Figure A.2 - Percentage Increase in Population, 2010-2020

Legend:
- % Inc 75+ Population
- % Inc 65+ Population
- % Inc 55+ Population
- % Inc Total Population

Propotion, 2010-2020
<table>
<thead>
<tr>
<th>City Name</th>
<th>2000 Population</th>
<th>% 65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn city</td>
<td>12462</td>
<td>18.1%</td>
</tr>
<tr>
<td>65+</td>
<td>2261</td>
<td></td>
</tr>
<tr>
<td>Citrus Heights city</td>
<td>85071</td>
<td>12.9%</td>
</tr>
<tr>
<td>65+</td>
<td>11014</td>
<td></td>
</tr>
<tr>
<td>Colfax city</td>
<td>1496</td>
<td>13.9%</td>
</tr>
<tr>
<td>65+</td>
<td>208</td>
<td></td>
</tr>
<tr>
<td>Davis city</td>
<td>60308</td>
<td>12.9%</td>
</tr>
<tr>
<td>65+</td>
<td>4004</td>
<td></td>
</tr>
<tr>
<td>Elk Grove CDP*</td>
<td>59984</td>
<td>6.6%</td>
</tr>
<tr>
<td>65+</td>
<td>4049</td>
<td></td>
</tr>
<tr>
<td>Folsom city</td>
<td>51884</td>
<td>8.8%</td>
</tr>
<tr>
<td>65+</td>
<td>4569</td>
<td></td>
</tr>
<tr>
<td>Galt city</td>
<td>19472</td>
<td>8.5%</td>
</tr>
<tr>
<td>65+</td>
<td>1653</td>
<td></td>
</tr>
<tr>
<td>Isleton city</td>
<td>828</td>
<td>16.4%</td>
</tr>
<tr>
<td>65+</td>
<td>136</td>
<td></td>
</tr>
<tr>
<td>Lincoln city</td>
<td>11205</td>
<td>11.3%</td>
</tr>
<tr>
<td>65+</td>
<td>1262</td>
<td></td>
</tr>
<tr>
<td>Live Oak city</td>
<td>6229</td>
<td>10.7%</td>
</tr>
<tr>
<td>65+</td>
<td>665</td>
<td></td>
</tr>
<tr>
<td>Loomis town</td>
<td>6260</td>
<td>11.7%</td>
</tr>
<tr>
<td>65+</td>
<td>733</td>
<td></td>
</tr>
<tr>
<td>Marysville city</td>
<td>12268</td>
<td>13.1%</td>
</tr>
<tr>
<td>65+</td>
<td>1602</td>
<td></td>
</tr>
<tr>
<td>Placerville city</td>
<td>9610</td>
<td>17.4%</td>
</tr>
<tr>
<td>65+</td>
<td>1670</td>
<td></td>
</tr>
<tr>
<td>Placerville CDP*</td>
<td>55060</td>
<td>10.1%</td>
</tr>
<tr>
<td>65+</td>
<td>5568</td>
<td></td>
</tr>
<tr>
<td>Rancho Cordova CDP*</td>
<td>36330</td>
<td>8.6%</td>
</tr>
<tr>
<td>65+</td>
<td>3136</td>
<td></td>
</tr>
<tr>
<td>Rocklin city</td>
<td>79921</td>
<td>14.5%</td>
</tr>
<tr>
<td>65+</td>
<td>11566</td>
<td></td>
</tr>
</tbody>
</table>

*The cities of Elk Grove and Rancho Cordova were incorporated after Census Day, April 1, 2000.*

Please note that the sum of the city populations does not equal the Census 2000 regional population because not all CDPs (Census Designated Places = unincorporated areas) are included in this table.
<table>
<thead>
<tr>
<th>County</th>
<th>Total Population 2000</th>
<th>&quot;severely disabled&quot; 5 to 15 yrs</th>
<th>% of total population that is &quot;severely disabled&quot; 5 to 15 yrs</th>
<th>&quot;severely disabled&quot; 16-64 yrs</th>
<th>% of total population that is 'severely disabled' 16 to 64 yrs</th>
<th>&quot;severely disabled&quot; 65+ yrs</th>
<th>% of total population that is &quot;severely disabled&quot; 65+ yrs</th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado</td>
<td>6.9%</td>
<td>132,690</td>
<td>81</td>
<td>0.1%</td>
<td>5402</td>
<td>4.1%</td>
<td>3,697</td>
<td>2.8%</td>
<td>9,180</td>
<td>11,127</td>
<td>13,064</td>
</tr>
<tr>
<td>Placer</td>
<td>6.3%</td>
<td>248,399</td>
<td>320</td>
<td>0.1%</td>
<td>7811</td>
<td>3.1%</td>
<td>7,457</td>
<td>3.0%</td>
<td>15,588</td>
<td>21,994</td>
<td>28,730</td>
</tr>
<tr>
<td>Sacramento</td>
<td>9.2%</td>
<td>1,223,499</td>
<td>2,369</td>
<td>0.2%</td>
<td>70425</td>
<td>5.8%</td>
<td>39,964</td>
<td>3.3%</td>
<td>112,758</td>
<td>143,138</td>
<td>179,094</td>
</tr>
<tr>
<td>Sutter</td>
<td>8.2%</td>
<td>78,930</td>
<td>106</td>
<td>0.1%</td>
<td>3954</td>
<td>5.0%</td>
<td>2,440</td>
<td>3.1%</td>
<td>6,500</td>
<td>7,852</td>
<td>9,172</td>
</tr>
<tr>
<td>Yolo</td>
<td>7.7%</td>
<td>168,660</td>
<td>244</td>
<td>0.1%</td>
<td>8322</td>
<td>4.9%</td>
<td>4,430</td>
<td>2.6%</td>
<td>12,996</td>
<td>17,115</td>
<td>20,870</td>
</tr>
<tr>
<td>Yuba</td>
<td>10.3%</td>
<td>60,219</td>
<td>89</td>
<td>0.1%</td>
<td>3929</td>
<td>6.5%</td>
<td>2,159</td>
<td>3.6%</td>
<td>6,177</td>
<td>7,365</td>
<td>8,736</td>
</tr>
</tbody>
</table>

Sources: Census 2000 Summary File 3
DOF Population Projections 2004

"severely disabled" - this is the percentage of the population that has "go outside the home" and "self care" disabilities according to Census 2000.
The % of 'severely disabled' persons was held constant at the year 2000 level and was used to project the 'severely disabled' population out to 2030.
Table A-6: Severely Disabled Population by City, 2000

<table>
<thead>
<tr>
<th>City</th>
<th>Total Population</th>
<th>Number of &quot;severely disabled&quot; aged 5 to 15</th>
<th>% of total population that is &quot;severely disabled&quot; aged 5 to 15</th>
<th>Number of &quot;severely disabled&quot; aged 16 to 64</th>
<th>% of total population that is &quot;severely disabled&quot; aged 16 to 64</th>
<th>Number of &quot;severely disabled&quot; aged 65+</th>
<th>% of total population that is &quot;severely disabled&quot; aged 65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn city</td>
<td>12,467</td>
<td>18</td>
<td>0.1%</td>
<td>417</td>
<td>3.3%</td>
<td>807</td>
<td>6.5%</td>
</tr>
<tr>
<td>Citrus Heights city</td>
<td>85,230</td>
<td>180</td>
<td>0.2%</td>
<td>3,921</td>
<td>4.6%</td>
<td>2,979</td>
<td>3.5%</td>
</tr>
<tr>
<td>Colfax city</td>
<td>1,596</td>
<td>2</td>
<td>0.1%</td>
<td>53</td>
<td>3.3%</td>
<td>95</td>
<td>6.0%</td>
</tr>
<tr>
<td>Davis city</td>
<td>60,341</td>
<td>45</td>
<td>0.1%</td>
<td>1,495</td>
<td>2.5%</td>
<td>719</td>
<td>1.2%</td>
</tr>
<tr>
<td>Elk Grove CDP</td>
<td>60,255</td>
<td>126</td>
<td>0.2%</td>
<td>2,422</td>
<td>4.0%</td>
<td>1,108</td>
<td>1.8%</td>
</tr>
<tr>
<td>Folsom city</td>
<td>51,912</td>
<td>8</td>
<td>0.0%</td>
<td>1,631</td>
<td>3.1%</td>
<td>1,139</td>
<td>2.2%</td>
</tr>
<tr>
<td>Galt city</td>
<td>19,525</td>
<td>20</td>
<td>0.1%</td>
<td>938</td>
<td>4.8%</td>
<td>502</td>
<td>2.6%</td>
</tr>
<tr>
<td>Isleton city</td>
<td>803</td>
<td>0</td>
<td>0.0%</td>
<td>17</td>
<td>2.1%</td>
<td>58</td>
<td>7.2%</td>
</tr>
<tr>
<td>Lincoln city</td>
<td>10,939</td>
<td>29</td>
<td>0.3%</td>
<td>634</td>
<td>5.8%</td>
<td>260</td>
<td>2.4%</td>
</tr>
<tr>
<td>Live Oak city</td>
<td>6,442</td>
<td>24</td>
<td>0.4%</td>
<td>413</td>
<td>6.4%</td>
<td>199</td>
<td>3.1%</td>
</tr>
<tr>
<td>Loomis town</td>
<td>6,427</td>
<td>7</td>
<td>0.1%</td>
<td>142</td>
<td>2.2%</td>
<td>184</td>
<td>2.9%</td>
</tr>
<tr>
<td>Marysville city</td>
<td>12,298</td>
<td>26</td>
<td>0.2%</td>
<td>792</td>
<td>6.4%</td>
<td>585</td>
<td>4.8%</td>
</tr>
<tr>
<td>Placerville city</td>
<td>9,580</td>
<td>27</td>
<td>0.3%</td>
<td>424</td>
<td>4.4%</td>
<td>323</td>
<td>3.4%</td>
</tr>
<tr>
<td>Rancho Cordova CDP</td>
<td>54,586</td>
<td>119</td>
<td>0.2%</td>
<td>3,327</td>
<td>6.1%</td>
<td>1,482</td>
<td>2.7%</td>
</tr>
<tr>
<td>Rocklin city</td>
<td>36,563</td>
<td>56</td>
<td>0.2%</td>
<td>782</td>
<td>2.1%</td>
<td>629</td>
<td>1.7%</td>
</tr>
<tr>
<td>Roseville city</td>
<td>80,092</td>
<td>93</td>
<td>0.1%</td>
<td>2,600</td>
<td>3.2%</td>
<td>2,461</td>
<td>3.1%</td>
</tr>
<tr>
<td>Sacramento city</td>
<td>407,075</td>
<td>848</td>
<td>0.2%</td>
<td>28,633</td>
<td>7.0%</td>
<td>16,089</td>
<td>4.0%</td>
</tr>
<tr>
<td>West Sacramento city</td>
<td>31,604</td>
<td>47</td>
<td>0.1%</td>
<td>2,697</td>
<td>8.5%</td>
<td>1,679</td>
<td>5.3%</td>
</tr>
<tr>
<td>Wheatland city</td>
<td>2,280</td>
<td>5</td>
<td>0.2%</td>
<td>136</td>
<td>6.0%</td>
<td>119</td>
<td>5.2%</td>
</tr>
<tr>
<td>Winters city</td>
<td>6,113</td>
<td>25</td>
<td>0.4%</td>
<td>361</td>
<td>5.9%</td>
<td>199</td>
<td>3.3%</td>
</tr>
<tr>
<td>Woodland city</td>
<td>49,132</td>
<td>85</td>
<td>0.2%</td>
<td>2,853</td>
<td>5.8%</td>
<td>1,488</td>
<td>3.0%</td>
</tr>
<tr>
<td>Yuba City city</td>
<td>36,566</td>
<td>53</td>
<td>0.1%</td>
<td>1,844</td>
<td>5.0%</td>
<td>1,236</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

