

## Pedestrian Improvements Online Tool Summary

This document provides summary highlights of the Pedestrian Improvements Online Tool results for the Downtown Transportation Study “Sac Grid 2.0”. The purpose of this survey was to provide the community an opportunity to learn and provide feedback regarding potential improvements to the pedestrian experience around the Grid. Community members were able to view different types of pedestrian investments including streetscape projects, gap projects, activity center enhancement, connect street enhancements, and street lighting investments. Community members were then asked to identify additional areas of investment or feedback on the proposed improvements by dropping a pin on a map of the Grid.

### 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:
  - WALK Sacramento
  - Caring Neighborhoods
  - Environmental Council of Sacramento (ECOS)
  - Sacramento Metropolitan Air Quality Management District’s Spare the Air Scooter
  - Marshall School / New Era Park Neighborhood Association
  - Young Professionals in Transportation – Sacramento
  - Greater Broadway District
  - Domus Development
  - Sacramento Steps Forward
  - Regional Transit
  - Sacramento Tree foundation
  - City of Sacramento Public Works Twitter Account

### Survey Summary Results

- Received 129 pins on the map.

### Dropped Pins

Community members were asked to drop a pin on the map to identify an additional area of investment or provide feedback on the identified investments. You can view these dropped pins on the Sac Grid 2.0 website.

### Additional Comments (Mobile Users)

- Extend bike and pedestrian improvements east on Broadway, connecting Oak Park, UCDCM, Elmhurst neighborhoods.
- Support investments on Stockton Boulevard from 30th to Broadway.
- Improve access on 30th, Alhambra, 34th, from Broadway to East Sacramento.
- Increase lighting, street/bike pedestrian improvements on 10th, 11th Streets, S, L, etc.
- Create bicycle boulevards.
- Every intersection must have crosswalks on all four sides. No intersections with only two or here crosswalks!

## Pedestrian Improvements

### Online Tool Summary

- Walk from Sac State to light rail is scary at night and not many other options.
- Plant more trees.
- Please ENFORCE the traffic laws (specifically speeding) that are already in place!
- Restore a dedicated full staff to Sac Police & mandate enforcement of traffic laws. If the City needs money (in addition to what has already been appropriated from the passing of Measure U & as agreed upon when cut in July of 2012), I suggest changing the priority from non-dangerous parking enforcement to public safety highway street speeds. In addition, the City is losing thousands in traffic enforcement revenue. No matter how much money the City spends on infrastructure, without necessary enforcement, pedestrians won't be safe. That being said, as it is added around the City, traffic slowing efforts using trees in the infrastructure would be beneficial.
- Keep bikes off of sidewalks, please.
- More lights!
- 1) Install signals at 11th street at both P and Q Streets. This street is an important pedestrian corridor connecting neighborhood with Capitol.
- 2) Red-light runners at 9th, 10th, crossing P and Q Streets: after the signal on P and Q streets at those crossings turns red, allow several seconds for the "walk" signal to illuminate.
- 3) Eliminate all left turns for autos.
- More lighted stop signs at cross walks. Paint the lines at the cross walks. Keep bikes off the sidewalks in commercial zone. Better bike lanes on side streets.
- 19th and I Street is horrible. I once you cross over J Street and approach I Street, the two left lanes on 19th can turn left, one of which, the right most of the two can go forward, and the right lane can turn left. The problem is with the two left turn lanes. Twice in the past week I have made a left turn from the center lane only to find someone in the left lane that was also turning left drift out of their lane into my lane. One of these left lanes needs to do.
- Another problem is at the freeway on ramp at 29th and H Street traveling south. There are four lanes on 29th Street. The left most lanes are to turn left only onto H Street. The next lane (moving from left to right away from the freeway towards the Gas station) is a freeway only lane. The next lane is either a freeway or go straight lane and the last lane is go straight or turn right.
- Three times in the past two weeks I have been in the second lane from the freeway only to have to slam on my breaks as people in the left turn only lane have decided they were going to enter the freeway. I honked at one who proceeded to speed up then slam on breaks trying to cause an accident. I should have called police.
- Other issues regard red light runners, lights need to be changed so that red one way does not automatically go green the other way. Worst offender seems to be the intersections where a street goes from two way to one.
- Lots of new building north of Fremont Park on 19th. However, between the two streets with stop lights P and N there is a poorly lit crosswalk. Needs enhancements.

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- Need better enforcement of bicycle and vehicle traffic. I live across the street from Blue Diamond and do a lot of walking. Lots of intersections are dark at night as well.
- Finally, where light rail crosses J Street. Not pedestrian and auto friendly, especially if you are turning left on to J street and there are pedestrians. Has the city thought about taking the high traffic intersections and making them all cross intersections meaning you can go diagonal as a pedestrian and making these intersections no turn on red? Quite a few in Sydney Australia and they work great.
- Let's have an activity center on the west end of Broadway, such as 8th. Similar to 15th space.
- Street trees between sidewalk and roadway, fast maturing varieties.
- I find the new LED lighting at night very uncomfortable and disconcerting. It shouldn't look like daytime at night.
- More trash cans to reduce litter.
- Better bike racks.
- Add fountains for pedestrians to gather and/or rest.
- K St. Mall: the light rail platforms squeeze bicyclists out of bike lane and across dangerous rail tracks. Also it's hard to get across 12th Street on a bike.
- Broadway, J St., 15th, 16th, 29th, and 30th: extremely dangerous with fast traffic and no bike lanes. These would be great streets for separated bike lanes.
- R St: no bike lanes or signage indicating cars should be looking out for bikes in the road.
- S St: Small street with lots of speeding commuter traffic and no bike lane, despite being the main access for Sac Food Co-op. At least stripe bike lanes and make more like T St.
- Alhambra: inconsistent and dangerous bike lanes; this is also a main access for Co-op.
- T St: the bike lanes are blocked by trash cans almost every day. City needs to enforce trash cans not being placed in bike lanes.
- 10th St: bike lane phase-out from R St. to N St. is really awkward and dangerous.
- G St., I St., L, N, P, and Q: bike lanes disappear at 15th St. These also seem like good places for separated bike lanes."
- I live on S St between 20th and 21st. I love to walk. My problem with walking in my neighborhood or even walking to other neighborhoods is the lack of street lights and lighted crosswalks. I am constantly afraid for safety from being attacked on a dark street or being hit by a car as crossing an intersection because they cannot see me till it is too late. Please just light up the grid and you will see people like me start to walk it!
- The more you can improve walking around ease in Midtown, the more the citizens will like it. Close off a street or two. The fabulous array of restaurants in the area is a tremendous draw and to be able to walk from one to another without fighting through automobile traffic would be a boon to that entire area. Add more off-street parking garages to enhance revenue and to open up the area. Close off K Street entirely? It could work. It would open up more opportunities for outdoor dining and other retail for the Midtown area.