirement age)
- Reducing energy use – it is addressed implicitly in #4, but addressing it explicitly would be good

- Public health – ped/bike facilities, smart growth, etc can all protect public health, and can help aging people age-in place
- If we keep using cars to get around, we roast the planet & we all lose
- Being an intelligent species we need to face the facts we need to build new neighborhoods all or nearly all new neighborhoods in ways that discourage cars & enable bicycling, walking & transit
- Quality of community life – general safety, local business vitality, communication & “symbiosis”, appearance
- Environmental quality & sustainability
- Location-specific measure
- As oil depletes – we need to move on from transportation & life based on an ideal of universal automobility to something more realistic
- Driver’s education
- Smart land use
- Environment
- Viable alternatives to driving
- Financial stewardship
- Smart land use
- Bike access
- Bike safety
- Bike parking