



APPENDIX C

COMMUNITY ENGAGEMENT

Contents:

Community Engagement Plan

Community Engagement Activity Summaries



PUBLIC OUTREACH PLAN

The following document describes the planned public outreach activities in support of the Placer-Sacramento Gateway Plan (PSGP).

Public Outreach Objectives

The primary purpose of the public outreach process is to align the PSGP with the values of the communities, stakeholders, and jurisdictions located along the study corridor, as well as those of study corridor users. Key public outreach objectives include promoting awareness of the PSGP development process, increasing understanding of the existing and future travel patterns and behavior along the corridor, soliciting feedback on desired corridor improvement projects to reduce congestion and increase travel choices, and receiving input on the draft PSGP, including the prioritization of potential improvement projects.

Input received from this outreach process will be critical to the development of a plan that is grounded in strong local consensus and, in turn, optimally positioned to successfully secure discretionary grant funding. Grant applicants that can demonstrate a wide-ranging consensus amongst a diverse group of jurisdictions and interests are most likely to succeed.

Key Audiences

The Placer and Sacramento regions stand to benefit from the PSGP. Therefore, targeted audiences include a broad and diverse set of stakeholders and community groups:

- Active transportation interests
- Business organizations
- Community service organizations
- Elected and appointed officials
- Environmental organizations
- Major employers

- Public health advocates
- Transportation providers and groups
- Underrepresented/disadvantaged communities

Every group will have the opportunity to engage at several points throughout the planning process. All groups will be given regular updates regarding the status of the plan development process through written materials and meetings.

Public Outreach Strategies

Below is a description of specific public outreach strategies that will be implemented throughout the process.

Stakeholder Meetings

The project team will hold three meetings with project stakeholders (SH) throughout the plan development process. Stakeholders will be comprised of representatives of the groups noted above, with an invitation list of more than 80 members.

- SH #1: The first meeting will introduce stakeholders to the PSGP, its objectives, and its schedule. Stakeholders will discuss their values related to what they want to protect, avoid, and create in the corridor. This input will help the project team develop a list of potential performance metrics for the plan.
- SH #2: The project team will summarize the input obtained at the first community workshop and SH #1 and present the preferred performance metrics developed as a result of that input. Stakeholders will share their thoughts about the performance metrics.
- SH #3: The project team will present the draft scenario analysis which uses the performance metrics to evaluate various mobility option packages. Stakeholders will provide their feedback on the draft scenario analysis results.

Community Workshops

The project team will hold two community workshops to engage the community at large at key milestones during the plan development process. Because the planning area encompasses two counties including several larger cities, the project team will live stream the workshops to offer the ability to participate remotely.

- Workshop #1: The first workshop will present an overview of the PSGP and obtain input about community values and preferred performance metrics.
- Workshop #2: The project team will present and obtain community input about the draft scenario analysis results

Online Survey

An online survey will engage users of the study corridor and ask questions regarding their existing travel behavior (e.g., mode choice, origin/destinations, frequency of use, etc.), attitudes towards existing corridor travel conditions, and preferences for future transportation investments along the corridor. Information collected from the online survey will supplement other data sources utilized in the existing conditions analysis and help to understand the prioritization of potential corridor improvement projects.

Pop-Up Events

The project team will hold a series of six pop-up events in the study corridor to engage underrepresented communities and the community at large. The pop-up events will be scheduled in coordination with local community groups to ensure they take place at times and locations where community members already gather. Pop-up event attendees will learn about the plan and provide their input through interactive board displays and printed materials which may include comment cards or short surveys. Attendees will provide their input about topics such as existing conditions along the corridor, current travel behavior, future corridor improvements, and trade-offs and priorities of potential improvements.

Potential pop-up events and locations include:

- Roseville Galleria (Friday, June 14)
- Arden Fair Mall
- Downtown Sacramento Farmer's Market
- Downtown Roseville Tuesday Nights (Tuesday, June 18 and Tuesday, June 25)

The pop-up events will take place in conjunction with the online survey and help to promote awareness of the survey. Printed materials with a link to the online survey will be provided to pop-up event participants.

Public Notification Strategies

To ensure maximum stakeholder and community participation throughout the planning process, the project team will implement a robust public notification process for each outreach activity. Each outreach activity will include the following notification strategies:

- Flyers and posters at major transit stops, employment centers, and activity centers
- Email notifications
- Media relations
- Articles and announcements in local and regional news outlets
- Social media including Facebook, Instagram, Nextdoor, and Twitter
- Partnerships with community-based organizations to share information on their existing communication channels (e.g. e-newsletters, social media, website posts, calendars, etc.)

When appropriate, information will be available in other languages.

Project Brand

The project team will develop a project brand for the PSGP, which will be used on all notification materials. Use of a project brand will help to convey a cohesive, consistent image for the plan and related materials to improve public awareness of the planning process.

Public Outreach Schedule

Public outreach activities for the PSGP will take place over a 10-month period over 2019

Table 1: PSGP Public Outreach Schedule

Anticipated Timeframe	Outreach Strategy
April 2019	Stakeholder meeting #1
April to July 2019	Online survey, Pop-up workshops
End of June or Early July 2019	Community workshop #1
July 2019	Stakeholder meeting #2
Early Fall 2019	Stakeholder meeting #3 Community workshop #2



STAKEHOLDER MEETING #1 SUMMARY

On April 23, 2019, the Placer County Transportation Planning Agency (PCTPA), in coordination with the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG) and the Capitol Corridor Joint Powers Authority (CCJPA) hosted the first Stakeholder meeting for the Placer-Sacramento Gateway Plan. The meeting took place at the City of Citrus Heights Community Center located at 6300 Fountain Square Drive in Citrus Heights. The purpose of the meeting was to introduce the plan, and provide an opportunity for stakeholders to identify their values for the corridor - specifically, what they want to protect, avoid, and create as part of corridor improvements. This input will then be included alongside community input and technical analysis to develop the project selection criteria.

As members of the project delivery team (PDT), representatives from the following organizations attended the stakeholder meeting:

- Caltrans
- CCJPA
- City of Citrus Heights
- City of Lincoln
- Town of Loomis
- City of Roseville
- City of Sacramento
- PCTPA
- SACOG
- Sacramento County
- Sacramento Regional Transit

Representatives from the following organizations attended the meeting as stakeholders:

- Area 4 Agency on Aging
- Auburn Chamber of Commerce
- Chapa-De Indian Health Program
- Citrus Heights Collaborative
- Health Net Medi-Cal
- Loomis Chamber of Commerce
- McClellan Park
- North State Building Industry Association
- Office of Assemblymember Kevin Kiley

- Placer County Association of Realtors
- Placer County Public Health Division

- Placer Independent Resources Services
- Pride Industries
- Rocklin Chamber of Commerce

Presentation Summary

Mike Luken, Executive Director at PCTPA, and Marlon Flournoy, Deputy District Director for the Division of Planning at Caltrans District 3, welcomed stakeholders to the meeting and provided an overview of the purpose of the planning effort and identified plan sponsors.

Greg Behrens, Associate at Fehr & Peers, described the planning approach, how the plan will be developed, and how the plan will help the region compete for new transportation funding.

Celia McAdam, Principal at AIM Consulting, explained what input is desired from stakeholders during the meetings and guidelines for effective engagement.

Ron Milam, Principal at Fehr & Peers, provided a presentation on the future of transportation. The purpose of the presentation was to supplement stakeholders' knowledge of the corridor with an overview of future transportation trends that could influence elements of the plan. The presentation slides are provided at the end of this summary.



Mike Luken, PCTPA Executive Director, welcomes stakeholders.

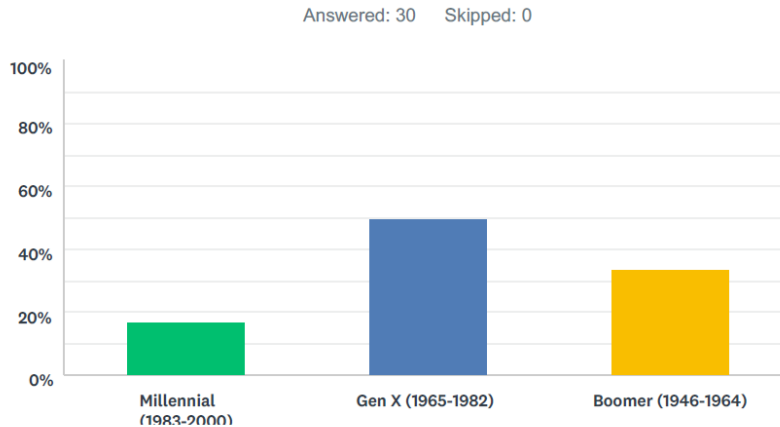


Ron Milam, Principal at Fehr & Peers, delivers a presentation on the future of transportation.

Live Polling

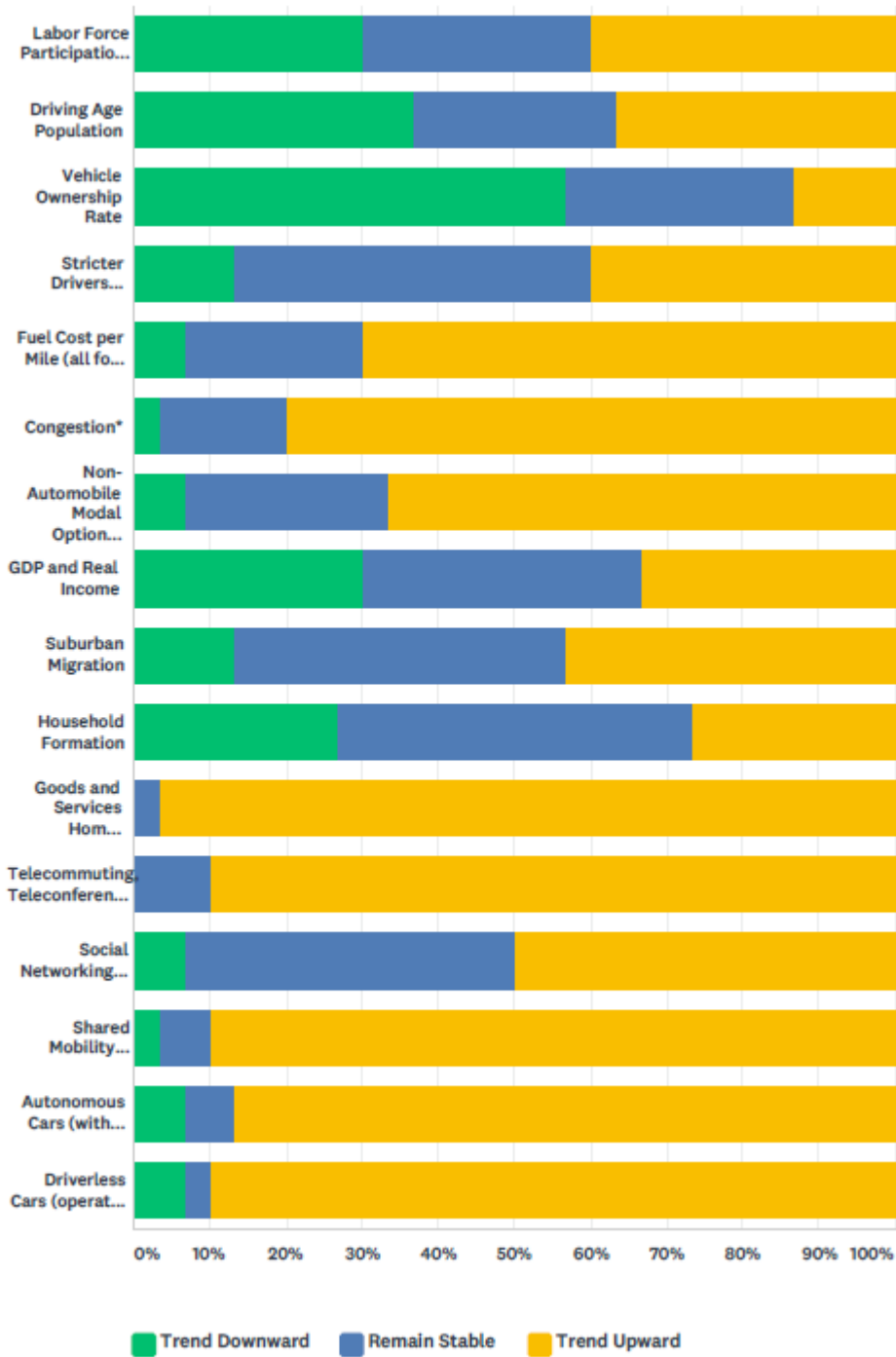
Following the presentation, stakeholders participated in a live polling exercise to assess their perspectives on future trends that could affect travel behavior and, in turn, vehicle miles traveled (VMT). Results from the live polling exercise are provided below.

Question 1: Please identify the generation to which you belong:

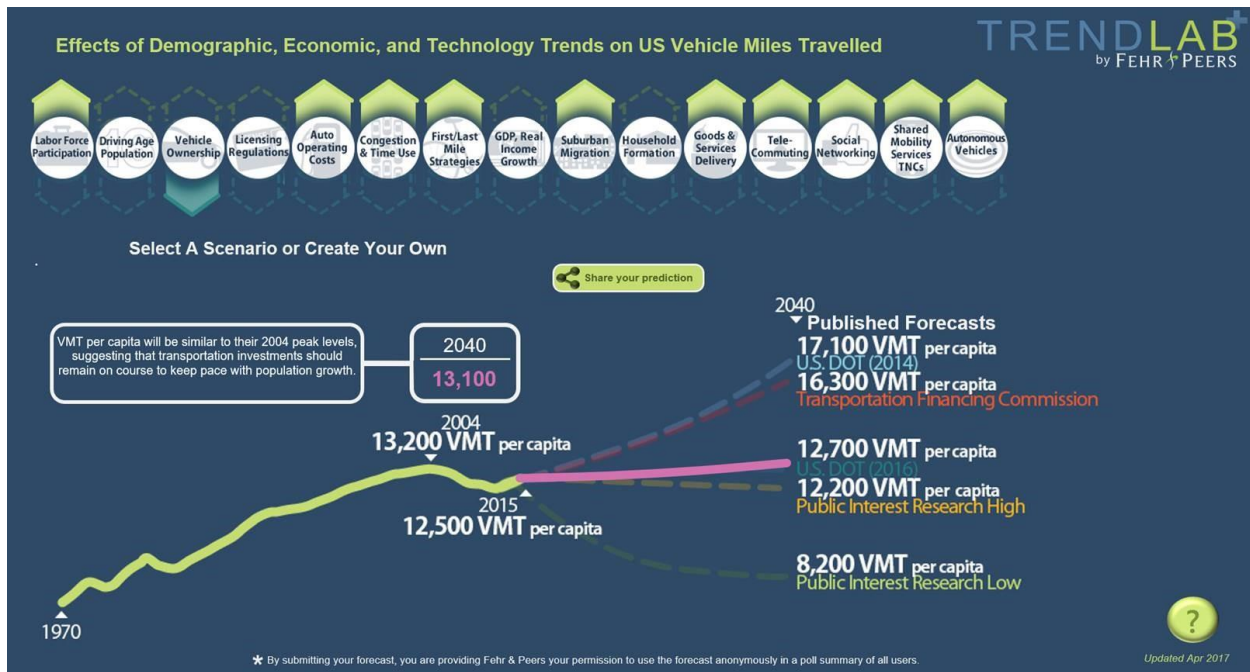


ANSWER CHOICES	RESPONSES
Millennial (1983-2000)	16.67% 5
Gen X (1965-1982)	50.00% 15
Boomer (1946-1964)	33.33% 10
TOTAL	30

Question 2: For the study area, please indicate which of the following you predict will trend upward (increase), trend downward (decline), or remain stable (no change) between now and 2040. Skip any on which you have no opinion. Trends marked with * actually work in the opposite direction of VMT change. For example, an increase in telecommuting results in a decrease in VMT per capita. Please indicate the direction in which you think the trend itself will move.



The results of the live polling exercise indicated that stakeholders expect future transportation trends to change such that VMT per capita will increase by approximately five percent by 2040. This expectation differs from recent regional travel demand forecasting, which indicates a decrease in VMT per capita within a similar timeframe.



Results of the live polling exercise.

Values Assessment Exercise

During the interactive exercise, stakeholders participated in a map-based exercise to identify what values they want to protect, avoid, and create as part of corridor improvements. Below is a summary of stakeholder feedback from the values assessment.

Protect

- Despite declining rideshare, protect public transit access for low income communities.
- Protect neighborhoods from apps that divert cars off thoroughfares.
- Protect senior and youth transportation options.
- Protect residential neighborhoods downtown Sacramento from traffic exiting I-80 to bypass short HOV lanes.



Stakeholders participating in the values assessment exercise.

- Protect transportation options in my community.
- Protect environmental values.
- Protect ability of job centers to grow.
- Protect affordable public transportation options.
- Protect urban growth boundaries.
- Protect accessibility for transportation mobility for seniors and disabled.
- Expand lanes.
- Protect safety for pedestrians and wheelchair users.
- Vehicle pools.
- Protect carpool lanes and protect bike lanes from traffic.
- Better bike lanes separated from traffic.
- Protect accessible transit programs.
- Protect travel time reliability.
- Make it easier for older people to access the Capitol Corridor.
- More commuter train services.
- Identify the arrival hubs
- Protect right size shuttles.
- Protect mobility options for all (abilities, income, etc.).
- Highway 65 is needed for light rail.
- Protect current transit programs low SES families (make options affordable and accessible).

Avoid

- Avoid subsidizing developers by mitigating their traffic with public dollars.
- Avoid burdening communities with vehicle noise and air pollution generated by new sprawl communities.
- Avoid development that is close to the Material Recovery Facility.
- Avoid sunk cost in stranded infrastructure.
- Avoid bike centrism.
- Avoid promoting inefficient options.
- Avoid more congestion on I-80 Roseville to Citrus Heights. The highway is always backed up.
- Avoid expensive projects that don't recognize future trends.
- Avoid violating SR 65.
- Avoid reduction in transit and alternative modes of travel.
- Don't leave rural communities stranded.
- Avoid lessening transportation mobility for seniors.
- Avoid jurisdictional protectionism.
- Avoid cutting transit services used to access social services.
- Avoid communities without walkability and bike planning.
- Avoid disconnected transit to large employment areas and residential in suburbs.
- Avoid unbridled linear development.
- Avoid a ½ cent sales tax increase for the same old list of core city project.
- Avoid \$448 million for SR-65 / I-80 interchange.



Stakeholders participating in the values assessment exercise.

- Avoid unreliable transit.
- Avoid highway widening - convert to HOV lanes.
- Avoid relying on technology too much.
- Avoid transportation options (buses).
- Make sure the cute tricks transportation alternatives make it to South Placer county - we want to compete for "cool".

Create

- Create future forward high tech, aesthetically fabulous rapid transit, socially engineer public use.
- Connect true transit impact cost money with new development fees, PCTPA must comment forcefully on land use.
- Create separate walking biking and scooter (non-motorized) and make routes pleasant.
- Focus on moving people more than moving cars.
- Create two lane bike paths for electric assisted bicycles.
- Build elevated rail lines Instead of adding freeway lanes.
- Create / establish better bike / pedestrian connections to light rail stations and not necessarily on major streets corridors.



Stakeholders participating in the values assessment exercise.

- Create safe spaces along corridors for bikers and pedestrians.
- More options to airport in addition to Yolo Bus.
- Create rest stops or parklets along corridors for bike pedestrians.
- Create passenger rail between Sacramento and Reno (frequent and convenient).
- Create permeable, light colored pavement - no excuse not to.
- Create senior / disabled / youth /low income transportation options.
- Increase route coordination among various jurisdictions.
- Create bikeways across region.
- Create another lane for Business 80 over the river.
- Develop incentives around light rail stations for mixed income housing.
- Expand service hours for all routes (bus, train, etc.).
- Create ways for seniors over 65 to get to healthcare in Roseville on Douglas.
- Create more accessibility for those with mobility issues.
- Create all home housing.
- Create ways for seniors to get to health care facilities in Roseville.
- Create linkages to existing social services programs from suburban areas.
- Create parks & recreation and other amenities under freeways.
- Create more accessibility for those with mobility issues.



Mike Luken, Executive Director of PCTPA, and Luke McNeel-Caird, Deputy Director at PCTPA, discussing the project with a stakeholder.

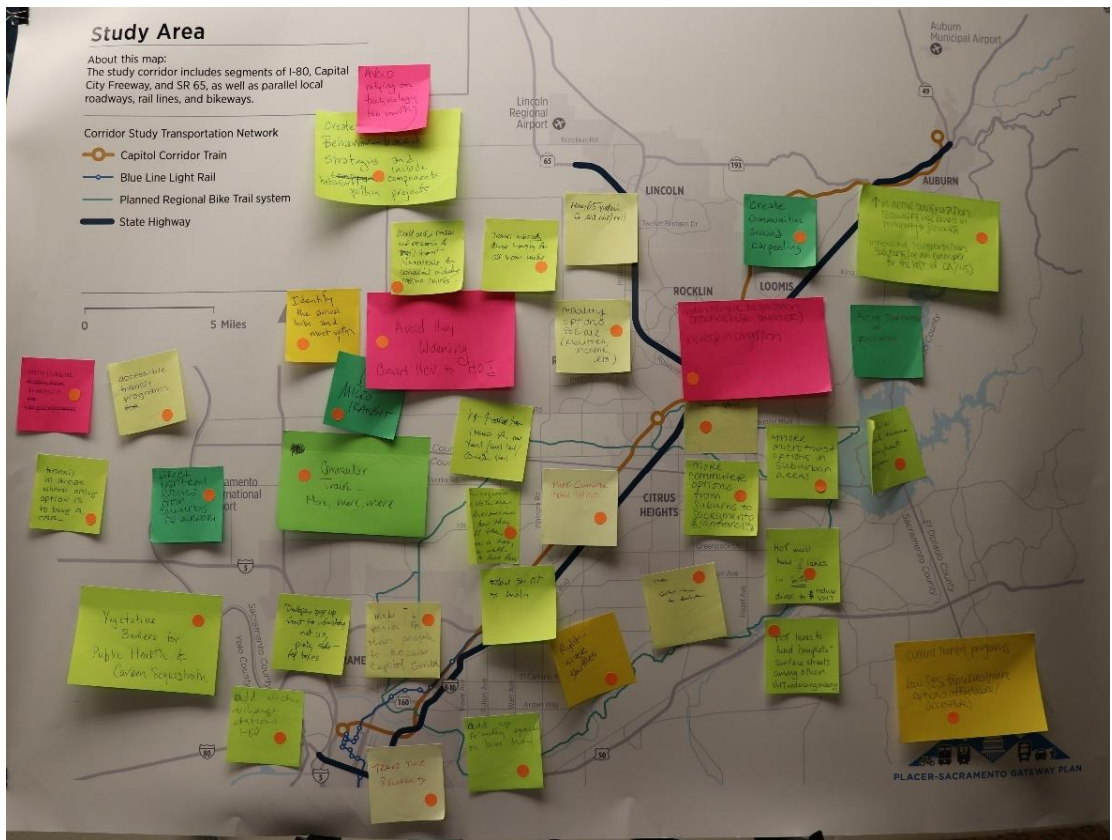
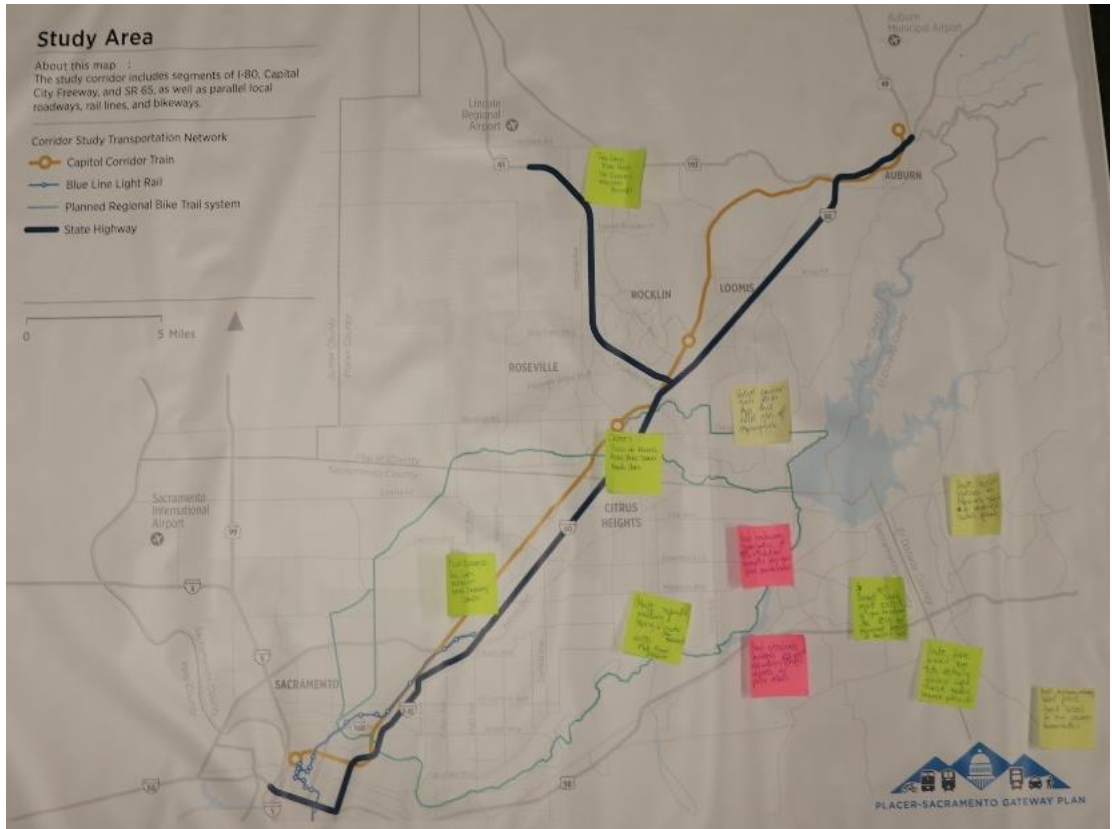


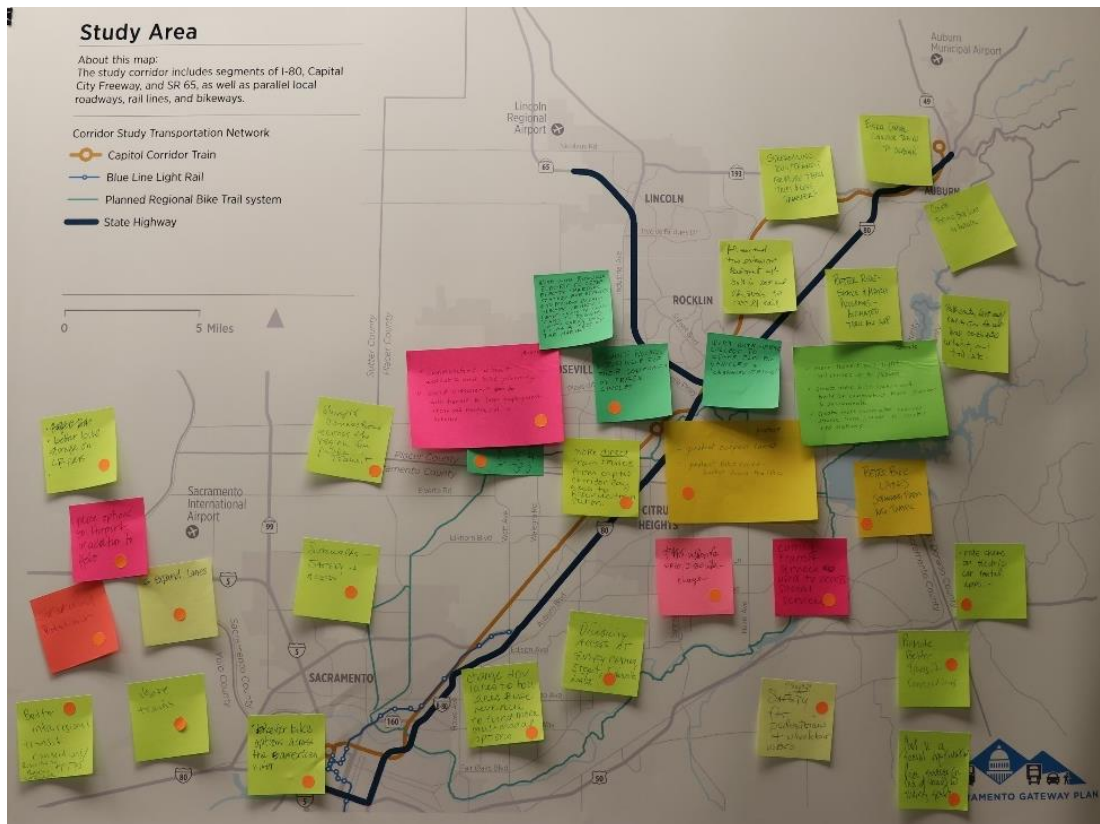
Ron Milam, Principal at Fehr and Peers, and Greg Behrens, Associate at Fehr and Peers, discussing the project with a stakeholder.

- Create more access to efficient public transit services.
- Create more affordable convenient options for seniors and as they age.
- Interoperable transit pass system that spans Sacramento and Placer County.
- Create more transportation mobility for seniors and those with disabilities. Senior population is rising by 9 million 2030 over age 65.
- Expansion of plan to include Tahoe Basin travel on weekends and holidays.
- Home front door to rail transit by all means: walk, transit, bike.
- Create transportation options between eastern and western Placer County (public transportation).
- We need park and ride facilities in Auburn to Tahoe Basin.
- Create HOV or bus lanes between eastern and western Placer County.
- Better bike storage on light rail cars.
- Create better intraregional transit connections and trips to Roseville and Rancho Cordova, etc.
- More trains.
- Create bike options across the American River.
- Sidewalks and safety access.
- Smooth connections across the region for public transit.
- Change HOV lanes to toll lanes and use revenue to fund more modal options.
- Disability access at every corner street, sidewalk light.
- Electrician partnerships (SMUD, Roseville Electric).
- More direct train routes from Capitol Corridor Bay Area to Roseville train station.
- Cost is a social motivation price services (in example use of road) at sliding scale.
- Promote better transit connections.
- Ride share on electric car rental apps.

- Work with Roseville Electric to offer electric charging stations for vehicles and possibly expand electric vehicles (golf carts to small cars to regular size cars). Use it as a test of the market.
- Promote Rocklin and Roseville for their construction of traffic circles.
- Work with Sierra College to offer electric vehicles and charging stations.
- More transit and light rail service up to Auburn, create more bike paths and trails for commuters from Placer to Sacramento.
- Create more commuter express service from Placer to Watt/ I-80 stations.
- All new dual time extension development with built in bus and other services to care light rail.
- Better ride-share and match programs automated through an app.
- Streamline bus and transit for more thru trips and less transfers.
- Bring Blue Line to Auburn.
- Extra Capitol Corridor trains to Auburn.
- Transit in areas where only option is to buy a car.
- Vegetative barriers for public health and carbon.
- Add electric charge stations on I-80.
- Direct light rail routes from suburbs to airport.
- Developers pay upfront for infrastructure not us, public, fed-taxes.
- Create commuter trains.
- Create micro-transit.
- Create behavior-based strategies and include components behavior within projects
- Worldwide review and research of transit innovations for commercial including casino services.
- If other regions of the state are less draconian about how they fill all the seats in a car, no one will want to live here.
- Transit hubs with diverse housing for all home needs.

- Add age friendly spaces on bike trail.
- Shared auto mall vehicle programs to use residential trip or short term.
- More commuter options from suburbs to Sacramento and San Francisco.
- HOV lanes to fund complete surface streets among often VMT reducing measures.
- HOV must have two lanes in both directions to reduce VMT.
- More micro-transit options in suburban areas.
- Reliable travel times throughout region.
- Active transportation in rural areas.
- Create communities around carpooling.
- In active transportation (sidewalks bike lanes) in proximity to schools, innovative transportation solutions (be an example for the rest of CA /US).
- Create exciting solutions by following examples.
- Create shorter time to destination.
- Create access to efficient multiple transit options.





Summary of Findings

The following themes emerged from the stakeholder values assessment:

- **Protect** – Stakeholders expressed a preference to protect existing travel options, particularly public transit services for senior, youth, and low income populations.
- **Avoid** - Stakeholders indicated a preference to avoid reducing public transit service levels, reliability, and access. Stakeholders also want to avoid land use sprawl. Finally, stakeholders want to avoid tax increases or large public expenditures to fund transportation infrastructure that they perceive to be undesirable.
- **Create** – Stakeholders expressed a desire to create additional travel options, including new or expanded bus, rail, pedestrian, and bike services and facilities.

Next Steps

The project team concluded the meeting by thanking all stakeholder representatives for participating in the first meeting.

The first meeting presentation and summary will be posted to the website. There will be two more stakeholder meetings over the course of the next six to eight months.

Stakeholders were asked to encourage others to participate in the Placer-Sacramento Gateway Plan online questionnaire at www.more80choices.com.

Appendix

Powerpoint Presentation Slides



STAKEHOLDER MEETING

APRIL 2019

ROADMAP



PROJECT OVERVIEW

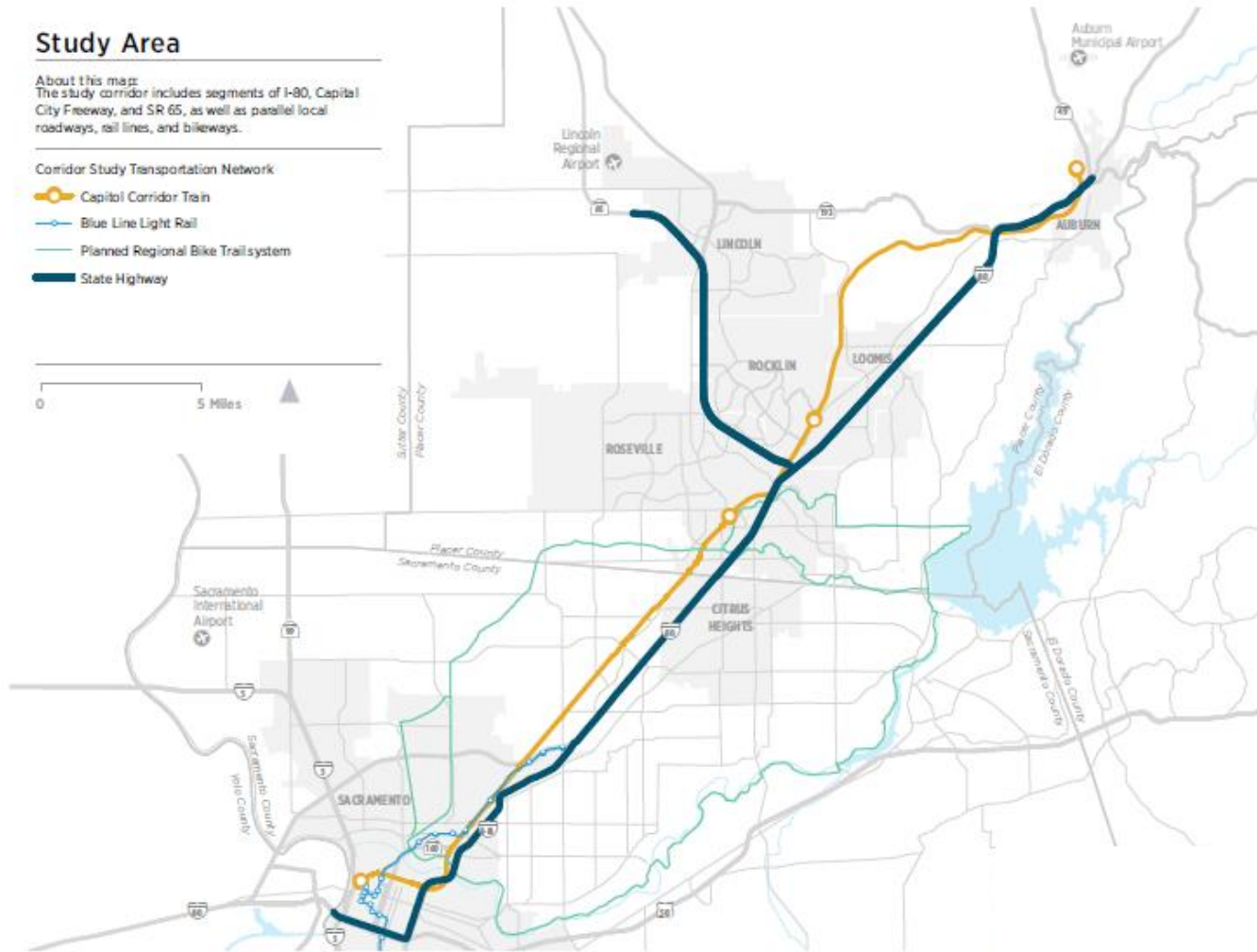
Study Area

About this map:
The study corridor includes segments of I-80, Capital City Freeway, and SR 65, as well as parallel local roadways, rail lines, and bikeways.

Corridor Study Transportation Network

- Capitol Corridor Train
- Blue Line Light Rail
- Planned Regional Bike Trail system
- State Highway

0 5 Miles





AGENDA

Placer-Sacramento Gateway Plan - Stakeholder Meeting #1

Meeting Location: City of Citrus Heights Community Center
6300 Fountain Square Drive
Citrus Heights, CA

Meeting Date/Time: Tuesday, April 23rd, 2019
4:30 p.m. – 7:00 p.m.

