



Due to COVID-19 and social distancing measures, the Del Rio Trail project team hosted their virtual project update over Zoom Webinar.

Welcome & Presentation 6 p.m.

Lucy Crocker, meeting facilitator, welcomed attendees and introduced project team members Pamela Dalcin-Walling from Dokken Engineering and Adam Randolph from the City of Sacramento Public Works. William Shunk from the City of Sacramento Public Works and Amy Bakker from Dokken Engineering were available to provide additional information.

Pamela presented a project history and an update on current project activities, including:

- Minimizing tree impacts
- Coordinating utility relocations
- Obtaining permits and approvals from California Department of Fish and Wildlife (1602 Streambed Alteration Agreement), Regional Water Quality Control Board (401 Water Quality Certification), United States Army Corps of Engineers (Section 408 Permission), Central Valley Flood Protection Board (Encroachment Permit), Caltrans (Encroachment Permit)
- Securing the right of way for: Regional Transit corridor, State Parks easement, San Mateo Way/Darnel Way lots
- Addressing encroachments
- Designing trail connections and crossings: Bill Conlin Sports Complex, Charlie Jensen Park, Z'Berg Park, Palomar Circle, Klotz Development and eight roadway crossings

- Developing decorative elements such as stamped and colored concrete, street name bands and post mile markers
- Completing the structure design for the I-5 bridge modification and Willow Slough Bridge replacement

Adam presented information on next steps, including:

- Anticipated final design and right of way completion in December 2021
- Anticipated construction beginning in spring 2022
- Construction timing of the various segments may be affected by the constraints associated with the I-5 bridge modification, environmental limitations, signal work and trail paving

Lucy then addressed frequently asked questions sent in by residents prior to the meeting.

[View the project presentation at cityofsacramento.org/DelRioTrail/GetInvolved](http://cityofsacramento.org/DelRioTrail/GetInvolved)

Q&A Session 6:30 p.m.

After the project presentation, Lucy managed the questions and answers session between attendees and the project team members. All questions were submitted through Zoom Webinar’s question chat box. Following is a summary of comments shared and questions addressed during the Q&A session (not in the order in which they were asked).

[Project FAQs are available at cityofsacramento.org/DelRioTrail/Resources](http://cityofsacramento.org/DelRioTrail/Resources)

Environmental

Are the trees tagged with metal round numbered tags along the corridor going to be removed?

The trees were inventoried with tags during the survey process and do not relate to what trees will or will not be removed.

Can you clarify if any trees have yet been removed for the project?

No trees have yet been removed for the project.

There are many mature trees along the railroad corridor between Darnel and San Mateo Way. Will the 16-foot widening of the trail along Darnel Way remove most of these trees or will a retaining wall be built to save them?

The City is working with State Parks to determine if retaining walls can be constructed in their right of way to preserve trees.

General

What city entity will maintain the completed project and where will that funding come from?

The paved trail will be maintained by the City of Sacramento Department of Public Works and remainder of the corridor by Department of Youth, Parks, and Community Enrichment.

If the tracks are being preserved, what purpose will they serve going forward? Will there be plans for some sort of rail project or is just a “heritage” track?

The City does not currently have plans for a rail project. Continuity of the tracks will be broken at Sutterville Road.

What is the timeline to start and end this project? What are the total miles of this project?

Construction is anticipated to begin spring 2022. The proposed trail length is 4.8 miles.

What is a streambed alteration agreement?

The Streambed Alteration Agreement under code section 1602 with California Department of Fish and Wildlife is required if we are crossing a waterway. It identifies what impacts we will have to wildlife and riparian habitat and imposes conditions to ensure we don't disturb wildlife during construction.

Will the Sacramento River Bike Trail be closed during this?

Construction of the Del Rio Trail will not impact the Sacramento River Bike Trail.

Will the trailhead parking be fee based? I live near Dooley Field and wonder how parking will be controlled.

The City has no intention to put paid parking at this location. The City's Parking Division does have full latitude, if there is a need it could be implemented in the future.

Is there money in the proposal for hiring more park rangers and maintenance workers for the added trail?

This is not in the trail project at the moment.

If graffiti occurs on a homeowner's fence, will the City take care of it?

Homeowner's fences are private property, and are the homeowner's responsibility.

When the City will begin to mow or remove high dry weed for wildfire prevention?

The City will remove high dry grass. City residents are encouraged to call 311.

When will the City be taking over the responsibility for maintaining the trail, specifically fire, safety and trash? Currently, many residents have been keeping the dry grass mowed and clearing trash to maintain the safety of the trail for current users.

The City will remove high dry grass. City residents are encouraged to call 311.

How many City park rangers are there?

The City has 13 park rangers.

Design

Why there is no actuated flashing beacon at 43rd Avenue?

Current traffic numbers did not warrant the installation of a flashing beacon.

South of the proposed crossing at Riverside Avenue, the existing levee is not wide enough to accommodate both the bike path and railroad tracks. Can we have some detail about how much the raised track bed will need to be widened to provide room for the bike path?

