

# PCTPA Placer Countywide Active Transportation Plan

## *Data Result Summary – August 2024*

### Introduction

From May to July 2024, the Placer County Transportation Planning Agency (PCTPA) conducted a comprehensive countywide online survey to collect input from Placer County residents to support the development of PCTPA's inaugural Countywide Active Transportation Plan (ATP). The survey aimed to gather data and feedback on residents' current travel patterns, what would make them feel safe and comfortable walking and biking, and potential improvements to Placer County's active transportation network.

### About the Project

The Placer Countywide ATP aims to improve opportunities for safe biking, walking, and rolling in Placer County, considering the growing population and new best practices. It seeks to create an implementable network that enhances safety, efficiency, and convenience for pedestrians, bicyclists, and those using a scooter, skateboard, or mobility assistive device. The plan is being developed with the City of Auburn, City of Colfax, City of Lincoln, City of Rocklin, Town of Loomis, and Placer County, with coordination efforts underway in Auburn, Rocklin, and Roseville who, are concurrently developing localized ATPs.

### Survey Methodology

Upon accessing the survey, community members could review a comprehensive overview of the ATP and outreach program. The survey's primary goal was to provide PCTPA with insights into residents' transportation habits within Placer County, including their preferred modes of transportation, the challenges they face while traveling, and their desired destinations. **The survey consisted of 16 questions, and 382 respondents took the survey.**

The survey revealed that most Placer County residents drive alone daily and seldom use app-based on-demand transit, buses, or public transportation. It also showed that over 93% of residents are interested in increasing their walking activity, with more than 84% expressing a desire to bike more within their neighborhoods. Around 65% of respondents expressed an interest in using e-bikes or e-scooters more frequently. 74% of community members want to lessen their dependence on driving, while 71% want to reduce their use of rideshare services. The survey also found that 35% of respondents felt most comfortable walking on quiet streets with minimal car traffic and low speeds. In comparison, 31% preferred walking on trails or in areas separated from vehicle traffic. Finally, 21% reported feeling most comfortable walking in most places, even along busy roads.

The survey found that over 70% of participants wanted to walk or bike to parks and community centers. Likewise, 65.25% preferred walking or biking to reach restaurants and bars. Moreover,

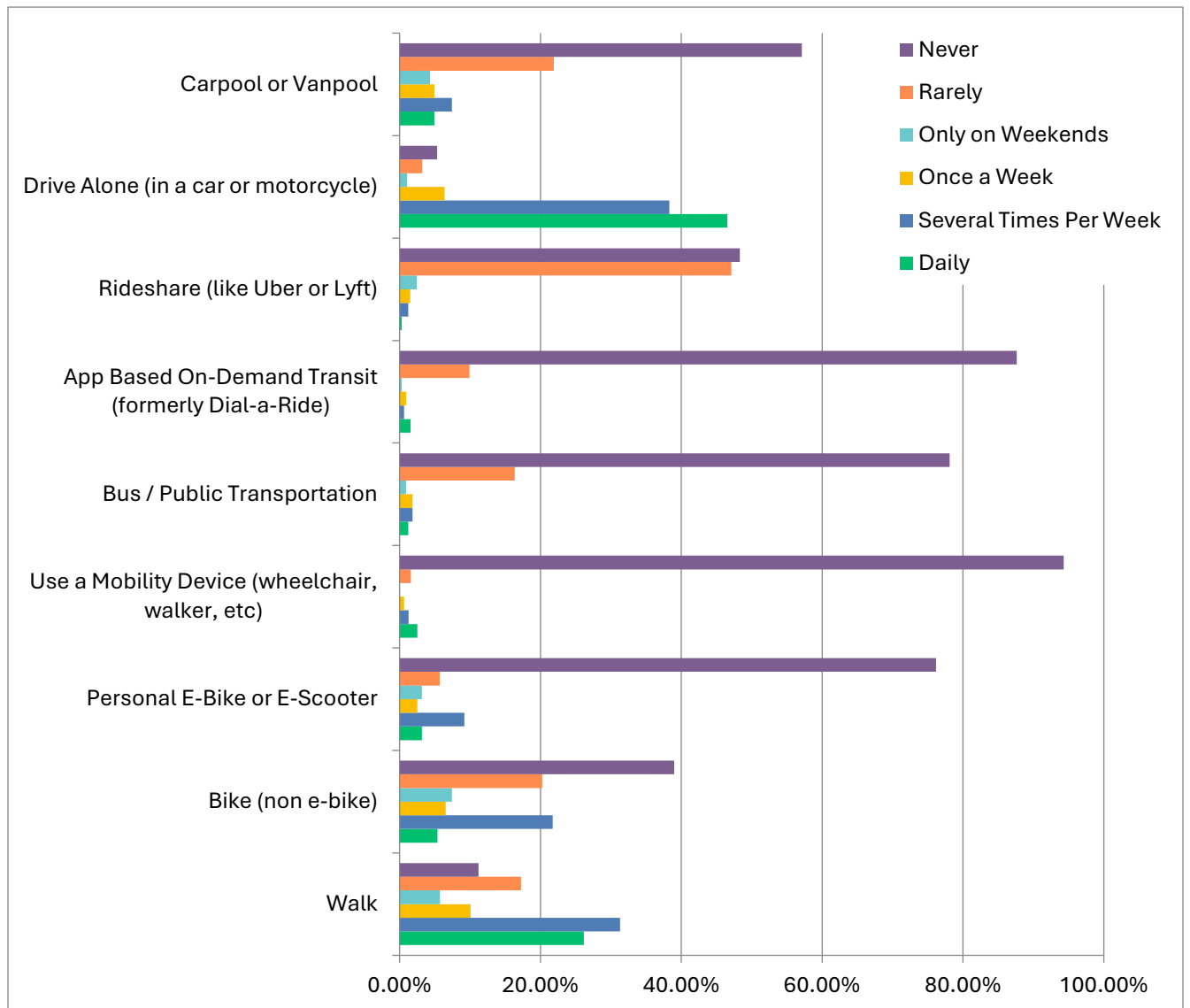
more than half (55.17%) are interested in walking or biking to go shopping, and nearly half (49.07%) would like to walk or bike to visit friends and family.

The community's primary obstacles to walking and biking are the need for sidewalks, bike lanes, and connected trails. Nearly half of the respondents expressed concern about traffic speed, considering it a major obstacle. Additionally, a significant proportion mentioned struggling with high traffic volumes as a considerable challenge.

**Survey Results**

The results presented below encompass all areas within the county.

**Q1: How do you usually get around today?**



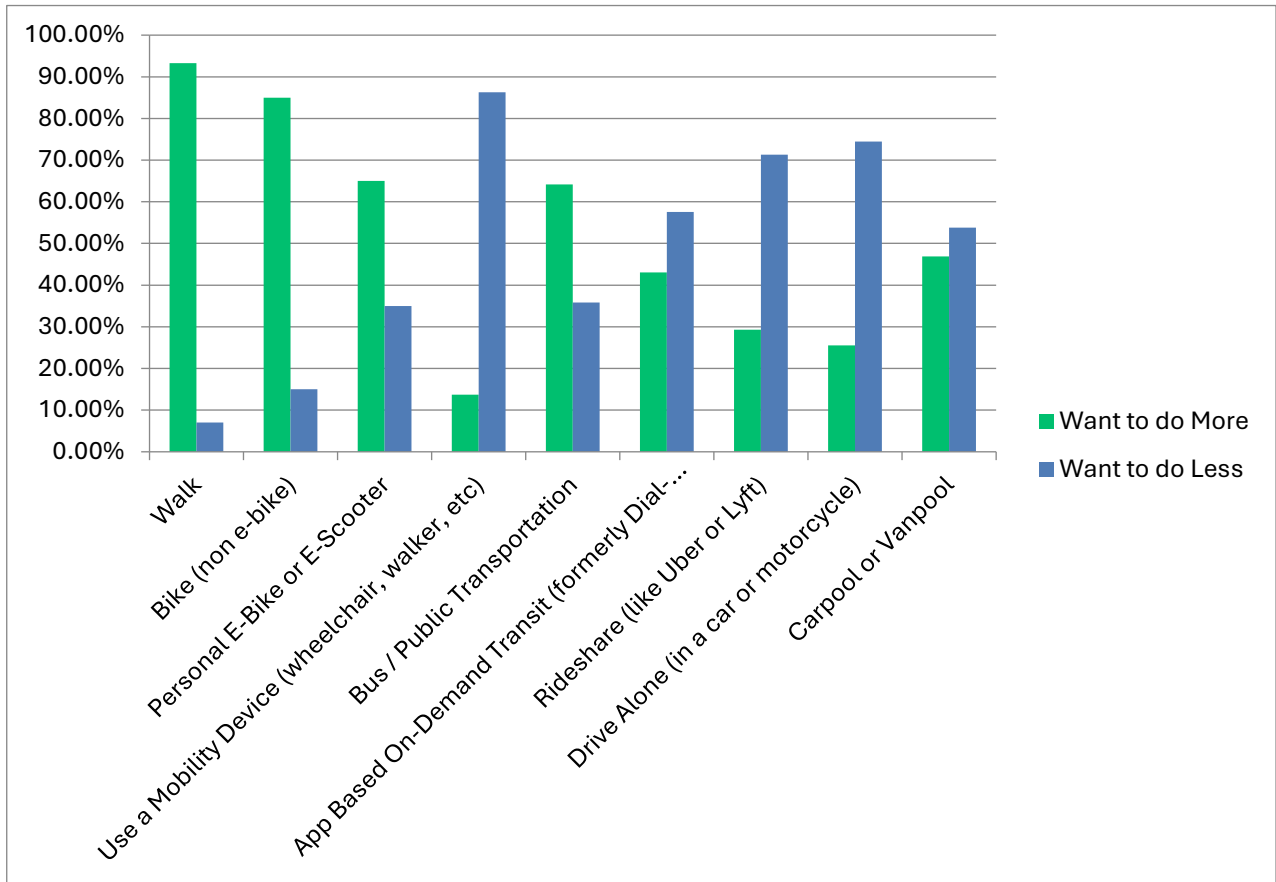
Answer Choices	Responses	Total	Daily	Several Times/ Week	Once a Week	Only on Weekends	Rarely	Never
Walk	16%	348	31%	31%	10%	6%	17%	11.1%
Bike (non e-bike)	22%	336	22%	22%	6%	7%	20%	39%
Personal E-Bike or E-Scooter	5%	315	9%	9%	2%	3%	6%	76%
Use a Mobility Device (wheelchair, walker, etc)	18 %	317	1 %	1%	1%	0.00%	1 %	94 %
Bus/Public Transportation	11%	324	2%	2%	2%	1%	16%	78%
App Based On-Demand Transit (formerly Dial-a-Ride)	1 %	323	1%	1%	1%	1%	10%	90%
Rideshare (like Uber or Lyft)	10%	329	1%	1%	1%	2%	48%	48%
Drive Alone (in a car or motorcycle)	2 %	376	38%	38%	6%	1%	3%	5%
Carpool or Vanpool	2%	324	7%	7%	5%	4%	22%	57%
Other (please specify)	3.27%	17	31%	31%	10%	6%	17%	11%
	<b>Answered 367</b>	<b>Skipped 17</b>						

