



FEHR & PEERS
TRANSPORTATION CONSULTANTS

SOUTHEAST SACRAMENTO BICYCLE AND PEDESTRIAN ACCESS STUDY

AREA ASSESSMENT

July 14, 2008

*Prepared for:
City of Sacramento and
Sacramento Housing and Redevelopment Agency*



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1. INTRODUCTION

BACKGROUND

The City of Sacramento Department of Transportation (DOT) and the Sacramento Housing and Redevelopment Agency (SHRA) have begun a public outreach and planning study to improve walking and biking facilities in southeast Sacramento. Fehr & Peers was retained to analyze the study area, assess the demand for biking and walking, and identify candidate improvements for bicycle and pedestrian travel in southeast Sacramento.

This study demonstrates the City's commitment to making Sacramento the "Walking Capital," the Sacramento Housing and Redevelopment Agency's goal of "delivering first rate public facilities" in the Army Redevelopment Area, and the City's General Plan policy to "achieve the highest possible level of safety and security for cyclists."

This study is being funded through SHRA Tax Increment funds. It is anticipated that the study will be completed by fall 2008.

STUDY GOAL AND OBJECTIVES

The primary goal of the study is to promote walking and bicycling in southeast Sacramento, which encompasses the Army Depot Redevelopment Area.

The main objectives of the study are to:

- Engage the community in the planning process to identify elements most important to potential users and guide the development of potential improvements.
- Identify the most promising pedestrian and bicycle improvements for further analysis and possible implementation.

STUDY AREA OVERVIEW

The approximate boundaries of the study area are the American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. The study area is within City Council District 6 and is adjacent to the western edge of unincorporated Sacramento County. Refer to Figure 1.

The study area encompasses the Army Depot Redevelopment Area, which covers approximately 1,420 acres of land. As part of the Base Closure and Realignment Act of 1990, the Sacramento Army Depot closed in early 1994.

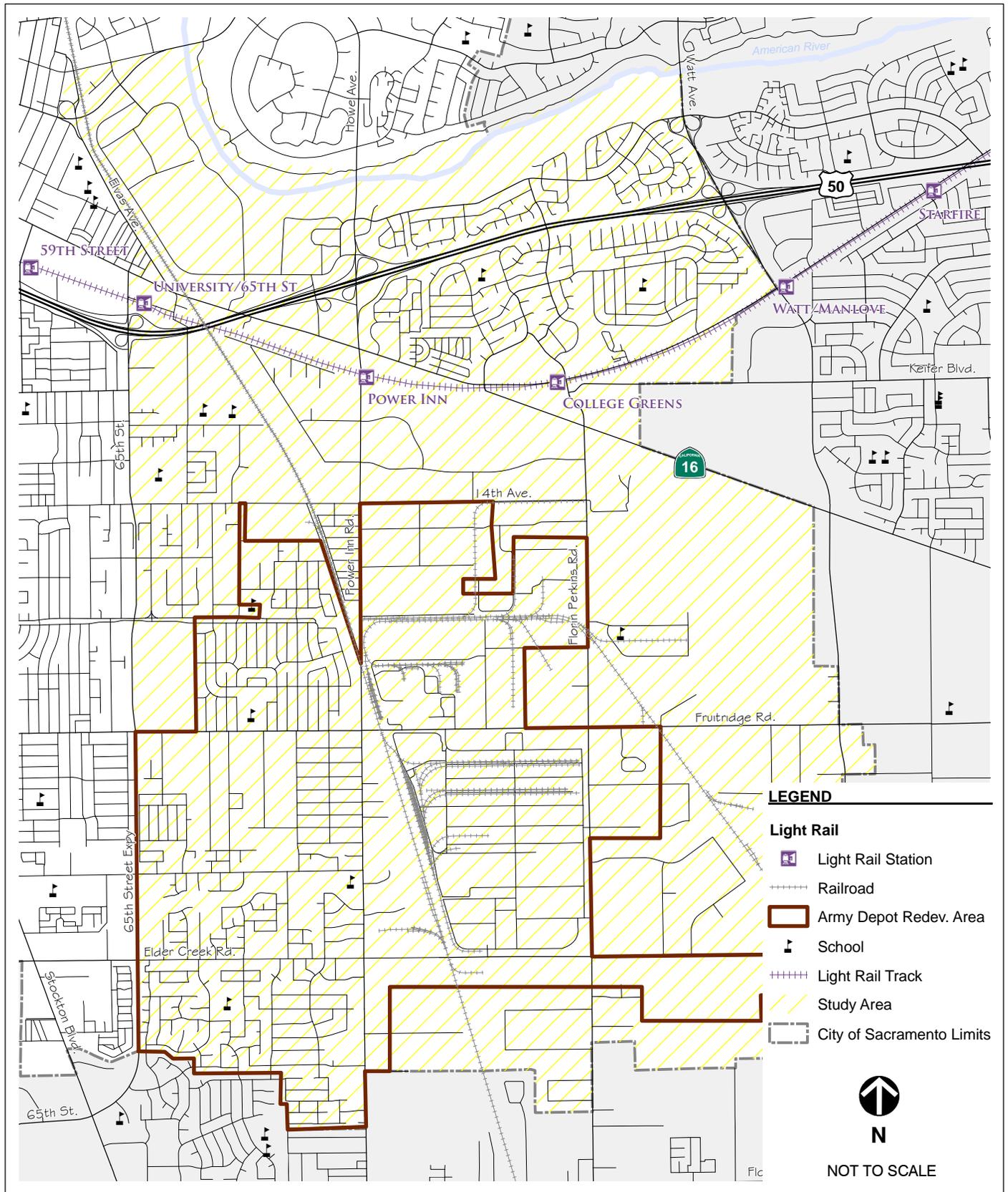
The study area offers a unique context for pedestrian and bicycle improvements:

- Proximity to Sacramento Regional Transit Light Rail stations and significant pedestrian and bicycle trip generators such as California State University – Sacramento.
- Access to existing and proposed regional recreational facilities such as the American River Parkway and the Central California Traction Rail Trail.
- Redevelopment and beautification potential as exemplified by Depot Business Park and other small- and large-scale projects.

- Opportunity to promote biking and walking as an attractive alternative due to traffic congestion and vehicle delays.
- Opportunistic blend of housing, employment, and recreational land uses.
- Awareness that enhanced pedestrian and bicycle facilities in the Study area are paramount to attract new users and reduce reliance on vehicle trips.

PURPOSE OF THIS REPORT

To identify the most promising candidate improvement projects, it is necessary to compile an overview of existing conditions and identify related projects within the study area. This report succinctly summarizes documents and information pertinent to this study.



2. PUBLIC OUTREACH PROGRAM

OUTREACH PROGRAM OVERVIEW

To ensure the outcome of this study reflects community values and input, an outreach program has been implemented. The outreach program employs traditional outreach mechanisms and an advocacy planning approach to maximize community involvement.

OUTREACH COMPONENTS

The following outreach components have contributed to the development of this report.

Study Advisory Group

To ensure that a broad range of issues and interests are addressed, a Study Advisory Group was developed. The Study Advisory Group includes representatives from neighborhoods, area employers, businesses, university, and bicycle and pedestrian advocacy groups. Appendix A contains a list of group members and the organizations and interests they represent. The Study Advisory Group will specifically be involved with the following tasks:

- Assist in identifying issues and interests
- Provide input on potential candidate improvements
- Review candidate improvements developed by the project team

Study Web Site

A study Web site (www.cityofsacramento.org/southeast_bikewalk) was developed to provide general study information and administer the electronic survey. The following organizations publicized the Web site:

- Sacramento State Bulletin article
- Sacramento Area Bicycle Advocates E-mail list
- Bike Hikers E-mail list
- Sacramento Wheelmen E-mail list
- May is Bike Month article
- Colonial Manor Neighborhood Association meeting
- Sacramento Metropolitan Air Quality Management District Airlines newsletter article
- Power Inn Alliance Bicycle Users Group E-mail list
- WALKSacramento E-mail list

Walking and Biking Survey

Conducting a survey of area residents and employees is an effective way of involving the community in the planning process. A survey tool was administered to assess how well the existing system is functioning, identify elements most important to potential users, and collect valuable input to direct the focus of study area improvements. The 16-question survey was mailed to a business stakeholder database of approximately 1,600 unique addresses and more than 30 bike shops. Hard copy surveys were also offered to study area neighborhood associations for distribution. The survey was also administered electronically through the study Web site. The majority of respondents used the electronic survey. During the four-week survey period (April 17, 2008 – May 19, 2008), 246 responses were logged. Appendix B provides a copy of the survey and a summary of tabulated responses. Relevant survey results are discussed in subsequent sections of this report.

3. EXISTING LAND USE AND CIRCULATION COMPONENTS

AREA OVERVIEW

The approximate boundaries of the study area are the American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. The land use is generally residential on the west and industrial and office on the east. Commercial and retail uses are concentrated along key arterials such as Folsom Boulevard, major intersections and near freeway access.

Study area roadways vary from regional commercial corridors to local residential and industrial-serving streets. Limited on-street and off-street pedestrian and bicycle facilities exist sporadically but do not provide a complete network. Transit service is provided by Sacramento Region Transit's Gold Line light rail transit (LRT) and bus service primarily west of Power Inn Road. Figure 2 presents existing land use designation in relation to transportation corridors.

LAND USE CONTEXT

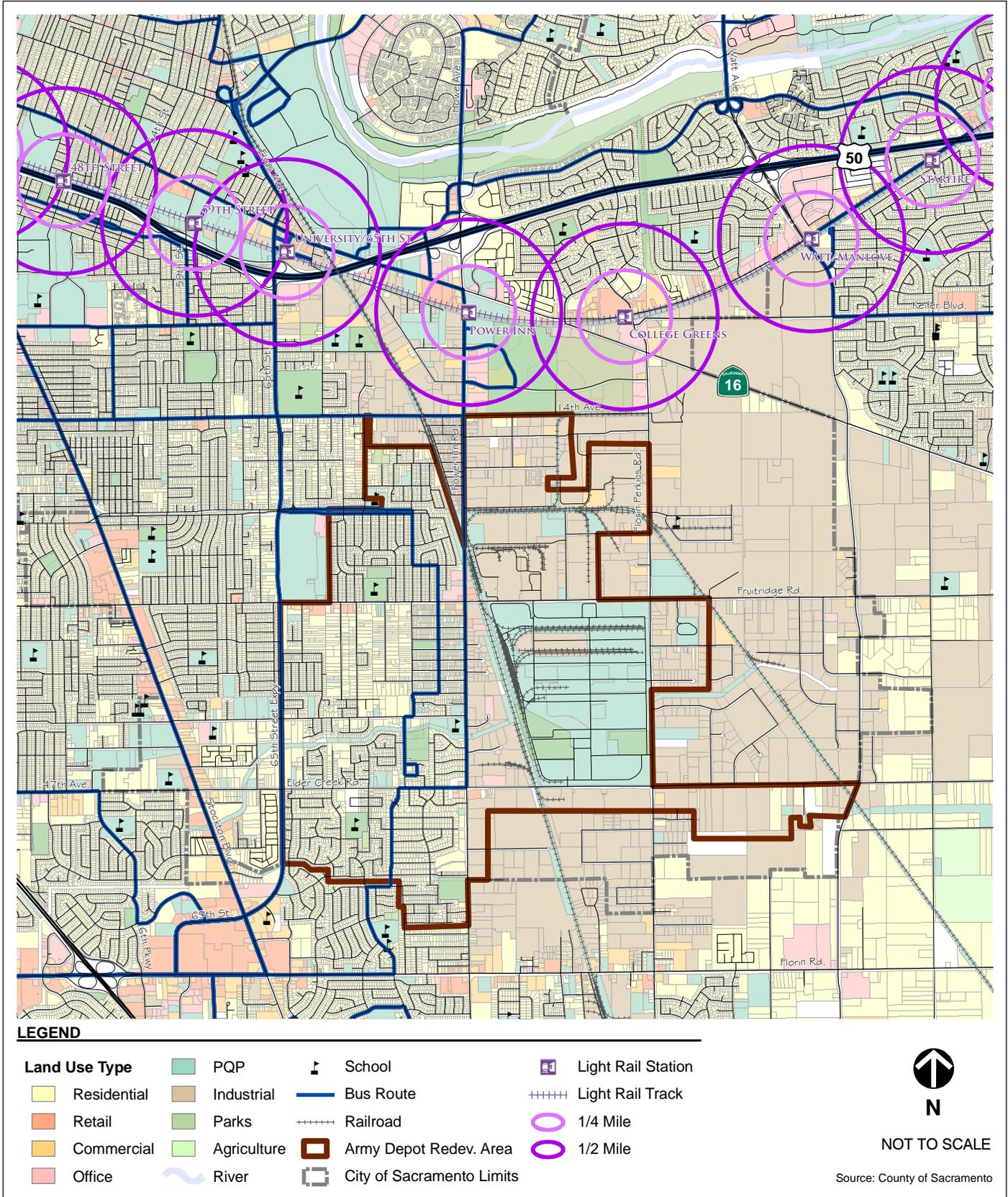
Major Land Use Themes

The following land use features define the study area indicate the level and type of demand for multi-modal transportation facilities.

In general, residential land use is segregated from office and industrial uses by major transportation corridors within the study area. Approximately 20,000 residents live west of Power Inn Road and east of 65th Street in residential neighborhoods Colonial Manor, Colonial Village, Avondale, Glen Elder, and Southeast Village. The College Glen neighborhood is located north of Folsom Boulevard and south of the American River.

More than a dozen primary and secondary schools are within the immediate study area, including Hiram Johnson High School on 14th Avenue. California State University – Sacramento (Sacramento State) is a prominent land use in the northwest portion of the study area. The 300-acre campus has an annual enrollment of approximately 28,000 students. Sacramento State remains largely a commuter campus. Campus Housing accommodates approximately 1,100 students; the remainder live nearby off campus or throughout the region and commute to campus. The Student Housing Phase I project is currently under construction; when complete, the new residence hall will accommodate an additional 600 students.

Parks and open space are scattered throughout the study area. Most are concentrated adjacent to school sites or along the American River Parkway. Granite Regional Park is located on Ramona Avenue, east of Power Inn Road. See Exhibits 1 and 2. The park offers many amenities, such as a dog park, three soccer fields, horseshoe pit, group picnic area, lakes, artificial turf sports field, walkways, and a skate park. Access to the park is serviced by the Power Inn Light Rail Station and a large parking lot near the entrance to the park. Approximately 145 acres of undeveloped open space between the park and Florin Perkins Road to the east currently serves as a cross country running course for local area high schools. George Sim Community Center, located off Logan south of Lemon Hill Avenue, is currently undergoing a major expansion. When complete, the site will provide a new community center building, sports fields, parking areas, public art, and walking paths.





**Exhibit 1 – Glenbrook Park
American River Parkway Access**



Exhibit 2 – Granite Regional Park

The study area contains significant employment and industrial centers, including Depot Park and Granite Park. Depot Park (see Exhibits 3 and 4) is the only fully-secured industrial complex in Northern California with an entirely gated perimeter. Depot Park businesses employ approximately 4,000 workers within the 300 acre complex.

Commercial and retail establishments line major transportation corridors, namely Fruitridge Road west of Power Inn Road, Power Inn Road, and Folsom Boulevard. Regional shopping centers include Florin Town Center and Wal-Mart southwest of the study area.



Exhibit 3 – Depot Park Industrial Complex



**Exhibit 4 – Mixture of industrial and office uses
on Belvedere Avenue**

Significant Perceived Origins and Destinations

The Study Advisory Group met for the first time on April 9, 2008. A group mapping exercise was conducted to ascertain perceptions regarding key biking and walking origins and destinations within the study area. Group members identified several logical locations in which to improve pedestrian and bicycle access, including major destinations, large employer concentrations, and community resources. See Figure 3. The exercise reinforced the lack of convenient and complete non-motorized travel options between residential land uses on the west and employment, retail, and significant destinations to the north and east.

TRANSPORTATION ELEMENTS

Transportation System Overview

The following key transportation features define the study area and set the general context for the existing bicycle and pedestrian facilities. The study area lacks comprehensive pedestrian and bicycle circulation networks.

Major Roadways

The majority of the study area lies south of U.S. 50 and is served by three full interchanges at 65th Street Expressway, Howe Avenue/Power Inn Road, and Watt Avenue, and one partial interchange at Hornet Drive. Additional U.S. 50 crossings are provided via Occidental Drive (Exhibit 5), Folsom Boulevard and Redding Avenue. U.S. 50 presents a significant barrier for north-south bicycle and pedestrian access.

Significant north-south arterials include 65th Street, Howe Avenue/Power Inn Road, Florin Perkins Road and Watt Avenue. Roadway cross-sections vary from expanded intersections and four or six lanes on the north to two to four lanes on the south. Significant east-west arterials include Folsom Boulevard, Jackson Highway, 14th Avenue, Fruitridge Road (Exhibit 6) and Elder Creek Road. Roadway cross-sections vary from two to four lanes. Commensurate with roadway facility type, traffic volumes, speeds, and vehicle mix vary throughout the study area. Traffic volume is relevant to biking and walking comfort and safety. Figure 4 summarizes average daily traffic volumes on select study area roadways from the City's Traffic Count Database.



