



SACOG Board of Directors

November 6, 2014

2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Public Opinion Phone Poll and Public Workshop Results

Issue: The results of the MTP/SCS telephone poll conducted in October 2014 will be presented by the polling consultant. Results from the MTP/SCS public workshops and online questionnaire will also be presented.

Recommendation: None. This is a workshop.

Discussion: A scientific public opinion telephone poll, an online questionnaire, and an in-person questionnaire at the MTP/SCS public workshops were conducted to provide the SACOG Board with public perspectives on the themes in the MTP/SCS policy framework adopted in December 2013. This information is part of a larger outreach and communications plan for the update to the MTP/SCS. Only the telephone poll is considered scientifically valid, but the online and workshop surveys provide some insight on thoughts about the region's views on transportation issues from a self-selected group of residents.

In the development of the phone poll, the consultant, CJI Research, worked with SACOG Board members who identified interest in providing direction on the purpose and outcomes of the poll. The consultant considered Board direction, the 2006 MTP poll, and the 2004 Blueprint poll in the development of the draft survey. The draft poll was circulated to the Board for comments.

The phone poll was conducted in October with 1,600 respondents. Almost 200 interviews were completed each in El Dorado, Placer, Sutter, Yolo and Yuba counties. Approximately 600 interviews were completed within Sacramento County, and distribution was roughly proportionate to populations in the City of Sacramento, the unincorporated areas of Sacramento County, and the other incorporated areas within the county. Attachment A shows the summary results of the phone poll. The summary includes results for the region as a whole and broken out by county (with Sacramento County divided into the unincorporated area, the City of Sacramento, and other incorporated areas). The consultant is preparing a more detailed report of the poll data and analysis that will be available after the November Board meeting. Results from the online and public workshop questionnaires are also shown in Attachment B.

Attachment C is a summary of the demographic data of the online and in-person questionnaire respondents, public workshop participation numbers, and a summary of written comments from the public workshops. Attachment C will be provided separately in advance of the Board meeting. Due to the timing of the last MTP/SCS workshop, this item was not complete at the time of the packet mail out.

Approved by:

Mike McKeever
Chief Executive Officer

MM:MH:gg
Attachments

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(November 6, 2014)

	Region (all)	El Dorado Co	Placer Co.	Sac City only	Uninc Sac Co	Other Incorp Areas Sac Co	Sutter Co	Yolo Co	Yuba Co
Notes: (1) totals may not add up to 100% in all questions due to rounding or other responses not included; (2) Questions 1-4 are interviewee screening questions and not shown.									
5. How long have you lived in the Sacramento Region?									
- Two years or less (%)	6%	5%	4%	9%	1%	8%	2%	12%	5%
- Three to nine years (%)	12%	13%	10%	13%	13%	12%	9%	8%	13%
- Ten years or more (%)	82%	82%	86%	78%	86%	80%	89%	80%	81%

6. Compared to a few years ago, is your community headed in the right direction to become an even better place to live, staying about the same, or getting off on the wrong track?									
- % Saying "Right Direction"	32%	23%	41%	33%	28%	35%	34%	38%	20%
- % Saying "Staying the Same"	40%	42%	39%	35%	41%	38%	45%	42%	50%
- % Saying "Off on the Wrong Track"	22%	29%	16%	22%	26%	22%	18%	16%	27%
	6%	6%	4%	10%	5%	6%	2%	5%	2%

7. How would you describe the situation related to transportation here in the 6-county Sacramento region?									
- A critical problem	10%	10%	8%	12%	10%	15%	4%	5%	6%
- A serious problem	26%	30%	25%	25%	28%	23%	14%	30%	19%
- A problem but not that serious	28%	24%	32%	30%	26%	20%	40%	30%	28%
- Not a serious problem	34%	31%	34%	30%	32%	37%	40%	32%	44%
	3%	5%	2%	3%	3%	4%	2%	2%	3%

7B. With respect to all aspects of transportation in the Sacramento region, do you think things currently are getting better, staying about the same, or getting worse?									
- Getting better	22%	21%	25%	30%	22%	13%	30%	17%	22%
- Staying same	42%	43%	39%	39%	35%	49%	43%	51%	52%
- Getting worse	31%	30%	28%	28%	38%	35%	21%	26%	21%
- Not sure	5%	7%	7%	2%	5%	3%	7%	6%	5%

9. Which of the following could you says is the biggest problem in your area?									
- Traffic congestion	33%	21%	36%	25%	34%	48%	26%	31%	35%
- Condition of the roads	22%	25%	17%	19%	29%	14%	32%	23%	29%
- Lack of public transit	18%	25%	16%	23%	16%	16%	18%	19%	10%
- Lack of bicycle/pedestrian options	15%	23%	18%	18%	11%	13%	10%	16%	15%
- Other	3%	2%	3%	2%	3%	3%	4%	2%	3%
- Don't know	9%	4%	10%	13%	7%	6%	9%	7%	8%

10. Are you employed outside the home, work from home for pay, a full-time student, retired or unemployed									
- Employed outside the home	44%	37%	43%	42%	39%	51%	41%	57%	32%
- Work from the home	8%	9%	9%	6%	8%	9%	4%	6%	6%
- Full time student	9%	2%	7%	10%	9%	11%	11%	10%	14%
- Homemaker	7%	11%	6%	6%	4%	9%	10%	4%	13%
- Retired	24%	29%	27%	21%	28%	20%	25%	17%	18%
- Unemployed	9%	11%	8%	14%	11%	1%	10%	5%	14%
- Refused	0%	1%	0%	0%	0%	0%	0%	0%	3%

11. Thinking about the trip within the Sacramento region you make most often is it for:									
- Work	48%	47%	49%	44%	44%	54%	42%	61%	37%
- School	9%	1%	6%	14%	10%	11%	6%	7%	20%
- Medical appointments	9%	12%	7%	9%	11%	4%	15%	7%	13%
- Shopping	15%	15%	15%	14%	17%	16%	15%	10%	19%
- Other personal business	18%	24%	22%	19%	18%	15%	21%	15%	12%

	Region (all)	El Dorado Co	Placer Co.	Sac City only	Uninc Sac Co	Other Incorp Areas Sac Co	Sutter Co	Yolo Co	Yuba Co
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12. When you make the trip for (response to Q #11), which of the following do you do ALWAYS or MOST TIMES?

- Drive all the way there alone	68%	65%	74%	62%	68%	76%	67%	64%	61%
- Drive with other people/carpool	32%	37%	29%	27%	31%	39%	46%	27%	36%
- Take a bus	7%	4%	4%	6%	15%	4%	5%	7%	12%
- Take light rail	6%	2%	0%	15%	6%	6%	0%	0%	0%
- Ride a bicycle	7%	6%	3%	5%	7%	5%	6%	26%	1%
- Take Amtrak, the train also called Capital Corridor	1%	2%	1%	2%	3%	0%	1%	1%	0%
- Walk all the way	8%	7%	4%	18%	10%	2%	2%	9%	3%

13. How many days a week do you usual make that trip

- Less than one day	9%	19%	13%	4%	8%	7%	17%	7%	16%
- One Day	9%	12%	10%	6%	10%	5%	16%	8%	22%
- Two Days	12%	9%	12%	14%	13%	10%	11%	5%	18%
- Three Days	11%	8%	8%	15%	11%	12%	9%	9%	10%
- Four Days	12%	10%	14%	8%	12%	15%	4%	18%	5%
- Five Days	35%	31%	34%	40%	30%	44%	36%	34%	24%
- Six Days	5%	4%	6%	6%	6%	2%	3%	6%	3%
- Every day	7%	7%	4%	8%	11%	5%	4%	12%	2%

14. About how many minutes would it take to drive from home to (response to Q#11):

- 10 minutes or less	27%	14%	34%	29%	26%	25%	26%	35%	19%
- 11 to 15 minutes	17%	13%	16%	27%	14%	16%	10%	20%	7%
- 16-20 minutes	16%	14%	17%	14%	23%	14%	12%	12%	14%
- 21 to 35 minutes	20%	27%	16%	22%	18%	24%	20%	16%	21%
- more than 35 minutes	19%	33%	17%	8%	19%	21%	31%	17%	39%

15. If you wanted to use is, is there light rail or bus service frequent enough, close enough and running where you need to go for use to use it regularly?

