

City of Sacramento - Fruitridge Road Safety and Mobility Plan

Phase 2 Alternatives Survey Summary – June-July 2026

Introduction

The Fruitridge Road Safety and Mobility Plan is exploring improvements along Fruitridge Road from Riverside Boulevard to Stockton Boulevard. The corridor connects neighborhoods, schools, businesses, trails, and transit, serving people who walk, bicycle, drive, ride transit, and use mobility devices. Community feedback and technical analysis are being used to develop improvements that respond to local safety, accessibility, and mobility needs.

From June 23, 2026 through July 23, 2026, the City of Sacramento invited community members to complete the Fruitridge Road Safety and Mobility Plan Phase 2 Alternatives Survey. The survey gathered feedback on how people currently use Fruitridge Road, whether existing conditions meet their mobility needs, support for corridor changes, and reactions to the base, non-diet, and enhanced improvement alternatives presented during Phase 2 engagement.

Survey Data and Results

The online survey was available in both English and Spanish. A total of 144 responses were received; all were submitted in English. Not every participant answered every question. Percentages in this summary are rounded to the nearest whole number. Because the survey was voluntary and open to anyone who accessed the survey link, the findings reflect the perspectives of participating community members and should not be interpreted as statistically representative of the entire corridor population.

Key Findings

- Fruitridge Road is used frequently: 51% of respondents reported traveling along the corridor every day while another 29% reported traveling two to three times a week.
- Driving was the most common travel mode (96%), while bicycling (24%) and walking or using a mobility device (19%) were also reported.
- A combined 45% disagreed or strongly disagreed that existing corridor conditions meet their mobility needs; A combined 85% agreed or strongly agreed that they would support changes for increased mobility options.
- Across the design alternatives, positive ratings were generally higher than negative ratings. The Alternative 1 Base Non-Diet Improvement concept for 24th Street to Stockton Boulevard received the lowest combined positive rating among the alternatives.
- Open-ended responses addressed bicycle and pedestrian protection, shade and landscaping, traffic speeds and lane reductions, crossings, transit access, parking, business access, project cost, maintenance, and implementation timing.

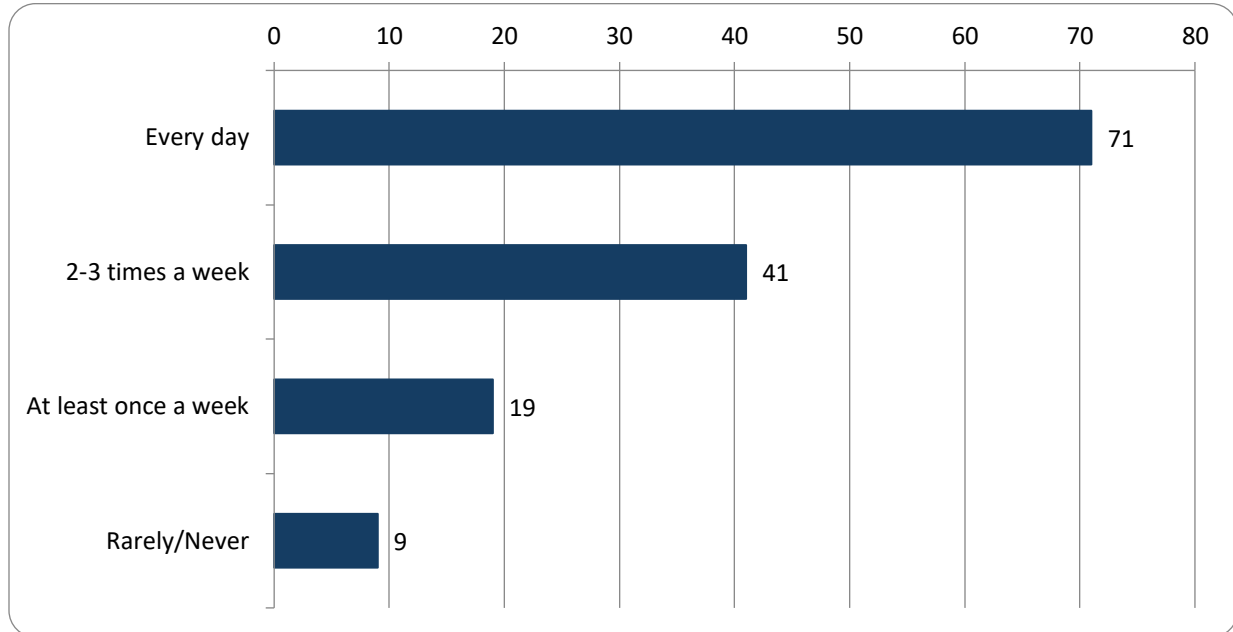


Travel and Corridor Use

Question 1

Multiple-choice Question: How often do you travel along Fruitridge Road?

Q1 Answered: 140, Skipped: 4



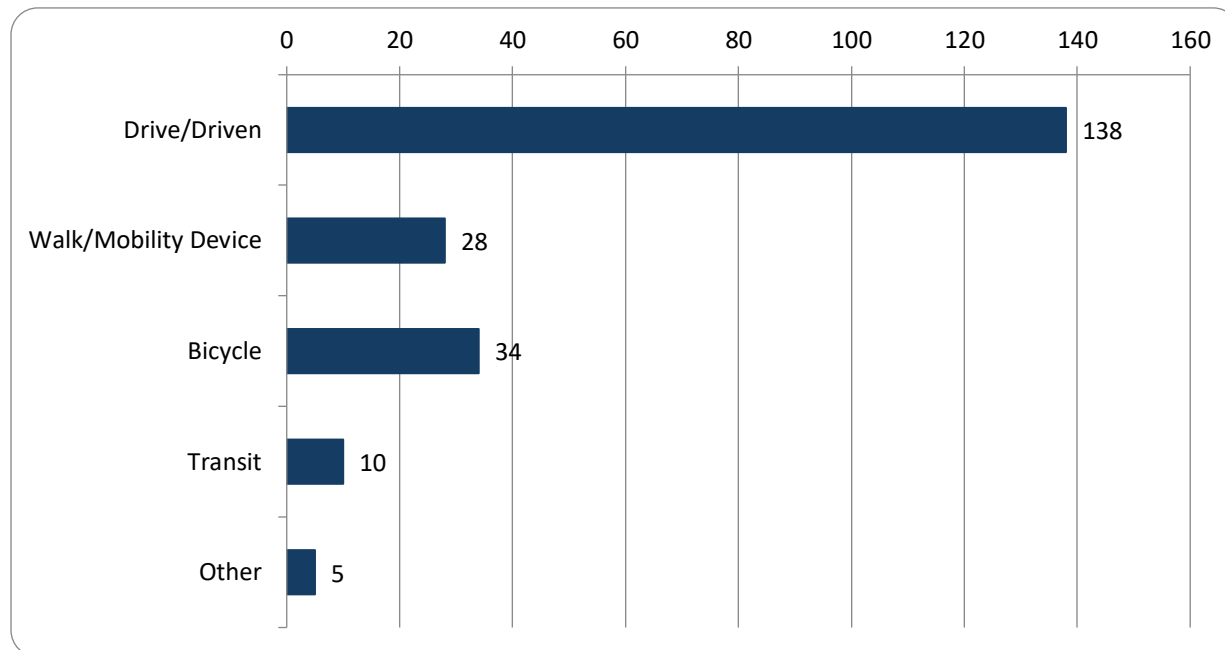
Answer Choices	Percentage	Responses
Every day	51%	71
2-3 times a week	29%	41
At least once a week	14%	19
Rarely/Never	6%	9
Total		140

Question 2

Multiple-response Question: What are the primary ways you travel along Fruitridge Road?

Pick up to three.

Q2 Answered: 144, Skipped: 0



Answer Choices	Percentage	Responses
Drive/Driven	96%	138
Walk/Mobility Device (Wheelchair, etc)	19%	28
Bicycle	24%	34
Transit	7%	10
Other (Please describe below)	3%	5
Total*		215

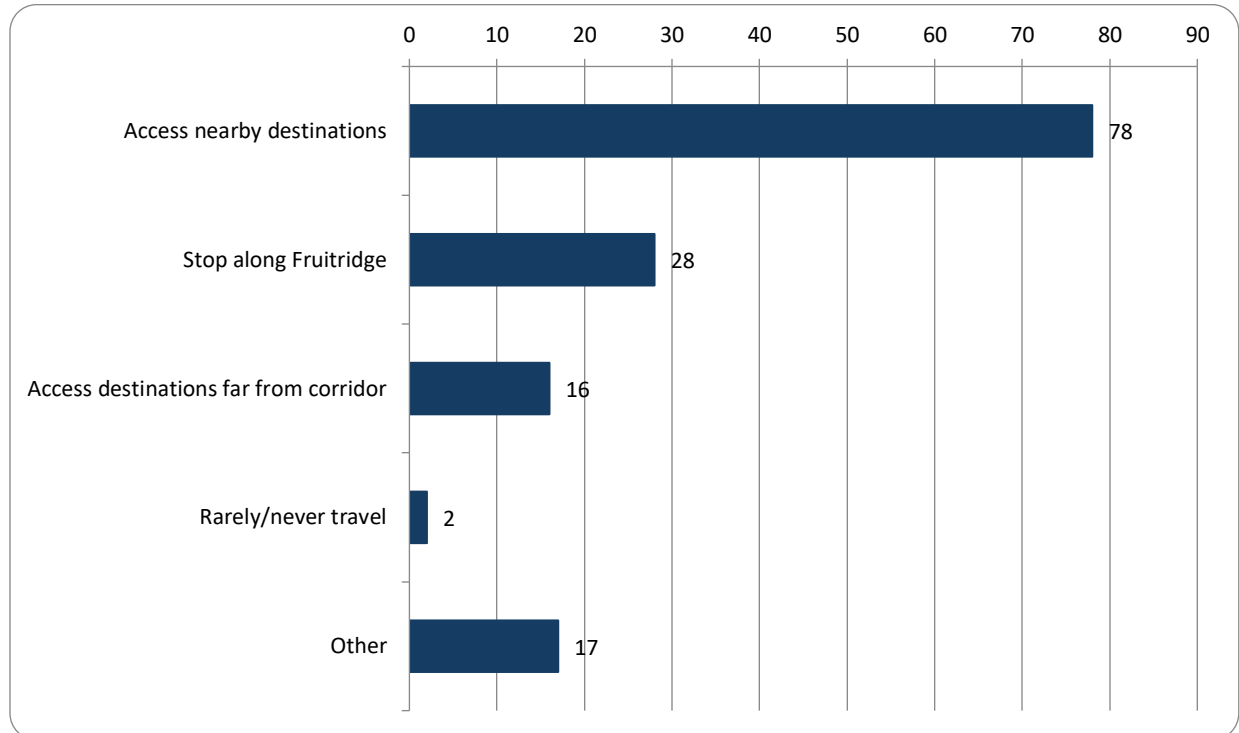
**Note: The total number of responses exceeds 144 because participants could select up to three options.*



Question 3

Multiple-choice Question: How do you use Fruitridge Road?

Q3 Answered: 141, Skipped: 3



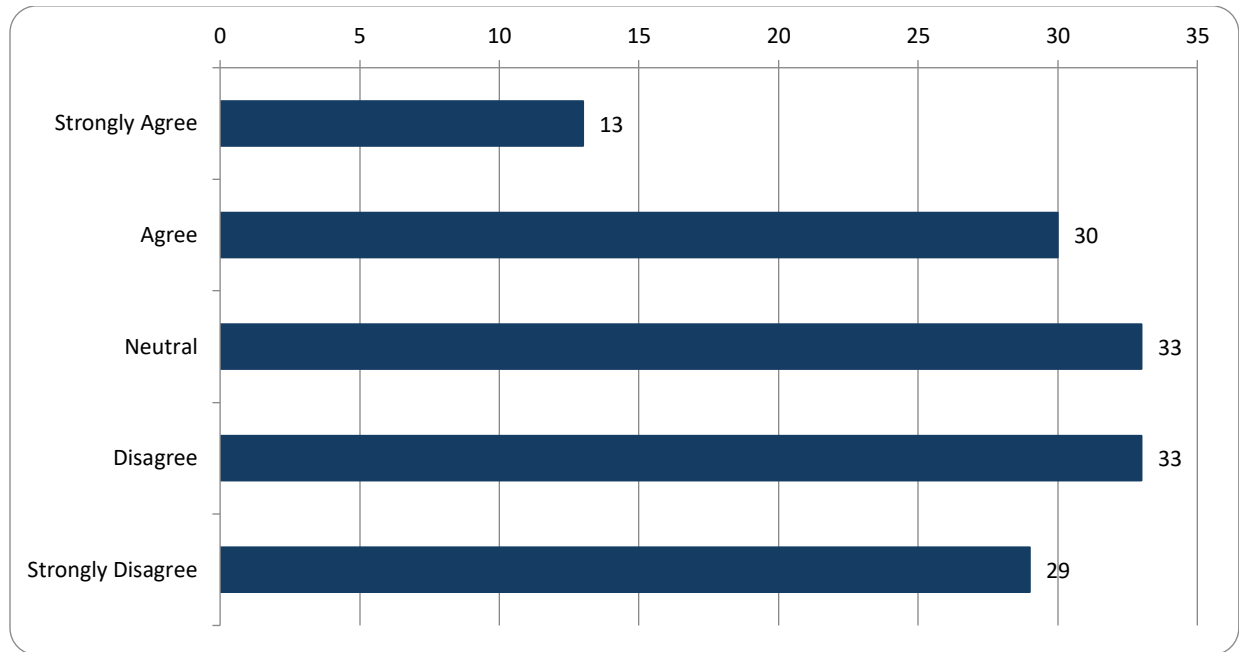
Answer Choices	Percentage	Responses
I travel along Fruitridge to access nearby destinations	55%	78
I stop along Fruitridge to access destinations	20%	28
I use Fruitridge to access destinations far from the corridor	11%	16
I rarely/never travel along Fruitridge	1%	2
Other (Please describe below)	12%	17
Total		141



Question 4

Rating-scale Question: My mobility needs are being met with the existing conditions on this corridor.

Q4 Answered: 138, Skipped: 6

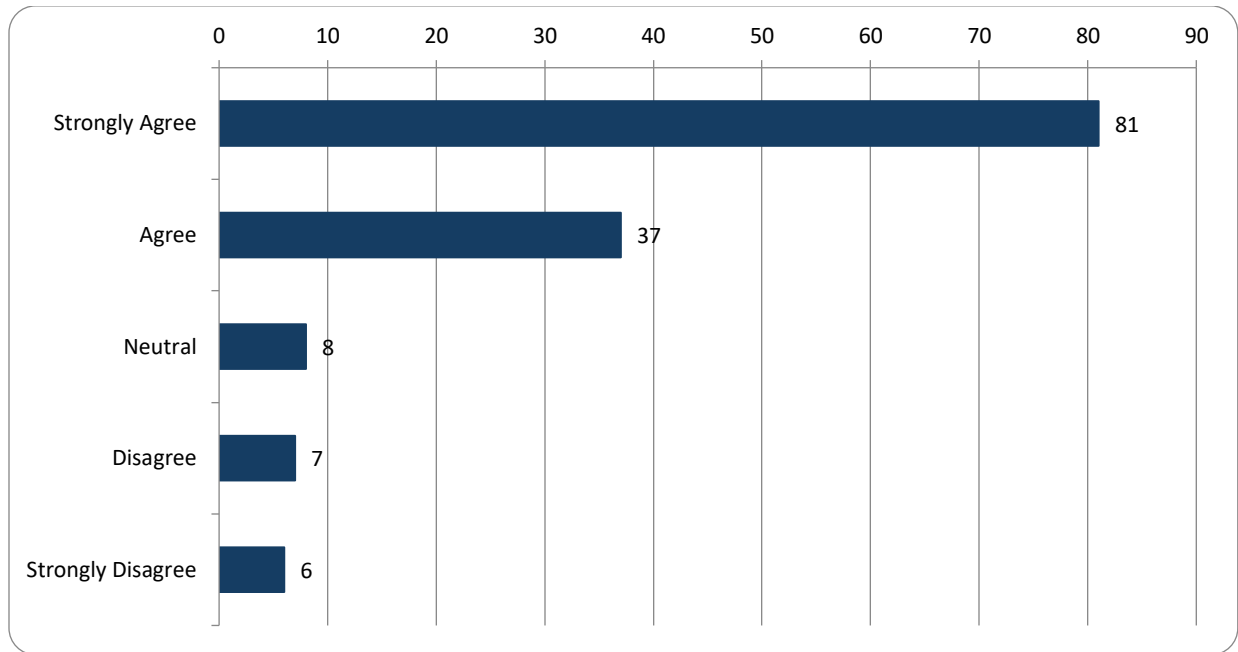


Answer Choices	Percentage	Responses
Strongly Agree	9%	13
Agree	22%	30
Neutral	24%	33
Disagree	24%	33
Strongly Disagree	21%	29
Total		138

Question 5

Rating-scale Question: I would support changes for increased mobility options on this corridor:

Q5 Answered: 139, Skipped: 5



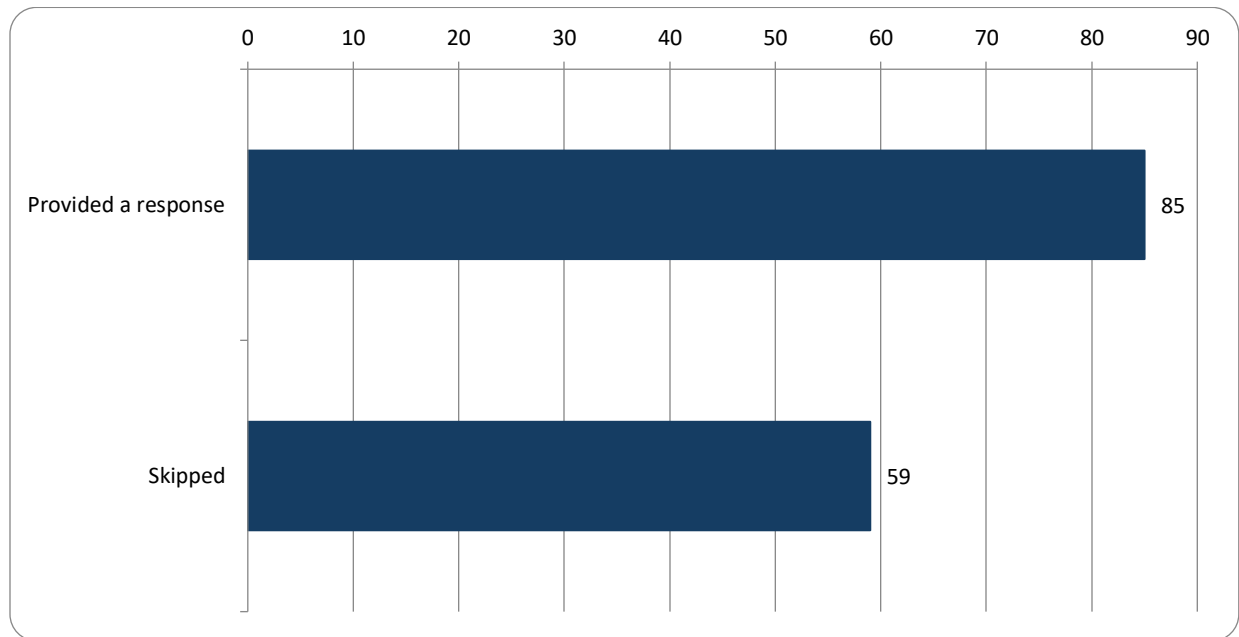
Answer Choices	Percentage	Responses
Strongly Agree	58%	81
Agree	27%	37
Neutral	6%	8
Disagree	5%	7
Strongly Disagree	4%	6
Total		139

