



Public Engagement Feedback and Summaries



To: Jennifer Donlon-Wyant, Jeff Jelsma, and Charisse Padilla - City of Sacramento
From: Mauricio Hernández; Alta Planning + Design
Date: March 7, 2025
Re: Streets for People: Sacramento’s Active Transportation Plan – Community Engagement Summary

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Introduction

As part of the *Streets for People: Sacramento’s Active Transportation Plan*, Alta, Civic Thread and DIYSL (Project Team) developed and implemented a multipronged approach to public engagement. Community engagement included both in-person and virtual strategies aimed at engaging with community members where they were and providing a variety of convenient opportunities for involvement. Leading with equity, the *Streets for People Plan* prioritized targeted engagement opportunities in North Sacramento, South Sacramento, and Fruitridge/Broadway areas. These focus areas encompass some of Sacramento’s disadvantaged communities (SB535). Additionally, residents in these areas experience higher rates of traffic density, asthma, cardiovascular disease, housing burden, concentration of poverty, and have not had recent active transportation planning or investment.

Engagement strategies included the development of a project webpage and periodic updates, online interactive map, hosting and attendance at Project Development Team (PDT) meetings, Community Planning Team (CPT) meetings, Active Transportation Commission (ATC) Meetings, public workshops, pop-up events, and walking workshops. To the extent possible, all engagement materials were developed and translated into Spanish, Hmong, Chinese, and Vietnamese to increase the breadth and reach of the engagement opportunities.

Engagement to date occurred in two phases:

Phase 1: Discovery

We focused on understanding the unmet community needs related to walking, biking, and rolling. We used these results to inform the development of the Plan's recommendations.

Phase 2: Recommendations

We provided opportunities for community members to provide feedback on the Plan's draft recommendations. We used feedback to fine tune our recommended improvements and prioritize their implementation.

City staff led all engagement activities with the Project Team and attended additional neighborhood meetings, youth council meetings, topical area meetings, and other engagement events to help spread the word about the project and request feedback. To the extent possible, a summary of individual events and themes is included in the following document.

NOTE: The following document provides an overview of Engagement events and strategies used during the development of the *Streets for People* Plan. Events and summaries completed for the Neighborhood Connections Plan which was completed in tandem with the *Streets for People* Plan have also been included to provide a complete picture of the Engagement efforts completed by city staff and project teams working on these initiatives.

Engagement Strategies

The *Streets for People* Plan used a variety of Engagement strategies to engage with the community. The Engagement methods combined opportunities to engage the general public through digital and in-person events. These strategies are summarized below.

Table 1. Engagement Strategies

Engagement Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Community Planning Team (CPT) Meetings	The Community Planning Team (CPT) provided an opportunity for select residents from under resourced communities and other audiences of particular concern to engage with the project through in-depth discussions relating to concerns and vision for the future, engagement events, and draft recommendations.	<ul style="list-style-type: none"> Phase 1: Four (4) Virtual Meetings Phase 2: one (1) Virtual Meeting 	<ul style="list-style-type: none"> 75 Total Attendees
Project Webpage	<p>The Project Team worked with city staff to provide content updates to the City’s project webpage (https://sacstreetsforpeople.org/) for every phase of the project. The webpage provided a location to:</p> <ul style="list-style-type: none"> Promote Engagement and education materials Host the proposed public surveys Document workshops, public events, and other in-person engagement opportunities Allow members of the public to review and weigh in on the draft recommendations Allow members of the public to provide feedback on the Draft Plan using an online interactive PDF and eventually view the Final Plan. 	N/A	N/A

Engagement Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Online Interactive Map	<p>An online map was available during each phase of engagement. The online map allowed community members to provide feedback on specific challenges and desired facilities and routes for walking, biking, and rolling.</p> <p>Phase 1 included an interactive map where the community indicated barriers and opportunities to using active transportation, whereas the Phase 2 map requested that community members review and confirm the draft infrastructure recommendations.</p> <p>The interactive map for both phases was available in English and Spanish.</p>	N/A	<p>Phase 1:</p> <ul style="list-style-type: none"> • 2,178 unique comments • 3,040 votes on unique comments • 1,705 contributors <p>Phase 2:</p> <ul style="list-style-type: none"> • 1,013 unique comments • 2,524 votes on unique comments • 710 contributors
Project Video	<p>An animated video was developed to help educate the public about the Neighborhood Connections project in a fun and approachable way. The under three-minute video highlights the main goals of the project and select traffic calming measures. The full video is made available on the project website, www.sacstreetsforpeople.org, with a short-form video available for other uses such as social media. Closed captions are available in English, Spanish, Mandarin, Vietnamese, and Hmong.</p>	N/A	N/A

Engagement Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Pop-Up Events	<p>Many pop-up events were held at various community destinations, often during existing community events. These events included feedback boards, comment cards, flyers, and other opportunities to provide feedback. Phase 1 of community engagement included a more robust approach with additional events focusing on helping us understand the barriers to using active transportation citywide to inform the Plan recommendations. Phase 2 was used to confirm recommendations with community members.</p>	<ul style="list-style-type: none"> ● Phase 1: Twenty (20) ● Phase 2: Eleven (11) 	<p>Phase 1:</p> <ul style="list-style-type: none"> ● 618 participants ● 343 comments <p>Phase 2:</p> <ul style="list-style-type: none"> ● 201 participants ● 55 comments
Public Workshops	<p>The project team held public community workshops throughout the City during each phase of engagement. Workshops during Phase 1 were designed to engage directly with the community and present an opportunity to answer questions about this project while providing helpful resources related to issues or concerns that may be addressed by other City Departments or projects. Workshops during Phase 2 provided an overview of draft recommendations and the opportunity to provide comments on draft recommendations.</p>	<ul style="list-style-type: none"> ● Phase 1: Six (6); (In-person - Four (4); Virtual - two (2) Virtual) ● Phase 2: Five (5); (In-person - Four (4); hybrid [in person + virtual]) 	<p>Phase 1:</p> <ul style="list-style-type: none"> ● 113 participants ● 334 comments <p>Phase 2:</p> <ul style="list-style-type: none"> ● 131 participants ● 89 comments
Focus Groups	<p>The Neighborhood Connections team hosted a series of three virtual focus group meetings for Phase 2. Focus groups were primarily made up of representatives from neighborhood groups and provided an opportunity for a detailed discussion on neighborhood destinations, networks, and related community concerns. These meetings were held in each of the three focus group areas - the College Area, Natomas and Northgate Areas, and the South Sacramento Area.</p>	<ul style="list-style-type: none"> ● Phase 2: Three (3) 	<p>Phase 2:</p> <ul style="list-style-type: none"> ● 44 participants

Engagement Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Walking Workshops	<p>Walking Workshops were conducted in partnership with the CPT, interested residents, and community groups. Walking Workshops involved a community input meeting beforehand, a walk along a designated route to assess existing conditions, and a debrief to explore opportunities for improvement. Routes and locations for review were developed and finalized by the CPT and project team. As part of Phase 1 of the project, the <i>Streets for People</i> Plan project team conducted two walking workshops within each focus area for a total of six. As part of Phase 2, the Neighborhood Connections team hosted and attended five additional walking workshops.</p>	<ul style="list-style-type: none"> • Phase 1: Six (6) • Phase 2: Five (5) 	<p>Phase 1:</p> <ul style="list-style-type: none"> • 30 participants <p>Phase 2:</p> <ul style="list-style-type: none"> • 16 participants
Canvassing Sessions	<p>The city created promotional materials and paper surveys that were distributed to libraries located in the focus areas. Surveys were translated to multiple languages and were distributed to:</p> <ul style="list-style-type: none"> • Del Paso Heights Library • North Sacramento Hagginwood • Martin Luther King Jr Library • Colonial Heights Library • Valley Hi North Laguna Library 	<ul style="list-style-type: none"> • Phase 1: Five (5) 	<p>N/A</p>
Neighborhood Group / Organization Presentations	<p>City staff attended meetings with community organizations throughout the City including neighborhood associations, the Youth Commission, and district community conversations. These presentations provided information about the project and provided an opportunity to engage with project staff.</p>	<ul style="list-style-type: none"> • Phase 1: Thirteen (13) 	<p>Phase 1:</p> <ul style="list-style-type: none"> • 228 participants

Engagement Strategy	Description	Number of Events / Meetings	Number of Participants/Comments
Active Transportation Commission (ATC) Meetings	The ATC was provided with project updates during the first phase (May 18, 2023) and during the draft recommendation phase (June 20, 2024). These in-person meetings allowed the Commission an opportunity to provide input for identifying issues and on the initial community engagement as well as provide feedback on the draft recommendations.	<ul style="list-style-type: none"> • Phase 1: One (1) • Phase 2: One (1) 	N/A

Phase 1 Engagement Event / Strategy Summaries

PROJECT	City of Sacramento Active Streets Plans	ORGANIZER	City of Sacramento
SUBJECT	Community Planning Team – Meeting 1	DATE	TBD
VENUE	https://us06web.zoom.us/j/81289697862?pwd=azV4SE9kN1ZkcEJhTDlUaytHWmJHdz09	TIME	TBD

PROJECT TEAM

Alta Planning + Design

- Mauricio Hernández, Senior Associate Planner and Project Manager
- Cole Peiffer, Planning Associate and Assistant Project Manager
- Libby Nachman, Planning Associate and Plan Area Lead

DISYL

- Isaac Gonzalez, Owner

Civic Thread

- Kiara Reed, Executive Director

City of Sacramento

- Jennifer Donlon-Wyant, Transportation Manager
- Leslie Mancebo, Project Manager & Plan Area Manager
- Sparky Harris, Planner & Plan Area Manager
- Drew Hart, Planner & Plan Area Manager

- Community Planning Team – Fruitridge**
- Community Planning Team – North Sacramento**
- Community Planning Team – South Sacramento**

MEETING GOALS

- Set foundation of the Community Planning Team (CPT). Begin building trust between new members and the project team through direct dialogue and engagement.
- Provide background information and set clear outcomes/intent of City of Sacramento Active Streets Plans Project
- Establish meeting format and schedule moving forward

Working Group Topic	Notes
1. Welcome (2 minutes)	
2. Land Acknowledgement (3 minutes)	
3. Project Team Introductions (10 minutes)	
<ul style="list-style-type: none"> • City of Sacramento Staff • Alta • DISYL • Civic Thread 	
4. Background of Project (3 minutes)	
5. Timeline of Project (2 minutes)	
6. Roles and Responsibilities of the CPT (10 minutes)	
<ul style="list-style-type: none"> • Draft Community Engagement Plan – Recommendations and Feedback 	

Working Group Topic	Notes
<p>7. Convening CPTs by Plan Area in Breakout Rooms (20 minutes)</p> <p>a. CPT Introductions (2 minutes each member)</p> <ul style="list-style-type: none"> i. Name ii. Community activities or groups you are a part of iii. What neighborhood do you live in and how long you’ve lived there? iv. Icebreaker (in-person): What is your favorite restaurant in the community and why? 	
<p>8. Next Steps (5 minutes)</p> <ul style="list-style-type: none"> a. City staff to provide potential next meeting dates / times by Plan Area b. Provide members with link to the Draft Community Engagement Plan and ask them to review for next time c. Meeting #2 Goals: Input on draft community engagement plans prior to meeting, listening sessions to learn more about issues and experiences with each project area, begin conceptualizing the walking tour(s), setting group agreements 	
<p>9. Adjournment</p>	

Breakout Group – North Sacramento

Present

- **Verna Erby-Ekpuduma**
 - North Sacramento – South Notomas
 - Mutual House
 - Sac Act
 - Favorite place to eat: TNR – BBQ Taste of Texas (IN South Sacramento)
- **Spencer Eberle**
 - Neighborhood - South Hegenwood
 - Community Groups – lots of them but mothb
 - PBID and North Sac Community Development
 - Favorite place to eat: Chondos Tacos
- **Afsoon Aflaki (woman)**
 - South Notomas – 5 mis from DelPaso Station
 - Del Paso Blvd Association
 - Great Plates Delivery
 - Interned with community development dept
 - Favorite place to eat: Cong Brewery – Good brewery

Not present

- Maximillan Rosa

- Albanita Erebia
- Angela Cook
- Billy Gilmore
- Ana Taukolo
- Chelsey Johnson
- Jonathon Sampson
- Dominique Espinosa (?)

Questions from the Group

- Opportunity to dive deeper into the old plans
- City has done a lot of planning and a lot of planning
- King supermarket and

Issues Highlighted

- Bike Trail needs trail
- Streets have lots of cracks
- Speeding

How to get people to the meetings

- Get food to people
- Whatsapp is good to share information
- Later meetings work best (start 6pm at earliest)
- Multilanguage
- Verna – Text her first

DIYSL

Date: May 2, 2023
To: City of Sacramento ATP Team
From: Isaac Gonzalez
Subject: CPT Meeting 1 – April 27, 2023 meeting notes

CPT Meeting 1 - April 27

VIEW RECORDING: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9>

Meeting Notes

- Isaac led a kickoff meeting for the community planning team to discuss active transportation in Sacramento. The meeting included introductions, a land acknowledgement, project overview, Q&A, discussion of roles and responsibilities, and next steps. - PLAY @18:04:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=1084.12>

- Isaac, Leslie, Jeff, Charisse, Cole, Pristina, and Christina introduced themselves as part of a transportation planning team for the city of Sacramento. They discussed their roles in the project and their excitement to work together. - PLAY @20:32:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=1232.96>

- Isaac explained to the community plan team that they have a raised hand feature to organize the order of introductions. He asked members to keep their introductions to one minute and used a timer to keep them on track. - PLAY @23:50:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=1430.92>

- The group introduced themselves and shared their backgrounds and interests in improving walkability, biking, and transit access in Sacramento neighborhoods. They expressed their excitement to contribute to the project and make a difference in their community. - PLAY @24:28:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=1468.2>

- Isaac, Jeff, Courtney, Gloria, Cole, Albanita, Maximilian, and Verna introduced themselves and discussed their involvement in various community organizations and their desire to improve public spaces and safety in their neighborhoods. They also received information about the project background and were given the opportunity to ask questions. - PLAY @35:59:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=2159.6>

- Leslie discussed the challenges of maintaining and improving Sacramento's transportation infrastructure due to limited funding. She emphasized the importance of transparency in prioritizing projects and the impact of transportation on everyone. - PLAY @44:36:

<https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=2676.62>

- Leslie explained how the adopted plan would be used in various ways such as requiring infrastructure for new developments, realigning roadways during repaving, and implementing huge projects. - PLAY @47:27: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=2847.9>

- Leslie, Jeff, and Gloria discussed the three-phase timeline for the Streets for People project, which aimed to create a shared vision and goals for equitable investment and decision-making in transportation infrastructure. The community planning team was an invaluable resource for information and perspective, and they hoped to involve all members in the project through meetings and community walks and bikes. - PLAY @48:51: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=2931.14>

- Isaac, Leslie, Gloria, Cayla, Wong, Jonathan, Michael, and others discussed the phases of the project, the involvement of the county, and the plan versus project scope. They also addressed concerns about safety issues and accessibility for vulnerable road users, acknowledging that the plan will have an impact on these issues but will not fix them entirely. - PLAY @57:08: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=3428.08>

- The group discussed the citywide plan for active transportation, with a focus on prioritizing improvements in low-income neighborhoods. They also acknowledged the importance of collaboration and discussed the roles and responsibilities of the CPT. - PLAY @1:05:31: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=3931.08>

- Isaac shared a draft plan with the CPT, emphasizing that it was open to feedback and suggestions for improvement. He then proceeded to share page two of the plan on the screen while elaborating on it. - PLAY @1:11:22: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=4282.0>

- Isaac discussed the objectives of the community engagement plan and asked for feedback from the group on identifying community members and advocates, culturally relevant techniques for engagement, equitable access to decision-making, and providing public access to technical information. Priority audiences included black indigenous and people of color residents, people who rely on active transportation, and people interested in walking or biking but perceive barriers. - PLAY @1:12:07: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=4327.76>

- The group discussed a new citywide map for a planning project and encouraged community participation through a web map and in-person events. They also emphasized the importance of gathering information about community values and needs to create an effective plan. - PLAY @1:19:21: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=4761.54>

- The group discussed upcoming events and opportunities for community engagement, including walking and biking audits. They also talked about potential breakout rooms for future meetings and the need for more resources and information about the city's transportation priorities plan. - PLAY @1:23:48: <https://fathom.video/share/LBocyfkEfrDRdCfJGiRftFQ4-wCtD5E9?timestamp=5028.38>

- Pristina explained what a walk audit is and how to choose a location for it. Attendees were also informed about receiving a \$75 gift card and were encouraged to share their suggestions and stories on a Padlet. - PLAY @1:33:31: <https://fathom.video/share/LBocyfkEfRDRdCfJGiRftFQ4-wCtD5E9?timestamp=5611.0>



Sacramento Active Transportation Plan

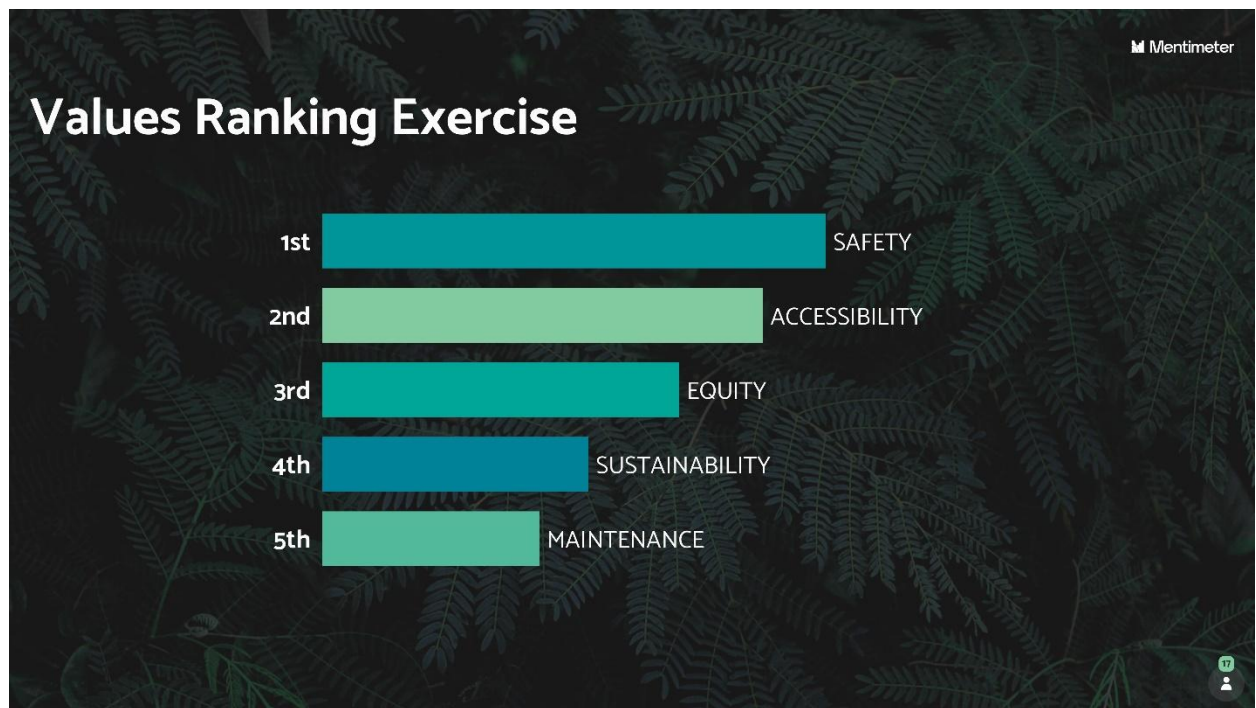
Meeting Notes

CPT Meeting #2 May 25th 2023

- Isaac Gonzalez from Diysl Consulting opened a community planning team meeting by discussing community agreements before reviewing feedback received to date through the Padlet which includes:
 - 1. **Concerns with Pedestrian Accessibility**: There are many issues impacting pedestrian access that are directly related to infrastructure shortcomings, such as outdated overpasses, lack of crosswalks, and a lack of adequate pedestrian signage. Specific areas of concern include HWY 160/Canterbury Road and the west side of North Natomas, which I-5 isolates.
 - 2. **Traffic Hazards**: Dangerous driving behaviors and inadequate infrastructure were identified as critical issues contributing to the risk of collisions involving pedestrians and cyclists. Mentioned hotspots include Evergreen and Dixieanne, Norwood Ave from Grand Ave towards W El Camino, and the intersection of Florin & Amherst.
 - 3. **Visibility and Connectivity**: The feedback also pointed out that obstructions such as parked cars and utility poles, as well as an insufficient number of crosswalks and bike lanes, are affecting visibility and making navigation difficult for pedestrians and cyclists. This was particularly noted on 14th Ave between Stockton Blvd and 58th St.
 - 4. **Sanitation and Safety Issues**: Several areas, such as the pedestrian overpass on Arden between Evergreen and Harvard, were flagged as having sanitation issues, with human waste being a significant concern. This affects the cleanliness and usability of these areas and poses potential health hazards for residents.
 - 5. **Areas of Interest**: Some members suggested specific areas to focus on, such as Hiram Johnson High School, which serves students in an area with poor active transportation infrastructure.
 - 6. **Potential Solutions**: Suggestions included installing speed bumps, increasing street lighting, improving pedestrian and bike paths, restricting parking in certain areas, creating community spaces, and addressing the lack of safe crossings.
- Kathryn Canepa from Civic Thread discussed the concept of active transportation audit, which involves gathering data about community members' experiences walking, biking, and rolling in their community to assess barriers to walking and biking safely and comfortably, identifying deficiencies in existing pedestrian and bicycle infrastructure, and identifying desired improvements or features that would encourage active travel for neighborhood residents. Kathryn also talked about the considerations in choosing routes for the audits, such as

environmental justice areas, areas with higher rates of poverty, and areas that have had high rates of vehicle and pedestrian crashes.

- Leslie Mancebo, Kathryn, Isaac, and Cole Peiffer from Alta discussed the effectiveness of focusing on local destinations in the upcoming conversation and the importance of identifying the why behind the location. They introduced an interactive Felt.com map for identifying areas and encouraged participants to provide descriptions for their selections.
- The group discussed the process of selecting six locations for walk audits in three community planning areas, with the specific locations to be determined based on feedback from the group and data collected through a map exercise.
- The group discussed the need for safer pedestrian crossings in certain areas, particularly around Luther Burbank High School. They also discussed the possibility of involving high school seniors in the walk audit process and making use of state and federal financial incentives for safe walks to school and the ATP program.
- The group discussed the key values of an active transportation plan, including accessibility, maintenance, equity, safety, and sustainability. They shared personal experiences, ideas, and concerns, including the need for better mapping of bike lanes and routes and addressing short-term issues through 311. The CPT was instructed to continue providing feedback on the Felt.com map through June 1.
- The group discussed Active Transportation Values and the importance of connectivity, gaps in infrastructure, and the ranking of values such as safety, accessibility, equity, sustainability, and maintenance. After their discussion, they participated in a ranking exercise with the following results:



- The group discussed ideas for community outreach and engagement, including reaching out to neighborhood associations, holding workshops at community centers, and attending culturally specific pop-up events. They also encouraged creative ideas for engagement and emphasized the importance of personal connections and trust-building. The group was asked to provide additional feedback on the suggestions Padlet or to reach out to Isaac directly.

PROJECT	Streets for People: Sacramento Active Transportation Plan	ORGANIZER	City of Sacramento
SUBJECT	Community Planning Team – Meeting 3	DATE	October 9, 2023
VENUE	Zoom Meeting -	TIME	6:30-8:00 pm

City of Sacramento

- Leslie Mancebo
- Jeff Jelsma
- Charisse Padilla

Consultant Team

- Cole Peiffer, Alta
- Isaac Gonzalez, DIYSL

Community Planning Team

- Afsoon Aflaki
- Angie Cook
- Billy Gilmore
- Brandon Martinez
- Carol McKee Marque
- Charity Meakes
- Courtnie Thomas

- Don Feliz
- Essence Sellers
- Jen Metes
- Jocelyn Gomez
- Joel Leong
- Jofil Borja
- Luka Davis
- Michael Gorletti
- Patrick Wong
- Sheriah Shy Brown
- Verna Ekpeduma

MEETING GOALS

- To share and discuss findings from Phase 1 of public engagement with the Community Planning Team (CPT).
- Request CPT input on how the public's feedback aligns with their own experiences.

Topic	Notes
1. Welcome	
2. Land Acknowledgment	<ul style="list-style-type: none"> • DIYSL completed a formal recognition of the Indigenous peoples and their ancestral territories.
3. Introduction and Recap	<ul style="list-style-type: none"> • DIYSL provided a quick recap of what's been accomplished so far and an overview of what was discussed in this meeting • What's been accomplished to date. • What will be discussed in the meeting

Topic	Notes
<p>4. Review of Phase 1 Engagement</p> <ul style="list-style-type: none"> • Pop-up Events • Community Meetings • Walking Workshops • Key Themes Summary 	<ul style="list-style-type: none"> • City staff completed a summary of events and key themes of issues found.
<p>5. What we</p> <ul style="list-style-type: none"> • Opportunities • Issues 	<ul style="list-style-type: none"> • Alta provided a summary of
<p>6. Discussion – Did we miss anything?</p>	<p>Common Themes:</p> <ul style="list-style-type: none"> • <i>Preference for Smaller Streets Over Arterial Roads:</i> CPT members gravitated towards the use of smaller, less busy streets for walking, running, and biking rather than main arterial roads. The comfort and safety of smaller streets was a recurring theme. • <i>Pedestrian and Cyclist Safety:</i> There was a strong emphasis on improving safety measures for pedestrians and cyclists. Discussions revolved around facilitating better road-sharing among all types of travelers. • <i>Inclusive Transportation:</i> There was a keen interest in making sure transportation options are diverse and inclusive, extending beyond just motor vehicle routes to accommodate cyclists, pedestrians, and public transport users. • <i>Community-Specific Needs:</i> Several attendees noted that the mapping exercise should take into account local-specific needs and challenges, including speed limits, existing infrastructure, and particular locations where improvements are desperately needed. • <i>Gap Analysis and Active Trip Potential:</i> The need for a more in-depth analysis was mentioned, focusing on identifying "gaps" in the existing infrastructure and understanding the potential for more active trips in the community. <p>Locations of interest:</p> <ul style="list-style-type: none"> • North Natomas, west of Interstate 5. • Sidewalks and accessways across highway entrance and exit ramps (Example: El Camino) • Fruitridge Road • Broadway • Stockton Blvd • UC Davis Med Center • 20th Street Light Rail Station (sidewalks missing) • Freeport south of Blair (sidewalks missing) • 47th Ave near Franklin Blvd
<p>7. Next Steps and Wrap-up</p>	<p>The Project team</p> <ul style="list-style-type: none"> • Discussed how the Phase 1 findings will impact the next stages of the project • Provided an update on what's planned for Phase 2 and beyond • Confirmed deadlines and responsibilities for CPT members • Completed a summary of key points from the meeting

Topic	Notes
	<ul style="list-style-type: none">• Provided a reminder of the next steps and upcoming meetings



To: Leslie Mancebo, Jeff Jelsma, and Charisse Padilla - City of Sacramento
From: Mauricio Hernández - Alta Planning + Design
Date: October 27, 2023
Re: **Streets for People: Sacramento Active Transportation Plan – Phase 1 Community Workshop Summaries (FINAL)**

Introduction

As part of the Streets for People, Sacramento Active Transportation Plan, the City of Sacramento hosted six (6) community workshops during the months of July-August 2023. These workshops were part of a multi-pronged approach to public engagement for Phase 1 of the project. The workshops were designed to engage directly with the community and present an opportunity to answer questions about this project while providing helpful resources related to issues or concerns that may be addressed by other City Departments or projects. This memo provides a summary of the location, attendees, and general feedback gathered from each community workshop during this phase.

Overview

As previously noted, city staff along with the project team conducted a total of six public workshops: four workshops were held in-person and two were offered virtually (zoom meeting). The purpose of these workshops was to introduce the project, review existing conditions data, and receive feedback from the community regarding walking, biking, and rolling in the City. All workshops included a brief summary presentation of existing conditions information and a highlight of future engagement opportunities (see **Table 2** and **3** below for In-person and Virtual workshop agendas). The workshops also included a ‘Question & Answer’ period that allowed attendees to ask questions of the project team related to the project. Finally, the workshops afforded the community with additional time to provide feedback through interactive exercises to provide comments on issues and opportunities.

Table 1. Summary Workshop Details

Workshop Location	Date	Type	Number of Attendees
Workshop #1 – Colonial Heights Library 4799 Stockton Boulevard	July 26, 2023	In-person	24
Workshop #2 – Robertson Community Center 3525 Norwood Avenue	July 27, 2023	In-person	15
Workshop #3 – Sacramento LGBT Community Center 1015 20th Street	August 2, 2023	In-person	19
Workshop #4 – Pannell Meadowview Community Center 2450 Meadowview Road	August 3, 2023	In-Person	14
Workshop #5 – Virtual Meeting	August 9, 2023	Virtual	14
Workshop #6 – Virtual Meeting	August 10, 2023	Virtual	27

The workshops were promoted by partner groups and organizations including neighborhood associations, restaurants, sports leagues, community groups, cultural community centers, and advocacy groups. These groups were provided with information regarding the project and the details of the specific community workshop to promote.

In-person workshops included several stations that showcased project information and public feedback boards highlighting the project goals, facility types, and existing locations of facilities. Additional stations were designed to request feedback about where facilities would be desired and what barriers prevent participants from accessing their destinations (see **Table 4** for a description of each station). Participants at virtual workshops were provided with an overview of the interactive public input map and step-by-step instructions on how to best use the project’s online interactive map.

Table 2. Community Workshop Agenda (In-Person)

Community Workshop Agenda (In-Person)
Introduction of Team
Project Overview
<ol style="list-style-type: none"> 1. Overview of Preliminary Project Goals 2. Overview of Existing Conditions Findings (high-level) 3. Overview of Next Steps <ol style="list-style-type: none"> a. Project Schedule b. Upcoming engagement opportunities
Q&A
Explanation of Workshop Stations
Stations

Table 3. Community Workshop Agenda (Virtual)

Community Workshop Agenda (Virtual)
Introduction of Team
Project Overview
<ol style="list-style-type: none"> 1. Overview of Preliminary Project Goals 2. Overview of Existing Conditions Findings (high-level) 3. Overview of Next Steps <ol style="list-style-type: none"> a. Project Schedule b. Upcoming engagement opportunities
Q&A
Online Interactive Map Demonstration

Table 4. Community Workshop Public Engagement Stations (in-person only)

Station	Explanation
Station 0 – Sign-in Station	Sign-in sheets and details on the workshop
Station 1 - Visioning, Ranking of Goals	What priorities are most important to you? Big ideas “photo booth”
Station 2 – Barriers to Walking and Biking	<ul style="list-style-type: none"> • In-Person – Station with quadrant / focus plan area maps with pens and stickers to allow people to note barriers, destinations, and routes they would like to see improvements on.
Station 3 – Bicycle Facilities Explanation and Preference Boards	<ul style="list-style-type: none"> • What are the different types of bicycle facilities? • Where would you like to see these in Sacramento?

Station	Explanation
Station 4 – Pedestrian-Friendly Facilities Explanation and Preference Boards	<ul style="list-style-type: none"> • What are the different types of pedestrian facilities? • Where would you like to see these in Sacramento?
Station 5 – Neighborhood Connections	<ul style="list-style-type: none"> • Where do you (or want to) walk or bike in your neighborhood? • What routes do you (or want to) take?
Station 6 – Kids Station	<p>Option 1 – Develop your ideal streetscape with these found materials</p> <p>Option 2 – Coloring Book (Younger)</p>

Note: structured time was provided at the end of the virtual workshop for a demonstration of how to use the interactive public map. Attendees were encouraged to keep adding comments on the interactive map and to stay connected following the meeting.

