



MOBILITY ZONES



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PHASE 1 MOBILITY ZONES | TRANSPORTATION COMMITTEE | 3 APRIL 2025



Presentation Agenda

1. Last Month: Mobility Zones 101

- Project Purpose
- Technical Analysis

2. The Prioritization Process

- Committee Engagement
- Community-Centered Approach

3. Phase 1 Mobility Zones

4. What's Next?



Mobility Zones 101

Recap on Project Purpose and Technical Analysis

Last Month: Mobility Zones 101

How do we identify Mobility Zones?

Areas with
Equity Needs

+

Areas with
transportation
needs

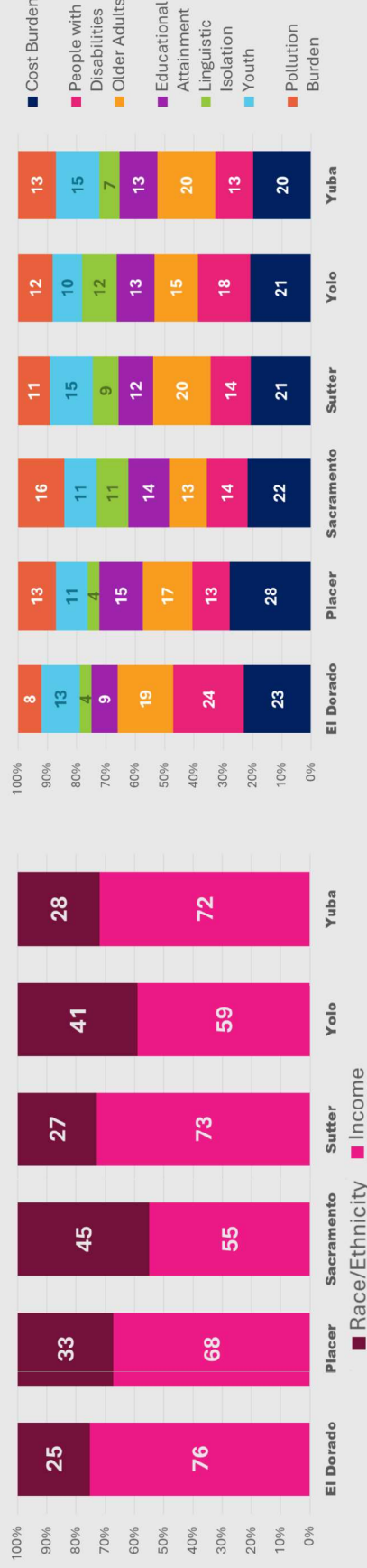
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Areas that could
be 'Mobility
Zones'



Last Month: Mobility Zones 101

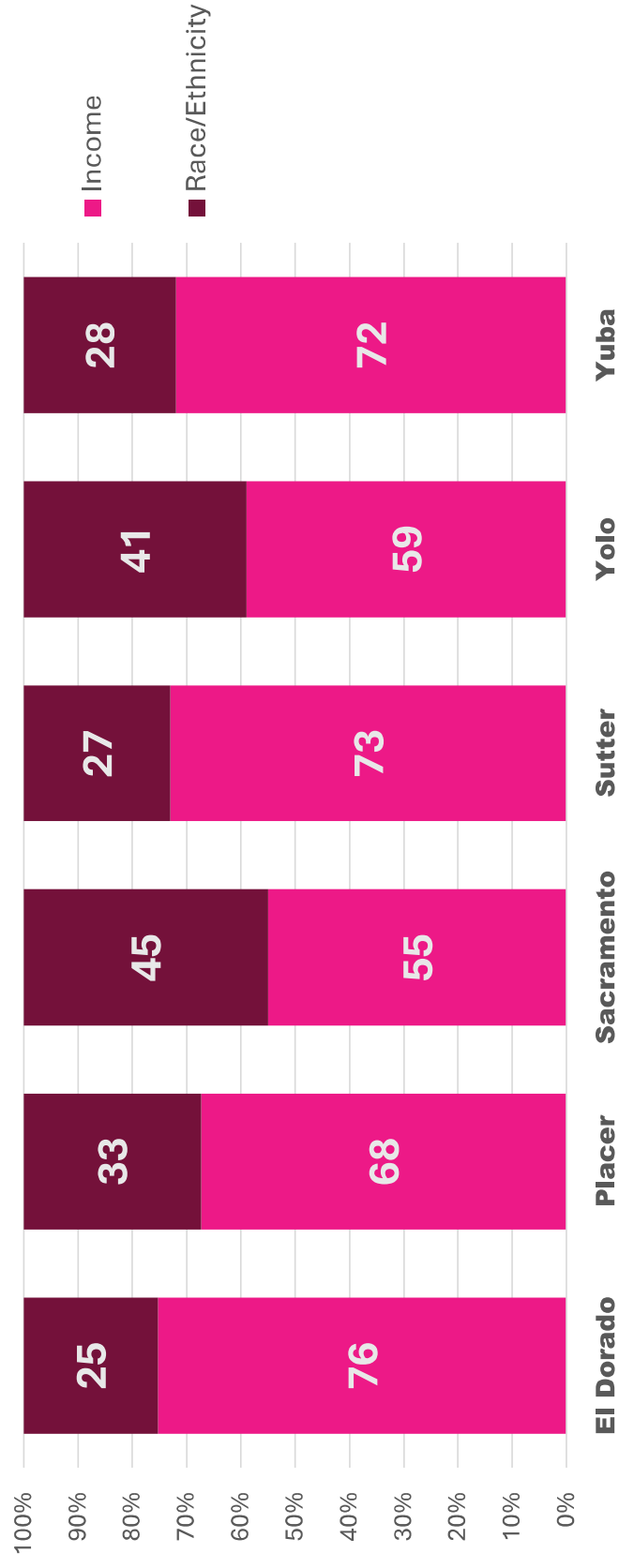
How much of an effect do these topics have on quality of life in your community?



