

I Street Bridge Replacement Project Community Meeting #3 Summary

Project Overview

The cities of Sacramento and West Sacramento are beginning the process of building a new low-level, “neighborhood friendly” bridge across the Sacramento River. A new bridge, located upstream of the existing I Street Bridge, will provide better access for bicycles and pedestrians and will serve motorists more efficiently. The existing I Street Bridge will remain in place for the commuter and freight trains that travel the bridge daily, but all other modes of transportation will be shifted to the new bridge.

Open House Purpose

The purpose of the community open house was to share information and receive input from community members on the I Street Bridge Replacement Project and the draft Environmental Impact Report (EIR) / Environmental Assessment (EA). The open house provided the project background and schedule and current phase of work as well as an opportunity for the community to provide feedback on specific bridge elements that should be considered when the project moves into the design phase, and to view other planning efforts within the project area. The draft EIR / EA report was available to for community members to review and provide input on via draft EIR / EA-specific comment cards. Representatives from the cities of Sacramento and West Sacramento and the project consultant team were available at each of the information stations to discuss the project information and answer project-related questions.

Open House Format

More than 70 community members attended the open house which was organized as a series of information stations with a short presentation prior to the open house. The attendees were welcomed by Sam Stefanki, a representative from Congresswoman Matsui’s office. The project team presenters included Jesse Gothan from the City of Sacramento and Jason McCoy from the City of West Sacramento. The presentation provided a brief history of bridges across the Sacramento River, an overview of project goals and schedule, specifics of the bridge design concepts, and the design and construction schedule. Attendees were encouraged to visit the information stations where project team members were available to answer any questions. Attendees were given a project informational brochure and a comment card. Comment cards could be submitted at the open house, or returned via email, fax, or mail.



Information Stations

- **Welcome**
 - This station included informational brochures, a sign-in sheet, comment cards and a comment card drop-off box. This station also included project boards that displayed the project goals, overall project schedule and a brief history of the I Street Bridge.
- **Project Alternatives**
 - This station included the project alternatives map and a board discussing the riverfront land use opportunities of the project.
- **Draft Environmental Impact Report**
 - This station provided a brief explanation of the draft EIR, the public review period and schedule, and an opportunity for community members to leave comment cards with questions or comments specifically regarding the draft EIR.
- **Bridge Aesthetics and Design Process**
 - This station included a comparison between the new and old I Street Bridges to illustrate the proposed improvements. Displays also included precedent imagery of potential bridge elements including lighting, overlooks, and wayfinding and education.
- **Connecting Communities**
 - This station included boards that highlighted the planned developments in West Sacramento and Sacramento along with the Railyards site plans including images and renderings of the plans.

Community Input

During the meeting, a total of 15 community members submitted feedback via 19 comment cards about bridge design and aesthetics and environmental concerns. Prior to and post this meeting, comments were also received via email and post. All comments on the proposed project and environmental document received during the public comment period for the draft EIR / EA, will be included in the final EIR / EA, along with responses to those comments.



Public Notification

The City of Sacramento released a Notice of Availability when the draft EIR / EA was released, including an announcement for the Community Meeting, and posted information regarding the meeting on the project webpage. Direct mailers were sent to more than 8,000 residents and businesses in Sacramento and West Sacramento announcing the availability of the Draft EIR / EA, its location, and information regarding the upcoming Community Meeting. In addition, notification flyers were sent via e-mail to vicinity businesses, community groups, neighborhood associations, and interested individuals. Council members Steve Hansen, Jeff Harris and Larry Carr shared the event information on their social media platforms and newsletters.

Community Meeting #3 Summary

Below are the public organizations who also shared the Community Workshop information on their social media platforms or through e-newsletter:

- The Downtown Sacramento Partnership
- ABC 10
- The Sacramento Bee
- Sacramento Area Bicycle Advocates (SABA)
- West Sacramento Chamber of Commerce
- Young Professionals in Transportation
- West Sac Web



Appendix

- Comment Card
- Sign-In Sheet
- Project Boards
- Project Pamphlet



COMMENT CARD

Please share your thoughts, comments, or questions about the I Street Bridge Replacement Project.

Name _____

Email Address _____

Phone Number _____

You may submit your comments to staff tonight
or directly to Katie Durham at
kdurham@aimconsultingco.com
or fax (916) 442-1168



Place
postage
stamp
here

AIM Consulting
2523 J Street Suite 202
Sacramento, CA 95816

For more information visit

www.cityofsacramento.org/Public-Works/Engineering-Services/Projects/Current-Projects/I-Street-Bridge-Replacement



Welcome



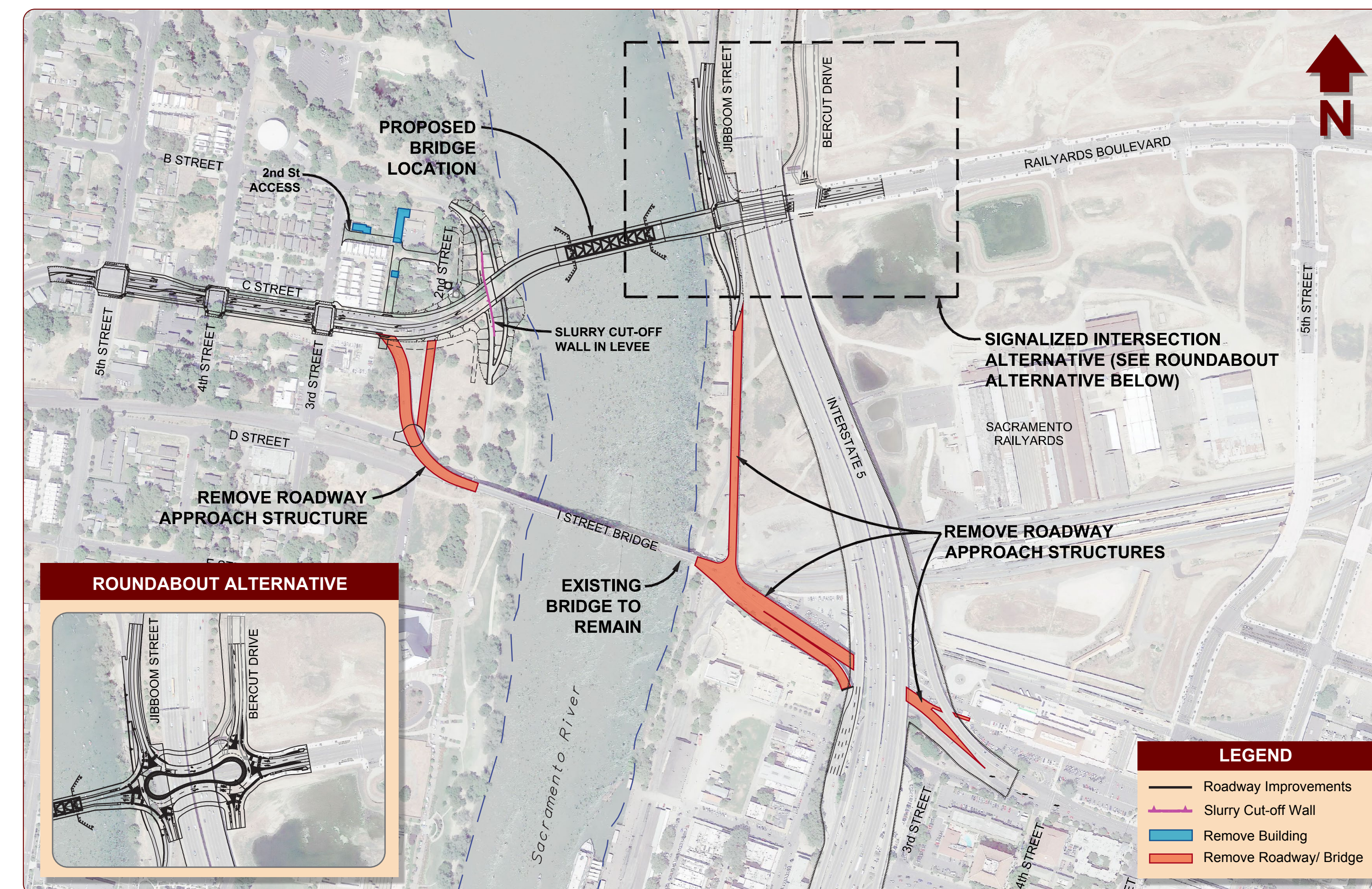
Project Goals

Project Goals

- Increase economic development
- Improve potential for urban planned development
- Make walking and bicycling across the River easier
- Reduce vehicle delays
- Increase riverfront access
- Improve travel safety and emergency access

What is a Neighborhood Friendly Bridge?