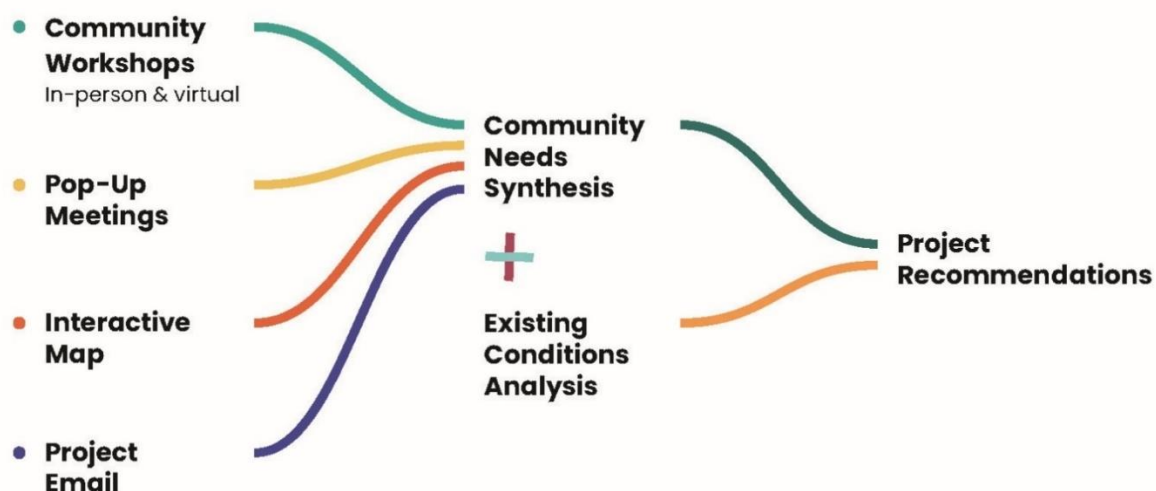
Next Steps

The City received a total of 380 individual comments from in-person attendees at workshop . These comments are a highly valuable resource for the project team to better understand the community’s experience using the active transportation system. The project team reviewed each comment and categorized them into either a location specific comment or an overarching system-wide comment.

Location specific comments are related to a specific intersection, corridor, or neighborhood in the City of Sacramento. These comments were added into the interactive map by the project staff and will be analyzed at the end of Phase 1 engagement activities. Virtual Workshop attendees were also encouraged to enter location specific comments directly into the interactive map following a live demonstration from the project team.

System-wide comments lacked a specific location and related to systemic issues or concerns across the transportation network in the City. Some system-wide comments received were outside of the focus of this project and/ or related to efforts and initiatives from a different City Department or regional entity. These comments were collected and have been shared with each appropriate agency or city department. Comments related to bicycle and pedestrian issues and concerns were combined with emailed comments collected through the project email (streetsforpeople@sacramento.org) and emails received by individual project staff. These comments will help to provide overarching context when assessing community needs and developing recommendations. All comments received will help support the identification of needs through the Community Needs Synthesis (Task 4 of the project). These community identified needs will be combined with the gaps identified through the existing conditions analysis in order to develop project recommendations. This process is shown graphically in **Figure 1**.

Figure 1. Incorporation of Community Comments into Recommendations



Community Workshop #1 – Colonial Heights Library

Workshop Summary

The City hosted this in-person workshop at the Colonial Heights Library (4799 Stockton Boulevard) from 6:00 – 7:30 p.m. and provided Vietnamese and Spanish language translation. A total of 24 participants attended the workshop. The City and project team provided a brief presentation before answering project related questions. Workshop attendees provided their feedback to staff and directly on the public input boards. Participants provided a total of **142** comments through the public feedback boards.

Date	Time	Attendees
Wednesday, July 26, 2023	6:00-7:30 p.m.	24

Feedback Summary

Project Goals

Workshop participants ranked Accessibility, Safety, Maintenance, and Sustainability equally during this workshop while one comment focused on the need to explicitly highlight that investing in areas with Environmental Justice issues should be a project goal.

Facility Improvements

Participants added a total of 29 comments related to specific facility improvements they would like to see implemented. Participants selected separated bikeways most frequently (six total comments) while also identifying needs for sidewalks, bike parking, and landscaping (shade trees and planting strips).

Barriers

Workshop participants identified common barriers for travel throughout the area, with a particular focus in the Fruitridge / Broadway focus area. The most common corridors identified as barriers were Stockton Boulevard, Fruitridge Road, Power Inn Road, Folsom Boulevard, and Florin Road. Additionally, the issue of poor east-west connectivity was noted generally by participants in their feedback and questions during this workshop.

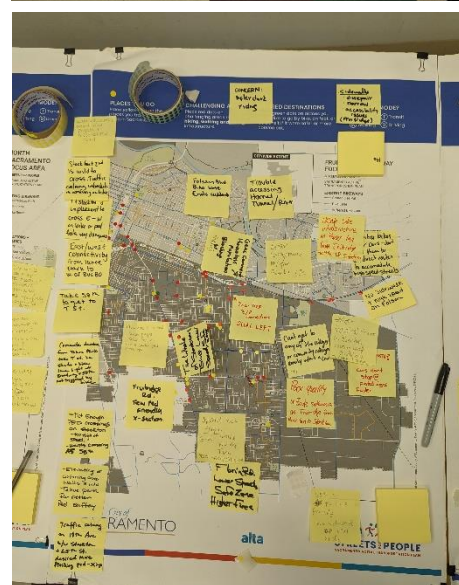
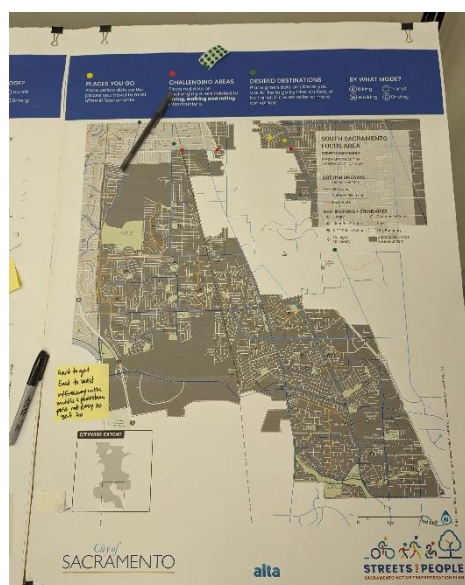
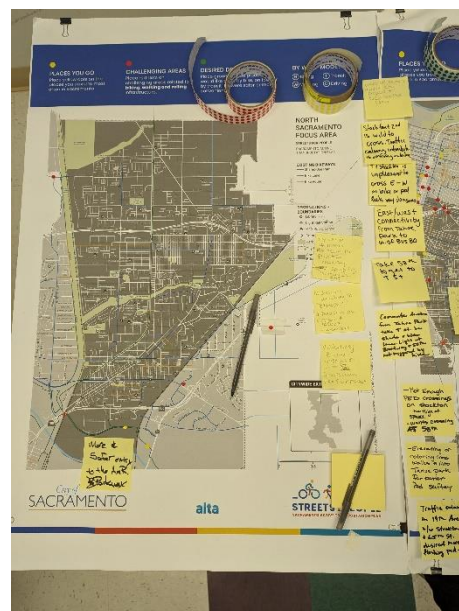


Figure 2. Public Workshop #1 – Focus Area Boards (Station 2)

General Comments

Participants highlighted concerns with speeding vehicles on residential streets as a reason for increased traffic calming or a new traffic calming program. Some participants also noted their desire for increased education about projects from the City, as well as general rules of the road for people driving, biking, and walking. Workshop attendees also noted difficulties in navigating bikeways or walkways where encampments from the unhoused population may encroach into or completely block the travel way for people walking or biking.



Figure 3. Community Workshop #1 - Question & Answer Session

Community Workshop #2 – Robertson Community Center

Workshop Summary

The City hosted this in-person workshop at the Robertson Community Center (3525 Norwood Avenue) from 6:00 – 7:30 p.m. and provided Spanish and Hmong language translation. A total of 15 participants attended the workshop. The City and project team provided a brief presentation before answering project related questions. Workshop attendees provided their feedback to staff and directly on the public input boards. Participants provided a total of **89 comments** through the public feedback boards.

Feedback Summary

Project Goals

Participants ranked Safety as the leading project goal noting a lack of sidewalks as a particular safety issue in North Sacramento. Equity was identified as the second leading project goal based on the community feedback. Maintenance and Sustainability were also identified as important project goals behind safety.

Facility Improvements

Concepts for facility improvements focused largely on the needs of pedestrians. Curb extensions, rectangular rapid flashing beacons (RRFBs), sidewalks, and high-visibility crosswalks were all identified as desired improvements on Norwood Avenue by participants.

Participants noted high vehicle speeds on Norwood Avenue as a major area of concern. High-visibility crossings and bike lanes were also noted as desired improvements on Grand Avenue in front of Grant High School in order to reduce overall vehicle speeds. Participants also noted potential improvements along Del Paso Boulevard including bicycle lanes, RRFBs, and shade trees.

Barriers

The two leading barriers identified during this workshop were Norwood Avenue and Del Paso Boulevard. Each corridor was highlighted by participants as being high speed and high-volume roadways that act as barriers when walking, biking, or rolling. Grand Avenue and Woodlake Drive were also identified as roadways with high speeds that act as barriers, especially on Grand Avenue in front of Grant High School.

General Comments

Some participants expressed a desire for reduced vehicle speeds throughout residential neighborhoods as well as a clearer and easier process for citizen-led traffic calming solutions. One participant highlighted the age of neighborhoods in the North Sacramento area which were typically constructed between 1920 and 1930. This participant noted that the roadway widths throughout the neighborhoods do not work with current needs today and often result in vehicles parked on the sidewalk and encroaching on the space for people walking.

Date	Time	Attendees
Thursday, July 27, 2023	6:00-7:30 p.m.	15



Figure 4. Community Meeting #2 - Participants identifying locations (Station 2)

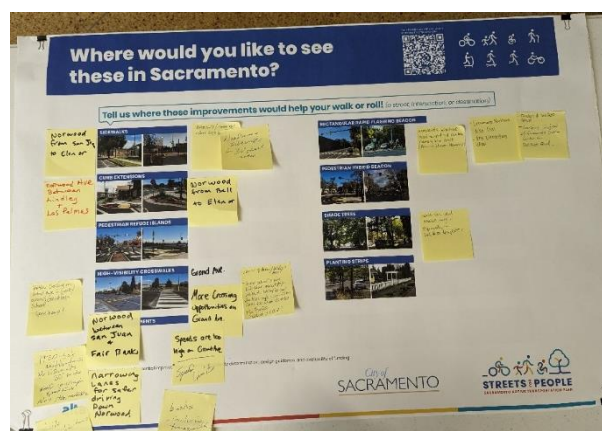


Figure 5. Walking & Rolling Improvements Board (Station 4)

Community Workshop #3 – Sacramento LGBT Community Center

Workshop Summary

Date	Time	Attendees
Wednesday, August 2, 2023	6:00-7:30 p.m.	19

The City hosted this in-person workshop at the Sacramento LGBT Community Center (1015 20th Street) from 6:00 – 7:30 p.m. A total of 19 participants attended the workshop. The City and the Alta Team provided a brief presentation before answering project related questions. Workshop attendees provided their feedback to staff and directly on the public input boards. Participants provided a total of **46 comments** through the public feedback boards.

Feedback Summary

Project Goals

Feedback from participants of this workshop highlighted the need for increased maintenance on existing roadways to delineate space for all users and improve safety. Participants also indicated that accessibility is a primary goal, specifically improving access to public transit and bicycle parking.

Facility Improvements

Participants focused on the need for greater levels of separation between vehicles and bicyclists. Comments related to this highlighted a desire for greater separation on Fruitridge Road and Franklin Boulevard south of Fruitridge Road. Additionally, comments noted a desire for slower vehicle speeds generally as well as a safe and connected network of bike lanes and bikeways throughout the City. Some participants also noted the need for greater coverage from shade trees in the South Sacramento area.

Barriers

Existing barriers to people walking, biking, and rolling were identified as two major connections with Highway 99, Fruitridge Road and Mack Road. These areas were noted as highly challenging locations for people bicycling. Some participants also noted that they lacked an efficient way to access Delta Shores development without using a vehicle.

General Comments

Some participants commented on their desire for greater maintenance of roadway elements including the pavement quality, lane striping, and reflective delineators. Workshop attendees also noted a desire for increased education and enforcement of roadway laws in order to improve safety. Attendees also highlighted the potential safety hazards of bikeways or walkways that are closed or encroached upon due to an unhoused encampment. One participant highlighted a focused need for more street signs in Chinese (Mandarin).



Figure 6. Community Meeting #3 - Participants Mapping Issues

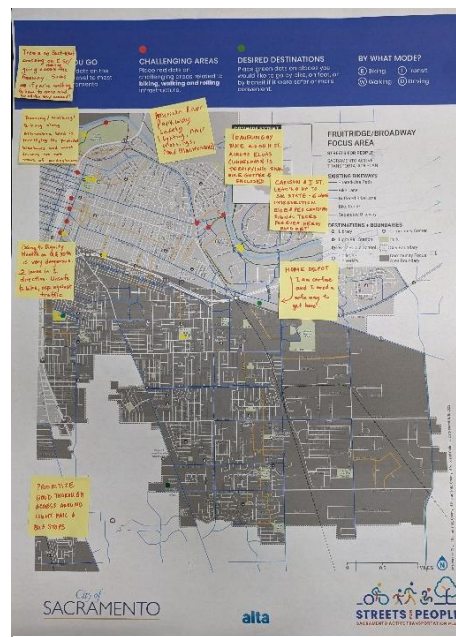


Figure 7. Community Meeting #3 - Map with public comments

Community Workshop #4 – Pannell Meadowview Community Center

Workshop Summary

The City hosted this in-person workshop at the Pannell Meadowview Community Center (2450 Meadowview Road) from 6:00 – 7:30 p.m. A total of 14 participants attended the workshop. The City and project team provided a brief presentation before answering project related questions; in-person translation services were also available in Hmong and Mandarin. Workshop attendees provided their feedback to staff and directly on the public input boards. Participants provided a total of **103 comments** through the public feedback boards.

Feedback Summary

Facility Improvements

Workshop participants selected a variety of facility improvements they would like to see in the area ranging from increased bicycle parking to pedestrian hybrid beacons. Some participants highlighted long roadway stretches for consideration of separated bikeways or buffered bikeways, including Alhambra Boulevard, Broadway, and Franklin Boulevard. Participants also highlighted the need for increased shading generally across the city with four corridors specifically noted (El Camino Avenue, Alhambra Boulevard, Broadway, and Stockton Boulevard). Bicycle friendly intersections along Broadway were also noted as an improvement by a participant.

Barriers

Multiple intersections along Broadway (6 total) and Alhambra Boulevard (4 total) were identified as barriers for walking and biking by attendees. These corridors were also identified through the comments as corridors that present safety concerns and challenges to people walking and biking. One attendee also noted that E St / McKinley lacks an east-west crossing when going under Highway 99 / Interstate 80 (Business).

General Feedback

Comments from meeting participants were largely focused on reducing vehicle speeds at intersections and along key corridors while creating a more hospitable and welcoming pedestrian environment through increased shading and greening. Participant feedback largely focused on high-speed and high-volume roadways that lack sufficient separation between people driving and people biking for most people to feel comfortable in the current configuration. One participant noted a desire for the City to update their existing roadway design standards to include higher levels of separation for bicyclists.

Date	Time	Attendees
Thursday, August 3, 2023	6:00-7:30 p.m.	14



Figure 8. Alta Team at Community Meeting #4



Figure 9. Community Meeting #4 - Attendee Discussing Issues

Community Workshop #5 – Virtual

Workshop Summary

The City hosted a virtual workshop over Zoom from 6:00 – 7:30 p.m. on August 9th, 2023; a total of 14 participants joined the workshop. The City and Alta provided a brief presentation before answering project related questions. Alta provided an overview of the interactive webmap and encouraged all workshop attendees to provide their thoughts and comments on specific locations for improvements or where they find difficult to navigate. Workshop attendees asked questions directly to staff and were encouraged to provide comments through the interactive public comment map. During the ‘Question & Answer’ section of the workshop, participants asked the project team questions related to the project and to general transportation topics across the City. Project staff encouraged attendees to send general comments regarding this plan to the project email (streetsforpeople@sacramento.org) to notify the entire project team and document the comment directly.

Date	Time	Attendees
Wednesday, August 9, 2023	6:00-7:30 p.m.	14



Figure 10. Virtual Meeting Agenda (Community Meeting #5)

Community Workshop #6 – Virtual

Workshop Summary

The City hosted a final virtual workshop for Phase 1 over Zoom from 6:00 – 7:30pm on August 10th, 2023; a total of 27 participants joined the workshop. This virtual workshop followed the same agenda as the previous virtual workshop and included a brief presentation about the project before answering project related questions. Alta provided an overview of the interactive webmap and encouraged attendees to use it to provide feedback on existing issues and opportunities. Workshop attendees asked questions directly to staff and were encouraged to provide comments through the interactive public comment map. During the ‘Question & Answer’ section of the workshop, participants asked the project team questions related to the project and to general transportation topics across the City. One attendee noted that there are roadways in the City, such as Stockton Boulevard, that she would not consider bicycling on with her young nieces due to the highly stressful nature of the roadway. Project staff encouraged all attendees to send general comments regarding this plan to the project email (streetsforpeople@sacramento.org) to notify the entire project team and document the comment directly.

Date	Time	Attendees
Thursday, August 10, 2023	6:00-7:30 pm	27

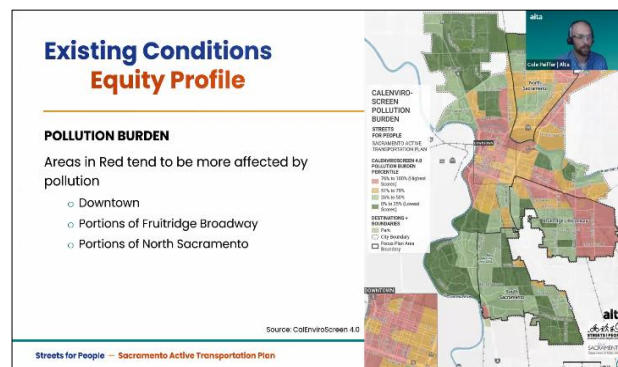


Figure 11. Community Meeting #6 (Equity Profile)

To: Leslie Mancebo, Jeff Jelsma, and Charisse Padilla - City of Sacramento
From: Pristina Zhang - Civic Thread
Date: October 30, 2023
Re: **Streets for People: Sacramento Active Transportation Plan – Phase 1 Popup Workshop Summaries**

Introduction

As part of the Streets for People, Sacramento Active Transportation Plan, the City of Sacramento hosted nine (9) popup workshops during the months of May – September 2023. These nine meetings were part of a multi-pronged approach to public engagement for Phase 1 of the project. The meetings were designed to engage directly with the community and present an opportunity to meet residents in locations that they frequent to solicit feedback on their challenges related to active transportation. This memo provides a summary of the location, general number of attendees, and general feedback gathered from each popup workshop during this phase.

Overview

As previously noted, city staff along with the project team conducted a total of nine popup workshops (ten were initially planned but the popup at Mutual Housing was canceled and postponed to Phase 2). Event locations were selected because they fell within key project areas relevant to the project, and it was anticipated that this siting would result in capturing feedback from a diverse set of community members. See Table 1 for a list of popup locations.

Because project team engagement took place at pre-existing events or naturally highly populated locations to meet people where they are, no outreach was necessary to draw people to the events or locations.

The purpose of these meetings was to introduce the project, receive feedback from the community regarding walking, biking, and rolling in the City, and specifically gather information on hot spot areas that people currently travel to, infrastructure areas that pose challenges, and destinations people would like to travel to if it were safer and/or more convenient. Residents were encouraged to provide direct feedback with sticky notes and color-coded dots on large boards representing the relevant plan focus areas. The project team approached the community casually, with a 30 second pitch of the project, followed by questions of how they typically get around their neighborhood and why.

Participants were encouraged to identify locations on a printed map to outline:

- **Green dots** – destinations where community members would like to go (On the Map: “Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient”)
- **Yellow dots** – destinations where community members go to (On the Map: “Place yellow dots on the places you travel to most often in Sacramento”)
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: “Place red dots on challenging areas related to biking, walking and rolling Infrastructure”)

Residents interested in learning more about the project were provided a QR code leading to an online interactive input map on the City of Sacramento website and were encouraged to sign-up for project updates via the City’s list serv. Incentives were provided in exchange for feedback and to encourage participation. Incentives differed by event but typically included City biking maps, bike lights, and reflectors.

Table 1. Summary Popup Details

Meeting Location	Date	Type
Popup #1 – Rosa Parks School Community Fair Rosa Parks Middle School - 2250 68th Avenue (South Sacramento)	May 20, 2023	In-person
Popup #2 – SAClovia Bikes on the Boulevard 1516 Del Paso Blvd (North Sacramento)	May 28, 2023	In-person
Popup #3 – Celebrate Oak Park (Oak Park Farmer’s Market) McClatchy Park - 3500 5th Avenue (Fruitridge/Broadway)	June 10, 2023	In-person
Popup #4 – Juneteenth Festival William Land Park - 3800 W Land Park Dr (All City)	June 17, 2023	In-Person
Popup #5 – La Esperanza La Esperanza Supermarket - 5040 Franklin Blvd (Fruitridge/Broadway)	June 25, 2023	In-Person
Popup #6 – 65th Street Light Rail Station University/65 th Station - 6710 Q St (All City)	July 11, 2023	In-Person
Popup #7 – Robla National Night Out Robla Community Park - 625 Bell Ave (North Sacramento)	August 1, 2023	In-Person
Popup #8 – SF Supermarket Shun Fat Supermarket - 4562 Mack Rd (South Sacramento)	August 20, 2023	In-Person
Popup #9 – South Sac Heritage Festival Cali Saigon Mall – 4562 Mack Rd (South Sacramento)	August 27, 2023	In-Person
Popup #10 – Mutual Housing (Planned and subsequently postponed to Phase 2)		

Next Steps

The City received a total of 163 individual comments from participants at popup workshops via meeting boards. These comments are a highly valuable resource for the project team to better understand the community’s experience using the active transportation system. The project team reviewed each comment and categorized them into either a **location specific facility improvement comment** or a general, or **overarching system-wide comment**. Location specific comments related to a specific intersection, corridor, or neighborhood in the City of Sacramento.

System-wide comments did not include a specific location and related to systemic issues or concerns across the transportation network in the City. Some system-wide comments received were outside of the scope of this project and/ or related to efforts and initiatives from a different City Department or regional entity. These comments will help to provide overarching context when assessing community needs and developing recommendations.

All comments received will help support the identification of needs through the Community Needs Synthesis (Task 4 of the project). These community-identified needs will be combined with the gaps identified through the existing conditions analysis in order develop project recommendations. This process is shown graphically in **Figure 1**.

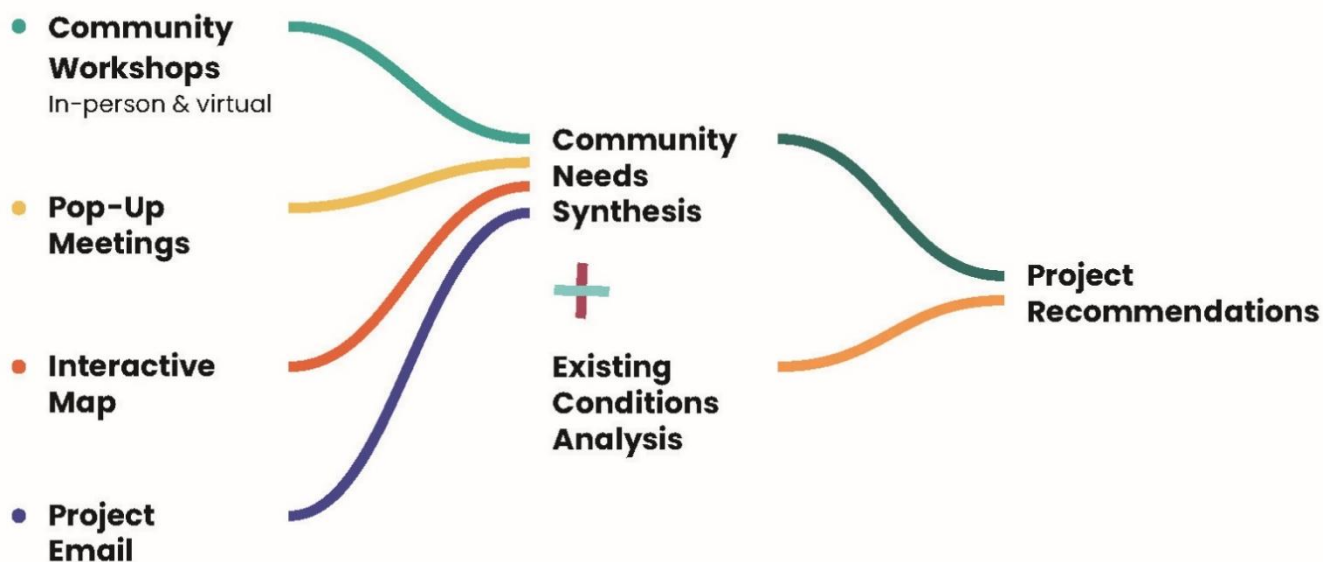


Figure 1. Incorporation of Community Comments into Recommendations

The below sections provide a summary of each popup workshop in Phase 1, including location, general number of attendees, and general feedback gathered from workshop. Please note that where direct community comments are included in the summaries, the wording may be paraphrased to aid with understanding and clarity. Efforts have been made to avoid changing the meaning of the comment.

While each popup location resulted in comments that were specific to each geography, universal themes around conditions and concerns from the community are summarized below:

- **Crossing Concerns:** Crossings felt unsafe due to traffic conditions, too infrequent, and pedestrian signal timing.
- **Sidewalk Issues:** Sidewalks felt like they were too narrow to use comfortably, frequently cracked or in poor condition, and blocked by utility poles or boxes. Rolled curbs allowing the drivers to park on the sidewalk was a general concern.
- **Lack of Shade:** Lack of shade was a frequent concern both along sidewalks and at bus stops.
- **Unsafe Driver Behavior:** Drivers seemed to be traveling at unsafe speeds at each location and general dangerous behavior such as not looking during turns, veering into bike lanes, or evidence of tire marks from donuts or burnouts was observed.
- **Bike Facility issues:** Bike lanes felt like they were too narrow, in poor condition, or were non-existent.
- **Lack of Lighting:** A lack of pedestrian scale lighting was observed both throughout neighborhood streets and where multi-use paths were included, along the paths as well.

Popup #1 – Rosa Parks Middle School

Date	Time	Interpretation Provided	Estimated Participants
Saturday, May 20th	12:00-4:00pm	Hmong	65

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a pop-up event on Saturday, May 20, 2023 from noon to 4:00 PM at Rosa Parks School Community Fair. The event was hosted by the Sacramento City Unified School District. The event was selected as it fell within the South Sacramento Focus Plan Area, and it was anticipated it would capture feedback from a diverse set of community members including local youth and their families.

Popup participants provided their feedback to staff and directly on public input boards of South Sacramento and Southwest Sacramento area. The pop-up ended early from the official conclusion of the event as many community members and neighboring vendors concluded their activities early.



Participants provided a total of **15** comments through the public feedback boards (**nine** comments for South Sacramento and **six** comments for Southwest Sacramento).

Feedback Summary

Overall Themes

Given that the event was hosted at Rosa Parks Middle School, most feedback was provided by the youth attendees from the nearby neighborhoods and from students along with their families and friends, who attended the school in the past.



Key themes that emerged from the feedback:

- Safety challenges experienced when crossing under freeway overpasses and/or interchanges.
- Youth observe there are not enough separated bikeways and bike lanes to make them feel safe biking.
- It is perceived that motorized vehicles frequently drive over the speed limit, run red lights and stop signs, or drive too fast along a number of corridors.
- There is an interest in improving visibility for Active Transportation Users at crossings
- Lack of connectivity to multi-use trails was observed.

Facility Improvements

Participants added comments related to specific facility improvements they would like to see implemented. Separated bike trails/lanes were identified most frequently (4 total comments), followed by traffic calming (3 total comments), and crossing improvements (2 comments). See Appendix for transcribed comments.

Barriers & Challenges

Meeting participants identified common barriers for travel throughout the area, with a particular focus on fast traffic on main arterial roads and the need for traffic calming, as well as a lack of bike lanes/trails.

The most common corridors which were identified as barriers were Bruceville Rd. And Mack Rd. Additionally, the issue of poor connectivity to the river bike trail was noted generally by participants in their comments.

General Comments

Participants noted that vehicle traffic speeds were of large concern, as well as lack of separated bike lanes and low visibility of pedestrian crossings.

Popup #2 – SAClovia Bikes on the Boulevard

Date	Time	Interpretation Provided	Estimated Participants
Sunday, May 28th	11:00am – 3:00pm	Spanish	50

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a popup event on Sunday, May 28th, 2023 from 11am to 3pm, along Del Paso Boulevard. This event was an open streets event, free to the public, to celebrate May is Bike Month hosted by the Sacramento Area Bicycle Advocates (SABA). Del Paso Boulevard was sectioned off for the event in between the streets of Hawthorne St. and Fairfield St., a total of 0.3 mi in length. The celebration included several local vendors which included food, artists, yoga, and bike shows. The event was selected as an ideal opportunity to engage with bike riders and families. To gather attention to the booth, the City of Sacramento staff and the Civic Thread staff brought incentives that attendees could win by spinning the prize wheel after they engaged in the comment board activity and/or the dotmocracy. A variety of possible prizes were displayed: May is Bike Month socks, May is Bike Month bandanas, May is Bike Month slap bracelets, reflective stickers, front bike lights, rear bike lights, and bike bells. In addition, pamphlet resources to safe biking, public transit, and pedestrian routes were available for participants to take home.

About 50 people were engaged in the booth and provided comments or participated in the dotmocracy activity.

Popup participants provided their feedback to staff and directly on public input boards of North Sacramento and Northwest Sacramento area.

Participants provided a total of **25** comments through the public feedback boards (**six** comments for North Sacramento and **19** comments for Northwest Sacramento).



Feedback Summary

Overall Themes

This demographic is well versed in bike routes and the issues that bike riders have on a daily basis such as current bike lane conditions. Many useful and insightful comments were provided and generated an understanding of lack of maintenance in bike lanes.

Key themes that emerged from the feedback:

- Railroad crossings felt dangerous
- Maintenance and safety concerns due to broken glass, trash, and potholes making bike lane access feel challenging or dangerous
- Vehicles seem to drive too fast
- Lack of connectivity to key destinations experienced, and an interest to fill gaps in the bike trail network

Facility Improvements

Participants added comments related to facility improvements they would like to see implemented. Participants added a total of 4 comments related to specific facility improvements they would like to see. Other comments were more generalized facility recommendations not tied to a specific location.

Maintenance concerns were identified most frequently (5 total comments), followed by connectivity to existing resources (3 comments), and unsafe crossings (2 comments). See Appendix for transcribed comments.

Barriers & Challenges

Meeting participants identified common barriers for travel throughout the area, with a particular focus on dangerous railroad crossings, challenges with connectivity to local parks, and poor maintenance impeding conditions. The most common corridors which were identified as barriers were 12th St., 16th St., El Camino Ave., and Altos Ave.

General Comments

A common trend of the comments received during this event were debris left on bike lanes, unmarked bike lanes, and lack of bike lane connectivity. Maintenance issues rose to the top as a key concern (5 comments).

Other specific suggestions for active transportation infrastructure improvements from residents included the following:

- Would like to see more separated bike lanes such as those on 12th Street
- Barriers between bike lanes and vehicle lanes would help make residents feel safer
- When construction or repairs are being done, an alternative sidewalk path detour would be preferred such as using parking or vehicle lanes for a pedestrian detour

Popup #3 – Celebrate Oak Park (Oak Park Farmer’s Market)

Date	Time	Interpretation Provided	Estimated Participants
Saturday, June 10th	10:00am – 2:00pm	Spanish	80

Meeting Summary

As part of the Streets for People: Sacramento Active Transportation Plan, City of Sacramento Staff, joined by Civic Thread staff, held a pop-up event on **Saturday, June 10, 2023 from 10:00 AM to 2:00 PM** at Celebrate Oak Park. The event was hosted by the Oak Park Neighborhood Association and Oak Park Farmers’ Market. The event was selected as it fell within the plan area of Fruitridge Broadway, and it was anticipated that it would capture feedback from a diverse set of community members.

