

Arden Way–Auburn Boulevard Mobility Plan

Phase 1 Online Survey Summary

Introduction

In March 2026, the City of Sacramento conducted an online survey to gather community input on how people currently travel along Arden Way and Auburn Boulevard, the challenges they experience, and improvements that would make the corridor feel more safe and comfortable for all roadway users. The results will help inform future recommendations, identify priority improvements, and guide the overall direction of the Arden–Auburn Mobility Plan.

A total of **133 survey responses** were collected.

Project Overview

The City of Sacramento is developing the Arden Way–Auburn Boulevard Mobility Plan, a transportation planning effort focused on improving safety, access, and connectivity along Arden Way and Auburn Boulevard. These corridors are part of the City’s High Injury Network, where a higher number of severe and fatal crashes occur.

The plan aims to create a safer, more connected corridor for everyone, whether walking, biking, riding transit, or driving. Potential improvements may include enhanced pedestrian crossings, safer bicycle facilities, better transit connectivity, and design strategies to reduce speeds and improve overall travel conditions.

Questionnaire Purpose & Format

The survey was hosted on SurveyMonkey in both English and Spanish, and included 15 multiple-choice and open-ended responses. Question topics focused on travel behavior, perceptions of comfort and safety, barriers to movement, and desired improvements along the corridors.

Survey Questions

1. How often do you travel on Arden Way or Auburn Boulevard?
2. What time of the day do you travel on the corridor?
3. What are the main ways you travel on these corridors?
4. What is the primary purpose of your trips on these corridors?



Example of digital communication promoting the online survey.

5. Overall, how comfortable do you feel traveling along Arden Way or Auburn Boulevard?
6. How comfortable do you feel walking along these corridors?
7. How comfortable do you feel biking or rolling (bike, scooter, wheelchair) along these corridors?
8. How comfortable do you feel crossing the street on foot or with a mobility device?
9. Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Arden Way (between Del Paso Boulevard and Ethan Way)?
10. Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Auburn Boulevard (between Arden Way and Marconi Circle)?
11. What makes traveling on Arden Way (between Del Paso Boulevard and Ethan Way) feel uncomfortable or unsafe?
12. What makes traveling on Auburn Boulevard (between Arden Way and Marconi Circle) feel uncomfortable or unsafe?
13. Are there specific locations where you feel uncomfortable or unsafe?
14. What does a “comfortable and safe street” mean to you?
15. Is there anything else you want the City to understand about your experience traveling on Arden Way and/or Auburn Boulevard?

Key Findings at a Glance

The online survey collected 133 responses from corridor users, primarily frequent drivers who travel on Arden Way and Auburn Boulevard for shopping, errands, and commuting. Four key themes emerged from the data:

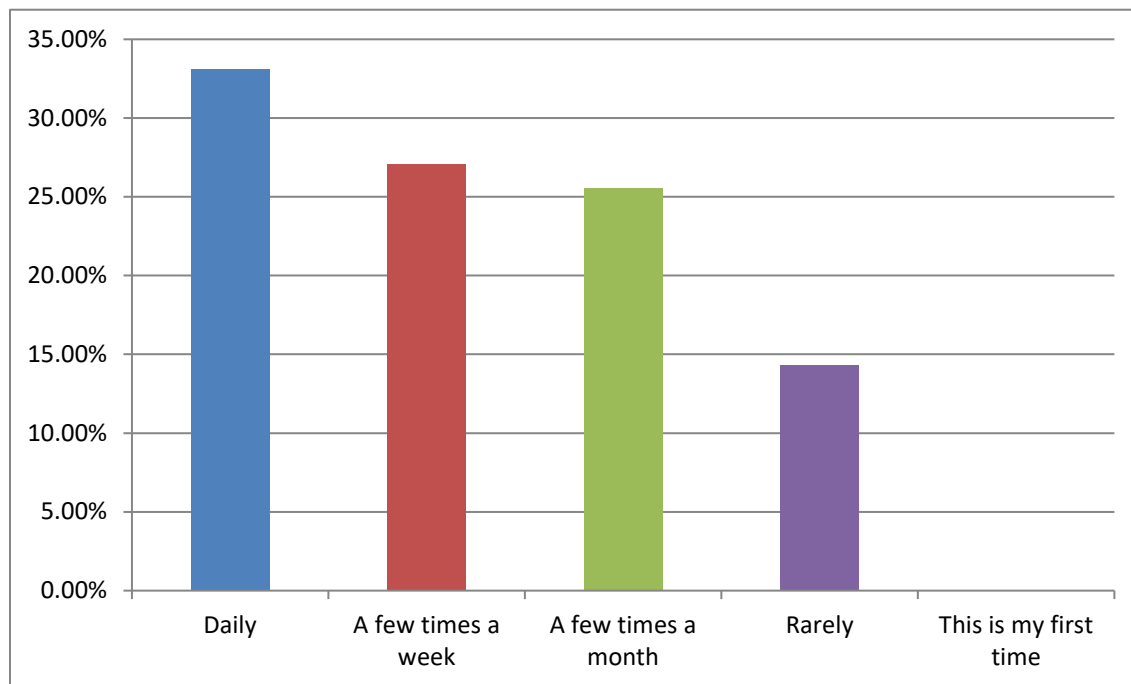
- 1. Discomfort across all travel modes.** Nearly half (48%) of respondents feel uncomfortable traveling the corridor overall. Among the smaller number who walk or bike on the project corridors, discomfort is even more pronounced: 81% of people walking and 86% of people bicycling report feeling uncomfortable. Of those who cross the street on foot, 78% of them feel uncomfortable while crossing. More than a third of all respondents avoid walking or biking along the project corridors entirely.
- 2. Fast-moving traffic is the top safety concern.** In both corridors, fast-moving traffic was most often cited as a factor making travel feel unsafe (76% on Arden Way, 68% on Auburn Boulevard), followed by drivers not yielding (47% and 45%, respectively).
- 3. Safety concerns are preventing people from reaching destinations.** More than half (52%) of respondents said safety or comfort concerns stop them from going somewhere they need or want to go on Arden Way. On Auburn Boulevard, one-third reported the same.
- 4. Open-ended responses highlight personal safety, unhoused activity, and infrastructure gaps.** Across multiple questions, respondents expressed concerns about encampments and personal safety, as well as calls for better sidewalks, protected bike lanes, improved crossings, and slower traffic.

Question 1: How often do you travel on Arden Way or Auburn Boulevard?

(Answered: 133, Skipped: 0)

Answer Choices	Responses	
Daily	33.08%	44
A few times a week	27.07%	36
A few times a month	25.56%	34
Rarely	14.29%	19
This is my first time	0.00%	0

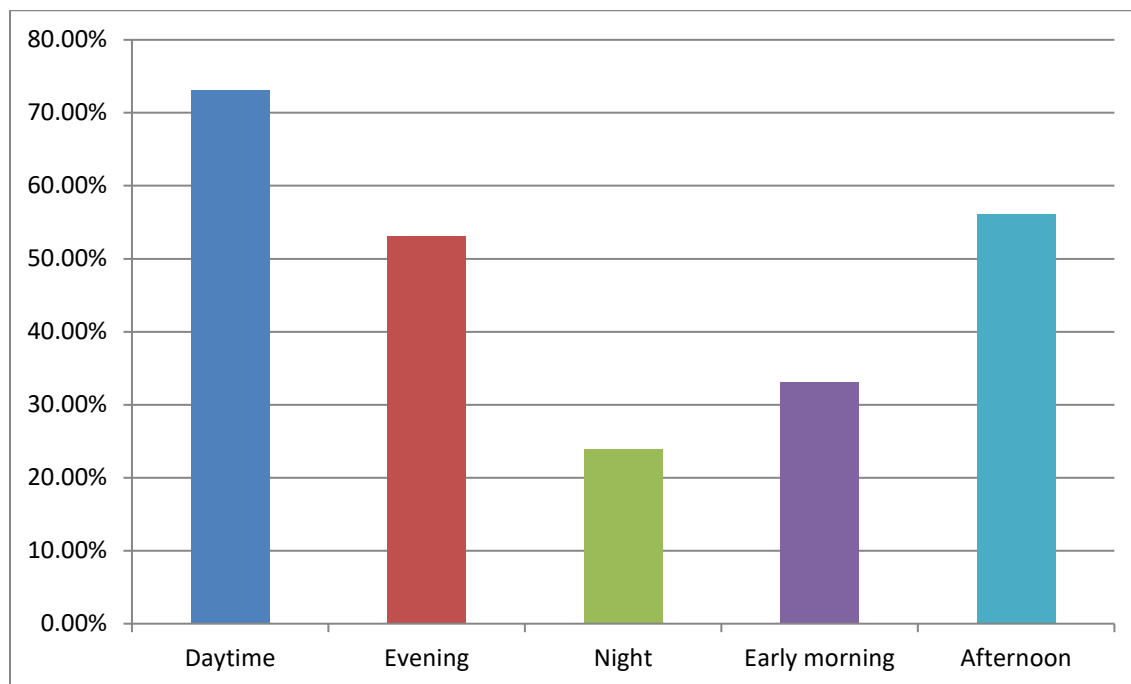
Highlights: The survey reached regular corridor users. Six in ten respondents (60%) travel Arden Way or Auburn Boulevard at least a few times per week, and all 133 respondents had traveled on the corridor before. This means the feedback reflects people with firsthand, recurring experience on these roads.



Question 2: What time of the day do you travel on the corridor? (Answered: 130, Skipped: 3)

Answer Choices	Responses	
Daytime	73.08%	95
Evening	53.08%	69
Night	23.85%	31
Early morning	33.08%	43
Afternoon	56.15%	73

Highlights: Usage is concentrated during daytime and peak travel periods, with daytime (73%), afternoon (56%), and evening (53%) seeing the heaviest activity. About a quarter of respondents also travel at night (24%), which is notable given the frequency of poor-lighting concerns raised in later questions.