Agenda Item	Time Allotted	Lead
1. Meeting Welcome and Overview	10 Minutes	PCTPA – Mike Luken
a. Introduction of the plan (see attached study corridor map), plan sponsors, and the project team.		AIM – Celia McAdam
b. Summary of the purpose behind the plan, how the plan is to be developed, and how it will help the region compete for new funding.		FP – Greg Behrens
c. Explanation of what input is desired from stakeholders during the meeting and guidelines for effective engagement.		



AGENDA

Placer-Sacramento Gateway Plan - Stakeholder Meeting #1

Meeting Location: City of Citrus Heights Community Center
6300 Fountain Square Drive
Citrus Heights, CA

Meeting Date/Time: Tuesday, April 23rd, 2019
4:30 p.m. – 7:00 p.m.

Agenda Item	Time Allotted	Lead
2. Future of Travel Presentation and Exercise a. The plan involves selecting project priorities to improve travel performance in the study corridor. This presentation will help stakeholders think about the future of travel and what types of projects are most likely to improve corridor performance. Stakeholders will participate in a live poll to assess their perspectives.	60 Minutes	FP – Ron Milam
3. Break	10 Minutes	



AGENDA

Placer-Sacramento Gateway Plan - Stakeholder Meeting #1

Meeting Location: City of Citrus Heights Community Center
6300 Fountain Square Drive
Citrus Heights, CA

Meeting Date/Time: Tuesday, April 23rd, 2019
4:30 p.m. – 7:00 p.m.

Agenda Item	Time Allotted	Lead
4. Values Assessment Workshop a. During this interactive workshop, stakeholders will participate in a map-based exercise to identify what outcomes they want to protect, avoid, and create as part of corridor improvements.	60 Minutes	AIM – Celia McAdam Project Team
5. Next Steps a. Brief overview of user survey and other opportunities to participate in the plan	10 Minutes	AIM – Celia McAdam

The Future of Travel - TRENDLAB+

Human models
predicting travel
changes in light of
demographic,
economic and
technology trends



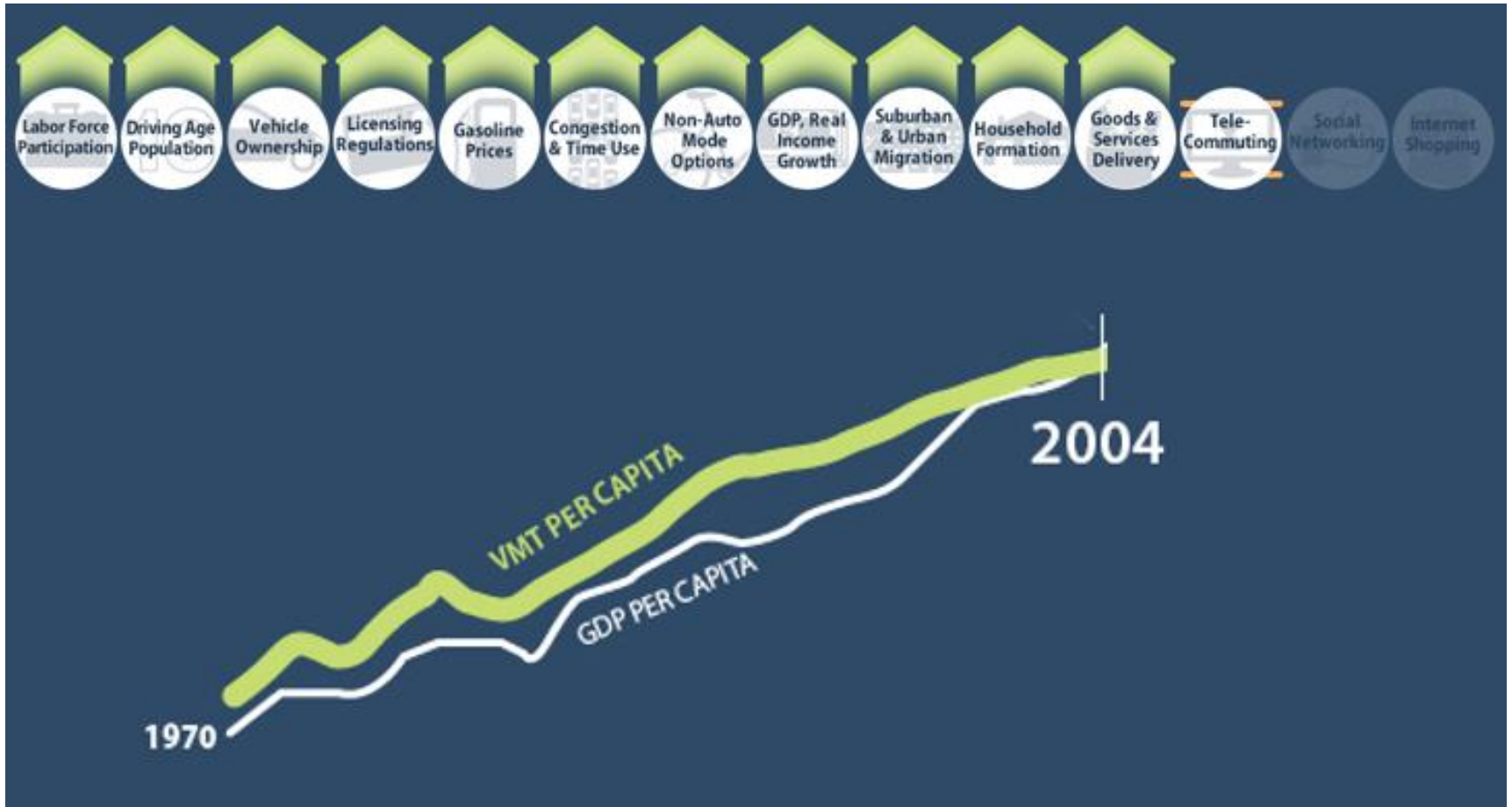
PART 1. Travel Trends Past



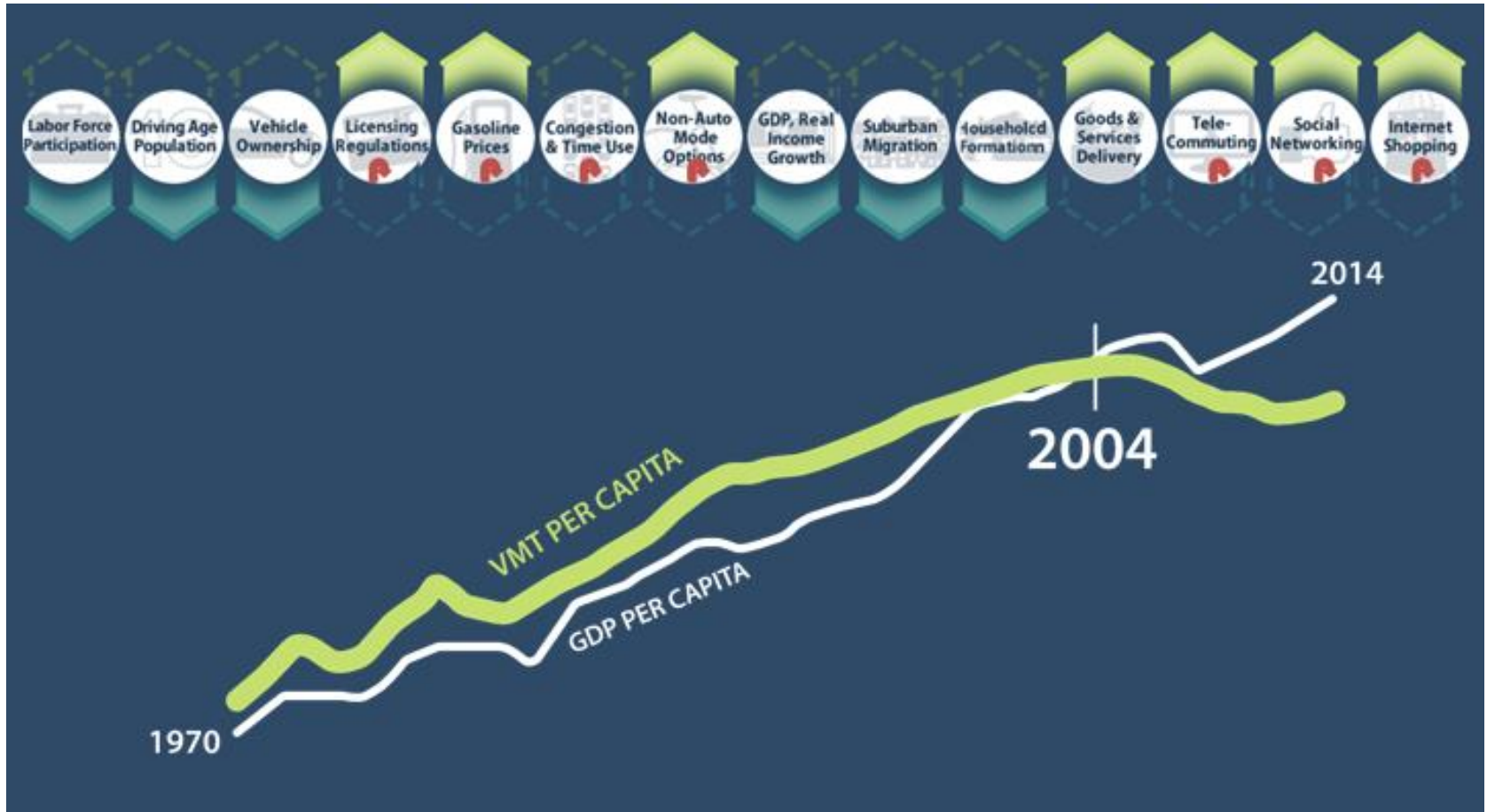
16 DISRUPTIVE TRENDS



FACTORS IMPACTING VMT



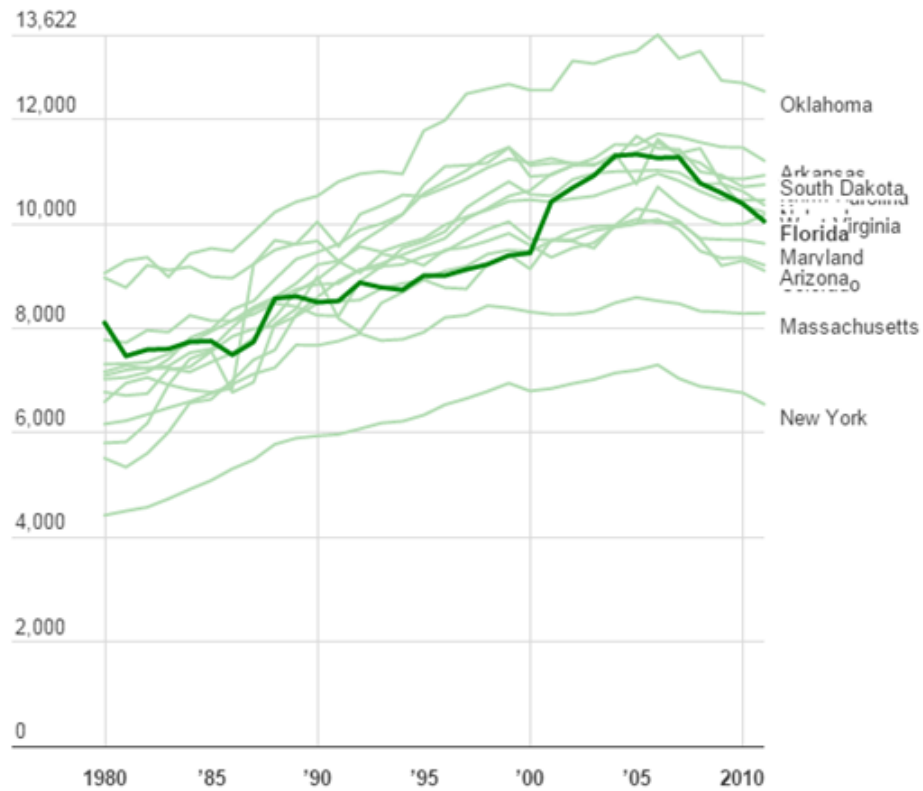
FACTORS IMPACTING VMT



FACTORS IMPACTING VMT

Peak Car, 2005-2006

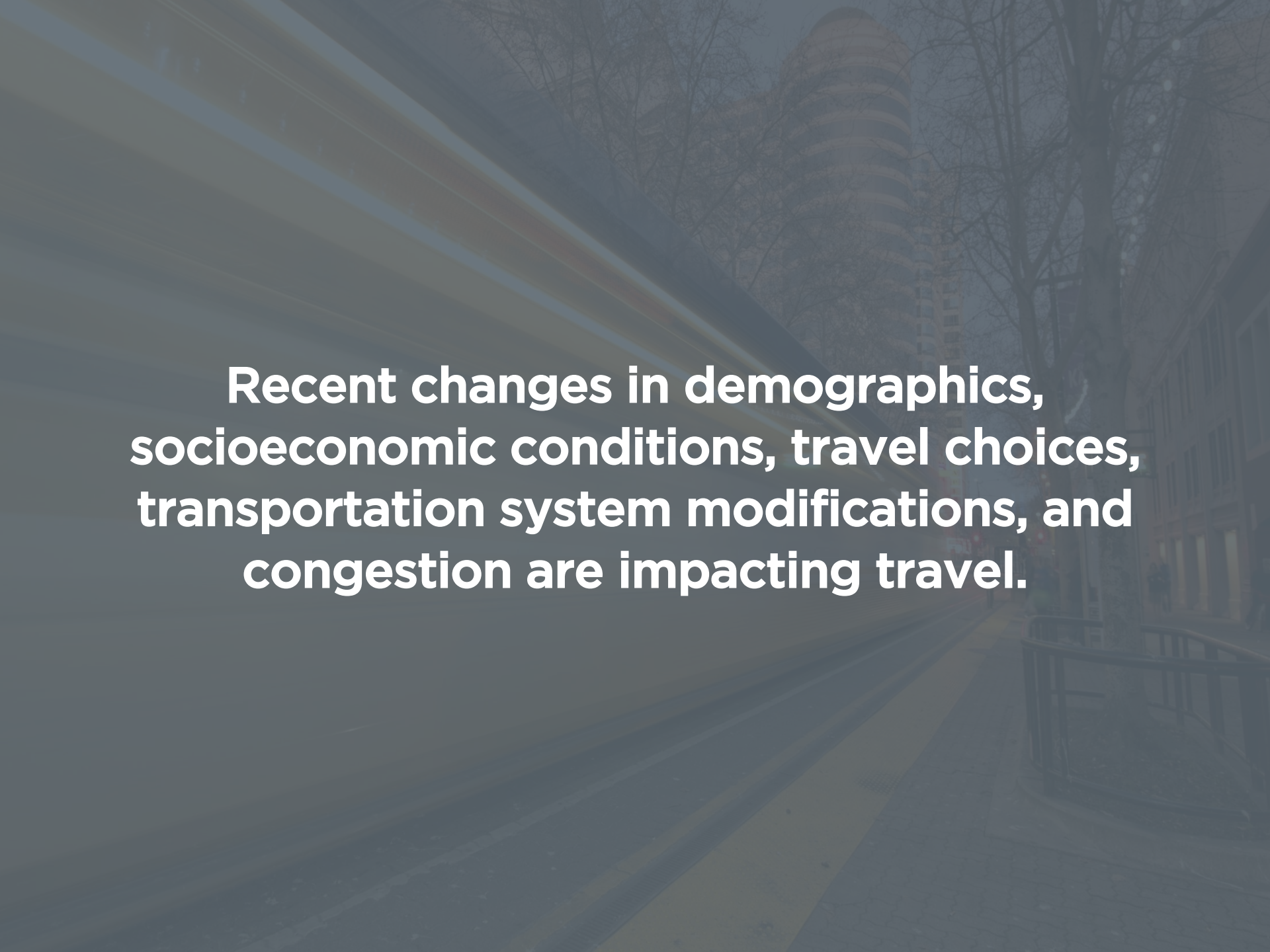
Annual vehicle miles traveled per capita



Source: Timothy J. Garceau, Carol Atkinson-Palombo, Norman Garrick, University of Connecticut

PART 2. Travel Trends Present

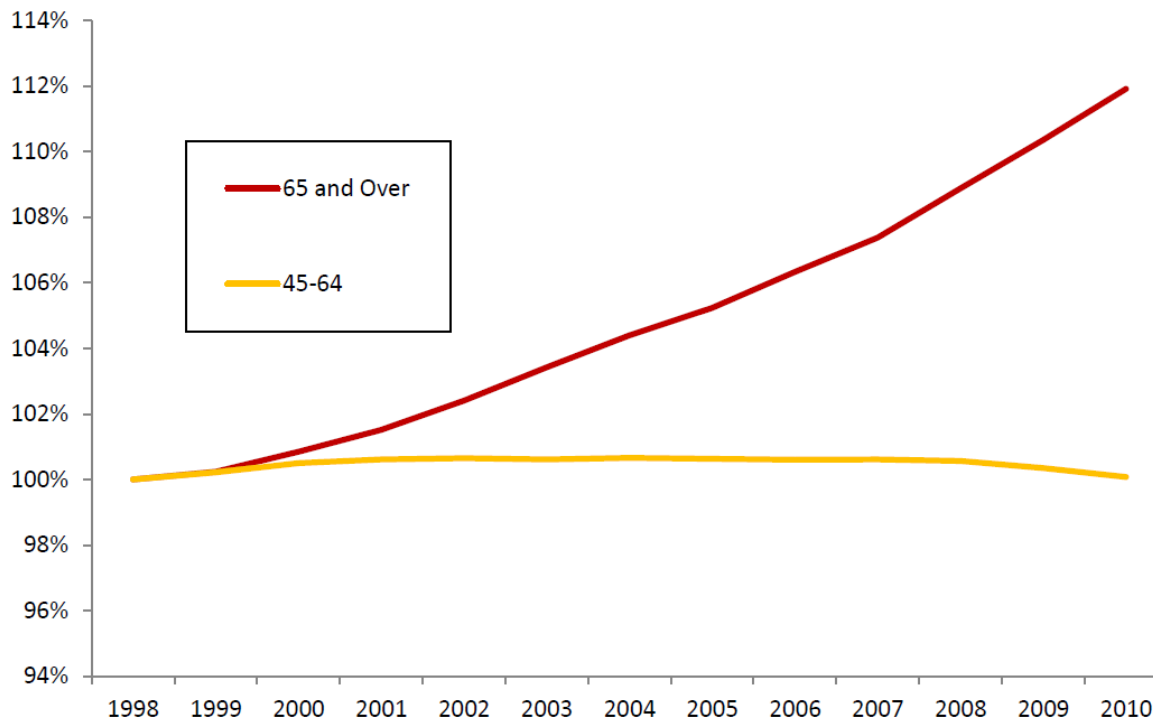




Recent changes in demographics, socioeconomic conditions, travel choices, transportation system modifications, and congestion are impacting travel.

AGE 65+ DRIVING

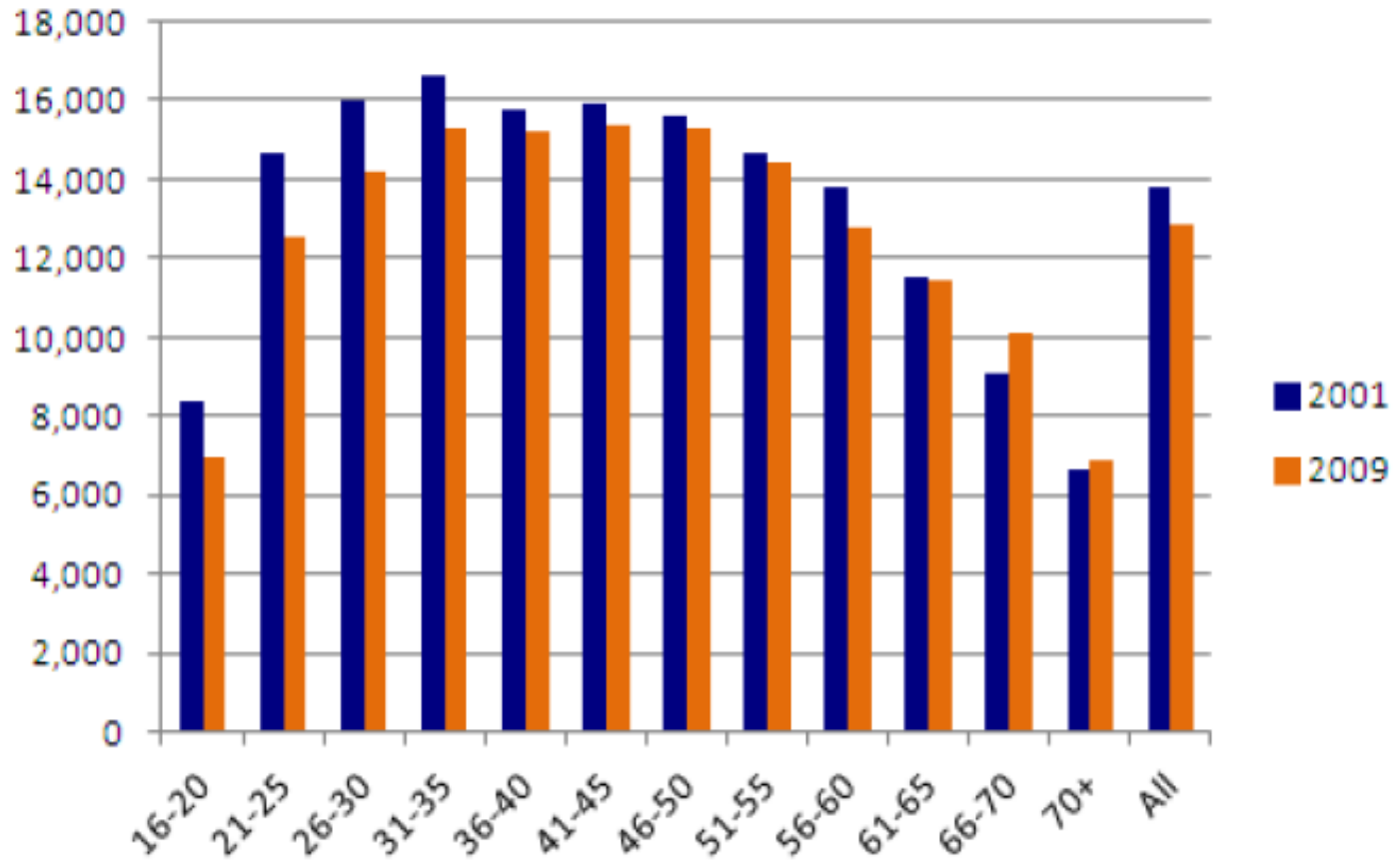
Figure 9: Index of Driver Licensure Rates by Age Cohort (Base Year = 1998), 1998–2010



*Note: Licensure rates for the 65 and Over cohort were not available prior to 1998. Licensure rates are the number of licensed drivers per capita, averaged over the preceding five years. The index pegs the licensure rate in 1998 to 100% and reports percentage changes. For example, if the licensure rate for a cohort were 60% in 1998 and 66% in 2002, the 2002 value of the index would be 110%.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*.
Executive Office of the President Council of Economic Advisers, *Economic Report of the President*, 2012.

VMT BY AGE

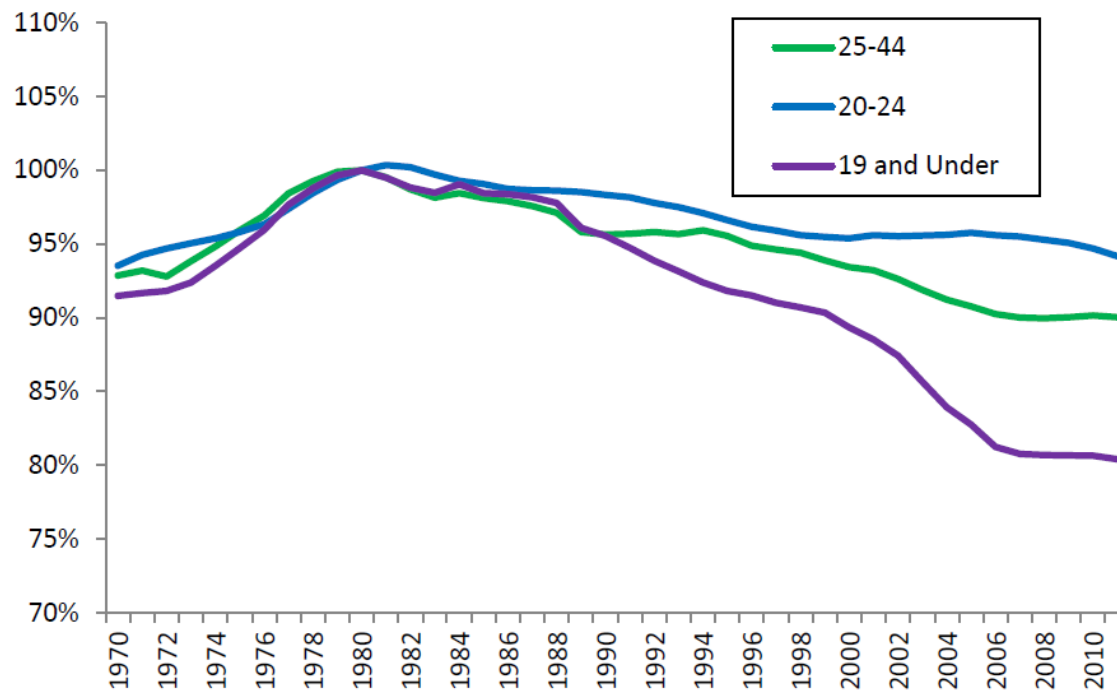


MILLENIALS



LICENSING

Figure 6: Index of Driver Licensure Rates by Age Cohort (Base Year = 1979). 1970–2010

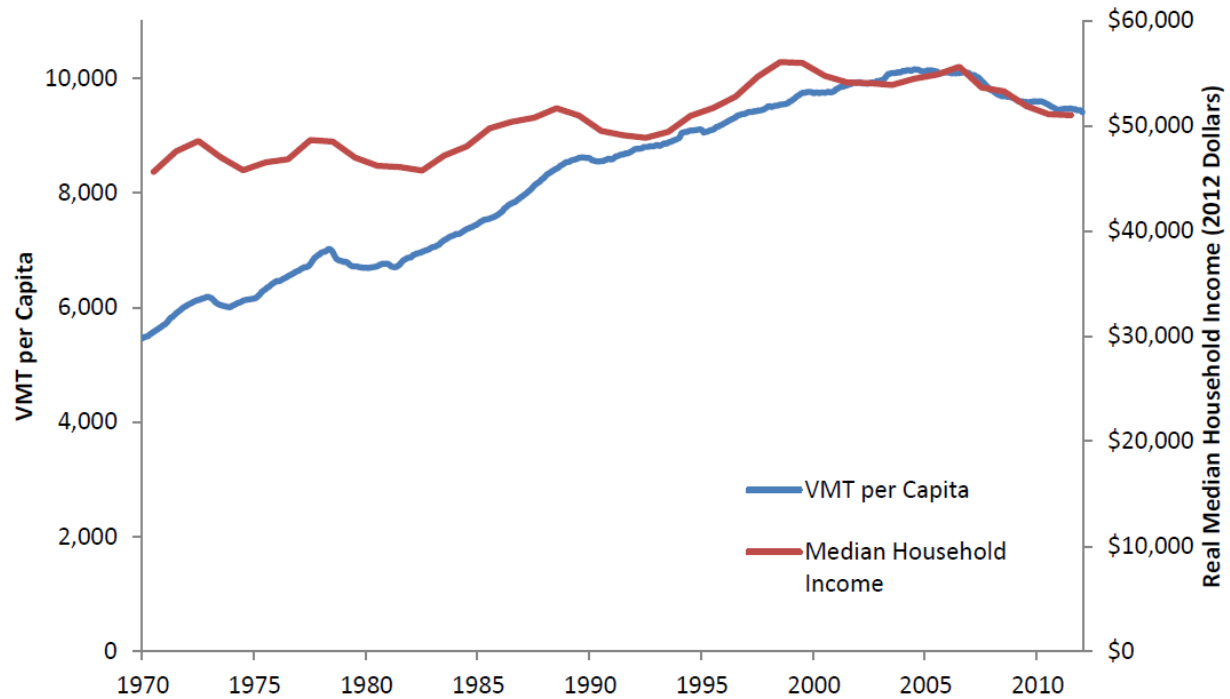


*Note: Licensure rates are the number of licensed drivers per capita, averaged over the preceding five years. The index pegs the rate in 1979 to 100% and reports percentage changes. For example, if the licensure rate for a cohort were 60% in 1979 and the 2002 value of the index would be 110%.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*.

INCOME

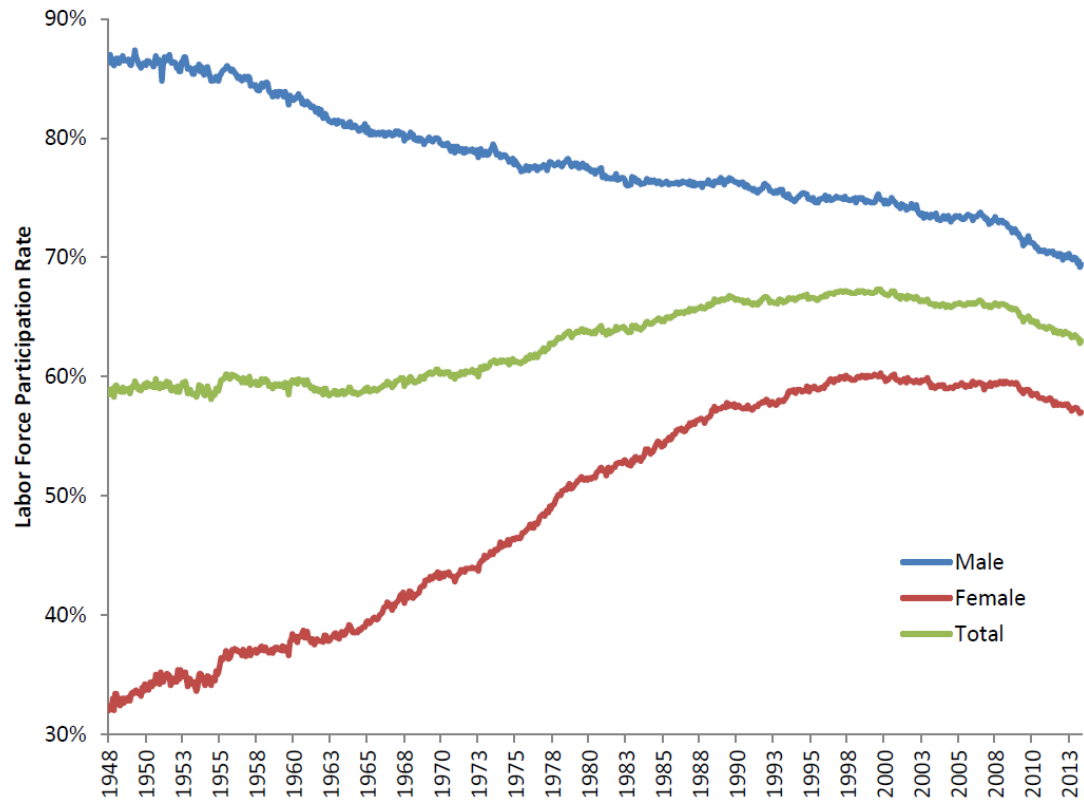
Figure 4: VMT per Capita and Median Household Income, 1970 – 2012



Source: Highway Administration Office of Highway Policy Information; U.S. Census Bureau.

LABOR FORCE

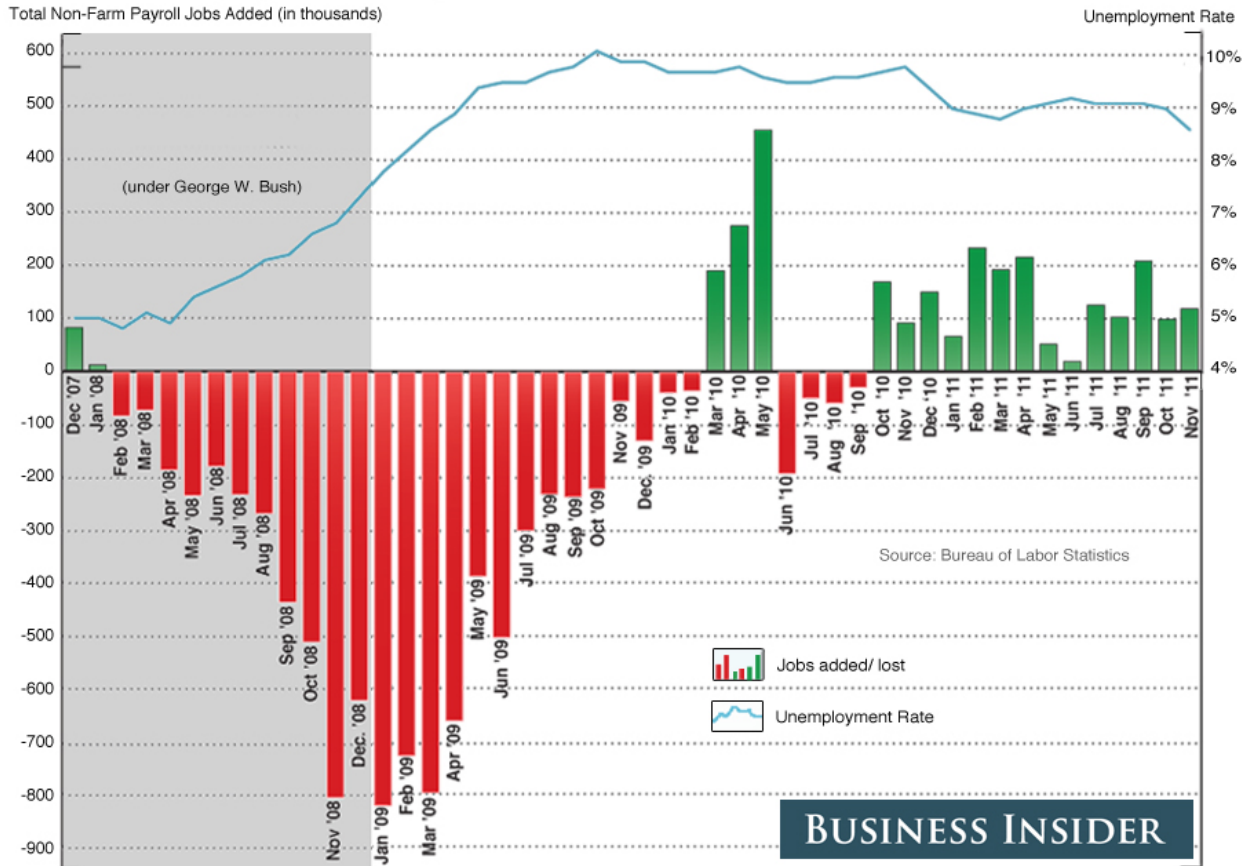
Figure 3: Male, Female, and Total Labor Force Participation Rates, 1948 – 2013



Source: Bureau of Labor Statistics.