Source: Census 2000
Summary File 3

"severely disabled" - this is the percentage of the population that has "go outside the home" and "self care" disabilities according to Census 2000.
Figure A-7 - Persons 65 years and over per square mile
Figure A-8 - Persons 65 years and over per square mile
Figure A-9 - Persons 65 years and over per square mile
Figure A-10 - Persons 65 years and over per square mile
### Table A-12: Seniors Living Alone

<table>
<thead>
<tr>
<th>County</th>
<th>Total # of Households</th>
<th>Total Population 65+</th>
<th>Seniors 65-74 who Live Alone</th>
<th>% of Senior Pop 65 to 74 that Live Alone</th>
<th>Seniors 75+ who Live Alone</th>
<th>% of Senior Pop 75+ that Live Alone</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado County</td>
<td>49,497</td>
<td>17,311</td>
<td>1,754</td>
<td>10.1%</td>
<td>2,351</td>
<td>13.6%</td>
</tr>
<tr>
<td>Placer County</td>
<td>93,382</td>
<td>32,560</td>
<td>3,219</td>
<td>9.9%</td>
<td>4,454</td>
<td>13.7%</td>
</tr>
<tr>
<td>Sacramento County</td>
<td>453,602</td>
<td>135,875</td>
<td>15,889</td>
<td>11.7%</td>
<td>21,294</td>
<td>15.7%</td>
</tr>
<tr>
<td>Sutter County</td>
<td>27,033</td>
<td>9,755</td>
<td>901</td>
<td>9.2%</td>
<td>1,310</td>
<td>13.4%</td>
</tr>
<tr>
<td>Yolo County</td>
<td>59,375</td>
<td>15,782</td>
<td>1,862</td>
<td>11.8%</td>
<td>2,744</td>
<td>17.4%</td>
</tr>
<tr>
<td>Yuba County</td>
<td>20,535</td>
<td>6,410</td>
<td>888</td>
<td>13.9%</td>
<td>916</td>
<td>14.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City</th>
<th>Total # of Households</th>
<th>Total Population 65+</th>
<th>Seniors 65-74 who Live Alone</th>
<th>% of Senior Pop 65 to 74 that Live Alone</th>
<th>Seniors 75+ who Live Alone</th>
<th>% of Senior Pop 75 and over that Live Alone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn city</td>
<td>5,304</td>
<td>2261</td>
<td>213</td>
<td>9.4%</td>
<td>512</td>
<td>22.6%</td>
</tr>
<tr>
<td>Citrus Heights city</td>
<td>33,493</td>
<td>11014</td>
<td>1,302</td>
<td>11.8%</td>
<td>2,086</td>
<td>18.9%</td>
</tr>
<tr>
<td>Colfax city</td>
<td>631</td>
<td>208</td>
<td>27</td>
<td>13.0%</td>
<td>46</td>
<td>22.1%</td>
</tr>
<tr>
<td>Davis city</td>
<td>22,927</td>
<td>4004</td>
<td>569</td>
<td>14.2%</td>
<td>775</td>
<td>19.4%</td>
</tr>
<tr>
<td>Elk Grove CDP*</td>
<td>18,557</td>
<td>4049</td>
<td>252</td>
<td>6.2%</td>
<td>285</td>
<td>7.0%</td>
</tr>
<tr>
<td>Folsom city</td>
<td>17,180</td>
<td>4569</td>
<td>404</td>
<td>8.8%</td>
<td>803</td>
<td>17.6%</td>
</tr>
<tr>
<td>Galt city</td>
<td>5,961</td>
<td>1653</td>
<td>171</td>
<td>10.3%</td>
<td>279</td>
<td>16.9%</td>
</tr>
<tr>
<td>Isleton city</td>
<td>337</td>
<td>136</td>
<td>30</td>
<td>22.1%</td>
<td>27</td>
<td>19.9%</td>
</tr>
<tr>
<td>Lincoln city</td>
<td>3,846</td>
<td>1262</td>
<td>140</td>
<td>11.1%</td>
<td>177</td>
<td>14.0%</td>
</tr>
<tr>
<td>Live Oak city</td>
<td>1,780</td>
<td>665</td>
<td>81</td>
<td>12.2%</td>
<td>125</td>
<td>18.8%</td>
</tr>
<tr>
<td>Loomis town</td>
<td>2,212</td>
<td>733</td>
<td>63</td>
<td>8.6%</td>
<td>70</td>
<td>9.5%</td>
</tr>
<tr>
<td>Marysville city</td>
<td>4,698</td>
<td>1602</td>
<td>242</td>
<td>15.1%</td>
<td>307</td>
<td>19.2%</td>
</tr>
<tr>
<td>Placerville city</td>
<td>3,996</td>
<td>1670</td>
<td>220</td>
<td>13.2%</td>
<td>361</td>
<td>21.6%</td>
</tr>
<tr>
<td>Rancho Cordova CDP*</td>
<td>20,312</td>
<td>5568</td>
<td>720</td>
<td>12.9%</td>
<td>567</td>
<td>10.2%</td>
</tr>
<tr>
<td>Rocklin city</td>
<td>13,284</td>
<td>3136</td>
<td>367</td>
<td>11.7%</td>
<td>438</td>
<td>14.0%</td>
</tr>
<tr>
<td>Roseville city</td>
<td>30,816</td>
<td>11566</td>
<td>1,195</td>
<td>10.3%</td>
<td>1,610</td>
<td>13.9%</td>
</tr>
<tr>
<td>Sacramento city</td>
<td>154,565</td>
<td>46443</td>
<td>6,032</td>
<td>13.0%</td>
<td>8,813</td>
<td>19.0%</td>
</tr>
<tr>
<td>West Sacramento city</td>
<td>11,396</td>
<td>4007</td>
<td>654</td>
<td>16.3%</td>
<td>619</td>
<td>15.4%</td>
</tr>
<tr>
<td>Wheatland city</td>
<td>793</td>
<td>287</td>
<td>50</td>
<td>17.4%</td>
<td>34</td>
<td>11.8%</td>
</tr>
<tr>
<td>Winters city</td>
<td>1,926</td>
<td>477</td>
<td>60</td>
<td>12.6%</td>
<td>82</td>
<td>17.2%</td>
</tr>
<tr>
<td>Woodland city</td>
<td>16,727</td>
<td>5166</td>
<td>441</td>
<td>8.5%</td>
<td>998</td>
<td>19.3%</td>
</tr>
<tr>
<td>Yuba City city</td>
<td>13,274</td>
<td>4488</td>
<td>488</td>
<td>10.9%</td>
<td>691</td>
<td>15.4%</td>
</tr>
</tbody>
</table>

Source: Census 2000 Summary File 3

* The cities of Elk Grove and Rancho Cordova incorporated after Census Day (April 1, 2000) therefore the population for the CDP's (Census Designated Places = unincorporated areas) are shown.
### Table A-13: Seniors 65+ who are Low-Income and Living Alone

