



COMMUNITY OPEN HOUSE #2 SUMMARY

Monday, October 28, 2019

5:00 – 6:30 p.m.

Sacramento City Hall

915 I Street, Sacramento

Introduction

More than 20 people attended the second Placer Sacramento Gateway Plan community workshop hosted by the Placer County Transportation Planning Agency (PCTPA). The workshop was held on October 28th from 5:00 – 6:30 p.m. at the Sacramento City Hall First Floor Conference Room in Sacramento, California.

Purpose and Format

The community workshop engaged community members and residents who live, work, visit or travel through the study corridor, as well as stakeholder groups, including adjacent property owners, business interests, and community-based organizations.

Starting with a greeting by Matt Carpenter, Director of Transportation for the Sacramento Area Council of Governments (SACOG), a brief presentation of the planning effort and project identifications began at 5:15 p.m. This was paired with a livestream presentation as a way for community members who were unable to attend in person to participate in the open house.

After the presentation, the workshop was held in open house format. Five information stations allowed community members to learn about the plan, with the cornerstone of the event being a mapping exercise that encouraged attendees to provide input by placing dots at the projects with their highest priority. Input was also supplemented in a number of ways, including:

- Comment cards;
- Online surveys; and
- One-on-one conversations with the project team.



Notification

An email notification and two reminder emails were sent to more than 4,000 community members regarding the second community workshop for the Placer Sacramento Gateway Plan.

A news release including information about the Placer Sacramento Community Workshop were sent to the following news sources.

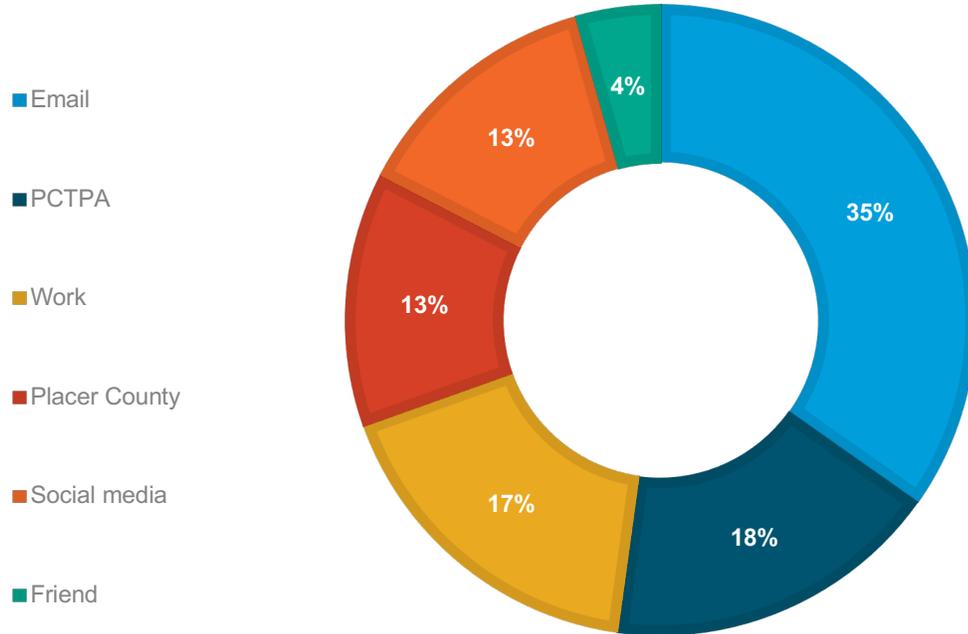
- Placer Herald & Press Tribune
- Auburn Journal

- Colfax Record
- Foresthill Messenger
- Lincoln News Messenger
- Lincoln News Messenger
- Loomis News
- Rocklin - Placer Herald
- Rocklin and Roseville Today
- Roseville Patch
- Roseville Press Tribune
- Sacramento Business Journal
- Sacramento Magazine
- Sacramento News & Review
- Sactown Magazine
- The Sacramento Bee
- Good Day Sacramento
- KMAX
- KCRA NBC Channel 3
- KFBK 1530AM/92.5FM
- KOVR CBS Channel 13
- KXTL Fox 40
- Fox 40 Live
- KXTV ABC News 10
- Sac & Co
- Univision

Below are the community leaders, community-based organizations, neighborhood associations, and local agencies who shared the community open house information on their media platforms or through e-newsletters.