EMPLOYMENT

Unemployment Rate, Jobs Added Since Start Of 'Great Recession'

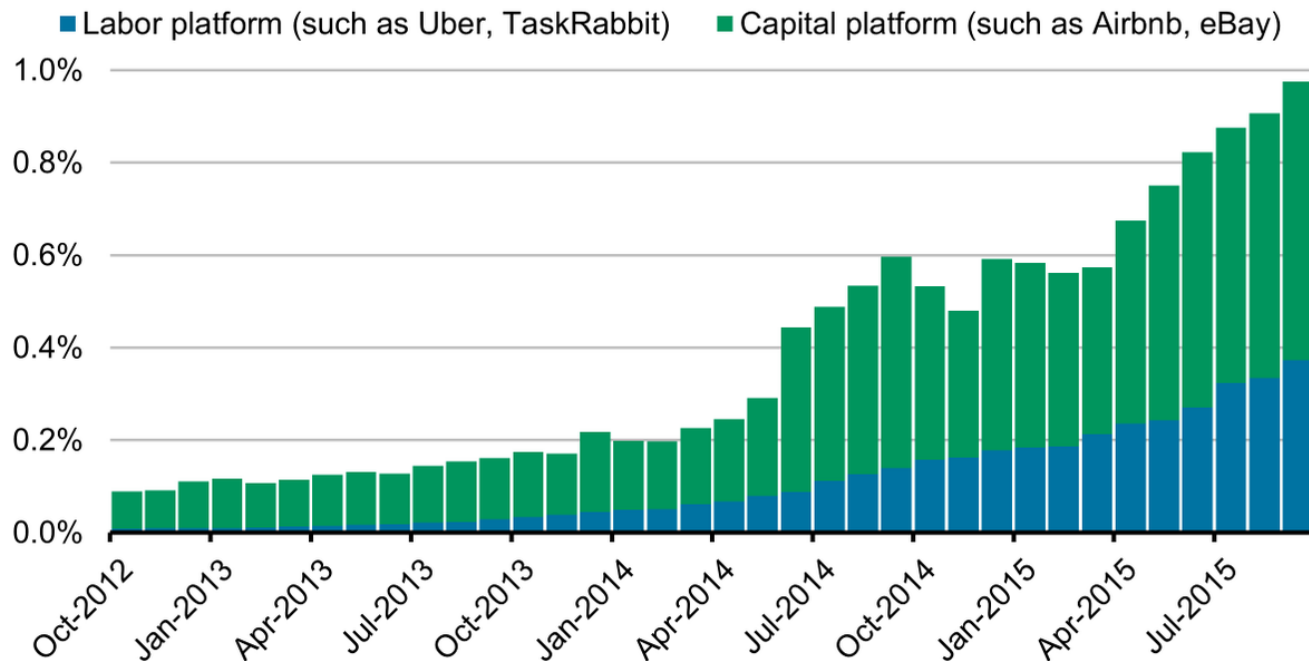


BUSINESS INSIDER

FREELANCING

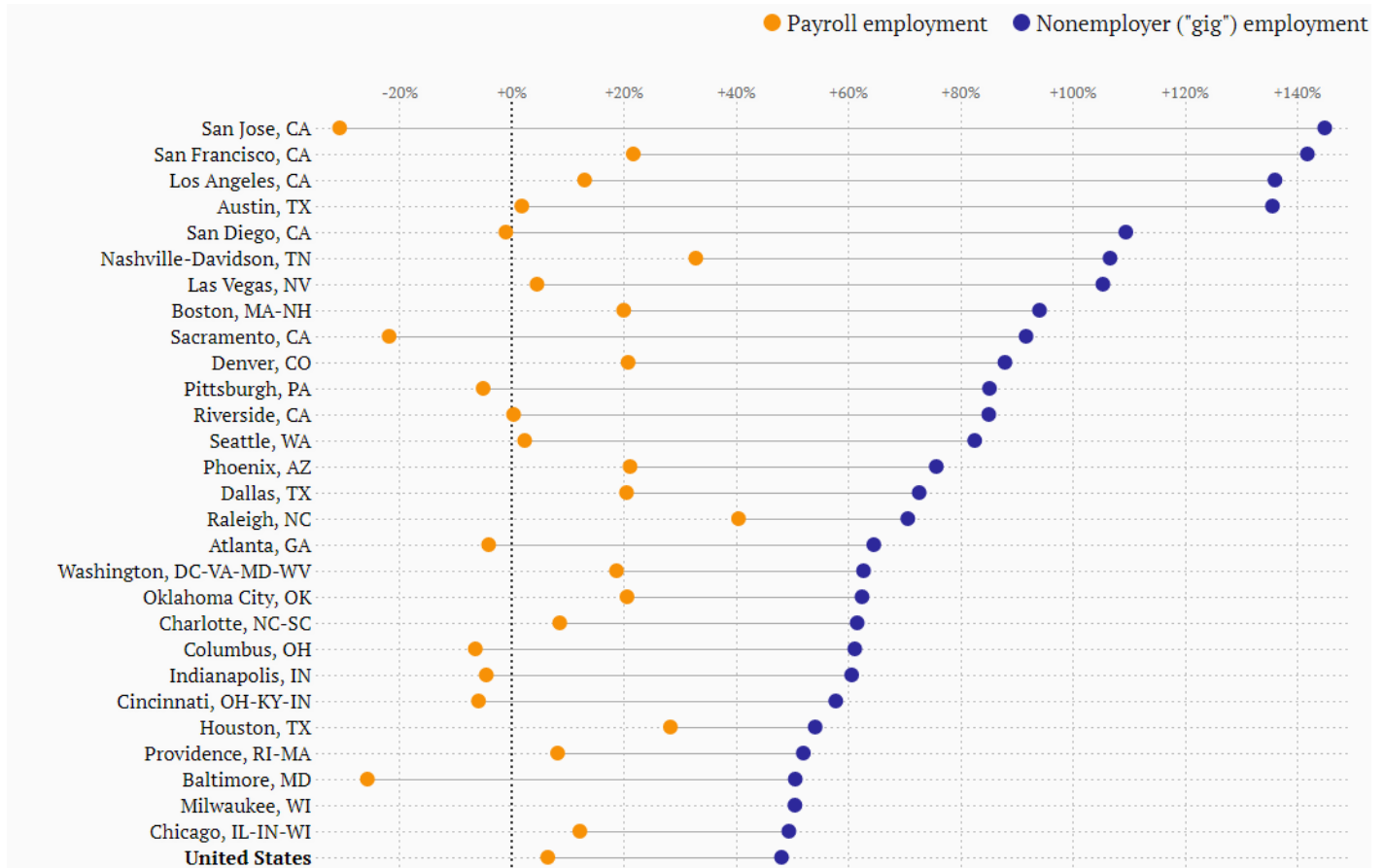
Gig Growth

Share of U.S. adults earning income in a given month via online platforms, often referred to as the gig or sharing economy.



Source: JPMorgan Chase Institute | WSJ.com

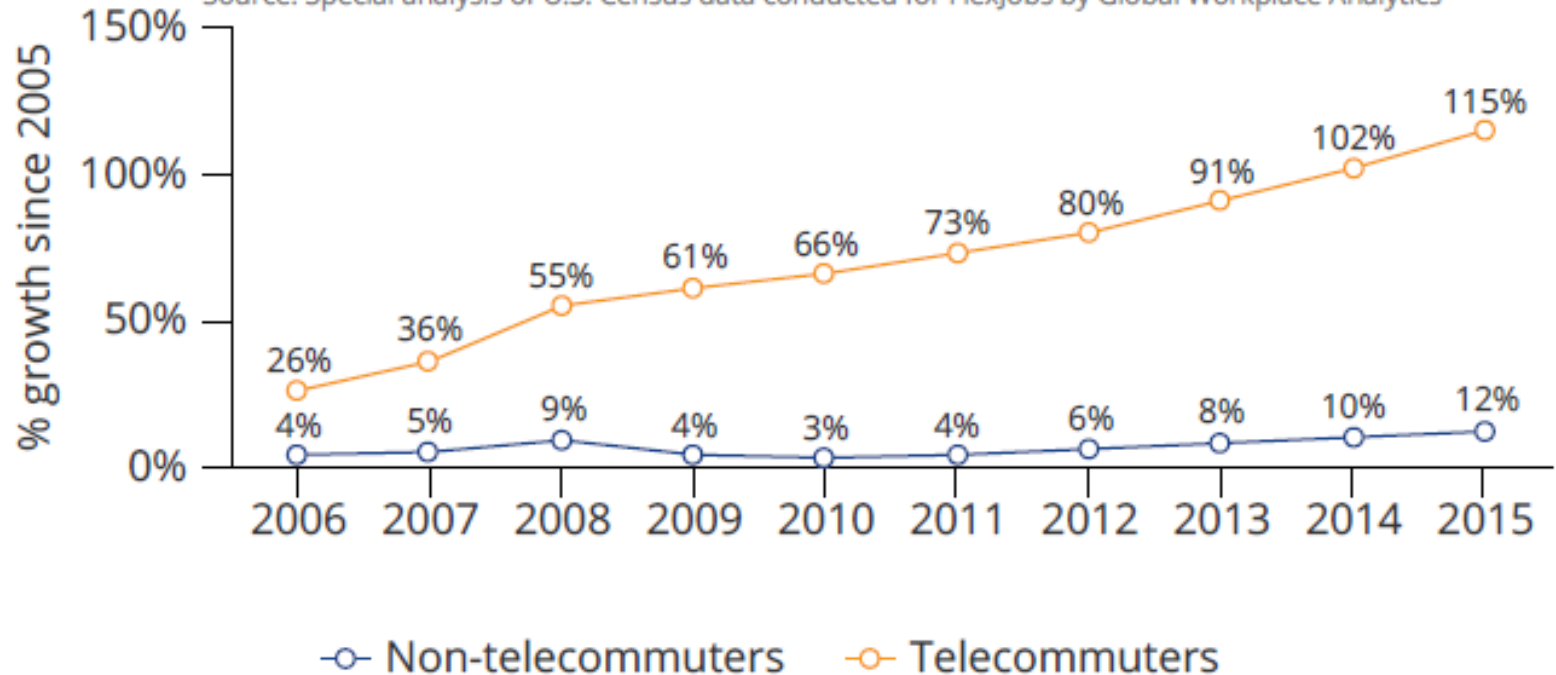
FREELANCING



TELECOMMUTING

Telecommuting growth since 2005

Source: Special analysis of U.S. Census data conducted for FlexJobs by Global Workplace Analytics



CONGESTION

Exhibit 1. Major Findings of the 2015 Urban Mobility Scorecard (471 U.S. Urban Areas)

(Note: See page 2 for description of changes since the 2012 report)

Measures of...	1982	2000	2010	2013	2014
... Individual Congestion					
Yearly delay per auto commuter (hours)	18	37	40	42	42
Travel Time Index	1.09	1.19	1.20	1.21	1.22
Planning Time Index (Freeway only)	--	--	--	--	2.41
"Wasted" fuel per auto commuter (gallons)	4	15	15	19	19
Congestion cost per auto commuter (2014 \$)	\$400	\$810	\$930	\$950	\$960
... The Nation's Congestion Problem					
Travel delay (billion hours)	1.8	5.2	6.4	6.8	6.9
"Wasted" fuel (billion gallons)	0.5	2.1	2.5	3.1	3.1
Truck congestion cost (billions of 2014 dollars)	--	-	--	--	\$28
Congestion cost (billions of 2014 dollars)	\$42	\$114	\$149	\$156	\$160

Yearly delay per auto commuter – The extra time spent during the year traveling at congested speeds rather than free-flow speeds by private vehicle drivers and passengers who typically travel in the peak periods.

Travel Time Index (TTI) – The ratio of travel time in the peak period to travel time at free-flow conditions. A Travel Time Index of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.

Planning Time Index (PTI) – The ratio of travel time on the worst day of the month to travel time in free-flow conditions.

Wasted fuel – Extra fuel consumed during congested travel.

Congestion cost – The yearly value of delay time and wasted fuel by all vehicles.

Truck congestion cost - The yearly value of operating time and wasted fuel for commercial trucks.

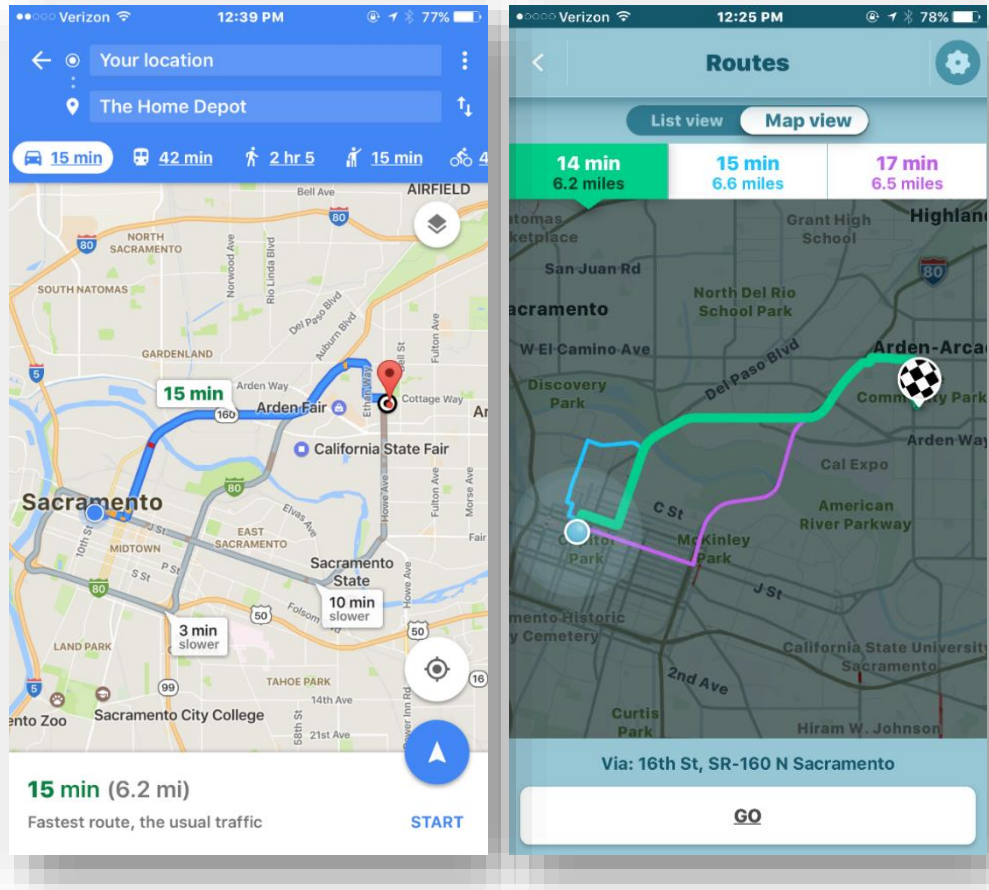
2015 Urban Mobility Scorecard

1

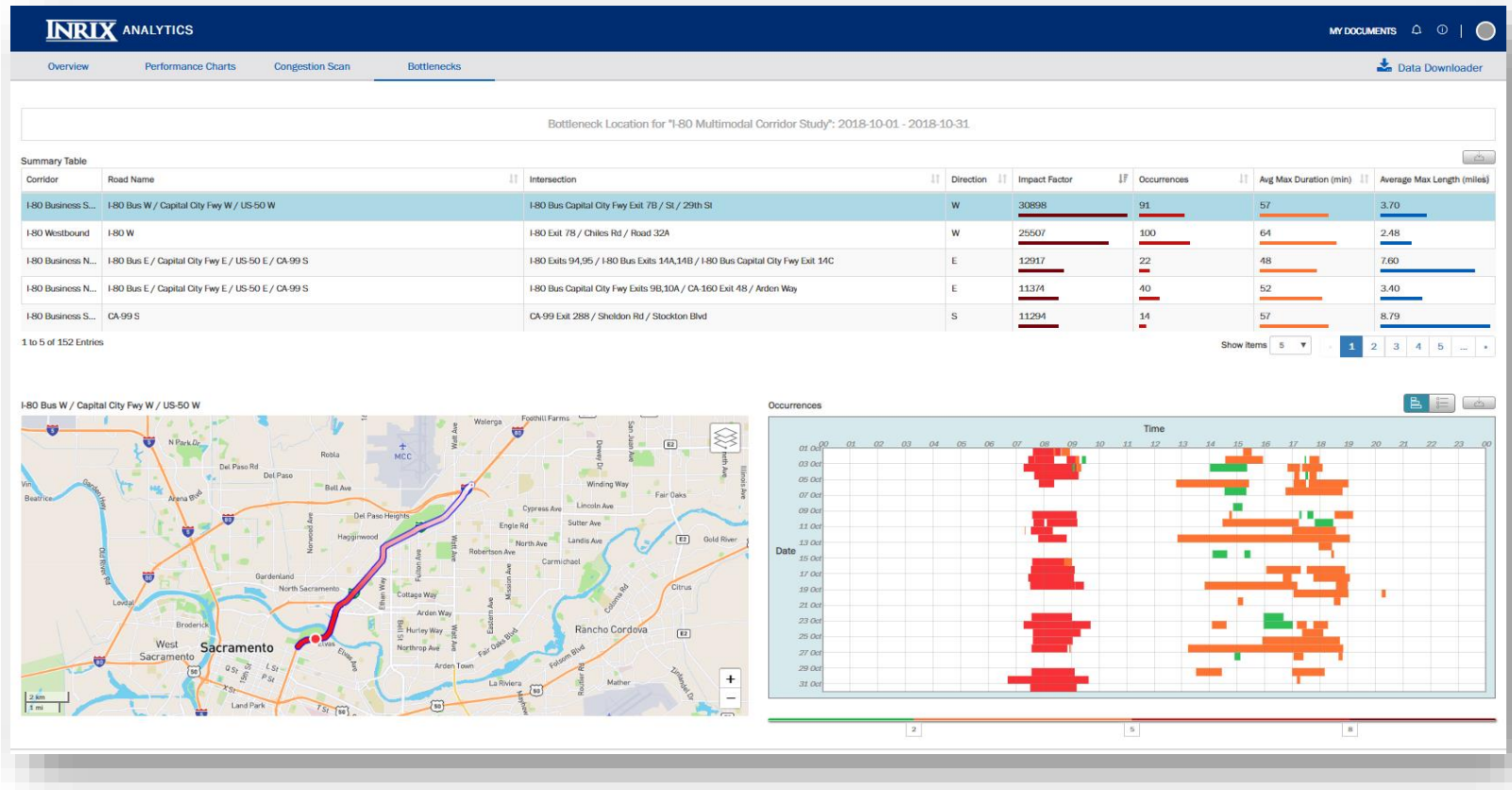
CONGESTION - Definitions

Who is measuring it?	Focus
Public (drivers)	travel time and reliability
Planners and engineers	delay, speeds, or vehicle LOS
Economists	underpricing travel and public ownership of the network

CONGESTION - Travel Time

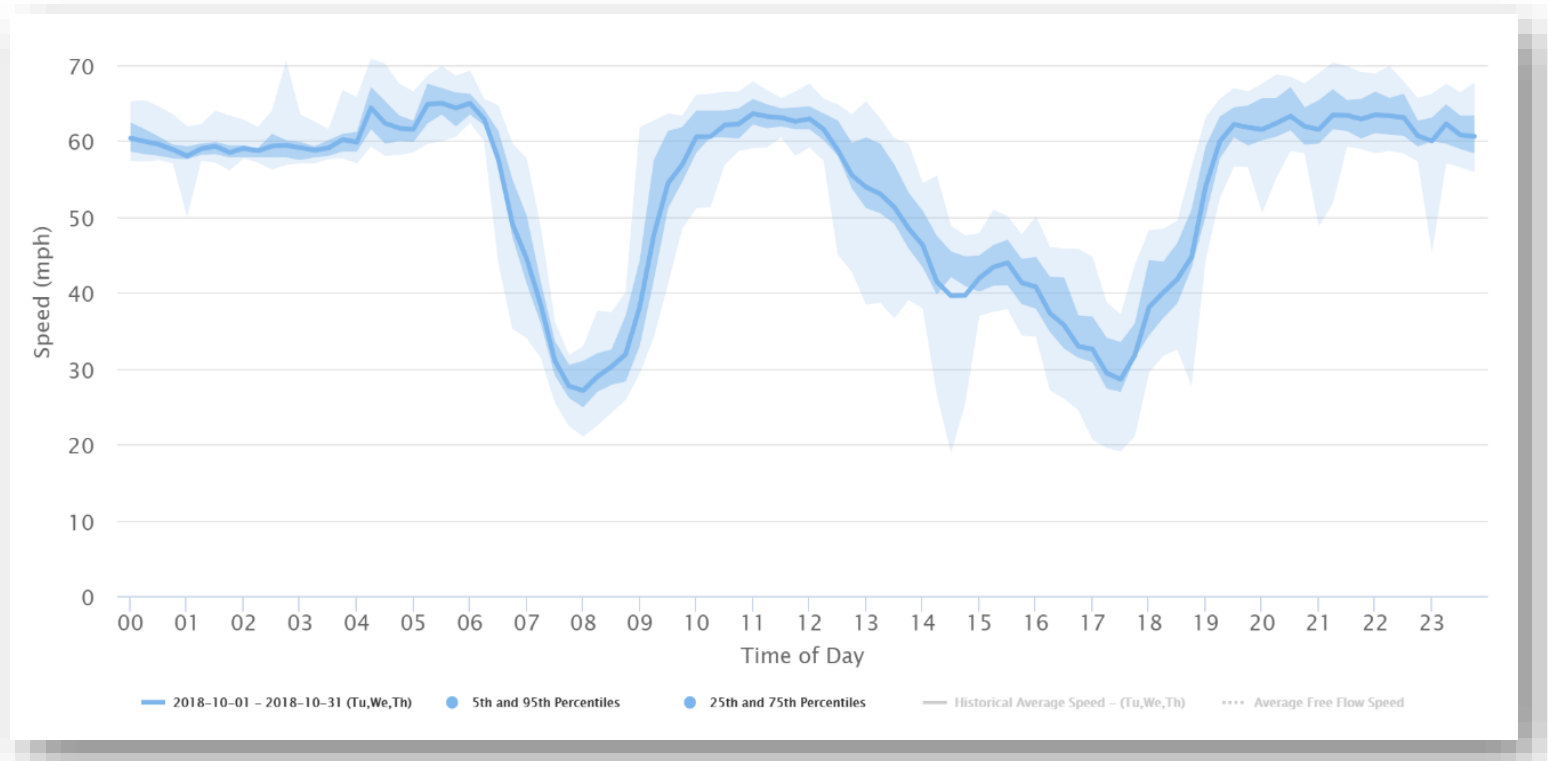


CONGESTION - Reliability



CONGESTION - Speeds

Business 80 – West/Southbound

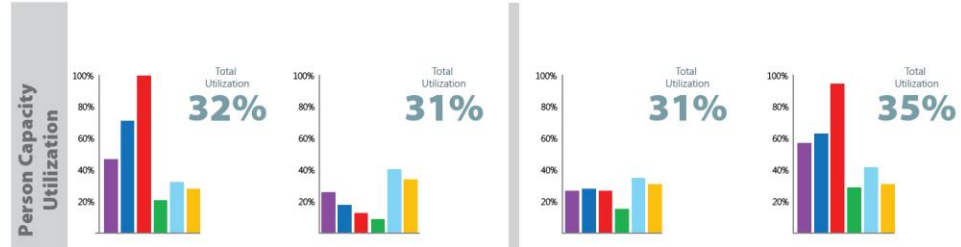
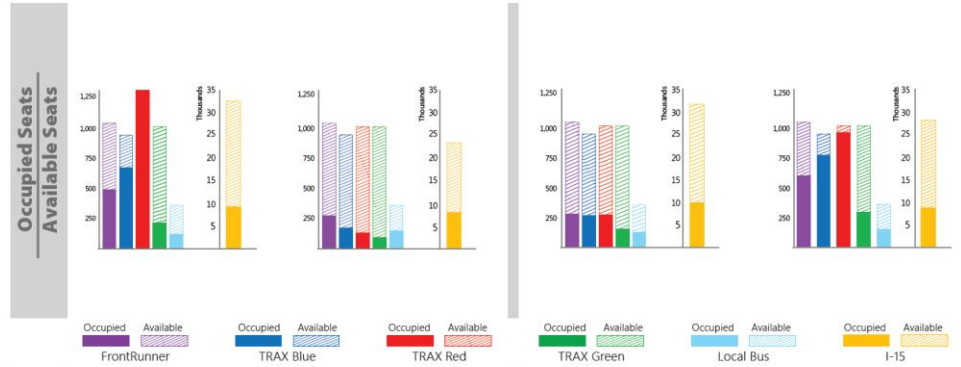


Seat Utilization

Transportation Utilization
BALLPARK STATION

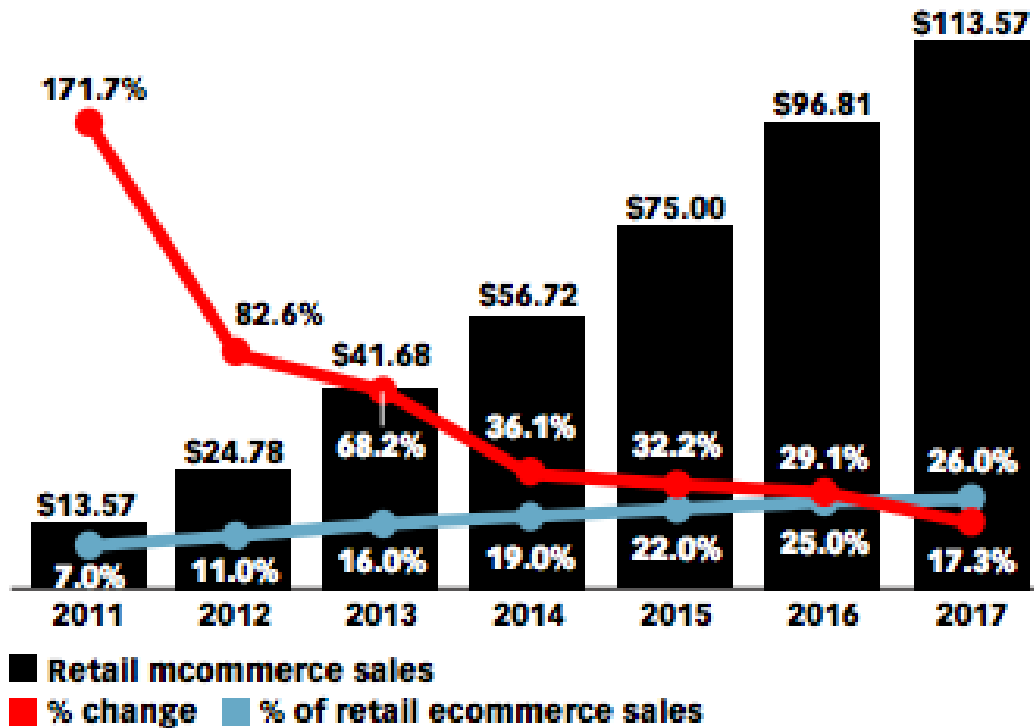


Metric	AM PEAK HOUR		PM PEAK HOUR	
	Northbound	Southbound	Northbound	Southbound



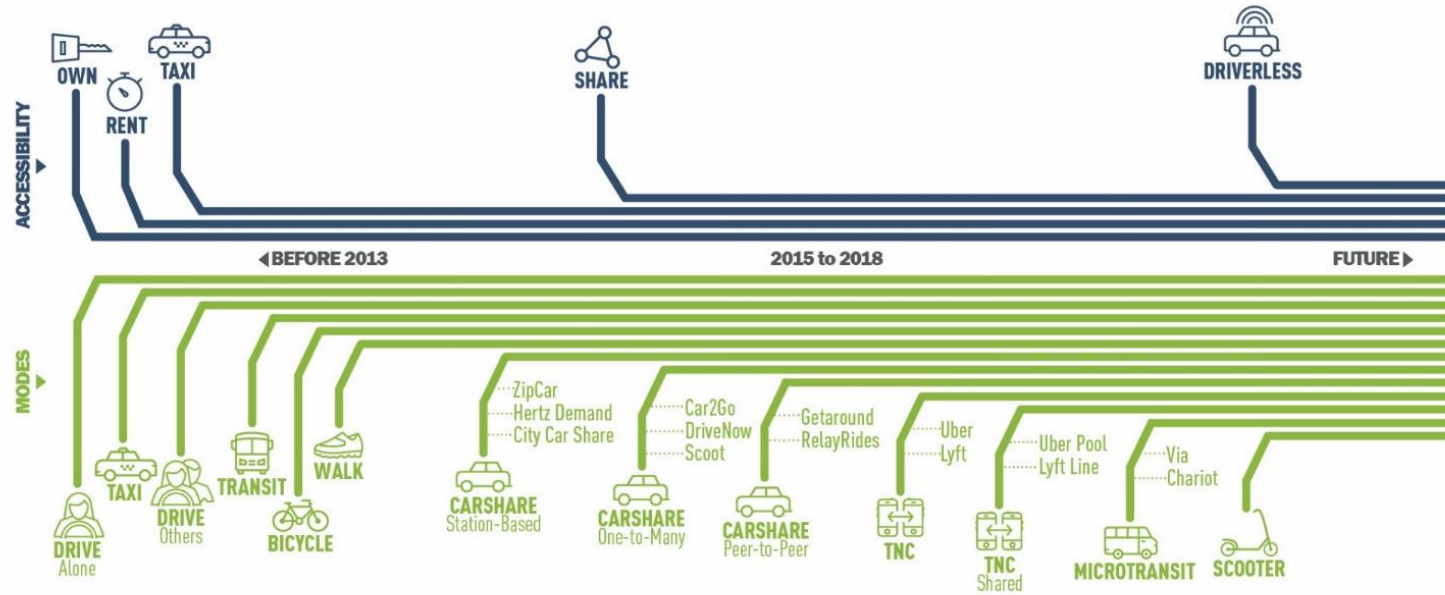
E-COMMERCE

US Retail Mcommerce Sales, 2011-2017
billions, % change and % of retail ecommerce sales

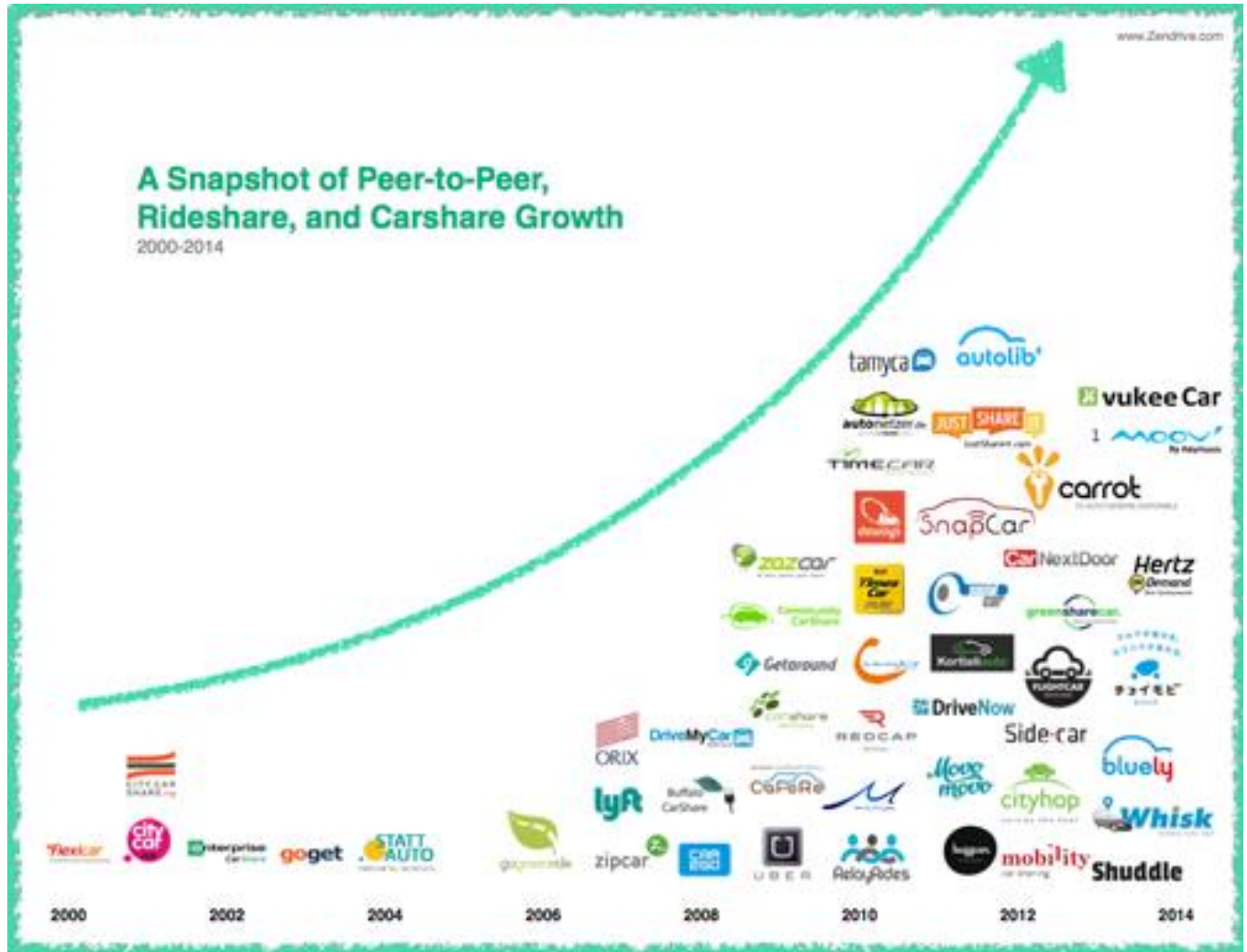


SHARED MOBILITY

VEHICLE ACCESSIBILITY & TRAVEL MODE

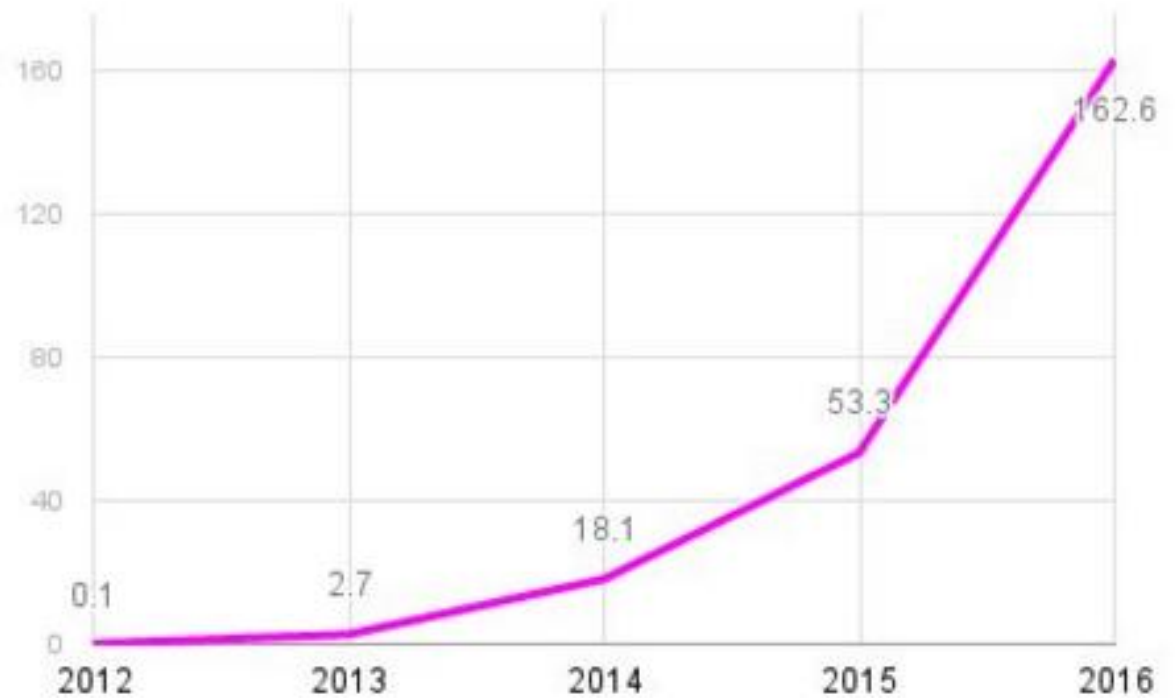


SHARED MOBILITY



SHARED MOBILITY

Lyft Annual Completed Rides (Millions)