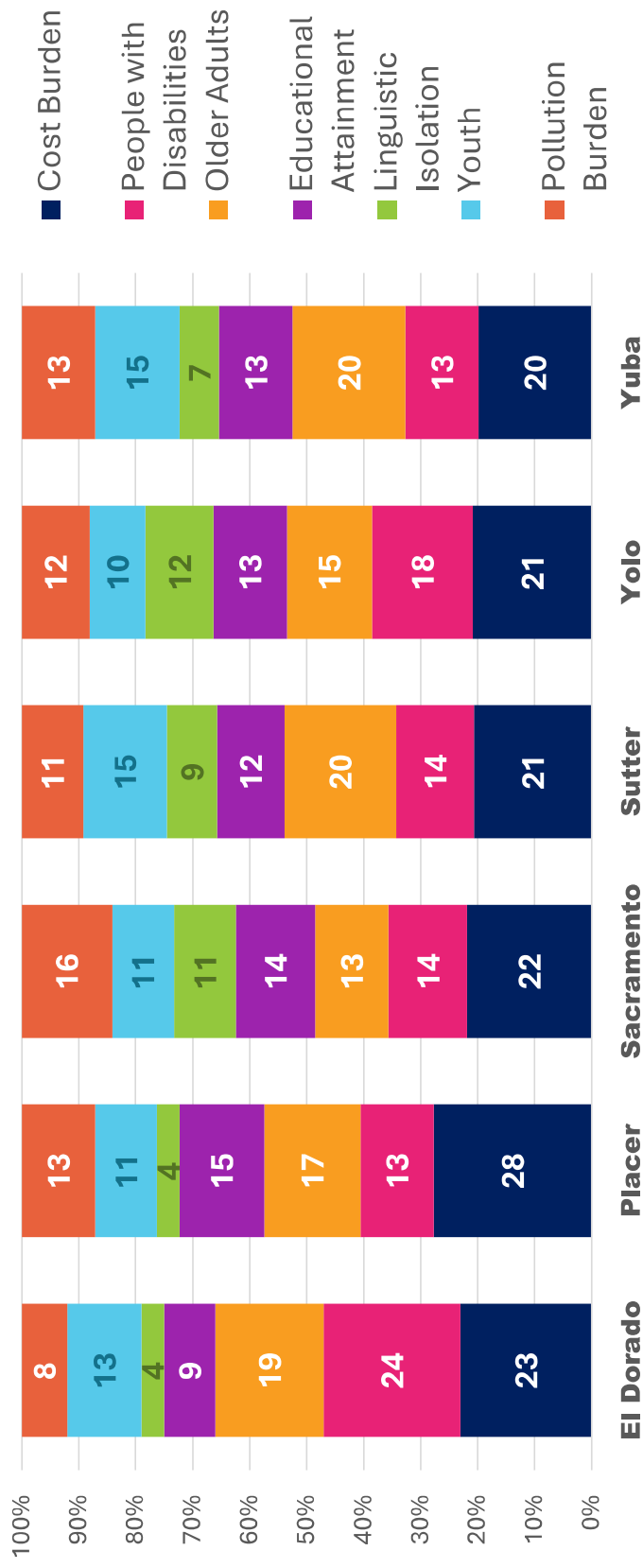
Bottom-up approach: equity priorities as defined by the community.



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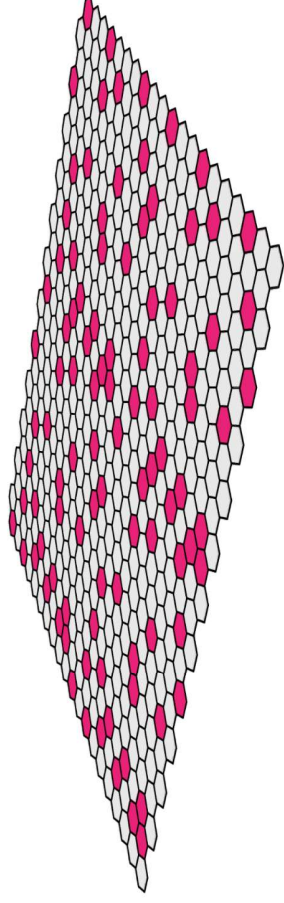


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Last Month: Mobility Zones 101

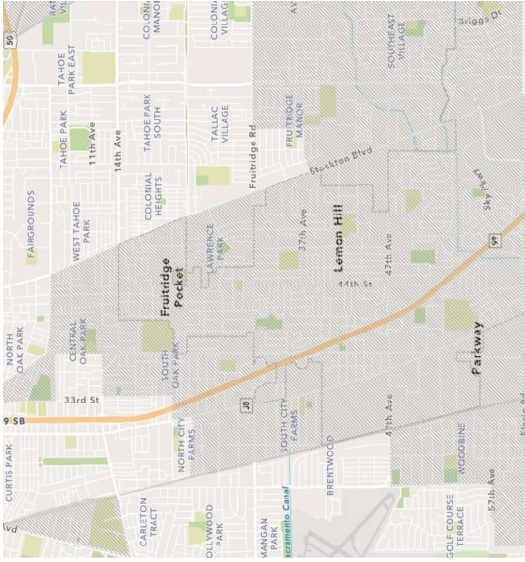
**Areas with
equity needs**



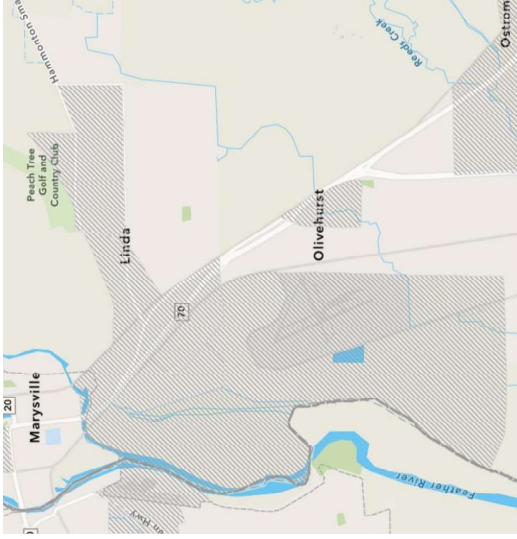
Last Month: Mobility Zones 101

Examples of areas with high equity need

**Fruitridge Pocket /
Lemon Hill**



Linda / Olivehurst

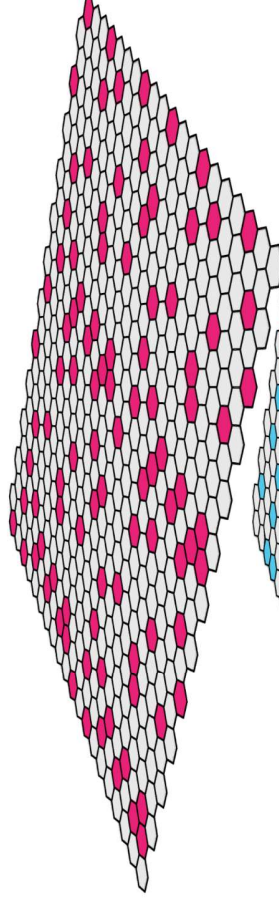


Pony Express/Pollock Pines

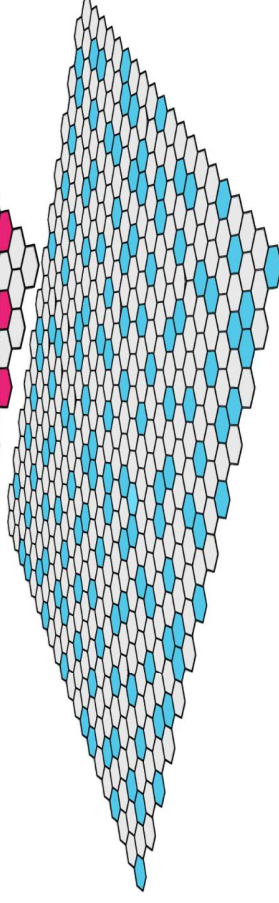


Last Month: Mobility Zones 101

**Areas with
equity needs**



**Areas with
transportation needs
and opportunities**



Last Month: Mobility Zones 101

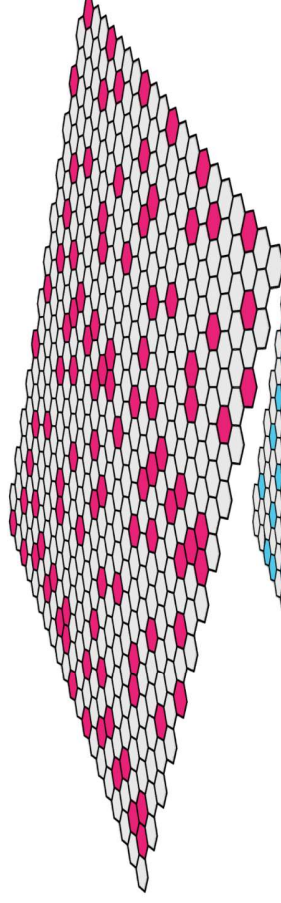
Barriers to Transportation Access and Quality of Life