<table>
<thead>
<tr>
<th></th>
<th>Total # of Households headed by someone 65+</th>
<th>65+ &amp; Low Income</th>
<th>% of Senior HH LDS 65+ &amp; LI</th>
<th>65+ Low Income &amp; Living Alone</th>
<th>% of Senior HH LDS 65+ Low Income &amp; Living Alone</th>
<th>75+ &amp; Low Income</th>
<th>% of Senior HH LDS 75+ &amp; LI</th>
<th>75+ LI &amp; Living Alone</th>
<th>% of Senior HH LDS 75+ Low Income &amp; Living Alone</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Dorado County</td>
<td>17,789</td>
<td>823</td>
<td>4.6%</td>
<td>310</td>
<td>1.7%</td>
<td>435</td>
<td>2.4%</td>
<td>226</td>
<td>1.3%</td>
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<tr>
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<td>32,560</td>
<td>1200</td>
<td>3.7%</td>
<td>724</td>
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<td>601</td>
<td>1.8%</td>
<td>411</td>
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<tr>
<td>Sacramento County</td>
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<td>4229</td>
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<td>2061</td>
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<tr>
<td>Sutter County</td>
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<td>345</td>
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<td>1117</td>
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<td>3.7%</td>
<td>522</td>
<td>3.3%</td>
<td>323</td>
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<tr>
<td>Yuba County</td>
<td>6,410</td>
<td>476</td>
<td>7.4%</td>
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<td>265</td>
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<td>78</td>
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<td>82</td>
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<td>55</td>
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<tr>
<td>Citrus Heights city</td>
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<td>357</td>
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<td>182</td>
<td>1.7%</td>
</tr>
<tr>
<td>Colfax city</td>
<td>208</td>
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<td>11</td>
<td>5.3%</td>
<td>10</td>
<td>4.8%</td>
</tr>
<tr>
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<td>102</td>
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<td>66</td>
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</tr>
<tr>
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<td>177</td>
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<td>45</td>
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<tr>
<td>Folsom city</td>
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<td>100</td>
<td>2.2%</td>
<td>130</td>
<td>2.9%</td>
<td>77</td>
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</tr>
<tr>
<td>Galt city</td>
<td>1653</td>
<td>103</td>
<td>6.2%</td>
<td>36</td>
<td>2.2%</td>
<td>50</td>
<td>3.0%</td>
<td>27</td>
<td>1.6%</td>
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<tr>
<td>Isleton city</td>
<td>136</td>
<td>9</td>
<td>6.6%</td>
<td>8</td>
<td>5.9%</td>
<td>4</td>
<td>2.9%</td>
<td>4</td>
<td>2.9%</td>
</tr>
<tr>
<td>Lincoln city</td>
<td>1262</td>
<td>56</td>
<td>4.4%</td>
<td>48</td>
<td>3.8%</td>
<td>7</td>
<td>0.6%</td>
<td>7</td>
<td>0.6%</td>
</tr>
<tr>
<td>Live Oak city</td>
<td>665</td>
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<td>19</td>
<td>2.9%</td>
<td>22</td>
<td>3.3%</td>
<td>7</td>
<td>1.1%</td>
</tr>
<tr>
<td>Loomis town</td>
<td>733</td>
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<td>3</td>
<td>0.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Marysville city</td>
<td>1602</td>
<td>109</td>
<td>6.8%</td>
<td>88</td>
<td>5.5%</td>
<td>65</td>
<td>4.1%</td>
<td>60</td>
<td>3.7%</td>
</tr>
<tr>
<td>Placerville city</td>
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<td>20</td>
<td>1.2%</td>
<td>41</td>
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<td>0.5%</td>
</tr>
<tr>
<td>Rancho Cordova CDP*</td>
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<td>324</td>
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<td>129</td>
<td>2.3%</td>
<td>147</td>
<td>2.6%</td>
<td>62</td>
<td>1.1%</td>
</tr>
<tr>
<td>Rocklin city</td>
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<td>106</td>
<td>3.4%</td>
<td>83</td>
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<td>61</td>
<td>1.9%</td>
<td>38</td>
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</tr>
<tr>
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<td>440</td>
<td>3.8%</td>
<td>282</td>
<td>2.4%</td>
<td>262</td>
<td>2.3%</td>
<td>174</td>
<td>1.5%</td>
</tr>
<tr>
<td>Sacramento city</td>
<td>46443</td>
<td>4307</td>
<td>8.7%</td>
<td>1889</td>
<td>4.1%</td>
<td>1,855</td>
<td>4.0%</td>
<td>946</td>
<td>2.0%</td>
</tr>
<tr>
<td>West Sacramento city</td>
<td>4007</td>
<td>487</td>
<td>12.2%</td>
<td>261</td>
<td>6.5%</td>
<td>191</td>
<td>4.8%</td>
<td>105</td>
<td>2.6%</td>
</tr>
<tr>
<td>Wheatland city</td>
<td>287</td>
<td>20</td>
<td>7.0%</td>
<td>9</td>
<td>3.1%</td>
<td>12</td>
<td>4.2%</td>
<td>3</td>
<td>1.0%</td>
</tr>
<tr>
<td>Winters city</td>
<td>477</td>
<td>29</td>
<td>6.1%</td>
<td>29</td>
<td>6.1%</td>
<td>29</td>
<td>6.1%</td>
<td>29</td>
<td>6.1%</td>
</tr>
<tr>
<td>Woodland city</td>
<td>5166</td>
<td>358</td>
<td>6.9%</td>
<td>152</td>
<td>2.9%</td>
<td>152</td>
<td>2.9%</td>
<td>81</td>
<td>1.6%</td>
</tr>
<tr>
<td>Yuba City city</td>
<td>4488</td>
<td>386</td>
<td>8.6%</td>
<td>162</td>
<td>3.6%</td>
<td>202</td>
<td>4.5%</td>
<td>90</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

Source: Census 2000 Summary File 3

* The cities of Elk Grove and Rancho Cordova incorporated after Census Day (April 1, 2000) therefore the population for the CDP's (Census Designated Places = unincorporated areas) are shown.
** The terms poverty and low-income are used interchangably.
Rural or small cities appear to have the highest percentage of their low income elderly living by themselves.
### Table A-14: Low-income population with Disabilities

<table>
<thead>
<tr>
<th>Size of Family</th>
<th>Federal Poverty Level 1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$ 8,240</td>
</tr>
<tr>
<td>2</td>
<td>$ 11,060</td>
</tr>
<tr>
<td>3</td>
<td>$ 13,880</td>
</tr>
<tr>
<td>4</td>
<td>$ 16,700</td>
</tr>
<tr>
<td>5</td>
<td>$ 19,520</td>
</tr>
<tr>
<td>6</td>
<td>$ 22,340</td>
</tr>
<tr>
<td>7</td>
<td>$ 25,160</td>
</tr>
<tr>
<td>8</td>
<td>$ 27,980</td>
</tr>
<tr>
<td>for each add'l +</td>
<td>$ 2,820</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age</th>
<th>5 to 15 years</th>
<th>16 to 64 years</th>
<th>65 to 74 years</th>
<th>75 years and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>24%</td>
<td>1558</td>
<td>121</td>
<td>206</td>
</tr>
<tr>
<td>2</td>
<td>26%</td>
<td>211</td>
<td>270</td>
<td>309</td>
</tr>
<tr>
<td>3</td>
<td>24%</td>
<td>3,368</td>
<td>32937</td>
<td>2,096</td>
</tr>
<tr>
<td>4</td>
<td>20%</td>
<td>211</td>
<td>1871</td>
<td>122</td>
</tr>
<tr>
<td>5</td>
<td>16%</td>
<td>350</td>
<td>3872</td>
<td>241</td>
</tr>
<tr>
<td>6</td>
<td>27%</td>
<td>241</td>
<td>2751</td>
<td>114</td>
</tr>
<tr>
<td>7</td>
<td>27%</td>
<td>241</td>
<td>2751</td>
<td>114</td>
</tr>
<tr>
<td>8</td>
<td>27%</td>
<td>241</td>
<td>2751</td>
<td>114</td>
</tr>
</tbody>
</table>

Source: Census 2000
Summary File 1 & 4

*Poverty is defined by the Census Bureau as when the total income (for Census 2000 the income from the year 1999 is used) for a family or unrelated individual falls below the federal poverty threshold - then the family or unrelated individual is classified as being "below the poverty level" or "in poverty."
Table A-15: Vehicle Availability by Age

<table>
<thead>
<tr>
<th>Total # of Households</th>
<th>HHLDS w/ No Vehicle</th>
<th>No Vehicle Available</th>
<th>% of the Households with No Vehicle Available</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HHLDR 55-64</td>
<td>HHLDR 65-74</td>
<td>HHLDR 75+</td>
</tr>
<tr>
<td>El Dorado County</td>
<td>49,497</td>
<td>1,603</td>
<td>128</td>
</tr>
<tr>
<td>Placer County</td>
<td>93,382</td>
<td>4,621</td>
<td>289</td>
</tr>
<tr>
<td>Sacramento County</td>
<td>453,602</td>
<td>39,405</td>
<td>4126</td>
</tr>
<tr>
<td>Sutter County</td>
<td>27,033</td>
<td>2,147</td>
<td>240</td>
</tr>
<tr>
<td>Yolo County</td>
<td>59,375</td>
<td>5,001</td>
<td>484</td>
</tr>
<tr>
<td>Yuba County</td>
<td>20,535</td>
<td>1,944</td>
<td>195</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total # of Households</th>
<th>HHLDS w/ No Vehicle</th>
<th>No Vehicle Available</th>
<th>% of the Households with No Vehicle Available</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HHLDR 55-64</td>
<td>HHLDR 65-74</td>
<td>HHLDR 75+</td>
</tr>
<tr>
<td>Auburn</td>
<td>5,304</td>
<td>468</td>
<td>33</td>
</tr>
<tr>
<td>Citrus Heights</td>
<td>33,493</td>
<td>2104</td>
<td>150</td>
</tr>
<tr>
<td>Colfax</td>
<td>631</td>
<td>50</td>
<td>11</td>
</tr>
<tr>
<td>Davis</td>
<td>22,927</td>
<td>1507</td>
<td>70</td>
</tr>
<tr>
<td>Elk Grove CDP*</td>
<td>18,557</td>
<td>401</td>
<td>30</td>
</tr>
<tr>
<td>Folsom</td>
<td>17,180</td>
<td>638</td>
<td>60</td>
</tr>
<tr>
<td>Galt</td>
<td>5,961</td>
<td>356</td>
<td>24</td>
</tr>
<tr>
<td>Isleton</td>
<td>337</td>
<td>35</td>
<td>6</td>
</tr>
<tr>
<td>Lincoln</td>
<td>3,846</td>
<td>326</td>
<td>12</td>
</tr>
<tr>
<td>Live Oak</td>
<td>1,780</td>
<td>199</td>
<td>8</td>
</tr>
<tr>
<td>Loomis town</td>
<td>2,212</td>
<td>27</td>
<td>4</td>
</tr>
<tr>
<td>Marysville</td>
<td>4,698</td>
<td>592</td>
<td>26</td>
</tr>
<tr>
<td>Placerville</td>
<td>3,996</td>
<td>418</td>
<td>9</td>
</tr>
<tr>
<td>Rancho Cordova CDP*</td>
<td>20,312</td>
<td>1711</td>
<td>150</td>
</tr>
<tr>
<td>Rocklin</td>
<td>13,284</td>
<td>467</td>
<td>27</td>
</tr>
<tr>
<td>Roseville</td>
<td>30,816</td>
<td>1756</td>
<td>102</td>
</tr>
<tr>
<td>Sacramento</td>
<td>154,565</td>
<td>19947</td>
<td>2257</td>
</tr>
<tr>
<td>West Sacramento</td>
<td>11,396</td>
<td>1691</td>
<td>229</td>
</tr>
<tr>
<td>Wheatland</td>
<td>793</td>
<td>52</td>
<td>9</td>
</tr>
<tr>
<td>Winters</td>
<td>1,926</td>
<td>117</td>
<td>8</td>
</tr>
<tr>
<td>Woodland</td>
<td>16,727</td>
<td>1331</td>
<td>143</td>
</tr>
<tr>
<td>Yuba</td>
<td>13,274</td>
<td>1487</td>
<td>170</td>
</tr>
</tbody>
</table>

Source: Census 2000 Summary File 3

* The cities of Elk Grove and Rancho Cordova incorporated after Census Day (April 1, 2000) therefore the population for the CDP's (Census Designated Places = unincorporated areas) are shown.
## Table A-18: DMV Licensing by Age

<table>
<thead>
<tr>
<th>County</th>
<th>Total Licensees</th>
<th>Total Population 2005</th>
<th>Licensees</th>
<th>Percentage licensed within Total age group</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>55+</td>
<td>65+</td>
<td>75+</td>
<td>55+</td>
</tr>
<tr>
<td>El Dorado</td>
<td>130070</td>
<td>45,105</td>
<td>22,915</td>
<td>9,540</td>
</tr>
<tr>
<td>Placer</td>
<td>215973</td>
<td>75,322</td>
<td>41,864</td>
<td>19,723</td>
</tr>
<tr>
<td>Sacramento</td>
<td>857685</td>
<td>279,157</td>
<td>150,745</td>
<td>71,072</td>
</tr>
<tr>
<td>Sutter</td>
<td>55159</td>
<td>19,291</td>
<td>10,761</td>
<td>4,846</td>
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<tr>
<td>Yolo</td>
<td>113932</td>
<td>34,647</td>
<td>17,958</td>
<td>8,068</td>
</tr>
<tr>
<td>Yuba</td>
<td>39213</td>
<td>13,210</td>
<td>7,376</td>
<td>3,414</td>
</tr>
</tbody>
</table>

