

## Summary of Community Input Related to the Mobility Sector

This summary reflects community input received through the Commission's online comment form, during public comment periods at previous Commission meetings, the City of Sacramento's citywide workshops, and the College Youth Summit. In order to facilitate Commission discussion, the summaries below align with the three categories that the Mobility TAC identified.

### Transit & Shared Mobility

#### Community Priorities:

- Increased route frequency and accessibility the transit system
- Expand routes to neighboring cities and to major commuter hubs
- Expand and incentivize the use of carpooling and shared mobility options such as JUMP bikes, scooters, and car sharing.
- Ensure accessibility for those who do not have smartphones

#### Key Concerns:

- Safety and cleanliness on transit and at transit stops
- First and last mile connections
- Costs and accessibility of using public transit and shared mobility services
- *Mixed input for Transportation Network Companies (e.g. Lyft and Uber) – expand vs. limit*

### Active Transportation

#### Community Priorities:

- Expansion of biking and pedestrian infrastructure, including protected bike lanes, bike racks, and widening sidewalks and existing bike lanes
- Safety on sidewalks, roads and at pedestrian crossings
- Increased shading and other ways to make biking and walking more enjoyable
- Compact neighborhood design to make active transportation more feasible

#### Key Concerns:

- Sprawl, community design, and air quality
- Safety concerns related to distracted drivers and people facing homelessness

### Vehicle Electrification

#### Community Priorities:

- Rebates and other programs to reduce cost of electric vehicles
- Additional public charging infrastructure
- *Prioritization of transit and active transportation over electric vehicles*

#### Key Concerns:

- Lack of charging infrastructure (public and at home) and cost of charging
- Technology concerns (range of electric vehicles, battery cost and disposal)
- Size and aesthetics of electric vehicles

## Direct Input through Online Comment Form (July 26 Update)

- When people buy gasoline, most are not aware of the true price of gasoline. A Center for Investigative Reporting website says the true price of gasoline was about \$15 a gallon back in 2011 (if you take into account all the health effects like asthma and lung disease from car exhaust.). <https://thinkprogress.org/true-cost-of-gasoline-try-15-a-gallon-832db0342a70/>This web page list UC Professor Daniel Kammen of the Berkeley Goldman School of Public Policy as a reference. Might gas stations in Sacramento list the "True Price of Gasoline" along with what you will pay for a gallon of gasoline? Similar, when people emit CO2 when they drive in their gasoline powered car, or fly in an airplane, they do not think about adding to the over 400 ppm of CO2 that are already in the atmosphere. The last time atmospheric CO2 was over 400 ppm, sea level was 33 to 66 feet higher. With Sacramento at 13 feet elevation, they are helping put Sacramento under 20 to 53 feet of water. Might gas stations and other appropriate places say "WARNING! - The CO2 from this gasoline will help raise sea level 33 to 66 feet (unless we find a way to take CO2 out of the atmosphere.) <https://news.nationalgeographic.com/news/energy/2013/05/130510-earth-co2-milestone-400-ppm/> . Sea level is expected to rise 3 feet in the next 85 years. At that rate, it will take 935 to 1,870 years for sea level to rise 33 to 66 feet. Still, these facts are enough to make people think "I should try to emit less CO2. I should try to take my CO2 emissions out of the atmosphere by donating to some organization like the Nature Conservancy that will protect trees to sequester the tonnes of CO2 I put into the atmosphere last year. In summary, gas stations might have WARNING! signs on the gas pump, on in big letters with the price per gallon the gas station is charging: WARNING! The true price of gasoline is over \$15 a gallon. alternating with WARNING! The CO2 you are emitting will contribute to 33 to 66 feet of sea level rise. Sacramento City might ask Sacramento County to have similar WARNING! signs at the airport. All Sacramento City employees might be required to fill out the Nature Conservancy Carbon Calculator, find out the tonnes of CO2 they emitted last year, and make a \$15 a tonne or higher donation to the Nature Conservancy or some other organization that will help preserve trees or do some other activity that will help take their CO2 emissions out of the atmosphere.
- Focus on bringing access to public transportation to areas that currently lack access. Protect pedestrians by working to improve walkability and safe sidewalks in areas of Sacramento that currently lack those things. Fully fund Regional Transit to provide more frequent routes, increased safety and accessibility to public transit.
- Instead of intensive infrastructure that street cars need, why not focus on more electric buses which can easily adapt to route changes. Better zoning so neighborhoods are walkable. Some places one has to drive for everything because businesses and residences are so separated.
- Yes, do whatever you can to reduce driving - amplify public transportation and build more affordable housing close to transit and near downtown, like in Southern Pacific/Richards area.
- Provide electric vehicle procurement incentives; install free electric charging stations (City of Napa provides this -for example of how it can be done) in parking areas citywide. Convert all City fleets to electric including a commitment to fuel electric vehicles using renewable energy -solar, etc. It is available via SMUD for a nominal extra fee - perhaps no extra fee to the City?
- First off, Commissioners need to spread the word. If everyone who can get an electric car does get one, and uses it for their primary car, the impact will be huge, particularly if they are commuters. Not only does this reduce carbon, but every dollar spent on gasoline goes straight into oil companies agendas. More offshore exploration, more pipelines, more refinery spills and especially more money to elect climate denier politicians. That's where the money we spend on gasoline goes. We can't rely on the government alone to make this transition, we have to do it ourselves too.
- 1) Add bus shelters to every stop. 2) Within city limits, identify and commit to improving places along light rail lines where a) access to the stop is compromised by inadequate infrastructure that prevents ridership (e.g., to access the blue line's city college stop from Carleton Tract, prospective riders have to cross the Sutterville Bypass, where there are busted or missing sidewalks, too few crosswalks and no lights to protect pedestrians) and where b) people live within 1/4 of a mile of the tracks but more than 1/2 mile from a stop (e.g., much of Carleton Tract and Hollywood Park). 3) Expand the micro transit program to serve areas that are not within 1/2 mile of a transit stop. 4) Make Land Park car free on Sundays. 5) Add protected bikes lanes throughout Land Park. 6) Prohibit car parking in all but a few areas of Land Park. 7) Repair the bike lane on riverside so riders don't have to navigate less than 1 foot of paved space between oncoming traffic and certain death (i.e., the graveyard). 8) Enact a city-wide congestion charge to help pay for these and other improvements. 9) For lottery schools (e.g., Alice Birney, LDV, etc.), reserve 50% of all spots for children who live within walking and/or biking

distance of the schools. 10) Generally make it easier for people to walk, bike and take public transit. 11) Generally, make it less attractive to drive everywhere (e.g., charge for parking everywhere, enact an additional tax for residents who own more than one car) and use proceeds to install infrastructure (e.g., median diverters) that make biking and walking easier but driving more difficult.

- arrange activities so almost everyone can access clean water and healthy food within walking distance, without using refrigeration. don't use motor vehicles to ship watery foods like bottled water, milk, juices, almond milk, rice milk, etc. - the ratio of food value to weight makes it very inefficient.
- 1. Reduce idling by city vehicles while employees are on breaks. 2. Often see city vehicles parked at local parks with engines running for long periods of time.
- More awareness that if the infrastructure is good, most trips can be made using bikes or e-bikes, so don't just focus on electric cars for C-zero. And don't just serve the rental e-bike market - bike owners need to be able to ride and park securely too. More focus on safety please - it wasn't clear to me as a single woman that I could return home in the evening safely, much less by bike, or that there'd be a way someone would know. And give us a way to text message the Sac PD please, sometimes audio doesn't seem like a good idea.
- Destination-oriented protected bike lanes. Look at common cyclist trips from A-B and protect them. Example: provide low-stress (protected) bike routes from Capitol Park to CSUS and to other local colleges.
- Parking: offer preferential street parking for future-friendly vehicles (especially small ones like Smart cars etc.). And let residents (not just business owners) request secure bike racks where they turn out to be needed, and don't let a tiny budget allocation limit their installation.
- The more "walkable" a city or suburbs are, the more people are likely to walk, bike for errands. The safer a city is, the more likely people are to walk and take public transport. A feeling of safety gets people out and about on foot or bikes. Fear keeps people in their cars. More charging stations will encourage more emission free electric cars. People complain about not feeling safe on light rail. A lot more children in Sacramento and West Sac could walk to school and back if their parents felt it was a safe, normal thing to do.
- Close a shopping street such as J, K or Capitol on some Sundays just for pedestrians and bicycles. Has been very successful in L.A. see: <http://www.ciclaviva.org/>. walking and biking good for community health
- An efficient and comprehensive public transit system will make our region healthier and more viable, while meeting the environmental justice needs of our area. Fully fund RT!
- We know transportation is an important sector to identify new electric service, and carrots & sticks must be applied to new construction. Sustainable design & systems seems obvious. But this Commission must also address existing building stock. But this is a costly process. You will have to make some hard & bold decisions about requiring change when tenants turn over & existing construction is renovated. There will need to provide community investment, & a balance to enforce stick & provide incentives for building owners and tenants.
- Obviously there isn't a single answer. You need solutions for each kind of person. Here is a short list, cars/trucks driving through Sac, commuters to/from sac, etc. Then you have to say why are these people doing these actions. Some people don't like dealing with the homeless, so they move to the suburbs, some don't like the quality of schools, so they move. If you look at a map, we are a hub of freeways, no wonder we have poor air quality (score of an F). I would recommend those who are coming from outside Sacramento (Elk Grove, Roseville, Davis) get free mass transit to get cars off the road. Use the connect card to track where they are getting on and off for data. Even then, people won't do it, because they need the car to pick up the kids after work or go buy groceries, and mass transit does not go there. Those people will need to pay road tolls or congestion charge, similar to London. Both of these will increase ridership, which means adding routes and services, which SACRT won't add fast enough, which will cause frustration. This process needs to be made faster, smaller van instead of big busses (Hong Kong does this) need to be used. You need to create the density. For all others, microtransit pilot needs to be expanded. I want an option for the bus to pick me and a few people near me at a central place daily for work. 15-20 passenger vans are a great start, electric if you can make it.
- Yes, PCRM (Physicians Committee for Responsible Medicine) has instructors, like myself, all over the world. We instruct people how to avoid chronic diseases, i.e. heart disease, diabetes, cancer, etc., by teaching whole food plant based nutrition classes. We teach employee wellness at large companies, i.e. Geico and US Post Office, etc., government agencies, and or we teach the general public. Getting people to learn how to make simple, tasty plant based meals helps people to not only regain their health, but growing plants is sustainable and raising animals for food is not. For instance, it takes 2,500 gallons of water to produce one hamburger and only 250 gallons to produce a loaf of wheat bread. By stopping to raise and kill

animals, we could stop the forests from being cut to grow food for animals or raise animals. We would no longer have "dead zones" caused by massive manure now sitting all over the USA. Stopping the cattle production for both meat dairy and pig production would clean up our air.

