

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: 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.

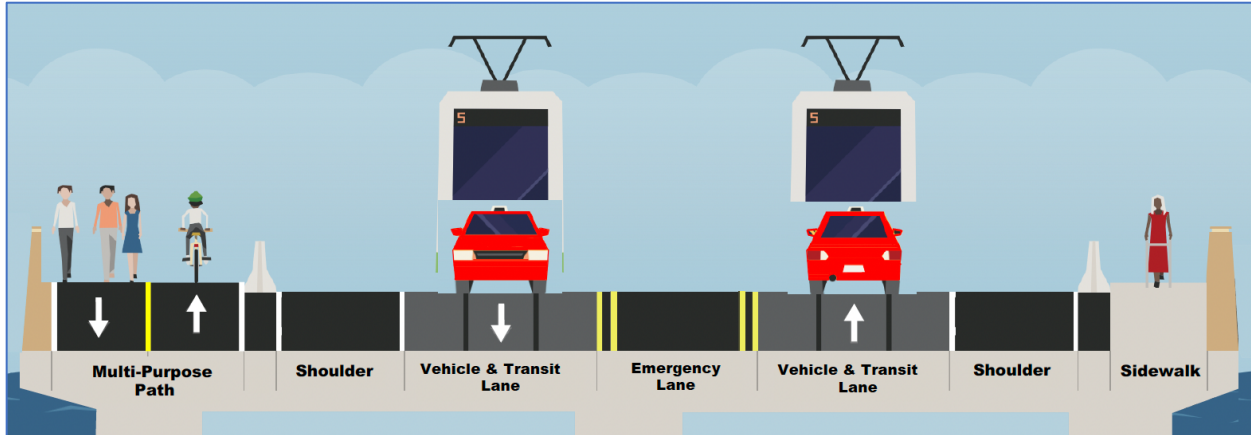


Social media graphic for online questionnaire

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



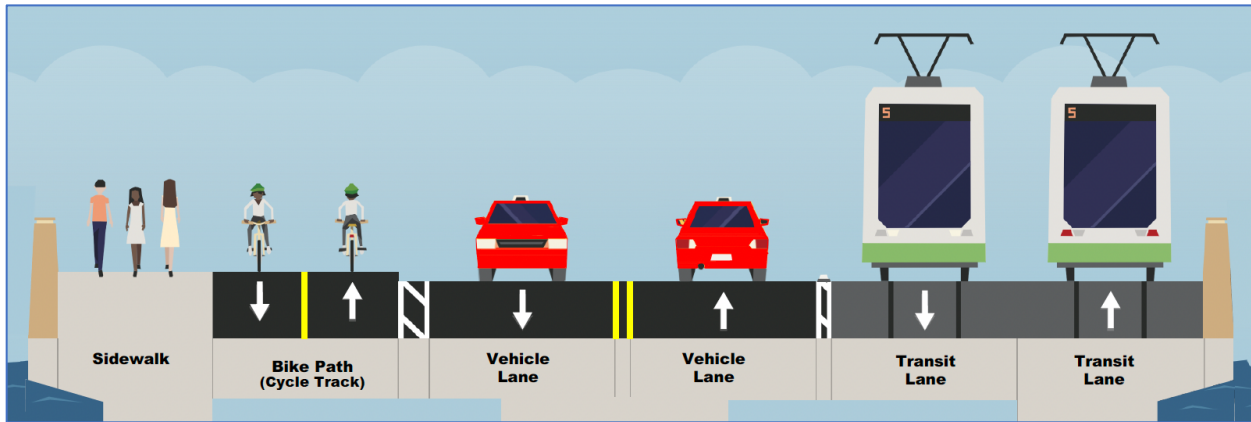
Pros:

- 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



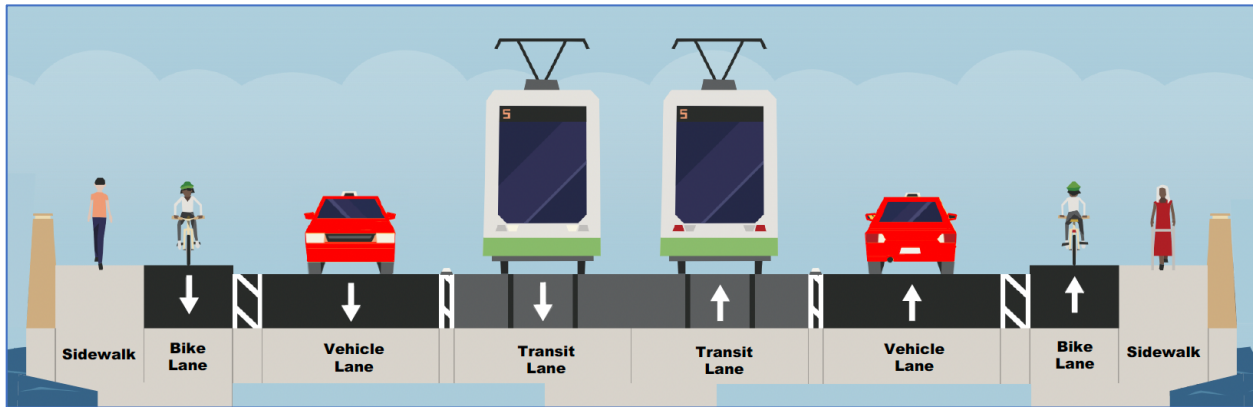
Pros:

- 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:

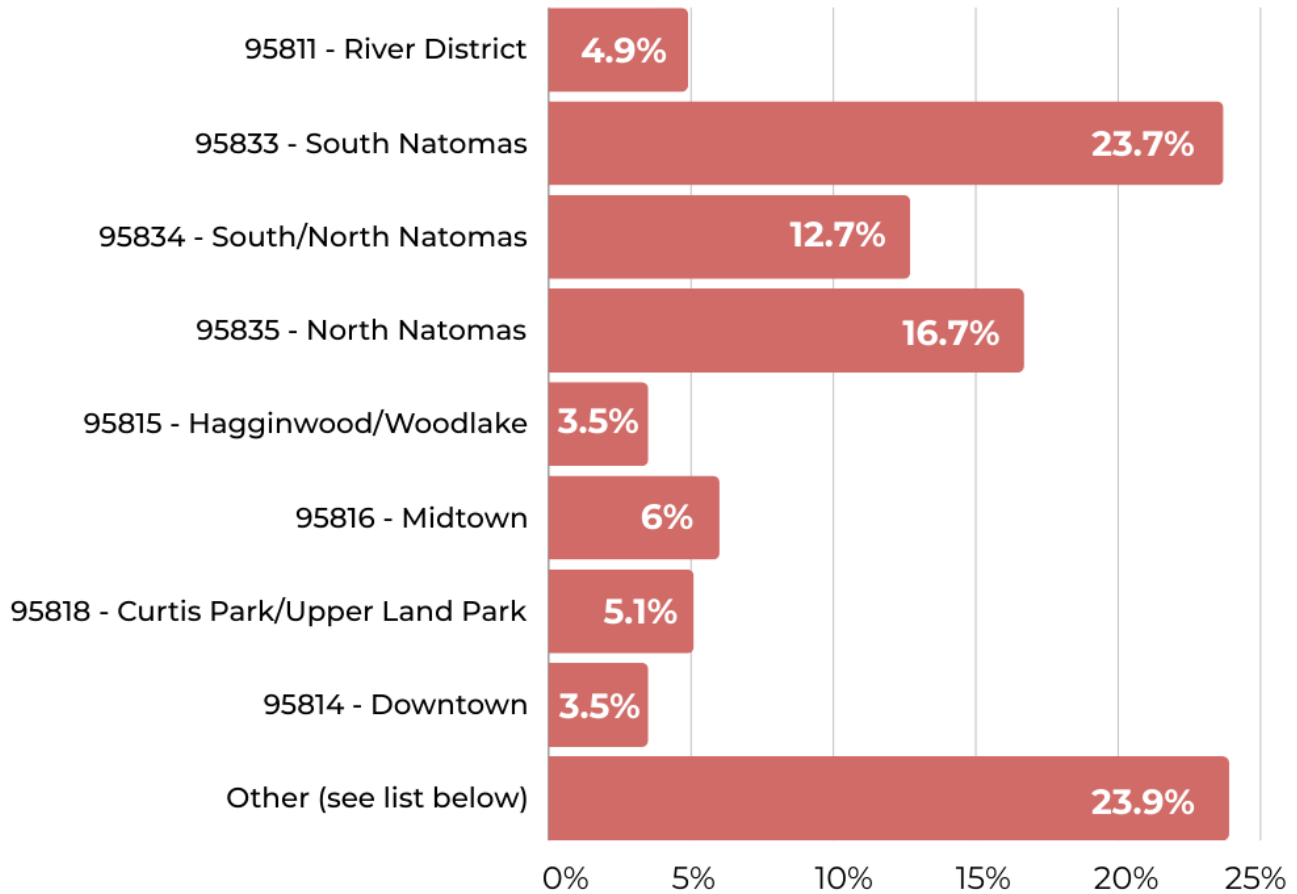
- All modes and directions of travel are separated
- Reduced shoulders and narrower lanes will help to control vehicle speeds

