

APPENDIX G

BUS SERVICE

Commuter Feeder Service to Folsom Light Rail Stations

- Feeder bus essential for Folsom residents to take advantage of light rail; should run all day.
- Need fast, quick feeders to/from light rail during peak commuter hours only.
- Local feeder routes need to be within walking distance of residences, not just businesses.
- Draft bus service plan seems to cater to commercial traffic much more than commuters. Why can't the commuter public be covered during peak time (i.e., 6 AM – 7:30 PM & 4 PM – 5:30 PM) and commercial traffic off-peak.
- Consider different routes for commuters (5am – 9 am, 3pm – 7pm) than for in-town customers (run all day). Commute routes should be designed to serve largest neighborhood populations possible and travel quickly to L.R. stations. Daytime in-town routes would serve major retail, city hall, college, etc.
- Early a.m. pick up (bus stop) at East Natoma & Briggs Ranch to light rail to get me to work by 6:30 a.m.
- Maintain service on Folsom-Auburn Road from Folsom Dam Road and provide feeder service to Historic Folsom light rail station.
- Add a peak-only loop up Folsom-Auburn, Oak Avenue Parkway, American River Canyon, Greenback, right on Folsom-Auburn, up unused center lane ramp to the Historic Folsom light rail station.
- Residents in Orangevale seemed to get better service even though they already have current RT service; RT and Folsom could make arrangements so Folsom would no longer have to loop out to Madison/Main (e.g. extend RT Route 24 (or routes 106/107) to Historic Folsom station.
- (2) Use the Folsom Boulevard bridge ramp/gate as a one-way short-cut for buses only into Historic Folsom station; shortcut would make bus access to Old Town more convenient than driving.
- Iron Point Road route seems essential – Busses should run throughout the entire day to make it useful for everyone, not just commuters.
- (2) Keep Folsom commuter express bus service going to downtown.
- If RT in fact cannot perform on its previous promises of "express" trains for at least several years, providing commute express bus service to downtown is NOT duplicative.
- Subscription commuter express bus service alternative is too costly at \$11 - \$14/day
- Include commuter van alternative to downtown Sacramento.
- Since it will take me less than ten minutes from East Folsom to drive to the RT Stations - where is the benefit? Plus if I get there early enough, I can always get a parking space. For me to get out of my car for this short distance it would have to be free, on-time, convenient and accessible - in other words "perfect" - otherwise forget it. I don't see this as a cost effective use of local funds. Take the money set aside for this service and put it into a local service to transport seniors and teens to the various shopping areas of town - guaranteed every fifteen minutes.
- Shuttle bus during morning and afternoon commute hours between the Glenn light rail station and the Lake Forest Technical Center.

Local Fixed Route Service

- Expand local bus to serve both employment and shopping centers.
- Expand local fixed routes to serve neighborhoods and business areas.
- Weekend bus service to special events and activities.
- Dial-a-Ride is a poor substitute for good fixed route service. It must be pre-scheduled.

Fares (Folsom Bus)

- (2) Discount one-way or round-trip fares for seniors (low-income).
- If we end up with a \$4+ fare (total) for the ride downtown, I can guarantee that I won't use it considering the door-door commute time will be on the order of 1 ½ hours (compared to 45 min-1 hr with the current Folsom express buses).
- If DAR service is expanded so other patrons who do not qualify for DAR may use the service, do not charge higher fare for the general public if they reside beyond ¾ of a mile of the fixed route service.

Potential Route Alternatives

- (2) Route A (Iron Point/East Bidwell/Historic Folsom LRT/Main/Madison)
- (1) Route B (Glenn/Wales)
- (5) Route C (Blue Ravine)
- (3) Route D (East Natoma/Golf Links, Broadstone)

Potential Park-and-Ride Lot Locations

- Pavillions retail center parking lot (at Folsom-Auburn & Greenback)
- Blue Ravine Road/East Natoma Street/Green Valley Road (new Raley's supermarket).

Unserviced Areas

- (8) Empire Ranch/Parkway II, Lexington/Broadstone (residential area east of East Bidwell bound by East Bidwell, Oak Avenue Parkway, Blue Ravine Road, East Natoma Street, Empire Ranch Road, Iron Point Road, Broadstone Parkway)
- (3) Need commuter service north of the river (Folsom-Auburn Road to Folsom Dam Road) with a park-&-ride lot.
- Briggs Ranch (at East Natoma Street).
- Esplanade Condomiums (East Natoma Street, east of Blue Ravine Road).

Bus Stop Amenities & Locations

- More bus stop shelters that offer protection from rain and sun.
- Concessions (i.e., coffee, food)
- Bus stops should be beyond intersection (farside).
- Move stops on Riley between Glenn/Wales into Lembi Park to clear Riley Street traffic lanes.
- Bus stop at intersection of Oak Avenue Parkway/East Bidwell Street to a light rail station.
- Maintain stop on Riley Street (Aquatic Center/Lembi Park).

LIGHT RAIL SERVICE

Light Rail Station Amenities

- Size of the parking stalls that are already built (at Iron Point Station) look really small....they are going to be pretty tight to get into, especially with SUVs that are so common in Folsom.
- On-street parking at Folsom light rail stations (if park-and-ride lots are full).

Personal Safety & Security

- Lately I've seen several news clips about the violence on light rail that concerns me. I love taking public transportation, but not at the risk of physical harm to myself.
- (3) Security – dealing with homeless, drunk riders or gang bangers is not inviting service; deter poor clientele coming & going.
- Security on the trains is pretty much non-existent, and not everyone can be in the first car with the driver. I would not want my wife subjected to it (homeless, drunks, mentally ill passengers). I am having serious doubts about using light rail when the buses stop, and will probably be getting back on the freeway in my car.
- Security at light rail station park-and-ride lots – should include video surveillance. Iron Point is too close to freeway access and will likely become a haven for car theft.
- Safety issue of being dropped off at the light rail stations downtown (a woman was recently robbed and sexually assaulted near a downtown light rail station).

Service Hours

- (16) Express (limited stop) light rail service between Folsom and downtown Sacramento.
- Any future light rail bridge construction at Watt Ave, (which is an issue against express service) can be engineered and staged to allow for uninterrupted express commute service during construction.
- Run one eve (9 or 10 PM?) late run on light rail.
- Light Rail should run on weekends (access to Historic District).
- (2) Travel time – needs to be comparable to current travel time on Folsom express buses. if it takes too long, won't use.

Bike Accommodations on Light Rail

- (4) Bike lockers at light rail stations.
- Run bike trailers on light rail.
- Need more bike accommodations for commuters on RT light rail trains.

Fares & Transfers

- (3) Free transfers between RT light rail and Folsom bus systems
- Fare evasion – zone fares unenforceable without fare gates (e.g., closed system).
- (2) A regional (universal) transit pass needs to be seamless among all transit systems.
- Keep fares down so RT & local Folsom bus services will be utilized by many people of all ages!
- Why is Folsom being singled out for a two zone higher fee? Not fair! I think that it will create more traffic when people realize that it cost more to come from Folsom than from Hazel or Sunrise Station.

