

Active Transportation Commission

Meeting Time: 03-12-26 17:30

eComments Report

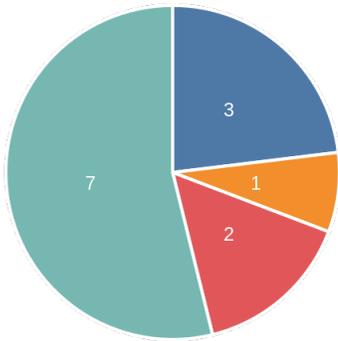
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Active Transportation Commission	03-12-26 17:30	17	13	3	1	2

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

Support (23%) Oppose (7%) Neutral (15%)
No Response (53%)



Active Transportation Commission

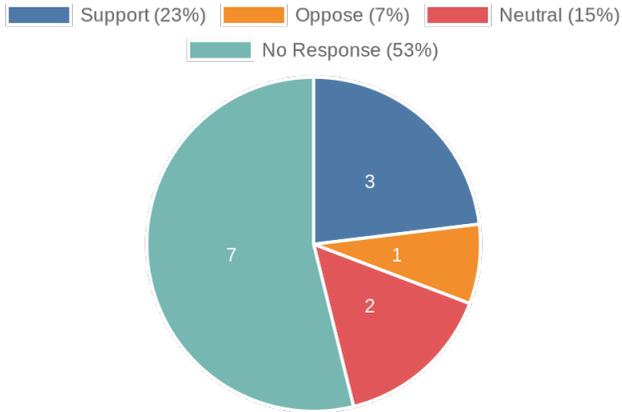
03-12-26 17:30

Agenda Name	Comments	Support	Oppose	Neutral
1. Approval of Active Transportation Commission Meeting Minutes File ID: 2026-00055	1	0	0	0
2. Active Transportation Commission Log File ID: 2026-00410	1	0	0	0
3. Fruitridge Road Safety and Mobility Plan File ID: 2026-00669	1	0	0	0
4. Arden-Auburn Mobility Plan File ID: 2026-00670	1	0	0	0
5. Stockton Boulevard Safety and Transit Enhancement Project (T15245100) File ID: 2026-00671	3	2	0	0
6. T Street Bikeway Gap Closure Project (R15200030) File ID: 2026-00673	5	1	1	2
Public Comments-Matters Not on the Agenda	1	0	0	0

Sentiments for All Agenda Items

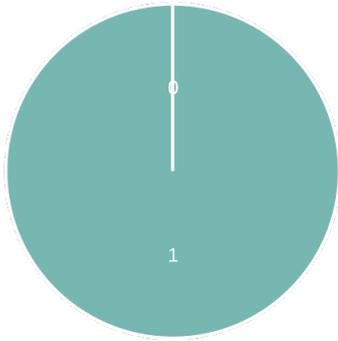
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)
No Response (100%)



Mark Rodriguez

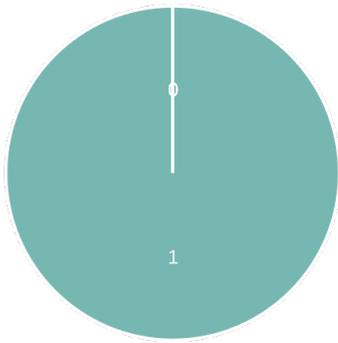
Location:

Submitted At: 7:58pm 03-06-26

Please do not go to Sun Spa, located at 6804 Fruitridge Rd #A Sacramento, CA, 95820, as well as q spa, located at 4215 Norwood avenue, suite #12, sacramento, ca, 95838, They will all claim that they are too busy for you.

Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)
No Response (100%)



Mark Rodriguez

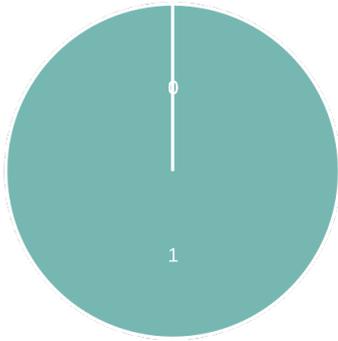
Location:

Submitted At: 7:59pm 03-06-26

Please do not go to Sun Spa, located at 6804 Fruitridge Rd #A Sacramento, CA, 95820, as well as q spa, located at 4215 Norwood avenue, suite #12, sacramento, ca, 95838, They will all claim that they are too busy for you.

Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)
No Response (100%)



Mark Rodriguez

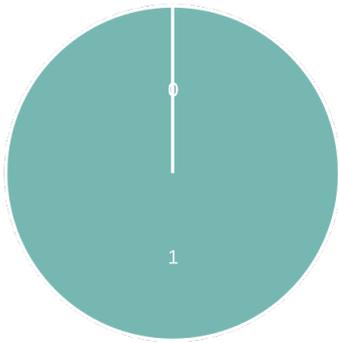
Location:

Submitted At: 8:37pm 03-06-26

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Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)
No Response (100%)



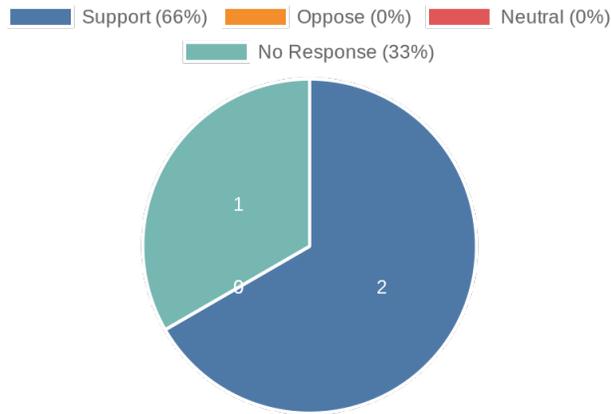
Mark Rodriguez

Location:

Submitted At: 8:38pm 03-06-26

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Overall Sentiment



Joseph Wraithwall

Location:

Submitted At: 10:18pm 03-10-26

I would like to support this plan, and I also support Alternative 2 (Hybrid 38/51 alignment). In that alignment, I hope the City will evaluate including a separate bus lane and signal priority on 29th, 30th, and J streets as well as on Stockton.

Ansel Lundberg

Location:

Submitted At: 9:42pm 03-10-26

My name is Ansel Lundberg. I am a homeowner, father, and District 7 resident. This project is looking great. I support Alternative 2. Let's do this!

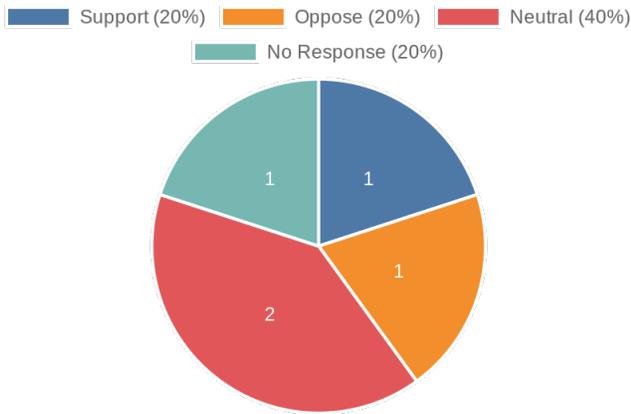
Mark Rodriguez

Location:

Submitted At: 8:38pm 03-06-26

Please do not go to Sun Spa, located at 6804 Fruitridge Rd #A Sacramento, CA, 95820, as well as q spa, located at 4215 Norwood avenue, suite #12, sacramento, ca, 95838, They will all claim that they are too busy for you.

Overall Sentiment



Joseph Wraithwall

Location:

Submitted At: 10:04pm 03-10-26

I strongly urge the ATC to ask the City to scrap this road design and return with a plan that ensures cyclist safety on T St and 34 St.

I have many severe concerns about this project, and I strongly feel that best practices should be utilized instead of repeatedly ignoring the abundant feedback provided by the public across past outreach efforts (it is incredibly disappointing to see Streets for People outreach used to justify this design).

As a policy, I hope City staff will work with the ATC to commit to basic principles that all transportation projects will utilize to ensure that every dollar spent actually goes towards action that will contribute to the goal of ending killings and mailings on Sacramento's roadways. Clearly, this project falls well short of that goal. I would invite staff and the consultants to bike a loop around T St and 34th St at 5pm on any weekday to see how many times we have to go around before someone's life is threatened. I would be certain that the proposed project would not affect any of the life-threatening scenarios we would encounter.

Rather than enumerate everything wrong with this project - which I do not have the time to do - I want to remain at a high level and suggest that the 2025 policy platform created by Slow Down Sacramento be used as the starting point for the City's principles of safe design.

Without such an action, City staff will be working against the efforts of the community to obtain funding for active transportation projects and transit operations at the ballot box.

I thank the ATC for their time, expertise, and boundless patience.