Feedback Summary

Overall Themes

Given that the event was hosted at McClatchy Park, most of the feedback was provided by Oak Park residents who live near the park and community members who regularly attend the Oak Park Farmers’ Markets. General key themes emerged from the feedback:

- Improvements to pedestrian infrastructure are needed in this area, in particular pedestrian-supportive marked crosswalks
- Improvements to bicycle infrastructure are needed in this area, in particular protected bike lanes
- Car free streets are desired, particularly in major commercial/entertainment districts and around parks, with the interest of including bus stops for people living with disabilities, from beginning to end.
- People have concerns around personal safety when walking

Facility Improvements

Participants added comments related to facility improvements they would like to see implemented. Participants added a total of **6** comments related to specific facility improvements they would like to see. Other comments were more generalized facility recommendations not tied to a specific location (also reflected in the totals below).

Generally, bicycle infrastructure concerns and recommendations were identified most frequently (15 comments), followed by personal safety concerns (5 total comments), followed by crossings (4 comments). See Appendix for transcribed comments.

Barriers & Challenges

Meeting participants identified common barriers for travel throughout the area, with a particular focus on dangerous intersections, lack of protected bike lanes, personal safety concerns, and construction impeding bikeways.

The most common corridors identified as barriers were 30th St, H St, and Stockton Blvd. In particular, participants noted the following intersections as dangerous:

- 30th & McKinley
- H St & 30th St
- H St & Alhambra Blvd.

- H St & 28th St

General Comments

Common trends of the comments received during this event surrounded community interest for improved or new bike lanes (5 comments), improved pedestrian and bicyclist crossings (5 comments), and car-free streets (4 comments).

Other suggestions or comments related to active transportation infrastructure improvements from residents included the following:

- Preference for more tree canopy over bike lanes
- Youth do not feel safe when biking or crossing major arterials (such as Freeport or Stockton)
- When construction or repairs are being done, an alternative sidewalk path detour would be valuable, and/or using parking or vehicle lanes for pedestrian detour
- Sidewalks (on Stockton Blvd in the Oak Park neighborhood) do not feel wide enough for pedestrians pushing strollers

Participants noted specifically the following areas as needing crosswalks or improved crossings in the vicinity of Oak Park:

- Around McClatchy Park, 3rd Ave, and 32nd Ave
- 33rd St – need push activated crosswalks
- Bret Harte Court & Broadway - need a bike/ped crossing

Participants noted specifically the following areas as needing protected bike lanes or upgrades:

- Around Grant High
- Freeport bike lane
- Del Paso Heights

Popup #4 – Juneteenth Festival

Date	Time	Interpretation Provided	Estimated Participants
Saturday, June 17th	11:00am – 6:00pm	N/A	50

Meeting Summary

The City of Sacramento team joined by Civic Thread team held a pop-up via a reserved booth at the Juneteenth Festival on **Saturday, June 17th, 2023** from **11:00 AM to 6:00 PM** at **William Land Regional Park**. The event was hosted by Sacramento Juneteenth, Inc. and was selected both for its location near the South Sacramento Focus Plan Area and anticipated allowance to capture feedback from a diverse set of community members including local youth and their families. The pop-up focused on requesting feedback from community members on:

- Locations and corridors that represent challenges for people walking, biking and rolling
- Local destinations that residents currently travel to
- Destinations that residents would like to travel to if it were safer or more convenient.



Residents provided feedback on two maps either depicting South Sacramento or the full City boundaries using printed maps of the area and placing respectively colored dots corresponding to the type of feedback they wanted to convey and in what location. Additionally, community members were provided a printed QR code leading them to an online interactive input map on the City of Sacramento website. The pop-up ended early from the official conclusion of the event as many community members and neighboring vendors concluded their activities early. Following the conclusion of the event, the project team held an internal pop-up debrief. The following memo provides additional details on the event.

In total, approximately **45** community members participated in conversation with attending staff and/or provided direct feedback via the dotmocracy map activity, stated above.

Feedback Summary

Overall Themes

While the event was held near the South Sacramento Focus Plan Area, attendees lived in a wide variety of locations both within and beyond City limits. The feedback gathered covered a range of transportation related topics as noted below.

Key themes that emerged include:

- General concern with driver behavior including running red lights and speeding.
- Community would like to see more low-stress riding conditions, improved bike facilities, and improved connections

- Desire for more traffic calming throughout neighborhoods along with better street lighting for pedestrians.
- Concerns around general road maintenance including potholes, re-surfacing, and overgrowth on the sides.

Facility Improvements

Participants added comments related to facility improvements they would like to see implemented. Participants added a total of **16** comments related to specific facility improvements they would like to see. Other comments were more generalized facility recommendations not tied to a specific location (also reflected in the totals below).

Generally, speeding traffic and the request for traffic calming measures was cited most frequently (8) followed by bicycle infrastructure concerns and lack of connectivity (5 comments), followed lastly by concerns around general road conditions (4). See Appendix for transcribed comments.



Barriers & Challenges

The greatest overall barrier to engaging in active transportation was community's experiences of little to no pedestrian facilities at intersections or bike lanes, to facilitate a sense of safety and comfort while walking, biking, or rolling. In tandem with the lack of adequate facilities, community members frequently cited the perception of drivers speeding, running red lights, or driving recklessly. The final broad barrier was observations of little pedestrian scale lighting both throughout neighborhoods and near transit stops, specifically light rail stations.

Location specific concerns included San Joaquin Street and Redding Avenue, Elder Creek and Power Inn Road, Florin Road and Freeport Boulevard, Fulton Avenue in Arden-Arcade, Watt Avenue from I-80 to Antelope Street, X and 29th Street and G and 26th Street.

General Comments

Comments received via written or verbal form largely centered around the dangerous feelings of roads both regarding volume and speed accompanied by active transportation infrastructure (bike lanes and sidewalk) conditions. Many comments concerned requests for traffic calming elements and better street lighting, especially near light rail stations.

Popup #5 – La Esperanza

Date	Time	Interpretation Provided	Estimated Participants
Sunday, June 25th	1:30-4:00pm	Spanish	23

Meeting Summary

As part of the *Streets for People: Sacramento Active Transportation Plan*, City of Sacramento Staff joined by Civic Thread staff held a pop-up event on **Sunday, July 9, 2023 from 2:00 PM to 3:30 PM at La Esperanza Supermarket**. The event was selected as it fell within the Fruitridge and Broadway Focus Plan Area, and it was anticipated it would capture feedback from a diverse set of Spanish-speaking community members including local youth and their families during the peak shopping hours—based on Google Analytics of popular store times. The pop-up focused on requesting feedback from community members.



Feedback Summary

Overall Themes

Given that the event was hosted at La Esperanza Supermarket, most feedback was provided by Spanish-speaking families and friends who frequent the store based on availability and culturally diverse needs. General key themes emerged from the feedback:

- There are not enough separated bikeways and bike lanes, especially for youth to feel safe biking
- There is a perception that motorized vehicles frequently drive over the speed limit, swerve into bike lanes and sidewalks, and stop at intersections inside the crosswalks
- There is a need for improving visibility of bike lanes and for Active Transportation Users at crossings
- There is a lack of connectivity to multi-use trails

Facility Improvements

Community members left comments on the interactive maps that generally indicated where they would like to see improvements. Based on the comments, it is noted that participants are looking to have more shade along their commonly traveled routes (3 comments left on map). The comments suggest that community members would like to see infrastructure improvements that increase comfortability in walking and biking to key destinations (2 comments left on map). See Appendix for transcribed comments.

Barriers & Challenges

A majority of the common barriers identified while talking to community members was their interest to see infrastructure improvements on the road and sidewalks. The issue of potholes on the roads that would cause drivers to swerve into bike lanes and create uneasiness and a lack of safety amongst bicyclists and pedestrians was a commonly noted shared experience amongst participants.

General Comments

Participants mentioned that the feeling of fast moving vehicles made them uncomfortable while transitioning to modes of active transportation. In addition, they mentioned that adding more lighting and shade along their route would make them feel more comfortable walking and biking to destinations.

Popup #6 – 65th Street Light Rail Station

Date	Time	Interpretation Provided	Estimated Participants
Saturday, May 20th	12:00-4:00pm	Hmong	40

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a pop-up event at the 65th & University Ave Light Rail station on Tuesday, July 11th, from 1:30-4:00pm. The event was hosted at a light rail station in the Fruitridge/Broadway area during commuting hours to capture feedback from a diverse subset of community members, including students, workers, and more generally residents who depend on transit combined with active transportation to get around.

Popup participants provided their feedback to staff and directly on public input boards of the overall project area. A board of Fruitridge/Broadway Plan area was provided but was not utilized.

Participants provided a total of **15** comments on the boards.

The weather was above 90 F that day which likely impeded participation, as residents opted to remain under shade trees near the station. Water bottles were provided to participants. Participation was incentivized with free ride transit cards, and was effective at drawing at least some people over despite the weather. Several participants expressed interest in learning more about the project and were given a project business card with a QR code to the website as well as encouraged to sign-in and provide their email.



Feedback Summary

Overall Themes

Because the event was held at a transit station, much of the feedback provided was around transit improvements. While not all comments fell under the scope of the City’s Active Transportation Plan, we include the themes below for context. Key themes included:

- Need to repave roads
- More bike trails and lanes are needed
- Dissatisfaction with public transit, particularly cleanliness and timeliness
- Shade needed for transit stops and more generally

STREETS FOR PEOPLE POP-UP SIGN IN
65th University Station Pop-up

Name Nickname	Zip Code Area Code	Phone Area Code	Email Contact Information	Language(s) Spoken	Can't contact you for future projects (Yes/No) If "Yes" please provide reason for no contact (Yes/No)
Kep Keppa	95826	916-585-5044	keppa@keppa.com	Eng	✓
Cody W	95816	916-613-8024	codyw@keppa.com	Eng	✓
Michael M	95826	916-613-8024	616-613-8024		✓
			3400's of 1st St www.keppa.com		✓
			Keppa Transit Solutions www.keppa.com		✓
Timothy T	95816	916-613-8024			✓
Isabel	95826	916-613-8024	isabel@keppa.com	Eng	✓
Fiora F	95826	916-613-8024	fiora@keppa.com	Spanish & English	✓
Michael M	95826	916-613-8024	mic@keppa.com		

Facility Improvements

The primary facility improvements residents wanted to see include repaving of key corridors (3 comments), and bike lanes for greater access and felt safety (4 comments).

Barriers & Challenges

Common barriers identified to using active transportation were community's observations of lack of road maintenance, not enough bike lanes, and lack of shade. Residents also identified late buses, and a lack of maintenance on transit vehicles and at stops as barriers to utilizing public transit.

Howe Ave, La Riviera, Watt Ave, and Florin Rd emerged as top corridors of concern.

General Comments

Generally, comments indicate that residents wish to cycle and walk places, but find it difficult given maintenance, lack of infrastructure, and lack of shade.

Popup #7 – Robla National Night Out

Date	Time	Interpretation Provided	Estimated Participants
Tuesday, August 1st	5:00 – 9:00pm	N/A	40

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a pop-up event on Tuesday, August 1, 2023 from 5:00 PM to 9:00 PM at National Night Out. The event was hosted by the Robla Park Community Association at Robla Community Park. The event was selected as it fell within the North Sacramento Focus Plan Area, and it was anticipated it would capture feedback from a diverse set of community members including local youth and their families.

Popup participants provided their feedback to staff and directly on public input boards of North Sacramento and Northwest Sacramento. The pop-up ended earlier from the official conclusion of the event as many community members and neighboring vendors concluded their activities early.

Participants provided a total of **18** comments through the public feedback boards (**sixteen** comments for North Sacramento and **two** comments for Northwest Sacramento).



Feedback Summary

Overall Themes

Given that the event was hosted at Robla Community Park, most feedback was provided by community members from the nearby neighborhoods and from Robla Unified School District students and families.

Key themes that emerged from the feedback:

- Parks and trails are preferred walking and biking locations due to the greater separation from vehicles.
- Beyond infrastructure, personal safety is another barrier people face to walking, biking, and rolling, particularly for women travelling alone on shared use paths and young families.
- There is strong interest in short-term, low-cost safety and infrastructure solutions as the City works on longer-term, more permanent improvements for walking and rolling.



Facility Improvements

Participants added comments related to specific facility improvements they would like to see implemented. Sidewalk gap closures were identified most frequently (5 total comments), followed by road diets and complete streets improvements (2 comments), and traffic calming and enhanced bicycle facilities (each of which received 1 comment). See Appendix for transcribed comments.

Barriers & Challenges

Meeting participants identified common barriers for travel throughout the area, with a particular focus on sidewalk gaps, high stress cycling routes, and a lack of “complete street” facilities for active mode users. Bell Avenue, Bell Street, Elkhorn Boulevard, Auburn Boulevard, Rio Linda Boulevard, Jessie Avenue, Del Paso Boulevard, Northgate Avenue, and Ford Road.

General Comments

Popular destinations participants would like to have safer or more convenient access to included Downtown Sacramento and shopping centers in North Natomas and Rio Linda. Popular destinations participants currently walk and roll to include local parks, schools, libraries, and trails.

Popup #8 – SF Supermarket

Date	Time	Interpretation Provided	Estimated Participants
Sunday, August 20th	10:00am-2:00pm	Vietnamese & Chinese	60

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a pop-up event on Sunday, August 20 from 11:00 AM – 2:00 PM at the Shun Fat (SF) Supermarket which is located at the Cali Saigon Mall. The event was selected as it fell within the South Sacramento Focus Plan Area, and it was anticipated it would capture feedback from a diverse set of community members.

Popup participants provided their feedback to staff and directly on public input boards of the All City Map and South Sacramento Focus area.

Participants provided a total of **13** comments through the public feedback boards (**four** comments for South Sacramento Focus Area and **nine** comments for the All City Map). Boards were provided in Vietnamese and Chinese. The table and boards were setup just outside the supermarket entrance.

Feedback Summary

Overall Themes

Key themes that emerged from the feedback:

- Driver Behavior: Pedestrians constantly feel like drivers are going too fast, causing uneasiness.
- Bike Infrastructure: There is a need for more bike lanes.

Facility Improvements

Facility improvements residents would like to see implemented include traffic calming (4 comments), more bike infrastructure (3 comments), and improvements to sidewalks/intersections (3 comments).

Barriers & Challenges

Common barriers identified to using active transportation include large, perceived dangerous intersections, fast driving, lack of bike lanes, and too much space on the roads dedicated to cars. Corridors identified as having particular challenges are Calvine Rd, Center Parkway, Franklin Blvd, and Mack Rd. The area around Sacramento City College was also identified as posing challenges to community.

General Comments

In addition to barriers identified above, people generally noted that they feel unsafe being out walking and biking. They cite multiple reasons, which include driver behavior and crime/personal safety concerns.

Popup #9 – South Sac Heritage Festival

Date	Time	Interpretation Provided	Estimated Participants
Sunday, August 27th	11:00am – 8:00pm	Vietnamese & Chinese	60

Meeting Summary

City of Sacramento Staff joined by Civic Thread staff held a pop-up event on Sunday, August 27th from 11:00 AM – 8:00 PM at the South Sacramento Heritage Festival which is located at the Cali Saigon Mall (the same location as the SF Supermarket popup). The event was selected as it fell within the South Sacramento Focus Plan Area, and it was anticipated it would capture feedback from a diverse set of community members.

Popup participants provided their feedback to staff and directly on public input boards of the All City Map and South Sacramento area.

Participants provided a total of **14** comments through the public feedback boards (**three** comments for South Sacramento Focus Area and **11** comments for the All City Map). Boards were provided in Vietnamese and Chinese. Being located directly next to the event stage may have impacted participation as it was loud and difficult to hold conversations.

Feedback Summary

Overall Themes

Key themes that emerged from the feedback:

- There is a general want for more bike lanes; biking experience feels dangerous
- Pedestrians constantly feel like drivers are going too fast, causing uneasiness
- Parks are an important amenity and a draw for pedestrians

Facility Improvements

At this popup, participants did not make many location-specific facility improvement comments, but rather discussed facility improvements more generally. Facility improvements residents would like to see implemented include bike infrastructure (6 comments), followed by improvements to sidewalks/intersections (5 comments), and addressing maintenance concerns (3 comments).

Barriers & Challenges

Common barriers identified to using active transportation include a lack of bike lanes or lanes that feel safe, a lack of maintenance impeding travel by foot and bicycle, and drivers seem to be driving too quickly impacting comfort. Two corridors that arose as challenges were Detroit Blvd and Wah Ave.

General Comments

In addition to barriers identified, participants also noted the importance of parks and that they enjoy walking to parks.

Appendix

This appendix includes an overview of specific comments left by community residents and sticky dot categorizations for each popup workshop. Categories represented include the following:

- **Green dots** – destinations where community members would like to go (On the Map: “Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient”)
- **Yellow dots** – destinations where community members go to (On the Map: “Place yellow dots on the places you travel to most often in Sacramento”)
- **Red dots** – Areas that are challenging for walking, biking and rolling. (On the Map: “Place red dots on challenging areas related to biking, walking and rolling Infrastructure”)

Comments are also organized by focus area of the board where comments were left.

Popup #1: Rosa Parks School Community Fair

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - Steve Jones Park
 - Cosumnes River College, near Shasta Community Park
- Destinations where community members go to (**yellow dots**):
 - Greenhaven
 - Bradshaw College Greens
 - Midtown
 - Rosa Parks Middle School
 - Area around Martin Luther King Jr. Library
 - Land Park
 - Bret Harte Elementary/Curtis Park area
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - River Bike Trail connections
 - Franklin Blvd. & Mack Rd. intersection
 - Highway 99 overpass
 - Bruceville Rd. & Center Pkwy intersection
 - Piedmont Dr./Bel Air Dr. (to west of Riverside Blvd. north of the Pocket)
 - West of Bing Maloney Golf Course, north of Florin Rd.
 - Near Garcia Bend Park
 - Area between Pocket Rd. & Land Park Dr.
 - Woodbine Elementary

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

South Sacramento Focus Area

A total of **nine** comments were included on the South Sacramento Focus Area board (**see Figure 1**). Comments included:

- **Signalized crosswalk areas are too far apart / no signalized midblock crosswalk on Meadowview & Mack**
- **No sidewalks along or on overpasses of highways I-5 & 99 on Meadowview and Mack**

- Connection needed to the River bike trail, it is not easy to get there. Generally, vehicle traffic speeds were of large concern, as well as the lack of separate bike lanes and low visibility of pedestrian crossings. The river needs better access for bike riders. (Two related comments from same participant on separate sticky notes)
- Kids bike to parks, bike lanes feel like they are too narrow or there are cars parked in the bike lanes on the side sometimes. No bike lanes to cross overpasses
- **Oakridge ES area: Traffic calming safety, Broadway Triangle-Safety Neglected**
- **16th St. crosswalks need more visibility**
- **From 65th Ave. to Rosa Parks school area, need separate bike trails/lanes to feel safer**
- Bike lane cuts off somewhere between South Sac & Elk Grove

Southwest Sacramento

A total of **six** comments were left on the Southwest Sacramento Focus Area board (**Figure 2**). Comments included:

- **Meadowview Area to Rosa Parks Traffic calming more speed bumps**
- Vehicle speed running stop signs
- Bigger buffers for bike lanes
- Separated/buffered bike paths to Downtown
- **Can't bike past the I-5, not safe beyond that. Florin Rd/Freeport people run reds all the time. All concrete, no plants or trees, crosswalks not visible.**
- **Meadowview/Expedition next to John Still School to Delta Shores Mall, bike ped path**

Popup #2: SAClovia Bikes on the Boulevard

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - Inderkum High
- Destinations where community members go to (**yellow dots**):
 - North Natomas Regional Park
 - Northgate Blvd. (near Haggin Ave intersection)
 - American River Bike Trail northeast of Tiscornia Park
 - B St & Dos Rios St intersection
 - G Street
 - 16th Street where it crosses railroad tracks
 - Sutters Landing Regional Park
 - SR 160
 - Arden Way & Colfax St
 - El Camino Ave
 - Altos Ave near Grand Ave intersection close to Del Paso Heights Library
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Arena Blvd I-5 on-ramp
 - Regency Park Elementary
 - Railroad tracks/Levee Rd.
 - Dos Rios St where it crosses railroad tracks
 - Tanzanite Community Park
 - Airport Rd & San Juan Rd intersection
 - Del Paso Rd & Commerce Way intersection

- New Market Dr
- E St & 13th St intersection
- 12th / 16th and connecting to North Sacramento
- Exposition Blvd. Eastward
- Harvard St
- Waterford Rd
- El Camino Ave & Harvard Street
- El Camino Ave & Princeton St
- Arden Way & Acoma St
- Forrest St & Del Paso Blvd
- Marysville Blvd & Grand Ave
- Altos Ave near Richardson Village Park
- Altos Ave just north of Walter S Ueda Parkway
- Altos Ave just north of South Ave.

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

North Sacramento Focus Area

A total of **six** comments were left on the Northwest Sacramento Focus Area board. Comments included:

- Road needs better maintenance, bike gets damaged – needs sweeping, glass on ground [referring to San Juan Road, Bilsted Way, Arena Blvd]
- I live off Watt/El Camino. There is a lack of connection to other areas. Big gaps in the bike trail.
- Northgate Blvd bike lanes are awful. Too dangerous.
- **Bollards needed on Ninos Parkway to stop cars driving. Northview to W El Camino Ave.**
- Railroad crossings are dangerous
- 15th + 16th: road conditions are bad. Bikes to Fremont. No comfortable route to bike.

Northwest Sacramento Plan Area

A total of **19** comments were left on the Northwest Sacramento Focus Area board. Comments included:

- Trash on road, glass in bike trail. Potholes. Others' dogs bothering while biking. Unsafe grass along trail. Maintenance urgent for people who rely [on the bike lane] for [commuting] to work. [Referring to Altos Ave]
- Walnut Ave at Roberson Center (slow/poor traffic light)
- Maintained bike lanes, marked bike lanes
- Crosswalk at Rio Linda & Grand Ave – 2 fatalities
- Prefer bike trail [referencing Exposition Blvd??] Ethan/Arden. North Arden no good crosswalk to connect bike trail N [north?]
- Replicate what is being done on 12th Street! [referring to separated bikeway]
- Cracked sidewalks, overgrown trees blocking sidewalk [referring to Gibston St]
- Safety – barriers between lanes & bike lanes. El Camino – no bike lane. [Referring to El Camino Ave]
- **Roseville Rd & Fulton are not maintained, condition of streets – sweep lanes, also edge for bike needs. All along Auburn Blvd can add bike lanes.**
- J Street protected bike lane is not safe for bikes [received a +1 from another commenter]
- Bigger sidewalk on Howe
- No sidewalks off of El Camino on Fulton. Better signage – cars drive too fast.
- Watt Avenue – potholes, needs to be prioritized. Drives constantly. Harvard St – sidewalk cracks.
- Bus service needed later at night.
- **Need better connectivity to Sutter's Landing Regional Park to get to East Sacramento.**
- 12th / 16th and connecting to North Sac [noted as problem areas]
- When trees are downed and sidewalks have to be blocked for repair, City should be required to provide an alternative sidewalk path/detour and use parking/vehicle lanes for pedestrian detour

- **Gap where bridge connects to asphalt, the edge makes it hard to bike on Del Paso. From here to 12th Street there are no lights, road is bumpy. More shade needed. Safety issues. [referring to Arden Way where it crosses Traction Ave]**

Popup #3: Celebrate Oak Park

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - 20th Street (between J & L Streets) - location of Midtown Farmers Market
 - Stockton Blvd (4 dots placed)
 - Martin Luther King Jr. Blvd & 6th Ave intersection
 - Broadway & Stockton Blvd intersection
 - Stockton Blvd. & 12th Ave intersection
- Destinations where community members go to (**yellow dots**):
 - Colonial Heights Library
 - 13th Ave & 62nd Street
 - McClatchy Park
 - Oak Park near 35th, 3rd Ave, and 5th Ave (north of McClatchy Park)
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Colonial Heights Library (2 dots placed)
 - McClatchy Park
 - Stockton Blvd. & 12th Ave

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Fruitridge Broadway Focus Area

A total of **17** comments were left on the Fruitridge Broadway Focus Area board. Comments included:

- 30th & McKinley: Many people walk and bike down McKinley Blvd to go to midtown and this intersection at 30th is horribly dangerous
- H St & 30th, & Alhambra, & 28th
- Bike access on narrow residential streets
- [When] walking scared of right turn on red. PHB [pedestrian hybrid beacon] confusing. Not enough crossing time.
- Fruitridge is not safe here [referring to location near Ethel Way]
- Road work and bike lanes
- **Need crosswalks near McClatchy Park, need crosswalks around 3rd & 32nd Ave.**
- **A car free pathway to DOCO and other high traffic districts. Bus stops for disabled at beginning and end.**
- Please review the bike lanes downtown – midtown – Oak Park – Curtis Park and fix potholes & assure tree canopy over the bike lane – thanks!
- **Protected bike lanes [Safe Routes to School] Grant High.**
- **Crosswalks needed at 33rd that are push activated**
- Oak Park sidewalks by Stockton are not wide enough for strollers (see utility poles near the **Eggery**(?))
- Safe kids biking to cross Stockton to the Colonial Heights Library
- Freeport bike lane southbound is in gutter, not safe & forces kids to cross to the other side
- More bike parking
- Need protected bike lanes in Del Paso Heights

- Tequila Alley trash

Downtown Sacramento Area

A total of **10** comments were left on the Downtown Sacramento Focus Area board. Comments included:

- Homeless on Stockton Blvd
- **More car-free streets! K Street car-free, and 20th St between J & L Streets [car free] again – please close 20th again!**
- More bike lanes near Oak Park & College Greens
- I wish Land Park roads could be closed. It's a park and should be used for recreation, not driving. At the very least all the crosswalks need to be more ped friendly.
- More car-free designated roadways, not just on the grid.
- Safety patrols on ped bridge.
- Cyclist hazard 43rd & Folsom Blvd
- **Bike/ped crossing at Bret Harte Court**
- South Sacramento doesn't feel safe to walk at night
- Stockton Blvd and 21st Ave feels unsafe due to unhoused neighbors and sex workers

Popup #4: Juneteenth Festival

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - Meadowview Rd. and 24th St
 - Florin Rd. and 24th St.
 - Fruitridge Rd. And 99 Crossing
 - Broadway Blvd. And Stockton Blvd.
 - Bike trail west of Sutters Landing Regional Park and east of 16th Street.
 - Discovery Park.
- Destinations where community members go to (**yellow dots**):
 - Franklin Blvd. And Mack Rd.
 - McKinley Park
 - The Park at East Sacramento (Business Park)
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Futures High School
 - Near Marysville Boulevard
 - Roseville Road
 - Hagginwood
 - Northgate Boulevard near Hazel Strauch Elementary
 - Intersection of Garden Hwy and Levee Rd
 - Along Levee Rd
 - Intersection of F St. And 19th St.
 - 21st and H St.
 - American River Bike Trail near Howe Ave.
 - Alhambra Blvd and T Street
 - Rosa Parks Elementary neighborhood
 - Florin light rail station
 - 47th Ave. and Franklin Blvd.

- Fruitridge Rd. and Highway 99 crossing.
- Stockton Blvd and Capital Cir.

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Southeast Focus Area

A total of **8** comments were left on the Southeast Sacramento Focus Area board. Comments included:

- **Drivers run red light at San Joaquin and Redding Ave (Police are worst offenders)**
- **Fast cars. Not a lot of signage or speed bumps. Don't feel safe biking in the Rosemont area.**
- **Bike lanes abruptly stop with no warning. More bike and scooter parking in DOCO/Midtown.**
- **Oak Park needs more bike lanes.**
- **Maintenance @ Ninos Parkway, particularly mowing and especially around 4th of July. Additional openings/connections along road.**
- **Elder Creek Rd and Power Inn has turned into a truck route. Traffic calming and potholes to slow traffic down along 75th Street.**
- **Florin Rd. And Freeport Blvd. Intersection too large to feel comfortable for pedestrians to feel safe.**
- **Fulton: Arden-Arcade issues with speeding drivers, no pedestrian signals, no lighting.**

All City Map

A total of **12** comments were left on the All City Map board. Comments included:

- Hagginwood Association gathered feedback around the lack of streetlights, feeling unsafe, no crosswalks.
- **Challenging to leave trail at Fair Oaks Bridge due to high traffic speeds and volume.**
- Fast cars, strangers, erratic driving.
- **Watt Ave potholes from I-80 to Antelop Street stopped re-paving near Marconi Ave.**
- **W. El Camino between Northgate and Truxel trail would like concrete paved instead of black tar.**
- Challenge going under overpasses. Sidewalks not passable because of unhoued camps.
- **Stop sign needed at Midtown 26th Street and G Street for drivers on G Street.**
- **Would like to see the slow streets program returned to Land Park neighborhood.**
- **X Street and 29th Street light rail station has poor lighting both at station and along route to the station.**
- **No transit in residential neighborhoods in Meadowview/Golf Course terrace area.**
- Want to keep low-density housing to keep open space and kids. Improvements for walking biking facilities have made it unsafe for drivers.
- **Midtown/Downtown unhoued community pose challenges to recreational biking. Not personally interested in walking or biking as means of transportation (independent of unhoued community concerns)**

Popup #5: La Esperanza

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - West Campus High School
- Destinations where community members go to (**yellow dots**):
 - La Esperanza Supermarket
- Areas that are challenging for walking, biking and rolling (**red dots**):

- Northgate Blvd. & El Camino Ave. Intersection
- Franklin Blvd. corridor
- Stockton Blvd. & Fruitridge Rd. Intersection
- Franklin Blvd. & Florin Rd. Intersection
- Broadway corridor

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

All City Map (Total Plan Area)

A total of **thirteen** comments were left on the General Plan Area board. Comments included:

- **Potholes on Watt Ave. (can cause drivers to swerve into bike lanes and sidewalks)**
- **Connections needed to access Freeport and Florin trails such as bike bridges**
- Fruitridge improvements needed for walking and biking
- **Franklin Blvd. + Mack Rd. needs more trees and shade**
- Northgate area is difficult to walk around due to unhoused community
- **In the area around La Esperanza Supermarket, the lighting needs to be fixed/added and more trees are needed for shade**
- **Along Laurine Way (95824), more lighting is needed**
- Improvements for biking along Frankling Blvd.
- **Bike parking is needed at stores and other frequented locations such as La Esperanza and La Superior**
- **Potholes cause cars to veer towards bike lanes and sidewalks along Fruitridge**
- **Florin Rd. and Franklin Blvd. need more lights and trees**
- Near Luther Burbank High School, on Fruitridge Rd. intersection near Starbucks, speeding cars create a lack of safety for pedestrians
- **Greenback Ln. Elkhorn Safeway, needs heavier duty bike parking**

Fruitridge Broadway Plan Area

A total of **three** comments were left on the Fruitridge Broadway Focus Area board. Comments included:

- **Higher visibility bike lanes along Freeport, Fruitridge, and Franklin (i.e. green paint fill for the bike lane)**
- Connectivity to access bike trails
- Broadway corridor: dangerous driver habits

Popup #6: 65th Street Light Rail Station

Comments by Sticky Dot Categories

No dots were left on the maps at this location.