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

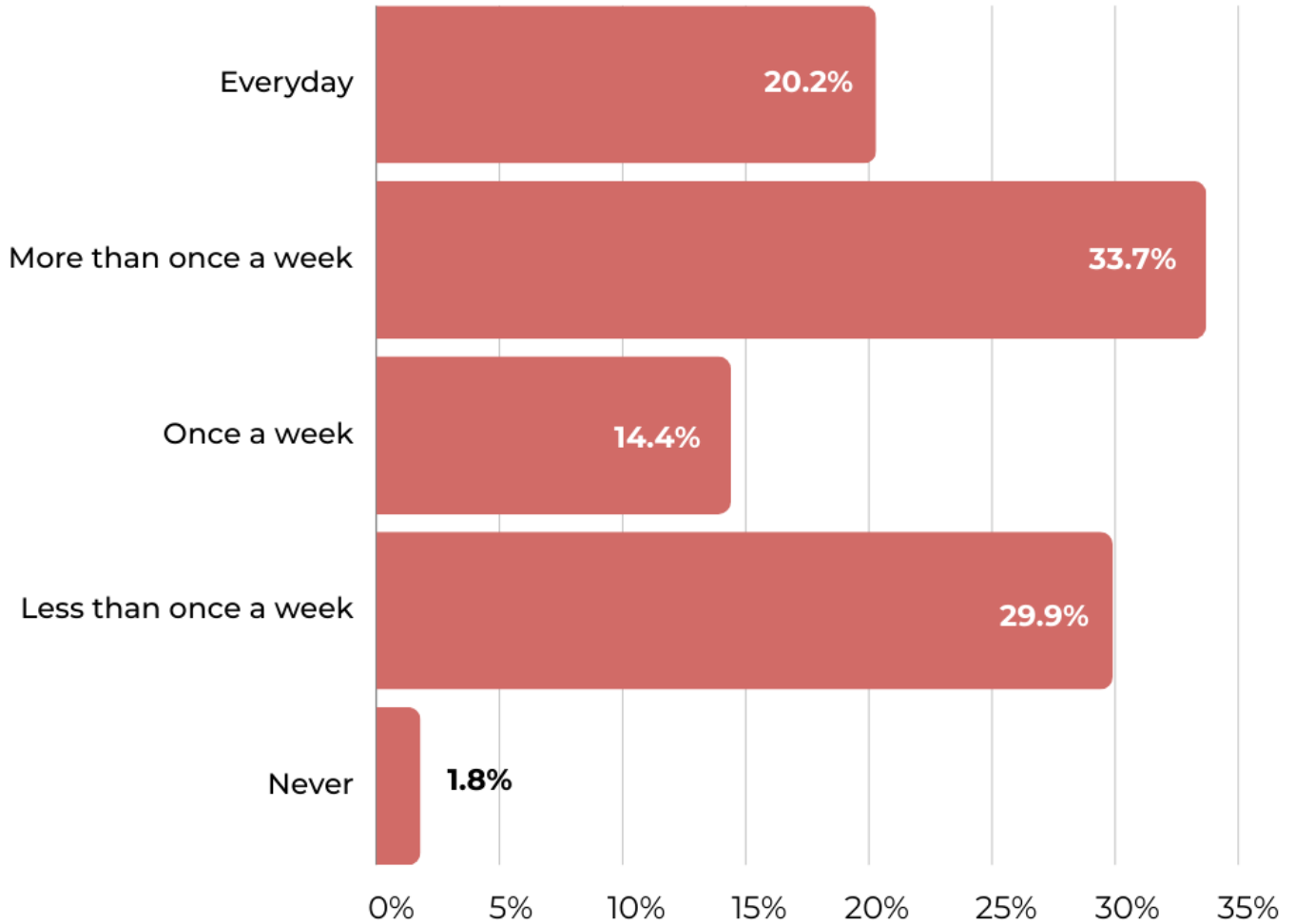
1. What is your zip code?



