

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

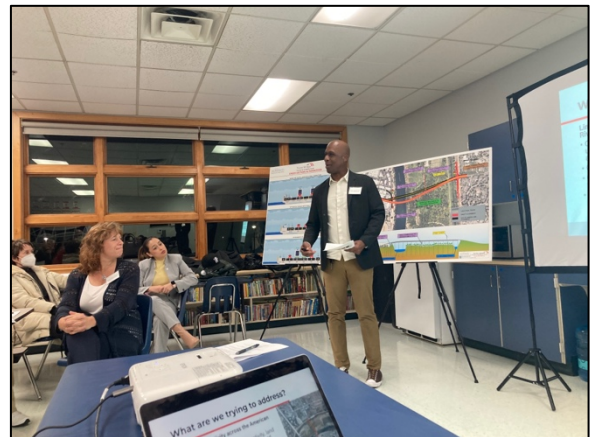
Bridge. The meeting consisted of a presentation from city staff and the consultant project team followed by a question and answer session, a live poll for attendees to share information about themselves and their travel patterns, and small group discussions with facilitators. Prior to the beginning of 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

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:



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

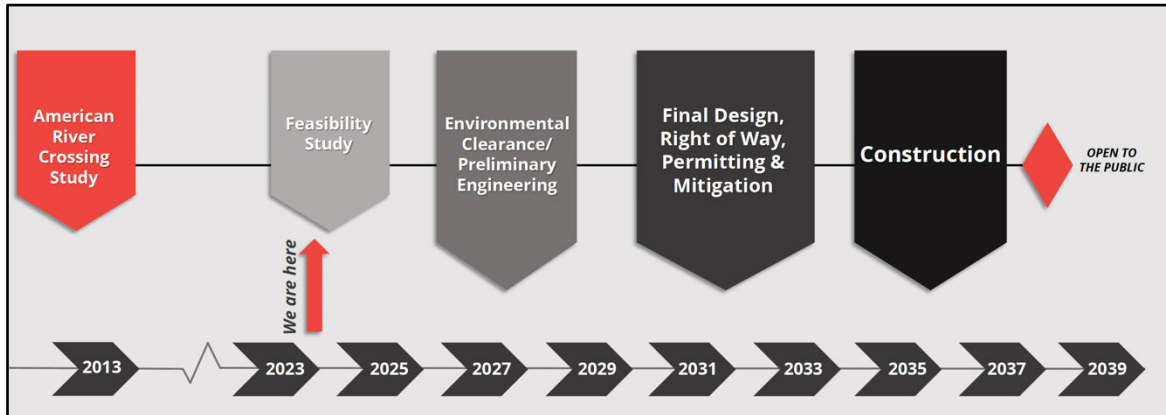
The Lower American River limits connectivity between northern Sacramento and the urban core which:

- 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.

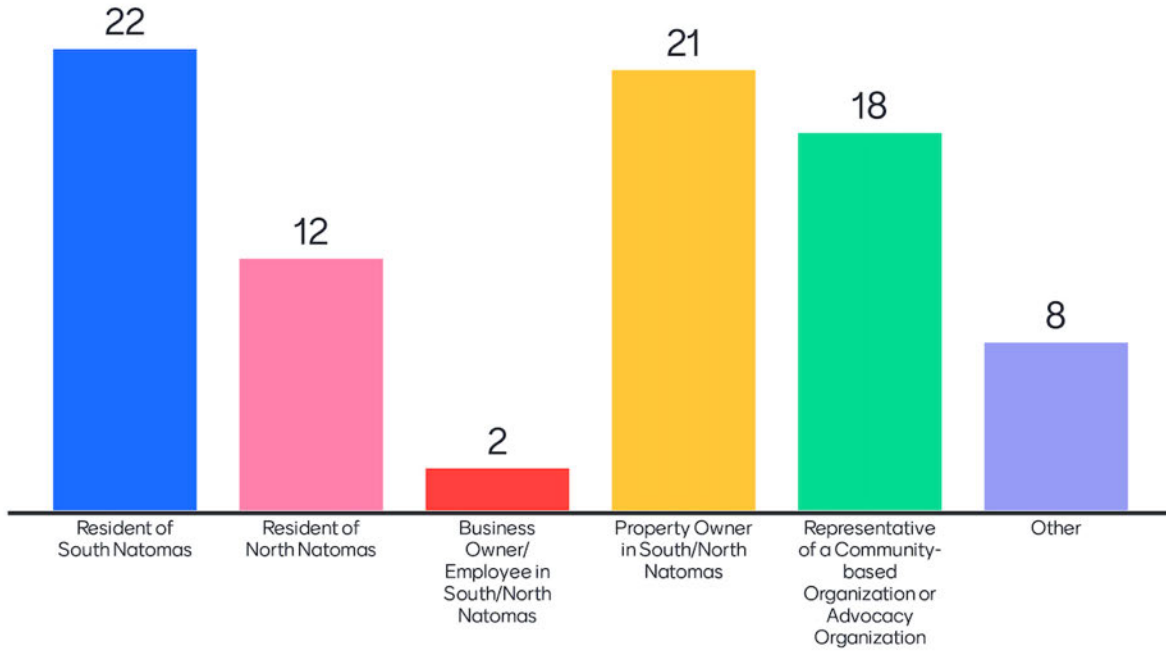
Next, Pamela Dalcin-Walling of Dokken Engineering provided an update on the technical work completed to date, including the geometrics, flood control, environmental, structural, and funding assessments. The matrix below identifies the work completed and next steps:

Area of Assessment	Completed to Date	Constraints Identified	Next Steps
Geometrics (Cross Section)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Identified existing infrastructure (buildings, utilities) Identified existing environmental resources Developed alignments to reduce impacts 	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Completed survey to identify existing elevations of the site Identified clearance requirements from Coast 	<ul style="list-style-type: none"> PG&E power line along Garden Highway 	Evaluate the extent of walls needed.

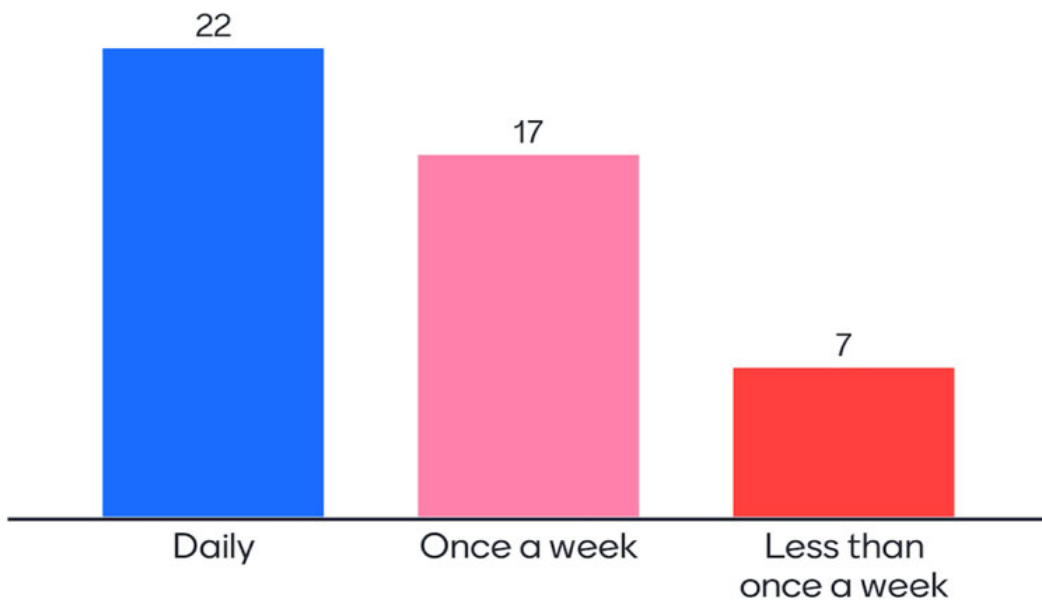
	Guard, FEMA, American River Flood Control	<ul style="list-style-type: none"> Levees along the American River and Steelhead Creek Elevation of Garden Hwy/Truxel 	
Flood Control	<ul style="list-style-type: none"> Coordinated with Army Corps of Engineers and Central Valley Flood Protection Board Obtained preliminary concurrence on vertical clearance from US Coast Guard 	<ul style="list-style-type: none"> Navigable waterway clearance Levee freeboard requirements Allowable impacts to water surface elevations 	<ul style="list-style-type: none"> Evaluate impacts from encroachments Develop mitigation options
Environmental	<ul style="list-style-type: none"> Initial identification of biological & cultural resources Coordinated with Sacramento County Regional Parks Initiated outreach to Native American tribes 	<ul style="list-style-type: none"> Cultural resources Biological resources (protected species, sensitive habitat, & waters) Limited mitigation opportunities 	Coordination with resource agencies (CDFW, USFWS, NMFS) & tribes.
Structures	<ul style="list-style-type: none"> Identified height and length requirements for the bridge Identified potential pier locations and widths Identified potential structure types 	<ul style="list-style-type: none"> Vertical clearance requirements from the Coast Guard, Army Corps, FEMA Environmental resource locations as it relates to pier placement 	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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).