Question 6

Open-ended Question: Existing condition design elements I most appreciate include:

A total of 85 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q6 Answered: 85, Skipped: 59



Response Status	Percentage	Responses
Provided a response	59%	85
Skipped	41%	59
Total		144

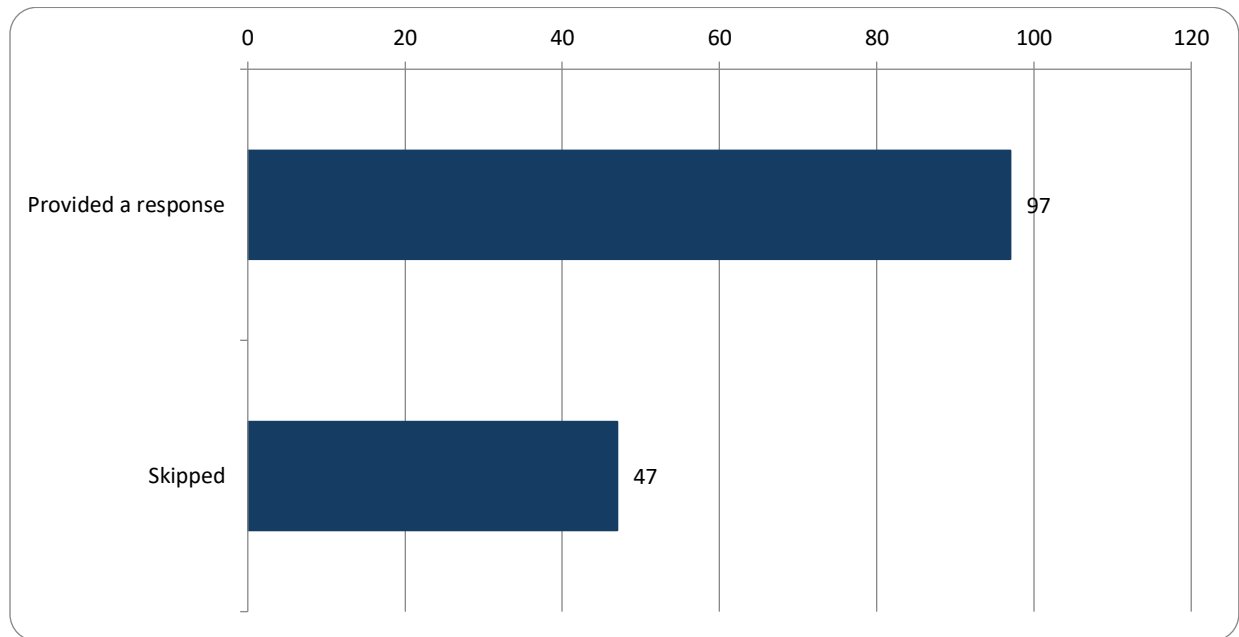
Exact responses are provided in the Appendix.

Question 7

Open-ended Question: Existing condition design elements I least appreciate include:

A total of 97 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q7 Answered: 97, Skipped: 47



Response Status	Percentage	Responses
Provided a response	67%	97
Skipped	33%	47
Total		144

Exact responses are provided in the Appendix.



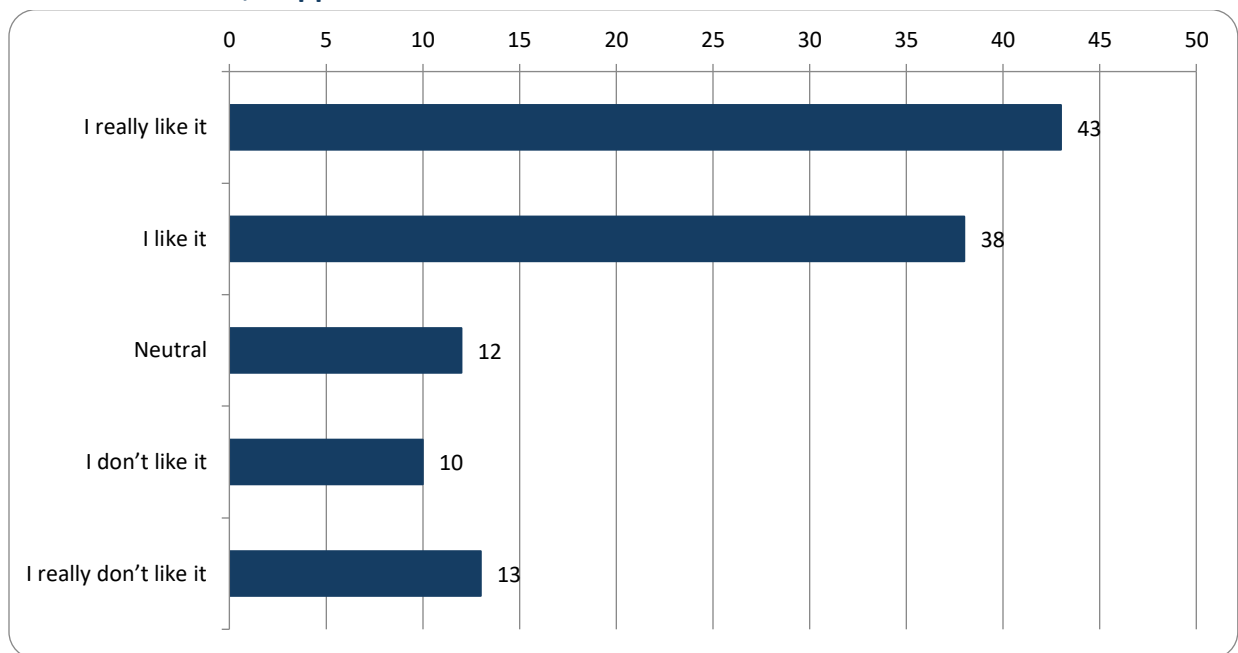
Alternative 1: Base Improvement

Question 8

Rating-scale Question: Please rate the improvements (Alternative 1: Base Improvement – Riverside Boulevard to Gilgunn Way):

A combined 70% rated this alternative positively, 20% negatively, and 10% were neutral.

Q8 Answered: 116, Skipped: 28



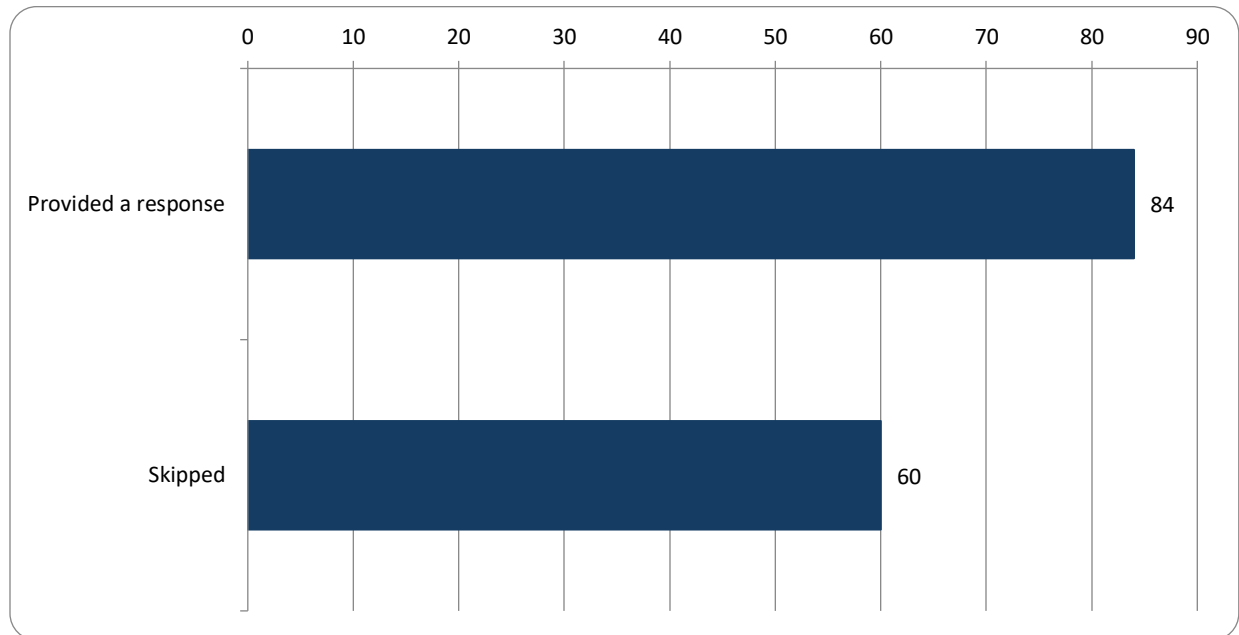
Answer Choices	Percentage	Responses
I really like it	37%	43
I like it	33%	38
Neutral	10%	12
I don't like it	9%	10
I really don't like it	11%	13
Total		116

Question 9

Open-ended Question: Design elements I most appreciate include (Alternative 1: Base Improvement – Riverside Boulevard to Gilgunn Way):

A total of 84 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q9 Answered: 84, Skipped: 60



Response Status	Percentage	Responses
Provided a response	58%	84
Skipped	42%	60
Total		144

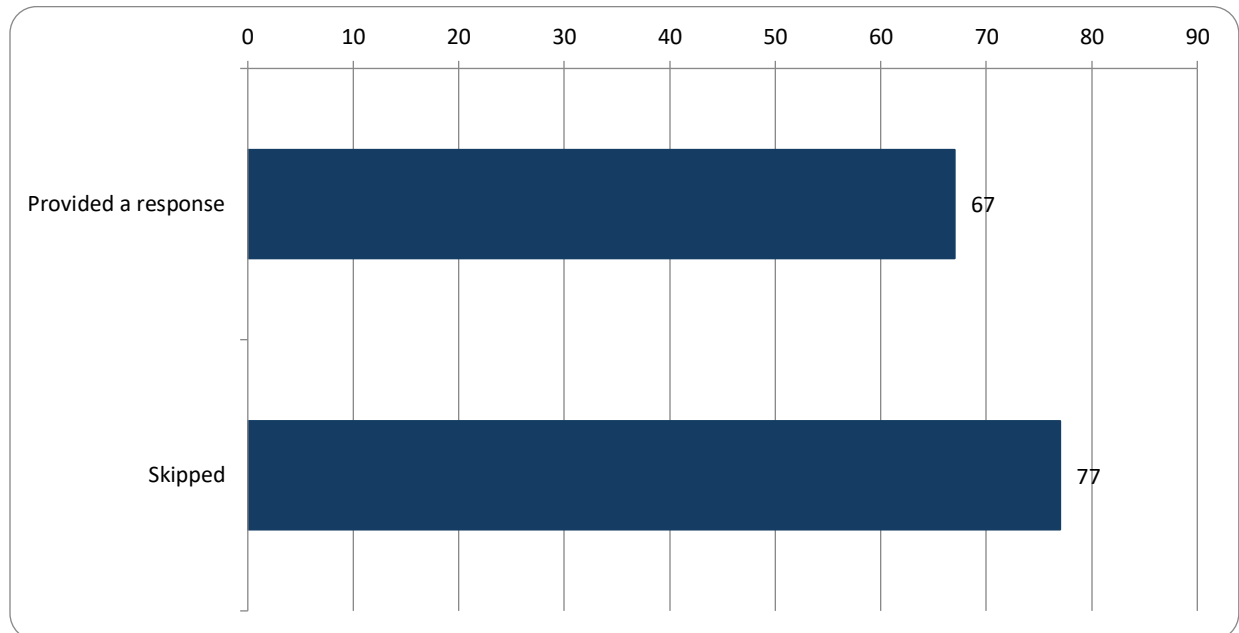
Exact responses are provided in the Appendix.

Question 10

Open-ended Question: Design elements I least appreciate include (Alternative 1: Base Improvement – Riverside Boulevard to Gilgunn Way):

A total of 67 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q10 Answered: 67, Skipped: 77



Response Status	Percentage	Responses
Provided a response	47%	67
Skipped	53%	77
Total		144

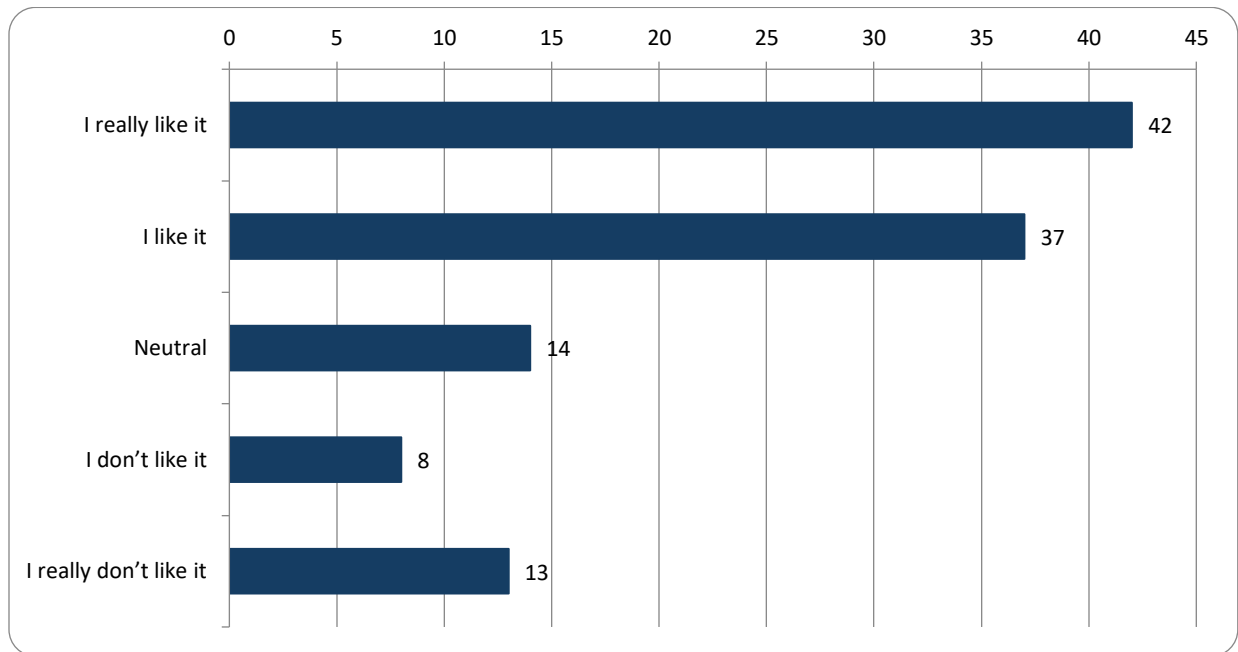
Exact responses are provided in the Appendix.

Question 11

Rating-scale Question: Please rate the improvements (Alternative 1: Base Improvement – Gilgunn Way to 24th Street):

A combined 69% rated this alternative positively, 18% negatively, and 12% were neutral.

