

Appendix B: Community Engagement Materials & Feedback

Community Listening Sessions Summary

Introduction

In close collaboration with local communities, the Yuba-Sutter Regional Safety Action Plan (YSRSAP) was launched with the primary goal of improving roadway safety throughout the region. This comprehensive initiative is designed to evaluate existing transportation conditions and identify critical safety concerns that affect all road users, including pedestrians, bicyclists, motorists, and public transit riders. By thoroughly assessing the locations and causes of traffic-related hazards, the plan seeks to implement targeted interventions that will lead to safer streets, a reduction in traffic-related injuries and fatalities, and an overall improvement in quality of life for residents.

The development of the YSRSAP was made possible through an \$800,000 grant awarded in 2023 to the Yuba County Department of Public Works by the U.S. Department of Transportation. This funding supports a collaborative planning process that includes Yuba County, Sutter County, and the incorporated cities of Marysville, Wheatland, Yuba City, and Live Oak. Central to the planning effort is the commitment to transparency, community involvement, and data-driven decision-making.

To ensure that the plan reflects the perspectives and needs of those who live and travel within the region, the project team organized a series of public listening sessions. These sessions served as a vital platform for community members to engage directly with the planning process, learn about proposed safety strategies, and provide meaningful input that will shape the final recommendations.

Listening Session Overview

From May 1 through May 14, 2025, the YSRSAP project team hosted a total of four in-person community listening sessions across the Yuba-Sutter region. Each session ran from 5:30 to 7:00 p.m. and was strategically scheduled and located to maximize accessibility and encourage participation from a diverse cross-section of residents.



Community Meeting Directional Sign



Marysville Health & Human Services Center, May 1st



Yuba City Gauche Aquatic Park Meeting Room, May 7th

These listening sessions provided an open and welcoming environment where attendees could learn more about the safety action plan, meet with members of the project team, and voice their observations, concerns, and ideas about local transportation safety. The input gathered during these sessions plays an essential role in shaping the priorities of the plan and ensuring that the solutions developed are responsive to the specific needs of the communities involved.

The sessions took place at the following locations:

- **Thursday, May 1:** Marysville Health & Human Services Building
- **Wednesday, May 7:** Yuba City Gauche Aquatic Park Meeting Room
- **Tuesday, May 13:** Live Oak Community Center
- **Wednesday, May 14:** Wheatland Community Center

Each event was promoted through multiple channels, including flyers, local news outlets, social media, and direct outreach to community groups, with the goal of ensuring broad awareness and encouraging robust attendance.

Event Format and Engagement

Each listening session followed a relaxed, open-house format that encouraged free movement and informal dialogue. Upon arrival, attendees were greeted by project team members and offered complimentary items such as bottled water, bicycle safety accessories, and small treats like candy to create a friendly and inclusive atmosphere.

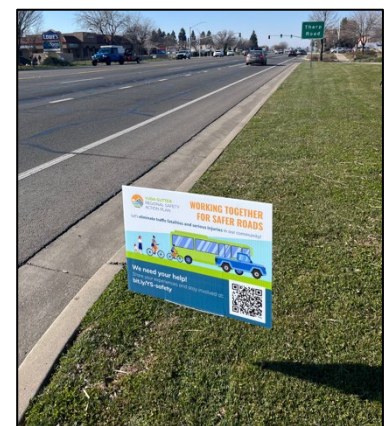
The venue layout included a series of display boards arranged throughout the room, each highlighting different components of the safety action plan. These exhibits covered a wide range of topics, including key goals of the plan, data on current roadway conditions, maps of high-priority safety areas, and preliminary recommendations for improvement. The visual displays were designed to be easy to understand and accessible to a general audience, encouraging thoughtful discussion and feedback.



Live Oak Community Center, May 13th



Wheatland Community Center, May 14th



Awareness Lawn Sign

Project team members were stationed at each board to answer questions, explain technical details, and engage in one-on-one conversations. This personal interaction helped foster trust and allowed participants to share firsthand experiences and local insights, which are critical to developing solutions that are both effective and community-centered.

Stations and Board Exhibits

The listening sessions featured several themed stations and informational boards, each addressing a unique aspect of the Yuba-Sutter Regional Safety Action Plan. The following section provides a detailed overview of the content presented at these stations.

Information Board:



YUBA-SUTTER REGIONAL SAFETY ACTION PLAN

PLAN DE ACCIÓN DE SEGURIDAD DE YUBA-SUTTER

OUR VISION & GOAL

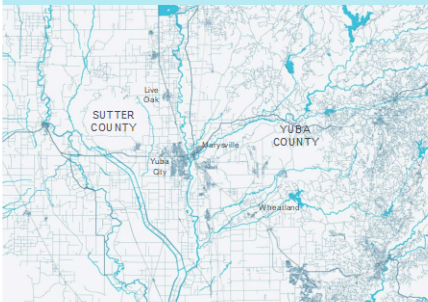
NUESTRA VISIÓN Y OBJETIVO

Our vision: The Yuba-Sutter Region will have a transportation system where people of all ages and abilities can travel conveniently, reliably, and free from harm.

Our goal: Work collaboratively to eliminate traffic fatalities and serious injuries by 2050.

Nuestra visión: la región de Yuba-Sutter tendrá un sistema de transporte donde personas de todas las edades y habilidades puedan viajar de manera conveniente, confiable y libre de daños.

Nuestro objetivo: trabajar en colaboración para eliminar las muertes por accidentes de tránsito y las lesiones graves para 2050.



GET INVOLVED: TELL US YOUR ROADWAY SAFETY CONCERNS!

¡INVOLÚCRETE AHORA: IDENTIFIQUE SUS PREOCUPACIONES DE SEGURIDAD!

Where do you feel it's unsafe to walk, bike, or drive?

Scan the QR code to get involved!
¡Escanee el código QR para participar!




Project website: <https://bit.ly/YSS-safety>

¿Dónde cree que no es seguro caminar, andar en bicicleta o conducir?

WHAT'S COMING NEXT?

¿QUÉ VIENE A CONTINUACIÓN?