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Written Comments

Workshop Participants:

12 - March 29, 2:00 p.m.

19 - March 29, 6:30 p.m.

9 - May 3, 2:00 p.m.

17 - May 3, 6:30 p.m.

57 – Total

- 1) Informative – appreciated having my comments/concerns listened to. Would hope to see the city expand it's bus service w/in the community to provide public transportation not only to work in town, but other places of need/interest. I live and work in Folsom as well as do most of my shopping. (RH, 3/29/05, 2 p.m. workshop)
- 2) People were too concerned about themselves and not the overall plan. I wanted to hear overall plan, so I know my options. What time will the bus service start (pick up at East Natoma/Briggs Ranch) to take you to the light rail stations? I start work at 6:30 a.m. I doubt that the buses will start early enough so can you take your bike on light rail? (JW, 3/29/05, 6:30 p.m. workshop)
- 3) I really resent meetings NOT starting on time. 12 citizens were ready to start at 2:00 p.m. 12 people waited 7 – 10 minutes and one more person arrived. 12 people x 7 minutes = 84 minutes wasted! 84 minutes over 1 hr + 20 minutes that could have been spent working on other things. (GK, 3/29/05, 2 p.m. workshop)
- 4) Bike lockers should be in place in Folsom. Bus connections between Folsom Dam Road and light rail station. Implement transfer privileges asap – I teach at a public elementary school 1-1/2 blocks from Watt/Manlove station but can't transfer from Folsom's Butterfield drop – have to pay two fares – Folsom & RT although I'm only needing two short stops on RT. (JB, 3/29/05, 2 p.m. workshop)
- 5) Dial-a-Ride is a poor substitute for good fixed route service. It must be pre-scheduled. An expansion of fixed routes to service neighborhoods and business areas better may increase ridership. Intermodal hubs should provide better service to pedestrians, bus riders, cyclists, and automobile drop-offs – shelter, short walking distances, food and other concession services, and security. Smaller busses (natural gas?) may save money. Also, if possible move stops into park and clear Riley Street traffic lanes. Bus stops should be beyond intersection. (DB, 3/29/05, 2 p.m. workshop)
- 6) Iron Point Road route seems essential – Busses should run throughout the entire day to make it useful for everyone (not just commuters). The Bidwell route to Glenn Avenue Station (Alternative II) preferable to the route in Alternative I. (NF, 3/29/05, 2 p.m. workshop)
- 7) Limiteds (express trains) don't need to pass locals. Sent out limited just ahead of local from Sunrise. If it catches up to previous local at 39th or 29th Streets, no passing!
- 8) Extend RT Route 24 or Route 106/107 to Historic Folsom Station. (MB, 3/29/05, 6:30 p.m. workshop)
- 9) I may not use light rail if there is no express service to downtown. (3/29/05, 6:30 p.m. workshop)
- 10) Routes A (Iron Point Road) and B (East Bidwell) need to connect.
- 11) They're all too far away to walk to – so less practical even than Route 10 now (about 4 blocks away).
- 12) I would probably have to drive or bike to Iron Point.
- 13) Consider a “garage door opener” arrangement for the gate on the bridge ramp – bus shortcut into Historic Folsom station.
- 14) Run one eve (9 or 10 PM?) late run on light rail. Run bike trailers on light rail.
- 15) Shuttle routes on map need a walking distance band (1/4 mile).
- 16) Who's going to run bike lockers in Folsom? Current lockers – nobody clearly runs them.
- 17) Greatly disappointed there will not be express nor limited stop trains to downtown at start-up.
- 18) Security is an issue for me with my limited experience in ride light rail and RT in downtown, dealing with homeless, drunk riders or gang bangers is not inviting service.

- 19) The subscription alternative is simply too costly at \$11 - \$14/day.
- 20) Should include commuter van alternative to downtown Sac.
- 21) I am keeping my downtown parking until I know that light rail is safe to ride and is similar time as driving my car. Saving commute cost is important but my time is more important! (SH, 3/29/05, 6:30 p.m. workshop)
- 22) Express RT/LR trains a major need for downtown commuters.
- 23) Need security at park&ride centers – should include video surveillance. Iron Point is too close to freeway access and will likely become a haven for car theft.
- 24) Zone fares mostly unenforceable without fare gates. (Advanced Light Rail – BART model)
- 25) Need more bike accommodations for commuter on RT/LR.
- 26) A regional transit pass need to be seamless among all transit systems. (JH, 3/29/05, 6:30 p.m. workshop)
- 27) The bus plan & lack of express (light rail) service is disappointing. You are looking at resident in Empire Ranch/Parkway II/Lexington/Broadstone taking Hwy 50 to either Hazel or Sunrise. The plan does not serve these areas. More coverage needed (add buses) for these areas. Also need express (light rail) service to increase time efficiency of commute. (TB, 3/29/05, 6:30 p.m. workshop)
- 28) The plan presented is worse than earlier. It seems to cater the commercial traffic much more than commuters. Why can't we cover the commuter public during peak time (i.e., 6 AM – 7:30 PM & 4 PM – 5:30 PM) and commercial traffic off-peak. Alternative Routes A & B can be divided to cover Empire Ranch/Parkway/Broadstone area during peak commuting hours (i.e., serve area proposed in Alternative Routes C & D) right away. (TB, 5/3/05, 6:30 p.m. workshop)
- 29) Route Preferences: #1 = Alternative A (Iron Point – East Bidwell – Historic Folsom – Main/Madison); #2 = Alternative B (Glenn/Wales) ((PJN, 5/3/05, 2 p.m. workshop)
- 30) Alternative Routes A (Iron Point – East Bidwell – Historic Folsom – Main/Madison) and C (Blue Ravine) are your best choices because they would help cover the most amount of area. (MW, 5/3/05, 2 p.m. workshop)
- 31) I really like the proposed two alternatives you presented tonight. I hope the timetable for these routes will be made as short as possible. I look forward to not have to use my car at all when this “new” commuter service starts. Please keep fares down so your RT & local bus services will be utilized by many, many people of all ages! (AS, 3/29/05, 6:30 p.m. workshop)
- 32) Keep the red trolley; have a “senior” one-way rate (fare) or round-trip rate (fare). (MW, 5/3/05, 2 p.m. workshop)
- 33) Wow! I was disappointed to learn that the Alternative Route C (Blue Ravine) is not being considered in FY05/06. I was really looking forward to saving the environment by not having to start my car every morning My only hope now is please speed up the plan to implement Route C (the Blue Ravine route) sooner rather than later (i.e., FY06/07 instead of FY07/08). (AS, 5/3/05, 6:30 p.m. workshop)
- 34) Current plan does nothing to relieve worst traffic congestion in Folsom: Folsom-Auburn, especially crossing the river. Consider adding a peak-only loop up Folsom-Auburn, Oak Avenue Parkway, American River Canyon, Greenback, right on Folsom-Auburn, up unused center lane ramp to the Historic Folsom light rail station. Retail center parking lot (at Folsom-Auburn & Greenback) could serve as park-and-ride for people living north (e.g., American River Canyon North).
- 35) Consider different routes for commuters (5am – 9 am, 3pm – 7pm) than for in-town customers (run all day). Commute routes should be designed to serve largest neighborhood populations possible and travel quickly to L.R. stations. Daytime in-town routes would serve major retail, city hall, college, etc.
- 36) On the map, “as crow flies” ¼ mile buffer is very deceiving; instead, outline the residential areas that appear to be about ¼ mile walking distance along actual streets to likely routes (even better: stops) to get better impression of population served. (BC, 5/3/05, 6:30 p.m. workshop)