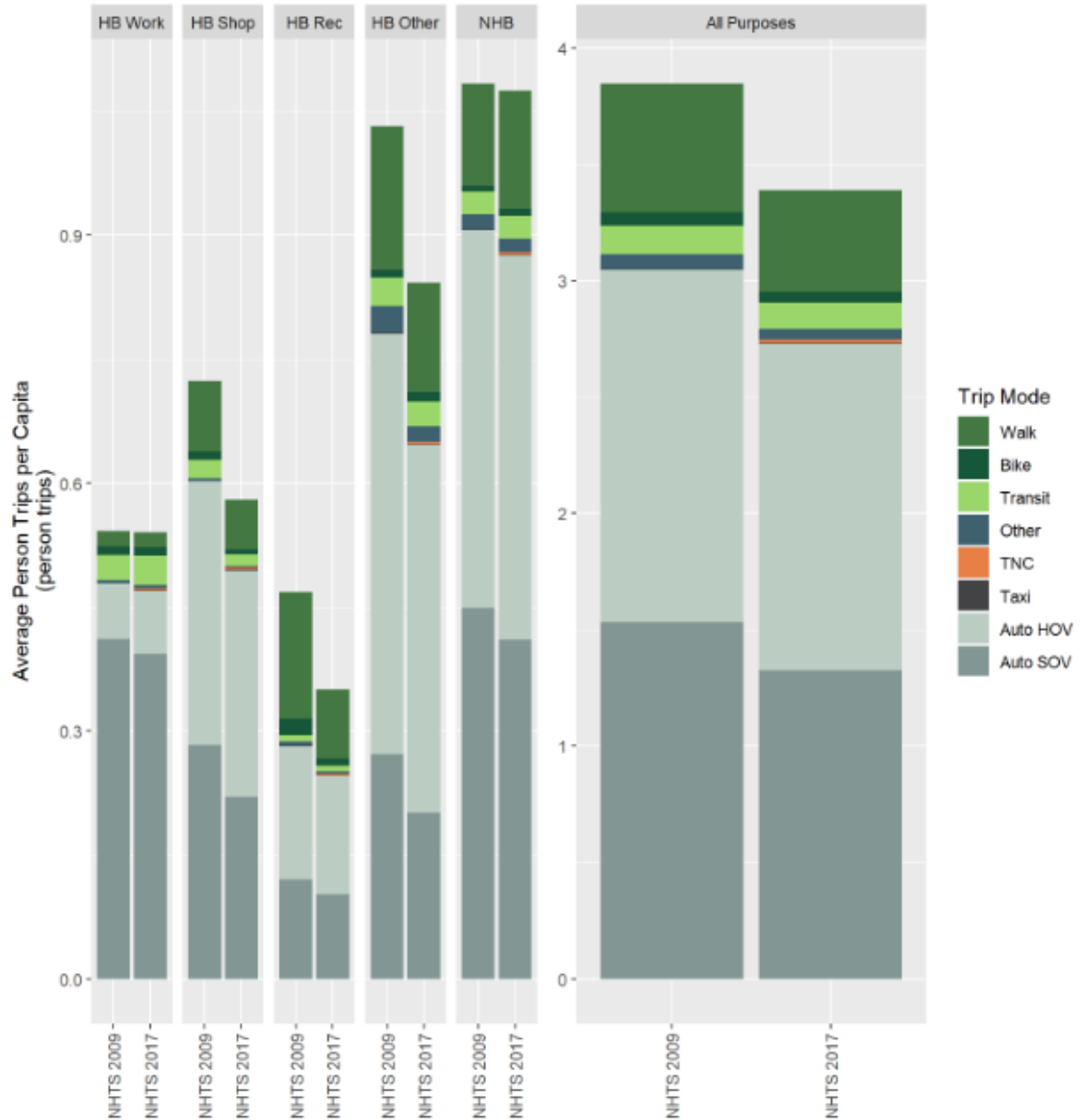


Lyft's completed rides tripled from 53.3 million to 162.6 million. Lyft

SHARED MOBILITY

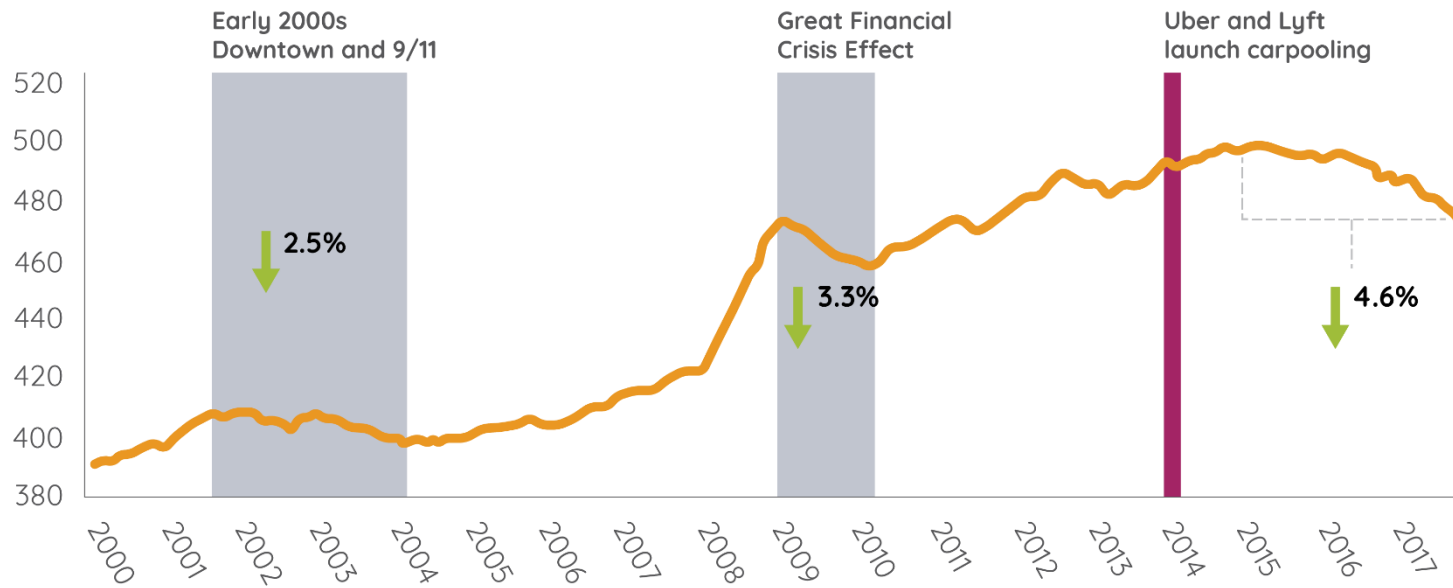
Person Trips per Capita: Weekdays

Average Weekday Person Trips per Capita by Trip Purpose and Mode:
CA



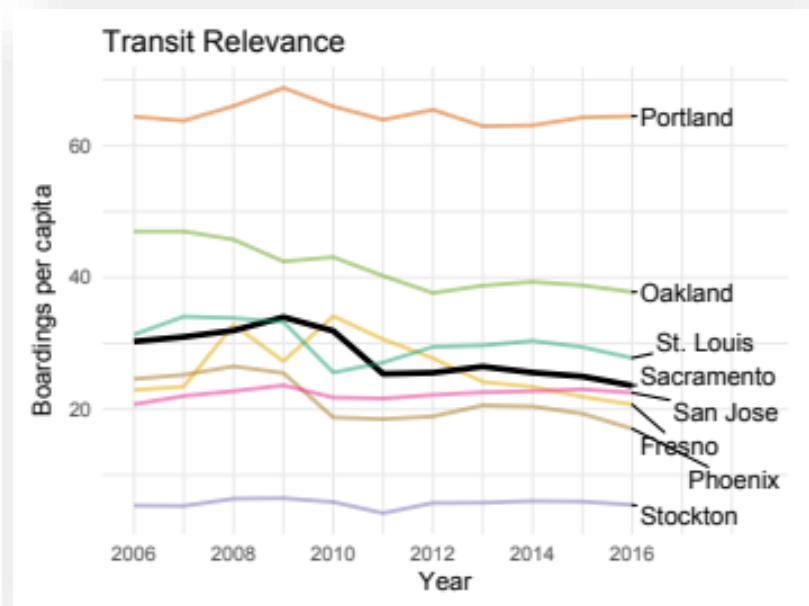
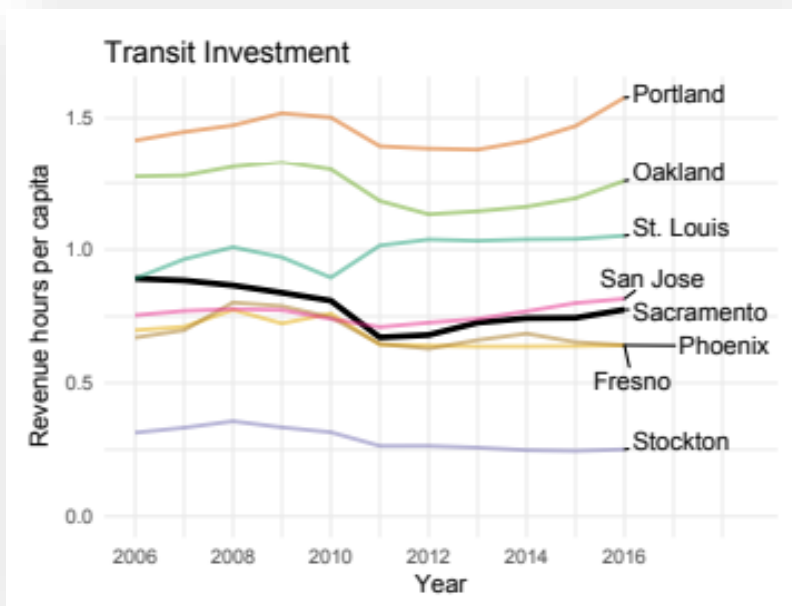
SHARED MOBILITY

U.S. Public Transit Ridership
(millions of rides per month, 12-mo trailing average, major metros)



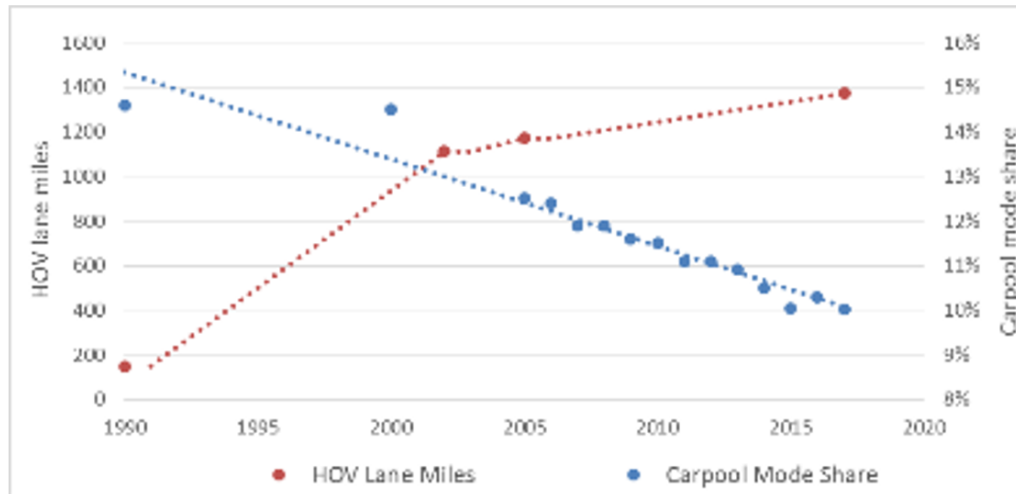
Adapted from **MetLife Investment Management, American Public Transportation Association**
 Note: Major metros include Boston, Chicago, Los Angeles, New York City, San Francisco, and Washington D.C.

SHARED MOBILITY



SHARED MOBILITY

Carpool Mode Share vs. HOV Lane Miles in California, 1990-2016



Source: Mode share data from US Census Bureau, Decennial Census & American Community Survey; HOV lane mile data from Caltrans, High Occupancy Vehicle Guidelines (various years) and May, Adolf D., [Lannon Leiman](#), and [John Billheimer](#), “Determining the Effectiveness of HOV Lanes,” California PATH Research Report, UCB-ITS-PRR-2007-17, November 2007.

PART 3. Travel Trends Future



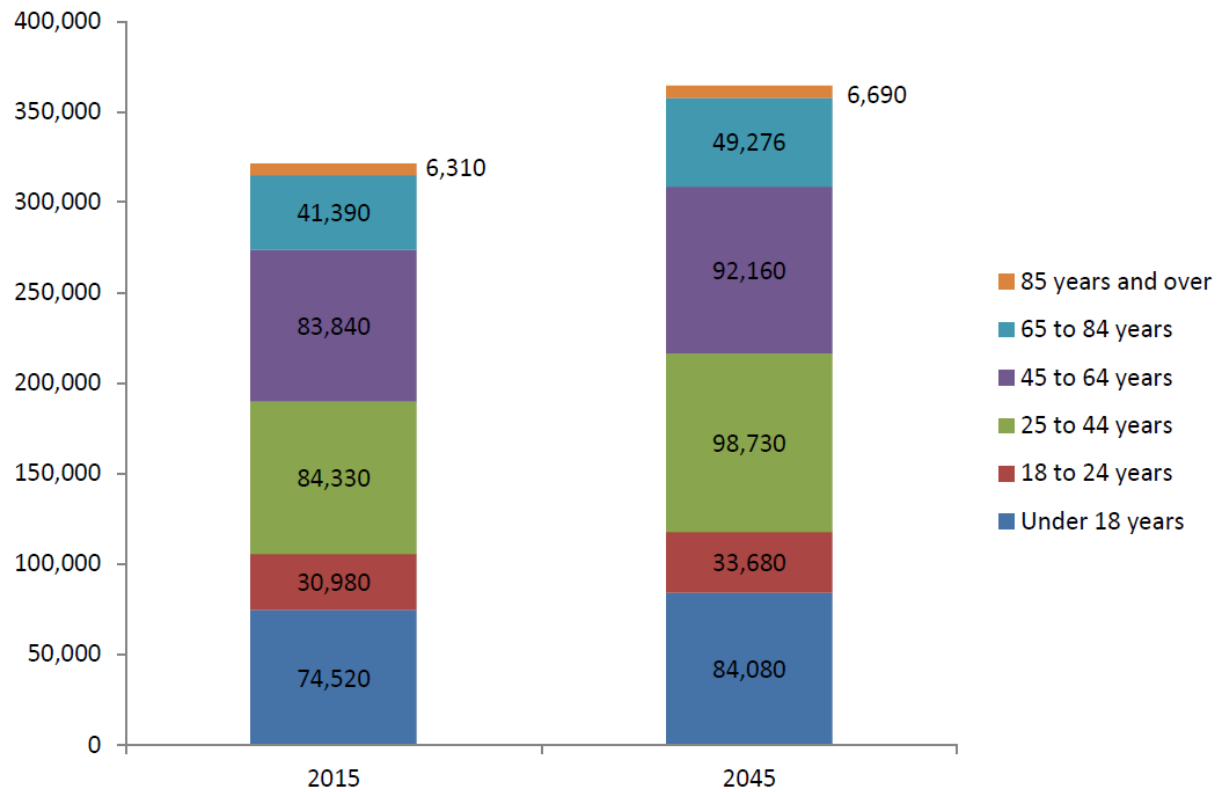


**Prediction is difficult, especially when dealing
with the future.**

- Steven Polzin, University of South Florida

POPULATION GROWTH

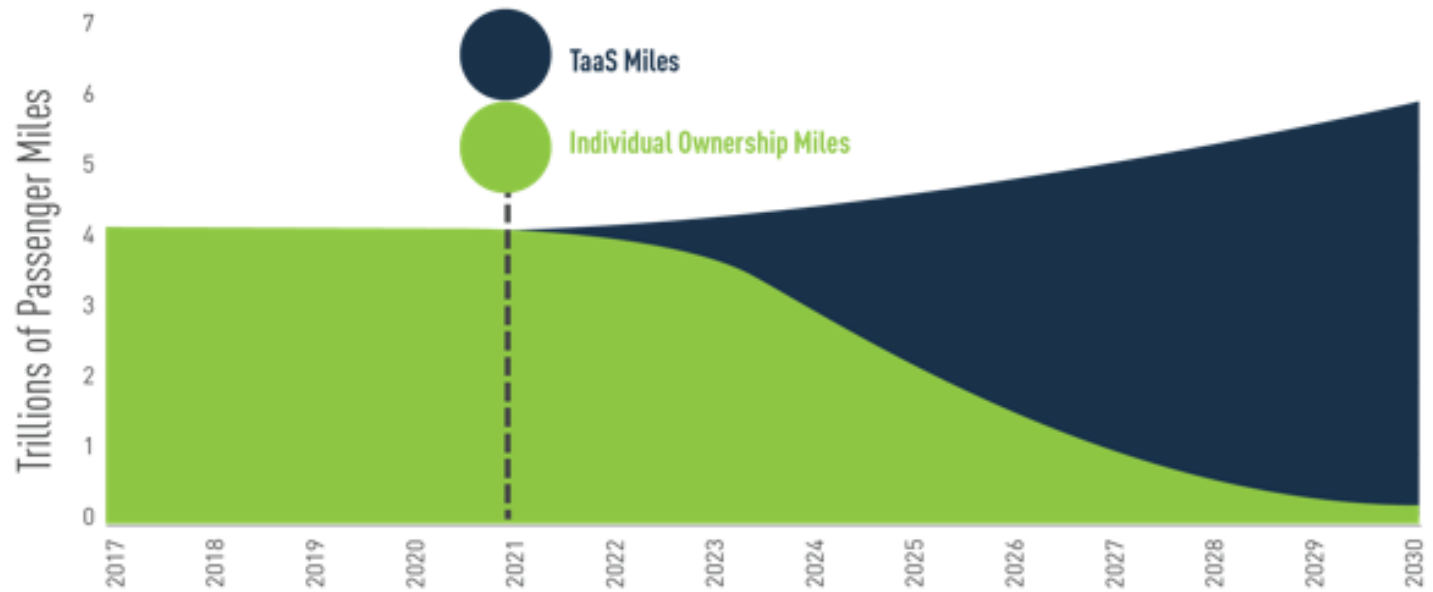
Population (thousands) by Age Cohort



Source: U.S. Census Bureau, 2013.

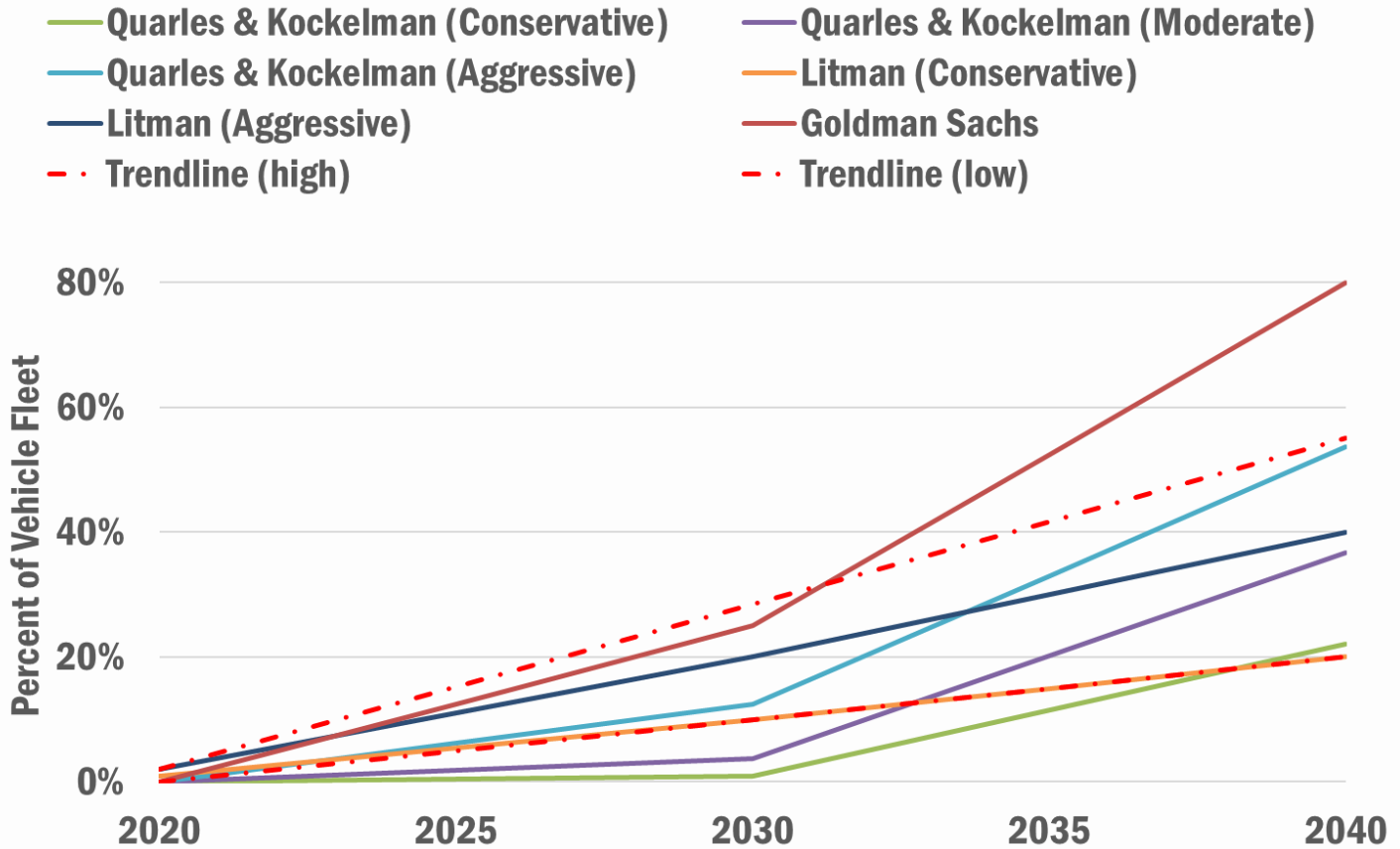
AUTONOMOUS VEHICLES (AV)

95% of Passenger Miles by 2030
Delivered by Transportation as a Service (TaaS) in Autonomous Electric Vehicles (AEVs)



<https://tonyseba.com> | 2018 TRB Presentation

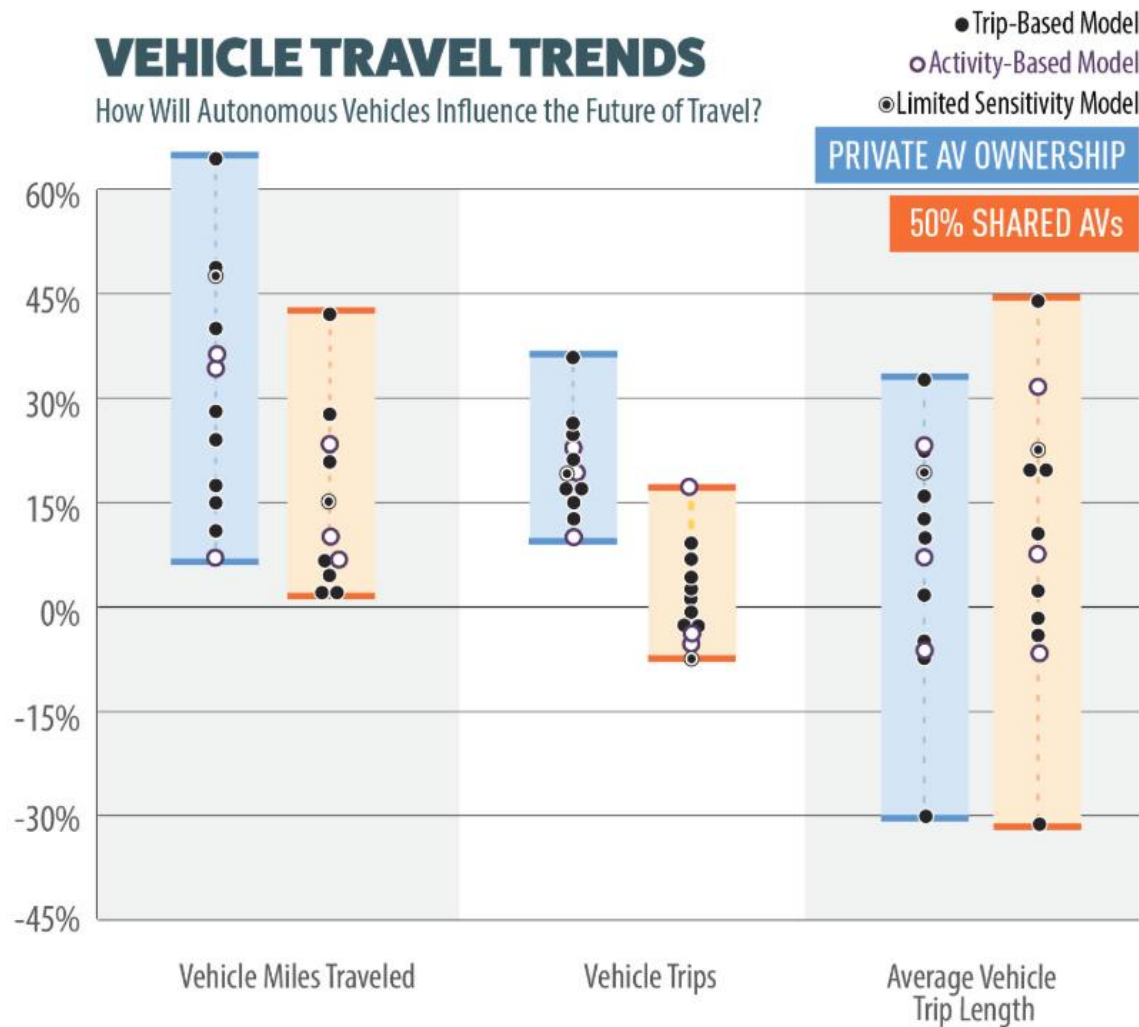
AUTONOMOUS VEHICLES (AV)



AUTONOMOUS VEHICLES (AV)

VEHICLE TRAVEL TRENDS

How Will Autonomous Vehicles Influence the Future of Travel?



AUTONOMOUS VEHICLES (AV)

TRANSIT TRAVEL TRENDS

How Will Autonomous Vehicles Influence the Future of Travel?



AUTONOMOUS VEHICLES (AV)

Research Findings: Chauffeur Experiment

(Harb et al., 2017)

- 13 San Francisco Bay Area subjects *Cohorts: 4 Millennials, 4 Families, 5 Retirees*
- More auto travel
 - 76% increase in VMT *Retirees increase most*
 - 22% of increased VMT were ghost trips *Consistent across cohorts*
- Change in activity patterns
 - 94% increase in # longer trips (over 20 miles) *Retirees increase most*
 - 80% increase in # evening trips (after 6 pm)
- Bimodal impact on miles walked *Consistent across cohorts*
 - Half decreased (-28% on average), half increased (+49% on average)
- Virtually no biking, transit, TNC use in the sample *Consistent across cohorts*

WHAT'S MISSING



<http://www.expertdrones.com/drone-events/drone-delivery>

<https://www.popsci.com/ehang-passenger-carrying-drone>

PART 4. Live Polling





PLACER-SACRAMENTO GATEWAY PLAN

Crowdsourcing VMT Trends: Placer-Sacramento Gateway

Vehicle miles traveled (VMT) is one of the best indicators of automobile use and its impacts on transportation infrastructure and the environment. From the early 1970s to 2004, driving by U.S. residents grew substantially; VMT per capita increased 60%. Then, three years before the recession, the trend reversed. National VMT per capita declined between 5 and 10%. That trend continued until 2014 when it began to once again increase fueled by a strengthening economy and lower gas prices.

1. Please identify the generation to which you belong:

- Millennial (1983-2000)
- Gen X (1965-1982)
- Boomer (1946-1964)

* 2. For the study area, please indicate which of the following you predict will trend upward (increase), trend downward (decline), or remain stable (no change) between now and 2040. Skip any on which you have no opinion.

*Trends marked with * actually work in the opposite direction of VMT change. For example, an increase in telecommuting results in a decrease in VMT per capita. Please indicate the direction in which you think the trend itself will move.*

	Trend Downward	Remain Stable	Trend Upward
Labor Force Participation Rate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving Age Population	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle Ownership Rate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stricter Drivers Licensing Regulation*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel Cost per Mile (all forms of fuel)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Competition*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-Automobile Modal Options (transit, bike, walk)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GDP and Real Income	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Suburban Migration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Household Formation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Goods and Services Home Delivery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telecommuting, teleconferencing*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social Networking instead of Involving in a Social Activity*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared Mobility Services (includes transit)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Autonomous Cars (with driver aboard)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driverless Cars (operating unoccupied on public streets)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Submit

Live Polling

<https://www.surveymonkey.com/r/PSGPSH1>



MEETING OVERVIEW





What do you want to **protect**?

What do you want to **avoid**?

What do you want to **create**?

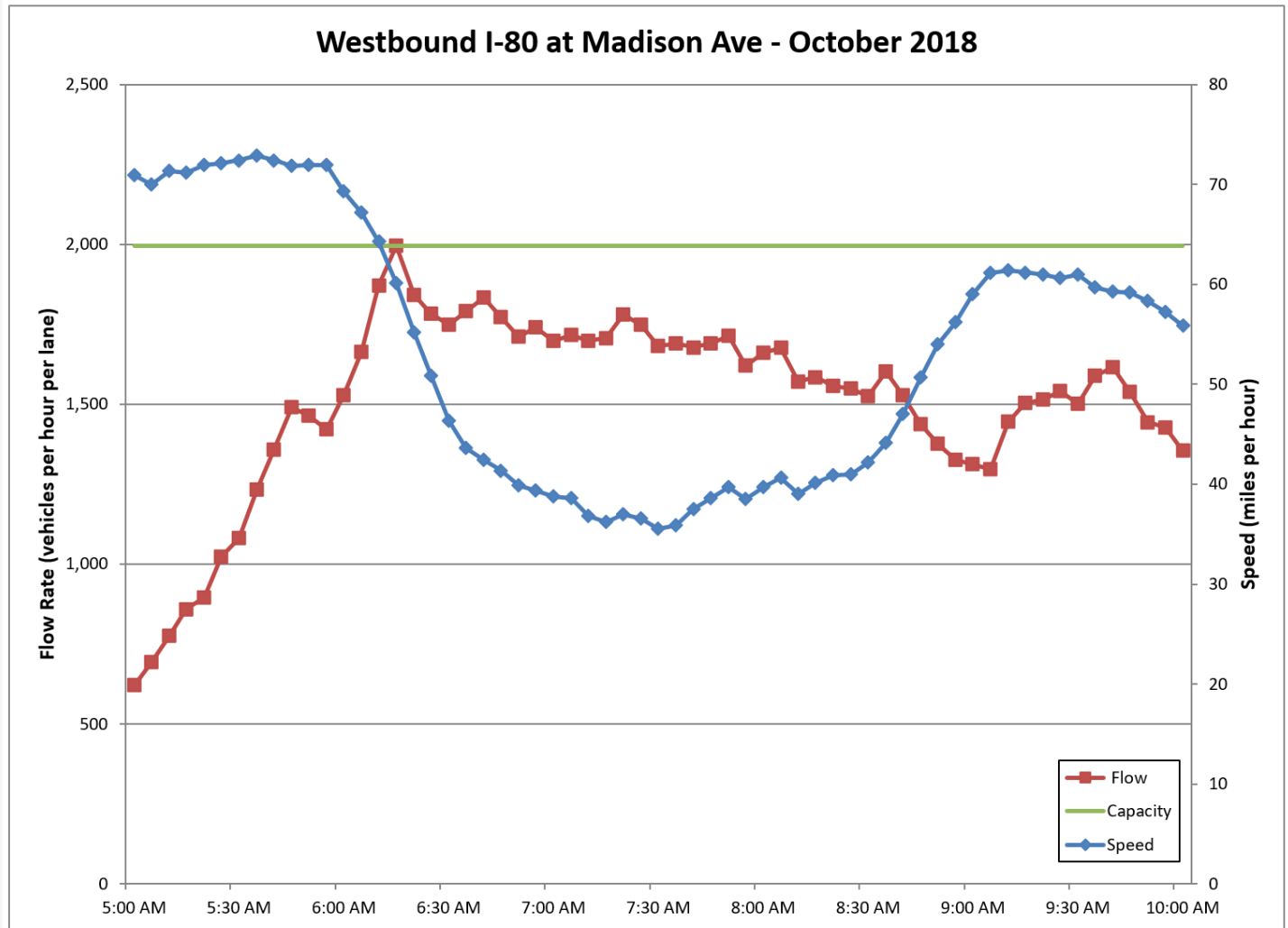
MEETING OVERVIEW





Extra Slides

Speeds



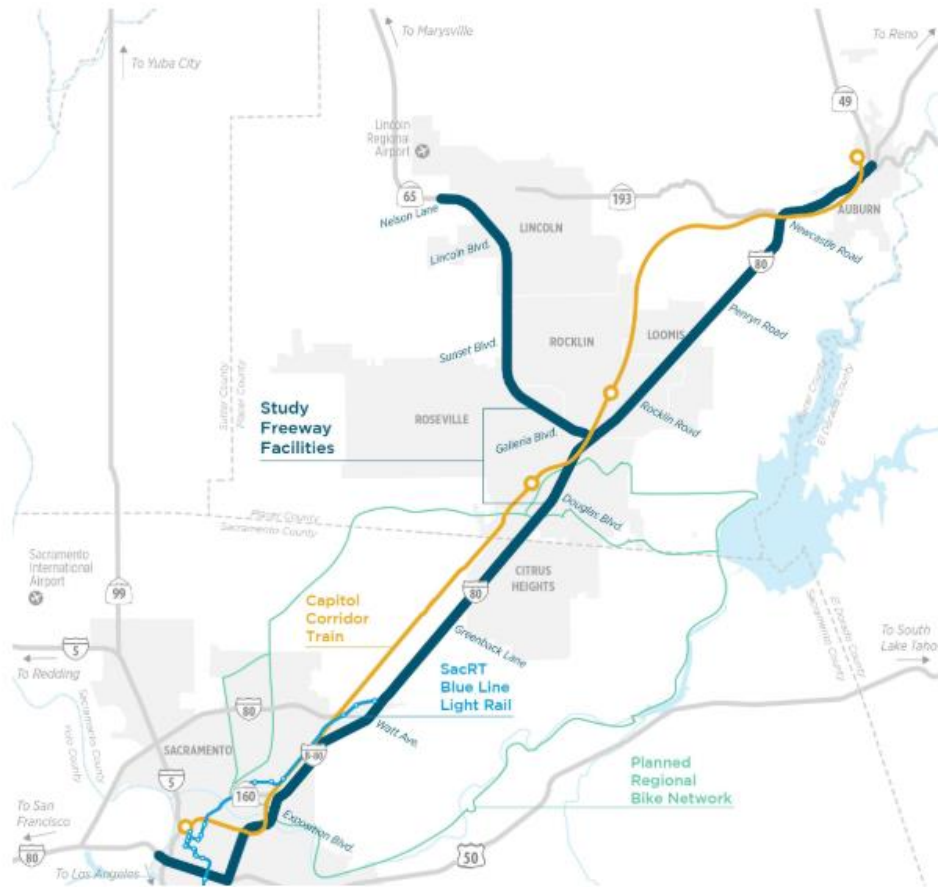


www.more80choices.com

Introduction

We want to hear about your experience traveling on the I-80 corridor in Sacramento and Placer Counties. As shown in the map below, this corridor includes segments of I-80, Capital City Freeway, and SR 65, as well as parallel local roadways, rail lines, and bikeways. Your participation will help guide future investments to improve travel options.

The survey will take about 5 minutes to complete. Thank you for your participation.



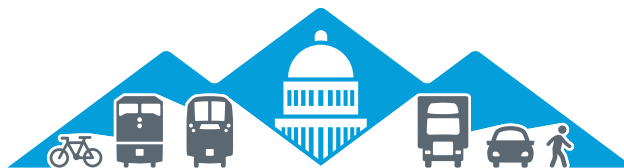
TIRED OF SITTING IN I-80 TRAFFIC?



Help improve the Interstate 80 corridor in Sacramento and Placer Counties.

Take this short questionnaire & tell us how we can improve your travel experience at

www.more80choices.com



PLACER-SACRAMENTO GATEWAY PLAN

Your input will help inform the Placer-Sacramento Gateway Plan. The plan area includes the I-80 / Business 80 corridor from Auburn to downtown Sacramento as well as the SR 65 corridor from Lincoln to I-80. The planning effort will look at all modes of travel including car, truck, rail, bus, and walking/bicycling.

PCTPA, SACOG, CCJPA, and Caltrans are planning for the future of this multimodal corridor to ensure their communities' safety, accessibility, and quality of life.



STAKEHOLDER MEETING #2 SUMMARY

Monday, October 28, 2019

3:30 – 4:30 p.m.

Sacramento City Hall, First Floor Conference Room

915 I Street, Sacramento

On October 28, 2019, the Placer County Transportation Planning Agency (PCTPA), in coordination with the California Department of Transportation (Caltrans), the Sacramento Area Council of Governments (SACOG) and the Capitol Corridor Joint Powers Authority (CCJPA), hosted the second Stakeholder meeting for the Placer-Sacramento Gateway Plan. The meeting took place at Sacramento City Hall, First Floor Conference Room 1119, located at 915 I Street in downtown Sacramento.

The purpose of the meeting was to provide an overview of the plan and the plan goals, which include reducing congestion, expanding travel options, and enhancing quality of life. Stakeholders were able to provide input on the candidate projects developed through the planning process.

As members of the project delivery team (PDT), representatives from the following organizations attended the stakeholder meeting:

- City of Roseville
- City of Sacramento
- PCTPA
- SACOG
- Sacramento County

Representatives from the following organizations attended the meeting as stakeholders:

- Area 4 Agency on Aging
- Citrus Heights Collaborative
- Sacramento County Commission on Aging and Older Adults
- North State Building Industry Association
- Placer County Air Pollution Control District
- Sacramento Area Bicycle Advocates
- Greater Sacramento Urban League
- California Trucking Association
- Child Advocates of Placer County
- Lighthouse Counseling and Family Recovery Center
- Placer Collaborative Network



David Melko, PCTPA, discusses the project boards with stakeholders.

Presentation Summary

Greg Behrens, Fehr & Peers, welcomed stakeholders to the meeting and provided an overview of the presentation, which included a plan introduction, community engagement done to date, corridor analysis and next steps.

Behrens noted the Gateway Plan covers a large multi-jurisdictional corridor, which necessitated the effort include a strategy team for oversight, plus a project team which includes representation from 14 cities, counties and transit operators along the study corridor.

Behrens continued the presentation by displaying potential candidate projects along the corridor and what type of projects are being considered. This includes bike and pedestrian network improvements, interchange improvements, and transit stop / station improvements, among others. He explained that the project team has compiled information from a variety of data sources, which include previous studies, demographics, traffic volume and speed, transit service and reliability and bicycle and pedestrian networks.

Behrens highlighted community engagement efforts of stakeholders, community members and people who travel on the Interstate 80 corridor. At the previous stakeholder meeting, the project team obtained input regarding what stakeholders want to protect, avoid and create through this plan. Behrens reported that the community stated interest in reducing congestion by increasing commuter trains, extending light rail to the Interstate 80 / Highway 65 interchange, adding bike facilities parallel and across the corridor, creating more bus / carpool lanes and creating more lanes for through-traffic.



Stakeholders during the presentation

Part of the community engagement process included an online survey and outreach at pop-up workshops. Behrens noted survey results concluded that 77% of all respondents are driving alone on the corridor, and 71% of all respondents are strongly dissatisfied or dissatisfied with their travel time. 60% of Placer residents and 59% of Sacramento residents use the corridor 5 or more days per week, and 49% of all respondents suggest more highway lanes to improve their experience.

Behrens then moved into the discussion of the corridor analysis. Analysis included average daily traffic numbers, average observed speed, peak traffic times, and where people are traveling from and where they are going. The next part of the presentation discussed if and how specific modes of transportation, including private vehicles, Capitol Corridor, light rail, riding the bus, walking and biking will solve the problems on the corridor.

Behrens concluded the presentation by discussing the next steps of the plan. The draft plan will be complete in late 2019, then presented for acceptance by elected officials in January 2020. Assuming agreement, the team will apply for grant funding for the priority projects in June 2020, with on-going performance monitoring and planning.



Don Milan, Febr and Deers discuss project boards with stakeholders.

Interactive Board Exercise

Stakeholders were asked to participate in an interactive map-based exercise to identify what candidate projects they would like to see along the corridor using dot stickers and post-it notes to describe their priorities. The candidate projects included roadway / interchange improvements, bicycle / pedestrian improvements, and transit service improvements. Below is a summary of their comments.

