

## **TALL ORDER MTP 2035 “COMMON” PROJECTS ANALYSIS**

Regionwide for the three Tall Order scenarios, approximately 75% of the budget is spent on maintaining the existing transportation system and on improvements that are common to all scenarios. The following summary highlights findings of the common investments.

Participants were asked to check projects they either strongly liked or disliked and only had a limited amount of time (usually 10 minutes) to review the lists of “common” road and transit investments. The attached tally tables offer more detail than the summary analysis below. Columns for both response level and % of support for each project are provided in the tally tables.

### **El Dorado County (Placerville workshop)**

Participants expressing an opinion on this project favored expanding and extending roads, improving intersections and interchanges and improving crossings. There was a high response level from El Dorado participants (up to 53%).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads:**

- Projects receiving over 90% support are safety improvements and road widening at congested areas.
- Project to widen shoulders on SR49 received 100% support
- Safety Improvements on SR49 in Coloma received a 97% support level.
- Expansions on roads parallel to US 50 (White Rock, Cameron Park, and Green Valley) all received over 75% support. A related US 50 parallel capacity project - expanding Country Club Drive - received just under 70% support.
- Other proposed expansions to improve connections were also supported – including the Mother Lode, and Sophia Parkway projects receiving over 70% support
- The only road project to receive opposition over 50% was the proposed 6 lanes widening of El Dorado Hills Blvd. south of Serrano Pkwy.
- The projects with the highest responses were in Placerville (widening/realigning Main, Cedar and Washington streets) and each received support.

### **New/Improved Interchanges and Intersections**

- Every proposed project in this category received support (over 50%) and most received strong support (over 75%).
- Intersection improvements on US 50 at Canal St / SR 49 received 100% support.

### **New/Improved Bridges**

- Hangtown Creek Bridge received 97% support and the most responses (53%)

### **Placer County (Rocklin workshop)**

Participants expressing an opinion on this project favored expanding and extending roads, improving intersections and interchanges and bridge replacements. In addition, special projects such as the Rocklin Intercity Rail Station received 95% support. Four lane expansions were typically strongly supported while six lane expansions received mixed results. There was a moderate to high response level from Placer participants (up to 45%).

#### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

#### **New/Expanded Roads**

- Projects that received the highest participant responses (45% & 51%) were the strongly supported HOV lane additions to I-80.
- All road expansions received over 50% support except for a proposed expansion of Taylor Rd.
- Riverside Ave. and Railroad Ave. improvements both received over 90% support.

#### **New/Improved Interchanges and Intersections**

- Intersection improvements were supported except for two projects, I-80/SR174 and I-80/Bowman Rd, that received moderate opposition.
- Major interchanges (I-80 & SR65, SR65 & Sunrise, I-80 & Sierra College) received strong support.

#### **New/ Expanded Bridges**

- Bridge projects were supported by participants except a Sunset Blvd. bridge expansion to six lanes, which had a mixed result of support/opposition
- All projects received less than 20% participant response
- The Auburn Ravine Bridge received over 90% support, and the Walerga and Atkinson Street bridges received over 60% support.

#### **Sacramento – Central (Downtown Sacramento workshop)**

There was a moderated response level from Central Sacramento participants (up to 45%).

#### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

#### **New/Expanded Roads**

- The top five supported road expansion projects were centered around two areas: the Railyards (6<sup>th</sup> street, Bercut, and Gateway) and CSUS (Jed Smith and Folsom Blvd.). The Jed Smith road expansion was in fact the most supported improvement (65% approval).
- Road expansions in Arden/Arcade and Carmichael were generally not supported, with opposition for widening Fair Oaks and Cypress nearly 3 to 1 the support level.
- Road expansions to 4 lanes in growth areas of the county were consistently supported.
- There were 3 projects with a response rate in excess of 40%: Widening 65<sup>th</sup> Street, South Watt, and Folsom Blvd. While Folsom had an overwhelming approval of 64%, the other two received mixed opinions (roughly 50-50 support/opposition).

### **New/Improved Interchanges and Intersections**

- The project with the most responses (45%), and the highest approval rating (72%) was a new northbound onramp to SR 51 from Exposition Blvd.
- Rebuilding the Watt Avenue Interchange was the second most popular project with a 42% response rate, and a 70% approval rating.
- Rebuilding the Richards Blvd. ramp had mixed opinion, registering 51% support.

### **Sacramento – East (Folsom workshop)**

There was a moderate response level from Sacramento - East participants (up to 42%).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads**

- Most of the high rated projects went toward better circulation in Folsom and Rancho Cordova, with notably high support for expanding major streets such as Sunrise, Hazel, and White Rock.
- The two most highly supported road projects were expansions to White Rock (84%) and Sunrise (83%). Both had nearly 40% response rates.
- Investments with even higher response rates (40%+) were also consistently supported. These projects included Greenback, Green Valley, Oak, Natoma, Hazel, and Sunrise. Hazel had the highest response rate at 51%, while Natoma had the least support (57%) of these high response projects.
- The least supported project was 14<sup>th</sup> Ave. with a 35% approval rating.

