



Sutter’s Landing Regional Park Access Trail

Summary of Survey Results

March 2025

Survey Overview

To gain public input about the design of a new American with Disabilities Act (ADA) river access trail within Sutter’s Landing Regional Park, the City of Sacramento conducted an online survey in February of 2025. Translation services were available upon request per Title VI requirements. The survey was distributed to a comprehensive database of disability advocates and organizations, regional community groups, local neighborhood associations, and an e-mail list of individuals who previously expressed interest in the Two Rivers Trail project and Sutter’s Landing Regional Park. A total of 337 individual contacts received the survey directly, and it was also shared via the City of Sacramento’s online newsletter *The City Express*. City Council Districts were also provided the survey and many shared with their constituents via social media and e-newsletters. A total of 180 responses were submitted.

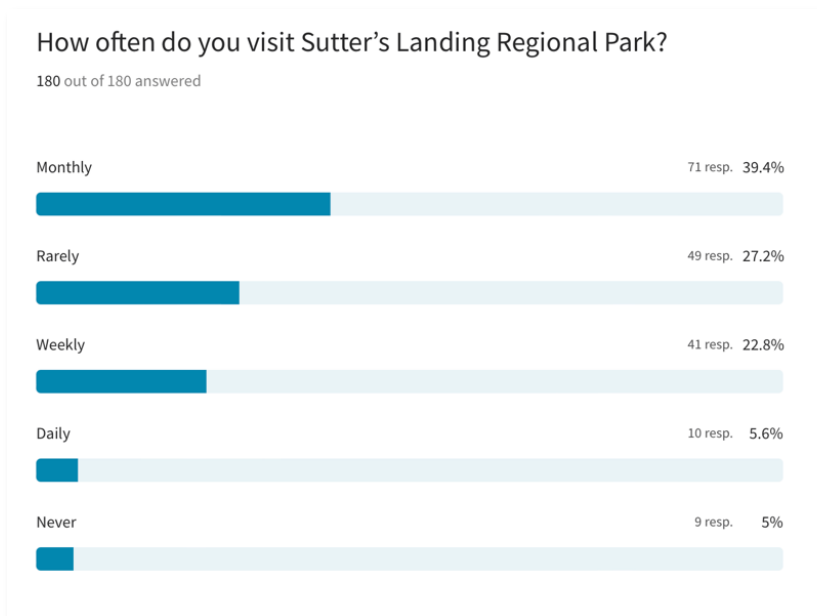
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Use of Sutter’s Landing Regional Park

In terms of **use of Sutter’s Landing Regional Park**, 39.4% of respondents say they use it at least monthly, 27.2% use it rarely, 22.8% use it weekly, 5.6% use it daily, and 5% never use it.



Those respondents who shared that they “rarely” or “never” visit Sutter’s Landing Regional Park were asked to share, in an open-ended response, reasons for not visiting. Among the varied responses, reasons that rose to the top included: unhoused populations, overall safety and cleanliness, trail accessibility, distance from home, and lack of awareness of the park and its amenities. The responses are provided verbatim in the table below.

Q: If you never visit or rarely visit Sutter’s Landing Regional Park, what are some of the reasons for not visiting?	
<p>Responses about cleanliness, safety, and presence of unhoused populations:</p> <ul style="list-style-type: none"> • <i>Too many homeless people, not clean or safe</i> • <i>Too many homeless along that section of river</i> • <i>Homeless population, litter</i> • <i>homeless</i> • <i>Trash, homeless, danger to walkers and bikers</i> • <i>Doesn’t feel safe</i> • <i>homeless encampments</i> • <i>safety concerns</i> • <i>seems unsafe</i> • <i>Lack of cleanliness and safety</i> • <i>The river front parks don’t feel safe</i> • <i>Undeveloped state. Unhoused citizens</i> 	<p>Responses about accessibility:</p> <ul style="list-style-type: none"> • <i>No easy access by bike trail</i> • <i>Access</i> • <i>Difficult to access</i> • <i>Didn’t know how to access it</i> • <i>I use a scooter and can’t get off the parking area to do anything.</i> • <i>It’s not accessible</i> • <i>Lack of accessibility</i>