Exhibit 5 – Occidental Drive over U.S. 50

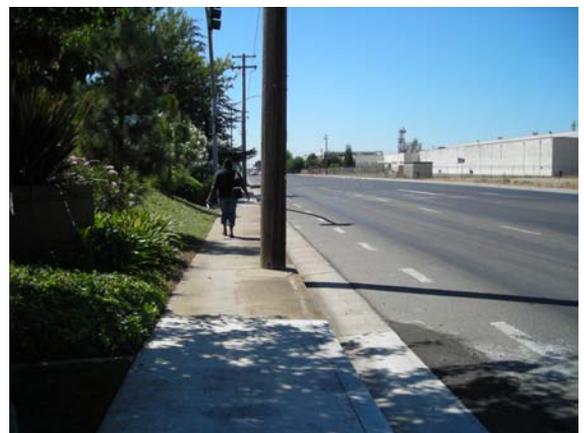
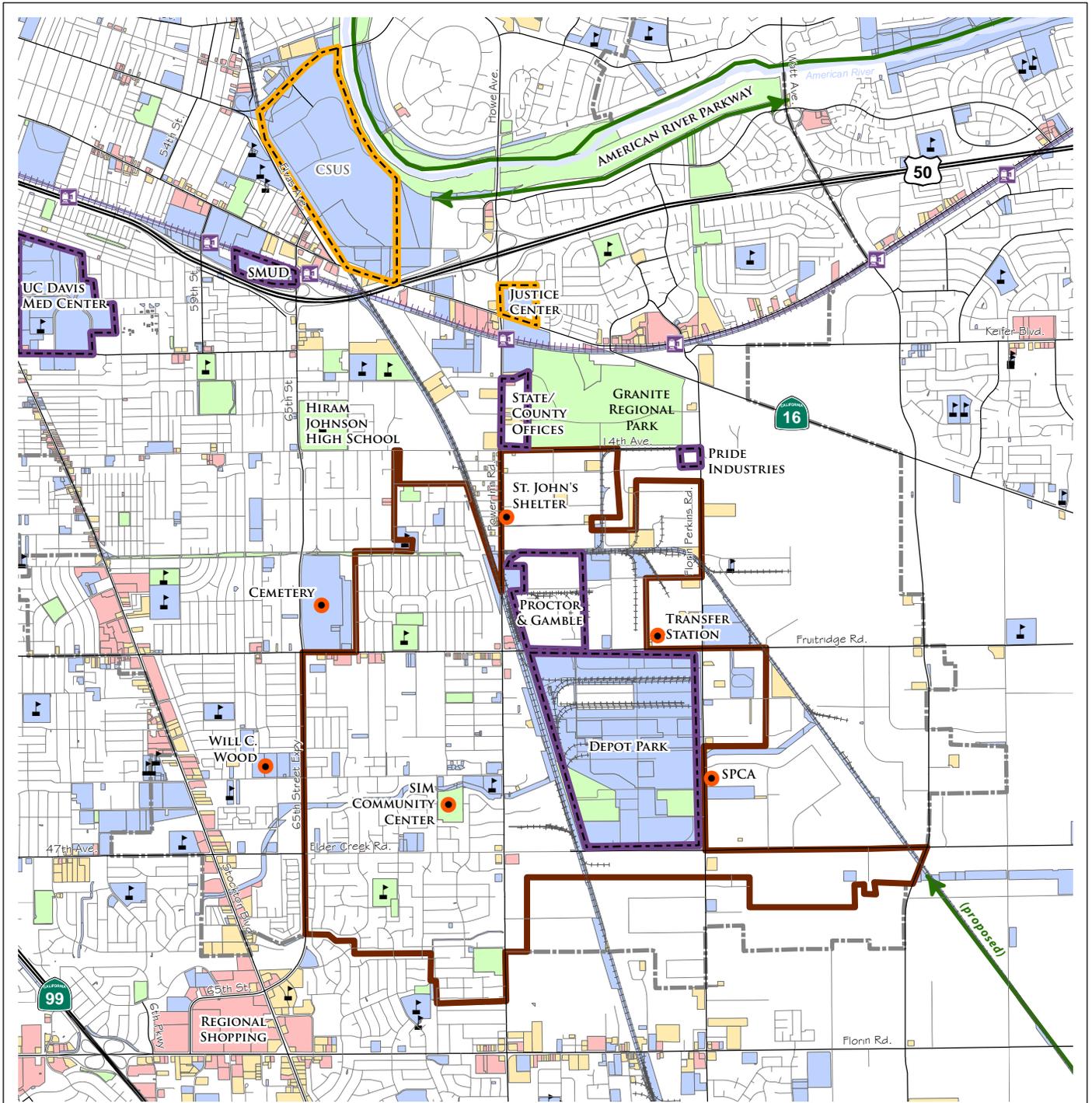
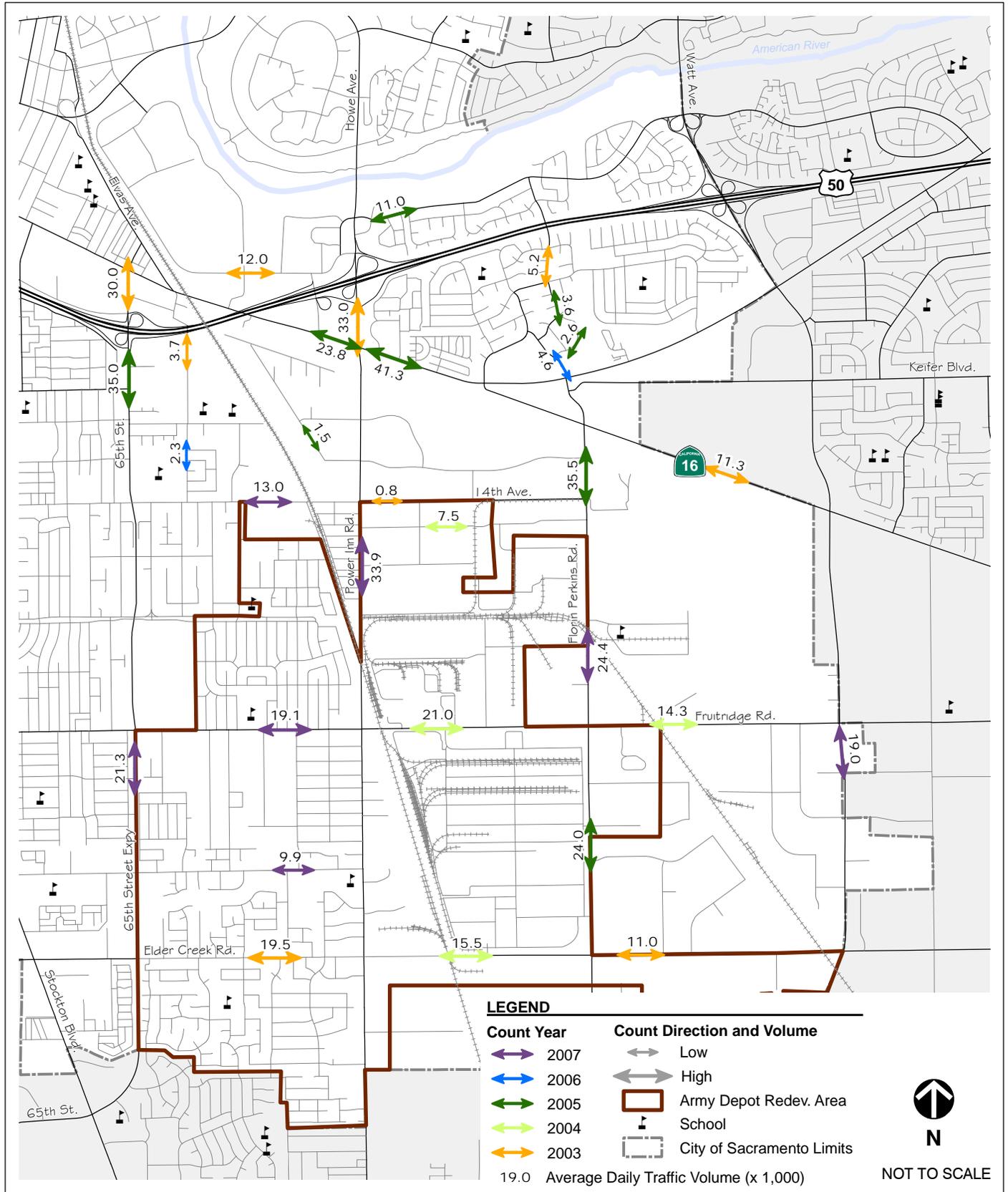


Exhibit 6 – Fruitridge Road west of Florin Perkins Road



LEGEND

Land Use Type	Major Destination	Army Depot Redev. Area	Light Rail Station
Retail	Large Employer	River	Light Rail Track
Commercial	Community Resource	City of Sacramento Limits	N
Public/Quasi Public	Regional Trail	Railroad	NOT TO SCALE
Parks	School		Source: County of Sacramento



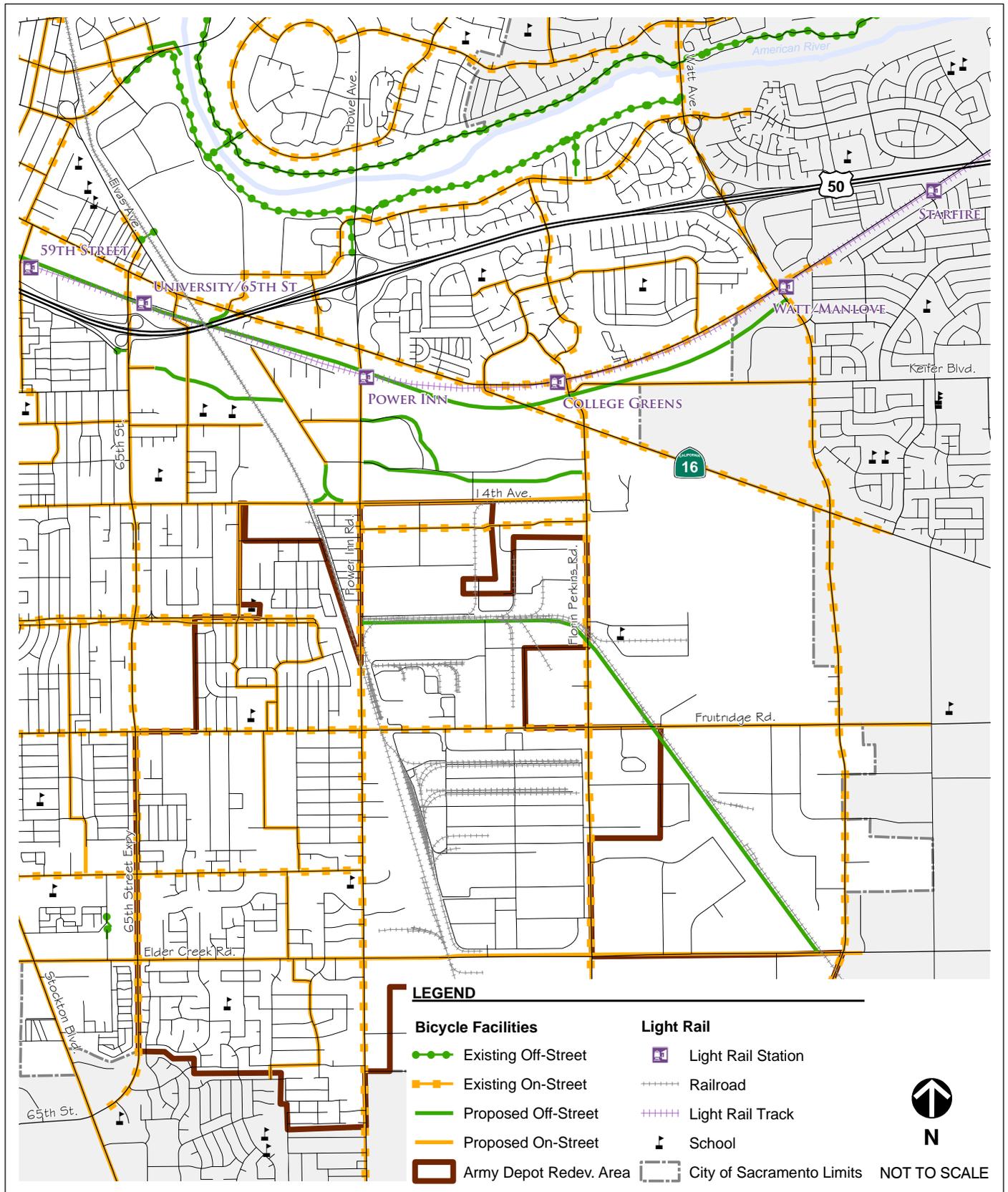
Bicycle Facilities

All of the arterials mentioned above are included in the Sacramento City/County 2010 Bikeway Master Plan as having either existing or planned on-street bicycle facilities. Bikeways fall into three categories, Class I through III, as illustrated in Exhibit 7. Figure 5 contains existing and planned bicycle facilities in the study area identified in the Bikeway Master Plan.



Exhibit 7 – Bikeway Classifications

Throughout much of the study area, existing bicycle facilities are substandard and discontinuous. For example, Class II bike lanes are present only on the north side of Fruitridge Road between 65th Street and Power Inn Road. With the exception of the American River Parkway and access paths to it, no other Class I facilities exist within the study area. Local residential and collector streets such as 21st Avenue and Occidental Drive and Notre Dame Drive offer alternatives to parallel higher volume arterials; however, these facilities stop short of providing meaningful connections through existing barriers (rail crossings, congested intersections, etc.)



Pedestrian Facilities

Pedestrian facilities are limited primarily to residential streets and major transportation corridors with supporting adjacent land use. The Pedestrian Master Plan, adopted in 2006, included a GIS-based evaluation of sidewalk coverage, street lighting, and a composite deficiency rating for the entire City. Exhibits 7, 8, and 9 summarize available data for southeast Sacramento.



Exhibit 7 – Southeast Sacramento Sidewalk Inventory



Exhibit 8 – Southeast Sacramento Street Light Inventory

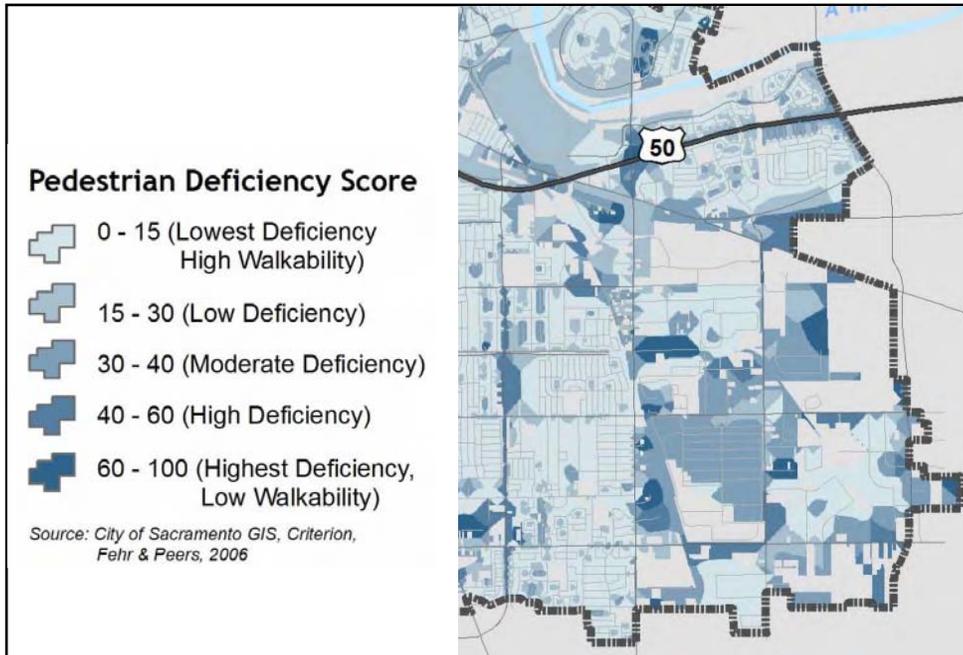


Exhibit 9 – Southeast Sacramento Pedestrian Facility Deficiency Rating

Transit

Sacramento Regional Transit operates light rail transit (LRT) and bus service in the study area. Four light rail stations (University/ 65th Street, Power Inn, College Greens, and Watt/Manlove) directly serve the northern study area. Table 1 summarizes Gold Line LRT weekday ridership.

TABLE 1: LIGHT RAIL TRANSIT – GOLD LINE TOTAL WEEKDAY RIDERSHIP (JAN 1 – MARCH 31, 2008)		
Station	Total On	Total Off
65 th Street	1,553	1,659
Power Inn Road	1,015	1,198
College Greens	787	714
Watt / Manlove	1,311	1,353
Total Line (27 Stations)	23,543	23,541
Source: Sacramento Regional Transit, 2008		

Rail

Existing Union Pacific rail corridors divide the study area, and, as a result, the area has few formal at-grade pedestrian and bicycle crossings (see Exhibits 10 and 11). Formal rail crossings exist only adjacent to roadway corridors and in many cases offer no separation from vehicle traffic. Riding a bicycle across railroad tracks on an angle also introduces the risk of catching a wheel in the track and being thrown from the bicycle.



Exhibit 10 – Florin Perkins Road



Exhibit 11 – 18th Avenue at W. Railroad Avenue

The rail lines that exist in the study area are owned and operated by Union Pacific (UP) and Central California Traction Company (CCT Co). The rail lines connect Sacramento to Lodi, but service between the two cities was suspended in August of 1998. According to CCT Co, out of service tracks are being kept for future service needs. The line is in service From Power Inn Road to Gerber Road. Between Elder Creek and Gerber Road, there are only surplus cars stored and movements over Elder Creek and South Watt are about twice a month. Between Florin Perkins and Elder Creek there are three train movements a week and they serve four industries out of seven possible sites. Between Florin Perkins and Power Inn Road, there is daily service to serve Proctor and Gamble, Pine Mountain Logs, Dolan Lumbar, and Jefferson Smurfit.

Collision History (Vehicle-Bike and Vehicle-Pedestrian Only)

In the past three years (2005 – 2007), the study area has witnessed 44 bike-related and 40 pedestrian-related collisions. Nearly all involved a vehicle and resulted in injury (see Exhibits 12 and 13). Figure 6 provides a geographical representation of severity and frequency of collisions involving cyclists and pedestrians.

