



APPENDIX G — **OUTREACH SUMMARY**

**Blue Line/Bus Rapid
Transit to Elk Grove**
Implementation Plan

Outreach Summary
October 2025





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Overview

The Outreach Plan for the Blue Line/Bus Rapid Transit Implementation Plan (Plan) included a series of strategies and activities to reach a diverse range of stakeholders and community members. The Plan included three rounds of engagement; this report summarizes the activities and findings from the first two rounds of outreach. The third round of outreach is planned to take place at the end of 2025 during the review of the Draft Implementation Plan, prior to City Council consideration.

The focus of each outreach round is outlined as follows:

- Outreach Round 1 – Gather community input on mobility challenges in the project area, current travel behavior, project need, and station preferences.
- Outreach Round 2 - Collect input on the proposed project alternatives and station vision plans, with in-person engagement at key community locations and events during the recommendations review phase.
- Outreach Round 3 – *to be updated after Round 3*

Outreach Round 1

Outreach Round 1 took place November to December 2024 and consisted of two main components: an online survey and an in-person pop-up event. The online survey was launched November 5, 2024 and closed December 22, 2024. To create awareness of the survey The City of Elk Grove promoted the survey through its website and social media platforms, including Facebook, Nextdoor, Instagram, and X. Sacramento Regional Transit (SacRT) also supported this effort by featuring the survey on its agency website and in the *Next Stop News*, their monthly newsletter. Additionally, bus cards advertising the survey were distributed on bus routes serving Elk Grove for several weeks in December. The promotional graphic materials, social media posts, and palm cards from this outreach round are included in **Appendix A**.

Pop-Up Event

- Location: Elk Grove Food Truck Mania Event
- Date: November 6, 2024

The City facilitated this pop-up event with the intent to inform the community of the Study and encourage them to take the online survey. The City spoke with the community and distributed palm cards which provided a link to the online survey. Two information boards containing project



information and the online survey were shared at this pop-up event, see **Appendix B: Round 1 Information Boards**.

Online Survey

The online survey for Outreach Round 1 was launched on November 5, 2024, and remained open for approximately seven weeks, closing on December 22, 2024. The survey was conducted on SurveyMonkey. Through a combination of in-person events and online promotion, the project received a total of 266 survey responses. The greatest number of responses recorded took place the week of November 18, indicating strong community engagement during that period. Below is a summary of the results and key highlights from the survey responses.

Survey Results

All survey respondents were presented with 14 questions about their relationship with the project corridor, project priorities, station preferences, and demographic questions. Key findings from the survey regarding current transit usage and potential changes in transit usage include:

- Over half of respondents drive alone to, from, or within Elk Grove, and over half of respondents drive alone to, from, or through Sacramento (**Figure 4** and **Figure 5**).
- When asked how the proposed transit line would affect their travel, over half of respondents reported that they would ride transit more often (**Figure 7**).
- The top three potential station locations that respondents anticipate using are District56 (Elk Grove Blvd/Big Horn), Laguna/Big Horn, and Kammerer/New Zoo (**Figure 8**).
- The top three elements that respondents identified that would encourage their usage of the new transit line are fast and reliable trips, frequent buses and trains, and comfortable and safe rides (**Figure 9**).
- When asked what the top three project objectives should be, respondents chose making transit easier and faster to use, reducing auto congestion on I-5 and SR-99, and making transit easier to access (**Figure 10**).

Graphical representation of responses to multiple choice survey questions are shown below. Written-in responses to multiple choice questions and open-ended survey responses are listed in **Appendix C: Round 1 Written-In Responses**.



Figure 1: Summary of Survey Responses – Home Location

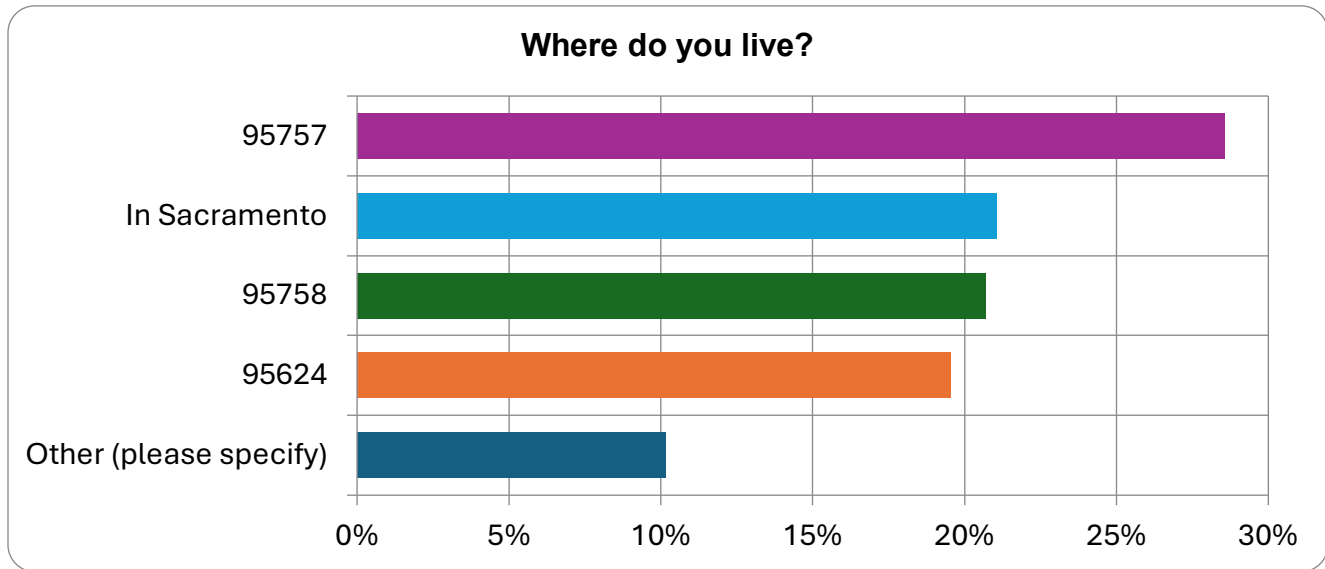


Figure 2: Summary of Survey Responses – Travel Frequency

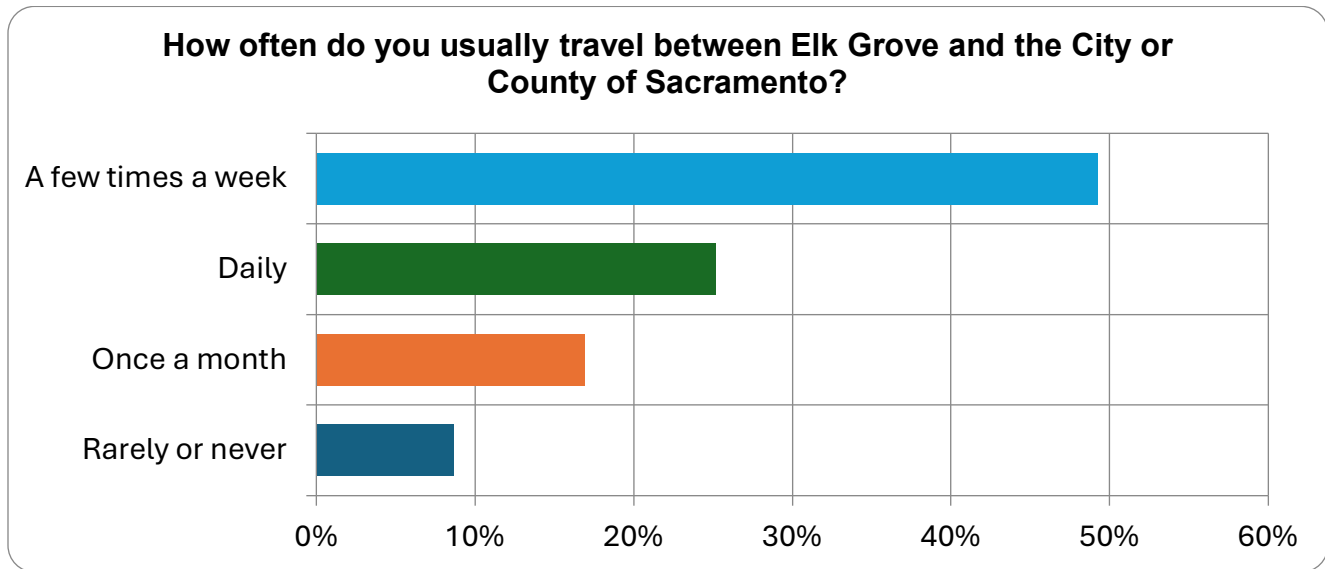




Figure 3: Summary of Survey Responses – Travel Purpose

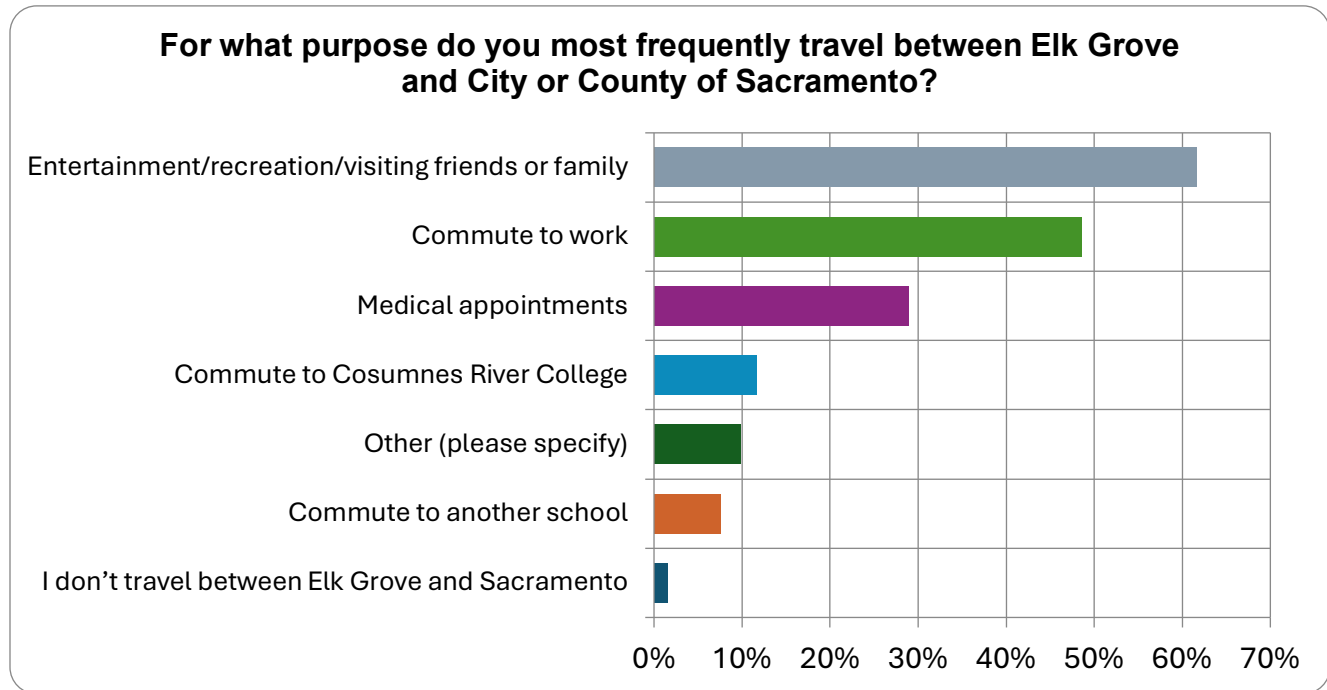


Figure 4: Summary of Survey Responses – Elk Grove Mode of Travel

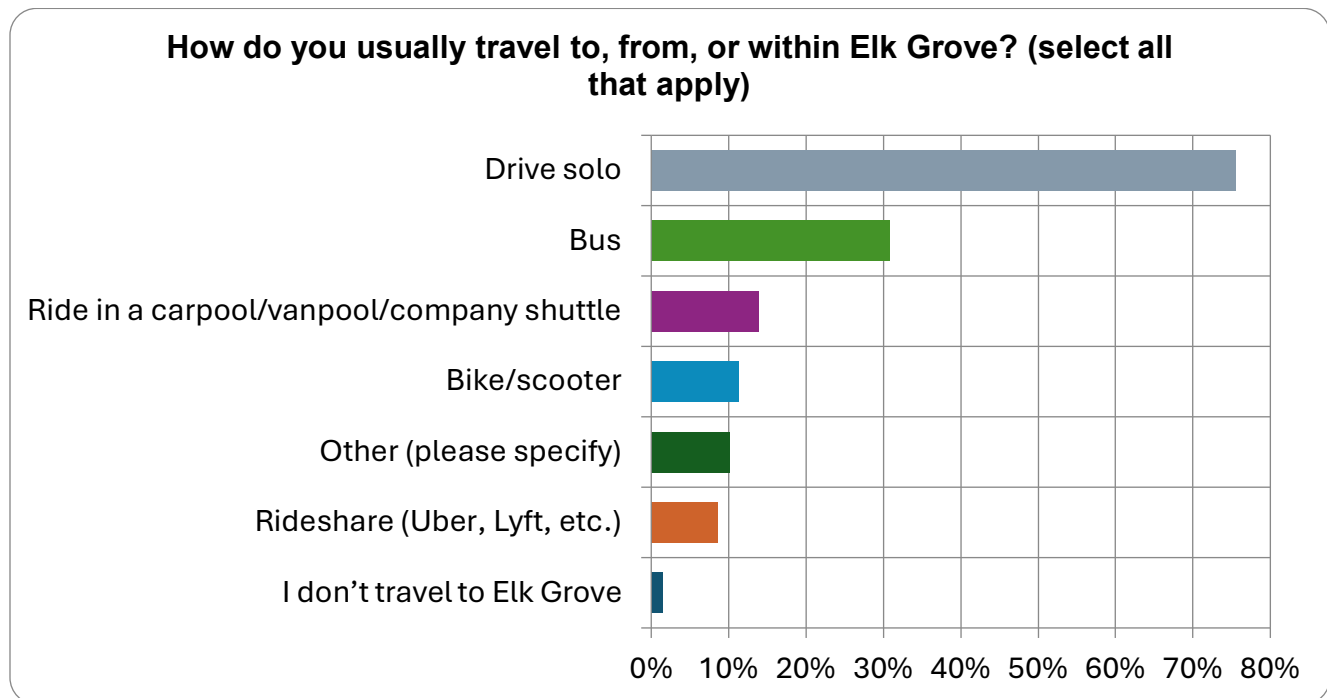




Figure 5: Summary of Survey Responses – Sacramento Mode of Travel

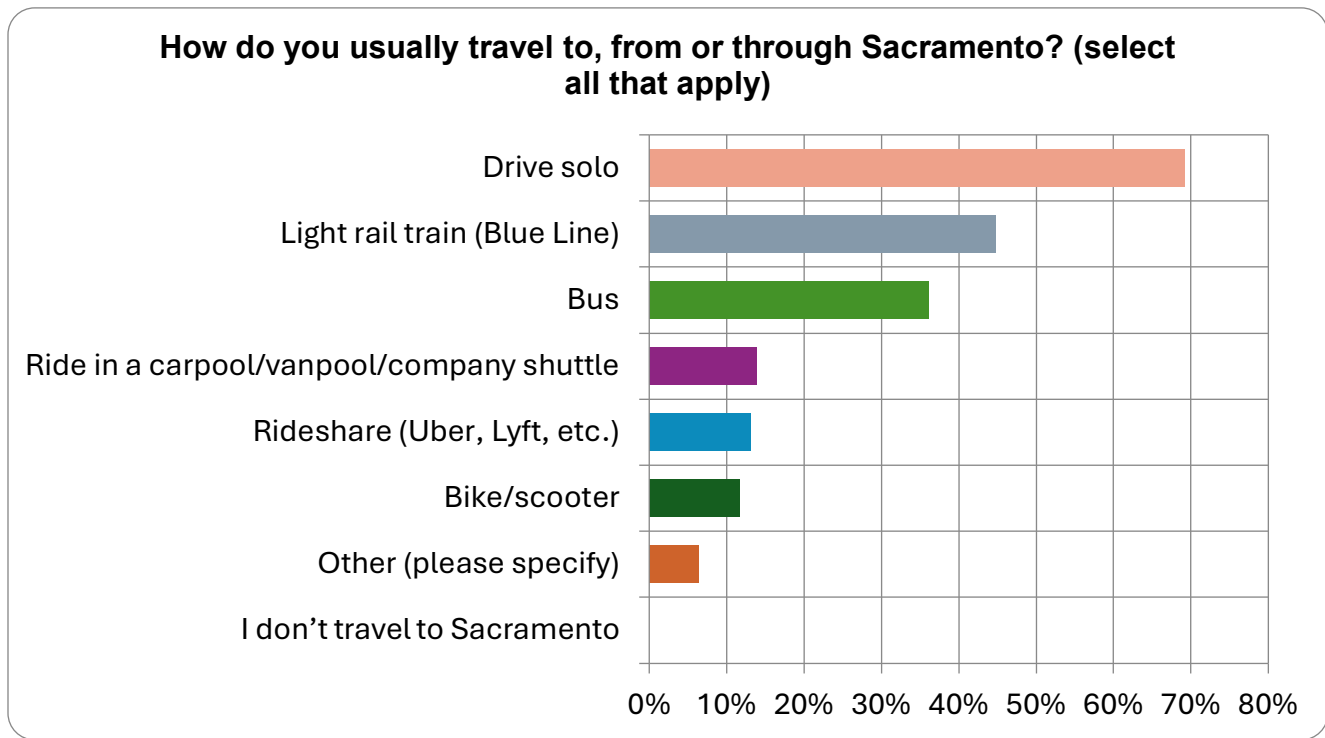


Figure 6: Summary of Survey Responses – Effect of New Transit Line On Travel Choices

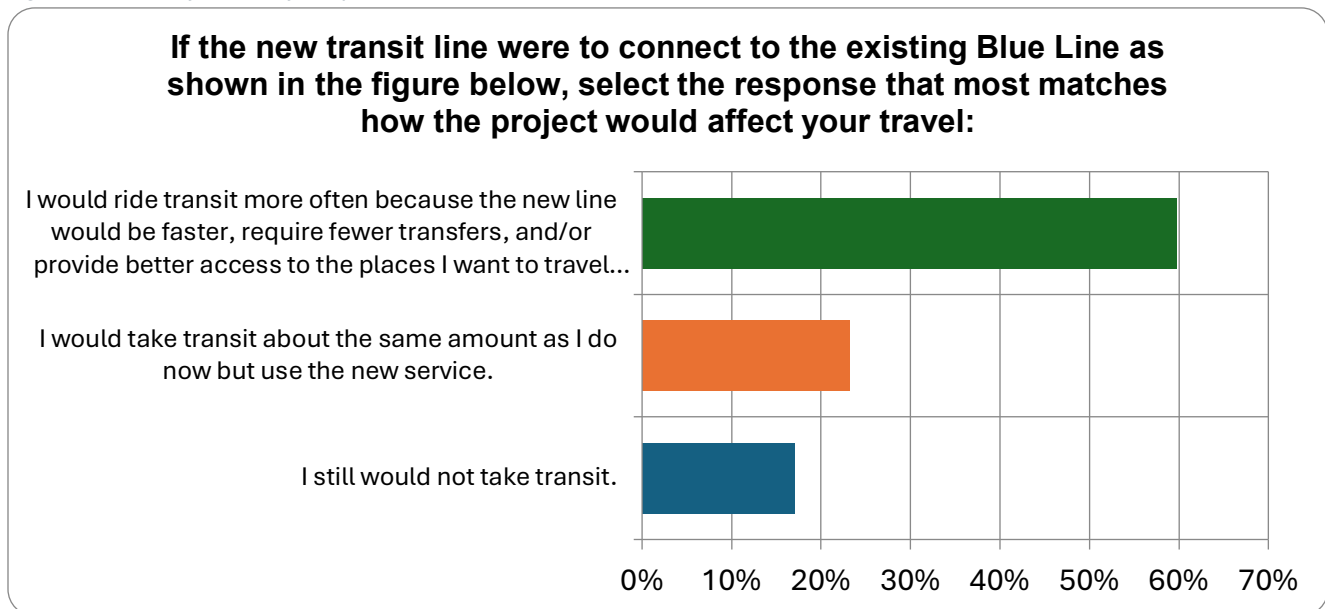




Figure 7: Survey Question Image – Previously Planned Station Locations





Figure 8: Summary of Survey Responses – Potential Station Locations

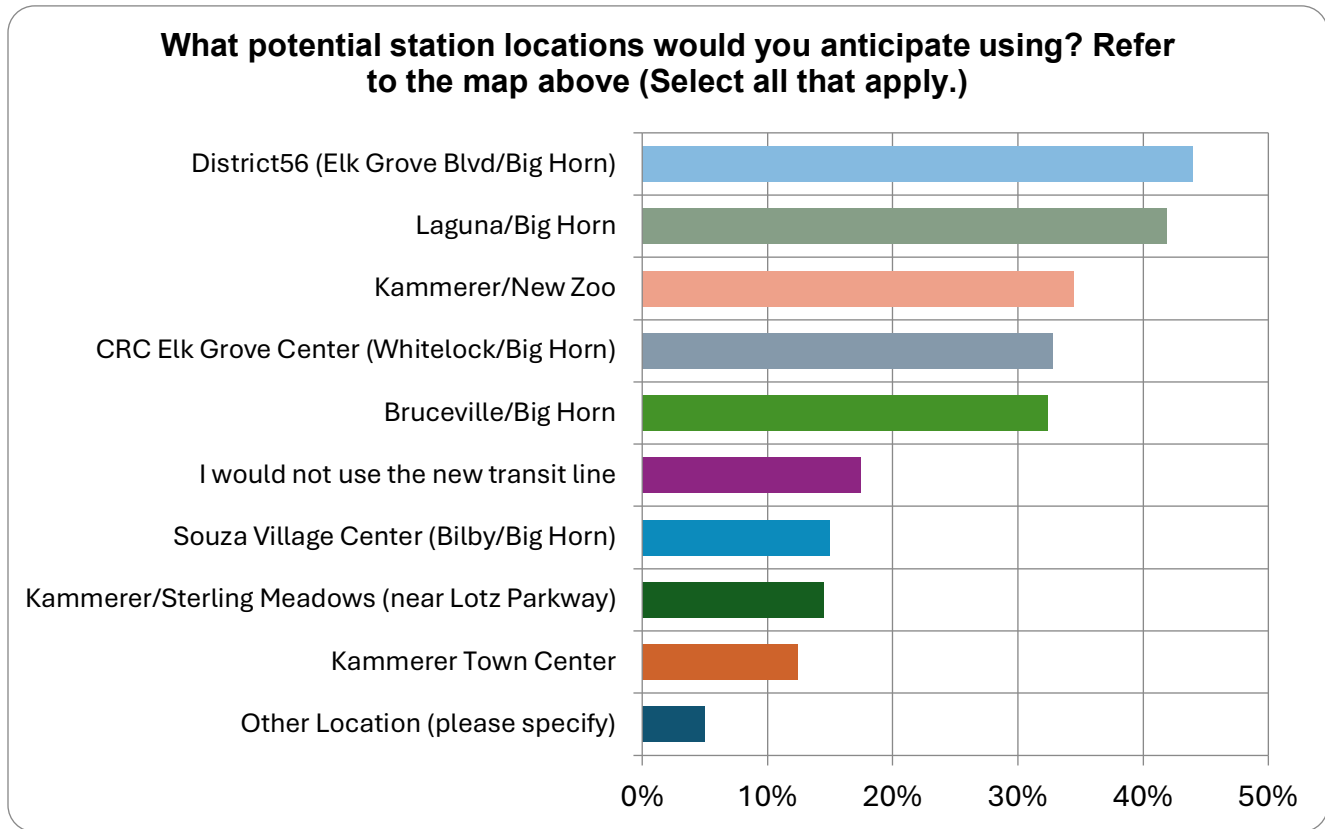




Figure 9: Summary of Survey Responses – Key Project Elements

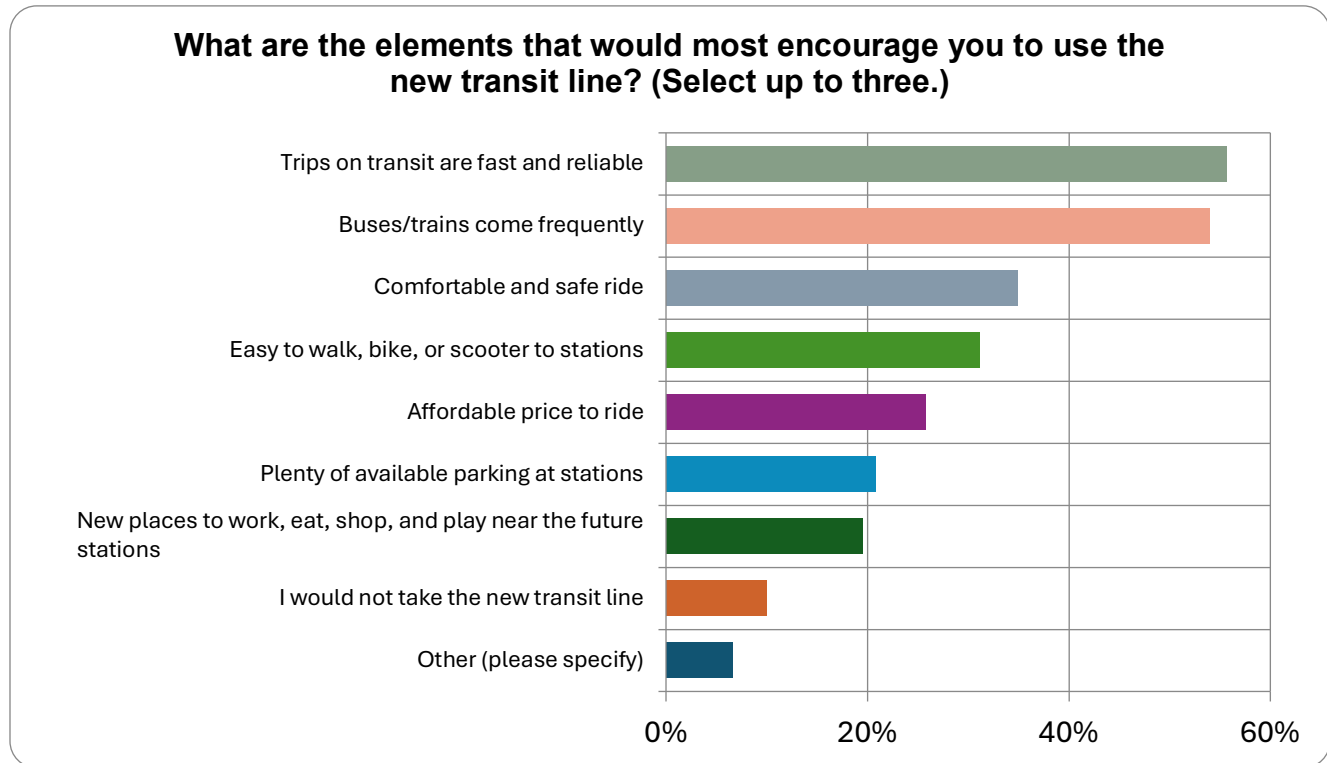


Figure 10: Summary of Survey Responses – Project Objectives

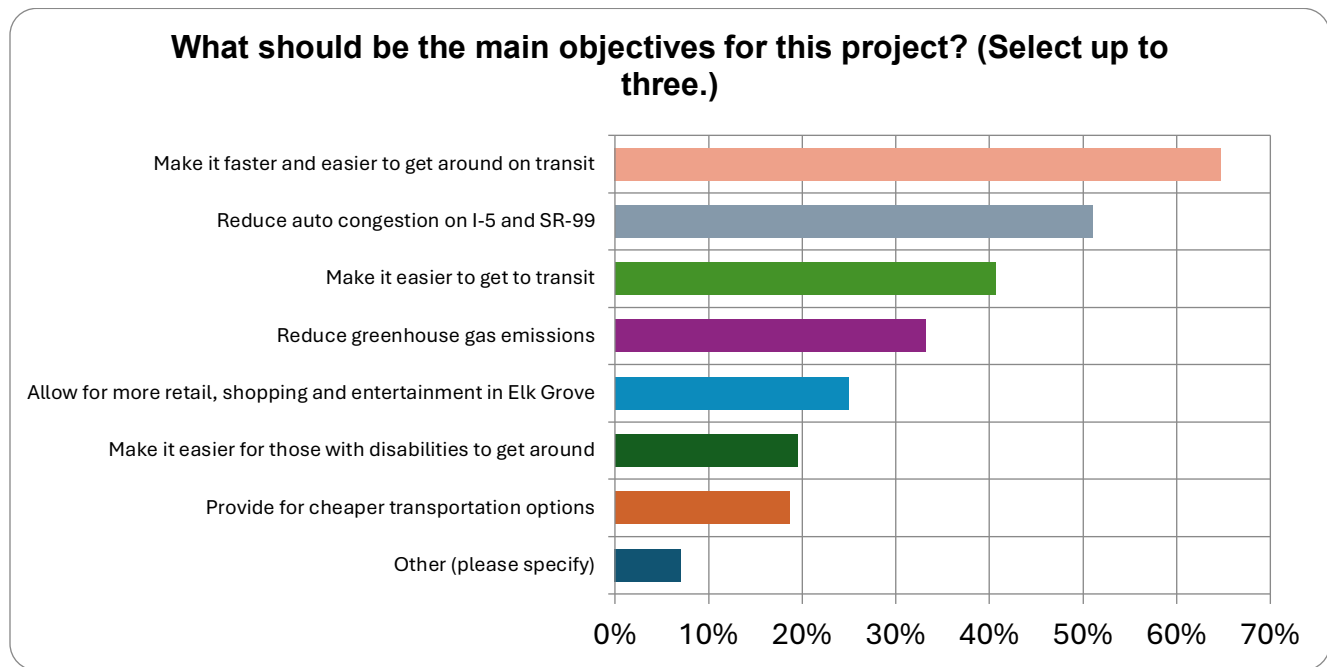




Figure 11: Summary of Survey Responses - Age

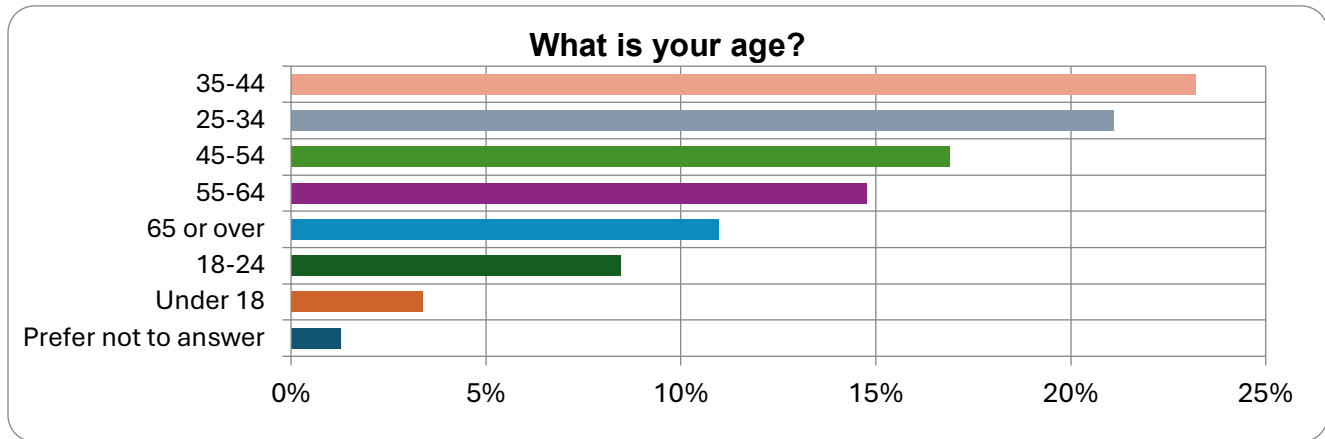


Figure 12: Summary of Survey Responses - Race

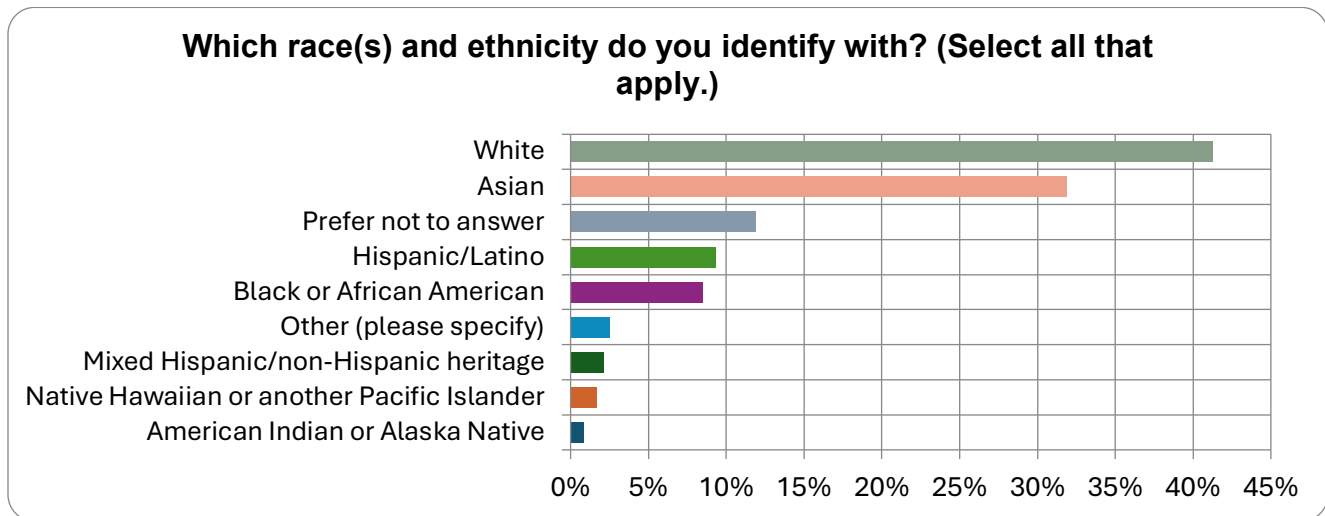
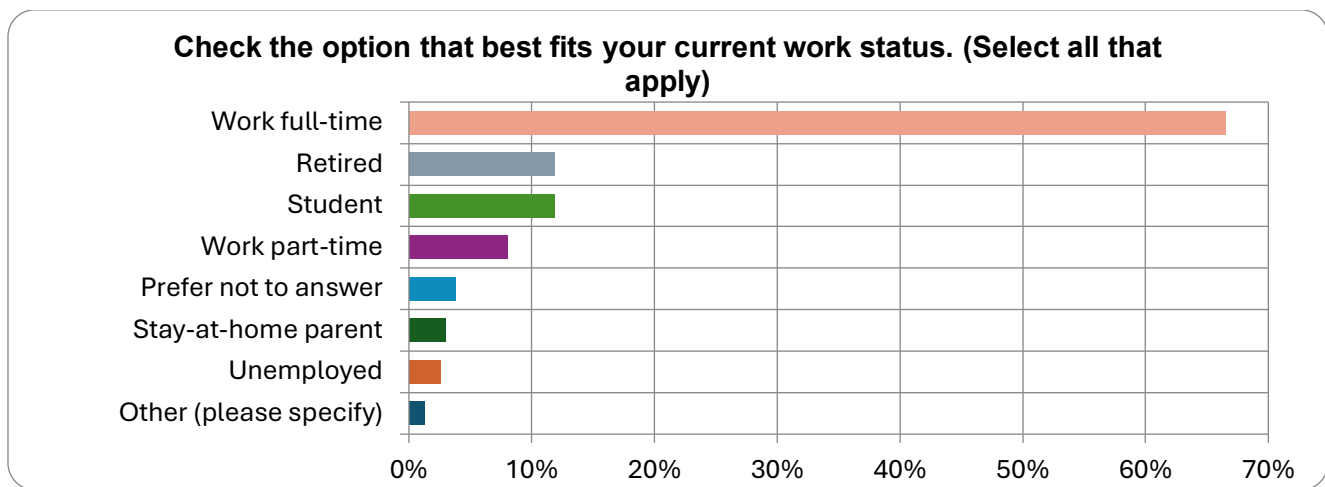


Figure 13: Summary of survey responses – work status





Outreach Round 2

Outreach Round 2 occurred in September 2025 and focused on gathering community input and feedback on the proposed design alternatives and station vision plans. This round of outreach featured extensive in-person events and activities, including face-to-face engagement at key community locations during the recommendations review phase. In contrast to Outreach Round 1, Outreach Round 2 included sharing alternatives with station locations and design concepts, a comprehensive survey featuring various graphics, and a comparison matrix. The purpose of this effort was to provide residents and stakeholders with the information needed to select a preferred alternative for the project corridor. Input from the community was essential to understand community priorities and to guide the refinement of the project alternatives to better meet local needs and preferences. Promotional materials for Outreach Round 2 included social media posts (Facebook, Instagram, X, Next Door, Reddit), City Week At A Glance email blasts, SacRT newsletter article, bus rack cards, palm cards, and digital content to display on multiple Soofa information kiosks. A copy of all promotional materials is included in **Appendix D: Round 2 Promotional Collaterals**.