WINTER 2024 2024 INVERNO	SPRING 2025 2025 PRIMAVERA	SUMMER 2025 2025 VERANO
Data Collection & Analysis - Review crash data and identify trends - Get input from the community on traffic safety concerns	Transportation Safety Recommendations - Propose traffic safety improvement projects and policies - Identify funding opportunities for traffic safety enhancements	Approve Safety Action Plan - Create a prioritized list of traffic safety improvement projects - Draft Regional Safety Action Plan - Get approval from City Councils and County Boards of Supervisors
Recopilación y análisis de datos - Revisar los datos de accidentes e identificar tendencias - Obtener comentarios de la comunidad sobre preocupaciones de seguridad vial	Recomendaciones de seguridad en el transporte - Proponer proyectos y políticas de mejora de la seguridad vial - Identificar oportunidades de financiación para mejoras en la seguridad del tráfico	Aprobar el Plan de Acción de Seguridad - Crear una lista priorizada de proyectos de mejora de la seguridad del tráfico - Borrador del Plan de acción de seguridad - Obtenga la aprobación de los ayuntamientos y las juntas de supervisores del condado

Plan Voting Board & Feedback:

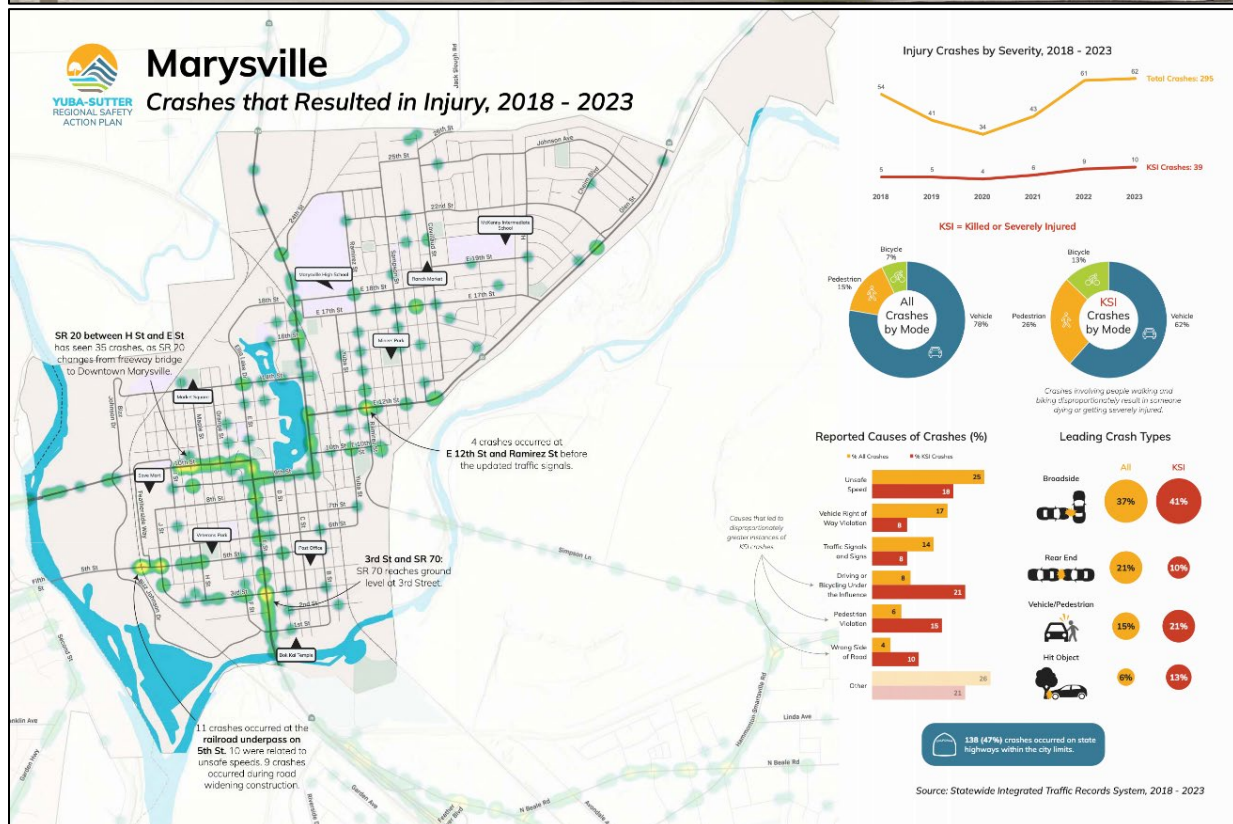
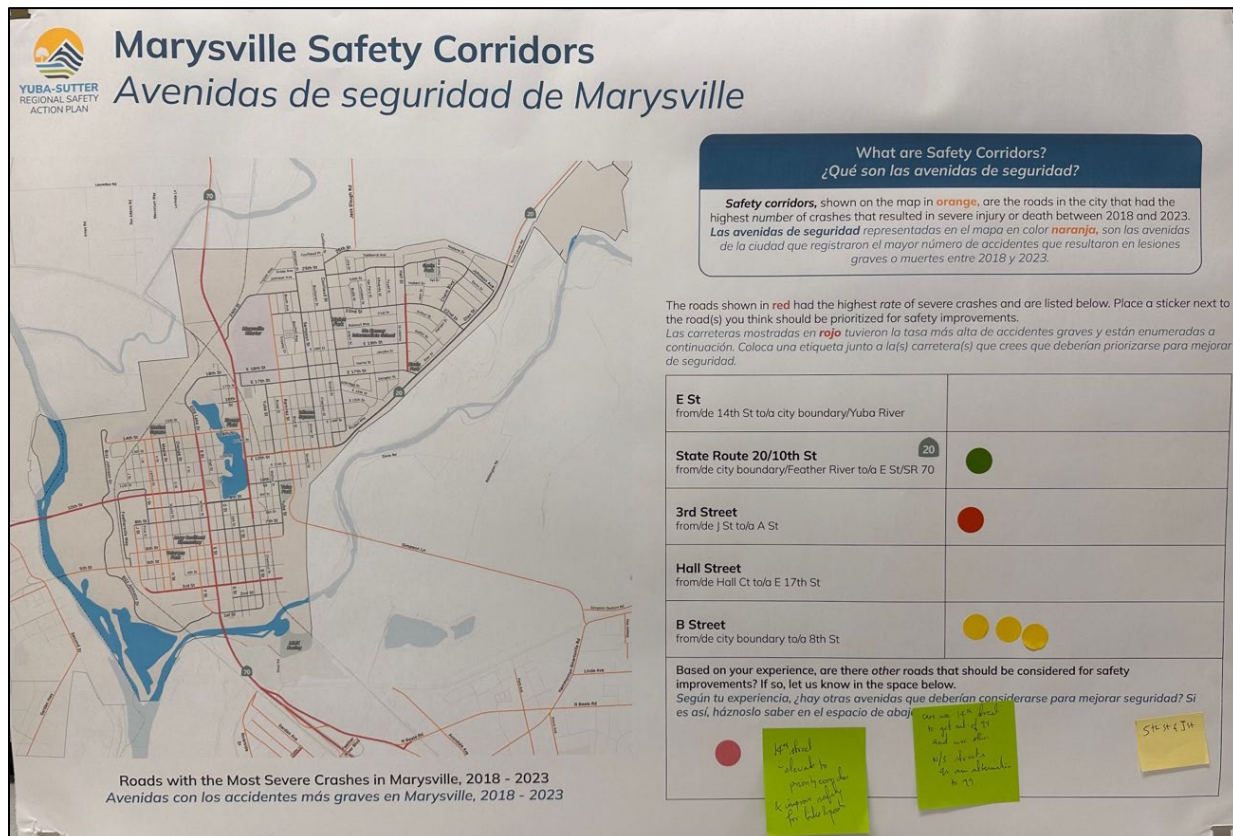
WHAT SHOULD WE PRIORITIZE? ¿QUÉ DEBEMOS PRIORIZAR?