- Yes/I think so	36%	22%	28%	45%	40%	33%	31%	44%	36%
- No, I don't think so	59%	74%	68%	51%	55%	61%	62%	54%	61%
- Not sure	4%	5%	4%	5%	4%	5%	7%	2%	3%

16. If bus or light ail service were nearby, ran often, went where you go on your usual trips, and did not take too much longer than driving, how often would you use it if it you used it alt all?

- probably not use it	32%	30%	35%	21%	36%	41%	36%	30%	26%
- use it a few times a year	12%	16%	12%	13%	13%	10%	14%	10%	17%
- use it maybe once a month	6%	10%	8%	5%	5%	3%	10%	10%	6%
- use it a few times a month	14%	15%	11%	15%	9%	17%	14%	15%	24%
- use it every week	29%	22%	29%	38%	29%	27%	22%	32%	19%
- already using bus or light rail for all trips	3%	2%	2%	4%	6%	1%	0%	2%	4%
- don't know	3%	4%	3%	4%	4%	0%	4%	1%	5%

17 - 29. PERCENT WHO SAID " THE SAME" OR "GETTING BETTER": In the past (response to Q5) years, have the follow aspects of living in Sacramento have the following aspects of living in the Sacramento region become better, stayed the same or become worse for you?

17. The time it takes you to commute	68%	62%	69%	73%	68%	58%	79%	75%	77%
18. The time it takes getting to shopping and other errands	69%	72%	70%	74%	67%	59%	74%	77%	76%
19. Transit service that gets you where you want to go fast enough	77%	74%	73%	80%	72%	81%	78%	85%	82%
20. Pavement condition on the roads and streets you use	62%	64%	67%	65%	50%	67%	64%	66%	59%
21. Traffic on the roads and streets you use	46%	43%	44%	56%	41%	41%	46%	51%	54%
22. Pavement condition on the freeways you use	67%	75%	69%	65%	66%	64%	75%	68%	72%
23. Traffic on the freeways you use	41%	45%	37%	47%	40%	35%	54%	36%	51%
24. Having stores, a pharmacy, restaurants, other services, and/or	89%	91%	91%	88%	87%	92%	87%	93%	85%
25. Safe walking routes you can use	84%	85%	92%	83%	77%	84%	87%	92%	79%

	Region (all)	El Dorado Co	Placer Co.	Sac City only	Uninc Sac Co	Other Incorp Areas Sac Co	Sutter Co	Yolo Co	Yuba Co
26. Having safe driving conditions on roads you use regularly	76%	78%	77%	75%	66%	81%	86%	84%	81%
27. Feeling personally safe when using public transit	72%	76%	78%	76%	58%	69%	71%	87%	78%
28. Bicycle routes you can use safely	80%	78%	78%	81%	76%	80%	83%	90%	74%
29. The number and frequency of Amtrak trains running from Auburn and Roseville through Sacramento and Davis and to the Bay Area	71%	70%	72%	71%	68%	68%	56%	87%	55%

30-42. PERCENT WHO SAID "JUST FINE AS IS" OR "A LITTLE IMPROVEMENT For those same things please tell me whether at present it just fine as is, or if it is something that needs only a little improvement, or is something that needs a lot of improvement

30. The time it takes you to commute	80%	88%	76%	81%	77%	78%	84%	88%	76%
31. The time it takes getting to shopping and other errands	81%	90%	84%	80%	74%	78%	84%	91%	81%
32. Transit service that gets you where you want to go fast enough	49%	45%	48%	51%	51%	45%	37%	55%	50%
33. Pavement condition on the roads and streets you use	70%	76%	76%	68%	57%	79%	69%	77%	61%
34. Traffic on the roads and streets you use	67%	71%	69%	68%	61%	62%	72%	76%	67%
35. Pavement condition on the freeways you use	72%	82%	74%	68%	66%	74%	78%	76%	77%
36. Traffic on the freeways you use	56%	60%	59%	53%	51%	49%	66%	68%	72%
37. Having stores, a pharmacy, restaurants, other services, and/or	80%	72%	84%	81%	79%	86%	73%	83%	61%
38. Safe walking routes you can use	76%	67%	80%	76%	72%	81%	67%	82%	62%
39. Having safe driving conditions on roads you use regularly	79%	86%	78%	77%	78%	82%	81%	80%	76%
40. Feeling personally safe when using public transit	50%	53%	49%	53%	44%	52%	41%	60%	52%
41. Bicycle routes you can use safely	58%	53%	57%	62%	50%	60%	59%	69%	53%
42. The number and frequency of Amtrak trains running from Auburn and Roseville through Sacramento and Davis and to the Bay area	45%	40%	46%	52%	45%	35%	32%	56%	35%

43. Respondent Ages

18-24	14%	8%	14%	14%	14%	14%	12%	16%	18%
25-39	24%	18%	16%	30%	25%	24%	21%	29%	27%
40-54	24%	26%	25%	24%	22%	26%	24%	20%	20%
55-64	21%	26%	22%	18%	20%	21%	25%	20%	21%
65+	25%	31%	31%	22%	26%	21%	26%	21%	19%

45. Do you have a car, truck or motorcycle available you can use for daily trips?

Yes	91%	91%	96%	85%	87%	98%	93%	91%	91%
No	9%	9%	4%	15%	13%	2%	7%	9%	9%

46. Race/Ethnicity:

African American	6%	2%	4%	12%	7%	5%	5%	1%	1%
Hispanic	13%	6%	6%	18%	9%	13%	16%	29%	20%
Caucasian or White	76%	95%	87%	60%	78%	77%	74%	72%	80%
Asian	10%	3%	8%	17%	6%	13%	13%	12%	8%
Other	7%	4%	6%	10%	10%	5%	4%	6%	8%

47. Annual Household Income

- Less than \$25,000	18%	17%	14%	23%	20%	9%	24%	21%	27%
\$25,000 to \$49,999	24%	33%	18%	24%	23%	22%	22%	27%	36%
between \$50,000 and \$99,999	33%	26%	37%	30%	36%	34%	35%	30%	24%
more than \$100,000	25%	24%	30%	23%	20%	35%	20%	23%	13%

	El Dorado Co	Placer Co.	Sacramento Co.	Sutter	Yolo	Yuba
Number of respondents living in county (or sub-area as noted):						
How long have you lived in the Sacramento Region?						
- Two years or less (%)	0%	12%	9%	3%	11%	11%
- Three to nine years (%)	0%	14%	8%	8%	11%	0%
- Ten years or more (%)	100%	73%	78%	84%	74%	89%