Sources: DOF 2005 Population Estimates
DMV data January 1, 2004

Placer and El Dorado Counties have the highest proportions of senior drivers in the SACOG region.
Placer County has the highest proportion out of all the counties of its female population 55+ that is licensed to drive.
APPENDIX B
## Transit Services

### How high a priority is it?

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Fixed-Route Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVG. 4.5</td>
<td>1= 2= 3= 4=III 5=llll</td>
</tr>
<tr>
<td></td>
<td>*Increased driver training, ADA enforcement, stop announcements.</td>
</tr>
<tr>
<td>AVG. 4.4</td>
<td>1= 2= 3= 4=II 5=llll</td>
</tr>
<tr>
<td></td>
<td>*Increase frequency of service, midday service, and service to rural and underserved areas of counties.</td>
</tr>
<tr>
<td>AVG. 4.4</td>
<td>1= 2= 3= II 4=I 5=llll</td>
</tr>
<tr>
<td></td>
<td>*Provide more alternatives (such as neighborhood and community shuttles, destination-oriented shuttles).</td>
</tr>
<tr>
<td>AVG. 3.9</td>
<td>1= 2= 3= II 4=II 5=III</td>
</tr>
<tr>
<td></td>
<td>*Extend service hours in the evening, weekends, and holidays.</td>
</tr>
</tbody>
</table>

| AVG. 4.3    | 1= 2= 3= II 4=I 5=llll |
|             | *Increase low-floor or kneeling buses, assist senior/disabled passengers as needed, increase number of spaces for wheelchair users. |
| AVG. 3.6    | 1= 2= 3= III 4=I 5=II |
|             | *Add safety mechanisms on bus doors. |
| AVG. 2.9    | 1= 2= 3= III 4=II 5=II |
|             | *Evaluate options for providing more space for groceries/shopping bags. |

<p>| AVG. 4.4    | 1= 2= 3= 4=III 5=lll |
|             | *Conduct bus stop audits for proximity to major destinations, pedestrian and wheelchair access, markings, security issues, and conditions. |
| AVG. 4.3    | 1= 2= 3= 4=III 5=lll |
|             | *Increase safety at bus and light rail stops through lighting and security. |
| AVG. 3.9    | 1= 2= 3= III 4=II 5=II |
|             | *Improve cleanliness at bus stops. Increase amenities at bus stops, including shelters, restrooms, bike locker/storage facilities, water fountains. |</p>
<table>
<thead>
<tr>
<th>AVG.</th>
<th>Demand-Responsive Transportation Services</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Low</strong></td>
<td>1</td>
</tr>
<tr>
<td>4.3</td>
<td>1 = 2 = 3 = II</td>
<td>4 = III</td>
</tr>
<tr>
<td>4.3</td>
<td>1 = 2 = 3 = II</td>
<td>4 = III</td>
</tr>
<tr>
<td>3.6</td>
<td>1 = 2 = 3 = III</td>
<td>4 = IV</td>
</tr>
<tr>
<td>3.5</td>
<td>1 = 2 = 3 = III</td>
<td>4 = II</td>
</tr>
<tr>
<td>3.5</td>
<td>1 = 2 = 3 = III</td>
<td>4 = II</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AVG.</th>
<th>Public Transportation Coordination</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Low</strong></td>
<td>1</td>
</tr>
<tr>
<td>4.1</td>
<td>1 = 2 = 3 = II</td>
<td>4 = III</td>
</tr>
<tr>
<td>4.0</td>
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</tr>
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<td>3.8</td>
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<td>4 = III</td>
</tr>
<tr>
<td>3.6</td>
<td>1 = 2 = 3 = III</td>
<td>4 = IV</td>
</tr>
<tr>
<td>3.6</td>
<td>1 = 2 = 3 = III</td>
<td>4 = IV</td>
</tr>
<tr>
<td>AVG.</td>
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<td><strong>Roadway Design for New and Existing Areas</strong></td>
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<td><em>Encourage use of universal design principles by local governments in the region.</em></td>
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<td><em>Develop and adopt local pedestrian master plans.</em></td>
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<td><em>Implement local Pedestrian Master Plans and pedestrian access improvements in the planning, design, construction, maintenance and rehabilitation of local transportation infrastructure.</em></td>
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<td><em>Implement roadway measures to increase safety (street sign improvements, traffic calming, pedestrian overpasses etc.)</em></td>
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<td><em>Require the consideration of the Federal Highway Administration Older Driver Highway Design Guidelines in SACOG review of federally funded transportation infrastructure projects.</em></td>
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<td><strong>Pedestrian-Oriented Mixed Use Development</strong></td>
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<td><em>Promote pedestrian-oriented mixed use development in local communities as encouraged by the Blueprint.</em></td>
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<td><strong>Local and Regional Planning</strong></td>
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<td><em>Establish and Advisory Committee of seniors and persons with disabilities at SACOG.</em></td>
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<td><em>Develop and train city-based Senior/Disabled Mobility Audit Teams to go on-site to review local plans and take part in the transportation project review process at SACOG and local governments.</em></td>
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<td><em>Publicize more widely how to register concerns with transit service and participate in transit unmet needs hearings.</em></td>
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<td><em>Develop and post a master calendar of land use and transportation planning meeting in the region.</em></td>
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<td><em>Publicize SACOG meetings more widely.</em></td>
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<td><strong>Community Design Funding</strong></td>
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<td><em>Encourage cities, counties, transit agencies and others to develop community design grant projects that address senior and disabled mobility within the new SACOG community design grant program.</em></td>
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<td><strong>Information and Training Programs</strong></td>
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<td><em>Increase outreach on alternatives to driving and availability of training programs.</em></td>
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<td><strong>Information and Training Programs</strong></td>
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<tr>
<td><em>Establish mobility training programs in all jurisdictions.</em></td>
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<td><strong>Information and Training Programs</strong></td>
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<td><em>Better publicize the effects of housing choices on senior and disabled mobility, and the public costs of individual choices to locate away from transportation services.</em></td>
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<td><strong>Information and Training Programs</strong></td>
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<td><em>Expand and promote cane travel training for people who are blind/visually impaired.</em></td>
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<td><strong>Information and Training Programs</strong></td>
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<tr>
<td><em>Increase outreach and information on Senior Driver Safety Courses, CarFit program</em></td>
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Please note that the above transportation improvements were prioritized by surveying the Technical Advisory Committee for SACOG’s Senior & Disabled Mobility Study. The TAC members were asked to prioritize the lists of improvements for each section by ranking them in order of importance from 1 (a lower priority) to 5 (the highest priority).
PRINCIPLES OF UNIVERSAL DESIGN

North Carolina State University’s Center for Universal Design developed seven principles of Universal Design to define the term “universal design.”

PRINCIPLE ONE: Equitable Use
The design is useful and marketable to people with diverse abilities.

Guidelines:
1a. Provide the same means of use for all users: identical whenever possible; equivalent when not.
1b. Avoid segregating or stigmatizing any users.
1c. Provisions for privacy, security, and safety should be equally available to all users.
1d. Make the design appealing to all users.

PRINCIPLE TWO: Flexibility in Use
The design accommodates a wide range of individual preferences and abilities.

Guidelines:
2a. Provide choice in methods of use.
2b. Accommodate right- or left-handed access and use.
2c. Facilitate the user's accuracy and precision.
2d. Provide adaptability to the user's pace.

PRINCIPLE THREE: Simple and Intuitive Use
Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

Guidelines:
3a. Eliminate unnecessary complexity.
3b. Be consistent with user expectations and intuition.
3c. Accommodate a wide range of literacy and language skills.
3d. Arrange information consistent with its importance.
3e. Provide effective prompting and feedback during and after task completion.

PRINCIPLE FOUR: Perceptible Information
The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

Guidelines:
4a. Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
4b. Provide adequate contrast between essential information and its surroundings.
4c. Maximize "legibility" of essential information.
4d. Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
4e. Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

PRINCIPLE FIVE: Tolerance for Error
The design minimizes hazards and the adverse consequences of accidental or unintended actions.

Guidelines:
5a. Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
5b. Provide warnings of hazards and errors.
5c. Provide fail safe features.
5d. Discourage unconscious action in tasks that require vigilance.

PRINCIPLE SIX: Low Physical Effort
The design can be used efficiently and comfortably and with a minimum of fatigue.

Guidelines:
6a. Allow user to maintain a neutral body position.
6b. Use reasonable operating forces.
6c. Minimize repetitive actions.
6d. Minimize sustained physical effort.

PRINCIPAL SEVEN: Size and Space for Approach and Use
Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Guidelines:
7a. Provide a clear line of sight to important elements for any seated or standing user.
7b. Make reach to all components comfortable for any seated or standing user.
7c. Accommodate variations in hand and grip size.
7d. Provide adequate space for the use of assistive devices or personal assistance.
APPENDIX D
June 14, 2005
1-3:00 p.m.
El Dorado County Senior Center
937 Spring Street
Placerville, CA

El Dorado County Senior & Disabled Mobility Workshop notes:
17 participants

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

- Community College – El Dorado and Folsom
- Senior Center
- Non-profits – MORE, In Alliance, etc.

RECREATION/GOVERNMENT:

- Airport (Sacramento International)
- Sacramento Amtrak station
- “Government Hill” in Placerville
- Placerville City Hall
- Signature Theater – Placerville
- Senior Centers (seven of them in western El Dorado County)
- Upper Broadway – food kitchens
- Churches
- Sports complexes (Shingle Springs), gyms, etc.
- Placerville Post Office
- Libraries (Cameron Park, Placerville, and Pollock Pines)
- Churches
- Social Security Administration
- El Dorado Convalescent Center (for visits)

GROCERY/OTHER ERRANDS:

- Walmart
- Kmart – Prospector Plaza (Diamond Springs)
- Folsom shopping centers
- Cameron Park
- Downtown Sacramento
- Raley’s – Placerville & Cameron Park
- Pharmacies
- Senior Citizen apartment complexes (new/old and in/ outside of Placerville)
• Spanky’s Pizza – Placerville Dr.
• Downtown Placerville
• Banks
• Post Office

MEDICAL SERVICES:

• UCD Med Center – Sacramento
• Medical facilities/Marshall Hospital (Placerville, El Dorado Hills, and Cameron Park)
• Kaiser – Folsom, Roseville, Morse Ave. and Point West
• Mercy hospital Folsom complex
• Social Services in Placerville
• Mather VA Hospital – Rancho Cordova
• Doctor’s offices by Marshall Hospital
• Midtown Mall (681 Main) – Medical library
• County Mental Health – Placerville Dr.

