

# West Capitol Avenue Road Rehabilitation and Safety Enhancement Project

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**VIRTUAL COMMUNITY WORKSHOP COMPILATION OF FEEDBACK**

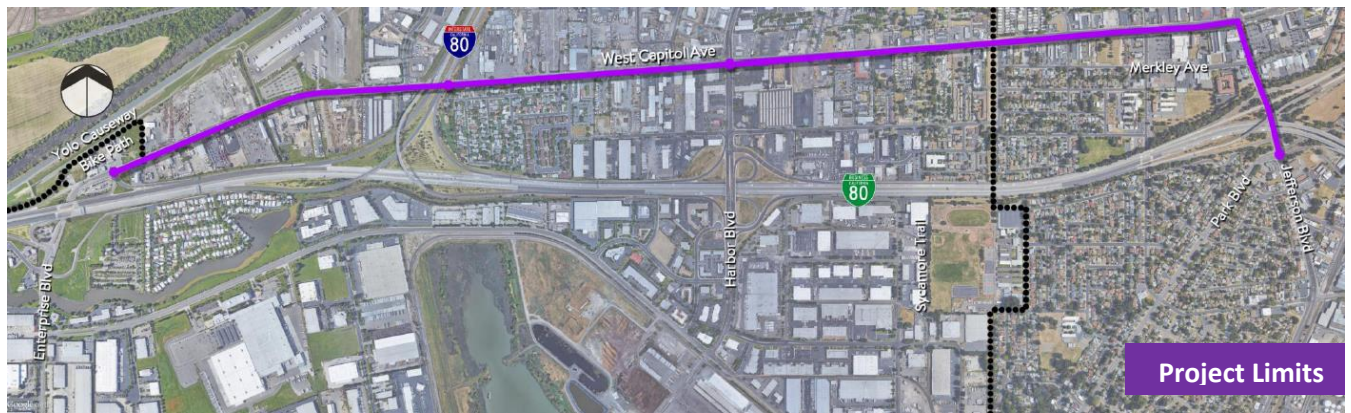


## Compilation of Feedback

### Introduction

The 2007 West Capitol Avenue Streetscape Master Plan studied and identified key urban design strategies with the goal of creating a revitalized corridor and to enhance pedestrian safety.

The City has improved West Capitol Avenue east of Jefferson Boulevard and is now developing the existing corridor west of Jefferson Boulevard. The West Capitol Avenue Road Rehabilitation and Safety Enhancement Project will rehabilitate the deteriorating pavement along Jefferson Boulevard and West Capitol Avenue, and improve safety and mobility along the corridor.



Proposed improvements include reduced vehicle travel lanes to add separated bike lanes and adding enhanced street lighting and improved mid-block crossings for pedestrians.

Infrastructure improvements include replacing an existing water line from Jefferson Boulevard to Westacre Road, installing a new water line from Enterprise Boulevard to Northport Drive, and installing fiber optic cabling for traffic signals along West Capitol Avenue. The project is anticipated to begin construction in summer 2019.

## Virtual Community Workshop Report

From November 7 to November 12, 2018, the project team held a two-week online virtual community workshop to obtain input from community members regarding their experiences traveling along West Capitol Avenue as well as input on the proposed improvements. This report provides compilation of all the responses received throughout the two-week period.

## Virtual Community Workshop Results

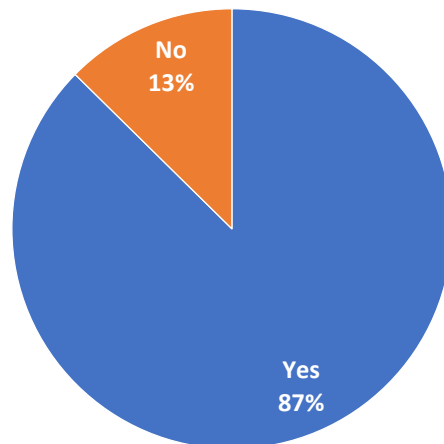
The City of West Sacramento received 308 submissions from November 7 through November 21. The virtual workshop included eleven questions focused on the following topics:

- How community members typically travel on West Capitol Avenue
- Community members' primary reason for traveling along West Capitol Avenue
- How comfortable community members are riding a bike
- What type of bikeways community members feel comfortable riding on
- Where community members travel on West Capitol Avenue
- If community members ride transit and if so, which bus stop(s) they use
- Where community members would like to see additional crossings along West Capitol Avenue
- Any difficulties community members have experienced while walking or biking on West Capitol Avenue

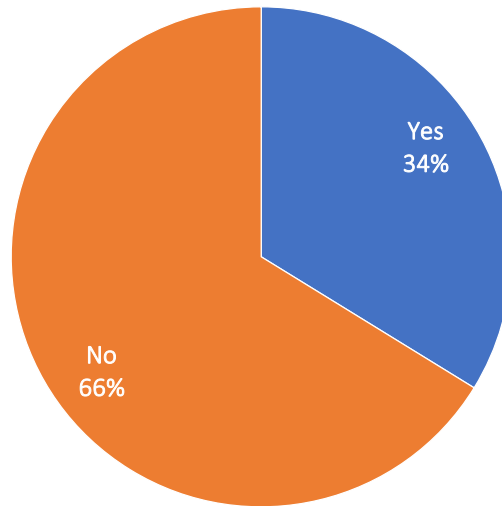
## Results

A total of 308 community members participated in the Virtual Community Workshop. Below is a summary of all the input obtained for each question.

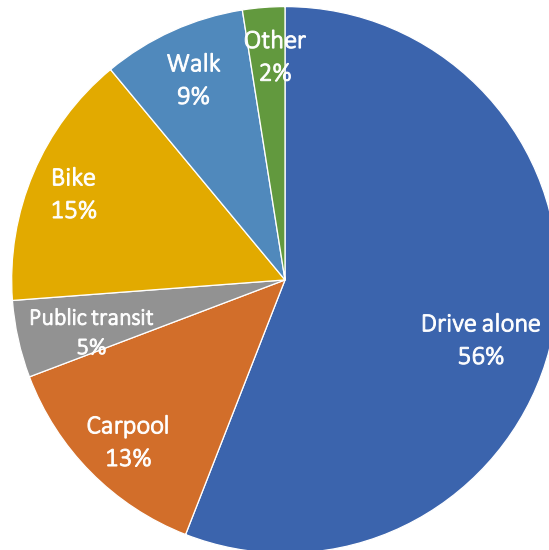
1. Do you live in West Sacramento?



2. Do you work in West Sacramento?



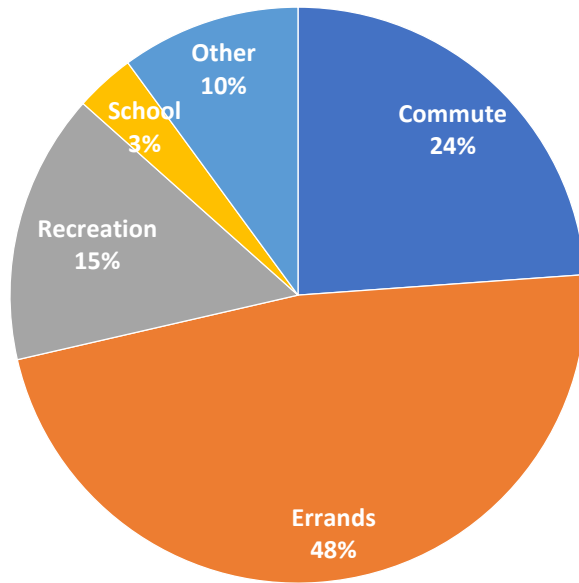
3. How do you typically travel along West Capitol Avenue? Please select all that apply.



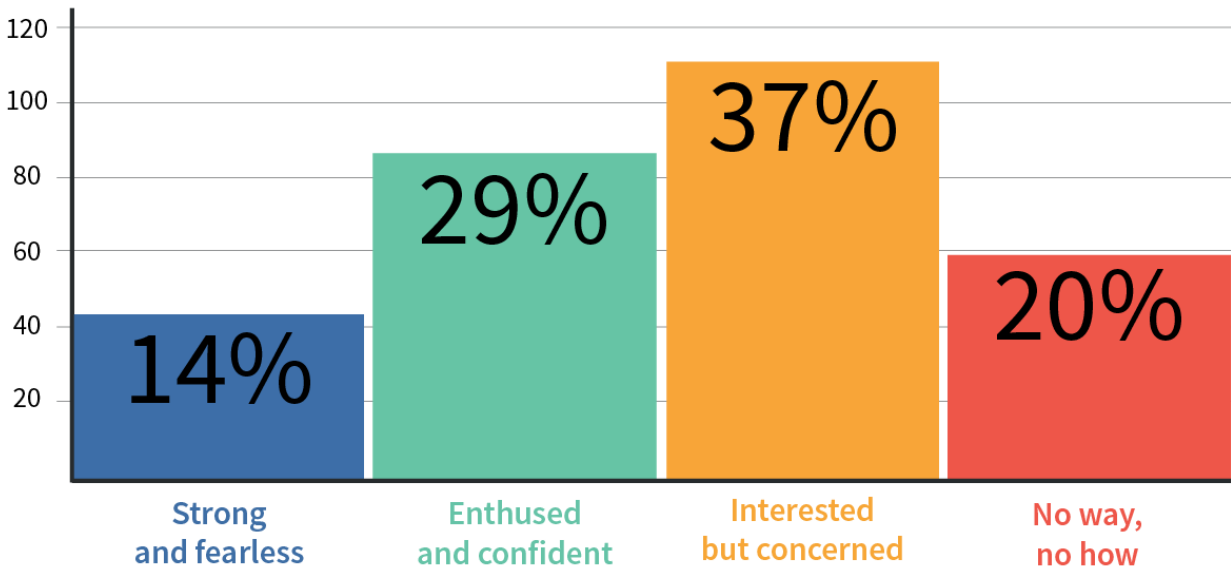
*“Other” Comments*

- I travel in heavy equipment.
- I travel in a city vehicle with other city employees.
- I use Uber.
- I try not to use public transit due to panhandling and drug usage.
- I use VIA On-Demand rideshare. (2)
- I drive with my family.

4. What is your primary reason for traveling along West Capitol Avenue



5. How comfortable are you riding a bike?



6. Which of these bikeways do you feel comfortable riding on? Why?



*Comment Responses to the follow-up question, “Why?” are below.*

**Class II Bike Lanes**

- Class II Bike Lane sometimes does not have enough space for bikers.
- I would not ride in this bike lane if the traffic was high or speed was more than 35 miles per hour.
- I would use this since it is a designated lane.
- Yes, depending on the amount of traffic and speed. Example 25- 35 moderate traffic, I would use it. I would not use it with speeds over 35 mph with high traffic, such as on Jefferson Boulevard.
- This option is decent in terms of notice to drivers.
- This is better than nothing but often large vehicles pass you too close for comfort, such as closer than the legal 3 feet distance in fact.
- This option provides some protection from motor vehicles. Makes motorists more aware that cyclists have some "territory" that cars should avoid.
- This is the worst example. Too narrow, and traffic on both sides. Terrible.