3. Which of the following could you say is the biggest problem in your area? [Question 9 in phone poll]

- Traffic congestion	4%	30%	23%	19%	16%	39%
- Condition of the roads	33%	12%	16%	28%	16%	22%
- Lack of public transit	4%	21%	27%	19%	25%	33%
- Lack of bicycle/pedestrian options	38%	33%	27%	22%	21%	22%
- Road Safety	4%	5%	11%	3%	11%	0%
- Other	33%	2%	8%	11%	16%	17%

1. PERCENT WHO SAID " THE SAME" OR "GETTING BETTER":

In the time that you have lived here, have the following aspects of living in Sacramento become better, stayed the same or become worse? [Questions 17-29 in phone poll]

a. The time it takes you to commute	30%	42%	46%	51%	49%	61%
b. The time it takes getting to shopping and other errands	55%	53%	52%	54%	57%	39%
c. Transit service that gets you where you want to go fast enough	35%	37%	38%	33%	62%	39%
d. Pavement condition on the roads and streets you use	38%	67%	42%	57%	36%	39%
e. Traffic on the roads and streets you use	24%	37%	34%	32%	31%	18%
f. Pavement condition on the freeways you use	86%	63%	54%	65%	53%	72%
g. Traffic on the freeways you use	18%	33%	32%	44%	28%	39%
h. Having stores, a pharmacy, restaurants, other services, and/or	71%	88%	84%	57%	90%	78%
i. Safe walking routes you can use	59%	77%	78%	65%	90%	59%
j. Having safe driving conditions on roads you use regularly	62%	88%	70%	75%	67%	67%
k. Feeling personally safe when using public transit	35%	37%	41%	44%	64%	33%
l. Bicycle routes you can use safely	50%	67%	61%	59%	76%	44%
m. The number and frequency of Amtrak trains running from Auburn and Roseville through Sacramento and Davis and to the Bay Area	14%	34%	36%	8%	53%	28%

	El Dorado Co	Placer Co.	Sacramento Co.	Sutter	Yolo	Yuba
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2. PERCENT WHO SAID "JUST FINE AS IS" OR "A LITTLE IMPROVEMENT

Thinking about each of the travel aspects listed above, is it just fine as it is, is it something that needs only a little improvement, or is it something that really needs a lot of improvement?[Question 30-42 in phone poll]

a. The time it takes you to commute	58%	58%	64%	65%	72%	89%
b. The time it takes getting to shopping and other errands	79%	83%	79%	73%	88%	72%
c. Transit service that gets you where you want to go fast enough	42%	21%	27%	30%	45%	44%
d. Pavement condition on the roads and streets you use	46%	86%	59%	65%	65%	67%
e. Traffic on the roads and streets you use	67%	79%	61%	67%	70%	50%
f. Pavement condition on the freeways you use	83%	74%	63%	67%	71%	82%
g. Traffic on the freeways you use	63%	62%	50%	64%	54%	50%
h. Having stores, a pharmacy, restaurants, other services, and/or	58%	79%	74%	61%	87%	50%
i. Safe walking routes you can use	63%	72%	65%	61%	84%	44%
j. Having safe driving conditions on roads you use regularly	79%	98%	72%	78%	84%	82%
k. Feeling personally safe when using public transit	38%	36%	44%	50%	67%	39%
l. Bicycle routes you can use safely	38%	48%	42%	50%	62%	27%
m. The number and frequency of Amtrak trains running from Auburn and Roseville through Sacramento and Davis and to the Bay area	17%	33%	34%	17%	48%	31%

Respondent Ages

18-24	0%	5%	13%	0%	14%	0%
25-39	5%	21%	31%	37%	19%	46%
40-54	52%	36%	29%	27%	31%	8%
55-64	29%	31%	17%	27%	19%	8%
65+	14%	8%	9%	10%	15%	38%

Do you have a car, truck or motorcycle available you can use for daily trips?

Yes	100%	98%	90%	85%	90%	94%
No	0%	2%	10%	15%	10%	6%

Race/Ethnicity:

African American	6%	3%	11%	0%	1%	0%
Hispanic	0%	5%	12%	6%	4%	6%
Caucasian or White	94%	87%	71%	76%	83%	94%
Asian	0%	10%	8%	6%	7%	0%
Other	6%	0%	7%	12%	6%	6%

Annual Household Income

- Less than \$25,000	0%	3%	20%	10%	17%	18%
\$25,000 to \$49,999	15%	11%	14%	13%	12%	6%
between \$50,000 and \$99,999	46%	32%	32%	45%	28%	47%
more than \$100,000	38%	55%	34%	32%	43%	29%

County of Workshop	2014 Walk Ins (participated but did not complete survey)	2014 Surveys Completed	2010 Surveys Completed
El Dorado County	35	22	65
Placer County	22	19	37
Sacramento County (central)	214	163	203
Sacramento County (north)	120	100	60
Sacramento County (south)	36	25	43
Sutter County	34	26	40
Yolo County	100	87	98
Yuba County	32	24	37
Online Survey	347*	187	<i>Not applicable</i>

*Number of hits to website

Gender	2014 Workshop Survey Responses	2014 Online Survey Responses	2013 Regional Census ACS
Female	46%	44%	51%
Male	51%	55%	49%
Other	0.2%	0%	<i>Not available</i>
Decline to State	2%	2%	<i>Not applicable</i>

Note: Excludes 62 respondents who chose not to answer this question

Age Distribution	2014 Workshop Survey Responses	2014 Online Survey Responses	2013 Regional Census ACS
14-24	17%	1%	14% (15-24 yrs)
25-34	18%	15%	14%
35-54	38%	43%	26%
55-64	16%	27%	12%
65+	10%	14%	13%

Note: Excludes 103 respondents who chose not to answer this question

Race/Ethnicity Distribution	2014 Workshop Survey Responses	2014 Online Survey Responses	2013 Regional Census ACS
African American	7%	1%	7%
Asian	7%	5%	13%
Hispanic/Latino	10%	1%	21%
Caucasian	65%	88%	54%
Multiple	6%	4%	<i>Not available</i>
Other	5%	2%	<i>Not available</i>

Note: Excludes 99 respondents who chose not to answer this question

Household Income Distribution	2014 Workshop Survey Responses	2014 Online Survey Responses	2013 Regional Census ACS
Less than \$15,000	14%	1%	12%
\$15,000 - \$24,999	9%	1%	10%
\$25,000 - \$34,999	8%	1%	10%
\$35,000 - \$49,999	7%	6%	13%
\$50,000 - \$74,999	17%	18%	18%
\$75,000 - \$99,999	15%	17%	12%
\$100,000 - \$149,999	16%	33%	14%
\$150,000 - \$199,999	7%	14%	6%
More than \$200,000	6%	9%	5%

