



Two Rivers Trail Phase III: Community Survey

Summary of Survey Results

October 10, 2024

Survey Overview

To gain public input about several factors related to the City of Sacramento Two Rivers Trail Phase III project, including potential route alternatives, safety factors, awareness of the project, and more. The City conducted an online survey, collecting results for several weeks in August and September of 2024. Translation services were available upon request per Title VI requirements. The survey was shared with a variety of community groups and via the City of Sacramento’s online newsletters *The City Express* and *Sacramento Transportation Planning* to encourage participation. City Council Districts were also provided the survey and many shared with their constituents. A total of 442 responses were submitted.

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Project Awareness and Use of Two Rivers Trails

- In terms of **project awareness**, more than half (57.3%) of respondents say they are “somewhat familiar” with the Two Rivers Trail project, while 29.1% are “very familiar” and 13.6% “not familiar at all.”
- Respondents give the **importance of developing the Two Rivers Trail** an average rating of 8 (on a scale of 0 to 10, with 10 being “extremely important”).
- In terms of **using the existing trail**, 38.1% of respondents say they use it at least weekly, 26% say they use it monthly, 20.5% rarely, 12.3% daily and 3% never use it.
 - The **most frequent activities** of those who use the existing trails are **cycling (81.6%), walking (53.5%) and running (24.4%)**
 - Respondents who do use the trail gave an **average rating of 5.2** (on a scale of 0 to 10 with 10 being “extremely safe”) for **how safe they feel** when using segments of the trail.
 - The **primary safety concern** of those who use existing sections of the Two Rivers Trail is **the unhousted population (85.8%)**, followed by traffic intersections (36.8%) and inadequate signage (16.5%).

Feedback About Two Rivers Trail Phase III

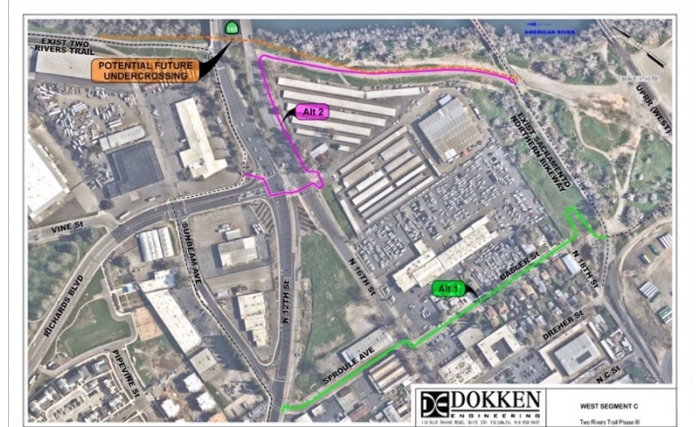
The majority of the survey focused on Two Rivers Trail Phase III project and provided respondents an opportunity to react to several alternatives under consideration.

- A significant majority of respondents feel the extension of the **Two Rivers Trail will impact the local community “positively” (45.9%)** or “very positively” (43.4%). Only 1.6 % feel it would impact the community “negatively” or “very negatively” (2.1%).
- When asked how concerned they are about the **environmental impact of the Two Rivers Trail Phase III**, 56.9% noted they are not concerned, and 31.7% indicated they are somewhat concerned. Less than one tenth (7.6%) of respondents indicated they feel “very” concerned.
- When asked what **“top” safety measure should be implemented** should project constraints allow, **respondents overwhelmingly indicated that “regular patrols by law enforcement or park rangers” would be preferred (68.9%)**. “Signage explaining rules of the trail and hours of operation” followed with 18.4%, and “post mile markers” at 8.5%.
- When asked how they would rate the **accessibility of Two Rivers Trails for individuals with disabilities**, **45.7% of respondents had no opinion**, while a majority of the remaining respondents rate the trail’s accessibility as **either fair (26.6%) or good (16.9%)**.

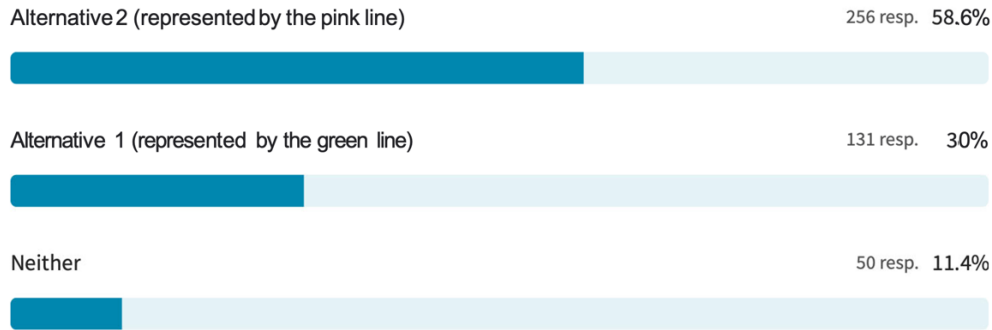
Alternatives Rankings: West Segment C

Respondents were asked to rank potential alternatives for West Segment C (shown in the map to right).