- 37) Do not postpone addressing commuters' interests! Over 200 commuters from Folsom to downtown Sacramento currently taking the Stage Line.
- 38) Security on light rail to deter poor clientele coming & going.
- 39) Cost for bus transportation to the light rail stations, then cost for light rail ride.
- 40) Commuter schedule (express route).
- 41) Total time consideration from start to finish.
- 42) Survey is not a fair representation of the City of Folsom's residents; need to be more current (numbers are not longer accurate). (PM, 3/29/05, 6:30 p.m. workshop)

Overall, how valuable was this workshop to you?

- 1) Very good. Public response very good as well. (DB, 3/29/05, 2 p.m. workshop)
- 2) Very informative – Anne Novotny (and all the presenters) did a good job! (NF, 3/29/05, 2 p.m. workshop)
- 3) Very helpful. All my concerns were addressed and they were clarified. (AS, 3/29/05, 6:30 p.m. workshop)
- 4) Very helpful. I will miss the downtown bus service. (FB, 5/3/05, 2:00 p.m. workshop)
- 5) Excellent! It appears that some participants are somewhat thick and you have lots of patience. For those that say they will switch to SOV commute – consider parking costs downtown! That'll discourage most folks! (JH, 3/29/05, 6:30 p.m. workshop)
- 6) Good job; tough audience.
- 7) Presentation felt like the decisions are already made and they are just being tested with the crowd. No real ideas or input.
- 8) Need commuter service north of the river with a park-&-ride.
- 9) Need fast, quick feeders to/from light rail during peak commuter hours only. (SH, 5/3/05, 2:00 p.m. workshop)
- 10) Very valuable. Thank you for presenting this workshop. (3/29/05, 6:30 p.m. workshop)
- 11) Somewhat valuable; it appears that decisions have already been made. (CR, 3/29/05, 6:30 p.m. workshop)
- 12) I appreciated being able to state my concerns (comments above). (JB, 3/29/05, 2 p.m. workshop)
- 13) I liked the handouts. (JW, 3/29/05, 6:30 p.m. workshop)
- 14) The ideas presented do not address the need of Folsom residents at large. Residents in Orangevale seemed to get better service even though they already have current RT service. (TB, 3/29/05, 6:30 p.m. workshop)
- 15) More time was spent on light rail issues that I had anticipated. (RH, 3/29/05, 2 p.m. workshop)
- 16) Not very – we're repeating the same concerns as previous workshops and only a few are being "looked at" as serious considerations. (PB, 3/29/05, 6:30 p.m. workshop)
- 17) Not very! (EK, 3/29/05, 2 p.m. workshop)

What improvements could be made for the next workshop?

- 1) More talk about NEW routes. (GK, 3/29/05, 2 p.m. workshop)
- 2) More discussion on changes to "in Folsom" bus services! (EK, 3/29/05, 2 p.m. workshop)
- 3) Less time with background info and more time on discussing commuter to downtown. (SH, 3/29/05, 6:30 p.m. workshop)
- 4) Sitting at tables so we have space to write and review notes, handouts, etc. (CR 3/29/05, 6:30 p.m. workshop)

- 5) Maps difficult to read (but you already knew that). ArcView can post the map to PowerPoint quite easily via html. Has anyone looked at the south of Hwy 50 development impacts? (JH, 3/29/05, 6:30 p.m. workshop)
- 6) Comments should be recorded during the entire workshop, not just at the end.
- 7) Addressing all the concerns that are duplicative!
- 8) Contact all State agencies' transportation coordinators that are located downtown and in between Folsom and downtown.
- 9) Place outreach ads in the Telegraph & Folsom Life and utility bills more than one. (PM 3/29/05, 6:30 p.m. workshop)

Verbal Comments from 2:00 p.m. March 29 Workshop

- 1) Feeder bus essential for Folsom residents to take advantage of light rail; Feeder buses should run all day.
- 2) Most feeder buses should go to Glenn Station rather than Iron Point or Historic Folsom stations (due to traffic congestion).
- 3) Light Rail should run on weekends (access to Historic District).
- 4) Security (concern about safety on light rail).
- 5) Blue Ravine to East Natoma Street - continue route west on East Natoma to serve Briggs Ranch.
- 6) Unserved areas: East Natoma Street (Folsom State Prison, California State Prison Sacramento, Prison Industries America (PIA), 2) North side of river (American River Canyon), 3) Broadstone Parkway (east of East Bidwell Street (New high school).
- 7) Bus service to weekend events and activities.
- 8) Look at hubs: 1) East Bidwell Street/Glenn Drive, 2) Central Business District, Old Town, 3) Blue Ravine Road/East Natoma Street, 4) Oak Avenue Parkway/American River Canyon Drive (Vic's Market)
- 9) Light Rail Concerns: 1) fare evasion; consider a closed fare system (like BART), 2) safety and security, 3) ticket machines don't work, 4) quality of seats
- 10) Bus Stop Improvements: better/more shelters with weather (i.e., rain/sun) protection; multi-use facilities (i.e., coffee, concessions).
- 11) Different routing for peak bus service; more direct route from outlying areas to light rail.
- 12) Unserved Areas: Folsom Dam Road, Briggs Ranch via Blue Ravine, Empire Ranch area (East Natoma Street & Golf Links Drive).
- 13) Check Folsom Cordova Unified School District school bus schedule for time conflicts with regular Folsom fixed route buses (minimize fixed-route buses getting stuck behind school buses during peak commute times).
- 14) Rate/fare structure for regular Folsom buses to light rail to downtown.
- 15) Security on light rail to/from Folsom. Midday safety issues after morning peak and before evening peak.
- 16) Parking at Folsom light rail stations during local events.
- 17) Parking access at Historic Folsom station (concerned that light rail station parking will be used by non-light rail patrons (i.e., Old Town shoppers/visitors).
- 18) Add walking distance band around local bus routes on map.
- 19) Marketing/Outreach - On-going ad in Folsom Telegraph and other local media, sponsored by City of Folsom; City of Folsom utility bills insert.

