



RANCHO CORDOVA PARKWAY INTERCHANGE PROJECT PUBLIC OPEN HOUSE #2

**Thursday, June 7, 2007, 5:30 p.m. to 7:30 p.m.
CSUS Aquatic Center, Classrooms 201-204
Meeting Summary**

Project Team Attendees

Cyrus Abhar, City of Rancho Cordova
Mark Thomas, City of Rancho Cordova
Steve Hetland, Caltrans
Theron Roschen, County of Sacramento
Jeff Clarke, County of Sacramento
Rodney Pimentel, DMJM Harris
Neil Harris, DMJM Harris

Tony Magpantay, DMJM Harris
Angie Shields, DMJM Harris
Jean Freking, DMJM Harris
Melissa Logue, Pacific Municipal Consultants
Wendy Hoyt, HDR|The Hoyt Company
Kim Pallari, HDR|The Hoyt Company
Tammy Nguyen, HDR|The Hoyt Company

On Thursday evening, June 7, 2007, the City of Rancho Cordova held the second public open house for the Rancho Cordova Parkway Interchange Project. The open house was held from 5:30 p.m. to 7:30 p.m. at the CSUS Aquatic Center, Classrooms 201-204.

The City of Rancho Cordova and the community outreach consultant firm, HDR|The Hoyt Company, made multiple efforts to contact the community and stakeholders to invite them to the meeting. Approximately 6,015 newsletters announcing the open house were mailed to community members and key stakeholders, as well as hand delivered to key locations such as the Rancho Cordova City Council's office, Supervisor MacGlashan's Office, and the Rancho Cordova City Hall. Media announcements were sent and published in the *Grapevine Independent*, as well as the *Sacramento Bee*. Approximately 150 reminder phone calls were made and 300 emails were sent to key community members and stakeholders prior to the meeting. As a result of all these

efforts, approximately 135 members of the community attended the meeting along with project staff and team members.

Special attendees included Rancho Cordova Councilmember Ken Cooley, County Supervisors Roberta MacGlashan and Don Nottoli, County District 4 Chief of Staff Ted Wolter, County Transportation Director Tom Zlotkowski, Planning Commissioners Ernest Vance and Matthew Cummings, as well as Rebecca Garrison with the 50 Corridor TMA, Gold River Community Association President Mike Childress, Steve Watanabe with the Gold River Interchange Committee, and Shelly Blanchard from the *Grapevine Independent*.

The meeting was set up as an informal open house that allowed attendees to walk around the room, view a variety of project displays and illustrations of the study area and proposed alternative, and talk one-on-one with the project team staff and consultants. The meeting format included the following agenda:

- I. Open House (5:30 p.m. – 6:00 p.m.)
- II. Formal Presentation (6:00 p.m. – 6:30 p.m.)
- III. Moderated Question & Answer Session (6:30 p.m. – 7:10 p.m.)
- IV. Open House (7:10 p.m. – 7:30 p.m.)

At 6:00 p.m., community outreach consultant Wendy Hoyt opened with welcoming remarks, noted the elected officials and key stakeholders present, and gave an overview of the open house process and layout. She then introduced Councilmember Ken Cooley who gave a few brief remarks and thanked the attendees for coming. Cyrus Abhar then introduced the project team staff and consultants, followed by Rodney Pimentel who gave the audience a brief overview of the project's background through a PowerPoint Presentation, with Theron Roschen reviewing the history of the project.

Prior to opening the floor to questions and comments (see below), Wendy thanked community members for their critical participation and continued patience during the project planning process and then outlined the next steps.

Once all questions and concerns had been addressed, the meeting format reverted back to the open house style, and attendees were encouraged to continue visiting with project staff to discuss their specific questions in more detail.

During the question and answer session, HDR|The Hoyt Company recorded all comments and questions. These comments have been categorized and placed in no particular order below.