Outreach Round 2 events and activities included:

- 9/2 In-Person Community Open House – D56
- 9/11 Virtual Community Meeting
- 9/13 Pop-up #1 – Dancing the Globe Diversity Month Event at District56
- 9/18 Pop-up #2 – Global Feast Fest Diversity Month Event at District56
- 9/22 Pop-up #3 – Cosumnes River College (CRC) Blue Line/Elk Grove Bus Transfer Station
- 8/20/25 - 9/25/25 - Online Survey (Open to receiving responses)

In-Person Community Open House

- Date: Tuesday, September 2, 2025
- Time: 6:00 PM – 7:30 PM
- Location: District 56 Community Center – 8230 Civic Center Dr, Elk Grove, CA 95757
- Number of Attendees: ~48 people

On Tuesday, September 2, 2025, at 6:00 PM the City of Elk Grove and SacRT, with support from Kimley-Horn, hosted an in-person community open house at District 56 Community Center. The meeting began with a presentation, followed by a Q&A session, and concluded with the opportunity for attendees to share their feedback on printed display boards and large project



maps. The meeting was advertised on the project webpage, the City’s social media channels, and by several news outlets that picked up the story. A copy of the meeting boards presented can be found in **Appendix E: Round 2 Information Boards**.

The presentation focused on providing an overview of the project objectives, schedule, existing corridor conditions, proposed alternatives, evaluation criteria, and next steps. Additionally, the presentation discussed opportunities for attendees to stay involved and provide feedback through the online survey and the boards and maps present.

During the Q&A session, the community highlighted several key concerns regarding safety, project funding, timeline, and impacts. Specific topics included residential neighborhoods safety near stations—particularly for school children from high transit traffic; noise concerns from the train; traffic impacts and whether the project would reduce roadway congestion; the potential for parking at stations; frequency of train service; and whether grade separation was considered at key intersections.



Figure 14: In-Person Community Open House Presentation



Figure 15: In-Person Community Open House Engagement with project staff after the Presentation

Virtual Community Meeting

- Date: Thursday, September 11, 2025
- Time: 6:00 PM – 7:00 PM
- Location: Zoom
- Number of Attendees: ~ 14

On Thursday, September 11, 2025, at 6:00 PM, the City of Elk Grove and SacRT, with support from Kimley-Horn, hosted a virtual community meeting via Zoom. The meeting began with a presentation, followed by a Q&A session, and concluded with the opportunity for attendees to share their feedback by providing questions and comments in the Q&A box or by raising their hand and coming off mute to speak. The presentation shared at this virtual meeting provided the same information and content shared during the In-Person Community Open House on September 2, 2025.

During the Q&A session, the community highlighted several key concerns related to safety, noise, ridership potential, traffic impacts, and the overall feasibility of the proposed alternatives. A primary focus was the safety of residential neighborhoods near proposed stations—particularly around District56 and nearby schools such as Cosumnes Oaks High School, Pinkerton Middle School, and Zehnder Ranch Elementary—where residents expressed concern about increased crime and non-resident activity.

In addition to safety, attendees raised the following additional themes and concerns:

- **Ridership and Weather Conditions:** Skepticism about projected ridership, especially during extreme weather (e.g., heat, rain, wind), and whether transit benefits would outweigh traffic and property impacts.



- **Suitability for Elk Grove:** Concerns about whether traditional transit models are appropriate for a lower-density, car-dependent community like Elk Grove.
- **Alternative Transit Options:** Suggestions to explore alternative approaches such as underground rail, elevated systems, or monorails to minimize traffic disruptions and preserve neighborhood character.
- **Operational Impacts:** Comments regarding potential noise, vibration, hours of operation, and the availability of parking at station locations.
- **Equity and Accessibility:**
 - Questions about the corridor adequately serving lower-income or transit-dependent populations.
 - Concerns about accessibility challenges for seniors, people with disabilities, and families with young children.
- **Economic Development:** Mixed opinions on whether businesses along the corridor would benefit from increased transit access.

Overall, the virtual meeting captured a wide range of community perspectives, showing both support for improved transit and a strong desire for solutions that reflect the specific needs, values, and context of Elk Grove. A full transcript of the questions and comments is provided in **Appendix F**.

Pop-up Events

Pop-up Event #1 – Dancing the Globe 2025

- Location: District56 – 8230 Civic Center Dr, Elk Grove, CA 95757
- Date: Saturday, September 13, 2025
- Event Hours: 10:00 AM – 3:00 PM

The event was held at the District56 campus and utilized the indoor dance stage and the outdoor courtyard. Food trucks, non-profit organizations, and sponsor booths were set up along The Avenue, just outside the District56 Center. The City with support of Kimley-Horn, facilitated a pop-up table at the event to inform the community about the Study and encourage participation in the online survey. Materials presented included the four proposed conceptual alternatives, a cost-benefit comparison matrix, and station area visions—consistent with the information displayed on the boards at the in-person community open house. City staff engaged with approximately 35 attendees and distributed palm cards containing a link to the online survey.



Figure 16. Dancing the Globe Pop-up Event Interaction

Pop-Up Event #2 – Feast Around the Globe in One Night

Location: District56 (Aquatics Parking Lot) – 9701 Big Horn Blvd, Elk Grove, CA 95757

Date: Thursday, September 18, 2025

Event Hours: 4:00 PM to 8:00 PM

The City of Elk Grove hosted the first-ever Elk Grove Diversity Month Series: Global Feast Fest on September 18th at District56, featuring over 23 food vendors. The event took place in the Aquatics Center parking lot. The City with support of Kimley-Horn, facilitated a pop-up table at the event to inform the community about the Study and encourage participation in the online survey. Materials presented included the four proposed conceptual alternatives, a cost-benefit comparison matrix, and station area visions—consistent with the information displayed on boards at the community open house meeting. Project staff engaged with approximately 140 attendees, captured comments, answered questions, and distributed palm cards containing a link to the online survey.



Figure 17. Feast Around the Globe Pop-up Event Interaction

Pop-Up Event #3 – Cosumnes River College Transit Station

- Location: Cosumnes River College (CRC) Station – 8370 Bruceville Rd, Sacramento, CA
- Date: Monday, September 22, 2025
- Event Hours: 3:00 PM to 6:00 PM

This last pop-up event of the series took place at the Cosumnes River College (CRC) Blue Line & Elk Grove Bus Transfer Station. The City and SacRT with support of Kimley-Horn, facilitated a pop-up table between the bus bays and train platform to inform the community about the Study and encourage participation in the online survey. Materials presented included the four proposed conceptual alternatives, a cost-benefit comparison matrix, and station area visions—consistent with the information displayed on boards at the community open house meeting. Project staff engaged with approximately 25 individuals, mostly students and some faculty members, and distributed palm cards containing a link to the online survey.



Figure 18. CRC Station Pop-up Event Interactions

Online Survey

The online survey for Outreach Round 2 was launched on August 20, 2025, and remained open for approximately five weeks, closing on September 25, 2025. The survey was conducted on SurveyMonkey. Through a combination of in-person outreach and online promotion, the survey received a total of 931 responses—658 completed surveys and 273 partially completed responses.

The Outreach Round 2 survey consisted of 23 questions designed to gather detailed feedback from the community. It included questions about participants' relationship with the study corridor, their input on the proposed design alternatives, feedback on the station area vision plans, and demographic information. Sponsored by SacRT, the City offered 100 free SacRT day passes through a drawing open to survey participants who opted in. The survey also allowed respondents to select specific station areas that they had the desire to comment on, or skip questions or sections deemed irrelevant to them, enabling more targeted and relevant input. A copy of the survey is included in **Appendix G: Round 2 Online Survey Screens and Questionnaire**. All open-ended written responses received in the survey are included in **Appendix H. Round 2 Written-In Responses**.



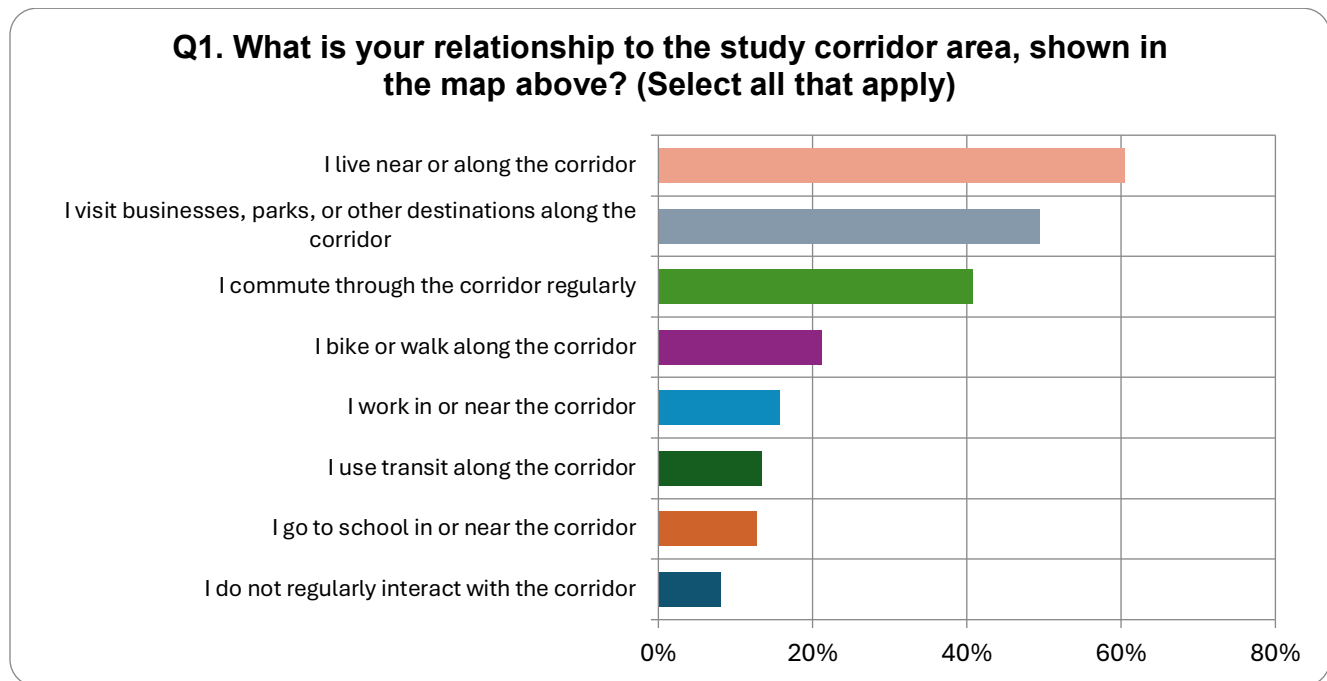
Survey Results Highlights

Tell Us About Yourself Questions

To better understand the connection between survey respondents and the project corridor, three questions were included to gauge their relationship to the area (**Figure 19** through **In terms of** residency, the majority of respondents reported living in the Laguna Creek, Civic Center, or Franklin areas.

Figure 21). When asked about their connection to the study corridor, over 60% of respondents indicated that they live near or along the corridor. The remaining respondents noted that they either visit businesses, parks, or other destinations in the area or regularly commute along or through the corridor.

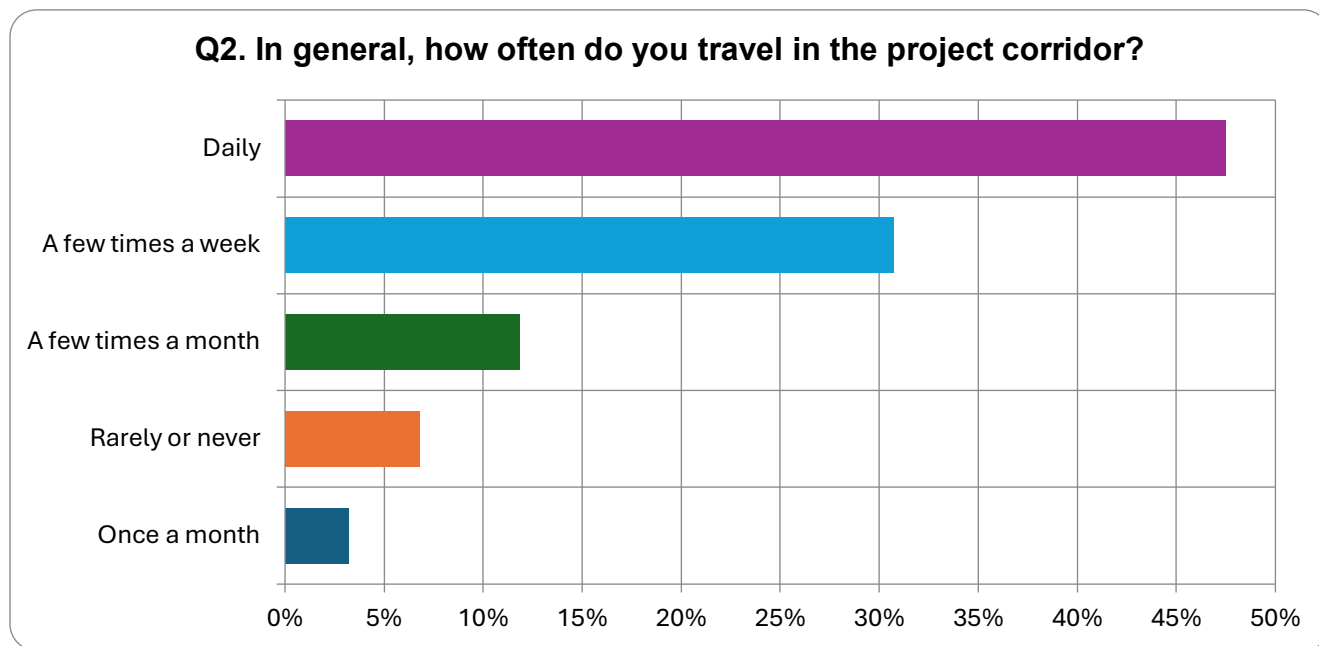
Figure 19: Summary of Round Two Survey Responses – Relationship with Project Corridor



When asked about the frequency of travel on project corridor, nearly 50% of respondents reported traveling within the project corridor daily, while an additional 30% said they do so at least a few times per week.

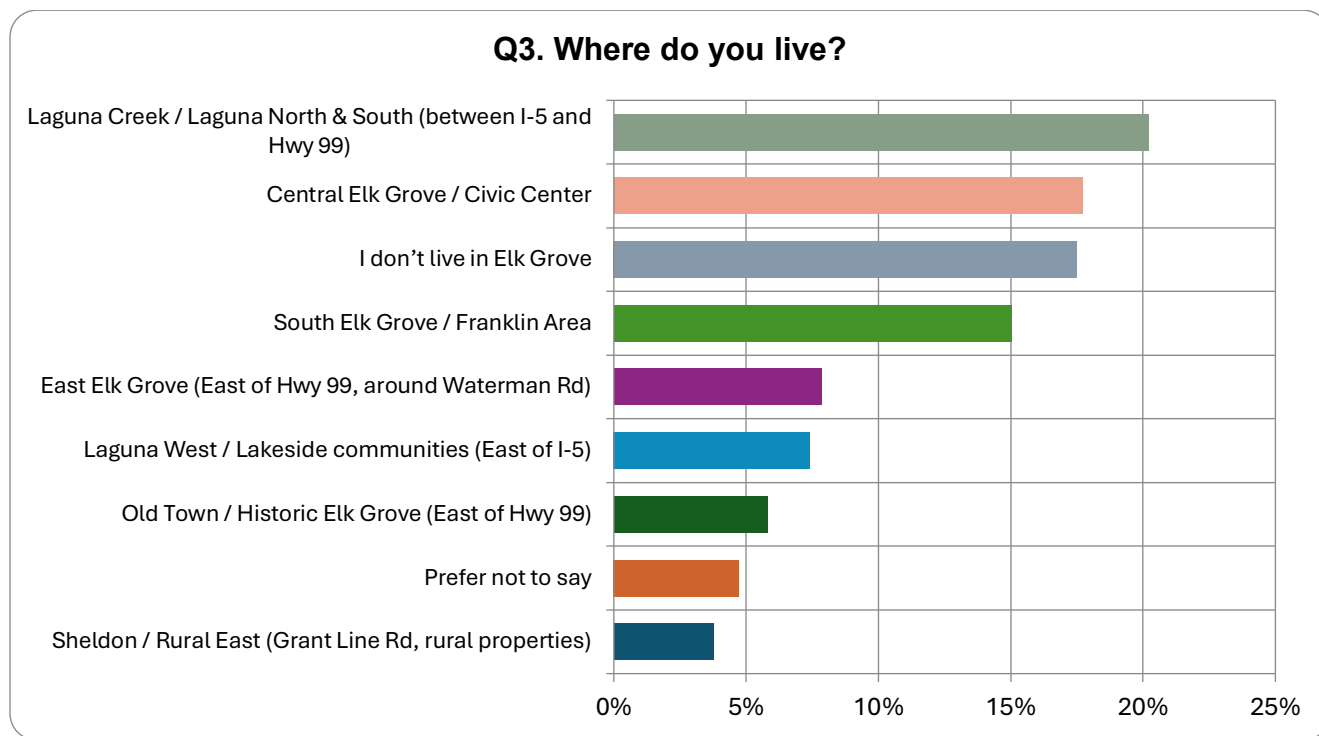


Figure 20: Summary of Round Two Survey Responses – Frequency of Travel on Project Corridor



In terms of residency, the majority of respondents reported living in the Laguna Creek, Civic Center, or Franklin areas.

Figure 21: Summary of Round Two Survey Responses – Home Location





Proposed Alternative Questions

In this section, respondents were presented with detailed information about each of the four proposed project alternatives accompanied by the full cost-benefit comparison matrix (**Appendix G**).

The survey respondents were asked to rank the proposed alternatives from highest to lowest priority and to share any comments or suggested changes to their preferred option. Results showed that a combined 70.3% of respondents preferred one of the build alternatives over the “no change” option, indicating a strong interest in transit improvements along the corridor. Among first-choice build options, Alternative 2 – the LRT option – was the most preferred, selected by 40.3% of respondents (**Figure 22**).

Figure 22: Summary of round two survey responses – first alternative preference

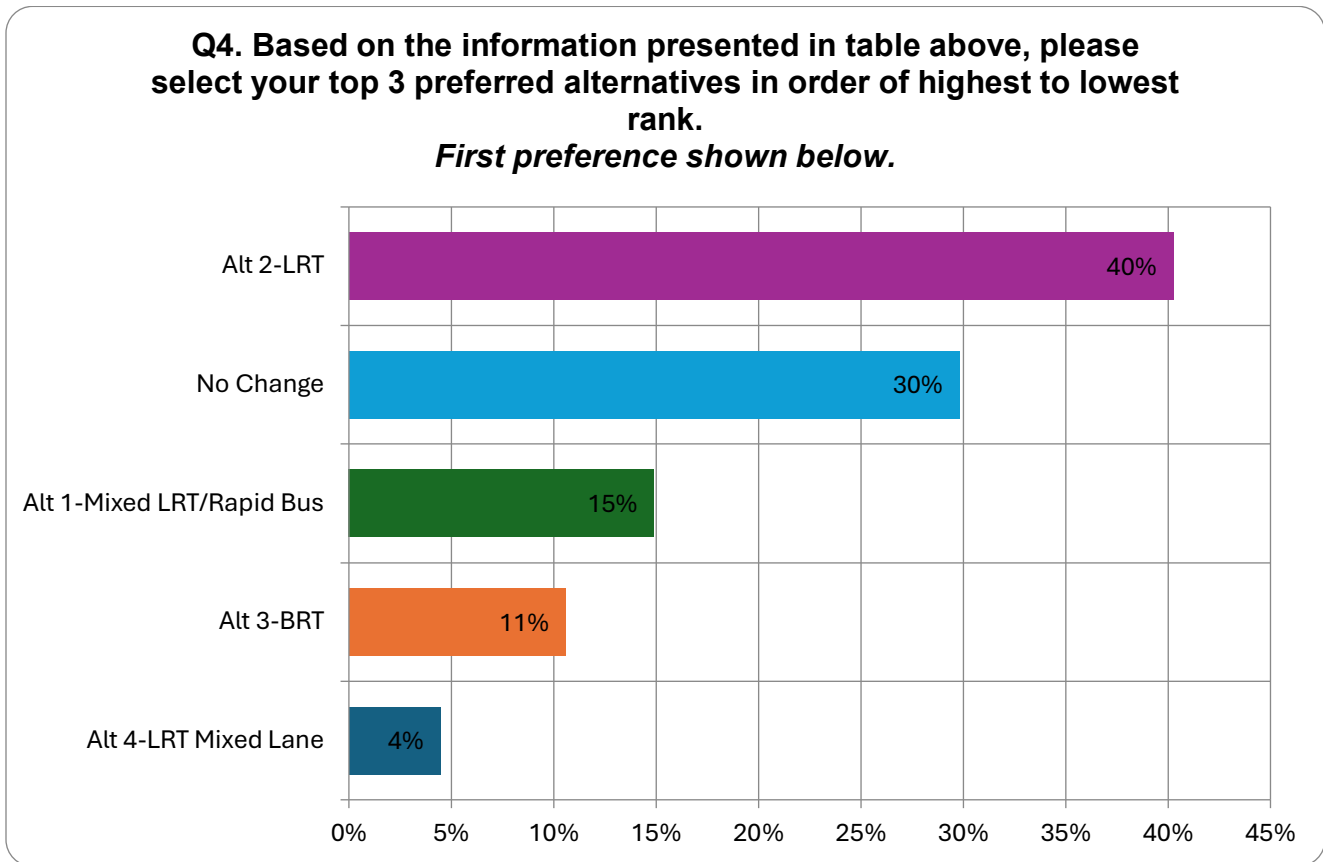
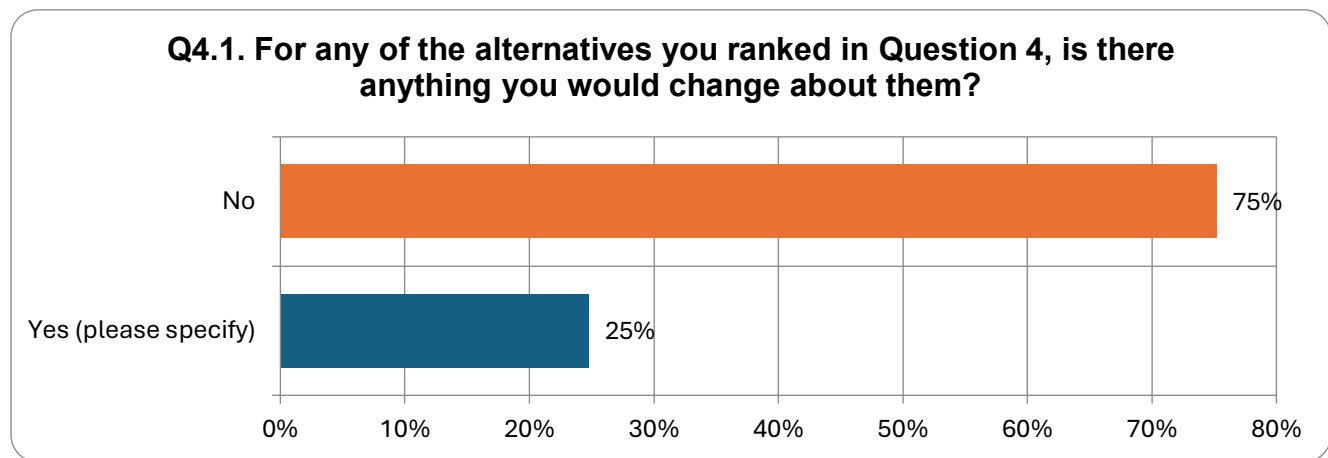




Figure 23: Summary of Round Two Survey Responses – Changes for Chosen Alternative



For respondents who answered “Yes” to the question above, 128 open-ended responses were collected to better understand the nature of the suggested changes. These responses were reviewed and categorized into key themes based on common topics, concerns, or recommendations. A summary of the specific aspects of each alternative that respondents felt could be improved or revised are shown in **Table 1** and detailed below. These suggestions are organized by alternatives, including No Change, as some responses suggested overall project changes.

Table 1. Summary of Open Responses from Question 4.1.

	Total Comments	Alignment Configuration or Location Changes	Station Configuration or Location Changes	Transit Service & Operations	Safety Concerns	Parking Availability for Riders	Traffic Congestion	Noise Pollution	Active Transportation & Access
Alt 1-Mixed LRT/Rapid Bus	18	8	2	4	4	-	-	-	-
Alt 2-LRT	65	35	8	8	2	3	3	2	7
Alt 3-BRT	18	9	4	1	2	1	3	1	2
Alt 4-LRT Mixed Lane	10	2	2	2		-	1	-	2
No Change	17	5	2	2	1	-	3	-	-
Total	128	59	18	17	9	4	10	3	11

For Alternative 1:

- Alignment Configuration or Location Changes
 - o Consider bus-only lanes for rapid transit
 - o Multiple suggestions to extend or change alignment:
 - Terminate at District 56



- Extend to Franklin Blvd
 - Run along Bruceville instead of Big Horn
 - Run along east side of Big Horn
 - Include east side of Highway 99
 - Consider grade separation or overpasses for light rail
- Station Configuration or Location Changes
 - Suggest station only at Bruceville and Big Horn
- Transit Service & Operations
 - Increase bus service, including Saturday service
 - Offer free or reduced fares for students
 - Improve connections to local bus routes
- Safety Concerns
 - Stations near dense residential areas raise concerns, including new single-family homes
 - Worries about homelessness and related safety issues

For Alternative 2:

- Alignment Configuration or Location Changes
 - Mixed opinions on center-running vs. side-running configurations:
 - Some preferred side-running LRT or BRT for easier access and lower cost
 - Others advocated for dedicated center lanes with no traffic mixing
 - Support for Bruceville Road over Big Horn alignment
 - Extending LRT line south to Sky River Casino
 - Multiple suggestions to extend branches of the line:
 - Down Franklin Blvd
 - Across Highway 99
 - Toward Elk Grove Park
 - East Elk Grove
 - Connect to Elk Grove–Cosumnes River College Station
 - Support grade separation – elevated, underground, or grade separated crossings
 - Consider long term compatibility with future San Joaquins / CA High-Speed Rail and future intermodal hub near Grant Line Road
- Station Configuration or Location Changes
 - Support center-running LRT with signal priority
 - Station should be near where people live, work, and shop
 - Stronger connections to local bus routes
- Transit Service & Operations



- Suggested combining nearby stations:
 - Merge Bilby, LEA, and Classical stations
 - Replace closely spaced stops with fewer, better-placed ones for speed and efficiency
- Suggestions other station locations:
 - Closer to Laguna Springs Drive
 - Bruceville & Sheldon / Center Parkway
 - Kyler Road (to serve Arbor Ranch and Madeira Greens)
 - Closer to Hwy 99 than current Kammerer stop
- Concerns that some stations (like Kammerer and Bilby) are too close together
- Question whether car ownership and local attitudes will affect ridership
- Safety Concerns
 - Want minimal impact on private homes, with clear safety measures
- Parking Availability for Riders
 - Request for safe, available parking lots/garages for shoppers and transit riders
- Traffic Congestion
 - Avoid worsening traffic on Laguna Blvd and Elk Grove Blvd
 - Use grade-separated crossings to reduce impact
 - Replace key traffic signals with roundabouts to help flow
- Noise Pollution
 - Establish quiet zone and improve enforcement (e.g. transit police)
 - Use “grassy” (turf covered) track beds instead of rock ballast to reduce noise
- Active Transportation & Access
 - Build separated and protected bike lanes, plus multi-use walking/biking paths
 - Support for bike/scooter share and secure parking (lockers, racks) at stations
 - Include pedestrian/bike bridges where needed
 - Recommend low-floor boarding vehicles for accessibility

For Alternative 3:

- Alignment Configuration or Location Changes
 - Serve east side of Hwy 99 as previously proposed
 - Prefer BRT, but stop at Big Horn & District 56 like Alt 1
 - Route via Laguna at Bruceville for better access
 - Mitigate traffic with overpasses or other grade separations
 - Suggest terminating at Sky River Casino
- Station Configuration or Location Changes
 - Ensure safe pedestrian crossings



- Educate drivers to yield at station areas
- Prefer side-running (sidewalk side) stations for better access and transfers
- Provide station access from Sheldon Rd
- Transit Service & Operations
 - Increase local bus service in Elk Grove
 - Emphasize safety for riders, especially at night
 - Create a direct route from Elk Grove to Sacramento International Airport (SMF)
- Safety Concerns
 - Improve safety on buses, trains, and park-and-ride, especially during night travel
 - Make median stations safe for crossings
 - Educate drivers to yield to pedestrians
- Parking Availability for Riders
 - Build more park-and-ride lots
 - Ensure security, especially during night hours
- Traffic Congestion
 - Concerns about existing congestion on Laguna Blvd and Elk Grove Blvd
 - Light rail could worsen traffic and delays at crossings
 - Use overpasses or grade separations to reduce impact
 - Some feel light rail would negatively affect local travel for residents not commuting to Sacramento
- Noise Pollution
 - BRT seen as quieter and less disruptive
 - Suggest sound-dampening features at Big Horn station
 - Concern about added noise and traffic impacts around Lewis Stein
- Active Transportation & Access
 - Need temporary transportation options during construction
 - Include Class I bike lanes and safe pedestrian facilities between CRC and District56

For Alternative 4:

- Alignment Configuration or Location Changes
 - Instead of using Big Horn Blvd, suggest:
 - Routing along Bruceville Rd to Whitelock Parkway, then Big Horn
 - Keep alignment in mixed traffic
 - Suggestion closing mixed traffic lanes to non-transit vehicles
- Station Configuration or Location Changes
 - Stations should follow COVID-19 safety standards (spacing, capacity)



- Bus routes and stations should connect to nearby high schools for student safety
- Transit Service & Operations
 - Add direct bus service from light rail end point to Elk Grove Park (near shelter)
 - Provide weekend service, including regular and flex routes
- Traffic Congestion
 - Strong objection to protected bike lanes if they reduce car lanes
 - Concern bike lanes may not be well-used and could worsen traffic

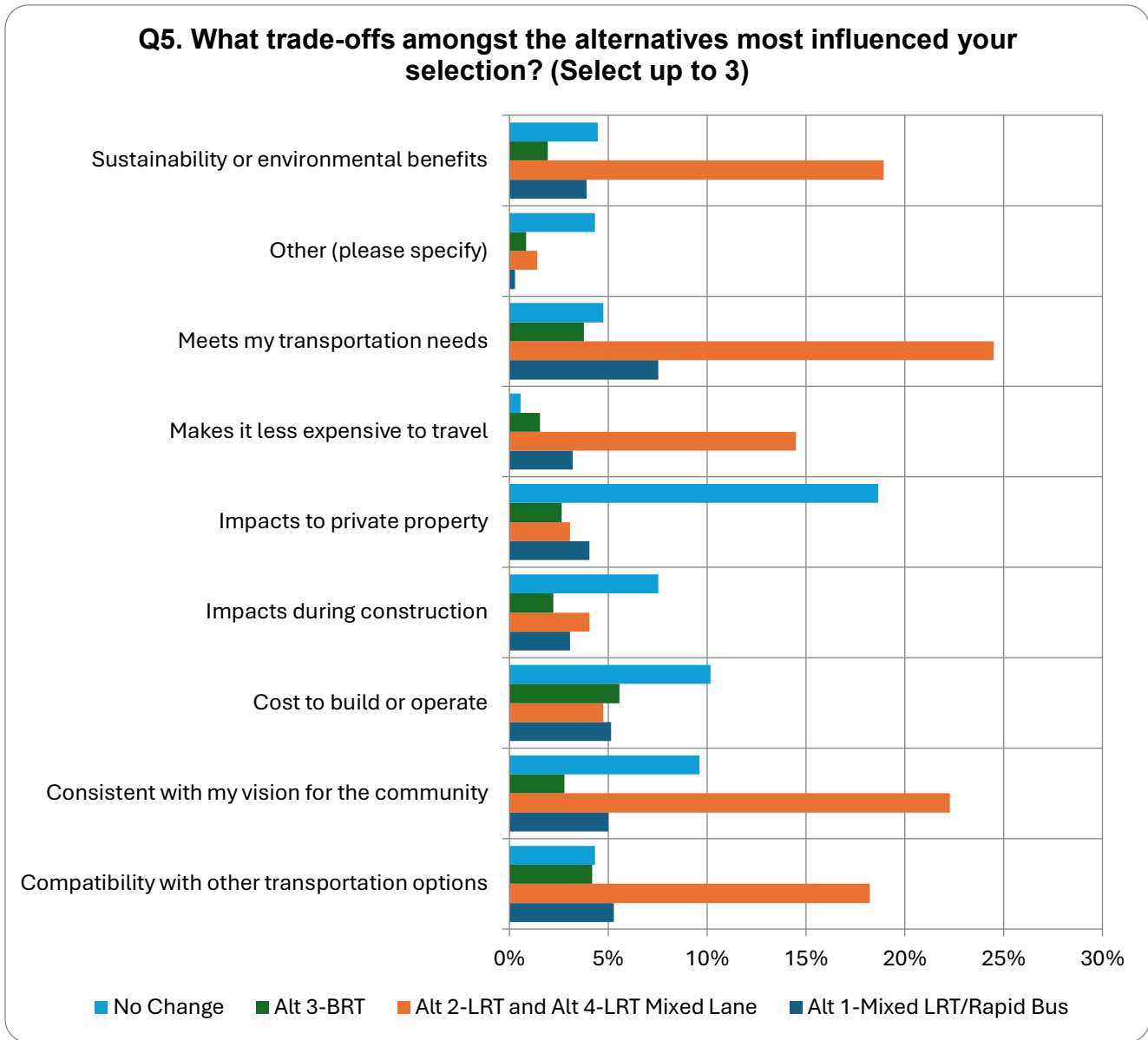
For No Change:

- Alignment Configuration or Location Changes
 - New alignment ideas include:
 - Use Stockton Blvd instead of Big Horn
 - Route along Poppy Ridge Rd and Promenade Pkwy
 - Suggest a limited-stop light rail route from Sky River Casino to Downtown Sacramento
 - Oppose extending the route beyond Whitelock Rd — area is still undeveloped
 - Minimize in-lane (mixed traffic) operations to reduce disruptions

When asked what trade-offs between alternatives most influenced ranking, the highest percentage of respondents indicated that they chose alternatives that were consistent with their vision for their communities. The second highest percentage of respondents chose alternatives based on compatibility with other transportation options (**Figure 24**).