Candidate Projects

- Increase Capitol Corridor trains to also bring bike commuters into town.



- More train time from Roseville to San Francisco.
- More train and bus options are needed.
- Increase number of bike racks on buses to carry more bike commuters into the city.
- Install HOT lanes.
- More on-demand transit for Citrus Heights is needed.
- Caregiver services need a reverse commuter bus.
- More transit options around Sunrise Mall (local to downtown).
- Widening roadways will only lead to more congestion ultimately. Transit including Capitol Corridor, bart and light rail, in contrast is a sustainable, non-bandaid approach.

Celia McAdam, AIM Consulting and Luke McNeel-Caird, PCTPA, with a member of the stakeholder group.

Roadway / Interchange Improvements

- Improvements at the Interstate 80 corridor in Auburn.
- Roseville at Interstate 80 / Highway 65.
- Citrus Heights on Interstate 80 at the Placer County and Sacramento County line.
- Sacramento at Highway 160 and Business 80.



Mike Dour, City of Roseville, discusses the project boards with stakeholders.

Transit Service Improvement

- Hazel Avenue between Greenback Lane and Oak Avenue.
- Sunrise Boulevard in Citrus Heights.
- Citrus Heights at the Placer County and Sacramento County line.
- Improve transit service at Walegra Road.
- Watt Avenue and El Camino Avenue.

Summary of Findings

The following priorities emerged from the stakeholder input:

- Increase Capitol Corridor trains and buses from Placer County to the Bay Area.
- Increase the number of bike racks on buses.
- Install HOT lanes and on-demand transit for Citrus Heights. A reverse commuter bus is needed and more transit options around Sunrise Mall.



Stakeholders discussing the project board

Next Steps

The project team concluded the meeting by thanking all stakeholder representatives for participating in the second and final meeting.

Stakeholders were asked to encourage others to participate in the Placer-Sacramento Gateway Plan online questionnaire at www.more80choices.com.

Appendix

Powerpoint Presentation Slides



Placer-Sacramento Gateway Plan Project Overview

October 2019

PRESENTATION OUTLINE

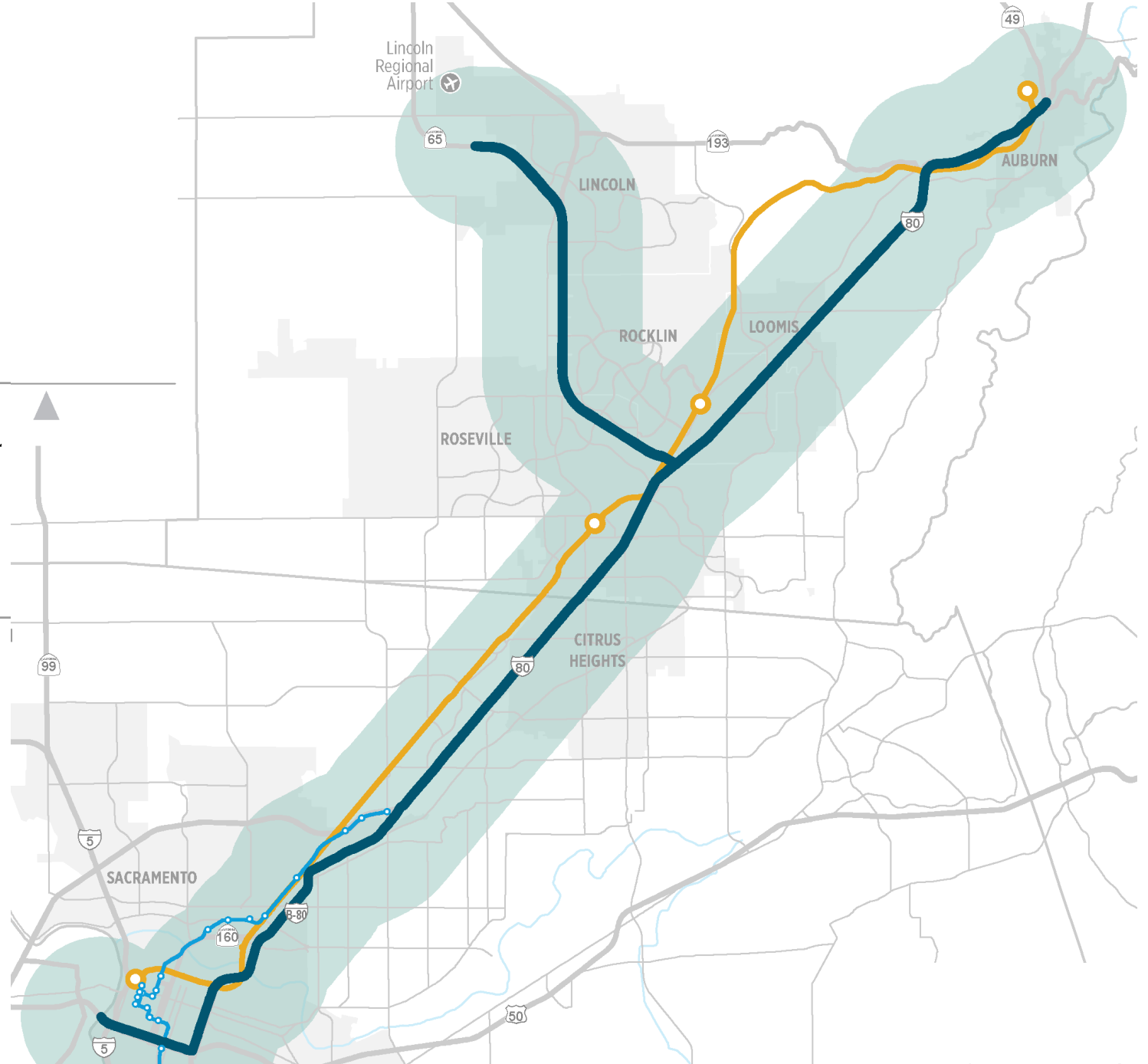


PLAN OVERVIEW

2 Mile Buffer Around Project Corridor

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

- 2 Mile Buffer
- Corridor Study Transportation Network
 - Capitol Corridor Train
 - Blue Line Light Rail
 - State Highway



PLAN OVERVIEW

- Led by a strategy team consisting of
 - Placer County Transportation Planning Agency (PCTPA)
 - Caltrans District 3
 - Capitol Corridor (CCJPA)
 - Sacramento Area Council of Governments (SACOG)
- Advised by project development team (PDT) comprised of 14 cities, counties, and transit operators located along the study corridor
- Primary goal is to make the region more competitive for discretionary transportation funding programs

PLAN OVERVIEW

- Plan is required to apply for funding through the State's Solutions for Congested Corridors Program (SCCP), funded by Senate Bill 1
- SCCP statutory requirements:
 - Reduce congestion
 - Produce more transportation choices
 - Preserve the character of the community
 - Create an opportunity for neighborhood enhancement
- California Transportation Commission (CTC) is responsible for SCCP oversight and evaluating/awarding applicants

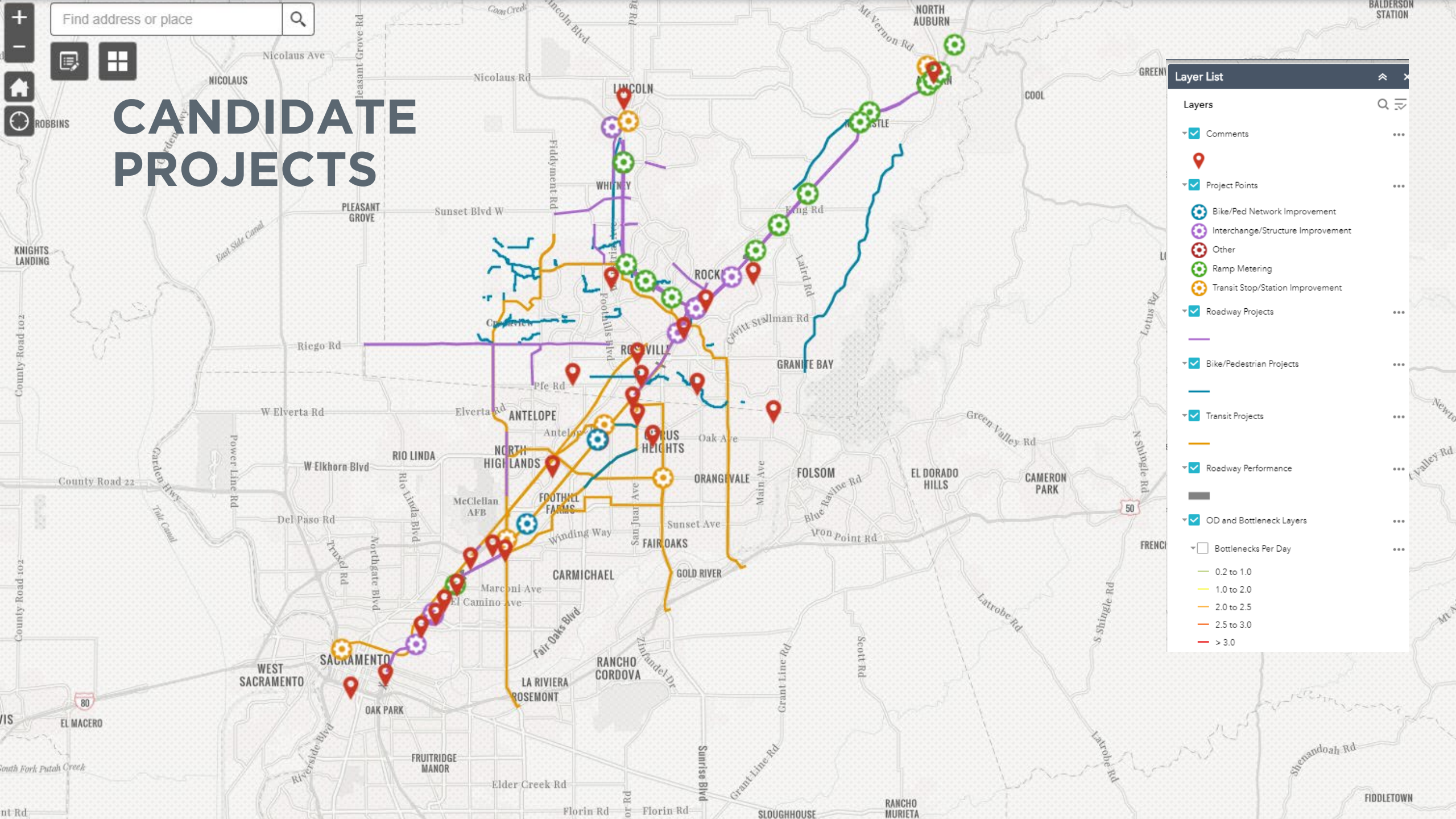
PLAN PROCESS

1. Create pool of eligible projects from MTP/SCS
2. Compile data from public agencies
3. Understand corridor priorities through public engagement
4. Conduct analysis
5. Prepare draft and final plan
6. Prepare and Submit SCCP grant application

Find address or place



CANDIDATE PROJECTS



Layer List

Layers

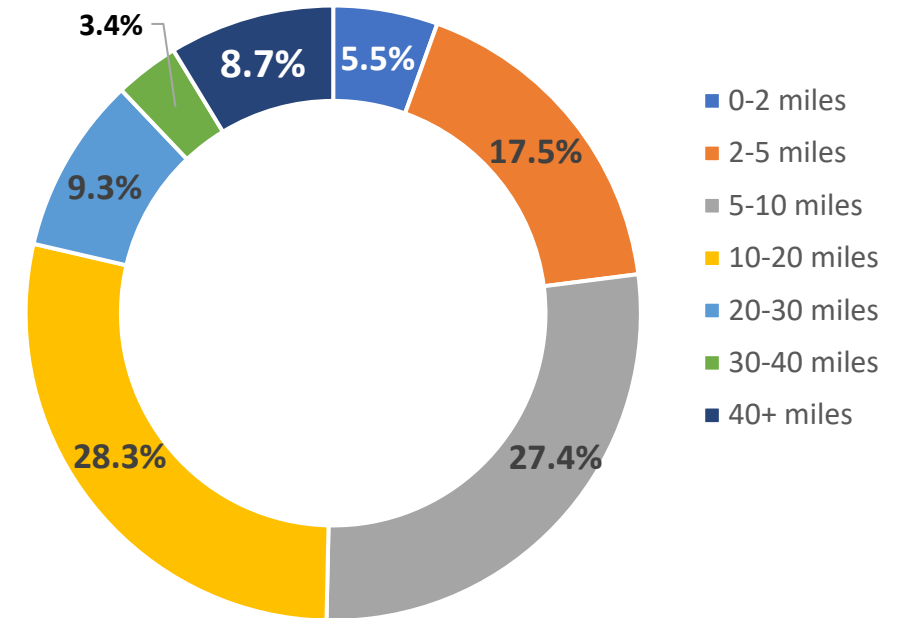
- Comments
- Project Points
 - Bike/Ped Network Improvement
 - Interchange/Structure Improvement
 - Other
 - Ramp Metering
 - Transit Stop/Station Improvement
- Roadway Projects
 -
 - Bike/Pedestrian Projects
 -
 - Transit Projects
 -
 - Roadway Performance
 -
 - OD and Bottleneck Layers
 - Bottlenecks Per Day
 - 0.2 to 1.0
 - 1.0 to 2.0
 - 2.0 to 2.5
 - 2.5 to 3.0
 - > 3.0

DATA COLLECTION

Compiled information from a variety of data sources

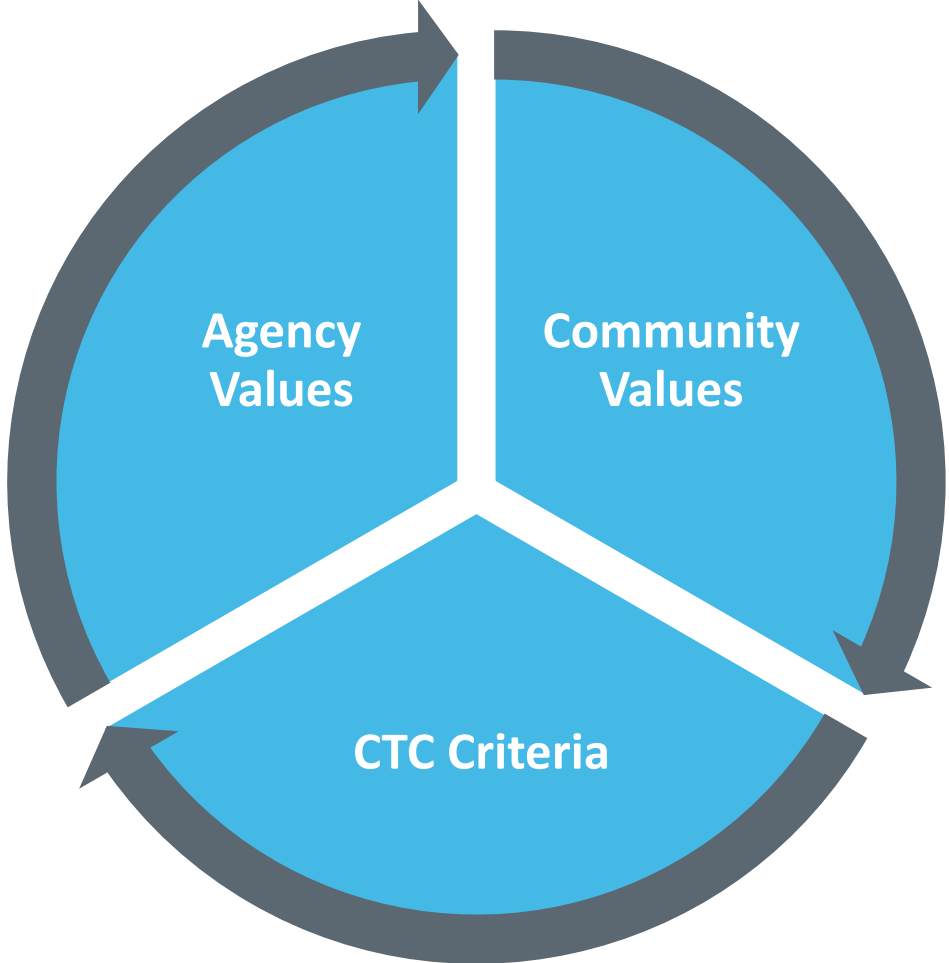
- Relevant plans and studies
- Population, employment, and demographics
- Traffic volume, speed, and reliability
- Transit service, ridership, and reliability
- Bicycle and pedestrian networks
- “Big data” pertaining to traffic speed, congestion, and travel patterns

Trip length distribution



“During the Winter ski season, average daily traffic on the corridor can jump as much as 23 percent on Fridays compared to the typical midweek day.”

CORRIDOR PRIORITIES



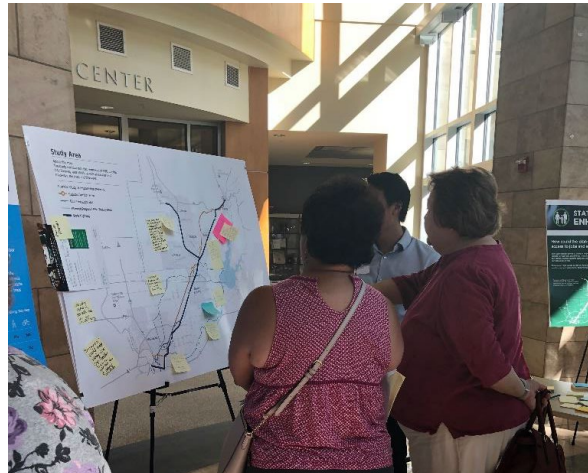
ENGAGEMENT



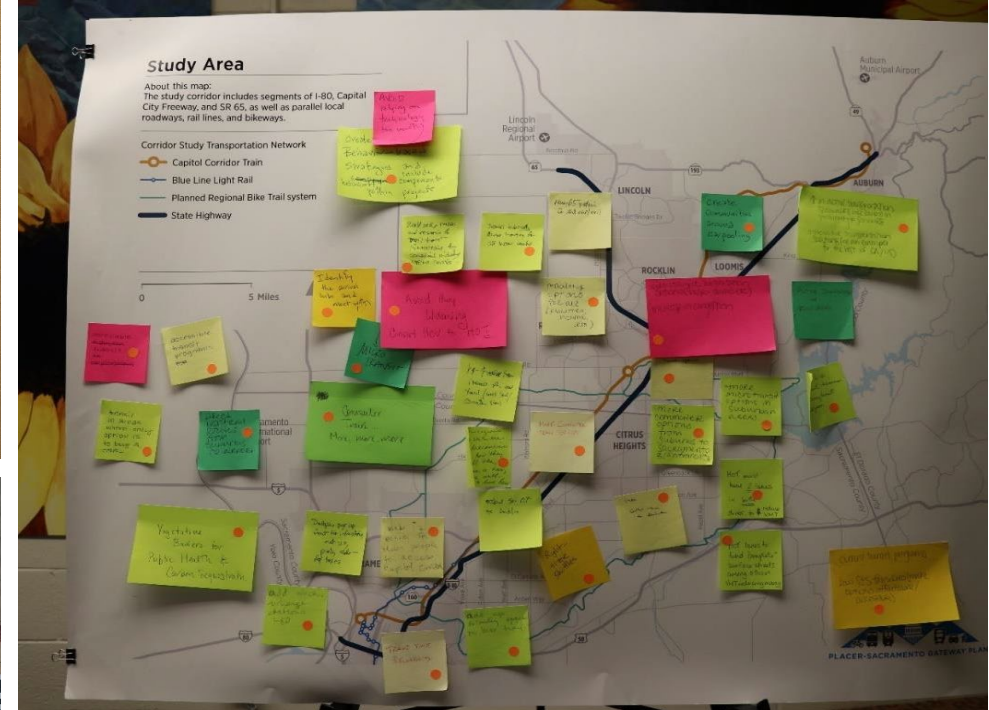
STRATEGY TEAM



PROJECT DEVELOPMENT TEAM



STAKEHOLDERS,
COMMUNITY, AND
USERS



STAKEHOLDER FEEDBACK

Protect

- Existing travel options
- Public transit services for senior, youth, and low-income populations

Avoid

- Reducing public transit service levels, reliability, and access
- Land use sprawl
- Unnecessary tax increases

Create

- More reliable travel options
- New bus and rail service
- Complete bike and pedestrian facilities
- More lanes

COMMUNITY FEEDBACK

Interest from community to reduce congestion by:

- Increasing commuter trains
- Extending light rail to the 80/65 bottleneck
- Adding bike facilities parallel to, and across, the corridor
- Creating more bus/carpool lanes
- Creating more lanes specifically for through-traffic



FEEDBACK – USER SURVEY



60% of Placer residents and 59% of Sacramento residents use the corridor **5 or more days per week**



77% of all users are **driving alone on the corridor**



71% of all users are **strongly dissatisfied or **dissatisfied** with their travel time**



49% of all users suggest **more highway lanes to improve their experience**

PERFORMANCE METRICS

Accessibility

Congestion/Delay

Economic Development, Job Creation & Retention

Efficient Land Use

Regional Air Quality & GHG Emissions

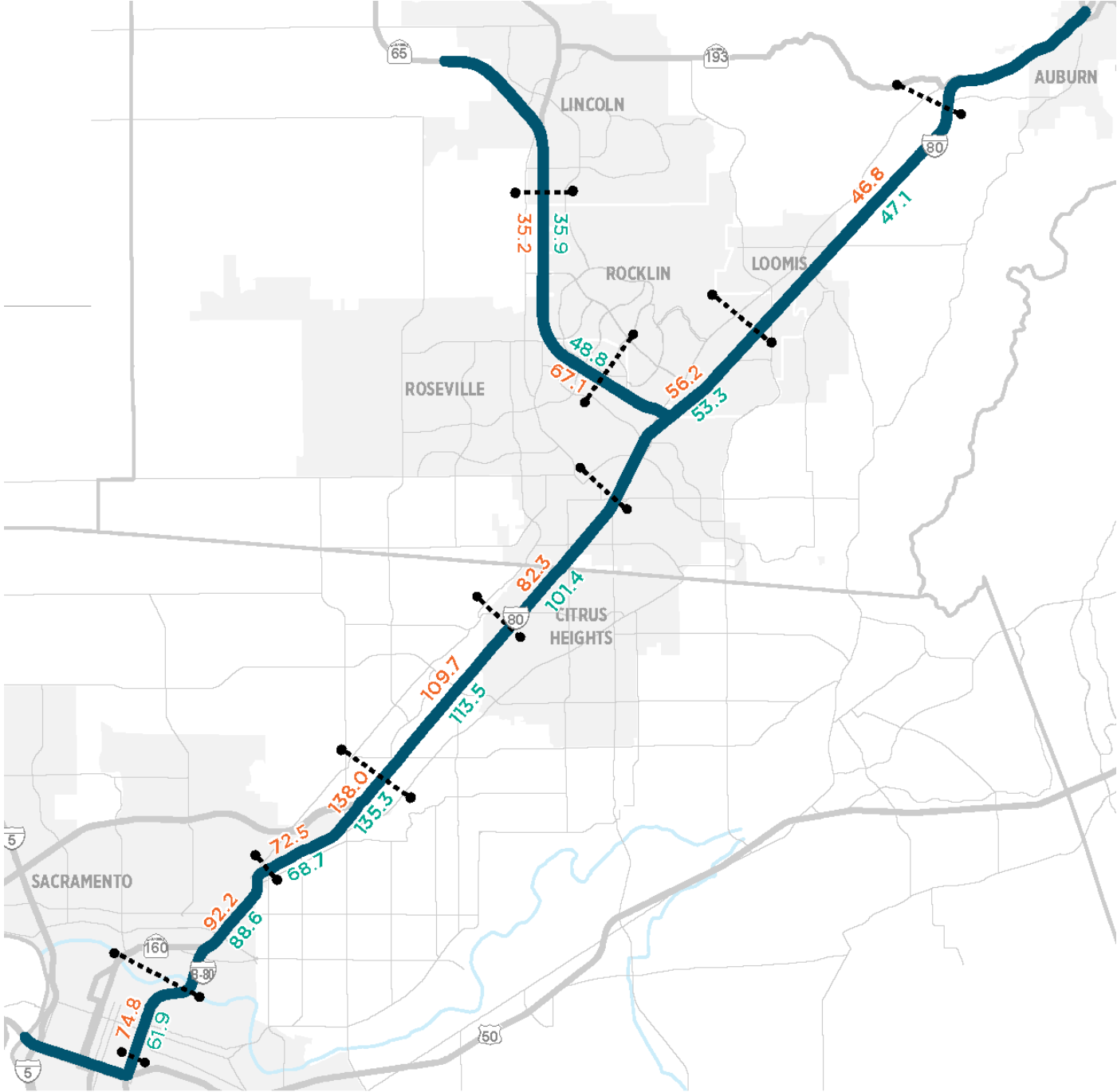
Safety

CORRIDOR ANALYSIS



ANALYSIS

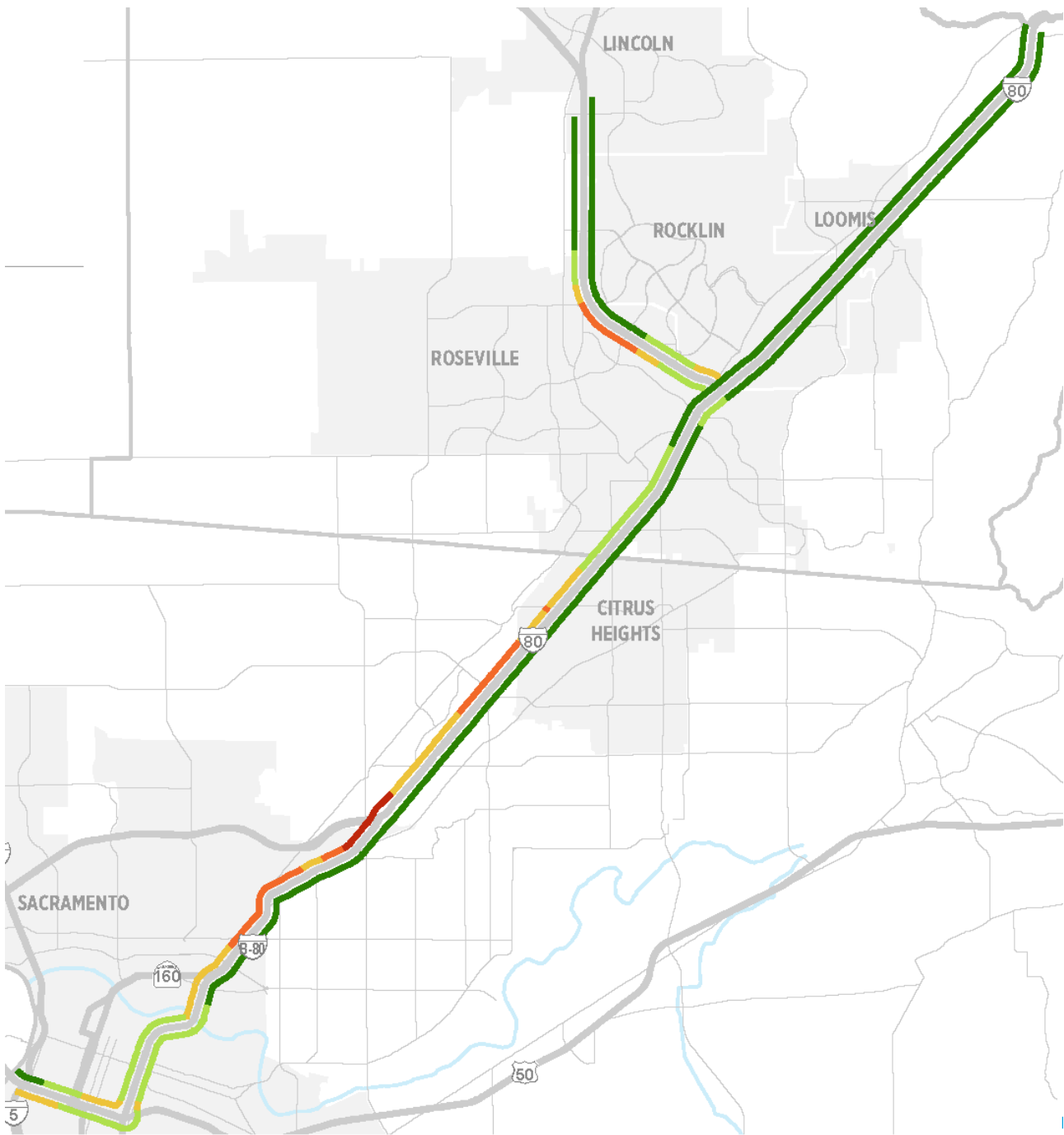
Average Daily Traffic
(x 1,000)



ANALYSIS

Average Observed Speed (MPH) (7 AM)

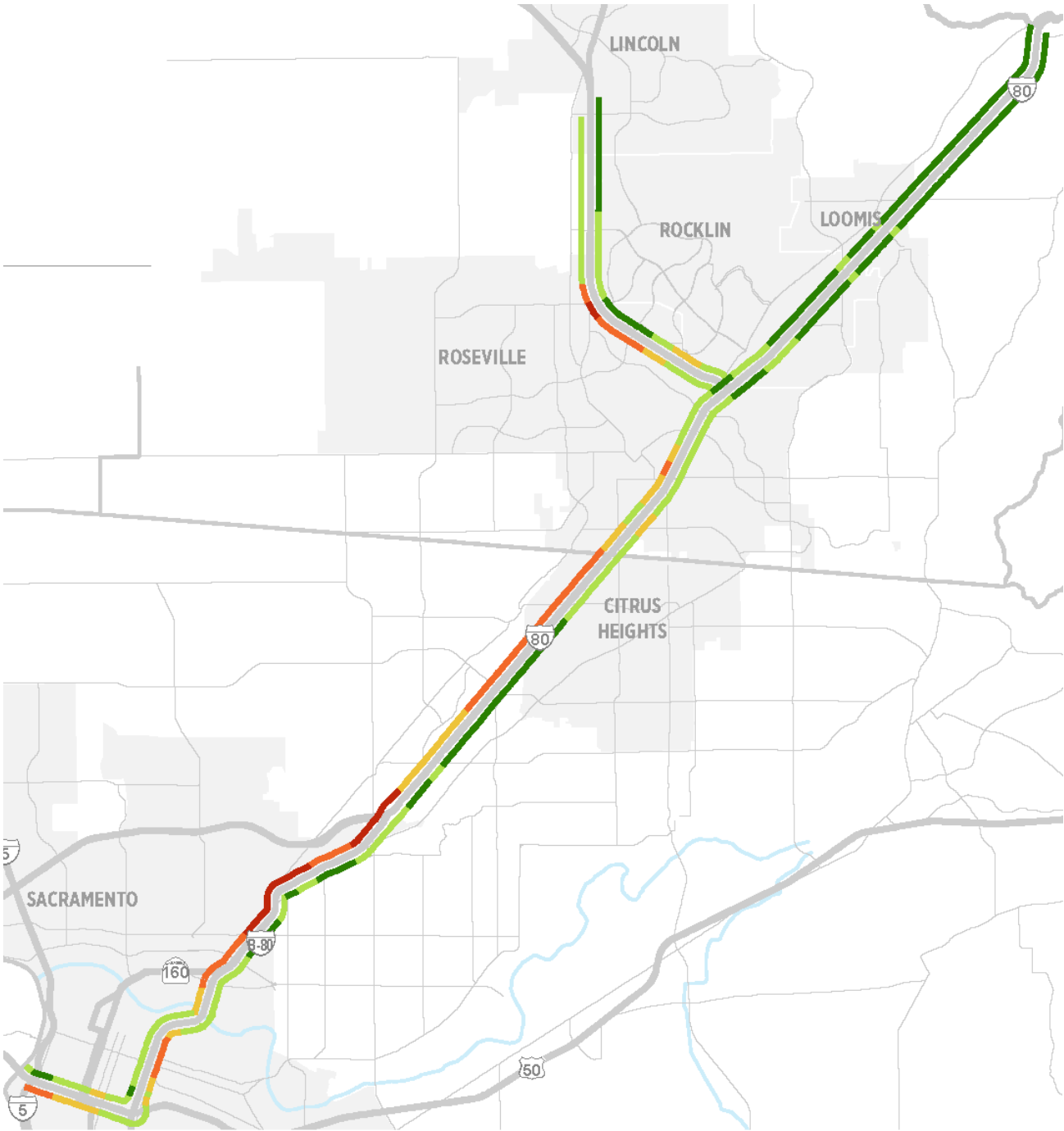
- > 60 mph
- 51-60
- 41-50
- 31-40
- <= 30



ANALYSIS

Planning Time Index (AM peak)

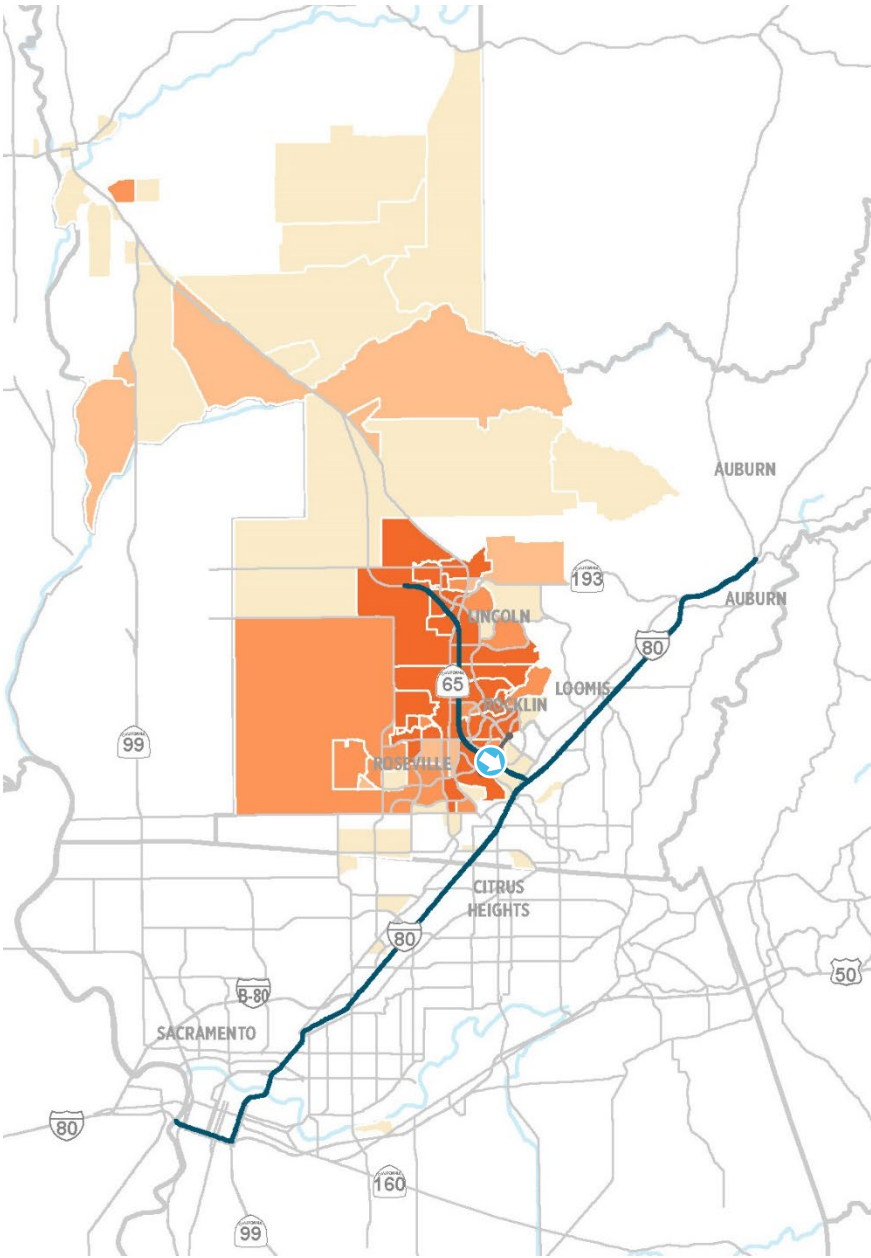
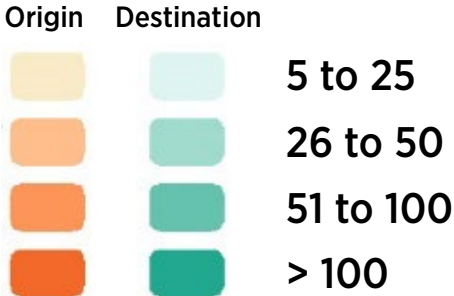
- 0.0 to 1.0
- 1.0 to 1.5
- 1.5 to 2.0
- 2.0 to 3.0
- > 3.0



