



Riverfront Renaissance Community Event – Summary
June 14, 2017 4:30 – 6:30 p.m.
West Sacramento Corporation Yard
1951 South River Road, West Sacramento

Introduction

On Wednesday, June 14, 2017, the Cities of West Sacramento and Sacramento hosted the Riverfront Renaissance Community Event in West Sacramento. This community event highlighted the Broadway Bridge project and surrounding projects planned along the Downtown Riverfront. More than 235 community members attended the outreach event at the West Sacramento Corporation Yard, located at 1951 South River Road in West Sacramento, from 4:30 – 6:30 p.m.



Community Event Purpose

The purpose of this community outreach event was to engage community members who live, work or visit both the Cities of West Sacramento and Sacramento in an interactive discussion about the visionary projects being planned on both sides of the Downtown riverfront. These projects included:

- River Crossings
 - Broadway Bridge Project
 - I Street Bridge Replacement Project
 - I Street Bridge Deck Conversion Active Transportation Project
 - R Street to Garden Street Pedestrian Crossing
- West Sacramento Southern Riverfront
 - Pioneer Bluff & Stone Lock Reuse Master Plan
 - The Bridge District
- Sacramento Southern Riverfront
 - Broadway Complete Street Project
 - Docks Area Specific Plan
 - Miller Park Redevelopment Area





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Goals of the community event included:

- Provide an overview of the proposed projects and plans along the Downtown Riverfront
- Share an update on the Broadway Bridge Project, including alignments, bridge types and elements
- Answer questions and discuss opportunities and challenges on both sides of the riverfront
- Highlight the City of West Sacramento Public Works Department and National Public Works Week
- Provide a river viewpoint often unavailable to the public



Information Stations

The Riverfront Renaissance Community Event included four information stations with displays and maps for community members to visit. Project team and City staff members were available to discuss ideas and answer questions.

Information stations included:

- History of the Riverfront – This station introduced community members to the historical past of the Downtown riverfront area through photographs.
- Broadway Bridge Project – This station provided an overview of the project area, proposed alignments, and types of movable bridges. The Broadway Bridge station also included highlights of community input received during the feasibility study as well as types of elements that can be incorporated into movable bridges including lighting, art, paving, and directional signage.
- Other Sacramento River Crossings – This station provided an overview of other proposed river crossing projects including the I Street Bridge Replacement Project, the I Street Deck Conversion Active Transportation Project, and the R Street to Garden Street Pedestrian Crossing. The station also included the 2003 Riverfront Master Plan map highlighting potential riverfront activation and river crossings.





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- West Sacramento Southern Riverfront – This station provided an overview of projects planned along and near the West Sacramento Southern Riverfront. These included the Pioneer Bluff and Stone Lock Reuse Master Plan, The Bridge District, and other regional infrastructure projects.
- Sacramento Southern Riverfront – This station provided an overview of proposed projects along the Sacramento Southern Riverfront and surrounding areas including the Broadway Complete Street project, the Miller Park Redevelopment Area, and the Docks Specific Plan.



Community Feedback

The following comments were submitted on comment cards:

Broadway Bridge

- I would like to see the bridge design to be a bascule or lift bridge. Not a swing bridge. Swing bridge seems to be the slowest acting, longest wait.
- I prefer the alternatives C1, C2, C3, D which originate off of South River Road (not from 15th Street). Prefer bascule type, with overlook/pedestrian pooling observation decks.
- Ensure traffic on Sacramento side goes onto X Street, not all onto Broadway.
- I'm very excited about the proposed Broadway Bridge project to provide local traffic a way to cross the river. I appreciate all the proposals to improve bicycle use and safe travel by bicycle or walking. I recently toured Porto and Lisbon in Portugal and was impressed by their riverfront amenities. Sacramento and West Sacramento have a real treasure in the riverfront that has been ignored for too many years. I also





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support paying more on aesthetics - design, art, etc., not just "functional" bridges and thoroughfares. I'm just sorry the process takes so long. Hopefully complete many of these projects in my lifetime!

- Both bridge designs need to be approached with the goal of creating an iconic image for the riverfront. Consideration should be given to offering a design competition to create a target or influence the final design elements.
- Traffic into Sacramento must be directed to non-residential streets. Bridge should be structurally-designed "dynamite" - designed as a destination or "symbol" for the city. Think Redding's bridge.
- New bridge design: a contest for designs may help with exploring options instead of putting up restrictions in advance
- Feasibility Study Bridge: Applied to what year? 2015 or 2025 (when bridge is built?)
- More public input on design.



Other River Crossings

- I like the bridges-new I Street, I Street Bridge Conversion, and Broadway. Let's get these built!
- Please make all the new bridges complementary with the design and "look" of the Tower Bridge. Please continue efforts to build over Highway 5 - very important for river access, noise abatement, and overall quality of life!
- R Street Pedestrian Bridge
 - Glad to see this is officially back in the community conversation. Would facilitate the emerging arts corridor/walk between Crocker, R Street, sculpture in West Sacramento, Tower Bridge, etc.
 - Love the pedestrian bridge idea at R Street.
 - That is brilliant idea . . . Yes please!





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- I Street Bridge
 - Love the deck conversion for active transportation idea. Incorporate a "destination" plaza or vendor/food truck space on the deck. Gazebo, kiosk, view platform. Riverwalk connection.
 - Could there be a restaurant or viewing platform on top of the bridge?
 - Consider more modest pedestrian/bike features on the new I Street to shift money and activity to the repurposed deck of existing bridge. Missing elements: recreation, interpretation of geography, nature, history. No attention to unique opportunities/needs of region's immigrant communities.



West Sacramento Southern Riverfront

- Are the refinery tanks going away?
- Stone Lock
 - Restaurants in (historic) lock control watcher house?

Sacramento Southern Riverfront

- Broadway Complete Street
 - Can't the bike lanes and parking be shifted to create protected bike lanes? Old plan was created before Caltrans accepted this type of bike lane. We need more and safer bike infrastructure. North of McGowan Bridge is unsafe and sucky for bikes.
 - Broadway street design: consider pedestrian (2 way), bicycle lane (1 way), parked cars, car traffic (2 way), parked cars, bicycle lane (1 way), pedestrian. It creates safer bike lanes and slows down cars because of parked cars.





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- Can't the dividers between cars and bikes be an aesthetic design, not the plastic Teflon kind or such that get trashed? Different colored heavy duty dividers that can be replaced. Less money than planters, less work too!
- Please update the Open Streets maps. It is out-of-date and leaves an incorrect impression. Show all projects being considered. Doesn't need to be a separate "new plan".
- River access is a priority to city residents and needs to be improved. A key example is the Sacramento Delta River Trail in the Pocket / Greenhaven area. Large tracts (most of the levee, honestly) is off limits to pedestrians and bikers. The lack of flow through these areas (specifically in the Little Pocket) breeds dumping, illegal camping and unsafe areas. The entire riverfront should be accessible as a pedestrian/ bike path from Freeport all the way to the confluence.
- Most land use proposals seem to anticipate density that seems premature. Sacramento docks and Miller Park redevelopment ideas don't appeal.



Other

- Great projects and vision. Thanks for hosting this event. Do this more often.
- This is a great open-format meeting, allowing the community to stop at each project station and ask questions to project staff. The blow ups/posters are a great aid to encourage questions. A very easy and non-judgmental environment to ask questions and gather information / updates. Project folks very open and friendly to all questions and people. Thank you!





Attendee Information per Title VI Visual Tally

Title VI information about the community meeting attendees is below.

Public Participation Visual Tally		
Gender	Female	101
	Male	138
Ethnicity	Hispanic or Latino	14
	Not Hispanic or Latino	225
Race	American Indian or Alaska Native	0
	Asian	9
	Black or African American	8
	Native Hawaiian or other Pacific Islander	0
	White	212
	Other	10
Disability	Yes	3
	No	236
Age	Under 40	143
	Over 40	96

Notification

To notify the community about the Riverfront Renaissance Community Event, email notifications were sent to more than 7,000 interested community members. The project reached out to stakeholders on both sides of the river to also promote the community open house with their individual organizations and on their social media channels and newsletters if applicable.



The community event was promoted on the following social media channels:

- City of West Sacramento
- City of Sacramento
- Sacramento Railyards
- Richmond Grove Neighborhood Association
- Sacramento Marina
- California State Parks
- WALK Sacramento
- Greater Broadway Partnership

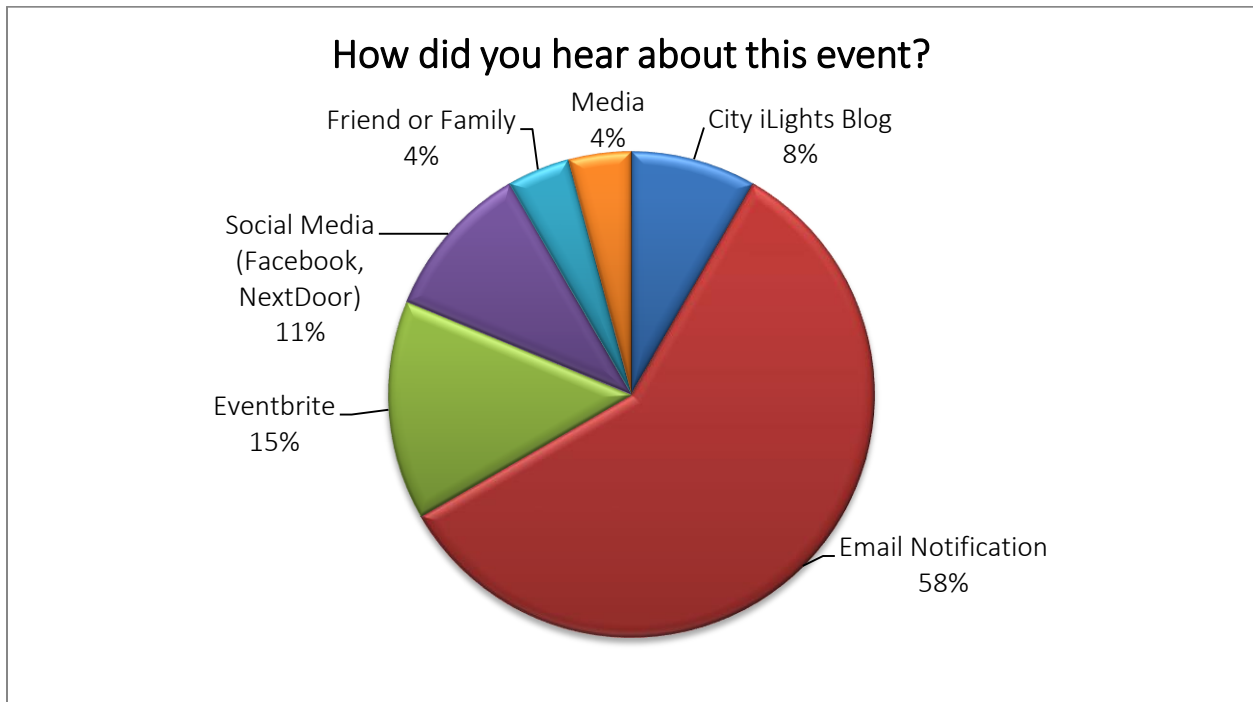


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The Riverfront Renaissance Community Event was also featured on the City of West Sacramento’s iLights blog and on both Cities’ NextDoor accounts. A media advisory was distributed to local news sources. Coverage at the event included the Sacramento Business Journal, Fox 40 and CBS 13.