BICYCLE ACCESS:

- I have lived in Gold River for 18 years and bicycle to downtown Sacramento everyday. I logged 1,200 miles just in May alone. Since the Sunrise Boulevard bicycle lanes have been removed, there is no way, no connection for bicyclists to get south on Highway 50. Until a light rail station is put in place, there is no bicycle/pedestrian facility. Every time I am on my bicycle, my neighbors run me off the trail. There needs to be a connection from the American River Parkway south to Sunrise Boulevard.
- Regarding the bicycle access, we as homeowners pay for improvements and maintaining quality. There are other bicycle paths along the American River and at the canal. I noticed at the American River Parkway, bicyclists do not obey stop signs. I disagree with direct access, but agree there needs to be some type of existing corridor to connect.
- I am a Gold River resident as well as the President of SABA. I represent thousands of bicycle groups and I ride my bicycle to work everyday (across from the State Capitol). I ride the entire way on class one bicycle lanes and I am all for getting people out of their vehicles. If this project is built, I want the absolute best bicycle access possible. Coloma trail is dangerous and there needs to be a light rail station there. We also need access at the Folsom South Canal.
- I agree there needs to be connectivity of the bicycle trail, but it does not need to be connected to a highway.
- If the bicycle access goes in, you will have to cross private property to get to the street. The trail is completely maintained and paid for by residents. Adding connectivity will increase traffic, as well as additional demands on insurance liability, wear and tear, and safety issues. There are already existing class one bicycle trails within the four-mile stretch.
- The bicycle paths are not adequate for transportation. I am concerned about safety and injuries. Bicyclists tend to move along and there are a lot of elderly walking and children on our paths.

FUNDING:

- I understand that this is developer funded, but once the property values go down, we residents will eventually have to pay for the interchange. Is the City willing to put down on paper that they will not tax residents? The City will eventually find a way to charge us.

INTERCHANGE/TRAFFIC/CONGESTION:

- I am a Rancho Cordova resident and think the interchange is horrible. It will bring in more traffic. The bicycle path is also silly. There are other roadways that need to be addressed. Citrus Road needs improvements.
- How will the interchange help congestion? Traffic is currently going north. There is nothing in the south, and there will be nothing until the development is built. How will the interchange interface with bicyclists and pedestrians? What is the percentage of traffic counts south of Highway 50?
- Instead of pain and suffering, your trumpet slide equals death.

LRT STATION:

- 20 years ago, there was a proposed transit center with transit and buses. That proposal was destroyed by Regional Transit, Supervisors, etc. with no vision. That transit center would have alleviated traffic. The opportunity is still alive if the public still demands it.
- Which business will be put out in place of the new light rail station – the car dealer or the mineshaft property that is selling patios? There is no access along the proposed light rail station.

OTHER ALTERNATIVES:

- We need to look at broader transportation needs – move traffic laterally onto Highway 50, parallel to Highway 50 (east and west) without dumping more lanes and traffic. There are other alternatives that make more sense that need to be taken into consideration. Please look at other alternatives and keep an open mind of other proposals.
- The money is better spent at Hazel Avenue. The City is expanding Hazel Avenue next year – spend money shooting Hazel Avenue down south, rather than building a parkway.
- I would like the Hazel Avenue connection looked at more, as well as the east/west connections. Why not build underground (tunnel)? Why over a highway?
- I am a landscape architect and regional planner. I add my support to moving the interchange to Hazel Avenue to move traffic south. If this has not yet been analyzed, I would like this to be addressed in the EIR. I believe soundwalls are not effective, they are ludicrous, and do not work. A mile and a half parkway is not a parkway.
- Zinfandel Drive goes all the way down and could be used. Same as Mather and Hazel Avenue.
- Put exits into Rancho Cordova or downtown at Capitol Village.

NOISE/HEALTH:

- Since the extra lane on Highway 50 was constructed, the noise level has risen dramatically. Is there any way to reduce that noise?

- I am a Eureka Village resident and the issue that has not been addressed is health effects of the interchange. I am a father and grandfather. Back in 1999, there was a senate bill passed, SP-99 – that protected children living near freeways. Building this parkway will have significant health impacts on our children. Please take into consideration our children. There have been studies that children living near freeways grow up with diseases as an adult due to air pollution.
- Regarding health impacts, are there any thoughts on excluding trucks from crossing the interchange?

PROCESS/GUIDELINES:

- What date is the project decided and who makes the final decision on the process? What are the steps to take to not let the project move forward? If the City of Rancho Cordova is the decision maker, Gold River residents who are impacted have no say. Does the County of Sacramento not own land?
- The ARB Guidelines strongly urge interchange projects be 500 feet from homes and sensitive receptors. Does this proposal fit those guidelines?
- How long is the commenting period for the EIR and how will we be notified? Please make the EIR outreach very noticeable so that we can have a say.
- Rancho Cordova has a problem with their EIR history. Trusting Rancho Cordova with EIR enforcement is not the best place.