Involving Cyclists (44 total)

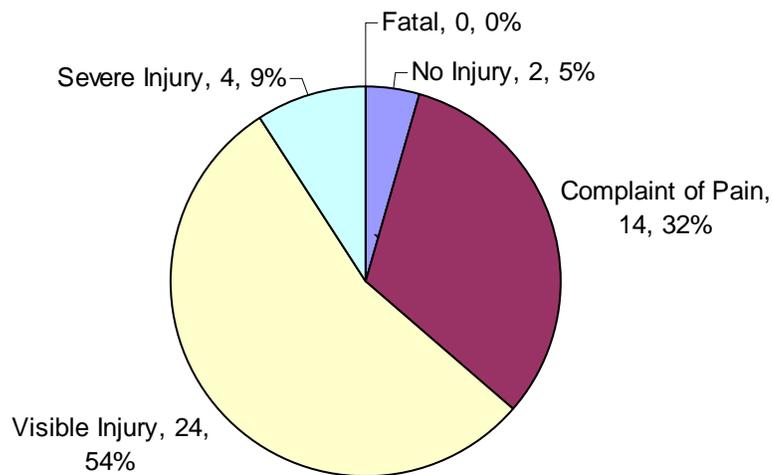


Exhibit 12 – Study Area Bike-Related Collisions (2005 – 2007)
Injury Type, Total Number, Percent of Total

Involving Pedestrians (40 total)

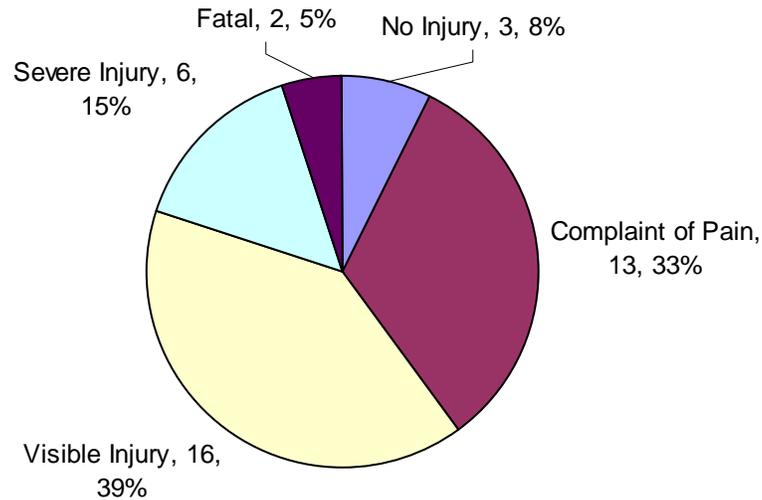
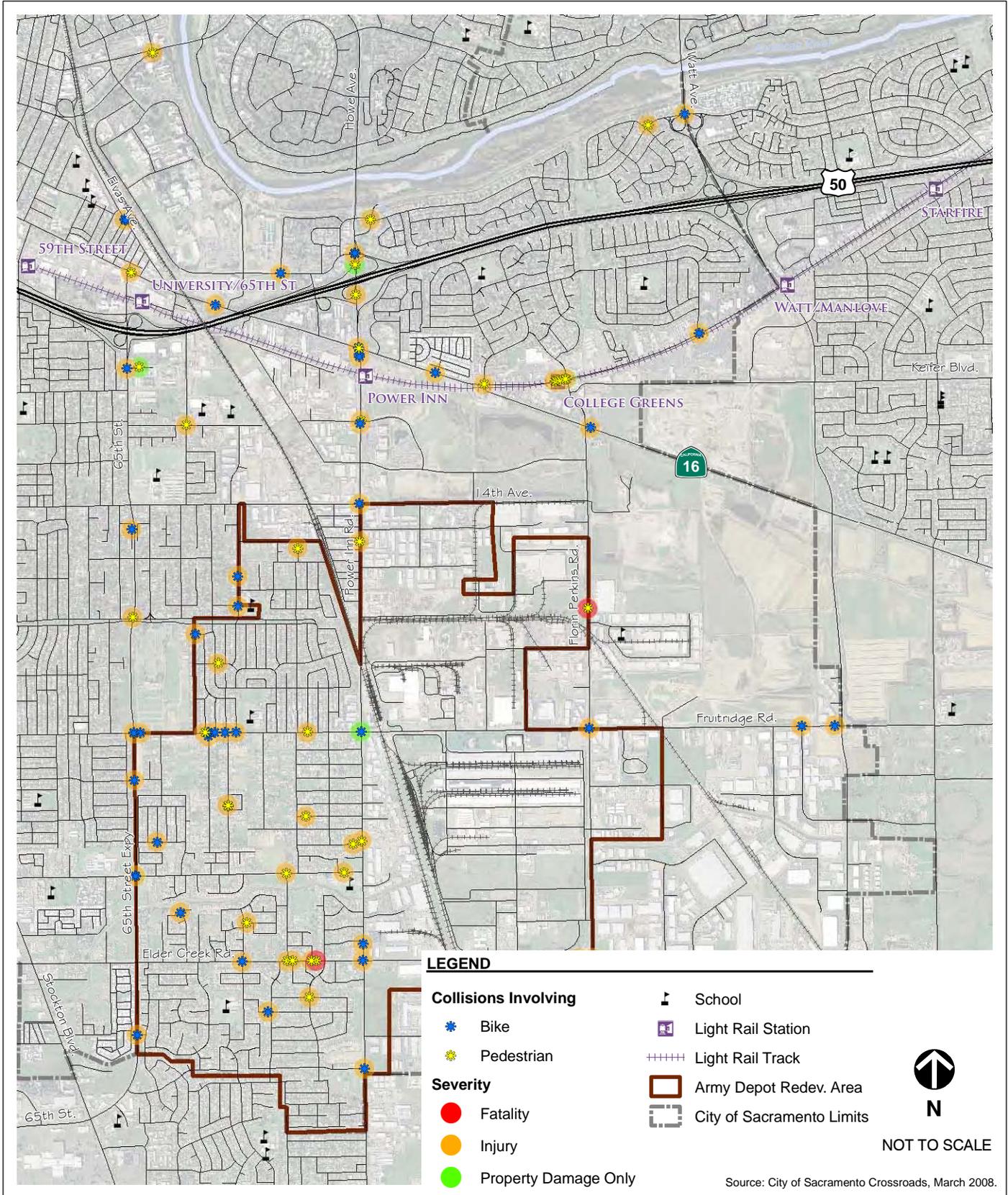
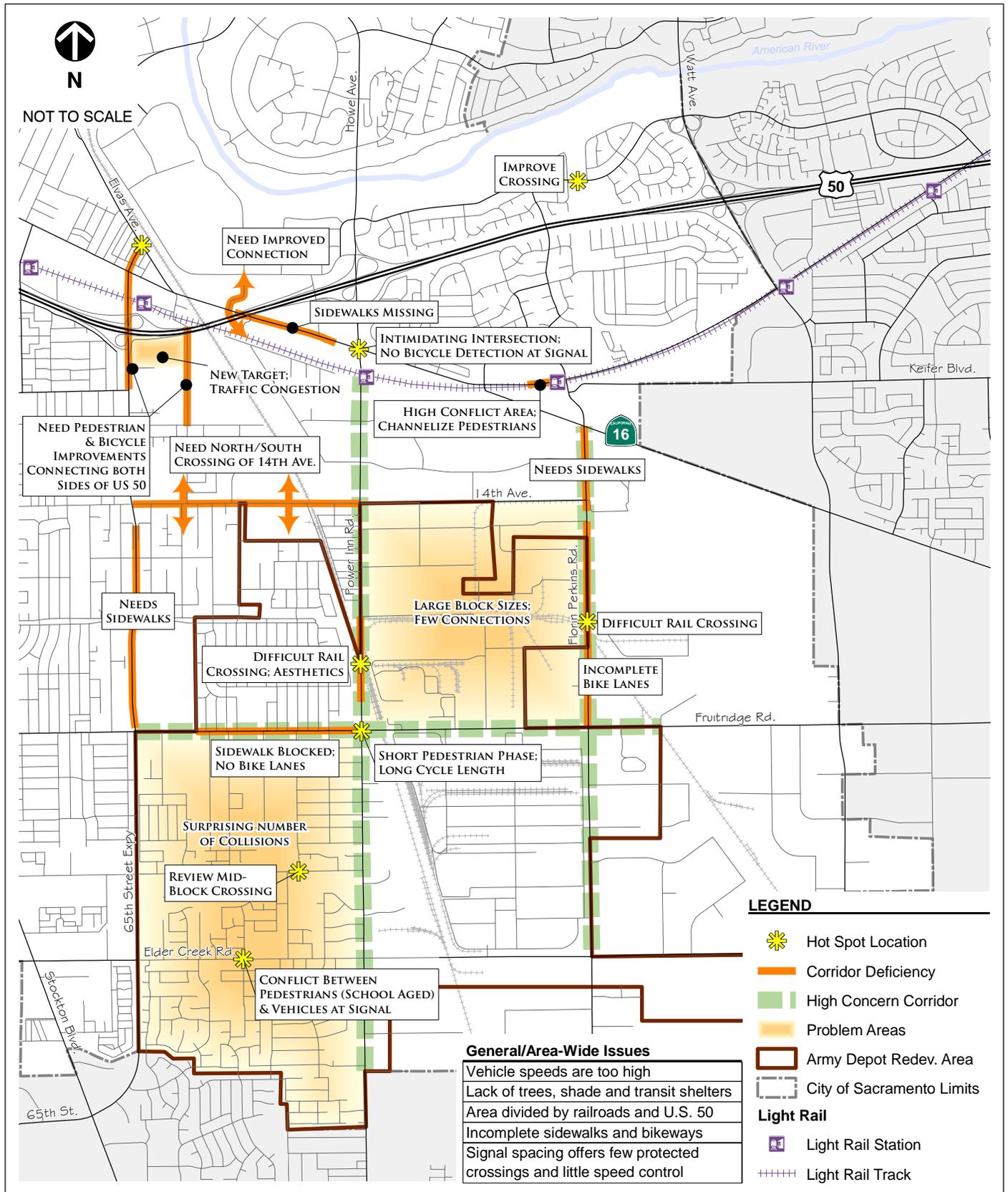


Exhibit 13 – Study Area Pedestrian-Related Collisions (2005 – 2007)
Injury Type, Total Number, Percent of Total

Perceived Existing Issues and Problem Areas

During the second Study Advisory Group meeting, on April 9, 2008, the group conducted a mapping exercise to ascertain perceptions regarding existing issues and problem areas. Figure 7 represents a compilation of the comments made by participants. Comments range from intersection-specific to area-wide (vehicle speeds are too high, the area lacks trees, shade and transit shelters, etc.) Figure 7 also contains comments from Traffic Engineering staff regarding previous relevant traffic investigations within the study area. An interview with Traffic Engineering staff was conducted in April 2008.





4. BICYCLE AND WALK TRIP CHARACTERISTICS

2000 CENSUS JOURNEY TO WORK SUMMARY

The City's Pedestrian Master Plan states that commute trips represent only about 15 percent of all walking trips, with an average of 2.7 percent walking to work. To estimate commute mode specific to the study area, Fehr & Peers utilized data from the 2000 Census. The Census data included journey-to-work travel information, which was collected as a part of the Census "long form." One of every six Census respondents received the long form, which asked questions about household characteristics (such as size, income, and socio-economic variables) as well as information about the journey to work (including commute destination, mode, and travel time). All Census data are tied to residential location rather than employment location. The long form asks respondents to identify only one mode of travel; therefore, it does not capture work trips that utilize a combination of modes, such as bus and walk.

Based on the Census data, the total population in the study area in year 2000 was 29,379. Total workers over the age of 16 residing in the study area were estimated at 11,811. About 13 percent of the population in the study area provided data in the long form. Figure 8 summarizes the commute mode split for four sub-areas within the study area. Overall, the study area has a mode split of 3.1percent walking and 1.5 percent cycling.

SELECT SURVEY RESULTS

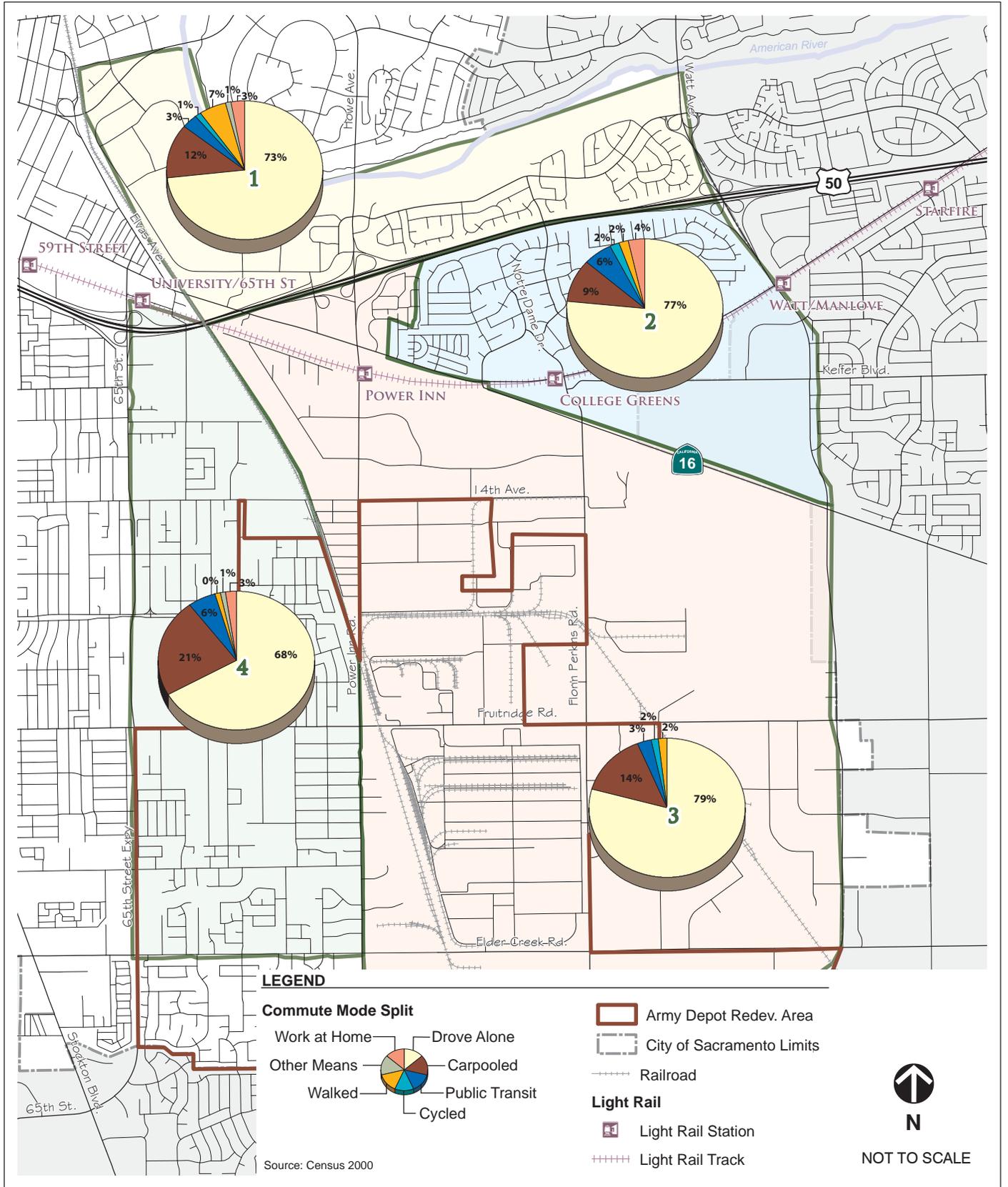
The study biking and walking survey provides insight regarding existing trip characteristics and the potential demand for walking and biking within the study area. During the four-week survey period (April 17, 2008 – May 19, 2008), 247 responses were logged. Appendix B provides a copy of the survey and a summary of all responses.

The following series of figures describes current user perspectives regarding biking and walking in southeast Sacramento. The balance of the survey results pertain to specific improvements and their propensity to increase biking and walking trips. The first part of the survey focused on biking questions, and the second part of the survey focused on walking questions.

Biking

More than half of 243 survey respondents never ride a bike in southeast Sacramento (see Exhibit 14); 20 percent of respondents ride at least once a week. The second survey question asked if participants cycled outside of the study area; 76 percent responded "yes," indicating that an opportunity exists to increase trips made by bike within the study area.

Survey respondents who bike within the study area cited exercise, health, and for pleasure as the most common reasons why (see Exhibit 15). Approximately 24 percent bike to work. The survey question permitted respondents to list multiple reasons.



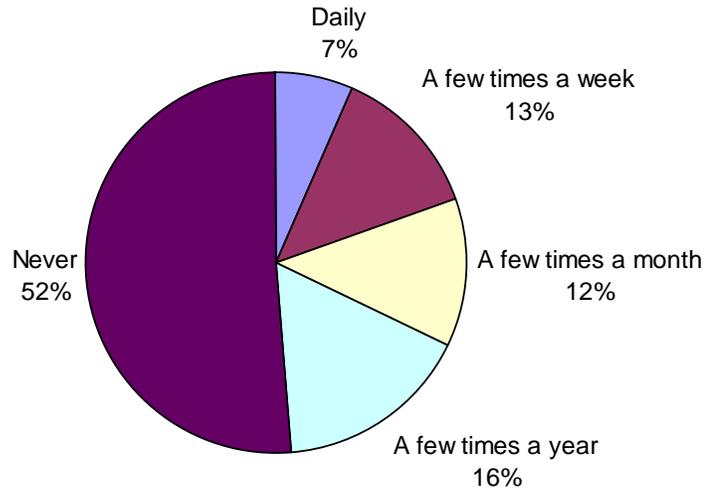


Exhibit 14: Frequency of Trips Taken By Bike in Southeast Sacramento

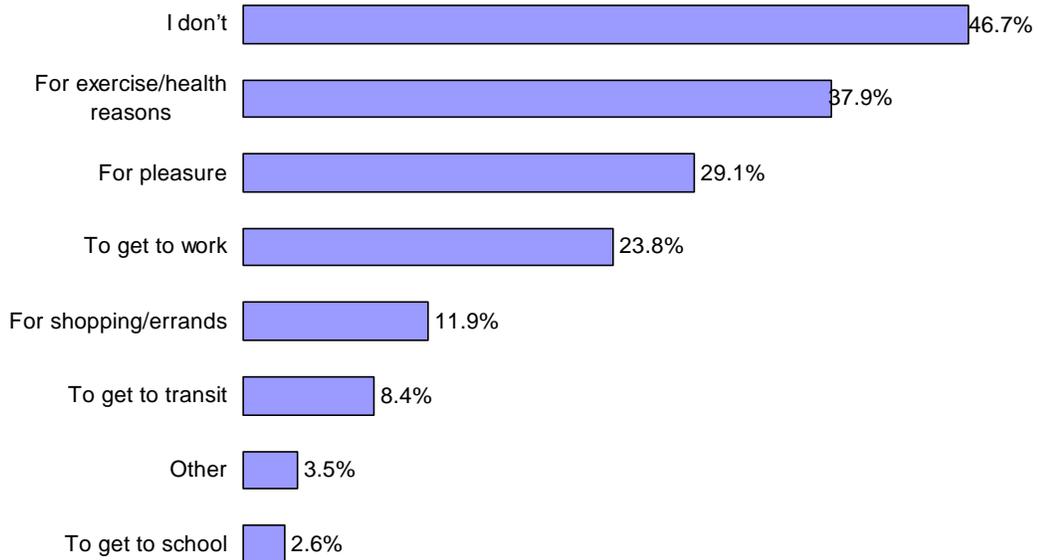


Exhibit 15: Reasons for Biking in Southeast Sacramento

To ascertain why more people are not biking, the survey instrument offered 16 reasons. Respondents were permitted to choose all that apply. The most frequently cited reasons given for preventing more trips by bike were related to traffic and driver characteristics (i.e., too many cars, vehicle speeds, drivers don't share the road) and the adequacy, presence, and condition of bikeways and the presence of barriers and obstacles (see Exhibit 16).

A follow-up question asked respondents to consider a range of bicycle facility-related improvements and the likelihood that providing such improvements would result in increased bicycle usage. The two improvement types most commonly cited were to provide routes separated from vehicle traffic and to improve street crossings (see Exhibit 17). Respondents were provided the opportunity to rate each improvement as most likely, somewhat likely, or not likely to encourage biking more.