- Serves short, local trips
- Serves all users
- Architecturally pleasing
- Does not require approach roadway widening
- Low speed / Low profile
- Does not connect to streets that are primarily residential





Project Schedule

Project
Approval &
Environmental
Document
(PA&ED)

2017

Final
Design

2017–18

Construction

2019–21

PUBLIC PARTICIPATION

City of
SACRAMENTO





Historical Bridges

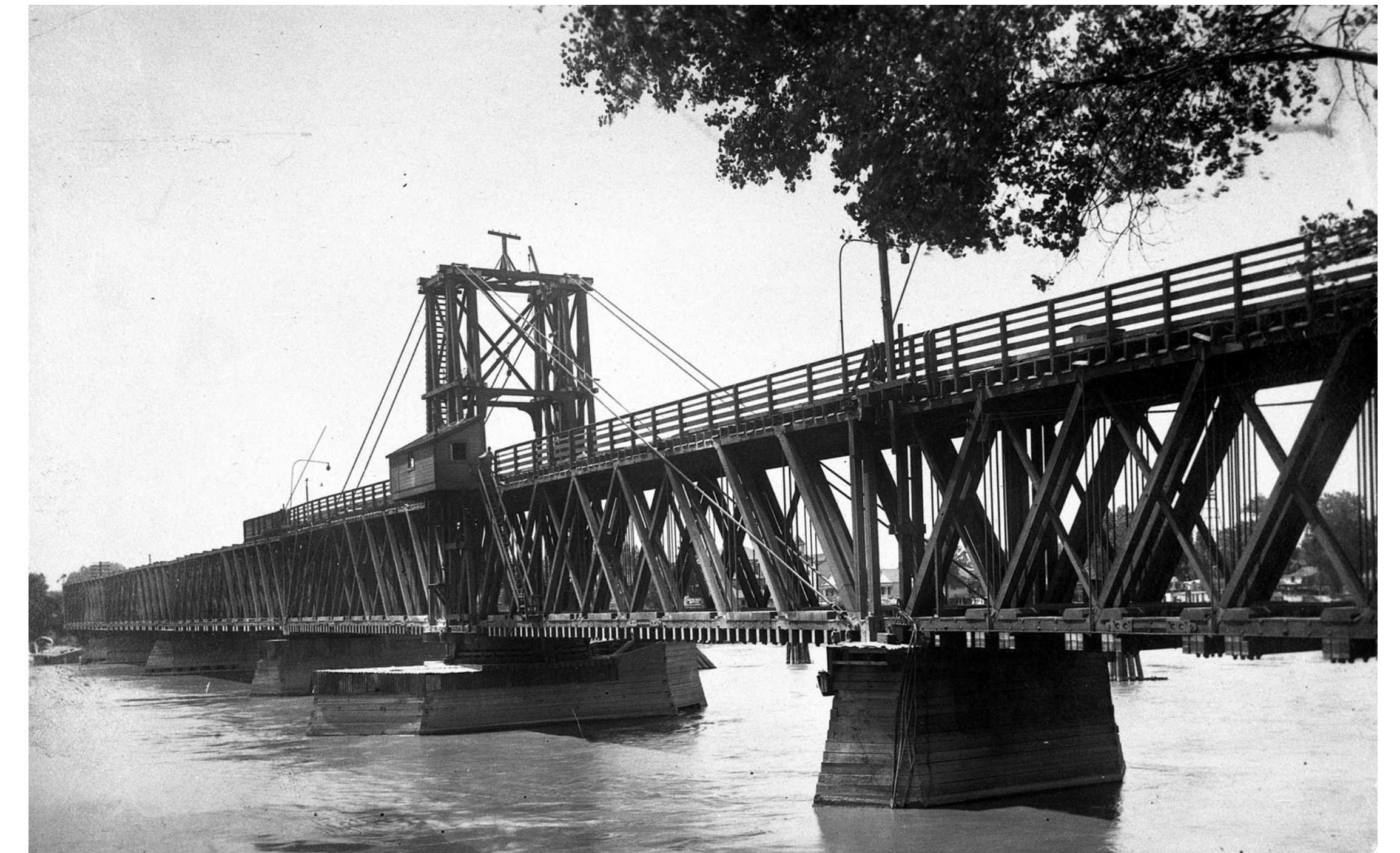
All photos provided by the California State Railroad Museum



The Wagon Bridge
(1858 - 1869)



The California Pacific Bridge
(1869 - 1878)



Southern Pacific Bridge
(1895 - 1912)



Historical Bridges

All photos provided by the California State Railroad Museum



Southern Pacific Bridge and I Street Bridge
Bridges closed; train crossing



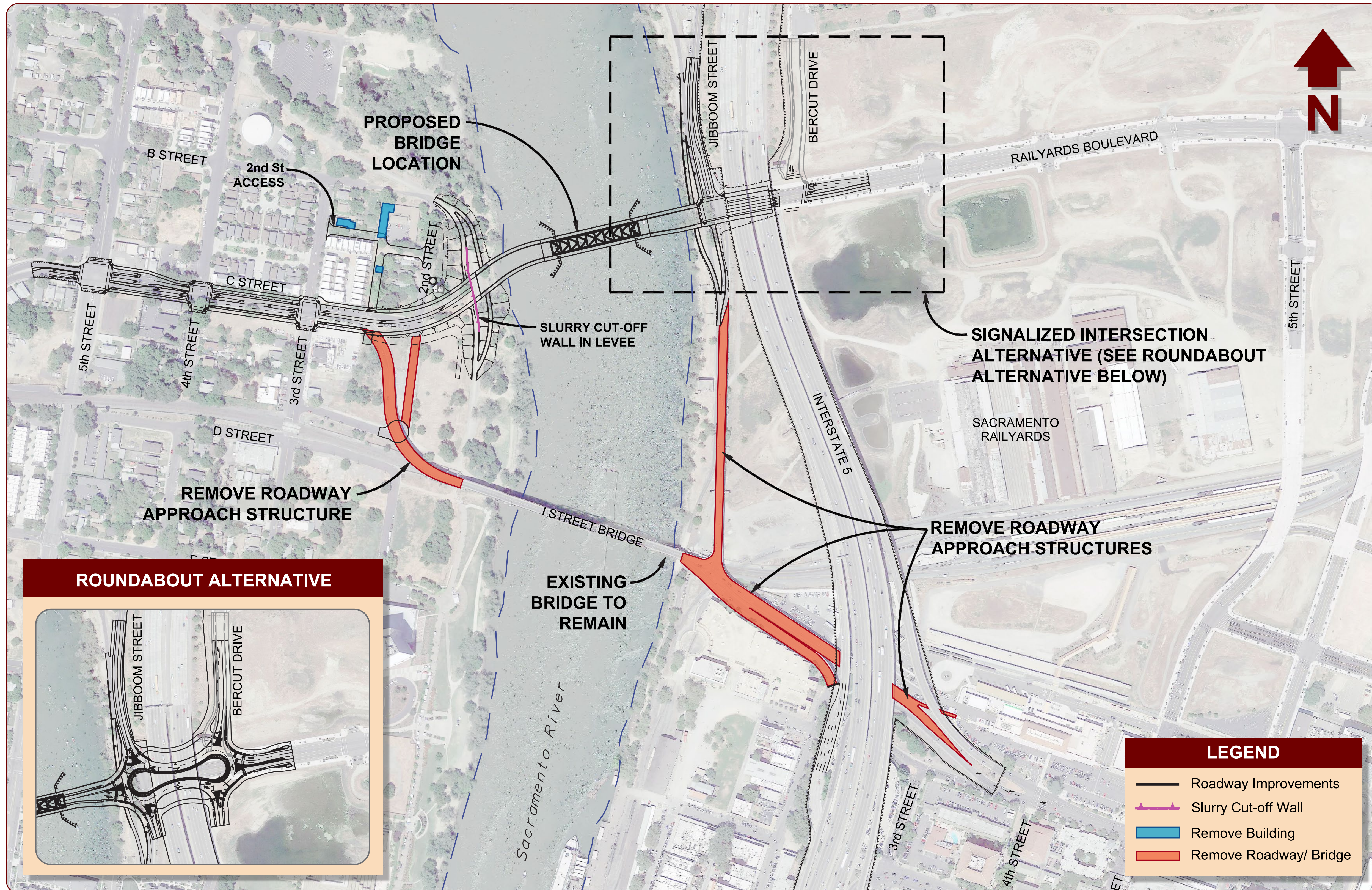
Southern Pacific Bridge and I Street Bridge
Bridges open