Note: Excludes 108 respondents who chose not to answer this question

Which of the following would you say is the biggest problem in your area?		
	Comments	Themes
1	Poor bicycle path between Davis and Sacramento	bike/ped
2	Other - need more sidewalks!	bike/ped
3	Road Safety - Relative to bicycle between Davis and Sacramento especially Road 32A between Road 105 and Yolo Causeway	bike/ped
4	Road Safety - Bicyclist education	bike/ped
5	Get cyclists off the sidewalks and into their own bike lanes	bike/ped
6	Condition of the roads..."for bicycling (bicycle lane is the worst part of the road)"	bike/ped
7	need for electric vehicles infrastructure	electric vehicles
8	Traffic signals need to be removed on 99 and replaced w/ interchanges between highway 20 and highway 113 in Sutter county & Yuba city (reduce GHG's from stopped and idling traffic in Sutter county which is a non attainment area)	freeway/highways & local roads
9	El Dorado County politicians creating projects that qualify for funding when the public doesn't want the project = wasteful	general
10	lack of public transit..."more frequency and more routes"	general
11	drivers in general very mad and impatient drive fast	general
12	the biggest road hazard are the deer.	general
13	Politicians in El Dorado County who want to urbanize our county electric vehicles though SACOG's Blueprint plan does not match that concept for EDC	growth
14	State and SACOG's mandates on growth that is attached to funds. Do not want development forced on others so that from Rancho to Pollock Pines is one continued city-dvelopment	growth
15	Condition of the roads	maintenance
16	Other (the high speed of vehicles makes it difficult for pedestrian and cyclist safety)	safety
17	Rural community - people move in then hall ass to get where they are going. Going above the speed limit endangering electric vehicles everyone else	safety
18	Road Safety - motorist going too fast, speed limits too high, motorists driving unsafely, too few protected crosswalks + crosswalks too far apart, too many untrained bicyclists going the wrong way and pedaling into the crosswalks from sidewalks without yielding, and motorists harassing bicyclists who are riding in a legal manner	safety
19	Other - Drivers running stop signs/RT on red when pedestrians are in crosswalk	safety
20	Other - Andros Karperos School Safety	safety
21	Road Safety - Need day-glow paint on some areas to avoid banging into traffic separators in street. Ex: Gray street/Yuba City St. Parts of Bridge St	safety
22	Road safety - should lower speed limit on art... and local roads	safety
23	Bike riders need to know the rules.	safety & bike/ped
24	lack of adequate transportation for seniors	seniors
25	Traffic - Need better light timing, please road exit from highway 99	transit
26	Lack of public transit - especially to Yuba College until last classes at 9pm	transit
27	Lack of public Transit - "dismal for seniors"	transit

28	lack of convenient and affordable public transit	transit
29	cutbacks to transit service after the recession	transit
30	Lack of public transit ..."Dixon to Solano College. Schedule does not allow one to take classes scheduled after 2:00 pm"	transit
31	Lack of public transit ..."Buses not going to campus"	transit

Following the suite of questions regarding plan outcomes: "Other outcomes of the plan you would like to see (fill in the blank)		
	Comments	Themes
32	More new homes..."not new! Buy old ones & improve"	growth
33	Road capacity	local roads
34	Reduce travel time..."I need to be able to the bus to and from church on Sundays and Wednesday evening"	transit
35	we need a major reduction in VMT, which even scenario 3 does not achieve.	air quality
36	I would like to see bike only roads. Also, cars should not be allowed to drive on one day a month, to encourage other means of transportation	bike/ped
37	narrowing the 4 lane suburban roads to 2 lane with better bike lanes and sidewalks	bike/ped
38	Establish commute subsidies for cyclists, pedestrians (many transit commuters already get them)	bike/ped
39	More safe bike and walking trails that go to schools, jobs, stores, churches, parks.	bike/ped
40	More money spent on GOOD, off road bike paths; protected bike lanes in downtown areas.	bike/ped
41	More bike lanes to key shopping areas	bike/ped
42	Bike lanes, raised and marked, walker and sidewalks on all residential roads - starting with the 4-lane stretch of Whitney ...4 schools	bike/ped
43	more walkable, sustainable communities with local jobs - paramount!	bike/ped
44	Make County Road 32 safer for commuting bicyclists	bike/ped
45	I commute to SF - riding my bike in Sac. I'd like better downtown bike lanes/bicycle safety awareness for drivers	bike/ped
46	emphasis on reducing emissions through improvements in walking and biking routes	bike/ped
47	Other - Bike safety for UC Davis students	bike/ped
48	More, improved inter-city bike facilities for commuters	bike/ped
49	More and better NETWORK of protected bike and walk routes, connecting housing to school, work centers, recreation and shopping.	bike/ped
50	More quality support for bicycling as transportation, not just recreation. Would also like to see transit to the Bay Area more efficient and practical. We need to invest in mass transit and bicycling to make it a reasonable option instead of delectric vehiclesoting such large percentages of \$\$s to more roads. This will also help with better air quality.	bike/ped
51	better bike options	bike/ped
52	pedestrian activated signal crossing that lights up	bike/ped
53	More interconnectivity of bike lanes from one neighborhood with bike lanes to another across major thoroughfares (green lanes, separate lanes). More frequent transit and transit within one mile walk/bike in low income areas	bike/ped
54	Better transit + bike connectivity between Davis and Woodland	bike/ped
55	more bike lanes	bike/ped
56	Encourage more time traveling by foot/bike to encourage community	bike/ped
57	More bike commuters	bike/ped

Following the suite of questions regarding plan outcomes: "Other outcomes of the plan you would like to see (fill in the blank)		
	Comments	Themes
58	Other - more bicycle-oriented transportation	bike/ped
59	bike path or lane on Hwy 16 between Woodland and Esparto	bike/ped
60	bike path between Davis and Sac, esp. Rd 32A, needs improvement! Yolobus route 43 should have a 2pm and 3pm route. Low income people should be subsidized for public trans.	bike/ped
61	designated bike lane like J street all over the county	bike/ped
62	I see reduced VMT, reduced VMT in heavy traffic, and reduced time in car as linked and all achievable by less need for a car and more use of bicycling and walking	bike/ped
63	more emphasis on short and long term on bike, ped, and transit. The current system is wildly unbalanced in favor of autos. To achieve balance, we should not be putting more weight on the auto side of the scale	bike/ped
64	more pedestrian infrastructure in general - no sidewalk gaps, more buffered walking paths	bike/ped
65	invest more money sooner to improve bicycle network throughout region	bike/ped
66	More money spent on GOOD, off road bike paths; protected bike lanes in downtown areas.	bike/ped & recreation
67	no "door zone" bike lanes. No intersections with 10 or more legs closed to ped crossing. No urban roads with speed limit over 30 mph. Transit service to my neighborhood @ 15 minute headways. Allow transit passengers to transfer without paying another full price!!	bike/ped & safety
68	Improve bicycle safety. More alternatives to automobile transportation	bike/ped safety
69	improve safety and accessibility for cyclists	bike/ped safety
70	Reduce on 80 to and from Davis	congestion
71	electric light trucks with a 300 mile range on 1 charge	electric vehicles
72	more electric vehicle charging stations	electric vehicles
73	facilitate electric vehicles travel through infrastructure	electric vehicles
74	Substantial increase in number of free electric vehicles charging stations, plus code requirement for all new businesses and existing businesses over a certain size	electric vehicles
75	Green vehicles only laws, get rid of fossil fuels	electric vehicles
76	More electric vehicles use	electric vehicles
77	Other - fewer stoplights on highway 99 in Yuba City	freeway/highways & local roads
78	Investment in alternative-powered bus fleets...making walking & biking access a high priority	funding strategy
79	A special lane on freeways for slower/lower emitting vehicles (i.e. Vespa's)	general
80	Less cars/more efficient cars	general
81	growth limits, safer bike lanes, age minimums for driving at 18	general
82	Better coordination between Caltrans + local jurisdictions for traffic lights	general
83	Most of the above are personal choices, not choices that government or RPAs should be making	general
84	Easier parking	general
85	Mode connectivity ... car (parking) to transit, etc. bus to RT, streetcar to bike, etc.	general
86	healthier communities, safer transportation options, economic growth, bus rapid transit, better coordination between local + regional + state government	general