Q11 Answered: 114, Skipped: 30



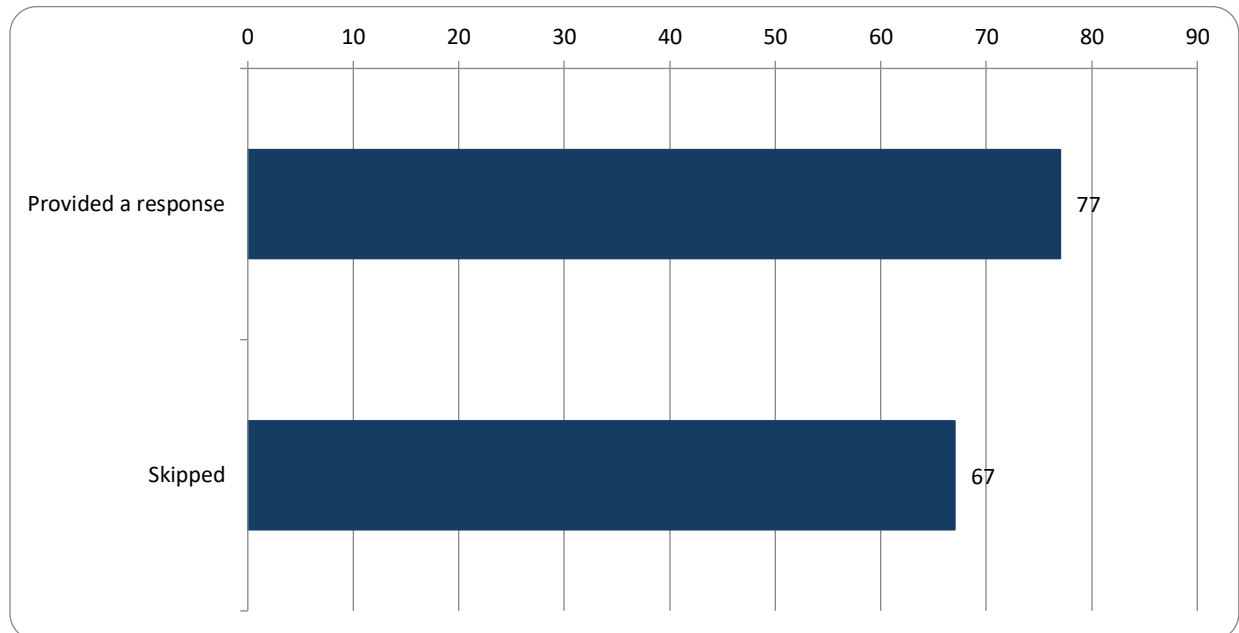
Answer Choices	Percentage	Responses
I really like it	37%	42
I like it	32%	37
Neutral	12%	14
I don't like it	7%	8
I really don't like it	11%	13
Total		114

Question 12

Open-ended Question: Design elements I most appreciate include (Alternative 1: Base Improvement – Gilgunn Way to 24th Street):

A total of 77 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q12 Answered: 77, Skipped: 67



Response Status	Percentage	Responses
Provided a response	53%	77
Skipped	47%	67
Total		144

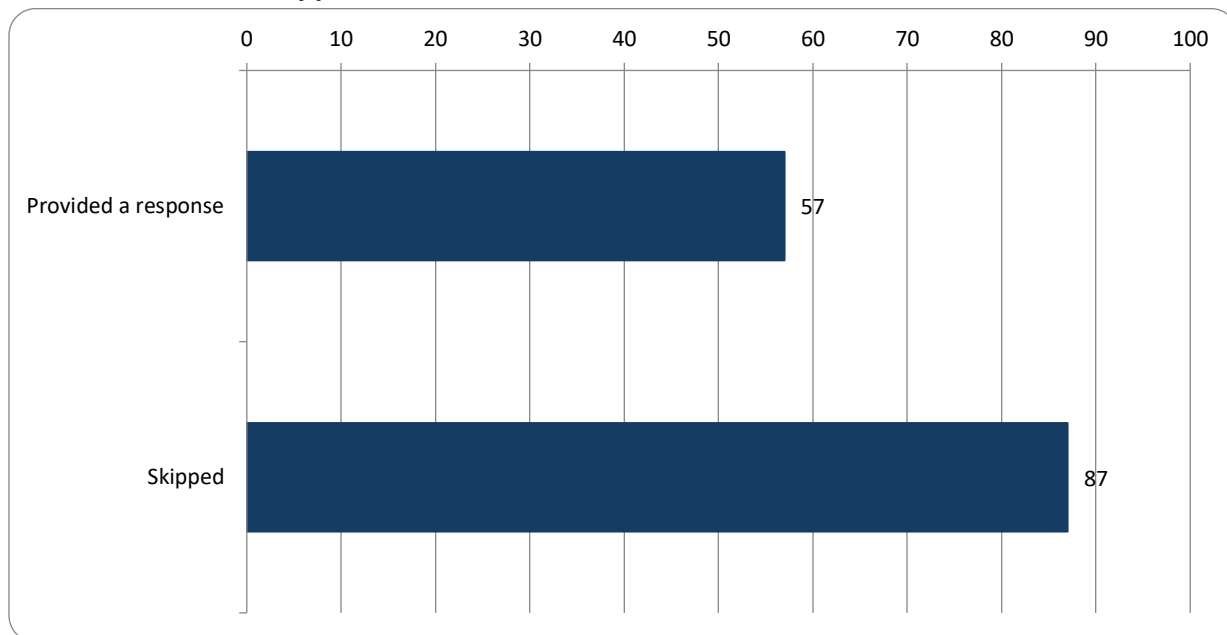
Exact responses are provided in the Appendix.

Question 13

Open-ended Question: Design elements I least appreciate include (Alternative 1: Base Improvement – Gilgunn Way to 24th Street):

A total of 57 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q13 Answered: 57, Skipped: 87



Response Status	Percentage	Responses
Provided a response	40%	57
Skipped	60%	87
Total		144

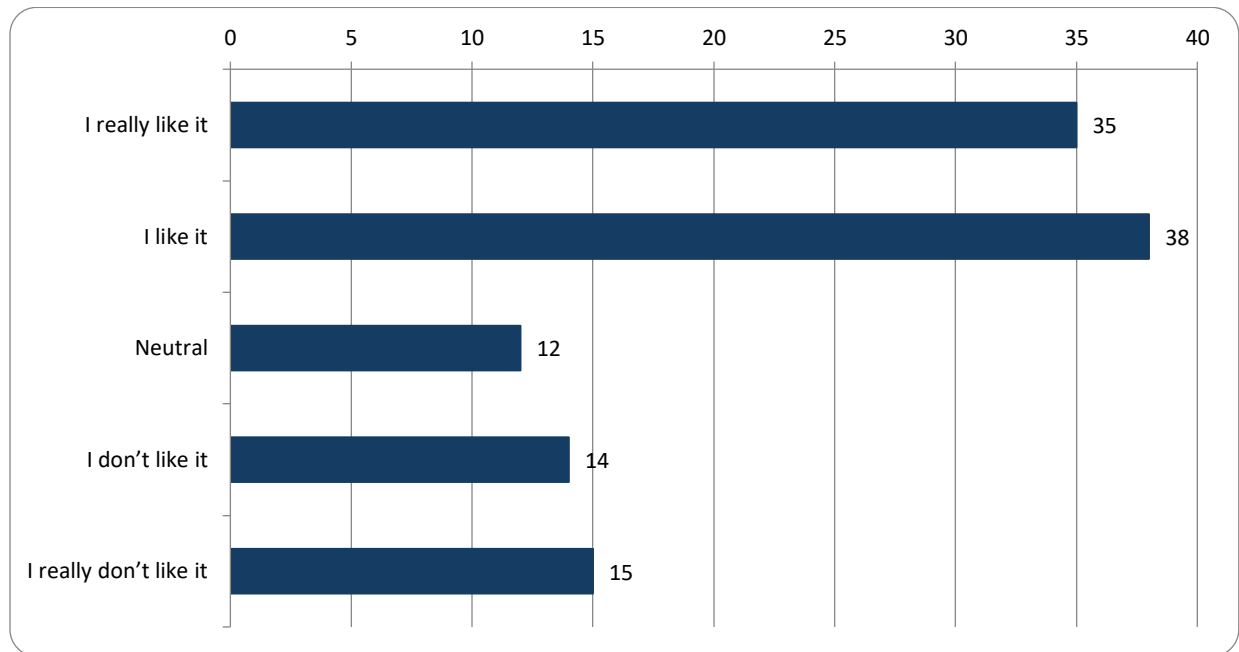
Exact responses are provided in the Appendix.

Question 14

Rating-scale Question: Please rate the improvements (Alternative 1: Base Improvement – 24th Street to Stockton Boulevard):

A combined 64% rated this alternative positively, 25% negatively, and 11% were neutral.

Q14 Answered: 114, Skipped: 30



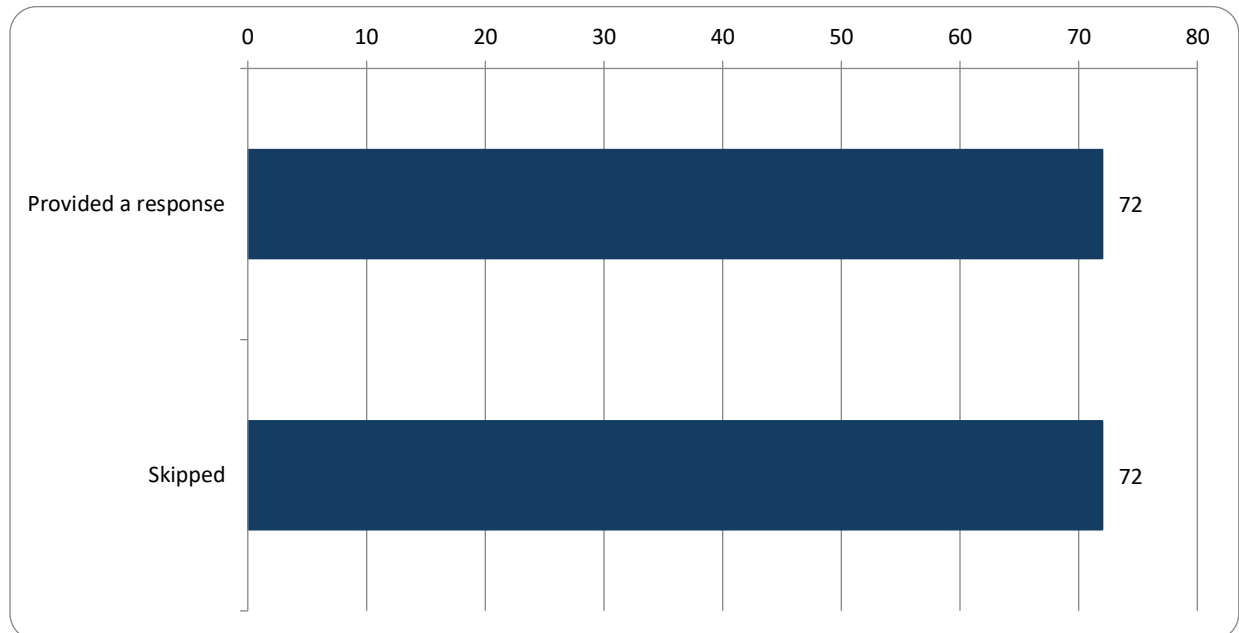
Answer Choices	Percentage	Responses
I really like it	31%	35
I like it	33%	38
Neutral	11%	12
I don't like it	12%	14
I really don't like it	13%	15
Total		114

Question 15

Open-ended Question: Design elements I most appreciate include (Alternative 1: Base Improvement – 24th Street to Stockton Boulevard):

A total of 72 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q15 Answered: 72, Skipped: 72



Response Status	Percentage	Responses
Provided a response	50%	72
Skipped	50%	72
Total		144

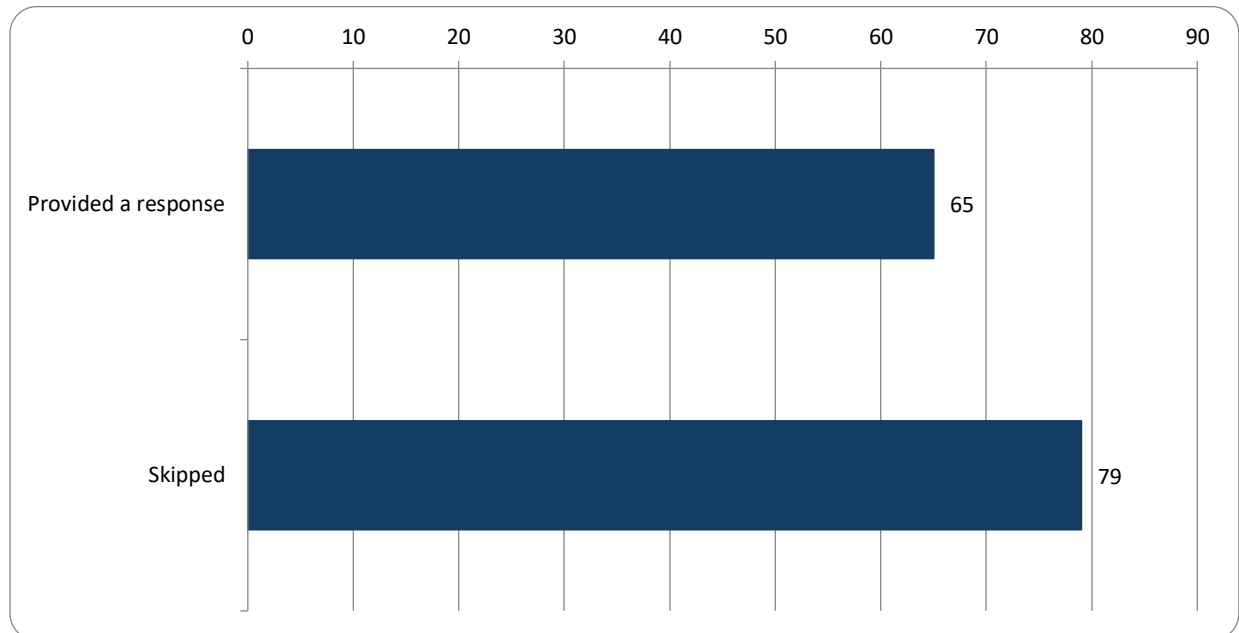
Exact responses are provided in the Appendix.

Question 16

Open-ended Question: Design elements I least appreciate include (Alternative 1: Base Improvement – 24th Street to Stockton Boulevard):

A total of 65 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q16 Answered: 65, Skipped: 79



Response Status	Percentage	Responses
Provided a response	45%	65
Skipped	55%	79
Total		144

Exact responses are provided in the Appendix.

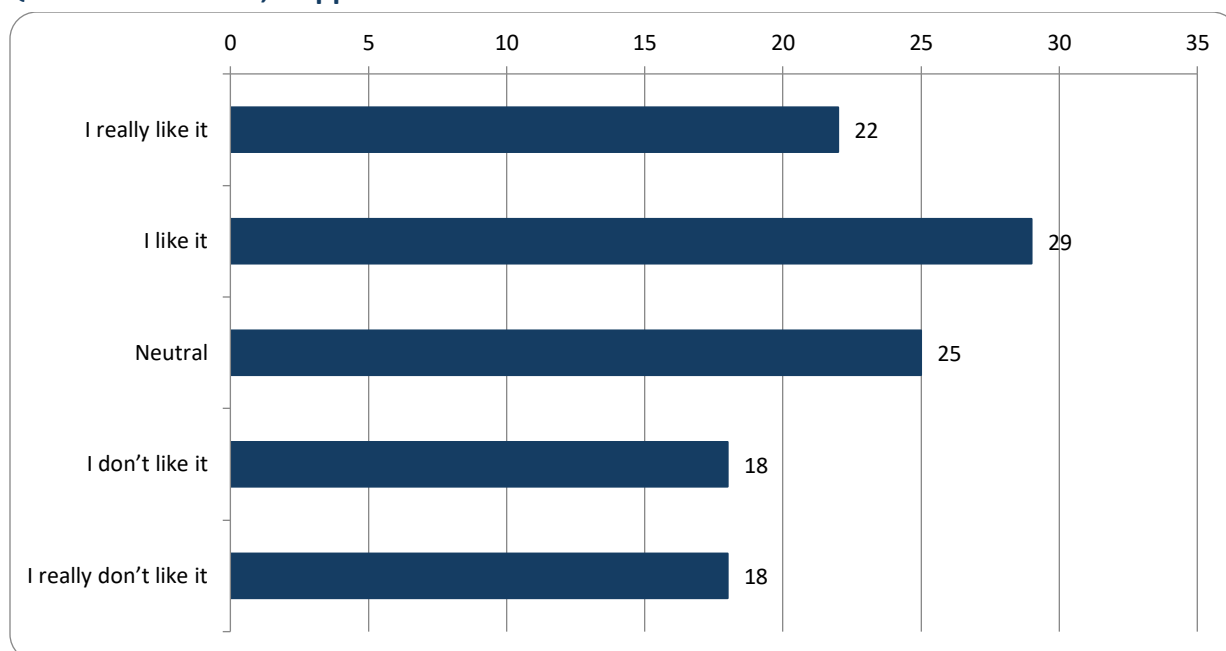
Alternative 1: Base Non-Diet Improvement

Question 17

Rating-scale Question: Please rate the improvements (Alternative 1: Base Non-Diet Improvement – 24th Street to Stockton Boulevard):

A combined 46% rated this alternative positively, 32% negatively, and 22% were neutral.

Q17 Answered: 112, Skipped: 32



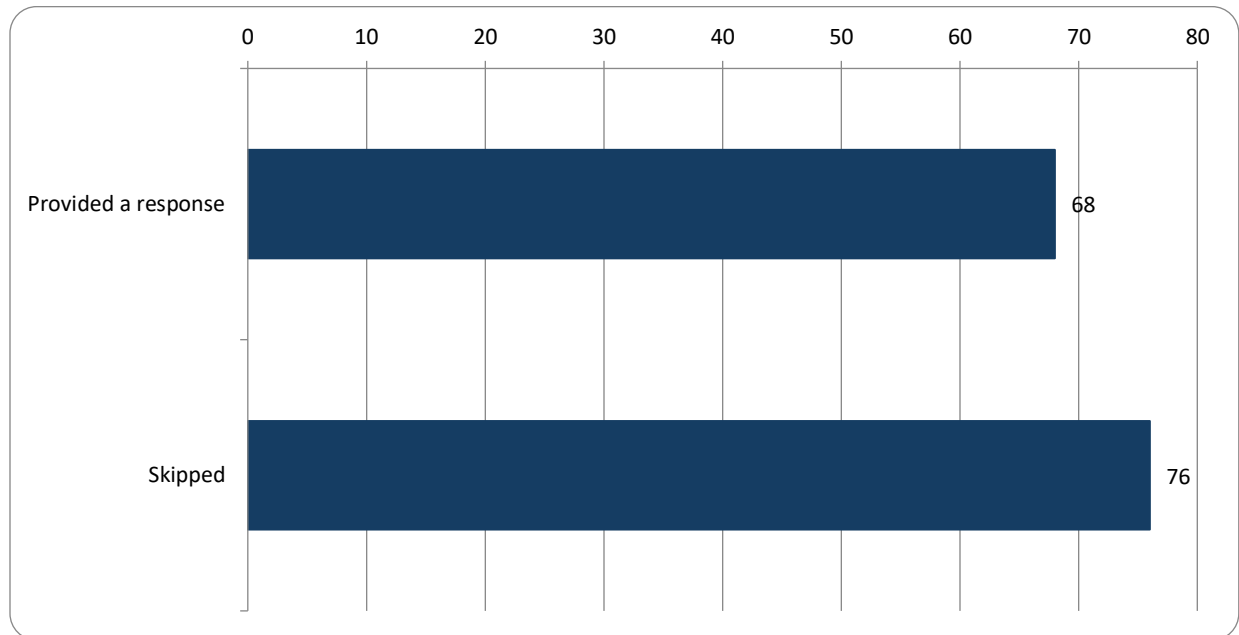
Answer Choices	Percentage	Responses
I really like it	20%	22
I like it	26%	29
Neutral	22%	25
I don't like it	16%	18
I really don't like it	16%	18
Total		112

Question 18

Open-ended Question: Design elements I most appreciate include (Alternative 1: Base Non-Diet Improvement – 24th Street to Stockton Boulevard):

A total of 68 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q18 Answered: 68, Skipped: 76



Response Status	Percentage	Responses
Provided a response	47%	68
Skipped	53%	76
Total		144

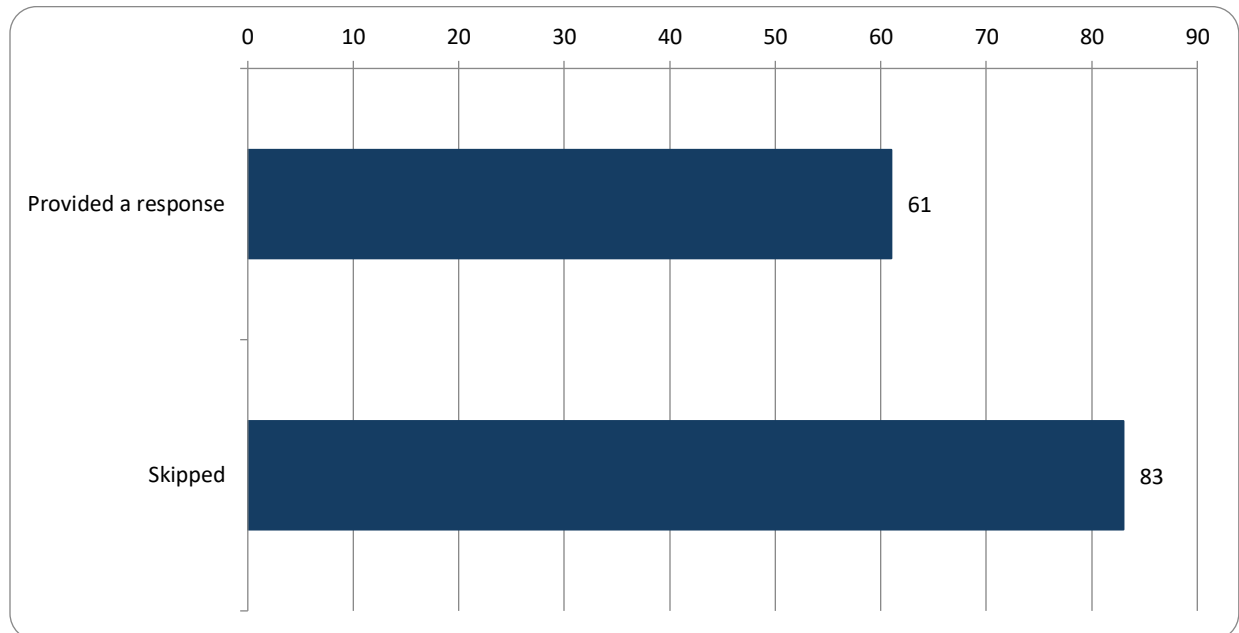
Exact responses are provided in the Appendix.