How did you hear about this meeting?

Upon arrival at the event, community members were asked to identify how they heard about the event.





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Appendix

- Save the Date
- Flyer Invitation
- iLights Blog
- Sacramento Business Journal Article
- Fact Sheet Handout

Save
the date!

Riverfront Renaissance Community Event

Join us for a discussion about the many exciting projects happening along the Downtown Riverfront!

Some of the visionary projects that will be featured include:

- *Broadway Bridge*
- *Stone Lock*
- *Pioneer Bluff*
- *I Street Bridge*
- *Miller Park*
- *Broadway Complete Street*

and much more!

Wednesday
June 14, 2017
4:30 – 6:30 p.m.
West Sacramento
Corporation Yard

1951 S River Road
West Sacramento, CA 95691



City of
SACRAMENTO

RIVERFRONT Renaissance COMMUNITY EVENT

West Sacramento
Corporation Yard
1951 South River Road
West Sacramento, CA
95691

June 14, 2017
4:30 P.M. - 6:30 P.M.



Join us for a discussion about the many exciting projects happening along the Downtown Riverfront!

The Cities of Sacramento and West Sacramento are kicking off the next phase of the Broadway Bridge Project, a proposed “neighborhood friendly” bridge crossing the Sacramento River downstream from the Pioneer Bridge. Drop by the Riverfront Renaissance to learn more about the proposed Broadway Bridge that will provide increased access for all modes including pedestrians, cyclists, transit users, future streetcar, and drivers, connecting South River Road in West Sacramento and Broadway in Sacramento.



The event will also include information stations highlighting other visionary projects happening along the Downtown Riverfront including:

- Stone Lock
- Pioneer Bluff
- I Street Bridge
- Miller Park
- Broadway Complete Street
- and many more!

Project representatives from each city will be available to answer questions and listen to your ideas.

For more information on the Broadway Bridge Project go to:
<http://bit.ly/2sDWEGz>



Riverfront Renaissance Community Event This Wednesday 6/14

Posted on June 12, 2017



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- Stone Lock
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- I Street Bridge
- Miller Park
- Broadway Complete Street
- and many more!

Project representatives from each city will be available to answer questions and listen to your ideas.

[RSVP here!](#)

Download a flyer and help spread the word! [Click here.](#)



For more information about the Broadway Bridge Project, please [click here](#).

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This entry was posted in [General Information](#) and tagged [Broadway Bridge Project](#), [Broadway Complete Street](#), [Broadway in Sacramento](#), [City of Sacramento](#), [City of West Sacramento](#), [I Street Bridge](#), [Miller Park](#), [Pioneer Bluff](#), [Pioneer Bridge](#), [Riverfront Renaissance Community Event](#), [South River Road](#), [Stone Lock](#). | [Bookmark the permalink](#).

From the Sacramento Business Journal:

<https://www.bizjournals.com/sacramento/news/2017/06/15/5-things-about-riverfront-plans-in-sacramento-and.html>

5 things about riverfront plans in Sacramento and West Sac

Jun 15, 2017, 6:56am PDT

A number of public, highly visible improvements are in the works on both the Sacramento and West Sacramento sides of the Sacramento River. At a community forum Wednesday at West Sacramento's riverfront corporation yard, representatives from both cities shared plans. Here are some new details.

1. Replacement of the aging I Street Bridge with a new bridge for cars, bikes and pedestrians is two years from starting construction, with completion expected by 2021. The new bridge will link C Street in West Sacramento to Railyards Boulevard in Sacramento, with the existing I Street Bridge still to be used for rail traffic and the current vehicle bridge possibly refashioned into a public amenity.
2. A project report for a bridge linking Broadway in Sacramento to the Pioneer Bluff area in West Sacramento is about two years away, but funding is needed to make further progress in design and construction. A handout from the cities indicates a 2030 construction start is possible.
3. Later this year, West Sacramento will begin crafting a preliminary plan for relocating barriers to development in Pioneer Bluff and the Stone Lock neighborhood to the south. Those two areas, which total about 325 acres along the riverfront, would need rail and other existing infrastructure relocated to allow development, perhaps in 10 to 15 years.
4. Both cities also envision a new bridge strictly for pedestrians and bicycles linking R Street in Sacramento to Garden Street in West Sacramento's Bridge District. No timing or fully realized plan exists yet for that project.
5. Sacramento planners continue to see the Docks area and areas surrounding nearby Miller Park as having potential for new development. Miller Park in particular is considered an underused and somewhat hidden asset, but an existing petroleum tank farm near the park will need to be relocated for any plan there to take off.



BEN VAN DER MEER | SACRAMENTO BUSINESS JOURNAL
Guests attended a community forum Wednesday in West Sacramento.

Ben van der Meer

Staff Writer

Sacramento Business Journal



RIVERFRONT Renaissance



What's happening
along the
Downtown Riverfront?



Thank you for joining us.



Broadway Bridge Project – West Sacramento

The cities of West Sacramento and Sacramento are developing preliminary engineering concepts for a new “neighborhood friendly” bridge across the Sacramento River downstream of the Pioneer Bridge. The bridge will connect South River Road on the west landing and Broadway on the east landing, as identified in the 2003 Riverfront Master Plan.

The crossing will be a movable bridge that can accommodate a future streetcar alignment and will include enhanced connections for pedestrians and cyclists.

During this phase of the planning process the project team will evaluate the proposed bridge alignments and landing alternatives, study the potential bridge types and complete preliminary engineering and environmental documentation for the project.

The project approval and environmental documentation (PA/ED) is scheduled to be completed by the end of 2019. Following the preliminary designs, the cities expect the final design and Right-of-Way acquisition to begin in 2025 and continue until 2030. Both cities anticipate construction to be completed between 2030 and 2035. These phases and schedule are dependent on future funding.

Learn more: <https://goo.gl/2QfRPW>

Planning the West Sacramento Southern Riverfront Area

Pioneer Bluff and Stone Lock Reuse Master Plan

West Sacramento is evaluating ways to re-envision the historic waterfront from industrial uses to a vibrant and active mixed-use community. The City of West Sacramento is currently developing the Pioneer Bluff and Stone Lock Reuse Master Plan to provide framework for understanding the transition potential of both the Pioneer Blue and Stone Lock districts with respect to nearby projects including the Broadway Bridge project. The plan will identify land-use, infrastructure and financing strategies for an urban infill development.

The Bridge District

Launched in late 2010 the Bridge District is a mixed-use development located from the Tower Bridge to the I-80 overpass directly on the Sacramento Riverfront in West Sacramento. Expected build-out will include 9.6 million square feet of residential and commercial development. Of that approximately 500,000 square feet is expected to be devoted to retail. This development will support 9,378 residents and 16,000 jobs.

Learn more: <https://goo.gl/hWTu94>



Planning the Sacramento Southern Riverfront Area

Sacramento Docks Area Specific Plan

Located on the Sacramento Riverfront in the City of Sacramento, the Docks Area Specific Plan is a future mixed-use development project within close proximity to historic Sacramento, Raley Field Stadium and the Crocker Art Museum. Design Guidelines and a Specific Plan for the Docks were adopted on December 15, 2009. The adoption of the Specific Plan and companion documents represented the final stage in a planning process that included the Sacramento Riverfront Master Plan (2003) and the Docks Area Concept Plan (2005).

Learn more: <https://goo.gl/Y5gSLc>

Miller Park Redevelopment Area

The 2003 Riverfront Master Plan identified the Miller Park Redevelopment Area. The area is proposed as a residential neighborhood clustered around Miller Park and the marina. The proposed development would be mixed-use with amenities including restaurants and retail while promoting connections to the riverfront.

Broadway Complete Street

The Broadway Corridor is home to a variety of businesses, residents, government facilities, industrial centers, and cultural hot spots in the City of Sacramento. The goal of the Broadway Complete Streets effort is to identify the changes necessary to make this historic corridor a more inviting and safe place for all travelers including pedestrians, cyclists, transit users and motorists. A preliminary plan with recommendations was developed in April 2016. The City of Sacramento will soon begin the next phase of the project which will include developing preliminary engineering concepts for a segment of the corridor.

Learn more: <https://goo.gl/M212N9>

Other Sacramento River Crossings

I Street Bridge Replacement Project – City of Sacramento

The I Street Bridge Replacement project will include construction of a new bridge crossing upstream of the existing I Street Bridge and between the Sacramento Railyards and the West Sacramento Washington planned developments. The bridge will provide a new bicycle, pedestrian, and automobile crossing. The existing I Street Bridge would continue to be used by the railroad. The approach viaducts to the existing I Street Bridge will be demolished, which should result in better access to the water front in both cities.

The project will improve mobility for motorists, bicyclists and pedestrians, and promote economic development by creating new access to the planned Railyards on the Sacramento side as well as better access to West Sacramento and the Sacramento River waterfront.

The project team is currently working on the environmental document. Design of the bridge is anticipated to start later this year.

Learn more: <https://goo.gl/Z0MHPD>

I Street Bridge Deck Conversion – City of West Sacramento

West Sacramento is partnering with the City of Sacramento to study the feasibility of converting the upper deck of the historic I Street Bridge to a bicycle and pedestrian crossing, following the construction of the C Street/Railyards Bridge.

The feasibility study is funded by Caltrans with the goal of identifying regulatory and design constraints, and to seek community input on various access alternatives and user preferences for this iconic bridge. The study will also explore costs and funding mechanisms for various alternatives. The study will begin in summer 2017.