Verbal Comments and Questions from 2:00 p.m. May 3 Workshop

- 1) Alternative A – seems long and not time effective. Make it a complete loop?
- 2) Alternative B – depends on how many deviations were requested. Having peak service to office center near Glen Station.
- 3) Alternative C – bus rapid transit style service at the peak periods.
- 4) Alternative D – small vehicle with possible deviation.
- 5) Transfers to RT?
- 6) College students (Los Rios Community College District & CSUS) can ride for free?
- 7) How long will it take to get downtown on light rail?
- 8) Security at light rail park-n-ride lots?
- 9) Bike lockers at light rail stations? Rental information?
- 10) Senior discount fares?
- 11) Transit from Folsom to Placer County/Roseville?
- 12) Trade Center and Kilgore state office complex from Folsom to this complex?
- 13) Last trips with service trip disruptions (what happens if a Folsom passenger misses the last train to Folsom?)
- 14) Who is the user for local Folsom service?

Verbal Comments and Questions from 6:30 p.m. May 3 Workshop

- 1) Bus service scheduling in-between trains rather than matching light rail schedules.
- 2) Parking at light rail stations.
- 3) Servicing commuters differently from “other” bus users.
- 4) Safety and security at light rail parking lots.
- 5) Convenience and cost.
- 6) How many route alternatives in October or phased in over 5 year plan?
- 7) American River Canyon service: Potential ridership? North of the river service during peak times.
- 8) Center lane of new bridge used for peak bus service?
- 9) Discounted fares for seniors and disabled?
- 10) Paratransit serving Folsom?
- 11) Early morning service at the civic center (how early will the Folsom bus service start?)
- 12) Aerojet service?
- 13) Service down Prairie City Road south of Folsom?
- 14) How many people live within walking distance of the proposed alternative bus routes?

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- 1) I just wanted to support a feeder bus for light rail to be located at the corner of E. Natoma and Blue Ravine. This would support the Esplanade Condominiums (255 units, the 150 going in across the street from the Esplanade as well as the housing project that is going to be built across from the Raley's Supermarket. They just broke ground for the Raley's Supermarket earlier last month. *Alan Argentine, 4/28/05, Folsom SRTP On-line Comment Form, SACOG Web site*
- 2) We (husband & wife) would prefer to have Folsom bus service for commuters to downtown in addition to the light rail service. As State workers, we appreciate the clean, safe commute provided by Folsom Stage Lines. Please continue the Folsom commuter bus service. Thank you for considering this request to maintain alternative public transit methods between Folsom and downtown Sacramento. *Ron Wright, 5/3/05, Folsom SRTP On-line Comment Form, SACOG Web site*
- 3) Neva, a senior resident at Pinebrook Village, manufactured home park with 336 units (about 500 total residents). Very caring and cohesive community. Neva unable to attend the March 29 public workshop and called with the following comments: Folsom does an excellent job with the DAR service. Only complaint for Pinebrook Village residents is the cost. Would like to have a discount DAR fare for low-income seniors. *Neva Cimarolli, 3/23/05, verbal comment by phone*
- 4) Patty called. She would not provide her last name or address or phone. She said that she would not be able to attend the March 29 public workshop but would like to submit the following comments: Patty said that she used to live in Folsom, but now lives on the other side of the river in the Fair Oaks/Carmichael area. She has been a regular Folsom rider for about 5 or 6 years and rides DAR about 3 times a month to go to Wal-Mart and the Folsom Post Office. She would like to request free transfers between Folsom's Dial-A-Ride and Route 10, as well as between Folsom bus and RT bus service and/or discount for persons with disabilities. *Patty, 4/5/05, verbal comment by phone*
- 5) A woman called and would not provide her name or address or phone. She would not be able to attend the March 29 public workshop, but wanted to submit following comments: She said she lives on the other side of the river near Main/Greenback. She rides Route 10 about 2 or 3 times a week to go to Wal-Mart and Broadstone shopping centers. She would like to request free transfers between Folsom bus and RT bus service. She'd also like bus service to run on Saturdays and Sundays from 8 a.m. to 5 p.m. *3/22/04, verbal comment by phone*
- 6) I am a Folsom resident who lives in the Lexington Hills community. I currently drive to Lembi Park and take the Folsom Stage bus to downtown. I occasionally take the Folsom Trolley bus between Lexington Hills and Lembi Park. I have been told the Short Range Transit Plans in Folsom will NOT include bus service to the communities of Lexington Hills, Parkway II and Empire Ranch. If this is true, than I think the Short Range Transit plan is flawed because there are thousands of residence in those communities, many of whom currently use the Folsom Stage bus and the local Trolley bus. I don't see how cutting

off bus service to the east side of the city will be a benefit. People should be given more options for mass transportation, not less. Please consider the opposite approach to providing bus service to east Folsom. I would like to see an increase in bus service, more bus stops and some advertising to encourage residents to use the bus. *Raminder Bola, 4/19/05, E-mail*

- 7) I won't be able to attend tonight's workshop but I do have a personal recommendation to make. I have used the Folsom Commuter Bus to Bradshaw now for about 11 years. It would very convenient for me if the local bus that will drop people off at the Folsom light rail would drive by the intersection of Oak Avenue Parkway and E. Bidwell. That is very close to where I live. And this local bus would be even more useful to me if it happened to be heading in the direction of the light rail at that particular stop. *Steve Hackett, 3/29/05, E-mail*
- 8) I will be commuting by car when Light Rail starts up. *Don Kurosaka, 4/26/05, E-mail*
- 9) Though I do not plan to attend, can you please count me as one Folsom resident who would favor continuation of the Folsom Stage Line bus service downtown/back. *Doug Stebing, 4/26/05, E-mail*
- 10) I attend the November 10, 2004 Transit Needs Public Hearing in Folsom and discussed with you, Andy Morin, and the representative from the Folsom Stage Lines, my concerns as a homeowner effected by the route and frequency of the transit system through my once quite neighborhood. To your knowledge, has there been any further evaluations or discussions pertaining to my concerns? Do you recall the name of the individual that was present at that meeting who was representing the Folsom Stage Lines? How will my neighborhood be impacted by the activation of Light Rail in our community? *Stacy Thompson, 3/21/05, E-mail*
- 11) On Tuesday 3 May 2005 in the Folsom Community Room next to City Hall there was a meeting to gather input on transit services in the City of Folsom with discussions of immediate service changes that would likely take place upon the opening of the Light Rail Line in Folsom as well as looking out to a period of five years for transit systems development in Folsom. One of the conversations that took place was discussion regarding Folsom's Route Ten and Regional Transit's Route 24. From the discussion I want to send this email recommending the following for both September 2005 and January 2006.