GENERAL COMMENTS:

- Thank you for showing up. I am a Gold River resident and ask that you not put all the eggs in one basket. I am not worried about the bicycle trail, but realistically, is the project a good idea? We need to rely on history and stop repeating it. We should not build freeways anymore, as everyone elsewhere has begun tearing down elevated freeways. Neighbors do not want it. This is old thinking, and expensive. Why should we trust Rancho Cordova with fixing Sunrise Boulevard? This project will cost \$100-\$200 million and this “monster” would be torn down in 10 years anyway.
- I am a Gold River resident and have serious concerns with the project in general. I feel like the options presented have been jammed down our throat and you are saying “this is the way it is, too bad”. I ride the trail a lot and access is not needed. There are plenty of accesses across Highway 50. The project is unnecessary and not needed.
- I am a CorPAC member. As far as public input, we have asked the City twice for a presentation. This is the second meeting in two years and we have been deliberately excluded.
- Please have the next meeting on Tenderfoot Drive where the project will occur.

- Our Mayor, David Sander, is not here tonight. He is running for Assembly and sure will not get Gold River votes. We were taxed with no representation.
- Who designed the project goals? It is designed into the Gold River community so Rancho Cordova does not have access. It is being dumped on us.
- Bad public policy even though we are spending developer money.
- As long as you are going to screw us, could you at least call it the Gold River Parkway Interchange?
- Is a copy of the PowerPoint available?
- Will the meeting summary be posted on the Web site?

During sign-in and throughout the evening, attendees were given the opportunity to write comment cards, which could be turned in to the comment box during the meeting or brought home to mail or fax later.

The following comment cards were submitted at the meeting. These verbatim comments have been categorized and placed in no particular order below.

BICYCLE ACCESS:

Comment #1:

Bike trail is a poor idea. No benefit to Gold River residents. Higher crime, lower property values will result.

Submitted by:

R. Raley

Comment #2:

As a Gold River resident, we are strongly opposed to the bike trail aspect of this plan. Gold River is a secure community due to lack of access to each 'Village' in Gold River. The bike trail would provide easy access from those intent on crime in the area (could park along industrial area of Folsom Boulevard and ride or walk into Gold River). Also, no reason for Gold River residents to use bike access to south side of Highway 50. Small percentage of residents that could use access to south side doesn't justify increased crime exposure to rest of the Gold River residents. Please delete the bike trail access portion of the project to maintain home values and quality of life in Gold River. Thanks.

Submitted by:

Phil Hock, P.E.

11709 New Albion Drive

Gold River, CA 95670

(916) 812-7280

pnchock@aol.com

Comment #3:

Don't want bike trail. Access already at Hazel and Sunrise. Most Gold River trails are private, paid for by Gold River residents.

Submitted by:

Anonymous

Comment #4:

1. What is the estimated bicycle traffic that will be using the bike trail which will connect to existing private nature trail in Gold River?
2. New bicycle traffic will require more frequent maintenance of Gold River natural trails. Who pays for this increased maintenance?

Submitted by:

Anonymous

Comment #5:

The bicycle lanes are insufficient. This needs to be class one bike lanes on both sides of the interchange.

Submitted by:

Jim Kirstein

214 Keller Circle

Folsom, CA 95630

(916) 983-0850

jimkirstein@earthlink.net

Comment #6:

I live in Gold River and do support the inclusion of bicycle access. Will there also be access to the existing Folsom South Canal bike path? There should be.

Submitted by:

John B. Hervey

11355 New England Place

Gold River, CA 95670

(916) 852-8683

jbhervey@yahoo.com

Comment #7:

Interchange is needed to reduce traffic on 50, Sunrise and Hazel. Please have bike access to the canal. Canal is a safe way to get to business park in Rancho.

Submitted by:

Laura Osborne
2144 Roaring Camp Drive
Gold River, CA 95670
(no mail please)

Comment #8:

Please ensure bike access to canal. Please have safe path over 50. Interchange is needed. Thank you for your work.