Learn more: <https://goo.gl/XnLw6P>

R Street to Garden Street Pedestrian Bridge – City of Sacramento

Identified in 2003 Riverfront Master Plan, the proposed new pedestrian bridge would connect R Street on the Sacramento side across the Sacramento River to Garden Street in West Sacramento. The bridge would provide an additional pedestrian and bicycle connection, and enhanced access to key destinations in both cities as well as the riverfront area. The crossing will be a movable bridge and is envisioned as a new signature landmark for the area.



Introduction

On Thursday, July 27, 2017, the Cities of West Sacramento and Sacramento hosted a joint Broadway Bridge community open house in Sacramento. The open house provided an update on the Broadway Bridge project as it enters the environmental assessment phase. More than 70 community members attended the outreach event at Arthur A. Benjamin Health Professions High School Multi-Purpose Room, located at 451 McClatchy Way in Sacramento, from 5:00 – 6:30 p.m.

Community Event Purpose

The purpose of the open house was to kick off the environmental assessment of the Broadway Bridge project. The community was invited to learn more about the Broadway Bridge and provide comments or considerations related to the project's potential environmental effects.

Goals of the community event included:

- Provide an update on the Broadway Bridge project
- Gather community comments and considerations related to the project's potential environmental effects
- Answer questions and discuss opportunities and challenges on both sides of the riverfront

Information Stations

The Broadway Bridge Open House provided six information stations with displays and maps for community members to visit. Project team and City staff members were available to discuss ideas and answer questions. The information stations included:

- Bridge Alignments – This station provided an overview of the six bridge crossing alignments currently being studied by the project team to connect South River Road in West Sacramento to Broadway in Sacramento.
- Bridge Aesthetics – This station discussed how the project team will determine the bridge design through technical analysis, regulations, and working with the community to gather feedback on community values and aesthetic priorities.
- Bridge Types – This station provided an overview of the three different types of movable bridge structures including a bascule bridge, lift bridge, and a swing bridge.



- Bridge Elements – This station highlighted different elements that could be incorporated into the design of the bridge including lighting, railings, overlooks, enhanced paving, wayfinding and educational signage, and public art.
- Environmental Process – This station highlighted the project schedule moving forward through the environmental assessment and preliminary design.
- What We've Heard – This station provided an overview of feedback received during the 2015 Broadway Bridge Feasibility Study including comments on the bridge alignment and how community members would use the new bridge crossing.

Community Feedback

The following comments were submitted on comment cards:

Environmental Considerations

- How will traffic be mitigated on Broadway during construction?
- SCUSD has a maintenance office right off of Broadway. Construction might affect traffic for employees.
- Environmental impact as to the number of people using the bridge as well as Broadway and hopefully X Street on the Sacramento side. The usual considerations of course.
- This bridge will introduce West Sacramento / Sacramento. Bascule-style viewing, fishing, platform, bicycle rest. No parking on bridge. 800 - 1,200 feet. Barrier upstream downstream. Sensors monitoring.
- Keep all elements of "neighborhood-friendly" in mind. It must not be a freeway alternative that would attract motorists who would tend to speed.
- It should serve Sacramento and West Sacramento communities, not the through traffic from the East heading to the Bay Area. Getting local traffic off the freeway will improve the freeway flow.
- Sacramento is continuing to support SHRA in the expansion of the Alder Grove - Marina Vista Projects from 751 units to 1200/1500 units on the same 70.4 acres. If Sacramento is to include the "river walk" theme from Old Sacramento south, the expansion of the housing project, I believe, will be the "ugly duckling". No new construction can hide the fact of public housing / projects ghetto. Broadway to us, minus the projects, is a consideration.
- Greenhouse gas and particulate matter from traffic, delay from bridge, and boat traffic.
- Evaluate noise from pedestrians and bikes to autos on bridge.
- Evaluate alternatives to one with no vehicle mode (bike, pedestrian, transit only).
- Health impacts to surrounding communities and humans using the bridge.



Broadway Bridge Open House – *Summary*
July 27, 2017 5:00 – 6:30 p.m.
Arthur A. Benjamin Health Professions High School
451 McClatchy Way, Sacramento

- Evaluate future travel of modes (look at Truck/Policy etc. that will move Sacramento/California away from auto trips).
- Another crossing over one of our rivers and the out-migrating salmon. "River City" respects our waterways. Students learn from the importance of the rivers. Historically (Indian Tribes) and future (water conveying and flooding and habitat).
- Impacts to traffic on Jefferson Boulevard, River Road, and 15th Street, short term and long term.
- Placing bridge on most contaminated property so cleaner property can be safer for residential/commercial use.
- Pedestrian and bike access on Jefferson Boulevard, River Road, and 15th Street need to be evaluated (and improved).
- I have a concern about any alignment that impacts hazardous waste sites so close to the river. Has the City developed any biological provisions, best management practices, avoidance measures to account for potential impacts?
- Broadway Bridge is a poor location with oil refineries on both sides. A highway interchange limits development potential.
- These appear to be minimal, unless traffic is considered environmental.
- Environmental considerations will be adequately taken care of and evaluated during the CEQA process. The most important resource categories for this project are aesthetics, bio, traffic, and land usage.
- More traffic on Broadway.
- Please don't spill oil at the refinery.
- Please don't hurt the salmon in the colder months.
- Homeless people do affect the environment. Design with that in mind.
- There are lots of skunks at Miller Park.
- Oil and marshland habitats. This is already known, I'm sure.
- My concern is the potential impact of lighting on bridges. Docks and other structures that project directly or reflect into the water. "Lights on the river kill salmon". Provide documents that show how light impacts salmon.
- Keep all lighting off the river and out of the sky.
- The EIR must address this issue of light at night increasing predation of salmon.
- Obviously environmental concerns will determine the design and the viability of this bridge. All human concerns from the salmon population are noteworthy and well presented. Lighting on the bridge can be concentrated and focused in-board of the bridge barriers, with the spread of the light angling downward to the bridge deck. It



appears that the Project Team and City staff members are doing their best to address all of the environmental concerns.

Bridge Alignment Alternatives

- Split traffic on the Sacramento side between Broadway and (maybe) X Street is a must! With Broadway as a complete street (now approved), it can't sustain all the flow. It was not shown on the story boards at the 7/27/17 Open House. It must stay under consideration.
- Broadway to 15th Street in West Sacramento or other established street. Use the K.I.S.S. principle.
- More info is needed.
- There are so many choices, we have not heard the reasons of each.
- No way should A or D be considered.
- I don't have a preference. My biggest concern is impact to the 15th Street/ River Road and Jefferson Boulevard/River Road intersections and traffic flow. Whichever design has the least impact - that is my preferred alternative.
- Let's avoid impacts to potential hazardous waste issues. I would prefer an alignment that avoids impacts to the oil companies.
- Somewhere else.
- I am not a fan of having this "Broadway Bridge" actually dump traffic onto Broadway where my neighborhood is devoting effort and resources to make it more neighborhood-friendly and less or slower traffic, fewer lanes, commercial areas and restaurants, more housing, etc. Please have this bridge be truly neighborhood-friendly and take traffic off and on from W Street and X Street, which are three lanes, one-way designed to transport a large volume of vehicles along those routes, giving access to I-5, downtown, East Sacramento, wherever. Not onto Broadway, please!! Suggestion- It would merge easily onto the off ramp at 3rd Street and X Street, which I use often.
- Linden to Sutterville Road is better. Nugget to Nugget bridge.
- Please keep the focus on local traffic. Alignment B looks the most efficient, not D.
- Alignment should avoid redesign of Jefferson Boulevard as much as possible for cost savings. Also try to minimize impacts to the marina as much as possible.
- Any will do.
- C1 is the best. I like the feel of D, but it gets strange when driving through the park. A and B are too close to the existing bridge.



- As West Sacramento grows, and the Bridge District becomes more popular, traffic handling should be carefully evaluated to divide traffic, especially during Rivercats game days. Avoid the back up of cars trying to get to Southport.
- Option C3 looks the best.
- I prefer B - Jefferson Boulevard to Broadway moving traffic to/from alternative streets. Maximize pedestrian, bicycle, accessibility.
- Many of the comments that I read were regarding the impact of traffic on Land Park neighborhood. All of the proposed bridge alignments may only serve to complicate the traffic in / around Broadway / US 50 / Jefferson. Was any planning considered for a bridge crossing at Sutterville Road to Linden? If so, why was it dismissed?

Bridge Types

- The swing bridge seems to be the least intrusive (visually) and least industrial among the alternatives. An "artistic" superstructure enhances the experience a plain viaduct does not. A super structure also tends to temper vehicle speeds.
- Is there any consideration to a beautiful bridge such as in Red Bluff or Bay Bridge (San Francisco) minus cheap Chinese steel?
- More info is needed.
- The bascule type seems quicker, yet modern. A nice variation of the Tower Bridge.
- Whichever type is most reliable and fastest. No sense in having a bridge if it takes an hour to allow vehicle / bike / pedestrian traffic to resume.
- The most cost-effective bridge since I am worried about hazardous waste remediation costs and environmental mitigation (protected species).
- Are all types essentially equally safe for cyclists? More people will bike because of this bridge. Focus on cyclist safety considering rails for the streetcar.
- Suspended bridge or tower-type of bridge. Similar look/design as Tower Bridge.
- Bascule.
- Futuristic. Compliment the gold bridge, don't try and outdo it. Must open for boats really slowly, to demonstrate that life is not a race.
- Look, I doubt - in general- people really care about this. I mean, they may have opinions, but based on what? To me, this comes down to one thing - speed! If this bridge has to move, let's please pick the type that stays open the least amount of time! Thanks!
- I like the lift bridge. We will need the opening to open and close as quickly as possible to accommodate the flow of traffic.



- Bascule-style. So few in Northern California district. Easy to maintain and cost for amenities.
- Lift-type preferred.
- The most appealing bridge is the Bascule style. Although it may not be the most practical. Ideas could be solicited from 8-15 year olds incorporating the necessary design elements and requirements. After all, it will be their bridge. The most efficient bridges were never built because some adult was responsible for the design and needed the job and recognition.