Put stickers next to the three you most agree with.
Pon pegatinas junto a las tres con las que más estés de acuerdo.

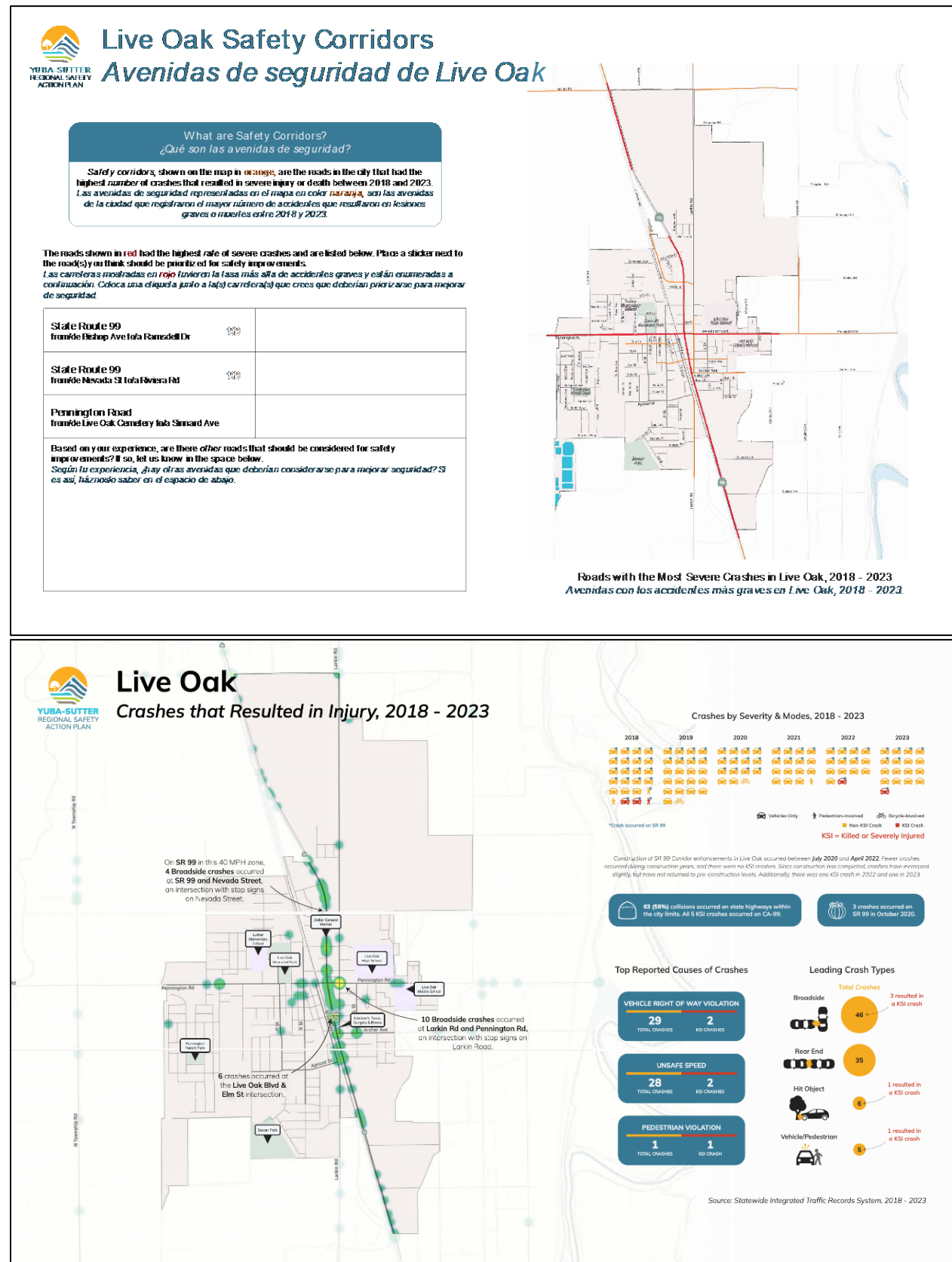


	We should prioritize... Debemos priorizar...	Mark your top three Marca tus tres mejores
	making our streets accessible for everyone hacer que nuestras calles sean accesibles para todos	
	children being able to safely walk or bike to school seguridad para que los niños puedan caminar o ir en bicicleta a la escuela	●
	providing transportation services for the elderly brindar servicios de transporte para personas mayores	
	creating safer and more frequent pedestrian crossings creación de pasos de peatones más seguros y frecuentes	●
	putting sidewalks in places there aren't any now poner aceras en lugares donde ahora no las hay	
	creating more dedicated bicycle facilities creación de más instalaciones dedicadas a las bicicletas	●
	consistent roadway maintenance mantenimiento constante de la carretera	●
	easily and safely moving farm equipment on rural roads mover equipos agrícolas de forma fácil y segura en caminos rurales	
	slowing down cars in neighborhoods and downtown areas reducir la velocidad de los automóviles en los vecindarios y el centro de la ciudad	● ●
	new safety programs (like drunk driving prevention) nuevos programas de seguridad (como prevención de bebida y conducción)	

