

Downtown/Natomas/Airport Study
Open House Comments
Wednesday, July 23, 2003

The Sacramento Regional Transit District (RT) held an Open House for the Downtown/Natomas/Airport (DNA) Study on Wednesday, July 23, 2003 at Natomas High School from 5:00 p.m. to 7:00 p.m. Over 80 members of the public attended as RT/Consultant/City/County staff walked the public through twelve informational stations. Councilmember Ray Tretheway and Supervisor Roger Dickinson, Dr. Beverly Scott, RT General Manager/CEO, Myrna Valdez, Parsons Brinckerhoff Project Manager each made brief remarks about the project status and public involvement.

The following summary includes a list of Open House attendees and verbatim comments submitted by Open House attendees on comment cards and on easel pads of papers positioned at Open House informational stations.

DNA Open House verbatim comments submitted by attendees on comment cards include the following:

- Joyce J. Adams Watkins
ATU 256
Responsible Labor Council
739-1627

The overall presentation and information was very good; the community in Natomas, especially Truxel area is not a BRT transit community; we prefer the LRT or BRT going down I-5, starting from Downtown area; Richards Boulevard will be an excellent start.

- Chris Mazza Rella
1565 Danica Way
923-3613

In regard to your (RT) concern for Natomas, I say we need a democratic (remember that) procedure to determine how many of us (cons!) are firmly opposed to these routes-- in this case the Truxel Route. No to Truxel Line. Put it elsewhere!

- Steve Jacobs
301 Del Verde Circle #5
Sacramento, Ca 95833

The airport area has such little ridership that it should be excluded from the plan and name of the project. The current direct bus service handles it satisfactorily. By

removing emphasis on the airport and aiming it more towards the growing population centers of North Natomas and away from I-5, there can be great cost savings and higher use. The power-line route would be ideal. If the airport destination is retained in the plan, use of diamond lanes for BRT on I-5 would eliminate a new American River crossing and most of the intersection costs along I-5. With the cut-backs in funding, let's make better use of the existing facilities and ridership growth.

- Linn Hom
1565 Danica Way
Sacramento, Ca 95833
923-3613

I prefer the RT line 11 over light rail because it will offer more stops along Truxel Road. With LRT there will be fewer stops.

- Rick Grelle
1545 Danica Way
Sacramento, Ca 95833

Do not build light rail along Truxel Road. It will only be noisy with the trains going up and down Truxel. Plus traffic along Truxel Road is getting busier and busier. I would prefer to use super shuttle to the airport, not light rail.

- Yoichi Hara
1560 Danica Way
Sacramento, Ca 95833

I am South Natomas resident and home owner by Truxel Road. I saw pretty drawing on the board for what the road looks like but have you asked anybody in this residential area residents for location of the stations? Have you asked for acceptance of this project? You are just ignoring real people impacted by this project and proceeding your thought. If somebody built something you don't like next to your home without asking you, how do you feel about it.

- Dea Karnegas
1590 Pebblestone Way
Sacramento, Ca 95833
359-3991

My home is my peaceful place in the world I have fixed it up and have spent money doing so because I plan on living here a long time. I'm so upset and hurt that you would even think of making MY HOME a light rail station. My heart doesn't know what to do. I want to paint and get a new garage door and then I see you coming to

take my home and I get sick. I have this home to pass on to my daughter. I'm a single mom and have only one income. Don't take my house- Go down "5" with the light rail.

- Sara Dyhstra
171 Saginaw Circle
Sacramento, Ca 95833
927-8907

My feelings and concerns about the Truxel Road alignment for LRT have not changed since last year (Natomas High School meeting) I live on a circle near San Juan and Truxel, and there is only one entrance light from my home, I feel that the I-5 alignment would better serve the airport and downtown. My first vote is for BRT since tracks would not be land and Truxel, between West El Camino and San Juan, would not be disrupted by construction. Please keep Truxel a residential street.

- Demetra Karnegas
1590 Pebblestone Way
Sacramento, Ca 95833
359-3991

After the meeting the other night, I learned that not to many of my leaders care if I lose my house to the light rail. Councilman didn't want to hear me. Supervisor said I would be rich and when I asked how much he laughed. The construction company women said I would get fair market value for my home and that is just not ok. I saw my leaders doing what they wanted. When I asked them how they would feel if this was their house, they didn't say anything. I love my home. I have worked real hard for it and to keep it nice. Please don't take it away from me. Go down "5" not Truxel.