Bridge Elements

- Lighting - Keep lighting near bridge level to avoid confusing river traffic! The soaring arcs on one picture board is entirely unsuitable - light pollution!
- Beautiful, non-traditional, functional, American-made.
- Consider the user experience in the design and operation of the bridge. E.G. Pedestrians walking, strollers, jogging, children, bikers or cyclists, elderly).
- Noise.
- The lighting must not disrupt the natural habitat of the river. Cut off fixtures, warm colored, not a carnival ride.
- The photo that showed the roadway separated by wall and fence from cycle lane and pedestrian walkway would be awesome. Very user friendly.
- Artwork is lowest priority. Our money could be better spent elsewhere.
- We need sufficient lighting on the bridge and on the approaches so people feel safe getting to the bridge.
- Yes to lookouts, with shared benches.
- I like the idea of a protected, dedicated bike lane adjacent to a pedestrian walkway with overlooks. Additionally, I like the idea of sculpture lighting. I think those features will look great and blend in with the City lighting.
- Eliminate the streetcar line and include spacious bike / pedestrian access.
- Lots of light to discourage taggers and enhance safety, please.
- Bicycle and pedestrian elements as well as light rail and streetcar. Dedicated level for vehicle traffic separate from pedestrian / bike bridge level. S-shaped bridge design (aerial perspective).
- Bicycle-friendly. Local art. Shade!
- Both touchdowns are run-down areas. Sufficient lighting near the ends of the bridge for safety needs to happen sooner than later.



- Include energy-efficient lighting and utilities, maybe solar power. Should definitely include green design and sustainability.
- Bridge should be simple but have beautiful lines. I love art but it too should be simple and represent the local artists and city.
- Accessibility for the disabled will make everything else easier: bike, pedestrian, walkers, rest areas.
- Lighting and lighting as art is a problem in regards to the salmon predation. Lighting on/in railing may be preferred if it does not spill out onto the river.
- Obviously, consideration has been given to the refinery owners and what they are contributing. I have not seen any statements or articles that give their input. Is there a resource for information that they are providing about the proposed landing sites on the West Sacramento side?

Other

- Ensure walkways are wide enough for wheel chairs, walkers, and strollers without impeding traffic on foot. (Manual wheel chairs wouldn't seem suitable for bike lanes).
- No low-income housing projects on Broadway. No cheap steel, unique design, adjoining riverwalks in Sacramento and West Sacramento. Ensure pedestrian- and vehicle-friendly. West Sacramento and Sacramento work together, do not compete, start to finish. Keep politics minimal.
- Create a green zone. Toll all non-zero emission vehicles.
- Restrict trucks over 25 feet in length or two axles.
- The art is important for daytime. Students can use the "compass rose". Reference to fish habitat is important.
- Other elements that might keep it cleaner: recycling and garbage cans, bathroom on both sides.
- Needs to be wide enough for vehicles and bike lane and sidewalk on both sides, plus trolley.
- Bridge needs to include car traffic (not just public transit access).
- Vista spots for sightseeing with shade.
- Cool LED lighting features.
- Dedicated lane for cute autonomous shuttles.
- You can buy 15 autonomous shuttles for the cost of one streetcar.
- Thank you!



Broadway Bridge Open House – *Summary*
July 27, 2017 5:00 – 6:30 p.m.
Arthur A. Benjamin Health Professions High School
451 McClatchy Way, Sacramento

- Connections under I-5 / Highway 50 must be safe during all hours of the day or night. Riverfront connection needs to include design elements for shops or commercial zoning or farmers market and food truck options to activate the space.
- I like the idea of a bridge.
- Farm to Fork Capitol! Asparagus. Do no harm! Sacramento historic beer culture. Sacramento Solons and Gilt Edge.
- Yeah, yeah, yeah we want cool. We want jaw-dropping. We want iconic. Then we meet budget constraints! Let's just agree to not do anything corny or that will already be outdated two years after it opens.
- Will Highway 5 on-ramps be developed for increasing capacity soon? Easy access for Southport residents is a must.
- Modern aesthetic design will be nice. Including public places around the bridge will also be nice.
- I am mainly concerned about the traffic distribution once one crosses over the bridge- I live on Muir Way, and there is enough traffic there already. Riverside and Land Park are also already impacted, as well. Issues with speed, as well.
- I was disappointed yet glad public input was sought out. I was looking for better research. Studies of Broadway and Jefferson Boulevard and new developments' construction.
- I'm very optimistic about this project. I'm hoping for a continuity in aesthetics with other bridges' color, lighting, etc. My concern is that usually on major engineering projects design is low on the scale. The bridge in Redding being the exception. . .
- We should celebrate the salmon present in our rivers with salmon counting stations that the public can view, with salmon silhouettes along the river on bridges. Over Attention:
 - 1. Response note.
 - 2. Habitat 2020 letter to Mayors Steinberg/Cabaldon.
 - 3. Puntledge River shows that seals use light as a tool to feed on salmon.
 - 4. Cedar River Renton, WA- shows that three lights on a bridge can devastate a salmon population.
 - 5. Phototaxic behavior- recent research published in May 2017 shows the impact of 60 W lamps.
 - 6. Show that salmon are present all year long in the Sacramento River.
- I have a proposal that has not been considered and differs greatly from the overall plan thus far. Can the Pioneer Bridge structure area flanking each side slightly lower than the main deck be developed with additional pylons and out-rigging to carry more traffic? An uninterrupted non-freeway traffic / streetcar lane in both directions could ease local



congestion. Then a new movable bridge could be built in the currently proposed area. It could be smaller for pedestrian traffic.

Other Comments Submitted Via Email

- I attended the recent community meeting on the Sacramento side by 5th and Broadway at the high school. Many others did too. Seemed a fair number were from West Sacramento. I wasn't impressed with the amount of info shared by the consultants. They seemed to be paid by West Sacramento and favor the bridge being bigger to allow more traffic and benefits to West Sacramento (for example - developers).

I focused on the traffic and pollution issues - talked to the rep covering environmental issues. I asked for rough estimate of projected traffic. [I was] told [it was] not known -bridge design/specifics still unknown. Maybe fair, but if someone knows -roughly, I'd like to know. I provided her a fact sheet from information obtained from the State Office of Environmental Health Hazard Assessment (OEHHA) and a Sac Bee article that highlights that the Upper Land Park area where the bridge would "land" on the Sacramento side (Tract 6067002200) already falls within the very high 91-95 statewide percentile range of the OEHHA indicator scores -very bad. Traffic and diesel issues are already very high. This is also an area that the City has greatly over-concentrated public housing, with resulting extremely high poverty levels, with so many at risk children. It's critical that bridge planning account for these children, the environment these children and struggling families live in and the air they breathe.

Seems a smaller bridge, with just one lane each way , but also room for bikers and pedestrians creates less risk for increased traffic and resulting pollution in our neighborhoods on both sides of the River. This bridge should NOT be about opportunities to greatly increase development and profits. Everything possible should be done to make sure traffic across the river is not increased a whole bunch and that the Sacramento side "landing" heads traffic towards X street and under the Freeway to the north, and away from funneling down Broadway and into the neighborhoods I mention directly to the south. Traffic studies should include Broadway, W and X Streets -- to Highway 99 and residential streets north and south of Broadway, to 24th Street. Mitigation should be recommended to minimize traffic on residential streets.



Broadway Bridge Open House – *Summary*
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I've CCed our Sacramento City Planning and City Councilmember folks too. I didn't know who on the Sacramento side is receiving comments.

- From the earliest permanent settlement in the Gold Rush era and the infrastructure commitments to commerce and livelihoods in the 20th century, the Sacramento area has continued to be proactive and progressive in regards to growth and development. I appreciate being included with PUBLIC PARTICIPATION in the planning process of this transportation infrastructure for our region. My hope is that all voices and ideas be heard and considered throughout the whole range of the programming and implementation stages. The generations here and forward will benefit from these cooperative efforts on behalf of its citizens to enhance the community in which we live.



Attendee Information per Title VI Visual Tally

Title VI information about the community meeting attendees is below.

Public Participation Visual Tally		
Gender	Female	26
	Male	41
Ethnicity	Hispanic or Latino	5
	Not Hispanic or Latino	62
Race	American Indian or Alaska Native	0
	Asian	5
	Black or African American	4
	Native Hawaiian or other Pacific Islander	0
	White	54
	Other	4
Disability	Yes	4
	No	63
Age	Under 40	29
	Over 40	38

Notification

To notify the community about the Broadway Bridge Open House, email notifications were sent to more than 7,000 interested community members. Printed flyers were distributed to the Marina Vista and Alder Grove neighborhoods and job centers.

The project team reached out to stakeholders on both sides of the river to also promote the community open house with their individual organizations and on their social media channels and newsletters if applicable.

The open house was promoted on the following social media channels:

- City of West Sacramento
- City of Sacramento
- Caltrans District 3
- Environmental Council of Sacramento (ECOS)
- WALK Sacramento
- Sacramento Area Bicycle Advocates
- Sacramento Transit Advocates and Riders
- Land Park Community Association
- Delta Gardens Home Owners Association – Beta
- Pocket / Greenhaven Community Association

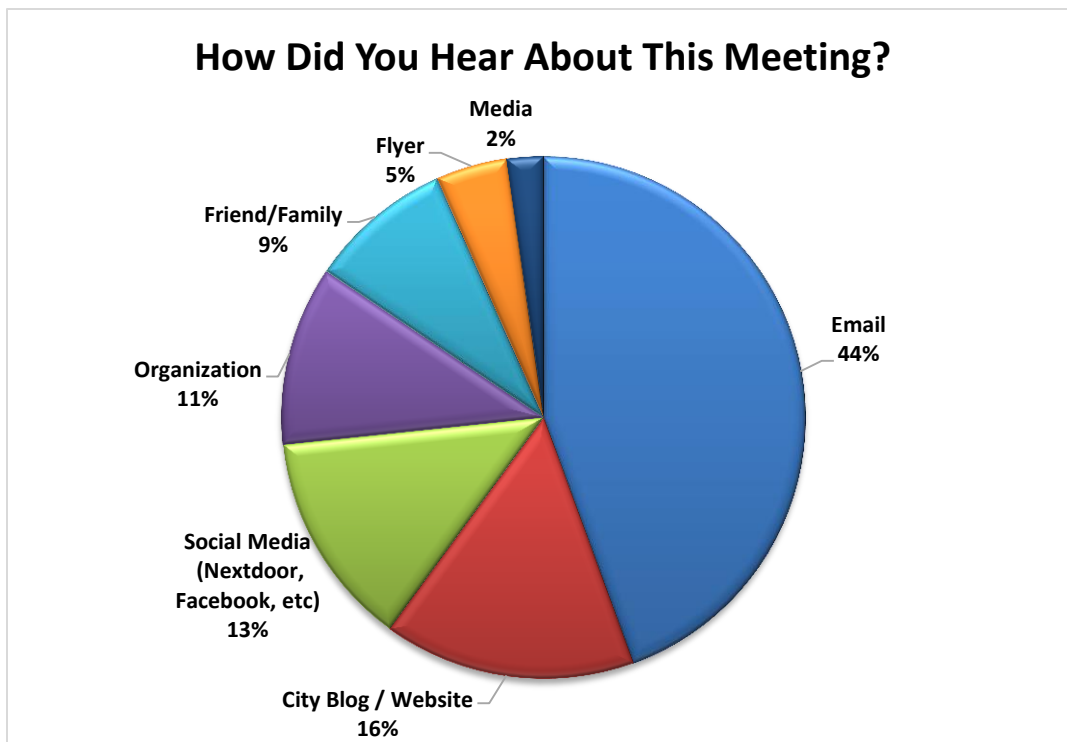


- Young Professionals in Transportation
- West Sacramento Hub

The open house was also featured on the City of West Sacramento’s iLights blog on both Cities’ NextDoor accounts. A news release was distributed to local news sources. Coverage before and at the open house included [KCRA 3](#), [ABC 10](#), Fox40 and the West Sacramento News-Ledger.

