



Open Office Hours 5-7 p.m.

The Office Hours public meeting was held to offer the community another opportunity to ask questions and provide feedback about the Del Rio Trail Project. From 5 to 7 p.m., meeting attendees visited project stations to ask one-on-one questions with the Del Rio Trail Project team members. This informal, drop-in style meeting provided community members and neighbors an opportunity to learn about the project and discuss their ideas, concerns and comments directly with the project team and subject matter experts. There was no formal presentation to allow for more one-on-one conversations between the community and project team.

The meeting was held at New Technology High School located near the proposed trail corridor.

Project information included:

- ***Project Delivery Process:*** Project development process and planning
- ***Environmental Studies:*** Environmental study process and anticipated studies
- ***Trail Map:*** Proposed trail corridor, crossing locations and access points
- ***Enhancements:*** Trail enhancement themes

Community Discussion

Following is a summary of comments shared and questions addressed during the one-on-one open office hours session at project exhibit stations. Please note: The project team considers all discussions including questions and comments to advance the project forward in this planning and public outreach phase. New FAQs are continually added to the project website based on community feedback and concerns.

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

How will plantings be selected along the trail?

Plants and landscaping will be as environmentally responsible as possible. Our approach is to enhance landscaping and choose adaptive, drought-friendly, low maintenance plant materials that are native to the environment. The project's landscape architect will consider the installation of native plants as part of the overall landscape plan for the project.

Will I be able to use the rail corridor to continue to access my backyard after the project is constructed? Or, can I continue to access my property with a vehicle, boat or motor home after the project is constructed?

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

Any encroachments supported by legal documentation will be maintained by the City. 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 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. After the project is constructed, property owners along the trail would be able to access the trail via backyard gates at their option. Additional, secondary access points to the trail from the neighborhoods are still being explored.

What other secondary access points will there be?

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. Additional, secondary access points to the trail from the neighborhoods are still being explored.

How will trees be impacted as part of the construction? How many do you anticipate removing or replacing?

The project team is working to limit the amount of tree removal in accordance with the City's tree ordinance, Ordinance No. 2016-0026. In addition to limiting the number of trees to potentially be removed, the project team plans to include environmentally responsible planting and landscaping into the design.

Will the historic rail line be preserved?

The tracks will remain where they can be utilized for aesthetic purposes consistent with the theme of the corridor. However, the tracks will not be left in place for purposes of supporting rail traffic. 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 1 shared use Bicycle and Pedestrian Trail consistent with the purpose and need of this project which expressly provides for bicycle and pedestrian facilities.

What is the plan for safety along the trail corridor? Will video surveillance be included? What about the homeless population encampments?

The project team is working with the Sacramento Police Department regarding recommendations for features that will enhance safety along the trail and assist with homeless-related issues. Trail activation and community use increases the number of “eyes on the trail”, which is typically expected to reduce crime incidents. Some other elements may include maximizing access points and destinations, lighting at street crossings, video surveillance and vegetation management. Subsequent strategies will evolve as needed to address specific issues.

Will property values be affected when the trail is built?

Studies and surveys in the U.S. show that bicycle/pedestrian paths increase property values due to amenities like recreation, transportation, a sense of community and lower crime rates.

Are any community gardens planned along the trail?

Yes. Sacramento Sustainability Program Manager Jennifer Venema is coordinating with the community regarding a potential community garden at the City-owned lot on Palomar Circle.

Who will maintain the trail?

Regional Transit currently maintains the rail corridor. After the City purchases the property, the trail will be maintained by the City of Sacramento Department of Public Works.

How will code compliance be enforced along the trail corridor?

The City of Sacramento Code Compliance Division promotes and maintains a safe and desirable living and working environment for Sacramento residents and business owners. Code compliance issues can be requested through 311.

Will the trail along Freeport near south of Florin run along the road or along the berm? How will privacy be addressed if it runs along the berm? How will safety be addressed if it runs along the street?

The team is reviewing the potential safety and privacy impacts if the trail were to run along the street or the berm at Freeport south of Florin. The decision will be made based on an evaluation of what is in the best interest of the public and most feasible.

Will a new fence be provided between the adjacent residences and the trail?

The trail project will not be constructing a new, parallel fence along the trail. All existing fences will remain.

Will shoulders along Del Rio Road be widened?

The intersection with Del Rio Road/Normandy Road/27th Avenue will be realigned and the trail will be connected to existing sidewalks. No further street improvements are planned in the neighborhood.

How will the berm at Del Rio Road/27th be adjusted?

The project proposes to lower the berm along 27th Avenue and Del Rio Road to be closer to the existing street grade.

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. **Note: The meeting venue was ADA accessible.**

Attendee Information Per Title VI Visual Tally

Gender	
Men	27
Women	16

Disability	
Yes	0
No	43

Age	
Under 40	6
Over 40	37

Ethnicity	
Hispanic or Latino	3
Not Hispanic or Latino	40

Race	
American Indian or Alaska Native	0
Asian	11
Black or African American	1
Native Hawaiian or Other Pacific Islander	0
White	28
Other	0