- Dea Karnegas
1590 Pebblestone Way
Sacramento, Ca 95833
359-3991

I have owned my home for 17 years. I have seen the neighborhood go from families to gangs to families who took control of the place we live. This is not a business area. We are homes with families- not a light rail track. I'm a home you want to make a station in Truxel and Pebblestone I have worked hard for my home. I love where I live. How dare you tell me that you might take my home away from me and relocate me somewhere in the neighborhood. Like it is nothing. This is a big deal to me. I am sick every time I think how you think you can just take my home away from me because it is not your home. I want to paint my home- get a new garage door and next a swimming pool. Now I don't know what to do. I will have to wait until you all make up your minds. I am reminded every day that I can lose all I worked for. I am 50 years

old and getting too old to start over. Go down highway 5 to 80 up Truxel to Airport and around. Keep the bus on Truxel and that is it. You have taken away my sense of security and safety in my home. I feel so violated at this time. I wish I could make you go away. You can't make a decision like this for light rail and hurt so many people. Just because you are not impacted by your decision. Truxel Plan is WRONG- Go down highway 5.

- Ellen P. Morton
12 Copper Crest Court
Sacramento, Ca 95834

My husband and I are definitely against the I-5 or Truxel alignment. It would go directly behind our new subdivision. The noise that this would create as well as potential crime would severely decrease in our quality of life. It would also cause a decrease in our property values. We are also against having the Truxel Road alignment cross the street at Natomas Crossing Drive. That is the only entrance or exit from our subdivision. Please take it further down the street to the retail centers.

- John Waldrep
39 Cattail Court
Sacramento, CA 95833

No! No! No! To any plan that includes a light rail system down Truxel Road. A light rail system will increase traffic, will adversely affect property values, will increase crime and will destroy homes and trees. We will vote out any public servant who supports this plan.

- *(The following two comments were given verbally to RT staff)*

1. Michael Ross
37 Derow Court
Sacramento, CA

"The DNA mailing list is extensive, but people in my town home complex (off El Camino and Truxel) and others along Truxel had not received notification of the open house or other information on the project. Home Depot, Longs Drugs and Raleys told me that they have not been included in any conversations with RT about the project. I am concerned about how a station at El Camino and Truxel would impact homes. Also, good access to our complex is important and should be considered with any station development. I'm concerned about access to the fire station off Newborough as well. Will a soundwall be needed between our complex and Truxel. Please note that there is a school bus stop for the high school on Truxel in front of his complex. One of my neighbors is concerned about late night operations of transit along Truxel- noise from patrons, vehicle lights.

I am in favor of the Truxel LRT alignment, but am really concerned about adequate notification of property owners along Truxel Road. I suggest RT makes a stronger statement about creating jobs and reducing air pollution."

2. Linda, a realtor who lives in the same complex as Michael Ross. "I am opposed to the Truxel alignment. I am concerned about increased traffic congestion, safety (conflicts between children and LRT). I feel that a Truxel alignment will attract people from Roseville and Rocklin who will park in South Natomas and create parking problems in neighborhoods.

The following verbatim comments submitted by attendees on large easel pads of paper at various informational stations at the Open House included:

Station 3 - Alternatives Considered

- BRT is less expensive and more flexible.
- Do not put a station in front of Natomas High School. (Easy access to cut school and head to the mall).
- Request to have follow up meetings once alignment is achieved. More opportunity for public comments.
- Between Natomas rail roads and I-80 along I-5/Truxel, the basemap does not correctly show all development.
- RT bus route #11 - I like this more because I-5 has more stops.
- If I'm headed to the airport, I would rather take a shuttle - even with more cost - because it is better due to convenience and usability.
- Who is responsible for vehicle and station up keep? Should post #3 contact information at stations and on LRV/Buses.

Station 5 - North Natomas

- If you run the LRT long I-5 you will increase the congestion along I-5.
- Pedestrian bridges across Truxel and North Natomas should be built to improve pedestrians safety.
- How will you achieve the alignment along Truxel? It is more difficult than the others.
- I do not see any difference in environmental factors between the different options.
- Buses are better
- If we have to have LRT, I would like to see it down I-5.
- Buses are our best option. LRT is forever.
- RT should invest in nice European style buses.
- What incentives would there be to take LRT or BRT? Look at San Jose - they are not getting the ridership that they expected.
- We need to ensure preservation of the two agriculture greenbelts on the east side of the airport - running from the Sacramento River north to Sutter County.
- I'm in favor of connecting the Natomas alternative to the I-5 alternative at Highway 99 and I-5.
- LRT should tie into BART because most of the area's new homeowners work in the Bay area.

