

City of Sacramento Transportation Priorities Plan Phase 2 Community Engagement Summary



SACRAMENTO
TRANSPORTATION PRIORITIES PLAN

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TRANSPORTATION PRIORITIES PLAN

2021–2022
Phase I
Where have we been?

In 2021–2022, City staff held virtual meetings, conducted community surveys, hosted youth engagement, and hosted a listening roadshow to develop these community values for transportation investments.

Community Transportation Investment Values

Improving Air Quality, Climate and Health

Providing Equitable Investment

Providing Access to Destinations

Improving Transportation Safety

Fixing and Maintaining the System

SUMMER 2022
Phase II
Where are we going?

Planned projects were prioritized based on the investment values you told us about and that were approved by City Council and grouped into high, medium, and lower priority categories. We're now asking for you input on the initial prioritization! Feedback will be gathered through online interactive tools, in-person events, road show presentations, and virtual meetings.

HIGH PRIORITY

MEDIUM PRIORITY

LOW PRIORITY

Planned Projects

Engage With Us!

There are several opportunities for you to

- LEARN how the TPP is being created and the community values were developed
- REVIEW the initial prioritization
- PROVIDE your feedback on the prioritization

- 1. Visit the website to read more about the plan:**
SacTransportation.org
- 2. Join a virtual workshop via Zoom:**

Wednesday
August 24
6:00 pm
Register at:
bit.ly/SacTPPCCommunityMtg1
- 3. Provide your feedback using the online engagement map:**
SacTransportation.org

Introduction

Funding for transportation projects almost exclusively come from state and federal grant funds, gas taxes, or countywide transportation sales taxes. Unfortunately, these funding sources cannot fund all of Sacramento’s transportation needs.

The Transportation Priorities Plan will identify which transportation improvements the City should prioritize.

In Phase 1, the City engaged Sacramento communities to understand their values for transportation investment.

Based on the community values, City Council adopted criteria, metrics and points for evaluating and prioritizing transportation projects. Those are presented on the following page.

In Phase 2, the City prioritized the over 700 approved projects based on community values adopted by City Council and shared with Sacramento’s communities to gather their input. Projects that best meet community values are the high priority projects. Medium priority are projects that meet some community values but not all. Lower priority projects do not align well with community values for transportation investment.

This report summarizes engagement conducted and community input, and includes:

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The City estimates it would cost \$5 billion to build all the transportation projects identified in plans created over the last 20 years.

However, the City only has about \$42 million (mostly from competitive grants) each year to make this happen.

It would take more than 100 years to build what we currently have planned.

The Transportation Priorities Plan will identify priority investments.

Engagement

Noticing the Initial Priorities, Virtual Gathering and Online Tools

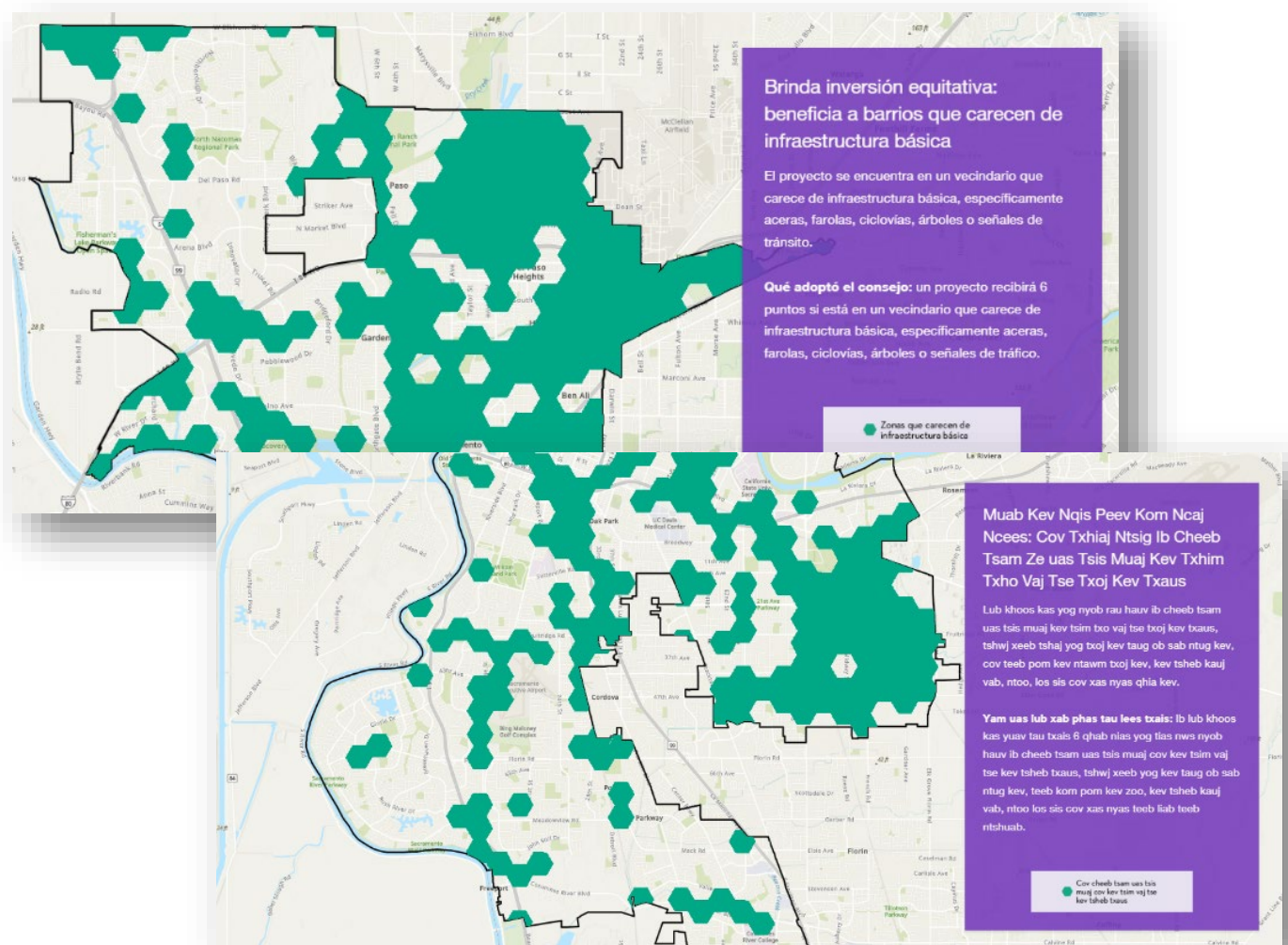
Phase 2 of the Transportation Priorities Plan was focused on asking Sacramento communities for their input on the Initial Priorities, or the outcome of prioritizing the over 700 planned transportation projects. The following is a summary of the notification efforts and strategies implemented to build awareness about the Transportation Priorities Plan and notify community members about the virtual gathering series and online comment opportunities.

Project Website

The City of Sacramento updated the project website to include information about the initial prioritization, and how to engage. The website also included links to “story pages” that provided narrative and maps describing how the projects were prioritized.

Story Pages

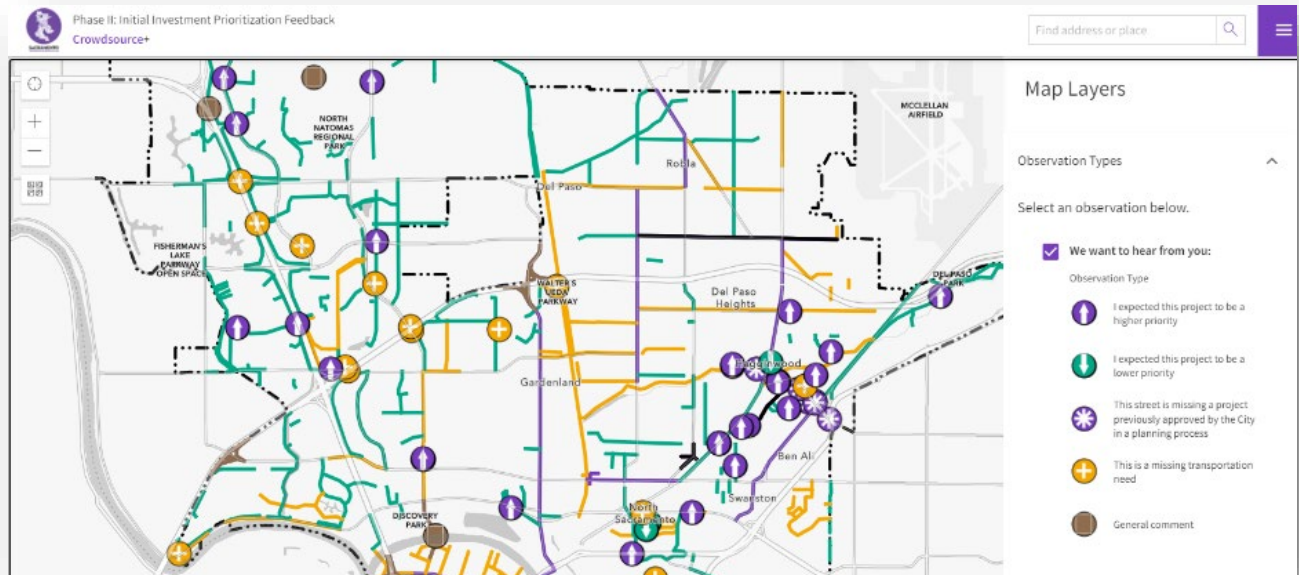
The story pages were available in Chinese, English, Hmong, Spanish, and Vietnamese. The pages included the background about Phase 1 as well as the Council adopted criteria, metrics, and points. They also include the Initial Prioritization with maps showing scoring for each metric. For example, the map to the below shows areas of Sacramento that lack basic infrastructure (Equitable Investment).



Online Map

An online map with planned projects and their initial prioritization was published. Community members could navigate the map, learn more about planned projects and their initial priority, and write in comments or upvote others comments.

This online map below was available in Chinese, English, Hmong, Spanish, and Vietnamese.



Online News Articles/Blogs

The City published a [City Express blog post on August 17, 2022](#) with information about the Initial Priorities, ways to engage, including the virtual gatherings. The City Express is sent to over 200,000 people.

The following are a sample of additional news articles and blogs published during Phase II:

- <https://www.greaterbroadwaydistrict.com/city-of-sacramento-transportation-priorities-plan>
- <https://www.ecosacramento.net/tag/transportation-choices/>
- <https://sacbike.org/wp-content/uploads/2022/08/Geard-Up-8-12-2022.pdf>

Social Media, Direct Calls and Emails

The City and many community organizations posted information about the meetings on social media.

The project team reached out to more than 200 stakeholder groups representing active transportation and mobility advocates, business interests, disadvantaged communities, persons with disabilities, senior organizations, environmental groups and public health organizations, schools, public transit, and neighborhood associations in Sacramento. Through personal phone calls and emails, the project team notified these groups about the upcoming meetings and requested them to share the information to their organization through email newsletters, social media posts, website updates, or other communication links.

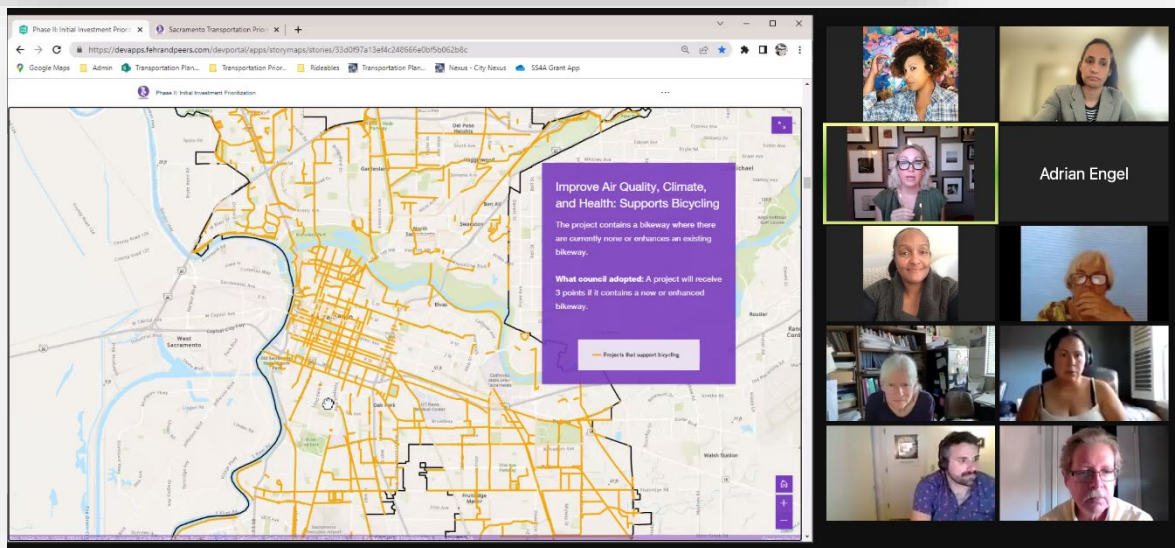
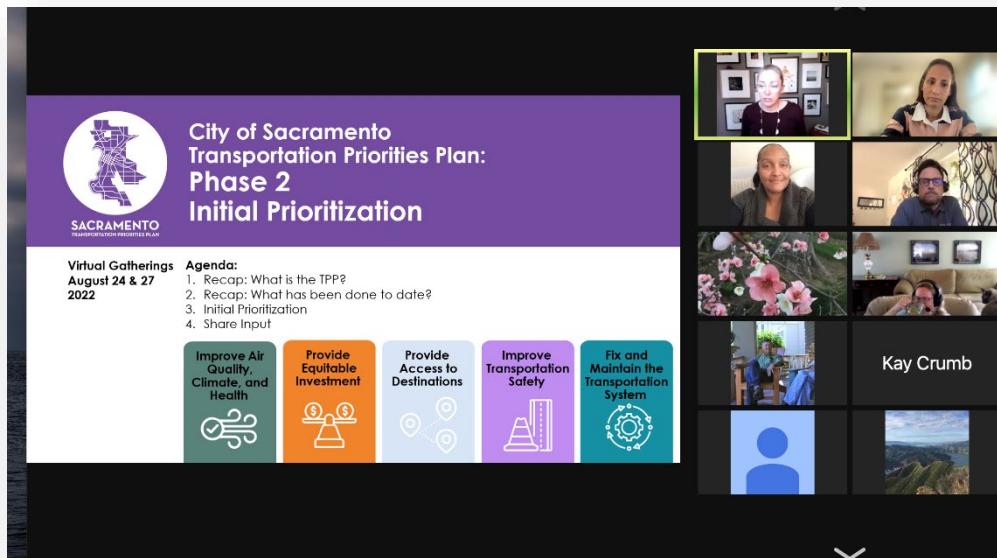
The following groups shared information about the Phase 2 of the Transportation Priorities Plan:

1. 350 Sacramento
2. Black Child Legacy
3. City Council District 2
4. City Council District 3
5. City Council District 5
6. City Council District 6
7. City Council District 7
8. City Council District 8
9. Colonial Village Neighborhood Association
10. Del Paso Boulevard Partnership
11. Environmental Council of Sacramento
12. Franklin Boulevard Business District
13. Greater Broadway Partnership
14. Greater Sacramento Urban League
15. House Sacramento
16. La Familia Counseling Center
17. Land Park Community Association
18. League of Women Voters of Sacramento
19. Mangan Park Neighborhood Association
20. Meadowview Neighborhood Association
21. Midtown Association
22. Mission Oaks North Neighborhood Association
23. Mutual Assistance Network
24. Natomas JIBE
25. North Sacramento Chamber of Commerce
26. Oak Park Neighborhood Association
27. Parkway Estates Neighborhood Association
28. Pocket-Greenhaven Community Association
29. Power Inn Alliance
30. Red, Black and Green Environmental Justice Coalition
31. Sacramento Area Bicycling Advocates (SABA)
32. Sacramento Building Healthy Communities (BHC)
33. Sacramento Black Chamber of Commerce
34. Sacramento Hispanic Chamber of Commerce
35. Sacramento Housing and Redevelopment Agency (SHRA)
36. Sacramento Metro Chamber of Commerce
37. Sacramento Rainbow Chamber of Commerce
38. Sacramento Regional Transit
39. Sacramento Running Association
40. Sacramento Transportation Management Association
41. Save Sacramento Neighborhoods
42. South Oak Park Neighborhood Association
43. South Pocket Homeowners Association
44. Southeast Village Neighborhood Association
45. Southside Park Neighborhood Association
46. Stockton Boulevard Partnership
47. Tahoe Park Neighborhood Association
48. United Latinos
49. UCP of Sacramento and Northern California (United Cerebral Palsy)
50. Washington Neighborhood Center
51. WayUp Sacramento

Virtual Gatherings

On August 24 and 27, 2022, the City of Sacramento hosted two virtual gathering meetings. The virtual gatherings provided participants with a recap of the Transportation Priorities Plan, an update of what has been done to date, sharing the initial prioritization, and a tutorial on how community members can provide input via the online comment forms and story map. Following a presentation, the project team facilitated a large group discussion where participants asked questions and provided input through the virtual “chat box”. The project team concluded the meetings by reviewing the project's next steps and plans for future engagement with the draft plan.