Following the suite of questions regarding plan outcomes: "Other outcomes of the plan you would like to see (fill in the blank)		
	Comments	Themes
87	sponsor or advocate for research/pilot testing of innovative telecommuting/tele-shopping/other trip reducing strategies	general
88	More common public areas - parks etc.	general
89	Improve individual and community health through less car dependence and encouraging transportation based exercise in our daily lives	general
90	Pick a mode and focus on it. Do not try and please electric vehicles everyone and let the minority dictate where transportation funds are spent.	general
91	more transportation in the Yuba Co. Foothills + Wheatland	general
92	Density equity safeguards for historically blighted neighborhoods to account for gentrification risks (i.e. North Oak Park)	general
93	parks, community center	general
94	established conservation plan	general
95	El Dorado Co has a large rural flavor - with recreational equestrians, monthly we see growth of people moving in purchasing acreage for horses. Would like to see them added to the transportation list of uses	general
96	Better interagency coordination; no focus on motorist loss; sinking lid on car parking supply	general
97	Instead of population growth model use/account for greenhouse gases cause by people, expand growth/delectric vehicles/development from that average	growth
98	Private sector jobs in city center	growth
99	NO new development south and/or east of the South East Capitol Connector	growth
100	less sprawl	growth
101	more regional perspective on where NOT to build as apposed to where TO build	growth
102	green space retained in city	growth
103	Keep El Dorado County rural	growth
104	more compact + mixed use development	growth
105	infrastructure should be built ahead of rooftops (house/apartments) and commercial, not after congestions is unbearable.	growth
106	stop building and leave the land alone!	growth
107	better planning of shopping centers	growth
108	More homes within walking distance to stores & restaurants	growth
109	Promote economic growth and vitality while providing the roadway system needed to support it.	growth
110	more walkable bikeable communities	growth
111	continue to invest in urban core; try to reduce development of open space	growth
112	Stop messing with land use and the natural economy. People in general do not want to get out of their cars. Decisions need to be made on that reality and when developing high density traffic impact still needs to be considered, otherwise the condition only becomes worse with the opportunity to mitigate lost	highway/freeway & local roads
113	more affordable housing	housing
114	More local control of funding and priorities	local control
115	more local jurisdiction control. Less unelected regionalism	local control
116	more local and less regional planning and control of projects	local control

117	More bridges across the river	local roads
	Following the suite of questions regarding plan outcomes: "Other outcomes of the plan you would like to see (fill in the blank)	
	Comments	Themes
118	More road projects in Yuba City	local roads
119	Improvement on what we have already and well maintained before adding to it	maintenance
120	Improvement in Condition of Roads	maintenance
121	safer coexistence of motorists/cyclists/pedestrians	safety
122	Safer biking routes with more separation from automobile traffic.	safety
123	Reduce traffic speed in residential communities; reduce noise produced by traffic (highway, trucks, motorcycles) in area near residential communities.	safety
124	Provide adequate funding for alternatives to vehicle travel. Funding to educate electric vehicles everyone on proper vehicle/bicycle interaction, Rules of the road, slow down vehicle traffic speed.	safety
125	light rail to airport	transit
126	an additional transit funding source through public-private partnerships	transit
127	Improvement of Amtrak train railways	transit
128	more bus routes	transit
129	extended light rail services	transit
130	Better long distance public transit	transit
131	Pay for transit costs by increasing taxes	transit
132	Education for UCD students about biking in the road and lights at night	transit
133	more transit for seniors who often cannot walk to bus stops + can't afford taxis, our senior population is exploding	transit
134	improved rail transit; incentives to use non-car transportation	transit
135	Improved high-frequency transit in urbanized areas outside the Sacramento city limits	transit
136	cheaper transit	transit
137	more interest in supporting our senior population with accessible transit	transit
138	regional interconnection of transit options	transit
139	A card in which you can use on all transit	transit
140	Public transit needs to be faster and cheaper enough relative to cars to tip the balance away from cars, also car pooling options easier	transit
141	Less cares, less focus on auto as transit 1 option. Less space dedicated to cars	transit
142	transit investments in built out, underserved areas	transit
143	Other - improve public transportation in rural communities that are providing affordable housing - to urban schools hubs and urban work hubs	transit
144	West Sacramento needs more public transportation	transit
145	better and safe transit in low income areas; better connections for public transit	transit
146	light rail to Davis instead of airport	transit
147	Actually, I am a daily commuter to Sacramento. Y-S Transit is Fabulous! Wrote "We need a light rail!!" under questions 5 - Balancing Priorities	transit
148	better schedules for public transit -- bus transit from community colleges up until 10:15 pm	transit

149	Transit to airport	transit
	Following the suite of questions regarding plan outcomes: "Other outcomes of the plan you would like to see (fill in the blank)"	
	Comments	Themes
150	Get light rail built to natomas area + airport	transit
151	more intercity hi-speed transit, possible direct travel from Natomas to Rancho Cordova . Above ground train?	transit
152	Bus Rapid Transit on major corridors and freeways	transit
153	massive shift to rail and bus transit	transit
154	Increased safe well maintained multi-use paths that move from residential to business areas. A safe transit system that gets a person from point A to point B faster than a personal vehicle.	transit
155	While cost recovery is important, taking mass transit needs to be incentivized either by transit agencies and/or employers. We need livable communities that have a low impact on our environment.	transit
156	create easier commute transit options that are affordable and thus will encourage more people to use/support (also helps environment)	transit
157	Amtrak ridership increased to reduce ticket fares	transit
158	light rail to the airport	transit
159	increased spending devoted to transit, beyond fare revenues	transit
160	affordable (sliding scale fee for public transit), more hours of service, 24/7 if possible or early and late service hours too	transit
161	high quality transit does NOT need 15 minute headway	transit
162	better transit from Folsom to Sacramento and other areas	transit
163	More buses and light rail - you cannot go further east than Folsom lake	transit
164	BRT, bikes, safer transportation options	transit & bike/ped
165	Travel to and from suburbs, and within, without need of a car	transit & bike/ped
166	Transit (light rail) extended to airport; Better flow of traffic downtown for arena project; Safe bike lanes for downtown commuting	transit & bike/ped
167	Other - Drought plan - solutions	water availability
168	Water is major limitation, so add it as major determinant of growth	water availability