Criteria	Sub-Criteria
High Transit Dependency	• % HH with more workers than vehicles available
	• Higher daily trips on transit
Limited Transit Access	• Longer distance to a transit station from BG's population-weighted centroid
	• Rural Transit Access – distance to LRT or a bus stop with >60 min headway
Access to Community Resources	• Higher access to retail/restaurants, parks, community centers and libraries
	• High Percentile for CalEnviroScreen
High pollution burden	• Higher Traffic Congestion Intensity during 4 Slowest Weekday Hours <0.4 by Link
	• Arterial truck volumes are > 1,500 vehicles daily
	• Highway truck volumes are > 3000 vehicles daily
Lack of Safety	• More crash hotspots
	• More bike-ped crash hotspots
Lack of multimodal infrastructure	• Lower National Walkability Index
	• Low sidewalk coverage
Poor Road Quality	• Lower bike infrastructure coverage
	• Pavement condition index is <50 - % of streets within a Block Group

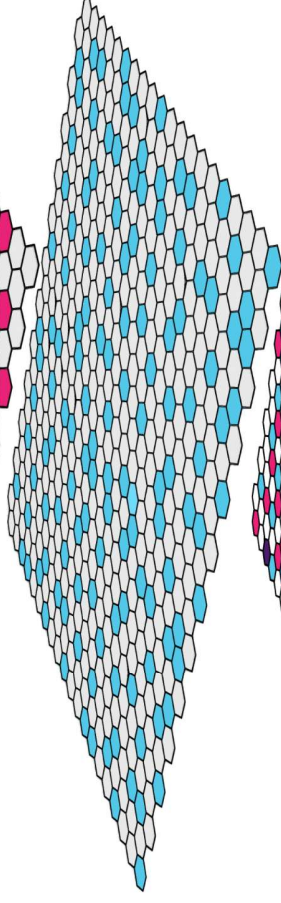


Last Month: Mobility Zones 101

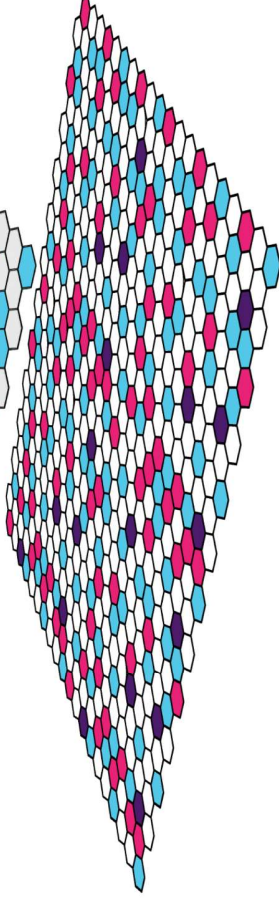
**Areas with
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**Areas with
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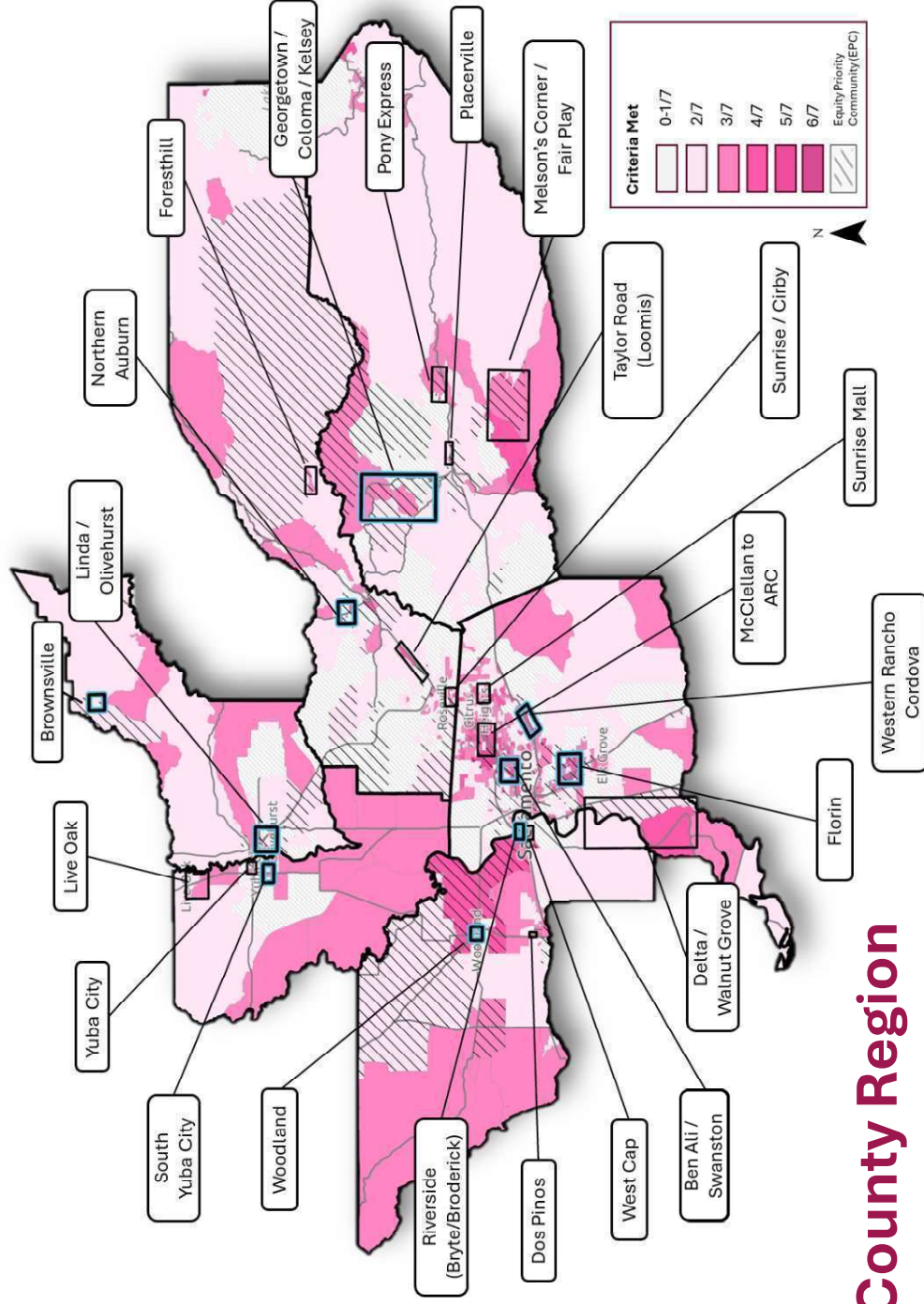