Ansel Lundberg

Location:

Submitted At: 9:40pm 03-10-26

My name is Ansel Lundberg. I am a homeowner, father, and District 7 resident. This 34th St - Stockton T St corridor is a huge problem for road users, particularly those not in cars. I ride my bicycle alone and drive alone on it once a week to get between my home, church, and UCDH Med Center. For a previous job, I commuted on my bike through here daily for several years. At the beginning of 2026, a motorist nearly struck me on my bicycle while I was going south on 34th Street. The motorist was making a right turn onto 34th off of US 50, so the near miss was in the project area. This "gap" needs a lot of attention, and it needs a good plan to make some real changes happen to improve safety and bring this plan in alignment with the city's General Plan, particularly policy M-1.2 User Prioritization. I appreciate staff's work to make this corridor better.

I have a number of thoughts on this project as proposed:

Revise:

- Sharrows are generally unacceptable, but may be used on two lane, extremely low car traffic roads. This is not that. Get rid of the sharrows and replace them with something acceptable that actually protects cyclists
- Reduce eastbound T St traffic lanes from 2 to 1. If you've ridden your bike there, you'll know that there is not enough space for two parallel car lanes and a bike lane. I understand the northern street parking being eliminated makes more room here, but I strongly recommend going to one lane.
- Conflict "dashed" bike lanes in bus stops: I understand this, but if possible, I would not perforate the paint. I think it detracts from the power of the paint (which is not much to begin with).
- Paint is not enough. The buffered lanes NEED concrete curbs, bollards, or (at minimum) flex posts. Cars drive SO fast under US 50. I will not take my child on his bicycle here with just paint.

Support:

- Bulbout on southwest corner of Stockton / T St intersection is great. other bulbouts (35th St etc) are good too. More of these.
- Proposed removal of on-street parking, particularly near the Subway is a great idea.
- Gerber signal elimination makes sense. I support this.
- Street lighting under US 50 is good.

I am not sure if this is in the project area, but:

- Eliminate the merge lane on eastbound T St east of Stockton Blvd. That is going to kill someone.

Ben Raderstorf

Location:

Submitted At: 8:14pm 03-10-26

I am very grateful that the city is focusing on this critical safety corridor and intersections, but I would strongly encourage the city to consider a few small design changes to make it safer for cyclists.

-The bike lane northbound on 34th should not be in between car lanes, which is extremely dangerous, instead it would be far safer if there were a protected lane on the far right side with a specific bike signal cycle at the intersection with a red arrow stopping right turn lanes.

- "Sharrows", or class 3 bike routes, are generally no longer believed to be safety improving. In fact, they may even reduce safety by encouraging more cyclists to ride into conflict with cars. These should be removed and replaced with at least Class IV bike lanes throughout.

-The Class IV lanes on T st should include concrete protection or vertical deliniators. If this is impossible for logistical reasons (street sweepers) then the project should be at least designed as delineator-ready so they can be installed as soon as the city procures sufficient sweeping capacity.

I am grateful for the city's tireless work to end the epidemic of traffic deaths and I'm hopeful that with some improvements this project can be a cornerstone.

Travis Bott

Location:

Submitted At: 3:23pm 03-10-26

I am unable to attend the meeting but I'd like to voice my support for the proposed changes that will be evaluated. I live adjacent to the project and take my son to school by bike most weekdays. We turn from V street (westbound) onto 34th, then take a left on to T. The act of moving from the bike lane on 34th into the turn lane can be harrowing, and you're entirely dependent on the not-always-there goodwill of motorists to let you in, or you have to come to a complete stop and re-initiate to get over into the turn lane.

Additionally, I would suggest a bike box northbound on 34th at the freeway on ramp. As a cyclist you often stop at this light along with lots of other traffic, and then need to get over and integrate with this traffic to make a left turn onto T. A bike box that allows cyclists to get first-mover priority here through the intersection would be helpful. An alternative would be a bike box on 34th at T.

Mark Rodriguez

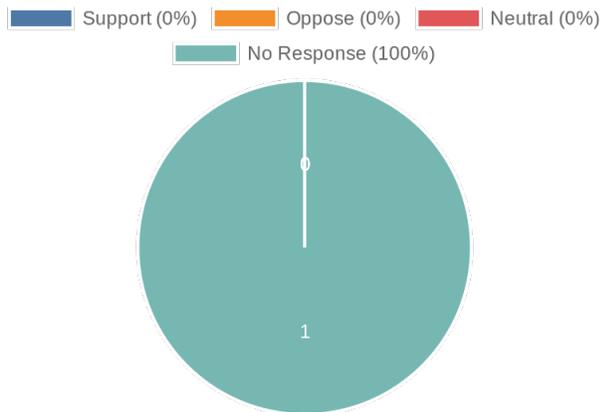
Location:

Submitted At: 8:39pm 03-06-26

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Agenda Item: eComments for Public Comments-Matters Not on the Agenda

Overall Sentiment



Mark Rodriguez

Location:

Submitted At: 8:39pm 03-06-26

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