

Truxel Bridge

Draft Final Concept & Feasibility Study

December 2024

City of SACRAMENTO

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Executive Summary

This feasibility study provides an in-depth analysis of the proposed Truxel Bridge Project (Project), designed to assess its technical, financial, and operational feasibility. The project aims to construct a multimodal bridge across the American River, serving a wide range of transportation modes. Its primary goals include improving regional mobility, easing traffic congestion, and supporting future transportation infrastructure needs. By offering a new route between Natomas and Downtown Sacramento, the bridge will significantly reduce travel times and promote more sustainable commuting options.

The study evaluates potential challenges, risks, costs, and benefits, focusing on optimizing resource allocation and minimizing risks for better project outcomes in future phases. The proposed design includes dedicated space for vehicles, pedestrians, cyclists, and transit (including future light rail expansion). The bridge will enhance regional mobility, air quality, and overall connectivity by connecting to nearby trails and aligning with Sacramento's long-term transit and sustainability goals.

A community engagement plan was developed and implemented for the Truxel Bridge Concept & Feasibility Study (Study) to raise public awareness, gather input on design and travel needs, and ensure inclusivity. It focused on involving diverse stakeholders, underrepresented groups, residents, and organizations advocating for climate action, housing, economic growth, and social equity.

The feasibility study explores three main design alternatives:

1. Alternative 1 proposes dedicated, directionally separated lanes for all modes of transportation, including vehicles, light rail, cyclists, and pedestrians. This design maximizes operational efficiency for light rail and overall safety by reducing conflicts between different users, ensuring that light rail operations remain independent of vehicular and pedestrian traffic.

2. Alternative 2 introduces a compact design by providing shared lanes for light rail and vehicular traffic, reducing the overall bridge width. A fully separated Class 1 trail for pedestrians and cyclists ensures safe, non-motorized travel across the bridge. Additionally, this alternative incorporates a center lane to provide easy access during emergency situations. The design also offers flexibility in sensitive areas, such as near the California Office of Emergency Services (Cal OES).

3. Alternatives 3A & 3B (Recommended) present the widest design options, featuring separated lanes for all travel modes, with the light rail positioned on one side of the bridge. This configuration ensures maximum separation of pedestrians from vehicular traffic (and a barrier separation from light rail traffic), promoting a safer and more pleasant experience for active transportation users. While both versions of this alternative offer flexibility to reduce the bridge's width near sensitive facilities, the overall design results in a broader footprint.

These alternatives were analyzed and scored based upon multiple evaluation criteria including safety, pedestrian and cyclist stress levels, trail connectivity, emergency access, right of way impacts, and ease of construction. It was found that Alternatives 3A and 3B received the highest scores.

It is understood that this Project will have a federal nexus. Therefore, the proposed Project will require approvals under CEQA and NEPA during the next phases of the project. The City of Sacramento will be the CEQA lead and at this time, it is assumed that Caltrans will be the NEPA lead. Due to the level of impacts to environmental resources and anticipated level of public interest, it is anticipated that the Project will require the preparation of an Environmental Impact Report (EIR) under CEQA and a Complex Environmental Assessment (EA) under NEPA.

The project is expected to have minimal hydraulic impacts to the floodplain and can likely be mitigated during final design. Erosion and scour protection will be necessary and will be handled through methods such as rip rap. Small improvements to the north levee are necessary with the project in order to provide the standard freeboard requirements.

The traffic analysis performed for the Study indicates that the forecast volumes among the various alternatives do not differ significantly and during peak hour, the alternatives will operate in a similar manner. Level of service in the local roadway network will not be impacted by the project and the bridge will operate at a level of service D. Vehicle miles traveled is shown to slightly decrease with the project in place and the project does not contribute to an increase in local or cut-through traffic.

The constructability assessment determined that all of the Study alternatives could be feasibly constructed with Alternatives 2 and 3 requiring careful selection of foundation installations along Sequoia Pacific Boulevard as well as significant coordination with the businesses along that roadway. The foundation selection is critical to avoid real property takes and maintain access for adjacent property owners. Site access will be a key component to develop in the next phase of the project and working days will be restricted based on flood and environmental requirements. The bridge construction will be designed to accommodate the eventual extension of light rail to North Natomas.

Funding high-cost projects like the Truxel Bridge is a complex process. The project funding strategy involves aligning project partners, leveraging locally available resources, and positioning the Project to be competitive for state and federal funds.

Chapter 1. Introduction

1.1 Background

Currently, a significant amount of traffic from Natomas depends on Interstate 5 (I-5) as the primary route to cross the lower American River into Downtown Sacramento. This heavy reliance on I-5 has led to severe congestion, contributing to increased commute times, poor air quality due to elevated emissions, and decreased reliability for those traveling between Natomas and downtown. There are multiple trails in the project's vicinity, including the Two Rivers Trail along the south levee, Jedidiah Smith Memorial Trail through Discovery Park, and the Garden Highway Class I trail on the north levee. These routes are heavily used by cyclists and pedestrians who also seek efficient river crossing alternatives. The only bike and pedestrian crossing west of State Route 160, the Jibboom Street Bridge, offers limited relief as it suffers from several deficiencies, which will be detailed in Chapter 2 of this study.

Recognizing the growing need for an additional crossing, the City of Sacramento initiated the American River Crossing Alternatives Study in 2010. This study aimed to evaluate multiple potential alignments for a new crossing over the American River. After careful analysis of eight proposed alignments, Alignment 3, which follows the Truxel Road corridor and connects to Sequioa Pacific Boulevard south of the American River, was identified as the most viable and preferred option for a new crossing. The selection of this alignment was based on its potential to alleviate traffic congestion, improve air quality, and provide a more reliable and efficient route for commuters traveling between Natomas and Downtown Sacramento.

1.2 Project Description

Located near the City of Sacramento in Sacramento County, California, the proposed Truxel Bridge Project (Project) will construct a multimodal bridge spanning the American River, designed to serve multiple forms of transportation to meet the diverse needs of the community (see Figure 1. Project Vicinity and Figure 2. Project Location as well as Attachment A and Attachment B). The bridge will accommodate vehicles, providing a much-needed alternative to the heavily congested I-5 corridor for local trips. In addition to vehicular traffic, the bridge will feature dedicated pathways for pedestrians and cyclists, promoting active transportation and healthier, more sustainable commuting options. To further promote active transportation, the design of the bridge will also connect to key trails in the vicinity. All alternatives in this study incorporate planning for light rail to be consistent with long-range planning documents. However, it is important to note that dedicated light rail lanes can serve as bus lanes as an interim solution if SacRT is unable to extend light rail within the project's construction timeline. Bridge Cross section will be designed to include provisions for transit (including future light rail infrastructure), ensuring that the bridge is adaptable to Sacramento's long-term transit goals and capable of supporting its expanding public transportation network. The bridge will comply with Sacramento's Neighborhood-Friendly Bridge Policy.

The new bridge will significantly improve connectivity between Natomas and Downtown Sacramento, providing a more reliable and efficient route for local commuters. By easing traffic

congestion and offering alternative transportation options, the bridge will enhance regional mobility, reduce travel times, and contribute to improved air quality. This project not only addresses the immediate infrastructure needs of the area but also supports future growth by creating a vital link between these key regions of Sacramento.

Figure 1. Project Vicinity

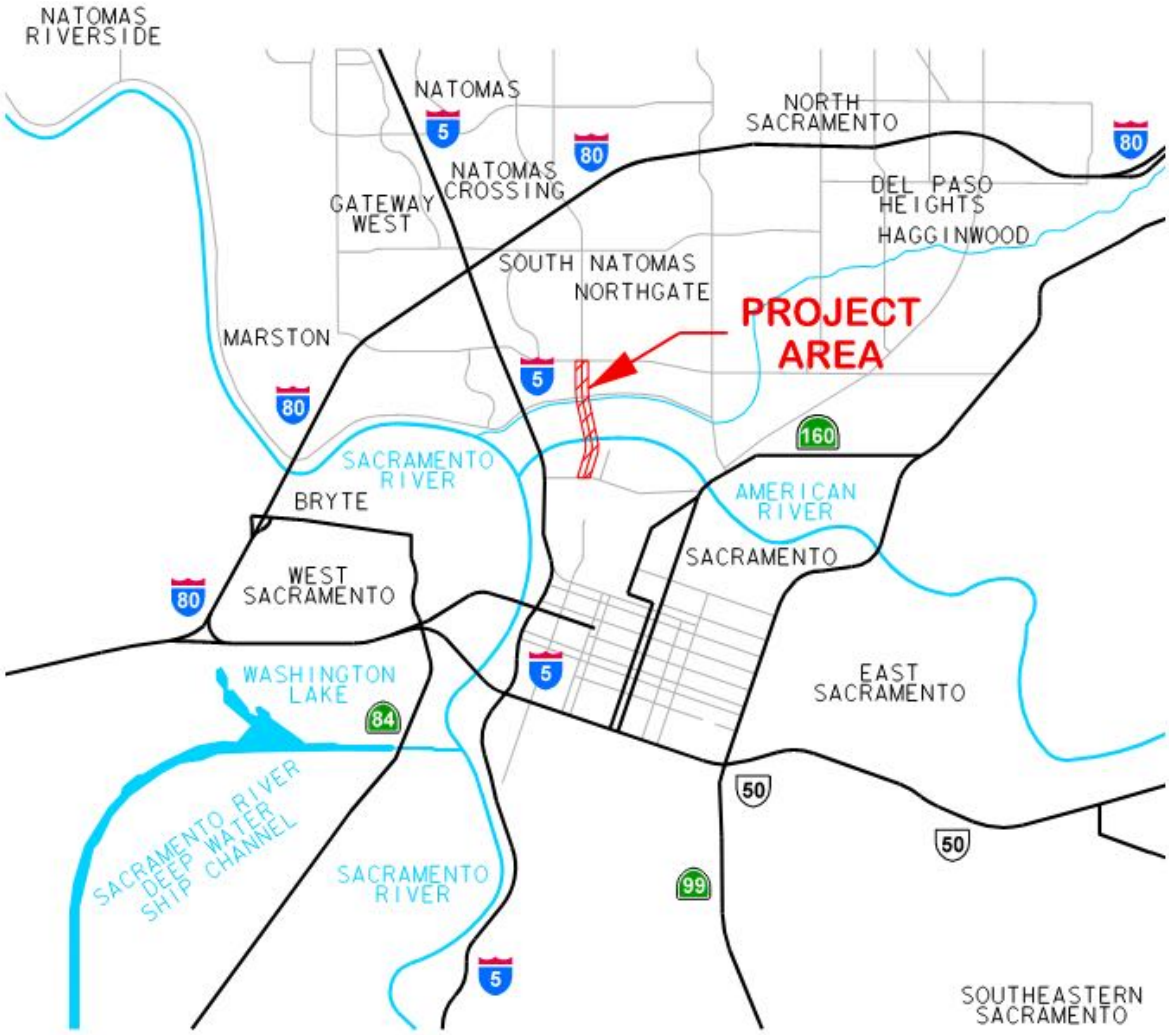


Figure 2. Project Location



1.3 Project Purpose and Need

The purpose of the proposed Project is to:

- Provide a crossing of the Lower American River for all modes of transportation which will increase the ability of the community to walk, bike, and utilize public transit as an alternative to driving while being in compliance with the City of Sacramento's Neighborhood Friendly Bridge Policy.
- Improve connectivity across the Lower American River between the Central City and South Natomas for all modes of travel in order to enhance accessibility to resources, jobs, commerce, and social exchanges.
- Increase evacuation and emergency/disaster response options for Central City and South Natomas residents and businesses.
- Enhance recreational access to the American River Parkway from both banks of the Lower American River for pedestrians and cyclists.

The proposed Project addresses the following needs:

- The Lower American River creates a barrier to mobility that causes longer trip lengths for relatively close origins and destinations which discourages walking and bicycling, leads to a dependence on automobiles, and creates inefficient transit routing. These transportation system limitations lead to negative effects on public health.
- The Lower American River creates a barrier to economic activity, social exchanges, and job access between the Central City and South Natomas. In addition, lack of direct connection between the Central City and South Natomas diminishes the viability of development that has been planned and approved in the City of Sacramento's General Plan, the River District Specific Plan, and the Sacramento Railyards Specific Plan.
- Limited connectivity across the Lower American River contributes to longer emergency/disaster response times and limits evacuation alternatives.
- Limited options for access to recreational facilities reduces opportunities to utilize the Lower American River Parkway, especially for those walking and biking.

1.4 Study Objective

The Truxel Bridge Concept & Feasibility Study is a comprehensive analysis conducted to assess the viability of the proposed Project. Its primary purpose is to determine whether the Project is technically, financially, and operationally feasible. The study aims to identify potential challenges, risks, and evaluate the costs and benefits. By analyzing constraints in preliminary design this feasibility study helps stakeholders make informed decisions, minimize risks, and optimize the allocation of resources for better project outcomes.

Chapter 2. Existing Setting

2.1 American River Parkway

The American River Parkway, as shown in Figure 3, is a greenbelt of open space that stretches approximately 29 miles, from Folsom Dam in the northeast to the confluence of the American and Sacramento Rivers in the southwest. The Parkway is divided into several distinct areas, each with unique features that contribute to their individual character. The Lower American River (LAR) is designated as a “Recreation” river under both the State and Federal Wild and Scenic River Systems. Serving as the heart of the Parkway, the river offers recreational opportunities for residents and visitors throughout the Sacramento region. The American River Parkway is often affectionately referred to as "the jewel" of the Sacramento area due to its significance and natural beauty. The American River in the project area is also considered a navigable waterway per the Coast Guard.

Sacramento County manages a majority of the parkway and has the following goals:

- To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam.
- To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities.
- To preserve, protect, interpret and improve the natural, archaeological, historical and recreational resources of the Parkway, including an adequate flow of high-quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation.
- To mitigate adverse effects of activities and facilities adjacent to the Parkway.
- To provide public safety and protection within and adjacent to the Parkway.

2.2 Floodplain/Levees

The existing flood control infrastructure in the project area consists of levees located along both sides of the American River Parkway (see Figure 3). The south levee runs along the southern bank of the American River, while the north levee is positioned along the northern side of Steelhead Creek. The south levee is managed by the American River Flood Control District, and the north levee falls under the jurisdiction of Reclamation District 1000. This area is located within a FEMA-designated floodplain, with Natomas classified as a 100-year floodplain.



Figure 3. Parkway and Levee Locations

Several agencies have jurisdiction over the floodplain and levee system, including the U.S. Coast Guard, the U.S. Army Corps of Engineers, the Central Valley Flood Protection Board, and the American River Flood Control District. These agencies are responsible for maintaining the integrity of the levees, overseeing flood protection measures, and ensuring compliance with relevant safety and regulatory standards to reduce flood risks for the surrounding communities.

2.3 Residential/Commercial Structures and Businesses

The proposed bridge corridor passes through an area with a diverse range of residential and commercial structures, including the following (see Figure 4):

1. ***Chefs' Toys***: A restaurant supply store that offers a wide variety of commercial kitchen equipment and supplies to the foodservice industry. – Tilt up warehouse with truck loading docks
2. ***BidRL***: A warehouse auction business that facilitates online auctions, selling a wide range of items. – Tilt up warehouse with truck loading docks
3. ***Sacramento PD Evidence and Property:*** A government storage facility responsible for the safekeeping and management of evidence and property related to criminal investigations. – Tilt up warehouse with truck loading docks
4. ***WCP Solutions:*** A packaging and distribution company that provides a variety of industrial packaging solutions. – Tilt up warehouse with truck loading docks
5. ***Cal OES:*** A state-operated facility for the California Office of Emergency Services, responsible for coordinating emergency preparedness, response, recovery, and mitigation efforts during natural or man-made disasters. – Tilt up warehouse with truck loading docks and a 2-story office building
6. ***Delta Point Apartments:*** A residential apartment complex offering multifamily housing. – 2-story apartment buildings
7. ***Business Park:*** A commercial complex housing multiple businesses. – 2-story office building

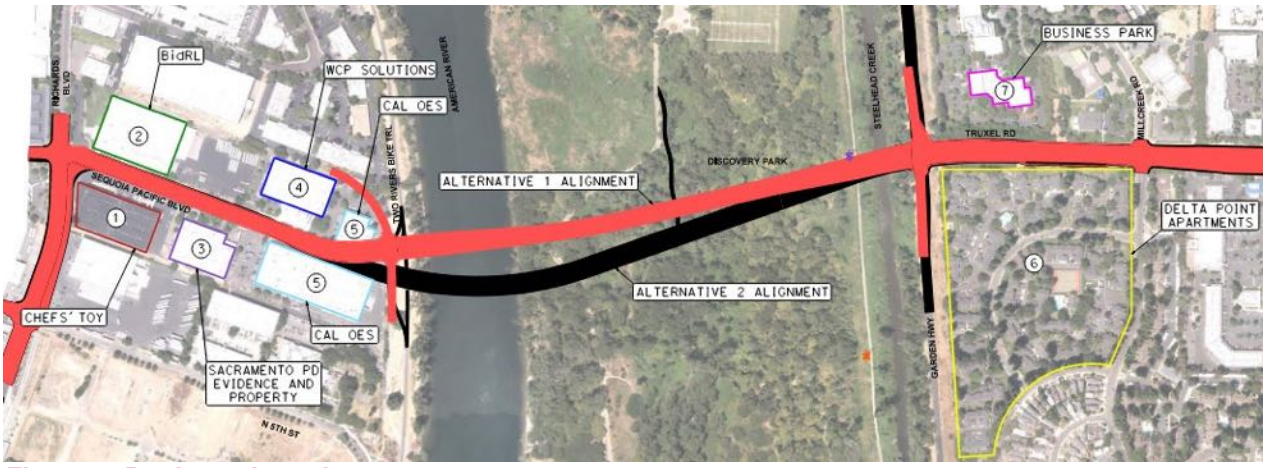


Figure 4. Business Locations

These businesses and facilities reflect the mixed-use nature of the area, contributing to both the local economy and community infrastructure.

2.4 Right of Way

Right of way through the Project area is held by approximately 14 different owners spread across as many as 28 parcels. Ownership consists of both private and publicly owned (City and County) parcels that are a mix of developed and undeveloped property. See **Attachment I** for additional information.

2.5 Utilities

Utility research was initiated via the Dig Alert website to establish a list of potential utility service providers in and around the project area. Those identified providers were contacted for verification and facility maps. Additional utility data was obtained from available City and County as-built plans and field verified data. Table 1 lists the utilities that are present within or immediately adjacent to the project site. These are also shown graphically in **Attachment J**.

Table 1: Utility Owner Matrix

Utility	Owner
Communication	ATT Distribution - California
Water & Storm Drainage	City of Sacramento
Communication	Comcast
Communication	Consolidated Communications II
Sewer	Sacramento Area Sewer District
Communication	MCI WorldCom California
Electric (Transmission)	Pacific Gas & Electric
Gas	Pacific Gas & Electric
Water	Sacramento County Water Agency
Electric (Distribution)	Sacramento Municipal Utilities District - Electric
Communication	Wave Broadband - Sacramento Region
Communication	Zayo Group LLC fna Networks 360

2.6 Transportation

Truxel Road, currently a four-lane arterial located north of the American River, is an essential roadway in the Sacramento region. Truxel Road connects to key interstates in the region such as I-5, by way of Garden Highway, and Interstate 80 (I-80). In the current City General Plan, Truxel Road between Garden Highway and West El Camino is planned to undergo a “road diet”, meaning that it will be reduced to two vehicular lanes with the extra space being designated for other transportation modes such as pedestrians, bicycles, and transit.

Sequoia Pacific Boulevard functions as a minor collector but is slated to become a future arterial as part of ongoing transportation planning and development. These upgrades are aligned with Sacramento Regional Transit's (SacRT's) Green Line extension to the Sacramento International Airport, which follows this important corridor.

There is also a strong desire from the community for new bridges in the area to be more neighborhood-friendly, enhancing connectivity without disrupting local life. Initiated with the I Street Bridge Project, the Neighborhood Friendly Bridge Policy was adopted by the City of Sacramento and is defined as a facility that:

- Provides local connectivity for short trips
- Serves all users, including bicycles, pedestrians, transit, and motor vehicles.
- Contains architecturally pleasing aesthetics and does not exceed/expand the approach roadways.
- Has a target speed limit less than or equal to the approach roadways and does not connect to residential streets.
- Reduces vehicle miles traveled in the adjacent communities.

Presently, Natomas is connected to Downtown Sacramento by three main routes, both of which are struggling to meet the needs of local users. The most heavily used route, the I-5 bridge crossing, often faces high traffic volumes and significant delays, making it a major point of congestion. This freeway is also used for interstate travel and international commerce and should not be relied upon for short local trips. One alternative route, which follows the Jibboom Street Bridge through Discovery Park, is inadequate for the level of pedestrian and bike traffic it now handles, further emphasizing the need for improved infrastructure to support the growing needs of the area. The Jibboom Street bridge is also unavailable during seasonal flooding of discover park. The other alternative route, State Route 160, connects Natomas to the area east of the proposed bridge location but also lacks pedestrian and bike facilities that align with current transportation needs.

2.7 Planning Framework

There are numerous planning documents that set forth the vision for the transportation network in the Project area. Consistency with these plans will ensure that the Project integrates seamlessly with the broader regional vision for sustainable and connected growth.

2.7.1 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

The MTP/SCS is a document prepared by the Sacramento Area Council of Governments that sets forth a transportation and land use strategy to support an economically prosperous region. It is updated every four years and, since the 2007 edition of the document, the Truxel Bridge was included in the Transportation Project List as "Truxel Bridge (SAC24539)". The traffic analysis that supports this document assumes an all-modes Truxel Bridge in the long-range forecast.

2.7.2 American River Parkway Plan (ARPP)

The ARPP aims to protect and enhance the 23-mile-long natural corridor from the American-Sacramento River confluence to Folsom Dam. It focuses on preserving the parkway's ecological integrity, recreational value, and scenic beauty while balancing conservation with public use.

The ARPP's Discovery Park Area Plan identifies a new bridge crossing at the location of the proposed Project. The crossing is identified as the Downtown Natomas Airport (DNA-RT) light rail extension, which was included in the Discovery Park Area Plan in 2008, and provided for the conveyance of transit, pedestrians, and bicyclists. Sacramento County Regional Parks and Planning Departments have acknowledged that the proposed Project, which is an all-modes facility and includes one lane for vehicles in each direction, would require a Discovery Park Area Plan Map Amendment to address the addition of vehicles on the crossing. Based on coordination with Sacramento County, it is anticipated that an Addendum to the previous adopted ARPP Environmental Impact Report (EIR) will be required before the County can approve this Area Plan Map Amendment. Public outreach will be conducted to ensure the public is involved before the EIR Addendum is approved.

2.7.3 City General Plan

The City of Sacramento's General Plan is a "roadmap for development," the foundation upon which all land use decisions in a city are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private. The City recently updated their General Plan in February 2024 and in this document the Truxel Bridge is included as a 2-lane "planned arterial roadway" in the City of Sacramento's 2040 General Plan Circulation Diagram.

2.7.4 Sacramento Railyards Specific Plan

The Railyards Specific Plan focuses on an area of approximately 244 acres in the Central City area of Sacramento, between the downtown Central Business District and the River District. It aims to establish downtown Sacramento as a major employment center that supports a land use mix of retail, entertainment, office and residential. Construction of a future multi-modal bridge over the American River is referenced throughout the Railyards Specific Plan EIR, which was approved in October 2016 and updated in 2019.

2.7.5 River District Specific Plan (RDSP)

The River District Specific Plan was created to support the transformation of the largely industrial 773-acre River District Area into a transit-oriented mixed use urban environment that would include residential, office, retail/wholesale, light industrial, and hospitality land uses. It was originally adopted in February 2011 and acknowledges the Truxel Bridge as a four-lane bridge containing vehicles and light rail. Although the Truxel Bridge is a regional project that is outside the scope of the Specific Plan effort, the traffic analysis for the RDSP utilized the SACOG assumptions that were adopted in the MTP/SCS with the Truxel Bridge in place.

Chapter 3. Public Outreach

An extensive community engagement plan was prepared and implemented as part of the feasibility study. The objectives of this outreach effort were to:

- Build public awareness of the Truxel Bridge Concept & Feasibility Study, its purpose and goals;
- Obtain input on potential opportunities and challenges, travel patterns and needs, and how a new multi-modal bridge can best be designed to fit within the context of the communities that it will serve;
- Ensure that the public engagement process is inclusive and conscious of the various cultural, accessible, and technological needs of the community;
- Include a diverse set of stakeholders and community members who speak for underrepresented groups affected by the proposed bridge alignment, current residents who live near the proposed bridge alignment, and community-based organizations or advocacy groups who represent climate action, housing, economic growth, and/or social equity interests.

Following is a summary of the outreach efforts conducted by the project team. A copy of the complete Truxel Bridge Community Engagement Plan is provided in **Attachment L**.

3.1 Vested Partner Identification

To meet the objectives of the feasibility study, the project team developed a database consisting of a diverse set of stakeholder agencies, groups, and organizations that would be an integral part of the public outreach process. These stakeholders originated in the North Natomas, South Natomas, and River District areas (Figure 5) and included the following:



Figure 5. Outreach Capture Area

Nearby Residents/Property Owners: Residents and/or property owners who live near the proposed bridge alignment, whose travel patterns and accessibility may be improved by the new crossing.

Neighborhood Associations: Nearby community and neighborhood associations.

Social Service Providers: Organizations or agencies who provide social services to community members in the River District or South Natomas communities.

Underrepresented Communities: Organizations or groups who serve underrepresented communities, such as communities of color, nearby tribal communities, low-income residents, seniors, youth, and people with disabilities.

Active Transportation Groups: Organizations and groups who advocate for people who walk, bike or take transit in the Sacramento region.

Economic Development/Local Employers: Chambers of commerce, developers, and property and business improvement districts in Sacramento Districts 3 and 4 where a new river crossing at Truxel Road may encourage increased business activity and support economic development in the area. This also includes contacts from the Railyards project and from the River District.

Education: K-12, trade, and higher educational institutions located near the proposed alignment whose students may use the future bridge to travel to school.

Health Care: Hospitals and public healthcare providers located near the proposed bridge alignment whose patients or EMTs may benefit from a new bridge to reach medical services and appointments. This includes Kaiser Permanente, with plans for a new medical facility in the Railyards just south of the American River that would greatly depend on a new river crossing to effectively serve the South Natomas, River District and North Natomas communities.

Environmental Advocates: Commissions, agencies, or organizations that advocate for sustainable land use and environmental protection in the Sacramento region.

Local Destinations: Recreation, entertainment, and shopping destinations in the Sacramento region located near the proposed bridge alignment who may depend on a new river crossing for their local customer base and out-of-town visitors.

Major Employers: Major employers located in South Natomas, the River District, and North Natomas whose employees may depend on the proposed bridge to travel across the American River to their job regularly.

Parkway Interests: Sacramento County staff who manage the American River Parkway and adjacent Regional Parks land.

Transit Providers: Sacramento Regional Transit District (SacRT), South Natomas Transportation Management Association (TMA), and North Natomas Jibe.

Public Representatives: The offices of Congresswoman Doris Matsui, Representative Ami Bera, Mayor Pro Tem Karina Talamantes, Councilmember Lisa Kaplan, and Councilmember Katie Valenzuela.

Over 160 agencies, groups, and organizations were identified in the initial database. Additional stakeholders were added throughout the project duration as a result of outreach events and project coordination meetings.

3.2 Pop Up Events

The project team attended existing community events and meetings hosted by neighborhood groups, Parent-Teacher organizations, advocacy groups, and community-based organizations for tabling opportunities and presentations.

The goal of joining these events was to meet the community where they are in order to introduce the project, build awareness of what is planned, and solicit feedback from those in attendance regarding how the City can develop a design concept that meets the community's needs. Events attended by the team included:

- Celebrate Natomas
- South Natomas Unified Board Meeting
- North Natomas Community Coalition Board Meeting
- Livability Summit
- River District Board Meeting
- District 3 Community Coalition Board Meeting
- Gardenland Northgate Neighborhood Association Board Meeting
- North Natomas Jibe Board Meeting
- Sacramento Sierra Building & Construction Trades Council Board Meeting
- South Natomas Transportation Management Association Board Meeting



Pop Up Event at Celebrate Natomas

3.3 Community Conversation No. 1

On January 10, 2024, the project team hosted a Community Conversation at the Read Academy in South Natomas. This meeting was a moderated workshop with informational board displays and facilitated discussions between the public and project team on their preferences for concept design alternatives and ideas for making the bridge community friendly. More than 55 community members attended the meeting to receive an update on the project and provide early feedback for the study.

Key takeaways from the Community Conversation included:

- Attendees favored the inclusion of bicycle, pedestrian and public transit facilities on the bridge and felt that the bridge would encourage these active modes of transportation.

- The bridge was viewed as providing a more direct route into downtown, promoting ease of travel and a more direct route for emergency vehicles.

- The American River Parkway was identified as a resource of importance to the community and there were questions as to the impact of the bridge on the Parkway.

- In terms of the various cross section alternatives, there were safety concerns regarding bicycles and pedestrians traveling adjacent to vehicles and cars/transit sharing lanes.

The meeting summary for the Community Conversation can be found in **Attachment M**.

3.4 Community Survey

As a follow up to the Community Conversation, the City hosted an Online Community Questionnaire from February 12 - 26, 2024. The questionnaire, which received a total of 1,019 responses from the community, served as a way for the larger Sacramento community to share their input if they were unable to attend the in-person community meeting. The Questionnaire included a video presentation of the slide show from the Community Conversation and 9 questions regarding the following topics:

- Current community travel patterns/modes used across the lower American River and the purpose of their trips.
- Community benefits of the proposed bridge.
- Concerns about the proposed bridge.
- Proposed bridge cross sections.

The key benefits and concerns identified by the survey respondents are summarized in Table 2 below:

Table 2: Community Survey Feedback

Benefits	Concerns
Encourages alternative modes of travel	Cut through traffic on Truxel Road
Provides better emergency access	Ensuring safe facilities for bikes/peds on bridge
Offers direct, faster access to downtown	Environmental impacts to lower American River
Avoids I-5 congestion	Cost of bridge

A summary of the Online Community Questionnaire is provided in **Attachment M**.

3.5 Stakeholder Focus Meeting

On Tuesday, April 9, 2024, the City of Sacramento hosted a Stakeholder Focus Group Meeting at the Stanford Settlement Neighborhood Center. The purpose of the April meeting was to present modified options for the bridge cross sections and mix of uses and gather additional feedback from stakeholder representatives. Ten representatives from the following organizations attended the meeting:

- 350 Sacramento
- Sacramento Area Council of Governments (SACOG)
- North Natomas Jibe
- The River District
- Environmental Council of Sacramento (ECOS)
- Save the American River Association (SARA)
- Gardenland-Northgate Neighborhood Association
- The Standford Settlement Center
- Sacramento Area Bike Advocates (SABA)
- Sacramento Transit Advocates and Riders (STAR)

The meeting included a recap of the public outreach activities completed so far and feedback received as well as an overview of the feasibility study, its purpose and background, and some frequently asked questions from the community. This was followed by a review and discussion of the Truxel Bridge horizontal alignment design and proposed cross-section options. The remainder of the time was spent answering stakeholder's questions and listening to their feedback. Observations and opinions included:

- Bicycles and pedestrians should be separated.
- Take into consideration the increasing popularity of e-bikes and their speed differences as it relates to pedestrians.
- Shared vehicle/transit lanes have a negative impact on transit efficiency but are an efficient use of space.
- Connections to the nearby bike trails are important.

A summary of the Stakeholder Focus Meeting is provided in **Attachment M**.

3.6 Project Website

A website was developed for the Truxel Bridge Project to provide interested parties easy access to project information. The website includes a project overview, the community benefits of the project, information regarding the cost and funding of the bridge, a list of engagement opportunities with links to meeting summaries and survey results, a schedule for the feasibility

phase of the project, Frequently Asked Questions, key contacts for the project team, and links to sign up for the project mailing list.

3.7 Community Open House

On November 13, 2024, the project team hosted a Community Open House at the Museum of Science and Curiosity (MOSAC) in Sacramento. Seven stations were set up around the perimeter of the room, each containing exhibits that focused on key elements of the feasibility study, including overall project information, traffic analysis, environmental resources, hydraulic analysis, roadway geometrics, bridge structure, project costs, and next steps. Project team members were present at each station to answer questions and facilitate one-on-one discussion. QR codes and hard copy comment cards were available for participants to provide feedback. Over 140 community members attended the Open House.

For interested parties that were unable to attend the meeting, an email with a link to the Open House exhibits was subsequently distributed to the project's 960 contacts and was also posted to the website. Comments were collected for an additional three weeks after the Open House.

Feedback received at the Open House and from the subsequent solicitation included the following key themes:

- Participants expressed a desire to have all modes of travel on the bridge (cars, bicycles, pedestrians, public transit), expressing the ability to shorten their drive downtown, improve greenhouse gas emissions, and meet the City's climate goals. Others preferred to exclude personal vehicles on Truxel Bridge, expressing concerns about the impacts to the Lower American River Parkway and potential impacts to traffic on Truxel Road.

- Most attendees want to see all modes of travel separated – bicyclists and pedestrians should not have a shared path, and vehicles and light rail should not share a lane. This is also reflected in comments showing preference for Alternatives 3A and 3B. Many commenters did not prefer Alternative 1 for the lack of a physical barrier between bicyclists/pedestrians and vehicles, nor did they prefer Alternative 2 because of the shared lanes between transit and vehicles.

- Comments showed concern for the safety and efficiency of travel for bicyclists and pedestrians, encouraging the use of physical barriers and separation from vehicles and public transit. Attendees also encouraged pedestrians, bicyclists, and transit users to be prioritized in the bridge design to discourage vehicle use.

- Some commenters also expressed concerns over the lack of parking options near the planned Truxel Bridge for people using light rail or visiting the adjacent parkway.

- Participants expressed a desire to have the City find ways to shorten the project timeline and expedite the project.

- While many attendees showed support for including light rail on the bridge (and some supporting both light rail and buses), some expressed opposition to including light rail and encouraged the implementation of buses on the bridge.

- Many attendees noted that more connections between Natomas and downtown/the River District are needed and encouraged the City to enhance other pedestrian and bicycle connections leading up to the planned location for Truxel Bridge. Participants expressed an interest in a public transit option to the Sacramento Airport.

- Some participants want to see green space or landscaping on the bridge to encourage more active transportation.

- Some participants were interested in understanding how emergency vehicles would use the bridge as a route.

A summary of the Community Open House is provided in **Attachment M**.

3.8 Sacramento Regional Transit

The Project is proposed to connect Sequoia Pacific Boulevard to Truxel Road along the future Greenline Light Rail alignment planned by SacRT. To maximize the efficiency of project development and to ensure that the bridge is accommodating to all modes of traffic, the City has partnered with SacRT throughout the feasibility study phase. SacRT has attended the City's monthly project meetings, presentations have been made on a quarterly basis to SacRT's management, and technical focus meetings have been held with SacRT's engineers to understand the coordination and physical parameters needed to accommodate transit facilities in the bridge design and construction. As part of this partnership, SacRT has reviewed the various alternatives considered with this study and provided feedback to the team. SacRT's comments are located in **Attachment M**.

Chapter 4. Preliminary Alternative Development

4.1 Alternatives Analyzed

This study analyzed the feasibility of multiple horizontal alignment, vertical alignment, and cross section alternatives. These alternatives can be combined in numerous ways. However, certain combinations work better together as a whole than others. A summary of the combined alternatives is provided in Table 3 and presented in **Attachment G**.

Table 3: Project Alternatives Composition

PROJECT ALTERNATIVE	1	2	3 (A/B)
Cross Section	Alternative 1	Alternative 2	Alternatives 3A & 3B
Horizontal Alignment	Horizontal Alignment Alternative 1	Horizontal Alignment Alternative 2	Horizontal Alignment Alternative 2
Vertical Alignment	Vertical Alignment Alternative 1	Vertical Alignment Alternative 2	Vertical Alignment Alternative 2
Bridge Type	Cast-in-Place Prestressed Box Girder	Cast-in-Place Prestressed Box Girder	Cast-in-Place Prestressed Box Girder

4.2 Horizontal Alignment Alternatives

For this study, two distinct horizontal alignments were analyzed to determine the most feasible and effective route for connecting Sequoia Pacific Boulevard to Truxel Road, crossing the American River Parkway. Each alignment was evaluated based on its potential impact on the surrounding infrastructure, environment, and community, as well as its ability to meet the growing transportation needs of the region.

The connection from Sequoia Pacific Boulevard to Truxel Road across the American River was selected as the best alternative for a new bridge crossing during the American River Crossing Alternatives Study (completed in 2013). The following alternatives are variations of this crossing location. An exhibit comparing these alternatives is shown below in Figure 6 and can be found in **Attachment C**.

4.2.1 Horizontal Alignment Alternative 1

Horizontal Alignment Alternative 1 represents a continuation of the Green Line extension proposed by SacRT, intended to expand public transit service northward toward the Sacramento International Airport. This alignment closely follows Sequoia Pacific Boulevard, connecting to Truxel Road at the Garden Highway to better serve the Natomas area. This proposed alignment presents some challenges, as it directly impacts key infrastructure in the area. Notably, it encroaches on the California Office of Emergency Services (Cal OES) building. Additionally, the alignment would affect a PG&E transmission tower. Any modification or relocation of these

facilities would need to be carefully planned to minimize disruptions to both emergency services and the energy infrastructure.

4.2.2 Horizontal Alignment Alternative 2 (Recommended)

Horizontal Alignment Alternative 2 offers a slightly modified approach to connecting Sequoia Pacific Boulevard to Truxel Road. Similar to Horizontal Alignment Alternative 1, it follows the same general route, continuing north from Sequoia Pacific Boulevard toward the American River. A key difference in this alignment is its strategic horizontal curve, designed to avoid direct impacts on critical infrastructure and buildings in the area. By adjusting the path of the alignment, Alternative 2 attempts to ensure that no buildings, including the Cal OES facility, are directly affected by the proposed bridge with modifications to the bridge cross section at the south approach.

In addition to avoiding the Cal OES building, the curve in the alignment allows it to bypass the PG&E transmission tower. This adjustment eliminates the need for costly and complex relocations or modifications to the tower.

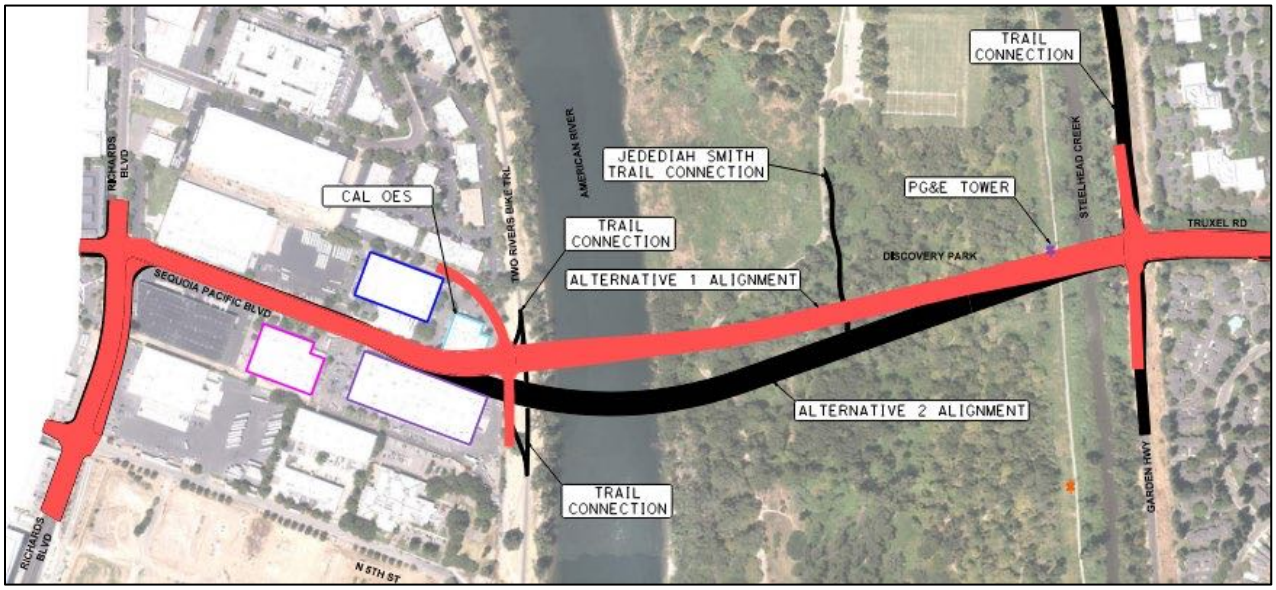


Figure 6. Horizontal Alignment Alternative

4.3 Vertical Alignment Alternatives

For each horizontal alignment proposed in the study, a corresponding vertical alignment was carefully analyzed to ensure the design met engineering, safety, and operational standards. The vertical alignment design was key in determining how the proposed bridge and transportation infrastructure would interact with the environment, especially when crossing major obstacles like the American River, levees, buildings, and nearby roads. Exhibits showcasing the following alternatives can be found in **Attachment D**.

4.3.1 Vertical Alignment Alternative 1

Vertical Alignment Alternative 1 is designed to follow Horizontal Alignment Alternative 1 and is consistent with the design of the Green Line extension developed by SacRT. A key feature of Vertical Alignment Alternative 1 is its flat profile as it crosses the American River Parkway.

At the southern end of the proposed bridge, the abutment is located at the south levee of the American River. This placement is possible because of the required removal of the California Office of Emergency Services (Cal OES) building, which would otherwise obstruct the alignment.

In terms of engineering and navigation, the design of Vertical Alignment Alternative 1 ensures that the bridge provides the necessary vertical clearance to comply with the standards set by the U.S. Coast Guard. These clearances are vital for allowing boats and other vessels to pass safely underneath the bridge. This ensures that the bridge design is not only suitable for land-based transportation but also accommodates the navigational needs of the American River.

An additional consideration of Vertical Alignment Alternative 1 is levee maintenance. The American River's levee system plays a crucial role in flood control and must be regularly maintained to ensure its integrity. To facilitate ongoing levee maintenance, the design includes provisions for maintenance paths that will cross the bridge intersection at both the south and north levees. This will allow maintenance vehicles and crews to access both sides of the river easily, ensuring that the levee system remains functional and properly maintained without being hindered by the new bridge structure.

4.3.2 Vertical Alignment Alternative 2 (Recommended)

Vertical Alignment Alternative 2 is designed to follow the same path as Horizontal Alignment Alternative 2. This alternative maintains a minimum grade of 0.5% across the American River Parkway, ensuring adequate drainage runoff for the length of the bridge.

Vertical Alignment Alternative 2 ensures that the bridge meets the vertical and horizontal clearance requirements over the American River as established by the U.S. Coast Guard. These requirements are crucial for accommodating boat traffic on the river. The bridge must provide sufficient vertical clearance to allow larger vessels to pass underneath safely and meet horizontal clearance standards to ensure there is enough space for navigation across the width of the river.

The combination of Vertical Alignment Alternative 2 with Horizontal Alignment Alternative 2 allows the bridge to begin further south than Alternative 1. Extending the bridge further south provides an opportunity to maintain critical parking areas in the Cal OES parking lots and maintain access to loading bays that would otherwise become unusable.

One of the key improvements in Vertical Alignment Alternative 2 is its approach to levee maintenance. On the south side of the levee, the maintenance road will be routed underneath the bridge on the land side of the levee. This design ensures that levee maintenance operations are not disrupted by the bridge structure itself. Maintenance crews and vehicles will have a

continuous, uninterrupted path beneath the bridge, allowing them to access the levee system for essential maintenance tasks without interference.

On the north side of the levee, access to the levee for maintenance will be provided via the intersection with Garden Highway.

4.4 Cross Section Alternatives

In this study, three bridge cross sections were analyzed to determine the most effective and practical design for the connection of Sequoia Pacific Boulevard to Truxel Road. Each cross section was evaluated based on its ability to accommodate multiple modes of transportation, including light rail, vehicular traffic, cyclists, and pedestrians, while also considering safety, cost, environmental impact, and the overall usability of the bridge. The goal of this analysis was to identify the optimal balance between functionality and efficiency in supporting current and future transportation needs. An exhibit showcasing all of the cross-section alternatives analyzed can be found in **Attachment E**.

4.4.1 Alternative 1

Alternative 1, as shown in Figure 7, is consistent with the Green Line extension cross section proposed by SacRT. In this alternative, the light rail is centrally located on the proposed bridge. To ensure safety and proper separation from vehicular traffic, the light rail tracks are physically divided by a vertical curb. This separation is a key safety feature, ensuring that light rail operations remain unaffected by traffic or pedestrians, while also minimizing the risk of accidents.

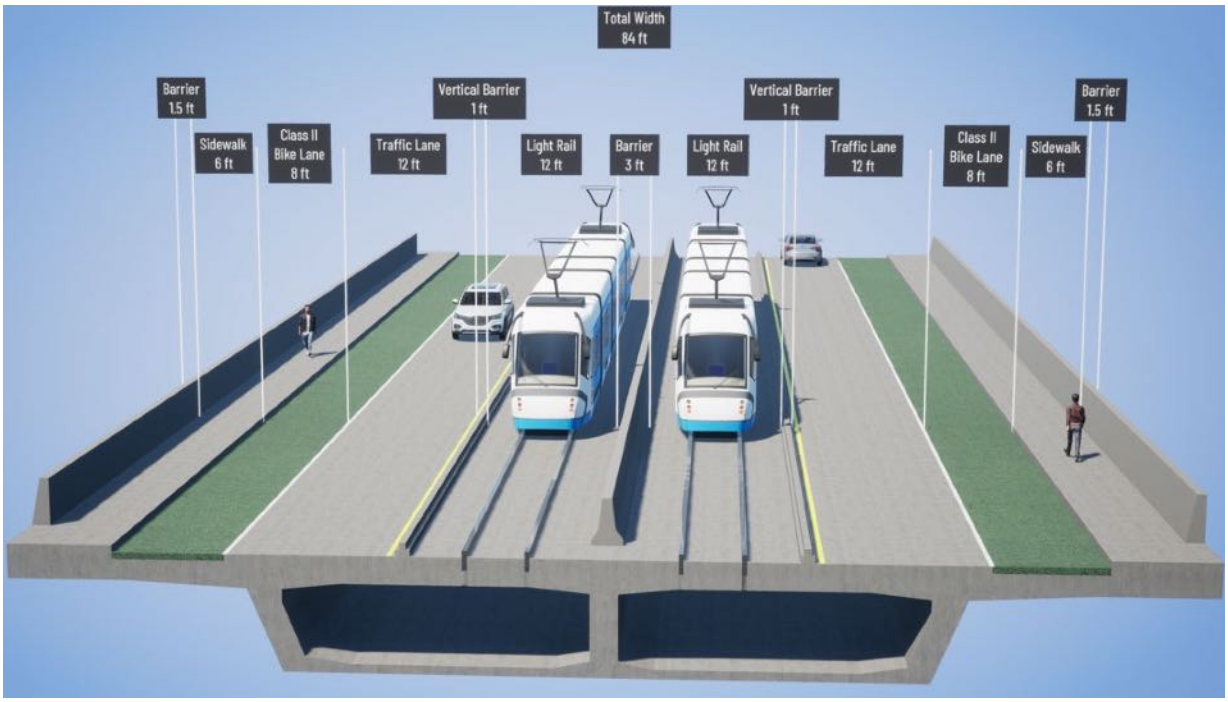


Figure 7. Cross Section Alternative 1

For cyclists, the bridge includes dedicated Class II bike lanes adjacent to the regular traffic lanes. Class II bike lanes are striped lanes that run alongside vehicle travel lanes but are not physically separated by barriers.

Pedestrian access is facilitated by two six-foot-wide sidewalks, one on each side of the bridge, allowing for safe foot traffic and encouraging pedestrian connectivity across the river.

Due to this separation of cyclists and pedestrians on both sides of the bridge, certain trail connections are made more difficult in this alternative, as discussed in section 4.7.

A distinguishing feature of this alternative is the directional separation of all modes of travel (light rail, vehicles, bicycles, and pedestrians), with all northbound travel occurring on the east side of the bridge and all southbound travel on the west side. This helps to reduce conflicts between different types of users and improves overall safety. It is also the most operationally efficient cross section from the standpoint of transit due to the lack of cross overs with vehicles and pedestrians. However, this design leaves little opportunity to reduce the overall width of the bridge by consolidating or tying together pedestrian routes, meaning that the sidewalks on either side must remain separate.

As a result of its design, which accommodates all modes of transportation with dedicated and separated lanes, Alternative 1 is the second widest of all the bridge alternatives considered. This width allows for safe and efficient travel for all users but could present challenges in terms of construction costs, land use, and environmental impact. Cyclists may also prefer other alternatives as since no physical barrier is provided to prevent vehicles from entering the bike lane.

4.4.2 Alternative 2

Alternative 2, as shown in Figure 8, takes a different approach to bridge design by incorporating mixed-use travel lanes that allow both light rail vehicles and motor vehicle traffic to share the same lanes. This mixed-use configuration reduces the overall width of the bridge, making it a more space-efficient option compared to other alternatives.

One of the key features of this alternative is the inclusion of a separated Class I trail. Class I trails are fully separated from vehicular traffic, providing a safe, designated path for both cyclists and pedestrians. This trail would run alongside the bridge but remain physically isolated from the roadways, offering a safe and accessible route for non-motorized travel. The separated trail ensures that pedestrians and cyclists can cross the bridge without interacting with cars or light rail vehicles, promoting both safety and comfort for those using active transportation.

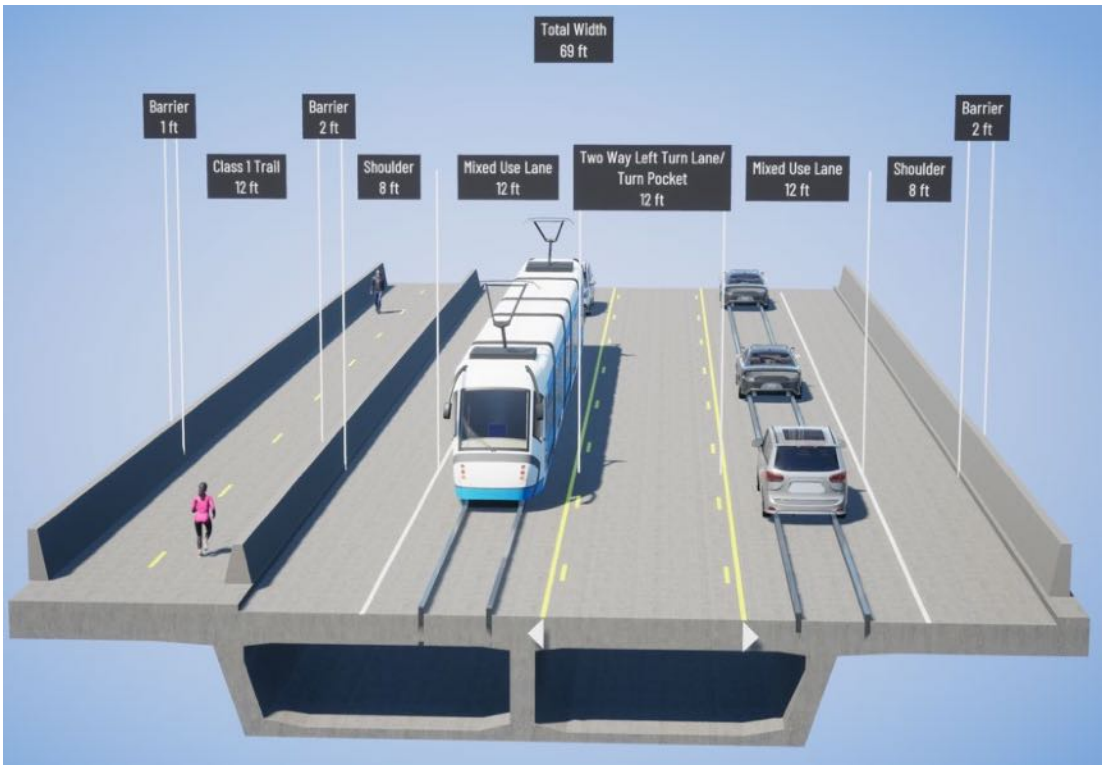


Figure 8. Alternative 2 Cross Section

Alternative 2 also incorporates a center lane, which can serve as an emergency access route. This lane provides flexibility in the event of an accident or emergency situation, allowing emergency vehicles to bypass regular traffic and reach their destination quickly. This feature enhances the overall safety and utility of the bridge by ensuring that emergency response services are not delayed by congestion or accidents.

Additionally, the cross section of the bridge can be further reduced near constrained areas, such as the Cal OES buildings by routing most pedestrian and bicycle traffic to North 5th Street, as outlined in Section 4.5 of the study. This allows for a narrower bridge design near these critical facilities, which can reduce impacts on the surrounding area and lower right of way costs.

From a transit operations standpoint, SacRT has identified this alternative to be the least efficient, noting that the sharing of lanes with vehicles reduces their headway times and causes delays throughout their system.

4.4.3 Alternatives 3A & 3B (Recommended)

Alternatives 3A and 3B present a slightly different approach to bridge design compared to the previous options. In both Alternatives 3A and 3B, as shown in Figures 9 and 10, the light rail is placed on one side of the bridge, as opposed to being positioned in the center or in travel lanes like in other alternatives.

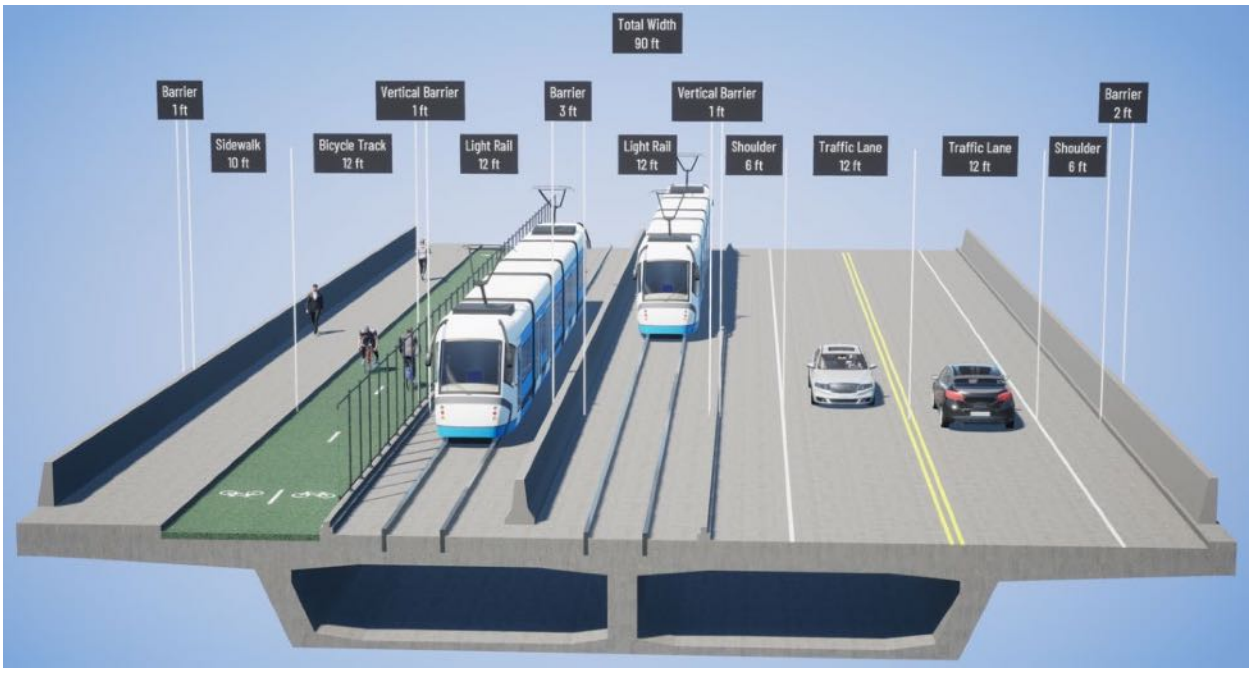


Figure 9. Alternative 3A Cross Section

While the two alternatives share many design elements, Alternative 3B introduces a key variation: it repositions the light rail on the east side of vehicular traffic to avoid a crossing point at the intersection of Sequoia Pacific Boulevard where vehicles and light rail would otherwise intersect.

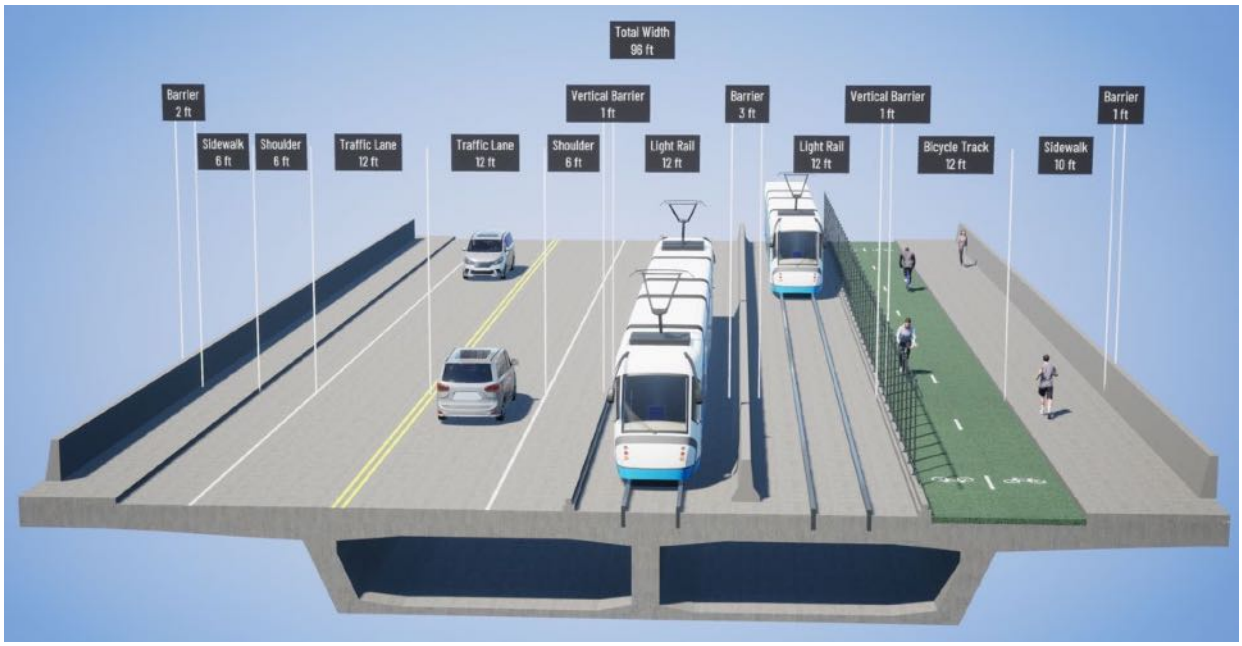


Figure 10. Alternative 3B Cross Section

One of the key features of these alternatives is that it provides the farthest separation between pedestrians and cyclists from motor vehicles. Pedestrian pathways are intentionally designed to

be as distant as possible from cars, enhancing safety and creating a more pleasant experience for those walking or cycling across the bridge. It is more desirable for bicycles to be next to light rail since light rail trams cannot wander off track. This separation improves the overall comfort and usability of the bridge for active transportation. The addition of a barrier between the bicycle/pedestrian pathway and transit provides an extra measure of safety and security for walkers, bikers, and transit operators alike.

Additionally, Alternatives 3A and 3B both offer separate lanes for pedestrians and cyclists, ensuring that each mode of active transportation has its own dedicated space. This distinction is crucial for reducing conflicts between slower-moving pedestrians and faster-moving cyclists.

Like Alternative 2, the cross section of the bridge can be reduced near sensitive facilities, such as the Cal OES buildings. By rerouting pedestrian traffic to North 5th Street, as detailed in Section 4.5 of the study, this allows for a narrower bridge design in these key areas, reducing the project's footprint and potentially lowering construction costs and environmental impacts, without sacrificing pedestrian accessibility.

Alternatives 3A and 3B are the widest bridge option among the alternatives considered. This is primarily due to the inclusion of dedicated, separated lanes for each mode of transportation as well as the need for shoulders to accommodate disabled vehicles. While this increases the overall width of the bridge, it also ensures that each group has ample space, reducing conflicts and promoting a safer crossing. The additional width also allows for greater flexibility in future modifications or expansions, ensuring the bridge remains adaptable to evolving transportation needs.

From a transit operations perspective, Alternative 3A requires a cross-over between transit and vehicles at both ends of the bridge whereas Alternative 3B only requires one cross-over on the northern end of the bridge.

4.5 Right of Way Impacts

4.5.1 Project Alternative 1

Alternative 1 eliminates left turn movements along existing Sequoia Pacific Boulevard due to the light rail lines being placed in the median. This significantly affects the trucking operations of adjacent businesses. To mitigate this, an intersection is proposed at the south levee allowing businesses to reconfigure their access. While this intersection does mitigate some access restrictions, it will still significantly impact business operations, and some businesses and buildings may require a full acquisition rather than reconfiguring their operations. Due to this factor, its estimated that 5 parcels will need to be fully acquired, with buildings removed or completely reconfigured.

Alternative 1 will also require the removal of the Cal OES building which contains equipment used for emergency operations. The effort to relocate this building will require significant coordination efforts and relocation will be difficult.

Due to the impacts to buildings on the south end of the project, Alternative 1 poses the highest right of way cost for alternatives analyzed in this study. The approximate square footage of right of way impacts by parcel for Alternative 1 is provided in **Attachment I**.

4.5.2 Project Alternative 2

Alternative 2 presents the least right of way impact among the alternatives analyzed. Since the light rail will operate in mixed-use lanes, existing traffic patterns can largely remain unchanged, minimizing disruption to adjacent businesses. The design's narrow cross section south of the bridge results in minimal encroachment onto adjacent parking areas and truck loading zones. This limited impact on adjacent businesses helps preserve current operations and significantly reduces the need for costly right of way acquisitions, making Alternative 2 the most favorable in terms of minimizing right of way-related impacts. The approximate square footage of right of way impacts by parcel for Alternative 2 is provided in **Attachment I**.

4.5.3 Project Alternatives 3A & 3B

Alternatives 3A and 3B have slightly more impacts on adjacent businesses compared to Alternative 2. This is primarily due to the slightly wider cross-section south of the levee. In these alternatives, the light rail is positioned on one side of the road, which necessitates consolidating driveway crossings and truck operations on the east side of the roadway to maintain safety. While these adjustments help ensure safe operations, they introduce minor disruptions to existing access and business operations, making the impact slightly greater than Alternative 2, though still less severe than Alternative 1. The approximate square footage of right of way impacts by parcel for Alternative 3 is provided in **Attachment I**.

4.6 Bridge Type Alternatives

This section provides a summary of the evaluations of various bridge design alternatives. These alternatives were assessed based on factors such as cost-effectiveness, adaptability to future infrastructure, and suitability for accommodating navigable waterway requirements.

4.6.1 Cast-in-Place Prestressed Box Girder (Recommended Riverside of South Levee)

The recommended Cast-in-Place Prestressed (CIP/PS) Box Girder design offers several advantages. It efficiently accommodates variable width and horizontal curve geometry, making it versatile for various structural configurations. Additionally, this design is both efficient and economical. The box girder can also support the future installation of Light Rail Plinths, enabling easy integration of track systems. The design can also meet the required clearances for navigable waterways. See **Attachment F** for Advance Planning Studies developed for each alternative.

The CIP/PS Box Girder will require significant falsework to support construction of the spans. This has two negative impacts to the project:

- In-Water Work Windows - Trestles will be required in the American River and Steelhead Creek to support the falsework and provide construction access across the waterways. The falsework/trestles in the floodway will have seasonal and environmental work windows to ensure adequate floodway conveyance and sensitive species. Generally, the in-water work occurs from June to October. This will prolong construction when compared to precast alternatives; however, the economy of the CIP/PS box girder and other advantages outweigh the increased construction time.

- Impacts to Southern Buildings – During construction, falsework will be required for the section of bridge south of the levee. This area is currently used for building access, trucking, parking, and the Two Rivers Trail along the levee. While impacts to building operations cannot be avoided, coordination with the owners will occur during the PA&ED phase to identify user needs, and the final design phase will include falsework specifications and requirements to provide passage through the area after falsework is installed to minimize impacts to operations as much as possible.



Sample Falsework and Trestle Construction

4.6.2 Precast Prestressed Concrete Girders (Recommended Land side of South Levee)

Precast prestressed concrete girders offer the advantage of requiring minimal falsework during construction, which reduces on-site labor and time. However, they are less flexible when it comes to accommodating variable width and horizontal curve geometry and are less adaptable for projects with complex layouts. The cost of using precast prestressed girders tends to be higher compared to the CIP alternative. This cost increase is the main reason for recommending the CIP option.

Construction over the American River and Steelhead Creek would be accelerated by the precast option, potentially offering construction schedule savings for the superstructure construction. However, temporary trestles will still be required within these waterways for foundation and

column construction, girder erection, and equipment access to the floodplain from the north, reducing the benefits of a precast alternative.

The precast alternative would also benefit the area south of the levee, near the buildings on Sequoia Pacific Boulevard by minimizing the duration of impacts to the building's operation and access. While the Advance Planning Studies in **Attachment F** details CIP structures for the entire length of the bridge, it would be feasible to use precast between the buildings and this should be a major consideration during Type Selection to help with business owner coordination and right of way acquisition.



Sample Precast Girder Erection

4.6.3 Movable Bridge

To achieve a lower profile over the American River Parkway, a Movable Bridge provides the benefit of increased vertical clearance for navigable waters, allowing larger vessels to pass through without obstruction. However, this design comes with significant drawbacks such as high maintenance and operational costs due to the mechanical components required for movement. Additionally, the construction cost for a movable bridge is notably higher compared to fixed alternatives, making it a more expensive option in terms of both initial investment and long-term upkeep.

4.6.4 Cable Stayed or Suspension Bridge

A Cable Stayed or Suspension Bridge offers the advantage of providing a clear span over the American River floodway, eliminating the need for supports in the water and minimizing environmental impact. This design also increases clearance for navigable waters. This type of bridge is also known for its aesthetic appeal, often becoming an iconic structure in its surroundings. However, these advantages come with a high construction cost, making it a more expensive option compared to other bridge types. Cable Stayed and suspension bridges require large visual invasive supports which would not likely meet the aesthetic criteria of the Neighborhood Friendly Bridge Policy. Additionally, these large span structures have significant cyclical movement from wind and vehicle loads which will also make connections to Jedidiah Smith trail more difficult to maintain as it would require significant joint seals and cover plates at the connection between the main and trail bridges.

4.6.5 Bridge Foundations

Attachment N includes the Preliminary Foundation Report for the bridge including alternatives for driven steel pipe piles and Cast-In-Drilled-Hole (CIDH) piles as well as an initial assessment of potential liquefaction or seismic settlement. The Report recommends large diameter CIDH piles for the intermediate supports and driven pipe piles for the abutments, primarily due to potential liquefaction. The intent of the report is to provide initial pile types and depths for the purpose of cost estimating. Alternative low-vibration types like micro piles or oscillated casings for CIDH piles will be assessed during the PA&ED phase after site specific geotechnical borings have been performed. Based on as-built borings from the nearest bridges in the area, micro piles are not recommended; however, future investigations may reveal more limited areas of potential liquefaction. The installation of the in-water foundations will require access trestles regardless of type.



Sample In-Water Foundation Construction on Trestle

4.7 Trail Connections

This study will focus on three major trail connections (see Figure 11), each of which plays a critical role in improving accessibility and connectivity for pedestrians and cyclists in the region. These trail connections are integral to the overall success of the proposed bridge and infrastructure improvements, as they help link key areas of Sacramento, promoting safe, efficient, and sustainable travel alternatives for residents and visitors.

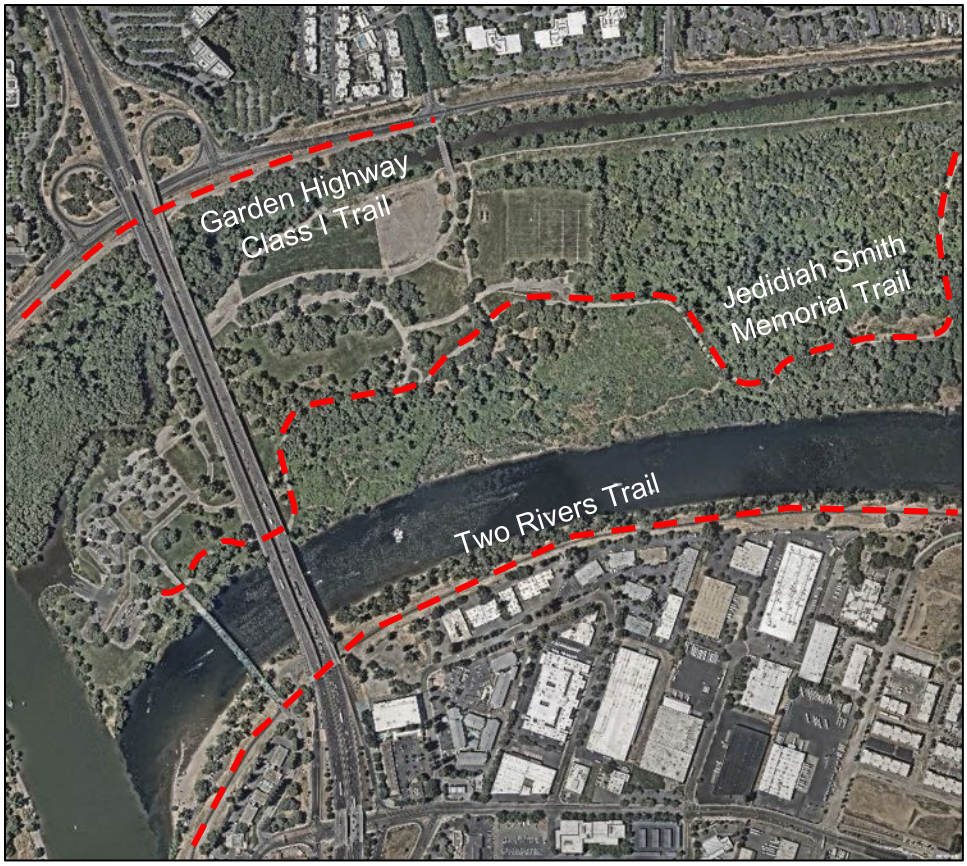


Figure 11. Trails in the Project Area

4.7.1 Two Rivers Trail

The Two Rivers Trail runs adjacent to the American River and connects Jibboom Street and State Route 160 near downtown Sacramento. It provides a connection to the longer Sacramento River Parkway Trail at its western end, while also serving as a maintenance access path for the American River Flood Control District. This trail connection is crucial to maintaining operability and perpetuating active transportation access to the Sacramento trail network. The connection to the Two Rivers Trail can be achieved with all three proposed project alternatives, each having a distinct approach to aligning the trail and ensuring continuity.

For Alternative 1, the trail would be raised to match the height of the bridge abutment on the south levee, creating a pedestrian crosswalk at the intersection. This option would require significant grading and the construction of retaining walls on the south levee to accommodate the elevated trail and the bridge abutment, while also ensuring room for access roadways at the intersection.

Alternative 2 proposes raising the trail on the land side of the south levee to match the bridge's profile, avoiding the need for extensive work on the levee itself. Grading on the land side is easier to permit and maintain. To sustain full continuity, the trail and access road would be realigned to the south of the existing levee, running underneath the proposed bridge. This design allows the

trail to remain uninterrupted by vehicular or transit crossings. This realignment will maintain required vertical clearances for maintenance vehicles underneath the bridge.

Alternative 3 is similar to Alternative 2 in terms of the required work, but it offers additional flexibility by allowing the trail to be placed on either side of the bridge. Like Alternative 2, the trail and access road would be realigned underneath the bridge, ensuring continuity and ease of maintenance.

4.7.2 Jedidiah Smith Memorial Trail

The Jedediah Smith Memorial Trail is widely regarded as the premier trail in the Sacramento area, offering scenic access to nature while connecting key points from Folsom to Old Sacramento. The trail parallels the American River and is recognized for its world-class appeal, serving both recreational users and commuters. Within the limits of the proposed Project, the trail passes directly beneath the planned bridge within the American River Parkway. This makes it a critical point to connect the overall design of the project. This trail connection has garnered significant public interest due to its importance in providing continuous and accessible trail access in the region. However, it also represents one of the most complex aspects of the project's design.

The connection of the trail to the new bridge can provide full access in Alternatives 2, 3A, and 3B, since pedestrians and cyclists are consolidated on one side of the bridge. Alternative 3B supports a full trail connection that begins on the east side of the bridge and cuts back beneath the bridge to connect with the Jed Smith Trail. Alternative 3A supports a trail connection that begins on the west side of the bridge that connects to the Jed Smith Trail farther away due to the maximum slope requirements. In contrast, Alternative 1 poses a challenge for full connectivity. Since Alternative 1 separates pedestrian and bike traffic into distinct lanes on either side of the bridge, connecting the Jedediah Smith Memorial Trail for both directions of traffic would require two separate ramp structures, one for each side of the bridge. This increases complexity and cost, making a fully connected route more difficult to achieve with this alternative. As a result, a partial connection may be necessary for Alternative 1. An alternative to constructing two ramps would be to provide a mid-block crossing for pedestrians and cyclists that would cross vehicles and transit in the middle of the bridge. This type of crossing is not ideal for light rail or vehicles and would likely require crossing signals and gates as well as CPUC coordination.

A hydraulic analysis was conducted to assess the impact of the trail connection on floodwaters and the surrounding environment. This analysis determined that the trail connection could be made on either side of the bridge with minimal impact on floodwater levels. Further reference to this analysis can be found in Chapter 6 of the study, where detailed modeling and hydrological data are provided.

The design process explored multiple horizontal and vertical alignments to identify the best solution for connecting the trail. In terms of horizontal alignment, the study found that the optimal connection point to the Jedediah Smith Memorial Trail is located west of the bridge. This location naturally aligns with the flow path of the American River, offering a smoother integration with the river's existing trajectory, a feature favored by the Central Valley Flood Protection Board.

Additionally, a landing west of the bridge provides sufficient space for the necessary ramping down of the trail to meet Americans with Disabilities Act (ADA) requirements from either side of the bridge.

To address the safety concerns of the potential for high-speed bicycle traffic on the connecting structure, curves were introduced as a speed reduction measure. This design element helps to slow cyclists as they travel down the trail connection. While this is one effective speed management strategy, it is recommended that further analysis of additional speed reduction measures be conducted in the next phases of the project to ensure optimal safety.

Regarding vertical alignment, maintaining compliance with ADA standards was a primary design consideration. This included ensuring that the ramp grades do not exceed maximums, which is critical for making the trail accessible to users of all abilities. To further enhance usability, landings are incorporated at regular intervals along the ramps. These landings serve as resting areas for both cyclists and pedestrians, particularly for those traveling uphill. The design prioritizes both safety and comfort, ensuring that the trail remains accessible and user-friendly while connecting to the new bridge infrastructure.

In summary, the Jedediah Smith Memorial Trail connection presents both opportunities and challenges within the project. The design, which will be further refined in future phases of the project, should consider the horizontal and vertical alignments, ADA compliance, safety measures, and environmental impacts, making this trail connection a vital element of the proposed bridge project.

4.7.3 Garden Highway Class 1 Bike Path

The Garden Highway Class I Bike Path is located west of the project site beneath the I-5 and Garden Highway interchange. Connecting this path to the new bridge would offer a more direct route for pedestrians and cyclists traveling southbound to downtown Sacramento from areas between I-80, I-5, and the American River, currently reliant on the seasonally inaccessible Jibboom Street Bridge.

This connection can be integrated into all bridge alternatives by widening Garden Highway on the landward side of the levee. This would provide room for a Class I path between the river and the highway. Pedestrians and cyclists would then cross a designated pedestrian crossing at the Garden Highway to access the Truxel Road Bridge (depending on the bridge configuration), improving safety and providing more convenient access between northern Sacramento neighborhoods and downtown.

In summary, linking the Garden Highway Class I Bike Path with the new bridge infrastructure would significantly enhance pedestrian and cyclist connectivity and is feasible under all of the alternatives.

4.8 Transit Phasing

The Green Line light rail extension is anticipated to follow the construction of the Truxel Bridge and is not factored into the current project's cost evaluation, except for specific elements that ensure future compatibility. To make the bridge construction cost-effective and minimize structural modifications when the Green Line extension is implemented, the bridge will be designed to accommodate necessary light rail infrastructure. This includes the incorporation of foundations for future Overhead Contact System (OCS) poles, the installation of rail plinths, and the addition of barriers needed for the light rail alignment. These features will help streamline future work, reduce additional costs when the extension is built, and have been incorporated into all the alternatives.

4.9 Cost

Table 4 provides a summary of preliminary estimates in current year dollars for each alternative, with **all amounts presented in millions of dollars**. (Detailed estimates can be found in **Attachment H**). These estimates provide an early approximation of the financial requirements for each option, factoring in costs related to construction, right of way acquisition, and design complexities.

Table 4: Project Capital Cost Summary

	Alternative 1	Alternative 2	Alternative 3A	Alternative 3B
Total Roadway Cost	$40.3	$22.2	$22.9	$22.8
Total Structures Cost	$182.0	$149.5	$188.5	$197.6
Subtotal Construction Cost	$222.3	$171.7	$211.4	$220.4
Total Right of Way Cost	$73.0	$7.5	$8.0	$8.0
Total Capital Outlay Costs	**$295.3**	**$179.2**	**$218.4**	**$227.4**

The cost of Alternative 1 is primarily influenced by the significant expenses associated with acquiring the required right of way. This alternative necessitates the relocation or removal of several businesses and reconfiguration of access routes to many others, resulting in high right of way costs.

Alternative 2 presents the lowest cost option due to its minimal right of way impacts and the narrower cross-section of the bridge. This reduction in right of way impacts means fewer disruptions to existing buildings and infrastructure, lowering the overall costs.

Alternatives 3A and 3B are very close in cost, but there is a slight variation in the cost of Alternative 3B due to the need for a sidewalk on the west side of the bridge for pedestrian continuity. The added complexity from the integration of the Jedidiah Smith Trail on the east side of the structure also contributes to the slightly higher cost. While these changes add to the

overall cost of Alternative 3B, the difference remains relatively minor between the two alternatives.

4.10 Traffic Analysis

A traffic analysis was performed for the Project to assist with geometric development and environmental impact assessments. The complete study is included in **Attachment K** and is summarized below.

4.10.1 Forecasts and Operations

Travel demand forecasts and related analysis were conducted to support the development and comparison of the following alternatives, including typical cross sections:

- Cumulative (2040) No Project: This is the Sacramento General Plan scenario with the Truxel Bridge and the Green Line LRT connection removed.
- Cumulative (2040) Plus Project –Alternative 1: This is the Sacramento General Plan scenario with the Truxel Bridge configured to match Horizontal Alignment 1 as shown in Figure 6 (Section 4.2).
- Cumulative (2040) Plus Project –Alternative 2: This is the Sacramento General Plan scenario with the Truxel Bridge configured to match Horizontal Alignment 2 as shown in Figure 6 (Section 4.2).

The forecasts were developed using the Sacramento General Plan version of the SACSIM19 model developed by SACOG for the 2020 MTP/SCS.

4.10.1.1 Intersection Forecasts

Vehicle traffic volume estimates were obtained for the following three intersections using StreetLight Data:

- Truxel Road/ W El Camino Ave
- Truxel Road/ Garden Highway
- Richards Blvd/ Sequoia Pacific Blvd

Intersection turning movement volumes were estimated for average weekdays (Tuesdays, Wednesdays, and Thursdays) during the period of February 1, 2023 to May 31, 2023 for AM and PM peak hours. Estimates were then averaged for the whole period. Since StreetLight data is an estimation based on sample data, this data is often adjusted using roadway counts if available. A comparison of the StreetLight volumes to the roadway counts from the City of Sacramento General Plan showed that the volumes from StreetLight were much lower. As a result, the StreetLight turning movement volumes were then adjusted using the roadway volume.

Using the SACSIM model, intersection turning movements were forecast for the three future year (2040) conditions listed above. A forecasting procedure known as the “difference method” was

applied to develop forecasts. The resulting forecasts indicate that the volumes between the two horizontal build alternatives do not differ significantly. From a peak hour volume perspective, the alternatives will operate in a similar manner. Additionally, the forecasts also show that the project would not increase "cut-through" trips within the South Natomas Community (see Section 4.10.4 for more information).

4.10.1.2 Operations Analysis

Traffic operations analyses were conducted to help determine geometrics and lane configuration recommendations using the same methodology applied for the General Plan. The operations analysis was limited to daily roadway level of service (LOS) consistent with the Sacramento General Plan approach. Peak hour forecasts were developed for future design purposes but were not included in the Level of Service (LOS) analysis.

Table 5 below shows the LOS and Volume to Capacity (V/C) ratios for the roadway segments in the project vicinity for the existing and cumulative scenarios. The “difference method” discussed above was also applied to the roadway volume forecasts except for the new bridge, where raw model volumes were used.

Table 5: Project Roadway ADT and LOS

Roadway Name	Facility ID	Existing			Cumulative No Project			Cumulative Plus Project – Horizontal Alignment 1			Cumulative Plus Project – Horizontal Alignment 2		
		Volume (1)	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio
Truxel Rd between W El Camino Ave and Garden Hwy	8 (Existing) 7 (Cumulative)	16,374	A	0.41	20,500	F	1.03	27,600	F	1.38	27,400	F	1.37
Richards Blvd between Sequoia Pacific Blvd and Bercut Dr	8	26,432	B	0.66	35,000	D	0.88	32,000	D	0.80	33,100	D	0.83
Garden Hwy between I-5 and Truxel Rd	7	20,787	F	1.04	25,100	F	1.26	22,300	F	1.12	22,400	F	1.12
Garden Hwy between Truxel Rd and Northgate Blvd	7	23,149	F	1.16	27,200	F	1.36	26,900	F	1.35	26,800	F	1.34
Truxel Bridge between Richards Blvd and Garden Hwy	7	-	-	-	-	-	-	17,100	D	0.86	17,100	D	0.86

Notes:

(1) Data collected on 4/30/2019 and 5/1/2019 Source: Fehr & Peers, 2024

The segment on Truxel Road north of W El Camino Ave remains of LOS F in both No Project and Plus Project scenarios. This is consistent with the City of Sacramento General Plan analysis. The roadway volume decreases on Garden Highway with the project, but the LOS remains the same. Truxel bridge has an LOS D.

4.10.2 Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) refers to the total number of miles traveled by a vehicle. VMT can be measured in different ways depending on the purpose of application. For this project, three types of VMT were calculated. Table 6 presents the methodologies, which are explained in detail in the sections below.

Table 6: VMT Methodologies

Method		Approach	Trip Types Included (1)	Source
VMT Efficiency	**Generated by all land uses**	Includes all vehicle "tours" (both work/commute vehicle tours and non-work vehicle tours) per person that start and end at land uses within the City of Sacramento including all intermediate stops.	II IX XI	DAYSIM travel diary (SACSIM Model) + VMT Outside of SACOG(2)
Induced VMT	**By Lanes**	Multiply total new class 1, 2, or 3 lanes by an elasticity to generate annual induced VMT.	II IX XI XX	NCST Calculator
Origin-Destination	**Total**	Total origin-destination (OD) based network VMT for the City of Sacramento accounting for the entire length of travel.	II IX XI	SACSIM Model select zone assigned network
	Proportional (RTAC)	Total network level VMT for the City of Sacramento accounting for the entire length of travel for II trips but only half of IX and XI trips.	100% of II 50% of IX 50% of XI	

Notes:

(1) "Trip types included" refers to the different categories of trips that are considered in the analysis depending on the origin and destination ends of the trips. These include -

II – Internal-Internal, IX – Internal-External, XI – External-Internal, XX – External-External (where internal refers to the City of Sacramento)

(2) From Replica 2019 - Average Trip Distance Data by TAZ Source: Fehr & Peers, 2024

4.10.2.1 VMT Efficiency

Passenger vehicle VMT per capita is the metric used in the Sacramento 2040 General Plan update as the metric for determining transportation impacts. Passenger vehicle VMT represents the estimated total VMT generated by trips in personal automobiles and light-duty trucks with at least one trip end (i.e., location of departure or arrival) in the city. VMT estimates and forecasts include the vehicle travel associated with residents, workers, students, visitors, etc. engaged in activities that begin and end in the City.

Table 7 shows the Passenger Vehicle VMT Generated per Capita for the existing and cumulative scenarios.

Table 7: Passenger Vehicle VMT per Capita

	2016 Base Year	2040 Cumulative		
		No Project	Plus Project - Horizontal Alignment 1	Plus Project - Horizontal Alignment 2
Total Passenger Vehicle VMT	19,442,920	21,759,336	21,735,436	21,749,666
Population – City of Sacramento	472,692	638,442	638,442	638,442
Passenger Vehicle VMT per capita	41.13	34.08	34.04	34.07

Source: Fehr & Peers, 2024

As presented in Table 7, passenger vehicle VMT per capita is expected to decline slightly with the addition of the project for both Build Alternatives compared to the No Project scenario. While the VMT reduction is slight when considered at the city-wide level, changes near the project would be most visible as shown in the cut-through traffic analysis. The introduction of the bridge also creates the opportunity to make walk and bike trips, makes transit routing more efficient, and shortens vehicle trips between key origin-destination pairs like North and South Natomas to downtown Sacramento.

4.10.2.2 Induced VMT

Induced vehicle travel effects are the driving forces behind VMT changes associated with roadway capacity expansion projects. These effects can also diminish the expected congestion relief benefits of building new capacity. An independent induced VMT forecast was generated using the research-based elasticity method contained in the California Induced Travel Calculator developed by the National Center for Sustainable Transportation (NCST) at the University of California at Davis (UCD). The SACSIM model contains a portion of the induced VMT effect but does not have direct feedback to trip generation or land use. Table 8 shows the total induced VMT associated with the Truxel Bridge project.

Table 8: Induced VMT

	2040 Cumulative		
	No Project	Plus Project - Horizontal Alignment 1	Plus Project - Horizontal Alignment 2
Total Lane Miles	313.95	315.95	315.95
New Facility Lane Miles	-	2	2
Total Annual Induced VMT (Million)	-	5.8	5.8
Total Weekday Induced VMT	-	15,890	15,890
Passenger Vehicle Weekday Induced VMT	-	11,280	11,280

Source: https://travelcalculator.ncst.ucdavis.edu/
Induced VMT Elasticity for Class 2 & 3 is 0.75
Total Induced VMT includes passenger and commercial vehicle travel.

Table 8 shows a daily increase in total VMT by 15,890 of which 11,280 is from passenger vehicles. However, this calculator forecast is insensitive to project type and local context and no reduction in VMT is accounted for due to the bridge shortening existing trip lengths.

4.10.2.3 Origin-Destination VMT by Speed bin

The total VMT generated by city land uses, disaggregated by speed bin, is used to estimate greenhouse gas (GHG) emissions. VMT estimates and forecasts include the vehicle travel associated with residents, workers, students, visitors, etc. engaged in activities that begin and end in the city. Origin-Destination (OD) methodology was used to calculate this VMT with the following trip accounting methods.

- Full accounting of all VMT generated by the City of Sacramento - This VMT is a network-based estimation or forecast that includes total VMT that has at least one end of the origin or destination (OD) within the city accounting for the entire length of travel.

- Proportional accounting of VMT generated by the City of Sacramento - This method proportions the VMT generated by City of Sacramento according to the location of the trip start and end locations.

Tables 9 and 10 summarize the VMT by speed bin using full accounting and proportional accounting methods.

Table 9. O-D VMT by Speed Bin - Full Accounting

Speed Bin	2040 Truxel Bridge - No Project	2040 Truxel Bridge - Plus Project (Horizontal Alignment 1)	2040 Truxel Bridge - Plus Project (Horizontal Alignment 2)
	All Vehicles	All Vehicles	All Vehicles
Total VMT-within SACOG	**23,519,754**	**23,494,806**	**23,510,586**
Outside SACOG	3,021,030	3,019,250	3,020,340
Total VMT	**26,540,784**	**26,514,056**	**26,530,926**

Notes:
Total VMT from all trips that have at least one trip end in the City of Sacramento based on the origin-destination (OD) method of tracking the full length of trips across the network for each OD pair (II+IX+XI).
VMT outside SACOG region for City of Sacramento is added on top using the IXXI trips and average trip distance outside SACOG region from Replica Spring 2019 data Source: Fehr & Peers, 2023

Table 10: O-D VMT by Speed Bin - Partial Accounting (RTAC method)

Speed Bin	2040 Truxel Bridge - No Project	2040 Truxel Bridge - Plus Project (Horizontal Alignment 1)	2040 Truxel Bridge - Plus Project (Horizontal Alignment 2)
	All Vehicles	All Vehicles	All Vehicles
Total VMT- within SACOG	**13,544,687**	**13,526,170**	**13,537,717**
Outside SACOG	1,510,515	1,509,625	1,510,170
Total VMT	**15,055,202**	**15,035,795**	**15,047,887**

Notes:
*Total VMT from all trips that have at least one trip end in the City of Sacramento based on the origin-destination (OD) method of tracking the full length of II trips across the network and half of IX and XI trip for each OD pair. In other words, for IX-XI VMT that has one end of a trip within the City of Sacramento only half of the IX and XI VMT is associated with the City's VMT (II+IX*0.5+XI*0.5).*
VMT outside SACOG region for City of Sacramento is added on top using the IXXI trips and average trip distance outside SACOG region from Replica Spring 2019 data Source: Fehr & Peers, 2024

Alternative 1 provides better access to the businesses south of the river by adding a signalized intersection at the south end of the bridge compared to Alternative 3. This results in overall less VMT for Alternative 1.

4.10.3 Transit Ridership Forecast

The Truxel Bridge is anticipated to ultimately carry a segment of the Green Line LRT extension between downtown and North Natomas. The same version of the SACSIM19 model was used to forecast the potential daily transit ridership associated with the extension along with the associated VMT reduction. Forecasts are based on averaging the results from three model runs.

The transit ridership forecasts were summarized for LRT service and for all transit trips crossing the screenline shown in Figure 12. The screenline method gives a better understanding of transit

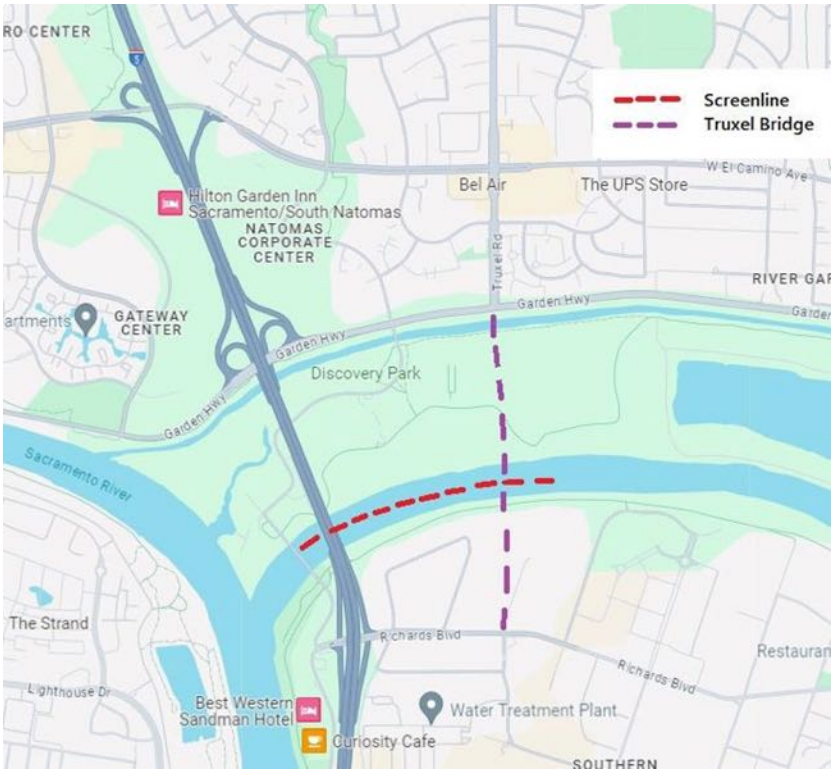


Figure 12. Screenline across Truxel Bridge and I-5

ridership and how trips will shift between different transit lines with the introduction of a new bridge and associated transit service.

In addition to ridership, average person miles traveled (PMT) was forecast from the model by averaging the length of each transit trip. Total reduction in daily and annual VMT was also forecast based on the transit ridership forecasts. Daily VMT reduction was calculated by multiplying the daily ridership by the model's forecast of average person trip length. A daily to annual conversion factor of 315 was used based on transit ridership data for Sacramento Regional Transit (SacRT).

Table 11 summarizes the change in transit ridership, average PMT, and reduction in VMT for each cumulative scenario.

Table 11: Transit Summary

	Light Rail Only			All Transit Lines across Screenline		
	No Project	Plus Project - Horizontal Alignment 1	Plus Project - Horizontal Alignment 2	No Project	Plus Project - Horizontal Alignment 1	Plus Project - Horizontal Alignment 2
Daily Ridership	-	8,313	8,322	26,651	29,965	30,093
Growth in Daily Ridership	-	8,313	8,322	-	3,314	3,442
Daily Average PMT	-	3.24	3.21	6.06	5.33	5.36
Daily Total Reduction in VMT	-	26,934	26,713	-	17,663	18,449
Annual Total Reduction in VMT	-	8,484,248	8,414,790	-	5,564,040	5,811,473

Notes:
Screenline for No Project includes total ridership from all 16 lines Screenline for No Project includes total ridership from all 17 lines
Ridership Growth -Growth in Total Daily Ridership between No Project and Plus Project Alternatives Annualization Factor – 315
VMT reduction is that associated with transit riders

The table shows that ridership growth on the "Project LRT" is approximately 8,300 daily trips for both Plus Project Alternatives. However, when considering all the lines that cross the screenline, only about 3,300 are new trips. About 5,000 trips have shifted from the other transit lines.

4.10.4 Cut-through Traffic

One of the concerns of building the Truxel Bridge is the potential for an increase in cut-through traffic on neighborhood streets in South Natomas. To understand this issue, a select-link analysis was conducted for Truxel Road north of West El Camino Avenue.

The results show that the project changes the pattern of trips by providing direct access to the downtown area. This increases the total volume on Truxel Road largely coming from, or going to, origins and destinations in North and South Natomas versus regional routes like Interstate 80 (I-80). Traffic volumes decrease on some local roadways such as Garden Highway and West El Camino Avenue and neighborhoods near Garden Highway. On W El Camino, vehicles that use the Segment of Truxel decrease from 2,300 to 2,200. Volumes on residential streets within the neighborhood also decrease by 100-200 vehicles. Thus, the project does not contribute to an increase in local or cut-through traffic. Volumes on I-5 going NB decrease by 1,000 vehicles and SB by 1,200 vehicles.

Chapter 5. Environmental

5.1 Constraints Analysis

Dokken's environmental team evaluated the environmental constraints for each alternative included in this Feasibility Study to determine all future environmental clearances, consultations, permits, and mitigation that will be required to deliver this Project through construction. After database research, preliminary field surveys, and meetings with key stakeholders, it has been determined that the environmental process does not differ between either alternative.

The proposed Project would cross the Lower American River within the American River Parkway, as such there are various environmental constraints that need to be taken into consideration as this Project moves forward. An Environmental Documentation Memorandum has been prepared as part of this Feasibility Study which provides detailed information regarding these environmental constraints. However, the main environmental constraints that would affect Project cost/ schedule and are considered a concern to the public are listed below. The Environmental Documentation Memorandum is included as **Attachment O**.

5.1.1 American River Parkway Plan

The Project is located over the Lower American River which is classified as a recreation river within the State and Federal Wild and Scenic River Systems. The American River Parkway Plan (ARPP) is the guiding policy document for the parkway and acts as the management plan for the federal and state Wild and Scenic Rivers Acts. The ARPP is administered by Sacramento County, specifically the Regional Parks Department, and focuses on the parkway's preservation, use, development, and administration. As such, Sacramento County Regional Parks is an important partner for the Project.

As the Project progresses, the City team will coordinate closely with Sacramento County Regional Parks and will obtain their input on the design features, temporary and permanent impacts to parkway natural and recreational resources, and mitigation. In addition, at least one Map Amendment to the Discovery Park Area Plan will be necessary. An Addendum or Supplemental/Subsequent Environmental Impact Report (EIR) to the 2008 ARPP Update EIR will be required before the County can approve this Area Plan Map Amendment. Complying with the ARPP as well as avoiding, minimizing, and fully mitigating impacts to the Parkway/Lower American River will be a high priority of the Project.

5.1.2 Biological Resources

Sensitive habitat communities within the Project area include the Great Valley Riparian Forest habitat and the Lower American River. The Project alignment crosses a dense stand of Great Valley Riparian Forest and will result in both permanent and temporary impacts to this vegetation community. According to the ARPP, all compensatory mitigation for habitat impacts must be implemented within the parkway. The City team has completed initial outreach to various wildlife and regulatory agencies and the Sacramento County Parks Department and identified a

potentially suitable site approximately 2 miles upstream in the Woodlake Plan Area. In the next phase of work, the City will need to work with County Regional Parks, regulatory agencies, and stakeholder groups to develop a conceptual mitigation design. Once a conceptual mitigation design is agreed upon, the next step will be to fully develop a mitigation plan and prepare a Habitat Mitigation and Monitoring Plan.

Database research and preliminary field surveys determined that sensitive habitat communities provide suitable habitat for the following special status species: Chinook salmon, green sturgeon, California Central Valley (CCV) steelhead, Swainson's hawk, white-tailed kite, western pond turtle, and valley elderberry longhorn beetle. Impacts to federally listed species require Section 7 consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) during the Project Approval & Environmental Document (PA&ED) phase. For state listed species, the City will need to apply for an Incidental Take Permit (ITP) under California Fish and Game Code Section 2081.

5.1.3 Cultural Resources

The Project is located within the Lower American River adjacent to the confluence with the Sacramento River which was an area of regional importance during both Indigenous and historic occupational periods. There are known Native American cultural resources present within the vicinity of the Project area, including the Delta Tribal Cultural Landscape (TCL) and the Lower American River TCL. Potential avoidance will be pursued but presence/absence archaeological testing will likely be required during the PA&ED phase to determine if any previously unknown resources are present within the Project footprint. Lastly, historic-era resources within and adjacent to the Project area include the river levees, the Natomas East Main Drain, and commercial buildings.

Due to the high cultural resource sensitivity of the Project area, the City has initiated early consultation with the United Auburn Indian Community (UAIC), including ongoing email correspondence and a field visit with Tribal representatives in May 2024. The City will continue working with interested tribes throughout the project. Overall, the Project may have an adverse effect under Section 106 of the National Historic Preservation Act (NHPA) and a potentially significant effect under the California Environmental Quality Act (CEQA) requiring substantial attention to evaluation, assessment of effects, significance, development of mitigation, and consultation during the PA&ED phase.

5.1.4 Transportation

The purpose of the proposed Project is to construct a new multi-modal bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River, which will impact traffic patterns along Truxel Road, Garden Highway, Sequoia Pacific Boulevard, and other adjacent roads. As the Project would construct a new bridge, potential impacts to regional transportation and traffic must be analyzed under CEQA guidelines through the vehicle miles travelled (VMT) framework. Since the City is the CEQA lead agency, this Project is required to comply with policies listed in the General Plan and the Climate Action & Adaption Plan (CAAP).

As the Truxel Bridge Project is part of the City of Sacramento's 2040 General Plan, transportation impacts under CEQA, including VMT, are considered less than significant. Only transportation projects not included in the General Plan would potentially be considered to have a significant impact.

5.1.5 Parks and Recreational Areas

The Project area is located within the American River Regional Parkway, a Sacramento County Regional Park. Additionally, portions of Discovery Park, Two Rivers Bike Trail, and Jedediah Smith Trail are within the Project area. Should Caltrans be the National Environmental Policy Act (NEPA) lead agency, these resources would be treated as Section 4(f) resources and would go through the Section 4(f) evaluation process during the PA&ED phase. Public access to Discovery Park, American River Regional Parkway, Two Rivers Bike Trail, and Jedediah Smith Trail will be maintained during construction.

5.2 PA&ED Recommendations

5.2.1 CEQA/NEPA Environmental Document

It is understood that this Project will have a federal nexus, either through impacts to waters of the U.S. and/or due to federal funding. Therefore, the proposed Project will require approvals under CEQA and NEPA during the PA&ED phase. The City of Sacramento will be the CEQA lead and at this time, it is assumed that Caltrans will be the NEPA lead. Due to the level of impacts to environmental resources and anticipated level of public interest, it is anticipated that the Project will require the preparation of an Environmental Impact Report (EIR) under CEQA and a Complex Environmental Assessment (EA) under NEPA. To streamline the process, a joint EIR/EA will likely be prepared.

5.2.2 American River Parkway Plan

The ARPP identifies a new bridge crossing the Lower American River at the Truxel Road location. While a new bridge in the proposed location is supported by the ARPP and is specifically referenced in numerous locations including the Discovery Park Area Plan, the Discovery Park Area Plan map identifies the crossing as a Light Rail Downtown-Natomas-Airport (DNA) bridge, and Sacramento County Regional Parks has stated that an Area Plan Map Amendment will need to be processed and approved by the County in order to properly reflect the City's proposed all-modes bridge. A CEQA analysis will be completed before the Area Plan Map Amendment will be considered/approved.