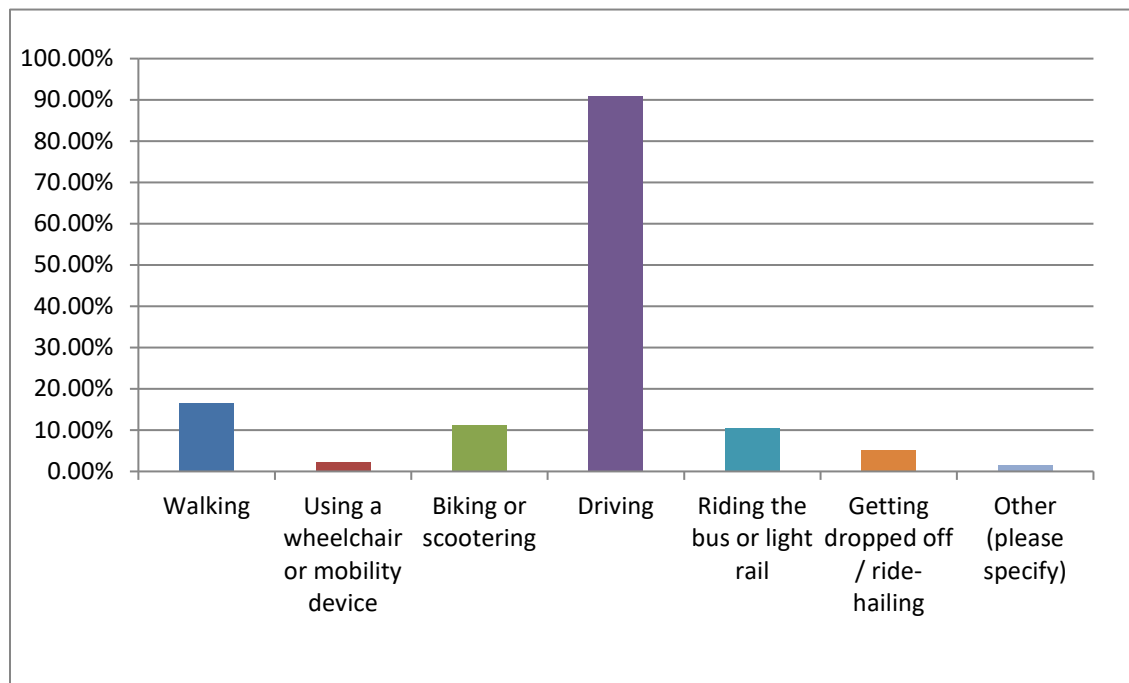
Question 3: What are the main ways you travel on these corridors? (Answered: 133, Skipped: 0)

Answer Choices	Responses	
Walking	16.54%	22
Using a wheelchair or mobility device	2.26%	3
Biking or scootering	11.28%	15
Driving	90.98%	121
Riding the bus or light rail	10.53%	14
Getting dropped off / ride-hailing	5.26%	7
Other (please specify)	1.50%	2

Highlights: Driving dominates at 91%, but roughly one in six respondents also walk (17%) and about one in ten bike (11%) or ride transit (10.5%). The gap between driving and all other modes is significant and consistent with open-ended comments describing the corridor as hostile to non-drivers. Other responses included skateboarding and one respondent who noted they drive specifically because biking feels unsafe.

Other responses included:

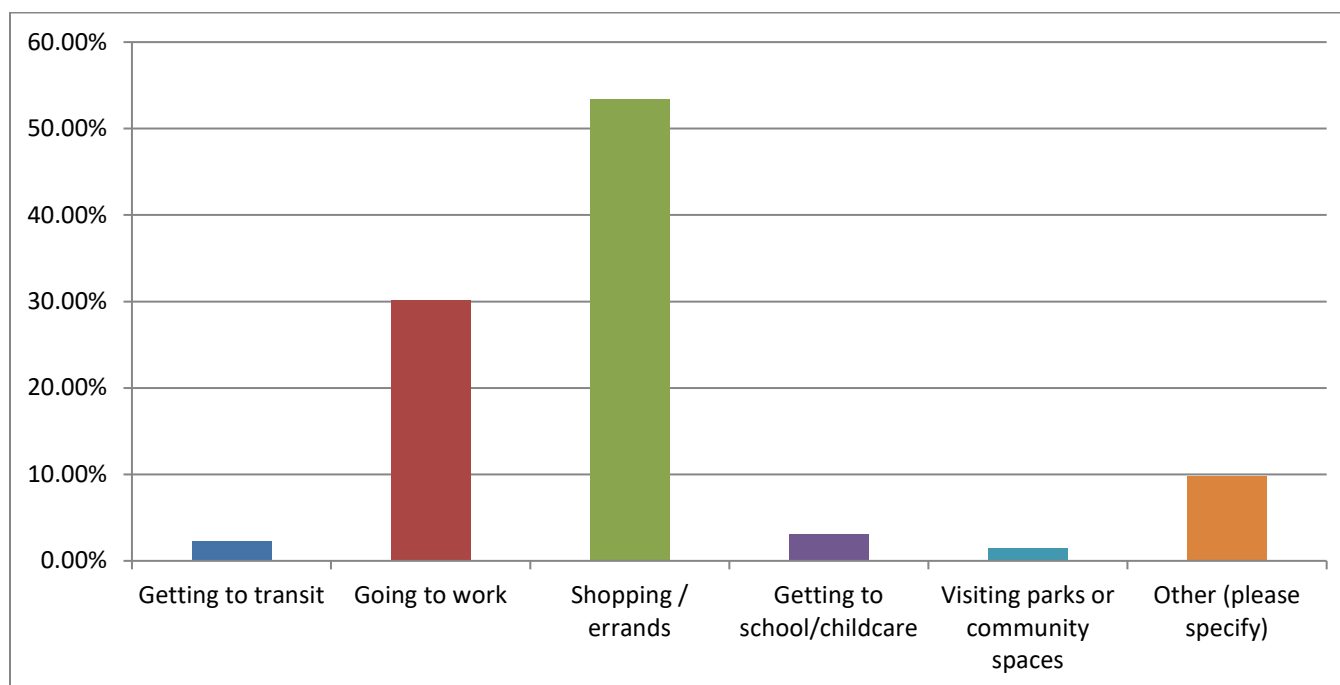
- I drive because biking there is dangerous
- Skateboard



Question 4: What is the primary purpose of your trips on these corridors? (Answered: 133, Skipped: 0)

Answer Choices	Responses	
Getting to transit	2.26%	3
Going to work	30.08%	40
Shopping / errands	53.38%	71
Getting to school/childcare	3.01%	4
Visiting parks or community spaces	1.50%	2
Other (please specify)	9.77%	13

Highlights: Shopping / errands (53%) and work commutes (30%) account for over 80% of trips, confirming that these corridors serve primarily as access routes to retail destinations and employment centers. Other purposes included medical appointments, visiting family, and recreational activities.



Other responses included:

- Medical / Doctors' appointments (3)
- Visiting friends / family (2)
- Work/ kids school/ shopping/ frequent restaurants
- Occasional dental appointment until I changed dentists because I hated the drive
- Meetings in the area
- Personal

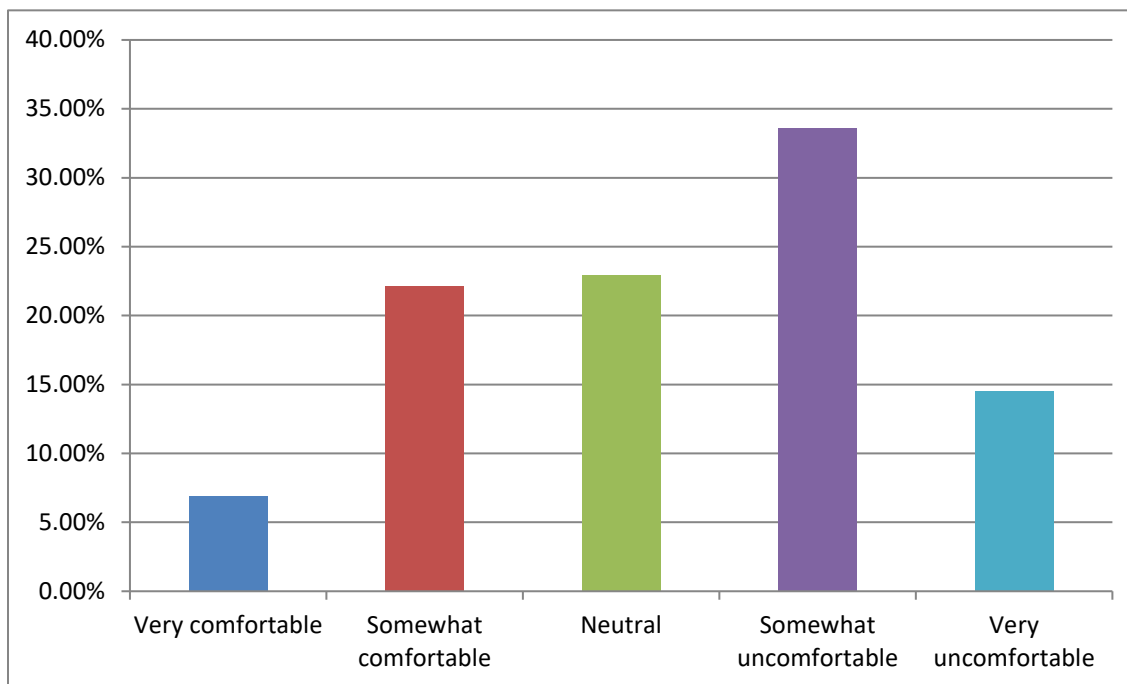
- Going to work and shopping.
- Recreational activities on Fulton
- Connection to Garden Highway
- Please don't slow traffic anymore. It's hard enough to get around Sacramento as it is. The city's air quality has not been bad, but with all the lanes lost to these projects, it is becoming unfriendly to cars. It's too far for me to walk or bike, and public transportation doesn't work here. Public transportation here is not like other big Cities. My sister-in-law was from Boston, and she said it takes too long to get around Sacramento by public transportation. I agree, as I have traveled extensively in other Countries recently. The City is ruining Sacramento by hurting our quality of life. Our Air quality is going to go downhill quickly with too much growth and the removal of traffic lanes. You're ruining the City I grew up in my mother and father grew up in, my grandparents grew up in, and my great grandparents grew up in. The traffic is getting worse and worse. Again, you're ruining our air quality.