- Capitol Corridor
- City of Roseville
- California Trucking Association
- Area 4 Agency on Aging
- McClellan Park
- Placer Collaborative Network
- Citrus Heights Collaborative
- Sacramento TMA
- Ridership for the Masses
- Placer County Association of Relators
- Sacramento County
- Placer County Department of Health and Human Services
- City of Lincoln
- City of Rocklin
- ECOS
- Roseville Transit
- South Natomas TMA
- Citrus Heights Chamber of Commerce
- Caltrans District 3
- Placer County

Attendees were asked to share how they heard about the event. Below is a summary of their responses.



Stations Overview

There were five information stations set-up around the workshop venue. Each information station was staffed by one or more project team members who were available to explain the displays and answer any questions. An overview of these stations is provided below.

For full size renderings of the interactive boards, please refer to this document's appendix.

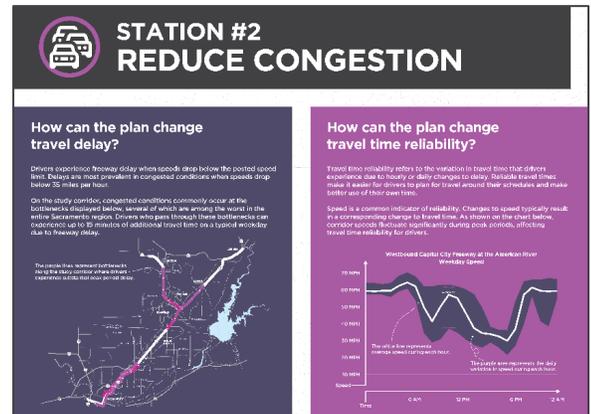


Station 1: Plan Introduction

- The purpose of this station was to provide an overview of the Placer-Sacramento Gateway Plan and the community engagement process.
- This station also shared key facts about the study area / “corridor-at-a-glance.”

Station 2: Reduce Congestion

- The station provided information on how the plan can reduce congestion, change travel delay, and change travel time reliability.
- Drivers experience freeway delay when speeds drop below the posted speed limit. Delays are most prevalent in congested conditions when speeds drop below 35 miles per hour.
- Travel time reliability refers to the variation in travel time that drivers experience due to hourly or daily changes to delay. Reliable travel times make it easier for drivers to plan for travel around their schedules and make better use of their own time.



Station 3: Expand Travel Options

- This station provided an overview of how the plan can change transit options and how people travel along the corridor.
- Existing transit options serving the study corridor include Capitol Corridor rail service, Sacramento Region Transit light rail and bus service, and Roseville Transit and Placer County Transit commuter bus service.

**STATION #3
EXPAND TRAVEL OPTIONS**

How can the plan change transit options?

Existing transit options serving the study corridor include Capitol Corridor rail service, Sacramento Region Transit light rail and bus service, and Roseville Transit and Placer County Transit commuter bus service.

Capitol Corridor rail service between Auburn, Rocklin, Roseville, and Sacramento is limited to one daily round trip. Sacramento Region Transit Blue Line Light Rail service from downtown Sacramento terminates at the Warty-L&O Station near the Sacramento city limits.

The orange line represents Capitol Corridor rail service.

The blue line represents the Sacramento Region Transit.

The purple line represents Roseville Transit and Placer County Transit commuter bus service.

How can the plan change how you travel?

Choices regarding how, when, and why people travel on the study corridor are influenced by factors such as the availability, convenience, cost, and comfort of various travel options.

As shown below, most corridor trips require use of a private automobile, with opportunities to take transit, walk, or bike are limited. Corridor transit options serving South Placer County are primarily geared towards commuters. Trips into downtown Sacramento and the Bay Area, and most corridor trips are too long for to return to walk or bike.

Can corridor travelers easily complete this trip with the following?	Private Vehicle	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
Typical four-person drive	Yes	Yes	Yes	Yes	No	No
Push your commute trip	Yes	No	No	Yes	No	No
Walk to work	Yes	No	No	No	Yes	No
Walking from downtown Sacramento and Roseville	Yes	No	No	No	No	No
Walking from downtown Roseville and Sacramento	Yes	No	No	No	No	No

Walked Capitol Corridor service is limited to one roundtrip per day.