- All-electric ready buildings should include EV charging, continued emphasis on charging stations
- Increased installation of EV chargers; and streamline the permitting process for home installation of charging equipment.
- Our transit systems are held back by low productivity and high cost, and one way they are particularly wasteful is in how they travel through congested areas such as the Downtown grid during peak travel times. Many driver hours (and passenger hours) are wasted because there are not priority lanes in key corridors through downtown. As a result, the various bus agencies can't deliver as much service as they could if they spent less time getting through downtown. This is largely a City of Sacramento issue that could be resolved through picking a couple of key north-south and east-west corridors and creating an all-day or at least rush-hour designation of a lane for buses only. We are doing a good job of creating bike lanes, but need to pick some routes for bus lanes as well. The change in travel time and the increased reliability would attract a great deal of additional riders and the systems could deploy the labor hours saved on running more frequent service. This would be even better if the buses didn't have to pull in and out of traffic, perhaps building bulb-outs for the sidewalk to meet the bus lane in key locations. Or at a minimum, a law could be passed requiring drivers to give way to buses when they are trying to re-enter traffic, and a sign reminding drivers of this could be put on the back of the bus. There is no need to create expensive BRT infrastructure by building something new. We need to use what's already there to get more people over the roadway system. Portland, OR is implementing something like this right now in their downtown, and in their case, have chosen to eliminate a certain amount of street-based parking. We may choose to do the same thing (perhaps replacing those places with nearby short-term space in a garage), or a different path. More efficient transit will contribute significantly to a carbon zero sector (especially if done with electric buses). Address land use and zoning issues in a manner that encourages more walking, biking and transit use.
- Insist that SMUD study alternatives to the current regressive rate for electricity. see 2 min video - <https://medium.com/getting-it-right-on-electricity-rate-design/new-explainer-video-on-utility-fixed-charges-and-donuts-b97095d0b71e>
- Convert all city transportation functions including private contractor provided municipal functions to all electric service, by a date certain. Include City Garbage, Recycling, Water, Parking Enforcement, and Park maintenance services. Issue tax exempt "green" bonds to provide capital funds for municipal equipment purchases and conversion. Offer muni bonds to City Residents prior to underwriting and secondary market sales.
- fix the SMUD rate problem - see my editorial <https://www.newsreview.com/sacramento/smud-isnt-as-green-as/content?oid=27623584>
- Prioritize transit. Do not allow RT to continue cutting transportation routes.
- electrification of everything
- Reliable public transit, protected bike lanes
- Excellent public transportation (frequent connections, well-priced), connecting all Sacramento communities with job centers. Plan so that parking a car will be a less attractive option than taking public transport. Parking costs increased downtown to pay for the arena, but public transportation did not fill the gap for people who would choose not to drive and pay to park.
- Focus friendly pedestrian walkability and easy cycling routes when new projects are proposed. When Sacramento is designed with pedestrians and cyclists in mind, many carbon reductions will follow. Sacramento has a proven record of flooding dating back to 1851. Climate change will increase this. It's not fear, it's reality. That puts us in the top of the list of communities that will pay the price for climate change. So we need to be leading the way and taking this very, very seriously.
- Yes. Since one main goal is to electrify transportation, creating energy savings in the industrial and commercial sectors improve the capacity to serve additional customers without costly upgrades to transmission infrastructure. For example, the 100-unit pilot program will reduce load (increase capacity) by 12 megawatts. Further it will displace 105 gigawatt hours of regional fossil fuel generation over the course of a year.
- Educating citizens about the true price of gasoline would inspire citizens to use less gasoline. Would the City of Sacramento require gas stations to list the True Price of Gasoline along with their prices? The following website states the true price of gasoline is about \$15 a gallon. <https://thinkprogress.org/true-cost-of-gasoline-try-15-a-gallon-832db0342a70/> UC Davis

Professor Dan Sperling is listed as a reference for the true price of gasoline being about \$15 a gallon. Would the City of Sacramento ask Professor Sperling if the true price of gasoline has increased with the recent wildfires and other extreme weather events made worse by our CO2 emissions since this video was made in 2011? Here is Professor Sperling's contact information: <https://its.ucdavis.edu/people/daniel-sperling/> 530-752-7434, [dsperling@ucdavis.edu](mailto:dsperling@ucdavis.edu), 1715 Tilia Street, Davis. Other U.C. Professors listed as a reference for the true price of gasoline are the following: U.C. Berkeley Professor Severin Borenstein, U.C. Berkeley Professor Chris M Jones, U.C. Berkeley Professor Daniel Kamman

- Knowing when we are contributing to global warming would help Sacramento residents drive less and fly less. Would the City of Sacramento ask Professor Daniel Sperling “how many pounds of CO2 equivalents per day can the average California emit and not contribute to global warming? Is it 10.4 pounds of CO2 equivalents per day as suggested by the following information? This estimate is based on the following website which says the earth sequesters about half of world CO2 emissions. <https://phys.org/news/2012-08-earth-absorbing-carbon-dioxide-emissions.html> Half of world CO2 emissions of 36.2 billion metric tonnes of CO2 comes to about 13.1 billion metric tonnes. If we divide that by 7.6 billion people, we each can emit about 1.72 tonnes of CO2 per year and not contribute to global warming. 1.72 tonnes of CO2 times 2205 pounds of CO2 per tonne, divided by 365 days per year shows we can each emit about 10.4 pounds of CO2 per day and to contribute to global warming. Thus, if every Californian and every world citizen emitted less than 10.4 pounds of CO2 per day, there would be no global warming from CO2 because all of our CO2 would be sequestered by the earth. Sacramento residents can find out how many pounds of CO2 per day they emitted last year by filling out the Cool California Carbon Calculator: <https://coolcalifornia.arb.ca.gov/calculator-households-individuals> They can multiply the tonnes of CO2 emitted last year by 2205 pounds per tonne, and divide by 365 days per year to find out their average “pounds of CO2 equivalents emitted per day” last year. For reference, it takes about 10 pounds of CO2 per day to produce food for the average vegetarian in America, and 20 pounds of CO2 per day to produce food for the average meat loving American. This estimate is based on the following website: <http://shrinkthatfootprint.com/food-carbon-footprint-diet> It takes 1.7 tonnes of CO2 to provide food for a vegetarian in America. Multiplying by 2205 pounds per tonne, and dividing by 365 days per year shows it takes about 10 pounds of CO2 per day to provide food for the average vegetarian in America. It takes 3.3 tonnes of CO2 per year to provide food for a meat loving American. Multiplying by 2205 pounds per tonne, and dividing by 365 days per year gives about 20 pounds of CO2 emissions per day to provide food for the average meat loving American. Thus we are contributing to global warming when we buy meat products, and when we buy anything other than our vegetarian meals for the day. The average \$100 spent in California is associated with emitting about 35 pounds of CO2 equivalents. This estimate comes from taking the California per capita CO2 emissions of 9.26 metric tonnes of CO2, and dividing it by the California per capita Gross Domestic Product of \$58,619 dollars. The 9.26 metric tonnes need to be converted to pounds of CO2 equivalents by multiplying by 2205 pounds per metric tonne. I could send you the following Excel spreadsheet if that were of interest. The following Guardian website says it takes about 720 kg of CO2 equivalents to produce 1,000 British pounds of car. <https://www.theguardian.com/environment/green-living-blog/2010/sep/23/carbon-footprint-new-car> Multiplying 720 kilograms times 2.2 pounds per kilogram equals 1,584 pounds. Multiplying 1,000 British pounds by 1.329 US dollars per British pounds equals 1,329 US dollars. Thus about 1,584 pounds of CO2 equivalents are emitted for each approximately 1,329 US dollars, or about 1,191 pounds for each \$1,000 US dollars spent on a car. Might the City of Sacramento require new and used car dealers to tell potential customers “when you emit more than 10 pounds of CO2 equivalents per day, you are contributing to global warming and climate change. When you buy this car or truck, you will be contributing to the emissions of 1,191 pounds of CO2 equivalents for each \$1,000 spent. Have you considered using a Jump bike or taking Lyft, or Uber or a taxi, rather than buying a car or truck? Thank you for considering infuriating new and used car dealers and buyers, but how else are we going to protect young people from the severe droughts predicted by the University Corporation for Atmospheric Research in 2060 and beyond? [http://www.cgd.ucar.edu/cas/adai/news/Dai\\_Drought\\_UCAR.htm](http://www.cgd.ucar.edu/cas/adai/news/Dai_Drought_UCAR.htm) The University Corporation for Atmospheric Research predicts that by 2060, California and most of the United States will be at risk for droughts as severe as the drought that preceded the Oklahoma Dust Bowl in the 1930's. With continued world CO2 emissions the risk of even more severe droughts will increase. The website has four maps that illustrate the potential for future drought worldwide over the decades indicated, based on current projections of future greenhouse gas emissions. These maps are not intended as forecasts, since the actual course of projected greenhouse gas emissions as well as natural climate variations could alter the drought patterns. Thank you for trying to decrease our CO2 emissions, Sincerely, Bruce
- To achieve carbon zero in the transportation sector, we need to make it affordable and easy for people to travel in the area in their own zero-emission vehicles or on zero-emission public transportation. This could include more electric/hydrogen

charging stations in the area for personal vehicles, making some parts of the city car-free as other cities around the world have done, and converting all city buses and transportation to electric or other clean energy options.