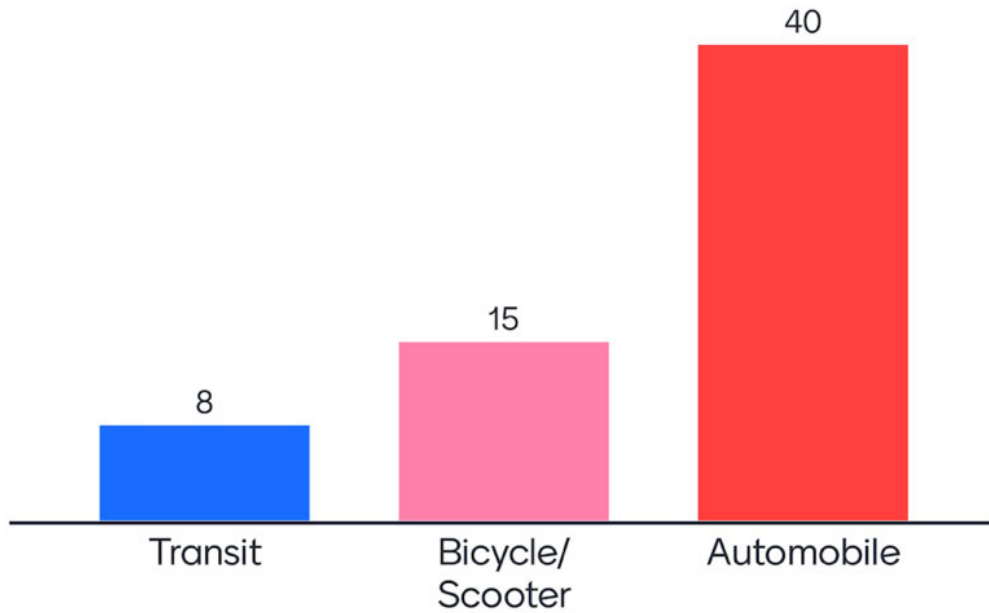
Question 1: Who are you?



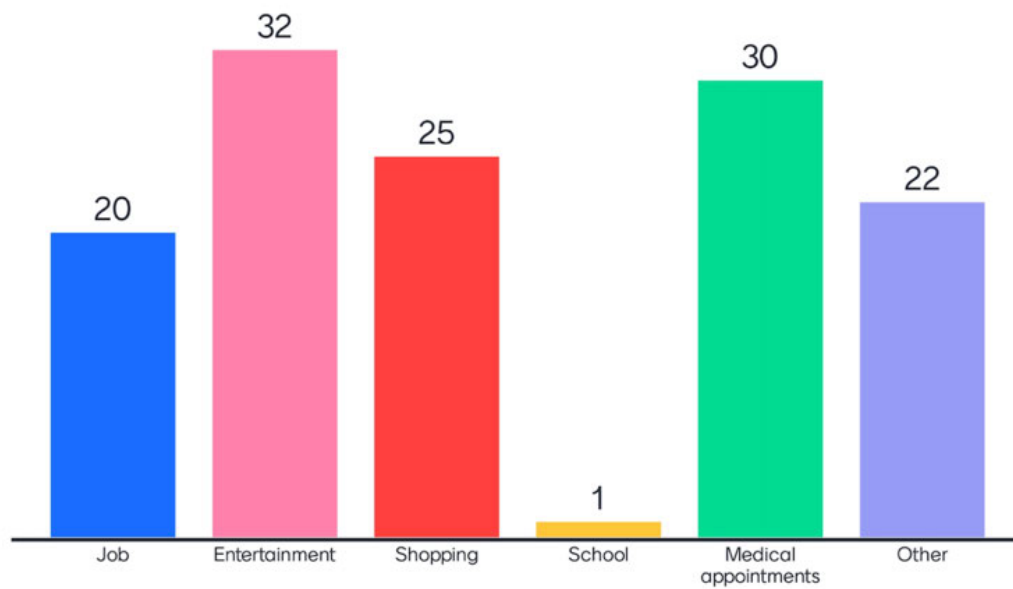
Question 2: How often do you travel across the Lower American River?