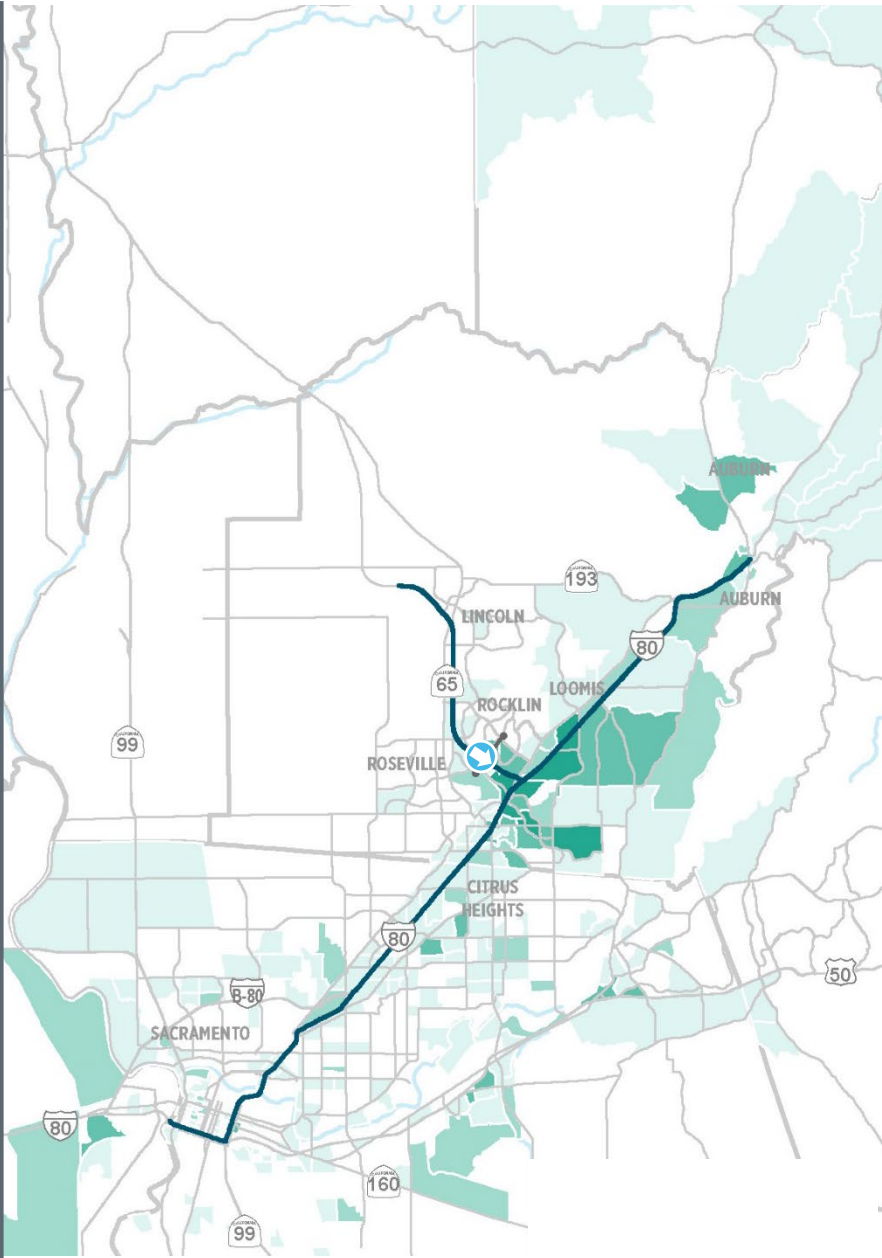
ANALYSIS

Origins & Destinations

Southbound Highway 65 at Galleria Blvd



ORIGIN

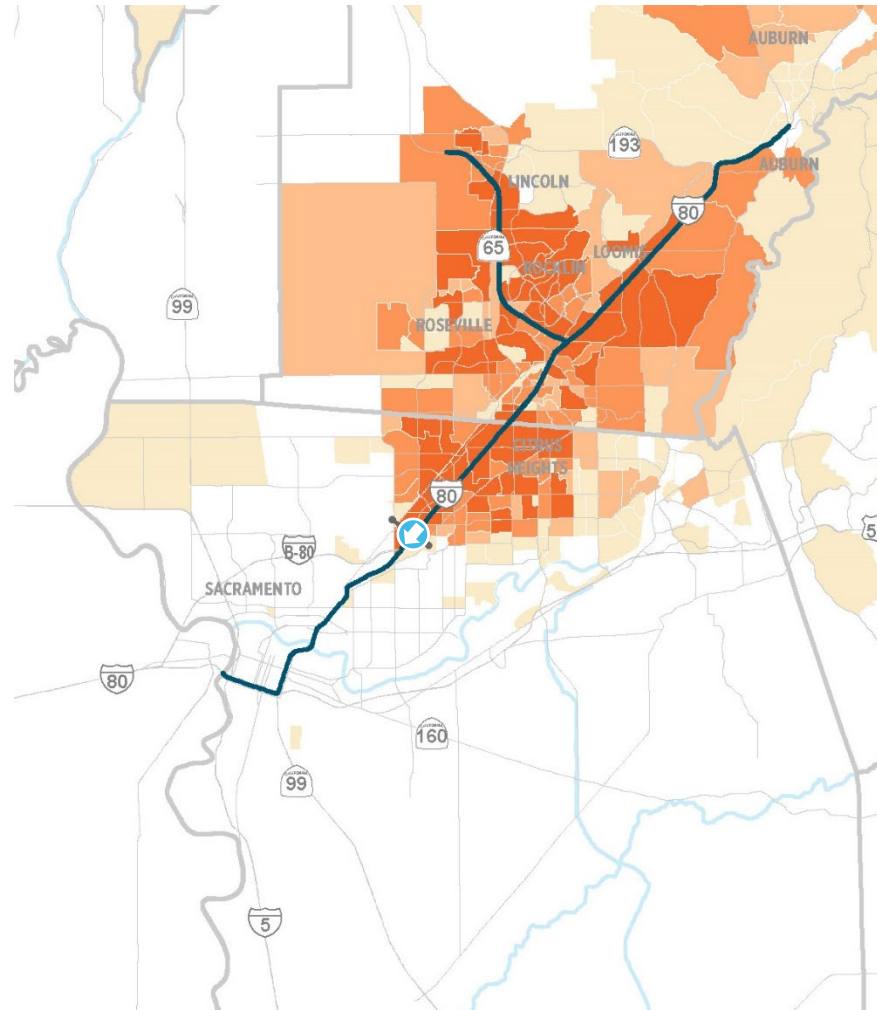
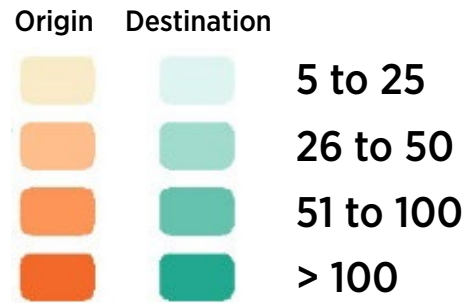


DESTINATION

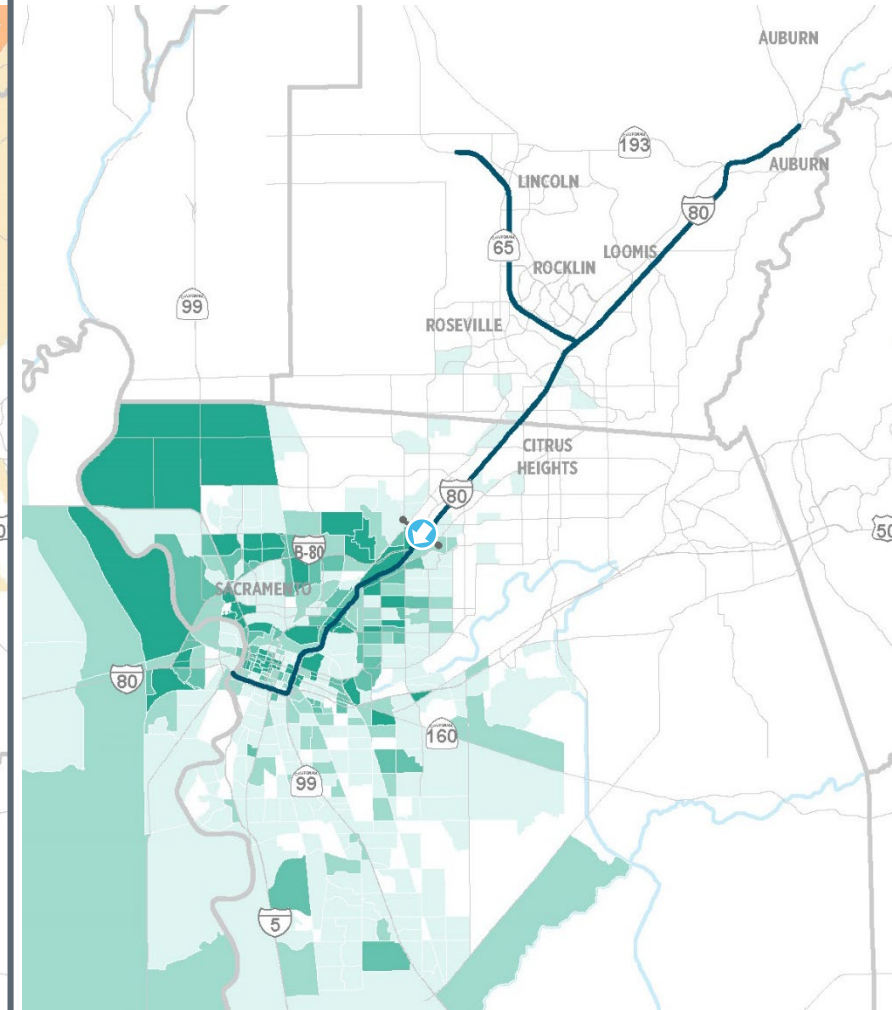
ANALYSIS

Origins & Destinations

Westbound I-80 at
Madison Avenue



ORIGIN

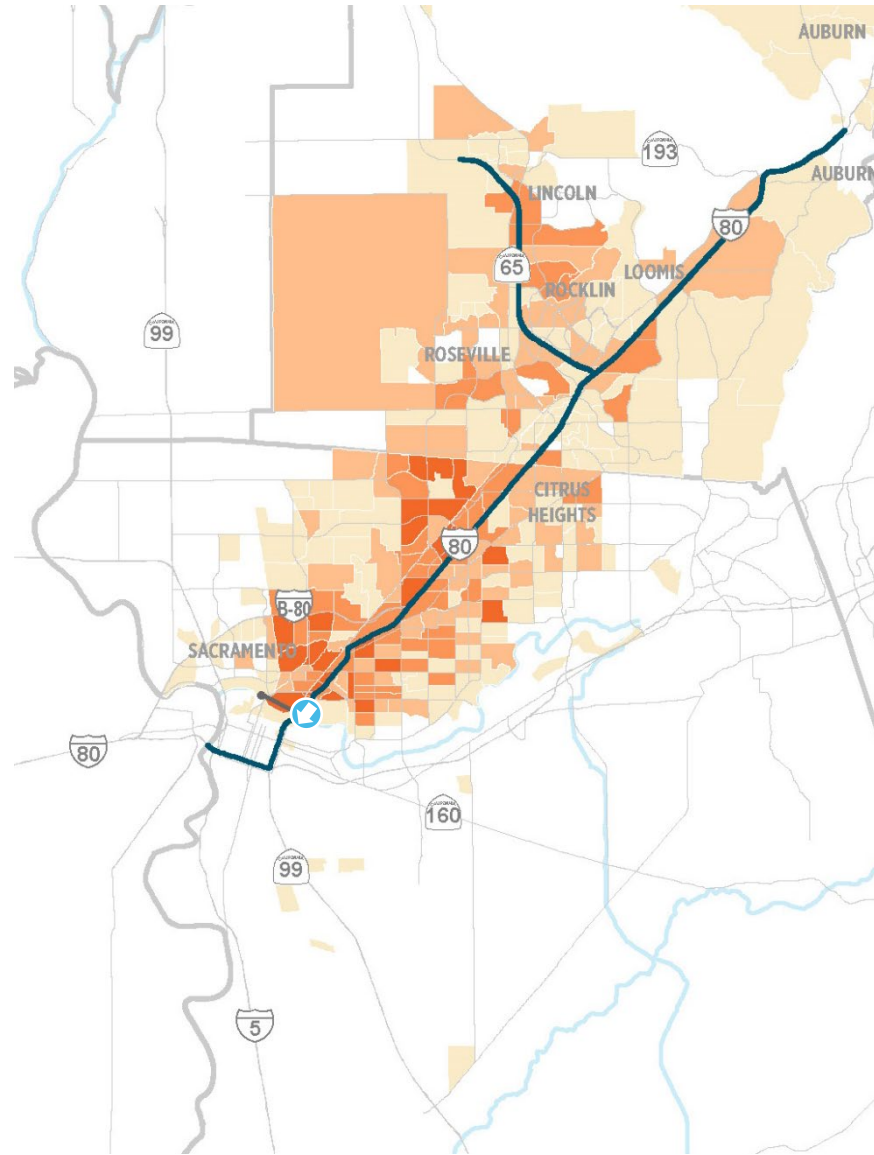


DESTINATION

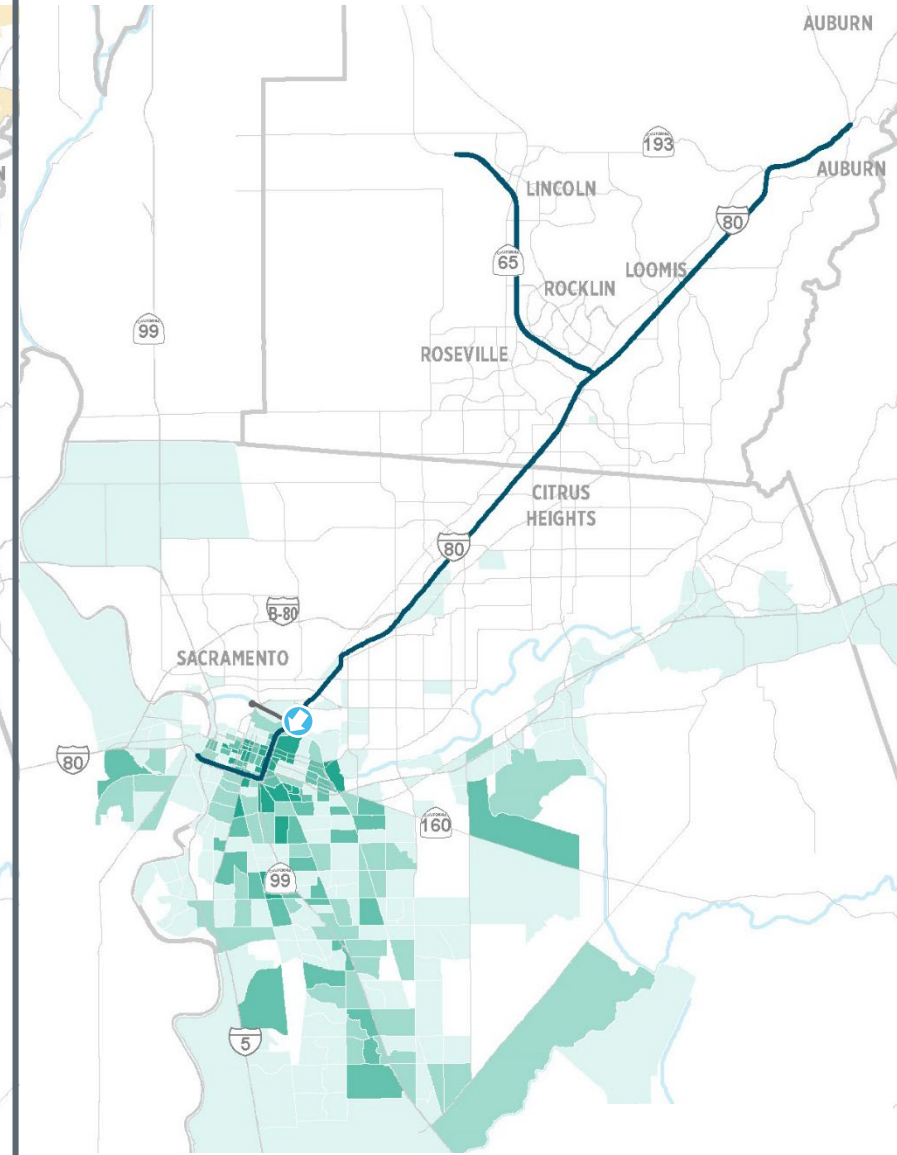
ANALYSIS

Origins & Destinations

Westbound Business 80 at the American River









ORIGIN



DESTINATION

FIXING THE PROBLEM

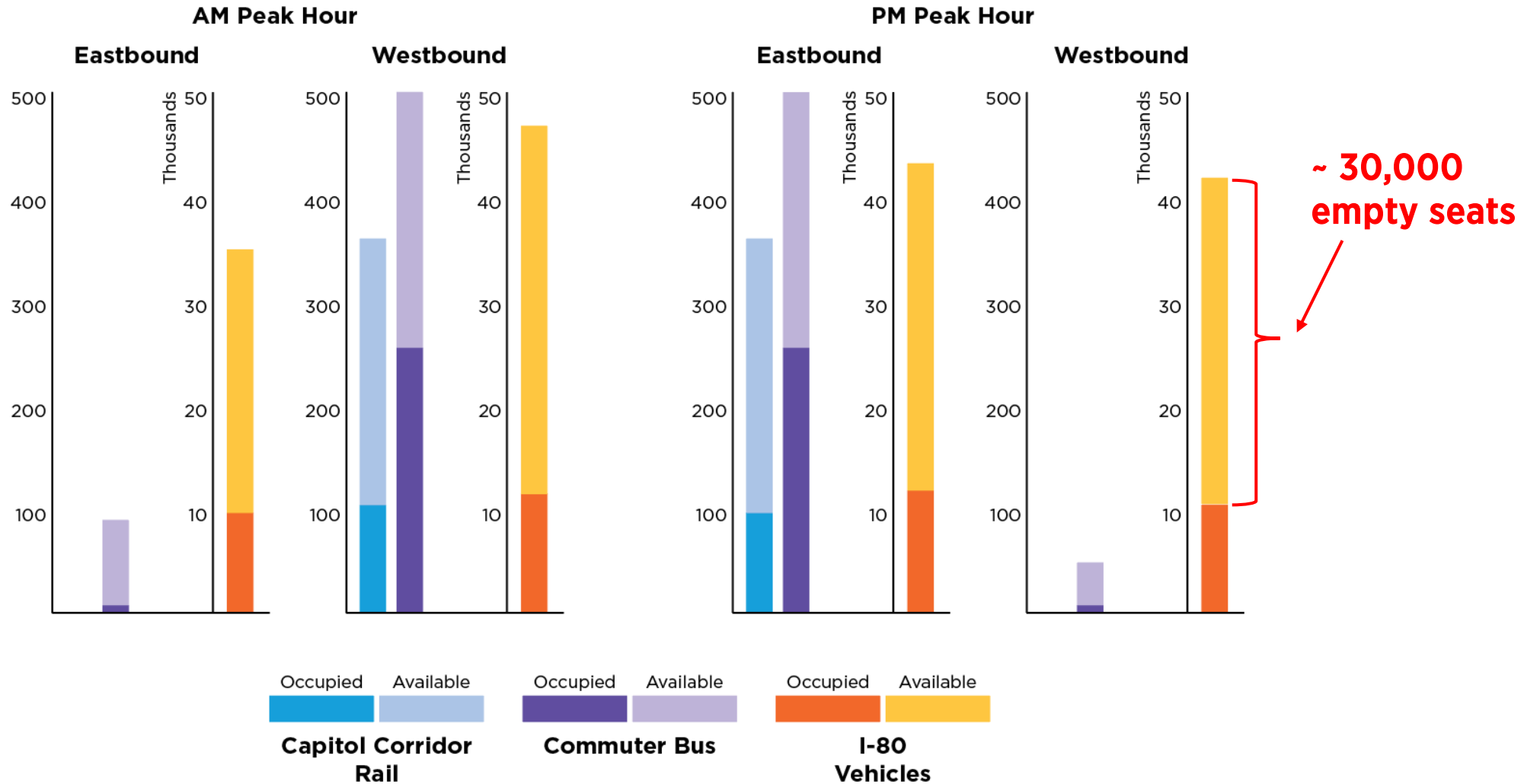
Can corridor travelers easily complete these trips using these options?	Private Vehicle	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
						
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	Yes	No	No	Yes	No	No
Midday travel between (both directions) South Placer and Sacramento	Yes	No	No	No	No	No
Evening travel between South Placer and Sacramento	Yes	No	No	No	No	No
Weekend travel between South Placer and Sacramento	Yes	No	No	No	No	No

Weekend Capitol Corridor service is limited to one round trip per day.

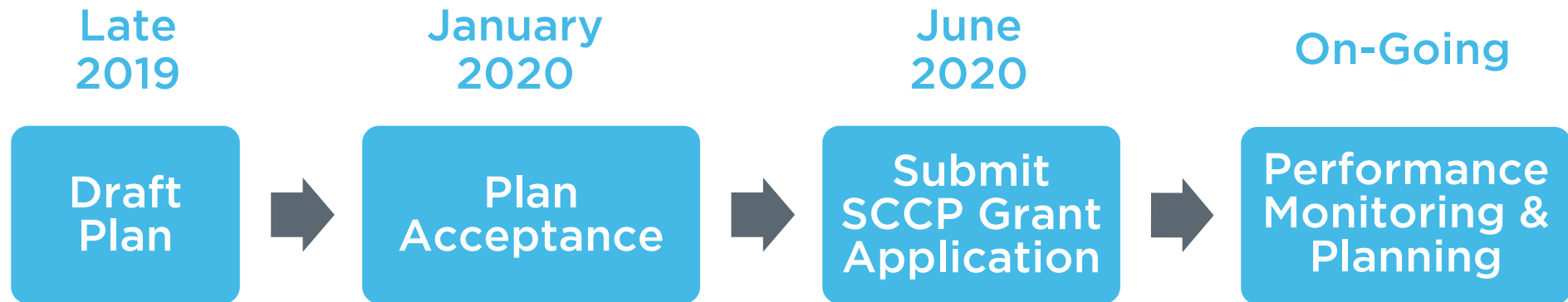
Light rail and off-peak bus travel is possible, but requires multiple connections.

FIXING THE PROBLEM

OCCUPIED SEATS/AVAILABLE SEATS



NEXT STEPS



QUESTIONS?





COMMUNITY OPEN HOUSE #1 SUMMARY

Thursday, August 8, 2019

4:30 – 6:00 p.m.

Roseville Civic Center

311 Vernon Street, Roseville

Introduction

More than 50 people attended the first Placer Sacramento Gateway Plan community workshop hosted by the Placer County Transportation Planning Agency (PCTPA). The workshop was held on August 8th from 4:30 – 6:00 p.m. at the Roseville Civic Center located at 311 Vernon Street in Roseville, California.



Purpose and Format

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



The workshop was held in open house format, which allowed community members to learn about the plan through five information stations and provide input in a number of ways, including:

- Post-it notes;
- Comment cards;
- Online and hard copy 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 first 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.

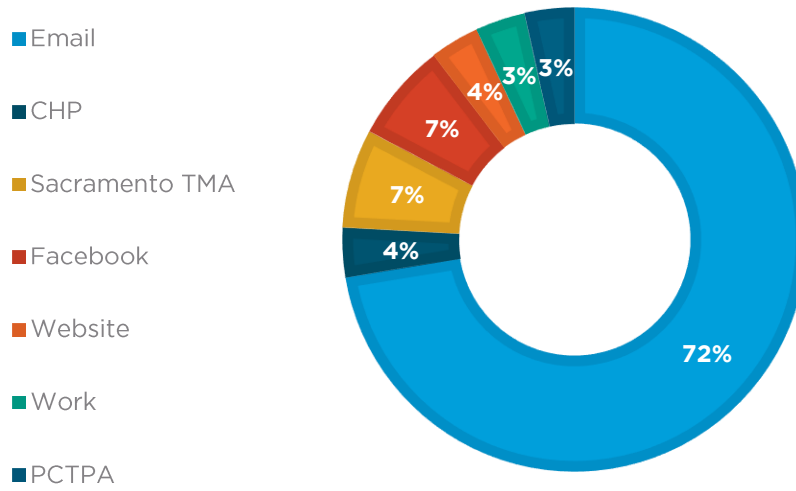
- Placer Herald & Press Tribune
- Auburn Journal
- Colfax Record
- Foresthill Messenger
- Lincoln News Messenger
- Lincoln News Messenger

- 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.

- Kaiser Permanente
- City of Roseville
- California Trucking Association
- Area 4 Agency on Aging
- Alta California Regional Center
- Placer Collaborative Network
- Citrus Heights Collaborative
- Sacramento TMA
- Biking Roseville
- Sun City Roseville Biking Club
- Sierra College

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.”

Corridor At-a-Glance

- 50 TOTAL MILES
- 300 LANE MILES OF FREEWAY FACILITIES
- 4 OF THE TOP 10 WORST FREEWAY BOTTLENECKS IN THE SACRAMENTO REGION
- 1 INTERCITY RAIL LINE
- 1 LIGHT RAIL LINE
- 28 EXPRESS BUS TRIPS

Take the survey at Station #5 or go to www.more90choices.com

Plan Sponsors

- Placer County Transportation Planning Agency
- SACRAMENTO AREA COG
- CAPITOL CORRIDORS
- Caltrans

Contact David Helko at dhelko@ictpa.net for more information

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.

How can the plan change travel time reliability?

Travel time reliability refers to the variation in travel time that drivers experience due to hourly or daily changes in delay. Reliable travel times make it easier for drivers to plan for travel around their schedules and make better use of their own time.

Speed is a common indicator of reliability. Changes to speed typically result in a corresponding change to travel time. As shown on the chart below, corridor speeds fluctuate significantly during peak periods, affecting travel time reliability for drivers.

Involved Capitol City Freeway at the American River

Travel time reliability is measured by the variation in travel time. The chart shows that travel times are most variable during peak periods (6 AM to 6 PM), indicating that travel times are less predictable during these times. The chart also shows that travel times are more stable during off-peak periods (9 AM to 3 PM), indicating that travel times are more predictable during these times.

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 Regional 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 Regional 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 Regional Transit Blue Line light rail service from downtown Sacramento terminates at the Warty-140 Station near the Sacramento city limits.

The orange line represents Capitol Corridor service.

The blue line represents the Blue Line light rail service.

The purple line represents commuter bus service to downtown Sacramento.

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 toward commuters. Trips into downtown Sacramento and the Bay Area, and most corridor trips are too long for to require to walk or bike.

Can corridor travelers easily complete these trips on their own?

	Private Vehicle	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
Typical four-person family	Yes	Yes	Yes	Yes	No	No
Typical two-person family	Yes	No	No	Yes	No	No
Typical one-person family	Yes	No	No	Yes	No	No
Healthy two-person family	Yes	No	No	No	No	No
Working two-person family	Yes	No	No	No	No	No
Working two-person family	Yes	No	No	No	No	No
Working two-person family	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 limited to one roundtrip per day.

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.

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

The green line represents major employment and educational centers within two miles of the corridor.

How can the plan reduce vehicle travel?

The transportation sector is the largest contributor to California greenhouse gas (GHG) emissions. As shown below, motorized vehicle travel trends do not align with the 2008 and 2020 GHG reduction targets set by SB 370. As such, reducing vehicle travel is a key objective of the state's long-range strategy.

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

Statewide CO₂ and VMT Per Capita Trends

The 2008 GHG reduction target is 17% per capita emissions.

The 2020 GHG reduction target is 20% per capita emissions.

The 2008 VMT reduction target is 10% per capita.

The 2020 VMT reduction target is 15% per capita.

CO₂ emissions (metric tons per capita)

VMT (vehicle miles traveled per capita)

1997 2000 2005 2010 2015 2020 2025 2030

Station 5: Online Survey

- Community members had the opportunity to take a short online survey at this station. Laptops and iPads were provided for attendees to submit their feedback to the project team's survey at www.more80choices.com.
- A shortened, three-question hard copy survey was also available for attendees to fill out by hand.



Community Feedback

Workshop attendees provided input through post-it notes on board displays and comment cards. Their feedback is summarized and organized by station below.

STATION 2: REDUCE CONGESTION

- No way to get to the airport via transit. Only YoloBus? YoloBus doesn't stop at Sacramento Valley Station, which makes it inconvenient to Solano County and Granite Bay.
- Add lanes for I-80 through traffic, such as the Bay Area to Sierra or Commerce.
- Reduce state government building footprint and carbon footprint.
- Why not extend light rail transit to the Interstate 80 / Highway 65 bottleneck?
- Run a commuter train between Placer and Sacramento on existing Capitol Corridor track.
- Connect I-80 and Highway 99 at Baseline Road or somewhere around there.
- Add two lanes on I-80 westbound from Highway 65 to the County line.
- Bus / carpool lanes on Highway 65 with direct connectors to I-80 capital lanes.
- Capitol Corridor trains depart and terminate somewhere between Roseville, Rocklin and Lincoln.



- Yes, to day light rail to Roseville and Lincoln.
- Bike lanes on roads roughly paralleling the I-80 corridor. Signed bike routes linking towns and cities on the corridor.
- VMT is high at I-80 / Highway 65 interchange. Why not build bike lanes and add new bus lines?
- At King Road in Loomis, I-80 maps are needed.

STATION 3: EXPAND TRAVEL OPTIONS

- Promote vanpools.
- Consider using a service like West Sacramento's VIA for Capitol Corridor.
- Boomers would most likely use a Capitol Corridor train versus light rail due to safety concerns.
- Areas with increases in housing and population should be served by multi-modal transit options.
- The new bridge over American River should be gateway quality.
- Expand the bridge over the American River.
- Add a Capitol Corridor stop at Swanston light rail station.
- How do I get to UC Davis on Alhambra and Stockton Boulevard?
- Upgrade Baseline Road through Roseville to connect I-80 and Highway 99.
- The planned place parkway and property development – how will it affect your plan and how will your plan affect theirs, especially the Placer Parkway?
- The new Placer Parkway and future bulb out of 24,000 homes and university is not on the map.
- VMT congestion is not reducing CO2 - air quality and health is affected.
- Increase Capitol Corridor routes in both directions daily. This rail line is already in place. Thanks.
- Where is bus transit and commuter lines on the map?
- Expand light rail up to Roseville and Auburn.
- Do not expand light rail. Add more lanes.
- Increase Capitol Corridor trips.

- I'd like to see a connection between Roseville and Sacramento with buses during the week.
- We need signage for bike routes linking towns and multi-modal stations.
- Extend the Hazel corridor.
- Class 1 bike paths linking stations and towns where feasible and then class 2.
- How do we increase rideshare?
- Increased public transit from Auburn to Roseville.
- What strategies will the plan include to encourage and incentivize carpool?
- Placer commuter buses are always full, and you cannot rely on them.
- We need more transit in the rural areas of Placer.
- We need more park-and-ride lots along I-80 in Placer.
- This is too narrow of a study area.

STATION 4: ENHANCE QUALITY OF LIFE

- Widen Baseline Road first.
- There needs to be more of a sense of personal safety on light rail transit.
- Business 80 needs to have bottlenecks removed. Add extra lanes.
- Create a scenic landscape corridor for freeways and rail.
- The freeway on Express 80 to I-80 from West Roseville and possibly at Walegra Road.
- We need trains and buses that are frequent and convenient.
- Add an express way between Highway 65 and Highway 99.
- The study area does not include the Placer Ranch Sunset Area Plan and future university housing.
- We need more lanes on Highway 65.
- For bikes, there needs to be signage, routing and share the road signs, class 1 bike lanes, class 2 bike lanes that close gaps and links places.
- Need I-80 access at Del Oro High School, Loomis Grammar, and at King Road.

SHORTENED HARD COPY SURVEY RESPONSES

Where do you live?

- Newcastle / Loomis
- Rocklin (Springview and Hearthstone)
- Sun City Roseville
- West Roseville

How do you typically travel on the I-80 corridor?

- Drive alone (4)

Why do you travel on the I-80 corridor?

- Running errands or shopping (2)
- Travel to and from leisure activities (2)

- Travel to and from medical appointments
- Travel to and from commute
- Other (please specify)
 - Driving further into downtown Sacramento, Clovis and Fresno.

COMMENT CARDS

- Very informative displays and helpful staff to answer questions and encourage participation. My personal priorities would be to have the blue line light rail to Roseville and Lincoln. I would like to have good handicap access from light rail to Capitol Corridor extension into the Bay Area. We need excellent bike trail access for Sierra College students to light rail and Capitol Corridor.
- I think we should get a light rail in Roseville.
- I'd like to see some ideas which address the planned Placer Ranch and Placer Parkway developments. Is there a possibility that a connection could be constructed for Lincoln to have parking and bus connection to Amtrak, especially if the number of round trips, increase to the possible ten per day?
- What's needed is access to I-80 at King Road. This would serve Del Oro High School and Loomis Grammar School and relieve congestion. You need to organize carpool for schools as there is no formal plan at present. Provide direct access from I-80 to Roseville Hospital - it's so near, yet so far. Smart growth is important. Cities and counties must only grow according to traffic capacities.
- Great event, thank you for hosting.
- I will complete the survey online and share the link in the cycling community.

Summary of Findings

The following themes emerged from the community workshop feedback:

- Reduce congestion by increasing the number of commuter trains between Placer and Sacramento, extending light rail to the 80/65 bottleneck, adding bike lanes that parallel the corridor, creating bus / carpool lanes, and creating lanes specifically for through-traffic to regional destinations.
- Plan for transportation options near higher populations and consider traffic impacts of future developments.

- Expand travel options by enhancing safety – and the perception of safety – on light rail, adding wayfinding signage for bike routes, building more park-and-ride lots, and improving access to I-80.

Next Steps

The second community workshop and second stakeholder meeting will be held in the fall of 2019. The first meeting summary will be posted to the website. If you were not able to attend, please participate in the Placer-Sacramento Gateway Plan online questionnaire at www.more80choices.com.

Appendix

- Interactive Boards
- Notification Flier
- Comment Card
- Project Fact Sheet



PLACER-SACRAMENTO GATEWAY PLAN

PROJECT FACTSHEET

July 2019



The Placer-Sacramento Gateway Plan is being developed as a comprehensive multimodal corridor plan in compliance with the *2018 Comprehensive Multimodal Corridor Plan Guidelines* to qualify for Cycle 2 funding from the Solutions for Congested Corridors Program.

The area includes the I-80/Business 80 corridor from Auburn to downtown Sacramento as well as the SR 65 corridor from Lincoln to I-80. The effort will result in a multimodal plan that considers improvements to vehicle, truck, rail, bus, pedestrian, and bicycle travel along the corridor, with an emphasis on increasing travel choices to reduce congestion.

The plan sponsor agencies - PCTPA, SACOG, CCJPA, and Caltrans - are planning for the future of this multi-modal corridor to ensure their communities' safety, accessibility, and quality of life.

Engagement Activities



A project development team made up of the 14 agencies along the corridor meets monthly



An online user survey has 2,500 responses to date, with a total goal of 5,000 responses



Over 70 stakeholders participated in the first of three stakeholder meetings



Two community workshops will solicit feedback from the public



Six pop-ups promoted the plan at community events and gatherings along the corridor

Corridor At-a-Glance



50 TOTAL MILES WITH **300** LANE MILES OF FREEWAY FACILITIES



4 OF THE **TOP 10** WORST FREEWAY BOTTLENECKS IN THE SACRAMENTO REGION



1 INTERCITY RAIL LINE **1** LIGHT RAIL LINE **28** EXPRESS BUS TRIPS

Take the survey at Station #5 or go to www.more80choices.com



Plan Sponsors







Contact David Melko at dmelko@pctp.net for more information

Study Area

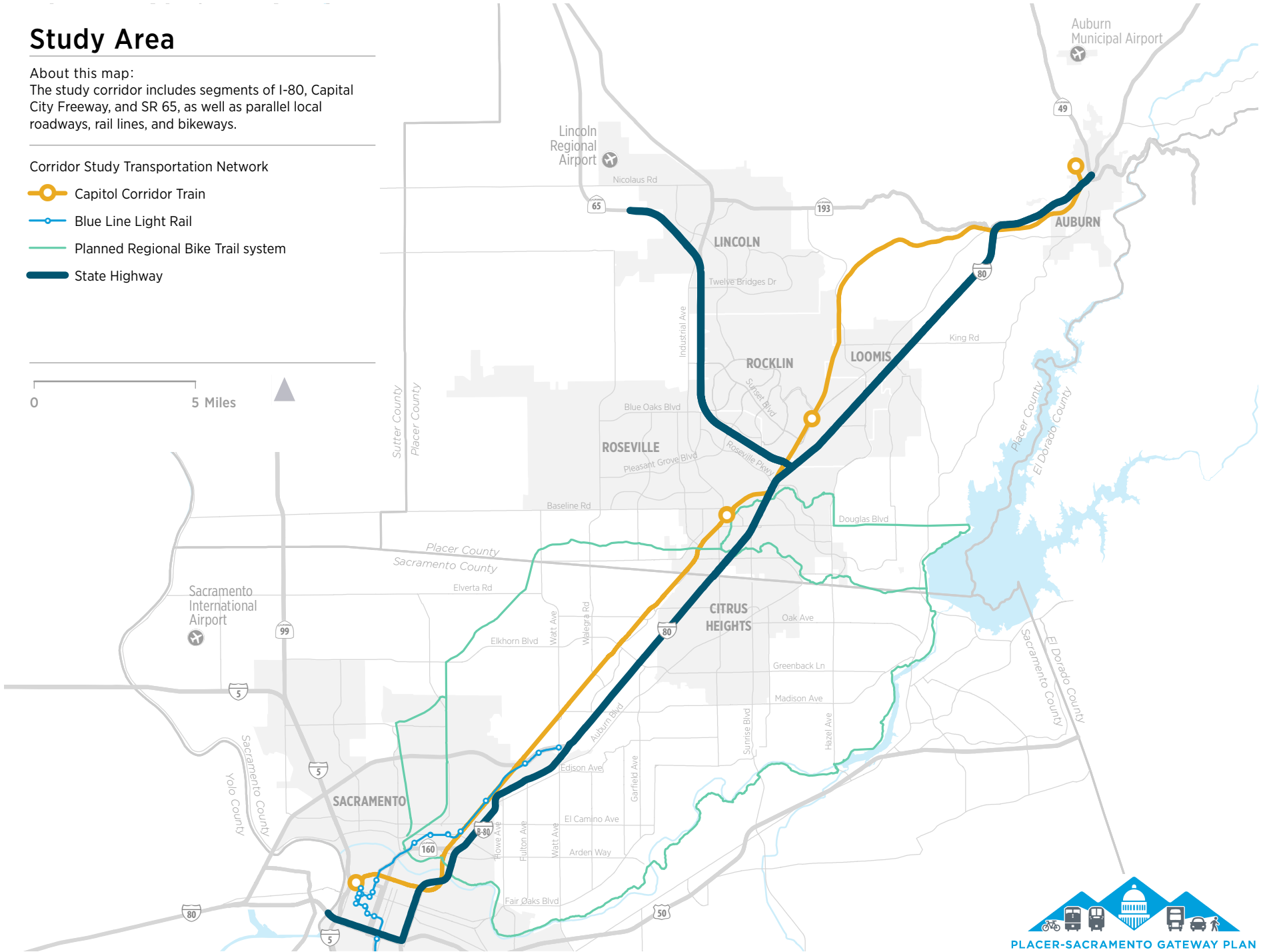
About this map:

The study corridor includes segments of I-80, Capital City Freeway, and SR 65, as well as parallel local roadways, rail lines, and bikeways.

