

MTP 2035 TALL ORDER

Comments on Summary of Investments Common to All Three Regional Scenarios

In addition to the preceding tabulation and analysis of the “common” projects are comments that were provided by individuals at each workshop. These comments largely focus on additional project ideas for consideration. The comments that follow are segregated by workshop.

Workshop: El Dorado (Placerville)

- Over passes in Placerville to allow traffic to go over Hwy 50. Hwy 49 & Canal St. need overpasses. Train service to Sacramento, from Placerville area. Bus service to Georgetown Divide.
- El Dorado Transit would be great from the Georgetown Divide area to Placerville and beyond—pick ups in Georgetown, Garden Valley, Greenwood, Cool. Overpasses or underpasses through Placerville so Hwy 50 goes straight through and Placerville traffic is not affected.
- Bass Lake Road interchange. Bass Lake Road re-alignment. Hwy 50 @ Missouri Flat.
- Improvements on Highway 50 between Placerville & South Lake Tahoe. Major rail connector between Placerville & Folsom Light Rail. Improvements on Missouri Flat Road interchange.
- Light rail using Old Pacific Railroad track routes. Existing ROW is already there, so why not use it. Highway 50 at Missouri Flat Rd. Bass Lake Rd. Expansion & Freeway Interchange.
- Car bridges over Highway 50- NOT pedestrian bridges! Light rail using the Old Union Pacific rails to Folsom. Missouri Flat interchange must be fixed it's a mess! Hwy 50- east if Pollock Pines is Dangerous! Need recessed reflectors all the way to Tahoe.
- Ray Lawyer Drive extension. Light rail expansion up the Hwy 50 corridor.
- Extend Highway 50 as a freeway through Placerville (or around Placerville).
- Light rail from Placerville to Sacramento/Sac A/P.
- Hwy 50 – East – ie Camino – Pollock Pines.
- Rail from Folsom to Placerville on existing corridors.
- New interchange between Ponderosa/ South Shingle Rd. to access frontage N and S roads i.e. Wild Chaparrel to Palmer & Coach Lane to Durock at mother Lode Drive & South Shingle Springs.
- 1) improvements on Hwy 50 between Placerville and So Lake Tahoe; 2) transit from Georgetown Divide area to Placerville and beyond; pick ups in Georgetwon, Greenwood, Cool. 3) overpass Hwy 49-Spring Streets 4) Bypass (Placerville) for thru traffic 5) Car bridges over Hwy 50- not pedestrian bridges 6) Light rail using the Old UP rails to Folsom 7) major rail connector between Placerville & Folsom Light rail.
- Widen Green Valley Rd. from County line to North Shingle Road to 4 lanes.
- Missouri Flat interchange improvements
- Old Railway to Camino- Apple Hill areas. Missouri Flat road crossing K-Mart-Safeway to Best Western.

- Remove all stoplights from Highway 50 through Placerville. Improve interchange at Missouri Flat, both N & S. It is frequently congested causing traffic back ups from I-5 to *forni* on Missouri Flat, and even through the Safeway/Longs junction.
- Hwy 50 bypass of Placerville. Hwy 50 tunnel in Placerville. Camino safety project to limit egress & ingress along Hwy 50. Re-route Hwy 49 so it does not pass through Placerville, perhaps to Missouri Flat or Ray Lawyer Dr.
- Add buses on Newtown and Pleasant Valley Rd. also bike lanes.
- Shorter schedule times for Dial-a-ride – call the same day. Right turn lane from Placerville Drive to cold Springs Road at Home Depot. More paving and maintenance of County & City Roads. Expanded Public transit. Transit between Placerville to Auburn.
- 1. Wireless Sacramento Regional project www.wisac.org should be included as part of the technology deployment for Traffic Management & Public Safety. 2. The bridge on Bucks Bar should be wider. It currently is a one lane bridge, and the population in the Somerset/Fairplay area has grown. 3. Have Sacramento RT go to El Dorado Hills or Placerville.
- Eliminate cross traffic from Carson Rd. in Camino. Put in an interchange or route traffic to Cedar Grove exit.
- 1. Extend bike path through town (Placerville) & join to other bike paths. 2. Extend light rail to El Dorado Hills with bus connections. 3. Extend 50 Corridor to Placerville. 4. Connect carpool lanes. 5. Bus/train or light rail connection to airport.
- Missouri Flat Rd. + Hwy 50. Hwy 50 through Placerville.
- 1. no new carpool lanes: dangerous & poor use of resources. 2. Convert carpool lanes east Folsom to regular lanes. 3. Light rail to El Dorado Hills. 4. Shuttle bus service.
- Get Industrial traffic of Greenstone re-direct to Motherlode roads are inadequately built for that traffic.
- Western Placerville Interchanges. Forni Road improvements from Ray Lawyer Dr. to Main St.
- El Do Transit to Kaiser facilities. Complete bike trail- Camino to Sacramento. Put pathways along all roads leading to schools. Improve/connect bike lanes.
- Increase Highway 50 from 4 lanes to 6 lanes. Complete bike trail from Placerville to G.lane. Continue light rail from Folsom to Placerville.
- Complete bike trail on rail right of way from Placerville to County line. Create bus rapid transit on Placerville Road and or freeway (Hwy 50) from El Dorado Business Park to Folsom Light rail station. Build a connector from highway 49 (between Weber Creed & Placerville) to the Ray Lawyer Drive overpass.
- Cameron Park drive and Durock Rd. are very commercial/retail oriented and should be widened for traffic. Cambridge road is residential and should remain small. Main roads in Cameron Park should have sidewalks and bike lanes. No more retail on Cambridge Rd.
- There is more traffic going on N. end of X mine Rd. to new high school. SO the curve on the interchange of x Mine Rd (at the El Dorado) is extremely difficult. There are about 6 school buses that use it twice a day and I think it is very dangerous for the children and drivers. Many, many more cars go this direction also. More local transit bus service.
- W/B Motherlode at Ponds/S. Shingle – makes 2 right turn lanes- traffic backs up across bridge waiting to turn on North Shingle. A left-side rt turn lane would allow traffic going straight on Ponderosa or left at Dodge dealer get across bridge!! Easy fix!!

- Passing lanes along Green Valley Rd/ Pleasant Valley Rd from Pleasant Valley Rd to Shingle Springs. Allow for widening of roadways for safe pedestrian/bicycle/horse use encouraging alternative energy system travel. Public parking – park-n-ride/transfer stations for commuting an ED transit @ Bucks Bar/Oak Hill Road and on main Street in Diamond Springs and El Dorado (the town of). Corridors with walking pathways through the old towns of El Dorado/Diamond Springs. Re-route Hwy 49 along the old railway and remove the congestion through these towns. Increase shuttle bus in these outlying areas to connect to light rail.
- Wide shoulders encouraged for bike paths & safe walking.
- US50 and Missouri Flat interchange gets backed up daily.
- Especially concerned about air quality over Sacramento.
- 1. There used to be a railroad connection from Sacramento to Placerville also to Camino. Used by loggings and sawmills. Now it is time to consider making use of this railroad for public transport, and joining in withy the light rail in Sacramento. 2. Sacramento international airport! Its it international? No, if a person want to travel outside USA to Europe he or she needs to use other airports such as LA Airport, Stockton, San Francisco to connect directly to Europe, etc. this causes increase in travel. We are the capitol of California (Sacramento) but our airport has no customs, thus no international travel.