Question 19

Open-ended Question: Design elements I least appreciate include (Alternative 1: Base Non-Diet Improvement – 24th Street to Stockton Boulevard):

A total of 61 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q19 Answered: 61, Skipped: 83



Response Status	Percentage	Responses
Provided a response	42%	61
Skipped	58%	83
Total		144

Exact responses are provided in the Appendix.



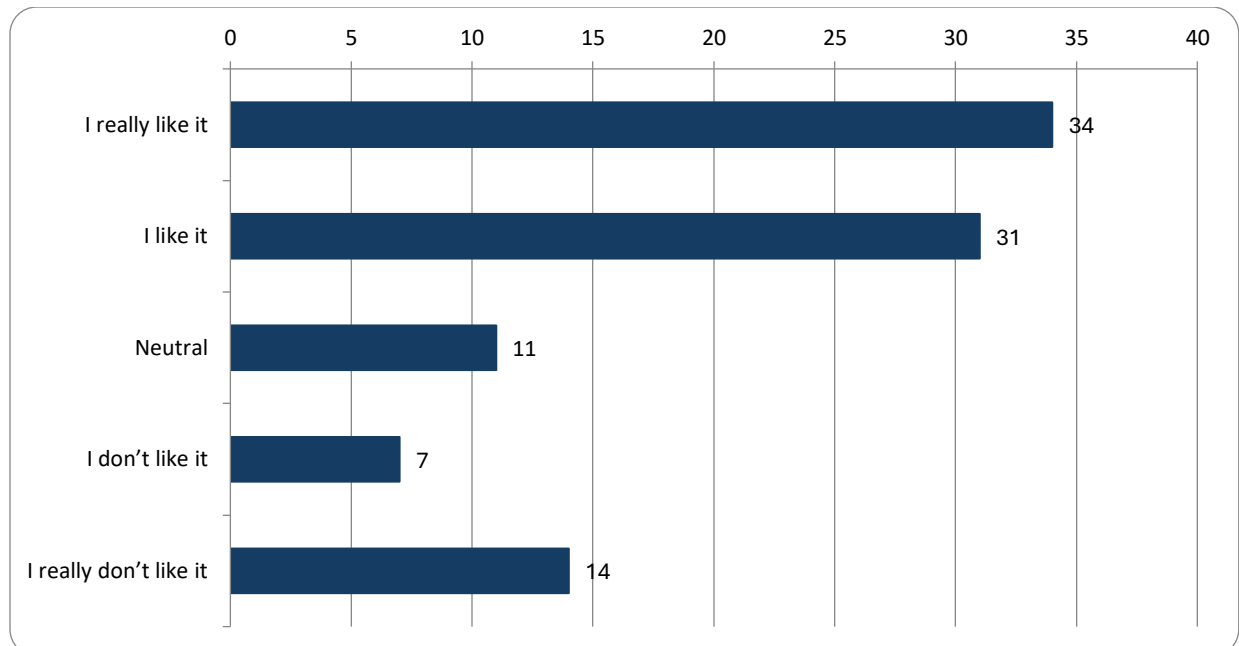
Alternative 2: Enhanced Improvements

Question 20

Rating-scale Question: Please rate the improvements (Alternative 2: Enhanced Improvement – Riverside Boulevard to Gilgunn Way):

A combined 67% rated this alternative positively, 22% negatively, and 11% were neutral.

Q20 Answered: 97, Skipped: 47



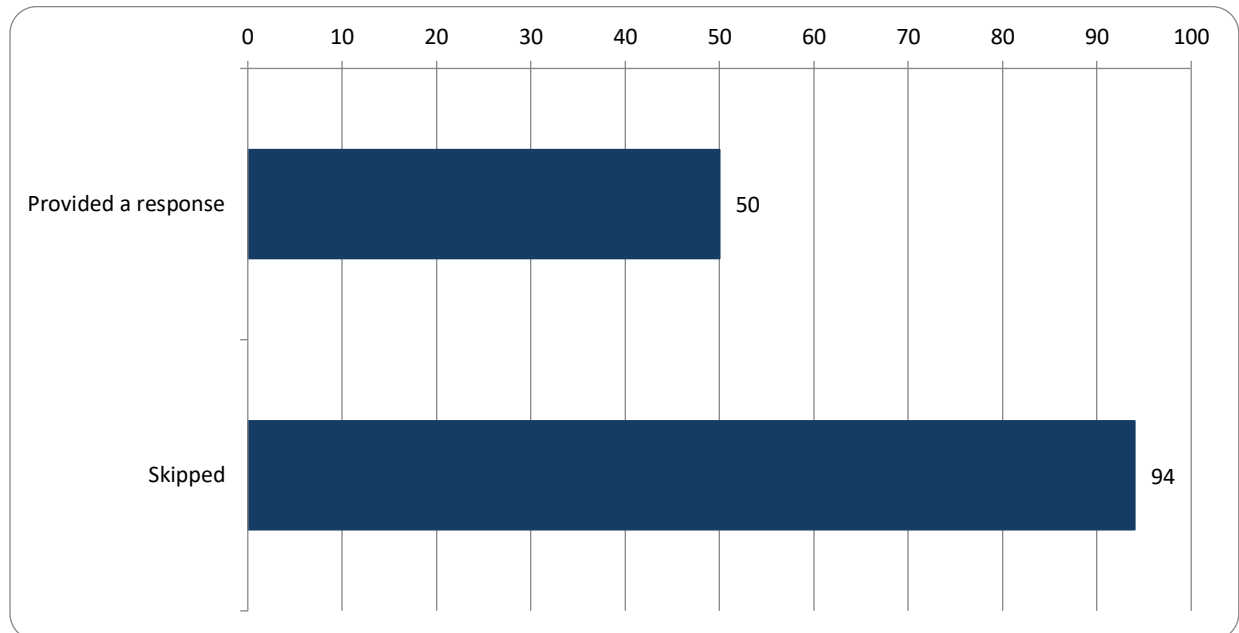
Answer Choices	Percentage	Responses
I really like it	35%	34
I like it	32%	31
Neutral	11%	11
I don't like it	7%	7
I really don't like it	14%	14
Total		97

Question 21

Open-ended Question: Design elements I most appreciate include (Alternative 2: Enhanced Improvement – Riverside Boulevard to Gilgunn Way):

A total of 50 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q21 Answered: 50, Skipped: 94



Response Status	Percentage	Responses
Provided a response	35%	50
Skipped	65%	94
Total		144

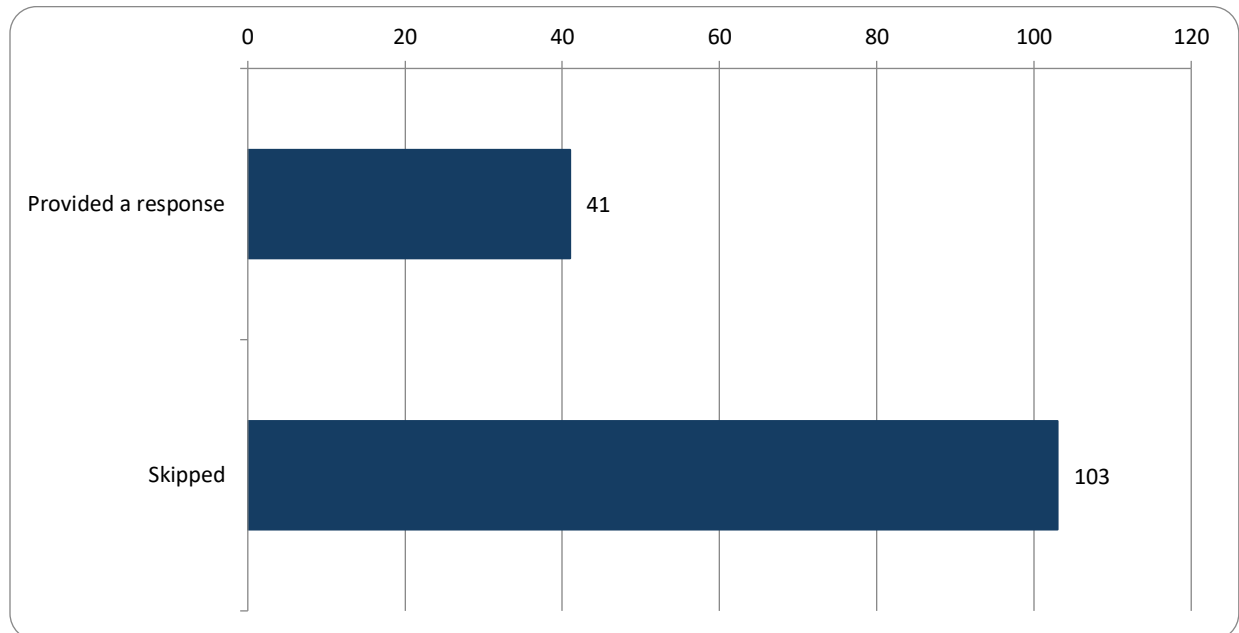
Exact responses are provided in the Appendix.

Question 22

Open-ended Question: Design elements I least appreciate include (Alternative 2: Enhanced Improvement – Riverside Boulevard to Gilgunn Way):

A total of 41 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q22 Answered: 41, Skipped: 103



Response Status	Percentage	Responses
Provided a response	28%	41
Skipped	72%	103
Total		144

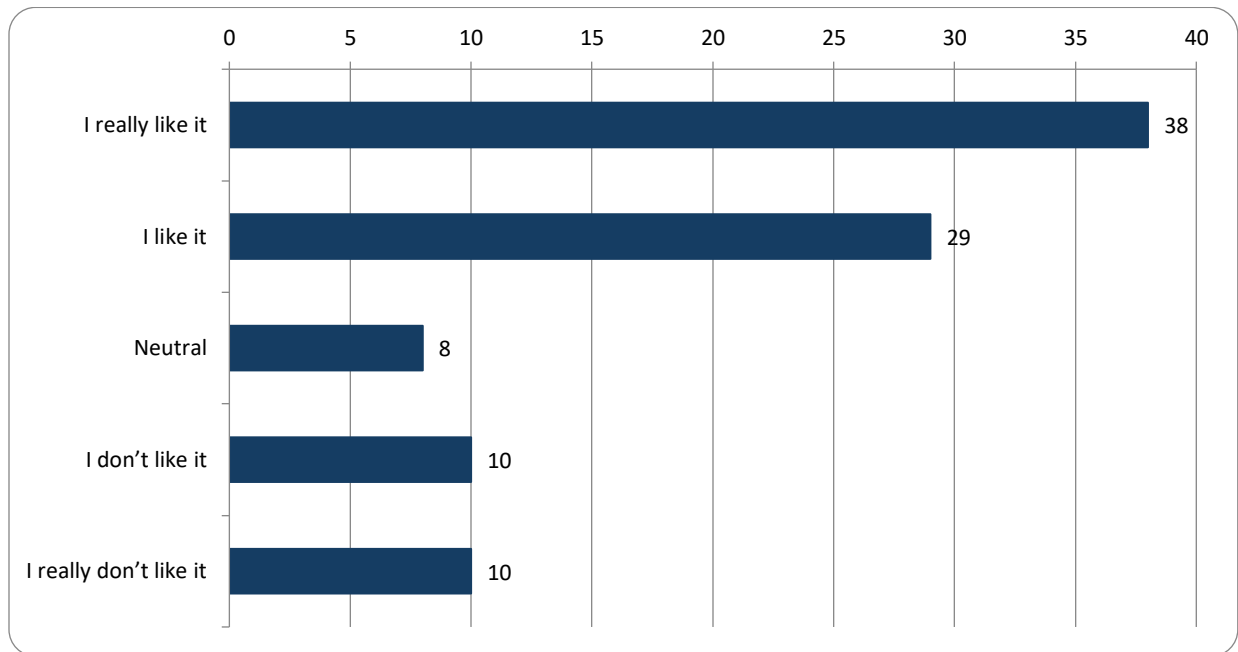
Exact responses are provided in the Appendix.

Question 23

Rating-scale Question: Please rate the improvements (Alternative 2: Enhanced Improvement – Gilgunn Way to 24th Street):

A combined 71% rated this alternative positively, 21% negatively, and 8% were neutral.

Q23 Answered: 95, Skipped: 49



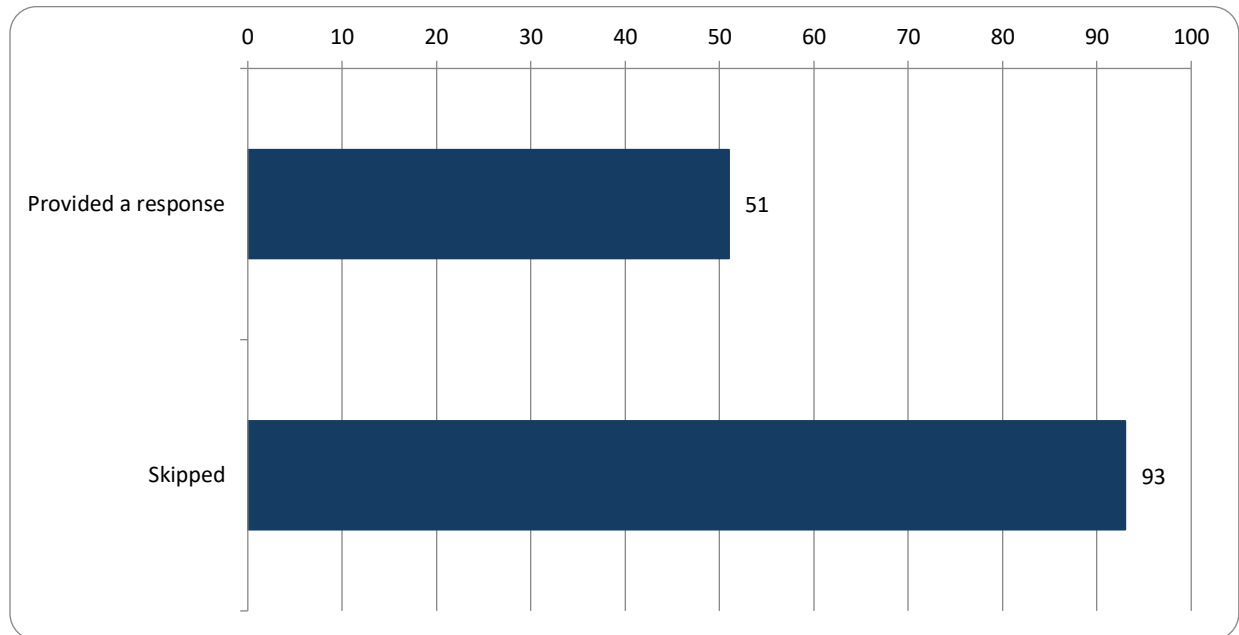
Answer Choices	Percentage	Responses
I really like it	40%	38
I like it	31%	29
Neutral	8%	8
I don't like it	11%	10
I really don't like it	11%	10
Total		95

Question 24

Open-ended Question: Design elements I most appreciate include (Alternative 2: Enhanced Improvement – Gilgunn Way to 24th Street):

A total of 51 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q24 Answered: 51, Skipped: 93



Response Status	Percentage	Responses
Provided a response	35%	51
Skipped	65%	93
Total		144

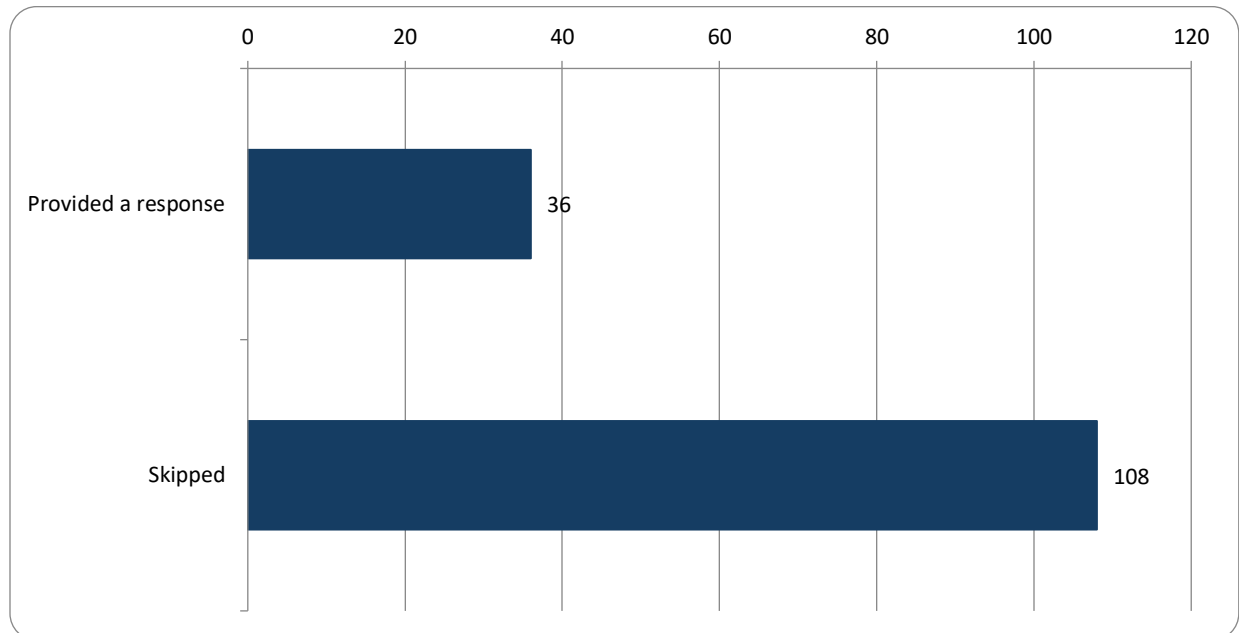
Exact responses are provided in the Appendix.