5.2.3 Environmental Technical Studies

As Caltrans is the assumed NEPA lead and the Project is off the State Highway System, a Preliminary Environmental Study (PES) Form will be required during the PA&ED phase, which outlines the recommended federal environmental documentation, technical studies, surveys, approvals, agency coordination, and permits required for the Project. A PES Form has been prepared as part of this effort and is included as an attachment to the Environmental

Documentation Memorandum. Table 12 summarizes the technical studies that are expected to be required during the PA&ED phase to support the joint environmental document:

Table 12: Anticipated Technical Studies

Resource Type	Environmental Technical Studies[1]	Coordination
Biological Resources	NES	Caltrans
	Biological Assessment (USFWS/NMFS)	Caltrans, USFWS, NMFS
	Aquatic Resources Delineation Report	Caltrans + U.S. Army Corps of Engineers (USACE) during the design and permitting phase
Water Quality	Water Quality Assessment Report	Caltrans
Cultural Resources	Historic Property Survey Report /Archaeological Survey Report	Caltrans, USACE, State Historic Preservation Office (SHPO)
	Extended Phase I Proposal/ Report	Caltrans, USACE, SHPO
	Historical Resources Evaluation Report	Caltrans, USACE, SHPO
	Archaeological Evaluation Report	Caltrans, USACE, SHPO
	Finding of Effects Report	Caltrans, USACE, SHPO
	Monitoring and Environmentally Sensitive Area Action Plan	Caltrans, USACE
	Memorandum of Agreement	Caltrans, USACE
	Late Discovery and Monitoring Plan	Caltrans, USACE
Noise	Noise Study Report	Caltrans
	NADR (Optional)	Caltrans
Air Quality	Air Quality Report	Caltrans
	Air Quality Conformity Analysis	Caltrans, Sacramento Area Council of Governments Interagency Consultation Review Group, Federal Highways Administration
Traffic	Traffic Study	Caltrans
Community	Community Impact Assessment	Caltrans

Resource Type	Environmental Technical Studies[1]	Coordination
	Relocation Impact Report (Optional)	Caltrans
Visual	Visual Impact Assessment - Advanced Report	Caltrans
Wild and Scenic Rivers	Wild and Scenic Rivers Study	Caltrans, Sacramento County, California Resource Agency, National Park Service (NPS)
Hazardous Materials/Hazardous Waste	Hazardous Waste Initial Site Assessment	Caltrans
Section 4(f)	Section 4(f) Evaluation	Caltrans, Sacramento County, SHPO
Floodplain	Location Hydraulic Study	Caltrans
	Floodplain Evaluation Report	Caltrans
	Summary Floodplain Encroachment Report	Caltrans
[1.] *All technical studies listed are Caltrans specific since it is anticipated that Caltrans would be the NEPA lead agency*		

5.3 Agency/Stakeholder Consultations

5.3.1 Sacramento County Regional Parks

The ARPP is administered by Sacramento County Regionals Parks; therefore, frequent and regular coordination will be a priority of the Project. The City team will obtain their input on the design features, temporary and permanent impacts to parkway natural and recreational resources, and mitigation during the PA&ED and design phase.

5.3.2 Air Quality Interagency Consultation

The City is in non-attainment for ozone and PM2.5 and maintenance for PM10 under Federal regulations. As part of the Air Quality Report during the PA&ED Phase, a request for Interagency Consultation Review (ICR) will be prepared and presented to the SACOG ICR Group. This Interagency Consultation process will determine if the Project is a Project of Air Quality Concern (POAQC) under U.S. EPA's regulations 40 CFR 93.123 (b) (1).

5.3.3 Wild and Scenic Rivers Interagency Coordination

As part of the Wild and Scenic Rivers Study during the PA&ED Phase, coordination with the River Managing Agencies (Sacramento County Regional Parks and California Resources Agency) for the Lower American River is required. It may be necessary to also consult with NPS. The purpose of this consultation is to determine whether the proposed Project could have an adverse effect on the free-flowing characteristics of the river and whether the action could have the potential to alter the river segment's ability to meet the criteria that classify it as wild, scenic, or recreational.

5.3.4 Section 4(f) Programmatic Coordination

As part of the Programmatic Section 4(f) evaluation during the PA&ED Phase, interagency coordination is required with the agency having jurisdiction over the resource. For Two Rivers Bike Trail, Jedediah Smith Trail, American River Parkway, and Discovery Park, Sacramento County is the agency with jurisdiction. For the Natomas East Main Drain / historic levees and Delta TCL, SHPO is the agency with jurisdiction. Coordination with these jurisdictional agencies will consist of discussing the significance of the property, primary purpose of the land, proposed use and impacts, and proposed measures to avoid and/or minimize harm.

5.3.5 State Historic Preservation Officer Consultation

The Project will consult with the SHPO to obtain concurrence on any cultural resources identified with require significance evaluations, determinations of effect, and/or a memorandum of agreement under Section 106 of the NHPA.

5.3.6 Endangered Species Consultations

Database research and preliminary field surveys determined that vegetation communities within the Project area provide suitable habitat for the following federally and state listed species: Chinook salmon, green sturgeon, California CCV steelhead, Swainson's hawk, white-tailed kite, western pond turtle, and valley elderberry longhorn beetle. Impacts to federally listed species require Section 7 consultation with USFWS and NMFS during the PA&ED phase. A Biological Assessment (BA) will be needed to fully analyze and quantify potential impacts to these species. Caltrans will use the BA to initiate consultation with USFWS and NMFS under Section 7 of the Endangered Species Act.

As the Project will likely involve impact pile driving that has the potential to result in harmful levels of underwater sound pressure that could result in direct take of state listed fish in close proximity to the construction area during trestle installation, an ITP for Chinook salmon is expected to be required. Additionally, CDFW has asserted that any Project activities within ¼ mile of an active Swainson’s hawk nest may result in nest abandonment or other forms of “take.” There are numerous documented Swainson’s hawk nests within ¼ mile of the proposed Project and there is a high probability that Swainson’s hawk will be nesting within ¼ mile of the Project during construction. As such, an ITP for Swainson’s hawk is expected to be required to avoid potential delays during construction.

5.4 Regulatory Permitting

Numerous permits, listed in Table 13, will be required during the design phase to construct the Project. Separate regulatory permits from the USACE, CDFW, and the Water Board may be required during PA&ED in order to proceed with geotechnical work or to initiate any cultural resource investigations that require excavation and vegetation removal.

Table 13: Anticipated Technical Studies

Permit Type	Regulatory Agency
§404 Nationwide Permit 14[1]	USACE
§401 Water Quality Certification[1]	Water Board
Flood Encroachment Permit	Flood Board & USACE 408 Group
§1600 Streambed Alteration Agreement[1]	CDFW
Coast Guard Bridge Permit	U.S. Coast Guard
City Tree Permit	City of Sacramento

1. Required during PA&ED for geotechnical work or cultural resource investigations

Chapter 6. Hydraulics

The Project will cross the Lower American River floodway and introduce various encroachments, such as piers, embankment fill, and walls in order to support the structure and any trail connections. A preliminary hydraulic analysis was conducted to identify approximate impacts to water surface elevations (WSEL), levee freeboard, velocities, and scour. The complete Preliminary Hydraulic Study Report is provided in **Attachment P**.

6.1 Existing Conditions

The Lower American River floodway (Figure 13) is comprised of the American River channel, Discovery Park, and the Steelhead Creek channel.

- The American River channel, which flows along the south side of the floodway, is approximately 400 feet wide and up to 40 feet deep at the project site. The banks are relatively steep and support significant riparian vegetation, including large mature trees, bushes, and shrubs. The channel supports a constant flow, which is regulated by Folsom Dam, and does not have any significant obstructions aside from manmade structures up- and downstream from the project site.

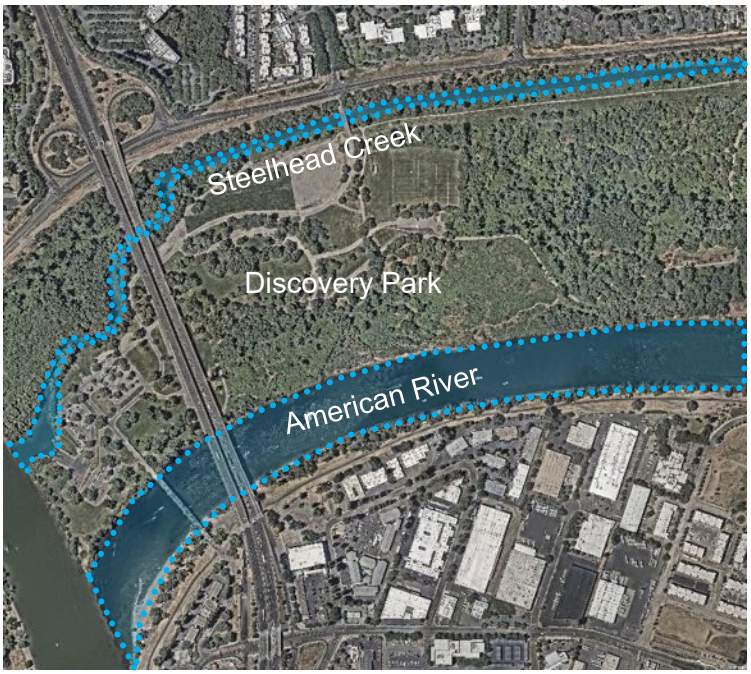


Figure 13. Lower American River Floodway

- Steelhead Creek flows along the north side of the floodway and is approximately 125 feet wide and 35 feet deep in the project area. The moderately sloped banks are covered with thick riparian vegetation consisting of mature trees and dense bushes/shrubs. Supporting a highly urbanized watershed, Steelhead Creek has a constant, year-round flow.

- Discovery Park is the low-lying area between the American River and Steelhead Creek, supporting numerous recreational activities, including biking, fishing, archery, picnicking, and boat launches to the American River. The park also supports significant riparian vegetation, primarily trees, and is designed to flood when the American River and Steelhead Creek overtop their banks.

At the project site, the Lower American River floodway is protected by levees to the north and south. Garden Highway sits atop the northern levee along the north bank of Steelhead Creek and the Two Rivers Bike Trail sits atop the southern levee along the south bank of the American River.

The existing hydraulic conditions of the Lower American River floodway within the project area are relatively stable. This section of the floodway experiences backwater effects from the Sacramento River due to its proximity. This area has mild slopes with subcritical flow, and velocities range from 6.4 to 7.2 fps within the Lower American River floodway. The Froude number in both the Lower American River channel and Discovery Park is below 0.20, indicating stable conditions without hydraulic jumps.

6.2 Stakeholder Coordination

To define the parameters and criteria to be considered as part of this preliminary hydraulic analysis, the team met and/or coordinated with several relevant agencies and stakeholders, including Central Valley Flood Protection Board (CVFPB), U.S. Army Corps of Engineers' (USACE), the U.S. Coast Guard (USGC), and American River Flood Control District (ARFCD). This coordination assisted in defining the flows for the analysis, identifying the current hydraulic model to be used in the analysis, outlining the allowable water surface elevation increases, and describing freeboard requirements for both levees and bridges. The information collected from this coordination was used to guide the analysis and evaluation of the results.

6.3 Hydrology

According to the 2024 Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS), a 100-year storm event in the American River channel near the project site has a flow rate of 157,000 cubic feet per second (cfs). No flow data for a 200-year storm event was available in the FIS, so it was obtained from the Central Valley Hydrology Study (CVHS), which specifies a 160,000 cfs flow rate for this event. Given that the CVHS 200-year event is also the maximum allowable flow rate out of Folsom Lake and only slightly higher than FEMA's 100-year flow, it served as the primary inflow for the American River channel and was used to ensure that freeboard requirements were met.

Steelhead Creek, which flows parallel to American River on the north side of Discovery Park, has a 200-year flow of approximately 4,200 cfs. Both the American River channel and Steelhead Creek overtop to contribute flow to Discovery Park during large storm events.

6.4 Hydraulic Analysis

6.4.1 Criteria

The Truxel Bridge Project is required to meet FEMA, CVFPB, USACE and USCG design requirements.

FEMA and USACE set forth the following requirements pertaining to levees:

> Levee's must have a minimum freeboard of three feet above the water-surface level of the 100-year storm event. An additional one foot above the minimum is required within 100 feet on either side of structures (such as bridges) riverward of the levee or wherever the flow is constricted.

CVFPB provides guidance regarding freeboard on bridge structures:

> Bridges must have a minimum of three (3) feet of freeboard above the design 200-year flood plain. Levees within one hundred feet of a bridge, or other structure which may constrict floodflows, must have one foot of additional freeboard.

The USCG provides the following guidance pertaining to bridge structures crossing navigable waterways (the American River):

> Bridges must have 10 feet of vertical clearance above the design flow elevation of 37.4± feet (USACE SACRIVERBASIN G4 NAVD88 datum) to the lowest hittable portion of the bridge.

6.4.2 Analysis

The hydraulic analysis was performed using the USACE Hydrologic Engineering Center's River Analysis System (HEC-RAS). An existing 2-dimensional model prepared by CBEC Eco Engineering for other Lower American River projects was used as the existing condition and was modified to include the bridge as the proposed condition. The proposed condition HEC-RAS model was created for Alternative 3 of the Truxel Bridge. Alternative 3 was determined to be the most conservative design, featuring a bridge that is 90 feet wide and 2,755 feet long. This bridge consisted of three 3-foot diameter piers and sixteen 5-foot diameter piers, with three piers proposed within the American River channel banks and two within the banks of Steelhead Creek. Piers were modeled to have a semi-circular nose shape.

In addition to the bridge structure, connections to the Jedediah Smith Trail that traverses Discovery Park were also added, with one connection originating from the east side of the bridge and, as a separate analysis, a connection originating on the west side of the bridge.

6.4.3 Results

The preliminary HEC-RAS analysis shows a WSEL rise of 0.13 to 0.14 feet immediately upstream of the proposed Truxel Bridge within the American River channel and a WSEL rise of 0.11 to 0.12 feet within the Discovery Park portion of the floodway. The WSEL rise gradually dissipates upstream, returning to existing conditions near RM 10.

Adding a westerly or easterly Jedediah Smith Trail connections results in a negligible impact (0.00 to 0.01) for either connection. However, the easterly connection results in slightly higher velocities at the bridge compared to the westerly connection and the no-trail alternative. While neither trail connection significantly impacts WSEL in the floodway, the westerly connection requires fewer piers and results in a slightly smaller velocity increase near the bridge, making it a safer hydraulic alternative.

The analysis shows that velocities will increase, ranging from 2.2 to 2.3 fps, 100 feet downstream of the proposed bridge, with maximum velocities approaching 9 fps.

The bridge freeboard requirements set by all governing agencies are met using the 200-year flow frequency, accounting for the rise in WSEL. In addition, the vertical clearance from the WSEL of 37.26 feet to the lowest hittable portion of the bridge is confirmed to be around 10.14± feet, which meets the minimum Coast Guard required clearance.

The levee freeboard requirements are satisfied along both the north and south levees up through RM 10, with the exception of the segment 100 feet upstream and downstream of the proposed bridge location. Due to the addition of the bridge, an additional foot of levee freeboard is required within 100 feet of the bridge. The freeboard on the north levee will be approximately 0.5 foot less than the required 4 feet in this segment of the Lower American River floodway. Since the Garden Highway (north levee) will be raised to accommodate the new bridge crossing, the additional elevation of Garden Highway will provide more than the needed 0.5 feet of additional freeboard along the north levee for the segment that is 100 feet upstream and downstream of the bridge.

6.5 Scour Analysis

The scour analysis and recommendations for this project utilized the proposed preliminary model results in conjunction with the findings from the River Smith Engineering technical memorandum, "*Geomorphic, Erosion, and Sedimentation Analysis for the Proposed Green Line Bridge Crossing over the Lower American River,*" completed on February 20, 2017, and the State of California Department of Transportation (DOT) memorandum, "*Geological and Geotechnical Scour Evaluation for the American River Bridge*," completed on March 5, 2018.

The scour analysis considered both long term aggradation/degradation as well as local (pier/abutment) scour. Based on a review of the existing soils and historic geomorphic data, the American River channel in the vicinity of the project has demonstrated relative vertical stability within the past 40 years, with bed elevation variations ranging from -3 feet to +3 feet from modest river flows.

Abutment scour for this project is not a major concern since they are either outside the floodplain or in areas of low velocities. However, pier scour is anticipated to present a significant concern for this project due to the composition of the underlying soils.

The south bank of the Lower American River is already armored and maintained by the ARFCD, so no erosion is expected. The north bank of the active river channel is unarmored and further movement in the river planform can be expected in that direction due to the higher project velocities.

6.6 Conclusions

The rise in WSEL in the Lower American River floodway are minor and will not compromise the levee freeboard with the proposed improvements along Garden Highway. Similarly, the trail connection has a negligible impact to WSEL, regardless of the connection location.

It is anticipated that a rise in WSEL within the FEMA floodway would necessitate processing a Letter of Map Revision (LOMR) and a Conditional Letter of Map Revision (CLOMR), requiring coordination with FEMA for remapping the floodplain due to this rise. However, given the minimal nature of the increase, it can potentially be mitigated by more detailed analysis and design elements during the final design phase.

Riverbed degradation is anticipated, particularly when velocities near 9 fps in the proposed conditions. The final design will mitigate for this, and the bridge foundations will be extended accordingly.

Armoring of the north bank of the Lower American River is imperative to prevent further planform movement in that direction, while modifications to existing south bank armoring are necessary to withstand the 160,000 cfs design flow.

Abutment scour is not a concern for Abutment 1 (south abutment) due to it being located outside the FEMA floodplain but warrants further investigation for Abutment 21 (north abutment) during the final design phase.

Pier scour will be addressed by removing alluvial material around support piles and replacing it with rip-rap boulders. The final design will specify rip-rap sizes capable of withstanding peak flows and velocities.

Chapter 7. Constructability

A constructability assessment was performed on all alternatives prepared during the initial phases of the development and presented in the Truxel Bridge Concept & Feasibility Study. While all alternatives were found to be constructable, the intent of this Constructability Assessment is to highlight critical construction operations and access needs not only to determine the feasibility of the alternatives, but also to help define the project footprint and associated environmental survey areas and right of way needs. It was ultimately determined that all alternatives can be constructed as shown and are therefore feasible. A summary of the constructability assessment is provided below and the complete Constructability Memo is provided in **Attachment Q**.

7.1 Bridge Width and South Approach

Alternatives for the bridge ranged in width from 63 feet to 116 feet and 2,400 feet to 2800 feet in length. The most recent Advance Planning Studies, dated October 16, 2024, are included as **Attachment F**. The key differentiator between Alternatives 2 and 3A/B is that these alternatives extend the bridge section between two existing buildings on Sequoia Pacific Boulevard for approximately 300 feet south of the southerly American River levee. These buildings are approximately 80 feet apart. Between the buildings, the bridge width is 63 feet for Alternative 2 and 74 feet for Alternative 3A/B. While the bridge width physically fits between the existing buildings, the impacts to the building's operations during and after construction cannot be overlooked.



Figure 14. Existing Buildings at Southern Conform (Alts 2 & 3)

Communication with the building owners and their tenants to understand how they access the buildings and the equipment they use in the area between the buildings will be crucial to successfully acquire the right of way and temporary construction easements to complete the project. See **Attachment I** for the project right of way needs for each alternative. After bridge

construction is complete, the space under the bridge will preserve many parking spaces and provide access to the existing entries and roll up doors on the sides of the buildings. However, during construction these facilities will be unusable and inaccessible due to falsework and foundation installation. This will require significant outreach and coordination during the later phases of project delivery.

Since the edge of the bridge will be a few feet away from each of the buildings, it is important to include safety fence on the edges of the bridge that will prevent people on the bridge from accessing or attempting to access either building.

7.2 Foundation Installation

Existing high voltage overhead power lines run east-west just south of Steelhead Creek and will cross over the new bridge. It is very important to design bridge foundations as far away from these lines as possible. **Attachment N** includes preliminary geotechnical recommendations for driven steel pipe piles and large diameter cast-in-drilled-hole (CIDH) concrete piles. These piles are constructed using two 250-feet tall cranes. The bridge foundations on each side of the power lines should be laid out so they provide approximately the same clearance from the lines (i.e., place the piers supporting the span under the power lines equal distances from the power lines). The Advance Planning Studies included in **Attachment F** show the piers laid out immediately south of Steelhead Creek near the overhead lines to center the span on the overhead line to minimize potential impacts to the power lines. A detailed survey of the power line wire heights, as well as required clearances based on voltages should be carefully examined during the later phases of the project delivery.

Additionally, driving forces and vibrations from driven piles or driven temporary casings installed for CIDH piles adjacent to the existing buildings on Sequoia Pacific Boulevard will potentially damage the existing buildings. Oscillated casings or grouted micro piles should be considered at these locations to minimize this potential damage.

7.3 Site Access

The contractor will need numerous locations to access the site. The main roadways at each end of the project are Richards Boulevard on the south and Garden Highway on the north, with Discovery Park in between. The American River and Steelhead Creek also create barriers to the contractor's access that will need to be improved. Numerous access points and paths of travel for the contractor and their suppliers should be identified and evaluated. Cranes, large trucks with trailers, concrete trucks, pickups, and large trailered holding tanks for the slurry circulation will need access to all areas currently separated by the river and creek. Identifying these contractor routes will dramatically improve bidding and the results. Also, a project of this magnitude will need an area for the Contractor to set up their on-site office. A few viable locations for a field office and yard should be identified and evaluated. Ultimately, large

construction equipment access and temporary staging areas in the floodplain as well as access trestles over the American River and Steelhead Creek will be required. The environmental study area is included in the *Environmental Document Memorandum* (**Attachment O**). This memorandum also outlines all regulatory permits that will be required for the temporary and permanent impacts associated with the project.

The bridge spans the American River and includes four (4) sets of piers in the water, or close to the water's edge. Performing the bridge construction will require a temporary trestle for the contractor to use to build foundations and the bridge segment over the water. Coffer dams or oscillated casings with circulated slurry and baker tanks for dewatering foundation and column installation will be required in addition to the trestle and falsework over the water. This construction will be limited by flood control and fish windows, generally restricting in-water work to the period from June to October. Working day schedules developed during final design must properly account for this restricted in-water work window.

The bridge also spans Steelhead Creek and includes one pier close to the water's edge. Performing the construction will require a temporary platform for the contractor to build foundations and the bridge segment over the water.

7.4 Transit Lanes

The bridge will include two sets of tracks for future Light Rail vehicles on the bridge deck. In the interim these lanes may be used for traditional buses or Bus Rapid Transit (BRT). SacRT requires track plinths to be placed with the bridge construction. To facilitate use of these lanes by busses until the Light Rail is extended to the project area, the track plinths can be covered with precast deck panels. Additionally, SacRT requires foundations for the Overhead Catenary System (OCS) poles to be installed with the bridge construction. The anchors for these poles can be embedded in the median barrier.

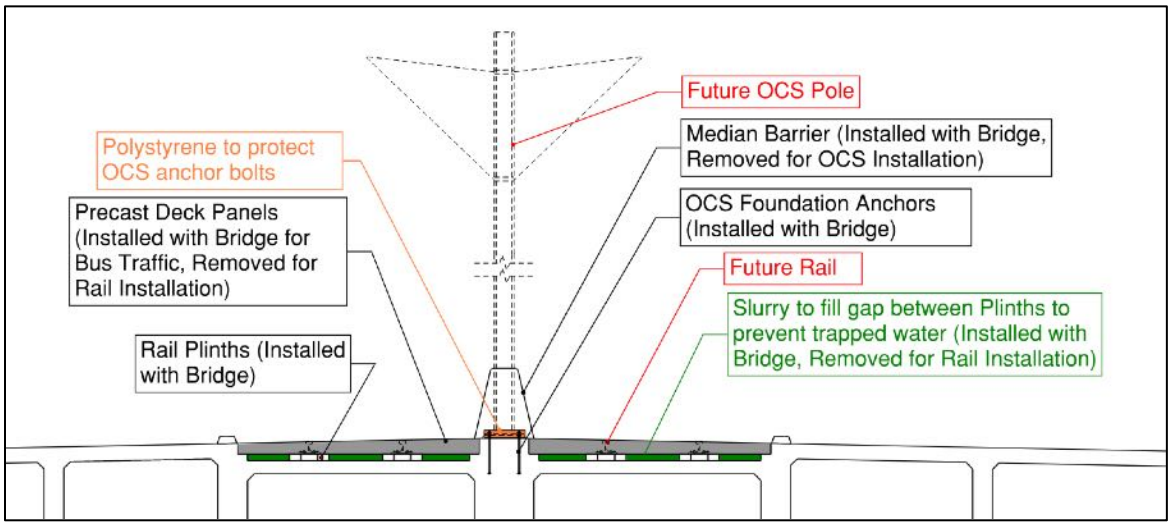


Figure 15. SacRT Light Rail Infrastructure Installation Concept

Chapter 8. Locally Preferred Alternative

8.1 Alternative Selection

Table 14: Project Alternatives Composition

PROJECT ALTERNATIVE	Alternative 1	Alternative 2	Alternatives 3A & 3B
Cross Section Alternative	Alternative 1	Alternative 2	Alternatives 3A & 3B
Horizontal Alignment Alternative	Horizontal Alignment Alternative 1	Horizontal Alignment Alternative 2	Horizontal Alignment Alternative 2
Vertical Alignment Alternative	Vertical Alignment Alternative 1	Vertical Alignment Alternative 2	Vertical Alignment Alternative 2
Bridge Type	Cast-in-Place Prestressed Box Girder	Cast-in-Place Prestressed Box Girder	Cast-in-Place Prestressed Box Girder

The alternatives summarized in Section 4.1 (Table 14 above) were scored from 1 to 5, with 5 being the best, based on the following criteria:

Pedestrian and Cyclist Safety: This criterion considers how well each design incorporated methods, such as physical barriers or other means, to prevent conflicts between vehicles, cyclists, and transit.

> Alternative 1 provides no physical barrier to protect cyclists and pedestrians from vehicular traffic, making it the least favorable in terms of pedestrian and cyclist safety. Alternatives 2 and 3A/B offer improved safety. However, Alternative 3A/B ranks slightly higher because it provides a separation between cyclists and pedestrians, enhancing safety for both groups.

Pedestrian and Cyclist Stress Level: This measure considers how each alternative's pedestrian and cyclist facilities contribute to a lower stress level for users. Low levels of pedestrian and cyclist stress are essential to promote active transportation. The more the alternative reduces user stress the higher the alternative scores.

> Alternative 1 is focused primarily on vehicle traffic and does not accommodate active transportation to the same extent as the other alternatives. Alternatives 2 and 3A/B are more friendly to neighborhoods with a focus on active transportation. Alternative 3A/B is rated higher than Alternative 2 due to its clear separation of bikes and pedestrians.

Emergency Vehicle Access: This metric considered the ease with which emergency vehicles could access an accident on the bridge.

> Alternative 2 offers the easiest access for emergency vehicles as the center median allows for unobstructed movement during emergencies. Alternatives 2 and 3A/B each perform

similarly in terms of emergency access, as they rely on vehicles pulling to the side to allow emergency vehicles to pass. Alternative 1 would rely on vehicles pulling into the class two bike lane to allow for emergency access.

Transit Operability: This criterion evaluated how effectively each alternative allowed for optimal light rail operation, focusing on minimizing crossovers and maintaining consistent transit speeds.

Alternative 1 scores the highest because it has the least number of vehicle crossing points. Alternative 2 creates more potential conflicts because of the mixed-use lanes on the bridge, which could slow down transit and create delays. Alternative 3A/B score higher than Alternative 2 because they avoid the mixed-use lanes but still has more conflict points than Alternative 1.

Expansion of Transit: This measure considered the disruption to traffic on the bridge during construction of the future light rail extension.

Alternatives 1 and 3A/B score similarly in terms of future traffic expansion since the light rail tracks in these designs will largely remain outside of vehicle travel lanes. This reduces potential conflicts, delays, and closures due to construction equipment. However, Alternative 2 scores the lowest in this category because it utilizes mixed-use lanes. This shared arrangement would result in more impacts to traffic and would require more complicated traffic handling during construction.

Trail Connectivity: This metric ranked alternatives based on their ability to provide seamless connections to all trails within the project area.

Alternative 1 ranks the lowest in this category because it requires separate connections from each side of the bridge, increasing the complexity and cost required to provide a complete connection to the Jedidiah Smith Trail. Alternatives 2 and 3A/B are similar in terms of connectivity being provided from one side of the bridge, but Alternative 3A/B provides a slight advantage by ensuring the separation of bikes and pedestrians, allowing for a smoother integration with trail users.

Right of Way Impacts: This criterion measured how well each design minimized disruption to adjacent businesses and avoided significant reconfigurations or relocations.

Alternative 1 has the highest impact on right of way since it requires the relocation or removal of several businesses and the reconfiguration of access to many others. Alternative 2 has the least right of way impact because its compact mixed-use lanes allow access to remain similar to existing configurations, avoiding significant building disruptions. Alternatives 3A/B is slightly more disruptive than Alternative 2 due to the need for driveways crossing light rail tracks; however, this consolidation is still less impactful than the reconfiguration required for Alternative 1.

Ease of Construction: This measure assessed how readily each alternative could be constructed, with consideration for sufficient space to accommodate construction equipment and activities.

> Alternative 1 scores the highest in ease of construction since the removal of buildings opens more space for construction access. Alternative 2 scores slightly higher than Alternative 3A/B because its narrower bridge cross section allows for better maneuverability between buildings. Alternative 3A/B is slightly more difficult than Alternative 2 due to its larger cross sectional width.

Cost: This metric scored alternatives based on overall project cost-effectiveness, taking into account long-term economic considerations.

> Based on Table 4 in Section 4.9 of this report, Alternative 1 incurs significantly higher costs due to right of way impacts, making it the most expensive option overall in terms of project cost. Alternative 2 is the most cost-effective of the alternatives analyzed, benefiting from minimal right of way impacts and mixed-use lanes. Alternative 3A /B is similar in cost, falling in between Alternatives 1 and 2.

A compilation of the above metrics and the rankings for each alternative are summarized in Table 15.

Table 15: Project Alternatives Ranking

PROJECT ALTERNATIVE	Pedestrian and Cyclist Safety	Pedestrian and Cyclist Stress Level	Emergency Access	Transit Operability	Expansion of Transit	Trail Connectivity	ROW Impacts	Ease of Construction	Cost	Total
Alternative 1	2	2	3	5	5	3	1	5	1	**27**
Alternative 2	5	4	5	1	1	5	5	2	5	**33**
Alternative 3A	5	5	3	3	5	5	4	3	3	**37**
Alternative 3B	5	5	3	4	5	5	4	3	3	**38**

In summary, Alternatives 3A/B perform the best overall because they balance safety, pedestrian and cyclist stress level, trail connectivity, and emergency access with lower right of way impacts and a manageable level of construction difficulty. For these reasons Alternative 3A/B is recommended as the locally preferred alternative.

Chapter 9. Funding Strategy

Funding high-cost projects like the Truxel Bridge is a complex process. Most state and federal transportation funding programs are oversubscribed, especially for large projects, and even highly beneficial projects like Truxel Bridge are required to pursue programs multiple times to be awarded funds. Due to this nationwide funding scarcity, high-cost transportation projects must demonstrate exceptional benefits to the community and long-term performance outcomes to be competitive for funding assistance. Furthermore, most funding programs can only fund a portion of the total project cost, requiring projects to piece together funds from various local, regional, state, and federal sources.

To ensure funds are available in a timely manner for each phase of project delivery, the City and its project partners will require a strategic, collaborative, and flexible approach to pursuing funding programs. A successful project funding strategy will involve aligning project partners, leveraging locally available resources, and positioning the Project to be competitive for state and federal funds.

Following is a summary of the Funding Strategy prepared for the Truxel Bridge Concept & Feasibility Study. The full Funding Strategy Memorandum is provided in **Attachment R**.

9.1 Funding Sources

Multiple existing state and federal funding programs are designed to fund a multimodal bridge project like the Truxel Bridge. The programs are discretionary, meaning funds are competitively awarded based on meeting specific program requirements, evaluation criteria, and performance metrics. Funding programs are not permanent; they are enabled by state and federal legislations that obligate funding for a specific timeframe. In addition, the policies and plans that guide the decisions of funding agencies are also subject to change over time, especially if there is a major change in political leadership. Therefore, the City's funding strategy for the Truxel Bridge must be nimble and align with the funding and policy landscapes as they evolve.

As of Fall 2024, the City or a project partner is eligible to pursue the following funding sources for the Truxel Bridge project:

- **State Funding:** California State Transportation Agency's (CalSTA) Transit & Intercity Rail Capital Program (TIRCP); California Transportation Commission's (CTC) Solution for Congested Corridor Program (SCCP); CTC's Local Planning Partnership (LPP) Competitive Program; and SACOG's Regional Funding Rounds - State Transportation Improvement Program (STIP).
- **Federal Funding:** United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program; USDOT's Multimodal Project Delivery Grant (MPDG) – Mega Program; Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) Program; and SACOG's Regional

Funding Rounds - Congestion Mitigation and Air Quality (CMAQ) or Surface Transportation Block Grant Program (STBG).

Elements of the Truxel Bridge project are well aligned with these funding sources, and similar projects have historically been funded through these programs. However, the long-term outlook of these funding programs is uncertain. The programs created and extended by the historic Bipartisan Infrastructure Law (BIL) will be fully awarded by the end of fiscal year 2026, and the future political leadership will have an influence on what programs are in the next transportation bill. California's funding priorities are more predictable in the long term, yet the state's landmark SB1 legislation will need to be renewed in 2027, which may result in changes to funding programs.

Alternative Financing Options

High-cost projects often explore alternative financing to address funding shortfalls, expedite project delivery, and deliver project benefits quickly. Project financing allows projects to receive cash upfront to advance project delivery faster than a traditional pay-as-you-go funding model. Under certain conditions, interest rates can be favorable and debt payback periods can be flexible, resulting in long-term project lifecycle cost savings. If the city pursues any financing mechanisms, it must identify a long-term funding source to pay the debt obligation, such as future Measure A sales tax revenues.

Common project financing mechanisms in the US include Transportation Infrastructure Finance and Innovation Act (TIFIA) funds, State Infrastructure Banks (SIBs), and Bonds. The Build America Bureau (BAB) and FHWA's Center for Innovative Finance offer technical expertise to project owners interested in exploring alternative financing.

9.2 Matching Funds

Matching funds are a crucial component of pursuing state and federal funding programs. Some state programs do not have strict matching funds requirements, but the amount of matching funds available to a project does impact award selection. Generally, the total amount of federal funds dedicated to a project cannot be more than 80% of a project's cost, and some federal programs cannot fund more than 60% of a project's cost.

The City's primary sources of local matching funds are development impact fee programs in the project area and Measure A sales tax revenue. These local funds can be leveraged to pursue SAOCG's Regional Funding Rounds and state and federal programs. As the project advances toward construction, the City will need to have a larger source of matching funds to pursue larger Federal programs. The City plans to increase the amount of Measure A sales tax revenue dedicated to the Truxel Bridge project, which can be used to pursue state programs that, if awarded, will serve as a non-federal match for pursuing federal programs.

9.3 Partnerships

To successfully fund and deliver the Truxel Bridge project, the City will need to coordinate with project partners to pursue certain funding sources and, in general, build consensus amongst certain partners to demonstrate to funding agencies that there is broad support for the project. Three jurisdictions are vital in helping the City fund the Truxel Bridge project: SacRT, SACOG, and Caltrans.

SacRT plans to expand the light rail or a BRT service into Natomas, which depends on the construction of the Truxel Bridge. SacRT's future High Frequency Transit (HFT) expansion over the bridge also improves the likelihood of funding the Truxel Bridge project, linking the successful delivery of both projects together. Due to the interconnected nature of the two projects, the City and SacRT will benefit from developing a shared strategy for delivering the two projects in parallel. In addition, for either jurisdiction to pursue certain funding sources, they may need to coordinate or partner with the other.

Serving as the MPO and RTPA for Sacramento County, SACOG is essential in helping regionally significant projects like Truxel Bridge pursue state and federal funding. SACOG's role is both as a sponsor and a potential funding partner. The City can only pursue state programs like SCCP by partnering with SACOG or Caltrans. SACOG also administers state and federal funding, which the City can compete for to help fund pre-construction phases and potentially acquire matching funds for the construction phase. As the Truxel Bridge project approaches closer to construction, SACOG plays a critical role in demonstrating regional support for the project.

Caltrans District 3 (D3) has an interest in the Truxel Bridge project because a new local connection over the American River will reduce the number of vehicles on the I-5 in Sacramento County. Caltrans D3 leads the I-5 Managed Lanes Project and, as part of the project's environmental mitigation, has up to $50 million available to invest in VMT-reduction projects along the I-5 corridor in Sacramento County. The City is interested in advancing the project quickly enough to receive a share of the environmental mitigation funds from Caltrans D3, which could be a valuable source of matching funds to pursue larger federal funding programs.

In addition to agency partners, elected officials are influential in funding regionally significant projects. Elected officials can help build broader public support for projects, develop stronger inter-agency partnerships, request earmarked funds to quicken project delivery, and emphasize the project's critical need and benefits to funding agencies.

9.4 Aligning the Truxel Bridge Project with the Funding Process

Understanding how funding agencies make decisions will help the City be more successful when pursuing funds. There are a limited number of funding programs the City and project partners can pursue, and windows for pursuing these programs are usually a year or two apart. Therefore, it is critical that the City understand how to maximize the project's competitiveness when pursuing funding programs. A basic knowledge of how projects are evaluated within each funding

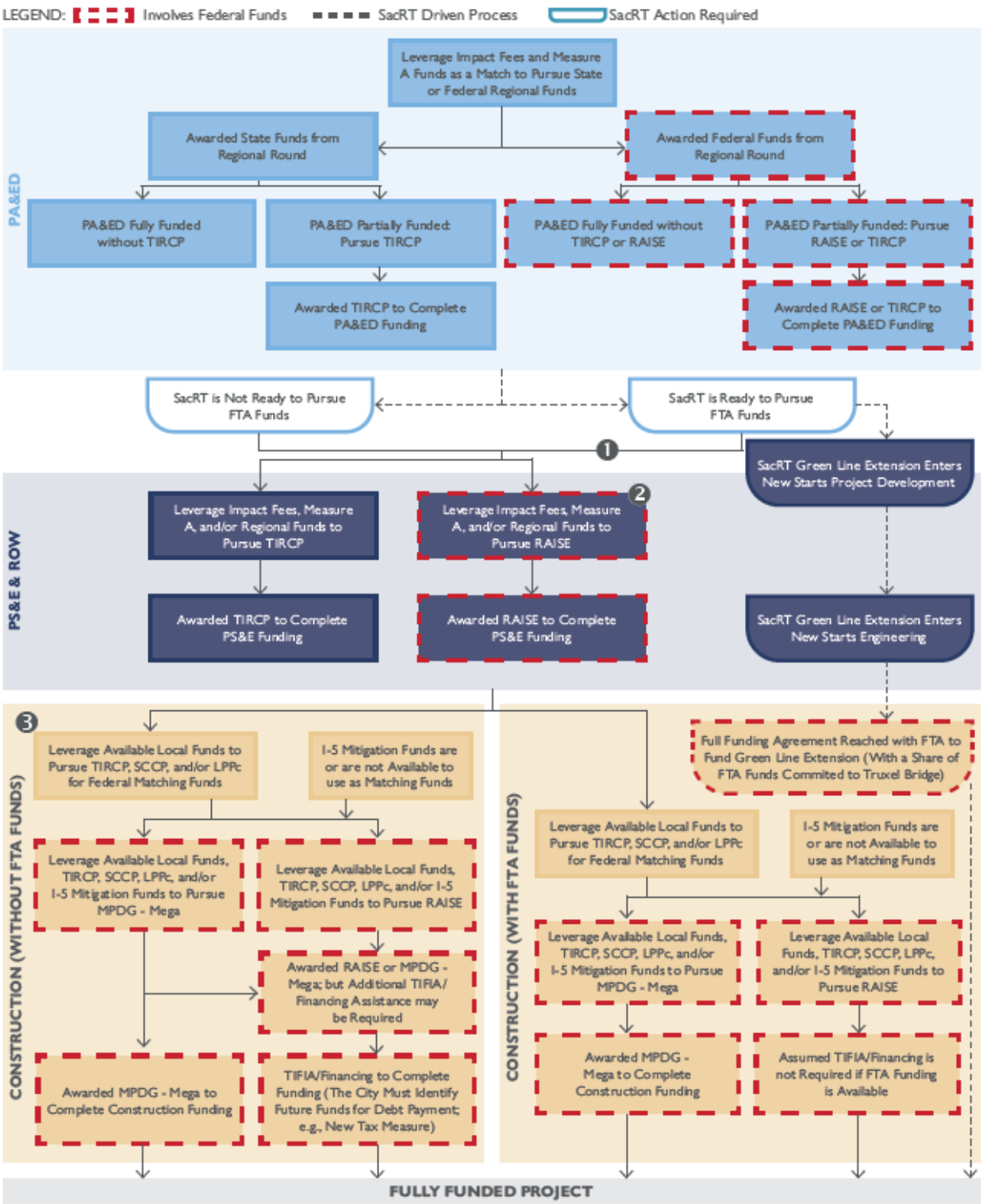
program will help the City position the project for greater success in an extremely competitive funding landscape.

Funding programs and the decisions of funding agencies are guided by plans and policies at the regional, state, and federal levels. The current policy landscape in California is beneficial to multimodal projects like the Truxel Bridge. Statewide plans like the Climate Action Plan for Transportation Infrastructure (CAPTI) drive funding decisions to be more performance-driven and prompt funding agencies to invest in projects that promote sustainable transportation options, reduce VMT, and make transportation networks more equitable. Regional plans and policies, which must also achieve state and federal policies and regulations, are heading in a similar direction. While updating the 2025 MTP/SCS and developing other regional plans, SACOG has urged local jurisdictions to advance projects that reduce vehicle dependency and meet the region's challenging GHG emissions and air pollution reduction goals.

The Truxel Bridge project has many strengths that align with existing plans and policies and make it a compelling project to fund. The project will remove a major mobility barrier between two growing parts of the City, improve regional transit and rail connectivity, promote more sustainable and clean modes of transportation, reduce GHG emissions and air pollution, provide access to new opportunities and destinations, foster economic growth, and expand affordable transportation options in disadvantaged communities. Moreover, the project benefits the larger Sacramento region by shifting travel patterns, promoting mode shifts, reducing congestion on major highways, and incentivizing more efficient infill growth patterns. Positioning the Truxel Bridge as a regionally significant project enables it to pursue large federal programs like MPDG and improves its overall competitiveness amongst other projects.

Despite these strengths, the high construction cost of the Truxel Bridge project is the major hurdle for the City to deliver it on schedule. As stated above, funding decisions are becoming increasingly performance-driven, based on the results of benefit-cost analyses, VMT and GHG reduction calculations, economic impact studies, and other quantitative methods. Compelling narratives alone will not fund the project when the City pursues construction dollars. As the project approaches construction, the City will need to coordinate with project partners to determine and communicate the project's performance and meet the specific objectives of funding programs.

Figure 16 shows the basic components of a funding strategy and provides the City with a structured approach to identifying, tracking, positioning the project for, and pursuing future funding and/or financing opportunities. Alternative Financing/Funding Considerations and Alternative Delivery Considerations are optional because they do not apply to every project. Each component will evolve as the funding landscape changes and the City and its partners make more concrete project delivery and funding decisions.



❶ Even if SacRT is ready to pursue FTA funds, the City's funding strategy doesn't change what funding sources they can pursue. However, the amount of FTA funds committed to Truxel may impact the non-federal match requirement for RAISE and MPDG - Mega.

❷ Note that by the time the City pursues PS&E funding, RAISE could be rebranded with a new program name.

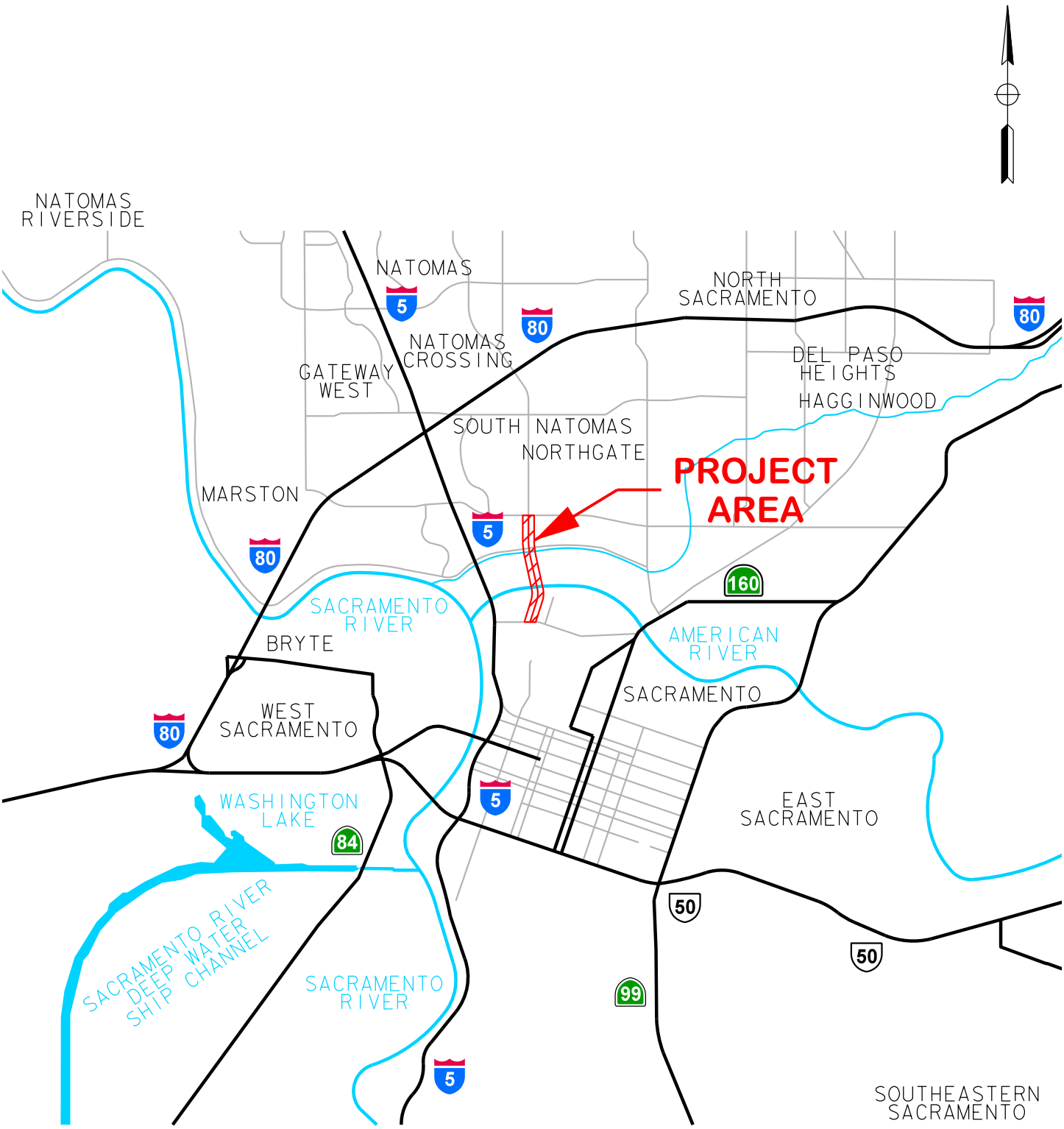
❸ It is generally preferred to pursue state funds before federal funds for construction dollars due to the matching requirements, which is what this flowchart presents. However, that is not a strict requirement, and projects can go back for state dollars after receiving federal assistance.

* This flowchart does not include state or federal earmarks, which could be appropriated to the design and/or construction phases.

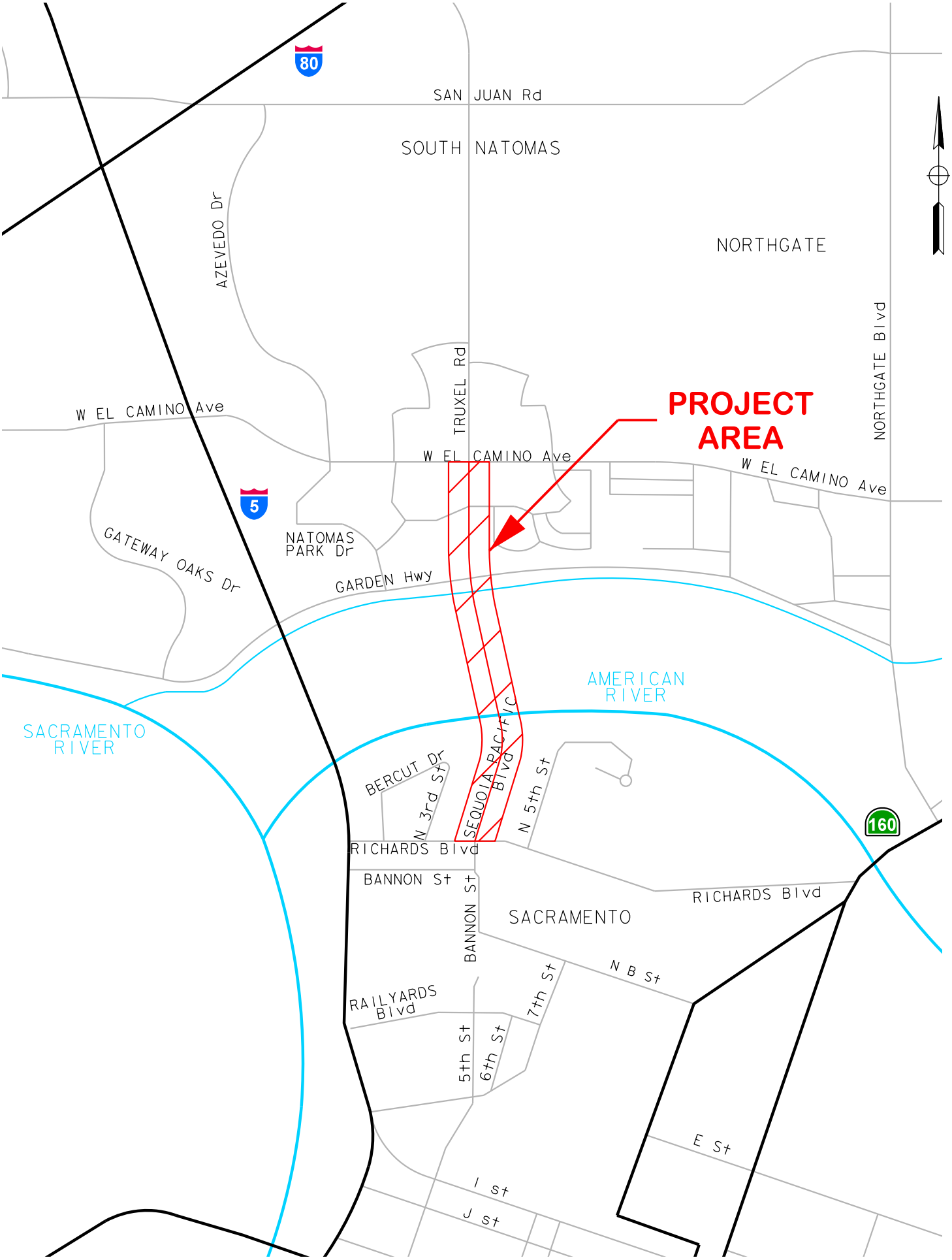
* This flowchart assumes Regional Funds will not be available for the construction phase, but the future funding landscape could change that.

Figure 16. Flowchart of Potential Funding Decisions and Options

Attachment A. Project Vicinity Map


NATOMAS RIVERSIDE
NATOMAS
NORTH SACRAMENTO
NATOMAS CROSSING
GATEWAY WEST
DEL PASO HEIGHTS
HAGGINWOOD
SOUTH NATOMAS
NORTHGATE
PROJECT AREA
MARSTON
SACRAMENTO RIVER
BRYTE
AMERICAN RIVER
SACRAMENTO
WEST SACRAMENTO
WASHINGTON LAKE
EAST SACRAMENTO
SACRAMENTO RIVER DEEP WATER SHIP CHANNEL
SACRAMENTO RIVER
SOUTHEASTERN SACRAMENTO
5
80
160
84
50
99

Attachment B. Project Location


80
SAN JUAN Rd
SOUTH NATOMAS
NORTHGATE
AZEVEDO Dr
TRUXEL Rd
NORTHGATE Blvd
PROJECT AREA
W EL CAMINO Ave
W EL CAMINO Ave
W EL CAMINO Ave
5
GATEWAY OAKS Dr
NATOMAS PARK Dr
GARDEN Hwy
AMERICAN RIVER
SACRAMENTO RIVER
BERCUT Dr
N 3rd St
SEQUOIA PACIFIC Blvd
N 5th St
160
RICHARDS Blvd
BANNON St
BANNON St
RICHARDS Blvd
SACRAMENTO
N B St
RAILYARDS Blvd
7th St
5th St
6th St
E St
I St
J St

Attachment C. Horizontal Alignment Alternatives

LEGEND

ALTERNATIVE 1 ALIGNMENT

ALTERNATIVE 2 ALIGNMENT

SCALE 1"=400'

CAL OES

TRAIL CONNECTION

JEDEDIAH SMITH TRAIL CONNECTION

TRAIL CONNECTION

PG&E TOWER

TRAIL CONNECTION

RICHARDS BLVD

SEQUOIA PACIFIC BLVD

TWO RIVERS BIKE TRL

AMERICAN RIVER

STEELHEAD CREEK

DISCOVERY PARK

TRUXEL RD

MILLCREEK RD

W EL CAMINO AVE

GARDEN HWY

N 5TH ST

RICHARDS BLVD

DOKKEN ENGINEERING

1 I D BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX:916-858-0643

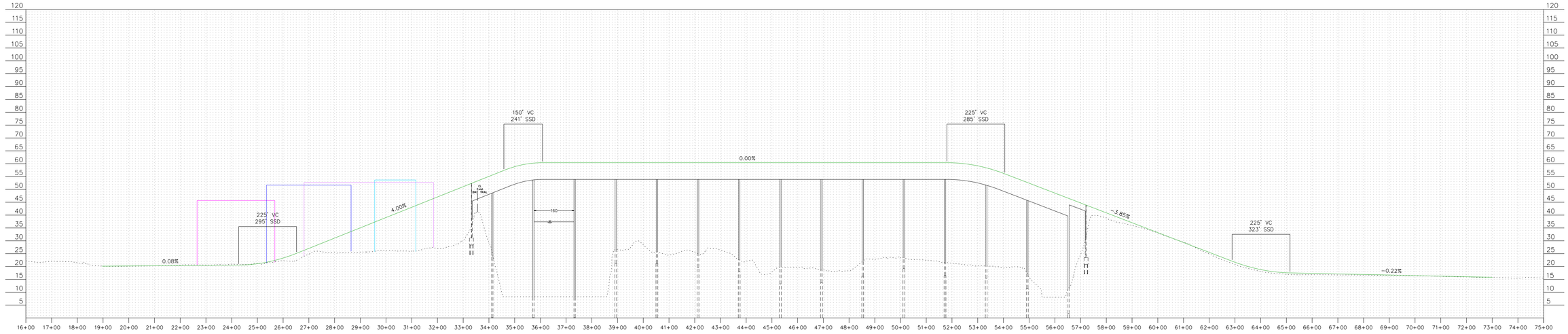
TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALIGNMENT ALTERNATIVES

Attachment D. Vertical Alignment Alternatives

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GREEN LINE PROFILE
OG

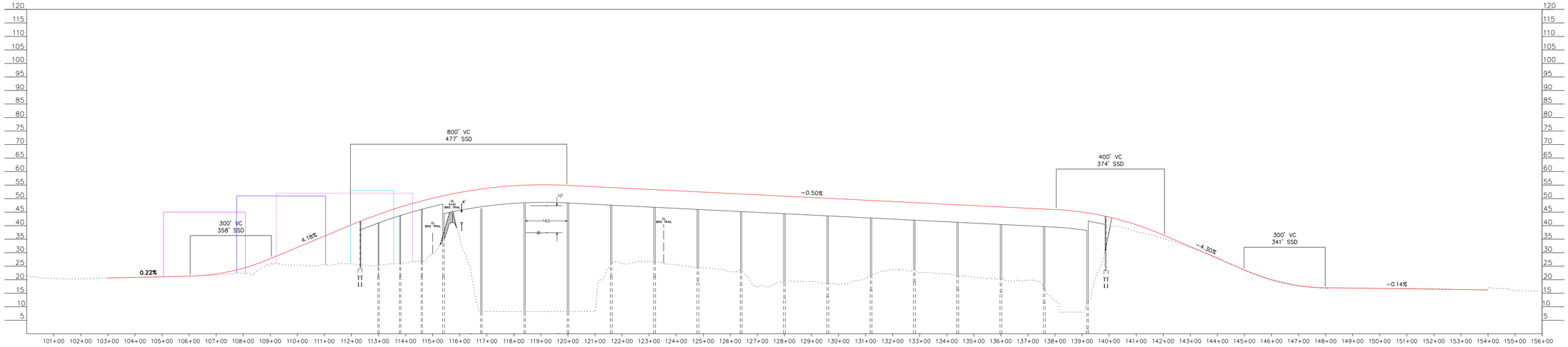


DOKKEN ENGINEERING	TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY
	ALTERNATIVE 1 PROFILE
	OCT 2024

LEGEND:

COAST GUARD CLEARANCE

OG



DOKKEN ENGINEERING

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 2 & 3 PROFILE

OCT 2024

Attachment E. Cross Section Alternatives

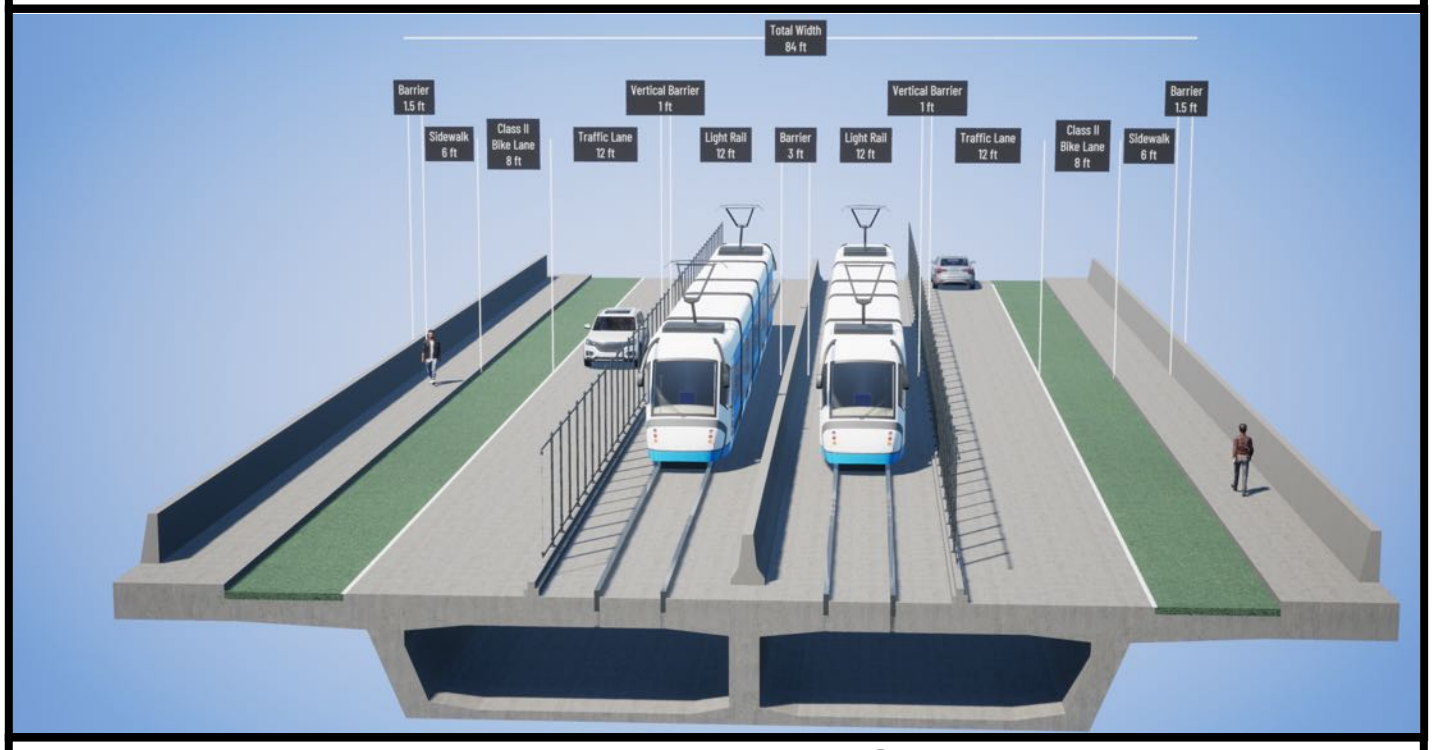
City of SACRAMENTO
Department of Public Works

DOKKEN ENGINEERING

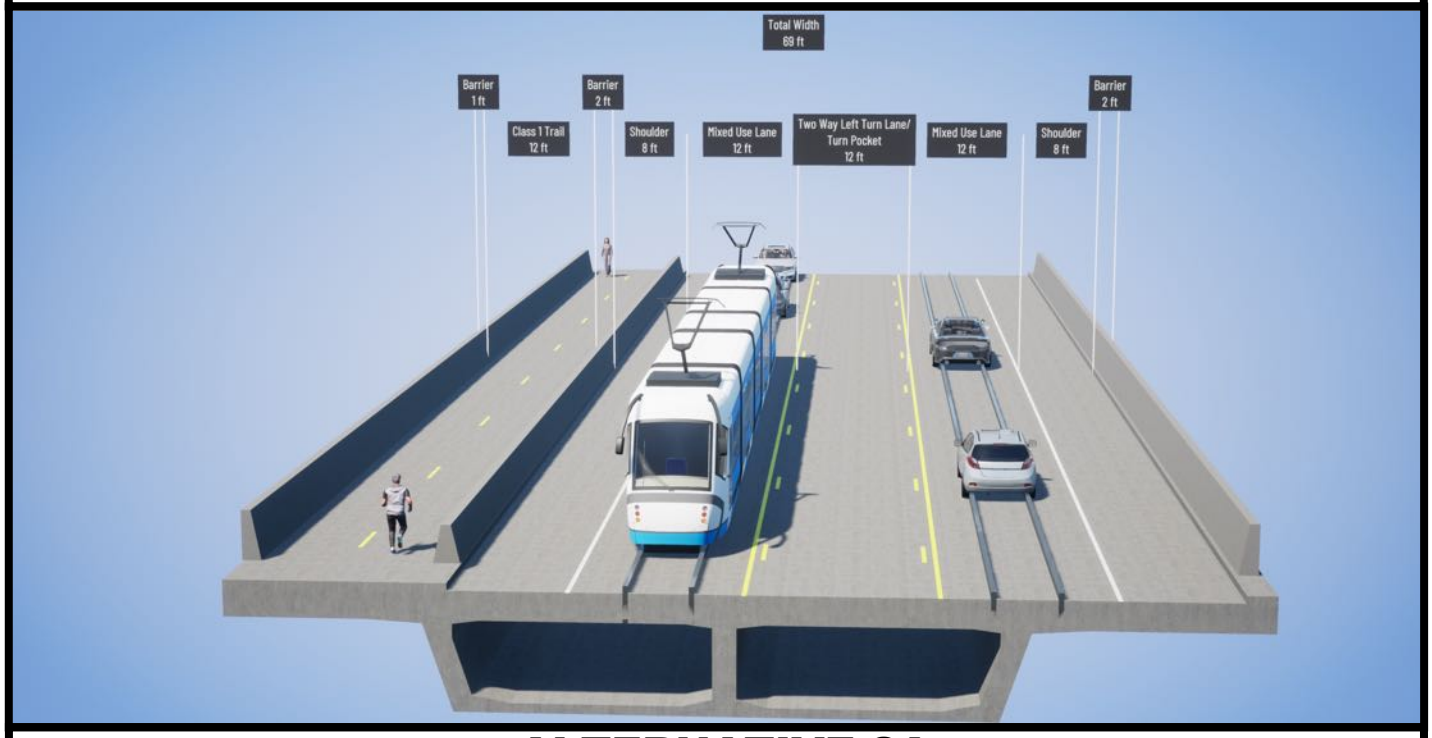
CROSS SECTION ALTERNATIVES

Truxel Bridge
Concept & Feasibility Study

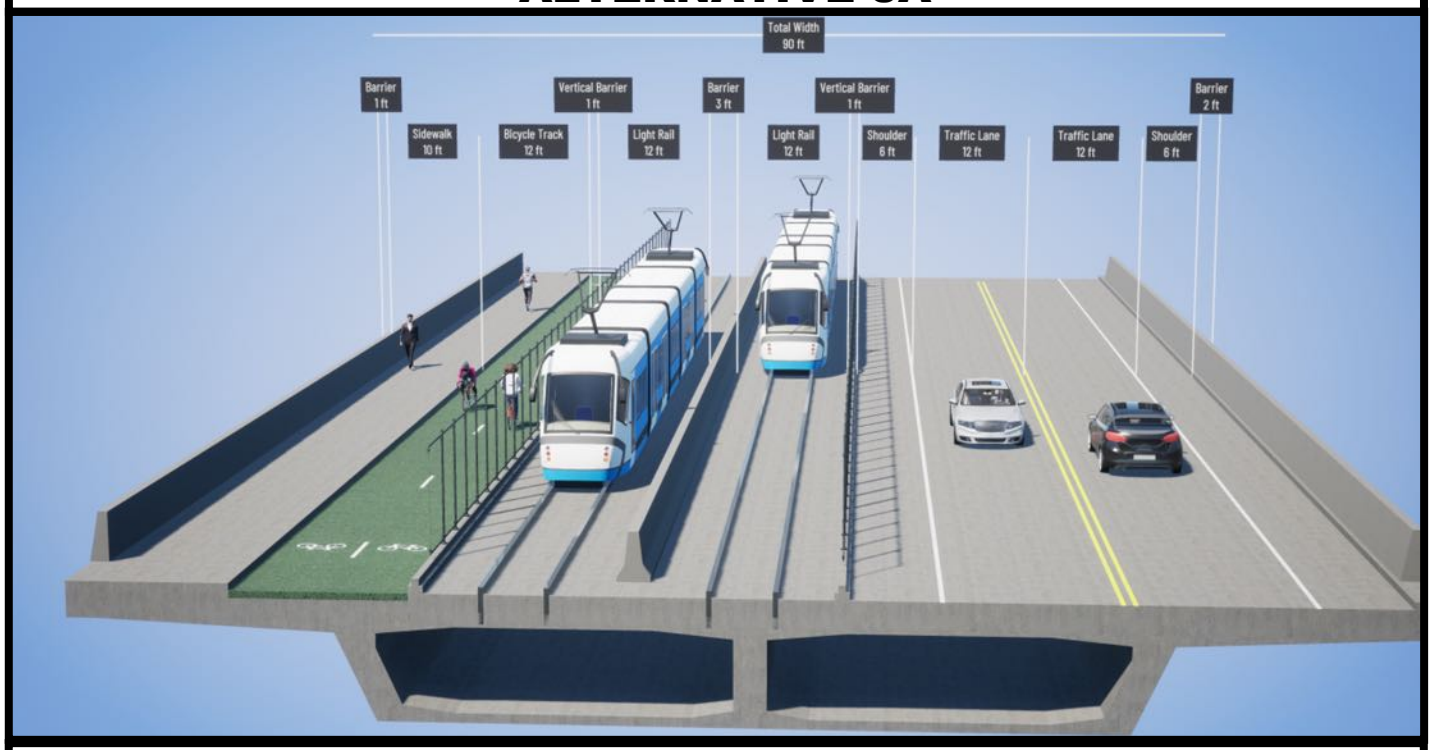
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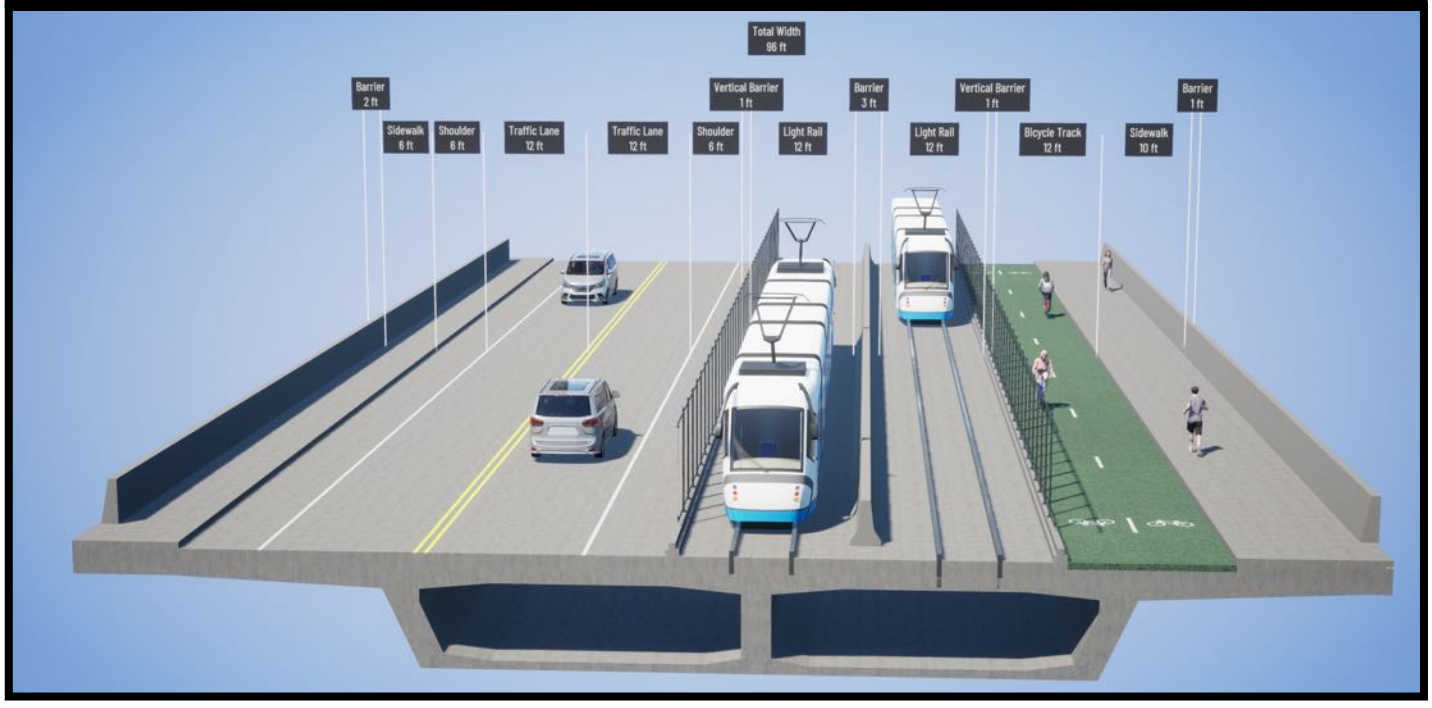
ALTERNATIVE 2



ALTERNATIVE 3A



ALTERNATIVE 3B



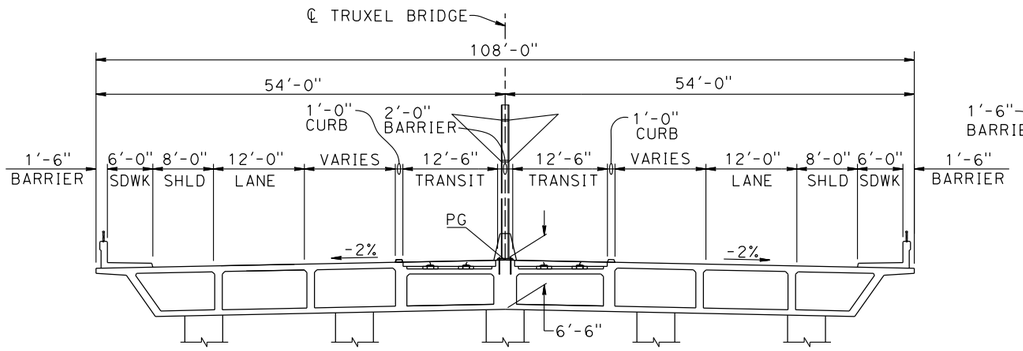
Attachment F. Advance Planning Study

PREPARED FOR THE CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

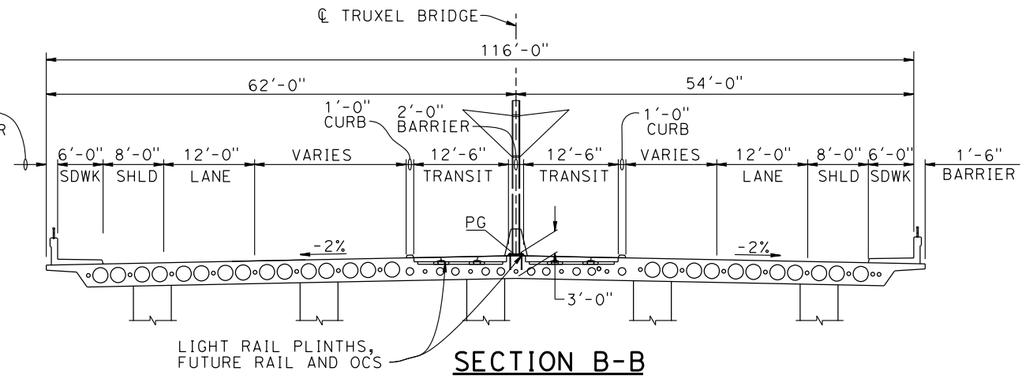
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03	SAC	LOCAL	N/A

CITY OF SACRAMENTO
915 I STREET
SACRAMENTO, CA 95814

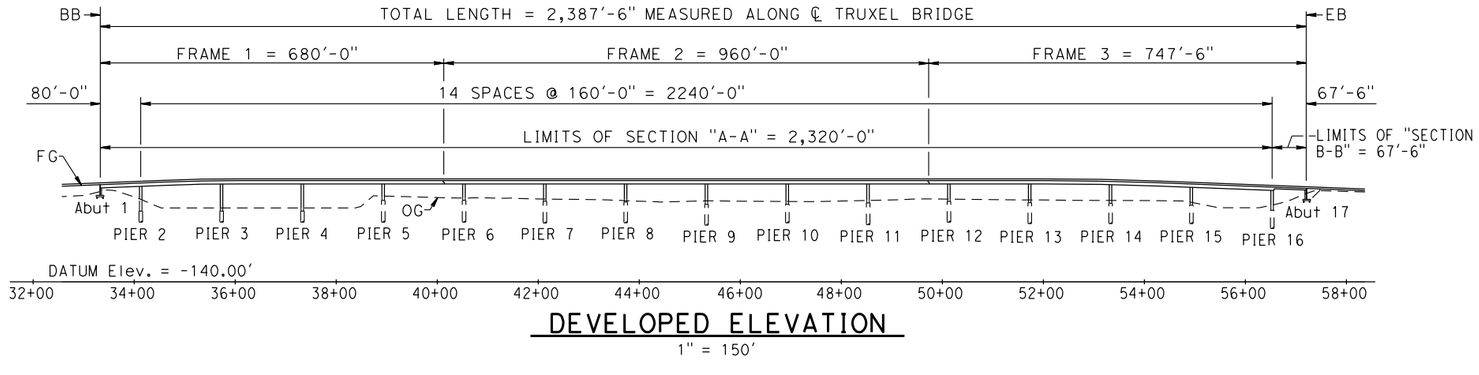
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630



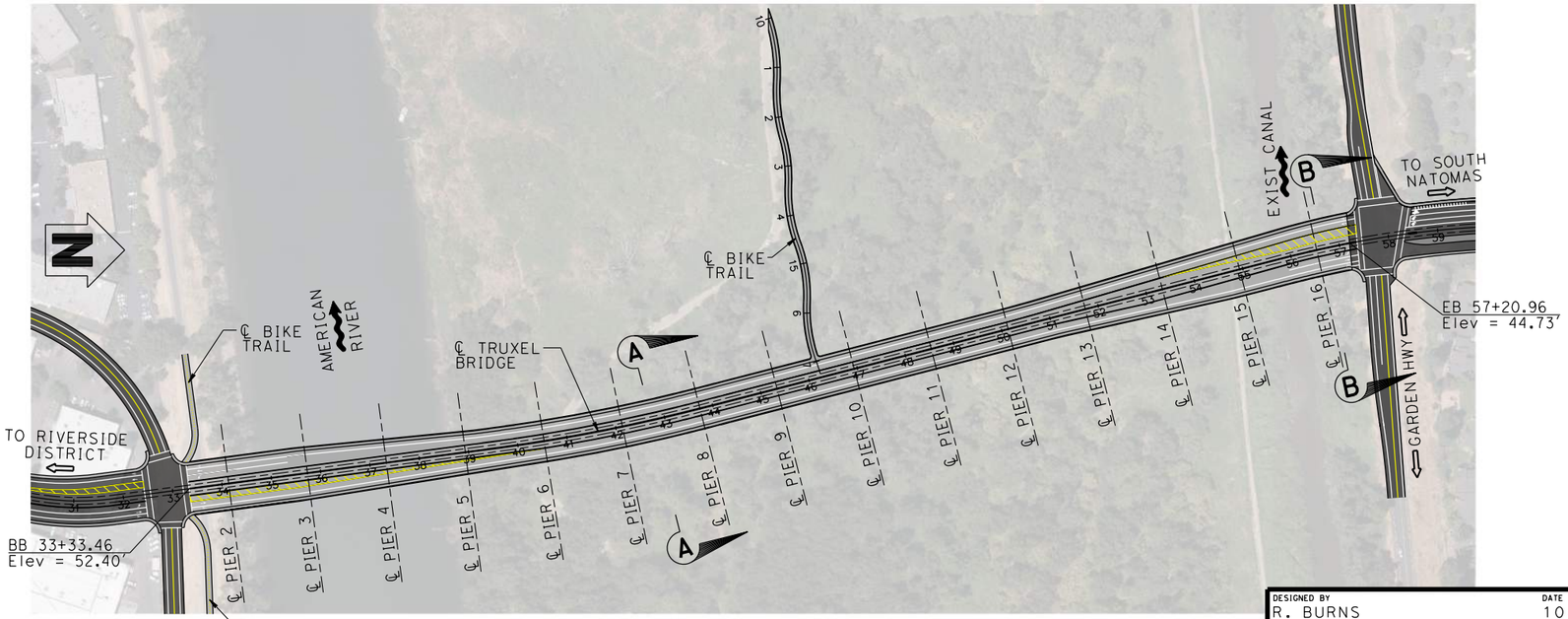
SECTION A-A
1" = 10'



SECTION B-B
1" = 10'



DEVELOPED ELEVATION
1" = 150'



PLAN
1" = 150'

DATE OF ESTIMATE	=	10-16-2024
STRUCTURE DEPTH	=	6'-6"/3'-0"
LENGTH	=	2387'-6"
MAX WIDTH*	=	116'-0"
AREA*	=	222,953 sqft
COST/ SQ FT	=	$560.66
TOTAL COST**	=	**$125,000,000**

TOTAL W/ 25% CONTINGENCY & 10% MOBILIZATION
$172,000,000

* WIDTH VARIES, AREA USED ACCOUNTS FOR VARYING WIDTH.

** THE BRIDGE DESIGN PHYSCALLY FITS ADJASCENT TO THE EASTERN BUILDING ON ON SEQUOIA PACIFIC BOULEVARD, BUT WILL SIGNIFICANTLY IMPACT ACCESSIBILITY, UTILITY AND OPERATIONS OF THE BUILDING THAT WILL RESULT IN ADDITIONAL PROJECT COSTS. THESE COSTS ARE NOT INCLUDED IN THE ESTIMATE ABOVE.

DESIGNED BY: R. BURNS	DATE: 10/16/24	R. BURNS, PROJECT ENGINEER	**PLANNING STUDY (ALTERNATIVE 1)**
DRAWN BY: M. HENDRY	DATE: 10/16/24		**TRUXEL BRIDGE CONCEPT AND FEASIBILITY STUDY**
CHECKED BY: J. NOTTNAGEL	DATE: 10/16/24		BRIDGE No.: TBD
APPROVED: P. DALCIN-WALLING	DATE: 10/16/24		PROJECT EA: N/A / PROJECT No. & PHASE: N/A

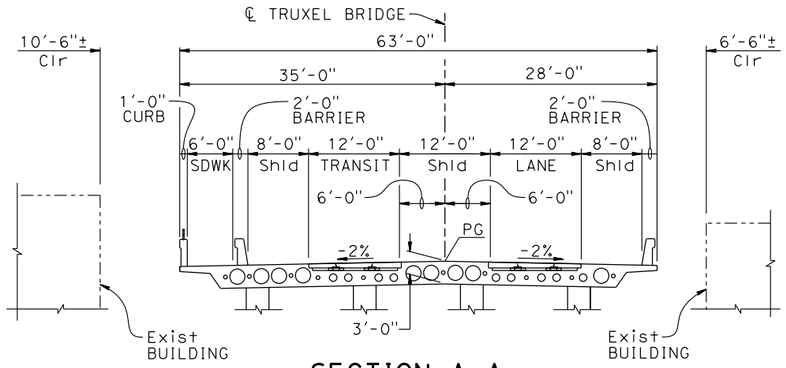
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PREPARED FOR THE CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

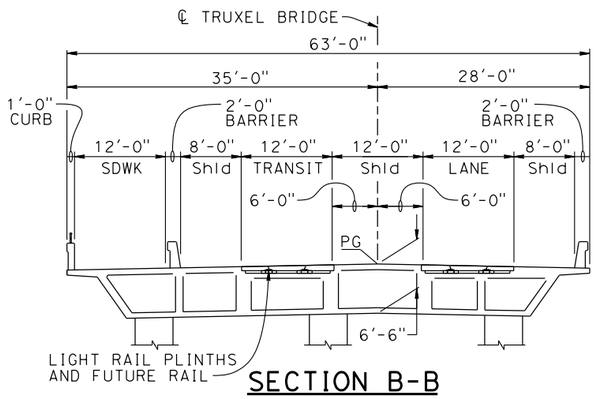
Dist	COUNTY	ROUTE	POST MILE
03	SAC	LOCAL	N/A

CITY OF SACRAMENTO
915 I STREET
SACRAMENTO, CA 95814

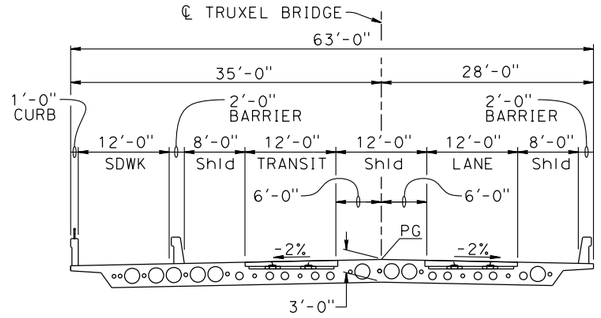
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630



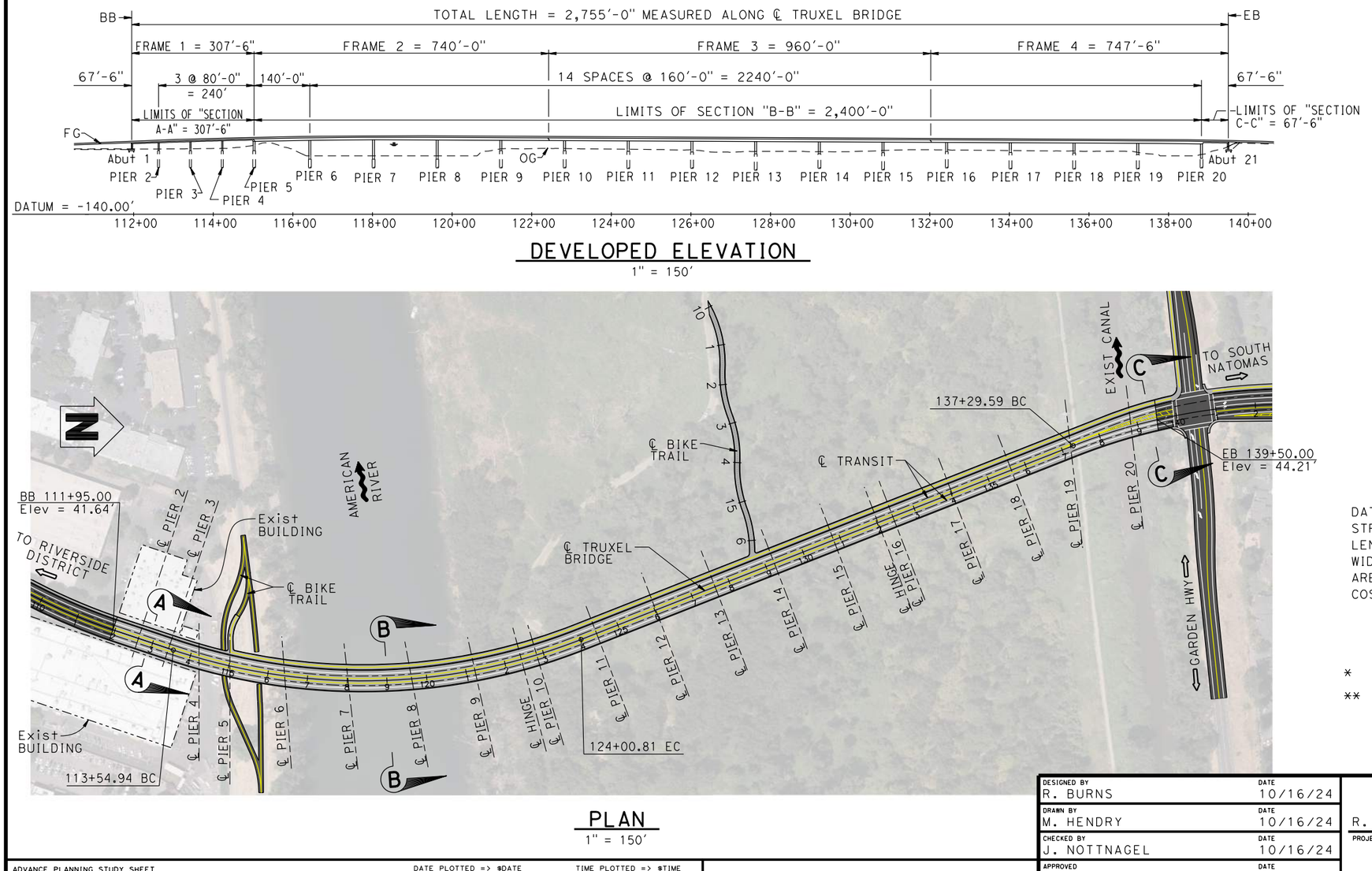
SECTION A-A
1" = 10'



SECTION B-B
1" = 10'



SECTION C-C
1" = 10'



DEVELOPED ELEVATION
1" = 150'

PLAN
1" = 150'

DATE OF ESTIMATE	=	10-16-2024
STRUCTURE DEPTH	=	6'-6"/3'-0"
LENGTH	=	2755'-0"
WIDTH*	=	63'-0"
AREA*	=	190,406 sqft
COST/ SQ FT	=	$577.71
TOTAL COST**	=	**$110,000,000**

TOTAL W/ 25% CONTINGENCY & 10% MOBILIZATION
$151,000,000

* AREA USED ACCOUNTS FOR SOUTHERN TRAIL CONNECTION.

** THE BRIDGE DESIGN PHYSCALLY FITS ADJASCENT TO THE EASTERN BUILDING ON ON SEQUOIA PACIFIC BOULEVARD, BUT WILL SIGNIFICANTLY IMPACT ACCESSIBILITY, UTILITY AND OPERATIONS OF THE BUILDING THAT WILL RESULT IN ADDITIONAL PROJECT COSTS. THESE COSTS ARE NOT INCLUDED IN THE ESTIMATE ABOVE.

DESIGNED BY R. BURNS	DATE 10/16/24	R. BURNS, PROJECT ENGINEER
DRAWN BY M. HENDRY	DATE 10/16/24	
CHECKED BY J. NOTTNAGEL	DATE 10/16/24	
APPROVED P. DALCIN-WALLING	DATE 10/16/24	

PLANNING STUDY (ALTERNATIVE 2)

TRUXEL BRIDGE CONCEPT AND FEASIBILITY STUDY

BRIDGE No.: TBD

PROJECT EA: N/A

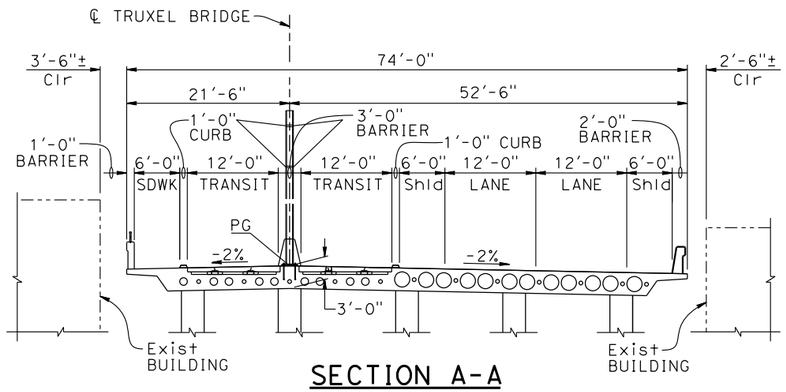
PROJECT No. & PHASE: N/A

PREPARED FOR THE CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

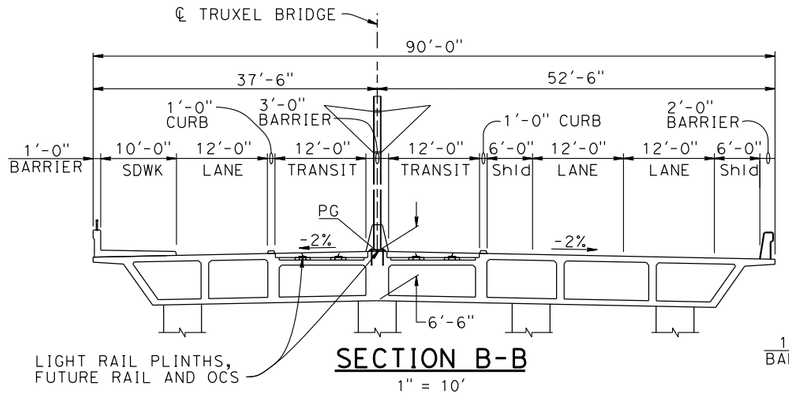
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03	SAC	LOCAL	N/A

CITY OF SACRAMENTO
915 I STREET
SACRAMENTO, CA 95814

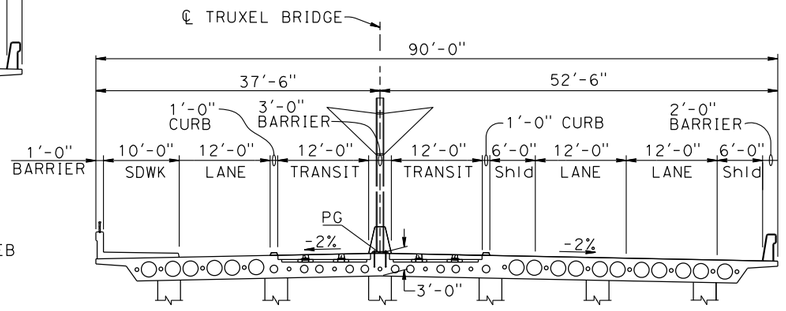
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630



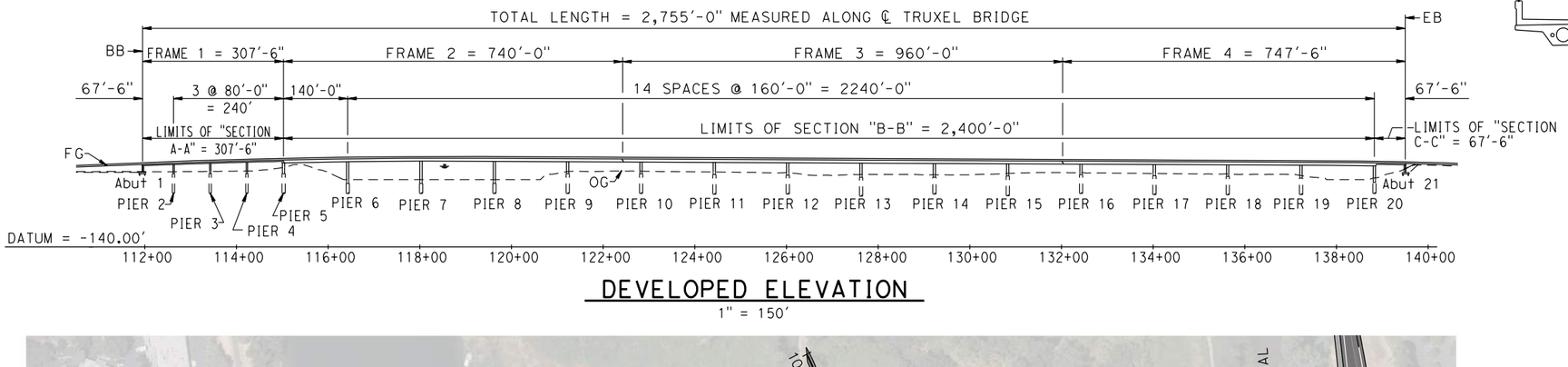
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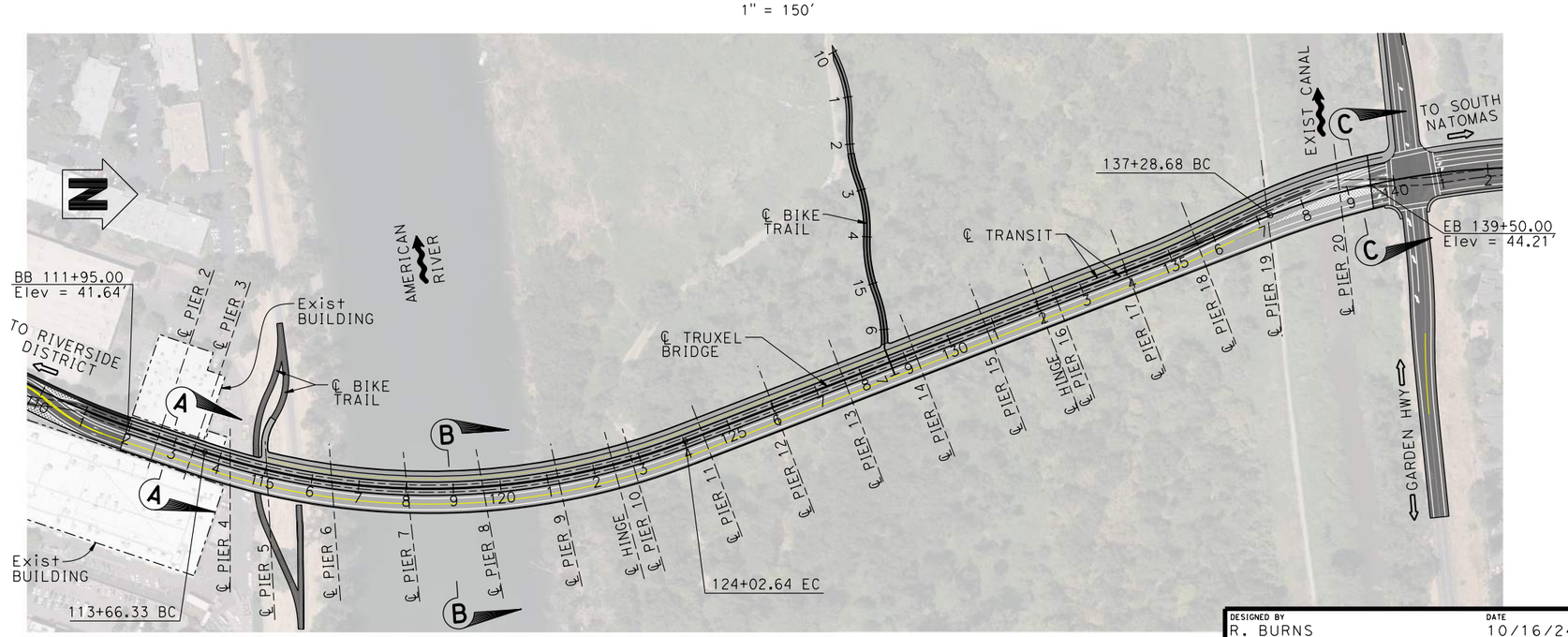
SECTION B-B
1" = 10'



SECTION C-C
1" = 10'



DEVELOPED ELEVATION
1" = 150'



PLAN
1" = 150'

DATE OF ESTIMATE	=	10-16-2024
STRUCTURE DEPTH	=	6'-6"/3'-0"
LENGTH	=	2755'-0"
MAX WIDTH*	=	90'-0"
AREA*	=	251,937 sqft
COST/ SQ FT	=	$555.69
TOTAL COST**	=	**$140,000,000**

TOTAL W/ 25% CONTINGENCY & 10% MOBILIZATION
$193,000,000

* WIDTH VARIES, AREA USED ACCOUNTS FOR VARYING WIDTH.

** THE BRIDGE DESIGN PHYSCALLY FITS ADJASCENT TO THE EASTERN BUILDING ON ON SEQUOIA PACIFIC BOULEVARD, BUT WILL SIGNIFICANTLY IMPACT ACCESSIBILITY, UTILITY AND OPERATIONS OF THE BUILDING THAT WILL RESULT IN ADDITIONAL PROJECT COSTS. THESE COSTS ARE NOT INCLUDED IN THE ESTIMATE ABOVE.