BARRIERS

GENERAL:
• Specialized medical services are moving to suburban areas (eg., Cancer Center from Placerville to Cameron Park)
• There are many seniors and disabled transit-dependent people in outlying areas who don’t have lifeline service or access to employment

PUBLIC TRANSIT:

• There are places the fixed route bus service cannot go, eg. Missouri Flat, Placerville mobile home park
• Rides are long from communities, and transit doesn’t serve all the communities, although El Dorado Transit does a good job trying to respond to users’ needs
• Unimproved bus stops (not paved)
• Flooring in buses is difficult for scooter users (sliding is a problem)
• Road grades at bus stops are sometimes too steep (bus stops are sometimes poorly located)
• Informal park-and-ride areas for bus connections are not accessible to all
• Bus stops aren’t clean(ed)
• Service doesn’t run late enough

DRIVING:

• Speed bumps too high
• Cost of driving
• Not enough room in disabled parking spots for vans
• Poorly located disabled parking spots
• Difficult/bad roads – Missouri Flat (Prospector’s Plaza) and Placerville Drive
• DMV contacting people questioning their driving ability, seemingly solely based on age with no warning
• Must use Highway 50 to get to and from communities in El Dorado County
• Seniors pressured not to drive by family
• Rough roads in rural areas
• Long drive distances
• Poor road marking and no road striping
• Potholes
• Snow/weather
• Apple Hill - traffic backs up for miles
• Excessive traffic on rural roads that aren’t designed for it
• Tailgating
• Exiting shopping centers onto busy streets
• Inattentive drivers (cell phones, eating, etc.)
• Weekend traffic on Highway 50

DIAL-A-RIDE/CURB-TO-CURB:

• Many people live in outlying rural areas outside of the current Dial-a-Ride boundary (set so that no one trip costs the operator more than $60)
• Service doesn’t run late enough
• Customers not treated respectfully
• High demand daily – steadily increasing
• Taxi trips expensive ($50+ to go from Placerville to outlying communities)
• Dial-a-Ride too expensive
• Have to schedule ahead one day (24 hours) – can be difficult scheduling
• Limited subscription service (is currently full with a waiting list)
• Difficult for working people to rely on for work as it is first-come, first-served
• Limited service area, outlying areas not served
• Some people need door-to-door transportation
• Driver assistance isn’t sufficient
• Not good for medical appointments because of late confirmation of ride
• Can’t get to Cancer Treatment Center in Cameron Park
• No volunteer, stop-gap programs except for Veterans service which only transports veterans

PEDESTRIAN:

• Placerville Drive doesn’t have crosswalks (the City has studied the issue but hasn’t yet taken action) near new Home Depot
• Prospector Plaza with incomplete sidewalks
• Main St. in Placerville – tough to move on sidewalks (uneven surface)
• Pony Express Trail (Pollock Pines) without sidewalks in an area with mobile homes
• Missouri Flat/Pleasant Valley Road (Diamond Springs) without good crossings on busy roads
• Hilly terrain in and around towns
• Curb cuts missing/few in shopping centers

SOLUTIONS (ratings * top 3 most important items as voted on by participants)

PUBLIC TRANSIT:

• Increased information on transit options tied for #2
• Better transit access in new developments through design review #1
• Additional transit subsidy for low(er)-income seniors (eg. 80+ yr old discounts on El Dorado Transit) tied for #2
• Helping people step-up onto bus or get “kneeling” buses (may not work well on all roads) tied for #2
• More analysis of where transit-dependent people live within the County

DRIVING:

• Driver safety training
• Mobility training for using driving alternatives (Paratransit, Inc.-style program) #1
• More AARP training and information, including the Car-Fit program. #2

DIAL-A-RIDE/CURB-TO-CURB:

• Community shuttles to get riders to bus stops on the fixed route(s)
• Extend Senior Center Shuttle’s service area #3
• More Dial-a-Ride service #2
• Community coordinated volunteer program for local trips (Have a person match trip needs with options eg. Churches, Lung Society, Cancer Society, Senior Center, Veterans, etc.) #1

PEDESTRIAN:

• Safe pedestrian crossings #2
• Traffic calming (being looked at by Placerville/El Dorado County Transportation Commission Pedestrian Master Plan) tied for #3
• Hwy 50 and Spring St. crossing improvement (Canal and Bedford) tied for #3
• Pedestrian overcrossing and improvements near Prospector Plaza (sidewalk and slowing traffic) as social service providers are in this area (MORE, Alta California Regional Center, etc.) #1
June 4, 2005
1-3:00 p.m.
Roseville Sports Center
1545 Pleasant Grove Blvd.
Roseville, CA

June 4, 2005 Placer County Senior & Disabled Mobility Workshop notes:
12 attendees

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

- Sierra College (Emeritus Program)
- Employment site scattered, which is a big problems because access options are limited.

RECREATION/GOVERNMENT:

- Bookmobiles should go to senior housing complexes. (There is a concern related to ADA access and air conditioning)
- Evening events such as Downtown Tuesday Night and Concert in the Park in Roseville aren’t accessible because transit services do not run late enough.
- Grass Valley pool for the disabled and wheelchair users.
- Dinner & a movie is difficult to get to because transit doesn’t run late enough.
- Roseville movie theaters. The Olympus Pointe movies theater is completely w/o transit service.
- Social Security office
- Library for the blind in Sacramento
- Welfare Office on Stonehouse Ct.
- Churches.

GROCERY/OTHER ERRANDS:

- Walmart on Pleasant Grove Bl. in Roseville.
- Costco on 5 Star Blvd. in Roseville.
- Grocery stores, but waits for rides home tend to be too long for frozen items.
- Roseville Galleria
- Grocery stores on Douglas Blvd.
- No help is available to assist in boarding buses with shopping bags, limit of two bags.

MEDICAL SERVICES:

- Auburn to Sacramento medical facilities.
• Late or very early medical appts. difficult to get to.
• Kaiser facilities – Riverside, Point West (Sacramento near Arden Mall), Eureka Road (Roseville), Pharmacy – Park Lane (Roseville), Morse Ave. (Sacramento)
• Sutter Roseville
• Mercy Sacramento
• UCD Med Center Alzheimer’s Clinic
• Auburn Faith Hospital needs service within a 1 mile radius for access to doctor’s offices in the area.
• Dewitt Clinic in Auburn.

BARRIERS

PUBLIC TRANSIT:

• Auburn & other rural areas don’t have enough service.
• On Roseville transit a rider may have to transfer to more than one bus, so they must pay 2 fares if their trip necessitates riding 3 different buses.
• The print size on transit maps and schedules is too small.
• Some residential streets are too narrow for transit vehicles to access, and this is a problem in older as well as newer areas.
• Stops are too far apart.
• Timing/schedules are not coordinated between systems.
• Developmentally disabled riders have difficulty understanding the transit systems and many times don’t receive the assistance they need from transit personnel.
• Shopping bag limits & no place to put bags while in transit.
• Service is inconvenient and many times arrives too early (or leaves too late?) for people to access their job sites. – have to hang around outside waiting for employer to open. (Teachers sometimes sit with clients, not wanting them to wait alone.)
• Problems accessing PRIDE Industries site in Roseville.

DRIVING:

• Many people have to drive because transit times are not convenient.
• Highways & high-speed roads are not used as much by older drivers because they are not confident of their driving skills at high speeds and at busy times of day.
• There are many people who continue to drive even when they shouldn’t because there are no other options available.
• Speed limits are too high.
• Big parking lots on street and retail/offices far back a problem – also a problem for pedestrians

DIAL-A-RIDE/CURB-TO-CURB:
Many people in rural areas need door-to-door rather than curb-to-curb transportation service because of long driveways and lack of sidewalks.

Sometimes curb-to-curb transit won’t enter private drives. Steep driveways a particular problem for those with a walker or mobility impairment.

Reservation/pick-up instructions are not always carried out by dispatchers.

Drivers/transit employees interpret rules differently – some provide much more assistance than others.

Drivers sometimes don’t wait/are not patient with mobility challenged people.

Roseville transit sometimes can’t pick-up wheelchair users.

No phones are available at shelters to call D-A-R.

A lot of people don’t trust the DAR systems because they have been left or not picked up.

Community/volunteer-based services many times cannot transport people who use wheelchairs.

Problems accessing PRIDE Industries site in Roseville.

**PEDESTRIAN:**

- Not enough time allowed to get across the street at traffic signals.
- Many curbs are too high and many corners don’t have curb cuts.
- Countdown signals useful, but sometimes still not enough time to cross. Pedestrian crossing countdown timers don’t let drivers know that there is more time for a pedestrian to cross even after the don’t walk signal appears.
- Busy intersections are hard to cross – Eureka & Sunrise (Roseville), Bell Road and Hwy. 49 in Auburn,
- It is too far to walk from many transit stops to shops in shopping centers.

**SOLUTIONS (ratings * top 3 most important items as voted on by participants)**

**PUBLIC TRANSIT:**

- Shuttles to key shopping centers and services. *tied for 2nd
- Better transit stops. *tied for 2nd
- More service & coordinated service. *tied for 3rd
- Easier transfers & connections to other transit providers. *tied for 3rd
- More service on the Roseville Galleria and Pleasant Grove Bl. corridors.
- Shuttles within shopping centers funded by a portion of sales profits. *#1
- Aides on transit vehicles doing community service assisting seniors & making them feel safer. *tied for 3rd
- Medical facilities assisting people to get to medical appointments, partner with social service and/or transit agencies. (Kaiser shuttle “around construction” from Eureka should be made permanent)
• Require developers to install transit shelters that protect riders from the elements and have a phone.
• Zonal fare system that is good for the entire region. * tied for 2nd
• Cities and Counties should run their own transit systems, not contract them out.
• Promote/market current and future/planned services.
• Safety on buses.

DRIVING:

• Driver safety training.
• Mobility training for using driving alternatives.
• Easier to read road info.
• Educate drivers on stopping for pedestrians and emergency vehicles. * tied for 1st
• Educate inattentive drivers.
• Give sensitivity training to DMV staff regarding senior driving cessation and have materials available on alternatives, such as limited/restricted drivers licenses. * #2
• Distribute information at public locations, transit, PSAs, community events etc. * #3
• DMV should review licenses of drivers with multiple accidents within a short time period. * tied for 1st
• DMV should provide special areas with their offices for seniors and disabled persons.
• DMV should highlight that all intersections whether marked or not are de-facto crosswalks and pedestrians have the right-of-way when crossing.

