



Open House 5 – 6:15 p.m.

From 5 to 6:15 p.m., meeting attendees visited five project stations to learn about the project and discuss their ideas, concerns and comments with project team members. Attendees were encouraged to complete comment cards to communicate their opinions and questions about the latest project updates.

Project stations included:

- **Sign in:** Check in, project newsletter, fact sheet and mailing list sign up
- **Project Delivery Process:** Project development process and planning
- **Environmental Studies:** Environmental study process and anticipated studies
- **Enhancements:** Trail enhancement themes
- **Trail Map:** Proposed trail corridor, crossing locations and access points

[View the public meeting open house station descriptions and open house station boards at cityofsacramento.org/DelRioTrail/GetInvolved](http://cityofsacramento.org/DelRioTrail/GetInvolved)

Welcome 6:15 p.m.

Lucy Eidam Crocker, meeting facilitator, welcomed attendees and acknowledged the attendance of Councilmember Steven Hansen's District 4 representative Matt Read. She then introduced Councilmember Jay Schenirer. Councilmember Schenirer welcomed meeting attendees and stated his support and enthusiasm for the Del Rio Trail Project as it continues forward.

Presentation 6:20 p.m.

Lucy Eidam Crocker introduced project team members Pamela Dalcin-Walling of Dokken Engineering and Jesse Gothan of the City of Sacramento Public Works. Pamela presented a project overview and update. She stated the following activities have occurred since the last public meeting:

- Updated project website
- Finished topographic survey from northern terminus to Pocket Road
- Identified project constraints
- Completed police department site walk
- Held trail advisory group and technical focus meetings
- Refined access points
- Refined enhancements
- Performed crossing analysis
- Updated concept exhibits

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

Open Q&A Session 6:30 p.m.

After the project presentation, Lucy Eidam Crocker opened the floor for questions and answers between the audience and the project team members.

Following is a summary of comments shared and questions addressed during the open Q&A session (not in the order in which they were asked). This summary does not include the comments shared and/or questions asked during the one-on-one conversations at the project exhibit stations between project team members and members of the public or submitted comment cards. Please note that the project team reviews all comment cards and Q&A discussions for consideration to advance the project forward in this planning and public outreach phase. The project team also reviews and considers comments for integration into future plans.

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

Environmental

At Flora Vista Lane, there is a large tree between South Land Park Dr. and Fruitridge Rd. where there are hawks nesting. There is also a city utility line that follows some of the back fences. Please take these two items into consideration.

The project team will conduct nesting bird surveys prior to construction and implement necessary mitigation measures based on the findings. The team will also identify and avoid (or coordinate the relocation of) existing utilities.

General

I am concerned about notifications of the public meetings. Why am I not receiving a notification about the public meetings? I only hear about it through my neighbor.

The project team has completed extensive public outreach for each of the public meetings, including reaching approximately 70,000 people through direct mail, social media (Facebook, Twitter and Nextdoor) and e-blasts. Councilmembers Hansen and Schenirer, the South Land Park Neighborhood Association and the Land Park Community Association also assisted with outreach by reaching their constituents and members through e-mail and social media.

The project team later confirmed that most of the attendees sharing concerns about not receiving a direct mailer were indeed on the mailing list and received a mailer.

I think the project team should take a pause before continuing with the environmental process.

The project team is evaluating whether or not another public meeting or a meeting of a different format is warranted. If so, the project team will update the website and proceed with notifications as discussed in the previous question.

Not all project meetings have been public meetings. How do I know if my concerns have been covered in any of the other meetings?

The project team has developed a Trail Advisory Group to review more technical trail details before presenting that information to the public. The Trail Advisory Group consisted of members of neighborhood organizations, community groups like the Sacramento Area Bicycle Advocates and technical experts such as ADA representatives.

We also held a separate technical focus meeting for the neighbors near the intersection of 27th Avenue, Normandy Lane and Del Rio Road. We met with this specific group to discuss alignment options with those who live adjacent to and use the intersection the most.

The results of coordination with the Trail Advisory Group has been shared with you today so we can get your feedback and answer questions.

It seems like what you are presenting is set in stone. Is that true?

We are in the preliminary engineering and planning stage, which is anticipated to extend through 2018. During this stage, we will gather public thoughts and ideas before developing a detailed design concept. Nothing we have presented is set in stone, finished and/or completed. We are here to obtain feedback and make appropriate adjustments to the extent we can in this phase.

Funding/Construction

I am concerned with project funding and long term maintenance. Is the City committed to building the trail? We do not want to be left with a partially built trail.