Submitted by:

Tom Rintoul
2144 Roaring Camp Drive
Gold River, CA 95670
t-rintoul@sbcglobal.net
(mail/email okay)

Comment #9:

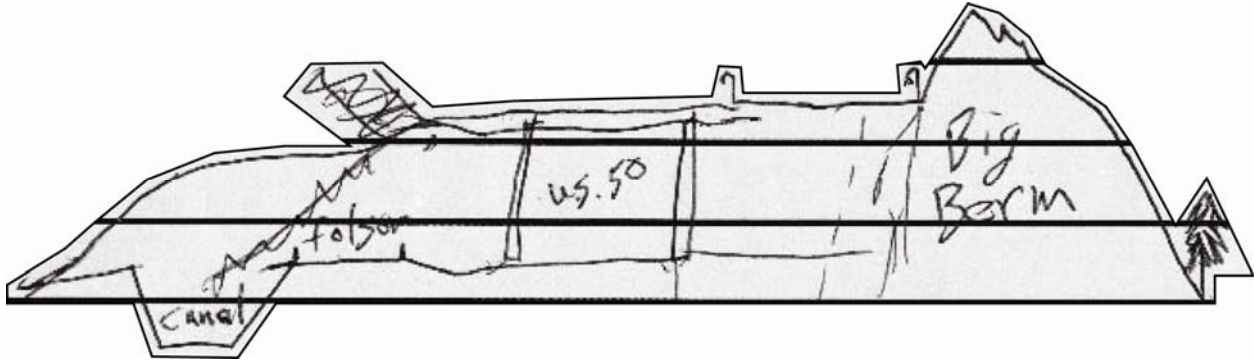
Please remove bike access north into Gold River!

Submitted by:

Anonymous

Comment #10:

No bike trail into Gold River please. Otherwise no problem. Also Big Berm would be cool. It may help both sound and looks.

**Submitted by:**

Anonymous

Comment #11:

Bicycle access – causer increased traffic on private nature trails in Gold River. Increased asphalt maintenance, increased landscape maintenance, increased liability insurance cost – all owned by Gold River residents.

Submitted by:

Mike Childress

11720 Gold Parke Lane

Gold River, CA 95670

(916) 635-1993

gmgrca@rcip.com**TRANSIT:****Comment #1:**

Public transportation has not been “offered” to GR, mainly on Gold Country Boulevard. In these times when traffic is bad, gas prices high and air pollution hazardous, why can we not have a bus service to connect GR to the light rail system?

Submitted by:

Zohreh Whitaker

2041 Campton Circle

Gold Rive, CA 95670

(916) 412-4987

totalhood@aol.com

NOISE:**Comment #1:**

Soundwall needed facing 50 off of "Carson Creek Village". Present soundwall not effective any longer due to increase of traffic. If a lane is added, more reason to have another soundwall.

Submitted by:

Mario Gong
(916) 852-7803

Comment #2:

The City asked my permission for noise study, and had conducted. Please let me know how and where I can view the study result. Thanks. I'm concerned about the noises caused by cars/trucks breaking and speeding up on ramps and traffic stops.

Submitted by:

Thuvan Ha
11848 S. Carson Way
Gold River, CA 95670
happythuvan@yahoo.com

HEALTH:**Comment #1:**

A health risk assessment needs to be conducted that complies with the Children's Environmental Health Protection Act (SB25) which requires:

- 1) an ambient air quality standards review;
- 2) a toxics air contaminant evaluation; and
- 3) an air monitoring assessment.

A technical advisory committee needs to be convened (which includes an Air Resources Board health specialist)* to evaluate the effects of the build-out modeled pollutants on the hundreds of children that live in Eureka Village, Prospect Village and beyond.

Submitted by:

Lonn Maier

11672 New Albion Drive
Gold River, CA 95670
(916) 732-6566
lmaier@smud.org
(Ken Bowers, Ph.D.: 916-323-1510)*

Comment #2:

Due to increased pollution, I do not agree with going forward with the interchange. First increase capacity on Hazel.

Submitted by:

Ed Ruble
(916) 631-8558
aaer@sbcglobal.net

OTHER ALTERNATIVES:**Comment #1:**

There are more interchange alternatives that need to be considered:

- 1) an underground on-ramp;*
- 2) an above-grade on ramp that is elevated directly above the westbound HOV lane that feeds into the same HOV lane; and
- 3) re-design the Hazel/50 interchange to accommodate traffic directed from south of 50 to Hazel.

*Please don't tell us because of contaminants it's not possible. Refer to the BART system and the downtown railyard project, both in contaminated soils.

Submitted by:

Lonn Maier
11672 New Albion Drive
Gold River, CA 95670
(916) 732-6566

Comment #2:

As an alternative to adding the proposed interchange across Highway 50 between Hazel and Sunrise, I propose full development and assessment of improvements/expansion of the Hazel interchange to carry traffic to and from the

south. Pursuant to CEQA, such an alternative would be environmentally superior and likely much less costly. Please address this alternative in the pending EIR and decision processes.