Question 5: Overall, how comfortable do you feel traveling along Arden Way or Auburn Boulevard?

(Answered: 131, Skipped: 2)

Answer Choices	Responses	
Very comfortable	6.87%	9
Somewhat comfortable	22.14%	29
Neutral	22.90%	30
Somewhat uncomfortable	33.59%	44
Very uncomfortable	14.50%	19

Highlights: Nearly half of respondents (48%) feel uncomfortable traveling the corridor overall. This baseline discomfort across all modes, including driving, underscores the severity of conditions for more vulnerable road users.

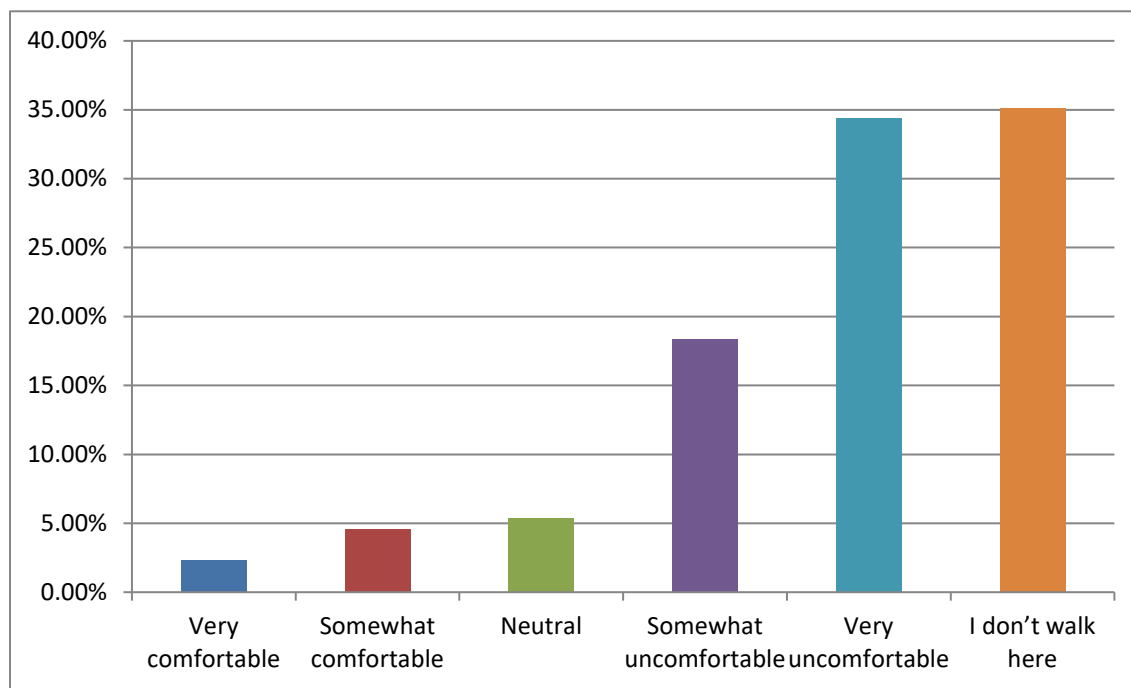




Question 6: How comfortable do you feel walking along these corridors? (Answered: 131, Skipped: 2)

Answer Choices	Responses	
Very comfortable	2.29%	3
Somewhat comfortable	4.58%	6
Neutral	5.34%	7
Somewhat uncomfortable	18.32%	24
Very uncomfortable	34.35%	45
I don't walk here	35.11%	46

Highlights: Walking comfort is very low. Over a third of respondents (35%) do not walk here at all, and among those who do, 81% report feeling uncomfortable. Only 11% of people walking feel somewhat or very comfortable.



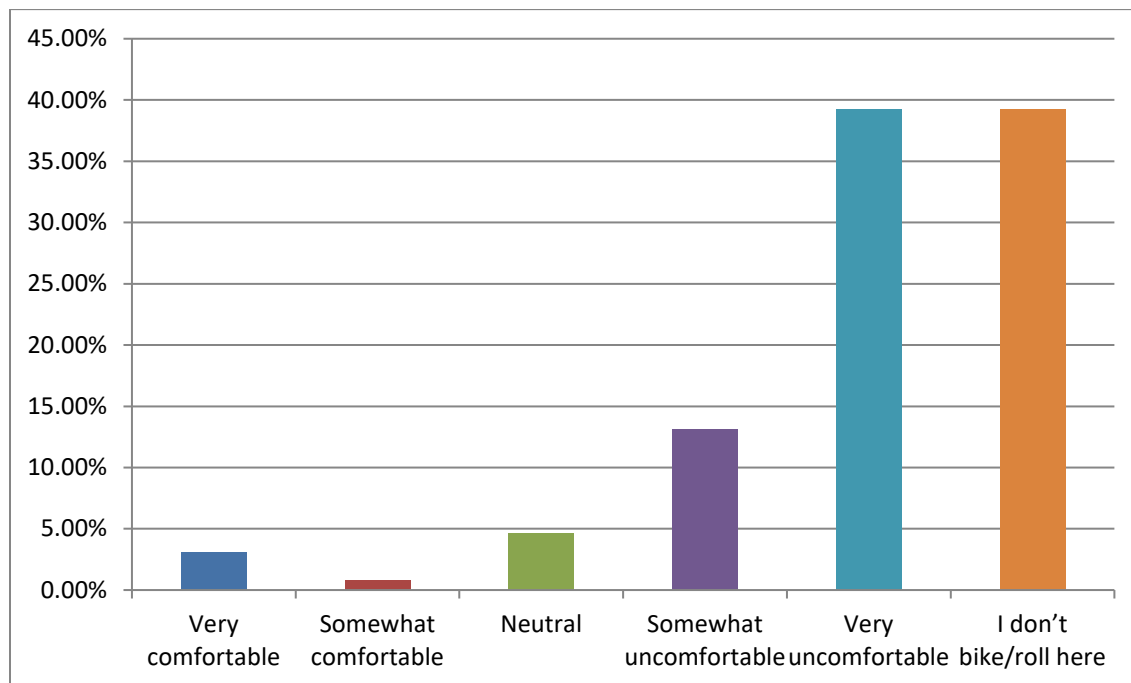


Question 7: How comfortable do you feel biking or rolling (bike, scooter, wheelchair) along these corridors?

(Answered: 130, Skipped: 3)

Answer Choices	Responses	
Very comfortable	3.08%	4
Somewhat comfortable	0.77%	1
Neutral	4.62%	6
Somewhat uncomfortable	13.08%	17
Very uncomfortable	39.23%	51
I don't bike/roll here	39.23%	51

Highlights: Comfort levels for people biking and rolling are extremely low. More than a third (39.23%) of respondents do not bike or roll on the project corridors at all, and among those who do, 86% report feeling uncomfortable. Only 6% of bicyclists and scooter riders feel somewhat or very comfortable, the lowest comfort rate of any mode measured.



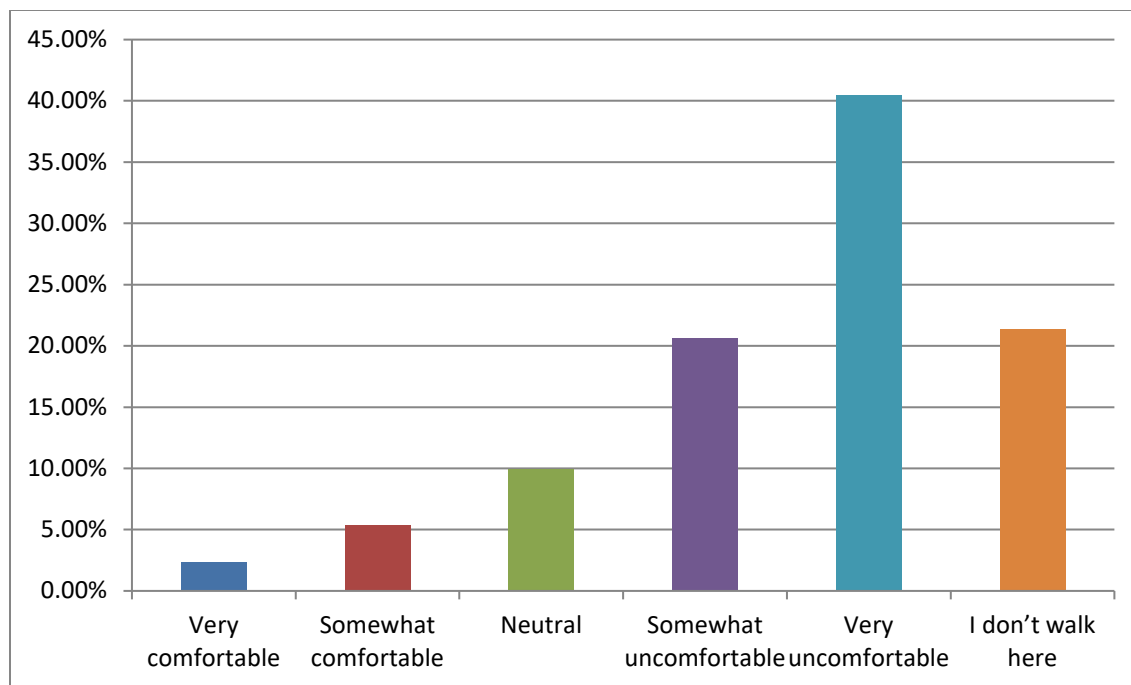


Question 8: How comfortable do you feel crossing the street on foot or with a mobility device?