- 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

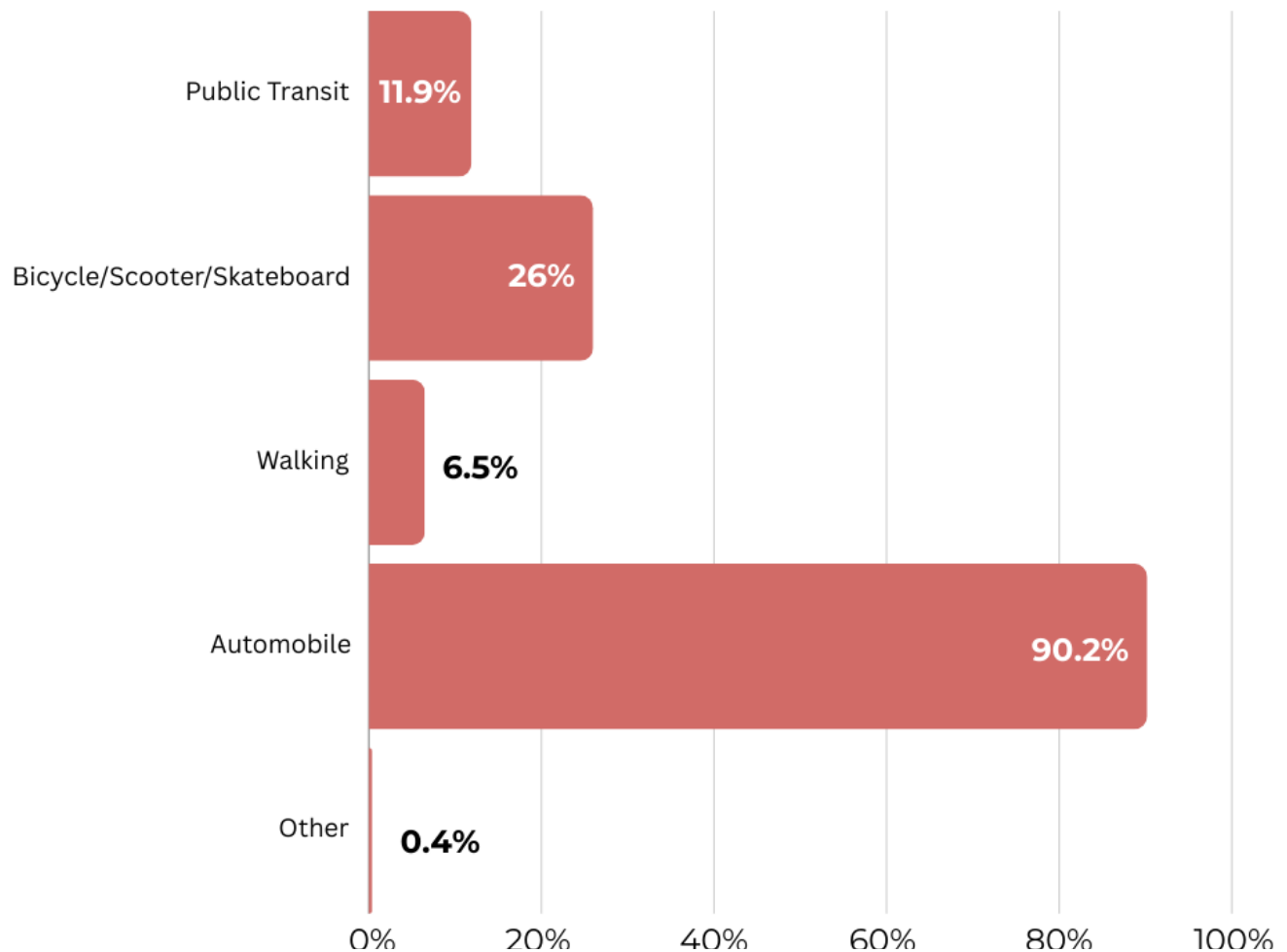
- 95901 (Marysville) – 1
- 95626 (Elverta) – 2
- 95673 (Rio Linda) – 2
- 95695 (Woodland) – 2
- 95827 (Bradshaw Woods) – 2
- 95829 (Vineyard) – 2
- 95842 (North Highlands) – 2
- 96816 (Honolulu) – 2
- 95618 (Davis) – 3
- 95621 (Citrus Heights) – 3
- 95660 (North Highlands) – 3
- 95776 (Woodland) – 3
- 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)

