

Low Stress Bike Network Online Tool Summary

This document provides summary highlights of the Low Stress Bike Network Online Tool results for the Downtown Transportation Study “Sac Grid 2.0”. The purpose of the survey was to gather feedback and input on the existing bike network and desired improvements to make the Grid more accommodating for bicycles.

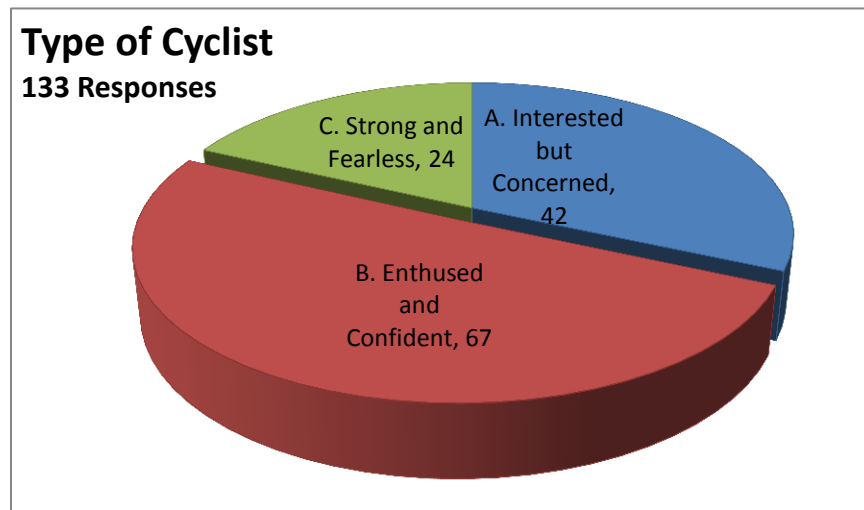
Public Notification for Survey

- Featured on project website home page and project Facebook page
- Email notification to 395 community members
- Publicized on social media including cross-promotion on the following Facebook pages:
 - Explore Midtown, Sacramento
 - The Handle District
 - Sacramento Area Bicycle Advocates
 - College Cyclery
 - Sacramento Bicycle Kitchen
 - Bike Dog
 - Bardis Homes
 - The Mill at Broadway
 - Sacramento Tree Foundation

Survey Summary Results

- Received 133 Responses
- Received 154 Pins on the Map (Question #4)

1. What type of cyclist are you?



2. What streets on the grid do you feel are the most comfortable to ride on?

- Any but J Street and L Street
- H Street, 27th Street. Probably a few others, I just moved here.
- K Street
- B Street

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- 24th Street
- O Street
- U Street
- V Street
- R Street from 14th Street west
- T Street
- 2nd Avenue
- N Street
- L Street
- 20th Street
- Looks like all of the streets are great for me.
- 23rd, 13th, 17th, 18th, 20th, 23rd, 26th, 28th, O, V, R Streets
- H and E Streets
- Streets with limited car access...H Street, F, G, E, and D where the streets are blocked from some traffic.
- I generally ride streets that are not the main finding alternates, generally one or two streets away. O Street in midtown M Street in East Sacramento, 2nd Avenue from Oak Park to Riverside. D Street.
- C, D, 5th, 11th Streets
- H and E Streets
- M Street
- Midtown I-W and 10th-28th Streets
- 19th and 21st Streets
- T Street- dedicated bike lane, relatively low traffic.
- G Street
- The one way streets are very nice.
- O Street, S Street, T Street, 24th Street
- Zero. Until there is a dedicated/painted green path that connects M Street to Old Sac will I not drive my car in.
- T Street
- I'm not strong and fearless, but I'll ride most anywhere. Those 3-lane streets downtown are a bit much, however. Broadway is an absolute crime -- impossible. Rest of the grid is pretty good.
- I like S Street better than T Street. 28th is a good north-south. Front Street is good. H Street is bike heaven. Not bad even in the 3-lane part.
- B, C and D Streets - because they have little traffic.
- T Street is fantastic from end to end--a perfect example of a bike lane that's appropriate for the traffic and zoning on a given street. Every street on the grid should be modeled after the thoughtful, well-planned treatment on T Street. Capitol Mall is really great west of the light rail tracks. (Those tracks and light signals around those intersections are rough.)

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- 5th, 9th and 10th streets after the road diets are really good. 19th and 21st Streets, Capitol and K Street are probably safe but have too much vehicle traffic and are too narrow to really recommend to anyone who doesn't feel pretty confident as a rider. Still, those could be comfortable with even a few blocks (maybe between I and P Streets?) of plastic bollards separating bike traffic from vehicle traffic.
- I like the lack of stops/lights on H Street in East Sacramento but the speed of the traffic and the closeness to traffic is a concern. Also, the mysterious disappearing bike lanes at 56th Street and McKinley Park are worrisome.
- T Street, Capitol, north of J Street.
- K Street, Capitol, T Street, 24th Street
- Entire length of Second Ave, 21st Street north of 2nd Ave., 19th Street, midtown H Street, T Street, S Street
- H, G, K, L, 21st, 19th Streets
- Anything north of H Street and south of P Street
- I typically stick only to the quieter north/south streets that are not main drags. I will never ride on 12th, 15th, 16th, H, J, N, and Q since drivers are not paying attention to cyclists and there is no designated bike lane or enough room for cycling.
- Front Street (between Broadway & H Street)
- H Street (between 5th & 12th Street)
- L Street (between 21st & 16th Street)
- R Street (between 5th & 19th Street)
- Q Street (between 19th & 29th Street)
- 13th Street (between L & T Street)
- Those without light-rail tracks
- 2-way streets
- Having a clearly marked bike lane for a consistent stretch of road is critical. The green lanes on Capitol Mall are great, but only cover a small area.
- I Street
- L, N, K, Capitol, up to 15th Street, probably C thru F Streets too but I don't ride them. I don't understand why there are dedicated bike lanes but the city permits delivery people to park there constantly. It is very disruptive and unnerving to be riding down the street and a bicycle lane and then suddenly be forced into the full flow of traffic because somebody is blocking your way or because the city deems it okay to remove the lane and force you into full flow of traffic.
- Folsom Blvd is the worst. If I want to avoid the construction sites and lane blockages I have to ride all the way K Street from Folsom and then backtrack to Capitol Ave. where I work. I also resent that there are not more left turn only lights. It is ridiculous to drive two miles to work but I do because it is so unsafe to ride. I have been nearly wiped out twice by distracted / clueless drivers. Also, I don't understand why the rail road crossings can't have some type smoother crossing in the bike lane. Every time I cross the RR tracks it is so jarring I risk losing alignment, losing air pressure in my tires, or having my kickstand drop and partially deploy.