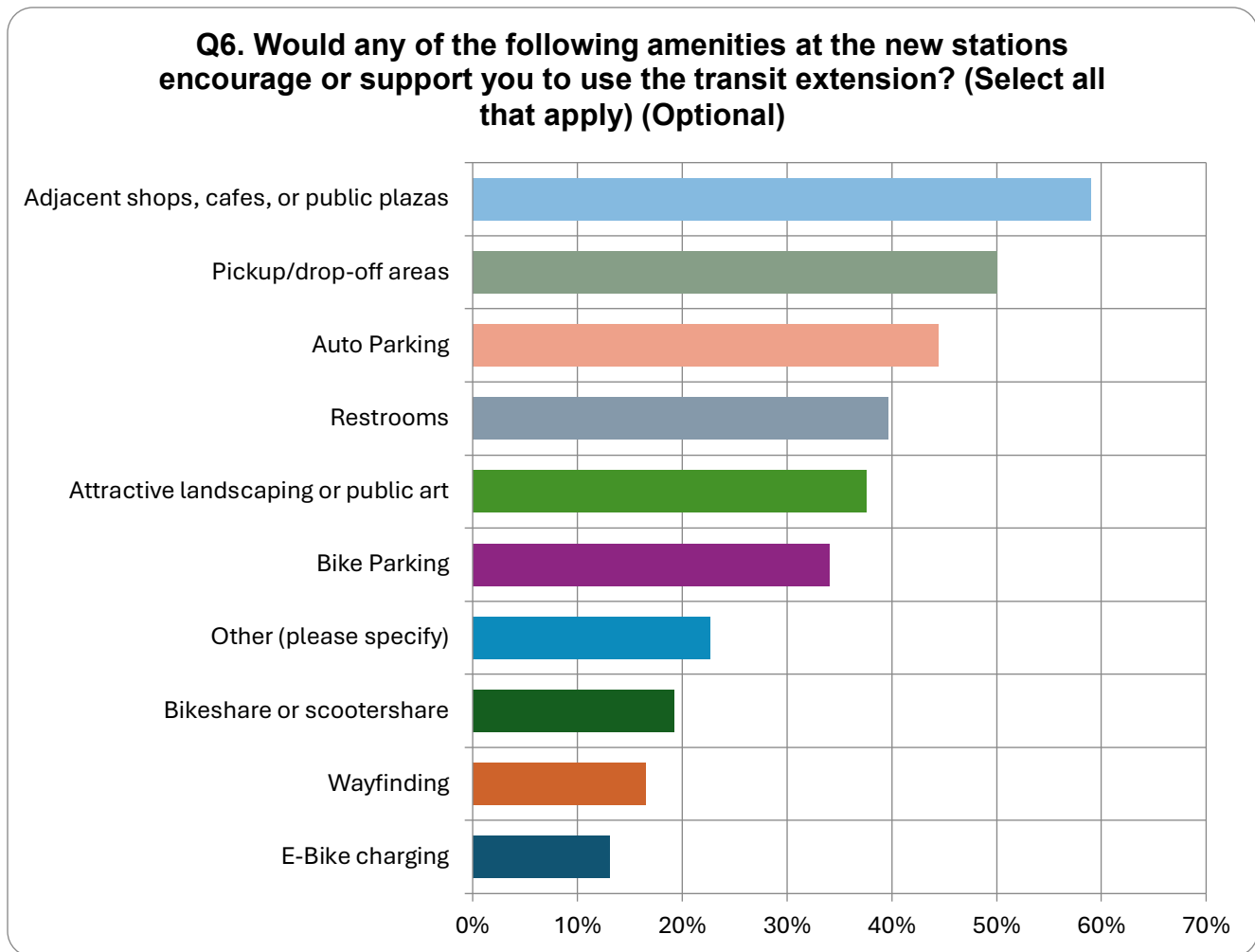
Figure 24: Summary of Round Two Survey Responses – Alternatives Trade-Offs



When asking if there are amenities at the new stations that would encourage the use of the transit extension, over 50% of respondents answered that adjacent shops, cafes, or public plazas would encourage them to use the transit extension. 50% of respondents answered that pick-up/drop-off areas would encourage them to use the transit extension ().



Figure 25: Summary of round two survey responses – station amenities



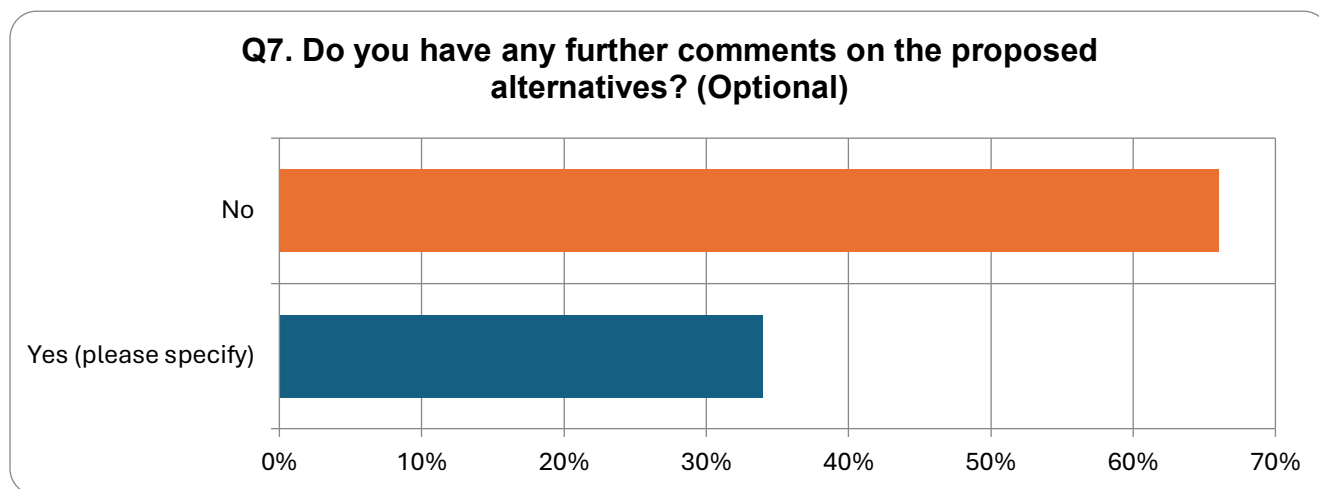
Below is the summary of the 230 open-ended responses received from participants that answered “Yes” to having other comments on the proposed alternatives, see **Figure 26** and open responses in **Appendix H. Round 2 Written-In Responses**.

- **Transit Support (Conditional):** Some participants supported light rail expansion for regional connectivity (e.g., airport, downtown, Roseville) and suggested more frequent local bus service, especially on Route 114.
- **Traffic & Safety Concerns:** Many expressed concern that transit projects would worsen traffic, especially near schools, and increase safety issues, crime, and homelessness.
- **Opposition to Light Rail:** Several respondents opposed light rail, citing infrequent service, poor reliability, safety concerns, and a preference for driving.
- **Equity & Demographic Fit:** Some felt the local population is unlikely to use public transit due to lifestyle preferences and status perceptions.



- **Alternative Suggestions:** Suggestions included using existing rail corridors, grade-separated transit (e.g., subways or gondolas), consolidating stops, improving security, and adding park-and-ride facilities.
- **Concerns About Project and Governance:** Several comments expressed skepticism about government spending, with some individuals voicing opposition to the project based on political or personal perspectives
- **Enthusiastic Support (Minority):** A few respondents strongly supported the project, viewing transit as a long-term investment and offering help with outreach or fundraising.

Figure 26: Summary of round two survey responses – addition comments on proposed alternatives

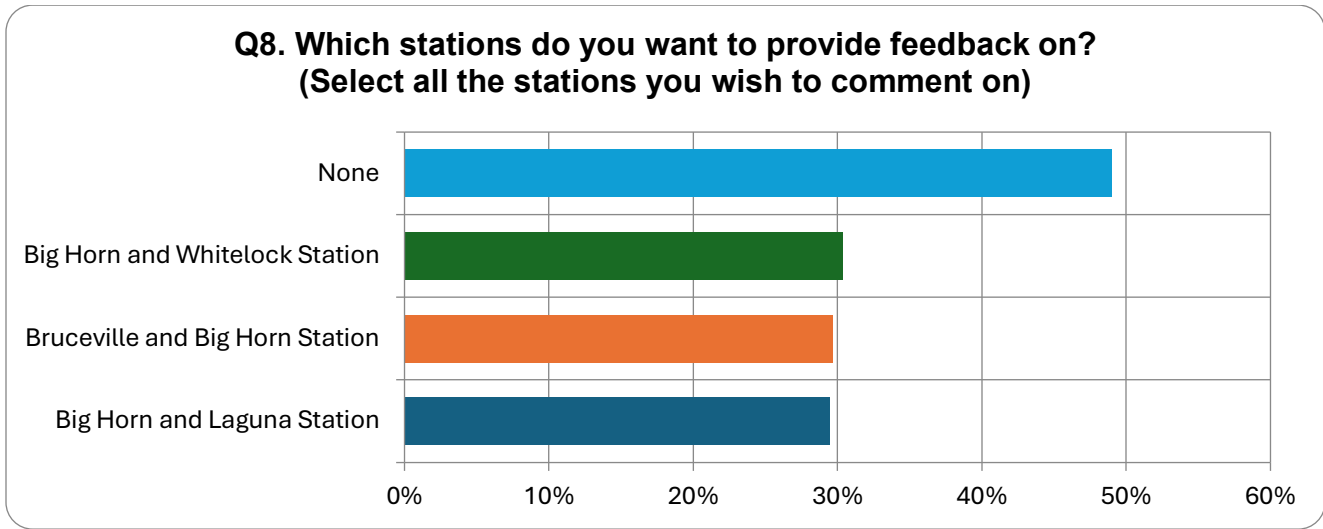




Station Area Vision Plan Questions

Participants were presented with three station areas and could select up to three to provide input based on their interests. The survey was designed to allow respondents to engage only with the station areas relevant to them and to skip questions or sections they considered not applicable, enabling more targeted and meaningful feedback. Draft vision plans and summarized background information were provided for each area to support informed responses. Each of the three station areas received over 200 responses, with individual station response counts ranging from 206 to 212.

Figure 27: Summary of Round Two Survey Responses – Station Selection for Additional Comments



Responses for each station are summarized below.



Bruceville and Big Horn Station

Based on the provided information about station area features and surrounding developments, participants were asked to identify the amenities that would encourage them to travel more to and from the station area. A total of 97 responses, covering over twelve common categories or themes, are summarized in **Figure 29**.

Figure 28: Summary of Round Two Survey Responses – Bruceville and Big Horn Station Vision



A notable 17% recommended the addition of buffered or protected bike lanes to improve safe bicycle access. Another 10% highlighted the need for better bus connections and increased service frequency as key improvements that would encourage them to use the station more frequently.



Figure 29: Summary of round two survey responses – Bruceville and Big Horn Station improvements

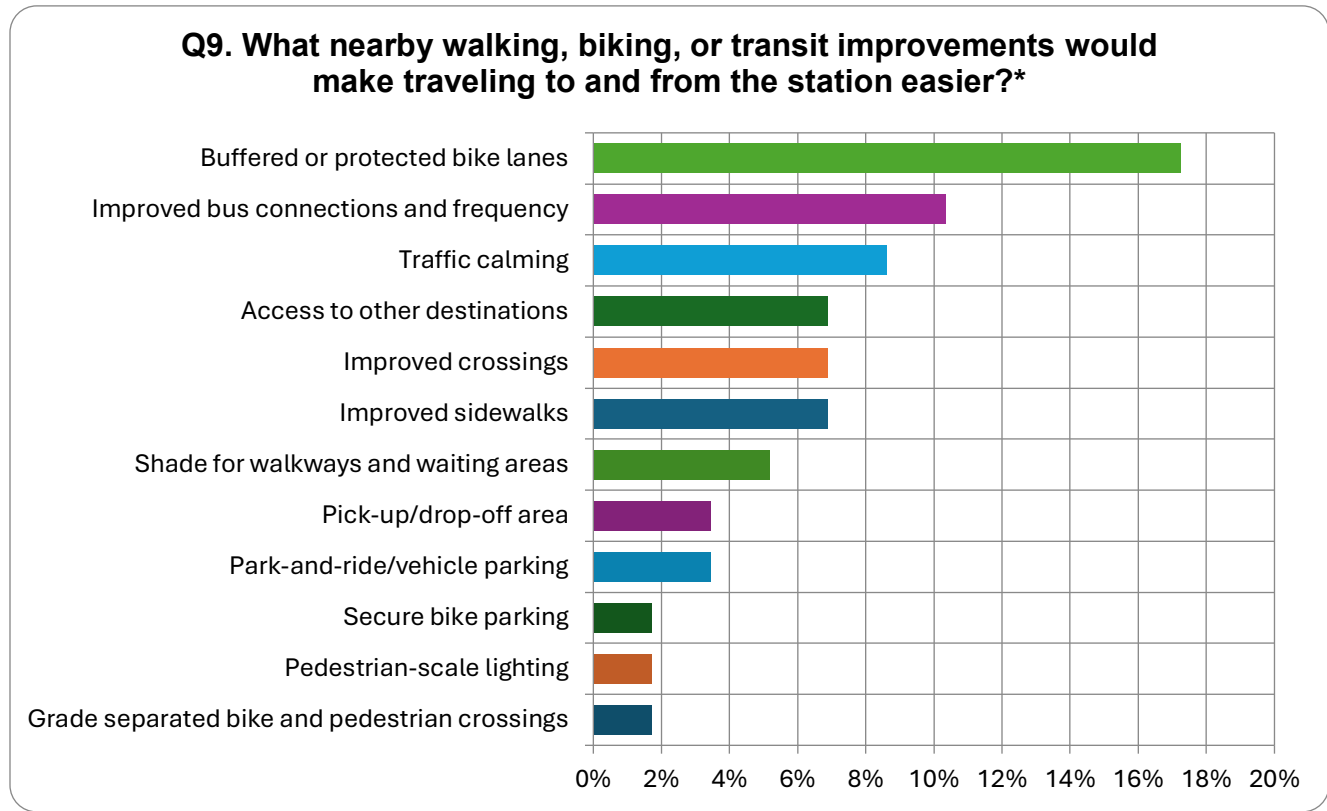
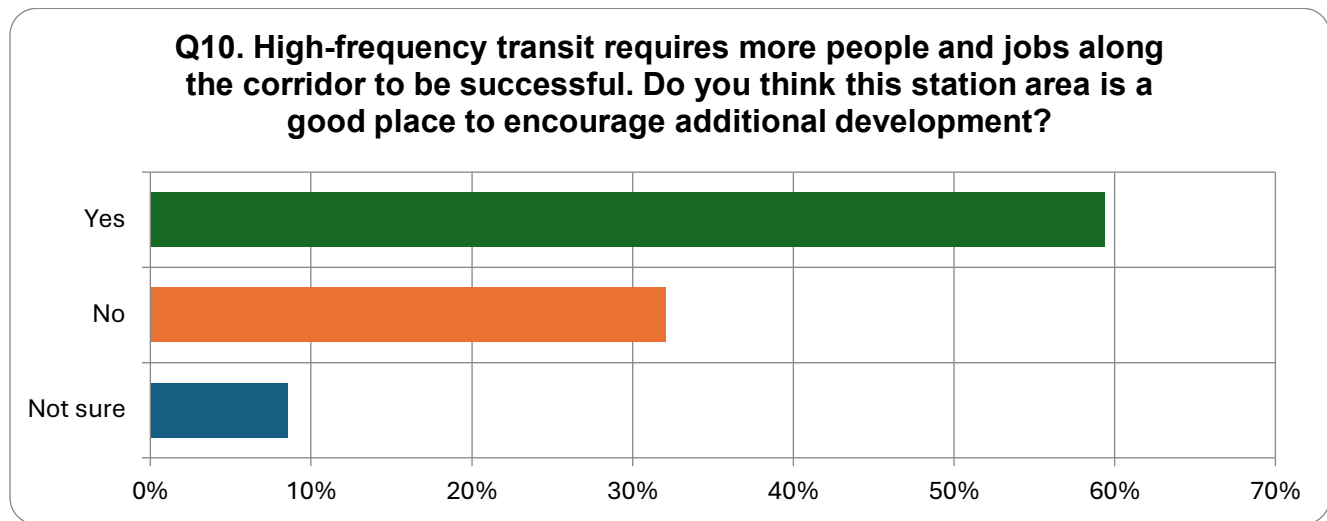


Figure 30: Summary of Round Two Survey Responses – Bruceville and Big Horn Station Support



Most respondents, who answered “No” and “Not sure” to this station area being a good place to encourage additional development, specified their reasons. Common concerns summarized from 39 written comments are as follow:

**Land Use Comments:**

- Transit should connect where people live, work, and access services.
- Current/planned developments (e.g. storage units, low-density retail) don't align with transit goals.
- Lack of nearby white-collar jobs and mixed-use areas limits transit viability.

Traffic & Congestion Concerns

- Existing roads are already congested; added infrastructure could worsen traffic.
- Suggestion to move stations off main roads or congested corridors.

Safety & Quality of Life

- Strong concerns that transit expansion would lead to increased crime, homelessness, and reduced neighborhood safety.
- Fear of declining property values and neighborhood character due to proximity to stations.

Opposition to Light Rail Expansion

- Belief that light rail is unnecessary, unwanted, or poorly suited for the area.
- Perception that few would use it; preference for expanded bus service instead.
- Some view the project as a waste of taxpayer money.

Community Identity & Growth Concerns

- Desire to maintain Elk Grove's small-town feel and avoid overdevelopment.
- Concerns about urbanization and negative changes to suburban neighborhoods.

Planning & Development Issues

- Criticism of inconsistent land use planning and permitting (e.g., approving storage facilities near proposed transit).
- Floodplain development concerns and need for better alignment between transit and land use policy.

When asked about preferred types of development in the area, nearly 50% of respondents selected parks and open space, followed by 46% who favored small retail businesses. Between 25% and 35% supported community services, affordable housing, and mixed-use buildings.

Figure 31: Summary of round two survey responses – Bruceville and Big Horn Station additional features

Finally, respondents had the opportunity to vocalize any comments, concerns, or suggestions for the proposed station vision. In total, of the 75 written-in responses, 47 responses fell into the following general categories:

Land Use (32% of all responses):



- Mixed sentiments on additional housing. Supporters of additional housing would like to see more affordable housing and mixed-use developments while opponents of additional housing believe that the area has enough residential development.
- Desire for more parks and greenspace.
- Suggestions to add more community-oriented and family-oriented developments that will be used by members of the community, such as more activities and recreation.

Traffic (16% of all responses):

- Concerns about existing congestion worsening as a result of station infrastructure and new developments.

Safety (13% of all responses):

- Concerns about potential increased unhoused population.
- General concerns about light-rail related crime based on personal experiences and news.

Parking (1% of all responses):

- Desire for ample parking.



Big Horn and Laguna Station

Based on the provided information about station area features and surrounding developments, participants were asked to identify the amenities that would encourage them to travel more to and from the station area. *A total of 96 responses, covering over fifteen common categories or themes, are summarized in **Figure 33**.*

Figure 32: Summary of round two survey responses – Big Horn and Laguna Station



When asked how travel to and from the station could be improved, nearly one quarter (25%) of respondents identified buffered or protected bike lanes. 15% of respondents would like to see a park-and-ride lot or vehicle parking, and 13% would like additional shade for walkways and waiting areas.



Figure 33: Summary of round two survey responses – Big Horn and Laguna Station improvements

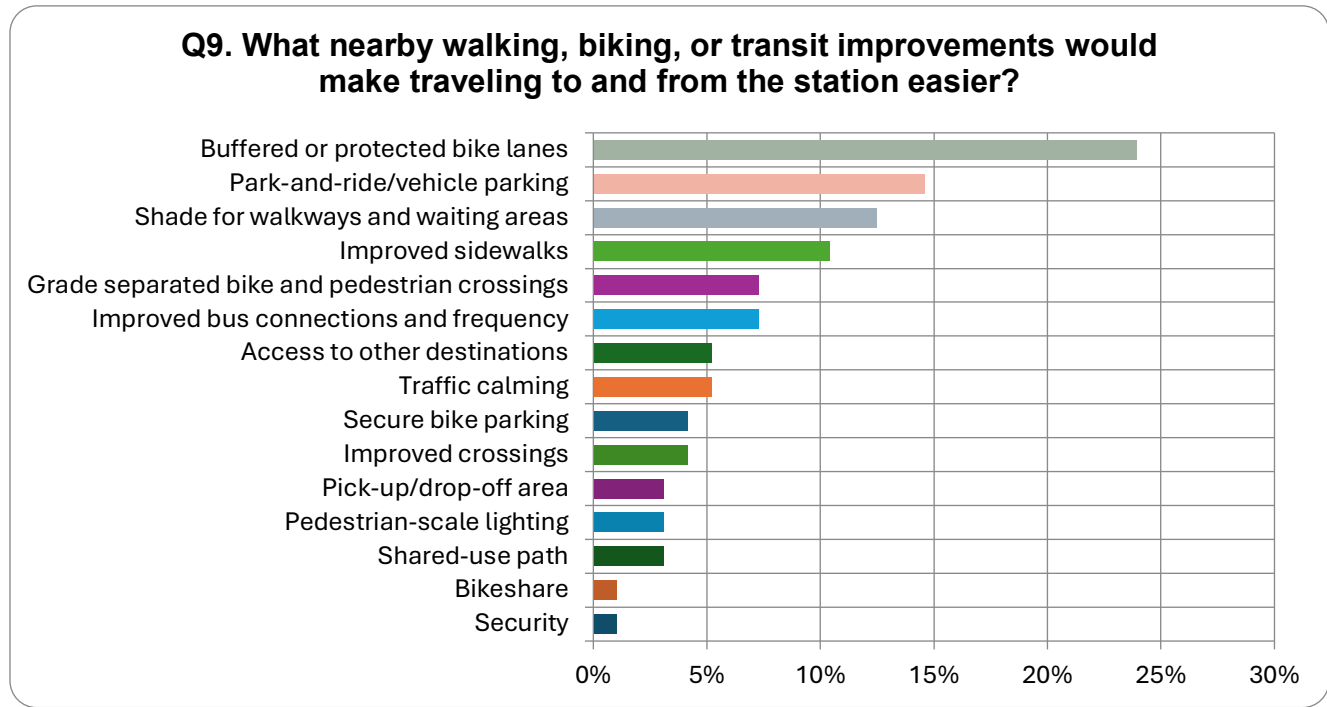
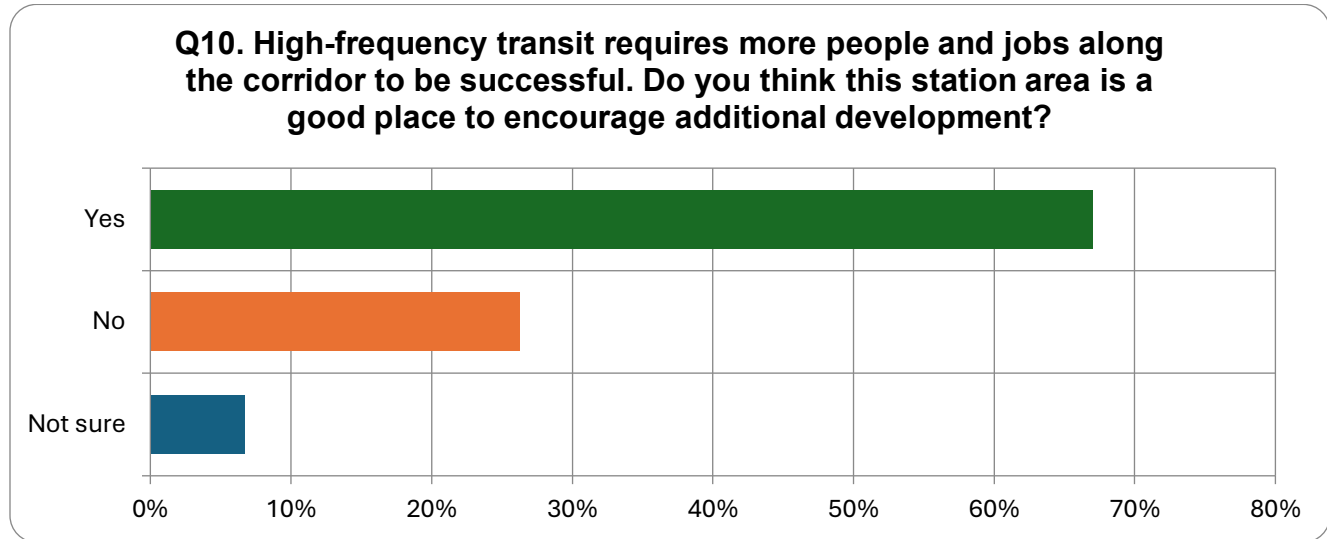


Figure 34: Summary of round two survey responses - Big Horn and Laguna Station support



Most respondents, who answered “No” and “Not sure” to this station area being a good place to encourage additional development, specified their reasons. Common concerns summarized from 29 written comments are as follows:

Land Use Comments



- Area lacks the dense housing, mixed-use development, and white-collar jobs needed to support successful transit.
- Existing and planned uses (e.g., storage units, low-density retail) don't align with transit-oriented development goals.

Traffic & Congestion Concerns

- Already high congestion on major roads like Laguna Blvd would worsen with a new station.
- Suggestions to avoid siting stations near heavily trafficked intersections.

Safety & Quality of Life

- Strong concerns about increased crime, homelessness, and reduced neighborhood safety.
- Fears of declining property values, noise pollution, and impacts on family-oriented spaces like Miwok Park.

Opposition to Light Rail Expansion

- Widespread skepticism about the need for light rail in Elk Grove.
- Belief that few would use it; preference for improved bus service.
- Viewed by many as a misuse of taxpayer dollars.

Community Identity & Growth Concerns

- Desire to preserve Elk Grove's suburban character and avoid further overdevelopment.
- Frustration with rapid growth and a perceived lack of family-friendly green space.

Planning & Development Issues

- Criticism of inconsistent planning decisions that don't support long-term transit goals.
- Concerns about poor coordination between transit planning and land use policy.

Respondents were asked to identify what types of developments they would like based on the proposed station area features. Nearly 50% of respondents chose small businesses and retail as well as community services, such as clinic and libraries. 40% of respondents chose parks and open space. Between 30% and 40% of respondents would like to see mixed-use buildings and affordable housing.

Figure 35: Summary of round two survey responses – Big Horn and Laguna Station additional features

?

Respondents could also provide any comments, concerns, or suggestions for the proposed station vision. In total, of the 74 written-in responses, 42 responses fell into the following general categories:



Land Use (26% of all responses):

- Support for increased mixed-use development that have affordable housing, businesses, and employment centers.
- Suggestion to add small businesses and greenspace to increase the “community feel.”

Traffic (15% of all responses):

- Concern about existing congestion worsening as a result of station infrastructure and new developments.
- Concern about increased delays due to increased foot traffic.

Safety (11% of all responses):

- Concerns about potential increased unhoused population.
- Concerns about increased general criminal activity.

Parking (3% of all responses):

- Suggestion to put parking underground to create a more inclusive walking environment and increase ridership.

Transit (1% of all responses):

- Desire for improved connections to existing bus services.



Big Horn and Whitelock Station

After being provided information about the proposed station area features and surrounding developments, participants were prompted to identify the amenities that would encourage them to travel more to and from the station area. A total of 83 responses, covering over thirteen common categories or themes, are summarized in **Figure 37**.

Figure 36: Summary of round two survey responses – Big Horn and Whitelock Station



Respondents were asked what improvements would improve traveling to and from the station. The most common suggestion was buffered or protected bike lanes, which was mentioned by 18% of respondents. 8% of respondents identified a park-and-ride lot or vehicle parking as a desired improvement, and 6% of respondents identified grade-separated bike and pedestrian crossings.



Figure 37: Summary of round two survey responses – Big Horn and Whitelock Station improvements

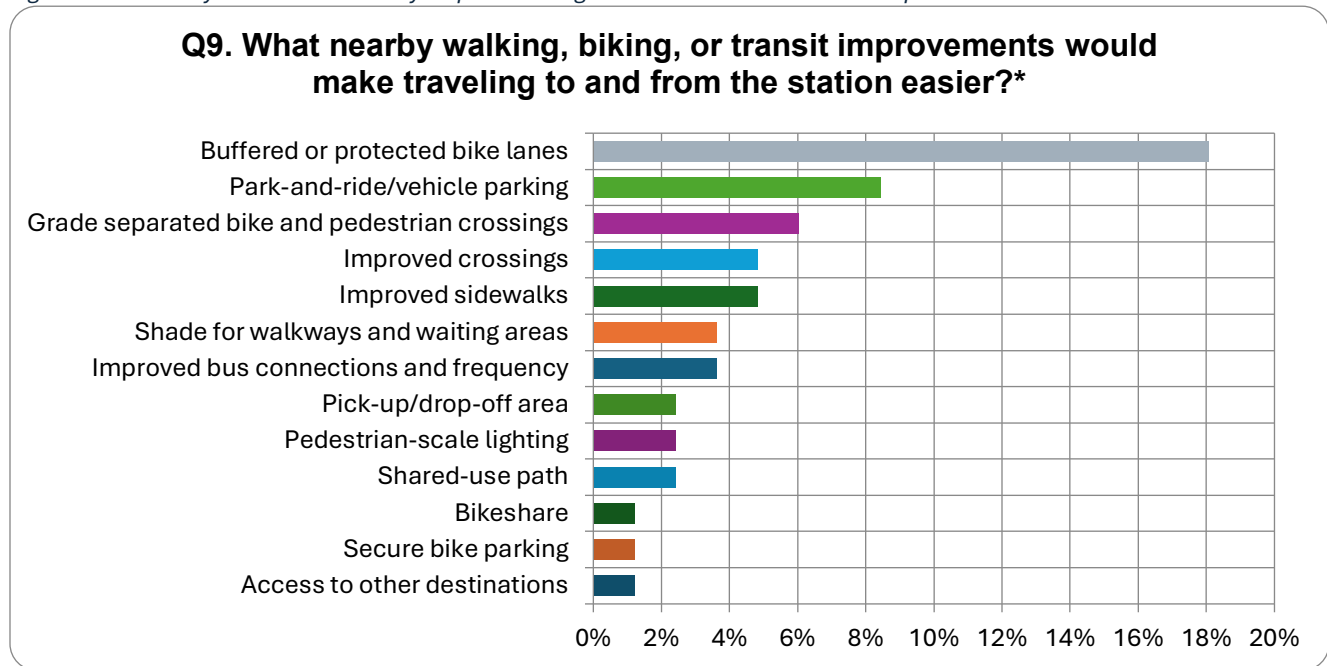
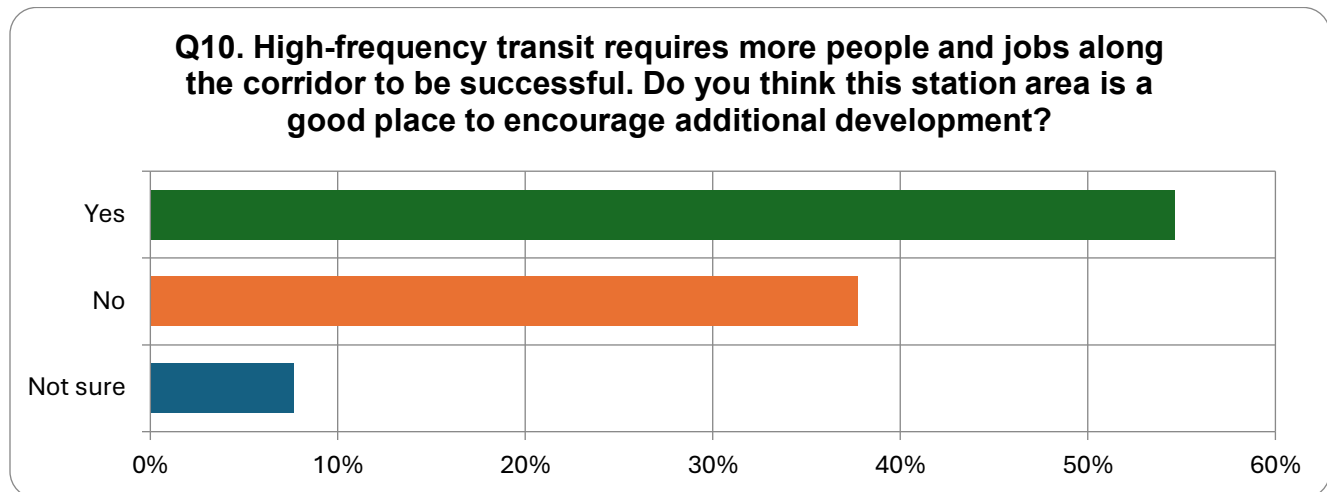


Figure 38: Summary of round two survey responses - Big Horn and Whitelock Station support



Most respondents, who answered “No” and “Not sure” to this station area being a good place to encourage additional development, specified their reasons. Common concerns summarized from 40 written comments are as follows:

Land Use

- Area is mostly residential with limited development potential.
- Surrounding uses (homes, schools, small retail) don’t support high-capacity transit.



Traffic & Congestion

- School traffic is already severe; light rail would worsen congestion and delays.
- Safety concerns for kids crossing busy roads, especially during school hours.

Safety & Quality of Life

- Strong fears about increased crime, homelessness, and noise.
- Concern over station’s proximity to schools and family areas.

Opposition to Light Rail

- Many view the project as unnecessary and a waste of taxpayer money.
- Belief that residents won’t use it; preference for driving remains strong.

Community Identity

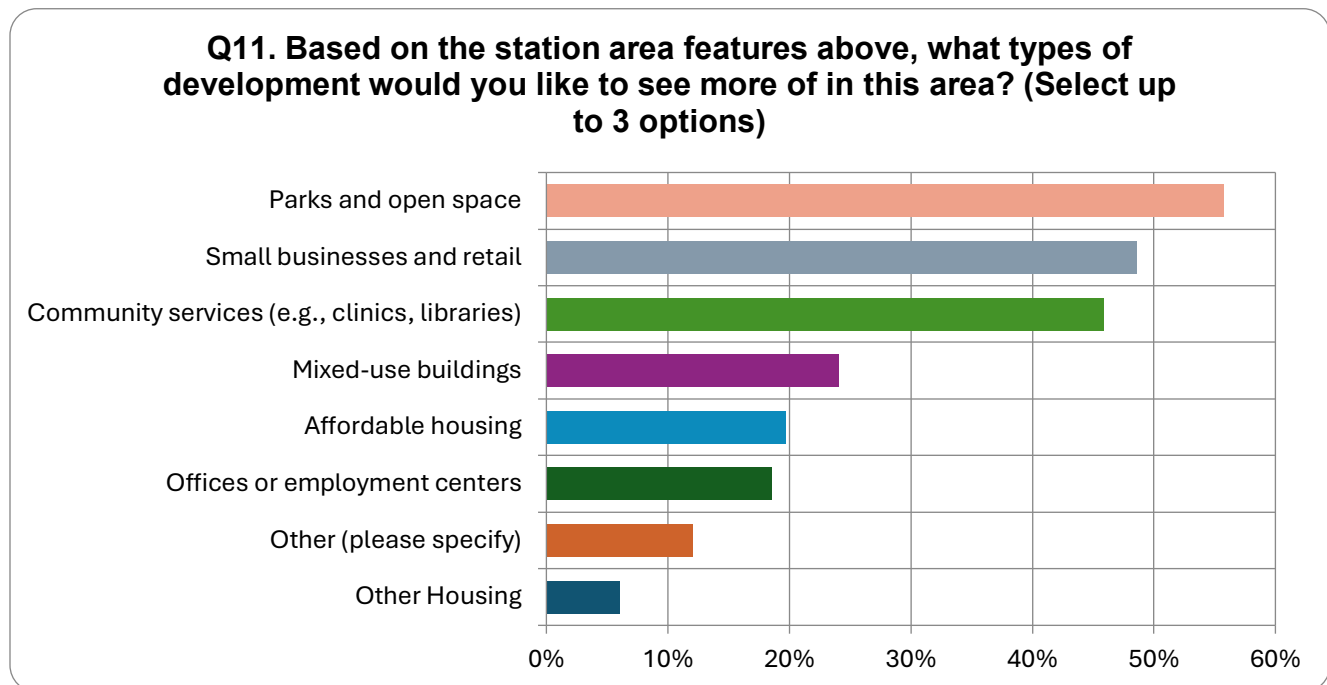
- Concern that light rail contributes to overdevelopment and loss of Elk Grove’s suburban character.

Planning Issues

- Station lacks major destinations or job centers to justify transit investment.
- Some note poor land use alignment and overbuilt conditions.
-

When asked which developments they would to see around the station area, over 50% of respondents chose parks and open space. Nearly 50% of respondents selected small businesses and retail, and 46% chose community services, such as clinics and libraries.

Figure 39: Summary of round two survey responses – Big Horn and Whitelock Station additional features





When asked for any comments, concerns, or suggestions for the proposed station vision, 73 people provide responses with 42 responses that fit into the following general categories:

Safety (27% of all responses):

- Most responses regarding safety of the three proposed stations.
- Concerns about proximity to schools and children.
- Concerns about potential increased unhoused population.
- Concerns about increased general criminal activity.
- Concerns about students using transit during school hours.

Land Use (22% of all responses):

- Support for increased mixed-use development that have affordable housing, businesses, and employment centers.
- Suggestion for streetscapes and more pedestrian facilities.