- Drivers in Sacramento often rely on their vehicles because public transportation is inadequate. .In this meeting, I haven't heard any discussion targeting the development and accountability of more clean-air public transportation.
- I was a member of the built environment TAC and greatly appreciate the opportunity. Highlight the importance of cross jurisdictional collaboration, preservation of farmland and rural space, and locational efficiency.
- Support built environment recommendations in general. Want to provide commission additional ways to pursue benefits that would be created by a regional ubB.
- Would the City of Sacramento require gas stations to list the true price of gas along with their prices? The following website states the true price of gasoline is about \$15 a gallon. <https://thinkprogress.org/true-cost-of-gasoline-try-15-a-gallon-832db0342a70/>. UC Davis Professor Dan Sperling is listed as a reference for the true price of gasoline being about \$15 a gallon. Would the City of Sacramento ask Professor Sperling if the true price of gasoline has increased with the recent wildfires and other extreme weather events made worse by our CO2 emissions since this video was made in 2011? <https://its.ucdavis.edu/people/daniel-sperling/> 530-752-7434 dsperling@ucdavis.edu 1715 Tilia Street, Davis. Other UC Professors listed as a reference for the true price of gasoline are the following: UC Berkeley Professors Severin Borenstein, Chris M Jones, Daniel Kamman. Thank you for trying to decrease Sacramento's CO2 emissions.
- 25% tree canopy is inadequate - tree master plan is currently in process - stakeholders are wanting to push the envelope - get to 40% or more - strategies need to include getting developers to do a better job of measuring existing trees. It's more than greenhouse gas reduction - it's also cooling walkability, bike ability.
- In order to achieve deeper and more meaningful carbon/GHG emissions we must think grander. I believe we must include in the conversation ways to increase use and access to public transit and more away from single car ownership or just adding more chargers for electric vehicles (This might be more appropriate for mobility conversation) but the TAC's focus on increasing EV chargers inspired this comment.
- Before the electric charging grid becomes widely available in all communities, which it needs to be, electric vehicles need to become affordable for people who can only spend \$10-\$15k. \$35K is not bad for a brand new car but most can't or won't spend that much on a car. There has to be a genuine option for electric vehicle ownership at every level of income. A used electric vehicle market will help once that grows. Also, reduced congestion would lower the carbon produced from traffic daily. If more businesses, manufacturers, banks, offices, and government businesses operated around the clock then not everyone would be needing to go to the same place at the same time. Shifts could be rotated so some people don't get stuck always working in the A.M. hours. More parks, sidewalks and communities that are more accommodating to children playing outside. Fair access to cleaner forms of transportation, public and personal. Until public transportation can get most people to work or school in close to the same time a personal vehicle would, the majority of people won't use it. Only those who have to use it. Few use it because it takes much too long for a car owner to consider using it.
- Condominium infill development supports carbon zero transportation forms -- walking and bicycling; and creates the basis for supporting carbon zero transit.
- Two stroke engines contribute a surprisingly large carbon burden. Gas powered lawn equipment (mowers, blowers, edgers, etc.) are considered to be mobile sources of air pollution and form a serious component of mobile emissions. Several CA cities have now outlawed gas powered two stroke engines. Sacramento and West Sacramento parks departments and other departments using similar equipment need to go all electric. The cities should form programs to encourage homeowners and private lawn care companies to do the same. Money can be saved, health improved and carbon emissions cut. Our neighborhood is starting a bottom-up program to educate homeowners and private businesses. We are hosting an event on May 18th in our park. Maybe your commission should support a range of bottom-up efforts like ours to build and inform an activist base.
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- City of West Sacramento and Sacramento have been doing great things to expand Jump bikes and other alternate forms of transportation. Keep it up. Also keep encouraging electric vehicle charging and multi-modal nodes.
- Improve bus service and coverage of the bus routes
- Don't exceed the law of diminishing returns in the pursuit
- See [https://www.researchgate.net/publication/256048802\\_Sustainable\\_Investment\\_Means\\_Energy\\_Independence\\_From\\_Fossil\\_Fuels](https://www.researchgate.net/publication/256048802_Sustainable_Investment_Means_Energy_Independence_From_Fossil_Fuels)
- More clean transportation.
- Take the master bike plan, expand it to include separated bike lanes and off street bike paths on all streets with traffic speeds exceeding 40 MPH, buffered lanes for streets with traffic speeds exceeding 30 MPH and bike lanes for the rest. Remove traffic lights and replace with roundabouts at all major intersections (the design style to follow are the types of roundabouts found in Assen, Netherlands). The traffic lights that remain (and there should be a lot less of them) should have signaling for cyclists as well as motorists. Put roads on a "diet." Make them narrower, take lanes out, replace with separated bike lanes and tram/BRT lines (more on that later). Close whole segments of downtown areas (in all the regions cities) during peak hours. Steep fines and penalties to drivers who block bike lanes or who are aggressive towards cyclists. Higher penalties for cell phone usage while driving (\$20? Really?!). On the transit side of things, take the 2035 MTP, expand it beyond the existing airport extension to include additional branches of light rail extending it up towards North Highlands, up towards Auburn, down towards the west and east ends of Elk Grove, down towards the Urban core and west towards Davis. The existing plan for the downtown tram/street car needs to be expanded to encompass downtown, midtown, East Sac and up to Arden/Cal Expo areas. Additional trams/street cars should be built in Elk Grove, Rancho Cordova, Folsom, Roseville and Davis. All of which should have multi-modal points connecting with light rail and train service. Lastly, for all major areas that light rail/street car service doesn't cover, there needs to be true Bus Rapid Transit (as in dedicated lanes). They all need to be at least as fast and convenient as driving. Ultimately, public transit only makes sense when it's rapid and has its own right of way. Since we have many suburban communities, micro-transit will be needed and SacRT is starting to roll this out. It should be designed to connect people with the services above. All of this needs to happen by 2030. Planning should also begin for a BART like service interconnecting the Sacramento/Stockton/Modesto/Tracy areas with rapid transit (this would allow the existing train services to have improved service and fewer stops). Such a service could interconnect with the existing light rail service in Sacramento and free up above ground real estate with below ground stations for both the Rapid Transit and light rail stations akin to BART and Muni. Call it SMART for San Joaquin Metro Area Rapid Transit. This should be completed by 2050. Work with Capitol Corridor Express, San Joaquin Amtrak and ACE to upgrade trains and tracks to operate higher speed electrified service (speeds should reach at least 120-150 MPH, not the current 80 MPH). Work with CalHSR to get High Speed Rail to Sacramento sooner rather than later. There is no reason why the HSR network should not be built out by 2030 (including the Sacramento and San Diego segments) with an eye towards building to Oregon and Las Vegas by 2050.
- Still learning about what makes sense with this topic. We have a real lack of decent, let alone ecologically friendly public transportation, especially out to the suburbs, where it is needed as well.
- The goal is ACCESS rather than mobility
- I appreciate the opportunity to contribute potential solutions to Sacramento's fight against climate change. The goal to be Carbon Zero by 2045 is obtainable, but not without drastically changing the current path we are on. As a community, we need to reform our thinking and be truthful with our actions and decisions. With 50% of carbon emissions coming from the transportation sector, there is a need to reform the fundamental framework that contributes to these rising emissions. On one hand, there is an absolute need to shift to renewable energy. There is no way to effectively achieve the Carbon Zero goal if the basis for what we use for energy is rooted in oil and gas industries. This requires the leaders of Sacramento to utilize their positions to invest in new storage technology that can support the over-abundance of power California produce from renewable energy. The other piece is that Sacramento transit system is not designed to support the wide range of commuters. Increasing the use and quality of the public transit system is going to play an integral role in removing more cars from roads and reversing the stigma associated with using these resources. However, meeting the goal of Carbon Zero is not only about reducing the amount of carbon we release into the air, but also actively taking out what we have contributed in the past. This means the environment is going to play a critical role in mitigating for these increased levels of carbon. Currently, there is no priority for the green space around Sacramento because development continues at a destructive rate

and current green space is severely degraded. Our current state of affairs is a direct result of neglect to our environment, so it is important we acknowledge the inherent need for it to exist.

- Transportation is one issue practicing zero carbon emission. I live in Citrus Heights, a thirty-minute drive from campus. I could take public transportation, but I would need to use the RT buses to reach the light rail at Sunrise Blvd. My commuting time would increase from 30 minutes to 1 hour and 27 minutes. I work an hour after class on Wednesdays. I cannot take the buses and light rail because the trip to work would be 2 hrs. and 29 minutes. I would be 2 hrs. late to work every Wednesday. I could purchase an electric car and sell my gas-powered car, but I do not have funds to purchase another car. I propose solutions to transportation problems relating to zero carbon emissions. First, improving the transportation infrastructure around Sacramento will allow citizens public transportation access. Extending the light rail lines from Watt Avenue north up to Rocklin will allow more travel area for people. If a South Sacramento resident wants to travel to the Galleria Mall, they could take the light rail in South Sacramento and get off at the Roseville station. Driving a gas-powered car would not be needed. To increase electric car usage, higher incentives for purchasing a car would be given. Gas tax money could fund an electric car program encouraging Sacramento residents to purchase an electric car. More electric cars on the freeways would decrease carbon emissions in the city leading to zero emission. Please consider the solutions to achieve zero carbon emission. Current zero carbon emission policies are not bringing city of Sacramento to less carbon goals. Improving public transportation and electric car incentives will bring us one closer step in achieving sustainable goals.
- In our group we had the pleasure of discussing mobility and transportation in Sacramento. We found some key problems that need solutions. One problem is the stigma of public transportation. Buses and the light rail are readily available in areas but are not used. We came up with the idea, from previous use and feedback, that this is because the 'dirtiness' that comes with sharing seats and the feeling of safety. The dirtiness can be helped with just more proper maintenance of public vehicles, but the safety is really our big concern. We have heard of and seen a large homeless population using the light rail without paying and making passengers feel unsafe because of it. From my experience, seeing random people get on and off without paying makes me wary of the service because people could strictly get on just to cause trouble and hop right off. Another concern we had with transportation in and around the city in the roads and routes for using public transport. Some parts of the city are very far from a bus stop. This makes it hard for people trying to reduce their carbon footprint. We also realized that electric vehicles haven't really taken priority in the city. Electric vehicles have zero emissions and could help reduce the overall pollution the city produces. The final issue we discussed was the personal transport like Jump Bikes and electric scooters that are pay to ride. These are enjoyable and a convenient way around, but there are lack of spots for them or spots that are inconvenient. Addressing the most recent talked about problem, Jump Bikes and electric scooters, I think the solution lies in smart placement. If the bikes and scooters were placed at major bus stops and many more light rail stops, I believe the overall quality of using public transport would increase along with its use. People want to have an easy time getting from one destination to another. The next issue we tackled was the distance to bus stops and the light rail. We discussed that the best course of action would either be to incorporate more bus routes or to strike up a deal with a ride-share service like Lyft or Uber. If there was a discount for Sacramento employees, I believe that congestion would lessen in the city and the overall carbon footprint would be reduced. This now brings us to the 'dirtiness' of public transport. I believe that once everything becomes more convenient to use like the buses and the light rail the stigma will be reduced. The buses do need to be a little cleaner midday to the evening because a lot of passengers dirty the seats and floors up. For the homeless population and those certain people who are taking the light rail without a ticket, I believe that will just have to come down to monitoring the train by having security guards near each of the stations. This will cost the city more money, but if successful, there should be a steady flow of users to come back to using the light rail. Our last solution we discussed was using electric cars. I think that there should be a program for City of Sacramento employees to either trade in their old car for a discounted electric vehicle or have a reduced cost electric vehicle that could be paid for with one's wage. So, a portion of the monthly or bi-monthly wage is strictly used for electric vehicle payment but is cheaper than buying an electric vehicle by oneself. This could give people the freedom to drive they don't need "extra" money to buy a car. The biggest benefit being that the carbon footprint of the city during traffic times would be greatly reduced. I do hope we helped with analyzing problems and solutions addressing climate change and small steps we can take to better the city. This was an enjoyable experience that helped bring together creative minds and problem solvers.
- The student climate change summit was very interesting in the fact that as students, our voices can be heard. In my particular session, I contributed to the mobility and we discussed various topics. How will we move forward with electric cars? Creating incentives for others to invest in electric cars by 2045 and or tax combustible car uses more. However, with every idea there's negative effects that go along with each idea. Not everyone can afford electric vehicles or would want to.

Implementing a tax increase to people who choose to drive gas powered vehicles will only increase anger and cause a situation of, "If we pay taxes to drive our vehicles on these roads, then electric vehicles aren't allowed to congest our roads if they don't pay taxes." The more we talked about the topic, the more problems would arise. Not everyone can agree on a single point, but it was helpful to understand other student's opinions on the subject. There was a suggestion of creating an app for the university specifically that enables a carpool method for the students. As a commuter school, having more carpool will greatly reduce our carbon emission. To take it a step further, building light rails that take you to school or a public transit that is somehow faster than waiting for an hour going to each stop. Something that is similar to the bart system in San Francisco, drop your car off then take the public transit to the same destination. The problem is that the population will only increase and finding methods to adjust to this is finding a common affordable transportation. Nonetheless, talking about the subject will only increase awareness that there is a problem and we need to fix it now is important. This Carbon Zero program is just what we need for Sacramento and hope these ideas are pushed forward.

- In order to strengthen the local and regional partnerships to address climate change and increase resiliency, the Sacramento and West Sacramento area has to begin to create and implement better mobility, specifically public transportation. An idea such as implementing more electric bicycles or scooters such as the "JUMP" company has done around the heavily congested, work areas, and also close r to other means of public transportation like the light rail or regional transit would greatly benefit all of Sacramento. With the addition of multiple sites within all of the Sacramento and West Sacramento area, this would relieve the amounts of carbon emissions being emitted by cars being used to drive to the workplace or surrounding public schools and college campuses around the area. Adding additional bicycles and scooters would definitely decrease the amount of people having to use their inefficient carbon emitting vehicles. This incentivizes people to use the electric bicycles and scooters because it will ultimately be able to get the individual to their destination faster due to being able to drive through areas with little to no traffic, and it will help the individual spend less money on having to drive their expensive, in efficient fuel vehicles and take a considerably less expensive way of transportation that is also helping the environment by being 100% electric and not contributing to the carbon emissions being put into the air. The rates that these electric amenities run on as well, has more of a cost benefit then taking a vehicle to where you need to get. Having rates for these amenities such as daily use, monthly use, and annual use fees could allow the person willing to think of choosing the option to have a selection of options with in the resource to see which plan/ option would be the most beneficial for the type of use that the resource will provide.
- My name is Rebecca Griffin and I am an Environmental Studies major at California State University, Sacramento. I truly enjoyed participating in the Student Climate Change Summit and discussing strategies with fellow students on how to reach carbon zero by 2045 in the cities of Sacramento and West Sacramento. It was beneficial to raise awareness and share ideas about climate change issues and solutions. Creating a shared vision of carbon neutrality will take the combined efforts of state and local entities, students and citizens. During the Student Climate Change summit, our group discussed the future of green jobs. Our vision for a carbon zero future for Sacramento and West Sacramento involve improvements to public transportation, increases in plug-in stations for electric cars, promote city wide compost programs and promote green energy expansion. All these improvements can increase the market for green jobs. Improvements for public transportation are important for reducing carbon emissions from cars and public transportation vehicles. Current public transportation vehicles such as light rail is unreliable and unclear. As a student that relies on the light rail to get to school and work, I am constantly worrying about train delays and breakdowns. Investing in new, green technology is important to increase public usage, reliability and reduce carbon emissions. Increasing charging stations for electric cars in Sacramento will promote electric car purchasing and use. The lack of charging stations in the Sacramento area decrease the potential of people purchasing electric cars if fossil fuel stations are more abundant. This is an issue if we are urging people to purchase zero emission cars but there are limited charging stations. Promoting a city- wide compost program can increase efforts made by citizens and restaurants to get compost waste out of landfills. Educating the public on the importance of composting is vital for carbon sequestration and soil health. This composting program can create jobs and help provide compost resources to local gardens and farms. It is imperative to increase the green energy technology in Sacramento and West Sacramento to reach the goal of carbon zero by 2045.
- Specifically, I believe you should act to address the issues below, and I ask you to provide me with information on what the government is doing to reduce greenhouse gas emissions and plastic use in our county: 1. Reducing emissions from the transport sector, 2. Funding initiatives for alternative and renewable energy technology, 4. Incentives for the uptake of renewable energy and limiting plastic use 5. Removal of subsidies for fossil-based fuel sources, 6. Adding more waste bins in the city with options for recycling from waste diversion