- This is sort of the normal configuration in this area, so I am used to it.
- I am comfortable with riding, but that doesn't go without saying it is sometimes nerve-racking. Cars swerve into the bike line or forget to check over their shoulder when making a turn.
- I'm not confident I will be seen by drivers, particularly when they have to cross the lane to turn or to park.
- While not my preferred choice, I am comfortable on this type of bike lane as it is the predominant style in the Sacramento region.
- None of these choices. Bike riders feel they own the road and have died in West Sacramento because of this mentality. Until bicyclists pay taxes on their vehicles to help pay for the needed improvements, it is not up to the city to tax the rest of the community for the few that feel entitled. Having a bike route on an industrial roadway is only inviting accidents and death. Lines on a road will not stop the fact that bikes should not be traveling on West Capitol Avenue.
- Clearly designated location for bicycles of sufficient width that cars can avoid us.
- This is the most prevalent type of bike lane. I think most motorists recognize it and respect it.
- Drivers will use this lane as a passing lane and will not respect the lane as a bike lane. Drivers will enter the turning lane.
- Designated bicycle facilities provide sufficient space for bicycling and auto movement. This photo is a more extreme example in that most Class II facilities are curb adjacent. This would also be the case for West Capitol on 90% of the route. This example is bleak in that it does not include curb, gutter or sidewalk either. Not a great example of a Class II bike lane.
- My comfort level is less dependent on this type of bike lane, and much more so on the general area. My discomfort on West Capitol Avenue has much less to do with any type of bike lane, and far more with general road conditions and actions of other people driving/walking/staggering/pushing carts, etc.
- I don't mind these generally, but this example shows one I wouldn't like because it is in the middle of the street and requires me to potentially ride with cars on both sides of me. Chris Dougherty could probably navigate that comfortably on the way to meet his bike club for smoothies at Nugget but I'd fear imminent death every second.
- Clear markings help.
- This option is vulnerable but at least it is better because it has space for bikes.

- Too close to high speed vehicles, large freight and other trucks. This option leaves a small margin for area on a corridor known for fatal accidents and erratic behavior from people under the influence.
- I'm an experienced cyclist so I feel comfortable even when there isn't a bike lane, but I like that the area is marked off to notify traffic that bikes get to share the road too. This isn't the safest option because it still just takes a driver looking down at their cell phone to swerve into the bike lane.
- I can stay in my lane and drivers can stay in theirs. It keeps the hotheads from thinking I'm in their way.
- White lines make it feel safe.
- I am pretty comfortable with most Class II bike lanes to the far right of the roadway, but less comfortable with the example pictured as it puts the bicyclist between moving traffic placing him/her at greater risk.
- No, because it is not protected and it would feel unsafe especially on a higher speed road 40+ limit.
- Seems like people like to use them as turn lanes.
- Bicycles reduce stress and congestion.
- Too much in the midst of vehicle traffic. There are too many texting drivers.
- It provides a separate place for bicycles and is especially helpful if painted green.
- This appears protected, but it could be better by adding raised pads/blocks or grooves, so cars immediately feel it in their tires/steering wheel when getting out of lane.
- This is better than no bike lane but it leaves you vulnerable to drivers who don't pay attention, or poor drivers.
- Because it marks a cyclist's lane clearly and provides a buffer that motorists often don't yield to moving cyclists.
- At a minimum, clearly marked bike lanes alert motorists that cyclists are expected in the lane.
- Because it is a bike lane and I am vigilant and responsive if cars pose a threat. This picture is misleading and purposefully puts the bike lane between two traffic lanes trying to steer the answer toward feeling not safe. The majority of these bike lanes >90% are on the shoulder. The picture should be changed to reflect the most common real-world application.
- Is this the best option you could provide? There is no sidewalk available.
- Clear space designated for me with appropriate signage for vehicles.
- There is a clear path of travel to show bikes where they belong and also to inform automobiles that the bikes belong in that specific lane.



- Well-marked lane alerts motorists that bicycles are acceptable to be on roadways in this area.
- At the least, it has a visual and recognizable marking. These lanes still leave little margin for error, however.
- Drivers do not pay attention to cyclists, it's unsafe especially dawn, dusk and night.
- It gives you a set area for riding, without having to share the lane with a car.
- Less confusion. People are used to it.
- It really depends on the speed of the car traffic, but generally having my own lane makes me feel safer than not.
- Cars on both sides makes me uncomfortable.
- It makes me feel safe enough. I do trust most drivers to stay in their lane.
- Stripes are good.
- You have your own lane and do not need to share with cars.
- I like this one better than no bike lane, but if I'm interpreting the photo correctly, it's between two lanes of cars, which makes me nervous as a relatively inexperienced bike commuter.

#### **Class II Buffered Bike Lanes (154)**

- Class II Buffered Bike Lane is just right.
- I feel safer with traffic on my left not my right or both sides, plus the jogging possibilities with the sidewalks
- This feels safer with more notice to drivers and more room for the cyclist.
- This is much better than the non-buffered bike lane because it is more visible to motor vehicle drivers and ensure a little more space when they pass a bicyclist.
- This option provides some protection from motor vehicles. Makes motorists more aware that cyclists have some "territory" that cars should avoid. Plus, the buffer makes it more obvious to motorists that they should not cross over into the bike lane. Gives a few more feet of space for cyclists.
- This is a horrible example where the gutter pan is included in the cross section. But in general, this looks good.
- There needs to be more of a visual signal that motor vehicles should not cross into the bike lane.
- This option gives more space between me and much faster moving cars.
- This provides a bit more space as an improvement, but it has the same problems as unbuffered class II bike lanes.
- On narrow roads, this feels safer.

- A great "compromise" bike lane between cars and bikes, especially considering the amount of intersections on West Capitol Avenue. I would gladly ride this lane if it were the one chosen for West Capitol Avenue.
- Drivers pay more attention with markings on the ground.
- This option provides some protection from traffic and makes cars more aware.
- This would be my second option.
- The buffer makes it less likely that cars will drift into the bike lane--which happens a lot. Also makes cars more aware of cyclists when they turn.
- The cross-striped, double lined border helps to emphasize that vehicles are not to enter the bike lane. This type of lane designation becomes problematic at intersections or driveways.
- Having a designated area is all I would need.
- I'm used to traveling on streets without any bike lanes so this is good enough for me.
- I'm comfortable riding on these facilities because they provide a slightly greater buffer and more visibility. The median also provides greater protection from oncoming traffic. The landscape, sidewalk, reduced speed (25 mph) does require more right of way and slightly increased maintenance cost.
- Drivers need a buffer from bikers. Make it clear that bikers have their own lane. As a driver, I am less anxious knowing a biker has a wide, designated area to ride in.
- This is more like it. Still terrifying but at least I know what side disaster will strike from and there's a landscaped area to cushion my fall if I need to bail out.
- As a bicyclist I prefer a buffer. As a motorist, I prefer a designated bike lane outside of normal motoring traffic. Also allows for accident avoidance with other motoring traffic because there is no hard barrier.
- Visually, less confusing to a driver, adding a little more protection for the biker.
- Better than unprotected since distracted drivers might realize they are drifting into a bike lane.
- Buffer provides slightly better margin for error and feels more comfortable
- I'd feel comfortable in this lane. I like that it dedicates a little more space to bikes and helps to keep drivers at a distance by providing a visual barrier.
- This option seems safer.
- This keeps cars a safe distance from the bicyclists.
- Better. Every inch of buffer helps.
- It's fine but not the safest way of travel. I would most likely bike with my kids on that sidewalk on the right side of this picture.
- Good to have a buffer especially if road is 40+ limit.

- Buffer from vehicles without having to spend too much money.
- The buffer seems to provide more safety than option one.
- This option provides a safe pathway for bikes.
- I like the one on Tower Bridge Parkway because I'm not a confident rider.
- There needs to be a 25 miles per hour zone and visual buffer between cars and bike lane.
- The barrier allows more room between the rider and the vehicles.
- Extra space offers more protection.
- Visual space between cars and bikers may make it a little safer.
- Because of the visual space between bikes and cars it makes it easier to stay within the boundaries.
- I feel minimal concern when riding bikes but I'm also a 26-year-old man so my opinion may not be that of all people.
- I like the extra visual buffer between the road where vehicles travel and the bike lane.
- Seems to be the easiest divide between autos and bicycles, with a clear understanding of where each belongs and is expected to be.
- Buffered markings do even better job at alerting motorists and helping them keep at a 3-foot distance from bikes.
- The last two would make the street look tacky, we are not that afraid to ride we just need to be cautious both biker and driver. I really like the new bike lanes currently going up with the green, they look amazing. I'd like to see the same for West Capitol.
- I think this is the best compromise. A little extra space for bikers but not over the top effecting traffic.
- Narrower roads mean that drivers are more apt to drive the speed limit. Currently west Capitol feels like a drag strip.
- It would provide enough extra space to feel comfortable riding along the road.
- It is separated from cars and provides more protection. These questions need work. Why would I just not use the separated path to the right of the bike lane in the picture?
- Why should the bikes ride in the gutter? But better than making a nice street ugly like Linden Loop.
- Far better. Provides a clear area for biking, area to feel comfortable and respond to an emergency, and the cars will only ever be on one side.
- No cars.
- This is okay but I'd feel safer with a barrier.
- These lanes are good reminders to both bikers and autos that there is a 3-foot buffer required when passing bikes and it also reminds bikers that they should not ride on or near the line.

- This should be the minimum.
- Marked lanes alert motorists of possible bike traffic even when there is otherwise a wide shoulder available.
- In order for these lanes to be created, a more than usual amount of shoulder is needed. More space gives users more time to act should trouble arise.
- It is the average looking bike lane that people mostly see. It's the path away from cars, closer to the curb is best.
- Drivers do not pay attention to cyclists, it's unsafe especially dawn, dusk and night.
- Better. Less wind shear from cars passing.
- I like buffer gives drivers and bicyclists added security
- The buffer seems like a great way to help keep drivers out of my way.
- Add safety. West Capitol has too many crazies hanging around or driving.
- This form works for me. The striping keeps extended truck mirrors and vehicles in general separated from cyclists. I might like some initial delineators to get car traffic into the correct lane.
- This is ideal.
- Nice to have a wider buffer.
- Buffers are better.
- Good separation between cars and bikes.
- Nice to have extra buffer between the bikes and cars.
- I like this one because there's an extra buffer between the bike lane and the car lane.
- Separation from cars but ability to get into left lane for turns when needed.
- Lane markings provides an additional cue to drivers that they should be expecting to share the road with a cyclist.
- As long as not too busy a street, feels like the cars are a bit further away.
- The buffer makes it safer.
- I like the separation between bikes and cars.
- I'm more familiar with this bike lane.
- This may be best option overall for safety and cost. There is plenty of room for the bike and space from cars.
- Leaves more space for cars to travel safely.
- Buffer provides a nice separation from faster moving vehicles.
- A little bit of space makes a huge difference in perception of safety when riding on a buffered lane. The buffered lanes that Sacramento recently striped are great.

- It is safer and more appealing. Most bicyclist prefer this option due to their previous near miss experiences with Auto Traffic. It is very confusing for motorist to have the ugly sighted protected bikeways.
- This is pretty good, but cars sometimes veer.
- A buffered lane is great because it provides more space between me and the cars. Better than a regular Class II bike lane. However, this lane doesn't prohibit cars from pulling on the side of the road blocking the bike land making it unsafe for cyclists.
- The buffer provides more space for cyclist with better visual cues for auto drivers.