Project Alternatives



Project Overview





Riverfront Opportunities



The existing I Street Bridge with viaducts



Removal of viaducts allows for better connections to the Sacramento River waterfront.

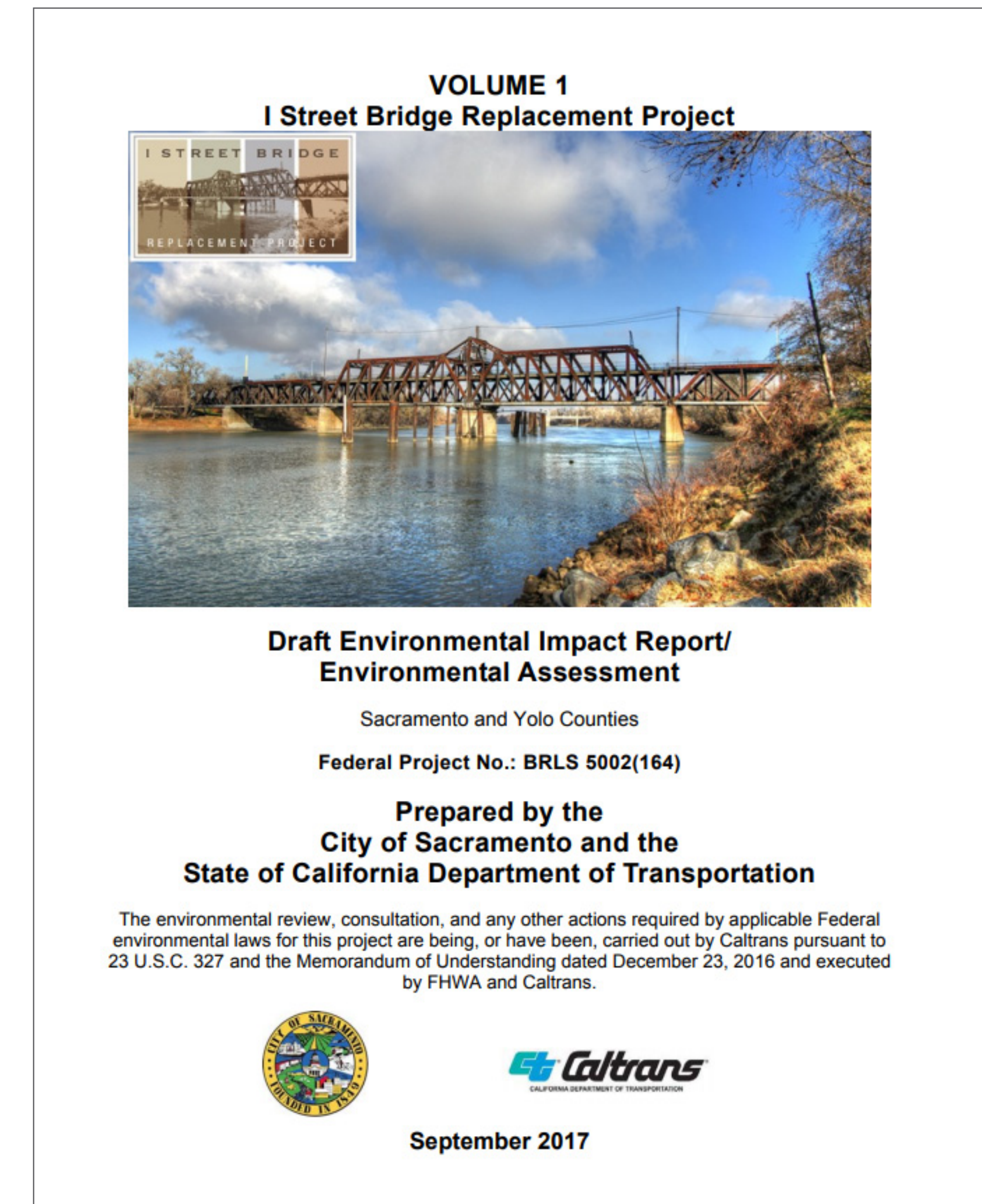


Draft Environmental Impact Report



Draft Environmental Impact Report / Environmental Assessment

- Public review and comment is an integral part of the environmental process in the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).
- CEQA and NEPA documents identify a project's potential environmental impacts and feasible mitigation or alternatives to the project to avoid or reduce significant impacts.





Draft Environmental Impact Report / Environmental Assessment

Public Review Period: September 28 - November 12, 2017

- All comments on the I Street Bridge Replacement Project draft environmental document will be considered.
- Written comments received during the comment period will be included in the Final Environmental Impact Report/ Environmental Assessment.