Question 25

Open-ended Question: Design elements I least appreciate include (Alternative 2: Enhanced Improvement – Gilgunn Way to 24th Street):

A total of 36 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q25 Answered: 36, Skipped: 108



Response Status	Percentage	Responses
Provided a response	25%	36
Skipped	75%	108
Total		144

Exact responses are provided in the Appendix.

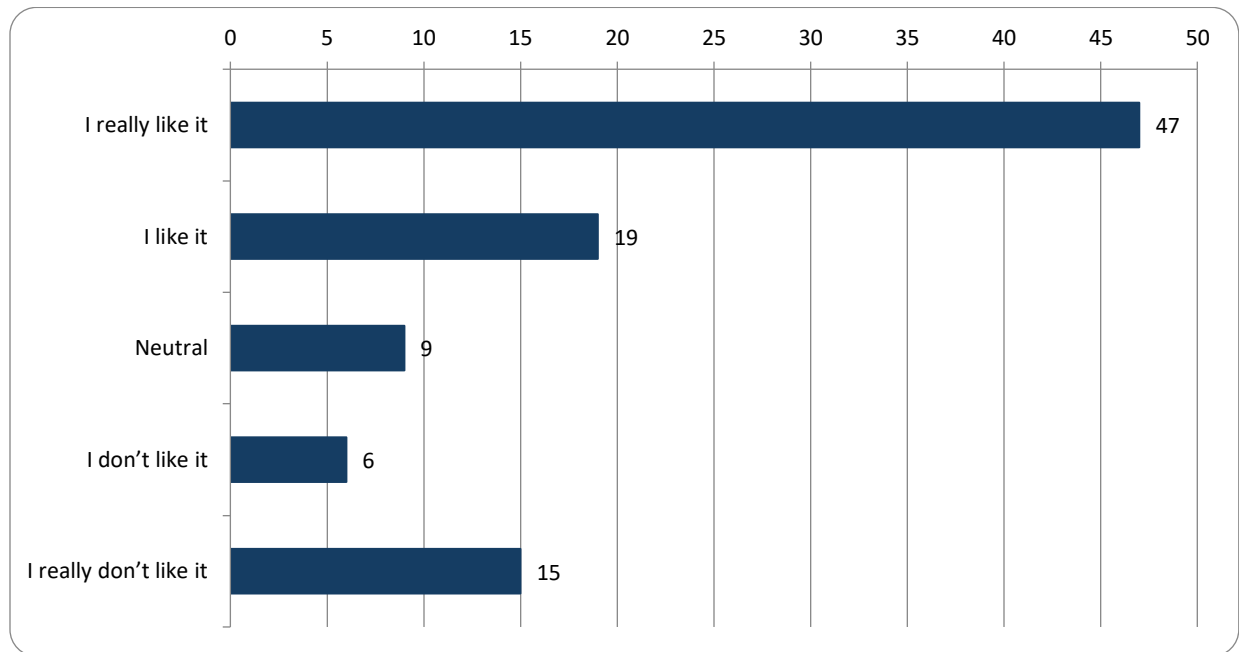


Question 26

Rating-scale Question: Please rate the improvements (Alternative 2: Enhanced Improvement – 24th Street to Stockton Boulevard):

A combined 69% rated this alternative positively, 22% negatively, and 9% were neutral.

Q26 Answered: 96, Skipped: 48



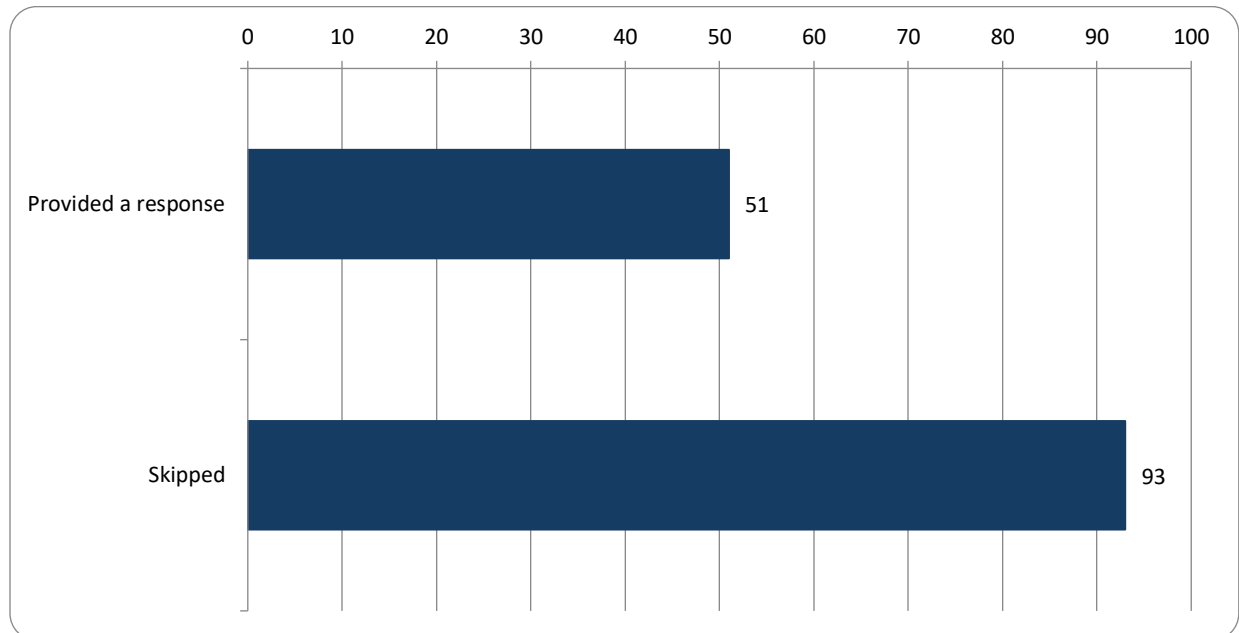
Answer Choices	Percentage	Responses
I really like it	49%	47
I like it	20%	19
Neutral	9%	9
I don't like it	6%	6
I really don't like it	16%	15
Total		96

Question 27

Open-ended Question: Design elements I most appreciate include (Alternative 2: Enhanced Improvement – 24th Street to Stockton Boulevard):

A total of 51 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q27 Answered: 51, Skipped: 93



Response Status	Percentage	Responses
Provided a response	35%	51
Skipped	65%	93
Total		144

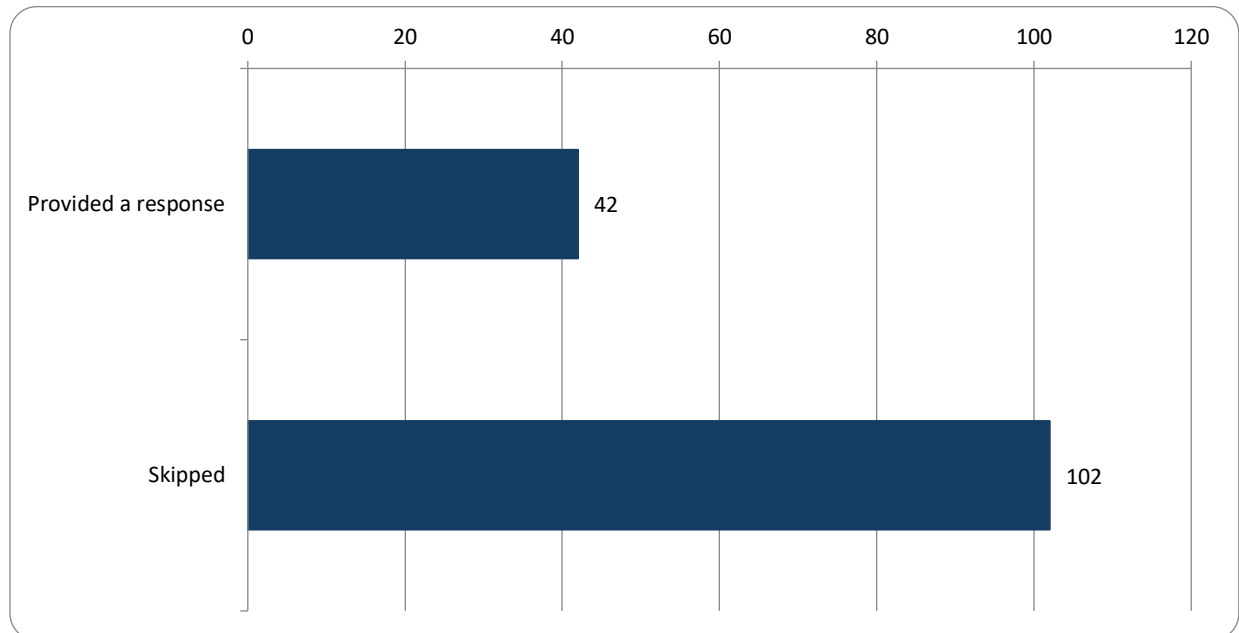
Exact responses are provided in the Appendix.

Question 28

Open-ended Question: Design elements I least appreciate include (Alternative 2: Enhanced Improvement – 24th Street to Stockton Boulevard):

A total of 42 respondents provided comments for this question. Exact responses are listed in the Appendix.

Q28 Answered: 42, Skipped: 102



Response Status	Percentage	Responses
Provided a response	29%	42
Skipped	71%	102
Total		144

Exact responses are provided in the Appendix.

Appendix: Exact Open-Ended Responses

The following responses are reproduced exactly as submitted. Blank responses are not included, and duplicate responses are retained when they were submitted by different participants.

Question 2

Other travel mode responses

Responses provided: 5

- E-Bike
- Walk and push stroller
- I cross Fruitridge on the Del Rio trail quite often, both bicycling and running/walking
- I would like to walk, but don't because it's horrible (don't estimate demand for a bridge by counting the number of people swimming across the river...)
- Motorcycle

Question 3

Other corridor use responses

Responses provided: 17

- Stop, travel, and use for access
- Used it every day for 20 years to travel to work from Fruitridge Manor to South Land Park.
- I only feel safe using Fruitridge when I'm in a car. If I have errands on that corridor, I do everything I can to find a ride or find another place to complete the errand
- Live off Fruitridge.
- Commute to I-99
- I stop along Fruitridge and have lived in an apartment on Fruitridge between 24th and Franklin
- My house backs up to it. Kids use it daily to get to friends' houses, swim clubs, school, etc.
- Fruitridge destinations, nearby destinations, and freeway access
- I use it to get to the 5 or the 99
- Commute
- Travel Fruitridge Road to access HWY 99 and to get to Kaiser
- 1, 2, 3, and crossing it on my bike
- Both second and third options listed above.
- I live in Mangan Park, and must cross Fruitridge or travel down Fruitridge to go anywhere.
- The top 3 options. I stop along Fruitridge, I travel to access nearby destinations, and to access destinations far from the corridor. It is the main road I use.
- All of the first 3 answers. I can only select one.



- I stop along Fruitridge to access shops & also travel along Fruitridge to go to & from home & other places past Stockton.

Question 6

Existing condition design elements I most appreciate include:

Responses provided: 85

- Some bike lane availability between Franklin and 24th Street. Lower stress bike route on the Frontage Road to the north between 23rd St and Carmela Way
- Bike lanes, pedestrian crosswalks, trees
- I like the light rail stop
- 2 common lanes in each direction
- Stop signs
- There are sidewalks
- Middle street turning lanes between stop-lighted sections
- It is fast in a car, but I would be willing to sacrifice speed for safer conditions for non-car transit.
- Traffic lights.
- Number of lanes (2 lanes one way) makes sense. Make traffic move more efficiently, particularly with car accidents.
- Develop alternative road design for efficiency and safety.
- There's never traffic
- Good street signage at traffic light intersections
- Make it safer on South and Park Drive and Fruitridge Road
- Timed signals to facilitate travel without stops that waste gas and time.
- There's a light rail station that I use
- Four lanes good flow
- Enlarge Fruitridge Road starting from 99 for trucks to be able to easily use
- Nothing, it's a stroad.
- Lowering speed limit to 35 mph.
- Buffered bike lanes
- Medium and trees as buffer to houses on street
- I like how regular the light rail is. The crosswalks are helpful.
- Creating a center divider. I've witnessed many potential accidents in the past as cars are trying to make left-hand turns on several parts of Fruitridge Road.
- Traffic lights & crosswalks
- Safer and accessible bike lanes. Narrowed car lanes. Additional trees
- Number of car lanes
- None



- They aren't there but anti-jaywalking barriers
- The Del Rio trail safety crossing; trees along Fruitridge/Seamus between Delliff Circle and Gilguin
- None really...I guess the frontage road east of Freeport Blvd is beneficial for the homeowners on the north side of Fruitridge?
- Being able to move quickly through synchronized lights to get to the highway from 24th.
- Median and bike lanes
- Stop lights that slow traffic speed down, frontage roads for protection for bikes
- It's a road
- Bike lanes
- Frontage road for bikes
- Providing smoother roads along with repairing faded street lanes and signs. But also adding more street lighting.
- Protected walking and bike lanes with cleaner surfaces.
- There's nothing about the corridor to appreciate. It's a miniature freeway... awful!
- The stoplights and crosswalks at Irvin and 24th Street (the only safe place to cross the street). The next nearest crosswalks/lights on 24th are at Fruitridge Blvd. and at Sutterville Bypass/Sutterville Road.
- Protected bicycle lanes, and anything that slows down the speed of drivers. I regularly see people speeding upward of 50 to 60 mph on Fruitridge.
- The neighborhoods that run parallel and provide safe shelter biking alternatives.
- We really need a wall behind our homes with a bike/ walking path next with some sort of cones for safety purposes- but there doesn't need anymore traffic/need to reduce speed and fix up the paths that are there now. The noise is so unbearable we need a wall most importantly.
- Walking, biking, public transit. Shade would help.
- Bike lanes on one section.
- Two lanes and very few stoplights and speed bumps.
- Two lanes for motor vehicle travel in both directions
- Room for bicycles
- Bike lanes, lit up crosswalks, more crossing points between Hollywood Park and Mangan Park, native trees and plants
- I appreciate that there is a paved street (as an alternative to freeway) connecting I-5 and surrounding areas to adjacent neighborhoods and as far as Watt Avenue
- Sidewalks and crosswalks
- It flows well and never has heavy traffic regardless of the time of day, at least on the stretch I travel (essentially 99 to I-5).
- N/A



- I work in the Fruitridge area. I usually take the bus to my work office. I appreciate having the bus stop right outside of my office (bus route 68).
- Sideways
- Please stop blaming Union Pacific for not improving the railroad crossing. Kicking the can down the road is a cop out. Many cars are damaging their alignment. This causes US to lose our assets (money) unnecessarily.
- The Del Rio Trail and the very responsive bicycle crossing signal.
- Two lanes both directions.
- None. It's the worst street I've ever lived near
- Fast route for cars.
- Bike lanes, center turn lanes, one lane of traffic in each direction
- Center turn lane
- I don't appreciate it at all. It's one of the most dangerous traffic situations in the city. I appreciate the light at Helen because otherwise it would be nearly impossible to walk anywhere, but there aren't enough lights and people often run that light. I've been almost hit 3 times while I had a walk signal.
- Safer/protected bike lanes, more shade/trees
- Dedicated bike lanes, protected bike paths
- Protected bike lanes
- Bike lanes and center turn lanes
- Left turn access lane
- Easy access for cars, both to businesses along this corridor and for other destinations
- The tree canopy at certain sections of Fruitridge Road
- Bike lanes, center turn lanes
- Bike lanes and expanded sidewalks
- Width of lanes, because of the number of large trucks that use streets.
- Pedestrian and bike controlled crossing the new bike/walking trail
- The frontage road is a kinda cool idea if done right
- The current configuration helps the flow of traffic.
- The 2 lanes for cars in both directions
- I like the way the bike lanes are SUPPOSED to look in the third pic. They don't in reality. Please consider gutters in the design.
- Not much. Glad that it exists and that I can drive on it, I guess?
- The change under the I-5 overcrossing. By making these concrete additions, the City has completely removed the dangerous ability of poor driver choices of the almost weekly donut racing. Thank you again!
- Existing Conditions: 24th Street to Stockton Boulevard
- Bike lanes in various sections of Seamas/Fruitridge.



