



**Public Information Meeting | 6-8 p.m.
Pony Express Elementary School**

The Del Rio Trail Public Information Meeting was held on December 6, 2018 to offer the community another opportunity to ask questions of the project team and provide comments on the Del Rio Trail Draft Environmental Impact Report (DEIR).

From 6 to 8 p.m., meeting attendees visited project stations and two large trail corridor maps to ask one-on-one questions with Del Rio Trail Project team members. Attendees also had the opportunity to take home updated materials including a fact sheet and project FAQs, discuss their ideas, concerns and comments directly with the project team/subject matter experts and submit official comment cards as part of the public circulation period for the DEIR. Hardcopies of the DEIR and its appendices and technical studies were available for public review at the meeting. The comment period for the DEIR began on November 5, 2018 and ended January 3, 2019.

The meeting was held at Pony Express Elementary School, a block from the proposed trail corridor. Most of the public meeting opportunities for the Del Rio Trail project have been held at this school because of their flexibility to hold meetings and its proximity to the trail.

Community Comments

The community comments were officially submitted as part of the DEIR. All responses will be incorporated into the Final Environmental Impact Report.

Below are a few subject areas the project team heard from the community during the meeting.

North of Sutterville Rd. Alignment

For the segment of the trail north of Sutterville Road, the trail alignment that uses the existing rail corridor to connect to the Sacramento River Parkway will be designed to co-exist with the existing tracks. This segment was environmentally cleared for an extension of the Old Sacramento Excursion Train. Segments of the project south of Sutterville Road will consider a Class I Bicycle and Pedestrian Trail, consistent with the Active Transportation Funding of this project, which expressly provides for bicycle and pedestrian facilities.

Encroachments/Access

Any encroachments supported by legal documentation will be maintained by the project. Unauthorized encroachments represent a liability to both the City and the property owner. As a result, these encroachments will either need to be removed or will be subject to a revocable encroachment permit in which the owner will need to indemnify the City and include the property in their homeowner's insurance policy.

Anticipated primary access points include the major crossing locations at Sutterville Road., Fruitridge Road, 35th Avenue, Florin Road and Pocket Road. Secondary access points include South Land Park Drive, Normandy/Del Rio Road, Park Village Street, Charlie Jensen Park at 14th Street, Palomar Circle and Z'Berg Park. Trailhead parking will also be provided at the northern terminus near Riverside Avenue and in the southern segment along Freeport Boulevard. Opportunities for additional access points will be explored as the project planning progresses.

After the project is constructed, property owners along the trail would be able to access the trail via backyard gates at their option. Secondary access points to the trail from the cul-de-sacs were explored and it was determined that most residents did not favor providing access at these locations.

Any legal access rights that currently exist will be maintained upon receipt of appropriate documentation. Unauthorized access will not be permitted as this is a Class I bicycle and pedestrian facility and there is not enough room in the corridor to provide safe, separated vehicular access. Were such access possible, private vehicular access on City owned trail property would present a liability to both the owner and the City that would have to be offset by private property owners indemnifying the City and including the access area in their homeowner's insurance policy.

Traffic Circulation at Various Locations

The Del Rio Trail project will not change traffic volumes near or at the project area. Long-term traffic operations and access to public transit would not be affected since the project will not create additional vehicle trips. Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossing; however, one lane in each direction would be kept open for through traffic throughout construction. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

Tree Removals

The proposed project is anticipated to require removal of approximately 161 trees within city’s right of way and approximately 59 trees within State Parks right of way. No trees on private property are anticipated to be removed. While the elimination of large existing trees would temporarily impact the existing visual quality of the corridor, new trees and vegetation would be planted and allowed to grow. Aesthetic treatments such as landscaping enhancements, educational signage, and planting trees and vegetation in select locations along the trail corridor. The proposed Project would also be designed to avoid oak trees to the greatest extent feasible.

The City would comply with City Code 12.56.040 and establish a replacement plan prior to removal of the protected trees pursuant to Sacramento City Ordinance 2016-0026, Chapter 12.56 City and Private Protected Trees.

Funding/Phasing

The entire project estimate is \$15 million. There is \$2.2 million in funding for the planning, environmental clearance and design phase. On December 6, 2018, SACOG awarded \$6 million toward the Del Rio Trail. Since this is less than the total project cost, the City is currently assessing how to phase the project taking into consideration usage, connectivity, “logical termini” and leverage for funding Phase 2.

Impacts to the Existing Railroad

The existing railroad tracks will be addressed in each of the following ways:

- A limited segment existing railroad track will be removed where necessary for safety, particularly at major arterial intersections or where the skew of the existing track against the alignment of the proposed multi-use trail will cause a safety hazard.
- Where other project constraints make it necessary for the walking path to overlap with the existing track, sections of the track will be converted to a walking trail by infilling the area between the metal rails with a traversable surface such as decomposed granite (DG).
- Some segments of existing track will be retained and incorporated into the project through the use of landscaping, such as drought-tolerant and native plantings.
- The majority of the track will be retained, including its metal rails, wood ties, and gravel ballast.

Current project FAQs are available at cityofsacramento.org/DelRioTrail/Resources



Title VI Policy

The City of Sacramento, Department of Public Works (Department), as a recipient of federal aid funding, incorporates Title VI of the Civil Rights Act of 1964 and related statutes into its programs, policies, activities and services. This ensures no person in the City of Sacramento is excluded from participation in or denied the benefits of the Department's programs, policies, activities and services on the grounds of race, color, national origin, sex, disability or age.

This policy extends to sub recipients of the Department's federal funding such as contractors, grantees and local agencies. The Department's mission is to ensure the transportation system supports and enriches the quality of life for present and future generations including equal and equitable access to its programs, activities and services.

Attendee Information Per Title VI Survey

Six attendees completed the Title VI survey while 55 attendees signed in. The below results reflect the surveys. **Note: This meeting venue is ADA accessible.**

What is your gender?	
Male	4
Female	2

Do you consider yourself to be a disabled person?	
Yes	1
No	5

What is your age?	
Under 40	
Over 40	5
Did not respond	1

I identify my ethnicity as:	
Hispanic or Latino	1
American Indian or Alaska Native	
Asian	
Black or African American	
Native Hawaiian or Other Pacific Islander	
White	4
Other	1

What is your income level?	
Less than \$20,000	
\$20,000 to \$34,999	
\$35,000 to \$49,999	1
\$50,000 to \$74,000	
\$75,000 to \$99,999	
Over \$100,000	5