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: Placer (Rocklin)

- Keep lights properly working while under construction; employ w/ equity in mind- Caltrans; More express lines, less transfers; Build protection for bus people standing; keep disables/no car persons in mind
- Light rail to Rocklin/Roseville employment centers. RT or BART-like transportation from Sac to Placer Co. communities. Bike trail parkways from Sac to Roseville/Rocklin. Incentives for developers to build in a sustainable manner using green building techniques.
- Bike/ped grade-separated crossings of interchanges; Lower design speed of all collectors/arterials (not including limited access express ways.)
- Light rail and bike trail projects to Roseville; Improve hw65 crossing for bicycle (at Pleasant Grove and Blue Oaks); Amtrak transit frequency- not enough
- Light rail to Roseville; light rail to Sac airport; more mass transit, less road widening; widening roads does not scale. It just encourages more sprawl which will require even wider roads. Sprawl does not promote livable communities.
- No HOV lanes anyplace, anytime
- Additional right of ways to support the Dry Creek parkway bicycle plans; Additional on street and off-street bicycle routes
- Roseville local buses need significantly better planning for higher usage/fall
- Coordinated comprehensive regional transit system for Placer County then expanded to the 6 county region; Placer Parkway; More trains for Capital Corridor
- I'd like to add lanes to I-80 through Roseville without them being forced as HAV lanes. And what about the Placer Pkwy? Why isn't a bypass from 65 to 99 on here
- Expansion of Capitol Corridor from Rocklin, Auburn, Roseville to downtown Sac; Need 1 more train in morning at 6:00 am Rocklin (today 7:00am); Need 1 more train returning from downtown Sac East to Roseville, Rocklin, Auburn at 6:30 pm (today 5:30pm); Improved access Stanford Ranch Road / HWY 65; Improved access East Roseville Parkway/ HWY 65
- More HOV lanes. No \$ for parking or widening
- Light rail to come to the Roseville/ Rocklin area excluding Watt/I80.; Light rail to extend further to Elk Grove excluding Meadowview; Placer County transit needs to be more reliable and on time.
- Improve pedestrian/ bicycle connection over HWY 65 on Blue Oaks Blvd.
- BRT from Auburn to Downtown Sac
- Placer Parkway- Build it!
- I-80 between HWY65 and Douglas widening
- Public transit to Folsom from Roseville; Public transit to Sac (extended hours, faster, especially weekends); Currently need 3 transport agencies to get to Sac, that's inconvenient; Give bicyclists the same rights (light triggering); Need to dismantle illegal bike prohibited signs at Washington Blvd (Calif Vehicle Code 21960)
- Improve access to West Roseville. Too many homes, not enough jobs, and inadequate roads are creating a problem for residents.

- Widen SR 65 to 6 lanes between Lincoln Bypass and I-80; Neighborhood shuttle service throughout Rocklin; Construct Placer Parkway as a 4lane at grade, access controlled, arterial
- More light rail
- Rail Transit, most Auburn transit options are to Colfax, people in Auburn would want to travel to Sac or other urban areas
- Why are we building more roads but just maintaining mass transit. We should be repairing road infrastructure and building more mass transit; no more new roads until we get mass transportation that is fluid for people's use
- Light rail down the 65 corridor, through Roseville hook up with 80 and connect with light rail on Madison
- Should include at a minimum, regional rail service to the Bay Area
- Infrastructure (pavement lanes- lane striping- charging facilities) to accommodate neighborhood Electric Vehicles
- Highway 80 – Bell Rd overcrossing re-design increase capacity
- North South road expansion improvement east of citrus heights and west of Folsom or West of Rocklin
- Bicycle connections in Roseville over I80; Bicycle connection between Roseville and Rocklin; Complete street retrofits of Roseville north/south and east/west routes to allow citizens to consider travel by bike a viable intracity tranpo option
- Connect Eastridge Drive in Lincoln with Whitney Oaks or Whitney Ranch Parkway in Rocklin. We need a connecting road from 12 bridges to Rocklin in addition to E. Lincoln pkwy & Wildcat Blvd.
- Source on 193 from Lincoln to Newcastle. Shuttles/ feeder system in Applegate/Weinar / Meadow Vista areas to link with Colfax & Auburn bus. Centralized regional trip-planning. 2nd run (mid-day) xx to Auburn. Extend Colfax bus up to *Auburn* at least a couple times each week. Connect Truckee/ N. Tahoe with Auburn. More sidewalks and bus shelters. Audible pedestrian signals. Delay buttons for more time to cross wide multi-lane intersections.
- Dial up transit for elderly in rural parts of County.
- Placer Parkway to 70. carpool lanes on all major freeways in region. Regional rail from Reno to Sac.
- More transit @ Arden Fair Mall area
- Don't waste any more on light rail
- Consolidate transit agencies

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: Central Sacramento (Downtown Sacramento)

- There should be increased shuttle, trolley service throughout midtown and downtown hubs.
- Support light rail, a complete loop around town and metro area.
- I would like to see options like light rail span the region and travel to and from the airport. European friends that visit me here are amazed at our lack of community transportation and I think we should be focusing efforts on their type of transport.
- Rebuild interchange from I-5 and I-80, less merging lanes.
- Bike lanes throughout downtown
- Please install a bridge over the American River between sunrise and watt
- Rapid bus service or light rail for Carmichael.
- Light rail needs to be expanded and improved. Make express trains available. The trains can even be more expensive as long as the average travel time and gas/parking cost reduced.
- Neighborhood shuttles in Arden arcade where 20% of the population will be over 65. Better bus service in Arden arcade not even mentioned.
- There should be 2 lane car/bike lane one way streets cutting across midtown and downtown. Also easier transit from watt and I-80, light rail to Roseville and Orangevale.
- Completion of proposed Sac state Tran to link the campus to 65th St light rail station. This should help ease congestion on Hwy 50 due to sac state traffic
- Bottle necks at 80 CCF and E St. east thru Marconi curve. Light rail taking up to 3 signal changes.
- Signal synchronization in the city and county. Waiting at a red light long times without any cross traffic.
- Increase bus service, more often, coordinate better with light rail
- Car pool lanes on 80 between Davis and Sacramento while maintaining bike lanes and bus service.
- There is a need for additional capacity across the American river. Very strong need for additional roadway connections from Sutter and Placer counties into downtown Sacramento. Elk grove connector.
- Light rail extension into Roseville and Surrounding areas.
- Hundreds of roads need to be retrofitted for pedestrian and bicyclist safety. Retiming signals for pedestrians and bicyclist. Is our community aware that 40% of GHG comes from the transportation sector, why is climate changed not a primary consideration. What about health. Our transportation sector seems to be working at cross purpose with our most fundamental need, good health.
- We need to improve bike/walking paths, increase public transportation to reduce congestion on highways. Take care of current system before building new. Light rail to airport, BRT to all counties.
- Leave the Rail yard alone, no sports arena, stupid place, state historic site.
- More lanes on I-5 going to Woodland and Davis.
- Better bike lanes

- Expand 99 between I-5 and Yuba/Sutter to 4 lanes, white rock road to 4 lanes
- Additional light rail track to Folsom and extend service beyond 7pm. Narrow Broadway to 2 lanes from 3rd St to MLK. Narrow Madison to 2 lanes between manzanita & ? .
- Access to sac metro airport, direct light rail line from main hub like downtown, Davis, etc. Widening/improving bike lanes and intersections to be more pedestrian friendly. More frequent public transit to Amtrak station and other mass transit.
- RT Route from University/65th St light rail station to sac state and back. This would serve sac state students and faculty and campus visitors tremendously.
- Neighborhood shuttles service for the Arden Arcade community to provide intra community mobility and access with connection to more frequent transit service to connect with other cities.
- DNA light rail into Natomas, at least, increase transit system for this areas.
- Hwy 50 westbound interchange onto CCF needs better transition, it is very dangerous interchange. Folsom blvd between Alhambra and Hornet Blvd needs to be widened, include more lanes.
- Remove signal lights @ sunrise and grantline, sunrise and Jackson hwy and grantline and Jackson hwy.
- Do not widen Madison in east sac county east of sunrise, this is the only portion of Madison that does not have traffic flow problems.
- The dredging of the deep water channel for the port of Sacramento. Improvements to harbor blvd as trucks exit the port. An additional corridor exiting the port and connecting traffic to industrial blvd and then onto I-80, this would start at western extent of the port.
- I-5 north and south bound between downtown and south sacramento needs major repair because it has major truck damage.
- Widen CCF from I-80 to 50. Strongly object to widening fair oaks blvd, in Carmichael/Arden arcade area.
- Figure out a way to keep traffic moving on the highways during peak hours.
- Light rail from downtown along rail lines that goes past cal expo and sac state. Make a swing over the river past cal expo and Arden fair mall.
- I don't not feel informed enough to reply to most of the questions such as cost.
- Neighborhood shuttle in south areas.
- Aargh! Atlanta, LA and Houston have prove that you cant build your way out of congestion. Stop widening street and instead improve bicycle, walking and transit services. We also need additional bike/pedestrian links across rivers, better link to natomas. Focus on Blueprint implementations incentives. More bike parking and bike lanes.
- Bike lanes on H St and Elvas underpass
- Improvement of circulation in the Richards Blvd and 12th St and 16th St area. Transit service from downtown sac to Garden Hwy area employment sites.
- Add freeway lanes on 50 and 80 CCF to support all drivers at all hours. Build major freeway beltway around metro area. Allocate funding to auto travel, over 90% of area residents use cars and add river crossings.
- Strongly support increased public transit, road improvements, bike lanes and pedestrian friendly sidewalks. More BRT.