- I want to thank you for allowing the students of Sacramento State to feel heard concerning our views and input on the City of Sacramento's goals to reach carbon zero. Many of my peers in the Environmental Studies Dept. have dedicated themselves to a green lifestyle, whether it be choosing to bike or take the bus over driving, participate in community gardening, or have reduced their meat consumption. I mention this so you are aware of how deeply the Sacramento State students care about the world and this city. I was part of the Built Environment group, and our prompt was focused on how to achieve carbon zero by 2045. My group honed in on city planning in terms of public transportation and building code requirements. Public transportation appeared to be a suggestion for improvement from almost every group, no matter the prompt. Personally, I commute into either Sacramento or West Sacramento for school or work, and I come from the city of Lincoln. There are no feasible options for me to utilize public transit in a timely or efficient way, though I would absolutely love the option and would rather use public transportation. Not only is that much driving bad for the environment and air quality, but I believe it has negative impacts on physical and mental well-being due to the stress of traffic, and time spent sitting in the car. My group feels that the public transportation system needs to be improved and expanded. upon. Suggestions were made that incentive programs could be created to make public transit more appealing, however, I would strongly urge that infrastructure and functioning of the existing system be evaluated and updated before offering incentives. As it stands, it could be offered to me for free. and I still wouldn't be able to utilize it, as I couldn't get where I need to go. However, this is a service I would gladly pay for if it was made more convenient for me to use. in terms of building code requirements, my group feels that new construction should be required to utilize green or energy-efficient supplies/appliances, and that older buildings should be placed on a timeline to be updated and reach the same standards. We feel that it should be a goal for all buildings to get their energy from at least 50% (or higher) renewable sources by 2045. Perhaps there could be an incentive program geared towards achieving this, such as a "green discount" on certain utility bills for buildings/residences that meet this goal. There were several ideas pertaining to community gardens and creating more green spaces in our city, and continuing to encourage the use of bikes or walking as a means to travel within the city. I take this Climate Commission Student Summit as a very encouraging sign that the Mayors of Sacramento and West Sacramento care not only about the thoughts and opinions of the citizens, but also about the impacts of climate change, and how our cities can set an example for the rest of the state, country, and perhaps the world. I feel that achieving carbon zero is an ambitious and absolutely vital goal, but it must become more than a goal. We need a plan of action and a strategy of implementation. If successful, Sacramento could provide more than just an example for cities across America, it could provide a glimmer of hope in the onslaught of climate change. Thank you for your time, and for hearing our voices.
- As we are already experiencing the negative effects of climate change, bringing about more awareness on this issue is crucial for hopes of change in the future. For this reason, I found the Student Climate Change Summit very important. The issue of climate change is becoming more real for many who have doubted it in the past, and this is directly correlated to a greater awareness. Reducing our carbon footprint is necessary. An issue that I see in our area is public transportation. While the light rail and busses have made a slight positive impact, especially for those without a personal vehicle, I feel like the system can be much more effective for a few reasons. First there is a negative connotation formulated around taking public transportation in our area. There are stories of people getting mugged and injured while taking the light rail or while walking after getting off the light rail. As a young female, I find this very discouraging and I feel unsafe, especially during the later hours of the day. If more security throughout the Regional Transit System can be enforced, the issue of safety would possibly be less of a concern. Second, many areas throughout Sacramento do not have easy access to a light rail station. For example, if a student has to take two different buses to catch the light rail to get to school, taking them hours to do so, many would make a conscious decision to drive themselves, only increasing our carbon emissions. Making the light rail more accessible. such as adding more light rail stations or developing another solution would absolutely promote more people in the area to take public transportation. Lastly, there are limited hours and days of operation which should be taken into consideration of extended. For example the Green Line train only runs during weekdays and the Blue and Gold lines stop operating by 10:30pm. As a server in a restaurant, my hours during the weekends run into the late night, and I speak for many. As a final thought on this issue of climate change, community engagement is necessary to meet our goals and further develop solutions to the many problems we are facing. I want to thank you for making the time to speak to us and for placing importance on the issue of climate change.
- First, I would like to thank the Commission for its commitment to engage students and the community in the conversation on climate change. As someone who grew up in Sacramento, travelled the states for a decade, then settled back home, I've seen the various levels of concern for and involvement in responding to the environmental challenges that face us. I'm proud of the City of Sacramento and West Sacramento's newest attempt to meet those challenges. My biggest concern, as

someone who graduated high school at the peak of the last recession, is what seems to be a lack of concern about the fact that young people (up through their mid-30's) aren't able to, or are afraid to, buy a house. I would love to buy an electric vehicle or power my home with solar energy, but I've only been a renter my entire adult life. I couldn't install a charging station or solar panels if I wanted to. With the rising cost of rentals, and the lack of affordable, entry-level homes, people are being forced further and further from city centers and further from their communities. As they move farther away, they're forced to rely on personal vehicles more heavily because public transportation in the entire metro area is severely lacking. There are few bus and light rail stops in convenient places, and even when there are, it would often take 3-4 times as long to travel by bus than by car. It shouldn't have to take 1.5 hours and three bus changes to get to Sac State from my home. Both issues of housing and public transportation need to be addressed before we can get serious about Carbon Zero.

- Transportation produces half of carbon emissions in the region and therefore must be the priority focus of new policies. I would love to own an electric car but live in an apartment complex and therefore do not have access to an overnight charging station at my residence. To decrease my carbon emissions, I would need to find time to charge in between school, work, and childcare and it is unrealistic to think juggling that additional ball would be possible. Therefore, I think that a policy should be created that requires multifamily housing complexes to provide charging stations for electric vehicle owning residents. Commuter traffic from Elk Grove, Roseville, Folsom, Davis, Natomas, and other regions represent a major carbon emission source that may be decreased by creating an express bus system that connects people from their hometowns to locations near their places of employment or schools. These buses should have the ability to hold bike to allow for people to bike once they reach a station downtown or near their destination. The protected bike lanes downtown are a good start to increasing bike friendly roads in the downtown area and that effort should continue to be expanded. By 2030, I would love to see an entire car-free mad that connects downtown Sacramento, mid-town, east Sacramento, and the CSUS campus.
- In make Sacramento a carbon neutral city by 2045, there will need to be a major focus reducing transportation emissions through smart street, encouraging electrification of vehicle fleets and providing the infrastructure to support electric vehicles. In addition, the city should continue to improve the public transportation system through expansion, accessibility and efficiency. Mobility makes up - 50% of the emission in Sacramento therefore, will require major investment and planning to reduce carbon emissions. Increase public charging availability and cost Free public charging across CSUS and community colleges. Currently, there is no free charging on CSUS campus available to students who have electric vehicles. The price for charging is structure per hour rather than kw/hr. This makes charging a daily expense that may discourage choosing electric vehicles. There is also a 4 hour time limit an inconvenience for students with back-to-back classes or students owning cars which take longer than 4 hours to charge. Increasing available along city streets and free parking lots In downtown Sacramento, the majority of chargers are in State-owned and private owned parking garages. There is not a convent, economic way for electric vehicle owners to charge. We propose street chargers in place of metered parking spots. This would allow people to charge their vehicles while spending time and money at local businesses. Increasing availability of DC fast chargers along freeways. There is a growing network of DC fast charger in Sacramento which would entourage the adoption of electric vehicles. There are ""25 DC fast chargers. Of these chargers none of them are free and some are on private property such as car dealerships. The city should invest in spaces along freeways to install these charges at an affordable rate for EV owners. The park-and-ride lots would be an option for additional charging locations. Increasing funding to Regional Transit Electrifying its bus fleet We support RT's effort to purchase 200+ electric busses however would like to see the adoption of emission-free transportation adopted more rapidly.
- Expanding routes to neighboring cities The Light Rail and busses are seen as impractical for students living in neighboring cities to Sacramento as a way to commute to campus. We would like to see the city of Sacramento and RT expand times of operation, frequency of busses and trains, and locations the busses and Light Rail service. Encourage Ride sharing services Jump Bikes. We are excited to see jump bike and other bike and scooter sharing services increase and reduces the number of cars on the road. We discussed the integration of complete streets, with a dedicated lane for parking which separates the bike lane from traffic. This would improve safety and allow non-motors to become a safer transportation solution. Electrify America - Car sharing. We are excited by VW's £44 million investment through Electrify America and other companies such as Chevy begin to make electric vehicles available for car-sharing. We hope city contim1cs to invest in companies such as these to reduce the necessity for people to own vehicles.
- There are two ways to reduce greenhouse gases from cars. One way is to make a goal to increase the number of electric cars on the road. Since I work at a supermarket moving carts, I have noticed more people driving electric cars. I'm wondering if people got a tax break if they bought electric if that might encourage even more electric cars. Also, more

electric charging stations need to be put around the Sacramento region. I know a friend who has an electric car, and she has been stuck multiple places because there are no electric charging stations. Another way to reduce greenhouse gasses is to increase public transportation that are reliable and on time that travel into the downtown from the outer rural areas. I have had to use the bus to get from Citrus Heights to downtown and Sacramento State for a few years, and it is a very difficult and time consuming route. Sometimes I have to wait a half hour or hour for a connecting bus. If the bus system was more reasonable, more people could or would use the bus rather than use their cars.

- Public transportation is a key part of many cities, but it seems to be lacking in Sacramento. In order to get more people to utilize our public transportation and reduce traffic on the roads, a number of steps must be taken. The first would be to remove the stigma around public transportation in Sacramento. It is a resource, and should be seen as a vital one, not as a last option to get somewhere, or an unsafe alternative to driving. Next, the infrastructure must be improved. Light rail in Sacramento is extremely limited by its lack of accessibility, and making it reach more parts of the city will assuredly help its use. Additionally, increasing its efficiency would help energy usage. While the tracks are not in immediate use, maybe see if there is a way to divert the energy to power other things, like streetlights. Poor road conditions can hinder transportation in any city, but it seems to be a big issue in many parts of Sacramento. More efficient traffic is only possible when the roads are kept nicely and safely. Additionally, a lack of safe bike lanes, or road conditions, can dissuade people from using their bicycles. If improvements could be made that would serve both motorists and cyclists, I am sure marked improvements could be observed in the future. Lastly, electric vehicles are a wonderful alternative to gas-fueled vehicles, and they are becoming more popular in Sacramento, but they could be incentivized more. Initiating some sort of program to get state workers, city workers or anyone else to purchase an electric vehicle would certainly help. Setting up some sort of long term loan where money is pulled from a worker's paycheck in order to fund the purchase of an electric car at a discounted price negotiated by the city, state, or company from the manufacturer could potentially be enough incentive to get more people in electric cars. Each of these ideas were just some quick thoughts my group had as we discussed the topic. We understand that funding, timing and other factors all come into play with something like this, but we wanted to bring a sense of optimism and direction to generate at least some sort of solutions. Climate change can be a saddening topic, but working together like we did for this climate change summit can often show us the light at the end of the tunnel. Again, I want to thank you Mayor Steinberg for your time with us here at Sac State. It is greatly appreciated and I hope you come back to us again.
- Prompt 1: Key Elements for Carbon Zero Vision of the Future Less cars in use generally. Electric public transit system that is more efficient. More electric car plug in stations for charging
- I did not realize the city' public transportation system RT had begun to invest electric busses. While I think this is a good step in the right direction, I wonder what percent of the energy being used to supply the busses with power actually is from clean sources. I think SMUD is only 20% renewable. therefore the busses are not as clean as they may seem
- Less cars that run on fuel, more electric cars and use of public transportation. More plug-in charger for electric cars available at public places
- in my opinion, increasing mobility with in the city by improving existing systems would be a great place to start. The Light Rail Modernization Project is receiving 20 new low-floor light rail trains and improving existing routes to Folsom, I like the idea and would love to add a suggestion. I would like to see a portion of those new Light rail trains be used to create a more inviting atmosphere for passengers. I think by adding a light rail train that would be similar to a "business class" would increase the amount of people who have the means to use public transportation but chose not to. Honestly, I wouldn't blame someone if they didn't want to use the public transportation in Sacramento. Right now it seems like all the trains are unsanitary and always seem to be filled with the homeless or mentally ill. This stigma surrounding light rail use could change for people if they know that they can have reliable safe transportation. I would suggest that the passengers for this new more luxurious light rail train be charged more for riding. The profit made off charging more could be used to subsidize the cost for people who don't have an option.