Corridor Study Transportation Network

-  Capitol Corridor Train
-  Blue Line Light Rail
-  Planned Regional Bike Trail system
-  State Highway

0 5 Miles





STATION #1 PROJECT INTRODUCTION

What is the purpose of the plan?

The Placer-Sacramento Gateway Plan is being developed as a multimodal corridor plan to qualify for Cycle 2 funding from the Solutions for Congested Corridors Program.

The area includes the I-80/Business 80 corridor from Auburn to downtown Sacramento as well as the SR 65 corridor from Lincoln to I-80. The effort will result in a plan that considers corridor improvements to vehicle, truck, rail, bus, pedestrian, and bicycle travel.

In compliance with the *2018 Comprehensive Multimodal Corridor Plan Guidelines*, the Placer-Sacramento Gateway Plan has the following goals:



Reduce congestion

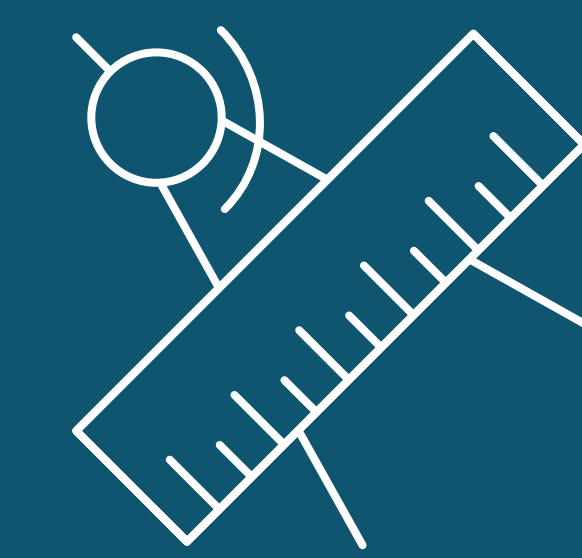


Expand travel options

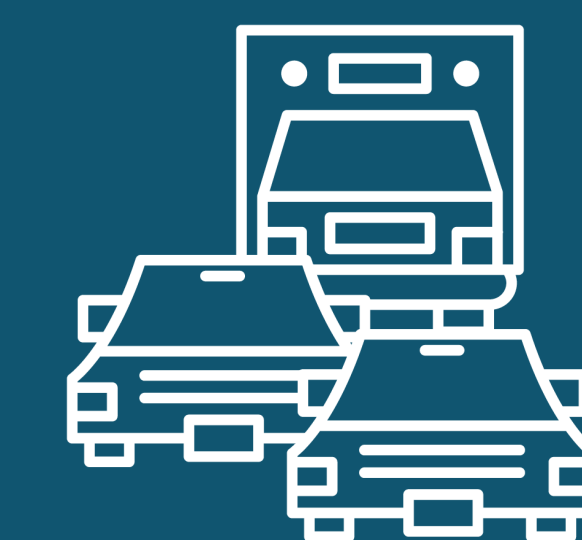


Enhance quality of life

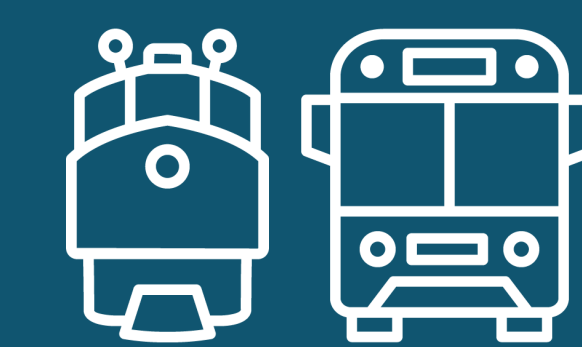
Corridor At-a-Glance



50 TOTAL MILES WITH **300** LANE MILES OF FREEWAY FACILITIES

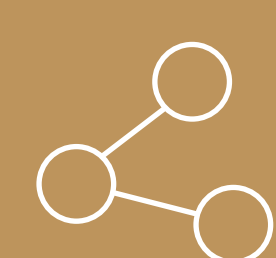


4 OF THE **TOP 10** WORST FREEWAY BOTTLENECKS IN THE SACRAMENTO REGION



1 INTERCITY RAIL LINE **1** LIGHT RAIL LINE **28** EXPRESS BUS TRIPS

How are we gathering input?



A project development team made up of 14 agencies along the corridor meets monthly



An online user survey has 2,500 responses to date, with a total goal of 5,000 responses



Two community workshops will solicit feedback from the public



Six pop-ups promoted the plan community events and gatherings along the corridor

Take the survey at Station #5 or go to www.more80choices.com



Plan Sponsors





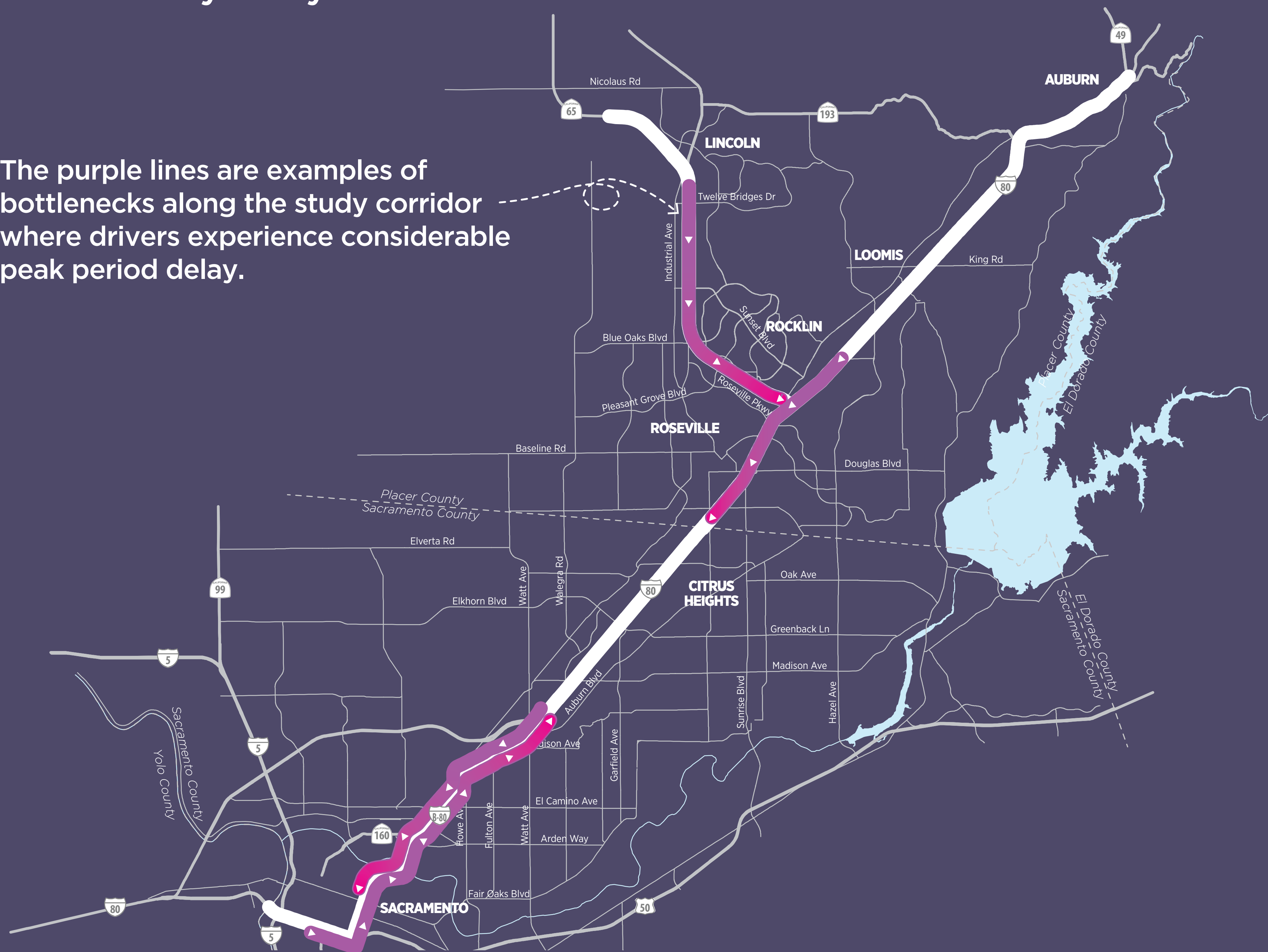
STATION #2 REDUCE CONGESTION

How could the plan change travel delay?

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.

On the study corridor, congested conditions commonly occur at the bottlenecks displayed below, several of which are among the worst in the entire Sacramento region. Drivers who pass through these bottlenecks can experience up to 15 minutes of additional travel time on a typical weekday due to freeway delay.

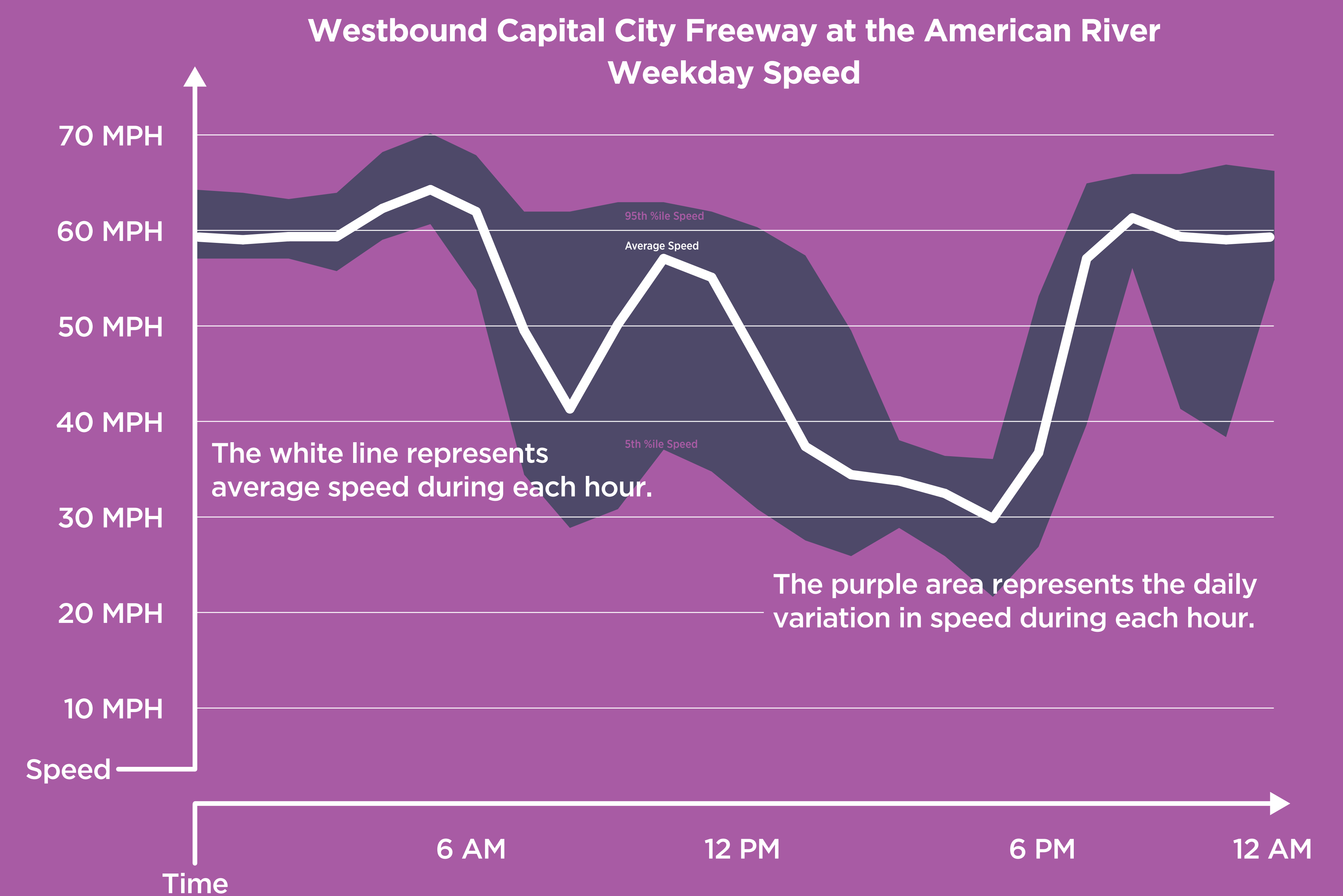
The purple lines are examples of bottlenecks along the study corridor where drivers experience considerable peak period delay.



How could the plan change travel time reliability?

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.

Speed is a common indicator of reliability. Changes to speed typically result in a corresponding change to travel time. As shown on the chart below, corridor speeds fluctuate significantly during peak periods, affecting travel time reliability for drivers.





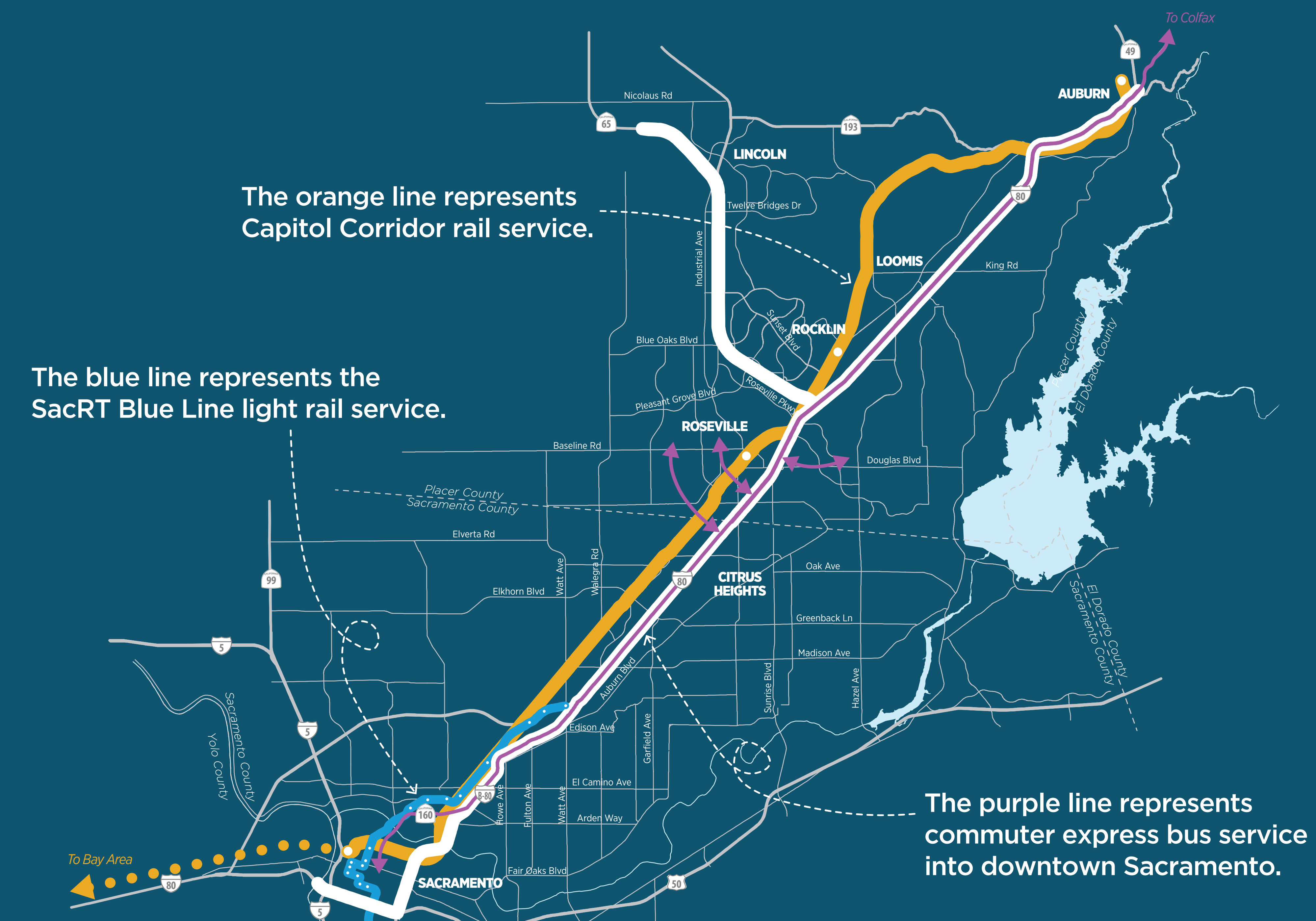
STATION #3

EXPAND TRAVEL OPTIONS

How could the plan change transit options?

Existing transit options serving the study corridor include Capitol Corridor rail service, Sacramento Regional 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 Regional Transit Blue Line light rail service from downtown Sacramento terminates at the Watt/I-80 Station near the Sacramento city limits.



How could 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, while opportunities to take transit, walk, or bike are limited. Corridor transit options serving South Placer County are primarily geared towards commute trips into downtown Sacramento and the Bay Area, and most corridor trips are too long for travelers to walk or bike.

Can corridor travelers easily complete these trips using these options?	Private Vehicle	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	Yes	No	No	Yes	No	No
Midday travel between (both directions) South Placer and Sacramento	Yes	No	No	No	No	No
Evening travel between South Placer and Sacramento	Yes	No	No	No	No	No
Weekend travel between South Placer and Sacramento	Yes	No	No	No	No	No

Weekend Capitol Corridor service is limited to one round trip per day.

Light rail and off-peak bus travel is possible, but requires multiple connections.



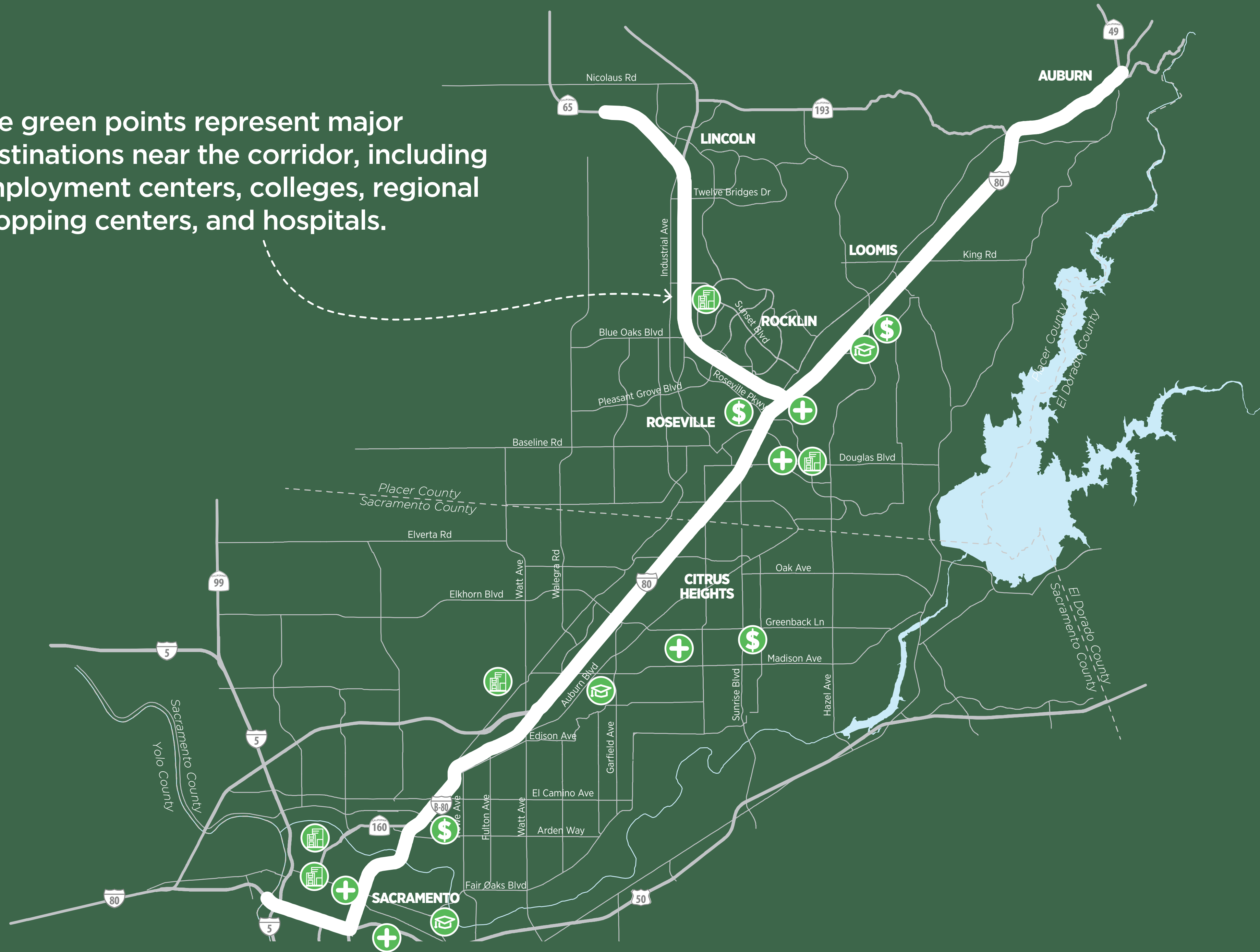
STATION #4 ENHANCE QUALITY OF LIFE

How could the plan change access to jobs and education?

The study corridor serves a variety of major employment and educational centers in Placer and Sacramento Counties. 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 points represent major destinations near the corridor, including employment centers, colleges, regional shopping centers, and hospitals.

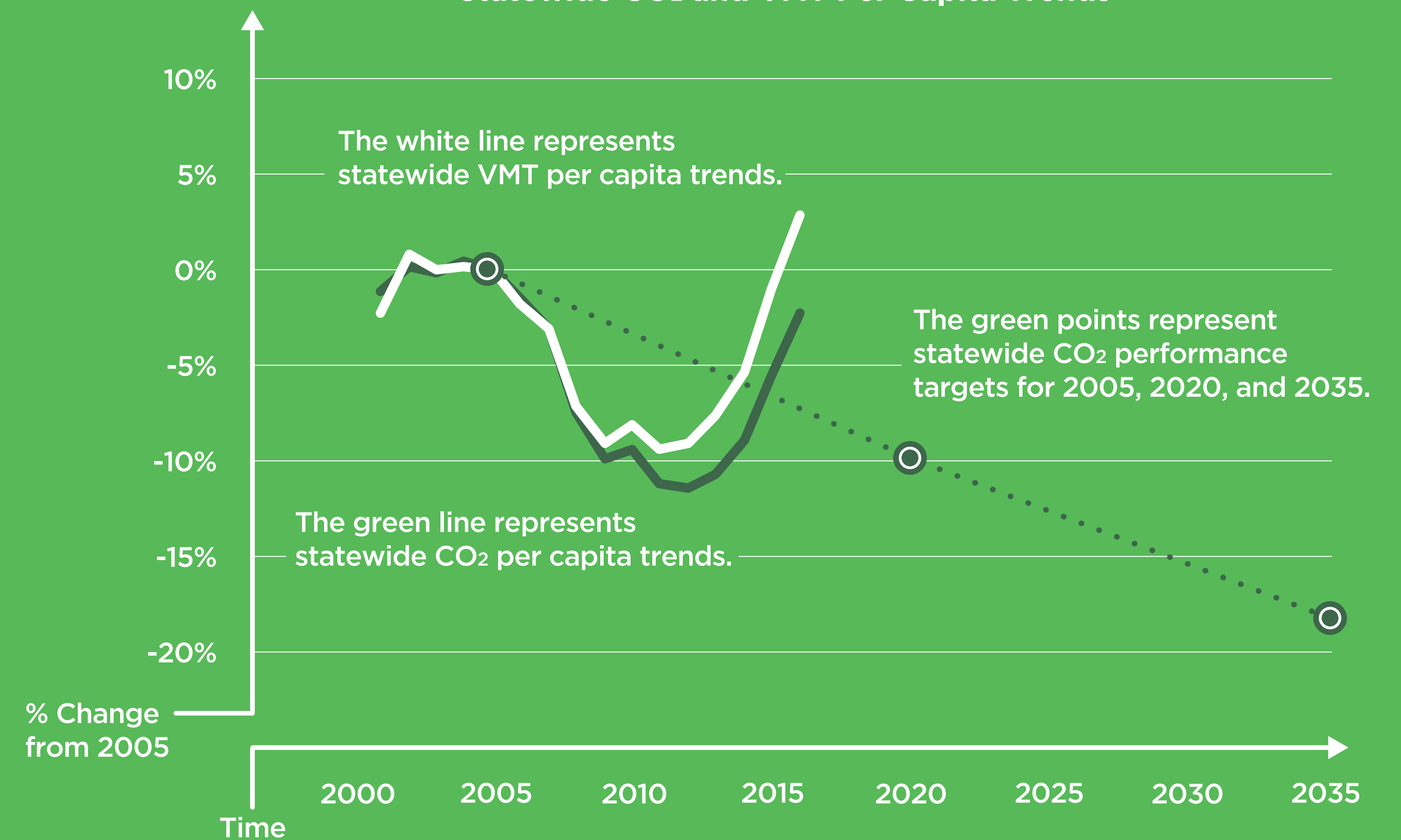


How could the plan reduce vehicle travel?

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





STATION #5 USER SURVEY

We want your input!

Your input is critical to the development of a successful plan. We've created a survey to help us better understand how you use the corridor today and how you want the corridor to improve in the future.

Please take a few minutes to complete the survey. You can take the survey in any of the following ways:

1. Use the laptop or tablet at this station
2. Visit www.more80choices.com
3. Scan the survey QR code





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.

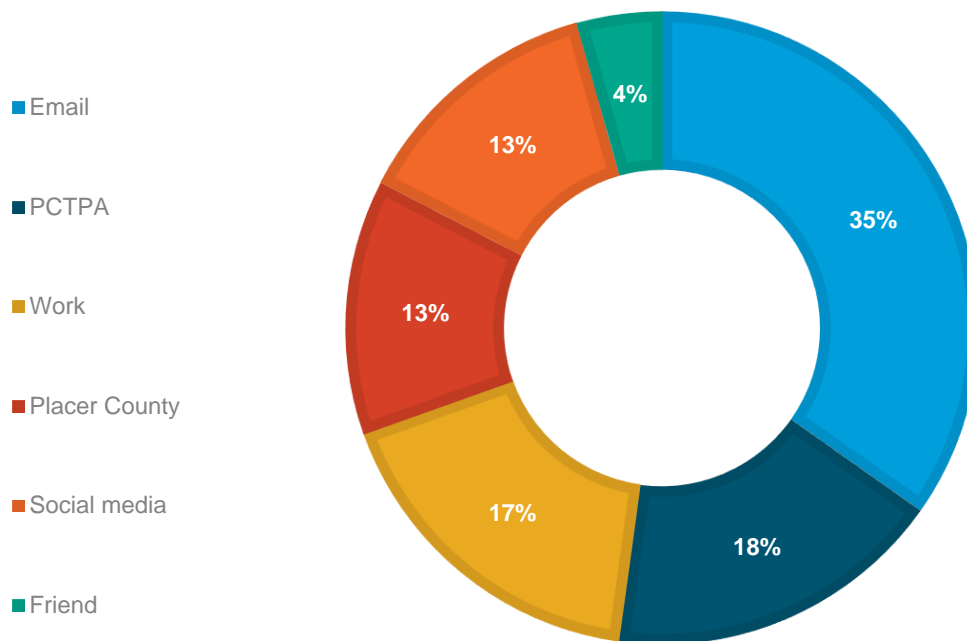
- Placer Herald & Press Tribune
- Auburn Journal
- Colfax Record
- Foresthill Messenger
- Lincoln News Messenger
- Lincoln News Messenger
- Loomis News
- Rocklin - Placer Herald
- Rocklin and Roseville Today
- Roseville Patch
- Roseville Press Tribune
- Sacramento Business Journal
- Sacramento Magazine
- 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.

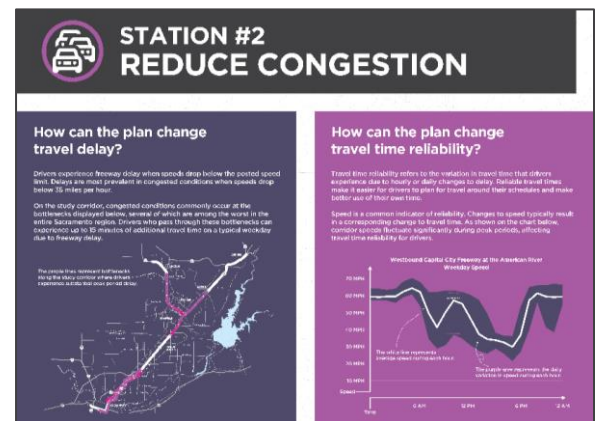


Station 1: Plan Introduction

- 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 Regional 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 Regional 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 Regional Transit Blue Line light rail service from downtown Sacramento terminates at the Warty-L&O Station near the Sacramento city limits.

The map to the right represents the study corridor.

The map to the right represents the study corridor.

The map to the right represents the study corridor.

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 connecting trips into downtown Sacramento and the Bay Area, and most corridor trips are too long for to require to walk or bike.

Can corridor travelers easily complete their trips via public transit?

	Public Transit	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
Typical four-person family	Yes	Yes	Yes	Yes	No	No
Typical two-person family	Yes	No	No	Yes	No	No
Healthy two-person family	Yes	No	No	No	No	No
College two-person family	Yes	No	No	No	No	No
Weekend travel between 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 between Roseville and Sacramento.

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.

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

The map to the right represents the study corridor.

How can the plan reduce vehicle travel?

The transportation sector is the largest contributor to California greenhouse gas (GHG) emissions. All three major statewide vehicle travel trends do not align with the 2020 and 2030 greenhouse gas reduction goals set by the state. As such, reducing vehicle travel is a key objective of the state's long-range strategy.

Additional benefits of reduced vehicle travel include decreased air pollution, less noise and heat on roadways, and increased use of active travel modes, which can improve public health outcomes.

Statewide CO₂ and VMT per Capita Trends

The 2020 GHG emissions reduction target is 40% below 2013 levels.

The 2030 GHG emissions reduction target is 80% below 2013 levels.

The 2020 VMT per capita reduction target is 10% below 2013 levels.

The 2030 VMT per capita reduction target is 20% below 2013 levels.

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



INTERCEPT SURVEY WORKSHOP SERIES SUMMARY

July / August 2019

Introduction

More than 200 people participated in a series of intercept survey workshops as part of the Placer-Sacramento Gateway Plan outreach process during July and August 2019.

These workshops provided an opportunity for PCTPA and the project team to engage with community members and residents that take public transportation to travel on the I-80 corridor, and provide them with an opportunity to share their input and help inform the plan.



Purpose and Format

This workshop series engaged commuters who travel through the study area by train and light rail. Community members learned about the plan and provided their input through an [online survey](#), printed survey, and/or interactive board display while they waited for their train.

The board display asked community members about potential solutions to improve their travel experience on the corridor. Printed surveys asked community members to share which city they live in, their most common travel mode and reason for traveling on the corridor.

Schedule

The four intercept survey workshops took place throughout the months of July and August. The table below indicates the dates and locations of each workshop.

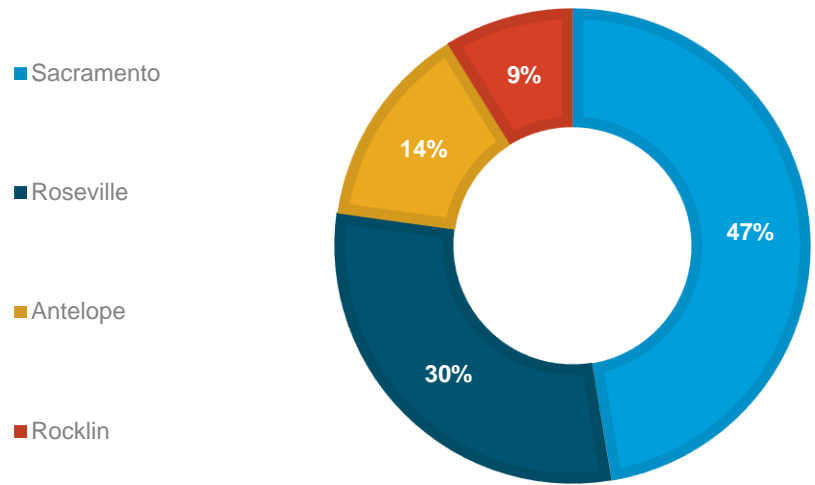
July 31	Roseville Road / Interstate 80 LRT	August 6	Rocklin Train Station
August 1	Roseville Train Station	August 21	Sacramento Valley Station

Community Feedback

PRINTED SURVEYS

Below is a summary of responses given via the short printed surveys.

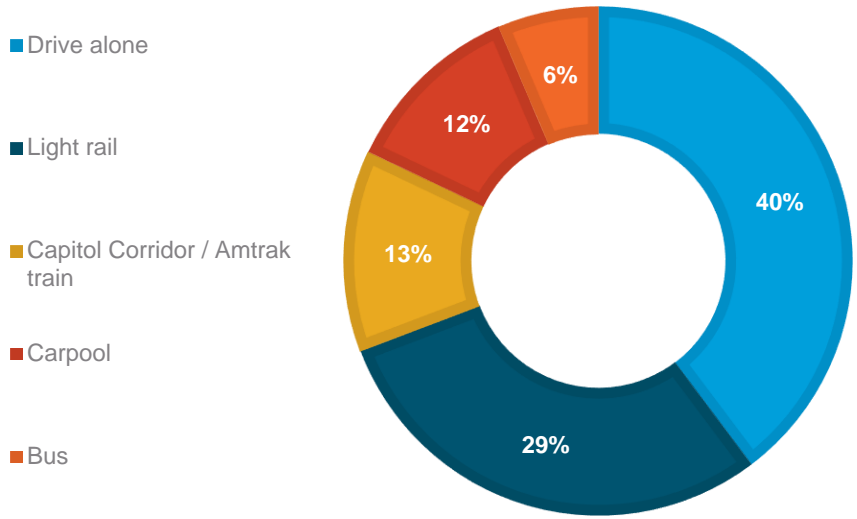
Where do you live?



Other responses:

- Bay Area (3)
- Loomis (2)
- Citrus Heights (2)
- Davis (2)
- Fair Oaks
- Folsom
- Granite Bay
- Lincoln
- North Highlands
- Grass Valley
- Reno
- Denver
- Vallejo
- Oregon
- Modesto
- El Dorado County

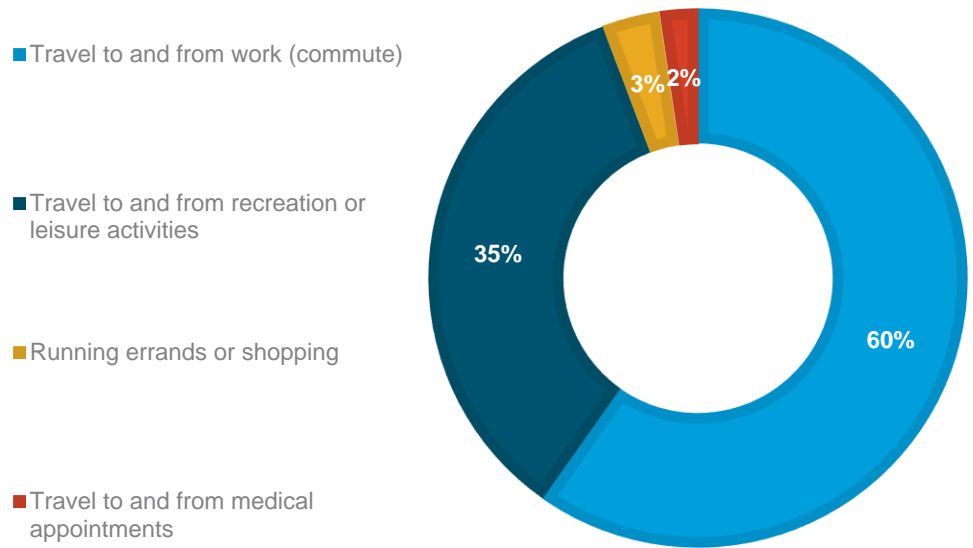
How do you typically travel on the I-80 corridor?