DESIGNED BY R. BURNS	DATE 10/16/24	R. BURNS, PROJECT ENGINEER
DRAWN BY M. HENDRY	DATE 10/16/24	
CHECKED BY J. NOTTNAGEL	DATE 10/16/24	
APPROVED P. DALCIN-WALLING	DATE 10/16/24	

PLANNING STUDY (ALTERNATIVE 3)

TRUXEL BRIDGE CONCEPT AND FEASIBILITY STUDY

BRIDGE No.: TBD

PROJECT EA: N/A

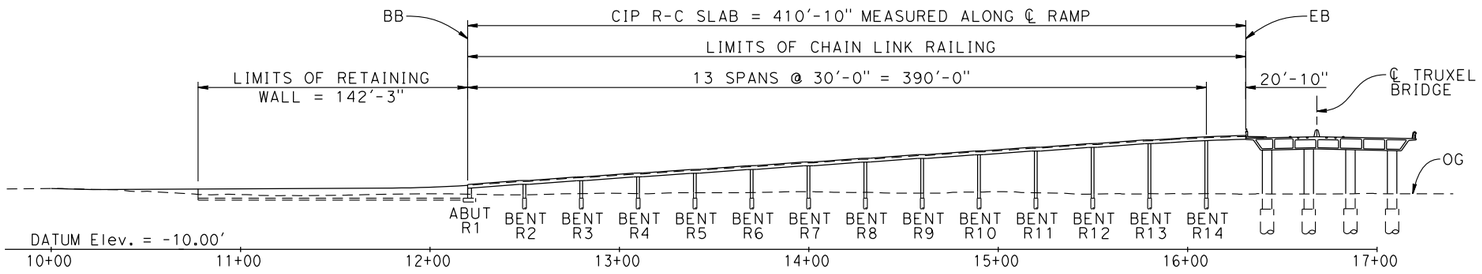
PROJECT No. & PHASE: N/A

PREPARED FOR THE CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

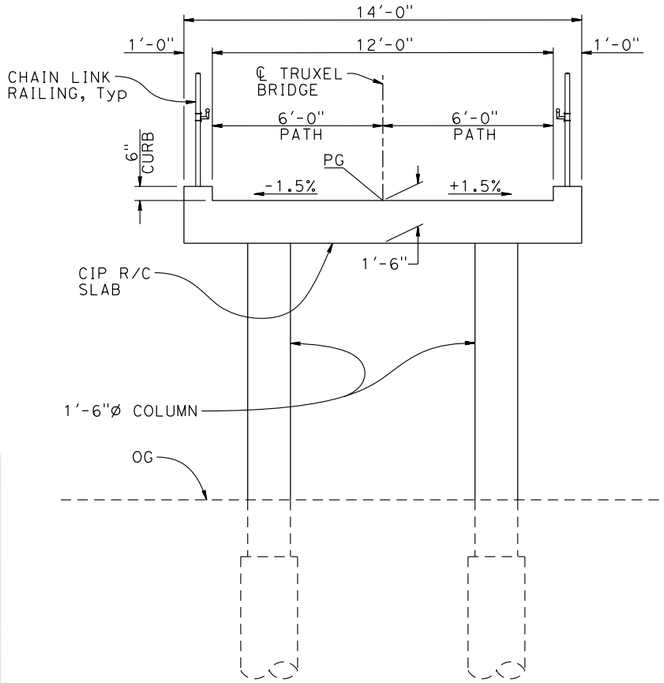
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03	SAC	LOCAL	N/A

CITY OF SACRAMENTO
915 I STREET
SACRAMENTO, CA 95814

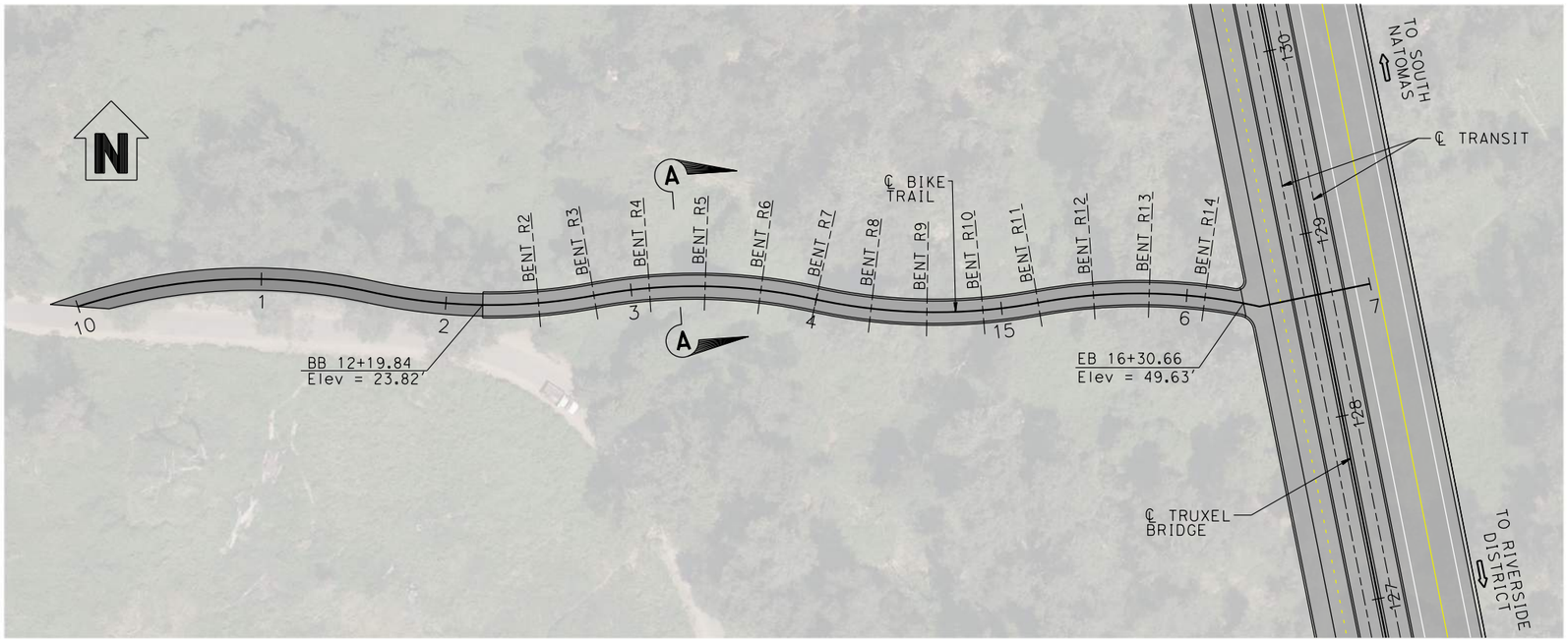
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630



DEVELOPED ELEVATION
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SECTION A-A
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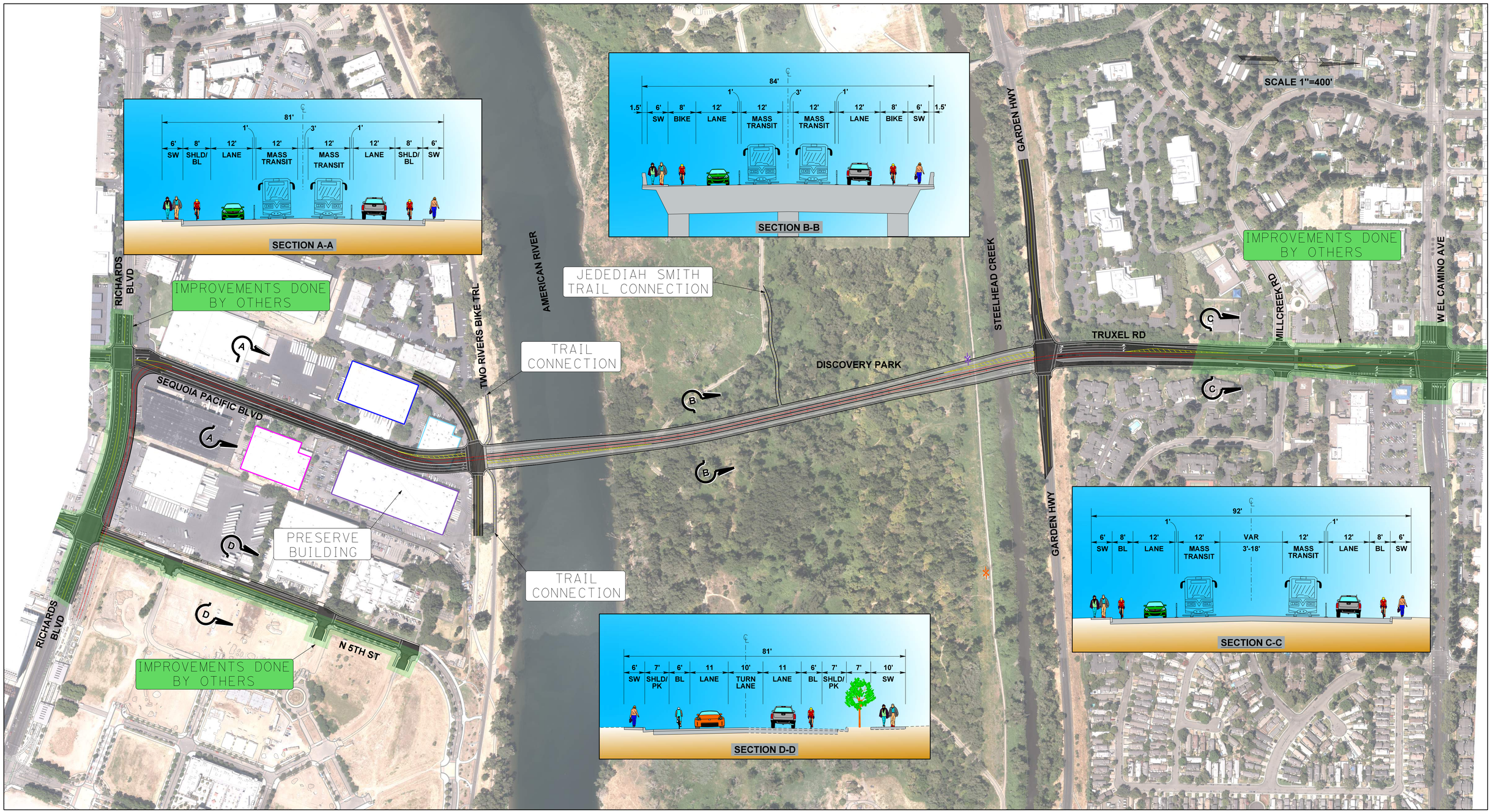
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WIDTH	=	14'-0"
AREA	=	4,103 sqft
COST/ SQ FT	=	$1,218.62
TOTAL COST	=	**$5,000,000**

TOTAL W/ 25% CONTINGENCY & 10% MOBILIZATION
$6,900,000

DESIGNED BY: R. BURNS	DATE: 10/16/24	R. BURNS, PROJECT ENGINEER	**PLANNING STUDY (BIKE TRAIL BRIDGE)**
DRAWN BY: M. HENDRY	DATE: 10/16/24		**TRUXEL BRIDGE CONCEPT AND FEASIBILITY STUDY**
CHECKED BY: J. NOTTNAGEL	DATE: 10/16/24		BRIDGE No.: TBD
APPROVED: P. DALCIN-WALLING	DATE: 10/16/24		PROJECT EA: N/A / PROJECT No. & PHASE: N/A

Attachment G. Alternatives Analyzed

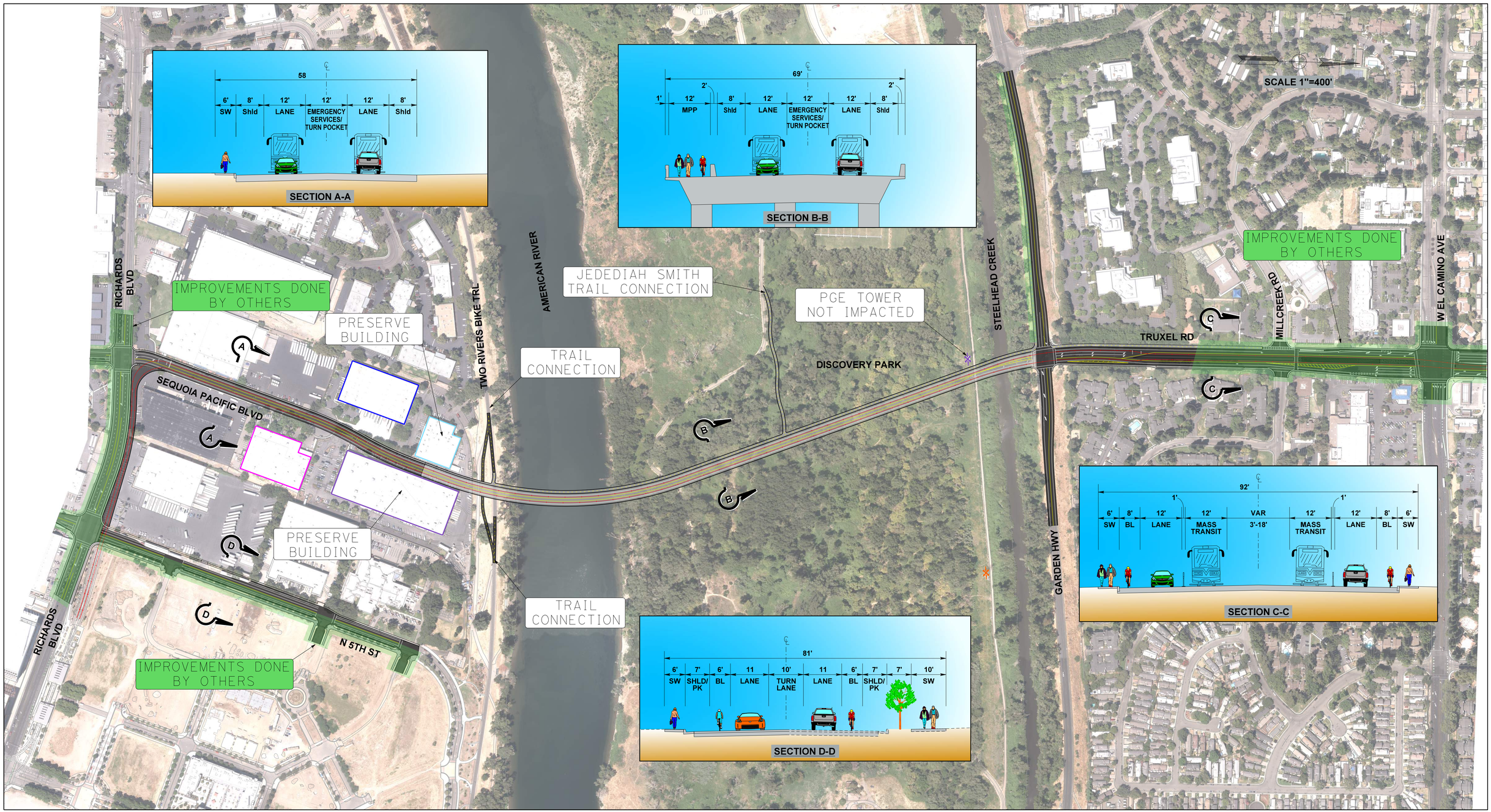


DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX 916-858-0643

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 1

JUNE 2024

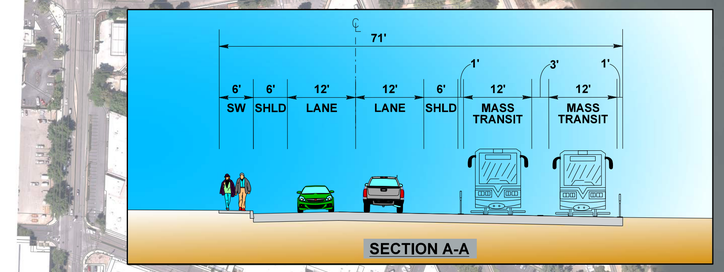


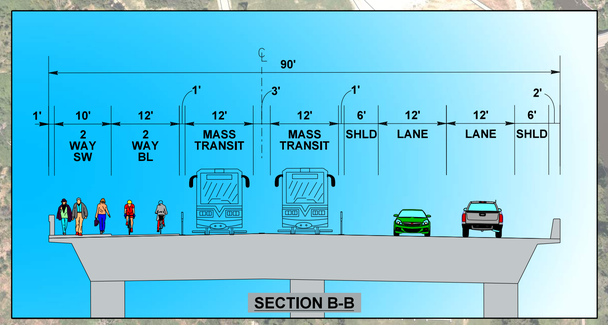
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX:916-858-0643

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

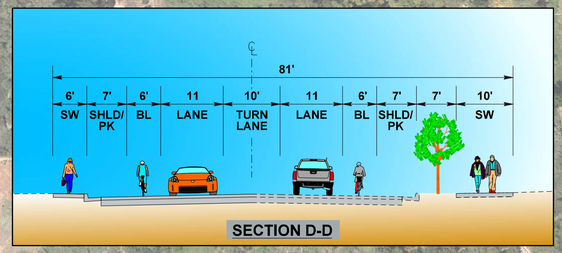
ALTERNATIVE 2

JUNE 2024







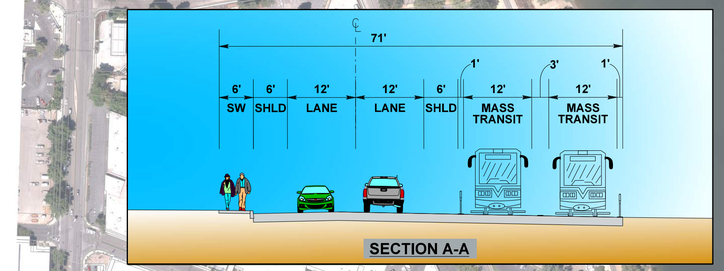


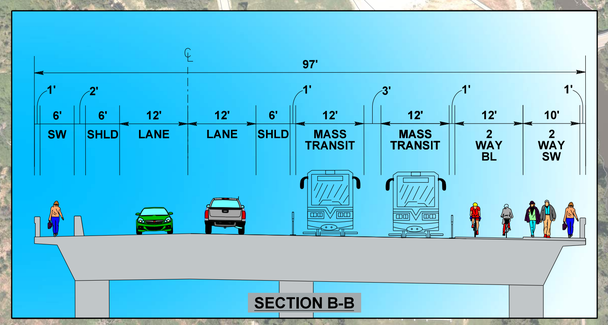
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX 916-858-0643

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 3

JUNE 2024





SCALE 1"=400'

IMPROVEMENTS DONE BY OTHERS

PRESERVE BUILDING

PRESERVE BUILDING

IMPROVEMENTS DONE BY OTHERS

JEDEDIAH SMITH TRAIL CONNECTION

PGE TOWER NOT IMPACTED

TRAIL CONNECTION

TRAIL CONNECTION

DISCOVERY PARK

RICHARDS BLVD

RICHARDS BLVD

SEQUOIA PACIFIC BLVD

N 5TH ST

TWO RIVERS BIKE TRL

AMERICAN RIVER

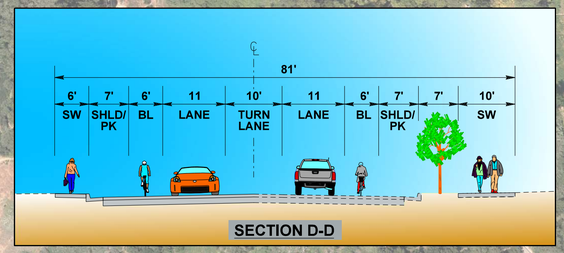
STEELHEAD CREEK

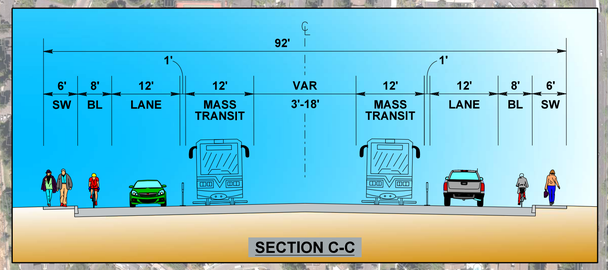
GARDEN HWY

TRUXEL RD

MILLCREEK RD

W EL CAMINO AVE





DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX:916-858-0643

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 3B

JUNE 2024

Attachment H. Alternative Cost Estimate

PLANNING COST ESTIMATE ©

TRUXEL BRIDGE

EA:

PID:

District-County-Route: 3-Sac-TRUXEL

PM: N/A

Type of Estimate : FS

Program Code :

Project Limits : Sequioa Pacific Boulevard to Truxel Road

Project Description: Truxel Bridge over American River

Scope : Construct new multimodal bridge over the american river connecting Truxel Boulevard to Sequoia Pacific Boulevard

Alternative : Alt 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 40,268,800	$ 72,644,000
TOTAL STRUCTURES COST	$ 182,000,000	$ 328,324,000
SUBTOTAL CONSTRUCTION COST	$ 222,268,800	$ 400,968,000
TOTAL RIGHT OF WAY COST	$ 73,000,000	$ 82,879,068
TOTAL CAPITAL OUTLAY COSTS	$ 295,269,000	$ 483,848,000
PA/ED SUPPORT	$ 6,000,000	
PS&E SUPPORT	$ 14,000,000	
RIGHT OF WAY SUPPORT	$ 1,000,000	
CONSTRUCTION SUPPORT	$ 44,290,350	
TOTAL SUPPORT COST	$ 65,291,000	
TOTAL PROJECT COST	$ 361,000,000	

	Month	/	Year
Date of Estimate (Month/Year)	10	/	24
Estimated Construction Start (Month/Year)	5	/	35
Number of Working Days =			780
Estimated Mid-Point of Construction (Month/Year)	12	/	36
Estimated Construction End (Month/Year)	5	/	38
Number of Plant Establishment Days			60

Estimated Project Schedule

COMPLETE PROJECT INITIATION DOCUMENT	MARCH 2025
BEGIN ENVIRONMENTAL	MARCH 2026
CIRCULATE DRAFT ED EXTERNALLY	DECEMBER 2026
COMPLETE PA & ED	SEPTEMBER 2029
COMPLETE FINAL DESIGN	MARCH 2034
BEGIN CONSTRUCTION	APRIL 2035
COMPLETE CONSTRUCTION	APRIL 2038

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	2,620,000
2	**Pavement Structural Section**	$	5,400,000
3	**Drainage**	$	2,500,000
4	**Specialty Items**	$	1,500,000
5	**Environmental**	$	8,100,000
6	**Traffic Items**	$	2,757,700
7	**Detours**	$	750,000
8	**Minor Items**	$	3,544,200
9	**Roadway Mobilization**	$	2,717,200
10	**Supplemental Work**	$	1,086,900
11	**State Furnished**	$	-
12	**Time-Related Overhead**	$	-
13	**Roadway Contingency**	$	9,292,800
	TOTAL ROADWAY ITEMS	**$**	**40,268,800**

Estimate Prepared By :

Robert Denison Date 916-858-0642

Estimate Reviewed By :

Jacqueline Lockhart Date 916-858-0642

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
170103	Clearing & Grubbing	LS	1	x	100,000.00	=	$	100,000
190101	Roadway Excavation	LS	1	x	900,000.00	=	$	900,000
198010	Imported Borrow	CY	18,000	x	90.00	=	$	1,620,000

TOTAL EARTHWORK SECTION ITEMS	**$**	**2,620,000**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
390132	Hot Mix Asphalt (Type A)	TON	15,500	x	120.00	=	$	1,860,000
260203	Class 2 Aggregate Base	CY	24,000	x	60.00	=	$	1,440,000
731504	Minor Concrete (Sidewalk, Driveway, Curb and Gutter)	CY	1,400	x	1,500.00	=	$	2,100,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	**$**	**5,400,000**

$ -

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost		
	LS Enviro Work	LS	1	x	6,000,000.00	=	$ 6,000,000		
							Subtotal Environmental Mitigation	*$*	*6,000,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost		
21XXXX	Erosion Control LS	LS	1	x	1,500,000.00	=	$ 1,500,000		
							Subtotal Erosion Control	*$*	*1,500,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost		
	Job Site Management LS TOTAL	LS	1	x	600,000.00	=	$ 600,000		
							Subtotal NPDES	*$*	*600,000*

TOTAL ENVIRONMENTAL	**$**	**8,100,000**

Supplemental Work for NPDES

Subtotal Supplemental Work for NDPS	*$*	*-*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

$ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
6XXXXX	LS Drainage	LS	1	x	2,500,000	=	$	2,500,000

TOTAL DRAINAGE ITEMS	**$**	**2,500,000**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
8XXXXX	Specialty Items	LS	1	x	1,500,000.00	=	$	1,500,000

TOTAL SPECIALTY ITEMS	**$**	**1,500,000**

$ -

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost		
860XXX	Signals & Lighting	EA	3	x	750,000.00	=	$	2,250,000		
								Subtotal Traffic Electrical	*$*	*2,250,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost		
82010X	Channelizer	EA	75	x	40.00	=	$	3,000		
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	6,100	x	5.00	=	$	30,500		
840666	PAINT PAVEMENT MARKING (2-COAT)	SQFT	280	x	5.00	=	$	1,400		
840505	6" THERMOPLASTIC TRAFFIC STRIPE	LF	11,400	x	2.00	=	$	22,800		
120090	Construction Area Signs	LS	1	x	50,000.00	=	$	50,000		
								Subtotal Traffic Signing and Striping	*$*	*107,700*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost		
120100	Traffic Control System	LS	1	x	$ 400,000	=	$	400,000		
								Subtotal Traffic Management Plan	*$*	*400,000*

TOTAL TRAFFIC ITEMS	**$**	**2,757,700**

$ -

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
12XXXXX	Lump Sum Staging Work	LS	1	x	750,000.00	= $	750,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS **$ 750,000**

SUBTOTAL SECTIONS 1 through 7 $ 23,627,700

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items					
ADA Items		5.0%	$	1,181,385	
8B - Bike Path Items					
Bike Path Items		5.0%	$	1,181,385	
8C - Other Minor Items					
Other Minor Items		5.0%	$	1,181,385	
Total of Section 1-7	$ 23,627,700	x 15.0%	= $	3,544,155	

TOTAL MINOR ITEMS **$ 3,544,200**

SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	$ 27,171,900	x	10%	= $	2,717,190	

TOTAL ROADWAY MOBILIZATION **$ 2,717,200**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity	Unit Price ($)		Cost
	*Cost of **NPDES** Supplemental Work specified in Section 5D*			=	$	-
	Total Section 1-8	$	27,171,900	4%	= $	1,086,876

TOTAL SUPPLEMENTAL WORK **$ 1,086,900**

$ -

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Total Section 1-8	$	27,171,900		0%	= $	-

TOTAL STATE FURNISHED **$0**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $196,171,900 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) $212,976,000 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **0%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	398	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD **$0**

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	30,976,000	x	**30%**	=	$9,292,800	

TOTAL CONTINGENCY **$9,292,800**

$ -

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		12/21/18		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	1 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$130,000,000		$0		$0
Bridge Removal					
COST OF EACH	**$130,000,000**		**$0**		**$0**

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$130,000,000**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$13,000,000**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	30%	**$39,000,000**
TOTAL COST OF STRUCTURES		**$182,000,000**

Estimate Prepared By: APS attached

Division of Structures

Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	Total Acquisition Cost		$	69,500,000
B)	Appraisal Fees Estimate		$	
C)	Mitigation Acquisition & Credits		$	3,500,000
D)	Project Development Permit Fees		$	
E)	Utility Relocation (State's Share)		$	
F)	Relocation Assistance (RAP)		$	
G)	Clearance/Demolition			
H)	Title & Escrow		$	
I)	Condemnation Settlements	0%	$	
J)	Construction Contract Work		$	
			$	

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$73,000,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$82,879,068**
N)	**RIGHT OF WAY SUPPORT**	**$1,000,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

PLANNING COST ESTIMATE ©

Mission Avenue Widening

EA:

PID:

District-County-Route: 3-Sac-TRUXEL

PM: N/A

Type of Estimate : FS

Program Code :

Project Limits : Sequioa Pacific Boulevard to Truxel Road

Project Description: Truxel Bridge over American River

Scope : Construct new multimodal bridge over the american river connecting Truxel Boulevard to Sequoia Pacific Boulevard

Alternative : Alt 2

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 22,225,500	$ 28,343,943
TOTAL STRUCTURES COST	$ 149,500,000	$ 190,655,757
SUBTOTAL CONSTRUCTION COST	$ 171,725,500	$ 218,999,701
TOTAL RIGHT OF WAY COST	$ 7,500,000	$ 8,193,778
TOTAL CAPITAL OUTLAY COSTS	$ 179,226,000	$ 227,194,000
PA/ED SUPPORT	$ 6,000,000	
PS&E SUPPORT	$ 14,000,000	
RIGHT OF WAY SUPPORT	$ 1,000,000	
CONSTRUCTION SUPPORT	$ 44,290,350	
TOTAL SUPPORT COST	$ 65,291,000	

TOTAL PROJECT COST	$ 245,000,000

	Month	/	Year
Date of Estimate (Month/Year)	10	/	24
Estimated Construction Start (Month/Year)	5	/	35
Number of Working Days =			780
Estimated Mid-Point of Construction (Month/Year)	12	/	36
Estimated Construction End (Month/Year)	5	/	38
Number of Plant Establishment Days			60

Estimated Project Schedule

COMPLETE PROJECT INITIATION DOCUMENT	MARCH 2025
BEGIN ENVIRONMENTAL	MARCH 2026
CIRCULATE DRAFT ED EXTERNALLY	DECEMBER 2026
COMPLETE PA & ED	SEPTEMBER 2029
COMPLETE FINAL DESIGN	MARCH 2034
BEGIN CONSTRUCTION	APRIL 2035
COMPLETE CONSTRUCTION	APRIL 2038

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost	
1	**Earthwork**	$	3,350,000	x
2	**Pavement Structural Section**	$	3,623,200	x
3	**Drainage**	$	2,000,000	
4	**Specialty Items**	$	-	
5	**Environmental**	$	1,500,000	
6	**Traffic Items**	$	2,567,500	
7	**Detours**	$	-	
8	**Minor Items**	$	1,956,200	x
9	**Roadway Mobilization**	$	1,499,700	x
10	**Supplemental Work**	$	599,900	
11	**State Furnished**	$	-	
12	**Time-Related Overhead**	$	-	
13	**Roadway Contingency**	$	5,129,000	
	TOTAL ROADWAY ITEMS	**$**	**22,225,500**	$ 10,429,100

Estimate Prepared By :

Robert Denison — Date — 916-858-0642

Estimate Reviewed By :

Jacqueline Lockhart — Date — 916-858-0642

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)		Cost
170101	Develop Water Supply	LS		x	10,000.00	=	$ -
170103	Clearing & Grubbing	LS	1	x	100,000.00	=	$ 100,000
190101	Roadway Excavation	LS	1	x	1,300,000.00	=	$ 1,300,000
198010	Imported Borrow	CY	15,000	x	130.00	=	$ 1,950,000

TOTAL EARTHWORK SECTION ITEMS	$	3,350,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)		Cost
390132	Hot Mix Asphalt (Type A)	TON	14,588	x	120.00	=	1750560
260203	Class 2 Aggregate Base	CY	22,206	x	60.00	=	1332360
731504	Minor Concrete (Sidewalk, Driveway, Curb and Gutter)	CY	1,029	x	525.00	=	540225

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	3,623,200

$ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
650042	60" Reinforced Concrete Pipe	LF		x	550.00	=	$	-
6XXXXX	LS Drainage	LS	1	x	2,000,000	=	$	2,000,000

TOTAL DRAINAGE ITEMS $ 2,000,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
803020	Remove Fence	LF		x	5.00	=	$	-
800001	FENCE (TYPE BW, METAL POST)	LF		x	15.00	=	$	-

TOTAL SPECIALTY ITEMS $ -

$ -

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Inluced in PID	LS		x		= $	-

Subtotal Environmental Mitigation $ -

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost
21XXXX	Erosion Control LS	LS	1	x	1500000	= $	1,500,000
241350	Fiber Rolls	LF		x	4	= $	-

Subtotal Erosion Control $ *1,500,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Job Site Management LS TOTAL	LS		x	600,000.00	= $	-

Subtotal NPDES $ -

TOTAL ENVIRONMENTAL $ 1,500,000

Supplemental Work for NPDES

Subtotal Supplemental Work for NDPS $ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

$ -

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860XXX	Signals & Lighting	EA	3	x	750,000.00	=	$	2,250,000

Subtotal Traffic Electrical *$* *2,250,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
82010X	Channelizer	EA	29	x	40.00	=	$	1,160
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	14,354	x	5.00	=	$	71,770
840666	PAINT PAVEMENT MARKING (2-COAT)	SQFT	312	x	5.00	=	$	1,560
840505	6" THERMOPLASTIC TRAFFIC STRIPE	LF	21,505	x	2.00	=	$	43,010
120090	Construction Area Signs	LS		x	15,000.00	=	$	-

Subtotal Traffic Signing and Striping *$* *117,500*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	$ 200,000	=	$	200,000

Subtotal Traffic Management Plan *$* *200,000*

TOTAL TRAFFIC ITEMS **$** **2,567,500**

$ -

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price ($)	Cost

* Includes constructing, maintaining, and removal

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 13,040,700

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items								
ADA Items				5.0%	$	652,035		
8B - Bike Path Items								
Bike Path Items				5.0%	$	652,035		
8C - Other Minor Items								
Other Minor Items				5.0%	$	652,035		
	Total of Section 1-7	$	13,040,700	x 15.0%	= $	1,956,105		

TOTAL MINOR ITEMS **$ 1,956,200**

SECTIONS 9: ROADWAY MOBILIZATION

Item code								
999990	Total Section 1-8	$	14,996,900	x 10%	= $	1,499,690		

TOTAL ROADWAY MOBILIZATION **$ 1,499,700**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity	Unit Price ($)	Cost
	*Cost of **NPDES** Supplemental Work specified in Section 5D*			=	$ -
	Total Section 1-8	$	14,996,900	4%	= $ 599,876

TOTAL SUPPLEMENTAL WORK **$ 599,900**

$ -

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Total Section 1-8	$	14,996,900		0%	= $	-

TOTAL STATE FURNISHED	$0

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $152,996,900 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) $166,596,500 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **0%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	398	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD	$0

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	17,096,500	x	**30%**	=	$5,128,950	

TOTAL CONTINGENCY	$5,129,000

$ -

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		12/21/18		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	1 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$115,000,000		$0		$0
Bridge Removal					
COST OF EACH	**$115,000,000**		**$0**		**$0**

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$115,000,000**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$11,500,000**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	20%	**$23,000,000**
TOTAL COST OF STRUCTURES		**$149,500,000**

Estimate Prepared By: APS attached

Division of Structures

Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	Total Acquisition Cost		$	4,000,000
B)	Appraisal Fees Estimate		$	
C)	Mitigation Acquisition & Credits		$	3,500,000
D)	Project Development Permit Fees		$	
E)	Utility Relocation (State's Share)		$	
F)	Relocation Assistance (RAP)		$	
G)	Clearance/Demolition			
H)	Title & Escrow		$	
I)	Condemnation Settlements	0%	$	
J)	Construction Contract Work		$	
			$	

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$7,500,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$8,193,778**
N)	**RIGHT OF WAY SUPPORT**	**$1,000,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

PLANNING COST ESTIMATE ©

TRUXEL BRIDGE

EA:

PID:

District-County-Route: 3-Sac-TRUXEL

PM: N/A

Type of Estimate : FS

Program Code :

Project Limits : Sequioa Pacific Boulevard to Truxel Road

Project Description: Truxel Bridge over American River

Scope : Construct new multimodal bridge over the american river connecting Truxel Boulevard to Sequoia Pacific Boulevard

Alternative : Alt 3A

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 22,865,600	$ 29,160,256
TOTAL STRUCTURES COST	$ 188,500,000	$ 240,392,042
SUBTOTAL CONSTRUCTION COST	$ 211,365,600	$ 269,552,298
TOTAL RIGHT OF WAY COST	$ 8,000,000	$ 8,740,030
TOTAL CAPITAL OUTLAY COSTS	$ 219,366,000	$ 278,293,000
PA/ED SUPPORT	$ 6,000,000	
PS&E SUPPORT	$ 14,000,000	
RIGHT OF WAY SUPPORT	$ 1,000,000	
CONSTRUCTION SUPPORT	$ 44,290,350	
TOTAL SUPPORT COST	$ 65,291,000	

TOTAL PROJECT COST	$ 285,000,000

	Month	/	Year
Date of Estimate (Month/Year)	10	/	24
Estimated Construction Start (Month/Year)	5	/	35
Number of Working Days =			780
Estimated Mid-Point of Construction (Month/Year)	12	/	36
Estimated Construction End (Month/Year)	5	/	38
Number of Plant Establishment Days			60

Estimated Project Schedule

COMPLETE PROJECT INITIATION DOCUMENT	MARCH 2025
BEGIN ENVIRONMENTAL	MARCH 2026
CIRCULATE DRAFT ED EXTERNALLY	DECEMBER 2026
COMPLETE PA & ED	SEPTEMBER 2029
COMPLETE FINAL DESIGN	MARCH 2034
BEGIN CONSTRUCTION	APRIL 2035
COMPLETE CONSTRUCTION	APRIL 2038

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost	
1	**Earthwork**	$	3,545,000	x
2	**Pavement Structural Section**	$	3,814,200	x
3	**Drainage**	$	2,000,000	
4	**Specialty Items**	$	-	
5	**Environmental**	$	1,500,000	
6	**Traffic Items**	$	2,557,100	
7	**Detours**	$	-	
8	**Minor Items**	$	2,012,500	x
9	**Roadway Mobilization**	$	1,542,900	x
10	**Supplemental Work**	$	617,200	
11	**State Furnished**	$	-	
12	**Time-Related Overhead**	$	-	
13	**Roadway Contingency**	$	5,276,700	
	TOTAL ROADWAY ITEMS	**$**	**22,865,600**	$ 10,914,600

Estimate Prepared By :

Robert Denison Date 916-858-0642

Estimate Reviewed By :

Jacqueline Lockhart Date 916-858-0642

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)		Cost
170101	Develop Water Supply	LS		x	10,000.00	=	$ -
170103	Clearing & Grubbing	LS	1	x	100,000.00	=	$ 100,000
190101	Roadway Excavation	LS	1	x	1,300,000.00	=	$ 1,300,000
198010	Imported Borrow	CY	16,500	x	130.00	=	$ 2,145,000

TOTAL EARTHWORK SECTION ITEMS	$	3,545,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)		Cost
390132	Hot Mix Asphalt (Type A)	TON	15,439	x	120.00	=	1852680
260203	Class 2 Aggregate Base	CY	23,783	x	60.00	=	1426980
731504	Minor Concrete (Sidewalk, Driveway, Curb and Gutter)	CY	1,018	x	525.00	=	534450

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	3,814,200

$ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
650042	60" Reinforced Concrete Pipe	LF		x	550.00	=	$	-
6XXXXX	LS Drainage	LS	1	x	2,000,000	=	$	2,000,000

TOTAL DRAINAGE ITEMS $ 2,000,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
803020	Remove Fence	LF		x	5.00	=	$	-
800001	FENCE (TYPE BW, METAL POST)	LF		x	15.00	=	$	-

TOTAL SPECIALTY ITEMS $ -

$ -

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Inluced in PID	LS		x		= $	-

Subtotal Environmental Mitigation $ -

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost
21XXXX	Erosion Control LS	LS	1	x	1500000	= $	1,500,000
241350	Fiber Rolls	LF		x	4	= $	-

Subtotal Erosion Control $ *1,500,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Job Site Management LS TOTAL	LS		x	600,000.00	= $	-

Subtotal NPDES $ -

TOTAL ENVIRONMENTAL $ 1,500,000

Supplemental Work for NPDES

Subtotal Supplemental Work for NDPS $ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

$ -

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860XXX	Signals & Lighting	EA	3	x	750,000.00	=	$	2,250,000

Subtotal Traffic Electrical *$* *2,250,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
82010X	Channelizer	EA	88	x	40.00	=	$	3,520
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	12,068	x	5.00	=	$	60,340
840666	PAINT PAVEMENT MARKING (2-COAT)	SQFT	447	x	5.00	=	$	2,235
840505	6" THERMOPLASTIC TRAFFIC STRIPE	LF	20,454	x	2.00	=	$	40,908
120090	Construction Area Signs	LS		x	15,000.00	=	$	-

Subtotal Traffic Signing and Striping *$* *107,003*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	$ 200,000	=	$	200,000

Subtotal Traffic Management Plan *$* *200,000*

TOTAL TRAFFIC ITEMS **$** **2,557,100**

$ -

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price ($)	Cost

* Includes constructing, maintaining, and removal

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 13,416,300

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items
ADA Items 5.0% $ 670,815

8B - Bike Path Items
Bike Path Items 5.0% $ 670,815

8C - Other Minor Items
Other Minor Items 5.0% $ 670,815

Total of Section 1-7 $ 13,416,300 x 15.0% = $ 2,012,445

TOTAL MINOR ITEMS **$ 2,012,500**

SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	$	15,428,800	x	10%	= $	1,542,880

TOTAL ROADWAY MOBILIZATION **$ 1,542,900**

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price ($)	Cost

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ -

Total Section 1-8 $ 15,428,800 4% = $ 617,152

TOTAL SUPPLEMENTAL WORK **$ 617,200**

$ -

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Total Section 1-8	$	15,428,800		0%	= $	-

TOTAL STATE FURNISHED $0

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $189,428,800 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) $206,088,900 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **0%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	398	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD $0

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	17,588,900	x	**30%**	=	$5,276,670	

TOTAL CONTINGENCY $5,276,700

$ -

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		12/21/18		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	1 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$145,000,000		$0		$0
Bridge Removal					
COST OF EACH	**$145,000,000**		**$0**		**$0**

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$145,000,000**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$14,500,000**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	20%	**$29,000,000**
TOTAL COST OF STRUCTURES		**$188,500,000**

Estimate Prepared By: APS attached

Division of Structures

Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	Total Acquisition Cost		$	4,500,000
B)	Appraisal Fees Estimate		$	
C)	Mitigation Acquisition & Credits		$	3,500,000
D)	Project Development Permit Fees		$	
E)	Utility Relocation (State's Share)		$	
F)	Relocation Assistance (RAP)		$	
G)	Clearance/Demolition			
H)	Title & Escrow		$	
I)	Condemnation Settlements	0%	$	
J)	Construction Contract Work		$	
			$	

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$8,000,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$8,740,030**
N)	**RIGHT OF WAY SUPPORT**	**$1,000,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

PLANNING COST ESTIMATE ©

TRUXEL BRIDGE

EA:

PID:

District-County-Route: 3-Sac-TRUXEL

PM: N/A

Type of Estimate : FS

Program Code :

Project Limits : Sequioa Pacific Boulevard to Truxel Road

Project Description: Truxel Bridge over American River

Scope : Construct new multimodal bridge over the american river connecting Truxel Boulevard to Sequoia Pacific Boulevard

Alternative : Alt 3B

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 22,782,000	$ 29,053,642
TOTAL STRUCTURES COST	$ 197,600,000	$ 251,997,175
SUBTOTAL CONSTRUCTION COST	$ 220,382,000	$ 281,050,817
TOTAL RIGHT OF WAY COST	$ 7,000,000	$ 7,647,526
TOTAL CAPITAL OUTLAY COSTS	$ 227,382,000	$ 288,699,000
PA/ED SUPPORT	$ 6,000,000	
PS&E SUPPORT	$ 14,000,000	
RIGHT OF WAY SUPPORT	$ 1,000,000	
CONSTRUCTION SUPPORT	$ 44,290,350	
TOTAL SUPPORT COST	$ 65,291,000	

TOTAL PROJECT COST	$ 293,000,000

	Month	/	Year
Date of Estimate (Month/Year)	10	/	24
Estimated Construction Start (Month/Year)	5	/	35
Number of Working Days =			780
Estimated Mid-Point of Construction (Month/Year)	12	/	36
Estimated Construction End (Month/Year)	5	/	38
Number of Plant Establishment Days			60

Estimated Project Schedule

COMPLETE PROJECT INITIATION DOCUMENT	MARCH 2025
BEGIN ENVIRONMENTAL	MARCH 2026
CIRCULATE DRAFT ED EXTERNALLY	DECEMBER 2026
COMPLETE PA & ED	SEPTEMBER 2029
COMPLETE FINAL DESIGN	MARCH 2034
BEGIN CONSTRUCTION	APRIL 2035
COMPLETE CONSTRUCTION	APRIL 2038

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost	
1	**Earthwork**	$	3,545,000	x
2	**Pavement Structural Section**	$	3,755,400	x
3	**Drainage**	$	2,000,000	
4	**Specialty Items**	$	-	
5	**Environmental**	$	1,500,000	
6	**Traffic Items**	$	2,566,900	
7	**Detours**	$	-	
8	**Minor Items**	$	2,005,100	x
9	**Roadway Mobilization**	$	1,537,300	x
10	**Supplemental Work**	$	614,900	
11	**State Furnished**	$	-	
12	**Time-Related Overhead**	$	-	
13	**Roadway Contingency**	$	5,257,400	
	TOTAL ROADWAY ITEMS	**$**	**22,782,000**	$ 10,842,800

Estimate Prepared By :

Robert Denison — Date — 916-858-0642

Estimate Reviewed By :

Jacqueline Lockhart — Date — 916-858-0642

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)		Cost
170101	Develop Water Supply	LS		x	10,000.00	=	$ -
170103	Clearing & Grubbing	LS	1	x	100,000.00	=	$ 100,000
190101	Roadway Excavation	LS	1	x	1,300,000.00	=	$ 1,300,000
198010	Imported Borrow	CY	16,500	x	130.00	=	$ 2,145,000

TOTAL EARTHWORK SECTION ITEMS	$	3,545,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)		Cost
390132	Hot Mix Asphalt (Type A)	TON	15,399	x	120.00	=	$ 1,847,880
260203	Class 2 Aggregate Base	CY	23,417	x	60.00	=	$ 1,405,020
731504	Minor Concrete (Sidewalk, Driveway, Curb and Gutter)	CY	957	x	525.00	=	$ 502,425

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	3,755,400

$ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
650042	60" Reinforced Concrete Pipe	LF		x	550.00	=	$	-
6XXXXX	LS Drainage	LS	1	x	2,000,000	=	$	2,000,000

TOTAL DRAINAGE ITEMS $ 2,000,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
803020	Remove Fence	LF		x	5.00	=	$	-
800001	FENCE (TYPE BW, METAL POST)	LF		x	15.00	=	$	-

TOTAL SPECIALTY ITEMS $ -

$ -

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Inluced in PID	LS		x		= $	-

Subtotal Environmental Mitigation $ -

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost
21XXXX	Erosion Control LS	LS	1	x	1500000	= $	1,500,000
241350	Fiber Rolls	LF		x	4	= $	-

Subtotal Erosion Control $ *1,500,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Job Site Management LS TOTAL	LS		x	600,000.00	= $	-

Subtotal NPDES $ -

TOTAL ENVIRONMENTAL $ 1,500,000

Supplemental Work for NPDES

Subtotal Supplemental Work for NDPS $ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

$ -

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860XXX	Signals & Lighting	EA	3	x	750,000.00	=	$	2,250,000

Subtotal Traffic Electrical *$* *2,250,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
82010X	Channelizer	EA	81	x	40.00	=	$	3,240
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	13,602	x	5.00	=	$	68,010
840666	PAINT PAVEMENT MARKING (2-COAT)	SQFT	508	x	5.00	=	$	2,540
840505	6" THERMOPLASTIC TRAFFIC STRIPE	LF	21,539	x	2.00	=	$	43,078
120090	Construction Area Signs	LS		x	15,000.00	=	$	-

Subtotal Traffic Signing and Striping *$* *116,868*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	$ 200,000	=	$	200,000

Subtotal Traffic Management Plan *$* *200,000*

TOTAL TRAFFIC ITEMS **$** **2,566,900**

$ -

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price ($)	Cost

* Includes constructing, maintaining, and removal

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 13,367,300

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items								
ADA Items				5.0%	$	668,365		
8B - Bike Path Items								
Bike Path Items				5.0%	$	668,365		
8C - Other Minor Items								
Other Minor Items				5.0%	$	668,365		
	Total of Section 1-7	$	13,367,300	x 15.0%	= $	2,005,095		

TOTAL MINOR ITEMS **$ 2,005,100**

SECTIONS 9: ROADWAY MOBILIZATION

Item code								
999990	Total Section 1-8	$	15,372,400	x 10%	= $	1,537,240		

TOTAL ROADWAY MOBILIZATION **$ 1,537,300**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity	Unit Price ($)	Cost
	*Cost of **NPDES** Supplemental Work specified in Section 5D*			=	$ -
	Total Section 1-8	$	15,372,400	4% =	$ 614,896

TOTAL SUPPLEMENTAL WORK **$ 614,900**

$ -

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
	Total Section 1-8	$	15,372,400		0%	= $	-

TOTAL STATE FURNISHED $0

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $197,772,400 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) $215,124,600 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **0%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	398	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD $0

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	17,524,600	x	**30%**	=	$5,257,380	

TOTAL CONTINGENCY $5,257,400

$ -

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		12/21/18		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	1 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$152,000,000		$0		$0
Bridge Removal					
COST OF EACH	**$152,000,000**		**$0**		**$0**

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$152,000,000**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$15,200,000**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	20%	**$30,400,000**
TOTAL COST OF STRUCTURES		**$197,600,000**

Estimate Prepared By: APS attached

Division of Structures

Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	Total Acquisition Cost		$	3,500,000
B)	Appraisal Fees Estimate		$	
C)	Mitigation Acquisition & Credits		$	3,500,000
D)	Project Development Permit Fees		$	
E)	Utility Relocation (State's Share)		$	
F)	Relocation Assistance (RAP)		$	
G)	Clearance/Demolition			
H)	Title & Escrow		$	
I)	Condemnation Settlements	0%	$	
J)	Construction Contract Work		$	
			$	

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$7,000,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$7,647,526**
N)	**RIGHT OF WAY SUPPORT**	**$1,000,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

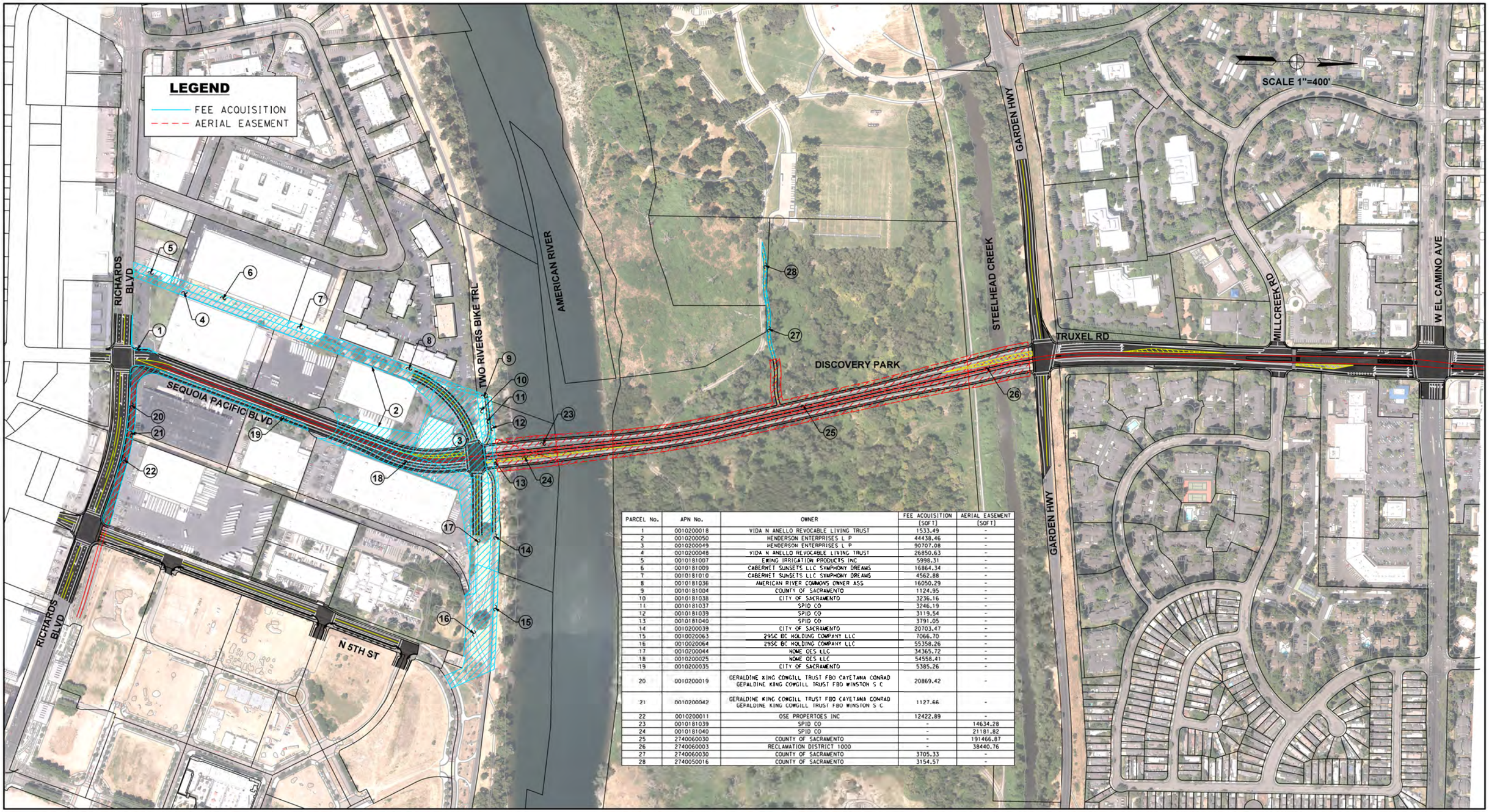
Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

Attachment I. Right of Way Ownership



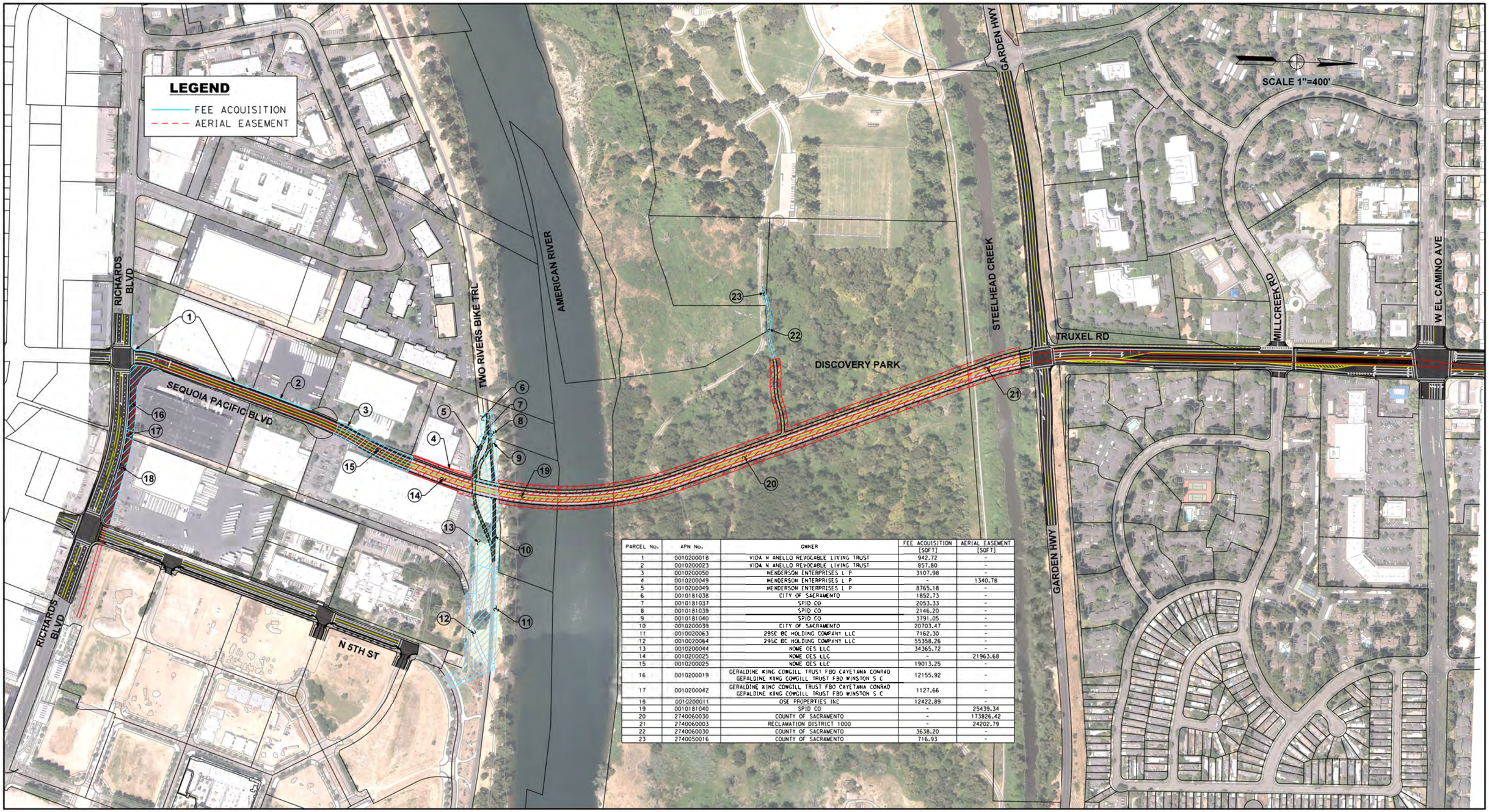
PARCEL No.	APN No.	OWNER	FEE ACQUISITION (SQFT)	AERIAL EASEMENT (SQFT)
1	0010200018	VIDA N ANELLO REVOCABLE LIVING TRUST	1533.49	-
2	0010200050	HENDERSON ENTERPRISES L P	44438.46	-
3	0010200049	HENDERSON ENTERPRISES L P	90707.08	-
4	0010200048	VIDA N ANELLO REVOCABLE LIVING TRUST	26850.63	-
5	0010181007	EWING IRRIGATION PRODUCTS INC	5998.31	-
6	0010181009	CABERNET SUNSETS LLC SYMPHONY DREAMS	16864.34	-
7	0010181010	CABERNET SUNSETS LLC SYMPHONY DREAMS	4562.88	-
8	0010181036	AMERICAN RIVER COMMONS OWNER ASS	16050.29	-
9	0010181004	COUNTY OF SACRAMENTO	1124.95	-
10	0010181038	CITY OF SACRAMENTO	3236.16	-
11	0010181037	SPID CO	3246.19	-
12	0010181039	SPID CO	3119.54	-
13	0010181040	SPID CO	3791.05	-
14	0010200039	CITY OF SACRAMENTO	20703.47	-
15	0010020063	295C BC HOLDING COMPANY LLC	7066.70	-
16	0010020064	295C BC HOLDING COMPANY LLC	55358.26	-
17	0010200044	NOME OES LLC	34365.72	-
18	0010200025	NOME OES LLC	54558.41	-
19	0010200035	CITY OF SACRAMENTO	5385.26	-
20	0010200019	GERALDINE KING COWGILL TRUST FBO CAYETANA CONRAD GERALDINE KING COWGILL TRUST FBO WINSTON S C	20869.42	-
21	0010200042	GERALDINE KING COWGILL TRUST FBO CAYETANA CONRAD GERALDINE KING COWGILL TRUST FBO WINSTON S C	1127.66	-
22	0010200011	OSE PROPERTOES INC	12422.89	-
23	0010181039	SPID CO	-	14634.28
24	0010181040	SPID CO	-	21181.82
25	2740060030	COUNTY OF SACRAMENTO	-	191466.87
26	2740060003	RECLAMATION DISTRICT 1000	-	38440.76
27	2740060030	COUNTY OF SACRAMENTO	3705.33	-
28	2740050016	COUNTY OF SACRAMENTO	3154.57	-

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PH: 916-858-0642 FAX:916-858-0643

TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 1
RIGHT OF WAY EXHIBIT

JULY 2024



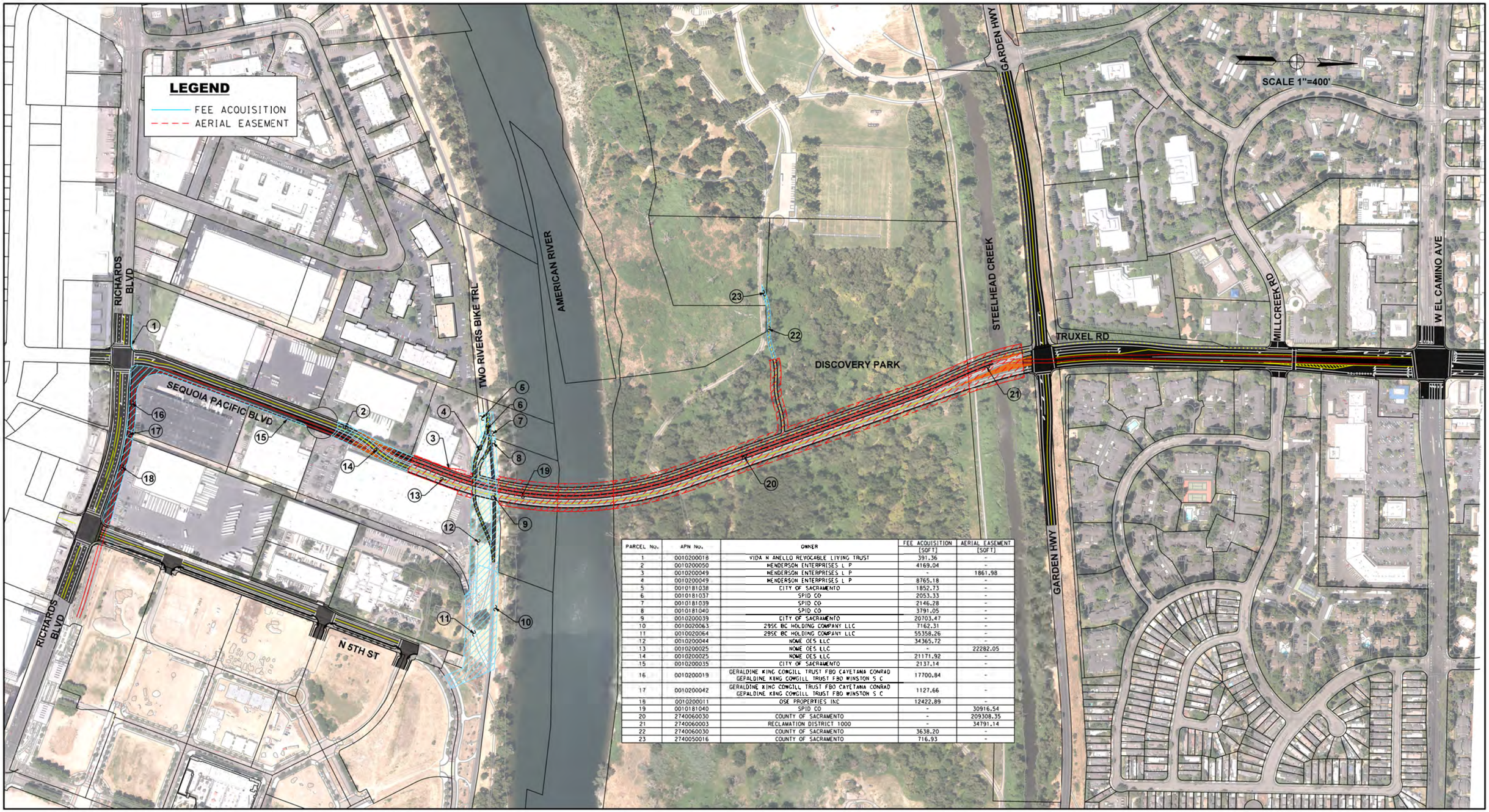
PARCEL No.	APN No.	OWNER	FEE ACQUISITION [SQFT]	AERIAL EASEMENT [SQFT]
1	0010200018	VIDA N ANELLO REVOCABLE LIVING TRUST	942.72	-
2	0010200023	VIDA N ANELLO REVOCABLE LIVING TRUST	857.80	-
3	0010200050	MENDERSON ENTERPRISES L P	3107.98	-
4	0010200049	MENDERSON ENTERPRISES L P	-	1340.78
5	0010200049	MENDERSON ENTERPRISES L P	8765.18	-
6	0010181038	CITY OF SACRAMENTO	1852.73	-
7	0010181037	SPID CO	2053.33	-
8	0010181039	SPID CO	2146.20	-
9	0010181040	SPID CO	3791.05	-
10	0010200039	CITY OF SACRAMENTO	20703.47	-
11	0010020063	295C BC HOLDING COMPANY LLC	7162.30	-
12	0010020064	295C BC HOLDING COMPANY LLC	55358.26	-
13	0010200044	NCWE OES LLC	34365.72	-
14	0010200025	NCWE OES LLC	-	21963.68
15	0010200025	NCWE OES LLC	19013.25	-
16	0010200019	GERALDINE KING COMGILL TRUST FBO CAYETANA CONRAD GERALDINE KING COMGILL TRUST FBO WINSTON S C	12155.92	-
17	0010200042	GERALDINE KING COMGILL TRUST FBO CAYETANA CONRAD GERALDINE KING COMGILL TRUST FBO WINSTON S C	1127.66	-
18	0010200011	OSE PROPERTIES INC	12422.89	-
19	0010181040	SPID CO	-	25439.34
20	2740060030	COUNTY OF SACRAMENTO	-	173826.42
21	2740060003	RECLAMATION DISTRICT 1000	-	24202.79
22	2740060030	COUNTY OF SACRAMENTO	3638.20	-
23	2740050016	COUNTY OF SACRAMENTO	716.93	-

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TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 2
RIGHT OF WAY EXHIBIT

JULY 2024



PARCEL No.	APN No.	OWNER	FEE ACQUISITION [SQFT]	AERIAL EASEMENT [SQFT]
1	0010200018	VIDA N ANELLO REVOCABLE LIVING TRUST	391.36	-
2	0010200050	HENDERSON ENTERPRISES L P	4169.04	-
3	0010200049	HENDERSON ENTERPRISES L P	-	1861.98
4	0010200049	HENDERSON ENTERPRISES L P	8765.18	-
5	0010181038	CITY OF SACRAMENTO	1852.73	-
6	0010181037	SPID CO	2053.33	-
7	0010181039	SPID CO	2146.28	-
8	0010181040	SPID CO	3791.05	-
9	0010200039	CITY OF SACRAMENTO	20703.47	-
10	0010020063	295C BC HOLDING COMPANY LLC	7162.31	-
11	0010020064	295C BC HOLDING COMPANY LLC	55358.26	-
12	0010200044	NCWE OES LLC	34365.72	-
13	0010200025	NCWE OES LLC	-	22282.05
14	0010200025	NCWE OES LLC	21171.92	-
15	0010200035	CITY OF SACRAMENTO	2137.14	-
16	0010200019	GERALDINE KING CONGILL TRUST FBO CAYETANA CONRAD GERALDINE KING CONGILL TRUST FBO WINSTON S C	17700.84	-
17	0010200042	GERALDINE KING CONGILL TRUST FBO CAYETANA CONRAD GERALDINE KING CONGILL TRUST FBO WINSTON S C	1127.66	-
18	0010200011	OSE PROPERTIES INC	12422.89	-
19	0010181040	SPID CO	-	30916.54
20	2740060030	COUNTY OF SACRAMENTO	-	209308.35
21	2740060003	RECLAMATION DISTRICT 1000	-	34791.14
22	2740060030	COUNTY OF SACRAMENTO	3638.20	-
23	2740050016	COUNTY OF SACRAMENTO	716.93	-

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TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

ALTERNATIVE 3
RIGHT OF WAY EXHIBIT

JULY 2024

Attachment J. Utilities



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TRUXEL BRIDGE CONCEPT & FEASIBILITY STUDY

UTILITIES

Attachment K. Traffic Analysis

Memorandum

Date: October 11, 2024

To: Pamela Dalcin-Walling, Dokken Engineering

From: Adrita Islam, Kwasi Donkor, Ron Milam

Subject: Truxel Bridge Concept Feasibility Study

SA24-0263

Introduction

Purpose

The City of Sacramento is undertaking an engineering feasibility study for a new multi-modal bridge across the lower American River between Truxel Road and Sequoia Pacific Boulevard to better connect South Natomas with the central city. This technical memorandum summarizes the traffic forecast evaluation for the feasibility study.

Project Description

A significant portion of Sacramento residents live in North and South Natomas north of the American River and rely on I-5 to access the region's main employment and cultural hub. I-5 lacks travel options for pedestrians and bicycles resulting in more vehicle trips and longer distance trips than would occur if a local bridge was available. More vehicle travel contributes to higher levels of vehicle miles of travel (VMT), which generates air pollution and greenhouse gas emissions. Transit ridership is also impacted due to inefficient routing that requires buses to use I-5. To address these challenges, a new local multi-modal bridge between Truxel Road and Sequoia Pacific Boulevard is being proposed. This project is consistent with Regional Transit plans to extend light rail transit (LRT) to Sacramento International Airport. The project aims to reduce VMT, emissions, and dependence on I-5 while enhancing local multi-modal access and emergency response.

Figure 1 shows the configuration of the bridge and the three proposed Alternatives. Alternatives 2 and 3 have a similar configuration and are modeled as one scenario for transportation forecasting purposes.

The following three cumulative scenarios were analyzed to understand the effect of the project:

1. Cumulative (2040) No Project: This is the Sacramento General Plan scenario where the Truxel Bridge and the Green Line LRT connection was removed.
2. Cumulative (2040) Plus Project – Alternative 1: This is the Sacramento General Plan scenario where the Truxel Bridge configuration was modified to match Alternative 1 in Figure 1.
3. Cumulative (2040) Plus Project – Alternative 2: This is the Sacramento General Plan scenario where the Truxel Bridge configuration was modified to match Alternative 2 in Figure 1.

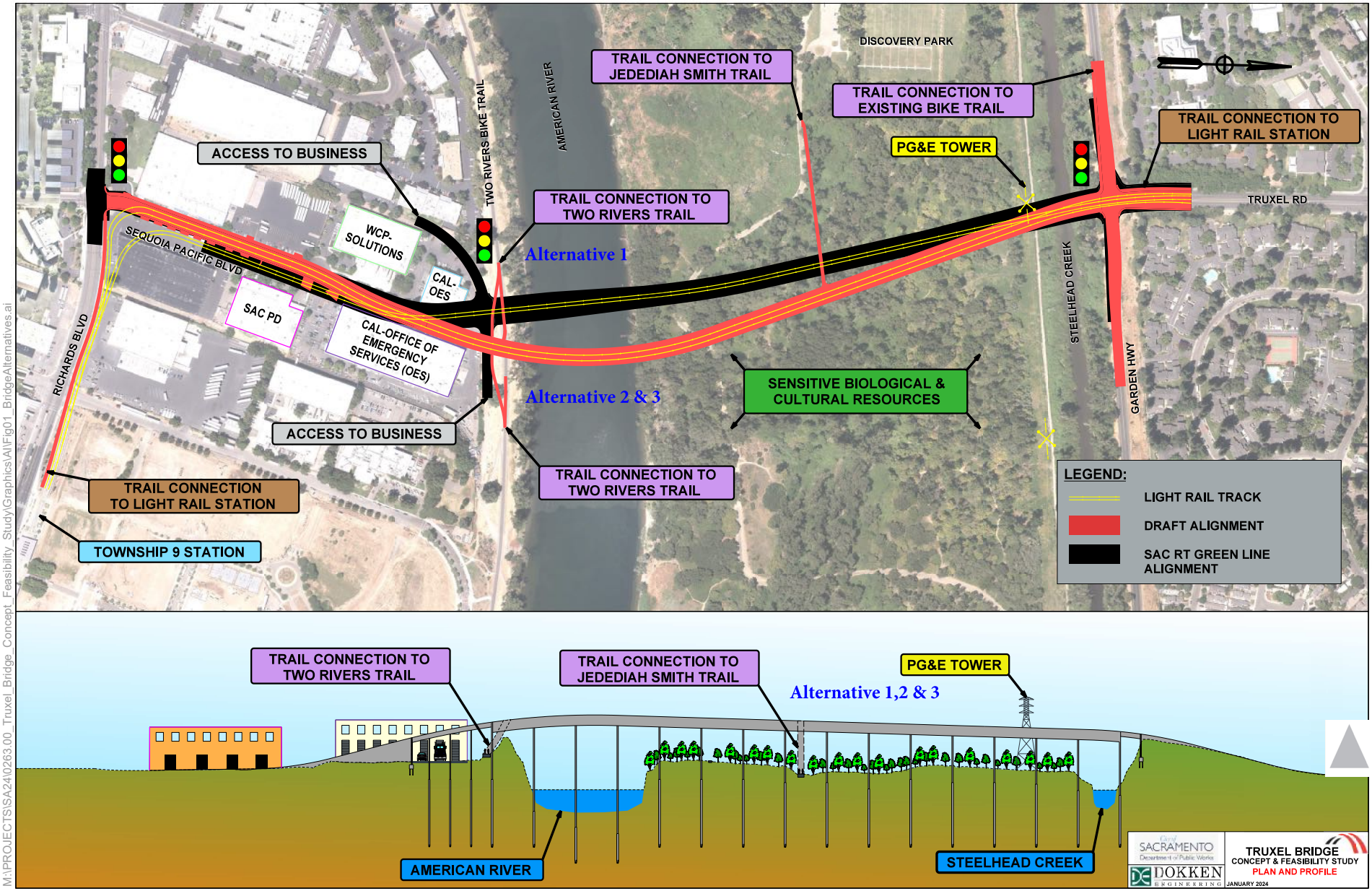


Figure 1

Truxel Bridge Alternatives

Forecasts and Operations

This chapter includes travel demand forecasts and related analysis to support the development and comparison of up to three project Alternatives including typical cross sections. The forecasts were developed using the Sacramento General Plan version of the SACSIM19 model developed by SACOG for the 2020 MTP/SCS. As part of this task, three runs of each scenario were run. The output variables were then averaged across the runs. This was necessary due to the model's features that introduce stochastic variation in the forecasting process. Use of multiple runs and averaging helps minimize the variation and isolate the project's effects.

Intersection Forecast:

Vehicle traffic volume estimates were obtained for the following three intersections using StreetLight Data.

- Truxel Road/ W El Camino Ave
- Truxel Road/ Garden Highway
- Richards Blvd/ Sequoia Pacific Blvd

StreetLight Data combines location based service and connected vehicle data with machine learning algorithms to understand travel patterns and estimate specific travel metrics. Estimates are validated using permanent traffic counters and embedded sensors, and normalized with multiple data sources, including parcel data, digital road network data, and census information to calculate vehicle volume estimates.

Intersection turning movement volumes were estimated for average weekdays (Tuesdays, Wednesdays, and Thursdays) during the period of February 1, 2023 to May 31, 2023 for AM and PM peak hours. Estimates were then averaged for the whole period. Since StreetLight data is an estimation based on sample data, this data is often adjusted using roadway counts if available. A comparison of the StreetLight volumes to the roadway counts from the City of Sacramento General Plan showed that the volumes from StreetLight were much lower. So, the StreetLight turning movement volumes were then adjusted using the roadway volume. **Figure 2** shows the resulting turning movement volume estimates for each intersection.

Using the SACSIM model, intersection turning movements were forecast for the three future year (2040) conditions listed in the section above. A forecasting procedure known as the "difference method" was applied to develop forecasts. The difference method takes the difference between the base year model's volume estimates and the Plus Project model's volume forecasts and adds that to existing traffic volumes to develop future year forecasts. This method corrects for potential anomalies or errors within the model's base year. The following formula illustrates this forecasting procedure:

Forecast Scenario = Existing Traffic Count +
(Project Scenario Model Volume – Base Year Model Volume)

Figures 3, 4, and **5** show the intersection turning movements for the three cumulative forecast scenarios. The forecasts indicate that the volumes between the two Alternatives do not differ significantly. So, from a peak hour volume perspective, the alternatives will operate in a similar manner. Additionally, the forecasts also show that the project would not increase "cut-through" trips within the South Natomas Community.



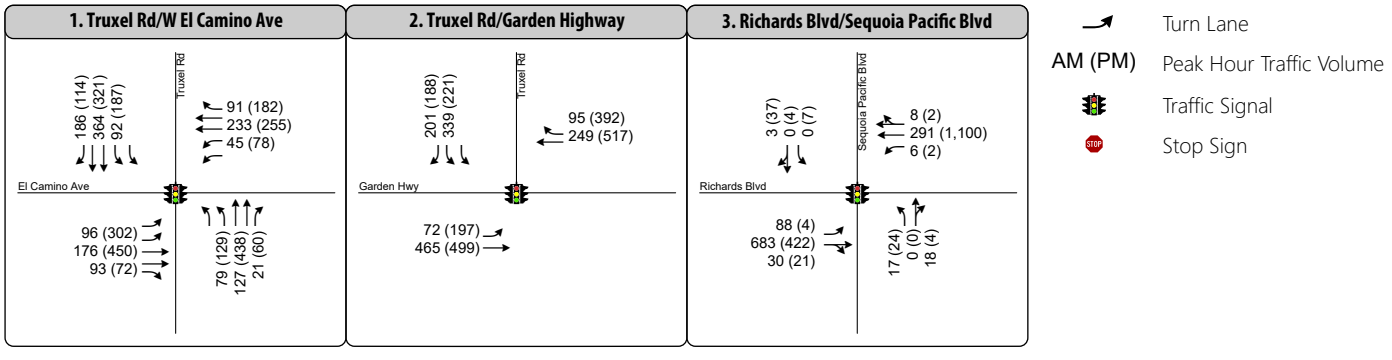


Figure 2

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions



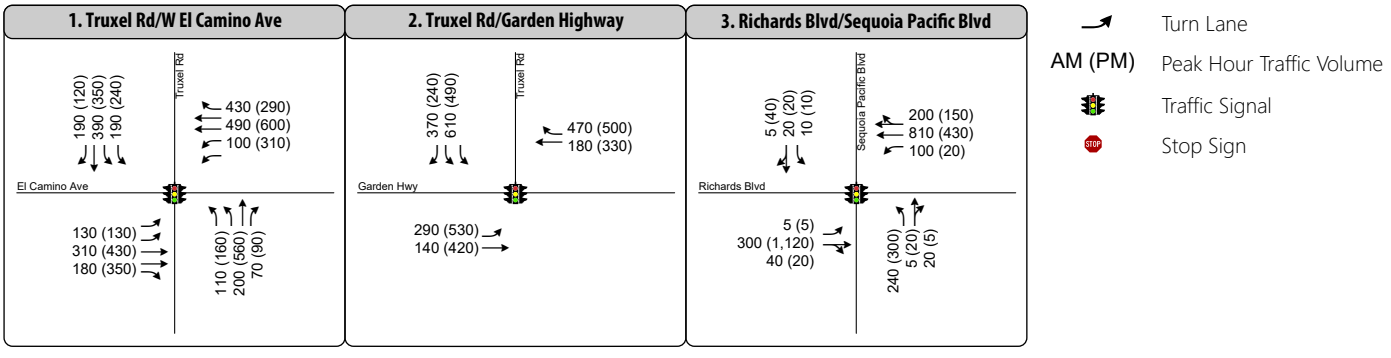


Figure 3

Peak Hour Traffic Volumes and Lane Configurations - Cumulative No Project Conditions



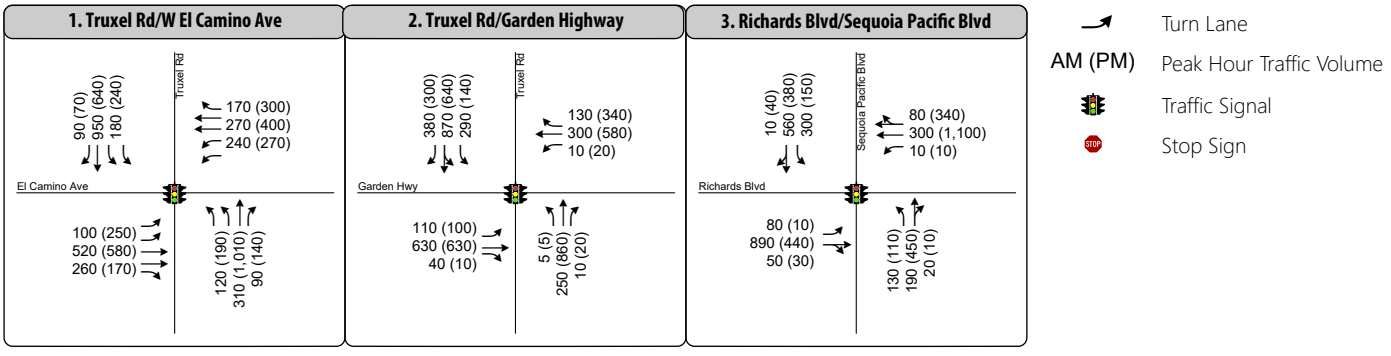


Figure 4

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions - Alternative 1



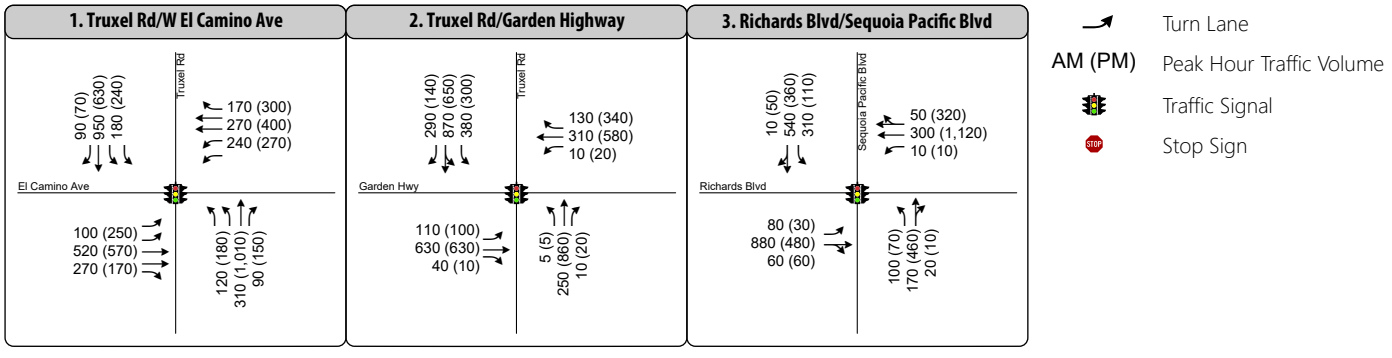


Figure 5

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions - Alternative 2 and 3

Operations Analysis

Traffic operations analyses were conducted to help determine geometrics and lane configuration recommendations using the same methodology applied for the General Plan. The operations analysis was limited to daily roadway level of service (LOS) consistent with the Sacramento General Plan approach. Peak hour forecasts were developed for future design purposes but were not included in the Level of Service (LOS) analysis.

Table 1 outlines the criteria used to determine the Level of Service (LOS) for roadways in the City of Sacramento based on Maximum Average Daily Traffic (ADT). Each roadway is assigned a unique Facility ID, which is determined by the type of roadway and the number of lanes it has. This Facility ID is then used to identify the appropriate Average Daily Traffic (ADT) limit for the roadway, which helps assess its LOS.

Table 1: Roadway ADT Threshold

ID	Facility Type	Number of Lanes	Maximum ADT per LOS				
			A	B	C	D	E
1	Arterial - Low Access Control	2	9,000	10,500	12,000	13,500	15,000
2		4	18,000	21,000	24,000	27,000	30,000
3		6	27,000	31,500	36,000	40,500	45,000
4	Arterial - Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
5		4	21,600	25,200	28,800	32,400	36,000
6		6	32,400	37,800	43,200	48,600	54,000
7	Arterial - High Access Control	2	12,000	14,000	16,000	18,000	20,000
8		4	24,000	28,000	32,000	36,000	40,000
9		6	36,000	43,000	48,000	54,000	60,000
10	Minor Collector	2	5,250	6,125	7,000	7,875	8,750
11	Major Collector	2	8,400	9,800	11,200	12,600	14,000
12		4	16,800	19,600	22,400	25,200	28,000
13	Local Street	2	3,000	3,500	4,000	4,500	5,000

Note:

Facility Type	*Stops / Mile*	*Driveways*	*Speed*
Arterial - Low Access Control	*4 +*	*Frequent*	*25 – 35 mph*
Arterial - Moderate Access Control	*2 – 4*	*Limited*	*35 – 45 mph*
Arterial - High Access Control	*1 - 2*	*None*	*45 – 55 mph*

Source: Sacramento 2035 General Plan MEIR. Table 4-1

Table 2 shows the LOS and Volume to Capacity (V/C) ratios for the roadway segments in the project vicinity for the existing and cumulative scenarios. The "difference method" discussed above was also applied to the roadway volume forecasts except for the new bridge, where raw model volumes were used.

The segment on Truxel Road north of W El Camino Ave remains of LOS F in both No Project and Plus Project scenarios. This is consistent with the City of Sacramento General Plan analysis. The roadway volume decreases on Garden highway with the project, but the LOS remains the same. Truxel bridge has an LOS D.

Table 2: Project Roadway ADT and LOS

Roadway Name	Facility ID	Existing			Cumulative No Project			Cumulative Plus Project – Alternative 1			Cumulative Plus Project – Alternative 2		
		Volume (1)	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio	Volume Forecast	LOS	V/C Ratio
Truxel Rd between W El Camino Ave and Garden Hwy	8 (Existing) 7 (Cumulative)	16,374	A	0.41	20,500	F	1.03	27,600	F	1.38	27,400	F	1.37
Richards Blvd between Sequoia Pacific Blvd and Bercut Dr	8	26,432	B	0.66	35,000	D	0.88	32,000	D	0.80	33,100	D	0.83
Garden Hwy between I-5 and Truxel Rd	7	20,787	F	1.04	25,100	F	1.26	22,300	F	1.12	22,400	F	1.12
Garden Hwy between Truxel Rd and Northgate Blvd	7	23,149	F	1.16	27,200	F	1.36	26,900	F	1.35	26,800	F	1.34
Truxel Bridge between Richards Blvd and Garden Hwy	7	-	-	-	-	-	-	17,100	D	0.86	17,100	D	0.86

Notes:
(1) Data collected on 4/30/2019 and 5/1/2019
Source: Fehr & Peers, 2024

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) refers to the total number of miles traveled by a vehicle. VMT can be measured in different ways depending on the purpose of application. For this project, three types of VMT were calculated. **Table 3** presents the methodologies, which are explained in detail in the sections below.

Table 3: VMT Methodologies

Method		Approach	Trip Types Included (1)	Source
VMT Efficiency	Generated by all land uses	Includes all vehicle "tours" (both work/commute vehicle tours and non-work vehicle tours) per person that start and end at land uses within the City of Sacramento including all intermediate stops.	II IX XI	DAYSIM travel diary (SACSIM Model) + VMT Outside of SACOG(2)
Induced VMT	By Lanes	Multiply total new class 1, 2, or 3 lanes by an elasticity to generate annual induced VMT.	II IX XI XX	NCST Calculator
Origin-Destination	Total	Total origin-destination (OD) based network VMT for the City of Sacramento accounting for the entire length of travel.	II IX XI	SACSIM Model select zone assigned network
	Proportional (RTAC)	Total network level VMT for the City of Sacramento accounting for the entire length of travel for II trips but only half of IX and XI trips.	100% of II 50% of IX 50% of XI	

Notes:
(1) "Trip types included" refers to the different categories of trips that are considered in the analysis depending on the origin and destination ends of the trips. These include -
II – Internal-Internal
IX – Internal-External
XI – External-Internal
XX – External-External
(where internal refers to the City of Sacramento)
(2) From Replica 2019 - Average Trip Distance Data by TAZ
Source: Fehr & Peers, 2024

VMT Efficiency

Passenger vehicle VMT per capita is the metric used in the 2023 City of Sacramento General Plan update as the metric for determining transportation impacts. Passenger vehicle VMT represents the estimated total VMT generated by trips in personal automobiles and light-duty trucks with at least one trip end (i.e., location of departure or arrival) in the city. VMT estimates and forecasts include the vehicle travel associated with residents, workers, students, visitors, etc. engaged in activities that begin and end in the city.

This metric is directly related to how the project would influence future personal vehicle travel, especially by providing access. This metric does not include commercial vehicle (e.g., truck) trips that may be generated by residential or commercial land uses (i.e., internet shopping deliveries).

Table 4 shows the Passenger Vehicle VMT Generated per Capita for the existing and cumulative scenarios.

Table 4: Passenger Vehicle VMT per Capita

	2016 Base Year	2040 Cumulative		
		No Project	Plus Project - Alternative 1	Plus Project - Alternative 2
Total Passenger Vehicle VMT	19,442,920	21,759,336	21,735,436	21,749,666
Population – City of Sacramento	472,692	638,442	638,442	638,442
Passenger Vehicle VMT per capita	41.13	34.08	34.04	34.07

Source: Fehr & Peers, 2024

As presented in **Table 4**, passenger vehicle VMT per capita is expected to decline slightly with the addition of the project for both Plus Project Alternatives compared to the No Project scenario. While the VMT reduction is slight when considered at the city-wide level, changes near the project would be most visible as shown in the cut-through traffic analysis. The introduction of the bridge also creates the opportunity to make walk and bike trips, makes transit routing more efficient, and shortens vehicle trips between key origin-destination pairs like North and South Natomas to downtown Sacramento.

Induced VMT

Induced vehicle travel effects are the driving forces behind VMT changes associated with roadway capacity expansion projects. These effects can also diminish the expected congestion relief benefits of building new capacity. An independent induced VMT forecast was generated using the research-based elasticity method contained in the California Induced Travel Calculator developed by the National Center for Sustainable Transportation (NCST) at the University of California at Davis (UCD). The SACSIM model contains a portion of the induced VMT effect but does not have direct feedback to trip generation or land use.

Table 5 shows the total induced VMT associated with the Truxel Bridge project.

Table 5: Induced VMT

	2040 Cumulative		
	No Project	Plus Project - Alternative 1	Plus Project - Alternative 2
Total Lane Miles	313.95	315.95	315.95
New Facility Lane Miles	-	2	2
Total Annual Induced VMT (Million)	-	5.8	5.8
Total Weekday Induced VMT	-	15,890	15,890
Passenger Vehicle Weekday Induced VMT	-	11,280	11,280

Source: https://travelcalculator.ncst.ucdavis.edu/
Induced VMT Elasticity for Class 2 & 3 is 0.75
Total Induced VMT includes passenger and commercial vehicle travel.

Table 5 shows a daily increase in total VMT by 15,890 of which 11,280 is from passenger vehicles. However, this calculator forecast is insensitive to project type and local context and no reduction in VMT is accounted for due to the bridge shortening existing trip lengths.

Origin-Destination VMT by Speed bin

The total VMT generated by city land uses, disaggregated by speed bin, is used to estimate greenhouse gas (GHG) emissions. VMT estimates and forecasts include the vehicle travel associated with residents, workers, students, visitors, etc. engaged in activities that begin and end in the city. Origin-Destination (OD) methodology was used to calculate this VMT with different trip accounting methods.

1. Full accounting of all VMT generated by the City of Sacramento - This VMT is a network-based estimation or forecast that includes total VMT that has at least one end of the origin or destination (OD) within the city accounting for the entire length of travel. In other words, this VMT includes trips that are internal to the city (II), originate in the city and end outside the city (IX), and trips that originate outside the city and end within the city (XI). The reported VMT was disaggregated into the following specific metrics:
    a. II, IX, and XI VMT and by vehicle types as identified by the SACSIM19 Model (personal vehicle, light-medium duty trucks, and heavy-duty trucks)
    b. Total VMT by Speed Bin
2. Proportional accounting of VMT generated by the City of Sacramento - This method proportions the VMT generated by City of Sacramento according to the location of the trip start and end locations. For example, a trip from Sacramento County to the City of Sacramento would be proportioned 50% to each jurisdiction. In other words, II trips (those that start and end in City of Sacramento) are assigned as 100% to the city while the IX and XI trips are assigned as 50% responsibility. The reported VMT was disaggregated by II, IX, and XI and by vehicle types as identified by the SACSIM19 Model (personal Vehicle, light-medium duty trucks, and heavy-duty trucks). The reported VMT was disaggregated into the following metrics:
    a. II, IX, and XI VMT and by vehicle types as identified by the SACSIM19 Model (personal vehicle, light-medium duty trucks, and heavy-duty trucks)
    b. Total VMT by Speed Bin

Tables 6 and **7** summarize the VMT by speed bin using full accounting and proportional accounting methods.

Alternative 1 provides better access to the businesses south of the river by adding a signalized intersection at the south end of the bridge compared to Alternative 2. This results in overall less VMT for Alternative 1.

Table 6: O-D VMT by Speed Bin - Full Accounting

	2040 Truxel Bridge - No Project				2040 Truxel Bridge - Plus Project (Alt 1)				2040 Truxel Bridge - Plus Project (Alt 2)			
Speed Bin	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle
0-5	13,591	2,327	132	16,050	13,571	2,345	131	16,047	13,716	2,354	138	16,208
>5-10	116,207	18,444	1,071	135,722	108,742	17,186	1,005	126,933	108,958	17,241	1,000	127,199
>10-15	272,051	45,847	2,849	320,747	270,368	45,678	2,828	318,873	270,189	45,765	2,840	318,794
>15-20	1,028,580	211,119	13,529	1,253,227	1,023,191	209,982	13,387	1,246,560	1,024,675	210,271	13,409	1,248,355
>20-25	1,245,427	223,404	13,900	1,482,731	1,236,300	220,003	13,784	1,470,087	1,235,826	219,766	13,716	1,469,308
>25-30	1,651,592	283,095	18,107	1,952,794	1,686,397	290,568	18,732	1,995,697	1,688,588	290,475	18,710	1,997,773
>30-35	2,207,789	409,637	33,123	2,650,549	2,192,458	406,152	32,845	2,631,454	2,201,001	408,707	32,797	2,642,505
>35-40	1,954,900	399,004	35,900	2,389,803	1,951,735	398,546	35,452	2,385,733	1,953,001	398,993	35,680	2,387,674
>40-45	1,080,513	228,652	36,513	1,345,677	1,083,057	229,322	36,755	1,349,134	1,086,145	229,466	36,993	1,352,604
>45-50	1,295,053	303,398	37,787	1,636,239	1,283,935	300,098	38,258	1,622,291	1,269,686	296,707	37,308	1,603,701
>50-55	2,426,593	601,225	83,914	3,111,732	2,427,663	602,997	83,949	3,114,609	2,454,697	609,785	84,582	3,149,064
>55-60	3,827,117	1,040,713	161,148	5,028,979	3,824,121	1,042,321	160,381	5,026,823	3,793,293	1,031,924	160,290	4,985,507
>60-65	1,389,223	379,396	100,518	1,869,136	1,385,071	378,872	100,390	1,864,333	1,399,812	384,461	101,141	1,885,414
>65-70	229,670	26,028	70,670	326,368	229,577	26,057	70,599	326,233	229,739	26,066	70,675	326,480
>70-75	0	0	0	0	0	0	0	0	0	0	0	0
>75	0	0	0	0	0	0	0	0	0	0	0	0
Total VMT-within SACOG	18,738,306	4,172,288	609,160	**23,519,754**	18,716,186	4,170,126	608,494	**23,494,806**	18,729,326	4,171,981	609,279	**23,510,586**
Outside SACOG	3,021,030				3,019,250				3,020,340			
Total VMT	**26,540,784**				**26,514,056**				**26,530,926**			

Notes:
Total VMT from all trips that have at least one trip end in the City of Sacramento based on the origin-destination (OD) method of tracking the full length of trips across the network for each OD pair (II+IX+XI).
VMT outside SACOG region for City of Sacramento is added on top using the IXXI trips and average trip distance outside SACOG region from Replica Spring 2019 data
Source: Fehr & Peers, 2023

Table 7: O-D VMT by Speed Bin - Partial Accounting (RTAC method)

	2040 Truxel Bridge - No Project				2040 Truxel Bridge - Plus Project (Alt 1)				2040 Truxel Bridge - Plus Project (Alt 2)			
Speed Bin	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle	Personal Vehicle	Small-Medium Trucks	Large Trucks	All Vehicle
0-5	8,351	1,475	73	9,900	8,315	1,487	70	9,872	8,393	1,483	73	9,949
>5-10	74,385	11,484	586	86,456	68,797	10,596	548	79,942	69,081	10,678	547	80,306
>10-15	177,097	29,380	1,560	208,037	176,040	29,325	1,552	206,918	175,916	29,367	1,558	206,841
>15-20	700,396	140,481	7,504	848,381	696,584	139,689	7,426	843,698	697,539	139,860	7,440	844,839
>20-25	846,060	148,077	7,720	1,001,856	838,816	145,648	7,649	992,113	838,797	145,522	7,613	991,932
>25-30	1,062,528	176,482	9,903	1,248,913	1,089,850	181,863	10,241	1,281,954	1,091,326	181,739	10,226	1,283,291
>30-35	1,319,876	239,100	17,389	1,576,365	1,309,017	236,839	17,238	1,563,094	1,314,967	238,549	17,222	1,570,738
>35-40	1,110,872	223,255	18,558	1,352,685	1,108,587	223,078	18,337	1,350,003	1,109,571	223,318	18,449	1,351,338
>40-45	596,526	126,550	18,530	741,606	597,376	126,825	18,657	742,858	598,666	126,791	18,775	744,232
>45-50	721,316	168,936	19,327	909,579	712,928	166,925	19,550	899,403	703,412	164,524	19,058	886,994
>50-55	1,324,339	329,253	42,677	1,696,269	1,324,895	330,407	42,704	1,698,006	1,339,978	334,138	43,031	1,717,147
>55-60	2,061,888	562,671	81,541	2,706,101	2,057,967	562,930	81,138	2,702,034	2,043,260	557,964	81,103	2,682,327
>60-65	737,788	206,986	50,579	995,354	735,778	206,855	50,523	993,156	743,823	209,813	50,904	1,004,540
>65-70	114,832	13,018	35,337	163,187	114,788	13,031	35,300	163,119	114,870	13,036	35,337	163,243
>70-75	0	0	0	0	0	0	0	0	0	0	0	0
>75	0	0	0	0	0	0	0	0	0	0	0	0
Total VMT-within SACOG	10,856,253	2,377,149	311,285	**13,544,687**	10,839,739	2,375,497	310,935	**13,526,170**	10,849,599	2,376,782	311,336	**13,537,717**
Outside SACOG	1,510,515				1,509,625				1,510,170			
Total VMT	**15,055,202**				**15,035,795**				**15,047,887**			

Notes:
*Total VMT from all trips that have at least one trip end in the City of Sacramento based on the origin-destination (OD) method of tracking the full length of II trips across the network and half of IX and XI trip for each OD pair. In other words, for IX-XI VMT that has one end of a trip within the City of Sacramento only half of the IX and XI VMT is associated with the City's VMT (II+IX*0.5+XI*0.5).*
VMT outside SACOG region for City of Sacramento is added on top using the IXXI trips and average trip distance outside SACOG region from Replica Spring 2019 data
Source: Fehr & Peers, 2024

Transit Ridership Forecast

The project includes the Green Line LRT extension between downtown and North Natomas. The same version of the SACSIM19 model was used to forecast the potential daily transit ridership associated with the extension along with the associated VMT reduction. Forecasts are based on averaging the results from three model runs.

The transit ridership forecasts were summarized for LRT service and for all transit trips crossing the screenline shown in **Figure 6**. The screenline method gives a better understanding of transit ridership and how trips will shift between different transit lines with the introduction of a new bridge and associated transit service.

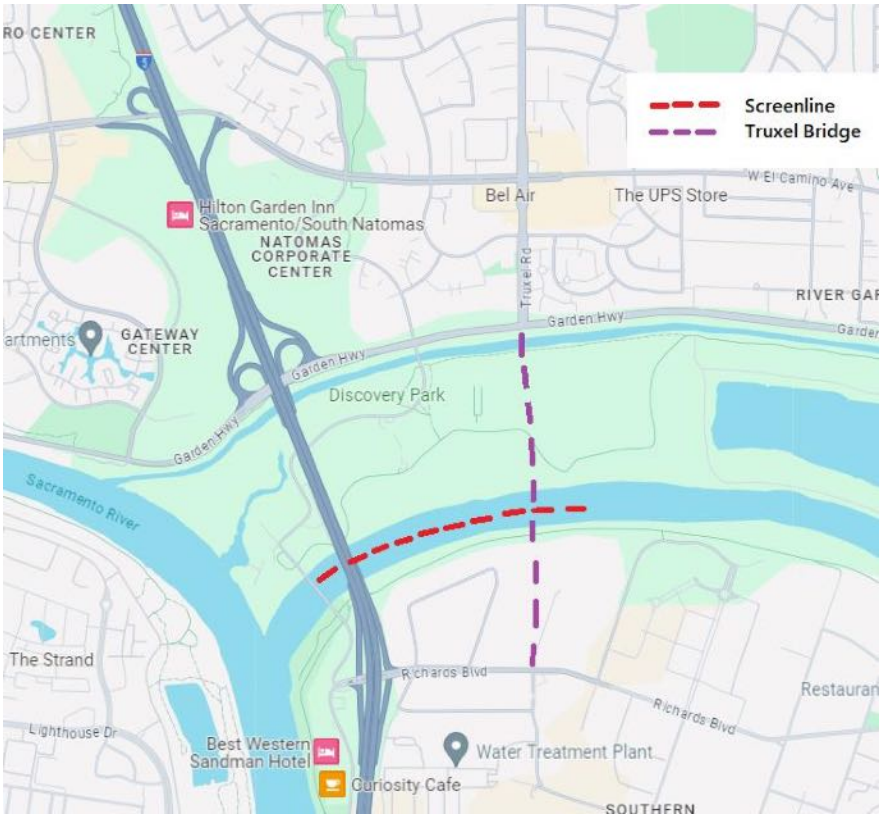


Figure 6: Screenline across Truxel Bridge and I-5

In addition to ridership, average person miles traveled (PMT) was forecast from the model by averaging the length of each transit trip. Total reduction in daily and annual VMT was also forecast based on the transit ridership forecasts. Daily VMT reduction was calculated by multiplying the daily ridership by the model's forecast of average person trip length. A daily to annual conversion factor of 315 was used based on transit ridership data for Sacramento Regional Transit (SacRT).

Table 8 summarizes the change in transit ridership, average PMT, and reduction in VMT for each cumulative scenario.

Table 8: Transit Summary

	Light Rail Only			All Transit Lines across Screenline		
	No Project	**Plus Project - Alternative 1**	**Plus Project - Alternative 2**	**No Project**	**Plus Project - Alternative 1**	**Plus Project - Alternative 2**
Daily Ridership	-	8,313	8,322	26,651	29,965	30,093
Growth in Daily Ridership	-	8,313	8,322	-	3,314	3,442
Daily Average PMT	-	3.24	3.21	6.06	5.33	5.36
Daily Total Reduction in VMT	-	26,934	26,713	-	17,663	18,449
Annual Total Reduction in VMT	-	8,484,248	8,414,790	-	5,564,040	5,811,473

Notes:
Screenline for No Project includes total ridership from all 16 lines
Screenline for No Project includes total ridership from all 17 lines
Ridership Growth -Growth in Total Daily Ridership between No Project and Plus Project Alternatives
Annualization Factor – 315
VMT reduction is that associated with transit riders

The table shows that ridership growth on the *"Project LRT"* is approximately 8,300 daily trips for both Plus Project Alternatives. However, if we look at *all the lines* that cross the screenline, we can see that only about 3,300 of them are new trips. About 5,000 trips have shifted from the other transit lines.

Cut-through Traffic

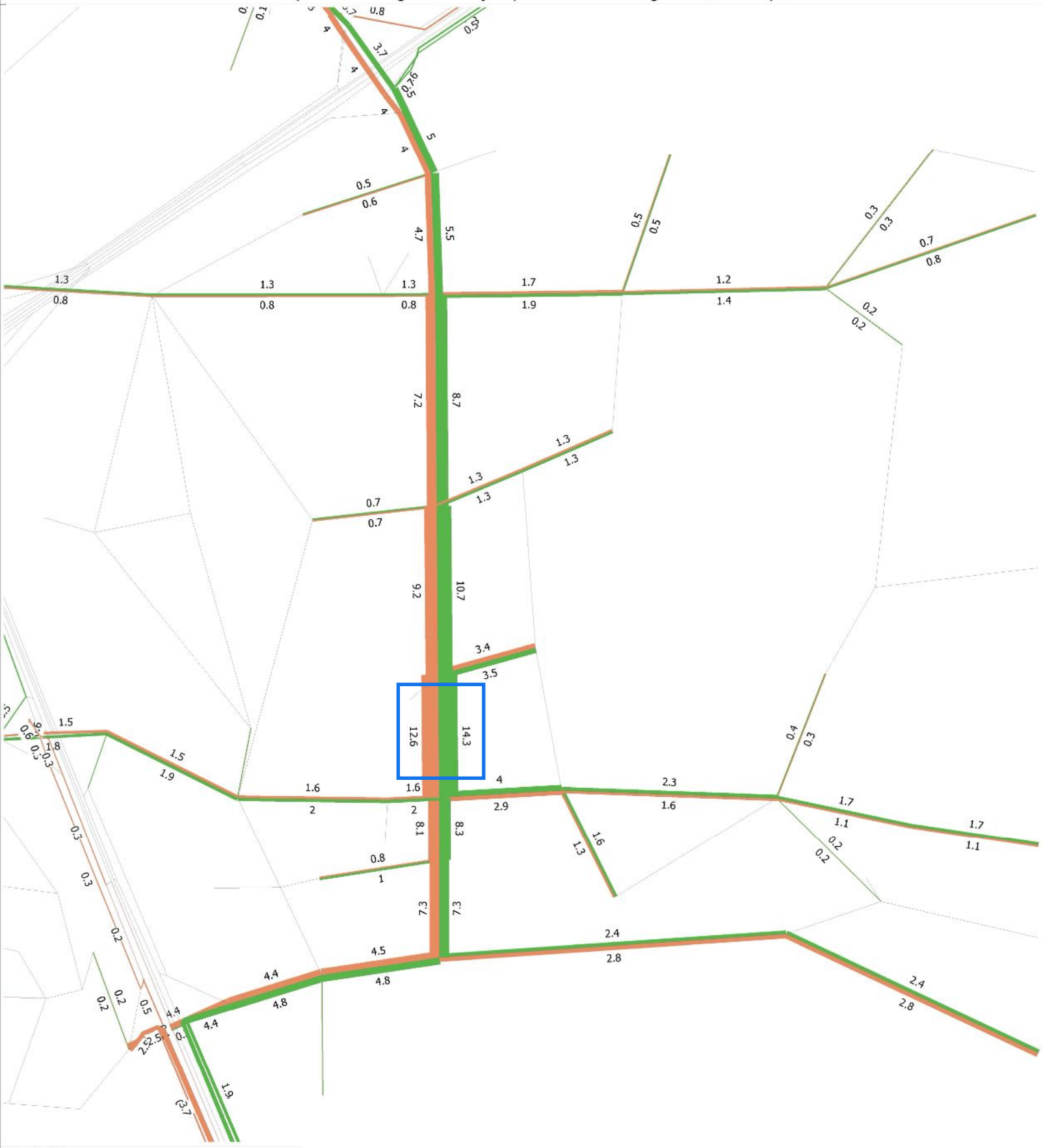
One of the concerns of building the Truxel Bridge is the potential for an increase in cut-through traffic through the neighborhoods in South Natomas. To understand this issue, a select-link analysis was conducted for Truxel Road north of West El Camino Avenue. A select link analysis aids the understanding of the origin-destination (O-D) patterns associated with travel across a specific roadway link or segment within a transportation network. It shows how traffic flows through the particular link, providing insights into which trips (and potential cut through trips) use that link and where they are coming from and going to.