## Input Received at Sacramento Citywide Workshops

**What, if anything, prevents you from converting to a plug-in electric vehicle? Please select all that apply.**

- “I live in an apartment complex and would have no place to plug in my vehicle.” – 22
- “I don’t have a place to plug in at work.” – 29
- “The availability of charging infrastructure and insufficient range to reach the destination.” – 59
- “The higher cost of plug-in electric vehicles when compared to conventional internal combustion vehicles.” – 75
- Other (please explain):
  - I would prefer to not need to get a vehicle. I also have a perfectly functioning 35 mpg vehicle that I won't replace until it dies, because it takes substantially more resources to make a whole new car than to keep using this one.
  - My family owns two electric vehicles and we love their awesome acceleration, torque, and \$30/month fuel cost! We need more infrastructure. I would love an electric truck to replace my pickup.
  - I own two electric vehicles.
  - Range of travel, cost of vehicles, cost to recharge are more than I'm willing to pay. Cost of vehicle maintenance as vehicles get older.
  - I have all electric cars. More plug-in stations downtown.
  - Increase public charging stations. SMUD should be paying for more charging stations.
  - Make it possible to purchase these items!
  - Limits options/flexibility for one care household.
  - The round trip range for electric vehicles is still too limited.
  - Retired - Have 2 new gas vehicles.
  - Can't afford to purchase a new car.
  - would be very interested in buying a Chevy Volt but do not have easy access to charging.
  - Wide spread fast charging could easily get us to sell one of our two cars.
  - I drive electric.
  - Can't afford a new or newer car.
  - Would purchase is they made larger electric vehicles.
  - Not sure sustainable future we hope for exists where everyone has a personal EV. They have power demands and infrastructure demands that feed into dirty industries.
  - Own Tesla. Charge in garage.
  - My Prius is already paid off!
  - I own a hybrid vehicle.
  - Take alternate forms of transportation daily. Not enough cost benefit to replace current vehicle.
  - The cost of maintaining an electric vehicle.
  - Tesla battery technology will work.
  - Drive company car.
  - Businesses should put solar on their buildings and parking still electric.
  - Commute to workplace.
  - Just bought new gas vehicle.
  - Have no need for EV.
  - Too costly for low-income individuals.
  - Will switch to electric when range and ability to plug in at home improves. Drive hybrid currently.
  - Waiting for extended driving time.
  - Hybrids are a better option.
  - Home would need to be retrofitted. Incentives to retrofit home.
  - The cost of plug in vehicles are expensive and most families in low-income households cannot afford them
  - my husband needs headroom Eves are small. Evs are expensive-
  - I drive an electric car.
  - EVs do not reduce VMTs

- I already have an EV
- None of the above. Any future vehicle we own will be electric. Charging at home will be a challenge at our midtown location and may need on-street options.
- Don't have a car, don't want a car, don't need a car
- we have an EV and a place to plug it in our garage. Costs of Evs to come down and I hope that happens soon. I would like it so much better.
- I hope to convert when I can afford it. I currently own a hybrid.
- I am a freelance musician with large equipment and need to make sure I can carry all my stuff and still make it to my various locations throughout the region & state.
- I don't own a vehicle but even if I did I don't have a garage (street parking only)
- I don't have the electrical upgrade in my older home to upgrade
- I bike but would buy one to replace our family car
- I'm a renter and don't have a plug-in option
- AND technology not available in current EV fleet. No current need to purchase or replace vehicle.
- Safety of EVs most of which are fairly small
- I intend to convert
- I don't have a driveway so plugging in my EV would be on-street, unsure of safety of that!
- I no longer drive a car
- I have an EV <3
- I own an EV
- no no. EV is 100% the direction.
- Vanity. most of those vehicles are ugly. And if I have to pay \$50k for something, I'd like to enjoy looking at it. This is an admittedly stupid rationale.
- I frequently travel long distances (300+ miles) to rural/ remote locations.
- electric vehicles have little storage space
- Cost of purchasing. Designing trips around charging
- mileage driver limits on all electric vehicles.
- I am disabled wheelchair bus rider
- they are still really expensive and most of them aren't roomy enough to put our dog and two kids in the back. so far we only purchased used cars and it's frustrating that emission standards and mileage aren't more rigid enough given the availability of the technology
- n/a - house is all EV for six years. We love the new GIG share. It will allow us to stay a 1 car household.
- Don't have an easy way to charge at my house. Have a functioning car so hard to justify buying another.
- I live in a house with others. I can only park on the street where there is no EV charger access. I think curbside parking + EV chargers is a big barrier.
- Current commute to Berkeley
- I walk to work everyday and rarely use my hybrid vehicle
- Not in market for vehicle but if/when I do need to purchase another vehicle then I would either 1) not buy another car and to car share or 2) buy an electric vehicle.
- What can I expect in the future in this industry? Regulations? What are my options? What will be required? I'd like you to help me envision the future. What is possible?
- These vehicles are not as efficient as combustion engines- they don't have the mileage range. It costs a lot to produce batteries and provide electricity. Battery disposal will become a big problem.
- And generally they are smaller as far as passenger capacity. I'm waiting for an all electric minivan
- Nothing is preventing me. I am currently in the process of replacing one of my gasoline vehicles with a plug-in vehicle and hope to replace a second vehicle in the near future. I do think Sacramento needs to expand electric charging stations.
- I only drive to travel outside of the cities. The infrastructure doesn't exist.
- frequent long drives to bay area, LA & other road trips. Would definitely consider 1 of 2 family vehicles as electric

- What I said about the "internet of things" applies here too. Is it just "electric" in terms of how it runs? If so, I'm for it. If it's power to track our every move, it should be resisted.
- I live in a single family home, but don't want to use my garage for parking. Many of my neighbors don't have garages. The city does not sanction curbside residential charging stations. I am eager to help solve the problem.
- All wheel drive electric vehicles not available-needed for snow country travel. Electric RVs and tow vehicles not available
- Plug in electric vehicles in the size I need are not available at a reasonable price- mini van and small SUV
- I need my electric car to take me to social without needing to stop
- I have a plug-in hybrid. The all-electric function only has 25 mi ranges then hybrid kicks in. tech & charging stations need to provide realistic use for travelling long distances

**Would you consider replacing your vehicle with a plug-in electric if vehicle charging stations were more widely available in Sacramento?**

- Yes: 80
- No: 41
- Comments.
  - Once electric stations become more available.
  - We need to have charging stations that accommodate tourism, i.e. when you all pull off the freeway to a travelers rest stops. Until we have dependable energy sources for long distance, the public won't let go of gas stations.
  - Yes but, it would need to be after my current car wears out. I'm not in a position to buy a new one (of any kind) while the old one still works and I'm still making payments on it.
  - However, it would have to be a hybrid because I am originally from another state. If I was to drive back to my original state I would be at risk of not being able to charge my vehicle.
  - Already replaced both gas cars with Evs
  - Only if there was region wide infrastructure for charging. i.e. up I-5, I-80 Hwy 50
  - However, charging stations are not the primary obstacle. There are currently very limited choices for minivans and small SUVs
  - the cost of electric vehicles is still prohibitive. Offer a city/state rebate and it might change my view.
  - I would LOVE to - but the high cost vehicle is a hurdle. Very interested in EV sharing.
  - Not really a total solution. Evs need range. Need statewide access to charging stations.
  - I do not own a car, when needed I rent
  - They are \$\$\$
  - More of a concern are surrounding areas, not within Sacramento.
  - Fund regional transit
  - We have already made this decision but timing is tied to economy including incentives. Charging options must increase including creative alternatives like retrofitting at gas stations, public/private parking, on street etc.
  - Maybe if I could make it work logistically. I wouldn't have to worry about where I park if there were more.
  - don't own a vehicle
  - I work in Placer County + bike locally
  - I plan to buy one within a year
  - cost of car is barrier
  - and beyond trips w/in sac are bike, most of my vehicle trips are outside sac/ other rural areas.
  - better infrastructure is sorely needed in Sac.
  - Well- there would need to be a broad statewide network.
  - most models aren't up to my road tripping camping ways :) YET
  - not until the vehicles are more affordable
  - n/a - but I'd like policy that all charging stations are NOT front row so less likely to be iced. I think maybe cheaper to fill works sites with 5-10 amps instead of 1-30 amp.

- Truly, I would really like to not own a vehicle at all. I would love much better public transit and protected bike lanes when compared to owning an EV.
- Cost is a limiting factor as well
- cost would be the deciding factor
- n/a charging stations shouldn't take longer than filling up a gas tank.
- one person household can't justify zcars and out of town Ev trips so impractical.
- could see replacing 1 of 2 family vehicles when our current vehicle is at end of its life.
- If charging is cheaper than gas.
- Not a fan of SMUD subsidizing and giving away 2 years of free charging.
- Bring down the cost of EV's.
- Only if I found employment closer to home.
- Community too spread out for EV to make sense.
- My concerns are the insufficient range and having to frequently deal with charging.
- The cost of plug in electric vehicles are still expensive in a community in Sacramento where jobs , income and healthcare is limited already
- Not Sure , because of the cost , Plug in vehicles are still to costly
- The vehicles need to be more affordable
- Cost of vehicle is too high
- I think we have a lot already , keep up the good work
- The main reason for me personally is comfortably fitting into a vehicle and there are limited options for style within the electric car market.
- if the purchase price was better
- Maybe. More concerned about road trips/long distance travel.
- my only gas powered vehicle is a truck and there's no electric equivalent (yet!).
- Vehicle rebates & tax incentives to help offset the initial cost would be helpful.
- Mostly has to do w/ home charging at my rented home. Build housing near transit instead so we don't need cars!
- This is costly.
- I would like to travel to So Cal and to Nevada or Arizona, also. Even North, to Oregon + Washington. Ask me again in 10 years.
- May not replace but may consider adding a low cost vehicle that is electric for short trips.
- If I can afford it.
- Santa Monica allows free city parking for ZEV's, worth considering.
- Plan on getting electrical vehicle as next vehicle. Drive a hybrid now.
- Already drive electric.
- Has to occur on a national level in order for EV's to be completely attractive.
- Possibly. Trips to Bay Area frequently. So range and charging access are issues.
- This is a half-measure.

**What would make you more likely to walk, bike or take transit regularly?**

- Cost, being able to reach a variety of destinations, safety, and cleanliness along trails.
- Transit route does not go where i'm going , move grid neighborhood, travel time needs to be considered.
- Anything under 15 miles out of way I bike unless there's bad weather , I carry a knife and pepper spray because I don't always feel safe there are some sketchy foks amongst the homeless folks around the bike trails
- I fear for my life on the streets w/ cars! Separated bike lanes everywhere please! I'm also worried about my safety as a single woman while riding on the bike trail at Discovery Park, where there are a lot of shady/drugged people around.
- I would take light rail if I felt safe. I've been stalked and harrassed several times on light rail. It often smells terrible as well due to body odor of homeless people. I would bike more often if I felt safe. Many streets have no bike lanes, or cars don't see the bikes. I would walk if I lived closer to work, but can't afford to live downtown!
- More train options to airport/West Sacramento.
- I use light rail when I can.