A total of 177 community members registered for the two meetings with 78 community members attended the August 24th gathering and 18 attending in the August 27th gathering, for a total of 96 community participants.



Road Show

In addition to hosting two virtual meetings, staff took the Initial Prioritization on the road, making presentations to community organizations and neighborhoods.

To help with equitable outcomes, staff tracked which neighborhoods were not participating and focused engagement in these areas.

The team contacted over 85 organizations in areas where responses were low and asked if there were opportunities to present or attend an event. The team was able to engage with the following organizations and events:

1. 350 Sacramento
2. Active Transportation Commission
3. Banana Festival
4. Celebrate Oak Park
5. ECOS (Environmental Council of Sacramento)
6. Gardenland Northgate Neighborhood Association
7. Golf Course Terrace Estates Ice Cream Social
8. Hagginwood Neighborhood Association
9. Meadowview Neighborhood Association
10. National Night Out at Robla Park
11. Neighborhood Development Team Ambassadors
12. Oaxaca en Sacramento, hosted by the Latino Center for Art and Culture
13. Royalty Fest
14. Sac Youth Works Health & Job Fair
15. SacMoves
16. Sacramento TMA (Transportation Management Association)
17. SacRepublic August 17, 2022 Game
18. SacRT Bus Stop Improvement Open House
19. Trades Day
20. United Latinos



Community Input on Initial Priorities

This chapter summarizes the adopted prioritization criteria, engagement objectives, and a summary of community feedback on the prioritization.

Council Adopted Prioritization

In March 2022 City Council adopted (R2022-0079) the following criteria, metrics and points for prioritizing transportation. These are based on extensive community engagement conducted during Phase 1 of the TPP. A summary of Phase 1 community engagement is on the project website: www.SacTransportation.org

These criteria, metrics and points were applied to all planned projects resulting in the Initial Prioritization.

Value & Criteria	Rational & Metric	Points (60 Max)
Improves Air Quality, Climate, and Health	We face an existential Climate Emergency that threatens our city, region, state, nation, humanity and the natural world (Reso. 2019-0465); and over 50% of Sacramento's GHGs come from transportation. Air quality, health and climate change should be drivers for our mobility investments.	12
Supports bicycling	The project contains a bikeway where there are currently none or enhances an existing bikeway.	3
Supports walking	The project includes sidewalks, pedestrian scale lighting, street trees, or marked crosswalks.	6
Supports transit or electric vehicles	The project contains new transit access enchantment (sidewalk or crosswalk to a transit stop, bus lane, signal priority), transit stop improvements, or supports EV charging infrastructure.	3
Provides Equitable Investment	Sacramento acknowledges historical racial inequities and is committed to transparent, deliberate, and actionable solutions that will remedy those inequities, including the impact air quality and climate have on these neighborhoods.	12
Benefits neighborhoods that lack basic infrastructure	The project is in a neighborhood that lacks basic infrastructure, specifically sidewalks, streetlights, bikeways, trees or traffic signals.	6
Benefits communities that have been recipients of racism and bias	The project is in an area that is majority Black, Latino, Asian, Pacific Islander, and/or Indigenous.	6
Provides Access to Destinations	Mobility opens doors to education, economic opportunity, health, and personal growth. Connections to institutions and places that provide economic, educational, and health benefits should be prioritized.	12
Connects to jobs	Project is in area with high employment density.	4
Connects to schools	The project is within a 1/4 mile of a school.	4
Connects to parks	The project is within a 1/4 mile of a park.	4
Improves Transportation Safety	Sacramento continues to rank as on the worst cites in California for transportation safety based on data from the Office of Traffic Safety. Transportation safety should be a driver for investments.	12
Improves a Vision Zero Top 10 corridor	The project is on the Vision Zero Top 10 corridor.	12
Improves a Vision Zero HIN street or is a Vision Zero School Safety Project	The project is on the Vision Zero high injury network, a Vision Zero School Safety Project but not on the top 10.	6
Fixing and Maintains Transportation System	Sacramento's transportation infrastructure is in "fair" condition but is predicted to rapidly deteriorate by the end of the decade. Fixing potholes, repaving streets and maintaining traffic signals supports Sacramentan's and our economic health.	12
Improves pavement or bridges	The project score based on Traffic / Pavement quality ratio or bridge rating.	8
Improves traffic signals	The project includes new or improved signals or signal technology.	4

Engagement Objectives

The purpose of the engagement was to share the Initial Priorities and ask:

1. If you disagree with a project’s initial prioritization, what prioritization do you think it should have and why?
2. Are there any projects approved by the City in other previous planning processes but are not currently on the list?
3. Are we missing a transportation need that is not in a City plan?

Comments were organized into the following categories:

1. Planned improvements expected to be a higher priority
2. Planned improvements expected to be a lower priority
3. Planned improvements not included in the prioritization
4. Transportation needs not identified in a plan
5. General comments

Staff anticipated input on the prioritization related to the values used to prioritize; however most comments were focused on why a project was or wasn’t important unrelated to values and criteria.

There were 252 comments and 1333 votes on the prioritization.

The majority of input was from the Pocket, Del Paso Blvd, Land Park, South Land Park and Midtown areas of the City.

Detailed Community Feedback

Planned Improvements Expected to be a Higher Priority

The following table summarizes planned improvements that received 10 or more comments or votes expecting a higher priority.

TPP ID	Improvement IDs, Names, Short Descriptions	Initial Prioritization	Comment Summary	Up Votes
TPP_419	16th Street • SL_29: North 16th St Streetscape Enhancements (Pedestrian scaled lighting; sidewalk improvements, adding on-street parking); • MTP/SCS_3: 16th St Streetscape - H St to Richards Blvd (Pedestrian scaled lighting; sidewalk improvements, adding on-street parking); • CCSP_13: 16th St Connector St Enhancements (Pedestrian connectivity improvements); • CCSP_16: 16th St Streetscape Project (Beautification)	Medium	Prioritize improvements to this street, enhance planned improvements with separated bikeway	114
TPP_214	Arcade Creek Shared Use Path • BMP_1034: Bike/Walk Trail (Class 1: Shared-Use Path)	Medium	Build the planned shared use path	60
TPP_54	59th Street Streetscape Improvements • TPG_190: Streetscape 59th St & Broadway (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_69: Bike Lane (Class 2: Bike Lane)	Lower	Widen sidewalks and bikeways on overpass	60

TPP ID	Improvement IDs, Names, Short Descriptions	Initial Prioritization	Comment Summary	Up Votes
TPP_399	Elvas Ave near Sacramento State <ul style="list-style-type: none"> • 65SSAR_10: Elvas Ave Sidewalk Enhancements (Sidewalks); • 65SSAR_9: Elvas Ave Parallel Parking (Add on-street parking); • TPG_198: Streetscape Elvas Ave (56th St to 65th St) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • GP40_26: Elvas Ave between J ST and Folsom Blvd lane reduction (Lane reduction) 	Lower	Prioritize improvements to this street, enhance planned improvements with separated bikeway and more crosswalks	25
TPP_11	Meadowview Transportation Improvements Phase <ul style="list-style-type: none"> • MVCS_2: Meadowview Phase 2 (Traffic calming, bike lanes, improved pedestrian crossings) 	Medium	Improve walking and biking conditions	20
TPP_764	Del Paso Rd Safety Project <ul style="list-style-type: none"> • BMP_32: Bike Lane (Class 2: Bike Lane); • GP40_40: Del Paso Blvd between Marysville Blvd and Arcade Blvd lane reduction (Del Paso Blvd Road Diet) 	Funded	Support for lane reduction on Marysville Blvd, TPP 16	19
TPP_16	Marysville Blvd Lane Reduction <ul style="list-style-type: none"> • GP40_10: Del Paso Blvd lane reduction (Lane reduction); • GP40_16: Marysville Blvd between Arcade Blvd and Del Paso Blvd lane reduction (Lane reduction) 	Lower	Improve safety, slow drivers	18
TPP_338	Kathleen Ave and Tessa Ave Walking Improvements <ul style="list-style-type: none"> • TPG_129: Pedestrian Improvements: Upgrade Kathleen Ave/Tessa Ave - Del Paso Blvd to Academy Way (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_148: Pedestrian Improvements: Upgrade Tessa Ave - Del Paso Blvd to Kathleen Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments) 	Lower	Build the planned walking improvements	17
TPP_460	Grand Ave Streetscape and Bicycling Improvements <ul style="list-style-type: none"> • TPG_204: Streetscape Grand Ave (Marysville Blvd to Norwood Ave) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_26: Bike Lane (Class 2: Bike Lane) 	Medium	Build the planned improvements	15
TPP_245	Sacramento River Parkway (Little Pocket) <ul style="list-style-type: none"> • BMP_1067: Bike/Walk Trail (Class 1: Shared-Use Path) 	Lower	Build the planned improvements	15
TPP_763	Arcade Blvd Bike Lanes <ul style="list-style-type: none"> • BMP_525: Bike Lane (Class 2: Bike Lane) 	Medium	Build the planned improvements; Enhance with separated bikeway	14
TPP_170	Freeport Blvd Separated Bikeway between Fruitridge Rd and the Bill Conlin Sports Complex <ul style="list-style-type: none"> • BMP_584: Separated Bikeway (Class 4: Separated Bikeway) 	Medium	Build the planned improvements	13

TPP ID	Improvement IDs, Names, Short Descriptions	Initial Prioritization	Comment Summary	Up Votes
TPP_404	Envision Broadway in Oak Park <ul style="list-style-type: none"> • EB_1: Envision Broadway (Traffic calming, bike lanes, improved pedestrian crossings); • GP40_7: Broadway between Alhambra Blvd and Stockton Blvd lane reduction (Lane reduction) 	High	Build the planned improvements	13
TPP_215	Haggin Oaks Golf Shared Use Path <ul style="list-style-type: none"> • BMP_1035: Bike/Walk Trail (Class 1: Shared-Use Path) 	Lower	Build the planned improvements	10
TPP_30	Sacramento River Parkway (Pocket) <ul style="list-style-type: none"> • BI_34: Sacramento River Parkway Bike/Walk Trail (Bikeway Superhighway); • BMP_1069: Bike/Walk Trail (Class 1: Shared-Use Path) 	High	Build the planned improvements	10
TPP_340	Northwood Elementary Vision Zero Improvements <ul style="list-style-type: none"> • TPG_147: Pedestrian Improvements: Upgrade Taft St - El Camino Ave to Helena Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • VZ_SS_23: Northwood Elementary School Vision Zero Improvements (Vision Zero school area safety improvements) 	Lower	Build the planned improvements; Add bikeway	10

Planned Improvements Expected to be a Lower Priority

The following table summarizes planned improvements that received 10 or more comments or votes expecting a lower priority.

TPP ID	Improvement IDs, Names, Short Descriptions	Initial Prioritization	Comment Summary	Up Votes
TPP_30	Sacramento River Parkway (Pocket) <ul style="list-style-type: none"> • BI_34: Sacramento River Parkway Bike/Walk Trail (Bikeway Superhighway); • BMP_1069: Bike/Walk Trail (Class 1: Shared-Use Path) 	High	Do not build the planned improvements	126

Planned Improvements Not Included in the Prioritization

The following table summarizes input from communities about planned improvements that were not included in the Initial Prioritization.

Location	Plan	Improvements
Arcade Blvd at Roseville Rd	Marconi Light Rail Station Technical Background Report (2012)	<ol style="list-style-type: none"> 1. Provide a connection under the Marconi Avenue Overcrossing between the light rail station and Mackey Park. 2. Reconfigure traffic lanes on the Marconi Avenue overcrossing to allow for bike lanes and safer pedestrian facilities 3. Construct sidewalks on key streets to provide safe pedestrian access to the Marconi Station.

Location	Plan	Improvements
Snowy Egret Overcrossing	Council Resolution 2018-0043 Bicycle Master Plan	4. Bicycle and pedestrian overcrossing over I-5 between East Commerce Way and El Centro 5. Convert the Gibraltar Street/White Eagle Lane connection between Beretania Way and Windsong Street from a local street to a paved shared use path.
Hwy 99 near Hayground Way		Bridge connecting the Northlake community into North Natomas.

Transportation Needs Not Identified in a Plan

Location	Community Identified Need	Up Votes
14 th Ave (Land Park)	Conduct a safety evaluation and develop a plan to slow drivers and improve conditions for walking and bicycling. Close street to driving	4
17 th and 18 th Streets near Broadway	Make these streets one way Add angled parking	2
18 th and R Streets	Move light rail stop near to Safeway parking lot to support grocery shopping by transit	0
62 nd Street between McMahon Dr and Broadway	Install bike lanes	0
American River Parkway near Costco	Install path entrance at Costco	0
Arden Way between Oxford St and Del Paso Blvd	Complete sidewalk	1
Bike lane gaps under freeways	Provide continuous bike lanes under freeways	1
Capital Ave/Folsom Blvd Citywide	Close gaps in Folsom Blvd/Capital Ave bike lanes Provide sidewalks where there are none	3 0
Consumnes River Blvd near I-5	Improve safety	0
Del Paso Rd at I-5	Improve walking and biking on overpass and at ramps	4
East Commerce	Remove lanes Add buffered bike lanes Plant trees	0
Elvas Ave at J St	Replace with at grade intersection	0
F St between 7 th St and the River	Open the F St bikeway to provide access to the station and river	0
Florin Rd	Provide separated bikeway	2
Folsom Blvd at 39 th St	Improve safety for those walking and bicycling	0
Freeport Blvd at 14 th Ave	Provide marked crosswalks on all legs	0
Freeport Blvd at Freeport/21 st	Improve bike detection at signal for left turn, north bound bicycling	1
Freeport Blvd between 13 th Ave and Fruitridge Rd	Narrow street, add trees	0
Garden Highway	Provide bikeway connection from Wheelhouse Ave to Sand Cove Park	0
H Street at McKinley Park	Close gap in bike lane network	4

Location	Community Identified Need	Up Votes
Hogan Drive at 54 th Ave	Install roundabout	0
Hogan Drive at 57 th Ave	Install roundabout	0
Howe Ave at American River	Replace bridge and include biking and transit facilities	7
I St near 18 th /19 th Streets	Install a contraflow bike lane to serve businesses	4
Jackrabbit Trail at Club Center Drive	Provide bike/ped bridge over canal to connect housing and retail	0
L Street between Seville Way and 30 th St	Close gap in bike lane	3
La Riviera Dr	Provide separated bikeway	2
Land Park Drive	Traffic calming Close gaps in bikeway network Create a major bike route	2
Land Park Drive at Sutterville Rd	Install a traffic circle	1
MLK at 12 th Ave Bypass/14 th Ave	Intersection improvements, visibility Improve bikeways	0
Niños Parkway near Rancho Vista Way	Connect Niños Parkway to Rancho Vista Way to connect to Garden Valley Elementary School.	0
North Sacramento Overpasses	Provide more transit, walking, biking connections to downtown Improve biking on overpasses	6 3
R St bike/ped overcrossing/ Pioneer Landing Park	Improve biking access on the grid to this location	1
Railyards Blvd	Install buffer on existing bike lane	0
Riverside Blvd near Markham Way	Install a bike lane	0
Sacramento River Parkway	Improve access across I-5	4
Sacramento River Parkway – Old Sacramento	Access to/from existing parkway needs improvement	1
San Juan Ave at I-80	Install buffered bike lanes	0
Stockton Blvd	Install crosswalks within 20-30ft of bus stops	1
Stockton Blvd at 8 th Ave	Improve connectivity for biking east-west Add bike detection at signal	0
Sutterville Rd between Freeport Blvd and Sacramento River Parkway	Provide dedicated bike lane	7
Transit	Improve bus service	0
Truxel at I-80	Improve walking and biking on overpass and at ramps	3
U Street at Hwy 50	Install sound wall	0
Ueda Parkway	Provide access from neighborhood streets	0
Watt Ave at La Riviera Dr	Improve shared use path connection from the Watt Ave path to the American River Parkway	2
William Land Park	Close park streets to driving	1

General Comments

Location	Community Identified Need	Up Votes
Bicycle Master Plan	Update the Bicycle Master Plan, need in North Natomas	0
DOCO	Install bike lanes through	3
East Sacramento	Does not have planned improvements	3
Folsom Blvd	Improve crossings for bicycling	0
I-5 crossings in North Natomas	Crossings of I-5 for east west travel	0
Pocket Rd	Install separated bikeways	0
Process	Don't ask the public what they want, transportation professionals should educate related to impacts and modes of travel	0
Process	Prioritize walking and bicycling, followed by transit, and then driving.	0
Process	Need to improve planning for older adults	0
Rush River Dr	Install separated bikeway and slow drivers	1
The Grid	Plan for no cars	0
Transit	Can the City take over transit operations?	0
Truxel Bridge	Prohibit cars	0

Community Feedback Summary

The purpose of the engagement was to share the initial priorities and ask:

1. If you disagree with a project's initial prioritization, what prioritization do you think it should have and why?
2. Are there any projects approved by the City in other previous planning processes but are not currently on the list?
3. Are we missing a transportation need that is not in a City plan?