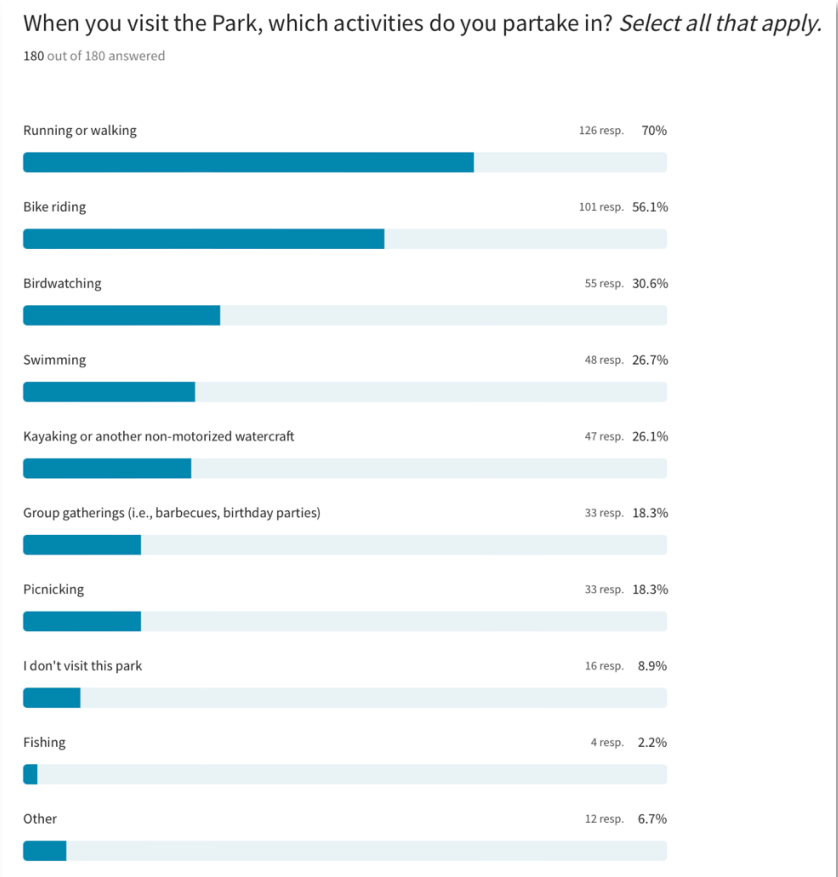
Q: If you never visit or rarely visit Sutter’s Landing Regional Park, what are some of the reasons for not visiting? *Continued from previous page.*

<p>Responses about distance from home:</p> <ul style="list-style-type: none"> • <i>Too far from my house</i> • <i>It's not particularly close by for me. Sometimes it has more of a party vibe a little less kid friendly towards the afternoon/evening</i> • <i>I do not live in close proximity to the park.</i> • <i>Distance</i> • <i>Distance</i> • <i>distance from my home</i> • <i>Not close to Elk Grove. Not familiar with what it has to offer.</i> • <i>Live outside of Sacramento but work in East Sac. It has to do with proximity.</i> • <i>Don't live nearby</i> • <i>I do not live close by</i> • <i>I live in Davis</i> • <i>Distance from my home</i> • <i>I live in South Natomas, but work near Sutter's Landing. I typically go to a park near my home, but will go to Sutter's Landing after work occasionally.</i> 	<p>Responses about awareness or interest in this park:</p> <ul style="list-style-type: none"> • <i>Was not aware</i> • <i>Lack of familiarity; Farther from home</i> • <i>Unaware</i> • <i>Not a priority.</i> • <i>not a destination</i> • <i>not interested</i> • <i>Not a place I'm interested in visiting</i> • <i>not very appealing</i> • <i>just never did</i>
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<p>Other reasons given for not visiting Sutter’s Landing Regional Park:</p> <ul style="list-style-type: none"> • <i>Insufficient shade coverage when walking there</i> • <i>Have to navigate downtown.</i> • <i>other commitments. when i go to the river, sutter's landing regional park is one i prefer to go to.</i> • <i>Steep hill</i> • <i>Area is not as high quality as others in the region</i> • <i>Weather/seasonal</i> • <i>Off leash dogs</i> • <i>We visit a few times a year to go kayaking. We just don't get out as much as we should.</i> • <i>I go around to a lot of different places, I like variety.</i> • <i>Just ride my bike thru the area. Do not use dog park.</i> • <i>Nothing special about the park</i> • <i>Not running on the ARP at this time</i> • <i>Not connected with other trails, rough gravel trail a little sketchy area</i>
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The **most frequent activities** of those who use the Park are running or walking (70%), bike riding (56.1%) or birdwatching (30.6%). See additional responses in the chart to the right.