How did you hear about this meeting?

Upon arrival at the event, community members were asked to identify how they heard about the event.





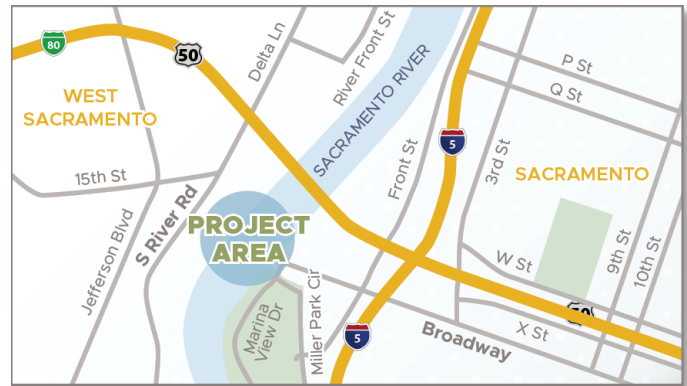
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Appendix

- Flyer Invitation
- News Release
- City iLights
- Fact Sheet
- Comment Card

Introduction

On Wednesday, July 28, 2021, from 5:00 to 6:30 p.m., the City of West Sacramento and the City of Sacramento held a virtual Open House for the Broadway Bridge Project to provide an overview of the project design and environmental impact to more than 200 community members in the West Sacramento and Sacramento region. The project team also answered questions from the attendees about the Broadway Bridge Project.



Broadway Bridge location

About the Project

The cities of West Sacramento and Sacramento are developing preliminary engineering concepts for a new bridge across the Sacramento River downstream of the Pioneer Bridge. The bridge will connect South River Road on the west landing and Broadway on the east landing.

The new bridge will be defined as “neighborhood friendly” per the Sacramento Area Council of Governments. The context of being a neighborhood friendly bridge was adopted by the City of Sacramento in October of 2011 and accepted by the City of West Sacramento with acceptance of the Sacramento River Crossings Alternatives Study. The new bridge must accommodate a future streetcar alignment and must be a moveable span structure to accommodate river traffic. To provide increased access between cities for all modes, the bridge design must also include infrastructure for pedestrians and cyclists.

Open House Format and Objectives

The Broadway Bridge Project Virtual Open House was held online through Zoom to present the project background, project design, and an overview of the environmental planning process and findings. The Virtual Open House was attended by **213 community members**.

The meeting began with an introduction and meeting orientation from the project team including representatives from the Cities of West Sacramento and Sacramento.



Open House attendees

Next, the design lead presented on the project background, overview, and design process for the bridge. After a brief pause for Q&A discussion, the environmental lead provided an overview of the environmental process and impact analysis. A full version of the meeting presentation is available in the Appendix of this document, and a [recording of the presentation is available on the project website](#).

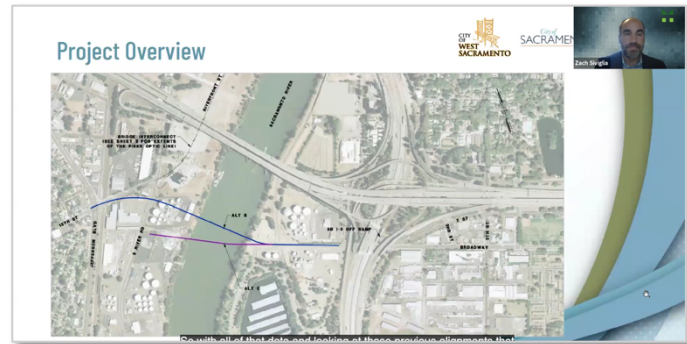
Following the presentation, the project team facilitated another Q&A discussion by reading questions and comments submitted via the Zoom chat box.

Summary of Feedback

The following provides a comprehensive summary of project team responses during the Question & Answer portion of the open house, organized by topic.

Project Design

- **Movable bridge:** The Broadway Bridge will be a movable bridge to allow river traffic to travel through. The project team worked with the United States Coast Guard, who has jurisdiction over the Sacramento River, to determine the minimum vertical clearance needed from the water to the bottom of the bridge. The bridge was identified as a moveable bridge and not a fixed bridge because the amount of space needed on either side of the river would extend too far (3,000 feet or more) into existing development in West Sacramento and Sacramento. A fixed bridge does not fit in with the context of the area and was determined not feasible. The navigational alignment shows the movable portion of the bridge as not centered to accommodate the way in which mariners navigate the curve in the river south towards Miller Park.
- **Flooding on the Sacramento River:** The Sacramento River can change by up to 30 feet during peak flood conditions. The Broadway Bridge will be constructed to be tall enough, as determined by the Central Valley Flood Protection Board, to have a minimum of three-foot vertical clearance over the 200-year storm event when the bridge is in a closed condition (not moved).
- **Bridge piles:** The bridge is a six-span structure, and there will be five piers in the water supported by numerous piles (supporting structures). Although the final design for the foundations and supporting structures has not yet been completed, the environmental document provides the option for either driven piles or large-diameter oscillated piles. The options for the piles will be determined during the final design phase.
- **Traffic lanes on the bridge:** There is a center median on the bridge that turns into a two way left turn lane when exiting the bridge. This is needed because there are adjacent intersections near the bridge that tie into the bridge alignment. The center median on the bridge is twelve feet wide, which is the same as a standard travel lane. The central median can be used for emergency vehicles to pass through.
- **Road widening:** South River Road will not be widened as part of the Broadway Bridge Project. The project team worked with the West Sacramento Economic Development Department to obtain approval for the Pioneer Bluff transportation network in 2018. This analysis looked at options for widening or not widening certain roadways, including South River Road. This road

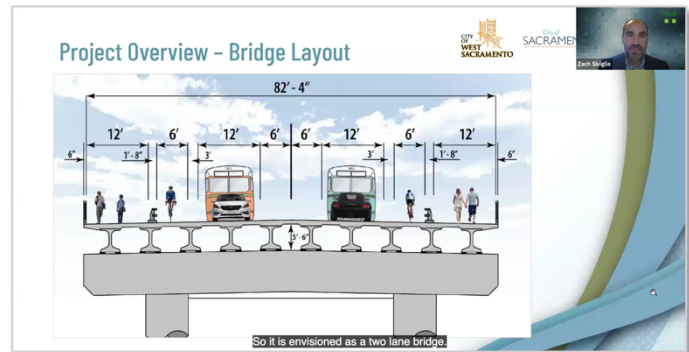


was originally determined to become a four-lane road, but it is now becoming a three-lane road as identified in the street grid plan adopted by City Council.

- Lanes leading up to the bridge: There will be two lanes from South River Road merging into one lane on the West Sacramento side, which will continue across the bridge and onto the Sacramento side on Broadway.

Other Travel Modes

- Bike lanes on the bridge: There will be buffered bike lanes on the Broadway Bridge. The intent is to have a three-foot buffer between the travel lane and the bike lane, but the exact design for the buffer (striping, delineators, etc.) has not yet been determined, and will be explored during the final design phase. Many participants expressed their desire to have a physical barrier or delineators rather than striping for the buffered bike lane. Anyone using e-bikes or e-scooters would utilize the bike lanes for this purpose. The bridge deck is intended to have a flexible width, so that the cross section can potentially change if there is a desire to have a different width for bike lanes or the multi-use path.
- Streetcar/Light Rail: The project team clarified that streetcar and light rail are the same thing and can be used interchangeably. The Broadway Bridge, I Street bridge and Capitol Bridge will all accommodate rail.



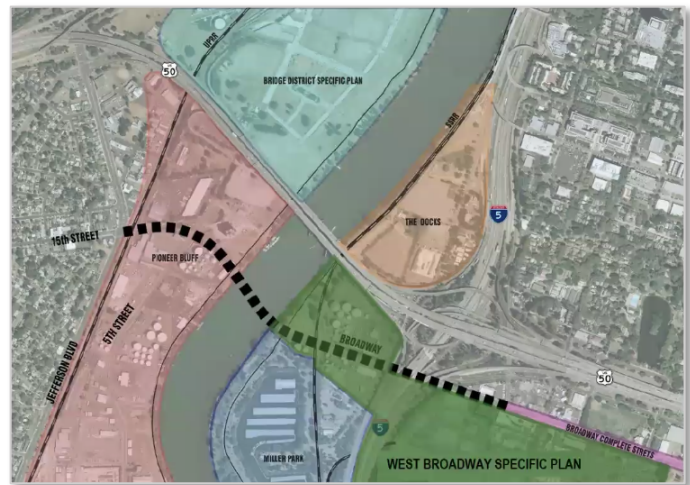
Traffic Impacts and Analysis

- Traffic modeling: The project team used the SACOG regional model, which is the approved model for use in traffic analysis throughout the Sacramento region, and it was calibrated for West Sacramento and Sacramento. The project team was unable to provide specific information about specific destinations used in the traffic model and stated that the traffic report evaluates land uses and expected development/zoning in a certain area and does not focus on specific destinations or anticipated projects. More information can be found in the traffic report in Appendix L of the environmental document.
- Impacts to South River Road: The Broadway Bridge Project is consistent with the planning effort happening in Pioneer Bluff, so this project will not impact traffic conditions on South River Road. All intersections in the road network were approved by the West Sacramento City Council. The intersections in the Pioneer Bluff and Stone Lock areas were taken into consideration in this road network and analyzed with the regional model.
- Impacts to Broadway and Front Street intersection: The intersection of Front Street and Broadway is envisioned to be a traffic signal when the project is built. This intersection will be able to accommodate traffic leaving the bridge with minimal impacts.