The survey results showed that 46% of the respondents drive alone daily, while 31% walk several times a week. In addition, a significant majority (88%) indicated that they rarely use app-based on-demand transit (formerly Dial-a-Ride), and 78% reported rarely using buses and public transportation.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Retirement & Reduced Driving:** Many retirees drive rarely, often only for short errands or not at all for several days.
- **Disabilities & Mobility Challenges:** Some individuals may be wheelchair-bound or disabled, depending on electric scooters, family assistance, or encountering obstacles due to limited public transport options.
- **Relying on Family/Friends:** Many report being transported by spouses, relatives, or carpooling with friends.
- **Work-Related Changes:** The rise of remote work has notably diminished travel needs for specific individuals.
- **Public Transportation:** Although public transit is utilized, it's often viewed as inadequate, particularly in rural regions like Foresthill, which results in long commutes caused by underfunded systems.
- **Ride-sharing:** Some use Uber occasionally.
- **Neighborhood Electric Vehicle (NEV):** One participant utilizes an NEV for transportation.

**Q2: If it felt safe and comfortable, what ways would you like to get around more often or less often?**



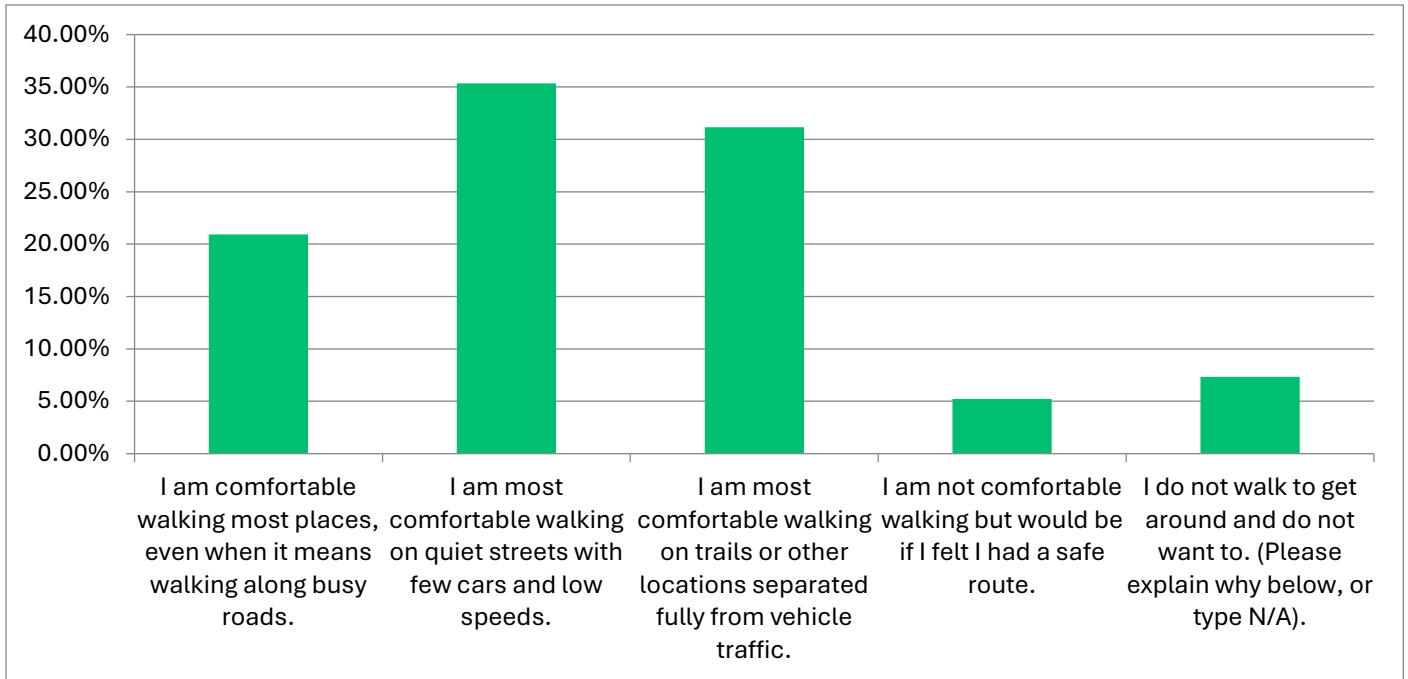
Answer Choices	Want to do More	Want to do Less	Total
Walk	94%	7%	298
Bike (non e-bike)	85%	15%	273
Personal E-Bike or E-Scooter	65%	35%	200
Use a Mobility Device (wheelchair, walker, etc)	14%	86%	117
Bus/Public Transportation	64%	36%	201
App Based On-Demand Transit (formerly Dial-a-Ride)	43%	57%	158
Rideshare (like Uber or Lyft)	30%	71%	150
Drive Alone (in a car or motorcycle)	25.55%	74%	227
Carpool or Vanpool	46.90%	54%	145
Other (please specify)	93.29%	7%	10
	<b>Answered 361</b>	<b>Skipped 23</b>	

The survey findings revealed that over 93% of residents desired to increase their walking activity. In addition, more than 84% of the community members are interested in biking more within their neighborhoods. About 65% of respondents want to use e-bikes or e-scooters more frequently. A significant 74% of community members seek to decrease their dependence on driving, while 71% want to reduce their use of rideshare services.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Own Car:** Some individuals prefer relying on their vehicles due to geographical factors, personal commitments, or needing to transport items like pets and bags.
- **Concerns About Infrastructure:** The absence of sidewalks, safe bike lanes, and designated bike pathways (such as those from Rocklin to Folsom Lake) presents obstacles to utilizing alternative transport options like walking or biking.
- **Interest in NEVs:** There is a desire among some to utilize Neighborhood Electric Vehicles (NEVs) more often.
- **Public Transit & Trains:** Many express a need for quicker, more accessible public transit, particularly to urban locations outside Placer County, like Sacramento and the San Francisco Bay Area. One individual conveyed interest in increased train travel.
- **Reducing Car Use:** While a few individuals have no plans to alter their habits, others believe that enhancing safety and comfort in transportation could motivate a decrease in car usage.

**Q3: When you think about walking in your neighborhood or community, which answer best describes your level of comfort?**



Answer Choices	Responses	Total
I am comfortable walking most places, even when it means walking along busy roads.	21%	80
I am most comfortable walking on quiet streets with few cars and low speeds.	35%	135
I am most comfortable walking on trails or other locations separated fully from vehicle traffic.	31%	119
I am not comfortable walking but would be if I felt I had a safe route.	5%	20
I do not walk to get around and do not want to. (Please explain why below, or type N/A).	7%	28
I am comfortable walking most places, even when it means walking along busy roads.	21%	80
I am most comfortable walking on quiet streets with few cars and low speeds.	35%	135
I am most comfortable walking on trails or other locations separated fully from vehicle traffic.	31%	119
I do not walk to get around and do not want to. (Please explain why below, or type N/A).	5%	20
	<b>Answered 371</b>	<b>Skipped 13</b>