Exhibit 16: Reasons Why Respondents Don't Bike More Often

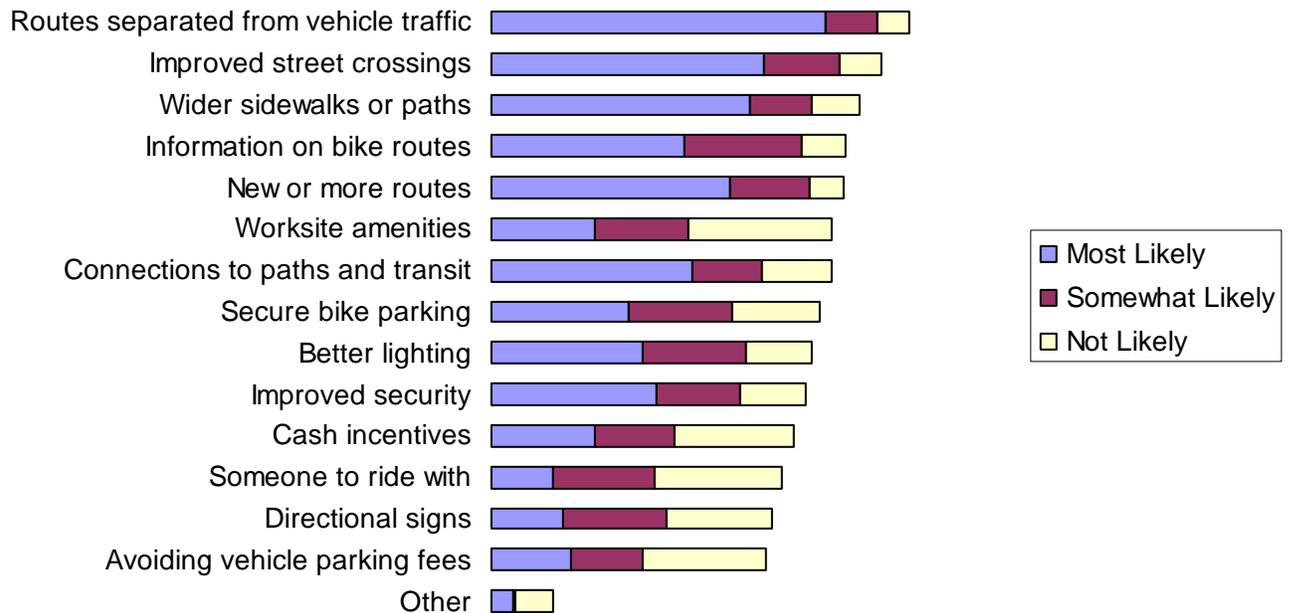


Exhibit 17: Improvement Types Likely to Encourage Biking More Often

Walking

Walking appears to be a slightly more prevalent activity than biking in southeast Sacramento, with 60 percent of 221 respondents walking at least a few times a year. Thirty percent of respondents walk at least a few times a week. See Exhibit 18.

Respondents' walking duration varies considerably. Most walkers (64 percent) walk up to 20 minutes each time they walk; 28 percent of walkers walk up to 40 minutes, and eight percent walk more than 40 minutes.

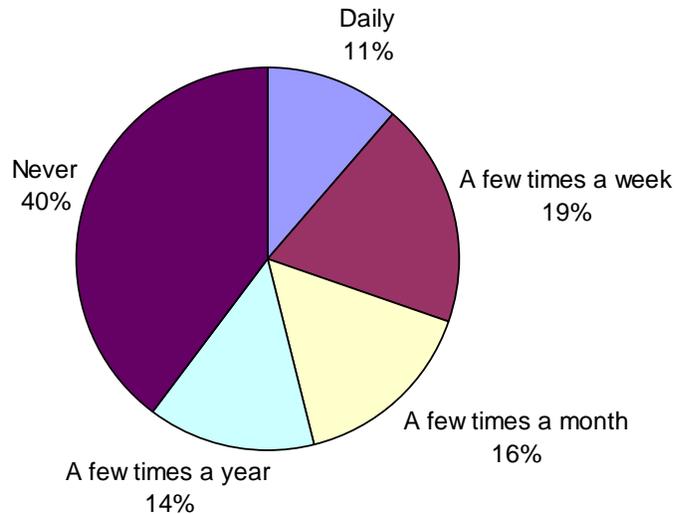


Exhibit 18: Frequency of Walking Trips Taken in Southeast Sacramento

Respondents walk in southeast Sacramento for multiple reasons. As shown in Exhibit 19, nearly 50 percent of respondents walk for exercise/health. More than 45 percent of respondents walk for pleasure or to shop/run errands. Nearly 37 percent of respondents do not walk at all. This question allowed respondents to check as many reasons as applicable.

A variety of factors prevent respondents from walking more often, including inadequate or missing walkways and destinations being too far away. Respondents also cited too many cars/cars driving too fast, driver behavior, and insufficient lighting/personal safety as significant reasons why they don't walk more often. See Exhibit 20.

Following this question, respondents chose from 15 listed factors (including "Other") that would encourage them to walk more often in southeast Sacramento. The three most common answers were routes separated from vehicle traffic, wider sidewalks or paths, and improved street crossings. Improved connections between sidewalks, paths, and transit, as well as improved security, were also frequent answers. See Exhibit 21.

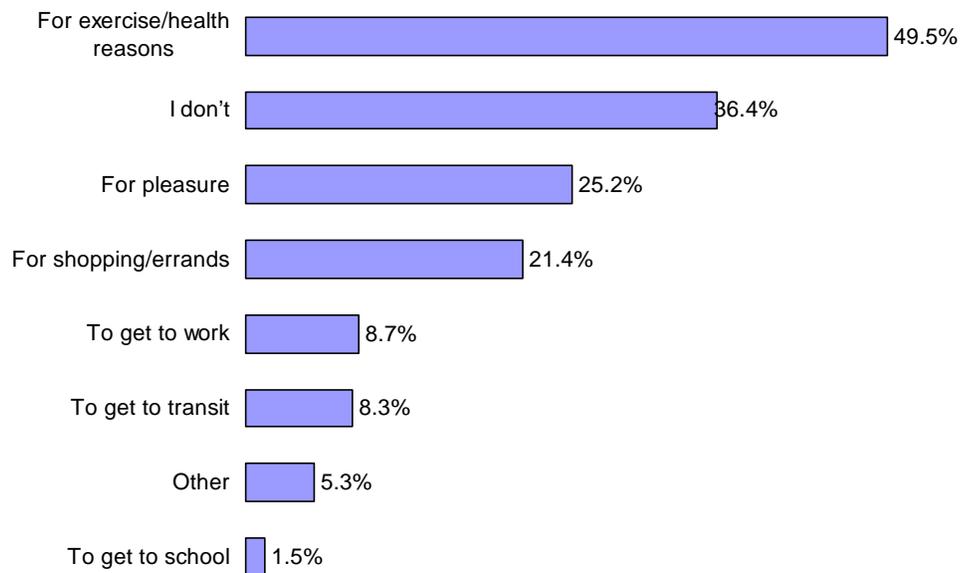


Exhibit 19: Reasons for Walking in Southeast Sacramento

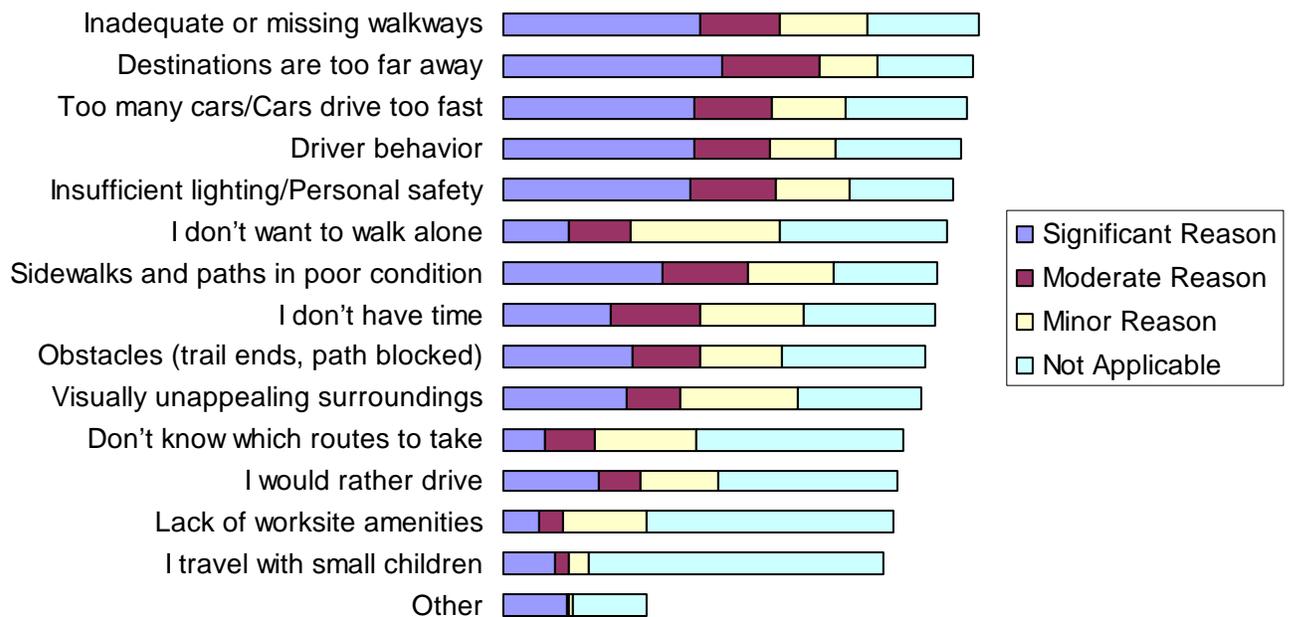


Exhibit 20: Factors That Prevent More Frequent Walking in Southeast Sacramento

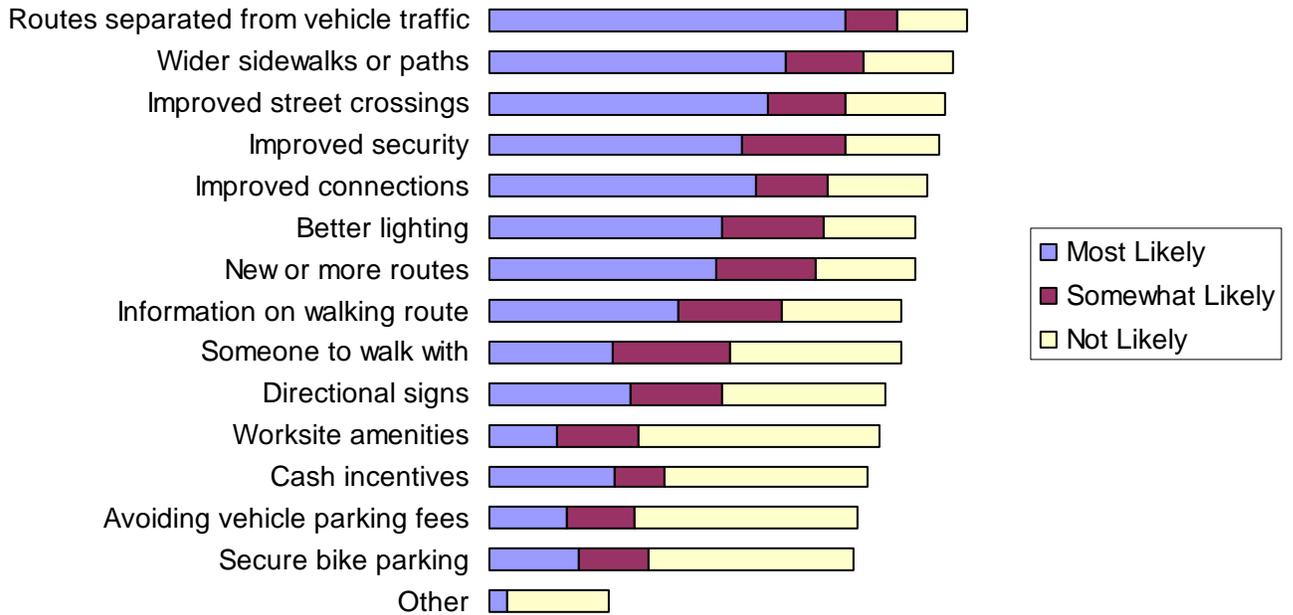


Exhibit 21: Improvement Types Likely to Encourage Walking More Often

5. PREVIOUSLY IDENTIFIED BICYCLE AND PEDESTRIAN FACILITY IMPROVEMENT CONCEPTS

Varying entities have made several efforts in the past to identify bicycle and pedestrian needs in the study area. Many of these efforts have overlapping study areas or include the same projects. Documents reviewed in this process were as follows:

- City of Sacramento – Department of Transportation Current Projects
- Sacramento Pedestrian Master Plan
- Transportation Programming Guide
- SACOG Bicycle and Pedestrian Funding Program
- Southeast Area Transportation Study Report
- 2010 Sacramento City/County Bikeway Master Plan and amendments

This review process was conducted to determine previously identified needs, funding, and projects. Recommendations in this study could then be developed from the baseline of other work already completed in the study area. The findings are presented in Figure 9 with correlating descriptions presented in Table 2. Combining this figure with Figure 5: Existing and Proposed Bicycle Facilities provided a composite overview of the range in area-wide improvements that have been considered.

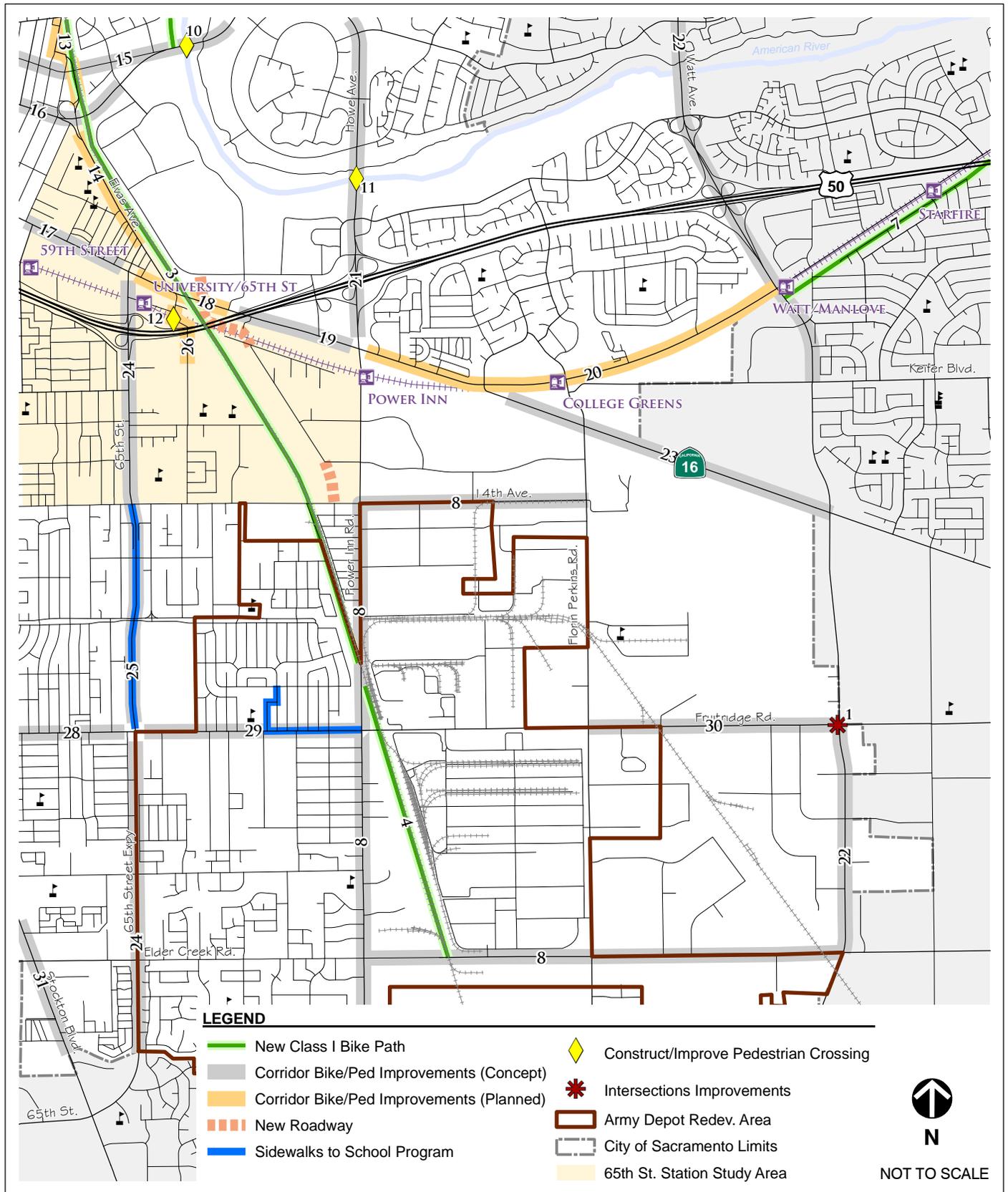


TABLE 2: PREVIOUSLY IDENTIFIED BICYCLE AND PEDESTRIAN IMPROVEMENT CONCEPTS

ID	Project Name	Description	Entity	Source
1	South Watt/Fruitridge Intersection Improvements	To provide a four way traffic signal and widen the intersection of South Watt Avenue and Fruitridge Road	City of Sacramento	Sac Current Projects; 2006 Transportation Programming Guide
2	Various Intersection Improvements	A qualified location for the Traffic Signal Priority List that met the Caltrans traffic signal warrants	City of Sacramento	2006 Transportation Programming Guide
3	Southern Pacific Rail Trail	High Priority Rails-to/with-Trails : Sacramento/CSUS to Power Inn Road	SACOG; City of Sacramento	2007 Regional Bike and Ped Plan; 2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan (2010 Bikeway Master plan)
4	Southern Pacific Rail Trail	Rails-to-Trails : Power Inn Road to Elder Creek Road	City of Sacramento	Sacramento Pedestrian Master Plan (2010 Bikeway Master plan)
5	Cal Central Traction RR Trail	Bike trail along the Cal Central Traction RR right of way from Power Inn Road to the City Limits	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan (2010 Bikeway Master plan); 2006 Transportation Programming Guide; 2007 Regional Bike & Ped Plan
6	Folsom LRT Rail Trail	Medium Priority Rails-to/with-Trails : Between Alhambra and Watt Avenue	City of Sacramento; SACOG	2010 Sacramento Bikeway Master Plan (2007 Regional Bike and Ped Plan); 2006 Transportation Programming Guide
7	Folsom LRT Rail Trail	Medium Priority Rails-to/with-Trails : Entire Length	City of Sacramento, SACOG	2010 Sacramento Bikeway Master Plan (2007 Regional Bike and Ped Plan)
8	Corridor Projects	Corridor study to improve roadways including bicycle and pedestrian facilities (14 th Avenue, Elder Creek Road and Power Inn Road)	SHRA	Staff
9	Kroy Way/T Street Pathway	To improve a pathway from Kroy to 65th Street	City of Sacramento	Sac Current Projects
10	H Street Bridge Sidewalk Construction	Sidewalk on north side of bridge to be constructed	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan; 2007 Regional Bike & Ped Plan; 2006 Transportation Programming Guide
11	Howe Avenue Bridge Bike/Ped Improvements	Pedestrian Street Corridor targeted for "Upgraded" pedestrian improvements	SACOG; City of Sacramento	2007 Regional Bike and Ped Plan; Sacramento Pedestrian Master Plan
12	Redding Avenue Bridge to Folsom Boulevard	Construct bike/ped bridge over LRT tracks to Folsom Boulevard	City of Sacramento	2006 Transportation Programming Guide
13	<u>Elvas Avenue Sidewalks/Streetscape</u>	<u>To provide sidewalk and streetscape on the east side of Elvas St.</u>	<u>City of Sacramento</u>	<u>Sac Current Projects</u>