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

General Project Area Map

A total of **15** comments were left on the General Project Area board:

- Need more stop signs and stoplights for drivers to see
- **Watt Ave and El Camino Ave need repaving**
- **Florin Rd. & Florin Perkins need bike trails to access stores**
- **Need Fruitridge bike trail**
- At 9th St near Historic Sacramento, going through [across] railways takes a minute, and is not shady
- S St & 3rd St – construction issues, feel unsafe biking
- 5th St & 10th St specifically, in alleys downtown there is lots of trash and it's hard to ride [bicycle] there

- Stockton Blvd, 65th St., Florin Rd are unsafe. Bus lanes there add to traffic.
- La Riviera and Howe Ave. have faded bike lanes
- La Riviera and Howe Ave need better pavement on the streets, and bus stop improvement with shade.
- Watt/I-80 (near McClellan Dr) has no bike lanes
- Folsom Blvd. Has no sidewalks and is dangerous to walk along to access storage unit.
- Auburn Blvd and Arden Way: sidewalks are cracked, potholes
- Public Transit:
 - Buses are always late
 - Light rail is always dirty
 - Better servicing of garbage cans at RT stops
 - Bus stop improvement needed, need shade
 - Hoses are available which is nice

Popup #7: Robla National Night Out

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- While no community members specifically used the **green dots** to indicate destinations they would like to go to, verbal feedback received included:
 - Downtown Sacramento and Old Sacramento
 - North Natomas (particularly shopping centers)
 - Rio Linda (particularly shopping centers)
- Destinations where community members go to (**yellow dots**):
 - Robla Community Park
 - Del Paso Heights Library
 - Charles Roberts Park
 - Bell Avenue Elementary
 - Hagginwood Park
 - Citrus Heights
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Taylor Street Elementary
 - Rio Linda Boulevard between Bell Avenue and Grand Avenue
 - Jessie Avenue between Norwood Avenue and Rio Linda Boulevard

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

North Sacramento Focus Area

A total of **sixteen** comments were left on the North Sacramento Focus Area board. Comments included:

- Frequent transit user because family is a one-car household. Accesses transit primarily for commuting to job.
- Young family almost exclusively walks and bikes along trails located in Rancho Cordova. Uses car to access trails but would bike more locally if there was greater access to shared use paths.
- **No sidewalks along Jessie Boulevard** make walking challenging.
- **Riders have to walk in street to access bus stop located along Jessie Avenue due to sidewalk gaps**, making accessing transit difficult and dangerous.
- **Sidewalks along Bell Avenue end at senior living facility**. Sidewalk gaps make walking challenging.
- It's easier to travel to Rio Linda to access shopping centers from North Sacramento than shopping locally.

- **No sidewalks near Robla Elementary.**
- Drives to Del Paso Heights Library because active transportation feels unsafe.
- Walks around Robla neighborhood (Norwood Avenue).
- **Bell Street and Rio Linda Boulevard have sidewalk gaps** and feel scary for biking.
- People have been putting out neon “kids at play” signs along residential streets immediately north of Robla Community Park.
- Issue with illegal dumping (cars) around Robla neighborhood near Robla Community Park, makes walking feel unsafe.
- Chooses to walk around Citrus Heights because walking feels unsafe along Auburn Boulevard.
- **Issues with speeding along residential streets immediately north of Robla Community Park, particularly Windcloud Avenue**, makes walking and biking feel unsafe. Many young families live in this area.
- Used to take shared use path to bike from Robla neighborhood to Old Sacramento but doesn’t anymore due to personal safety concerns related to increasing incidents along path, particularly during evening and nighttime hours.

Northwest Sacramento Focus Area

A total of **two** comments were left on the Northwest Sacramento Focus Area board. Comments included:

- Young family from Northlake Community (new residential development in North Natomas) only feels comfortable walking and biking within development because crossing Elkhorn Boulevard is a major barrier.
- **Sidewalk gaps near intersection of Del Paso Road and Northgate Boulevard and charter school for performing arts** (specific name was not provided).

Popup #8: SF Supermarket

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - Ehrhardt Ave & Center Parkway Intersection (Consumnes River College)
 - Calvine Rd. & Bruceville Rd. (Shasta Community Park, Valley Hi/North Laguna Library)
 - 47th Ave & Stockton Blvd (Shopping center - New Asian Supermarket, Minh Phat fabric)
- Destinations where community members go to (**yellow dots**):
 - Florin Rd. Near Loop Neighborhood Market
 - Franklin Blvd. & Mack Rd. Intersection
 - Calvine Rd. & Center Parkway
 - Barbara Comstock Morse Elementary
 - 47th Ave & Stockton Blvd
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Calvine Rd. & Center Parkway
 - Franklin Blvd. & Mack Rd. Intersection
 - Sacramento City Community College

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

South Sacramento Focus Area

A total of **four** comments were left on the South Sacramento Focus Area board. Comments included:

- **Bruceville Rd, Center Parkway around CRC – there's no sidewalk, bike lanes are rocky, and dirty/not clean**
- Walking to Walgreens off Mack/Franklin resident was almost hit by car
- Franklin off SF Market – fast drivers. Makes it dangerous for walking and biking. **Lower speed & traffic calming needed.**
- Lived here my whole life. Dangerous to personal safety. Multifaceted issue – need to address crime + safety for people to want to walk/bike.

All City Map (Total Plan Area)

A total of **nine** comments were left on the All City Map. Comments included:

- [Need] Routes to Parks (all)
- Safety, Health. More stop signs. Stockton Blvd, 47th Ave, and Tia Xa (?) [all have] temples
- **Traffic calming [needed] around William Land Park and Elk Grove Park.** Paving and roadway painting makes people want to be there.
- Need more scooter lanes
- Meadowview near Home Depot the cars drive fast and do not yield to pedestrians
- At Mack/Franklin everyone is in a hurry. Big dangerous intersection – I'm not going to cross there.
- The park on 24th & Matson [referring to Steve Jones Park] has less people due to safety?
- Around the parks, recommend more roadway dedicated to pedestrians.
- Walks to Caltrans. **Bike lane should be extended to Delta Shores**

Popup #9: South Sac Heritage Festival

Comments by Sticky Dot Categories

A summary of locations is listed below based on the color of the dot utilized

- Destinations where community would like to go (**green dots**) include:
 - None
- Destinations where community members go to (**yellow dots**):
 - South Center Shopping Center
 - Near Archives Plaza by the Capital
 - Neighborhoods by Levar Burton Park
 - Center Parkway RT Station
- Areas that are challenging for walking, biking and rolling (**red dots**):
 - Along Detroit Blvd.
 - Neighborhood by Wah Ave.

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

All City Map (Total Plan Area)

A total of **11** comments were left on the All City board. Comments included:

- Por favor mantener mas limpio de vagabundos y vehiculos movil home estacionados en calles son varion [Please keep it cleaner of vagrants and mobile home vehicles parked on streets are varied]
- Trails are safer for bike riders. Cops have no access to trails. American River Trail has nice paved trails, not too many cracks
- Mack Rd. area is challenging for runners towards Café Latte from the Pocket area (Pocket area is good for walking)

- Likes the abundance of parks in Sacramento, typically enjoys walking to parks
- Cracked sidewalks in Valley Hi/Laguna North area
- By the creek on Franklin RT Station
- General need for bike lanes. Lots of bottles, trash, big potholes, unsafe driver habits seen around South Sacramento area
- Make more separate bike lanes
- Not enough space for bikes on the road (typically rides trail from Old Sac to Folsom River)
- Biking is too dangerous in this area (even in bike lanes) as cars drive too fast
- No sidewalks from Power Inn to Stevenson (unable to walk, nor on shoulder)

South Sacramento Plan Area

A total of **three** comments were left on the South Sacramento Focus Area board. Comments included:

- Likes to walk to parks and appreciates the many parks in Sac
- Not enough ramps to easily get bikes onto sidewalk
- On scooter, goes to: Kaiser, HMart, Starbucks, Post Office, SF Supermarket in area. Better visibility is needed, cars go too fast, **better intersection crossings are needed**



To: Leslie Mancebo, Jeff Jelsma, and Charisse Padilla - City of Sacramento
From: Pristina Zhang - Civic Thread
Date: November 3, 2023
Re: **Streets for People: Sacramento Active Transportation Plan- Phase 1 Walking Workshop Summary**

Executive Summary

The City of Sacramento, with support from Civic Thread, conducted six walking workshops throughout the City of Sacramento to learn about community priorities and better understand barriers to active travel modes through daily lived experience. The sites were selected based on community feedback acquired through engagement efforts such as citywide pop-up events, the Streets for People Community Planning Team meetings, an online feedback map, and the Public Works' "Gator" team. This information was ground-truthed by its proximity to vulnerable populations such as school-age children, access to healthy destinations, and UC Berkeley's Transportation Injury Mapping System data.

Each walking workshop was led by the City of Sacramento and supported by Civic Thread staff with two culturally relevant interpreters. Languages were selected based on the surrounding demographics informed by census, public library, and local school attendance data.

In total, 30 community members participated in observing and sharing their concerns, observations, and local expertise of the area.

While participants identified safety concerns in each area along with some notable positive attributes concerning specific locations along the individual walking workshops, universal themes around conditions and concerns were identified and can be summarized as:

- Crossings were reported as unsafe for traffic conditions, too infrequent, or the pedestrian signal time was too short.
- Sidewalks were often reported as too narrow to use comfortably, frequently cracked or in poor condition, and/or blocked by utility poles or boxes.
- Lack of shade was a frequently reported concern along sidewalks and bus stops.
- Drivers were observed traveling at unsafe speeds, engaging in dangerous behavior such as not looking during turns and veering into bike lanes. There was also visible evidence of tire marks from donuts or burnouts.
- Bike lanes were reported as too narrow, in poor condition, or non-existent.
- A lack of pedestrian scale lighting was observed throughout neighborhood streets and along single and multi-use paths.
- Rolled curbs that allow drivers to park on the sidewalk were reported as a concern.

Introduction

Project Background and Overview

Streets for People: Sacramento Active Transportation Plan is a planning process to develop a new plan for active mobility in Sacramento. The plan will identify improvements for people walking, biking, and rolling throughout the city through a series of engagement opportunities, which include:

- Community workshops and meetings
- Pop-up workshops
- Walking Workshops
- Field engagement and Library surveys
- Commission Presentations

Streets for People will address active transportation needs citywide but will focus engagement and recommendations in areas of high need and historical disinvestment, where residents rely the most on affordable and effective bicycle, pedestrian, and transit facilities.

The focus areas include South Sacramento, North Sacramento, and Fruitridge/Broadway. Through broad listening and equitable engagement, the plan will guide future infrastructure investments citywide and what types of investments are made for walking, biking, and rolling.

Walking Workshops

Walking workshops are designed as community tools to assess barriers to walking and biking, gain awareness around feelings of comfort and safety, and identify features that would encourage more active travel. All six walking workshops were designed to meet pre-existing concerns gathered in prior community engagement listening sessions and were tailored to the demographics that live and travel in the immediate vicinity. Logistically, the workshops are organized and facilitated by the City of Sacramento with support from Civic Thread; however, the event is primarily led by community members regarding what is being discussed, prioritized, and highlighted as needing change.

To ensure equitable access to participation, outreach materials were provided in culturally relevant languages specific to the area where the walking workshop took place, and live interpretation was provided on the day of the workshop. Walking workshop maps containing QR codes linking respondents to the citywide map were distributed to parents who frequently traveled in the area but were unable to join the workshops.

The established routes for each of the six workshops followed the same process for determination. Previously held listening sessions with community members helped to identify areas with significant mobility-related concerns relative to a community-serving destination such as a school, community center, or ethnic grocery store. After identifying the most frequently cited locations, quantitative data such as crash rates, injury severities, and existing pedestrian infrastructure, were used to determine a route approximately 1 mile from a central meeting point. This route served as the audit location for community and project team members to assemble and travel, resulting in documentation of the lived experiences of community members, their interpretation of the street design and infrastructure characteristics, and observations of driver behavior and traffic conditions. This information was then used to confirm and complement existing large-scale quantitative traffic safety data to ensure any improvements from the project are supported by and in service to the surrounding community.

Meeting Location	Date	Community Attendance	Languages
Walking Workshop 1: Steve Jones Park 2331 Casa Linda Dr, Sacramento, CA 95822 (South Sacramento)	August 18, 2023	8	Chinese, Spanish
Walking Workshop 2: Charles Robertson Park 3525 Norwood Ave, Sacramento, CA 95838 (North Sacramento)	August 19, 2023	8	Hmong, Spanish
Walking Workshop 3: Robla Elementary School 5248 Rose St, Sacramento, CA 95838 (North Sacramento)	August 30, 2023	1	Hmong, Spanish
Walking Workshop 4: Will C. Wood Middle School 6201 Lemon Hill Ave, Sacramento, CA 95824 (Fruitridge/Broadway)	September 12, 2023	7	Spanish, Vietnamese
Walking Workshop 5: Irene B. West Elementary 8625 Serio Way, Elk Grove, CA 95758 (South Sacramento)	September 14, 2023	2	Chinese, Vietnamese
Walking Workshop 6: Hiram Johnson High School 6879 14th Ave, Sacramento, CA 95820 (Fruitridge/Broadway)	September 20, 2023	4	Hmong, Spanish

Walking Workshop 1: Steve Jones Park

Existing Conditions

Steve Jones Park is located on a 6.65-acre lot off Casa Linda Drive in Sacramento, bordered by Addison Way and 24th Street. The amenities at this park include an adventure play area, a picnic area with a shade structure, open turf with a Sepak Takraw Court, basic landscaping, walkways, pathway lighting, a drinking fountain, trees, and irrigation along 24th Street. Steve Jones Park serves families from Meadowview, Woodbine, and surrounding communities.

Land Use

Steve Jones Park is surrounded by single-family homes on all sides and three apartment complexes: Sacramento Manor (0.8 miles North), Meadow Glen (0.5 miles South), and Florin Meadows (1.2 miles Northeast). Approximately 1 mile north are two gift shops and three clothing stores. Nearby grocery stores include Meadow View Market (0.5 miles south) and 99 Ranch Market (2.1 miles Northeast). Several churches are located within 1 mile of the park. These churches include Twenty Fourth Street Baptist, Progressive Church of God in Christ, Moments of Blessing House of Prayer, La Iglesia de Jesucristo de los Santos de los Ultimos Dios, and Genesis Church Sacramento. The park is surrounded by several schools up to nearly 1.5 miles away. These nearby schools include Edward Kimble Elementary School, Success Academy Middle School, Rosa Parks K-8 School, John H. Still K-8 School, Capital Collegiate Academy High School, John D. Sloat Elementary School, John Bidwell Elementary, and Capital City Independent Study High School. Steve Jones Park is one of many in the area, with nearby parks ranging from 0.2 to 1.4 miles away. These nearby parks include Hopkins, Hampton, Martin Luther King Jr., 24th Street Bypass, Cabrillo, Meadowview, Freeport, and William Chorley.



Transportation

Steve Jones Park provides paved pathways and benches within the park and sidewalks around all sides and throughout the surrounding single-family neighborhoods and 24th Street. A bike lane is available only along 24th Street, and no bike racks are present at the park. There are three nearby transit stations: 24th Street & Meadowview Road NB (0.5 miles South), 21st Street & 65th Ave NB (1.1 miles North), and Meadowview Road & Amhurst St WB (1.3 miles West). Parking for private transportation is on the street along Casa Linda Drive and Addison Way. Parking availability is uncertain along 24th Street due to the busy 4-lane traffic and no designated parking lane beyond the bike lane on the west side bordering the park.

Workshop Information

Event Details

Friday, August 18, 2023

6:00–7:30 pm

Steve Jones Park: 2331 Casa Linda Dr, Sacramento, CA 95822

Attendance

- Leslie Mancebo, City of Sacramento
- Kiara Reed, Civic Thread
- Maria Martin, Spanish Interpreter
- Patricia Wang, Chinese Interpreter
- *Community Participants: 8*

Community Comments

- Active Mode Infrastructure
 - Narrow Sidewalks are in poor condition and feel narrow.
 - Litter is observed on sidewalks.
 - Narrow bike lanes are frequently blocked.
- Intersections
 - No crosswalk was observed at the south leg of 24th Street and 69th Avenue intersection.
 - A lack of stop signs along Casa Linda Drive and the surrounding neighborhood was observed.
 - Crossings felt unsafe due to lack of markings or controls.
 - Stop signs and/or signals were reported as missing in several important places.
- Driver Behavior
 - Drivers were perceived as traveling too fast, creating a sense of unsafety.
 - Reports of feeling unsafe due to vehicle speeds, proximity of sidewalks to moving traffic, and rolled curbs.
 - Concerns were reported regarding visible evidence of unsafe driver behaviors, such as sideshows, donut tire tracks, and spinning tires.
- Pedestrian Amenities
 - A lack of wayfinding signage to nearby amenities was observed.

Overall, participants conveyed safety concerns regarding pedestrian facilities such as sidewalks and bike lanes either being too narrow and/or in poor condition relative to the busy traffic conditions of 24th Street. Additionally, concerns around driver behavior were observed during the workshop and perceived through visual evidence such as tire marks in the street and on sidewalks. These concerns also included perceived high speeds which drivers were observed traveling relative to the feeling of insufficient protection provided by the pedestrian facilities. Community members reported that bike lanes and/or sidewalks were too close to traffic without adequate protection such as painted or physically protected buffered bike lanes or landscape planters between the sidewalk and road. Of note was the prevalence of trash cans blocking both bike lanes and sidewalks on trash collection days.

Neighborhood access to nearby sites, including the workshop meeting location at Jones Park, schools, and the several churches, was reported as insufficient and needed more and/or improved crossings where neighborhood streets intersect with 24th Street. It was also observed and reported that established intersections lacked sufficient safety features such as crosswalks or stop signs throughout the neighborhood. Neighborhoods would feel safer if more pedestrian lighting was provided, appropriate traffic control signs such as stop signs were installed, and sidewalks were not obstructed with overgrown brush.



Walking Workshop 2: Charles Robertson Park

Existing Conditions

Charles Robertson Park is located on a 9.18-acre lot off Norwood Avenue in Sacramento, bordered on the South by Silver Edge Road. The amenities at this park include a baseball field, three basketball courts, one soccer field, one skate park, three play areas (adventure, tot, and water spray), a picnic area, a community center, an open turf area, and restrooms. Charles Robertson Park serves families from Norwood I-80, Oak Knoll, Johnson Heights, West Del Paso Heights, Strawberry Manor, and Richardson Village communities.

Land Use

Charles Robertson Park is surrounded by single-family homes on all sides and 6 apartment complexes: Norwood Estates & Norwood Ave (0.4 miles South), Village Park & Northland Village (0.4 miles North), Mosaic Garden at Taylor Terrace (1.3 miles North), and North Avenue (1.4 miles Northeast). Just over a mile north and West are two shopping stores: Family Dollar and Dollar Tree. Nearby grocery stores include Pothong (< 500 feet East), T & Y Market (0.9 miles South), Super X Market (1.3 miles South), Fiji Mart, and Foods Co. (both 1.4 miles West). There are several churches around the park ranging from 0.3 to 1.1 miles away. These churches include First Samoan Congregational Christian Church, New Beginnings Apostolic Church, Miracle Church of God in Christ, Calvary Church of Christ, Verity Baptist, Pentecostal Church, Mt. Calvary Baptist, Pearly Gate Missionary Baptist, Zion All-Nations Church of God, Zion Church in Jesus Christ, and Taylor Street Missionary Baptist. The park is surrounded by several schools ranging from 0.6 to 1.3 miles. These nearby schools include Del Paso Heights Elementary School, Morey Avenue Early Childhood Development Elementary School, Fairbanks Elementary School, Martin Luther King Jr. Technology Academy Middle School, and Las Palmas Elementary School. Charles Robertson Park is one of many in the area, with nearby parks ranging from 0.3 to 1.4 miles away. These nearby parks include Robert Brookins, Gateway, Strawberry Manor, and Johnston.

Transportation

Charles Robertson Park provides paved pathways and benches within the park and sidewalks along Silver Eagle Road, Norwood Ave, and the north-side bordering the Futsal Courts. A bike lane is not available along any bordering streets, and no bike racks are provided at the park. There are eight nearby transit stops within a mile of the park: Norwood Ave & Hayes Ave, Silver Eagle Road & Norwood Ave, Silver Eagle Road and Mable Street, Norwood Ave & Kesner Ave, Norwood Ave & Lindsay Ave, Grand Ave & Taylor Street, Norwood Ave & Carroll Ave. Parking for private transportation is provided via a medium-sized parking lot off of Silver Eagle Road and a large extended parking lot off of Norwood Ave. Parking availability is uncertain on the street along Norwood Ave and Silver Eagle Road due to the busy 4-lane traffic and no designated parking lane on either street.

Workshop Information

Event Details

- Saturday, August 19, 2023
- 10:00–11:30 am
- Charles Robertson Park: 3525 Norwood Ave, Sacramento, CA 95838

Attendance

- Leslie Mancebo, City of Sacramento
- Kathryn Canepa, Civic Thread
- Melida Bermudez, Spanish Interpreter
- May Vang Lee, Hmong Interpreter
- *Community Participants: 8*



Community Comments

- Active Mode Infrastructure
 - The sidewalks felt narrow and uncomfortable.
 - Low bike lane connectivity was observed.
 - No sidewalks were observed at Silver Eagle Road and Norwood Avenue, and Hayes Avenue and Norwood Avenue.
- Intersections
 - A perceived lack of safe access points to Robertson Park, a critical community amenity.
 - No observed street crossing at Ford Road and Norwood Avenue.
 - Long crossings across wide streets were observed with insufficient signal time or lack of markings.
- Driver Behavior
 - Drivers were observed traveling at uncomfortable speeds for community members.
- Pedestrian Amenities
 - Insufficient shade was observed on walkways.
- Uncategorized
 - *Safety concerns were reported regarding unhoused community members nearby*

Participants' sentiment regarding pedestrian infrastructure is that in general, conditions resulted in feelings of discomfort and lack of safety. Sidewalks were insufficiently wide or missing entirely and were considered in poor condition, possessing cracks and uneven surfaces. Crossings, including both mid-block and at intersections were described as too infrequent to support direct access to neighborhood amenities for food and recreation including Pothong Market and Charles Robertson Park. Where crosswalks within intersections were present, notable deficiencies in the accessibility features were cited, including insufficient signal timing or lack of auditory features for visually impaired community members. Bike lanes were seen as too narrow and unsafe given the road width and observed speed at which drivers were travelling. Lack of shade was seen as a significant challenge to overcome for active or transit mode users, particularly in the summer months when temperatures often reach triple digits or the rainy winter months.

Nearby nature trails and levee access along Arcade Creek, which can serve as recreational and transportation amenities, were cited as feeling unwelcoming. Transit stop amenities were observed lacking shade cover and contributing to the inadequate accommodations for seasonal weather extremes. The key takeaway is that the community surrounding this audit site places high importance and value on the nearby parks and community center, but has not been provided convenient walking, biking, or mobility device access to these amenities.

Walking Workshop 3: Robla Elementary School

Existing Conditions

Robla Elementary School is located on an 8.6-acre lot off Rose Street in Sacramento, bordered by Marysville Blvd, Claire Ave, and Ada Lane, and the Robla School District Office to the North. The amenities at this school include a covered play area, an open turf area, and a shelter for education. Robla Elementary School serves over 300 students ages 5 – 11 in grades Kindergarten to 6th and their families from Northpointe, Robla, Glenwood Meadows, North Sacramento, and Youngs Heights communities.

Land Use

Robla Elementary School is surrounded by single-family homes in the North, East, and South, with open land to the West and no apartment complexes within 2 miles. Close to 2 miles south are three shopping stores: Family Dollar, Citi Trends, and WSS Shoe Store. Grocery stores within 2 miles include Tinoco's Meat Market, Bing's Market, and Viva Supermarket. There are several churches around the school, ranging from 0.5 to 1.4 miles away. These churches include House of Jacob, Pinedale Baptist, Liberties Ministries Church – God, Slavic Independent Baptist, Rivers of Living Waters, United in Christ Christian Foundation, Grace Avenue Bible Church, TemploLife Center, and Holy Archangels Michael & Gabriel Romanian Orthodox. The school is one of many in the area, with nearby schools ranging from 0.9 to 1.3 miles. These nearby schools include Main Avenue Elementary School, Higher Learning School, Futures High School, and Taylor Street Elementary School. Robla Elementary School is surrounded by a few parks ranging from 1 to 1.7 miles away. These nearby parks include North Point, Main Avenue, and Robla Community.

Transportation

Robla Elementary School provides paved pathways and benches within the school and sidewalks along Marysville Blvd, Claire Ave, Rose Street, and Ada Lane. A bike lane is not available along any bordering streets or within the single-family neighborhoods; however, bike racks are likely to be available at the school. There are five nearby transit stops within 1.6 miles of the school: along Rio Linda Blvd at Santa Ana Ave, Main Ave, & Bell Ave, and along Bell Ave at Taylor Street and Norwood Ave. Parking for private transportation is provided via a small-sized parking lot off Rose Street and Marysville Blvd. Although there is no designated parking lane on either Street, parking may be available on the Street along Rose Street, Claire Ave, and Ada Lane, but there is uncertainty along Marysville due to heavy traffic.

Workshop Information

Event Details

- Wednesday, August 30, 2023
- 2:30 - 4:00 pm
- Robla Elementary: 5248 Rose St, Sacramento, CA 95838

Attendance

- Charisse Padilla, City of Sacramento
- Jordan Grimaldi, Civic Thread
- Melida Bermudez, Spanish Interpreter
- Foua Ly, Hmong Interpreter
- *Community Participants: 1*

Community Comments

- Active Mode Infrastructure
 - An observed lack of sidewalks along Rio Linda Blvd, Marysville Blvd, and many residential streets.
- Intersections
 - An observed lack of crosswalks.
- Driver Behavior
 - Perceived aggression from drivers toward pedestrians.
 - Drivers were observed traveling at perceivably high speeds along Rio Linda Blvd and Marysville Blvd.
- Pedestrian Amenities
 - An observed lack of wayfinding signage at trail access points.
 - An observed lack of street lighting along Marysville Blvd, causing concerns for safety at night.
- Transit Access/Amenities
 - Access to bus stops perceived as unsafe.
 - Concerns regarding lack of bus stop amenities directed to Sac RT for acknowledgement and improvements.
- Road Condition
 - Roads were observed needing maintenance throughout the neighborhoods.
- Uncategorized
 - *Safety concerns were reported regarding unhoused community members near the bike trail.*

The Robla Elementary School site is within 100 feet of the Sacramento Northern Bike Trail, a class I multi-use trail that traverses north and south from the school site. Use of the trail was met with mixed reviews as documented by community members. Connection points to the trail from the surrounding neighborhoods often lacked marked crosswalks creating a hazard to accessing the trail, along with feelings of unsafety from perceived excessive high-speed drivers. Robla Elementary School Principal, Mr. Darren Kaff, informed that K-6 students do not use the trail as often as older students going to and from nearby schools.



The lack of lighting at night along the trail and throughout the neighborhoods was also cited as a concern. A reported barrier to using the trail was the perceived lack of safety regarding unhoused community members' encampments.

Finally, access points along the trail were cited as lacking wayfinding signage to notify users of nearby destinations and their directions.

Neighborhood conditions were cited as lacking sidewalks along Marysville Boulevard and Rio Linda Boulevard. Lack of neighborhood connectivity has resulted in unhoused community members remaining on less traveled residential streets and forced to live along Marysville Boulevard, Rio Linda Boulevard, or the Sacramento Northern Bike Trail. While Rio Linda Boulevard provides transit stops, pedestrians have reported feeling unsafe and unprotected from the weather due to lack of basic amenities such as benches or shade structures.

Overall, the auto-oriented nature of the area, characterized by perceived high-speed arterial streets, missing sidewalks throughout neighborhoods and along main roads, inadequate crossings to the multi-use trail, and insufficient pedestrian lighting make the area uninviting and unsafe for many traveling without a vehicle. Challenges at the school include the traffic congestion at after school pick-up creating a hazard for children navigate as they walk home on streets without sidewalks. The school principal has reported observing many parents not following traffic laws such as making illegal turns, which contributes to the lack of safety for students and families walking.

Walking Workshop 4: Will C. Wood Middle School

Existing Conditions

Will C. Wood Middle School is located on a 9.63-acre lot off Lemon Hill Ave bordered on the East by 65th Street Expressway. The amenities at this school include a covered play area, an open turf area, and a shelter for education. Will C. Wood Middle School serves over 700 students ages 12-14 in grades seven and eight and their families from Fruitridge Manor, Cloverdale, Cloverdale Village, Cloverdale Manor, Avondale, and Southeast Village communities.

Land Use

Will C. Wood Middle School is surrounded by single-family homes in the North, East, and West, and apartment complexes to the West and South within 1.5 miles: Lemon Hill, Carabay, Brittany Arms, Ridgewood, and Somerset Place. Just under 1.5 miles away are 4 shopping centers: Fruitridge Shopping Mall, China Town Plaza, South Point Business Park Shopping Mall, and Little Vietnam Plaza. Grocery stores approximately 1 mile away include Bel Air, Welco Supermarket, Goldstar Supermarket, Wing Wa Seafood Supermarket, Vinh Phat Supermarket, New Asia Supermarket, and Elder Creek Market. There are several churches around the school ranging from 0.3 to 1.3 miles away. These churches include New Life Christian, Signal Heights Baptist, Vietnamese Hope Baptist, Great Hope Baptist, Capital Christian Fellowship, and New Pleasant Grove Baptist. The school is one of many in the area, with nearby schools ranging from 0.9 to 1.3 miles. These nearby schools include Northern California Preparatory, Peter Burnett Preschool, Sacramento Accelerated Academy High School, Earl Warren Elementary, Camellia Elementary School, and Sacramento Academic & Vocational Academy High School. Will C. Wood Middle School is surrounded by a few parks ranging from 1 to 1.7 miles away. These nearby parks include Artivio Guerrero, Fountain Plaza, Max Baer, George Sim, and Camellia Park Community Garden.

Transportation

Will C. Wood Middle School provides paved pathways and benches within the school and sidewalks along Lemon Hill Ave and 65th Street Expressway. A bike lane is available along both bordering streets but not within the single-family neighborhoods to the North and West, and bike racks are likely available at the school. There are five nearby transit stops within approximately 1 mile of the school: 65th Street & Lemon Hill Ave, Stockton Blvd & Lemon Hill Ave, 65th Street & McMahan Drive, Stockton Blvd & McMahan Drive, and 65th Street & Fruitridge Road. Parking for private transportation is provided via a medium-sized parking lot off Lemon Hill Ave. There are designated parking lanes on both bordering streets, but there may be uncertainty along 65th Street Expressway due to the busy traffic.

Workshop Information

Event Details

- Tuesday, September 12, 2023
- 2:00–3:30 pm
- Will C. Wood Middle School: 6201 Lemon Hill Ave, Sacramento, CA 95824

Attendance

- Jeff Jelsma, City of Sacramento
- Pristina Zhang, Civic Thread
- Aika Miranda, Civic Thread
- Maria Martin, Spanish Interpreter
- Mai Nguyen, Vietnamese Interpreter
- *Community participants: 7*

Community Comments

- Active Mode Infrastructure
 - Sidewalks are narrow and frequently blocked by utility poles, with particular note to the north side Lemon Hill Avenue near Will C. Wood school.
 - Bike lanes are narrow and are inconsistently connected with particular note near Lemon Hill Avenue and Stockton Boulevard.
 - Sidewalk and crossing infrastructure was observed to not support people walking during school pick-up times.
- Intersections
 - Lack of crossings force people to jay walk.
- Driver Behavior
 - Unsafe driving behavior such as speeding, illegal turning maneuvers, illegal parking.
 - While speed bumps appeared to slow drivers, some would swerve to drive through gaps designed for emergency vehicles and into the bike lanes.
- Uncategorized
 - Food vendors are popular and heavily supported by students, however crowds are overflowing into bike lanes.
 - The noticeable presence of elderly residents combined with school age children raises the need for safer conditions.



Comments were split between general concerns and those addressing school pick-up and drop-off observations. To note, the walking workshop took place during school pick-up time so the participating members could observe the relevant traffic conditions.

School specific concerns included mixed observations with regard to crosswalk usage. Some comments suggest that existing crosswalks near the school site did not fully serve the student population as was evident by students crossing outside of designated areas while others, perhaps with greater respect to the signals within crosswalks noted that most children respected the crosswalks and waited for the signal. The popularity of food vendors outside the school in combination with a lack of sufficient sidewalk width resulted in small crowds forming and kids standing off the curb in the street while waiting for service. Kids leaving school by bike were observed riding on sidewalks, often times against traffic rather than riding in bike lanes and traveling in the same direction as traffic.

Overall, observations included sidewalks that felt too narrow and whose travel paths were frequently blocked by utility poles as was cited with particular concern to the north side of Lemon Hill Avenue. Additionally, near Lemon Hill Avenue and Stockton Boulevard, the bike lanes were suggested as too narrow and lacking overall connectivity. Many observed cyclists were seen riding on the sidewalk rather than in the bike lanes. Morrison Creek, located south of the school which has a pedestrian bridge was viewed largely as inaccessible due to overall condition of the area and unhoused encampments which then requires people to travel along Stockton Boulevard or 65th Street Expressway to access the school from the south. Finally, the lack of shade, as with other walking workshops, was seen as a significant barrier during hotter months.