### One-Way Protected Bikeway

- The many businesses on the road make it more hazardous for vehicles to cross or ride onto bike lanes when entering businesses. Some kind of barrier would provide additional safety for cyclists yet not impede motorists from entering businesses if adequate distances are given to motorists to pull in without getting rear ended by other motorists. Safe passage for bicyclists and safe motoring for vehicles. Not necessarily big green poles but maybe smaller ones with green marked bike lanes. Highly visible and protected. Too many deaths have already occurred on these streets.
- One-Way Protected Bikeway is too much, there is no need for a barrier.
- Driver's do not pay attention. They are distracted and I (as a bicycle rider) need all of the protect that I can get. One-way traffic allows the rider to plan a path to the destination on either side of the road.
- This option feels safer.
- I have a fear of getting hit.
- I would not ride on if traffic was high or speed was over 45 miles per hour. I would be more likely to use this option since the barrier separates cars from bikes.
- I would be more comfortable at higher traffic speeds.
- This option appears more protected from drivers.
- This is safest, but likely too expensive when traffic is not very dense like on West Capitol Avenue.
- This option adds more protection for cyclists by minimizing movement of motor vehicles into the bike lane. Also, this solution will likely encourage more people to ride bicycles if they know there is some kind of physical barrier.
- This seems comfortable, but sometimes inconvenient with left turns and avoiding debris.
- This keeps motor vehicles out, but also keeps street sweepers out and traffic kicks debris into it which quickly makes bike riding unpleasant.

- I would feel 100x more comfortable with this type of bike lane. The posts would be a physical reminder for cars that swerve into the bike lane.
- This option provides a physical barrier and I know cars will not run me over.
- Barrier adds considerably to my comfort, as there is no ambiguity for drivers.
- Great lane but rare to see in the Sacramento region. I understand why this would be tough for West Sacramento.
- Barriers help protect, and the color catches the eye of drivers.
- This is the best because it provides a physical barrier
- This would be my first option.
- Greater separation from cars in that reflective posts draw the greatest attention to cars that cyclists are in the lane. A downside to this is that cyclists passing slower cyclists have limited options. Also, I do not like that in the picture the bike lane is so close to the gutter. Unless the city plans to keep the gutters cleaner and there needs to be greater ability for cyclists to not be in the gutter.
- I like that there is more protection, but I would not like to see current parking spaces removed.
- Overly designated bicycle lanes are safe as long as the bicyclist has no need to deviate from them. In the depicted image, motorists could assume that because of the design that bicyclists are restricted to using the lane. If the bicyclist needed to deviate from the lane--blockage, improperly parked vehicle, to make a left turn--motorists may not respect her/his retained right to occupy the other parts of the road.
- The pillars keep cars from invading and parking inside the bike lane. It would be nice to provide better curb access in order for bikes to observe traffic when entering an intersection and conflict with cars.
- Too many distracted drivers out there to put my life in the hands of line of paint.
- This provides a more visible delineator.
- This is a very comfortable facility and would be completely appropriate on West Capitol Avenue, however it is visually obtrusive, not at all aesthetically pleasing and difficult to maintain. A more permanent (and very costly) landscaped median is preferred, however sweeping needs to be done manually (as you can see in the photo sweeping has not been done) or expensive smaller bike lane sweepers have to be purchased. This also requires a full travel lane to implement.
- Drivers need a buffer from bikers. Make it clear that bikers have their own lane.
- The barrier gives the bicyclists protection.

- All those bollards really mean is that it would be the last sound I'd hear before my tragic and unnecessary bicycle-related death but I appreciate the sentiment and I'd feel safer on one of these than in a completely unprotected lane.
- Unnecessary because folks will generally travel the direction they want irrespective of the rules of the road.
- I don't trust that drivers will see me and/or are careless. I have two seasoned bike riding friends that were hit by cars, one of which was severely injured. My second option would be the Two-Way Protected Bikeway.
- Cars are unpredictable.
- This option offers more protection from distracted drivers.
- Grade separation would be better. The bollards in the example and similar are an eyesore, but obviously having more barrier to discourage vehicles from crossing into the bike lane provide a greater sense of security.
- This is great but seems kind of overkill; do we get that much bike traffic on West Capitol Avenue that we would install all these barriers? Obviously, a safer choice than those above so of course I would feel comfortable in this lane; especially if I wanted to take my niece and nephew out to the causeway bike path.
- Safest for both bicyclists and cars. Drivers just don't see bikes or are rude to those who choose /have to use alternative transportation.
- Maybe a little overboard but super safe.
- I like the protection of the poles and no bicycle traffic coming at you.
- This option ensures cars stay out of the bike lane.
- One way protected that goes in the same direction as traffic as oppose to two way protected. the protected cone buffer just feels safer but I realize that these "cones" are totally bendable and in the event of an accident they wouldn't stop a car from driving into me but in my mind, I would feel safer knowing cones are there.
- This option is best. Buffer and barriers, the more the merrier.
- This is the best option because it is the safest for biker and cars and offers the best protection. Although the two-way bikeway looks like bikers are protected, there still the possibility of a biker vs. biker collision.
- On a side note, my daughter, a 20-year-old, rides her bike all over West Sacramento and has been hit by a car four times. All of them have been a hit and run. So, I want to thank West Sacramento for improving the roads for all, especially for bikers. This absolutely is needed.
- I feel I am protected with this choice.
- Very nice.

- Seems safer and bikers aren't getting too close to cars.
- Less stress, less congestion and it eliminates road salmon.
- Great. More notice to distracted drivers that they are veering into the bike lane.
- This option is the most secure and separate from vehicles.
- My kids are the ones that ride down West Capitol Avenue, especially from Garnet Street, east towards Harbor Boulevard.
- I feel that is enough of a barrier for distracted drivers to stay in their lane. I would feel better riding my bike. I wish all of West Sacramento had these bike lanes.
- This option is much more secure and provides extra safety for pedestrians as well.
- This option speaks for itself.
- The barriers allow more room between the rider and the vehicles. Also, the barriers are physical barriers and easy to notice by vehicles day and night, which makes it much safer for cyclists, particularly children, families and less experienced riders.
- This option would be ideal, and it should promote more biking. If you set it up with barriers like shown in the picture and if you allow parking then cars are hidden from biker's view and bikers are hidden from the driver's view. This makes every intersection really dangerous. Drivers have to know when to look for bikers before they turn.
- This is even better for safety.
- Even better protection for both bikers and cars.
- Provides the best protection and separation from motorist. It also keeps me from navigating around oncoming bicyclists.
- Allows you to focus more on your surroundings without the distraction of oncoming cyclist.
- Drivers in California don't know how to treat pedestrians and bicyclists.
- This option is so safe.
- Best of all designs but might be hard for maintenance crews to keep it clean.
- This would make me feel such safer because I always have my child in his bike trailer but I don't trust distracted drivers.
- It feels safer from motorized vehicles -- they are less likely to accidentally move into the bike lane and they become used to leaving that space for bikes even when there are no bikes there. And the one-way bikeway encourages bicyclists to be safe and reduces chances of bike collisions.
- Cars can't intrude into a cyclist's space by accident.
- Why is this a question? It is safe because it blocks all cars.
- I like this option because something is between you and the oncoming cars.



- Unfortunately, people drive distracted, speed, DUI, etc. The further away I can get from the traffic while cycling, the better.
- This option seems excessive.
- No cars.
- If West Capitol Avenue stays the same in terms of the overabundance of motels and non-foot traffic businesses, I assume the vehicle and truck traffic would stay the same and I would not trust drivers to be aware enough to ride on a regular bike lane or a buffered bike lane.
- This is much safer but it's really unattractive to look at.
- I feel this system is a poor use of resources. I feel comfortable riding in them but I don't care for the image it represents.
- Feel very safe with no worries.
- I have been behind cars with only painted lines as a barrier between them and the cyclist and have observed distracted drivers moving into those bike lanes. Although a car can still weave into the barriers and frighten a cyclist, the hope is to be protected, as long as they are steel barriers. A painted line and plastic barriers do not make a bike lane safe.
- While I'm comfortable with other options more protection is even better.
- Now we're talking; users would have got to be negligent or out of control to veer out of safety.
- Drivers just don't pay attention and the protection the poles provide would help keep bikes safer.
- This is the best because people don't care anymore for human life. The cyclist is visible and protected from sideswipes or those idiots who text and drive.
- One of the reasons I do not bicycle on city streets is that vehicle drivers do not generally look out for cyclists. It's pretty scary. This option looks like the safest option for cyclists, because of the barrier between the cyclist and the vehicles. More and more people are driving while distracted and actually, cyclists would be included in this category of distracted driving as well; many people who ride Jump bikes are pretty reckless and do not stop at intersections and are on their phones and not paying attention; so, the distraction goes both ways; but there should be a buffer/barrier to protect cyclists from vehicles.
- If I was going to ride on a busy street, this seems like a fairly safe way to do it.
- Safer than non-buffered bike lanes.
- This option is best, but limits your options for entering/exiting into the road.
- I don't like this option because it limits parking.

- This seems really safe. The one downside is that it seems like it might be harder to pass slower cyclists.
- I feel that the barriers remind drivers to stay in their lane.
- This option provides the most protection from vehicles by creating a physical barrier between bike and car. I have ridden these many times in Europe and they are a joy. I prefer this option over the "Two-Way Protected" because the rider does not have to worry about oncoming cyclists and pedestrians.
- I'm okay with most of these. This one seems like the best option.
- I like this design functionally but the form begins to strangle transverse movement. Aesthetically, it is average. The delineators get clobbered and ugly ensues. Perhaps, initial delineation to get car traffic into the correct lane/trajectory.
- Safer from traffic with the buffer and barrier posts.
- Looks safer especially for senior citizens.
- With drivers being on their phone or otherwise distracted, not having barriers provides no protection for bicyclists. I like the extra layer of protection this provides.
- About as safe as street biking gets.
- Barrier between cars and bikes makes me feel more secure.
- If I was physically able to ride a bike, I would choose this one because it is protected, but it also has bike traffic going in the same direction as regular traffic. It would be less confusing than the protected one with 2-way bike traffic and I think that would make it the safest.
- If I was physically able to ride a bike, I would choose this one because it is protected, but it also has bike traffic going in the same direction as regular traffic. It would be less confusing than the protected one with 2-way bike traffic and I think that would make it the safest.
- This is okay but seems overkill. These bumpers will require more maintenance.
- Bumpers are best.
- Good separation between cars and bikes.
- Safer from cars since there is a physical separation.
- The protection would be better with K rail or equivalent. The more bicyclists are separated from autos/trucks the safer it is.
- This one looks the best because there's very little chance of being hit by a swerving or distracted driver.
- Drivers do not consistently leave a safe distance when passing, so a physical barrier enhances my sense of safety.
- Nice to feel safer.