### **New/Improved Interchanges and Intersections**

- The project with the most responses (38%), and the highest approval rating (82%) was for the rebuilding of the Watt Ave. Interchange

### **New/Improved Bridges**

- The most supported investment across the categories was the Folsom Dam Road Bridge with a 54% response at a 98% approval rating.

### **Sacramento – North (Natomas workshop)**

There was a moderate to high response levels from Sacramento - North participants (up to 50%).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads**

- Road widenings were more popular than new roads or road extensions, especially in Natomas.

- Investments with a +45% response rate are: Del Paso Road, El Camino, Garden Hwy, W. El Camino. El Camino had the highest response rate at 50%, and the lowest approval rating (58%) out of this group.
- Expansions of Bell Ave. (37%) and Meister Way (33%) were the least supported projects and the among the least responded to with a response rate of 30% and 29% respectively.

### **New/Improved Interchanges and Intersections**

- The project with the most responses (39%), and the highest approval rating (76%) was for the rebuilding of the I-5/99/70 Interchange.
- The project with the least responses (32%), and the smallest approval rating (53%) was for the new Metro Air Parkway Interchange

### **Sacramento – South (Elk Grove workshop)**

The workshop response level was the lowest of the regional workshops (averaging around 24%).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads**

- Response rates were consistently lower than the other workshop locations.
- Investments with a +22% response rate are: Sheldon, Bradshaw, Elk Grove Florin, Florin, and Power Inn. Sheldon had the highest response rate at 23%, and the lowest approval rating (59%) out of this group.
- Road projects with the highest response also received very high support. The new Consumnes River Blvd. was the most popular project with an 83% approval rate, followed by Elk Grove Florin and Florin with support levels at 76%.

### **New/Improved Interchanges and Intersections**

- Interchange improvements in Elk Grove consistently received very strong support (ranging from 78-87%).
- Rebuilding the Sheldon Interchange received the most responses and had the highest approval rating (87%).
- The Elm/Amador/RR crossing intersection project had the smallest approval rating (33%).

### **Sutter & Yuba Counties (Yuba City workshop)**

Participants from Sutter or Yuba County expressing an opinion on this project favored expanding and extending roads, improving intersections and interchanges and improving river crossings. Only two projects in South Sutter County received opposition - all other projects received strong to moderate support. The response rates were the highest of the regional workshops (up to 78% of participants).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads**

- Projects widening SR70 & SR99 received over 95% support.
- Improvements to SR70, SR65, SR20 and Bridge Street received over 90% support
- Projects on Sankey and Pacific Avenues and Riego Rd. received moderate opposition (52-64%)
- Bridge St., SR99 & SR20 improvements received the highest participant responses (64-66%)

### **New/Improved Interchanges and Intersections**

- All proposed new and improved interchanges and intersections received about 70% support or more
- The highest support (at 95%) was for an interchange improvement at Riego Rd./ SR99

### **New/ Expanded Bridges**

- The bridge improvement received the most responses (78%).
- Proposed 5<sup>th</sup> Street bridge improvement received over 96% support and 78% participant responses

## **Yolo County (Davis workshop)**

There was a moderate level of response from Yolo County participants (up to 41%).

### **Fixed-Route Transit and ADA Paratransit:**

The overall service and individual bus routes received strong support at the workshop.

### **New/Expanded Roads**

- The Railroad Ave. bike lanes project received 100% support
- Safety and Operational Improvements between Davis and Woodland received over 95% support
- A proposed multimodal transportation center in Davis received the most responses (59%) and very high support (90%)
- Local Davis Roads (Covell, Hutchison, Mace) had a higher response rate than roads in other communities (approximately 40%) and mixed-opinion.
- The project receiving the strongest opposition was Old Davis Road expansion
- Expansion to local roads in Woodland and nearby county roads received moderate support.
- The planned six lane expansion to Harbor Boulevard in West Sacramento received majority, while an expansion of West Sacramento's Lake Washington Blvd. to 6 lanes was the least supported project.
- Road projects supporting alternative modes had much higher support than auto-supporting projects. Additionally, projects with traffic calming and bicycle facilities received higher support than similar projects without these features.

### **New/Improved Interchanges and Intersections**

- The project in this category with the most responses and the most support was SR 113 & I-5 interchange.
- The project with the most responses but least support was SR 113 & Covell Blvd. Interchange

### **New/Improved Bridges**

- There was a relatively small response to bridges (under 24%) and most were either strong or moderate support. The only project to receive [moderate] opposition was expanding the Barge Canal in West Sacramento.