Sacramento's communities care deeply about transportation and City investments in mobility. They want the City to build the planned transportation improvements and noted the projects listed below should be high priority in addition to the 41 projects that scored as high priority despite not best aligning with community and Council adopted values and criteria.

- 16th Street –revised to include separated bikeway
- Arcade Creek Shared Use Path
- 59th Street Streetscape Improvements
- Elvas Ave near Sacramento State
- Meadowview Transportation Improvements
- Marysville Blvd Lane Reduction (south of Arcade Blvd)
- Kathleen Ave and Tessa Ave Walking Improvements
- Grand Ave Streetscape and Bicycling Improvements
- Sacramento River Parkway (Little Pocket)
- Arcade Blvd Bike Lanes
- Freeport Blvd separated bikeway between Fruitridge Rd and the Bill Conlin Sports Complex
- Haggin Oaks Golf Shared Use Path
- Northwood Elementary Vision Zero Improvements

The City's work on engagement for the Initial Priorities also asked if people thought a project should be a lower priority and one project was identified:

- Sacramento River Parkway (Pocket)

The Sacramento River Parkway project in the Pocket had strong input from different perspectives.

It was noted staff missed three planned efforts:

- Marconi Light Rail Station Technical Background Report (2012)
- Snowy Egret Overcrossing
- Hwy 99 near Hayground Way Overcrossing

Community members also shared over 50 recommendations for location specific improvements as well as a need to update the Bicycle Master Plan.

All comments received are in **Appendix A. Comment List**. The Initial Priorities are shown in **Appendix B. Initial Priorities Maps**.

Appendix A. Comment List

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_3	• BMP_10029: Bike Lane (Class 2: Bike Lane)	I expected this project to be a higher priority	{Original} Bridge impacts turns W/X into high volume arterial (1) limiting local access from southern neighborhoods to the City Center and , (2) limiting regional access to the Central City off HWY 50 ramps at 10th & 16th st., and (3) increasing safety risk and GHG emissions in an existing high risk zone , (4) in a high concentration of low-income public housing. A W/X Corridor Transportation Plan from 3rd st. -24th st should qualify for High Priority based on Access, Improved performance and safety.	2
TPP_4	• SL_32: Deck Conversion (Convert UPRR upper bridge deck for walking and bicycling)	I expected this project to be a higher priority	{Original} Just surprised to see that safe bicycling access to the I St. bridge didn't make the cut. Seems like a potential high return on investment considering there currently are no safe cycle routes to/from west sac. {Original} this project would be huge for a city! it would also be a boon for west sac residents, which makes it a regional priority.	4 0
TPP_6	• WB_SP_1: Broadway Bridge (Transportation improvements associated with the West Broadway Specific Plan); • SRCS_1: Broadway Bridge (New multi-modal bridge connecting to West Sacramento)	This street is missing a project previously approved by the City in a planning process	{Original} W.Sac Broadway Bridge is Regionally Significant	1
TPP_10	• MTP/SCS_12: Pedestrian Signal Safety Improvements, Florin Area (Traffic signal technology and safety improvements)	This is a missing transportation need	{Original} This should have a protected bikeway. It is a vital connection between Pocket and Meadowview, is hostile for cycling, and the closest alternative routes are an inconvenient distance away.	2
TPP_11	• MVCS_2: Meadowview Phase 2 (Traffic calming, bike lanes, improved pedestrian crossings)	I expected this project to be a higher priority	{Original} There are no bike lanes along here. Cars are traveling too fast and not accounting for or expecting cyclists. I would go through the neighborhood streets in order to avoid it. {Original} We need safer sidewalks and pedestrian crossings.	9 11
TPP_15	• GP40_15: Land Park Dr between 13th Ave (S) and Sutterville Rd lane reduction (Lane reduction)	This is a missing transportation need	{Original} 14th Ave in Land Park is a very dangerous street. Drivers use it to cut across the park, there are no bike lanes or sidewalks and several dangerous intersections. {1} This should be turned into a bike and pedestrian only street {Original} Land Park drive is an over-wide collector that now serves as an arterial to the City Center with speeding, heavy traffic and speeding - requiring traffic calming.	4 2
			{Original} Land Park Dr. should be a major bike route connecting the City Center with the Dos Rios Trail serving W.Land Park as a regional destination. {1} There is no bike lane Northbound Land Park Drive between 13th and 11th ave. This is a very dangerous section to be on a bike with vehicle traffic traveling 30+mph	2

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			{Original} The major intersection of an arterial and a collector has long wait times and should be considered for a traffic circle.	1
TPP_16	<ul style="list-style-type: none"> • GP40_10: Del Paso Blvd lane reduction (Lane reduction); • GP40_16: Marysville Blvd between Arcade Blvd and Del Paso Blvd lane reduction (Lane reduction) 	I expected this project to be a higher priority	{Original} A land reduction and a protected ped/bike lane would be critical to safety and traffic control in this high traffic area	9
			{Original} Traffic speed needs to be reduced here. 0	9
TPP_17	<ul style="list-style-type: none"> • GP40_20: Truxel Rd lane reduction (Lane reduction) 	I expected this project to be a higher priority		3
			{Original} TRuxel is a major artery into/out of town	3
TPP_19	<ul style="list-style-type: none"> • BMP_10041: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • CCSP_69: Capitol Mall Lane Reduction (Lane reduction); • TPG_60: Capitol Mall Revitalization (Lane reduction, improved bikeways, crossing improvements); • GP40_21: Capitol Mall lane reduction (Lane reduction) 	I expected this project to be a higher priority	{Original} Bike lane should be buffered and continued all the way to/through bridge	1
			{Original} capitol mall is a low hanging fruit - its hardly used by cars but could be an important gathering space and very useful to a dense downtown	0
TPP_21	<ul style="list-style-type: none"> • GP40_33: E Commerce Way lane addition (Widen roadway); • GP40_41: E Commerce Way between W Elkhorn Blvd and N Park Dr lane addition (E Commerce Way between Road Road Din); • BMP_33: Bike Route (Class 3: Bike Route) 	I expected this project to be a higher priority	{Original} We need protected bike lane and sidewalks/buffers on both sides of E Commerce Way. Vehicles are going over 45mph on this street, and there are no sidewalks to protect pedestrians.	3
			{Original} We need protected bike lanes and sidewalks/buffers on E Commerce Way. Currently, there are no sidewalks south of 5301 E Commerce Way on both ways. Vehicles are going over 45mph, and it is very dangerous for anyone to walk south of 5301 E Commerce Way. [TPP_21]	(blank)

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_26	• BI_35: Jackrabbit Trail Bike/Walk Trail (Bikeway Superhighway)	I expected this project to be a higher priority	{Original} Connection from Jackrabbit Trail to Fisherman's Lake Parkway and Bike/Ped bridge over highway 80.	1
TPP_29	• BI_37: Morrison Creek Bike/Walk Trail (Bikeway Superhighway); • BMP_1064: Morrison Creek Bike/Walk Trail (Class 1: Shared-Use Path)	General comment	{Original} This is great!	1
TPP_30	• BI_34: Sacramento River Parkway Bike/Walk Trail (Bikeway Superhighway); • BMP_1069: Bike/Walk Trail (Class 1: Shared-Use Path)	General comment	{Original} This is an exciting project that will advance walking and biking, and healthy living! Huge support!	4
			{Original} We have been waiting far too long to complete the Sacramento River Trail. Continuous Class 1 bike trails are a benchmark of cities who prioritize active transportation. {1} This project is recreation. If you're trying to get somewhere in the Pocket there's no reason to ride a bike around it. {2} How will the city make levee property owners whole on their loss in property values ? The expected loss in property value was estimated by a City of Sacramento study to be 15%-20%. {3} How will the city protect people who live on the levee from liability if someone is injured on the levee portion of their property ? {4} My neighbor lived here when the levee were open to full public access. He vividly remembers homes regularly being broken into during this period of time. {5} People who don't live on the levee are in a hurry to have a bike trail built. Folks who live on the levee are worried about getting burglarized. Before the cross levee fences were built and access to the levee was restricted home break in were very common. How will the city protect levee residents from an expected increase in crime after a bike trail is opened ? {6} Yes, its time we claim our the levees back. No more handouts to these rich NIMBYs in greenhaven!	4
		I expected this project to be a higher priority		1
			{Original} I was under the assumption this was already funded. Please make this project the top priority!	3
			{Original} There are gaps in the Sacramento River Parkway, which, when finished, will provide an incredible zero emission transportation and recreation resource for the community and the region.	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			<p>{Original} The Parkway should have the highest priority. As the Bicycle Master Plan has concluded, "Connections to the American River Parkway and an expansion of the Sacramento River Parkway should be considered as backbone improvements for a City-wide low stress bicycle network." The completion of the Parkway benefits all users, but is all the more critical for those for whom bicycling is a necessity. Without a low-stress bicycle network, they must travel on city streets with their accompanying risks. For most of its length, the Sacramento River Parkway is entirely off road, not even necessitating street crossings. Failure to complete the Sacramento River Parkway will condemn vulnerable users to a choice between risky, on-road routes or not traveling by bicycle at all. [TPP_30]</p>	(blank)
		I expected this project to be a lower priority	<p>{Original} As a citizen of the great city of Sacramento...I would hate to organizationally support the taking of private property for any city/public project. This proposed project would require the city to behave like Putin in Ukraine and force unwilling citizens to give up private property for this project to be successful.</p> <p>Is it possible that Putin used a Crowdsourc tool among his comrades prior to taking private property in Ukraine? Just because a large number of people think it is a good idea to take land from private citizens for a public recreational project, doesn't make it morally right. I believe the citizens of the great city of Sacramento are better than that and I advocate utilizing the myriad of other bike paths (greenbelt) to continue to support the goal of "improv(ing) air quality, climate, and health."</p> <p>We love to bike on the levee and greenbelt, and realize that there are places we can't ride. There are other transportation issues that should be a much higher priority.</p> <p>{1} There are two issues to address. One is that you don't specify what property, or how much, would have to be bought by the city, which is important to understand for your claim that the government is acting like Putin in Ukraine.</p> <p>The other is that an eminent domain taking is not theft, but is an excruciatingly detailed and rigorous legal process that seeks to compensate the property owner.</p> <p>{2} Isn't this state property?? Imfao</p> <p>{3} You can't freeze your neighborhood in amber forever. Get over it</p> <p>{4} Too bad, it aint your property!</p> <p>{5} Too lame to comment on.....</p>	10

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			<p>{Original} As a land owner on this proposed bike trail I WILL NOT agree to sell my easement unless a sign is posted ON MY PROPERTY and throughout the trail that the trail is open from sunrise to sunset ONLY.</p> <p>This sign must also state that picnicking, camping and alcohol on the trail is PROHIBITED.</p> <p>{1} Too bad! The city is gonna take it back, because its no longer yours it's OURS. We the people of Sacramento have a right to these trails. No more handouts for you!</p> <p>{2} Sounds reasonable as a minimum to provide enforceable rules and safety for levee residents</p> <p>{3} The city should look at the signs posted on the Vine Trail in Napa, CA for a template regarding posted rules of use.</p> <p>{4} Last time I checked you bought a house, not the entire river so boo hoo cry about it the trail's going in</p>	2
			<p>{Original} I expect the bike trail plan from Garcia Park to Zacharias Park to be a MUCH lower priority</p> <p>{1} Btw no one in that stretch of the trail "owns" the levee. If that were the case my taxes shouldn't pay for them. Bunch of freeloading homeowners.</p> <p>{2} Get over it, it's not your land anymore.</p> <p>{3} Totally agree. And, a bike trail on the levee would become a thoroughfare for the homeless. Safety and security will be compromised.</p> <p>{4} "WAHHH WAHHH I have to see poor people and the homeless" thats what u sound like ^</p> <p>{5} The city is illegally trespassing on private property to survey a future bike trail. They are using the cover of the USACE levee project to do so.</p> <p>{6} Bike trail plan should not be a priority as private property is involved. Not a traffic or safety issue</p> <p>{7} Maybe we should get rid of the levees altogether since they are built and maintained with pubic money</p>	10
			<p>{Original} In all the city transportation plans there is no money or plans for maintenance, security, trash, parking, access, or signage. The city just wants to remove gates and open up the levee before any planning has been done. They currently actively encourage trespassing on private property along the levee. This parkway would be over 3 miles along the Pocket, by far one of the largest parks in the city. But there is no plan or money for extra park rangers or services. This is a bad idea.</p>	4

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			<p>{Original} The active transportation plan meetings open with a statement acknowledging that Native American's land was taken from them and current city property and parks are located on land seized from these people. This is done before the pledge of allegiance. In the Pocket the highest priority of this ATP is a plan that requires the city to seize property in order to build a parkway. Do they realize their ignorance.</p> <p>{1} Incredible connection</p> <p>{2} But its the publics right of way! Sorry its the cities land, not yours!</p> <p>{3} Is this satire? The city making available the top of a flood control levee for active transportation and recreation is the same as colonialists kicking Native Americans off their land?</p>	8
			<p>{Original} The pocket greenhaven area has plenty of existing bike routes and wide sidewalks here. Funding should be used more equitably to bring up other communities that have been historically left out.</p> <p>{1} Boo hoo the poors are nearby!!</p> <p>{2} Nah yall rich ppl just dont want ppl biking behind your yard!</p> <p>{3} Transportation funds should be used for fixing our roads.</p> <p>{4} Class 1 bike trails are the roads for cyclist and pedestrians. Not all transportation dollars should go to cars. There are other more environmentally friendly ways to get around than by driving a gas guzzling, killing machine.</p>	29
			<p>{Original} There already is a bike trail along the canal</p> <p>{1} Will alcohol be permitting on the bike path ?</p> <p>{2} There's already roads up the river so why do we need the freeway then? Let's tear down I-5 since we already have a road</p> <p>{3} There are already too many roads for cars, why should be build more.....</p> <p>This trail is an essential corridor for the cycling and pedestrian community especially around the Little Pocket area where cycling paths are inadequate at best.</p>	15

TPP ID <small>See Appendix B for location map</small>	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			<p>{Original} We do not need more bike lanes. Look what politics did to Florin Rd. at Riverside. It is the worst example of the bike lane and parking possible. The pocket community was a crown jewel until politics designed our parking and bike lanes. Nobody in their right mind would construct what has been done to Florin rd. at Riverside. The residents as well as the local businesses hate it, but there it is. With the present leadership in pocket, or lack of it, this is what we get, the most screwed up bike lane and parking possible. Our roads are falling apart, We have sink holes on Pocket, and we have wrecked cars in driveways, yet, with our city council member, it is bike trails, bike trails, bike trails, yet the most important elements of our community is in disrepair. When I expressed my displeasure to Council members office, the response was. If you don't like this, wait till you see what we have planed for Pocket and Riverside. This is not good representation but agenda driven by politics.</p> <p>{1} Money well spent, we need to focus on projects that will get everyone off their lazy butts. We've gotten to comfortable in our cars.</p> <p>{2} This is not Florin, and the two are not comparable because each exists within its own context.</p> <p>{3} The city has entered into an agreement with Wood Rodgers, a consulting firm to present an engineering plan and environmental impact report to the city council. The city is spending \$685,000 on this initial project. Our tax dollars should be spent on more important issues instead of appeasing a small percentage of the population that wants to ride their bikes on the levee.</p>	<p>11</p>