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:

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.



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

Compilation of Feedback

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

Breakout Sessions

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



Small group discussions

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

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.



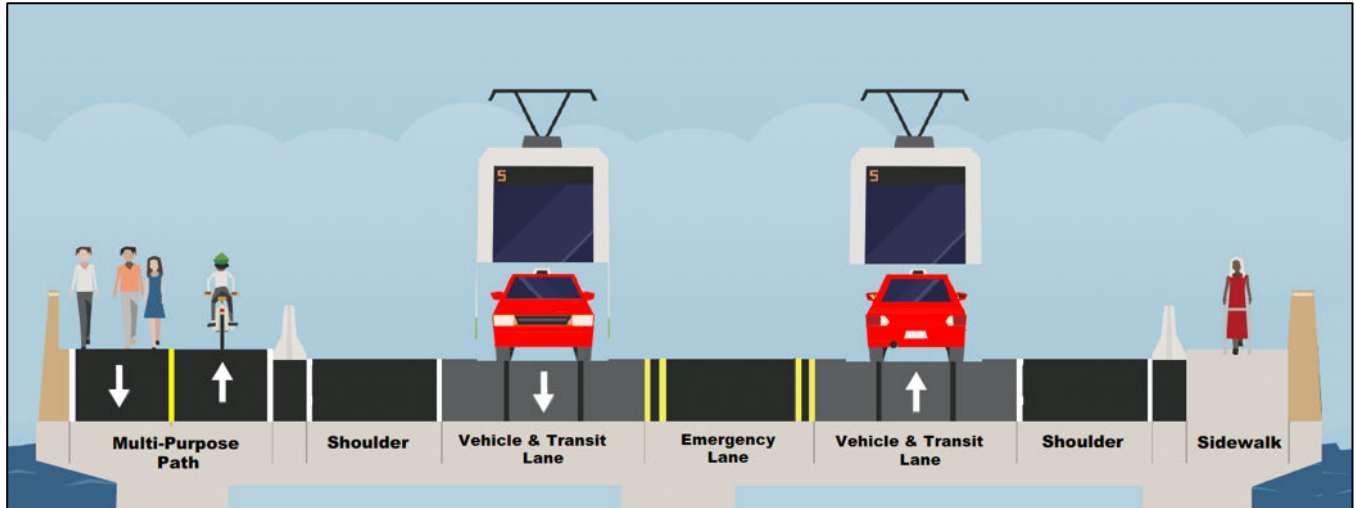
Attendees discuss Truxel Bridge

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.

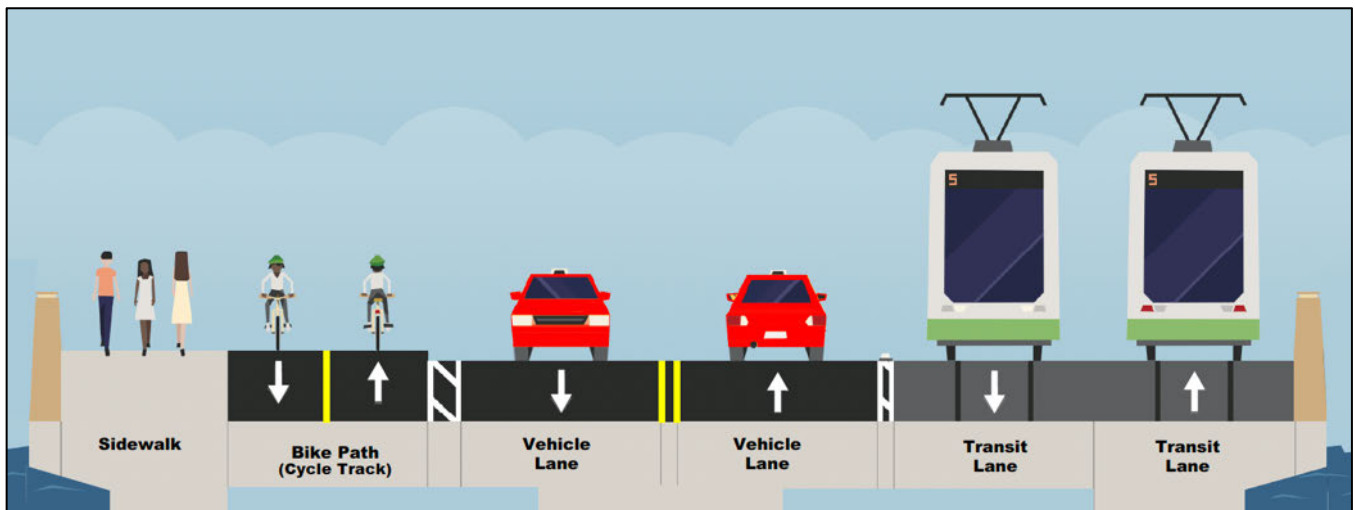
Some participants stated that their own travel patterns would not change, or they didn't think travel patterns would change much in general.