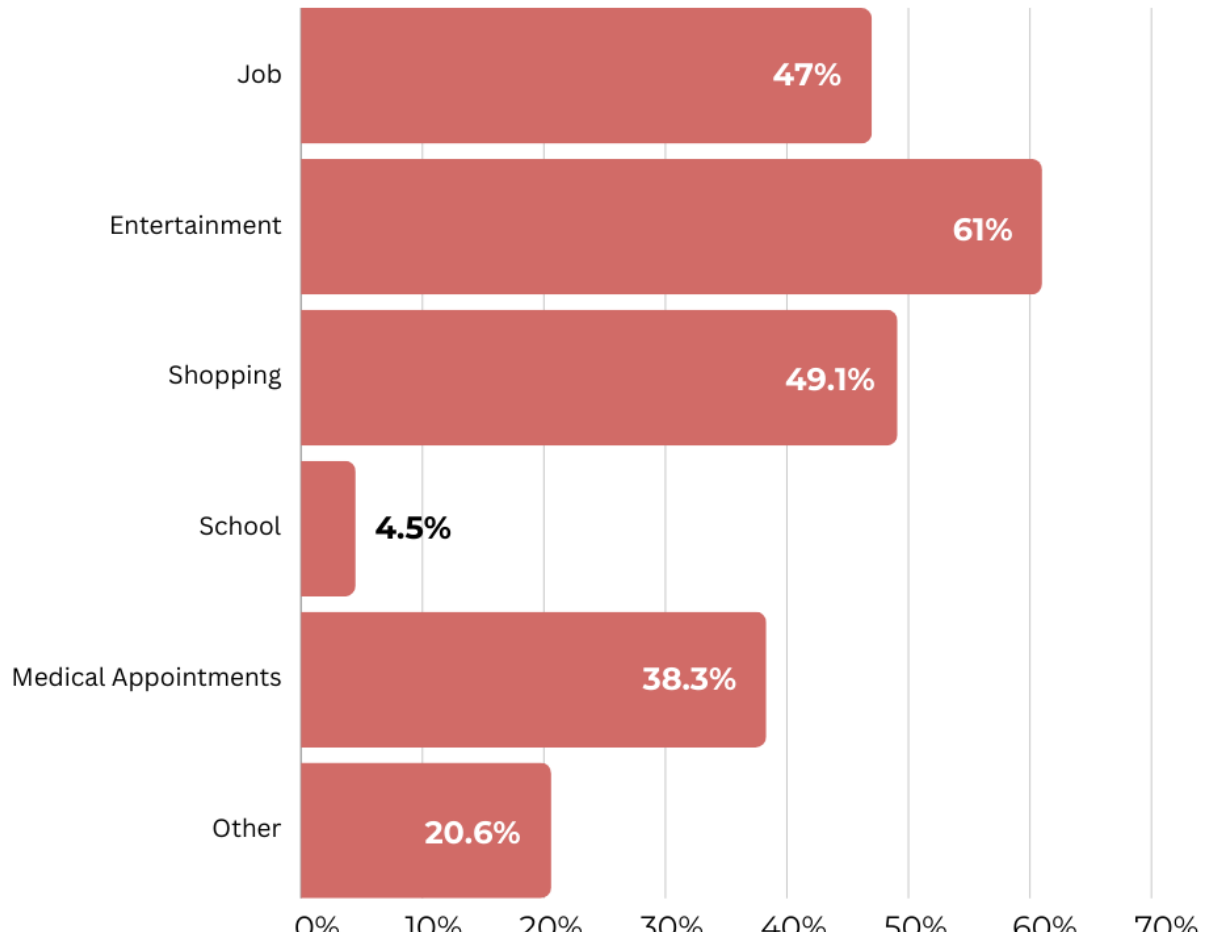


Other comments include:

- 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?

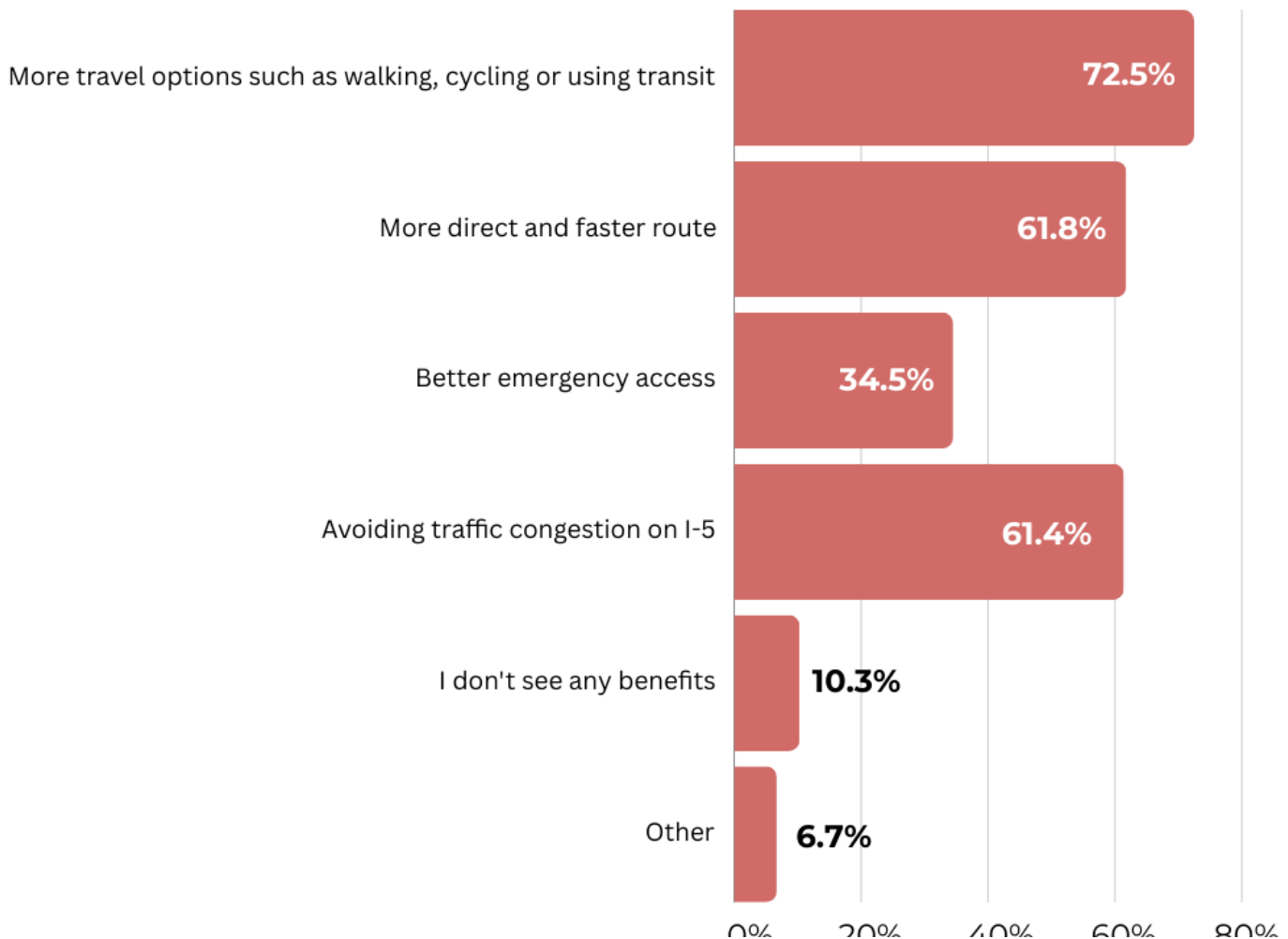
(Note: respondents could select more than one response for this question)