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			{Original} What transportation purpose does a bike path AROUND the Pocket area provide? Seems like the city is confusing "transportation" with "recreation". {1} This "recreational" trail would provide an essential low-stress route. What is low stress? Few or no interactions with cars and trucks. The fact that it might actually provide some nice scenery is a bonus; many essential car routes are also pretty, and the beauty of that scenery doesn't make those recreational roads. {2} Will this bike trail officially be a park or a trail ? Napa Valley has a bike trail called the Vine Trail. Throughout the trail posted signs state that the trail is open from Sunrise to Sunset. Will signs stating the same be post through this bike path ? {3} Cope harder {4} Class 1 bike trails like the River Trail are essential pieces of the cycling transportation network. We spend billions of dollars on special 'freeways' to crisscross our nation where bicyclist and pedestrian are expressly prohibited. Where is the reciprocal piece of infrastructure for non-automotive purposes.	31
			{Original} While nice from a recreational standpoint, a levee bike lane through Pocket has little transportation value. The money for this project should be spent elsewhere.	0
			{Original} Councilman Jennings has told residents along public and private sections of the levee that he could care less about their safety and security. He has also told residents of the Pocket that he could care less about their safety while walking or biking on public sections of the levee. He has said he would do nothing to protect city owned property along the levee. Why in the world would we believe he or the City would have any plan to provide security to expanded levee access.	6
		This street is missing a project previously approved by the City in a planning process	{Original} I thought that there was a plan for a class 1 trail connection from the Sacramento River Trail to the class 1 trail along the canals. If not, this would simply involve opening access of a utility road to bicycle traffic	1
TPP_31	• BI_2: T St Bike Lanes (Big 7 Urban Core: Close gaps in bikeway network)	I expected this project to be a higher priority	{Original} T Street is a major road for biking into the city, as it's safer than any other way. However, the intersection between T and Stockton Blvd is the most dangerous part of the journey. Updates to this intersection should be part of the Stockton Blvd improvement plan. This should be high priority since it will also help us achieve our vision zero goals.	3
TPP_34	• BI_7: Stockton at 8th signals (Big 7 Urban Core: Traffic signal)	This is a missing transportation need	{Original} Put crosswalks within 20-30ft of transit stops. [TPP_175, TPP_402, TPP_34, TPP_383]	(blank)
TPP_46	• BI_19: Riverside Blvd (Big 7 Urban Core: Traffic calming)	General comment	{Original} Riverside boulevard is dangerous. High speeds and poor visibility contributed to 2 deaths in the last 10 years. If/when the Broadway Bridge is built, traffic and speeding will only get worse. Please help. [no_TPP_ID]	(blank)

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
		I expected this project to be a higher priority	{Original} More than one person has been killed on Riverside in the past few years. We need traffic calming to keep all safe. I see lots of families walking and biking here, and cars fly down this street at 60 + mph.	1
			{Original} Riverside traffic calming and bike lanes should be a High Priority for safety for walk and bike to schools and for better performance as a major arterial for the commute.	5
			{Original} Paint a bike lane on Riverside near Broadway and into Land Park to complete the partial bike lane on this very busy road. It's currently very dangerous!! [TPP_46]	(blank)
			{Original} Automobiles routinely exceed the speed limit on Riverside Boulevard, heres way to reduce speeding and encourage safer biking/walking: speed cameras, city can lobby to restart SB 735; restriping to reduce lane width, provide continuous bike lanes in green. Please help with bicycle and pedestrian safety by painting well-marked, consistent bicycle lanes and reducing the width of the travel lane. [TPP_46]	(blank)
		This is a missing transportation need	{Original} Bike lane on Riverside [TPP_46]	(blank)
TPP_54	<ul style="list-style-type: none"> • TPG_190: Streetscape 59th St & Broadway (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_69: Bike Lane (Class 2: Bike Lane) 	I expected this project to be a higher priority	{Original} The highway crossing at 59th Street is dangerous for pedestrians and bicyclists trying to get between the neighborhoods of East Sacramento and Tahoe Park and to the light rail station on 59th Street. Suggest road diet with larger sidewalks and a bike lane over the highway.	60
TPP_60	<ul style="list-style-type: none"> • BMP_85: Bike Lane (Class 2: Bike Lane); • MLK_2: 12th Ave/14th Ave Bypass Lane Reduction (Intersection redesign, improve safety and condtions for walking) 	I expected this project to be a higher priority	{Original} There are very few safe and comfortable routes for bike to cross 99. 12th/14th has no bike lanes	3
		This is a missing transportation need	{Original} need safer bike lanes and general visibility for oncoming traffic from MLK Blvd and 14th ave intersection	0
TPP_70	<ul style="list-style-type: none"> • BMP_97: Bike Lane (Class 2: Bike Lane); • MLK_3: 21st Ave Gateway (Narrow travel lanes, bikeways, wider sidewalks, lighting); • MLK_4: 21st Ave Improvements (Widen sidewalks) 	I expected this project to be a higher priority	{Original} Safe options for cyclists and pedestrians to cross Highway 99 are limited in this area. The current conditions at 21st Street are not safe. Neighbors east of Highway 99 will need access to the revitalized Franklin Blvd.	1
TPP_162	<ul style="list-style-type: none"> • BMP_87: Bike Lane (Class 2: Bike Lane); • FBCSMP_3: Franklin Blvd Complete St Phase III (Lane reduction, low stress bikeways, widened sidewalks); • TPG_77: Pedestrian Improvements: Basic 19th Ave and 20th Ave - east of Franklin Blvd (Install sidewalk); • TPG_80: Pedestrian Improvements: Basic 32nd St and 22nd Ave - east of Franklin Blvd (Install sidewalk) 	General comment	{Original} I'm glad this is a priority. It will be a challenge if removal of parking on one side is necessary, because businesses just east at Castro, and businesses just west 2 blocks south of that.	0
		I expected this project to be a higher priority	{Original} Crosswalks across Franklin needed to safely cross	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
		This street is missing a project previously approved by the City in a planning process	{Original} Crosswalk creation across Franklin approved by Engineering and awaiting funding	1
TPP_170	• BMP_584: Separated Bikeway (Class 4: Separated Bikeway)	I expected this project to be a higher priority	{Original} This stretch is very dangerous to cyclists. It's the only way to get to the River Parkway from the Meadowview neighborhoods (without crossing an arguably worse section over I-5 onto Pocket Rd). It should be a higher priority.	13
TPP_175	• MTP/SCS_14: Stockton Blvd Mobility Project (Complete streets and safety improvements); • STBL_1: Stockton Blvd North Segment (Complete street improvements); • BMP_591: Separated Bikeway (Class 4: Separated Bikeway); • BI_39: Stockton Bus Transit (Transit)	I expected this project to be a higher priority	{Original} This is a very complicated intersection that I was hoping to see prioritized more. You have Stockton and 34th crossing R AND the light rail tracks. It is not only confusing for drivers coming from all directions but dangerous for pedestrians and cyclists	7
		This is a missing transportation need	{Original} Put crosswalks within 20-30ft of transit stops. [TPP_175, TPP_402, TPP_34, TPP_383]	(blank)
TPP_188	• BMP_1008: Bike/Walk Trail (Class 1: Shared-Use Path)	This is a missing transportation need	{Original} High-speed, hostile environment for biking and walking, especially for students that must cross I-5 to get to school. Needs better/safer crossings at freeway ramps. {1} At the minimum there should be buffered bike lanes here.	4
TPP_191	• BMP_1011: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} Jackrabbit Trail needs a crossing at Club Center - Dangerous without it.	5
TPP_197	• BMP_1017: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} This location has an existing multi use trail that runs north south and crosses Arena Blvd. There is no signaling and there is a very unsafe crossing at this location. Recently a signal was placed for this trail to the north at Del Paso Road however if you are travelling on this trail and you reach Arena Blvd, you are met with a very unsafe crossing.	7
TPP_206	• BMP_1026: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} This is a trail gap in Fisherman's Lake Parkway, that when connected will run south from Del Paso Road all the way downtown and beyond.	1
TPP_207	• BMP_1027: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} Pedestrian and bicycle crossing needed to connect east and west sides of North Natomas. Both sides have trails that would very very well used if connected. There are no crossings over the freeways, other than the overpasses that many people are not comfortable using due to high speeds and interactions with cars.	3
TPP_214	• BMP_1034: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority		26

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
			{Original} Bike lane needed in high opportunity location {1} This is an excellent opportunity to create a safe bicycle corridor to access the North Sacramento Bike Trail! Yes please! {2} This bike trail connection has been planned for 15+ years and never completed! Completing this would give the underserved communities of Hagginwood and DPH full access to the entire Sacramento Bike Trail system. This would give us safe corridors of travel for recreation and ability to travel without a gas powered vehicle. {3} This would be amazing! We could get around on all the Sacramento bike trails if we had this! {4} YES YES YES! {5} This would be amazing! {6} The west side of this trail would be an easy win, it's already a service road. The east side of this would be a total game changer for our community to have a walking trail easy of Marysville along Arcade Creek. {7} We need a connecting bike trail in this area. {8} This portion of the bike trail connecting to the main trails west and east of here has been in the plans for so many years! Fund this project, finally!	34
TPP_215	• BMP_1035: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} Additional bike access should be created to better enjoy Del Paso Park and Haggin Oaks Park	10
TPP_217	• BMP_1037: Bike/Walk Trail (Class 1: Shared-Use Path)	This is a missing transportation need	{Original} This needs a protected bike facility and safer ped/bike crossings over freeway ramps. {1} Cars speed up to enter freeway here, just as walkers and bikers must cross. Safer, protected crossings needed! {2} There is no safe way for pedestrians and cyclists to cross I80 here	3
TPP_227	• BMP_1047: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} This should be higher priority. Completing this would make it significantly easier to bike between midtown and Cal Expo, Arden Fair, Kaiser, etc. Currently it is very inconvenient and/or dangerous to bike between these two locations.	4
		This is a missing transportation need	{Original} Busses that go to Cal Expo State Fair from other cities, places like from West Sacramento, and Elk Grove. There use to be special busses that ran from 30th Street to the Fair. That is where the Department of Transportation is. When the zoo leaves youâ€™ll have to coordinate buses that go their school busses for field trips and parking. We need a police force that will help deter the kidnapping of children who have to walk home from bus stops and school. Hire qualified bus drivers for school. Have busses to evacuate people from the areas that flood if it is going to happen. A cheap bus fare from West Sacramento main bus stop at Merkley to Old Sacramento and Macy's /Movie theater. [TPP_227]	(blank)
TPP_228	• BMP_1048: Sutters Landing Bike/Walk Bridge (Class 1: Shared-Use Path)	I expected this project to be a lower priority	{Original} this project is quite redundant if CalTrans is building a bike bridge on the Cap City Freeway	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_235	• BMP_1057: Bike/Walk Trail (Class 1: Shared-Use Path)	General comment	{Original} This path is wonderful, and would allow many people to easily connect to the American River Trail!	1
TPP_237	• BMP_1059: Bike/Walk Trail (Class 1: Shared-Use Path)	This is a missing transportation need	{Original} Access from the Watt Avenue MUP to the ARBT is weak and needs to be improved. Two good pieces of active infrastructure done wrong by a lack of a low-stress connection across and along Riveria.	2
TPP_240	• BMP_1062: Bike/Walk Trail (Class 1: Shared-Use Path)	General comment	{Original} This would be very nice. Will it connect to Fruitridge so walkers/bikers can easily get on the path and use it to travel to some of the stores in this area?	0
TPP_243	• BMP_1065: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} This should be a higher priority from Meadowview Rd North.	0
		I expected this project to be a lower priority	{Original} There is already good connectivity north south in this area. This strtch north of Sutterville seems like it should be a very low priority if measured by safety. I do like the off street trail south of sutterville as a means of accessing South Sacramento. {1} I'm confused by this comment, are you suggesting that this proposed off-street path is already open today? Are you talking about the path way over at the american river? I'm confused because I see nothing better on google maps than class II painted bike lanes nearby. {2} What part of Sutterville seems safe to you????	2
			{Original} This should be a lower priority from Meadowview Rd south until a Botanical Garden is approved as part of the Delta Shores development.	1
		This is a missing transportation need	{Original} Some of Sacramento and Fair Oaks needs sidewalks that don't have them. Thank you. A car-less walker [TPP_243]	(blank)
TPP_244	• BMP_1066: Del Rio Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} Having a dedicated car-free space for walking and biking should be a priority.	0
TPP_245	• BMP_1067: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority		5
			{Original} Continuous Class 1 bike trails are a benchmark of cities who prioritize active transportation. The ARBT was a good start but the city has failed to build on that early success and been complacent in subsequent years.	5
			{Original} The Little Pocket levee is an obvious existing gap on the Sacramento River levee bike path. This should definitely be a higher priority	4
			{Original} This bike path has been fenced off, but it is necessary. I have tried using this before and had to jump on and off the trail, riding in gutters . ultimately, i got a flat on my bicycle. the current situation does NOT encourage walking/biking.	1
TPP_249	• BMP_1071: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a higher priority	{Original} This Class 1 trail is needed to increase the viability of the Del Rio Trail by connecting it to Reichmuth Park	4

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_250	• BMP_1073: Bike/Walk Trail (Class 1: Shared-Use Path)	This is a missing transportation need	{Original} There is a need for a connection from Meadowview to Delta Shores. If this section of trail is built prior to roads completed by developers it should also include a connection to Consumnes River Blvd. and the shopping center.	0
TPP_251	• BMP_1074: Bike/Walk Trail (Class 1: Shared-Use Path)	I expected this project to be a lower priority	{Original} This section of class 1 trail would go no where until the property surrounding it is developed. More emphasis should be placed on making a connection to the Meadowview area.	2
TPP_266	• BMP_1091: Bike/Walk Trail (Class 1: Shared-Use Path)	This is a missing transportation need	{Original} Need a good way for bikes to turn off the street/bike lane onto path along river. Currently the view is blocked by the bridge, risking collision with pedestrians in the crosswalk.	1
TPP_293	• 2ST_EXT_1: 2nd St Realignment (Realignment and potential two-way conversion of 2nd Street from O Street to N Street); • BMP_10023: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • BMP_10024: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • CCSP_105: P St Lane Reduction (Lane reduction)	I expected this project to be a higher priority		1
TPP_297	• CCSP_63: Broadway Lane Reduction (Lane reduction, bikeways, crossing improvements); • CCSP_65: Broadway Transit Investments (Transit improvements); • CCSP_66: Broadway Transit Investments (Transit improvements); • LBCS_1: Lower Broadway Complete Streets (Lane reduction, bikeways, crossing improvements); • BMP_10029: Bike Lane (Class 2: Bike Lane); • GP40_8: Broadway between Riverside Blvd and Franklin Blvd lane reduction (Lane reduction)	I expected this project to be a higher priority	{Original} improvements on roadway should be continuous, not stopgap	2
TPP_309	• BMP_10022: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • CCSP_95: L St Lane Reduction (Lane reduction); • CCSP_96: L St Sidewalk Improvements (Widen sidewalks); • CCSP_97: L St Streetscape Project (Beautification); • CCSP_98: L St Transit Investments (Transit improvements)	I expected this project to be a higher priority		7

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_338	<ul style="list-style-type: none"> • TPG_129: Pedestrian Improvements: Upgrade Kathleen Ave/Tessa Ave - Del Paso Blvd to Academy Way (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_148: Pedestrian Improvements: Upgrade Tessa Ave - Del Paso Blvd to Kathleen Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments) 	I expected this project to be a higher priority	{Original} Pedestrian improvements needed in these neighborhoods for safety	17
		This street is missing a project previously approved by the City in a planning process	{Original} Improvements to the Marconi/BUS80 Overpass	2
			{Original} Need Marconi Station Master Plan	6
			{Original} Pedestrian Access to Mackey Park	7
TPP_340	<ul style="list-style-type: none"> • TPG_147: Pedestrian Improvements: Upgrade Taft St - El Camino Ave to Helena Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • VZ_SS_23: Northwood Elementary School Vision Zero Improvements (Vision Zero school area safety improvements) 	I expected this project to be a higher priority	{Original} Pedestrian improvements needed for safety in these areas	10
		This street is missing a project previously approved by the City in a planning process	{Original} Protected bike lane connection needed {1} This bit of bike lane already exists around Hagginwood Park. This project would extend the existing small section of bike path around the park to connect it to the rest of the bike trail system.	5
TPP_347	• TPG_194: Streetscape Darnel Wy (Riverside Blvd to end) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways)	This is a missing transportation need	{Original} There needs to be much better and safer bike and ped connections to the Sac River bike path across I-5.	4
TPP_351	• GP40_9: Center Pkwy between Mack Rd and Bruceville Rd lane reduction (Lane reduction)	I expected this project to be a higher priority		1
				2
TPP_358	• TPG_188: Streetscape 2nd Ave (Franklin Blvd to Alhambra Blvd) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways)	I expected this project to be a higher priority	{Original} 2nd Ave should be prioritized as a major bike route to safely cross HWY 99 {1} agree. I use this path literally everyday. {2} awkward for bikes going West on 2nd vs cars wanting to turn right (North) on Franklin. Could really use one of the green bike lanes here to prioritize bikes. Thank you!	4