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- The city talks one way and acts another and it never seems to put its money where its mouth is. I think the city traffic engineering department has been particularly insensitive to both drivers and riders. Why do we have to so many traffic lights where there are not that many cars?
- I have to dead-stop stop and start my bike six consecutive blocks between Alhambra and 26th. I have all the responsibilities of a car but none of the advantages because I always have to defer to them when the lanes drop off. It is illegal to ride on sidewalks but no alternatives are offered beyond 15th Street.
- Most parts of N Street.
- P Street
- I like 9th Avenue and 11th Avenue in Tahoe Park, M Street in East Sacramento. K Street downtown.
- Very few, particularly during rush hour. I've considered bike community from Davis, and am comfortable on the Davis to Tower Bridge ride and back, but completely freaked out about the downtown and midtown portions of that ride: though they are short in comparison, they are traffic-filled. Construction on the Downtown Arena, the 7th Street sewer, and the fact that I've observed light rail in the middle of intersections with a red light (theirs) makes this even more frightening.
- M Street
- O Street
- Elvas Avenue
- E Street, N Street
- F between Alhambra and 13th Street
- T Street
- Capitol Avenue, N, or Q east of 21st Street, Folsom Boulevard
- On the sidewalk along Stockton, until the bike lane on P Street and then back on sidewalk once bike lane ceases in downtown. Office at 9th and P Street. I take K Street from East Sacramento to Midtown when I ride my son to preschool and ride on sidewalk on J Street as there is no bike lane. I also take K Street back into East Sacramento.
- All except J, 15, 16, and the west half of L Streets
- K Street, with dedicated bike lane, 19th Street...same reason though lights are timed wrong for bikes. H and I Street are also nice.
- None really.
- Elvas and side streets (residential) in East Sacramento
- Only south of P Street, north of H Street, and non-busy numbered streets unless I'm in East Sacramento, then I only ride on M Street.
- 28th, 26th, 24th, 21st, 19th, 10th, 9th Streets
- T, V, S, M, L, K, H, G, F, E, D, C Streets.
- 21st Street
- T Street

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- Capitol Mall, H & K Streets
- From 17th to 28th and B to F Streets.
- O Street.
- Sometimes G & H Streets
- H & G Street, K Street, L Street up until you hit 16th Street going west.
- Capitol, N Street, 21st & 19th Streets are well designated but busy so in between.
- K Street, L Street, 21st Street, 24th Street
- M Street is the only one.
- Capitol, 19th, K Street mostly - a few others, but not many or not completely (for instance L Street is fine until you cross 16th Street heading downtown).
- R Street is the best, safest for me right now. I ride with my toddler in a bike buggy so I need a dedicated lane or not busy one to feel safe.
- H Street is mostly good. I usually take it home during rush hour.
- I stick to either very quiet stretches of city streets (like O Street, for example) and streets with wide, dedicated bike lanes like T, 19th, 21st, etc. I refuse to ride along J Street and I get very nervous crossing busy streets like Folsom Blvd.
- Any street with a designated bike lane. In particular, T Street, P & Q Street up until about 16th Street
- Capitol with its painted, designated bike path, Q and R Streets. Otherwise, I try to stick to the designated bike path along the river and minimize my use of streets.
- 20th Street, T Street, 21st Street, lower 9th Street, 13th Street
- T Street, 21st Street, Kay Street, M Street, east of Alhambra.
- Mainly P & Q Streets. Sometimes L Street.
- E Street, G Street, Elvas, and side streets. Even as a driver I fear bikes as they just appear out of nowhere.
- R Street is OK, but has too many stop signs so is not bike friendly. P Street is OK since it has bike lanes on both sides but then gets really bad past 15th Street where it changes back to 3 lanes with cars parked on both sides - very dangerous! (I ride this every day to work). N Street is bad in downtown up through the Capitol Park area again 3 lanes for cars none for bikes and cars parked on both sides, then it's OK with bike lanes after 15th Street, but still has too much traffic and cars are not very bike friendly.
- I don't ride much downtown because it doesn't seem safe. Only ride down on S Street and in those neighborhoods.
- 20th Street and H Street
- F Street for West-to-East travel
- M Street through East Sacramento
- T Street for E-W travel on the south side
- K Street, east of 16th Street
- Capitol Mall, west of the Capitol
- 17th Street for N-S

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- 24th Street for N-S
- T Street, 24th Street, Capitol Mall (East only)
- Established bike lane streets are mostly good, except when they mysteriously disappear. This needs to be fixed. There are streets I take that are part of my regular "errand run" routes that I have found - through trial and error - work for me. They are: 17th Street, 13th Street, E Street, G Street, 29th Street, T Street, among others of course. These are the ones that stand out.
- O Street, 13th Street
- None.
- To be honest, it's hard to think of an entire street within the Grid where I feel comfortable. H Street through Midtown is nice, but at 16th Street it turns into a one-way. 17th Street offers a good alternative to using 15th and 16th, but many of the streets are hard to cross.
- Midtown - H Street, segments of I Street with a bike lane, K Street, 28th Street, 17th Street except at most intersections
- E Street
- D Street, 20th Street, 13th Street, S Street
- E Street
- P Street, 21st Street
- The ones with low traffic volumes and dedicated bike lanes. I avoid major arterial streets even if they have bike lanes.
- 21st Street, P Street, Q Street, Capitol Ave
- None
- Although I am a very confident and experienced rider, I am also very cautious and concerned for my safety. I feel comfortable most on H Street and many others that are high-traffic streets.
- I usually ride on streets with two lanes of traffic as they seem to have more stop signs or use traffic calming methods. I also try to avoid main thoroughfares like P Street, 16th Street, J Street, 21st Street, etc.
- L Street, M Street, 21st Street, H Street, 19th Street, P Street
- Wide, low car traffic volume, especially with a bike lane. I'm looking for Sacramento to install protected bike lanes everywhere on busy streets so cyclists can commute without going out of their way to avoid dangerous situations. I'm actually between A and B. I will go on some busy streets with only a bike lane, but I'm nervous about it.
- S, T, Capitol (east of 17th), K (east of 20th), L (east of 16th), 13th (south of Capitol), 19th, 20th, H (east of 19th), I (east of 19th) Streets.
- They all have hidden dangers. Not always a clear place to ride. Lots of times I end up riding behind parked cars because the sidewalk is not the best place to ride. It feels like there is no clear bike grid at all.
- There are thousands of worker in Sacramento who will never ride a bike from work because of the danger, cars rule every street in Sacramento.
- I but my bike on a bus in Roseville each morning, they drop me off at 12th and H Street, and then I ride to 29th and R Street. I work at Caltrans.

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- The bike lane on H Street is worthless, cars drive on top of it as it is not there.
- Each afternoon I ride back to Roseville, riding a bike on Alhambra with no bike lane each afternoon, I must be nuts.
- I do make it to M Street and then to the American River Parkway
- 19th, 20th, 21st, J, K, L, P, and Q Streets in midtown but not downtown. T Street, anywhere.
- 19th and 21st Streets; 28th Street; T Street; any of C through H Streets; L, N, P, and Q Streets above 16th where there are bike lanes.
- 5th Street from Broadway going north. Riverside Avenue is pretty good. 9th Street is busy but has a wide bike lane.
- 21st Street, T Street, R Street, E Street
- 19th, 24th Street is OK, but needs dedicated bike lanes.
- H Street, P Street
- Capitol, 19th, 21st Streets
- Capitol Ave, L Street, N Street, parts of I Street with a bike lane
- T Street, the American River Bike Trail
- Capitol Mall
- Most North/South streets
- T Street, 11th Street, 24th Street, 26th Street, V Street. 2nd Avenue, 4th Avenue.
- Bike trail and limited city streets.
- Anywhere this is a green painted bike lane. Cannot get better.
- From Tower Bridge down Capital Mall. The green marked bikes lanes are the BEST!
- There is nowhere safe to ride in the grid. Streets are not maintained and terrible to ride on. Drivers are too aggressive and dangerous.
- 21st Street, K Street or I Street just to avoid J Street.
- D, E, F Streets. Capitol Avenue, T Street. 20th Street is marginal.
- 21st, 24th, 26th Streets. S, K, C, D, E, and F Streets. 19th Street. I like riding on X Street but my boyfriend is super against it.
- 21st, 19th, I Street, G Street. 24th Street, T Street
- Specific Streets: The green bike lane on the Capitol Mall is great! T Street is usually ok - lots of four way stops and two way traffic keeps motorist speeds down a bit.
- Types of streets: Streets that have separated bike lanes/cycle tracks are the most comfortable, especially with high traffic volumes. Although if traffic is slow enough, a dedicated bicycle facility isn't necessary. I do believe that cycle tracks provide the most dramatic positive outcomes for encouraging more people, especially women, to bicycle.
- I'm not represented in the categories above. I'm not enthused or fearless- I'm willing to ride on streets that provide terrible bicycling conditions because I'm committed to bicycling, but bicycling in downtown Sac is stressful, and sometimes I drive if I don't feel I have the fortitude that day to be in a hostile travel environment.