SEPTEMBER 2005

For both Route 24 and Route 10, the recommendation here is to retain status quo on existing services. While Route 24 is on a candidate list to reduce service frequencies from every thirty minutes to every sixty minutes. The candidate list has more candidates than there needs to be in total service reductions necessary. The recommendation in this email would be to maintain service frequencies and days of service just as they are today, all the

way through Saturday 31 December 2005. Following that date the following is being recommended below.

JANUARY 2006

When the calendar year changes, it is being recommended in this email that Folsom's Route 10 be eliminated. Connections between one system and the other at Main and Madison will not be necessary. Regional Transit Route 24 would be extended into Folsom terminating at the new Historic Downtown Folsom Light Rail Station. In doing so, a portion of the operating cost of the new reconfigured Route 24 would be borne by the City of Folsom for the segment of the route between Main/Madison and the new Historic Downtown Folsom Station Only. The Sacramento Regional Transit District would continue to pay out the operating cost from Main/Madison to the existing western terminus located at Circuit City by the intersection of Arcadia Drive and Greenback Lane in the City of Citrus Heights across the street from the Sunrise Mall. The route would operate on thirty minute frequencies, seven days a week, with departures from the Historic Downtown Folsom Light Rail Station occurring fifteen minutes before/after train departures such to establish all bus departures occurring between all train departures.

Thank you for your consideration in waiting to take any action on Regional Transit Route 24 and Folsom Stage Line Route 10 until the official January 2006 service change package is on the agendas of both the Sacramento Regional Transit District Board of Directors and the Cit Council of the City of Folsom. All of your cooperation here is greatly appreciated.
Mike Barnbaum, 5/19/05, E-mail

- 12) Commenting further on matters I talked about with various people at the March workshop in Folsom ...
- The shuttle routes around town and especially to Light Rail need to be within walking distance of residences, not just businesses. For instance, the route that runs up Iron Point should not just turn on E. Bidwell and proceed to the College; rather, it should loop around on Broadstone, Clarksville, and the street behind Broadstone Marketplace, allowing at least some residents to get to the bus without driving while still providing service to the College and the businesses along E. Bidwell. That could also provide service to Costco.
 - Bike Lockers are certainly needed at the LR stations! Will the City run those or will RT do it as they have at the existing stations? Also, can the lockers be "time-shared"? Idea: if some of those Intel riders want to leave a bike in the locker overnight to be picked up in the AM for the ride up the hill, could somebody else use the locker during the day for access to LR for the ride to Rancho or downtown?
 - I'm concerned about fares. Assuming RT's fare is \$3 (almost a certainty), how much extra will Folsom charge to be able to use the shuttles? If we end up with a \$4+ fare (total) for the ride downtown I can guarantee that I won't use it considering the door-door commute time will be on the order of 1 ½ hours (compared to 45 min-1 hr with the current Folsom express buses). A parking space and driving cost is VERY competitive at that price point, or maybe a drive to Howe or Watt where it's within the

\$2 zone. Do the Rancho people understand that their RT fares beyond Watt Ave. will double, not go up 50c?

- Re expresses: if RT in fact cannot perform on its previous promises of "express" trains for at least several years (likely, if the Watt Ave bridge project is needed first), providing a commute-period express bus service is certainly NOT duplicative. It simply is a temporary substitute for the promised but undeliverable train service. It might even be more cost-effective than express trains -- no funny scheduling or enhanced signals/crossovers/etc. would be needed. RT and Folsom might even be able to work out some kind of sharing arrangement to let one run cover both Folsom and Hazel Ave riders as a mutual cost-containment measure.
- RT and Folsom should also discuss some arrangement that would allow at least the basic Greenback/Madison bus service to be extended to the Light Rail line. Perhaps RT would not carry in-town passengers (pickup-only outbound and drop off-only inbound, or express/no stops in the other jurisdiction, are common arrangements) to keep Folsom whole, or perhaps RT and Folsom could make arrangements so Folsom would no longer have to loop out to Madison/Main.
- Finally, why not make some use of that "light rail ramp" from the Lid down to the bridge? How about fixing up the gates so buses from the north side of the river can use it for access to the Light Rail station? Given 1/2-hour or longer headways on the trains, connecting buses would be fleeting in and out anyway, so the one-way nature of the ramp should not be a problem. Certainly, the shortcut would make bus access to Old Town more convenient than driving, and could probably be done without spending a ton of money. And it would improve transit service where a rail line is probably only in the 100-year plan. *Mike Brady, 4/20/05, E-mail*

13) The Bus service Planning Public workshop presented by Sacramento Area Council of Governments (SACOG), City of Folsom and SACRT on March 29, 2005 had following shortcomings that need to be addressed:

- The Feeder/Shuttle Bus plan does not provide service to the Empire Ranch, Parkway II, Lexington Hills communities of the Folsom city. The Empire Ranch & Parkway II communities covering a huge area have grown considerably over the past five years and will continue to grow. As such, a bus service along East Natoma south of Blue Ravine and Golf Links is needed to serve the residents of these areas to connect to Light Rail Station at Glenn.
- Earlier public meetings indicated that Express downtown commuting hours Light Rail Service would be provided after Folsom extension. The plan presented does not provide that. The future total commuting time needs to be comparable to present time taken in order for the downtown commuters to use the Shuttle/Feeder Bus with Light Rail connection; instead of driving to downtown.
- Any future light rail bridge construction at Watt Ave, (which is an issue against express service) can be engineered and staged to allow for un-interrupted Express Commuting hour service during construction. This has been achieved in many other cities in California. SACRT should be able to achieve same results too.

I request you sincerely to consider my comments and take appropriate action. I will greatly appreciate your help. *Krishnaraj Ganapathi, 4/05/05, Smita Gupta, 4/12/05, Jifei Li, 5/05/05, E-mail*

- 14) We, the residents of Empire Ranch, Parkway II, and Lexington Hills communities in Folsom feel shortchanged after attending the Bus service Planning Public workshop presented by Sacramento Area Council of Governments (SACOG), City of Folsom and SACRT on March 29, 2005. The following shortcomings were noted by us:
- The Feeder/Shuttle Bus plan does not provide service to our communities. The Empire Ranch & Parkway II communities covering a huge area have grown considerably over the past five years and will continue to grow. Hence, a bus service along East Natoma south of Blue Ravine and Golf Links is needed to serve the residents of these areas to connect to the upcoming Light Rail Station at Glenn. The bus service would also serve the area students during after school hours to/from Folsom Middle School/High School/Community College.
 - Earlier public meetings indicated that express downtown commuting hours Light Rail Service would be provided after Folsom extension. The plan presented does not provide that. The future total commuting time needs to be comparable to present time taken in order for the downtown commuters to use the Shuttle/Feeder Bus with Light Rail connection; instead of driving to downtown.
 - Any future light rail bridge construction at Watt Ave, (which is an issue against express service) can be engineered and staged to allow for un-interrupted Express Commuting hour service during construction. This has been achieved in many other cities in California. SACRT should be able to achieve same results too.