Submitted by:

Ron Gauzfried
Gold River, CA 95670
gauzfire@aol.com

Comment #3:

These meetings seem to be “going through the motions” while serious consideration of alternatives (Hazel, Mather, Zinfandel) or impacts (health, safety, children, environment) are glossed over. It’s like a train that won’t be stopped based on blueprints that are not proven or absolutes. The pedestrian/bike access adds insult to injury for Gold River residents to foot the bill, risks and more traffic/noise in our neighborhoods – when plenty of access already exists.

Submitted by:

Anonymous

OTHER:**Comment #1:**

Put slide show on Rancho Web site.

Submitted by:

Theron Roschen

The following comment was submitted prior to the meeting via email:

From: Bruce Kaspari [<mailto:Bruce.Kaspari@comcast.net>]
Sent: Friday, June 01, 2007 3:58 PM
To: Pallari, Kim
Subject: Rancho Cordova Parkway Interchange

Kim,

I am a member of Sacramento County's Policy Planning Commission and received the invitation attend the Open House on Thursday, June 7th. Unfortunately I have a

schedule conflict and cannot attend. However, this project is very much of interest to me.

As new development and redevelopment occurs near the western border of Ranch Cordova and the unincorporated area, traffic is of a very real concern. The approval of future development projects could very well hinge on the successful implementation of this alternate routing of vehicles.

I hope you will be able to keep me informed as the project moves forward.

Bruce Kaspari
Cell: 916-505-4065
Res: 916-689-1275
Email: Bruce.Kaspari@Comcast.net

The following comments were submitted post meeting via email:

From: Gene Steuben [mailto:Gene@WetlandErosionTechnologies.com]
Sent: Friday, June 08, 2007 8:28 AM
To: Pallari, Kim
Subject: Comments on Proposed Rancho Cordova Parkway Interchange

Attn: Kim Pallari

I am a resident of Gold River and live in Eureka Village and I want to let you know that I oppose this Interchange and support the comments of other residents who voiced their opposition to this draft proposal that was presented last night.

I kept hearing that it is for the future residence to the south and yet your proposal did not show where the road ties in to the other roads that are already being used. This area to the south has Grant Line Road on the East, White Rock & Douglas on the North, Jackson Road on the South, and Sunrise & Kiefer on the West that can all be upgraded to handle the future increased traffic from the new development. This will also give multiple ingress and egress points to serve the area.

The Extension of Hazel Ave. is already in the works and there was nothing on that extension, which is where this proposed interchange should tie in.

To sum up my thoughts on this project: This is an old antiquated plan that will do nothing for the residence of Gold River that is being pushed by the City of Rancho Cordova.

Thank you,

Gene Steuben

From: Doug Johnson [<mailto:Doug.Johnson@lbdg.com>]

Sent: Sunday, June 10, 2007 8:48 AM

To: Pallari, Kim

Cc: SWATANABE@dbw.ca.gov; gmgrca@rcip.com

Subject: Rancho Cordova Parkway Interchange

Kim:

I attended the June 7th Rancho Cordova Parkway Interchange meeting. I am against the project but, if it must be built, I would like to offer an alternative to the bicycle access across the Interchange directly into Eureka Village.

I have used the Folsom South Canal bicycle path many times, accessing it Tributary Point Drive (the road across the canal between Gold Country Blvd. and Tributary Point Dr.). This path allows travel from Gold River all the way to Sunrise Blvd (between Sunrise Gold Circle and Sunrise Park Drive) without crossing a single automobile intersection. The bicycle path is actually the service access road for the Folsom South Canal and is completely fenced to keep anyone from falling into the canal. The path crosses from the North to the South side of U.S. 50 via a tunnel under the Freeway and Light Rail Tracks that is large enough for a pick-up truck to drive through.

During the June 7th meeting, the possibility of a Light Rail Station was announced that would be located in the area of the Interchange, at the present location of the Mineshaft. The alternative I propose is to construct a grade level bridge across the Folsom South Canal that would allow pedestrians and bicycles to cross from the undeveloped land to the South of the Folsom South Canal to the area where the Light Rail Station would be constructed. This bridge would also allow bicyclists access to the Folsom South Canal Bike Path and access into Gold River (and the American River Bike Trail), through an existing avenue. The currently proposed plan (bike path across the Interchange) poses bicyclists to the vehicular traffic on the Interchange. Many residents of Gold River are very much against this plan since it requires the bicyclists and pedestrians to enter Gold River through a residential area (Eureka Village) and do so across private property.

