



# Comments on the Committee Process

Attachment F – April 2025

**From:** Elisa Herrera <elisa@latinoleadershipcouncil.org>

**Sent:** Thursday, March 13, 2025 10:47 AM

**To:** Justine Recio-Patel <jreciopatel@sacog.org>

**Subject:** Feedback on Mobility Zones Process

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I am a resident of the Georgetown Divide, an unincorporated area of 115 square miles between the middle and south forks of the American River. I love living and working in nature and have made many trade-offs just so I can remain in this beautiful community.

There are many elderly, poor and disabled who moved here for the lower cost of living, but now do not have access to basic needs due to the lack of transit to buy groceries, get specialty medical care or access other services. Students walking to school or bus stops do not have safe access and are often seen running in the limited cross walks to avoid speeding cars on Hwy 193 or from Main/Wentworth Springs road. In October 2020, a young child who was using the crosswalk at Main/Wentworth Springs and Harkness on a Sunday afternoon was a victim of a hit and run and hospitalized for months.

Had this process relied solely on the transportation or planning experts, or from those who do not live in the community and see the inequities, we would never have made it on the priority list, because according to the common approach, other urban projects would have “more bang for the buck.” Urban areas will always benefit from a greater number of people using the improvements, but that is exactly why rural areas remain underserved and marginalized.

The community engagement process is crucial to SACOG’s work because without it, improvements that impact a greater number of people would continue to be funded...and our families would be subject to accidents because tourists may not see the stop signs at night or expect a 4-way stop in the middle of a highway. We want people to know about and stop at the now-faded cross walk at the 4-way stop and need our residents and visitors to not have to dodge speeding traffic from “up-country” or on the highway.

We appreciate SACOG’s transportation and planning experts as their expertise can identify limits or challenges to particular projects, but they must remain as “standby” participants so that the community can have its say and guide the process. The important piece is that SACOG develop a “handbook” that requires community voice FIRST.

Thank you for this opportunity to improve our communities.

Elisa Herrera (she, her)

Executive Director

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Advancing the Wellness & Leadership Capacity of Latino Populations

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**From:** Fayzah Mughal <fayzah\_m02@yahoo.com>

**Sent:** Thursday, March 13, 2025 5:34 PM

**To:** Justine Recio-Patel <jreciopatel@sacog.org>

**Subject:** Feedback on Mobility Zones Process

A traditional top-down approach to engagement involves industry lingo and catchphrases regular folks don't know the meaning of, which is what you might normally get with a hired consultant or city staff presentation. 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