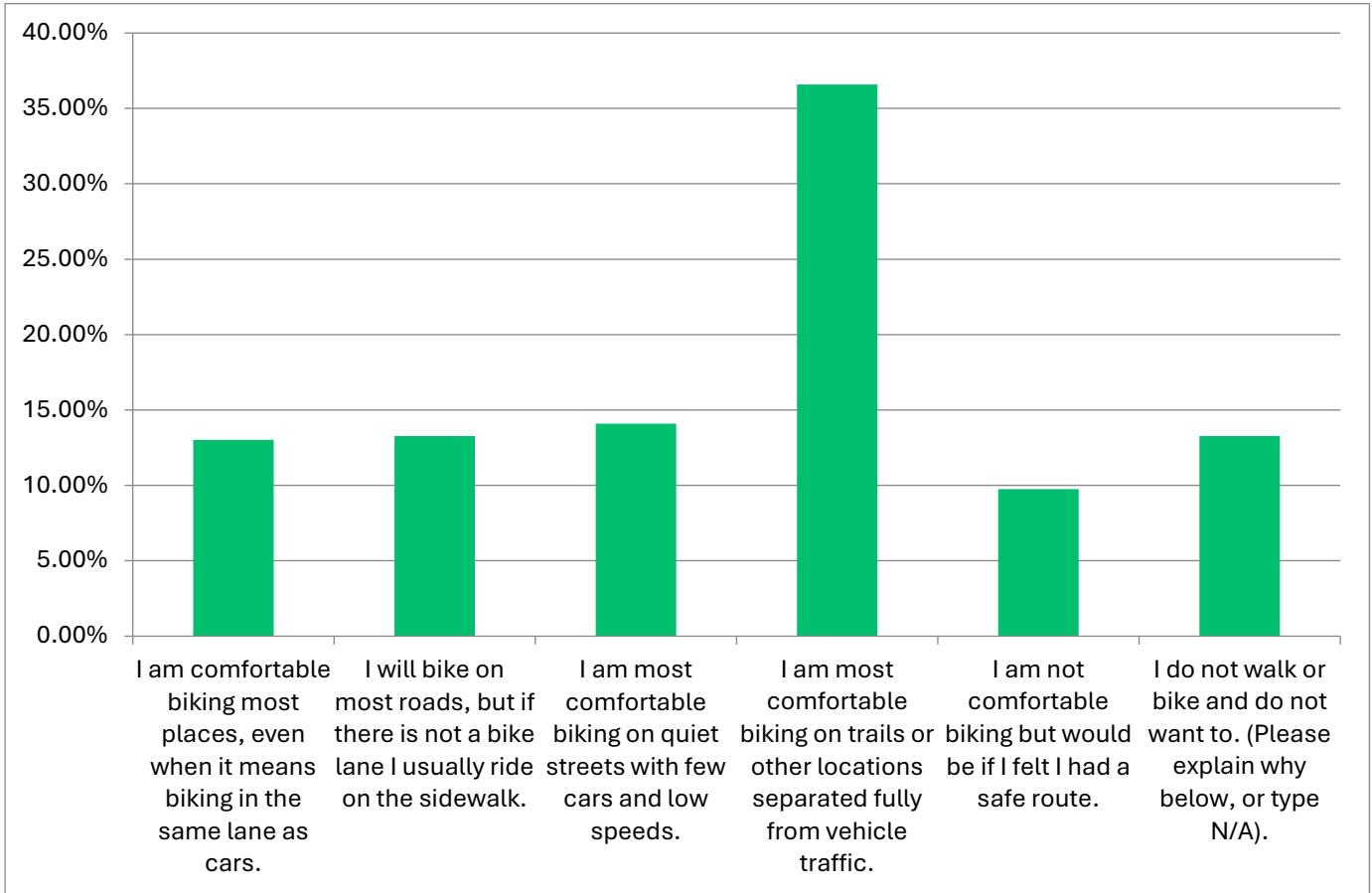
35% of the respondents felt most comfortable walking on quiet streets with few cars and low speeds. 31% felt most comfortable walking on trails or in other locations separated entirely from vehicle traffic. Finally, 21% felt most comfortable walking in most places, even when it meant walking along busy roads.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Dangerous Conditions:** Many people feel it is too dangerous to walk due to reckless drivers, busy streets, lack of sidewalks, and safety concerns, especially in areas like Granite Bay and rural neighborhoods. Concerns about crime, particularly in areas near homeless hubs, also affect comfort.
- **Rural Areas:** Those living in rural areas mention that walking is impractical since no destinations are within walking distance.
- **Health and Mobility Issues:** Several respondents cite health problems, such as using a wheelchair, bad knees, shortness of breath, or physical restrictions limiting their walking ability.
- **Leisure Walking:** Some people walk primarily for exercise or leisure, often on trails or within gated communities, but not for practical errands or commuting. Others avoid walking during hot weather due to lack of shade.
- **Inconvenience:** A few people find walking inconvenient due to the absence of useful destinations nearby or because pedestrians and cars/trucks don't mix well.
- **E-bikes and E-scooters:** Some respondents express discomfort with e-bikes and e-scooters speeding by on sidewalks.



**Q4: When you think about biking in your neighborhood or community, which answer best describes your level of comfort?**



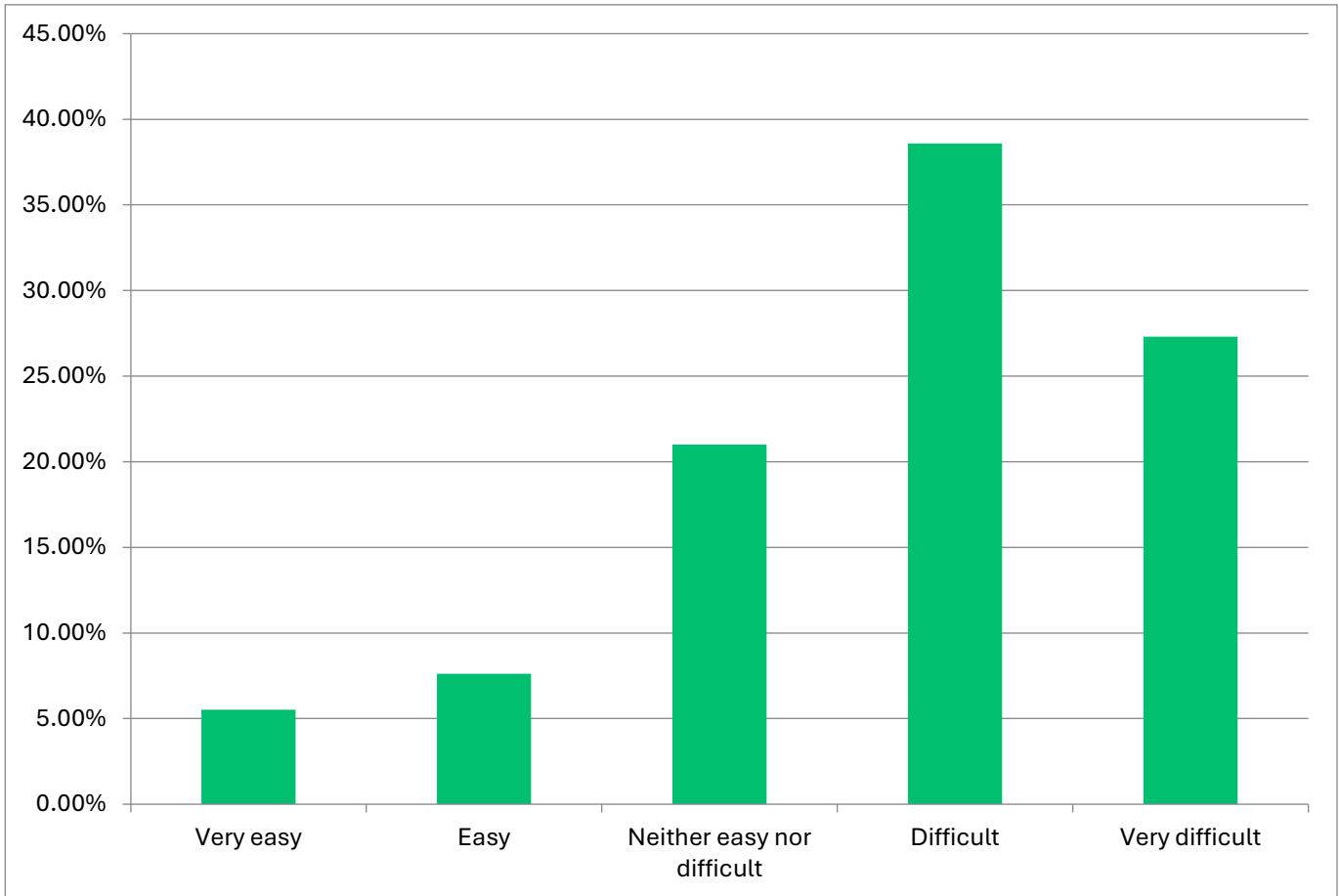
Answer Choices	Responses	Total
I am comfortable biking most places, even when it means biking in the same lane as cars.	21%	80
I will bike on most roads, but if there is not a bike lane I usually ride on the sidewalk.	36%	135
I am most comfortable biking on quiet streets with few cars and low speeds.	31%	119
I am most comfortable biking on trails or other locations separated fully from vehicle traffic.	5%	20
I am not comfortable biking but would be if I felt I had a safe route.	7%	28
I do not walk or bike and do not want to. (Please explain why below, or type N/A).	21%	80
	<b>Answered 369</b>	<b>Skipped 15</b>

21% of the community members are confident in biking on most roads, even when sharing the lane with cars. Meanwhile, 36% are willing to bike on most roads, but if there's no designated bike lane, they tend to opt for the sidewalk. Additionally, 31% prefer biking on quiet streets with minimal traffic and low speeds. There are also 5% who feel most at ease biking on trails or in areas completely separated from vehicle traffic. Finally, 7% neither walk nor bike and have no interest in doing so.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Disability & Health:** Many respondents cannot bike due to disabilities, mobility issues, or health conditions such as bad knees, shortness of breath, or advanced age.
- **Lack of Interest:** Several individuals do not bike, with some citing personal preferences, inconvenience, or no desire to own a bike.
- **Dangerous Conditions:** Many people feel biking is unsafe due to narrow, hilly, or winding roads with heavy traffic, particularly in areas like Loomis and along Auburn Folsom and Douglas Blvd. Others mention debris and potholes as hazards.
- **Rural Areas:** Some who live in rural areas find biking impractical or too dangerous, with no safe biking options or proper storage at destinations like businesses.
- **Bike Behavior & Traffic:** There is frustration with other cyclists not following traffic rules, riding too fast near pedestrians, and the mix of bikes with cars and trucks, particularly around heavy traffic and diesel fumes.
- **Age & Senior Citizens:** Many older respondents (e.g., retirees) feel they are too old to bike, preferring walking or driving.