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

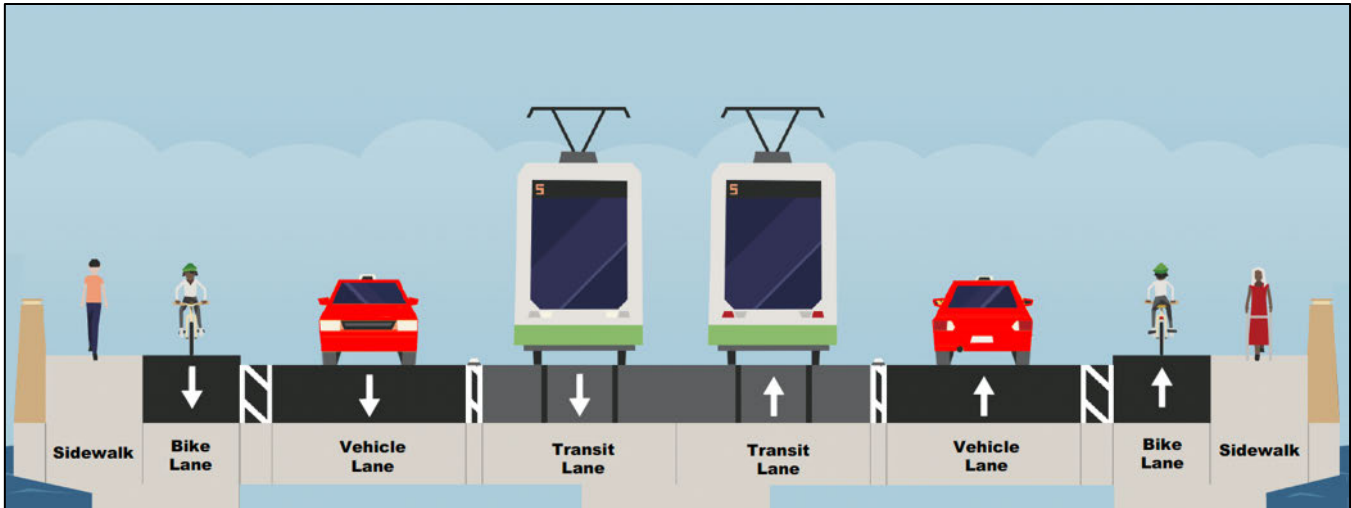
For Option A, participants expressed concerns that having light rail and vehicles in the same lane could lead to conflicts and delays if there is an accident, or if the light rail system breaks down. Participants recommended including more than one lane for shared vehicle and transit lanes to avoid these 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