- Higher end-to-end trip times (faster, more frequent)
- Better bike lanes (too narrow). I like bus rapid transit due to little wait time. Too many people see transit as unsafe - this perception needs to change. Transit should be treated as a utility w/ all paying.
- More affordable parking downtown. Bus runs on schedule and more frequently. Allow for smaller electric buses to move people to grocery stores and shopping centers.
- More bike lanes so I feel safer on my bike. More comprehensive transit options. Expanding RT mini, on call bus would be incredible. Help affordable housing developers build lots of high density, affordable housing to increase ridership. Donate public land to help this goal!
- Houses and fun businesses near transit stops. Fewer cars around with wider sidewalks.
- We need sidewalks fixed by the city; better bike paths - Cleaner buses and trains.
- More frequent + direct transit routes.
- Safer bike paths/bike lanes. Greater access to buses.
- Protected bike lanes, better lighting, Amtrak is expensive, takes a significant amount of time.
- I would take public transit more regularly if senior fares were reduced to \$1.00 one way and ticket purchase was available by internet or mail.
- Would take public transit from N. Natomas to downtown if it ran throughout the day, not just business commute times.
- Improvements to light rail - safety, frequency, # of stops. Expand JUMP bike and scooter options.
- Bike paths aren't safe. Not all streets are bike friendly. Bike paths are limited.
- Light rail built out more. Higher frequency buses.
- Affordable transit passes, better transit experience (racial biased training), more JUMP bikes, more lit areas.
- More protective bike lanes. Safer biking.
- More diverse transit modes. Smaller transports, intersecting more parts of the city.
- Less distance between stops. General fare for all public modes.
- Overcome laziness. Better bike laws.
- Commuter bus to Natomas area.
- Increased safety.
- A bridge (ped. + bike) straight across the Sac River on Gateway Oaks to West Sacramento. There is no way to get downtown on foot anywhere until Northgate.
- Lots of homeless people on walking route to work.
- More frequent transit service. A more extensive service to all parts of the city.
- Safe, quick transportation to work in Davis from North Natomas. Bike routes are dangerous in 95835. Not a lot in walking distance from my neighborhood.
- Better bike connectivity b/w Woodlake/DPH to Downtown/Midtown.
- More public transit options. More infrastructure for active transportation.
- Walk: more stuff near home. Bike: Safer bike lanes. Public Transit: More frequent service.
- Better/more efficient public modes of transportation. Safety on buses, light rail.
- Quicker public transit. Putting train lines down center of freeways (similar to Chicago). Having buses at the overpass that interface with RT lines.
- Additional protected bike lanes. Connecting bike paths to public transportation stops.
- Safer facilities. Better access to these facilities. Convenient route to work + school.
- Transit.
- Better routes, safety, increased police/sheriff staff.
- Safer bike lanes, repaired streets.
- Shade and safety.
- Nothing. Use public transportation daily.
- Complete the Sac River Parkway, would need to dramatically increase transit flexibility for my lifestyle.
- Retired but access is very important. Light rail expansion. More bike trail access!
- Less cars on the streets.
- Live in Elk Grove. Neighborhoods are sprawling & NOT walkable. Bike lanes help.
- Safety. Cars are too aggressive. Encourage use of scooters.
- More trees.

- Bike: more bike lanes & bike racks. Transit: Post schedules at stops & light rail to the airport.
- Prefer transit for downtown activities. Walk to community activities.
- Seeing more people coming together to do it and make an activity out of it.
- Better and more accessible transit.
- More parks + recreation. A YMCA within walking distance w/ pool. Water parks.
- Bus stops + routes closer to house.
- Bike safety.
- Bike lanes everywhere. Faster SacRT.
- Shaded sidewalks and safety. Keep transit affordable. Widespread distribution sites for pickup and drop off.
- No RT in neighborhood + bus to downtown takes too long.
- Safety on RT. Repeating announcements on RT destinations.
- Need to develop + connect bike routes. South Sac to Downtown to Natomas. Frequency of bus routes.
- Better bus service to Pocket area. Don't like SacRT's forward plan.
- More infrastructure that supports active transportation.
- Not having personal mode of transportation.
- Seeing more people do it.
- Affordability of transit and proximity to work and school, efficiency of public transit -Make it easier to navigate which buses/train to make transfers , etc.
- The responsibility of transit system , knowing that the transit runs with more frequently , less wait time At the bus stops, And more added routes
- Living in the downtown area would definitely make me walk , bike or take transit
- More cut -thru bike trails : between meadowview to the new shopping center , Delta shores is an empty field. A bike trail connectivity , the two would so handy . Appreciated , Bike trail connecting meadowview to sacramento bike trail, Connect all rail lines in the delta area like trails
- Continued availability of accessible paths/walkways/routes
- Short distance and convenience if transit was less time than driving
- Storefronts that provide services such as day care post office , bakery and hair and nail salon, dry cleaner , etc. adjacent to light rail stations
- Transit buses and light rail more convenient
- A reliable , modern , and less costly lane for public transit
- Designated path, smooth street with protected lane and or covered / shaded lane to Elk Grove
- walk or bike. safer streets - wider sidewalks, bike lanes, etc. more shade
- I can't drive. I walk when & where it is safe. I take public trans when I can. After a certain hour of the day, light rail = fright rail! So safe public transit. Access to public transit.
- Later bus service to accommodate later evening activities to Raley Field, convention center theater etc.
- If it was more accessible
- If transit was clean such as transit are super clean and reliable in Germany, Norway, Sweden and Mexico but in the USA super dirty and people are out of control and scary.
- More transit
- Improvement of safety in roads/neighborhoods
- Less expensive transit. Safer bike parking. More likely to walk in neighborhoods with more greenery and trees around as a whole.
- Depending on the neighborhood, larger or new bike lanes that don't mix with traffic.
- If I lived closer to my school.
- Better connecting the M to the RT system. Students that live 10 min away take 1 hr. to get to school.
- Learning the routes/schedule
- I walk, bike, and use transit now on a daily basis. Transit is limiting and needs to expand including bike on-board options. The city needs to expand education and incentive options. Provide incentives for those who walk, bike, use transit, and disincentives for those who drive everywhere. Focus on shared mobility and services access, not driving.
- Transit if OK, bicycling is acceptable, walking is unsafe because drivers do not yield to walkers in crosswalks. So strict enforcement of failure to yield (CVC 21950) is absolutely necessary to ensure mobility for everyone. The above is my

neighborhood. In the rest of the city, the situation is far worse, due to the disinvestment and biased of law enforcement.

- I already walk a great deal. As a pedestrian, I find the intersections a one way street turns into another one way street to be dangerous.
- We need a bike lane on Stockton Blvd, Broadway to Mack Jr. Blvd. The bus stops are often used by IV drug users to shoot up and homeless to sleep.
- Walk or bike - to know the paths are safe. Bike- to know there isn't debris or garbage cans in the bike path creating multiple dangers. Transit - to know that I am safe at night riding. Light rail and buses don't smell like urine and homeless people don't harass me for money or inappropriate things.
- A better back or bikes that were designed for my back and didn't cost \$3K
- Better/safer bike infrastructure. More frequent transit service and dedicated infrastructure
- More bike lanes. More frequent service to popular
- I already bike everyday
- more bike lanes/ traffic calming
- If transit went to my work or was in my neighborhood. More shade in my neighborhood would make it easier to walk. More businesses nearby.
- No connectivity in bike lanes. Expanded transit service area
- I bike + take transit for almost all of my trips. But my understanding is that impediments to more widely used bicycling is safety + distance; and for transit convenience + frequency
- more separate routes
- Safer streets->less vehicle commuters on the road. Vehicle commuters can be aggressive & inattentive & make roads dangerous.
- Cleaner air. Sidewalks that don't trip me and make me skin my knees. Homeless services to help the people who live on the streets in my neighborhood.
- Consistent, regular, bus, service. Good promotion- complete, clear, paths. No parts,pubs that work, pathway with maps.
- More bike lanes! More CHP enforcement of the 3 foot rule.
- cheaper prices for buses and trains. Better routes - sac -> roseville. More city to city. Country to country. Extended rails
- weather (heat + rain), distance. Safety
- If light rail came to 95818
- Train route to airport
- I work 22 miles away from home. I'd like to take public transportation if it were available, but it is not.
- Safer bike routes! Protected bike lanes, easy access to light rail stations. I have to cross multiply
- if it were safe, close + frequent. Better safer bike lanes.
- Better bike lanes- shade- better designed. Streets for pedestrians
- More bike lanes. Bike lanes that are continuous and obstacle free( trashcan, leaf piles, construction signs etc). Transit that requires fewer transfers and less walking. Transit that started earlier than later. Transit stops with more info! Where listed rates go, when they run etc.
- I try to take transit which is 1 mile from my house but I have disability issues @ times + can't always walk it. Shuttle might alleviate my use. Uber - I would not use due to safety.
- \$ to save
- If I didn't have to drive so much for work. If there were more protected bike lanes.
- I've been hit twice and screamed at a handful of times by auto drivers while on bike. I love the new lanes like is it P street? I'm too afraid to put kids in bike trailer or let them ride so we drive automto school. Light rail should never be slower than auto, add express lanes.
- transit that is more frequent, nights & weekends, cheaper (free is best), all electric. I do bike + walk- limited by my own abilities
- Increase transit frequency. More protected bike lanes. Sharrows. Class iv bike lanes
- Improve the safety and access of 24th st!
- Transit that runs more frequently. Before I had a car I was always wary of being late and having to wait another 15-30minutes for the next light rail.

- There are a few trouble spots that need to be improved for cycling. Broadway, the entire stretch. 15th and 16th streets between Broadway and north B. I street west of 13th. These are some examples of how the continued focus on auto community + peak period transportation create ped/bike barriers.
- More bike lanes on major thoroughfares in downtown- more North-South connections in downtown- such as on 15th and 16th and better bike connections to surrounding neighborhoods.
- More shade would help make it easier and more enjoyable to walk/bike. And more street lighting.
- 7 minutes. That's how long a person will wait for a train/bus before getting impatient. Check out NYC + London wait times. What are we proposing? Will it really do what we hope it will do?
- Stations/trains near my home - ROBLA/ Norwood
- designated bike thoroughfares so you can get from one part of the city to another safely quickly. Make public transit free to anyone under 18 or over 65. Be sure to have larger transit centers like light rail stations etc.
- Transit more affordable too expensive for such poor service. More frequent. Goes close to home.
- Wider access to public transportation near the places I want to go. I do already walk a lot and have easy access to downtown by light rail. However, I don't have easy access to gyms - pocket area + florin/freeport except by car. Also I sometimes need to go to colonial heights area where there is no convenient public transport.
- air quality. I am happy to walk/bike but air quality is so poor! Public transit shelters, bike storage more public transit options- city shuttles - hop on hop off.
- safer routes in suburbs. Quiet streets paralleling major arterials. Easier river crossing for bikes.
- Most of my car trips are because biking is too far or not safe and would take hours.
- cleaner/safer light rails w/ more stops. Keeping my bike tuned up & air in the tires :)
- Safe bike paths.
- sidewalks where strollers/wheelchairs have no impediments. Street lighting that makes evening walks safer. Light signals - not blinking yellow signals to control traffic and making crossings in busy, heavily used intersections safer.
- Not a lot. Downtown, yes it's easy to walk, no problem. Anywhere else, nothing is close enough.
- I am not a bike rider, so I would not consider that. I have used the light rail once, I thought it was great. My only complaint- I had to ask a stranger on the street to help figure it out.
- Weather, traffic conditions, accessibility to frequent shops. Speeding vehicles is a problem and concern.
- 1.) more frequent busses on Freeport Blvd. 2.) Enforce the no-eating ,no-radio (etc) rules on the lightrail, so it doesn't suck to ride it. 3.) keep the trains clean. Seriously, they're nasty sometimes.
- Getting a tax deductible for it and if everything was closer.
- Greater transit frequency. Bus routes are typically useless for a roundtrip errand as the frequency is too low.
- Safe methods of bike parking at destinations. Grocery stores within easy walking distance from where I live. We had one 3 blocks away; it's now a Rite Aid. Not good
- Better protection for bikes.
- Protected bike lanes. More frequent light rail/ bus service
- If work and daycare were on transit line I would If I was healthier I would ride my bike.
- Safer biking - better air quality. Why would I ride my bike on spare the air days? I would be breathing even more bad air.
- Closer access to lightrail-doesn't go to North Natomas. Bike lanes are limited on routes going to shopping locations
- I love walking and biking proudly. Trees to reduce heat stroke.
- Ease of access. Not likely to bike but would like to walk. Would Like to live in an area where I could walk to most amenities.
- Nothing, I like in midtown & walk whenever possible now.
- improve the quality and appeal of transit. Invest more funding in transit