Write in comments on blank comment cards		
	Comments	Themes
169	We need real, not planned, funding for transit if there are to be real reductions in VMT.	air quality
170	B Street in Davis between 8th and 14th Streets is a TEMPORARY BIKE LANE and worse than unsafe for kids travelling on bikes...Allowing parking 6 pm - 6 am M_F and all days weekends is reprehensible.	bike/ped
171	The woodland Davis connection in the Yolo County bike plan should be taken off the list and other projects moved up in priority. The build it and they will come thinking will not work in this case. With the opening of road 98 there is a good way to bike between the cities for those that want to. You are not going to get people to brave 100 degree heat and North winds unless they already bike and there are now good enough routes for them. Resources should go to improving routes that have a better potential of increased ridership with improvements, such as Davis to Downtown Sacramento. All of the above is my opinion, influenced by years of riding and observing other riders.	bike/ped
172	Please rate the Road 32A bike bypass as "high" priority for Yolo County and fund the project in FY 15-16 with minimum local match. Thank you.	bike/ped
173	Keep in mind cyclists commuting from Davis to Sacramento, and Sacramento to Davis via Road 32A...	bike/ped
174	More inter-city bicycle transportation, especially between Davis and Sacramento, specifically building a Rd 32-A bypass. Too much high-speed traffic is intermingled with cycling on this route.	bike/ped
175	I would like to see the 32A bike bypass project implemented.	bike/ped
176	It would be great to see the 32A bike bypass being pushed forward!	bike/ped
177	More people would commute from Davis (homes) to Sacramento (jobs) -- and some in the reverse direction -- if there were a safer, more pleasant route. This would also have the effect of reducing congestion on the I-80 freeway & on commute-hour trains/buses -- since these people have to get to work somehow. So, the best and most cost-effective solution is to complete Yolo County's "32A Bike Bypass" as soon as possible!	bike/ped
178	As a Davis resident that commutes by bike to Sacramento, I would appreciate a safer route along County Road 32 between the Causeway and the existing Class 1 bike route that parallels I-80. Additionally, an at grade trail through the Yolo Bypass would be preferable to the trail immediately adjacent to the freeway. Both actions would make the bike commute between Davis and Sacramento safer and more enjoyable, and potentially more attractive as a viable commuting option for more people.	bike/ped
179	I have tried to cycle from Davis to Sacramento and had a very scary experience with speeding cars on the frontage road in Davis. For me, for this reason, cycling to Sacramento is not an option. The 32A bicycle bypass should be made a high priority as Sacramento is a major destination from Davis but there is no safe alternative.	bike/ped
180	The bicyclist route between Sacramento and Davis should receive a high priority for safety improvements; in particular the frontage road north of I-8- in Yolo County (Road 32A) is not very safe for bicycling during commute hours	bike/ped
181	I like the projected ideas for more walking and biking access. But the projected plan seems to focus more on congestion and traffic more than greener transportation which is what I would like to see	bike/ped
182	Priority for class I bikeway from RR tracks to Causeway east of Davis needs to be bumped up.	bike/ped

Write in comments on blank comment cards		
	Comments	Themes
183	We need a safe commuter route between Sacramento and Davis - the 32A bike bypass would be fantastic!	bike/ped
184	The bike route between Davis and Sac is intimidating. Rd 32A is scary b/c of cars. The shoulders need expanding to at least 6 ft. The western causeway electric vehicles pavement is literally falling apart. Biking in downtown Sac is also scary w traffic. Wish we could improve that. Civil improvements cost money and I usually vote for more taxes because I like environmentally friendly infrastructure that supports getting people out of cars. I think the tax should be on gas and cars. Drivers (including myself) should fairly pay for the cradle to grave costs of cars, including environmental and public health costs of pollution. Then people would use public transportation, traffic would get better and less \$ spent on road repair. My family supports scenario 3!	bike/ped
185	Would like to see improved bicycle infrastructure between Davis and Sacramento -- the 32A bike bypass should be a high priority.	bike/ped
186	We have for too long neglected the bike as a transportation option. The current bike transit system from Davis to Sacramento is noisy with toxic fumes. There should be a safe way to connect the two. Europe is far ahead of us on this. I don't support anything that puts more cars on the road.	bike/ped
187	Need to look seriously at increasing short trip needs shifting frequent travel to bike, ped, transit. Need well paved bike track <u>separate</u> from cars yet maintained clean of debris.	bike/ped
188	I am at my limit on new taxes and fees. No more! I can't afford it. Allocate funds to make walking and biking more safe. A lot of people don't bike or walk because they are scared to get on city streets.	bike/ped
189	I hope there will be consideration for a County Road 32A bike bypass. I would like to see a separated (Class 1) bike path from the RR crossing on the I-80 frontage road (City Rd 32A) all the way to the causeway. The route would be on the north side of the RR tracks and would ultimately create a Class 1 bike path from Olive Drive all the way to West Capitol Ave. On weekends, and through most of the day, there is no problem cycling from Davis to Sacramento. But during rush hour, this section is dangerous for cyclists. When the freeway gets backed up, many motorists use the frontage road as extra freeway lanes. So, traffic is moving very fast and the shoulders are too narrow to qualify as bike lanes.	bike/ped
190	Please make 32A bike bypass a priority. This is very necessary for Davis - Sac bike commuter safety. Happy to discuss!	bike/ped
191	I know so many who say they would use a bike more if they felt safe doing so. We could fix multiple problems at once by boosting bike infrastructure, and at a lower cost than expanding car lanes. We should also keep in mind that we influence behavior (biking vs. driving) by how we design our roads. We should give priority to those who use public transit, walk or bike, instead of to those who pollute, contribute to traffic congestion, and require expensive roadwork.	bike/ped
192	Regional bicycle connectivity between Sacramento and Davis needs significant improvement. CA 32A is very unsafe with narrow bike lanes.	bike/ped
193	I support the bike path on the north side of the RR tracks for Sacramento commutes	bike/ped
194	Just put in the bike lanes/paths in Yolo County.	bike/ped

Write in comments on blank comment cards		
	Comments	Themes
195	1. Small project comment - the bike route between Davis + Sacramento needs serious improvements. They causeway bike path approach ramps are in abysmal condition. 2. The Plan should acknowledge the massive subsidies given to highways + motorists including "free" parking, federal tax abatement for state highway	bike/ped
196	I would really encourage heavy investment into using bikes for transportation. Bike trails aren't enough. We need bike only roads. People won't ride bikes if the road isn't friendly and bikes provide the cleanest option for transportation. I wish I could bike to school but as it is, the bike lanes are too if there are any and the road that is "good enough" for cars would tear up my road bike tires. We need to be a more bike friendly community. Not only will it be cleaner but provide more community and a healthier lifestyle	bike/ped
197	Better bicycle paths are needed away from traffic especially along road 32A in Davis.	bike/ped
198	Re-prioritize plan for bike path north of frontage road. Make it a higher priority.	bike/ped
199	I support the construction of a "Class 1" bike path that would follow the train tracks between Davis and Sacramento. It would <u>very</u> much improve the conditions of my commute.	bike/ped
200	If you would improve the Sacramento-Davis bike route you could reduce traffic on the freeway & GHG. We need a CA32A bike bypass to allow for a Class I path for Davis to West Sacramento. The 1 mile gap in the route we have now is dangerous to cyclists. We have narrow shoulders, high speed traffic, and 1 dangerous crossings. The route has lots of potential to reduce freeway traffic because lots of people live in Davis and work in Sac and/or live in Sac and work at UCD or in Davis.	bike/ped
201	I realize that the bike community advocates more bike routes. I ride a bike 100 to 200 miles/week but I think the cost per rider miles is too high.	bike/ped
202	Move 32A widening project up on priority list. Thanks	bike/ped
203	I live in Davis and commute to Sacramento on my bike. County Road 32A has a narrow shoulder for bicycles and I am putting myself at risk of injury electric vehicles every time I commute. I support the delectric vehicleselopment of the 32A bike bypass not only to improve safety for bike commuters but to help enhance Davis as a cycling specific tourist destination.	bike/ped
204	Major bike paths that substitute for medium distance commuters should be a high priority.	bike/ped
205	The Missouri Flat bike/walk path to Placerville has been widely successful. We need more great paths like that/ Would love to see a lelectric vehiclesel two charger somewhere in Pollock Pines so electric vehicleses can drive to Tahoe.	bike/ped
206	I support strongly the delectric vehicleselopment of Class 1 bike path options to link Davis to West Sac & Woodland. These should be regional priorities.	bike/ped
207	Please consider a CR 32A bike bypass to establish a separated bike path from Davis to West Sacramento.	bike/ped
208	I really support improving the grade separation of the Davis to Sacramento bike path that parallels the freeway (CR 32A bicycle bypass)	bike/ped
209	Yolo County needs to make the bicycling route along Road 32A a higher priority in its transportation/bicycling plan. This route has heavy traffic during commute periods (many cars use as alternative route from I80). Shoulders are not wide enough for cyclists from a safety standpoint.	bike/ped