- Sidewalks for pedestrians
- None. It's dangerous, ugly, inaccessible to pedestrians and bikes

Question 7

Existing condition design elements I least appreciate include:

Responses provided: 97

- Crossing on Fruitridge of SR 99 is awful for bicycles. Bike lane peters out approaching 24th Street from the east, so either have to ride the sidewalk or contend with fast-moving and right-turning cars. No safe crossings of Fruitridge for bikes or pedestrians between 24th St and Freeport Blvd. No good bike infrastructure from Carmela Way to I-5
- Wide multi-car lane roads
- So hot! So many cars. No space for humans to enjoy the corridor!
- Pedestrian and bike rider safety
- 3 lanes
- High speeds. Lack of safe bike/ped infrastructure. No turn lane. Loud
- Car speed. Minimal bike safety. People crossing outside of marked crosswalks.
- It feels extremely dangerous to even walk on the sidewalks. Cars are moving fast and don't see or yield to pedestrians or bikes even if they are traveling in the correct locations. I've almost been hit after getting off the 51 and crossing Stockton Blvd at Fruitridge even though I had the pedestrian signal. Cars are looking at oncoming traffic to turn on red rather than for pedestrians crossing
- None
- No bike lane that is actually safe. Lack of safe areas at crosswalks, speeding cars very close by as a pedestrian and cyclist.
- Excessive speeding and noise.
- It is an old, existing neighborhood, designed for car traffic
- The cars go way too fast, and it's dangerous for peds, bikes, and other cars
- No dedicated left turn lanes on the stretch of road near Gilgunn. Also, separate right turn lanes at busy intersections would be helpful.
- Yes
- The walk from 24th to the light rail station (1-2 blocks) is kind of sketchy because of narrow sidewalks, a lot of traffic, and cars pulling in and out of parking lots on Fruitridge.
- Wide roads encourage speeding and abrupt passing. Suicide lanes are terrifying. No bike lanes. Loss of sidewalk in many areas.
- Frontage road between 24/freeport. Could be widened to stop rush hour congestion
- Not good for large vehicles-this must be the highest priority



- No shade trees. Too fast. No real bike lane. Pollution. No art.
- The cutoff to get into Fruitridge Shopping Center; all others on Fruitridge and Stockton Blvd are easily accessible.
- Lack of shoulder, bike lanes, safety
- Lack of speed bumps and speed deterrents.
- Speed on Fruitridge Road is too fast, makes me nervous as a pedestrian, walker, and biker. Lack of distance/buffer between bikes and cars. Wait times between buses. Lack of shade structures for bus stops and lack of signage.
- Between 65th Expressway and Stockton Boulevard, Fruitridge Road is one of the roughest roads in Sacramento, but as soon as you cross Stockton Boulevard, it's a newly paved road. What happened to paving the rest of Fruitridge
- Narrowing to one lane in each direction.
- Long stretches with dangerous left turns (no left turn lane/light/stop sign)
- It would be nice if it looked more like the little pictures in this survey: bright, clearly visible distinctions between car lanes, bike lanes, and pedestrian areas. I drive in the dark a lot. I'd love to see cyclists have a bright, separate, protected area to ride.
- The lack of safe bike lanes
- No bike lane, so bikes are riding in the street or on the sidewalk. Some turn lanes are unclear, and stoplights frequently operate without cars present, making traffic stop unnecessarily.
- Wide roads, high speed limits, unprotected bike lane, little shade for pedestrians. I would love to bike or walk this road, but I feel extremely unsafe and would appreciate it if the roads were built less like a freeway and were more accommodating to pedestrians.
- Suicide lanes, unprotected turns
- On/off ramps at Riverside/Seamus and Highway 99. Scary for all modes but especially bike/ped. Speeds are too fast for conditions. Poor sidewalk conditions in many areas. Ped/bike crossings at major intersections along Fruitridge are dangerous. Light rail station hard to safely access for bike/ped. Heavy (and often fast) cross-lane traffic around service stations, marijuana dispensaries, and other businesses.
- The number and width of the lanes is far too high and encourages speeding. Along portions of the roadway, the sidewalk is too narrow and obstructed by utility poles. Bike lanes are either nonexistent or unprotected from high-speed vehicle traffic. Crosswalks at major intersections are far too long
- Unsafe pedestrians crossing or standing in the divide, cars stopping to turn left across traffic just after the light at Freeport while driving down Fruitridge
- Fragmented bike lanes, unsafe speeds for biking without protected lanes, poor walking conditions to get to the light rail station



- Dangerous bike lanes, few crosswalks, 5 lanes to cross, speeding drivers, no shade or beauty elements
- Wide lanes
- Bumpy roads, wide lanes, unsafe speeds, unsafe street lighting.
- New infrastructure.
- Blind curves, fast traffic at my heels, dirty sidewalks.
- Everything about it!! It's tired. Needs cleaning up... sound walls for the residents and vegetation to soften the noise... the speeding is out of control.
- The ability to always turn left, through suicide lanes or 'protected' left turn lanes seems nice, but accident patterns should be examined. I have seen evidence of several accidents at Gilgunn and Fruitridge. Either left turns from Gilgunn onto Fruitridge or left turns off Fruitridge onto Gilgunn should be eliminated. It would be less convenient for me, but I suspect it would be safer.
- Lack of sidewalks on both sides of the road (between Fruitridge and Sutterville), lack of safe crosswalks, lack of traffic lights to slow traffic, speeding/racing cars and noise, existing sidewalks are narrow, and to pass by other people/people with dogs you have to walk in the street. Bike lanes are narrow (where they are actually identified) and not highly visible. 24th Street is a dumping ground for trash and abandoned shopping carts.
- The lack of any speed deterrent
- Lack of bike lanes, awkward and unsafe intersections between Hollywood Park and Mangan Park.
- I do not want any sort of parking - we don't need parking. All we need is a better path for walkers and bikers- like Sycamore Valley Road in Danville, CA, for example. And a wall along these homes just like they have there. It's so unsafe for my kids to even play in the backyard.
- More car lanes
- Bike lanes are unusable due to trash, traffic speed, and road conditions in the lane. Driveways at 90 degrees to Fruitridge are often dangerous as fast traffic slows to turn into properties. Traffic generally travels too fast for road conditions
- No bike lanes and extremely choppy roads on every other section. It would be extremely convenient for me to ride my bike down Fruitridge, but I rarely do because it is extremely dangerous. The spacing of the traffic lights encourages automobiles to go as fast as they can at the expense of pedestrian and bicyclist safety.
- More stop signs/stop lights/speed bumps or a reduction of lanes.
- Lack of crossing opportunities between Freeport and 24th.
- Non-native trees and plants
- Currently serves needs of car traffic and little safe or attractive infrastructure to support bicycles or pedestrians



- Not sure if all sidewalks are ADA compliant with utility poles in sidewalks. Bike lanes are nonexistent in some areas.
- Excessive speed
- It's wide so people can go fast on the stretch I travel (99 to I-5). But honestly it functions pretty well. I use the Del Rio trail a lot and thought the speed would make the crossing scary, but people respect the light. Maybe it's worse on the part east of the 99 where it's less residential and more businesses, but the stretch I travel seems to work well.
- No bike lane
- N/A
- The level of pedestrian safety. It doesn't feel safe to walk or bike around given the structure of the roads and the traffic.
- Pot holes
- There are 3 railroad crossings on Fruitridge Road. More aggressive insistence with Union Pacific is not an option. It's a necessity! Please don't make me address this issue with U.P...DO THE RIGHT THING!
- Unsafe to bicycle
- Power poles in the middle of sidewalks, no bicycle lanes, no sensors to pick up bicycle or car traffic on South Land Park/Fruitridge intersection, slip right-hand turn lane from Fruitridge onto Freeport going north, bicycle lanes disappear ring from Freeport onto Fruitridge (both directions).
- Traffic speed limit is too high in certain places.
- 50 mph design speed, no bike lanes, very narrow sidewalks, no buffer between sidewalk and street, zero amenities at bus stops, no shade, long spacing between crossings, poor placement of beg buttons at crossings, rolled curbs, frequent driveways creating conflicts with bikes/peds
- Unsafe for bikes. Walking route to light rail unshaded (hot), with steep curb cuts.
- Keeping Fruitridge as is
- Traffic too close for bicyclists or pedestrians.
- 2 lanes moving fast, getting stuck behind someone making a turn
- Too many lanes of traffic, no bike lanes, no turning lane; the entire street is filthy and full of trash people throw from cars. It's hard to like anything about that street.
- More space designed for cars
- Too many lanes for car traffic
- Lack of protected bike lane
- Unprotected bike lanes
- Lack of designated bike lane, and confusing freeway egress at Hwy 99
- It's very unsafe to walk and bike here. I bike a lot and would never hike here
- The high car speeds and the slow traffic lights

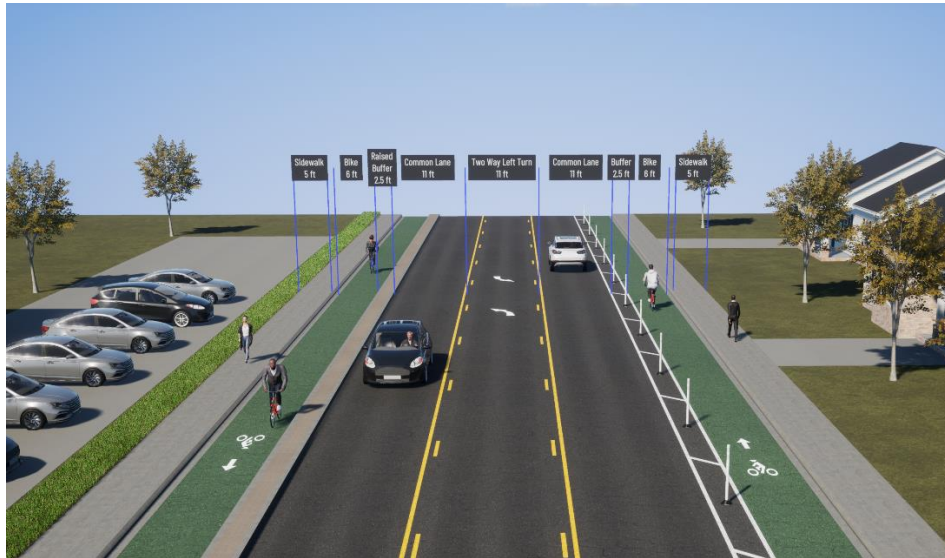


- Continuous 2-lane roads increase passing and speeding
- Lack of bike lanes and suicide lanes
- Motor vehicles drive at unsafe speeds; lack of bicycle infrastructure; hazards due to lack of turn lanes and people turning across 4 lanes of traffic out of Mangan Park.
- Lack of shade, lack of pedestrian-friendly crosswalks (with flashing lights), lack of bike lanes
- Too many lanes going various directions - even with a barrier
- High speeds with no bike lanes
- It's hot and miserable, and there is too much asphalt; cars go too fast. Crossing the bridge over 99 was the most scared I have felt on a bike in this city
- The traffic jam caused by the crossing of trains and light rail at the train tracks. in addition, the lack of an alternate road to drive across town (east-west).
- 4 straight travel lanes for cars with no traffic calming. Crossing the road on foot can be terrifying, even on marked crosswalks.
- I have to drive on Fruitridge. Little shade, and walking/biking feels unsafe
- Not safe to bike
- Not long enough left turn lanes at stoplights; speeding along Fruitridge; access to entrances & exits at some shops is not good; need more pedestrian crossings with lights.
- No median
- The cheap, yellow plastic sticks the City installed at Fruitridge/Seamas as you enter the Little Pocket neighborhood. This really degrades the neighborhood and makes it look cheap!
- Existing Conditions: Gilgunn Way to 24th Street no parking
- No left turn lanes between Gilgunn Way and 24th St, and no left turn lanes between Karbet Way and the Belle Coolidge Library.
- Traffic too fast
- Not enough crosswalks, so pedestrians use the middle turn lane like it's a sidewalk. People and debris along the gutter area of roads.
- Small bike lanes with no separation from the road. High speeds. Garbage and other sidewalk impediments. No trees.



Question 9

Design elements I most appreciate include (Alternative 1: Base Improvement – Riverside Boulevard to Gilgunn Way):



Responses provided: 84

- Better sidewalks and protected bike lanes
- Bike lanes, less car traffic
- Protected bike lanes. Traffic calming. More space for humans
- Bike trail addition and barrier
- The buffers for the bike lanes
- Bike/ped options. Turn lane for cars.
- Would support bike lanes
- Center turn lane. Lane for bicycles
- I like the separated bike ways and sidewalks from the cars. It feels safer. I believe that there should be a greenbelt on one side that includes the sidewalk, and both directions of bike travel to create a pedestrian space.
- None
- Traffic lights.
- Added bike lanes and third turn lane
- Road is designed for car traffic. Reducing the lane to one from two would cause delay and more air pollution.
- Looks safer for everyone
- Left turn lanes
- Make Gilgunn definitely more safer
- Traffic calming would be good.



- None
- The bike lanes
- Bike lanes
- New bike lanes
- Buffer
- I like the barriers between the bike lane and the roadway.
- Separated bikeways, painted green, with barriers from cars.
- Protected bike lane
- Separate space for bicycles to safely travel to Riverside
- Protection of bike lanes, reducing lanes to slow traffic
- Protected bike lanes
- This should signal to drivers to slow down. Dedicated bikeways would make it feasible and much safer to travel east and west on Fruitridge, now very dangerous under current conditions. Middle turn lanes could reduce the unsafe vehicle turns now occurring off and on to Fruitridge.
- Concrete protection for westbound cyclists, removal of travel lane.
- Retaining existing curbs and sidewalks, Bicycle lane improvements
- Buffers between bike lanes and common lanes; this protects bicyclists and motorists.
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds.
- Fewer lanes
- Separated bike lanes
- Narrower lanes, buffered/protected bike lane for better bike protection, safer for bikes, potential pedestrian safety improvements
- Fewer traffic lanes, protected bike lanes, sidewalks farther from traffic, and a central turn /merging lane.
- The protected Bike lane would be essential, especially as it connects to the Del Rio Trail. You must have a turn lane; otherwise, drivers will get too frustrated and make bad choices.
- It all needs to be done. Seriously.
- None, not enough people use bike lane to lose a lane for this alternative
- Looks great
- Protected bike lanes!
- The green color of the bike lane
- The turning lane. The green biking lanes.
- Barriers between bikes and lanes
- I like the dedicated sidewalk and bike lane as well as two-way left turn lane, but modifications will have to be made near the Cabrillo School and at the freeway entrance -- this area will be gridlocked without dedicated lanes.



- Safer for bikes and pedestrians
- N/A
- The bike lane is clear and delineated, which makes it feel safer to bike.
- Survey should provide a visual as to where Gilgunn Way is located. Can't move back and forth looking-finding a Street map. Basic issue!
- R.R. crossing.
- Protected bike lanes; reduction to 1 car lane in each direction with middle turn lane.
- Protected bike lanes and traffic calming.
- Bike lane, buffer between cars and sidewalk
- Separated bikeways, traffic calming features, turn lane.
- Bike lane, center turn lanes, one lane of traffic in each direction
- Bike lane
- Protected bike lanes
- Protected bike lanes, sidewalks accessible for pedestrians, space from vehicles
- Protected bike lanes, reduced vehicle lanes
- Protected
- Protected bike lane
- Separated bikeways
- Delineated bike lane
- Much calmer, more inclusive of a variety of travel modes
- The protected bike lanes.
- Bike lanes, single travel lanes with center turn lane, simplicity
- Divided bike lane for safety. I like the idea of calmer traffic, as well.
- Protected bike lanes, center left-turn lane
- Protected bike lanes!! Really like the raised buffer.
- Bike lanes
- Separated bike lanes
- None
- The changes look simple.
- Bike lanes
- Concrete barrier for bikes, and separation of pedestrians from fast traffic
- Protected bike lanes
- 2 lanes of traffic are needed in each direction, especially around John Cabrillo School where vehicles are constantly turning into the parking lot. Also, on the westbound stretch past the school, the right lane turns into a right-hand turn only onto I-5. It currently works perfectly, and there is NOT a lot of speeding. If you go to one lane in each direction, the traffic will back up horribly on both sides of the school and cause a lot of rear-end accidents. From S Land Park to Gilgunn, 2 lanes of traffic in each direction



are needed for the flow of traffic, especially during morning and afternoon commutes. From S Land Park to the Del Rio trail, the 2 lanes on each side are perfect.

- No street parking
- Separated bike lanes.
- Protected bike lanes
- I like both the pedestrian & bicycle paths
- Reduced lanes
- Separate bike lanes, less traffic

Question 10

Design elements I least appreciate include (Alternative 1: Base Improvement – Riverside Boulevard to Gilgunn Way):

Responses provided: 67

- No real landscaping. Any lighting improvements needed?
- Lack of greenery
- It would be great if we could plant 100 trees. Sacramento is so hot! If people want to be on the street, they need protection from the elements, like in Midtown
- Need for more pedestrian crossings. i.e., at Delcliff Circle and Fruitridge, there is a swim-and-tennis club across the street. People constantly park on Delcliff Circle and run across the street to get to the swim and tennis club. It would be great to have a pedestrian light at this location. People do not walk to the far crosswalks to get across the street. This is a very dangerous crossing for pedestrians. Also, the curb along Belle Cooledge Park should be changed to a square curb to further protect pedestrians along this stretch. They have nowhere to go if a car came up on the curb since the park has a fence along the roadway.
- The middle turn lanes could be a problem if continuous. Cars might use it to speed up with no intention of turning.
- Reducing to two lanes would severely impact traffic.
- Only one lane each direction along a very busy section
- I believe the two lanes of traffic should be next to each other, and the extra lane (currently the middle lane) and the buffer space should be converted to tree canopy over the bike trail and pedestrian path if you use my suggestion above. This will help with creating a physical barrier for cars, a more comfortable pedestrian space, and better stormwater drainage.
- Removal of travel lanes
- Excessive speeding and noise.
- I'm a biker myself. I don't see the heavy bike traffic pattern which requires a designated bike lane at the expense of smoother car operation.



- None
- Concrete barriers
- Make Riverside safer
- Removal of any lanes; school traffic and work traffic will be impacted heavily
- We need bigger roads for vehicles, not the opposite
- Going to cause more traffic
- Could be homeless camps
- No shade trees keep bike lanes unusable
- N/A
- Streets too wide
- I'm assuming there are going to be bus bays/shoulders, but as long as there is a separate space from the roadway that buses can pick up/drop off passengers
- I dislike removing the trees that separate traffic directions.
- Only one of the bike lanes is truly protected with a barrier; I would rather have both. Additionally, I would prefer the bike lanes be above street level to help bikers feel safer when traveling, but the concrete barriers and removal of lanes are already wonderful.
- Less car paths, more traffic
- If vehicle speeds are not reduced, reductions in collisions and injuries/deaths may not be significantly reduced. Traffic volume will be significantly reduced.
- Lack of concrete protection for eastbound cyclists. Could bollards or curb be installed instead?
- Removing lanes would create greater congestion
- No shade tree improvements to sidewalks
- No a bff at or beauty elements
- Lack of trees
- Buffered bike lane may not be enough for safety. Flex posts do not add much safety,
- I like the proposed changes.
- With so much vehicle traffic, there will be a large queue for the turn lane
- No issues at all. This is how most 4-lane streets in Sacramento should be set up, including the dangerous stretch of 24th Street between Fruitridge and Sutterville.
- Reducing to one lane. Too many cars come down this street to do this. It will create so many bottlenecks!
- Reducing a 4-lane to a 2-lane will increase traffic and force traffic into neighborhoods for people seeking shortcuts
- I hate the protected bike lanes that have been installed around town. As a cyclist, I find them more dangerous, as I have almost been hit many times when going through an intersection, as people cannot see me over the cars.
- No native shade trees or crosswalks



- The 6-way intersection at the Seamas I-5 off-ramp is hazardous -- A well-designed roundabout would be more efficient/effective AND more attractive. Also, a rumble strip (or speed bump) midway between I-5 and S Land Park Dr as well as east of SLP Dr, would help slow traffic
- Eliminating lanes will cause more traffic congestion, especially at I-5, the school, and Land Park. Maybe that's what you call traffic calming. I like the idea of bike lanes, but cement barriers, I believe, could increase injury accidents.
- Potential for problems with driveways
- I'm not sure this stretch needs investment. That said, if people who actually live along that stretch think it does I defer to them.
- N/A
- Only 1 lane in each direction
- Ditto
- Simple retention of the sidewalk - need to widen them to allow wheelchair access around power poles along the north side of Fruitridge.
- From description, it sounds like there wouldn't be intersection improvements
- No trees?
- None
- The turning lane takes up a lot of space. With more frequent stop lights and stop signs, we can facilitate turns without using all that space for another lane.
- No shade, no trees
- Loss of traffic lane, but also tired of being a throughway to other destinations eastward
- A small complaint but the lack of a tree canopy
- None
- N/A
- Where feasible, there should be some sort of raised curb instead of just plastic delineators on the right-side direction. Obviously would have gaps for driveways but otherwise would make it safer for cyclists.
- Fruitridge is too major a corridor to use plastic bike barriers. Don't narrow the road.
- No new trees
- The many areas where this has been placed in Sacramento and surrounding counties are very distracting for a driver. This will also cause difficulty to people living in the area, accessing their homes
- Reduced number of travel lanes
- I'm not clear what the plan is for buses? Unless the bike lane is a combo bus lane.
- Bike separation is not concrete on one side. What if we used parking or construction barriers, which are common? no 2 way bike path, which is easier to use



- The cheap, yellow sticks you installed in a nicer neighborhood. Please do not change the design to 1 lane each direction so you can move the parked cars away from the curb. We the people, overwhelmingly, disapprove of this design. In my 68 years living in the neighborhood, I cannot recall any pedestrian or cyclist deaths and there are not a lot of accidents to warrant it.
- One-lane traffic either way
- No traffic light at Karbet Way and Gilgunn Way.
- Turn lane should be broken up to allow tree planters.