DIAL-A-RIDE/CURB-TO-CURB:

• Shuttles to specific/special events from senior residential complexes/developments.
• Smaller taxi services to fulfill some needs w/ scrip for taxi service (free or discounted through the CTSA) * tied for 3rd
• Same day medical transportation.
• Accessible inter-city taxi services (subsidized)* tied for 2nd
• Intercity/inter-jurisdictional service.
• Assistance from the transit vehicle to the door of the rider’s home.* tied for 2nd
• Dispatching improvements, education, and have them read back booking/scheduling info. (overbooking).* #1
• Driver education/training, too much turnover with contracted services (low pay?), sensitivity training re: special needs populations.* tied for 3rd
• D-A-R services for seniors only with a separate service for the general public.
• Coordination of services/transfers.* tied for 2nd
• Medical services shuttles.* tied for 3rd
• Phones available at stops that can be used to call only D-A-R. Public phones need to be made available at common destinations that dial only/directly to D-A-R
• Senior & disability transportation advocates should be invited to attend bus driver meetings.

PEDESTRIAN:

• Safer pedestrian crossings* #2
• Encourage pedestrian-oriented mixed-use development.
• Increase eyes/police prescence on the street.
• Increase crossing times.* #1
• Police enforcement of pedestrian crossings
• Sidewalk connectivity important
• Pedestrian friendly development/ sidewalks w/in parking lots etc.* #3
• ped. overpasses or tunnels would help.
June 11, 2005
10 a.m. – 12:00 p.m.
Hart Senior Center
915 27th Street
Sacramento, CA

June 11, 2005 - Sacramento County Senior & Disabled Mobility Workshop notes:
19 participants

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

• All schools, colleges
• Crossroads
• Society for the Blind
• Resources for Independent Living
• McClasky Adult School
• Good Will Industries

RECREATION/GOVERNMENT:

• Legal services for seniors
• Social security, Medicare offices in the College Greens area
• Government buildings – federal, state and local
• Sheriff substations and service centers
• Arco Arena
• Cal Expo
• Raley Field

GROCERY/OTHER ERRANDS:

• Strip malls – Major shopping malls
• Beauty and hair appointments

MEDICAL SERVICES:

• Major HMOs – Mercy, Sutter, Kaiser, UCD, etc.
• Outpatient mental health services
• County clinics
• Areas surrounding hospitals
• Private doctor’s offices
• Durable medical equipment – Fulton and Alta Arden Wheelchair Repair Center
• Dialysis centers – e.g., 30th & J
• Veterans Administration Mather Hospital
BARRIERS

PUBLIC TRANSIT:

- Information on detours due to construction
- Difficult to understand Regional Transit’s system of transit hubs, which buses will be discounted, and when riders will have to pay the $.25 transfer fee.
- Not enough or no service to many areas with large populations of “likely” transit dependent people
- Services not always where people live, e.g., no grocery store in downtown Sacramento
- RT route #25 - no service on Sundays and holidays
- RT route #22 - very limited service (2 trips) on weekends and holidays
- No bus service on 47th Ave. and Elder Ave.
- No service from North Natomas area to the Sacramento International Airport
- Bus stops need to be as close as possible to destinations, e.g. a grocery store or medical offices, not 5+ blocks (1/2 mile plus) away
- Inconsistent following of ADA rules
- Inconsistency on calling out stops (buses and light rail) and choosing methods that don’t work for calling stops.
- Inconsistent application of operator policies (number of packages allowed, senior/disabled seating, etc.)
- Missing or skipping stops
- Taking groceries on the bus is difficult (long wait times) or impossible (because of inconsistent rule enforcement)
- Travel times are too long. Long wait times if bus is missed: 45 minutes to 1 hour
- Poor coordination between transit systems. Systems not integrated
- Poor bus stop conditions
- Greyhound no longer serving small outlying communities
- Bus drivers are unable to enforce the rule that people must move out of the seats reserved for elderly and disabled persons when they board the bus
- Riders not informed about stop location changes, route diversions, closures, road construction barriers etc.
- Incorrect information given when questions are asked. RT customer service agents sometimes give incorrect information
- System built around standard commute times (8 am to -5 pm) and isn’t good for midday trips
- Routes not flexible and service is ineffective because it is spread out in communities
- Routes are indirect and schedules/transfers are too tight
- Stops for transfers are many times across the street from each other
- Bus stop locations are too far from destinations or are in inappropriate/inaccessible locations and aren’t well labeled
- RT favors light rail over small buses/shuttles (Neighborhood Ride)
- Not enough or no evening and weekend service
DIAL-A-RIDE/CURB-TO-CURB:

- Folsom Dial-a-Ride is not connected to Sacramento (geographic disconnect)
- Not enough community/volunteer transportation services, liability is an issue
- No system or TMA is available to help set up a volunteer/community transportation system in a neighborhood
- Natomas shuttle is built around commuting
- Systems not integrated between private, public, special needs transportation
- Next day service is not always available (Paratransit Inc.)
- No accessible taxi services are available in Sacramento area and there are no other subscription services

PEDESTRIAN:

- Drivers not yielding right of way to pedestrians and not being aware of persons ready and wanting to enter a pedestrian crossing.
- Construction
- No sidewalks/broken sidewalks
- Lack of bus stop amenities (shelters, benches etc.)
- Inadequate lighting
- Lack of bike paths
- No protection from weather at bus stops
- Poor design for pedestrian access – too much focus on cars and not pedestrians
- Blind corners – problems on Watt Ave., which is bad for bike and pedestrian access
- Problems with roundabouts for pedestrians
- Lack of accessible signals
- Bus stops not clearly marked – hard to tell where they are for visually impaired
- Poor curb-cut design – if doesn’t properly drain it is useless
- Inattentive drivers
- Meandering sidewalks make trips longer
- Items blocking the sidewalk eg. garbage cans, basketball hoops, poles, street furniture, etc.
- Slope of curbs – blended curbs
- Utility poles
SOLUTIONS (ratings * top 3 most important items as voted on by participants)

PUBLIC TRANSIT:

- More funding #1
- More public participation in the planning process
- Change how planning is done to include elderly and disabled persons
- Require any project listed in the Metropolitan Transportation Plan to demonstrate that the project will work for all possible users.
- Include all aspects/paths of travel, wayfinding in getting to transit stops.
- Use media and technology to inform people
- Provide real-time information on construction delays affecting transit
- Have more frequent service 15-20 minute headways all day (rather than only 6-10 am and 3-6 pm)
- Integrated systems tied for #3
- Make the transit system more seamless, put common bus stops in overlapping areas, etc.
- Universal fare card
- Recognize discount cards and fare cards on multiple systems
- ADA/Sensitivity training for drivers and customer service people, public education #2
- Rules enforced consistently
- Drivers should hear from the public they serve
- Low floor, easier to access vehicles
- More consistency in using lifts
- Incentive pay for drivers
- Compliment cards - for passengers to submit to compliment drivers
- Inform drivers about ADA – what it means
- More training and supervision for drivers to make them accountable
- Work to link smaller communities to larger ones as Greyhound etc. goes away
- Extend RT route #11 to the Sacramento International Airport
- Site two large senior centers on the light rail lines
- Focus transit funding on all transportation including midday trips, evenings and weekends for seniors and the disabled, not just commuters
- SACOG ADA committee
- More outreach/information on transportation/planning meetings through PSAs, Sacramento News and Review, radio, etc. tied for #3

DIAL-A-RIDE/CURB-TO-CURB:

- Jitneys
- Small vehicle and Dial-a-Ride services
- Renewable energy vehicles
- Expansion of community/volunteer transportation services and decrease of liability issues (if drivers receive compensation they are considered a “common carrier” and must pay higher insurance costs)
• Accessible taxis with discounts and scrip available
• Training and education for taxi drivers on how to treat seniors and disabled persons
• Supervision and accountability of transit and taxi drivers
• Senior residential developers (Sun City, assisted living etc.) need to provide transportation
• TMA organizing gap services to connect to RT and other transportation systems, e.g, like North Natomas TMA’s “Flyer” shuttle

PEDESTRIAN:

• Need guidelines for traffic designers that recognize pedestrian and bike needs
• Utilize universal design #1 (Universal design for ADA accessibility in SACOG Blueprint)
• Need funding that ties to pedestrian-/bike-friendly design
• Better design for high speed roads
• Sidewalk improvements #2
• Wider sidewalks
• Shade, plant more trees
• RT drivers trained not to enter an intersection on a right turn until pedestrians wanting to cross have done so.
• More frequent public participation on projects and policy
• Understand impacts of changing demographics #3
• Better public notice and outreach for (SACOG) planning activities
• Show SACOG meetings on public access cable channel 14
June 23, 2005
1-3:00 p.m.
La Sierra Community Center
5325 Engle Road
Carmichael, CA

June 23, 2005 - Sacramento County Senior & Disabled Mobility Workshop notes:
15 participants

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

- Adult Day Care (throughout Sacramento County)
- Volunteer jobs, eg. Marconi/Mission church – has volunteers from the Nor Cal Center on Deafness
- CalWorks
- Department of Rehabilitation
- One-Stop training centers
- Franchise Tax Board
- Raley Field
- Senior Net computer training program (La Riviera in Carmichael)
- Arco Arena
- Cal Expo
- Bowling – Manzanita/Winding Way and Watt/El Camino
- EDD
- SACOG Workshops
- General employment

RECREATION/GOVERNMENT:

- Radisson at Hwy 160
- Sacramento International Airport
- Downtown Sacramento Amtrak Station
- Greyhound bus stations
- Cemeteries
- Churches
- County Social Services
- Social Security Administration
- Sacramento Zoo
- Community Center theater
- All theaters (live & movie)
- Music Circus
- Old Sacramento
- Tahoe and Reno
• Visiting friends and family for social reasons
• All major shopping areas eg. Roseville Galleria, Denio’s
• Special events: Crawdad Festival in Isleton
• Senior Centers – meal & recreational programs
• Community Workshops/meetings

GROCERY/OTHER ERRANDS:
• McClellan Commissary
• Farmer’s Markets
• Costco and Sam’s Club
• Ralphs supermarket on Marconi
• Safeway – S & 19th downtown and on Fair Oaks & Cypress

MEDICAL SERVICES:
• Kaiser – Cottage Way
• MedClinic
• Medical offices on Zinfandel Dr. in Rancho Cordova
• Health services in Roseville for Antelope residents
• Delta residents to Sacramento medical facilities
• Citrus Heights medical facilities from Fair Oaks
• Adult Day Healthcare
• Carmichael medical offices