Light rail and off-peak bus service are not available for most trips.

Station 4: Enhance Quality of Life

- This station shared information about how the plan can change access to jobs and education and how the plan can reduce vehicle travel.
- The study corridor serves a variety of major employment and educational centers in Placer and Sacramento County. Approximately 387,000 employees and 80,000 college students work and attend school within two miles of the corridor.
- Maintaining high-quality access to these locations is integral to maximizing employment and educational opportunities for residents throughout the region.

**STATION #4
ENHANCE QUALITY OF LIFE**

How can the plan change access to jobs and education?

The study corridor serves a variety of major employment and educational centers in Placer and Sacramento County. Approximately 387,000 employees and 80,000 college students work and attend school within two miles of the corridor, respectively.

Maintaining high-quality access to these locations is integral to maximizing employment and educational opportunities for residents throughout the region.

The green dots represent major employment and educational centers.

How can the plan reduce vehicle travel?

The transportation sector is the largest contributor to California greenhouse gas (GHG) emissions. As shown below, statewide vehicle travel trends do not align with the 2020 and 2035 GHG reduction targets set by the state. As such, reducing vehicle travel is a key element of the state's GHG reduction strategy.

Additional benefits of reduced vehicle travel include decreased collisions, less wear and tear on roadways, and increased use of active travel modes, which can improve public health outcomes.

Statewide CO₂ and VMT Per Capita Trends

The green line represents statewide CO₂ emissions. The blue line represents statewide VMT per capita trends.

The green dots represent major employment and educational centers.

Station 5: Candidate Projects

- The display maps at this station showed all of the candidate projects developed through the planning process, and community members were asked to place dots on the projects of highest priority. Each dot placement indicated the priority of an improvement to roadway / interchange, transit service, bicycle/pedestrian facility, or rail facility.

Community Feedback

In addition to the mapping exercise, workshop attendees provided input through comment cards. Their feedback is summarized below.

COMMENT CARDS

- How many additional lanes? One, two or three in each direction? How many lanes are at Highway 65 and Interstate 80 interchange? There is a lot of congestion at 7:00 - 9:00 a.m. and 5:00 - 7:00 p.m.
- The emphasis needs to be on improving public transit, not private cars. Support walking / biking as first mile / last mile connections with public transit.
- How does this plan mesh with the transportation funding measure that STA is putting on the fall 2020 general election ballot?
- Auburn is an important recreation gateway - the emphasis should not be commuters alone.
- Reduce GHG and criteria pollutant emissions along Interstate 80 and Business 80 through suburban and city areas. Additional lanes are the least desirable solution.
- An above ground subway would be helpful because the bus takes too long. Why is I-80 an exit off of I-80? People miss the exit a lot.
- A lot of Bay Area people are also part of the Interstate 80 travel. Planners didn't take population rise and the climate change shift into consideration.
- Community values are not just about improvements. They include the projection and sustainment of our fragile ecosystems, the waterways and green spaces that parallel Interstate 80. I've witnessed firsthand what could be called environmental streamlining and it wasn't pretty during Phase I of the Interstate 80 / Highway 65 expansion project. Design with nature in mind please.
- Why are there so many empty seats and how will you address it? Have you figured out why users are driving alone and not taking transit?
- You should provide more information about the SCCP funding and how much goes to physical infrastructure?
- How will you improve frequency on Placer County Transit? Improve more than once a day out of Placer County.



Summary of Findings

The following themes emerged from the community workshop feedback:

- The focus should not only be on private cars or commuters, but also on transit riders. Find out why more people drive alone rather than taking transit. Take community values into consideration.

- Plan for more frequent transit coming out of Placer County. Be cautious of climate change and reduce the GHG and pollutants along the corridor in suburban areas.
- Provide more information about how this plan fits into the funding measure. Community members wonder about how many additional lanes the plan will provide.

Next Steps

If you were not able to attend, please participate in the Placer-Sacramento Gateway Plan online questionnaire at www.more80choices.com. The community priorities and comments provided throughout the extensive outreach process will be used to inform the Placer–Sacramento Gateway Plan and provide a basis to seek funding for the highest priority projects.



Appendix

- Interactive Boards
- Notification Flier
- Comment Card