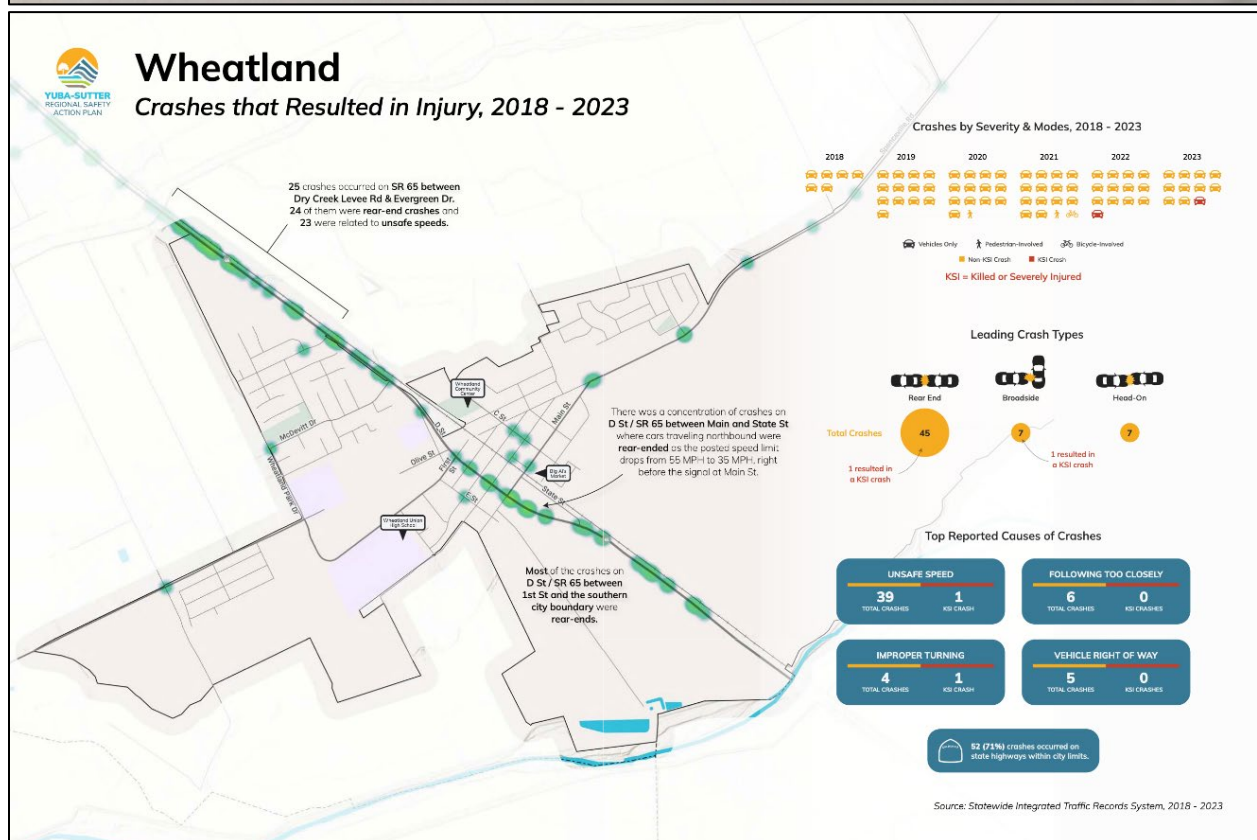
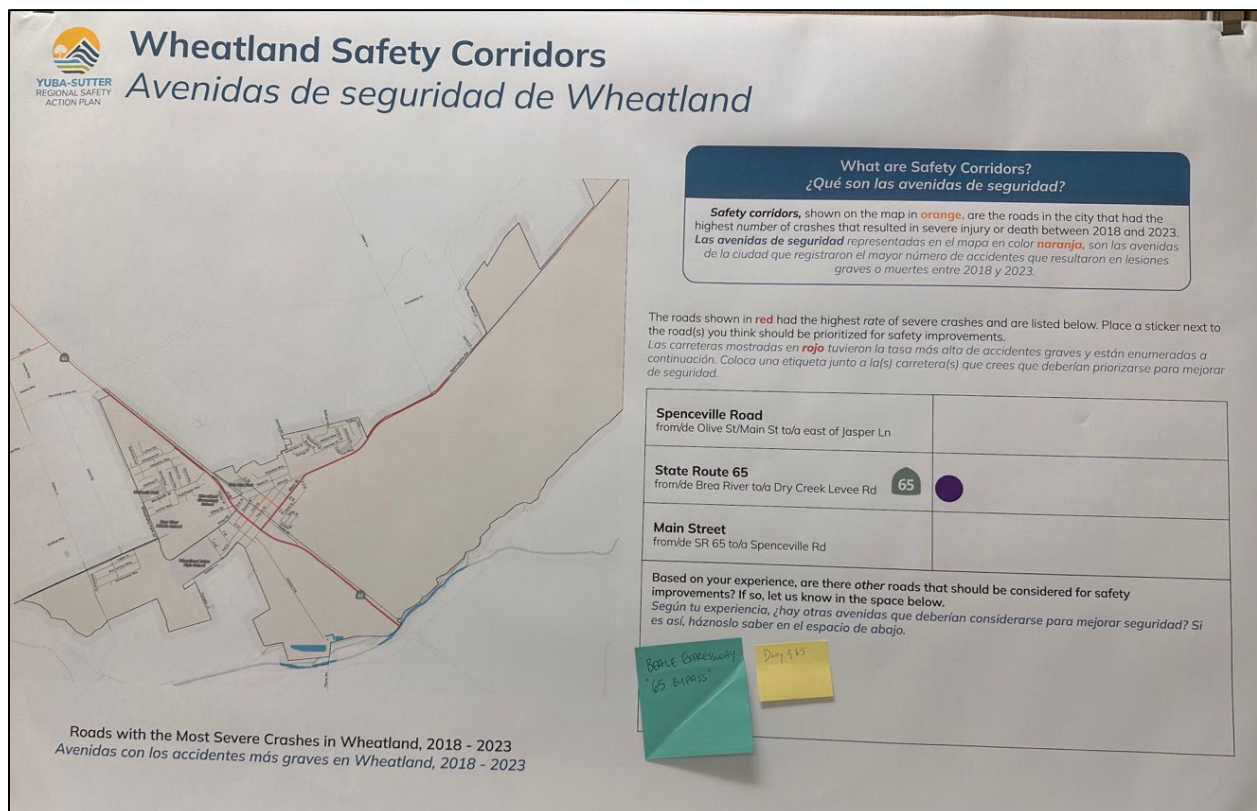
Marysville Boards & Feedback:

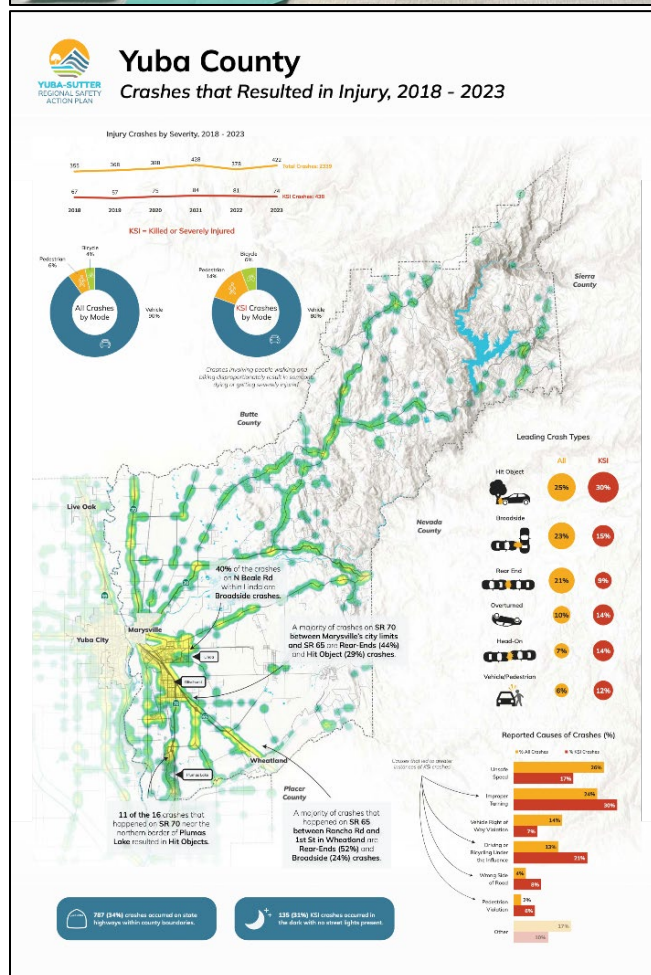


Live Oak Boards:

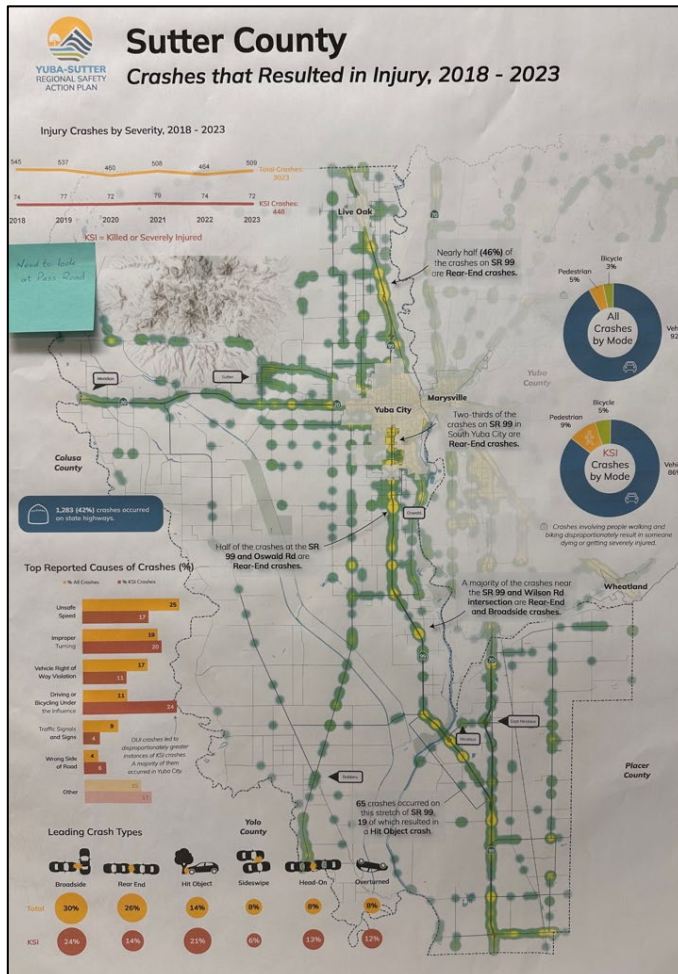
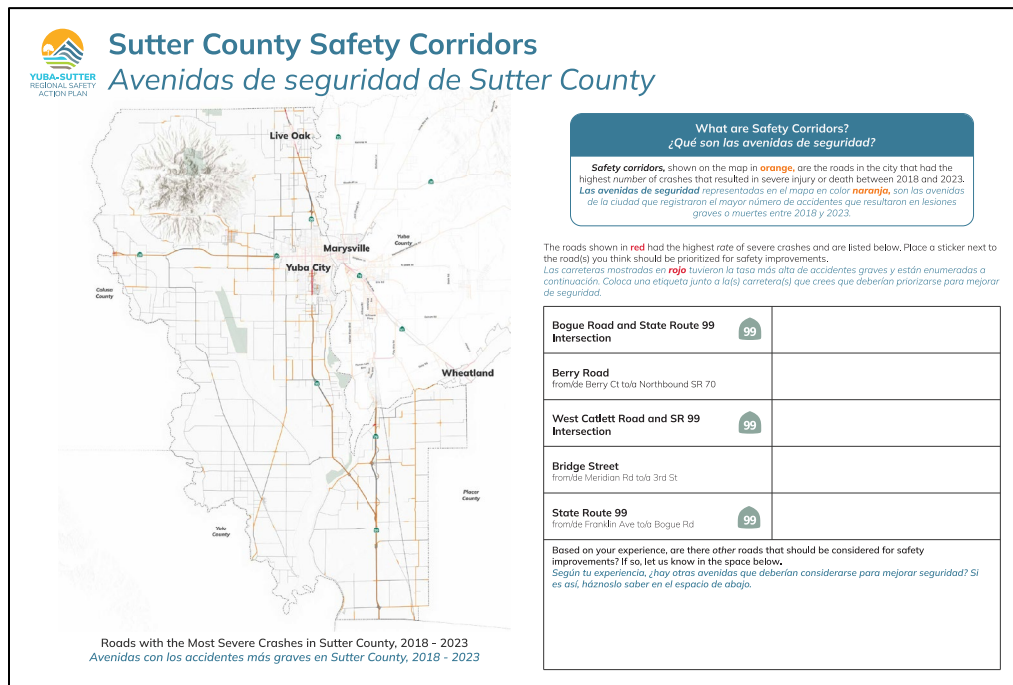


Wheatland Boards & Feedback:



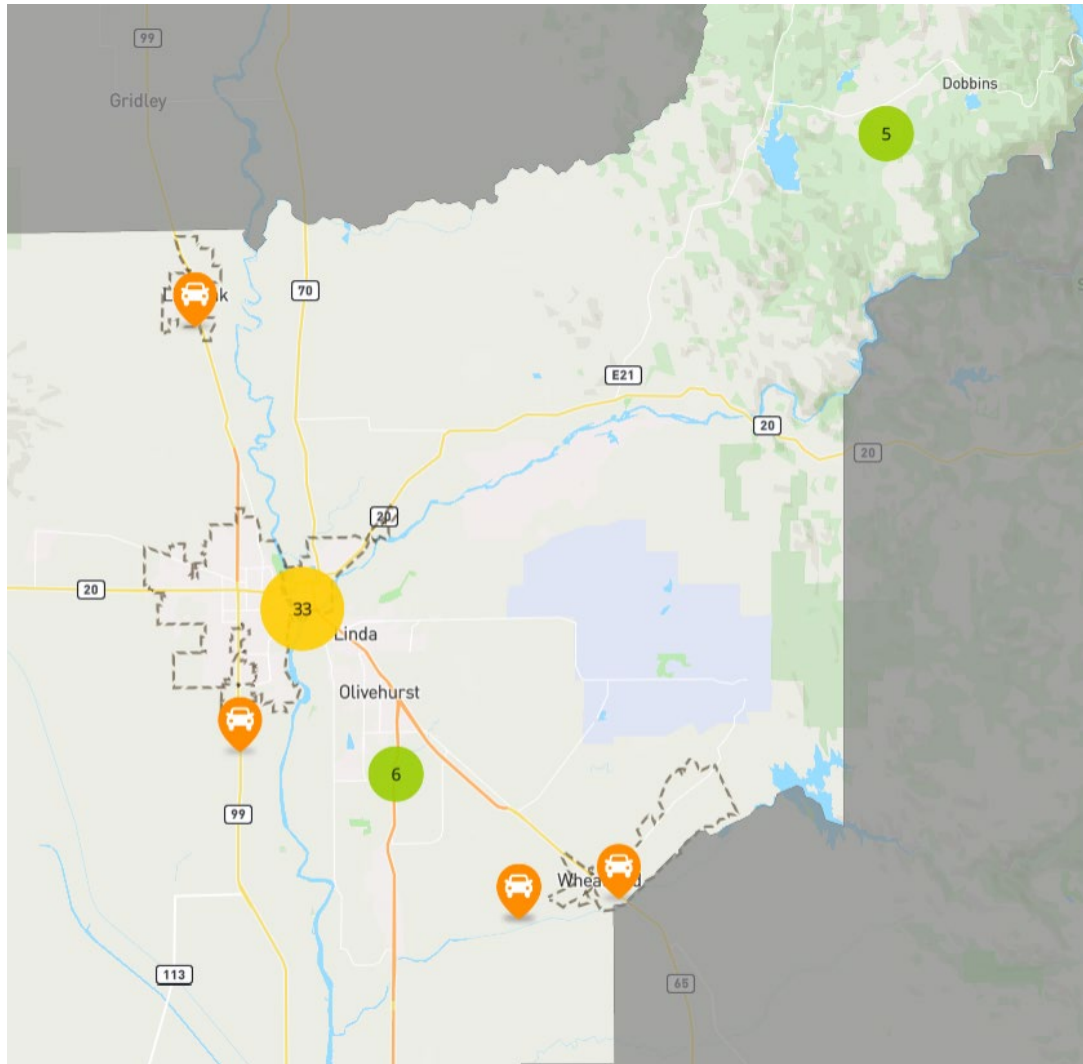


Sutter County Boards & Feedback:



Interactive Web Map

SOCIAL PINPOINT



Add Marker



Category Required

Select a category ▼

Select a category

Biking Safety

Walking Safety

Driving Safety

Add Marker



Category Required

Biking Safety ▼

Comment on Biking Safety

Comment Required

Do you feel unsafe travelling at this location?
Have you seen a crash or near-miss?

PUBLIC

You have 1,000 characters left

Screen name

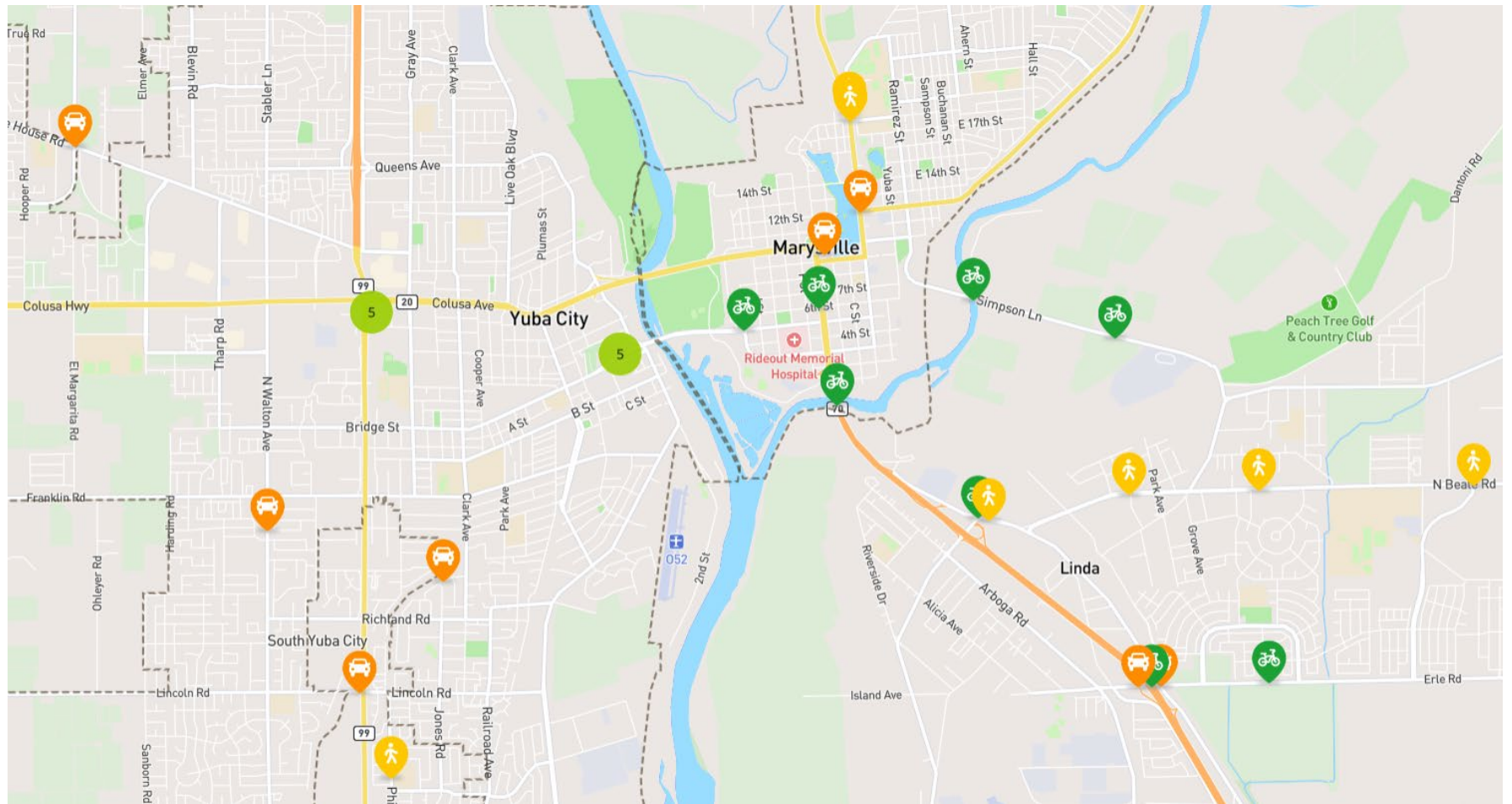
PUBLIC

Email (optional)