**Areas that could
be a Mobility Zone**



23

Mobility Zones



SACOG's Six-County Region

23 Mobility Zones

El Dorado

1. Georgetown/ Coloma/ Kelsey
2. Pony Express
3. Placerville
4. Melson's Corner/Fair Play

Yolo County

5. Woodland
6. West Cap
7. Riverside/Bryte/Broderick
8. Dos Pinos

Yuba County

9. Brownsville
10. Linda/Olivehurst

Sutter County

11. South Yuba City
12. Yuba City
13. Live Oak

Placer County

14. North Auburn
15. Foresthill
16. Taylor Road/Loomis
17. Sunrise/Cirby

Sacramento

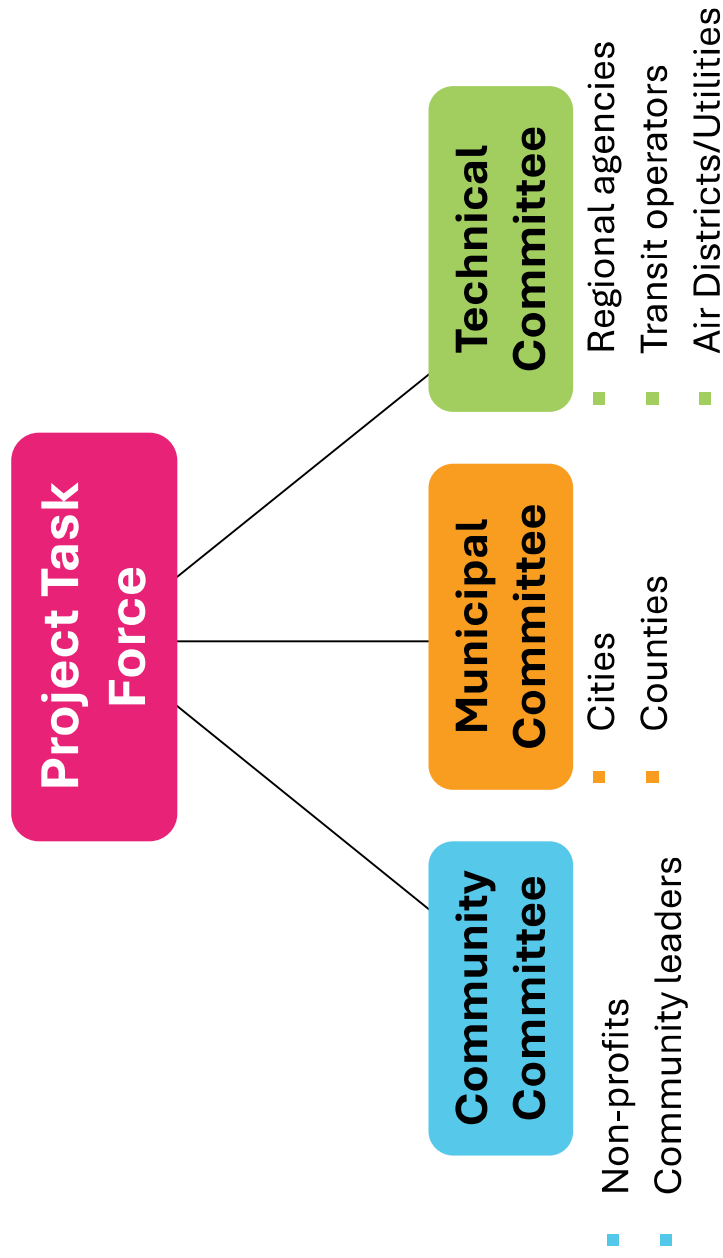
18. Florin
19. Ben Ali/Swanston
20. Rosemont/Western
Rancho Cordova
21. McClellan/ ARC
22. Delta/Walnut Grove
23. Sunrise Mall



The Prioritization Process

Which of these communities can we prioritize right now?