Question: The city’s ultimate goal is to create a riverfront undercrossing of State Route 160. In the interim, the City is considering the following alternatives. From an initial review of the following map, which alternative do you prefer? (437 out of 442 answered)



When presented with the map with no additional information or context, the following preferences were indicated:

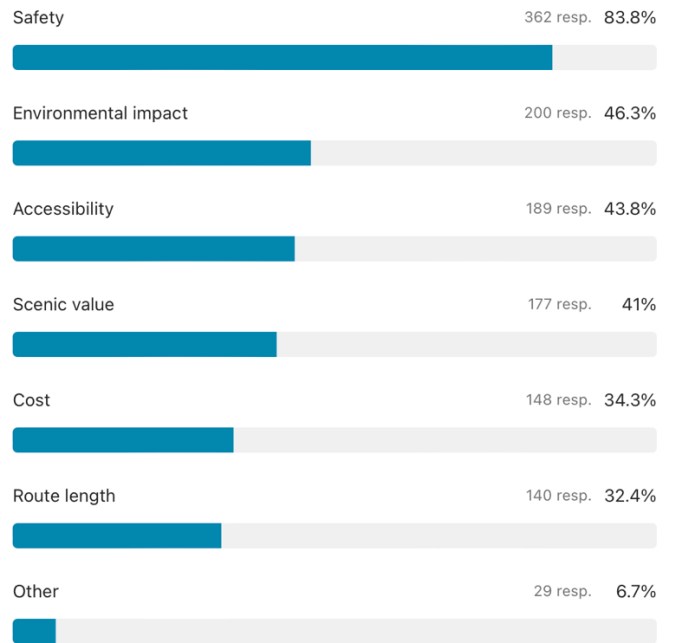


After reviewing additional information about each alternative, including factors such as cost, potential interface with vehicular traffic, tie-ins to existing bikeways, and other factors for consideration – some respondents shifted their preference (with 436 of 442 responding):





Respondents were also asked to rank the most important factors when selecting an alternative for this option (multiple answers possible, with 432 of 442 responding):



Those who responded with “other” provided the following answers:

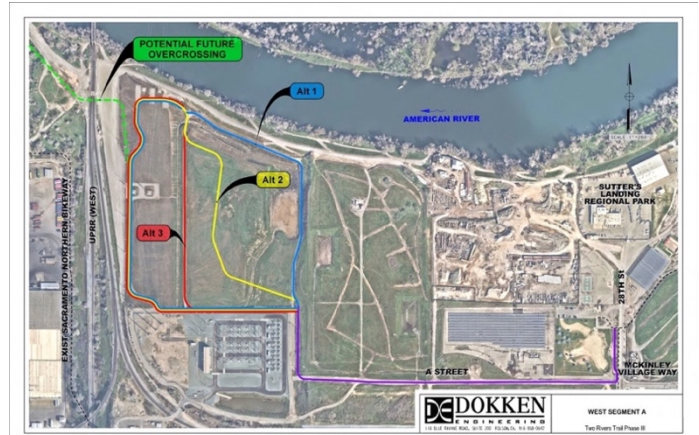
- Faster implementation/efficiency (7 responses)
- Unhoused populations (5 responses)
- Ease of navigation/connectivity to existing trail (4 responses)
- Avoiding car traffic impacts (3 response)
- Shade and reduced exposure to sun (3 responses)
- Prepares for eventual US 160 crossing (2 responses)
- Proximity to the river
- Temporary nature
- Detached off street path
- Property values
- Crime will increase with connectivity
- Cycling on 12th street is horrible
- Fills a more significant gap when riding through midtown

Alternatives Rankings: Landfill Loop

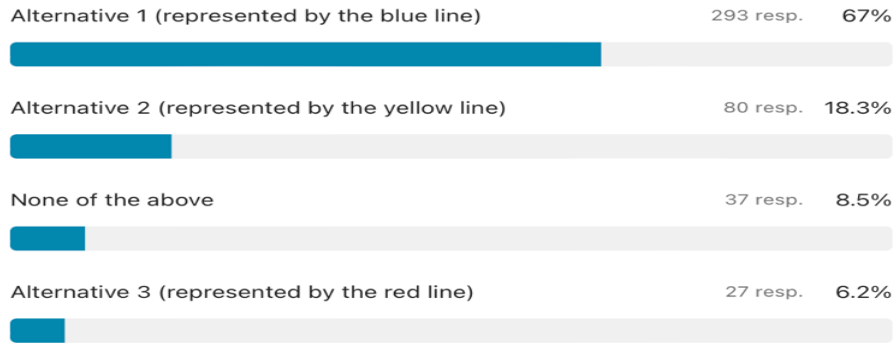
Respondents were also asked to rank potential alternatives for the Landfill Loop, or West Segment A (shown in the map to the right).

Question: The project team is also considering potential routes around the Old City Landfill located near 28th and A Streets. The landfill is no longer operational and is maintained by City of Sacramento, Public Works Department.

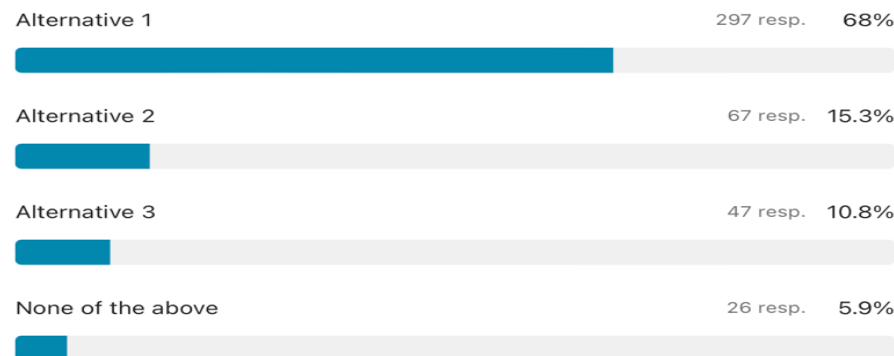
The project team would like to focus on one route that meets environmental clearance requirements, physical constraints, and the community’s preference. From an initial review, which alternative do you prefer?