(Answered: 131, Skipped: 2)

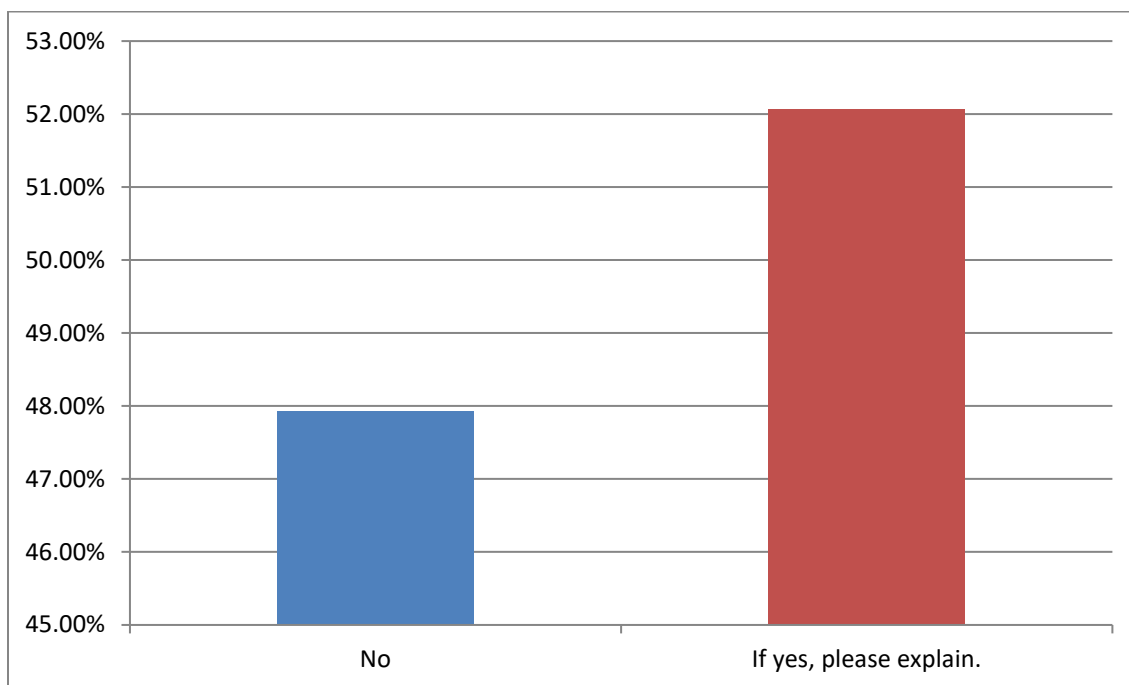
Answer Choices	Responses	
Very comfortable	2.29%	3
Somewhat comfortable	5.34%	7
Neutral	9.92%	13
Somewhat uncomfortable	20.61%	27
Very uncomfortable	40.46%	53
I don't walk here	21.37%	28

Highlights: Crossing the street draws the highest discomfort ratings of any mode. Among those who cross on foot or with a mobility device, 78% feel uncomfortable, with 40% selecting very uncomfortable. More than 21% of respondents avoid crossing here entirely, and only 10% of those who do cross report feeling comfortable.



Question 9: Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Arden Way (between Del Paso Boulevard and Ethan Way)?
(Answered: 121, Skipped: 12)

Answer Choices	Responses	
No	47.93%	58
If yes, please explain.	52.07%	63

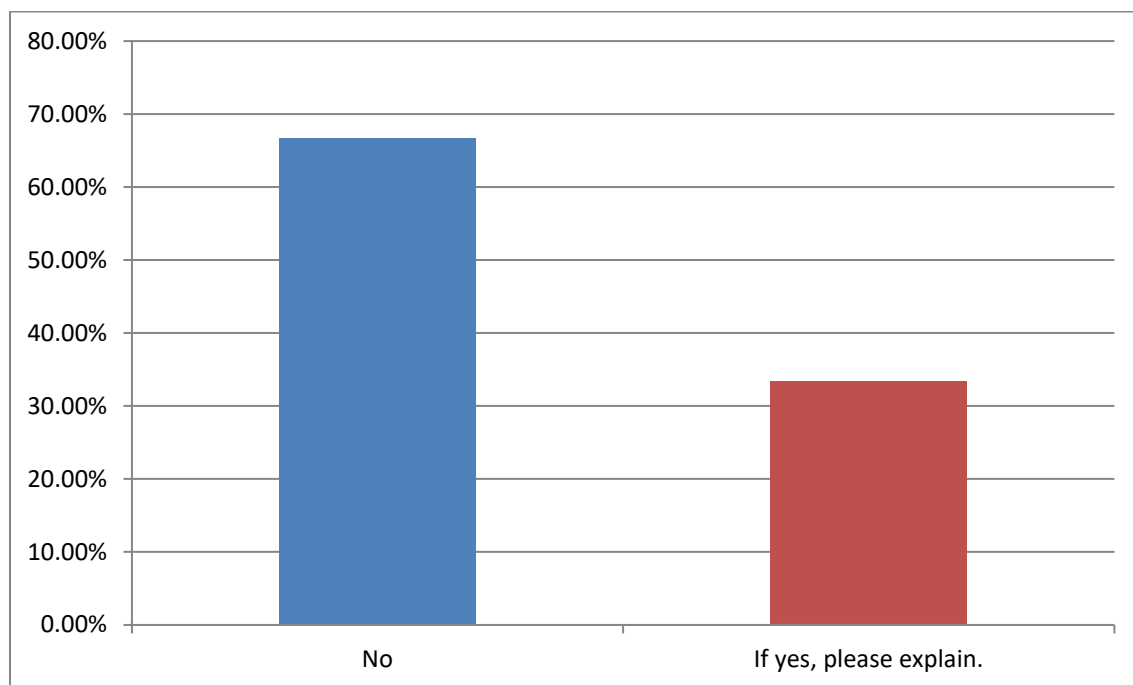


Below are some of the open-ended responses (refer to Appendix A for a complete list):

- People jaywalking
- Safety
- Yes, depends on the time of year, but usually during Christmas and the state fair
- Dark streetlamps, transients in the area, and high traffic volume
- Homeless people, narrow or missing sidewalks, fast traffic

Question 10: Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Auburn Boulevard (between Arden Way and Marconi Circle)?
(Answered: 117, Skipped: 16)

Answer Choices	Responses	
No	66.67%	78
If yes, please explain.	33.33%	39



Below are some of the open-ended responses (refer to Appendix B for a complete list):

- It's not friendly
- Narrow or missing sidewalks, fast traffic
- Safety
- Dark streetlamps, transients in the area, and high traffic volume
- I would never bike; I drive instead
- Too much criminal activity
- Irresponsible traffic

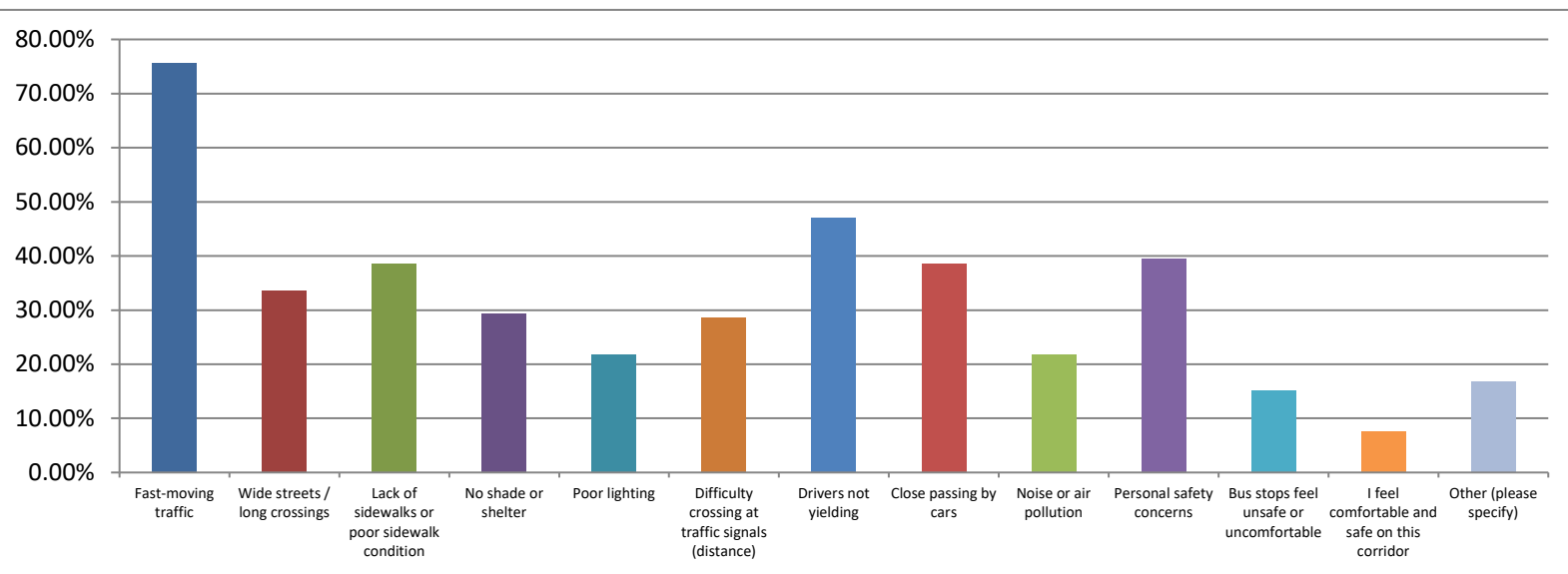


Question 11: What makes traveling on Arden Way (between Del Paso Boulevard and Ethan Way) feel uncomfortable or unsafe?