Write in comments on blank comment cards		
	Comments	Themes
210	Identify key stretches of road which make bicycle commuting difficult for people. For instance, I bike commute electric vehicles every day, all year long, from Davis to Sacramento. But, there is a stretch of County Road 32A which scare the hell out of potential bike commuters. The bike lane is much too narrow considering how fast traffic travels on 32A (~65 mph). Fix those few miles by building a wider bike lane or separated path and a lot more people would be willing to commute by bike.	bike/ped
211	increase funding for County Road 32A bike bypass between Davis and Sacramento	bike/ped
212	I would like to see the CR 32A bicycle bypass project to go to the top of the priority list for Yolo County bicycle projects.	bike/ped
213	Stop conflicting recreational trails, bike paths, and multi-use paths with utilitarian. Walking and bicycling place in separate categories. Remove trails from bicycle and pedestrian category.	bike/ped
214	Please improve road 32A for bicyclists (wider bike lane or separate path) Also, for the east end of Olive Drive in Davis needs resurfacing. I think it's the worst section of road in town.	bike/ped & maintenance
215	1. The number and frequency of Amtrak trains running from Auburn Rose electric vehicles through Sac to Davis and to the Bay Area should be increased. 2. Safety for bicycles on busses and light rail are needed as well as more bike racks and seats for people that ride. Then, people that ride their bikes would increase. With more people riding bikes to work, money would be saved as well as less money spent on fossil fuels. 3. Hybrid and solar or water powered vehicle research is vital to have sustainability of our nation which affects global society; coupled with a better transit system, automobiles would decrease carbon emissions and greenhouse gases plus it would reduce the amount of fossil fuels used and leave less of a carbon footprint 4. More bicycle routes which can be used would increase safety. Having safe conditions on roadways and more bicycle lanes is also very important (to save lives). Having proper lighting would also make it more safe	electric vehicles, transit, bike/ped, water, energy
216	I would like to see more consideration and implementation of electric vehicles in public transit plans/delectric vehicles development. And efforts/consideration to effect policy to reduce space for parking	electric vehicles
217	There are many assumptions in this survey - which make data collected of dubious value.	general
218	Elk Grove needs a skating rink, ice skating rink, and a arcade	general
219	100% of Applications for Grant Monies MUST have the Approval & Engineer's Seal, in order to avoid FRAUD. All applicants must be required to have a Licensed CA Engineer's Seal on all submissions. Engineers are sworn to enforce laws, so use them in this fashion and cut the fraudulent applications. Also be CERTAIN each project was circulated to the public and the CA State Clearinghouse: check the SCH Comments on each project (coming from all agencies). Use SACOG as an enforcement tool, not a target of graft-steers.	general

Write in comments on blank comment cards		
	Comments	Themes
220	Can SACOG please do something when local governments take the law into their own hands and put up illegal signs? In Yolo County, where eastbound Russell Blvd approaches the leftward curve onto Road 93A, Russell Blvd continues straight ahead as a single lane, physically configured like a freeway off-ramp. This is obviously dangerous if cars want to zoom straight ahead when bicycles using the bike lane are following the road curving to the left. Just before that point, there is a non-standard sign that says "Bicycles Yield to Vehicle Traffic." The sign is a safety hazard because it makes people think that bicycles are required to get out of the way of vehicles approaching from behind. If people driving cars expect bicycle riders to take all the responsibility for avoiding a collision, that is obviously unsafe. The sign is contrary to state law, because bicycles have the same rights as vehicles, and vehicle drivers are not allowed to cross a bike lane if there is a bicycle there. I assume the intent of the sign is to tell bicycle riders to be cautious, so a better sign could say, "watch out for passing vehicles." It is a problem that too many of our government decision makers have a car-culture bias ("blame the victim"), and that we don't have any continuing education to improve people's knowledge of traffic laws.	general
221	#9 is difficult to answer without more information.	general
222	SACOG liaison with DGS about taking transportation issues into account when planning for state worker workplace planning	general
223	I found this event very interesting and it is something I have been interested since moving here. My city has abandoned the "River Side" of Folsom Blvd. Most of their infrastructure programs have been developed in new areas that are yet to be populated.	general
224	<ol style="list-style-type: none"> 1. It is very important to focus on less greenhouse gas emissions from cars + trucks in order to leave less of a carbon footprint. 2. It is also very important to reduce vehicle miles traveled in heavy traffic, as well as having less vehicle miles traveled to reduce carbon dioxide and noxious fumes, as well as less use of fossil fuels 3. Instead of cutting bus routes and not expanding the light rail systems, more attention should be placed on these areas. With the increase, it would improve the economy because people would be able to get to and from jobs as well as bettering themselves as well. 4. More focus on improving the connections of buses and light rail trains is important so individuals would not have to wait 1/2 hour to 1 hour in the cold or blistering heats; this should be addressed since more individuals are handicapped. most successful systems only wait 5+ minutes for next bus. 5. Just a suggestion that perhaps more research (when developing this project) should be placed on taking a look at other successful transit systems like New York; Bay Area transit, or New Jersey transit. I become ashamed when I run into people traveling from other countries or places like Switzerland and they are astounded that the Capitol of California should have such an unsustainable system. What's going on? 	general
225	#9 is a trick question- I resent this question and its implications!	general
226	subjective/difficult questionnaire to answer, especially since I don't really understand info presented in question 4	general
227	Add lanes to highways for lower speed vehicles such as Vespa's that get better gas mileage	general
228	How would 9 be assessed? I suspect this would color my opinion. WRT 8, we should not be building new infrastructure if we cannot adequately maintain what we have. More and bigger roads is NOT the answer. This is defeatist if our long term goal is sustainability.	general