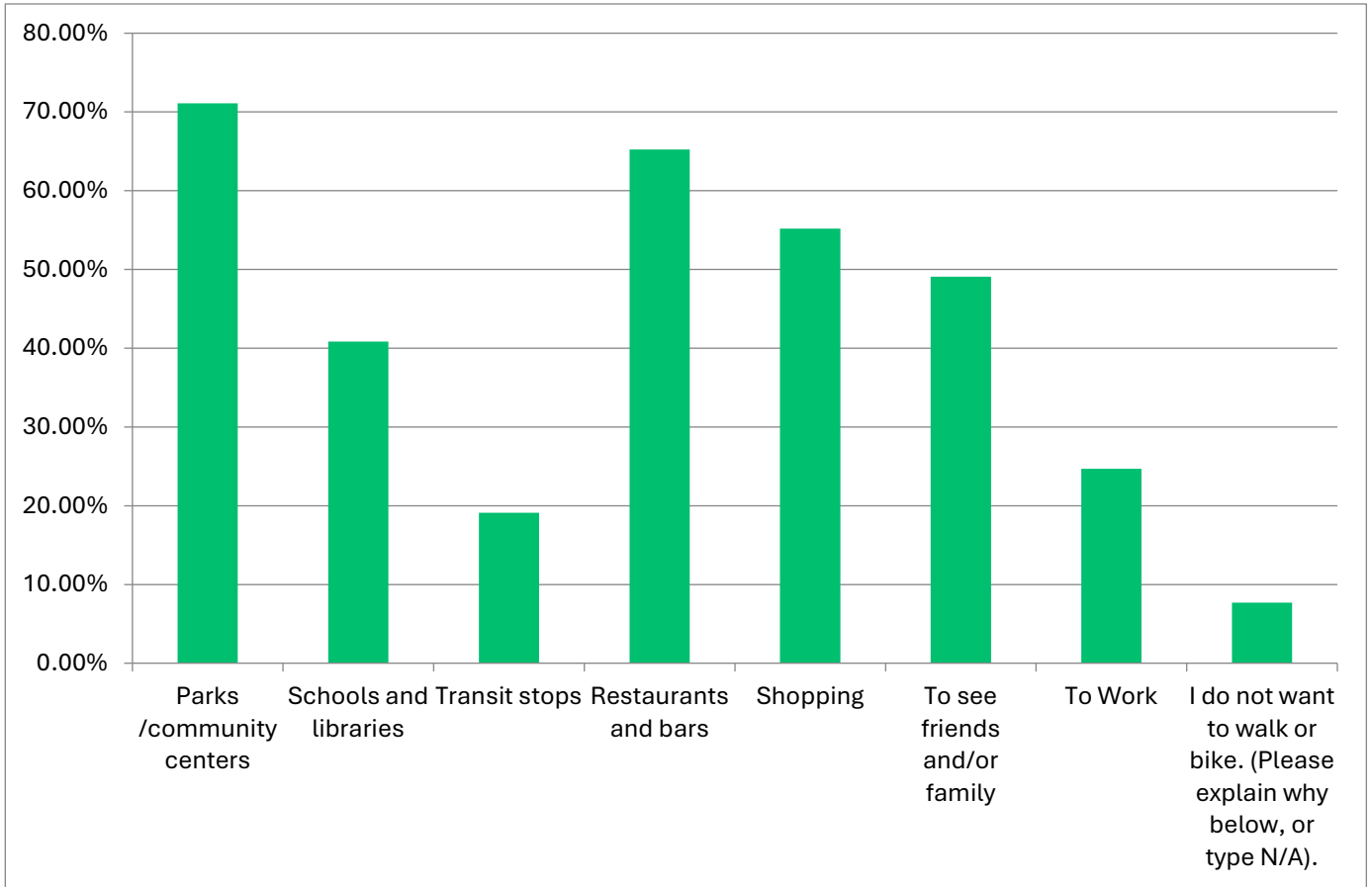
**Q5: How easy/difficult do you think it is to get around your community without a car?**



Answer Choices	Responses	Total
Very easy	5%	21
Easy	8%	29
Neither easy nor difficult	21%	80
Difficult	38%	147
Very difficult	27%	104
	<b>Answered 381</b>	<b>Skipped 3</b>

The survey results show that a small percentage (5%) of respondents found it very easy to get around their community without a car, while 8% found it easy. 21% of respondents indicated that it was neither easy nor difficult. A significant portion (38%) reported that it was difficult, while 27% found it very difficult.

**Q6: If it felt safe, comfortable, and not too far, which of the types of places would you walk or bike to?**



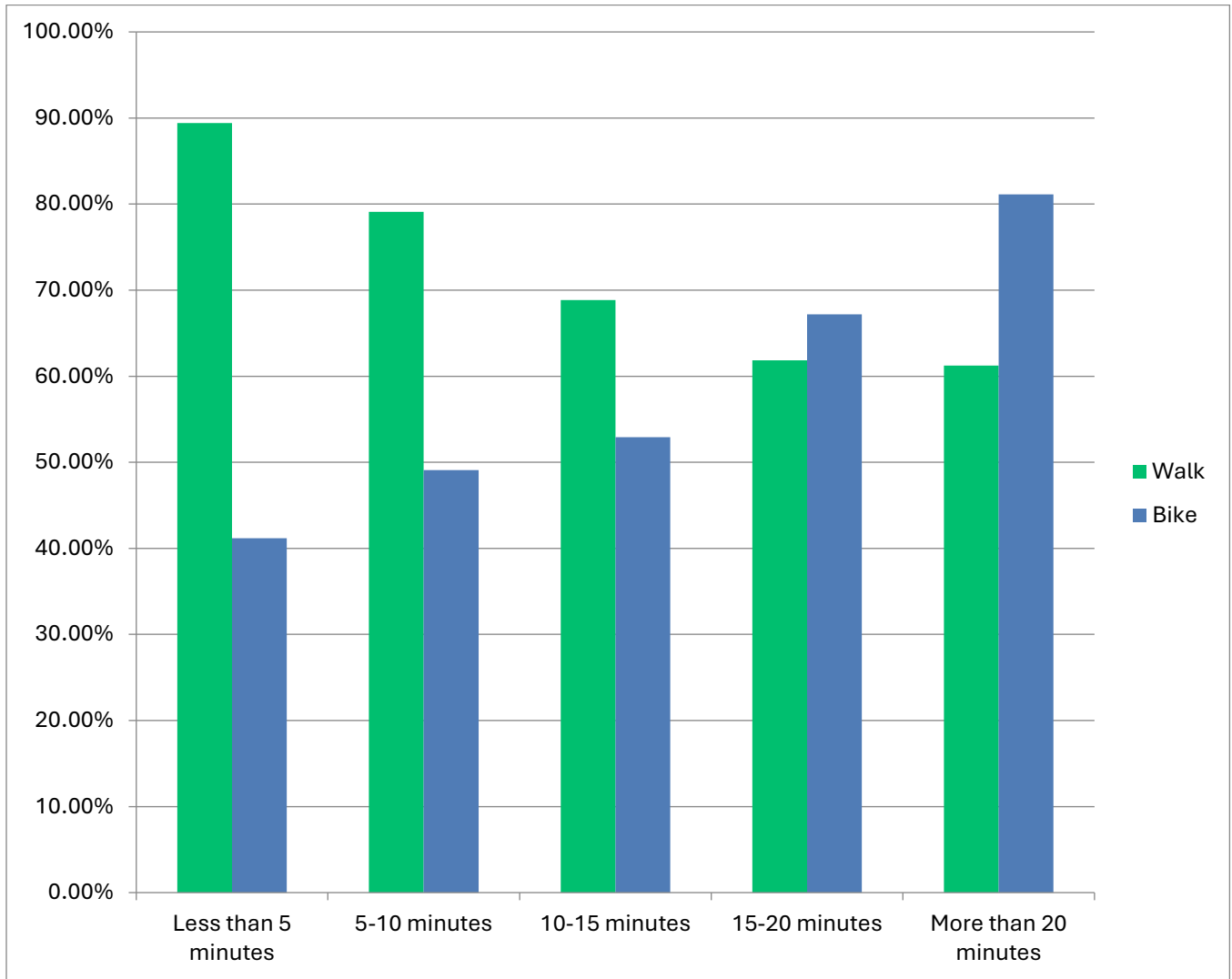
Answer Choices	Responses	Total
Parks/community centers	71%	268
Schools and libraries	41%	154
Transit stops	19%	72
Restaurants and bars	65%	246
Shopping	55%	208
To see friends and/or family	49%	185
	<b>Answered 377</b>	<b>Skipped 7</b>

71% of participants want to walk or bike to parks and community centers. 41% prefer traveling to schools and libraries, and 19% to transit stops. Additionally, 65% favor walking or biking to restaurants and bars. Over half, 55%, are interested in walking or biking to shop, and 49% to visit friends and family.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Distance:** Many respondents live too far from destinations like stores, shopping areas, or libraries, making walking or biking impractical.
- **Health & Mobility Challenges:** Health issues such as bad knees, shortness of breath, disabilities, or being elderly prevent some individuals from walking or biking.
- **Recreational Use:** Some people walk for exercise, often with pets, or would bike solely for recreation rather than transportation.
- **Rural Living:** Living in rural areas, where there are no places to walk or bike to, limits the practicality of these options.
- **Environmental Concerns:** Hot summer weather makes walking uncomfortable for some individuals.
- **Public Transit & Car Dependency:** Some feel that public transit options are insufficient, while others rely on cars for transportation, especially those with mobility limitations.