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- Lots of them are great until the bike lanes end or there is a mandatory right turn lane with no markings that bikes have to move left. P Street is dangerous. L Street is not much better. T is safe.
- The main arteries with bike lanes - 15th & 16th, 19th & 21st Streets, many of the letter streets near midtown.
- Any of them with bike lanes are normally pretty good except I and J.
- Capital
- T Street except on garbage day; 24th Street
- 19, 21, K east of 15th, 24th north of X, T, H Streets.
- M Street.
- I actually have never biked on the grid due to the heavy traffic flow. I would like to since I work downtown.
- E Street
- I love the lanes on Capitol Mall. I sometimes use the S or T Streets lanes to go east/west. I would never ride on J Street - it's bad enough in a car! 21st and 19th are a lot better now that there are bike lanes.
- 2 way streets with bike lanes. I also ride 19th and 21st Streets, but the speed is intimidating
- E Street from 8th Street to 15th Street -- there is a bike lane, low auto traffic, generally good visibility, and cross streets have stop signs or lights
- T Street
- Those with big bike lanes: 19th, 21st, Q, P, O, K Streets.

3. What streets would you like to ride on?

- J and L Streets.
- Ones without cars blowing past me on one side and car doors and garbage cans and leaf piles on the other. No railroad tracks that flatten your tires.
- Actually I'd like a stress free and safe pathway to North Natomas.
- 5th, H, J, L, N Streets if they had protected bike lanes. In general, streets to get to the Downtown arena/plaza and to the Amtrak Station.
- 24th Street if it had traffic calming to reduce thru traffic speeds and volume (cars now use it as an alternative to 21st Street to get to outer midtown).
- K Street is not safe because bike lanes are very narrow and traffic is heavy and jumpy at side streets; it has constant threat of parked cars opening doors.
- The length of P Street past 15th Street.
- Anywhere on J Street.
- K, J, L, N Streets.
- Crossing J Street is dangerous on a bike. Riding Broadway is really terrible. K Street should be a bikeway but has too much traffic when people go to bars and restaurants.
- We also need a better way to connect from downtown to Old Sacramento.
- Any that are safer and can help get through Midtown, Downtown, & East Sacramento.

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- C and D Streets.
- K Street, Capital, 19th Street, 24th Street
- J Street, H Street, Folsom Boulevard
- More downtown with connection to West Sacramento.
- 15th Street, 16th Street. I, J, K Streets.
- L and N Streets.
- J and F Streets.
- All of them!
- N Street would be the most logical because it would be easiest for those who already use M Street through East Sacramento, to continue on into Midtown.....Having this major of a bike artery from 59th to 2nd Streets would invite more people. It also puts a bike path going right by the new Arena.....
- P, Q, and J Streets
- More safety on 21st, 19th, 5th Streets
- I would like to get to more places - like the Crocker but you need to take your life in your hands to get there - it's a freeway on ramp.
- Please, please, please do something about J, L, 15th and 16th Streets. Those are the heart of our city and riding on any of them---even in the bike lanes on J between 4th and 12th --is a mortal risk for cyclists. PLEASE work with the businesses on those thoroughfares on a road diet or protected lanes or SOMETHING..... To not only encourage biking there, but also create a safer coexistence between riders, motorists and pedestrians on those streets. (If there's money and inclination to include I Street in the mix, let's add that, too!)
- E Street in Midtown/Downtown
- E Street/McKinley Blvd or M Street in East Sacramento
- Any that didn't have cars.
- J Street, H Street, I Street, 3rd Street, P Street, N Street, Q Street, 15th Street, 16th Street, Broadway, Alhambra, Franklin.
- Freeport Blvd, Broadway south of Land Park, Folsom Boulevard. Bikes are too exposed on those streets, despite bike lanes.
- 16th Street, to get downtown more directly, like when going for dinner.
- L, K, Capitol, N Streets
- I would love to ride East/West on I Street. It has lovely trees and is not too busy. I can easily jog over to J Street to access a business or restaurant.
- K Street
- 5th Street
- Folsom Boulevard
- Broadway
- Freeport
- Whatever I need to get where I'm going.
- Need a good route to get into Old Sacramento, now that the Plaza / 3rd Street is closed

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- J, L, N, 15th, 16th, 19th Streets
- J and L Streets
- All of them- but especially beyond 15th. The river bike trails are fantastic but I feel unsafe on them so I won't ride alone.
- J Street, H Street
- All the streets going from East Sacramento to the Grid get sketchy between Alhambra and 30th Street.
- Broadway, Stockton Boulevard
- At least two of each, east-west and north-south Streets, several blocks apart, to allow for best choices depending on traffic flow.
- All of them.
- J Street, 19th Street, H Street
- S Street, P Street
- Power Inn/Folsom Boulevard is dicey, and so is Folsom Boulevard at Jackson Highway. VERY scary.
- J, K, L Streets more regularly and would ride on any street within that had a substantial bike lane.
- All streets.
- J Street would be nice. Also need more bike lanes that go under freeway to East Sacramento.
- All of them, they are PUBLIC roads right?
- H Street
- Capitol, J, K, L and 21st, 19th, 16th Streets, etc. We ride mostly from our home in East Sacramento down M Street to Midtown and I get really nervous once we're down there.
- 15th, 16th, 12th, J Streets
- J Street
- S Street
- P Street
- 16th Street
- 12th Street, L Street, 10th Street, Broadway
- J, K, L, M, N, P, Q, R, S Streets
- 15th, 16th, 21st, 19th, 29th, 30th, Alhambra
- The route to the bike trail from 26th & F Street.
- I would like better access to cross under the freeway. Making it safer for those of us in Land Park or East Sacramento to also feel safe commuting.
- J Street, 16th Street, 15th Street
- I think there should be a dedicated bike lane all the way down J Street
- I and J Street
- L, N, 28th, H, 20th Streets....so many more. N Street.
- I would like I Street's bike lane to be extended between 21st and 12th Streets.