Figures 7, 8, and **9** show the OD patterns of trips using Truxel Road north of West El Camino Avenue by showing number of trips (1000s) on roadways. These volumes are directly from the model and have not been adjusted based on counts.

The Figures show that the project changes the pattern of trips by providing direct access to the downtown area. This increases the total volume on Truxel Road largely coming from, or going to, origins and destinations in North and South Natomas versus regional routes like Interstate 80 (I-80). Traffic volumes decrease on some local roadways such as Garden Highway and West El Camino Avenue and neighborhoods

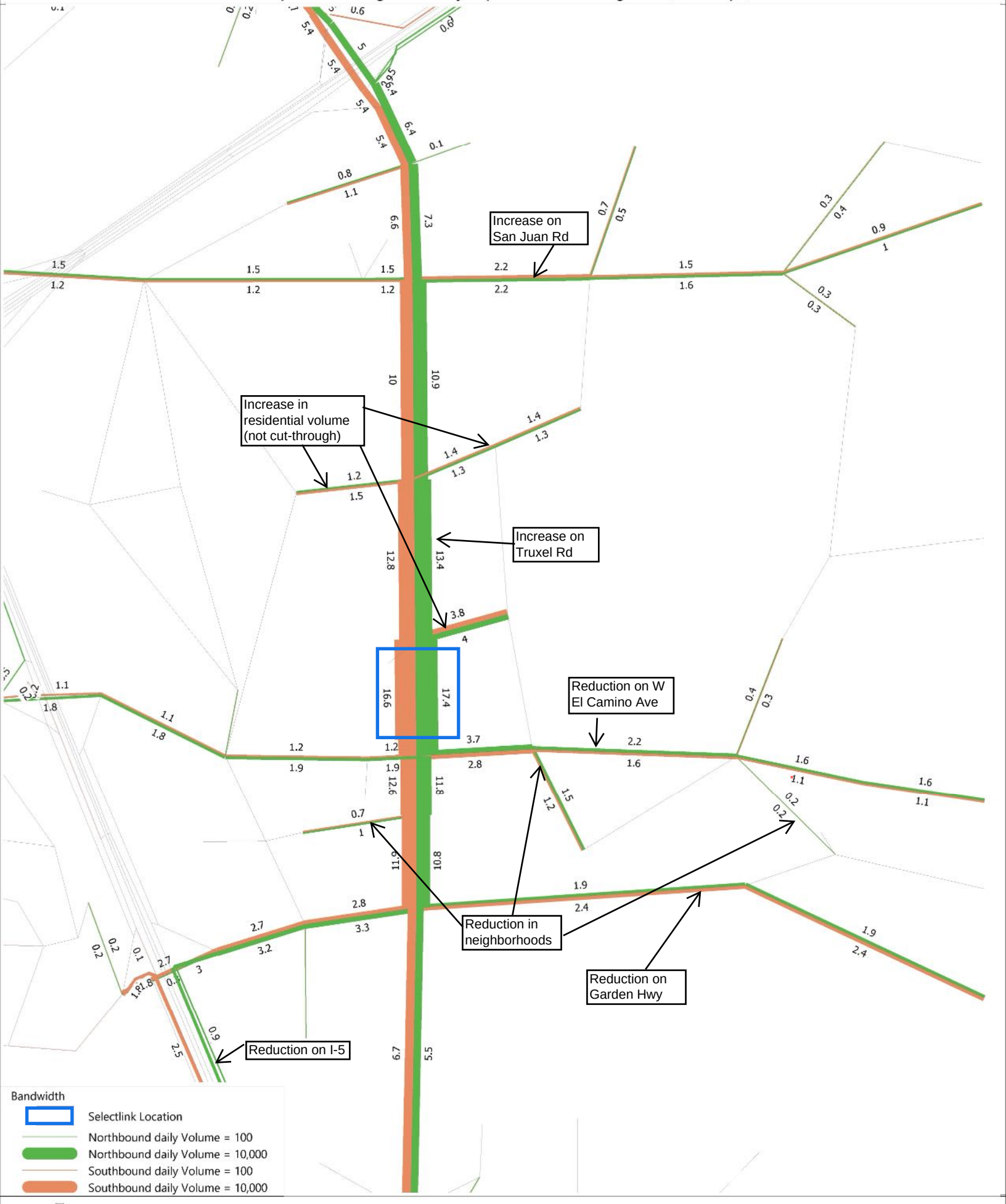
near Garden Highway. On W El Camino, vehicles that use the Segment of Truxel decrease from 2,300 to 2,200. Volumes on residential streets within the neighborhood also decrease by 100-200 vehicles. Thus, the project does not contribute to an increase in local or cut-through traffic. Volumes on I-5 going NB decrease by 1,000 vehicles and SB by 1,200 vehicles.

Cumulative No Project Scenario
Select-Link for Truxel Road North of W El Camino
Graphics showing total daily trips that use the segment (1000 trips)



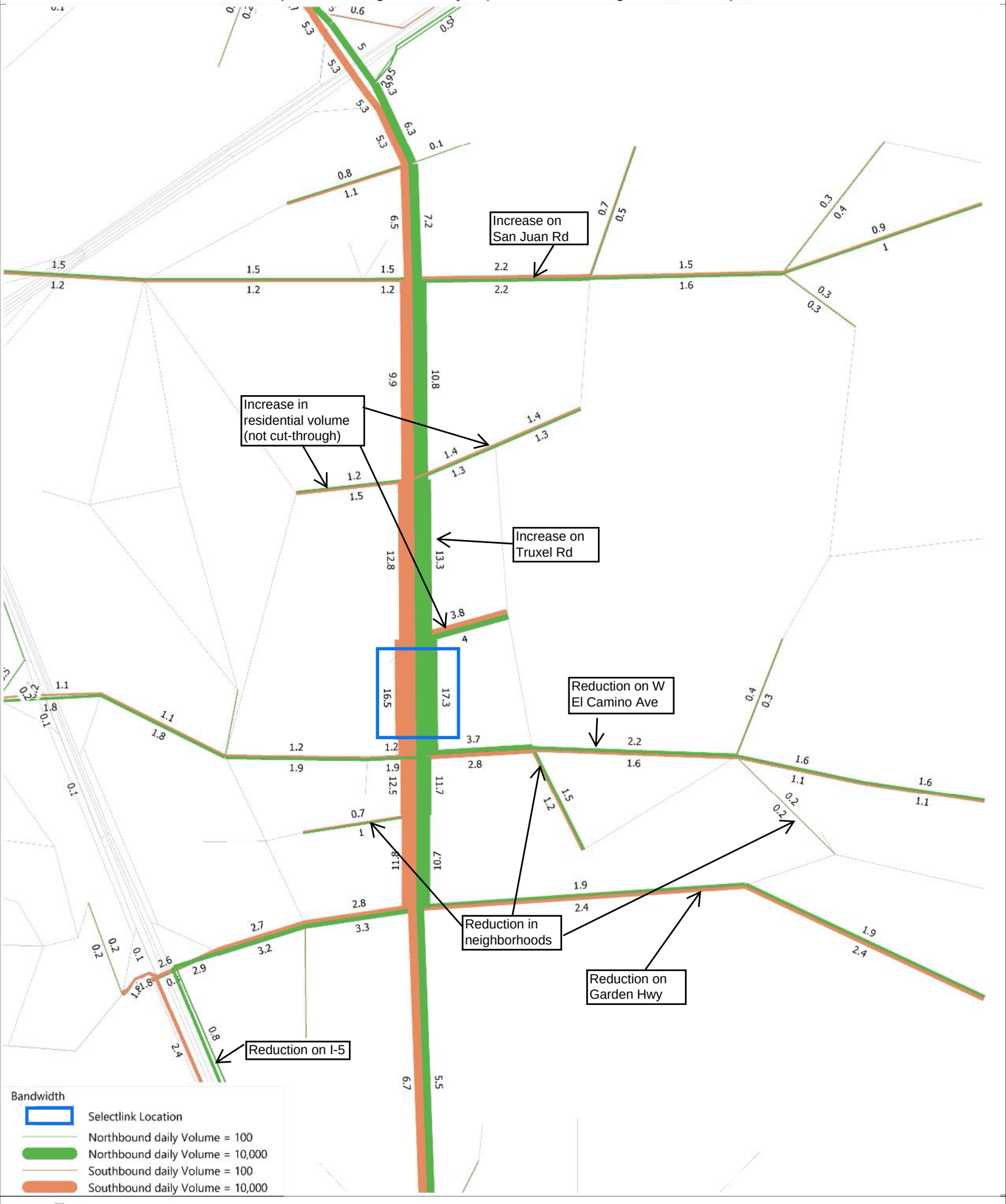
cube
(Licensed to Fehr Peers)

Cumulative Plus Project Scenario - Alternative 1
Select-Link for Truxel Road North of W El Camino
Graphics showing total daily trips that use the segment (1000 trips)



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(Licensed to Fehr Peers)

Cumulative Plus Project Scenario - Alternative 2
Select-Link for Truxel Road North of W El Camino
Graphics showing total daily trips that use the segment (1000 trips)



cube (Licensed to Fehr Peers)

Attachment L. Outreach Plan

City of SACRAMENTO

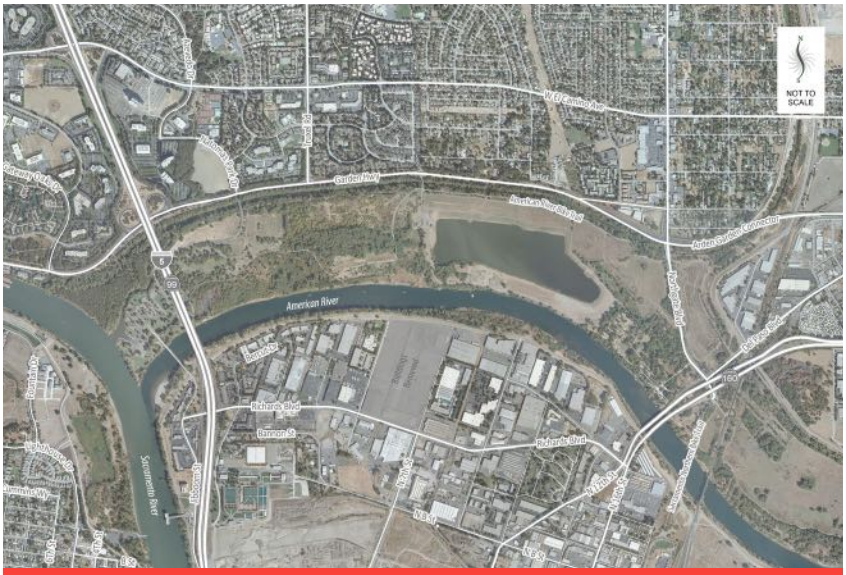


Truxel Bridge Concept and Feasibility Study

Community Engagement Plan

I. Background

The City of Sacramento is currently undertaking an engineering feasibility study for a new multi-modal bridge across the American River at Truxel Road to provide better connectivity, support land use development, and increase access to jobs for communities just north of the river including South and North Natomas where a significant portion of Sacramento City residents live, and an appreciable amount of residential growth is planned.



Also, a lack of sufficient infrastructure for pedestrians and bicyclists discourages non-motorized travel resulting in more vehicle miles traveled, higher greenhouse gas emissions, inefficient transit routes, and greater impacts to public health and air quality. Additionally, limited connectivity leads to longer emergency response times and can hinder evacuation during future natural disasters. To ensure that a new crossing at Truxel Road will meet the travel needs and patterns of the community while also achieving the project goals, a comprehensive plan for community engagement is needed.

II. Program Purpose

The purpose of the Truxel Bridge Concept and Feasibility Study Community Engagement Plan is to include the most broad-reaching, appropriate, and equitable practices to ensure participation by a diverse representation of stakeholders, including nearby residents, property and business owners, community advocacy groups, and, specifically, members of the historically underrepresented communities within the South Natomas and River District neighborhoods. The plan will guide the project team in implementing a robust community engagement program to obtain feedback at key project milestones that will help to inform the concept and feasibility study.

III. Objectives

The Community Engagement Plan will be implemented to ensure that the proposed Truxel Bridge is representative of the communities' needs and aspirations. The objectives include:



Building public awareness of the Truxel Bridge Concept and Feasibility Study, its purpose and goals;



Obtaining input on potential opportunities and challenges, travel patterns and needs, and how a new multi-modal bridge can best be designed to fit within the context of the communities that it will serve;



Ensuring that the public engagement process is inclusive and conscious of the various cultural, accessible, and technological needs of the community;



Including a diverse set of stakeholders and community members who speak for underrepresented groups affected by the proposed bridge alignment, current residents who live near the proposed bridge alignment, and community-based organizations or advocacy groups who represent climate action, housing, economic growth, and/or social equity interests.



IV. Targeted Stakeholder Representative Groups

To meet the objectives of the Truxel Bridge Concept and Feasibility Study, the project team will partner with a diverse set of stakeholder groups. The following list outlines the criteria for the types of agencies, groups, and organizations who will be the focus of engagement during the process. The following page includes a map of the capture area for residents, property owners, neighborhood associations, local employers and major destinations.

These stakeholder representatives will be an integral part of the public outreach process. First, the project team will make initial contact to build awareness and establish a partnership at the initiation of the project. Next, while planning for community events and meetings, the project team will work with stakeholder partners to disseminate information about upcoming events through the communication lines to their constituents. This includes posting event fliers on their website, sending information to their constituents through an email blast or e-newsletter, posting on social media, and making announcements at their meetings.

Project stakeholders include but are not limited to:

Nearby residents and property owners:

Residents and/or property owners who live near the proposed bridge alignment, whose travel patterns and accessibility may be improved by the new crossing.

Neighborhood associations:

Nearby community and neighborhood associations including:

South Natomas:

- Gardenland Northgate Neighborhood Association
- Natomas Community Association
- River Oaks Community Association
- River-City-Commons
- Sonora Springs Neighborhood Watch
- South Natomas Improvement Association
- South Natomas United
- Witter Ranch Community Alliance

River District

- Marshall-New Era Neighborhood Association
- Dreher Tract Neighborhood Association

North Natomas

- Hampton Owners Association
- Natomas Creek Community Watch Group
- Natomas Park Master Association
- North Natomas Community Association
- North Natomas Community Coalition
- Regency Park Neighborhood Association
- Valley View Acres Community Association
- Valley View Acres Neighbors Working Together
- Westlake Master Association
- Westlake Villas Community Association



Social service providers:

Organizations or agencies who provide social services to community members in the River District or South Natomas communities. Including but not limited to:

- 2-1-1 Sacramento
- California Department of Social Services
- Community Resource Project, Inc.
- Department of Community Services and Development
- El Hogar Community Programs
- Joey's Food Locker
- Mutual Assistance Network
- River City Food Bank
- Sacramento County Department of Health Services
- Sacramento County Department of Human Assistance
- Sacramento County In-Home Supportive Services
- Sacramento County Public Health - WIC Program
- Sacramento Employment and Training Agency
- Sacramento Food Bank and Family Services

Underrepresented communities:

Organizations or groups who serve underrepresented communities, such as communities of color, nearby tribal communities, low-income residents, seniors, youth, and people with disabilities. Including but not limited to:

- AARP
- Asian Resources, Inc
- Black Mothers United - HerHealthFirst
- Black Parallel School Board
- California Hispanic Resource Council
- El Hogar SeniorLink
- Greater Sacramento Urban League
- Green Tech (Education & Employment)
- Iu-Mien Community Services
- Jakara Movement
- Latino Center of Art and Culture
- People Reaching Out (Pro Youth and Families)
- Sacramento Autistic Spectrum and Special Needs Alliance
- Sacramento Chinese Community Service Center
- Sacramento County Adult and Aging Commission
- Sacramento Cultural & Linguistic Center
- Sacramento Latino Community Roundtable
- Sacramento Regional Transit Mobility Advisory Council
- Sacramento Youth Commission (SYC)
- Society for the Blind
- Stanford Senior Center

Active transportation groups:

Organizations and groups who advocate for people who walk, bike or take transit in the Sacramento region. Including but not limited to:

- Civic Thread
- Sacramento Area Bicycle Advocates (SABA)
- Sacramento Bike Hikers
- Sacramento Transit Advocates and Riders (STAR)
- Sacramento Transit Riders Union (Sac TRU)
- Sacramento Walking Sticks

Economic development/ Local employers:

Chambers of commerce, developers, and property and business improvement districts in Sacramento Districts 3 and 4 where a new river crossing at Truxel Road may encourage increased business activity and support economic development in the area. This also includes contacts from the Railyards project and from the River District. Including but not limited to:

- Del Paso Boulevard Partnership
- Downtown Sacramento Partnership
- Greater Sacramento Economic Council
- Greater Sacramento Vietnamese American Chamber of Commerce
- Metro EDGE
- Natomas Chamber of Commerce
- North Sacramento Chamber of Commerce
- River District
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Metro Chamber of Commerce



Education:

K-12, trade, and higher educational institutions located near the proposed alignment whose students may use the future bridge to travel to school. This includes:

- American Lakes School
- Bannon Creek School
- Jefferson School
- Read Academy
- Smythe Academy K-6
- Natomas Unified School District
- Sacramento City Unified School District
- Twin Rivers Unified School District

Environmental advocates:

Commissions, agencies, or organizations that advocate for sustainable land use and environmental protection in the Sacramento region. Including but not limited to:

- 350 Sacramento
- American River Conservancy
- American River Natural Historic Association
- American River Parkway Foundation
- Breathe California Sacramento Region
- Capital Region Climate Readiness Collaborative
- City of Sacramento
- CivicWell
- Environmental Council of Sacramento
- Sacramento Area Flood Control Agency (SAFCA)
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Save the American River Association (SARA)
- South Natomas Transportation Management Association

Healthcare:

Hospitals and public healthcare providers located near the proposed bridge alignment whose patients or EMTs may benefit from a new bridge to reach medical services and appointments. This includes Kaiser Permanente, with plans for a new medical facility in the Railyards just south of the American River that would greatly depend on a new river crossing to effectively serve the South Natomas, River District and North Natomas communities.

Local destinations:

Recreation, entertainment, and shopping destinations in the Sacramento region located near the proposed bridge alignment who may depend on a new river crossing for their local customer base and out-of-town visitors.

Major employers:

Major employers located in South Natomas, the River District, and North Natomas whose employees may depend on the proposed bridge to travel across the American River to their job regularly. This also includes California State Department of General Services.

Parkway Interests:

This includes Sacramento County staff who manage the American River Parkway and adjacent Regional Parks land.

Transit Providers:

Includes Sacramento Regional Transit District (SacRT), South Natomas Transportation Management Association (TMA), and North Natomas Jibe.

V. Engagement Roadmap

To ensure that the new bridge fits within the community context of both South Natomas and the River District, the project team will implement the following outreach touchpoints to obtain key input. Outreach and communication collateral for each of the below proposed strategies will also be available in Spanish and other languages as needed.

Project Webpage:



A project webpage on the City of Sacramento's website will serve to inform the public about the project and upcoming community engagement opportunities.

Community Conversation (1):



The project team will host a community conversation within a South Natomas neighborhood. This meeting will be open-house format with informational board displays and facilitated discussions between the public and project team on their preferences for concept design alternatives and ideas for making the bridge community-friendly.

Pop Up Workshops and Tabling Events:



The project team will develop a calendar of and attend existing community events and meetings hosted by neighborhood groups, Parent-Teacher organizations, advocacy groups, and community-based organizations for tabling opportunities and presentations. The goal of joining these events is to meet the community where they are in order to introduce the project, build awareness of what is planned, and solicit feedback from those in attendance regarding how the City can develop a design concept that meets the community's needs.

Focus Group Meeting (1):



The project team will host a focus group meeting with stakeholder representatives of various interests pertaining to the new bridge: multi-modal transportation, equity, climate action, and economic development to obtain feedback on bridge concepts, challenges and opportunities, and ways to integrate the bridge into the local community.

Community Workshops (2):



The project team will host two community meetings at key milestones during the feasibility study. The first workshop will be hosted early in the process to gather initial input from the public on their current travel patterns and any transportation barriers they are currently experiencing, and opportunities for designing a bridge that fits within the community. The second community meeting will provide the public with an opportunity to provide input on the refined concepts alternatives.



VI. Schedule of Outreach



Contact:
Fedolia “Sparky” Harris
Project Manager and Principal Planner
(916) 808-2996
fharris@cityofsacramento.org

City of
SACRAMENTO

Attachment M. Outreach Meeting Summaries

Community Conversation Summary
January 10, 2024 | 5:30 - 7:00 p.m.
Read Academy, 2565 Millcreek Drive

Introduction

On January 10, 2024, the City of Sacramento hosted a Community Conversation as part of the Truxel Bridge Concept and Feasibility Study's public outreach and engagement process. The City's project manager initiated the process by presenting to eight community-based organizations and associations prior to the initial community workshop:

- District 3 Community Coalition
- Gardenland Northgate Neighborhood Association
- North Natomas Jibe
- Sacramento Sierra Building & Construction Trades Council
- South Natomas Transportation Management Association
- The River District
- Valley View Acres Community Association

The workshop was held from 5:30 – 7:00 p.m. at Read Academy at 2565 Millcreek Drive in Sacramento which is within the project area of South Natomas. More than 55 community members attended the meeting to receive an update on the project and provide early feedback for the study. This in-person workshop preceded an online engagement questionnaire which the City will host to collect input from community members who were unable to attend the meeting.



Truxel Bridge location



Community members review the bridge cross section

Project Background

In 2013 the City completed the American River Crossings Alternatives Study, and City Council adopted the vision for a new multi-modal crossing at Truxel Road as one of the recommended alignments. The Truxel Bridge alignment was recommended and adopted based on its ability to address limited connectivity across the lower American River which creates a barrier to downtown Sacramento for communities north of the river. The City's plan for Truxel Bridge will create a more direct connection for those walking, biking, taking transit, or driving between northern Sacramento communities and Sacramento's urban core. It will also provide better access, improve air quality, improve job opportunities, enhance economic development, and improve emergency response times.

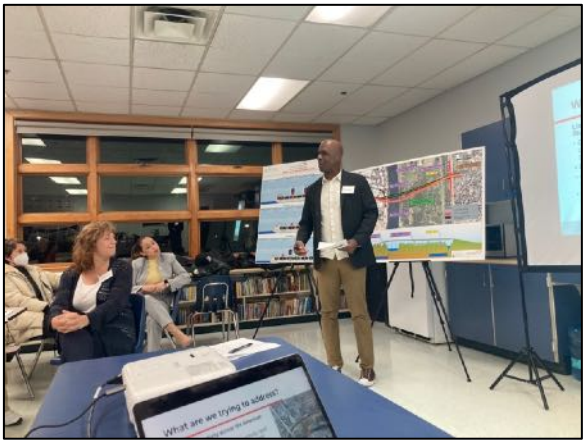
Meeting Purpose and Format

The purpose of the meeting was to provide community members with a project background, overview, and schedule, and gather the public's preliminary feedback on the road layout and alignment for the Truxel

Bridge. The meeting consisted of a presentation from city staff and the consultant project team followed by a question and answer session, a live poll for attendees to share information about themselves and their travel patterns, and small group discussions with facilitators. Prior to the beginning of the presentation, board exhibits with the bridge alignment, cross-section, and schedule were displayed around the room for attendees to review and discuss with the project team. Comment cards were available for any comments or questions the participants wanted to share during the Q&A or in the small groups.



Mayor Pro Tem Karina Talamantes welcomes attendees during the presentation



Fedolia "Sparky" Harris, City of Sacramento Project Manager, presents on Truxel Bridge

Presentation

The meeting began with a welcome and introduction from District 3 Mayor Pro Tem, Karina Talamantes. Next Fedolia "Sparky" Harris, Principal Planner for the City of Sacramento, provided an overview of the feasibility study, the study purpose, and the next steps for the overall bridge development. Below are the highlights of the presentation:

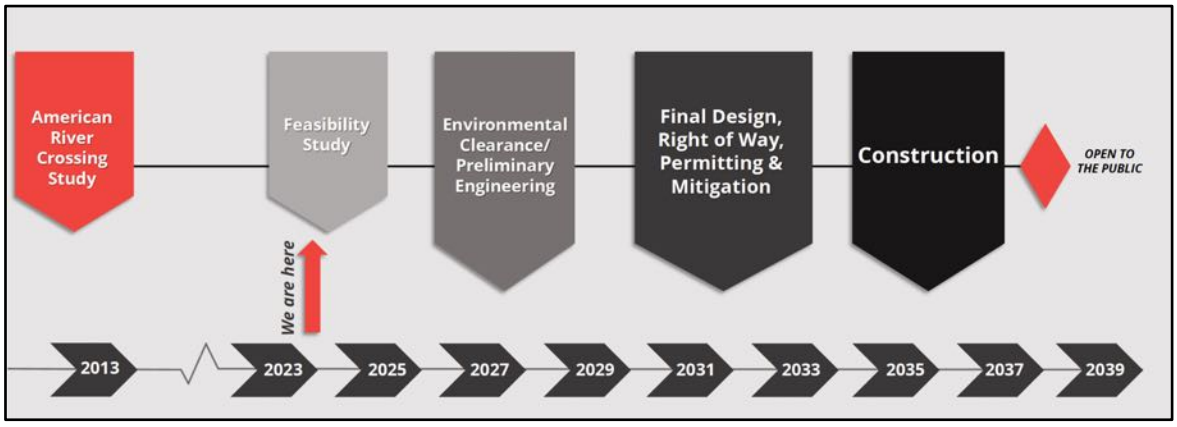
The Lower American River limits connectivity between northern Sacramento and the urban core which:

- Creates a barrier to economic activity, land use development, social exchanges, and access to jobs;
- Contributes to significant rush hour delays on I-5;
- Contributes to longer emergency response times and limits evacuation alternatives; and
- Creates a barrier to recreational opportunities within the American River Parkway.

This causes longer trip lengths between origins and destinations that are physically close, which:

- Discourages walking and bicycling;
- Impacts public health;
- Leads to inefficient transit routing;
- Consumes more fuel; and
- Generates higher levels of air pollutants and Greenhouse gas (GHG) emissions due to the reliance on automobiles.

The City of Sacramento completed the American River Crossings Alternatives Study in 2013, after which City Council adopted the vision for a new multi-modal crossing (including pedestrians, bicyclists, public transit, and cars) at Truxel Road as one of the recommended alternatives and authorized further analysis.



Current development timeline for Truxel Bridge (subject to change)

Immediately following the presentation, Gladys Cornell of AIM Consulting facilitated a brief Q&A for any clarifying questions or comments from the audience.

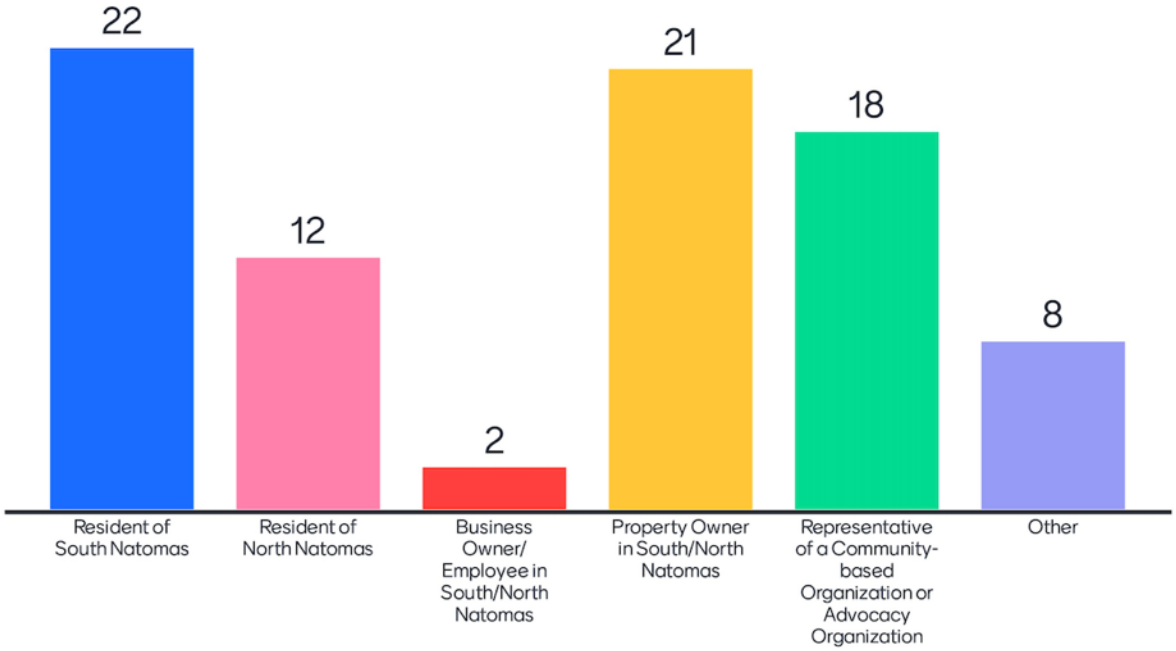
Next, Pamela Dalcin-Walling of Dokken Engineering provided an update on the technical work completed to date, including the geometrics, flood control, environmental, structural, and funding assessments. The matrix below identifies the work completed and next steps:

Area of Assessment	Completed to Date	Constraints Identified	Next Steps
Geometrics (Cross Section)	• Identified elements for serving multiple modes of travel • Coordinated with stakeholders to refine widths and placement of cross-sectional elements	Existing infrastructure on Sequoia Pacific Boulevard.	Refine cross sectional elements, widths, and locations.
Geometrics (Horizontal Alignment)	• Identified existing infrastructure (buildings, utilities) • Identified existing environmental resources • Developed alignments to reduce impacts	• Existing buildings on Sequoia Pacific Blvd. • PG&E power line towers along Garden Highway • Trail connections	Determine if buildings can be avoided.
Geometrics (Vertical Alignment)	• Completed survey to identify existing elevations of the site • Identified clearance requirements from Coast	• PG&E power line along Garden Highway	Evaluate the extent of walls needed.

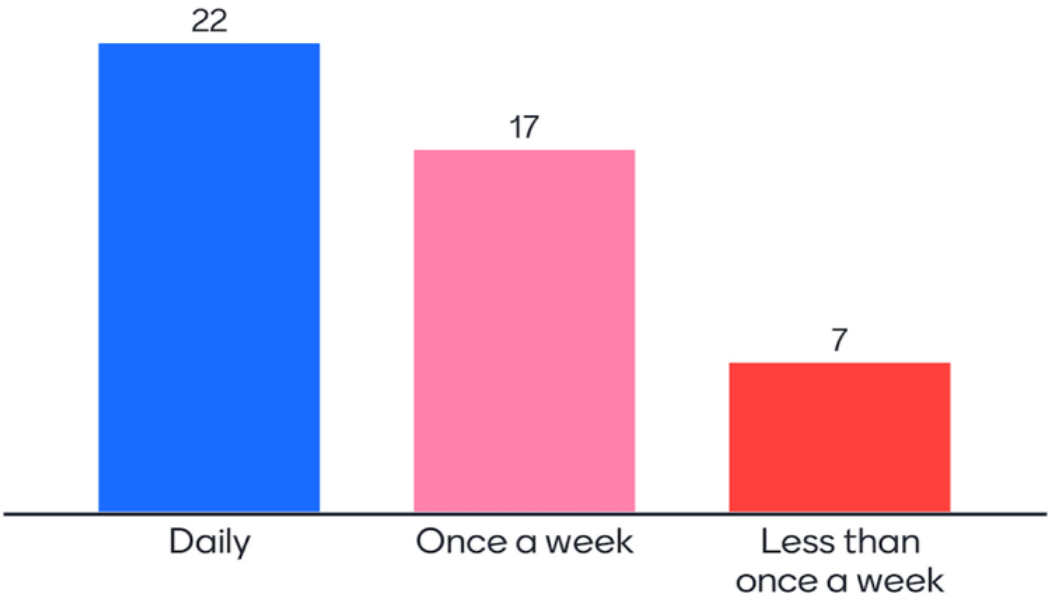
	Guard, FEMA, American River Flood Control	• Levees along the American River and Steelhead Creek • Elevation of Garden Hwy/Truxel	
Flood Control	• Coordinated with Army Corps of Engineers and Central Valley Flood Protection Board • Obtained preliminary concurrence on vertical clearance from US Coast Guard	• Navigable waterway clearance • Levee freeboard requirements • Allowable impacts to water surface elevations	• Evaluate impacts from encroachments • Develop mitigation options
Environmental	• Initial identification of biological & cultural resources • Coordinated with Sacramento County Regional Parks • Initiated outreach to Native American tribes	• Cultural resources • Biological resources (protected species, sensitive habitat, & waters) • Limited mitigation opportunities	Coordination with resource agencies (CDFW, USFWS, NMFS) & tribes.
Structures	• Identified height and length requirements for the bridge • Identified potential pier locations and widths • Identified potential structure types	• Vertical clearance requirements from the Coast Guard, Army Corps, FEMA • Environmental resource locations as it relates to pier placement	• Pier optimization with flood control, environmental resources • Optimizing bridge type with cost • Assess foundation options and costs
Funding	Outreach to federal, state, and local representatives.	• Magnitude of cost anticipated • Availability of funding sources	Identify cost range for project.

After the presentation and the question-and-answer session, Gladys then facilitated a live poll with participants using the online program Mentimeter. The results are shown below (for all questions below, participants could select multiple options*).*

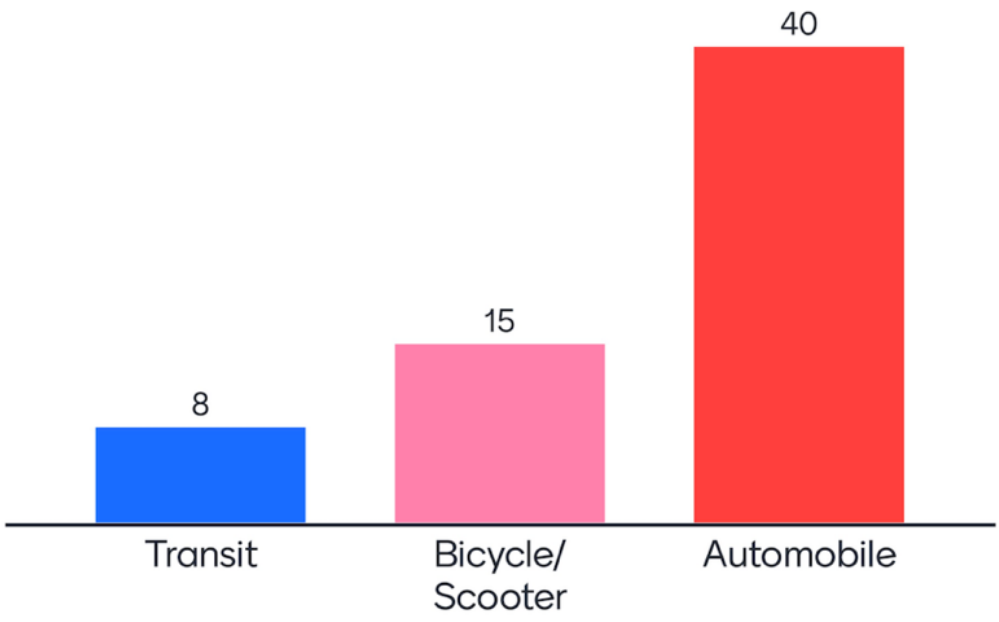
Question 1: Who are you?



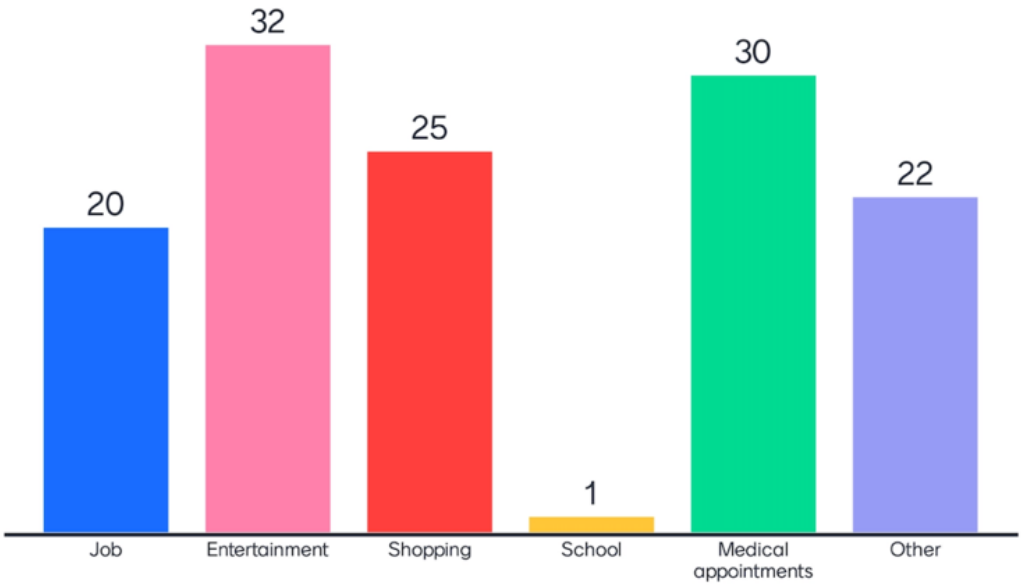
Question 2: How often do you travel across the Lower American River?



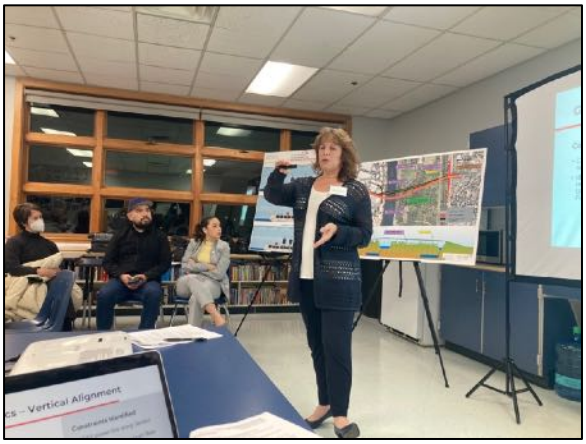
Question 3: What modes do you currently use to get to downtown/midtown Sacramento?



Question 4: What is the purpose of your travel?



Participants then separated into small groups of 8 to 10 people with a facilitator. The purpose of the small group discussions was to better understand current travel patterns and issues faced by community members in northern Sacramento, if and how a more direct connection may help them, any perceived issues community members may have with a new bridge, and early feedback on the possible lane configurations for the new bridge. The following questions were discussed at each table:



Pamela Dalcin-Walling, Consultant Lead from Dokken Engineering, presents on Truxel Bridge

1. What benefits do you think you, your family, and/or your community would have if there was a faster connection between your neighborhood and downtown/midtown?
2. What concerns might you currently have with the Truxel Bridge concept?
3. How would having a bridge that accommodates all modes of travel (auto, bike, pedestrian, and transit) change your current travel patterns?
4. Looking at the diagram that illustrates the current lane configuration options of the bridge, please share your thoughts on what you like/dislike about each concept and why.
5. Using the map in front of you, please trace the current route(s) you take for your trips to downtown/midtown. Tell us any challenges that you may face.

Compilation of Feedback

Below is an overview of the feedback collected during the meeting.

Breakout Sessions



Small group discussions

Question 1: What benefits do you think you, your family, and/or your community would have if there was a faster connection between your neighborhood and downtown/midtown?

Many participants expressed a desire to have more mobility options to travel to Downtown/Midtown Sacramento, particularly favoring the inclusion of bicycle, pedestrian, and public transit facilities on the bridge. Attendees also expressed ease of travel as a top benefit of Truxel Bridge, noting that Truxel Bridge will be easier and more direct to reach Downtown/Midtown Sacramento and that travelers may save more on gas and parking. Other benefits that attendees spoke about included providing more routes for emergency vehicles, avoiding flooding that is common on

Jibboom Street, avoiding traffic congestion on Interstate 5, and making the Natomas area more livable and more of a destination.





Attendees discuss Truxel Bridge

Question 2: What concerns might you currently have with the Truxel Bridge?

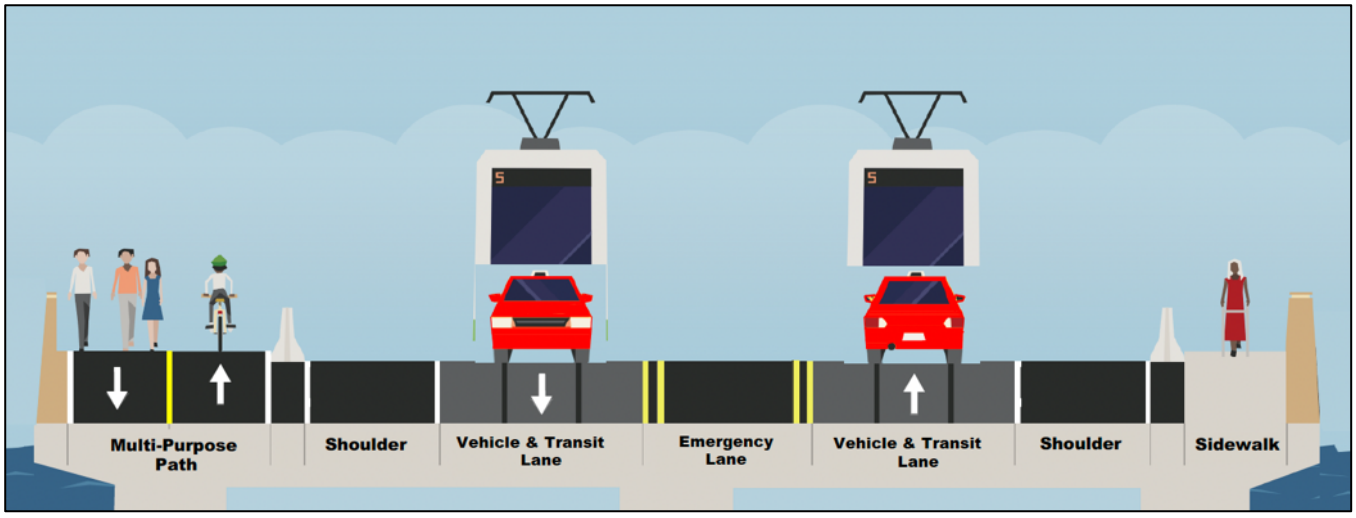
Some of the top concerns that participants spoke about included safety concerns, particularly around bicycle/pedestrian separation from cars on the bridge, emergency vehicle access if there is an accident, and ensuring that the bridge is not prone to flooding issues. Participants also showed concern over the environmental integrity of the Lower American River and how the bridge and increased traffic may negatively impact nearby habitats and wildlife in the American River Parkway. Because Truxel Road is a prominent arterial roadway that runs through Gardenland/Northgate, South Natomas, and North Natomas, participants shared their concerns that Truxel Bridge may also lead to increased cut-through traffic in adjacent neighborhoods and higher levels of noise and light pollution in the region. Other concerns that attendees spoke about included the high cost of building the bridge, the longevity of the bridge structure, and the ease of use for the various modes of transportation that the bridge will serve. Other participants felt that the Truxel Bridge isn't needed and that bicyclists and pedestrians can take other routes to reach their destinations.

Question 3: How would having a bridge that accommodates all modes of travel change current travel patterns?

Participants within all seven groups stated that having multiple modes of travel on Truxel Bridge would help to encourage more people to walk, bike, or take transit. Some attendees stated that if light rail is included on the bridge, there would be an increase in ridership. Others spoke about how allowing cars on Truxel Bridge would divert more automobile traffic from Interstate 5, so this may lead to more traffic congestion on Truxel Road.

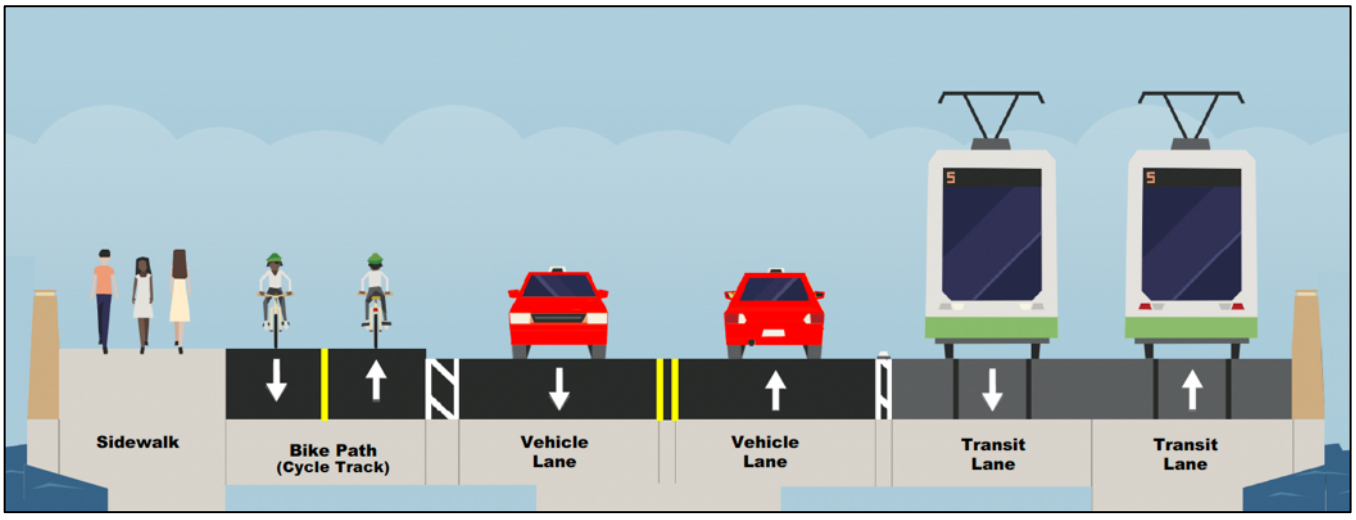
Some participants stated that their own travel patterns would not change, or they didn't think travel patterns would change much in general.

Question 4: Looking at the diagram that illustrates the current lane configuration options of the bridge, please share your thoughts on what you like/dislike about each concept and why.



Option A – Mixed Use Travel Lanes with Trail Connection

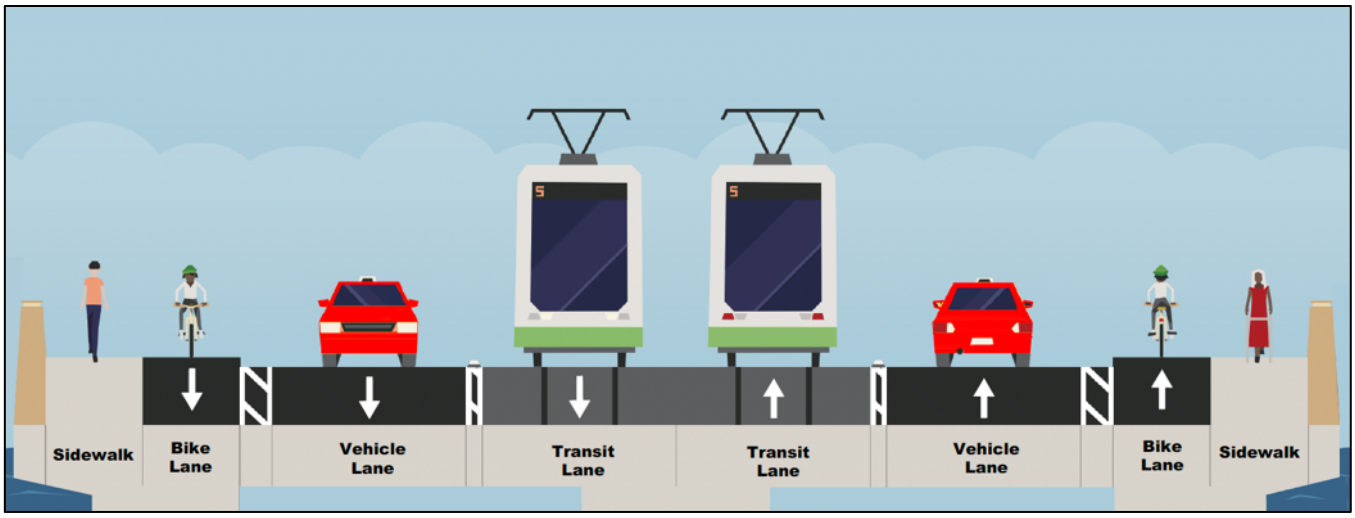
For Option A, participants expressed concerns that having light rail and vehicles in the same lane could lead to conflicts and delays if there is an accident, or if the light rail system breaks down. Participants recommended including more than one lane for shared vehicle and transit lanes to avoid these conflicts. Others stated that bicyclists and pedestrians should be on one side of the bridge to allow for more space.



Option B – Separated Transit with Trail Connection

One of the main concerns expressed by participants regarding Option B was pedestrian and bicycle safety especially with the future light rail alignment. Some did not like the idea of the light rail system running along the right side of the bridge without clear indication that the train would return to the center median along Truxel Road due to the driveways and sidewalks beyond the bridge. Some also did not like the idea of the crossover of the train into the center median at the intersection with Garden Highway and

encouraged that the train be in the center lane before entering the bridge. Small group discussions also highlighted the minimal separation of bicyclists/pedestrians from vehicle lanes and asked for larger barriers to be implemented, and for bicycle lanes to be widened.



Option C – Sacramento RT Green Line

Some participants wanted to see the placement of transit lanes and vehicle lanes swapped on Option C, where transit is next to bicycle lanes to minimize the amount of vehicle contact with bicyclists or pedestrians. Like Option B, participants also wanted to see a larger barrier between bicycle/pedestrian routes and vehicles.

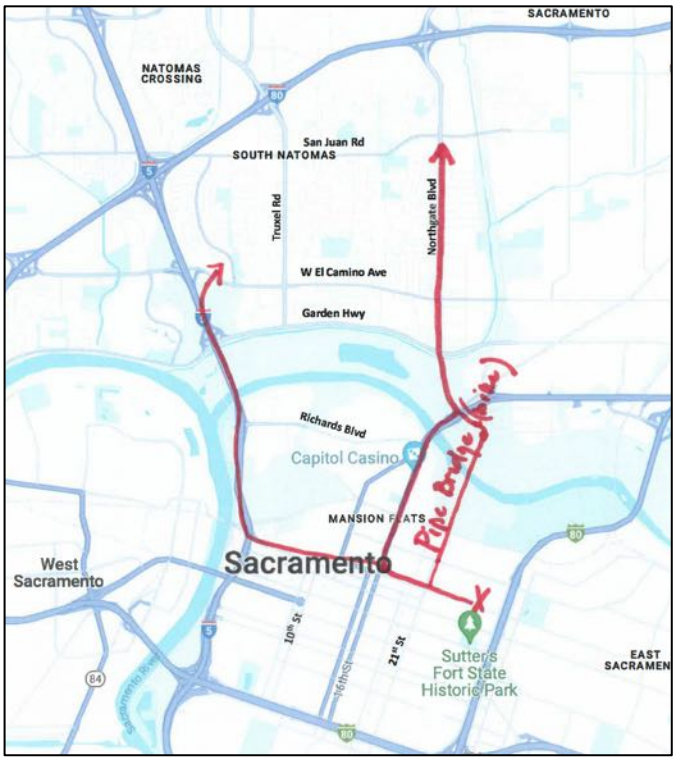
Overall comments on the cross sections include:

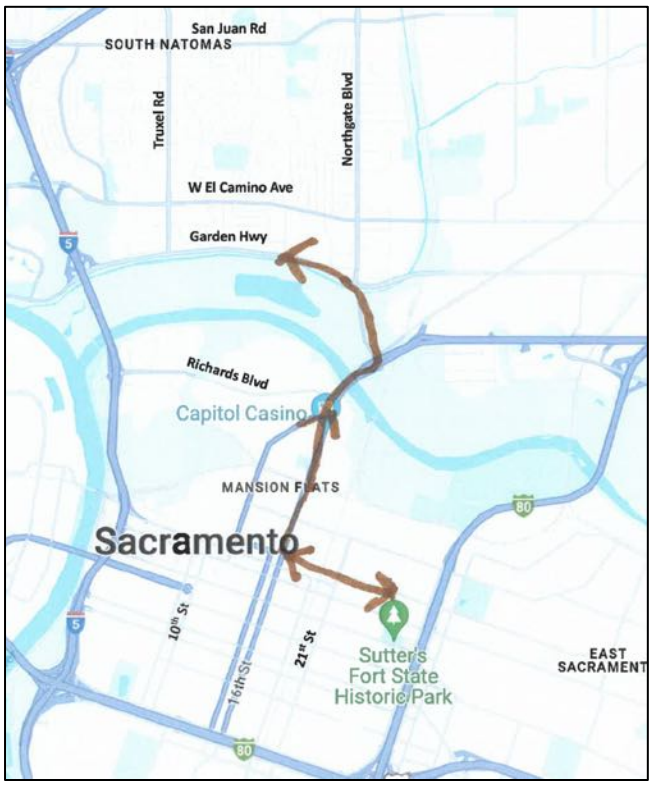
- Combining transit and automobile lanes could lead to delays/accidents if transit systems are experiencing breakdowns.
- Some participants wanted to see either a transit-only bridge or a pedestrian/bicycle-only bridge.
- Place emergency service access on both sides of the bridge.
- Add amenities like benches, trees, or shade structures.

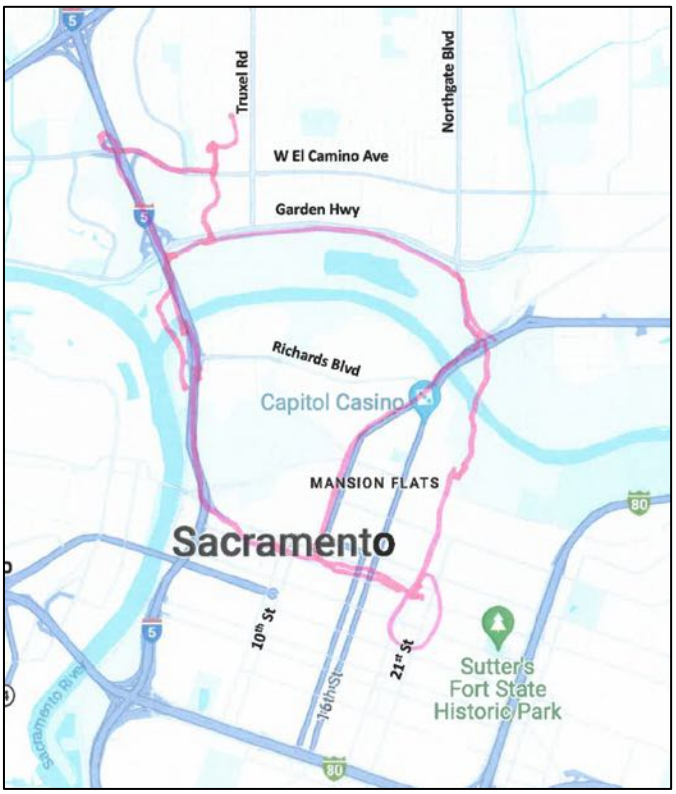
Question 5: Using the map in front of you, please trace the current route(s) you take for your trips to downtown/midtown.

The following page includes some samples of routes that were submitted.


San Juan Rd
SOUTH NATOMAS
Truxel Rd
Northgate Blvd
CAR
BIKE
W El Camino Ave
Garden Hwy
CAR
Richards Blvd
Capitol Casino
MANSION FLATS
West Sacramento
Sacramento
10th St
16th St
21st St
Sutter's Fort State Historic Park
84
80


SACRAMENTO
NATOMAS CROSSING
San Juan Rd
SOUTH NATOMAS
Truxel Rd
Northgate Blvd
W El Camino Ave
Garden Hwy
Richards Blvd
Capitol Casino
MANSION FLATS
Pipe Bridge (bike)
West Sacramento
Sacramento
10th St
16th St
21st St
Sutter's Fort State Historic Park
EAST SACRAMEN
84
80


San Juan Rd
SOUTH NATOMAS
Truxel Rd
Northgate Blvd
W El Camino Ave
Garden Hwy
Richards Blvd
Capitol Casino
MANSION FLATS
Sacramento
10th St
16th St
21st St
Sutter's Fort State Historic Park
EAST SACRAMENT
80


Truxel Rd
Northgate Blvd
W El Camino Ave
Garden Hwy
Richards Blvd
Capitol Casino
MANSION FLATS
Sacramento
10th St
16th St
21st St
Sutter's Fort State Historic Park
80

Comment Card Feedback (By Topic)

Cross Section Comments

- Dislike lack of barriers for cycle track in Option B. Is it possible to have sidewalk/bike path to the side with the trains because they will not be moving into the bike lane? Without the barrier, it is so tempting for drivers to drive down the bike lane during periods of heavy traffic. Additional concern regarding allowing large semi-trucks on the bridge. The bridge should restrict large semi-trucks from using the bridge, both to prevent Truxel from becoming even more of a truck route as well as minimize the need to have large footprints at the intersection of the bridge and garden highway to allow for trucks to turn to/from the bridge.



Small group discussions

Safety

- Thank you for this informative presentation. Great job facilitating discussion. Much needed bridge. Ideal to have less people be car-dependent but would be a loss for bridge to be overly restricted for types of use. Maybe focus on how to make it safer if personal autos are allowed on bridge.
- I do not know how this will benefit me and South Natomas. It appears that the bridge will be forced on us. The traffic is challenging on Truxel Road. What is going to be done to protect people from insane drivers?

Traffic Congestion

- I own a house in North Natomas and fully support a Truxel Bridge with cars and transit. It will provide redundancies to existing bridges and support light rail to the airport. We need protection for South Natomas increased traffic cutting through from I-80 to downtown.
- I support the multi-modes of transportation across a new Truxel Bridge, however, I am concerned about vehicle speed and congestion on Truxel. Light rail will help me get from my home in South Natomas to my state job in Township 9 and to downtown for dining and entertainment. I am concerned about light rail platforms on Truxel and passenger vehicle safety.

Benefits/Concerns

- Benefits: faster to get downtown, may use bike and transit more with bridge. Concerns: environmental damage, pollution from cars in river, extremely high cost, dangerous to have cars with bikes, increased traffic on Garden Hwy with no widening planned, increased traffic and

degradation of character to Truxel in South Natomas. Building complicated new bridge when existing infrastructure and light rail already not maintained well.

- Benefits: year-round bike and pedestrian access to Sac downtown which they don't have during floods. Light Rail to airport. Emergency vehicles access Natomas more quickly. Another Emergency exit out of the Natomas area if it floods. Concerns: Truxel traffic will increase unbearably.
- Concerns: Inevitable destruction of biology elements (habitat, wildlife, botanical) on the lower American River Pkwy; If a bridge with a car is built, more car traffic is enabled. If you're trying to reduce car congestion, limit access to public transport (RT, buses) pedestrians, bikes— thereby reducing traffic and greenhouse gas releases; Build more public services (EMT's fire houses, hospitals, urgent care, churches, etc) in North and South Natomas to meet current/future needs there instead of so much movement required over the American River.
- Preferred top cross sections where cars and trains share the same lane. Why not have a bridge without the cars? Concerns: Need to preserve the environment as much as possible; Concerned about safety on SacRT (unhoused). Benefits: Emergency routes needed, more accessibility to downtown, alt routes for bicycle riders, better when floods. Biggest concerns is increased traffic impacting environment.





Attendees listen to the project presentation

Environmental Concerns

- My concern is building an additional bridge through sensitive habitat along the American River. I would rather see widening of existing bridge coming to add transit and mixed use. Bikes and pedestrians should be on opposite sides of the bridge with transit/cars in between to avoid bike/pedestrian collisions.
- The bridge destroys a beautiful area of the parkway. This should be a national treasure. What's left of the cottonwood forest will be wrecked.
- We can support construction of a bridge for light rail pedestrians and bikers. Four lanes of vehicle traffic are unacceptable. Critical habitat would be destroyed. The study components didn't include the American River Parkway Plan.

Miscellaneous

- Connect the township area with a pedestrian/bike bridge near Camp Pollock. Lower Parkway could be enhanced with walking trails. Car or trains could be given on Steelhead.
- Great presentation. Needs discussion of effect by the project on the surrounding neighborhood.
- There are already easy access routes to downtown from Natomas, but there are dangerous because of homeless.

Awareness and Publicity

When announcing the Community Conversation, the project team shared the meeting information on the Truxel Bridge website and distributed an email blast and subsequent reminders to a public distribution list of more than 190 community members who showed interest in the feasibility study. Additionally, the City posted workshop announcements on their social media accounts.



Flyer used for event promotion

The project team implemented a community outreach and education campaign to increase community participation. Stakeholder representatives were contacted to notify them about the Community Conversation and ask to share information about the meeting online. Meeting flyers and graphics were available in both English and Spanish. The stakeholder contact list consisted of more than 65 representatives from active transportation advocacy groups, community-based and social service organizations, school districts near the project area, Sacramento Regional Transit, environmental advocates, neighborhood associations, and nearby apartment complexes and employers. To help reach community members who may frequently travel along Truxel Road or near the future site of the bridge, the project team distributed flyers to businesses near the project area and placed ten lawn signs throughout the River District and South Natomas.



Lawn sign outside of Stanford Settlement Center

Appendix

A. Meeting Presentation

B. Board Exhibits

C. Route Map

D. Meeting Flyer – English

E. Meeting Flyer – Spanish



City of SACRAMENTO

Truxel Bridge Concept and Feasibility Study

Community Conversation

January 10, 2023

Project Team

Fedolia “Sparky” Harris
City of Sacramento
Project Manager

Pamela Dalcin-Walling
Dokken Engineering
Consultant Lead

Gladys Cornell
AIM Consulting
Outreach Lead

Agenda

1. Introduction – Gladys Cornell
2. Welcome & Opening Remarks – Councilmember Karina Talamantes
3. Project Introduction – Fedolia "Sparky" Harris
4. Introduction to Feasibility Study – Pamela Dalcin-Walling
5. Live Poll – All
6. Small Group Discussions - All

Welcome & Opening Remarks



District 3 Councilmember Karina Talamantes

What is the Truxel Bridge?

Presented by Fedolia “Sparky” Harris

What are we trying to address?

Limited connectivity across the American River:

- Creates a barrier to economic activity, land use development, social exchanges, and access to jobs
- Contributes to rush hour delays on I-5
- Contributes to longer emergency response times and limits evacuation alternatives
- Creates a barrier to recreational opportunities within the American River Parkway



What are we trying to address?

The river as a barrier causes longer trip lengths between origins and destinations that are physically close, which:

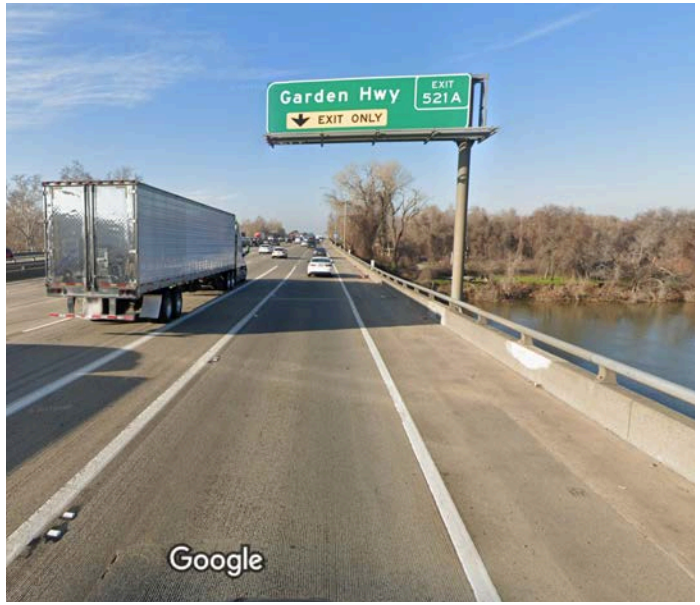
- Discourages walking and bicycling
- Impacts public health
- Leads to inefficient transit routing
- Consumes more fuel
- Generates higher levels of air pollutants and Greenhouse gas (GHG) emissions due to the reliance on automobiles



What are we trying to address?



Jibboom Street Bridge

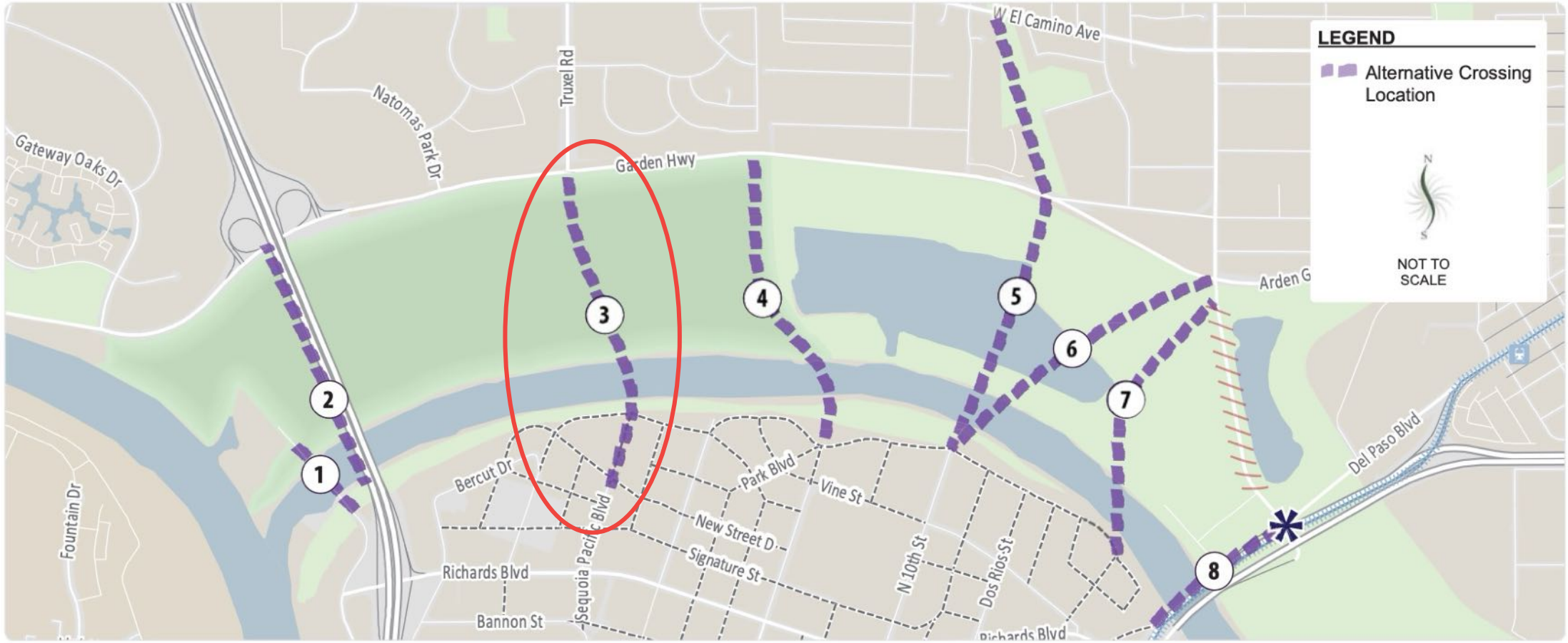


I-5 Bridge



State Route 160 Bridge

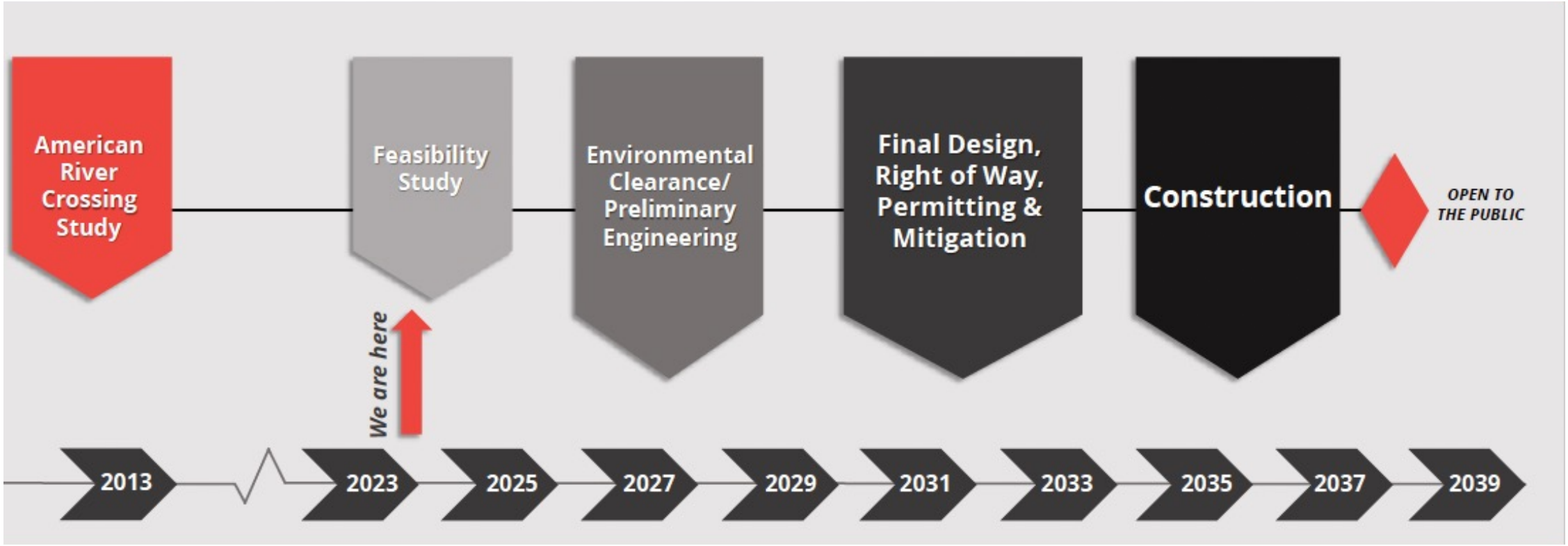
2013 City Council Direction



2013 City Council Direction



Next Steps


American River Crossing Study
Feasibility Study
Environmental Clearance/ Preliminary Engineering
Final Design, Right of Way, Permitting & Mitigation
Construction
OPEN TO THE PUBLIC
We are here
2013
2023
2025
2027
2029
2031
2033
2035
2037
2039

Feasibility Study

Presented by Pamela Dalcin-Walling

Objective of the Study

Evaluate and assess the constraints, risks, cost, and overall viability of the bridge crossing.



Study Components



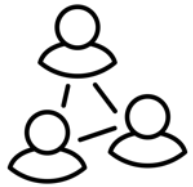
Engineering

- Survey
- Traffic Analysis
- Geotechnical
- Hydraulics
- Utilities
- Geometrics
- Structural



Environmental

- Biological Resources
- Cultural Resources
- Mitigation Opportunities
- CEQA & NEPA



Public Engagement

- Community Engagement Plan
- Project Website
- Project Information Sheets
- Pop-up Events
- Community Meetings

Areas of Assessment

The assessment will cover the following disciplines:

- Geometrics
- Flood Control
- Environmental
- Structures
- Funding

Geometrics – Cross Section

Completed To Date

- Identified elements for serving multiple modes of travel
- Coordinated with stakeholders to refine widths/placement of cross-sectional elements

Constraints Identified

- Existing infrastructure on Sequoia Pacific Blvd.

Next Steps

- Refine cross sectional elements, widths, and locations

Geometrics – Horizontal Alignment

Completed To Date

- Identified existing infrastructure (buildings, utilities)
- Identified existing environmental resources
- Developed alignments to reduce impacts

Constraints Identified

- Existing buildings on Sequoia Pacific Blvd.
- PG&E power line towers along Garden Highway
- Trail connections

Next Steps

- Determine if buildings can be avoided

Geometrics – Vertical Alignment

Completed To Date

- Completed survey to identify existing elevations of the site
- Identified clearance requirements from Coast Guard, FEMA, American River Flood Control

Constraints Identified

- PG&E power line along Garden Highway
- Levees along the American River and Steelhead Creek
- Elevation of Garden Hwy/Truxel

Next Steps

- Evaluate extent of walls needed

Flood Control

Completed To Date

- Coordinated with Army Corps of Engineers and Central Valley Flood Protection Board
- Obtained preliminary concurrence on vertical clearance from US Coast Guard

Constraints Identified

- Navigable waterway clearance
- Levee freeboard requirements
- Allowable impacts to water surface elevations

Next Steps

- Evaluate impacts from encroachments
- Develop mitigation options

Environmental

Completed To Date

- Initial identification of biological & cultural resources
- Coordinated with Sacramento County Regional Parks
- Initiated outreach to Native American tribes

Constraints Identified

- Cultural resources
- Biological resources (protected species, sensitive habitat, & waters)
- Limited mitigation opportunities

Next Steps

- Coordination with resource agencies (CDFW, USFWS, NMFS) & tribes

Structural

Completed To Date

- Identified height and length requirements for the bridge
- Identified potential pier locations and widths
- Identified potential structure types

Constraints Identified

- Vertical clearance requirements from the Coast Guard, Army Corps, FEMA
- Environmental resource locations as it relates to pier placement

Next Steps

- Pier optimization with flood control, environmental resources
- Optimizing bridge type with cost
- Assess foundation options and costs

Funding

Completed To Date

- Outreach to federal, state, and local representatives

Constraints Identified

- Magnitude of cost anticipated
- Availability of funding sources

Next Steps

- Identify cost range for project

Project Schedule

TASK	2023	2024	2025
Notice To Proceed	★		
Survey			
Public Engagement			
Preliminary Investigations			
Funding Strategy			
Feasibility Study			1/2025

Live Poll

1. Scan the QR code with your smartphone's camera to join the poll immediately.

2. Or, navigate to **menti.com** and enter the code below to join.

3266 8754

3. Begin answering questions. The question will change once the presenter has moved to the next slide.

Small Group Discussions

1. What benefits do you think you, your family, and/or your community would have if there was a faster connection between your neighborhood and downtown/midtown?
2. What concerns might you currently have with the Truxel Bridge?
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Stay Involved

- Sign up for email updates at **www.bit.ly/TruxelBridge**

- Project contact:

  Fedolia “Sparky” Harris, fharris@cityofsacramento.org

ACCESS TO BUSINESS

TWO RIVERS BIKE TRL

AMERICAN RIVER

TRAIL CONNECTION TO JEDEDIAH SMITH TRAIL

DISCOVERY PARK

TRAIL CONNECTION TO EXISTING BIKE TRAIL

PG&E TOWER

TRAIL CONNECTION TO LIGHT RAIL STATION

TRUXEL RD

TRAIL CONNECTION TO TWO RIVERS TRAIL

WCP-SOLUTIONS

SEQUOIA PACIFIC BLVD

CAL-OES

SAC PD

CAL-OFFICE OF EMERGENCY SERVICES (OES)

RICHARDS BLVD

STEELHEAD CREEK

GARDEN HWY

SENSITIVE BIOLOGICAL & CULTURAL RESOURCES

ACCESS TO BUSINESS

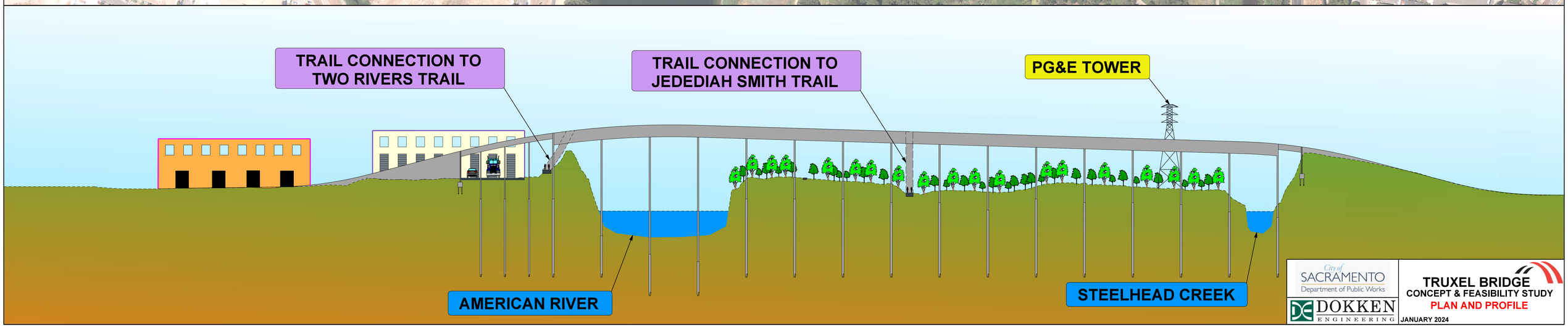
TRAIL CONNECTION TO TWO RIVERS TRAIL

TRAIL CONNECTION TO LIGHT RAIL STATION

TOWNSHIP 9 STATION

LEGEND:

- LIGHT RAIL TRACK
- DRAFT ALIGNMENT
- SAC RT GREEN LINE ALIGNMENT



City of SACRAMENTO Department of Public Works

DOKKEN ENGINEERING

TRUXEL BRIDGE

CONCEPT & FEASIBILITY STUDY

PLAN AND PROFILE

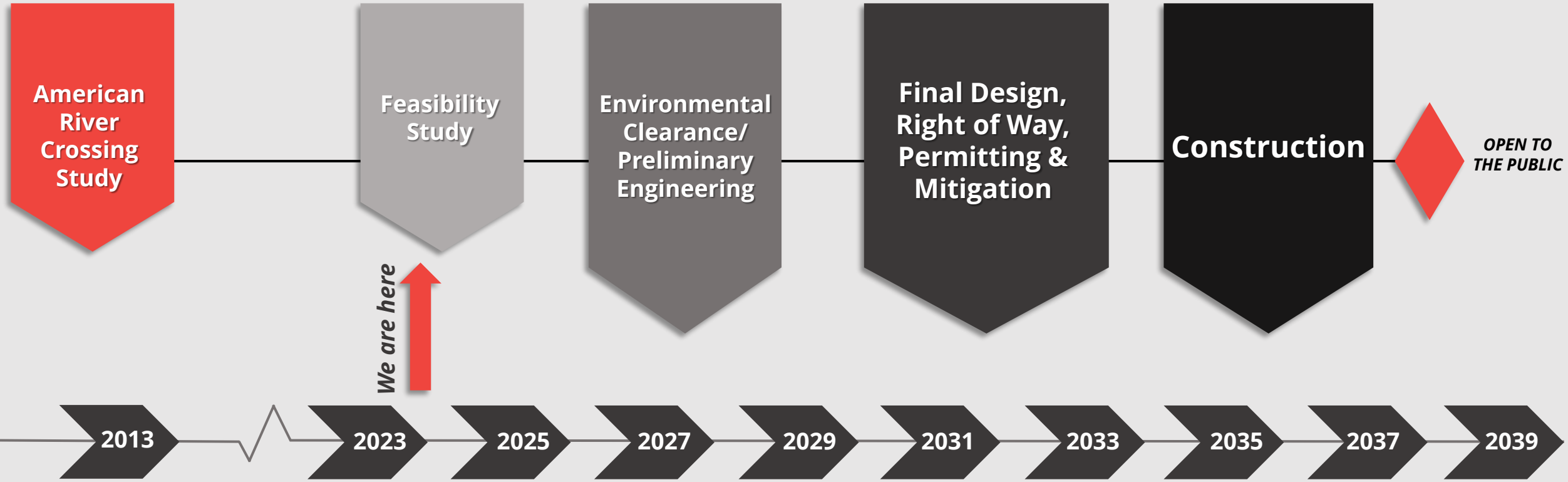
JANUARY 2024

City of SACRAMENTO
Department of Public Works

Truxel Bridge
Concept & Feasibility Study

DOKKEN ENGINEERING

PROJECT DELIVERY PROCESS



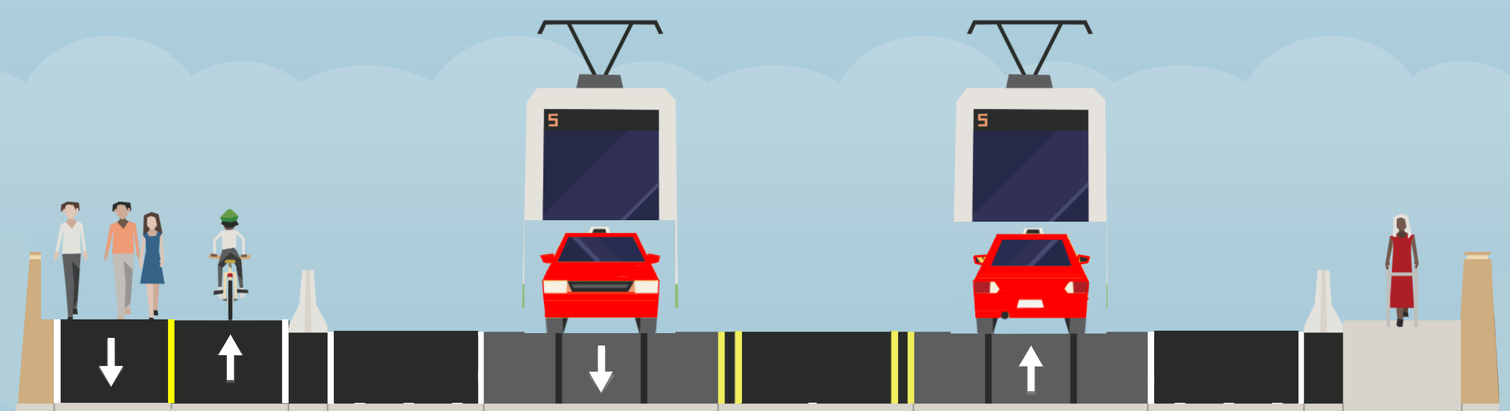
City of SACRAMENTO
Department of Public Works

Truxel Bridge
Concept & Feasibility Study

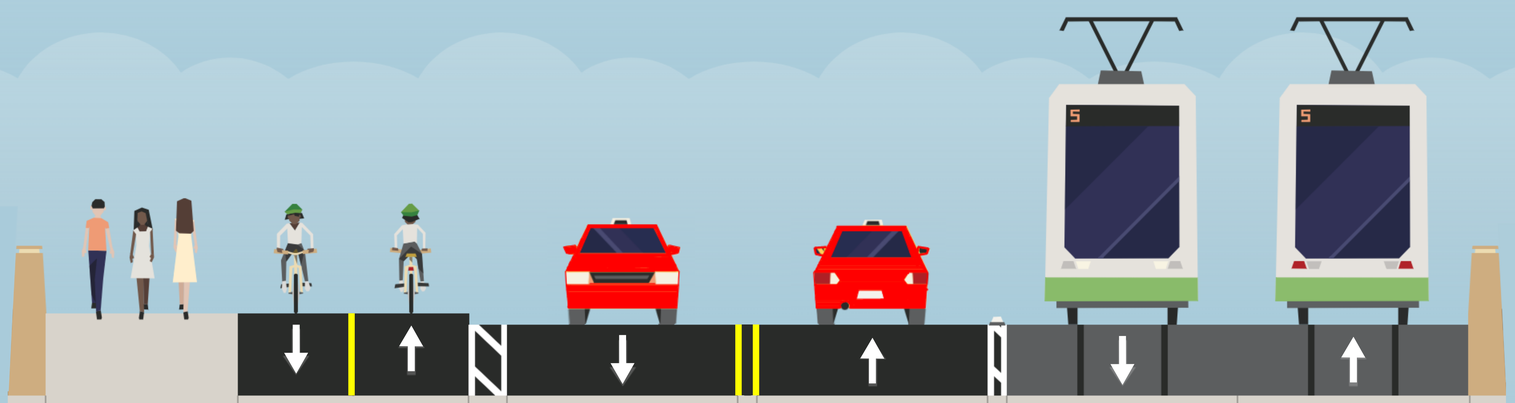
DOKKEN ENGINEERING

CROSS SECTION EXHIBIT

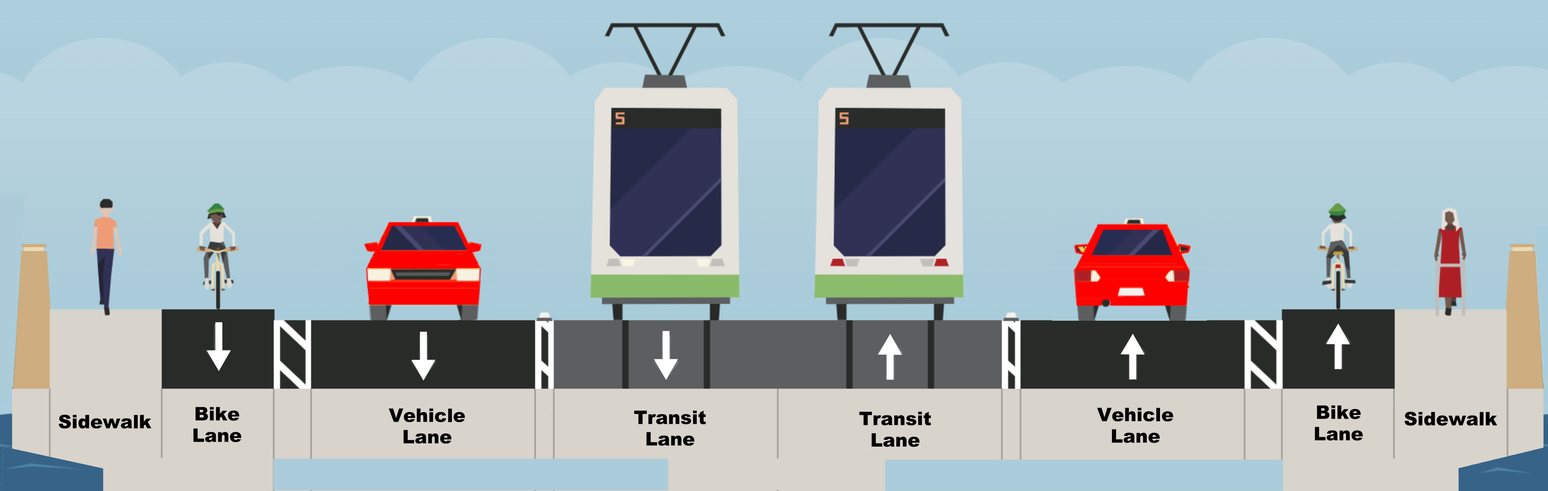
MIXED USE TRAVEL LANES WITH TRAIL CONNECTION



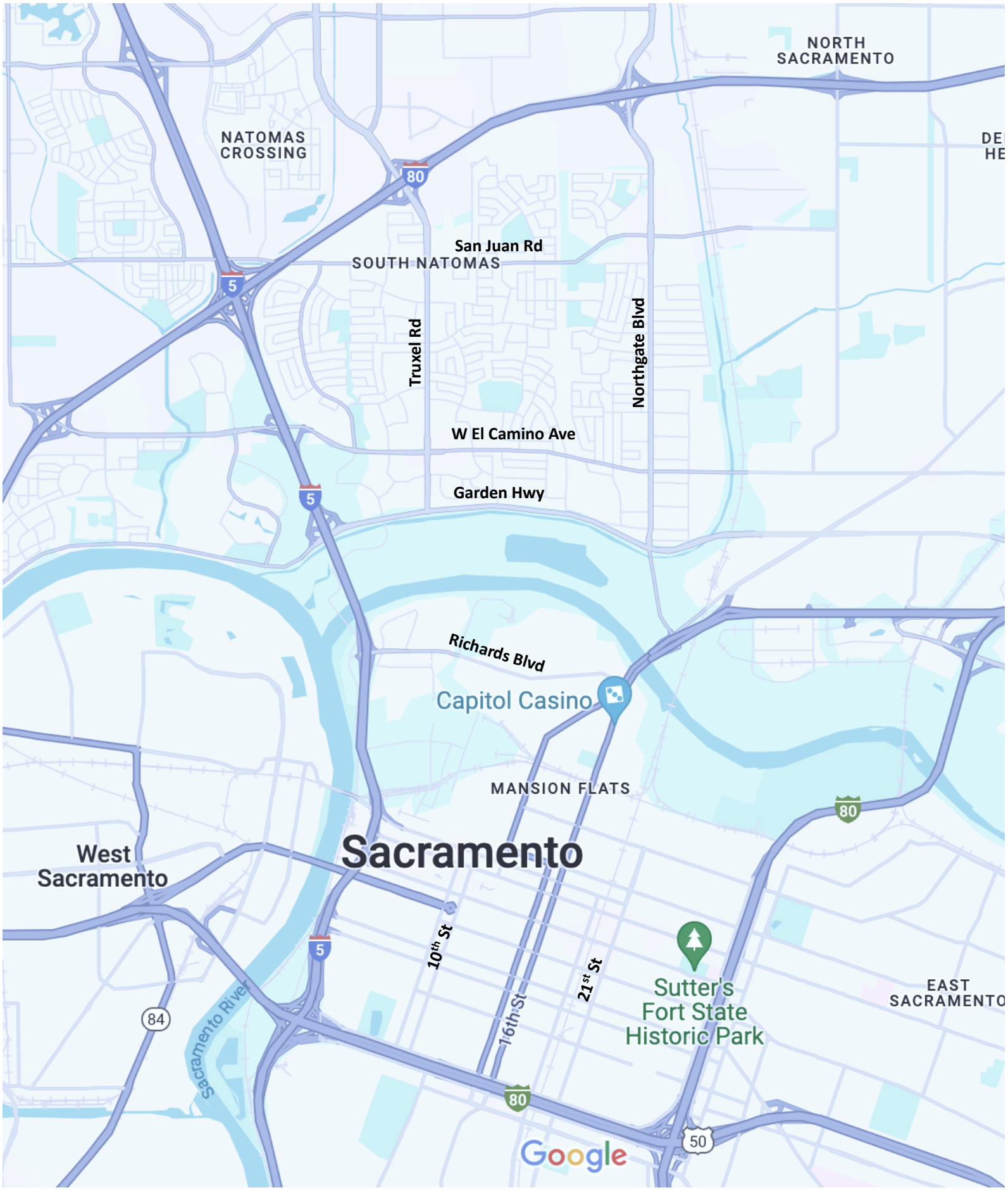
SEPARATED TRANSIT WITH TRAIL CONNECTION



SACRAMENTO RT GREEN LINE



Trace your current route to downtown/midtown Sacramento



City of SACRAMENTO

COUNCILMEMBER KARINA TALAMANTES — CITY OF SACRAMENTO

Join the

Community Conversation

for the Truxel Bridge Feasibility Study



VENUE CHANGED!

Wednesday, January 10
5:30–7:00 PM

Read Academy
2565 Millcreek Drive, Sacramento

RSVP: TruxelConversation.eventbrite.com

Please RSVP by going to the link or scanning the QR code:



The City of Sacramento is planning for a new bridge across the American River which will create a better connection for those traveling between north Sacramento communities and downtown Sacramento. The City's goals of providing better access between communities will improve air quality, enhance job opportunities and economic development, and improve emergency response.

For more information, visit: **www.bit.ly/TruxelBridge**
or contact Fedolia "Sparky" Harris at fharris@cityofsacramento.org

City of SACRAMENTO

COUNCILMEMBER KARINA TALAMANTES — CITY OF SACRAMENTO

Únete a la

Conversación Comunitaria

el Estudio de Viabilidad del Puente Truxel



¡NUEVO LUGAR!

Miércoles, 10 de enero
5:30–7:00 PM
Read Academy
2565 Millcreek Drive, Sacramento
Confirmar su asistencia:
TruxelConversation.eventbrite.com

Por favor, confirma tu asistencia yendo al enlace o escaneando el código QR



La Ciudad de Sacramento está planificando un nuevo puente sobre el American River que creará una mejor conexión para aquellos que viajan entre las comunidades del norte de Sacramento y el centro de Sacramento. Los objetivos de la Ciudad de proporcionar un mejor acceso entre comunidades mejorarán la calidad del aire, potenciarán las oportunidades laborales y el desarrollo económico, y mejorarán la respuesta a emergencias.

Para más información, puedes visitar: **www.bit.ly/TruxelBridge**
o contactar a Fedolia “Sparky” Harris en fharris@cityofsacramento.org

Introduction

In January 2024, the City of Sacramento hosted the first in-person community meeting as part of the Truxel Bridge Concept and Feasibility Study's public outreach and engagement process. The purpose of the meeting was to introduce the study to the public, share an overview of the draft alignment and cross sections, and gather initial feedback from the public on the preliminary bridge design. As a follow up to the meeting, the City hosted an Online Community Questionnaire from February 12 - 26, 2024. The questionnaire, which received a total of 1,019 responses from the community, served as a way for the larger Sacramento community to share their input if they were unable to attend the in-person community meeting.



Truxel Bridge proposed location

Project Background

In 2013, the City completed the American River Crossings Alternatives Study, and the City Council adopted the vision for a new multi-modal crossing at Truxel Road. The Truxel Bridge alignment was recommended and adopted based on its ability to address limited connectivity across the lower American River which creates a barrier to downtown Sacramento for communities north of the river. The City's plan for Truxel Bridge will create a more direct connection for those walking, biking, taking transit, or driving between northern Sacramento communities and Sacramento's urban core. It will also provide better access, improve air quality, improve job opportunities, enhance economic development, and improve emergency response times.

Questionnaire Methodology

When participants visited the online questionnaire webpage, they were able to learn more about the Truxel Bridge Concept & Feasibility Study by watching a video presentation. The questionnaire included 9 questions regarding the following topics:

- Current community travel patterns/modes used across the lower American River and the purpose of their trips.
- Community benefits of the proposed bridge.
- Concerns about the proposed bridge.
- Proposed bridge cross sections.

Awareness and Notification

The project team implemented a community outreach and education campaign to increase community participation in the questionnaire.

- Email Notification: The project team sent email notifications to a public database of more than 6,000 contacts. These included stakeholders and community members who signed up for email

notifications about City of Sacramento projects, including Truxel Bridge. The first email was sent on February 12 with subsequent reminders on February 20 and February 26.

- Stakeholder Communications: AIM Consulting emailed and called more than 80 stakeholder representatives covering interest such as: active transportation, business development, community-based organizations, school districts, elected officials, environmental organizations, and underrepresented communities. These representatives were provided with information about the online questionnaire and asked to share the flyer on their website, email newsletters, or social media.



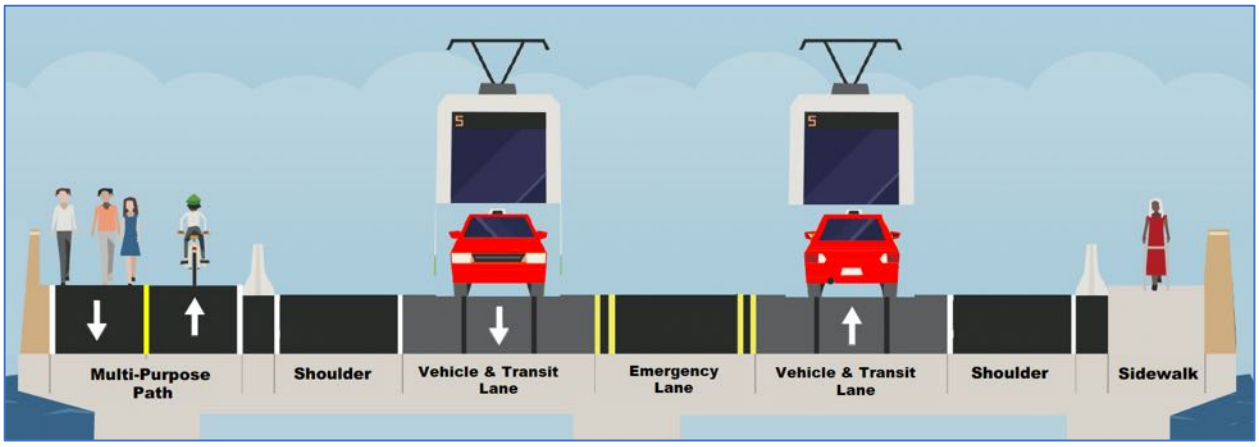
Social media graphic for online questionnaire

- Social media: The City of Sacramento posted about the Truxel Bridge on their social media accounts (including Facebook, Instagram and X) on February 15, February 17, and February 23. AIM Consulting also posted a boosted advertisement on Meta Business about the questionnaire, which ran from February 12 – February 20.
- City Express: The City of Sacramento posted a City Express article on their blog on February 15.
- Media Release: The city distributed a media release to news outlets in the Sacramento region on February 16. The following outlets posted about the questionnaire.
    - Fox 40
    - CBS 13
    - KCRA 3
- Flyer Delivery: Flyers with information about the online questionnaire were distributed to businesses adjacent to Truxel Road near the proposed project area.

Cross Section Concepts

The community questionnaire included depictions of the proposed bridge cross section alternatives showing the width of the bridge with the placement of the different modes of travel (walking, biking, driving, and public transit).

Option A. Mixed Use Travel Lanes with Trail Connection



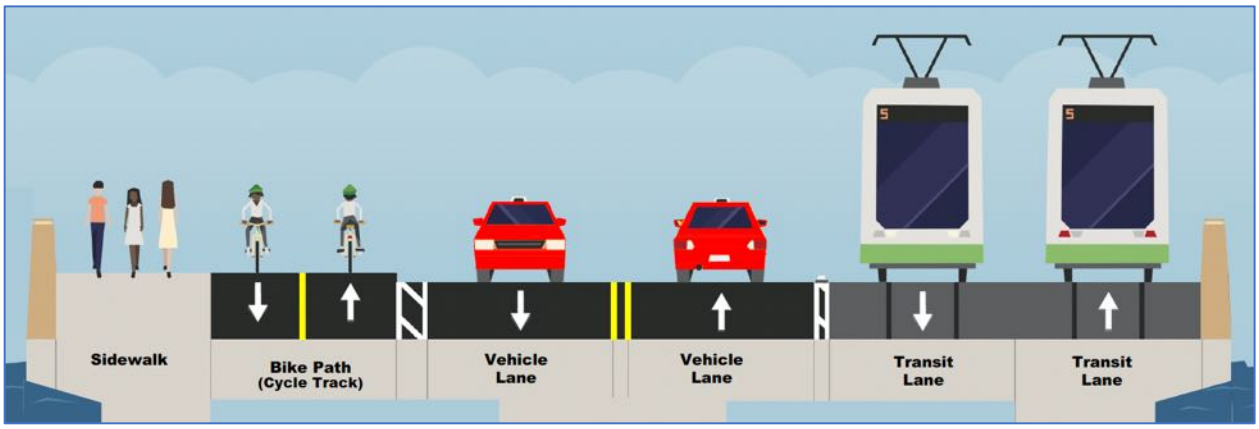
Pros:

- Narrowest cross-section and smallest footprint
- Potentially lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Shoulders for vehicle breakdowns
- Includes Class I trail for bikes and peds
- Better suited for connection with Jedediah Smith trail
- Mixed-use lanes will help control the speed of traffic
- Physical barriers separate pedestrians and bikes from vehicles

Cons:

- Mixed-use lanes may be uncomfortable for some drivers
- Pedestrians are not fully separated from bikes
- Potential transit delays associated with shared lane

Option B. Separated Transit with Trail Connections



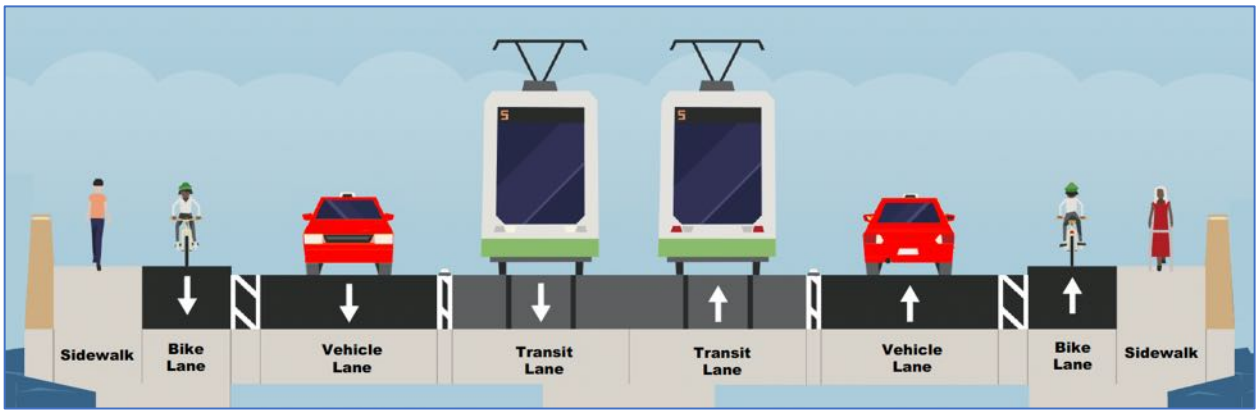
Pros:

- All modes of travel are separated
- Better suited for connection with Jedediah Smith trail
- Reduced shoulders and narrower lanes will help to control vehicle speeds

Cons:

- Emergency vehicles will have to use bike path or transit lanes for access
- Vehicle breakdowns will impede traffic due to the reduced shoulder space
- No physical barrier separating pedestrians and bikes from vehicles
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing.