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_362	<ul style="list-style-type: none"> • BMP_579: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • TPG_143: Pedestrian Improvements: Upgrade Seamas Ave/Fruitridge Road - Decliff Cir to Gilgunn Way (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_145: Pedestrian Improvements: Upgrade South Land Park Drive - Noonan Dr to Fruitridge Rd (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_90: Pedestrian Improvements: Basic Lonsdale Drive - Seamas Ave to 34th Ave (Install sidewalk); • TPG_96: Pedestrian Improvements: Basic Noonan Drive - S Land Park Dr to S Land Park Dr (Install sidewalk); • GP40_1: Fruitridge Blvd Road Diet (Lane reduction); • GP40_18: Seamas Ave between I-5 and S Land Park Dr lane reduction (Lane reduction) 	General comment	{Original} Bike crossing here is terrifying. Vehicle traffic does not understand how to safely use this intersection, which has too many points of entry. Stop or yield sign at Riverside for westbound traffic would help.	0
			{Original} I'm glad to see Freeport and Fruitridge are high priorities. These corridors have so much potential for walkability and bikeability but are currently extremely dangerous and auto-centric.	4

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_363	<ul style="list-style-type: none"> • TPG_167: Replace Bridge: Howe Ave @ American River (Northbound) (Replace bridge); • TPG_168: Replace Bridge: Howe Ave @ American River (Southbound) (Replace bridge); • TPG_169: Replace Bridge: Howe Ave @ La Riviera Dr (Northbound) (Replace bridge); • TPG_170: Replace Bridge: Howe Ave @ La Riviera Drive (Southbound) (Replace bridge); • TPG_171: Replace Bridge: Howe Ave @ University Ave (Northbound) (Replace bridge); • TPG_172: Replace Bridge: Howe Ave @ University Ave (Southbound) (Replace bridge); • TPG_205: Streetscape Howe Ave - Southbound (American River Dr to American River Bridge) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_596: Separated Bikeway (Class 4: Separated Bikeway); • BMP_62: Bike Lane (Class 2: Bike Lane) 	This is a missing transportation need	{Original} We need protected bike lanes on La Riviera Drive throughout. It is a neighborhood that is extremely popular because of the infrastructure surrounding it. The road leads to CSUS and everything eastward including the midtown area. It could become a biking highway considering it's proximity to the American River Bike Trail. There are lots of opportunities to enjoy nature and affordable living. A protected bike lane running the length of the road could really help this community be a beacon for green living in a "suburban", established, transformative community. It has the potential to be one of the busiest bike lanes. The ARBT could also use some investment so that it could because a super highway for alternative transportation.	2
			{Original} If a replacement bridge is being planned for Howe, we should consider using it as an opportunity to better improve transit and bike access up the corridor. Transit only lanes across the river to the Power Inn light rail station for example can improve access to the major shopping center up at Howe and Fair Oaks	7
TPP_372	<ul style="list-style-type: none"> • TPG_146: Pedestrian Improvements: Upgrade Sutterville Bypass - 23rd St to Attawa Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • BMP_573: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • BMP_574: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • GP40_4: 24th St between Sutterville Rd and Fruitridge Rd Lane reduction (Lane reduction); • BI_1: 24th St Road Diet (Big 7 Urban Core: lane reduction and bikeways) 	I expected this project to be a higher priority	{Original} 24th St between Sutterville and Fruitridge is extremely dangerous, it feels like a highway. Several businesses on the east side of 24th are essentially cut off from the west side unless you are in a car. This is also a key connector for the Hollywood Park, Carleton Tract, and North City Farms neighborhoods to City College, the City College Light Rail Station, and the Fruitridge Light Rail Station.	3

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_375	<ul style="list-style-type: none"> • FBSC_1: Freeport Blvd Corridor Study (Safety and complete streets improvements); • TPG_110: Pedestrian Improvements: Premium Freeport Blvd - 13th Ave to Sutterville Rd (Extra-wide sidewalks, pedestrian scale lighting, signage, and seating); • TPG_111: Pedestrian Improvements: Premium Freeport Blvd - Sutterville Rd to Wentworth Ave (Extra-wide sidewalks, pedestrian scale lighting, signage, and seating) 	General comment	{Original} This intersection needs a crosswalk and bike/pedestrian signal. To safely / legally cross otherwise, you are required to go to Fruitridge or Irvin / Harian	2
			{Original} This section of Freeport is stuffed with destinations and businesses, and it's great to see it ranked as high priority. Current automobile speeds here are not friendly to non car users	9
		This is a missing transportation need	{Original} This intersection should be made smaller and have trees planted. It is currently incredibly hot and stressful to bike/walk through.	0
TPP_383	<ul style="list-style-type: none"> • TPG_179: Replace Bridge: Stockton Blvd @ Morrison Creek (Replace bridge); • VZ_TC_5: VZ Top 5 - Stockton Blvd (S) (Safety improvements, new bikeways); • STBL_3: Stockton Blvd South Segment (Complete streets and safety improvements); • BI_39: Stockton Bus Transit (Transit) 	General comment	{Original} Stockton Blvd is a major roadway, and should prioritize transit and biking. This would also significantly improve the safety of the street.	1
		This is a missing transportation need	{Original} Put crosswalks within 20-30ft of transit stops. [TPP_175, TPP_402, TPP_34, TPP_383]	(blank)
TPP_384	<ul style="list-style-type: none"> • TPG_207: Streetscape Lemon Hill Ave (Stockton Blvd to Power Inn Rd) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_138: Bike Lane (Class 2: Bike Lane) 	I expected this project to be a lower priority	{Original} Even if a bike lane is placed on this road, if the road isn't put on a road diet, it will be too unsafe to bike on. Cars already travel at 40 MPH+ on this street even though it connects to several schools.	0
TPP_386	<ul style="list-style-type: none"> • TPG_197: Streetscape Elder Creek Rd (Stockton Blvd to Power Inn Rd) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • TPG_98: Pedestrian Improvements: Basic Ring Drive - Elder Creek Road to Rock Creek Way (Install sidewalk); • BMP_568: Buffered Bike Lane (Class 2B: Buffered Bike Lane); • GP40_34: Elder Creek Rd lane addition (Widen roadway) 	I expected this project to be a lower priority	{Original} Pretty low density out here and automobile orientated. Even with improvements I don't see many people walking and biking out here.	0

TPP ID <small>See Appendix B for location map</small>	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_390	<ul style="list-style-type: none"> • TPG_138: Pedestrian Improvements: Upgrade Power Inn Road - UPRR crossing to 21st Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments) 	I expected this project to be a higher priority	{Original} Create a protected bike lane all the way up Power Inn Rd/Howe Ave and keep the roads to 2-4 lanes only. Speeds are so high, and it makes it extremely dangerous to get to Arden Arcade.	0
TPP_392	<ul style="list-style-type: none"> • BMP_10042: Bike Lane (Class 2: Bike Lane); • CCSP_100: N St Two-Way Conversion (Convert to two-way (two lanes)); • CCSP_99: N St Streetscape Project (Beautification); • I5_RRP_1: N St Connection to Front St (Extend N Street); • I5_RRP_2: 2nd St to N St (Extend 2nd Street 2nd Street to N Street on the west side of I-5); • GP40_28: N St between 10th St and 16th St lane reduction lane reduction (Lane reduction) 	I expected this project to be a lower priority		1

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_394	<ul style="list-style-type: none"> • 65SSAR_2: 65th St Parallel Parking (Widen street to add on-street parking); • 65SSAR_3: 65th St Sidewalk Enhancements (Widen sidewalks); • MTP/SCS_5: 65th St (Widen to 5 lanes from Hwy 50 to Broadway); • TPG_109: Pedestrian Improvements: Premium 65th St - Q St to 4th Ave (Extra-wide sidewalks, pedestrian scale lighting, signage, and seating); • TPG_115: Pedestrian Improvements: Upgrade 65th St - 14th Ave to 18th Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_116: Pedestrian Improvements: Upgrade 65th St - 18th Ave to 21st Ave (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_117: Pedestrian Improvements: Upgrade 65th St - 21st Ave to Fruitridge Rd (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_8: 65th St Streetscape (Broadway to City Limits) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • TPG_9: 65th St Streetscape (Folsom Blvd to Broadway) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_556: Separated Bikeway (Class 4: Separated Bikeway); • GP40_6: 65th St between 14th Ave and Fruitridge Rd lane reduction (Lane reduction) 	General comment	<p>{Original} From Elvas to 4th Ave, 65th needs to be narrowed to two lanes with on-street parking removed. It's next to not only a major light rail station but a major bus hub for the neighborhood as well as being walking-distance of student housing developments and Sacramento State. Cars should not be the priority under any circumstances, not only is it dangerous as a pedestrian to try to access Target coming from the north but also accessing the transit center from the south. A road diet including traffic calming is extremely necessary.</p> <p>{1} It's difficult to get to Sac state from the Oak Park/Tahoe Park area. 65th is a fairly direct route with bike lanes, but the existing traffic speeds are very uncomfortable for non car users</p>	10

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
		I expected this project to be a higher priority	<p>{Original} 65th is a dangerous road, and the entire stretch of it should only be 2 lanes. Currently, the traffic often exceeds 50 MPH. Since this roadway leads to a major transit station (65th/university light rail), we must work towards increasing transit along the street. A bus only lane would significantly improve the safety of the street and reliability of the transit. This road is close to several lower income neighborhoods, and a bus only lane would encourage transit ridership into downtown offices. Additionally, it would encourage more students to take transit to the high school with the Ryde SacRT program.</p> <p>The area near HWY 50 should NOT be expanded since that would be contrary to the draft Climate Action Plan as it would not reduce VMT (vehicle miles traveled). Instead, it would encourage people to drive more.</p> <p>Transit should be priority #1 on this corridor, followed by bike lanes (as this can be a major connector to the American river trail if the road were safer)</p>	0
TPP_399	<ul style="list-style-type: none"> • 65SSAR_10: Elvas Ave Sidewalk Enhancements (Sidewalks); • 65SSAR_9: Elvas Ave Parallel Parking (Add on-street parking); • TPG_198: Streetscape Elvas Ave (56th St to 65th St) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • GP40_26: Elvas Ave between J ST and Folsom Blvd lane reduction (Lane reduction) 	I expected this project to be a higher priority	<p>{Original} Elvas is a dangerous car sewer that has no business featuring four car lanes and zero cyclist facilities. The street gives direct access to Sacramento State and the American River Parkway via the Hornet Crossing and it's very dangerous. There are unmarked crosswalks that no pedestrian feels safe crossing and the unnecessary width of the street makes drivers feel comfortable speeding at 50+ mph</p>	11
			<p>{Original} Exiting the American River Pkwy around Sac State and getting spit out onto Elvas/Folsom with zero safe bike infrastructure is uncool. Please prioritize a protected bike lane from this exit leading back to the grid.</p>	14
TPP_400	<ul style="list-style-type: none"> • BMP_93: Bike Lane (Class 2: Bike Lane); • TPG_187: Streetscape 14th Ave (Stockton Blvd to 65th St) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • TPG_191: Streetscape 60th St & 14th Ave - NE & NW corners and around Tallac Shopping Center (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • GP40_31: 14th Ave between 65th St and Power Inn Rd lane addition (Reduce one travel lane) 	I expected this project to be a lower priority	<p>{Original} I like the plan, but this is not a major road for biking, and the traffic is relatively safe currently. A road diet would help traffic, but this should be a lower priority than other improvements.</p>	0

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_402	<ul style="list-style-type: none"> • MTP/SCS_14: Stockton Blvd Mobility Project (Complete streets and safety improvements); • VZ_TC_1: VZ Top 5 - Broadway/Stockton Blvd (Safety improvements, lane reduction, new traffic signals, new pedestrian crossings); • STBL_2: Stockton Blvd Central Segment (Transit facilities, bikeways, sidewalks and lane reduction); • GP40_19: Stockton Blvd between Broadway and Fruitridge Rd lane reduction (Lane reduction); • BI_39: Stockton Bus Transit (Transit) 	This is a missing transportation need	{Original} Put crosswalks within 20-30ft of transit stops. [TPP_175, TPP_402, TPP_34, TPP_383]	(blank)
TPP_404	<ul style="list-style-type: none"> • EB_1: Envision Broadway (Traffic calming, bike lanes, improved pedestrian crossings); • GP40_7: Broadway between Alhambra Blvd and Stockton Blvd lane reduction (Lane reduction) 	I expected this project to be a higher priority	{Original} Bikes crossing a Broadway on 2nd Ave need a way to safely cross while oncoming traffic is halted.	2
			{Original} improvements on broadway should be continuous, not stopgap	0
			{Original} It has bike lanes and should be priority {1} The section of Broadway does not need to be 2 lanes in each direction. Suggest road diet with turning lane in the middle {2} Road diet would improve safety significantly {3} This is great. Needs improvement.	10
			{Original} Key connection between Oak Park and Broadway corridor, and if not improved will leave a gap between complete street projects in Oak Park and west of 29th St.	1
TPP_406	<ul style="list-style-type: none"> • CCSP_110: Riverside Blvd Connector St Enhancements (Improve walking connectivity); • CCSP_37: 3rd St Two-Way Conversion (Convert to two-way (one lane contra-flow)); • CCSP_46: 6th St Connector St Enhancements (Improve walking connectivity); • CCSP_51: 8th St Connector St Enhancements (Improve walking connectivity); • TPG_114: Pedestrian Improvements: Premium W St - southside from 6th St to 8th St (Extra-wide sidewalks, pedestrian scale lighting, signage, and seating) 	I expected this project to be a higher priority	{Original} All N/S streets in the W/X Corridor need (1) safety (lighting & sidewalk improvements) under the now closed and darkened overpass; and (2) system performance improvements of N/S access to the City Center from the southern neighborhoods to avoid predicted gridlock. These projects link and complete High priority and funded projects.	3

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_408	<ul style="list-style-type: none"> • CCSP_10: 15th St Lane Reduction (Lane reduction, safety improvements, separated bikeway); • CCSP_14: 16th St Connector St Enhancements (Improve walking connectivity); • CCSP_15: 16th St Lane Reduction (Lane reduction, safety improvements); • CCSP_17: 16th St Two-Way Conversion (Convert to two-way (one lane contra-flow)); • CCSP_9: 15th St Connector St Enhancements (Improve walking connectivity); • TPG_107: Pedestrian Improvements: Premium 15th St and 16th St - W St to X St (Extra-wide sidewalks, pedestrian scale lighting, signage, and seating); • TPG_2: 15th St Streetscape (between W/X Freeway to Broadway) (Beautification); • BMP_10020: Separated Bikeway (Class 4: Separated Bikeway); • GP40_24: 15th St between X St and Broadway lane reduction (Lane reduction, safety improvements, separated bikeway) 	I expected this project to be a higher priority	{Original} Bridge impacts turns W/X into high volume arterial (1) limiting local access from southern neighborhoods to the City Center and , (2) limiting regional access to the Central City off HWY 50 ramps at 10th & 16th st., and (3) increasing safety risk and GHG emissions in an existing high risk zone , (4) in a high concentration of low-income public housing. A W/X Corridor Transportation Plan from 3rd st. -24th st should qualify for High Priority based on Access, Improved performance and safety.	5
TPP_412	<ul style="list-style-type: none"> • VZ_SS_33: Sutter Middle School Vision Zero Improvements (Signing, striping, traffic calming improvements); • VZ_SS_34: Sutter Middle School Vision Zero Improvements (Signing, striping, traffic calming improvements); • VZ_SS_35: Sutter Middle School Vision Zero Improvements (School loading and drop off study and implementation) 	This is a missing transportation need	{Original} We need a bike lane instead of on street parking. There is a nice bike lane until you get to the park, then the cars are allowed to park there. forcing bicyclists out into traffic or on to the side walk	4