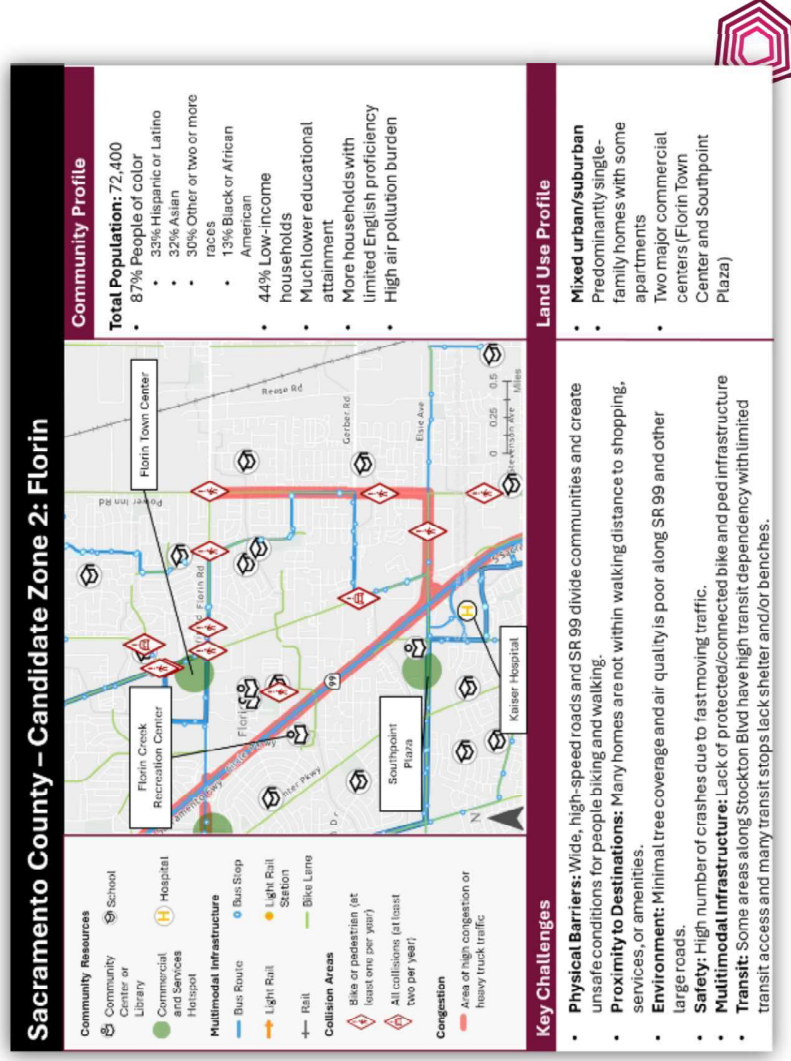
Selection Process: Committees



Selection Process: Committees

Zone Profiles

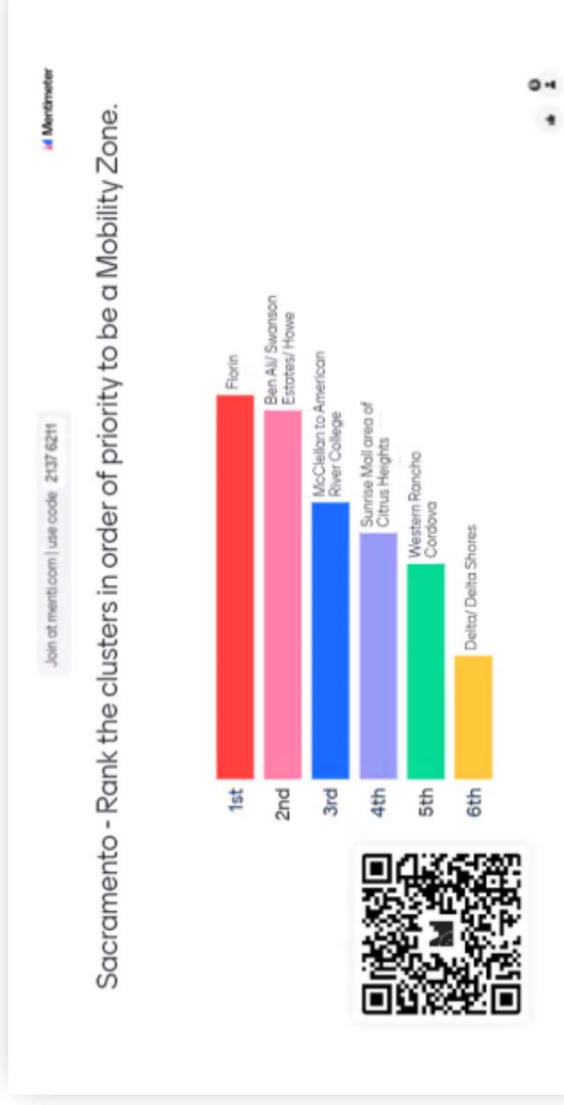
- Population
- Land Use
- Transportation Challenges



Selection Process: Committees

Ranked Choice

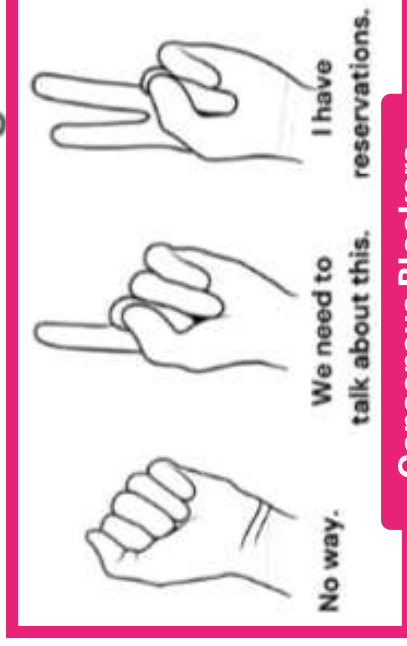
- Community Committee members ranked all the clusters/candidate Zones within their county.
- **Goal:** Top 2-3 choices will move forward as recommendations to the Task Force.



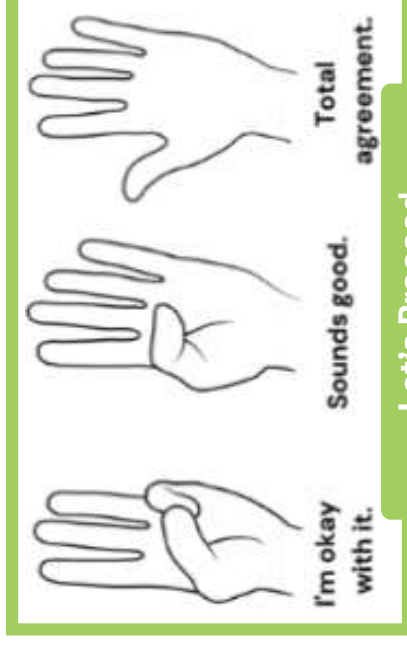
Selection Process: Committees

Consensus Building

Fist to Five Voting



Consensus Blockers



Let's Proceed



Selection Process: Committees

The Community Committees sat with the same hard questions that the board sits with.

Existing vs New:

Do we select communities with existing infrastructure or places where we need to develop new projects or hasn't seen investment in a while?

Where can we have the **greatest impact**?

Which **key corridors** matter most to the community?

How do we define greatest impact?

Population density? High collision areas?
Areas with high transit need? Large low-income populations? Rural areas vs. urban areas?

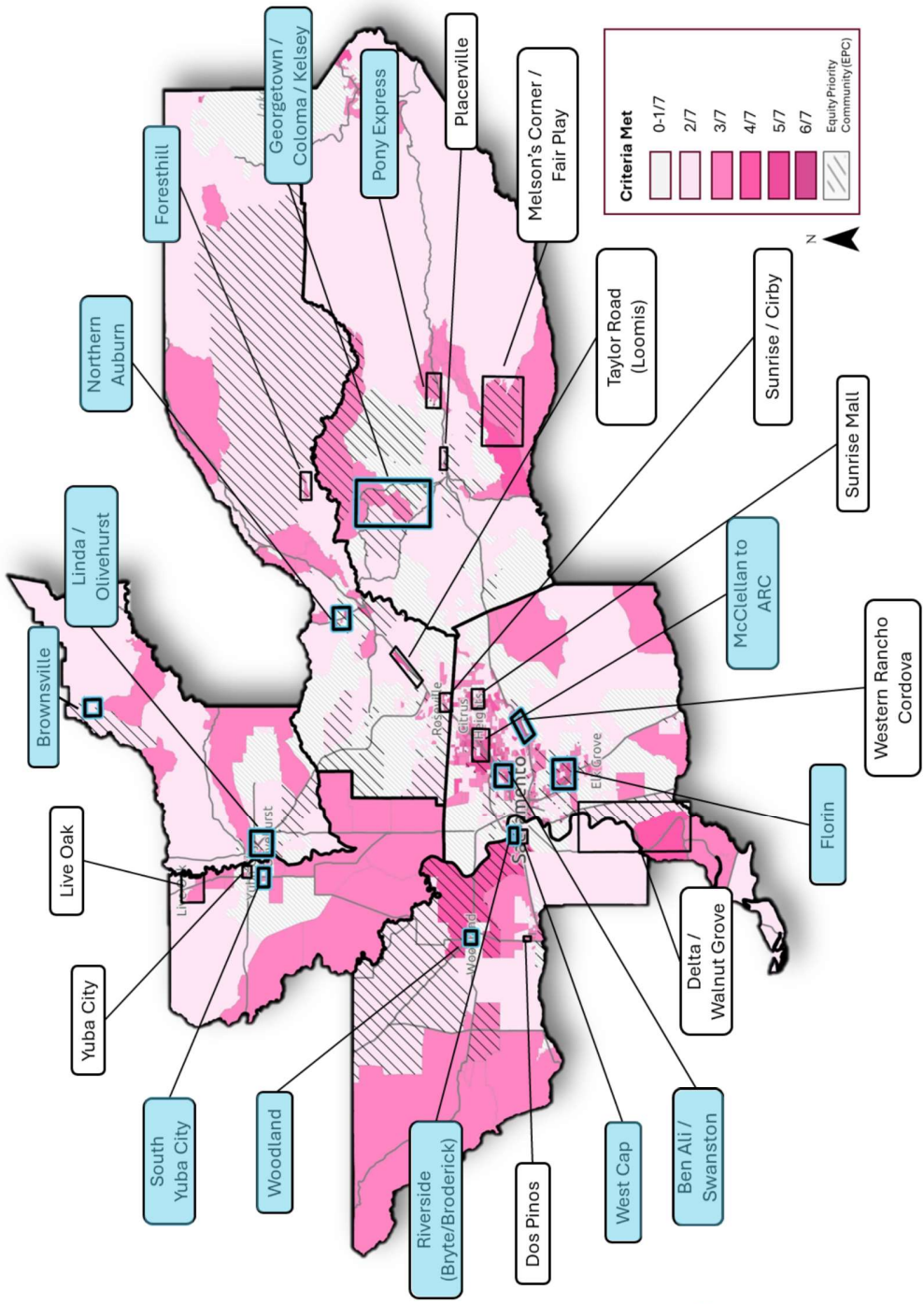
How do we balance local equity needs with countywide and agency collaboration?