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- I wish J Street had a bike lane in each direction. Also, there are streets like H and I where you have a nice, wide, dedicated bike lane that suddenly drops off without warning and then you're in the mix with stressed out car drivers. That's a dangerous situation.
- I would like to ride on P, Q, and L Street all the way down to 3rd Street.
- J Street, 16th Street, L Street, more centralized midtown areas.
- 8th Street, J Street, 3rd Street, upper 9th Street, 15th Street, 16th Street
- Folsom Boulevard, S Street has better light coordination heading east
- J Street
- 12th Street, 16th Street, 15th Street, Alhambra, C Street between 19th Street and 17th Street (blocked off)
- I would like direct streets but not too busy.
- L Street, I Street, K Street mall (now very dangerous with cars and light rail), 15th and 16th all the way into Land Park. 16th Street all the way over the bridge onto Del Paso Boulevard.
- 21st Street where it changes from 2-way traffic to one-way traffic at X Street and all the way across town.
- 19th Street past Broadway and up to Freeport Boulevard.
- Freeport Boulevard the entire way from Sutterville to downtown.
- Sutterville all the way to the river trail at I-5.
- The entire length of Broadway from Miller Park into Oak Park.
- H, I, K, J, L, Q, R, S & T Streets all the way to the river.
- 5th, 6th, 7th, 8th, 9th, 10th, 12th, 14th, 19th, 21st, 23rd, 25th Streets across downtown.
- All the streets on all sides of the Crocker Art Museum and roads into Old Town.
- Fix the access in Old Town to the river bike trail (very dangerous, needs RR crossing and paving fixed instead of dirt!).
- Front Street needs bike lanes.
- All of Old Town needs less car parking on the streets and more pedestrian and bike access to make it safer and more visitors friendly.
- Fix the Freeport / 19th Street / Light rail intersection to make it safer for bikes.
- Capitol Mall up to Capitol Bridge and into West Sacramento is the model of what ALL the streets in Downtown need to look like!!
- Bike lanes all around Southside Park.
- Bike lanes all around Sutter's Fort as well as secured bike parking at that location.
- I guess it would be nice to venture more towards J Street.
- J Street and 16th Street
- I'd love to ride on J Street to get to all the shops!
- L Street past 15th Street
- Broadway
- Alhambra
- N Street

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- I would love a straight shot from east to west on K Street, the same could hold true for H Street. Find some way to have "good streets" run all the way through east/west and north/south. This may or may not work because of transportation limitations, but maybe that should change. For instance, maybe the G Street bike route could extend all the way to the freeway, or, at least, connect with 28th Street. Get my drift?
- K Street, I have had Sac RT Light Rail drivers honk at me for using the street to ride my bike! 10th Street, P/Q west of 16th Street, 18th Street between Q and R Streets.
- Downtown - All of them, but it's hard to think of a street that is truly "comfortable." Rarely do I ride a street downtown without cursing whoever planned it. However, these streets first come to mind as needing improvement - 15th and 16th, I, J, K, L, N Streets. Capitol Avenue near the Tower Bridge, where the bike lanes suddenly end, is horrible.
- Land Park - Broadway, but we also need a low-stress way to get there from Downtown.
- Midtown - J Street, I Street where there are no bike lanes, 17th Street, Capitol Avenue
- L Street should be a protected bike lane.
- 5th Street should have a 2-way/protected lane to access train station and newer infill development.
- Alhambra, 10th, 15th, 24-27th, R Street, 34th Street, Stockton Boulevard.
- T Street & 39th Street! (Especially a North-South route east of 21st Street before Cap. City Freeway).
- 10th Street from E Street to Cesar Chavez Park.
- K St. - You need a direct route to access the arena. Maybe make Kayak Alley biking routes with dedicated bike parking for events (see Portland Timbers stadium in Portland). Biking has to be easy, direct, safe, and faster to beat out a car. People coming from Midtown WILL use K Street, let's make it bike friendly.
- Broadway would be a great biking route with trees and a protected bike lane.
- C Street - has a lot of parks and is calm and connects to the bike trail.
- Q Street, L Street
- There are enough low volume streets with bike lanes that I don't have a preferred street that I wish was safer. It would be nice have all one way streets down to two lanes to have the option of bike lanes on those roads that don't. Switch bike lanes and parallel parking on the road section would be nice even with the tree droppings as an issue.
- I live near Southside Park and I often go to Pipeworks, which is my gym. I often ride my bike on 16th Street to Pipeworks and 15th Street to get back home. 16th Street has experienced a massive amount of growth with the new developments between Q and O Streets, and more growth is planned on N Street. This is a very busy corridor without exclusive bike lanes. I often feel unsafe riding my bike on 16th Street and 15th Street because I have to navigate around parked cars that could door me, and traffic behind me and to my side. Please consider Class 2 bicycle lanes on the entirety of 16th and 15th Streets. These corridors are critical to the downtown bicycle grid and will compel more people to ride if they had bicycle lanes.
- S Street, 5th to 11th Streets.

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- I ride primarily on I Street in downtown Sacramento... definitely not the safest street, especially near the Amtrak Station.
- I would like to be able to comfortably ride on main thoroughfares like 16th Street where all the restaurants are.
- 15th, 16th, I Street, J Street, R Street
- Freeport/21st Street, Fruitridge, Riverside, Florin, Meadowview Road
- 13th North of Capitol, I Street, 5th Street, 9th Street, 10th Street, 21st Street, H Street, and I Street
- Would just like to get around and have a clear idea of where it'll be safe and marked to ride. If there were clearly marked areas that were safe, then the "unsafe" areas would be obvious and one could choose to avoid those.
- My wife works at 9th and P Street, we have tried every way possible to get to the American River Parkway bike trail.
- If you want to save money and time, everyone in your group will understand biking in Sacramento by doing this route at 5:00 in the afternoon.
- The only solution is to take the center of Q Street and act as if you are a car and drive east to Alhambra Blvd then North to M street.
- My wife and I bike ride across countries, we got back from Portugal on Sunday, 700 miles in 2 weeks, last year was Japan, before that Ireland
- You cannot know the dangers of biking in Sacramento unless you ride at 5:00 each afternoon
- If you want people to ride bikes in Sacramento, ride with them each afternoon, know their fears.
- S Street
- I want to feel safe riding on any part of any street, including W, X, S, and J, or 3rd, 5th, 15th, 16th, 29th, and 30th Streets.
- Freeport from Sutterville to Broadway. Land Park by the park (horrible bike lane - usually filled with grass and debris).
- Would like to have a better safer ride from Land Park and Hollywood Park to Downtown Sacramento.
- J Street, 16th Street
- Alhambra would be nice, but there are too many cars and lots of double parking due to the medical center.
- X Street & W Street
- J Street!
- Broadway, 21st Street southbound and Freeport, Riverside, K Street
- I Street (especially over the bridge)
- J Street
- J Street, K Street, Broadway, W, X, 21st Streets
- More city streets, midtown, downtown
- Main thorough fairs
- 5th, 10th, 12th, 15th, 16th, 19th, 21st, 29th, 30th Streets
- I, J, L, N, P, X, W Streets