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_416 See Appendix B for location map	<ul style="list-style-type: none"> • CCSP_83: J St Lane Reduction (Lane reduction); • CCSP_85: J St Lane Reduction (Lane reduction); • CCSP_87: J St Sidewalk Improvements (Widen sidewalks); • CCSP_88: J St Streetscape Project (Beautification); • CCSP_89: J St Transit Investments (Transit improvements); • CCSP_90: J St Transit Investments (Transit improvements); • GP40_27: J St between 7th St and 10th St lane reduction (Lane reduction) 	I expected this project to be a higher priority	{Original} Disappointed to see J street not being prioritized as it should be. Protected bike lanes and bus lanes should be prioritized here as the main eastbound street through the grid and feels very unsafe to cross as a pedestrian. Drivers behave dangerously and speed through here right off of the I-5 exit ramp and it is an urgent need to reduce car lanes along this street	8
TPP_417	<ul style="list-style-type: none"> • BMP_10013: Bike Lane (Class 2: Bike Lane); • CCSP_22: 20th St Pedestrian Gap Project (Improve walking connectivity) 	I expected this project to be a higher priority	{Original} s street connects a lot of important biz & high density -grocery stores, Ice Blocks. Its a street people mostly avoid but could be a great street. No need for a center turn lane.	0
TPP_419	<ul style="list-style-type: none"> • SL_29: North 16th St Streetscape Enhancements (Pedestrian scaled lighting; sidewalk improvements, adding on-street parking); • MTP/SCS_3: 16th St Streetscape - H St to Richards Blvd (Pedestrian scaled lighting; sidewalk improvements, adding on-street parking); • CCSP_13: 16th St Connector St Enhancements (Pedestrian connectivity improvements); • CCSP_16: 16th St Streetscape Project (Beautification) 	I expected this project to be a higher priority	<p>{Original} I'm really surprised to not see this project prioritized. I bicycle N. 16th St from C St. to N B St. several times per week and it's incredibly unsafe between the four lanes of traffic speeding to Hwy 160 and the narrow sidewalk tunnel that's often being used as a bathroom or other "private" activities. If the entire streetscape project is too expensive, please remove one of the FOUR lanes of traffic for a two-way protected bicycle lane.</p> <p>{1} Biking through that tunnel is quite unfun, and the alternative (the street) is dangerous.</p> <p>{2} I drive my car to pipeworks climbing just to avoid walking or biking through that horrid tunnel</p> <p>{3} This is a major commuter pathway to the rock climbing gym, the clientele of which would prefer to bike than drive, reducing traffic on 16th street. It is massively dangerous to ride your bike in the 4-lane (essentially) highway, and it is sketchy to bike through the dark and moist tunnel where people are sleeping and doing those private activities another commenter mentioned.</p>	114

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_430	<ul style="list-style-type: none"> • CCSP_39: 5th St Connector St Enhancements (Improve walking connectivity); • CCSP_40: 5th St Sidewalk Improvements (Widen sidewalks); • CCSP_41: 5th St Sidewalk Improvements (Widen sidewalks); • CCSP_42: 5th St Two-Way Conversion (Convert to two-way (two lanes)); • CCSP_43: 5th St Two-Way Conversion (Convert to two-way (two lanes)); • CCSP_44: 5th St Two-Way Conversion (Convert to two-way (two lanes)); • CCSP_45: 5th St Two-Way Conversion (Convert to two-way (two lanes)); • BMP_10043: Bike Lane (Class 2: Bike Lane) 	General comment	{Original} I can't tell if this is covered in the description or not, but if 5th remains one-way, it should have bi-directional bike lane options. Leaving this area to get out of downtown is extremely inconvenient for bikes, making Amtrak a poor option for people not trying to drive to close the last mile. Additionally, this area is extremely messy, with poor signage for the freeways that generate confusion for drivers. Getting bikes through here safely should be top of mind for street-level work in this area.	1
TPP_459	<ul style="list-style-type: none"> • BMP_514: Separated Bikeway (Class 4: Separated Bikeway); • BMP_524: Separated Bikeway (Class 4: Separated Bikeway); • VZ_TC_4: VZ Top 5 - Marysville Blvd (Safety improvements, lane reduction, new traffic signals, new pedestrian crossings); • GP40_17: Marysville Blvd between I-80 and Arcade Blvd (Lane reduction) 	I expected this project to be a lower priority	{Original} For safety reasons, and to enrich the lives of the community, sidewalks should be seriously considered. Children walking to school, people walking their dogs or simply taking a leisure stroll have no place but the street to walk. And kids have no sidewalks to congregate and visit or play on.	0
TPP_460	<ul style="list-style-type: none"> • TPG_204: Streetscape Grand Ave (Marysville Blvd to Norwood Ave) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • BMP_26: Bike Lane (Class 2: Bike Lane) 	I expected this project to be a higher priority	<p>{Original} Improvements for safety and ped use are critical in this street</p> <p>{1} We need lane reduction to make this area safe for pedestrians and bikes. We also need better bike lanes to make it safe for youth in this area to get around safely.</p> <p>{2} More bike lanes, but no lane reductions....</p> <p>{3} We desperately need more bike lanes and safe streets for cars, bikers and walkers.</p> <p>{4} This would really help kids walking home from Grant. Definitely need lane reduction and safer walking/bike priorities.</p>	15
TPP_467	<ul style="list-style-type: none"> • TPG_102: Pedestrian Improvements: Basic Southgate Road - Lochbrae Road to Royal Oaks Drive (Install sidewalk); • TPG_105: Pedestrian Improvements: Basic Woodlake Drive - Canterbury Road to Royale Oaks Drive (Install sidewalk); • TPG_83: Pedestrian Improvements: Basic Blackwood St - Canterbury Rd to Woodlake Dr (Install sidewalk) 	I expected this project to be a lower priority	{Original} There are no significant infrastructure improvements required for bike/ped access other than a sidewalk along the southern border of Woodlake Park. Moreover, adding additional improvements would not promote the priorities of safety and interconnectivity.	1

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_468	<ul style="list-style-type: none"> • TPG_118: Pedestrian Improvements: Upgrade Arden Way - Beaumont St to Evergreen St (Wider sidewalks, pedestrian scaled lighting, landscaping and higher quality street-crossing treatments); • TPG_192: Streetscape Arden Way (Royal Oaks Dr to Evergreen St) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways) 	I expected this project to be a higher priority	<p>{Original} It is not entirely clear why this project is of a higher priority than other projects that will do more to promote interconnectivity and safety, like improving Canterbury Rd.</p> <p>{Original} The sidewalks along this portion of Arden way are way below standard. It is impossible for a wheelchair to move along much of this stretch.</p>	2
TPP_504	<ul style="list-style-type: none"> • CCSP_62: Broadway Bus Stop Enhancements (Transit improvements); • CCSP_63: Broadway Lane Reduction (Lane reduction, bikeways, crossing improvements); • CCSP_64: Broadway Complete Streets (Lane reduction, bikeways, crossing improvements); • CCSP_65: Broadway Transit Investments (Transit improvements); • BMP_10029: Bike Lane (Class 2: Bike Lane); • GP40_8: Broadway between Riverside Blvd and Franklin Blvd lane reduction (Lane reduction) 	I expected this project to be a higher priority	<p>{Original} All N/S streets in the W/X Corridor need (1) safety (lighting & sidewalk improvements) under the now closed and darkened overpass; and (2) system performance improvements of N/S access to the City Center from the southern neighborhoods to avoid predicted gridlock. These sections link and complete High priority projects.</p>	4

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_569	<ul style="list-style-type: none"> • BMP_131: Bike Route (Class 3: Bike Route); • BMP_569: Separated Bikeway (Class 4: Separated Bikeway); • TPG_202: Streetscape Fruitridge Rd (Stockton Blvd to 65th St) (Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways); • TPG_91: Pedestrian Improvements: Basic Lowell St - north of Fruitridge Rd (Install sidewalk); • VZ_SS_10: Earl Warren Elementary School Vision Zero Improvements (Lane reduction); • VZ_SS_9: Earl Warren Elementary School Vision Zero Improvements (Signing, striping, traffic calming improvements); • SL_26: Fruitridge Rehabilitation (Pavement Rehabilitation and Bicycle/Pedestrian Improvements); • GP40_1: Fruitridge Blvd Road Diet (Lane reduction) 	General comment	<p>{Original} Fruitridge is a major road with several businesses within biking/walking distance, Bel Air, that serve the surrounding neighborhoods . Unfortunately, the road is extremely dangerous to bike or walk on, and there are few crossing locations, and those locations are not convenient for biking/walking, which means people will cross the street in dangerous locations instead of using the light.</p> <p>Car traffic must be slowed down (could possibly be cut down to a two lane road for cars), and trees should be planted to increase shade (this would also be in line with the recently released Draft Climate Action Plan).</p>	0
TPP_609	<ul style="list-style-type: none"> • BMP_130: Bike Route (Class 3: Bike Route) 	This is a missing transportation need	{Original} 62nd is the longest stretch to get from Fruitridge Manor/Tahoe Park to T street safely. The entire stretch should include bike lanes.	0
TPP_610	<ul style="list-style-type: none"> • BMP_91: Bike Route (Class 3: Bike Route) 	I expected this project to be a higher priority	<p>{Original} There should be at least complete bike way to T street. Either 62nd street should have a continuous bike lane, and/or 58th Street. It doesn't make sense that this goes down 11th Ave and around Tahoe park.</p> <p>Creating a continuous path will encourage more biking from these neighborhoods to downtown. This would also help cut down commuter traffic.</p>	0
TPP_615	<ul style="list-style-type: none"> • BMP_576: Separated Bikeway (Class 4: Separated Bikeway) 	I expected this project to be a higher priority	<p>{Original} Crossing 99 without a car feels very dangerous. This needs to be a higher priority</p> <p>{Original} There are few safe routes to cross HWY 99</p> <p>{Original} This is a dangerous, hostile facility for non-motorized users, but is also a critical crossing because safer alternatives are an inconvenient distance away. This should be a higher priority both because it increases connectivity and serves a historically disadvantaged area.</p>	0 2 0
TPP_620	<ul style="list-style-type: none"> • BMP_10045: Bike Route (Class 3: Bike Route) 	I expected this project to be a lower priority	{Original} The city should drop all class 3 sharrows from any potential funding unless it includes major street calming improvements	0

TPP ID	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_730	<ul style="list-style-type: none"> • MTP/SCS_3: 16th St Streetscape - H St to Richards Blvd (Pedestrian scaled lighting; sidewalk improvements, adding on-street parking); • CCSP_13: 16th St Connector St Enhancements (Pedestrian connectivity improvements); • GP40_25: 16th St between P St and W St lane reduction (Lane reduction, safety improvements); • CCSP_14: 16th St Connector St Enhancements (Improve walking connectivity); • CCSP_15: 16th St Lane Reduction (Lane reduction, safety improvements); • CCSP_16: 16th St Streetscape Project (Beautification); • BMP_10021: Separated Bikeway (Class 4: Separated Bikeway) 	I expected this project to be a higher priority	{Original} 16th street would have seemingly more businesses impacted/improved by the streetscape project than 15th street (labeled highest priority).	0
TPP_745	<ul style="list-style-type: none"> • PG_6: Pocket Greenhaven Priority Corridor: Genevieve Didion School area (Traffic calming and complete streets improvements) 	I expected this project to be a higher priority	{Original} safer crosswalks and speed humps are needed for a true vision zero	4
TPP_763	<ul style="list-style-type: none"> • BMP_525: Bike Lane (Class 2: Bike Lane) 	I expected this project to be a higher priority	{Original} Protected bike path along major traffic corridor needed to access Marconi Transit Light Rail Station	3
TPP_764	<ul style="list-style-type: none"> • BMP_32: Bike Lane (Class 2: Bike Lane); • GP40_40: Del Paso Blvd between Marysville Blvd and Arcade Blvd lane reduction (Del Paso Blvd Road Diet) 	I expected this project to be a higher priority	{Original} Bike trail access {Original} We need lane reductions between Del Paso Blvd and Arcade on Marysville to slow traffic.	11
TPP_769	<ul style="list-style-type: none"> • BMP_54: Bike Route (Class 3: Bike Route); • BMP_56: Morrison Creek Bike/Walk Trail (Class 2: Bike Lane); • BMP_57: Class 2: Bike Lane (Class 2: Bike Lane) 	I expected this project to be a higher priority	{Original} We need lane reductions between El Camino and Marysville Blvd on Del Paso to slow traffic. {Original} The Canterbury overpass should be closed to vehicular traffic and redesignated for active transportation use. There is no way to add bike/ped friendly infrastructure to the overpass. Closing the overpass to vehicular traffic is the lowest cost alternative to assuring that all people needing to cross Hwy. 160 can cross safely with a minimum of disruption to current traffic patterns.	8
TPP_789	<ul style="list-style-type: none"> • BMP_104: Bike Route (Class 3: Bike Route) 	I expected this project to be a lower priority	{Original} I love bike lanes everywhere, but what is the end goal in putting bike lanes here? The area is residential and connects to nothing. It cannot serve as an adequate cut-through as no streets connect to Freeport and the part of 24th it does connect to have no additional work planned for them.	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
TPP_793	• BMP_571: Buffered Bike Lane (Class 2B: Buffered Bike Lane)	I expected this project to be a higher priority	{Original} Oak Park residents need to be able to walk to Curtis Park safely and bicycle commute to locations west. A continuous route is needed either using the 8th Ave. POC or the 12th Ave. OC. {1} Shaded and protected areas needed for pedestrians and bicyclists along this route	2
	Comment not associated with a specific planned project	General Comment	{Original} I would like to see a protected bike lane and slower vehicle speeds on Pocket Road.	0
	Comment not associated with a specific planned project	General Comment	{Original} I would like to see slower motor vehicle speeds on Rush River Drive and protected bike lanes.	1
	Comment not associated with a specific planned project	General Comment	{Original} I would like to see slower vehicle speeds and protected bike lanes on this street.	0
	Comment not associated with a specific planned project	General Comment	{Original} I'm not sure if this is within the purview of this project, but there should be bike lanes through the DOCO area.	3
	Comment not associated with a specific planned project	General Comment	{Original} There should be intersections earmarked as easy crossings for both directions of Folsom Blvd traffic for cyclists coming to East Sacramento from 2nd (north and south bound)	0
	Comment not associated with a specific planned project	General Comment	{Original} This bridge should not allow cars. Existing bridges are more than adequate for local traffic, and car lanes will make the bridge unnecessarily complex and expensive.	0
	Comment not associated with a specific planned project	General Comment	{Original} This intersection is VERY dangerous for pedestrians and bikes	1
	Comment not associated with a specific planned project	General Comment	{Original} How fitting to see that East Sacramento is seeing little to no changes.	3
	Comment not associated with a specific planned project	General Comment	{Original} The number of housing unit going up in the downtown grid and the fact that huge amounts of office space will never be used again should be a major concern for how we view the downtown grid. We need to plan for getting rid of the automobile altogether. The car is always the problem. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	General Comment	{Original} I think this survey process is completely backward. Instead of asking what the people want, you as the transportation professionals should be educating the public on why and how things like improving air quality, providing equity and access, improving safety and fixing and maintaining our infrastructure is important to our community and economic health. And that it is important to fund these types of projects to make our lives better. We have become a society of that thinks everything should be free because we don't educate our citizens to understand the relationship between sacrifice and results. You folks know (or should know) what needs to be done. All of these 'values' are the same thing, getting it done correctly and fairly. We really need to be asking what do we want our community to really look like not how do we cut up a shrinking pie. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	General Comment	{Original} Priority should be pedestrians and bicyclists, then light rail. Cars are last. [no_TPP_ID]	(blank)