**Q7: If it were safe and comfortable, what is the maximum amount of time you would be willing to walk or bike to get to school, work, or a place you wanted to shop or dine?**



Answer Choices	Walk	Bike	Total
Less than 5 minutes	89%	41%	85
5-10 minutes	79%	49%	110
10-15 minutes	69%	53%	138
15-20 minutes	62%	67%	186
More than 20 minutes	61%	81%	196
I would not choose this way to get there. (Please explain why below, or type N/A).	89%	41%	32
	<b>Answered 358</b>	<b>Skipped 26</b>	

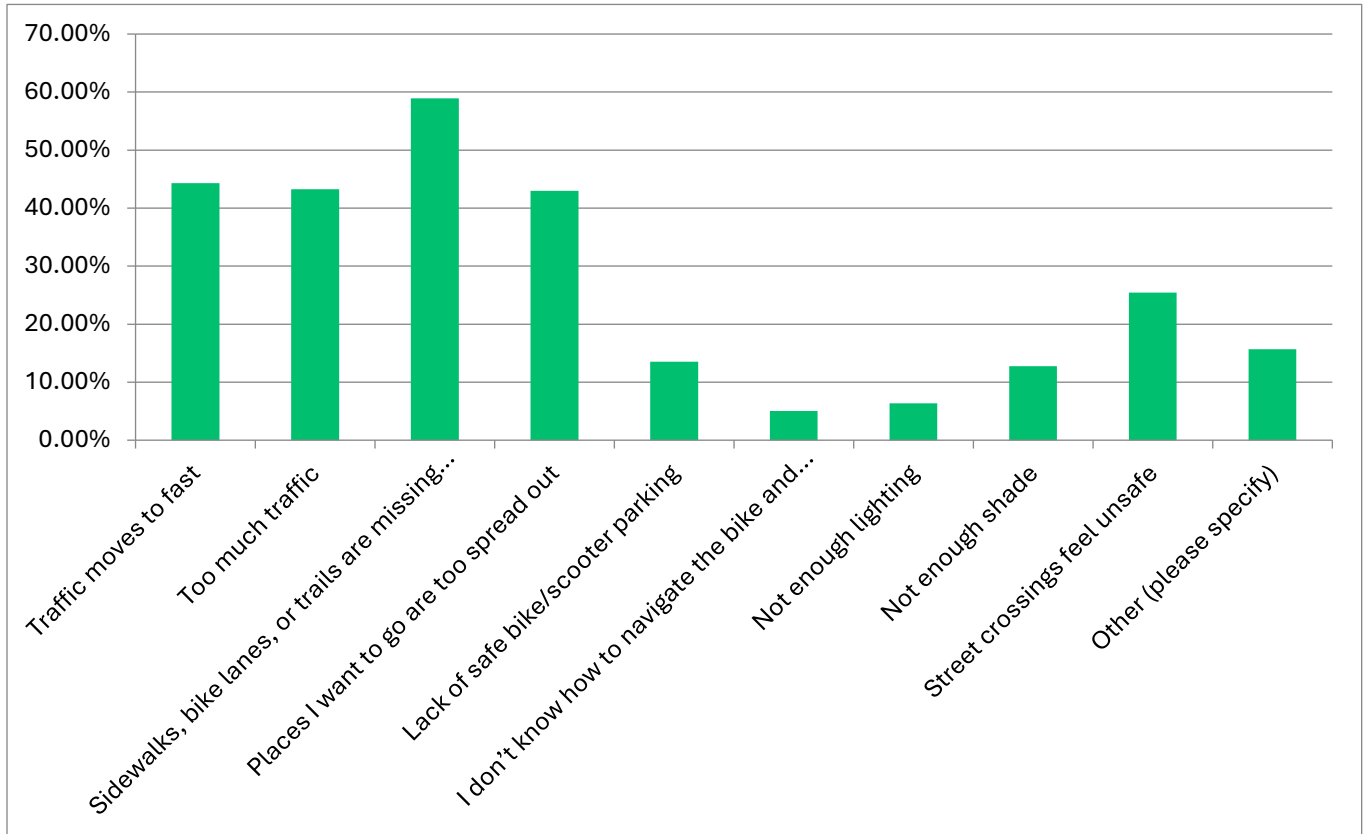
When asked about their willingness to walk or bike to different places, respondents provided the following information for different time ranges:

- Less than 5 minutes: 89% willing to walk, 41% willing to bike
- 5-10 minutes: 79% willing to walk, 49% willing to bike
- 10-15 minutes: 69% willing to walk, 53% willing to bike
- 15-20 minutes: 62% willing to walk, 67% willing to bike
- More than 20 minutes: 61% willing to walk, 81% willing to bike

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Preference for Driving:** Many respondents prefer or need to drive, especially for work or shopping, due to carrying supplies, large distances, or health and mobility limitations.
- **Health & Mobility Issues:** Several people are elderly, disabled, or have difficulty walking long distances, making biking or walking impractical.
- **Distance & Rural Living:** Living in rural or remote areas makes walking or biking unrealistic, as distances are often too far (e.g., 10 miles or more).
- **Time Constraints:** Some mention the fast pace of life and the need for efficient, time-saving transportation modes, limiting their willingness to walk or bike.
- **Biking Concerns:** Several respondents would rather avoid biking, citing safety concerns on narrow country roads or simply not owning a bike.
- **Environmental Barriers:** Hot weather in summer is a deterrent for walking.
- **Willingness to Walk:** If they lived in town, a few would consider walking 15-20 minutes for dining or social outings, but most find daily tasks or errands impractical.

**Q8: What are the biggest challenges to walking and biking in your community today?**



Answer Choices	Responses	Total
Traffic moves too fast	44%	167
Too much traffic	43%	163
Sidewalks, bike lanes, or trails are missing or disconnected	59%	222
Places I want to go are too spread out	43%	162
Lack of safe bike/scooter parking	13%	51
I don't know how to navigate the bike and trail network	5%	19
	<b>Answered 377</b>	<b>Skipped 7</b>

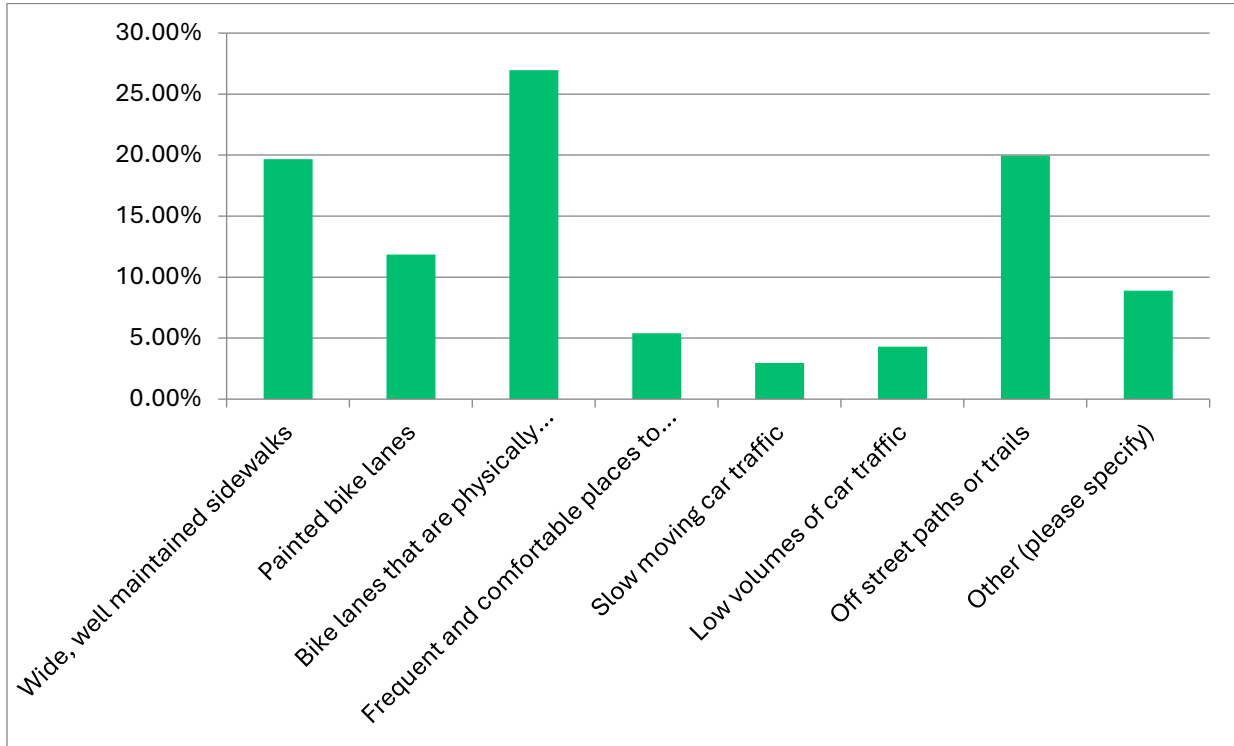
According to the feedback, the main obstacles to walking and biking in the community are as follows: a majority of people (59%) mentioned the need for sidewalks, bike lanes, trails, or their disconnection. Nearly half of the respondents (44%) expressed concern about the traffic speed, considering it a major obstacle. Additionally, a significant proportion (43%) mentioned struggling with excessive traffic volume as a significant challenge.