Write in comments on blank comment cards		
	Comments	Themes
229	<p>Money my household is willing to spend question 7 refers to transit not roads + really depends on what its spent for.</p> <p>Some survey items don't apply since I bike only a few minutes to work</p> <p>Bike routes improved along 5th Street Davis are nice but you breathe a lot of exhaust - bike routes should be on streets with less traffic or on paths separated by barriers like tall bushes.</p> <p>Public transit in Davis is good along some set routes. For others a friend said on days buses ran once an hour, with transfer can take 2 hours to get across town. So she bought a car.</p> <p>Please use a greater % of taxes for public transit walk bike options + getting people out of cars!</p> <p>We need carbon tax on gas to fund transit - to use less gas and encourage transit</p>	general
230	<p>Everyone should not have to pay for the roads, when not everyone owns a car...especially those who cannot afford it already. It should come from those who can afford to pay more to drive a car.</p>	general
231	<p>Delete "residential" from "rural residential communities" to "rural communities" should exist with the businesses, jobs, etc. -not as s</p>	general
232	<p>The room was too loud.</p>	general
233	<p>You are ignoring the low income and senior and disabled population in your considerations</p>	general
234	<p>The category of new, expanded, and improved roads should be zeroed out, and the \$7.3B redistributed to other modes. Biking and walking should be 20% of budget. The region should not be adding lanes miles at all, in any location, unless paid for 100% by developers, and probably not even then. The MTP/SCS should strongly discourage the category of developing communities by not funding any infrastructure costs associated with our induced by this greenfield development. We have enough of this type of development to last forever; what we don't have is re-investment in center and corridor communities and established communities.</p> <p>No projects should be funded that do not reduce VMT by at least 5%.</p> <p>The scenarios chart grossly underestimates the impacts of continued sprawl. The percentages shown are at odds with current research.</p>	growth
235	<p>Some of the questions were written to obtain certain answers that discriminated against improvement to roadways and highways and promoted unachievable transit expectations.</p>	highway/freeway & local roads
236	<p>Leaders need to quit trying to be everything to everybody. The fact is most people drive, so logically that's where the monies should go. However, we continue to subsidize mass transit, which will never be self operating in our region. No one would select transit over a car if they have a choice. You cannot put a price on the personal freedom a car gives you. I rode Yuba Sutter transit for two years and hated it. My list of complaints are long; however, the point being is I took a demotion so that I would not have to commute by transit. Please use some common sense and put the money where it is needed most (be objective about it) and quit pushing other agendas.</p>	highway/freeway & local roads
237	<p>This survey should differentiate between highways and local roads. My answer could be different for each.</p>	highway/freeway & local roads
238	<p>Money has to be redistributed from expensive categories. Transit (particularly light rail) is disproportionately expensive. So are new roads. Bike/ped and programs/planning are cheap. Also, we need bridges!.</p>	investment strategy
239	<p>It is stupid to provide 50% of the money to serve the 5-8% of people who use transit and only 50% of the money for the 90+% of people who travel by automobile. Make transit users pay to cover the costs of transit.</p>	investment strategy
240	<p>There should be higher taxes on trucking. Wealthy persons and corporations are not paying their fair share of transportation costs.</p>	investment strategy

Write in comments on blank comment cards		
	Comments	Themes
241	I think most if not all of the funding should come from a gas tax or a vmt tax.	investment strategy
242	1.) increase gas taxes to pay for roads. 2.) create separated bike path from Davis to downtown Sacramento	investment strategy & bike/ped
243	current funding structure results in regressive taxations/fees on lower-income households. Taxes and fees should be adjustable to have a progressive or near constant percentage of household income going to funding better transit/bike/pedestrian options to reduce GHG	investment strategy, transit & bike/ped
244	How can El Dorado County drop SACOG and do its own transportation funding? One of your employees said that SACOG is just a 'middle man'. We don't need an ineffective middle man. Do we?	local control
245	Stop expanding the roads, please. It discourages alternatives. Focus on maintenance of existing roads, and developing alternatives to automobile traffic. Improve the appeal of alternatives like trains, buses, light rail, bicycling...especially bicycling!	maintenance
246	We need to repair what we have before we go adding more use on to it--	maintenance
247	If you don't have the funds to maintain and operate the systems you have (road and transit) don't build more until you do. Transportation needs to be funded through direct user costs ... gas tax doesn't work anymore. Consider re-phrasing Question 9 as it is too general ... I may be willing to pay more for better roads but not more for transit - gets to the individual user.	maintenance
248	The condition of the freeways is dangerous in some areas there is no stripes to separate the lanes and damage on the sides off far right lanes pulls car off the road. Potholes and other road/freeway damage increases need for repairs on all vehicles.	maintenance
249	Our current infrastructure is in substantial disrepair. It's incredibly frustrating to see decent streets torn up and then not fixed. It's disheartening to pay increasingly higher taxes and see the Sacramento County roads I use on a regular basis continue to crumble. I strongly feel that someone needs to be held responsible for the overall condition of the roads and that no expansion should take place until the existing roads are properly maintained.	maintenance
250	As a driver, I find the poorly-maintained roads harm safety, fuel-efficiency, and cost in car maintenance. As a cyclist, I find road and intersection design helps create a hostile environment and potentially deadly scenario (e.g., major intersections with only 3 crossings. Seriously?? Who or what thought that was a good idea??) What I would like to see is short - Responsible delectric vehicleselopment - increased connectivity to bike and peds - Borrowing ideas from places where transport works well - Making more roads user friendly - connections specifically to the river bike path from other areas, county included	safety
251	The majority of funding should come from increased fuel taxes, or taxes on VMT.	taxes
252	Do not acquire new money from property taxes.	taxes
253	Placerville is increasing its sales tax for roads.	taxes
254	It is important that the existing transit system has adequate resources to be effective to get people where they need to go conveniently, safely and cost effectively. In the Citrus Heights, Carmichael, Rancho and other suburbs, transit is very challenging to utilize in a way that provides a reasonable alternative to driving.	transit

Write in comments on blank comment cards		
	Comments	Themes
255	1. Would take Amtrak however too expensive. So much cheaper to drive. 2. I live in Davis. But do not even drive to Sac due to traffic.	transit
256	extend light rail to Natomas, and on up to airport!	transit
257	I would like to see routes more often in Rancho Cordova electric vehiclesery 15 min instead of electric vehiclesery 30 min. More direct routes to American River College along Fair Oaks Blvd.	transit
258	I would like to see the money poured into the speed rail system used for viable, cost-effective transportation options.	transit
259	Light rail to cities outside Sacramento County (West Sacramento, Roseville, Davis, etc.) would be a nice improvement	transit
260	the problem a few cities are option out and are not part of the average (American?) public transit and it effects bus, light rail and paratransit	transit
261	Planners don't seem to recognize the "silver tsunami" where seniors are going to dominate the need for better access to all services. Seniors have money and spend money and need to be included. Where is a commonly quoted rule of thumb that if a senior who may have mobility challenges may not be able to walk to a transit stop more than 2 blocks away - or can't without a bench or shelter at that stop. More inter-transit shuttles or options are needed. Also need more transit training men (?) for those who have nelectric vehicleser ridden able transit	transit
262	We have underfunded transportation for a long time and need to make major investments now. Low carbon dioxide should be a high priority so biking and high efficiency mass transport must be encouraged.	transit & bike/ped
263	Transit is important in Sacramento and on commuter lines, but can be reduced elsewhere to pay for bike/ped facilities and more road maintenance.	transit & bike/ped
264	I would preferably have a lot of new money to fund additional public transit, bicycle and pedestrian facilities - but if people won't vote for that, it will have to come from highway funds.	transit & bike/ped
265	Public transportation: assaults, drugs, and other illegal activities occur throughout the week. More security is needed and more laws need to be enforced. Elevators, benches, etc. need better maintenance, etc. (and updating). PLEASE clean the light rail and bus seats!!	transit safety