- I do not bike, but if I did this looks very safe for drivers and bikers.
- I don't have to worry about oncoming bike traffic with this option.
- Lane markings, and bollards provide an additional cue to drivers that they should be expecting to share the road with a cyclist. The bollards provide added security in that motorists are less likely to use the bikeway to cut traffic/make right turns/park in the bikeway.
- This feels safer, as the cars would hit something before they hit me.
- Because drivers ignore painted lines, they need more of a visual divider to keep bikes safe.
- Because it is safer especially for many jump bike riders who may not know the bike riding rules of the road.
- This is preferable.
- Going with traffic is the manner in which I have been taught to ride a bicycle. In this circumstance that you show a rider would have a designated area with a boundary that drivers would not drive across, which provides riders with a safer place to bicycle. Children, elders and even healthy adults would probably feel far more secure and safe in a bike lane such as is presented in this picture.
- More control over traffic and safety away from cars.
- That would make me feel very safe.
- This seems to me the safest way to bike alongside motorists. I traveled to Amsterdam recently and I felt comfortable biking around the city with many types of dedicated bike lanes.
- I would feel comfortable due to potential fears of traffic
- This option may be the safest for a bike, but I do believe that the costs may not be justified here in West Sacramento. Cost will always be a factor.
- It does protect bicyclists from cars.
- If I were to ride a bike, I would pick this model due to it being the safest from vehicles.
- Physical barrier provides separation from speeding cars.
- Because it provides a highly visual barrier and safer distance from traffic.
- Even better than a buffered lane in terms of real safety plus perceived safety. I don't love the parking protected lanes that downtown Sac recently striped though. The parked cars while providing a safety barrier, also introduce a sightline barrier and introduces new conflicts at the many intersections and curb cuts. The Linden project seems great because there are longer stretches without vehicles crossing the buffered lane.
- Very comfortable. I like this set up, but I also like when parked cars are "floating" to provide the protection.

- Both a one-way and two-way protected bikeway are preferred. The barrier makes it less likely for cars to accidentally drift close to cyclists and it prohibits cars from pulling over into and blocking the bike lane. These protected bike lanes make me happy and make me want to ride my bike so much more. I also feel that I can ride with friends since a group of cyclists are more protected by this type of bike lane. Protected bike lanes are my #1 choice. At least wherever they are feasible to go. Please note, there are people who still drive into the protected bike lanes that have been added into downtown Sacramento. So, if there is any way to help ensure clear direction or install physical deterrents to prevent cars from driving down/parking in bike lanes, that would be excellent.
- This is the safest option.
- There needs to be enforcement for drivers that don't stop at sidewalks. I've seen parents with kids in strollers almost get hit everyday because they do not stop. They rarely stop for me on my bike as I wait to cross.
- I'd prefer not to bike in this area due to safety concerns. I don't want to be hit by a distracted driver and often feel like drivers and bikers can't share the same area. This one is the best because you can't get me if I'm riding and it's very obvious to drivers. However, it's not too intense to have bikers coming from both directions which is just overkill. I feel like bikers should go with the grain of traffic, but should have a nice safe lane to do so.
- If I was a bicyclist, I wouldn't ride on West Capitol Avenue no matter how inviting the bike lane is until it gets cleaned up.
- There is a bias towards bikes and pedestrians. The road needs streetlights and sidewalks badly from Industrial to Harbor and as a driver, I find it unnerving to see people walking in the semi-dark on either of the sides of the road.
- Is this for bicycle improvements only? What do you mean by helping to improve West Capitol Avenue?
- Great option, the physical barrier between cars and cyclist is best.

### Two-Way Protected Bikeway

- Two-Way Protected Bikeway is way too much, the direction should be with the flow of traffic
- I would not use this because I think bikes would not follow rules.
- I don't like this one. It is confusing for bike traffic and would likely get bicycles not obeying traffic laws.
- This is fine as long as cyclists are careful.

- This is ok but often confusing and perhaps dangerous at intersections, when cyclists need to make a turn on a crossing street.
- Less desirable than the one-way protected for two main reasons that it will force inside lane cyclists to eventually have to cross to the other side of the street when they need to access a side street or the protected bike lane ends. Also, cars turning left from other side of WCA at uncontrolled intersections (i.e., no traffic light) may not see a cyclist crossing the intersection in the same direction that the car is traveling - the cyclist may not see the vehicle either because it's coming from behind on the right. Second, WCA is notorious for inexperienced and careless riders, especially those riding against traffic. It is especially a problem at night. Although the two-way will alleviate this problem somewhat, I don't like having inexperienced or careless riders coming directly at me, with limited lateral space to evade a collision (the posts in the buffer zone will limit this space).
- The concept is good, but way too narrow for contra-flow.
- Having two-way traffic is confusing to everyone, there is no state law that governs behavior so everyone makes up their own rules on how they are supposed to act.
- This would be nice since there are so many wrong way cyclists in West Sacramento.
- This is my preferred option for West Capitol Avenue, as it requires fewer street crossings on my commute across the causeway, and allows for safe passing
- This option is super safe and convenient.
- Great lane but rare to see in the Sacramento region. I understand why this would be tough for West Sacramento.
- This is still good, but not as good as one-way because people on bikes or scooters can run into each other.
- This is my preferred layout; gives equal consideration for bicycle traffic that auto traffic receives. If you truly want to encourage bicycles as a mainstream form of transportation rather than just a method of transportation for bicycle enthusiasts.
- I don't want to have head on with other cyclists.
- Seems the safest for cyclists; however, I am concerned that oncoming cars could be a danger to cyclists. In part because the lights from the cars would shine in the eyes of cyclists. I think I prefer cycling in the same direction as cars.
- Two-way cycle lanes work best on both sides in order to provide maximum accessibility to urban stops without conflicting with cars. The downgrade from substantial pillars is alarming considering that there is now more bike traffic within the protected space. Please address.
- Too many distracted drivers out there to put my life in the hands of a line of paint.
- This provides a more visible delineator.

- The only benefit of two-way cycle tracks is that they do not require as much right-of-way as the one-way protected bikeways, and they are great on one-way streets when cyclists need to be able to travel both directions. Otherwise I think they are largely unnecessary in that they share the same benefits and constraints/detriments of one-way protected facilities.
- This would encourage people to ride against traffic on roadways that do not have this bike path.
- No. Head-in bike vs. bike collisions are rare now, but would become routine if this monstrosity were implemented. This would be like trying to eat with a fork that had two sharp ends: Doable, but why take the risk?
- Unnecessary because folks will generally travel the direction, they want irrespective of the rules of the road
- Dislike how much space it might take from car lanes but like the safety for bike riding. So, support IF road is wide.
- Two-way traffic is more dangerous especially when bikes cross over with cars.
- Probably the best because bikes are separated from motor vehicles. First Choice
- This is great!
- Depends on context... Too many destinations on both side of w capital and the population in the area would probably be very confused about how to use it properly (both cars and cyclists).
- This is a great two-way lane, and I would be comfortable riding here, but I think I prefer to go with traffic and have one way on each side of a road like West Capitol. I think people will ride on whatever side they want anyway so think our funds are better spent doing one way on each side of the road. I'd also be worried about some of those in-a-hurry roadies trying to pass others in this situation.
- Oncoming bike traffic a little intense but sure no problem
- While this provides buffer and barriers, I could see where it might create some confusion.
- I like this one better, eliminates unnecessary street crossing to travel other way and with those safety cones makes it more inviting. But biggest problem on the West Capitol is not even the bike lane, but those bunch of cheap Motels that attracts attention of questionable individuals that puts me in the category: I would never bike with my family on West Capitol. PLEASE, PLEASE upgrade those garbage motels, build some higher end apartments.
- More space
- As long as it is not confusing to use

- This one is ok. But as a driver, I appreciate the special lanes for bikes but both auto drivers and cyclists need a better understanding of the rules of use. Too often bikes do not stop for red lights or stop signs when using the bike lanes.
- Protected from car traffic - but why are the lanes so narrow? Ideally twice as wide.
- This would be ideal.
- I find quite a few cyclists traveling on the wrong side of the road. This would be a great way to remind them to stay in the correct lanes.
- Horrible question.
- The drivers can see bike riders much better, it's a wider space for bike riders and if a driver hits a cone hopefully, they can adjust their direction.
- Something is between you and the oncoming cars.
- Do we really need more ugly posts? How long until the break? It didn't take long on Linden Road; it is great, clear and bike centric.
- This is good too. I think the white pillars are less offensive than the above green ones. I know it's about safety but the green pillars are just ugly.
- It's a good use of space. I don't care much for the flexible posts.
- The same as my reason for the one-way; I like the two-way because when one of the lanes is clear, another rider could pass if I needed to stop, go faster, or at a leisurely pace.
- I find a lot of other cyclists riding on the wrong side of road -- this option would help force them into safer compliance.
- Dedicated pathways for cycling are optimism for cyclist's safety.
- Good, as long as bikes ride in the correct direction.
- This option is confusing.
- This seems like a good option that I'd use, but I'd prefer to move with traffic. Less risk of a head-on bike/bike collision.
- Why all the concern about West Capitol Avenue? Put some improvements in our residential neighborhoods. How about some sidewalks for the students walking to school? How about a bridge over the Sacramento River near the Southport residential areas? We all have to travel on Jefferson Avenue. We all don't go to Sacramento nightly or even weekly to go to the new arena. Do you really think I'm going to drive to a new road to park my car in the highest crime area in West Sacramento and take a costly new transit system to take me over the River? No. Let's think about making our neighborhoods safer or better than the commute out of West Sacramento.
- I like this form a lot especially when the design is on both sides because it minimizes street crossing. Conversely, the design increases risk with inconsiderate / inattentive / aggressive cyclists. The delineators get clobbered in short order.

- This would take some getting used to and depending on volume and riders' etiquette and it may not feel as safe as the other options.
- This option may cause too much confusion which causes accidents.
- This feels safer from cars since there is a physical separation.
- The protection would be better with K rail or equivalent. The more bicyclists are separated from autos/trucks the safer it is.
- I don't like this option. Ride on the side you are driving and follow the rules.
- This would require fewer crossings in my commute, and allows riders to safely pass each other.
- I like how these remove any ambiguity about where bikes should be on either side of the road.
- This option provides great protection from cars. I have never seen this set up before, but I can see it working well.
- Lane markings and bollards provide an additional cue to drivers that they should be expecting to share the road with a cyclist. The bollards provide added security in that motorists are less likely to use the bikeway to cut traffic / make right turns / park in the bikeway.
- I like that this option keeps bike traffic together.
- This option seems to be safer and simple to me.
- This would be a second choice. The only setback is the possibility of a head-on collision of the bicycle riders.
- This option keeps bikers away from reckless drivers.
- The physical barrier provides separation from speeding cars, though these make intersections complicated.
- This option provides less impact on the reduction of parking spaces, than protected lanes on both sides of street. I am afraid that reduced parking will be a major issue. The protected lanes seem to be the safest for bicyclists.
- It would be great to see this project on 5<sup>th</sup> Street and River Road.
- I can see people getting confused with this - also, it would be scary to be going the opposite direction next to fast car traffic.
- This option keeps the bikes in one place and away from traffic. Seems to be the safest and does not affect traffic as much.
- The more protection there is, the more likely I would be to ride a bike.