Participants cited the "notable presence" of elderly residents and obvious presence of school children given the middle school nearby and sought to elevate the need for safer conditions. As with nearly all other walking workshop sites, driver behavior was routinely cited as a concern including observed high travel speeds and the note that while speed bumps were present and appeared to slow drivers, some would drive through the wheel gaps between them designed to accommodate emergency vehicle access, thus reducing the overall effectiveness.

Walking Workshop 5: Irene B. West Elementary

Existing Conditions

Irene B. West Elementary School is located on a 12.18-acre lot off Serio Way bordered on the South by Damascus Drive and Charente Way in Elk Grove. The amenities at this school include a covered play area, an open turf area, and shelter for education. Irene B. West Elementary School serves over 900 students ages 5 – 11 in grades Kindergarten to 6th and their families from the Shasta and other surrounding communities.

Land Use

Irene B. West Elementary School is surrounded by single family homes in the North, West, and South, with open land to the East, and 4 apartment complexes within 1 mile: Silverado Creek, College Grove, Wolf Ranch Condos, and Vasari Luxury Rentals. Shopping stores within 2 miles of the school are Dollar Tree and Laguna Village, and grocery stores within 1.5 miles include Madina Market, JinYang Market, Winco Foods, and Foods Co. There are a few churches around the school withing 2 miles. These churches include Common Ground – A Covenant Church, The Church in Elk Grove, Capital City Baptist, and Jain Temple of Sacramento. The school is one of many in the area, with nearby schools ranging from 0.7 to 2.1miles. These nearby schools include Building Kidz of Elk Grove, Barbara Comstock Morse Elementary School, Valley High School, John Reith Elementary School, Herman Leimbach Elementary School, Journee School, and Golden Valley Academy Preschool. Irene B. West Elementary School is surrounded by several parks within 2 miles of the school. These nearby parks include John Reith, Shasta Community, North Laguna Creek, Jacinto Creek, and Pinkerton.

Transportation

Irene B. West Elementary School provides paved pathways and benches within the school and sidewalks along Serio Way, Damascus Drive, and Charente Way. A bike lane is not available only along any bordering streets or within the single-family neighborhoods, however bike racks are likely available at the school. There are more than 10 nearby transit stops within 1.6 miles of the school: along Sheldon Rd at Lewis Stein, West Wing Dr, and Bruceville Rd, and along Bruceville Rd at Damascas Dr, Jacinto Ave, and Calvine Rd. Parking for private transportation is provided via large sized parking lot off Serio Way. Although there are only partially designated parking lanes on Serio Way and Charente Way, parking is available on all three streets surrounding the school.

Workshop Information

Event Details

- Thursday, September 14, 2023
- 3:00–4:30 pm
- Irene West Elementary School: 8625 Serio Way, Elk Grove, CA 95758

Attendance

- Jeff Jelsma, City of Sacramento
- Aika Miranda, Civic Thread
- Mai Nguyen, Vietnamese Interpreter
- Elaine Tseng, Chinese interpreter
- *Community Participants: 2*

Community Comments

- Active Mode Infrastructure
 - The sidewalks were observed to be narrow and have cracks/uneven sections.
- Intersections
 - Pedestrian signals at crossings were too short.
 - Lack of ADA features at crossings along Bruceville Road, for example, truncated domes, audible pedestrian signals, and lack of pedestrian buttons at a pedestrian island at Bruceville Road and Staccato Street.
- Driver Behavior
 - Drivers were observed traveling at uncomfortable speeds, particularly along Bruceville Road.
- Pedestrian Amenities
 - Lack of tree shade along walkways, including the trail and Demascas Dr.
 - Lack of sufficient lighting along the trail to feel safe using.
 - Demascas Dr. Is commonly noted for feeling uncomfortable to walk on due to sidewalk conditions
- School Specific
 - Parents waiting to pick up students overflowed into Serio Way, blocking pedestrian paths and through travel along Serio Way.



Similar to Robla Elementary, Irene B. West is located immediately adjacent to a class I multi-use path, which was both a supportive feature for accessing the site and possessed challenges. The most prominent concern with the trail was the lack of pedestrian lighting, which contributed to a lack of feeling safe during dusk and evening use. Like other locations with concern to pedestrian amenities was the overall lack of shade along walkways. The condition of the path and surrounding sidewalks ranged from decent to poor quality with many points of overgrown brush impeding a clear path of travel.

Drivers along Bruceville Road, a prominent arterial to the west were observed by several participants to be traveling at uncomfortably high rates of speed. intersections along the road lacked ADA features such as truncated domes, audible pedestrian signals, and others. Those pedestrian crossing signals that were observed were considered too short to provide comfortable crossing times.

School-specific concerns included overflow of parents in vehicles waiting to pick up their children spilling into Serio Way and blocking pedestrian paths of travel along the Street. On the other end of the school site, Damascas Dr was commonly noted for making attendees walking feel uncomfortable due to their experience with the sidewalk conditions and lack of amenities.

Walking Workshop 6: Hiram Johnson High School

Existing Conditions

Hiram Johnson High School is located on a 48-acre lot off 14th Avenue, bordered on the East by Redding Ave and the West by 65th Street in Sacramento. The amenities at this school include a football/soccer field, tennis courts, a baseball field, an open turf area, an auditorium, an aviation academy, Chinese New Year Culture Association, a library, a swimming pool, and a family education center. Hiram Johnson High School serves over 1500 students ages 14 – 18 years old in grades 9 – 12th and families in Ramona Village, Tahoe Park, Tahoe Park South, Tallac Village, Colonial Manor, and Colonial Village communities.

Land Use

Hiram Johnson High School is surrounded by single-family homes on all sides, with 1 apartment complex less than a mile away, San Joaquin Apartments. Shopping stores within 2 miles of the school are Target, Ross, Home Depot, and Old Moon Vintage, and grocery stores within 1.5 miles include Target Grocery, Your Family Grocery, Family Market, Smart & Final, and Foods Co. There are several churches around the school within 2 miles. These churches include Fourteenth Avenue Baptist, Rock Christian Fellowship, St. James Holy Baptist, St. Matthew Christian, Central International Fellowship, and First Church of Our Lord Jesus Christ. The school is one of many in the area, with nearby schools within 2 miles. These nearby schools include Ephraim Williams College Prep Middle School, Tahoe Elementary School, Capitol Elementary School, Mark Twain Elementary School, West Campus High School, and New Joseph Bonnheim Elementary School. Hiram Johnson High School is surrounded by several parks within 2 miles of the school. These nearby parks include Greenfair, Tahoe, Tahoe Tallac, Mae Fong, and Bean Jr. Memorial.

Transportation

Hiram Johnson High School provides paved pathways and benches within the school and sidewalks along 65th Street, 14th Street, and Redding Ave, but not along the north side of the school, as it borders single-family homes. A bike lane is only available along Redding Ave; however, bike racks are likely available at the school. There are more than ten nearby transit stops within 1.6 miles of the school: along 65th Street at 8th, 14th, 18th, and 21st streets, 21st Ave & 71st Street, and 53rd Street & 9th Ave. Parking for private transportation is provided via a large-sized corner parking lot on 65th Street and 14th Street and along 14th Street. Although there are only designated parking lanes along Redding Ave, parking seems available along 14th Street.



Workshop Information

Event Details

- Wednesday, September 20, 2023
- 4:00–5:30 pm
- Hiram Johnson High School: 6879 14th Ave, Sacramento, CA 95820

Attendance

- Charisse Padilla, City of Sacramento
- Xitlalitl Shafer, Civic Thread
- Maria Martin, Spanish Interpreter
- Foua Ly, Hmong Interpreter
- Community Participants: 4

Community Comments

- Active Mode Infrastructure
 - Frequent occurrences of debris/overgrowth blocking the sidewalk.
 - Sidewalks are narrow and frequently blocked by utility boxes or in poor condition.
 - The bike lane felt narrow or was missing.
- Intersections
 - Pedestrian signals are timed short at 65th St. Expy. and 14th Ave.
- Driver Behavior
 - Drivers were observed traveling at uncomfortably high speeds.
- Pedestrian Amenities
 - General lack of pedestrian lighting.
- Transit
 - Comments for Sac RT regarding bus stop amenities such as benches and shade.



Against the backdrop of the school being located on a five-lane, high speed arterial, participant comments largely focused on surrounding infrastructure conditions being inadequate or generally unsafe. For instance, sidewalks were routinely cited as overall too narrow feeling and blocked by either utility poles or boxes, as well as overgrown brush from adjoining properties. The condition of the sidewalk was noted as in need of maintenance. Bike lanes shared similar comments to that of the sidewalks in that they were considered too narrow to feel comfortable for use.

Continuing the theme from other walking workshops, drivers were routinely observed traveling at speeds that made pedestrian participants uncomfortable. With concern to recurring themes around feeling unsafe at crossings, the pedestrian signal at 65th Street Expressway and 14th Avenue was too short, according to comments.

Relative to pedestrian amenities, again, as with other workshops, an overall lack of pedestrian lighting was noted, making for unsafe feeling conditions when traveling in low lighting conditions. Transit stops were in need of amenities to support comfortable wait times, such as benches and shade structures.

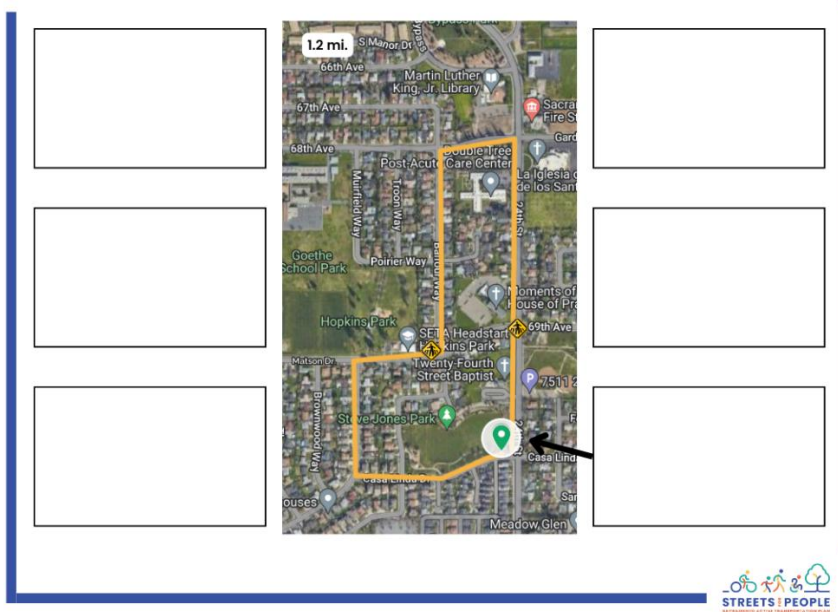
Appendix

Walking Workshop 1: Steve Jones Park

Walking Workshop Maps

Steve Jones Park- Walking Workshop 8/18/2023

Page 1 of English Walking Workshop Map



Page 2 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?

- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other

- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

- Start/End Point
- Route
- Crossing

- Walk Audit Details -

Meet: 6:00 pm
Depart: 7:30 pm
Start /End Location: 2331 Casa Linda Dr, Sacramento, CA 95822



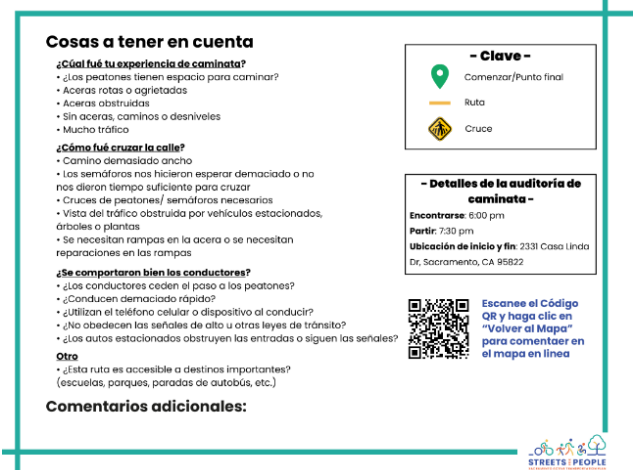
Scan the QR code and click "Back to Map" to comment on the online map



Steve Jones Park- Auditoria de caminata comunitaria 8/18/2023



Page 1 of Spanish Walking Workshop Map



Page 2 of Spanish Walking Workshop Map

Steve Jones Park- 社區步行審核 8/18/2023



Page 1 of Chinese Walking Workshop Map



Page 2 of Chinese Walking Workshop Map

Transcribed Comments

- 24th St and Casa Linda, cars go past faster than 35 cracks in the sidewalk
- 24th and 68th, no crosswalks need repainting. Sideshow making small sidewalks broken and raised up
- 67th and 68th Sideshow signs
- Matson/Hopkins Park, water leak running in the sidewalk. No stop signs or crosswalks
- Meadowview and Detroit, Detroit has several stop signs that no one stops in the morning (school drop off). Morning traffic on the way to and from work. Broken sidewalks between 5:30 and 6:00 am when walking. Trucks and cars run straight, no stopping.
- Need public transportation to Delta Shore shopping center
- Sidewalk gets narrower near busier roads, utility poles
- Overgrowth of bushes on already narrow sidewalks, not good for groups or bikers near the church
- Lack of signals and proper crosswalks to cross the streets.

- Rolled curbs and tracks
- School zone crossing on the wrong side
- Trash and littering right near the library and rolled curbs along the sidewalk. Many circles on the road and cracks in the road
- Lack of stop signs and crosswalks along the road near Hopkins Park, glass in the Street, as well
- Bike lanes are narrow, sideshows, bush, and litter
- Square curbs
- On trash day, cannot bike or go on the sidewalk
- Trash cans blocking in bike lanes, nowhere to swerve if cars come at you
- Nearby library litter all over
- Stop signs should be between Matson and Hopkins Park
- Cracked sidewalk
- Opportunities for traffic calming, sideshows
- Trash cans in the bike lanes, shade lot at the library
- Trees (?) crosswalks in the neighborhood
- 24th is very busy with 4 lanes and fast traffic speeds
- Streets on 24th Ave- roll up curbs
- Crosswalk hard to see at 69th and 24th, no crossing allowed at south side of 69th
- Low hanging branches might be difficult for blind walkers
- Blocked view to cross Street
- Runoff causing
- No crosswalk even if near Headstart, no "stops"
- Tire marks on sidewalk, no marked crossing
- Fast moving cars
- Feel close to cars
- No designated bike lanes, narrow "buffer" between sidewalk and road
- Streets light on sidewalk
- Uncomfortable if waiting for bus
- Cracked sidewalk
- Balfour: sidewalk tripping hazard
- Narrow sidewalk with dogs in fences
- Donuts marking
- 69th street cars on sidewalk
- Cars passing and speeding
- Trash can takes most of bike lane already narrow
- Cars on sidewalk, tree roots on sidewalk, utility poles, litter, trimmed bushes
- Small bike lanes
- Pick up/drop off issues at Susan B Anthony
- [Community members] don't feel safe walking, biking, driving
- Difference between neighborhood streets vs. Arterial
- Low hanging and overgrown landscaping
- Light considerations in neighborhood
- Need wider bike lanes, narrow already then there are trash cans and other obstructions

- Back of tree canopy- 24th
- Paradox of infrastructure: lack of signage and wayfinding
- Utility wires on sidewalks
- Driver behavior is out of control
- Ideas for improvement
 - Detached sidewalk and wider bike lanes with delineators x2
 - Speed
 - Creative crosswalks
 - 68th Street bike lanes
 - Smaller intersections tighten up
 - Complete streets- road bugget
 - Improved quality- tripping hazard. Proper signage (stops, school signs, wayfinding)
 - Restriping
 - Litter abatements
 - Wider sidewalks

Walking Workshop 2: Charles Robertson Park

Walking Workshop Maps

Charles Robertson Park- Walking Workshop **8/19/2023**

Page 1 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?

- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other

- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

- Start/End Point
- Route
- Crossing

- Walk Audit Details -

Meet: 10:00 am
Depart: 11:30 am
Start /End Location: 3525 Norwood Ave, Sacramento, CA 95838



Scan the QR code and click "Back to Map" to comment on the online map



Charles Robertson Park- Auditoría de caminata comunitaria 8/19/2023

Page 1 of Spanish Walking Workshop Map

Cosas a tener en cuenta

¿Cuál fué tu experiencia de caminata?

- ¿Los peatones tienen espacio para caminar?
- Aceras rotas o agrietadas
- Aceras obstruidas
- Sin aceras, caminos o desniveles
- Mucho tráfico

¿Cómo fué cruzar la calle?

- Camino demasiado ancho
- Los semáforos nos hicieron esperar demasiado o no nos dieron tiempo suficiente para cruzar
- Cruces de peatones/ semáforos necesarios
- Vista del tráfico obstruida por vehículos estacionados, árboles o plantas
- Se necesitan rampas en la acera o se necesitan reparaciones en las rampas

¿Se comportaron bien los conductores?

- ¿Los conductores ceden el paso a los peatones?
- ¿Conducen demasiado rápido?
- ¿Utilizan el teléfono celular o dispositivo al conducir?
- ¿No obedecen las señales de alto u otras leyes de tránsito?
- ¿Los autos estacionados obstruyen las entradas o siguen las señales?

Otro

- ¿Esta ruta es accesible a destinos importantes? (escuelas, parques, paradas de autobús, etc.)

Comentarios adicionales:

- Clave -

- Comenzar/Punto final
- Ruta
- Cruce

- Detalles de la auditoría de caminata -

Encontrarse: 10:00 am
Partir: 11:30 am
Ubicación de inicio y fin: 3525 Norwood Ave, Sacramento, CA 95838

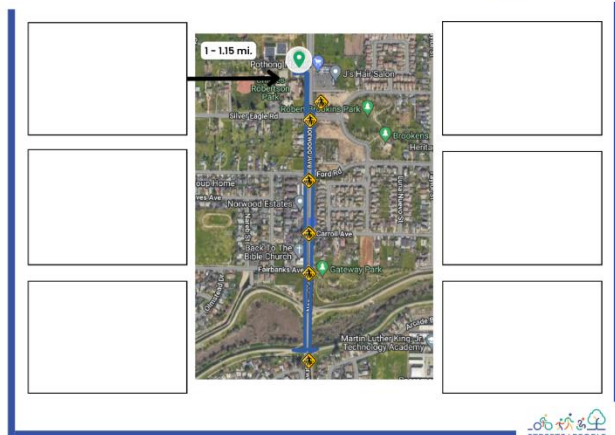


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Page 2 of Spanish Walking Workshop Map

Charles Robertson Park- Zej zog kev taug kev soj ntsuam 8/19/2023



Page 1 of Hmong Walking Workshop Map

Tej yam uas yuav tau sau tseg

Koj kawm tau dab tsi thaum koj mus taug kev?

- Puas muaj chaw rau cov neeg taug kev taug?
- Cov kev rau tib neeg taug kev puas puas lossis tavag pleb
- Cov kev rau tib neeg taug kev puas raug thav
- Tsis muaj txoj kev rau tib neeg taug kev, tsis muaj ib txoj kev
- Muaj tsheb coob heev khav

Thaum koj hla kev tsheb zoo il cas?

- Txoj kev tsheb dav dhau
- Cov teeb ntsais rau kev tsheb cia peb los ntev dhau lossis cov teeb ntsais tsis muab sijhawm txaus rau peb hla kev
- Yuav tsum muaj teeb ntsais rau tib neeg taug kev thiab tsheb khav
- Txoj kev tsheb raug thav los ntawm cov tsheb nres ntawm kev, yuav ntau, thiab lwm yam ntau
- Yuav tsum muaj txoj kev uas muaj ob qho los sib txuas lossis txoj kev no puas yuav tsum tau mag kho

Cov tib neeg tsav tsheb lawv puas tsav tsheb zoo?

- Cov tib neeg tsav tsheb puas zam kev rau cov tib neeg taug kev?
- Lawv puas tsav ceev?
- Lawv puas siv xij txoj thaum lawv tsav tsheb?
- Lawv puas nres paib stop lossis lawv puas hwm txoj cai tsav tsheb?
- Cov tsheb nres ntawm kev puas thav txoj kev rau tsheb nkag lossis thav cov paib?

Lwm yam

- Txoj kev no puas qhib rau tsev kawm ntawm, chaw ua si, chaw los npav los yog lwm yam?

Puas muaj lwm yam uas koj xav hais:

- Cov ntsiab lus -

- Pib/Xaus
- Txoj kev
- Hla kev

- Cov ntsiab lus ntawm kev taug kev -

Thaum sib ncaim: 10:00 am
11:30 am

Pib/Xaus: 3525 Norwood Ave,
Sacramento, CA 95838

Thauj qhov QR code no thiab nyem qhov "Back to Map" yog koj muaj lwm yam koj xav sau.

Page 2 of Hmong Walking Workshop Map

Transcribed Comments

- 2 bus stops on each Street
- No walk way for crossing
- No shared street
- Trail is not welcoming
- Light improvement for signals and road signals
- Audible signal not loud enough
- Suggestion: round about in big intersection tow slow down traffic
- Bike lane stripes is missing, but new painting sidewalk
- 2 bus stops on each Street, no walkway for crossing, no shared street [on Norwood Ave]
- Uneven concrete, no crosswalk, no disability access, no sidewalk [down Norwood Ave]
- No egress at Ford at Norwood
- No market curb cuts
- Speeds too high at Horwood and Ford
- Norwood bike lane not safe
- No posted speed limits
- No buffer between (?)
- No sidewalks or crosswalks at Hayes and Norwood
- No sidewalks at Silver Eagle and Norwood
- Walkway had several cracks, need more shade
- Very close to Street, noisy and not safe
- Sidewalk [on south segment of Norwood Ave] was a bit wide
- Ford- drivers going really fast. Crosswalk looks unsafe
- Bridge was big, lanes were faded
- Park is nice, sidewalk is wide
- No bike lane
- Most cars speeding

- Bike lane small when cars zoom
- Public trail unwelcoming, crosswalk not for blind people
- No sidewalks
- People bike on opposite sides and people [cars] park in bike lane
- Cars are fast
- Too close to cars driving by- narrow sidewalks
- No crosswalks
- Bike lane markings disappeared
- Even a bus was speeding
- No crosswalk connecting the levee
- Crosswalk light took a long time to come on [at Norwod Ave and Silver Eagle Rd], than it lasted
- Sidewalks too narrow
- Too close to fast cars
- Lack of shade trees
- Sidewalk, wheelchair ramp, and crosswalk at Harris?
- Pedestrian crossing sign?
- Bike lanes on Norwood/road diet
- Yield to pedestrian on Silver Eagle intersection
- No crosswalk at Ford acrss Norwood
- Norwood Bridge is updated to new standards
- D2 North-South roadways are too wide and fast, East-west full connectors are few
- Sidewalks too narrow. Utility pole creates obstacle especially for wheelchairs. Need crosswalk near bus stops. Need additional street lighting.
- Need more trees
- Road diet candidate- narrow and reduce travel lanes
- Better marking for disabled at curb cuts
- At Ford, limit line is too far forward
- Allow parking on Norwood?
- Pedestrian Countydown too quick
- Striping on bridge needs repainting
- Need posted speed limits
- Bike/walking trail should be added to levy
- More street trees needed
- Ped/bike crossing signal at bridge
- Comments for RT
 - Bus stop benches don't have shade
 - No crossing at the Robertson and 2 bus stops, and no shade for bus
 - Not much shade for bus [close to Robertson Park]
- Ben Ali neighborhood- No sidewalks, no planned sidewalks
- No posted speed limits, drivers speeding
- Northern Bike trail = opportunity. Trail is access to Natomas
- New improved sidewalks but no shade
- Key themes = ADA accessibility, sidewalk width, past traffic

- Common school: Fairbanks Elementary
- Wide intersections
- Park connectivity, major thing
- Observation: Norwood median too wide, Rio Linda extremely fast in roundabout
- Twin River USD- redoing districting
- Gateway Park accessing the neighborhood- side street to access trail
- Robertson Park is well used

Walking Workshop 3: Robla Elementary School

Walking Workshop Maps

Robla Elementary: Community Walk Audit **08/30/2023**

0.8 mi.

Robla Blvd

Norwood Blvd

STREETS + PEOPLE

Page 1 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?

- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other

- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

- Start/End Point
- Route
- Crossing

- Walk Audit Details -

Meet: 2:30 PM
Depart: 4:00 PM
Start /End Location: Robla Elementary
 5248 Rose Street Sacramento, CA 95838



Scan the QR code and click "Back to Map" to comment on the online map



Robla Elementary - Paseo Comunitario y Auditoría del Parque 8/30/2023

Cosas a tener en cuenta

¿Cuál fué tu experiencia de caminata?

- ¿Los peatones tienen espacio para caminar?
- Aceras rotas o agrietadas
- Aceras obstruidas
- Sin aceras, caminos o desniveles
- Mucho tráfico

¿Cómo fué cruzar la calle?

- Camino demasiado ancho
- Los semáforos nos hicieron esperar demasiado o no nos dieron tiempo suficiente para cruzar
- Cruces de peatones/ semáforos necesarios
- Vista del tráfico obstruida por vehículos estacionados, árboles o plantas
- Se necesitan rampas en la acera o se necesitan reparaciones en las rampas

¿Se comportaron bien los conductores?

- ¿Los conductores ceden el paso a los peatones?
- ¿Conducen demasiado rápido?
- ¿Utilizan el teléfono celular o dispositivo al conducir?
- ¿No obedecen las señales de alto u otras leyes de tránsito?
- ¿Los autos estacionados obstruyen las entradas o siguen las señales?

Otro

- ¿Esta ruta es accesible a destinos importantes? (escuelas, parques, paradas de autobús, etc.)

Comentarios adicionales:

- Clave -

- Comenzar/Punto final
- Ruta
- Cruce

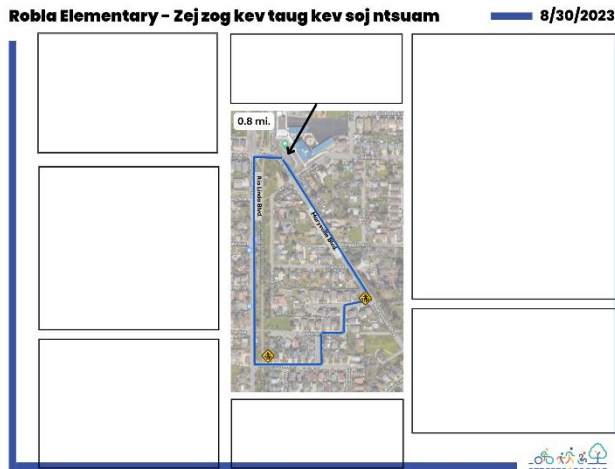
- Detalles de la auditoría de caminata -

Encontrarse: 2:30 PM
Partir: 4:00 PM
Ubicación de inicio y fin: Robla Elementary
 5248 Rose Street Sacramento, CA 95838



Escanea el Código QR y haga clic en "Volver al Mapa" para comentar en el mapa en línea





Page 1 of Hmong Walking Workshop Map

Tej yam uas yuav tau sau tseg

Koj kawm tau dab, tsai thaum koj mus taug kev?

- Puas muaj chaw rau cov neeg taug kev taug?
- Cov kev rau tib neeg taug kev puas puas lossis tawg pleb
- Cov kev rau tib neeg taug kev puas raug thav
- Tais muaj txoj kev rau tib neeg taug kev, tais muaj ib txoj kev
- Muaj tshab coob hoov khav

Thaum koj hia kev tshab zoo li cas?

- Txoj kev tshab dav dhau
- Cov teeb ntsais rau kev tshab cia peb tos ntev dhau lossis cov teeb ntsais tais muab sijhawm txuas rau peb hia kev
- Yuav tsum muaj teeb ntsais rau tib neeg taug kev thiab tshab khav
- Txoj kev tshab raug thav los ntawm cov tshab nres ntawm kev, yuav ntau, thiab lwm yam ntau
- Yuav tsum muaj txoj kev uas muaj ob qho los sib txuas lossis txoj kev no puas yuav tsum tau mag kha

Cov tib neeg tsav tshab lawx puas tsav tshab zoo?

- Cov tib neeg tsav tshab puas zam kev rau cov tib neeg taug kev?
- Lawv puas tsav ceev?
- Lawv puas siv sij txoj thaum lawv tsav tshab?
- Lawv puas nres palb stop lossis lawv puas hwm txoj cai tsav tshab?
- Cov tshab nres ntawm kev puas thav txoj kev rau tshab ntag lossis thav cov palb?

Lwm yam

- Txoj kev no puas qhib rau tsev kawm ntawv, chaw ua si, chaw tos npav los yog lwm yam?

Puas muaj lwm yam uas koj xav hais:

- Cov ntsiab lus -

- Pib/Xaus
- Txoj kev
- ▲ Hia kev

- Cov ntsiab lus ntawm kev taug kev -

Thaum sib ntsib: 2:00 PM
Thaum sib noaim: 4:00 PM
Pib/Xaus: Robla Elementary
 5248 Rose Street Sacramento, CA 95838

Thaj qhov QR code no thiab nyem qhov "Back to Map" yog koj muaj lwm yam koj xav sau.

Page 2 of Hmong Walking Workshop Map

Transcribed Community Comments

- El camino de bicicleta. No es seguro para caminar por que hay muchas personas sin hogar viviendo en casas de campana. Es muy inseguro. A cualquier hora del dia. Yo no puedo caminar con mi familia.
 - Translation: *The bicycle path. It is not safe to walk because there are many houseless people living in tents. It is very unsafe. At anytime of the day I can't walk with my family.*
- Feedback from Robla Elementary School Principal
 - Loose dogs
 - Personal safety
 - School facilities not lit at night
 - K-6 kids don't use the trail, mainly older students from nearby schools
 - No left turn onto Rose, but parents take quick exit onto Rio Linda
 - Back ups with left turns
 - Kids have to walk through congestion right where there are no sidewalks
 - Lack of sidewalks on all corridors
 - Trail crossing at Marysville
 - Access to trail from east-west neighborhoods
 - Access to existing sidewalks
 - Access to the school and pick up procedures
 - Pick up/drop off
 - One way loop, enter at Marysville and Claire, pull up to curb, exit at Rose
 - Parents queue way in advance and spills over slightly onto Marysville almost 1 hour in advance
 - Bus stop (RT) at Marysville and Claire
 - Separate school bus loop on Claire
 - Some staff support at pick up
- North segment of Rio Linda Blvd route
 - Irving Ave- no pavement
 - Mid block crossing at Pinedale

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29

City of Sacramento

- South segment of Rio Linda Blvd route
 - No sidewalks
 - Lights are present
 - Bus Stops
 - Mid block crossing at Santa Ana
- Southeast segment of route
 - Very calm, less traffic, suburban
 - Jones Ranch has sidewalks and light
- Marysville Blvd segment
 - Aggressive behavior from drivers to pedestrians
 - Marysville is lacking sidewalks, little separation between pedestrians and traffic
 - Pinedale and Marysville has no crosswalks
 - No lights
 - No trees

Walking Workshop 4: Will C. Wood Middle School

Walking Workshop Maps

Will C. Woods Middle School: Community Walk Audit — 09/12/2023

1.2 mi.

STREETS + PEOPLE

Page 1 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?




- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other

- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

-  Start/End Point
-  Route
-  Crossing

- Walk Audit Details -

Meet: 2:00 PM
Depart: 3:30 PM
Start/End Location: Will C. Wood Middle School
 6201 Lemon Hill Ave, Sacramento, CA 95824



Scan the QR code and click "Back to Map" to comment on the online map



Will C. Wood Middle - Paseo Comunitario y Auditoría del Parque — 9/12/2023

Cosas a tener en cuenta

¿Cuál fue tu experiencia de caminata?

- ¿Los peatones tienen espacio para caminar?
- Aceras rotas o agrietadas
- Aceras obstruidas
- Sin aceras, caminos o desniveles
- Mucho tráfico

¿Cómo fue cruzar la calle?

- Camino demasiado ancho
- Los semáforos nos hicieron esperar demasiado o no nos dieron tiempo suficiente para cruzar
- Cruces de peatones/ semáforos necesarios
- Vista del tráfico obstruida por vehículos estacionados, árboles o plantas
- Se necesitan rampas en la acera o se necesitan reparaciones en las rampas

¿Se comportaron bien los conductores?