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- Broadway, Riverside, Freeport
- I, H, J, k, L Streets
- 7th, 8th Streets
- J Street. A lot of businesses I like to ride to. It needs the most improvements.
- H Street, 15th/16th Streets, 20th Street, 12th Street
- I ride on Broadway, but the street is super destroyed so it's extremely uncomfortable. I also find myself in the gutter a lot on Broadway, which I also hate. I do a lot of leap frogging with buses. I don't know if I'd ever really like to bike J Street, but I basically avoid it like the plague because it's just too much everywhere.
- L Street, J Street, K Street, 16th Street
- Cycle tracks are the most comfortable on high traffic volume roads. Bike lanes are sufficient on roads with less car traffic. Lower vehicle speeds and two way traffic are the most important factors to me because drivers are more polite and aware of other travelers around them. Two way streets have an observable impact on improving driver yield rates to pedestrians waiting to cross the streets.
- Make P Street safer.
- Broadway
- L and Streets
- 24th Street
- There needs to be a few continuous streets/paths to get across town east to west and north south, I'm not super picky about which exact street.
- J and 21st Street
- Q Street, 5th Street, Broadway, X Street
- 24th Street south of X, L, K Streets, west of 15th Street, 5th Street
- Folsom Boulevard
- J Street
- Alhambra
- I actually have never biked on the grid due to the heavy traffic flow. I would like to since I work downtown.
- 19th, 21st, I Streets. I would like to see a larger bike lane on just one side of the road on 19th and 21st Streets. The current ones are pretty skinny, especially for a very busy road, and it would make so much more sense to have one bigger lane on one side of the road.
- I currently ride 7th and 8th Streets between Capitol Mall and Broadway since I live in the south. Both streets have light rail and multiple lanes of one way traffic. I would love there to be a dedicated bike lane on both of these since cars move quickly and I have to look out for the train. This would really help my commute to work. I breathe a sigh of relief when I make it south of Broadway where I can then ride on neighborhood streets that are quiet.
- I also recently rode down Riverside north across Broadway and under the freeway to midtown. The bike lane stops just at the intersection of X Street just when you need protection from cars

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zooming up to get on the freeway. The bike lane starts again by W Street but leaves you with no protection just when you need it most! Why couldn't this lane be continuous?

- Biggest issue is getting on the grid. I approach from the south. There is no good way to get across W/50/X/Broadway. Bike lanes vanish. 2 way turn lanes appear. It's terrible. I challenge you to develop a method to get from 19th Street southbound at V Street to the bike lane on 21st Street southbound south of Broadway. I would also like to be able to cross with children, which is very difficult to get across Broadway on low volume streets like 18th Street that are more comfortable for children. I'd like to see bike/pedestrian actuated signals at 18th St to allow access. I'd also like to see a road diet and continuous bike lane on 24th Street from 2nd Avenue to W Street.
- I wish the bike lane on 10th Street connected between P Street and L Street. No, a painted sharrow and sign is NOT the same... it turns into a drag race for cars, and drivers have even honked at me in this stretch!
- I wish the bike lane on E Street connected between 16th Street and 20th Street.
- I'd like a good bike route from Alkali Flat to Old Sacramento and the American River Bike Trail. H Street doesn't quite connect yet... I Street doesn't have a thru bike lane and has heavy freeway-bound traffic... J goes one-way the opposite direction... K doesn't connect due to the mall and arena... so you have to go all the way down to L or Capitol. So I wish that H continued, with a bike lane, from 5th Street to 2nd Street.
- I wish it was easier to cross J Street when traveling north/south.
- I wish there was a bike lane on 7th Street from F Street to North B Street, other than the sidewalk. There are a few places, including the underpass under the railroad tracks, where the sidewalk isn't wide enough to safely pass a pedestrian.
- I wish the railroad underpasses on 12th Street and 16th Street were better (wider, separated for bikes).
- P Street
- J Street

4. Please indicate any intersections you have trouble crossing.

Community members were asked to drop a pin on a map of the Sacramento Grid to identify intersections they have experienced difficulty crossing. You can view these dropped pins on the Sac Grid 2.0 Website.

5. Please indicate any additional considerations on the low stress bike network.

- Just do something simple, like install signs every other block that say "Share the Road" or "Watch out for Bikes" or "Look for Bikes". I think this would be fairly cost effective and raise awareness.
- Please urge the city to do something about the intersection of 20th/J, 20th/L, 18th/L and 17th/L. It's not only dangerous for bikes, but pedestrians and cars.

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- I would love to see cars give the right of way to cyclists who are heading north/south. When I am traveling north/south on the numbered streets I find it hard to see the traffic coming east/west.
- Connected bike lanes downtown!!
- Educated drivers.
- Remove the bike lanes from 19th, 21st and J Streets - they are the worst for traffic and density. Why did they add bike lanes to those of all streets? There are other streets that are safer, especially when considering the interested but concerned rider group. A simple ride across town is rarely stress free.
- The grid as you have it now is fine for riding however on some of the pathways heading north, there may be security concerns. Otherwise the downtown grid is easy to ride.
- Crossings of Broadway at Riverside, 21st, 24th, and 26th are stressful because of intermittent/disappearing bike lanes and turbulent traffic as cars approach and depart to/from the freeway - they need protected bike lanes to safely route riders from the southern neighborhoods into midtown
- Intersections such as P and 16th Streets are problems. Motorists turning right onto streets often neglect to notice cyclists in the bike lane alongside them.
- Questionnaire states "low tolerance for traffic and its associated elements (noise, exhaust fumes, etc.)." More like low tolerance for people in cars killing people on bikes. Noise isn't the issue when people on bikes are being killed by people in cars. People using cell phones while driving is the biggest issue. Maybe put up signs reminding drivers that midtown is a bike friendly place?
- We need better continuity in the bike network. There are so many gaps that don't allow for contiguous travel. Plus add more green paint and signs when bikes should make a turn to stay on safer routes. And let's get at least two east-west protected bike lanes. J Street would have more business if cyclists felt safe riding on that street.
- Alhambra & J Streets are difficult to ride.
- A reasonable route to get to West Sacramento: Jibboom Street is a wacky intersection crossing over the bridge.
- Crossing out of midtown in general is awkward, going west, to Land Park or towards Sacramento State, suddenly you end merging with freeways or narrow streets. Transitions would be good addition.
- The map in question number 4 doesn't work on my mobile.
- It would be nice if cars have more stops and speed limits. Furthermore, more bike paths please!
- 11th Street is no good to ride on. Stops signs every block practically. 20th Street is similar, plus very difficult to get across busy intersections like L Street, J Street at rush hour, etc. As per usual, bikes are not integrated into the whole grid, but given awkward, roundabout, stop every block routes. Look to DC and other cities where innovative bike lanes run down center of some streets.