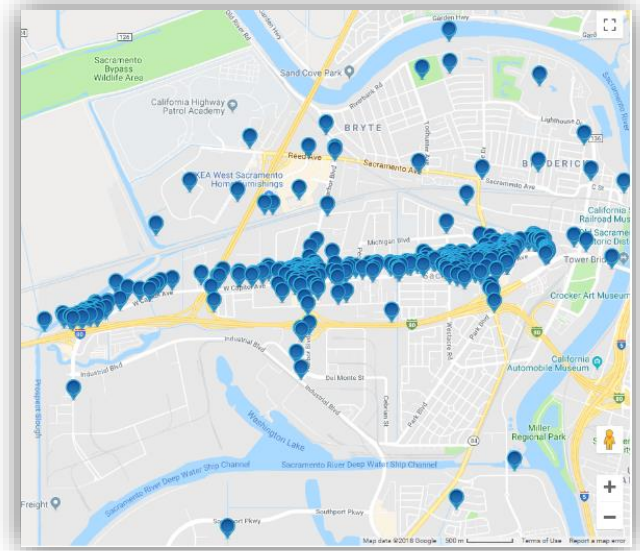
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*For Questions 7 through 10, participants were asked to drop a pin on an interactive map to answer each prompt. Each prompt asked community members about their experience and how they travel on West Capitol Avenue as well as ways to enhance safety. The feedback from community members will help the project team develop a stronger design that will benefit all residents, local business owners and commuters that travel on West Capitol Avenue.*

**7. Where do you travel along West Capitol Avenue?**

The interactive maps are shown to the right as a thumbnail and a link to the complete map is available below. The comments by location are included in the table below.

*A link to the complete interactive map is available here: <http://west-capitol.com/access-destinations-pins/>*



Location	Description
Tule Jake Road by Prospect Slough	Trash, human feces and hazardous waste by a water way.
Yolo Causeway Bike Path entrance	Heading home.
Yolo Causeway Bike Path entrance	This is a maintenance island. West Sac doesn't maintain it, Yolo County doesn't maintain it, Caltrans doesn't maintain it. It's a safety hazard area, difficult to navigate, overgrown, and riddled with used needles.
Enterprise Boulevard and Industrial Boulevard	Ending morning commute.
Yolo Causeway Bike Path entrance	I ride east on West Capitol Avenue from the Yolo Causeway Bike Path.
Yolo Causeway Bike Path entrance	I commute to Davis.
Yolo Causeway Bike Path entrance	I travel on the intersection of the bike trail and West Capitol Avenue.
Yolo Causeway Bike Path entrance	This is where I leave West Capitol Avenue.
Interstate 80 West Freeway entrance	This is where I access Interstate 80.

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Interstate 80 West Freeway entrance	This area is a nightmare on a bike, very scary and unsafe.
Yolo Causeway Bike Path entrance	This spot provides access to the bike path and gravel levee roads. It is also an alternate way to go under the freeway.
Roland Hensley Bike Path	Access between Yolo Causeway bike path and West Capitol Avenue.
Yolo Causeway Bike Path entrance	I use this bike path along Interstate 80 to Davis.
Interstate 80 and West Capitol Avenue	I would ride to access the bike trail to Davis.
Yolo Causeway Bike Path entrance	I use this bike path entrance.
Enterprise North Park and Ride	We use this to go to Eppies.
Interstate 80 and West Capitol Avenue	This is the freeway I use to get to San Francisco.
Enterprise North Park and Ride	The bus stop smells of urine and trash is always on ground. Some people loitering all day. Never riding the bus.
Interstate 80 and West Capitol Avenue	I stop at Arco and Chevron.
West Capitol Avenue	Live, work and play at Granada Inn on West Capitol Avenue.
Tule Jake Road by Prospect Slough	Very dangerous crossing, not well lit, several pedestrian and auto collisions, requires attention and road maintenance.
West Capitol Avenue	Maya's Taco Truck by Wabash National Trailer Center is the best one around.
West Capitol Avenue	I work at Mayer Equipment on West Capitol Avenue.
Interstate 80 West and West Capitol Avenue	Sidewalks, curb and gutter missing. Debris in the road at all times causes punctured tires and slips. Truck traffic can present a hazard to cyclists.
Enterprise Boulevard and West Capitol Avenue	I take West Capitol until it becomes Enterprise Boulevard and turns on Industrial.
West Capitol Avenue	I shop for landscaping materials.
Embarcadero Drive and Riverside Parkway	I love going to Ikea to get great deals on angular furniture. Also, Poke is like deconstructed sushi and it is amazing.
Meadowdale Park	Signs of fire and vandalism on bench. Trash from transients.
Interstate 80 and West Capitol Avenue	I shop at the Sacramento Battery Company.
Interstate 80 and West Capitol Avenue	I board my dog at Elite Dogs.
Interstate 80 and Harbor Boulevard	I shop at Home Depot.

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Interstate 80 and West Capitol Avenue	West Capitol changes its width several times between here and Harbor Boulevard. The side and center of the road become hard to find especially at night. Better definition of sides and middle of the road plus a separated bike lane would be much better.
Houston Street and Greenmeadow Avenue	I shop at Goodwill here.
Evergreen Avenue and Houston Street	I use the Enterprise to rent a car.
Harbor Boulevard and Sacramento Avenue	There is constant pan handling here. I have seen men with no pants exposing themselves to traffic and transient women topless and exposing themselves while bathing from an external water source.
Harbor Boulevard and Sacramento Avenue	Sometimes I use the I Street Bridge and ride along Sacramento Avenue, which I find bicycle friendly. I return to West Capitol Avenue on Harbor Boulevard.
Harbor Boulevard and Sacramento Avenue	This is where I get to West Capitol Avenue from my home.
Rice Avenue and Harbor Boulevard	This is a short cut to Harbor Boulevard.
Harbor Boulevard and West Capitol Avenue	I commute across this intersection.
Houston Street and West Capitol Avenue	I shop at the Wild West for pet supplies. It is a small business with an excellent selection of pet supplies and vet care.
Houston Street and Greenmeadow Avenue	I used to work at Goodwill and I shop at the shopping center.
Houston Street and Evergreen Avenue	I shop at Mercado Loco for meat.
Houston Street and Greenmeadow Avenue	I visit the Kickin' Mule on the weekends.
Houston Street and Greenmeadow Avenue	I use Lowe's Cleaners for my dry cleaning.
Houston Street and West Capitol Avenue	I frequently eat at California Burrito and Kickin' Mule.
Houston Street and West Capitol Avenue	This is the farthest I travel westward on West Capitol Avenue.
Houston Street and Canal Street	I travel this way to get off West Capitol Avenue to go North to IKEA/Home Depot area or Goodwill mall.
Houston Street and West Capitol Avenue	There are several places we like to eat are in here and within walking / biking distance of my house.
Houston Street and West Capitol Avenue	I drop off donation items at Goodwill and then eat at Hing's Chinese food.

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Houston Street and West Capitol Avenue	We eat dinner at Mountain Mike's pizza and Pizza Guys.
Houston Street and West Capitol Avenue	This is a transient camping area. The smell of urine and at times human feces. Constant trash.
Interstate 80 and Harbor Boulevard	There is a homeless camp next to the on-ramp. I saw a man defecating in the grass in broad daylight.
Harbor Boulevard and West Capitol Avenue	I ride through this intersection a lot on my bicycle going all four ways through it.
Harbor Boulevard and West Capitol Avenue	This is where I start / end of my travel on West Capitol Avenue.
Harbor Boulevard and West Capitol Avenue	On my way from Ikea shopping center or to Carl's Jr. for food.
Harbor Boulevard and West Capitol Avenue	I eat at the McDonald's here.
Harbor Boulevard and West Capitol Avenue	This is a major intersection.
Harbor Boulevard and West Capitol Avenue	We eat at Raku sushi.
Harbor Boulevard and West Capitol Avenue	We frequently shop at Grocery Outlet.
Canal Street and Harbor Boulevard	We shop at the Mexican market, Goodwill and cleaners.
Harbor Boulevard and West Capitol Avenue	I shop at Supply Hardware and Building.
Harbor Boulevard and Franklin Way	I stop at Quick Quack car wash to wash my car.
Harbor Boulevard and West Capitol Avenue	I frequently use the UPS store.
Harbor Boulevard and West Capitol Avenue	We eat at Raku sushi and it is within walking distance of my house.
Evergreen Avenue and Harbor Boulevard	We shop at Raley's in this shopping center.
Harbor Boulevard and West Capitol Avenue	This location should be given more attention being the tragic turning onto West Capitol from Harbor and the turn in at McDonald's has the least amount of reaction time for motorists to navigate a safe entry.
Harbor Boulevard and West Capitol Avenue	The bus stop here is used as sleeping quarters. Smell of urine and alcohol. Trash constantly full and on ground. Filthy bench.
Harbor Boulevard and West Capitol Avenue	I use the Shell gas station here.
Harbor Boulevard and Flossie Avenue	I shop at Sacramento Outboards to repair my boat.
Glide Avenue and West Capitol Avenue	I live near Glide Avenue and West Capitol Avenue.

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Glide Avenue and West Capitol Avenue	I eat at the TOGO's here.
Glide Avenue and West Capitol Avenue	My friend lives at Clayton Homes.
Evergreen Avenue and Johnson Road	I use the Fitness System gym.
Evergreen Avenue and Johnson Road	This would be a great place for a bike path that gets bikes off West Capitol Avenue, but still provides similar traveling distance.
Johnson Road and West Capitol Avenue	We eat at El Puerto.
Johnson Road and West Capitol Avenue	This is a section of West Capitol with many parking lots.
Johnson Road and West Capitol Avenue	This stretch of West Capitol has no bike lane. Also, lots of homeless and hoodlums so not fun or safe for families. I recommend 3 to 4 full time bike cops and some decent bike lanes. If you ride from Davis to downtown this is the worst part and very unsafe.
Johnson Road and West Capitol Avenue	My friend works at Cheers Bar.
West Capitol Avenue and Pecan Street	Near the U-Haul, the width of the road changes and it is very confusing.
West Capitol Avenue and Walnut Street	I go grocery shopping at Raley's.
West Capitol Avenue and Walnut Street	I get my car fixed at Broadway Auto.
West Capitol Avenue and Walnut Street	My family lives at the West Sacramento Mobile Home and RV Park.
West Capitol Avenue and Walnut Street	This is the route to school and to do my errands.
West Capitol Avenue and Maple Street	This was the site of a pedestrian fatality.
West Capitol Avenue and Sycamore Avenue	We visit Joey Lopes Park for recreation.
West Capitol Avenue and Sycamore Avenue	We use Joey Lopes Park to access Sycamore Trail.
West Capitol Avenue and Sycamore Avenue	Even with recent improvements, this is a very difficult crossing, especially late in the day when the sun is directly in westbound driver eyes.
West Capitol Avenue and Sycamore Avenue	This intersection is tricky but fairly easy to use. I would love to see an improvement to the bicycle lanes in this part of West Capitol Avenue.
West Capitol Avenue and Sycamore Avenue	I use this to go to a family member's home; Raley's; library; and to the Tower Bridge and other recreational areas.
West Capitol Avenue and Sycamore Avenue	I use Chase Bank.