- ¿Los conductores ceden el paso a los peatones?
- ¿Conducen demasiado rápido?
- ¿Utilizan el teléfono celular o dispositivo al conducir?
- ¿No obedecen las señales de alto u otras leyes de tránsito?
- ¿Los autos estacionados obstruyen las entradas o siguen las señales?

Otro

- ¿Esta ruta es accesible a destinos importantes? (escuelas, parques, paradas de autobús, etc.)

Comentarios adicionales:

- Clave -

-  Comenzar/Punto final
-  Ruta
-  Cruce

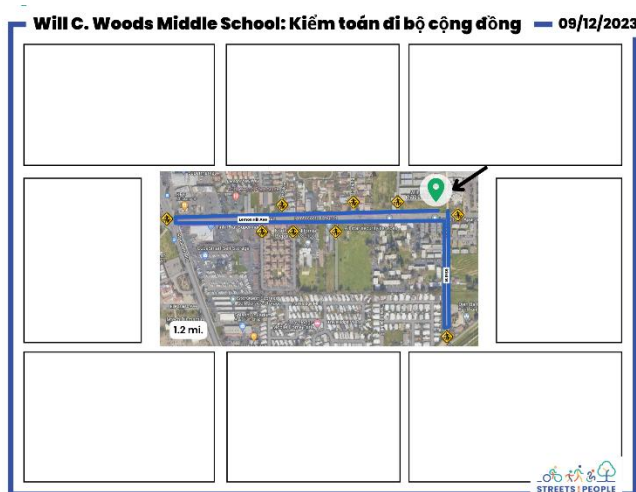
- Detalles de la auditoría de caminata -

Encuentros: 2:00 hrs
Parte: 3:30 PM
Ubicación de inicio y fin: Will C. Wood Middle School
 6201 Lemon Hill Ave, Sacramento, CA 95824



Escanee el Código QR y haga clic en "Volver al Mapa" para comentar en el mapa en línea





Page 1 of Vietnamese Walking Workshop Map

Những điều cần lưu ý

Kinh nghiệm đi bộ của bạn là gì?

- Người đi bộ có chỗ để đi không?
- Vĩa hè bị vỡ hoặc nứt
- Vĩa hè bị chướng
- Không có vỉa hè, lối đi hoặc vỉa
- Quá nhiều xe cộ

Nó bằng qua đường như thế nào?

- Đường quá rộng
- Tín hiệu giao thông khiến chúng tôi chờ đợi quá lâu hoặc không cho chúng tôi đủ thời gian để băng qua
- Cần có lối băng qua đường/tín hiệu giao thông
- Chế độ xem giao thông bị chặn bởi ô tô, cây cối hoặc thực vật đang đổ
- Đường dốc lên đường cần thiết hoặc đường dốc cần sửa chữa

Người lái xe đã xử xử tốt?

- Người lái xe có nhường đường cho người đi bộ không?
- Lái xe quá nhanh?
- Sử dụng điện thoại di động hoặc thiết bị khi lái xe?
- Không tuân theo biển báo dừng hoặc luật giao thông khác?
- Những chiếc xe đang đỗ chặn lối vào hoặc đi theo các biển báo?

Khác:

- Tuyến đường này có đến được các điểm đến quan trọng không? (Trường học, công viên, trạm xe buýt, v.v.)


Ý kiến khác:

- Chia khóa -


- 📍 Bắt đầu/điểm cuối
- 👉 Tuyến đường
- 🚧 Băng qua

- Chi tiết kiểm toán đi bộ -

Ngày: 2/06/2023
 Thời gian: 3:30 PM
 Vị trí bắt đầu/điểm kết: Will C. Wood Middle School
 6201 Lemon Hill Ave, Sacramento, CA 95824



Quét mã QR và nhập vào "Quay lại bản đồ" để nhận xét về bản đồ trực tuyến



Page 2 of Vietnamese Walking Workshop Map

Transcribed Comments

- Most kids respect crosswalk, wait for signal to cross at 63rd Street on Lemon Hill
- Vendor client spilling over to Street (I'm a pro-food vendor, just wish they had more room)
- Unsafe crack on sidewalk in front of Iglesia
- Congestion at the schools driveway on Lemon Hill
- Zero trash nor recycling bins
- Ditch full of trash and unsafe sidewalk [on the east side segment of 63rd Street]
- Bike lanes disappear at corners [off intersection of Stockton Blvd and Lemon Hill Ave]
- Crosswalk at 63rd does not give enough time for students to cross
- Very congested at 63rd and Lemon Hill
- I witnessed a hit and run
- As a parent, I would tell my kid to wait 15 minutes for me to pick them up to avoid the traffic congestion. Bus this makes me wonder if there are safety issues where students must be picked up immediately
- No left turn for bicyclist on Stockton to a perpendicular street. Witnessed a bicyclist use sidewalk and crosswalk instead of lanes
- Overgrown greenery making it not accessible on sidewalks for wheel chair or strollers [south route of Lemon Hill Ave, near Northern CA Preparatory School]
- Lots of trash and no sidewalk [on 63rd St segment]
- While the speed bumps helping with reducing speed, I notice drivers veer right to have their right tires go through the divet. This veers vehicle to right into bike lanes
- People "coming from store turning left from [Vinh Phat] parking lot, to right turn lane to Stockton Boulevard
- Narrow sidewalk at power poles [on Lemon Hill Ave segment]
- Faded bike lanes [on Lemon Hill Ave route]
- No sidewalk, wide ditches [off 63rd St segment]
- Kids ride bikes form parking lot west on Lemon Hill using sidewalks or grass (bike lan is not practical to transition or safe)

- Lots of kids congregating at corner of Lemon Hill and 63rd overflowing with cars turning right (EB Lemon Hill)
- Speedhumps
- Most times, room for people who are walking
- Sidewalks broken, cracked, and blocked
- Crosswalk and traffic signals needed between Stockton Blvd and 63rd St
- 2 cyclists on sidewalk, with helmets
- Lots of west traffic on Lemon Hill
- Cars stop for kids
- No crossing guard, highly used crosswalk even on red [lights] [on Lemon Hill Ave and 63rd St]
- Popular food cart [at Lemon Hill Ave and 63rd St]
- Lots cross 63rd on south side
- No outdoor seating by wait area
- In traffic camera, dead space. No windows or eyes from school in Street
- Heavy on street parking for pick up
- Cars cleared out fast, no honking
- Lots of family, multi-generational kids
- Not any shade on Street
- Rough sidewalk, gap and drainage is tricky [off 63rd St segment]
- Poor pavement
- Parking parents on both side of Street
- Narrow sidewalks [off Lemon Hill Ave segment]
- Hot waiting in sun
- Large piece of parking curve
- Staff on sidewalk
- No adequate bike lane on Stockton and Lemon Hill
- Shrubs hanging off wall invade space n sidewalk
- Branches on sidewalk
- Cracks on sidewalk
- Sidewalk off school grass is too narrow
- Uneven cement patch on edge of sidewalk
- Students move fast all over the place.
- As a salesperson [vendor], try not to park not too close to corners to avoid accidents
- Piling of cars next to sidewalks [during pick up time]
- Cars won't stop, need to put cameras
- 7 am-9 am lots of bikers and pedestrians, bikers are not protected from the road
- Low hanging trees
- Trash [on west segment of Lemon Hill Ave]
- No painted white line for cars to stop behind crosswalk
- Bikers from school rode on sidewalk (correct direction)
- Westbound (?) Stockton Blvd Cars
- No sidewalk on [east segment of 63rd St]
- Morrison Creek- no accessible to the public due to unhoused community members living at the creek
- Electric poles in middle of sidewalk just past Burke and along road

- Small dip on bike lane at Star and chunks of lane missing for bike lane
- Some cars driving very fast
- Cars are often parked in bike lane, even partially
- Lack of no idling
- Sidewalk is very narrow- home to watch where walking
- Crosswalk only on 1 side, no cross guard but seems like people following signal, not always
- Not too much accumulation of people but light could last longer
- Students very close to cars at the refreshment.
- Lack of shade for students waiting for pickup
- Could use more crosswalks
- No sidewalks
- People crossing road not at crosswalks (with cargo for store)
- Sidewalks generally not accessible due to utility poles
- Bike lane disappears abruptly and unclearly
- Crosswalks are not automated at Lemon Hill/Stockton
- No bike lanes at the crossing
- Crosswalk takes too long
- Several utilities in sidewalk on south side of Lemon Hill
- Pedestrian crossing by Bridgewood, another by Burke Ct
- People pulling out of driveways very fast
- Park at the back of Burke Ct [and Lemon Hill Ave], but no connection
- Heavy curb cut out on sidewalk
- Bike lanes close to road
- Very hot walk (Lemon Hill)
- People biking in parking shoulder on Lemon Hill, away from cars
- Drivers stop in the road for pickup
- Kids cross when light is red
- U turn in middle of road to pick up
- Very little shade
- Bikers going against traffic because the other lane is blocked by cars
- Getting in car while stopped at light
- Sidewalk stops [at the end of 63rd St] and no sidewalks on the east side of 63rd St
- Crosswalk on one side of 63rd St to cross Lemon Hill
- At Lemon Hill Ave and Stockton Blvd
 - Car going from left through lane to right turn, cutting off traffic
 - Biker waiting on sidewalk, no lane
 - No bike left turn, cyclist turns that way
 - Crossing cycle takes a long time
- Conflicting speed signs 15/25/35 MPH [near] Bridgewood Post Acute Rehab Center
- [Near] Mutual Housing site wide 4 lane arterial- hard to cross with no medians
- No streetlights
- No trashcans
- Multiple churches

- Speed lumps along Lemon Hill
- Bad driver behavior along 63rd, lots of near misses with students when school gets out
- Narrow sidewalks, no trees
- Only 1 cross [along Lemon Hill] at 63rd/Lemon Hill
- Students have no way to cross Morrison Creek to go to school
- Large encampment
- No sidewalks on one side of Street
- Residential tree maintenance
- Bike turn from Lemon Hill to Stockton seems unsafe
- Bike on Stockton narrow and unprotected- biker was on sidewalk
- Traffic pulls into crosswalk to wait to turn
- Cracks on sidewalk
- Poor quality pavements
- Trip hazard, drain across sidewalk [near Burke Ave and Lemon Hill Ave]
- Lots of kids walking f/w, very few going down 63rd.
- Pick up cars dispersed quickly
- Some bikers using bike lane
- Many idling cars on the streets for pick up
- After some time more kids to parking lot for pick up
- Kids waiting under trees- need more near street
- No sidewalk on 65th, kids say not safe to cross or bike
- Bike lanes should be parking protected. Cars driving in and out to park
- Sidewalk ends early and is only on northside f 63rd
- Vinh Phat employees crossing to pick up inventory at Whole Sale Co
- Peds on Stockton (4 during 5 min), 2 bikers
- Utility pole on Lemon Hill make sidewalk narrow
- More parking for school- dangerous for kids to cross especially so much traffic during school time. Maybe use empty lot on side of school for parking
- Kids survey- too many traffic, not safe to bike.
- 65th Signal to congested, kids not safe to cross street because of traffic
- Bike lane is too close to car lane (dangerous for bikers. Reflectors for bike lane)
- Lack of trees
- Light Pole, narrow sidewalk especially for wheelchair riders
- Morrison Creek
 - No sidewalks
 - No thru traffic
 - Transitioning the unhoused if we add through traffic
- Maintenance (weeds, shrubs, etc) overgrown the sidewalk
- Stckton Blvd/Lemon Hill
 - No Bike lane reflectors
 - Sidewalk signal- 12-20 seconds, need more times?
 - Signal lights too far apart for pedestrian to cross. Not enough crosswalk
- Between school and Stockton- no street lights- sidewalks too narrow

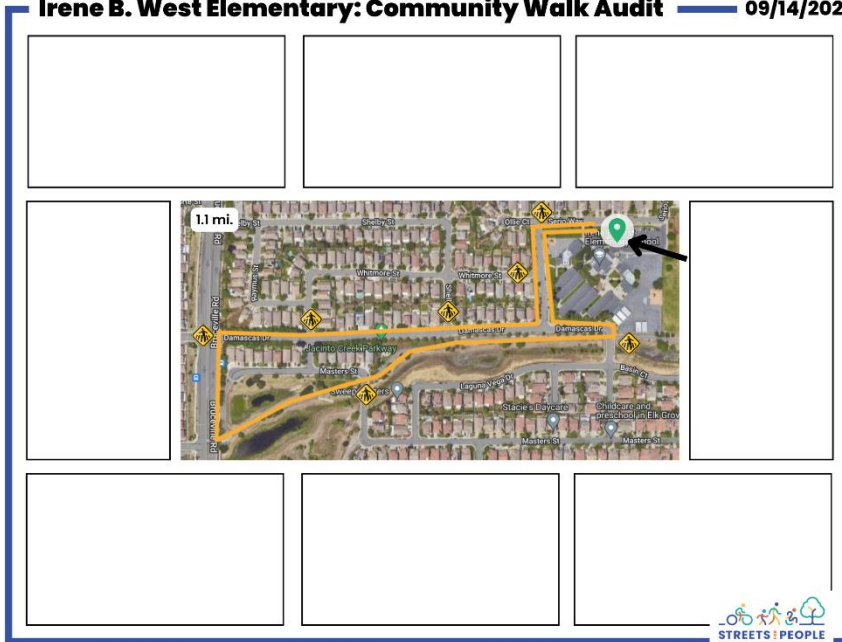
- Speed lumps n Lemon Hill
- Big groups between crosswalks
- Vehicles do yield to pedestrians crossing at 63rd
- Lots of kids at food cart on 63rd
- 15 MPH signage, quick hump to 35 MPH speed limit [off Lemon Hill Ave]
- More trees for shade in front of school along sidewalk
- Kids biking on sidewalk
- Old bike lanes (high stress, very narrow)
- People parking right next to hydrants
- Bike lane disappears at Stockton
- @ Burke
 - No truncated domes
 - Curb ramps are angled into intersection
- @ Stockton
 - Missing truncated domes, long crossing distances
- Utility poles in middle of Lemon Hill sidewalks – not ADA compliant
- Cyclist on Stockton riding on sidewalk
- No bike lane on Stockton
- No trash cans or streetlights between school and Stockton
- No sidewalks on east side of 63rd
- West Segment of Lemon Hill Ave
 - Not a lot of trees
 - Oil spill present
 - Crossing at Stockton Blvd = 21 seconds
 - Vinh Phat Warehouse and Supermarket are located across the Street [of Lemon Hill Ave] and employees cross without a crosswalk to get inventory to the store
 - Light pole narrows sidewalks
 - Presence of 15 mph speedbump
 - Bicyclists ride on sidewalk
 - Barbed wire sticking out from property's unmaintained fence, into sidewalk, eye level
- East segment of Lemon Hill Ave
 - Bike lane can use repaving
 - Markings on the pedestrian crossing button
 - Lemon Hill/63rd is a popular crossing [for students]
 - Lemon Hill bike lane impacted by pick up
 - Community/students cars going northwest, conflicting with student travel
 - Need more trees along route
 - 2-3 transit opportunities around route
 - AAPI elders bike Stockton Blvd while cars drive fast
- Will C Wood School Site
 - 1:30 pm, cars start lining at Lemon Hill and 63rd St
 - High traffic at 2:20–2:40 pm
 - Kids crossing in between traffic at school driveway

Walking Workshop 5: Irene B. West Elementary

Walking Workshop Maps

Irene B. West Elementary: Community Walk Audit — 09/14/2023

Page 1 of English Walking Workshop Map



Page 2 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?

- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other

- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

- Start/End Point
- Route
- Crossing

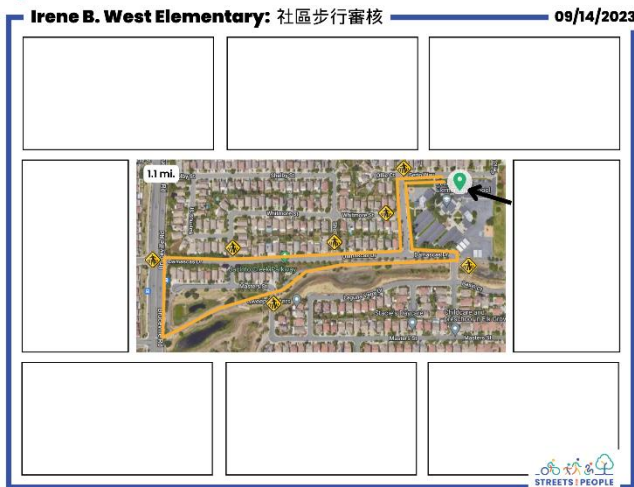
- Walk Audit Details -

Meet: 3:00 PM
Depart: 4:30 PM
Start/End Location: Irene West Elementary School
 8625 Serio Way, Elk Grove, CA 95758



Scan the QR code and click "Back to Map" to comment on the online map

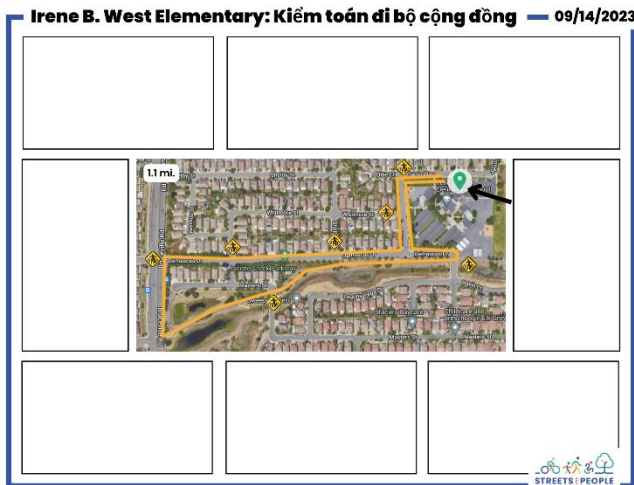




Page 1 of Chinese Walking Workshop Map



Page 2 of Chinese Walking Workshop Map



Page 1 of Vietnamese Walking Workshop Map



Page 2 of Vietnamese Walking Workshop Map

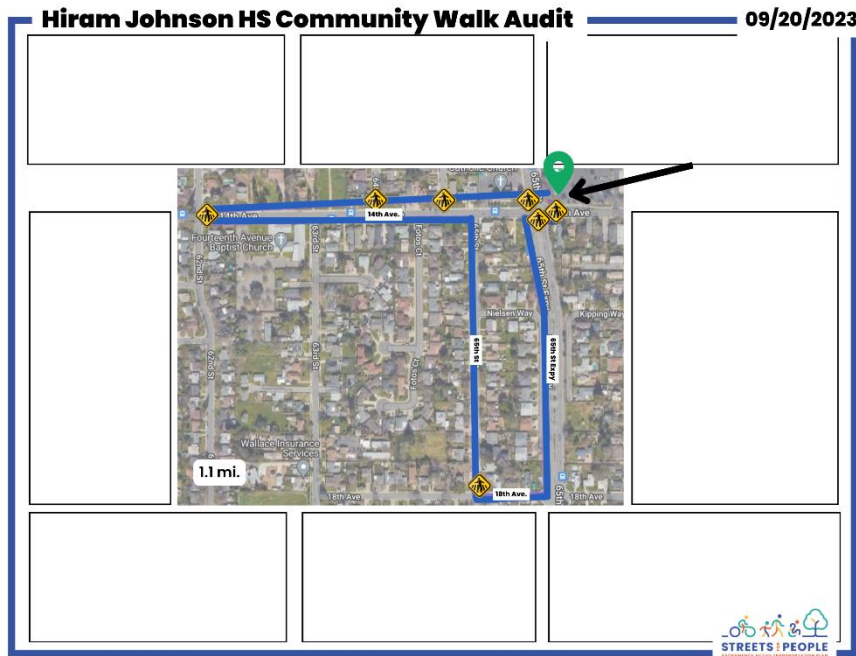
Transcribed Comments

- Large crack with large (?) manhole in the sidewalk
- A little too crowded/too close at the waiting area [of Irene B. West]
- Two cars trying to turn into the school at the same time
- Bruceville- very wide, very fast
- Short pedestrian lights
- Nice landscaping along Bruceville
- Pedestrian light connecting trail on either side of Bruceville
- No lights on trail
- Curve around school completely full of stopped cars during dismissal
- Cars lined up in school parking lot, overflowing onto Serio

- Bad driver behavior from parents, not observing cones, etc.
- 4 sidewalks
- Young trees, little shade
- Streetlights
- Rolled curbs on sections of Demascas
- Demascas has no tree, no lights, uncomfortable to walk
- Bad drivers- no stopping at crosswalk
- Crosswalk halfway [south segment of Bruceville], no buffer
- No light posts
- Uneven or no sidewalk, or signs on floor [on trail]
- No wheelchair access [on trail]
- Tree growth blocking traffic sign
- Pick up zone, more speed limit zones
- Street maybe too narrow for parked cars, and 2 lanes right in front of school so traffic
- Need designated crosswalks for crossing
- Sidewalks are extremely narrow [south of school on Damascas Dr]
- On curve sidewalk, has many ups/lips
- Bruceville- 40 mph
- Based on personal experience, seeing speed limit signs but lack or no speed limit signs in that area en route
- Signaled midblock crosswalk ~ 35 seconds.
- Pedestrian island [on south segment of Bruceville Rd] no button to continue crossing
- Several intersections are not ADA accessible for vsiaully impaired (IE yellow bumps)
- Along trail, no lights/lamps
- Trail
 - Several large cracks/breakage
 - Areas of overgrown plants/shrubbery
 - Areas of humps/bumps, uneven pavement
- Lack of shade along Damascas Dr
- North crosswalk [between Bruceville and Damascas] ~ 16 seconds
- West crosswalk [between Bruceville and Damascas] ~ 30 seconds
- Damascas Dr – sidewalk on south side ends eastward, sidewalk gaps. But is the side with more shade in the afternoon
- Lines of cars block the driveways of residential
- Electrical scooters on sidewalk
- Drivers at Charente/Serio don't full stop/stop in crosswalk
- Narrow sidewalks for most part [off Serio Way in front of school]
- Cracks in sidewalks and overhead low hanging tree branches
- Several lips in sidewalk
- Lack of shade [on Demascas at south end of school]
- Lot of random midblock crossings happening from the school

Walking Workshop 6: Hiram Johnson High School

Walking Workshop Maps



Page 1 of English Walking Workshop Map

Things to note

What was your walk experience?

- Is there room for people who are walking?
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

How was it crossing the street?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

Did drivers behave well?

- Do drivers yield to people who are walking?
- Drive too fast?
- Use cellphone or device when driving?
- Not obey stop signs or other traffic laws?
- Are parked cars blocking entry ways or following signs?

Other


- Is this route accessible to important destinations? (School, park, bus stop, etc.)

Additional Comments:

- Key -

 Start/End Point

 Route

 Crossing

- Walk Audit Details -


Meet: 4:00 PM

Depart: 5:30 PM

Start/End Location: Hiram Johnson High School
6879 14th Ave, Sacramento, CA 95820



Scan the QR code and click "Back to Map" to comment on the online map



Page 2 of English Walking Workshop Map



Page 1 of Spanish Walking Workshop Map

Cosas a tener en cuenta

¿Cuál fué tu experiencia de caminata?

- ¿Los peatones tienen espacio para caminar?
- Aceras rotas o agrietadas
- Aceras abstruidas
- Sin aceras, caminos o desniveles
- Mucho tráfico

¿Cómo fué cruzar la calle?

- Camino demasiado ancho
- Los semáforos nos hicieron esperar demasiado o no nos dieron tiempo suficiente para cruzar
- Cruces de peatones/ semáforos necesarios
- Vista del tráfico obstruida por vehículos estacionados, árboles o plantas
- Se necesitan rampas en la acera o se necesitan reparaciones en las rampas

¿Se comportaron bien los conductores?

- ¿Los conductores ceden el paso a los peatones?
- ¿Conducen demasiado rápido?
- ¿Utilizan el teléfono celular o dispositivo al conducir?
- ¿No obedecen las señales de alto u otras leyes de tránsito?
- ¿Los autos estacionados obstruyen las entradas o siguen las señales?

Otro

- ¿Esta ruta es accesible a destinos importantes? (escuelas, parques, paradas de autobús, etc.)


Comentarios adicionales:

- Clave -

- 📍 Comenzar/Punto final
- 👉 Ruta
- 🚦 Cruce

- Detalles de la auditoría de caminata -

Encontrarse: 4:00 PM
Partir: 5:30 PM
Ubicación de inicio y fin: Hiram Johnson High
6876 14th Ave, Sacramento, CA 95820



Escanee el Código QR y haga clic en "Volver al Mapa" para comentar en el mapa en línea

Page 2 of Spanish Walking Workshop Map



Page 1 of Hmong Walking Workshop Map

Tej yam uas yuav tau sau tseg

Koj kawm tau dab tej thaum koj mus taug kev?

- Puas muaj chaw rau cov neeg taug kev taug?
- Cov kev rau tib neeg taug kev puas puas lossis lawg pleb
- Cov kev rau tib neeg taug kev puas raug thaiv
- Tsis muaj txoj kev rau tib neeg taug kev, tsis muaj ib txoj kev
- Muaj tsheb coob heev khio

Thaum koj hia kev tsheb zoo li cas?

- Txoj kev tsheb dav dhau
- Cov tsheb ntsis rau kev tsheb cia peb los ntev dhau lossis cov tsheb ntsis tsis muab sij hawn tsaus rau peb hia kev
- Yuav tsum muaj tsheb ntsis rau tib neeg taug kev thiaib tsheb khio
- Txoj kev tsheb raug thaiv los ntawm cov tsheb nres ntawm kev, yxwob ntoo, thiao lwm yam ntoo
- Yuav tsum muaj txoj kev uas muaj ob qho los sib buas lossis txoj kev no puas yuav tsum tau mag kho

Cov tib neeg tsav tsheb lawv puas tsav tsheb zog?

- Cov tib neeg tsav tsheb puas zom kev rau cov tib neeg taug kev?
- Lawv puas tsav oeev?
- Lawv puas siv xaj tsaj thaum lawv tsav tsheb?
- Lawv puas nres palib stop lossis lawv puas hwm txoj cai tsav tsheb?
- Cov tsheb nres ntawm kev puas thaiv txoj kev rau tsheb ntag lossis thaiv cov palib?

Lwm yam

- Txoj kev no puas qhib rau tsev kawm ntawv, chaw ua si, chaw tos npav los yog lwm yam?

Puas muaj lwm yam uas koj xav hais:

- Cov ntsiab lus -

- 📍 Pib/Xaus
- 👉 Txoj kev
- 🚦 Ili kev

- Cov ntsiab lus ntawm kev soj ntsuam ntawm kev taug kev -

Thaum sib ntsib: 4:00 PM
Thaum sib ncaim: 5:30 PM
Pib/Xaus: Hiram Johnson High School
6876 14th Ave, Sacramento, CA 95820



Thajj qhov QR code no thiaib nyem qhov "Back to Map" yog koj muaj lwm yam koj xav sau.

Page 2 of Hmong Walking Workshop Map

Transcribed Comments

- No crosswalk light
- Not well lit
- Need better connections between neighborhoods
- No crosswalks for long distance
- Telephone poles on sidewalk. Some poles may not be ADA compliant
- No shaded bus stop
- No bike lane
- Need light delay to allow peds to be seen
- No bike lanes, buttons to indicate bike is at stoplight
- Cars turning right can't see pedestrians [off 65th St Expy and 14th Ave]

- Cars parked on curb and sidewalk, no shade
- Drive too fast
- No shade
- No bike lane
- Sidewalk ends for a few blocks
- Not enough room for students to wait for buses
- 65th should be considered a freeway. I would not let my kid walk/bike/take bus here
- No street lights for long distance [on 65th]
- 14th St has cracked pavement
- 65th St shade, speed bumps, no street lights. Buffer with street
- Time to cross is too short [on 65th and 14th]
- Car almost running over pedestrian in the crosswalk, not paying attention
- Very busy intersection
- Cracks (large ones in sidewalks), 64th and 14th fading white stop line
- 14th Ave
 - Narrow sidewalk between utilities pole and bushes
 - Rolling stop at stop sign
 - No bike lanes
 - Lack of shade
 - Large cracks on street 62nd and 14th debris
 - No many lights
 - Round curb, cars parking in sidewalk
 - Overgrown grass
 - Hard for bikes to ride with cars parking on sidewalk
- 65th St
 - Shaded, no bike lane, uneven sidewalk
 - No light
 - Overgrown vegetation
 - Crumbling street on 18th
- 65th Expy
 - Shaded
 - N light sparingly
 - Cars driving on white bike line
 - Trash
 - No sidewalks on other side
 - Kids sitting on curb on merge lane
 - Cars speeding, turning on red, overgrown hedges poking pedestrians
- Rolled curbs invite cars up onto the sidewalk causing narrow walkway
- Bushes push peds towards streets (narrow sidewalk), fast cars [on 14th Ave]
- No bike lanes [on 14th Ave], sparse lighting
- Signal timing was too short at 65th. Very large intersection [65th St Expy and 14th Ave]
- Chopping, unkept pavement in crosswalk and potholes [65th St Expy and 14th Ave]

Speed limit 45, lots of kids walking and sitting on curb waiting for bus [on 65th Expy]

- 2/3 of bike lane on south side is gutter pan and other 1/3 has lots of cracker pavement- bad
- Bus Stops hard to see
- Sidewalk too narrow for comfortable walking
- No bike lane
- Rolled curb feels like cars could easily come up
- Needs trees- too hot
- Cars going too fast [at 65th St Expy and 14th Ave]
- Can lower speed limit be posted for certain hours for students? [at 65th St Expy and 14th Ave]
- Pedestrian signal time crossing 65th felt rushed and should be longer [at 65th St Expy and 14th Ave]
- For traffic around a high school, very dangerous to walk and bike
- Like trees in buffer areas, not hard curbs
- Painted bike lane is too narrow for traffic speed. Need barrier to be protected [at the south segment of 65th Expy]
- Bus stop needs more benches so pedestrians don't sit on curb [at the south segment of 65th Expy]
- Trees are nice [on 62nd St]
- Less traffic and slower! [on 62nd St]
- Sidewalks still felt too narrow [on 62nd St]
- Street lines need repainting [at 65th St Expy and 14th Ave]
- Need sidewalks on the eastside of 65th exp way
- Power poles block sidewalks
- Very fast traffic on 65th
- Congested bus stop for students (not safe)
- 63+14 Bad crack, SE side
- Bus stop missable
- 65th St and 14th Ave, messy sidewalk, lots of weeds is it numerous resp(?)
- Cracked sidewalks near 14th Ave Bap.
- Traffic bad = too close = 14th
- 14 +62nd intersection cracks all over
- Intersections and sidewalks seem cramped
- No bike lanes for students
- Re-stripe area too faded
- Bus Stop both close on 65th not well promoted. Very hidden. Why not paint on pavement to point out bus
- Note: 65 Exp is a corridor from 99 Hwy to 50 Hwy going too fast
- 18th – 65th intersection re stripe. Not a lot of street lights. ADA Needed
- [65th St/18th Ave] Bike lane not safe, west side
- Kids sitting curb west 65th Expy near school
- Not enough room waiting [for] bus
- Paint bike lane or create a rumble strip? Or give up part of median
- Sidewalk corners are too narrow for such as fast paced/amount of traffic
- Branches hanging from house fences on to sidewalk
- 65th St Expway was island in the middle but would also be helpful to have a ped x-ing light
- 65th St Expway has no sidewalk on east side of road
- Tall grass partially covering sidewalk (14th St)
- Uneven sidewalks
- 65th has more shade but no street lights

- Some areas have a buffer between road and sidewalk
- Way too narrow of space between post and fence at corner of 65th and 18th Ave
- Very unsafe intersection for HS students
- There are no cameras at the corner of 14th and 65th in case of an accident or pedestrian injury
- Sidewalk or property across 14th and 63 needs a lot of attention
- A lot of debris
- 65h St Expway +14th students sitting on sidewalk, lack of shade
- Space too narrow between poles and fences on sidewalks
- Debris on sidewalk and edge of the curve at corner of 14th and 62nd
- Cars partially parked on curve
- Other comments regarding 65th St Expressway, outside of route map
 - The east side of 65th Exp Way between 21st St to 14th St needs sidewalks. Safety for kids/students badly needed
 - Request 65 exp + 4th st, the turn is too short going south into Target store- cars stick out into Panes holding up South bound traffic- removing that yellow double curve may help

Phase 2 Engagement Event / Strategy Summaries

DIYSL

Date: June 11, 2024
To: City of Sacramento Staff
From: Isaac Gonzalez, Alta
Subject: CPT Meeting agenda and presentation outline

Notes from CPT Meeting on June 17th

Slide 1: Title Slide

- Title: CPT Meeting - June 17th, 2024
- Date and Time
- Streets for People Project

Slide 2: During this Meeting...

