

Active Transportation Commission

Meeting Time: 11-16-23 18:00

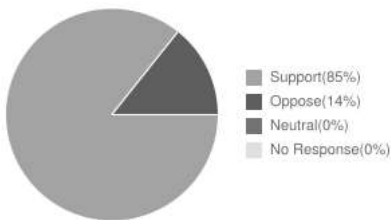
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Active Transportation Commission	11-16-23 18:00	17	7	6	1	0

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Active Transportation Commission

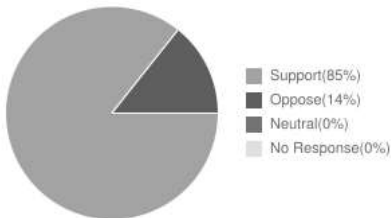
11-16-23 18:00

Agenda Name	Comments	Support	Oppose	Neutral
3. Jackrabbit Trail Crossing Improvement Project (T15225500) File ID: 2023-01503	2	2	0	0
4. Pedestrian Crossing at R Street and 29th/30th Streets Project (T15225100) File ID: 2023-01500	3	2	1	0
6. Active Transportation Commission 2023 Annual Report File ID: 2023-01493	2	2	0	0

Sentiments for All Agenda Items

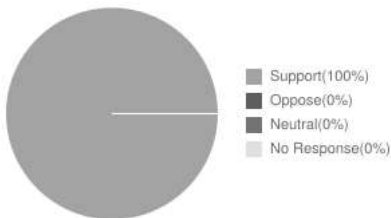
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Agenda Item: eComments for 3. Jackrabbit Trail Crossing Improvement Project (T15225500) File ID: 2023-01503

Overall Sentiment



Matt A

Location:

Submitted At: 3:51pm 11-16-23

Fully support this project, thanks to staff for continuing to improve our active transportation infrastructure!

One quick question about the report - it states, "The proximity of the crossing to the signalized intersection precludes active crossing treatments such as RRFB, PHB, or Pedestrian Signals." What document or policy is it specifically that precludes these treatments?

If these were deemed a safer option, what type of approval would be needed to get them installed? City Engineer approval? Director? Council resolution?

Thanks for your consideration!

Jennifer Mital

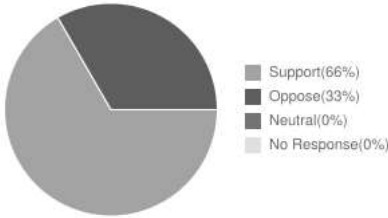
Location:

Submitted At: 7:48pm 11-15-23

I support the trail crossing improvement! Please allow more great projects like this.

Agenda Item: eComments for 4. Pedestrian Crossing at R Street and 29th/30th Streets Project (T15225100) File ID: 2023-01500

Overall Sentiment



Roman Ambroselli

Location:

Submitted At: 3:26pm 11-16-23

The public data here (<https://tims.berkeley.edu/tools/query/summary.php>) suggests that there hasn't be a single pedestrian struck in this crosswalk in the past 10 years (and maybe longer). Pedestrians can and should be better prioritized over vehicle traffic in every intersection but does this particular crosswalk warrant a \$3.75 million investment with no one that has actually been injured here?

One way traffic such as 29th would be much easier to navigate as similar roads as there is only one direction for pedestrians to look as they cross the road.

Miguel Barraza

Location:

Submitted At: 11:11am 11-16-23

Very much in support ,I was waiting for a Folsom bound train and as I turn a homeless female with a blanket wanted to swing on me calling me a fag.

Diane Starin

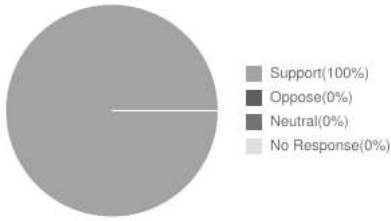
Location:

Submitted At: 6:13pm 11-14-23

As a blind user of the 29th Street Light Rail Station, I am in full support of lighted signals on both sides of the station. In addition to the overhead noise of the freeway making crossing into the station extremely difficult, there is also almost no parallel traffic to use as a guide to judge when it is safe to cross. In addition, while 29th and 30th are marked as 30 MPH streets, the cars do not seem to observe that speed. It's very scary trying to cross those streets to get into the station.

Agenda Item: eComments for 6. Active Transportation Commission 2023 Annual Report File ID: 2023-01493

Overall Sentiment



Roman Ambroselli

Location:

Submitted At: 3:53pm 11-16-23

I support the contents of the ATC annual report, specifically endorsing the increase in funding for active transportation infrastructure projects. There are many throughout Sacramento in dire need of basic safety improvements. Developing a citywide safe routes to school is another important project that will outline basic needs to improve alternate ways to travel and reduce the amount of cars on the road. In neighborhoods such as Land Park, there are no safe ways to cross extremely large and dangerous roads such as Freeport, Land Park Drive, Sutterville, and Riverside. All of these roads dissect the neighborhood into impassible quadrants by pedestrians, especially young people. Expanding speed management programs will be vital to address the lack of progress with Vision Zero and to drive some change in an ever increasing danger to everyone in Sacramento. We have seen a steady increase of accidents along major collector roads in Land Park. The data is revealing that the 5 year trend is incredibly alarming. Re-establishing slow & active streets is an important part tied back to safe routes to school because many neighborhoods have central areas that could be Bike and Ped centric but instead of dominated unnecessarily by automobiles, perpetuating the problem further. Land Park would be a great example of a space that should be pedestrian centric. Instead, it is intersected by dozens of high speed automobile turn outs, no bike lanes, no sidewalks, etc. Students that must travel through the park for school have to wander across massive intersections and walk along busy roads such as 14th ave. There is a ton of room for improvement and this report and its findings outline a step in the right direction.

Michael Hutnick

Location:

Submitted At: 3:45pm 11-16-23

As a deeply climate-concerned individual, husband, father, son, friend, employee, etc. who would like to remain alive and unmutated by cars while walking and biking, I urge that the ATC's Annual Report be forwarded to the City Council. My sincere hope is that the Council will work to implement the ATC's recommendations in light of Sacramento's harrowing injury and fatality numbers. I hope that the Council will realize the benefits to public safety, climate, community building, traffic congestion, public health, and joy that going all-in on active transportation has had in cities across the state, and around the world.