Traffic (8% of all responses):

- Concern about existing congestion worsening as a result of station infrastructure and new developments.
- Concern about noise associated with increased traffic.



Demographic Questions

Figure 40 Summary of Round Two Survey Responses – Age

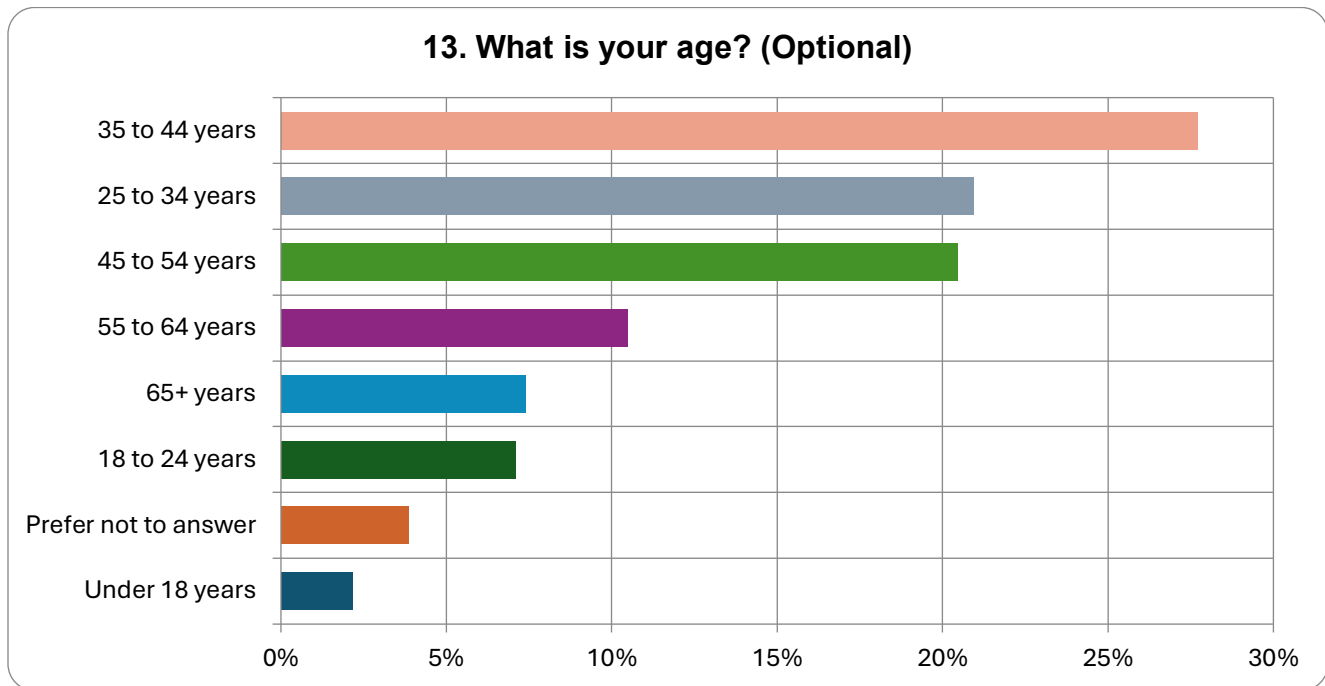


Figure 41: Summary of Round Two Survey Responses – Race And Ethnicity

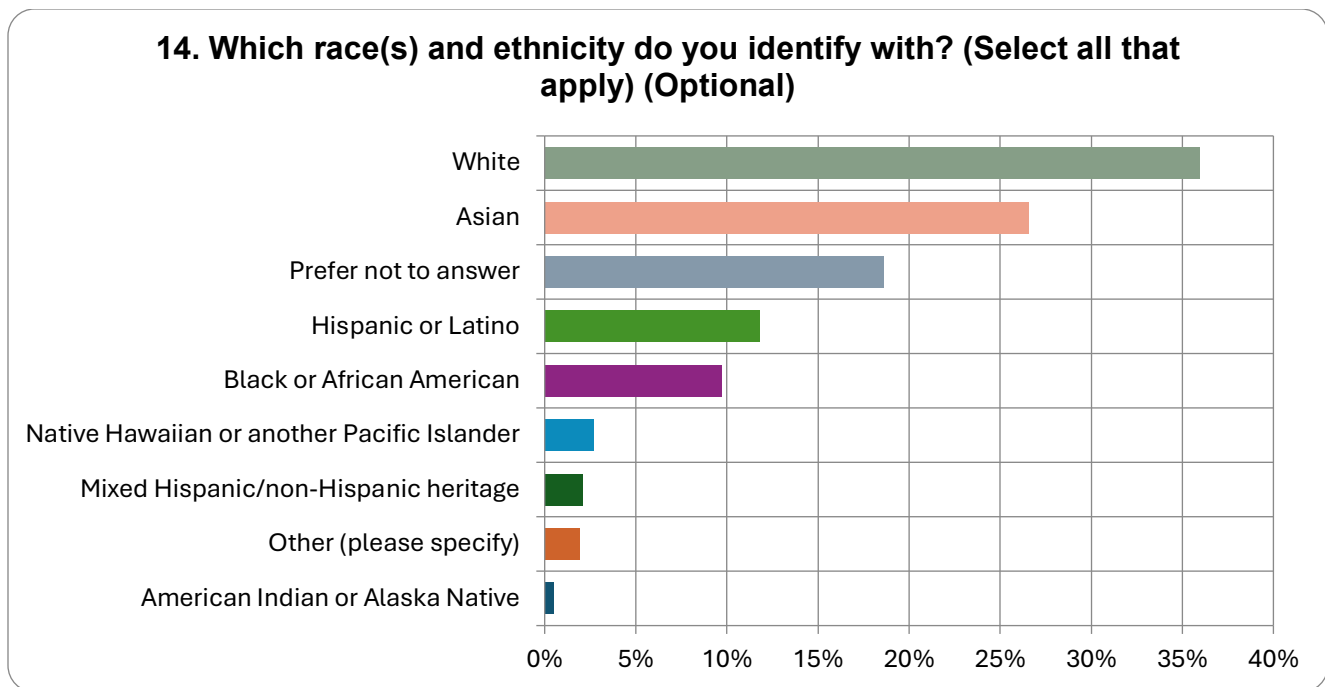
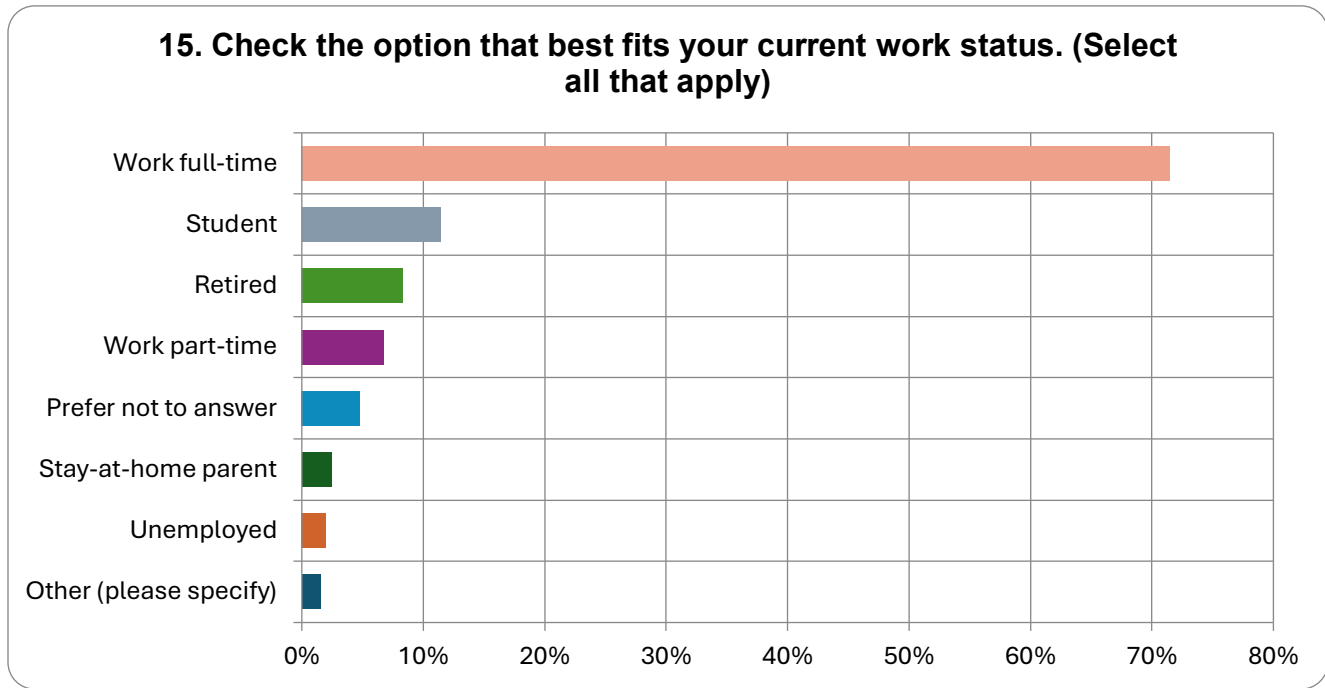




Figure 42: Summary of Round Two Survey Responses – Work Status





Appendix A: Round 1 Promotional Collaterals

Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

Take our Survey!

Share your input on how you travel around the City of Elk Grove and where you would propose locations for potential light rail or bus rapid transit stations.



bit.ly/ElkGrove-BRT-LRT



Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

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bit.ly/ElkGrove-BRT-LRT



Appendix B: Round 1 Information Boards



Appendix C: Round 1 Written-In Responses

Where do you live?

“Other (please specify)” responses:

1. 95618
2. 95616
3. 95993
4. 95823
5. 96742
6. 95829
7. 95823
8. 95693
9. 95632
10. 95823
11. 95829 (Sacramento but E-Tran service)
12. I live in two different condominiums. one in 95624 and one in 95814
13. 95826
14. North Highlands
15. Roseville
16. Roseville
17. North Highlands
18. 95829
19. Sac county
20. Davis
21. 95632
22. Davis, CA
23. Bay Area
24. Folsom
25. 94117
26. Roseville CA
27. 95632

For what purpose do you most frequently travel between Elk Grove and City or County of Sacramento?

“Other (please specify)” responses:

1. Leisure
2. Food trips



3. Airport
4. Shopping.
5. Grocery or jury duty
6. Dining, shopping, coffee, theater, arts, sports
7. Kids sports
8. Family visit
9. Specific grocery stores that aren't available in Elk Grove
10. Shopping & events
11. Picking and dropping off friends at old sac for either amtrak or flibus
12. Shopping, medical services
13. Sky River Casino
14. Travel between my homes
15. shopping
16. Church
17. Personal
18. visit friends
19. Events, grocery shopping
20. Retired from State, but used to commute daily by Light Rail or #52Bus
21. School
22. shopping and eating at restaurants
23. CRC Elk grove center
24. Weekly errands for clients, shopping, dining
25. Shopping
26. To go to the dispensary because we don't have any in Elk Grove.

How do you usually travel to, from, or within Elk Grove? (select all that apply)

“Other (please specify)” responses:

1. Walk
2. Light Rail at CRC
3. With family/friends
4. drive with family
5. Walk
6. With others
7. With husband
8. Drive to CRC and take Light Rail
9. With spouse
10. Drive with family



11. Bus to blue line and get off at CRC
12. Walk
13. Drive with spouse
14. Light rail
15. Blue line to e116.
16. Husband drives
17. light rail
18. Walk
19. DD
20. lightrail
21. Usually two of us in the car; we prefer to link trips, so that we do a circle loop and complete all our tasks, with a food stop at the finish.
22. Drive with family
23. Walk
24. Walk
25. Drive
26. Amtrak
27. Park and ride

How do you usually travel to, from or through Sacramento? (select all that apply)

“Other (please specify)” responses:

1. Drive with family
2. With family/friends
3. Drive with family member
4. I used to take light rail to Kings games. I didn't renew my season tickets in 2020 because all my friends I used to go with had moved away, because Newsom's California is so poorly run and unaffordable
5. Ride with othere
6. With my husband
7. Drive with family
8. Blue/Gold Line
9. Drive with spouse
10. Trips with friends/relatives.
11. Gold line
12. Ride with family
13. paratransit
14. Husband drives. I take bus or light rail into SAC 2x a year



- 15. Walk
- 16. Drive
- 17. Amtrak

What potential station locations would you anticipate using? Refer to the map above (Select all that apply.)

“Other (please specify)” responses:

- 1. Prefer to not have light rail in Elk Grove.
- 2. Unsure
- 3. Elk Grove Park
- 4. Morse Park or Franklin HS
- 5. Zoo once open
- 6. Rancho Cordova
- 7. We need locations closer to Franklin blvd at Bilby
- 8. Bruceville/Poppy Ridge Rd
- 9. I am hoping that there is a stop close to Elk Grove Blvd for easy access to Costco, Walmart & the Auto Mall.
- 10. The new Amtrak station
- 11. Near I5 preferred
- 12. I would prefer the light rail not extend into Elk Grove.

What are the elements that would most encourage you to use the new transit line? (Select up to three.)

“Other (please specify)” responses:

- 1. I already take light rail.
- 2. I would ride one that went where I want to go. How about changing RT Route 67 so it runs down Franklin Blvd all the way to Laguna?
- 3. Trains, not buses. People want trains and won’t get as much ridership from a “BRT.”
- 4. Human security present
- 5. Free parking at the station
- 6. Economic
- 7. Avoiding parking at destinations is good motivations
- 8. That thing is known as the crime train. EG is just inviting more crime to EG..thanks democrats
- 9. Save money on gas.
- 10. A route that includes the shopping malls at w. Laguna would be much appreciated.all at W Luna
- 11. Connections to Amtrak and Airport



- 12. Need weekend service on 111 to connect at CRC Elk Grove
- 13. Closer to home
- 14. Runs on weekends (both Saturday and Sunday)
- 15. buses running every 30 minutes can not be considered frequent
- 16. On time Buses and Better Tracking of buses online!!!

What should be the main objectives for this project? (Select up to three.)

“Other (please specify)” responses:

- 1. Provide cleaner/safer option.
- 2. Fast commute from elk Grove to Sacramento; less stops in between
- 3. Save tax payers money
- 4. Connect more places with transit, especially shopping and other places now difficult to reach from Sacramento.
- 5. I see no reason to expend an already poor system.
- 6. The main objective for this project should be not allowing the light rail to become a system used to move the unhoused, drug addicts and troublemakers from migrating to Elk Grove
- 7. Safety is number one!
- 8. Relieve stressful driving
- 9. N
- 10. Just use busses don't bring the blue line further into the city.
- 11. Should be convenience and reducing price but let's be honest. Almost every bus running in Elk Grove is virtually empty. You are expanding the blue line for the wrong reasons.
- 12. Stop wasting money
- 13. Make it easier for those without cars to get around
- 14. Bus connections to Grant Line industrial job centers
- 15. Safety of passengers and parking.
- 16. Upgrade existing rail infrastructure to allow for faster trains, and/or make an “express” version of the line that skips low-traffic stations.
- 17. It's going to increase traffic in an already congested area of Elk Grove.



When evaluating the options for frequent, high-capacity transit in Elk Grove on Bruceville and Big Horn, what else should the project team be considering? (Enter your answer in the box below.)

1. Security at parking areas
2. Add a library stop
3. Please consider about enough parking lots and environmental friendly design of the station
4. Synchronic green light wave
5. Consistency of service
6. Provide a safe bicycle community to ride and also park your bicycle,
7. They should provide buses operating more efficiently on the weekends too.
8. Could the stations have bathrooms? Weirdly this is what trips a lot of my friends up when they think about public transit, where they can pee if needed!
9. Light Rail please. BRT is too temporary a solution that can change or be eliminated based on political will.
10. Connections to other transit services. It should be light rail, not bus, to avoid the transfer and provide a more comfortable ride.
11. Efficiency & speed!
12. Stations at Bruceville/Elk Grove Blvd, Elk Grove Park, Old Town. Rentable bikes at stations and strategic areas like neighborhoods, parks and plazas.
13. Nothing else the blue line is fine
14. Make free parking at District 56 for commuters taking the Blue Line, or make it part of your Transit Card cost to cover parking, especially for Senior Card users.
15. Access to Bilby Road
16. more frequent bus during working hours
17. Ease of access to stations, bike parking, making it super easy to navigate (an app), making sure the public knows about it and communicating the incredible value of public transport. The more public transport we have, the more people will use it. Also, I would deeply prefer trains to a rapid transit bus. Thanks !! Good luck!!
18. Spacious cabin for bicycles, scooters, wheelchair users; Charging bay/WiFi hotspots; Bus/train/taxi/shuttle pass as an e-wallet/tap card option to pay at retail outlets, local eateries, small businesses, libraries, parking fees, etc. around Elk Grove, stimulating the local economy;
19. Evaluate the options for people to get from their neighborhoods to the Light Rail stations. If there are buses that come frequently and reliably from neighborhoods to the station, it means more commuters can rely on public transit to get to work on time. That is my



biggest concern: reliably getting to a downtown office to clock in at my designated start time.

20. Maintaining safety at stations
21. Sustainability
22. Easy transportation to and from stations
23. Extending the end of the line across 99 to the casino- would bring more people into Elk Grove for shopping, gaming, and eating.
24. Bruceville and Big Horn are in walking distance for me.
25. Fast commute from elk Grove to Sacramento; less stops in between
26. No new taxes
27. Making it so people can logically take transit instead of driving (i.e. transit oriented development around stations, fast service, easy to use, etc.)
28. Better bus connections at CRC. Currently, bus can run 30+ plus minutes behind or bus leave as train arrives. Buses and trains need to be synced.
29. How is it that I have lived here for almost 20 years and yet my street is not on the map near the Laguna/Big Horn location? It makes it look like that location isn't impacting homes.
30. Cost. Safety.
31. The relative cost of bus vs train service, and the level of demand to see if it's cost-justified.
32. It creates more traffic having to stop for the mostly empty trains that are already in service. I would never encourage my kids to use an unsafe, poorly run system. I don't see any need to provide transportation into Elk Grove from other crime heavy areas like South Sac. We don't need their problems here. The buses in Elk Grove drive around empty already. We are not a bus community and we have proven that. Stop building what we don't want.
33. More frequent and reliable buses to more easily travel throughout Elk Grove.
34. .
35. These are much needed projects. Automobile dependence makes our cities ugly, inaccessible, less profitable, and less human-centered. Cannot wait for more public transport like this!
36. consider coordinating with the Valley Rail program: <https://www.sjrrc.com/valley-rail/> (an extension of ACE using the existing UPRR line is in final design and will be built in Elk grove and up to Natomas areas.
37. Free parking at some locations along the route.



38. Safe alternative transportation routes to the stations. and quality bike parking (covered & secure)
39. Buses in Elk Grove running on Sundays and more frequently on the weekends.
40. Connections to the light rail station and bike shelters that are protected and locked.
Could be rented.
41. Security at station and trains
42. Safety on the transit AND nearby communities (patrols, well lit , open space and security)
43. Again, having the issues of City of Sac not travel to our lovely city.
44. Free parking instead of pay to park.
45. Make sure that has nearby shopping centers, entertainment centers and parking **P** lots available.
46. Should have a high frequency like 10-15 mins 7 days a week from 5am to 11pm. It's
Should also be timed with the trains coming and leaving CRC Station.
47. More bus stops
48. Safety
49. Get rid of this "bus rapid transit" BS and give us actual light rail with the same trains that already come down from downtown to CRC. Seriously, we always seem to get cheap imitations of what everyone else in the world gets. Instead of an actual freeway for the Southeast Corridor or even an expressway, we get a widened Grant Line Road with stupid roundabouts slowing the trip down. Instead of a mall, we get a parking lot with abandoned buildings for a decade and then a casino. Instead of a hospital, we get political infighting and nothing. And now, instead of actual trains that go all the way downtown, you're proposing more buses and another transfer? Yeah, that's a no from me, dawg.
50. N/A
51. Blue line is very unsafe to use. I quit using it. Police call the it the CRIME TRAIN.
52. Environmental and safety impacts to the residences and schools along the route
53. More dedicated bike routes.
54. Smaller more frequent busses or vans.
55. Reliable bus system and better alerts/communications.
56. Accessibility to Elk Grove residents and ample parking for their cars in the stations.
57. SAFETY
58. Parking has to be free and local busses have to be much faster more frequent than the current 50 minute wait times
59. Interstate 5 to Highway 99 connection and connection to Rancho Cordova/Folsom



60. I realize this survey isn't about this....but I live on the EAST side. I drive up Bradshaw to get to work (like hell I'm getting on 99) which is on Howe Ave near Arden. There is NO easy way to get to work. None. I choose the least horrible. Every day. It takes me about 45 minutes, traffic depending of course. To use public transport.... First I have to spend 15-20, TRAFFIC DEPENDING, to GET to the light rail. Yup. There is a bus line that runs behind my house. They have the same traffic problems my car does. Car? No waiting at said stop. Then once I get to....where?? Downtown, that's where. Where I get on the Yellow Line to CSUS. Where I then wait for a bus to get me to Howe Ave. Yea. NO ONE is gonna do that if they have a car. The county AND EG City have, for the most part, left the east side out of the equation. We have one little EGB/Bradshaw/Bond loop. I ""Planned My Trip"" TWO HOURS. TWO. That includes half a mile at the end. I appreciate the survey. It's good to get information. But y'all aren't serious until EG can get to Sac within an hour. And I don't mean just downtown. I'll be retired before that happens. Cripes. My KID might be retired before that happens.
61. Safe and secure bike lockers/parking at stops. Be able to easily get on transit with bikes/ebikes/wheelchairs/scooters. Take into consideration families traveling with toddlers and small children. Consider those who cannot drive as a result of disability- accommodate micro-mobility connectivity to and from train/bus stops.
62. Quick and easy connectivity to Midtown from South Elk Grove via a direct service line, no transfers! Also same for the Amtrak station and the station for the new planned train service from Elk Grove to Santa Clara
63. accommodate Economic development around the zoo, reduce traffic to the zoo, enable young/student travel to university/district 56, reduce need for auto dependency- given the proximity of the casino, i am curious about related issues that could arise from connecting to a higher population center
64. Access for those coming from East and West Elk Grove.
65. Evaluating congestion is important... I think having the blue line train would benefit the city. We need less buses polluting the air. With Project elevate, Dignity Hospital and UC Davis new plan, Zoo and the SkyRiver expansion this would provide great options to people regardless of income. Residents can also take the line to downtown Sac for dinner, Kings games, etc. It would benefit work commuters as well.
66. No opinion
67. More mass transit options
68. I worry most about parking my car at a light rail station. The bad guys know that my car will be left there unattended and can break in without fear of getting caught.
69. Coordinating bus services to each transit station



70. Stops at Bruceville/whitlock
71. My only concern is that Elk Grove needs to have a city center. District 56 pulls from the growth and investment in Old Town Elk Grove. If Old Town Elk Grove had a transit station then it could rival Folsom or Davis as one of the best small downtowns in the Sacramento area
72. (1) increased physical security, (2) Free WiFi, (3) new low ramp trains, (4) increased proof of fare compliance.
73. This proposed light rail goes across rough neighborhood in South Sac. To attract riders in EG, city needs to Keep the train safe by having securities andu harshly prosecuting criminal's and violators.
74. The blue line is not safe. Hasn't been since the beginning that's why we still use the buses downtown instead of riding that line. Where is the questions on here polling concerns with the project? Why not include some things around that instead of just all the positives and benefits here? Do Not extend that line this deep into the city. it will make it much easier for the folks we don't want around to come and go. Look at the statistics on the stations between here and downtown. I'm for transit but there is plenty of data that shows the outcome of this. For every goal on this list of benefits there are many outweighing negatives. I'm sure those neighborhoods which by the way have a pretty high price point aren't worried about their transit options but you're creating a delivery vehicle for others to come in with very few actual residents who will use it outbound.
75. Connection to downtown corridor and new May Lee Office Complex
76. Safety, cleanliness, speed/efficiency, ease of use. Buses and light rail do None of these things and cost the taxpayer money to provide a "feel good" commuter option. I watch the buses in Elk Grove and virtually all have zero to very limited ridership. Doing something to do something isn't useful.
77. Access from neighborhoods
78. Least disruption to automobile transportation, and a reduction of criminal behavior. Stop trying to social engineer our behavior!
79. How much crime is this going to bring to our community? Also why is it going to the casino? Which is already becoming a ghetto area are guys trying to make Elk Grove south sac???
80. Transit is great. Also consider better bike lanes and bike safety as another alternative for driving. Thanks.
81. More stations east of 99
82. ?



83. Consider express trains during morning and evening commute hours to reduce time it takes to get to city center.
84. Crime and the fact that elk Grove was rural and it is being completely ruined by all the housing and stupid things like Kubota and the casino and inviting the homeless here and building homeless shelters next to residential neighborhoods put that shit out next to Kubota and you don't do anything good for the east side of Elk Grove so keep your train on the west side
85. - Security monitoring via CCTV, for safety and cleanliness. Please don't be like BART or East Bay buses! =) It would be great if there was a loop around the main Bruceville / Laguna / Elk Grove Blvd area too, not just the central corridor
86. Branch lines would be nice that connected down Calvine, Sheldon, and Laguna.
87. Don't want it
88. Taking public transit should be faster than driving. If it takes the same amount of time or close, then I'll rather drive myself.
89. Complimentary service for residents
90. Waiting sheds and seats, but not for homeless to hang out.
91. SECURITY. The increase in crime that will happen. This will assist people experiencing homelessness with transportation from the city and county of Sacramento into Elk Grove.
92. It would be nice to have stops that account for the extreme weather conditions in our summers & winters where the heat and floods occur most in this area. Also, I used to take light rail at Cosumnes thru to downtown Sac but due to safety concerns I stopped taking it. So increased security presence would help.
93. Safe parking options (with security cameras) and no fee parking spaces. I used to use the Light Rail and park at the Cosumnes River College parking garage but my car got broken into and I had to pay for parking. Make transit cheap. It sometimes smells on the Light Rail so more air fresheners inside the carts, and clean them more often.
94. One frequent bus route to Laguna West, one to East EG.
95. Practicality of public transit when compared to commute times. My commute is 25 minutes, transit right now would take 2+ hours. Not even worth considering.
96. I'm concerned about bringing folks with bad intentions into the area. Also concerned about noise.
97. Providing safe alternative routes for cars during construction to reduce as much traffic as possible
98. I live in 95624 and I feel like the residents here have been left out. I would like to have a quick way to get to airport and amtrak without having to drive.



99. Reliable transportation to necessary and fun destinations. Elk Grove has grown a lot over the years and is continuing to grow. Many residents do not have cars and many don't like driving anymore due to the traffic congestion. Busses to medical offices, shopping, restaurants, movies, the new zoo, senior center are desirable.
100. Prompting youth riders (the next generation of transit) to option the opportunities that we older generation of transit riders did not get in our earlier lives.
101. Should consider if it's convenient for those taking walking and bike trails to connect to transit locations. Need more safety features like cameras, good lighting, and security at station locations.
102. Service delivery. I get medical services at UCD Big Horn/Laguna. When I am not able to drive this would be an excellent option.
103. While I would use this the projected Blue Line route, Elk Grove is mainly single-family subdivisions so consideration should be given to studying existing usage of E-Tran or other bus systems before utilizing taxpayer money on a route that many may not even use.
104. The state of California has enough trouble maintaining its existing transportation infrastructure. I don't think adding more at this time is a good idea.
105. Fewer transfer to & from colleges
106. Providing more route so it a faster & easier connection for students to get to & from schools
107. SacRT can't even provide the current level of service. Stop expanding. Stop using drugs.
108. N/A
109. More security. Passengers need to feel safe.
110. Not everyone can afford a car. When your designing transit lines, you should be looking at new developments and laying out the lines so people are not expected to drive to the transit. The transit should be able to effectively replace the driving.
111. Complete the project as quickly as possible
112. Na
113. Prioritize traffic signals for transit modes at at-grade intersections, and build fewer stations along Bilby/parallel to Kammerer. Even if it becomes Elk Grove's new ""downtown"" they'll need two or three, not four, and it'll get built with less opposition. Also, unrelated, but some of the parking at Franklin station could be leased out for buildings (housing?), because it feels like a sea of asphalt out there. And please build a driveway to Morrison Creek Station for a bus and park & ride connection to Delta Shores.
GO RT GO!



114. Light rail along Freeport
115. Connections to Old Town Elk Grove
116. Weekend bus service on all Elk Grove routes so that people can get to the BRT!
117. Parking for cars. We'll still need to take our cars to the LR stations. Gotta provide that.
118. More connections closer to I5 and Elk Grove Boulevard
119. In city routes early in the morning to get people to light rail.
120. It working with the bus passes of all the areas in SACRAMENTO and Roseville and elk Grove. There should be a connection to where there's a bus that goes from elk Grove to Roseville without having to stop Downtown on the bus or light rail to transfer to a bus and light rail to get there
121. I hope that there is a lot of thought put into station design. If suburban light rail stations become destinations unto themselves that offer amenities such as wi-fi, restrooms, cafes, and shopping, people will be much more likely to ride transit. They will be more comfortable waiting for their train, and transit becomes a more appealing option for commuters between Elk Grove and Sacramento.
122. Frequency of connecting bus lines (especially 116). Right now the 116 runs once an hour, which is not frequent enough for practical commuter use.
123. Possible addition of a new line that operates on a schedule between the existing blue line schedule and terminates/reverses direction at Cathedral Square station to encourage ridership to downtown state and business locations on K Street from the residential areas springing up in Elk Grove.
124. It would encourage more riders if the buses/shuttles run on both Saturdays, Sundays, and holidays. My family can likely reduce the number of cars we own if transits in Elk Grove run everyday.
125. Having enough light rail and bus drivers to meet schedules which is currently not the case. Wondering how you can consider expansion when you're having difficulties staffing as it is
126. Encourage people to get out of their cars and in to public transit by making it convenient for people to use.
127. Connection to Amtrak Station in Elk Grove
128. Please light rail extension. Busses in Elk Grove are so slow and often very late due to the traffic. Drivers ignore bus lanes on watt ave in Sacramento so using those doesn't mean it will speed anything up unless you have Elk Grove pd actually enforce it. It's bad enough trucks and cars parking in bus stops.
129. Could the expansion extend to Sky River Casino?
130. Rider safety on transit and parking area



131. BRT would be better than LRT
132. Proximity to existing high density housing to provide a baseline for consistent ridership. Incorporate new housing into station design.
133. Extending light rail has the advantage of a single seat ride from Elk Grove to downtown. The more transfers riders have to make, the more onerous riding transit seems and the more waiting times makes other modes more attractive.
134. More bike lanes
135. Transit should be the future
136. Will there be connecting buses at most or all future light rail stations?
137. Make sure the light rail is not noisy
138. I think going straight for building light rail is better, instead of BRT as an intermediate solution. Having a one seat ride instead of waiting for a transfer would make the service more desirable to use.
139. Safety
140. Bus access to the light rail stations. I would like to see better access from the Franklin / Whitelock area.
141. The zoo would be one of the best destinations on the extension. It would generate tons of ridership. Many people want to visit the new zoo and it would generate tourist ridership onto SacRT. I live in the Bay Area but visit Sacramento frequently, having an extension to Elk Grove that serves the new zoo would be wonderful.
142. Please consider a frequent bus line across Whitelock Parkway. I would love to visit family in Elk Grove more often, but it is difficult to reach them from buses or the light rail.
143. A robust, good underground metro system that cannot be affected by events above ground (see this link: <https://www.change.org/SacUnderground>)
144. Considering the future Altamont Corridor commuter train extension station past highway 99 in Elk Grove, plan the light rail/BRT extension further to planned station site to build transit center, make Elk Grove more transit-reliable city.
145. Safety for neighborhoods around the project
146. Protected bike lanes to get to transit.
147. Space for bicycles onboard, decent bike racks at major transfer locations
148. A phased approach that includes something that is quick to roll out, such as a BRT line, and then something to build up to, like expanding the light rail line. If it's BRT, it should be real BRT with signal priority, dedicated lanes and off-board fare payment.
149. Traffic is already bad in that area so making sure the trains didn't cause additional traffic delays would be helpful. If you go to the CRC station, there are always people there who loiter and harass people. Safety needs to be considered Looking at the current map, it



takes an hour to get from Watt I-80 to CRC. Adding 8 additional stops might defeat the purpose of fast transit since it'll add at least 30 minutes to an already long rail line.

150. Project Team to be considering: 1.) I will say the light rail Blue Line will work better than a bus rapid transit because the light rail will have more right of way. Bus rapid transit will have to deal with a lot of stops, traffic lights, and traffic on roadways and slow them down by a lot then compared to light rail. 2.) Less sharp curving of light rail tracks that intend to slow down the light rail train speed by a lot.
151. They should consider that the area is already too congested and another bus and or train is only going to make it worse. I drive on big horn, Bruceville and Elk Grove multiple times per day. This is NOT going to help the situation.
152. LRT over BRT. Do things right the first time. Regardless of BRT or LRT, it should have signal priority so speed can be increased to compete with car travel times.
153. Move the potential station at Laguna and Big Horn closer to Kaiser Permanente Elk Grove Medical Offices or the Sprouts Farmers Market.
154. Shade at transit stations. Station seats that are also swings. A place to store bikes.
155. HSR
156. Making sure that the choice is fast and frequent. BRT could be downgraded to just bus improvements, with busses every 20 minutes. Having an LRT extension guarantees 15 minute service, all day.
157. 10 to 20 minutes for frequent service
158. I would prefer the light rail not enter Elk Grove.
159. Active transit options to the stations, short headways, stations that are conveniently located for people who don't/can't drive, extended hours to allow for use on nights and weekends to reduce drunk drivers
160. Light rail, subway, passenger rail trains, and High Speed Rail. Pipedream for HSR but it would be cool if it connected here too.
161. Transit oriented development around the stations to help alleviate the housing crisis and increase ridership on Sac RT
162. If going forward with light rail, it NEEDS to be grade separated. Otherwise just go with BRT, there is absolutely no point in paying for rail if it's going to be stuck in traffic
163. Future extensions or new branches to benefit both west and east sides of Elk Grove
164. Community outreach and reliable service



Appendix D: Round 2 Promotional Collaterals

D.1: Palm Card

Blue Line/Bus Rapid Transit to Elk Grove
Implementation Plan

**Should light rail
or bus rapid transit
come to Elk Grove?**

*Visit the project website, learn
more, and provide your input!*

elkgrove.gov/transitplan

Blue Line/Bus Rapid Transit to Elk Grove
Implementation Plan

The City of Elk Grove and SacRT are evaluating alternatives for extending the Blue Line light rail or providing a new bus rapid transit line in Elk Grove.

Visit the website to learn more about the four alternatives being considered and provide your feedback.

Scan the QR code to take our survey, or visit
bit.ly/ElkGrove-BRT-LRT-plan

Upcoming Engagement Opportunities:

<p>IN-PERSON Community Open House</p> <p>Tuesday, September 2, 2025 6pm District 56 (Sheldon Meeting Hall) 8230 Civic Center Drive, Elk Grove, CA 95757</p>	<p>VIRTUAL Community Meeting</p> <p>Thursday, September 11, 2025 6pm Via Zoom bit.ly/ElkGrove-Meeting</p>
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STAY CONNECTED by subscribing for updates!

elkgrove.gov/transitplan



D.2: Bus Rack

Blue Line/Bus Rapid Transit to Elk Grove
Implementation Plan

Should light rail or bus rapid transit come to Elk Grove?

Visit the project website, learn more, and provide your input!

elkgrove.gov/transitplan

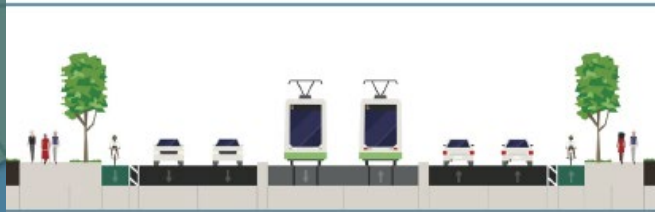
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STAY CONNECTED by subscribing for updates!

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D.3: Social Media / Digital Promotions

Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

Should light rail or bus rapid transit come to Elk Grove?

*Share your thoughts on the proposed alternatives and help
shape future transit in Elk Grove!*

Visit the project website, learn more, and provide your input!

elkgrove.gov/transitplan

Fill out the Survey!