**Comments must be
received by 4 p.m. on
November 12**



Bridge Aesthetics & Design Process

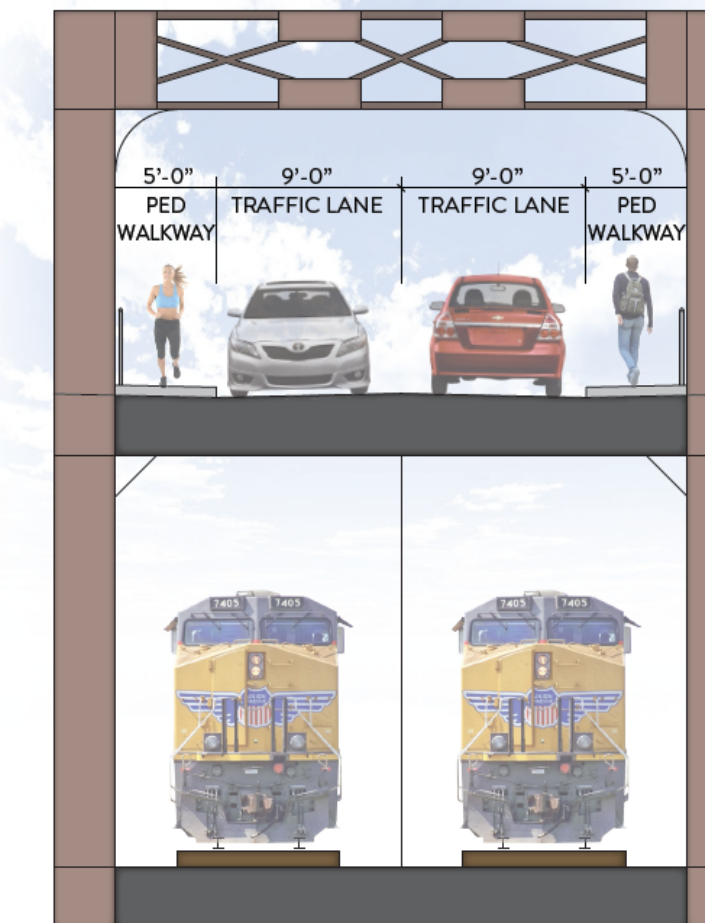


Bridge Aesthetics

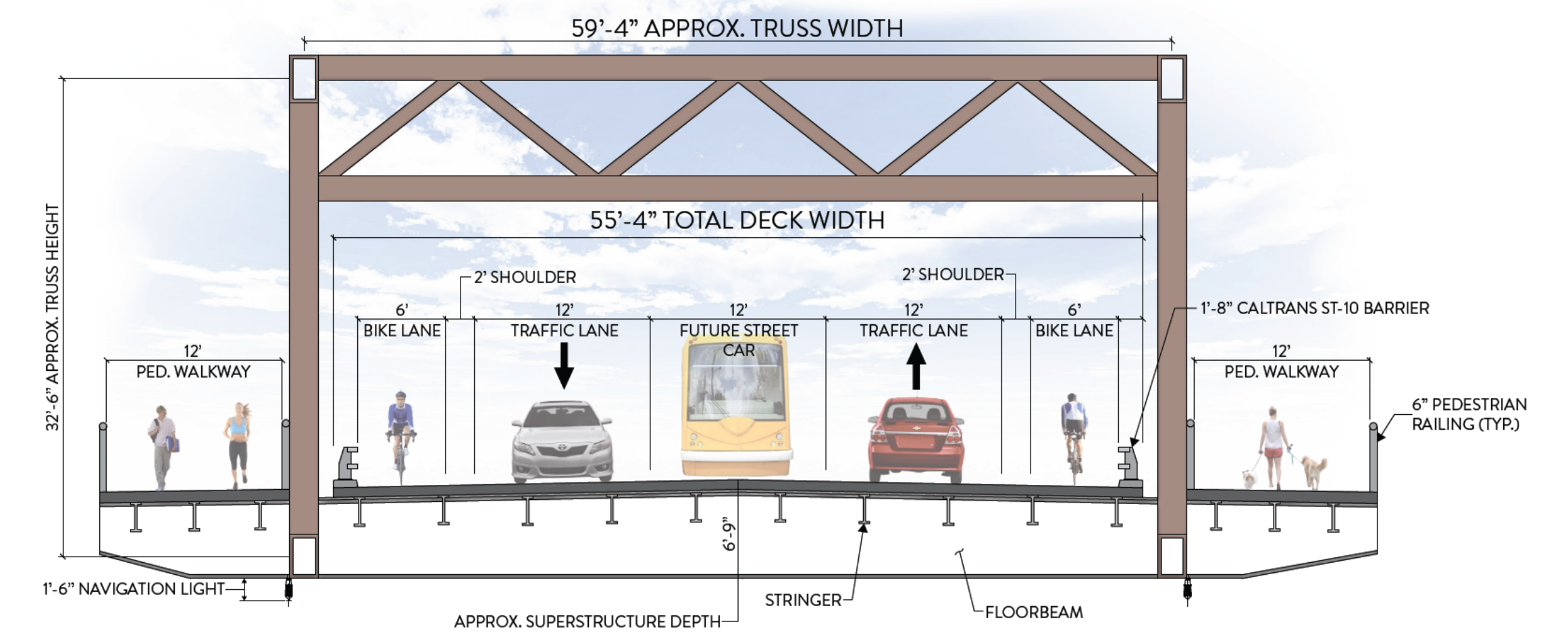
EMERGENCY RESPONSE



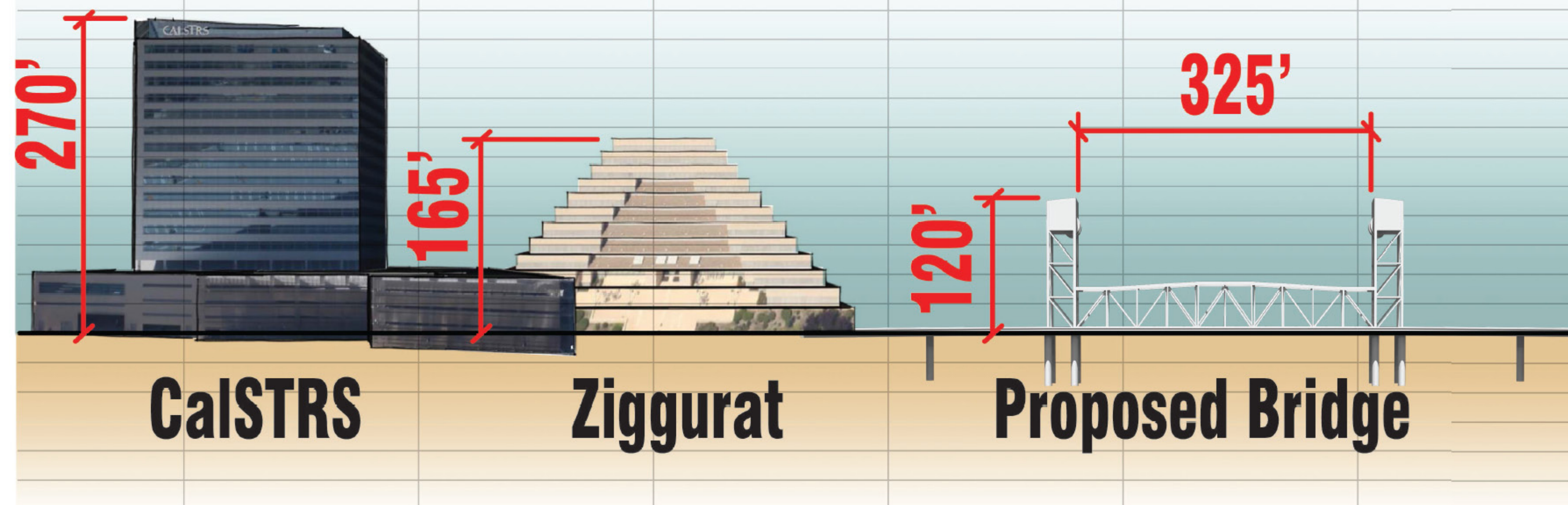
EXISTING BRIDGE CROSS SECTION



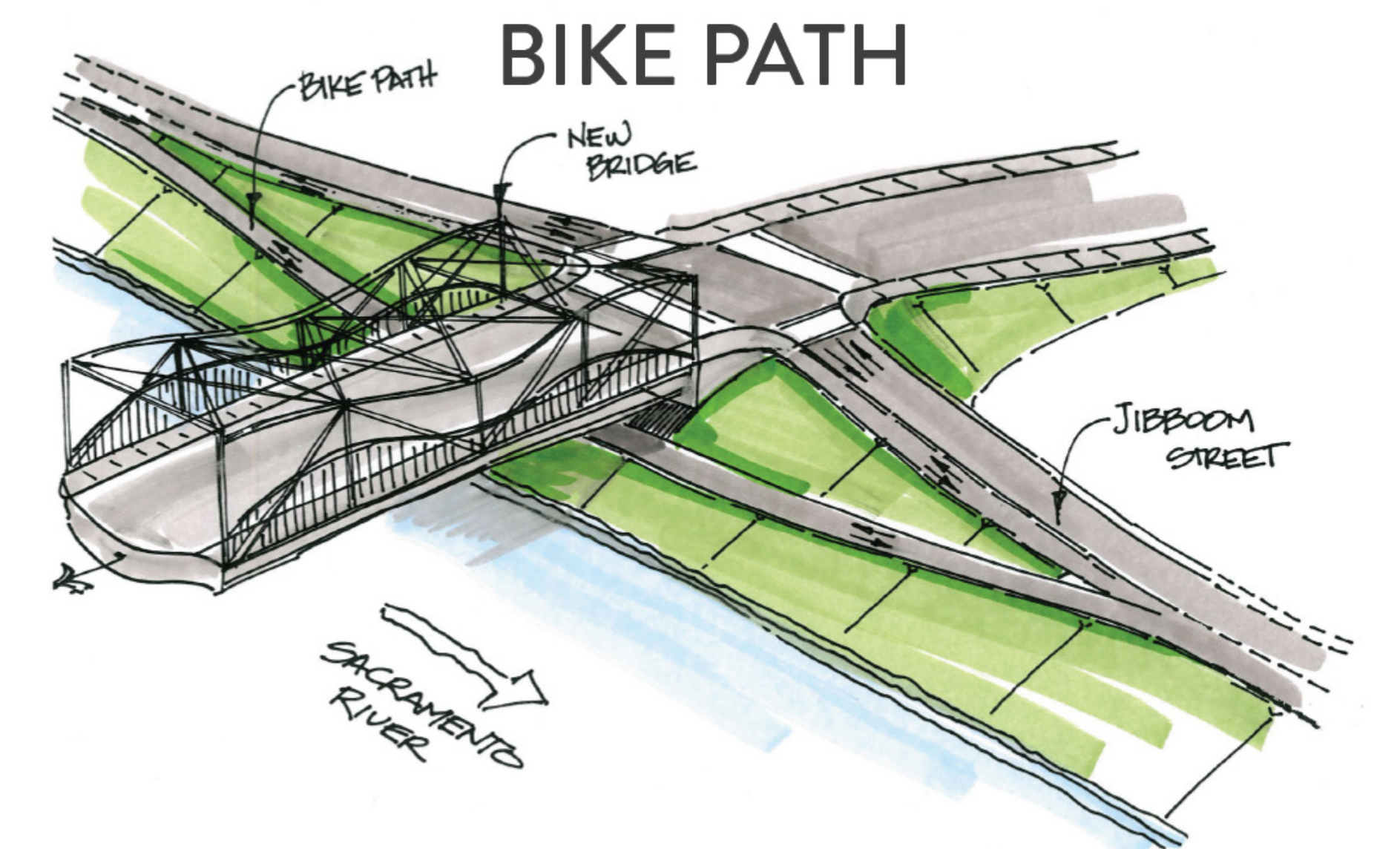
PROPOSED BRIDGE CROSS SECTION



VISUAL IMPACT



BIKE PATH

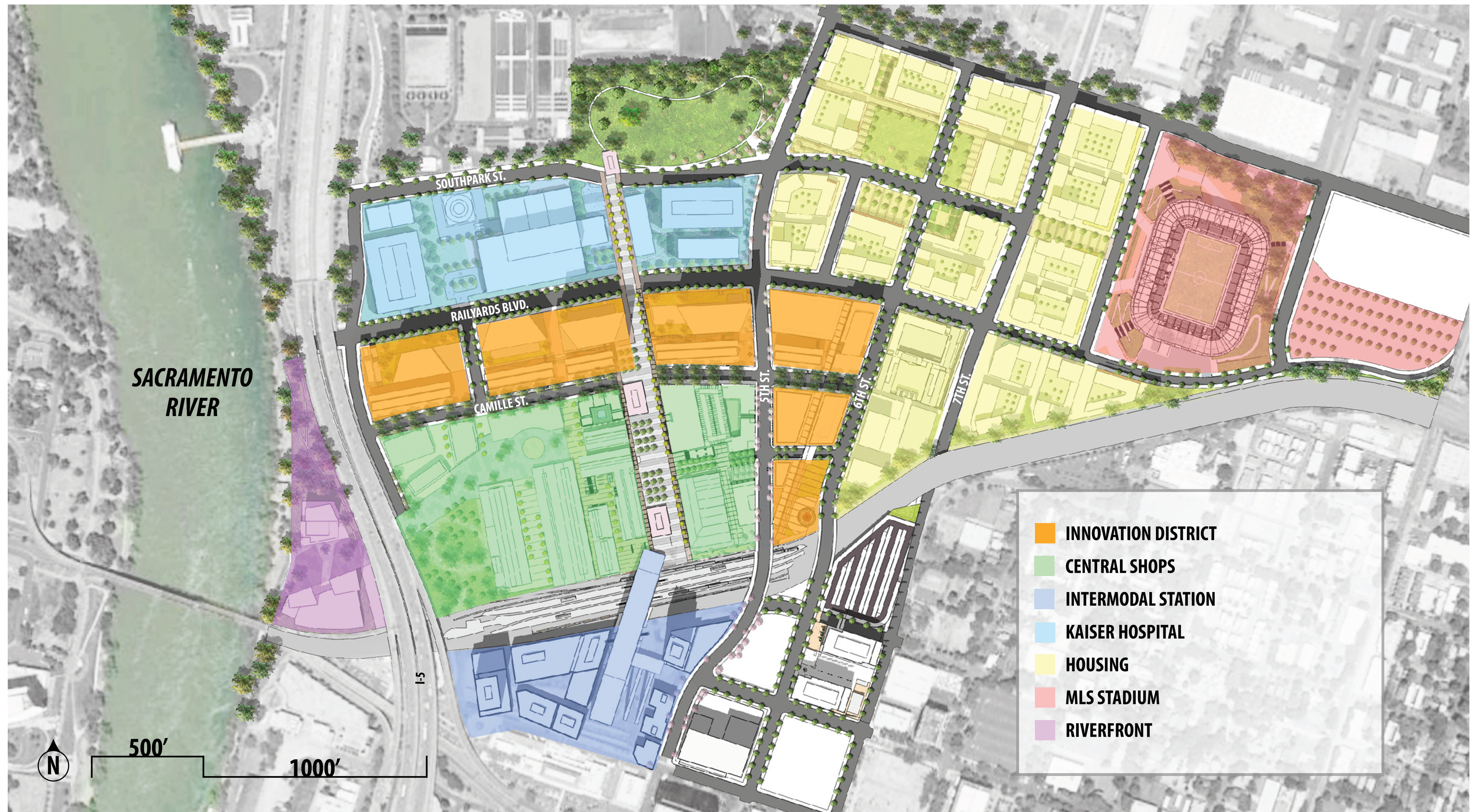




Connecting Communities