Those who responded with “other” primarily cited the use of the dog park or activities with their dogs as an activity they partake in when visiting the Park. Others reported activities such as photography, group runs/races or enjoying nature. Raw data captured from the open-ended responses to “other” activities is provided in the table on the following page.

Q: If you selected "other" in the previous question, can you share what additional activities you partake in at Sutter's Landing Regional Park?

Responses related to the dog park or dog activities:

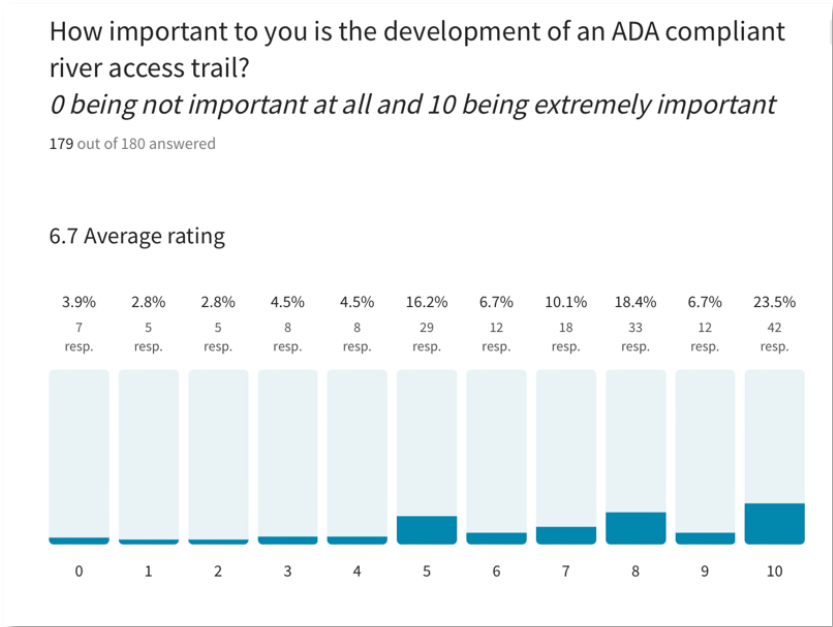
- Dog Park
- Dog park
- dog park
- DOG PARK BECAUSE REST IS TOO TREACHEROUS
- Taking my dog to swim
- Dog walking
- dog walk
- Dog park
- Dog walking
- dog park
- going to the dog park
- Take my dog swimming
- Dog walking
- Taking my dog to swim
- Dog Walking
- I take our dogs to the dog park. I would love to go to the river, but getting down is too dangerous for me to navigate.
- Going to the dog park, just wish it had more grass. It get's hot there in the summertime.
- Take dog out for walk
- I bring my dog to the dog park regularly. He sometimes catches fleas there.
- Playing in the river with my dogs

Other responses:

- Holiday Classic 5K
- Running on the trail
- Hiking in my wheelchair
- Wading and sand play with kids
- Photography
- appreciation of the habitat
- Trying to relax and observe nature I take people on tours of the park's natural areas.
- Group run meets
- Need more seating along the bike trail for low muscle tone individuals. Maybe a call box
- Looking at plant and other wildlife, admiring the American River
- There is an annual 5K, the Holiday Classic that Fleet Feet puts on to promote the Salvation Army toy drive.
- Running on the bike trail
- River Clean-Ups
- Hiking in my wheelchair using Freedom Trax
- Walking
- Park clean-up activities
- Nature journaling
- Bike and run
- Kids sand play
- Photography
- Photography
- Toes in the water, cold beer in my hand

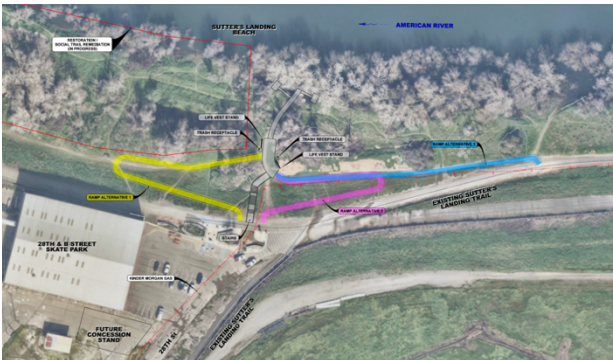
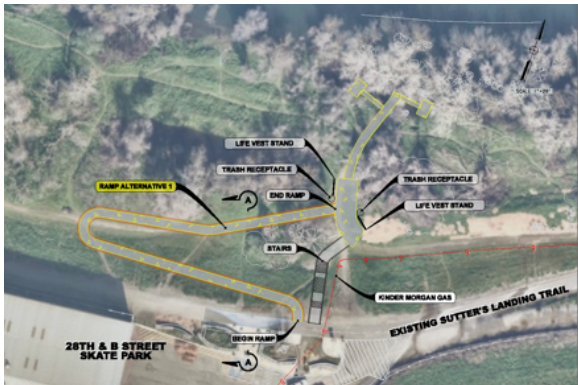




Respondents give the **importance of developing an ADA compliant river access trail at Sutter’s Landing Regional Park an average rating of 6.7** (on a scale of 0 to 10, with 10 being “extremely important”).



Alternatives Rankings

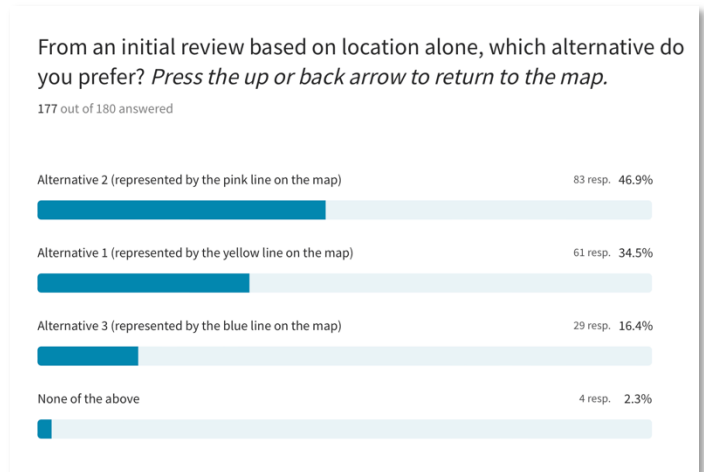
Respondents were shown the following graphics, then asked to rank their preferred access route alternative with no additional information. In the initial ranking of alternatives, **46.9% selected Alternative 2 (represented by the pink line)**. However, after being presented with additional background and context on each alternative and reviewing the maps a second time, the **top choice shifted to Alternative 1, with 59.6% respondents of selecting this alternative after reviewing additional information.**