- Holding the city of Sacramento responsible and accountable for maintaining their own infrastructure. Where is the money for local streets. Bike path thru McClellan airport .
- Light rail from Consumnes river college to Elk Grove
- Spend money on crumbling sidewalks , streets, curbs and ramps. Much of the public could use better transit, bus shelters must be maintained. Shuttle to areas where there are no sidewalks , improve transit for the elderly, disabled and poor at no cost to them.
- Better bike access to Old Sacramento.
- Coordinate projects between RT, Cal Trans, Cities and Counties to meet needs for the next 50 years.
- General principles: highest priority is greater frequency in the public transit services. Dead last widening of existing streets and roadways.
- Where are the bicycle and pedestrian consideration. These widening projects are a joke. You can't build yourself out of congestion, there are irresponsible and not economically viable.
- Improve bike lanes on Folsom Blvd, and Downtown Sac. Expand light rail to airport. Improve mass transit to Davis.
- We need gasoline rationing.
- Well planned and implemented TDM programs and ITS programs. Integration of fare collection. Pedestrian priority around schools, parks, downtowns and neighborhood and community centers. Education programs.
- Expand light rail in West Sacramento, would like to seed a street loop system to connect the highways systems, similar to the 610 loop in Houston, TX.
- I Street Bridge.
- Convert one freeway lane to truck lane.
- Shuttles in Arden Arcade area, re-open rail through to South Lake Tahoe and connect to Regional rail at new inter modal facility.
- Streetcar connecting West Sacramento to Sacramento.
- Light rail up Truxel and to airport. Bike path on Sacramento river levee from downtown to Clarksburg bridge uninterrupted. Streetcar down west sac to Sacramento.
- Better RT service and more frequent.
- Better bus service from Elk Grove to Downtown Sacramento.
- Howe and Fair Oaks needs improvements.
- Covers for places where you wait for transit, also bathroom for the public.
- Extend light rail to natomas and airport, greatly enhance bike trails throughout the region.
- More ADA, Para transit.
- Extra rail line for RT, so express service is possible.
- More cross town buses for quick trips across midtown, moratorium on building new lanes.
- Light rail to UCD, and airport. Kill the Grant line Rd connector freeway.
- Greenhaven to light rail shuttle. Increase bus service from downtown to natomas.
- Light rail, downtown to airport via new privately financed mixed use entertainment complex at Arco arena site.
- More transit options to Sac International Airport. Consistent rail service on Amtrak. More room for bikes on rail transit. Increase bus service within downtown, short trips.

- Trolley system in downtown, bus frequency for Fruitridge light rail.
- Stop putting money into roads, put it into transit so that its more viable for people. Stop HWY 50 HOV project, get rid of HOV lanes.
- Less light rail and more Bus Rapid Transit. Light rail to airport is waste of money.
- Expand America river parkway, bicycle corridor on traction rail bed from CSUS south to Elk Grove. Bicycle corridor on dry creek to parkway at Discovery and Folsom Lake.
- More light rail into North Sac. West Sacramento and Trolley lines and trolley buses to south Sacramento, Rancho Cordova, North Sacramento and Woodland.
- Fleet of trolleys, natural gas busses.
- Add to frequency of RT routes to accommodate later work days. Widen central Watt Ave between arden and fair oaks to 3 lanes in each direction. Add bridge crossing between watt and sunrise over American river. Widen 80 freeway at placer county line to get rid of choke point.
- Options to connect 50 to 80. speed ways for long distance traveler much like in Seattle.
- More security on light rail.
- South Watt Ave widen to 4 lanes from Kiefer to Elk Grove.
- 50 to 80 connection. Rosemont to Elk Grove connection.
- More and wide safe bike lanes going to and throughout downtown from southland park to pocket area.
- Widen interchange 5 and 80/50 interchange at Broadway/16th St from 2 merging to 1 lane to something like 3 to 4 lanes.
- Connect Eastern Avenue south across American River to Mayhew Road.
- Map location 4: center 2 way turn lane on Cypress from Winding Way to Manzanita, also pedestrian sidewalks/walkways along cypress and at all intersections. Widen medians at intersection for pedestrians to stand on when crossing. Pedestrian access to American river. Traffic guards at school intersections.
- Grant line road needs to be widened as well as White Rock Rd.
- More BRT for high volume traffic areas. More improvements for bikes and pedestrians, TDM.
- Shorten the number of cars on light rail so they don't block intersections.
- Express light rail service line to Lincoln, Rocklin community thru Arden to Downtown. Express light rail Elk Grove Hwy 5 thru downtown to Marysville via airport.
- More bridges/tunnels to cross American river.
- Light rail extension to Roseville, galleria.
- On and off ramp improvements all along highway 50, fulton and arden widening. Major widening and intersection improvements at all major intersections in Sacramento.
- Create separated bike path along Freeport Blvd between Sutterville and Vallejo way.
- Express bus from El Camino to Arden Fair Mall.
- Deepen deep water channel to better move consumer goods for the region.
- Widen Marysville/16th St north of 80 to Elkhorn to 4 lanes. Widen Dry Creek south Elkhorn to 80 4 lanes. Eliminate 56th crossing off J St.
- Trolley transport CSUS students from main hub and RT and light rail station, ditto for ARC, CRC, SCC and Sierra College.
- Trolley system downtown.

- South Watt/Elk Grove-Florin bus route
- Regional Express Bus network: BRT. Regional commuter Rail like metro link. High Speed rail to Southern California. Bike path throughout parkways and rails in region.
- Widen Business 80 from American river bridge north passed Arden to eliminate bottleneck.
- BRT to airport, Davis, more frequent service on weekends. Light rail to Roseville.
- Streetcars in downtown to East Sac, increase bus frequency.
- More pedestrian bridges and bike paths along watt.
- Light rail to Elk Grove.
- Shuttle from Rancho Cordova to Downtown, more frequent service on the 72 bus.
- BRT on Watt from 50 to 80. BRT on Fair Oaks from H St. to Carmichael. Road tunnel between 50 to 80 with one exit only in Carmichael or Citrus Heights.
- Beltway connecting all freeways.
- Transit stop on 50 and Bradshaw.
- Increase ADA/Para transit service.
- Improve bike paths in Oak Park and pocket area.
- Some Urban designers suggest narrowing lanes to promote traffic calming.
- There should be additional bike/ped crossings of Sacramento and American rivers, freeways, RR tracks and canals.
- Carpool lanes on all the highways which focus on most congested. Increase security on public transportation. Consider a subway to accommodate 1 million people.
- Build bridge across the American river
- More bike trails
- Improve interchanging merging on hwy 50 west bound.
- Add a light rail station closer to pocket area, light rail to Natomas.
- More security on light rail and stations.
- Less money spent on surface roads. Improve efficiency of highways and public transit and alternative transit. Educate the public on using transit.
- More pedestrian freeway roads.
- Add more light rail, north and south, extend light rail to Elk Grove.
- Bicycle lanes, trolleys, street cars. Watt Ave improvements.
- Sidewalk in Arden Arcade, along Marconi, Howe and El Camino. Safe bicycle lanes in East Sac and Midtown.
- More park and rides for light rail.
- Expand hwy 99 south, 12th Ave to Florin Rd, add light rail to airport.
- Metro system, connect airport to major residential and business districts.
- Improve light rail crossing @ 65th St. Synchronizing train to off peak schedule.
- Shuttle, Oak Park to light rail, more accessible LRT stations, more bike and wheel chair slots on light rail.
- More bus service in Sacramento from Davis. Light rail Davis to Sacramento and Elk Grove. Bike routes around sac and elk grove