- Impacts to 15th Street and Jefferson Boulevard: Most of the traffic will be dispersing at 15th street. The traffic model does not show a change in travel patterns in this area (i.e., passing through residential streets), even with the new development along Jefferson Road in Pioneer Bluff.
- Impacts to Alameda and Jefferson Boulevard: For the Bridge Alignment C, there will be an additional turning movement needed to move traffic on and off the bridge at Alameda Boulevard and Jefferson Boulevard, which will cause a delay at this intersection. This impact is not present in Alignment B.

Connections

- Sutterville Road crossing: There was a Sutterville Road connection considered as part of the 2011 River Crossing Study, and it was considered not acceptable by either City or Caltrans. The connection was determined to increase traffic on Interstate-5, and there was a concern for truck traffic cutting through Southport neighborhoods. This connection would also decrease pedestrian and bicycle accessibility without the south port area. The City is looking at building a cycle track and wider linear parkway on the large portion of land on Washington Boulevard in accordance with the Bicycle/Pedestrian Master Plan.



Alignment B and adjacent development projects

- X Street connection: The bridge will connect directly to Broadway and then eventually to X Street at 3rd and 5th Street. Motorists will be able to turn left on Broadway to access X Street.
- Alignment B (Jefferson Boulevard connection) versus Alignment C (South River Road connection): Alignment B was recommended as the locally preferred alternative subject to public and City Council review because it satisfies the project objectives better. This is because Alternative B requires fewer changes to the street network in West Sacramento, results in greater congestion relief and will lead to less vehicle miles traveled, resulting in reduced greenhouse gas emission. Alignment B also will have fewer temporary impacts to land and river habitats, and has a smaller length of moveable span, so it is less costly. The U.S. Coast Guard recommends Alternative B as well. The project team evaluated traffic impacts on both South River Road and Jefferson Boulevard. People are anticipated to travel between Southport and downtown Sacramento during peak hours, and Alternative B had better traffic flow and fewer impacts to nearby neighborhoods, pedestrians, and bicyclists.
- Bridge touchdown location (West of Interstate-5): The Broadway Bridge will touch down where the existing railroad tracks cross over Broadway.

- Marina View Drive: The Broadway Bridge will allow access from Broadway to Marina View Drive.
- Neighborhood friendly bridge elements: The Broadway Bridge, when defined as a neighborhood friendly bridge, is intended to service as a local, not regional facility with vehicles passing through the Sacramento region. Residents will be able to utilize the Broadway Bridge for everyday trips near their neighborhoods. The project team specifically did not want to widen roadways or include more than one lane on the bridge so that the project fits within the context of the surrounding neighborhood without changing the feel of the overall roadway network.

Environmental Impacts

- Impacts to neighborhoods: The project team evaluated the potential effects of traffic, noise, light etc. in both West Sacramento and Sacramento neighborhoods. The traffic analysis does consider impacts to adjacent roadways and whether there would be a change in traffic volumes, vehicle miles traveled, and congestion. The neighborhood friendly bridge policy was adopted by the Sacramento City Council in 2011, and the project team has followed that policy. Any potential impacts to local neighborhoods like State Street in West Sacramento were avoided. Primary arterial roadways like 15th Street, Jefferson Boulevard, and South River Road were potential landing areas for the bridge instead of roads directly in residential neighborhoods.



- Noise impacts: The Broadway Bridge Project will not increase noise levels for nearby neighborhoods. Chapter three of the environmental document includes more detail on the noise thresholds that are defined in each Cities’ noise ordinances (specifically in table 3.2.13-2). This does not take into consideration other planned development projects that could potentially increase noise in the future.
- Greenhouse gas emissions: The greenhouse gas analysis shows a negligible change. In some cases, there may be a decrease in greenhouse gas emissions since the bridge will be shifting traffic from the highways and other routes. This includes the anticipated effects from construction. The analysis does not take into consideration the greenhouse gas emission cause from sourcing materials. The analysis can be found in chapter three.
- Brownfield sites: There are some Brownfield sites in both cities. There are some plumes located below the surface that will require remediated clean-up. For example, in West Sacramento, there is a plume under the Shell property where Alignment B touches down. There have been ongoing discussions with the property owners and the port to have that remediated.
- Impacts to river species: The project team evaluated impacts to fish species in the river. There is a detailed analysis of the anticipated impacts from construction on the species that has been reviewed by the U.S. Fish and Wildlife Service and the National Marine Fishery Service, and they have both agreed with the mitigation measures put forth to minimize, avoid, reduce, or

compensate for project impacts. There was determined to be no impact because of the bridge on water surface elevations or hydraulics in the river since the river is so wide.

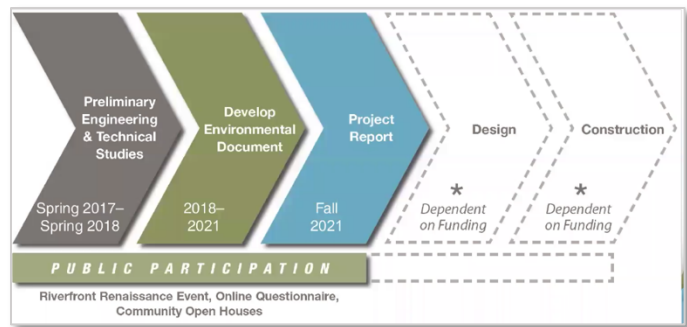
- Right of way purchases: The relocation and real property acquisition is in Chapter two of the environmental document. Table 2.1.5 summarizes the commercial and industrial businesses that will be relocated as part of this project. There are also plans to develop both sides of the river, independent of the bridge project, so it depends on what gets built first. There are no estimated costs for purchases because this could change depending on when the bridge is built.
- Oil tank relocation: The project does not require the relocation of the oil tanks on the Sacramento side.
- Property value: The environmental document does not analyze impacts to property value.

Economic Impacts

- Anticipated growth: There is growth anticipated in both cities from the West Broadway specific plan and the docks. There are also many residential, commercial, and retail infill project anticipated in Central City and in West Sacramento, including the Pioneer Bluff project and the Stone Lock Reuse Master Plan. The entire industrial area on the West Sacramento side will slowly be decommissioned to allow for more infill development on the waterfront. There is also a large influx of people moving to the Sacramento region, and the Broadway Bridge will not induce economic growth, but is designed to accommodate it.

Project Schedule and Funding

- Construction costs: The bridge cost is estimated to be around \$278 million. This number does take future inflation into account. There will most likely be multiple funding sources for the bridge since the cost is so high. There are several state and federal grants and opportunities for investments at local levels including sales tax measures. The project team has been working with Congresswoman Doris Matsui to identify different funding sources.
- Final Design Funding: The project team is looking at regional grants from SACOG for the design phase, which is currently estimated to cost about \$10 million. The funding would be a combination of regional funding (\$8 million) plus a local match.
- Current project funding: The environmental document preparation and analysis was funded mostly through local sources from West Sacramento and Sacramento and from a \$1.5 million Tiger Grant from the Federal Highway Administration.
- Construction timing: Construction is anticipated to begin in 2035 and it would take two to three years to complete, depending on the final design. The completion date is far in the future because the project team will need to complete other phases prior to construction as dictated by



Caltrans. Currently, the environmental document is in public review, and will also be reviewed by City Council. Once the environmental documents are certified, then the project would move into a Plan Specifications and Estimate (PS&E) phase. The final design phase comes after to determine specific design elements of the bridge and cross section and takes eighteen months to two years to complete. After right of way acquisition is completed, then the bridge can be constructed, although the project team will need to secure funding before that happens.

- Timeline for Pioneer Bluff projects: The new street network for Pioneer Bluff was approved in 2018 by the West Sacramento City Council. This also includes the Broadway Bridge project and how it fits into the overall network.

Public Awareness Campaign

The project team implemented a public awareness campaign to increase community participation in the virtual open house. As part of the awareness campaign, the project team created an informational flyer as well as a social media graphic.

Community partners which consisted of business interest, community-based organizations, elected officials, environmental groups, local businesses / employers, neighborhood associations, schools and parks, transportations advocacy groups, and underrepresented groups were identified and contacted to discuss the Broadway Bridge Project and the corresponding public outreach opportunity. Full-sized versions of the flyers and social media graphic are available in the Appendix.

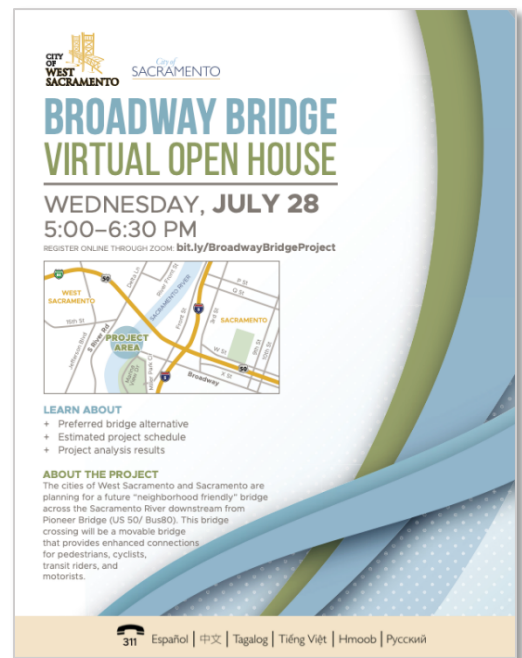
Social Media

The project team shared information about the Virtual Open House through a Facebook and Instagram post targeting the West Sacramento and Sacramento region. Below is a summary of the results:

- [July 22, 2021](#)
 - 13,891 impressions (views)
 - 866 engagements (post clicks)
 - 362 link clicks

Additionally, the City of West Sacramento and the City of Sacramento shared information and the social media graphic about the virtual open house through Facebook, NextDoor, Instagram, and Twitter.

Media

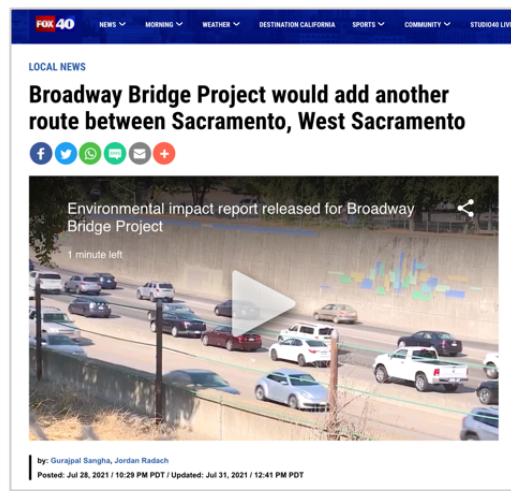


Open House flyer

A media release about the Broadway Bridge Virtual Open House was distributed to local media outlets in advance of the meeting. Additionally, a public notice about the review period for the Draft EIR/EA was published in the Sacramento Bee.