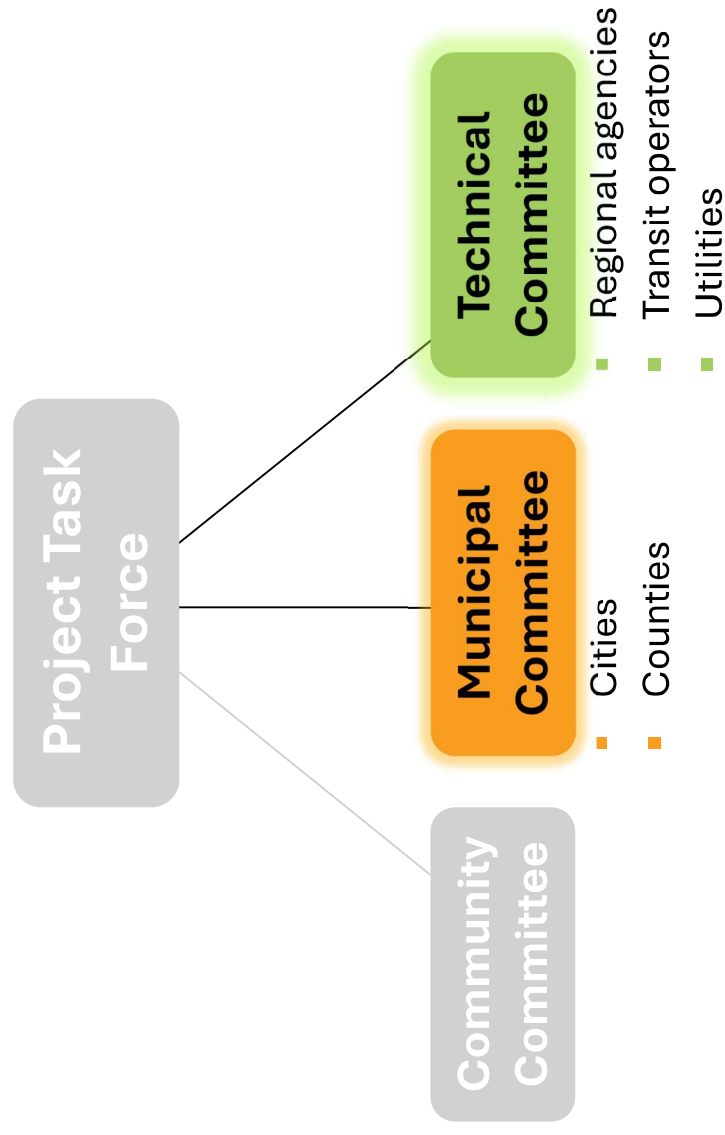
23
Mobility Zones



12
Phase 1
Candidates



Selection Process: Committees



Selection Process: Committees

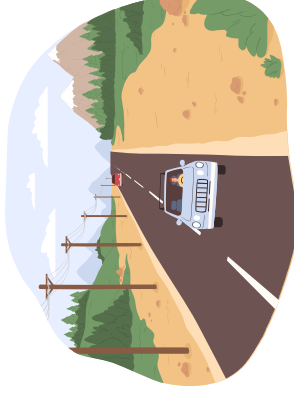
- The Project Team met with the Municipal and Technical Committees to align with **ongoing municipal and agency effort**.
- Muni/Tech Committee wanted to see a **balanced variety of place types** represented in the Zones.