[**bit.ly/ElkGrove-BRT-LRT-plan**](http://bit.ly/ElkGrove-BRT-LRT-plan)





Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

Should light rail or bus rapid transit come to Elk Grove?

*Share your thoughts on the proposed
alternatives and help shape future
transit in Elk Grove!*

Visit the project website, learn more, and
provide your input!

elkgrove.gov/transitplan

Fill out the Survey!

bit.ly/ElkGrove-BRT-LRT-plan





**Blue Line/Bus Rapid
Transit to Elk Grove**
Implementation Plan

***Should light rail or bus rapid
transit come to Elk Grove?***

*Visit the project website, learn more,
and provide your input!*

elkgrove.gov/transitplan



Scan the QR code to take
our survey, or visit

bit.ly/ElkGrove-BRT-LRT-plan





Appendix E: Round 2 Information Boards



Appendix F: Round 2 Virtual Meeting Questions

1. If one of these alternatives were to be approved, how long would it take for each alternative's construction to be completed?
2. Have weather impacts been considered towards estimating ridership?
3. I find it hard to believe riders would take the light rail or BRT during hot weather, rain, wind, or other unsafe conditions. I believe public transit is a good idea, however it should be done while considering impacts to traffic, properties (that don't want a noisy train), safety, and ridership.
4. I think that if ridership is low, like 5 people at a station, and it causes a larger impact to traffic for 50 vehicles due to stops at each station and intersection, does it really make sense to build?
5. I also want to bring awareness to the larger metropolitan areas where these systems work better due to things like better weather (bay area, SoCal), more things to do (shopping, nightlife, etc.), and there's a much more dense population (high rise buildings, apartments, restaurants, offices). A public system that impacts traffic makes sense for cities like Seattle, Los Angeles, San Diego, etc.
6. I would instead suggest something that goes above or below traffic - think like a ski lift/monorail, underground subway, or tracks that are raised above the roads.
7. What will be done to address safety and crime that can be brought to the residential areas around district 56? Cosumnes Oaks HS, Pinkerton HS, Miwok Elementary and Zehnder Ranch elementary are all within walking distance. There are kids walking around the neighborhood at all times, going to the parks and school. What will be done to ensure safety is maintained in the neighborhood?
8. How does the funding search look? What are some potential funding sources for these projects?
9. How much noise and vibration will be caused by the train passing by? At what times of the day would the train be active?
10. Thank you for the feedback on the parking. I would utilize the existing commercial parking lots to park to catch a rapid transit bus. The train is more expensive, more intrusive vs having the BRT option.
11. Accessibility - I don't think transit will ever be perfect for seniors, disabilities, and things like parents with kids and babies. I think it would be difficult to convince people to use it.



12. Economic vitality - I think this will improve business, but the current businesses along the route seem to be things like grocery stores, specialty stores, and things that would be better completed with a vehicle.
13. Social Equity - I think if this project considered social equity more than it would move the line to an area with lower income. From what I have heard from real estate agents, Elk grove has become a community for middle to upper class families. Some of these families commute to the bay area and rarely would use/benefit from the transportation system. I think an area like Franklin Blvd would be more socially equitable.
14. I'd like to note that the alternatives for the Green Line to the airport were determined in 2003.
15. Although it's nice to hear that Sac RT has their own security and there will be increased lighting around the parking and stations, I wasn't asking about safety on the train or in the station. I was asking about addressing safety in the residential neighborhoods surrounding district 56. The light rail will bring in non-residents to the neighborhood from downtown and S. Sac. who will be around our kids and the schools in the area. What will be done to ensure our kids and homes remain safe?
16. Has an underground rail been explored, to save the current landscape of the area?
17. I work downtown and would use the commuter bus but Sac RT doesn't offer more pick-up/drop-off locations/times, otherwise I'd use it sooner.



Appendix G: Round 2 Online Survey Screens and Questionnaire

Appendix G.1. Survey Screen Captured

Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

Welcome to the Survey!

Survey on Project Alternatives

The City of Elk Grove is seeking public feedback on the proposed alternatives for extending high-frequency and quality transit from SacRT's Blue Line Station at Cosumnes River College into Elk Grove. This extension is a critical component of the City's long-term transit vision established by the General Plan. The City has been preserving space for a potential fixed transit alignment west of SR-99 on Bruceville Road and Big Horn Boulevard over the last 20 years.

Your feedback could score you a free ride! We're giving away 100 SacRT day passes to survey participants. The survey takes only a few minutes – we encourage you to share your input!

For more information about the project, please visit the project website:
[Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan](#)

Start



Appendix G.2. Survey Questionnaire

Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan Survey on Project Alternatives

The City of Elk Grove is seeking public feedback on the proposed alternatives for extending high-frequency and quality transit from SacRT's Blue Line Station at Cosumnes River College into Elk Grove. This extension is a critical component of the City's long-term transit vision established by the General Plan. The City has been preserving space for a potential fixed transit alignment west of SR-99 on Bruceville Road and Big Horn Boulevard over the last 20 years.

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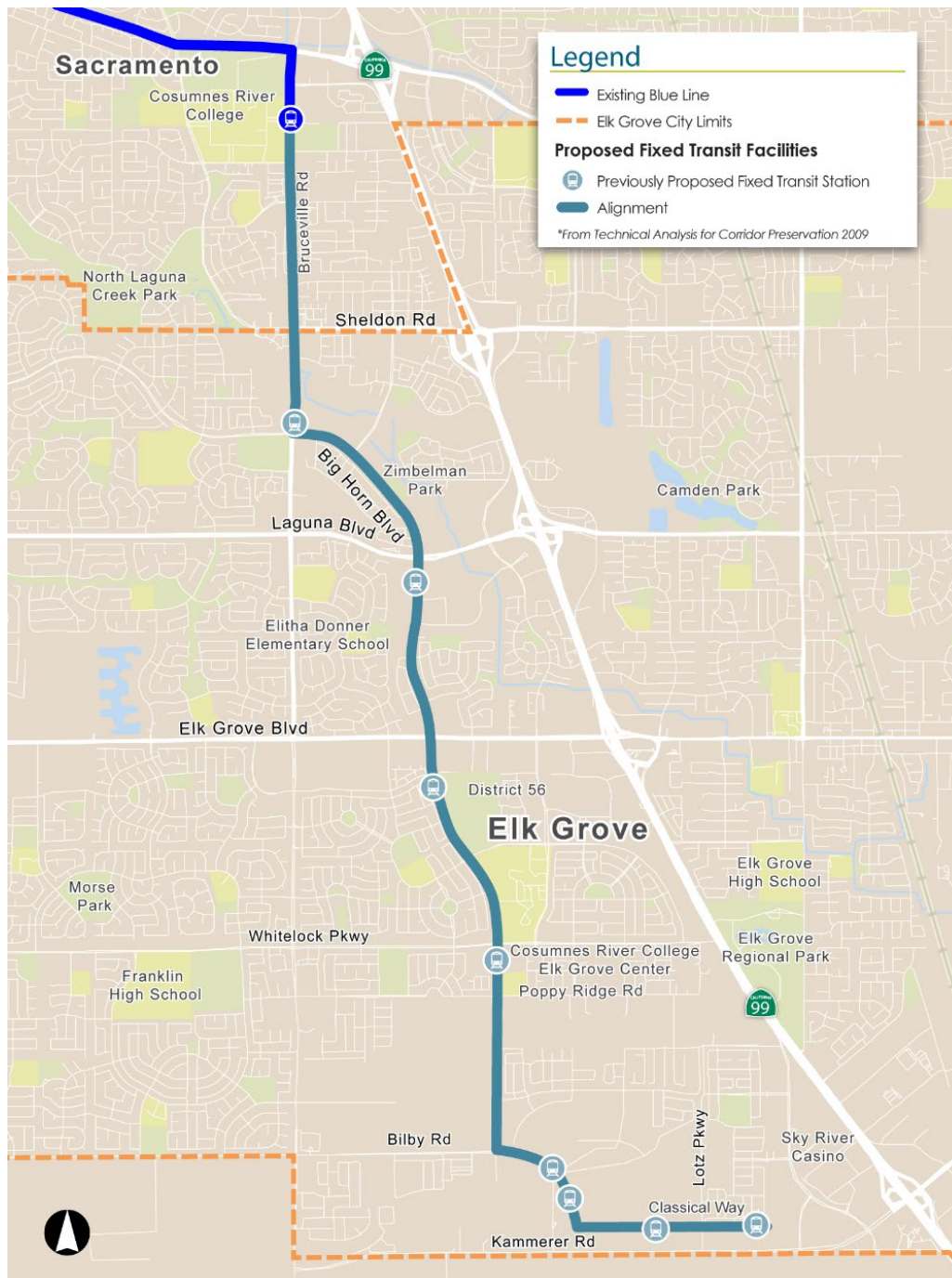
For more information about the project, please visit the project website:

Elkgrove.gov/transitplan



Tell Us About Yourself

To better understand who we’re hearing from, we’d like to ask a few quick questions about your connection to the study corridor—where you live and how often you travel in the area. **Please use the map below to answer the next three questions.** This will help us make sure we hear from a diverse range of experiences and perspectives.





Study Corridor Map

What is your relationship to the study corridor area, shown in the map above? (Select all that apply) *[*Required]*

- I live near or along the corridor
- I work in or near the corridor
- I go to school in or near the corridor
- I commute through the corridor regularly
- I visit businesses, parks, or other destinations along the corridor
- I use transit along the corridor
- I bike or walk along the corridor
- I do not regularly interact with the corridor

In general, how often do you travel in the project corridor? *[*Required]*

- Daily
- A few times a week
- A few times a month
- Once a month
- Rarely or never

Where do you live? *[*Required]*

- Central Elk Grove / Civic Center
- Laguna West / Lakeside communities (East of I-5)
- Laguna Creek / Laguna North & South (between I-5 and Hwy 99)
- Old Town / Historic Elk Grove (East of Hwy 99)
- East Elk Grove (East of Hwy 99, around Waterman Rd)
- Sheldon / Rural East (Grant Line Rd, rural properties)
- South Elk Grove / Franklin Area
- I don't live in Elk Grove
- Prefer not to say



Proposed Alternative Questions

The project team is studying four build alternatives along the project corridor. The alternatives include Light Rail or Bus Rapid Transit (BRT) along Big Horn Boulevard and Bruceville Road. Light rail would be an extension of the existing SacRT Blue Line that currently ends at Cosumnes River College north of Elk Grove. BRT would be a new type of bus service that would be faster and more reliable, with bus-only lanes and fewer stops to avoid traffic and reduce delays. A fifth alternative, the No Change option, would keep the corridor as it is today, without providing high-frequency transit.

For the conceptual roadway and alignment layout, click the links below to open.

[Alternatives Design Plans](#)

<p style="text-align: center;">Alternative 1 Light Rail to District 56, Bus Rapid to Kammerer Road</p> <ul style="list-style-type: none"> • Extends light rail service 3.4 miles from Cosumnes River College (CRC) to District 56. • Light rail operates every 15 minutes throughout the day. • Adds three new light rail stations in the City of Elk Grove. • Light rail alignment: <ul style="list-style-type: none"> ○ Continues on the west side of Bruceville Road south of CRC to Calvine Road. ○ Transitions to center-running on Bruceville Road ○ Turns onto Big Horn Boulevard and continues center-running. ○ Shifts to the east side of Big Horn Boulevard from Red Elk Drive to District 56. • South of District 56: <ul style="list-style-type: none"> ○ A new Rapid Bus operates in mixed traffic from District 56 to Kammerer Road, with stops along the way. ○ Rapid Bus is timed to meet each light rail train at District 	<p>Legend</p> <ul style="list-style-type: none"> Existing Blue Line Elk Grove City Limits Existing LRT Station Proposed LRT Station Proposed Rapid Bus Stop LRT - Side Running Alignment LRT - Center Running Alignment Rapid Bus - Mixed Flow
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56, every 15 minutes during the day.

**Alternative 2
Light Rail to Kammerer Road**

- Extends high-frequency light rail service 6.7 miles from Cosumnes River College (CRC) to Kammerer Road.
- Light rail operates every 15 minutes throughout the day.
- Adds **seven new light rail stations** in the City of Elk Grove.
- Light rail alignment:
 - Continues on the **west side of Bruceville Road** south of CRC to near Elk Grove Creek.
 - Shifts to the **east side of Bruceville Road** to connect with Big Horn Boulevard.
 - Operates on the **north/east side of Big Horn Boulevard** from Bruceville Road to Bilby Road.
 - Continues along future, not yet constructed streets between Bilby Road and Kammerer Road.





**Alternative 3
Bus Rapid Transit to Kammerer Road**

- Implements 7.7 miles of high-frequency Bus Rapid Transit (BRT) service from Cosumnes River College (CRC) to near Sky River Casino.
- Buses operate every 15 minutes throughout the day.
- Adds **12 new BRT stations**, with 11 stations located within the City of Elk Grove.
- BRT alignment:
 - **Center-running in the median of Bruceville Road and Big Horn Boulevard** from CRC to Red Elk Drive.
 - **Dedicated guideway on the east side of Big Horn Boulevard** from Red Elk Drive to Bilby Road.
 - Operates along future, not yet constructed streets between Bilby Road and Lotz Parkway.
 - Turnaround near Sky River Casino.





<p style="text-align: center;">Alternative 4 Light Rail to Kammerer Road, Operating Mixed with Traffic</p> <ul style="list-style-type: none"> • Extends light rail from Cosumnes River College (CRC) to Kammerer Road, similar to Alternative 2. • Light rail operates every 15 minutes throughout the day. • Adds seven new light rail stations in the City of Elk Grove. • Light rail alignment: <ul style="list-style-type: none"> ○ Operates on the west side of Bruceville Road from CRC to Big Horn Boulevard. ○ Then runs in mixed traffic lanes alongside autos on Big Horn Boulevard between Bruceville Road and Elk Grove Boulevard. ○ Shifts to the east side of Big Horn Boulevard at Civic Center Drive ○ Continues past District 56 with the same alignment to Kammerer Road as Alternative 2. 	
<p style="text-align: center;">Alternative 5 - No Change</p> <p><i>This alternative would not extend light rail or provide Bus Rapid Transit. The Blue Line would continue to terminate at CRC.</i></p>	<p>(no map)</p>



To help you provide feedback on the alternatives, a comparison of the alternatives is shown below to highlight key differences. Please review the information in the comparison table below before answering questions in this section.

To view a full-size PDF, please use the link below:

[Alternatives Comparison Matrix](#)



DESIGN ALTERNATIVES COMPARISON MATRIX

	EVALUATION CRITERIA				
	NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
	Existing Configuration In Future Conditions	Light Rail to District 56, Bus Rapid to Kammerer Road	Light Rail to Kammerer Road	Bus Rapid Transit to Kammerer Road	Light Rail to Kammerer Road, Partially Operating Mixed with Traffic
Traffic					
Corridor Traffic Congestion	Without the project, Bus Rapid in Station and Elk Grove/Blueville intersections will experience significant increase in delay relative to current conditions and not meet City's performance targets. All other locations on the corridor meet performance targets.	Much-running LRT can proceed when through traffic proceeds. Project increases delay relative to No-Build at most of Blueville Station and Elk Grove/Blueville intersections by up to 8 seconds per vehicle at other locations representing minimal change in average traffic congestion.	Side-running LRT can proceed when through traffic proceeds. Right-turn delay at the rail corridor on first of saved when bus is present. Traffic delays are similar to No-Build along Blueville, but adds up to 3 seconds per vehicle at second of saved along Elk Grove. Adds a new signal on station north of rail from rail to cross over.	Essentially the same effect on traffic as alternative fourth of District 56 and Alternative 2 south of Station 50.	Delays are very similar to Alternative 2 south of Station 50. Additional delay of 1.5 seconds at Elk Grove/Blueville and Elk Grove/Blueville. Similar relative to other alternatives associated with the light rail crossing intersection. The effect of the light rail vehicle in the lanes themselves is minor with only a 1-second per hour per direction.
Vehicle Miles Traveled Reduction	VMT continues to grow relative to current conditions; does not encourage use of alternative modes.	Reduces VMT by approximately 2,042,000 miles per day, resulting in a moderate decrease in auto traffic along the corridor.	Reduces VMT by approximately 3,632 miles per day, resulting in a moderate decrease in auto traffic along the corridor.	Reduces VMT by approximately 1,400 miles per day, resulting in a moderate decrease in auto traffic along the corridor.	While generally similar to Alternative 2, single transit option result in relatively less incentive to switch to transit.
Community Auto Access & Circulation	No changes to local access or circulation.	Movements across the tracks are limited to a grid of intersections. New signals would be added to driveway would be modified to light-in-the-way only. Level of bus recalculated and would be closed. Requires out-of-direction travel for some to access side streets and driveways.	Unsignalized crossings of the tracks would be closed. Therefore, a signal would be added. Driveway would be closed, and it would be modified. Requires installation of grade crossing warning device and additional equipment at a signalized intersection.	Movements across the roadway are limited to a grid of intersections. New signals would be added and it driveway would be modified. Requires out-of-direction travel for some to access side streets and driveways.	Unsignalized crossings of the tracks would not be closed except in the primary travel portion. Therefore, a signal would be added. Driveway would be closed. 5 would be modified to light-in-the-way only and would be relocated.
Transit					
Travel time on transit	Transit travel time remains competitive with auto; however, bus does not receive any priority and travel with traffic. Additional delay for stopping at bus stops. Travel time from CRC to Elk Grove can be up to 15 minutes.	Fewer stops and dedicated guideway travel time is faster. However, it requires a transfer for connections south of CRC. Travel time is nearly 10 to 15 minutes from CRC to Elk Grove.	Fewer stops and dedicated guideway travel time is faster. However, it requires a transfer for connections south of CRC. Travel time is nearly 10 to 15 minutes from CRC to Elk Grove. Also provides travel time benefits south of Elk Grove and does not require a transfer.	Alternative is not quite as fast as Alternative 2 or Alternative 3. Estimated travel time of 12 minutes from CRC to Elk Grove. Also provides travel time benefits south of Elk Grove and does not require a transfer.	Alternative is not quite as fast as Alternative 2 or Alternative 3. Estimated travel time of 12 minutes from CRC to Elk Grove. Also provides travel time benefits south of Elk Grove and does not require a transfer.
Access to High-Frequency Transit	No expansion of high-frequency transit into Elk Grove. High-frequency transit into Elk Grove requires additional connections to CRC require either a transfer or a bus. No additional connections to high-frequency transit service under this scenario.	Extends high-frequency LRT from CRC to District 56 with 3 new LRT stations. South of District 56, Rapid Bus in mixed traffic that is limited to meet every half mile. No additional connections to high-frequency transit service under this scenario.	Extends high-frequency RT from CRC to Kammerer Road with 3 new LRT stations. South of Kammerer Road, Rapid Bus in mixed traffic that is limited to meet every half mile. No additional connections to high-frequency transit service under this scenario.	Increases high-frequency LRT from CRC to Kammerer Road with 3 new LRT stations. South of Kammerer Road, Rapid Bus in mixed traffic that is limited to meet every half mile. No additional connections to high-frequency transit service under this scenario.	Increases high-frequency LRT from CRC to Kammerer Road with 3 new LRT stations. South of Kammerer Road, Rapid Bus in mixed traffic that is limited to meet every half mile. No additional connections to high-frequency transit service under this scenario.
Transit Ridership	No change in transit ridership.	Significant ridership growth, out less than other alternatives due to LRT only extends to Elk Grove.	Largest ridership growth of any alternative.	Moderate ridership growth, less than Alternative 2 due to longer LRT travel time.	Less ridership growth than Alternative 2 due to longer LRT travel time.
Cost to Ride	For non-pass holders, requires purchasing transfer ticket to connect between LRT and bus. Cost to ride from Elk Grove to Sacramento via LRT is \$3.75.	Allows users to use LRT and north to travel from Elk Grove to Sacramento on LRT on one ticket. Cost to ride from Elk Grove into Sacramento is \$2.50. Users south of Sacramento will need to pay the 75-cent transfer fee.	Allows users on entire corridor to travel from Elk Grove to Sacramento on LRT on one ticket. Cost to ride from Elk Grove into Sacramento is \$2.50.	For non-pass holders, requires purchasing transfer ticket to connect between LRT and bus. Cost to ride from Elk Grove into Sacramento via LRT would be \$2.75.	Similar to Alternative 2. Cost to ride from Elk Grove into Sacramento on LRT would be \$2.75.
Active Transportation					
Bicycle and Pedestrian Circulation and Safety	No project-specific improvements; maintains existing grade. Blue line.	Project assumed to include buffered bike lanes along entire extent from CRC to Elk Grove and intersection guideway approaches. Reduces sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Elk Grove.	Project would include a separated, multi-use path and intersection guideway approaches. Reduces sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Elk Grove.	Project assumed to include buffered bike lanes along entire extent from CRC to Elk Grove and intersection guideway approaches. Reduces sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Elk Grove.	Project would include a separated, multi-use path and intersection guideway approaches. Reduces sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Elk Grove.
Infrastructure					
Construction Impacts	No construction.	Requires significant reconstruction of the roadway to include a median guideway, and requires reconstruction of Elk Grove bridge over Laguna Creek. Anticipated 3-year minimum duration of construction impacts.	By staying on one side of the street, some portions of roadway do not need to be fully reconstructed. New rail alignment only bridge over Laguna Creek. Anticipated 3-year minimum duration of construction impacts.	Full guideway is faster to build than rail; however, median placement north of Elk Grove requires reconstruction of most of roadway. No anticipated to require any bridge reconstruction at Elk Grove. Anticipated 3-year minimum duration of construction impacts.	Does not require construction impacts to existing roadway bridge over Laguna Creek. Requiring reconstruction of most of roadway will require long periods of one-lane running. By staying on one side of the street south of Elk Grove, some portions of roadway do not require full roadway reconstruction. Anticipated 3-year minimum duration of construction impacts.
ROW Needs	No new ROW acquisition, no impact on private property.	Impacts all private properties. The degree of impact varies by property — nearly all properties would experience only minor bridge, driveway, or access changes.	Impacts all private properties. The degree of impact varies by property — most properties would experience only minor bridge, driveway, or access changes, while a few could require significant right-of-way or full acquisition.	Impacts all private properties. The degree of impact varies by property — nearly all properties would experience only minor bridge, driveway, or access changes.	Impacts all private properties. The degree of impact varies by property — most properties may experience only minor bridge, driveway, or access changes, while a few could require significant right-of-way or full acquisition.
Costs					
Operating Costs	No Cost	The annual operating cost represents on the average approximately 80% in the cost to operate the rail in Elk Grove.	The annual operating cost for this alternative represents a more than doubling of the cost to operate transit in Elk Grove.	The annual operating cost for this alternative represents a relatively modest increase of approximately 30% in the cost to operate transit in Elk Grove. It is much cheaper to operate than LRT.	The annual operating cost for this alternative represents a substantial increase in the cost to operate transit in Elk Grove. More than 10% higher operating cost than Alternative 2 due to slower LRT speeds.
Capital Costs	No Cost	Slightly lower cost than Alternative 2 per mile, but a much higher cost than Alternative 1.	It is the most capital-intensive option, with a marginally higher cost than Alternative 1 per mile.	The option has the lowest capital cost due to a marginally lower cost of RT than LRT, even with the much longer length than Alternative 1.	Operating in one provides approximately 10% cost savings relative to Alternative 2, but it is much higher than Alternative 1 due to longer length.
Sustainability					
Air Quality/Greenhouse Gas Reduction	No transportation system improvements or mode and strategies would be implemented related to the project. No reduction in auto use, no improvement in air quality or reduction in greenhouse gas (GHG) emissions is anticipated.	Project reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 201 metric tons of CO ₂ per year in greenhouse gas emissions and air pollutants.	Projected reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 575 metric tons of CO ₂ per year in greenhouse gas emissions and air pollutants. A significant decrease in emissions.	Projected reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 222 metric tons of CO ₂ per year in greenhouse gas emissions and air pollutants. A modest decrease in emissions.	No air quality impacts were considered for the alternative. However, vehicle miles traveled (VMT) reduction benefits are expected to be similar to Alternative 2, with greenhouse gas (GHG) emissions reductions assumed to be comparable or slightly lower due to longer projected trip times.
Economic Activity					
Economic Activity	Encourage transit investment, in mode development patterns continue similar to current trends without transportation solutions. Traffic congestion and parking requirements may limit development potential. Without improved service or new stations, there's little potential to spur additional economic activity or support higher-density activity.	Likely to encourage redevelopment near the Elk Grove Stations.	With 3 stations and no road through travel, strongest potential for attracting development activity through the corridor.	Provides a new high-frequency transit option and it establishes in Elk Grove development mode by encouraging development and historically RT service as one of a contrast from RT for development activity.	Similar to Alternative 2.



Based on the information presented in table above, please select your top 3 preferred alternatives in order of highest to lowest rank. *[*Required First Preference]*

	Alternative 1 Mixed LRT/Rapid Bus	Alternative 2 LRT	Alternative 3 BRT	Alternative 4 LRT Mixed Lane	No Change
First Preference	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Second Preference	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Third Preference	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

For any of the alternatives you ranked in the question above, is there anything you would change about them? *[If selected an alternative as a preference above, please answer this question]*

- No
- Yes (please specify)

You selected “No Change” as one of your preferences. What concerns do you have about one or more of the project build alternatives? *[If selected “No Change” in any preference, please answer this question]*

- Traffic impacts
- Cost to construct or operate
- Visual impacts
- Property impacts
- Other (please specify)

4 What trade-offs amongst the alternatives most influenced your selection? (Select up to 3) *[*Required]*

- Cost to build or operate
- Meets my transportation needs
- Sustainability or environmental benefits
- Impacts during construction



- Makes it less expensive to travel
 - Consistent with my vision for the community
 - Impacts to private property
 - Compatibility with other transportation options (e.g., biking, walking, bus)
 - Other (please specify)
-
-

5 Would any of the following amenities at the new stations encourage or support you to use the transit extension? (Select all that apply) (Optional)

- Wayfinding
 - Bike parking
 - Auto parking
 - Bikeshare or scootershare
 - E-Bike charging
 - Pickup/drop-off areas
 - Adjacent shops, cafes, or public plazas
 - Attractive landscaping or public art
 - Restrooms
 - Other (please specify)
-
-

6 Do you have any further comments on the proposed alternatives? (Optional)

- No
 - Yes (please specify)
-
-



Station Area Vision Plan Questions

As part of this project, the City is exploring how future transit stations can support making vibrant and sustainable communities. Building on the General Plan—which promotes walkable, transit-connected neighborhoods—three station areas were selected for additional detailed vision planning. Draft vision plans for the three station areas are linked below.

[Station Area Vision Plan](#)

Bruceville and Big Horn Station

The **Big Horn & Bruceville** station area features residential uses, with some vacant parcels presenting opportunities for infill development. The area is rich in recreational assets including the Laguna Community Park, Elk Grove Skate Park, and the Barbara Morse Wackford Community & Aquatic Complex. Natural features such as Elk Grove Creek, Laguna Creek, and the Laguna Bypass Channel are surrounded by conservation-designated land.



Illustration of Potential Station Area Build-out

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?

High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?



- Yes
- No
- Not sure

Please tell us why if you selected “not sure” or “no” in Question 10. (Optional)

As a **Neighborhood Destination**, future development in this area will build on its community feel by adding more housing and local businesses. Upcoming projects include affordable housing, townhomes, and a mini storage facility with office space. A new 294-unit affordable apartment complex is also being built at Laguna Boulevard and Bruceville Road. Plans to improve bike and pedestrian access, including a new trail crossing at Elk Grove Creek, will help connect the neighborhood to nearby parks and amenities.

<p>URBAN FORM:</p> <ul style="list-style-type: none"> 1-4 stories Minimal building setbacks Street-oriented retail and office Activated first floor residential 			
<p>MOBILITY:</p> <ul style="list-style-type: none"> Residential-scale sidewalks along interior street connections Wide shared use paths along arterial corridors Connections to existing and planned multi-use trails Points of Connection (1/4 mile): Medium 			
<p>OPEN SPACE:</p> <ul style="list-style-type: none"> Small active uses (playgrounds, dog parks) Linear design with pedestrian/bicycle connections Connections to broader informal open spaces 			

Neighborhood Destination Station Area Features

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

- Affordable housing



- Other Housing
 - Parks and open space
 - Small businesses and retail
 - Offices or employment centers
 - Community services (e.g., clinics, libraries)
 - Mixed-use buildings
 - Not sure/No Preference
 - Other (please specify)
-
-

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area? (Optional)

Big Horn and Laguna Station

The **Big Horn & Laguna** station area features a range of development types, densities, and opportunities. The northeast portion of the Big Horn & Laguna station area is currently occupied by a conglomerate of retail pad sites, in-line retail, and big-box retail with a large portion dedicated to surface parking lots, creating a car-dominated development.

An expansion of the Sutter campus has been approved just south of Laguna Boulevard, along with a proposed four-story office building at the southeast corner of Big Horn Boulevard and Longleaf Drive. The largest development opportunity is within the southeast portion of the Big Horn & Laguna station area with large vacant parcels and a proposed roadway connection from Big Horn Boulevard to Longleaf Drive.



Illustration of Potential Station Area Build-out

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?

High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?

- Yes
- No
- Not sure

Please tell us why if you selected “not sure” or “no” in Question 10 . (Optional)

As a **Suburban Retail Retrofit**, this station area has the potential to turn large, underused parking lots and auto-focused spaces into a more walkable, mixed-use neighborhood. Future development could bring street-facing shops, offices, and homes, making the area feel more connected and vibrant. Better sidewalks and bike paths will improve access to nearby jobs and



help create a stronger sense of place. Smart, targeted development can reduce the area's dependence on cars and support a more active, thriving community.

<p>URBAN FORM:</p> <ul style="list-style-type: none"> • 1-4 stories • Reduced building setbacks • Street-oriented retail, office, and residential 			
<p>MOBILITY:</p> <ul style="list-style-type: none"> • Main Street-oriented pedestrian connectivity • Exterior vehicular connections • Pedestrian and Bicycle connections to adjacent residential areas • Points of Connection (1/4 mile): Medium 			
<p>OPEN SPACE:</p> <ul style="list-style-type: none"> • Small active spaces (plazas, pocket parks, patio spaces) • Linear design with pedestrian/ bicycle connections • Connections to broader informal open spaces 			

Neighborhood Destination Station Area Features

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

- Affordable housing
- Other Housing
- Parks and open space
- Small businesses and retail
- Offices or employment centers
- Community services (e.g., clinics, libraries)
- Mixed-use buildings



- Not sure/No Preference
- Other (please specify)

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area? (Optional)

Big Horn and Whitelock Station

The **Big Horn and Whitelock** station area features several educational campuses, including Consumnes Oaks High School, Pinkerton Middle School, and the Cosumnes River College Elk Grove Campus.

Other surrounding land uses primarily consist of low-density residential, contributing to a lack of street activation. A recently approved 26-unit apartment complex at the southwest corner of Whitelock Pkwy and Big Horn Rd introduces higher density residential to the area.



Illustration of Potential Station Area Build-out

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?












High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?

- Yes
- No
- Not sure

Please tell us why if you selected “not sure” or “no” in Question 10 . (Optional)

As an **Education Center**, this station area focuses on creating safe, walkable connections between homes, schools, and transit stops. Planned improvements like better sidewalks, crosswalks, and bike paths will help students, faculty, staff, and residents get around more easily. A shared-use path along Big Horn Boulevard, next to future apartments, will further improve access and support a student-friendly environment. The nearby Franklin Creek Trail also offers a chance to connect the station area to the Oasis Recreation Center and Elk Grove Regional Park.



<p>URBAN FORM:</p> <ul style="list-style-type: none"> • 1-2 stories • Large building setbacks • Centralized buildings/campuses 			
<p>MOBILITY:</p> <ul style="list-style-type: none"> • Multi-Use Pathways and wide sidewalks • Bicycle facilities within streets • Pedestrian and Bicycle connections to existing residential areas • Points of Connection (1/4 mile): Medium 			
<p>OPEN SPACE:</p> <ul style="list-style-type: none"> • Small active spaces (plazas, pocket parks) • Large active uses (ball fields, sports courts) • Connections to broader informal open spaces 			

Neighborhood Destination Station Area Features

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

- Affordable housing
- Other Housing
- Parks and open space
- Small businesses and retail
- Offices or employment centers
- Community services (e.g., clinics, libraries)
- Mixed-use buildings
- Not sure/No Preference
- Other (please specify)

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area? (Optional)



Demographic Questions (Optional)

What is your age? (Optional)

- Under 18 years
- 18 to 24 years
- 25 to 34 years
- 35 to 44 years
- 45 to 54 years
- 55 to 64 years
- 65+ years
- Prefer not to answer

Which race(s) and ethnicity do you identify with? (Select all that apply) (Optional)

- Asian
 - White
 - Black or African American
 - Native Hawaiian or another Pacific Islander
 - American Indian or Alaska Native
 - Hispanic/Latino
 - Mixed Hispanic/non-Hispanic heritage
 - Prefer not to answer
 - Other (please specify)
-
-

Check the option that best fits your current work status. (Select all that apply)

- Work full-time
- Work part-time
- Student
- Stay-at-home parent



- Unemployed
 - Retired
 - Prefer not to answer
 - Other (please specify)
-
-

Please leave your email if you would like to sign up for future updates on this project. You will also be entered into a raffle for a chance to win a free SacRT day pass. (optional)

Enter your email address below:

Thank you for completing the survey. For more information and upcoming activities, visit www.Elkgrove.gov/transitplan.



Appendix H. Round 2 Written-In Responses

H.1: Proposed Alternative Questions

For any of the alternatives you ranked in Question 4, is there anything you would change about them?

1. Serving east side of HWY 99 corridor like before until that plan was scrapped
2. More bus and trains
3. I would propose Alt 1 not to extend BRT beyond Big Horn & District 56
4. Stop impacting traffic so much and build a raised, over-traffic system. Like a monorail or the high-speed rail we were supposed to get.
5. Stop wasting resources on an unfundable transit project that benefits no one. Stop wasting money on feasibility studies that are obviously going to fail
6. Would love to see light rail go all the way to the Sky River Casino!
7. No option should go to the casino on our tax dollars.
8. Alt1 - LRT terminate at 56 district
9. Extending the e10 bus to proposed stops
10. Extend the light rail line to Sky River Casino. Entire area will be bustling with visitors, locals, and residents.
11. State offices at Laguna Springs. Could there be a bike share from station to state offices?
12. Prefer bus and light rail mix
13. Light rail on Bruceville only
14. have bike or scooter rentals available (lime, uber, etc)
15. Something interim during construction to increase routes to work and home from work
16. Extend light rail to Sky River and extend a second light rail branch down Franklin Blvd and or to elk Grove park across the freeway
17. Traffic on Laguna and Elk Grove Blvd is already heavy. Adding light rail which delays traffic will make it an even longer to commute.
18. LRT should have their own lanes and be center running, with signal priority. The stations should be where people live, work, and shop.
19. "Grassy" tracks would be quieter (and prettier) than ballast in side-running option through Elk Grove
20. Student should be able to ride free
21. BRT is the least nuisance noise wise. Lewis Stein already has multiple near head on collisions due to the change in stop light yield to accommodate traffic. If station is placed



- on Bighorn intersection, please have some kind of sound dampening to limit noise pollution to the neighborhood on Big Horn Blvd.
22. There needs to be a BRT going to the train station that is in the works for 2026 which will be off of Laguna Blvd by the storage facility
 23. Change classic route at end of line to go straight across to casino. Helps to reduce casino traffic
 24. More access to the corridor via public transport
 25. Extend light rail extension down Franklin Blvd
 26. More bus cops and quiet zones
 27. I would like light rail near east Elk Grove as well.
 28. Change rail route to along w Stockton blvd instead of Big Horn blvd
 29. Possibly different corridor but this side of EG has more growth potential.
 30. We don't need that. It will create additional traffic in that area where is already really busy
 31. Does not prefer this project
 32. I would like to have more buses available on Saturday.
 33. Please consider changing the alignment to go through the laguna and bruceville intersection, then down to laguna bruceville. This would allow for people to be able to access the shopping centres instead of mostly homes/empty lots between Laguna and bruceville along bighorn.
 34. But the Light weight rail in the median, but dig underground to let people get to and from the train stations.
 35. It should run over Poppy Ridge and Promenade Pkwy
 36. will ride light rail will drive if bus of any kind
 37. For the mixed BRT and LRT system, I recommend extending the LRT to the Elk Grove Cosumnes River college station
 38. More bike options would be nice
 39. Build more stations and add more trains , 3-5 minutes instead of 15 minute wait times during peak rush hours
 40. Incorporate class 1 bike lanes and pedestrian facilities from crc to district 56
 41. Not familiar with bike path terminology but it seems Alt 3 does not provide physical barrier between bike lane and cars? I'd like to be able to bike in the safest path, which means physical barrier between cars and bike lane. ideally the bike lanes are as far from car as much as possible to avoid having to inhale car exhaust
 42. Full length separated bike lanes in all 3
 43. Do not extend light rail to our neighborhood!
 44. Not run it out here



45. Electrify the blue line so that it will charge at stops and there will be no above power lines.
46. How will this increase traffic on Laguna and Elk Grove Blvds
47. I feel it makes sense to extend the light rail to Sky River Casino area, as there is already Kaiser out there and will be other business and entertainment options coming soon
48. Consider destination-based stops, i.e. LRT to Bruceville/EG then turn on EG to Big Horn to maximize interest regionally
49. The biggest problem is that the Big Horn Alignment has fewer destinations. If the light rail were to extend down Bruceville down to Elk Grove Blvd or Whitelock, there would be more destinations that the service would connect to.
50. For LRT stations, guarantee parking garages and retail to help entice riders
51. The alt 4 side loading are safer for
52. Totally disruptive in the locations you currently have for light rail crossings and stations. Not in favor of light rail going down this corridor. There has to be a better location away from private properties .
53. run it along bruceville. big horn feels like such a residential populated space that would change the quality of life.
54. The separate bike lanes are paramount and would greatly enhance bike safety.
55. Protected or separated bike path for all
56. For alt 1, add separated multi use path
57. Light rail stations near Kammerer are too closely spaced for light rail operations given the housing density in Elk Grove. Would suggest value engineering away a station or two.
58. Add overpass...like at Forin Rd near Burbank HS in Sacramento to diminish traffic waits.
59. Consider not using big horn but go down Bruceville to white lock parkway and then down big horn, mixed lanes the whole way.
60. Don't slow down light rail transit with buses or mixed lane traffic.
61. Every option needs to be supported by robust Rapid Buss lines to LR stations
62. run more lrts. get cars off the road.
63. Add an overpass for the LR to avoid direct traffic lanes and pedestrians. The safer the better. There are a lot of schools and children who are able to walk from and to home and school. We dont want to risk our young people crossing tracks.
64. I despise the protected bike lines IF it reduces car lanes. Please don't make traffic worse by adding bike lanes that people won't use
65. I would prefer to have all light rail in Elk Grove and ensuring parking and safety
66. Have light rail station closer to Laguna spring drive
67. light rail to be away from residential neighborhoods
68. Reliability, no delays.