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)

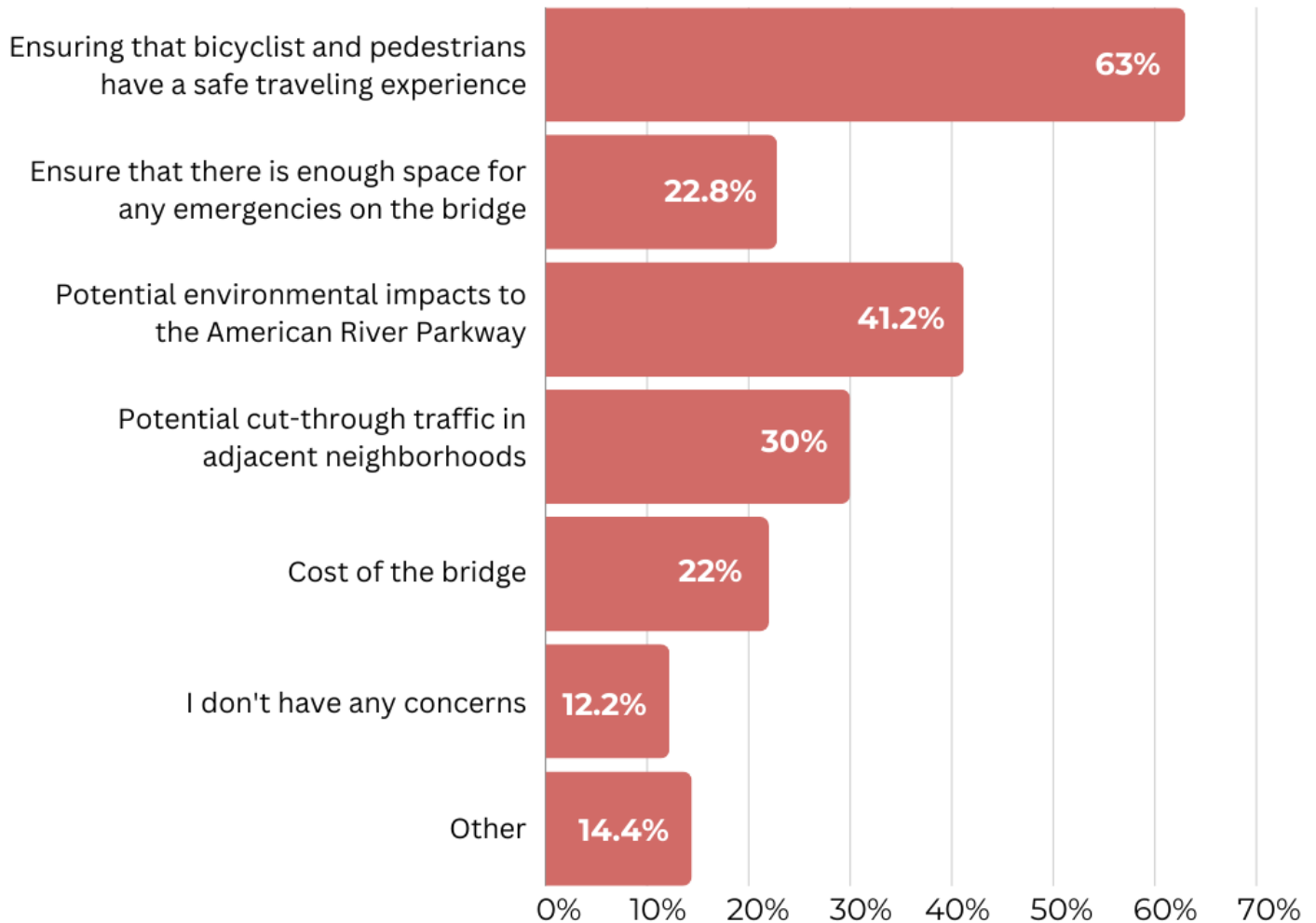


Other comments include:

- 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)