Urban

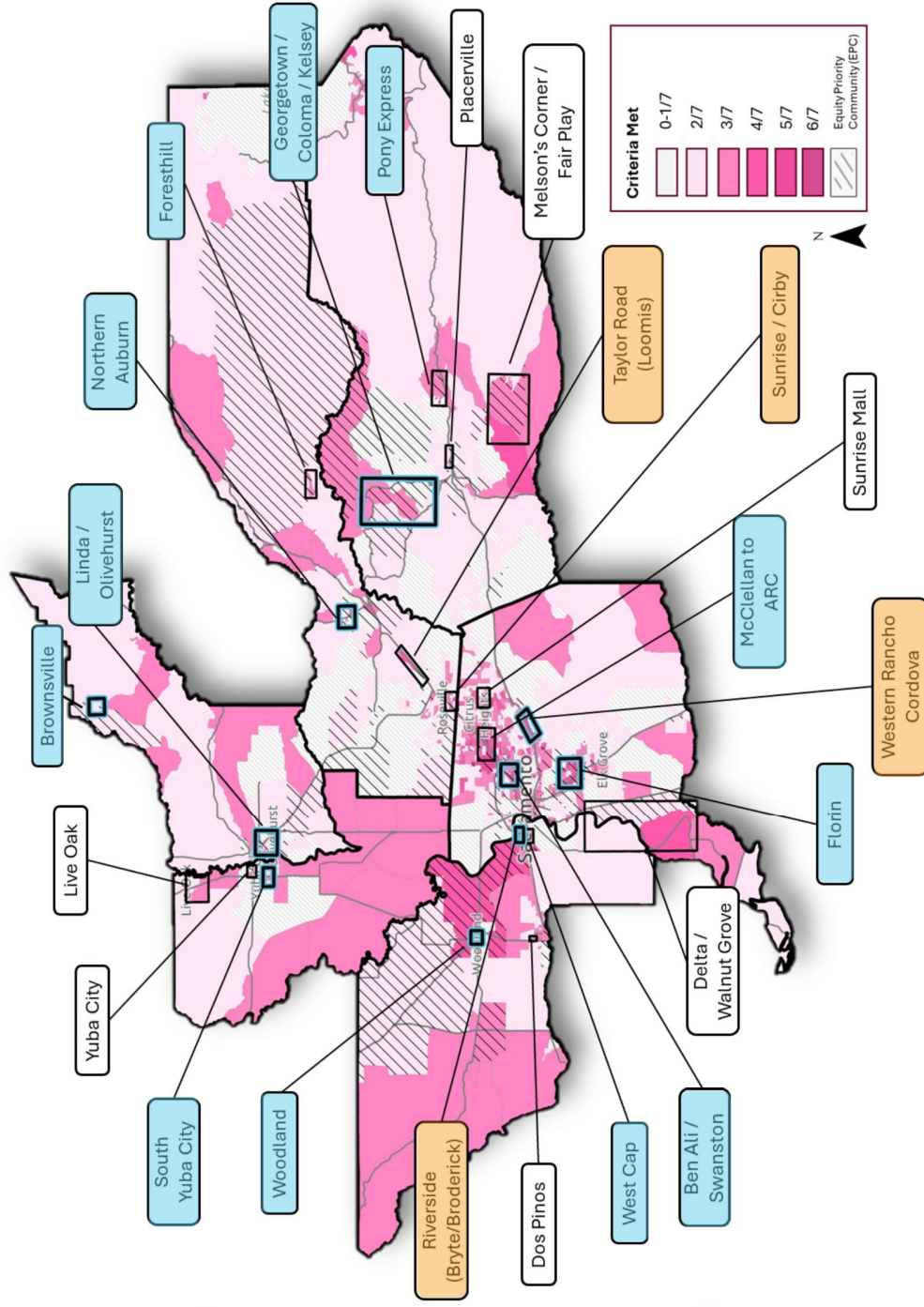


Suburban



Rural





12
Phase 1
Candidates



16
Phase 1
Candidates

16 Phase 1 Candidates

El Dorado

1. Georgetown/
Coloma/Lotus
2. Pony Express

Yolo County

3. Woodland
 4. West Cap
- ❖ **Bryte/Broderick**

Yuba County

5. Brownsville
6. Linda/Olivehurst

Sutter County

7. South Yuba City

Placer County

8. North Auburn
 9. Foresthill
- ❖ **Taylor Road/Loomis**
- ❖ **Sunrise/Cirby**

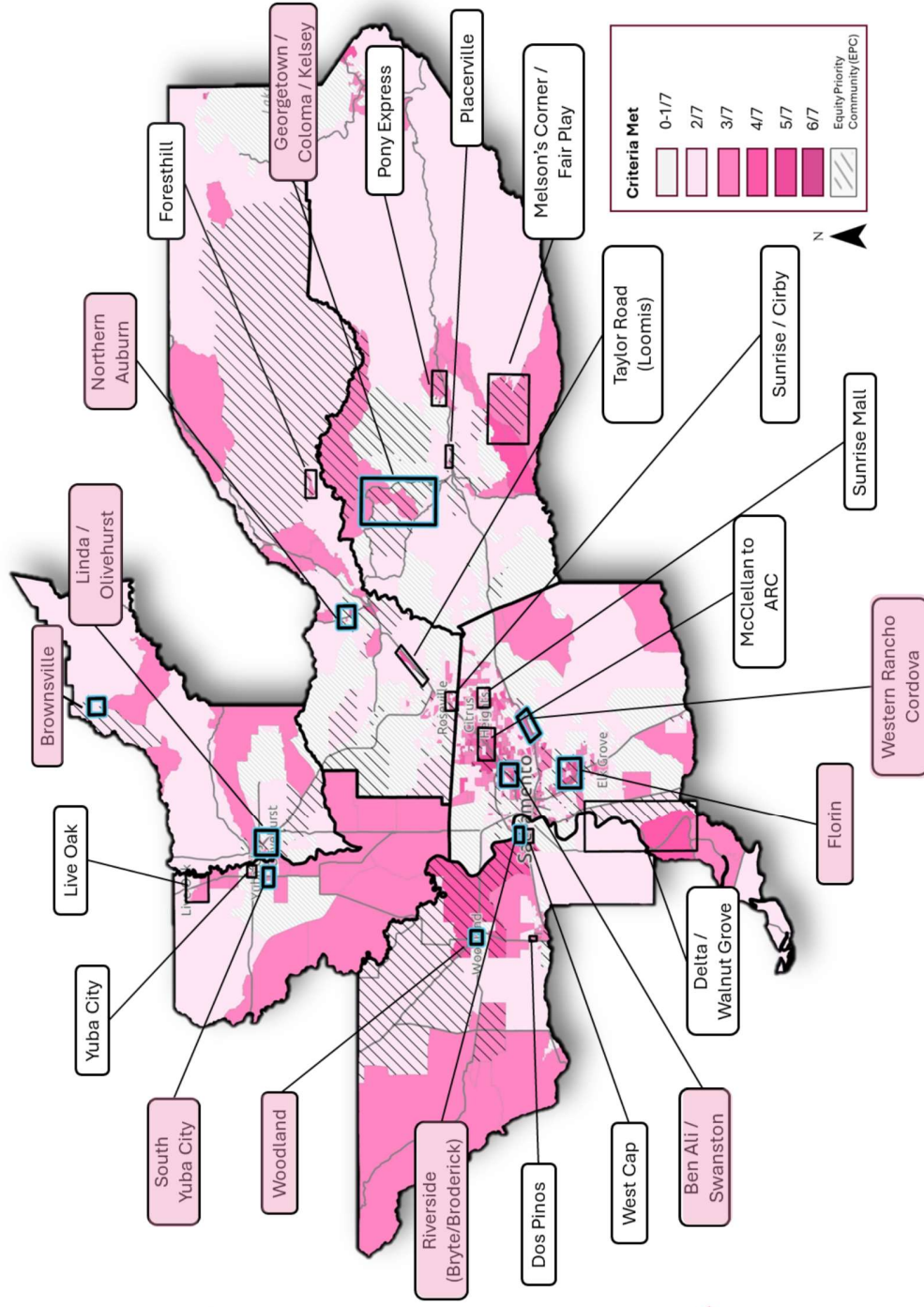
Sacramento

10. Florin
 11. Ben Ali/Swanston
 12. McClellan/ARC
- ❖ **Rosemont/Western**
- Rancho Cordova**





Phase 1 Mobility Zones



23
Mobility Zones



10
Phase 1
Mobility Zones

★ REAP Offsite Board
Tours

● SACOG Green Zones

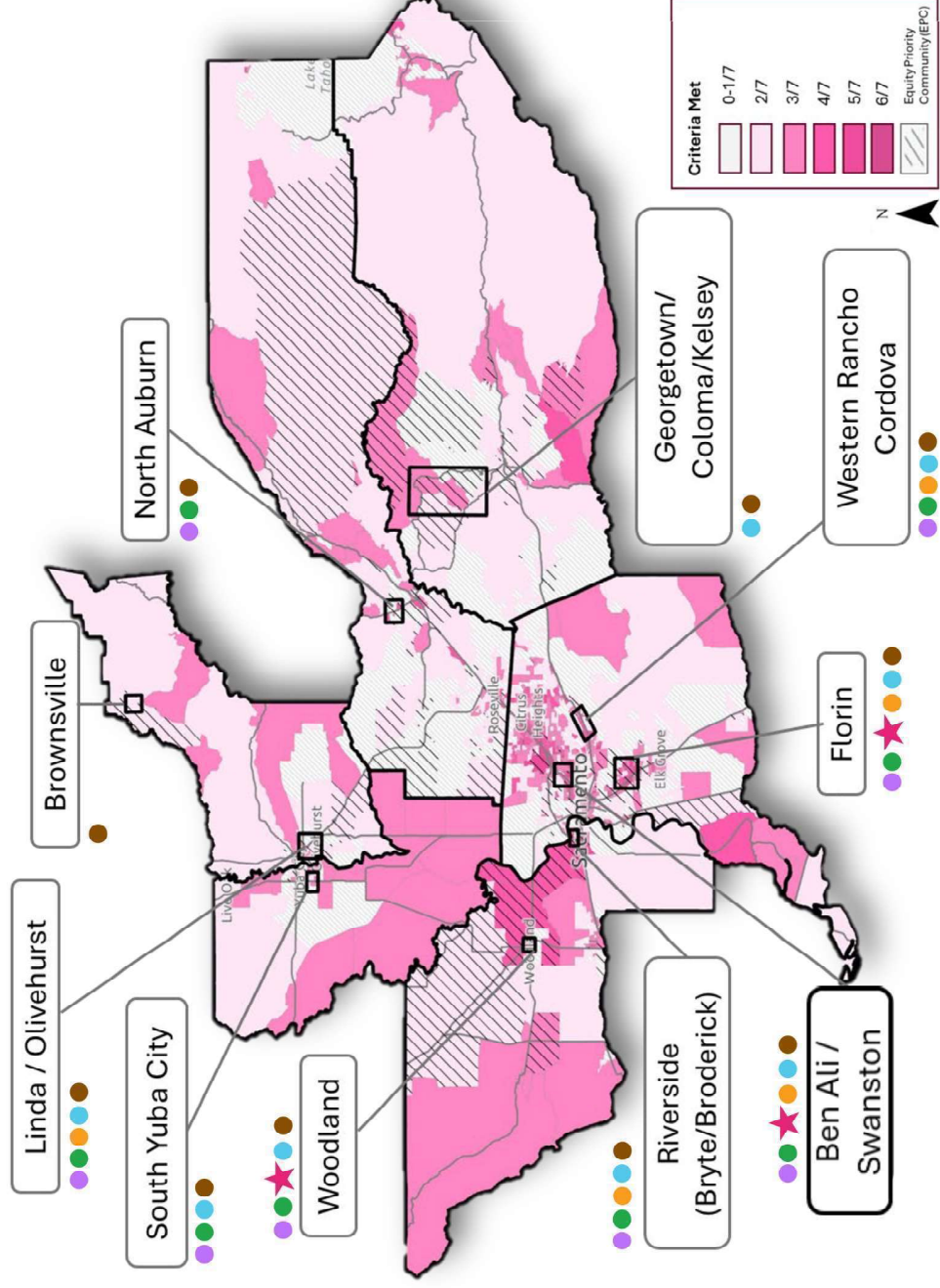
● Federal Opportunity
Zones

● State - SB 535
Disadvantaged
Communities

● New Federal Admin
Priority Areas (8)

*Areas with High Birth Rates or High
Marriage Rates*

● State - AB 1550
California
Climate Investments
Priority Populations



10 Phase 1 Mobility Zones

El Dorado County

1. Georgetown/
Coloma/ Kelsey

Yolo County

2. Woodland
3. Bryte/Broderick

Yuba County

4. Brownsville
5. Linda/Olivehurst

Sutter County

6. South Yuba City

Placer County

7. North Auburn

Sacramento County

8. Florin
9. Ben Ali/Swanston
10. Rosemont/Western
Rancho Cordova