When presented with the map with no additional information or context, the following preferences were indicated (with 437 of 442 responding):

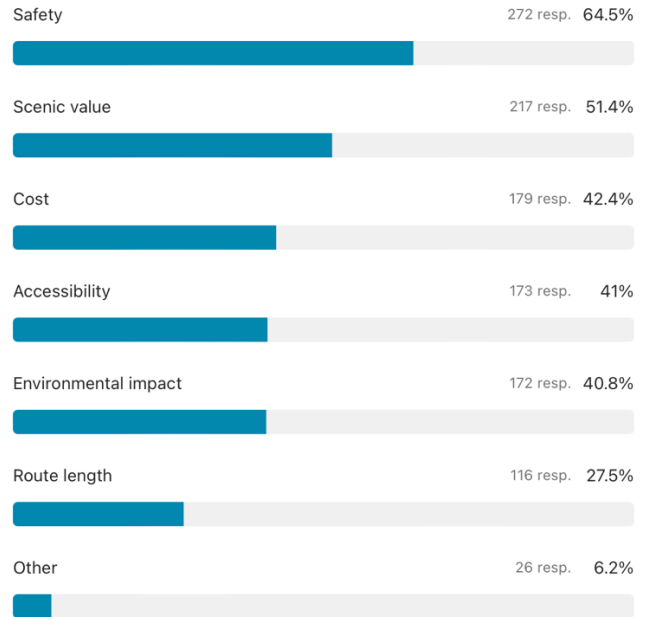


After being presented with additional information about each alternative, including factors such as cost, lifespan of the pavement in each alternative, potential conflicts with maintenance equipment, and other factors for consideration, alternative 1 remained the strong preference (with 437 of 442 responding):





Respondents were also asked to rank the most important factors when selecting an alternative for this option (multiple answers possible, with 422 of 442 responding):



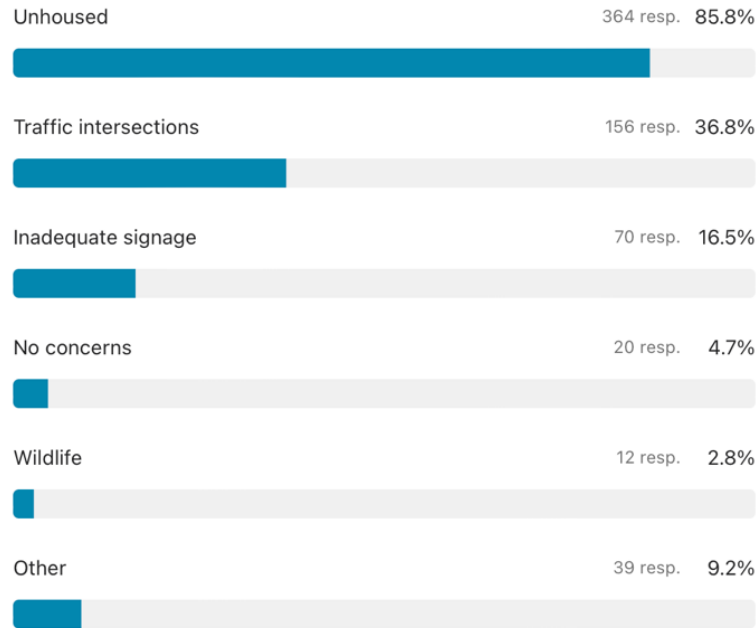
Those who responded with “other” provided the following answers:

- Proximity to the river (5 responses)
- Maintenance/upkeep (4 responses)
- Faster implementation/efficiency (3 responses)
- Unhoused populations (3 responses)
- Wildlife habitat preservation/restoration (2 responses)
- Protection of the landfill cover
- Distance from trains
- Using pre-existing roads
- Shade and reduced exposure to sun
- Eliminate 90-degree turns



Trail Safety

When asked if they have any safety concerns while using existing portions of the trail, respondents provided the following answers (with 424 of 442 responding):



Those who responded with “other” provided the following answers:

- Off-leash dogs (10 responses)
- Trash and debris (4 responses)
- Unsafe behavior of cyclists (4 responses)
- Access to potable water (3 responses)
- Visibility/lighting (3 responses)
- Lack of connectivity between sections (3)
- Issues with unhoused such as encampments, fires (2 responses)
- Crime/drugs (2 responses)
- Lack of law enforcement (2 responses)
- Lack of emergency blue light boxes
- Not enough exits to leave the trail
- Lack of facilities
- Heat
- Unpaved trail sections
- Remote/isolated
- Standing water/bad drainage near Sutters Landing
- Impacts to habitat
- Jibboom Street Bridge is a point of conflict
- Detours not always marked
- Large bumps/cracks on trails
- Poor activation of trail



Addendum A: West Segment C Alternatives

Raw Data from Open-Ended Question

When asked to rank alternatives for West Segment C, those who selected “neither” on first set of alternatives, before being provided additional background information, provided the following reasoning:

- Crossing 12th Street at either of these locations represents a serious traffic hazard.
- The under crossing is the best option
- Both sections are extremely traffic heavy and with limited visibility. Presents an extreme danger to cycling even in designated lanes
- The future orange route looks the best and the safest
- there are too many major intersections nearby which seem to be a safety issue
- Both are too far into bad areas and confusing
- Diagram wasn't clear nor large enough to evaluate the alternatives.
- Both look feasible
- Any bike trail that deposits the rider on Richards Boulevard is inherently unsafe.
- Don't use the section
- Until the City makes better progress with the homeless situation in this part of the Parkway, the Phase III connector should be constructed. It needs to be shelved until we have better resolution of the situation that we do now
- I would choose alt2 (pink) but with a better protected crossing over 12/16th
- I don't want Phase III trail to be completed, the other side is sufficient.
- separate trail from traffic
- Too many street crossings.
- The undercrossing is the superior alignment and should be prioritized
- Both routes have to cross busy roads, limiting pedestrian friendliness.
- Because of the messy traffic light rail causes in that area. Plus there is a lot of unhoused on that area that can make stopping dangerous.
- Too many drug addicts and crazy people on the trail. Keep them away from me.
- Prefer underpass
- Map is too small to read. I can't tell where the alternatives are going.
- Both look like high traffic areas where safety is a concern
- Not enough information to make an informed decision.
- Run bike trail under 160
- Those areas are frightening. They need to be cleaned up. I am afraid to ride or run on those parts of the trail
- keep the trail on the levee and away from the streets. Too many speeding and careless drivers out there that don't share the road or paying attention.
- not very good routes, very twisty turny.
- I don't want to ride my bike through the area shown on the map. I would not feel safe in that section of town, both due to traffic and people who are homeless d/t mental illness or addiction issues. As a woman, I would be too vulnerable.
- neither seem like the most direct route
- They both look unsafe and unpleasant
- Don't want to go back on road



- Crossing SR 160 in both alternatives is dangerous. A separate crossing of SR 160 is necessary.
- It should continue along river as much as possible.
- At-grade crossing is dangerous
- Pursue undercrossing option
- The orange line looks great. No desire to enter the industrial areas of pink and green
- Cut through a neighborhood doesn't seem like a good approach but neither does the other trail.
- Both require too many road crossings
- I've crossed in those areas before, currently confusing and dangerous. Unless big changes are made to make it less so, the under crossing should be priority.
- I am not familiar with the area in order to make an informed opinion
- Prefer the direct orange path
- Unnecessary added distance and more potential collision points with motor vehicles

Those who selected “neither” on first set of alternatives, after being provided additional background information, provided the following reasoning:

- I firmly believe that there will be serious traffic incidents at either of these future crossings of 12th Street.
- I need more information
- i'd need to see more visuals to understand the choices. The maps are tiny and I don't bike there because there's no path yet.
- Because the orange route on the previous map looks the safest.
- I'm not sure I would use either of those routes.
- The canadian city of Montreal created separate bicycle and pedestrian pathways separately from roads for vehicles
- Wait until the preferred option (neither 1 nor 2) is available.
- More expensive and harder.
- I don't want tree removal, especially for an interim project.
- Separate bike from traffic, keep it a trail.
- Biased question wording that doesn't account for optimal goals and outcomes. Why even mention the impact on vehicular traffic if you're asking trail users?
- I still like option 2 but don't like the tree removal. Are we talking a few trees? Hundreds of trees? Will the trees be replaced with plantings that suit the design?
- I understand that the expense and inconvenience of Alt 2 is a big detriment and I want the trail to be completed, however, I am familiar with the areas included in alt 1 and because of the unhoused people there I would NEVER ride my bicycle there. I would just avoid using the trail, as I do now, until the future undercrossing is completed.
- both have issues that impact vehicular and recreation users
- Advancing either will further delay the ultimate solution which is the undercrossing.
- Not pedestrian and transit oriented enough
- Tree removal with no replacement and/or no tree addition to either alternatives leaves a lot undesired. Plus shift to more pedestrian and transit oriented should be priority, not car transportation
- crossing light rail is a mess and it's dangerous area
- The trails are a crazy person highway. Not interested.
- Additional length through busy and potentially unsafe areas.
- I feel that both options are equal in their benefits and detractions.



- Safety with homeless
- Why can't the trail just follow the existing levee instead of diving into city streets?
- Tree removals are rated poorly and undesirable.
- Keep the trail as close to the American River as possible.
- Clean it up before going to any expense
- They both force you to go out of your way through bad neighborhoods
- If these are the only alternatives for a temporary trail, maybe we should not build a temporary trail.
- A riverfront path is the ultimate solution. Aim for that as soon as possible.
- Please considering keeping the trails on the levee and away from the streets.
- I won't use this section of trail much so feel that others should decide.
- Again, neither option is good in terms of traffic and risk/vulnerability to mentally ill/those addicted to drugs
- It should stay near the river. Not cross into the city
- Either route crossing SR 160/12th St is dangerous. A separate crossing must be constructed.
- It should continue along river
- At-grade crossing is dangerous
- Alternative to is clearly the most efficient route, but Being presented as more of a hassle and more costly without telling us the actual cost
- The undercrossing just feels like the best solution.
- Pursue undercrossing option
- Why can't you just go under the bridge
- Too many road crossings. Unsafe.
- Still prefer under crossing
- Both options are awful routes. Build it right the first time and put a riverside trail under 160 in.
- Too meandering
- Safety, ease of use, and comfortably for cyclists should be the number one priority. Both of these options force cyclists to blend with motorists.



Addendum B: Landfill Loop C Alternatives

Raw Data from Open-Ended Question

When asked to rank alternatives for the Landfill Loop, those who selected “none of the above” on this set of alternatives, before being provided additional background information, provided the following reasoning:

- The trail should continue on along the river through the aggregate plant. This is the most direct route and the City should have an easement there.
- They all seem fine. It's not that big an area.
- No need if not along river.
- They all look indirect and seem to have a lot of space for people to camp, which is why the current area is unsafe.
- There's no need for a loop around an area that has no aesthetic value. A dead end that requires doubling back along the same route would suffice, just as it currently is on the eastern end of the trail, past Sutter's Landing. A loop is an unnecessary expense.
- Not enough information.
- Keep the trail adjacent to the American River
- They seem really similar
- They all seem like similar routes
- The graphic is not clear as to what the alternatives connect to.
- I'd strongly prefer just to follow the river all the way
- Why can't the path run between the old landfill and the river, along the levee top?
- Why can't the trail just follow the existing levee? There should already be a public right of way there.
- Map is too small to read.
- between 16th Street and Sutters Landing the trail is not safe
- Run bike trail along American River levee
- the map makes no sense- what is the objective?
- They are all similar dead ends
- For safety, keep the trails on the levee and away from all streets
- I am not likely to use any of the three alternatives. They do not go anywhere that I need to go. I am primarily a bicycle commuter.
- Would like to keep the trail close to the river.
- Again, why not along river. It's obvious there are existing trails that course along the river.
- Why can't you keep it along the river
- I don't see much of a difference between the three.
- Just go on top of the levee
- Limited preference - I don't see a value of a loop vs a single trail
- Route should follow river. Need to acquire ROW.
- No preference
- All of these are confusing. They look like loops
- Clean up the site and make a direct route along the river
- All of these routes add unnecessary distance and force cyclist to go out of the way and mix with motorist traffic.



Those who selected “none of the above” on the second set of alternatives, after being provided additional background information, provided the following reasoning:

- No need
- Not enough info to have a reasonable opinion
- Same as previous answer, loop is waste of money better spent on completing the connection to the other side of Hwy 160.
- I can't see any of the details on this map, I can't make it larger and it is really hard to see anything.
- Again, keep the trail adjacent to the river
- To me money is not a factor
- Alt 1 is the best of the three options provided, but please explain why staying next to the river the entire route is not possible.
- Why not use the existing levee?
- Don't understand the alternatives.
- Again, not safe people
- still not clear what this connects to/from...
- For safety, keep trails on levee and away from the streets.
- I have no preference. The routes are no useful to me.
- would like the trail to be closer to the river.
- Truly believe the trail could and should ultimately run along the river.
- Need better alignment
- Added distance and potential conflicts with motorists.



Addendum C: Additional Comments or Suggestions

Raw Data from Open-Ended Question

When asked if respondents had any additional comments or suggestions regarding the Two Rivers Trail Phase III, numerous responses were provided and are broken into sections based on the overall topic of their response.

Numerous respondents voiced support of the project, and/or expressed a desire to see it done quickly:

- The River District fully supports the extension of the bike trail and would be happy to help in any way.
- We are more in favor of the project after having seen the plans for the future phases.
- Expedite this project, it's taken forever for the city to get this done
- Fight the NIMBYs and get it done
- Looking forward to the completion of this important connector. I've lived in Sacramento for 10 years, bicycle commuting to work downtown, and have wished for 10 years to have a safe connection under 160. Thank you!
- Focus on getting the project completed as quickly as possible
- I'm excited for construction to be completed on Phase II and hoping that Phase III can be completed quickly!
- Glad to see this moving forward
- Make it happen sooner than later
- Get it done, already!
- I'm in support and hope I feel comfortable enough to use it.
- Encouraged to see the American River south side becoming accessible for recreation and enhanced with habitat restoration.
- This part of the trail seems to be the final piece to make the other phases really useful. A disconnected trail is really disappointing, it can be great for certain users who live nearby but not useful at all for those trying to come from farther away. For example, getting to Sutters Landing (the best river beach in Sac in my opinion) is difficult by bike right now if you're coming from anywhere farther than the grid. Connectivity with the other bike trails will make it even better. Thanks for working on this new phase!
- Git 'er done
- Finish it!
- Hurry
- I used to live in the Pocket area my commute by bicycle to West Sac was mostly on streets and unsafe. This looks to be a great alternative.
- build it, pave it! river park residents will love it, no matter what they say now!
- Keep up the efforts to improve our natural resources as a growing community!
- please hurry. it will be 20+ years by the time its completed...
- Get it done ASAP!
- Can't wait for this to be part of the Sacramento bike trail system!
- Very glad to see this effort moving forward!
- Can't use existing phase 1 portion until the rest is complete, so need to hurry up
- Thanks for making this happen!! The ARBT is a national gem and the Two Rivers Trial is a worthy extension of it. Thanks for your efforts.
- Move faster on this project please - thx!
- I can't wait! I'm so flippin excited 🤪
- THANK YOU THANK YOU! PLEASE GET THIS BUILT!



- Thank you, and truly "Happy Trails to YOU
- This project should be of high importance
- Any fully connected trail is better than no trail at all.
- Build now

Many of the respondents cited safety concerns or issues, particularly surrounding the unhoused populations in the area:

- Need regular patrols by rangers to enforce no camping by the homeless who also leave trash and needles lying around and create unsafe conditions.
- Water and restroom amenities are necessary, but require ongoing additional resources and maintenance to prevent and mitigate vandalism. These costs and all possible strategies should be considered a high priority as access to water and restrooms have a fundamental impact on the usability, safety, and long-term environmental health of the trail system.
- Please ensure that unhoused individuals don't setup encampments along the trail.
- There are sections of the trails that are not safe and are trashed by the homeless. When those people are accountable and held responsible for their actions, then I would be willing to volunteer.
- Have a place for the homeless so they aren't trashing the trails/parks.
- The alternatives have too many 90 degree turns for safe cycling. I am not confident in the safety and efficacy of your drainage design standards, as seen in Phases I and II at Sutters Landing.
- West of Sutters Landing has been in poor condition and unsafe for many years, we prefer to bike east of Sac State for those reasons
- The city needs to address the issues with the un-housed before putting more money into the trail/bike path. The trail/bike path won't be fully utilized in the downtown region until people are no longer afraid of being attacked or scared while on the trail. We utilize the area of the trail near Sac State/Glenn Hall Park but under no circumstances will we go past Sutter's Landing until the un-housed are no longer frequenting the area. They just move from place to place with no oversight and prohibit people from truly enjoying the benefits of a new trail/bike path.
- This will inevitably create a thorough-fair for homeless and opportunists to come from heavily crime and homeless infested areas into well established low crime neighborhoods. Police oversight is already nonexistent and lighting is poor. Maintaining safety will be extremely challenging and expensive. The potential risks and safety concerns significantly outweigh any benefit of this project and I have no confidence in the city to clean up the homeless issue and monitor safety along the American river. This project will only exasperated the problems that already exist.
- There are services for the unhouse community within this area and this proposal will only be viable for group rides or runs. Otherwise, this will not be a safe area for families or individuals to access or enjoy.
- Currently access along the trail that crosses the river is scary and unsafe due to unhoused individuals on and along the path. I've ridden alone and have not felt safe enough to return recently.
- Your biggest challenge is handling the homeless. The sac northern bike path south of the river is home to a large encampment. There's no reason to think it wouldn't also spread along the new Phase III trail. And as long as the unhoused are on the trail en masse, users will avoid it. Maybe build some more housing too?
- Dealing with the unhoused and promoting safe outdoor space is the highest priority.
- concerned about the perpetually homeless that have been a safety concern at Sutters Landing
- Safety is a huge concern along the American River. Adding patrols/park ranger or emergency blue light boxes may help. Maintaining the trails and keeping the landscaping nice will also deter unwanted visitors.



- I actively avoid the American River Bike Trail. East of Sac State, it is due to crowding and unsafe behavior by all users of the trail. Between Discovery Park and Cal Expo, it is due to homeless encampments.
- I ride the American River Trail all the time, but stay away from this section because of the lack of connection and the homeless encampments.
- It would be nice to have a safe bikeway, free of the aggressive unhoused men such as have confronted us on the American River Biketrail. We live near the downtown section of the AR trail, near where the bikeway crosses the river for access to downtown, but don't use it anymore because we don't feel safe there. Both bikeways would be exceptional assets to Sacramento city and county residents if they could be kept clear of threatening campers. Sad but true.
- As a senior citizen, it is very disturbing to be approached (sometimes aggressively) by the un-housed on the river trails.
- If the unhoused were cleared out of the area on a regular basis and it's made know that the river is no longer a place to live I think the overall safety of that are will increase dramatically.
- Environmental impact is a one-off. The real impact is safety for the public and navigating the homeless and all the mess that goes with it. Making the trail 100% safe is the only way this project will be deemed a success. If not it will reflect poorly on the city
- The key to this project succeeding is to appropriately control the flow of unhoused individuals onto the trail. The American River bike trail is dangerous to access via Sacramento Northern Bikeway and Pipe's Bridge due to unhoused individuals, their animals, and their belongings. If extending access from that area to Sutter's Landing is not done with appropriate concern for and policing of unhoused individuals, the project will be a wasteful boondoggle and failure. The city and designers must prioritize user safety in alternative route selection.
- For safety, please keep the trails on the levee and away from the streets.
- The unhoused people and dogs on the existing Sacramento Northern Bikeway discourage me from using that trail. It is not awful, but it feels a bit unsafe, especially the dogs. I suspect the same problem will exist on the Two Rivers Trail.
- The investment in this project means nothing without a commitment to resolve the unhoused problem that plagues our parks, our trails and our communities. Please make that a priority, or our cities will fall and this project will be useless.
- Sounds like a lot of money and time to put a homeless highway between the 19th crossing and Sac State. But if done right can promote biking, and alternative electronic transportation methods to get to and from work to Sac State. The other side has homeless problems even more so, which is basically why we always use Sutter Landing. Homeless camps, off leash and violent dogs, and aggressive individuals are a constant threat and deterrent to locals and tourist.
- The unhoused has been the primary reason for avoiding certain areas on the trail, especially when they have loose dogs. I never feel safe, even on my bike. People have been attacked. I would like to make sure that we don't lose this new trail in the same manner. More patrols and more trash pickup.
- Get the crazy drug addicts and all their junk off the trail. They ruin it for everyone.
- I generally feel safe along the phase 2 section, but do not feel comfortable being alone on the phase 1 section west of 16th street
- Safety and signage are most important!
- I am concerned about encampments along the existing sections of trail and the impact they will have on the safety of the new sections. Trail will need patrolled and cleaned or debris and hazards.
- South of the American River, the unhoused encampments are often blocking a whole lane of the path. Future path designs should deter this obstruction.



- Lock up the drug addicts, thieves and criminals. Do not allow ANY camping on the parkway.
- Safety, on my bike, I have been chased by 2 pit bulls from a homeless camp. My friend was bitten.

Some of the respondents had feedback related to vegetation or environmental considerations:

- Restore native plant communities within Sutters Landing RP where the Phase III connections are proposed for aesthetics, climate mitigation (adding shade), and adding habitat for local wildlife.
- For the Phase III trail please strongly consider the addition of native vegetation along the bikeway wherever practical. This greatly improves aesthetics, wildlife values, and provides trail shading. A tree canopy along the bikeway is consistent with the majority of upper stretches of the Parkway bikeway and is an important reason for the popularity of the bikeway.
- Impacts to habitat and wildlife increased after construction of previous segments on this trail. This should be avoided and full restoration included with future work.
- Please plan with the existing natural world in mind and be sure the plans promote more, not less, habitat for wildlife.
- I hope the city will plant more trees and expand naturalized habitats surrounding the trail, and increase maintenance/stewardship so the trail doesn't become blighted
- Trees!!! This area needs tree coverage to make it mildly enjoyable.