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- Frankly, the city would profit much more from a great bike lane network - paid for with funds dedicated to the current fad of streetcars. Bike routes should connect with other bike friendly streets, like 34th and M Street in East Sacramento, Land Park Drive. While bike path along freeway from Sutterville Road to Miller Park is OK, its isolation makes it a bit scary to ride on and the freeway noise is so loud I won't ride on it. The road through Miller Park is a complete mess and the lack of signage for the bike trail makes it easy to go down the wrong road.
- Why isn't 3rd street a bike route?
- I think biking in Midtown is easy and I'd rather spend city money on other things like infilling or adding big beautiful sculpture.
- Why only 'The Grid'?
- Mayor Fargo wanted to turn 65th into a boulevard that allowed pedestrians/cyclist easy access to Sac State and the American River Bike Trail, East Sacramento, and Downtown. Yet it is in front of Sac State a Ghost Bike is now chained...
- Trash cans and leaf piles are often in the bike path. The bike lane may be unevenly paved because of how the street meets the gutter. When in the bike lane, one has to consider that any door may swing open at any time, creating a hazard. A wider bike lane coupled with space designated for cars, trash cans, and debris would help.
- How about some sensible paths across the 29th Street, 30th Street, Alhambra barrier to allow traffic between Midtown and East Sacramento?
- I am so disappointed that this network is focusing on the grid. We need a safe way to cross Alhambra, especially towards the south.
- Please take bold and ambitious steps toward making the grid safer for bicycles. I'm a conscientious rider who observes laws and stays off sidewalks and only rides with traffic, and getting from my home to work on the grid is still like playing Russian roulette every morning. There are so many cyclists like me just trying to survive out there while doing the right thing. In turn, it's been shown that doing right by bicyclists---without even imposing on cars or pedestrians---has economic, environmental and health benefits for a city and its population. We need MORE riders, MORE encouragement, MORE vision and leadership on this front.
- Traffic circles in Midtown are an obstacle, and cars do not always yield even if I am ahead of them.
- Please look at a city like Portland. They have dedicated space for bicyclists and put barriers between traffic and cyclists.
- There are very few safe routes from "The Grid" to East Sacramento and Elmhurst. There are quite a few bike riders and commuters who come downtown on their bikes from East Sacramento and Elmhurst. With just a few safe connections, there would be many, many more. I cross T Street and Stockton, but this route is not safe for any but the "strong and fearless."
- Once you get into East Sacramento or Elmhurst, it is very bike friendly - but crossing into Midtown is very bike-unfriendly. Let us connect the surrounding neighborhoods better to the Grid and we will see a large increase in bikers gracing the streets of Midtown and Downtown.

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- More buffers between bikes and cars. More PSA campaigning educating drivers about giving bikes more leeway when passing. More education to cyclists to obey vehicle laws, like stop sign right of ways.
- I guess this is out of your scope of interest, but I would love safe ways to go into and out of Sac State. J Street bike lanes are very unsafe, and getting out through the tunnel onto Elvas and then over to bike friendly M Street, is very dangerous.
- Also J Street in East Sacramento should have bike lanes, not parking lanes.
- What's the best way to get from K Street Midtown to Land Park? What's the best route through central midtown and downtown?
- I think bike access on the northern half of the grid is pretty good (not as familiar with the southern half). I feel that the problem is that many people are either under-educated about cycling on the streets or don't care to follow any rules at intersections. This angers both drivers and other cyclists. Many cyclists blast through intersections and don't yield the right of way.
- Paint all bike lanes green. Cars, taxis, and delivery trucks frequently treat the bike lane as a loading zone, forcing cyclists into car lanes at a moment's notice. Better awareness that these are bike lanes and not double-parking lanes could help the situation.
- I would have dropped them at 16th and J, 29th and J and a number of other major East/West and North/South streets.
- I have problems with the intersection at H and Alhambra because it's a critical link, but all of a sudden the bike lane / path fades to not much.
- Basically, any intersection off of 16th and 15th are tricky. Right now, the Capital is difficult to navigate and I avoid N Street and L Street because the cars simply do not accommodate bikers -- especially L Street when traffic is high. And once you get past N Street (if you are trying to get to Capital Mall) there are closed road sections that make navigating from East Sacramento to Capital Mall a pain.
- Also, if you could extend the grid slightly to cross Alhambra, that would help connect East Sacramento into the grid. Just like you have done for Land Park by extending into Broadway.
- Intersections I hate are Alhambra at Folsom, Alhambra at L Street, Alhambra at K Street and J Street, 29th at H and N Street, and 30th at Q Street, basically anywhere there are on-ramps.
- I wish common sense could prevail when riding a bike- why should I have to stop at a light when no cars are coming? I am talking about stops off of the main thoroughfares. I see oblivious bike riders all the time, no helmets, earbuds, texting while riding, weaving in and out of their lane- no repercussions. I coast through a stop sign with no cars present (at a very slow speed) in my helmet with several safety lights and I get stopped by a cruiser with lights and siren! Again, the city's actions don't match its talk. I will never believe the city is trying to revitalize its core, make it rider and pedestrian friendly when it treats its riders that way. Europe is not that rigid.
- Need to extend it a little bit. Include Broadway and safe routes into East Sacramento and other surrounding neighborhoods.
- I would like barriers between the bike lane and the cars

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- I'd like to see an occasional "reminder" sign that vehicles should give bicyclists a three foot clearance when possible.
- Difficulty crossing Alhambra at O, N, P, L, K and J Streets. I also take O Street into East Sacramento from downtown sometimes because it's less traffic but then have difficulty crossing many of the intersections because there are no lights. Would appreciate one whole street dedicated to bike riding in and out of the grid so I didn't have to ride with cars. It's scary that someone could open a door when parallel parked and knock you off your bike and into traffic. Also many cars are rude and not courteous to bike riders. Some are but it only takes one impatient driver to cause bodily harm.
- On some streets, a physical barrier between cars and bikes is needed. I have seen cities that have moved the car parking strip out into the street leaving an interior corridor next to the curb for bicyclists.
- Posting more signs to let car drivers know that bicyclists have the right to use a lane would help.
- Educating the police that it is legal for a bicyclist to be in the left lane of a one-way street when about to make a left hand turn!!
- Enforce speed limits, prosecute reckless drivers, and increase cost to use motor vehicles.
- Protected bike lanes wherever possible. Painted bike lanes might be nice.
- 16th Street by Blue Diamond Factory is a nightmare.
- I Street gets pretty rough heading west past 21st Street, and worse past 16th Street.
- T Street is the best street on the whole grid, and will take you all the way out to 65th Street if you like.
- Clarify when bicyclists can bike on the sidewalk, including a map highlighting where. The law is difficult to understand and you need a map of the grid with designated land use to decipher the law.
- Warn and cite those who break the law, making it unsafe for others, such as those who ride in the wrong direction and those who ride on the sidewalk when not legally permitted to do so.
- Don't mess with the levee behind River Park. Keep at least one place with no concrete. Bikes can go around - make the streets safer but not by eliminating peaceful space and adding to the traffic in quieter urban areas.
- It's imperative to connect the grid to the residential neighborhoods to the north, south, east, and west. This mean improving cyclist safety between Tower Bridge and Capitol Mall east of 3rd Street; connections over Broadway, particularly near the light rail and into Land Park and Curtis Park; and to the Railyards, River District, Natomas, and Del Paso Boulevard via 7th, 12th, and 16th Street.
- All of the "major" streets feel unsafe even with bike lanes. Traffic is heavy, moves fast, drivers don't look for pedestrians or bikes when making right turns and you can nest never count on them to stop for red lights or stop signs.
- Cyclists also endanger themselves by crossing streets from sidewalks, riding in the traffic lane, riding two or more abreast, running lights and stop signs, not wearing helmets, not wearing reflective clothing or lights at night.

