

4/7/06: Sacramento (Business Journal)

- **Table 1** (shorter distances): ([edit](#))

1. Expand Grantline to 4 lanes with express buses
 2. LRT south to Elk Grove
 3. \$300 million Measure necessary
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- **Table 2** (longer distances): ([edit](#))

1. More options to the airport
 2. Light rail to Auburn and El Dorado
 3. Signage for light rail SF/LA - positioning Sacramento
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- **Table 3** (medium distances): ([edit](#))

1. Light Rail to Airport
 2. Drop Car Pool on Elk Grove - Florin connector in favor or BRT/Mixed Flow
 3. Add 5 neighborhood shuttles
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- **Table 4** (longer distances): ([edit](#))

1. Widen bradshaw to 6 lanes
 2. Tunnel under american river at bradshaw
 3. Widen walnut from 50 to 80
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- **Table 5** (medium distances): ([edit](#))

1. Extend 99 North with HOU lane
 2. Raley to 6 lanes - creates North South by pass
 3. Extend HOU lane on 5 from pocket to Kemmerer Rd
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- **Table 6** (medium distances): ([edit](#))

1. LRT extension from Natomas to Airport
2. LRT crossing on bridge between Watt and Sunrise with 6 lanes highway accompanying
3. HOV lanes south on HWY 99 and 5

- **Table 7** (medium distances): ([edit](#))

1. 4 lanes on Grantline from HWY 99 to Douglas
 2. LRT to Elk Grove
 3. Bus Routes along Jackson Hwy from Florin-Perkins to Bradshaw
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- **Table 8** (medium distances): ([edit](#))

1. Light Rail to Airport
 2. Neighborhood Shuttles
 3. Light Rail to Elk Grove
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- **Table 10** (medium distances): ([edit](#))

1. Not just hub and spoke, RC going to explode, needs transit hub and neighborhood shuttle
 2. Bike/BRT transit/HOU bridge from Arden to Mather
 3. Regional rail SF to Tahoe
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- **Table 11** (longer distances): ([edit](#))

1. Loop - I-5 to 99 E and N up to connect to US 50 back to I-5 from Roseville
 2. Loop - Light rail system
 3. Airport connection (LRT) (wiling to pay more for LRT to airport)
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- **Table 12** (medium distances): ([edit](#))

1. Carpool tunnel on Watt Ave
 2. Toll Road instead of HOV on I-5
 3. LRT to Airport
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- **Table 13** (medium distances): ([edit](#))

1. Southeast Connector (Grant Line Road) with 6 Lanes
 2. Light Rail to Airport
 3. Widen Power Inn to 6 Lanes
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- **Table 14** (medium distances): ([edit](#))
 1. Brt to airport
 2. 6 lanes throughout grant line
 3. Connect rancho cordova and elk grove with high capacity thoroughfares
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- **Table 15** (longer distances): ([edit](#))
 1. Move Connector
 2. Add bridge over American River
 3. LRT to Airport
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- **Table 16** (longer distances): ([edit](#))
 1. Toll roads at 50 and 80
 2. Connector: 6 lanes
 3. Limited access: move faster Hov expressway Interchanges
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- **Table 17** (longer distances): ([edit](#))
 1. American River Bridge at East Arden
 2. 6 lane belt-way on Grantline (Elk Grove-Folsom)
 3. Extend LRT to Elk Grove and Airport
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- **Table 18** (longer distances): ([edit](#))
 1. River tunnel bradshaw at american river
 2. Neighborhood shuttles
 3. Expand freeway at I 80 business split
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- **Table 19** (longer distances): ([edit](#))
 1. More focus on neighborhood taxis, shuttles, vanpools, carpooling.
 2. Connector - I-5 to Folsom.
 3. Additional American River crossings.
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- **Table 20** (longer distances): ([edit](#))

1. BRT - East Sac/Mid-town
2. Neighborhood shuttles east Sac-Carmichael
3. Light rail extention Antelope, N. Natomas, Davis

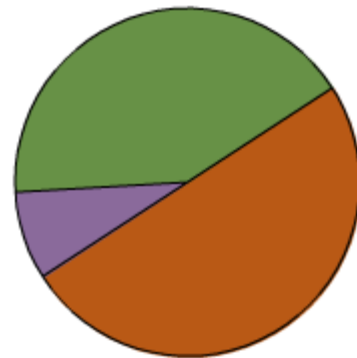
- [Table 21](#) (longer distances): [\(edit\)](#)

- [Table 22](#) (longer distances): [\(edit\)](#)

Scenarios by Table (today)

Scenario	Qty.	Pct.
Shorter	12	50%
Medium	10	42%
Longer	2	8%
Total:	24	

■ Shorter 12(50%)
■ Medium 10(42%)
■ Longer 2(8%)



Scenarios by Table (April 5)

Scenario	Qty.	Pct.
Shorter	7	50%
Medium	6	43%
Longer	1	7%
Total:	14	

■ Shorter 7(50%)
■ Medium 6(43%)
■ Longer 1(7%)