This same proposed bridge across the Folsom South Canal would also allow for Light Rail Parking on the undeveloped (South) side of the Canal. Gold River residents could use the Folsom South Canal Bike Path to access the Light Rail Station via bicycle or by walking.

One thing I would recommend if this plan is adopted; please spend some money to recoat and patch the Folsom South Canal Bike Path - it is a great resource that could use a little help.

Thanks for your time.

Doug Johnson

From: Paul R. Barkin [mailto:prbmjb@sbcglobal.net]
Sent: Monday, June 11, 2007 4:20 PM
To: Pallari, Kim
Cc: gric@50commuters.com
Subject: Gold River Interchange

The City of Rancho Cordova is to be commended for making efforts to expose the process to all sides of thought. As you can well imagine, the residents of Gold River, who are most affected are also the most concerned. While it is true that the current interchange land had been ceded to Sacramento County, it is safe to say that that a large majority of Gold River residents had not been consulted regarding the transfer. Thus, it is understandable that for many this is their first exposure to it.

After the Rancho Cordova Parkway Interchange Public Open House it became apparent that the greatest need is for East-West movement of traffic to those areas of residence South of Highway 50, to offer a more convenient East-West movement to the Sunrise-Douglas area.

- 1) The relatively short road to the interchange will dump even more automobiles onto an already crowded Highway 50 increasing the traffic on this highway not only to Gold River, but also to Rancho Cordova.
- 2) Perhaps more helpful would be another East-West highway through the Sunrise-Douglas part of Rancho Cordova that would help relieve traffic on Highway 50, and offer the residents of this area a much easier way to move West and East to their homes.
 - a. This would keep traffic noise no louder than it already is for Gold River.

- b. It would not increase the level of pollutants and irritants to Gold River. Children who are most susceptible (as is shown with the increase of asthma in children) would be protected from another great dose of pollutants and irritants.
- c. It would keep the safety of Highway 50 at its current level, and prevent a decrease of safety with the interchange.

The two years required for the building of the interchange will create for the residents of Gold River a day *and night* cacophony of construction sounds, where another East-West highway would go through comparatively undeveloped land with much less disruption of the resident's lives.

It is now possible for bicycles to go under Highway 50 (without needing to go onto Sunrise Boulevard), or over Highway 50 at Hazel to find trails to the American River Parkway. These could be improved, and bicycle trails could be installed South of Highway 50 to either, or both, of these routes.

- 1) This would prevent breaching the sound wall to Gold River.
- 2) Noise from the Interchange would not be allowed, because there would be no opening.
- 3) The pedestrian and bicycle trails, both around and through, and many of the streets in Gold River are built and maintained at the expense of the homeowners. They are not public thoroughfares.
- 4) Children use these routes to go to and come home from school. Their safety is paramount. They should be protected from fast expert and inexpert non-resident bicycle riders.

It is not correct to sacrifice an already existing community with this interchange for the dubious benefits to an area yet to be developed, and particularly when alternatives remain to be explored.

Paul and Margaret Barkin
2168 Campton Circle
Gold River, 95670
prbmjb@sbcglobal.net

From: Ralph Fuchslin [<mailto:snake98@pacbell.net>]
Sent: Saturday, June 16, 2007 4:12 PM
To: Pallari, Kim
Subject: Comments - Rancho Cordova Parkway Interchange

Comments concerning the Rancho Cordova Parkway Interchange

Kim:

Below are my comments concerning the Rancho Cordova Parkway Interchange meeting held on June 7, 2007. Please ensure this is included with all other comments for this project.

I am opposed to this project and have provided some specifics below. I would like to see the feasibility studies that were done for all of the proposed options. At the meeting, the options were reviewed very quickly and no details were provided. Are these posted somewhere where they can be reviewed?

Specifically, I would like to see the details as to why the tunnel option was not considered. At the meeting, we were told that a tunnel would not be considered by the State of California, as it would disturb contaminated ground waters. Who specifically at the State is blocking this option and why? Where is the feasibility study? Why is Gen Corp (one of the large developers in this project) not being forced to take the lead in ensuring the ground water contamination would be cleaned up prior to developing a tunnel thus making this a potential option?