- Rules of the meeting

Slide 3: Today's Agenda

- Land Acknowledgement
- Brief introduction of the meeting
- Objectives of the meeting

Slides 4-5: Land Acknowledgement

Slides 6-11: Project Updates

- What is active transportation plan
- Project schedule and project goals reminder
- Completed tasks to date
- Key findings from public input

Slides 12-16: Network Analysis

- Analyses conducted
- Findings from Primary Network Gaps
- Findings from Tree Opportunity Analysis

Slides 17-21: Development of Recommendations

- Overview of how recommendations were developed
 - Major roadways
 - Neighborhood streets
 - Pedestrian infrastructure

Question: Can you explain the difference between what is meant by buffered bike lane, separated bike lane, and a bike route?

Answer: A buffered bike lane would be a bike lane about 6 feet wide with an additionally buffer that's painted on the street. It doesn't have a physical separation between the vehicles and bicyclist. Separated bike lane has a physical separation between a vehicle and bike. It is also not a shared used path and is fully in its own right of way. Bike route is on a lower volume street that has shared uses, speed bumps, speed cushion, bike stamp, sharrow.

Slides 22-30: Biking Recommendations on Major Roadways

- Recommendations for people biking
 - Citywide
 - Focus Areas
- Recommendations for people walking
 - Citywide
 - Focus Areas

Slides 31-34: Phase 2 Engagement

- Summary of upcoming events
- Details of the public webinars
 - **Meeting #1:** July 9, 2024, 6:00 PM
 - **Meeting #2:** July 11, 2024, 6:00 PM
- Registration links for the webinars
- Request for CPT members to help spread the word
- Importance of community engagement

Question: How do I access the legend on mobile? I can't figure it out.

Answer: In safari if you hold the phone in landscape the legend will pop-up. The appear in the bottom right-hand corner. Navigating the tool on your desktop will be better.

Slides 35-36: Q&A and Open Discussion

- Space for addressing questions from CPT members
- Encouraging additional feedback
- With the neighborhood referring to smaller roundabouts.
- More akin to a traffic circle than a round-about. Typically, it will be a very small intersection. A circle with traffic calming measure to reduce speeds as opposed to a

Question:

What can be done to get a little cooperation between the two organizations to get these areas improved? It seems like the answer that is given by looking at the map is to avoid fixing these areas and reroute people to different paths. For instance, theres just a big gap on fruitridge blvd between e thal and Mendocino.

Answer: Working closely with the county, cannot dictate what the county wants to do. Working with Caltrans to figure out solutions to go under the freeway and make it an area of influence.

Question:

What recommendations are you elevating as the highest priority improvements that you recommend to implement first?

Answer: We are not prioritizing projects in this plan, but segmentation is really important. We have road maps that will dictate how we invest in our future transportation projects. We have a lot planned and very little money.

Question: *How much does the budget include providing shade trees?*

Answer: We developed through a couple of different data sets what we called the tree opportunity index. This is intended to help the city identify areas that have the greatest need for tree canopy improvements as well as the greatest opportunity. There is also an urban forest plan set in place. Additionally, the City needs to adhere to street design standards adopted by city council.

Statement:

Future speed humps for cars should include gaps for bike traffic. Several existing Sac roadways force bike traffic into the road to avoid hump (T street through Elmhurst is an example of this)

Question: *In this project, can we implement adding lighting for night walks/ dark winter mornings?*

Answer: We need you to submit your public comments so we can represent you in order to add other facilities such as street lighting.

Question: Do the sidewalk recommendations make it so that all streets will have sidewalks?

Answer: We considered sidewalks on at least on one side of every street and then sidewalks on both sides of the street if the street was adjacent to high ridership transit, or if it was a quarter mile, within a quarter mile radius of a school.

Question:

What did the county say about that gap and why they aren't okay with it? I'm on the county's bike advisory committee, you should bring this to a meeting and we likely will like to see these gaps closed and can make a recommendation to staff - the next meeting is July 11

Answer: We're getting the feedback from the community now. We wanted to get the feedback from you so we can present it to the county. Your feedback will help us determine where to close these gaps.

Question: There are no sideways on 65th between 21st and Fruitridge? Whose jurisdiction is this? I saw someone walking in the ditch as right now there is only a bike path.

Answer: It's an expressway. Currently an irrigation ditch. The plan does include recommendations to address sidewalks along this section.

Question: I'm looking at the online map and wondering if there is a way to see the map where trees are proposed or would be most beneficial?

Answer:

There are no specific recommendations for new trees currently. The Tree opportunity index is intended to help identify areas where new trees should be prioritized for incorporation with new transportation projects.

Slides 37-40: Next Steps and Closing Remarks

- Importance of feedback
- How to stay engaged
- Contact information



To: Leslie Mancebo, Jeff Jelsma, and Charisse Padilla - City of Sacramento
From: Pristina Zhang - Civic Thread
CC: Mauricio Hernandez – Alta
Date: August 2, 2024
Re: **Streets for People: Sacramento Active Transportation Plan – Phase 2 Popup Workshop Summaries**

Introduction

As part of the *Streets for People: Sacramento Active Transportation Plan*, the City of Sacramento hosted five (5) popup workshops during the months of June – July 2024. These events served as complement to a suite of other events led by city staff as part of the project’s Phase 2 public engagement. The popups were designed to engage directly with harder to reach communities and collect feedback on the draft infrastructure recommendations for the Plan. This memo provides a summary of the location, general number of attendees, and general feedback gathered from each popup workshop during this phase.

Overview

For Phase 2, city staff and the project team made a concerted effort to intentionally focus on meeting with the hardest to reach communities around Sacramento. To this end, the project team worked on building relationships and earning trust in spaces where there has been historical distrust of public agencies, lack of overall engagement, and the most distance between community and the public process.

While Phase 1 outreach efforts were focused on equity priority communities including Fruitridge/ Broadway, North Sacramento, and South Sacramento within the City, Phase 2 focused on engagement with monolingual communities. To this end, events were planned in each of the project’s language areas (Chinese, Hmong, Spanish, and Vietnamese), in addition to reaching disability justice groups. Planning for these events included working directly with interpreters, community-based organizations, and community champions to convene these meetings, which did not only help with reaching more residents, but also improved community members’ comfort and interest in the project. The project team’s approach for Phase 2, also leveraged existing community meetings and was robustly supported and co-planned with a trusted representative of the targeted group.

Meeting Logistics and Materials

As previously noted, the purpose of these meetings was to share additional information about the project, provide a summary of recommended improvements for making walking, biking and rolling easier throughout the city; request feedback on the recommended network, learn if anything was missed, and answer community questions.

A one-pager that included information about the project and the planned popup was provided to community members in preparation for hosting the pop ups. At popups, attendees were encouraged to provide direct feedback with sticky notes and colorful dots on large engagement boards representing the relevant plan focus areas. All popups included a kickoff, an overview of the project, instructions about the focus of the popup, and an interactive exercises with engagement boards.

Activities around the boards were tailored based on the audience’s needs for optimal accessibility. Participants were encouraged to identify locations on a printed map to outline:

- **Feedback on Recommended Locations or Improvements** – improvements that were developed based on project team analysis and were informed by Phase 1 feedback
- **Missing Corridors for Community Needed Improvements** – additional roadway corridors that need improvements
- **Missing Locations for Community Needed Improvement** – specific locations/intersections that may need additional improvement to help people cross the street, that were not included in the recommended improvements

Residents interested in learning more about the project were provided a QR code leading to an online interactive input map on the City of Sacramento website and were encouraged to sign-up for project updates via the City’s listserv. Incentives were provided at each event to encourage participation. Incentives differed by event but typically included Bike Month giveaways, bike lights, and reflectors.

Table 1 provides a summary of popup locations, dates and type of popup conducted.

Table 1. Summary Popup Details

Meeting Location	Date	Type	Number of Participants
Popup #1 – ACC Russell Manor Russell Manor - 8200 Bruceville Rd, Sacramento, CA 95823 (South Sacramento)	June 13, 2024	In-person	15
Popup #2 – Corremos Sacramento Fairytale Town - 3901 Land Park Dr, Sacramento, CA 95822 (All City)	June 24, 2024	In-person	65
Popup #3 – Resources for Independent Living Resources for Independent Living - 420 I St, Level B: Suite 3, Sacramento, CA 95814 (All City)	June 27, 2024	Hybrid	13
Popup #4 – Mutual Assistance Network Robertson Community Center - 3525 Norwood Ave, North Ave Rm, Sacramento, CA 95838 (North Sacramento)	July 13, 2024	In-Person	15
Popup #5 – Asian Pearl Restaurant Asian Pearl Restaurant - 6821 Stockton Blvd #165, Sacramento, CA 95823 (Fruitridge/Broadway)	July 14, 2024	In-Person	23

The sections below provide a summary of each popup workshop in Phase 2, including location, general number of attendees, and general feedback and review gathered from workshop. Please note that where direct community comments are included in the summaries, the wording may have been paraphrased to aid understanding and clarity. Efforts have been made to avoid changing the meaning of the comment.

General Feedback Received

The project team received input on specific improvements. However, additional themes around conditions and concerns from the community were documented:

- **Crossing Concerns:** Crossings felt unsafe due to traffic conditions, too infrequent, and had unfeasible and quick pedestrian signal timing.
- **Sidewalk Issues:** Sidewalks felt like they were too narrow to use comfortably, frequently cracked, uneven, or in poor condition, and obstructed by utility poles or boxes. Some curb ramps along walkways were also too

steep for mobility device users. Rolled curbs allowing the drivers to park on the sidewalk were highlighted as a general concern. Some identified areas had sidewalk gaps or were missing altogether.

- **Comfort and Accessibility:** Lack of shade was a frequent concern both along sidewalks and at bus stops. Lack of shaded rest stops or benches along route were cited as another concern for making walks more accessible and comfortable due to heat, distance, or physical (dis)ability.
- **Unsafe Driver Behavior:** Drivers seemed to be traveling at unsafe speeds at each location and general dangerous behavior such as not looking during turns, veering into bike lanes, or evidence of tire marks from donuts or burnouts was observed.
- **Bike Facility Issues:** When present bike lanes felt like they were too narrow, sometimes in poor condition and did not offer enough separation between people biking and vehicular traffic.
- **Lack of Lighting:** A lack of pedestrian scale lighting was generally observed as a safety concern along neighborhood streets and multi-use paths.

Next Steps

The City received a total of 97 individual comments from participants at popup workshops via meeting boards. The project team reviewed each comment and categorized them into either additional **location or corridor specific facility improvement comment**, a general comment, or **an agreement with recommendations improvements to the active transportation network**.

All comments received will help complement the identification improvements. Feedback gathered will be used to revise the recommended improvements to be included as part of the Public Draft Plan.

Popup #1 – ACC Senior Services

Date	Time	Interpretation Provided	Estimated Participants	Specific Comments received
Thursday, June 13th	10:00 AM -12:00 PM	Chinese	15	23

Meeting Summary

City of Sacramento staff joined by Civic Thread, and in partnership with ACC Senior Services, held a popup on Thursday, June 13, 2024 from 10:00 AM to 12:00 PM. The event was hosted during an existing meeting held at a local senior living, Russell Manor (8200 Bruceville Rd, Sacramento, CA 95823). A partner from ACC Senior Services served as the popup’s Chinese interpreter as they had preexisting familiarity and trust built with the attendees through their reoccurring community meetings.

This meeting provided opportunities to build relationships with a predominant Chinese senior community that walks as their common mode of transportation. Thirteen Target gift cards (\$25) were randomly given away to the participants, as Target is a frequented store in walkable distance to Russell Manor residents.



Figure 1. Chinese interpreter, Krystal Wu, is walking a community member through the pop-up activity on the board.

A total of about **15 residents** attended and participated in the popup. Popup participants provided their feedback to staff and directly on engagement boards of South Sacramento and Citywide areas. Participants provided a total of **23** comments through the public feedback boards (**18** comments for South Sacramento Walking, **3** comments on pedestrian friendly facilities, **1** comment for South Sacramento Biking, and **1** comment for Citywide Walking).

Feedback Summary

Overall Themes

As the event was held at a senior living apartment, all feedback reflected the experiences of older adults (age 62+) in addition to staff who work at the complex. Key themes that emerged from the feedback:

- Safety challenges experienced by older adults when crossing intersections off Bruceville Road
- Perceived speeding along Bruceville Road. Speeding motorists make quick turns that threaten people crossing the street.
- There is an overwhelming agreement for all intersection improvements recommended along Bruceville Road, as older adults from Russell Manor rely on walking along this road to run their errands.
- Intersection improvements, sidewalk maintenance, and improved accessibility features were recommended as safety improvements for older adults walking and rolling on Bruceville Road.

General Comments

Participants shared that Target, Chase Bank, and Commonground Church were common walkable destinations around Russell Manor, utilizing Bruceville Rd and Cosumnes River Blvd.

Facility Improvements

Participants provided feedback on additional facility improvements they would like to see implemented. Extending crossing timing for the safety of older adults crossing intersections were commonly mentioned (3 total comments), followed by improvements needed on sidewalks such as sidewalk elevations, maintenance, and curb ramps (3 total comments), and intersection and visibility improvements (4 comments). See [Appendix](#) for transcribed comments.

Barriers and Challenges

Meeting participants identified several barriers for travel throughout the area, with particular focus on bad driver behavior such as fast turns and driving over the speed limit. Based on participant's feedback, drivers do not wait for people crossing the street and there is not enough time to cross the street. Residents also noted feeling vulnerable when walking around their neighborhood and while they would like to see infrastructure improvements, they would also like driver behavior to also be addressed.

The most common intersection identified as a barrier was Timberlake Road and Bruceville Road. Corridors of concern included Cosumnes River Boulevard and Bruceville Road. Community members agreed with recommendations made along Timberlake Way and Bruceville Road, all recommended improvements off Bruceville Road, and Mack Road between Valley Hi Drive and Stockton Boulevard



Figure 2. ACC Pop-Up community members attendees listening to City staff provide an overview of the Streets for People Project and activity.

Popup #2 – Corremos Sacramento

Date	Time	Interpretation Provided	Estimated Participants	Specific Comments received
Monday, June 24th	6:00 PM – 8:00 PM	Spanish	65	16

Meeting Summary

City of Sacramento staff joined by Civic Thread staff held a popup event on Monday, June 24th, 2024 from 6:00 PM to 8:00 PM, at Fairytale Town at Land Park (3901 Land Park Dr, Sacramento, CA 95822). This event was held at the group’s weekly run meeting location which is free to the public. City staff and Civic Thread provided food, along with water bottles, to incentivize the runners in attendance to provide comments/ feedback.

About **65 residents** were engaged at the table and provided comments or participated in the activity. Popup participants provided their feedback to staff and directly on engagement boards of Southwest Sacramento and Citywide areas. Participants provided a total of **16** comments through the public feedback boards (**1** comment for Southwest Sacramento Walking, **5** comments for Citywide Walking, and **9** comments for Citywide Biking).



Figure 3. City staff, Leslie Mancebo, reviews Phase 1 suggestions on Citywide Map to community members at Corremos Sacramento pop-up.

Feedback Summary

Overall Themes

This community was well versed in walking routes and the issues that runners have daily, such as current sidewalk and crosswalk conditions. Many of the community members attended were also very familiar with biking routes and issues surrounding biking in the community. Key themes that emerged from the feedback included:

- High traffic intersections felt dangerous
- More separated bike lanes are needed, especially at wider roadway corridors
- Lack of safe crossing opportunities
- Lack of connectivity to key destinations and an interest to fill gaps in the bike trail network and to access frequented shopping centers

General Comments

A common thread around the comments received was focused around the need for providing safe crossing opportunities, for both people walking and biking as well as a lack of bike lane connectivity. Bike paths rose to the top as a key concern (8 comments) regarding a lack of safe bike path or bike lane connectivity, missing bike lanes, and increasing bike lane safety through separated bike lane facilities. Other general suggestions for active transportation infrastructure improvements from residents included the following:

- Traffic calming measures, marked and frequented crossings would make residents feel safer at high traffic intersections and along high traffic corridors
- Increased access to parks with active play fields for youth

Specific intersections where residents indicated they felt unsafe include San Juan Rd & Airport Rd, Grand Park Blvd & 2nd Ave, Fruitridge Rd and Riverside Blvd, and 43rd Ave & Lake Crest Way.

Facility Improvements

Participants provided a total of 4 comments related to specific facility improvements and additional recommendations related to facility improvements they would like to see implemented. Bike path concerns were identified most frequently (8 total comments), followed by unsafe crossings (6 comments), and bike connectivity to existing resources or pathways (4 comments). Bike paths, in particular, were identified as missing in some areas or felt unsafe where residents would like to see more separated bike lanes. See [Appendix](#) for transcribed comments.

Barriers and Challenges

Meeting participants identified common barriers for travel throughout the area including dangerous intersection crossings, challenges with connectivity to local shopping centers and trails, and unsafe bike lanes. The following corridors were identified as barriers: Howe Avenue., Watt Avenue, Occidental Drive, Riverside Boulevard, and Folsom Boulevard. Community members agreed with all recommendations for South Land Park.

Popup #3 – Resources for Independent Living

Date	Time	Interpretation Provided	Estimated Participants	Specific Comments Received
Thursday, June 27th	10:00 AM – 11:30 AM	In-person and VRI American Sign Language	13 (12 in-person, 1 virtual)	21

Meeting Summary

On Thursday, June 27th, 2024 from 10:00 AM to 11:30 AM, **city staff**, with support from Civic Thread, partnered with Resources for Independent Living (RIL) and Agency on Aging Area 4 (AAA4) to engage with the disability justice community. The project team hosted popup at the reoccurring Independent Living Skills meeting held in Downtown Sacramento, led by RIL’s Independent Living Specialist and advocate. The event was selected as it connected to a popularly used, well known, and trusted resource center for people living with disabilities, intersected with the transportation and accessibility barriers that exist in Downtown Sacramento.

The event was held at the Resources for Independent Living (RIL) event room (420 I Street, Level B: Suite 3, Sacramento, CA 95814), the location for their monthly, hybrid Independent Living Skills Training classes. These classes are attended by community members living with disabilities, where they learn about and discuss a variety of topics including but not limited to housing, health and safety, money management, and community resources. This project fits into the community resources category, providing an outlet to share lived experience about navigating active transportation in Sacramento with physical disabilities and mobility devices.

To ensure equitable access for participants the meeting was hosted both in-person at the Downtown location, and online, and offered American Sign Language Interpreters in both platforms. In-person attendees represented parts of Downtown and Midtown areas, with one participant visiting from Vallejo, CA as they regularly commute to Sacramento to receive RIL’s resources. The virtual attendee represented perspectives from the North Sacramento area. This popup workshop was formatted in a group discussion with virtual engagement boards shared on the projector, and physical boards brought to participants.

Additionally, the project team distributed Grocery Outlet gift cards (\$25) to up to 15 participants, with the excess provided to RIL to giveaway to other community members. A total of **13 residents** attended the popup and a total of **21** comments were received.



Figure 4. (Pictured left to right) City staff, Charisse Padilla, Leslie Mancebo, and Jeff Jelsma introduce themselves and provide an overview on the goal of the event to attendees of the Resources for Independent Living (RIL) pop-up.

Feedback Summary

Overall Themes

General key themes emerged from the feedback:

- The inaccessibility of Downtown (primarily between I and J St, and 4th and 5th St) for people living with physical disabilities using wheelchairs, walkers, or canes, and emphasis on the need to access this space for important community resources.
- High traffic and conditions that make people walking or rolling feel unsafe in Downtown
- The urgent need for improved accessibility and safety around crosswalk timings, sidewalk maintenance and features, and ensuring infrastructure is ADA compliant, and maintained to be so.

General Comments

General comments focused on the need for more wayfinding signs, as well as pedestrian and safe driver education for active transportation travelers. Some comments and challenges focused on issues outside the scope of the *Streets for People* Plan and displayed the importance and need for improved outreach and connections to resources such as 311 for maintenance issues, and where to report issues with accessibility of infrastructure in Sacramento.

Facility Improvements

Participants provided comments related to additional facility improvements they would like to see implemented, including a total of **21** comments. General safety and accessibility improvements were the most frequently identified (10 comments), followed by intersection and road improvements (5 comments), crosswalk timing (4 comments), and sidewalk improvements (2 comments). See [Appendix](#) for transcribed comments.

Barriers and Challenges

Popup participants identified common barriers to walking and rolling throughout Downtown and Citywide. There was a large focus on accessibility barriers for people living with physical disabilities. These highlighted key issues such as crosswalk timings and sidewalk gaps that present safety challenges for active transportation, especially for those navigating with a wheelchair, walker, or cane. Downtown was highlighted as a difficult area for people walking/rolling based on its heavy traffic, especially around routes needed to access Resources for Independent Living, a key resource center for local community members and people coming from as far as Yolo County and the Bay Area. Participants also noted that heavy traffic introduces bad driver behavior including speeding, and unpredictable turns, making people walking/rolling feel unsafe crossing intersections.

The most common corridors and locations identified as barriers were: I Street and 5th street, I Street Bridge, J Street and 4th Street, J Street and 5th Street, Florin Road and Stockton Boulevard, and Fair Oaks Boulevard. Community members agreed with recommendations for all intersection improvements along Broadway.

Popup #4 – Mutual Assistance Network

Date	Time	Interpretation Provided	Estimated Participants	Specific Comments Received
Saturday, July 13th	10:00 AM – 11:00 AM	Hmong	15	9

Meeting Summary

The city staff joined by Civic Thread team held a pop-up in a reserved room at the Robertson Community Center (3525 Norwood Ave, Sacramento, CA 95838) on Saturday, July 13th, 2024 from 10:00 AM to 11:00 AM. The center was selected for its central location and familiarity amongst monolingual Hmong community members near the North Sacramento Focus Plan Area.

Residents reviewed the recommended improvements and provided feedback on maps that included the City as a whole and the North Sacramento Focus Area. Following the conclusion of the pop-up, the project team held a raffle to provide incentive to the community for their time and feedback. City staff also distributed Bike Month giveaways including bike lights, stickers, socks, and bike bells. Finally Civic Thread staff raffled off two rice cookers and 15 bags of rice were equally distributed to all attendees.

In total, approximately **15 residents** participated in conversation with attending staff and/or provided direct feedback. Participants provided **9** comments through the public feedback boards (2 comments for North Sacramento Walking, 4 for Citywide Walking, and 3 for Citywide Biking).

Feedback Summary

Overall Themes

While the event was held near the North Sacramento Focus Plan Area, attendees lived in a wide variety of locations both within and beyond City limits. The feedback gathered covered a range of transportation related topics as noted below. Key themes that emerged include:

- Community would like to see more shade and resting areas along routes to frequently traveled locations.
- Desire for more sidewalks and lighting for people walking.
- Concerns around general road and sidewalk maintenance including uneven walking paths, utility poles obstructing walkways, and potholes in roadways.



Figure 5. City staff, Charisse Padilla, and Hmong interpreter, Mary Vang, switch-off speaking to the community members explaining the goal of the pop-up.

General Comments

Comments received via written or verbal form largely centered around walkability from sidewalk maintenance and improvements. Additional comments focused heavily on a general lack of shade and resting points for their community to actively travel comfortably and certain distances including in areas outside of North Sacramento.

Facility Improvements

Participants provided a total of **5** written comments related to specific facility improvements they would like to see. Other comments were more generalized facility recommendations not tied to a specific location (also reflected in the totals below).

Generally, more sidewalks were cited most frequently (3) followed by more shade structures or shade trees (2), followed lastly by concerns around general sidewalk and road conditions (2). See Appendix for transcribed comments.

Barriers and Challenges

Participants highlighted the lack of shade or resting spots as the highest overall barriers to active transportation in Sacramento. Additional comments focused on obstructions along sidewalks and walkways by utility poles, lack of adequate lighting, and sidewalk maintenance.

Location-specific concerns highlighted Norwood Avenue, Fairbanks Avenue, Bell Avenue, and Rio Linda Boulevard as difficult corridors. The intersection of 12th and C Street was also highlighted. Frequently traveled locations included the nearby schools, Super X, and T & Y Market. Community members agreed with recommendations along Pinedale Avenue.



Figure 6. Mary Vang interprets in Hmong to a group of five community members, following along on the North Sacramento project area map for walking, to review key areas the community members find gaps in Phase 1 suggestions.

Popup #5 – Asian Pearl Restaurant

Date	Time	Interpretation Provided	Estimated Participants	Specific Comments received
Sunday, July 14th	12:00 PM – 1:30 PM	Vietnamese	23	20

Meeting Summary

City staff joined by Civic Thread held a pop-up event outside of Asian Pearl Restaurant (6821 Stockton Blvd #165, Sacramento, CA 95823) restaurant on Sunday, July 14, 2024 from 12:00-1:30 PM. The event location was planned to target monolingual Vietnamese residents. Planning for the event highlighted challenges reflecting the limited capacity of the Vietnamese community and their community leaders, as well as the trust and relationships that still need to be built between the City and the Vietnamese community. Initially the project team began planning for the pop-up engaging with past partners including the Stockton Boulevard Partnership and Vietnamese interpreters who had previously supported *Streets for People*



Figure 7. Community members at the Asian Pearl Restaurant pop-up are writing their comments and feedback directly onto a sticky note to attach to the map board on the table.

Plan. Additional outreach spanned to local Vietnamese churches and temples as well as the Vietnamese Chamber of Commerce. With no success, out of the box ideas were attempted including coordinating with Duc Huong, a popular and culturally relevant Banh Mi store, to give away their Banh Mi’s at their storefront as an incentive for participation on the *Streets for People* Plan.

Due to challenges with coordination with Duc Huong, planning shifted to working with the Asian Pearl Restaurant, another notable and culturally relevant restaurant in the South Sacramento area. Asian Pearl hosted the pop-up outside of their restaurant to request feedback from customers arriving or leaving dim sum (Asian brunch). To increase participation, 18 Visa gift cards (\$25) were randomly distributed to popup participants. This event was also attended by Sustainability Interns for the City of Sacramento, who supported conversations and photos. In total, **23 residents** participated and provided **20** comments

Feedback Summary

Overall Themes

Participants represented various parts of the City of Sacramento, and even included some residents of the Bay Area in town to visit their older adult family members. While the focus was Vietnamese conversations, there was a range of Chinese and Vietnamese participation, as well as English. Feedback was provided by participants of all ages, from youth that frequent a local park, to older adults that face physical limitations to active travel. Additional feedback was also received from adults that serve as community leaders and educators providing valuable perspective to the project team. Comments represented Citywide concerns and agreements to recommendations, including in the Natomas, North Sacramento, and South Sacramento areas. General key themes emerged from the feedback:

- Various comments focused on the need for improved safety, addressing issues such as fast driver speeds, lack of pedestrian visibility, and the unfortunate reoccurring fatalities for people walking and biking around Sacramento.
- Schools were highlighted as priority locations for improvements to occur and emphasized the need for preschool sites to be included with K-12 sites.
- Improvements to sidewalk access were noted, highlighting Stockton Boulevard and Club Center Drive as two main corridors to focus on.
- The need for personal safety to be addressed in addition to needed infrastructure improvements, for community to fully be interested in using active transportation around South Sacramento. Personal safety was expressed as feeling threatened or being a victim of a potential crime or harassment.



Figure 8. A close-up of many sticky notes with comments and feedback on the Citywide map at the Asian Pearl Restaurant pop-up.

General Comments

Participants mentioned importance for improved access to public transportation options especially for people walking and biking. Downtown Commons (DOCO) was highlighted as an appreciated area for its walkability and variety of shopping and recreation. Recommendations for safer streets and access around schools were mentioned, highlighting the need to focus on Sacramento preschools as well, as most parents prefer to drive their children due to safety concerns.

Facility Improvements

Community members left seven written comments on the engagement boards that indicated where they recommend additional facility improvements. Based on the comments, the need for sidewalk improvements rose to the top (3 comments), as well as intersection and road improvements (3 comments), followed by crosswalk timing (1 comments). See Appendix for transcribed comments.

Barriers and Challenges

Common barriers identified by community members highlighted their discomfort and unsafety when traveling along Stockton Boulevard and most of South Sacramento. Lack of shade, perceived threats to personal safety, bad driver behavior, and inadequate sidewalk accessibility were noted as reasons for community's preference to drive. Robust conversation was also held regarding the Natomas area, particularly around H. Allen Hight Elementary School. Participants cited difficulties around pick up and drop off times due to new developments and large surge of parents arriving and leaving the school site. This also prompted agreement with the recommended sidewalk improvements across the school, and additional recommendations to improve intersections and crossings surround H. Allen Hight.

The locations identified as barriers were all intersections surrounding H. Allen Hight Elementary School, Park Drive and Kokomo Drive, Club Center and Natomas Boulevard, and along Stockton Boulevard. Community members agreed with the recommendations surrounding H. Allen Hight Elementary School and along Stockton Boulevard.

Appendix

This appendix includes an overview of specific comments left by community residents and sticky dot categorizations for each popup workshop. Categories represented include the following:

- **Agreement on Recommended Locations or Improvements** – destinations and improvements that community members agree with that have already been identified in Phase 1
- **Missing Corridors for Community Needed Improvements** – corridors that community members have identified on the map that needs improvements that have not yet been included from Phase 1
- **Missing Locations for Community Needed Improvement** – locations that community members have identified on the map that needs improvements that have not yet been included from Phase 1

Popup #1: ACC Russell Manor

Comments by Improvement Categories

A summary of locations is listed below based on the categories of feedback collected:

- **Recommended Locations or Improvements** where community members found **Agreement** include:
 - Timberlake Way and Bruceville Rd
 - All recommended improvements off Bruceville Rd
 - Mack Rd between Valley Hi Drive and Stockton Blvd
- **Missing Corridors** that community members identified a need **for Community Improvements**:
 - None
- **Missing Locations** that community members identified a need **for Community Improvements**:
 - Cosumnes River Blvd and Bruceville Rd

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

South Sacramento Plan Area - Walking

A total of **18** comments were included on the South Sacramento Plan Area- Walking boards in English and Chinese. Comments included:

- [Residents] walk to Target or Chase Bank, mostly
- Not feeling safe walking across the street
- Traffic around Cosumnes is driving safer.
- Timberlake/Bruceville [cars are] turning too fast. Not good for seniors
- Crossing Bruceville, cars don't wait. Intersection improvement good but driver behavior bad
- Consider **mid-block crossings to make it easier for pedestrians**
- Mid-block crossing cause cars to act at crossing. Homeless at bus stops
- **Timer at Alpine and Bruceville is too short for seniors**
- **Accessibility and sidewalk elevations need to be considered near Jamba Juice** [8231 Timberlake Way Ste. 100, Sacramento, CA 95823]
- **Sidewalks blocked on Bruceville**
- Stranger/unhouse [make seniors not] want to walk. Feel unsafe. Racist markings on ground
- **Intersection improvements Bruceville and Cosumnes River**
- [Residents commonly visit] Alpine Commonground Church (with park next door) [8355 Arroyo Vista Dr, Sacramento, CA 95823], for foodbank and exercise on Saturdays
- **Sidewalks need maintenance** on Bruceville near Chinese Restaurant
- Cars do not stop on Bruceville and Timberlake, consider **intersection improvement**
- **ADA ramp needed at intersections**

Revised 08-02-24

- **Timing at crosswalk to Target** [8101 Cosumnes River Blvd, Sacramento, CA 95823] is not visible from the vantage point of a wheelchair and not enough time to cross
- Lot next to Cancer Center, **overgrowth blocks sight** [8100 Bruceville Rd, Sacramento, CA 95823]

South Sacramento Plan Area - Biking

A total of **one** comment was included on the South Sacramento Plan Area- Biking boards. Comments included:

- Favor separate bikeway on Mack Rd and Bruceville Rd

Citywide Area- Walking

A total of **one** comment was left on the Citywide Area- Walking board. Comments included:

- Trees and types of trees are important

Citywide Area- Biking

A total of **zero** comments were left on the Citywide Area- Biking board.