We hope that you will take these requests into consideration. *Shilpa Viswanathan, 4/13/05, E-mail*

- 15) The closest and only proposed Folsom feeder bus service to a light rail station for people that live on north side of the river, will be the stop rear the Cliff House Restaurant. This stop was selected because it is a covered bus stop and also so the feeder bus will not have to turnaround on Folsom-Auburn Road.
- a) This stop is close by to the proposed Historic Folsom Station however, but there is limited Street parking available. Businesses do not like people, other than patrons of their business, to use their parking areas. This happened when Coffee Republic at the Pavilions Shopping Center, complained that Folsom Bus Line Riders took up parking spaces at their place of business. Because of this, couldn't the shuttle service be expanded along Oak Ave. Parkway where there is street parking and Folsom Dam Road where there is street parking also? Also current Folsom Bus Line buses are large and still manage to turnaround at Folsom-Auburn Road locations. The feeder buses will be smaller than the current Folsom Bus Line, so that should not present a problem for the new feeder buses. Also logically speaking, what would be the purpose of having a feeder bus pickup so close to Historic Folsom Station? Would it be better suited to have a feeder pickup further down the street, like Oak Ave. Parkway? Currently, the # 10 bus runs up there. (3/4 mile radius from light rail station?)

- b) This feeder bus stop was also selected because currently there are only 11 people that ride the Folsom Stage Line beyond Greenback and Folsom-Auburn Road. I checked with current Folsom Line bus drivers and I was told that much more than 11 people use the service beyond Greenback and Folsom-Auburn Road.
- c) Your PowerPoint presentation stated that possibly Dial-a-Ride (DAR) could be expanded to include residents that do not live within a 3/4 mile radius of a local fixed route. However is this \$5.00 dollar charge for a one-way cost? That would mean an individual would have to pay \$10.00 each day to use this service in addition to the monthly light-rail fare.
- d) You mentioned a possible additional pickup with bus route # 24. (with a morning pickup and an evening pickup). Please mention your findings at the meeting and get back to me about this. *Kathy Hughes-Alexander, 4/24/05, E-mail*
- 16) Currently, I take the Folsom Stage Line to my job in downtown Sacramento. My work hours are from 7:15-4:45 Monday through Friday. My downtown job location is 15th and Capitol Mall. In Folsom, the closest cross streets are Folsom-Auburn Road and Inwood Road. The closest Light Rail Station for me to use in Folsom, will be the Historic Folsom Station. The Light Rail is supposed to be up and running by October 15, 2005. I was told that there would be no shuttle service at all to any of the Light Rail Stations in Folsom, and that the Light Rail schedule will only run once an hour. I was also told that the fare for Light Rail will go up and be more than the \$135.00 dollars per month that I am currently paying for with the Folsom Stage Line fare. I would like to have the following brought up with the May 3rd scheduled meeting:
- Can there be Folsom local shuttle service running to the Folsom Light Rail Stations? Currently there is a shuttle that does run through Folsom now.
 - Will the #10 route still be in operation? That also currently runs in Folsom and goes to the Light Rail station in Rancho Cordova.
 - Can the "Dial a Ride" service be expanded so other patrons who did not meet the 55 year age limit, and who are willing to pay the fair, allowed to use the service? I am currently 51 years old and I have a dependent elderly parent who is too weak to use the service. (I am the sole caregiver for this elderly parent). *Kathy Hughes-Alexander, 4/17/05, E-mail*
- 17) I cannot attend the meetings for bus services changes that are scheduled for March 29th and May 3rd. I noticed on your News Release Flyer, dated March 16, 2005, where you (Kent Gary) mentioned "Our new transit routes will provide service to the Folsom light rail stations currently under construction at Iron Point Road, Glenn Drive and Historic Folsom." For the Folsom residents that live by the Folsom Dam Road, will there be a bus shuttle service to the Historic Folsom light rail station? Bus drivers on Folsom Stage Line stated that there will be no bus service at all for residents that live on the opposite side of the river by the Folsom Dam Road. Is that correct? Does this also mean that the No. 10 Bus will also not pickup anymore at Oak Avenue Parkway? Will there be a park and ride at the Historic Folsom light rail station, or at another location near Folsom Dam Road?
Kathy Hughes-Alexander, 3/26/05, E-mail

- 18) I will ride a local feeder bus to the Glenn Station in Folsom only if it is (a) free of charge or in conjunction with a light rail pass, (b) the local feeder bus picks me up within walking distance of my house (on the main arterial route), (c) the feeder schedule is on an express basis starting no later than 6am, and (d) the bus goes directly down the arterial street to the Light Rail Station (no detours). This may be a lot to ask for, but the County RT seems to be able to pull it off without any problems. I hope Folsom can do the same. If not, I will drive alone to Glenn Station early enough to find a parking spot, if full, I will try the other stations in the area (like Hazel, Iron Point, Historic). *Neil Kelly, 10/25/2004, E-mail*
- 19) Transit Buses to Stations - I doubt if the transit buses to Folsom Station will every pay for themselves. Since it will take me less than ten minutes from East Folsom to drive to the RT Stations - where is the benefit? Plus if I get there early enough, I can always get a parking space. For me to get out of my car for this short distance it would have to be free, on-time, & convenient / accessible - in other words "perfect" - otherwise forget it. I don't see this as a cost effective use of local funds. Take the money set aside for this service and put it into a local service to transport seniors and teens to the various shopping areas of town - guaranteed every fifteen minutes. *Neil Kelly, 12/13/04, E-mail*
- 20) I ride Folsom Stage Lines from Folsom to Franchise Tax Board. In filling out the survey form, I have a couple of issues: I currently walk to the Riley Street bus stop to catch the Light Rail Commuter Bus. When Light Rail comes in, will Folsom have feeders to Light Rail? Will it cost me more to ride the feeder bus? If so, I will have to find a ride to light rail (we do not have an extra car for me to drive from home). Current bus pass for Folsom is \$60 (State pays for 75% or \$45), my cost is \$15. Will there be a universal transit pass to ride both RT and Folsom? Please let me know when the survey results have been released. Will Folsom release their Short Range Transit Plan to the public? Where will these be posted? *Steve Lerman, 10/25/2004, E-mail*
- 21) After reviewing the presentation from the March 29th meeting, I have a few questions.
- When will the Folsom Bus Service start in the morning? Will there be a pickup point from the Aquatic Center/Lembi Park area?
 - Is there a cost to Ride the Folsom Bus if using a Light Rail pass?
 - What will the monthly cost of the Light Rail pass be for people riding from one of the Folsom stops to Butterfield Light Rail station and/or Downtown?
 - For Franchise Tax Board employees, will there be a stop a Butterfield Light Rail station on a regular basis? If so, what intervals (15 mintues, 30 minutes???)?
 - Will we have to transfer to another train and wait at Hazel or Sunrise to make the trip in or out of Folsom?
 - Why is Folsom being singled out for a two zone higher fee? So if someone from Folsom wanted to go to Mather Field, it would cost 50% more. Not fair! I think that it will create more traffic when people realize that it cost more to come from Folsom than from Hazel or Sunrise Station.
 - Will the SRTP be available on either SACOG or Folsom's website within a couple of days of the May 3rd meeting? If not, where would it be available?