69. Remove the rapid bus. Consolidate, Bilby, LEA and Classical stations into one. Among many problems with RT/LR is the frequency of stops close together. Remove lights at Laguna & Big Horn and Elk Grove & Big Horn. Replace them with true Round-a-bouts. Use bridges on LT/RT to run without traffic obstruction. removing lights have eliminated accidents and pedestrian injuries at the intersections. Study your demographics better. The population moving into the southern areas around Whitlock Parkway and Bilby are largely class based. They rather be seen driving new vehicles and sit in traffic than on public transportation. They care about how others view them. Their status matters and come from a society where public transit is for the poor. They're mostly cash buyers and opposed to electronic forms of payment. That is the WRONG demographic to ride the light rail. Light rail must be efficient. If I take the train to Golden 1 at a peak traffic time, I want to arrive in half the time. As it stands, it takes more time to drive to CRC, from Laguan Springs, park, get on light rail and arrive at Golden 1, than it does for us to Uber or drive our own vehicle. I'm 100% in favor of light rail, but be open to thinking outside the box, not what your council members inside contracting sources propose. So far you've made Elk Grove traffic worse, and not better.
70. It would be ideal if the light rail could cross Laguna and Elk Grove Blvds, and potentially when it needs to cross Bruceville near Big Horn, to cross these roads on either aerial guideway, or cut and cover underpass. Laguna and EG Blvd back up a lot in mornings and evenings, and NIMBY's gonna NIMBY even harder if traffic lights there get even longer. Whitelock and minor collectors have lower traffic and can be surface probably without too much fuss. End of route should be designed for potential future extension across 99 to existing freight line near Grant Line, as that might sense for a long-term intermodal station
71. Alt 1 has bus-only lanes
72. No
73. Please study traffic impact when adding LRT on Big Horne Blvd, lot of new single family houses
74. There is no reason for any of the alternatives to extend beyond Whitelock Rd. There is nothing there except speculative development.
75. Alt 4 — Close mixed lane to other traffic
76. We need a rapid bus to the airport, not Sacramento.
77. Elk Grove already has too much traffic. Extending light rail would only add to that unless you plan on building overpasses like they did at Sunrise and Watt.



78. I think a stop at Kyler Road which is the main road through arbor ranch and Madeira Greens developments. This would especially make sense as a replacement for the Bilby Rd stop which is already quite close to several other stops.
79. For all options public transit should have priority over personal vehicles.
80. If it would be possible to add direct bus service from wherever the light rail will end to Elk Grove Park/near the shelter, that would be neat.
81. Make them compatible with future San Joaquins/CA High Speed Rail expansion
82. LR is most passenger friendly.
83. I would add a light rail branch from the proposed train station at the UP Rail Laguna Blvd crossing that connects with the light rail at Big Horn and Laguna Blvds
84. We need more service from other areas of Elk Grove to get us to CRC so we connect to downtown. Park and ride stations. Security in lots and on buses or trains. And a direct route from EG to SMF without switching transportation methods either all your luggage, esp at night when it's more unsafe.
85. Minimize in lane transport
86. Don't build any of them. For those of us who don't work in Sac, this would make getting around EG a nightmare, particularly those of us who use Bruceville and Big Horn regularly!
87. Ensuring minimal impact on residents and business access. Concern with homeless or potential crime on LRT
88. I would have weekend service and the flex bus on the weekend and serving elk grove residents.
89. For alternative 4, have everything run east of big horn blvd
90. Trains build needs to comply with covid 19 space guidelines.
91. Parking
92. I think this may be the same thing as the "buffered" bike lane in the multi-use path; it would be nice to include a protected bike lane where the cars are parked on the outside of the bike lane, or where the trees are on the outside of the bike lane. If it makes sense at certain points, I would also like to have one of those bike pathway/bridges that goes up and over the light rail stations like the one at Sacramento City College station that connects it to the Safeway. I am not sure if this will be for the "old" trains with the stairs or the new S700 variety. But it seems like it would be wise to build the new stations with the built in low floor so that they don't need to be renovated later for the newer low-floor trains. I work with the blind and many have pointed out to me that while the stations usually have braille (yay) they often do not verbally announce time-sensitive information over the speakers such as when trains are running late or when there are service



disruptions like bus bridge. If concerted efforts could be made to install easily understood loudspeakers for auditory information, that would be really great and help them out a lot. I also think bike racks (Stanford style bike racks preferably) and/or bike lockers would be a logical addition.

93. Alt 2 should have a station at the sky river casino
94. Route the line over 99, or make a rapid bus line to East elk Grove
95. Run a lrt up franklin /kammerer Make it high rise like Bart in Bay Area manage traffic
96. Alternative Two should be the alternative implemented in this corridor. Bus Rapid Transit should be seriously considered and built along Elk Grove-Florin Road continuing along South Watt Avenue, Watt Avenue, and Santucci Boulevard through a cost sharing agreement setup by the Sacramento Area Council of Governments.
97. For alternative 1 I would love to see the median running LRT throughout the whole corridor if feasible
98. Elevate the LRT over the street
99. make sure to run to sky river casino
100. I would only change the LRT stations. We would save a lot by only having station to Big Horn and Bruceville and build a parking on the empty lot here.
101. All light rail runs east side of big horn
102. Buses only no railway
103. Limit night use
104. Sheldon Road access to a light rail station
105. Include East of 99 as part of the plan
106. Elevated transit stations to reduce impact on traffic
107. Bus needs to connect to the high school there for children safety
108. adding these stops does not contribute to an increase in homelessness or public safety concerns within the city.
109. More alternative bus into east Elk Gove along Waterman
110. If station will be located in the center median, make sure to provide safe crossing options and educate drivers to stop for pedestrians.
111. For the LRT options, why can't they center run like the bus option?
112. Have them operate without depending on traffic lights (e.g. underground or raised platform)
113. Bus station at each light rail station for connections
114. Modify BRT route(s) to include east of Hwy 99
115. A light rail for commuters during commuting hours. From Sky River to Downtown Sacramento with no more than 3/4 additional stops.



116. Would rather "No Build"
117. For Alternative 3, I would not loop near the casino.
118. Everything should run east side of big horn blvd
119. Add a LRT station at Bruceville & Sheldon/Center Parkway
120. Bus stops need to be further from shopping areas rather than running straight through them to allow traffic to continue to flow more quickly
121. Less potential impact on private residences (though I know that may be wishful thinking)
122. LRT within the center lanes or sharing with auto traffic does not seem appropriate in this area. Perhaps in a city-center or historic or downtown area, with pedestrian traffic and multiple stops. But this area seems to be more of a commuter-centered use, long-distance usage.
123. Hopefully you can make the Kamarrerr station closer to Hwy 99
124. Alt 2 should consider a single grade-separated crossing when switching sides along Bruceville, like the existing Blue line approach to CRC. Alt 1 should adopt side-running for the entire LRT portion of the alignment for fewer traffic conflicts and to eventually upgrade to the Alt 2 plan when funding allows. Alt 4 should not allow mixed-traffic — at the very least do dedicated center lanes instead.
125. Alt 3: Just build light rail station to casino in overhead crossings to not interfere with traffic then add bus as communities will grow faster than light expansion
126. It would be nice if there was a side-running BRT option. This would be less expensive, and could be converted into a light rail down the line. The side-running light rail was more attractive as it did not have stations in the middle of the road.
127. No matter what no light rail
128. 3 - Make it all side running as it is the most accessible to riders and make transfers easier.

You selected “No Change” as one of your preferences. What concerns do you have about one or more of the project build alternatives?

“Other (please specify)” responses:

1. Aside from the 4 reasons above, there are many other options for riders after CRC like the bus transfer, or Uber/Lyft. It seems like this plan is to accommodate visitors to the Casino more than anything.
2. Not sure.
3. Elk Grove is a low to moderate density city, not a top candidate for successful transit service.



4. Visual, property impacts, visual impacts, pollution, traffic, not enough money or staff to maintain and properly police
5. ALL OF THE ABOVE; TRAFFIC IMPACTS, COST TO CONSTRUCT OR OPERATE, VISUAL IMPACTS, AND PROPERTY IMPACTS, TOTAL FILTH AND PROXIMITY TO SCHOOLS, PARKS AND RESIDENTIAL AREAS.
6. i will not use
7. The line only needs to go to District 56, which is the most cost effective way in my opinion. All alternatives now extend too far south.
8. The 7000 possible users will not increase ridership. LET and bus operators allow homeless bike users to do whatever, but are hostile to fare paying customers with bikes (I have personally experience this on the Sac Transit, and I personally saw injuries and fatalities because of this on the Minneapolis blue line) There are no supermarkets or high traffic commerce or housing within walking distance (unlike the Minneapolis green line or Seattle LRT)
9. If Light Rail is not one of the options, then I don't see any benefit to the other alternatives.
10. Nobody is asking for this. Do not spend our tax dollars importing folks who would get themselves here if they wanted to come, by car.
11. Safety/traffic/noise
12. All of the above
13. Traffic and bringing more homelessness into elk grove
14. bums
15. Most people like Elk Grove the way it is. Let's NOT make it into a major city with all of the major city problems.
16. Most people like Elk Grove the way it is. Let's NOT make it into a jamor ciity with all of the major city problems!
17. High costs, low rider ship, increase use by homeless, more crime brought into communities
18. All the above
19. Homeless, crime, cleanliness
20. All 3 impacts including the type of population that may come into Elk Grove.
21. Audio Impacts. It is already hard to rest when needed. Cars on Big Horn Blvd are audible and having LRT Station and Bell signals would impact the neighborhood.
22. I don't want to connect communities that are unable to fix their homeless issues, and this will connect a solution to push them into our city.
23. Traffic impacts/congestion/crime
24. All the above in addition to bringing trouble into our neighborhood



25. Crime increase
26. Safety of kids walking to school
27. Stop all these plans. They do not improve Elk Grove as a family oriented suburb. We don't want crime and homelessness to spread. Light rail and RT is a magnet for crime and homelessness
28. Traffic and schools along routes, danger to children
29. Noise pollution, light pollution, will bring more homeless people over to nicer parts of the city, and the project is unnecessary as most residents of EG have cars.
30. Homeless and druggies
31. Transients, overpopulated parks/community centers paid for with local dollars.,
32. Increasing the light rail to this extension will be costly, increase congestion to an area with little ridership interest.
33. Homeless
34. Safety
35. Brings transient, questionable people. You know this brings crime and more homeless camps. So many people work from home anyways and others can go to either station on Cosumnes. Just adjust traffic lights. Don't ruin elk grove and waste money. We already have vacancy
36. Security, safety, noise
37. Residential safety. Too many schools in the immediate area which is already heavily impacted.
38. Crime, foot traffic. Those who already live here get around the city fine. Outsiders should drive here. I would like a vote. I spoke to neighbors and majority are against Ligh Rail. They moved here from Consumes river to get away from the train and what it. brings.
39. Private property
40. Safety of our community
41. Crime rate increases
42. noise
43. Either just do the full Lightrail or leave it how it is
44. My kids crossing a busy intersection to go to school is not safe. Especially crossing the rail road tracks
45. Safety
46. Property impacts and crime rate increase!
47. Crime, safety



48. All the above but increased in crime, homelessness, and predators for our children that go to school in the near schools. Very bad idea... whoever thought of this should be removed from their position.
49. All of the above. Additionally, increased crime impact.
50. If you're not going to choose the only logical choice (option 2), then why even make a change?
51. Property value impacts, crime increase, traffic increase, and impacts to the local environment.
52. I do enjoy light rail however it is difficult for the public to agree to take light rail. If you don't live in the vicinity of these stations, you wouldn't want to drive to a light rail station and then get on. There aren't designated park and ride lots for the proposed stations which would make parking difficult. Also, it takes almost 10-15 minutes to drive a couple miles within the Elk Grove city limits. Traffic is congested all day due to constant stops from traffic lights. The Franklin Station light rail constantly stops the flow of traffic due to the crossing gates being down for 2-3 minutes every 15 minutes. Are cars going to be protected from the light rail via crossing gates or do cars have to watch out for them? It would be cumbersome to constantly have to watch for other cars, bikes, pedestrians, and light rail on top of that. Lastly, I am concerned with trash and the cleanliness of the proposed stations. Throughout Sacramento, I've seen used condoms, human urine, broken glass, etc. This was seen at multiple stations, 16th st, 8th & capitol, 9th & K st. I feel the city of Elk Grove can't keep up with maintaining cleanliness of these stations so that the public feels welcome to use it.
53. #1 which you don't have is safety. Two schools in close proximity. Traffic and safety
54. All of these are bad ideas! There is perfectly good roads why would you tear them up to build worse situation for Elk Grove. This is creating a "fast pass" for homeless to come into our neighborhoods. We are suppose to be improving the city not ruining it.
55. Leave it the way it is. Too much like downtown Sac traffic.
56. Increase in crime.
57. Bring in more homeless
58. All of the above
59. Property, visual, and traffic impacts. My home backs up to Big Horn Road. There is more than enough noise and traffic already. The addition of the light rail would not be ideal for homeowners that have lived in the area for decades. This neighborhood already has a steady bus system. I do not want property values to decline due to noise and the unsightly view of tracks. No matter how sleek the appearance. Also, there will be no improvement to traffic. It already takes a long time to get kids to school, to get many



places in the city. A light rail will cause more traffic issues. The potential for accidents could increase. Just look at the auto and pedestrian light rail accidents downtown this year. Invest in the great bus service we have and do not extend the light rail beyond its current locations. Elk Grove does not need it.

60. The type of traffic it brings into elk grove
61. Homelessness around and on the trains/tracks. Also allows a way for crime to transit into Elk Grove.
62. All of the above
63. Light Rail speed
64. Transits not only used for commuting.
65. not only traffic issues, noise, and conjection with people, and more importantly its bringing more people that should be here causing trouble. we have plenty of it already especialyl with the casino. just last week they had a shooting at the gas station at the corner.
66. Not used enough to justify cost
67. All of the above
68. Increase in homeless population in Elk Grove
69. All of the above
70. It makes my life more hectic and loud being so close.
71. Safety (children), traffic (parents don't know how to drive), noise (wife works overnight sometimes, sleep during day)
72. Noise pollution
73. Safety and Security
74. Law suits...delays...frustrations...expenses...loss of faith in politicians
75. Safety, property, homeless transport
76. Community Safety
77. Low demand for light rail. Save the money.
78. Lightrail by two schools - Consumnes Oaks and Pinklerton
79. nobody rides light rail or public transit
80. Not necessary.
81. All of the above, and low ridership.
82. Traffic and safety in residential area which is the majority of the route. Concern for school children safety.
83. All of the above! Traffic, children/teen pedestrian safety, visual impact, traffic impacts
84. Crime - I don't believe the commuters that would be commuting from south Sacramento to the casino are the most desirable to be transported through the main residential and



- civic areas of Elk Grove. Crime and theft will increase. I will not feel comfortable having my children walk and bike ride through the neighborhoods of Madeira like they do now
85. Concern of safety and traffic being unnecessarily compromised in a heavily dense residential area with multiple schools. This type of transit would be suitable at the edge of the city or near the highway if necessary.
 86. Not as fast, may get in the way of traffic, not good for those who rely on this for commute daily.
 87. All of the above and more crime/homeless in the area
 88. This would cause more damage than good to the area. You want to bus people from downtown area to the casino is just bad. You will cause more traffic l, have more issues with drugs, and ruin Elk Grove. This passes I sell my house and move. EG used to be a great city, you are slowly ruining it and making it Florin Rd.
 89. All of the above are concerns
 90. People and noise
 91. Property, visual, cost, traffic
 92. All of the above.
 93. Crime
 94. Crime opportunity will increase, homelessness will travel to Elk Grove easier from Sacramento
 95. You have no idea the amount of crime you are inviting by bringing light rail close to the casino. Our PD is already taking special funds from residents there for extra patrols. RT cannot and is not capable of ensuring the safety of their trains.
 96. It will bring more homeless, trash, fights from students, drunks from casino and construction effecting commuting and a lot more traffic, I am for all the positive changes such as shopping centers /stores being added but that is already effecting the traffic. But adding an easy way to get to the casino. And adding ways for homeless to hang out near schools where students are attending is not ok. Also, there are huge fights at some of the lightrail stops such as CRC and now it will add another spot to fight for HS students mixed with the JR high students.
 97. Increase in crime and decrease in property value
 98. There is no demand for public transportation in South Laguna
 99. BRT is too much of a watering down of a needed project. Go big or go home.
 100. I am concerned that extending the light rail into the city may worsen existing challenges. The areas around current stations already experience issues with safety, homelessness, and vagrancy. On many occasions, trains are unclean, and some individuals use them as



places to sleep. While public transit expansion can have benefits, I worry that bringing these conditions into the city center could contribute to its decline.

101. It will not have adequate ridership
102. Too expensive for a limited area of use. East EG still has to drive 25 minutes just to reach a station. Traffic is horrible, city roads are congested in every direction to get out of here.
103. Safety
104. all of the above PLUS SAFETY impacts and NOISE impacts to the neighborhoods
105. safety security in our neighborhoods
106. Traffic, poor usage, cost, visual impact
107. All the above
108. Property impacts and safety
109. Don't like the light rail expansion
110. Safety to cars, bikes & pedestrians
111. Homeless increase, Use money to build homeless shelters near downtown near resources. We're already getting inundated by them and they're starting fires and harassing people
112. All of the above, plus safety of light rail in the community and the crime that comes with it.
113. Traffic, costs, visual, environmental & property impacts
114. Crime, traffic, property impact, destroy nature
115. There is a middle school and high with already traffic issues. Having light rail through this area will cause more frustration and the potential for children to be injured by darting out or not paying attention.
116. Safety the light rail has a lot of crime associated with it.
117. contribute to an increase in homelessness or public safety concerns within the city.
118. Crime rate increases
119. I've seen it when they opened up to Folsom. It brings in undesirables.
120. All of the above, plus safety impacts
121. All of the above
122. Crime
123. Traffic Impacts and all the unhoused that comes along with the light rails.
124. Bus rapid transit is stupid! Why can't we have nice things like other cities? Other cities have freeways, we get the stupid southeast connector that's running a decade behind schedule and has dumb roundabouts. Now other cities have light rail and we get more buses? No! If that happens, I will strongly consider leaving the area altogether. Stop being dumb.



125. Brings homeless and problematic people from surrounding areas such as downtown, south Sacramento, or rancho.
126. I notice more homeless coming to Elk Grove using the light rail
127. Multiple concerns including traffic, visual, and property impacts
128. The light rail stations tend to have issues with mentally unstable people. I wouldn't want to see this come to Elk Grove
129. More homeless people will imigrate to Elk Grove.
130. more construction and difficulty in getting into neighborhoods
131. Traffic disruption during construction
132. My area 95823 congested already, opening this line frankly will increase crime and even more traffic then is absorbed now!

What trade-offs amongst the alternatives most influenced your selection? (Select up to 3)

“Other (please specify)” responses:

1. BRT service frequency, separated transit only lanes with priority signaling and stations.
2. Consistent with my vision for the community, impacts to private property, impacts during construction, & sustainability or environmental benefits
3. No comment.
4. adding the light rail make biker harder to bike and less walkable city
5. All of these options are not clear enough to inform you if I am pro/against these options. Well played government.
6. I can imagine being able to use public transporation to school.
7. directness of route, not mixed
8. Time until functional
9. NO TRADE OFFS!!! This assumes the project is a go and we do NOT want this transportation extension.
10. NO TRADEOFFS!!! This assumes the project is a go and we do NOT want this transportation extension!
11. Existing light rail underutilized except at times taking work to and from wk downtown, a lot of fare abuse by homeless
12. Down grading my neighborhood
13. Future-proofing for Elk Grove's transit needs. We should aim to be more like Rancho Cordova (which attracts jobs, youth, and talent), less like Roseville.
14. Don't want this light rail near schools and increase daily traffic! NO WAY!!



15. Crime and homeless magnet. Stop these plan and use tax payer money to invest in roads
Such as expanding I-5 side of Elk Grove development
16. Increased traffic, danger to kids walking to school
17. People live in Elk Grove because we don't want to live in a city. This is a safe
neighborhood. Any of these proposals would likely increase crime. My office is off 50 and
Watt. The light rail there brings transients/unhomed and crime.
18. Need less expensive ways to travel for youth & elderly. Necessary for a growing city to
have mass transit.
19. Reduces VMT and high potential for economic growth.
20. Brings more crime, reduces property values, traffic
21. Light Rail would bring loitering not people adding positively to our community.
22. Concern of our safety
23. Safety of the community and children
24. Safety
25. Fastest commute time from Kammerer road to sac is most important, above all else. (via
rail and or bus, whatever is faster and more reliable).
26. Crime, safety
27. Quality public transportation is the only viable solution to traffic congestion. Extend the
light rail to Sac Airport ASAP, stop wasting time, it will only get more expensive ! Build now
! Build fast and invest in quality infrastructure and public transportation!
28. All of the above. Quit thinking about supporting business instead support homeowners.
You are making Elk Grove the new South Sacramento. Projects like this are making it very
undesirable to buy and live in Elk Grove.
29. Don't want it in my community.
30. This is going to attract more homeless coming to Elk Grove
31. Impacts to Laguna Creek, District 56, local communities, an it's environment.
32. City of Sacramento & Elk Grove are way behind and need to become the major cities that
they are.
33. Bringing south Sacramento to the heart of Elk Grove. Dumbest idea yet!
34. EG will continue to grow to the south. Building LR to Kammerer now will be cheaper than
it will be in 20 years.
35. Keep Elk Grove from more growth. We can't handle the mess of traffic now.
36. Increases in criminal activity.
37. Crime
38. Which moves the most people (light rail moves more people than buses)



39. Who is going to take care of security in relation to the light rail system? Where is the funding to assist homeowners should any damage be done to their property from travelers with ill intention? Also, what about light pollution? Am I supposed to relax in my backyard with bright lights from the new stations shining in my face? Overall, this is not a necessity in the city, at least not down a mostly residential section of Big Horn. If this was running down East Stockton Blvd where there are more businesses, it would be more fitting.
40. Would not like this to happen
41. Increased economic benefit to the community
42. Pedestrian safety
43. Impacts of train crossings across busy roads/intersections. RT trains consistently block road traffic in Sacramento.
44. This question is confusing
45. none
46. Light rail increased crime and homeless population near CRC.
47. All
48. Light rail delivers the most ridership forecast and seamlessly integrates with the rest of SACRT's network.
49. More conveniently usable for more people.
50. No
51. Community safety
52. Will bring people from Sacramento down to the Casino. The sacramento convention center attendee would have a quick fun trip to Sky River, but only if the light rail goes all the way there.
53. First, Alt2 is the only alt that addresses the urgent need to have a viable trying line to the south of the city that current residents and future development can rely on as all ready in place, not some vague time in the future. Secondly, only alt2 is the only not one that is not some half-assed cobbled together mis-mash creation that avoids the problem of the urgency need for reliable LRT to the south of the city. Do it completely right the first time.
54. It's another step to provide practical ways to provide regional transportation to everyone. My wife and I recently took the El Train to O'Hare in Chicago, which was a wonderful experience. BART also offers this service to SFO and to OAK. Sacramento needs this!
55. I would definitely use light rail to travel but will NOT use bike lanes. Please don't ruin travel in Elk Grove like they have in downtown Sacramento
56. Not necessary!



57. Just because you get funding, doesn't mean you have to spend it. The funds are better used towards traffic efficiency projects (round-a-bouts, AI, timing, etc.) Road safety and maintenance, Look at the data for ridership before considering on building something that is unpopular
58. Safety for homes and schools
59. None. I don't want this at all.
60. Safety in dense area of homes and schools
61. I work downtown and this would help me immensely.
62. More crime and homeless in the area
63. Elk Grove is middle / upper middle class. And buses have perception issue of being for lower class. And not needing transfers is a big time savings. If there were convenient parking, bike storage, or more frequent east/west buses in EG), we would take light rail to visit friends in Midtown more often.
64. Increased traffic, multi-year construction periods, crime and safety concerns
65. Neighborhood value and cost to maintenance community safety most of all n graffiti
66. I think the crime would be less with a bus instead of light rail.
67. Bus routes are fine...don't need more delays with trains messing with traffic signals in an already jacked up system. Elk Grove loves building new houses but the roads have not been designed to accommodate the growth. Light rail will also bring in more crime and transients.
68. Increase traffic delays due LRT stopping traffic along the route.
69. Na
70. It makes little sense fiscally to pay for an expansion to District 56 and not the casino. The hope is that easy, direct access to the casino will eventually help pay for the cost of the construction. I also think it makes it less likely for Sacramento folks to drive drunk from the casino if they have an easy way back without multiple changes. I'm also excited as an Elk Grove community member who commutes to Sacramento for work and goes up during weekends to have an easy way to travel.
71. seamless transit experience/consistency
72. Not a good idea overall.
73. There is no demand for public transit in South Laguna
74. Least interaction with vehicles
75. Least impact to and from vehicle traffic
76. Overall reduction in vehicle traffic
77. I am concerned that extending the light rail into the city may worsen existing challenges. The areas around current stations already experience issues with safety, homelessness,



and vagrancy. On many occasions, trains are unclean, and some individuals use them as places to sleep. While public transit expansion can have benefits, I worry that bringing these conditions into the city center could contribute to its decline.

78. Not enough people will use it and it will drain resources that could be better used
79. Light rail not worth it. Buses need to be utilized efficiently to help reduce the traffic congestion.
80. It would be nice to take a light rail to different areas versus driving all the time for a relatively short distance
81. I'm not thinking in terms of trade-offs. I think overall the LRT is a very bad idea.
82. Light rail adds trash, people hanging around neighborhoods
83. Reduce Traffic and on time its schedule
84. Safety
85. Trip speed and on-time performance.
86. Likelihood of use
87. Don't want light rail expansion
88. Bringinig in alot more people foot traffic to the areas with the stations
89. Speed to travel along corridor
90. bring increase crime to community
91. Continuity of the existing light rail station instead of creating a transfer that would add at least 5 minutes to a trip if not 20-30 if the light rail is late and brt connection is missed.
92. Time to completion
93. safety for EG residents.
94. Safety
95. Safety- this is right next to schools and parks
96. My kids are able to get to school from Sheldon Road (between East Stockton Blvd & Elk Grove Florin) to school on Big Horn at Bilby Road. WHITELOCK is too far for these kids to walk to get their EDUCATION! & with the enormous development currently going on!! It's very DANGEROUS!!
97. The blue line will take too long to commute into SAC
98. question is not clear or understandable.
99. Safety improvements; minimal number of transfers
100. Not sure projected ridership will be as substantial as asserted and there will be increased traffic of those going to stations (commute traffic will be confined to Elk Grove and not on the freeways)
101. Bus rapid transit is dumb, unnecessary transfers are dumb
102. Safety of the community



103. Whether it would draw traffic to and from the casino (I'm against it)
104. More homeless people will come
105. crimes, loitering
106. All of these designs are best envisioned as "future use" or "long term-vision." So 'impacts during construction' or even 'cost to build' should not be a primary consideration. Long-term goals should provide maximum benefits to society- provide and improve mobility across all sectors; ease congestion and dependance on automobiles; develop and improve livable, walkable communities, etc.
107. Light rail expansion opportunities to minimize traffic on surface streets
108. Accessibillity, Speed, Reduce Transfers

Would any of the following amenities at the new stations encourage or support you to use the transit extension? (Select all that apply) (Optional)

“Other (please specify)” responses:

1. Not at all. Lived near light rail and bus many times and is not desired whatsoever. Horrible impacts. Best way to destroy communities
2. NO! Stop bribing people to fund these projects and stop wasting our taxpayer dollars.
3. Have solutions that reduce vehicle traffic on Laguna and Elk Grove Blvd
4. enhanced security
5. i will not be using public transportation
6. Build opposite side of Elk Grove, maybe near i-5
7. Expand I-5 and Elk Grove blvd side
8. The transit extension within the city is wasteful and unnecessary.
9. No 100% against the train
10. I will not use any of the amenities
11. None of these. Have you seen how horrible the stations are.
12. N/a
13. No
14. Nothing would make me want to use this
15. Only if the transportation time is faster than personal vehicles, Also, eliminate unnecessary stops (Lightrail has too many stops), Other solutions are to go by air or underground to reduce traffic congestion - subway, ski lift/monorail) there are too many vehicles on the road already and adding Light rail or empty busses will only produce more traffic



16. None. My family and myself won't use this ever.
17. No potentially negative issues that are currently affecting nearby stations and what would it take to provide safety
18. None
19. No. Adding restrooms brings smell and trash. I would not feel safe
20. These all sound horrible

Do you have any further comments on the proposed alternatives? (Optional)

1. More eTran service frequency on Route 114 and consideration for BRT to CRC light rail station since the plan to extend light rail to Monterey Trail HS was scrapped. There is consistent growth with no commensurate growth in transit opens and only growth in car usage including myself since Route 114 is infrequent at one per hour, is frequently late and unreliable for daily usage. This route was used extensively ever since SacRT micro transit was discontinued requiring a mile walk to the nearest bus stop from Vintage Park Drive to Calvine and EG Florin each way.
2. Make a lot more parkings
3. Don't build! I won't vote for anyone who supports this plan.
4. NO. Nobody asked for this. Do not spend our taxpayer dollars to import people who would come here by other means if they wanted or needed to. Don't pay to import others here.
5. Address EG traffic condition first before consider Public Transportation project. Additionally, provide solution and resources to address potential increases in homeless population into EG proper due to project.
6. I would love to push for light rail to expand to the airport and Elk Grove to connect the region, even push for a connection to Roseville so a can go from. Elk Grove to the galleria without traffic
7. The project should use the three-lane roads of Bruceville and Elk Grove Blvd. That would provide more access to businesses. It would reduce the three-lane roads to two-lanes and still allow for a good flow of traffice. Big Horn is far too small to be reduced from two-lanes to one. Traffice would be worse than it is.
8. Build away from schools, and don't want increase traffic
9. Stop all of these programs they waste money and expand Elk Grove to more crime and homelessness
10. Please do not expand light rail within the city is already built too compacted. Leave the city as it is. Thank you!



11. Elk Grove has busses already, no need for trains. Who requested the train?
12. I think residents in the area prefer to use their private vehicles to travel to their destinations, it will bring unwanted guests in our neighborhood. Right now, it is safe for kids to cross the streets from school, aquatic clubs by themselves but having people from other areas have access to our neighborhood will make it unsafe
13. As an original home owner of Mediera East since 2016, the intent was not to live next to public transit. The intent and the cost to live here was to be in a neighborly community that is safe, up kept, and had those green and fresh visuals. Any area that has added light rail looks poorly maintained and is full of unwanted attention.
14. Please consider additional extension on Franklin from Franklin stop down to EG and turn west to near I-5
15. Ideally, you should run the light rail down Bruceville and redevelop the Laguna, EGB, and Whitelock areas by getting rid of the giant desert of asphalt parking lots that are financially unproductive and replace it with mixed use development. Alternatively, if you stick with the Big Horn corridor, you should add TOD/mixed use development at the new LRT stations.
16. Completely unhappy with the disruption this causes. I don't believe enough people will use it. It hasn't proven itself to me so far. Would prefer to expand light rail from the current stations to the airport.
17. This RT is not needed in Elk Grove. Traffic is already very high and adding the rt isnt going to solve this. It also is not great to have right near a elementary/middle/high school. that area already gets highly populated int he morning for drop off and pick up that having the RT would cause more of an inconvenience for everyone. what needs to happen is to stop building so much houses and storage units. instead let the space we have now as nature reserves like a giant park for all familys and events.
18. I rarely use this area now. I would use it a lot more often if the train could take me there or if I could bike there safely.
19. BART's yellow line Antioch extension implemented a transfer between trains to lower capital costs. This often imposes a 10-15 minute time penalty for riders, which has greatly discouraged ridership. Implementing a similar mode transfer would discourage riders in Elk Grove.
20. Benefit from experiences from the Folsom run, overpasses downtown & south sac to increase traffic flows...include security support throughout the new path for the life of the change.
21. Actually ask who lives around big horn/whitelock. These are well to do/well off people who will bristle at the blight light rail brings



22. Other things to consider are to use existing train track system by Franklin Blvd, use a system that does not interfere with ground traffic and go underground or above the ground such as tunnels, subways, air lifts, ski lifts, gondola, monorail. Light rail and buses are old technology and from personal experience do not improve traffic conditions, they worsen them.
23. Many people commute downtown we should have alternatives to Sitting in traffic for 2 hours a day
24. Please make sure the bus coordination is aligned with everything. I'm really strict time wise, so the more that's fixed the better it is for me.
25. Remove the rapid bus. Consolidate, Bilby, LEA and Classical stations into one. Among many problems with RT/LR is the frequency of stops close together. Remove lights at Laguna & Big Horn and Elk Grove & Big Horn. Replace them with true Round-a-bouts. Use bridges on LT/RT to run without traffic obstruction. removing lights have eliminated accidents and pedestrian injuries at the intersections. Study your demographics better. The population moving into the southern areas around Whitlock Parkway and Bilby are largely class based. The rather be seen driving new vehicles and sit in traffic than on public transportation. They care about how others view them. Their status matters and come from a society where public transit is for the poor. They're mostly cash buyers and opposed to electronic forms of payment. That is the WRONG demographic to ride the light rail. Light rail must be efficient. If I take the train to Golden 1 at a peak traffic time, I want to arrive in half the time. As it stands, it takes more time to drive to CRC, from Laguan Springs, park, get on light rail and arrive at Golden 1, than it does for us to Uber or drive our own vehicle. I'm 100% in favor of light rail, but be open to thinking outside the box, not what your council members inside contracting sources propose. So far you've made Elk Grove traffic worse, and not better.
26. I look forward to one day being able to have abundant light rail trains in the proposed middle density, mixed-use area in south Elk Grove. Let's put shovels in the ground and make it happen!
27. Build apartments at the stations
28. What space? Traffic is terrible on Big Horn south of EG Blvd and then after whitelock, it becomes 1 lane for the hundreds to maybe thousands of families near Bilby
29. Safety property damage cost to residents to maintain property value n keep negative crime down change to fast to soon in the area most affected changing the quality of life
30. I think that having lightrail in Elk Grove access would open doors for Elk Grove Bussinesses and people who live/work/study in Elk Grove. Please do it. If you need to do fundraisers, I would be happy to be innvolved as much as I could.