Pedestrian-Friendly Facilities

A total of **three** comments were left on the Pedestrian-Friendly Facilities board. Comments included:

- Consumnes River + Bruceville hard to get across with walker. **Curb extension, refuge island etc. [would help this barrier]**
- Longer crossing timing for seniors and others. **Leading pedestrian interval?**
- Need to be careful what kind of tree are planted

Popup #2: Corremos Sacramento

Comments by Improvement Categories

A summary of locations is listed below based on the categories of feedback collected:

- **Recommended Locations or Improvements** where community members found **Agreement** include:
 - South Land Park
- **Missing Corridors** that community members identified a need **for Community Improvements**:
 - Folsom Blvd
 - Howe Ave
 - Occidental Dr
- **Missing Locations** that community members identified a need **for Community Improvements**:
 - North Natomas bike path
 - San Juan Rd & Airport Rd
 - Grand Park Blvd & 2nd Ave
 - Fruitridge Rd and Riverside Blvd
 - 43rd Ave & Lake Crest Way

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Citywide Area - Walking

A total of **six** comments were left on the Citywide Sacramento board for people walking. Comments included:

- **Lighting by apartment complex at NNRP**
- **Sidewalks along Riverside Blvd.** No car shoulders make everything narrow.
- Grand Park Blvd & 2nd Ave, cars always waiting to turn. No stop signs. Doesn't feel safe.
- Fruitridge & Riverside. Section where multiple car lanes enter the intersection. Seamas & Riverside. Potential roundabout traffic calming measure. Not safe.
- Elk Grove Florin & Calvine. No safe running trails, no connectivity to Vintage Park area, needs to drive first to access trails.
- Access to parks with active play fields, there are many kids that run across the street

Citywide Area - Biking

A total of **nine** comments were left on the All City Sacramento board for people biking. Comments included:

- **North Natomas bike path has interruptions that force you to divert down a street with no bike lane.** Cross over, then go back over to continue on bike path. Dangerous.
- San Juan Rd & Airport Rd, extremely dangerous, very wide, accident, death.
- I-5 bike path to Richards
- Connect both sides of [Broadway] area in a safe manner
- **Separated bike paths near the light rail**
- Bike path connectivity from South Sac to bike trail to Delta Shores. Current access is only through Franklin Blvd, which is super out of the way.
- **Howe & Watt Ave needs separated bike lanes**
- **Occidental Dr. needs separated bike lanes by bridge**
- Folsom down, lacking in infrastructure for walk/bike. 65th University down Folsom Blvd to Watt. **Needs safer crossings**, more frequented crossings for cyclists

Southwest Sacramento Plan Area - Walking

A total of **one** comment was left on the Southwest Sacramento Focus Area board for people walking. Comments included:

- **Bump or crosswalk at 43rd Ave & Lake Crest Way, 95822**

Southwest Sacramento Plan Area - Biking

A total of **zero** comments were left on the Southwest Sacramento Focus Area board for people biking.

Popup #3: Resources for Independent Living

Comments by Improvement Categories

A summary of locations is listed below based on the categories of feedback collected:

- **Recommended Locations or Improvements** where community members found **Agreement** include:
 - Broadway
- **Missing Corridors** that community members identified a need **for Community Improvements**:
 - Along I St
 - Fair Oaks Blvd
 - Florin Rd
 - Stockton Blvd
- **Missing Locations** that community members identified a need **for Community Improvements**:
 - Sacramento Valley Station (Amtrak)
 - I St & 5th St Crossing
 - I St Bridge
 - J St & 4th St
 - J St & 5th St Ramp
 - Florin Rd & Stockton Blvd

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Citywide Area - Walking

A total of **eight** comments were left on the Citywide Sacramento Focus Area board for people walking. Comments included:

- Important to bring awareness of people with mobility issues
- **Sidewalk gaps on Fair Oaks Blvd – Marshall to California**
- Heavy traffic impacts driver behavior; there are lots of high traffic locations (Kaiser, Federal Building, Old Sacramento, etc.) need to tread with extreme caution.
- **Florin and Stockton Blvd – time increased to 18-20 seconds after walk sign goes off; should be universal for 4 multilane crossing (especially for assisted mobility devices) - like LPIs**
- **Fair Oaks – there are significantly less sidewalks/large sidewalk gaps (there is a big gap on both sides); does go from City into County lines around Marshall/California)**
- **Northgate- need better bike lanes/sidewalks. Community member agreed for safer infrastructure here.** Previous resident and trying to move back. More aware of safety needs after operation
- Praise: Broadway, like road diet/lane reduction, cross timings.
- **Would like to see crosswalk timings increased to 20+seconds** such as done on Stockton Blvd. Like delay at crosswalk timings

Citywide Area - Biking

A total of **zero** comments were left on the Citywide Sacramento Focus Area board for people biking.

Downtown Sacramento Area - Walking

A total of **19** comments were left on the Downtown Sacramento Focus Area board for people walking. Comments included:

- **Red-light camera enforcement** – policy recommendation in plan
- Land use in area adjacent to SVS – lots of peds! Need improvements for safety
- **Crosswalk timing is not long enough for folks with mobility assistance** – transit specific access
- **Consider leading pedestrian interval – policy recommendation?**
- **Need for navigation and/or wayfinding** for walking + biking
- High-use transit at Sac Valley Station
- **All way crosswalk at 5th and I St**
- **J & 5th St – free left is not safe – multiple collisions**
- **Uneven + bumpy conditions can be difficult to navigate w/ mobility issues** – Sac River Path
- **Lane reductions help tremendously for folks to cross the street**
- **Separation of people walking from high speed vehicles** is important
- **Along I St, near 5th St, near the highway merging going towards the light rail station, there are no crosswalks** or safe opportunities to cross
- **I/ 5th Security guard comes out with a sign- dangerous for crossing twds Kaiser. 3 staff members got hit by cars. Crosswalk here but not comfortable or feel safe to walk**
- **4th and J – cane user; the light for crossing is not enough crossing time** (has almost been hit multiple times)
- **I St Bridge – the trail area is super dangerous for wheelchair/walker users**
- **5th and J St ramp is inaccessible, ramp is too steep** – there was a meeting to discuss the accessibility that was held, but no one could attend because it was at an inaccessible location
- **Metal poles that are the height of people with no signs, near 5th and J St at the top of the ramp – can impact those who are visually impaired, wheelchair users will need to get around the poles to access curb cuts**
- **Golden 1 near the arena around 7th St – issues with letting accessible vehicles, hard for folks to get in there.** [DAC is reviewing these procedures]
- Lots of prominent buildings that contribute to high traffic. Have to be careful walking here

Downtown Sacramento Area - Biking

A total of **two** comments were left on the Downtown Sacramento Focus Area board for people biking. Comments included:

- Education etiquette for people biking + scootering (i.e. riding on sidewalk)
- Speeding is a major issue and poses issues for folks with mobility issues crossing the street

Popup #4: Mutual Assistance Network

Comments by Improvement Categories

A summary of locations is listed below based on the categories of feedback collected:

- **Recommended Locations or Improvements** where community members found **Agreement** include:
 - Pinedale Ave
- **Missing Corridors** that community members identified a need **for Community Improvements**:
 - Norwood Ave
 - Fairbanks Ave
 - Rio Linda Blvd
 - Bell Ave
- **Missing Locations** that community members identified a need **for Community Improvements**:
 - Super X
 - T & Y Market
 - Harmon Johnson Elementary
 - 12th St & C St

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Citywide Area - Walking

A total of **four** comments were left on the Citywide Sacramento Focus Area board for people walking. Comments included:

- **Fairbanks/Western area doesn't have sidewalks** so cars park on shoulders encroaching on any walkability
- Arden Arcade area (95824) - not enough shade
- **12th and C St – street and sidewalk is in severe disrepair** – only street in the area
- Norwood is heavy on seniors walking to facilities – they would like benches with shade because they get tired and need breaks to walk a distance

Citywide Area - Biking

A total of **zero** comments were left on the Citywide Sacramento Focus Area board for people biking.

North Sacramento Focus Area - Walking

A total of **two** comments were left on the North Sacramento Focus Area board for people walking. Comments included:

- North of Norwood. **Bell Ave to Main, not enough walking spaces/sidewalks.**
- Frequently traveled: Super X, T & Y Market, Harmon Johnson Elementary – **not enough shade trees along Norwood**

North Sacramento Focus Area - Biking

A total of **three** comments were left on the North Sacramento Focus Area board for people biking. Comments included:

- **Rio Linda Blvd – shared use path is missing shade**

- Uneven walkways make it a challenge for mobility devices including scooters, walkers, etc. along Norwood
- Utility poles take up space on the sidewalk not allowing comfortable passage. Lighting. The unhoused.

Popup #5: Asian Pearl Restaurant

Comments by Improvement Categories

A summary of locations is listed below based on the categories of feedback collected:

- **Recommended Locations or Improvements** where community members found **Agreement** include:
 - Sidewalk improvements recommended next to H. Allen Hight Elementary School
 - All recommended improvements off Stockton Blvd
- **Missing Corridors** that community members identified a need **for Community Improvements**:
 - Stockton Blvd
- **Missing Locations** that community members identified a need **for Community Improvements**:
 - All intersections surrounding H. Allen Hight Elementary School
 - Park Drive and Kokomo Drive
 - Club Center and Natomas Blvd

Comments by Location

Comments that pertain to specific facility improvements are **bolded**.

Citywide Area- Walking

A total of **14** comments were left on the Citywide Sacramento Focus Area board for walking. Comments included:

- Need **better sidewalk access to cross busy intersections**
- Want to see public transportation access, especially when walking/biking
- No shade for walking [in South Sacramento]
- Safety can be improved
- [Prefer to] drive kids to school
- Like walking to park with family— close location to grandparent’s house and Asian Pearl
- **Intersection traffic- speeding, no pedestrian visibility, no bike racks**
- Like walking near DOCO because its pedestrian friendly with walkable amenities
- Around H. Allen Hight Elementary School, roads are impacted from new development. Pick up and drop off at the school’s intersections are unsafe
- Prefer to avoid areas that threaten personal safety
- Recent pedestrian fatality in Natomas, off Del Paso
- **Agree with sidewalk improvements on both sides of H. Allen Hight Elementary School**
- **Undulation [needed] on Club Center, around Burberry roundabouts.** Speeding after turn, [which impacts] walkers in the area. Speed control [needed to protect] pedestrians.
- **Have buffer crosswalk time off Natomas Blvd and Club Center**

Citywide Area- Biking

A total of **zero** comments were left on the Citywide Sacramento Focus Area board for biking and embedded in the walking map.

Southeast Sacramento Plan Area - Walking

A total of **six** comments were left on the Southeast Sacramento Focus Area board for people walking, in English and Vietnamese. Comments included:

- Drivers fast – not suitable for walking/driving. **Stockton needs sidewalk improvements**
- Stockton/65th/Florin - Traffic, facilities, accidents. Safety concerns – homeless & prostitution.

Revised 08-02-24

- Even with improvement, driver behavior bad + dangerous
- **Would like to see buffers protecting pedestrian and bicyclists** – agree with sidewalk and crosswalk improvement
- Want to see crime prevention [personal safety is threatened when walking or biking in this area]
- Older adults who don't drive, rely on support from others for food and resources, and do not have physical ability to walk or bike.

Southeast Sacramento Plan Area - Biking

A total of **zero** comments were left on the Southeast Sacramento Plan Area board for biking.

Neighborhood Connection Engagement Summary

Engagement Phases

Data only tells a partial story. It is important to validate conclusions, identify gaps, and refine recommendations using local knowledge from the people who travel on city streets every day. The community is a partner in the effort to create neighborhood connections, and it is important for plan concepts to be validated to make sure that it meets their needs. The project therefore consisted of three engagement phases:

Phase One: Informing the Network (Spring 2023 – Fall 2023)

The purpose of Phase One engagement was to introduce the project to the community, receive feedback about key destinations that residents travel to in and around their neighborhood, and how they typically get to those destinations. This phase was done in concert with outreach from the Streets for People team working on the City's active transportation network. Figure 2 provides the locations of Phase One engagement events by the Streets for People and Neighborhood Connections project teams.



Robertson Community Center Pop-Up

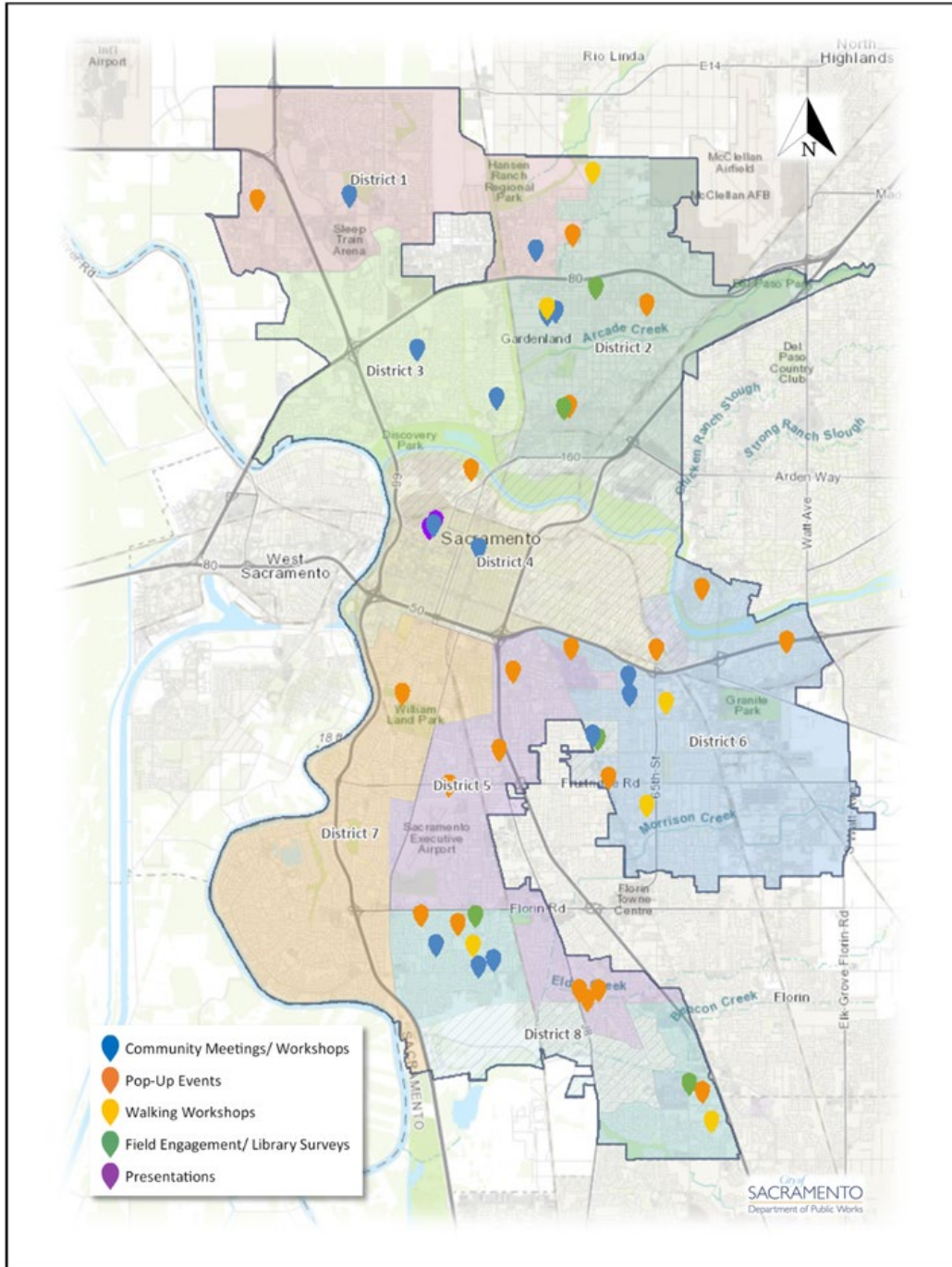


Figure 2. Phase One Engagement Map

Phase Two: Refining the Network (Fall 2023 – Summer 2024)

Phase Two engagement was designed to build on the outreach completed during Phase One of the project. Engagement for this phase focused on ground-truthing draft recommendations and identifying neighborhood network gaps through a combination of community-scale focus groups, workshops, pop-in events, walking workshops, and online resources. The primary goals of Phase Two project engagement were to: (1) share potential destinations and network alignments with the community, (2) review options for neighborhood connection and traffic calming solutions, and (3) receive community feedback to help finalize the network alignment and develop community-

supported implementation recommendations. The target audience included community members and stakeholders who live or work in Sacramento, with a particular goal of focusing on areas that were less engaged during Phase One or were identified as key neighborhood network areas in the plan. Figure 3 provides the locations of the virtual and in-person events for Phase Two.

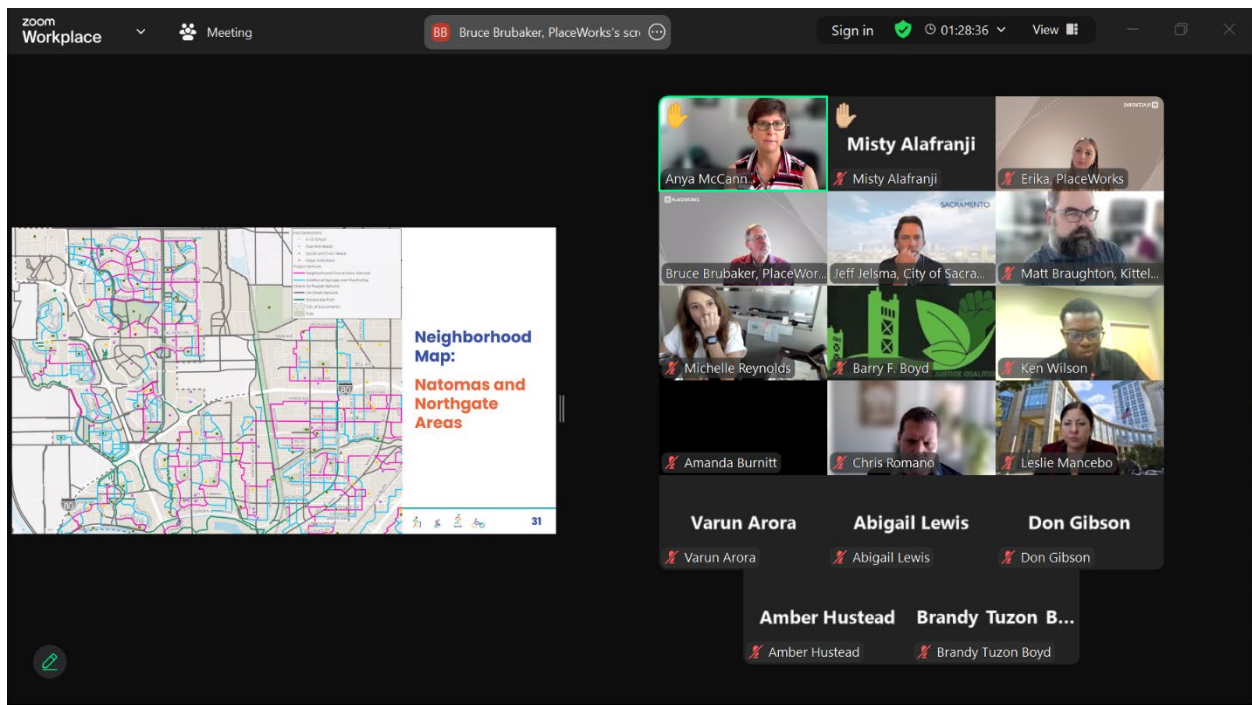
Phase Three: Public Draft Plan (Fall – Winter 2024)

During Phase Three, the project team presented the Public Draft Plan and received community input on recommendations for goals, network, and toolkit elements, as well as priorities for implementation of improvements.

Engagement Events

To ensure that we were able to see both the neighborhood-scale and citywide picture, the project team employed several engagement events and strategies designed to provide community members different options for providing their input.

Focus Group Meetings: The City hosted a series of three virtual focus group meetings for Phase Two, with one focus group held in each of the three focus group areas - the College Area, Natomas and Northgate Areas, and the South Sacramento Area. Focus groups were primarily made up of representatives from neighborhood groups and provided an opportunity for a detailed discussion on neighborhood destinations, networks, and related community concerns. The three focus groups took place during the weeks of July 15th and 22nd, 2024.



Natomas and Northgate Areas Focus Group Meeting

Pop-up Events and Community Meetings: The City held pop-up events and attended existing community meetings in several neighborhoods to engage people from those neighborhoods to reduce travel barriers to participation. These events served to inform residents on the project background and solicit input on local context that would inform the plan. Discussion topics included important destinations within the neighborhood and streets or intersections that pose a barrier to accessing those destinations by walking or biking. The following is a list of pop-up events and community meetings that took place during the different phases of the project:

-Phase One (Streets for People Team):

- May 20, 2023 – Rosa Parks School Community Fair
- May 28, 2023 – SAClovia Bikes on the Boulevard
- June 10, 2023 – Celebrate Oak Park (Oak Park Farmers' Market)

- June 17, 2023 – Juneteenth Festival
- June 25, 2023 – La Esperanza
- July 11, 2023 – 65th Street Light Rail Station
- August 1, 2023 – Robla National Night Out
- August 20, 2023 – Shun Fat Supermarket
- August 27, 2023 – Mutual Housing

-Phase Two (*Neighborhood Connections Team*):

- June 26, 2024 – Cabrillo Park Neighborhood Association Meeting
- July 10, 2024 – North Natomas Community Coalition Meeting
- July 11, 2024 – North Laguna Creek Valley Hi Community Association Meeting
- July 27, 2024 – Natomas Farmers' Market
- July 28, 2024 – Meadowview Farmers' Market

-Phase Two (*Streets for People Team*):

- June 13, 2024 – AAC Russel Manor
- June 24, 2024 – Corremos Sacramento
- June 27, 2024 – Resources for Independent Living
- July 13, 2024 – Mutual Assistance Network
- July 14, 2024 – Asian Pearl Restaurant

-Phase Three:

- *To be added.*



City Staff engaging the community at a pop-up event

Walking Workshops: In-person walking workshops were held on priority corridors within five neighborhoods. These events provided the community the opportunity to express their concerns about their perceptions of safety, accessibility, and comfort in real-time and brainstorm their vision for what each corridor could look like in the future. The following is a list of walking workshops that took place during the different phases of the project:

-Phase One (*Streets for People*):

- August 18, 2023 – Steve Jones Park
- August 19, 2023 – Robertson Park
- August 30, 2023 – Robla Elementary School
- September 12, 2023 – Will C. Wood Middle School
- September 14, 2023 – Irene B. West Elementary School
- September 20, 2023 – Hiram Johnson High School

-Phase Two (*Neighborhood Connections Team*):

- July 26, 2024 – Redding Avenue
- July 27, 2024 – N. Park Drive
- August 2, 2024 – Las Palmas Avenue
- August 3, 2024 – Potomac Avenue

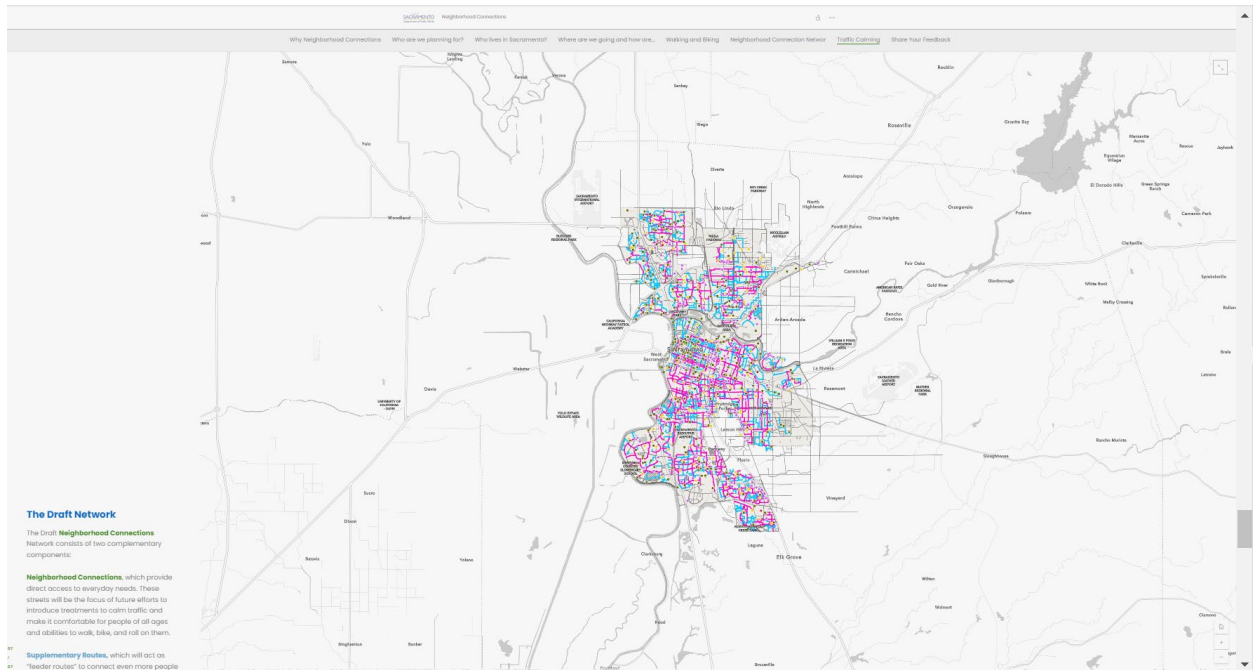


Participants at a walking workshop

Citywide Community Workshops: The City held two virtual citywide community workshops via Zoom during Phase Three. Both community workshops presented the same information and were an opportunity for the community to provide feedback on the Draft Neighborhood Connections Plan. Spanish, Vietnamese, Mandarin, and Hmong interpretation were available upon request for

both workshops. The two community workshops took place on November 13 and 20, 2024. Approximately 25 to 35 participants attended each workshop.

Online Engagement Tool and StoryMap: Online engagement for the project consisted of an engagement map for Phases One and Two as well as an ArcGIS StoryMap for Phase Two. The engagement map was hosted by the larger Streets for People team but also included information on the proposed Neighborhood Connections network and allowed community members to leave comments on whether the draft neighborhood network met their needs. The ArcGIS StoryMap provided project background information and goals, described the neighborhood network development process, and linked to the engagement map for community feedback.



Neighborhood Connections StoryMap

Project Video: An animated video was developed to help educate the public about the Neighborhood Connections project in a fun and approachable way. The under three-minute video highlights the main goals of the project and select traffic calming measures. The full video is made available on the project website, www.sacstreetsforpeople.org, with a short-form video available for other uses such as social media. Closed captions are available in English, Spanish, Mandarin, Vietnamese, and Hmong.

Outreach Methods: The project team made a concerted effort to get the word out about the project and the various engagement opportunities. The team prepared and distributed outreach material including event flyers, social media posts, City blog posts, e-blasts, and event invitations sent directly to stakeholders. Event information was also provided on the project webpage at www.sacstreetsforpeople.org. Outreach and event materials for the general public were provided in English, Spanish, Mandarin, Vietnamese, and Hmong.

Example event flyers in English and Mandarin

What We Heard

The project team used the knowledge gathered from each tool and event to refine the neighborhood connections network and the traffic calming recommendations.

We recognize that not everybody has the time, capacity, or internet access to go out of their way to engage with projects like ours, which is why we went directly to many different parts of the city and provided multiple means of engagement, from regularly scheduled neighborhood meetings, to pop-ups at community events, focus group meetings with invited stakeholders, walking workshops, and online engagement.

Below is a summary of what we heard during each phase of the project.

Phase One: Informing the Network

Unsafe Driver Behavior: Drivers seemed to be traveling at unsafe speeds at each location and general dangerous behavior such as not looking during turns, veering into bike lanes, or evidence of tire marks from donuts or burnouts was observed.

Crossing Concerns: Crossings felt unsafe due to traffic conditions, too infrequent, and pedestrian signal timing.

Sidewalk Issues: Sidewalks felt like they were too narrow to use comfortably, frequently cracked or in poor condition, and blocked by utility poles or boxes. Rolled curbs allowing the drivers to park on the sidewalk was a general concern.

Bike Facility issues: Bike lanes felt like they were too narrow, in poor condition, or were non-existent.

Lack of Shade: Lack of shade was a frequent concern both along sidewalks and at bus stops.

Lack of Lighting: A lack of pedestrian scale lighting was observed both throughout neighborhood streets and where multi-use paths were included, along the paths as well.

Phase Two: Refining the Network

Safety Concerns: Safety for pedestrians, cyclists, and scooter riders was a recurrent theme. Participants repeatedly raise issues regarding unsafe conditions for biking and walking on busy streets.

Cut-through Traffic: Vehicles using smaller neighborhood streets as a cut-through to avoid traffic on arterials can often result in high traffic speeds and safety concerns for pedestrians and cyclists.

Connectivity Challenges: There are significant concerns about east-west and north-south connectivity, particularly when navigating major roadways without a vehicle. There is also a desire to improve connectivity for active transportation methods to key destinations, such as parks, shopping centers, and river trails.

Infrastructure Improvements and Equity: There is a need for improved infrastructure, including bike lanes, sidewalks, and raised crosswalks to enhance walkability and safety. Prioritization of projects should be done in an equitable manner, with a focus on ensuring that all neighborhoods receive adequate attention and resources.

Environmental Considerations: Sustainable active transportation options reduce car dependency and air pollution. Trees and green spaces not only provide shade for enhanced walking and biking, but also improve air quality, public health, and well-being for the community.

Phase Three: Public Draft Plan

Project Funding and Prioritization: Many community members requested clarification on the next steps for project implementation, funding, and prioritization. Projects that are identified in the Neighborhood Connections Plan will primarily be funded through grants and will go through the Transportation Priorities Plan to prioritize transportation investments based on the following community values: Improving air quality, climate, and health; Providing equitable investment; Providing access to destinations; Improving transportation safety; and Fixing and maintaining the system. Certain projects may also be funded and implemented through private development.

Implementation Timing: Some workshop participants called for a quicker implementation timeframe for the transportation improvements identified in the Neighborhood Connections Plan. City staff clarified that implementation timing is largely dependent on the availability of grant funding.

Equity Considerations for Plan Distribution: The City should have hard-copies of the Neighborhood Connections Plan available for individuals who do not have access to a computer or internet.

Transportation Safety for Young Adults: The Neighborhood Connections Plan should consider improving transportation safety (e.g., bike lanes, crosswalks) specifically for young adults who are less likely to drive to destinations. City staff noted that previous phases included outreach events with younger adults to determine key destinations to incorporate into the plan.

The screenshot shows a Zoom meeting interface. The main content is a presentation slide titled "Get Involved!" with the website www.sacstreetsforpeople.org. The slide lists three ways to get involved: 1. Neighborhood Connections Draft Plan, 2. Network Map, and 3. Newsletter. A participant list on the right side of the screen shows names such as Matt Braughton, Erika Lindstrom, Jeff Jelsma, Jennifer Donlon, INT (SPA) Nubia Aguirre, jeff solomon, Laura Legrand, Mellissa Meng, Dr. Diane Wolfe, Sue Teranishi, Douglas Surber, and Karen Jacques. The Zoom toolbar at the bottom includes icons for Audio, Video, Participants (39), Chat, React, Raise hand, Share, Host tools, AI Companion, Interpretation, More, and End.

Get Involved! Website: www.sacstreetsforpeople.org

1 Neighborhood Connections Draft Plan Provide comments! Help us identify opportunities to improve the plan
Plan is available for review November 4 – December 1
You can provide comments in a couple of ways:
• Provide comments online with the online comment tool
• Send an email to project staff at streetsforpeople@cityofsacramento.org

2 Network Map Review the Neighborhood Connections network online

3 Newsletter Sign-up for our Newsletter!

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Participant List:
INT (SPA) Nubia Aguirre, jeff solomon, Laura Legrand, Mellissa Meng, Dr. Diane Wolfe, Sue Teranishi, Douglas Surber, Karen Jacques