Option C. Sacramento RT Green Line



Pros:

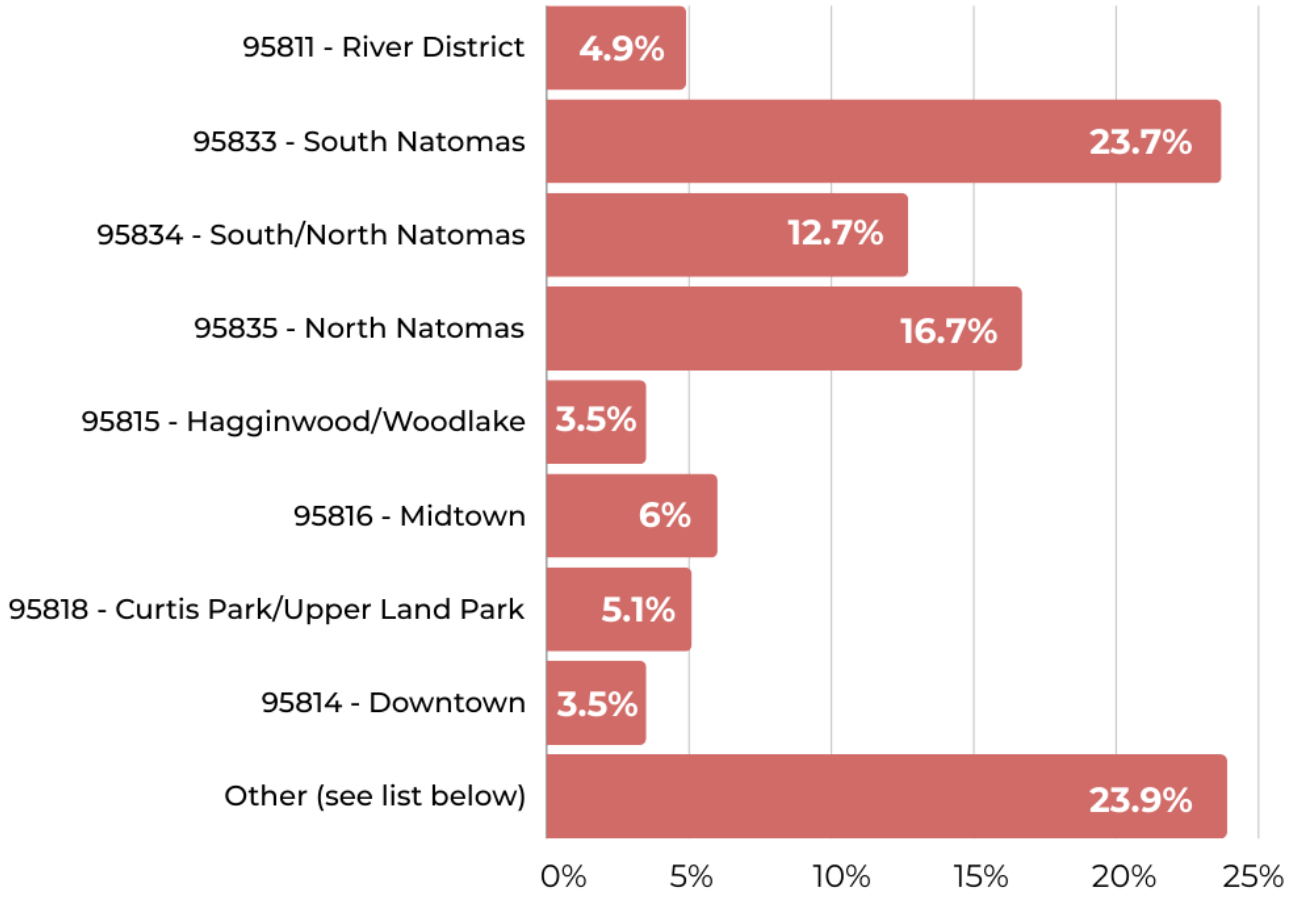
- All modes and directions of travel are separated
- Reduced shoulders and narrower lanes will help to control vehicle speeds

Cons:

- One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Widest cross-section
- Likely most expensive
- Mountable Class II Bike Lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles

Questionnaire Feedback

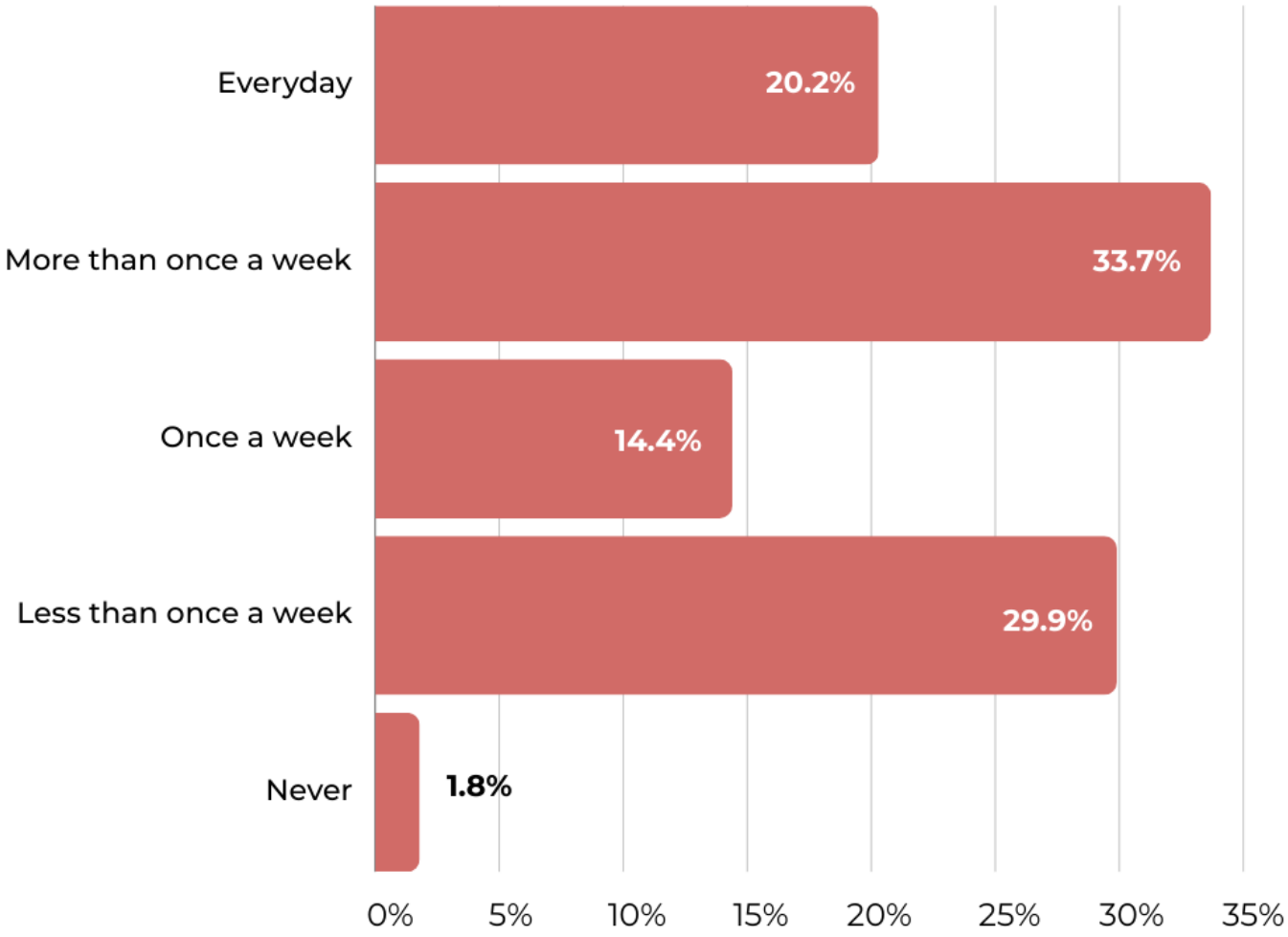
1. What is your zip code?



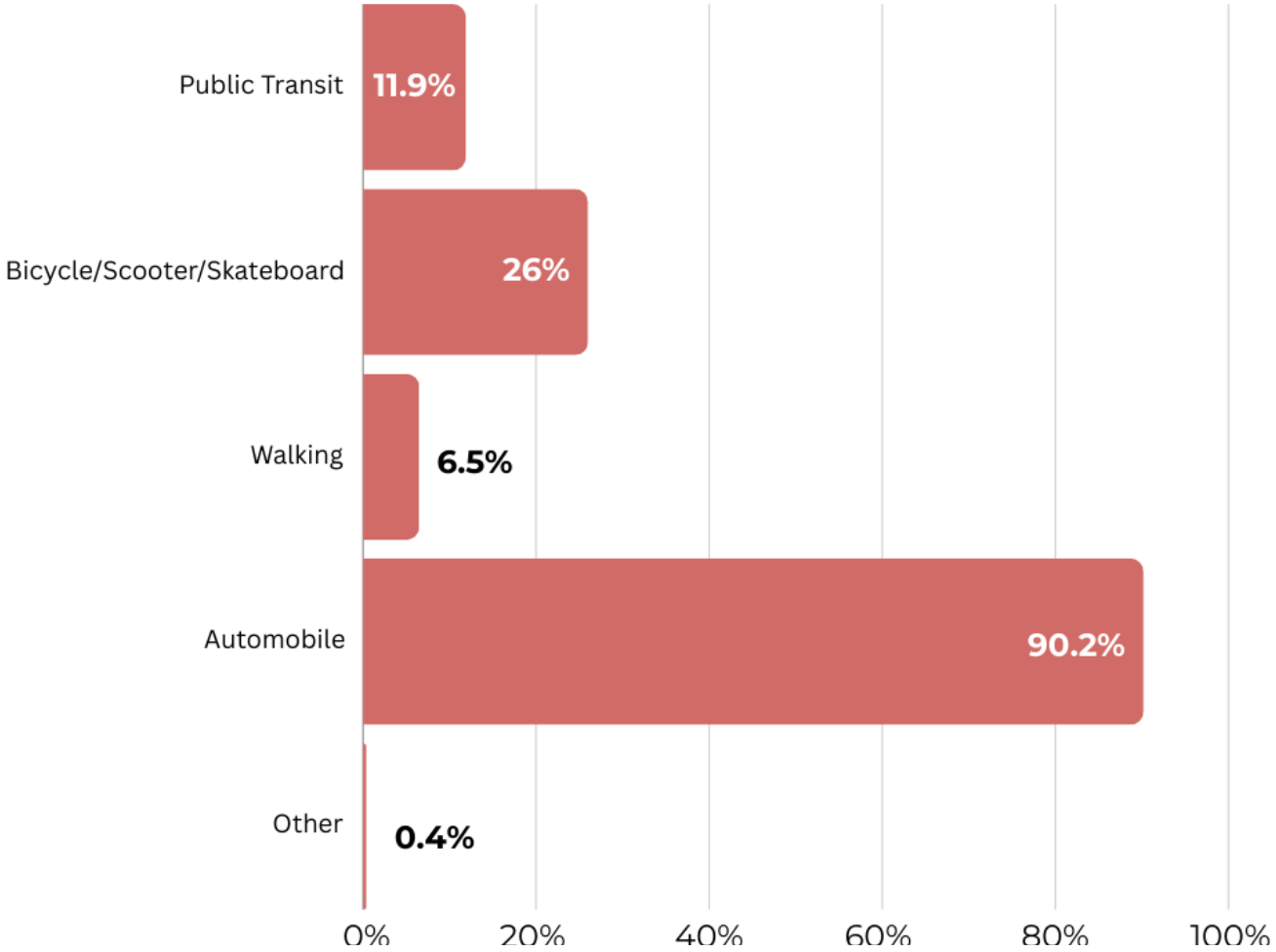
- 92660 (Newport Beach) – 1
- 94558 (Napa)– 1
- 95356 (Modesto) – 1
- 95613 (Coloma) – 1
- 95624 (Elk Grove) – 1
- 95632 (Galt) – 1
- 95650 (Loomis) – 1
- 95661 (Roseville) – 1
- 95746 (Granite Bay) – 1
- 95747 (Roseville) – 1
- 95758 (Elk Grove) – 1
- 95824 (Lemon Hill) – 1
- 95828 (Florin) – 1
- 95832 (Freeport) – 1
- 95841 (North Highlands) – 1
- 95843 (Antelope) – 1

- 95901 (Marysville) – 1
- 95626 (Elverta) – 2
- 95673 (Rio Linda) – 2
- 95695 (Woodland) – 2
- 95827 (Bradshaw Woods) – 2
- 95829 (Vineyard) – 2
- 95842 (North Highlands) – 2
- 96816 (Honolulu) – 2
- 95618 (Davis) – 3
- 95621 (Citrus Heights) – 3
- 95660 (North Highlands) – 3
- 95776 (Woodland) – 3
- 95628 (Fair Oaks) – 4
- 95670 (Rancho Cordova) – 4
- 95821 (Arden-Arcade) – 4
- 95823 (Valley Hi/North Laguna) – 4
- 95605 (West Sacramento) – 5
- 95864 (Arden-Arcade) – 5
- 95630 (Folsom) – 6
- 95838 (North Sacramento) – 6
- 95616 (Davis) – 7
- 95691 (West Sacramento) – 8
- 95825 (Arden-Arcade) – 8
- 95608 (Carmichael) – 11
- 95817 (Oak Park) – 18
- 95822 (South Land Park/Meadowview) – 19
- 95826 (College Glen/Rosemont) – 20
- 95831 (Pocket) – 20
- 95820 (Fruitridge) – 21
- 95819 (East Sacramento) – 26

Question 2. How often do you travel between north Sacramento (including north and/or south Natomas) to downtown across the lower American River?



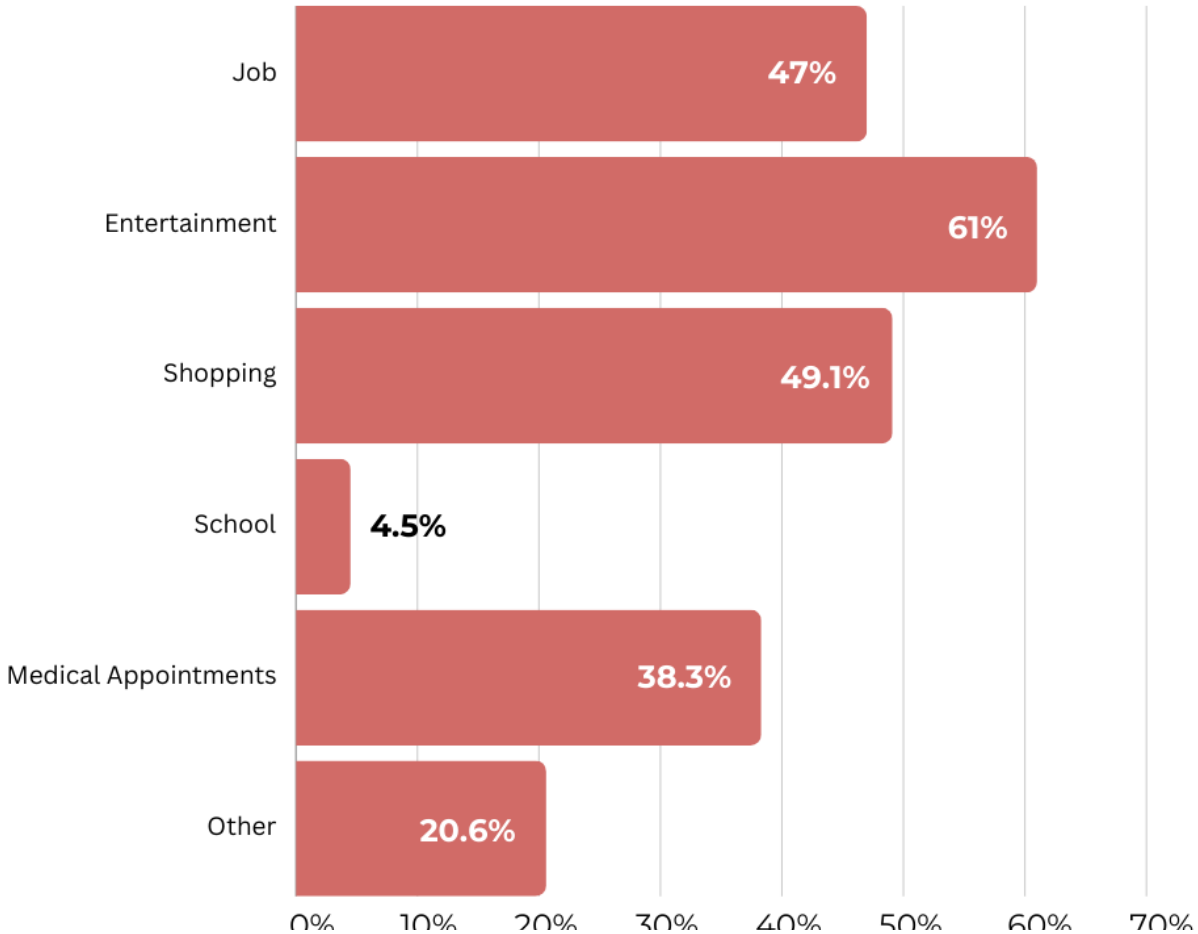
Question 3. What travel modes do you currently use to travel between north Sacramento (including north and/or south Natomas) and downtown/midtown?
(Note: respondents could select more than one response for this question)



Other comments include:

- I don't, because I don't live there, but we need safe, environmentally friendly transit, not more car garbage.
- There is no good public transportation options. I would love to ride the light rail from Natomas
- I would prefer to take transit over driving if a frequent (15 minute frequency) and efficient option was available.

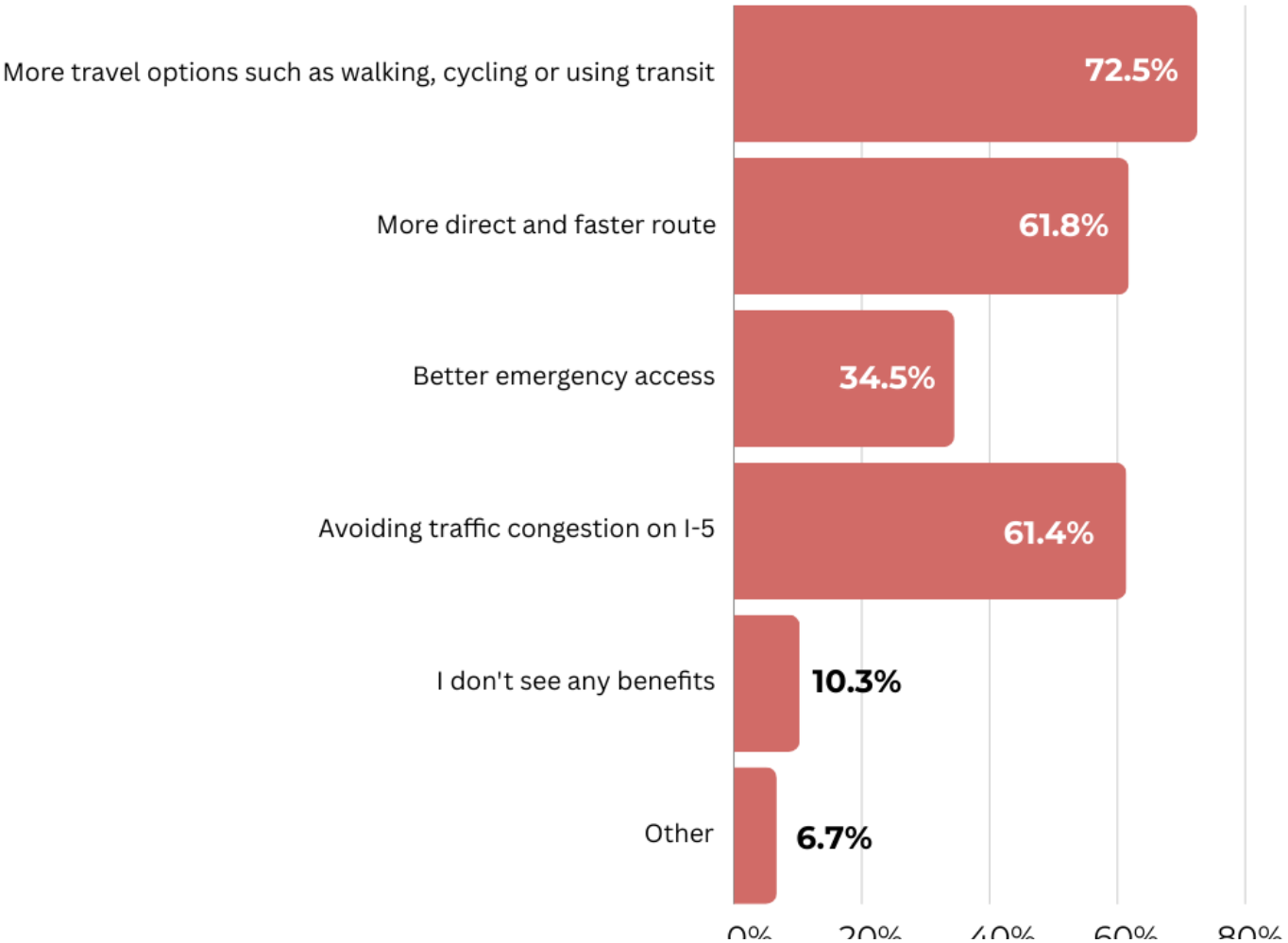
Question 4. What is the purpose of your travel between north Sacramento (including north and/or south Natomas) and downtown/midtown?
(Note: respondents could select more than one response for this question)



Other comments include:

- Using routes for recreation, exercise (running on trails or travelling to a gym), or leisure (viewing nature) – **95 comments**
- Travelling to visit friends, family, or colleagues – **54 comments**
- Going to the airport – **27 comments**
- Volunteer work at and around the America River Parkway – **10 comments**
- Going to church or a religious institute **– 6 comments**

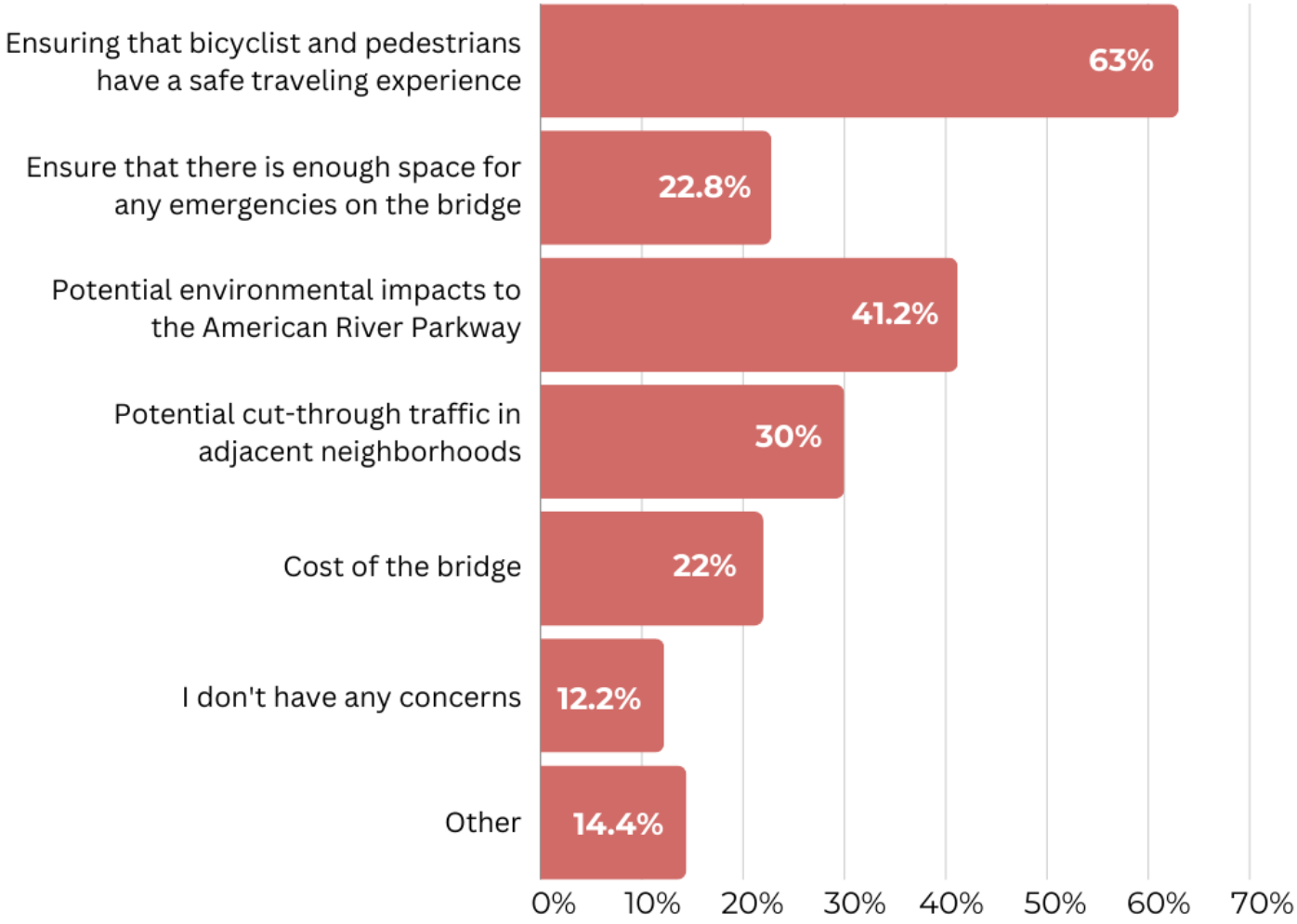
Question 5. Please share your thoughts on what benefits you and/or others in your community would receive from a bridge that accommodates all modes of travel (automobiles, transit, bicycle, and walking) between north Sacramento and downtown/midtown across the lower American River.
(Note: respondents could select more than one response for this question)



Other comments include:

- Potential space for Light Rail to the airport – 19 comments
- Provide a safer route for when SR 160 or Jibboom Street is flooding – 18 comments
- Promoting walking, biking, and transit long-term helps promote cleaner environment and air quality – 6 comments

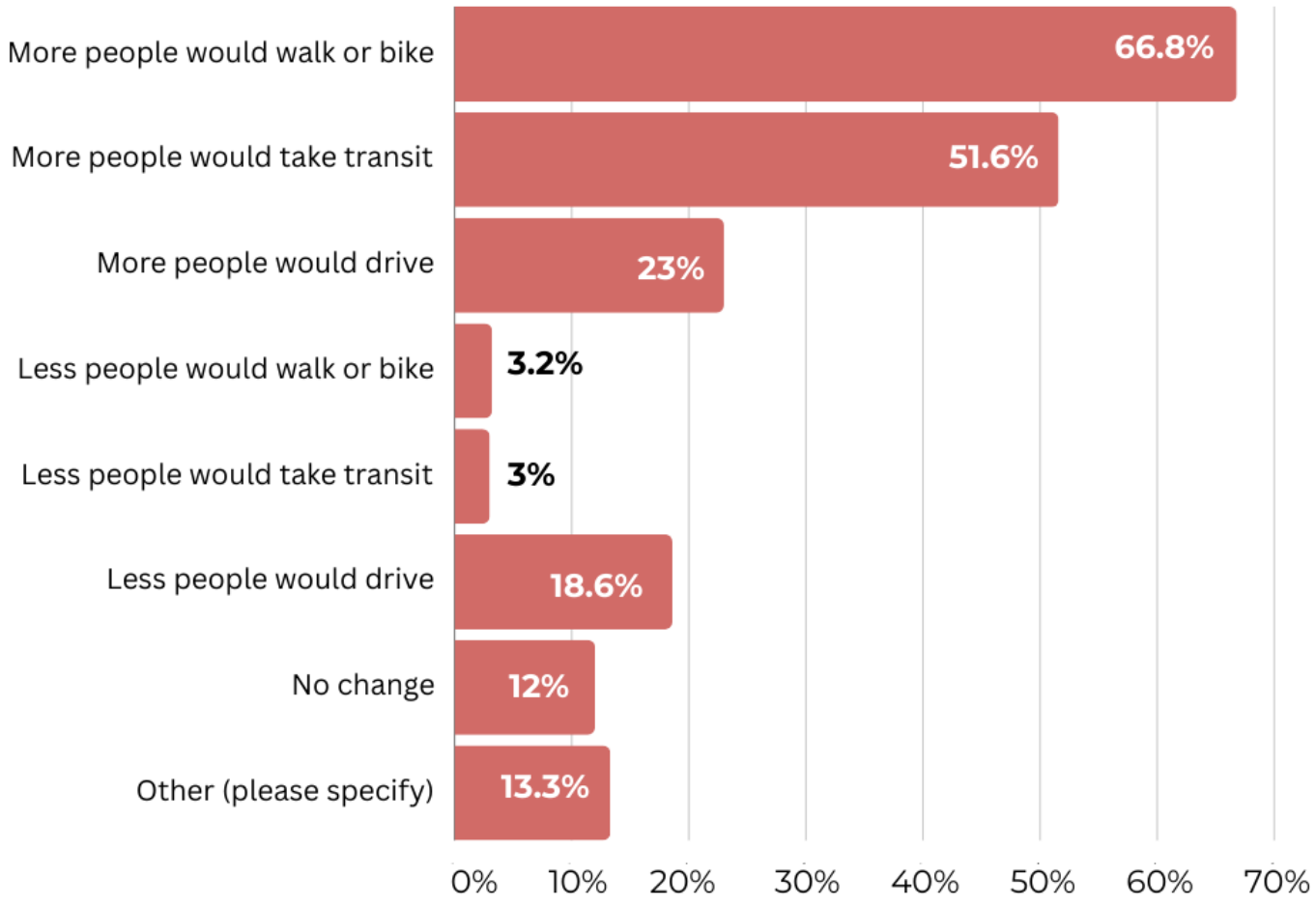
Question 6. What concerns might you currently have with the future Truxel Bridge?
(Note: respondents could select more than one response for this question)



Other comments include:

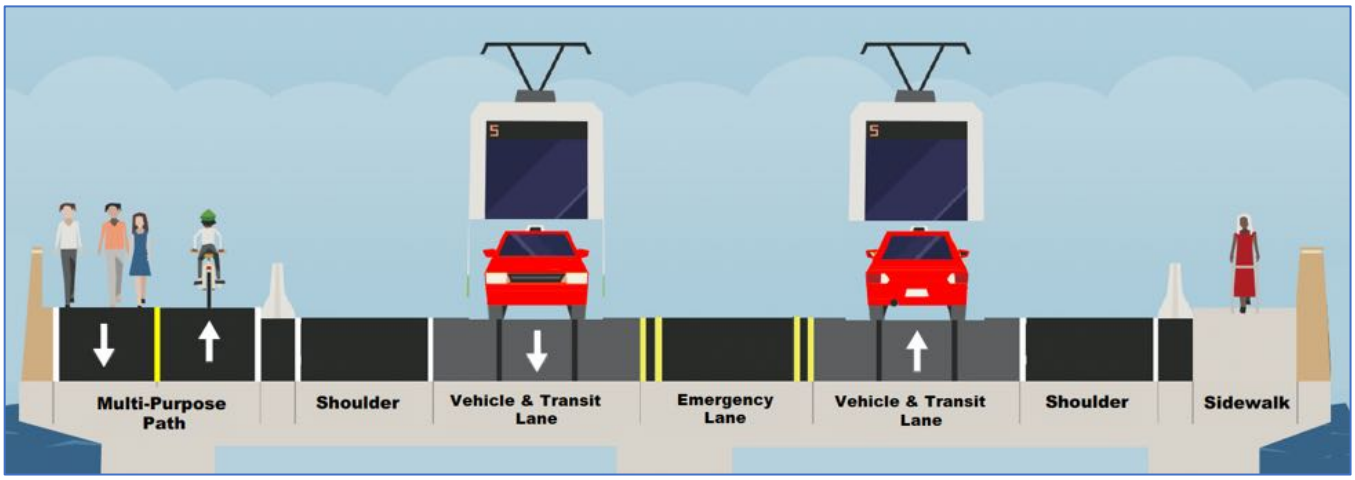
- Concerns about including vehicular traffic on the bridge – **67 comments**
- Concerns about unhoused population – **49 comments**
- Ensuring that there is space for light rail/ensuring that light rail is included – **35 comments**
- Truxel Bridge is not necessary/there are other alternate routes – **20 comments**
- Concerns around how crime may increase – **17 comments**
- Not wanting light rail along Truxel Bridge – **9 comments**
- Amount of time needed to construct the bridge – **5 comments**

Question 7. How would having a bridge that accommodates all modes of travel change current travel patterns?
(Note: respondents could select more than one response for this question)



For a full list of community comments, see Appendix A.

Option A: Mixed Use Travel Lanes with Trail Connection



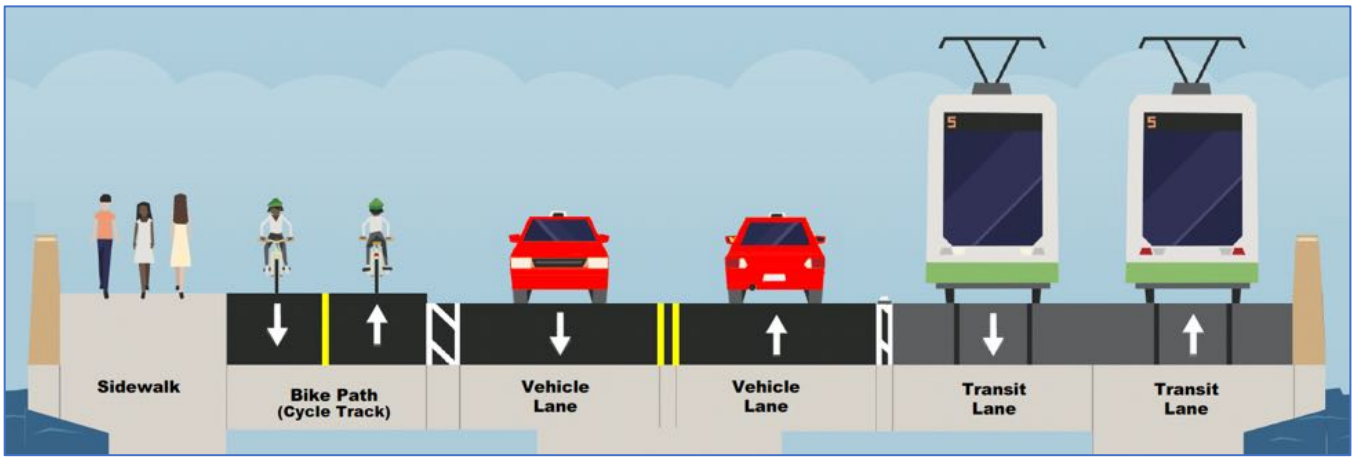
Themes from participants who liked Option A:

- The multi-purpose path is a smart and efficient way to mix different modes and they like how it is fully separated from vehicular traffic with a barrier.
- There is an option for pedestrians to use either the sidewalk or multi-use path on either side of the bridge if they want to separate from cyclists.
- The placement of the different lanes and modes on Option A was an effective use of the limited space, and people liked that this option is the narrowest.
- This has a lower cost compared to other cross section concepts and there is a shoulder/emergency lane option in case there are transit stops or motor accidents.

Themes from participants who disliked Option A:

- Having mixed transit and vehicle lanes may lead to more frequent risk of accidents, or traffic congestion in the case of transit delays or breakdowns.
- Having pedestrians and bicyclists share a multi-use path may lead to more points of conflict.

Option B. Separated Transit with Trail Connections



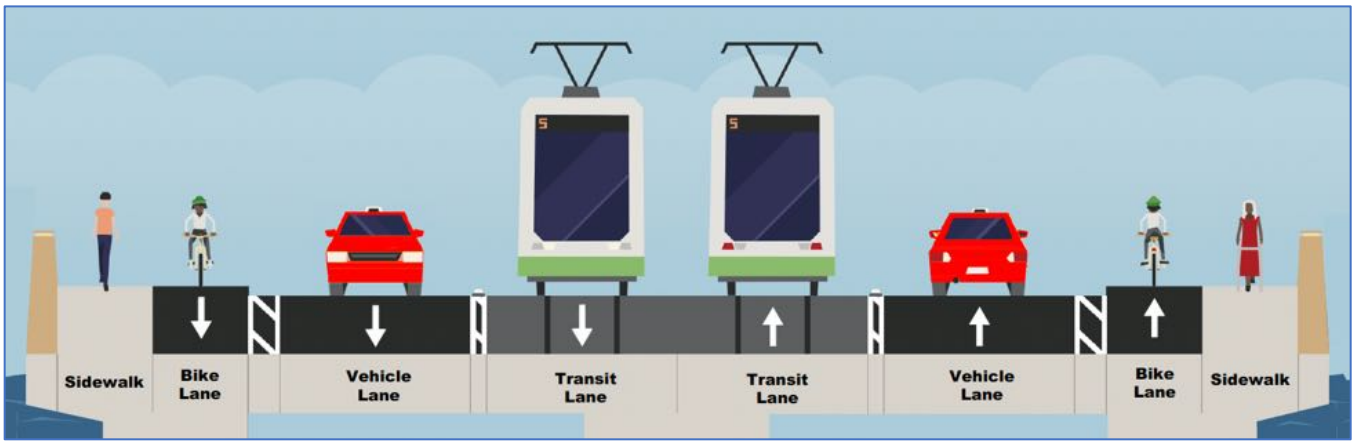
Themes from participants who liked Option B:

- The transit and vehicle lanes are separated which they feel would be easier and safer to drive on.
- Similarly, cyclists and pedestrians each have their own space to travel on.
- Having a narrower space for driving would help to control vehicle speeds.
- There is potential for connecting to the existing Jedediah Smith trail and people want to see the bike path become part of Sacramento's larger bicycle network.

Themes from participants who disliked Option B:

- People want to see a bridge that is more focused on comfortability for those who are walking or biking and want to see a physical barrier or bollards between vehicles and cyclists. Pedestrian and bicycle safety was the primary concern and most frequent comment for this option.
- This cross section is wider and may have a larger impact to the surrounding areas, including the American River Parkway below.
- There is a lack of shoulders or dedicated emergency vehicle lanes, and emergency vehicles may have to use the bike path or transit lane to reach accidents.

Option C. Sacramento RT Green Line



Themes from participants who liked Option C:

- There is a balance of the different modes and lanes on either side of the bridge and the transit lanes are in the middle.
- The placement of the different modes would best align with the current lane configuration of Truxel Road to ensure consistency while entering and leaving the bridge.
- The transit and vehicle lanes, as well as the bicycle and pedestrian paths, are fully separated.
- The narrower vehicle lanes and lack of adjacent shoulders will help to control and slow vehicle speeds.

Themes from participants who disliked Option C:

- Want to see more of a physical barrier between pedestrians and bicyclists and safety is a key priority.
- Some commenters would rather see a protected multi-use path, rather than traditional bike lanes on either side of the road, which in turn limits connectivity to the existing trail nearby.
- Option C is the widest, most expensive option and may have the largest impact to the American River Parkway.

Other Overall Comments and Key Themes

(Note: some comments were not consistent with the scope and purpose of the project)

- Respondents' highest priorities include ensuring the safety of all users on the bridge, ensuring that transit or light rail is included in an efficient way that brings more connectivity, and ensuring that natural and cultural resources on the American Parkway and surrounding neighborhoods are preserved.
- Participants want to make sure that any light rail or transit on the bridge be as efficient as possible to ensure that more people use it.
- Some commenters feel that Truxel Bridge is not needed and that there are sufficient options for bicyclists and pedestrians to cross the lower American River.
- Some participants expressed that they would prefer private vehicles to not be allowed on Truxel Bridge, or they want to see an option that prioritizes walking, bicycling, or transit more.
- Some commenters are opposed to including transit on the bridge or on Truxel Road at all and theorize that this may lead to higher crime rates in their neighborhoods.

Appendix

A. Community Feedback

a. Question 1: What is your zip code?.....**2**
b. Question 3: What travel modes do you currently use to travel between.....**5**
c. Question 4: What is the purpose of your travel between north Sacramento.....**6**
d. Question 5: Please share your thoughts on what benefits you and/or others.....**12**
e. Question 6: What concerns might you currently have with the future Truxel.....**16**
f. Question 7: How would having a bridge that accommodates all modes of.....**25**
g. Question 8a: What do you like about Option A?.....**30**
h. Question 8b: What do you dislike about Option A?.....**56**
i. Question 9a: What do you like about Option B?.....**87**
j. Question 9b: What do you dislike about Option B?.....**110**
k. Question 10a: What do you like about Option C?.....**136**
l. Question 10b: What do you dislike about Option C?.....**156**
m. Question 11: Do you have any other questions for the project team?.....**181**

B. Bridge Cross Sections

a. Option A.....
b. Option B.....
c. Option C.....

C. Questionnaire Flyer

a. English.....
b. Spanish.....

1. What is your zip code?

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3. What travel modes do you currently use to travel between north Sacramento (including north and/or south Natomas) and downtown/midtown?
(Note: respondents could select more than one response for this question)

- Bike
- I don't, because I don't live there, but we need safe, environmentally friendly transit, not more car garbage.
- Both auto and bicycle
- Uber/lyft
- There is no good public transportation options. I would love to ride the light rail from Natomas
- Running
- none
- Run
- running
- N/A
- RideShare/Lyft/Uber
- Carpool
- Biking
- Parkway visits
- Jogging stroller
- Running
- Rideshare
- Car
- Nnnn
- I would prefer to take transit over driving if a frequent (15 minute frequency) and efficient option was available.

4. What is the purpose of your travel between north Sacramento (including north and/or south Natomas) and downtown/midtown?
(Note: respondents could select more than one response for this question)

- visiting friends
- It is limited due to lack of safe convenient bike access for this bike commuter
- Travel to/from Scout Camporee, bike rides
- bike ride to old sac and downtown
- Restaurant
- Airport, visit family and friends
- Getting to airport
- To see my city
- recreation
- Restaurants
- Exercise
- visit son's apartment
- Family
- Restaurant
- Recreation
- Leisure
- Exercise
- Volunteer opportunities
- Gym and Exercise
- Various
- Aging parents
- recreation/cycling; in route to airport
- Dining
- Charging car
- Other businesses that are not shopping, entertainment, nor medical (e.g. doggy daycare)
- travel to airport
- Family
- Both exercise and errands
- Seeing friends
- visiting friends
- Sports
- Airport
- Cycling
- working out / swimming at a Natomas Gym
- exercise
- Social

- Recreation
- used to commute downtown
- Visit family
- Volunteer cleaning the Parkway with River City Waterway Alliance
- Recreational
- Fitness activities in Natomas
- Recreation
- Visit friends
- Appointments and meeting people
- Fitness
- recreation
- Working out- running on the trail
- Friends
- Hair appointment
- Visit family
- Veterinarian
- Various
- Exercise
- Random
- Consulting
- Airport
- Travel
- Going to/from the airport
- Volunteer work/Advocacy
- Mural viewing
- Visit friends
- Bike ride
- Family visits
- Visiting friends in North Natomas
- Recreation. Visiting family
- To eat
- Social
- Recreation
- Recreation
- My parents live in Natomas, but I live in West Sac
- Family
- Recreation
- Friends, bank
- Visiting family and travel to airport
- Cycling

- Access to SMF
- Training Runs
- Travel to Airport
- exercise
- Exercise
- Dance lessons
- Visit parkway, other areas.
- Gym
- i drive rideshare
- recreation/exercise
- Exercise
- Restaurants
- Airport
- Pleasure
- wellness
- Brother lives in Natomas
- Dining
- Volunteering
- Bicycle riding for sport/exercise
- Visiting Old North Sac, Natomas shopping, garden highway
- Travel
- none
- Recreation
- Family
- Bicycle Touring
- senior services
- Airport
- restaurants
- Other
- Girl friend
- Personal
- Recreation
- fitness
- Visiting family and friends,
- Banking, and Dance school
- visiting friends and attending swim practice
- n/a
- Gym (CalFit @Truxel & 80)
- Gym workout
- Gym

- Biking
- restaurants
- Caretaker Natomas rose garden
- various
- Meeting
- Exercise
- Airport
- Avoid using Highway 50 to reach the other areas....Fair Oaks, Roseville, etc.
- Visiting family
- Gym
- Church
- family
- Travel
- Recreation
- Restaurants
- Recreation
- Visiting friends, airport runs
- Recreation, travel to airport/other destinations
- Religious
- dining, shopping, photography
- Exercise and community outreach
- a little bit of everything
- Sports fields
- restaurants
- Visit friends
- visit family, go to airport, travel out of town
- Food
- Recreation
- Travel and recreation
- Church
- Volunteer work
- airport
- Short cut
- residence
- Dinner
- Commute to Stockton and back
- parkway and creek activities
- Visiting assisted living facility
- bike ride for lunch
- Visit family

- Cycling club
- cycling
- Great hospitality offerings
- Airport
- airport
- Recreation
- Just because
- Social
- Clubs, organizations I belong to.
- Recreation, connecting to other trails
- recreation
- Restaurants
- Visiting family and friends; avoiding crowded freeways
- Visiting friends
- Leisure
- Exercize
- Recreation
- Visiting friends
- Recreation
- sports and leisure
- All of the above
- Gym
- Dinning
- Recreation-bicycling
- Airport
- Airport
- Visiting my children
- Social activities
- Visiting friends
- friends and farmers market
- Visit friends
- Social and visit friends
- Airport
- kids sports
- gym
- Visiting friends
- Bike rides with friends
- Excercise
- Visiting Family
- exercise

- Living my life
- Family lives in S. Natomas
- visit family
- Exercise
- massage
- Airport access
- Personal business appointments
- Gym
- looking at properties
- Community center/shopping
- Health
- recreational
- Airport
- I work in Downtown Sacramento and often visit friends in Arden Arcade/Arden Fair Mall Area, and I also frequently visit Chevy's on the River, north of Downtown Sacremento. I cross the American River between Pipe's bridge and Jiboom Stree frequently by bike and I also take the light rail and drive on 160 sometimes.
- Exercise
- gym, friends
- gymnasium
- visiting children and grandchildren
- Recreation
- To hold up a middle finger for Slimeberg and his whore Ashby
- exercise (biking)
- Exercise
- accessing Camp Pollack monthly
- Restaurants
- Church
- Visiting friends
- Recreation
- Outdoor nature recreation
- Dining
- Family lives in midtown
- YMCA
- Leisure
- Business, Personnel Services, Restaurants
- Nn
- Airport
- Visiting family and friends.
- church

- Volunteer Work
- reviewing built environment
- Visiting friends
- hang around midtown
- Church, volunteering
- Volunteer work cleaning the river with River City Waterway Alliance
- Use of the American River Parkway

5. Please share your thoughts on what benefits you and/or others in your community would receive from a bridge that accommodates all modes of travel (automobiles, transit, bicycle, and walking) between north Sacramento and downtown/midtown across the lower American River. *(Note: respondents could select more than one response for this question)*

- as part of a network of bicycle and pedestrian routes to connect the city to the burbs for those who don't want to drive everywhere
- Expanding light rail!!
- also safer bike and walking
- No cars, please.
- the bridge should be for pedestrians and bicyclists
- One step closer to light rail to the airport
- Increases safety by relieving some congestion on business 80
- No cars, seriously
- Active transportation bridge would help the city achieve and even surpass its active transportation goal and reduce automobile congestion
- I don't normally have any reason to go to Natomas. I think the bridge could be helpful for walking, biking and transit.
- No private automobile access, only walking, cycling and public transportation
- The Northgate - Hwy 160 bridge replacement is a much better alternative. The Truxel Bridge project should be dropped.
- Better flow during impairment of I-5
- I see a major concern regarding the traffic through CALOES - Public Safety Communications. It would a major traffic hazard and cutting through the main occupied buildings of the agency.
- Safe traveling for bridge and pedestrians only (no auto)
- The bridge will negatively impact the South Natomas neighborhoods and their residents by increasing auto traffic on Truxel through South Natomas. The bridge will encourage further auto traffic from the growing North Natomas to go down Truxel rather than I-5. The South Natomas area is already impacted by homelessness and economic issues. Additional auto traffic and Light Rail will disrupt our residents and neighbor hood further.
- When the weir floods, there is no way to bike through, except for that road that connects to the 160, but that's even occasionally flooded and it's doesn't feel as safe to

bike down. (The trail floods if the weir floods.) It's also such a bitch to have to get on the 5 to get downtown.

- We don't need more paved roadways for cars
- need a bike connection that isn't subject to flooding
- reduced smog, greater exercise
- The bridge should not allow automobile traffic. It should be a bicycle, pedestrian and transit only bridge, with access for emergency vehicles.
- I would like to see a no - car option
- Being able to bike away from cars
- Better access to the park
- Only route downtown because the county is closing Discoevry Park more and more for concerts. It is the only safe way to cross the river by foot or bike.
- No Cars!
- No personal benefits, but concern for climate implications
- Should only be open to transit (extend light rail), biking and walking. No cars!
- LIGHT RAIL TO SMF!!!
- connection for the light rail to reach the airport
- This would significantly interfere with crosstown traffic on Garden Highway. As soon as people realize that, they will immediately be against this bridge. There is minimal value in a bridge connecting Truxel and the Rail Yards, because once you are over, you still have to cross major thoroughfares with long lights to get anywhere. People will still clog J street and go around, A better solution is expanding Garden and Arden to connect Natomas to Business 80 and 160. This is what other more developed city's would do,
- Hopefully another way to reach the American River parkway when Discovery park is flooded
- I forsee a huge increase in camps and crime from homeless. We already see an increase year over year, having things stolen on camera, finding drug paraphernalia harmful to our children and pets.
- Mini motorcycle not freeway capable. Great on fuel and fun!
- Good for light rail expansion
- More connectivity for the entire city would benefit everyone.
- really if there is no light rail headed towards the airport going over the bridge, not sure it is worth the environmental damage to the parkway
- Bridge project should be accelerated. A construction start of year beyond 2030+ is too long to wait. Please fastrack this much needed piece of infrastructure!
- It needs to have a red light and speeding camera though
- Promotes additional development of Richards Blvd. Sets foundation for public transit to airport.
- We need more bicycle friendly crossings along the river
- Will ruin neighborhoods with traffic and homeless from downtown.

- Avoiding seasonal flooding that would extend the season green and public transportation.
- Future light rail connection to the airport
- I don't see the point in adding another bridge for vehicles. Focus instead on the RT, bikes and pedestrians. We are trying to limit vehicle miles and provide other alternatives to vehicles so spend the $500m on better public transport.
- This is a great idea and needed. Natomas is so cut off. Railyards needs to get developed next, but new housing in already being built and light rail is close to this proposed bridge.
- A route to downtown on foot when Discovery Park is flooded
- Opposed to idea
- Aftershock and other festivals.
- It would provide shelter for many gypsy camps beneath it
- To ride bicycle over flooded Discovery Park
- We already have access through Northgate
- Cars and buses only, NO LIGHT RAIL
- I only ride an e-bike so I can't really get on 1-5 to cross the river. If there was a bridge I'd explore south natomas more
- Alternate route when there is an accident on i5
- But route Light rail on I-5
- I like the bridge proposal. I believe it will lead to a more walkable city
- Public transit to the airport
- Better community connectivity
- A direct public transit line between Natomas and downtown.
- Avoiding freeway
- easier than 160 to Northgate [current I5 alternative]
- Light rail to the Airport
- more likely to use parkway trails for recreation
- More carbon pollution and more extreme weather.
- I'd rather an additional bridge be elsewhere though
- Bike route when discovery park is flooded
- alternative transportation that promotes environmental sustainability
- Reduction of pollution caused by fossil fuels used for current routes
- need to omit car traffic on this
- Improved sense of "connected-ness" for the people north of the river.
- Light Rail extension to the airport
- Discovery park is flooded during certain seasons. Bicycles need a path other than the freeway
- HUGE benefit if only for bicycles, pedestrians, public transit
- An alternative route would be very welcome

- Escape from disaster such as flooding.
- More escape routes if Natomas floods (worst in Nation since Katrina)
- There is already a walkway through Discovery Park. But it's dangerous due to druggies and unstable people living by the river. I won't call them homeless as to not insult truly homeless people.
- Light rail
- A way to enjoy the river
- More ways to cross the river other than 16th Street and I-5.
- A travel option that is independent of flooding.
- I don't see any benefits if vehicles are allowed on the bridge
- I only see benefits occuring from a car-free bridge. There are too many cars, pollution, and traffic. We need more active transit, car-free, transit options for a more healthy and safe future.
- When discovery park floods, you can't really ride your bike across. Technically you can use I5 but that's too dangerous.
- I do not support building a bridge that will increase the use of vehicles. I would strongly prefer that no bridge be built, or that the bridge is restricted to bikes and pedestrians only.
- would love RT in Natomas and green line extension to the airport.
- Long term environmental and community benefits of expanded RT
- Please don't prioritize cars!
- Easier access to current work and future job opportunities, to medical needs, to entertainment and socialization. More direct transportation can be safer than depending on multiple bus routes or spending $$$ on Lyfts, or riding in the dark.
- Increased access to resources and employment opportunities
- It will be a safer way to travel over the river when discovery park is flooded having to use the freeway in a wheelchairor even on foot is so dangerous
- Public transportation
- It will add harm to our already weakened ecosystem. Plus provide easier access for more drugged out homeless to camp in Natomas. Please do not build this bridge.
- new areas to explore
- Presuming light rail expansion, using that mode
- Consider limiting bridge access to transit and alternative transportation modes only, like on tillikum crossing on the Willamete river in Portland, OR: https://en.wikipedia.org/wiki/Tilikum_Crossing
- I see no benefits if there are cars on the bridge and there is no light rail leading to North Natomas and the airport.
- Light rail extension
- Improved access to businesses north of the river.
- Cars have plenty of options to get across the river. This should be concentrated on bike/ped and transit routes

- Possible to bike when Discovery Park is flooded
- Reduces greenhouse gas emission by providing a reliable route to downtown
- Increased noise and air quality, loss of habitat, wrong transportation strategy
- Connecting South Natomas with Downtown would be culturally beneficial
- No need for a bridge cause you can use Garden Hwy to Northgate to 12th St.
- No possible benefits only increased traffic and congestion, more headaches not worth the time money or effort.
- N. 7th areas one lane traffic each way - new buildings & congestion. Not faster route
- A walking and bike bridge could be great, but would be worried a light rail or auto use may be considered.
- When northgate floods
- Bike path during flood season
- Ideal for commuting to the new Richards Blvd State office building
- Light rail to the airport
- An alternate bicycle/pedestrian route when Discovery Park floods. Current options are on I5 or Pipe's Bridge near hwy 160.
- This would destroy a beautiful park of the Parkway and should not be done

6. What concerns might you currently have with the future Truxel Bridge?
(Note: respondents could select more than one response for this question)

- It will be another car-centric piece of infrastructure (which we need less of)
- So that cyclist don't die
- Increased homeless camps being formed there and going into neighborhoods
- Quality of connected streets before and after the bridge to make bicycling and walking still feel safe
- Increased traffic on Truxel and Garden Higheay
- motorists can use I-5 and northgate - adding a third option will only increase motor traffic
- Just build it quicker!!
- That light rail isn't included.
- It will affect the peace and quiet of our neighborhood, the safety of our community, the safety to our children, traffic nightmare on Truxel, unwanted drifters, property values will decrease, policing deficiencies, environmental hazard to the American River Parkway wildlife (deers, wild birds, turkeys, ducks, geese and plant life will greatl be affected), speeding and unwanted heavy traffic near and on residential streets.
- That it would have light rail that expands to Natomas and SMF in addition to bike and pedestrian access.
- Induced demand from cars if car travel is allowed
- NO CARS

- That the bridge may prioritize automobiles, actively undermining the city's goal of lowering regional GHG emissions, cost of automobile bridge would be extreme when compared to an active transportation bridge
- Making it only available to pedestrians/transit
- We need to get people out of cars. No more inducing demand pls
- Homeless encampments
- A bridge for light rail to run up Truxel S. Natomas would be devastating to the community. Lower housing values, impeding kids to walk to S Natomas library, basketball courts, dog walkers, bikers. It will also be a means for homeless to travel from Downtown to S. Natomas. Consider Northgate as light rail already exists on 12th street.
- Concerned that cars will be allowed on the new bridge. Private cars do not need another option across the river
- Letting private vehicles on bridge. Private cars do not need to be on it
- Ensuring that transit is not impeded by automobile congestion
- Physical and traffic safety of cyclists and pedestrians is a big concern.
- Immanent domain taking my office building away, I would no longer have an office building to work at. (100's of other workers on Sequoia Pacific Blvd too)
- How does it connect to Richard's Blvd? Need straight connection.
- Ensuring light rail traffic is prioritized
- If Bridge is strong enough to carry buses, Then it will cost so much that you need to allow traffic to return enough benefit for what it cost. Some people do not realize this. Also, to create such an environmental impact for a lightweight bridge, that would carry, only bikes would not be worth the environmental impact. People who say we need to be like Portland need to realize this is how we get to be more like Portland.
- important to include public transit access across the bridge
- I'm concerned that a bridge that accomodates private automobiles would increase VMTs, air pollution, traffic fatalities, etc.
- Congestion on the bridge, more traffic in this neighborhood making it harder for people who live here to get home. Traffic from the festivals.
- We would like to have easy Access to bikeway on leealong river
- the truxel bridge where it is shown on the graphic will affect the amount of auto traffic on Truxel in South Natomas. There is already traffic that uses Truxel through South Natomas from North Natomas to get to Downtown. Truxel in South Natomas is a residential street with homes facing directly on Truxel and will encourage further more auto traffic if the Truxel bridge is constructed. Light rail addition on Truxel in South Natomas as a result of the bridge will disrupt the long time neighborhoods and residents currently on Truxel. Building this major structure will affect the environment of the American River Parkway. The Parkway is located in an urban area. Another major structure placed in the parkway with autos and light rail that brings in noise and pollution harms further the habitate.
- Creating a space for more homeless encampments under a bridge

- Provides a conduit for the homeless to further infest our suburban neighborhoods
- The focus of the bridge should be for bicyclists, pedestrians, and transit than for motorists. We want to encourage more people taking alternative transportation than driving their personal vehicles.
- Presence of homeless encampments
- Homeless access to neighborhood
- Bike lanes along Truxel Rd
- This area was not made for that much more traffic to be added to the area! Horrible idea.
- Existing large homeless population in that area
- Public transit getting stuck in car traffic. Public transit should be separated from car transit. Public transit, micromobility, and pedestrian traffic should be priority.
- Focus on active transportation and not on more miles of cement you have to manage from vehicle use
- Inducing more automobile traffic/congestion
- adding more vehicle lanes would make this a bypass for freeway traffic
- Transit (Bus ; Light Rail) Connections
- Adequate dedicated space for transit
- It would reroute traffic in ways that do not align with community needs, without providing a means of crossing which excludes automobile traffic.
- The current options offer car lanes on the bridge. Not only is this unsafe for light rail, bus, cyclists, and pedestrians, but it would also worsen traffic across downtown and north sacramento. It is important to remove the car lanes from this bridge so that rains and buses can have an easier connection to north sacramento and the airport to downtown whilst protecting cyclists and pedestrians.
- disturbance of Nisenan historic sites would be unacceptable
- Influx of traffic to residential streets
- More crime in our neighborhood, more homeless, more traffic congestion
- The city can’t afford this. It can’t even get the I street bridge reolacement built and has a structural budget deficit that will last a long time
- Because of the increasing closures of Discovery Park (the only safe means for cyclists and walkers to cross to downtown, we need the bridge for access that the county is denying us more and more.
- Light rail addition up Truxel to SMF
- Having Cars on the bridge
- There is currently no reason to travel to the railyards, there should be more focus on expanding public transit especially light rail, this may just lead to induced demand of more cars on the road instead.
- easier for homeless to moving to the northside.
- Creating a RT light-rail route to the airport

- In consistent with SMART growth directions if North Natomas and land speculators are allow to develop out of UPA. Must ensure project reduces VMT (not increases)! Better option is for NO AUTO traffic on bridge (and lower costs to construct). Use money for more in-fill development.rdevelopers
- Homeless people migrating from downtown to south Natomas. Blight. Crime.
- it will make it easier for unhoused people to come into our neighborhood to camp
- This project is a horrendous idea that will hurt an already struggling Parkway, and increase everything that is already negatively impacting the Parkway.
- Crime
- That it induces car traffic. Keep it car free. Extend light rail!
- Considerations for light rail expansion ought to be prioritized. Right now adding more bridges for traffic eventually leads to congestion that itself needs relief
- Light rail capacity to extend service to the airport
- Ensure the light rail is able to expand into Natomas
- It's bad planning, Sacramento needs more East/West options. 5, 80, and Biz 80 are enough North/South for the time being.
- How will we avoid an increase in homeless population?
- Opposed to an auto bridge through parkway.
- Traffic issues during the building of the bridge
- I forsee a huge increase in camps and crime from homeless. We already see an increase year over year, having things stolen on camera, finding drug paraphernalia harmful to our children and pets.
- Making sure that any public transit that crosses the bridge isn't affected by traffic congestion
- We shouldn't make room for cars on this bridge. Natomas is very lacking in walkability, bicycle access, and transit access and needs to prioritize these alternative modes of transit instead. Providing another convenient route into Natomas for cars will only increase car traffic and increase the amount of deaths and injuries that come with it.
- Residents in the area will fight hard against it
- Automobile traffic use
- The homeless taking residence on the bridge or under it potentially making it unsafe for pedestrians.
- Homeless population in that area of downtown is extremely high. There is already a growing population around Discovery park. The bridge could funnel more homeless to the American River.
- No private cars, and accomodate light rail, if light rail is too expensive then bus only + bikes and pedestrians. No cars.
- Speeding and people who run red lights already
- Making sure that lite rail is part of the plan.
- Additional traffic impacts on Truxel

- Homeless encampments & ppl having more access to come into our neighborhoods and trash them via a bridge like this.
- Making sure there is a way for cyclists to get downtown when Discovery Park is flooded.
- This bridge should include a path for light rail
- Potential to increase traffic on tributaries such as Richards boulevard leading to Hwy 160 in to downtown, May potentially create traffic jams there.
- Existence of light rail line on bridge
- Crime
- Pollutants, noise, and hazards from traffic use of bridge. If this were a pedestrian, bicycle bridge only, then maybe. A bridge for autos, truck traffic is absolutely not a bridge we want added to this area.
- The safety due to the mass amount of homeless in the area and the need to clean up the drugs and human waste in this area
- Noise! Impact to communities in South Sac, I will never be able to turn on to Truxel, it's already difficul
- One more place for the homeless to create problems
- Ensuring that it can accommodate light rail
- Space for light rail to enter natomas
- It would be car centric
- plan for car use - Americans love their cars!
- access to ARP, direct access into DT, allowing big rig truck access, homeless encampments
- meth camps congregating beneath structure
- Interconnectedness for cyclists and pedestrian to the American River Bike Trail and keeping the ARBT open during bridge construction.
- Congestion on Richard Blvd is already bad as is. Adding this would make it worse.
- more carbon emissions because we continue to be without good public transportation
- The anti- vehicle folks will only make the bridge for peds and bikes!
- I don't see the point. You can drive through Discovery Park or take 5.
- Not using this opportunity to extend light rail
- feel strongly that light rail should be part of the bridge
- Homeless using bridge as a place to set up tend and the trash and litter that is a result of homeless encampments
- This will eventually lead to light rail on Truxel and I absolutely don't want that. Also traffic will be congested during events at Discovery Park.
- Use the money for funding more law enforcement and getting homeless out of our community.
- Taxes and thar money could go to other issues within Natomas
- If we dont first mindfully address the infrastructure that would firs impact the aurrounsing neighborhoods, this is simply inviting a mainline from Richards blvd and

northern midtown area to innundate natomas. We alreadybhave northgate to downtown and a freeway. Discovery park also has an access thru line that is often closed. We have a bike trail. A bridge only dumps the recently incarcerated individuals from the county jail and the transients from midtown to have unfettered access to the south natomas and surrounding areas. I dont see the benefit. Truxel has always been congested during commute hours. This would end up being a project that sees know tangible benefit when north and south natomas are so self sufficient. And with the new costco going up, this would invite tremendous stress on an already stressful thoruoughfare, especially when a community center is right there and kids walk those sidewalks. This is family area, not a mainline to bolster commerce or relieve traffic congestion.

- Light rail
- Traffic impacts on garden hwy
- The proposed alignment of the bridge south of the river will cause traffic congestion on Richards Blvd. It should connect to 7th or 10th St.
- You are ging to put the lt rail right though our neighborhood despite us fighting it for 20 years
- It would be nice if the green line was extended and crossed this bridge into Natomas giving Natomas residents access to downtown via public transit.
- Climate goals. Stop building more roads for cars.
- Making sure it is safe for pedestrians
- Room for light rail
- Creating an addict highway between two major drug addict infested areas and a City Council that coddles them.
- Be sure to get OK from Save the American River Assoc + other conservation organizations.
- inclusion of light rail
- Concerned that Truxel won't be widened to accommodate traffic and light rail.
- Add light rail
- if it doesn't tie into the Richards /17th street termial it would be a wasted opportunity to extend transit
- Public transit as Light Rail included in project so I can get to airport easier, than a bus, car, or taxi.
- Ensure light rail extension is included on the bridge
- Light rail being placed on Truxel
- I don't think the bridge should be open to conventional automobiles. I think it should be reserved for public transit and pedestrians/cyclists.
- a harbor for homeless and transients
- Convenience, access and conectivity for bicyclists
- No need for cars on this bridge! Costs more money and does everything we don't want to do - why do we need to cater to more cars?

- that you are spending money you don't have, that you are building a bridge while the streets of Sacramento are nothing but potholes and falling apart
- Safety - will spread fire and floodwaters quickly; another avenue for criminals to spread crime
- improving the downtown side of the bridge to connect to Richards Blvd
- Continuing and facilitating a car-centric approach to transportation when we need to center transit and active transportation.
- Improved transit to Natomas and the airport
- location doesn't help me much. i want it further east
- If open to automobiles, would result in more auto travel
- potential increase in homeless population in areas that become more accessible
- Most obvious and apparently overlooked is the gridlock this would cause on Truxel. Considering the volume local residents have to face today, envision this in 2-3 years time, or whenever this comes to fruition. Clearly not thought through. More questions than answers.
- Increased number of unhoused in Natomas
- Totally unnecessary. People have easy access to the I-5 and having 15 to 20 stop lights to get to the bridge is ridiculously time consuming.
- The homelessness and dilapidated buildings make this an area I would never visit, though I see a benefit with the bridge I would not use it unless this area is cleaned up
- The homeless living on and/or under the bridge.
- Ensure there is adequate auto capacity to accommodate traffic.
- Terrible idea. Will bring more transients to natomas and we don’t need that!
- Building more car infrastruce and inducing demand
- Do not want a new bridge with space for cars.
- Ensuring that public transit connecting to the airport is a priority
- Homeless from downtown will come into south natomas, which already has some issues. We have elementary schools nearby the Truxel garden highway area and this safety issue needs to be taken into account. The highway and Northgate has worked well for going into downtown, no need for another bridge.
- Expanding homelessness problem even more into Natomas and damaging the river parkway with homeless people (not damage from building the bridge itsel).
- That y'all will dawdle getting it finished.
- Greatest concern: including fuel-burning vehicles
- More ways for homeless to get from Richards to Truxel
- i want to be able to use it for bicycling even in the winter when there is flooding around the river
- Need the green line to extend up to connect south and north natomas with other parts of the city
- route connection on south side of American River

- Residents do not want light rail going through TRUXEL. Voters have voted against light rail for the last 20 years. Yet the city keeps bringing it up. Have u seen 5 o'clock traffic on Truxel? Where exactly do you expect cars to go? No one is going to ride light rail. The city has small buses that are acceptable. Your walking bridge would be more acceptable if it truly was a walking bridge and not a light rail project.
- easy access for criminals in downtown to access the suburbs, and increase local crime. Also creates a route of access for more homeless people into the suburbs from downtown
- Another connection to downtown. We have plenty already.
- Encouraging more driving. I think we should look to the Tilikum Bridge in portland which is bike/ped/transit only. Cars are extermely loud and it's nice to come to the portion of the river for quiet. Keep cars out, but support other forms of transit please.
- unnecessary in that location.
- There should be light rail on Truxel to get to Natomas/Airport
- Ensuring the bridge does not become a constant shelter for homeless, crating potentially unsafe condition for pedestrian traffic.
- Protected space for bike/ped connectivity + light rail and BRT are most important. Vehicles can head over to I-5 and the get into town via the freeway. Induced demand by allowing vehicles on the bridge changes increases the environmental concerns and does nothing for Sacramento's climate goals.
- Easier access for transients to enter this quiet family community that has many children walking to and from school daily
- Additional access to discovery park
- Parkway plan does not allow a transit stop on bridge, but a transit stop would be excellent way to access lower Parkway e
- I want a beautiful bridge
- Homeless people camping
- Additional traffic in an already high traffic area.
- negative impacts to Truxel, west el Camino, GH and Azevedo from increased traffic, tree removal,etc
- Ensure it has space and strength to accommodate dedicated transit (light rail or bus-only lanes)
- I am very concerned about increased vehicle traffic, noise, impacts to the American River and Parkway and surrounding neighborhoods, increased air pollution, increased negative water quality impacts to the American River resulting from storm runoff, and construction disruption to traffic.
- construction taking too long.
- cost and congestion of light rail
- NO AUTO LANES, need transit lane. AIR POLLUTION
- Loss of habitat and greenspace in an already exploited Parkway we cyclists are doomed to dirtier environment than is currently allowed on the lower Parkway

- How long it takes to accomplish
- Boating on the American River. A new bridge needs to provide at least as much clearance as the Jiboom Street Bridge, which we cannot get past during times when the river is running high.
- Experience of users in American river parkway/discovery park
- Full separation of modes (transit from autos from bikes/peds)
- Increase in VMT and GHG emissions.
- I love the idea of
- Easier access to commit crime in Natomas
- I feel that there has been more Environmental impact on the American river from all the homeless encampments on it
- Making it easier for homeless to commit crimes north of the river
- Going from one congested area to another will require land acquisition and proper planning to minimize impact on the two communities. If this bridge will accommodate the amount of traffic your study seems to think it will, there will be a lot of disruption at both ends. It is a huge undertaking, but I think it is necessary. I think you should also include plans to clean up the American River Parkway under and near the bridge as part of the overall plan.
- Drugs and homeless
- Needs to be on northgate blvd
- Automobiles: speeding and reckless driving
- designed to support future light rail line
- Crime, light rail may be added, environment impact, cost, unneeded addition
- Large homeless population
- Too many people driving
- Impact on those working off of Sequoia Pacific & Richards Blvd.
- you are putting a new bridge in but the rest of the city's streets suck and need repair badly before they implode
- Keeping homeless from sleeping on or under it.
- Too many cars
- encouragement of personal auto use if bridge is open to personal autos.
- That cars will be favored in decision making
- It will destroy the existing ease of moving onto Truxel from side streets in South Natomas. There is no benefit to a bridge that includes auto traffic.
- Safe access by bicycle to bridge from home
- Public Transit will be hampered by automobile traffic
- Homeless living under bridge
- Increasing emissions
- More unhoused people in our area
- Homeless camps, degentrification

- Upgrading existing nearby bridges for better bike/ped use etc is a better strategy
- It will bring more crime to Natomas.
- I am concerned about not the bridge but about Truxel after the bridge with lightrail
- It will make more traffic on Truxel which is bad enough already!
- Traffic , waste of time money and resources.
- My workplace is on Sequoia Pacific Boulevard and would be directly impacted by traffic directly in front of it. Sequoia Pacific is also severely prone to seasonal flooding. Please visit during rainstorms to observe the transformation of the street to "Lake Sequoia."
- Cars, buses or Light rail may use it.
- It must include tracks for the green line
- More homeless shelters as if we don't have enough around the area.
- Homeless transient
- There are already about 25 crossings of the Lower American River Parkway.
- Allowing cars will induce more driving, especially because city has failed to commit to transit for Natomas (i.e. bus)..
- More cars coming through, I'm not a big fan of that. I'd like the bridge to accommodate everything but cars.
- Huge increase in traffic on Truxel as it becomes a commuter alternative to I5.
- Traffic and light rail noise up Truxel
- Making sure are on the bridge
- Please don't allow personal vehicles on the new bridge! Only train/bike/pedestrians.
- It is a was of money and a needless destruction of the environment.
- I work on Sequoia Pacific Boulevard and cannot imagine it handling that amount of traffic.

7. How would having a bridge that accommodates all modes of travel change current travel patterns?
(Note: respondents could select more than one response for this question)

- Increased homeless camps
- If the bridge accommodates cars, more people will drive, which goes against the City's Climate Change Mitigation goals.
- let's move towards safer streets, and "mixed use" doesn't seem to work
- No cars
- A bridge along the freeway would be most beneficial for bikers or walkers who commute to work, and create a structure for lightrail to run along freeway with quicker access to airport or commuters to downtown.
- Hopefully more people would be willing to take transit, if available.
- No all modes, NO CARS.
- Allowing for all modes of transportation would lead to a prioritization of automobiles as has been the case with most multi modal transport projects in the area.

- Every time a road is widened or a new road built, it seems to increase vehicle traffic
- No one answering this survey is a public works employee. Why are you asking this?
- If you include lanes for private cars, it will increase people driving at the expense of people taking transit.
- Not sure
- My commute would cause me to transfer my job outside of Sacramento due to Immanent domain taking my building.
- Give people another route option, could increase transit/biking if planned well
- Avoid freeways/highways
- Safer for everyone
- Public Safety
- Transit access to airport critical
- You would destroy an important part of the American River Parkway.
- Some bike trips would be shorter. When discovery Park is inundated, the only bike and ped route Would be the new bridge. Also, emergency services would need the new bridge when I-5 is impaired
- You could make something that is much more wonderful and usable and realistic for walkers and bikers if you don't include cars in the design..
- Bridge should only be for cycling and walking
- "All modes of traffic" would have to be more than an unprotected bike lane
- Pushing the homeless issue from Richards Blvd into Natomas will make our neighborhoods less safe to pedestrians
- Homeless concerns
- It is not a safe area anymore for anyone to be walking around unless that is their only way of getting around.
- If it is unsafe for pedestrians and cyclists, they won't use it.
- Ideally, no cars, like Tilicum Bridge in Portland, an exemplar
- I public traffic is not separated from car traffic, people will not take it as it is not a viable alternative to driving.
- The focus must be on getting folks OUT OF CARS
- It would reroute traffic in ways that do not align with community needs, without providing a means of crossing which excludes automobile traffic.
- Depending on how good of an option there is for different modes of travel, the most convenient one would be favored. If there aren't dedicated bus/light rail lanes and protected bike and pedestrian lanes, then people would drive.
- I will take more trips since it will be faster and more direct.
- More congestion on Truxel, more noise
- It would be the only safe means to cross the river now that Serna and the county are closing Discovery Park all the time.
- It will change the nature of travel on many levels

- People would walk or bike more if there were no cars
- if it there an exit for people to connect to the Parkway. and cars can goes to downtown.
- I do not know.
- Generally we need to reduct VMT! Climate changes is real and already having massive impacts on life in Sacramento area! Need to integrate this under constraints of local CAPS and General Plans for climate zero carbon goals!
- If you want to increase flow into downtown, expand I5 - it would be substantially cheaper with exponentially less negative impacts to the environment, neighborhoods and quality of life.
- Move some traffic off of 5
- Already multiple means of getting to and from Downtown
- The City will need to consider how this bridge will induce travel for all modes. Which will the City prioritize? People, or cars?
- Much more inclined to walk or bike if driving was excluded as a mode of travel on the bridge
- Not sure of the change. I know there will be a change but it's hard to say what it will actually be at this point.
- This would be a bridge to nowhere, waste of money.
- *fewer, not less. Come on!
- Biking and walking across ARiver is difficult. A bridge with all modes of travel is best. A light rail serving Natomas would be great
- Less traffic
- Traffic is bad now, it will make it much worse and have a negative effect on property values.
- Decrease traffic along I-5, Hwy 80, possibly portions of Garden Hwy, but may increase traffic along Truxel.
- This won’t change anything besides make it easier for homeless people to have another place to destroy and do drugs, etc. while at the same time providing easier access into the Natomas community. No thanks!
- This is a leading question that skews data. Again not supportive of auto, truck traffic bridge. Maybe pedestrian, bicycle bridge, but even that must be studied carefully.
- I believe it would turn Truxel into a nightmare
- You are asking us to see into the future.
- Natomas needs more transit options!!!!
- redirect traffic, might increase traffic on Truxel and decrease traffic on I-5
- it will mainly just be a scary place with homeless gyspys connecting an obscure part of downtown with the ghetto part of natomas. people will surge through there when the freeways are clogged causing traffic in neighborhoods.
- Everyone wins. I don’t think people would change mode of transportation. But the impact on traffic flow and city access would be hugely positive.
- cyclists and pedestrians are already at high risk from vehicle encounters

- Since it will end at Richards Blvd, it won't help anyone who has to get farther downtown. It will also create more traffic on Richards Blvd.
- Adding Light Rail is stupid. More so than this biased survey
- Way less congestion on 1-5 for commuters during peak hours
- Not using freeway 5 which is too congested passing by downtown
- Include in bridge design features that complement natural beauty of American River & its natural history.
- I would say that more people would take transit but light rail is not funded to extend into Natomas, so probably very little will change.
- I'm not walking or biking there until the homeless issues are addressed. Too dangerous.
- spread out the traffic congestion
- Fewer, not less
- These are speculations about convenience of walking or biking.
- Just build it - its badly needed as another access
- Less people would drive on I-5 in short term, not clear in long term.
- Would offer another option for local automobile trips between South Natomas and Downtown.
- Less traffic on I-5
- Slow the transition to a carbon free future.
- I expect you would see more pedestrian and foot traffic in the River District
- Another bridge opens up an otherwise difficult commute.
- Less vehicles on I-5
- Very little. There may be certain benefits for S Natomas residents traveling to 'Railyards/Downton. For those living N of I-80 they'd still likely take I-5.
- Safer option for pedestrians.
- Massive traffic backups entering/exiting I-5 and I-80 at the Market Place. Worst waste of money. Ridership figures clearly show lack of interest in light rail on Truxel. Read independent transportation reports!
- More people would save time by not waiting in traffic on I5
- This bridge would create more traffic in a neighborhood and even if its purpose is to create another option, it will also clog up and slow down commute times. We have bus service and need more bus service.
- create more traffic
- Maybe RT busses would take that route too and avoid I-5
- the western parkway is unsafe. the bike crossings are risky. this bridge will let me ride south of the river again
- Less traffic on I5
- Great idea!
- If RT going down over river to Truxel is extended through Natomas all the way to Airport now we're talking convenience.

- Less vehicle miles traveled.
- Not a lot will walk, biking is a bid deal. Especially at night the park is dark and unsafe.
- Would cause more traffic. Again where exactly would cars go when light rail is blocking traffic. I own a home off of truxel. I'm proud to be in a nice residential area. The city wants to run this area down with light rail. No one wants to live close to light rail due to increased crime.
- Critical to engage RT and ensure they will increase service along the route.
- traffic reduction on other routes that are aging and too congested
- It will alleviate traffic congestion on I-5 and provide alternative routes to downtown.
- I feel like if we were to open the bridge to all modes of transportation it will eventually become dominated by cars, where as if it were strictly for walking, biking, public transit, etc. it would be most beneficial and have a longer lifespan.
- i do think we should not be exanding car access.
- in the right place, downtown would be better accessible.
- no cars
- Unless the bike/ped is completely protected, then those on foot or bike will find the bridge unsafe for travel. Taking vehicles out of the equation helps all other modes of travel significantly.
- It would probably bring more cars to an already heavily traveled road possibly losing easement that act as a buffer for the many children that walk truxel rd to and from school. As well as parents walking with kids to the fort Natomas park and south Natomas community center. Making the area less safe for pedestrians
- Building a bridge that includes vehicle usage will increase car usage and vehicle trafficand decrease bike usage and public transportation usage.
- It should be dedicated to public transit and pedestrian biking and walking.
- more people would use buses not light rail
- Transit only lane, no auto lanes.
- Thise neighborhoods you're dumping traffic into don't seem able to accommodate the traffic. More homeless people are going to migrate right into the park
- Induced demand seems like it will raise VMT. It should prioritize transit and active transportation users as much as possible.
- This will distrub property around Truxel and the people in the neighborhood.
- It would make it easier to take public transportation such as the light rail that does not get interrupted when there are events in Downtown such as concerts or games When there are concerts or games RT buses are rerouted and it makes it hard to get to destinations but the light rail sense its On tracks it does not get Rerouted which Is what happens to RT buses and it makes it hard to get downtown to entertainment eateries or work
- Alternative route than i5
- Public transportation

- Would make traffic worse and would not help the look of our already declining south natomas.
- community connectivity
- Since this won't be built for another 10 to 15 years, it's impossible to predict how people will be using their cars or public transportation, especially if there is no clean, reliable light rail.
- continued cycle-commuting to downtown during winter
- more commuters bypassing I5 congestion by driving on secondary roads
- The bridge and surrounding environment must be welcoming and safe for pedestrians and cyclists in order to increase alternative transportation mode share
- Eventual light rail access to downtown
- Less congestion to going downtown
- Gee it will bring so much traffic into the area which is already bad and it will make a short cut for transients to come mess with our neighborhood!
- Another way to back up traffic the distance between the freeway and the bridge is at most what a mile and a half.
- I'm not sure
- Nnn
- Congestion if combine cars and lite rail. Problem on 12th now.lght rail needs be in own lane
- Better winter access
- The bridge you propose is redundant to the adjacent 5/99. For bikes and pedestrians, we already have jiboom street bridge and northern Sacramento bridge.
- This is on you to do a fair traffic analysis. In general making travel easier induces more traffic.
- A few people (such as myself) would bike more in the winter, but numbers are negligible compared to drivers shaving seconds to race downtown, including drivers from North Natomas. No increased use of transit because we are not getting light rail, and city has failed to make any commitment to increase bus service (which does not need a new bridge). Only pedestrians at this time would be the homeless.
- serve as a piece for the new metro line
- More people would drive up to the point where both I5 and Truxel exceeded their capacities.
- Why are you asking a question that has already been established by other multimodal projects?
- Completion of Light Rail extension north of River is required for bridge to provide full functionality. A guaranteed extension commitment is critical before bridge option with light rail is selected.

8a. What do you like about Option A

- I like that bikes and pedestrians are separated from vehicles

- The least disruptive to the Amenican REiver Parkway
- Accommodates all
- Protected bike lane and side walks
- It is safe for bikes and pedestrians
- Safety for people biking and walking with the barrier
- Like it being the lowest cost option and that the shoulder is there for emergencies or if a car breaks down to not clog up traffic
- I love the physical barriers that separate peds and bikes from vehicles. Automobiles have other bridges to travel across, so the drivers who feel uncomfortable in a mixed use lane can try other options.
- like physical barriers walker and bike
- Fully separate bike lanes
- Sacramento does not need to invest more in cars. This design appropriately places people first.
- Protected bike lanes
- I like the presence of transit, bikes, and pedestrians, with a space for emergency vehicles.
- Safe bike lane
- I don't like anything about it. Vehicles have two other routes to get into town - why make a third? Pedestrians and bicyclists need a good connector to Natomas, and visa versa. RT is a good idea. When you widen a bridge, for instance, Watt Ave., it only attracts more traffic. We want to move towards LESS traffic.
- Options
- Seems the safest option with the fewest cons.
- Low cost
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge.
- physical barrier separating pedestrians/cyclists; dedicated emergency lane
- Sidewalks and paths are physically separated from rail and roads.
- Safe for cyclists+pedestrians, accommodates emergency vehicles
- Protected bike lane
- Prioritizes biking and walking.
- Smaller footprint
- Multi Purpose path, Transit
- Cheapest, lowest environmental impact, protected bike lane.
- I like that there is a barrier for the pedestrians and bicyclists. I think discomfort for the motorist is good in this scenario. They should be forced to slow down on a multimodal bridge.
- Nothing, there are cars

- It's multimodal
- Protected bike lane and sidewalk, public transit route.
- I like the transit lane.
- It is cheaper
- Like physical separation of peds from traffic. Good connection to Jedediah Smith Trail.
- Physical barriers separate Class I bikes from vehicles
- Nothing
- This option has smallest footprint and lowest cost. Center median for emergencies and shoulders for breakdowns. Physical barriers separate pedestrians and class 1 bikes from vehicles, trail connection
- Nothing
- an extra pathway to get to north sacramento areas and the multiperson paths
- not a fan
- I like that this option provides a physical barrier between vehicles and pedestrians/cyclists. I can't imagine why this couldn't be incorporated into Option B as well.
- bike lanes
- Lower cost
- Nothing.
- narrowest & lowest cost
- Cost and trail access
- Sidewalk for pedestrians
- Physical separation for bike lanes
- Physically separated cycle lanes.
- Everything except the vehicles- there is no need to include cars.
- Physically separated cycling lanes and walking
- Side walk separate from bike lane
- I like the barriers for the bike lane.
- There is a protected ROW for bicyclists and pedestrians.
- That it allows for Jedediah Smith trail connection, & that physical barriers separate pedesrians and Class I bikes from vehicles. Both are important to me.
- Physical barriers between people and cars
- Nothing
- Bikes and pedestrians are separated from traffic.
- Nothing.
- Nothing.
- I like the shoulders so cars can pull over and they also create more distance between cars and bikers/pedestrians. I like the dedicated emergency lane. Trail connection.
- Physical barriers to separate bikers and pedestrians from vehicles
- nothing.

- Transit going over bridge.
- physical barrier separating pedestrians and bikes from vehicles
- "Narrowest cross section...
- Less impact on Sequoia Pacific Blvd buildings
- Center emergency lane
- Shoulders and bike lanes
- Separation of pedestrians and bikes from vehicles
- "
- A little bit of something for everyone.
- Shoulders for break downs
- I like the emergency lane and the pedestrian barrier.
- N/A
- I like the Sidewalk Path, and the shoulder
- The ability to bike and walk but then what about services once you are over the bridge?
- nothing
- Like the separation of bicyclists and pedestrians with physical barrier from vehicles/transit. Cost. Center median for emergency. Mixed use lane for traffic/transit.
- This survey is an embarrassment because it sets up a false choice that assumes the Truxel Bridge is the only choice. The survey should be forthcoming the Truxel Bridge would destroy a key natural area of the American River Parkway and that the true choices are between option 3 (Truxel Bridge) and Option 8 (Northgate/Hwy 160 bridge), and no action. The American River Crossing Alternatives Study equally recommended Alternatives 3 and 8 for further review and concluded that Alternative 3 was the most environmentally destructive, yet your survey does not mention this. The City should be more transparent and honest about this process.
- It's inclusive for all users.
- I like. Let's get this built. Seems like there's relatively few trade-offs and it's the least expensive.
- Lower cost and lower footprint
- I like the dedicated emergency lane.
- "Option A makes much more sense.
- All trails are shared by walkers and bikers. This should not be a major concern.
- I feel that having shoulder space for vehicles is of importance to avoid major traffic jams."
- Lowest cost, trail connection
- nothing to add to the Pro's listed above
- nice for pedestrians and biked to have access on both sides os the bridge
- Cost and less impact to existing buildings may make happen sooner. Emergency lane is good since PD is on Richard’s and Kaiser Hospital coming to the rail yards. Connection to trail since I look forward to biking across the bridge.

- Vehicles and LT share same lanes
- It’s better than what we have.
- I don't like it.
- The bike paths & sidewalk
- Transit would not stop traffic-reducing negative view of rapid transit affect on driving.
- "Narrowest cross section and smallest footprint
- Lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Accommodates Class II bike lanes and a Class I trail*
- Allows for Jedediah Smith trail connection"
- Bike lane opportunity but don’t like like of class 3 opportunity (should be only pedestrians and bikes-no vehicles)
- No light rail
- it's safe for everyone - peds, cyclists and drivers
- Physical barriers separate pedestrians and bikes from vehicles
- The cost
- I like how everything is mixed together,
- It appears to be well ogranized.
- Love it. Protected bike lanes and a comfy shoulder? Solid
- Are you kidding, single lanes shared by transit??
- I like that discourages drivers from using the mixed-use lanes and potentially creating less car traffic.
- Least cost and space for vehicle breakdown
- The barrier.
- I like the use of the central emergency lane as well as the shoulder - I wish I had those in all bridges in the area! I like having a sidewalk and a multiuse lane, and I appreciate that there is one on each side.
- "center median
- shoulders
- bike lanes and trail
- mixed use lanes
- physical barriers"
- Low cost and minimal impact
- Protected bike lanes
- Makes space for all and has enough shoulder space for possible emergencies
- Trail access
- It slows down the use of motor vehicles on this bridge who will not want to compete with public transit.
- Wall between bikes and auto traffic

- just make the bridge
- Dedicated space for cyclists and pedestrians
- Seems sufficient and easy.
- Nothing.
- Providing a Class I bike lane is most important part of this alternative. This is such a long bridge that few pedestrians will use it. Therefore, conflicts with bikes likely not a problem.
- Nothing.
- Trails and lanes for bicycles.
- lane for bicycles. connection to bike trail
- Pedestrians and cyclists are separated from car traffic.
- Walking on both sides of the street.

- raised and separated sidewalks and bike lanes, transit
- Safest for bikes and people walking
- It's the lowest cost and safest for bikers and walkers.
- "Less cost
- Less impact to buildings
- Shoulder"
- at least there's a bike option, albeit a terrible one
- Lowest Cost
- Physical separation between cyclists, pedestrians, and autos and light rail
- Nothing.
- Bike trail continuation.
- Physical barriers for bike lane
- Multipurpose path with barrier is good.
- Separation of bike lanes and pedestrians from traffic with physical barriers is a non-negotiable necessity, and connection to the existing trail is important.
- Separate bike from autos. Pedestrian walkways on both sides of bridge.
- The multi-purpose path.
- Physical barrier from vehicles
- Narrow, so lower cost while still providing good facilities for all users without going overboard.
- Option A provides good bike and pedestrian access and incorporates transit.
- Class I bike lane
- Accommodates transit and active transportation
- Class 1 separated bike path
- I like that the bikes are seperate from the cars, it is much safer, I like that there is a nice shoulder and emergency lane and that there is light rail
- prioritizes safety of cyclists

- Has more options
- all the pros listed above.
- I like the protection for bicyclists. Would this be cheaper?
- A shoulder for cyclers and pedestrians and lanes for these groups are grouped together.
- Use of space
- It includes separation between pedestrians (bikes included) and vehicles.
- Physical barriers separate pedestrians from vehicles.
- More pros than cons
- physical barriers between bikes/pedestrians and vehicles is essential for safe travel
- The multi purpose path seems convenient for bicyclists and shoulders are good for emergency vehicles
- Cheaper cost
- Lowest cost
- It addresses all modes of traffic
- Designated shoulders and emergency lane. Cars and transit only share lanes on a bridge; people who drive downtown are used to it. I think it is the best choice since my priority is to move traffic across the bridge efficiently.
- Something for everyone
- Sharing of of vehicle and transit lanes. Emergency lane.
- N/a
- Physical barriers to separate pedestrians and bikes from vehicles.
- Nothing !! No bridge
- Best cost of the options
- The smaller size
- Separation from cars makes it safer for pedestrians and cyclists.
- This is the only option with a barrier for the bike lane
- I like that transit is included in the plan, and that there seems to be ample room for emergency vehicle access.
- Lowest cost and impact
- Connectivity to the Jedediah Trail
- Travel is available for all on both sides of the bridge. Barriers separate the people from the vehicles.
- Mixed use is my preference so we can have a more bike and pedestrian friendly route, I also like the space for emergency vehicles
- Option A is the safest because it provides fully separated bike facilities.
- Physical separation of pedestrians and bicycles from cars makes that mode of transit much more safe and comfortable and appealing
- Good idea.
- It is compact and accommodates all modes of travel while keeping pedestrians and cyclists separated from traffic

- i dont like it
- Enhanced bike/ped safety
- Lowest cost.
- Shoulder/e lane is a good idea for emergency situations
- Seems bike and pedestrian-friendly.
- Narrow and small
- Pedestrians and bikes separated so are kept safe.
- Space and extra protection for walkers and bikers
- Biking. Walking.
- Cars are not the priority on the road and there is designated space for other means of transportation.
- bike and walk modes of travel, but will need in-fill development close to both sides to make it likely people will bike or walk. Otherwise it won't be used for alternative modes - only more autos and increases in VMT!
- Ability to get to new railyards and downtown
- The slower traffic speeds for cars, the segregated trail and sidewalk, and the lower cost.
- Nothing
- Physical barriers and trail commection
- It accommodates all modes of transportation. It could potentially be used to connect light rail to the airport.
- A wall dividing the bikes from the cars is really helpful. Hate when painted lines are only protection.
- Dedicated emergency lane
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Protection for bikes and peds. I bring my bike to Am River and downtown bc it’s actually safer than biking in CH.
- The shoulders that provides greater space between bicyclists/pedestrians from vehicle traffic.
- I like the barriers and the option for pedestrian travel on both sides, this option is the most favorable in my opinion
- It accommodates light rail. Separated bike lane.
- Physical barriers between bikes and pedestrians and cars. Room for breakdowns without slowing traffic
- N/A
- Narrowest cross section
- It accommodates all modes, with safety countermeasures for vulnerable users and emergencies. Drivers SHOULD feel uncomfortable so they go slow or stay away. Low cost and smallest footprint on the River Parkway.
- No
- The multi-purpose path is separated from traffic by a concrete divider.

- physically separated multi-use path
- "- Narrowest cross section and smallest footprint
    - Lowest cost
    - Accommodates Class II bike lanes and a Class I trail*
    - Allows for Jedediah Smith trail connection
    - Mixed-use lanes will help control the speed of traffic
- "
- It's cheapest and makes the most sense.
- Compact and easier design
- Accommodates light rail and provides wide bike and walk lanes.
- Center median for emergency vehicles , shoulders for vehicle breakdowns
- Pedestrian access on both sides, critical to connect to the American River Trail, more efficient use of space with transit and vehicles sharing the travelway, provides good emergency access, lower cost.
- The mixed use of lanes and the shoulder for vehicle breakdown
- "Physical barrier between bike path and vehicles. Transit options and emergency lanes. JS trail connection. Mixed use lanes to control traffic speed.
- "
- Nothing.
- Seems like the best design
- Covers all modes
- Lowest cost and smallest footprint while providing room for all transit types
- The cost
- The only thing I like is that there is a bridge and it has light rail
- Mixed use lanes, shoulders
- Very little
- Totally separate biking option. I like this the most.
- This appears to have the best options if vehicles break down to avoid traffic backup.
- Transit & safe bike lane
- Protected bike lanes
- Mixed use lanes slowing traffic and limiting car use. Separated/class 1 bike lane is much safer than class 2.
- Lower cost
- Like pedestrian and light rail options.
- Separated pedestrian and bike lane is safer. Focus is on public transportation.
- Small footprint and low cost
- all of it
- Options
- Addresses all concerns
- Use for all

- Inclusion of transit and bike/pedestrian path.
- The only good part about this design is that the pedestrian and bike lanes are physically separated with a barrier
- It accommodates everyone while being the cheapest option.
- All the options. Specifically the wide shoulder lanes for safety.
- it'd be better than what we have now
- Smaller footprint and lower cost, as well as more controlled traffic speed with the rail and cars together
- Allows for pedestrian and bicyclist use as well as transit. Bike walk is a great idea too. This seems like the most safe for pedestrians and bicyclists too.
- The lower cost and safety barrier for bike and pedestrians.
- That it accommodates pedestrians and cyclists.
- Low cost, trail connection
- Separated multi use trail
- This is or B is the best.
- love the transit system and walking/biking
- all modes of transportation available to use
- smaller footprint
- Love how it accommodates bikes, peds, trail connection, and other transportation.
- More options
- Seems more direct that freeway
- Best
- I don’t
- Dedicated area for pedestrians and bikes where there's a barrier between them and traffic. Emergency lane that also acts as a buffer between each vehicle.
- Option A serves everyone! It incorporates the vision to expand rail and other transit options that connect downtown services and Natomas neighborhoods. Bridges are meant to connect and this does!
- " Narrowest cross section and smallest footprint
- Lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Shoulders for vehicle breakdowns
- Accommodates Class II bike lanes and a Class I trail*
- Allows for Jedediah Smith trail connection
- Mixed-use lanes will help control the speed of traffic
- Physical barriers separate pedestrians and Class I bikes from vehicles"
- Can have Lt. Rail and cars.
- Bike/ped separated from vehicles.
- Cost and separation of bikes and pedestrians from vehicles

- Thenlow cost and smaller footprint are nice, but I can see this being congested do to ak accident.
- Great
- Sacramento is sorely in need of bike lanes that have barriers to protect from vehicular collisions. This will encourage more bike traffic and less vehicular traffic to downtown.
- Dedicated bike trail with barrier
- Room for light rail and pedestrian traffic.
- accommodates multiple modes of travel.
- I can appreciate the "low cost", and "smallest footprint".
- Multi purpose path
- I really like the separate path for peds/bikes that can connect with the ARP
- Lowest cost.
- Like that there is a barrier between the sidewalk and multi-purpose path and the shoulder / vehicle/transit lanes.
- Trail connection & separated bike lanes.
- "Allows for Jedediah Smith trail connection
- Physical barriers separate pedestrians and Class I bikes from vehicles"
- A designated emergency lane
- dedicated multi-purpose path and dedicated walking path
- I like the connection to the Jedediah Smith trail.
- it is the smallest bridge
- Small footprint,
- I like all the Pros and that it has everything for a bridge like Emergency area
- Nothing
- Barrier to protect cyclists from cars
- "Less expensive

- Protected bike lane"
- Lowest cost
- I like the walking area
- Its ok the train car sharing seems dangerous
- All the pros
- There are walking options on both sides of the bridge improving access for those with mobility challenges.
- not sure
- Seems to accommodate the most people that want to travel in the mode of travel they want to use. Cost is important, and it's the least expensive.
- lowest cost, separate sidewalk and multi-purpose path. physical barrier separating pedestrians
- Nothing

- Physical barriers for pedestrians
- The bike lane is nice
- too wide
- looks good
- Nothing
- Grade and barrier separation between pedestrians/bikes and vehicle traffic
- I like the thought of maximizing all the different types of people and transportation modes.
- The multipurpose path and barriers to block pedestrians
- Nothing.
- Emergency lanes and shoulder
- Good protection between pedestrians, bikes and vehicles
- Nothing
- Dedicated, protected (from auto traffic) bike lane - should be clearly marked as such.
- Bike lane separation with physical barriers
- Protected travel for pedestrians and bikes.
- Plenty of room for everyone to use it safely.
- Smaller size, physical separation ot bike/pedestrian lanes from traffic
- I like the separate emergency lane
- Not much.
- More bike lane access and mixed use lanes
- The cost and the minimal environmental impact.
- Lower cost; physical barriers between vehicles and pedestrians/bicycles; shared transit/auto lanes - no issues on 12th street
- Separated bike lane
- Nothing
- Least expensive and has an emergency lane
- A physical barrier between bikes/pedestrians and cars.
- None
- Separate pedestrian and bike space
- More transit options.
- Nothing
- To me, this makes the most sense and there will be a lot of waste of space when the transit isn't using the bridge. The shoulder gives folks room to move over to let light rail or emergency vehicles.
- Makes space for as many modes of transportation
- Physical barriers between pedestrians/bikes and cars.
- no
- All modes supported
- Dedicated sidewalk for pedestrians.

- Lowest cost
- Transit is apart of the plan
- cars are included
- "lowest cost
- dedicated emergency lane"
- Multi-purpose path
- Bike lanes
- "Physical barriers separate pedesrians and Class I bikes from vehicles
- Allows for Jedediah Smith trail connection"
- Love the protected bike lanes, along with the trail access.
- Emergency lane
- Best option with more pro than con
- Looks well engineered
- The is a barrier for pedestrians and cyclists. Separate emergency lane
- connects to bike trail
- Nothing
- Bike lane is separated from motor vehicles.
- Physical barriers are nice to encourage biking.
- Nothing, seems to be too much for area.
- cycle use
- Nothing. Terrible idea.
- lower cost
- Nothing, terrible, cheap option - delete this, do it right.
- multimodality
- I don't like it.
- Separated lanes for bikes/peds
- Better than nothing.
- It includes light rail
- Allow varies transportation methods to be used at the same time, which I like.
- The variety of ways to cross the bridge.
- Accommodates different bicycle speeds, faster on class 2, slower on multiple use class 1.
- Prefer mix use, gives people more options to select what transportation is best for them
- Nothing..
- I like the separated bike lanes and sidewalks, and the light rail lines. I support minimal lanes for cars, to prevent this from making Truxel even more of an expressway than it already is
- Very good
- Dedicated sidewalk for pedestrians.
- The physical barriers that separate pedestrians and Class I bikes from vehicles.
- Mixed use lanes control traffic

- like separation of bikes and peds from vehicles
- Connects to the bike trail
- None of it. Waste of taxpayers money.
- Nothing. I would be trapped on my street due to trains and too much traffic. It is already difficult to turn off of my street on to Truxel. Truxel is the only outlet from my street.
- Mixed use
- Center median for emergency
- I dont like the idea period. I fail to see how spending this money on a bridge would benefit the community when current infrastructure and business development is sorely needed.
- Bicycle Access.
- Greater safety for pedestrians & cyclists
- I like that emergency vehicles have their own lane
- Cars
- Protected bike lanes
- Smallest footprint, physical barriers between cars and pedestrians
- Sounds good
- Low cost.
- Sidewalk and bike lane.
- Low impact and cost
- no
- transit possibility
- I like that there's light rail tracks and bike lanes
- Physical barriers protecting bicyclists and pedestrians, modulation of speed because of sharing traffic lane with transit. Like the emergency lane too.
- Great except for the Lt Rail
- I don't like this option because a car or train breaking down could impair access.
- Protected multi use paths are very safe.
- Two way paths for bike traffic
- Two options for cyclists. Lowest cost.
- The center median for emergency vehicles.
- That it meets everyone's needs
- N/A
- Bicycle lanes and pedestrian trails
- The connection to the bike trail.
- Access for cars, bikes, and pedestrians
- It is more practical than the other options.
- "Allows for Jedediah Smith trail connection
- Physical barriers separate pedesrians and Class I"
- I like that it has walkways on both sides, but where are the bike lanes?