**What should the City do to accommodate emerging transportation technology such as autonomous vehicles or on-demand scooters, bike share, and car sharing?**

- Work with established programs in other cities, community groups, and developers.
- Grant high hopes left.
- works with groups and manufacture to understand how there city can support these technologies and in order to avoid the growing pains that the community experienced when they integrated these new technologies

- Autonomous vehicle car share service included with monthly transit pass for first/last mile door to door service.
- Enforce rules prohibiting bikes and scooters on sidewalks. Keep it going with 5G and testing autonomous vehicles so that we can be on the leading edge.
- Extend these to North Sacramento & other overlooked neighborhoods. Free parking for electric vehicles.
- More availability in areas outside of downtown core.
- Diamond lanes for electric buses during rush hours to and from work.
- Reject autonomous vehicles + encourage active transit. Municipal versions of bike shares + scooters. Provide transit modes for disadvantaged communities. Del Paso + Meadowview are not in the JUMP bike zone. This is inequality in action.
- Build better bike infrastructure.
- The freeway at the downtown area needs to be addressed. Awful traffic.
- Designated lanes for bikes/scooters, take them off sidewalks. Don't want autonomous vehicles.
- Provide good pickup/dropoff for ride sharing.
- Subsidize fares to + from the airport or Amtrak station - for car sharing.
- Stay the course. More education/outreach to drive up ridership.
- Roads need to be more bike friendly.
- Education + monitoring.
- Bring in more JUMP bikes and scooters.
- More dispersed, small changing and exchanging stations. Want to feel confident that I will always be near a station.
- Encourage more.
- Bike sharing in SW Natomas for access to downtown.
- Do any alternatives make sense in Sacramento?
- Safer routes. More accessibility to suburbs. More vetting for drivers on car sharing.
- Regulate and enforce the use of bikes and scooter on-demand uses. Consider safety of autonomous vehicles before introducing them to the city.
- I think these are great! Let's expand access.
- Plan to have a number of downtown locations reserved for autonomous vehicle drop off/pick up to make the problem easier to solve for vehicle developers/testers. Work with a Bay Area tech company to use Sacramento to develop their autonomous vehicles.
- No safe path from N. Natomas to get to downtown using JUMP bike. More vetting of drivers for car sharing.
- Test proposals + ensure safe implementation.
- Many people are bankless. There may be a fundamental threshold issue preventing people from using emerging transportation technologies.
- More public workshops to educate the public on the topic w/ experts in the field.
- Get more at a cheaper rate and inform public of pros/cons. Car sharing is good but it's expensive.
- Hold the companies accountable for good maintenance, affordable pricing.
- Build your own city for people who want autonomous cars. 1 death is too much! Bikes + scooter rentals need helmets + insurance.
- Let the market figure it out.
- Not interested.
- No motorized vehicles on sidewalks.
- Build special bikeways.
- Place near colleges, shopping centers, libraries. Establish a kid's pass.
- Billboards featuring locations of autonomous vehicles.
- Promote it more. More designated parking spots for these vehicles.
- Stricter codes + regulations. Sidewalk parking, etc.
- More affordability and accessibility.
- Embrace the change. Emerging transportation should be considered when approving these development.
- Monitor scooter safety. Blind people unsafe. Sign agreement to know they need to watch for peds. Lifeline buses needed. Lower cost of public transit and paratransit.
- Focus on public and shared transp. modes.

- No autonomous. Bike and car share.
- Autonomous vehicles will help elderly/disabled get around town 24/7.
- Restriction on autonomous car travel for safety reasons. Electric car share should be subsidized.
- JUMP bikes and scooters should be spread wider in city.
- Expand to South area.
- Public amenities, community pride, excellent schools, diverse communities.
- Affordable and readily available.
- Let other cities be the "guinea pig". Autonomous vehicle companies must pay us to try it here.
- Needs to reach + focus on neighborhoods further away from downtown.
- Support autonomous vehicle completely. All else seems to be going well.
- Creating infrastructure that encourages technology.
- More affordability.
- Make transportation (scooters, bikeshare, etc) affordable to all -provides discounted rates to senior citizens , students , employees of state /school employees, etc
- More scooters as they have in San Antonio Texas more jump bikes in the south area
- The idea of scooters, bikes, and ride sharing is working.
- Comprehensive regulations and constant sharing of related info and new laws wit public
- Plan for these types of transportation. Consider safety and requiring classes for users
- not implemented
- Keep allocating and subsidizing for lower income people and communities if we can all have access we all can get on board with transportation sharing tech . And increase our dependence on healthier transportation alternatives
- Continue to be bold!
- Something like Lyft/ Uber that is public trans & carries more passengers. Price of shared vehicles etc. needs to come down, not a viable option outside of "the grid"
- I'm happy with quick adoption of options in our city - need more
- Should make it more accessible to everyone!! Lower income
- Add more electric cars
- lot of big \$ research
- Make access easy and focus on a seamless user experience. Keep them affordable and accessible from & to all areas.
- Improve road conditions to make bicycling, scootering, and other man powered vehicles a safe experience
- Complete streets in all neighborhoods. Slow cars down
- Work closely with UCD ITS and CARB etc. to test and pilot these new programs while providing side-boards and constraints based on field experience including other cities. Find incentives, educate, oversee, adjunct, and if necessary, restrict or limit.
- The city should not encourage EV but should ban it until it is proven safe with at least 5xreduction in fatality/severe injury for pedestrians and bicyclists, which the technology is far from. For scooters and bikes share, the city should set and enforce minimum standards but largely get out of the way.
- I like the car sharing that is happening with electric cars. Safety for the autonomous vehicles needs to get better. But they have the potential to be very helpful especially if they are part of a shared system rather than owned individually.
- Bike lanes
- I don't know. Make sure it is safe. Whether where it is parked. Where it goes etc. I don't have much experience with this.
- Make them available/incentive them in lower income communities and areas outside of city center- pocket, colonial heights, etc...
- Better / more protected bike share infrastructure
- allow autonomous vehicle to downtown to reduce traffic/driving
- require companies to provide carpool options and lower price for carpooling
- Make these more available to people who need transportation, not just people out drinking.
- improved bike lanes & change parking structure to disincentive gas vehicles & sov.
- Strengthen regulations for safe use of these, especially scooters, bike sharing The penalties for unsafe + irresponsible use are not nearly strong enough. Educate riders+users about safety.

- Incentivize people to get rid of their cars! Most commutes + most trips are 10-15 miles. EV is great for these!
- Make it possible for all these technologies to work together and work well. Everyone needs to get where they need to go but we don't need to do it alone in a car.
- Select locations to keep off streets, sidewalks, maps.
- I feel like Sac is doing well w/ this. More EV chargers please.
- make electric
- having designated pick up + drop off sites so it doesn't hinder traffic flow.
- Love it! Please give grants to autonomous vehicles. Please have protected bike lanes for scooters.
- reduce/revise regulation that is causing conflict to do so.
- Prioritize public transit. It should/must be convenient enough to make car ownership optional.
- That is the future.
- Have some tailored to older people-3 wheeled bikes
- Educate
- Clearly do five legal boundaries of use, e.g. can electric scooters access sidewalks or not. Twice ive almost been hit by an electric scooter operated on the sidewalk.
- Everything possible
- I don't mind scooters, bikes if they would obey LAWS!
- Safety
- Advocate to the state to require all autonomous vehicles to share a network on state highways, this way even if car not fully auto, they can be safely auto on hwy. plan 50 years ahead. Stop planning for individual cars downtown.
- Take out parking and convert to open spaces.
- Education about different options!
- Prioritize pedestrians!
- Give employees incentives to encourage their employees to use transportation sharing services
- Identify narrow range of streets Avs can use that are not ped/bike priority areas. Identify pricing measurements for curb space.
- give curb priority to services that provide efficient travel options. Bikes and scooters don't take much space and do not really require a lot of energy to operate so should receive priority. Car share (TNC, Avs etc) that accommodate more than 1 rider should receive priority on street parking and curb access.
- Embrace it! Try it al and see what works. Be the first in the USA to use Uber Flight! Airplanes from out airports!
- Make it easy for these companies but have a plan so things like jump bikes & byrd scooters aren't just left around. This would annoy residents, im sure, and perhaps make them not support these modes of transportation.
- provide better transit in heavily trafficked corridors. More bike lanes. More wided use neighborhoods ban autonomous vehicles for private use - just shared mobility.
- There should be more electric plug-in stations more access to parking for those types of vehicles, especially near medical centers.
- I am really happy with bike share/scooters. Perhaps bike only streets downtown. I like bike lanes but many left turns can be treacherous.
- ensure access for those w/o smart phones reduce general stress levels so drivers are relaxed.
- offer events for the community to test out those forms of transportation.
- 1. Let the D.M.V. to help educate drivers of bikes, scooters, etc. in their manuals. 2. Ask our schools and other organizations to help educate people that use these modes of transportation.
- I think Sacramento has been GREAT in this department! Keep it up!
- more accessibility, physical and financial. Should be affordable, safe (well-lit at night), and easy to use.
- Consider requiring autonomous vehicles to be owned by the public transit system - Regional
- Transit for public purposes- Instead of letting uber or other silicon valley companies own and control them on a for-profit basis. Also, please make sure other viable options remain available for those of us who prefer not to use them.
- Keep an eye out for it. If it fits and makes financial and environmental sense to have one when purchasing them.
- Autonomous vehicles don't solve anything. We need fewer cars, not robotic ones.
- Keep e-bikes and e-scooters off sidewalks to protect pedestrians

- Regional transit and transportation needs to become partners with ride-share companies to help solve the "last mile" problem.
- Planet for all the above outreach
- Take the community history with bait bikes and law enforcement into consideration.
- Autonomous vehicles + ride sharing don't reduce congestion! Fees for entering the central city?
- Surcharge added to ride share?
- Continue to make these options available in more areas.
- They need to make it that everywhere especially main streets. We should be able to slow and be aware of all travelers.
- Be aware of demographics- what age group is likely to use what transport technology? I'm 70.
- Not going to use a scooter. Bike at my age is also not as safe. If I fall from a bike - serious injuries are possible. But I can walk!
- promote awareness and demonstrations
- encourage shared autonomous vehicles in the central city

**Other Thoughts and Comments:**

- Lyft & Uber are not car-shares. They are unregulated taxis that cause more pollution by driving around looking for fares. Lots figure out how to make transit a better alternative.
- 12th and J street is a dangerous intersection for pedestrians crossing left from J to 12th.
- Need more traffic enforcement. More safe places to walk. Levee access in "pocket" area.
- Fix roads in poor areas.
- I would like to see better park facilities at Paradise Beach in Riverpark. All we have provided for us is trash cans! No picnic tables, no maintained trails. I know it gets flooded but equipment could be hauled out for the rainy season/river rise. There will be a paved bike trail there eventually so it should get upgraded.