BARRIERS

PUBLIC TRANSIT:
• RT route #25 (Marconi) – riders rejected because wheelchair bays are full - only 2 wheelchair positions
• Bus doors closing on riders (not enough time given to get off)
• Bus accidents
• Bus drivers trying to make up time on unrealistic schedules
• Drivers not sensitive to the needs of seniors and the disabled
• Lack of access (destinations) on light rail or buses
• Proposed RT service cuts
• Less service
• Union restrictions on RT providing more shuttle (Neighborhood Ride) bus service
• ADA transit pass on RT may be eliminated or the cost may increase
• Fair Oaks RT bus route #28 doesn’t offer night service
• Poor lighting at bus stops
• Bus stops not on the sidewalk
• No sidewalk or asphalt going to bus stops, poor drainage at stops e.g., RT routes #80 & 82 on Date Ave.
• 65th Street light rail station with poor pedestrian access especially from other side of Hwy 50
• Watt & Kings bus stop is in a grassy area and is difficult to navigate in a wheelchair (Sacramento County is going to fix it)
• RT route #28 in Fair Oaks has only very limited service in evenings and on Sundays
• Impatient bus drivers and light rail operators in getting assistive-device users onboard
• Rail and bus access a problem – not enough time to board

DRIVING:

• Fear of injury in accidents
• Heavy/high speed traffic
• Bad/poor driving, bad disposition of drivers
• Motorcycles
• Parking
• Parking lots
• Poor street signage & signs in general
• Heavy/large trucks (semis)
• Construction
• Cyclists on the wrong side of the road, not visible, and don’t follow the rules of the road
• Poor vehicle design – blind spots
• Driver inattention/distraction
• Memory problems
• Navigation
• Running red lights (car and bus drivers)
• Vehicle maintenance
• Overall vehicle upkeep costs (gas, etc.)
• Eastern Ave. – speed
• Speeding on widened streets (Greenback and Watt)

DIAL-A-RIDE/CURB-TO-CURB:

• Paratransit, Inc. is very punctual
• Driver turnover a problem
• Cost of service too high
• Need for advance appointments
• Appointment reliability an issue
• Buses may not be able to park/stop in front of destinations (and unable to use disabled parking spots)
• Paratransit vehicles do not get priority parking
• RT’s requirement for Paratransit boundaries (3/4 to 1 ½ mile radius) means eligibility restrictions
• Inter-county access not available, and there are not specific transfer points between Dial-a-Ride systems
• RT service cuts may increase Paratransit demand if use of an ADA pass for free rides on fixed routes is eliminated
• Tough for riders with packages because Paratransit service is curb-to-curb, but many riders need help carrying groceries/packages to their door.
• Curb-to-curb Dial-a-Ride service also causes problems waiting for and transferring to buses

PEDESTRIAN:

• Arden Way - not enough time for pedestrian to cross the street
• Roundabouts are tough for pedestrians
• Lack of “automatic”/loop sensor crossing signals
• Arden and Howe intersection
• Sunrise/Winding Way – not enough time to cross street and median is not big enough to use as a “safety island”
• Pedestrians walking in the bike lane
• 65th Street under Highway 50 is bad for pedestrians trying to get to/from light rail - crossing and ramps are rough, bad sidewalks
• Pedestrian access to malls from bus stops is difficult due to a lack of sidewalks/crosswalks/pedestrian access ways within parking lot areas

SOLUTIONS (ratings * top 3 most important items as voted on by participants)

PUBLIC TRANSIT:

• Increase Neighborhood Ride routes
• Transit-oriented development
• Contract out driving and other services
• More frequency
• More evening service
• Smaller buses in neighborhoods #3
• Driver sensitivity training (for physical and mental disabilities) – collaborate with Society for the Blind, Nor Cal Center on Deafness, etc.
• Enforce rights and responsibilities, make information available for riders
• Safety mechanism on bus doors to keep them from closing too quickly
• Bus stop amenities (shelters, benches etc.) tied for #1
• Improve safety at bus stops and on buses (especially downtown) with lighting, visible stops, etc., including through partnerships #2
• More money for transit (sales tax measures) tied for #1
• More empowered drivers (in getting problem riders off bus) – management support
• Transit ambassadors/community service announcements
• Driver appreciation program
• Resting places on route to bus stop
• Upgrade wheelchair restraints to easier-to-use “hook style” systems

DRIVING:

• DMV distributing brochures on alternative travel modes – also through mailings, kiosks, hearings, etc.
• Decrease insurance costs for volunteer/community drivers #3
• Enforcement of rules of the road #1
• Driver education (all ages) #2
• Holistic/cooperative approach to transportation planning
• Policy maker education

DIAL-A-RIDE/CURB-TO-CURB:

• Specific transfer points where geographic/jurisdictional boundaries meet
• Coordination between systems tied for #2
• Priority given based on medical need #3
• Distance-based pricing tied for #2
• More funding tied for #2
• More options – gap-filling services eg.. Elk Grove Senior Center, Elder Escorts etc. #1
• Increase driver wages to reduce turnover
• Taxi services – subsidized, regulated, insured, offer a variety of passenger payment options, sliding scale

PEDESTRIAN:

• Increase crossing times allowed at intersections – use federal guidelines for older & disabled persons’ pace tied for #1
• More use of technology to improve pedestrian access (includes audible signals) tied for #1
• More sidewalks and accessible #2
• Enforcement of tree trimming and parking
• Pedestrian overcrossings (e.g., 65th St.)
• Identifiable walkways/accessible paths of travel through large parking lots tied for #3
• Make Sacramento County more walkable tied for #3
June 9, 2005
5-7:00 p.m.
Davis Senior Center
646 A Street
Davis, CA

Yolo County Senior & Disabled Mobility Workshop notes:
13 participants

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

- UC Davis
- CSUS
- Primary and secondary schools (e.g., Holy Rosary School in Woodland)
- Yuba College – Woodland Campus
- Sacramento City College – West Sacramento, Davis and Sacramento campuses
- future Sacramento City College site in West Sacramento
- Y.E.S.
- Goodwill’s Training Program
- Adult education centers in Woodland and Davis
- West Sacramento Industrial Area

RECREATION/GOVERNMENT:

- Dixon May Fair
- Mondavi Center
- West Sacramento Social Security office
- Woodland One-Stop and County Courts
- Public Libraries (Davis and Woodland)
- Cal Expo in Sacramento County
- Arco Arena
- Yolo Basin Wildlife Area
- Effie Yeaw Nature Center (Carmichael)
- Senior Centers (Davis, Woodland, West Sacramento, and Knights Landing and Winters Community Center for senior meals)
- Esparto Mobile Home Park
- Dixon-to-Davis so seniors can obtain services (lack of intercity transit services)

GROCERY/OTHER ERRANDS:

- Safeway and Raley’s in West Sacramento
- Safeway and Albertson’s on Covell in Davis
- Raley’s in Woodland for Dunnigan residents
• Food 4 Less (Woodland)
• Grocery Outlet/Dollar Tree (Woodland)
• Davis Food Co-op
• Grocery stores in general throughout the County
• Davis Lumber
• Main Street in Woodland
• Walmart & Home Depot in Woodland
• Vacaville Outlet Malls
• Banks
• South Davis shopping centers – Sears, Safeway, Rite Aid etc.
• East Davis – Mace Ranch area
• Woodland Mall
• Trader Joe’s in Sacramento
• Arden Fair Mall in Sacramento

MEDICAL SERVICES:

• E. Covell Medical Partners of Davis
• Kaiser clinic/pharmacy in Davis
• Kaiser - South Sacramento
• Sutter Hospital (Davis and Sacramento)
• Mercy Hospital (Sacramento)
• Woodland Memorial Hospital and the surrounding medical offices
• UC Davis Med Center in Sacramento
• Cancer treatment in Sacramento or Fairfield
• Wheelchair Centers (for repairs) in Sacramento and Roseville
• Med Clinics/urgent care facilities
• Kidney dialysis off Alhambra Blvd. in Sacramento
• Veterinary Medical Hospital in Davis (no bus service)
• Veterinary clinics

BARRIERS

PUBLIC TRANSIT:

• People doing shift work don’t always have transit options
• There is no local bus service in Davis on Sundays
• Unitrans – no service on holidays
• Weather can be an issue in getting from home to a transit stop
• Lack of bus information
• Bus drivers do not drive “smoothly” or consistently with rough rides and uncomfortable jolts (because of training, schedule adherence?)
• Some drivers are not respectful and do not provide good customer service
• Not enough driver training on helping/assisting riders with physical disabilities who may need extra time or assistance
• Disconnect between geographic boundaries for services and transit needs/destinations (inter-county)
• Cost too high for many on a fixed income

**DRIVING:**

• Special assistance drivers are costly and tough to schedule
• Adaptive equipment is expensive eg. ramps are very expensive
• Lack of information available from the DMV about other mobility options for those who must limit or stop driving (mobility training for transit use, etc.)
• Insurance costs are higher when you have mobility issues (suspensions, etc.)
• Limited driving privileges are not well advertised
• Poor self assessment of driving competence
• River Road is scary for some
• Sutter Hospital is poorly marked

**DIAL-A-RIDE/CURB-TO-CURB:**

• Difficult to schedule return trips after medical appointments
• Long-haul ADA service is an issue (inter-county)
• Pick-up window is too long
• Advance reservations can be very inconvenient especially for last–minute health appointments (5-day advance reservations suggested, but 24-hour accepted)
• Dial-a-Ride service is discouraged for some who are capable of riding fixed route buses, but no training is provided
• Long ride times (indirect routes) for relatively close destinations
• Timing and long waits are a problem for seniors especially for heat or medical trips/issues
• Lack of guaranteed rides for emergencies/medical appointments
• Smaller communities don’t have service to cover gaps
• Supplemental transportation (door-to-door) services are limited and require advance reservations and long waits
• Cancellations count against users, even if users are sick or unable to keep an appointment because of their condition that day
• Community Care Car (Woodland) – users must be mobile (not ADA accessible) and not have a developmental disability. United Christian Centers provide only a limited amount of service.
• Not enough Dial-a-Ride vehicles are available at peak period travel times
• No centralized list of non-Yolobus accessible vehicle providers able to transport disabled persons during unplanned situations (car broken down, etc.)