A number of responses focused on specific alternatives presented:

- Alternative 1 along Sproule and Basler streets does not say whether that would be a Class II or Class IV bikeway. That would be helpful to know even at this conceptual stage. I am also glad to hear the City and I seem to agree that an ultimate riverfront crossing of 160 is FAR better than either of these alternatives.
- The closer to the river, the better.
- Why spend any \$ on temporary options when the railroad right of way will disconnect the trail for foreseeable future?
- The trails along the river are such a positive asset for Sacramento. I enjoy using them and am happy work is continuing to improve them.
- This trail area is definitely in need of improvement and I'm glad to see this work is coming. Wish it was on a faster time table but excited nonetheless.
- Make the UPRR crossing an under crossing rather than an over crossing. Railroad over crossing clearance requirements are quite high which puts a terrible burden on people walking and riding bikes. Regardless of the alternatives chosen, these paths must prioritize the convenience and efficiency of people on foot and on bikes. The paths must be as smooth and comfortable as possible, particularly for people on bikes. Lastly, stop using competitive grants as your funding source. It'll take forever for you to secure funding for projects like this if you rely on competitive grants.
- Remove and clean up the former landfill site
- Please don't connect Sutter's Landing to the existing trail further downriver until resolving the homeless crisis downriver. Otherwise you will only make Sutter's Landing worse by connecting it.
- I at first chose the blue alt. through landfill because of visibility from law enforcement vehicles, but switched to the red alt. for that reason plus cost.
- The proposed section between the landfill and the existing segment at Sutter's landing seems rather circuitous, and the right angles shown are not very conducive to bicycling. Ideally, a grade-separated crossing from N 16th/160 would be ideal, and would make it much easier to traverse as a pedestrian. Richards Boulevard is frankly a death trap for bicyclists and pedestrians.



- Why does the trail have to go around Bell Marine Industrial Aggregate and Concrete Recycling?
- If there are already plans for an under crossing of 160, I don't understand why the levee isn't being considered as an option for the trail. It is scenic, away from traffic except at crossing 160, visibility is generally good for seeing who or what is coming your way and should be the cheapest option since there should already be a public right of way to maintain the levee. Why are only alternatives making people walk on city streets or across an old landfill being considered?
- This is a great project and Alternative 1 for the Landfill Loop will be a great addition that will minimize any adverse environmental impacts. Adam Randolph has done a very good job seeking and responding to community input. I look forward to seeing how this project advances.
- Do not have the trail cross 12th at Richards or by the light rail.
- Any route should either avoid dangerous street crossings or invest in separate crossings. This will yield long-term benefits
- I think the trail that does not parallel any of the freeways (50, 80,5) is the best choice.
- Keep it on or near the levee as much as possible. Hire an experienced contractor for construction so you don't end up with the debacle you have on the bike bridge over I-5 on the Del Rio Trail.
- All of the alternatives are great! The key points to me are: 1. Any of them will add value to Sacramento and raise property values and the city's image (even if through social media exposure); 2. Any negative environmental impacts would be mitigated by the increased use of bicycles, public access to nature, and decreased use of cars; and 3. the unhoused population is a BIG problem - I have had dogs chase me from tents on those trails and it significantly impacts where and how often I use them.
- Keeping the trail along the river would be ideal, for obvious reasons. For any sections which share surfaces with traffic, please prioritize protected and/or separated bike lanes.

Numerous responses were regarding general project feedback and ideas:

- My wife and I already participate in volunteer activities through various organizations such as Friends of Sutter's Landing and River City Waterway Alliance (which is closing in on removing 2-million pounds of trash from our waterways). It is absolutely critical that the city not allow the homeless to continue to destroy this valuable resource. Any homeless activity must be vigorously policed. Also, the Sacramento litter problem is out-of-control, which spoils the environment. A highly visible anti-littering campaign is necessary, along with cameras that can catch those dumping along the American River Parkway.
- I do not think we should have increased patrolling or police presence on the trail.
- No sharp turns please.
- Regulation and enforcement of two wheeled and single wheeled vehicles that have a throttle and are not pedal assist E-bikes.
- protect the landfill cover, keep the public safe, need trash collection
- Multiple and strategically placed signage with clear visuals of the alternative/temp. routes and anticipated project outcomes will be really helpful for me and my family as we try to navigate ourselves through the trail system and will help us know what to expect.
- Build the River Park phase!
- The timeline is a bit long with this and most trail-related activities like the river trail in the pocket and the American river rehab activities. Would sure be nice if the duration of impact/detours was reduced. Thank you.
- Please create trails for cyclists that are separate from trails for pedestrians