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	General Comment	{Original} Can the city buy the transit agency and not operate it as a business? It nearly gets all its funding subsidized anyways right? Sacramento is so spread out that really biking and transit seem to make the greatest difference. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	General Comment	{Original} I am concerned that opportunities to improve the community for our older adult population have not been considered. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	General Comment	{Original} The Bikeway Masterplan in North Natomas is outdated and needs to be re-evaluated as the area has changed and grown rapidly over the last 15+ years. Many projects on the list are either not needed or could be redrawn to create better connections. There are new needs based on travel patterns and new destinations. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	General Comment	{Original} In North Natomas there are no east-west trail options, and crossing Hwy 5 is a significant barrier to active travel. Hwy 5 crossings like the proposed Snowy Egret and Natomas Crossing would improve connectivity, reduce congestion and improve quality of life in this area. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	I expected this project to be a higher priority		0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} A low stress N-S alternative to 24th Street is needed	2
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} All N/S streets in the W/X Corridor need (1) safety (lighting & sidewalk improvements) under the now closed and darkened overpass; and (2) system performance improvements of N/S access to the City Center from the southern neighborhoods to avoid predicted gridlock. These projects link and complete High priority and funded projects.	3
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Bridge impacts turns W/X into high volume arterial (1) limiting local access from southern neighborhoods to the City Center and , (2) limiting regional access to the Central City off HWY 50 ramps at 10th & 16th st., and (3) increasing safety risk and GHG emissions in an existing high risk zone , (4) in a high concentration of low-income public housing. A W/X Corridor Transportation Plan from 3rd st. -24th st should qualify for High Priority based on Access, Improved performance and safety.	3
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} CSUS hornet crossing should be more pedestrian friendly along Elvas to encourage more students to bike to/from school.	2
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} lots of residue of crash cars at crosswalk intersection, hard for people to cross road in a safe location.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Lots of rocks and broken glass on both sides of Bike lane all along Folsom blvd all the way to howe ave, which has caused accidents were cyclist get cut by glass or rocks.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} protected bike lane	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Remove one lane, and make it into a two way cycle track like on N12th.	1
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} The road condition of 14th Ave is absolutely terrible. It has been dug up by utilities so many times it is hardly a solid road surface at all. The area around Tallac Village shopping center is an accident ready to happen. The cross walk at 60th St is hard to see and people generally ignore it. Families use this access to get to Tahoe park and kid from the local schools are often around the stores and eateries in the area. The street is a hazard to cross on foot or on a bicycle with cars speeding by or turning in and out of the shopping areas.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} The road quality through Oak Park is very poor. Resurfacing with class 3 marking would make this a great bike facility	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} There are no protected bike lanes connecting the new Northlake master community in Natomas to the greater Natomas region. The Northlake community is isolated by itself. Can the city please prioritize a protected bike lane over the freeway ramps/overpasses that is safe for families and children to cross over to connect the Northlake community to the greater Natomas area/parks/bike paths. Thank you.	4
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} This should be a light rail pedestrian and bike only crossing. The city should prioritize people over cars. We don't need more cars entering the city center. We need more ways for people to get in and out.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Unsure if gap remains because it's county property on one side but this a key east/west connection that is direct and doesn't need to traverse broken up residential streets.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} We need better connections from the grid to east sac and oakpark.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} College Greens is a high ridership station in a very low-income neighborhood with poor pedestrian and cyclist access. Folsom Blvd is a dangerous stroad with high-speed traffic and zero traffic calming facilities. Many pedestrians are forced to jaywalk in treacherous conditions to reach the housing and retail just across the street and they deserve better access.	9
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Ninos Parkway needs connection to Jediah Smith Trail {1} Ninos Parkway appears to stand alone. I have biked/walked Ninos Parkway but have to cross San Juan and West El Camino to make connections. I have not found a way to connect to American River Parkway	4
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Need serious traffic calming around freeway ramps for this to ever be bikeable. This is a critical connection for South Natomas.	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} We need more bike lanes in this area, safer travel for bikers and pedestrians. 0	17
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} For safety reasons, all vegetation should be removed along the street as many people turn onto Albany and do NOT have a clear view of oncoming traffic.	1
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} Waterman between Poinsettia and Waterman needs to be built out.	0
	Comment not associated with a specific planned project	I expected this project to be a higher priority	{Original} We need the sidewalks on Del Paso Blvd between Diggs Park Dr and the east end of O'Farrell Blvd and on both sides of Pendleton St. and around to Craigmont and Kenwood Sts. The area is dangerous and needs physical barriers to prevent traffic and pedestrian fatalities.	5
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Accessing the Sacramento River Parkway from Sutterville Road is currently very dangerous. The existing bike infrastructure meanders between a narrow unprotected/unbuffered lane and the sidewalk. Once Sutterville Road reaches the interstate there are cars entering and exiting the freeway with no protection for cyclists. I love that we have a trail right next to the river, but if it's difficult to access no one will use it!	7
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} As a general comment, there are many areas where the City has bike lanes that end or disappear under the freeway, like H St here: this very short break in connectivity would likely be very low cost to patch, but doing so could make a big difference in encouraging commuting from East Sac to Downtown.	1
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Bike connectivity from Wheelhouse Ave to Sand Cove	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Buffered bike lanes on San Juan over I-80. Bridge is already exceptionally wide, just need new paint.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Capitol Ave is one of the most important bike corridors from East Sac to Downtown. The bike lane disappears under the freeway, creating a tiny but crucial break in the path. Crossing over the freeway is one of the most intimidating aspects of bike commuting, so putting in place a small one-block lane would make a crucial difference. Longer-term, other small bike lane segments making Capitol to Folsom a continuous bike lane would make a great travel corridor that I think would be heavily used.	3
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} contra-flow bike lane would be very helpful here, where Ace Hardware, the Bike Kitchen, and several other businesses serve residents in all directions, to the east and to the west.	4
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Cosumnes River Blvd is frightening and terrible. The city needs to make a plan now before people move in and have to start navigating this terrible stroad	0

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} E Commerce needs lane reduction/buffered bike lanes. Capacity is way too high = traffic is way too fast. Also please plant some trees	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} F Street bike path should continue through to 2nd St. This would be best and safest route westbound to Sacramento River. Unused paving exists, just need to open gates.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Folsom Blvd is still not safe for bikes or walkers. It needs major improvements.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Levee bike trail on freeway side from Airport Rd to Natomas Marketplace	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Make 17th one-way north and 18th one-way south adding diagonal parking for Broadway's Complete Street revitalization.	2
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Move Light Rail stop TO Safeway parking lot, to make it easier for people to transport groceries	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Need a crosswalk here--between the existing MUP and the proposed path--that is protected by curb extensions and a median island.	2
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Need an entrance from the American River Bike Trail to the Costco parking lot, so bikes can get in, without having to go around on car-roads	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Ninos Parkway extension should connect to Rancho Vista/Garden Valley School	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} No way for bikes taking the overpass from Pioneer Landing Park to reach bike lanes on the grid without merging through traffic on streets without designated bike lanes.	1
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} North Sacramento needs more safe, non Single Occ Vehicle Connections into downtown	6
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Railyards Blvd bike path needs buffer. Traffic is too fast.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} remove elvas "interchange" with "offramps" and replace with an at-grade signalized intersection	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Sound wall on U Street as it dead ends into highway 50. Cars has flown off US 50 onto our street. This is a safety hazard.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Speeding	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} The 8th/9th Avenue jog is the best east west bike connection south of 2nd avenue, but this intersection was not designed with bikes in mind. East west bikes are blocked from going through and have to weave around the bollards to get through. Stopping the cars further back and daylighting the intersection more would help immeasurably. Also automatic road detection for E/W travel	0

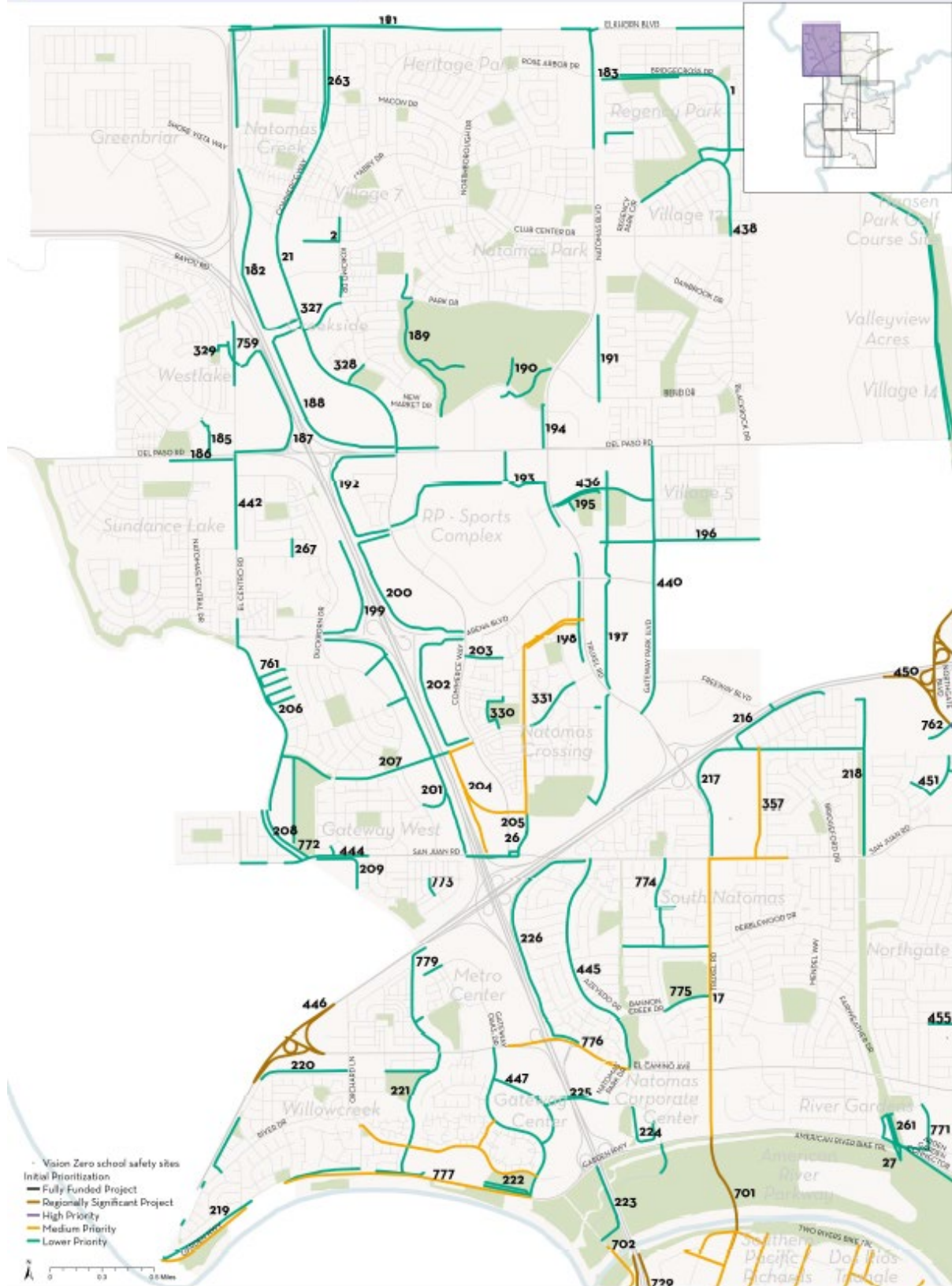
TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} The bike lane disappears just before the freeway. To encourage active transportation by commuters from East Sac to Downtown, we need continuous bike lane segments, especially near the freeway, which can intimidate would-be commuters.	3
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} The traffic light sensor for a left turn from Freeport Blvd onto 21st St responds to cars but not to bicycles.	1
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} There's no reason we should be facilitating driving THROUGH the park. Land Park could be so nice! Instead its bisected by speeding cars.	1
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} This intersection should be upgraded to detect cyclists as a major bike route servicing Light Rail, libraries, and schools.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Ueda Pkwy/Steelhead Creek needs access to neighborhood streets on both sides of I-80. This will allow for safe bike route across freeway, from Gardenland to shopping/jobs district (aka "the Pan")	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} West side of Freeport at 14th Ave lacks a crosswalk or a safe crossing of any kind. The "loop" forces pedestrians to cross two lanes of traffic TWICE with no obvious need for cars except for faster access for cut-thru traffic in LP	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Why are we not utilizing the bus lane. It's literally already built, the infrastructure is complete. Use it!!!!	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} We need a crosswalk over this freeway ramp to connect the new community with the rest of Natomas.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Walk/Bike bridge over canal to connect Jackrabbit Trail to shopping and housing.	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} The sidewalk at Oxford and Arden, towards Arden Del Paso intersection are incomplete. There isa mix of gravel, grass, and uneven asphalt.	1
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Snowy Egret Bike/Ped bridge over Hwy 5 to connect the east and west sides of North Natomas	0
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} I think that the Golf Course Terrace Neighborhood is an under-served community. More specifically the intersection of 54th Ave and Hogan Drive needs to be prioritized as extremely high. I see people regularly not only fail to stop but even fail to slow down at this intersection. This intersection is right next to a school and children are frequently in the area. If a round about were to be installed it would greatly improve the safety of the children in our community and it would impede people driving over 50 mph on Hogan Drive. [no_TPP_ID]	(blank)

TPP ID See Appendix B for location map	Improvement IDs, Names, Short Descriptions	Observation Type	Original comment and additional comments	Up Votes
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} I regularly see people driving very fast on Hogan Drive and even failing to stop at the stop signs. If a roundabout were installed at 57th and Hogan Drive it would control and improve traffic control and flow. It would prevent people from driving through the intersection at a high rate of speed. I see people going through the intersection without stopping regularly. If a roundabout were to be installed it would have added benefit of improving pedestrian safety. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} The Miester (now Shore Vista?) flyer over connecting the Northlake development to East Commerce. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	This is a missing transportation need	{Original} Better marked lanes and crossings for pedestrians and bicyclists over highway overpasses, Truxel Rd and Hwy 80 in particular. [no_TPP_ID]	(blank)
	Comment not associated with a specific planned project	This street is missing a project previously approved by the City in a planning process	{Original} Bicycle access on Marconi/Arcade Overpass	1
	Comment not associated with a specific planned project	This street is missing a project previously approved by the City in a planning process	{Original} Improved lighting and ped/bike access to Marconi Station on Academy Way, basic services like drainage, consideration as a collector route {1} We need safe sidewalks here! The street is narrow and bi directional, this is one of our few parks in North Sac and there isn't even a sidewalk around it!	4
	Comment not associated with a specific planned project	This street is missing a project previously approved by the City in a planning process	{Original} Flyover connecting the Northlake community into North Natomas.	0