A Class I bike path is a 12-foot-wide path with a minimum of 2-foot-wide shoulders on each side equaling 16 feet total. At the edge of the tracks, the embankment will be extended the width of trail and brought down to grade parallel to the existing slope.

Can you please tell us more detail about the Z'Berg Park connection?

The trail will be constructed on the east side of the park at grade with the park. The design is geared towards minimal disturbance.

Are there future plans for the City-owned lot at Palomar Circle?

Yes, there is a trail connection, and the neighborhood association has expressed interest in a potential community garden.

Will the stamped color concrete crossing feels like riding on the rumble strip?

No, stamped concrete will not be constructed to that degree at crosswalks.

Will the southern direction of the trail on Freeport Boulevard at Meadowview Road/Pocket Road be narrowed due to the proposed 256 apartment complex at the Southwest corner of the intersection (behind the current McDonald's and Shell gas station)?

At this time, full width of trail is proposed through that area.

Is the trail a uniform width, and if so, what is the width?

The Del Rio Trail is a 12-foot paved trail through the project area. It will be narrower at crossings to prevent "driveways."

This bike trail will be used for maintenance access. Some of the maintenance activity is using heavy equipment. Is the bike trail designed to accommodate this load, too?

Yes, the trail can accommodate various types of maintenance equipment.

Why wouldn't the trail have a motion-activated light on a low (3-foot) post along the trail?

For the trail itself, the City's policy is to not provide lighting along bicycle and pedestrian trails.

Why not have standard street name signs at trail/street intersections per the California Manual on Uniform Traffic Control Devices?

The CA MUTCD does not address street name signs for local streets or trails. The City is currently developing a policy for wayfinding with respect to trails.

Is the path on both sides of the railroad tracks? Specifically, in the South Land Park Drive area?

The path at South Land Park Drive is primarily west of the existing tracks.

Is the trailhead on Riverside and San Mateo Way still planned?

Yes.

For ADA purposes, will the track be removed at 35th and 43rd Avenue?

Yes, small segments of track where it crosses the ADA ramps will be removed for safety purposes.

The proposed bulb outs at 43rd Avenue are a hazard to cyclists. This is a problem throughout the City—cyclists are forced out into traffic at these bulb outs. I've been nearly hit more than once at those bulb outs. Please reconsider that design feature.

City curb extensions do not extend into bike lanes. They are designed to extend only into parking lanes. If there are any curb extensions that block a bike lane or general purpose travel lane, they should be reported through 311 traffic investigations.

Why not use the existing bike trail along Sutterville Road from the river to the south end of the zoo? That has to be much less costly than widening the railroad bridge corridor for both the railroad tourists, bicyclist and pedestrians.

The purpose of the project is to provide a Class I bike trail. Along Sutterville Road west of the tracks, the trail would ultimately need to become a Class II path as it approaches the freeway intersection. The path would cross numerous uncontrolled right turn movements by vehicles, which is an unsafe situation for bicycle and pedestrians.

Between Florin and Pocket roads, will the trail run along the east or west side of the existing levee or tracks?

Between Florin and Pocket roads, there are segments where the trail will run along the east side of the tracks and segments where it will run along the west side of the tracks.

At the Del Rio/Normandy/27th embankment, what does the lowering of the embankment entail? How much is being shaved off?

The embankment is being lowered by up to 7 feet.

Funding/Construction

How many residential encroachments onto the corridor are there and what will be done about them?

There are over 60 encroachments. The City is working one-on-one with the property owners to address the encroachments.

How early will construction begin during weekdays and on weekends?

Construction work hours will be consistent with the City's noise ordinance.

What is the total cost of the completed project?

The capital cost of construction is approximately \$12.5 million.

Where will the staging areas be located?

There are no specifically identified staging areas. Staging may occur throughout the length of the corridor within City right of way.

Access Points & Crossings

For the I-5 bridge modification, will there be fencing over the top of the bridge?

Yes, fencing will be on both sides.

Will there be intersection improvements at Florin & Pocket roads?

The City is currently exploring better ways to connect north-south crosswalk.

What will be the interaction with and access to William Land Park?

The project will improve the sidewalk connection. The trail is limited, not improving beyond that connection.

Between 35th and 43rd avenues there is a straight and wide intersection. Currently, there were several incidents of motorcycle or go cart racing near the intersection. Is there a plan for any type of street calming feature or speed bump?

Adjacent streets are not part of the project. Traffic investigators can put in some type of traffic calming at these locations.

The access from Z'Berg Park to the east side of the existing rail line is fairly steep. Is there going to be a gradual separate access point on the proposed trail?

North of Z'Berg Park, the trail will meander to preserve mature trees and provide ADA access.

Will there be any new easements or public access between road crossings through residential areas?

No, there won't be new easements.

Will there be removable poles or barriers that can be used to keep larger vehicles from accessing the trail?

Small islands will be installed to prevent vehicle entry. Bollard use is minimized wherever possible to prevent conflicts with cyclists. However, bollards will be placed at the north end to prevent vehicular access to the trail across the railroad bridge, per Caltrans requirement. If it appears there is a greater need, the City will revisit the safety measures after they have been in use for a period.