(Answered: 119, Skipped: 14)

Answer Choices	Responses	
Fast-moving traffic	75.63%	90
Wide streets / long crossings	33.61%	40
Lack of sidewalks or poor sidewalk condition	38.66%	46
No shade or shelter	29.41%	35
Poor lighting	21.85%	26
Difficulty crossing at traffic signals (distance)	28.57%	34
Drivers not yielding	47.06%	56
Close passing by cars	38.66%	46
Noise or air pollution	21.85%	26
Personal safety concerns	39.50%	47
Bus stops feel unsafe or uncomfortable	15.13%	18
I feel comfortable and safe on this corridor	7.56%	9
Other (please specify)	16.81%	20

Highlights: Three-quarters of respondents (76%) identified fast-moving traffic as the top factor making Arden Way feel unsafe, followed by drivers not yielding (47%) and personal safety concerns (39.5%). Infrastructure gaps ranked closely behind: poor sidewalks and close car passing (each 38.7%), wide crossings (34%), and signal timing issues (29%). Only 8% of respondents said they feel comfortable and safe on this corridor.





Below are some of the open-ended responses (refer to Appendix C for a complete list):

- Cars exiting the Arden Fair mall at the Macy's bus stop intersection, driving across westbound Arden Way, and then driving the wrong way through the left-hand turn pocket meant for eastbound Arden Way to access eastbound Arden Way. It happens very frequently!!!
- This prioritizes moving cars, not people's mobility outside of a car. It's basically a mini freeway, and you have to cross so much to get to storefronts.
- Nowhere for bikes to be safe. An unprotected bike lane is completely unusable.
- Traveling in any way that's not driving feels unsafe, so I only ever drive there. I only visit Arden Mall because of its big parking lot, and I don't visit any other smaller businesses, sights, or parks.
- Keep it the way it is.

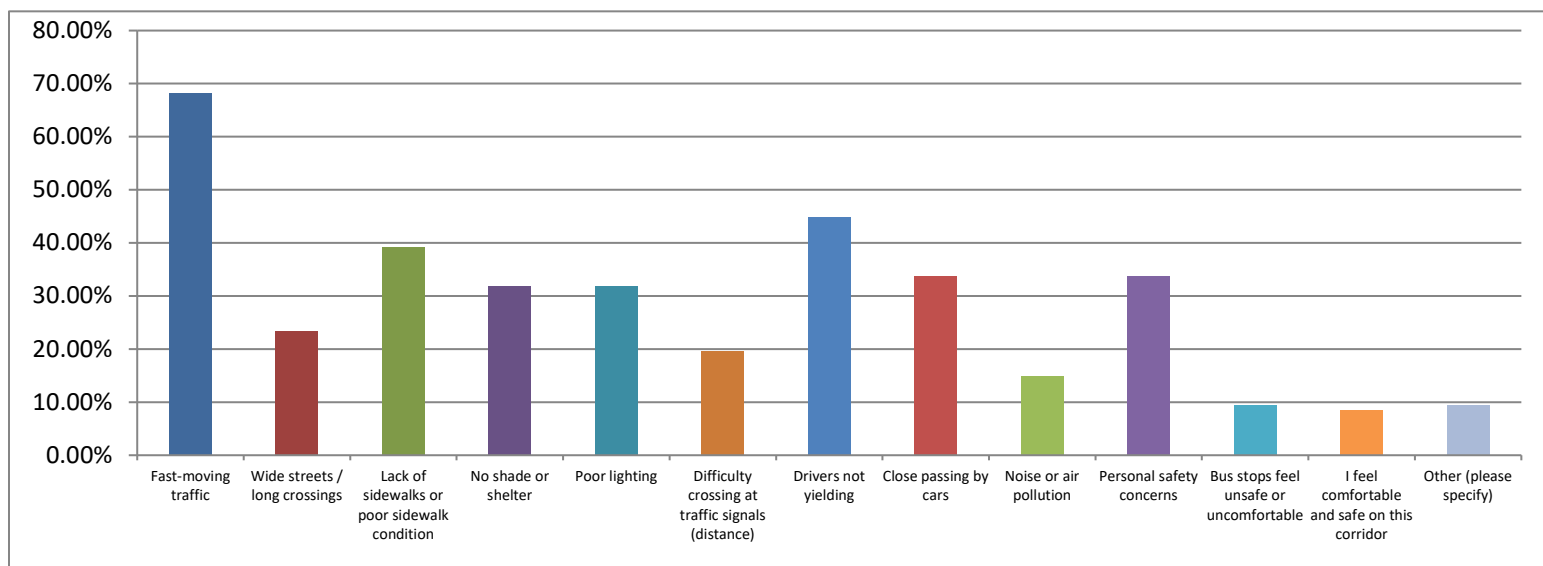


Question 12: What makes traveling on Auburn Boulevard (between Arden Way and Marconi Circle) feel uncomfortable or unsafe?

(Answered: 107, Skipped: 26)

Answer Choices	Responses	
Fast-moving traffic	68.22%	73
Wide streets / long crossings	23.36%	25
Lack of sidewalks or poor sidewalk condition	39.25%	42
No shade or shelter	31.78%	34
Poor lighting	31.78%	34
Difficulty crossing at traffic signals (distance)	19.63%	21
Drivers not yielding	44.86%	48
Close passing by cars	33.64%	36
Noise or air pollution	14.95%	16
Personal safety concerns	33.64%	36
Bus stops feel unsafe or uncomfortable	9.35%	10
I feel comfortable and safe on this corridor	8.41%	9
Other (please specify)	9.35%	10

Highlights: Auburn Boulevard mirrors Arden Way's top concerns, though with some differences. Fast-moving traffic (68%) and drivers not yielding (45%) lead, while poor lighting ranks notably higher (32% vs. 22% on Arden), consistent with open-ended comments about nighttime conditions on Auburn Boulevard. Poor sidewalks (39%) and personal safety (34%) round out the top concerns.





Below are the open-ended responses:

- I don't know this area
- Keep it the way it is. Stop overdoing it.
- There are bus stops?
- Homeless, RVs, trash, loose dogs, and open fire pits in winter.
- I rarely drive here.
- Alternatives to driving are NOT viable.
- Unhoused.
- I don't use Arden Way much. But my primary access to work is Auburn Blvd. The number of people trying to walk on the side of the road where there are not many lights at night, no shoulder/ no sidewalk, is scary to navigate, even for someone who drives it regularly
- Dangerous! The Y section is an accident waiting to happen.
- Unfamiliar/indifferent.

Question 13: Are there specific locations where you feel uncomfortable or unsafe? (Answered: 59, Skipped: 74)

Of the 59 respondents, 45 mentioned specific locations where they felt uncomfortable or unsafe along the corridor.

Below are some of their responses (refer to Appendix D for a complete list):

- Crossing under Business 80
- Arden Way at Ethan Way
- Walking on Arden Way between Business 80 and Ethan Way.
- The Challenge and Arden Way intersection has a high amount of cars running red lights. Bus. 80 and 160 offramps toward Arden Way, heading east, have traffic attempting to merge into the lane going into Sears Way at Arden Fair. High probability of forcing traffic to stop unsafely for them to merge.
- The entire space feels uncomfortable if not protected by a car. As a driver people go fast and as a pedestrian you are made to feel like an inconvenience to drivers.
- Watt Avenue and Auburn Boulevard
- Arden Way near Del Paso Boulevard
- The intersection at Arden and Del Paso is terrifying and confusing. The intersection at Ethan Way is very uncomfortable for pedestrians
- Grand Ave and Marysville Blvd
- The merge from the freeway onto Arden Way feels crazy to cross 5 lanes of traffic to get to the mall.
- Crossing near Encina High feels unsafe due to poor crosswalks and poor drivers.
- Watt Avenue. I was knocked down by a car there 2 weeks ago.
- Crossing Business 80
- North Sacramento area. I choose other routes.
- The whole thing is an active community nightmare. Cars don't stop; people do.
- The entirety of Arden Way is bad, but particularly around the mall. Ethan way also needs updates to make it safer to get to Arden from the bike trails.
- The westbound stop at Arden Fair is awful. All buses should serve a separate transit exchange. If the City wanted people to shop in person, why not encourage them to take buses to Arden Fair? The last time that each train met a bus was before the Great Recession. I used to enjoy visiting the mall on the bus at Christmas time. Now, I have to take two buses instead of one!
- Yes, Swanston's light rail during the PM hours at night.
- Point West Way, turning into the Mall, and the freeway entrance.