PRIVATE

Cancel

Submit



Biking Safety Comments

Nearest Address	Comment	Screen name
1130 North Beale Road, Linda	This entire area is unsafe for bikes and peds. Bike infrastructure is unprotected and poorly delineated. Signal crossings are poorly marked, timed, poor lighting, and poor beg buttons. The traffic is heavy here and there needs to be much more signs, beacons, and protected intersections.	YABA
1800 Erle Road, Linda	Erle Road is unsafe for bicycles and pedestrians due to the 55mph+ speeds and commercial truck traffic traveling at 55mph+. There is no clear recovery zone for the established speed and the bike lane is undesignated and has no clear delineation, protection, or buffer zone.	YABA
1548 Erle Road, Linda	Bicycles traveling between the retail center near Walmart and the Edgewater subdivision along Erle Road face several problems and risks. Erle Road does not have bi-directional bike lanes but instead routes all bike traffic along the north side of the road. The speed limit on Erle Rd is 55+ mph and a designated commercial truck route. The bike lane has no delineation as a bike lane, no safety features such as barriers or buffers. It is actually a shoulder all the way to the Erle Rd overcrossing where it ends. Vehicles use the shoulder as a turn lane onto Lindhurst Avenue northbound. Coming Southbound from Lindhurst, cyclists must share the left turn lane with motorists to go eastbound on Erle Rd from the overcrossing. This keeps cyclists going with the flow of traffic but there are no bicycle delineations, markings, designated areas, or guidance to help motorists understand the road is shared.	YABA
1012 5th Street, Marysville	Bicycles traveling in both directions are forced onto the sidewalk here. This is unsafe for several reasons due to lack of markings, signs, space, and speed differentials. Eastbound cyclists are dumped into J Street going the wrong way off of a sidewalk into right turning southbound traffic, which results in collisions between right turning vehicles and eastbound bicycles.	YABA
468 Bridge Street, Yuba City	Eastbound and westbound traffic at Plumas St are traveling at a higher rate of speed than the 85th percentile because of the perceived speed of the facility over the 5th Street bridge. There have been KSI's at this intersection to include a serious (SI) of a minor child who was walking her bicycle. There is no traffic calming coming off the bridge.	YABA
248 Bridge Street, Yuba City	I was eastbound (against traffic) on my bike because this is the only bike lane connecting to an eastbound crossing of the 5th St bridge. At this curve I was nearly hit head-on by a Yuba City Fire Engine that was driving over the limit line in the bicycle lane. Had I not been paying attention and not moved to the curb I would have been (probably) fatally hit. The driver was not paying attention. The fire engine was not speeding or driving to an emergency. It was simply in the bike lane. There are no barriers for this bike lane but there should be.	
635 Sutter Street, Yuba City	Southbound Sutter St after coming off of the 5th Street Bridge is an unsafe merge into traffic without a bicycle lane on Sutter Street.	YABA

Nearest Address	Comment	Screen name
641 Sutter Street, Yuba City	This intersection is an unsafe cluster/diversion for cyclists after being routed off the bridge. Cyclists changing direction to northbound from an westbound crossing are forced to cross traffic on the wrong side, against the flow of vehicle traffic where there is no designated bike lane northbound on Sutter Street. To continue westbound, cyclists must transition to an unprotected bike lane on 5th street that ends at Shasta Street.	
639 Sutter Street, Yuba City	5th Street Bridge forces bicycles off of 5th Street and relegates them to one side of the bridge for both directions without a safe protected way to continue on 5th Street even though there is a designated bike lane.	YABA
1112 Simpson Lane, Linda	Simpson Lane overcrossing is the only "local (county)" connecting road to Marysville from Linda and the residential areas south of the Yuba River. The only other crossing is at E Street Bridge where Caltrans has provided no safe route. Simpson Lane is a high speed (55 mph +) two-lane commercial truck route facility with inadequate clear recovery, zero traffic controls, zero designated bike or ped facility, and zero lighting or passive speed control signs. This facility is dangerous for all users, especially bicycle and pedestrians trying to access Marysville services.	YABA
505 6th Street, Marysville	6th Street between Yuba Street and J Street is a designated bicycle boulevard. The entire road is shared with bicycles. There are not enough signs and sharrows telling motorists to slow down and to share this road.	YABA
California Highway 70, Linda	There is no designated bicycle lane into Marysville from Linda/Olivehurst. SR70 crossing is completely deficient in bike/ped facilities. Many many bike/ped crossings per day, including motorized wheelchairs within 1-2 feet proximity of high speed semi truck and vehicle traffic on one side and a 30" high rail barrier over the side of the bridge. No lighting, no connectivity for bike/ped/rolling users. No ADA, no signs, no beacons, no safety barriers. Bridge walkway is only 38" wide.	YABA
1277 Simpson Lane, Linda	Very unsafe due to high speed truck and vehicle traffic 60mph and no barrier protection in the clear recovery zone which serves as unofficial bike and ped lane, no lighting, no signs, no delineation, no beacons or traffic calming, no ped crossings, and highway speeds in very close proximity to bicycle traffic. Simpson Lane is the only river crossing into Marysville beside the State Highway at E Street. I ride Simpson Lane and have had several very close calls.	zerovmt
1222 Colusa Avenue, Yuba City	No hay suficiente espacio en las calles principales para bicicletas, hace falta un carril específico para ciclistas.	Lisa

Walking Safety Comments

Nearest Address	Comment	Screen name
1526 McGowan Parkway, Arboga	I propose to build a sidewalk to be able to walk from the gas station to the Mac Gowan park so people who needs to take the public bus at the bus station can walk safely.	Walking safely
Arboga Road, Olivehurst	Speed Limit on Arboga Rd between McGowan Pkwy and Ella Ave is currently 55 mph. There is a stop sign at McGowan and a stop sign at Ella. There are six crosswalks and four left turn options in this stretch of road. Speed limit is excessive (but may have been appropriate in the past before housing developments were built). Many drivers seem to drive about 45 mph. Suggestion: reduce speed limit to 45 mph.	Michael Scully-Linder
1148 North Beale Road, Linda	Bike and Peds are at risk in this entire area. Poor lighting, poor signalized intersections, poor delineated markings, lack of signage and beaconized crossings, etc. Very high risk area.	YABA
1830 B Street, Marysville	There have been KSI's here involving students due to the amount and high speeds of state highway traffic. There are not enough traffic calming measures in the school zone. Caltrans Binny Junction project build alternative did not adequately address the KSI's and preventative measures. Caltrans proposes to increase the speed limit to 45mph here.	YABA
12913 Rices Crossing Road, Oregon House	I propose to build a sidewalk to be able to walk from the gas station to the Mac Gowan park so people who needs to take the public bus at the bus station can walk safely.	Walking safely
13857 Phoenix Ave, Oregon House	Concerning the section of Rices Crossing Road south of Rices Texas Hill Road: There is no pedestrian lane, nor space for pedestrians, on this section. Could there be better signage to warn drivers, and/or post a speed limit?	Rodney Carter
9872 Texas Hill Road, Oregon House	Need an oval walking track so the community has some where safe to walk. We have the space - 5 acres of community space available	Margaret Fowler
1429 Phillips Road, Yuba City	This is a public K-10 school it needs a well established walking path	Margaret Fowler
1830 B Street, Marysville	Crosswalk for children in front of elementary	Bshackle
1222 Colusa Avenue, Yuba City	Marysville Charter kids cross this intersection of a busy highway to go to the center across the street to use as a gym since their school does not have one. I worry how fast people drive on this highway that a kid may get hit. Is there anyway we can make this safer for kids who cross multiple times a day.	Sal
1830 North Beale Road, Linda	The neighborhood is not well lit at all. Very unsafe for walks in the evening. In addition there has been several car break in as well as thefts and with proper lighting some of these crimes would not occur as lighting would be a deterrent.	E.McKnight
1500 North Beale Road, Linda	A flashing beacon here will really help getting vehicles to stop and allow me to cross and get to nearby stores across the street.	JG