Sacramento Railyards





Sacramento Railyards





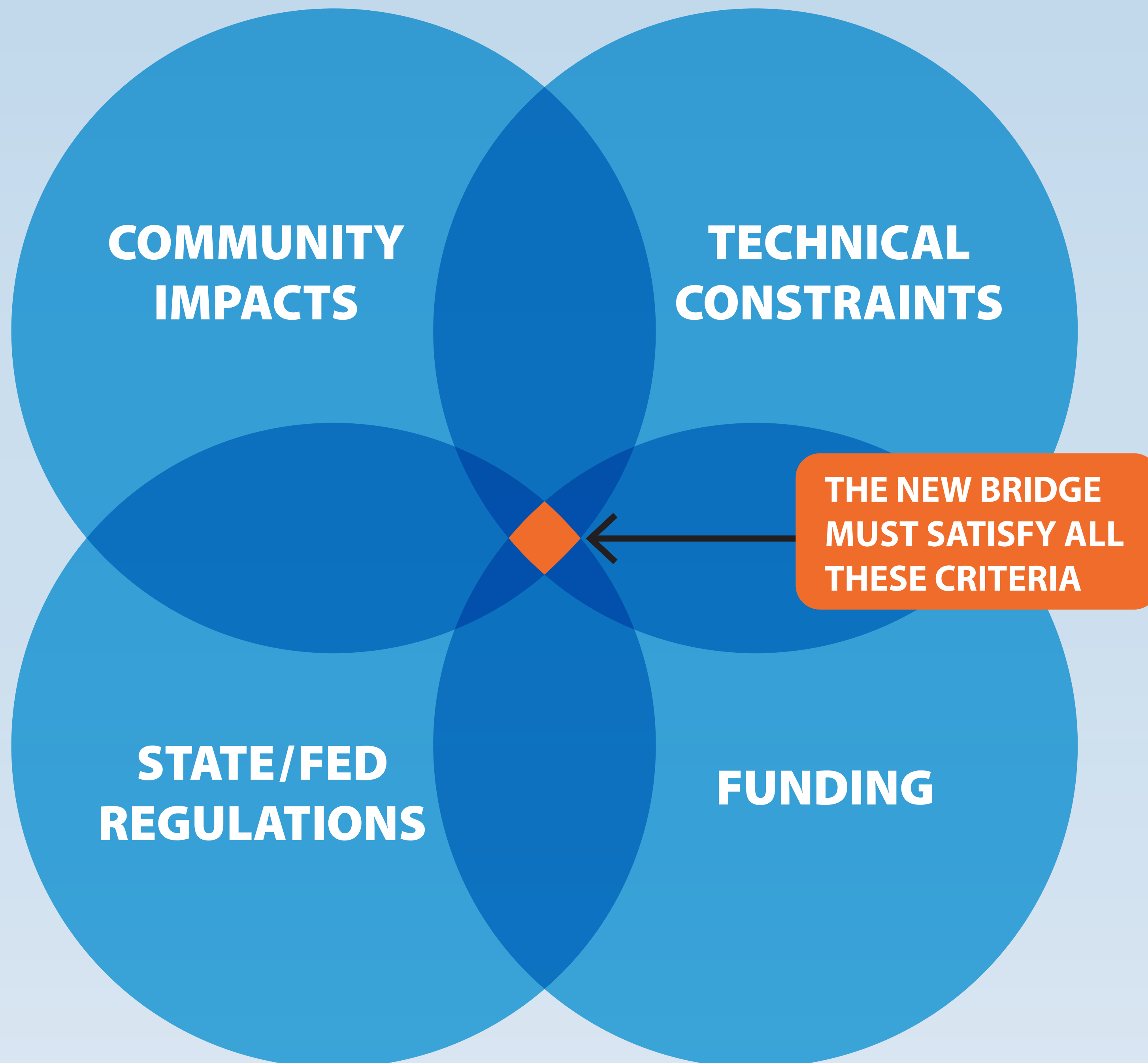
Sacramento Railyards





What will the new bridge look like?

Prior to designing the bridge aesthetics, the project team will first need to determine the bridge type, size, and shape to satisfy all of the following criteria:



COMMUNITY IMPACTS

The design of the bridge needs to be consistent with local policies and needs to minimize impacts.