Question 12

Design elements I most appreciate include (Alternative 1: Base Improvement – Gilgunn Way to 24th Street):



Responses provided: 77

- Better sidewalks and protected bike lanes; maintains frontage for homes along north side
- The greenery
- Protected bike lanes and trees
- Bike lane protection
- Using only one side of Fruitridge for bikes and pedestrians. Check out how Copenhagen bike and pedestrian lanes are designed.
- Bike/ped infrastructure. One lane of car traffic each way. Turn lane for cars. Plants
- Again, bike lanes need to be done
- Same comment as above. I like the separated bike ways and sidewalks from the cars. It feels safer. I believe that there should be a greenbelt on one side that includes the sidewalk, and both directions of bike travel to create a pedestrian space.
- None
- Landscaping
- Yes
- Traffic calming.



- None
- Love this
- Separation of the houses from the main road
- Shade trees
- Bike lane
- Landscape and buffer
- I like the separation between bike lanes and the roadway, as well as the distance of the sidewalks from the roadway.
- I appreciate the clear separation and visibility of the walking/cycling areas.
- Love the additional trees, protected bike lanes
- Protected bike lane and separation of cars for housing and for through traffic.
- Trees, bike lane
- Same as above
- Concrete protection for westbound cyclists
- Center turn lanes so the main lanes don't get backed up
- Landscaping and protected bike lanes
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds.
- Fewer lanes
- Separated bike lanes and trees separating the two roadways
- Narrower lanes, buffered/protected bike lane for better bike protection, safer for bikes, potential pedestrian safety improvement, very wide bike lanes
- Fewer traffic lanes, protected bike lanes, sidewalks farther from traffic, a central turn /merging lane, and trees.
- Bike lane and dedicated Attorney Lane
- This stretch needs a lower speed limit so traffic around the school near South Land Park Drive isn't so dangerous. Are people asking for bike lanes? Traffic speeds on Fruitridge are crazy fast. Only slowed by stop lights. A bicycle would just be yet another obstacle.
- It all needs to be done. Seriously
- The middle is a horrible idea
- Side streets to Fruitridge allow for slower traffic on that side to access properties; walking and biking on the side street is less hectic than on the main
- Protected bike lanes!
- Keeping two lanes
- I appreciate the extra safety and keeping the barrier for homes facing Fruitridge. I like the turning lane.
- Trees/center divide, separated bike lanes
- Green belt/divider with trees and dedicated bike/walkway
- Bikes have a safer route for travel



- N/A
- Ditto
- Protected bike lanes and only 1 car lane in each direction with middle turn lane.
- Protected bike lanes and traffic calming.
- Separated bikeways, traffic calming features, turn lane.
- Bike lane, center turn lanes, one lane of traffic in each direction
- Bike lane
- Bicycle lanes
- Addition of shade trees, protected bike lanes
- Protected bike lanes, trees
- Protected lanes
- Protected bike lane
- Protected bikeways
- Residential separation, but again it is only one side of the street :(
- Much calmer, more inclusive of a variety of travel modes
- The protected bike lanes
- Trees, dedicated bike lanes, some street parking
- Divided bike lane for safety, looks more visually appealing
- Protected bike lanes, center left-turn lane, street trees
- LANDSCAPING! Need more trees. Love the protected bike lanes.
- Separation
- Bike lanes and reduced car lanes
- Separated bike lanes
- Keeping the road next to the houses
- The changes look simple.
- Bike lanes
- Concrete barrier for bikes and a gap between pedestrians and fast traffic. Are there more trees?
- Protected bike lanes
- Trees; bike path.
- The current design allows for the flow of traffic without major backups. I support 95% of the current design.
- Trees separate the traffic
- Bike lanes
- Bike lane
- Separate bike lanes, greenway

Question 13



Design elements I least appreciate include (Alternative 1: Base Improvement – Gilgunn Way to 24th Street):

Responses provided: 57

- No safe crossings in entire stretch between north and south sides of Fruitridge
- Bike lanes feel less protected here - would appreciate them on the other side of the trees
- Bike lane in the middle of the street is going to scare novices away
- Why isn't there parking on both sides of the street for the homes?
- Again, reducing to two lanes severely impacts traffic in a highly used area.
- Only 1 lane each direction in a busy section
- Same comment as above. I believe the two lanes of traffic should be next to each other, and the extra lane (currently the middle lane) and the buffer space should be converted to tree canopy over the bike trail and pedestrian path if you use my suggestion above. This will help with creating a physical barrier for cars, a more comfortable pedestrian space, and better stormwater drainage.
- Removal of travel lanes
- A bit confusing at first glance
- Yes
- All
- Too car focused
- N/A
- Lack of landscape and buffer on other side of street
- The bike lane in the middle is a bit weird but as long as there is a safe way to enter it, I don't care. I would like to ensure there are trees in the center to provide shade
- I don't believe it's safer here to have only one car lane in each direction. People will take risky moves in order to pass other cars, e.g., they will use the center turn lane to pass. They will.
- As stated before, that one of the bike lanes is not protected with barriers.
- Less car paths
- Same as above
- Lack of concrete protection for eastbound cyclists; could you put bollards in instead? The buffer here is wider, which is nice
- Lane loss
- Needs more shade
- No trees along sidewalks
- Buffered bike lane may not be enough for safety. Flex posts do not add much safety. Frontage road potential isn't being maximized by not adding improvements
- I like the proposed changes.



- Horrible idea with middle path
- This same design can also be dangerous when drivers switch from the main portion of Fruitridge and maintain similar speeds
- No issues.
- None
- Same answer as #10.
- I don't like the trees. Please keep the hedges that act like natural fences
- No crosswalks
- Concerns about the heavy traffic and backups/gridlock, particularly when there is a freight train passing east of 24th
- Again, reducing lanes is going to increase traffic backups.
- I imagine traffic would back up more with all the traffic lights and intersections, making the route more unpleasant for cars
- Only 1 lane each direction.
- Same answer as for Riverside-Gilgunn. Just not convinced it's a priority.
- N/A
- Ditto
- Simple retention of the sidewalk - need to widen them to allow wheelchair access around power poles along the north side of Fruitridge.
- No trees on one side?
- Can we have a 2-way protected bike lane?
- Instead of a turning lane, allow some parking on one side, and put in stop signs and stop lights to facilitate turns.
- See above; it seems like a waste of space to retain the separated residential lane
- Removal of lane traffic is extremely heavy in mornings and evenings already and removing lanes would make it more
- None
- N/A
- It would be cool if the bike lane could go through the frontage road and more trees
- Reduced number of travel lanes
- I'm not clear what the plan is for buses? Unless the bike lane is a combo bus lane.
- Bike separation is not concrete on one side, and also feels really boxed in next to the tree median. What if we used parking or construction barriers, which are common? Or a two way bike path
- It seems excessive to have two lanes in the separated one-way. Maybe one lane could be converted to green space.
- Need a left-hand turning lane at Monterrey and maybe one at Gilgunn for the preschool.



- Kind of busy looking
- No traffic light at Gilgunn Way.
- Placement of bike lanes is not helpful for both directions of travel
- Unnecessary turn lane

Question 15

Design elements I most appreciate include (Alternative 1: Base Improvement – 24th Street to Stockton Boulevard):



Responses provided: 72

- Better sidewalks and protected bike lanes
- Protected bike lanes
- Super protected bike lane!
- The pedestrian and bike buffer zones.
- Bike/ped infrastructure. One lane of car traffic each way. Turn lane for cars.
- See comments above
- Very good for bikes and pedestrians. Center turn lane.
- Same comment as above. I like the separated bike ways and sidewalks from the cars. It feels safer. I believe that there should be a greenbelt on one side that includes the sidewalk, and both directions of bike travel to create a pedestrian space.
- None
- Protected bike lanes
- Left turn lanes
- Definitely make that safer
- Traffic calming. It would be nice to have that buffer between the cars and the sidewalk for when I walk to the light rail station.



- None
- No shade
- None
- Bike. Lanes
- Buffer
- I like the separation of the bike lane and sidewalks from the roadway.
- Separated, distinct areas for pedestrians and cyclists.
- Protected bike lanes
- Extra space for bicyclists
- Protected bike lanes and slower traffic from narrowing lanes.
- Bike lanes
- This proposal could help increase use of RT bus and light rail in this section. Same as above
- Width of the buffer zones, removal of travel lanes
- Bicycle lanes and improvement to existing curbs and sidewalks
- Protected bike lanes
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds.
- Protected bike lanes
- Separated bike lanes
- Narrower lanes, buffered/protected bike lane for better bike protection, safer for bikes, potential pedestrian safety improvements, wide bike lane for passing
- Fewer traffic lanes, protected bike lanes, sidewalks farther from traffic, the raised buffer and a central turn /merging lane.
- Bike lane de
- It all needs to be done. Seriously
- We don't need it down that way; there is plenty already down there for walking and Franklin is a waste of money. No one bikes or walks down there
- Protected bike lanes!
- None
- The turning lane. I like the improved walkability.
- Bike lanes
- Fewer traffic lanes; dedicated lanes for peds/bikes
- Protected bike routes
- This isn't a stretch I travel much so I defer to people who live in that vicinity.
- N/A
- Ditto
- Same as prior comments
- Protected bike lanes and traffic calming.



- Separated bikeways, traffic calming features, turn lane.
- Bike lane, center turn lanes, one lane of traffic in each direction
- Protected bike lane
- Protected bike lanes and lots of pedestrian space
- Protected bike lanes
- Protected bike lane
- Protected bikeways
- Much better than current configuration with fuzzy old-style bike lane and no barriers
- Separated bike lane in this area is very needed
- Bike lanes, single car travel lanes with center turn lane, simplicity
- Again, bike safety and dividers.
- Protected bike lanes, center left-turn lane
- Protected bike lanes with buffers. Really like the big raised buffer.
- Bike lanes and reduced car lanes
- Same
- None
- The changes look simple. I think I would actually be comfortable riding my bike and scooter on this.
- Bike lanes
- Concrete barrier for bikes, and gap between pedestrians from fast traffic
- Protected bike lanes
- Seems safe.
- 2 lanes are needed in both directions for the flow of increased traffic. Leave it alone and don't mess it up!
- No street parking
- Bike lanes
- Separate bike/pedestrian paths

Question 16

Design elements I least appreciate include (Alternative 1: Base Improvement – 24th Street to Stockton Boulevard):

Responses provided: 65

- There are many businesses along this stretch; how will they be accessed? Wide raised barrier on south side with no shade, landscaping, aesthetics. Unclear how will address crossing of SR 99
- More trees
- More trees
- No plants or shade structures. Shade is needed to encourage pedestrians and cyclists



- See comments above
- Only one lane each direction
- Same comment as above. I believe the two lanes of traffic should be next to each other, and the extra lane (currently the middle lane) and the buffer space should be converted to tree canopy over the bike trail and pedestrian path if you use my suggestion above. This will help with creating a physical barrier for cars, a more comfortable pedestrian space, and better stormwater drainage.
- Lane removal
- Creates traffic congestion on a busy stretch of Fruitridge
- It's an pretty dangerous area
- I worry that traffic me back up a lot between 24th and Highway 99
- All
- No shade trees. Ongoing stroad, people will drive too fast
- 1 lane on an already busy street will just get drivers more impatient and irritated, remember the area we're talking about, just saying 😬
- N/A
- Lack of landscape
- The concrete separation between the bike lane and roadway seems like it could have greenery, especially to provide shade
- It's one lane
- This is already a car-heavy, congested area. I prefer 2 car lanes in each direction.
- This area may need more lanes near 99.
- One bike lane is not protected by concrete barriers.
- More traffic
- Same as above
- Lack of concrete protection for westbound cyclists
- Taking lanes away- that will create bad congestion in an area that already
- Large amount of buffer space; would it be possible to keep the buffers, but also add a strip of landscaping since the buffer would be 8.5ft? Having some shade or resilient bushes would be nice.
- No shade
- Lack of trees
- Buffered bike lane may not be enough for safety. Flex posts do not add much safety.
- I wish there were trees and/or plants along the raised buffer to help with traffic noise and provide shade for walkers/bikers. I wish I could tell if there is a plan for more crosswalks/traffic lights.



- Again. Bike lanes are confusing as they stop and start abruptly. Drivers have to figure out how to cross to turn across one. Do they really save lives or are they put in simply to slow traffic?
- Nope, doesn't need to go that far down
- No issues at all. This is how most 4-lane streets in Sacramento should be set up, including the dangerous stretch of 24th Street between Fruitridge and Sutterville.
- Reduction of lanes
- One lane in each direction will not be sufficient for traffic flow
- See answer in #10.
- I dislike the lack of greenery.
- No crosswalks or native shade trees
- Lights will have to be synchronized precisely to avoid gridlock as traffic is frequently heavy here -- would roundabouts help at some intersections?
- Worst traffic areas, eliminating lanes would make it a nightmare.
- Access to commercial areas might not be convenient
- Only one lane in each direction.
- Same as 15.
- Since the existing conditions already have a bike lane, I don't think the raised buffer on the left and buffer on the right are needed. They would just take away from the 2 existing lanes, which would affect traffic.
- This area is near highway 99 exit/entrance. I'm concerned about the level of traffic with the reduction of the lane.
- Ditto
- Simple retention of the sidewalk - need to widen them to allow wheelchair access around power poles along the north side of Fruitridge.
- No trees.
- None
- No shade trees. Increase in pedestrian walkways will not be utilized if there is no shade to support walking
- I actually prefer the concrete barrier, but there should be a vertical item also or cars will jump the curb into the bikes' path
- None
- I like it, but I'm not always a fan of the plastic bike lane dividers. But that's a nitpicky thing.
- Lack of street trees (can they be planted on the raised buffer on the left side?). Where possible, should have some sort of raised curb (not just plastic delineators) on the right side direction.
- Lack of landscaping!!!



- Too much going on in a very busy space - also remember this is a heavy unhoused area, and there are now a lot of spaces for encampment.
- Needs more trees
- Reduced number of travel lanes
- I'm not clear what the plan is for buses? Unless the bike lane is a combo bus lane.
- Bike separation is not concrete on one side, just flimsy plastic posts. no 2 way bike path, which is easier to use
- Not sure if this can handle existing traffic.
- None
- No trees
- Lane reduction in the section.
- No trees

Question 18

Design elements I most appreciate include (Alternative 1: Base Non-Diet Improvement – 24th Street to Stockton Boulevard):



Responses provided: 68

- I don't travel much between SR 99 and Stockton Blvd., but I imagine this will handle traffic volumes better with two lanes in each direction rather than one?
- Protected bike lanes
- Protected bike lane
- Bike lane and car turning lane
- The two lanes need to be in place for the amount of traffic on this street but the right of way issues will be very extensive.
- Bike and pedestrian lanes. Center turn lane. 2 lanes for cars
- Same comment as above. I like the separated bike ways and sidewalks from the cars. It feels safer than what is currently there, but the two lanes of traffic are concerning.



- None
- Less traffic congestion
- K most likely appetite
- There's still the buffers between the sidewalk and the cars
- Stop losing lanes population has increased not decreased
- Nothing
- From the diagram it looks the name. Traffic lights need to be adjusted some, like 14th Ave coming west towards Sutterville.
- Bike lanes
- Raised buffer
- I like that there are two pairs of lanes, going different directions.
- Visible, protected pedestrian and cyclist walkways/lanes.
- Protected bike lanes
- Good traffic flow to 99 but also more space for bicyclists
- Protected bike lanes on both sides.
- More paths for cars, protected bike lanes
- This could improve the safety for all users, especially bike/ped. This option might be better received by businesses/owners if coupled with redevelopment/revitalization efforts.
- I guess there is concrete on both sides
- No loss of lanes while improving flow
- Buffer between bike lanes and common lanes
- Separated bikeways
- Protected bike lanes
- Separated bike lanes
- Narrower lanes, protected bike lane for better bike protection, safer for bikes, potential pedestrian safety improvements, raised concrete barrier adds to safety
- Protected bikes lanes
- I don't quite understand what's happening here with this
- It all needs to be done. Seriously
- Doesn't need it there just more homeless space
- Protected bike lanes!
- Two lanes in each direction
- It seems realistic for the amount of traffic and provides for bikes/peds
- Traffic flow would be better with this plan, since there's a lot of cars near the freeway access areas
- Not sure what this alternative is. This isn't a very well-designed survey.