Here are some of the media outlets that published the release:

- [ABC 10](#)
- [FOX40](#)
- [KCRA 3](#)
- [Sacramento City Express](#)



Appendix

- Comprehensive list of public questions and comments
- Flyer
- Presentation

Broadway Bridge Workshop Q&A Answers Transcribed

- **Buffered bike lanes on the bridge:** It will be buffered bike lanes. The intent is to have a three ft buffer between the travel lanes and the bike lane. What that buffer looks like has not been decided yet. That's going to be something that's evaluated and formalized later during the final design phase, so that it could be striping, it could be vertical delineators, there are a number of options for us to consider as we move forward, the final design that has not been determined, but it is definitely planned to be a buffered bike lane.
- **Why does the bridge have to be moveable:** The U. S. Coast Guard has jurisdiction over this stretch of the river. So they have specified the minimum vertical clearance that's needed from the water to the bottom of the bridge in order to maintain navigation along the river. And so envision if it was a fixed bridge, it would need to be the same height as the Highway 50 bridge that's directly north of here. And so then in terms of trying to make that bridge touched down on either side, it would be extending into 3,000 or 4000 ft east down Broadway. And then it would extend that same distance west into West Sacramento. So the fixed bridge does not fit within the context of the area and it was determined to be not feasible.
- **Why is a two way left turn lane needed on the bridge?**
It really is a center median on the bridge. There's no two way left turn pocket on the bridge. It's really needed as we get off of the bridge, there are adjacent intersections that the alignment ties into. And so it's the geometry is really set up so that it ties in and provides that left turn pocket off of the bridge. And then just in its interim condition, using that medium space just provides more separation between eastbound and westbound traffic across the bridge.
- **What's the estimated construction cost:** If we're projecting forward for this bridge to be built in around 2035, the estimated construction cost is about \$278 million.
- **Will the bridge accommodate rail:** This will be designed to accommodate rail in the bridge. Tower bridge was originally designed to accommodate rail. It was the only rail bridge crossing besides the Union Pacific I Street Historic bridge. It has rail below both the I Street bridge replacement the C. Street Railyards bridge and Broadway Bridge are both envisioned to accommodate rail in the future.
- **Why not the Sutterville Road connection?**
That was an alternative as part of the 2011 River crossing study that was analyzed and it was actually not considered acceptable by either city or Caltrans to boot. One is the congestion that it would induce onto I-5. The other is neighborhood residents in Sacramento and perhaps Sacramento staff declined to want to see that connection. In addition, West Sacramento was concerned about the amount of truck cut through traffic going down through the Southport neighborhoods to get to the port. It also would significantly decrease the amount of pedestrian and bike accessibility within the south port area. It's part of the reason why you see that large swath of land on Lake Washington boulevard, that the city is currently looking at putting in a cycle track and a wider linear parkway in accordance with our bike pad master plan.
- **Where will the funding come from?**
It's going to be a challenge. This is a very expensive piece of infrastructure. So looking at a cost of around 278 million. That doesn't come from one specific source, that's going to require funding from multiple sources. So there is a need for state and federal grants to help support that. There are opportunities for transportation investments at a local level in terms of sales tax measures and those types of things, but that has not been formalized at this point. So going forward, there's going to be a focused effort to identify a funding plan for this bridge. The I Street bridge being \$230 million and funded through the highway bridge program was pretty amazing. We do have our work cut out for us on securing funding for Broadway Bridge. We have been working with Congresswoman Matsui and her office to identify different funding sources. We were able to secure funding using predominantly local funds to get through this environmental document for Broadway Bridge supplied by the city of West Sacramento and the city of Sacramento, as well as a \$1.5 million Tiger Grant from the Federal Government

from Federal Highway Association. We are going to be looking in the future at attempting to secure a regional grant from the Sacramento Area Council of governments. We are going to be submitting an application seeking final design funding. Currently we estimate that to be around \$10 million. So it would be a combination of Around 8 million in regional funding plus local match. We're just going to have to do this incrementally. The construction is going to be the heavy lift and we know that and we're just hoping that we'll get some federal support in the future.

- **Why can't river traffic be designed for the bridge instead of the bridge designed for river traffic?**

The Sacramento River is the backbone for the entire flood control system through this area. The elevation of water in the river can change by up to 30 ft during peak flood events. So that is the main reason why is because the river stage changes so significantly in order to provide enough clearance from the top of the water to the bottom of the bridge. If it was not a movable structure, you end up with that very tall bridge for the highway 50 structure.

- **How many piles will there be in the river?** It is a six span structure, meaning that there are six individual spans for this bridge. There is going to be five piers in the water and each one of those piers is supported by a number of piles. The final design for the foundations has not been completed. But the environmental document includes the option to do either driven piles or large diameter oscillated piles. Once we get further into the final design, that foundation design will be selected, but there will be a number of piles to support each one of those piers in the water.

- **What is the connection to X as the major traffic collector in Sacramento? Would it mean one or more left turns on Broadway?**

The bridge connects directly to Broadway and then once traffic continues further east along Broadway when they get underneath I-5, there will be connections up to X at 3rd Street and Fifth Street. In order to connect from Broadway to X street it would be one left turn and you would have multiple intersections where you can make that left turn.

- **How will this impact the intersection at Broadway and Front Street?** The intersection of Front Street and Broadway is envisioned to be a traffic signal. There are actually two options there. It's either identified as a stop or a signal, but it is envisioned to be a signal when the project is built.

- **What is the potential traffic impact associated with the bridge on Broadway?**

On Broadway, Traffic actually flows very well. At the Broadway and Front Street intersection in the 2030 opening day conditions, we have level of service C in the PM peak hour, and in the AM peak hour, it is anywhere between level of service D and level of service E, which is very consistent with traffic signals and intersections in this area. So, in terms of traffic flow in general, the flow works really well. The grid that's set up with X street and Broadway is able to accommodate the traffic that's flowing along that section of the roadway. And then for the connection in West Sacramento, there are again, a number of potential routes for traffic to go once it gets off the bridge. It can either go down South River Road or that connection over to Jefferson boulevard.

- **What is the estimate for a length of time for construction? Once it started?** 2-3 years; it's just going to be dependent on the design and complexity associated with it.

- **Will the height of the bridge provide enough clearance during flooding?** The bridge itself is going to accommodate high water events even while closed. The requirements that we have from the Central Valley Flood Protection Board, who governs the flood control system for this area, they require that the bridge soft at the bottom of the bridge, even in the closed condition, provides a minimum of 3 ft of vertical clearance over the 200 year storm event. So that's a one in every 200 year storm over that, which is a very high storm, producing very high flows in the river. And we have to provide a minimum of 3 ft clearance when the bridge is in the closed condition, so that even when it's closed, water can flow underneath the bridge.

- **Will the left hand turn lanes in the middle be wide enough to allow emergency vehicles to cross if needed?** The center median is 12 ft wide, which is the same width as a standard travel lane. So in an emergency, if a vehicle needed to use that, they could.
- **Can you address the pros and cons of the south river road vs Jefferson options on the west side?** After comparing away in the benefits and impacts of the feasible alternatives between the two cities, alignment B was recommended as a locally preferred alignment subject to public review and council approval because it satisfies the objectives of alternative C a little bit better in that it would require fewer changes to the approved street network in West Sacramento. It results in greater congestion relief. It actually results in fewer vehicle miles traveled, which has a direct impact on greenhouse gas emissions. It would cause a lesser amount of permanent and temporary impacts to both terrestrial and aquatic habitats. It also has a reduced length of the movable span so it's a less costly option. Also it should be noted that alternative C was not recommended by the U. S. Coast Guard and instead they recommended alternative B due to the skewed alignment. With regard to looking at the differences in West Sacramento, it's a matter of how many traffic impacts will you get dead ending directly into South River Road versus connecting into 15th at Jefferson. However, we look at the difference between the 15th and Jefferson connection versus the South River Road. A lot of folks are looking to go between Southport and downtown during peak hours since traffic flow normally does going back and forth between the major job center and other locations. And so in West Sacramento, specifically the amount of folks traveling from the bridge to go south were significantly constricted by using South River Road to Village Parkway as opposed to having 2 alternatives. And that is going down Jefferson or using South River Road to Village Parkway. It actually split the traffic up and made it flow much better and with significantly fewer impacts to neighborhoods and pedestrians and bicyclists.
- **What traffic model was used?**
We used SACOG regional model, which is the approved model for use in traffic analysis throughout the region. It was also calibrated for the city of West Sacramento and sacramento specifically
- **Where does the bridge touch down west of I-5?** The bridge touches down right where the existing railroad tracks cross over Broadway. So that is the point where the new roadway profile connects to the existing Broadway connection and then from that point east to the I-5 over crossing it is at grade with the roadway just doing minor improvements to curb gutter and sidewalk. But the actual physical touchdown of the new road profile is at that railroad crossing of Broadway.
- **Does the environmental impact consider impacts to West Sacramento neighborhoods directly west of Jefferson boulevard?** The impact study area is broader than just the footprint of the project. And so we do look at the effects of traffic, the effects of noise, the visual effects, the number of factors broader than the actual footprint of the project in both West Sacramento and Sacramento. So the traffic analysis does consider adjacent roadways that the traffic disperses and if there would be a significant change in traffic volumes or vehicle miles traveled or increases in congestion. We also did follow the neighborhood friendly bridge policy where we are not directly landing this bridge into a residential neighborhood. The neighborhood friendly bridge policy was adopted in 2011 by the City of Sacramento. We have been following that policy along with our other bridge projects like the I Street Bridge replacement projects. So any potential negative impacts onto local neighborhoods like the State Street in West Sacramento were avoided. We made sure that primary arterials like 15 Street, Jefferson, South River Road were the landing areas for the bridge.
- **Will the South River Road go through a widening process to accommodate traffic coming off the bridge. Additionally, how will this impact the on ramp onto Highway 50 from South River Road?**
So the answer is no. We specifically work with the Economic Development Department of the City of West Sacramento to receive approval from the City Council for the road network for Pioneer Bluff that included South River Road. In 2018, the Street network was approved by the City Council. That was done specifically to look at how we would be directing traffic

throughout the Pioneer Bluff neighborhood and how that would affect potentially widening or not widening roadways. Our entire traffic analysis was based on that approved road network. South River Road was slated to be a four lane road. It is now a three lane as was adopted by the new Street grid by City Council.