TECHNICAL CONSTRAINTS

The moveable bridge options will need to accommodate required Coast Guard clearances, which could limit bridge choices.

STATE/FEDERAL REGULATIONS

The design needs to satisfy US Coast Guard, US Army Corps of Engineers, Central Valley Flood Protection Board, and other regulatory agencies.

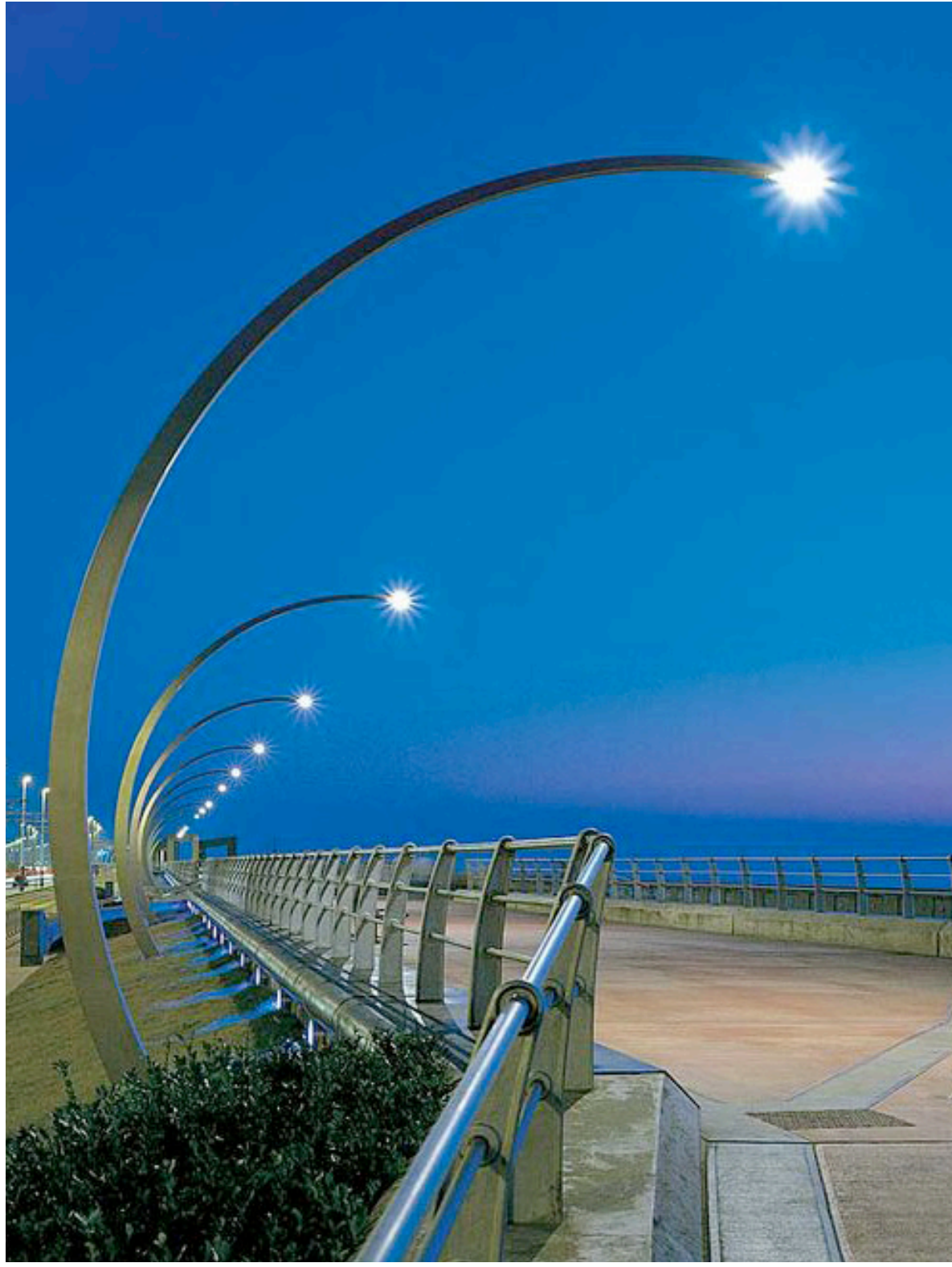
FUNDING

The cost of aesthetics can be expensive. The project needs to meet the available budgets.