- The bike lane is bigger and more pronounced with the color. The 2 car lanes are the same, which would keep traffic the same.
- The protection of the bike lane and the retention of two lanes.
- Bug the Union Pacific railroad all the live long day...Hey! I just wrote a song!
- Bike lanes and sidewalks
- Turn lane, separated bike lane.
- Bike lane, center turn lanes
- I don't understand the difference
- I like that it still includes bike lanes, I suppose
- Protected bike lanes
- I like having two lanes each way
- Protected bikeways
- Wider street, but this is also flawed because it is encouraging an amount of traffic that I believe we are trying to mitigate
- Better than now, but would still allow high vehicle speeds
- Bike lanes
- Seeing this now, I think this might be the better improvement compared to the first. It still has the bike lane safety, but allows for a bit more traffic to flow.
- Protected bike lanes
- This is just okay, I understand why some might like keeping 2 lanes but I think everyone could adapt to going down to 1 each way
- Maintaining lane widths
- Separated bike lanes
- Keeping the number of travel lanes
- Buffered bike lane is nice
- Bike lanes
- Concrete bike barriers
- Bike lane is on sidewalk
- Good traffic flow & nice bike paths.
- I like keeping it a 4 lane road with a center turning lane.
- Making the street a through fare so traffics not slowed by transit line
- Bike lanes
- Bike lanes



Question 19

Design elements I least appreciate include (Alternative 1: Base Non-Diet Improvement – 24th Street to Stockton Boulevard):

Responses provided: 61

- Even less opportunity for landscaping/shade Higher traffic volumes likely mean higher speeds past homes and businesses?
- Too many car lanes
- No traffic calming! Cars will jam on down that
- Too wide. Looks like a freeway. Motorists will speed.
- Too many car lanes. Right of way acquisition would be impossible
- Cars will drive fast
- I dislike the extra lanes of traffic. This will encourage drivers to go faster, and increase choke points as the amount of car lanes increase and decrease.
- Bike lanes
- Make more safer
- I hate to see any home's front yard be made smaller. That doesn't seem fair. I'm not sure it's fair for businesses either to have to give a part of their property.
- All are bad
- Too car focused
- North freeway on ramp should be adjusted on shorter wait time at light, it has its own lane.
- N/A
- Street too wide
- I wish there were barriers between the roadway and bike lane, instead of just cement. I am a bit hesitant about the center turn lane, especially with turns requiring going across two lanes
- Well, I'm sure people won't want to give up their property. It doesn't affect me but I'll defer to whatever their opinions are.
- Lack of greenery
- I would much prefer a lane reduction to slow traffic and encourage bikes and walking or public transit
- This option is likely more costly and right of way acquisition could substantially delay implementation. Also, unless other measures are taken, traffic speed and volume might continue at current levels, so bike/ped users might not benefit as much from the dedicated infrastructure.
- Road is still far too wide
- No reduction of lanes to help manage high speeds.
- Too much like the current design



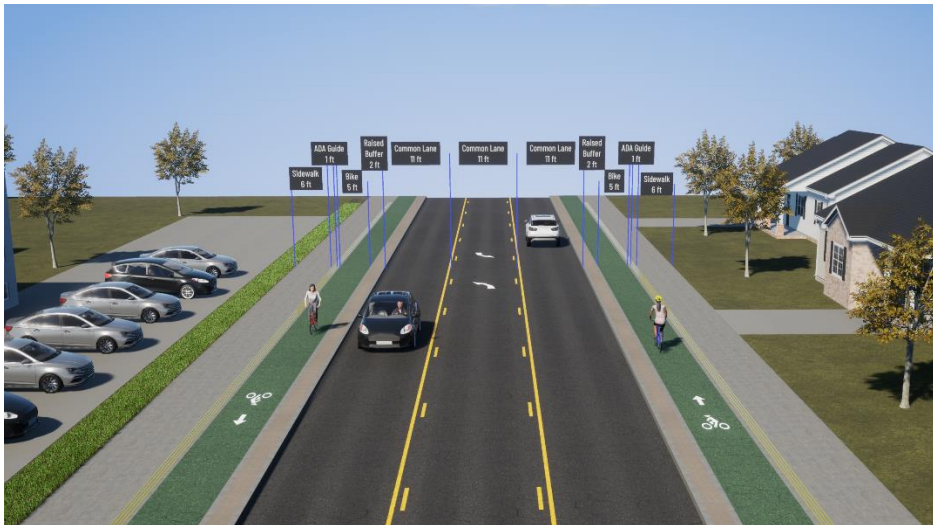
- Existence of two lanes in each direction; encourages drivers to drive fast
- No lanes removed despite lane width decreased. Potential for high speeds, people still need to cross long distances across the street.
- Still too many lanes of traffic, This will not effect the speed which people drive down 24th street. People are drag racing because there are no lights. Not interested in the "property right-of-way acquisition solution".
- Doesn't need it there
- Four lanes of traffic plus a median lane essentially encourages dangerous driving.
- None
- See answer in #10 and right of way acquisition is unnecessary.
- I dislike the lack of green space or green trees.
- No crosswalks or native treed
- No addition of "green" space/landscaping / traffic calming features
- How many homes and business would need to be removed. Utilities relocated. You don't even keep the existing sheets paved properly around town.
- Speeding cars will be more dangerous for bikes and pedestrians
- Same comment as 18.
- N/A
- Ditto
- Bike lanes are not protected and keeping 2 car lanes mean faster car speeds.
- Too wide
- No trees.
- Would people lose their homes?
- The traffic density is just as high now, it'll be impossible to cross, and you've removed the only safe, quiet walking route which used to be protected by that planter.
- Again, no shade. 5 lane road is too much
- I wish the bike lane was more protected
- This presumes a level of traffic that I believe we are trying to mitigate
- 2 lanes for cars increase passing/speeding, but may help traffic flow.
- N/A
- Lack of street trees, high car speeds, long crossing distances for pedestrians.
- Property owners are not going to support - even with eminent domain
- It's not going to improve safety in any meaningful way or reduce vehicle miles traveled
- Right-of-way property acquisition
- Looks like a HUGE waste of tax money to acquire the land.
- Cost and potential speed of traffic
- No 2 way bike path, which is easier to use. Property acquisition sounds dicey and not worth the trouble



- Bike lane is not as protected
- Problems with property acquisition will be an obstacle.
- None. The current layout is good or a non diet layout keeping 4 lanes would work as well.
- N/A
- Don't have one.
- Too many lanes

Question 21

Design elements I most appreciate include (Alternative 2: Enhanced Improvement – Riverside Boulevard to Gilgunn Way):



Responses provided: 50

- Palm Springs has elevated bike and ped paths like this and they work well.
- Bike lanes
- Landscaping (better not be grass) and bike lanes
- Elevated bike path
- The raised buffer is nice. Like I said previously, we should use this as a chance to make a bike path and/or green belt by combining the bike lanes.
- Landscape buffers, sidewalk improvements, especially around Del Rio trail
- Yep
- Trees
- None
- I like the more narrow lanes
- Bike lanes
- Raised buffer



- Wide, distinct, visible lanes for cars, cyclists, and pedestrians.
- Protected bike and walkways
- Everything, exactly how I would prefer to see a road. Elevated bike lanes protected by concrete barriers and less lanes to reduce traffic speed.
- Bike lanes
- The sidewalk, separated and elevated bikeways along with landscape buffers, trees and other plantings could significantly increase non-vehicle use and attractiveness of the corridor. This is the best of the options and the one most likely to both increase active transportation and to make it safer, and create the conditions for more investment in businesses and other destinations that encourage walking and cycling.
- Concrete on both sides for cyclists, removal of travel lane
- Buffer between bike lanes and common lanes
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds, and sidewalk improvements
- Fewer lanes
- Separated bikeways elevated above street level Landscape buffers with options for a variety of trees sizes or flowering ground cover
- Guarantees protection for bikes on a higher level. ADA guide strip is very useful for protection against bike v ped crashes even for people without visual disabilities.
- Adding the ADA Guide is super helpful.
- Can't afford these options at this time. Why propose them.
- Protected bike lanes!
- None
- The absence of plastic delineators is more attractive and streamlined
- Bike lane
- N/A
- Provide a street map!
- Car lane reduction slows car traffic and adding middle turn lane keeps traffic moving. Raising bike lane with hard curb acts as protection from cars.
- Adding landscaping and sidewalk improvements
- Trees, if planted. Traffic calming measures, elevated bike lane.
- Bike lane, center turn lanes, one lane of traffic in each direction
- Protected bike lanes, only 3 traffic lanes
- Separated bike lanes, trees
- Protected bike lanes needed
- Protected bike lanes, center left turn lane, stronger physical barrier to protect bike lanes in both directions.
- Landscape buffers



- Will be popular in neighborhood
- Separated bike lanes
- Improved sidewalks
- Bike lanes
- I like separation of walkers from fast traffic. I like concrete protection for bikers.
- Protected bike lane
- We need 4 lanes with the increased flow of traffic.
- N/A
- The bike lanes.
- Fewer traffic lanes, bike lanes

Question 22

Design elements I least appreciate include (Alternative 2: Enhanced Improvement – Riverside Boulevard to Gilgunn Way):

Responses provided: 41

- Little shade/landscaping shown
- Lack of trees
- Landscaping should be trees
- Where's the landscaping? Still need more pedestrian crossings... I don't see any enhanced improvements... How about some trees? What are the plans in front of Belle Cooledge park along Fruitridge Rd? Modifications are needed.
- Again, the impact to existing traffic is huge in any already congested space.
- There are no trees and the center turn lane creates a feeling of a wider road which will encourage speeding.
- Enhance improved Riverside Blvd to Gilgunn Way
- All
- It's ugly
- N/A
- Lack of landscape
- I dislike removing trees from anywhere -- in this case, the trees that separate traffic directions.
- Only thing is shade, I would like some trees to provide shade to pedestrians.
- Less car paths
- The higher cost and resources for this option could be a deterrent and slow implementation particularly during times such as these when infrastructure investment has slowed.
- While I would prefer to see this narrowed to two lanes, realistically the middle turn lane is probably still required



- No beauty elements
- Lack of trees
- N/A
- I like this solution.
- Needs the cones
- No issues.
- Reduction of lanes
- See answer in #10.
- More greenery
- No crosswalks or native shade trees
- Eliminate lanes.
- N/A
- Don't think the elevated bike lanes are needed if they are already protected.
- Absence of trees, if omitted.
- No shade
- Lack of trees
- Don't care that much about raised bike lanes
- Feel enhancement to road should be uniform.
- Not enough trees
- Reduced number of travel lanes
- I don't like expensive projects, it means fewer projects get built. I prefer 2 way bike paths. I wish the concrete barrier was taller, like a highway construction barrier wall
- Any changes to eliminate 1 lane in each direction is not welcome. The traffic backup would be a nightmare.
- Only two lanes no trees
- No traffic lights at Karbet Way and Gilgunn Way.
- Ugly

Question 24

Design elements I most appreciate include (Alternative 2: Enhanced Improvement – Gilgunn Way to 24th Street):



Responses provided: 51

- Additional landscaping/trees
- Added greenery
- Bike lanes and landscaping
- Safety. But I can see motorists trying to pass in both directions and hitting head on. What is the middle lane for?
- Elevated bike path
- See comment above. The raised buffer is nice. Like I said previously, we should use this as a chance to make a bike path and/or green belt by combining the bike lanes.
- Design for elements
- Trees
- No
- A bit better
- Bike lanes
- Landscape
- Clear bike lanes that are somewhat removed from car traffic.
- Greenery, and protected bike lanes
- Everything stated above, elevated bike lanes, concrete barriers, lane reduction
- Trees, bike paths
- Same as above
- Street trees plus concrete for both bike lanes
- Lots of landscaping and protected bike lanes
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds, and very much needed additional street trees for shade.
- Protected bike lanes
- Trees separating the two roadways. Elevated bikeways
- Planter strip for shading needed in this disadvantaged community, trees can provide visual traffic calming for drivers.
- I like the idea of more vegetation! The area could certainly use it.



- Like the addition of plants/trees.
- Middle is bad idea not safe
- Bike lanes
- Two lanes in both directions
- Two lanes of traffic both directions is ideal
- Preservation of green median (trees/greenery)
- N/A
- The added plants to beautify the area.
- Same as above
- Adding landscaping and sidewalk improvements
- Trees, traffic calming measures, elevated and separated bike lane.
- Bike lane, center turn lanes, one lane of traffic in each direction
- Separated bike lanes, trees
- Protected bikeways
- Protected bike lanes needed
- Better bike lane protection, center left turn lane, street trees
- Landscaping!!
- Trees
- Keeping the travel lanes next to the houses
- Trees are great
- Bike lanes
- I like added potential shade, and concrete bike protection
- Protected bike lane
- Silly to have an access road. Narrow the access road down to one lane and place a turning lane in between the 4 lanes of traffic.
- Trees separate traffic and two lanes for transit line
- The bike lanes.
- Separate bike lane

Question 25

Design elements I least appreciate include (Alternative 2: Enhanced Improvement – Gilgunn Way to 24th Street):

Responses provided: 36

- Too costly to be achieved? Any safe crossings of Fruitridge between Freeport and 24th Street for bikes/peds?
- Can bike lanes be more protected
- Fine. I hope there are adequate crossings at effective locations



- Same comment as above
- See comment above. There are few trees, and trees can be a better buffer to protect people on bikes from cars. The center turn lane creates a feeling of a wider road which will encourage speeding.
- Appreciate
- All
- Continues to be car focused
- N/A
- Decreasing the number of car lanes in each direction, from 2 to 1. I suppose that would push some traffic onto other east-west streets -- yes, this makes Fruitridge Rd safer but increases problems on the other streets.
- Just more trees for shade. This is better because it includes some trees but the more trees the better.
- Less car paths
- Same as above
- No shade
- No trees shading the sidewalks
- Trees and plants do not appear to be native/drought tolerant. Investing in this type of vegetation should be of utmost importance for the city to save financially. The frontage road is still not being used to its full advantage by providing potential bike/ped improvements or traffic calming for residents on the street
- I like this solution.
- Not safe
- No problems
- Vehicle traffic is extremely close to sidewalks and pedestrians
- See answer in #10.
- No crosswalks or native shade trees
- Eliminate lanes.
- N/A
- Don't think the elevated bike lanes are needed if they are already protected.
- Absence of trees, if omitted.
- Nothing to dislike. This would be great!
- Not uniform all the way
- Put the trees on the other side of the bike lane so they are not next to the cars
- Reduced number of travel lanes
- I don't like expensive projects, it means fewer projects get built. I prefer 2 way bike paths. I wish the concrete barrier was taller, like a highway construction barrier wall. I wish the right hand bike lane didn't force bikers to be stuck between fast cars and the dirt



- Two lanes for separated one-way is more than needed
- No turning lanes where needed. It doesn't need a center turning lane, but either would work as long as you kept all 4 lanes of traffic.
- Busy design
- No traffic light at Gilgunn Way.
- Ugly

Question 27

Design elements I most appreciate include (Alternative 2: Enhanced Improvement – 24th Street to Stockton Boulevard):



Responses provided: 51

- More landscaping/aesthetic
- Greenery and protected bike lanes
- Bike lanes and trees
- Trees and elevated bike path
- See comment above. The raised buffer is nice. Like I said previously, we should use this as a chance to make a bike path and/or green belt by combining the bike lanes.
- Alternative
- Trees
- None
- Best option
- Bike lanes
- Raised buffer
- I love the trees and plants. This area needs more.
- Added trees and bike lanes
- The trees, elevated and protected bike lane, lane reduction



- Trees, bike lanes
- Same as above
- Trees!
- Lots of landscaping and protected bike lanes
- Separated bikeways, narrower & fewer lanes to reduce traffic speeds, and very much needed additional street trees for shade.
- TREES!
- Elevated bikeways Trees shading the sidewalks
- Planter strip for shading needed in this disadvantaged community, trees can provide visual traffic calming for drivers.
- LOVE the addition of trees and plants from the previous solution. Will help with noise and add shade and value to the neighborhood.
- Bike lanes
- None
- Traffic needs more than one lane in each direction
- I love the landscape and adding green space in an area that could use it
- The introduction of green medians is great--a huge visual improvement over Alternative 1
- Bike lane.
- I do appreciate the greenery, which I think is needed for this area.
- The added greenery to make the area feel more welcoming.
- Adding landscaping and trees for shade canopy enhances this environment!
- Adding landscaping and sidewalk improvements
- Trees, traffic calming measures, elevated and separated bike lane.
- Trees
- Look at all those trees! Only 3 lanes of traffic! Protected bike lanes
- Separated bike lanes, trees
- A major improvement of a pretty blighted area
- Protected bike lanes needed, landscaping/trees are very nice
- I love the increased foliage, beautification, and safer bike lanes that all of these plans incorporate. For 24th street, I think it needs this love the most.
- Better bike lane protection, center left turn lane, street trees
- This section of Fruitridge needs the most love, I would LOVE to see this much landscaping there.
- Trees
- landscaping
- Bike lanes
- I like a gap between walkers and fast traffic, and concrete bike protection



- Protected bike lane
- 4 lanes of traffic with a center turning lane.
- Trees are nice
- Bike lanes
- Trees

Question 28

Design elements I least appreciate include (Alternative 2: Enhanced Improvement – 24th Street to Stockton Boulevard):

Responses provided: 42

- Makes access to many businesses challenging, limits opportunities for landscaping anyway?
- None
- Fine
- Again, same comment as above
- The trees should be used as a buffer to protect people on bikes from cars. The center turn lane creates a feeling of a wider road which will encourage speeding. This is better than the other alternative.
- Elements
- All
- Too car-focused
- N/A
- Placement of landscape, want closer to cars and as buffer for bikes/pedestrians
- Traffic is too heavy for one lane in each direction. I suppose, though, I could warm up to it, for the sake of saving lives.
- I think that this area still needs more lanes
- Nothing, I think this is perfect.
- Less car paths
- Same as above.
- Nothing
- None
- Planter strip/tree issue needs to be drought tolerant and native in nature
- Still would like to see options for traffic lights/crosswalks to get across 24th Street to help with walkability and safety. Not to mention it would help the businesses on 24th Street.
- Doesn't need it down there
- No issues
- Reduction of lanes in both directions
- See answer in #10.



- No crosswalks or native trees
- Concerns about traffic backup
- Eliminate lanes.
- Just not sure about making it a 1 car lane, which would affect traffic.
- Don't think the elevated bike lanes are needed if they are already protected.
- All of these need to talk more about what's happening at intersections. I don't believe a massive street overhaul like this is going to happen for decades (based on what I've seen in the past), so please tell me what you're going to do right now while my kids are still kids to make the intersections less terrifying
- Absence of trees, if omitted.
- Cost
- Looks like a neighborhood again, but vegetation may block businesses
- Nothing to dislike. This would be great!
- Really like this one
- I find this very distracting
- Again, put the trees on the other side of the bike lane
- Reduced number of travel lanes
- I don't like expensive projects, it means fewer projects get built. I prefer 2 way bike paths. I wish the concrete barrier was taller, like a highway construction barrier wall
- Any design to make the road one lane in each direction.
- Only one lane of traffic
- Lane reduction.
- Bike lanes should be more separated