Question 14: What does a “comfortable and safe street” mean to you? **(Answered: 102, Skipped: 31)**

Below is an overview of survey responses (refer to Appendix E for a complete list):

- Sidewalks and bike lanes are wide, physically separated from traffic, and clear of debris, glass, and trash. Cars are traveling at 25mph or below. If high-speed roads already exist, walking paths must be created separately.
- Pedestrian safety, free from harassment, safe for bikers, walkers, and cars.
- Proper light and space are given for pedestrians
- Long enough traffic lights to cross on well-marked crosswalks.
- I believe that cars will yield if they see I'm trying to cross, and cars moving slower, so I don't have to worry that they will fly off the road and hit me when I'm on the sidewalk or in the bike lane.
- Traffic at reasonable speeds is buffered from the sidewalk.
- Easy access to errands, shopping, and banking by car. Not taking away lanes for vehicles.
- Visually attractive, well shaded, ample crossing opportunities, defined space for all users, and traffic moving at 30 mph or less.
- Completely shaded, nice landscaping, room to safely bike without cars whizzing by, and frequent bus service.
- No potholes, clean from glass debris, clear bright street markings, and surrounding buildings upkeep and landscaping. No homeless panhandling on corners and medians.
- Slow, active, vibrant, colorful, people, bike, peds, density, community, quick build, people don't die and get injured using a public asset and a community-owned facility.
- A street where cars are not traveling faster than 25 miles per hour. Bike lanes are either separated from traffic by grade separation (if the speed limit is higher than 25 mph) or by parking. Drivers do not feel comfortable driving faster than posted speed limits due to physical limitations, such as narrower lanes, bollards separating lanes, or roundabouts. Street corners are visible from the road at a distance. There is no street parking at intersections, and ample lighting and hawk lights for crossing pedestrians.
- A place where I can have a conversation without yelling over traffic and where road design is optimized for peds/bikes.
- Nicely paved sidewalks, room between fast-moving cars and peds, up-to-date crosswalks

Question 15: Is there anything else you want the City to understand about your experience traveling on Arden Way and/or Auburn Boulevard?

(Answered: 68, Skipped: 65)

Below are some of the survey responses (refer to Appendix F for the full list):

- There is a lack of trees for shade. It is not pedestrian-friendly
- Too many areas on Arden, especially from Business 80 and Ethan, where vehicles are attempting to change lanes with very limited distance to get to their destination
- It would be nice to see bike/walking paths.
- If I did not need to traverse this road for work, I would never use it.
- I have previously brought the issue of cars driving the wrong way through the left-hand turn pockets using the City's online concern submission conduit. Still, I just got bounced around between departments, with one saying it was the other's responsibility. I even included detailed photos, but to no avail. I hope someone pays attention to this issue through this survey before a serious accident occurs. It's an easy fix: install delineator cones on the lane lines toward the end of the turn pocket, but that is for your traffic engineers to determine.
- The city must clean up encampments, trash, and other issues along the sidewalk and streets.
- The area has a high volume of transients and encampments, leading to increased crime and deteriorating infrastructure. Many transients have been in the area for months, yet nothing has been done to address the situation. Businesses are affected by theft and vandalism. Pedestrians crossing Arden Way face poor lighting conditions and have had multiple fatalities in the past years.

Demographic Questions

Optional demographic questions were included in the survey to better understand who participated and to help contextualize responses. The following section summarizes key trends based on age, disability status, primary language spoken at home, and zip code.

Primary Language Spoken at Home (Answered: 99 / Skipped: 34)

Respondents were predominantly English-speaking. A small number of respondents (approximately 5–8%) reported Spanish or bilingual English/Spanish households, while very few responses (1–2%) indicated other languages such as Czech. The low number of non-English respondents suggests an opportunity for expanded multilingual outreach in future engagement phases.

Age Range (Answered: 111 / Skipped: 22)

Responses span all adult age groups: Under 18 (1.80%, 2), 18–24 (3.60%, 4), 25–34 (26.13%, 29), 35–44 (19.82%, 22), 45–54 (15.32%, 17), 55–64 (19.82%, 22), and 65+ (13.51%, 15). The largest share came

from respondents aged 25–34 (26%), with strong representation from the 35–64 range (55% combined).

Disability Status (*Answered: 110 / Skipped: 23*)

Ten percent of respondents (11 individuals) identified as having a disability, while 90% (99 respondents) did not. While the majority of feedback reflects non-disabled perspectives, the presence of respondents with accessibility needs adds important context to the comfort and crossing concerns raised throughout the survey.

Zip Code

Responses were heavily concentrated in and around the Arden area, particularly in zip codes 95815, 95825, and 95821. Additional nearby zip codes such as 95838, 95864, 95833, and 95820 were also well represented, indicating strong participation from surrounding neighborhoods along and near the corridor. A smaller number of responses came from adjacent or regional zip codes (e.g., 95608, 95628, 95765), as well as a few outliers outside the immediate area.

Arden Way–Auburn Boulevard Mobility Plan

Phase 1 Online Survey Summary Appendix

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Appendix A

Question 9: Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Arden Way (between Del Paso Boulevard and Ethan Way)?

- People tend to drive too fast and, or there are pedestrians always jaywalking.
- High traffic
- Heavy and speeding traffic, crime activity, and homeless people blocking the sidewalk and street.
- Traffic backup and red-light runners
- Not enough crosswalks
- I don't bike. I drive instead.
- Homeless on the streets
- Homeless, crime
- Poorly designed streets and crime
- I primarily don't walk or bike here because of it.
- I often don't walk to close places because I am a little worried about my safety around Arden Way and Bell Street. There are often people milling about, and some seem to have mental health struggles. I teach at Encina, and we recently had a student hit in a crosswalk and have had lockdowns for police actions in the area. Students also sometimes have fights off campus in that area.
- The drivers tend not to pay attention, and my kids and pedestrians are at risk
- People drive too fast. I feel unsafe when I'm on the road. Biking and walking are not considered here
- No one has gotten hit here. Are you trying to create a huge problem for Cal Expo during events? They need the lanes to get in and out of Cal Expo. Stop ruining our City. Geez.
- The Del Paso Blvd area is unsafe.
- Sketchy, terrifying corridor, asking for death, cement nightmare, anti-ped, you don't need a survey to know this
- I would love to bike around there to access shops in Howe Bout Arden or the Costco shopping center
- High-speed traffic
- There is no transit service from where I live to Arden Fair. So, I order online.
- I feel less safe in these areas, which makes me question whether to walk or leave my valuables in my car.
- Daily, I see other RT passengers feeling unsafe due to people hanging around rt property asking for cigarettes / getting too close to the RT waiting area.
- Never know who's robbing me

- Unsafe crossings - people don't stop at lights
- Cars drive too fast. No one looks out for those on bikes.
- It stops me from getting on the freeway or taking Point West Way. At times, a lot of fast-moving vehicles make it very concerning. Additionally, trying to get to the mall and getting from one area to another can be stressful
- Too trafficky
- A lot of unhoused people and crime
- I'll often take Alta Arden. Arden Way has more construction, reasons to stop, and pedestrians out in the street
- It's a Stroad. It's dangerous for people outside of cars. It's not great for people in cars either.
- The streets are really overwhelming. The traffic is crazy. It just does not feel comfortable at all.
- The roads are very wide and often congested. It makes it confusing when driving. In addition, people are usually driving really fast.
- Drivers in this area are not the safest. We stay away from this area at night, unless in the car.
- The people at night
- No access thru/under Bus 80
- It's not even a consideration, too dangerous.
- Homeless trash around
- There is a lot of unsafe pedestrian behavior in this section (panhandling on medians, crossing not in the crosswalk. I would not walk or bike here ever out of fear of getting hit by a car or accosted by a transient person. I avoid driving in this section, when possible, because of heavy traffic congestion and the unsafe driving of others by the mall.
- I try to avoid crossing Arden Way walking or on my bike
- Redo the roads! They are terrible!
- Very bad drivers
- Incoming Traffic and Homelessness
- Panhandlers on street corners and intersections
- Lack of sidewalks and lighting makes travel difficult. I take alternative routes or do not travel to the area at all
- I use neighborhood streets until I can't
- Poor sidewalks and safety concerns
- I will actively avoid the area when I can (especially around Arden/Ethan/Exposition/Alta Arden intersection). It's too busy, confusing, and feels dangerous.
- I only drive to places along these corridors; walking is too dangerous. Biking seems more dangerous.

- No sidewalk on the North side of Arden from Harvard to the crosswalk just east of the freeway; no sidewalk on the south side of Arden from that crosswalk to Point West Way; crossing Arden Way = crossing EIGHT lanes of traffic in some spots; and cars go too fast.
- I worry about being hit by a car
- If it has been raining, then the sidewalk on Arden Way between Del Paso and Oxford is too muddy and slippery to use safely
- I drive because I feel like it's unsafe for anyone not in a car. Too much traffic. Too many people are rushing around. Shoddy infrastructure. Buses and police are always blocking a lane.
- I would like to ride my bike on the Arden corridor, starting at Ethan, to the Del Paso light rail station, but I don't feel safe riding near vehicles, crossing 80, or crossing the Ethan-Expo intersection.
- Yes, if I'm not using my car. I would not consider traveling this road without a car
- I am a middle-aged male, so I feel somewhat okay walking, but when I take my young daughters, I'm not going to walk. Driving is safer with homeless individuals lingering around.
- Rush hour traffic keeps me away
- I don't own a car, and I don't live close enough to the light rail, so I am unable to access this area. I occasionally go with my partner in her car.
- It's generally a miserable corridor to drive through. Would love to bike it, but it is not safe.

Appendix B

Question 10: Do comfort or safety concerns ever stop you from going somewhere you need or want to go on Auburn Boulevard (between Arden Way and Marconi Circle)?

- I was hit by a car and knocked down on Watt Ave
- I try to avoid traveling there if I can because I feel unsafe
- Sketchy, terrifying corridor, asking for death, cement nightmare, anti-ped, you don't need a survey to know this
- This section of Auburn hasn't had transit service since the Great Recession.
- Yes, because no RT passengers are hanging around the light rail station.
- Violent crimes
- Crossing is hard - speeding - no lights
- Same, speed of cars, crossings too wide, just too dangerous
- Traffic
- A lot of unhoused people and crime
- See response to Auburn. It's a Stroad
- It's just kind of brutal in that area. Overwhelming streets and concrete everywhere. The area feels like it's for cars and not people.
- Fast cars and confusing intersections.
- High-speed traffic and poor road conditions
- I would not walk or bike along this section because I would be afraid of getting hit by a car or accosted by a transient person. For driving, there is a lot of trash that often gets in the roadway and can make me worried about popping a tire or having to swerve to avoid it. There is also a lot of unsafe pedestrian behavior in this area (walking through traffic and crossing not in a crosswalk).
- Fast cars
- The roads are terrible!
- Incoming Traffic and Homelessness
- I never need to go this route
- Undeveloped unpaved alleys/roads, constant trash, unlit roads, and lack of sidewalks keep people from traveling to this area
- I do this on the other side of the tracks
- There are unhoused people along this corridor, as well as poorly maintained roads
- Harvard Way curves, and you can't see traffic coming. Crossing Harvard at Silica is dangerous, can't safely walk along Harvard north of Silica to El Camino.
- Cars drive too fast
- No, but I would never think to go without a car. If I had to walk or bike, I wouldn't go.