- Meets basic needs. Trail connection is good.
- Many modes of transit!
- Has everything
- low cost
- physical barriers, smallest footprint
- Like the shoulders and the space between the car/transit lanes.
- Physical barriers to separate pedestrians and Class I bikes from vehicles as well as the shoulders for vehicle breakdowns.
- Least expensive=most likely to be built soon
- Low cost and mixed used lane
- "The emergency lane. As a Kaiser patient I worry about emergency vehicles coming from the north trying to reach the planned new railyards hospital during the afternoon rush hour on I-5.
- Normally I would say that bikes and peds need to be physically separated, but it is hard to believe that at any given time there will be large numbers of peds and bikes on this bridge so it would probably work. Ditto for the car and transit lanes. It would seem that the arrival of light rail cars and buses at the bridge would be well spaced out due to their schedules. The mix of transit and other vehicles wouldn't seem to present that big a problem.

- If option B is possible, I like that best, but if money is not available for the more expensive option, I certainly rather have this option than nothing--it seems workable. "
- Protected bike area
- Better access for emergency vehicles
- Nothing
- Cheaper
- Multi-purpose path
- efficient use of bridge with cars when no light rail on bridge
- Class 1 bike trails
- Lower cost
- Not much
- I like the multi-purpose ideas that will incorporate different modes of travel. I like the shoulder.
- seems safer than option B; smaller footprint; center median to accommodate emergency vehicles; connects to Jed Smith trail; least expensive option
- Everything
- Physical barriers separate pedesrians and people on bikes from fast moving automobiles and transit
- Smallest footprint and therefore probably the least impactful and affordable
- "Narrowest cross section and smallest footprint

- Lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Shoulders for vehicle breakdowns
- Accommodates Class II bike lanes and a Class I trail*
- Allows for Jedediah Smith trail connection
- Mixed-use lanes will help control the speed of traffic
- Physical barriers separate pedesrians and Class I bikes from vehicles"
- protected multi-purpose path
- Looks good - build it
- I think it encourages use of public transit and pedestrians/cyclists and discourages automobiles.
- Lowest cost and trail connection
- Not much
- Not much
- Lowest Cost, connection to existing trail infrastructure,
- One lane for vehicles
- Low cost, connection to Jed Smith trail.
- "lowest cost
- less impact to nearby buildings and businesses
- "
- Separate lanes for bikes would be safer
- Adequate separation between transit/auto and pedestrians/bikes
- Multipurpose path and transit
- Nothing
- that vehicle traffic is buffered on both sides from walking & biking
- Love it
- Bikes
- Physical barriers will separate pedestrians and Class I bikes from vehicles and it is the least expensive options
- Direct route to downtown. Saves on exhaust pollution.
- Center median and road shoulder
- Physical barrier between vehicles and sidewalk/ shared use path.
- Nothing.
- I like that it'll include like rail
- Nothing
- I like the protected bike/pedestrian pathway.
- Nothing
- NA
- I LOVE the k-rail protection for bikes and pedestrians.

- Light Rail, separated and designated bike path
- "EMERGENCY LANE

- Why have multipurpose when walkers can use the sidewalk??"
- Transit is included. Pedestrians and bikes are separated from cars.
- Lower cost and Jedediah Smith Trail connection
- It would at least provide another option across the American River with the smallest footprint. Offers access to the bike route network.
- this looks like the best option
- the multipurpose path separated from automobiles
- Nothing
- low cost
- Separation for bikes and people
- Lots. It’s nice.
- I like having the extra route
- Dont like.
- Separation for active transportation, extension of light rain
- bike path, pedestrian access, car access.
- Low cost
- All the pros; Probably least expensive
- Narrow footprint and has physical barrier for walkers and bikes.
- It is compact and is probably the least expensive option
- I like it
- Walking each side of bridge. Ideal
- Ability to have Light Rail to the Airport - a #1 priority!
- sidewalk and path
- "Narrowest cross section and smallest footprint
- Lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Shoulders for vehicle breakdowns
- Accommodates Class II bike lanes and a Class I trail*
- Allows for Jedediah Smith trail connection
- Mixed-use lanes will help control the speed of traffic
- Physical barriers separate pedestrians and Class I bikes from vehicles"
- I dont
- All modes of transportation can cross
- The shoulder that disconnects bicycle and pedestrian travel.
- NOTHING
- Nothing in particular.

- Safe to bike and walk
- Bike lanes and separate space for safe pedestrian use
- Cost
- All forms of transportation are accommodated.
- Both
- Narrowest cross section and smallest footprint
- The emergency lane in the middle
- Incorporates all aspects;transit, recreation and commuter traffic. Least expensive.
- Multi mode
- center median for emergency vehicles., physical barriers separating pedestrians (you have a typo, by the way) and Class 1 bikes and a separation between the peds and bikes.
- nothing
- i like option a the best
- Definitive emergency lanes
- "Bridge will exist, which is really all I care about. Shoulder for break downs is nice
- "
- Makes fuller use of space.
- Nothing! Awful idea
- All the ways it can be used
- Secluded bike/walk path.
- concrete barrier and shoulder between vehicles and multipurpose path
- additional emergency lane; combined multi-purpose path
- Barrier between mixed use lanes & vehicle lanes
- Nothing
- "Pedestrians and bicyclists have physical barriers between them and cars.
- Emergency lane and shoulders allow emergency vehicles to get through.
- Most cost effective.
- Smallest footprint/least impact on environment."
- Separate lanes
- Please see response in 6 other.
- Good separation for bikes and pedestrians from traffic
- All types of travel (biking, transit, driving) is accessible
- Nothing
- This is a good option. I like that transit and vehicles share the lane. Light rail is probably never going to South Natomas, nudged out by bus rapid transit. Sharing the lane makes best use of the infrastructure. I like the connection to the American River homeless campground. I think peds and bikes sharing one side is a good idea.
- I like the shoulder for both emergencies and break downs. I like that pedestrians have an option for dedicated and then there are barriers between bikers and drivers
- Emergency Lane; protected bike lane/sidewalk; shoulder for breakdowns

- I like the separation of pedestrian/bike lanes. I also like the shoulders.
- Physical barrier between bicycles and traffic
- keeps bikes safe from traffic
- Separation of bicyclists from automobiles with a physical barrier.
- "I like this option the best. Having area for breakdown and emergency vehicles is a major factor.
- Also physical barriers between cars and pedestrians and bikes will reduce injuries and deaths."
- Simplistic and not quite sure what ‘mixed use lanes’ entails.
- There is a protected bike lane and pedestrian walkway
- Nothing
- The Jedediah Smith trail connection.
- Physical barrier for cyclists and pedestrians
- The pedestrian sidewalk.
- I like option A the best because it protects pedestrians and bicyclists the most. Fuck the cars because the environment needs less drivers and Americans need to work out more.
- Allows everyone to get from Natomas into downtown easier and quicker. More efficient
- Bike lanes and walkways
- i like that it includes all modes of travel
- concrete barriers between bicycles/pedestrians and other transit
- Physical barriers separating vehicles from bikers and pedestrians. Center median for emergency vehicles.
- I do not like this option
- Smaller footprint and slower traffic which will be more accommodating to pedestrians and bikers. Also, physical separation of bikes from traffic is good.
- Cost
- All of the Pros
- Like emergency lane, physical barriers between pedestrians and cars.
- Supports multiple modes of travel and does so with smallest footprint. If there is light rail as long as it can be out of car traffic's way when it stops for pickups on or before/after the bridge to not impede car traffic, then I like the shared lane. Bike trail connection.
- I like that there are barriers between vehicles and pedestrians. I like that it’s a Smaller footprints and possibly more easier and cheaper to build.
- nothing
- Lower cost, smaller footprint, lower speed, safer and more pleasant for those walking and biking
- Mixed-use lanes have worked extensively in many European cities.
- It provides for pedestrians and bicyclists.

- I like that it addresses all modes of transportation and bikes/less are physically separated from vehicular lanes.
- I like that the dangerous travel options (cars) are kept away from the vulnerable.
- Multi-purpose path, sidewalk, shoulder, and the emergency lane
- Bike separated from other vehicles.
- Safe walking away from cars
- Nothing
- Option A is my favorite one. We need this bridge with multiple modes of transportation, but we also need to preserve the natural beauty of Sacramento. As humans we can adapt to the various lanes with time and we have an obligation to protect and cohabitate with the fauna & flora of the area. Also, it will have a great flow with the current traffic in Truxel.
- There's an emergency lane.
- Narrower but still far too wide
- Lowest cost. Physical separation for bike traffic. Connectivity for bike travel.
- Physical barrier for cycling is import as we see continued deaths when people are in painted bike lanes.
- Nothing. No one who owns a home here wants light rail.
- Separated bike/ped lane
- Physical barriers and center median for emergency vehicles
- Nothing
- Expanded rail connectivity
- Protection for pedestrians and cyclists
- Smallest footprint, less damage to parkway
- Easy to implement, hard barrier between bike lane and cars
- Looks good.
- Everything
- nothing
- All points listed
- None
- I like the pedestrian lane
- Que las barreras fisicas separan a los peatones de los vehiculos.
- I like the shoulders for vehicle breakdowns.
- physical barriers; shoulders; lane for emergency vehicles
- I like that there’s a physical barrier between cars and pedestrians.
- Low Cost
- There's extra space for the shoulders in case somebody breaks down
- love the dedicated bike lanes with physical separation.
- Small footprint/ low cost
- not applicable

- "It reasonably gives other modes of transportation a chance against automobiles.

- Connection to Jed. Smith Bike Trail is a plus"
- Dedicated emergency lane
- Protected bike and pedestrian lanes.
- the protective space and shoulder for pedestrians, the emergency lane, the transit
- The addition of the Shoulder allows for visible distance between pedestrians/cyclists and vehicles. This makes everyone feel safer
- Cost and that barriers separate cars from bikes and pedestrians.
- A fully protected bikeway and space for peds to safely cross
- Low cost
- I very much like option A. I especially like the emergency lane.
- I don't like it. The bridge should be car-free.
- Good for cost and might get approved easier.
- Multi Purpose path and sidewalk for runners as well. Best overall design.
- Most likely to be affordable
- The bike and pedestrian lane
- Barrier protecting bikes and pedestrians
- Allows for trains
- Low cost
- Slow speed design and full bike access both directions to ART. Obviously this design wins in cost benefit analysis as it is lowest cost and safest. I don't think priority should be on making drivers comfortable, the bridge should prioritize walk, bike, transit over drivers. Drivers can use 5 if they don't want to share lanes with light rail.
- Bikes have their own lane with a separation from cars.
- I like that it's narrow and the lowest footprint and cost.
- It's smaller and more efficient and cost effective
- Physically separated bike and walking. Has transit. Lowest cost means it may actually be built cut out the cars to make it even smaller and easier to pass through and get funding for
- Bicycle safety
- Separate emergency lane
- It appears to have the least environmental impact.
- Median for emergency vehicles
- Only the multi-purpose path is ok. Mixing cars with transit just means transit gets stuck in the same traffic as cars. This discourages transit uses. I would not ride transit if it gets stuck in the same traffic as cars.
- Cost
- I like that this includes pedestrian and bike travel. I am concerned that bikes are not separated from pedestrians and think they should have their own path. I am neutral

about public transportation traffic, with a strong preference for train traffic over bus traffic.

- There's a separated lane for cyclists.
- Multi-purpose path and transit lane. physical barrier for pedestrians.
- Has transit and some bike infrastructure
- allow jedediah smith trail connection// barriers separate peds and bikes
- Best option, less cost, utilize road for cars and transit, ample walking and mixed use space
- Bike, pedestrian and one dedicated transit lane would have less impact on air pollution and the parkway.
- Bikes and people are separated from auto traffic
- The sharing of lanes with autos and mass transit. Connecting the bike lanes to the bike trail.
- Emergency lane
- Bicycles and pedestrians are separated from traffic.
- I don't mint mixed use lanes
- Grade-separated protected two-way bikeway and sidewalk on both sides
- Cheap and simple
- All
- physical barriers for pedestrians and bikes from vehicles.
- The 2-way bikeway that’s separated from vehicle traffic
- Solid barrier between humans and vehicles
- Looks safe for pedestrians and bicyclists
- "Narrowest cross section and smallest footprint
- Lowest cost
- Less impact to nearby buildings on Sequoia Pacific Blvd
- Center median for emergency vehicles
- Shoulders for vehicle breakdowns
- Accommodates Class II bike lanes and a Class I trail*
- Allows for Jedediah Smith trail connection
- Mixed-use lanes will help control the speed of traffic
- Physical barriers separate pedesrians and Class I bikes from vehicles"
- I like one side being a multipurpose bike lane while the other side is sidewalk only. I like the light rail addition. I like the wall separating cars from bikes and pedestrians. Clear emergency lane.
- Multi use.
- Separate bike and ped paths.
- I like the pros mentioned
- Everything! Looks like there is good allowance for all types of vehicles and pedestrians, as well as public transit and emergency access.

- bike path
- Public transit should never share the road with private transit. Public transit should have dedicated lanes in order to minimize travel time and avoid traffic.
- I like the Pros- Why can't you do this above or below ground.
- Bike trail connection.
- Smallest footprint, least potential negative impact to the American River Parkway. Option for pedestrian travel on either side of the bridge.
- Lowest cost and that it might actually be built much faster then.
- So many pros! I vote for this one!!!
- Transient delays due to shared space with cars
- low cost. fastest to build.
- Cost and smallest footprint.
- I like that mixed use lanes will slow cars down. This is necessary to protect pedestrians and bikers from being killed by cars that are moving too quickly. I like that it connects to other trails, this is essential for making it a viable alternative travel option for non-auto drivers. I assume that the smallest footprint would also have the smallest environmental impact, so that is also important.
- Maximizes use in a smaller footprint.
- I liked that it has all modes of transportation and a protected Bike lane and that you can bike on both sides
- Lowest cost
- The pros you list.
- Cheaper
- Connecting to parkway
- Dividers between traffic and pedestrian/bike riders increases safety.
- Barriers to protect pedestrian, shoulders and median
- We don’t need a bridge on truxel to separate south natomas
- Dedicated bike lane
- Yes, I believe less space will naturally slow down drivers
- Physical barriers between traffic and bikes/pedestrians.
- separated and dedicated path for bikes. room for transit.
- 1st option to support
- n/a
- I love the bicycle lanes and the mixed use lanes.
- Wide shoulders and emergency lane would reduce backup in case of accident or stall
- "- Less Impact to nearby building on Sequoia Pacific Blvd.
    - Physical barrier separations"
- separating traffic from walk/bike is good
- It's stupid to put pedestrians and bikes so close to moving vehicles

- The guardrail between the shoulder and multi-purpose path/sidewalk. Separate emergency lane.
- Protected class 1 bike.
- narrowest cross section
- Low cost and doesn't favor car travel
- I like the physical barriers protecting pedestrians. This is the best of the two bridge options, and hopefully for once the city considers the option that best protects pedestrians.
- Bikes & pedestrians are protected from traffic.
- Separation between vehicles and people
- Everything
- Good separation between bikes/peds and cars
- I like the physical barrier between the cyclists/pedestrians and cars.
- "I prefer this option of the three. The fact that it is difficult for automobiles is a positive.
- The city council needs to reconsider the 160 alternative (#8 I believe) or a bridge without automobile traffic."
- The fact there is a dedicated emergency lane so emergency vehicles aren't held up by the unavoidable traffic at Garden Highway and El Camino.
- Safer for pedestrians and bikes; least impact to connecting Blvd
- Safety for pedestrians and bicyclist, trail connection, space for emergency vehicles and shoulders for vehicles
- Safer for bicyclists.
- The bridge, avoid i-5, less freeway usage to get downtown
- Physical barrier separating cars from pedestrians
- Multi-purpose path. Emergency lane
- Cost
- I like the separated bike/trail
- Option for fully protected bike lane.
- Least space/least convenient for private vehicles
- Cost, access to JS bike trail
- I like that it has options for multiple forms of transit in a smaller footprint. Having visibility of public transportation is a reminder that light rail is an alternative option for travel.
- Lowest cost and slows traffic on bridge. Most likely to get completed.
- Pedestrian, cycling are protected from cars. Also like they light rail can travel in the bridge.
- Allows Jed Smith trail connection. Good separation from car lanes
- Narrowest option
- Putting vehicle and train in the same lane leaving more space for other needed uses.
- best dor cyclists

- I don't mixed use lanes
- Looks reasonable to me
- protected bike lanes
- Not much
- It’s narrow, physical barriers
- Physical barriers separating cyclists and pedestrians from traffic, smallest footprint and impact.
- Nothing
- Pros
- Protection for cyclists
- I like to protection between automobiles/transit and pedestrians.
- I prefer option A. Barrier for bikes and pedestrian traffic. Narrow, less environmental impact.
- Good accessibility for important modes.
- Narrower cross section and footprint
- I like the special emergency lane in the middle.
- The shoulder allows a more direct travel path for cyclists, without having to use the multi-use path. This is how I would use it. Overall this is my favorite of the three configurations because it creates a good option for faster cyclists (the shoulders) and a good option for slower/child cyclists (the multi-use path).
- "What I like about option a is seems spacious and safe,
- Although positions and bike users share, there’s a barrier protecting from cars. "
- Light rail will bring nothing but crime. The system takes you nowhere you want to go. There is a reason Elk Grove and Folsom do not want extensions it brings nothing but crime.
- Walking/biking is safe
- Less traffic interruption from light rail and autos sharing a lane
- strikes balance between mobility options and safety/traffic disruption
- Seems to be best option and allows for emergency vehicles
- Smallest footprint. Controlling speed of traffic. Access to bike trail connection.
- There is a shoulder and separation
- I don’t like option A
- Mixed use lanes will help control speed of traffic
- Physical barriers.
- Nothing
- The emergency vehicle lane
- Lowest cost and mixed use lanes
- Mixed use travel sounds good
- Not much.

- This is the best option. I like that it is the smallest footprint and lowest cost, making it more likely that it can actually be built.
- Too narrow. Congestion. Too slow.
- Grade separated bike and pedestrian lanes. Emergency access to bypass traffic and collisions.
- Cost and lowest impact.
- Lowest cost
- I like the barriers between bike lanes and cars
- N/A
- It's lower cost
- Barrier to protect pedestrians and bikers.
- It is very compact and still allows for multiple modes of transportation to safely cross the river.
- "Full separation of ped/bike lanes for safety
- Emergency lane
- Multi purpose path"
- Path and sidewalk options, and emergency lane
- Best
- N/A
- Covers basic needs
- It will help control traffic speed and reduce impact of stalled vehicles. I like the barriers separating autos from ped and bikes
- Accommodates multiple people/modes of transportation
- It’s probably the best economical option and most versatile in respect to lane design.
- Nothing.
- Cost, separated pedestrian/bike from vehicle, break down shoulder.
- Dedicated emergency lane. Raised divider to protect pedestrians/bicyclist from motorists.
- I like this option
- "Overkill. Too large a project footprint. Redundant to 5/99 and to the bike/ped crossings already in place.
- See my answers to previous questions. You haven’t included an alternative that is transit only. That alternative could include class III shared bike/ped path but again that’d be redundant to Jiboom and No Sac River. Originally the talk was transit only."
- Physical barrier separates car traffic from human-scale transportation.
- Nothing.
- Physical barriers separating pedestrians and Class 1 bikes from vehicles. Dedicated emergency vehicle lane.
- I like that bicyclists and pedestrians are fully separated from other modes of travel
- multi modal transportation

- Don't like it.
- It includes all modes of transportation with the smallest footprint. I think a smaller footprint is important because I worry about the animals on and around the river, as well as building a big busy eyesore full of cars.
- Bike lanes are adjacent allowing cyclists to turn around if needed. Physical barriers separating cyclists and traffic.
- Nothing
- Physical barriers to protect pedestrians and bicyclists from motorists. Small footprint. Connections to the bicycle trail.
- I like the shared lane between transit and autos. Potentially smaller bridge footprint.
- Minimal impacts to surrounding areas
- All the "Pros"
- I like the smallest footprint, access to Jedediah Smith trail, speed of traffic will be controlled, and physical barrier between bikes and vehicles.
- Physical barrier for pedestrians and bikes
- All modes
- Lower cost.
- This seems nice
- K-rail provides physical seperation from cars.
- barrier-protected bike and pedestrian lanes
- It's all a bad idea
- Link to existing bike trail and space for emergency vehicles.
- I like that the bike lane is separated and protected.
- I hate it
- it has the smallest impact and lowest cost. I also like that it has a lane for emergency vehicles only and that transit and vehicles share a lane.
- Physical barrier

8b. What do you dislike about Option A?

- Hate it. Shared use for transit is terrible and does not work. And bike lanes need both more buffer and green space would be nice on the bridge
- No dedicated mass transit lane. Also, I would like this to be pedestrian/biking/mass transit bridge only. No personal vehicles
- none
- None
- Mixed use lanes is a bad idea. It will severely limit the capacity and efficiency of light rail
- Please remove the private cars from the transit lane, they'd ruin the walking/biking experience. Separate sidewalks and bike lanes, please.
- May cause transit issues for LR riders

- Cars will slow down transit unnecessarily. Transit should have its own lane on the new bridge.
- Sharing the lane with transit and cars can be difficult to drive on
- Transit delays will make using transit less appealing for most people. I think it'd be more efficy if it was closed to cars and was a transit and ped/bike bridge only.
- with now so many electric bikes better to separate bike from walkers. don't like car and transit on same lane. point is to have light rail not be same lane as cars traffic will delay rail.
- Do not want cars
- There are cars. Why are there cars?! Why do they need a shoulder? The cars would hinder transit.
- None.
- Does not incentivize public transit. Forces light rail to move at speed of car trafffic.
- Cars. The noise, smell, and threat to bike/ped lives makes cars unwelcome interlopers in our space.
- Mixed cars and trains are incredibly slow. It negates the benefits of avoiding traffic on transit
- Mixed use transit lanes will mean the light rail is stuck in traffic negating most of its benefits.
- Cars delaying trains
- It won't work. Motorists won't respect the bicyclists or the pedestrians. They'll use it like a racetrack, the way they do with 160 and 12th Street coming into town.
- Safety for bikes and pedestrians
- Transit delays could deter folks from taking light rail.
- Pedestrians are not separated from bikes. There are plenty of options for cars to cross this stretch (at other locations along the river) this should be a bridge specifically for active transit, no cars. Eliminate the car lanes and this is perfect.
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge. Bikes need their own lane!
- more potential for accidents between vehicles
- Sidewalk and Multi-purpose path are on opposite sides, having drivers and transit share the lanes can hinder progress on Green Line construction
- Why would pedestrians use the bike lane if there is a separate sidewalk for pedestrians?
- shared lane impact on transit
- The community in South Natomas does not want Truxel Road lightrail nightmares. A lightrail bridge can be built to run along the freeway on one side of the freeway near the train station, and build a pedestrian/walker bridge on the other side of the freeway which would provide easier green commute.
- Light rail and cars on the same path might cause additional traffic.

- Pedestrians not separate from bikes; emergency lane seems unnecessary
- Risky for pedestrians
- car traffic causes rail delays, better to have separate lanes for ped/cyclists.
- No need to include travel lanes for cars
- Unnecessary to include vehicular traffic
- The access of cars allowed onto the bridge.
- Class 1 bike lanes arenot effective. In particular if there are gaps in continuity.
- Cars, do not need Vehicle lane they have 16th street and I5. We need public transportation and walk/bike lanes
- Those shoulders are way too big. What is their purpose? If there is an emergency services lane in the center, there is no need for such a large shoulder. Motorists will no doubt use that for travel or going around the light rail and that puts everyone in danger. I think this concept should be used, but reconsidered. The shoulders should be reduced and the bicycle/pedestrian paths should be expanded AND have barriers. If possible, there should be multi-use paths on both sides, not just one narrow sidewalk and one multi-use path. Also, the shoulders give too much space to the motorists which will make them feel more comfortable with speeding.
- Cars should not be included in this bridge.
- There are cars
- Wasted financial resources on side shoulders. Mixing of vehicle traffic with public transit will make public transit inefficient and tardy.
- Building the bridge with transit only lanes would be cheaper for the city and reduce traffic congestion.
- It’s a mixed use lane. Cars and transit share the road.
- Mixed bike/ped. Dedicated Emergency lane seems wasteful. Shoulders seem very wide. Vehicles are going to speed when no LRT. Mixed flow not good for transit schedules.
- This will just end up being something that people only drive across because it will be dangerous to walk or cycle.
- Pedestrians not fully separated from bikes
- Vehicle traffic. The bridge should be limited to the light rail cars, pedestrians and cyclist.
- Why bother mixing trains and cars? There'd be little reason to take the train.
- Not needed
- the train over cars
- Cost
- "I don't like the idea of isolating a sidewalk from other active travel modes. People using that sidewalk might feel more vulnerable to crime. I wouldn't be surprised if most pedestrains ignored the sidewalk and instead walked on the multi-purpose path exclusively.
-
- I also don't like the idea of mixing transit and general vehicle travel in a single lane. This would make transit suceptible to congestion and discourage people from riding transit."

- vehicle traffic
- Clashes between bikes and pedestrians
- I've seen this in the Bay Area and share travel for all becomes untenable. It will result in more accidents and deaths. I'm totally against this bridge going up S. Natomas. This is simply a method to connect to the airport and bring more people downtown. Leave our commuity out of it!
- No public transit
- Too wide, mixed use vehicle and transit lanes, vehicles means more environmental impact for the river and may worsen traffic approaching the bridge
- Public transit sharing a lane with cars. Public transit will get stuck in traffic.
- Cars sharing a lane with public transit.public transit will get stuck behind cars in traffic. Car should not be allowed on the bridge at all
- Including vehicles will not encourage more sustainable modes of transportation as habit-vehicles should not be included.
- Public transportation sharing a lane with private vehicles
- Sharing the vehicle lane with transit. High potential of traffic congestion
- None.
- The intermixing of private vehicle traffic with transit is unacceptable. A few dozen private car drivers should not slow down hundreds of people on light rail trains.
- It would be better if pedestrians were fully separated from bikes.
- Transit delays
- As with all recent "progressive"designs, the motorist, who pays for all this in road tax gets the worst treatment. Bike lanes are a dream, I see almost nobody using them.
- My biggest concern is that the light rail vehicles will get stuck in traffic which will discourage people that might have otherwise taken transit. Option A just seems antithetical to the project's objectives and is not truly multi-modal. The driver-perceived lane widths, made larger by the added shoulders and emergency lane, will encourage speeding which will make this space unpleasant for cyclists and pedestrians from a noise standpoint. Also, there might be minor conflicts between pedestrians and cyclists in the shared space. I would support this option if bikes/peds had separate spaces and only emergency/light rail/transit vehicles were allowed on the bridge (personal vehicles could take the other existing options).
- Vehicles and transit sharing lanes would create more risk hazards than separate lanes.
- Light rail and vehicle accidents bound to happen more either because of mismatched speeds/braking or drivers who won’t share the road.
- If it's the same width as Option B, then there's no point for mixed lanes. But if you could eliminate the vehicle lanes, you could get rid of the shoulders and build a narrower, less expensive bridge. (Cars make everything more EXPENSIVE)
- Cars will drive in the emergency lane
- Pedestrians not separate from bikers, but it's a minor concern.
- Not enough vehicle lanes.

- I would rather have a two way bike only lane instead of sharing with pedestrians. Also, the lightrail running with traffic in the same lane concerns me.
- mixing vehicles and transit could slow transit down, connectivity of bike lanes (not having on both sides can create disconnect if entering/leaving from sidewalk side)
- "Pedestrians not separate from bikes
- Potential transit delays
- Mixed-use lanes are not a favorite of mine"
- No concerns.
- Looky Lou
- N/A
- Keep the Light Rail and vehicle traffic separate both 16th and 12th have issues sharing the road however, it is ok
- Lane sharing with transit.
- wasted space, light rail and traffic should not share lanes
- Multi-purpose path for bikes and pedestrians; mitigated by the pedestrian pathway;
- The Truxel Bridge was the most environmentally destructive of the alternatives assessed in the City's study. This project should be dropped and Alternative 8 should be persued.
- None
- NIMBYs opposing the project and or the cost preventing construction.
- Not a fan of vehicle/transit sharing lanes. Could lead to traffic backup if waiting for train
- I want light rail to be prioritized and not slowed down by car traffic
- I don't like the mixed vehicle and transit lanes, I foresee a lot of traffic delays that will impact both types of users. I feel like the shoulder space could be better utilized for wider bike or pedestrian paths.
- There's too much space for bikes overall. It could actually If be less safe for bikes if police vehicles could not patrol the class one facility as well As in other alternatives.
- Not fully separated with physical barriers and could easily create delays
- I do NOT like driving 12th St. where the transit and automobiles share the lane. This looks to be similar. The shoulders are likely to be used by cars trying to pass traffic.
- it would take so many people switching to bike/ped for the interaction to be a real concern. i don't think that really a problem on any bridge in sacramento with shared pathways.
- Transit reliability and consistency impacted by automobile traffic congestion.
- None. Traffic conjestion when light rail crosses through.
- Cars and public transit share lanes. We already have relatively low ridership due to the infrequent and often delayed public transit available.
- There could be issues with pedestrians and bikers.
- Driving in the same lane as transit stresses me out
- Pedestrians sharing with bikes can sometimes be scary.

- You can go narrower and provide more space for bikes and peds by eliminating the breakdown shoulders that I assume are required since you are allowing cars. So don't allow cars, reduce the size and increase the quality for bikes and peds.
- Bridge should only be for cycling and walking
- No light rail
- separate light rail from cars. keep cyclists and pedestrians in a separate and protected lanes.
- The mixed transit and car lanes will slow down transit significantly.
- Transit should never be in the same lane as cars, the reason why SacRT has low ridership is due to low speeds/headways due to putting cars on a higher priority than transit. This city has built enough copy paste suburbia and strip malls when we could have been like Midtown/Fab 40's for the majority of the city, with a mix of mobility uses, cheaper housing costs because of density, and lower traffic due to higher public transit ridership.
- Never mix autos and trains in the same lanes.
- This may be a bit of bitch for motorcycle riders who don't do well going over train tracks
- Poor design, shared lanes.
- The option is focused too much on cars. The roadway dedicates too much space for cars and less for pedestrians and cyclists. Cars may speed.
- Only one narrow bike lane for shared two-way travel.
- I wouldn't personally feel comfortable using the walkway unless the separation or barrier was much better.
- pedestrians using both lanes at one time
- Pedestrians and bicycles sharing path may lead to accidents and may impact people's desire to bike
- Car congestion
- If transit and cars are together a lot of drivers who are in a “rush” will use shoulder lane to by pass slower transit buses and causing a possible accident
- None
- People driving on the shoulder and in the emergency lane to pass public transit vehicles.
- Cars sharing lanes with light rail
- just make the bridge
- Combined walking and bicycle path
- Environmental impacts and cost
- Don't like the delays for transit caused by car traffic. Why not consider an alternative with no car traffic. This would substantially reduce the size of the bridge and costs, and will help achieve the new General Plan's active transportation and climate policies.
- "More improper parking along Garden Hwy and Truxel during events at Discovery Park.
-
- Don’t like missed use lanes as it causes confusion amongst drivers. "
- No car free space.

- too crowded, too car-centric, busy, safety concerns in small multi-purpose path (and mixing cars & transit). Actually, aweful option in so many ways. Would be an embarassment.
- pedestrian and bike use same lanes
- Public transit will be impeded by drivers causing possible delays. Cyclists and pedestrians have to share space. The emissions from cars will create unsafe breathing conditions.
- None
- Needs two lanes each way for traffic
- See what I like in previous answer
- There should be a car-free option that prioritizes exclusively transit and active forms of transportation. This connection is an opportunity to encourage and accommodate mode shift, which will do more to alleviate traffic/congestion concerns on other crossings than adding lanes ever could.
- How wide is multi purpose path?
- Drivers don't know how to share the road with transit. I can seeing it being a nightmare.
- Pedestrian not separated from bikes
- Bike and Pedistrian safety
- I prefer an option (not listed here) that does NOT include automobile traffic. The new bridge should only be for walking, bicycling and rapid transit (with emergency vehicle use).
- Bad design.
- Remove light rail. There is no need for a brige simply elevate jiboom access above water level - this does not even require a structure. Build a bridge by sac state and run elevated expressway in arden, use trans dollars wisely.
- Multi-purpose paths where pedestrians and bikes share space. Potential transit delays
- The light rail will get affected by traffic a great deal. Schedules won't be useful anymore.
- It includes automobile traffic, which the bridge should not do. Please consider a plan which prioritizes active transportation and transit to the exclusion of car traffic. Including mixed use lanes could interfere with transit and be detrimental to the project on balance. Using transit to slow down traffic by making drivers uncomfortable is a benefit for traffic safety, but does not help keep transit effective.
- Mixing LRT with auto and truck. Mixing pedestrians and cyclists.
- Too much traffic if average vehicles can cross if not a transit vehicle.
- Sharing space between bikes and pedestrians but would be fine
- inefficient transit service with shared lane.
- Option A allows for private vehicles to get in the way of transit and worsen traffic congestion.
- Having cars + having pedestrians and cyclists share a lane
- Mixing bikeway and pedestrians is not ideal. Mixing vehicle traffic and light rail is not ideal.

- Emergency lane in the middle makes it hard to get to and is dangerous for emergency personnel. Better to pull off to the shoulder.
- bikes should have their own protected track
- None
- Transit delays because of vehicle traffic.
- I don't like the bikes and pedestrians having to share the same path.
- Transit should have their own right of way and not be slowed by traffic.
- Same as Cons
- None at this time.
- Cost
- none
- I would not want to share the lane with transit. I'm already an anxious driver
- Emergency and shoulder lanes are a waste due to infrequent use
- None
- None
- Uncomfortable for drivers to drive on lanes with rails.
- "Something for everyone, but they're all together.
- Drivers getting uncomfortable with mixed use lanes is a cannard. They want to drive without ""thinking"" about it. It's why they hate round-a-bouts. They have to observe and negotiate with others in the space and they'd rather just race by at 50 mph
- Sharing of bike and ped can be an issue for bicyclists in a hurry but this is not a deal breaker."
- No train.
- Should be bike and walk space on both sides with flow of traffic. Should be strict speed limit.
- Vehicle and transit shared lanes
- Potential transit delays associated with shared lanes.
- More traffic , more congestion in our neighborhood.
- Possible transit delays
- Cars sharing lanes with transit means more confusion, difficult to drive on light rail tracks.
- Cyclists do not share well and create dangers to pedestrians. Separating them would make it safer.
- That it won't be built fast enough, like all options. I have low confidence in the city's ability to create meaningful change in a reasonable amount of time.
- I am concerned about the safety of pedestrians and bicyclists traveling along the bridge,
- Pedestrian and bicyclist separation
- Rail and cars NEED TO BE SEPARATED FOR SAFETY. Mixing the two is a formula for accidents in the longer term of the decades to come.

- A train breaking down/getting into an accident would be devastating. Why not make both sides multi-purpose paths?
- It can be confusing to share auto lanes with transit, I prefer them to be separate
- Traffic jams
- Having cars on the bridge is unnecessary.
- Emergency lane seems superfluous with such wide shoulders
- Transit and car traffic being the same might be a concern.
- 1 lane for car traffic in each direction can be very annoying when you're stuck behind someone driving slow for no reason
- Sacramento does not that many people walking. we can shrink the one of the side walk and add car path.
- Potential conflict between trains & cars
- Mixed use of lanes may be confusing and dangerous.
- Wasted space
- Traffic will interfere with transit. It's not clear why the sidewalk and multipurpose path are on opposite sides of the road. Why do we need BOTH wide shoulders and an emergency lane?
- Congestion due to light rail and driver unfamiliarity with multipurpose lanes.
- "People are running red lights coming off and going onto Hwy 5 on Garden Hwy by Truxel.
-
- Also was an accident recently at Garden Hwy and Truxel.
-
- Also way too many speeders on Garden Hwy!!! I think some are going 60 MPH or more.
-
- ALSO—-
- THERE ARE LARGE FLOCKS OF WILD TURKEYS so please help them!!!
-
- And for Emergency Lanes that will absolutely not work because drivers will drive in Emergency lanes.
- You can put up all the signs you want, threaten fines, Etc. but drivers will still drive in Emergency Lanes!
-
-
- "
- Bikers often mow down walkers when there is no explicit separation, transit would be delayed by cars because they would be sharing the same lane
- None. Keep the speed limit slow.
- If the transit infrastructure is not properly implemented, would traffic build up because people assume cars would be the best means of travel.

- Auto traffic will likely increase VMT which is in direct conflict with zero carbon goals for addressing the immediate and long term impacts of global warming climate change! Must integrate this bridge concept under legal constraints of local CAPs andGPs. If auto traffic is allowed, greenfield development will lilkely increase and North Natomas traffic will increase VMT- not consistent with efforts to address climate change mitigations and adaption strategies of in-fill and stop of sprawl.
- More congestion on Truxel
- The mix of pedestrians and bicycles.
- I don’t want light rail because it attracts homeless
- No cars please
- Transit should have its own unimpeded lane of traffic.
- Sharing bike path with ppl walking can really discourage biking.
- Too few lanes, mixed use lanes, uncovered pedestrian/bike paths
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Transit delays from stupid drivers
- Placing vehicles and transit in the same lanes.
- Should be more iconic in design
- Bikes can run people over
- Crime, vehicle use, light rail use that we do not need nor want.
- Potential traffic delays due to shared lane
- Not a fan of mixed lanes, especially autos in the rail ROW. How can we incentivize public transit when it's stuck in traffic? The shoulders AND the center emergency lane seem a bit extraneous.
- Cars
- Feels like a lot of wasted/under-utilized space in the shoulder. The light rail running with lanes of cars might be confusing for some drivers.
- Increased traffic and the money could be used elsewhere in Sacramento
- light rail stuck behind personal vehicle traffic. Significant space dedicated to occasional uses of broken cars and emergency vehicles. Very narrow sidewalk reduces comfort levels and safety of pedestrians.
- - Still allows vehicles (ideally would be light rail)
- None
- Traffic with light rail
- Pedestrians not fully separated from bikes
- none
- Single lane either direction will get congested over time. Impatient drivers WILL start using the shoulder/emergency lanes to pass unless heavy traffic enforcement is present raising potential for accidents.
- Trains and cars should not use the same lanes.
- Cyclists pedestrians sharing pathway; potential for serious accidents

- Take up a lot of space
- Sharing lane with light rail
- I prefer dedicated bicycle paths and dedicated transit lanes.
- Cars should be separated from transit or not allowed to take the bridge, walking should be separated from bikes
- Only one vehicular lane each direction. mixed pedestrians and cyclists
- "1. More homeless in Natomas
- 2. Pedestrians in the road on the bridge
- 3. Pedestrians in the road on Garden Highway
- 4. Pedestrians in I-5
- 5. No transparency in the cost and money used to construct the bridge
- 6. Nepotism in the contract for the construction
- 7. Another bridge for homeless to live under and set on fire
- 8. Slower longer travel time on Garden Highway
- 9. How does this fit with light rail using Truxel to get to the airport
- 10. This is a Red Herring to distract from the real problems facing the city "
- Rail over the lane sucks because the lanes are short for cars and because rail will be hindered by traffic.
- Na
- None
- Transit delays
- Pedestrians and bikes together
- Shared bike/pedestrian lane is uncomfortable for both.
- Multi use path has more separation from vehicles
- Narrow and uncomfortable for bikes
- Opposed to auto bridge through parkway.
- Some drivers may use the shoulder or emergency lane for their own purpose.
- none
- None
- Is it possible for Sac drivers to be able to follow these new lanes?
- None
- "I have several concerns with this bridge option:
- - Requiring cars and light rail trains to use the same lane in each direction increases the likelihood of a collision between the two modes, and adds to driver discomfort from having to share space with a train.
- - The presence of cars on the track would likely result in speed restrictions for the light rail, impacting travel times for both cars and trains and making the train look less competitive than it could be.
- - Mixed lanes can impact the frequency of light rail trains that can cross the bridge, creating a problem for a hypothetical Green Line LRT extension.

- - This bridge can be an example of creating a walkable, active transport solution for traveling into Downtown/a future Railyards development. However, Option A still makes car travel a definite priority, impacting the inclusiveness of non-car travel.
- - Pedestrians would be discouraged from congregating on the trail side due to the presence of relatively-fast moving bikers, and they could be further inconvenienced from having to use the sole sidewalk side of the bridge depending on how this connects to existing streets at either end."
- Transit and vehicle sharing lanes.
- Transit should never share a lane with cars - this is very basic. Cars just block the trains and slow the service down. Option A would work great if you just eliminate any car access (and maybe make the bridge less wide as there would be ample emergency vehicle access via one shoulder or emergency access lane)
- It would ruin the American river parkway
- Transit delays aren’t ideal.
- No concerns.
- mixing peds with cyclists isn't ideal. public transit getting hung up by car traffic isn't ideal.
- Lack of separation between pedestrians and bicycles.
- Sharing transit with automobiles will potentially slow and make transit less effective. Automobiles also already have bridges available to use which seems counterintuitive to put them on this bridge. This bridge seems to be aimed at helping mobility issues with bikes, pedestrians, and transit. The more use this bridge gets from those groups, the less cars will be on I-5. CA-160 seems to be free from gridlock most of the time as well, cars can still use that bridge too.
- Vagrants making it unsafe to use realistically.
- Not being enough Lanes for cars since it is a shared lane with transit.
- Transit delays
- Does not prioritize transit
- No bike-only lanes, Pedestrians are not fully separated from bikes. Wide shoulders encourage speeding.
- The wide lanes might be too accommodating, leading to speeding. The shoulder seems unnecessary for such a short stretch.
- same lane for cars and transit
- I don't think acommodating cars is necessary
- I don't think both shoulders are necessary for breakdowns given the short span of the bridge, the emergency lane serves that purpose. Maybe able to save cost. A large physical barrier separating peds and vehicles isn't needed. Just a curb.
- Having transit lane merged with vehicle lane
- None
- Sharing with public transit
- None.

- it seems so confusing. There are many bike and car accidents because of lanes confusion.
- Cars are in the same lane as rail and transit. This could block or delay traffic if issues arise. Bikes should be separated from pedestrians (vice-versa).
- Pedestrians are not fully separated from bikes
- The mixed bike lane. Lt. Rail might get in the way of cars.
- Driving will delay transit.
- Multipurpose use lanes for bikes and pedestrians may cause some issues.
- See above
- Feasible
- Pedestrians on the bike trail
- Light rail should have dedicated right of way/lanes.o
- bike lane only on 1 side of bridge.
- Transit needs to be kept separate from vehicle traffic.
- Rail and car lane should be separate
- My concerns would be the flow of traffic with the mixed use of the lanes. As stated "delays associated with shared lanes". This may lead people to continue using the older routes.
- Mixed lane use
- An Emergency lane seems like a waste of space? Emergency vehicles can use the shoulder if necessary.
- None, there are vehicle and rail lanes now in Sacramento and people do fine for the most part. The pedestrian and bike lane may be a little dodgy. Why not put all pedestrians on the narrow sidewalk side?
- Shared vehicle and transit lanes can be problematic, whereas designated lanes for each would allow for a smooth flow of traffic and transit simultaneously.
- "Mixed-use lanes may be uncomfortable for some drivers
- Pedestrians are not fully separated from bikes"
- Public rail and automobile traffic could negatively impact one another
- auto lanes will lead to cars on the road which will lead to inevitable auto congestion
- Having light rail and cars share the same lane slows both modes of transit down and will reduce use of the light rail.
- Mixing bikes and pedestrians is a poor design. Remove the vehicles from the road entirely.
- Mix use lanes with cars, SF has some like this and I hate it. Causes traffic etc. As long as the lite rail doesn't interfere with traffic then it's all good.
- Accidents/people getting hurt or ran over
- Pedestrians could get hit by cyclists
- How do bikes connect on either end? A bike track needs good connection someone riding in the opposite direction of auto traffic doesn't have to cross busy street

- Not sure if an emergency lane is necessary and seems like a waste of space
- None
- Cost/benefit I think the train needs its own path
- Pedestrians not fully separated from bikes
- Light rail trains would get stuck in traffic and would be blocked anytime a vehicle was disabled in the lane.
- seems cluttered
- It's the least expensive, and that worries me that they may skip on parts and quality of parts. Also, I believe it will increase the traffic on garden highway, which on a good day is ugly.
- vehicle and transit sharing the same lane, can see this quickly becoming an issue
- Environmental impact, noise, cost
- Congestion in case of vehicle breakdown or accident. Potential wrong way driving.
- The transit lines will make it difficult for cars to cross the bridge creating bottlenecks and traffic issues. The bridge would be better without light rail.
- sharing with transit
- no concern
- Transit delays due to sharing space with automobiles.
- It may be too much going on. I hate sharing car lanes with transit lines. If this transit lane is the future light rail going to the airport, then plan for the future and dedicate light rail lanes.
- Possible traffic delays. I like that the lanes are mixed use so it will take up less space, but it may slow down traffic.
- none
- The entire bridge proposed is deep concern.
- Transit is shared with car traffic, no protection between bikes and pedestrians
- There's already a bridge to the River District off Northgate Blvd.
- none
- Pedestrians disrupting bike lane flow
- Waiting for transit to use lanes may slow cars and cause backups
- The shared transit lanes and the fact that the bike lane is so close to pedestrians
- How many homes would need to be torn down to accommodate this plan? Would it mean a reduction or eliminate Fort Natomas or the public library?
- Safety for pedestrians and bikes
- Possible breakdown of transit vehicle will severely impact traffic; vehicle breakdown or accident not moved will severely impact transit
- Might be too small to handle a large volume of traffic, will probably have traffic jams with Aftershock and Golden 1 events.
- Waste of funds
- Too much wasted space and would encourage illegal passing and speeding by cars

- No clear path for bikes and pedestrians
- I have no concerns. Put in more bridges over the AR and you will have less congestion and less pollution.
- Light rail mixing with traffic will slow down the trains making them less efficient and less desirable. The only way people will use transit is if it is faster/more convenient than driving.
- Too many issues with shared lanes. Have you driven here?!?
- Single lane each direction isn't good, should be multiple lanes for traffic
- Seems like it will take a long time to build and gain approval.
- Sharing the road with transit lanes is asking for trouble.
- Is it enough space for it all to work well
- none
- No dedicated space for transit and bike use on just one side
- Mixed use with light rail and cars could be an issue
- Congestion leading to fatalities
- Unused shoulders, and shared transit lanes. Too little space for pedestrians and cyclists
- need more lanes for cars, dont have lightrail use same lanes as cars
- transit delays
- I don't see the need for an emergency lane.
- Shared path with light rail
- "Pedestrians are not fully separated from bikes
- Potential transit delays associated with shared lanes
- "
- Hate the shared vehicle and transit lanes, cars would take over immediately and cause congestion.
- Vehicles and transit sharing same lane
- Costs too much
- mixing cars and transit
- Transit and vehicles share lane assuming transit is rail transit.
- Bikes and pedestrians are together.
- I do not want to have a mix lane and drive with a train. It is stressful, especially when you have “rogue” drivers that don’t follow the rules of the road and are aggressive. Please no.
- Bike lane not separated from pedestrians
- Light rail would lose it's utility if it is slowed down by traffic. More people will drive still.
- Added traffic filtering through Richards Blvd that is already impacted.
- Shared transit and vehicle lanes only in both directions doesn't seem feasible for the amount of traffic that would be possible
- more carbon emissions and Sacramento's lack of interest in reducing carbon emissions
- Horrible idea. Do not choose this one.

- Not enough separation of pedestrians from cyclists.
- Mixing auto & transit traffic is worst option for both - the two highest use modes. Accidents are most likely in this scenario and most disruptive to overall traffic flow. Shoulder is usually wasted space, & could still be rendered useless in rail incidents
- pedestrians and bikes in same mixed use lane is a safety concern
- Why can't people bike or rollerblade through Discovery Park to get downtown?
- Not enough transit lanes
- Class 2 bike lanes
- Too narrow and crowded. The wide shoulder is superfluous.
- Car traffic can impede light rail.
- Not enough vehicle lanes for high traffic periods.
- People that don't know or obey rules and laws, whether on bike, foot or car. I see bicyclists all the time going against traffic and pedestrians walking with traffic, back to oncoming cars. These are simple age old rules it seems are simply no longer taught. So post signs reminding.
- More ways for speeding cars to hit bikes and walkers
- maybe a dedicated transit lane instead of shared lanes
- Only 1 lane of traffic each way won't help congestion. It might make it worse since everyone will try to use it. Then in a few years, you will want to expand it.
- Having regular vehicle traffic share lanes with potential light rail tracks. Also, nonsensical drivers might abuse the emergency lane and shoulders to pass other drivers because they're impatient.
- None
- do t like Rt in the same lane as cars
- Mixed use lanes.
- Waste of taxpayers money. Focus and fix our current community issues. #1 Crime, Homeless, Traffic Congestion and STOP BUILDING HOUSING IN SOUTH and NORTH NATOMAS the quality of life and the environment has deteriorated. Idiot idea! Considering the source of this proposal.
- I would be trapped on my street due to trains and too much traffic. It is already difficult to turn off of my street on to Truxel. Truxel is the only outlet from my street. A bike and pedestrian only bridge would be better.
- Over accommodations for less used forms of transportation
- Lowest cost
- Does not appear safe for pedestrians & bicyclists that share he space
- Transit should have its own lane, not a shared lane
- The narrow lanes and having to share with light rail trains. At times trains have multiple stops which can increase traffic congestion
- Everything other than cars
- "Doesn't have dedicated right of way for light rail making it faster and more efficient and reliable.

-
- Shoulders are dead space 99% of the time. Slowing down cars and light rail 100% of the time by not separating them just to prevent a delay or traffic 1%/2% of the time doesn't make sense to me."
- Getting stuck behind tram in car. Could you make two lanes each direction with the available space? One mixed use lane and one cars-only each direction.
- None
- Narrow, pedestrians not separate
- Transit needs it's own lane(s)
- Light rail..
- heavy traffic with transit Lane
- Mixing bikes and pedestrians.
- impact on the environment
- Rail should have it's own designated lane. Bike lanes should be pedestrian-free
- I do not have concerns, it seems the more efficient and safe of the options offered.
- Light Rail.
- A car or train breaking down can impair access. This is not a good option.
- "Multi use paths often cause conflicts between pedestrians and cyclists.
-
- Light Rail should not have to wait for private car traffic. "
- Only one traffic lane for each direction. Car accident means no traffic gets through. Traffic jams during busy hours. Train track in the road means crappy ride quality for cars.
- Pedestrians mixed with cyclists. It may be better to have pedestrians uses the sidewalk side, but then again, cyclists can bike in the street, so no problem.
- Mixed use will cause confusion.
- Traffic
- N/A
- Non-separation of pedestrians and motor vehicles
- Mixing ped and bike traffic can be problematic. Need well-marked bike and ped areas. Class II bikeway parallel to light rail tracks is extremely hazardous for cyclists. That needs to be dropped from the concept.?
- Please do not combine transit with car lanes
- Potential transit delays associated with shared lanes
- Not sure about transit auto sharing
- Looks like planners are anticipating that this will be a 4-Lane bridge in the future. City Council previously set a Neighborhood-Friendly Bridge Policy for other bridges over the Sacramento River. This project must follow that policy as well and only be two lanes since it is connecting directly into a residential neighborhood. The shoulders should be bicycle lanes, not open shoulders. Future Light Rail Transit (when funded around 2135) will be gridlocked. Should be transit-dedicated lanes like option B.

- Doesn't meet all needs and impedes incentive for transit.
- None.
- cost too much
- transit and cars in shared lanes
- Don't like transit and automobiles sharing the same lane
- Pedestrians not being separated from bikes and the car and transit lane seems not ideal.
- Traffic delays for light rail
- Nothing
- That bikes will only have access to one side of the bridge. The best view from the bridge will be to the west, towards the confluence of the rivers--hopefully the bike/ped path will be on the west side.
- Cars/light rail sharing lanes, as well as pedestrians and bikes sharing space
- None
- "Having a multi-purpose path on one side and a sidewalk on the other is going to lead to significant conflict between bikers and pedestrians.
- Seems to be wasting a ton of space. "
- Bikes and peds on the same path
- Transit should not share a lane with traffic. They need their own designated lanes to avoid delays like on 7th and 8th due to the DOCO traffic
- Unused space reducing efficiency.
- none
- Delays
- "1. I don’t think the dedicated ‘emergency’ lane is necessary. The cost per sqft of a bridge is too high for this luxury. Is there any other bridge with a dedicated emergency lane.
- 2. The sidewalk on the right should be combined with the multi purpose path to provide a more useable path.
- 3. The shoulders are too wide. "
- None.
- Automobiles could potentially slow transit, Automobiles should be separated or better yet, not included, Automobiles already have multiple options unlike other forms of transportation
- Less safe with conflicts between light rail and cars
- Is this a real option being considered or is it just included to make the other options seem more palatable? if I understand this option correctly it means that transit would be stuck in car traffic, it sounds like a terrible idea. A better use of space would be to have separate transit lanes and let emergency vehicles use bike lanes. Could you have only one transit lane and schedule the trains so they are only going one direction at a time? If you Include an emergency lane and shoulders, but require cars and transit to share lanes, it seems like you’re prioritizing emergencies over the regular intended use of moving people across the bridge. Doesn’t seem logical.

- Do not like the light rail option. Will impact Truxel negatively
- no concerns
- Couldn't you just take away automobile access all together on this route? There are plenty of other ways automobiles can get in and out of the city without allowing them on a bridge intended for public transit expansion.
- Transit and cars mixed together
- Combo light rail and auto lanes
- Shared travel lanes for bus/cars and bikes/peds.
- None
- Kitchen sink solution
- Shared bike/ped, need separate travel lanes
- Potential for vehicle traffic to delay transit. Having both sidewalk and Class I trail increases costs--while it is unlikely pedestrian demand justifies sidewalk.
- "transit delays
- pedestrians and bikes are not separated"
- Vehicles and transit sharing same lane. If there is an accident, vehicles and transit come to a stop causing delays. Defeats purpose of efficient public transportation.
- Traffic congestion would slow both traffic and light rail
- Keeping cars off the bridge
- Potential use of the emergency lane and the shoulders as regular travelways during congested periods.
- That the bike lanes are class 11 rather than class 1
- No
- Cars interfering with trains. Bad idea.
- No concerns
- Mixing light rail and other traffic.
- Shoulders are under utilized space/ trash collector areas. Share auto/ transit.
- Who will enforce the obvious traffic violations that this project would beget.
- Not a fan of the light rail having to deal with cars
- Removing prime riparian habitat is a detriment to wildlife who are already stressed with homeless individuals, their loose dogs etc.
- Transit will inevitably get held up in vehicle traffic, which will dissuade people from taking transit.
- "well let's just put walkers and bikers so close together, and let's spend money you don't have
- "
- NA
- "How is this the the narrowest possible footprint? You need shoulders AND a middle emergency lane??? You should go back to the drawing board and come up with something that uses less space. Look at tilikum crossing in Portland Oregon.

-
- You do NOT need to plan infrastructure for the worst-possible-scenario of a broken down vehicle on both sides of the bridge and a massive fire truck needing to cross this specific bridge without re-routing to Northgate or Jibboom.
-
- I also don't think the light rail should share space with cars. The trains should cross this bridge at or near their top speed of 50mph, without being slowed down by humans that are notorious for being horrible drivers."
- Wasted space for shoulder and emergency lane. Multi-purpose path combined cyclists and pedestrians
- Mixed use lanes.
- transit and car congestion; people don't know how to use/share multi-purpose lanes; emergency lane is wasted space 99% of the time; bikes will still use the sidewalk
- Car and train confusion. Right of way.
- Transit is mixed with cars. Pedestrians are mixed with bikes. Each mode of travel should be separated for safety.
- Mixed-use lanes may be awkward for motorists. Perhaps too narrow.
- All of the "Cons".
- peds not being separated from bikes; bikes lanes need to have barriers between them and trains (no class II); car accidents are going to block trains
- i don't love sharing driving lane with transit. it scares me when i'm driving.
- Unsafe for bikes and peds. We don’t need another bridge for cars.
- mixing bikes and peds and trains and cars are both bad ideas.
- Shared use lanes would not do great things for transit reliability.
- I think one lane is too limiting as if there is an accident, everything will be backed up and emergency services will be limited
- Cost. Light rail isn’t close at all on the north side. Future rail extension isn’t likely. Unless it’s already heading to the airport.
- Need more space for active transportation and don't allow cars
- seems pretty wide to me. that means $.
- That autos are allowed on bridge.
- All the cons
- I want a separate walk for pedestrians.
- mixed use lanes are confusing and can be intimidating
- None
- None
- None.
- mixed use is not great for lanes
- none

- The transit delays with sharing a lane. I can see people passing through traffic through the emergency lanes.
- N\A
- Mixing trains w/ cars maybe confusing for vehicle travelers. I would imagine proper signage would be key.
- It is a complete waste of taxpayer dollars and has no value to the businesses and residents living within an eighth of the rail tracks.
- This would potentially cause frequent traffic jams.
- Transit will hit drivers
- Will transit delay traffic? How?
- It's another accommodation for cars. If you want to encourage alternate modes of transport (It's been said this will help with climate change; I think this reason is a cheap manipulation.) then build it only for pedestrians and bikes. This bridge, as is, will be very wide. Construction will impact the American River and parkway ecoystems.
- Too small.
- Pedestrians are not fully separated from bikes
- None
- Doesn’t allow for expansion of north Natomas and increased usage needs in future. JD Smith connection.
- Safety of mixed mode I have not seen it work well in Other parts of town
- Center median for emergency vehicles because this will be used by regular vehicles to speed past others and will result in more crashes. No separation between bikes and pedestrians. Impact to residences and businesses on Truxel (I don't know why you are only referencing Sequoia Pacific), mixed use lanes will create additional problems and could lead to more crashes, especially if there is a bus or an unwanted and unneeded light rail. This is just a hot mess.
- Should not share with trains - dangerous! Not enough vehicle lanes -- should be 2 lanes each way.
- Sharing a lane with light rail makes me uncomfortable. I'm also worried about homeless people camping on the bike lane
- Separation of slow pedestrians from potentially faster jog/running and bike traffic on the trail side.
- More homeless to our neighborhoods and we do t want that!
- Drivers sharing lanes with transit may be hard
- But why cars?
- It allows car traffic. In an effort to reduce VMTs, fend off induced demand, and incentivize people to take transit and bike, cars should NOT have a place on this new bridge.
- Cars - we don't need additional car access, we need safer year-round bike and walk access.
- Vehicle and transit sharing lane

- i'm not thrilled about driving in the same lane as transit
- All the cons plus the impact to the neighborhood. Transit delays defeat the purpose. Truxel is not a main thoroughfare for heavy traffic, it is a neighborhood area. Garden Hwy is a nature & wildlife reserve. It is already being destroyed with the amount of camping & trash left on the riverbanks.
- Pedestrians and bicycles sharing the multi purpose path can lead to injuries if people don't remain alert to others sharing their space. (But the sidewalk is a great option for pedestrians to use safely.)
- Conflict between pedestrians and cyclists
- Please see response in 6 other.
- I absolutely hate driving on light rail tracks. Do not like car/train shared lanes.
- Driving on same line as transit is confusing
- Not enough room for all modes of transportation - high probability of accidents for cyclists and pedestrians
- why only 2 lanes of vehicles? The bridge will be congested the day it opens and y'all are going to look like schleps. Sacramento deserves better. The emergency vehicle only lane is a waste of resources.
- Congestion from shared vehicle/transit lane
- I don’t think it is efficient use of bridge space. The emergency lanes, while important, will probably be empty most of the time as with the shoulders. Also traffic on the bridge will cause delays with light rail.
- Mixed use with pedestrians
- Potential issues with light rail and automobiles sharing lanes.
- I’m concerned that there is only lanes.
- Lightrail and cars share a lane, delaying public transit considerably.
- Light rail needs dedicated space. Nobody will take it if it’s too slow because of shared lanes.
- Too much space for cars - those shoulders will let people drive super fast.
- Cars slowing down the transit
- "A Broken down vehicle or public transportation can create chaos.
-
- The multipurpose path can lead to accidents involving cyclists and pedestrians. "
- Cars
- Transit and cars in the same lane
- Vehicle traffic
- it would be nicer if it transit had its own travel lanes to avoid being slowed by cars
- Design includes fuel-burning vehicles
- Potential transit delays associated with shared lanes.
- Looks congested

- Bike and pedestrian separation would be preferred, or at minimum, make sure width is wide enough to accommodate easy passing on a bike.
- Lanes that feel unsafe will not have widespread community adoption, especially when the homeless take over the sidewalks forcing everyone out into the traffic.
- None
- Multi use lanes (separate RT and autos); separate pedestrians and bikes. There should be 4 lanes for autos (2 going south, 2 north).
- The share bike/pedestrian path. I like the emergency lane but I think people will use it to pass transit or slow traffic and that will be dangerous.
- creates induced demand for cars, bikes/walkers are mixed, lightrail impeded by car traffic, looks expensive, worst of all worlds
- Speeding. Safety
- Multi-purpose bike/walking paths can cause conflicts between users.
- Bikes and pedestrians mixed will be a little dangerous and will slow down cyclists.
- None
- This is a good option.
- Don't like the vehicle and transit lanes. I'm one of those peoples that is uncomfortable driving with the transit.
- Cars/rail congestion
- Nothing
- Multi use path is not a good idea. Keeping bikes and pedestrians separate is of the utmost importance.
- I have NO concerns with option A. The cons mentioned have solutions with various mode of communication and such. Drivers will adjust and there might even be less people driving. The multipurpose pedestrian/bike path is no different that the current ones around Discovery park and river. Transit delays will not be every day and therefore not much different to what we encounter now.
- I personally hate driving on light rail tracks.
- Too wide. Shoulders and emergency lanes are wasted space. Make it one rail lane and bike/walk only.
- Mixed use lanes will hold up transit during high traffic times. Perhaps if it were transit only during rush hour. The pedestrian and bike mixed use can be dangerous.
- Additional vehicle congestion. Why bother with cars? Just add transit lanes and cars can get on the freeway.
- The street will not be wide enough. This will be an area for more crime.
- Seems like a waste of space for center lane and full shoulders on both sides
- Keeping walkers, bike lanes, cars away from each other, emergency vehicle access
- Cars share rail path
- Aggressive entitled bicyclists
- How long it will take to build

- none-
- Light rail and vehicle traffic mixing is a horrible idea, least favorite option
- Share same concern about delays in sharing lanes.
- None
- looks expensive to build and maintain with tax dollars
- Timid drivers sharing a transit lane
- So many ways to get downtown, less save the money and create more shelters downtown for the homeless.
- Not enough lanes for automobiles. Mixed transit and automobile lane is too much.
- El Costco.
- I do not like cars sharing a lane with public transits as it causes confusion and delays for both.
- impact on area once river crossed
- My main concern is that public transit and personal vehicles share the same roads making public transit more susceptible to being stuck in the same traffic as cars.
- "Traffic behind transits
-
- Confusion of others. "
- Waiting for a train delay to be able to cross with a car.
- "Cars / Transit share road.
- Shoulder is too wide
- Emergency vehicles should just use bike lane -- that's common in other countries. "
- Mixture of cars and transit would feel uncomfortable
- interferes/intrudes with Discovery Park landmark for concerts, picnic/events area, boat launch, american river bike/walk path etc., which is great for community as it exists. Here it would be counter productive and wasteful use of resources for said purpose.
- transit delays
- Sharing of pedestrian and bike lane
- I don't like sharing lanes with light rail. Busses are fine. The concrete barriers as shown are not aesthetically pleasing.
- transit getting in traffic
- Because this option has mixed use lanes, the traffic lights on either end could quickly cause a backup of traffic across the bridge if they are not timed well.
- Transit delays from shared lanes is a concern but a minor one.
- No cars! please!
- I don’t like the cars and trains using same lanes
- I dislike the mixed use vehicle and transit lane idea. I would prefer if the light rail had its own lanes. Perhaps use the shoulders space to segregate vehicle and transit lanes while maintaining the center emergency lane for emergency response vehicles and vehicle breakdown.

- Safety for bikes and Peds
- Potential transit delays associated with shared lanes as well as where would the transit stopping points be. Potential backed up traffic on Garden highway when transit crosses.
- I don't think there should be a vehicle lane. If there is going to be a bridge it should be for pedestrians, bikes, and public transit.
- i didn’t see a light rail line- oh wait is it on the traffic lane? yeah maybe a little sketch
- Mixed rail and vehicle lanes
- All aspects of having cars on the bridge are concerns. The bridge should just be for bikes, pedestrians, and light rail.
- Transit will get stuck in traffic. Peds on bike lane.
- Might be bicycle/pedestrian collisions
- Mixed-use lanes will result in light rail/vehicle traffic and collisions. Nobody wants to ride a light rail that they see waiting in traffic, might as well just drive so that I can sit in my own car at that point.
- Wouu you kid be good to separate bikes and pedestrians as e bikes become more prevalent. You need to focus safety of these larger, heavier, faster bikes and manage that concern.
- Concern that pedestrians would just walk on the mixed lanes where cyclists might be going fast since it’s inconvenient to cross to the pedestrian side.
- Pedestrians in groups will block access to bikes. I dislike transit and cars in the same lane because Sacramento drivers seem to struggle with that in midtown. Also dislike the car lanes and the negative impact on traffic.
- seems bikes should be able to travel on either side of bridge
- There are cars. Do not accommodate cars here. The fact the some drivers may be uncomfortable by the mixed use lane is the first con is absolute bullshit and you know it. The only thing that makes drivers actually pay attention to their surroundings is when they are uncomfortable. That is how you reduce speed and keep people outside of cars safe. The fact that it is a con is horrific and explain how a lot of things around our community got built.
- Pedestrian safety
- Shared trolley and cars will make it slower
- It will still have a huge negative environmental impact since it is to be constructed over the parkway.
- I do not like this option. The mixing of high-capacity transit should not happen. It can obstruct hi-load transit vehicles and will restrict the potential for increasing transit service in the future.
- "Transit would get stuck in the same traffic as cars which would causes transit delays and make having transit on the bridge pointless.
-
- Note: I take issue with you deliberately making the “con” list shorter here. You seem to be guiding the public towards a preferred solution."

- Shared lanes, slow traffic
- I am concerned that including vehicles on the bridge will increase car traffic and negative impacts that come with it: noise, air and water pollution, traffic, trash in the river. I am concerned that a vehicle accident/traffic to slow down or block the path of the train, making it less efficient.
- shoulder and emergency lane seem unnecessary: the road is too wide.
- Vehicle access. Bad drivers will put pedestrians in danger and hold up public transit like in downtown.
- Cars mixed with other types of traffic. Too much congestion around the bridge due to car traffic.
- all the cons
- None
- Encourages auto use! Air pollution! Size significantly impacts the parkway. Already crossing for autos on Hi 5.
- People are mixed into the bike lane
- Drivers using the shoulder to get around traffic. Unless there's something to make it not attractive to use.
- Rails in the middle
- "The shoulder space is essentially being ceded to cars while bikes and peds are shoe-horned in.
- Combined vehicle/transit lane may subject future light rail trains to vehicle traffic."
- Generally, I would love to see automobiles completely off the bridge. Dedicated bridge for public transportation, emergency vehicles, walking and biking.
- Mixing transit with car traffic will most likely make the transit slower as it can get delayed by car traffic
- Multi purpose bike paths are dangerous to pedestrians and cyclists
- Too Cheap and simple, doesn't account for future growth
- A lot of unused space dedicated to automobiles. This option will provide drivers with a visually wide area (emergency lane and breakdown lanes) that will encourage speeding. Transit should have dedicated lanes. How often are vehicles breaking down that we need to dedicate space that will not be used the majority of the time to cars?
- None
- mixed use seems dangerous. Don't like mixing pedestrians and bikes.
- I think this is the worst of the 3 options. Transit should be separate from vehicles. SACRT already struggles with on-time performance in downtown with the mixed-use lanes. This will be the future crossing for the Green Line to the airport. Light rail transit speed should be preserved and limit interactions with cars.
- No separate bike lane
- Cars and public transit should be separate. Too much extra space to accommodate vehicles, which encourages speeding and dangerous driving.
- Too much focus on cars. Transit must share space with cars.

- Not enough space for walkers. Great to have an emergency path!
- "Mixed-use lanes may be uncomfortable for some drivers
- Pedestrians are not fully separated from bikes
- Potential transit delays associated with shared lanes"
- Bikes and pedestrians not being safe from car traffic.
- Space in lanes for all users
- "Auto traffic/congestion impacting transit reliability. This alone should disqualify this option.
-
- How would bikes be encouraged to stay off sidewalk? Once a bicyclist gets on the sidewalk side of the bridge, they can't easily get over to the actual bike path. "
- Pedestrians not separated from bicycles
- Cyclists will have to make room for pedestrians sharing their space, rather than assuming it is a bike lane only.
- no transit
- Shared transit/auto lanes will likely slow both, somewhat defeating purpose. Shared bike/pedestrian lane is uncomfortable for peds, and difficult for some bikers. This configuration is usually aesthetically unappealing. The new bridge should be beautiful as well as functional.
- Drivers in Sacramento are generally unfamiliar with mixed-use lanes (this has caused some issues when driving on streets like 12th street with the tramlines). However, the only way to make drivers in Sacramento familiar with and comfortable with mixed use lanes is to build them.
- Pedestrian safety and public transportation delays.
- None
- Safety of bikes and pedestrians sharing a space.
- wasted space for emergency access. bridges are high function. using all available space 24/7 is premium.
- I am concerned that there is not a clear separation for pedestrians and cyclists. The best bike-friendly infrastructure should have a clear separation from both pedestrians and automobiles. This is an opportunity to build for the future, we should be thinking about the type of community we want to live in, not just the type of community that we currently have.
- Mixed use lane could cause congestion.
- I don't like that it doesn't have pedestrian walking availability on both sides
- None
- The concerns you list.
- Sharing auto traffic with public transit, especially if it is light rail, can cause congestion for autos.
- Feels like too big and urban of a city. Keep Sacramento's charm.
- No room from w el Camino to San Juan for the additional traffic

- Pedestrian safety
- Transit sharing same lane as cars. It would be nice to have transit/emergency vehicles lane only.
- Mixing vehicles and light rail. Mixing pedestrians and cyclists. Shunting cyclists to one side of bridge.
- seems like a recipe for making transit forever slower than a car. no way to cross from one side to the other side if you get on the bridge as a ped on the "wrong" side.
- none
- Unneeded new bridge for vehicle/transit.
- Congestion with only 2 lanes.
- Multi-purpose path only on one sided
- Many drivers do not know how to share lanes with Transit Vehicles - this causes back up. Commonly seen downtown sacramento
- Inclusion of car traffic. Wide shoulders. Multi-purpose path isn't as appealing to pedestrians or bikers as separate paths.
- - Getting into and out of current parking lots along Sequoia Pacific Blvd - will there be stop signs for the traffic going on and off the bridge?
- the cost when the rest of the city has such bad streets and they need fixed and all we get told is there is no money but somehow there is money for this bridge...and the city budget is $50 million in the hole?
- lightrail is subject to traffic
- Cyclists may still use the shoulder.
- Bikes will use sidewalk. Cars don’t know how to interact with RT.
- Slows down transit. Transit must have priority to increase adoption. Why will anyone take light rail to the airport if the trains are blocked by cars?
- Personal autos allowed
- I would prefer cars and transit to be separate, to prevent transit vehicles from getting stuck in traffic.
- None
- Light Rail not having it's own right of way.
- None
- mixing of bikes and peds. LRT would block vehicle lane sometimes.
- We oppose autos on the bridge. The council can reconsider this option. Studies have shown that providing more options for car travel increases miles driven.
- "Additional auto traffic along Truxel and the impact the noise will have on the natural environment in Discovery Park.
-
- Having bikes and pedestrians on the same pathway could pose problems. However, I don't imagine many people walking across it since walking traffic down Truxel going to downtown is generally limited to the homeless."

- Mixed use lanes potentially contributing to transit delays.
- Driver discomfort with Mixed-use transit lanes
- Only one way for bicyclists.
- Just wanted a beautiful bride in our city
- Mixing bicycles and walking pedestrians means to very different speeds of movement. Bicycle should have their own lane.
- Don't like rails and drivers in same lanes
- Usability
- Transit delays because it's not separated from traffic will turn away potential riders
- Shared car/transit lane will slow down public transit, negating its benefit. Driving in shared lane is also more dangerous.
- Transit will be slowed by private vehicles.
- Congestion
- I have concerns that the bike lane doesn't look separate from the pedestrian path. I'm worried that it may cause confusion, which could lead to accidents.
- None
- Why do you need an emergency lane, shoulder should be enough space for emergency vehicles. Loose emergency lane and add lane for peds instead of sharing bike lane.
- Would prefer even narrower option that would accommodate transit & bike/ped only, getting more cars off the roadways
- Bike lane and pedestrian traffic needs to be separated.
- Too much going on, things should be separated
- This option is problematic because it still prioritizes cars on this road allowing for transit to be caught in regular traffic when it should be the quicker option.
- none
- the multi-purpose path could hamper bike commuters
- Vehicles and transit sharing lanes
- Public transit may cause a slow down/traffic
- Concerns re: bike/pedestrian interactions
- Light rail sharing auto lanes increases transit times
- more commuters using secondary roads through neighborhoods to bypass I5 congestion, shared transit lanes lead to congestion
- "Cross section width seems excessive
- Slowing down transit
- Sharing space with bike and peds"
- Biggest concern is automobile/light rail safety as mixed use lanes may become a hazard outside of downtown.
- Mixing transit and auto traffic is a shot in the foot for the green line. This will force transit to be at the whim of car congestion when it should have its own dedicated right

of way. It will result in less incentive for people to use transit and thereby result in the same level if not increased vehicle miles travelled.

- Too auto oriented. I would prefer no private automobiles.
- It’s only one lane
- Mixed use (transit) will just be a hope and never come to fruition... Cars will be in the way of transit
- Expands use of personal vehicles with more air quality and climate impacts, increase in bike/ped conflicts,
- The vehicle and transit have to share lanes and that can cause many delays.
- Multi-purpose shared path with bicyclists and pedestrians is typically not safe, but faster cyclists would likely use the class II bike lanes in the shoulders, so I think it's okay in this case.
- "Pedestrians and bikes share their section Some cyclists tend to be aggressive.
- "
- Would prefer a bridge for alternative modes and no cars.
- Vehicular and pedestrian traffic are a plus. Light rail is not it brings crime and spreads homelessness.
- Shared car and transit lane
- Drivers unfamiliar with driving in same lane as light rail may panic
- slowing down traffic ahead of bridge and exiting so that traffic incidents are minimized as much as possible.
- Mixed use lanes can be confusing to all who use them.
- Cars and light rail sharing the lane like downtown
- It will be a big mess on Truxel bringing homeless and transient through the neighborhood and so much traffic since we have tons of apartments in the area. Too many people in a small area.
- None
- Mixed use lanes.
- Traffic cost money no benefit to it being so close to the freeway with only 2 /4 lanes bad idea.
- None
- Cars should not be in transit right of way. One of the best things about a train is that it avoids traffic. If you are going to put cars in it just do a bus at that point.
- Emergency lane sounds wasteful. Why not just put it with the bike lane?
- Doesn't seem optimal to me.
- Too narrow. Congestion. Too slow.
- Shared transit lanes could lead to system wide delays on RT similar to downtown traffic.
- No separate pedestrian walkway.
- No separation of bikes and walkers
- Traffic back up behind the public transit shared lanes

- I do not like sharing lanes with rail lines.
- Vehicles pollution, light rail would bring crime, already have many means of traveling north/south by vehicles.
- It doesn't seem safe
- Shoulder plus emergency lane feels like wasted space.
- The potential for transit delays.
- Shared vehicle/transit lane
- Mixed use may cause more traffic on bridge
- "We have so many other needed road improvements and repairs and other programs that would be a better use of those funds.
- "
- Not enough lanes of traffic.
- Potential collisions between bikes and peds.
- Unused space
- Safety by mixing them
- Traffic may get stuck behind light rail.
- How will you get vehicles not to use emergency lane as passing lane? The transit lane on Watt Ave was only briefly used.
- Combining pedestrians and bicyclists at the far left. This is how the American River trail is set up and it's fine, but there would have to be clear signs of proper etiquette between the two types of users.
- Light rail cars in same lane.cause congestion traffic concerns specially light rail breaks down. Like them in their own lane.
- Safety of bike and food traffic
- City will be committing to decades of increased vehicle traffic through Discovery Park. Expensive.
- Transit in mixed flow is unacceptable as it will ensure interference between motor vehicle and transit. Lack of width measurements makes the cross-section less useful and subject to misinterpretation.
- Mixed use lanes causing discomfort for drivers.
- Mixed use lanes will slow down transit and cause delays for everyone.
- 2 traffic lines may not be sufficient
- "Mixed-use lanes may be uncomfortable for some drivers
- Shoulders for vehicle breakdowns"
- Don't like it.
- Private vehicles should be banned. Only buses and emergency vehicles should be permitted. Class II bike lanes allow conflict with pedestrians. Class I bike lanes would be better.
- Truxel would become a highway and it would be impossible to walk to the park or enjoy the community.

- Allows motor vehicle traffic. Motorists already have multiple large high volume river crossings. Along motorists diminished the experience for transit riders due to potential transit delays, motor vehicle traffic adds to pollution. Vehicle traffic exposes pedestrians and cyclists to pollution and noise.
- Seems like a lot of wasted space on the bridge with two shoulders and one emergency lane. I don't like that bikes can only use one side of the bridge and pedestrians and bicyclists share space on the multi-use path.
- None
- Does not separate transit and auto uses, thus negating the benefit of transit (fast, efficient, separated from traffic)
- Need dedicated lanes for transit
- No significant concerns
- Mised used lanes
- No room for growth. Needs potential for more more vehicles in emergency situations.
- Easier movement for homeless from urban to the northern portion of city.
- Cars should not be on this bridge or part of this project.
- Private vehicles should be excluded. They will slow down the trains and add VMT. The City should not add new car infrastructure.
- "Why have emergency lane? Seems redundant. Why the wide shoulders? Other options do not have them. Why separate sidewalk? Multi-Purpose Path seems sufficient."
- It's all a bad idea
- Under no circumstances should there be a shared lane combining transit and vehicles. Transit (light rail) should have its own lane to ensure efficient movement and decreased headways. Shared right of way throughout Sacramento slows light rail decreasing service stability. One lane of vehicle traffic should be the absolute maximum.
- The shared space for pedestrians and bikes, and shared lanes for cars and transit.
- Rail should NEVER be in a mixed lane with vehicle traffic.
- biking and walking lanes are shared. Sometimes cyclists are speeding through and can be dangerous for pedestrians.
- Remove cars from transit lanes.
- I don't like the mixed use travel lanes. I don't like option A at all. Cost shouldn't be a factor.

9a. What do you like about Option B?

- transit has its own separate lane
- It addresses the need for protected bike lanes that pedestrians don't share. It could be part of a well-conceived network of bicycle routes and bike-only roads to encourage SAFE bicycle commuting. People who have to drive can use it, but it's limited appropriately by only giving cars 2 lanes to use.
- Separate all
- Having cars and light rail separated is key. I like the separate bike path and sidewalk too

- Pedestrians and bicycles are near each other. 2 way traffic area for bicycles more flexible
- Trains have a separate lane
- Seems it would be easier to drive on. Each mode has own lane
- Transit will move quickly when it isn't sharing lanes.
- like cars and light rail have own lane
- Trail connections, bike and pedestrian near each other
- Nothing
- The presence of bikes, pedestrians, and transit.
- Nothing
- Separated transit infrastructure is a must and I'm glad this includes it
- If you can make the cycle track a protected bike lane so drivers don't kill us, then this might work, but it has to be something more than paint or floppy bollards. Pedestrians will love a nice, wide sidewalk separate from the stench and noise of vehicles.
- Nothing
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge.
- The separation between each mode of travel
- Bike Path and Sidewalk are on same sides, vehicle lanes are separate from transit lanes
- I like option B except…
- separated modes of travel
- I do not like the plan in any way.
- Light rail is separated from the roads.
- Fully separated; bike lanes
- Cyclists and pedestrians are separated, transit can move unimpeded
- Less accidents with bikers and walking pedestrians
- Bike lines and access to trail
- None
- Transit, Bike, and walk lanes
- More bike lanes, transit is uninhibited by cars.
- Class 2 bike lanes would be a legitimate way to promote bike usage. Not fake protection that is still really dangerous.
- I like that the vehicles are separated from everything else, however there should be bollards considered on the transit lane side to make it feel a bit ore enclosed as the motorists are crossing over the bridge. They should not feel comfortable enough to speed. In a situation like this, I think it would be okay if there was no physical barrier for the bicyclists/pedestrians, though I'd recommend considering swapping the travel lanes with the transit lanes.
- Nothing, there are cars
- Multimodal

- Prioritization of public transit, separation of pedestrian walkway and bike lane. No wasted shoulder space will help control traffic.
- Cars are fully separate from transit.
- Separated transit and vehicles. Separate bikes/peds. Okay that emergency vehicles use transit lanes. Allows connection to trail. Less space for autos to keep down speeds.
- Nothing
- All modes separated, trail connection, narrower lanes will help control vehicle speed
- Nothing
- "- Dedicated train lanes
- - Dedicated bike path"
- trains not being over cars in their own lane
- Nothing
- This option seems the most reasonable and most similar to successful ped/bike/transit bridge projects elsewhere, such as the Tilikum Crossing in Portland, OR. I like that this option limits vehicle speeds, as this will make crossing the bridge a quieter and safer experience for pedestrians and cyclists.
- bike path
- Separations among different types of traffic
- Nothing. Use Northgate Road instead of Truxel.
- nothing
- I like the public transit option
- Dedicated bike path
- Separated public transit lanes.
- Separated public transportation lane
- Everything except the vehicles- there is no need to include cars.
- Separated public transportation lanes
- Transit lines have there own lane.
- Transit is given a dedicated ROW.
- Nothing, it's a nightmare. I would not use this on my bike, it's too dangerous.
- Separate areas for each mode of travel. Design slows down cars
- Travel modes are separated.
- Light rail vehicles are not impacted by traffic meaning that vehicle breakdowns/traffic won't halt them completely like in Option A. Pedestrians and bicyclists have their own space. Emergency vehicles can easily use transit right of way for fast access (not understanding why this is listed as a con). It's unclear from the render if the bike path is at grade with the road. As long as it's not at grade, barrier separation isn't as important (also, assuming that the vehicle speed limit is no more than 30 mph). If it is at grade then vehicle speeds would need to be 25 mph or less per NACTO recommendations. Vehicle breakdowns blocking travel lanes are not a concern because drivers already have multiple options in addition to this bridge.

- All modes of travel are separated and connection to Jedediah Smith trail connection.
- Dedicated lanes for everyone.
- Trail connection
- Not much
- Nothing.
- I like the separations between each mode.
- Like that all peds/bikes are on same side, transit/cars separated
- "Pedestrians separated from bikes and vehicles
- Cars and trains on separate lanes"
- Nothing
- Fewer modes of transportation sharing the same lane.
- It's Ok
- Transit is not sharing a lane.
- How many people talke light rail? For the future it makes sense and if there is car congestion then so be it. We have to use alternative modes of transportation.
- everything is separate
- The City should stop considering the Truxel Bridge project and instead focus on Alternative 8 (Northgate/Hwy 160 Bridge).
- None
- I'm okay with this design.
- Separation of all modes lead to increased safety.
- I love that the light trail transit is not slowed down by car traffic, and also like the potential of connecting the bike path to the existing trails
- I like the dedicated lanes for each transportation type, especially for both directions of bicyclers.
- Pedestrian and bike paths completely separated and away from LR or vehicles.
- Separated travel, trail connection
- Cleaner and more obvious where you're supposed to be--as a ped, cyclist, driver, or transit operator. More room for cyclists than in Option a
- less confusion for different modes of transit
- I like that both vehicle lanes are adjacent to each other, I feel like that could calm traffic.
- Separate modes of travel.
- The Jedediah Smith trail connector.
- It separates each mode of transportation.
- Oof the pro con list is working
- "Enough room for bikes and pets.
- Question- why can't trains be closest to cars. Feels safer than cars "
- Allows for Jedediah Smith trail connection
- Bridge should only be for cycling and walking
- No light rail

- Every travel mode gets its own dedicated space!
- Trail connection, modes of travel being separated is important
- Option B is good
- How much better it makes the other options look in comparison. Foolish design.
- Nothing but at least it doesn't have shared vehicle/transit lanes
- Pedestrians, cyclists, motorists, and transit each have their own separate space on the motorway, and generally will not interfere with each other.
- Two-way bike route.
- "reduced speeds
- separated travel modes"
- Dedicated bicycle lanes.
- All modes are separate
- Clear separation for all modes of transport and feels more clear on where everyone is suppose to be
- Nothing
- The potential for slower vehicular speeds
- Separate lanes for all types of traffic
- just make the bridge
- Separated walking and bicycle paths
- Nothing
- Support the J. Smith trail connection associated with this alternative and like the unrestricted transit travel.
- No mixed use lanes.
- Spaces for cyclists and pedestrians
- partition of 4 modes.
- separate bike lanes
- All modes are separated making travel safer for all. Keeping cars separate from public transit helps to make travel more efficient. Making public transit more efficient and consistent makes it a more viable alternative to driving. Slowing car traffic is a proven method of increasing safety for all.
- Better than A. Need protected lane. Don't you know that more lanes will not reduce traffic and congestion challenges and emergency access? Look to PDX for their Tillicum Crossing or new Lloyd Bridge over I-84 for some inspiration. Look to be the future of cities Sacramento.
- raised and separated sidewalks and bike lanes, transit
- All modes of travel are separated.
- the pros are good!! still needs work on bike and pedestrian, to much emphasis on vehicles, let's encorage bike/walk/mass transit
- Separated transit
- Transit lanes grouped. Car lanes grouped.

- Nothing
- Dedicated transit lanes, separated bike and pedestrian traffic
- Best one. Just needs at least some bollards between bike path and cars. Otherwise the bike is going in direction of oncoming cars. Consolidate the sidewalk since won't have a lot of people walking compared to biking/driving.
- Connection to the existing bike trail is important.
- Modes are separated.
- Transit, pedestrians & bicyclists are separate & have their own path to reduce traffic congestion.
- Separates bikes and pedestrians for the benefit of both
- Dedicated space for peds and bikes. Curb separation from vehicles. LRT on far side away from bikes a peds for more pleasant experience.
- Option B has all modes of travel separated into their own sections.
- separated and dedicated bike lanes
- Accommodates transit and active transportation. Transit is separate from traffic
- Separate transit from cars is a good idea
- that cars are seperate from the light rail
- Transit lane is included
- all the pros listed above
- I like the separate lanes for light rail.
- Transit has it's own dedicated lanes. Cyclists and Pedestrians are grouped in their own area.
- I don't like Option B
- Dedicated bike line that's separate from pedestrians. Slower vehicles as well.
- Distinct lanes for all modes of travel.
- Nothing
- is this one lower cost.
- I would not have to share a lane with transit
- Grouping of travel modes
- Separation
- Separation of transit traffic
- Separate lane for transit and cars
- I like the separated bike/ped path because it lowers friction there, but that's not a deal breaker.
- Bike and walking paths
- Separate flow of bike lanes.
- Vehicles and transit do not share a lane
- Reduced shoulders and narrower lanes to help control vehicle speeds.
- Nothing, no bridge
- Dedicated transit and bike lanes

- Separated modes of transportation.
- The separation between cyclists and pedestrians. Cyclists are very dangerous to pedestrians because they do not like to share.
- I like the designated bike lanes, this area is a popular location for bike travel as it along some beautiful trails. This option helps keep both pedestrians and cyclists safe.
- Nothing
- The separation between auto and transit, however it might be annoying to have different signal timing and delays
- Separate traffic lane for RT
- Nothing
- I do not like this option
- Better concept. This would be safer for Transit and car traffic.
- Fully separated modes of travel
- easier to see. but wonder if homeless will live on the bridge.
- Separate lanes for each mode of transporatation.
- Separates various travel modes. Seems bike and pedestrian-friendly.
- Separate bike and walking paths, no wasted space on shoulders/ e lanes
- Love the seperated bike path
- Cars, trucks, motorcycles and public transit are separated from bicyclists and pedestrians which makes things much safer.
- Separate lane for each mode of transportation
- The slower vehicle speeds make it appear safer for travel
- Same issues with potential increases in VMT if cars are allowed on bridge. Need local in-fill development to make alternative modes viable to be used (if no shops, businesses, restaurants or housing close by then no one will walk and few will bike
- All modes of traffic allowed
- The complete segregation of traffic modes.
- Nothing
- Bike and sidewalk on same side
- Transit has its own unimpeded lane of travel. I like that the bike path is separated from pedestrians.
- Dedicated bike lane
- Separate transit and vehicle lanes
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Best option in my opinion.
- Keeps all modes of transportation separate.
- Separates light rail
- Dedicated transit lanes for faster travel
- None
- All modes of transportation are separate

- All modes are separated, and emergency vehicles can still use the transit lanes when needed (neither are an impediment to one another, as is the case with private autos).
- No
- No wasted space in the shoulder. The light rail having its own dedicated lanes is better.
- Light rail not stuck behind traffic. Removal of shoulders which visually narrows the driving lanes to help slow traffic. Wide sidewalk improves walking experience. Not dedicating significant space to very occasional uses of emergency vehicles (which can easily use the freeway as they do now) and broken vehicles.
- "As above, plus:
- - All modes of travel are separated
- - Allows for Jedediah Smith trail connection"
- Nothing
- Specific lanes
- Best separation of modes for safety and efficiency.
- Separation of light rail and auto lanes.
- nothing
- The sidewalk and bike path separated
- Better than option A
- It still covers all modes.
- Smith trail connection
- All modes are separated.
- Every is separate, there is public transit
- Separate pedestrians and cyclists
- Separation for rail.
- This is the best option to keep transit moving and pedestrians safe from bicycles.
- Dedicated lanes
- Separate bike lane. Narrow lanes to limit speed.
- Nothi g
- Separated mode of travel
- Nothing
- Seems like a good use of space
- none
- N/a
- My second favorite option; allows for each mode of transport to be given its own space. The dedicated transit lane can be used for LRT extension if desired, though not preferred.
- Inclusion of transit and bike/pedestrian path.
- Separating the cars from the transit is a great feature of this option
- Wow! This options looks good. Not sharing a lane with public transit seems efficient.
- The separation will make each commuter feel much more comfortable.

- nice cyclist separation
- Safest option for pedestrians
- Transit not sharing space with automobiles.
- The inclusion of public transport would make commuting a lot easier across the river.
- Separated modes of travel
- All modes of travel are separated
- Transit is not merged into other traffic and further away from walkers and bicyclists
- Dedicated transit lane
- Separate bike and walking bath, narrow road lanes control speeds, transit lanes.
- This is the best option. Active transit is sequestered. Breakdowns seem like a rare occurrence on such a short stretch.
- single lane for cars in both directions
- Transit lane separate from vehicle lane is a plus. Less wear on tires for passenger cars.
- Seems more structured
- Seems to have more cons aka issues and chances for unfortunate situations
- It’s efficient for driving.
- Each mode of travel having their own section.
- I like it much better than option A. As a biker, mixed lane like option A is scary. and as biker or walker, we can easily change direction if we wanna go opposite way.
- In Option B, cars are separate from transit and pedestrians are separate from bikes/multimodal transportation.
- "All modes of travel are separated
- Allows for Jedediah Smith trail connection
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Everyone is separated.
- Separation of each type of traveler.
- I like that affords more confidence that it is safe for people traveling by foot or bike. Also, appears to alleviate drivers being held up my train issues and vice versa.
- Separate pedestrian and bike lane
- Light rail has dedicated lanes.
- accommodates mass transit.
- This is my favorite option. It gives the most for everyone and keeps a trail connection.
- Nothing
- Its separate and avoids accidents
- Reduced but not delayed vehicle traffic, and trail connection.
- connects to the Jed Smith trail
- I like separating rail from vechiular traffic - makes it possible to increase rail traffic at a later point
- I don't like it.
- Each mode or travel is separated.

- "All modes of travel are separated
- Allows for Jedediah Smith trail connection"
- fits all needs
- Better allocation of traffic, easier to follow not confusing like the other options. B is definitely a better plan.
- Modes of travel separated, pedestrians far from rail
- dedicated bike path and dedicated walking path
- I like the fact that the cars and trains are in separate lanes.
- Separate bikes and pedestrian paths.
- I do like that every lane has it's own path. Maybe make Sidewalk and bike paths smaller for broken down cars.
- Nothing
- Separation of modes of transportation but there must be a barrier
- I do not like this option
- Seems saferJj
- All the listed pros
- Separate paths for vehicles and trains. Dedicated bike path.
- separate clear paths
- Nothing
- I like that each mode of travel is separated and that transit has it's own lanes. emergency vehicles can drive in the transit lanes if needed due to vehicle lanes being blocked
- Nothing
- Not sure.
- The bike lane is nice.
- cleaner and more organized
- Nothing
- Dedicated transit lane, grade separation between bikes/pedestrians and vehicle traffic.
- I like B better, it's easier if you are new to traveling this route to understand what is going on and where you are supposed to be in the lanes.
- "I like the separated lanes. I think we would want to look at stats to see how frequently we are expecting emergency vehicles to need to occupy a lane. I feel like it would not happen frequently enough to warrant changing the whole design to add a middle lane.
- I like that everything is separated, pedestrians and bikes have their own space off to the side, vehicles have their area, and transit is a whole separate section. I think that would keep things flowing smoothly for all modes of transportation."
- none
- Nothing.
- Light rail has its own lanes
- Nothing
- clear separation between pedestrian and bike paths.

- Bike and sidewalk separation
- Plenty of room for all users
- Separate area for trains
- Connecting light rail to Natomas (only applies if the city actually builds the line, which I doubt will happen)
- Not much
- Might slow vehicle traffic
- The separate lanes for each mode of transportation.
- Separate pedestrian and bike path; separate vehicle and transit lanes means if there is an impact to travel in one set of lanes, it would not necessarily impact the other mode of transportation
- Nothing
- Best option. Gives each mode its own dedicated space. Includes connecting to Jebediah smith trail
- Dedicated lanes for all modes of transportation.
- None
- This is the best option. It feels safer.
- N/a
- It is great.
- everything is separate
- Reduced vehicles speed
- yes
- proper delineation of modes
- separated travel modes.
- Separate lanes.
- Cara are not the priority. Cyclists separated from pedestrians
- Lightrail is seperate
- Separate light rail tracks
- I like the separated lanes for each mode of transit
- "Allows for Jedediah Smith trail connection
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Transit options are separated
- Lightrail is gross and full of homeless poeple stop wasting money on it just do option A so you take up less space with that crap
- separation of different modes
- Separate transit
- Pedestrians and bikers are separated.
- The trains being in their own lane.
- Complete separation of users and bike lane connection to main bike trail.

- Dedicated light rail. This will encourage light rail usage in place of vehicle. Emergency vehicles will be able to use bike lane as cyclists can temporarily dismount and move to sidewalk. Or they can use light rail lanes if there is no train at the time.
-
- Seems safer
- It's ok.
- Everyone has his/her own space.
- Best option presented.
- separation of bike and ped
- Nothing
- Nothing
- Separates the cars from transit and pedestrians from cyclists.
- It includes light rail
- Separation of all travel methods
- Nothing
- I like the focus on transit/walking - and believe bike paths for emergency vehicles is an easy solution to concerns about access
- Weird
- Pedestrian traffic and bike traffic are separate.
- All modes of travel are separated from each other.
- everything is separate
- Connects the bike trail and separate transit from cars.
- Refer to Option A
- Better than A. However I still would not be able to get off my street Truxel.
- Nothing
- Allows for Jedediah smith connection
- Appears more straightforward for pedestrians, cyclists, cars, and light rail to be where they are predictable so there is no question if this is for vehicles or light rail coming.
- Again, light rail running out here benefits commuters but also invites vagrants and transients. We see it all the way out to sunrise. This seems like this is all for the benefit midtown more than our districts.
- Separation
- I like the control of vehicle speed and Transit will have their own lanes.
- Cars
- Dedicated ROW for light rail and bike path
- Nothing really
- Don’t knowl
- Wider space
- Bike access is wide.
- Nothing

- no
- a separate walking trail
- I like how everything is separated and has their own designated lane
- The nest separation of directions
- I don't like this option
- Really like how everything is separated.
- Trains aren’t in same road as cars
- All modes of travel are separated.
- All modes of travel are separated
- It seems easy to navigate
- Nothing
- Nothing
- Transit more separated from other modes.
- Better option. Transit only lanes are best bet. Two-way bike lanes are a good option. Glad you eliminated the shoulders.
- Modal separation is good. Trail acces is good.
- Mass transit!
- better separation
- better acomodation of all modes
- I like how pedestrian and bike path are seperate.
- All modes of travel being separate.
- Dedicated vehicle and light rail lanes
- Not much
- Dedicated transit and bike paths
- Transit lanes are usually going unused, so are emergency lanes. Seems like the best opportunity to share space.
- Bike and peds are separated from each other.
- Designated transit lanes
- Multi-purpose use of bike path since bikes are most flexible to accommodate emergency vehicles or adapt to other uses quickly.
- "bick path and sidewalk on same side
- "
- All modes of travel are separated
- Best option, you’re almost there.
- I really like the sidewalk and bike path!
- dedicated lanes for bikes and pedestrians; connects to Jed Smith trail
- Everything, it still allows for safe travel
- All forms of transportation are separated from one another
- This one seems the most logical. Breakdowns and emergency vehicles can use the bike lanes and bikes can go around them in the pedestrian lane.

- Safer with less conflicts between light rail and vehicles
- Nothing
- Nothing
- Don't like it
- Separated transit!
- Separation of all modes. Light rail is on one side of the bridge, not in the middle. Seems less “ busy “.
- Everything is separated. All modes grouped together
- Priority modes per the general plan (ped, bike, transit) have their own lanes.
- Makes more sense. Separate lanes for travelers and walkers
- Separate bike/ped areas
- Gives transit parity in priority with vehicle traffic.
- nothing
- Separate rail and car lanes are safer
- All modes of travel are separated.
- Pedestrians separate from bike path
- Nothing
- That all modes are separated
- Bikes
- I pick A.
- I like this much better than option A. Transit, bicycles, and pedestrians have separate lanes.
- Can transit share one lane? Maybe the 2nd transit could be shared shoulder/ emergency lane and only used by transit if the other lane is down.
- Nothing.
- I love that the light rail is separate
- Nothing
- I like the dedicated transit lanes.
- nothing
- NA
- I like that SacRT gets its own space.
- Separated, designated transportation types.
- better separation of uses
- Separation of uses.
- nothing
- The separation of all travel modes.
- More usage
- I like everything about option B! It's safer than option A.
- separating cars and transit
- "

- Separate lanes"
- Nothing
- transit, bike, and peds all separated, and connection for bikes and peds to bike trail.
- This is my preferred option as we have greater flexibility
- Separation and transit throughput. I like the idea of the bike path being used as an emergency lane. Bikes will be able to go around on the sidewalk as needed.
- Less.
- Best
- Narrower vehicle lanes
- bikes separate from pedestrians and cars. efficient use of space.
- Don't see any real advantage.
- All the pros; Probably the biggest bang for the buck
- Separate walks for pedestrians
- Separates traffic which I prefer
- I like that each mode of travel has it's own lane
- None
- Like A better but could live with the B option
- I like B- Safe for people and bikes off to the side- Trans on the other side
- Ability to have Light Rail to the Airport - a #1 priority!
- love this. keep people and bikes together on one side
- Separate car & transit lanes
- Priorities should be emphasized towards cyclists.
- It has a better flow. Everything is separate. Protects the bikers and sidewalk users and gives transit its own lane.
- N/A
- Clear pathways.
- Most of it is 100 percent true.
- Allows trail access.
- Transit has its own lane
- This option seems terrible. No/small shoulder, and no EMS access lane? That's a traffic disaster recipe. I see no benefit to this option.
- All forms of transportation are accommodated.
- Better than Option A
- Reduced shoulders and narrower lanes will help to control vehicle speeds
- Transit has dedicated lanes
- May be better for more usage in future.
- Designated lanes
- Nothing really but it is good that everything would be separated. I don't know why the models keep showing a light rail thing. That is the worst idea for some sort of bridge like this.

- Safer to have individual car lanes. Must not share with train.
- Nothing
- Not having to drive where light rail goes. Never heard of the trail, but walkability is nice
- Simple separation of transportation modes.
- Nothing! Also a terrible idea
- How cars and transit are separated
- Separated bike path, but need to separate it from pedestrians too.
- vehicles and transit having own lanes
- dedicated transit lanes
- I like that all lanes are separated
- Nothing
- Cyclists separated from pedestrians, and cars from light rail.
- Please see response in 6 other.
- Lots of bike and pedestrian space. Cars and trains are separated
- Separate public transit and driving lanes
- nothing
- Clear separation of travel modes
- I think it is the best compromise and most efficient use of space while keeping light rail traffic flowing. Emergency services can use the light rail lanes or bike lanes. Lowering the speed on the bridge will also reduce likelihood of accidents.
- Light rail and autos have separate lanes.
- Transit has their own lanes
- Separated light rail, pedestrian, and bike space. Slowed cars.
- The Jedediah Smith trail connection, reduced shoulders and narrower lanes will help to control vehicle speeds.
- Transit wouldnt be slowed by cars
- "Sidewalk specific for pedestrians.
- Transit lanes specific for transit. "
- Light rail has its own dedicated lanes which will help traffic flow better
- Separated bike lanes and walkways
- connection to the bike trail is a big plus, cars will not slow light rail
- Nothing
- All modes are separated.
- Not a safe option
- Operation of all modes of travel.
- It’s a better design to encourage non car traffic which is what we need more of in this city.
- Better than Option A
- Like full separation of all travel modes.
- All transit modes separated and still a small footprint. Bike trail connection.