**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- **Health & Mobility Issues:** Several respondents cite disabilities, age, or health conditions that prevent them from walking or biking.
- **Car Dependency:** Many need their cars for work, shopping, or carrying supplies, and find driving essential for daily life.
- **Safety Concerns:** Some express concerns about unsafe roads for biking or walking, particularly on narrow country roads or highways like Hwy 174. There are also complaints about reckless cyclists on roads.
- **Lack of Interest in Biking:** Several respondents don't own bikes, haven't ridden in years, or are not interested in biking.
- **Time Constraints:** Life's fast pace requires time-efficient transportation, making walking or biking seem less viable.
- **Environmental Barriers:** Hot weather makes walking uncomfortable, especially in the summer.
- **Challenges with Children:** Walking or biking with small children is seen as unrealistic and reduces quality of life.

**Q9: When it comes to walking and biking, which element of the street is most important to you? (Select one)**



Answer Choices	Responses	Total
Wide, well maintained sidewalks	20%	73
Painted bike lanes	12%	44
Bike lanes that are physically separated from traffic by a curb, landscaping, or other barrier	27%	100
Frequent and comfortable places to cross the street on foot or bike	5%	20
Slow moving car traffic	3%	11
Low volumes of car traffic	4%	16
Off street paths or trails	20%	74
Other (please specify)	9%	33
	<b>Answered 371</b>	<b>Skipped 13</b>

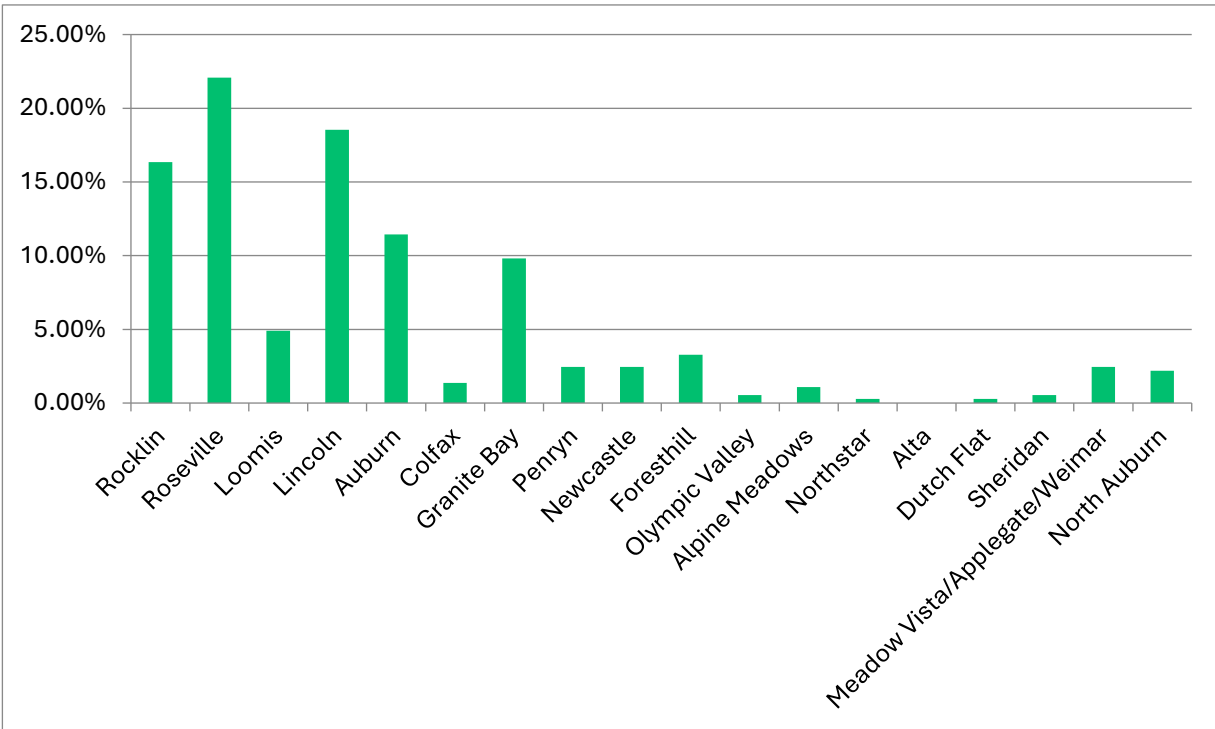
27% of the respondents emphasized the importance of having bike lanes that are physically separated from traffic by a curb, landscaping, or other barrier. This was considered the most crucial element. Following closely behind, 20% of respondents highlighted the significance of off-street paths and trails. Additionally, 20% of participants pointed out the importance of having wide, well-maintained sidewalks.

**The following is a summary of open-ended responses from participants who gave feedback in the "Other" section:**

- Sidewalks: Many respondents prioritize wide, well-maintained sidewalks for safe walking.
- Bike Lanes: There is a strong preference for physically separated bike lanes, with barriers such as curbs or landscaping for safety.
- Safety: Safety is a key concern, with several people mentioning crosswalks, low traffic volumes, and slow-moving cars as essential elements.
- Separation from Traffic: Off-street paths or trails and bike lanes separated from traffic are frequently cited as essential for comfort and safety.
- Distance & Convenience: Some find walking or biking impractical due to the distance to major stores or their circumstances (e.g., disability).

**Demographics Questions**

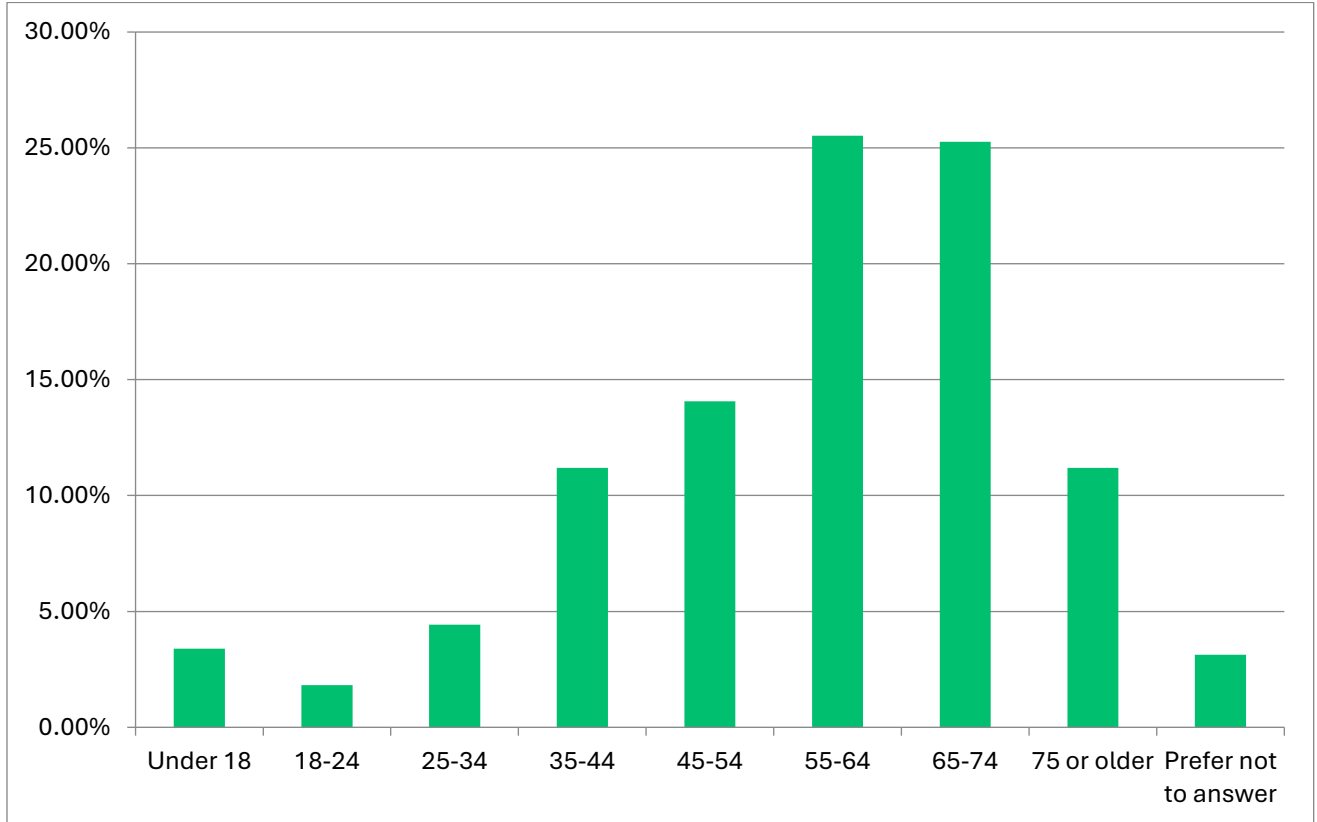
**Q10: What community do you live in?**



Answer Choices	Responses	Total
Auburn	11%	42
Colfax	1%	5
Lincoln	18%	68
Loomis	5%	18
Rocklin	16%	60
Roseville	22%	81
Alpine Meadows	1%	4
Alta	0%	0
Dutch Flat	0%	1
Foresthill	3%	12
Granite Bay	10%	36
Meadow Vista/Applegate/Weimar	2%	9
Newcastle	2%	9
North Auburn	2%	8
Northstar	0%	1
Olympic Valley	0%	2
Other (please specify)		32
Penryn	2%	9
Sheridan	0%	2
	<b>Answered 367</b>	<b>Skipped 17</b>

The survey revealed that most participants were from Placer County's incorporated cities. Roseville had 22%, Lincoln 18%, Auburn 11%, Loomis 5%, and Colfax 1%. In unincorporated communities, Granite Bay accounted for 10%, Foresthill 3%, Meadow Vista/Applegate/Weimar 2%, Newcastle 2%, and Penryn 2%.