Will the Del Rio Trail connect with the bike path at LeVar Burton Park (Richfield Way & 19th Street)?

No, but future City projects will tie LeVar Burton Park into the trail network.

Does the 16-foot widening of the berm south of the Riverside crossing extend to Sutterville Road?

Yes.

Will the City allow gated access in neighbor's fences?

Yes, fence lines backing up to the trail belong to the adjacent property owner. It is completely at their discretion whether to have a gate or not.

Will the trail connect with Argonaut Park?

No.

Is there any way to connect with Chorley Park by Bing Maloney?

No.

Would it be possible to later build bike/pedestrian bridges over the busiest roads the path will cross instead of having to deal with cars?

Providing grade separated crossings at major streets would be cost prohibitive.

Is the City still planning to install a cantilevered section on the railroad bridge across I-5 and enlarge the old levee to accommodate the trail? If so, what is the status/funding/timeline for completing that aspect of the project?

Yes, this work is included in the overall construction cost and will be completed when railroad use in this area is at its lowest during the season.

Safety/Privacy

What entity will patrol to prevent this project from becoming a “homeless highway” as many neighbors anticipate?

The trail corridor will be patrolled by park rangers and Sacramento City patrol will also help with that.

Are you marking the trail to conform with the signage on the American River Trail, specifically, directing pedestrians to "walk on the left?"

That is a County policy, and has not been adopted by the City. There is no plan at this time to install signage or enforce that policy.

For safety or emergency reasons, will the trail have a post mile mark or some kind of indicator?

The team is working on post mile marks right now as well as wayfinding signs.

Will any type of visual barrier be installed on the elevated trail that looks down into the back yards of homes along Darnel Way near Riverside Boulevard?

No, there are no barriers proposed at this time.

At the west side of the trail at Pocket Road, will there be a traffic light control?

Trail users will use the existing signal to cross Pocket Road.

For safety and site visibility reasons, at the Fruitridge Road crossing, will the trees on the west side of the south edge be removed?

The existing fence along the south side of the roadway will be moved back to provide greater visibility between vehicles, bicycles, and pedestrians. In addition, a pedestrian actuated signal will be installed at this location.

For residences that back up to the trail, can we have a gate?

Yes, fence lines backing up to the trail belong to the adjacent property owner. It is completely at their discretion whether to have a gate or not.

How will City ensure that fences are maintained by the property owners along the trail? I currently use the trail and worry sometimes that a neighbor's dogs can get out, especially if they are barking at me furiously.

Any fence believed to be in poor repair may be reported to Sacramento Code Enforcement through 311. Per City Code, “All fences shall be properly maintained so as not to create a hazard, public nuisance, or blight in the surrounding neighborhood.” In addition, in respect to dogs, “No owner of any animal, wild or domestic, except the domestic cat, shall permit or suffer such animal to be at large.”

Enhancements

Will native plants be used in the landscape design?

The project team will select adaptive, drought-friendly, low maintenance plant materials that are native to the environment.

Will there be sensors to detect bicyclists in advance of signals so they do not have to push the pedestrian button?

No, not at this time.

Will there be drinking fountains along the trail (for dogs and humans)?

Drinking fountains are not planned at this time.

How can we advocate for drinking fountains along the trail?

The trail is built by Public Works who is responsible for pavement. Public Works does not maintain water fountains, landscape, etc., these are Parks projects.

Will there be restrooms along trail?

Restrooms would be a future Parks project.

Will there be interactive informational signage along the trail to describe local wildlife, trees, etc.?

No, not at this time, but Parks will look for additional sponsors to fund these types of projects.

Will there be dog pickup bag stations installed along the trail?

Generally, maintenance (refilling bags) is done by neighborhood associations or trail users. Staff is coordinating with Parks to see what kind of “stations” may be installed.

Will there be yellow box phones along the trail like what you see along the American River Parkway?

No, the City does not install call boxes along its trails at this time.

Will new trees be planted to provide shade along the trail?

The City is working with the Sacramento Tree Foundation to plant numerous trees along the corridor.

There are Heaven, Ailanthus and Altissima trees sprouting up all over in the trail. They are not native and are invasive. Will they be removed?

The trail project will remove only those trees that are in conflict with the proposed improvements.

Conclusion

At 7 p.m., Lucy Crocker thanked all the attendees and closed the Q&A session and meeting.

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.

Voluntary Attendee Information per Title VI Questionnaire

What is your gender?	
Female	66
Male	60
Genderqueer	1

Do you consider yourself to be a disabled person?	
Yes	9
No	149

What is your age?	
Under 40	29
Over 40	122

What is your income level?	
Less than \$20,000	3
\$20,000 to \$34,999	4
\$35,000 to \$49,999	7
\$50,000 to \$74,000	29
\$75,000 to \$99,999	31
Over \$100,000	58

I identify my ethnicity as:	
American Indian or Alaska Native	1
Asian	18
Black or African American	5
Hispanic or Latino	27
Native Hawaiian or Other Pacific Islander	1
White	101
Other	11