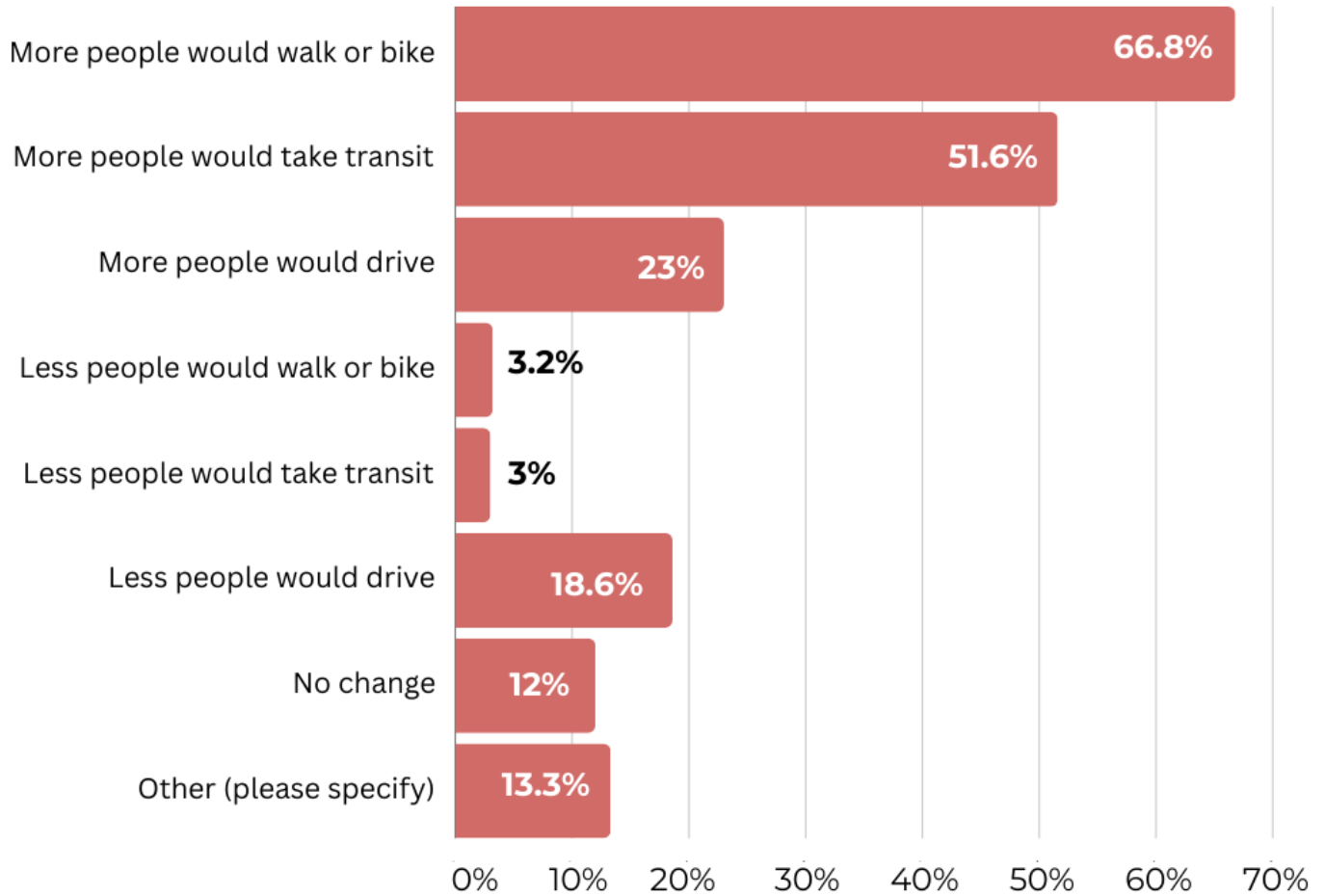


Other comments include:

- 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**

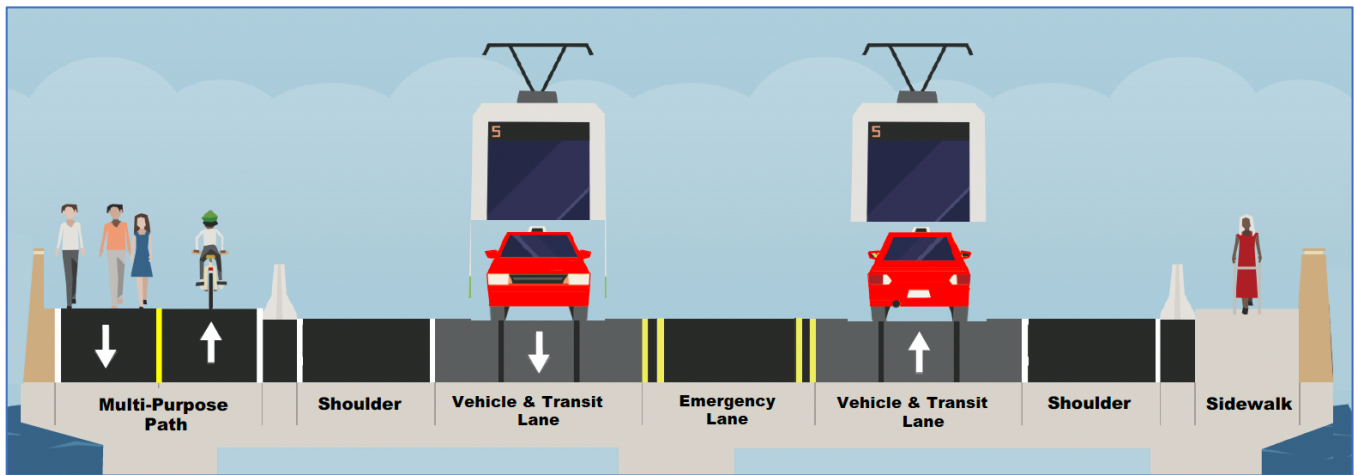
Question 7. How would having a bridge that accommodates all modes of travel change current travel patterns?