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: East Sacramento County (Folsom)

- Do not build Grant Line Road throughway. The resulting development is NOT desirable.
- Timing/synchronizing traffic signals along area's thoroughfares. Road widening wherever it's possible, metro area-wide.
- It is impossible to make an informed decision without more information. This seems like a way to manipulate favor for specific projects.
- Extend light rail across Natomas crossing bridge to Auburn-Folsom Road at Greenback. Double track a section of light rail in between Hazel and Downtown Folsom so that headways can be reduced. New bridge below Folsom Dam. ADA- not require prior day reservation (maybe 2-3 hours?).
- Get to the problem: get freeways open first. Double up the lanes. Build up xx you cannot widen. That will help traffic on major streets thin out faster. Build more bridges/ open dam roads. Build expressways 99 & Elk Grove/Bond Rd. to Highway 50- from 99 to I-5. I-5 Elk Grove to Davis/ Hwy 50 make Fair Oaks an expressway from Hwy 50 to Hwy 80.
- Subway system – order Hwy 50 & 80 major commute traffic interconnected with cell local colleges, downtown Sacramento and both airports.
- Also telecommuting money to business and government to have workers work 2 days a week from home. Add carpool incentives for the rest of the week.
- Reducing the amount of traffic is key in extending the life of current roads.
- Light rail going into Roseville from Watt I-80 from Roseville all the way to Folsom
- I strongly support transportation options for the elderly, the poor and the disabled; however light rail is a tremendous waste of money. It is very expensive vs. buses, it is inflexible (once rail is in place you are stuck). To me it is clear that buses and probably dedicated rights of way are the very best option.
- Need light rail to extend throughout the region for outlining regions to the Sac Airport – Sacramento itself has a start in public transportation but no other cities have planned for its current growth – to be self sufficient or integrate with each other.
- I would like the bus stops to be out of the traffic flow. There are many stops that cause traffic to back up thru traffic lights and/or turn lanes
- Begin planning for light rail from Folsom to Airport via Greenback
- We need to spend more money on Highway 99, 50 and 80 and less on local roads
- Extend light rail to Loomis, El Dorado Hills, Airport. Make light rail bisect from Watt terminal to Rancho Cordova
- Very little here impacts routes I travel regularly. However, focusing on making communities more compact and walkable and spending money on public transportation rather than encouraging more people to drive more by widening roads is what I prefer.
- Continue road from Heritage Oaks Hospital (Auburn Blvd) to Pasadena, eliminating bottlenecks and that exit and Auburn Blvd – Winding Way. It appears this was earlier planned.
- Public transportation should be no more self-supporting than highways and parking garages. Subsidize a gas tax. I am frustrated there is so much focus on widening lanes rather than giving people a dependable mass-transit system. If it is not convenient and

dependable, then people won't use it...if it IS dependable, people will use it (see Washington DC Metro)

- Additional bridges over the American River.
- Commuter rail to serve Yuba, Sutter, Placer and Butte Counties
- Expansion of light rail service
- Trolley cars linking downtown Sac to West Sac
- RT service to serve the Amtrak station during weekends for the Coast Starlight, southbound at 6:30 a.m., northbound at 12:00 a.m.
- Improving security on light rail so more people would use it
- Light rail or a bus lane over the Sunrise American River bridge
- More bike paths/lanes
- Electric street cars
- Light rail to downtown to the airport.
- Remove HOV lanes – cause too much congestion, not used enough to warrant negative effect on other traffic lanes
- Car pool lanes Sunrise to Downtown – Hwy 50
- Double track light rail from Folsom to Sunrise
- Grantline Road – 4 lanes – El Dorado to Hazel
- We want light rail expanded to Roseville
- Bradshaw Road extension across American River. Direct Fwy or expressway link from Hwy 50 to Hwy 80
- Light rail from Folsom to airport
- Light rail needs to run later into Folsom. If you go to Sacramento for an event or dinner, you can't get back to Folsom after 8:00 p.m.
- Widen White Rock/Grantline 99 to 50
- Double track to Folsom
- Light rail to airport with bus shuttle from Amtrak until light rail goes to airport
- Add sidewalks to ALL county roads
- Efficient transit from Carmichael to Gold River/Rancho Cordova
- Increase Paratransit Folsom
- Increase light rail service in Folsom
- More carpool lanes on Hwy 50
- Increased bus/shuttles in Folsom
- Double tracking to Folsom
- Extend hours of operation to Folsom – light rail
- Reduce time to get downtown on light rail from Folsom, eg some express
- Oak Avenue interchange in Folsom
- Historic area circulation – tunnel at Raley Street/Sutter
- EDH Blvd – from Folsom Lake to Southern end at the EDH Business Park
- Green Valley road – from Francisco Blvd to Old Natomas Street – Downtown Folsom
- Shuttle on Hazel Avenue to light rail
- More transit busses on Fair Oaks Blvd. Both local and express
- Another crossing of the American River between Carmichael & Rancho Cordova for autos, transit and ped/bike

- Light rail: Folsom to Downtown – doubletrack appropriate length to ensure service every 15 mins! I feel VERY strongly about this need. No other improvements/extension to light rail should happen before improvement are made to make 15 min service for Folsom!!!
- Improved shuttle/bus connectivity within Folsom to light rail stations
- Folsom Blvd and Mather Blvd needs an elevated rail for railroad. Traffic light always in real bad conditions stops traffic frequently
- Expand transit both rail and bus
- No road widenings. Maintain roads. Improve pedestrian and bicycle opportunities.
- Road improvement funds should be applied to light rail
- It would be great to have an extension of light rail or a shuttle from the end of the line at Folsom to the El Dorado Hills business park.
- Light rail to the Sacramento International Airport (DNA line)
- Bike lane development/expansion on Auburn-Folsom Road
- I am concerned there is no direct Paratransit from Folsom going to Sacramento downtown or other county.
- Add shelters to bus stops so people don't have to stand in the rain
- Discourage any more cul-de-sacs – restore the street grid
- Encourage new plans to have a grid – no more Gold Rivers
- End of I-80 light rail. The exit goes onto the fast lane of the freeway. I was terrified and will never take it again.
- Light rail station at “Mine shaft”
- Multi-modal use of Folsom South Canal and recreation use
- HOV lanes to downtown
- Safe passage for bicyclists through freeway interchanges
- More non-interchange crossings of freeways (e.g. Oak Ave. over 50)
- Bike-ped crossing of 50 between El Dorado Hills Blvd & E. Bidwell.
- Double-tracking and later service to Folsom and 15 min headways
- Add bike and pedestrian lane on Winding Way (especially between San Juan Avenue and Sunrise blvd. Also from San Juan Ave west all the way out to American River College
- Add express bus line up and down Sunrise Blvd from Sunrise Mall to Sunrise Light Rail Station, with limited stops at Greenback and Fair Oaks Blvd Station, Winding Way
- By adding bike and pedestrian lane on Winding Way, the narrowing of the auto roadway will also slow traffic in a dangerous area that has a local elementary school
- Folsom to Roseville light rail
- HOV to start in Sac East on 50
- HOV to go all the way on W 50 to Sac
- Freeway between Rancho/Folsom (50) and Citrus Heights/Roseville (80)
- Light rail or express bus Folsom to Airport
- Extend/connect bike trail system throughout creek into Folsom Lake SRA
- Sunrise Blvd – Sunrise Mall – too messy – 6 lanes from Antelope to Greenback
- Douglas – I-80 freeway total mess – money was spent to improve and I feel it didn't help at all. It is still a mess.
- Improve Hazel/Sierra College corridor – or another corridor in east Sac County