Nearest Address	Comment	Screen name
2371 North Beale Road, Marysville	I feel a flashing beacon here will help me and others cross N. Beale Rd from the apartments and other homes to the nearby plaza.	Resident X
3120 Forty Mile Road, Wheatland	The intersection of N. Beale Rd and Goldfields Pkwy is really dark. I feel unsafe walking when its dark out. I would like to suggest lighting at the intersection and along N. Beale Rd.	Resident X
1526 McGowan Parkway, Arboga	I have often seen pedestrians walking on the east side of Forty Mile Rd when there is a concert at the Toyota Amphitheatre. To avoid parking at the Amphitheatre, concert-goers will park at the Hard Rock Cafe and walk. After the concert seems really unsafe considering the lack of lighting.	Mr. W

Walking Safety Comments

Nearest Address	Comment	Screen name
9201c Larkin Road, Live Oak, California 95953, United States	Cars often drive dangerously beyond the 35 speed limit here, especially when coming northbound into Live Oak on Larkin. There is a speed limit change from 55 to 35mph a little before the River Valley nursing home, but most are going over 55 and continue to go that speed past the nursing home. There is a lot of traffic coming in and out of the nursing home parking lot and speeding on Larkin makes this area very dangerous. I have also seen wreckless speeders crash into the backs of cars that have slowed down or stopped on the road waiting to turn into the homes on Larkin. There are a couple of speed change warning signs and a radar warning, but it seems nobody cares. Maybe a slight speed bump and flashing lights could help?	
1764 Tierra Buena Road, Yuba City	Drivers do a rolling stop or at times not stop at all.	
California Highway 65, Wheatland	The bottlenecked traffic that has to get through Wheatland is a safety concern. All of the new homes/apartments =more traffic. In the event of an emergency there is NO way to safely get out. There's not even passing lanes. Stop being greedy and find a way to re-route the 65 or add lanes.	A concerned Wheatland citizen
126 12th Street, Marysville	There is heavy traffic congestion in this area between 07:20 am – 07:45 am. Typically, most people turning left onto B ST, from 12th ST, also need to quickly merge for the upcoming turn on 9th ST. There are merging issues and this contributes to the growing traffic on B ST.	Brittney
3986 Wheatland Road, Wheatland	Big dip in the road. This has gotten worse and worse over the last couple years. Even traveling at posted speed limit this dip is cause for concern. Please look into repairing it.	Darren
985 Hillcrest Avenue, Yuba City	Yuba City Hwy 20 at Shasta St intersection, median divide the visibility is extremely poor and very low height.	Jo
1222 Colusa Avenue, Yuba City	Queens Ave overpass, 2 stoplights cause bottleneck traffic during peak commute hours. This endangers traffic on northbound West Onstott Rd and also the kids E-Learning access On Queens Ave	Jo
425 9th Street, Marysville	Speed bumps need reflective because they are hard to see	Mark Hubble
13623 Rices Crossing Road, Oregon House	There have been several crashes at the intersection of Marysville Road and Rices Crossing Road, some fatal. I was involved in one of them. Visibility is poor on both approaches to the intersection. The traffic can be heavy. Some drivers approach the intersection at speeds in excess of 55 miles per hour. The speed limit isn't posted there, so drivers can assume it is still 55 miles per hour, as it is on both approaches to the intersection. A few seconds of inattention can therefore result in a violent collision at the intersection. Such collisions have occurred a number of times.	Henry Knapp
231 South Walton Avenue, Yuba City	There needs to be a turn lane here. Traffic backs up excessively when drivers try to make a left turn into the Berkshire neighborhood. Often times its a full stop in traffic nearly causing collisions.	Anonymous

Nearest Address	Comment	Screen name
1289 Lincoln Road, Yuba City	Left turn lane is not long enough. Cars often miss the signal due to access to the turn lane being blocked. This has resulted in cars using the oncoming traffic lane as a way to bypass traffic that is going straight. I have seen collisions happen here because of this.	Anonymous
Pasado Road, Olivehurst	Need to add traffic lights, its almost impossible to turn left on Erle Rd. due to ongoing traffic..	
Plumas Arboga Road, Arboga	So many accidents at this intersection. Needs a light or lighted stop signs immediately	
3992 Wheatland Road, Wheatland	Seems like a pipe or culvert is broke and the road has settled. Big drop in the road that has continually gotten worse.	Ashley Ferreira
1649 Broadway Road, Arboga	Trying to navigate through this area during school drop offs & pickup times. The road gets blocked in several directions. Many local residents can not even leave their homes during school hours.	carrway
12510 Rices Crossing Road, Oregon House	"Rices Crossing is narrow in places, and people have run off the side of the road. The biggest concern, however, is emergency egress in case of a wildfire. As a Director of the Dobbins/Oregon House Fire Protection District, I anticipate that emergency egress issues will severely impact the ability of the Fire district to respond to an emergency. See this link for a compilation of letters sent to Yuba County about Rices Crossing Road: https://foothillwatercoalition.org/records/links/24-12-30_wf_letters.html	Charles Sharp
1222 Colusa Avenue, Yuba City	Hay demaciados carros en esta pequeña ciudad. Deberia haber mas transporte publico	Hilda
1548 Erle Road, Linda	North bound cars here often make their own lane to make a right turn on to Erle Rd. New striping is necessary also see a lot of kids on bikes on the road on Lindhurst Ave	Private
1222 Colusa Avenue, Yuba City	Recorrer la pequeña ciudad de Yuba es todo un reto y toma demaciado tiempo. Hay demaciados semaforos, las glorieta creio pueden ser mejor opcion para las calles principales en vez de tanta luz. De igual manera en zonas residenciales puede funcionar mejor Stop signs y detectores de velocidad en diferentes zonas.	Lisa
1311 Oswald Road, Yuba City	I have seen many many crash's and also have been a victim of a crash right in the section of the road. People travel way to fast and many have been killed her due to traffic accidents. They're should be a light here.	
1991 McGowan Parkway, Olivehurst	Crash happened on December 25, 2024. unknown cause however it was a two car collision. This is a four way stop intersection and can sometimes be challenging when school ends for the day and traffic piles up with kids walking home after school.	Olivehurst Resident