Below are some specific concerns about this project

1) Proposed Bicycle / Pedestrian Access

Bicycle / Pedestrian access to and from Gold River using the proposed interchange would allow non-Gold River residents direct access to Gold River Community Association owned and maintained green belts and associated bicycle trails. This access would also mean a break in the sound wall and pose immediate security concerns.

I oppose this access into Gold River as it is absolutely not needed and have documented the current bicycle / pedestrian access points either over or under Highway 50 that are all ready available. In the app. 5 mile distance from Sunrise Blvd to Iron Point Road / Willow Creek (by the Folsom Outlet Mall), there are currently 6 access points already in place, 4 of which are class 1 dedicated bike / pedestrian access. All of the points except #2 are physically close to current Light rail stations as well. Clearly there is no need to have any additional bicycle / pedestrian access in this area. I am a bicyclist and use the trails in this area extensively and feel very comfortable in saying this from both a bicyclist perspective as well as a Gold River homeowner perspective. If this bicycle / pedestrian access is to stay in this project, there will need to be some serious discussions (PRIOR TO any finalized plans) as to why given the current amount of access available

and given this proposal is attempting to provide public access into privately owned and insured greenbelt area and trails.

Current Access over/under Highway 50

- 1) Sunrise Blvd - Over 50
- 2) * Folsom Canal - Off Sunrise south of Folsom Blvd (Between Sunrise Park Drive and Sunrise Gold Circle) goes under Highway 50 and ends on Tributary Crossing
- 3) * Citrus - Access under 50
- 4) Hazel Ave - Over 50
- 5) * AeroJet Road - Over 50
- 6) * Iron Point Willow Creek (Folsom)

The amount of access over/under 50 is more than adequate and another access point is clearly not needed.

2) Proposed Project Alternative

This alternative is not acceptable, as it does not solve any of the problems stated in the purpose and need section of the document.

Stated purpose and need # 1

“Relieve existing traffic congestion on U.S. Highway 50, Sunrise Blvd, Hazel Ave and White Rock Road.”

How does this project assist in easing traffic congestion on Highway 50 when in fact it is adding to the already congested conditions? The experts at the meeting all agree that this will in fact add more traffic to an already highly congested condition.

Stated purpose and need # 2

“Improve traffic operations at the U.S. Highway 50 / Sunrise Blvd and U.S. Highway 50 Hazel Ave interchanges.”

The addition of more traffic will **IMPROVE** the operations of Highway 50 / Sunrise Blvd and Hazel Ave? Again, common sense and your experts tell us this is not true.

Stated purpose and need # 3

“Achieve and maintain acceptable level of service on U.S Highway 50 and existing access points for current and future conditions.”

Again, the addition of a significant amount of additional traffic at this point will any derogate the level of service that exists today.

Stated purpose and need # 4

“Provide additional access from planned developments.”

This is the real reason for this project. The City of Rancho Cordova and the Developers stand to make a significant amount of money in tax revenues and profits from the homes being built and are doing so at the expense of everyone who uses Highway 50 and the homeowners in Gold River. This is true.

Stated purpose and need # 5

“Provide access to regional transit facilities.”

There is already access to existing regional transit facilities and it is unclear as to how this project would provide any access to these or any new facilities.

Stated purpose and need # 6

“Provide pedestrian access across U.S. Highway 50.

As I stated above, the amount of pedestrian access already in place is extraordinary. I do not know of any 5-mile stretch of Highway 50 that has the amount of access currently in place from Sunrise Blvd to Iron Point Road. This is a completely unnecessary and unwanted option.

This project will bring vehicle traffic close to single-family homes and result in a significant increase in noise and vibrations for a 2-year construction period and continue on indefinitely with heavy traffic noise. This is not acceptable to the homeowners in the Gold River area.

The high traffic volume being closer to single-family homes will result in a significantly increased volume of vehicle emissions, brake dust and all associated pollutants to the homeowners in the area. These pollutants are known to pose significant health risks. This is of particular concern with stop signals on the proposed interchange.

Additionally, the safety of the local homeowners from possible traffic accidents such as the gas truck accident on the MacArthur Maze on I-80 is a real concern. Had that accident happened on this proposed interchange, the possible human injuries/death could have been devastating.

Please let me know where I can find the information requested.

Thank you,

Ralph Fuchslin
116 27 Prospect Hill Drive
Gold River, CA 95670
916-858-1817

The following comment cards were submitted post meeting via US Postal Service:

Comment #1:

Because of the height of the overpass, we feel it will cause more traffic noise in Gold River. We are against the off-ramp. But if you have to do one, we pick Alternative #3.