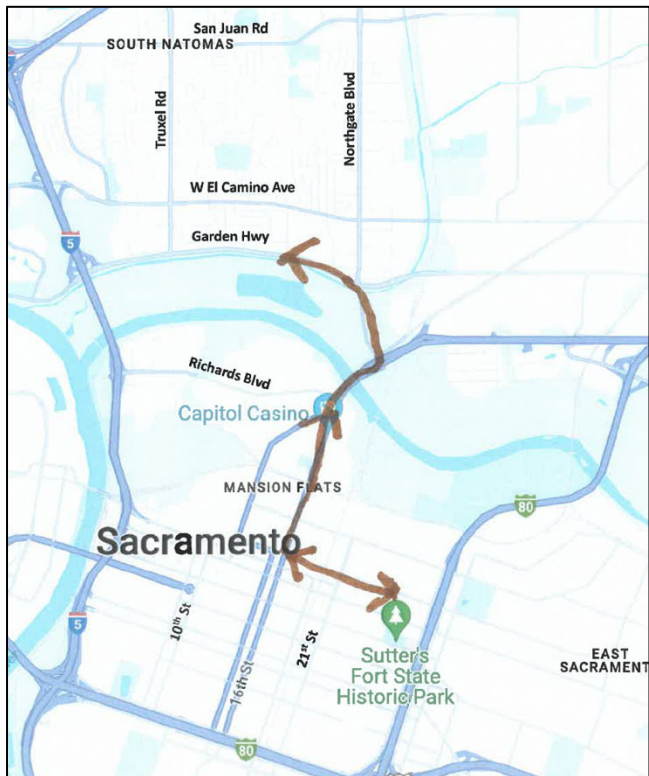
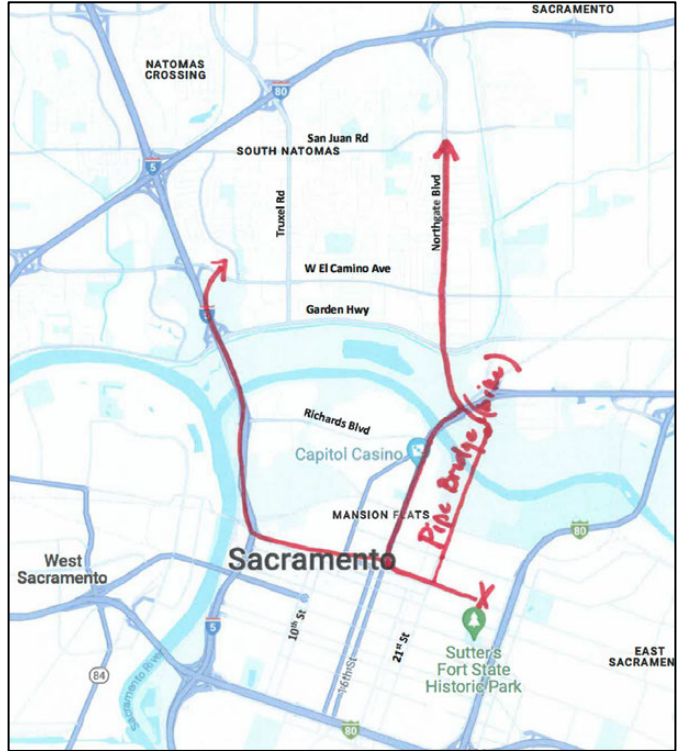
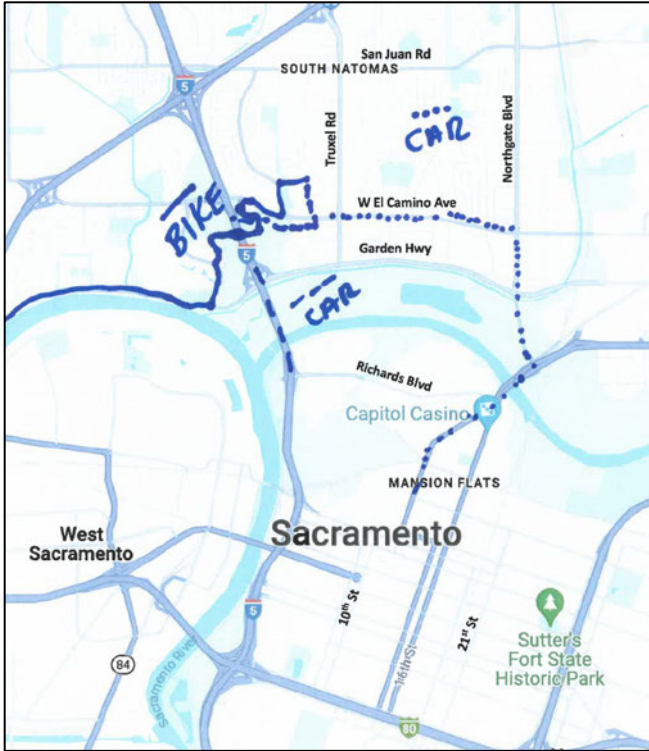
Some participants wanted to see the placement of transit lanes and vehicle lanes swapped on Option C, where transit is next to bicycle lanes to minimize the amount of vehicle contact with bicyclists or pedestrians. Like Option B, participants also wanted to see a larger barrier between bicycle/pedestrian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



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