TABLE 2: PREVIOUSLY IDENTIFIED BICYCLE AND PEDESTRIAN IMPROVEMENT CONCEPTS

ID	Project Name	Description	Entity	Source
14	<u>Elvas Avenue Sidewalks/ Streetscape</u>	<u>Streetscape Enhancement Program; Pedestrian Street Corridor targeted for "Upgraded" pedestrian improvements; Sidewalk to School Program identified for segment between 62nd Street and St. Francis School</u>	<u>City of Sacramento</u>	<u>Sac Current Projects; Sacramento Pedestrian Master Plan; 2006 Transportation Programming Guide</u>
15	H Street	Between 55th Street and Camelia Way - On-Street Bikeway Project List and Pedestrian Street Corridor targeted for "Upgraded" pedestrian improvements	City of Sacramento	2006 Transportation Programming Guide; Sac Current Projects
16	J Street on CSUS Campus and from 55th to Carlson Drive	Low Priority Class II; On-Street Bikeway Project List; Pedestrian Street Corridor targeted for "Upgraded" pedestrian improvements	SACOG; City of Sacramento	2007 Regional Bike and Ped Plan; 2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan
17	Folsom Boulevard - Commercial Corridor Program	Streetscape enhancements along Folsom Boulevard from Alhambra to Watt; designated as a pedestrian node to receive "Premium" pedestrian improvements	City of Sacramento	2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan
18	<u>Folsom Blvd Improvements</u>	<u>65th Street to Hornet Drive including widening the UPRR underpass; Streetscape enhancements along Folsom Boulevard from Alhambra to Watt; designated as a pedestrian node to receive "Premium" pedestrian improvements</u>	<u>City of Sacramento</u>	<u>Sac Current Projects; 2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan</u>
19	Folsom Boulevard - Commercial Corridor Program	Streetscape enhancements along Folsom Boulevard from Alhambra to Watt; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento	2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan
20	<u>Folsom Streetscape Master Plan</u>	<u>Create a Streetscape Master Plan for Folsom Blvd. from Power Inn to Watt.; Streetscape enhancements along Folsom Boulevard from Alhambra to Watt; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements</u>	<u>City of Sacramento; SACOG</u>	<u>Sac Current Projects; 2006 Transportation Programming Guide; 2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan</u>
21	Howe Avenue	Medium Priority Pedestrian Upgrade - Entire Length - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan; Sacramento County Corridor Mobility Study (2007 Regional Bike and Ped Plan)

TABLE 2: PREVIOUSLY IDENTIFIED BICYCLE AND PEDESTRIAN IMPROVEMENT CONCEPTS

ID	Project Name	Description	Entity	Source
22	Watt Avenue	High Priority Pedestrian Upgrade - Entire Length - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan; Sacramento County Corridor Mobility Study (2007 Regional Bike and Ped Plan)
23	Jackson Highway	Medium Priority Class III; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	SACOG; City of Sacramento	2007 Regional Bike and Ped Plan; Sacramento Pedestrian Master Plan
24	65th Street Expressway (Q Street to 14th Avenue)	High Priority Combined Projects - US50 to Florin Road - bike lanes and separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements; included in the Commercial Corridor Program and is scheduled for the On-Street Bikeway Project List	City of Sacramento; SACOG	2010 Sacramento Bikeway Master Plan & Sacramento Pedestrian Master Plan (2007 Regional Bike and Ped Plan); 2006 Transportation Programming Guide
25	65th Street Expressway (South of 14th Avenue)	High Priority Combined Projects - US50 to Florin Road - bike lanes and separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements; included in the Commercial Corridor Program	City of Sacramento; SACOG	2010 Sacramento Bikeway Master Plan & Sacramento Pedestrian Master Plan (2007 Regional Bike and Ped Plan); 2006 Transportation Programming Guide
<u>26</u>	<u>Redding Ave. Bike and Pedestrian Improvement</u>	<u>Widen road and add sidewalks, curb and gutter, Bike lanes and new striping; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements; scheduled for the On-Street Bikeway Project List</u>	<u>City of Sacramento</u>	<u>Sac Current Projects; Sacramento Pedestrian Master Plan; 2006 Transportation Programming Guide</u>
27	Cucamonga Avenue between Ramona and Power Inn Road	On-Street Bikeway Project List	City of Sacramento	2006 Transportation Programming Guide
28	Fruitridge Road	Medium Priority Pedestrian Upgrade - Entire Length - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan (2007 Regional Bike and Ped Plan)

TABLE 2: PREVIOUSLY IDENTIFIED BICYCLE AND PEDESTRIAN IMPROVEMENT CONCEPTS

ID	Project Name	Description	Entity	Source
29	Fruitridge Road - Commercial Corridor Program	Streetscape enhancements along Fruitridge Road (65th to Power Inn); designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento	2006 Transportation Programming Guide; Sacramento Pedestrian Master Plan
30	Fruitridge Road	Medium Priority Pedestrian Upgrade - Entire Length - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan (2007 Regional Bike and Ped Plan)
31	Stockton Boulevard	Medium Priority Pedestrian Upgrade - X Street to Riza Ave - separated sidewalks on both sides of street, planter strips, shade trees, improved intersection crossings, mid-block crossings; designated as a pedestrian corridor to receive "upgraded" pedestrian improvements	City of Sacramento; SACOG	Sacramento Pedestrian Master Plan and Stockton Streetscape Plan (2007 Regional Bike and Ped Plan)
32	Pedestrian Node	Area with high pedestrian activity and generally warrants "Premium" pedestrian improvements	City of Sacramento	Sacramento Pedestrian Master Plan
				65th Street Transit Area Study
		Southeast Area Transportation Study recommended various locations for on-street bike and pedestrian improvements		SEATS Study
				Safe Routes to Transit

Notes:

Shading indicates areas that were not included in Figure 9.

Bold indicates areas that were included in Figure 5, but not in Figure 9.

Bold and underline indicates corridor bicycle and pedestrian improvements that are in Planning and Design.

Source: Fehr & Peers, 2008

**APPENDIX A:
STUDY ADVISORY GROUP MEMBERS**

Study Advisory Group Member Information

Name	What organizations or interest groups do you represent?
Diana Portillo	Area Resident Neighborhood Association Army Depot Redevelopment Advisory Committee Pedestrian Interest Transit User
Roberta Ruozzi	Neighborhood Association Army Depot Redevelopment Advisory Committee Cycling Interest Pedestrian Interest
Mike Barnbaum	Area Business Pedestrian Interest Transit User
Walt Seifert	Advocacy Group
Ron Kampling	Cycling Interest Area Employee Transit User Other: Healthcare - Mercy / Cycling Club
Maggie O'Mara	Advocacy Group Area Resident Army Depot Redevelopment Advisory Committee Cycling Interest Pedestrian Interest Transit User Other: 65th Street RAC
Scott Bacon	Area Resident Neighborhood Association Cycling Interest Pedestrian Interest
Joe Hensler	Area Business Neighborhood Association Army Depot Redevelopment Advisory Committee-Former Cycling Interest Area Employee
Dennis Wertz	Area Resident Area Business Neighborhood Association Cycling Interest Area Employee
Lisa Hall	Area Business School or University Area Employee Transit User
Kevan Shafizadeh	School or University
Dave Tamayo	
John Lane	Advocacy Group Area Business Cyclist Interest Area Employee
Melody Clark	Cycling Interest Pedestrian Interest Area Employee Transit User
Dawn Carlson	
Jay Raj Narayan	

**APPENDIX B:
BIKING AND WALKING SURVEY**



SOUTHEAST SACRAMENTO BIKE AND PEDESTRIAN ACCESS STUDY Biking and Walking Survey



The City of Sacramento Department of Transportation and the Sacramento Housing and Redevelopment Agency are currently conducting a public outreach and planning project to promote walking and biking in southeast Sacramento. The approximate boundaries of the study area are the American River Parkway to the north, Elder Creek Road to the south, South Watt Avenue to the east, and 65th Street to the west. (Please refer to the enclosed map.) Completing this survey will help the City identify projects to improve the biking and walking environment for all user types and skill levels. Please complete one survey per person. An online version of this survey is at www.cityofsacramento.org/southeast-bikewalk. For additional information please email k.binning@fehrandpeers.com or call Kate Binning at 916-773-1900. **Please return completed surveys by May 16, 2008.**

TELL US ABOUT BIKING AND WALKING IN SOUTHEAST SACRAMENTO

BIKING

1. How frequently do you take a trip by bike in southeast Sacramento (defined above)?

- Daily
- A few times a week
- A few times a month
- A few times a year
- Never

2. Do you bike outside of southeast Sacramento?

- Yes
- No

3. Why do you bike in southeast Sacramento? (check all that apply)

- I don't
- For exercise/health reasons
- For pleasure
- For shopping/errands
- To get to work
- To get to school
- To get to transit
- Other (describe) _____

4. What prevents you from biking more often in southeast Sacramento?

(Please place a check in the appropriate boxes below.)

	Significant Reason	Moderate Reason	Minor Reason	Not Applicable
I don't have access to a working bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Destinations are too far away	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know which routes to take	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Too many cars/Cars drive too fast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver behavior/Drivers don't share the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I travel with small children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inadequate or missing sidewalks, bike paths or bike lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't have time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insufficient lighting/Personal safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeways/roads in poor condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bike parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of worksite amenities (lockers, showers, dressing rooms)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visually unappealing surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Obstacles (freeway, trail ends, path blocked)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would rather drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mail completed surveys to:
Fehr & Peers
2990 Lava Ridge Court, Suite 200
Roseville, CA 95661

Fax completed surveys to: 916-773-2015
Visit: www.cityofsacramento.org/southeast-bikewalk

5. If you currently bike in southeast Sacramento, what routes do you take?

6. Where would you like to bike to in southeast Sacramento, and what prevents you from biking there?

7. If you are interested in biking, what would encourage you to bike more in southeast Sacramento? Please indicate if the following changes would make you more likely to bike. (Please place a check in the appropriate boxes below.)

	Most Likely	Somewhat Likely	Not Likely
Worksite amenities (clothes lockers, showers, dressing rooms)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure bike parking (lockers, racks, bike room)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved street crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cash incentives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information on bike routes (maps)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Someone to ride with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New or more routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Routes separated from vehicle traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved connections between bike paths and transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider sidewalks or paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved security (neighborhood watch, police)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Avoiding vehicle parking fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Please list any specific suggestions you have regarding new or improved bike facilities in southeast Sacramento. Consider marking your ideas on the enclosed map.

WALKING For the purposes of this survey, walking from the parking lot to a building entrance should not be considered a “walk” trip. Walk trips do include travel by wheelchairs and other mobility aids.

9. How often do you walk in southeast Sacramento?

- Daily
- A few times a week
- A few times a month
- A few times a year
- Never

10. What is the duration of your average walk (one way)?

- 0-20 minutes
- 20-40 minutes
- More than 40 minutes

11. Why do you walk in southeast Sacramento?
 (check all that apply)

- I don't
- For exercise/health reasons
- For pleasure
- For shopping/errands
- To get to work
- To get to school
- To get to transit
- Other (describe) _____

12. What prevents you from walking more often in southeast Sacramento?

(Please place a check in the appropriate boxes below.)

	Significant Reason	Moderate Reason	Minor Reason	Not Applicable
I don't want to walk alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Destinations are too far away	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know which routes to take	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Too many cars/Cars drive too fast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driver behavior/Drivers don't share the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I travel with small children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inadequate or missing sidewalks and walkways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't have time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insufficient lighting/Personal safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks and paths in poor condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of worksite amenities (lockers, showers, dressing rooms)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visually unappealing surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Obstacles (freeway, trail ends, path blocked)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would rather drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. If you currently walk in southeast Sacramento, what routes do you take?

14. Where would you like to walk to in southeast Sacramento, and what prevents you from walking there?

15. If you are interested in walking, what would encourage you to walk more in southeast Sacramento? Please indicate if the following changes would make you more likely to walk. (Please place a check in the appropriate boxes below).

	Most Likely	Somewhat Likely	Not Likely
Worksite amenities (clothes lockers, showers, dressing rooms)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure bike parking (lockers, racks, bike room)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved street crossings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cash incentives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information on walking routes and paths (maps)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Someone to walk with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New or more routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Routes separated from vehicle traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved connections between sidewalks, paths and transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider sidewalks or paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved security (neighborhood watch, police)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Avoiding vehicle parking fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. Please list any specific suggestions you have regarding new or improved pedestrian facilities in southeast Sacramento. Consider marking your ideas on the enclosed map.

OPTIONAL

<p>On what street do you live?</p> <p>_____</p>	<p>On what street do you work?</p> <p>_____</p>
<p>If you are a student, what school do you attend?</p> <p>_____</p>	
<p>If you would like to be added to our mailing list, please provide your contact information below.</p> <p>Name _____</p> <p>Street Address _____</p> <p>Zip Code _____</p> <p>Email _____</p> <p>Phone _____</p>	



916-808-5760

South East Sacramento Bike and Pedestrian Survey Results

May 19, 2008

1. How frequently do you take a trip by bike in southeast Sacramento?		
Answer Options	Response Percent	Response Count
Daily	6.6%	16
A few times a week	13.2%	32
A few times a month	12.3%	30
A few times a year	16.5%	40
Never	51.4%	125
<i>answered question</i>		243
<i>skipped question</i>		4

2. Do you bike outside of southeast Sacramento?		
Answer Options	Response Percent	Response Count
Yes	67.6%	163
No	32.4%	78
<i>answered question</i>		241
<i>skipped question</i>		6

3. Why do you bike in southeast Sacramento? (check all that apply)		
Answer Options	Response Percent	Response Count
I don't	46.7%	106
For exercise/health reasons	37.9%	86
For pleasure	29.1%	66
For shopping/errands	11.9%	27
To get to work	23.8%	54
To get to school	2.6%	6
To get to transit	8.4%	19
Other (please specify)		8
<i>answered question</i>		227
<i>skipped question</i>		20

Other (please specify)
to get to destination
cause it isn't user friendly
I got rid of my car (EDITED)
But if I did it would be (1) to get to work; (2) for errands; (3) to get to transit. But, I don't because it is too dangerous (see below).
I would have to option of biking to work, however the route is not conducive to biking.
It would be nice to have a bike route from the light rail at Florin Perkins Rd down to PG&E
I would bike through on my commute from Elk Grove to Rancho Cordova
Though I would like to, I don't bike in SE SAC; it's too dangerous - there is no safe place to ride

South East Sacramento Bike and Pedestrian Survey Results

May 19, 2008

4. What prevents you from biking more often in southeast Sacramento? (Please place a check in the appropriate boxes below.)		
Answer Options	Response Percent	Response Count
I don't have access to a working bicycle	9.4%	22
Destinations are too far away	26.9%	63
Don't know which routes to take	15.0%	35
Too many cars/Cars drive too fast	60.7%	142
Driver behavior/Drivers don't share the road	47.4%	111
I travel with small children	7.7%	18
Inadequate or missing sidewalks, bike paths or bike lanes	60.3%	141
I don't have time	11.5%	27
Insufficient lighting/Personal safety	30.3%	71
Bikeways/roads in poor condition	41.5%	97
Lack of bike parking	15.0%	35
Lack of worksite amenities (lockers, showers, dressing rooms)	10.3%	24
Visually unappealing surroundings	21.4%	50
Obstacles (freeway, trail ends, path blocked)	33.8%	79
I would rather drive	15.8%	37
Other	10.3%	24
	If other, please specify	37
	<i>answered question</i>	234
	<i>skipped question</i>	13

If other, please specify
simple "Share the road"(bicycle picture) diamond signs can help non bike oriented motorists to get acclimatized to cyclist presence.
I don't enjoy biking.
I'm handicapped
HARDLY ANY BIKE LANES IN THE AREA
Power Inn Road and Folsom Blvd area. The bike lanes are full of obstacles.
Your survey area is not at all "bike friendly" - I have zero motivation to ride my bike there. It is nearly IMPOSSIBLE to put my bike on RT light rail. (EDITED)
Health
I live outside of Sacramento
exhaust from vehicles very heavy
too far from home
Street sweeping three time a year, nasty tire puncturing debris.
Need a car during the day for work - outside travel
Debris in bike lane
Don't have a reason to go to the area, unless it is work related.
Most traffic lights can't be activated by bicycles.
65th Exp Wy is Dangerous
Only go with a partner/group for safety reasons
Disregard of Traffic Lanes & Safety
proper 65th street sidewalks & bike lanes
I used to bicycle 80+ miles a week but I got too fat. When I lose weight, I will start up again.
Would help if employer was more user friendly to concept

South East Sacramento Bike and Pedestrian Survey Results

May 19, 2008

Non-existent pathways
Need unimpeded path to get to American River Bike Path
rarely have a reason to be in that particular area
I used to bike quite a bit but I am getting older and don't enjoy it as much.
Road debris
i do not bike.
i run on trails more
I live 15 miles from work
i dont bike
I work in southeast Sacramento and live too far to bike.
N/A
Live in El Dorado County
i use light rail from folsom and bike home to folsom after work
poles blocking sidewalks
i commute to the area
my commute to work takes up too much time/too far away to ride a bike (63 miles each way)

5. If you currently bike in southeast Sacramento, what routes do you take?	
Answer Options	Response Count
	101
<i>answered question</i>	101
<i>skipped question</i>	146

Response Text
J Street to Elvas to Folsom Blvd to Home Depot at Power Inn and Folsom
Canal from White Rock to Lake Natomas, White Rock over the pedestrian footbridge to Mather / Mills station, Zinfandel Drive bridge (when feeling suicidal)
21st Avenue-East and West 63rd street-14th Ave to 21st street Around Tahoe Park Broadway to Folsom Blvd via 59th Street 60th street to J street
From Fruitridge Road I head north on either 65th or Power Inn to light rail, Granite Park, Tahoe Park, American River bike trail, or shopping/dining on Folsom Blvd.
65th south from Folsom blvd to Stockton to Mack to Bruceville, to CRC
Southwest Sacramento needs improvement too. Riverside off of I-5. I start on Gloria and have to cross at 53rd and Riverside split at the "Trap" bar on corner. The crossing is a very dangerous stretch on Riverside...country road with no bike lane until I reach the next cross street which is Fruitridge.
Whatever roads I map out to get me to the trail that day, so it varies widely as I seek out possibilities to get to the river safely and conveniently.
To get to the river bike trails, from Tahoe Park area, we regularly cross 65th and go north on Redding to reach and cross Folsom Blvd. This is far from an ideal route since the end of Redding is an exit from Folsom, but 65th is not bike friendly at all.
down 65th Street to Cosumnes College
Light rail to Power Inn, bike up to 12th, left through the neighborhoods past Florin to work. Same way home, sometimes towards 65th/Reading Ave through Sac State to bike trail, or Folsom Blvd home to Rancho Cordova.
I don't.
folsom blvd, 14th street

South East Sacramento Bike and Pedestrian Survey Results

May 19, 2008

N/A
Elvas to H Street, south through Sac State to Folsom, north to Power Inn Road, south to the Courthouse;
American River Parkway
65th Street to 14th Avenue to Power Inn Road.
I just ride my bike in my neighborhood. What I would like to see is maybe bike lanes available on Power Inn Rd. or other main roads where it would make it easier for us to get to the American River bike trails, or other bike trails.
I have commuted to work on Power Inn Rd from Curtis Park taking T st or Folsom Blvd - but once I got close to Power Inn, traffic and lack of bike lanes were a problem. I have also biked from Curtis Park to SE Sac for pleasure, taking similar routes.
The bike lane on Folsom Blvd is poorly protected from speeding traffic. Bicyclist have to compromise their position in the lane of traffic because there are insufficient left hand turn lanes for bicyclists onto Power Inn Rd. This is a big intersection that needs improvement to make it a safe riding corridor.
tahoe park, 14th to power inn
along river, in pocket
Down Folsom and Power Inn
The American River bike trail around LaRiviera, Howe and Watt Ave.
Usually the American River Bike Trail.
along Folsom Blvd
Bike trail.
I travel three times weekly from Watt and Marconi to Arden Ave East to the AR Bikeway and go west to the Sac State bridge, then travel on State Univ Drive to College Town Drive to Hornet Drive to Folsom Blvd to Power Inn Road, turn South to Cucamonga.
N/A
I ride all over Midtown, East Sac - from Midtown to SCC. Midtown to Del Paso. No place in Sac is "bike friendly" except some sections of Midtown - East Sac - Land Park - the rest of Sac is profoundly dangerous to ride a bike in. As a result, 98% of the time - I never leave the Midtown grid. (EDITED)
South Watt Ave
Calvine to Power Inn Road. Occasionally Watt Avenue to Arden Park. I live near Calvine and work on Power Inn.
by the river
I stay within the East Sacramento McKinley area on small streets, rarely going south of J Street and rarely west of Alhambra.
My route starts on 7th Avenue (my home), south on 58th Street, then east on 14th Ave to Power Inn Rd. I take Power Inn Rd north to Ramona then ride east to get to the Granite Regional Park office complex.
Sheldon Road to Bradshaw to Jackson Hw to Folsom Blvd to Howe to American River Bike Trail
I ride to the bike trail on the American River Parkway to exercise. I use Occidental Dr to get there.
I go from the corner of Power Inn and Fruitridge where I work to Florin Perkins to the american river bike trail, thru Folsom to my home in Rescue in the summertime approx 2times a month.
I work at 14th & Power Inn Rd live at Elder Creek & 65th. I go down 65th turn right on 21st st, left thru subdivision over to 14th and get to work at 14th Ave. & Power Inn Rd.
I east on 14th Ave to Redding and around to Folsom to catch the bike trail at State College. The tunnel on Elvas is nice but it's not safe to cycle on 65th. To get downtown you have to wind your way thru thru the neighborhoods to stay off 65th.
American River bike trail only
i ride to work from sunrise to howe ave on the american river parkway, then south on power inn road to 14th ave to get to work.