Submitted by:

Mike McGill
2107 Roaring Camp Drive
Gold River, CA 95670
Mike4300@hotmail.com

Comment #2:

We are against the parkway interchange!! We are opposed to the bike trail on Tenderfoot Drive. We feel that the two bike overpasses by Hazel and Sunrise are adequate!

Submitted by:

Ron & Sue Raley
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Comment #3:

I am totally against the project, especially the bike route. It is highly desirable to first fully develop other East-West arteries south of freeway 50 and the Zinfandel & Matherfield and Hazel Road north/south roads. The response to my suggestion for an underground interchange, if it has to be built, is not acceptable. If there can be under sea (British Channel, Hong Kong, etc.) and under the bay tunnels (SFO), why can't we have underground interchange, if we have to have one? There are plenty of bike routes and

we cannot allow one along Gold Flat because of the many reasons given by the President of GR Homeowners' Association. The environmental impact and Federal & State regulation for child health and safety of hundreds of kids using the park ought to be kept in mind.

Submitted by:

Onkar S. Bindra
11712 New Albion Way
Gold River, CA 95670

Comment #4:

At the June 7 meeting, I factitiously said since we (Gold River) are getting screwed, the Parkway should be called the Gold River Parkway.

On a more serious note, it is incredibly disingenuous and arrogant to characterize the purpose of these meeting as a means of getting community input. These are presentations! In the two years between meetings, the planning has gone from 8 alternatives to one! During this time, there have been consultations with Sacramento County, Rancho Cordova and Folsom, but none with Gold River and yet none of these "stakeholders" are affected by the interchange and overpass.

This feels and smells like process. Send out the fliers, hold the meetings, document that all these meetings took place and concisely record what was said. This is not consultation; this is fiat by Power Point. Extra points though for inviting us to discuss the kinds of filigree and colors to use on the elevated leviathans.

The so called Rancho Cordova Parkway starts in Gold River and is a freeway to future growth, the environmental and noise pollution impact of this project impacts Gold River as it exists now, in real time, not some future date, and yet Gold River is not one of the Stakeholders. This even though Gold River has the largest stake in the interchange project, its footprint, its noise and air pollution. This is of course is explained away because the land was set aside many years ago for such a project and besides since you knew this day would come you have no say. Really, how could they know what kind of project it would be in 1990 if it is just in the planning stages now? I see nowhere in the setting aside of land a basis for imposing air and noise pollution n one city to benefit the growth aspirations of another. Rancho Cordova's own Noise policy would not allow this for its own residents.

Let's talk about the land set aside. So we are doing this because some land was aside in 1990? It turns out that it really is about shunting future southbound traffic to a glorious

new Rancho Cordova and it is not even the best alternative for a north south interchange. Hazel, Zinfandel, and Mather make more practical traffic management sense. It makes no sense to continue on this course, better to sell that land and explore more rational and effective alternatives.

One of the interesting aspects of the displays at the presentation is that they zoom in tight on the Gold River and immediate area south of 50. Where is the wide angle shot showing the future development and the Highway 50 from Mather Avenue to Hazel Avenue with alternative north/south interchanges? Where is the Vision of real traffic mitigation? Not there! You see this land was set aside in 1990 and that's that. Thank you for your input, please don't clap or boo so that we can show proper respect where respect is due.

Respectfully if this is the way it going to be, lets call it The Gold River Parkway so that we can feel good about our involvement in the planning process because when governments use the planning process in an abusive way they not only create ineffective solutions they engender resentment in those they are abusing. But hey the lands have been set aside since 1990.

Submitted by:

Gary Slade
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Gold River, CA 95670
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Comment #5:

I am opposed to the proposed Parkway Interchange, as I feel it will increase unwanted traffic if anything. I do not feel it will be a good use of money.

Submitted by:

Mozhon Z. Hosseinion
1945 Blossom Rock Place
Gold River, CA 95670
(916) 524-3958
mozhon@gmail.com

Comment #6:

I am opposing the project in its entirety.

Submitted by:

Susan M. Hosseinion
1945 Blossom Rock Place
Gold River, CA 95670
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Shosseinion5@yahoo.com

Comment #7:

I am opposing the bicycle trail coming to the Gold River and furthermore. I am opposing the whole project. We need more public transportation than more highways.

Submitted by:

Ali Hosseinion
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