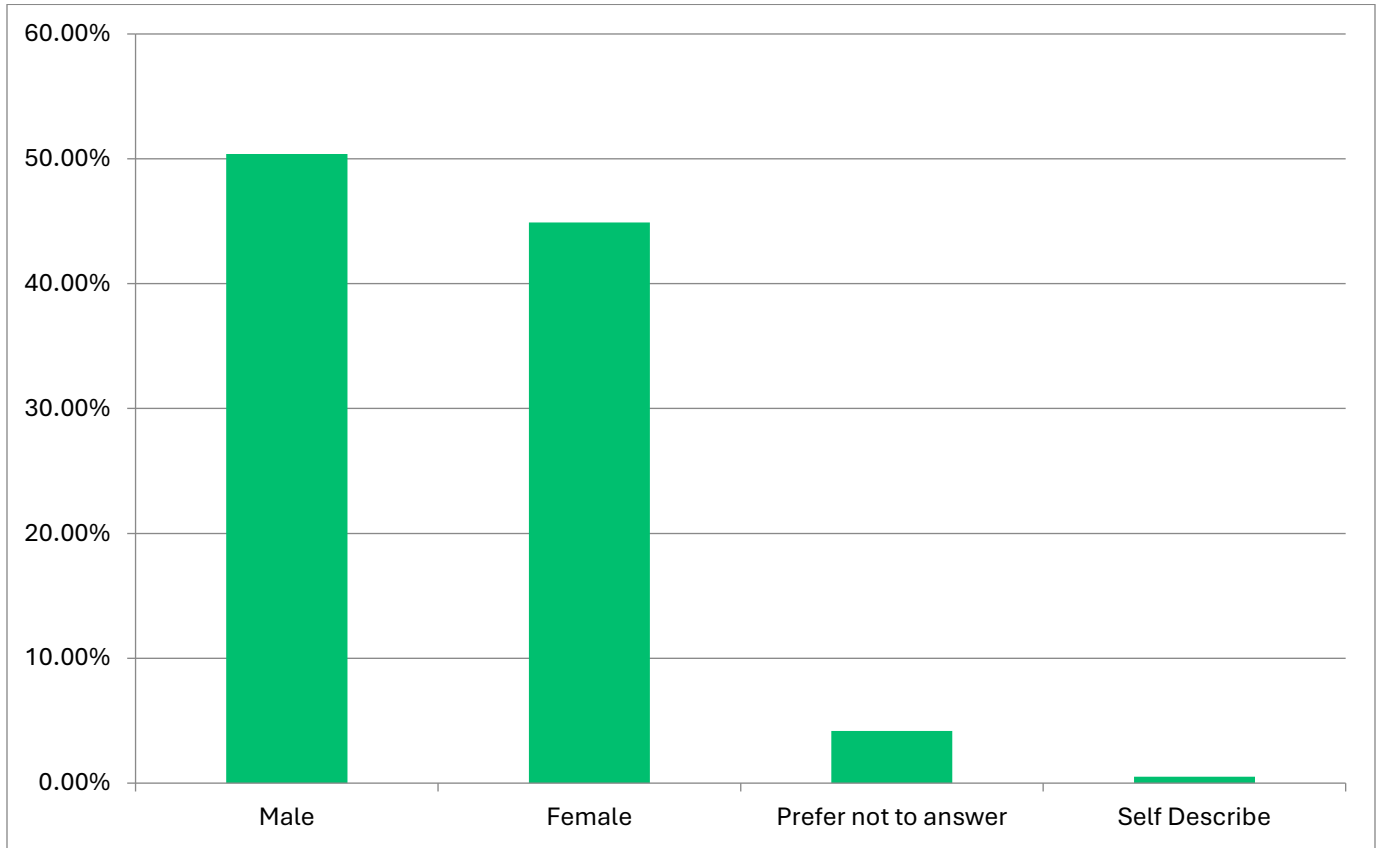
**Q11: What is your age?**



Answer Choices	Responses	Total
<b>Under 18</b>	3%	13
<b>18-24</b>	2%	7
<b>25-34</b>	4%	17
<b>35-44</b>	11%	43
<b>45-54</b>	14%	54
<b>55-64</b>	25%	98
<b>65-74</b>	25%	97
<b>75 or older</b>	11%	43
<b>Prefer not to answer</b>	3%	12
	<b>Answered</b>	<b>384</b>
	<b>Skipped</b>	<b>0</b>

The highest number of responses originated from individuals aged 55-64, followed closely by those in the 65-74 age range. Approximately 14% of the respondents fell into the 45-54 age category; the lowest age group represented was 18-24.

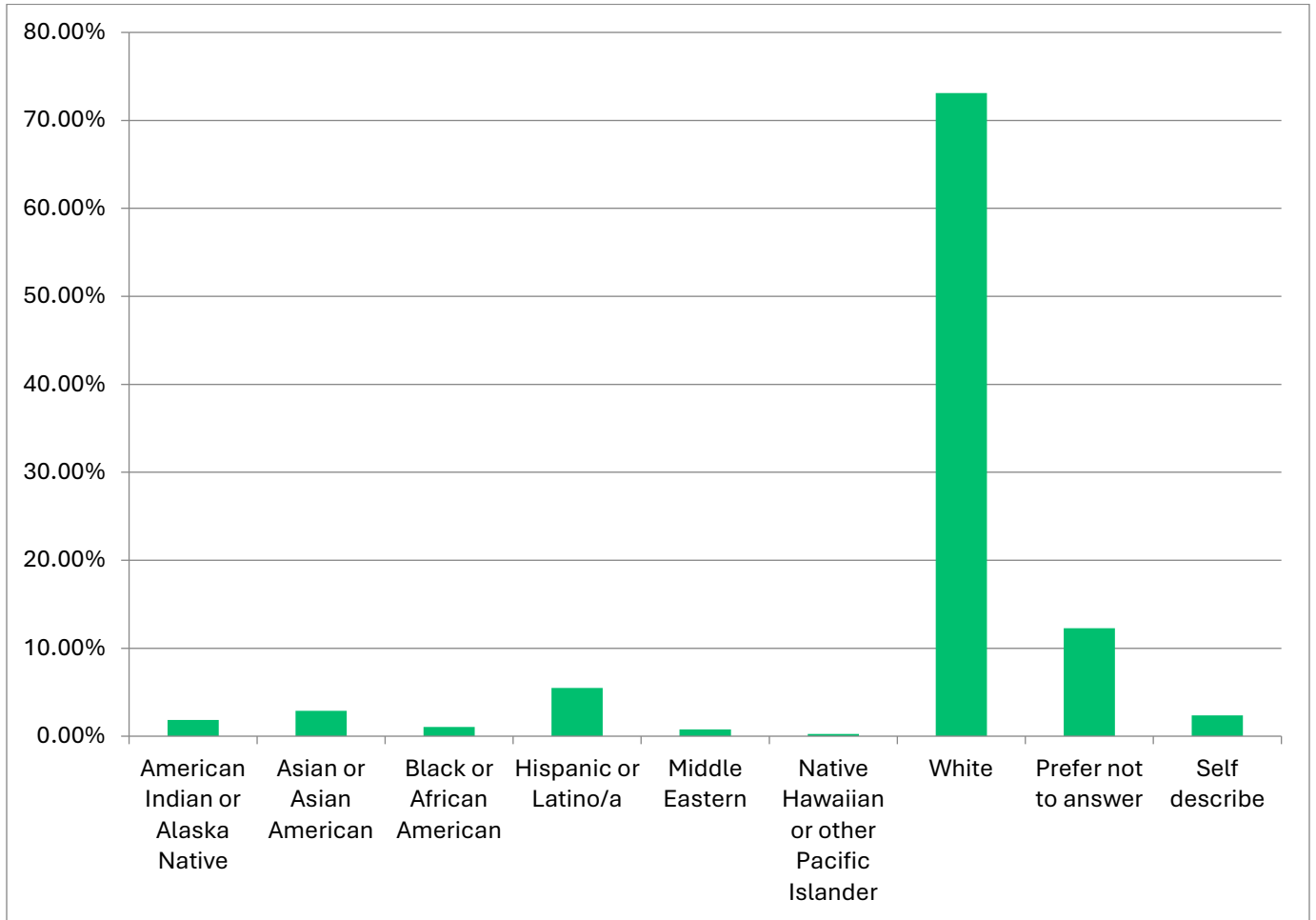
**Q12: What is your gender?**



Answer Choices	Responses	Total
Male	50%	193
Female	45%	172
Prefer not to answer	4 %	16
Self Describe	1%	2
	<b>Answered</b>	<b>383</b>
	<b>Skipped</b>	<b>1</b>

The survey findings revealed that over 50% of the participants identified as males, whereas 45% identified as females. Additionally, 4% of the respondents chose not to disclose their gender, and 1% provided their description.