- separate bike path, separate lightrail traffic
- Pedestrians and bicyclists are together, improved safety
- bike and walking is separated
- Good provision for bicyclists and pedestrians .
- I don't like this option.
- all of it.
- Separate rail and cars
- Nothing. There will be too much traffic
- Looks good, keeping modes separated is the best option.
- Option B is an ok solution.
- Less wasted space. Trail connection.
- All transit is separated. Designated transit and bike lanes allow for unimpeded use. Put bollards on the bike lanes.
- Nothing. Not safe. Light rail is not a viable option.
- Connection to Jedidiah Smith trail, enough separation between vehicles and bikes/peds
- Safer with designated rail route
- Nothing
- Light rail
- Better for cars to be separate from public transport
- nothing preferred -
- Favorite option, good connection to jebidia Smith trail, bike lanes on the same side of bridge, light rail has own section.
- Don't like it.
- Everything
- nothing
- I like that each transportation mode is separated in that safety for all is implied. I like that the transit lanes are far away from the bikes and peds. I like that there is 2 way traffic planned for the bikes.
- Nothing stands out.
- Separate transit and automobile lanes.
- None
- Permite laconexion del sendero
- EVERYTHING! I love that vehicle lane is separate from transit lane.
- separate vehicle & transit lanes
- More organized and easy to understand
- Separation of bike path
- I love that transit is not inhibited by traffic.
- Separation of all modes is god
- n/a
- trail connection is nice

- Every mode of transport has its dedicated lane
- Slight separation of road bed and bike/pedestrian lanes. Light rail has its own lanes.
- separate transit lane, raised cycle track
- Vehicles and light rail having separate lanes means less chance of one long line waiting for a stop light at either end of the bridge.
- That all modes of travel are separate.
- The cyclepath
- Separated cars and trains
- I like the separation of the vehicle and transit lanes but it feels like the separation causes more issues than it solves in this layout.
- I don't like it. The bridge should be car-free.
- Safer for bikes and peds
- Not as utilitarian as option A.
- everything is separate
- "Separate rail vehicle lanes
- Modes in like location "
- Separate pedestrian and bike path; light rail is unobstructed by cars.
- Dedicated public transit so buses/trains dont get stuck in traffic
- No sharing lane with train
- Everything, best option. As a daily bicycle commuter I don’t mind sharing my lane with an occasional emergency vehicle or pedestrians. Also, Pedestrians will be rare and infrequent due to distance/length of bridge. Single occupancy vehicles impeded by vehicle breakdowns will be encouraged to consider the light rail as they see it whizzing by unimpeded.
- Safest as every mode gets their own lane, but why not have an option where you separate peds from bikes, but have the transit and autos still share lanes?
- Connection to the trail.
- I like the separate bike lanes.
- Nothing
- Pedestrian safety
- Dedicated transit lanes; connection to Jed Smith trail; separated bike and ped traffic
- This is a better option that keeps the modes separate. I am not concerned with emergency vehicles using transit lanes. This is a common practice in international cities that actually improves emergency response times.
- Nothing
- I like that this includes pedestrian and bike travel. I am neutral about public transportation traffic, with a strong preference for train traffic over bus traffic.
- peds are separated from cyclists. No emergency lane or shoulder.
- All modes of travel are separated. Transit doesn't have to share road with vehicle lane.
- Separated paths.

- all the pros
- Do not like this option.
- Don't like it.
- People and bikes are sepperated
- Not much since bicycles are not protected and are open to harm.
- My favorite just makes sense
- The list of pros nails it, and the curb separation between the bike and vehicle lanes seems like a good compromise.
- Love love the bike lanes, would love it more if they were protected from vehicles oh wait as I said for option A. Get rid of the cars.
- I like that there is a lot of space dedicated to pedestrians and cyclists
- access to the Jedediah Smith trail
- Personal vehicles are not the priority in this design. The "cons" of increasing wait times for cars should not be cons. Probably easier for emergency vehicles than on option C since vehicles can pull over on both sides.
- Bikes separated from pedestrians
- Nothing
- separates cars from transit. separates pedestrians from bikes
- I really like this option. All vulnerable modes are separated. I don't think it's a con that emergency vehicles would have to use the multi-use path, I think it's actually a pro. Other cities have bike/ped trails allow access for emergency vehicles, and it's a bypass to vehicle traffic. Pedestrians and cyclists are more respectful of emergency vehicle right of way than drivers.
- Separate bike lane with no pedestrians
- All modes are separate.
- Separating transit from cars
- Jedediah Smith connection. Lower vehicle speeds.
- "All modes of travel are separated
- Allows for Jedediah Smith trail connection
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Clear separation of where each mode of transport is supposed to be.
- The defined lanes for each use.
- Vertical and horizontal separation between autos and bikes/peds.
- Separation of bicycle and pedestrian traffic seems a bit safer than in Option A.
- transit
- Separate modes of travel for all. Bike trail connection.
- It is not optional to have a physical barrier between car traffic and pedestrian/cycling traffic. It is a 100% requirement unless you want guaranteed death from your design.
- Reduced vehicle speeds.
- Love the connection to the trail.

- trail smith connection
- "Like the physical separation between cars, bikes, trains, and pedestrians.
-
- Class II bike laneClass II bike lane"
- separate vehicle and train routes. one wont impact the other unless emergency.
- I like the pedestrians and bikers each have their own dedicated space. I like that there is space for transit to use the bridge.
- Modes of travel are separated.
- I liked that it has all modes of transportation
- Nothing
- The pros you list.
- Much safer for walkers etc.
- Does not mix auto traffic with transit traffic.
- Transit lanes
- Gateway for homeless
- Each transportation mode has own section
- I think this helps create a safe feeling when automobiles are separated and keeps automobiles from speeding
- Separating pedestrians and cyclists. Separating traffic and light rail.
- no transit delays
- least favorite option
- n/a
- The separate biking and walking path
- "Separate car vs Transit lanes.
- All sidewalk and bike paths on the same side"
- Fully separated bike lane with easy connection to trail. Narrow lanes and minimal shoulders to slow auto traffic.
- lightrail is not subject to traffic
- "Again, who thinks up this stuff? Why don't you just put sidewalks in the middle of traffic...honestly, these ideas make no sense and where is the money coming from?
- "
- I do not like anything about Option B.
- Connectivity to trail.
- Transit is separate from cars, so transit vehicles won’t get stuck in car traffic. Connection to Jedediah Smith Trail.
- None
- Light Rail has own lanes
- Separate transit and auto lanes.
- separate bike path from sidewalk.

- I like the connections to other bike trails. I like that every mode of transportation has it's own lane.
- Separate travel modes will reduce conflicts and be the most useful option for all road users.
- Nothing.
- Dedicated bike lanes separated from pedestrian traffic. But those bike lanes should be wider, since pedestrians don't need the same width of space.
- I like that the light rail is not mixed with car traffic
- all separated travel modes
- Separate lanes for various modes of travel.
- Room for all
- No
- Bicycles have their own lanes
- Separate rail and drivers
- Car traffic is good
- Separate transit lane means it makes it more efficient and quicker to use. Which would encourage more people to use it.
- Separate transit lane.
- Dedicated transit lanes mean faster transit service, in turn meaning higher ridership than with mixed lanes.
- Separated travel
- I like how there are multiple transportation options on one bridge with clear designations for which section serves each mode of transportation.
- Ensures transit will be on time, increasing ridership. Slows traffic on bridge.
- None.
- Not much
- Separated bike and pedestrian paths.
- not much
- I don't
- I like that bikes have their own dedicated lanes next to each other. It also gives equal priority to all options of transit. It also doesn’t separate pedestrians with a dangerous road… but still keeps them right next to one.
- Cars don't have to share a lane with light rail trains
- all modes are separate
- Different lanes for vehicles and transit
- Everything is separate
- Separated modes of travel
- Separated transit lanes and wide bike ped paths
- Separated modes
- "Dedicated transit lanes for fast transit

- Putting bikes and peds adjacent to eachother"
- I like that cars in light rail are separated.
- I like that there is separation for each transportation mode. Transit having its own right of way is a necessity, so that's good to see here.
- I like this more because it increases density of walk and bike.
- Invests in future transit, bike trail access
- better bike/ped separation
- I like option B the most. It separates all the traffic and the emergency vehicles can still have access .
- Slow cyclists can ride two abreast and are separated from pedestrians.
- "The space that everyone gets and that the smaller the car vehicle lanes are it will push them to drive slower.
- "
- Separation of modes
- Every mode is separated so less likely to have accidents.
- Separate pedestrian and bike lanes
- bike path separate from pedestrians, narrow lanes forcing traffic to slow down
- Separated modes of travel
- i would say option B is better than option c as at least the cars and the light rail are better separated
- Don't like option B
- Great option, safe for pedestrians
- Separate modes of travel.
- Nothing still a bad idea see option a for list
- I don't
- Cars are not in the transit lane
- Better
- Better than A
- Too narrow, slow, & congestion.
- Good compromise for emergency and dedicated right of way. Additional wait time for vehicles may reduce traffic bypass through South Natomas.
- Modes of travel are separated.
- Separation of bikes and walkers
- Separate transit lanes
- I like the sidewalk next to the path and separate transit lanes.
- n/a
- It seems safe
- Might be the best option of the 3 per cost.
- That automobiles are separated from transit lanes, and that the bike/ped lanes are only on one side of the bridge.

- No shared vehicle/transit lane
- Separate vehicle and transit lanes
- N/A
- 4 lanes of traffic
- Keeping peds and bikes separate from each other. Dedicated light rail for genuine traffic avoidance.
- Dedicated bike lane
- safer option
- Dedicated lanes for each mode.
- Bikes separate from pedestrians.
- Each type of user has their own dedicated lanes.
- Separate lanes for light rail
- Not as deairable
- "Overkill. Too large a project footprint. Redundant to 5/99 and to the bike/ped crossings already in place.
- See my answers to previous questions."
- Nothing.
- All modes of travel are separated.
- All modes of travel are separated
- Side walks on opposite sides
- All modes of travel are separated
- I prefer B because pedestrians and people on a bike are not near each other.
- Nothing, except that it includes transit, that's one good thing.
- Class I bike lanes
- Nothing
- Pedestrians and cyclists are each given their own space from each to promote travel at their chosen speeds. Transit is given its own space.
- Bikes and ped are separated.
- Separated lanes for transit
- Reduced speed possibility
- I like the connection to Jedediah Smith trail, reduced vehicle speeds, separated pedestrian and bike path routes.
- Controlled vehicle speeds
- All modes present
- All modes are separated
- Dedicated transit lane.
- Trains have separate lanes from cars.
- This option seems to be less complex and least expensive option.
- Destruction of environment

- Transit is fully separated which will increase efficiency for green line expansion and reduce transit bottleneck.
- Separating the different modes of transport, link to existing bike trail
- I like that transit and auto traffic are separate.
- separated bike and pedestrian lanes
- Nothing. Its infascture bloat.

9b. What do you dislike about Option C?

- no physical barrier between peds/bikes and cars. Also, I would like this to be pedestrian/biking/mass transit bridge only. No personal vehicles
- Wider Footprint on American River Parkway
- None
- Lack of bike/ped access on both sides of the bridge, currently only on side would have access
- Remove private cars. They are not appropriate on this active and public transportation bridge.
- No barrier is a problem, add a barrier between bikes and cars
- Bike and people walking can be killed easier without more of a barrier like option a
- No shoulder lane
- Lack of physical barriers is scary unless the vehicle speeds are 25 and under. People who aren't confident bicyclists or pedestrians may feel unsafe and end up driving on the bridge instead.
- no physical barriers separating walkers and bike
- Do not want cars
- Why are there cars? Why do cars need another crossing? They have four already.
- We do not need more car-centric infrastructure in Sacramento.
- No protected bike lanes. Too large and auto centric
- Cars. Option B has even less protection between cars and bikes than Option A. Get rid of the cars in the design and I'd like it. It'd be narrower and cheaper, too.
- No physical separation of bikes from traffic
- If past Sac projects are any indication, cars will be prioritized, creating conflicts with bikers and pedestrians leading up to bridge.
- There's no barrier between motorists and bicyclists/pedestrians. RT is a great idea, but improvements are slow to come.
- Should be specifically for active transit. Not cars. Emergency vehicles have to use bike path. This is no good.
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge.
- "There are no barriers separating pedestrians, and bikes from vehicles.

- I don’t think narrower lanes will help reduce vehicle speeds."
- no physical barrier; no breakdown lane/shoulder, no emergency lane
- The community in South Natomas does not want Truxel Road lightrail nightmares. A lightrail bridge can be built to run along the freeway on one side of the freeway near the train station, and build a pedestrian/walker bridge on the other side of the freeway which would provide easier green commute.
- No physical barrier between multipurpose path and roads.
- To much traffic
- No barrier between cars and cyclists/peds, no emergency lane -- this is the worst option
- Not sure why car travel lanes are included in this?
- Mixing cycling with motorists
- Expensive, larger environmental impact, lack of bike protection
- Emergency vehicle access
- Cars, do not need Vehicle lane they have 16th street and I5. We need public transportation and walk/bike lanes
- Cars should not be included in this bridge.
- There are cars
- Pedestrians and bikes are not fully separated from vehicle traffic.
- More expensive.
- No barrier between vehicle and bikes. Can't that be added? Don't care about additional signal time-vehicles can wait.
- No physical barrier separating pedestrians and bikes from vehicles.
- No physical barrier separating pedestrians and bikes from vehicles. Inclusion of vehicles which makes bridge wider and more expensive
- Vehicle traffic. The bridge should be limited to the light rail cars, pedestrians and cyclist.
- Just remove the car lanes. More cars into Midtown=more car congestion, more parking issues, etc. Make it walkable and watch it turn into a fashionable neighborhood
- Not needed
- emergency vehicles
- Cost
- "I don't like that this option has no physical barrier separating pedestrians and bikes from vehicles.
-
- I also feel like this option could be modified so that transit lanes are to the inside (or the outside) of the general vehicle lanes. This way, emergency vehicles could use the transit lanes for brief emergency periods and would have access to the general vehicle lanes."
- vehicle traffic
- Lack of concern for other modes of traffic
- I've expressed my extreme concerns with light rail coming through S. Natomas via Truxel. Don't like any plan or anyway you paint it.

- sidewalk on one side only
- Still too wide, no shoulder, which is fine if you eliminate cars.
- No physical separation for cyclists or public transportation. Cars will drive in those lanes.
- No physical separation for cyclists or public transit. Cars should not be allowed on the new bridge
- Including vehicles will not encourage more sustainable modes of transportation as habit-vehicles should not be included.
- No physical separation for cyclists from cars. Cars already drive in the bike lane on Garden highway, what would stop them here. Also no physical separation for public transportation. Cars will drive in that lane too. Cars should not be allowed in the bridge
- Sidewalk and bike lanes next to each other.
- No shoulder for emergencies
- Too much space is dedicated to private vehicles. The bike lanes are unprotected.
- It's horriffic that you would consider a design in which no physical barrier separates pedestrians and bikes from vehicles. This will kill people.
- No physical barriers
- Longer wait times at Richards
- None, this seems like a decent option.
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing.
- No barriers between pedestrians and bikes vs vehicles.
- Just eliminate the car lanes... like the Tillikum Crossing in Portland. You'll end up with a cheaper bridge and more mobility for bikes/peds/transit users. Is there really a need for more vehicle lanes?
- "Emergency vehicles will have to use bike path or transit lanes for access
- Vehicle breakdowns will impede traffic due to the reduced shoulder space
- No physical barrier separating pedestrians and bikes from vehicles"
- Lack of physical barriers
- Not enough vehicle lanes.
- I am worried that there is no physical barrier between bikes and cars
- no physical barrier separating peds/bikes, emergency vehicles potentially using bike path
- "No physical barrier separating bikes and pedestrians from vehicles.
- "
- No barriers between pedestrians and motor vehicles. Additional, wait time for signals.
- No shoulder or emergency lane.
- Like to see Option C
- leave enough space for emergency vehicles or they can use bike trail. If you're going to build it spend the money now and build 4 lanes for traffic.
- Lack of physical separation between pedestrians/bikes and vehicles

- The Truxel Bridge was deemed the most environmentally damaging of the alternatives considered in the City's American River Crossing Alternatives Study.
- "Seems like it would impede users
- "
- Transition of rail lines from the bridge to street level. Will lines continue straight or will they need to cross over into vehicles lanes for further travel north and south. Is single traffic lane in either direction enough to accommodate volume of traffic.
- Lack of a barrier between cars and pedestrians/bikes.
- Slight concern with suggested additional wait times at intersections, but believe that will be incorporated thoughtfully if this design is used.
- Emergency vehicles do need to have a place to pull over Next to the Class one facility.
- No physical barriers, long wait times, vehicle breakdowns
- None!
- this should include a physical barrier between bikes/pedestrians and cars. no vehicles should be allowed to enter bike/ped area.
- I still prefer the bridge have no cars.
- Emergency vehicles using the bike path. Narrow lanes causing accidents. Wait times due to separate train track.
- Wide lanes to accommodate vehicles and LT
- Additional wait time at the intersection.
- The public transport may fall over.
- All the cons are big ones!!
- "You can address all these problems by not allowing cars:
- Vehicle breakdowns will impede traffic due to the reduced shoulder space
- No physical barrier separating pedestrians and bikes from vehicles
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing.
- "
- Bridge should only be for cycling and walking
- No light rail
- physical barrier protecting walkers and cyclists is critical for actual and perceived safety.
- No physical barrier for cyclists next to the vehicle lane.
- Pedestrians are yet again placed below car usage, I do not think bicycle usage as a major form of transportation will take off in this city unless there is actual separation due to cars driving too fast. Montreal had a similar issue with low ridership until they built physical barriers which spurred a massive growth in usage.
- Least favorite.
- None
- We need a protected bike lane. I'm not gonna die because of you.
- It's not needed and it's a bad idea

- There are not protected barriers separately bicyclists from motorists, creating a safety issue for bicyclists. This is especially if the speed limit is not regulated or motorists drive above a certain speed.
- No barrier and using bike lane for ER access.
- Having all the sidewalk and bike path together on one side. More likely to be misused, obstructed, used for emergencies. Having a smaller one on each side is more convenient.
- No physical barriers between cars and bikes, no shoulders.
- Not enough space for anyone
- No emergency areas and no separation
- It's sloppy there's no emergency vehicle access and a prioritizes trains over everyone else
- No protection for pedestrians and bikes from traffic, wider footprint.
- Emergency vehicles using bike lane
- just make the bridge
- Everything, slower access, more waiting, less access for first responders, larger, more expensive
- Too wide … need to combine car and bus lanes.
- Environmental impacts and cost
- Don't understand why there isn't a physical separation between the bike path and vehicle traffic. Seems like a simple fix to improve this alternative.
- Why do we need 2 train tracks if light rail usage has declined.
- No car free space.
- car-centric. Small bike lane (I ride both bikes and a trike - the latter would be awkward, as would acommodating a racing type of wheelchair. Also, how would pedestrians & cyclists cross over the other sides before/after bridge? Tilicum bridge, a gem, has ped & cycling lanes on both sides. Check it out - well-planned.
- no barrier between bike lanes and traffic
- Cyclists and pedestrians are stuck next to cars instead of being on the opposite side of the train. The emissions from cars will create unsafe breathing conditions. Buses and emergency vehicles will still get stuck in car traffic.
- Emergency vehicles will have to use bike path or transit lanes for access
- People will get confused
- Above
- There should be a car-free option that prioritizes exclusively transit and active forms of transportation. This connection is an opportunity to encourage and accommodate mode shift, which will do more to alleviate traffic/congestion concerns on other crossings than adding lanes ever could.
- How wide is sidewalk and cycle track?
- Bike Path is not protected by a concrete wall.
- "No shoulder

- Additional wait time at signal"
- the cons
- I prefer an option (not listed here) that does NOT include automobile traffic. The new bridge should only be for walking, bicycling and rapid transit (with emergency vehicle use).
- "Need to elevate the bike lanes to create a physical barrier with the car traffic lanes. Need to further elevate the pedestrian walkways to separate them from the bike lanes. If there is a traffic, vehicular, or emergency issue, the traffic lane(s) could be temporarily closed to m emergency vehicles. In an extreme emergency, the transit lane(s) could be shut down for the duraction of the emergency.
- Stop thinking that the bike or pedestrian lanes should be the emergency curbside lane to be shut down and used for emergency situations. Change your thinking. Shut down a car lane temporarily and direct any traffic (use the City Police, Sheriff, or CHP) to direct the car traffic in a controlled fashion into the center cart lane next to the transit lane.
- Stop making car travel convenience the end all and be all of the bridge design and options to other modes of transit like light rail, bikes, and pedestrians. Start looking at the next 25 years, 50 years, or hundred years rather than just next month or next year.
- Get the car only City Council or County Supervisor crowd out of their car-only travels and onto a light rail car, bike, or walking shoes for a couple of months and see how quickly they change their thinking about better options other than the convenience of car travel.
- F*cking 20th century babies! ;)"
- "Flawed access for emergency vehicles
- Makes no sense"
- Potential for pedestrians to enter the bike lane, lack of physical barrier for cyclists
- It includes automobile traffic, which the bridge should not do. Please consider a plan which prioritizes active transportation and transit to the exclusion of car traffic. In this case, the interference with both emergency vehicles and bikes and pedestrians is unacceptable.
- No pedestrian sidewalk on one side of bridge.
- I don't see a safe barrier between vehicles & bicyclists.
- "Vehicles entering bike lane without a physical barrier
-
- Lack of barrier makes bike and pedestrian use less popular"
- Offset rail may raise structural challenges. Remove 2' Shld and place a conc barrier. Make travel lanes 12' for safety.
- Too much space is dedicated to cars and not enough separation is available between modes of travel. Cars don't have any actual infrastructure blocking them from hitting cyclists or light rail trains, just paint.
- No protected bike lanes
- Lack of physical separation between bike path and vehicle lanes.
- no barrier between bikes and cars

- potential impediment/danger to cyclists due to emergency vehicle use of bike lanes, and lack of physical barrier
- None
- no concerns with the cons listed above
- It doesn't appear as safe.
- The bike lane should have greater protection with a dedicated physical barrier.
- All of the above
- No physical separation between vehicles and bikes.
- Limited access for emergency vehicles and vehicle breakdowns getting in the way.
- Too much space leads to higher speeds and death.
- we need a shoulder for broken down vehicles. also need physical barrier between bikes and vehicles
- Emergency vehicle access and additional traffic especially when there are breakdowns
- Would like RT middle of bridge to maintain iews
- Congestion for light rail
- None
- No shoulder or emergency lane, so when there are accidents, traffic is backed up and will cause delays going around.
- In the words of Tracy Chapman, "You've got a fast car..." and you will drive it fast on this road.The lack of physical barrier between those fast cars and bike lanes...could lead to problems.
- No train
- Lack of emergency lane. Kaisers new hospital will increase emergency trips.
- No physical barrier separating pedestrians and bikes from vehicles.
- Same as above on option a
- Too expensive. We spend a lot of money on bike infrastructure and there are very few bicycle riders that actually use it. My experience is most of them ride on the sidewalk even when there is a bike lane. Have had dozens if near miss accidents as they shoot out into the streets. Bam bicycles!
- The size
- Bike lanes are too close together
- This option seems very disjointed, each mode of transportation is relegated to a specific side of the bridge.
- No separation between pedestrians, bicyclists, and cars
- No shoulder
- The separation between auto and transit, however it might be annoying to have different signal timing and delays
- Why can't this one have a barrier?
- Not having a physical barrier separating pedestrians and bikes from vehicles.
- No physical barrier between vehicles and pedestrians/bicycles

- None.
- Single lane for car traffic in each direction, and the transit lanes won't be in constant use
- No room for emergency vehicles /and breakdowns. Make pedestrian lanes and bike lanes less wide to accomodate emergency vehicles. Add barrier for pedestrians.
- Light timing is a minor concern as many spots throughout sac have timing issues with stop lights
- Lack of shoulders and space to accommodate emergencies.
- Reduced shoulder space
- "FACT: Very Few people walk and/or bike in Sacramento.
- Those who do walk, frequently, cross in middle of the roads.
- Make minimum area for bikes and walkers.
- No real physical boundary between bikers and cars, no shoulder for breakdown parking
- Seems cumbersome.
- Having cars be prioritized with central lanes might make it so other modes of travel have to wait for cars to turn or exit. There is less walking space and not separated lanes for both directions of travel.
- Need to be integrated into Zero Carbon growth plans in local CAPS and General Plans. Car traffic will likely increase Vehicle Miles Traveled and thus Green House Gases will increase! No cars - bridge may be less costly if not cars - only all alternative modes allowed! Use saving for in-fill development!
- Likely congestion at several choke spots
- The lack of physical barriers between bike/pedestrians and cars.
- No rail service. I would prefer all lanes to be for automobiles
- Everything mentioned in the cons, no cars please
- No physical barrier for pedestrians/bikers from vehicles.
- Too few lanes, no barrier between pedestrian/bike and vehicles, uncovered pedestrian/bike paths
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Seems like too many headaches and traffic impacts
- Lack of shoulder space for emergency access. No physical barrier separating pedestrians and bicyclists from vehicles.
- No shoulders, no barriers, pedestrian travel on only one side, in my opinion, I don't think there will be enough bike travel to justify their own lanes like that.
- No barriers to protect bicyclists and pedestrians. No shoulder room for breakfowns
- Crime, vehicle use, light rail use that we do not need nor want.
- Traffic congestion on truxel
- Reduced shoulder space might be an issue, but at least other modes can still get by if there's an auto crash. But why are there no barriers between the autos and active users???
- Cars

- The multi-purpose path is not separated from traffic by a concrete divider. The light rail has very small floor dividers separating itself from the rest of traffic.
- Increased traffic and the money can be used elsewhere in Sacramento
- "Are two transit lanes necessary for the whole length? How often will light rail trains be passing each other on the bridge?
- The bike path not being physically separated would be more dangerous to bikers on what will likely be a long, straight road which allows higher vehicle speeds."
- - Vehicles allowed at all affecting pedestrian/cycling use and safety
- It's more expensive, there's no barrier between traffic and the bike path. It prioritizes cars.
- Too much space. Too large
- No emergency lane
- no separate emergency lane, vehicle breakdowns will impede traffic due to reduced shoulder space, no physical barrier separating pedestrians and bikes from vehicles
- Emergency vehicles use of bike or transit is unacceptable.
- I believed the transit and vehicle lanes could be mixed like we already have in downtown streets
- No physical barrier between drivers and bike/pedestrian or transit. Until Sacramento pushes to enforce traffic laws the roads will be simply too dangerous to share with vehicles. Reduced shoulders and narrow lanes to little to impede the most aggressive drivers who will simply use the bike path or shoulders.
- No real concerns.
- All of the cons, mentioned
- No emergency lane
- Wider footprint, no physical barrier, timing of lights for light rail
- None.
- I don’t think cars should have access, we should encourage people to take transit
- Lost opportunity to share lanes and space with light rail. Light rail lanes are dead space when not in use.
- Drivers on Sacramento suck ass. Crossing these other lanes will suck because our police don’t enforce driving rules at all.
- Wait times
- No bike path barrier
- No physical barriers, drivers are crazy and will drive in the bike lanes to get around traffic. Car only lanes encourage driving over other travel modes.
- No physical barrier between cars and bikes or pedestrians
- Too big. Too costly. Opposed to auto bridge through parkway.
- As a cyclist, I do not like the idea of emergency vehicles using the bike path; potentially dangerous.
- i don't like any of it

- Confusing for dumb drivers
- Lack of emergency response
- Congestion possible
- Nothing critically wrong here, just not my preferred option
- No barrier separating bike and pedestrian path from traffic.
- The lack of a physical barrier to protect pedestrians and bicyclists is criminal. If the bike trails are at least raised so that they're not on the same grade as the car lanes then it can be alright, but just having a painted bike lane sends a message to pedestrians and cyclists that the city does not care about their safety.
- It would ruin the American river parkway
- No shoulder lanes. No physical barriers separating pedestrians.
- the cons don't seen great
- Long lights and traffic due to separate car and rail lines
- No separation for bicyclists on the bridge. Paint doesn’t stop cars from hitting bikes or pedestrians. This directly conflicts with Vision Zero Sacramento’s goals of eliminating traffic fatalities.
- None
- It doesn't seem efficient for the space, while adding wait time at traffic signals.
- Additional wait time due to light rail signal
- No separation for pedestrians and bike traffic
- no cars please
- Don't like separated modes travel, doesn't feel normal.
- No emergency lane
- None
- Too many cons to out way pros
- Pedestrians during an emergency
- No barrier between pedestrians and traffic. Pedestrians and bikes are limited to one side of the road.
- Lack of shoulders and emergency access/lanes. Current transit (rail, buses, etc.) schedules are not frequent, which means a significant portion of lanes won’t be in regular use. This might also encourage drivers to illegally use lanes or accidentally use those lanes.
- "No physical barrier separating pedestrians and bikes from vehicles
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing."
- No shoulder space.
- More driving.
- Breakdowns impeding traffic.
- Long lead time to build
- No barrier between cars and bikes

- no emergency lane.
- There should be a barrier placed, even if small, between pedestrian/bike traffic and vehicle traffic.
- None
- No physical barriers to protect cyclist and people. The delay at either intersection for the Transit. That would be dependent of transit service schedule.
- No physical Barrier
- maybe not the most efficient use of space
- No shoulders for accidents and breakdowns could stall traffic on the bridge entirely.
- No barrier between bike path and/or sidewalk and vehicle lane.
- Increased opportunities for cyclist-vehicle interaction. No physical barrier between bikes and cars.
- No physical barrier separating pedestrians and bikes from vehicles
- Would be great get to have barrier between the bike lane and vehicle lane.
- Traffic backing up due to traffic turning right or left on garden highway
- auto lanes. just no auto lanes.
- Concerned about additional wait time at Richards Blvd and Truxel.
- There are vehicles on the bridge, remove them and slim down the bridge.
- None.
- Backed up traffic and accidents
- If there are no barriers between cyclists and cars, cyclists are more likely to hit by a car and die. I avoid cycling in the road with cars because there are far too many distracted drivers on the road. I rarely see cars pulled over by police. There needs to be a barrier between cars and cyclists.
- Same as first. Need good connection for bike track
- Having separate lightwell lanes seems like a waste of space and money
- No barrier
- Not the best option
- All the listed cons
- Just put a physical barrier between the vehicles and bike lanes.
- none
- Everything listed in the CON section!!
- none
- Speed control
- The bridge should have multiple lanes for cars with no transit line.
- no emergency lane
- No physical barrier between bikes/pedestrians and vehicle traffic
- Emergency vehicles taking up space, but again, I don't think that would happen frequently enough to justify Plan A. I also don't like that it's missing barriers between

pedestrians and traffic, I don't understand why that wasn't included. Looking at the illustration, it seems like it would be simple to include, if a little more costly.

- no shoulder space
- The entire bridge concept to handle traffic from autos, trucks, trains, buses, etc.
- No protection between peds, bikes, and vehicle. Maybe swapping transit and vehicle can provide some protection, but still unsafe against reckless drivers
- There's already a bridge to the River District off Northgate Blvd
- Emergency access
- No physical barriers protecting bike lane
- none
- Lack of space for emergency vehicles, no physical separation for bike/pedestrian lanes, and where would the light rail lines go on the downtown side? What impact would that have on the neighborhood?
- It's too cramped and it seems like it would get backed up way too easily
- One lane on Truxel? That is nuts!
- Not enough room
- It won't be safe having pedestrians trying to navigate the bridge without barriers between them and the cars and bikes.
- Higher cost; no shoulder
- Waste of funds
- No physical barrier separating bike/pedestrians from vehicle traffic.
- This is pretty but very unsafe for pedestrians
- No physical barriers for bikes and pedestrians
- Seems like it will take a long time to build and gain approval.
- Crosswalks may be a problem.
- Emergency vehicles don't have enough space
- No physical barrier
- none
- none
- no shoulder
- Safer than A
- Put in a barrier from car and bike lanes. Keep transit for rail and bus with emergency option
- Need more lanes for cars
- no emergency lane
- Not an efficient use of bridge width for vehicles and transit.
- Not enough car lanes
- While it's arguably the best out of the 3, I really don't like that there's no separation between the cars and bikes, making it extremely hazardous for them. Have the emergency vehicles use the transit lanes instead.

- "No physical barrier separating pedestrians and bikes from vehicles
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing."
- None
- Costs too much
- Emergency vehicle sharing bike lane
- no shoulder space for breakdowns
- Why can’t another bridge for bikes and pedestrians be isolated but build it right next to the lanes.
- No physical barrier separating pedestrians and bikes from motor vehicles.
- Lack of barriers between bike lanes and cars.
- Added traffic on Richards Blvd.
- ambulance in bike lane
- no physical barrier between pedestrians/bikes from traffic.
- Combine sidewalk & bicycle lanes in to multi-use path & create space for single emergency lane/shoulder between (shifted) auto lanes.
- pedestrians only have access to one side of the bridge making it a boring walk and prioritizing RT
- Light Rail doesn't serve Natomas already. What's the point of train tracks?! Just take Discovery Park.
- Need more traffic lanes. Use one rail line. No emergency lane.
- No physical barrier for bike and pedestrian lanes.
- Less protection for bicyclers
- Congestion due to breakdowns and light rail signals
- No cars!!
- No emergency lane. No barrier protection to pedestrian and bike lanes.
- No shoulder for vehicle breakdowns. Also, nonsensical drivers might abuse the transit lane and bike lane to pass other drivers because they're impatient.
- No physical barrier
- waiting for RT, already a pain on Richard's and Del Paso
- None.
- Refer to Option A
- I already have trouble turning off of my street on to Truxel due to traffic. Additional traffic would make it nearly impossible.
- Very restrictive
- No physical Barrie’s with the pedestrian
- Less safe for bikes due to no physical barrier
- Concerned about cars that break down or if there is an accident. Could cause major delays.
- Everything other than cars

- None… the “cons” seem loaded and only care about Car issues and nothing else. The bridge isn’t going to be that long nor get “backed up” far. Not to say a car will never break down but I wouldn’t build a permanent structure for a potential minor hindrance ie a car breaking down. You’d be sacrificing light rail and bikes 100% for the 1% of the time that a car accident happens. The cars have the freeway. This bridge should focus on local traffic and services
- All the cons
- Know that it is tight
- Additional wait time
- No light rail.. this is insane
- heavy traffic with transit Lane
- No physical barrier between bikes and vehicles
- all the cons listed
- Bike lanes need a physical barrier from auto lanes.
- Lack of an emergency lane, can imagine occasional big congestions, also obstructions when speed is important for emergency services.
- Light Rail ending up on Truxel in front of homes, beside bedrooms, blocking SNCC and library and park. Cutting off west side of Truxel. County B of Ed already cut off our school
- Too many cons with this option.
- I wish the cycle lanes had a barrier between them and the car traffic.
- Only one lane of travel in each direction for cars. Dangerous passing possible.
- No physical barrier separating pedestrians.
- All of those listed in the cons make this a bad option in my opinion.
- The traffic and pedestrian safety
- Nothing
- Non-separation of motor vehicles and pedestrians
- Separated lanes encourage people to drive faster, less cautiously.
- Narrower. Wait times. Traffic.
- Lack of separation of bikes from cars.
- Emergency vehicles should not be driving in lanes dedicated to biking
- None.
- Speed impacts regarding bike safety.
- Emergency vehicles will have to use bike path or transit lanes for access
- Little less efficient
- No physical barriers
- There is no shoulder or emergency lane in case of breakdown.
- The lack of physical barrier separating vehicles form bikes/pedestrians.
- Vehicle breakdowns and emergency traffic using non vehicle spaces
- Nothing in particular

- That bikes will only have access to one side of the bridge. The best view from the bridge will be to the west, towards the confluence of the rivers--hopefully the bike/ped path will be on the west side.
- None
- Can you seriously not find or build an extra 8 inches to create a barrier between the cars and bikes? That doesn't seem credible.
- Bike and pedestrians are not separated from cars. No dedicated lane for emergency vehicles.
- Separation of bikes and pedestrians and for emergency vehicles
- Extended red-light timing.
- inefficient use of lanes when no light rail on bridge
- Wait times
- "1. Needs a barrier separating traffic and peds/bicycles.
- 2. There are no transit stops on the bridge so there is really no reason the traffic and transit lanes can't be combined….transit will move with traffic, off the structure, they can be separated."
- n/a
- emergency vehicles must use bike paths or transit lanes; no barriers separating vehicles from pedestrians and bikes (drivers drive too fast and no separation is dangerous).
- None
- No physical barrier separating pedestrians and bikes from vehicles
- Pedestrian lane looks wide. Cars in the right lane will have to get through the left lane to breakdown in the bike lanes. Can you use only one transit lane and schedule the trains so they don't hit each other head on on the bridge?
- Intersections on each end of bridge may be tricky to avoid conflicts
- "Emergency vehicles will have to use bike path or transit lanes for access
- Vehicle breakdowns will impede traffic due to the reduced shoulder space
- No physical barrier separating pedestrians and bikes from vehicles
- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing."
- Unprotected walking/biking path.
- Don't build it - it looks dumb.
- Wouldn't there be an uneven weight burden and long term wear and tear to the bridge under this option?
- Bike path needs a physical barrier from cars. Paint is not enough. Cars never get transit signals right either, so trains will have run ins with cars
- No breakdown lane for cars
- No physical separation for peds and bikes from drivers.
- Reduced vehicle speeds
- the bike lanes need to be at vehicle grade

- No physical separation from bike/peds
- Need for both sidewalk and cycle track given likely low pedestrian demand.
- "delays
- breakdowns
- cost"
- All of the stated “Cons”
- Car lanes make the bridge larger and create more environmental damage to the Parkway and too much traffic. The bridge should not include cars.
- There's no barrier between the bike path and the vehicle lane. There's no barrier between the bike path and the sidewalk.
- That emerg vehicles will have to use bike path or transit lanes, that there will be no physical barrier between pedestrians & bikes from vehicles and that the reduced shoulder space will impece traffic when vehicles break down or get in an accident
- Too big, too impactful, don't need cars.
- Too. Not enough room.
- None.
- Cost, no physical barrier separating pedestrians and bikes from vehicles, bikes will have to share the road with emergency vehicles
- No enforcement presence.
- Removing prime riparian habitat is a detriment to wildlife who are already stressed with homeless individuals, their loose dogs etc.
- I really hate the idea of emergency vehicles speeding down the bike lane. That should definitely not be an option ever.
- "if I have a vehicle breakdown where exactly do I pull over...in the bike lane? where walkers are? insane
- NA
- "There should be physical barriers between car traffic and vulnerable road users and transit. Car drivers are horrible and WILL drive over the rubber curb and get stuck in front of the light rail or God forbid kill someone on foot or on wheels.
- Fire Department shouldn't get an instant veto on projects because their trucks won't fit. Why does the occasional fire truck some how deserve 2-3 lanes in every direction but SacRT can't get two lanes to themselves with intrusion protection? Not to mention the fact that emergencies will be much less likely to happen with proper barriers in place."
- Shared Transit lane with vehicles would be better than rail-only.
- Emergency vehicles
- see cons above
- Not enough traffic lanes for automobiles.
- No physical barriers between car and bike and pedestrians.
- Log down and delayed with objections from environmentalist and Neighbors, etc. and more expensive

- No physical barrier separating pedestrians and bikes from vehicles.
- no physical barrier between cars and bikes/pedestrians is more dangerous.
- emergency vehicles shouldn't be using transit lanes or bike lanes; needs shoulders
- No access for emergency vehicle and no physical separation between vehicles and bikes or pedestrians.
- Goes in the wrong direction—we need to reduce VMT, not offer more driving options.
- Seems a little much. Rail separation seems too much.
- No concerns
- Interested to know if signal timing separation facilitates better transit service. If it helps transit that's fine but if not that's a concern.
- Less space and physical separation for bicyclists
- car breakdown means long backup, traffic delays, poor emergency access?
- Space is wasted with separation of vehicle traffic. Would be better without auto access.
- All the cons
- Vehicle breakdowns will be a problem
- No pedestrian or bike path on both sides of bridge
- None.
- none
- "Vehicle breakdowns will impede traffic due to the reduced shoulder space
- No physical barrier separating pedestrians and bikes from vehicles"
- Less auto traffic able to cross
- Lack of protection for bicyclers and pedestrians.
- NONE
- No concerns.
- Cars will hit pedestrians
- See 8c. This is a terrible idea.
- Reduced shoulders will not reduce speeds. This is too wide a structure. See comments about re: option A. These plans are trying to accommodate too many types of users.
- More congested on bike and pedestrian lanes.
- Option C is best.
- No physical barrier separating pedestrians and bikes from vehicles
- No emergency lane
- Costs to build
- Not sure it helps w auto traffic will likely result in backups in arterial connection points
- traffic jams, no physical barriers. Light rail should not be considered for this.
- Should not share with trains - dangerous! Not enough vehicle lanes -- should be 2 lanes each way.
- Totally unrealistic and illogical
- The light at truxel and garden highway already sucks with traffic getting on 5, I'm not sure if light rail will hurt

- A lot of potential oncoming traffic flows.
- Do t like emergency vehicles outside of lanes
- Why car, again? Keep ALL vehicles out of bike lanes (including emergency vehicles).
- It allows car traffic. In an effort to reduce VMTs, fend off induced demand, and incentivize people to take transit and bike, cars should NOT have a place on this new bridge.
- Cars - we don't need additional car access, we need safer year-round bike and walk access.
- no barrier between pedestrians and vehicles. no shoulder
- seems inefficient to not have the bike path and walking lanes combined
- No barriers for bicyclists. I dont feel smaller lanes reduce speeds.
- All the Cons listed
- Room for cyclists to stop, ie flat tire, or mechanical or medical problem
- Please see response in 6 other.
- Needs a barrier between the bike path and the car lanes. Add that and this is the best option.
- need physical barriers separating pedestrians & bike from vehicles
- not a good plan. Light rail will lose out to bus rapid transit so all that space will be wasted. the bridge needs to have at least 4 general purpose lanes.
- Looks like you can add the barricade between vehicle lane and bike lane.
- It looks like a small separator between bike and side walk is possible maybe through small height difference.
- "No
- Barriers"
- No shoulders to accommodate breakdowns. No physical barrier separating bicycles and autos.
- No space for emergency vehicles and no physical barrier between bike/pedestrian and vehicle traffic. Increased traffic congestion at lights.
- No barrier between peds and traffic
- Bikes and pedestrians aren't protected; costs associated with road maintenance is great, and will increase wear and tear of bridge.
- This would be great with a barrier separating the bike path from the vehicle lanes.
- none.
- Cars
- None
- Vehicle traffic and possible crossover to bike lanes
- none
- Fuel-burning vehicles included, only painted lines separating bicycles from fuel-burning vehicle

- Emergency vehicle having to use bike or transit lanes. No shoulder for broken down vehicles to pull off and keep trafficking flowing. No physical barriers between cars and bikes and pedestrians.
- Keeps
- No physical barrier between bikes and vehicles. This is not ideal and potentially unsafe.
- None.
- No physical barrier separating pedestrians and bikes from vehicles
- Don't like narrow lanes (hate I street bridge for same reason). Should be two lanes in either direction (or 3 changing direction of middle lane based on traffic pattern/needs??? — a.m. 2 into town, p.m. 2 going into Natomas??. Need a separate Emergency lane.
- No shoulder. The delay from the seperate light rail lanes.
- allows cars
- Too wide.
- no physical separation between vehicular traffic and bicycling
- None
- It's too wide, unnecessary. I also don't like the lack of a physical barrier between vehicles and bicycles.
- No physical barrier from the real danger to people-- cars. Please don't do this. We need to stop putting non-cars in danger.
- No emergency lane
- Emergency vehicles access
- None
- There will be too much traffic and congestion. It's not worth it
- Some of the cons mentioned will not have solutions and might even be more than an incovenience.
- There is literally no reason why you can't have a physical barrier set up to protect bicyclists and pedestrians.
- Too wide. eliminate vehicle lanes and reduce light rail to one lane.
- No barrier between bike and car traffic.
- No physical barriers for cyclists make it unsafe.
- Many. Space on street. Safety. Increase in crime. Light rail is not a viable option. RT has buses that can provide same transportation without tearing up streets
- None
- Light rail mixed in with all the other modes of transportation
- None
- wider and unnecessary complications in different transit types (light rail and vehicles can share
- N/a
- Nothing

- looks expensive to build and maintain with tax dollars
- Space too limited for emergency access, and overall width may not be enough. I wish there was space for an emergency, shoulder or 3rd flex lane for the cars.
- Potential vehicle break downs impeding traffic. Congestion at intersections
- So many ways to get downtown, less save the money and create more shelters downtown for the homeless.
- None
- Tiempo de espera en las intersecciones
- None.
- no emergency lane; no physical barrier for pedestrians & bikes; impact on area once river crossed
- I dislike that there are no barriers to protect pedestrians
- Traffic
- Narrow roads. Separation of paths seem like a great idea, but there will be walkers on the walking path and vice versa
- "Noice pollution from cars.
- No physical separation between cars/bikes"
- No shoulders or extra space for emergencies
- interferes/intrudes with Discovery Park landmark for concerts, picnic/events area, boat launch, american river bike/walk path etc., which is great for community as it exists. Here it would be counter productive and wasteful use of resources for said purpose.
- No physical barrier separating pedestrians and bikes from vehicles? Many pedestrians and bikers will be injured and killed.
- Missing barriers from car to bike lane and bike to pedestrian area
- safety for cyclists and pedestrians without protected lanes
- No physical barrier between vehicles and cyclists/pedestrians.
- No barriers between bikes, pedestrians and cars. Emergency vehicles will have to use bike paths.
- Cars! Take cars off the bridge!
- No barrier for pedestrians, no emergency lane
- It seems that this layout would incur more traffic congestion. This also looks to slow down emergence response as they would be stuck in traffic or have to attempt to drive past cyclists and pedestrians. It does not see as safe.
- None
- No space for Cars stalling out, only one side sidewalks to enjoy the river. I see many contributors in this design for traffic issues.
- I don't think there should be a vehicle lane. If there is going to be a bridge it should be for pedestrians, bikes, and public transit.
- the emergency access

- Too wide. No protection for bikes. Can fix this by eliminating car lanes and only having bike, pedestrian, and light rail. Also eliminates all other issues that cars create.
- Could you do BRT instead of trains?
- None.
- Traffic backup along garden highway. Already have enough pollution from that road, the exhaust load when traffic sits on there between truxel and northgate sucks as I live against garden highway.
- No real protection for bikers. The separate lanes for light rail seems wasteful since they don't run as often.
- I'm concerned with the additional traffic at the truxel intersection making it even more difficult to get to I-5. It would likely back up garden hwy traffic all the way to make apartment. Concerned about the car lanes in general and increased traffic.
- too wide, less safe
- Do not let cars on this thing. Truxel is already a high speed drag strip that encourages people to drive too fast. Allowing them in this bridge will serve no purpose besides increasing car congestion where they do not belong and decreasing the safety for anyone outside of a car
- Bicycle safety
- It's wider than the smallest footprint with a greater potential environmental impact.
- Bike and ped only on one side of street; may require more street crossings at either end. What will ends of bridge look like?
- "Limited separation between the modes. There is little to stop errant or scofflaw drivers from using bike and transit lanes as their own personal passing lanes with little to no consequence.
-
- Note: I take issue with you making the "con" list longer here. It seems like you're deliberately finding reasons as "cons" to discourage the public from selecting this option."
- Slow traffic, emergency vehicle issues
- I am concerned that the bridge will be too wide and increase the footprint of the bridge. I am concerned about the negative impacts of including vehicles traffic on the bridge (noise, traffic, pollution to air and water, trash).
- no sidewalk on the other side
- Vehicle lane. It should only be accessible to buses and emergency vehicles. There is already a highway for vehicles. No barrier for separating pedestrians will have lower use since its not safe.
- Cars using bike and transit lanes.
- the cost and space taken up by light rail
- East of car and transit space being separate, too large.
- More roads with auto lanes only increase driving, fill up and increase air pollution. Impacts the Parkway big time.

- Wider Bridge that has space that will most often be empty when there is no train
- Unprotected bike and pedestrian paths. Autos could use the bike lane as a go around unless there is a barrior of some sort.
- None.
- Get rid of the cars, concern lack of shoulder (if you insist on the cars), no protected bike lane. If you have the option ALWAYS pay extra for protected bike lanes. This is the only way to ensure more biking.
- I am concerned that there is no physical barrier between the bike route and cars.
- No physical barrier separating pedestrians and bikes from vehicles
- Why can there not be a physical barrier between pedestrian and auto lanes? This will help to further narrow the roadway and decrease speeds. No sidewalk on one side of the bridge.
- Too many lanes
- All
- no physical barrier between pedestrians/bikes from vehicles. Reduced shoulder space is dangerous for break downs.
- I'm concerned that city planners and CalTrans will prioritize vehicles in each option. Vehicles already have 3 crossings available to them in a short reach of the river. SR-160 in particular is very underutilized for its width and potential capacity.
- additional wait times at intersections
- Not enough protection for humans from vehicles. Needs solid bollards between car and cycle lane for safety - not flex posts.
- Lack of physical barrier between pedestrians/bicycles and cars.
- No physical barriers between cars and people.
- No physical barrier separating pedestrians and bikes from vehicles
- Way too dangerous for pedestrians and bikers.
- Wish there was a barrier between cars and bikes
- Barrier needed between bikes and peds.
- Bike lane is unprotected from car traffic, making this bike lane more dangerous than the one in Option A. No dedicated emergency vehicle access also seems more dangerous for cyclists and pedestrians.
- emergency lane?
- Added wait times due to signal timing. Presumably these could be minimized with good traffic control design?
- Lack of physical barrier between vehicles and bike/ped. Long wait times at intersections. Potential for breakdowns and emergencies to create more chaos when blocking lanes and impeding on the bike path or transit lanes.
- Probably the issues around the signal wait times that might cause more road aggression or maybe accidents
- no barrier b/w pedestrians and vehicles
- No physical barriers between bikes and cars

- none
- Wait time and vehicle breakdowns (no shoulder)
- It is unsafe for there to not be a physical barrier separating the cars from the bikes. Further, class II tracks are often not respected by cars, so it is necessary to build physical barriers to keep them in their lane. Such physical barriers would also likely slow down traffic, which is a good thing. I would like this one better if they were mixed use lanes for cars and transit with shoulder for emergency access, and completely separate sidewalk and bike path
- No shoulder
- I don't like that it doesn't have protected bike or pedestrian lanes I don't like that it makes it hard to get to where you want to go from The right or left side you would have to cross over traffic to get where you want to go
- Traffic backup concerns
- The concerns you list.
- Lack of barrier between motorized traffic and bicycle lanes.
- No place for emergency vehicles
- Looks terrible. Feels like too big and urban of a city. Keep Sacramento's charm.
- Bike and pedestrian safety
- Automobiles driving onto non-automobiles lanes out of frustration that the bridge wasn't built strictly for them; no barriers protecting non-automobiles from recklessness
- Less distinct barrier between traffic and cyclists. Shunting cyclists/pedestrians to one side.
- cost and still encourages people to drive.
- absolutely need separated and barriered path for bikes and walkers, and this doesn't have it.
- Unneeded new bridge for vehicle/transit.
- No barrier between vehicles and bikes
- No shoulder
- No emergency lane could lead to back ups in case of accident or stall
- Inclusion of car traffic. Sidewalk and bike lane are not at different grades.
- "- Why are there two Transit Lanes - why not just one that goes both ways, just not at the same time.
- - No shoulders could cause an issue. "
- bike lane not protected
- "Where is the money coming from? Why this bridge before fixing the rest of the city streets?
- "
- Option B will not improve ingress/egress into North Sacramento.
- Needs physical barrier between cars and bikes.
- emergency vehicle access

- Vehicles are unnecessary, they can take the freeway. No physical barrier separating pedestrians and bikes from vehicles.
- Personal autos allowed. Ped/bike access restricted to only one side of bridge.
- Emergency vehicles using bike lanes.
- Bike lane will be taken up by cars in emergencies or breakdowns.
- no barrier between pedestrians/bikes & motor vehicle traffic
- I don't like that it does not protect pedestrians. Sacramento leads the state in pedestrian fatalities, more needs to be done to protect us.
- No emergency or shoulder lanes. No barriers for biking and walking.
- Cyclist safety
- no shoulder
- I don't like that the pedestrians don't have a physical barrier between them and the cars.
- Please see concerns with option A
- Autos on the bridge. No room for emergency vehicles to bypass cars.
- no physical barrier protection from vehicles; separate light rail timing
- Cost, wait time, delays for emergency and disabled vehicles.
- None
- Light rail trailer should be in the middle or outside lane on bridge
- Lack of a physical barrier means it's not really safe for pedestrians or bicycles
- Not enough protection for bikes/peds
- Bike path not being physically separated
- DO NOT PUT AN UNPROTECTED BIKE LANE NEXT TO CARS. PEOPLE WILL GET HIT. Switch transit and car lane at least.
- Dedicated private vehicle lanes will increase VMTs by making motor vehicle trips easier/faster.
- Wait times increase no barriers
- I do not like how the sidewalk is on only one side of the bridge. Pedestrians will only have access to views of one side of the bridge.
- No barriers between vehicles and pedestrians/bikes.
- Safety. Cyclist and pedestrian need a solid barrier between them and vehicle lane.
- Why would emergency vehicles need to use bike lane. This is a short section of road and emergency vehicles should be able to maneuver around transit and cars. Need barrier between cars and bikes and peds
- Wider still option affecting more habitat on the American River Parkway
- No shoulder.
- safety issues
- It should be wider
- I think having cars on this route at all is problematic.
- No physical barrier separating bikes from vehicles
- bike lanes aren't protected

- Emergency vehicles path of travel
- No extra lane for emergency or breakdowns, will cause traffic near Richard's and garden hwy. no physical barriers for pedestrians. This option is a NO
- No physical barrier between bike/pedestrian and car lanes.
- Single auto lane each side has no shoulders for disabled vehicles
- more commuters using secondary roads through neighborhoods to bypass I5 congestion
- Cars speeding and veering into bike lanes
- My biggest concern is weight distribution on the bridge. May be uneven.
- Lack of bike/pedestrian separation.
- There must be physical separation between vehicle traffic and cyclist/pedestrians. This will discourage low courage cyclists from taking the journey. Also, it opens up humans to getting hurt. We want people to use their cars less frequently. Let's make this bridge safe, accessible, and welcoming to non-automobile travelers for a cleaner, safer future.
- Too auto oriented. I would prefer no private automobiles.
- Emergency access and just one lane
- would encourage increased driving over transit, air quality and climate impacts increase, larger footprint, more habitat loss
- Faster cyclists would be forced to take the traffic lane, or to use the multi-use path which would put faster users and slower users right next to each other--not safe. Also I don't like the grade separation between the bike path and the vehicle lanes--that looks like a hazard. Would prefer no grade separation, but if it's needed for some reason it should occur between the bike lanes and the sidewalk. As a cyclist I don't think this is a good or safe configuration.
- No barrier between pedestrians and vehicles.
- Access for emergency vehicles.
- None
- Light rail isn't being used. Who rides it to make it profitable?
- Not enough transit use or frequent enough train service to warrant their own dedicated lanes
- Impractical
- All that is listed above.
- The separation for bike and pedestrians and the separate light timing
- Same reason as option A
- None
- Additional wait time.
- See above sadness option a bad idea
- Emergency vehicles and breakdowns
- Cars
- Make bike path also the emergency lane.
- Still does not seem optimal

- I'm concerned that the dedicated transit lanes will not be used enough to justify 33% of the bridge to be dedicated to transit.
- Too narrow, slow & congestion.
- Transit crossover intersection could be a challenge for rush hour times.
- No emergency vehicle access due to space.
- Emergency vehicles using bike lanes
- The bike lane being used as an emergency lane
- No physical barrier between bikes and vehicles
- Vehicles pollution, light rail would bring crime, already have many means of traveling north/south by vehicles.
- None
- No emergency lane.
- Concerned about emergency vehicles using the bike path.
- "Lack of emergency lane
- Bike path takes up a lot of room "
- No emergency vehicle path.
- "We have so many other needed road improvements and repairs and other programs that would be a better use of those funds.
- No emergency places to stop.
- Lack of barriers protecting bikes from autos
- Vehicle breakdowns
- No lanes for emergencies.
- Lack of shoulder.
- No break-down lane and no physical barriers between vehicles and pedestrians/bicycles. Emergency vehicles blocked.
- No physical barrier between peds and cyclists from cars, reduced emergency vehicle access, wider bridge.
- No barrier is dangerous
- "Overkill. Too large a project footprint. Redundant.
- See my answers to previous questions."
- Cars driving through Discovery Park. No realistic plan for light rail. No commitment to increased bus or bus rapid transit.
- We don't need vehicle lanes. This was intended by the county and SacRT to be a transit/walking/bicycling bridge. Lack of width measurements makes the cross-section less useful and subject to misinterpretation.
- Limited choices for emergency vehicles and broken down vehicles impeding traffic lanes. Longer wait times due to separate light rail signal timing.
- No physical barriers separating cyclists from cars.
- Only 2 lanes for vehicles.

- Additional wait time at the Richards Blvd/Truxel Rd and Truxel Rd/Garden Highway intersections due to separate light rail signal timing.
- How wide will it be?
- Too big and wide, and does not have a barrier to physically separate bikes and pedestrians from the cars.
- Lack of physical barriers. Wasted space on vehicle lanes.
- Truxel would become a highway and it would be impossible to walk to the park or enjoy the community.
- A lack of physical separation from vehicle traffic endangers cyclist. The proposition that emergency vehicles would overtake pedestrian space is unsafe. Vehicular traffic should not be included on the bridge. Vehicular traffic currently has the most number of crossings on the river.
- I don’t like bikes and peds can only use one side of the bridge. I also don’t like that there’s no physical barrier separating bicyclists from vehicle lane.
- Seems a waste to have a separate transit lane
- None
- Need physical barrier for pedestrian and bike
- Light rail signaling causing potential delays. No physical barriers between pedestrian/bikes/vehicles.
- "Reduced shoulder space
- No babrriers"
- Lack of balance for bikes and peds to see the river from both sides. The view Cooridor is remarkable.
- Having to stop for light rail.
- Cars should not be on this bridge at all. Minimal (if any) vertical separation between car and bike/ped
- Where is the protective barrier between bikes and cars?? That is very important. I don't want to be squished. Just omit the car lanes.
- "A physical barrier could be added to separate bikes and people from vehicles.
- Option could use multi-purpose path in lieu of sidewalk/bike path."
- Destruction of environment
- The bike lane should be fully protected using K-Rail or other mechanism.
- Lack of space for emergency vehicles
- Paint is not protection. There should be a concrete barrier at the absolute minimum between the bikes/peds and traffic. If this bridge is built with only paint or flex posts, there will be blood on the city's hands.
- no shoulders for vehicle breakdowns will cause major traffic. No physical barrier separating vehicles from cyclists. Additional wait times at intersections
- Mixing of cars and cyclists and light rail will lead to collisions.

10a. What do you like about Option C?

- transit has its own separate lane
- Not much
- Having cars and light rail separate
- Not much
- Separate transit lane
- Seems like the most reasonable and safest option with being more directionally grouped
- Transit has its own lanes.
- separations of car and light rail have own lane. Light rail needs to have it's own path or it will get jammed by traffic then what is the point of riding rail.
- Nothing
- Dedicated transit lanes.
- Very little.
- Nothing
- I like that all modes are separated
- Not a lot. Too expensive. You state that reduced shoulders and narrower lanes will reduce traffic. Nothing slows traffic in this town, and bridges are inherently dangerous to begin with. Make this bridge for pedestrians and bicyclists only, please.
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge.
- Each vehicle lane has space for emergency access/vehicle breakdowns, each bike lane has a sidewalk adjacent, transit is in the middle
- Even though it’s the most expensive, I like all the separate lanes. Natomas is growing and getting more congested by the minute. We need to build for future numbers of vehicles that will be coming.
- separated modes of travel
- I do not like the plan in any way.
- Light rail is separated from the roads. Paths are directionally set.
- Full separation, light rail in middle
- Cyclists and pedestrians are separated, transit can move unimpeded
- None
- Transit, Walk, and Bike Lanes
- Transit is very connective. It is the most reliable way to get cars off the road.
- Nothing
- Nothing, there are cars
- Multimodal
- Prioritization of public transit, separation of pedestrian walkway and bike lane.
- Everybody is fully separate.
- Full separation, balance across bridge. Narrow lanes and shoulders to control vehicle speed. Emergency vehicles seem to have room to get through.

- This will be the best/safest for people not in cars. Break downs shouldn't be such a concern. Honestly, they happen, but people should maintain their cars and have some kind of idea if they're going to break down... Just don't drive.
- All modes separated
- Nothing
- cars on opposing sides with trains in the middle
- Nothing
- bike lane
- See above
- Nothing.
- nothing
- Public transit option to help the elderly, low income and reduce intoxicated drivers
- Bike lanes on either side allow easy exit in both directions without having to potentially cross traffic
- Cycling lanes on the correct side for the flow of traffic. Separated public transit
- Cycling lanes are on correct side for traffic flow
- Everything except the vehicles- there is no need to include cars.
- Bicycle lanes are on the correct sides for traffic flow
- Separation of traffic flow
- Transit is given a dedicated ROW.
- Nothing.
- Nothing
- Everyone is accommodated.
- If the bike lanes/sidewalk are grade-separated, I like this option too for the same reasons. It seems that emergency vehicles could travel in the transit median. Vehicle breakdowns are not a concern because drivers already have multiple options in addition to this bridge.
- All modes and directions of travel are separated and reduced shoulders and narrower lanes will help to control vehicle speeds.
- Clear direction of traffic for everyone.
- Again, not much
- Nothing.
- Seperated modes.
- Is most typical road design/familiar to users
- "All modes of travel separate
- Sidewalks and bike lanes on each side "
- All modes Of transportation supported.
- Nothing.
- Solves all the issues, it might cost more but does the job the right way I like this option
- No lane sharing.

- nothing,
- See comments above - Truxel Bridge should be dropped.
- Not as much as Option A.
- I'm okay with this design.
- Separate light rail transit lanes that wont be slowed by car traffic
- I like the dedicated lanes per transportation type.
- This option seems most ideal
- Less contact with oncoming class 1 traffic. Less friction on the class one lanes. Bikes that break down Can be pushed on a sidewalk.
- Symmetry
- this seems like a very modern design and gives bike/ped access on both sides.
- Traffic flows in the same direction for each mode of transportation.
- It is well balanced and viable.
- Separated transit lane
- Nothing
- Bridge should only be for cycling and walking
- No light rail
- Narrower lanes for traffic calming.
- All modes of transportation should be separated, car speeds will be decreased
- This is good too
- This is better than B, worse than A in my opinion
- Best of the 3 ideas but still not needed
- Pedestrians have the options to move and look at their side of the bridge. More focused on alternative modes of transportation than cars. Cars may give more space to bicyclists by moving more into the transit lane.
- Bike access for both directions of traffic.
- I like the transit in the center
- "travel modes separated
- reduced speeds"
- All modes separate
- Best option in my opinion. Even tho there’s no barrier I think flow of traffic is easier to understand and less confusion for drivers.
- Nothing
- I don't like it
- Directional travel for bikes
- just make the bridge
- Every lane independent
- Nothing.
- Unrestricted travel for transit is a plus.
- No mixed use lanes.

- Separation
- best, given alternatives.
- separate bike lanes
- All modes are separated making travel safer for all. Keeping cars separate from public transit helps to make travel more efficient. Making public transit more efficient and consistent makes it a more viable alternative to driving. Slowing car traffic is a proven method of increasing safety for all.
- Better than B. Need buffer for bikes.
- raised and separated sidewalks and bike lanes, transit
- Safest option.
- RT Green line
- seperated travel modes is good
- Separated directions of travel.
- Like Option B above, but more limited.
- Nothing
- Separation of directions of travel to reduce conflicts, dedicated transit lanes
- Overall okay and better than option A
- There is nothing redeemable about this plan.
- The listed “Pros” are acceptable. Like narrow slower motor vehicle lanes.
- Everything. This is the most ideal option if we must include non-transit vehicles.
- Full separation,
- Center LRT is efficient and aligns with extension up Truxel. Bike lane is separated by curb. How wide are proposed lanes?
- All modes of travel are separated.
- Dedicated and separated bike lanes
- Accommodates transit and active transportation. Transit is separate from traffic.
- Good layout and separation for all modes of travel
- I
- All lanes are included
- nothing, that is way too much to meet the goal of this project.
- I like the fact that all traffic going in one direction has assigned lanes.
- Connection with SacRT Green Line
- Good spacing of lanes
- Separation between pedestrian and bike traffic
- Control of vehicle speeds.
- Rail should be efficient
- not much
- No sharing lanes with transit
- Feels more balance with grouping of travel modes
- Separation

- Nothing
- Separately for Transit and cars.
- A place for everyone, and everyone in their place.
- Vehicles and transit do not share a lane
- Reduced shoulders and narrower lanes to help control vehicle speeds.
- This seems the most friendly for all modalities.
- Separation of cars and light rail
- Dedicated transit lanes
- One directional bike lanes
- See above. I would like Light Rail to finally get to the airport. I moved to South Natomas because it was supposed to connect downtown (where I worked) and the airport (which I used a lot). This was 36 years ago. Regional Transit are fools because that is a route that would pay for itself. I am retired and will leave the area soon because the county is stealing are only recreational area (Discovery POark) from us.
- This option seems the safest and most balanced, there are connections on both sides to respective roads/sidewalks/trails.
- This is the option I would go with. Everything is equal and there are redundancies for emergencies.
- This is my favorite option
- Nothing
- I do not like this option
- Transit lane are in the middle.
- Separated modes of travel
- no
- "Enhanced train flow
- "
- Narrower lanes to reduce speeds.
- Separates various travel modes.
- Seems like the best option for separation of foot, bike, car and transit traffic. Much more walking and biking space to encourage alt means of travel
- All forms of traffic going same way on each side of bridge
- The separate lanes make it easy to follow and intuitive. Allowing the RT to go would make it more useful.
- Same fundamental issues that must be addressed first - no cars!
- Speed limits lowered
- The complete segregation of traffic modes.
- Nothing
- None
- Transit has its own unimpeded lane of travel. I like that the bike path is separated from pedestrians.

- Separate lanes for pedestrians and bikes depending on direction
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Keeps all modes of transportation separate.
- Sidewalk on both sides
- Bike lanes in direction of traffic
- Nothing
- Not sure
- All modes of transportation, best practice for growing community and local businesses
- All modes are separated.
- No
- No wasted space in the shoulder. The light rail having its own dedicated lanes is better.
- Light rail not stuck in traffic
- Pedestrians and cyclists still accommodated, I guess
- It's safest for pedestrians.
- Best option
- nothing
- Safer for everyone
- I like this option. Each direction of traffic is separated and logical.
- It’s actually the best. It saves some space too.
- Separate directions and modes of travel
- All modes are separated.
- This is the best option, light rail needs to expand into Natomas and to the Airport
- The most separation.
- This is the best option, but the cost might be prohibitive.
- Nothing
- Nothing, really.
- The safety of the pros
- Nothing
- Low cost
- none
- Sick
- N/A
- Most separated of the three options, ensures directional consistency across all modes. Enables a future LRT extension without much consideration about car traffic mixing.
- Inclusion of transit and bike/pedestrian path.
- This is the best option thus far. One way traffic flows in each direction, cars and transit are separated, and bike trails are separate from pedestrian trails. This is a great option despite the lack of physical barrier for the bike lane (which can easily and should still be incorporated to this design via a raised bike path or just a small concrete barrier).
- Seems legit!

- Separated car and rail
- No sharing transit lanes and automobile lanes.
- It would probably look beautiful.
- I like the separation of the modes so travel.
- Nothing
- Dedicated transit and separated bike lanes
- Separate bike and walking bath, narrow road lanes control speeds, transit lanes.
- Nothing.
- I like how they are all separated
- transit lane can be used for both transit and cars would work
- Probably my favorite option.
- Evenly split, keeps transit lane separate from vehicle lane.
- This is the way it is in most cities
- No
- It’s the best option
- There's a bike lane and sidewalk on each side of the bridge.
- it's better than option A, worse than B.
- Option C is nice and orderly with one directional traffic lanes for cars, transit, bikes, and sidewalks.
- "All modes and directions of travel are separated
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Everyone separated.
- Narrow lanes to reduce speed of vehicles.
- Bikes and pedestrians separated.
- Seems comparable to B
- Nothing
- This would be fine.
- accommodates multiple modes of transportation.
- Reduced vehicle speed.
- Not much
- I dont see any benefits to this version vs the other two
- I like the one way pedestrian and bike lanes.
- This is the best option, as there is a clear delineation for vehicle lanes, transit, bike lanes, and sidewalks.
- fits all needs
- I like C the best
- Pedestrian views of the river
- nothing
- I really like this plan.
- That everything has it's own lane.

- Nothing
- All modes of travel are separate, but there must be a barrier between cars and cyclists. That shouldn't even be an option.
- Like how bikes follow same direction of traffic as cars.
- I do not like this option
- like the best
- All the pros
- The narrower lanes would help keep speeds low. Dedicated lanes for everyone.
- not sure
- Nothing
- I don't like this option, too wide, and the most expensive
- Nothing
- More organized.
- Don't like option C
- seems safest, since transit is contained better
- Nothing
- Grade separation between bike/pedestrians and vehicle traffic. Dedicated transit lanes.
- This could work too. I'm not the planning professional to measure the pros and cons to determine what will occur most on this bridge plan. If the wait time at the lights on Truxel will really back up traffic or if cost is too high?
- Not much. I suppose it's nice that all traffic going one direction is together, and all traffic going the other way is together.
- Nothing
- I love that the transit line separates the traffic lanes
- Nothing. Totally unsafe
- Nothing
- separation of different paths
- Everything is separate
- Lots of room
- Nothing
- I like this one the best, there's room for everything and it doesn't feel too cramped or dangerous
- Opposed to idea.
- Don’t support one direction bike lane
- It's the best option for public safety, and one lane can remain open if the other lane is closed due to an accident.
- Nothing
- Does give each mode a dedicated space.
- It prioritizes the light rail train efficiency. Cars are great but get people taking the train and get it to the airport in an efficient manner.

- Makes the most sense
- I like this design if the transit lane could also be used for vehicle traffic as mixed use. This is the best design in terms of flexibility, although I would move the bike lanes to one side separated by a wall.
- It is great.
- I like that everything is separate, both sides of the bridge has matching lanes. It will be more pleasing to the eye. Less confusion
- Dedicated space for light rail
- all modes supported
- separated modes of travel
- Separate lanes
- Nothing liked more than option B. Better than option A because C (like B) is not car centric
- Nothing
- I love the separated modes of transit and directions.
- "All modes and directions of travel are separated
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Separate transit options
- Please stop with the lightrail, its gross and full of homeless people
- I don’t like this one
- all modes are separated
- This is the best option. Everyone has their own lanes in each direction. Seems to have a better flow.
- Nothing.
- The central placement of the light rail line emphasizes this mode of transportation as priority. This along with reduced car speeds due to narrow lanes, will encourage light rail use.
- I like the separation of everything and controlled speed.
- This looks like the best option if only one lane of vehicle traffic in both directions. I think transit lanes should definitely have their own dedicated lanes.
- Transit and vehicles have separate lanes.
- separated pedestrian and bike paths
- Better than A
- best one, balanced access for all users. one direction for bike la es will avoid incidents
- Nothing
- Better than Option A. I still think option B is better.
- Indifferent about this approach
- This survey is too long and conplicated. People will not conplete it.
- Nothing
- Questionable

- Separate pedestrian and bike lanes.
- All modes and directions of travel are separated from each other.
- Separation of modes
- everything us separate
- All modes separated.
- Better than A or B. Still would be trapped on my street.
- Simplified method for rail
- Most expensive
- Nothing.
- Cars
- Best option so far
- I prefer this option — seeing transit whizz by in traffic might inspire use of rt?
- Opportunity to make the center transit lanes mixed-use.
- Too much info
- Separate lanes
- no
- Narrow lanes to slow vehicles. Bike lanes on each side.
- separate walking lane
- It's the most visually appealing because everything is symmetrical.
- Neat separation of functions as indicated in description.
- Nothing
- I feel this is the option that makes the most sense and is the safest for all methods of transportation.
- Separation is good
- Bike traffic lanes match car traffic lanes. Train lanes are separate from car lanes.
- "All
- Modes of travel being separated. "
- Seems to move along faster
- Better
- Nothing
- Nothing. This is a 4-lane auto bridge in disguise.
- Green line separated
- Most comprehensive solution
- Mass transit!
- not much
- This is my favorite of the 3 options. I like this set-up the best.
- Separating all modes and directions of travel.
- Every mode is separated
- Nothing in particular

- Wider vehicle lanes. I don't like the idea of narrow lanes as a traffic calming measure--it also seems to be a bit dangerous.
- I like the traffic flow on each side
- Seems clearly better than A but worse than B.
- Dedicated lanes for each purpose
- Designated transit lanes and wide
- only the theory.
- symmetry
- Light rail
- I really like that modes of various transportation are available on either side of the bridge. This concept makes a lot of sense.
- one directional bike lanes and sidewalks on both sides is nice (and probably safer), but less desirable due to limited connection to Jed Smith trail
- Everything.
- Nothing
- Each car lane has an adjacent bike lane to break down in.
- Nothing
- not much different from Option B. Do not like at all
- It's okay if you need to compromise.
- This looks the most balanced but there are no dedicated emergency lanes
- Makes the most sense
- I like the synchronization of travel direction by mode of transit.
- Mass transit separating everything.
- Priority modes per the general plan (ped, bike, transit) have their own lanes.
- Separated vehicle travel
- Potential for lower speeds. Gives transit parity in priority with vehicle traffic.
- Nothing
- Everything
- All modes and directions of travel are separated
- Bike and pedestrian path separation
- The transit lane provides a physical separation between vehicle lanes.
- the separation of modes
- LRT and bikes.
- Same answer as option B
- I like A better
- Nothing.
- This is definitely my favorite. I like having everything on each side going the same direction.
- Nothing
- I like that transit has dedicated lanes.

- nothing
- NA
- I like this arrangement of lanes the best but there needs to be physical protection.
- Directional split is easy to understand.
- everyone moves in same direction, avoids headon collissions. Everyone has their own clearly marked lane
- nothing
- The separation of all travel modes.
- I don't like it because it doesn't seem practical for bikes and pedestrians.
- Dangerous for bicycles -//no way
- All modes and directions of travel are separated
- do not like
- One direction bike lanes
- Nothing
- no advantage over B
- Narrower vehicle lanes are good.
- It will separate the cars a bit so it will be safer
- Good option
- Nothing
- makes sense to sort traffic direction.
- Having of and bike access on both sides of bridge.
- All the pros
- Everything is separated.
- It's the nicest option in my opinion--if there is going to be a new bridge.
- Don’t like
- Option C just makes more sense
- Like this BEST
- Ability to have Light Rail to the Airport - a #1 priority!
- not a fan
- I like this even more than B for all the same reason but gives a much better flow of direction.
- Nothing not a fan
- I like option C
- indifferent
- NOTHING. Data going back more than 20 years CLEARLY show light rail has NO positive effect on travelers going/coming from the airport.
- Wider lanes
- Everyone has its own lane
- Transit will not cause delays. Everyone has space.
- Serves the most people and means of traveling

- All forms of transportation or accommodated.
- Best and safest option.
- All modes and directions of travel are separated
- Driving is further separated
- separated modes and direction of travel
- It's ok
- Expanded light rail access to people living north of downtown
- Nothing! Terrible idea. We don’t need a bridge to bring homeless to Natomas
- Seems best option
- It's directional - easier for cyclists and walkers.
- dedicated transit lane
- Looks nicer
- Nothing. The money needed to invest in this unwanted bridge would be put to better use by cleaning this city up and fixing roads. No one wants to go DT as in previous years. There is no growth or thriving activity. Restaurants, night life, festivals - dismal. People don't feel safe & the city is ugly - our Capitol of CA.
- Separation of all traffic
- Please see response in 6 other.
- Not much
- Separated transit and biking lanes
- nothing
- this would be good if you turned the transit lanes into mixed use lanes.
- It feels the most comfortable due to all the space and separation.
- Sedation of light rail and auto traffic.
- This is the most balanced looking design esthetically speaking
- Transit has its own lanes
- Separated modes. Dedicated space for light rail
- I like that transit has its own travel lanes.
- Like the idea of light rail going to the airport
- Sidewalks on both sides.
- Bike and walk lanes
- this is a good option, with all modes of transportation provided for in a conventional and easy to understand way.
- Bike lane on both sides of design
- I like this model as well, safest option for all travelers
- Slower traffic. Dedicated bike and pedestrian lanes.
- Same as option b
- It is the best of the 3 options.
- Separate lanes for all typea of traffic
- easiest concept for American drivers ;-(

- Good provision for bicyclists and pedestrians .
- I don’t like it.
- Nothing
- all modes separated, bike lanes on both sides of the road is better flexibility for cyclists.
- Do not like it at all. It's like we are not being respectful to fauna & flora cohabitants.
- Having the light rail in between the vehicle lanes could potentially prevent vehicular collisions with other vehicles.
- Nothing
- Lower car speed. Dedicated lanes. I love the green line, getting to the airport on transit from downtown is a must.
- Everything!
- Nothing
- Nothing
- Light rail
- Bike lanes separated
- nothing at all -
- I like it.
- nothing
- separated modes, w transit in the center to keep the bikes and peds away from the tracks.
- Most aesthetically pleasing, other than not not much.
- Separate transit and automobile lanes
- None
- To-dos los modos de circulacion estan separados.
- EVERYTHING! I love that vehicle lane is separate from transit lane.
- I like the idea of pedestrians and cyclists having the option of using either side of the bridge
- More organized and easy to understand
- nothing
- "I like that bike/ped is on elevated
- Like the really narrow car lanes! "
- Nothing
- n/a
- Nothing
- Every mode of transport has its dedicated lane
- Light rail has its own lanes.
- dedicated transit lanes
- The symmetry makes me smile!
- All traffic is separated.
- Nothing

- Option C is the best to prevent eminent domain from taking family's homes. Because the light rail bend would have to happen in the undeveloped side of the new bridge
- Nine
- This seems like the least desirable configuration that places the most restrictions on travel while providing the least benefit as compared to the other options.
- I don't like it. The bridge should be car-free.
- The best option
- The design looks great on paper. Also looks like it is more designed for Light Rail than pedestrian friendly crossing.
- this option seems fine but the other two seem better
- None
- Separate bike and ped. seems safer for all.
- Green line!
- Separated mode of travel.
- Each direction have their own lane.
- I like the light rail in the middle with separate bike lanes.
- bike and sidewalks on both sides
- Worst one yet.
- Pedestrian safety
- Will feel wider when trolley not on bridge
- Nothing.
- Full separation of modes; bike/ped paths on both sides may mean fewer crossings for bike/peds at ends of bridge.
- This is probably the best option, though I think you can keep this configuration and add bidirectional bike paths on both sides to enhance access to the Jedediah Smith Trail.
- Separated modes of travel, scalability
- I like that this includes pedestrian and bike travel. I am neutral about public transportation traffic, with a strong preference for train traffic over bus traffic.
- sidewalk and bike lane on both sides.
- Transit doesn't have to share road with vehicle lane.
- Options to cross on both sides of street.
- Do not like this option.
- NO
- Seams to be the best options.
- There's no confusion on where you're supposed to be.
- Dedicated lanes, would still prefer protected bike lanes
- I like that all modes have their own dedicated space, and that there are narrower lanes to control vehicle traffic.
- Separated lanes are safer
- Nothing

- Grade separation, modal separation
- Some
- separate modes/directions of travel, as long as bikes stay on the correct side.
- The separated light rail tracks.
- Nothing.
- Cost
- "All modes and directions of travel are separated
- Reduced shoulders and narrower lanes will help to control vehicle speeds"
- Separation of lanes
- Bikes flow same direction as traffic and vertically separated from autos.
- Nothing
- na
- Seems safest for peds and bikes (contact), but higher bike speeds may actually be less safe overall.
- Completely separated modes/directions of travel with transit in the center. Reduced vehicle speeds.
- It's good to have the separation
- All modes are separated
- Separation between bikes and pedestrians
- plenty of space for trains and vehicles. all modes seperated.
- As a driver, I would most like this configuration.
- I like that bikes and pedestrians each have their own dedicated space. I like that transit can cross the bridge.
- Not much
- I like that there are all modes of transportation available on this option I like that there is both biking and pedestrian lanes on both sides
- Separated modes of travel
- Pros you list.
- Dedicated space for each mode of transportation
- Directional travel
- My favorite of the three options. Cyclists and pedestrians have a side for each direction. Traffic and light rail have discrete lanes. Traffic lanes are well-separated.
- no transit delays
- 2nd favorite option
- n/a
- The separation of each type of travel.
- Bike lanes and sidewalks on both sides. Light Rail in middle, not in traffic lane.
- Separate car vs Transit lanes.
- Bike lane is at a different grade than car traffic.
- lightrail not subject to traffic

- "Again...no real barriers to protect, no real reason for this bridge and where is the money coming from?
- "
- Separate vehicle and transit lanes
- Separated lanes are better for directional travelers.
- All modes and directions of travel are separated
- Transit and vehicles are separated.
- Ped/bike Access on both sides of bridge
- most expensive
- None
- Light Rail has own lanes
- Not much.
- C is the best option
- sidewalk on both sides
- I like that the bike and walking are separated.
- Nothing.
- Nothing
- n/a
- Room for all
- Perfect option
- Bicycles have their own lane
- Like transit lanes in middle
- Best option. A bridge takes a long time. Build it once, build it right
- Like the transit being separated from the vehicle lane
- Separate car/transit lanes.
- Dedicated transit space means faster transit means more riders.
- Modes separated
- The positives of this option mirror the positives of option B; however, this one also includes places for bikes and pedestrians to admire views on both sides of the bridge.
- Ensures transit will be on time, increasing ridership. Slows traffic on bridge.
- None
- Not much
- A more natural layout for bikes and peds.
- Not much
- Transit is prioritized and not stuck in traffic.
- "Cars don't have to share a lane with light rail trains
- "
- transit is separate from vehicle traffic
- Different lanes for vehicles and transit
- It’s all separate

- All separated modes on both sides of bridge.
- Potential shoulders for disabled vehicles
- Views for peds and bikes on both sides
- This is my favorite option so far. I feel that everyone gets what they want in this option, as space division is really nice and concise.
- I like transit has its own right of way.
- Nothign
- Better
- bike/ped directional separation
- Separated bike and sidewalk for both side of traffic
- I don't like anything about this!
- I like this motto, the best as it covers all the basics and Pedestrians can utilize both sides of the bridge
- Separation of modes of transit. Makes for safer travel.
- Looks pretty perfect
- Nothing
- Separate lanes for cars and light rail; bikes and pedestrians
- easy to navigate from driving perspective
- I prefer Option A
- I like the separation of bikes and sidewalk but not a fan of the cars on each side of the light rail
- Don’t like option C
- Best control for pedestrians
- N/a
- Still bad idea traffic no real benefits can possibly be seen with this beidge
- It's fine
- I don’t. Worst option
- This seems to be the optimal choice.
- Too narrow, slow & congestion.
- Seems like the option with the least potential for delays, especially if RT routes the trains down the center of Truxel.
- Modes of travel separated.
- Separate bike and walking lane
- Sidewalks on both sides of the bridge.
- n/a
- It seems fine
- My favorite option.
- It feels very safe and accommodating for pedestrians.
- "Opposite flow bike lanes
- Separated vehicle/transit lanes "

- Every lane is separated
- N/A
- Not much.
- Dedicated transit lanes. Separation of bikes and peds.
- Best for safety
- Each mode has dedicated lane.
- Separated lanes for each type of user.
- Ideal.
- No good
- Nothing.
- All modes and directions of travel are separated.
- All modes are separated
- I like option C the best because it separates the bike lanes and sidewalks in a more traditional style
- All modes and directions of travel are separated
- I like C too.
- Every type of transportation has its own space.
- Nothing
- Nothing
- Transit doesn't have to yield to vehicular traffic.
- The orientation of bike and ped access on the bridge. Allows for a smoother transition into and off the bridge for bikes and peds. I like that autos and transit are separate because if a vehicle brakes down, transit will be impacted. Also, having transit have its own lane will improve operations and efficiency.
- Separated lanes for transit
- All lanes on each side of the road are traveling the same direction. Separated lanes for each travel mode. Slower vehicle speeds.
- "Separate lanes
- Width"
- It strikes the right balance between all the needs.
- All modes are separated.
- Dedicated transit lanes.
- Trains have separate lanes from cars.
- Destruction of environment
- Option C is the ideal option. It is the best for pedestrians, bicyclists and transit riders. As long as the bike lanes are fully protected from vehicle traffic, this is the best option of those provided.
- I like the transit lane priority.
- Nothing
- Nothing. Its infascture bloat.

10b. What do you dislike about Option C?

- no physical barrier between peds/bikes and cars. Also, I would like this to be pedestrian/biking/mass transit bridge only. No personal vehicles
- Wider footprint on the American River parkway
- Lack of physical protection for sidewalks and bike lanes is a non-starter
- Remove private cars. They are not appropriate on this active and public transportation bridge.
- Costs. Putting bike and pedestrians on opposite sides of the bridge is a waste of space, especially if it limits trail access.
- Bikes and pedestrians are at risk. It's the most expensive option with the worst bike facilities proposed.
- Highest cost
- No physical barriers between bike/ped and automobiles.
- please keep a barriers for bike and walkers from road too many bike riders are being hit by distracted drivers is most important to me as I am a bike rider
- Do not want cars
- Paint is not infrastructure. Does not protect bikes or pedestrians. Why are there cars? Would be a lot safer without cars. This is a stroad across a park.
- Cars don't need dedicated lanes.
- No protected bike lanes.
- Nobody gets what they need in this one. How do you ride a train sandwiched between car lanes like this? This design is not good.
- Incredibly wasteful use of space, worst option. Still no physical separation of bikes and cars, bike lane will be blocked by cars
- There needs to be a physical barrier to separate bike and peds.
- Paint is not protection for bikes. Get real with multi-mode… this is a car bridge design!
- See above.
- I like A better
- No automotive transit. Keep it safe and tourist friendly by allowing for a scenic gateway between North Sac and Downtown/Midtown. Allowing only biking and transit will make the bridge a destination that would surpass even Tower Bridge.
- no physical barriers between bikes / pedestrians and cars
- My only concern is the mentioning of narrow lanes.
- cost; lack of physical barrier (now need two)
- The community in South Natomas does not want Truxel Road lightrail nightmares. A lightrail bridge can be built to run along the freeway on one side of the freeway near the train station, and build a pedestrian/walker bridge on the other side of the freeway which would provide easier green commute.
- No, or limited, barrier between roads and path.
- most expensive

- no physical barriers between cars and cyclists/peds, one-way bike lanes unrealistic, no emergency lanes
- Limits on bike lane access to trail and it should not include car travel lanes
- Mixing cycling with motorists
- Expensive, lack of bike connectivity, car access.
- Cars, do not need Vehicle lane they have 16th street and I5. We need public transportation and walk/bike lanes
- Bike lanes are not separate
- This option limits what bicyclists and pedestrians are supposed to do, which could cause issues when they are traveling, potentially causing them to go the wrong way.
- Cars should not be included in this brisge
- There are cars
- No physical barriers,
- Expensive.
- Need some barrier between the vehicle land and the bike. Can't a barrier go in the stripped area?
- Physical barriers are needed to protect cyclists and pedestrians.
- "No physical barrier separating pedestrians and bikes from vehicles.
- Limited connectivity to Jedediah Smith Trail"
- widest, most expensive option, bike lane only space for emergency access, no barrier separating pedestrians and bikes from vehicles, would prefer a bridge without vehicles
- Vehicle traffic. The bridge should be limited to the light rail cars, pedestrians and cyclist.
- just remove the car lanes. It's fine. There are already three interstates within 2 miles with 22 lanes crossing the river. What's two more gonna do except create more car problems?
- Not needed
- no room really for emergency vehicles
- cost
- I don't like that it uses traditional bike lanes instead of bike paths. This will likely make cyclists feel less safe and won't allow this bridge to be incorporated into existing regional bike trails. I also don't like that this option assumes that the SacRT Green Line will be extended, as this might make the bridge project dependent on the entire length of the light rail extension being approved and funded (which seems unlikely).
- vehicle traffic
- Need lighting
- Stop light rail going through S. Natomas Truxel Road.
- too wide
- No physical separation for cycling lanes or public transit
- No physical separation for cyclists or public transportation. Car should not be allowed on the new bridge

- Including vehicles will not encourage more sustainable modes of transportation as habit- vehicles should not be included.
- No physical separation for cyclists. Cars will drive in bike lane. No physical separation for public transportation. Cars will drive in that lane too. Cars should not be allowed on the bridge
- Only one lane for each vehicle.
- No shoulder for emergencies
- Too much space is dedicated to private vehicles. The bike lanes are a joke -- unsafe and unprotected. The lack of connection to the bike trail is even worse.
- One directional bike lane provides limited connectivity to Jedediah Smith Trail, which is not great. But more importantly, that no physical barrier separates pedestrians and bikes from vehicles will absolutely kill people. Also that the bike lane is the only space available for emergency access/vehicle breakdowns is a terrible idea. This plan is a disaster.
- Too expensive and too crappy for people not in cars
- Nothing
- If the bike lanes are at grade and only buffered from the road with paint, then vehicle speeds need to be limited to 25 mph or less per NACTO recommendations. Also, if only one side of the bridge will have access to the Jedediah Smith Trail, you will encourage wrong-way cycling unless a crossing is created.
- Limited connectivity to Jedediah Smith Trail.
- Still not safe for bikes and pedestrians. We need physical barriers between bikes and vehicles.
- "One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Most expensive
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- No physical barriers and highest cost
- Not enough vehicle lanes.
- Limited connectivity to bike trail
- no physical barrier between peds/bikes and vehicles, excessive width
- "Widest cross-section/environmental impact of this broad footprint
- No physical barrier separating pedestrians and bikes from
- vehicles
- Connectivity to bike trail
- "Price
- No physical barrier between cars pedestrians and cyclist."
- Looks loud. Not paying attention to where they are going
- Same as Option B, no shoulder or emergency lane.
- None

- "Would two auto lanes in each direction be possible?
- The safety for pedestrians and bikers.
- wasted space, traffic and light rail interfer with each other.
- Cost. Widest cross-section. Lack of physical barrier for pedestrians and bikes from traffic
- Most environmentally destructive of the alternatives. Drop the Truxel Bridge and instead focus on Alternative 8 which has far fewer adverse environmental impacts.
- It would not be the best for bicyclists with only one directional bike lane.
- Most expensive, widest open
- Slight concern regarding emergency vehicle access, but don't believe it's much different from existing narrow overpasses.
- Most expensive, no physical barriers,
- Without seeing a plan view, I can't judge how limited the connectivity to the Jedediah is.
- this should include a physical barrier between bikes/pedestrians and cars. no vehicles should be allowed to enter bike/ped area.
- I still prefer the bridge have no cars.
- Limited access to bike trail. Expense may cause delays to build. Emergency vehicles on bike trail sounds like accidents can happen.
- None
- Bicyclists already don’t follow laws. They will go in the opposite direction of the traffic regardless of the posted instructions.
- No concerns.
- No barriers for bikers/pedestrians, most expensive
- "This makes it a non-starter: One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Don't allow cars and that addresses the other cons listed."
- Bridge should only be for cycling and walking
- No light rail
- Transit lanes should act as extra buffers from vehicles for cyclists.
- No physical barrier between cars and pedestrians/cars again
- None
- I still want a protected bike lane---even the little posts like on 12th(? by Loaves and Fishes) would work. If we could at least put the posts, this would be the best choice.
- Not needed
- The difficulty to connect the motorway to the Jedediah Smith Trail
- Excessive cost
- No ER access except for using bike lane.
- The lack of barriers to pedestrians - I would not use this for walking, especially since it doesn't connect easily to trails. It's huge and costly for few benefits.
- no physical barriers
- No barriors between modes

- No set emergency lane area and space for bikes will have to be used
- One Way bike Lanes connecting to River trails are just waiting for arguments disasters and disrespect
- Significant impact to the environment, no barriers between vehicles and pedestrians/cyclists.
- Cost
- just make the bridge
- I don't like c for the dance reason I don't like being except it t makes it even worse
- Too busy - and walkers and bicycles will still ride on both sides. Seems wastefulz
- Environmental impact and costs
- Based on the policy direction of the new General Plan, I can't believe there is an alternative for a new bridge in the City that includes a bike lane exposed to high speed traffic with no barrier. If this bridge is truly supposed to be multi-model, the peds and cyclists need protection or they won't use it. It just won't be safe for the average user. Also, the limited connectivity to J. Smith trail is problematic.
- Prefer option b
- No car free space.
- "Will there be transit access on or near bridge, like Tilicum? If so, having people cross vehicular traffic seems problematic.
- Why not create something beautiful and even a tourist attraction, by NOT having vehicular lanes? Let buses and RT green line coexist (like Tillium), thus also emergency vehicle access, but allow no private vehicles. I5 is so close by."
- no barrier between bike lanes and traffic
- Cyclists and pedestrians are stuck next to cars instead of being on the opposite side of the train. The emissions from cars will create unsafe breathing conditions. Buses and emergency vehicles will still get stuck in car traffic.
- "Widest cross-section
- Most expensive"
- Probably the best option
- Cheaper would be to not have cars use it...
- There should be a car-free option that prioritizes exclusively transit and active forms of transportation. This connection is an opportunity to encourage and accommodate mode shift, which will do more to alleviate traffic/congestion concerns on other crossings than adding lanes ever could.
- No physical barrier separating pedestrians and bikes from vehicles. Most expensive option.
- No shoulder
- physical barriers lacking
- I prefer an option (not listed here) that does NOT include automobile traffic. The new bridge should only be for walking, bicycling and rapid transit (with emergency vehicle use).

- See my comments for option B.
- No one rides light rail - get rid of it.
- Lack of physical separation for bikes.
- "Would be interesting how the split off of the transit would work when it's from the middle of the lane
- So if emergency vehicle comes from behind a bicyclist… where does the bicyclist go? Have to dive in between the cars on the main road? At least with B, can go on sidewalk "
- It includes automobile traffic, which the bridge should not do. Please consider a plan which prioritizes active transportation and transit to the exclusion of car traffic. This is the worst possible option, short of excluding active transportation and transit entirely.
- Widen this design to better accommodate emergency access and vehicle breakdowns. Design so cyclists can avoid stopped vehicles without forcing bikes into auto lanes.
- There should be barriers between vechicles & bicyclists.
- "Lack of connectivity to Jedediah Smith Trail
- Vehciles entering bike lane illegally without a physical barrier"
- Proposed Shld appears to be only 2' so why can't curb be a conc barrier?
- There is still no physical separation between the different modes of travel on the bridge. There is also still a car lane present in the design.
- No protection for bike lane
- Lack of physical separation between bike lanes and vehicle lanes.
- No shoulder, lack of emergency access
- no emergency lanes
- potential impediment/danger to cyclists due to vehicle breakdowns or emergency vehicle use of bike lanes, and lack of physical barrier
- None
- too large, too expensive, too much space needed and not necessary
- none.
- Costs and environmental impact
- No separation between bikes and vehicles.
- No barrier for pedestrians and limited access for emergency vehicles.
- It will not be used enough to justify cost
- expensive and lack of physical barrier between bikes and vehicles
- Narrow lane and shoulder
- Most costs? Maybe combine bike lanes
- Cost
- The transit lanes in the middle would be overwhelming and feel chaotic
- RT green line proposal would go right down main residential street bringing noise and the line would be within 50 feet of residences. No RT in residential neighborhoods!
- No shoulder or emergency lane, so when there are accidents, traffic is backed up and will cause delays going around.

- I refer to Ms. Chapman, "You've got a fast car.." and you will drive it that way in this scenario.
- No train
- Too wide.
- No physical barrier separating pedestrians from vehicles.
- No physical barrier separating pedestrians and bikes from vehicles.
- Cost!
- The size and cost
- No separation for pedestrians. Car drivers are reckless and cyclists are menaces to pedestrians.
- No glaring concerns, aside from cost.
- No separation
- The cost and amount of time it would take to complete (freeway construction of 50 has been going on for years and it seems like they are still working on the same section)
- None
- No physical barriers for bikes and pedestrians and the bike lane serves as emergency access.
- No physical barrier between vehicles and pedestrians and bicycles
- People trying to get to the middle of the street for transit lane.
- Seems like an inefficient use of space
- this is too compilate.
- "Risk to bikes/peds
- Cost"
- Too expensive.
- It's not clear why the sidewalks and bike lanes can't all be on the same side of the road.
- Cost of initial project and upkeep maintenance.
- Seperated directions make it impossible to turn around on bike
- No space for vehicle breakdowns, bikers often ignore direction signs and would mow down walkers
- Doesn't prioritize bikes enough.
- The size and cost seem to be disproportional to the benefits over other designs. The forced directionality could prove tricky depending on traffic and time of day.
- Same as above - all plans don't address fundamental climate issues of increased VMT and need for more focused in-fill development close to bridge that has only local transportation modes only - walk, bike, RT
- Congestion especially during emergencies
- The cost, lack of physical barriers, and having to cross train tracks and car lanes to change directions when biking.
- I don’t like rail transit
- Expense

- Seems like any minor accident would cause large delays
- Too few lanes, no barrier between pedestrian/bike and vehicles, uncovered pedestrian/bike paths
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- All the cons
- Lack of shoulder space for emergency access. No physical barrier separating pedestrians and bicyclists from vehicles.
- No shoulder, no barriers,
- No barriers
- Crime, vehicle use, light rail use that we do not need nor want.
- Cost
- All the CONs listed above. This seems to be more expensive while having less benefits than Option B.
- Cars
- The bike lanes is not separated from traffic by a concrete divider. The light rail has very small floor dividers separating itself from the rest of traffic.
- Increased traffic and the money could be used elsewhere
- Bike lanes not physically separated, increasing danger to bikers. Side walks too narrow, reducing comfort levels and safety for pedestrians.
- All of the cons
- It's most expensive
- Emergency vehicles in bike lane is a dangerous idea.
- No emergency lane.
- most expensive
- Cost, limited connection to American River Trail.
- none
- See 8d
- None.
- All of the cons mentioned
- No concerns.
- Biggest footprint, without providing more safety (shoulder, barriers, emergency lane)
- Most expensive.
- Again, don’t have cars get access
- Is there a way to allow vehicles to use light rail lanes?
- This would significantly interfere with crosstown traffic on Garden Highway. As soon as people realize that, they will immediately be against this bridge. There is minimal value in a bridge connecting Truxel and the Rail Yards, because once you are over, you still have to cross major thoroughfares with long lights to get anywhere. People will still clog J street and go around, A better solution is expanding Garden and Arden to connect Natomas to Business 80 and 160. This is what other more developed city’s would do,

- No need for two walking paths. Why straddle the road like that?
- It might be confusing for cyclists and they may use the wrong sides.
- Cost
- Too wide of a bridge
- Terrible design, this would be like any other class 2 bike lane and sidewalk in the city, where it's dangerous to ride or walk. Think the hilarious bike lanes on 65th expy, nobody uses them because it's suicide.
- There is no way bikes won't go both directions
- Too big. Too costly. Opposed to auto bridge through parkway.
- I'm not usually a proponent of the most expensive projects.
- all of the cons
- Indifferent
- Cost
- No physical separation across modes in favor of buffer space; it's already the most expensive option, why not add a concrete or other physical barrier alongside the buffer?
- No physical barrier separating pedestrians and bikes from traffic.
- The use of emergency access as an excuse to not protect cyclists and pedestrians. Emergency vehicles can access the bridge plenty fine using the transit lanes and weaving in between cars. Even better, emergency vehicles would have 0 issues accessing the bridge if no cars were allowed on it.
- It would ruin the American river parkway
- Let's be honest, some pedestrians won't follow the directional rule.
- Giving multidirectional could get confusing and could potentially cause more accidents.
- can you get more creative about trail access?
- No barriers between pedestrians and cars. Less walkable
- No barrier between pedestrians/bicyclists and cars. Paint doesn't protect people, barriers do.
- None
- I don't think the bike lane directions will be followed.
- Most expensive
- Limited trail access
- Connectivity to trail/ separating directions of travel for bike lanes .
- Why is separating directions of travel being separated a good thing? It makes it harder to turn around on a bike, and limits access to the JS Trail.
- this setup i think might be prone for accident
- 2 bike lanes and 2 sidewalks. one side walk. 2 way bike lane
- no cars please
- I think the transit lines maybe able to be narrowed to 1 lane across the bridge and widen to 2 once over the bridge. Save some money
- No emergency lane. No physical barrier.