Exhibit A: Overview of Alternatives	Exhibit B: Alternative 1
 <p>An aerial map showing the project area with various colored lines representing different access route alternatives. Labels include 'SUTTER'S LANDING BEACH', 'AMERICAN RIVER', '28TH & B STREET SKATE PARK', 'EXISTING SUTTER'S LANDING TRAIL', and 'CANYON TRAIL'. A yellow line represents Ramp Alternative 1, a pink line represents Ramp Alternative 2, and a blue line represents Ramp Alternative 3.</p>	 <p>A detailed aerial map of Alternative 1, highlighted in yellow. It shows the path from the '28TH & B STREET SKATE PARK' through 'SUTTER'S LANDING BEACH' and 'EXISTING SUTTER'S LANDING TRAIL'. Key features labeled include 'LIFE VEST STAND', 'TRASH RECEPTACLE', 'END RAMP', 'STAIRS', 'KINDER MORGAN GAS', and 'WOOD RAMP'. A north arrow and 'SCALE 1:1000' are also present.</p>
Exhibit C: Alternative 2	Exhibit D: Alternative 3
 <p>A detailed aerial map of Alternative 2, highlighted in pink. It shows the path from the '28TH & B STREET SKATE PARK' through 'SUTTER'S LANDING BEACH' and 'EXISTING SUTTER'S LANDING TRAIL'. Key features labeled include 'LIFE VEST STAND', 'TRASH RECEPTACLE', 'END RAMP', 'STAIRS', 'KINDER MORGAN GAS', and 'WOOD RAMP'. A north arrow and 'SCALE 1:1000' are also present.</p>	 <p>A detailed aerial map of Alternative 3, highlighted in blue. It shows the path from the '28TH & B STREET SKATE PARK' through 'SUTTER'S LANDING BEACH' and 'EXISTING SUTTER'S LANDING TRAIL'. Key features labeled include 'LIFE VEST STAND', 'TRASH RECEPTACLE', 'END RAMP', 'STAIRS', 'KINDER MORGAN GAS', and 'WOOD RAMP'. A north arrow and 'SCALE 1:1000' are also present. An inset image shows a perspective view of a wooden ramp structure.</p>



When presented with the maps with no additional information or context:

- **46.9% selected Alternative 2 (represented by the pink line)**
- 34.5% selected Alternative 1 (represented by the yellow line)
- 16.4% selected Alternative 3 (represented by the blue line)
- Less than 3% selected “none of the above”



Those who selected “none of the above” were asked to provide an open-ended response sharing more information about the reasoning. Only the following responses were submitted:

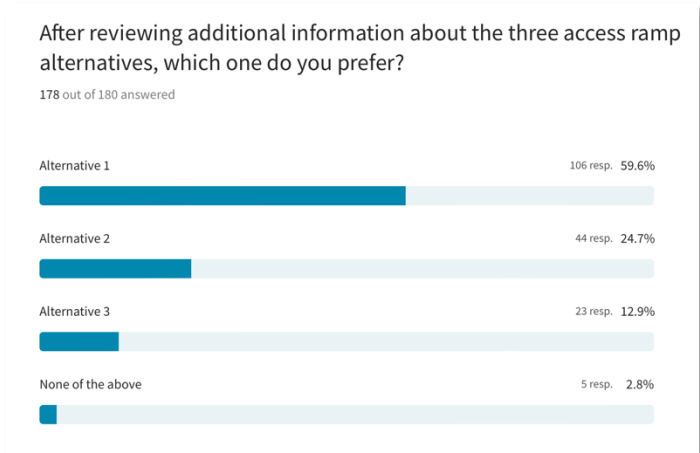
- *Continue the bike trail toward downtown on the levee or under the ramp access or across the entry to the ramp.*
- *I don't see any access from parking lot to any of the trails. So I wouldn't be able to use any of them. #2 looks the shortest in distance, so if I could get to the trail head that would be my preference.*
- *They look reasonably equal from my point of view. I don't require an ADA ramp so I'm not sure what qualities set them apart. I am very familiar with just walking down the bank to the river at that point, where my dog likes to swim in the warmer months*
- *I don't feel river access is a priority here, rather a continuous bike trail along the south side of the river is. This is a dangerous section of river, and accessibility will lead to more harm than good.*



Alternatives Review and Additional Rankings

After an initial review of the alternatives, respondents were provided additional details regarding each alternative and asked to rank them a second time. With the additional information presented, respondents shifted their preference to Alternative 1.