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- The 3 foot rule is ineffective because there usually isn't room in midtown for drivers to obey that rule without hitting another car next to them or coming at them from another direction.
- Protective bike lanes and left turn zones would help a lot.
- Focus on places where it is easy to, not have to stop at stop signs and wait for traffic that doesn't have any. Also places that have poor views of oncoming traffic.
- There needs to be a separation of cars and bikes. Meaning wall or high curb etc.
- Safer over the river access is needed.
- In my opinion, bicyclists should be subjected to the same standards as motorists but also share the same accessibility. This means: stopping at stop signs and street lights, enforcing the law (bicycle police), but also well maintained roadways that provide reasonable ACCESS to all areas of the grid (not just the ones cars don't drive on) and the right to travel safely throughout the grid without being considered subordinate.
- If Sac PD wants to keep bikes off the sidewalks, the city needs to create safe alternatives. It is NOT safe for cyclists to ride on many city streets. Until then, cyclists should be able to share the sidewalk as long as they ride slowly, watch carefully, and yield to anyone on foot.
- My concern with the current system is there is no straight shot access from Old Sacramento to East Sacramento. The best route I can take is on T Street which is out of the way when I head to and from work. I believe a bike lane should be added to L Street allowing easy access into old Sacramento.
- More designated bike lanes that are painted green (such as currently on Capitol).
- I take the alley a lot. Is the map available anywhere?
- I would like to suggest eliminating some two way traffic and allow bikes to travel west in the morning with no westbound car traffic and travel eastbound in the evening with no eastbound cars on specific streets. It doesn't eliminate cross traffic but demonstrates a commitment to bicycle commuting.
- If the city won't restrict some auto traffic, then we should consider bike lanes protected by a parking lane, like other progressive cycling cities.
- Remove at least 1 on-street parking space on eastbound E Street immediately east of 12th Street. Bike/car conflict exists; not enough space for both a bike and a car after leaving intersection.
- Bikers frequently ride on sidewalks which should be a no. Also bikers do not always ride in the direction of the traffic which is frustrating.
- Improve the alleys in Sacramento to accommodate more pedestrian, bike and business uses. Don't let them be wasted space/dangerous space.
- All bike lanes should be painted green with white borders.
- Put bike lanes inside of parking instead of outside of parking lanes and make sure there is a car door width of space before the edge of the bike lane.
- Make sure there is good, functional bike parking at businesses or spaced well along blocks in highly visible locations.

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- Traffic calming in midtown created more opportunities for bike/car accidents as drivers get frustrated by the stops and turns and blocked streets and end up speeding around corners and around traffic circles without expecting bikes. Turning cars are more problematic for bicyclists.
- Traffic circles in midtown were sized too large and large plants block visibility across circles.
- Bike signage might help and painted bike lanes would also raise driver awareness.
- Set traffic light walk signals to allow bikes to go ahead of traffic for added safety, before cars get green light.
- Allow cyclists on the main roads through Capitol Park (Capitol road for example).
- Reduce traffic lanes around Capitol Park and add in bike lanes (road diet).
- Make sure all bike lanes are continuous!
- Need full and safe bike access to the new Arena and reconstructed K Street Mall/Downtown Plaza.
- Make Jibboom Street a main cyclist's friendly route to the river & Discovery Park.
- Fix traffic light timing to allow traffic on streets parallel to light rail to go when light rail crossing guards are down. Allows for more smooth flow of traffic.
- More signs and better marked bike lanes.
- Stops light that don't need a car to trigger a green light and street lights or improve road conditions. Plus convenient bike parking area that doesn't put a bike at risk of being vandalized or stolen.
- Add in some continuity... as stated above, there is a start of a good network, but there's no connectivity. I keep finding myself going somewhere and then being forced to go against traffic or use the sidewalk, or alleyways.
- Thank you for anything you can do. Many of these improvements would also be helpful for pedestrians.
- We need more green bike lanes near freeway on and off ramps.
- Part of the problem - as a cyclist with over 40 years on the road - is us. The public's perception of cyclists in this town is pretty dismal. This must change. Cyclists MUST stop running through red lights, riding the wrong way, making no effort whatsoever to at least slow down at stop signs, text/talking on the cell (please.....) and generally acting like an entitled brat.
- I'm wondering why there are no educational efforts, PSAs, marketing campaigns - nothing - in this town. This could make a big dent in how the public perceives us. I find if I show a little common courtesy towards drivers, they give me a ton of respect. But when I see clowns riding around all stupid, I can see how that damages our reputation. And, don't get me wrong. I sometimes do the wrong thing on the road. I'm not a saint; far from it. But, our behavior must change.
- Also, track bikes with no brakes should be outlawed. Period. Sacramento is an ideal place to ride, but Sacramento is NOT bicycle friendly. This just makes no sense to me whatsoever. Oh, one final thing, it would be nice if we could go onto the American River Bike Trail without dealing with assaults, booby traps and homeless folks coming out the weeds and blocking the

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trail. ARBT is one of the most beautiful bike trails in the country, and this senseless behavior is just pointless.

- It would be nice to have bike boulevards in Sacramento where autos have to yield to bikes. These systems are used in other cities.
- Need more buffered zones. I felt comfortable riding on Pennsylvania Avenue in DC but not on downtown Sacramento streets
- They need to be continuous.
- Get bikes off sidewalks by making the streets safer. The "rational" person will risk a ticket every time over getting killed in the street.
- Routes need to be continuous. We have too many bike lanes that end and turn in
- If painting bike lanes green, only paint the area in the bike lane that is safest (i.e. outer foot that is outside of the door area).
- Things like man-hole covers are jarring on a bike. If possible, locate these in the street, not in the bike lane. Similarly, the "bike lane" paint is also bumpy, which is frustrating. Make it smooth or make sure there are wide (4 + inches) tire cut outs in the safe spot in the bike lane (outer foot).
- I could do this forever and would love to be involved more! Vince King (I've subscribed and I am a planner for a Park District)
- I would like to see more connected routes and major bike thoroughfares. Create a major protected loop around the central and midtown areas intersected by one north-south and one east-west track.
- People bike from outside the grid where they live (east sac, land park, oak park, etc...), please consider feeder streets to the grid (e.g. Folsom, H, E, T, Broadway, 21st Street, Land Park).
- Shade cover is very nice.
- Protected bike lanes would go a huge distance to open biking to non-bikers.
- More complete bike lanes - meaning lanes that go through the entire central city not ending without safe options to complete the trip.
- Intersection preferences areas for bikes.
- More bike lanes, bike safety awareness,
- Separated bike lanes from each direction going in and out of the Central City.
- H and 30th Street intersection is very dangerous
- Traffic speeds are a problem. Cars in 40 mph zones often do 50mph, ditto for 50mph zones. Serious speed control, reducing some 4 lane streets to two with good wide bike lanes and lower speed limits would do a great deal (e.g., Freeport....it's narrow for cars with 4 lanes....get rid of two lanes, slow the speed, good consistent bike lanes, and I'd use it for downtown travel.
- I live on 35th Avenue, with a posted 30 mph, and speed bumps and people do 40 all the time....it's a residential area.
- The scariest places to ride are in the core downtown area, precisely in the designated area that will likely have sidewalk riding ban enforced first (as mentioned in the Law and Legislation Committee meeting on May 12th). I am very opposed to sidewalk riding, but I have learned to ride sidewalks in that area to avoid getting killed by cars. Whenever I try a new street route,

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something terrifying happens. The core needs to be prioritized for safe bike routes, especially with the sidewalk ban coming.