**PEDESTRIAN:**
• Sidewalks (eg. West Sacramento and older areas of cities) do not have curb cuts for wheelchairs
• Meandering sidewalks add distance to pedestrian travel
• Cracks and angles on sidewalks are uncomfortable and difficult to use
• Unmarked bus stops don’t always line up with sidewalk access
• Lack of shelters for Unitrans bus stops near medical buildings, and along West Capitol Ave. in West Sacramento
• Many busy intersections are without signals
• Drivers aren’t aware of and don’t yield to pedestrians
• “Worst intersections”: Poleline/Covell and 4th/F Streets in Davis
• Cobblestones tough and sometimes painful to use in a wheelchair
• Walk signal times in West Sacramento are too short
• At Court and Walnut in Woodland there isn’t enough time to cross

SOLUTIONS (ratings * top 3 most important items as voted on by participants)

PUBLIC TRANSIT:

• Specific training for drivers to drive either large buses or small/Dial-a-Ride buses, so they are sensitive to different disabilities and are specialists in smooth driving of the bus type tied for #3
• Sensitivity training should include simulations so drivers understand the impairments and understand rider destinations
• Expand 511 Traveler Information to help match trips with need (accessible for the blind, etc.)
• Expand transit service hours for evening outings and on weekends #1
• More buses for more service #2
• Ensure making stop announcements as required by law and use the extension/rear speakers so that they are easier to hear
• A system (audible or tactile) to help visually impaired people find bus stops
• More than two spaces/bays for wheelchairs on each bus.
• Enforce reserved spaces for seniors and disabled/wheelchair users
• Avoid transfer fare increases tied for #3
• Transit buddies
• More funding for transit

DRIVING:

• Driver safety training #3
• Mobility training for using driving alternatives #2
• More information on “alternative” transportation options given to drivers #1
• AAA older driver simulator and AARP Carfit program
• Carpools to events
• 511 system should have all transportation information that is up-to-date
• Street signs should be near streetlights or lighted

DIAL-A-RIDE/CURB-TO-CURB:

• A transportation broker/coordinator to match up rides with need
• Volunteer driving from County workers
• Empathy training for drivers (Davis Community Transit does this)
• Expand service hours tied for #2
• Technology to track where your bus is and help improve communication with driver and dispatcher (Yolobus is looking at increasing automatic vehicle location, beeper use)
• Beeper or phone call to notify clients that they are going to be picked up in X minutes (Yolobus looking at)
• Subsidized taxi service (e.g. similar to San Francisco program) #1
• Get accessible/ramp-equipped taxis so that they can provide supplemental service #3
• Portable ramps for supplemental vehicles
• Special shuttle service to high demand destinations
• Greater same-day flexibility in adding riders who are going to or returning from similar destinations as those with advance reservations tied for #2
• Kaiser and other medical facilities should provide transportation to medical appointments for those who need it
• Centralized resource that contains information on groups/agencies that have accessible vehicles for unplanned situations (eg. car breakdowns, going home sick, etc.)

PEDESTRIAN:

• Safe pedestrian crossings, eg. curb cuts, audible crosswalk signals #1
• Compact, mixed-use developments should be encouraged
• Improve sidewalks and reduce barriers to pedestrian travel along sidewalks #2
• More tree plantings for shade coverage on sidewalks and at bus stops #3
June 9, 2005
1-3:00 p.m.
Yuba County Government Center
915 8th Street
Marysville, CA

Yuba/Sutter County Senior & Disabled Mobility Workshop notes:
15 participants

TRIP DESTINATIONS

EDUCATION/EMPLOYMENT:

- C-tech
- One Stop centers (Yuba City & Marysville)
- Yuba College
- Employment Development Dept. (near the One Stop ctrs.)
- PRIDE in Roseville and at Beale AFB
- Quest/CRS
- FREED
- Holyoke Center – county programs

RECREATION/GOVERNMENT:

- Athletic Clubs
- Sutter and Yuba County courts
- Legal Center for Seniors (Marysville)
- Senior Centers (Yuba City and Marysville, as well as E. Nicholas, Brownsville and Wheatland)
- Lakes (Collins, Francis, etc.)
- Religious Centers
- High School swimming pool
- Yuba City Community Pool
- Social Security office.

GROCERY/OTHER ERRANDS:

- Walmart in Yuba and Sutter counties.
- Yuba City Mall
- WinCo (discount grocery) in Yuba City
- FoodMax in both counties
- Home Depot
- Walgreens and other drug stores in both counties.
- Chain grocery stores.
- Kmart in Yuba City
• Target in Yuba City
• Pet stores.

MEDICAL SERVICES:

• Sutter North – Yuba City, Wheatland and Brownsville
• Kaiser – out of area: Roseville and Sacramento (one being built in Lincoln).
• Del Norte Clinic
• Richland Clinic
• Fremont Rideout Hospital
• Kidney dialysis centers
• Labs
• Pharmacies
• Dentists
• Cancer centers
• Veterinarian
• Sierra Buttes Imaging (MRI & x-ray ctr.)
• Physical Therapy – Scotts and Thompsons
• Butchies’s Pool that is accessible to the disabled
• County Health Department
• Peach Tree Clinic
• County Mental Health (site is in Yuba City for both counties)
• Dermatologists
• Pathways (Rehabilitation center)

BARRIERS TO MOBILITY

PUBLIC TRANSIT:

• Limited service available for workers (little evening & weekend service). No Sunday or Holiday service. Not good for night jobs or shift work.
• Limited access to the “foothills” with service only available 3 days per week.
• Wheatland bus service is only available one day a week and does not travel south where many need to go for medical appointments. There also isn’t enough marketing of the available service. Residents of the senior housing complex Donner Trail Manor must rely on relatives and neighbors to transport them. Many people are Kaiser patients and have had to move because one must be within 25 miles of a Kaiser facility to be part of the HMO.
• There aren’t enough rural transit services in Yuba and Sutter counties.
• Trip lengths can be very long, especially if transfers are involved.
• Language barriers.
• There is a lot of growth in North Yuba City that isn’t being served or addressed by transit.
• Bus design with too many stairs and steep steps to enter and exit buses.
• Not enough transit access to high growth areas, like W. Yuba City. (general plan and service area plan identify as growth areas).
• Public information on available transit services is limited.
• Transit access to the planned Yuba County Senior Center (in Marysville) is difficult because of the train trestle and lack of sidewalks, and the nearest bus stop will have to be far away because of the site.
• No mobility training is available and people need to be educated because fear is a factor is not using transit.
• Not enough service to West Sutter County, south of Bogue Road to South Township.

DRIVING:

• It is expensive and difficult to get adaptive vehicles with lifts, hand controls etc. Medicare does not cover or assist in the purchase of adaptive vehicles or devices.
• Fog and other inclement weather.
• Health and medical conditions.
• Natural barriers to travel - must use bridges to travel from city to city/county to county.
• Highways – 20, 65, 70, & 99 – transect the cities and heavy truck traffic is also a challenge.
• Summer RV traffic, especially on Hwy. 20.
• Gas prices and overall auto ownership costs are high relative to income.
• Commuter traffic.
• There isn’t enough parking and what is available is often very far from the intended destination. Parking spaces are getting smaller while vehicles are getting larger.
• DMV office doesn’t offer enough parking and provides limited information for those who must stop driving.
• Gravel thrown from trucks damages vehicle windshields.
• Not enough street and highway lighting.
• Many roads are in poor condition and are very rough.

DIAL-A-RIDE/CURB-TO-CURB:

• Medicar – has only one vehicle and cannot serve many outlying rural areas well, such as East Nicholas, Live Oak and Meridian. Their hours of operation are limited to 8:30 a.m. to 2:30 p.m. (M-Th), which amounts to only 20 service hours per week. There is a large back-log/waiting list for medical appointments.
• It costs $40-50 per trip to use a taxi service to get to medical appointments.
• There are sometimes long waits for pick-ups, though Yuba-Sutter Transit does offer immediate response (if vehicles are available).
• Curb-to-curb type services are difficult for some people with disabilities to use if they need additional assistance. Door-to-door assistance is needed by some.
• It’s difficult to schedule a return trip after a medical appointment because of the uncertainty of time it takes to see the medical professional.
• There are capacity constraints for passengers, especially in bad weather and on days of special/community events.
• Kaiser doesn’t provide any type of transportation services to members who live out of the area.
• There are no dialysis transportation services.
• Planned Yuba County senior center is not accessible by transit.

PEDESTRIAN:

• Heat/high temperatures in the summer months.
• Bad or nonexistent sidewalks (cracked, uplifted, etc.)
• Busy streets and highways are difficult to cross, e.g. the shopping center area in Yuba City that houses Home Depot and Walmart.
• Yuba City does not have “refuge islands” to help people crossing wide and busy streets.
• Caltrans has not put sidewalks on the western sections of Hwy. 20.
• Curbs on Clark and Highway 20 force pedestrians into the street (considered by many to be the worst intersection in Sutter County).
• The sidewalks under the train trestles in Marysville do not offer good connections (not accessible).
• Walking along the levee is not perceived as safe by many people.
• No accessible crossing signals (chirping or countdown).
• Poor intersection design.
• No/few bicycle facilities.

SOLUTIONS (ratings * top 3 most important items as voted on by participants)

PUBLIC TRANSIT:

• Shuttles to key shopping and service locations. tied for 1st
• Better transit stops (benches, shelters, signs etc.) tied for 1st
• More service (more frequent) tied for 1st
• Easier transfers and connections to other transit providers in Sacramento, Roseville, etc. tied for 1st
• Bus service on Sunday tied for 1st
• Travel planning information (e.g., a phone tree for information on stops, etc.) tied for 1st

DRIVING:
• Driver safety training.
• Mobility training for using driving alternatives. **tied for 2nd**
• Signage and road information that is easier to read and understand
• Subsidies for obtaining wheelchair racks and vehicle modifications. **tied for 2nd**
• Street signs need to include street address ranges/directional information. **tied for 2nd**
• Highway bypasses to decrease traffic through the cities. **#1**
• Wheatland is divided by Highway 65 and needs a stop light at the main highway intersection (coming in October 2005) **tied for 3rd**
• Education of Caltrans on highway issues
• Synchronize traffic lights (study) **tied for 3rd**
• Buddy system, e.g., carpooling for errands, etc. – there is also a new business called “Errands for You” that charges $18/hr. to take people shopping or to appointments, or offers to do their shopping for them.
• Car-fit program, to help “fit” vehicles to senior drivers for safer driving.

**DIAL-A-RIDE/CURB-TO-CURB:**

• Same-day medical transportation **tied for #1**
• Accessible inter-city taxi services
• Inter-city/Inter-jurisdictional service
• Require specialized medical facilities to provide transportation service. **#2**
• Churches/volunteer driver programs that are coordinated (Quest could coordinate) **#3**
• Travel planning information (like 511 phone/web system where people can obtain full trip-planning information ). **tied for #1**

**PEDESTRIAN:**

• Removal of train tracks is an opportunity for better pedestrian access in Yuba City (S.E. to the N.W.). Make the railroad bridge pedestrian accessible.
• Install accessible pedestrian signals.
• Pedestrian overcrossings at highways. **#2**
• Safer pedestrian crossings - with crosswalks, sufficient time to cross, etc. **#1**
• Encourage pedestrian-oriented mixed-use development (compact and near services)
• Increase “eyes” on the street.
• City and state need to improve/build sidewalk ramps (are discontinuous now) **#3**