- Full Paratransit bus service in Folsom. Without it the elderly and disabled are neglected and 2nd class citizens
- Freeway interchanges (3 maybe 4) in el Dorado Hills.
- Widen US 50 in El Dorado County with full service (mixed use) lanes
- Add arterials in EDH and adjacent cities (Folsom Cameron Park)
- Hazel – widen from Greenback to Placer Co line
- Doubletrack Sunrise to Folsom (double train case)
- Something in light rail to get from Folsom to Airport fairly easy way without taking a week
- Bike lane and sidewalk additions throughout Sacramento county on major arterials. The county has numerous missing sidewalks and few bike lanes. This makes the decision to walk or bike a life or death proposition.
- Traffic engineers should be doing this job – not me!
- Provide bike lanes separated from traffic on all major routes. Make a crossing of the American River in Rancho Cordova
- We need to build a Beltway around Sacramento – look at Dallas-Washington DC beltways. They work. New roads from Elk Grove to Folsom – Auburn to the airport. What about 50-80 east of Rancho Cordova?
- New bridge in Folsom. Why not extend the new OAK to the new bridge to Auburn-Folsom Road to Douglas Sierra College?
- Build new beltway behind Folsom Lake to 80
- Regional transit to Placerville
- Synchronize signals on major roads such as Greenback, Madison, Sunrise
- Light rail – Make Placer County join in transit system. Refuse to help them with traffic problems until they cooperate.
- I-80 from Bus 80 to US 65 – Light rail Light rail from Watt & 80 to US 65 – strongly agree. Go with the street cars where most appropriate. Thank you very much.
- Why are most of these options about auto travel i.e, widening roads, adding lanes, etc. Where are the options for increased non-auto alternatives. I am strongly against widening roads through residential areas to manage traffic
- Express train 6:00 a.m. direct non-stop from Folsom to downtown Sacramento
- El Dorado Hills – Elk Grove connector; increased number of interchanges/grade separations
- Selected grade crossings along Hazel corridor
- Six lanes on Madison
- Put buss pull-outs on arterials with major businesses
- Connection from Hazel Ave/Sierra College Blvd to SR65/I-80 interchange
- HOV/Aux lanes where planned
- Anything that improves traffic or public transportation in Carmichael
- Transit service inside Gold River would connect 10000 commuters to Howe and Sunrise light rail stations. Shuttle bus service should use Citrus Road and RR undercrossing at US 50 to Point East drive to Folsom blvd.
- Increase route buses in neighborhoods
- Highway 244(?) tunnel from Auburn/80 to Mayhew
- Hwy 50 carpool downtown to Sunrise

- Some transportation to airport, regional hub in UP railyards-Amtrak, RT – both bus and light rail, street cars in Rancho Cordova
- Yes! Increase frequency of light rail in Folsom. Run light rail late on nights of River Cats games
- Regional buses to better serve East Folsom to the light rail stations in Folsom
- East Folsom to light rail stations
- Light rail to Sacramento Airport and El Dorado Hills
- Parking structures at light rail stops so commuters can drive, park and commute via light rail
- Double track light rail Folsom to extend operating hours. Widen White Rock to Grant line
- Connector between 50 & 80 in El Dorado County
- Sac and El Dorado counties need more bus transit from Sacramento/Folsom to El Dorado Hills business park (not just eh park and ride) South of Hwy 50
- Passing tracks for Gold Line LRT, Sunrise to City of Folsom
- New LRT mineshaft station
- Bike lanes in Cameron Park – especially Bass Lake Road
- Beltway – Beltway – Beltway!!! Please!
- Pub in sidewalks and bike lanes in Orangevale. Also have bus routes at Oak and Main. Also transportation to Roseville Kaiser
- North and southbound Rancho Cordova Hwy 50 to Citrus Heights
- Light rail US 50 to Roseville on Sunrise or Hazel
- Why is Fair Oaks not included in increase of better access to transportation and to include the elderly and handicapped? Residents in this local must walk blocks to regional transportation. To whom should we voice our needs and concerns for this populace? We need your help. Shuttle service is given to areas nearby such as citrus Heights, Orangevale, etc., but Fair Oaks is not included – what can be done for the Fair Oakies?
- Add a 6 lane loop around Sacramento to avoid traffic entering the city if they want to go around the city.
- I think we need a all new connector “express” road (6 to 8 lane Road) in addition to expanding Grant Line Road. I personally don’t think Grant Line Road expansion only will do the job to connect Hwy 50 to Hwy 99 and Hwy 5, especially with increased truck traffic in the future and out of area traffic – which will overwhelm Grant Line Connector Road. We need something that will move traffic (expressway) with fewer stop lights and driveways. The new expressway road could be a toll road for large trucks at all times and to cars only during rush hour
- Light rail from Watt Station to Jackson Road east toward Grant Line and a transit hub at Jackson & Grant Line – City of Rancho Cordova, City of Elk Grove, Sac County to fund Jackson Road 4 lanes from Amador Co line to Grant Line/ 6 lanes from Grant Line to South Watt. In addition a new Scott Road – 2 lanes with safety shoulders/straightened and eliminate the humps

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: North Sacramento (Natomas)

- In think Fruitridge road needs more work to Durpi.
- DNA line. West Sac line.
- Need more routes to Broadway to Valley High Blvd
- DNA to Airport should be funded. Define the South line which does not have comparable ridership issues. Just because.
- Doubletrack LRT to Folsom
- DNA LRT line
- Neighborhood shuttles to link more conveniently to LRT
- Hwy 50 W towards 5. N/S @ 16th Street very scary merge
- Stop building freeways that have 5 or 6 lanes margining down into 1 common lane (HWY 80 & others)
- 50 to 80 more ways to cross over. Fix some of the exits like 16th Street. Buses that run more often at night and holidays – even if the busses are smaller. Because people who work on these days cannot get there.
- More bus lines to help students to get to school buses are too full or have to walk too far to bus stop
- It would be helpful if there were more bus lines to make it easier for students to go from school directly home or having the bus be on time so people don't get to work or appointments late.
- Light rail should be expanded to Natomas and North Natomas
- Reduce truck traffic on I-80 between Davis and Downtown by ensuring viability and vitality of Port of Sacramento. Fund the Port's dredge project.
- Local bus/shuttle to Sierra college
- We need more public transportation
- The creation of additional bridges go over the Sacramento River to join West Sacramento (South Port area) with Sacramento. Rather than the current situation of having to go around to capitol Bridge or Capital Freeway
- Current ADA transportation is monopolized, therefore it provides a poor service for those in need. Paratransit should not be the only one benefiting from public funds, in an effort to have better service
- DNA - Expand bus Route 11 to serve a larger are of North Natomas
- Work needs to be done on the west/east causeway to Davis
- 65th Street. There are 4 schools right off that street. Should make more lines or another for after and before school.
- The buses should be faster
- Bicycle bridge across I-80 parallel to Truxel. This would connect North and South Natomas
- Light rail from airport down Madison Ave
- Airport to Truxel Blvd
- Light rail going through Del Paso Heights
- Light rail access in Natomas