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West Capitol Avenue and Sycamore Avenue	I take my pet to Le Pooches grooming.
West Capitol Avenue and Poplar Avenue	I visit City Hall to make payments.
Madrone Avenue and Poplar Avenue	I take my recycling at J L Recycling Center.
West Capitol Avenue and Poplar Avenue	I use the gas station at this intersection.
West Capitol Avenue and Poplar Avenue	The rain puddles on both sides of the street are terrible. Walkers walk on the street avoiding puddles and it is dangerous. With our city reducing water use, it leaves these muddy oil glazed standing puddles around for weeks for birds to drink.
West Capitol Avenue and Poplar Avenue	We use the U-Haul rentals on West Capitol Avenue.
West Capitol Avenue and Westacre Road	The bus stop here is filthy and has lots of trash and sticky benches.
West Capitol Avenue and Westacre Road	I walk to the McDonald's here sometimes to get ice cream or fries.
West Capitol Avenue and Westacre Road	We eat at Kentucky Fried Chicken.
West Capitol Avenue and Westacre Road	I frequently shop at Raley's here.
West Capitol Avenue and Westacre Road	The bus stop here is filthy with trash. It is also used as housing for transients.
West Capitol Avenue and Westacre Road	I shop at Rite Aid here.
West Capitol Avenue and Westacre Road	This is by far the dirtiest bus stop in West Sacramento. The bench is broken and the smell is terrible. It smells of urine, poop and alcohol mixed together. Empty and full alcohol containers on ground. People loitering on bench all day. Sleeping on bench at night.
West Capitol Avenue and Westacre Road	I use this to go to work.
West Capitol Avenue and Westacre Road	This is the start path from my house.
West Capitol Avenue and Westacre Road	This is the route my kids take to school.
West Capitol Avenue and Westacre Road	This intersection sees a high volume of motorists and pedestrians and cyclists and it would be a bit trickier to navigate. Use of colored roads and barriers would be safer. Poles don't need to go lengths of West Capitol Avenue; only near hazardous areas, frequented business, intersections.

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West Capitol Avenue and Westacre Road	This is a big intersection that is very difficult to navigate on a bike. I turn left here often from the westbound lanes and it is challenging. No markings, no directions, and unless there is a car in the turn lane, the light won't trigger.
West Capitol Avenue and Westacre Road	I walk to the Raley's sometimes to get groceries.
West Capitol Avenue and Westacre Road	I use West Capitol Avenue to bike over the causeway.
West Capitol Avenue and Westacre Road	Coming on West Capitol Avenue when traveling west from Westacre Road /Raley's /States streets neighborhood.
West Capitol Avenue and Westacre Road	I eat at Hefty Burger.
West Capitol Avenue and Westacre Road	Roman's Pizza has the best pizza in Sacramento.
West Capitol Avenue and Westacre Road	Raley's is the only remaining true market on this side of town. Miss the friendlier and less costly Safeway.
West Capitol Avenue and Westacre Road	I shop at the Rite Aid here.
West Capitol Avenue and Westacre Road	I bike and sometime walk to Raley's and I usually will stay on the sidewalk due to the lack of any bike lanes.
Merkeley Avenue and Westacre Road	I use the US Post Office to mail packages and letters.
Merkeley Avenue and Westacre Road	I visit the West Sacramento Community Center.
West Capitol Avenue and Westacre Road	I use the Bank of America ATM here.
West Capitol Avenue and Westacre Road	We eat at Kings / Zocolo.
West Capitol Avenue and Westacre Road	The best bike infrastructure is a bike path in lieu of the sidewalk. Davis has a lot of these. These are accessible to pedestrians, people in wheelchairs, and bikes while not negatively impacting traffic /drivers. Keeps everyone safer.
West Capitol Avenue	I work at City Hall.
West Capitol Avenue and Jefferson Boulevard	I go bowling at Capitol Bowl.
West Capitol Avenue and Jefferson Boulevard	I work at Margaret McDowell Manor.
West Capitol Avenue and Jefferson Boulevard	This is near my work.
West Capitol Avenue and Jefferson Boulevard	I use Capital Gas Mart gas station here.
West Capitol Avenue and Jefferson Boulevard	This is a major intersection and it gets very congested.

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Merkeley Avenue and Jefferson Boulevard	I use US Bank.
West Capitol Avenue and Jefferson Boulevard	I shop for car parts at Auto Zone.
West Capitol Avenue and Jefferson Boulevard	I go through here frequently to get to Kegle, to Rock Rose, to Walgreens, to events at City Hall, to the freeway and traveling to Southport down Jefferson Boulevard.
West Capitol Avenue and Jefferson Boulevard	This is a very challenging intersection, even with some of the attempts to put in bike lanes. It is confusing for both drivers and cyclists and hard to navigate on a bike. No directions, no lines and no bike trigger at the light.
West Capitol Avenue and Jefferson Boulevard	I go through this intersection to get to work.
West Capitol Avenue and Jefferson Boulevard	I would ride from Lighthouse to Jefferson Boulevard to West Capitol Avenue.
West Capitol Avenue and Jefferson Boulevard	West Capitol Avenue expands from two lanes to three westbound. However, Yolobus and other traffic uses the bike lane as a third lane prior to Jefferson Boulevard.
West Capitol Avenue and Jefferson Boulevard	This is the start / end of my travel on West Capitol Avenue.
West Capitol Avenue and Jefferson Boulevard	This is where I turn left onto West Capitol Avenue.
Merkeley Avenue and Jefferson Boulevard	I go to La Bou to eat.
West Capitol Avenue and Jefferson Boulevard	I shop at Walgreens.
West Capitol Avenue and Jefferson Boulevard	I use Chase Bank.
West Capitol Avenue and Jefferson Boulevard	There is a transient camp with trash and I have seen multiple fires in this location.
West Capitol Avenue and Jefferson Boulevard	I go to Rite Aid to pick up my prescriptions.
West Capitol Avenue and Jefferson Boulevard	I go to O'Reilly's to pick up auto parts.
Michigan Boulevard and Jefferson Boulevard	This provides access to work and high school.
West Capitol Avenue and Jefferson Boulevard	There is no transitional bike lane on the northeast corner of this intersection. I am not always confident in crossing Jefferson Boulevard on West Capitol Avenue at this point since there is a large third lane that comes in and no designated bike lane lines.
West Capitol Avenue and Jefferson Boulevard	I will occasionally visit Peace Cuisine.
West Capitol Avenue and Jefferson Boulevard	Rite Aid is a regular errand for me.



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West Capitol Avenue and Jefferson Boulevard	Pooja has great Indian food.
West Capitol Avenue and Jefferson Boulevard	I check up on displays and literature at the West Sacramento Historical Society Gallery and I swing by the library.
West Capitol Avenue and Jefferson Boulevard	I shop at Crest Jewelers and it is a family owned jewelry store.
West Capitol Avenue and Jefferson Boulevard	I visit Solar Nails for manicures and pedicures with my family.
West Capitol Avenue	I work at City Hall.
West Capitol Avenue and Jefferson Boulevard	We like to eat at Carol's for breakfast on the weekends. It is still within biking / walking distance of my house.
West Capitol Avenue	I travel to City Hall.
West Capitol Avenue and Jefferson Boulevard	I walk here sometimes for other things, I used to walk here a lot more when this complex was used.
Merkeley Avenue and West Capitol Avenue	I frequently visit the Arthur F. Turner Community Library.
Merkeley Avenue and West Capitol Avenue	I visit the community center for various events: APA Speakers, 1075 Gallery, Music and gardening class.
Merkeley Avenue and West Capitol Avenue	I attend public meetings at City Hall.
Merkeley Avenue and West Capitol Avenue	I work at City Hall.
Merkeley Avenue and West Capitol Avenue	I frequently visit City Hall.
Merkeley Avenue and West Capitol Avenue	I go to City Hall, the community center and library to access all these facilities and participate in community events.
Merkeley Avenue and West Capitol Avenue	I go this way to get to the library or to go toward downtown.
Merkeley Avenue and West Capitol Avenue	I work near this intersection.
Merkeley Avenue and West Capitol Avenue	The eastern area of West Capitol is great after the safety features and changes the city did. No buffered lanes, but wide enough bike lanes to feel comfortable and light triggers seem to work.
West Capitol Avenue and Casa Mobile Circle	I eat at Subway here.
Merkeley Avenue and West Capitol Avenue	I get on West Capitol Avenue going eastbound to City hall and the bowling alley.
West Capitol Avenue and Casa Mobile Circle	I go here for bowling and lunch.
West Capitol Avenue and Grand Street	I go to Capitol Bowl for social outings.

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West Capitol Avenue and Grand Street	I visit Capitol Bowl for bowling and lunch.
West Capitol Avenue and Grand Street	I occasionally visit Capitol Bowl.
West Capitol Avenue and Grand Street	I go through here to go to library or post office after work from downtown.
West Capitol Avenue and Grand Street	I go to the bowling alley and ride through to Tower Bridge.
West Capitol Avenue and Grand Street	This is where I enter to West Capitol Avenue.
West Capitol Avenue and Grand Street	I am looking forward to new shopping and dining options in this location.
West Capitol Avenue and Grand Street	This is a good spot to watch River Cats fireworks for 4th of July.
West Capitol Avenue and Grand Street	I travel toward Tower Bridge on my commute to work.
West Capitol Avenue and Grand Street	I like in the Ironworks neighborhood and there is my direct access point to West Sacramento.
West Capitol Avenue and Grand Street	I continue eastward on West Capitol Avenue to Tower Bridge Gateway for continuation on into Sacramento.
West Capitol Avenue and Grand Street	This is the farthest I travel eastward on West Capitol Avenue.
West Capitol Avenue and Grand Street	This is where I exit to head to downtown Sacramento.
West Capitol Avenue and Grand Street	This intersection is hard on a bike. There are very wide turn lanes that have no marking. Bike triggers do not seem to be installed at the light so I have to cross traffic to hit the pedestrian crossing button.
West Capitol Avenue and Grand Street	This is where I start my morning commute.
West Capitol Avenue and Grand Street	I use the Tower Bridge connector to get to work.
West Capitol Avenue and 5th Street	I usually turn from / to West Capitol Avenue to Grand Street that goes east just after the bowling alley and terminates in a T by the Raley's building.
West Capitol Avenue and 5th Street	We walk from our house to Tower Bridge.
Riverwalk Trail and Ballpark Drive	Human feces, trash, public alcohol consumption and drug use.
Jefferson Boulevard and Park Boulevard	Dangerous intersection and it is controlled by lights. The lights are difficult to see and people frequently run red lights there.