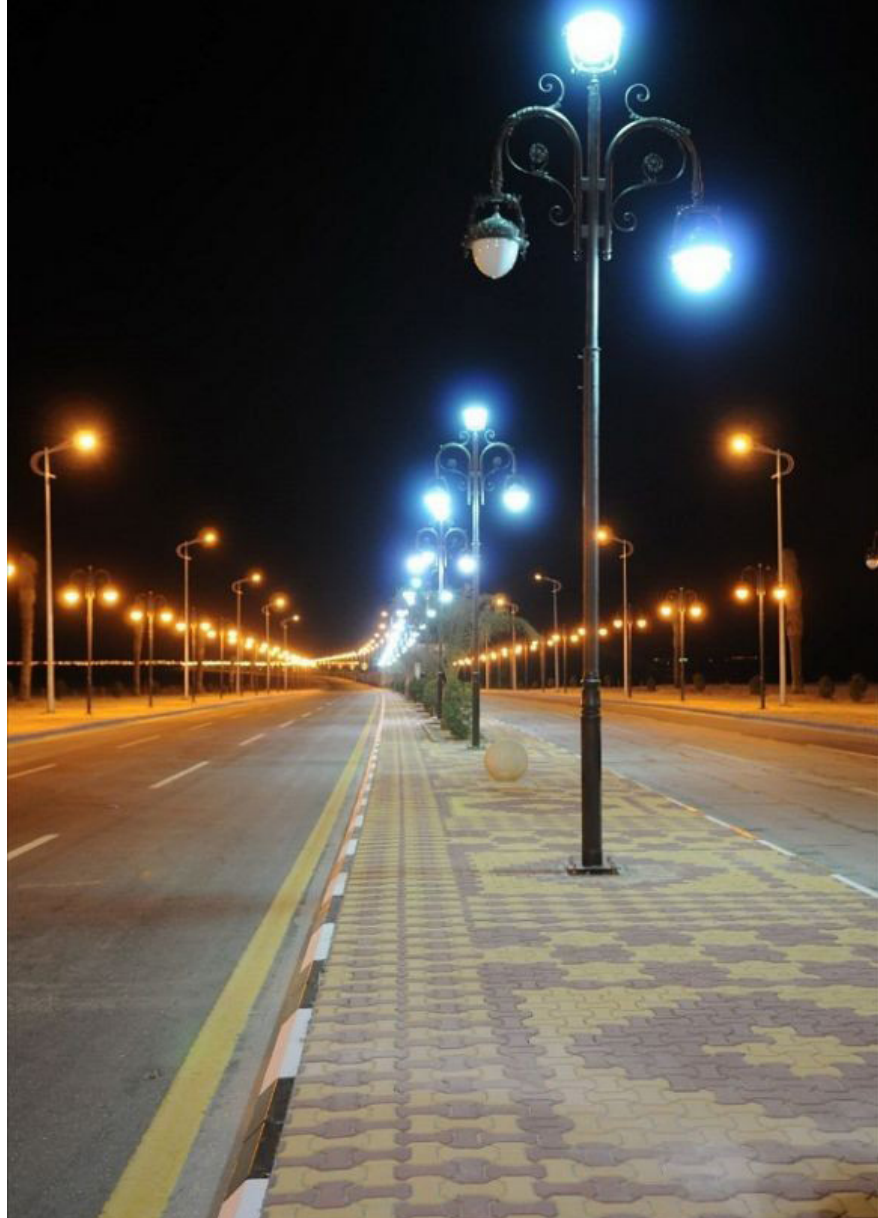
- **The project team will first develop bridge options that meet these requirements.**
- **Once the bridge options have been developed, the process for developing what the bridge will look like will include extensive public outreach and expert involvement.**



Bridge Elements



LIGHTING



LIGHTING AS ART



SCULPTURAL LIGHTING



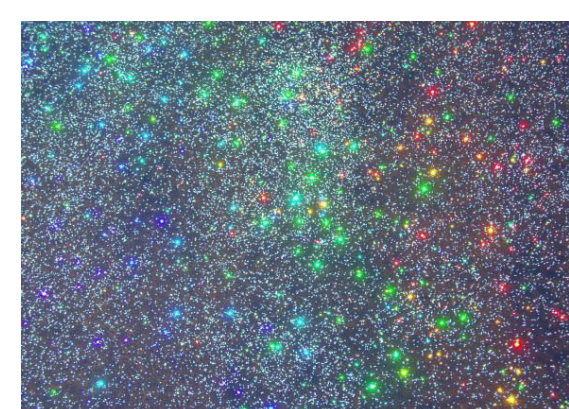
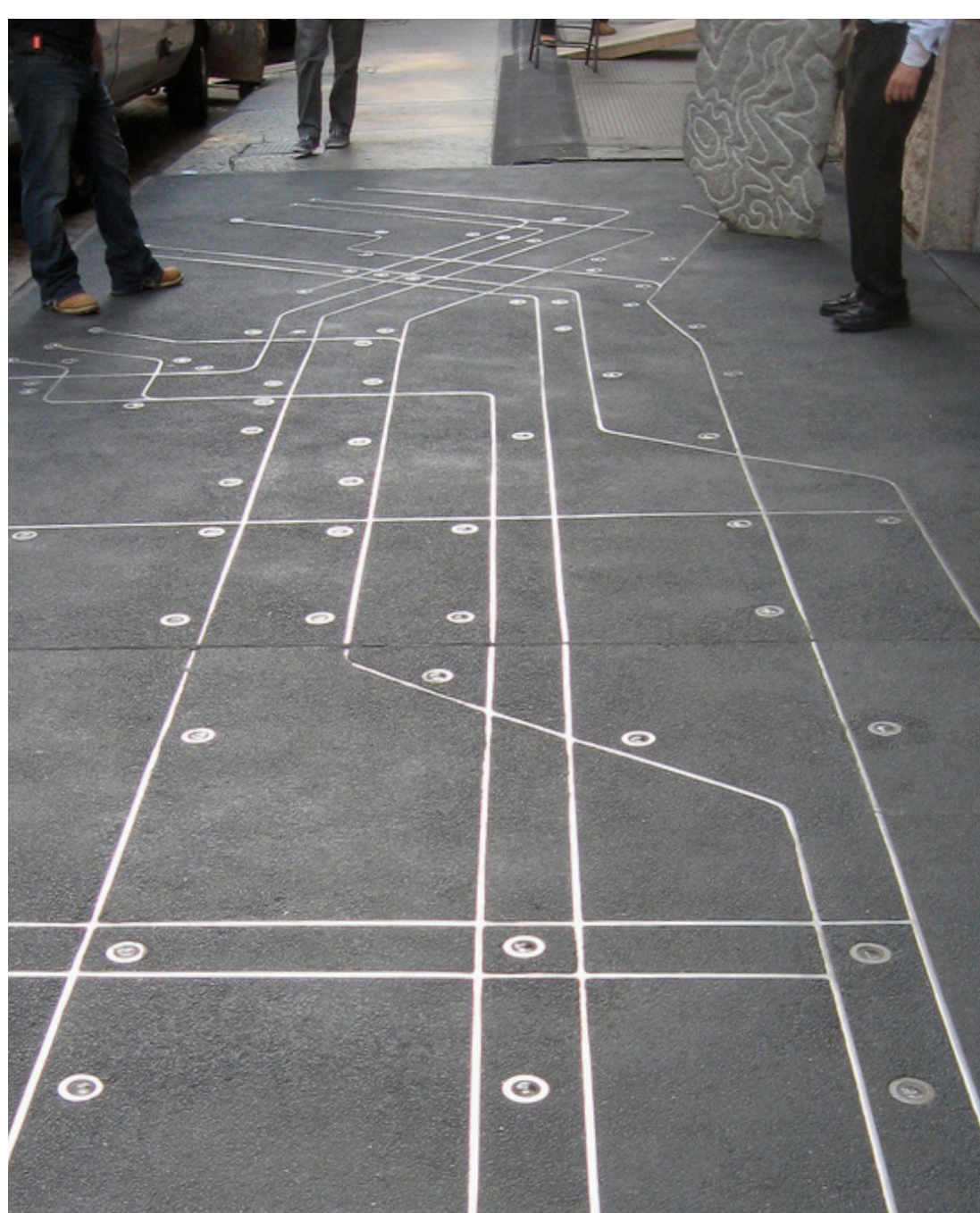
Bridge Elements