**Q13: How would you describe your race/ethnicity**

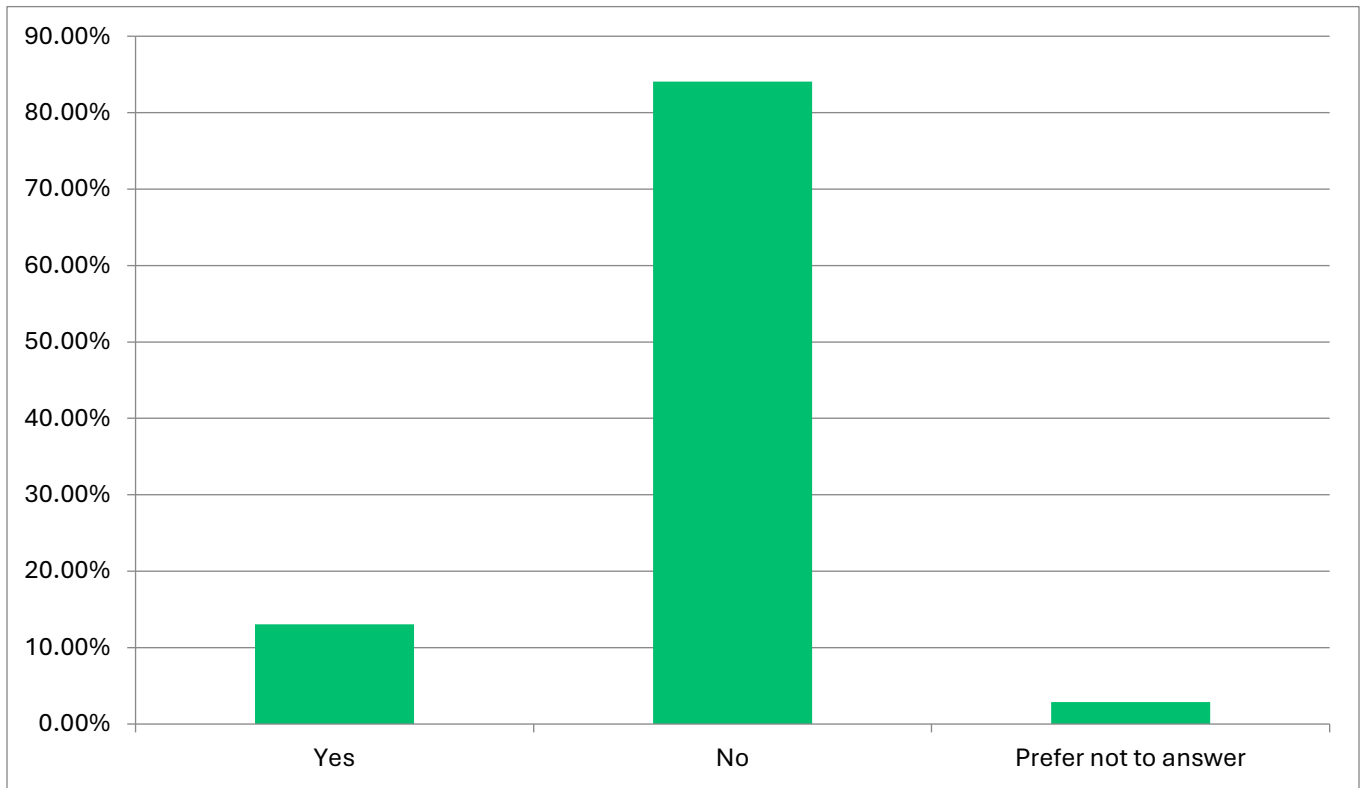


Answer Choices	Responses	Total
American Indian or Alaska Native	2%	7
Asian or Asian American	3%	11
Black or African American	1%	4
Hispanic or Latino/a	5%	21
Middle Eastern	1%	3
Native Hawaiian or other Pacific Islander	1%	1
White	73%	280
Prefer not to answer	12%	47
Self describe	2%	9
	<b>Answered 383</b>	<b>Skipped 1</b>



The findings from the survey reveal that the largest portion of respondents self-identify as white. It is notable that 12.27% of the participants opted not to disclose their racial or ethnic background, while Hispanic/Latino(a) was the third most frequently chosen response.

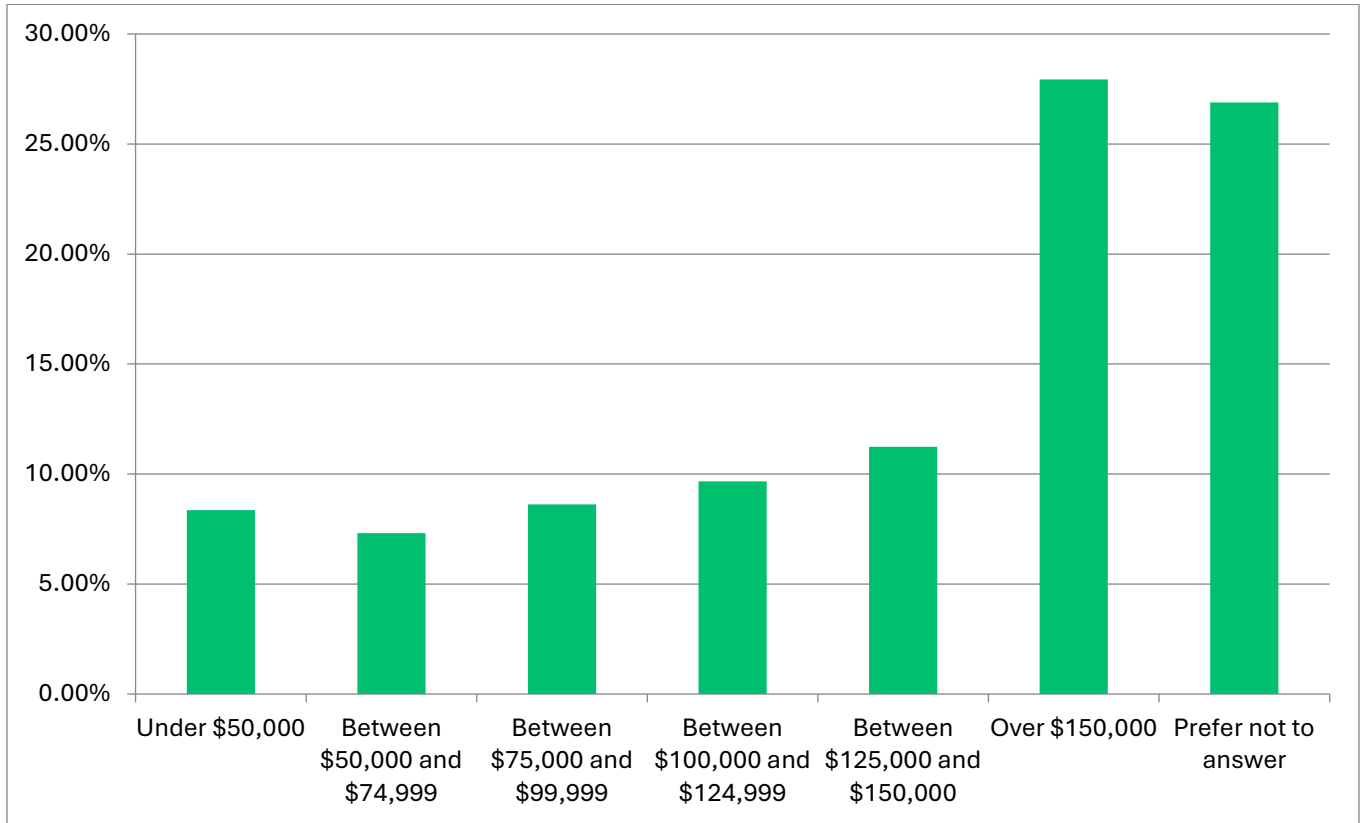
**Q14: Do you live with a disability?**



Answer Choices	Responses	Total
Yes	13%	50
No	84%	322
Prefer not to answer	3%	11
	<b>Answered 383</b>	<b>Skipped 1</b>

The survey findings revealed that the majority of respondents indicated they do not have a disability. However, 13% stated that they do have a disability, while 3% chose not to disclose this information.

**Q15: What is your household income?**



Answer Choices	Responses	Total
<b>Under \$50,000</b>	8%	32
<b>Between \$50,000 and \$74,999</b>	7%	28
<b>Between \$75,000 and \$99,999</b>	9%	33
<b>Between \$100,000 and \$124,999</b>	10%	37
<b>Between \$125,000 and \$150,000</b>	11%	43
<b>Over \$150,000</b>	28%	107
<b>Prefer not to answer</b>	27%	103
	<b>Answered 383</b>	<b>Skipped 1</b>