31. Unless you have security at all the stations people will be loitering at the stops.
32. Please don't bring it to the district 56 area or casino. I saw this in San Jose and it became an unsafe place. Trash and horrible smells. Lots of traffic and unwanted drunks
33. NOBODY HAS EVER REGRETTED BUILDING TRANSIT BUT THINK ABOUT HOW MANY PLACES YOU SEE AND THINK DAMN I WISH THEY HAD BUILT TRANSIT THERE DECADES AGO
34. No rapid transit!
35. I think this would be a great addition to the connectivity of the region, and looking forward to seeing where it goes!
36. Route coverage and headways of east-west transit connections need to be just as robust
37. Would like to say this can lead to a lrt Grant line going all the way to Rancho Cordova or a train leading to south of 99 that can help the city of Elkgrove grow as a city , but we need more bus stops also visible maybe do a art sculpture paint the bus stops
38. THIS IS A NEEDED ASSET FOR THIS AREA!! PUBLIC TRANSITION HAS TO KEEP UP WITH THE DEVELOPMENT!
39. It's important that any new stops are accompanied by measures to prevent increases in homelessness around the stations and to address potential public safety or quality-of-life impacts for residents.
40. Analyzing all the alternatives requires too much time for me but thank you for sorting it all out. I would like to be dropped off or park here in EG and take light rail downtown and ESPECIALLY to the airport
41. would prepare more frequent service on Saturday and Sunday existing Etran routes over light rail
42. Please do not bring light rail into Elk Grove. The amount of time it would take from a Kammerer stop to downtown would be much slower than driving. RT is currently constantly canceling routes due to lack of drivers so I am concerned about resources being taken away from existing commuter routes. Traffic is also horrible on Bruceville so adding a train along the route could make traffic worse. Finally, light rail has a very bad (and earned) reputation for being unsafe and dirty. It wouldn't be wise for Elk Grove to bring those problems into a mostly safe city
43. Pretty detailed presentation- probably too detailed for the average respondent. Your survey results will reflect this bias.
44. I strongly oppose the project



H.2. Bruceville and Big Horn Station Questions

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?

1. Reducing station exposure to car traffic and put where pedestrians would walk.
2. Make more trains stations and more bus stops too
3. Biking
4. bike lane
5. Bike lanes and regular bus if necessary. Too many stops and stations exist in the plan. Too close to schools and nice parks and wildlife. Move the concept to an area that is more trafficked like Stockton if it must be developed, and no light rail!
6. The traffic here is already terrible, adding a bus/light rail traffic priority signal will cause even more aggressive driving and accidents
7. UNNECESSARY. Already a congested corner.
8. Park & ride option. Local eTran to station.
9. Expansion of Burceville Road, existing 4 lane road does not accommodate traffic flow. Adding Light rail track will further impact traffic condition. Decrease amount of residential buildings for more space for expansion project to accommodate additional light rail track.
10. Bike only lanes would provide safer access to these stations.
11. Slower speed limits; wider sidewalks/bike routes.
12. Easy access
13. Easy to go somewhere
14. A bridge across the creek connecting the new build neighborhood and trails on the creek at Dracut Dr and the park next to it
15. Connecting public transit for students. Laguna Creek High School is located nearby. As an open enrollment school, they have students coming from all over Elk Grove and South Sac.
16. None
17. Station should be made within Elk Grove Creek to limit noise issues.
18. This area is a high-traffic main artery for Elk Grove. Adding a station here would greatly cause more traffic problems, especially with reducing roads for cars on Big Horn.
19. none
20. none
21. add sky bridge
22. Build somewhere else, tired of the traffic



23. Increased bike lanes and safety guards.
24. No need to expand the light rail corridor leave it as is give us a sense of small town life.
25. Finish Trail connections, safety for bikers and walkers. Parking needed for commuters. Shade structures.
26. Having a bus go to and from my home address every 15-20 minutes Monday through Saturday. Easier access to the train station and to extend the train into Elk Grove.
27. N/a
28. I do not wish to have a train station built in the area, there area conservation-designated areas and residential areas that will be affected by this in a negative way and the safety in the neighborhood is important to the families here. it will give the residents to move out of EG if this station is built.
29. Parking, rentable bikes. Place to lock regular bikes up. Resturants.
30. It would be great to have ample parking available to be able to park and ride easily. Also having a walking/biking path for easy crossing of streets would be helpful.
31. High visibility barriers for cyclists, pedestrian median islands for crosswalks, motion activated and voiced crossing signs for accessibility.
32. Need to not add station.
33. Class 1 bike lanes and pedestrian facilities. Especially consider the ped/bike traffic to/from wackford community center and pedestrians/bikes coming from the southeast quadrant of the intersection (retail).
34. Please do not build in this area
35. Separated bike lanes along both big horn and bruceville. Traffic lights should detect bikes or have crossing buttons in reachable distance from the lanes
36. Protected lanes, pedestrian plazas, shade
37. Protected bicycle lanes (like on Franklin). Native trees planted along the route for shade.
38. Trail near creek should be integrated with LRT station with more accessibility to high-density units and/or mixed-use shops in the area
39. The intersection will need to prioritize traffic as follows: first - transit: transit moves the most people so buses and the light rail must be given signal priority. Second - bikes and pedestrians: the next level of people movement. Last - cars. Cars move the least number of people and must be last in signal priority. Additionally, the intersection must be protected, and should be a roundabout. Roundabouts move traffic more efficiently than traffic lights and, are cheaper to maintain, and even work when the power is out!
40. This causes transportation to be even worse getting to these stations. Nothing would help except wider roads which we don't want near residential areas
41. No light rail in Elk Grove



42. less people
43. Protected bike path and sidewalks down from Sheldon to Big Horn.
44. Safer biking
45. Protected bike infrastructure and safe crossings.
46. Sidewalks, parking
47. Sound walls
48. There is nothing there
49. Yes. Easily for elderly or people can ride with transit anywhere.
50. The only way to encourage more foot and bike traffic is to add above or below ground structures that are dedicated to foot/bike only traffic. These are things like pedestrian only bridges that provide safer ways for pedestrians to cross busy streets and intersections. Safety is the most important things to establish. There are so many cars speeding, under the influence, and bad drivers nowadays that many people do not feel safe walking around the main roads.
The other important thing to consider is the weather conditions. Why would people want to walk outside to go somewhere when its 100+ degrees outside? It does not make sense to build an outdoor transportation system for pedestrians when they will only use it when weather is good and if they have to go some where regularly.
51. Parking and traffic lights that will make it easier to get through intersections
52. Anything walking distance, or a bus that takes you straight there.
53. Add elevated platforms. Completely fenced off, only accessible by turnstiles after paying the fair. Much like BART, The London Underground, DC Metro and more.
54. Ban right turns on red, and have full protected pedestrian (walk only, no car movements allowed) phases on these traffic lights. This area is very stroad-y at the moment and does not feel safe to walk or bike in the area, so ridership will suffer if people do not feel safe. All bike lanes sound be separated with curbs or bollards (no flexy posts that drunks and teenagers can shear off with their cars). Bike lanes NEED physical separation and protection for people to feel safe biking on these insanely busy with automobile stroads.
55. Reduce width of the roads, provide protected bike lanes or close car traffic on certain roads
56. It's not an go to area. I'm sure the homeowners nearby would "love" it (heavy sarcasm)
57. transportation is fine the way it is.
58. Why is this area being affected so fast n causing negative environment and affecting property values
59. No transit.



60. As long as there is a covered and shaded area, as well as a safe way to walk, that would be enough. Any additional park and ride options would be a bonus.
61. Create sidewalk along Bruceville and big horn.
62. None. There is already a ton of traffic in this area during commute times. We do not need to add to that busy intersection by adding trains flowing through every 15 minutes. There is also not a lot of amenities in that area. A small strip mall and housing. Not a great place for a stop.
63. Nothing adding LRT will create more traffic for anyone traveling near those areas.
64. I Work As A Volunteer At KAISER PERMANENTE (MAIN) HOSPITAL ON Bruceville Road Bus 110 gets me From Big Horn and Laguna Blvd To CRC There I Catch Bus 56 To Wyndham and Bruceville (Get Off At The Second Stop) and Walk The Rest Of The Way
65. better walking pathways, sidewalks, etc.
66. No stations please. It is so busy already. So many schools and youth who want to fight and not be respectful of other riders.
67. Even, clean sidewalks
68. I live in Elk Grove and commute on the light rail, yet I still do not want it extended here. Too often, homeless riders board without paying and use the trains as shelters. Bringing the light rail into Elk Grove would only import these problems—we just need to look at CRC station to see what's coming.
69. big safe bike lanes going down both bruceville and big horn, especially ones that will get people to and from Laguna Creek High School. Also can we get an actual sidewalk on bruceville between big horn and sheldon? I've seen so many students walk along that part of road and its just unsafe and depressing. Also I live in Laguna West so having more reliable transit going east-west would be nice. I'm not sure what the bus routes are looking like these days but they didn't feel very reliable when I was riding the bus in middle school. Having east-west light rail would be the dream but I get that that's probably not happening anytime soon.
70. As already depicted on this render, improved bike lane safety measures - including buffered or protected bike lanes would make biking along Big Horn Blvd much safer. Including real pedestrian walkways on Bruceville Blvd north of Big Horn would also help. Increasing the frequency of the E114 along Big Horn from the neighborhoods near Laguna Creek to even every ~30 minutes would improve the feasibility of a car-less trip for many citizens.
71. Nearby shops and cafes participating with job centers (I.e. state agencies, etc.) would make it easier.
72. Have more benches at stops.



73. If viable, a pedestrian/bicycle connection on the development's border with the SFH neighborhood to the west. Perhaps a fire access road to Lyndale Circle or McGill Court could achieve this.
74. SIDEWALKS on both sides of Bruceville between Sheldon and Big Horn. TREES/SHADE for pedestrian pathways and pedestrian-level lighting.
75. Build dense housing nearby so it is walkable
76. Protected bike lanes/a shared use bath. Trees to provide shade while walking.
77. move station closer to the intersection
78. Expanded bike paths would be great!
79. Why put it in the middle with traffic on both sides? Doesn't seem safe
80. Unsure. I mostly drive.
81. Traffic flow improvement
82. Sidewalks to make it safer to walk or bike. Students have a much longer walk to bus stops especially during summer months and rainy season. Have a bench area/cover to help them have an area to wait is helpful.
83. Parking
84. I am writing to express my concern regarding the proposal to add high-frequency transit, such as light rail or Bus Rapid Transit (BRT), along Big Horn Boulevard and Bruceville Road in Elk Grove.
While I understand the intention of improving public transportation, I do not believe this corridor is a suitable location for encouraging additional development. This intersection is already heavily congested, not only during commute hours but also throughout the day during non-commute times. The ongoing construction of numerous single-family homes, apartment complexes, and low-income housing projects has.
85. Sidewalk repairs
Need more patrol for litter generally in this area.
86. More friendly to walk and shop in the area
87. Walkway connection to the existing trail
88. secure bike parking... maybe car parking too but this station isn't that far of a walk for me
89. Pedestrian walking bridge over roads instead of cross walks
90. sidewalks on either side need to pave, not safe to walk currently
91. Protected bike-lanes, sidewalks, and lights. Bike lanes apart of the road are essentially non usable to me as many people will drive in the bike lane to get around traffic.
92. Organized pick up and drop off, clear directions with pick up and drop off. maybe a cellphone lot might help.



93. These intersections are already a nightmare to drive through. We don't need more traffic delays.
94. This station would probably be most convenient for me. I currently use the CRC station frequently. I typically get dropped off, which is not quite as easy at CRC as it should be. This station should have easy access to connection bus routes, and should have safe and convenient drop-off zones for pedestrians.
95. Protected bike lanes
96. Buffered bike lanes on Bruceville. Better pedestrian infrastructure between Center Parkway/Sheldon and Big Horn (currently none to minimal sidewalks exist here).
97. There are off street trails in the area. Bring the trail to the station.

Please tell us why [High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?]. (Optional)

“No” and “Not Sure” Responses:

1. Transit stops and hubs are best located where people work, live and get services. Mixed use would be a better fit as most people want to connect to employment and home. Services and stores developers locate where people live based on city approval like The Ridge development but without planning of transit to connect people to it..
2. Elk Grove congestion is not desired and no, it won't create enough jobs to balance the risks and challenges to any minimal benefits.
3. There is no transit demand for a child to go to a park alone, or to go to a storage facility everyday.
4. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes.
5. There are no white-collar jobs near by.
6. Will create major impact along roadway, for travelers going through the road and or residents living in future apartment tower. Recommend to lay rail off road median and move station into one of attaching residential plazas.
7. It's already congested. Couldn't it be moved to less busy/congested streets?
8. Area is already developed
9. Would cost a lot and can increase homelessness in the area
10. The city already uses buses for transit. Use more
11. Elk Grove is already over populated with heavy traffic. We don't need extra public transportation that will slow down traffic



12. RT and light rail are a magnet for crime and homelessness. They provide transit for these elements of society
13. Elk Grove already has 170,000 population and does not need to continue growing stop the insanity; We want the small town not another Manhattan or other inner cities ridden with crime
14. Honestly it would bring people who will not shop just loiter.
15. People are not wanting to live near these stations. They are crime magnets, homeless magnets. I don't pay higher taxes to bring this into my neighborhood, surround my and local kids to the abuse from the riff raff that these transportations bring to the city. Once CRC brought their light rail, you see massive homeless people and riff raff that was not there previously. This is very much a no in my book and I would say most homeowners.
16. Safety concerns
17. This neighborhood is not in the capacity to act as a urban community, it has always been a friendly and safe neighborhood.
18. Close to residential homes. Traffic there is already bad - light rail crossings would make it worse.
19. It is already much too crowded along the entire corridor you are proposing
20. Storage place
21. The neighborhood will not be as safe as now.
22. Analyze the traffic in the area and it will probably reveal that people are not traveling to these areas for anything more than the fact that they live there or need to go shopping. What that tells you is that these people are busy and on the go - they have to pick up their kids, buy groceries, buy supplies, go to school, and they do not have time to walk or ride a bike in unsafe conditions by busy roads during hot days or when it is dark outside because that is the only time it is cool enough to go outside. People are not able to carry their shopping bags all the way from the store to their house on foot.
23. Very few will use this and it is a waste if time and money.
24. we are good. Just add buses
25. Develope on the other side of elk Grove neighborhood changing to negative environment
26. Transit brings in too many people to our neighborhood
27. The route already has developement.
28. that area already is pretty much developed for the needs of the community
29. Some growth observed, but largely commercial.
30. Do not want transit in the area
31. Transportation timelines in Elk Grove are limited. We need night buses on the weekend for dining and shopping.



32. In theory, yes. But already there has been a low-density, minimal-jobs self-storage complex allowed near this intersection which is contrary to this goal. Land use and building permits need to speak the same language as transit goals.
33. Too much traffic and people in the area already
34. I dont want the light rail coming here.
35. worry about crimes
36. Already too much traffic in that area. Additional builing along that way without thinking of how the road is now will just lead to build up.
37. There isnt a lot of room to build over there with all of the new homes that were just built. Its already crowded in that area
38. The station at CRC is ideal- high frequency use, university destination, lots of parking for regional commuters, full connections to RT and other bus lines. This Big Horn & Bruceville station may not be as-needed because of the proximity to CRC, and especially with the subsequent proposed station. To me, the best feature of this station is the proximity to the Wackford Community & Aquatic Complex, and, of course, the proposed housing developments.
39. The drawing shows buildings located in the flood plane.

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

“Other (please specify)” responses:

1. Self storage is not a good fit for the neighborhood as it serves a limited set of the population who will drive to it than carry things to store on public transit. Urban From would be best..
2. NOTHING. We dont need more congestion. Do not waste our taxpayer dollars on this shite.
3. I would like to see a large park in that area in place of a rail station.
4. Schools
5. Increasing crime and homeless activity don't do it
6. Parking areas like lighrails in San Jose, CA
7. Just a hospital; we have too many parks that the city cannot keep up with.
8. High end shopping
9. All ready plans for lots of housing. I would not expect more business/jobs in area. Lightrail to get residents to Sac for jobs



10. None.
11. None of the above
12. Activities for families and teens
13. Safer biking
14. More places to actually have fun at. Maybe a bar or club. We have too many restaurants/food. There is nothing for entertainment. Even a room to hold activities or venues would be ideal.
15. Voting other. The flood plain guarantees parkland. We need dense housing (think SB79) to have viable amount of riders in walkshed from station, and to have sufficient stores/offices/amenities for people to travel to.
16. None of any something that would bring the property values up not down already a negative environment development with so called affordable housing. We work hard to maintain a quality of life people moving in don't seem to have the same values especially with property upkeep and respect for the community in general
17. Mobility access
18. Nothing the city already has enough retail and homes.
19. None, community safety more important than public transportation .
20. More cafes for studying that don't close at 4pm. I have to go downtown to find a place open longer than 7pm.
21. None. Infrastructure is already behind. Start building schools before bringing more people into the area.
22. Any medium-to-high-density housing (including ones not considered "affordable, " if those would be more financially feasible to build)
23. Services for kids/ kid friendly
24. Activities for children
25. Schools
26. I can't think of a single example of "mixed-used" building in Elk Grove. Commercial on the ground floor and residential above?

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area? (Optional)

1. More density and mixed use buildings. Small retail where residents can walk to get services, groceries, or quality employment without needing to drive.
2. Thank you for all your help
3. Many concerns. Absolutely against it. Terrible vision.



4. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
5. Constructing additional light rail track will further degrade already impacted traffic condition. Median station design will increase traffic accidents rates. Address existing traffic problem first or move light rail track and station off existing road ways.
6. Affordable housing and transit go hand in hand with making sure the area is successful and ethical.
7. As mentioned above, Bruceville & Laguna are already really busy streets, this would just add to the congestion.
8. NA
9. New ones are going different in the future
10. I would like to overall architectural style of the builds to be visually pleasing rather than blocky Soviet style like those south of Walmart. Maybe Spanish hacienda, or art deco, or brownstone style, or baroque
11. There are many strip malls already in this corridor and it is near Laguna Creek High School. More community oriented development would be beneficial to students attending the school.
12. The city needs to invest in transportation in a different way. I've talked to many neighbors and all are concerned about the rail causing more issues on the road. People think lightrail will solve traffic issues in the city, but it will actually increase wait times at lights and stop signs. This rail will add more congestion to the city.
13. Elk Grove is already struggling with rapid development and significant traffic congestion, and introducing a light rail or large bus station would only intensify these problems. Beyond the impact on traffic flow, such a project raises concerns about increased crime and the possibility of homeless encampments forming nearby, both of which would compromise community safety and livability. These issues could also cause property values to decline and push families to seek out other areas in the Sacramento region with safer neighborhoods and stronger schools, such as Folsom. For these reasons, I urge that the proposal for a transit hub in Elk Grove be carefully reconsidered.
14. Don't build this near schools where grade school kids walk daily.
15. These visions are sad and waste of money. Why not expand into the I-5 side of Elk Grove. This corridor is seldom used already. The proposals all increase congestion into Elk Grove in an already congested area. The expansion here will help with the congestion problems not create more



16. I'm worried if we don't have parking that if we have people parking at Wackford or D56 that it will be a pain during recreation swim and for staff.
17. Many concerns please do not build the light rail through the inside of the city; perhaps consider to build the light rail to straddle along the freeways of 99/I-5 with bus connections to the Casino, but please not within the city along the Bruceville/Big Horn/Laguna/Whitelock corridor.
18. Yes, affordable housing on Bruceville next to Walgreens gas brought alot of unwanted crime. Target gets people from those apartments stealing everyday, I see it. The cars that leave those apartments drive fast and no care for who's around them. Elk Grove residents want people who bring value and property values up not down.
19. No comment
20. None
21. Please send information to everyone in the community so we can all share our inputs on this.
22. No
23. Mixed use is extremely important for creating a community feel. While this shouldn't crowd out single-family homes, it is important to have a diverse set of options for housing. This would provide more opportunities for affordable housing without changing the overall footprint of the location.
24. This is not a vision. Its the start of making Elk grove an extension of South Sacramento...
25. I do not support this project due to increased traffic and crime concerns
26. This is a horrible idea for the city of Elk Grove and its growth. This will stunt its growth and bring in unwanted attention. This idea does not encapsulate Elk Groves history or values.
27. Integrate/Encourage cultural hubs near the area (South Sac + North Laguna residents also shop, school and play in the area). Consider inclusive centers like LGBTQIA+ center, AAPI/Black/Hispanic center(s), to gain sense of community in the area to attract interest in sustainable development.
28. Must be good transit oriented development. Don't reinvent the wheel. Make sure you consult with planners and engineers who understand that stroads are dangerous and that the "one more lane bro" mentality is leading to more traffic and worse outcomes.
29. Not happy about making the city even more crowded in the area where these proposed stations would be.
30. we dont need it. just stop bobby
31. Very excited about " Plans to improve bike and pedestrian access, including a new trail crossing at Elk Grove Creek"



32. I strongly discourage building parking garages or surface lots near transit. It defeats the purpose of achieving ridership goals and lowering regional traffic congestion.
33. Thank you for not granting permission to build in the flood prone area since 2000. Better planning options exist now that Elk Grove is a city.
34. Where are bad people on light rail going to be dumped?
35. N/A
36. Below summarizes my comments for why Light rail, Bus Rapid Transit, Park and Rides, Pedestrian, and Bike Lanes are not effective solutions for traffic congestion, safety, comfort, equity, and a good use of funds:
- Safety - Busy high speed road conditions are not safe. Also weather conditions are not safe.
 - Weather Conditions - Low use due to frequent hot , rainy, windy, smoky, or other bad weather conditions.
 - Type of Use - Residents mainly travel for work, shopping, school, etc. This means they need a fast, effective, and comfortable way to travel. They need to buy large things from Cost Co, travel with heavy school books/supplies from school, go home quickly before ice cream melts, travel with babies and young children.
- There will be low ridership and usage of these types of transportation systems because it is slower, less safe, less reliable, less comfortable, and possibly even more expensive than driving (you can get free solar energy to charge your EV).
37. Have you thought about expanding the service along grant line and Waterman ? There are lots of communities on that side of town that can benefit from additional transportation options
38. Don't make it.
39. Concerned that there will only be too many housings, which ups the traffic. However, it would be nice to have more things walking distance that's open to the public.
40. No more medical, dental, plazas or offices, less Nail salons. We have enough. Add European style Cafes, Outdoor covered seating. More libraries, beautiful large trees, grassy areas.
41. I for one welcome our 5-over-1 overloads in the illustration render. Let's build the light rail, and build enough density to guarantee that our tax dollars are well spent and have enough riders and destinations nearby.
42. Densify that shit
43. Housing is fine. I don't want mobile homeless shelters in my neighborhood (I used light rail for years before moving to the suburbia known as Elk Grove)



44. STOP BUILDING AFFORDABLE HOUSING. THERE IS ENOUGH HOUSING. BUILD FAMILY ORIENTED ACTIVITIES, BUSINESSES, RECREATIONAL IDEAS. WE DO NOT NEED MORE HOUSING. THIS IS NOT WHY I MOVED TO ELK GROVE!
45. Hope you are going to move ahead with our real concerns being taken into consideration.
Thank you
46. No more affordable housing. Transit brings in too many people to our neighborhood
47. Not at this time.
48. The vision is a good start. But you must consider the increased traffic delays and security and safety around the LRT stations. If the trains did not affect the flow of traffic I would be okay with vision. The LRT at the Franklin and Consumnes River Blvd cross sections creates a huge traffic jam during the busiest hours of the day. An under ground system would be better suited like all other major cities that provide a better public transportation than we currently we have here in the Sacramento Valley.
49. NO JUST DO WHAT IS BEST FOR THE Community and The People THANK YOU U
50. adorable housing is critical and it should include employment/mixed use developments to have economies of scale as well as complimentary economies.
51. Very concerned about adding light rail into EG near casino and schools
52. Affordable Public transportation is very much needed in Elk Grove. Concerns are crime and security while using these services
53. This station area is too close to the vicinity of schools and homes. The dangers outweigh any benefits this would offer. Violence, assault and sexual crimes can and do occur in and around bus stops and light rail stations. Placing a light rail station in .6 mile and a 13 minute walk from a high school is putting our children at risk for sexual assault and violence. As an adult that rode public transportation for many years as a teenager in the greater Sacramento area I encountered sexual harassment and violent unstable mental people on the light rails and chose Elk Grove to raise my children because of the safety it offered. Even if our children and local families choose to not ride the light rail the people that commit these crimes will surround our schools and homes.
54. I love it. I think a lot of housing is a good idea. I think mixed use is an even better idea. I think the worst thing you could possibly do is build more big ass parking lots or a fuckin walmart or somethin. Imagine how lively of a neighborhood it could be with some mixed use development. I know some people think the idea of high schoolers existing near businesses is scary but it could be such a nice place to chill after school.
55. Yes. Elk Grove needs to focus more on in infrastructure of the city by starting to build more schools and parks vs working on looking at increasing population. Schools are so impacted where elementary schools have 1400 kids. Please focus on making the city



more of a powerhouse with great school districts, a great place to live with more police instead of trying to bring crime into the city with a transit for easy access.

56. I would like to see green space and parks in this area around the potential housing developments! One of the great parts about Elk Grove is its surplus of parks, green space, and trees. I think maintaining that while also improving density and walkability is a must for this city!
57. No.
58. You will bring more homeless people to Elk Grove. You will also cause more traffic than is necessary for commuters. You haven't even figured out the traffic on Franklin and Cosumnes.
59. This looks like an excellent plan for transit oriented development. I fully support this vision, particularly if there is an emphasis on increased density in the development and pedestrian/bicycle access for surrounding neighborhoods.
60. Please no more self-storage, mini or otherwise.
61. Add corporations
62. Make it dense. Affordability doesn't matter as much as density.
63. EG doesn't need additional housing or low income housing. There's too much housing for our city. We need more mom & pop shops, more business, or open parks.
64. More office buildings including medical or dental offices
65. LETS GET ON WITH IT!!!!!!:)
66. It's important that any new stops are accompanied by measures to prevent increases in homelessness around the stations and to address potential public safety or quality-of-life impacts for residents.
67. Crime and homelessness are out of control everywhere in California, as long as we keep electing Democrats and letting criminals get away with stuff, so I guarantee this is going to fail if that isn't brought under control. For most people I know, that's the main reason they don't use transit.
68. would like ways for west of bruceville residents to access area
69. Needs ample parking
70. this area needs to more safer to walk. Would like more frequent bus routes especially during the weekend, rather than lightrail
71. Security is a major issue that turned me off from light rail. After one incident, robbery of a woman while on the light rail. If the enforcement of payment might help. Easy payment system, and discounts for veterans and disabled. Also commuters combined with workplace initiatives.



- 72. Elk Grove already has way too much development with homes. I'd like to see more open space or employment offices to allow more employment opportunities in Elk Grove
- 73. This area is already too high traffic, we don't need more people here and we ESPECIALLY don't need people that don't even live here coming to these areas via public transit and causing crime and more problems.
- 74. Housing density would support ridership at this location. I believe there is a brand new U-Haul mini-storage facility there now; no one is going to ride light rail to a mini-storage. I believe there is already good access to parks and open space and trails at this location, otherwise I would emphasize that, as well.
- 75. I strongly oppose the station



H.3: Bruceville and Big Horn Station Questions

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?

1. Station located near retail as most people will utilize services and walk to those if employed there. Away from streets with cars. Develop the station in unused parking areas.
2. dedicated bike lane
3. Bus, Uber, Lyft
4. Better, more accessible sidewalks, walking paths that go directly to the station instead of having to walk the long ways around businesses and other areas.
5. Make the road narrower and reduce traffic speeds. This is obviously going to be a low speed line due to multiple intersections, so the train will be moving slowly. For pedestrians to access it easily from both sides, the speed limit needs to be 25 not 55
6. None noted
7. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
8. There is a bike path N-S from Laguna Springs up towards Laguna and along the creek. Much more pleasant than walking on an 8 lane street. I can walk to the Wayne Hultgren Station now, but it's pointless because it ends at CRC and that is too far from the state offices.
9. Parking and traffic flow
10. Park & ride, local e-Tran, easier drop-off/pick-up.
11. Expansion of Big Horn Road, Laguna being major roadway for EG. Traffic already impacted along Laguna and Bighorn during rush hours.
12. Bike only lane and sidewalk improvement if necessary
13. Transit to Laguna Springs Drive
14. protected bike lanes, more crosswalk lights, bus and shuttle lanes or drop off areas, pickup/dropoff areas for rideshares
15. Exercising is easy
16. Another pedestrian bridge across the creek from the new development area to just next to leatherbys
17. More transit connections going east-west on Laguna Blvd.
18. Would you synchronize and intensify the schedule for the E113? This stop would be essential for making the connection to Bond Rd and Elk Grove-Florin Rd. The Elk Grove-



Florin Rd segment, especially, could be like the Blue Line extension for the communities and employment centers in East Elk Grove!

19. I would need ability to park nearby on days it's not feasible to bike to the station.
Additionally, safety is a huge priority along with lighting, cameras and regular security.
20. This is a bad location for the rail station. Big Horn is too small for this kind of project. It is better suited for west side of Bruceville and the south side of Elk Grove blvd. More access to businesses. We are not downtown Sacramento with agencies people work in. We're a city mostly of homes, stores, medical offices, and schools. Who are we trying to bring in to the city?
21. none
22. Add a sky bridge to the station to minimize pedestrian walking and prevent car-pedestrian accidents.
23. Access to the station from my home address. There are no public transport connections on a regular basis that feed into this area.
24. Parking
25. Stop being wasteful; doctor's appointments are now virtually; college classes are online; doctors are working remotely too; all these virtual changes are helping us to use less transportation.
26. Separated bike lanes from cars. Wide sidewalks, parking at the station for cars. Tree shade structures
27. More bus access to and from my home address in Elk Grove. Every 15-20 minutes Monday through Saturday. More train access into Elk Grove.
28. parking, bike rentals. Maybe some walkways that go over the road to prevent traffic blockage from pedestrians.
29. An enclosed bicycle rack for parking and safety from theft.
A multi story parking garage that retains the pedestrian oriented walkways at ground level, while still accommodating commuters.
30. Nope. You will have homeless and riff raff able to increase crime and trash.... and make this a very undesirable place to be.
31. Class 1 bike lanes and pedestrian facilities. Grade separation over laguna.
32. Cross walks on both sides of every light. Bike lances with bollards.
33. Separated bike lanes, traffic signal improvements. Turning left at this or any of the surrounding intersections as a cyclist feels dangerous
34. Better sidewalks on Laguna Blvd near the parking lot of the state buildings (Long Leaf) and the empty lot near the theater.
35. Shade, protected bike lanes, pedestrian plazas



36. Bike lanes and walking paths to connect other parts of the city to it would be great and would add more riders that live over a mile away from the station.
37. I frequently bicycle along Laguna and Big Horn and find those roads and lane adequate except when it comes to automobile right turn lanes. I find the bicycle lanes disappear at these corners and that is the only time it feels dangerous. Recommend adding dedicated bicycle through lane lines to help everyone stay coordinated.
38. Fully protected bike lanes.
39. Connected other buses routes
40. See answer to 9. Especially important on Laguna which is a massive traffic choked stroad. One additional suggestion would be to rebuild the bridge over the creek so that the mixed use trail that runs along the creek can continue under Laguna instead of having to wait forever at the broken pedestrian signal and crossing the massively dangerous stroad that is Laguna Blvd.
41. I do not see how passengers make bus transfer?
42. A light rail station closer to where my mother lives (she lives right near Old Creek Drive and Laguna Blvd) would make for a more affordable means of visiting her. Driving all the way there from where I live, the Hagginwood neighborhood, can get a rather expensive. I'm sure others feel the same way about commuting to and from Elk Grove.
43. See last comment. Nothing will help.
44. Make it closer to the movie theater and long leaf
45. Shaded areas, lined with large trees. Foliage to help separate pedestrians and vehicles. Bike lanes spreading outwards from the transit center.
46. Safer biking
47. Transit signal prioritization to get trains through quickly.
48. Buffered/separated bike lanes and secure bike parking.
49. Construct a bridge or overpass here. Vast amounts of traffic here and Elk Grove BLVD between highway 99 and I-5. Do not contribute to a life-long bottleneck here. Learn from others and pay attention to the existing traffic patterns today.
50. Nothing worthwhile in the area
51. Shaded sidewalks
52. Same comments apply from the other station the area is very similar.
53. Have it as close as possible to long leaf drive
54. Less parking structures to encourage walking, not driving. STOP destroying Laguna Creek Preserve and its open area. Thus far with cutting through Laguna Creek to deepen it, you've affected 3 different migratory patterns for birds. You've displaced and destroyed the Western Pond Turtles natural habitat and nesting area.



Recently adding the pedestrian path connecting Laguna Springs to Oneto Park, has destroyed Western Pond Turtles egg laying areas, and created an eye sore

55. Class 1 or class 4 separated bike lanes on Laguna and Big Horn, ban Right Turn on Red (or at least make it prohibited during any pedestrian walk phases), and make all pedestrian walk phases for people walking and biking ONLY! Paint only bike lanes are terrible in the TikTok era, because distracted drivers can turn you into red mist by taking their eyes off the road for a few seconds. And I have watched way too many people walking almost get hit by a car that treats right on red as "i don't even need to slow down, let alone stop, and I assume there is no one in the crosswalk". People will not walk or bike to this station unless they feel safe. I would love to bike to this station, but I would never bike there without better pedestrian and bike safety improvements along Laguna. The car drivers in Elk Grove (and everywhere) are too sociopathic to feel safe right now.
56. Protected bike lanes, make all sites accessible from bike via paths that are car-free
57. Not an area I got to. It's just offices.
58. No changes needed. It's fine the way it is. If you can't walk, bike or drive, move somewhere else.
59. Improved lighting.
60. As long as there is a covered and shaded area, as well as a safe way to walk, that would be enough. Any additional park and ride options would be a bonus.
61. None...they have pretty much fully developed this area.
62. No comment
63. All Of Them
64. better pathways and sidewalks--dedcaited bike ways separated from pedestrians.
65. Travel by car on Laguna Blvd is reasonable between 9am -2pm but otherwise it's a horrible Blvd for car traffic. Without adding lightrail to Laguna simply adding a station at Laguna/Big Horn makes little overall impact
66. Separated pedestrian walkways from roadways and bike paths.
67. I put it for the last response but east-west transit would help a lot. Light rail that I can board in laguna west that would take me to big horn would be amazing. But still anything is better than nothing. At the very least the bike lanes should be big enough so that middle schoolers can feel comfortable biking on the street.
68. None do not bring it here
69. I while echo what I said previously, but improving the bike lanes and adding buffers along Laguna Blvd would help tremendously. Improving pedestrian walkability and connecting the sidewalks on the NW corner was already mentioned, but necessary. Increasing the frequency of the E113 to at least every ~30 minutes would improve access to the light rail.



70. Transit friendly crosswalks and carpool lanes designated for buses and shuttles would be preferred
71. Bike protected lanes, lots of trees on all streets to make it walkable during summer.
72. Reduce walking distances by encouraging business to crowd closer to stations. And add more trees along sidewalks, not just right around stations. All of Elk Grove could benefit from this.
73. Fully connected sidewalks. Trees and shade for pedestrian pathways, and pedestrian-level lighting.
74. Free, secure parking for cars and bicycles. Large shade and rain canopies for waiting riders.
75. Protected Bike lanes or a shared use path. Additional trees for shade when walking.
76. A road diet should be implemented with protected bike lanes along the entire corridor
77. Connection to easily cross over 99 from the east would be excellent, especially if it is bike friendly.
78. More retail
79. I don't think it is safe to have the trains/buses unloading people in between lanes of traffic vs to the far right lane along the sidewalk.
80. Traffic flow improvement
81. Need connectivity through reliable public transport that synchronizes with the light rail timings at this station from east of 99
82. Side walk along laguna side where there's field area
83. Parking
84. Me
85. I would like to share my concerns regarding traffic and pedestrian safety in this area. The intersection already experiences heavy traffic, even during non-commute hours. With the ongoing increase in housing and population, the situation will likely worsen. To improve safety for pedestrians, I believe adding a sky bridge walkway would be a valuable solution. This would allow people to cross safely without interfering with vehicle flow, reduce the risk of accidents, and improve the overall walkability of the neighborhood.
86. Connectivity along trails. Bike infrastructure?
87. I don't quite understand where this is going to go. All the land is already built on there.
88. Large onsite parking, as this would be a popular station for those traveling into Sacramento
89. None.
90. create a light at red elk. Create a station on east side on big horn blvd.