- Ultimately I would like to commute or ride to downtown, to Old Sac. I live in River Park and thought it was sad that we couldn't get to downtown on the trail. I no longer live there but use the trails to hike along the river, walk, and bike.
- There is a bigger need for a protected bike path from Sutter park south into midtown and east Sacramento for commuters
- Prefer more focus on the phase to connect to Sac State. Seems like a lot of time and resources to connect in a direction that ends in a major homeless encampment with off-leash dogs who frequently bite trail users and no response from Animal Control.
- Will lighting be considered for these trails? Considering some people use these to commute, lighting at night would add to safety and accessibility
- Increasing and building more bike infrastructure allows those of us who commute on bikes to commute even further and more safely. Creating more safe bike trails is paramount to incentivizing less driving. The environmental impacts of roads are FAR worse than any bike trail. Bike trails also offer more safe commute options for people with disabilities. 350 Sacramento would like to continue to be part of the bike trail conversation.
- Please fill in gaps
- motorized vehicles on the bike trail can be a safety concern for pedestrians. Add marked pedestrian lanes
- There doesn't seem to be much shade on any of the routes. It would be great if the surrounding areas can be zoned for restaurants to make it a destination rather than a "commuter highway"
- Please provide enough lightpoles especially around Pipe's Bridge and 12th/16th/160 bridge
- This is outside of the scope of this project, but I would love to see the levy path along the south side of the American River between Watt Avenue and Gristmill Recreation Area paved. You can't ride a regular bike on it now. There is also a permanently closed gate that prevents through access.
- I believe one of the detriments to the trails is access from town. If you don't get on on one certain point then you have to wait a while. I think more access should be granted. In River park there's should be another way onto the trail west of Glenn Hall, for example
- Please tie in to existing bike routes to create useable network of commuting options to connect Sacramento regions for bicycling
- We need more dedicated and protected bike infrastructure, because cars are horrible and dangerous to be near.
- Would REALLY like the trail to have a good, safe extension all the way over to Sacramento State.
- Get it cleaned up
- Off road trails should be completely off road, and not interact with traffic in any fashion.
- Would like the trail closures to be announced somewhere and estimated re-opening date. Would like the unhoused to keep more distance from the trail to avoid blocking the trail and refrain from emitting fumes close to the trail.
- Keep bicycle access to gravel dirt sections. This is a big draw for recreational cyclists and trail runners. It's very unique in a metro area.
- It very important that the twin rivers trail allow use by pedestrians. Currently, packs of bike riders speed along top of levee discouraging its use by families with dogs on leash. There is NO posted 15 mph speed limit and it is never enforced. In additional, recently, motorized bikes are frequently using the top of the levee, even though it is supposed to be closed to motorized traffic. These bikes discourage use by pedestrians to enjoy the American River Parkway. What is the bottom-line purpose of the bike trail? General public use? Alternative transportation? Enjoyment of natural beauty of American River parkway?



One group (bike riding groups) are denying the rest of Sacramento safe access to what many in Sacramento consider “our crown jewel.”

Rules need to be developed and enforced for not only the bike trail but the levee roads through Sacramento.

- I hope that enforcement will keep this trail safe and attractive for our law abiding citizens and visitors. If so, it will be a beautiful draw to our city. Sacramento is so fortunate to have our rivers and parkway and it has been grossly underutilized. Other cities embrace their rivers, it’s time we do.
- The connection between Sac State and Sutter's Landing will be vital in helping folks commute safely from midtown to campus and further east.
- The easier it is to use, the more people will use it. Make it convoluted or go through traffic and nobody will use it
- We now have two independent paved trails and this looks like a “how do we connect them?” project. Why wasn’t there a plan before spending thousands of dollars on two trails that don’t go anywhere?
- clear delineation and lighting
- I do NOT want to see what happened to river, scenery between howe and the J street bridge where so many trees and natural habitat for animals were destroyed, and so much of the bike path closed off for so long. There does need to be a safe alternative to accessing downtown from the bike path, especially for solo bicyclists and pedestrians. It's not okay that we have fear for our safety the way we have to now by riding on the path and trying to avoid people lying across the path, or by riding through town, choking on exhaust and constantly having to avoid crashes w/cars driven by people who don't look for pedestrians and cyclists.
- Please carefully study traffic interactions at intersections, there are too many dead-end trails in the Sacramento area. Having dedicated lights to cyclists and pedestrians and clear connectivity points is critical to a safe and effective path.
- Make it nice for bikes
- very important to have walk left, cycle right side of trail signage.
- I’m sure it cannot be done immediately, but if the trail is to ultimately match the AR trail, it should roll along the river rather than through the landfill and city streets. Get those pencils back out.
- Make it an example for trail development that can be carried forward throughout the region.
- As an urban infill project, I hope this can be mostly exempted from CEQA to avoid unnecessary cost and time to implement. Please work with legal counsel to ensure this project is not blocked by NIMBYs
- I hope it encourages people to bike downtown
- This trail represents an opportunity to physically link highly economically segmented portions of Sacramento. Trails like this are important democratizing opportunities for the community to establish our communal values of safe, friendly spaces that can be used by everyone. The segments to be connected are currently not meeting this goal, particularly near North 18th street, where unhoused populations create an actively threatening environment for the community. I have been yelled at, had cans thrown at me, been chased by dogs, and watched people poop in public along this section. Please commit to creating lasting solutions for this population as part of any planning scenarios, or this envisioned trail will fail in the same ways.
- The disconnected nature of most trails in the Sacramento Area is a major issue that reduces usage and creates risks for users that need to jump from a trail to a busy streets. Making the junction in the proposed area will improve that greatly
- Need the connection to Sacramento Northern trail, or it unfortunately does not do much.



And finally, a handful of respondents provided feedback regarding the survey itself:

- Your maps showing alternative trail routes was much too small and difficult to decipher. i had to copy and paste it into another document to be able to see it. i don't know how anyone would be expected to make an informed decision without enlarging the maps.
- Why does the survey ask about the environmental impact of different routes? How would it differ? Does the City not believe this project is CEQA exempt? This causes unnecessary delays.
- This survey is terribly executed. I can't see any of the maps clearly enough to give you input, there are no landmarks called out and I have to toggle between screens to try and answer each question. The city should take this down and redesign it so it's understandable and accessible to the public. Otherwise the input you give will not be representative of the community.
- it is really hard to see these maps of different routes and I can't tell fully what I voted for
- This survey is not very accessible -- maps are too small to view and can't be enlarged unless you take a photo with your phone and enlarge it
- There were 24 web pages in the Survey and only one question about the homeless situation in the routes considered.
- Good survey. Needs more information about how crossing 12th St will be made safer for either alt 1 or 2 - the most insane traffic and drivers along that route make the shortest possible interaction space critical (hence my support for alt 1)