- Yes, if I'm not using my car. I would not consider traveling this road without a car due to traffic and also personal safety
- I am middle-aged male, so I feel somewhat okay walking, but when I take my young daughters, not going to walk. Driving is safer than with homeless individuals lingering around.
- Heavy traffic hours keep me away
- Same as above

Appendix C

Question 11: What makes traveling on Arden Way (between Del Paso Boulevard and Ethan Way) feel uncomfortable or unsafe?

- Driving / periodically use public transportation. The Del Paso Blvd area is not safe to wait or walk. Added tall apartment buildings impact air quality and circulation. Traveling East away from North Sac, things improve.
- Bike lanes close to wide, high-speed traffic lanes. Bike lanes are simple paint lanes with no protection from vehicles, which are often speeding and not looking for/concerned about cyclists. No traffic-calming measures and high volumes of car traffic.
- There are SO many lands, it's pretty much a freeway.
- Alternatives to driving are NOT viable
- Individuals outside can often times be confrontational.
- Lots of homeless people in this area. The area is unclean from public areas to parking lots, with trash
- Roads
- Poor road design to accommodate all users
- Shady people
- There are a lot of people soliciting in the medians, sometimes with pets and sometimes they act erratically. As a driver, even though I slow down, I feel uneasy about the pets or people making sudden movements into the road.
- Bad drivers
- Transit really only goes to and from downtown and if you want to go anywhere else you can't unless you live downtown then you can go lots of places

Appendix D

Question 13: Are there specific locations where you feel uncomfortable or unsafe?

- Marconi to County line on Auburn
- Arden Way, east of Bus. 80, when trying to cross lanes after exiting the off-ramp.
- The confluence of streets is complicated, especially right before Ethan Way. The cars move so fast, and there are so many lanes to get across if you're exiting Petco onto Arden Way and need to get over to Alta Arden. It's all chaotic.
- Arden Mall
- Auburn/Frienda/Van Ness interchange
- Under the overpasses, between the golf course and train tracks, where there is no lighting, the bike lane is too narrow
- 924 Arden Way
- Arden: near the freeway overcrossing (lots of traffic and pedestrians); in front of Arden Fair Mall, there are a lot of drivers coming off the freeway doing unsafe things like cutting across traffic or driving aggressively; Arden and Ethan intersection has a lot of transient people who have unsafe pedestrian behavior and lots of trash that gets into the street. Auburn Blvd at all freeway on-ramps has a lot of unsafe pedestrian and driver behavior, and a lot of transient/homeless people's personal items take up the sidewalks.
- The intersection of Del Paso and Arden Way feels unsafe on bike or walking. Very long signal, cars don't wait when the walk signal is on.
- Ethan Way going towards Hurley Way! All of Hurley Way is terrible.
- The whole road is a bumper car derby
- Roseville Road with the homeless people.
- Marconi and Auburn
- The Y Section needs a traffic light.
- Arden Way connecting to businesses and light rail/bus stops have little or no sidewalks, and lighting makes travel there unsafe. I have seen many people hit by cars trying to navigate the streets
- Where Arden meets the freeway - no bicycle pathways to make all users aware of bicyclists.
- Any of the large intersections where cars constantly run red lights at high speeds. The streets are wider so the drivers think they can see farther and make the light, but they speed through red lights, and if the other traffic lanes aren't paying attention sometimes, it feels like you're seconds away from being swiped.
- Mentioned above, Alta Arden/Ethan/Arden intersection, as well as the off-ramps on Arden from I-80, where we have to immediately merge with several lanes if we need to turn left into the mall.

- Under the freeway
- The Arden Way crosswalk just west of Arden Fair, next to the freeway onramp. The intersection of Harvard and Silica. The intersection of Arden and Harvard/Blumenfeld.
- The crosswalks at Arden and Del Paso feel unsafe because they are long and there is traffic from too many directions. A bridge would help. The crosswalk at Oxford Street is too fast, and cars go through the red light. The sidewalk on the north side of Arden between Del Paso and Oxford is unsafe because it is crumbling, cracked, very uneven, muddy, narrow, and some of it is unpaved.
- The intersection right next to the Arden Mall entrance is very noisy, the crosswalk is very long, and the cars drive very fast.
- Merging traffic and cross-over intersections (for instance: highway traffic moving across to Arden Fair or Alta Arden)
- Near freeway entrances/exits

Appendix E

Question 14: What does a “comfortable and safe street” mean to you?

- Speed limit enforcement and marked crosswalks.
- Reasonable traffic flow. Easy access to turning lanes, freeways, and businesses. slow, organized, and predictable traffic. No/minimal crime. No loitering, yelling, or disrupting traffic or other people or businesses.
- A safe and comfortable street is a street where I do not worry about my safety when I am walking, biking, taking transit, or driving. It's a street where there is sufficient shade cover and protection from cars, which makes it so I do not have to constantly look around me to see if a car is going to hit me. When biking, there is sufficient space dedicated to bicycles that cars will not go into and potentially hit bicycles. On transit, safe and comfortable bus shelters/train stations where I can sit in the shade or under rain protection and not have to wait more than 15 minutes. When driving, having so many lanes go different ways with confusing markings and intersections makes a street not feel comfortable and safe. Less intersections, less lanes, and better road markings would make a street feel safer.
- Comfortable and safe streets are those that accommodate everyone's needs, so they are able to use the street without concern for their safety.
- Having security around
- Environment or
- A place where, no matter your age, ability, or mode of travel, you can get to where you need to go in one piece.
- Means safety for bicyclists, and no one has a concern with riding in those areas. For vehicles, making them feel safe merging, not missing an exit or turn, and safe in the area.
- Not worrying about too many cars, traffic, noise
- No cars that are close to hitting people
- Streets that are designed for ease of use by pedestrians and cyclists
- Adequate, well-lit walking path and accessible crosswalks.
- Walkable at all times of day
- I prefer a slower and more leisurely driving experience. This is unrealistic for this location, but that is my comfort level.
- Being able to travel comfortably and safely, whether you're driving, walking, biking, riding a bus, riding in an electric wheelchair, etc.
- Trees and protected areas for pedestrians and bicyclist (protected from cars) as a driver on this road, I want them as far away from me as possible.

- Calmed traffic is moving at safe speeds. Full grade separation for pedestrians and cyclists. Reduced the number of traffic signals and replaced them with roundabouts for safe and efficient traffic flow.
- It means it is for people and not just for cars. There are green spaces, tree shade, and comfortable, safe pathways for pedestrians and bikers.
- Reasonable MPH, clear and safe walkways for pedestrians, minimal driving lanes
- Sidewalks, protected bike lanes, proper street lighting, and cars driving at the speed limit.
- Good lighting, clean sidewalks, being able to walk the sidewalk, and not be intimidated by an unhoused individual.
- Idiots don't know how to get from A to B, and Sacramento is a difficult city to drive in.
- Sidewalks, speed control, lighting, and no homeless
- Clean! A lot of sidewalks in the Arden area aren't clean, which makes the area feel unsafe. Glass shards and other things make walking through Arden uncomfortable.
- Proper Lighting, Sidewalks, and Crosswalks.
- Well-lit sidewalks, police cameras at the corners (i.e., Sac PD blue-light ones). Trash picked up.
- Not fearing for my life and the lives of others, if I can't see them walking or riding their bikes in the dark
- Narrower lanes, bike lanes not next to cars. Wide sidewalks.
- Safety when traveling, especially when turning left and being able to cross streets on foot
- A street without a lot of trash everywhere. A street that is used for transportation instead of as a place for people to live in tents because the city/county doesn't build enough shelters and housing. A street where walkers and cyclists can cross without dying or being injured in a car crash (both frequent occurrences in this corridor), and when somebody does die or get injured, the government actually changes the street, so it doesn't happen again. Separated bike lanes and sidewalks that aren't right next to traffic and are protected by more than just green paint. A street that isn't constantly clogged with car traffic and traffic moves slower near cyclists/pedestrians.
- 2 lanes of traffic. Cars going 30-35 mph max. Shade and trees. Interesting locations for walking. Space between me and the cars for biking.
- Good pavement. Adequate sidewalks. homeless control, lights, and lighting.
- Traffic flow, light, walking with safety, pavement which is safe from incoming traffic. Crossing lights.
- Well-lit, sidewalks, bike lanes, clean
- Sidewalks, good lightning. When driving on Auburn Blvd - wider lanes and sidewalks
- Being able to travel without fear of being struck by a vehicle or traversing trash dumped on sidewalks and street
- El tráfico se mantiene menos de 30 mph.