- Light rail to/from downtown to Natomas
- Increase frequency and hours (later in evening) of public transportation (RT bus) from downtown to North Natomas
- Extend light rail from Watt Avenue to Roseville. Extend light rail from downtown through North Natomas
- Complete streets in unincorporated Sac County on arterials and connectors. Bicycle and pedestrian facilities on both sides of the street and in and around bus stops
- Light rail from downtown to Sacramento airport please
- 16th Street. Put through to Placer County and south to I-80. Its shown on Northern Sac Co map.
- South Watt – Hwy 99 from 50 South – Hwy 80 Watt East
- Watt Avenue and Baseline Bus or Roseville RT service. Please make No 22 RT bus every ½ hour
- Elk Grove to downtown Sacramento rail or rapid transit
- There should be two-lanes when exiting W. El Camino (driving East); one to go left and one to go right because the traffic gets backed up every single day. Additionally, there should be a stop light installed there because its very dangerous.
- Express bus line from Club center to CSUS. Local bus line from Club Center to Woodland.
- Additional bike lockers and racks around town. Widen bike shoulders that are kept free of debris. More bicycle “share the road” signs. Free bike route maps showing the best routes for bikes. Truxel/I-80 dedicated bike/pedestrian bridge
- BRT on Watt Ave and to the airport. End the DNA line to the Natomas town center. Neighborhood shuttle in Arden-Arcade.
- Bike/Ped/New bridge(s) over I-80 & American River from Natomas. BRT. We’ve proven we cannot build our way out of congestion. Start looking at alternatives.
- Light rail North through Natomas to Elverta and to Airport. East through Auburn. Trolley service on entire length of Watt, Sunrise, Greenback/Elkhorn and Madison
- More or any public transportation in Natomas to downtown or to airport (downtown to airport)
- Connections to/from Northern Yolo County
- RT connect from downtown Sac to Natomas Blvd & Elkhorn. Add Park N Ride
- Light rail in Carmichael/Citrus Heights – Sunrise Blvd (running parallel to Sunrise Blvd from North to South)
- I think they should have busses going out past Gerber because there is no busses that goes out there and all the school kids have to walk a long way
- Want shuttles in Arden-Arcade area. Want low-floor vehicles for light rail. Need to expand RT service. Better hours and frequent service. Any road expansions if they have HOV and BRT routes.
- There’s no mention of light rail to airport and Natomas corridor
- DNA, Bike/ped crossings of I-5 and I-80, more bike paths and connectivity, more bus routes in North Natomas, higher service frequency, longer hours and more days for Route 11 bus.
- Where is the light rail project for Natomas? We need better pedestrian access in Natomas. We need more bike trails in Natomas.

- Mass transit only bridge over American River. Bridges over American river East of Watt Avenue. How about over San Juan or Hazel? How about over river at curve of Fair Oaks Blvd? More bicycle lanes/trails – Bicycle Master Plans
- Why not get light rail to the airport?
- Don't impact Eastern Avenue with a tunnel
- More safe bicycles access barrier for crazy driver in a hurry. Less road widening and more mass flexible transportation means.
- Public transportation to Airport (Sac International). More commuter rail to connect Metropolitan centers.
- Light rail to Roseville and to airport
- DNA extension. Bridge over American River (extension of Truxel), Bike Bridge over American River (along I-5)
- Light rail to the Airport through Arco Arena. A higher speed transit option would be best with higher density hubs at transit stops.
- Help and notice that Oak Park or Lemon Hill or those area need to be fixed up in that area.
- Light rail from downtown to Airport. Bike access to all expanded roads. Pedestrian-friendly intersections.
- More RT coverage and higher frequency to Antelope. Light rail to Antelope and Roseville (heavy rail?). Express train Watt/80 to downtown. Improve transit times for crossing I-80 (example: Have express lanes to cross 80 without turns within ¼ to ½ mile of interchange (i.e. go straight across highway, don't turn off side streets for ½ mile either side of highway))
- Bikeable bike lanes. Ticket cars that drive too fast and don't stop for crosswalkers. Light rail to Natomas and Airport. Busses – Natomas (North) evenings and weekends (line from clubcenter to downtown –need later). Safety and perceived – safety on light rail. Keep N. Natomas (NNTMA) shuttles. Add a later one.
- Bike lanes and trails
- All bus lines – increased frequency and more evening trips. More buses or neighborhood shuttles in Northern Sacto County. Bridge (pedestrian/bicycle/transit) over the American River to downtown. Goal: Complete streets throughout Sacramento County. Better street signage (larger letters). More speed limit signs.
- Direct shuttles from downtown to Sac State and from Natomas to Sac State
- More bridges across American River
- DNA line w/ped-bike bridge from downtown to Natomas. More interconnectivity with mass transit. More interconnectivity for bikes. Spend at least 13% of 36 billion to bikes and peds. Build it and they will come. i.e. people won't use it until deemed safe and at least somewhat convenient.
- Regional Paratransit system – Smart card monthly passes. Widen freeways for bike lanes. HOV for buses only. Extend fixed route hours – more frequent wait time 10-15 mins. Maintain all roads and freeways. Space bus stops within 1 block spaces
- When the improvements go in from I-5/I-80 East to light rail/HOV bus lanes (SACOG Project) please make sure we get sound barriers in the “living areas” and that they make more trucker lanes and/or travel busses (slower than other traffic). Improve 99/70 – make it safer at “Blood Alley”!

- Expanded RT service to Natomas area. Bicycle/Trail connection from Natomas across the American River to downtown. Light rail extension to Sac International Airport.
- Widen I-5 from downtown going North
- Improve street across from downtown to North area (Natomas)
- Improve RT service/frequency to newer Northern Sac County Housing areas.

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: South Sacramento (Elk Grove)

- Reasonable bike trails and routes which connect for commuter use
- Connect bike paths and bike lanes in South Area
- Amtrak service in Elk Grove
- 1. South Watt Ave from Florin to Highway 50 2. Elk Grove to El Dorado County Connector utilizing Grant Line Rd 3. There should be more buses to service a wider area of the county 4. Aux. lanes on Hwy 99 between Calvine Rd and Florin Rd 5. Realignment of White Rock Rd at the end of Grant Line Rd.
- Need more transit for seniors and bus service to Wilton. Need Light Rail to Lent Ranch Mall.
- I would like to see more emphasis placed on un-motorized transportation. Ie trails for biking and walking. Many of us must travel to S.F. frequently each week for work. AMTRAK runs too infrequently, carpools aren't practical. I often drive to Concord from Elk Grove then take BART to S.F. How about some public transit to connect to BART. More Capitol Corridor service. Carpool lanes should be eliminated. Put \$ and energy in mass transit. More parking needed at AMTRAK stations and other mass transit sites.
- Traffic calming in pedestrian areas. Pedestrian amenities at bus kiosks. Connections with bike and hiking trails. All road improvements and overpasses should include bike and ped access.
- Elk Grove needs & wants light rail from CR College South on Bruceville or South on Franklin Blvd. (costs overruns on RT budget are not helping to extend light rail).

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: Sutter/Yuba Counties (Yuba City)

- More bus stops in outline areas
- Bike lanes to connect throughout town so that travel to post office, store, etc. can be done without riding in the car lanes. Extend bike paths: the levee path and the Sutter Path
- Create a bike lane on Franklin Road between George Washington and Township. Make George Washington four lanes. We need a third bridge over the Feather River
- Highway 20 east of Marysville needs widening
- I'd like to see a third bridge in Yuba City, a bridge south side of Yuba County/Sutter County to Marysville, Yuba County. Necessary
- Bus service to Yuba, Foothill. La Parte Road upgrade from challenge to county line
- Need Nicolas Bridge, 3rd bridge, 5th Street, and 113/99 Intersection
- A bridge from Yuba County to Sutter south of Marysville to decrease bottleneaking at 5th St. Bridge into Marysville. Wheatland bypass. East of Wheatland Lincoln bypass. Public transportation into Wheatland from Yuba County and to Sacramento
- 3rd bridge concept connecting Yuba City/Marysville
- Extend transit services north of Yuba City—connect Live Oak and Grisley. Increase Capacity along length of SR99
- Get rid of Nicolas stop sign. Establish connection between Yolo and Yuba counties
- 3rd bridge between Yuba and Sutter County
- Train to and from Sacramento
- A traffic light at 17th St. and highway 20 in Marysville. A traffic light at Simpson and Dantoni in Marysville
- Wheatland Bypass: express bus lines Hwy 65, Wheatland bypass connection from Lincoln Bypass, widen 65 between Sheridan and Wheatland, widen 65 past Dany Rd.
- 3rd bridge: Yuba City to Linda. Wheatland Bypass. Lincoln Bypass
- Light rail Yuba City to Sacramento. Widen Simpson Lane
- Improve Bike/Walk. Light at Simpson/Daytoni Rd. Rail Service Yuba County to Sacramento Light at 17th and Hwy 20, Marysville
- Bypass Yuba City (99). Bypass Marysville (70/65)
- The new Senior Center at 938 14th St. Marysville needs bus access ASAP
- The city of Live Oak is Growing and in great need of attention to Hwy 99 as it passes through our great city. Please don't forget us.
- Light rail between rural cities and large cities
- Hwy 65 bypass around Wheatland: strongly like
- Interchange 20/99
- Improve 5th and J intersection in Marysville (in connection with 5th St. Bridge). Add emergency access lanes on 70/20 and 5th St. Bridge into emergency hospital in Marysville. Optimize signals on Hwy 70 and 20 in Marysville (ITS)
- Interchange at Sankey and Hwy 99
- Widen 5th St. Bridge, Harter Extension: most critical to me
- Regional Rail for Sutter and Yuba County
- More local fixed routes