## College Youth Summit (April 10, 2019)

### What is your vision for your future?

- Economic Development for self-driving cars; plan now for the future
- Less cars, cleaner air, use more public transportation, complete streets, make people pay more for using cars with gas but pay less for other needs to not punish people
- More concentrated efforts to destigmatize public transportation market to younger people to further incentivize using public transportation
- Use social media to advertise electric transportation
- Use jump bike or gig cars. Use self-driving electric cars to promote car purchases. Tax break on electric cars and overall tax reduction to afford cars.
- Have faster transportation to reduce gas. White cars or roads could reduce heat absorption localize food growth or energy growth. Push digital products to reduce transportation needs.
- Superblock, "walkable" urban spaces, mix use
- Safer bike riding environment
- Carpooling
- Market 2 young people
- Better public transportation
- More availability/ transportation throughout
- More cohesive public transport system
- Overcome fear of public transit educate people
- Those with disabilities consider them more
- Improve transit availability
- Public transportation
- Changing culture
- Accessibility
- Safety
- Raise gas prices
- Tax break rewards
- Sac true transit union
- Oily
- Jump bikes
- Gig cars
- Less roadways more public transportation, more open/natural areas
- More public transit. Hybrids/electric cars
- More efficient transportation, public transit
- Vision for the future
- Carbon tax
- Lower cost of electric vehicles
- Install a choice of transportation with electric options being cheaper
- Widen bike lanes
- Proportion wage decrease commuter incentive
- Biking
- Walking
- Public transportation
- Mayor – better bike areas (more established paths)
- Fuel efficiency standards
- City vehicles must be electric
- Farm to fork to reduce transport distance of our food
- Incentive carpooling, biking, public transit, drive less by driving bikes

- Starting services that focus on making electric transport more accessible like a quasi, jump, uber, that provide electric transportation to customers
- 3 ideas: bring accessibility of electric transport available as a service private or public preferably better; pass legislation to renew transportation infrastructure; chasing minds, slowly and non-officially for both individuals and business
- More encouragement for electric vehicles or bikes and transportation
- Utilize my resources – carpool bike
- Incentive to switch
- Better kept bike paths
- Increase accessibility
- 3 ideas: easy accessibility; hold individuals accountable; increase amount of green transport in the market
- Better Transportation : Increase, promote, walking, jump bikes, more accessible; Being able to take small steps, prioritize what we can adapt to easily; Education- public regulating the media, internet expose people to the truth
- We should prioritize laws that can make changes
- For example, a law that requires a tax to fund public transportation
- Laws where it is more expensive to have a car

#### **Long-term strategies by 2030 to achieve carbon zero by 2045.**

- Incentive non-CA residents to buy electric vehicles
- Jobs are telecommuting
- Working from home
- Public Transportation for Bay Area Commute to Sacramento
- Bart, light rail
- Long Term 2030 goal incentive business instead of the consumer ie. Tax Break
- Light rail route takes the long way. Should have more efficient route & more routes
- Keep companies accountable
- Push for everyone maybe require everyone to drive electric vehicles in the city
- What should be prioritized? Community engagement; Laws that hold people environmentally accountable; Create cheaper electric vehicles and prioritize public transit; Invest in electric cars industry, tax incentives for every driver; Get gov and companies to collaborate with each other; Govt subsidies for low carbon transportation manufactures

#### **What can we do now?**

- Instead of parking meter, include a charging station on street in replacement for parking meter
- Extend public transportation hours for commuters from Roseville area to Downtown Sacramento
- Have free charging at Sac State or charge per KM rather than per hour.
- Have parking structure solar ready & solar friendly
- More designated park & ride with longer hours of operation
- More communication about ride sharing & public transportation
- Eliminate street parking and add more bike lanes
- Free parking in parking garage in to eliminate street parking
- Create more visible barriers for bike lanes
- Extend sidewalk & combine bike lane and sidewalk together
- Add more electric vehicle chargers
- Designate more parking lots with charging station
- Add more complete streets
- More charging station for electric cars
- Eliminate parking in garage & charging stations inside
- Pay one fee or more street parking
- More education and marketing toward solutions.
- Staggered wont time to not contacts trains presidential message
- Carbon capture or restructure compared to turn into alcohol. Patriotic marketing
- give incentives to students who carpool to campus

- better bike lanes and cheaper bikes/ accessibility to bikes
- better public transportation

**What are the first steps that need to be taken to achieve carbon zero by 2045?**

- education is important, community engagement
- voting for environmental candidates, spread awareness
- more bike lanes
- new projects you would recommend
- train, electric charging stations, more bike lanes, hybrid cars
- farm to fork; carpooling / biking/public trans to work/school incentives
- ideas for pilot projects
- electric buses
- Carpool more often
- Ride bikes to school
- Use public transportation
- Provide support for companies who prioritize electric transportation.
- Do all errands in one day, use cars as little as possible
- Increase electricity capacity and efficient to make electricity more abundant to increase supply and maintain demand and lower cost
- Switch to electric vehicles
- Ride bikes or other low carbon modes of transportation
- Legislation- offer incentives to buy low- carbon transportation.
- Offer incentives
- Lower price
- Subsidize low carbon transportation
- List other Ideas not Related to Session Topic Discussed by your Group
- biofuels as well as electric vehicles
- Great ideas to start at the local level
- Input from other sections of the youth summit related to mobility:
- More local/accessible transportation
- More bike lanes
- More electric public transportation
- Cheaper electric cars, possibly no diesel
- Electrical trains
- Self-driving cars for uber and taxis
- Smarter traffic lights, Timers off
- Connecting the BART and implementing it in Sac
- More light rail and electric trains
- Roundabouts
- More public transportation, raised awareness, community
- Commute programs
- Bullet train
- Clean up and improve public transportation
- better bike infrastructure in Europe for making it safer
- hope job roles in public transport
- More electric buses, cars, etc
- Use bikes or other public forms of transportation to reduce carbon emissions
- Add more bike lanes and reduce car lanes in busy areas to encourage using bikes
- See less commuting to reduce the amount of time cars on the road
- Produce more local job opportunities to reduce commuting
- Ban car traffic in certain areas to encourage walking and biking

- Make public transportation more comfortable to encourage more people to use it
- Improve image perspective of public transportation.
- Bike paths and solar panels
- Electric cars cheaper
- Improving bike paths, adding lanes
- Have more energy efficient state cars to encourage everyone else
- Research institutes should have more projects like the hyperloop
- Design more hyper loop systems
- Design trolley systems
- Better bike lanes or sidewalks to increase safety
- Rewards programs for biking, carpooling
- Using public transportation
- Carpool
- Less traffic, big problem: smog & traffic.
- Green line (transportation) in downtown
- More green friendly transportation
- More public transportation, less cars
- Bring back clean air school busses
- Electric rental cars/bus/transportation
- Cleaner transportation incentive for families to meet carbon zero
- More option ride bikes
- Incentives encourage dire 0 emissions car, hybrid, EV, incentives clean air
- Bike downtown with cars
- Designated lanes – public transit, no cars
- Suburb public transit, clean work map
- Time added more busses
- Walk to work. Feel safe increase walkability parks and natural spaces
- More transportation jobs = less car use
- More security on public transportation
- Fuel efficient cars – specialized chargers and training
- Create jobs, less travel, telecommute
- Staggered commute
- Charging station for cars – workers
- More opportunities for riding bikes
- Encouraging incentives for driving PZE or hybrid or electric cars
- Growing food PZE car
- Living close to my job – no commute no fuel
- New train lines; better bus lines
- Telecommuting promotion
- Encourage bike usage among students so that the city can be or starting to get used to bike users
- Safety on public transportation
- Breaking the public transportation stigma
- Less parking spots, more use of public transportation
- Better customer service in transportation
- Increase funding for busses
- More routes, more trains, more busses
- More public transportation in low income communities
- More bike lockers, encourage bike usage, or bike parking lots
- Better paving under freeway – central city
- Cut emissions. With lights or freeways
- Transportation first – motivate with money

- Tax incentives individual and corporations with to switch
- Electric cars rent/loan
- EV jump bikes – scooters
- Bike lane causeway - keep bike lane during expansion
- Light rail to airport
- Light rail trains academic
- Create jobs that travel less
- Walkable/bikeable
- More public transit stops
- Public transit
- Renting cars
- Jump bikes
- Electric public transit
- Better suburb public transit
- More bike as a form of transportation
- Considering to take/use a bike
- Use public transportation more
- Have an app to match for carpools
- Bicycles resell and reuse from landfills
- Focus on better transportation
- Parts of downtown off limits to cars
- More eco-friendly cars
- Public transportation was a major talking point throughout the session
- Added security on light rails and busses at night
- Public transportation (bus) funding increase direct routes to campus
- Low emission public transportation
- Less cars on the road
- More public transport / More school busses
- Better bike storage
- Breaking the stigma on public transportation
- Cheaper electric cars – tesla too expensive for example not affordable for regular people
- Need public transport
- Use of emissions from transport. Battery research.
- Amazing public transport
- Zero gas cars on the road
- To live as much self sustainable life as possible. I want my family to have access to better mobility, and just recycling, the city has more accessible housing, more small business, local business.
- Transition to electric cars
- Efficient public transit/transportation
- Better air quality, accessibility à think about how will be accessible to make jump bike more affordable (a barrier to some communities)
- Less driving: faster more efficient public transport. Safety.
- Investment in public transit. Light rail
- Extending student transport passes for JUMP bikes
- Accessible transportation
- Smart planning: SF transportation à make public transportation open
- Sac is a commuter city à Public transportation needs to be enhanced and clean
- New York – congestion feeds to public transport
- Biodiesel projects, algae/fish nutrients?
- Incentives, track how much you use public transportation
- Public transit, educate communities

- Those who have access to CalFresh can access Jump Bike discounts, sharing networks, more
- sustainable
- Car tax rollback on incentives car ownership
- Public transit educate to younger generations
- Alternative transportation
- Go bike, bikes, EV's, public transportation
- Issues: safety of bikes, cost of EV's, health/safety of EV's
- Taxing car usage per mile
- Defund conventional transportation programs, use state subsidized funds intended for local govt,
- to establish fund and operate eco friendly transportation programs
- Car manufacturer tax
- Congestion tax
- Taxing Corporation or car manufacturing companies who sell products ( like cars) that contribute to carbon emission
- Green lotteries- development grants for transit
- Jump bikes more into the city life to substitute cars. More robust public transportation system to help people be more comfortable taking Roseville to intel light rail .
- More routes. Light rail doesn't get student in traffic.
- Transportation: free builds that reduce traffic flows – non-in Sacramento
- Decreasing traffic would help with emission.
- So light rail would be the best alternative. properties involved through legal fees. Elevated light rail, don't have to by the land
- San Francisco example elevated light rail that works
- Public transportation better quality regional transit is outdated
- Carbon tax=gas = less emission, more innovation, review for govt- tax break, invest in sustainable ideas
- Rebate for low-income = unfair, one rides bike, one drives car- both get money back
- Congestion tax= carpooling should reduce emission.
- Uber/lyft etc. double cars and increase emissions
- Having an electric car more community engagement, public gardens, more common ground among people, bridging the political divide
- More solar, trees, electric cars
- More public transportation
- More carpooling, trees and lights on
- Cap on driving limit
- Less usage of petroleum
- Solar roads
- Carpooling
- Ride and bike
- Electric & hybrid cars are expensive, but I want one
- Carpooling
- I can carpool w/ other students, more fuel efficient car, fly less, eat less meat & dairy , grown personal food in my garden , farmers market
- I, myself to improve and to start – carpooling, becoming aware of my decisions
- Trade cars- cash for clunkers—for trading cars
- Smog checks – product differentiate
- All forms of transportation are carbon and methane free. Common diet involves foods that have smaller spaces and fewer resources to produce lab grown meat, insect based foods, move away from intensive foods like almond and cow meat
- Youth take public transit / bus
- Media, better transportation, recycling
- Pilot project: a day of not driving your car, Tax breaks if you have an electric car
- Carpool and have “ no drive days”