I would like to have a response to these questions. Maybe they could be addressed at the May 3rd meeting as I will not be attending. *Steve Lerman, 4/25/05, E-mail*

22) I will not be able to attend the meeting tonight regarding commuter bus service and light rail. I'm not sure if this is a fact but I was told by another rider this morning that Folsom was not going to provide shuttle service from the north side of the river to light rail. Please don't forget about our needs. *Cheryl Morgester, 3/28/05, E-mail*

23) I have been using the Folsom Stage lines commuter bus service to downtown Sacramento for the past five years. I will miss this excellent service provided by the City of Folsom when it will be discontinued and replaced with RT's light rail service. I could not attend the Bus Service Planning Public Workshop that was held on March 29, 2005; however, some of my fellow bus riders did attend and they came away with some concerns (which are also now my concerns) regarding these following items:

- Will there be an express downtown commuting hours light rail service provided? This apparently was not addressed at the above mentioned meeting. It would be nice to have a light rail commute that would be comparable in time to the current downtown commuter bus service.
- There was apparently no mention at the meeting as to whether or not a light rail feeder/ shuttle bus service would be provided for the Lexington Hills, Empire Ranch, and Parkway II communities in Folsom. Since I live in Empire Ranch, I would also appreciate having this service.

Please take these items into consideration when a final plan is adopted and implemented.
Peter Soin, 4/07/05, E-mail

Folsom Residents' Comments/Questions Regarding Light Rail Extension to Folsom

Appendix G.4

- 1) Bike Lockers are certainly needed at the LR stations! Will the City run those or will RT do it as they have at the existing stations? Also, can the lockers be "time-shared"? Idea: if some of those Intel riders want to leave a bike in the locker overnight to be picked up in the AM for the ride up the hill, could somebody else use the locker during the day for access to LR for the ride to Rancho or downtown? *Mike Brady, 4/20/05, E-mail*
- 2) I'm concerned about fares. Assuming RT's fare is \$3 (almost a certainty), how much extra will Folsom charge to be able to use the shuttles? If we end up with a \$4+ fare (total) for the ride downtown I can guarantee that I won't use it considering the door-door commute time will be on the order of 1 1/2 hours (compared to 45 min-1 hr with the current Folsom express buses). A parking space and driving cost is VERY competitive at that price point, or maybe a drive to Howe or Watt where it's within the \$2 zone. Do the Rancho people understand that their RT fares beyond Watt Ave. will double, not go up 50c? *Mike Brady, 4/20/05, E-mail*
- 3) Re expresses: if RT in fact cannot perform on its previous promises of "express" trains for at least several years (likely, if the Watt Ave bridge project is needed first), providing a commute-period express bus service is certainly NOT duplicative. It simply is a temporary substitute for the promised but undeliverable train service. It might even be more cost-effective than express trains -- no funny scheduling or enhanced signals/crossovers/etc. would be needed. RT and Folsom might even be able to work out some kind of sharing arrangement to let one run cover both Folsom and Hazel Ave riders as a mutual cost-containment measure. *Mike Brady, 4/20/05, E-mail*
- 4) RT and Folsom should also discuss some arrangement that would allow at least the basic Greenback/Madison bus service to be extended to the Light Rail line. Perhaps RT would not carry in-town passengers (pickup-only outbound and dropoff-only inbound, or express/no stops in the other jurisdiction, are common arrangements) to keep Folsom whole, or perhaps RT and Folsom could make arrangements so Folsom would no longer have to loop out to Madison/Main. *Mike Brady, 4/20/05, E-mail*
- 5) I am a bus rider with the commuter bus with Folsom. I have heard rumors that the light rail service will be available only from 8 am to 7 pm. Would you know the true schedule that the light rail will be running from Folsom? *Shirley Cook, 4/20/05, E-mail*
- 6) If we take light rail from Folsom do we need to get on another train after Hazel station to take us to our destination? *Shirley Cook, 4/21/05, E-mail*
- 7) I will be unable to attend the workshops but wanted to find out if the issue of safety on the light rail has been addressed. I work at Franchise Tax Board and take the commuter bus on the days I'm not attending night classes at college. Lately I've seen several news clips about the violence on light rail that concerns me. I love taking public transportation, but not at the risk of physical harm to myself. *Tarah Early, 4/26/05, E-mail*
- 8) My name is Farshid Falaki and have been living in Folsom since 1989 and have been regular bus rider since I moved to Folsom. There is group of us that we typically carry our bicycle on the bus bike racks and ride the bicycle home after work and there are others that use their bicycle to get to their offices since the bus drop off in downtown is a distance away from their offices. My concern

is that are we allowed to carry our bicycle in the light rail during early morning rush hours. We fought long and hard many years ago to have the city of Folsom to install the bicycle racks on the buses and it has been a great convenience to have the ability to carry our bicycles. City of Folsom have provided a great services for many years and I am very thankful, and I also appreciate if you could let me know if this issue has been discussed and resolved with RT yet since I will be unable to attend the May 3rd public workshop. *Farshid Falaki, 5/02/05, E-mail*

- 9) My name is Gregg Fishman. I live in Sacramento (Watt and Fair Oaks Area) and work at the California ISO on Blue Ravine Drive in Folsom. I was not aware of the SACOG/Folsom short range transit meeting in late March. I would have liked to attend, but I am glad that you are engaged in this process. Light Rail has the potential to bring many benefits to Folsom, and I hope to use it extensively when it becomes operational. One of the things I am disappointed in however, is that there is no light rail station planned for Blue Ravine and Folsom Boulevard. As construction commenced and progressed, I assumed there would be a station there. I found out a while back that is not the case. I did contact Light Rail Board members and staff to see if one could be added, and sadly, there's no budget for the additional work required—at least not now. That leaves me with a dilemma. While I do hope to ride light rail to work often, The two stations at Iron Point and Glenn Drive leave me, and anyone working in the Blue Ravine/Lake Forest business park, with more than a mile walk. I am willing to do that in good weather. But in bad weather (rain or heat) walking that far is just not an option for people who have to arrive at work looking reasonably professional. So, I hope that in your short-range transit studies of Folsom and Light Rail, you take into account that several thousand people work in the Blue Ravine Business Park (500 or so at the ISO alone) and many of us are looking forward to using Light Rail. A frequent, convenient and inexpensive (free with light rail ticket?) shuttle during morning and afternoon commute hours between the Glenn Drive and Iron Point stations, and the business parks in the Blue Ravine area would make a huge difference in the number of days that light rail is a viable alternative. *Gregg Fishman, 4/06/05, E-mail*
- 10) I am currently taking the commuter bus, and won't be able to attend the upcoming meeting. I am wondering if there is any material you may be able to forward to me regarding the light rail being extended to Folsom. Would there happen to be a proposed schedule available? *Jim Foley, 3/22/05, E-mail*
- 11) Earlier public meetings indicated that express downtown commuting hours Light Rail Service would be provided after Folsom extension. The plan presented does not provide that. The future total commuting time needs to be comparable to present time taken in order for the downtown commuters to use the Shuttle/Feeder Bus with Light Rail connection; instead of driving to downtown. Any future light rail bridge construction at Watt Ave, (which is an issue against express service) can be engineered and staged to allow for un-interrupted Express Commuting hour service during construction. This has been achieved in many other cities in California. SACRT should be able to achieve same results too. *Krishnaraj Ganapathi, 4/05/05, Smita Gupta, 4/12/05, Jifei Li, 5/05/05, Shilpa Viswanathan, 4/13/05, E-mail*
- 12) Will there be a park and ride at the Historic Folsom light rail station, or at another location near Folsom Dam Road? *Kathy Hughes-Alexander, 3/26/05, E-mail*