- Beale AFB Bypass/ Hwy 65 (Wheatland Sheridan) to Hwy 20 (Smartville Penn Valley) connector that would alleviate traffic in Marysville, also providing a direct link from Nevada County to Placer County/Roseville
- Four lanes from Rivierz on Hwy 99 to Lomo Crossing (in the Live Oak area) to connect to existing freeway to Yuba City
- Widen/improve/establish bypass Wheatland on Hwy 65. Widen Hwy 65 from future Lincoln Bypass to Forty Mile Rd
- 3rd bridge Marysville to Yuba County: why ignore the obvious?
- Add 3rd and 4th bridge between Yuba and Sutter counties. Bypass Wheatland, Marysville
- Add interchanges on Hwy 99 through Yuba City so there is no stop and go traffic. Use proposition moneys for bridges and bypasses
- 3rd bridge between Yuba County and Marysville. Pease Rd/99 Interchange. Regional bike routes
- 3rd bridge over Feather River. Marysville bypass
- SR 65 third bridge: plan corridor to connect to SR 65/70 to SR 99 with a freeway facility. SR 70 Marysville Bypass: Plan/Project corridor for future freeway bypass
- Yuba City Bypass from the west to connect outlying areas with Hwy 99 to the South: relieve city gridlock
- Three crossing on Feather River, Yuba County to Sutter
- Add extra wide (safe) bike lanes for every road improvement
- Add 3rd bridge in South Yuba City. Pease Rd. interchange at 99. Interchange at Hwy 20 and 99
- I would like to see some funding for street scoping and trees along the roadways and mediums with trees in them dividing lanes of traffic. Also increase pedestrian and bike tracks
- Hwy 99 repair: flatten crown on Hwy 99 through Live Oak. Put utility poles and storm drainage pipes under Hwy 99 throughout Live Oak
- Wheatland bypass to East. 3rd bridge between Yuba City and Marysville
- More and frequent bussing from Marysville/Yuba City to Lincoln, Rocklin, Roseville, and Sacramento
- Wheatland bypass. Marysville bypass. 3rd bridge over Feather River. Create raised Yuba City Bypass and use as a dike/BURM for extra flood protection
- Marysville bypass. Wheatland bypass. Interchange off S. Beale Rd. and Hwy 65. 4 Lanes on Hwy 20 from Marysville to Smartville. 3rd bridge between Sutter and Yuba Counties
- Bypass from Pleastgrove Rd. to bypass Hallwood. Make 3rd bridge in Yuba City and Marysville
- New road/bridge east of Marysville to bypass traffic through Marysville from Route 20 to Route 70. New road/bridge between Marysville and Yuba City, i.e. 3rd river bridge
- Four lanes between Lomo to Live Oak: very dangerous area. Pease Road interchange in Yuba City
- Marysville-Yuba City is a flood potential area. Another bridge over the Yuba River is needed as well as another bridge over the Feather River. Those bridges and roads should be four lane: think of evacuating people safely
- Bypass Yuba City with Hwy 99 and 20. Bypass Marysville Downtown—totally

- Make it possible for buses to go all the way down 14th St. to levee: Marysville. Hwy 70 from B St. and 9th north.

Comments on Summary of Investments Common to All Three Regional Scenarios Workshop: Yolo (Davis)

- Keep Hwy 235 from US50 open to the Tower Bridge!
- West Sacramento – West Capitol Ave: improve bike lanes/ access
- Unitrans is too focused on student needs to be useful for a non-student like me; for example, I cannot use it to go home in summer because it does not run late enough in the evening. Unitrans busses should allow bikes to be transported as Yolobus does. There is no good walking path from South Davis (Mace area) to places on other side of I-80; the most direct route (along Mace/Covell) is dangerous on foot/bike; sidewalk should be extended along whole length of Mace as a ped/bike overcrossing added near Mace car overpass. Unitrans should have more route options for housing-to-work travel that meets the needs of non-students.
- I'd like to see a more frequent Yolo Bus schedule from East Davis (maybe by the carpool parking area off of 2nd St. & Mace) to a light rail station in downtown Sacramento. Ideally, I'd like to be able to get from east Davis to CSU Sacramento in about an hour.
- Bike improvements/lanes between towns: eg: County Road 102, 98, 29. Bike undercrossings @ Covell, Pole Line. Traffic calming on Russell to 31 to Winters.
- More bike lanes between communities, i.e. Davis/ Winters Woodland/Davis. Better bus service between Winters/ Davis.
- Winters to Davis (Russell/31) needs improvement. Bike pedestrian on Grant Ave.
- More greenbelts, bike paths. No widening of any lane!
- All bus routes should get to campus before the hour and before the ½ hour by 10-15 minutes, rather than on the hour and ½ hour. Also, I wish Unitrans (L Line) ran starting at 5:30am to get to campus at 5:50am and to Downtown at 6:45am. There should be better bus access through downtown Davis.
- Widen Hwy 50 between Folsom and West Sacramento. I commute Woodland <-> Folsom daily for the last 19 years and will continue to do so in the foreseeable future. However, employment decisions will be made with strong consideration of commute time/stress/congestion.
- East traffic flow on I-80 over the causeway.
- Woodland Davis Bikeway.
- Widen Richards Blvd. undercrossing. Bikes Woodland/Davis. Amtrak service to SF. Make Sycamore Ln. in Davis safe for bikes. Signals in West Sac on West Capitol responsive to bikes. Transit villages and transportation centers (high density housing).
- Increase frequency of bus and rail service. Funding for alternative transportation projects.
- I would like to see either more carpool lanes along 80 & 113 which is heavily congested during Rush Hour.
- Put an automobile bridge with pedestrian access from Linden Road in W. Sac to Sutterville Road in Sacramento.
- Shuttle service from employment areas to Downtown Davis. Satellite parking structures. Increased parking at Caltrain/park and ride lots. Make using transit viable from pt of departure to pt of destination.
- There have been several cases of Yolo County homeless not being able to go to a community college class because of a shortage of 1 way Yolo bus tickets. Our homeless-

mentally ill have to go to Woodland/ West Sac to get med prescriptions filled. Homeless depend on bus tickets to get their medications and they can't get their meds in Davis if there on Y-Chip medical Insurance. We need shuttles for our homeless from shelters to social services -> bus passes run out and the homeless are disenfranchised from access to social services, doctor appointments & education resources after first week of the month. Our seniors need shuttles to access social services because many of our seniors utilize bus transport & the bus routes now are often way too complex for seniors. Example is seniors attending social services administration in West Sacramento. Yolo County's homeless need bus passes fair and simple. Let's not delay on this point like other have done in the past in other parts of California. We should also publicize bus stops for social services in bus books and provide free monthly bus passes for our disabled & low income or subsidize it with community funds. The low income community needs this.