Community Committee Feedback

“

Urban areas will always benefit from a greater number of people using [transportation] improvements, but **that is exactly why rural areas remain underserved and marginalized.**

— Elisa Herrera, Task Force Committee Member,
Executive Director of the Latino Leadership
Council, Inc. and El Dorado County Resident

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“

"A traditional top-down approach to engagement involves industry lingo and catchphrases that regular folks don't know the meaning of [...] My experience on the Community Committee has been the opposite of that. Our members share **real talk that pulls from different perspectives which inform our blind spots**, and we do that in a kind, patient, and receptive setting. **We get to be ourselves.**"

— Fayzah Mughal, Sacramento County
Community Committee Member



What's Next?

Refining Zone Boundaries

Look Ahead at 2025 Board Schedule

Refining Zone Boundaries

Public outreach and committee engagement

February: In-Person Outreach

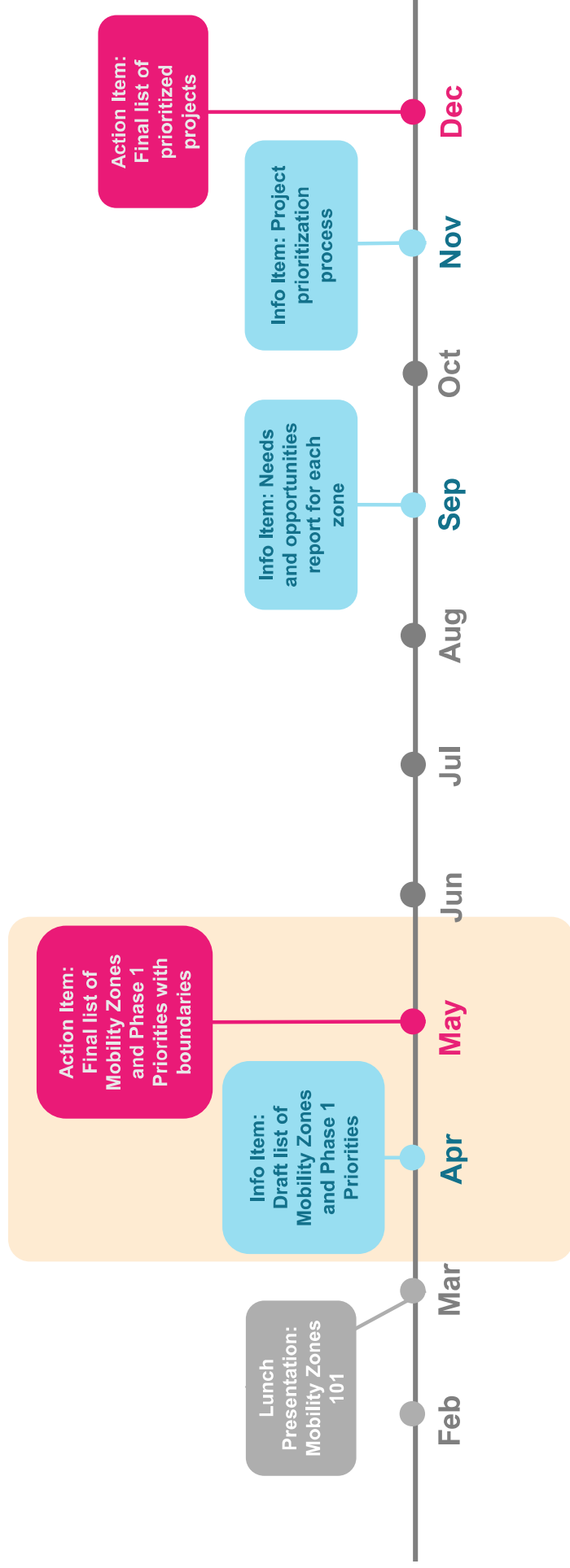
March: Community Committees



510 people engaged **in person** with the Mobility Zones, leaving a total of **921 comments** across the 10 zones.



Look Ahead



Thank you!

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