The trail funding is through Active Transportation Program funds through the state of California. These specific funds are used for providing active modes for walking and cycling. At the City, we only build projects with logical termini. This means that the trail, if built in phases, will not stop abruptly in the middle of nowhere, but rather will have connectivity to existing destinations with bike lanes and/or sidewalks on both ends.

We recommend developing the trail with design resilience in mind. There are drinking fountains that have been destroyed for the copper tubing.

Yes. We plan to design with sustainability in mind.

I would rather see \$15 million go to schools and elderly people than a trail that I just heard about.

The Del Rio Trail Project is using state Active Transportation Funds, which can only be used for active transportation projects within California. These funds cannot be used for education or social programs. If we do not use these funds for the Del Rio Trail, these funds will be used to provide a new bike trail, walking path or other active transportation amenity for another city or county.

Access Points & Crossings

I am concerned with the Fruitridge crossing. People do not pay attention to the traffic light or their speed limits at this crossing.

The analysis that was conducted for each location where the trail will cross a roadway was performed in accordance with the City of Sacramento standard crossing guidelines, which take into consideration traffic volumes, posted and actual speeds, roadway classification, projected trail volume and sight distance. The analysis concluded that a pedestrian actuated traffic signal would be the most effective, cost efficient alternative that results in minimal impact to the immediate and surrounding environment.

Describe the northern terminus, north of Sutterville road. How will the rail with trail co-exist?

North of Sutterville Road, the trail alignment will follow along the western side of the existing railroad tracks. In this segment, to maintain the trail improvements within the existing right of way, there is only room to provide the 12-foot wide paved trail, which will be placed at the same vertical grade as the existing tracks.

The drawing for the Sutterville/Riverside access is 35 feet above properties and causes privacy concerns. I'd like you to focus on pointing the trail down Sutterville instead.

The project provides a second trail connection to the Sacramento River Parkway via Class II bike lanes along Sutterville Road. The trail is being located alongside the railroad tracks that will be actively used by the excursion train to transport people to the zoo. The team will look at mitigation measures during the environmental evaluation.

There are many property lines along the right of way where fences and property lines have been extended. How will you deal with these encroachments?

We have completed a survey that delineates the boundaries between private and public right of way. The team cannot proceed with right of way activities until we complete the environmental process. Once the environmental process is completed and a trail alignment is finalized, the project team will work with property owners, as needed and on a case by case basis, using a right of way specialist.

I've lived with my backyard fence butting up to the trail for 42 years. I have used the rail corridor to bring a camper, truck and boat to the back fence of my home. I am concerned we will lose our access and we will no longer be able to use our boat.

The City will investigate the legal access rights of property owners along the corridor and work with them on a case by case basis to perpetuate any legal access rights that are currently in place.

Safety/Privacy

My neighbors and I are concerned about the impact of crime to our neighborhood. It seems there will be more opportunities for crime. What can be done to protect vulnerable areas that are more secluded?

Trail activation and community use increases the number of “eyes on the trail”, which is expected to reduce crime incidents. The project team conducted a site walk with the Sacramento Police Department to discuss safety options such as video surveillance and vegetation management. The team will continue to coordinate with the Sacramento Police Department to implement crime prevention elements through environmental design.

We’re concerned that secondary access points will increase traffic flow in our neighborhood and block our driveways. We already have homeless and undesirable stuff happening. How are these types of privacy concerns being handled?

The project team is evaluating the Sacramento Police Department recommendations for features that will enhance safety along the trail and assist with homeless-related issues. Some other elements may include maximizing access points and destinations, lighting at street crossings, video surveillance and vegetation management.

Enhancements

In regard to landscaping and sustainability, will public-private partnerships be considered?

Yes. When we are in the construction phase, the City may consider a public/private partnership to assist with funding maintenance and enhancements.

I recommend using native planting throughout the trail. Olive trees are a very high allergen and destroy the purpose.

The project’s landscape architect will consider the installation of native plants as part of the overall landscape plan for the project.

Thank You and Close 7 p.m.

At 7 p.m., Lucy Eidam Crocker thanked attendees and closed the Q&A session. Project team members and members of the public then met one-on-one to further discuss project details.

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	43
Women	22

Disability	
Yes	0
No	65

Age	
Under 40	6
Over 40	59

Ethnicity	
Hispanic or Latino	3
Not Hispanic or Latino	62

Race	
American Indian or Alaska Native	0
Asian	8
Black or African American	0
Native Hawaiian or Other Pacific Islander	0
White	57
Other	0