91. There needs to be adequate parking and plenty of entrances. Every time I go to the current Sutter campus I have to plan for an extra 10-15 minutes just to be able to turn into the parking lot depending on the time of day. It needs to be more accessible by the residents who actually live here, not more congested by outsiders.
92. Safer bike lanes and stronger traffic enforcement along Laguna
93. I don't see any parking, or bus connections, or drop-off zones in this depiction. I'm assuming expansion of the "Sutter campus" refers to the Sutter medical services center. You seem to have over-looked the Kaiser medical services "campus."
94. Bike and car parking. Protected bike lanes. Cafes and sitting areas. Tree coverage
95. Protected bike lanes, more frequent bus connections
96. Buffered bike lanes. Shade Trees.

Please tell us why [High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?]. (Optional)

“No” and “Not Sure” Responses:

1. Same as previous answer to other station
2. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
3. Station location too close to Laguna, will impact traffic causing east and west bound standstill. Location too exposed to car traffic, will cause increases in traffic accidents.
4. My doctor's office is at this intersection. More development would increase traffic and make parking difficult. Also, my children enjoy Miwok park and I am concerned about the transient population light rail would bring.
5. Too small. Big Horn is too small.
6. Elk Grove is already overpopulated and does not need additional transportation projects that block or disrupt regular traffic.
7. It's too busy and the people riding the LT Rail wouldn't frequent the places
8. Not much land available for development along the Laguna/Bruceville/Big Horn/Whitelock
9. Traffic is undesirable. This will just increase traffic. Naive to think it will reduce traffic. People who are willing to pay for the restaurants and higher costs that elk grove forces on its people... will not be wanting to go to elk grove if they have to weave around the



homeless, deal with crime and those who are not taking their medications. I challenge you to go and ride the rails and bus system daily to all the current stops. There is a reason that light rail are not in areas where there are homes. The noise pollution alone will be a problem. This is such a wasteful idea and will lead to Elk Grove to become an undesirable place to live.

10. Do not visit there often
11. There is not much here. The vacant lot wouldn't add much, even with TOD. This might be good if the Sprouts shopping center could be redeveloped into a mixed use development (yes, it can be done without closing any of the existing retail).
12. There are enough thriving businesses in that area. The space needs another green space for families to enjoy. Miwok Park is nearby, but another park with benches, play structures, and a family-friendly setting is ideal. Elk Grove is building store after store, restaurant after restaurant, and an abundance of apartments. Where are the green spaces for families to get outside and get moving? Spend money on that. More healthy, safe outdoor spaces that families can use for free.
13. Too much traffic impact if there's crossings over Laguna Blvd.
14. Absolutely not already too crowded in this location. Traveling to reach the station will make things worse. What makes you think people will walk or take the bus to a station? What makes you think there are enough people who will use this.
15. Only one corner available...Sutter, Mercy, UC Davis, Bank, Sprouts and cinema...too saturated now.
16. Busy intersection with EG drivers
17. Same comments apply from the other station the area is very similar.
18. This area has enough businesses, unlock Big Horn and Bruceville. This station should be built for commuting not lingering. On/off with expediency.
19. No one goes there
20. There is no real room there.
21. Proposed corridor all ready has homes and retail.
22. Traffic is already SO bad, that having this type of transit will only screw things up more.
23. Very few businesses or "anchor" draws to this area
24. Too much traffic and people in the area already
25. Stop over developing!!!!!!!
26. I dont want this it will cmpletely change the city and ill be moving
27. It's already pretty much built up. There's not much room to go there.
28. This would make traffic more difficult and could impact the walking trail that runs parallel to the train.



29. Already has a lot of traffic issues

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

“Other (please specify)” responses:

1. Urban Form with more medium rise housing.
2. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
3. None
4. Something for families or the youth ages 12-19 that would be beneficial to their overall social and mental health.
5. High end shopping
6. None.
7. Transit oriented development
8. Safer biking
9. None cramped spaces not enough parking I already leave town to. Shop due to crowded space no parking I rather drive farther n find safe convenient parking to shop
10. Elk Grove must move away from developments that put big parking next to the roadway and the business in the back. Development alongside the station is laudable so put parking underground
11. Cafes
12. Do not bring it here
13. No preference
14. Schools

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area? (Optional)

1. Better bus connections. Bus connections should sync with trains. Bus don't pull out until bus arrives (unless unexpected lengthy delays)
2. More affordable housing. This area is still car oriented with limited expensive monthly rent apartment clusters still requiring a walk or a car as it is more than a 10-15 minute walk.



3. Not really
4. Horrible vision.
5. Do whatever you can to reduce traffic congestion, reduce/mediate homelessness, and make housing affordable.
6. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
7. Laguna/Big Horn too close to Hwy 99, existing road way already struggle to address traffic flow. Light Rail station and rails will further degrade traffic condition, increase potential traffic accident rates and decrease willingness to engage in business along the area.
8. build UP, not out.
9. Okay
10. Station in the area will facilitate criminal activity.
11. Would love buildings over 4 stories as this is in the heart of Elk Grove near city hall and state offices
12. How would cyclists cross from the Elk Grove/Laguna Creek trail west to the potential LRT station? Would the sidewalk along the south side of Laguna Blvd be upgraded? Could they cross through the expanded Sutter Health campus?
13. The station needs to integrate with the existing beauty of the surrounding area.
14. Either cancel the project or shift it to roads that already have three-lanes.
15. As a resident of Elk Grove, I strongly oppose the addition of a light rail station in our community. Our city is already struggling with rapid growth, traffic congestion, and rising safety concerns, and bringing light rail here would only make these problems worse. A station would likely attract homeless encampments and increase crime, which would compromise the safety of our families and neighborhoods. It could also lower property values and push long-term residents to leave Elk Grove for other communities with safer environments and stronger schools. For the well-being of our city, I urge you to reject this proposal and protect the quality of life we have worked hard to build.
16. Elk Grove is already facing the pressures of rapid growth and heavy traffic, and placing a light rail or major bus station here would add new complications. In addition to worsening congestion, such a project could bring an increase in homeless encampments and related crime, which would negatively impact neighborhood safety and quality of life. Over time, these factors may also drive down property values and lead families to relocate to other Sacramento-area communities with stronger schools and lower crime, such as Folsom. For these reasons, I respectfully ask that the idea of a transit hub in Elk Grove be reconsidered



17. Elk Grove is already experiencing rapid growth and congestion, and the addition of a light rail or major bus station in this area would create further challenges. Beyond blocking and slowing regular traffic, such projects raise concerns about the potential for increased homeless encampments and associated crime. These impacts would not only affect community safety but also risk decreasing property values, prompting families to leave Elk Grove for other cities in the Sacramento region with lower crime rates and stronger school districts, such as Folsom. For these reasons, I urge careful reconsideration of placing a transit hub in Elk Grove.
18. It needs to be walkable and accessible from other areas of Elk Grove
19. Offer EV charging at some of the stations.
20. Do not build the light rail inside the city limits
21. No
22. No
23. I recommend having mixed use office/retail space similar to the proposed Office Space style proposed in a different document, it would retain allow for greater employment opportunities while retaining the first floor pedestrian oriented retail space that the current plan emphasizes
24. We should have sections where no cars are allowed like other cities. Foot traffic only - will encourage use of public transit to get to those areas or encourage use of walking and/or biking.
25. Emphasize traffic modeling, and trip generations in design for all transportation modes in this station area. Design and future years.
26. More bike and pedestrian friendly than car.
27. Traffic delays cause by cars, bicyclists, people walking in and out of the station and the new developments.
28. What ever it is make sure it represent the city.
29. I love the idea of this station here, but it feels like Laguna Blvd may struggle with having a train crossing every fifteen minutes. Consider the congestion that happens at Franklin and Cosumnes River College Blvd during rush hour twice a day.
30. None
31. See answer to 12.
32. "I am concerned about parking overall. With some of the proposed light rail stops, one which is a one minute walk from my front door, I am concerned about parking on my street. I live on a full street with many families that park cars in their driveway and on the street curb. What happens when transit users decide our quiet street is perfect to park their car for the day while they ride wherever using transit. If a resident comes home and



can't park in front of their home, who pays the bill for a tow? I would hate for beautiful Elk Grove streets to be littered with those ugly parking signs similar to those in mid-town or in the neighborhoods behind UC Davis Medical Center. Parking freedom and quiet neighborhoods is why many people moved to Elk Grove. The idea of a light rail is so discouraging.

33. I have used public transit before and the light rail...let's just say using it in downtown Sacramento has given me a little PTSD. I don't believe it is good for the area as a whole. The station at Cosumnes River College should be the end of it and then bus transit is sufficient."
34. This intersection could use a no left turn traffic design.
35. I do have some concern about the disruptions caused by construction.
36. Don't put so many stations in Elk Grove and certainly not in areas where there is already congestion. Strongly oppose this station and the Bruceville Big Horn station
37. Make buildings dense as possible
38. I am excited about "Better sidewalks and bike paths"
39. Large parking structures near transit stations are missed opportunities to increase ridership.
40. This area already has two large health facilities nearby (Sutter and Kaiser). Adding housing, retail small businesses and parks would give much more of a community feel.
41. Less is more...senior citizens, medical offices and retail exist...not much more to add.
42. Gotta get past the main character drivers
43. Same comments apply from the other station the area is very similar.
44. More retail
45. Keep this station small, minimal parking and impact to the area.
46. There are lots of strip malls on Laguna. These are areas ripe for upzoning to allow for higher and mixed use developments that are necessary to make light rail successful. Elk Grove has the bones to become a wonderful city if we are brave enough and have the conviction to defeat the NIMBYs.
47. Housing
48. Are there going to be more police patrols? Or is my Austrian friend going to have 10 arguments to make?
49. "Parking, safety, vs convenience not worth the trade off. People are not friendly as before over 20yrs in area
50. Rude short patience clear sign of changing environment"
51. Not at this time.



52. This area is a traffic mess already. Without building an overpass here you're going to piss off a lot of already angry people when it comes to road congestion and traffic. Trains running every 15 mins in both directions here is going to be a problem.
53. Proposed corridor all ready has homes and retail.
54. NO
55. mixed used amenities--housing plus business
56. My dr is a block from here. Access to Kaiser is my main concern
57. Elk Grove must move away from developments that puts big parking next to the roadway and the business in the back. Development alongside the station is laudable so put parking underground. We must create a more inclusive walkable environment, which is compatible with mass transit. And instead of "bus routes" go smaller and use 30 passenger max electric shuttles to Go back and forth along connector roads if adding light rail on those routes like Laguna Blvd is impossible
58. Nope I love the idea. I see no reason mixed use wouldn't be the top priority but any housing is better than no housing. Just if you're gonna do retail don't put big parking lots with it. Those arbitrary ass parking minimums man they piss me off
59. While I recognize the need for more employment centers, I think transforming the retail center into a more walkable, pedestrian oriented area should be a higher priority. I also don't know if the movie theater needs to be removed. It is one of only 2 in town, and I think transforming the parking lot area itself would be much more valuable. Having a mix of employment centers, retail, parks, and affordable housing will provide the most economic activity in my opinion.
60. You will bring more homeless people to Elk Grove. You will also cause more traffic than is necessary for commuters. You haven't even figured out the traffic on Franklin and Cosumnes.
61. Build vertical and as dense as possible. DREAM BIG
62. The address grid in this whole area is too messed up/irregular, which has caused me to get badly lost in painful heat. Encourage important destinations such as clinics to publish maps I can find online that will at least get me onto the correct block. Also, blocks should be smaller and bus stops much closer together. Having bus stops 1/2 mile or farther apart makes them unusable.
63. Please no more self-storage, mini or otherwise.
64. Restaurants and shopping to sour economic activity.
65. This is a horrible idea
66. Affordable housing should be near medical, if possible, and a sizeable grocery store.



67. It's important that any new stops are accompanied by measures to prevent increases in homelessness around the stations and to address potential public safety or quality-of-life impacts for residents.
68. No
69. I think it's an interesting idea, but I'm not sure where this would be built. It's already pretty cramped in that area with different businesses. I think if anything, it will make congestion worse. Something like this will be better to be built where there isn't already a bunch of stuff established.
70. Crime needs to be policed well.
71. Mixed use, retail, employment will help the station. It will drive foot traffic and use.
72. Please be considerate of traffic. With all of the current traffic issues, adding a train station or stops that could cause additional traffic problems is not ideal.
73. NA
74. A greener and more sustainable future for Elk Grove is achieved with projects like these. I support initiatives like these because I believe that building up instead of out, and utilizing resources such as ride-sharing, is what Elk Grove and SacRT should aim for.
75. Each of these station needs to be connected to other transportation modes- bus routes along Laguna, and yes, even automobile access.
76. I strongly oppose the station



H.4: Big Horn and Whitelock Station Questions

What nearby walking, biking, or transit improvements would make traveling to and from the station easier?

1. Nothing would really help. There's lots of kids/parents that go about that intersection and they ain't gonna get better
2. Mixed use development.
3. Don't have an answer
4. Bus, bike lanes, Uber, Lyft
5. Dedicated walking or biking path away from Whitelock Pkwy
6. I cannot envision why anyone except for a downtown commuter would use this station. A downtown commuter should take e10, but it is hardly any riders
7. None
8. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
9. bike lane
10. "I live real close and work overnights. How loud are the trains?"
11. What happens to fare evaders that are on the train in this area? Do they get dumped here?
I don't like the safety implications especially with the large amount of children"
12. easier drop-off/pick-up. Easier bike loading/unloading. Since station is close to school, design for high volume of pedestrian crossing the street. Consider the impact trains have on school start & end times.
13. Add bypass for bikes/ pedestrians near station location. Overpass or reroute station track to be off road way proper.
14. pickup/dropoff areas, parking
15. bike lanes separated from traffic lanes (like those along Franklin). Improved flow into/from the HS and MS. Better access from Poppy Ridge.
16. Future stuff
17. A bus transit or further light rail connection to Franklin Library and Franklin High school, toby Johnson Middle School and Bartholomew sports Park
18. It already gets congestion at the intersection for drop and pick up for school, cosider a exit out or an over pass for students to cross for school.
19. Adding a sky bridge will improve safety for both pedestrians and commuters using the light rail by reducing the risk of pedestrian–vehicle collisions, especially when individuals are rushing to catch a bus or train and may be tempted to jaywalk



20. Adding some eateries and cafes
21. Don't build this I don't want people coming near my neighborhood
22. N/A
23. Do not build light rail
24. Please build duplexes instead of apartments; Elk Grove is too crowded already.
25. Dedicated and protected bike lanes might help.
26. Rental bikes, place to lock regular bikes, parking. Restaurants.
27. Pedestrian islands and dedicated bike paths provide a safer means of travel separated from the busy roadways.
Areas to park and lock bikes is nice too
28. Dedicated bike and walking lanes
29. No. Having the station will just make these places more unsafe.
30. No
31. Walking path from oasis Rec park that is safer or not right next to all the cars driving on Whitelock
32. Do not want the station.
33. DO NOT BUILD A STATION HERE!
34. I'd rather not have this in our area
35. Shade, pedestrian plazas, protected bike lanes
36. Easy access to the greenways for pedestrian, scooter, and bicycle use. Also, small cafes and simple food options would be awesome in this area (quick grab & go things).
37. See answer to 9. This area is relatively undeveloped so there should be more opportunities to get this right and not have to undo so much of the damage caused by car centric design at the other intersections. A new multiuse path along the light rail line can intersect with the existing multiuse path along Whitelock. Should also add another multiuse path on the south side (if there already isn't one, I'm not as familiar with this area).
38. Why not a pedestrian overpass? It connects the neighborhoods and doesn't interfere with the trains while also increasing safety for students walking to any of the three schools.
39. Crime and homelessness will become an issue around the track/station. My son will be starting high school at Consumnes Oaks in 2027 and do not like the thought of this transit system being near by.
40. Safer biking
41. Transit signal prioritization.
42. None
43. Sidewalks and waking paths are all that's needed



44. Not being here
45. More walking and biking trails along Whitelock, Poppy Ridge, and Big Horn. A round about intersection at the entrance to Pinkerton at Wolf Pack Lane/Whitelock/Fewster including a crosswalk to allow access to the school from the neighborhood without needing to force kids down to Big Horn to cross future tracks in order to get to school.
46. This area is more suburban, but there are no added benefits to building this because very few residents would use it.
A good number of people that live in this area work in the Bay Area, so they would never use this for work. Also, the people that live close enough would just walk or bike to the college. For anything longer distance, people would need their own vehicle or a more reliable system that allows them to travel for their needs such as the ideas I recommended for something underground or higher above the ground that would not impact traffic or be slowed down by vehicle traffic on the roads.
47. Not having the RT train tracks here. This is not an improvement.
48. Same as all prior responses. We need separate Class 1 and/or Class 4 bike lanes (paint-only or flexy-post bike lanes are pretty much useless for enabling people to feel safe), we need pedestrian-only crosswalk phases with all car movements including right turn on red banned, and we need more red light cameras. Whitelock is better than the middle portion of Laguna and Elk Grove in that it is less of a stroad and more of a regular road, and it has a Class 1 bike lane along most of it. However, that Class 1 bike trail along Whitelock really needs a pedestrian overpass over Bruceville.
49. Reduce size of roads yet again and include protected separated bike paths
50. No, traffic is already bad and do you want children harassed by the mobile homeless transportation?
There are reasons people live in Elk Grove. Having light rail is not one of them.
51. No changes needed. It's fine the way it is.
52. Improved lighting.
53. As long as there is a covered and shaded area, as well as a safe way to walk, that would be enough. Any additional park and ride options would be a bonus.
54. Nothing...you're already building a lot of affordable housing here. Why make it worse by adding light rail? It's right next to two schools...do we really need additional potential criminals near our children? Let's be smart and avoid building light rail in this area.
55. Parking for commuters
56. This may be a big ask with the transit development, but if we could maintain the walking paths along Whitelock and Big Horn as much as possible that would be great. I know the



- light rail has to be built somewhere and I assume the attractive side walks along Big Horn and Whitelock might be on the chopping block.
57. separated dedicated bike ways from pedestrian pathways.
 58. Big, safe, lane-separated bike lanes going down whitelock.
 59. Safe walk-only paths
 60. The current north side of Whitelock Pkwy has an excellent multi-use pathway, but the south side needs improvements in terms of bike infrastructure, whether that's buffered protected bike lanes. An additional bus service along Whitelock Pkwy, including weekends would be beneficial as well.
 61. Shuttle buses from hotels and other agencies would be preferred
 62. I think the walking paths in this area are great - I just think putting a stop so close to schools is a bad idea
 63. I think this station could benefit from a park-and-ride lot.
 64. Traffic from drop-off and pick up from the middle and high schools need to be addressed
 65. Whitelock traffic will be impacted by the potential build of an exit off Hwy 99. This corridor has lots and lots of children crossing both Whitelock and Bruceville to attend school or play at one of the many parks. We've already had one child be killed on Whitelock. I do not see the need to have a station in what is essentially a residential area.
 66. Light rail
 67. Protected bike lanes, shared use paths. Additional trees and additional bus service
 68. Just a train there
 69. Better free flowing traffic or dedicated transit lane.
 70. Traffic flow improvement
 71. Parking and traffic alleviation
 72. Plant more big trees (ones that will be beautiful in the fall and changing seasons). More greens and environmental benefits
 73. none
 74. This area is well planned
 75. It would be nice to have some parking here.
 76. None
 77. Bike lanes with better visibility.
 78. Having bus stops along Whitelock parkways.
 79. Ensuring that the Cosumnes Oaks and Pinkerton School does not block the bus stop as they frequently do during school drop off and pickup times.
 80. Do not take away lanes of traffic for this. It WILL make it worse. I am speaking from experience in living in a big city suburb of this kind.



81. Whitelock and Firepoppy area.
82. Parking at the station.
83. Buffered bike lanes. Shade Trees. Connecting bus lines.
84. No station here

Please tell us why [High-frequency transit requires more people and jobs along the corridor to be successful. Do you think this station area is a good place to encourage additional development?]. (Optional)

“No” and “Not Sure” Responses:

1. Kids/parents safety in traffic and transients via trains
2. Bad idea
3. There's currently a lot of residential in this area
4. An open school camps. Access to the school is limited... the schools are over enrolled , a student is not going to be traveling from another area, the satellite CRC campus would not be attracting students from the north.
5. Heavy pedestrian traffic during school start/leave hours. Not good judgement
6. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
7. Large amount of children present
8. Safety/Noise complaints
9. No available land.
10. area is more residential, but could service those who have to commute into sac to work and allow elk grove residents to get around more freely within town
11. It will increase school drop off rate
12. Don't want it
13. The only place this is leading to is the casino, the CRC extension, and District 56. CRC is just a community college and it isn't worth investing in transportation just to get to it.
14. Absolutely not! Only thing it will bring is safety issues with children crossing the street and crime
15. Too crowded already is losing its small town feeling.
16. The area is already close to an elementary school, middle school, and high school. We are worried about the safety of the students.



17. The high school and middle school nearby generates lots of traffic during pick up and drop off. A station here would
18. It helps existing students, but does not offer much to other demographics
19. There's a neighborhood and a large apartment complex adjacent to the station. Land use is maxed out.
20. This will ONLY bring crime and homelessness. Do not build!
21. Most people in Elk Grove will continue to drive their personal vehicles. This will only bring unwanted foot traffic and road congestion to our city.
22. Not sure what is best for the schools here
23. IMO, demographics of the average homeowner do not favor light rail. They see the first homeless crackhead, they're gonna hate it and complain super hard
24. Causes MORE traffic in every sense.
25. Have you seen how parents drive and kids move/e bike?
26. Same comments apply from the other stations.
27. Will cause more traffic congestion, delay commute times for workers who are traveling to freeway entrances. Provides hazardous crossing for young pedestrians from elementary, middle and high schoolers.
28. Young children nearby
29. See above. Near schools. Don't want the light rail clientele near our schools and children.
30. Proposed corridor all ready has homes and retail.
31. Very few draws to this area. We need a major amusement or business venue to anchor this area, which would then guide the type of transit support we need.
32. It depends on the type of developments. There is a lot of developments going on now in addition to the many single family homes. I think offices and businesses that are befitting of an area with a community college center and schools is good.
33. This area is already really impacted during the school year.
34. The light rail would bring more people and foot traffic to this area, which is not a good use given its extremely close proximity to the middle and high school
35. This is a residential area. The only jobs would be retail and we already have enough of that.
36. The light rail is awful!!
37. Brings more crime to city and adding more stress to police and city
38. This is a huge residential area that does not need more traffic and noise pollution from light rail



39. In addition to all of my previously listed concerns, this would cause the train to lose its purpose as a time saving option. My guess would be that taking a train from here to 16th st station would be almost an hour which defeats the purpose
40. Not needed here

Based on the station area features above, what types of development would you like to see more of in this area? (Select up to 3 options)

“Other (please specify)” responses:

1. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
2. Schools
3. I would prefer no housing near the schools, and plus if you let other shops be there, kids will definitely go and spend money there.
4. Leave it alone!!!
5. Duplexes instead of apartments is too crowded already stop the nonsense building.
6. Shopping
7. Bring in shops, restaurants, housing and events
8. None
9. None
10. Nothing
11. Nicer homes! Instead of section 8 housing that is going up all over Elk Grove.
12. I recommend single family attached houses (townhomes) in this area.
13. Safer biking
14. none
15. Dining, library, resource center, museum
16. Do not move the RT station here.
17. A police station, if a light rail station will be there
18. None
19. None
20. None
21. Do not bring it here
22. No preference

Do you have any comments, concerns, and / or suggestions about the vision shared for this station area?

1. Safety for kids
Safety for stupid parents dropping/picking up kids



Neighborhood safety - I enjoy walking late night with my dog. Don't want transients to come take over Oasis Park after the light rail comes in

2. Transit oriented themed clusters would be a good solution until mixed used infill projects get built out. Whitelock - Education, Parks and Research. Laguna - Retail and services. Bruceville - Why Self Storage?! Make it a high quality employment center as most people commute outside of Elk Grove for employment in Sacramento City and spend their time and money there instead of in the city and community. I personally go into Sacramento City due to living on the border as that's where nearest Costco, Sam's Club, Target medical and College Square development is that meets my needs than going into Elk Grove City limits which is closer to me but with scattered, poorly planned, and placed services when development exploded with single family homes. Calvine and Elk Grove Florin was a two lane road and Safeway was being built. Transit only arrived when EG incorporated and there was better service with longer hours on 114 (even commuter route 17) than what SacRT provides today.
3. No I like the vision and it would help my transportation to Crc's main campus in Sacramento
4. Don't do it
5. Security
6. An open school camps. Access to the school is limited... the schools are over enrolled , a student is not going to be traveling from another area, the satellite CRC campus would not be attracting students from the north. The only people to attract to take this station would be downtown commuters, there are better options to trial this
7. Safety - again, children walking with poor judgement/awareness. Parents in a rush/think they own the road.
Safety - where do fare evaders/trouble makers on the light rail go? Do they get dumped at the next station?
Noise - my SO works overnights often and sleeps during the day, operation would impact her sleep as we live really close to the station
Safety - transients getting off and going to Oasis and ruining the serene peace of the park/neighborhood. I can't be walking late at night without worry, would have to use my CCW.
8. You'll just waste our taxpayer dollars. This is not an effective use of resident taxes. Your questions are geared to having residents support your agenda for laundering taxpayer dollars.
9. Safety is also very important factor
10. I enjoy living where I live because it is quiet and safe.



I do not have to really consider carry my CCW, especially on my late night walks. Shame if that changes.

11. If the city wanted to build light rail here, they should have 20 years ago.
Can't really throw light rail next to residential homes.
12. Ensure safety. Improve law enforcement presence.
13. Area around current plan station have enough space to ensure light rail does not impact existing traffic. Either expand road ways to cope with traffic impact created by introducing of light rail or construct station and rail in a manner that does not impact existing traffic conditions.
14. New low floor train
15. Buildings above 2 stories would be nice, and with some charm and character to the exterior, similar to old universities like Harvard or the style of UOP
16. What's going to happen to the Los Rios parking arrangement? Students are still coming from Galt, Amador County, and east of SR-99, and there will most likely be an interchange at the end of Whitelock Pkwy. Would there be a park-and-ride arrangement/structure at the Promenade Pkwy station for them (across from the casino)?
17. There needs to be a youth center focus on fun an academic.
18. Gym
19. As a concerned resident, I am deeply worried about the proposed light rail station being placed so close to a high school. Easy access to the rail line would make it far too convenient for students to leave campus during school hours, increasing truancy and undermining both education and safety. This not only puts students at risk but also creates additional challenges for parents, teachers, and the community as a whole. For these reasons, I urge you to reconsider placing a light rail station in this location.
20. Placing this station so close to a high school creates serious concerns for the well-being and accountability of students. With direct access to the light rail, it becomes much easier for teenagers to skip classes and head to downtown Sacramento during school hours, which could compromise both their education and the ability of school staff to properly monitor attendance.
21. Because this proposed station is located directly next to a high school, it raises significant concerns about student safety and attendance. Easy access to the light rail may increase truancy by making it easier for students to leave campus and travel to downtown Sacramento during school hours, undermining both education and supervision efforts.



22. Prefer not to extend light rail / RT given potential to bring increased crime and homeless from South Sac and Downtown to EG
23. Don't build it
24. No more affordable housing and houses please, there are already way too many in the area.
25. Again, more shops near the schools as it would be a good place for shops to make money from students after school.
26. This is a blatant Mia use of city money, we are paying salaries to make a plan to ruin the neighborhood! I want this plan stopped immediately! How did the citizens of Elk Grove have a say in the project even starting! Y
27. We oppose building a station at whitelock/ big horn and whitelock/ Kyler. The area is already close to an elementary school, middle school, and high school. We are worried about the safety of the students.
28. Increase in crime is my biggest concern.
29. A walkable mixed use / small business retail area would be beneficial to this intersection since there are already plenty of parks close by as well as destinations (CRC + High School). If dedicated protected bike lanes were constructed, i believe more people would be comfortable using their bikes on the bighorn / whitelock roads.
30. Needs more restaurants, entertainment, and medical specialists/doctors offices.
31. No
32. Build more ! I wish it had been built 20 years ago!!!!
33. This will turn our beautiful neighborhood into South Sac. You will make it easy for dredges of society to come to our neighborhood. The people living in this area do not need bus service.
34. How will we pay for the increase need for police? People live in EG because it's safe. This light rail station will bring in too many transient people.
35. This is a terrible idea, all the neighbors in whitelock/big horn area are going to protest this!
36. I don't think putting a light rail station next to an already very busy middle school and high school in a residential neighborhood is going to have good results for anyone in the community.
37. See answer to 12. This area is newer so there are more opportunities to get it right.
38. Our neighborhood is getting more and more housing shoved down its throat but zero amenities. With mixed-used high-density housing, retail centers, offices, and a library, that intersection could be a perpetual buzz of activity and could attract a ton of pedestrians from the surrounding developments who would definitely have reason to use



mass transit if it's that convenient. But it can't be the sole reason. Don't just plunk down a line and station without finding ways to serve the thousands of people who live nearby.

39. I would like this area to stay focused in our residential and community areas. Not influxed with business.

40. Not liking the impact of extra amount of noise and extra traffic in the area. Since it is suburban, was hoping for a quieter area to focus on family.

41. Very excited about the "shared-use path along Big Horn Boulevard"

42. How long are the trains in numerical value (dB)?

43. If you put gates , people will try to beat it, car, bike, e scooter. This area is an affluent area

44. I live right next door to this planned station and I'm so excited for the possibilities it offers our neighborhood! I look forward to the vitality mixed use buildings could add to the area.

45. Look at the home prices, residents, income levels, demographics, and other parameters for this area. It will show that most people in the area will likely not use the transit system built here.

Most people that live in this area do not work nearby and have to commute.

It is better to look at high density areas where people live, work, go to school, all within a small radius from each other. I would recommend areas closer to Franklin Blvd or on the opposite side of 99 by Elk Grove Florin Rd. Those areas are where people live closer to where they work.

46. This is not an improvement to the area. This is disrupting the already congested traffic area for local schools and commuters entering the freeway. The tracks will make it more difficult for students who walk and ride their bikes to school, parks and stores. Do not move this project forward.

47. Keep a Light rail station out of this intersection! There is a middle school and high school there - it's not a place for public transportation to be. This makes it too easy for crime and theft to be brought into the neighborhood and residences and into the schools! Miwok elementary is also down the street - a light rail station that connects south Sacramento crime to the CASINO and stops in the middle of where kids go to school is a bad idea!

48. Stop cramming affordable housing in the area of whitelock/poppy ridge.

49. Schools and single family homes already occupy a lot of the catchment basin of this station. There would be high resistance to change any of these. There is some room for denser development in parking lots and some of the empty lots. But more so, this station would benefit mostly from enabling a lot of people to walk and bike to it, and will likely need to wait for SB79 to make denser developments possible.

50. Densify densify densify

51. End light rail at Big Horn/Bruceville at most.



- Don't know how y'all gonna add light rail while neglecting general traffic issues lol.
52. STOP BUILDING LOW-INCOME APARTMENTS. WE DO NOT WANT ANYMORE. WE NEED MORE KID-FRIENDLY AND FAMILY THINGS TO DO. CHECK YOUR TOWN'S DEMOGRAPHICS BEFORE BUILDING NON-SENSE AND WASTING MONEY.
53. Not at this time.
54. This is a horrible location for a stop. Maybe adding bus lines here is okay...but the traffic will increase even more as they continue to build more houses in this area of Elk Grove and it's near middle and high schools with a ton of children. Light rail clientele is pretty bad when not during commute times. Keep these people away from our kids.
55. Proposed corridor all ready has homes and retail.
56. Elk Grove has already done an incredible job with parks and open spaces. I feel like what it really needs is focusing on mixed-use development and finding ways to encourage small, non-chain businesses. Store front streetscapes and more pedestrian friendly planning will raise property value even if there are some initial complaints from residents. These proposal sounds amazing and I hope this works out.
57. keep it residential focused with community amenities.
58. I live in Elk Grove and commute on the light rail, yet I still do not want it extended here. Too often, homeless riders board without paying and use the trains as shelters. Bringing the light rail into Elk Grove would only import these problems—we just need to look at CRC station to see what's coming.
59. Homelessness continues to be a major issue in Elk Grove, and any such developments must take that into account. Are we going to create a system that attracts more homeless people into the neighborhood? I believe most of us have accepted the high property rates we pay because we want a certain lifestyle. The city will continue to grow but the growth must be managed in order not to drive the families that are able capable of paying high taxes away.
60. Being right next to a middle school/high school combo, I think it would be nice to turn this place into a nice safe place for students to hang out after school. So I'm probably slightly more in favor of like a library and some shops and a park or something, but don't let me get in the way of housing. Housing is always good. Also when you say a "shared-use" path down big horn, do you mean cars sharing with bikes? That never goes well. Just do a fully separated bike lane. I promise if you expect drivers and middle school cyclists to share the road its only a matter of time before a child gets seriously injured.
61. Do not bring it to our city



62. I think the location is a bad idea. Too close to schools and an area the city is trying to make an upscale dining/shopping area. Unfortunately public transportation usually brings trouble. The Sacramento area is not an area where people rely on public transportation. Most people have cars and will use them over public transportation
63. You will bring more homeless people to Elk Grove. You will also cause more traffic than is necessary for commuters. You haven't even figured out the traffic on Franklin and Cosumnes.
64. This is a solution looking for a problem. The residents in this area use these two roads to get from one side of Elk Grove to another and/or get to one of the two freeways so they can travel farther. I cannot see anyone routinely using rapid transit to or from this intersection.
65. Food truck park and jobs
66. No additional
67. I hate the idea of making elk grove a 15 minute mega city. I miss the old Elk Grove
68. It's important that any new stops are accompanied by measures to prevent increases in homelessness around the stations and to address potential public safety or quality-of-life impacts for residents.
69. I would like to raise a concern regarding the proposed transit access near this intersection. This area already experiences significant traffic congestion, even during non-commute hours, and with schools located nearby — including a high school — I believe additional considerations are needed.
Providing direct bus or light rail access right next to the school may unintentionally create opportunities for students to skip class. A parent could drop off their child at school, but the student could easily hop on public transportation and leave the area during school hours. This raises concerns about student safety, accountability, and truancy.
While I strongly support improving transportation and pedestrian safety, I urge planners to carefully evaluate the risks that increased transit access may pose to students, especially at the high school level. Measures should be put in place to ensure that public transit supports the community without undermining school attendance or student well-being.
70. This station (bus or otherwise) makes the most sense and has the highest potential. Any expansion planned for further south? What does this station impact any south growth or development?
71. I understand that these things can help Transit but as somebody who has lived in an exact situation is this I'm telling you it will bring in more crime and homeless. And once that is here it is very difficult to get rid of. Not only that but having a light rail on city streets



causes huge traffic issues with cars piling up at lights because they're waiting for a slow train to get going and stopping. And not only that it causes more accidents because pedestrians just cross wherever they please.

72. Please see my previously stated comments. I think a better option would be to invest more in the existing transit. Offer the bus drivers higher pay so they will want to work here. This will probably help with the staffing shortages. Add more bus routes, they're still running at COVID Era frequency

73. I strongly oppose the project



H.5: Demographic Questions

Which race(s) and ethnicity do you identify with? (Select all that apply) (Optional)

“Other (please specify)” responses:

1. MAGA
2. mixed race
3. We are members of the Human Race, and we are running as fast as we can.
4. Asian, Southwest Asian/Middle Eastern
5. Race does not apply to this survey
6. Nunya
7. Black or African American, when it comes to quality of life don't over crowd me. With people just because they look like me
8. What difference does this possibly make?
9. Native Hawaiian or another Pacific Islander, I am Micronesian (Chamorro, specifically)
10. Arab
11. Two or more races
12. human