SACRAMENTO RIVER CROSSINGS ALTERNATIVES STUDY

# Sacramento River Crossings Stakeholder Advisory Committee Meeting #4 Summary

Sept. 13, 2010, 5:30 pm
West Sacramento City Hall, Galleria Room
1110 West Capitol Avenue, West Sacramento

Gladys Cornell, AIM Consulting, welcomed SAC members and observers, briefly reviewed results from the August 23 community meeting, and reviewed the SAC meeting agenda.

SAC members introduced themselves, including organizational affiliation. Project team members also introduced themselves.

Ms. Cornell introduced the evaluation-criteria SAC voting process, to be used at the conclusion of the meeting following presentations and discussion on the transportation analysis, project cost estimates and environmental-screening issues.

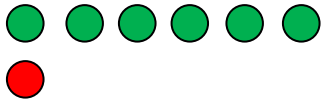
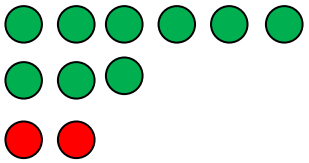
Ron Milam, Fehr & Peers, provided an overview of the transportation analysis developed by the project team. Issues discussed included pedestrian and bicycle accessibility assessment; population and employment capture for various potential facilities; regional daily vehicle miles traveled (VMT) change; total river crossings daily volume change; 2035 study-area lane miles of congestion change; 2035 regional annual greenhouse gas emissions change; number of residential neighborhoods potentially affected by traffic volume changes associated with river-crossing alternatives; and crossing types. Mr. Milam indicated that the project team had removed ferry and tram crossings from the transportation analysis, primarily due to conclusions that those options would not help to increase bicycle or pedestrian trips across the river. He also indicated that the study is focused on a two-lane bridge crossing and that the analyses are being done only at a very early planning level. He indicated that more detailed analysis regarding impacts, including at the neighborhood level, would need to be done in a subsequent project phase.

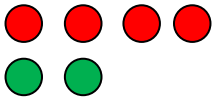
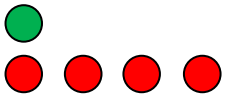
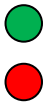
Following a brief break, Richard Liptak, Dokken Engineering, provided an overview of cost estimates associated with various bridge-crossing alternatives. Current estimates range from a low of $35 million to a high of $270 million. Variables include modes accommodated on the bridge, location, height and length, and whether the facility is fixed or moveable.

Vicki Axiaq, ICF, provided an overview of environmental screening issues. Ms. Axiaq indicated that the analysis to date reveals no fatal project flaws, but that there would be constraints related to noise, habitat, wetlands, recreational uses and cultural resources.

Ms. Cornell then facilitated a voting process in which SAC members indicated their evaluation-criteria priorities, including community values, aesthetics, connectivity, economic issues,

environmental issues, mobility issues, neighborhood/community issues and safety. Results of the voting process follow. = important = critical

| Community Values | Relevant Purpose Objective | Voting Results |
|---|---|---|
| Accessibility | 5) Accessibility – Improve the connectivity to, and accessibility of businesses, recreational areas, and new or re-development opportunity sites located in the urban core of Sacramento and West Sacramento. |  |
| Aesthetics | n/a | |
| Connectivity | 1) Increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low energy vehicles and public transit<br>2) Increase the number of persons that can safely, efficiently, and reliably cross the river.<br>3) Increase options for emergency response teams to cross the river.<br>4) Increase options for evacuations. |  |
| Economic | 5) Improve the connectivity to, and accessibility of, businesses, recreational areas, and new or re-development opportunity sites located in the urban core of Sacramento and West Sacramento. |  |
| Environment | 8) Reduce the growth in transportation related energy use, air pollution emissions, and greenhouse |  |

| | | |
|---|---|---|
| | gas emissions. | |
| Mobility | 6) Reduce trip length distances across the river between major origins and destinations.<br>7) Reduce the growth in vehicle miles of travel (VMT) and vehicle hours of delay (VHD).<br>8) Reduce the growth in transportation related energy use, air pollution emissions, and greenhouse gas emissions.<br>10) Minimize the use of Pioneer Bridge by local traffic. |  |
| Neighborhoods/Community | 11) Reduce the growth in vehicle traffic on local neighborhood streets, especially cut-through traffice |  |
| Safety | 3) Increase options for emergency response teams to cross the river.<br>4) Increase options for evacuations. |  |

Ms. Cornell then provided an overview of next steps, which include a fifth and final SAC meeting in early November, before adjourning the meeting at 8 p.m.