- None
- Not safe
- Emergency
- No emergency lane. Sidewalk and bike lanes may be too narrow. No barriers.
- As walker, biker, it is hard to change direction, we cannot go to opposite way until we finish the bridge.
- One direction traffic, particularly for bikes, is difficult (if not, impossible) to enforce. Narrow lanes are very problematic in Sacramento and cars are only getting larger.
- "One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Widest cross-section
- Most expensive
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- Expensive.
- Should be local traffic only or toll for everyone else.
- Limited connectivity to Jedediah Smith Trail. People may get confused on which side of the bike path they need to be on and make unsafe lane switches across the bridge.
- Not much
- No barrier between cars and bikes , most expensive
- If another plan with separate rights of way for rail and pedestrian traffic would be cheaper that would be preferable.
- no emergency lane.
- How the transition of traffic will happen on either side of the bridge. The cons out weigh the pros.
- No physical Barriers
- seems like just a worse version of the others
- No shoulder again could cause lots of trouble with a breakdown or accident stalling traffic and negating the benefits of the bridge.
- Perhaps just some kind of barrier between the vehicle lanes and the bike lane, or at least between the bike lane and the sidewalk.
- Limited connection to bike trail, increased risk of cyclist-car incidents. Does not promote biking or walking. Very car centric.
- Bike lane is the only space available for emergency access/vehicle breakdowns
- none
- Too much wasted space
- everything. this is the worst option.
- None
- wider bridge, greater exposure of cyclist to vehicles. Remove the vehicles.
- I don't like transit in the middle. It causes traffic and people accidents.
- Accidents

- There needs to be a barrier between cars and cyclists
- Too expensive. Would like to see combined light rail and cars like first but bike path on each side like this.
- Having separate light bar Lane seems like a waste of space and money. I also don't like that it's the highest cost
- No barrier
- cost
- All the cons
- Just put physical barriers between the vehicle and bicycle lanes. Emergency vehicles can manage with the remaining space. Protect cyclists and pedestrians.
- most expensive, limited bike access/safety
- That the bike lane is the only place for emergency vehicles or breakdowns.
- i don't like the one directional bike lanes and that it's the most expensive option
- Bikers are unlikely to follow the direction.
- Still the transit lines. Bridge would be by far superior if it was only a car/bike/pedestrian bridge.
- none
- No physical barrier separating pedestrians and bikes from vehicles
- "Absolutely no space for emergency vehicles so if something does happen, instead of being a minor slowdown, it's going to cause actual traffic.
- And still no barriers between pedestrians and traffic, pedestrian safety is largely ignored and is finally getting some attention thanks to that new law in SF about not parking too close to the crosswalk, daylighting or something.
- And of course the price. I understand that projects like this are expensive, but I would say both Plan A and B are both better options than this one, AND this one is more expensive, so I would rule out Plan C immediately and just weigh A & B."
- small to no shoulder
- The entire bridge concept to handle traffic from autos, trucks, trains, buses, etc.
- There's already a bridge to the River District off Northgate Blvd
- Most expensive, no real advantage over B
- No physical barriers protecting bike lane
- cost/time to construct
- That cars will end up in the bike lane and then bikes will have to go on the sidewalk
- Lack of space for emergency vehicles, no physical separation for bike/pedestrian lanes, and where would the light rail lines go on the downtown side? What impact would that have on the neighborhood?
- One lane on Truxel is nuts. It would push traffic to Azeveedo. Not to mention how will this impact student walking to and from Natomas High. Just a traffic fatality in the making
- Not safe for bicycles

- The lack of a barrier between pedestrians and vehicles.
- Cost; no physical barrier between pedestrians/bikes and vehicles
- Who rides RT it's unsafe
- Cost and limited connection to Smith trail. No physical barrier for bike lanes.
- Maybe put the transit as close as possible to either put up safety for bikers/pedestrians and/or increase the shoulder.
- It doesn't feel developed enough
- Seems like it will take a long time to build and gain approval.
- I don't have any concerns.
- Emergency vehicles
- none
- cost
- Not as safe as option B
- Cyclists not using the correct lane of direction
- need more lanes for cars
- most expensive
- Not an efficient use of bridge width for bike, pedestrians, vehicles and transit.
- Doesn't seem worth it, not that different from B
- While this is close to the best, the lack of a protective barrier for bikers is still incredibly hazardous, alongside limited trail access. Whoever designs these bridges clearly doesn't ride their bike. Cars are incredibly deadly to bikers and pedestrians - there needs to be a protective barrier, this is no longer optional. Bikers will only use the trail if they feel safe and this is just a continuation of the deadly roads we're using now.
- "One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- None
- Mixed use lanes are a better option
- Costs too much
- doesn't connect to the bike trail
- My concern is that the bike advocates will only have their own agenda heard and pushed. Not everyone can ride a bike or wants to ride a bike. When you're lugging kids to school and carrying groceries, going to sports practice. Commuting to work. You can't "ride" a bike for everyday life. Sacramento is known for supporting families and what I love about the city. Please consider our families! This bridge would have a positive impact.
- One direction bike lanes will be dangerously used in the opposite direction.
- Most expensive without having any physical barriers for cyclists. They should find a way to be added in this option.
- Added traffic on Richards Blvd.

- Need peds and bikes on just one side.
- no physical barriers and limited connectivity to Jedediah Smith trail.
- why not narrow it with one rail lane? how often would the both be at the same spot? is it a safety concern if there is just one?
- Not wide enough. One transit/rail line. Need an emergency lane.
- I think sometimes cyclists will travel against the flow of traffic.
- "No physical barrier for bike and pedestrian lanes
- "
- Cost and. Lack of connection to JS Trail
- No one uses transit. Too big, too many cars
- No emergency lane. No barriers between bike lanes and pedestrian lanes or bike lanes and vehicle traffic.
- No shoulder for vehicle breakdowns.
- I already have trouble turning off of my street on to Truxel due to traffic. Additional traffic would make it nearly impossible. If you want more people to walk or bike, a bike and pedestrian only bridge would be better. We don't need more cars on Truxel!
- Cost
- Bike lane is the only space for an emergency
- No physical barrier separating peds & bikes from vehicles
- Do not like that there is no separation between pedestrians and cars.
- Bikes are dangerous
- Need to add physical barriers to block cars from bikes and pedestrians.
- Most expensive, difficulty connecting to the bike trail
- I don’t knoe
- Expensive, reduced shoulder
- Limited connectivity
- heavy traffic with transit Lane
- "One directional bike lane provides limited connectivity to Jedediah Smith Trail
- Widest cross-section
- Most expensive
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- Bike lanes need a physical barrier from automobiles, especially if the auto lanes are narrower.
- Not an emergency lane available, same concern than for option B
- Light Rail ending up on Truxel in front of homes, beside bedrooms, blocking SNCC and library and park. Cutting off west side of Truxel. County B of Ed already cut off our school
- The cost may be high but its a worthwhile investment.
- Lack of protection from cars. Access to trail

- I don’t believe narrow lanes will reduce speed. Most expensive. Bike lanes used for emergency vehicles. No separation for pedestrians and bikes
- No barrier for bike lanes
- Better
- Poorly planned
- No connection to the bike.
- No physical barriers. Most expensive.
- Limited connection to bike trail. Lack of separated bike trail is dangerous.
- Compromises bike and pedestrian safety
- Two way bike lanes should be on one side w better access to bike trail
- This is a Trojan horse for a 4-Lane bridge. We need only a two-lane bridge consistent with our city’s neighborhood-friendly bridge policy.
- Limited access to the trail.
- Bike lane is the only space available for emergency access/vehicle breakdowns
- too expen
- I don't undersand bike trail connections. I suspect they are inferior. High cost
- widest cross section, most expensive, no physical barriers
- Lack of physical barrier
- Most expensive =least likely to be built sooon
- Expense
- Lack of ART access on one side
- Most expensive
- Why can't emergency vehicles use transit lanes, like on Option B?
- Narrow lanes and no physical separation from the cars. Too dangerous. Need a barrier.
- Everything else
- The cost and the one-way foot & bike traffic lanes.
- inefficient use of space
- No physical barriers between vehicles and pedestrians
- "1. No barriers
- 2. Wasted space."
- n/a
- emergency vehicles must use bike paths; no barriers separating vehicles from pedestrians and bikes (drivers drive too fast and no separation is dangerous); limited connection to Jed Smith trail; most expensive option
- None
- No physical barrier separating pedestrians and bikes from vehicles
- Two pedestrian paths aren’t necessary. Separating the car lanes requires too much width. This option is wider than it needs to be.
- Intersection conflicts
- "Most expensive

- Bike lane is the only space available for emergency access/vehicle breakdowns"
- Raised bike path does not provide adequate protection from the cars. Need to have physical wall
- Couldn't we just turn the vehicle lanes into dedicated lanes for emergency services?
- I still don't see why there can't be a barrier between cars and bikes/peds — make the lanes narrower or make the ped/bike mixed use. There's plenty of space here and peds would probably be rare on this bridge
- Get the train out of the middle of the bridge.
- No breakdown lanes
- No physical separation for peds and bikes from drivers.
- Cost
- pedestrians crossing traffic to get to train or car
- Need for sidewalks on both sides.
- "cost
- Nothing
- Bike lane is the only space available for emergency access/vehicle breakdowns. No physical barrier separating pedestrians and bikes from vehicles.
- Car lanes make the bridge larger and create more environmental damage to the Parkway and too much traffic. The bridge should not include cars.
- There is no barrier between the bike path and vehicle lane and mixed bicycle and sidewalk use. The lack of barrier is an invitation for drivers to use the combined sidewalk and bike lane as a bypass when the travelway is congested. Combine option A (one side is the multipurpose path and the other side a sidewalk) with C (transit lane in the center). Pedestrians and bicyclists use each side of the pathway as a two-way travel instead of one-way.
- I'm not convinced that reduced shoulders and narrower lanes will cause everyone to drive slower.
- Too many cars. Get rid of them!
- Separating the bike lanes is unnecessary and may cause confusion.
- Cost, no physical barrier separating pedestrians and bikes from vehicles
- A is better for the future.
- Poorly planned out; too expensive.
- Removing prime riparian habitat is a detriment to wildlife who are already stressed with homeless individuals, their loose dogs etc.
- I don't like the separated bike lane and the fact that both emergency vehicles and breakdowns will use this space.
- where do the people in the public transit enter and exit?
- Na
- Bikes and pedestrians deserve better than painted buffers and parked SacPD cruisers in the bike lane. I repeat everything I said about options A and B leaving the door open to

stupid or malicious drivers interfering with light rail operations or mowing down pedestrians.
- Shared Transit lane with vehicles would be better than rail-only. Directional bike lanes separated could be an issue.
- Need more room for emergency vehicles
- Confusion of right of way.
- see cons above
- The higher construction costs and insufficient access for emergency vehicles.
- No physical barrier between cars and bikes and pedestrians.
- "Most expensive
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- dangerous lack of physical barrier. separated directions for peds and bikes is unnecessary waste of space.
- No physical barrier between vehicles and bikes.
- I see no benefit in this one over the previous ones
- If on bike / foot, and you need to turn around, you'd need to travel the entire distance of the bridge, which is a considerable distance for active modes.
- You're certainly trying every possible permutation to continue a car-centric culture. We don't want cars on the bridge!!
- ped and bike mixing, lack of good connection to bike trail.
- Same as B
- No concerns
- It's clear that you lose so much versatility by having the LRT in the middle. Not sure why you would favor
- Same concerns as option b
- most expensive sounds like an immediate no.
- High cost. Would be less if autos not allowed.
- All the cons; Probably way expensive
- Difficult to cross on feet
- Cost and unintended consequences of additional traffic in areas that didn't used to have this type of access
- none
- None.
- flow doesn't seem great
- Less traffic is able to cross
- The bullet point regarding emergency vehicles using bike lane is concerning.
- Overwhelmingly skewed figures; prohibitive construction costs. Residents and businesses directly negatively impacted due to inability to turn left at almost every

intersection. Residents would be forced to go through their neighborhoods just to get to a place to turn left.

- No access to trails
- Too expensive
- Breakdowns having to use the bike lane. Additional cost.
- Option A, B and C are trying to do too much, and in the meantime, another section of the American River Parkway falls victim to an unrealistic project.
- Potential extension north on Truxel and impact on existing neighborhood.
- None.
- Cost to maintain.
- Widest cross-section
- None
- Limited option for JD Smith Connection.
- Everything.
- Not enough vehicle lanes -- should be 2 lanes each way.
- Literally none. This is the only construction project I want the city to fund fully because it's the one that impacts me on a day to day basis.
- The layout will feel familiar to users. Minimal use of transit lanes most times of the day.
- None
- Yet again, why cars? No protected bike lanes.
- It allows car traffic. In an effort to reduce VMTs, fend off induced demand, and incentivize people to take transit and bike, cars should NOT have a place on this new bridge.
- Cars - we don't need additional car access, we need safer year-round bike and walk access. bike lanes and sidewalks not separated - they need to be separated.
- No barrier between pedestrians and vehicles
- cost
- Reduced lane size & shoulders would not reduce driving speed
- "Most expensive.
- Largest footprint so most effect on environment.
- No physical barriers between pedestrians/bicycles and cars.
- No lane dedicated to emergency vehicles."
- Please see response in 6 other.
- Expensive. Mixed directions for bikes and pedestrians seems unnecessary. Too expensive.
- Trying to do too much with too little space
- too much reservation for light rail.
- Worried about emergencies
- "Possibility of making one of the bike/walk side to become emergency vehicle use.
-

- Looks like you can add the barricade between vehicle lane and bike lane."
- Since it is the most expensive, it might be cost prohibitive.
- Limited bike lame
- No shoulders to accommodate breakdowns. No physical barrier separating bicycles and autos.
- More expensive. Limited trail access, no space for emergency vehicles or breakdown. No physical barriers between cars and pedestrians and bikes
- No barriers between peds and the auto s
- Bikes and pedestrians aren't protected; costs associated with road maintenance is great, and will increase wear and tear of bridge.
- Cyclists might go the wrong way
- Poor trail connectivity.
- none.
- Cars
- Vehicle traffic
- none
- Again, fuel-burning vehicles included.
- Bike lane being used by emergency vehicles if needed. No physical barriers between bikes and pedestrians and cars.
- Cost, but it would be worth it.
- No physical barrier between bikes and vehicles. This is not ideal and potentially unsafe.
- Same as option b.
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical separation between pedestrians and vehicles. Only one car lane in each direction. Connectivity to Jedediah Smith Bike Trail needs to be smooth and direct. Maybe out all pedestrians on one side of bridge and all bikers on the other side.
- Its big!
- complicates pedestrian connectivity, expensive
- Too wide.. Unsafe for people on bicycles and on foot. Speeding.
- no physical separation between vehicular traffic and bicycling
- None
- Same as option b. Too wide, no physical barrier.
- Too much space for walking and biking by splitting the sides up.
- There will be too much traffic and congestion. It’s not worth it
- No separation between pedestrians and cyclists.
- It's the most expensive and destructive to our natural beautiful Sacramento.
- There is literally no reason why you can't have a physical barrier set up to protect bicyclists and pedestrians.
- Too wide, bike lanes unfriendly, eliminate vehicles and reduce light rail to a single lane.

- Bike lane connectivity issues. Emergency services using bike lanes. But if we get to the airport by train that makes it all worth it.
- No physical barriers, cyclists need a safe space to cross the river.
- None
- Same as 8d
- Poor connection to Jedidiah Smith trail, inadequate/unacceptable emergency access
- None
- Like rail
- Harder for cyclists to switch directions
- too wide, too expensive, no good parkway bike trail connection
- The bike lane should be on the same side of the bridge, putting four lanes of traffic between the bike lanes means cyclists are going to use whatever side is convenient for them regardless if it's the right direction. If you make a safety feature unbelievably inconvenient to use people are not going to use it
- looks expensive to build and maintain with tax dollars
- limited emergency space, and no physical barrier to protect peds and bikes from cars.
- Expense
- So many ways to get downtown, less save the money and create more shelters downtown for the homeless.
- None
- No hay barra fisica.
- None.
- limited trail access; most expensive; no emergency lane; no physical barriers; impact on area once river crossed
- My main concern is that there is no barrier to protect pedestrians.
- Traffic
- There's no way people are going to abide by the one way bike lanes. This will cause accidents and traffic there
- "Hopefully there is a curb between car / bike.
- Cars still make for a noisy bridge experience. "
- Transit and vehicle lanes should switch places. The most separation for bikes/peds
- interferes/intrudes with Discovery Park landmark for concerts, picnic/events area, boat launch, american river bike/walk path etc., which is great for community as it exists. Here it would be counter productive and wasteful use of resources for said purpose.
- This is, by far, the worst design, the most dangerous and the most expensive.
- Missing barriers from car to bike lane and bike to pedestrian area
- Do not like separation of bikes and pedestrian lanes on the two sides of the bridge.
- lack of protected bike lanes
- No barriers between vehicles and cyclists/pedestrians. Separated bike lane directions.
- Too much money.

- Minimized space for bikes, right next to a vehicle lane. That signals unsafe crossing for many cyclists.
- No barriers for pedestrians, no emergency lane
- This would easily become gridlocked and pose risks to cyclists and pedestrians.
- None
- To congested and not a great design for walking, running,bike riding or traffic movement.
- I don't think there should be a vehicle lane. If there is going to be a bridge it should be for pedestrians, bikes, and public transit.
- access for emergencies
- Bike path shouldn’t be separated. Bike path needs to connect to the Jedidiah smith bike trail. Cars shouldn’t be allowed on the bridge.
- BRT instead of rail???
- Too big, access to bike trail is limited
- Excessive. We do not have nearly enough foot traffic or bicycle traffic to justify the extra lanes on both sides of the bridge.
- I think it will be a terrible waste to not have full bi directional connectivity with the ART, without that just make it all for cars. Truly the least elegant solution
- No protections for bike lanes.
- I'm concerned about the car lanes and the increased traffic in the area.
- ALL the cons. It's toon expensive and too wide and there is no reason vehicles can't share lanes
- Everything. This is a cool ass bridge that will allow people to actually cross the river when it is flooded when on bike or foot. Why half ass the real useful aspects of this bridge. There are already soooo many lanes on the free ways to cross and congestion is the only thing holding back more people from driving. This will not solve any car congestion problems because having more lanes won’t do that. Don’t ruin a legitimately cool thing here go to waste by giving in to cars
- Bicycle safety and one directional bike lanes
- "It has the greatest environmental impact.
- It's the most expensive."
- Little separation between cars and bikes. Is that at least a raised curb? Could there be flexible delineators? Why is there less connectivity to Jed Smith Trail?
- The bike paths and transit lanes should have greater separation to prevent errant or scofflaw drivers from using the bike/transit lanes as their personal passing lanes.
- I am concerned that the bridge will be too wide and increase the footprint of the bridge. I am concerned about the negative impacts of including vehicles traffic on the bridge (noise, traffic, pollution to air and water, trash). I am concerned about there being a lack of barriers between cars and pedestrians.
- The bike lane should absolutely not be used for vehicles. If it is for "breakdowns," people will start parking and driving there.
- No physical barrier for pedistrian.

- Cars being close to bikes and pedestrians.
- all the cons
- Not good use of car and transit space, too large.
- Climate Change impacts and see above comments.
- Wish that trains and emergency vehicles could use the same lane
- Unprotected bike and pedestrian paths. I don't mind the emergency vehicles using the bike lane, but hopefully theres something to protect the riders.
- "Single-direction, separated bike lanes make it difficult for bicyclists to travel together - that's a big turnoff.
- Sidewalks are not going to be single-direction no matter what you do, so it makes little sense to try to separate them."
- Shoulder
- Want more access to the Jedediah Smith Trail
- Sac will probably choose it even though it’s ridiculous
- No barrier to protect pedestrians and narrow the roadway. One direction bike lanes separated by numerous lanes of traffic does not feel comfortable as a biker. The bike lane should not be sacrificed for broken-down vehicles.
- None
- no physical barrier between pedestrians/bikes from vehicles.
- There is no physical separation between motor vehicles and bike lanes. This design is dangerous and people will be killed because of it.
- no physical barrier for bikes and pedestrians
- Doesn't work well with bike trail, humans get no protection from vehicles.
- Use of bike lanes for emergency vehicles.
- Should have physical barriers from car traffic.
- "Widest cross-section
- Most expensive
- Bike lane is the only space available for emergency access/vehicle breakdowns
- No physical barrier separating pedestrians and bikes from vehicles"
- Having only one way bike lines on each side may be less accessible and safe. No barriers separating cars from pedestrians and bikers. No dedicated emergency lane. Most expensive. Cheaper this bridge is, the less likely we’ll have people fight against it.
-
- Don’t think a separate walking lane on each side is necessary.
- Not really a negative, but I’m sure a creative solution could be found to link both bike directions from the bridge to the trail.
- Cost and danger to pedestrians and cyclists.
- emergency lane?
- The limited bike trail connections. If too wide may be an eyesore at this location. Bike lane as emergency access not optimal.

- Cost. Limited bike path connectivity with Jedediah Smith Trail. No physical barrier protecting bike/ped from vehicles.
- Overall costs and lack of benefits from costs. It feels like too many things and not the simplest solution to solve connectivity.
- Most expensive
- "Trail access
- No barrier between bikes and cars"
- connectivity to trail. should be easy fix.
- cost
- Again, there needs to be a physical barrier separating pedestrians and bikes from vehicles and to prevent impatient motorists from using spaces that they shouldn't.
- It has a wide footprint.
- I don't like that there is not protected bike lanes or pedestrian walking lanes
- Expensive
- Concerns you list.
- Price
- Not as safe
- This is the widest cross section, which might cause a congestion problem at the connection to Truxel Road. I do not support the Green Line on Truxel Road. Lack of physical barriers between motorized traffic and bike lane.
- "You have too much faith in humans using common sense for this setup.
-
- Feels like too big and urban of a city. Keep Sacramento's charm. "
- No barriers, no space for emergency vehicles
- Bikes not physically separated from vehicles
- Automobiles speeding and encroaching into bike lanes to swerve around other automobiles. Cyclist crossing to connect to American River Parkway trail
- Less physical barrier between cycles and traffic than Option A.
- seems needlessly large. would also prefer that peds/bikes are all on one side of the bridge together (people ride in the wrong direction all the time anyway, so a two way path makes more sense)
- cost and still encourages people to drive.
- Unneeded new bridge for vehicle/transit.
- No barrier between bikes and cars and the limited trail access.
- No emergency lane could lead to back ups in case of accident or stall
- "Inclusion of car traffic.
-
- Sidewalk and bike lane are not at different grades."
- "Again, why two transit lanes, when they aren't sharing the vehicle lanes?

- - If this is the widest cross-section, does it impact Sequoia Pacific parking and buildings more?
- - More Expensive.
- "
- cars close to bikes
- "I have a deep deep concern that the city keeps telling us there is no money to fix existing streets and yet here we are talking about building a stupid bridge.
- "
- Cyclists will use the bike lanes in whatever direction they want.
- Needs physical barrier for bike and pedal to be safe. Poor trail connection.
- most expensive, limited emergency access
- No physical barrier separating pedestrians and bikes from vehicles
- Personal autos allowed
- Emergency vehicles in bike lanes.
- no barrier between pedestrians/bikes & motor vehicle traffic
- I dislike how it once again does not prioritize pedestrian safety
- No emergency or shoulder lanes. No barriers.
- Cyclist safety
- less separation of bikes and cars
- I don't like that there aren't physical barriers between the pedestrians and the cars.
- Bridge without automobiles only.
- Vehicles on bridge. No room for emergency vehicles to bypass traffic.
- too wide and expensive
- Cost, nothing protecting pedestrians and bicyclists.
- None
- Light rail, outside lane , wit maybe a station on the bridge
- Bicycles and pedestrians aren’t separated by a barrier from cars. Meaning travel for bicycles and pedestrians isn’t really safe.
- Lack of separation in bike trail and traffic
- None
- Bike lane directions being separated, no physical separation for the bike lane,
- WHY ARE YOU PUTTING CYCLISTS NEXT TO CARS UNPROTECTED???
- Private vehicle lanes will increase VMTs as those trips become more convenient.
- Expense
- None
- Most expensive. Least likely to get completed.
- Safety. Cyclist and pedestrian need a solids barrier between them and vehicle lane.
- No barrier between cars and bike/peds. Why do emergency vehicles need to take bike lane. You don't suggest emergency vehicles drive on sidewalks! What's the difference? Bad access to Jed Smith trail

- Too wide, affecting habitat on the American River Parkway side
- Bike and ped traffic should be physically separated from vehicle lanes.
- $$
- There needs to be a physical barrier
- I don’t like how pedestrians are separated on narrow paths divided by a road for cars.
- No physical barrier separating bikes from vehicles
- bikes lanes are unprotected
- The separation between vehicle lanes
- The same as b
- No physical barrier for bikes and pedestrians.
- People do not know how to use one way bike paths
- Safety
- more commuters using secondary roads to bypass I5 congestion
- "No physical protection for cyclists
- Wrong way cyclists would force cyclists into automobile lanes"
- Biggest concern is if this is the most expensive option, how long will it take to complete?
- Lack of bike/pedestrian separation
- No separation between car traffic and the bike lanes is very discouraging for cyclists and pedestrians alike. It won’t feel safe with cars flying past. Sure, cars may travel slower with smaller shoulders, but speeding and Sacramento is extremely common. Having cars fly past at 40-50 mph is a discouraging unsafe experience.
- Bike lanes should be together. Too auto oriented. I would prefer no private automobiles.
- It’s only one lane.
- Not sure what is meant by "limited connectivity" to bike trail
- Vehicle lanes would increase VMT, impacts to air quality and climate.
- Most expensive
- Fast cyclists would be right next to pedestrians (not safe), and the grade separation between the traffic lane and the bike lane looks like a hazard. I would prefer no grade separation, but if it's needed it should be between the bike lane and the sidewalk. Also there's no good option here for people who want to ride two abreast, e.g. people riding with kids. As a cyclist I don't think this is a good or safe configuration.
- Lighting hasn’t been mentioned concern about how well lit it will be.
- Size (environmental impact of) and expense.
- None
- Too wide and too expensive
- Most costly
- cost delays to project getting completed
- No place for emergency vehicles
- Same reason a option A and B
- None

- No physical barrier.
- All bridge options are a horrible idea and they should not waste any more time money or effort on such a bad idea.
- Most expensive
- Cars
- One directional
- Concerns about lack of physical barrier
- I'm concerned that the dedicated transit lanes will not be used enough to justify 33% of the bridge to be dedicated to transit.
- Too narrow, slow, & congestion,
- Bike access could be a concern, unless the major flow pattern is not inhibited by the limited access.
- Expense and no physical barrier.
- Bike lane for emergency vehicles and limited bike access to trail
- No separation of the bike lanes
- Vehicles pollution, light rail would bring crime, already have many means of traveling north/south by vehicles.
- None
- No emergency lane. If transit lane can double as an emergency lane this could be the best option.
- It seems to take up the most amount of space width-wise.
- No emergency lanw
- Price
- "We have so many other needed road improvements and repairs and other programs that would be a better use of those funds.
- "
- There are more cons than pros.
- Lack of physical barriers protecting bikes from autos
- No barrier between cars and pedestrians/bikes
- Same concern as option B.
- Lack of shoulder.
- Too expensive.
- Too wide/more costly, lack of physical barrier between peds/cyclists and cars. Reduced connectivity to bike trail.
- Too expensive
- Need bike lanes and peds access both ways
- "Overkill. Too large a project footprint. Redundant.
- See my answers to previous questions."
- All of the above.

- Vehicle lanes are not needed. This was intended by the county and SacRT to be a transit/walking/bicycling bridge. Lack of width measurements makes the cross-section less useful and subject to misinterpretation.
- No physical barrier separating pedestrians/bikes from vehicles.
- No barriers between cyclists and cars
- only 2 lanes open for vehicles.
- No physical barrier separating pedestrians and bikes from vehicles
- How wide is it?
- This one is also too wide, and expensive. We need a narrow footprint if we want the community to support the project.
- Inability of cyclists to turn around will lead to cyclists riding the wrong direction.
- Truxel would become a highway and it would be impossible to walk to the park or enjoy the community.
- Vehicular traffic is still included. The lack of physical separation to protect cyclists and pedestrians is outdated and dangerous. The size of the bridge is too large. The cost is higher. The connection for bicyclists to the trail is the weakest.
- I don't like that there's no physical barrier separating bicyclists from vehicle lane. Cost of the bridge.
- "Seems a waste to have a separate transit lane
- Limited connection to bike trail.
- Most expensive"
- No mention of prioritized signals for transit, no barriers separating cars from bikes
- It is the widest cross-section with the most impact to the area below. No physical barriers between bike/pedestrian and vehicles.
- Limited connectivity
- None
- Cost.
- Again, there should not be private vehicle travel lanes as part of this project.
- Where is the protective barrier between bikes and cars?? That is very important. I don't want to be squished. Just omit the car lanes.
- Too wide. Too costly. Redundant features,
- Destruction of environment
- That the bike lanes appear to be unprotected. We cannot allow personal vehicle drivers to dictate bridge design. Transit, pedestrian, cyclist, and emergency vehicle access should be prioritized in that order.
- Car traffic is not separated from pedestrians and bikes.
- limited connectivity to the bike trail, it's the most expensive option and there is no physical separation between cyclists, pedestrians, and cars. I don't like that emergency vehicles or vehicle breakdowns would have to use the bike lanes
- Cars will collide with transit and bikers.

11. Do you have any other questions about Truxel bridge?
    - Includes at least one transit lane, even if mixed-use lane
    - Please consider making this ped/bike/mass transit bridge only. Cars already dominate so much of the area.
    - This city is sorely lacking in the active transportation department - can we finally address the fact that too much infrastructure is dedicated to cars?? Thank you.
    - While I like that multiple modes are being considered, it still seems like you are trying to accommodate drivers more than anyone else. Cars and drivers should be the least prioritized
    - "No private cars on the bridge!!
    - The Mayors' Commision on Climate Change calls for 40% Active Transportation, 50% Transit and Shared.
    - We actually need to make design choices that support our goals, in order to achieve healthy, safe, connected, and sustainable community in our city. "
    - Prioritize safe pedestrian and bicycle experiences
    - Are there other alternatives that do not propose automobile lanes? That should be considered.
    - Plans for addressing potential homeless camps and increased crime in neighborhood
    - I think option A is the best option by far, honestly. Hopefully drivers aren't interested in taking this bridge because of the "slow transit" and take the other bridges instead.
    - Just know I totally support getting this built Sacramento needs another river crossing and light rail needs to go all way to airport.
    - Please make it pedestrian and transit only
    - Why are there cars? This bridge could be open to emergency traffic without being open to cars. Without car lanes this bridge would have a smaller impact on the environment and would cost less (probably) because it doesn't have to be so wide
    - You have an opportunity to do something cool that isn't just more room for cars. Don't fuck it up.
    - I would like to see a bike and transit focused alternative. Incentivize public transit, reduce auto traffic in the area and focus on safe, protected bike lanes.
    - Give me a big, wide sidewalk. Give me a two-way cycle track. Give me light rail. Give me a bus/emergency vehicle lane, physically separated from the people walking and rolling.
    - Do not allow cars - this should be a transit and bike/walk only bridge
    - It would be much better if there were a car free option which would solve most of these problems. Other than that Option c is my most preferred option.
    - Yes. Please make this bridge for pedestrians and bicyclists only. You'll sleep better at night.
    - There should be no car lanes
    - Just no cars. Make this bridge a jewel in the city and not another dumping ground for trash and miscellaneous litter.
    - Not at the moment

- Would rather see it be for bikes and lightrail only
- The effects of forcing a Truxel lightrail bridge on the South Natomas community will affect the peace and quiet of the neighborhood, increase traffic which will create traffic nightmares, affect the safety of our children (K-12) who walk along Truxel to school and home, and affect the safety of families who walk to/visit the South Natomas Park/Library/and Community Center. The lightrail project for Truxel will also decrease property values, increase local crime at local grocery centers and possibly force grocery stores to close and relocate elsewhere (greatly affecting residence who walk to these locations for their family groceries and needs). It will affect the peace and quiet of the neighborhood, the safety of the community, the safety to our children, unwanted drifters, policing deficiencies, environmental hazard to the American River Parkway and its wildlife (deers, wild birds, turkeys, ducks, geese and plant life), and speeding and unwanted heavy traffic near and on residential streets. Overall, it will put an entire community at risk and change demographically
- We need more bridges across the river to connect Natomas to Downtown. The bridges should accommodate all modes of transportation.
- I would be interested in seeing the bridge without roads for car and truck traffic, but still have an emergency lane as needed.
- No reason to spend money on another automobile crossing when there's plenty of other options nearby that are really only safe for cars. I'd much rather have a safe place for pedestrians and bike commuters than another car access there.
- Is there a fourth version without car traffic? I could envision a narrow bridge that accommodates rail, cycle, and ped traffic. It could perhaps have one vehicle lane to include access for emergency vehicles and bus traffic, leaving rail unimpeded.
- Please limit this to transit and bicycles. Make this bus only if there must be travel lanes.
- Prioritize green transportation; walking and biking! We don’t need another through route for vehicles.
- There are very few riverfront areas in Sacramento that are free from the noise and pollution of cars. Let us please have one river space without cars. The traffic benefits of allowing cars is negligible, but the human cost is high.
- No
- Seriously you want to solve traffic issues??? DONT INCLUDE CARS. ENCOURAGE BIKING AND PUBLIC TRANSIT. “Just one more lane bro” come on.
- It is needed, but it should not include cars. Transit, biking and walking only.
- Make it an active transportation bridge with public transit access and help city meets its climate and adaptation goals.
- This bridge should last at least a 100 years, so get it right the first time. Cost should not drive the design. I know that seems out of touch-but this is serving an important need! Do it right!
- All of these options kind of suck. Cars should be the last consideration. Infrastructure is to move PEOPLE not cars. We should be building more rail and SAFE active

infrastructure. Focusing this heavily on cars will just end up discouraging people from using the rail and biking.

- nope
- "Why do we have to do.
- You should spend the funds on Law Enforcement and fixing current roads"
- Given that "potential cut-through traffic in adjacent neighborhoods" seems to be a concern about this project, why are there no car-free options on the table?
- No
- Yeah. Let's see a proposal for Northgate instead. There are more businesses that would benefit from light rail on Northgate verses making our quit community in unlivable.
- Private automobile should not be allowed on the bridge at all. There should be a reliable car free option to cross the river when discovery park is flooded.
- Cyclists and pedestrians already need to cross on I5 when discovery park is flooded and should have the privilege of using a car free bridge to cross the river. Cars do not need another option to cross the river. If cars are going to use the bridge,the cycling lanes need to be physically separated. Cars already drive in the bike lane on garden highway, what would stop them from doing it on the bridge?
- There is absolutely no reason this plan should perpetuate car-dependent travel on a route like this.
- Private automobiles should not be allowed on the new bridge. Cyclists and pedestrians are already forced to cross I5 when discovery park is flooded so they should not have to share another river crossing with cars. Private cars can cross anywhere but Cyclists and pedestrians are forced to use limited, dangerous options. NO PRIVATE VEHICLES SHOULD BE ALLOWED ON THE BRIDGE.
- Option c should include the Transit lines as additional vehicle lane.
- I think it will meet resistance from locals but another crossing is overdue.
- It is disappointing that private vehicles are being prioritized with this bridge. There is not a need for a private vehicle crossing when I-5 is so close by. This bridge should accommodate pedestrians, bicyclists, transit, and emergency vehicles ONLY.
- No. Though i do continue to be deeply concerned about the environmental impact.
- Favor transit and active transportation over private cars
- No
- "As a transportation engineer studying at UC Davis' Institute of Transportation Studies for graduate school, I suggest prioritizing transit on this corridor. If vehicle travel is permitted on this bridge, it will induce vehicle travel and increase VMT. Option A will negatively impact transit travel times as vehicle congestion increases, and unlike automobiles, light rail transit will not be able to detour around broken-down vehicles, making that option a non-starter. I applaud the City of Sacramento for taking a multi-modal perspective, but I think that perspective needs to be applied at a network level and not just be hyper-focused on this bridge. Reasonable alternatives already exist for drivers where they don't exist for pedestrians, cyclists, and transit riders; this bridge's

design should factor that in. Not allowing vehicles would also benefit emergency vehicles as they would not be delayed by traffic.

- As a utilitarian cyclist, the increased connectivity this bridge provides will increase my options and I won't have to worry as much about flooding during the wet months."
- No
- No
- My commute would cause me to transfer my job outside of Sacramento due to Immanent domain taking my building.
- Please don’t run cars and lightrail in the same lane.
- I'm overall concerned about a bridge/street through the American River Parkway. I think the city should prioritize open spaces and consider other options for traffic mitigation. Perhaps consider only having peds/bikes/transit on this bridge
- I wish the building of this bridge could be accelerated. Waiting until almost 2040 for completion seems like a long time, especially since this was discussed back when South and North Natomas were first built out in the late 1980's.
- Aside from the fact that EVs do not actually help the environment, they are much heavier than ICE vehicles. The bridge needs to be able to accommodate the added weight.
- Build it, if at any point in the future, we get that stadium, the New Hospital, It is needed NOW
- This project should be dropped. Focus instead on Alternative 8.
- I love it. Thank you for the leadership. Let's get this built.
- I am excited and eager to see this bridge built. As a homeowner off Truxel and Pebblewood, I am greatly looking forward to transit options from South Natomas to downtown, and hopefully up to the light rail.
- I am in support of the construction of this bridge, as someone who lives in Natomas, I would welcome additional methods of getting to the down and mid-town areas of Sacramento more directly.
- Option B preferred, but other solutions should be considered
- Good discussion.
- The Green Line i.e. light rail to SMF is long overdue. Build it and they will come!
- i support adding more infrastructure for public transit, bikes, and pedestrians. we need to reduce build infrastructure that forces people into cars so we can reduce vehicle miles traveled.
- I really want a car-free bridge. Transit, emergency vehicles, bicycles, and pedestrians only. I have total confidence you can come up with some solution to accommodate emergency vehicles on transit tracks, just like they do in Downtown. There is no need to add car capacity, especially given the I5 is already being widened in the same area. The soon-to-be adopted 2040GP has aggressive VMT reduction goals, but an all-modes bridge would work against that goal and detract from the livability of the area and the enjoyability of the bridge by other users.

- Please don't take another 10-20 years to build the bridge. It sucks that S Natomas residents only have I-5 with increasing traffic and lots of big rig trucks to get downtown.
- No
- Don't pursue this project.
- I want to resume bicycle commuting between downtown and south Natomas and current conditions make it too difficult. A better option is desperately needed and the effort to make the bridge accessible to and convenient for cars negatively impacts cost, space, and quality of the other modes of transportation. Lose the cars and see what else is possible!
- Bridge should only be for cycling and walking
- No light rail
- protected bikeways critical to allow for active transportation. to avoid vehicle miles and congestion. prioritize bikes and transit into downtown.
- no
- "Other options other than the Truxel Bridge should be considered to minimize or eliminate the impact of a the bridge to the neighbor hoods and residents on and nearby Truxel in South Natomas. There has been no recent discussion of how this bridge will impact the Truxel in South Natomas. If light rail is placed on the bridge how will the light rail construction that will be required on Truxel affect the cross streets and homes currently on Truxel. Will they need to be removed/modified? How does this removal affect the long time neighborhoods and residents that have been there for over 50 years.
- 1. A light rail alignment from downtown north via I-5 then to I-80 and connect it at Truxel. This alignment will completely minimize the environmental problems with the Truxel bridge project.
- 2. A light rail alignment from downtown connecting at Northgate blvd. Northgate Blvd is a commercial not a residential corridor (like Truxel in South Natomas). Running light rail would be appropriate on Northgate. Installing light rail on Northgate would also improve the business and commerce on this corridor. Improvements that have been promised by city government and studies for many years. "
- I would very much like to see this bridge be built to shift our city away from car-dependent sprawl and to more modern multimodal strategies that cost a lot less in the long term and will do things such as decrease obesity, lower carbon emissions, increase public health and civic pride, etc.
- Let's do it. Be the change you want to see, city people. Build the bridge.
- The Truxel Bridge should accommodate only pedestrians, bicyclists, and public transit and no cars. We want to encourage others to use alternative transportation to reduce congestion on the I-5 and elsewhere. As a motorists that travels between Natomas and downtown on a regular basis for work, the I-5 may experience some slow downs, but has never gotten so bad for an alternative route. As a bicylist that travels between both areas, my choices are very limited especially when Discovery Park floods in the winter.

The bridge is highly needed more for non-motorists. I urge that you reconsider the current options and focus it on ways to encourage more pedestrian, bicyclists, and public transportation traffic.

- Suggest modifying Option B to eliminate sidewalk and make it Multi-use. Then, with the bit of additional space from eliminating sidewalk add a barrier. It's a short stretch for crossing whereas cyclists and pedestrians can navigate and coexist for the short duration. The barrier provides the added protection.
- really needed?
- No
- N/A
- No
- Is Truxel Rd going to be improved for bicycles
- just make the bridge
- Please consider building the bridge with dedicated, protected bike lanes and NO option for automobiles. Thus encouraging a greener environment by making it more convenient for commuters to use public transportation or bicycle.
- If the City seriously wants to reduce vehicle miles traveled and GHG emissions, should really consider a No-Car Alt. or Time-Limited Car Alt. Maybe just allow cars during morning and evening commutes and restrict all other times.
- Can the money be used for other concerns and/or existing road repairs needed ?
- I live in Modesto but sometimes cycle in Sacramento. I hope a car free space becomes part of this plan.
- I already mentioned Tilicum Bridge in Portland, while I would (among thousands/day) use for cycling frequently, walking/running and transit occationally. A "must" when I hosted visitors. Hell, we're the CA capital! Why not enhance the QOL for both locals and visitors with an exemplar!
- Privately owned vehicles should be the bottom of the list of priorities as they are not accessible to all members of society. Public transit, cyclists, pedestrians, and other micro mobility options should be priority.
- Needs two lanes each way for traffic
- Who are the old white men city planners that continue to design the same failed designs?? Ped/Bike/Transit only for a bridge would be the most successful path forward for access into City Center from Natomas. Active transportation folks. Look to Tillicum Crossing for a little inspiration. Or retire.
- There should be a car-free option that prioritizes exclusively transit and active forms of transportation. This connection is an opportunity to encourage and accommodate mode shift, which will do more to alleviate traffic/congestion concerns on other crossings than adding lanes ever could.
- Option a is best
- If it is cheaper, then I would suggest no sidewalks. Just a multi-purpose path because I don't see a lot of people walking on this bridge. I mostly see cars and bikers.

- I've lived in the area for 65 years and as the roads get wider we just have MORE automobile traffic. Don't make it easier for automobiles. Encourage other modes of transport.
- "Pretty much everything was said in the comments for option B above.
- The problem is that the decision makers for projects like this are all car-centric persons who think, maybe in the back of their minds, how they would be ""inconvenienced"" by having to use an option other then driving around in a climate controlled entertainment convenient steel cage protected monster-mobile."
- Do Not do this!!
- No awkward alleys or covered areas where homeless can hang out. Leave it nice and open
- A bridge at Truxel should accomplish a connection between downtown and north Sacramento without increasing car traffic to the neighborhoods which already see too much high-speed travel in attempt to bypass the freeway. It should provide a means of crossing which excludes automobile traffic.
- The Truxel Bridge should be a car-free bridge that supports the safest forms of active transportation.
- A wider bridge is okay with me.
- Is car-free an option?
- Why isn't there a car-free option under consideration?
- There is too much space dedicated to cars in all versions of the truxel bridge. There needs to be a removal of all private vehicle lanes from the bridge in order to create a safer and quicker travel route for residents and visitors of Sacramento. If emergency services are a concern, then there could be new practices on how to allow emergency service vehicles to use transit lanes. This is commonly done in many different countries such as the Netherlands. Example: minute 0:55 https://www.instagram.com/reel/C3i7CHgRZI4/?igsh=MzRlODBiNWFlZA==
- Why is there no design with a protected bike lane?
- I would prefer an alternative that does not have vehicle lanes. My preference is a bridge that accommodates just pedestrians, bikes, and bus/light rail. Since the green line is a long way off, the initial transit lanes could be bus only lanes with emergency vehicle access. If light rail to Natomas ever happens, rail and wire infrastructure could added while still allowing emergency vehicle access. A bridge without cars on it would be significantly safer, quieter and more pleasant, allowing people to linger and enjoy the views of the river, city skyline, nature, etc. Omitting vehicle lanes would also narrow the width of the bridge, which I assume would save some money in capital costs.
- Although I don't travel in this area much, a reliable connection here across the river is very important
- None

- I like the idea of having another crossing point and will use it for accessing the bike trail and walking. Really hope it reduces congestions between N & S Natomas as a result of the added public transportation accessibility and ability to easier bike and walk.
- Please prioritize transit, pedestrians, and cyclists. Remember that automobiles and emergency vehicles already have routes between both locations and so can adapt when necessary.
- Excited!
- Could this be a transit/bike/pedestrian only bridge? Why do we need to allow vehicles?
- No
- have we studied the effects on Nisenan historic sites in the proposed path?
- No
- Utilize or update the bridge on Northgate.
- No train and prefer no cars too much traffic will be on truxel
- Bridge should be for bus/ rail, emergency (center) and walk/bike only
- This bridge will bring more homeless, more downtown crime to our community. Not to mention the environmental impact to the American River parkway. The animals that live there will be displaced and forcing them to move into neighborhoods.
- Don't build it
- I'm honestly not convinced that it's even necessary...and I say that as someone who lives within walking distance.
- Get the Light Rail built. Stop closing Discovery Park. Its bridge is the only safe way for cyclists and pedestrians to commute to downtown.
- Timeline of when the bridge is expected to be in service, as well as determining the means of funding for the project.
- For this option it seems prudent to have the Rail limited to a single track that is controlled for the rail passage at both the north and south bridge entrance. The car traffic and Bicycle traffic will be a steady flow. The rail cars are more intermittent and could be qued at various stops prior to this bridge transit point. If you are going to the expense of building a bridge anticipate the regional usage for the corridor to SMF in the decades to come. Safety 1st. Cost Effectiveness & Durability of Infrastructure for the decades to come 2nd.
- Nope, thank you for putting this out for public comment!
- Why isn't there an option proposed that has no cars? An option only for pedestrian, bike, and light rail use should be available to choose from.
- If it actually comes with an expansion of the transit network, it will be a positive, if not this will only be a major waste of public funds
- None.
- New bridges planned over the Sacramento River should come before this one. They're more important for traffic flow, climate goals & recreation.
- None.

- These are all small scale, bike/ped-friendly. I like that they are not designed to be a major thoroughfare.
- I'd really like it to be built and hope it can be architecturally unique.
- "You MUST protect the lives of the Wild Turkeys, other wildlife and native plants and trees because we enjoy them so much, plus they have a right to live too.
- Nature must survive.
- ONE MILLION species face extinction by 2030.
- If feasible — provide a CULVERT or some way for Wildlife to cross under Garden Hwy.
- Please please please keep pedestrians at the forefront of your mind when creating this plan! Bikers often disrespect them and mow them down when there is not a physical barrier between a bike path and a walking path. Most important to me is having a physical barrier between bikers and walkers
- All new bridges must prioritize bikes and pedestrians. Also take into account e-bikes. They are too fast for bike paths.
- "How is this being addressed in new planning of the General Plan update and/or in the current draft city and county CAPs?
- Old assessments only list South Natomas impacts; new assessments have added North Natomas. Need new assessments of VMT impacts with North Natomas included. Likely to be increases in VMT if auto traffic is allowed on bridge which is inconsistent with federal, state, regional and local goals (e.g., 19% reduction in GHGs to get new federal grant funds)."
- Concerns about construction disruption throughout Natomas during lengthy build out
- None
- I would prefer if the bridge were nice looking, it should allow ample lanes and it should deter homeless people from congregating on or near it
- No cars please. Only mixed trail use, sidewalks and public transit
- I think this bridge will be a waste of money if we allow cars on it. I think we can maximize the benefit the bridge gives us by making it solely a transit/bike path/walking path.
- Of these options, Option A seems closest. But why not eliminate the shoulder in favor of separating automobiles from transit?
- All of these options are horrible. Widen I5 if you want to increase traffic flow capacity.
- Option B, with added physical barrier between cars and bikes would be my best option! Otherwise any of the options will be a plus for something long overdue. Let's get light rail all the way to the airport!!
- The design should be aesthetic. Many of our current river crossings lack artistic interest. We only have one chance to do it right.
- Cost? Timeline? Parking on Natomas side to take public transport?
- Do we really have extra money to add another unneeded connection to Downtown?
- How soon can we start the project?

- It would be an easier exercise of engineering to EXCLUDE private autos from this bridge. Why do cars have to ruin everything? This should be a transit priority bridge with accommodations for active transit users, since it leads straight to the Railyards! Imagine: people who want/have to drive can still take I-5, and people who want to AVOID traffic and take the new bridge can be prioritized via PUBLIC & ACTIVE TRANSIT.
- No cars allowed. If Cars must be allowed make it only zero emission cars or carpools.
- When would this bridge be completed?
- Unnecessary.
- Possibly add some curves in the driving lanes as traffic calming. This would otherwise be a very long and straight stretch of road, which encourages high speeds.
- I want this to happen!
- no
- How soon the bridge could be build?
- Sacramento need to stop building roads and bridges that won't meet future needs. We know this will be a major thorough fair in the future therefore we should build a bridge to meet future use. I feel like a two lane bridge is too small. Why not a four lane bridge? We all know that is more feasible and conducive. Another example of not proper planning is East Commerce Rd between Ottumwa and North Park Dr: it was originally built as a two lane road and is still a one way going south but 3 lanes going north. I simply recommend building a bridge for what we know we need, a 4 lane bridge. I know everyone want to force and encourage transit use but let's be realistic; until California has a robust transit system like Chicago or NYC, California's transit doesn't really take most people where they necessarily need to go. That is why a portion of people don't take transit. I think a bridge that accommodates 4 lanes of car traffic and the transit trains would be a smart move on the part of the city of Sacramento
- The sooner the better for this project to proceed and be implemented. It's been needed for a very, very long time.
- No.
- No cars
- Has anyone thought outside of the box? There's nothing imaginative or brilliant proposed here. Put pedestrians, cyclists, and safety first. Get a rail connection to the airport ASAP. Get this done. Sacramento is a dinosaur.
- You should widen Garden Highway, put up barriers to keep pedestrians off Garden Highway and I-5. Put up barrier to keep homeless out of Natomas.
- No
- New infrastructure is an opportunity to reconsider and correct the mistakes of the past. We don't need more cars downtown, we need to encourage transit and cycling. The benefits are well known and understood.
- Homeless coming into natomas and traffic on truxel is already horrible. Truxel at san juan is already at capacity at commute times

- It should be pretty and encourage bikes and walking theough safety, space, convenience and beauty. That is the only way that we are a city of the future.
- Essential that Pedestrian & light rail only option be presented.
- Primary concern is if the majority of the community wants this. Secondly, the cost. Is Sacramento in a good place to do this.
- no
- We need to expand transportation options as the city expands. New roads are necessary
- I am disappointed that car traffic has to be at this crossing, I would've liked at least an option to have the Truxel crossing be multi-modal but not allow private vehicles like Portland's Tilikum Crossing. I'm also a bit concerned that Option A, which has both rail and road traffic using the same lane, has the most pros and the least cons listed. Mixing the two modes results in a poor experience for transit riders and drivers alike. I would prefer the bridge going forward to separate modes of travel, allowing for smoother operations in the long-term future even at greater expense when compared to Option A.
- "Please consider not allowing cars on this bridge. Our city is participating in the Vision Zero project and part of that is foregoing the construction of car infrastructure to instead bolster active transit and rail access. By continuing to make cars the most convenient and feasible form of transportation in Sac, you're directly supporting every single traffic injury and fatality that happens within city limits.
- All that being said, this project is a great addition to this city and I look forward to riding over it on the light rail and on my bicycle once it is constructed! Thank you to all the engineers, planners, consultants, and policy makers for your work on this!! "
- Seems like a waste of money since there are already 2 other ways to get to downtown from Natomas and they are only 2 miles apart. There is also a bike trail that goes to old Sac already. Spend the money on fixing El Centro Rd now that its gotten a lot busier
- Not having a safe way to travel from Natomas to cross over the American river bums me out. I like taking my wife and kids on bike rides and would love to safely travel that route!
- This bridge should definitely cater towards bicycles and walkers! So many more people would use alternative transport if it was more accessible.
- It doesn't seem too reasonable to have automobiles allowed on the bridge. There are already two freeways dedicated to providing vehicle access to the Central City. There is no current bridge for the green line and pedestrians and bicyclists must either use the dangerous sidewalk on CA-160, risk their safety on Pipe's Bridge, or detour for Discovery Park, which often floods and is inaccessible. I love the idea of the bridge and the amenities it would provide for the community but vehicle access is not a priority.
- Looking forward to having more access and relieving pressure on I-5
- Separated or protected bike and pedestrian lanes should be a priority to encourage use of these options. Dedicated transit would be nice but will likely be underutilized.
- How will a bridge that allows cars improve air quality?

- no i hope it can get sine sooner
- I believe this project should be fasttracked. A construction start date of past year 2030 is dragging your feet. We need this connection, it will alleviate the traffic congestion and make access to downtown more pleasant. Improving connectivity to that area of downtown is critical to revitalizing and making it an attractive area to live. Thank you and please hurry this project along!
- How fast the process to build the bridge for the community.
- Please add speed cameras and red light cameras. People already treat truxel like a race track
- When would this be implemented?
- "The Truxel Bridge is an opportunity to connect, engage, jump start revitalization of existing and new neighborhoods, and unleash the growing potential of Sacramento. For this reason, it is more important than ever to use this project and the opportunities it provides to add a light rail (and improved/added bus routes) that can would actually encourage residents in South and North Natomas to travel easily to downtown. Eventual light rail to SMF would be one of the greatest public transportation projects seen in the city and this is the perfect way to get it over the river! Connecting the river district, rail yards projects, and Sacramento Valley/Amtrak station, and downtown/old town makes this a no-brainer.
- Lastly, although there is a drive against increasing car-centric projects, this mix would help to create a safer alternative to using I-5 between downtown and Natomas. As much as we idealize a world that is less car dependent and walkable, we have to admit the use, need, and importance of vehicles as part of a well-rounded and efficient city landscape. "
- Can you limit to local traffic only? How to limit pass through traffic?
- Yeah, but maybe unrelated. Why does the city not focus on connecting the 80 to the 50. Build a pass from Northgate or more east and have it connect just after Watt. Add some off ramps. I know it is large expense, but that is what is really missing.
- Please hurry. Rail service to Natomas and better pedestrian access would be great!
- This survey does NOT address broader concerns. I would rather spend tax payer money to address crime and homelessness -- this impacts me, and most residents, a lot more. If one isn't safe, other things like this bridge doesn't matter that much.
- Is there any indication as the what the posted speed limit will be? Class III E-bike may be able to travel with vehicle traffic.
- No
- I am very excited for this bridge. It is long overdue and will really help connect north sacramento to downtown. Theres a good potential to really enhance the truxel corridor in the future, which would be great!
- Let's make sure the lite rail line comes across and gets out to the airport! Time for Sacramento to grow up.
- It is a great idea that is long overdue. Build it!

- This area of the American River parkway is a massive asset for the Sacramento community- specifically for the robust cycling community. Embraceing and building on that would be hugely beneficial to the local economy.
- no
- How will downstream major intersections be impacted at san juan and el camino?
- be a city of the future. people need an option to move across the river other than being forced to use autos. encourage alternate modes of travel (other than reliance on cars).
- Let's do whatever we need to do to make this happen. I would also suggest that if costs are prohibitive, we could eliminate including cars and/or bike lanes as their are other options for both of those.
- Focus on public transport and low carbon transport, RT, bikes and pedestrians
- Happy to see this project go, used to live in this area and it was needed 20 years ago. Light Rail needs to connect downtown to the airport.
- I am all for it!!! Moving here from SF I was a bit surprised at how bad public transit is here. For a city that is progressive, Sacramento really is not. The fact that no city-rail system connects Natomas is pretty scary. Especially that there is not rail system to the Airport!!! This should have been done a long time ago. Both the bridge and rail line to Airport. For a city that has a big river running through it I am surprised there is not more bridges like Chicago, Portland, Austin and many more.
- Don’t waste your money for something that won’t really benefit much and cost tax payers dollars.
- Definitely in favor of an additional route from Natomas into downtown.
- "We need safer transportation for cyclists. Bike trails with barriers turn into streets without any bike lane. Bike Lanes appear and then disappear in the streets. I rarely see people pulled over by police for distracted or reckless driving. If people are going to be allowed to drive recklessly and distracted, we need to protect cyclists using, at the very least, a barrier.
-
- If Discovery Park is flooded, there isn't much cyclists can do to get from natomas to downtown, especially on the west side."
- It will bring more homeless people to NATO as since city hasn't done enough to solve this problem.
- Please build the bridge
- There should always be physical barriers between cars and pedestrians/cyclists. If vehicles are on the bridge keep their speeds low. Perhaps a car-free bridge would be best? Light rail, pedestrians, and cyclists only.
- no
- Just make sure you're paying attention to the impact it has on surrounding ancillary roads. Not just the eye on the prize of it being a connector, because there's going to be many side streets that will be impacted because of this, pay attention.
- Project time and cost.

- Don't bring the light rail into Natomas!
- No
- Must be built to ensure ease of transit access to streamline Green Line development from downtown to Natomas. Must incentivize transit and other active transportation such as walking or biking. Must NOT prioritize vehicle traffic, and any considerations for automobiles must be done in such a way that traffic is calmed as much as possible.
- Glad we are thinking about this option, something is really needed to bypass the river and move people back and forth from neighborhoods to downtown. We need to be more like Portland and utilize bike trails, walking, light rail, bridges, trolly's etc.
- No
- no
- Why build a bridge when the 160 connects one block from Truxel (Northgate Blvd). Seems like a waste of resources.
- Bridges are cool
- Hate this plan. Leave cars where they belong, the amount of traffic it would generate does not belong in our neighborhood.
- Will Truxel side streets receive attention (keep clear road markings) as Truxel traffic increases. Over the last 10-15 years entering Truxel Rd from Bannon Creek Rd has become more treacherous.
- Plans should consider the traffic that area gets for Aftershock and other festivals, and for other events downtown. It would be ideal to have RT stops so that taking RT from Natomas to Discovery Park is feasible.
- Install movable barriers to help prevent car collisions with bikes and transit but allow occassional emergency access.
- Build it
- Make sure it has light rail on the bridge.
- If it's possible to have a separate walking/biking lane that would probably be safer.
- Please build a bridge
- Please push this project forward to open up this area of town...
- Lets get this bridge built! Traffic is insane on richards blvd alone. I'd love to use the bridge to get into downtown instead of hopping on the freeway.
- How would this effect the park?
- no
- no
- Congestion bleeding over and into adjacent neighborhoods
- If car lanes are not included I am 100% opposed. Americans drive cars!!!!! Stop bowing down to bike, transit and walking crowd. Not the majority of us!
- Long overdue, need light rail to Natomas and SMF
- why isn't there a decked option for LRT tracks and autos to be under with the peds and bikes over?

- I absolutely love this project and can't wait to use it for both transit and bicycling. However, I very much dislike that the only proposal that includes a protected bike barrier is one that takes away the dedicated transit lanes. I would rather see no cars than a shared transit lane. I really think that both need to be included in the project in an Option D, as bikers will only use it if they feel safe. And personally, I would only feel safe on 1 and 1/2 of these bridges as a biker. This should really be the main goal of this project since it's connecting to the bike trail too.
- No
- I think whoever brought this up should be fired. There is crime and fuckin junky camps everywhere that needs to be addressed through law enforcement not shitty small homes and dumb fucking ideas
- couldn't happen soon enough.
- Will the homeless impact the pedestrian and cyclist safety since they camp in that area? Will it give move homeless to gravitate to Natomas with this bridge?
- I think it's an awesome idea!
- This is such a great idea for our city. Natomas continues to rapidly grow as a community. This would have a positive impact on our city.
- I am concerned that we would be spending all of this money on a new bridge and we have not yet made the Jedediah Smith trail a year-round, all weather, trail that is not regularly flooded, including in the vicinity of the proposed Truxel bridge.
- Please don't let the anti-vehicle ped and bike folks determine what this bridge will look like.
- I'd prefer the bridge accommodate light rail, pedestrians and bikes exclusively, not cars
- no
- Why are only these limited alternatives being analyzed.. Seems to overly favor clearly flawed Option A.
- no
- Why not think about a wider bridge, as an option, from the beginning?
- How about no lanes for cars on the bridge?
- I supper this project as it would allow more travel options for everyone, save travel time, and allow future light rail connection that'll connect downtown, Natomas, and Sacramento airport.
- Should be for walkers bikes and er vehicles. Address additional homeless camps and crime
- I5 is impossible to pass. 1 accident on I80 or I5 means hours to pass
- I really don't see a benefit by having vehicles and transit use the bridge. Keeping it to pedestrians and bicycles would work better all around.
- If it were to be built, there should be a physical barrier for vehicle traffic so impatient drivers won't be able to abuse any of the non-vehicle portions of the bridge.
- Let the voters decide whether they want this idiotic proposal.

- A pedestrian bridge would be better. Truxel is the only outlet to my street and there is already too much traffic. I would be a prisoner in my home because I could not get off of my street. Vehicles can already take I-5 or Highway 16.
- More lanes for cars
- No to the bridge, are taxes continue increasing. There is already access through Northgate. She should focus on other needs in our district, not a bridge.
- Will it be built sooner than 13 years from now? I would like to see it before I'm too old to walk or drive it
- This is long overdue. Get it done!
- No bike lanes please
- Cars are just one form of transportation. The most inefficient and unsustainable electric or not. Please make sure this bridge isn't swayed to benefit only cars and make sure it's a transit solution for everyone.
- There are currently no trams that go up truxel, so would the trams stop at discovery park? Or would they continue up truxel? How would this impact discovery park?
- Mp
- N/a
- Currently, after dark in the winter 4:30 pm) there is no safe bike route across the river. Just make that happen. It's embarrassing that we don't have that.
- Hopefully KV will be out of office shortly and this stupidity will cease.
- Bridge just for walking and cars. Due to environment friendly.
- "- The Truxel Road alignment is less than ideal for many reasons including the impact to business and increase traffic load at Richards/I-5. It would be better to tie Garden Hwy to 7th or 10th St.
- - Your timeline for approvals is exceptionally optimistic. The EIR/EIS process alone will take 2 years. For the Corps, 408 permission requires 100% design to be approved. The bridge will also likely require a standard permit under Section 10 of the RHA and Section 404 of the Clean Water Act, which cannot be issued until practicable alternatives, including the other alignments, have been evaluated and the 408 permission is approved."
- cost
- Will it look pretty and modern or will it just be a concrete crossing like 1-5? Also as a cyclist I never get to explore that area because it's hard to cross over the river. If a bridge gets built I'd certainly visit SoNa (south natomas) more. I might be too old though by the time it's finished because I'm 34 and I think I saw the timeline says completion by like 2038 or something haha I'll be like 50 by then. 50 year olds still enjoy a nice leisure bike ride across the river though!
- Yes, when?
- Light Rail ending up on Truxel in front of homes, beside bedrooms, blocking SNCC and library and park. Cutting off west side of Truxel. County B of Ed already cut off our school

- It would be nice if the green line was extended and crossed this bridge into Natomas giving Natomas residents access to downtown via public transit.
- Barriers save lives
- Only 2 lanes of car traffic. Not enough room if there is as an accident. I don't think we need light rail on Truxel.
- What will it look like. What will it cost.
- Better
- When start building? When would be operational? Would transit go to airport in the future?
- There needs to be an option without car lanes. Car travel lanes will only induce driving demand and decrease public safety
- It will very help reduce I5 traffic jam. It is good for people work in downtown.
- When is SacRT light rail plan for Airport service expected to be funded?
- "Narrow footprint to reduce Parkway impacts by:
- 1. Single track transit & alternate north & south bound.
- 2. Raise walk/bike paths to 2nd level.
- 3. Emergency vehicles use auto/transit lanes + wireless
- command traffic signals/
- 4. Combine transit & auto lanes similar to downtown.
- Add 4 abutment overlooks & connect trail to Parkway.
- Add Parkway view platform midway of bridge trail."
- Transit/Light Rail, and bike/ped should be high quality to encourage mode shift.
- Is light rail to use the bridge?
- It doesn't have to be all things to all people, it could have just been a LRT line to the airport.
- No
- Every time I come back from Europe I'm embarrassed all over again by our lack of public transportation. If Sacramento is going to be a legitimate city, we need light rail into Natomas and to the airport. Hopefully the Truxel Bridge is a first step.
- None that I can currently think of at this time.
- Where does it go once it crosses the river? Richards?
- This should have been completed many years ago and will be very much a mode of transportation to N Sac and the much needed airport!
- Should Garden Hwy. be widened at this new intersection to allow for right turn lane (North) from Garden onto Truxel?
- No. Thank you! I live not far from the I Street Bridge. It's nice to see new bridges in the process of going from ideas and concepts to getting implemented! I'm looking forward to our new bridge that will be replacing vehicle traffic on the I Street Bridge! The Truxel Bridge will be yet another element of great progress in this regard!
- No, build it

- Why does only one option provide a physical barrier between people cycling or walking and fast moving automobiles
- Efficient transit should be the highest priority. Only one pedestrian lane is necessary. The design should be informed by traffic modeling and economics more than this survey. Kudos for engaging the public, but this survey oversimplifies the variables associated with the different design options for public input to be very valuable. We are too ignorant to provide useful information based on the information presented in this survey. You should ask more general questions than this. Also, the pros and cons included herein seem to show some survey bias in regard to the design options. Finally, funding the new I Street bridge seems more important than this bridge to me, based on my limited knowledge of the two projects. Thanks for the opportunity to provide input.
- Survey does not ask about the impact on surface streets and the people who live there. Survey is keeping the issues separate but the issues are not. There is significant impact on both ends of the proposed bridge.
- Why can't the rail be a single track for most portions with passing tracks at either end or the middle? It would save on width and create minimal delay for trains
- Prioritizing congestion due to vehicle breakdowns over peds, bikes and transit does not align with city goals. How often are breakdowns expected to happen? Why expose people to risk hourly, daily for an occasional event?
- What is the prospective timeline?
- What will be done to keep the bridge underneath from housing animals or the homeless?
- This bridge should unequivocally prioritize transit, bikes and peds over cars
- Difficult to make judgements without actual lane, sidewalk, shoulder, trail dimensions, configurations of connecting streets (Truxel and Sequoia Pacific) and expected traffic volumes, transit operations, bike/ped demand, and details of potential connections to both Jed Smith trail and Two Rivers trail. Are there any associated improvements planned for bikeways in River District?
- cost and where is the money going to come from we can't get our potholes fixed how can we afford a bridge.
- The bridge and light rail to airport are critical for economic development, congestion relief, addressing climate change, transit oriented development/housing for North Natomas, City of Sacramento and region.
- Please do not include cars on this bridge. It will create too much traffic on the approach streets and more environmental degradation to our beautiful American River Parkway.
- Has the planning team abandoned the proposed transit stop at Discovery Park? Using it as a park-and-ride facility? Did the team develop a plan to deal with the park closure during the flooding season? Are there plans to protect pedestrians and bicyclists exiting the bridge on the city streets? Will there be dictated turn lanes to and away from the bridge?
- This should be a priority project because we need light rail to the airport.

- Get it done!
- Why are we undertaking this when the city has no money?
- Why can't a bridge be built further east of the proposed area where there are no riparian habitats that will be destroyed? We voted down this measure years ago and now it is being forced against the voter's wishes. Please consider an alternative location well away from riparian habitat.
- "where is the money coming from? My neighborhood needs its streets fixed and you are building a bridge to Natomas? insane
- NA
- "None of these alternatives are sensible or safe or effective. Honestly you should scrap these and start over. Please at least include an alternative that doesn't include cars travel lanes. And for the love of God ditch whatever Fire Department / Police Department feedback or bespoke design manual guidelines that are forcing you to double the width of every alternative and/or give cars and police cruisers the green light to drive in an unprotected bike lane.
- Please be bold and don't be afraid to design something that isn't compliant with every single design ""standard."" Just choose what's important to prioritize (i.e. bike safety, walking safety, LRT speed and safety) and set your non-negotiable design standards based on those priorities, NOT based on giant 33+ foot fire trucks and the latest Caltrans junk science about car throughput.
- If there is a real issue with safety on narrow bridges like the I Street bridge, make FD or Metro Fire PROVE IT with data. Don't rely on their conjecture or let them ruin every possible good project we have in the pipeline."
- No
- Who is paying?
- Option B but widen a bit more for a physical barrier between cars and bikes and and an emergency lane/shoulder area
- what will the aesthetic design be? will it have anything artistic about it? so it's interesting or pretty to look at?
- generally, i would prefer A over B. although i don't love sharing a driving lane with transit, it is more important to keep bikes and pedestrians safe with physical separation.
- No
- Take away the cars or don’t build the bridge. Use the money to improve transit and center that and active transportation in all your planning.
- This is a long overdue and extremely important to the people of sacramento that live north of the river having access to reliable transportation options into the central city.
- 2050? No one will be around to take responsibility for the effort.
- Please don't allow cars on the bridge. There are so many driving alternatives
- more bridges! more bridges just for bikes and pedestrians!
- Portland successfully built a transit/bike bridge without autos. Why can't we?
- Build it

- no
- No.
- How will the cost be paid for?
- This project should have been scrubbed when it was first proposed. $$$s spent on studies and studies have (possibly) been used to shore up the deficits that continue to plague RT. I still have analyses reports from the first assault on specially South Natomas residents as well as petitions signed by nearly 5,000 people against light rail on Truxel.
- Natomas neighbors need this!! It takes way too long to take I5 to get to downtown.
- Yes. How can we move it forward faster.
- I think it's a great idea. I live near the Garden Highway entrance to I5 and would love another route into downtown.
- This bridge is a bad example of community planning. Have you even studied how many people and bikes will use this bridge if cars, public transport and emergency vehicles are the dominant users?
- Necessary for the Light Rail connection to SMF
- None.
- None
- Rail transportation to and from the airport?
- Yes, why do we need this bridge? It is going to disrupt South Natomas between I-80 and Garden Highway. It will also cause a great deal of disruption to our environmental habitat along the river and the park. There should be another route for such a bridge. This is not the best route and it will also cause a lot of extra traffic especially if there is a light rail aspect. People will be required to drive to a location in order to catch a light rail so it is not a good idea at all. The idea of a bridge is good but not in this location. It would greatly impact residential homes along Truxel between Garden Highway and I-80 and also there are the many music festivals that always close Truxel Road between West El Camino and Garden Highway. What we could really use in Natomas is bus rapid transit, not light rail and tracks. And these proposals aren't really great either. I can see many crashes occurring with the many types of vehicles and pedestrians using this. Just because there are lanes doesn't mean people will stick to those lanes. And I don't think anyone has really considered the impact to the community of South Natomas. We have bus service and several routes to get to downtown and points east, west, and north already. From my house, the bus takes 10 minutes to get downtown. It takes longer to drive, even with a new bridge. And there will be major traffic issues as well because there's only 1 lane in each direction.
- Not enough vehicle lanes -- should be 2 lanes each way.
- I want to keep abreast of current developments and meetings I can attend. Apparently this started a while ago and I only heard about it because I stumbled into a Starbucks I don't normally go to. I'm super excited this is happening finally
- not needed. the green bridge thru discovery park is fine
- Please build it!

- Why do all these proposals include car traffic. Stop inducing demand! CalTrans is already widening I-5. Cars have plenty of options to get from S. Natomas to Midtown and Downtown. Make the bridge for public transit and active transportation, not for private cars and it will reduce VMT. Building another car bridge just funnels more traffic into the neighborhoods and gives people more incentive to keep driving.
- It is my understand that this design did not originally include car traffic at all. This bridge should not allow cars. Adding more space for cars just means more cars will fill it. Emergency vehicles can share a lane with the light rail track. In an effort to reduce VMTs, fend off induced demand, and incentivize people to take transit and bike, cars should NOT have a place on this new bridge.
- We don't need additional car access. I do like the green line access - it would be amazing to have light rail service to Natomas!
- Invest in cleaning up the city and river & our roads. A bridge is not going to increase activity DT until there is a desirable DT. It will not help traffic. Natimas is literally 2-3 miles to DT. A bridge is not needed. Truxel and Garden Hwy does not need increased traffic. People do not take regional transit. It is not reliable or safe. It degrades neighborhoods. Clean up this city 1st!
- In my opinion, Option A is the best option. It's the only option with physical barriers between pedestrians/bicyclists and cars, and it's the only option with a dedicated lane for emergency vehicles. I used to commute to Roseville on Riego/Baseline off Hwy 99 and it scared me that emergency vehicles are not able to reach accidents quickly if traffic is heavy because of how the road is configured. I don't want to see that happen on the new bridge. I'm also disappointed this project has taken so long. I attended meetings back in the 1990s about extending light rail to the airport and possible river crossing points. It shouldn't take 50 years to build infrastructure as important as this is.
- Homeless from downtown will come into south natomas, which already has some issues. We have elementary schools nearby the Truxel garden highway area and this safety issue needs to be taken into account. The highway and Northgate has worked well for going into downtown, no need for another bridge.
- Option B is good, but please add a barrier between the bike path/sidewalk and traffic lanes.
- Omit the auto traffic
- "You need to update your assumptions.
- Every day the deadly linkage between car driving and air quality weakens. As electric cars slowly take over, Sacramento's air will get better and better. One day this decade, we will enjoy air quality attainment and shed the burdensome regulations that attempt to restrict vehicle use and increase transit use. You are designing a bridge for transit, a bridge that will soon lose its primary design consideration.
- It is hard to get people to use transit since the offering is so poor. Imagine trying to get an electric car owner, which will be pretty much everyone, who charges their car with

SMUD's clean energy, to put up with the dubious transit experience because other people want to force them into it.

- Today folks are passive-aggressive about transit. Tomorrow expect belligerence and shouting demands for congestion reduction.
- Please don't saddle us with a 100 year bridge that will only serve its design goals for 10 years."
- Full width of bridge should be greater; we will see increase use over the years, and this will eventually get congested
- Maybe a compromise of A, B and C would work where the bike lanes and side walk are only on one side of the bridge and where there are two car lanes on the bridge where one lane shares with the light rail. I think traffic can be handled with priority traffic signals given to light rails and emergency vehicles to keep them moving.
- No.
- Great ideas long time coming and long time needed.
- I-5 and 160 are close and provide access across the river for personal vehicles already. Please consider removing car lanes from the project entirely, as the current modes of transportation support community needs already.
- Light rail must be prioritized
- How soon could it be ready?
- Design it to not include cars please.
- Please just a bridge for bikes, walking, and Public transit. There are enough vehicles traveling through midtown.
- my comment, as a cyclist, is that I will appreciate a curb between the bike lane and vehicle lane. That said, riding at night will feel safer if there are cars going through because it provides "eyes on the street" to prevent muggings etc.
- Please offer a design that excludes fuel-burning vehicles. Reduce VMT, reach climate goals, prioritize active transportation.
- I would prefer to see a dedicated bridge for transit, bikes and walkers only. We should be encouraging non-vehicle travel, especially to the Jedediah Smith trail connection and the American River Parkway.
- Keep vehicles out of bike lanes always.
- Should plan to call brinier the RT through Natomas all the way to airport.
- I would love the light rail to come i to Natomas and up Truxel on the bridge. I work in lower downtown and would love this bridge to give me a light rail commute option.
- Please make sure that light rail goes down this bridge. People need transit connections from Natomas and to Natomas.
- Can the bridge be constructed to exclude cars? Another car bridge over the river is redundant and will only cause induced demand. A pedestrian/transit only bridge will encourage less car use and decrease car traffic in the area.
- How is connecting traffic on south side of American River solved?

- I am extremely excited about the idea of this bridge! Natomas feels cut off from downtown, despite being so close, because the only real option is I5. Jibboom requires driving through a park. This would great improve our neighborhoods and city connectedness.
- In general, personal vehicles have plenty of access already though I5 and 160. Make the car travel lanes for emergency vehicles only and increase facilities for pedestrians, cyclists and mass transit.
- Which mode of transportation is priority in this bridge? Please do not let it be cars; these already govern our streets. Make the bridge pedestrian friendly.
- I think adding a line to the airport is a great idea.
- Why have cars at all? They can get on the freeway. Transit and bike\pedestrian only is sufficient there.
- Yes. We have a viable route through discovery park but the city does not upkeep the route or area. There is a bridge there. How is that working?? Not well due to safety issues. Two women have already been murdered there.
- Take the bridge somewhere else
- Let's get the light rail extension built asap
- Aesthetics of the bridge design
- I think this bridge will help Natomas from being separated from downtown. The access through Discovery Park is too hard to get to and floods in the winter. Natomas needs better access to downtown for public transportation and cyclists
- No need to have auto traffic, mass transit emergency vehicles, bikes and pedestrians will cover it, make far less expensive
- Build it today!
- doesn't seem like a useful addition. The money would be better spent expanding the interstate 5 bridge
- perhaps the 2nd transit lane could be utilized as a flex lane both for cars and transit? Then the middle traffic lane could change direction with the commute?
- How will this impact Garden Highway Dr? Specifically between Truxel and I-5 where traffic is already congested during peak commuting times.
- Why not make it a walking path/ bike path only. Already plenty of ways to get downtown. Plus the future green line light rail by I5 makes this a huge waste of time and money.
- None
- "Cual es la probability of dad Que Au
- Enter la poblacion de homeless en El area de Truxel. "
- Please, please, PLEASE construct this bridge. As a long time Sacramento resident, this would be an extreme game changer.
- what is the impact on the area once river crossed
- I would love for this bridge to be exclusive to bikes, walking, scooters, etc as well as public transit if possible. Sacramento is a very car dominant city and Natomas/Northgate

are two particularly car dominant neighborhoods as it is, I feel like this would be a great opportunity to set a new precedent towards a less car dependent version of Sacramento that would benefit all citizens and our local environment!

- None
- What is the timeline for completion?
- Could transit be used to create a buffer between car lanes?
- I realize this might be a little late, but I suggest revisiting bridge options, and consider one of the locations where it will not collide with discovery, Park, and where it will be more useful and feasible for the intended purpose.
- Bridge should embrace the old charm of Sacramento - the modern I st bridge selected to get built is horrendous
- Could it include access to Discovery Park?
- it would be better without cars. would be good with sidewalk and bike lanes and transit separated by barriers in the middle
- While this survey is focused on the bridge, is there somewhere I can find more info on the future plans/timeframes for expansion of the light rail?
- Why isn't there a choice with no vehicles? How will we reach our climate goals is vehicles are allowed onto the bridge? I-5 is currently under plans for widening - thanks Caltrans - not!. It is up to us to stop building roads for vehicles and instead helping to encourage more people to use transit. Taking vehicles out of the equation is a move in the right direction.
- I think this bridge is a horrible and useless idea there is currently 4 ways to get to downtown Sacramento either walking or bicycling. This bridge is NOT needed at all. The cost of this bridge is astronomical and a waste of money. The current public transit can get you to the same are from 95833 in 6 minutes this bridge will save zero time if you travel by public transit. Lastly the impact to the most beautiful park and trail in the Sacramento city will be astonishing sad.
- I would like an option for vehicles to exit into discovery park. I also hope that this project would be coupled with a revitalization of the Richards blvd area.
- Make this bridge a car-free, active transportation bridge, otherwise don't put it in. We have enough car-centric infrastructure. We need more safe pathways for bikes, walking, and buses.
- Living in south Natomas for the last 25 years, I feel the community would benefit most from option A . It has smart fluid movement for both pedestrian and vehicle,while promoting enjoyment for crossing both sides of the river young and old.
- I don't think there should be a vehicle lane. If there is going to be a bridge it should be for pedestrians, bikes, and public transit.
- if it costs more for this one than the comparable options above, why not go with one of the other two options?
- This bridge is supposed to reduce emissions, which means that it shouldn’t have cars. It shouldn’t be a massive eyesore on the River. It should be architecturally pretty and it

should shorten bike and transit commutes. Cars on the bridge will only make it wider, uglier, and more dangerous.

- When will we get transit to SMF?
- Looks great. Any option would be a huge improvement.
- Much needed improvement and truxel is the right place for it.
- What is the plan to mitigate more traffic on the garden highway. What is the expected congestion impact west bound between northgate and truxel? Will there be more auto traffic on garden highway in the area as a result of the bridge?
- Option A looks to be the best for cyclists/bikers. This would help reduce the need to drive a car to cross the river, especially when discovery park is flooded.
- I believe this bridge should focus on alternatove modes of transportation outside of cars. Public transit, biking, and walking are more important and will increase access without adding more traffic to the area.
- City needs to address impacts of this bridge on the roads of SN - and incorporate improvements into the study. Save all trees on Truxel; rebuild sound walls, improve lighting and safety - do the same for the other streets too - GH, W. El Camino, Azevedo.
- Discovery park is an awesome recreational place. I/5 severely degrades the quality of that space with the insane noise levels and constant smell of car pollution. Don't let cars on this and ruin even more of the park. Let people get away from the horrible externalities of cars please. I cross the river everyday for work and the little signs that say "bikes can use freeway during floods" is a slap in the face. Building this for cars is a slap too. Built something other than for cars for once and it may actually have some good outcomes.
- "Why do we need a bridge that will discharge motorists onto Richards Blvd? Then where do they go? They still have to travel on Richards to either I5 or 160. In either case, they will just be rejoining the flow of traffic coming off those 2 bridges. They might just as well have used one of those 2 bridges since they wind up in those traffic lanes anyway. They same type of situation holds for motorists who cross the bridge onto Truxel Road.
- The best alternative is no bridge at this or any point on the Lower American River that will destroy so much of the parkway environment."
- Please share overhead plans for each option that show the entire bridge from end to end, including how it will join up with existing streets.
- Option C is, bar none, the best option. With some minor tweaks, it can be the superior option. Though, I would like to know why cars are even allowed at all? Why not make it a bike/ped/transit only bridge? Emergency vehicles could still use it, but it should be left to bus and light rail vehicles, bikes and pedestrians. Transit moves more people than cars, making transit good will have a greater effect on traffic congestion than adding a couple more lanes of car traffic. The only solution to traffic is viable alternatives to driving.

- I do not think that cars should be allowed on Truxel Bridge. It would be my preference to see Truxel Bridge either not built, or to see the bridge be restricted to pedestrians and bikes.
- I don't see discussion about the undesirability of bisecting the park.
- A must if you want pedestrians to use it is to have a physical barrier. Otherwise, it's too dangerous. Paint on the road doesn't protect cyclist and people walking. If created for only vehicles, then what's the point. This is the first step in actually getting the green line to the airport.
- Cars should not be allowed on bridge.
- Why are we still talking about facilitating drivers?
- Why don't you just upgrade 160 and Northgate and really lessen your footprint. The cuty has already been exploiting Discovery as its littke windfall concert venue, taking public space abd limited habitat. What lucky developers will get dibs on lucrative waterfront property on the south side? I think the Parkway needs continuity, nit all chopped into rectangles as the bridge will create with yet more barriers and more opportunities for humans to keep trashing the lower Parkway, where us no so rich people get to experience our city. Thanks for taking Miller park out if the equation and really thanjs for letting homeless burn down our shrinking riparian environment. No to your bridge giving taxpayers another burden for some developers to reap the rewards.
- Take cars out of the planning
- Can vehicle lanes be narrowed? Are 12 ft wide lanes necessary? We should be encouraging transit and pedestrian uses over faster auto travel. Drivers should not feel comfortable going over 20-25 miles an hour in an urban area. We should not be incentivizing more people to drive into urban areas by making wider bridges for cars.
- No
- I don't really see myself using this bridge much other than driving to S. Natomas on occasion. As a boat owner, am concerned about vertical clearance under the bridge. We currently cannot access the American River during high water times since the Jiboom Street Bridge is stationary. As long as the new bridge has at least the same clearance as Jiboom, then it will make no difference to boaters and I would be fine with it.
- I'd like to see an alternative that does not allow motor vehicles (emergency vehicle access preserved). The alternatives presentation mentions the need to reduce GHG emissions yet none of the options have alternatives that are car-free. The Truxel Bridge should be modeled after the Tilikum crossing in Portland, OR. Prohibiting car access will also narrow the bridge and preserve more of the riparian environment in the river.
- I do believe ridership will increase on transit when the light rail goes all the way to the airport which is something to keep in mind
- If you do not protect bike lanes with concrete barriers or solid bollards, cars will take advantage and use the mixed use trails. Please also consider fixing the small bridge over the creek just east of this project, below Azusa st. This bridge will allow cyclists and pedestrians to reach the bike trail easily. Otherwise, please expedite this project.

- Need some sort of physical barrier for cars and bikes/pedestrians.
- Disappointing but not surprising to see car traffic prioritized in every design. Doubtless city engineers will continue to put pedestrians and cyclists at risk where this project connects to the unsafe existing conditions on either side of the river. Why isn't that included in this study? How safe every part of a project is is critical to actual active transportation usage, and the fact that it's not even alluded to in this survey indicates that City of Sacramento will continue to launder "sustainable" grant funding for car-centric designs and engineering. We need hardworking leaders who care about active transit in city government.
- Will it be well lit in evening?
- "Why are these the only widths/cords sections considered? Why not a similar Option C that's slightly wider to accommodate shoulders, allowing space for car breakdowns and emergency vehicles to pass?
- Any option chosen should be striped with 11 foot-wide lanes max, 10 foot-wide ideally. "
- This mode of transportation should be above or below ground. These neighborhoods are walking community neighborhoods. That could change the neighborhood and community.
- Any new road infrastructure should be public, emergency and active transit only.
- "I feel that Option A is the best option due to its lower cost and lower footprint on the river parkway. It provides the needed multimodal connectivity and offers an opportunity to expose Sacramento residents to mixed use lanes. I feel that this would be an important part of our shift away from a completely auto-dependent culture.
- Option C is the most comprehensive but also the most expensive. By providing vehicles with dedicated lanes, I do not think it would do as much to create awareness in our community about the benefits of multimodal transportation.
- Option B has neither the benefits of the small-scale solution of Option A nor the comprehensive improvements of Option C."
- I really support connecting these areas for pedestrians and cyclists to the various communities.
- I am totally for extending light rail into Natomas and providing bike lanes, but I don't think vehicular traffic should be a part of this. I5 and 160 are already perfectly fine options. Adding car traffic just makes the project larger and more expensive both upfront and in future repair costs.
- "That's a great idea, thank you!
- Bike and pedestrian safety and accessibility should be the number one priority. Transient accessibility should be number 2.
- what is expected increase in cut through traffic? already northgate gets a lot of commuters bypassing through from 160/i80.
- Is the implication that the widest cross section bridges have the highest environmental impact? Environmental impact is also an important factor when considering what likes/concerns I have with each proposed option.

- How will this be paid for and what impacts will construction have?
- The only other question I would have is how long is it going to take I've been waiting for over 25 years for the green line :)
- I think it's a good idea and should include the light rail line to the airport that the City has been discussing, if possible.
- Do not build it. Feels like too big and urban of a city. Keep Sacramento's charm. If there's not enough space, let the people go to another neighborhood, not flood into ours. We are not a dumping ground for downtown's homeless. It will harm our ecosystems that have made due with us for decades there. Stop the expansion.
- Why truxel instead of northgate as long as the city allows out of control camping along the parkway there is no viable solution
- Very excited for this!
- will there be a weight limit? I can see this as a potential I-5 detour for accidents and shipping trucks using the route thinking that they are beating traffic.
- Construction should minimize disruption of/impacts to the American River parkway. Contrast with the ongoing Business 80 improvements, which have done a very poor job providing the alternate route--the route itself and the shabby condition of the path.
- does it need to have a vehicle travel lane? we seem to do fine with having I5 today. a small bridge with one lane per direction isn't going to alleviate traffic anyway, so I don't really see why we must have a vehicle lane. we can save money and prioritize rail and bikes and walkers
- With so many bridges nearby, wouldn't it make more sense to make this a walk/bike bridge only.
- It will completely change how we can get to the city and will make the area so much better.
- This will not be an amenity for waking and biking unless the City commits to public safety investments in the River District and south Natomas. This requires mitigation of the large unhoused population. Currently, the Two Rivers Trail is unusable for regular people. Discovery Park only feels safe when there is a concert or other large event.
- when is construction expected to start and stop?
- Is it vital to include auto traffic? A pedestrian/bike/transit bridge would be an appealing alternative for many commuters. See the Tillikum bridge in Portland.
- How will current parking, parking lots and buildings located on Sequoia Pacific Blvd. be impacted?
- based on these it seems like option B but having lightrail separate traffic and bikers would be the best
- The city better get its act together because if there is money for this bridge there better darn well be money to fix the streets with the city...my neighborhood hasn't had its streets fixed in over 20 years and they are falling apart. So forget any new construction until you can fix existing problems and if the city is $50 million in the hole, where is the rabbit being pulled from to pay for this bridge?

- Take vehicles off the table as a consideration. They're adding unnecessary cost and danger to the project. Model project after Tilikum Crossing in Portland, OR. If we want to be serious about our climate goals, active transportation and public transit need to be faster/better/cheaper than driving personal vehicles. By accommodating vehicles, we're encouraging more status quo while expecting a different result.
- Would prefer bridge for transit, bike, and pedestrians only.
- Why are you stating the same con about no barrier to bikes and people on all three, why doesn't one option have bollards or something to protect people?
- The transit connections this bridge will provide are the most important benefit it will provide. Its use for automobiles should be considered secondary to pedestrian, bike, & transit uses.
- No
- minimizing the grade on the approaches would make it more bike/ped friendly
- "There is a lot of justifiable opposition to this project. The city council should reconsider the 160 option. Light rail is a community asset than can provide benefits for the underserved Gardenland community. The commercial corridor along Northgate would benefit.
- The American River Parkway is supposedly our “crown jewel”. We need to treat it as such; it has been impacted enough."
- No
- Just ready for a new get get in to downtown, & avoid i-5 all together
- Considering cars have a much easier time detouring, the Truxel bridge should be really focused on pedestrians, bicycles and transit, since they are most affected when discovery Park is flooded
- Can light rail share one track over bridge and split rail on other side? Have a good bus option before light rail is possible. Don’t need shoulders on short bridge.
- No
- I like option B the most from these options. I think option A is the worst of the 3
- Why is there no option for transit lanes next to bike lanes if the bike lane is unprotected? Cyclists are going to die with option B or C. Option A is going to slow down transit so much no one will want to take it.
- Why do all options assume private vehicle access when river crossing is already adequately accommodated (at great taxpayer expense)? At best, only emergency vehicles should be accommodated, and that can be done without private motor vehicle access. What the area desperately needs is light rail and easy active mobility access across the river.
- If approved, how long to o build
- What aesthetic design elements are being considered for the project? Will this bridge be connecting to discovery park as well, or just to the neighborhood?
- Important to create transit link between central city and Natomas neighborhoods.

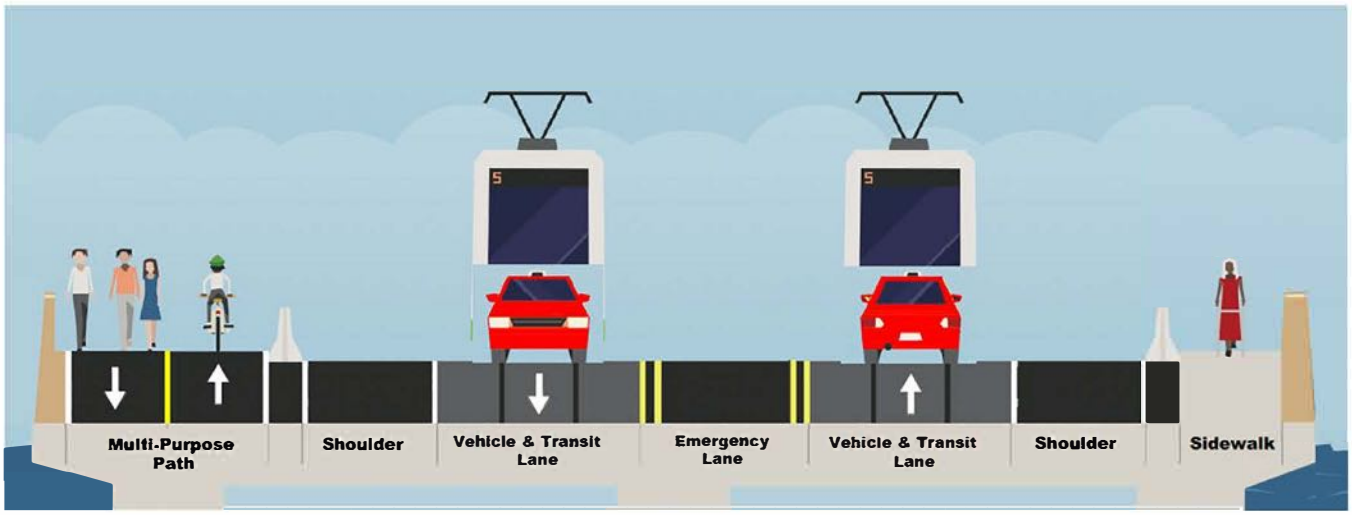
- The bridge needs to be safe for pedestrians and cyclists. This can be done by having a solid barrier between vehicles and walking/ cycling lanes. Also light rail has to be a part of the project. Need to get light rail out to the Sac International Airport.
- Auto traffic should be limited as much as possible on this bridge. There are better routes for cars to take. This bridge should be concentrated for bike/peds, transit and emergency vehicles only!!! Certainly no truck travel.
- Would support transit & bike/ped option only
- I am concerned that the bridge lanes are constricted by the building locations on the north side of the river. Can the bridge structure be narrow as it squeezes between the buildings then widen for the rest of the span?
- As someone who (being a pedestrian) has been hit by a car... there needs to be barriers to protect pedestrians
- I do not think making this bridge for cars is necessary. Drivers already have a multitude of options to get over the river including I-5 and 160. We should focus on the light rail and providing safer options for getting over the river for pedestrians.
- No, it seems pretty clear
- It was clear that the community does not want this project to happen.
- No
- Please study a connection without automobile lanes. This will reduce emissions, reduce noise, and reduce impacts to the ARP. It will also provide a more pleasant experience for walkers and cyclists.
- What steps will be taking to ensure that the environment is not affected?
- Truxel road must be remade to include separated, protected bike lanes, widen the sidewalks considerably, and narrow the car travel lanes to make the arterial road that feeds the bridge welcoming for all modes of transportation. This will allow the bridge to meet its potential in carrying all modes of transportation over the American River.
- Perhaps public transit could not use this route to provide more personal vehicle access and better use for emergencies.
- I don't think 2 lanes are necessary for light rail- they can queue on either side of the bridge to wait for cross traffic in the unlikely event that there are 2 trains crossing at the same time.
- This bridge could be avoided by improvements to nearby existing bridges.
- The Truxel bridge would be a huge deal for connecting Downtown to Natomas. This can boost the economy and give direct access without going on I-5
- N/A
- The designs look good. Light rail needs to be removed.
- I'm concerned about an increase in traffic on Truxel. Also concerned about problems as a result of rain or flooding.
- Nope
- I could care less about any inconvenience to affluent bike trails users regarding "connection to Jedediah Smith trail"

- I am pro-bridge IF the traffic is controlled to keep speed low before the bridge, on the bridge and on the adjacent streets (Richards, Truxel, W. El Camino). Currently, the speed limits are too high on these adjacent roads fostering a noisy, semi-dangerous experience if you are not in a car when on these roads. The building of the bridge is an opportunity to rethink the speed limits, install traffic circles, landscape medians properly so that the South Natomas area looks better and is more bike/walk friendly - a more fitting road environment for a residential community. Currently, it is loud, dangerous and ugly.
- Not a good idea. Put the train along the freeway and along our homes!
- None, just make it safe.
- No.
- The bridge will undoubtedly cause more traffic , more congested streets both downtown and in Natomas . The city can't take care of the streets it has already so now it's suppose to add a bridge less than 2 miles from the freeway to a twou lane steee and what's wrong with opening traffic to and through discovery park seeing how there is already a bridge there that exist already .
- Do A but without cars and use the sholder space to add larger sidewalks on both sides or even reduce the bridge width. Ill
- this better not raise taxes. Also aren’t we about to have a hospital built in Natomas here soon?
- I believe an assessment should be conducted to find the optimal solution for this space.
- It will be interesting to see if the funding can be secured to build this bridge, and if RT will do their part in regards to light rail.
- Not a good idea with all the new state buildings & warehouses in the area. All the new appts. & transients.
- Good luck. A lot of Natomas residents support the bridge.
- No
- Would Sequoia Pacific be widened? What would the connecting the bridge to the street entail? Would additional crosswalks be added? How would this affect the large number of semi-trucks that utilize the street? Would Sequoia Pacific's flooding problem be solved?
- Shouldn't this be a bike/walk bridge only. There are already many ways of getting to and from these areas via mobile transportation.
- No
- The overall window is very long. 2039 is very far.
- The Truxel Bridge is a very important project for the growth of Sacramento.
- Combine A & B. In option B, removing the sidewalk and making the path multi-purpose would allot for bikes and pedestrians. The sidewalk space could be used for emergency vehicles.
- "We have so many other needed road improvements and repairs and other programs that would be a better use of those funds.
- No.

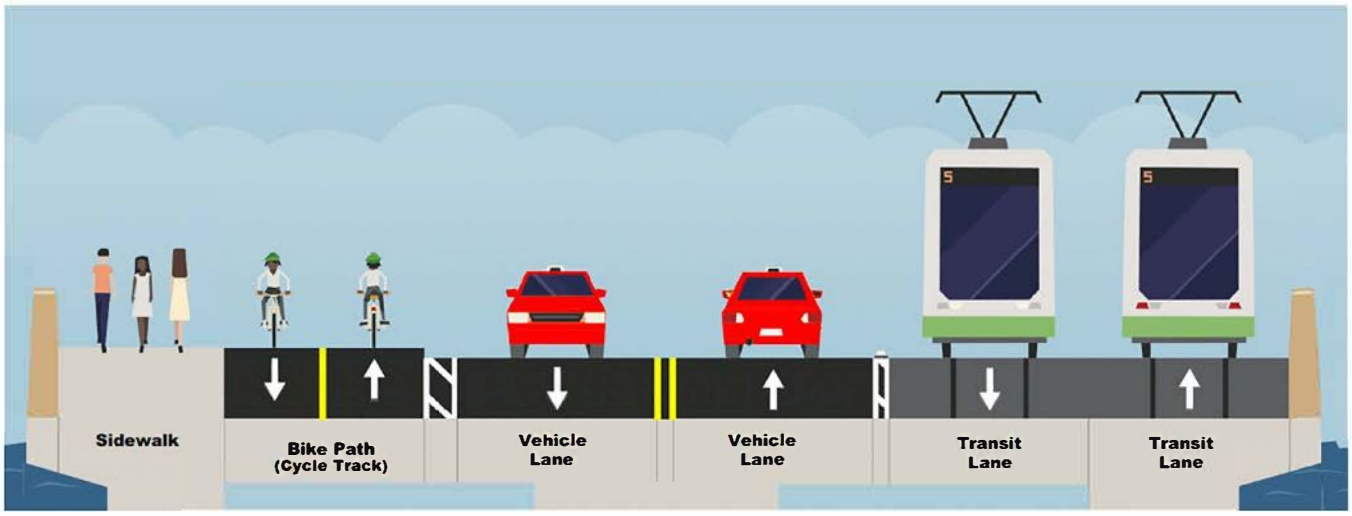
- If it happens please try to keep clean Do NOt Allow homeless shelters.
- Not a good idea. Keep our neighborhood small and Not connected !!!
- Once it lands downtown, how will that integration into farther downtown happen?
- I think all modes of transportation should be accommodated. Many have voiced that they do not want automobiles to be allowed on the bridge. To spend this kind of money on a bridge, it should have the ability to serve all types of users. I wouldn't support building a bridge that is only serves a small group of people. With this in mind, I think Option A would be best.
- I don't support a new bridge at this location.
- Just do it!
- Drivers already have plenty of ways to cross the river. I want to make sure public transit, walking, and cycling are prioritized.
- If light rail is removed there would be better accommodation for pedestrians, bikes, and vehicles. Shoehorning light rail into the bridge concept seems unnecessary.
- I think it's a nice idea for enhancing mobility in these neighborhoods. I would hope that we tread as lightly as possible on this beautiful waterfront area and it's delicate ecosystem. A narrow bridge would be best, and if we could exclude cars altogether I'd be happy, but I know that's unlikely.
- Private vehicles must not be permitted. Allowing private vehicles will cause a massive increase in traffic on Truxel. Because there is no street infrastructure south of the River, traffic on the bridge will back up causing backups on Truxel. Due to induced demand traffic on I5 will not improve. Any Truxel bridge should use automated bollards or similar to exclude private vehicles and only allow buses and emergency vehicles. Such exclusive use will make buses as efficient as light rail. Adding dedicated bus lanes on Truxel will make bus travel from all of Natomas as fast as light rail at a fraction of the cost.
- Light rail should come up Northgate, where there is already a bridge and connects directly to light rail on 12th, where they are planning on building a station.
- Why isn't there an option that excludes vehicular traffic?
- I like option C the best but, if cost is an issue, combine elements from A and C. Similar to option C, have transit and autos share one lane on each side and have a lane in the center for emergency access only. Remove shoulder from Option A. Add physical barrier separating bikes from shared transit/auto lane. Keep bike and ped elements on both sides on the bridge consistent with option C.
- Why can't you build transit, bicycle and pedestrian access next to Interstate 5 instead. This seems like a big expense and too much impact to the area just to save some people time on their commute. Our history has shown if you make driving easier it reduces drive time for a few years then homes are built and the new bridge will be gridlock anyway.
- Build it asap!!
- "Has there been any research on best practices for creating more walkable/transit friendly cities?

- What safety measures will be implemented to make sure this bridge is designed to be safe at all times, including night time, different weather conditions, air quality, etc.? "
- Need better architecture and design.
- "If the City is serious about the Climate Action Plan and soon-to-be-final 2040 General Plan active transportation, GHG, noise, environmental, and other stated goals/actions, lanes for private vehicles should NOT be part of this project. Keeping one travel lane for BRT/evacuation in case of emergency is understandable.
-
- Please include questions surrounding desire for private vehicle ownership as a part of the project in future surveys and outreach meetings. Thanks."
- Please take away the private vehicle lanes! The city needs to promote train travel and active transport, not private vehicles.
- Less than 1 mile away there is already a bridge. For a City which strives to be "Green," this is a shameful destruction of the Parkway which should be the center-piece of the City rather than a valuable resource that has been ignored. For over 20-years, the City has dumped its homeless population along the lower Parkway, this project will complete the ruin of a valuable riparian habitat.
- We are building a much needed transit bridge over the American River. We have the ability to design this bridge in a way that supports green line light rail expansion to the Sacramento International Airport. All steps should be taken to facilitate efficient light rail uses above all else. We may need future express service from Sac Valley Station to SMF and light rail passengers cannot be forced to share lanes with vehicle traffic or the service will not be accountable and timely as an alternative to personal vehicle traffic to the airport.
- "If we're looking to build as inexpensively as possible, remove all automobile traffic from the alternatives. People have other options for getting across the river, and should the Green Line be built, there will be less cars on the road and the need for a fourth automobile bridge across the river will drop significantly.
- A pedestrian bridge can also serve as a new symbol for Sacramento, similar to the Tilikum Crossing in Portland or the (Can't remember its name) beautiful transit bridge in Vancouver, BC. We don't always need to accommodate vehicle traffic, and we can always design the ped/transit bridge to accommodate emergency vehicles. It's not rocket science, get rid of the cars!!"
- No personal vehicles on Truxel Bridge. It makes it bloated, and the project should be ONLY transit and active transportation. Anything else will increase VMTs and put the city in the wrong direction in meeting its climate goals. If we really are in a climate emergency, as the council declared, transit needs to be the priority, not personal vehicles.

Option A: Mixed Use Travel Lanes with Trail Connection



Option B: Separated Transit with Trail Connections



Option C: Sacramento RT Green Line