Other responses:

- Vanpool

For your typical trip, why do you travel on the corridor?

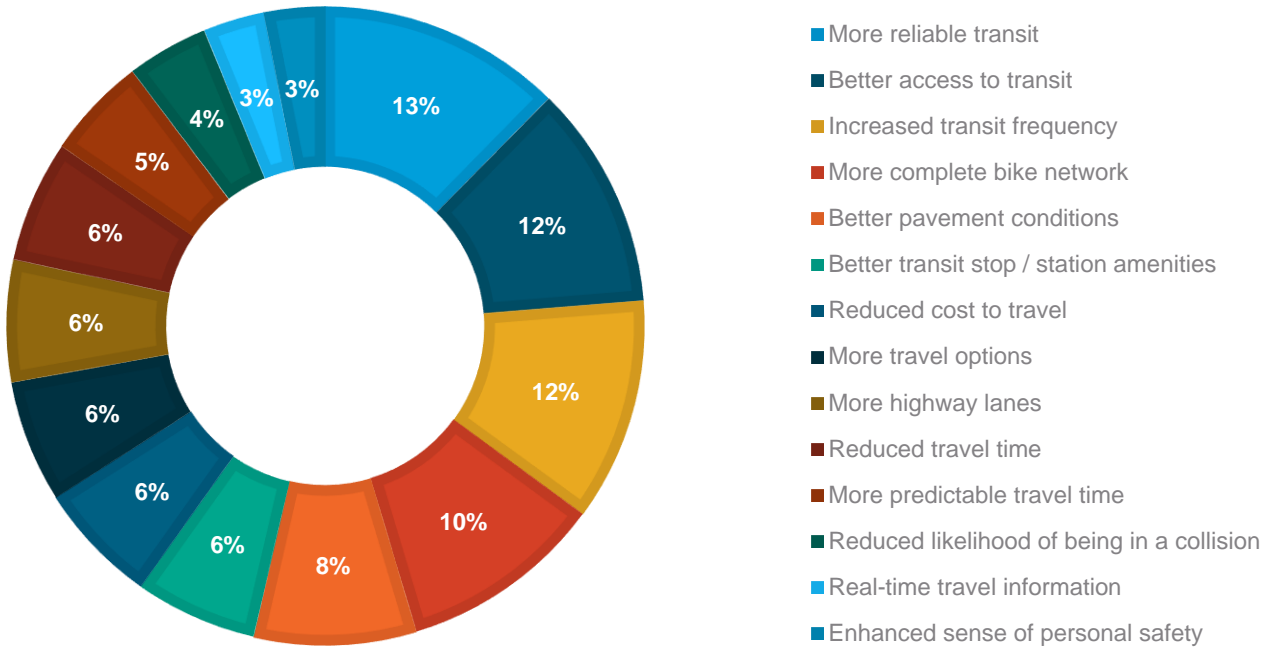


Other responses:

- Taking others (e.g. children) to and from school
- Travel for work (non-commute)
- Visiting family

BOARD DISPLAY

Below is a graph which summarizes of all the feedback obtained through the interactive board display at all the intercept survey workshops. Participants responded to the prompt, “Tell us what would improve your travel experience,” by placing a dot next to their top five preferred improvements. Additional improvement ideas are listed below the graph.



Reduced cost to travel

- Reduce the ticket price for bus and trains.

Better access to transit

- There should be a bus to and from the Auburn train station.
- I would like to see transit to and from Bay Area stations.

Increased transit frequency

- Create a Placer connector bus.
- I want more late options on trains and buses.

More travel options

- We need rail, not buses.

Other

- Bus 33 pavement conditions need to be improved.
- There needs to be lower parking rates.
- We need better technology for HOV lane enforcement.

Appendix

- Board display
- Printed survey



POP-UP WORKSHOP SERIES SUMMARY

June – August 2019

Introduction

More than 200 people participated in a series of pop-up workshops as part of the Placer Sacramento Gateway Plan outreach process during the months of June, July, and August 2019. The pop-up workshops provided an opportunity for the project team to engage with community members and residents that travel on the I-80 corridor, and provide them with an opportunity to share their input and help inform the plan.

Purpose, Format, and Schedule

The pop-up workshop series engaged community members and residents who live, work, visit or travel through the Interstate 80 corridor from downtown Sacramento to Auburn and the SR 65 corridor from Lincoln to Interstate 80. At the pop-up workshops, the project team provided an opportunity for community members to learn about the plan and provide their input through an online survey, printed survey, and/or interactive board display.

The board display asked community members about potential solutions to improve their travel experience on Interstate 80 for all modes of transportation. Potential solutions listed included better pavement conditions, more transit options, more highway lanes, more reliable transit, more predictable travel time, real-time travel information, reduced travel time, and an enhanced sense of personal safety.

Printed surveys asked community members to share which city they live in, their most common mode of travel on the I-80 corridor, and why they travel on the corridor.



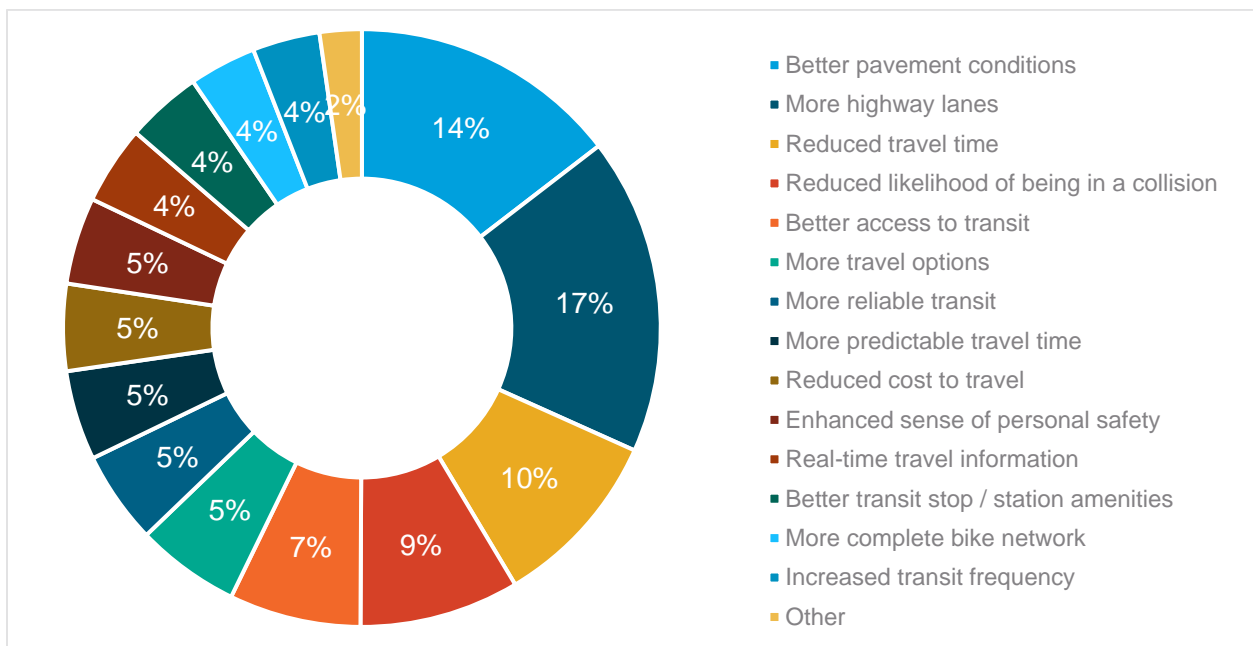
The project team held seven pop-up workshops throughout the months of June, July, and August. The table below indicates the dates and locations of each workshop.

June 14	Roseville Galleria	June 25	Downtown Roseville Tuesday Nights
June 18	Downtown Roseville Tuesday Nights	June 29 & 30	Celebrate America in Rocklin
June 20	Capitol Mall Farmer's Market	August 8	Golden 1 Center

Community Feedback

Board Display: Potential Solutions to Improve Travel Experience

Below is a graph which summarizes of all the feedback obtained through the interactive board display at all the pop-up workshops. Additional comments are listed below the graph.



More highway lanes

- Causeway (3)
- Get rid of the carpool lane (3)
- Motorcycle lane (2)
- No lane splitting to help increase safety
- Widen off-ramps at Eureka Road in the morning and evening. Driving into Sacramento there are major backups.
- Highways to Sacramento have too many on-ramps
- There is no room to widen the highway
- Highway 65
- Extend the blue line to Auburn
- Sunset Boulevard interchange is built for more lanes
- Whitney Ranch to out to SR99 project will be good - extend it to the airport
- More frequent Capitol Corridor service up to Auburn and Roseville
- Highway 49 at I-80 backs up
- Douglas Boulevard roundabout is always an issue
- Add two cars instead of one on the ramp meters
- Traffic backs up on ramp meters
- Eureka Road at I-80 only has one lane and it is dangerous because cars block intersection

Better pavement conditions

- Quality control on road construction
- Garden Highway, Folsom, Auburn, Loomis, and Rocklin are popular areas to drive
- People drive around Folsom Lake
- All surrounding states have smooth highways; why is California failing in roads?
- Better quality control
- Highway 65 is bad
- Look into new technologies
- More auto shops along the highway so people don't stop along the highway
- The freeways need to be made of concrete with thick lanes.
- There are always cars blocking Eureka and Atlantic Streets.
- You need to fix the pavement.
- Douglas Boulevard to Sacramento bottlenecks coming to the freeway.
- You should have ended Hazel Avenue projects at Madison Avenue.
- Hazel Avenue at US 50 at the Natomas Dam cuts over fast; you need a barricade to prevent that.
- I-80 at Hazel Avenue; drivers run red lights and cause accidents.

- On-ramp to Hazel Avenue has lots of accidents
- I go to Auburn and it is not bad with three lanes
- I live in west Roseville and you need to fix Highway 65

More reliable transit

- Mass transit cheap or with incentive
- Better access to mass transit
- Reliable mass transit
- More stops with the Roseville commuter bus, especially off Garden Highway / Natomas Parkway by 2020
- Safer Sacramento Regional Transit park-and-ride stops

More travel options

- Extend the light rail and bus systems
- Provide incentives for people to get out of cars
- Add bike lanes
- Add more round-trip trains to and from Sacramento and Roseville

Reduced likelihood of being in a collision

- Reduced collisions; the current highway infrastructure cannot handle the number of vehicles driving on it
- Fewer distracted drivers
- No distracted driving – more enforcement
- Improve on/off ramp flows
- Create a straight lane exit to the off ramp.

More complete bike network

- More bike trail networks that are safe (3)
- A lot of people commute on bikes
- Bike trails so I can take the bus on I-80 and connect it to US 50
- Bike lanes would be nice to Rocklin.
- Enforce bike lanes.
- East Roseville Parkway bike lane narrows at fountains.

Better access to transit

- Local commuter trains
- Express lines
- Bring the blue line to Roseville

- Bring traffic to Baseline Road, and I5 / SR99 to the airport

Real-time travel information

- Signs that include updates on changing traffic conditions
- Caltrans boards are helpful
- Warning signs for travelers
- The speed limits on Hazel Avenue to Douglas Boulevard changes.

Better transit stop / station amenities

- More amenities.
- Better enforcement.

More predictable travel time

- Show travel time for carpools on freeway
- Less congestion

Increased transit frequency

- No one rides transit because of the wait.

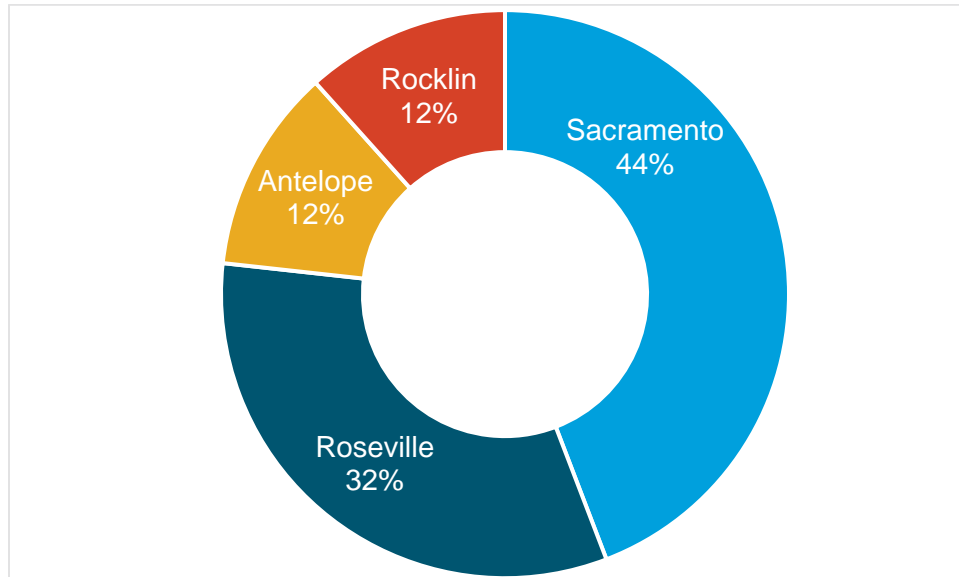
Other

- Blinkers should be brighter and better regulated
- Better transition from I-80 to I-5
- I-80 transition to SR99 needs to be fixed
- Better signage on I80
- Clear on / off lanes
- No designated off-ramps
- More options to work from home
- Make Arden more walkable

Printed Surveys

Below is a summary of responses to printed three-question surveys, which were available at each of the pop-up workshops.

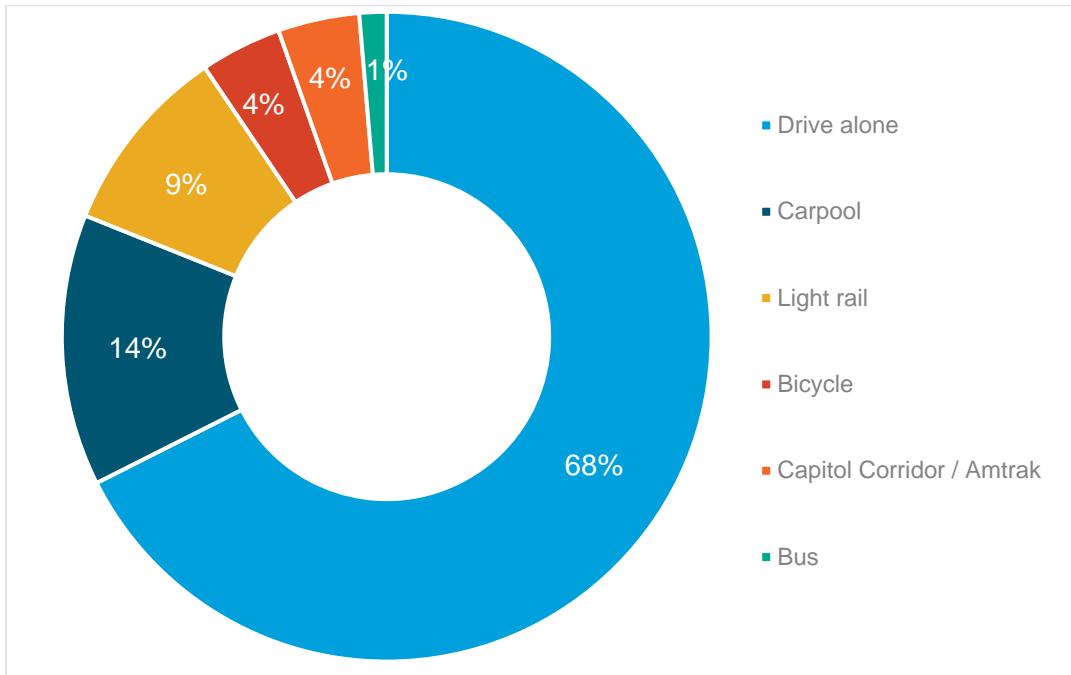
Where do you live?



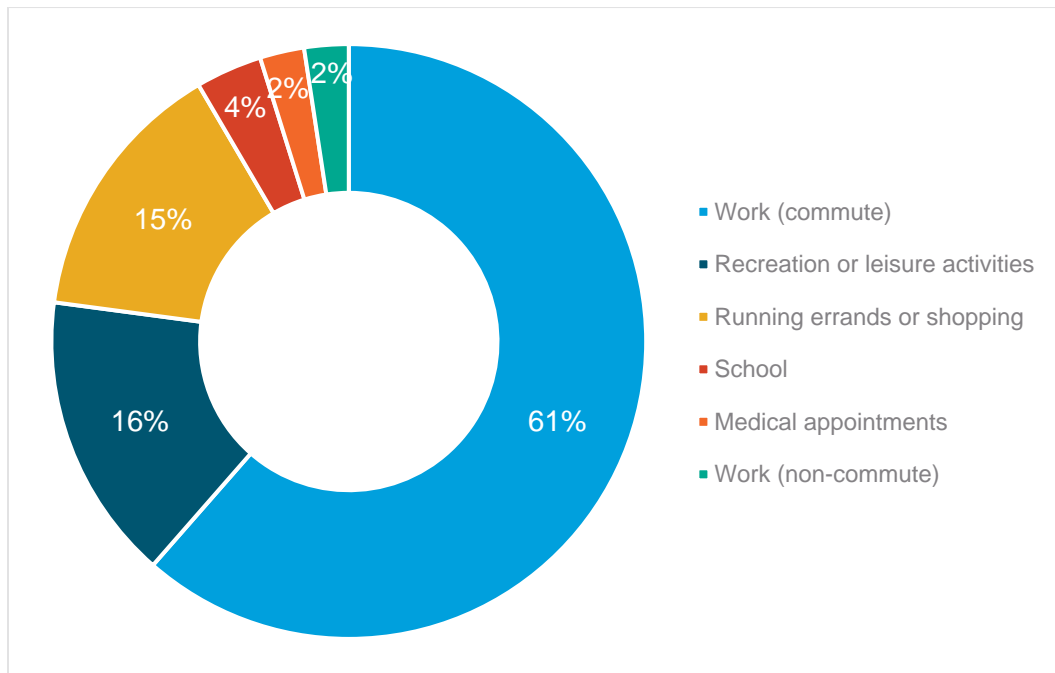
Other responses:

- Arden Arcade (3)
- Citrus Heights (3)
- West Sacramento (3)
- Carmichael (2)
- Elk Grove (2)
- Lincoln (2)
- Woodland (2)
- Colfax (1)
- Foothills (1)
- Grass Valley (1)
- Highlands (1)
- Lost Hills (1)
- Rancho Cordova (1)
- Redding (1)
- Vacaville (1)

How do you typically travel on the I-80 corridor?



For your typical trip, why do you travel on the corridor?



TIRED OF SITTING IN I-80 TRAFFIC?



Help improve the Interstate 80 corridor in Sacramento and Placer Counties.

Take a short questionnaire and tell us how we can improve your travel experience at

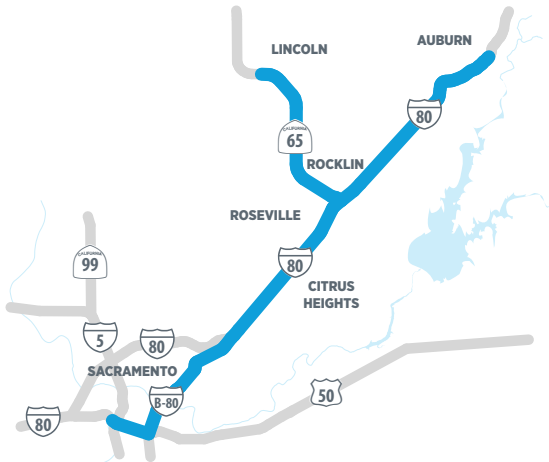
www.more80choices.com





PLACER-SACRAMENTO GATEWAY PLAN

Your input will help inform the Placer-Sacramento Gateway Plan, which covers portions of the I-80/Business 80 and SR 65 corridors. The plan will look at all modes of travel including car, truck, rail, bus, walking, and bicycling.



PCTPA, SACOG, CCJPA, and Caltrans are planning for the future of this multimodal corridor to ensure their communities' safety, accessibility, and quality of life.



Outreach Update

Outreach Objectives

The Placer-Sacramento Gateway Plan outreach approach will engage community members in an interactive dialogue about their travel behaviors, barriers to transportation, and desired transportation improvements.

The outreach objectives include:

- Obtain 5,000 responses to the online survey
- Increase the number of survey participants who represent disadvantaged communities



Community Members Engaged:

4,985

4,157 online + 825 in-person

DATA LAST UPDATED: JANUARY 9

Targeted Audience

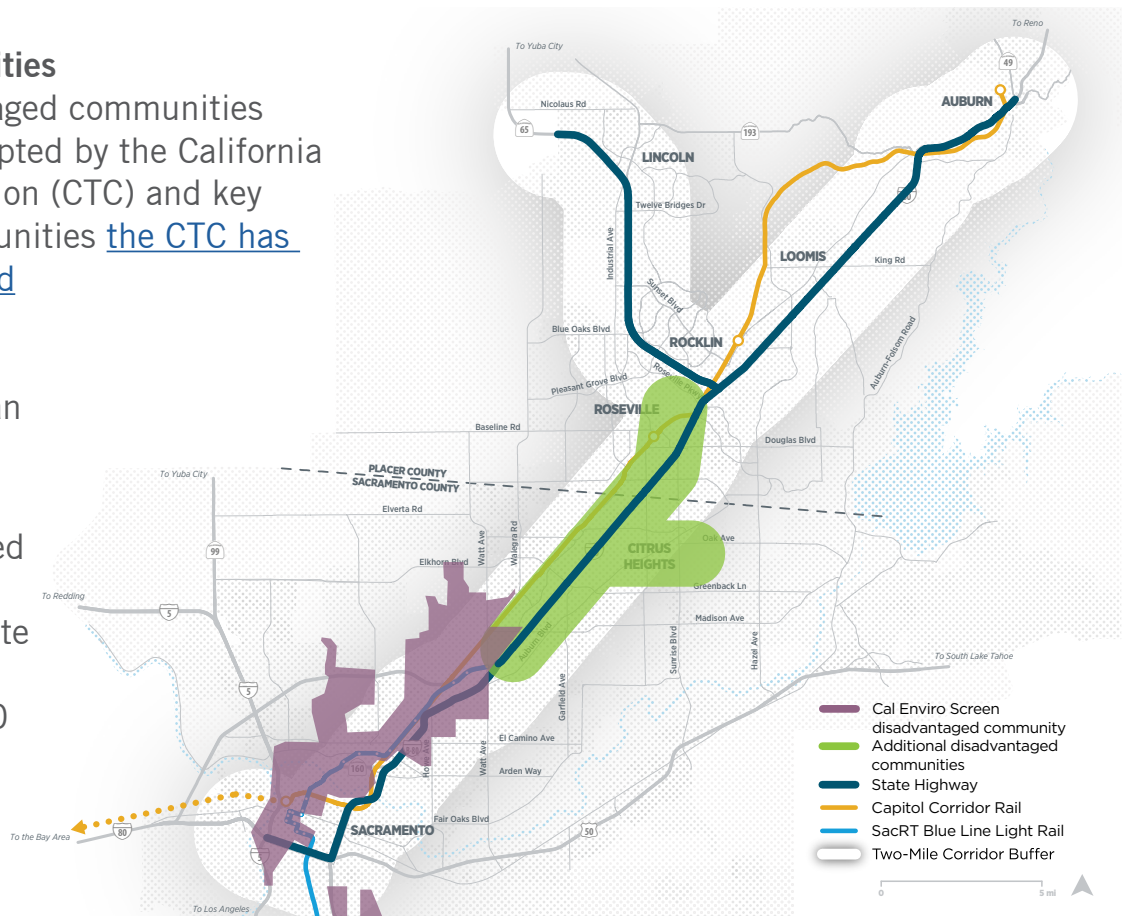
The intent of this outreach is to engage with most travelers within the designated corridor area. This includes commuters, short trip travelers (up to 5 miles), medium trip travelers (5 – 10 miles), long trip travelers (15 miles or more), and disadvantaged communities.

To address the specific objectives of this outreach effort, we are collaborating with targeted stakeholders who are currently traveling on the corridor and those who currently represent and/or are part of the targeted demographics in both Placer and Sacramento counties.

Disadvantaged communities

We identified disadvantaged communities following guidelines adopted by the California Transportation Commission (CTC) and key characteristics of communities [the CTC has defined as disadvantaged](#) in recent projects:

- Income – low to median household income;
- CalEnviroScreen – a geographic area identified among the 25% most disadvantaged in the state according to the CalEPA and CalEnviroScreen 3.0 tool; and
- Transit-dependent individuals.



Placer-Sacramento Gateway Plan

Once we understood the need for the outreach to disadvantaged communities, we implemented in-person engagement strategies that would ensure participation from the community since these communities may not have access to online services or are not comfortable sharing their personal information, including zip codes.

Strategies Implemented from December 6 - Present

IN-PERSON ENGAGEMENT

Our team held two pop-up workshops in December, and engaged with **50 community members**. We asked them four key questions from the online survey, including

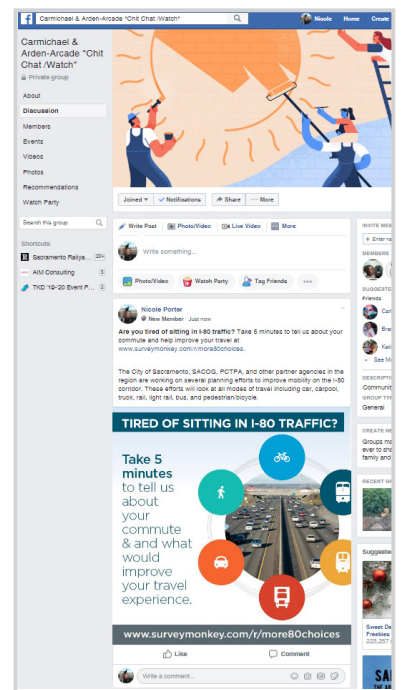
- North Highlands Recreation & Park District's Breakfast with Santa Saturday, December 14
- River City Food Bank - Arden Arcade Distribution Center



SURVEY NOTIFICATION

Our team developed a comprehensive database of organizations, groups, and agencies that work with and/or provide services to the targeted audiences. We made personal phone calls and emails **to more than 175** groups on the database to notify them about the online survey, share the plan's objectives, and ask them to share the survey with their constituents. The groups listed below all agreed to share information about the survey via e-newsletters, social media posts, internal shares, or other communication channels:

- Alano Club of Roseville
- Alkali and Mansion Flats Neighborhood Association
- Auburn Boulevard Business Association (ABBA)
- Ben Ali Community Association
- Brentwood South Neighborhood Association
- CalPERS
- CalSTRS
- Caltrans District 3
- Carmichael & Arden-Arcade Chit Chat /Watch
- CHP Valley Division
- Citrus Heights C.H.A.S.E. Neighborhood Association
- Citrus Heights Collaborative
- Citrus Heights Happenings
- Citrus Heights Live
- Citrus Heights Park Oaks Neighborhood Association
- Citrus Heights POOCH



Placer-Sacramento Gateway Plan

SURVEY NOTIFICATION (CONTINUED)

- Citrus Heights Watch
- Del Paso Boulevard Business Partnership
- Del Paso Heights Community Association
- Department of General Services
- Department of Motor Vehicles
- Downtown Grid
- East Sac Give Back
- Environmental Council of Sacramento
- Freeport Renovation on the Move
- Gardenland/Northgate Neighborhood Association
- Hagginwood Community Association
- Harmon Johnson Neighborhood Association
- La Familia Counseling Center
- Land Park Community Association
- Marina Oaks Neighborhood Association
- Marina Vista - Alder Grove
- Marina Vista Public Housing Community
- Meadowview Neighborhood Association
- Midtown Association
- Natomas Community Association
- Natomas Park Master Association
- Newton Booth Neighborhood Association
- North City Farms Neighborhood Association
- North Highlands
- North Highlands Recreation and Park District
- North Natomas Community Association
- Oak Park Neighborhood Association
- Orangevale Recreation and Park District
- Paratransit
- Placer Community Foundation
- Pocket-Greenhaven Neighborhood Association
- Real Sacramento Moms
- Richmond Grove Neighborhood Association
- River Oaks Community Association
- Riverlake Community Association
- Sacramento Area Bicycling Advocates
- Sacramento Area Council of Governments
- Sacramento 365
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Black Chamber of Commerce
- Sacramento County District 1 - Fruitridge / Pocket Neighborhood Association
- Sacramento County District 1 - South Oak Park Community / Neighborhood Association
- Sacramento County District 4 - Citrus Heights / Rio Linda
- Sacramento County Public Health
- Sacramento Food Bank
- Sacramento Job Corps
- Sacramento Metropolitan Air Quality Management District
- Sacramento Regional Transit
- Sacramento Regional Transit Mobility Advisory Council
- Sacramento TMA
- Sacramento Wheelmen
- SacTRU
- Sierra Curtis Park Neighborhood Association
- South Land Park Neighborhood Association
- South Oak Park Community / Neighborhood Association
- Southside Park Neighborhood Association
- Stand Up Placer
- Strawberry Manor Neighborhood Improvement Association
- Sunrise MarketPlace Business Improvement District
- The Mill at Broadway Neighborhood Group
- tkMomentum
- United Latinos Environmental Justice
- Upper Land Park Neighborhood Association
- Valley Hi Neighborhood Association
- Valley View Acres Community Association
- WALK Sacramento
- Washington Park Neighborhood Improvement Association
- Wilhaggin Del Dayo Neighborhood Association (Arden Arcade)

Placer-Sacramento Gateway Plan

TRANSLATED SURVEY

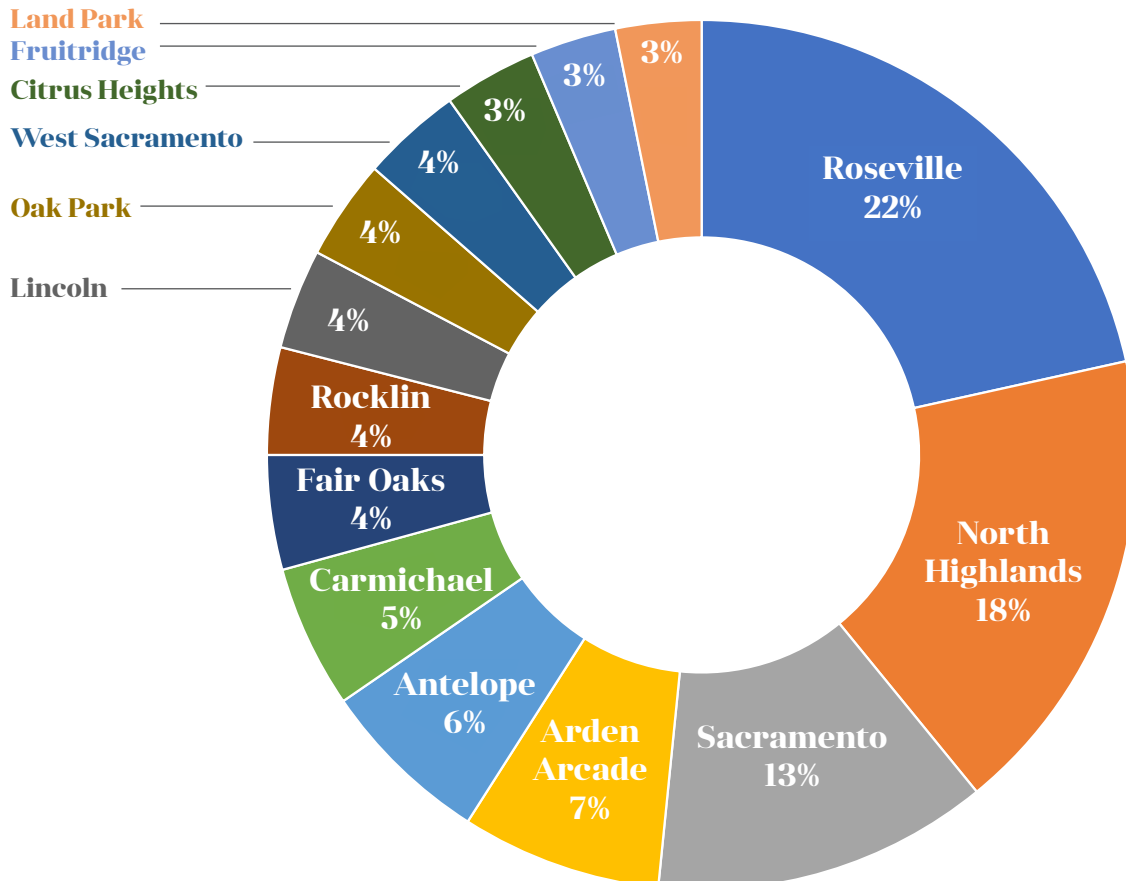
The More80Choices Survey is available online in multiple languages - including Spanish, Russian, Hmong, and Chinese. You can view it at: www.more80choices.com/survey. Our team created fliers and infographics to accompany the translatable version of the survey.

This strategy strengthens the narrative that the project team is providing meaningful, accessible opportunities for disadvantaged community members to engage in the plan process and provide their input.



Results

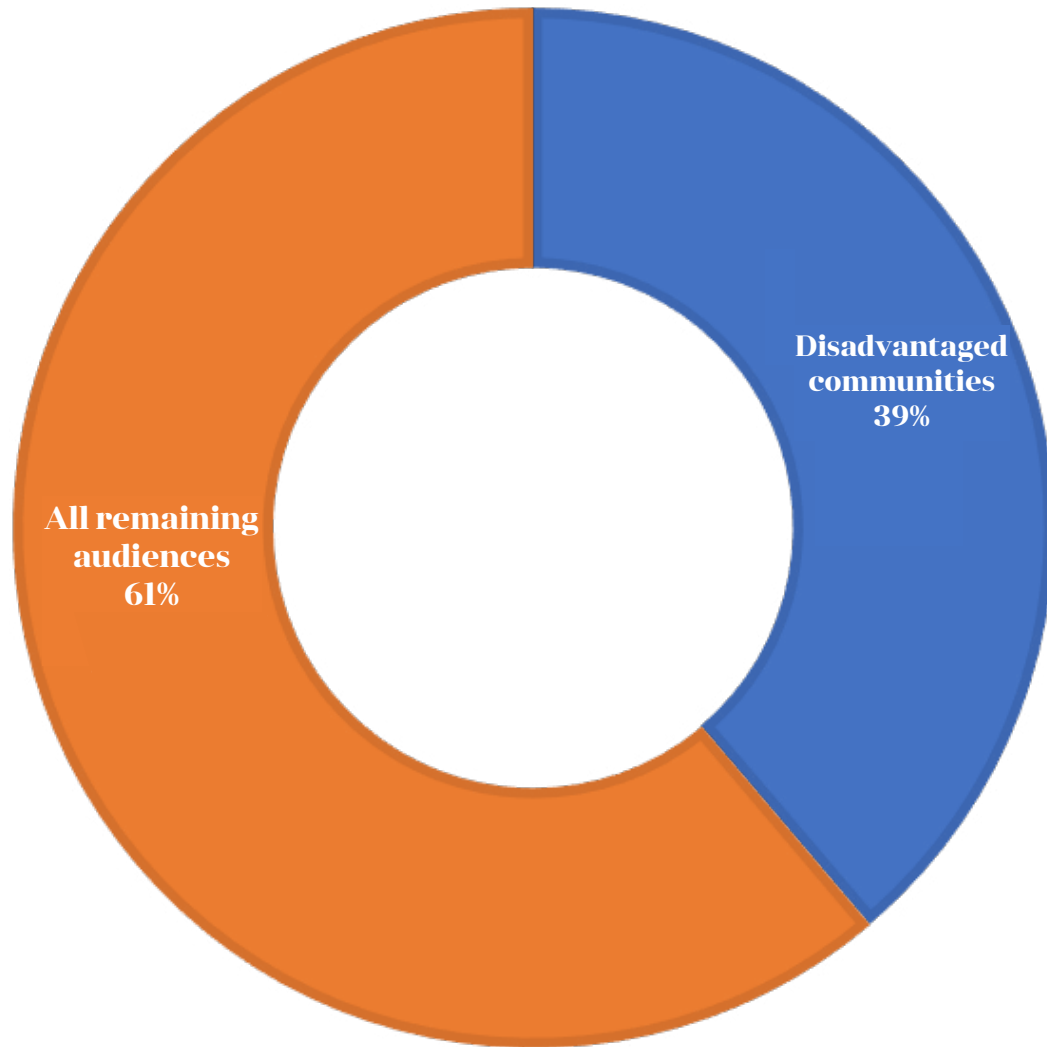
Our team was able to connect with many of the targeted audiences including Arden-Arcade, North Highlands, Oak Park, Fruitridge, and Florin. Below is a graph of the areas we received the most number of responses from between December 6 and January 9.



► This graph was developed with zip code data submitted online and in-person engagement from 12/6/19 - 1/9/20. The “top areas” shown here received equal to or more than the average number of responses received from one area during this time.

Results (continued)

Below is a graph of the number of responses we received from disadvantaged communities and all other remaining audiences between December 6 and January 9.



► This graph was developed with zip code data submitted online and in-person engagement from 12/6/19 - 1/9/20. The “top areas” shown here received equal to or more than the average number of responses received from one area during this time.