South East Sacramento Bike and Pedestrian Survey Results

May 19, 2008

I try to zig/zag through on quieter streets
power inn and florin perkins watt ave
Elder Creek Rd eb from 65th st, Power Inn Rd nb, Fruitridge Rd eb, Florin Perkins Rd nb or S. Watt Av nb, Kiefer Bl eb. Or - 65th St nb, 14th Av eb, Belvedere Av eb, Florin Perkins nb, Jackson Rd eb, S. Watt nb, Kiefer Rd eb. Improvement of 65th St. from Elder Creek Rd. to Fruitridge Rd. has greatly improved safety for bikers. 65th St nb to Fruitridge Rd wb to Belair Grocery Store. Make some trips to Yankee Hardware at Stockton and Fruitridge.
Elk Grove - Florin Road
I use surface streets to get from Folsom Blvd near Bradshaw to Jackson Hwy and Florin Perkins. Linda Rio to La Riveria to Occidental to Florin Perkins.
interior streets
Stockton to 65th street expressway
Redding Ave to Sac State
From Folsom Blvd I turn left onto S. Watt Ave for about 3.4 miles then right onto Elder Creek Road for about .6 miles right onto Younger Creek Rd for about .3 miles then right onto Light Sky Court.
Watt Av.
I ride from Midtown to Folsom.
American River Bike Trail from Watt Ave. - both directions.
Na
A)florin-perkins west to 82nd st south to alpine ave east to my office B)82nd street to 4th ave west to 62nd street
14th ave to power inn, or 65th to 14th ave, to 62nd street then to downtown
American River bike trail
Nowhere
folsom blvd to manlove
N/A. do not bike to work for reasons mentioned in #4 above
redding ave under hwy 50 or occasionally 59st over hwy 50
Elk Grove Florin Road, Elder Creek Road
Florin-Perkins to Occidental and snake my way to the American River Bike Trail
Elk Grove Blvd. Elk Grove-Florin Road.
I ride from Howe and the American River Bike Trail, through Southeast Sac. on my way to Modesto. Howe to Folsom to Jackson to Excelsior and south out of town
65 th
To get downtown I take the american river parkway. on the south side I take the dirt track from Bradshaw to Watt and then the paved trail to Sac state and cross the river, then the paved trail to the old bridge. I would like the trail west of Bradshaw to be paved, at least on top of the levee... It would also be nice if the south side trail was paved west of J street
Bike Trail along the American River
I primarily stick to the American River bike trail between USCS and Watt Ave, and my house near Folsom Blvd.
main roads
14th and 65th to American River Trail. Folsom Blvd to Bradshaw.

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I take the back roads from my home on Wilkinson street to CSUS. I would much prefer to take a more direct route down Power Inn but it is dangerous. The big trucks drive really fast and wreckless, although there are bike lanes there could be more traffic calming measures to help bikers feel more secure. I also bike for pleasure but my routes are limited because of the same reason, we like to go to the park and the light rail station. More secure parking for bikes would be great at the light rail station too. Lots of busy less secure streets....Elder Creek, Lemon Hill, Power Inn and Fruitridge need help...although Fruitridge is much better now.
power inn past fruitridge is a nice spot, what is troublesome is getting to the american river bike trail, you have to cross the freeway, which can be quite stressfull
dont currently
i don't
side roads in the Wilton Area
anywhere from oak park to The Depot park on Fruitridge and Florin Perkins.
I have taken Folsom Blvd, to Jackson Hwy to Florin Perkins to PG&E. But there's a lot of traffic on Florin Perkins Road and the railroad crossing between the Jackson Hwy and Fruitridge Rd is in really bad shape. It's been quite a while since I've ridden the bike to or from work.
Elvis to Folsom to Florin Perkins, I have done this a couple of time to get to work.
from the american river bike trail down so watt to fruitridge to florin-perkins
we ride at the local high school with out kids or we take our bikes in the truck and ride elsewhere.
Florin-Perkins, between Folsom Blvd and Fruitridge - between the College Greens light rail station and work Sometimes down Folsom Blvd to Watt
American River Biketrails
65th expressway; 69th street 14th avenue-stockton to power inn redding avenue 4th avenue folsom blvd, elvas avenue
AR bike trail, Folsom Blvd and La Riveria
65th & 59th to East Sacramento
i use bike routes away from traffic. up 58th st to t and across at 53rd street, cross folsom blvd to take M street back to 58th over to J street.
65th st-
along broadway through tahoe park neighborhood. sometimes up 65 th through sac state.
recreation riding only-so try various routes
14th Ave, Redding Ave, Folsom blvd, Power Inn rd, 71st St, 21 ave, Stockton blvd, 65th st, 63rd st, broadway, Elk Grove\Florin rd, Franklin blvd, Mack rd, Bruceville rd, Hood\Franklin rd, Pocket rd, Greenhaven dr, Freeport blvd, Sutterville rd, 24th st,
Sky Parkway to 65th to Lemon Hill to Power Inn to Fruitridge to 15 Business Park Way
I use the bike path along the sacramento river into old sacramento and then the bike path along the american river.
Folsom Blvd from Watt to 55th St. American River Bike Trail from Watt to Northrop/Howe Watt Ave from Folsom Blvd to Elk Grove
I live at ... and am an avid biker and frequently travel to the American River Parkway to bike. Unfortunately, I feel like I am taking my life in my hands every time I bike to the parkway. I tried traveling north from my home to the parkway on 65th expressway - trying to cross lanes where cars are entering or leaving the freeway was way too scary. I then looked at a map and now take 14th ave, take a left on redding and travel up redding, under the freeway and over railroad tracks, then onto folsom going wrong way on a ramp (scarey) to the elvas street entrance to CSU Sac state. This is highly unsatisfactory, but I have no other real options.

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American River Bike Trail, Folsom Blvd, 65th St
parkway south watt power inn road
american river bike path, plorin perkins, occidental
H St thru Sac State to American River Bike Trail
american river parway area in s. sac and towards folsom

6. Where would you like to bike to in southeast Sacramento, and what prevents you from biking there?	
Answer Options	Response Count
	131
<i>answered question</i>	131
<i>skipped question</i>	116

Response Text
Don't have a regular destination in southeast Sacramento except Home Depot and area around 65th Street light rail station. Nothing prevents me from going to those locations.
Zinfandel Drive -- this is lethal. Even the supposed bike lane requires you to run across a road dodging traffic. No wonder no one rides the light rail to work there.
the Railroad lines. This is straight line travel with minimal traffic just like cyclists prefer. An East West path on a canal, power line or (?) easement would be nice.
Home to CSUS
I bike 2400 miles per year, mostly on the American River Bikeway and connectors. There is no safe way to reach southeast Sacramento from north of highway 50. Although the area is not very attractive, if a good connection could be made, our club would use the route to bike through the area and reach Elk Grove and other points in that direction. It would open up another area for cyclists to use and enjoy.
I would bike to the 65th street or Power Inn light rail stations for my daily commute if there were more secure bike parking at the light rail stations. Taking a bike on the train during commute hours is difficult, so it would be nice to have a safe place to leave my bike during the work day.
On the aquaduct, along the Sacramento River. But a lot of that stretch is unpaved and unsafe for a touring style bike with thin tires.
American River bike trail. Too many cars fighting to get to hightway 50 and Folsom BLVD.
I would like to be able to bike from the Mack Road area to the river trail. Access as it stands is hazardous and confusing. Avoiding the unpleasant areas and the road blocks getting there has kept me from enjoying that ride as of late.
Facilities in the neighborhood of Stockton and Fruitridge
I would like to local grocery stores such as the Belair on Fruitridge. I don't believe they have any kind of bike stand or place to lock a bike, but honestly I haven't looked in a while.
down 65th Street to Cosumnes College. Too many cars drive too fast. Don't feel safe. Bike lanes not continuous on streets.
Florin, Elder Creek, Fruitridge towards Bradshaw. No Bike Lanes Maybe a back way into Mather and through to Rancho Cordova
I work at SacState, would be hard to get my bike to SacState from my home.
weary of traffic on power inn.
To and from work on Power Inn Road but avoiding the crazy drivers on this road.
I would rather utilize safer lanes designated for bikes.
Especially on Power Inn Rd., the lack of safety from aggressive drivers, and poor conditions of the bike lane.

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To work but Keifer Bl and HWY 16 between S Watt and Florin Perkins are too dangerous
i have a bike that needs to be tuned but if it were tuned, i still wouldn't bike in SE Sacramento because there is too much car traffic.
As above. Actually if we had routes that maybe had low vehicle traffic would make it safer.
I would like to ride in a protected corridor free from dangerous automobiles conditions. Additional problems include garbage cans and debris piles deposited in bike lanes requiring bicyclists to navigate around obstacles; bicycles unlike automobiles are not equipped with safety air bags. It would be helpful if the City were to provide equal access to bicycles and pedestrians as they do for automobiles.
all around the area to shop go to parks etc. there are no safe bike lanes, and the drivers are not courteous.
To work mainly, I currently don't because I work an early schedule 5-1:30 so I can pick up my daughter after school.
I would like to go down Power Inn Road. Too much traffic not enough room for bikes/pedestrians.
Answer above
I am considering commuting via bicycle from Citrus Heights to Granite Park but I am concerned about safety issues such as motor vehicles, lack of bike lanes, poor light in the early morning hours and the possibility of personal attack as a female traveling alone.
Howe/Power Inn. Too many cars and it is biker unfriendly.
The most unlikable portion of my ride is from Folsom Blvd to Power Inn Road and Power Inn Road.
I rode once from Branch Line Road to Keifer and then west to my office at Granite Regional Park. One half mile west of Rosemont High a pick up truck came up close behind me and the passenger hit me from behind on my helmet with a basketball. Fortunately I didn't crash, but I haven't gone to my alternate office again on a bike (the two days a week I don't ride).
No bike lanes, impossible to take my bike on RT light rail to get to College Greens because light rail car doors open and close in less than 30 seconds. I can't lift 200 lb bike all by myself and RT security guards refuse to help. RT bans disabled bike riders from using ramps to board their bikes - despite my having Paratransit disabled pass, Medi-Care and Medi-Cal car identification.
I will never bike in Southeast Sac - too dangerous, too much of a hassle as long as the above mentioned conditions apply
South Watt Ave...too dangerous
N/a - whenever I ride, I just have to be extra careful of the traffic.
I would like for my daughter and grandson to be able to bike in the parks without fear of being run over by skate boarders
Time constraints and lack of safe bicycle parking.
I would like to bike from Wilton to American River Bike Trail on a dedicated bike trail. The out of service rail road track should be converted to a bike trail
To work at Granite Park on Power Inn Rd but the traffic is way too nuts in term of speed and sharing the road.
I live in Vineyard (gerber and Vineyard) and commute to work at Procter & Gamble at Fruitridge and Power inn. If the roads were safer I would bike to work.
Did anything ever become of the rails to trails project using the unused railroad lines as bike trail.
The dog park or Granite Park
To Power Inn & Fruitridge. For the reasons sited in #4 above.
The area is not senic and the main roads have too much traffic.

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Would like to take Elder Creek to Power Inn Rd. However Elder Creek is too narrow, got ran off the road one day and Power Inn has too many cars and congestion. Cars turning right onto Fruitridge from North bound Power Inn Rd. block bike lane.
Granite Regional Park; Power Inn is too wide, traffic too fast for safety.
Safety is the primary concern. I would love to bike back and forth between my house in Carmichael and my mom's house at Calvine & Vineyard especially since I normally visit at least once if not twice a week. The gas and mileage that add up would be better appreciated on my bike since I need the training rides anyway.
Power Inn Rd from Gerber to Granite Park - all the reasons checked above - bike lane is way too small and too close to traffic - people drive in rude manner and often hug the curb to try and get around traffic in several places.
I would like to go from Elder Creek / South Watt to Granite Park (work commute). Primarily it is the amount and speed of traffic that prevents me. Also, I need to go about 1/2 mile west along Elder Creek to get to South Watt and there are no bike lanes or sidewalks on that piece which is both scary and dangerous.
Not sure, I haven't biked around enough yet to really figure out what the area has to offer.
Protor and gamble..... very unsafe. cars and no street bike paths nor lights
Elder Creek Rd east of Fed Ex/Rail Road Tracks. There are more bikers riding the shoulder or in the asphalt lane heading to work around east end of Army Depot since gas prices are up again.
There is a dangerous Rail Road Track crossing just south of 23rd Av. The roadway asphalt edge and sidewalk is in disrepair crossing the tracks.
65th St. north of Fruitridge Rd is dangerous with the sharp dropoff into the ditches north and south bound.
From Elk Grove to UC Davis Medical Center. See #4 above for why I don't want to take life threatening risks - even in bike lanes!
Not sure. I would probably go there if I felt that the roads were safe enough. My first thought is congestion and no room for bikes.
I live 1.1 miles from my office I live on 73rd Street. I was excited to work within walking/biking distance of work but after trying several times gave up and take the car even though it's not faster. The walk on 14th Ave is horrible, cement and fast cars. The light at Power Inn and 14th was unreliable at the time, with the pedestrian walk sign never coming up. Walking on a parallel road to 14th goes past loose dogs and factories. It's really a shame I can't walk, it would be better both for me and the environment and only takes 10 min longer than driving. The railroad crossing is covered with loose gravel and broken glass and garbage is dumped alongside the road running parallel to the train, between the tracks and the woodmill. But I prefer that to the horrible racetrack on 14th.
Not a bike/walking issue, but some idiot (pardon me) made a turn-right only lane right where many cars need to do a left onto 73rd, causing confusion with the drivers. This is now a very dangerous situation. A light should be installed there.
no bike trails to get to the river
Anywhere there are safe bike lanes and trails.
No where
To Sac State and the American River from 14th Ave and 63rd St
I would prefer to come down Bradshaw Rd. then right onto Elder Creek but Elder Creek East of Watt Ave doesn't have a bike lane!
undercrossings of railroad tracks on folsom blvd. and h st. have inadequate or no bike lanes
I live in Land Park and would be interested in biking to work periodically. I work at Granite Park off of Power Inn Rd. The path from home to work does not seem direct or safe given the roads and areas I would have to travel.