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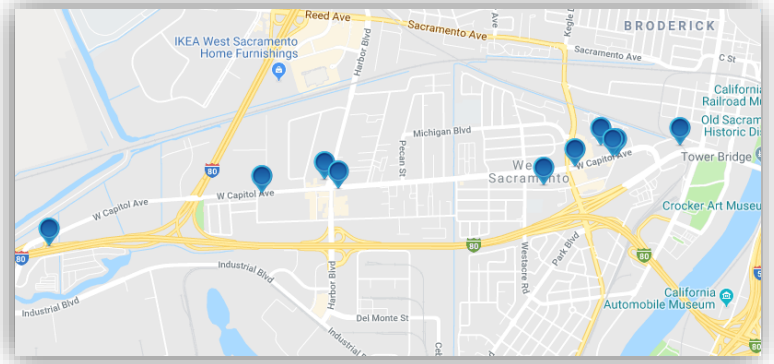
Interstate 80 and Jefferson Boulevard	This whole area is a nightmare on a bike both directions. Turn lanes from park are non-existent. Cars are flying by. No marking for bikes. No instructions for either car or drivers. This is a very unsafe area on a bike and needs to be addressed. Thank you.
Interstate 80 and Jefferson Boulevard	Walking, jogging, and biking is scary in this section of Jefferson Boulevard. Cars are going so fast, cutting across all the lanes and the side walk is so narrow on the west side. There is no sidewalk on the east side. Bike lanes must be Class 2 protected.
West Capitol Avenue and Jefferson Boulevard	I travel this way for my commute and errands.
Elizabeth Street and 5th Street	This is near my home.
Cummins Way and Lighthouse Drive	This is near my home.
Casselman Drive and Fremont Boulevard	This is near my home.
Kegle Drive and Sacramento Avenue	This is my drive to school.
Sacramento Avenue and Sierra Circle	My friend lives here.
Carrie Street and Fountain Drive	Transient camping. Drug use in broad day light with children playing nearby.
Carrie Street and Todhunter Avenue	We go to Bryte Park for soccer games.
Southport Parkway and Thomas Place	I go to the Rancho dry cleaner & Midas car repair.
South River Road and Locks Drive	I've seen multiple fires, smoke coming from cooking, trash and hazardous waste near a body of water along with human feces.

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8. Do you ride public transit on West Capitol Avenue? If yes, place a pin at the bus stop(s) you use.

*The interactive maps are shown to the right as a thumbnail and a link to the complete map is available below. The comments by location are included in the table below.*

A link to the complete interactive map is available here: <http://west-capitol.com/transit-map-pins/>



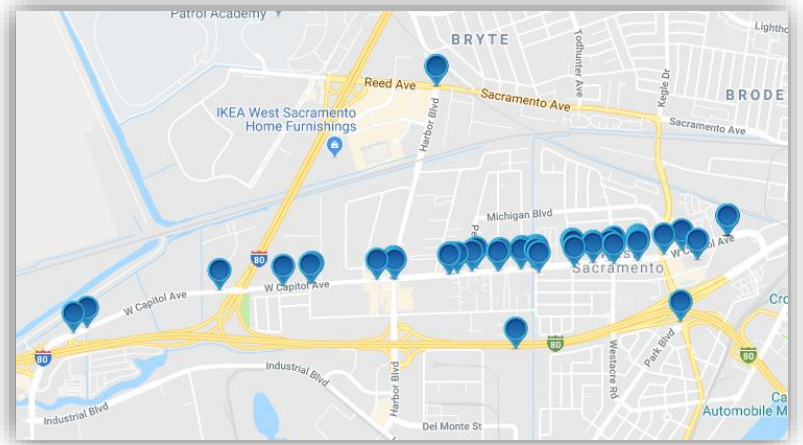
Location	Description
Interstate 80 and West Capitol Avenue	I use the Yolo Bus stop just before getting on the Causeway westbound.
West Capitol Avenue and Sutter Avenue	I use the bus stop near Nicky's Market.
West Capitol Avenue and Harbor Boulevard	I use the bus stop at the intersection of West Capitol Avenue and Harbor Boulevard.
Merkeley Avenue and Westacre Road	I use the bus stop at the West Sacramento Community Center.
West Capitol Avenue and Casa Mobile Circle	I use the bus stop in front of City Hall.
West Capitol Avenue and Merkeley Avenue	I use the bus stop in front of the West Sacramento City Center.
West Capitol Avenue and Merkeley Avenue	I use the bus stop near the Arthur F. Turner Library.
West Capitol Avenue and Grand Street	I use the Yolo Bus stop by Raley's field either catching or exiting a commute express bus from Davis.
Interstate 80 and West Capitol Avenue	I use the Yolo Bus stop just before getting on the Causeway westbound.
West Capitol Avenue and Sutter Avenue	I use the bus stop near Nicky's Market.
West Capitol Avenue and Harbor Boulevard	I use the bus stop at the intersection of West Capitol Avenue and Harbor Boulevard.

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*The interactive maps are shown to the right as a thumbnail and a link to the complete map is available below. The comments by location are included in the table below.*

**9. Where would you like to see additional street crossings along West Capitol Avenue?**

A link to the complete interactive map is available here: <http://west-capitol.com/desired-crossings-pins/>



Location	Description
Interstate 80 and West Capitol Avenue	This area is a mess for crossing if you're not already on your desired side.
Interstate 80 and West Capitol Avenue	I would love to see a pedestrian light added to this crosswalk, if a two-way protected bike path is not installed.
Interstate 80 and Northport Drive	I would like to see a transit stop here.
West Capitol Avenue and Pine Avenue	Maybe a safe crossing area in this area for pedestrians and cyclists, probably close to where the Yolobus stops are to allow people safe crossing. Consider the same crossing, with flashing lights, used in near the Nugget and High School.
West Capitol Avenue and Pine Avenue	One bus runs one way, one runs the other and it would make a lot of sense to have a crossing because I see people dashing across so much especially after busses.
West Capitol Avenue and Pine Avenue	A stop here because I go to store in this area.
West Capitol Avenue and Houston Street	Allow for pedestrian access to the two restaurants from the shopping mall across the street.
West Capitol Avenue and Harbor Boulevard	Harbor Boulevard and West Capitol Avenue bicycle crossing. Harbor Avenue freeway overpass has bike lanes, until Evergreen (going north), as well as Harbor Boulevard going south (from Home Depot/hardware stores) has bike lanes until West Capitol, but not crossing West Capitol.
West Capitol Avenue and Harbor Boulevard	I want a protected left-hand turn onto Harbor Boulevard.
West Capitol Avenue and Harbor Boulevard	Safer street crossing at this very busy intersection, even that just includes re-striping/painting the crosswalks and easy-to-see/hear crossing signs for pedestrians and vehicles.
West Capitol Avenue and Johnson Road	Some type of cross would be good here - a lot of people cross over to go to mini mart.

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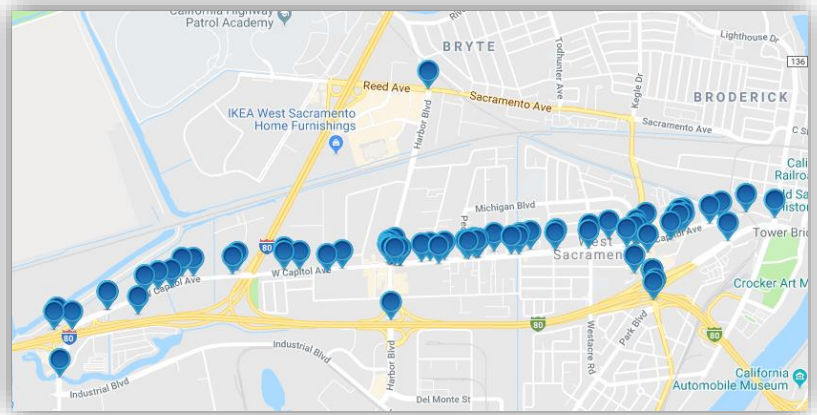
West Capitol Avenue and Pecan Street	A crosswalk on the corner of West Capitol Avenue and Pecan Street would be nice. People like to cross there a lot.
West Capitol Avenue and Walnut Street	People cross here frequently without looking.
West Capitol Avenue and Walnut Street	Improved pedestrian crossing with appropriate lighting.
West Capitol Avenue and Maple Street	From Maple Street to the south side of the West Capitol Avenue. I see a couple people crossing multiple times a day, instead of using the crossing to the east. But the east crossing is used well.
West Capitol Avenue and Sycamore Avenue	I would like to see a crossing here.
West Capitol Avenue and Sycamore Avenue	I would like to see a crossing here in both directions.
West Capitol Avenue and Sycamore Avenue	Intersection of Sycamore Avenue and West Capitol would benefit from stoplight triggered by pedestrians and bicyclists. It would more safely tie the public park spaces on each side of West Capitol together. It would allow bicyclists to safely cross West Capitol Avenue.
West Capitol Avenue and Poplar Avenue	A crosswalk on the corner of West Capitol Avenue and Poplar Avenue would be good too.
West Capitol Avenue and Poplar Avenue	A crossing at Poplar Avenue in both directions.
West Capitol Avenue and Poplar Avenue	We could use a trip light here.
West Capitol Avenue and Poplar Avenue	People frequently cross with oncoming traffic.
West Capitol Avenue and Poplar Avenue	Additional street crossings mid-block between Poplar Avenue and Westacre Road.
West Capitol Avenue and Westacre Road	Westacre Road / West Capitol Avenue bicycle crossing, not existent today.
West Capitol Avenue and Westacre Road	I would like to see an additional street crossing near McDonald's.
West Capitol Avenue and Westacre Road	There needs to be more cyclist awareness.
West Capitol Avenue and Jefferson Boulevard	Crosswalk where there is the open space in the center divider for access to Bank of America and Raley's.
West Capitol Avenue and Jefferson Boulevard	Safer and more lit crossing areas.
West Capitol Avenue and Jefferson Boulevard	Jefferson Boulevard / West Capitol bicycle crossing, currently not existing for bicycles - would need to use sidewalk (emphasis on "walk").
West Capitol Avenue and Jefferson Boulevard	Additional street crossings near the library and city hall.
West Capitol Avenue and Jefferson Boulevard	Transit stops from City Hall to the Community Center.

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Interstate 80 and Briarwood Drive	Many people arbitrarily cross West Capitol Avenue in this area. It is very dangerous.
Interstate 80 and Jefferson Boulevard	It would be nice to increase the pedestrian and bike access to this space. It's a very congested area and a vital vein to navigate West Sacramento. So, increased pedestrian and bike access would benefit me greatly.
Harbor Boulevard and Sacramento Avenue	I'd like additional protection for bikes making a left turn here. Not sure what the best approach would be, but I feel very exposed as it is now.

10. Please share any difficulties you have experienced while walking and biking along West Capitol Avenue.

The interactive maps are shown to the right as a thumbnail and a link to the complete map is available below. The comments by location are included in the table below.



A link to the complete interactive map is available here: <http://west-capitol.com/difficulties-crossing-pins/>

Location	Description
Enterprise Avenue and Industrial Boulevard	The lanes are narrow "pinch points" over Lake Wash bridge. Northbound motorists especially are unaware that lane narrows and they compete with bike traffic and get very close.
Interstate 80 and Tule Jake Road	Crossing from causeway bike path can be dangerous as if a vehicle on the right stops to let you cross often another one will pass it on the left lane. An on-demand crossing light could improve safety.
Interstate 80 and West Capitol Avenue	Westbound traffic in the morning makes it hard to cross from the bike trail to the eastbound lane of traffic on West Capitol Avenue.
Yolo Causeway bike path entrance	Cars often do not stop for bikes to enter east bound West Capitol Avenue from Yolo Causeway bike path.
Yolo Causeway bike path entrance	Sometimes I feel uncomfortable waiting to cross here, as people hanging out there start to approach me.
Interstate 80 and West Capitol Avenue	Bad pavement in places.
Interstate 80 and West Capitol Avenue	Not sure exactly where - but sometimes trucks parked in westbound bike lane.