(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



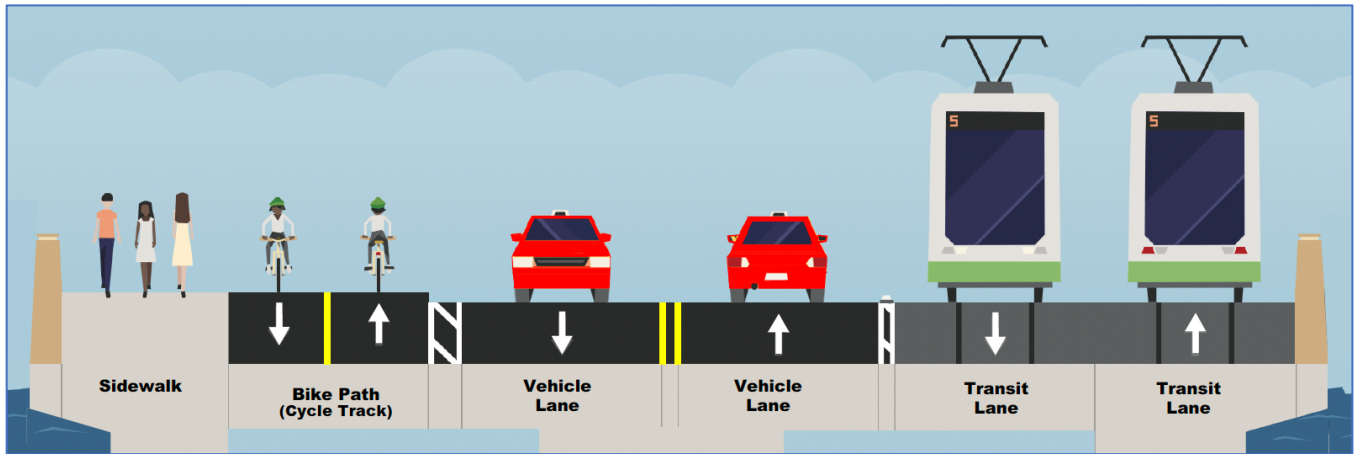
Themes from participants who liked Option A:

- 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



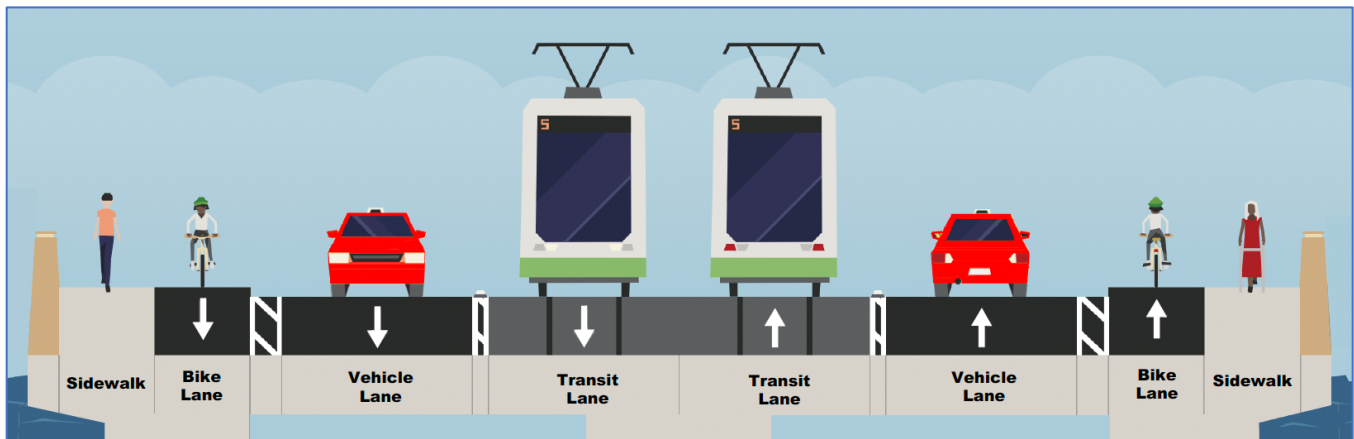
Themes from participants who liked Option B:

- 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.