- **59.6% selected Alternative 1**
- 24.7% selected Alternative 2
- 12.9% selected Alternative 3
- Still less than 3% selected “none of the above”



Those who selected “none of the above” after a more in-depth review of each alternative were again asked to provide an open-ended response sharing more information about the reasoning. Only the following responses were submitted:

- *All of these options are over-engineered*
- *It's late. Same same*
- *Now I'm wondering why the plan isn't to provide river access at the point that option 3 starts. I.e. at the bottom of the existing ramp*
- *These funds should be used for bike trail connectivity, not access to a dangerous section of river.*



The additional details shared for each alternative within the survey are provided below:

Alternative 1 (Represented by the Pink Line)	
<p>Alternative 1 Features:</p> <ul style="list-style-type: none"> • Concrete, ADA compliant ramp from the existing trail near the skate park parking lot down to the base of the levee (ramp traverses the levee face toward the west). • Concrete landing area with access to trash cans and life vest receptacles. • Concrete trail that continues toward the water and provides access to seating areas. • Staircase that could include kayak rollers. 	<p>Alternative 1 Considerations:</p> <ul style="list-style-type: none"> • Provides close access to ramp/stairs from the parking lot. • Avoids trees and elderberry shrubs at the base of the levee. • Avoids a Kinder Morgan gas line. • Oriented in the downstream direction with respect to American River flows. • The Central Valley Flood Protection Board prefers this orientation from a hydraulic standpoint. • Requires additional fill in the floodplain; the Central Valley Flood Protection Board would need to provide approval.
Alternative 2 (Represented by the Yellow Line)	
<p>Alternative 2 Features:</p> <ul style="list-style-type: none"> • Concrete, ADA compliant ramp from the existing trail near the skate park parking lot down to the base of the levee (Alternative 2 traverses the levee face toward the east). • Concrete landing area with access to trash cans and life vest receptacles. • Concrete trail that continues toward the water and provides access to seating areas. • Staircase that could include kayak rollers. 	<p>Alternative 2 Considerations:</p> <ul style="list-style-type: none"> • Provides close access to the ramps/stairs from the parking lot. • Avoids trees and elderberry shrubs at the base of the levee. • Crosses a Kinder Morgan gas line, presenting a utility conflict. • Requires additional fill in the floodplain; the Central Valley Flood Protection Board would need to provide approval.
Alternative 3 (Represented by the Blue Line)	
<p>Alternative 3 Features:</p> <ul style="list-style-type: none"> • Concrete, ADA compliant ramp that begins along the Two Rivers Trail approximately 500 feet east of the skate park parking lot (alignment is along an existing, informal maintenance access road). • Concrete landing area with access to trash cans and life vest receptacles. • Concrete trail that continues toward the water and provides access to seating areas. • Staircase that could include kayak roller 	<p>Alternative 3 Considerations:</p> <ul style="list-style-type: none"> • Requires the least additional fill in the floodplain since it follows the existing mild grades of the maintenance road. • Has the least impact to hydraulics. • Requires users to walk 500 feet out of direction to access the ramp. • Impacts trees and elderberry shrubs at the base of the levee. • Immediately adjacent to a Kinder Morgan gas line.



Additional Comments About the Project

To close out the survey, respondents were asked if they had additional comments to share. The following verbatim responses, categorized by topic, were provided.