- Drivers need to be educated on how to deal with cyclists using left turn lanes. This is where I see a lot of driver aggression. I think it is because I am slower than a car. Some signage might be good at busier intersections.
- It's always been vague as to who has right of ways on the street. Bikes are in the way of cars, pedestrians are in the way of bikes, etc. If there were clearly marked areas, it'd be less vague. Bikers wouldn't be on the sidewalk because they have a place. Cars wouldn't be surprised by a biker coming up because they would be in the expected lane. It would be safer for everyone all around.
- remove the cars from one lane going east each afternoon
- Lights should be timed to match average biking speeds, not just taking drivers into consideration.
- Bicycle safety is an afterthought on Sacramento streets and will continue to be so until bikes have protected, separated paths that go into and through the grid in all directions. The only way to keep bicyclists safe from cars is to get them off of the same roads. As long as we're forced to share infrastructure, we could improve safety by reducing the speed limit to 20 or even 15 MPH on all surface streets and implementing "green wave" traffic light timing. Getting leaf piles and garbage cans out of existing bike lanes (e.g. every weekday on T St.) would help.
- Convert at least one parking space to bike parking on every city block, like we have in front of Insight on 8th and S Streets.
- To be perfectly honest, I feel like I'm riding my bike everywhere *despite* getting a big middle finger from the city.
- Need better and safer routes to downtown and midtown from Land Park and Hollywood Park neighborhoods. The main streets don't have bike lanes that are safe. The bike lane on Land Park Drive going north is usually filled with grass from crews mowing the park lawns. It is also narrow and half of that lane is actually gutters.
- More bike parking
- More bike lanes, please.
- Would love to see more of the green painted bike lanes as seen on the Capitol Mall street downtown. Also, many of my biking accidents, close calls, and issues stem from both drivers and bikers not knowing and following the rules of the road (i.e. cars turning right should check their blind spot for bikers, and then cut off the bike lane before turning right). I was actually driving the other day in midtown, was heading to make a right hand turn, checked for bikers, moved over to the right and cut off the bike lane, and an Edible Pedal biker pulls up behind me and yells at me to "Get out of the bike lane".
- Protected bike lanes would make bike commuting much more feasible! The high-traffic areas, even with bike lanes (K St for example) are hard to avoid and very stressful. It's frustrating to try to plan a bike commute that circumnavigates downtown. The ARBT is wonderful but not enough.

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- Bike trails parallel along the light rails would be exceptional to connect it to other cities. (Not just the river). California Traction has been dead for years FYI.
- A bike trails parallel along the light rail tracks would be exceptional!
- Bus drivers are the worst. Bus Drivers leave half of the bus in roadway when picking up customers. This blocks bicycle lanes and the road. This leave bicyclist squeezed between a bus and through traffic.
- Does Sacramento Police Department enforce traffic laws? I have never seen anyone receiving a citation in the grid.
- I marked "C" above, but consider that I avoid riding through the grid not only because of intense traffic, but because there is way too much stop-and-go on the side streets. I personally think it would be cool to see a North/South bike trail adjacent to the railroad tracks between 19 and 20 with a limited number of at grade crossings. I bet the UP could be talked into this with the promise of a railing between the lane and their tracks and the elimination of some of the on-grade crossings. Expensive I know.
- I think I am just a little insane and I don't really have a lot of issues. I think some one way streets, especially with tracks can be incredibly stressful. I think the worst part of any of my ride is any time I have to go through a roundabout. There is one on 26th Street (I cannot remember the cross street but I think it's around S) and everyone parks their giant SUVs at angle parking so I can NEVER see around to the oncoming traffic. It's always a leap of faith crossing there. I would say about 20-30% of the time, a car is coming at me and I had no idea. Roundabouts are GREAT when I'm not at the stop sign side though.
- Thanks for having this survey up!
- All the one way streets encourage speeding, and are the biggest reason that I hate to bicycle downtown, even though I do regularly. Motorists don't even stop for waiting pedestrians. Eliminating the one way streets downtown would be the cheapest solution because you might not even need to add any new infrastructure for bicyclists. Just slowing the cars down to safe urban traffic speeds would be a HUGE improvement. When you get three lanes of motorists all going the same way, they don't feel they need to look or stop for anyone else.
- Comfortable bicycling to and from AMTRAK station should also be a big priority. It's currently so stressful, I'm sure a lot of people wouldn't even consider attempting it on bike- so that's a major transportation connectivity failure that has negative impacts on the entire region.
- I couldn't get the map above to work- no markers dropped.
- Thanks for the opportunity to comment!!
- Capitol bike lanes are nice but lights are timed so poorly that I avoid Capitol.
- Education to keep cyclists off the side walk, and better bike lanes to encourage this. Less cyclists on the sidewalk = more supportive pedestrians. Also, more education/enforcement of blatant disregard by cyclists of traffic laws. Not nit-picky enforcement, but a concerted effort to change behaviors of certain cyclists that ride into oncoming traffic, blatantly ignore active intersections, and endanger motorists and other cyclists.

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- There are already some decent streets to ride on, but often they suddenly stop (L Street for example) or getting under the highway. I think closing gaps in the network and creating a few separated cross town routes would go a long way. And of course additional bike parking.
- Sacramento needs more green bike lanes and protected bike lanes. Consider bike boxes as well at the lights on high-traffic routes (e.g., 21st Street, 19th Street) so that bikes can get an early start.
- Speed bumps / speed humps are a major problem. Can you please please help get rid of them? They cause cycling to be very unpleasant and oftentimes dangerous because they are obstructions in the way when we need to get out of the way of nearby cars. Even the speed bumps with the cycling inserts are difficult to steer through.
- Please make as many bike lanes physically separated from traffic as you can. So many more people in Sacramento would bike (we have the weather and the culture for it) if we felt safer.
- Dramatically curb bike theft. Many businesses do nothing -- Safeway on Alhambra. Cannot bike for errands even with the perfect bike system. 3 bikes stolen so far in the last 2 years, all with U-locks *and* cables.
- Finally, please please please please address the vagrancy and drug problem along the bike corridor, especially along the river. Biking there is extremely dangerous and many of us cyclists must avoid it now. I personally know two people who were clothes-lined off their bikes and robbed on the river trail. I've been chased by a man indecently exposing himself. My little sister has had rocks thrown at her. Please help!!!!
- How about more bike lanes so us walkers are safe from the bikes!
- It would be nice to have some rails to trails routes and more dedicated bike paths. I generally will only bike on quite roads.
- Ultra great would be those dedicated lanes that actually have a barrier between the moving cars and the bike lane...with room to not have to worry about parked cars opening doors into the moving bike rider. But having at least the painted lanes or painted line indicating a lane (with space to avoid parked car doors) would help a lot.
- Please consider street lighting. Some of the streets around Mansion Flats are particularly dark. Lighting at intersections is a problem in many areas.
- Please consider visibility at intersections. Street parking spots needs to be a distance back from the intersection to provide visibility to see oncoming traffic. Same thing with vegetation. This is especially an issue when the intersecting traffic doesn't have to stop.
- Please make bike lanes connect all the way to the intersection... often they only start 50-100 ft. after the crosswalk, and they stop 50-100 ft. before the next crosswalk... if the lane markings for cars continue all the way, why do bike lane markings suddenly disappear? Bike lanes signal to drivers that I have a place on the street... when they disappear, I feel like I don't have a place.
- Please tell people not to put their trash bins in the bike lane!
- It drives me crazy when there are obstructions in the bike lane, such as: garbage or recycling bins, cars that are double parked, or construction cones.

Low Stress Bike Network Online Tool Summary



- Please put the bike lanes next to the sidewalk, between parked cars and pedestrians. Also, a lane on J Street.