Appendix B. Initial Priorities Maps

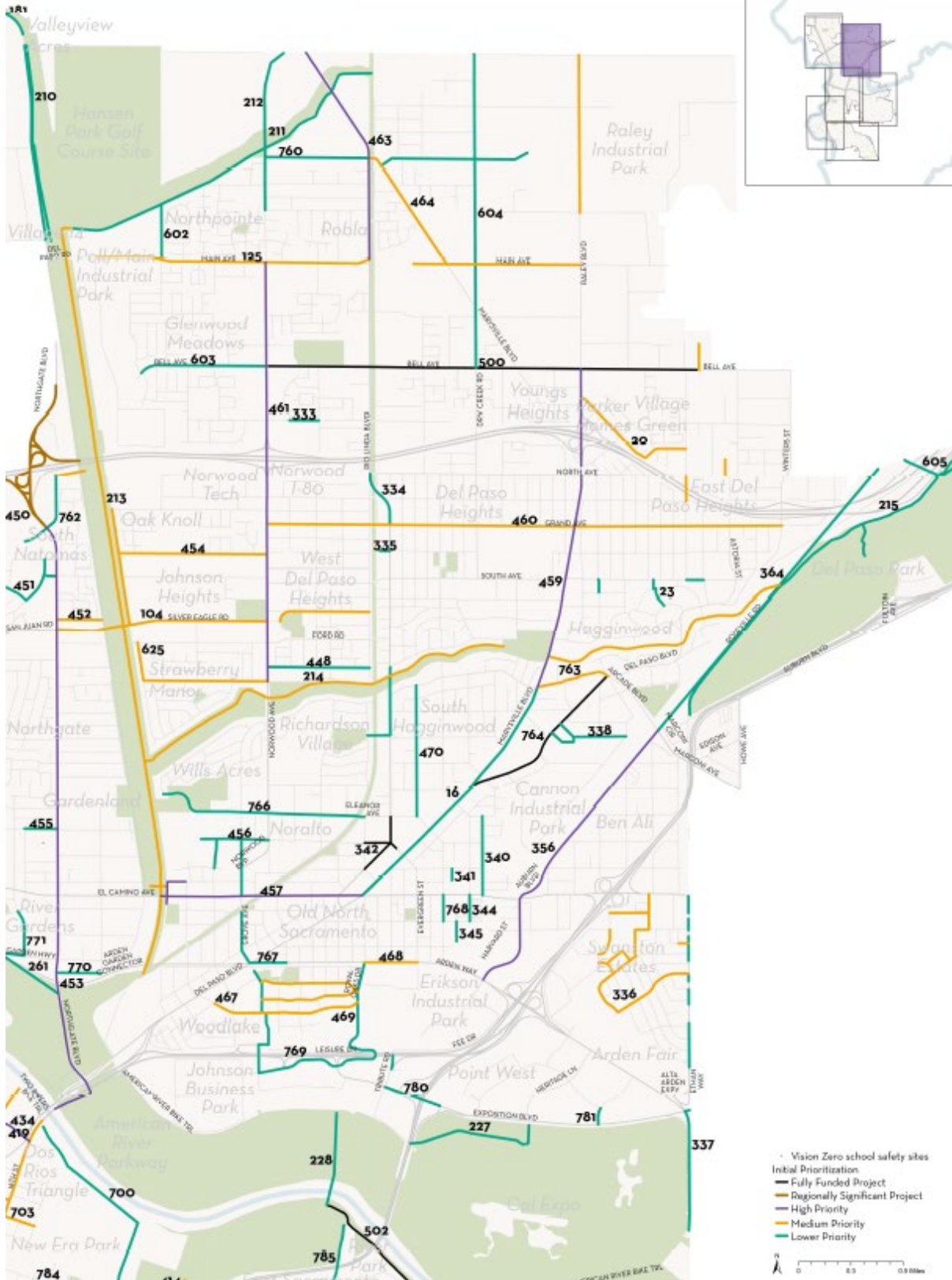


Initial Project Prioritization



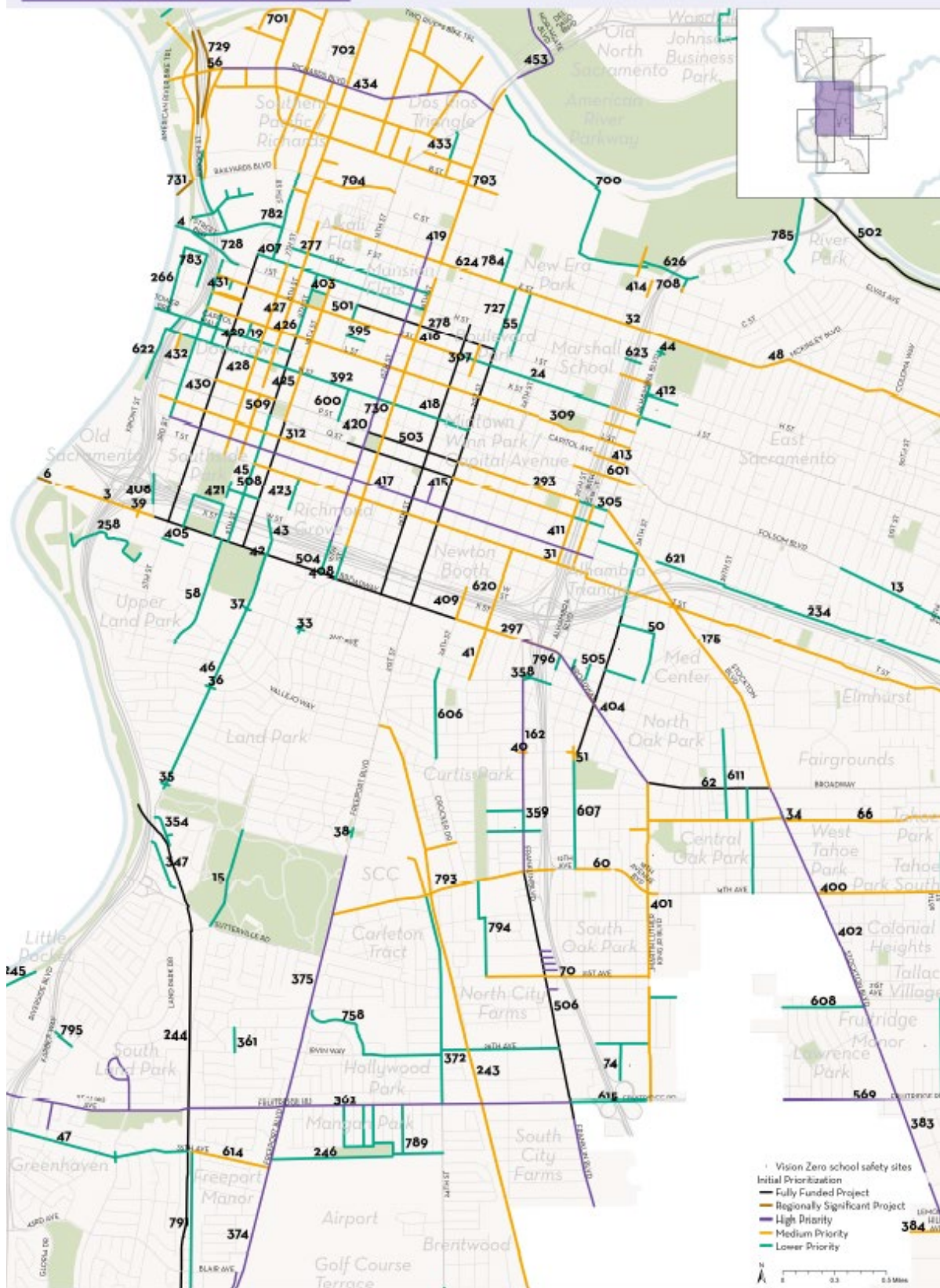


Initial Project Prioritization



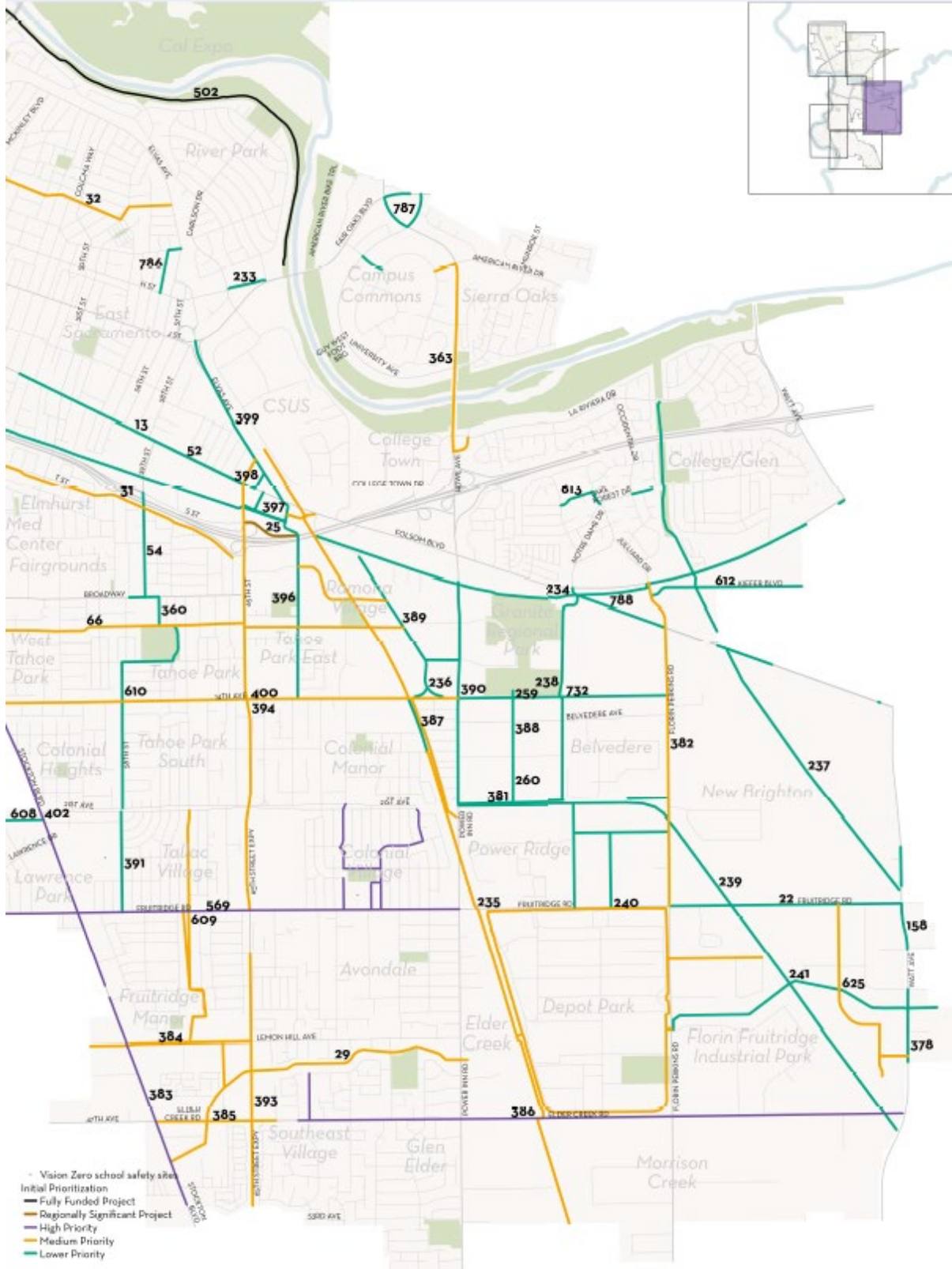
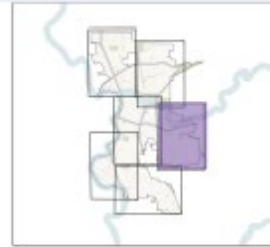


Initial Project Prioritization



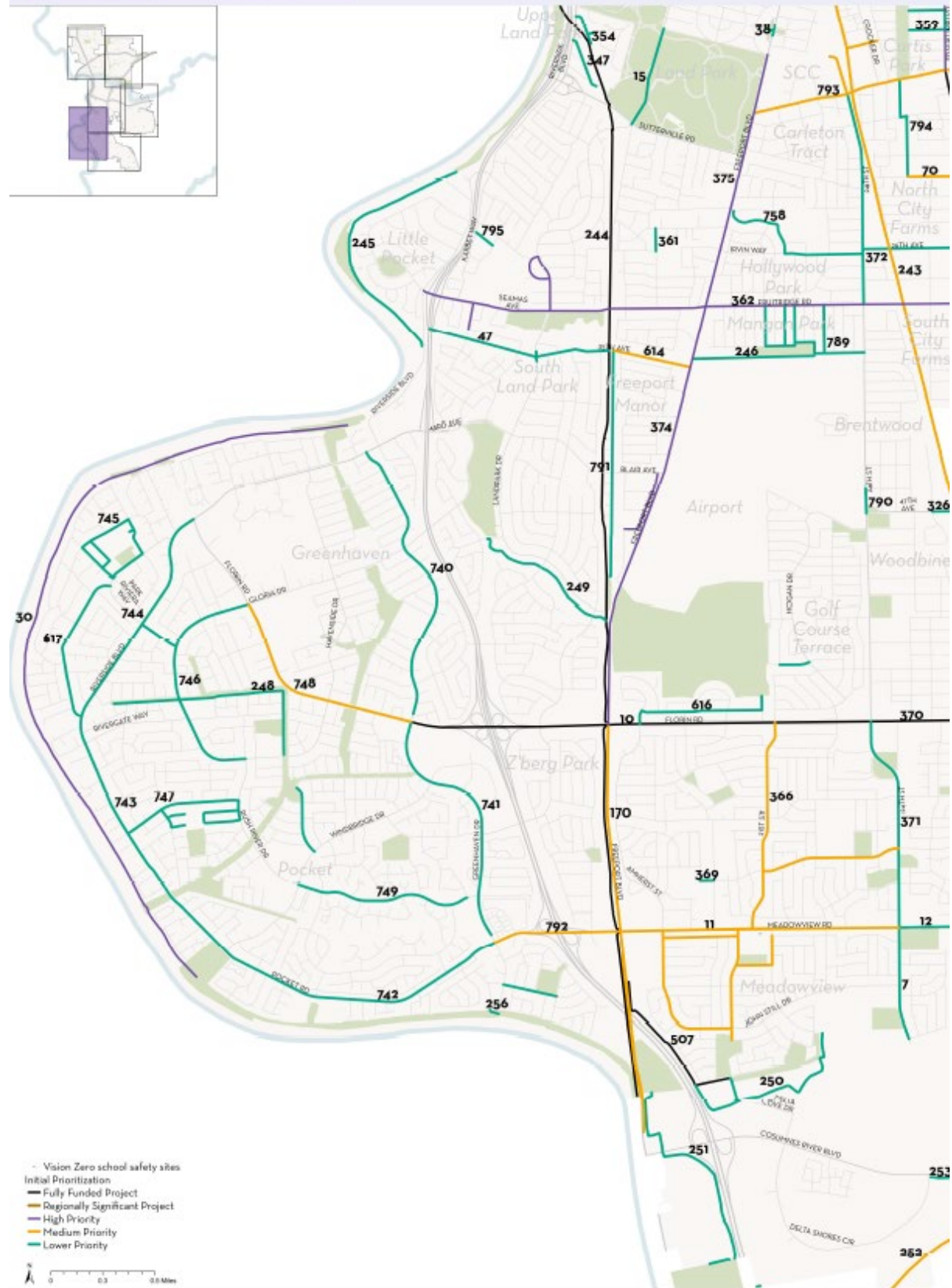


Initial Project Prioritization





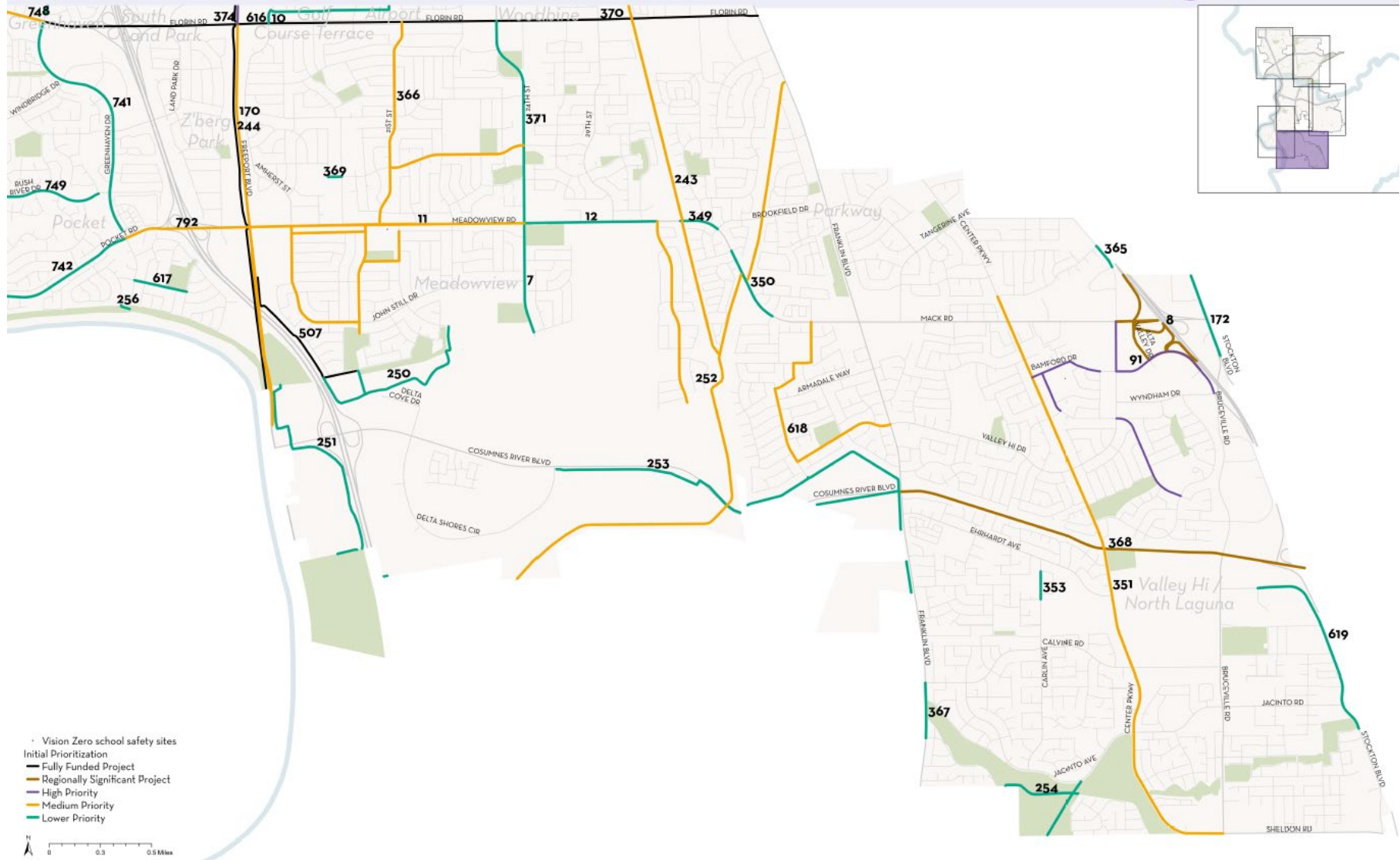
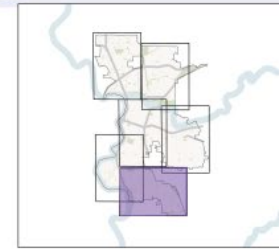
Initial Project Prioritization



- Vision Zero school safety sites
- Initial Prioritization
- Fully Funded Project
- Regionally Significant Project
- High Priority
- Medium Priority
- Lower Priority



Initial Project Prioritization



- Vision Zero school safety sites
- Initial Prioritization
- Fully Funded Project
- Regionally Significant Project
- High Priority
- Medium Priority
- Lower Priority