Regarding alternatives:

- *Option #2 clearly offers additional benefits worth considering. Notably, it fosters a greater sense of security by reducing isolation from other park visitors, a contrast to option #1. Furthermore, unlike option #3, it avoids the safety risks associated with shared bike trail usage. This prevents potential collisions and overcrowding caused by the convergence of ADA users, pedestrians, cyclists, and electric cycle/scooter traffic."*
- *I prefer alternative 1 and 2. 3 is too far to walk when carrying paddle boards or other heavy objects.*
- *not disturbing existing tree's or include plans to replant native tree's in nearby areas. Options 1 and 2 keep path closer to the stairs.*
- *Users should not have to use the existing two rivers trail to access a ramp. Not only is this out of the way, but it will be dangerous to use this path considering bikers also use it. Please do not choose the 3rd ramp option. It's unsafe, inconvenient, and does not center the needs of the disables community.*
- *Alternative 1 or 2 are preferred. Alternative 3 is very indirect.*
- *Options 1 & 2 are equally attractive. Option 3 in infeasible and would never be used. Perhaps off topic but dog control is another significant issue. Design might include designated area for on-leash dogs. Off leash dogs are nuisance in that area. We load / offload paddle boards and canoes through Sutter's Landing during summer months. We also run the trail frequently out and back from River Park. Thanks for asking. Survey is well-designed.*
- *A makes the most sense. B and C would present a hazard with the possibility of runners or cyclists colliding with a handicapped pedestrian who cannot move as quickly as they might need to avoid a runner or cyclist moving at a faster rate of speed and or possibly distracted by their phone or who knows what.*
- *would prefer an option if possible that combines 1 and 3 - least impact on hydraulics with no impact to shrubs and trees. not sure if that is possible. how can the board prefer number 1 if least impact on hydraulics is number 3?*
- *Thank you for providing alternatives 1 and 2 that don't require cutting trees or removing elderberry bushes. Close call between these two. I prefer #2 but #1 looks ok as well. The City should evaluate a non-paved alternative from near the base of the level to the river. Please also provide more information about the sitting areas as they should not alter the natural feeling in this area. The beach area should not be paved and no structure should be built into the water. The City should build into the grant the purchase of two beach accessible wheel chairs that could be checked out at the new ranger/concession building.*
- *Alternative 3, while least impactful, does not represent inclusive design. Therefore, Alternative 1 appears to be the most inclusive with minimal air impacts and is my preferred choice.*
- *These options have minimal differences; seem hardly worth considering the optimum; option 3 is most likely the least costly*



- *Despite the obstacles to each ramp proposal, the most important thing to consider is which option people would utilize the most. No point in building something that's not useful for it's intended community or has additional barriers to usage over other options. Hurdles during construction are temporary; the final product will be permanent.*
- *Alternative A looks like it would have the easiest grade for the ramp.*
- *Consider the width of the path. Things like Kayaks w/ wheels or paddle boards can be big. A narrow path makes travel hard. TY For the trash receptacle down there, thats huge! PS: Alt 3 is less ideal due to the LONG length and startpoint farther from the parking lot making it less known.*
- *I like how accessible the ramp is from the parking lot in alternative 1, this would be the best experience for those who need it.*
- *Option 3 is likely to be under utilized since it is out of the way. Kayakers and other users are likely to use/create use trails to shortcut.*
- *The Alternative 1 states there will be no wildlife areas impacted ,but on the map you can see clearly it's the one that cuts through all the green areas. The Alternative 3 on the map looks like the least wildlife impact, but it states that it will affect trees and shrubs at the end??My vote is for the least environmental impact option. Or unfortunately no option at all. There is that dirt road already there. Why not just put an ADA access in an ALREADY developed area? Impacting nothing?*
- *Do the least cost option (3). Spend the money on other improvements. Any concrete in the floodplain that close to the river will have a short life and will likely not be ada compliant in a few seasons. The trail is a ramp, use it. Do not destroy the running trails. They are not social trails. They are running trails used by runners, walkers, and families with children. Despite some people's best dreams and honest efforts, this will not be a habitat restoration site long term. Plant big oak trees everywhere.*
- *Alternative 2 provides most options, is shorter distance, and is more visible from parking lot.*
- *Anything that does not endanger the public by going over a gas line would also be helpful.*
- *1 and 2 seem comparable. 3 would not be a significant improvement above existing conditions. 2 seems more cost effective vs 1.*
- *Least impact and cheapest seems best use. Hopefully this isn't an excuse to limit recreational area*
- *Least impact on environment*
- *Avoiding elderberry and sensitive natural communities is important. The extra fill within the floodplain is mostly the levee and already disturbed habitat - hard to tell in the images what the elevation is.*
- *Anything that will make the river area more accessible will be fabulous even if it's not my chosen alternative.*
- *Why are the answers multiple choice when this is a survey with only one right answer? The gas line for choice two was not shown until after the question was answered.*
- *The option most likely to get it approved and done, and sooner, is best - IF - the flora can be protected/restored.*
- *Did you consider an alignment along the original access path that was built when the park first opened? It's similar to #3 but continues in the westwardly direction once you get off the levee.*
- *Want to protect the trees, make the concrete footprint less... with option 3 people are just going to walk down anyway, they won't take the long way, degrading the plant life*