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Yolo Causeway bike path entrance	There should probably be a few more controls on West Capitol Avenue as it gets closer to the causeway entrance. This portion is where autos are free from the shopping areas and really seem to speed up.
Interstate 80 and West Capitol Avenue	Some sidewalks are littered with homeless belongings or trash - group of homeless standing around - homeless sleeping in bus overheads.
Yolo Causeway bike path entrance	Poor pavement in some locations along this segment.
Yolo Causeway bike path entrance	The west end is a nightmare on a bike. Lanes change, paving is bad, visibility is bad and drivers speed.
West Capitol Avenue and Northport Drive	This is a rough road and often makes cycling hard.
West Capitol Avenue and Northport Drive	Eastbound, it is often very difficult to cross West Capitol Avenue when coming off the bike path. Also, both directions the bike path floods when it rains.
Interstate 80 and West Capitol Avenue	All along West Capitol Avenue from Jefferson Boulevard to Industrial Boulevard are non-bike-friendly; not just in terms of pathways, but also the old pavement; many dangerous stretches and frequently recall a number of vehicles vs. bike accidents, including a death in recent years.
Interstate 80 and West Capitol Avenue	Westbound, the road narrows and motor vehicle traffic often drift into the bike lane.
Interstate 80 and West Capitol Avenue	Visibility to trucks between Harbor Boulevard and the Causeway.
West Capitol Avenue and Sutter Avenue	There is a population center here and a park that has poor access when coming from harbor. Could there be a two-way track on the left side of the road in order to allow for accessible destinations?
West Capitol Avenue and Sutter Avenue	The sidewalk ends right around here and makes walking all the way to Pine Avenue feel unsafe.
West Capitol Avenue and Harbor Boulevard	Survey is bad and aimed at getting the outcome the City wants: > bikes.
West Capitol Avenue and Harbor Boulevard	Crossing Harbor is a challenge due to right turn lane where bikes mix with trucks.
West Capitol Avenue and Harbor Boulevard	Difficult if not impossible to trigger green light with bicycle crossing West over Harbor. I can usually trigger traffic lights by positioning bike in "usual" trigger areas. Not here. I like that some trigger areas for bikes are specifically made for it.
West Capitol Avenue and Harbor Boulevard	Harbor Boulevard has too many large trucks and torn up roads with a lot of shops that are simply inaccessible to cyclists without hassle or collision with cars. Also, there is next to no cycle parking in any of the shopping centers. Please help provide more bike racks.
West Capitol Avenue and Harbor Boulevard	This area has unstable people and poor drivers.
West Capitol Avenue and Harbor Boulevard	Traffic light often does not respond to eastbound bikes, but westbound seems okay.



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West Capitol Avenue and Harbor Boulevard	Inability of bicycle to trip the traffic light, both east- and west-bound.
West Capitol Avenue and Harbor Boulevard	Potential to be rear ended by car in left turn lane, waiting at a light. This happened to my friend in another city.
West Capitol Avenue and Harbor Boulevard	This is a busy and daunting intersection.
West Capitol Avenue and Harbor Boulevard	High levels of crime.
West Capitol Avenue and Harbor Boulevard	Intersection West Capitol Avenue / Harbor Avenue - no space for bicycles.
West Capitol Avenue and Harbor Boulevard	I have difficulties crossing Harbor Boulevard.
West Capitol Avenue and Harbor Boulevard	This intersection is unsafe for cyclists.
West Capitol Avenue and Harbor Boulevard	Motorists making right turns in front of cyclists. Some don't yield to cyclists going straight on West Capitol Avenue.
West Capitol Avenue and Glide Avenue	Lot of pot holes, and roads needing work, especially when you hit after Pecan Street. A lot between Jefferson Boulevard and Harbor Boulevard. The road is so uneven, you basically vibrate as you ride, drive or even walk.
West Capitol Avenue and Glide Avenue	There is enough room for a good bike path but it is not marked and large vehicles often pass bikers without leaving enough clearance.
West Capitol Avenue	There are unstable people, poor drivers, litter & debris and human waste all along West Capitol Avenue.
West Capitol Avenue and Pecan Street	People openly smoking crack. Inebriated pedestrians and cyclists weaving into the street. Potholes and uneven roadways. The homeless and druggies hanging out in the bus stops.
West Capitol Avenue and Pecan Street	Westbound West Capitol Avenue has a narrow bike lane with torn up and rough asphalt.
West Capitol Avenue and Pecan Street	This area needs safe bike lanes, better lighting and better signage.
West Capitol Avenue and Pecan Street	There aren't any safe places to cross West Capitol Avenue between Harbor Boulevard and Westacre Road. Traffic often moves fast and it feels unsafe to cross at unprotected intersections, but it's inconvenient to walk to a crosswalk with a stoplight.
West Capitol Avenue and Walnut Street	No bike lane markings (or worn/unclear) from Harbor Boulevard to Jefferson Boulevard on West Capitol Avenue.
West Capitol Avenue and Cedar Street	This segment of West Capitol Avenue has terrible pavement, especially on the westbound side, and needs to be replaced. Cracks, potholes, and chunks of pavement kicked into the shoulder by motor vehicles.
West Capitol Avenue and Maple Street	Walking: It is dirty most of the time, but this nothing that the city can do. This depends on the vendors that are by this street. Cycling: I do not do in

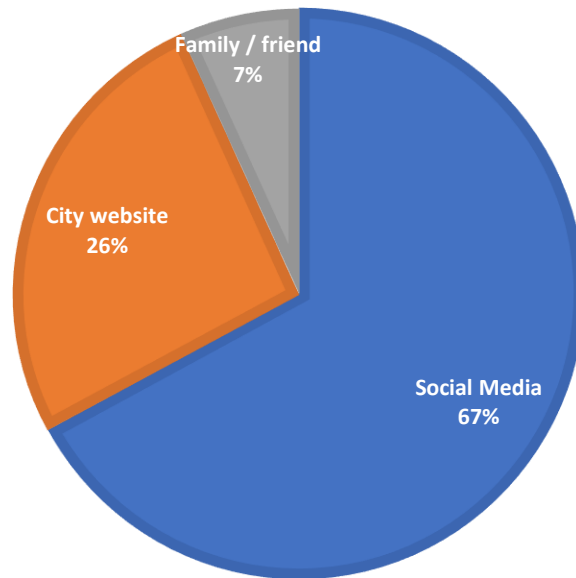
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	on this street, unless have too. Do not feel safe, better to go through streets as Merkeley Ave.
West Capitol Avenue and Sycamore Avenue	I would love to see a walk/bike bridge here to connect the bike path.
West Capitol Avenue and Sycamore Avenue	There are high levels of crime in this area.
West Capitol Avenue and Sycamore Avenue	This area has narrow sidewalks, fast moving traffic and homeless.
West Capitol Avenue and Poplar Avenue	There is a large number of transient, homeless, mentally ill humans traffic this area. Extremely unsafe, unclean, and a complete eye sore to the city.
West Capitol Avenue and Poplar Avenue	No south & north bound bicycle lanes crossing West Capitol Avenue.
West Capitol Avenue and Westacre Road	No space on road for bicycles on intersection Westacre Road / West Capitol Avenue (crossing West Capitol staying on Westacre Road, both north and south bound).
West Capitol Avenue and Westacre Road	Crossing Westacre - as road widens and bike lanes seem to shift / disappear.
West Capitol Avenue and Westacre Road	Unsafe due to the people who congregate in this area.
West Capitol Avenue and Jefferson Boulevard	There are high levels of crime in this area.
West Capitol Avenue and Jefferson Boulevard	Street is arched at a steep angle going from North to South. Always have a hard time crossing here on my bike because of the change in elevation.
West Capitol Avenue and Jefferson Boulevard	I can begin making a left turn from Jefferson Boulevard to West Capitol Avenue.
West Capitol Avenue and Jefferson Boulevard	West Capitol Avenue / Jefferson Boulevard has no space for bicycles on Jefferson Boulevard to cross West Capitol Avenue.
West Capitol Avenue and Jefferson Boulevard	This area has unstable people and filthy conditions.
West Capitol Avenue and Jefferson Boulevard	I only walk the West Capitol area between Walgreens and the West Sacramento community Center. I will not walk any other part of the West Capitol Avenue.
West Capitol Avenue and Merkeley Avenue	West Capitol Avenue as a whole is super wide and invites high speed driving. Placing ten miles per hour vehicles on the same road as an 80+ mph vehicle is maddening. Make West Capitol Avenue lanes with curb protection for cycles.
West Capitol Avenue and Merkeley Avenue	Not sure where this cross walk is exactly, but cars tend to blow right through despite the flashing lights indicating a pedestrian in the crosswalk -- I work at the Community Center and walk over to City Hall or Rite Aid a few times a week.
West Capitol Avenue and Merkeley Avenue	Safety concerns with motel populations. One time I was passing a guy who was barely able to hold his two barking dogs back as we passed him, and it smelled like a cloud of weed around him.

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West Capitol Avenue and Merkeley Avenue	The brick crosswalk by city hall is difficult to see pedestrians cross. The trees and shrubs make it difficult.
West Capitol Avenue and Casa Mobile Drive	There are lots of homeless hanging out at city hall.
West Capitol Avenue and Casa Mobile Drive	Unsafe due to people in this area.
West Capitol Avenue and Grand Street	There is no safe way to cross as I am trying to get to Capitol Bowl.
West Capitol Avenue and Grand Street	The left turning lane is only for cars.
West Capitol Avenue and Grand Street	Construction in this area.
West Capitol Avenue and 4th Street	There are lots of unstable people, trash and litter. These are issues all up and down West Capitol Avenue.
West Capitol Avenue and 4th Street	There are unstable people in this area.
Interstate 80 and Jefferson Boulevard	Jefferson Boulevard north to West Capitol Avenue is crazy where it crosses under the freeway.
Interstate 80 and Jefferson Boulevard	As a cyclist this intersection provides amazing access to downtown and Bryte Park. When making a left turn I am greeted with a green light for right turning vehicles. This is the lane I need to be in and frankly makes it terrifying to merge.
Interstate 80 and Jefferson Boulevard	It is difficult crossing multiple lights / on-ramps on Jefferson Boulevard between Park Avenue and Merkeley Avenue.
Interstate 80 and Jefferson Boulevard	Lack of sidewalks and bike lanes are too close to traffic under the bridges.
Jefferson Boulevard and Merkeley Avenue	Hostile traffic at Merkeley Avenue and Jefferson Boulevard when trying to cross and at westbound Highway 50 on-ramp.

11. How did you hear about this virtual community workshop?



*Additional Comments*

- I took the survey. I appreciate the opportunity to provide input. I bike on West Capitol Avenue now and look forward to the improvements.

**Notification**

An email notification and reminder email were sent to more than 100 community members through the West Capitol Avenue database.

Jurisdictions, agencies, organizations, transit operators, and local businesses shared information regarding the virtual workshop through e-mail notifications, website updates, and social media posts. The following groups shared information:

- Sacramento Area Bicycle Advocates (SABA)
- WALK Sacramento
- City of West Sacramento
- City of West Sacramento Bicycle Group
- West Sacramento Chamber of Commerce
- Gurdwara Sahib Sikh Temple

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- El Rancho Mobile Home Park
- Valhalla Mobile Home Club
- Sac West RV Park and Campground
- West Sacramento Community Church
- Margaret McDowell Manor
- Fremont Motel – West Sacramento
- West Sacramento Community Center
- Clayton Homes
- Washington Unified School District