- I am concerned with all the alternatives - where will people park?
- Unless you get ridership this is a failure.
- I am concerned that the I-5 Truxel alignment between San Juan and Natomas Crossing is unacceptable to the adjacent residential community. I bought a home with assurance that LRT would be on Truxel.
- Community Association and City Tree Foundation and City Utility signed an agreement where the alternate path is planned.
- I recommend scraping all Plans and turning the buffer from El Centro Road west to the Sacramento River from agriculture land to an agriculture land and RT LRT line.
- I'm in favor of the original plan up Truxel Road. Homeowners bought in on this plan that was developed 10 years ago.
- Have to have parking with commercial use so it is joint venture.
- Specifically look at the mall in Long Beach on Willow and Long Beach Boulevard - this is a great example of mixed use. Commercial with parking for LRT.
- The alignment should not run along the park. This area is already designated as a park.
- I like the Truxel alternative.
- I don't like the I-5 alternative.
- I like the neighborhood use and friendliness.
- I favor the original LRT alternative.
- I prefer LRT; don't consider BRT.
- I prefer the LRT alternative

Station 6 - South Natomas

- Will there be a train station near the fire station on Truxel Road?
- How much right-of-way is needed for the Truxel Road option?
- I'm concerned with not being informed of any Master Plans for the community before purchasing a home.
- Why would you choose the Truxel Road option and put people out of their homes?
- It seems the Mayor wants the Truxel Road alignment and will push for that option -- if you choose the option the community wants, it will be the I-5 alignment.
- I keep hearing that no option has been chosen, but is the Study focus really on the Truxel Road alignment? If so, why displace homes when there are other options?
- I am concerned with access into complexes if the property is acquired. Will the entrance still be off Truxel Road? (Complex on Truxel between Shell gas station/Fire Station).
- It sure seems as though the Truxel option is chosen -- if so I will sell my house!
- One Station at the community center could service the entire Truxel area.
- Why would you choose one of the busiest residential streets for light rail? It will bring the value of our homes down. If this is the only place where it can go then it shouldn't be done.
- Where do you plan to have parking for people who will utilize the service?
- No one wants LRT on Truxel Road! What part of no don't you understand?

- Is there enough room to have the train down the middle of Truxel Road?
- I did not receive notice for this meeting and I believe there is incorrect information given to general public. I heard about the meeting because I checked the website. I actually want light rail on Truxel Road, but you are not giving out the proper information. You came out to our association and I gave you suggestions and you did not take them.
- I feel that the impacts of dividing the community (by light rail on Truxel) will be extremely negative and the crime rate will be increased.
- Light Rail on Truxel will increase traffic and create bottlenecks, and impact homes as well as increase crime.
- I believe a bus route will be much less detrimental, as bus stops do not gather crowds like train stations.
- I suggest RT talks to the Longs Drug Store at El Camino/ Truxel.
- Need to notify Truxel residential.
- Please check the trash and graffiti at bus stops on San Juan.
- I am concerned that people will vote against Measure A if the Truxel Road alignment is chosen.

The following people signed the sign-in sheet at the July 23, 2003 DNA Open House at the welcome station:

1. Abell, Rhonda
2. Abraham, Binu
3. Barnbaum, Mike
4. Barker, Fran
5. Bennett, Linda
6. Bizjak, Tony
7. Burton, John W.
8. Chen, Greg
9. Coates, Michael
10. Cody, Patrick
11. Considine, Sue
12. Craig, Will
13. Darrow, Matt
14. Day, Suzanne
15. Deblonk, Bryan
16. De l'Etoile, Danielle
17. De Terra, Bruce
18. Dick, James
19. Etats, William
20. Ewory, Annette
21. Febbo, John
22. Fulks, Tom
23. Gonzales, Edgurd A.
24. Gray, Carol

25. Green, Ernest
26. Hager, Darly
27. Hara, Yoichi
28. Hokans, John
29. Holm, Chris
30. Hon, Linn
31. Jacob, Steve
32. Jacoby, Steve
33. Kainegas, Demetra
34. Kukkola, Gary
35. Kwong, David
36. Lane, Eva
38. Leitutsky, Roger
39. Levy, Don
40. Little, Gary
41. Lonigal, Gary & Camille
42. Lynch, Phisilis
43. Marso, Michele
44. Maus, Debbie
45. McClellan, Connie
46. McClendon, Bev
47. McKinnon, Tommie
48. Melko, David
49. Miller, Judith
50. Miottel, Connie
51. Morton, R.P
52. Mundy, Dan
53. Murphy, Anne
54. Nichols, Julie
55. Noble, Cheryl
56. Obeistry, Ted
57. Pardlick, Karen
58. Radde, Joyce
59. Radke, Elmer
60. Ratzlaff, Lonnie
61. Rider, Jan
62. Robb, Giles
63. Ross, Michael
64. Scott, Kim
65. Simene, Ed
66. Smith, Don
67. Solomon, Pats
68. Spingarn, Ron
69. Stevenson, Ken
70. Takayama, Leonard
71. Tokarski, David
72. Torres, Adrian

73. Trotter, Arnie
74. Trotter, Rosemary
75. Tuean, P.
76. Watkins, Joyce
77. Westlake, Derek
78. Wiley, Jim
79. Williams, Melinda
80. Ziebron, Karen