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To ride to various restaurants instead of driving.
to work
Lack of secure bike parking prevents me from riding my bike to work. Also, in the winter it is too dark in the evenings to feel safe riding home from work at night. In the summer, it is way too hot and the air quality is too poor on some days(especially when riding on the street with vehicle exhaust fumes).I usually only ride on the American River Bike Trail with a friend or a group for exercise or pleasure because of the above reasons.
I am thinking of purchasing a bike to commute from Elk Grove to work on Power Inn and Fruitridge.
If there was a nearby trail, I would ride my bike at lunchtime or after work. It would also be great if it was possible to ride instead of drive to lunch destinations. Currently it would not be safe to ride a bike on the main roads.
I live in Elk Grove and work in southeast Sacramento
Personal Safety, Inappropriate Environment, never see police or law enforcement. just had traffic fatality on Sky Creek, 4-18-08. Traffic horrible-see red light violations daily etc.
To Lunch, to the American River Pkwy.
A)fruitridge rd from south watt to Stockton bl. no bike lane, unsafe
i would like to bike ride to the 65th lightrail station to take lightrail to further locations, 65th st from 21st ave to hwy 50 not bike friendly. missing sidewalks & bike lanes.
no interesting destinations, i go outside the area to have coffee or shop-the parks around are too dangerous & people alitte edge. unfortunately, this area isn't economically enriched? people go out of it.
To work. Worksite amenities and strong support and encouragement from management for the biking program.
from east sacto to south area 65th st corridor
Safety
would like the option of cycling to work(near elder creek and power inn0.
65th st. no bike lanes or cars too many and too fast
I live in South Sacramento. Bike lanes are inadequate and roads are too dangerous for bicycling.
Downtown from Elk Grove but Watt, Power Inn, 65th Expressway and Stockton Blvd are too busy on weekdays.
Street Crossings, narrow shoulders and/or no bike lane, unsafe drivers
There should be a reasonable route to Elk Grove but there is not. It's too car-centric.
CSUS to Elk Grove -road conditions / safety
I would like to ride to the grocery store more, but Folsom is dangerous and the access points off the trail are far and few between. I think that there is room on the rail corridor for a bike path, this would open up a lot of retail destinations to cyclists.
The other benefit would be to install pedestrian crossings at ALL overpasses on Highway 50.
I would like to ride to the American River Parkway, but the freeway underpass area at 65th and Hi.50 is terrifying to ride through. There is no bike lane and it is too dark to be well seen when under the freeway.
I would like to travel to work in Elk Grove via Power Inn, Watt, or Franklin. Most of these, however, have bike lanes in poor condition and/or are marked poorly. Additionally, many more drivers on these roads seem intolerant to cyclist - which may purely be because they don't have to be around them often.
Shopping. Traffic...poor drivers who refuse to use turn signals. Crime. Lack of places to park my bike so that it will not be stolen.
Too many cars during rush hour.
Anywhere else other than the above involves too many street/traffic problems. If there were some nice bike trails to the South, with proper security, I would bike down there for fun.
Would like to head south on Power Inn but there is usually road debris and too many fast drivers

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I would like to be able to use the light rail station more to go downtown and to use bike trails to get to downtown, midtown, CSUS, and friends homes in College Greens, and down to Folsom better.
there's nothing really preventing me from biking around southeast sac.
everywhere. traffic & no pathways.
i would like to take a bike to the light rail station at power inn as part of my commute. riding on power inn however-except on the sidewalk- would be very risky as the cars do so fast. insufficient lockers at the light-rail station, only 4.
florin perkins to power inn elder creek to american river parkway no sidewalks or bike routes & its scary enough in a car.
I would like to have a safe - off-road - route that my entire family can use. There are no safe roads for cycling in south county, and I don't want to ride next to cars traveling at high speeds.
In the future (in 2 years, when I no longer have to take kids to daycare in E.Sac) I would like to ride my bike to work (from American River Drive to Granite Park). But I just cannot think of a safe route to get over the freeway, and through the several busy intersections to get here.
I would like to bike more around here, but the area really has some extremely scary people and drivers. Plus there is no bike lanes.
Restaurants for lunch-Missing sidewalks, bike paths and bike lanes
I would love to ride my bike to work from Folsom Blvd down Florin Perkins rd to Fruitridge. But no bike lane on most of Florin Perkins.
I live in Carmichael and work at the corner of Florin-Perkins and Fruitridge. I would like to bike to work, but I don't feel that the route is safe for biking.
See above.
Elvis to Folsom to Florin Perkins, I have done this a couple of time to get to work. I would ride my bike more often to work but it's pretty scary with all of the cars.
Too many cars and no bike lanes
along folsom blvd or jackson hwy. speed, lack of defined lanes
yes. the lack of sidewalks and safe bike routes keep our family from biking on our neighborhood.
I want to ride my bike to work from Elk Grove to Florin Perkins/Fruitridge. All my choices from question 4 prevent me from biking there.
There are some Bike Lanes down Florin-Perkins, but they end randomly. The road is too heavily used with big trucks for there not to be a bike lane. Also the railroad tracks near 23rd street have broken up asphalt and is a hazard to bicyclists. Folsom Blvd is better, but there is an area I have to ride on the sidewalk near Watt. More bike lockers at the light rail stations would help. I would like to park my bike at College Greens but there are only 2 bike lockers there and they are always reserved.
more frequently along redding ave, 4th ave safety is the number 1 factor. there is no designated bike, walking trail from 4th ave under hwy 50 and across the light rail tracks no lighting.
down S. Watt ave up jackson road through mather
N/A
I would like to bike from Sheldon Rd to Fruitridge Rd. via Power Inn or Florin-Perkins Rd.
I would bike from Howe Ave/Cottage Way to Power Inn Road/Folsom, but bike paths are non-existent on Howe Ave, and the paths are not consistent on Fulton Ave either.
Florin Perkins is dangerous for walkers and bikers. I'd love to exit light rail at College Greens and bike to PG&E on Florin Perkins, but there are no lanes or sidewalks that are safe. Additionally, the streets are very dirty, speed limit too fast... scary.

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<p>The bike trail along the river. There's no safe route from my house to the bike trail. 65th Street is too dangerous (cars go too fast and there's no room for bikes), and the shoulder along Redding Avenue is disintegrating. Once at the 65th St. light rail hub, the route along Folsom Blvd. to CSUS is too narrow, especially under the train trestle, and there's always trash in the bike lane. Cars intentionally come too close to bike riders.</p>
<p>the connection between E. Sac & Tahoe is dangerous.</p>
<p>i would bicycle more if there were more designated bike routes.</p>
<p>not an issue</p>
<p>Elk Grove, streets are to wide with too many lanes and cars go too fast.</p>
<p>to work-near fruitridge and power inn</p>
<p>Work, Sacramento River. No dedicated lanes - no street lighting.</p>
<p>On my commute to Rancho Cordova (from Elk Grove), I would like to bike to the American River Pkwy, specifically, connect at Watt Ave. Currently, I am commuting Franklin Blvd to 2nd Ave to M st to CSUS on bike trail to Rancho Cordova. This is a 25 mile route that I do 2 times per week. I choose this route primarily to avoid southeast Sacramento due to safety and poor roads. Going through southeast Sacramento would be shorter and more direct. I would probably bike more with a shorter commute.</p>
<p>I would like to bike to work from home, I live in Greenhaven and would travel down fruitridge to florin-perkins, however it is too dangerous. I have done it in the past and it was just too scary sharing the road with the parked cars and moving ones.</p>
<p>I wouldn't want to bike anywhere in southeast Sacramento.</p>
<p>I would like to be able to have the freedom to ride for pleasure, and health - like the folks who live near the bike trail (that we all helped pay for but how silly for me to load my bike in the car and drive there - that ideal is way outdated at today's gas prices and the need to reduce smog). Wouldn't it be nice if I, and the other folks in my area could have a safe route to ride our bikes all the way to the American River bike trail! Wow! Or if I could ride my bike all the way to work in Rancho Cordova or even to light rail, load my bike with me and leave my car at home. Now that's what I would call a green city! (By the way, my company already has accommodations for bicycles - they have for years!</p>
<p>I can't believe that the City of Sacramento has a beautiful and improving neighborhood (Tahoe Park) that is not connected in a viable way to the american river parkway. Worse - many students live in this neighborhood and must cross freeway lanes if they want to walk up 65th exp to the CSU sac campus. This is simply unacceptable and does not demonstrate planning that encourages walking and biking. Something needs to be done to create a separate walking and biking path from 65th expressway to the CSU campus/american river parkway access. Tahoe Park is a great neighborhood and enhancing walking and biking access to the campus, parkway, and rail station on Q would be beneficial to the community & improve safety for all. I recommend a walking/bikepath bridge over the freeway.</p>
<p>I would like to be able to go north on Power Inn Road to Granite park and transit but the sidewalks are blocked in places by poles, non existant in other places and traffic is to scary.</p>
<p>work(power inn @ Alpine), as marked in #4 and need for car during day.</p>
<p>dont know</p>
<p>personal danger</p>
<p>i do not have a bike</p>
<p>More access across train tracks</p>
<p>would like more bike lanes/accessibility to local parks & safer conditions. other major obstacles is the time taken daily by my commute.</p>
<p>Down 47th Avenue heading east through Elder Creek Road, then left on Florin-Perkins Road to about Fruitridge. Round-trip in the opposite direction.</p>

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7. If you are interested in biking, what would encourage you to bike more in southeast Sacramento? Please indicate if the following changes would make you more likely to bike. (Please place a check in the appropriate boxes below.)				
Answer Options	Most Likely	Somewhat Likely	Not Likely	Response Count
Worksite amenities (clothes lockers, showers, dressing rooms)	50	45	69	164
Secure bike parking (lockers, racks, bike room)	66	50	43	159
Improved street crossings	132	36	20	188
Better lighting	73	50	32	155
Cash incentives	50	38	58	146
Information on bike routes (maps)	93	57	21	171
Someone to ride with	30	49	61	140
New or more routes	115	39	16	170
Routes separated from vehicle traffic	162	25	15	202
Improved connections between bike paths and transit	97	34	33	164
Wider sidewalks or paths	125	30	23	178
Improved security (neighborhood watch, police)	80	40	32	152
Directional signs	35	50	51	136
Avoiding vehicle parking fees	38	35	60	133
Other	11	1	18	30
			If other, please specify	16
			<i>answered question</i>	220
			<i>skipped question</i>	27

If other, please specify
Connection to AR Bike Trail
Appealing destinations.
Dedicated bike pedestrian only routes
Bike Trails
Have street cleaners regularly and clean up weeds at railroad tracks
More often road and sidewalk cleaning on surface streets
Clean bike lanes
Slower and less auto traffic
Information on biking routes, traffic congestion and emergencies in case need to leave work due to family emergency
Need a separated bike path, a north-south connector
Improved scenery.
street cleaning on major north-south surface streets to avoid bicycle flats
i do not bike.

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redirected route down to fruitridge or elder creek
slower auto traffic & less auto traffic
more time

8. Please list any specific suggestions you have regarding new or improved bike facilities in southeast Sacramento.	
Answer Options	Response Count
	70
<i>answered question</i>	70
<i>skipped question</i>	177

Response Text
Looks like there is an opportunity for 21st Avenue to punch through to Power Inn and then have a rail-trail. North/south connection through Granite Park? North/south connection through former Army Depot.
Trail along the canal ends abruptly just before Hazel. With a little work it could integrate nicely into the American River bike trail network, preventing the necessity to cross Hazel on foot.
An ideal goal would be an east west connection of a bike trail easement along SR 16 out to SR49 from the Sacramento River Bike Trail at Sutterville Road thru Land Park, along public parks on 21st Avenue to the Central California Traction RR easement and then adjacent to Fruitridge out to, but not on SR 16 out to SR49. Such a route would not only open a route to e/w commuters, but would add to our regional attraction as a Cyclist/hiker tourist destination. Need to improve connections and trails along the Folsom South Canal.
Cyclists do not want to mix it up with cars. Roads with only a white line for a shoulder are dangerous. Even a foot or two of shoulder would work well for most of us. We want to stay as far away from the cars as possible to avoid holding up traffic and angering drivers. Please put widening shoulders into your long range plans.
It would be nice to have bike lanes on 65th and Power Inn that are separate from traffic. I would also like to see a safe, controlled, north-south crossing point on 14th avenue between Power Inn and 65th street (near 71st Street or Redding) so that bicycles and pedestrians can cross safely without having to go east to Power Inn or West to 65th street. Finally, cleaning up where Redding passes under highway 50 would improve the ride or walk to the 65th street light rail station.
Places to stop for water and restrooms.
Crossing Highway 50 is a major challenge. Sixty fifth is the best of a bad lot. Howe Ave/Power Inn Road is insane with the heavy truck traffic. Watt Ave isn't much better. Maybe something could be done with Ramona via CSUS. 21st Ave is a very pleasant East-West route, but it doesn't cross the tracks at Power Inn Road to extend to S Watt. We need a better North-South crossing of Highway 50.
Each Light Rail station needs a path from it South, at least to Florin and preferably Elk Grove. M Street is the best biking street in Sacramento. If we could designate paths like that leading south, on non-traffic streets, that would be great.
rail crossing are not safe to cross.
Plan alternate transportation paths when constructing a road for cars.
Bike lanes on 14th Avenue.
If we could have bike lanes on Power Inn Rd., where we wouldn't have to worry about getting hit by a cars....parts of Power Inn where the bike lanes could be separated from the actual road.
My workplace at Power Inn Rd does provide lockers, showers, and support for bikers - as a woman, I have concerns about safety with regard to commuting from Curtis/Land Park areas.

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More bicycle lockers need to be provided at City and County facilities. There is a great risk of having your bicycle stolen in Sacramento and therefore there need to be appropriate infrastructure measures implemented to accommodate the bicycling community.
painted bike lanes and more lights.
Create bike lanes wide enough for safe travel.
I work from home, so most of my riding is for exercise/pleasure. Only more time to do it would increase the amount I ride.
Dedicated bike paths with adequate lighting and security as well as community education in the form of PSA to educate the motoring public regarding cyclists and the rules of the road.
Clean the bike lanes on Power Inn Road near Folsom Blvd.
The right turn lane onto Power Inn Road from Folsom Blvd going west is two lanes. I have nearly been hit twice crossing Power Inn Road going west of Folsom Blvd.
Get RT to lift the ban on disabled bike riders being denied the right to board their bikes on the disabled ramp. If a disabled bike rider has DOCUMENTATION with Medicare, Medi-Cal card, Paratransit ID they should be allowed to board on the disabled ramp with their bike!
Wider and better marked bike paths next to very busy streets.
More small, safe parks to rest
Thank you for your efforts
More dedicated bike lanes and signage advising motorists to share the road
Did anything ever become of the rails to trails project using the unused railroad lines as a bike trail. This would be terrific for me as it goes right by my house and work and is separate from traffic other than intersections
Clean up the glass on the side of the main roads and provide better bike lanes
Widen Elder Creek between 65th & Power Inn Rd. Have maintenance to clean up weeds at rail road track area of Power Inn Rd. as well as street cleaning on Power Inn Rd to clean up debris.
It sure would be nice to have a straight shot downtown or to bike trail at State college
None
There are some great roadways that currently exist, but there are no safe ways to travel on the roads with the way they currently are. Some way to either separate the fast moving traffic from the cyclists, or have different routes available for cyclists.
Two toughest things on my commute: 1) Riding in the bike lane of high traffic streets... (much safer on the sidewalks) 2) glass and debris in the bike lane and on the sidewalks...
not sure bike lockers would work because of people breaking in and stealing bikes. Harassment from people loitering in the area.
More signs promoting "Share the Road". Regular cleaning / sweeping of bike lanes.
I would like to see at least one good trail that connects with the river
Widen bike lanes to at least 4Ft. make on-demand traffic lights sensitive to bikes in the bike lane.
Bike Lanes on 65th Express Way between 14th Ave and Folsom Blvd.
Please look into bike lanes/wide shoulders on elder creek road east of Watt Ave. I know of other people who use this road also that would appreciate it.
Better road conditions/bike lanes/lighting
Based on my experience in this area (working) for the past 15yrs. the idea seems ludicrous. Just a couple of months ago I witnessed a car jacking at Fruitridge & 65th, approximately 11:00am on a weekday in full view of other traffic & pedestrians.
Put a bike trail down the union pacific railway from fruitridge or elder creek to Sac State University.
add bike lanes & better sidewalks from 21st ave to hwy 50 on 65th street. some sidewalks are missing. this is a big safety concern.

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more information on options for bike facilities, locked enclosure, fenced in area, etc.
build more bike pathways
Better street sweeping of shoulders and bike lanes.
The bike lanes are completely filthy and the complaints to the City or County fail to resolve the issues. The Florin-Perkins bike lane is filled with debris such as engine parts, toilets, glass, nails, etc. I have had flats almost every other day I rode. If you want to improve bicycling in your very limited and inadequate area of study, you can start by keeping the bike lanes clean. The more problematic areas are getting a connector to the American River, and bike lanes south of Elder Creek Road. But your study will not address the much needed areas south of Elder Creek.
If you pave a bike trail we will come
Get a handle on crime in this area and people will do many more outdoor activities. Until then, most of us will stay indoors or go elsewhere to exercise.
more bike lockers at the power-inn station would help-continued security there would be essential. maybe a green belt along power inn to ride in rather than the street. i would ride between fruitridge and folsom blvd.
We support the proposed central valley rail trail that will link sacramento with san joaquin county. We would like the city of sacramento to do everything they can to support this project.
Maybe have a few bike lanes on the major streets. Clean up the neighborhoods, so you feel comfortable riding.
My company has shower facilities and such... but if there were better bike paths that were off of the main roads that would be great!
bike lanes
please fix redding ave and the streets around it. make a way to get to the sac state bike trailhead.
Top priorities for me are more lockers at light rail stations, continuous and maintained bike routes on street, and possibilities for biking on dedicated bike paths.
see highlighted area on map. these areas do not have any pedestrian sidewalks and/or bike trail. no lighting. the circled area needs to have either a crossing guard during commute hours or a biking light alerting drivers to slow down and stop for pedestrian/bike traffic. this is an extremely dangerous intersection-cars drive in excess of 60+ mph.
Bike lockers should look like public art and not ugly refrigerator boxes.
connect bike trails in & out of park on power inn-regional park
Make sure all left hand turn lanes will trigger for bicycles! Don't abruptly end bike lanes. Don't have cars merge into bike lanes, lanes need to be designed so that cars can turn without cutting off bicycles.
Get rid of the bike lanes and widen the roads to allow more traffic flow. Stop spending money on bike trails and routes for the very small percentage of people that use them.
Make sure to light any road improvements. I mistakenly went over some improvements that were not lit, thankfully I was not injured badly (scraped hands and a bent rim)
The best route would be to have a separate bike path that can be accessed anywhere in southeast Sac that goes directly to the American River Pkwy. This would eliminate the difficulty of going across Folsom BLVD and Hwy 50. If bike lanes are done, this will need constant road sweeping to keep bicycle tire flats to a minimum. Please consider working with the City of Elk Grove to extend any bike path or lanes.
Apply the City's money to something more necessary like Police and Fire.
The city needs to prohibit the dumping of residential yard refuse in bike routes, blocking the lane. Bicyclists often must use a motor vehicle lane to avoid these obstacles. Folsom Blvd from 34th to 52nd is especially hazardous in this regard.

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Biking artery from SE Sac to the American River Bike Trail. Wider bike lanes adjacent to the streets. Have you ever noticed how bike riders ride right on the white line of existing bike lanes? It's because the road slopes into the bike lane and all the nails, glass, metal shards and other debris ends up in the path of the bicyclist, so they ride the white line (the highest point of the lane) to try to keep from getting a flat tire. What good is a bike lane if it's filled with all the discards and debris from passing motorists? The "street sweepers" only manage to mix up and distribute this debris. (sorry to be such a complainer but try riding in our area and experience the "fun" for yourself)

A separate bike/walking path that connects Tahoe Park to east sac (sac state, rail station, parkway) via 65th street or another very close by street. Again, a separate bike/walk path is necessary - it is not safe for people to have to cross freeway on/off ramps ... people are in a hurry, not looking, not stopping soon enough. It is also not currently safe to travel via redding road due to more isolation, poor lighting, and the need to cross onto folsom via a "wrong way" ramp. I challenge any person involved in this survey/study to try to bike up 65th from tahoe park and also to travel the redding route. IT's simply ridiculous. WE need to encourage walking and biking by making it SAFE and EASY for people. People like me will ride anyway, albeit with the increase in blood pressure from taking these routes. Most people require better amenities to even consider this - and it is really time that sac became more walkable, bikeable and connected in all areas.

dividers between car & bike traffic

i live in davis and do most of my biking in davis. i live too far to bike to work.

please make changes to allow cyclists and walkers to share the jed smith trail(american river parkway) safely-exi under trail, split walking and cycling lanes, etc. also improved security/police presence there and in other areas of south sac would help greatly.