- Metering on on-ramps, perhaps? Toll roads to fund add'l improvements. HOT + HOV lanes.
- Light rail everywhere- to airport and Sac Downtown from Dixon. Amtrak stop in Dixon. Better bus quality.
- Light rail: Connect Davis/ West Sac/ Sac. Regional transit: Sac to Stockton/Fresno/LA.
- In re bus- confused! I think there needs to be more frequency in most areas.
- Need transportation from train to Mondavi Center. Also connect with Sac & Yolo County bus to set to Mondavi Center weekend and longer hours. More accessible, affordable and more often bus to Sac. More space for wheelchairs. More paratransit. Better transit to major medical, educational, and entertainment centers.
- Bicycle lanes, bicycle paths. Too many projects focused on widening roads, which will discourage peds & bikes. Bus captions are very confusing.
- I would like more bike paths and consider bike paths safer than bike lanes.
- Make the bike commute from Davis to Sac. safer. Make access & bike trail on North side of Hwy 80 from Dave Pelz overcrossing.
- Widen Hwy 16 from Woodland to Cache Creek Casino, from 2 lanes to 4 lanes w/ bike lanes and 6' bike lanes from Cache Creek Casino North to Hwy 20 intersection. New bike connection between West Woodland and Central or West Davis. Restore bike path over Sacramento bypass and create bike access to Vic Fazio Wildlife Preserve. Light rail UC Davis Campus- downtown Davis- West Sac- Downtown Sacramento.
- Make Davis – Sacramento bicycle path (old US Hwy 40) accessible to Davis cyclists (currently it can't be accessed from the bike overpass, and the Mace Blvd. overcrossing is horrible for bicycles). Re-open the bike path across the Yolo Bypass (parallel to North of I-80) – easy to keep open 9-11 months/year. Improve bicycle safety through West Sacramento. Widen Calif. 128 from Winters to Monticello Dam.
- Increase bus service to Winters. Increase/establish bicycle lanes on Highway 113. Increase connections on bus lines from rural to train, airport, regional connections.
- As a Davis resident & UCD staff- don't like the 2 “rating” options- prefer a more “graded” set of choices “1-5” e.g. There are ways to improve roads w/o adding lanes. Widen Rd. 99 where no bike lane exists between Davis and Woodland. Build Class I bike facility from Davis to Dixon along railway.
- Davis- widen Richards Blvd. from I-80 to 2nd St- four lanes.
- Bike/ped overcrossing, 113 south of Gibson. Bikeway between East St. – Pioneer, N. Woodland.

- Adequate maintenance for existing infrastructure.
- Woodland: E. Main St. bikeway along RR tracks – Gibson ped overcrossing. Ped access on Main St. near freeway.
- Dedicated site route- direct from Downtown Davis towards Woodland. Better bike route through West Sac- from Causeway to Tower Bridge. Good bike lanes on Tower Bridge. I couldn't understand the express bus options but express busses are good. We really need an express bus from Campus/Downtown Davis directly to downtown Sac/Sac State. You have about 200 "road widening" options and very few system wide alternatives. If you're already complaining that we need \$22,000,000,000 just to maintain existing infrastructure, you'll make the problem bigger for 2035 planners. Act now- stop building roads roads roads! At the May 2006 MTP Workshop, 7 of the 12 tables in Davis independently asked for a bike route specifically from downtown Davis to downtown Woodland. I hope to see this in future scenarios.
- It'd be great to have more Yolo bus trips fro Davis to Sac (i.e. more frequent than current once/hr schedule). ADA paratransit a huge plus. ☺ Overall, road widening not best solution -> look at alternatives (mass transit -> light rail between Davis/Sac, etc.)
- Please do maintenance for Hutchison overpass which goes over 113. It's very bumpy.
- Must look at doing something with the traffic in Davis at the tunnel in to Downtown- I-80 + Richards.
- New bridge Southport to Pocket in Sac Co. HOV lanes on I-80 from Solano to Sac
- Bike lane b/t Davis and Woodland. More bike racks on buses. Why don't the Express Yolo buses stop at the Mace Blvd. Park & Ride? That lot is underutilized. Make Road 32A safe for bikes- re-paving the section from Ikeda's to the train tracks would be a start.
- Dollar estimates are needed to assess each item, and the bus line items need to show the amount of change each peak/off peak frequency represents. No bike lanes/ trails items are listed, nor any pedestrian improvements. I care about these two types most!
- Ridesharing program (as seen on East Bay -> SF commute route). Supervised bicycle parking (like at BART stations). Road beautification, landscaping, caretaking, clean up.
- Improve Capitol Corridor service, both by increasing frequency and decreasing price. "If you run them, they will come." Also, put in HOV lanes on I-80, especially over the causeway. On the other hand, I strongly oppose road widening because experience has shown that widen roads inevitably fill up with cars quite soon.
- 1) Resurface causeway from Woodland to Vietnam Veterans Bridge. 2) Pave gravel roads in Dunnigan Hills and resurface all country roads in North Yolo County.
- Bus headways need to be closer together to make it useful to use transit. I-80 eastbound from 113 through Davis drops lanes quickly and becomes a bottleneck. I would like to see a project to alleviate this.
- Increase Yolo bus non-express service on inter-city 42 A & B routes to at least 30 minutes if not 20. Operate Unitrans on Sundays and when school is not in session. More main Woodland bus-stop from the mall to Downtown Woodland. Have both 42A & 42B busses stop near downtown Woodland.
- WOODLAND: pedestrian improvements on East Street by train track! Many elderly and children cross there. Children cross to go to school. On Court and North there are no streetlights. We have gathered signatures since 1964 but nothing has come of this.

- We need Unitrans to Woodland Country Mall. Add Unitrans to Woodland- we have a lot of UC Davis students living in the wonderful small town of Woodland and the regular bus does not work well here for public transportation to UC Davis.
- Major development- Springlake, going in on CR102 intersection needs to be addressed.
- I'm interested increased bus routes Davis/Woodland -> Sacramento off peak hours & within Woodland and Woodland to/from Capay Valley.
- 1) Give buses priority fast lanes when there is lots of traffic. If people are stuck in traffic in the bus they will have no incentive to get out of their cars! 2) Add bicycle carriers on buses two spots is often not enough between Davis and Sacramento. Add bicycle commute lane from *Frontage* roads along the freeway. During high traffic on freeway, speeding cars are flooding the *frontage* roads. Consider traffic calming devices (pumps) on *frontage* roads.
- Add additional bike racks to intercity busses between Davis & Woodland, Davis & Downtown Sacramento. Connect with Amtrak stations for bike & trail multimodal.
- Bike path between Woodland & Davis. Bike path between Davis & Winters.
- Bike lanes on 5th in Davis.
- 1) Highway 16 & Main St. in Woodland- need alternate opportunity for Highway 16 around Woodland. 2) Highway 16 through Esposito- current rd. goes through the town- not a good solution.
- More buses between Central Davis to Woodland/ Sac.
- More express routes Davis – Sac. clear seamless links between transit systems.
- Safety improvements to County Road 102. Traffic-calming County Road 104. Taxi for ADA riders.
- Expanded Amtrak partnerships/frequency of trains in Capitol Corridor.
- Sunday Service, better Sat Service (Unitrans & Yolo). West Davis weekend service Unitrans & Yolo. Mondavi connection. Night service on weekends- both Yolo and Unitrans.
- Sunday service- Yolo & Unitrans. Sat Service- Yolo & Unitrans. Night service on weekends- Yolo & Unitrans. Amtrak service. Mondavi Connection.
- Light rail to Davis!
- I would like to see more public transit to Sacramento (Downtown) with more frequency and less time to travel.
- I don't want to see solutions that widen streets. I want to see solutions that provide more alternative forms of transportation than driving alone in your car.
- There needs to way more Rapid transit systems throughout the Sacramento region and surrounding communities. BART is a highly used highly efficient system. Yolo, Sacramento, El Dorado, etc. counties could be connected to each other and to the Bay Area this way. Also, the transit system need to run way more often and in to all communities if you want people to get out of their cars especially on foggy day.
- Retrofit existing streets in Woodland to add bike lanes. More frequent bus trips in Woodland. Need better bus service from Woodland to Winters, need direct root. Comment: poor instructions on transit buses!
- Fix I-80 slow down at the beginning of East bound 80 Causeway. Every body slows down for no apparent reason in morning commute. Fix I-80 Eastbound delays on Friday afternoons.

- Add a chauffeured service to reduce the >80 year old crowd from having to drive. (Use East Coast MA example). Need more parking for Amtrak in Davis and Sacramento free parking (HATE the UPRR vendor).
- More bus access to and within West Sacramento from Davis.
- County Road 31 Improvements- Winter/Davis. Local intercity bus line. Widening of Russell Blvd. between Winters/ Davis.
- Bike lanes everywhere. Bike crossings over freeways.
- Add bike paths with green belts in all new housing developments.