- 13) I was unable to attend the meetings, but it is my understanding that the express trains to downtown will not be an option. This is very unfortunate as I have recently taken the light rail from Sunrise and it is not necessarily a pleasant trip considering there are 13 stops before arriving at 30th and S where I work and from Folsom it will be 16 stops. If we are going to be charged more for the extra distance it seems that this would be worthwhile to implement. I am afraid Light rail is going to lose its appeal to the folks that live out that way because of this. *Frances Kaler, 4/07/05, E-mail*
- 14) If parking may be limited at the three Folsom Stations, it appears that the Glenn Station may have the best chance for using on-street parking. The Glenn Station area is strictly business. (And Glenn Drive near the soy sauce plant and beyond is not used currently for on-street parking). However, I'm not sure of the parking restrictions on the street (like Glenn or the other streets). If we are strapped for parking spaces, would the City of Folsom allow RT riders to park on the streets (and if need be rezone or make accommodations). Will the Folsom Stations have bike lockers? The city does have a rather extensive bike trail network, and this may take a few cars out of the parking lots. *Neil Kelly, 12/13/04, E-mail*
- 15) I ride Folsom Stage Lines from Folsom to Franchise Tax Board. I currently walk to the Riley Street bus stop to catch the Light Rail Commuter Bus. When Light Rail comes in, will Folsom have feeders to Light Rail? Will it cost me more to ride the feeder bus? If so, I will have to find a ride to light rail (we do not have an extra car for me to drive from home). Current bus pass for Folsom is \$60 (State pays for 75% or \$45), my cost is \$15. Will there be a universal transit pass to ride both RT and Folsom? *Steve Lerman, 10/25/04, E-mail*
- 16) Is there a cost to ride the Folsom Bus if using a Light Rail pass?
- What will the monthly cost of the Light Rail pass be for people riding from one of the Folsom stops to Butterfield Light Rail station and/or Downtown?
 - For Franchise Tax Board employees, will there be a stop a Butterfield Light Rail station on a regular basis? If so, what intervals (15 minutes, 30 minutes???)?
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- 17) I was told that parking at the Sutter St. station was getting objections from the Sutter St. merchants. I can't imagine a light rail station without parking.
- Is there going to be an express for commuters?
 - How often will the train pick up?
 - Is there accommodations for bikes?
 - When making your decisions for light rail please consider that it needs to be desirable to get people to make the change and stay out of their cars. *Cheryl Morgester, 3/28/05, E-mail*
- 18) How many parking spaces will be built when the Iron Point station opens? The following description in the RT website is very unclear on this: "The main lot, with approximately 136

spaces, will be next to the light rail platform with driveways to Iron Point Road and Natoma Station Drive. A smaller 80-space lot will be located south of Iron Point Road with driveways to Iron Point Road and the adjacent shopping center. **The parking lots will be constructed in phases based on parking demand.**"

How many spaces will be built when the Glenn station opens? Again, the RT website is very vague on this: "The Glenn Station platform will be located south of Glenn Drive with a 165-space park-and-ride lot located next to the south side of the track. The parking lot will have access driveways from Glenn Drive and Coolidge Drive. **It will be constructed in phases based on parking demand.**" *Dan Otis, 3/17/05, E-mail*

- 19) Sounds like they open up with fully built out parking lots rather than "phased" in parking lots. That's good, because I think they will be pretty full. My other concern is that the size of the parking stalls that they already built look really small....they are going to be pretty tight to get into, especially with SUVs that are so common in Folsom. *Dan Otis, 3/18/05, e-mail*
- 20) My wife and I ride the Folsom commuter buses, but use light rail occasionally, and had the pleasure of using light rail from downtown to Sunrise at 4:30 yesterday. Everybody was treated to a drunk/crazy guy with one tooth and a bicycle that yelled and cussed and wanted to fight with people all the way to Zinfandel. I am having serious doubts about using light rail when the buses stop, and will probably be getting back on the freeway in my car. I would not want my wife subjected to it. I also ride it mid-day once a week within the downtown area and it is **consistently** bad. Security on the trains is pretty much non-existent, and not everyone can be in the first car with the driver. Please pass on the comment on bus service: nobody I know that currently rides the buses plans to ride a bus to get to a light rail station. If parking is a problem and they can't park there, they won't use it. *Dan Otis, 4/26/05, e-mail*
- 21) Will there be an express downtown commuting hours light rail service provided? This apparently was not addressed at the above-mentioned meeting. It would be nice to have a light rail commute that would be comparable in time to the current downtown commuter bus service. *Peter Soin, 4/7/05, E-mail*
- 22) I currently use the commuter bus from Folsom to downtown, and I did attend one of your workshops for a short time. I wanted to forward you this bulletin I just received. I attended the workshop because one of my concerns was the safety issue of being dropped off at the light rail stations downtown. Since I work in midtown I was told that the RT bus has pick ups from 16th street that I could use to take me to K St. Since I work on 17th & K St. I was also very disappointed that it will take 50 minutes on light rail just to drop me off so I can catch another mode of transportation (RT bus) to take me to midtown. The commuter bus can get me to work in 30-45 min. Please see police bulletin. A woman was robbed & sexually assaulted at the light rail downtown. I vote that we keep the current system in place with the option of using light rail. Please feel free to forward this on to others involved with the transition of light rail. *Judie Swolgaard, 4/11/05, E-mail*
- 23) For your information, I am attaching the police alert bulletin concerning the recent assault in our vicinity. http://www.sacpd.org/alerts/dt_assault_0331.pdf *Sue Damron, 04/11/05. E-mail*