9. How often do you walk in southeast Sacramento?		
Answer Options	Response Percent	Response Count
Daily	11.3%	25
A few times a week	19.0%	42
A few times a month	15.8%	35
A few times a year	14.0%	31
Never	39.8%	88
<i>answered question</i>		221
<i>skipped question</i>		26

10. What is the duration of your average walk (one way)?		
Answer Options	Response Percent	Response Count
0-20 minutes	63.9%	101
20-40 minutes	28.5%	45
More than 40 minutes	7.6%	12
<i>answered question</i>		158
<i>skipped question</i>		89

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11. Why do you walk in southeast Sacramento? (check all that apply)		
Answer Options	Response Percent	Response Count
I don't	36.4%	75
For exercise/health reasons	49.5%	102
For pleasure	25.2%	52
For shopping/errands	21.4%	44
To get to work	8.7%	18
To get to school	1.5%	3
To get to transit	8.3%	17
Other	5.3%	11
	If other, please specify	14
	<i>answered question</i>	206
	<i>skipped question</i>	41

If other, please specify
Actually, I go out for runs but I feel they apply as well as walking.
Walking from business to business
walk home from transit by S. Watt & Kiefer
friends homes near by. sometimes i walk to bus stops.
to get lunch
mental break from work
during work break
Dogs
drive to 2 jobs
View my neighborhood
Lunch
To get to lunch establishments
dog walks down 21st street and to tahoe park
walking my dog

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12. What prevents you from walking more often in southeast Sacramento? (Please place a check in the appropriate boxes below.)					
Answer Options	Significant Reason	Moderate Reason	Minor Reason	Not Applicable	Response Count
I don't want to walk alone	21	19	47	53	140
Destinations are too far away	69	31	18	30	148
Don't know which routes to take	13	16	32	65	126
Too many cars/Cars drive too fast	60	25	23	38	146
Driver behavior/Drivers don't share the road	60	24	21	39	144
I travel with small children	16	5	6	93	120
Inadequate or missing sidewalks and walkways	62	25	28	35	150
I don't have time	34	28	33	41	136
Insufficient lighting/Personal safety	59	27	23	33	142
Sidewalks and paths in poor condition	50	27	27	33	137
Lack of worksite amenities (lockers, showers, dressing rooms)	11	8	26	78	123
Visually unappealing surroundings	39	17	37	39	132
Obstacles (freeway, trail ends, path blocked)	41	21	26	45	133
I would rather drive	30	13	25	56	124
Other	20	1	1	23	45
If other, please specify					31
<i>answered question</i>					193
<i>skipped question</i>					54

If other, please specify
Need a path network that is off road that takes you to a destination. Need a network that includes connections to such North South paths that could be added to the Southern Pacific, Central California Traction and the obsolete Freeport rail lines. Build it and they will come.
Live elsewhere and usually bike to S. Sacramento
I bike
I would rather bike
no need
I'm handicapped
I don't live in the area.
I have my bicycle
Health
I walk around the dog & skate park @ granite park 5 days a week.
I dont live within town
neighborhood is very industrial (Power Inn Road & 14th Ave.)
I would rather drive if it is somewhere that takes longer than 30-40 minutes to walk to.
I dont live out here

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I don't walk to work because of safety-- homeless people, etc.
i ride my bike
There is no walking path.
I don't live there
Lots of loose dogs. My on leash dogs get attacked. No fun!
I actually live just outside what you consider southeast Sacramento. When I walk it is around my neighborhood. Otherwise there is nowhere that I want to walk to.
Too lazy.
Lack of safety
Obstacles: utilities poles in middle of sidewalk. Visual blight: butchered trees. Inadequate sidewalk: Sidewalks on 14th Ave are too narrow.
i dont live here
I live outside the zone, but work inside it
There is no need for me to walk in this area.
I prefer to bicycle
Available time
i commute to the area
i dont have time

13. If you currently walk in southeast Sacramento, what routes do you take?	
Answer Options	Response Count
	88
<i>answered question</i>	88
<i>skipped question</i>	159

Response Text
Florin Road from Franklin To Land Park Drive.
21st Ave to 14th Ave via 63rd street
14th Ave to 61st Street to 12th Ave to Tahoe Park and around Park
I often walk a very nice route along 21st avenue between 65th street and Stockton Blvd. I occasionally walk a very unpleasant route along Fruitridge between 65th street and Power Inn.
N/A
I really enjoy running down 14th to 65th St and then on to the dog and skate park and back through the little wildlife refuge that is behind or part of Granite Park. I try to run it a couple times a week. We also enjoy walking to Tahoe Park. Both are great destinations.
Around Sac State, levy to a neighborhood, back to Sac State
Granite Regional Park paths
N/A
65th Street, 14th Avenue, 21st Avenue. Power Inn Road.
Walk around Granite Regional Park next to work area; occasionally I have walked along Power Inn Rd but traffic and safety reasons as well as lack of attractiveness have prevented me from doing this more.
I walk from Auberry Dr. to the Greenbelt that we have there, and back home. It's a very nice walk.
Walkway from Power Inn light rail station to the Granite Park County worksite.
around tahoe park.
College Greens, Glenbrook
Folsom Blvd / Power Inn Road
Just around the office facility and the local park. Possibly to nearby restaurants.

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Various around Elk Grove
Elk Grove Florin Road, Power Inn Road, Calvine
Same as riding.
Folsom Blvd to Howe
I use the Granite Park skate park trail
I usually walk in Granite park for exercise. I can walk to work an infrequently do but the portion of my walk along Folsom Bl is unappealing due to the number and speed of cars.
I walk around the dog park / skate park 5 days a week @ lunch or break time during work hours.
Just around my neighborhood Elder Creek & 65th currently from subdivision to 65th blocked with new housing construction - not safe to walk thru, my son got accosted by a gang type person one day asking for money, the was the last time he walked to bus station.
Home neighborhood
14th ave winds around to Tahoe Park.
Business Drive only
Mostly I walk from Granite Park office complex to the Power Inn light rail station. Sometimes I walk back or forth from the Granite Park complex to the AAA auto care facility on Bicentennial Circle. Other times, I walk from Granite Park to Office Max or Home Depot on Folsom Bl and back.
I walk from the Power Inn lightrail station to work by Granite park Building 4 and sometimes back to the station after work. Three times a week I walk home from the Watt & Manlove lightrail station up S. Watt to Kiefer.
power inn and fruitridge
Walking around Tahoe Park
shopping centers near 65th St and Stockton Bl exiting subdivision on 53rd Av going sb on 65th St to Stockton.
This is usually only during the holidays. I don't have a reason to go there to walk.
See comments under bikes.
only in my neighborhood 62st and 21ave.
I walk around my neighborhood
power inn light rail station to folsom blvd.
I work at Granite Park off of Power Inn and use the paths in the park.
Granite Park
from work to get lunch
I walk down industrial culdesacs (sp?) they are less cluttered than homes and quiet.
Folsom Blvd/Florin Perkins Road
elder creek, sky creek
Power inn Road & Fruitridge
walk down power inn and elder creek road
neighborhood-67th st 18th ave-streets up to 71st 21st ave
mostly 21st ave parkway
walk on 21st parkway up 73rd to 14th ave. and then towards tallac village-dont like area past 73rd toward PR-neighborhood scary. sometimes to starbucks on 65th Exp/Broadway-or up folsom Blvd.
Sidewalk, park trail
to neighbors in my business community for errands
folsom blvd to man love to power inn
3701 Power Inn Rd to Power Inn light rail station. 10 min. there is also a shuttle bus for us at Granite Park which i generally use in the AM. After work, I often walk to light rail.
I walk around my neighborhood and to the convenience store. I also walk to some of the restaurants and businesses near my house.
Just around my own neighborhood. Bradford Dr to 21st and back usually.

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LA Riviera Drive. Bike Trail along American River.
I stay in my neighborhood on streets with very little traffic.
Primarily along the American River and La Riviera Dr. between CSUS and Watt Ave and down to Folsom Ave on the south.
I walk around the neighborhood for exercise
i only walk around my neighborhood.
i usually just walk around my neighborhood out of
within golden palms mobile homes park where i live. i have a business license but dont have any employees.
65th street
i walk within the area bounded by fruitridge and 21st ave and 65th ave and power inn. all on residential streets. i dont like to walk on fruitridge-sidewalks too narrow, cars and trucks too close and too fast.
florin perkins rd between elder creek & fruitridge
trails through elk grove and back roads in Wilton.
i run on the levee
It's far to walk any where in southeast Sacramento. I mostly walk from my office to across the street.
Fruitridge & Florin-Perkins to Jackson or Florin-Perkins & Fruitridge to Power Inn.
14th ave
redding ave
Usually just around my work location on Florin-Perkins and Fruitridge
same as question #5.
i walk down S. Watt to jackson and back
Walk from Florin-Perkins and Fruitridge Roads to Power Inn for lunches. Walk down Florin-Perkins from Fruitridge towards Folsom. Would take both routes more if routes were safer and more visually appealing.
AR bike trail, College Greens neighborhood
Along Fulton Ave and Howe Ave, anywhere between Fair Oaks and Marconi. Also, along Cottage Way between Howe Ave and Watt Ave.
When I walk, I go around the parking lot in PG&E at lunch or break because it's safer than the streets.
14th Avenue, 65th Street
around tahoe park
up & down 62nd/62st/63 rd
58th to t to 39th street to folsom to alhambra
65th st on west-business park on east 4th ave on south-14th ave on south
near place of employment power inn/alpine area
71st st, 18th ave, 14th ave, redding ave, 21st st.
sometimes to lunch, but mostly walk the grounds of where I work for exercise, it is safer
The safest route to where I am going.
Folsom Blvd
parkway, home & south watt
loop near my home, near safest part of my neighborhood. about 2.5 miles round trip.

14. Where would you like to walk to in southeast Sacramento, and what prevents you from walking there?	
Answer Options	Response Count
	66
<i>answered question</i>	66
<i>skipped question</i>	181

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Response Text
I would like to walk north from Florin to Sutterville along the light rail line.
63rd street to Light Rail
I would like to be able to walk to the shops and businesses along Fruitridge between Power Inn and Stockton Blvd, but the area is terrible. High speed runs traffic very close to the sidewalk, the sidewalks are very narrow and there are large power poles in the middle of the walking path. The area is blighted by unsightly yards, poorly maintained businesses, and vacant lots filled with weeds.
Walking is still a significant distance from my residence so I really only walk when I have to park and walk a ways.
N/A - I walk where I want to.
From lightrail to work on Power Inn. Safety is the biggest concern.
To and from work. I work on Power Inn Road and there is heavy traffic.
too much traffic and scenery isn't pleasant.
I'm happy with my route. I would just like bike lanes to connect the greenbelt to maybe other bike trails in this area. Power Inn, Calvine, Auberry Dr.
shopping center, and it is not safe to do so alone
more parks and shopping areas.
65th Street / Howe Ave
Distance and motorists.
Not applicable
Occasionally there are stray dogs on the streets in these areas that make walking a bit of an adventure.
Folsom to American River Bike Trail
To work and no pedestrian access to the east side of Granite Park makes the route less appealing.
I live to far away. I used to walk the neighborhood near Power Inn and Fruitridge Ave.
From home to bus station at 65th and Elder Creek, maybe a bus station at 65th between 51st Avenue & Elder Creek.
from Business Drive to light rail at 65th or Power Inn.
I would not do it no matter what - it's unsafe
Anywhere else I could reasonably walk to besides listed in 13. above is either too far (takes too long) or goes through long stretches without good sidewalks.
I walk there just fine.
I would like to be able to walk to a grocery store but they are too far away. Family Market on 73rd is expensive and the food is old and bad quality.
Lazy
I work at Sac State and would love to walk to work, but street traffic and the driver's lack of courtesy and observation makes me feel unsafe.
To restaurants for lunch
Too much traffic, not appealing, incomplete streets, and restaurants too far away
n/a
It would be great to walk at lunchtime for pleasure/relaxation or to walk to a lunch destination. It doesn't seem possibly because destinations are too far away and there are no trails or visibly appealing routes for a stroll
safety issues, traffic, on streets is out of control, suspicious looking people drive by or habit the area. Hardly ever see police.
power inn and elder creek road
65th, 14th, too exposed to traffic and noise
distance to destination

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not being a nature person i dont like forests ect, creels? none there & there isnt an urban destination to hang at and frankly neighborhood doesnt have economic means to hang out, there's a lot of business near RRs that are closed on weekends-not very friendly area.
generally time
to food & shopping areas
nothing. But traffic & sidewalks are bad
Lunch destinations - most are too far from work to walk to.
There is no destination. Would want a safe walking path for exercise.
I would like to walk to a nice bistro, but there is no such thing in this area. It feels unsafe to walk in most of this area. We rarely see police cars, but lots of police helicopters once something has happened.
I could possibly walk or ride a bike to work but street too busy with too many cars.
Folsom Blvd only has sidewalks on one side and has very poor intersection crossing, barely if even enough time for pedestrians to get across because of all the TRUCKS and cars turning from various directions. Other wise I would enjoy walking more along Folsom and maybe down to Keifer.
The grocery store, other parks
everywhere-pathways & freeway litter.
light rail station at power inn-too dangerous to walk there with traffic on power inn and residential streets not direct and lack of sidewalks in same areas.
same as #6
lack of trails and street crossings
The people on the streets like drug dealers, prostitutes and homeless.
Restaurants-nothing close and no decent walking trails
Not really an area where I would do much walking.
Same area, but it's dangerous with the high traffic volume.
to sac state and into east sac but the sidewalks are not even there and traffic on 65th expressway is to fast.
Places for lunch, but there are only 1-2 places nearby.
shopping centers on broadway 65th expressway, redding ave-work 14th ave, folsom-work f65 shopping center camelia center
sown south watt avenue
I would walk more often from Florin-Perkins and Fruitridge Roads to Power Inn if route was safer -- vehicles often ignore yellow lights, go through red lights and drive too fast -- and if the route was more visually appealing. There is a lot of industry in the area and a lot of dirt and trash.
Drivers running red lights, traveling too fast, it's a truck route on Florin Perkins and Fruitridge, so it's unsafe even on the sidewalks. Debris and dust are awful.
connect to e. sac better
i dont have a destination to go to in the targeted map except sac state. my spouse walks there a couple of days a week.
Granite Regional Park: poor sidewalks on 14th ave, Too hard to cross Power inn rd, too many lanes, cars go too fast, drivers are very rude to the point of threatening
i would not walk additional places with more amenities. i would bike more, but not walk.
personal danger
maybe shopping or to a park-granite is close by so if i walk-it would be to there.
anywhere in the neighborhood, if it were safer to walk alone. would like to walk more often in american river parkway area, (a) had more time/daylight, (b) safe to walk alone, and (c) if parkway trail were wider and cyclists were considerate of walkers.

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15. If you are interested in walking, what would encourage you to walk more in southeast Sacramento? Please indicate if the following changes would make you more likely to walk. (Please place a check in the appropriate boxes below).				
Answer Options	Most Likely	Somewhat Likely	Not Likely	Response Count
Worksite amenities (clothes lockers, showers, dressing rooms)	18	22	65	105
Secure bike parking (lockers, racks, bike room)	24	19	55	98
Improved street crossings	75	21	27	123
Better lighting	63	27	25	115
Cash incentives	34	13	55	102
Information on walking routes and paths (maps)	51	28	32	111
Someone to walk with	33	32	46	111
New or more routes	61	27	27	115
Routes separated from vehicle traffic	96	14	19	129
Improved connections between sidewalks, paths and transit	72	19	27	118
Wider sidewalks or paths	80	21	24	125
Improved security (neighborhood watch, police)	68	28	25	121
Directional signs	38	25	44	107
Avoiding vehicle parking fees	21	18	60	99
Other	5	0	27	32
If other, please specify				9
<i>answered question</i>				145
<i>skipped question</i>				102

If other, please specify
None
design a grid that connects all outskirts to center city
nothing, i live too far away.
walking or bike trails
personal Safety
more free time-here just to work
employer, strong management support for the program
Fewer off leash dogs.
Visually appealing / cleaner route

16. Please list any specific suggestions you have regarding new or improved pedestrian facilities in southeast Sacramento.	
Answer Options	Response Count
	24
<i>answered question</i>	24
<i>skipped question</i>	223

Response Text
Walk and bike
Education of motorists regarding the safety of pedestrians and nonmotoring others who use the roadways and sidewalks. For example, based on driver behavior on Ramona heading east off Power Inn Rd, it seems that most drivers are either unaware that they should stop for pedestrians in a crosswalk or they just don't care.

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None
Making sure that dog owners are aware that their dogs are secured and fenced.
Provide Pedestrian access to Granite Park at highway 16 and Folsom Bl
Build bike or walking trails.
Greater separation from vehicle traffic & improved security
I'm glad that you are studying the topic, especially with gasoline getting so expensive! Safer walking and biking will be a great boon and help save energy, too!
I would like to see more lighting and sidewalks in the street behind the Watt-Manlove lightrail station.
Wider sidewalks on 65th Express Wy from 14th Ave to Folsom Blvd.
once trails/routes are established, it would be great to get the information on walking routes
it says transportation at the top so here it goes. i've notices at the metro rail stops, it'a often very difficult and dangerous to get to a bus pickup. especially for older and handicapped riders. the very people who need public transportation the most. sacramento is very hot and also rains a lot. all pick up places should be covered and have benches. in a better world there would be neighborhood shuttles to pick up bus and light rail users. how else can people get store goods from bus drop offs to home. come on now. if you want us to stop driving so much give us something we can use instead.
fix & widen sidewalks-try to make them more blvd-y-tree canopies etc so much more friendly.
to whom it may concern; i believe that this survey and concern for biking and walking in this area is a waste of my tax money. the only people in the area on bikes or walking are bums either collecting cans and bottles or stealing from local business. the others are beggars. we are paying a business firm to run this survey(waste of money)
Somewhat intermittent existence and condition of sidewalks.
greenbelt on fruitridge and or power inn to walk in away from traffic-or at least buffered. put in walk/jog track around earl warren park-people currently run in ovals around the perimeter of the park-but ground is uneven.
improve the gravel and unfinished areas on redding ave and the surrounding areas.
Major thoroughfares in the area were never designed for walking. It would be great if there were more opportunities for walking. Maybe having more eating options near places of work.
i would like to be able to travel from 69th street in south sacramento to both of my offices and to the east sacramento/tahoe park areas.
we live work and play within a 2 mile radius of all our activities family childrens schools and work. of utmost importance is the safety of our children while walking and biking. our family has stopped biking along redding ave and 14th ave about 3 years ago because of the safety hazards.
the area just north of the school bus yard on redding avenue is especially dangerous. there is a drainage canal on the right and no sidewalks, lighting, railing, bike lane on either side of the road (continuing up and around the light rail tracks to 65th expressway).
we had to pick and choose between 65th expressway (high volume of traffic, high speeds) or redding avenue (no lighting, no bike lane and no sidewalks).
Wider sidewalks and separating sidewalks from dangerous roadways with planters would be great!
All curbs should be at 90 degrees to inhibit cars from driving over. Rolled curbs are too dangerous for pedestrians. Yesterday I saw a truck drive all the way onto the side walk at 14th ave post box next to Hiram Johnson HS. so that the passenger could hang out the widow to place mail in the post box.
Many more streets should have lane dividers like redding ave to keep cars from cutting through both lanes when turning onto side streets. 71st street is particularly bad! I have nearly been hit several times by cars turning left from 14th ave into 71st street!

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mostly we need sidewalks and sidewalk improvements

See this image <http://www.walkarlington.com/gfx/walkable/Picture4.jpg> from
<http://www.walkarlington.com/walkable/sidewalks.html>

From the center of RoW: traffic lane, ON-STREET parking, street trees, and sufficiently wide sidewalks.

Pedestrian friendly places away from traffic with some interest-commercial/retail sites that are connected & have pedestrian amenities.