- *I encourage you all to use the lowest impact alternative and avoid addictions that do not improve accessibility for folks with limited mobility. The kayak rollers will only benefit affluent able bodied people. It's disingenuous to include them in an ADA project*
- *The alternative that is ADA compliant and be completed as expeditiously as possible should be selected. The bike trail project is notoriously behind schedule already. Resources should not be diverted that make that project take longer.*
- *Try to select the option that keeps the budget within the size of the obtained grant*

Suggestions for additional amenities or trail features:

- *More trash cans in more locations would be great*
- *Separate pedestrian paths from bicycle paths*
- *Needs to be well shaded, through trees or man-made structures.*
- *I hope that alot of this money is spent on habitat restoration.*
- *Please do not create more unnecessary concrete then you need to reduce heat Island effect. Restrict parking to the maximum extent possible.*
- *I need a ramp (walk with a cane) all the way down to the water.*
- *off leash dog area*
- *Add outdoor exercise station, pull up bars and dip bars*
- *Add kiosk for kayak/paddle board rental*
- *If this is done it MUST include the kayak rollers*
- *Smooth transitions from parking to sidewalks and ramps is really important too.*
- *Please minimize disturbance to the natural vegetation.*
- *I push my brother and his wheelchair on neighborhood walks. What I have found, is the best ramps have level spots where I can rest before tackling the next part of the ramp. It doesn't appear these are built into your design but they would definitely be helpful.*
- *Add information about off-pavement bicycle access limitation, minimize disturbance to existing habitat & restoration. Minimize additional habitat disturbance with this project. Mitigate habitat disturbance Before construction.*
- *Follow the Del Rio Trail model and add art into the design.*

Comments about future use of the trail:

- *I really like this project in general. I would be more likely to use Sutter's Landing if water access were more easily accessible with a kayak launch.*
- *Please continue the trail South beyond Elk Grove*
- *Thank you for investing in such a project! All kinds of people will use and enjoy it.*
- *no. It's not a high priority for me to access the river here*
- *I'll come to the park after this is completed*
- *Excited for this!*
- *I am happy to see that this is in progress.*



Comments about the survey:

- *Thank you for including citizens*
- *Well done survey! I appreciated the time you put into informing the public of this process. Look forward to this great amenity!*
- *Thank you for working on this!*
- *Appreciate the vision here to complete this project.*
- *I'm excited about it and hope you get the funding to build it. I'm assuming you only have money to design it right now?*
- *Thank you!!*

Other comments:

- *Don't let perfection be the enemy of progress*
- *Kick the "Homeless" out of the parkway.*
- *Do not call it a River Access Trail, you are not providing river access at all you are providing a platform to observe everyone else but disabled people accessing the river.*
- *Finish the bike trail to connect by River Park and continues past Sac State.*
- *why is this even a quesitn. avoid the gas line. this doesn't require input. fix the homeless and trash*
- *Make sure the bike trails have visibility of the people crossing it ahead of time.*
- *Is bike access going to improve with kayak access?*
- *None of this matters if you don't strictly enforce no overnight camping, no littering, and getting rid of the homeless that treaty the environment with used needles and human fecal matter among other toxic waste.*
- *Do ADA ramps double as biking paths and make biking access easier?*
- *There is no "existing staircase"*