OVERLOOKS



RAILINGS



ENHANCED PAVING



Bridge Elements



WAYFINDING AND EDUCATION



ART

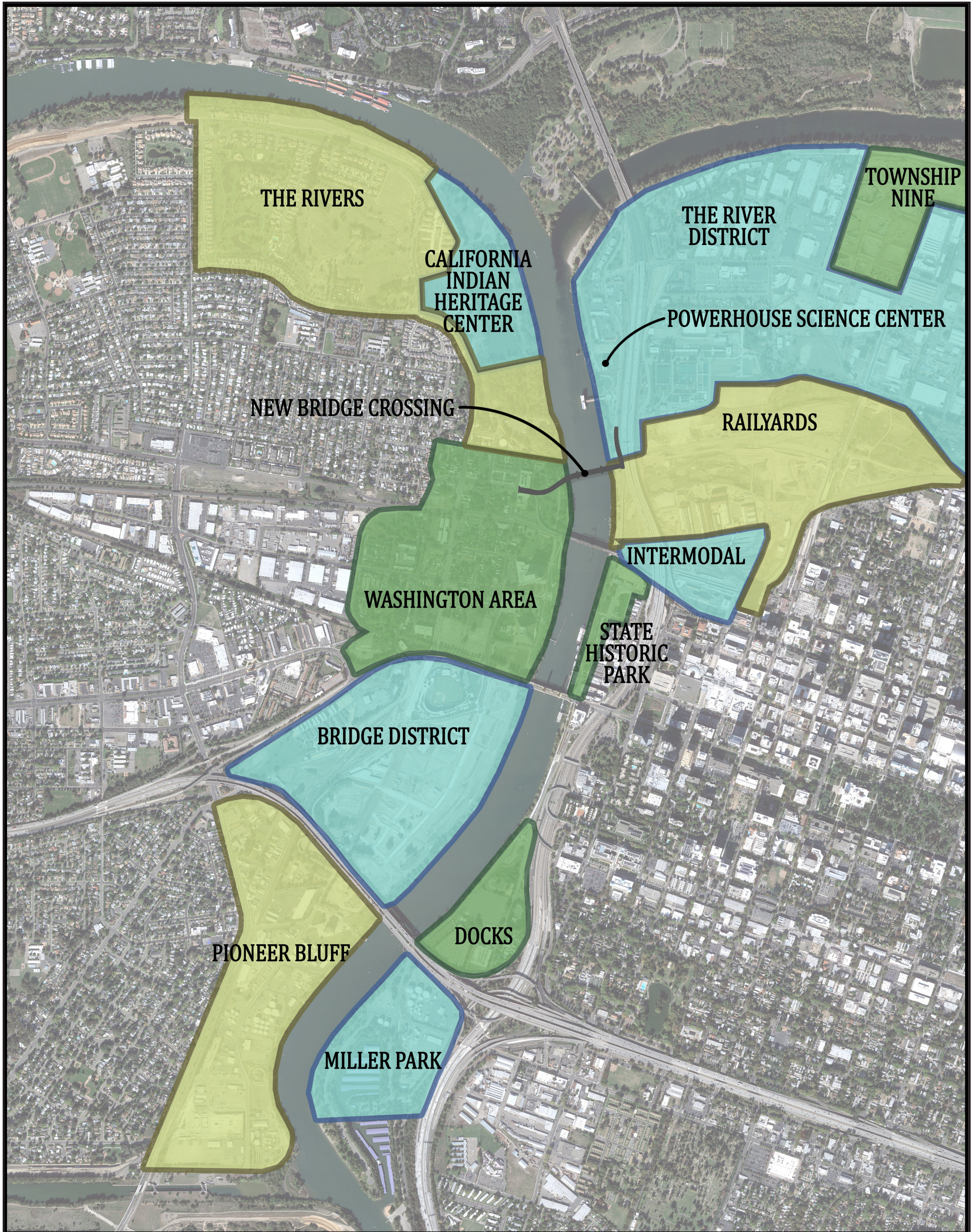


ART



Connecting Communities

Planned Developments in Sacramento and West Sacramento





FREQUENTLY ASKED QUESTIONS

What is the I Street Bridge Replacement Project?

The Cities of Sacramento and West Sacramento are planning to build a new low-level, “neighborhood friendly” bridge across the Sacramento River. The bridge will be located upstream of the existing I Street Bridge and will serve motorists more efficiently while providing better access for bicycles and pedestrians. The existing I Street Bridge will remain in place for commuter and freight trains, but all other modes of transportation will be shifted to the new bridge.

In what phase is the project and what is included?

The current project phase includes preliminary engineering and environmental clearance for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Once the environmental approvals are granted, the next step will be the final design and then construction of the bridge.

How is the project being funded?

In February 2013, the Sacramento City Council directed staff to apply for federal funds for a new river crossing north of the existing I Street Bridge. In May 2013, Caltrans allocated \$76.6 million in federal funds towards the design and construction of the new bridge and authorized the cities to begin preliminary engineering for all the associated improvements. The cities of West Sacramento and Sacramento have agreed to share the local expenses associated with delivering the project, this includes federal matching requirements and other non-federally eligible expenses. As the bridge design progresses, staff will continue to coordinate with Caltrans regarding the participating federally eligible expenses and the amount of federal funds programmed is expected to increase.

How were the tower heights and bridge width determined?

Through the preliminary engineering and environmental analysis of the project, the project team has developed the physical parameters that will govern the design and the aesthetics of the bridge. The bridge towers will be approximately 120 feet high and the bridge cross-section will be 82 feet in width and include (two) 12-foot pedestrian walkways, (two) 8-foot buffered bike lanes, (two) 12-foot vehicular lanes and a 12-foot center turn lane/median. Under the provisions of the General Bridge Act of 1946, the proposed location and plans for bridges over navigable waters of the United States must be approved by the United States Coast Guard (USCG). Hence, the physical parameters for the new bridge were set by the USCG, which is requiring a navigational channel with a 278-foot clear width and 56’-1” opening height above the 200-year flood water surface elevation.

Why is the bridge a movable lift structure?

Due to the physical design parameters and through a value engineering analysis, a lift bridge structure has been selected by Caltrans and Federal Highways Administration.

What is the City’s process for selecting a bridge architect?

For the design of the bridge, the cities have decided to undertake a qualifications-based selection process to engage a bridge architect who will develop the bridge design. The bridge architect will be tasked with creating a structure that fits within the community’s context while illustrating its visionary aspirations. The cities also anticipate the design process will include a robust public participation process that will leverage locally-based experts in urban design, architecture, history and art.