- Que uno sienta cuando va Caminando la Paz y la confianza de caminar comodo.
- Signs or markings on the ground to show where all users are supposed to be. Barriers to protect vulnerable users
- Well lit, lots of people, crosswalks that aren't super long, protected bike lane, well maintained and protected sidewalks
- Good lighting, sidewalks, designated cross walks, speed/traffic control.
- Controlled traffic speeds, traffic lights, separated sidewalks and bicycle lanes
- Lighting, safe cross walks and wide/lit/painted bike lanes. Activity including cyclists and pedestrians traveling outside their vehicles.
- Bold paint, highly visible signage, great lighting, wide sidewalks, short crosswalks
- A street where I can comfortably walk or bike without feeling like I'm going to get run over by a car. Sidewalk continuity makes me feel comfortable to walk.
- Sidewalks, crosswalks, traffic signals, low speed limits for drivers.
- Protected bike lanes, shade on sidewalks, slower cars, and better traffic signals
- Every paved sidewalk shouldn't be overgrown. Long enough lights for pedestrian crossing. Slower traffic. Evenly distributed lighting at night with no deep shadows.
- Short crosswalk, greenery, low noise, not a lot of traffic, big-ish sidewalk
- Well-lit and clean spaces, visible street markings, greenery, seating, protection from weather, well-serviced trash cans, cars that stop at red lights, buses that don't idle heat and exhaust in your face, protected bike lanes.
- Protected bike lanes, accessible sidewalks, clearly marked and signaled crosswalks, covered bus stops that are not blocking sidewalks, streetlamps
- A few lanes of car lanes or fewer, and places where I can bike or walk without being right next to cars. I like feeling like cars won't be able to hit me easily or by accident
- Drivers who stop at stop signs and red lights. Wide sidewalks with benches, trash cans, and shade. Trees/plants. Buses that come frequently.
- High visibility for drivers and pedestrians. buffers of curbs or delineator vertical markers as a physical barrier between cars and bikes/walkers
- Shade trees that don't obscure the view but provide shade and dampen traffic noise would make the experience more comfortable. Taking reckless drivers off the street would help safety, but I know that's just a dream.
- A place I don't feel like I will die from cars hitting me if I try to walk or bike
- Shaded in summer, separation from cars for bikes and pedestrians, connectivity to bike trails and public transit, well-lit

Appendix F

Question 15: Is there anything else you want the City to understand about your experience traveling on Arden Way and/or Auburn Boulevard?

- Fix potholes, monitor red light runners, change the way the lights are coordinated, allowing pedestrians and those with disability devices to go first, and then allow cars/trucks to go.
- More crosswalks and better lighting would be nice. Drivers also need to slow down and pay attention.
- We have to stop prioritizing cars. Help fund bus stop improvements and work with RT to provide public transit that makes it reliable.
- I drive in this area, and there are very few speed limit signs, and the traffic is always going too fast, racing through red lights, and it generally feels unsafe even in a car
- They all need to walk these streets on their own...they'll recognize what the needs are
- Yeah, the homeless people, besides making the streets feel unsafe, also create dangerous situations, such as jaywalking and biking across the roads.
- Business development and activating the area would help, but lighting and other aesthetic elements could also help, along with better code enforcement.
- Wide, clean sidewalks and more greenery are needed
- The Arden corridor is a hotspot for racing and unsafe motorcycle activity
- Arden Way is heavily used by Commuters and the Neighborhoods that it's surrounded by.
- Yes, getting RVs and travel trailers off our streets as unregistered vehicles. I'm not worthy vehicles.
- I've taken the 67 from 29th St to Arden Mall once. I would do it more often if (1) the bus came every 30 minutes or more frequently and (2) the trip was faster. It's frustrating for the bus to get stuck in traffic on the highway. I wish there were a bus-only lane.
- We need to cut traffic by providing buses for school to all children
- Walk the corridor at different times of the day. It's miserable and dangerous
- Public transportation is not good in Sacramento. People travel quite a way to their jobs, so please stop taking lanes away for cars. It's going to make the city have terrible air quality, first off, and terrible quality of life because it takes people too long to get around in it. As a matter of fact, I5 through downtown needs to add a Lane. It's ridiculous that you lose a lane going through a major inner-city area. I have no idea what the City thinks they're doing, but they're just making it harder for people to live and more emissions by people sitting in traffic on our streets everywhere because the City decided to change from two lanes to one, or 3 lanes to two. Please stop overdoing this everywhere. I now see people going through red lights and stop signs, and I never used to see this. I believe it's because of what the City has done by decreasing traffic movement.

- More trees everywhere, please.
- Understand that there should be standards for safe travel on all streets, no matter which corridor is used in the City. Stop panhandlers from standing on corners and in the medians. It is unsafe!
- Reduce the pavement hellscape and reduce public works maintenance and budgetary pressures in the process. Bollards and delineation are a must.
- Please understand that Ethan is also exceptionally dangerous and is linked closely to Arden, they should be looked at in conjunction.
- The City does not coordinate with Regional Transit. The worst bus stop in Sacramento is just outside your planning area, and as a result, no one rides the bus in the planning area.
- I avoid this area as much as possible because it does not feel safe. I primarily go here driving because it is the least unsafe and least uncomfortable way to get there.
- Safety is my biggest concern for people who can't protect themselves.
- Think about the community are youth, drugs, and fast driving has to come to a stop - excuse my language
- There is also a negative perception of the area due to homeless activity that the City needs to address, and multiple encampments that come from the city and county sides. Bus Stops are also a big issue when buses stop; cars are in fight-or-flight mode to move their vehicles to the next lane, which leads to more accidents in the area.
- These have become stroads. They attempt to be both a road, which facilitates travel between two places, and a street, which should be smaller and prioritize connection within a small local area (such as a shopping district). By attempting to be both, it fails at doing either well and creates a pedestrian-unfriendly region.
- Everywhere but City of Sacramento has homeless in check, why can't City !?
- Auburn Blvd./Van Ness/Harvard St. really needs upgrading, while Arden Way needs modification.
- I love seeing trees when I drive and wish the whole corridor had more greenery. Makes life more pleasant
- It's a pretty typical stroad, representative of all of Sacramento's stroads. Dangerous high-speed traffic. Painted bicycle gutters. Narrow sidewalks that no one wants to walk on due to the noise and pollution. Too many traffic signals lead to angry road-raging drivers. These roads are designed like highways, and your boneheaded traffic engineers are genuinely confused over why everyone speeds.
- There are a lot of great spots in the area, but I find myself avoiding it because the streets are so brutal. The unending strip malls without trees. The constant traffic noise. I really avoid it unless I have to.

- I would be more willing to come to this area if it were safer and less car-focused. Arden has a lot of potential to bring people in. It sucks that I dread coming to this area because there are actually a lot of things around here.
- The traffic congestion isn't as bad as some other popular stretches of road in the Arden area, but walking this street can definitely come with its concerns. People often drive too aggressive.
- How come people don't carry a plastic bag in their pocket to dispose of trash, because I have to pick it up and insult them by posting on Instagram.
- No
- A lot of sidewalks in the Arden area aren't clean which makes the area feel unsafe. Glass shards or other things make walking through Arden uncomfortable.
- Homeless issues, cleanliness issues. Need a sidewalk or better signage on Arden near Harvard and the Arden intersection regarding crosswalks. A lot of people walk along the edge on the side of Extended Stay. They then cross in the freeway exit and walk where there are no sidewalks posing safety for them and drivers. Especially under the overpass on the Arden West exit.
- More trees.
- The street numbers are hard to see. When looking for an address it is difficult to find while navigating traffic
- 924 Arden Way is with zero safety
- These corridors are very unpleasant to drive on, and they are downright dangerous to bike or walk on. The trash is both unsightly and a hazard. The large population of homeless/transient people who live on these corridors need a place to live and get help, not sidewalks and medians. I live in this area and drive here daily, and I would really like to see changes that would make it safe for me, my family and neighbors to walk and bike here.
- Please add a pedestrian crossing at the Arden/Del Paso light rail stop. High-density housing and it's a big transit stop. It needs to be much easier to cross the street here.
- It needs repaving and better sidewalks. Encounter homeless people at many lights.
- Auburn Blvd is dangerous - need wider lanes, a stop light at the Y intersection, lighting, and sidewalks.
- I have seen many people hit by cars in the area. Recently, I had a man struck trying to cross a street, and I had to pull him out of the lane. 3/12/26, unsure if he lived. The area needs immediate attention before more tenants move into new local developments.
- Muchas distracciones y es difícil ver los números de los edificios claramente.
- Si a mi me gustaría, que supieran que necesitamos, brindarles trabajo y ayuda a tantas personas de la calle, que son los que algunas veces causan un poco de miedo. Y tengo algunas ideas, para eso,.. porque al brindarles un hogar solo es el comienzo. Y si quieren una ciudad cada vez más segura y cómoda. Se debe comenzar por ahí. By y gracias.

- Please consider separating the road into thru traffic lanes and turning lanes for cars. This will make it easier to place bike lanes, wider sidewalks, transit stops, and tree wells. Get efficient use of the existing roadway.
- I personally do not walk here but I see people walking here all the time. The sidewalks need to be better lit, better maintained, and protected. The more people that walk on the sidewalks, the safer they will be.
- Start ticketing people for running red lights. The speed they run lights at is asking for a fatality.
- I commute to work at the Arden Mall several days a week, and the traffic congestion makes a SIGNIFICANT difference in my experience and feelings of safety. I will often opt into taking Exposition to and from downtown over Arden Way to avoid the stress of merging so suddenly and the long lights.
- Cars drive very fast along this corridor. There is a lot of weaving. During the summer, it is very hot, and there is not a lot of shade.
- Fix the sidewalk on Arden between Del Paso and Oxford! The Oxford crosswalk is a better option for pedestrians than crossing at Del Paso and Arden, but the sidewalk is unusable, and also an eyesore, so it does not invite use. The Del Paso Arden intersection is too large with too many roads, plus light rail dissecting it. There are many new apartment buildings opening within walking distance of these locations, so addressing these issues could vastly improve community safety as well as improve community connections and the local economy by increasing the flow of local foot traffic.
- Everybody is going too fast
- There are children and teenagers who deserve to travel comfortably, see their friends, and explore their City.