- **Do you plan to have streetcar or light rail on all three bridges (I Street, Capitol and Broadway)?** Streetcar is light rail. They are the same gauge. They are the same vehicles. So the streetcar project that most folks know about for the region is actually a form of light rail extending into West Sacramento from Sacramento Valley Station. It will utilize the exact same vehicles that Regional Transit recently was awarded funding to procure low floor vehicles. All the bridges will be constructed to accommodate light rail in any form. And that is consistent with the I-Street Bridge. It's consistent with what's currently in Tower Bridge. The Center Lane was originally designed to accommodate light rail, and Broadway Bridge will do the same.
- **Is the 277-million-dollar figure based on today's economy or dollars, or is it based on future inflation?**
It is escalated to that 2035 date when we anticipate construction taking place.
- **What local destinations did you use for you're your traffic models?** I don't have that info off the top of my head. The traffic model is a very vast network that looks at the west sac and sac area. It's very complicated in how it goes through that assignment of traffic trips. That info is described in the traffic report which is Appendix L in the Environmental document.
- **How it will affect traffic on South River Road, 15th street, Jefferson road etc.?** The project doesn't cause impacts to South River Road. It does not make the conditions along South River Road worse than today because it's planned as part of the future improvements with the Pioneer Bluff area. So it's consistent with that planning effort. The one intersection that does show an impact for alignment C is Jefferson Boulevard and Alameda Boulevard. And that's because there's going to be additional turning movements that are needed to get traffic to the bridge at that location that could not be mitigated to a point where it didn't cause an impact. So that's where there is a bump in delay at that intersection. But with the B alignment, everything is consistent with the planning efforts for Pioneer Bluff.
- **With our regional goals for increasing active transportation combined with increase in e-bike, e-scooters, and other fast-moving devices, is there a consideration for wider, protected bike lanes to accommodate these travelers?** Want to go ahead and take this. So the micromobility options that you see between the two cities, so that being line bird in any of those scooters or the shared bikes that Line has on the Street, those have battery electric power. They are not allowed or not supposed to be allowed on sidewalks. However, they can be used in bike lanes. This bridge is designed with buffered bicycle lanes six feet with three foot buffers. I know there's a lot of chat here about how they'll be designed, and when we get into the design phase of the project, then we can have a robust debate on what folks want to see happen there in the buffer. The micro mobility would be utilizing those bike lanes as a motorized form of transport, as opposed to the 12 foot multiuse paths that envision walkers joggers and there can be bicyclist there on the multi use path. This is something that we're going to have to go through and either have a specific policy on or have some design solutions with regard to that real quick. The bridge deck itself was envisioned to be flexible, meaning the width is flexible. So as we move forward with final design activity, we're not precluding design modifications going forward. So if there's a desire to have a wider buffered bike Lane and we narrow the buffer strip, or we look at potentially narrowing the median with on the bridge, the bridge deck is envisioned to be flexible to give us that option as we move forward with final design to really zero in on what the cross section would look like.
- **The navigational alignment show the movable span as not centered in the bridge. Is that true?** That is true. So this was something that came through our coordination with the US Coast Guard and the Mariners. But they surveyed the Mariners and looked at how the ships actually navigate around that curve as you're going South towards Miller Park. And based on that alignment and then lining up with the US 50 structure, the preference was to have that movable span offset slightly to the west to line up better with how water craft would navigate through here.

- **How many lanes feed into the bridge from west Sacramento side?** If were referring to merging lanes, there's three lanes. I know we had the same configuration going on for I Street bridge where we have to have merging lanes that go onto the bridge span itself. That has been evaluated with travel analyses to function just fine. There will be railroad crossings, and we did consider that for the traffic analysis to function acceptably. We do have expanded intersections on the West Sac side where you would have two lanes going through S River Road and there's a taper to go down to one lane in each direction across the bridge, and that single lane in each direction continues all the way down the Broadway corridor. So it's not until you get to the S River Road intersection that you get two lanes.
- **At the beginning of the, of the present at the meeting, you talked a lot about the project benefits and the objectives of the bridge, discussing connectivity between the two communities. But we did have a question related to maybe sharing what the economic justifications for the project are. Would you like to address that?** There's growth anticipated in both cities by the west Broadway specific plan and the docks. Central city has at least previously had looked at a large number of infill projects happening including residential in the central city area. In west Sacramento, you may have gone over pioneer bridge us 50 and seen the development that's been occurring in the bridge district in west Sacramento. We also have a planning project that's been moving forward which is called pioneer bluff and stone lock reuse master plan. That is the entire industrial area in the west Sacramento side that has been slated for the last decade to slowly be decommissioned. Industrial properties are anticipated to move into more of our industrial areas, opening up the waterfront, and then we're looking at some pretty significant infill development occurring all the way from the deep water channel north to what is now the California Indian heritage center, which is just north of the Washington district in west Sacramento. So both cities are anticipating a significant amount of infill – commercial, retail, and housing. I'm sure a lot of people I've seen the housing prices have been increasing and that we have a very low stock. There is a rather large influx of folks that are coming into our area because of the many, many benefits that our region provides. And this bridge will help to accommodate that planned growth. It's not going to induce growth, it's already planned and already here and we are looking to find a way to accommodate impending growth in our region over the next 20, 30 years.
- **What are the anticipated noise impacts of the west Sacramento neighborhoods from the increased traffic and option B?** The best place to get the extra detail for that is chapter 3 of the EIR/EA. That is the CEQA analysis that includes the local thresholds that are defined in the noise ordinance of both cities. It's table 3.2.13-2, and it really shows that the noise levels do not change as a result of this project. There's other growth patterns, and as Jason was just discussing there's other planned improvements without this project that are perhaps changing the noise levels over time as growth and developments tend to do on local streets, but the bridge project itself is not increasing noise.
- **What will happen with traffic on 15th street?** At 15th street, most of the traffic is going to be dispersing. There's Jefferson, there's going to be the new redevelopment along the pioneer bluff, and then yes, people going home into the state streets or other locations. And the traffic modeling doesn't show a new change in pattern and people suddenly now passing through residential areas as a result of this project. That's not the way people are going to change their habits. They're going to continue to use existing roads to get home like they do now after they crossed the river.
- **Did the study look at greenhouse gases? And does the project increase or decrease the surrounding areas of impact?** Yes, the analysis for greenhouse gas emissions shows a negligible change, meaning that this is not an increase. In some cases, it's a decrease. Because the bridge project is shifting traffic from the highways and from other routes, it's not increasing greenhouse gases, it's just moving the emissions around. So we didn't see a change or even an increase in greenhouse gas emissions as a result of the analysis. That's also in chapter three.

- What were the elements that define neighborhood friendly bridge besides the landing areas?** The definition of the neighborhood friendly bridge, it was multi-prong to make sure that it looks both locally at the specific location where the bridge touches down, but then also take a more holistic look at it. So in terms of looking at the area as a more holistic approach, again, the intent there was to serve local trips, not regional trips. So the intent was not to connect this bridge and have it be a regional facility where it's serving those vehicles that are passing through the area. The intent is for local residents who are getting around during their normal parts of their days. As it related back to not widening the approach roadways, that was specific because the intent is that this bridge fits with the context of the roads that it's tying into. We did not want to pick a location that required a widening of the roads on either side. And like I mentioned earlier, there's one lane in each direction on the bridge, continuing into Sacramento and that was picked to line up with the Broadway complete streets plan, and then on the west Sacramento side, the project was designed to fit in with the Pioneer Bluff Reuse Master Plan and the roadway system that was envisioned for that system, so everything was designed to look at the area as a whole and fit with the context of that location.
- I understand the funding is not secured yet, but why is the projected start of construction so far off to 2035?** The reason for that is that we have a number of other phases that have to be completed for the project before we could move into construction, but the first one would be an actual final design phase. Again, a lot of folks have been talking about how is this going to be designed? How's it going to look? We're focused on the environmental impacts associated with the bridge and getting the environmental documents certified. After that phase is complete, we can move into the next phase, which is called the plan specifications and estimates or PS&E phase. These are all dictated on how Caltrans actually, what they call their phases and how they proceed. After that there's right of way, right away acquisition and the construction phase. So once we have secured funding for the final design phase, we will go out to the public. It's going to be a two year process of potentially even three-year process to look at what, how is this bridge going to be designed? How are the lanes going to be designed or they're going to be green bike lanes or are they going to be buffered or are they going to be separated? Some of these different design items have to be ironed out. After that two to three-year process, then we enter into right of way, right away takes between 18 months to two years to complete. Once we have gone through the right of way acquisition phase, then we enter into construction. And again, we need to give ourselves a little bit of time to secure the funding for that once we've actually secured the funding and we've gotten all the other phases complete, and we've received the go ahead. Then we can go ahead and start with the construction phase.
- Was the UC Davis Aggie square project for the west end of Broadway, considered in the transportation model as a destination?** So everything that was in the model for the traffic analysis, where land use is consistent with what is in the regional model that is approved by SACOG for use in the region. So any of the projected zoning and any of the land uses are already pre-programmed in that model. If the approved regional model had that in there, then yes. I couldn't tell you specifically whether or not that one project was already put in there. I can tell you that if Aggie square is consistent with the existing underlying land use, then yes, it is. If it was not consistent with the underlying land use, then very likely it was not. The traffic report looks at land uses and it looks at what the area is going to develop to. It doesn't necessarily look at individual projects, but it's making sure that that land use was identified in the traffic model.
- Will the bridge allow access from Broadway to Marina view drive?** Yes.
- Has the impact on 15th street in West Sacramento, been looked at? It's a residential street and seems that it will take on much more traffic coming from Sacramento for west Sacramento residents, traveling to west acre, Westfield that would currently take west capital.** Our traffic analysis took into account all the circulation in the area of west Sacramento in accordance with the regional model, so yes.
- Based on a very quick skim of the transportation report on website, it doesn't look like they considered impacts to south river road intersections with Locks Drive/Village Parkway and south of there. What would the impact be on those locations?** So all

intersections and the approved road network that was approved by the west Sacramento city council. And 2018 for pioneer bluff and stone lock, as well as the surrounding intersections were taken into consideration and were analyzed with use of the regional model.

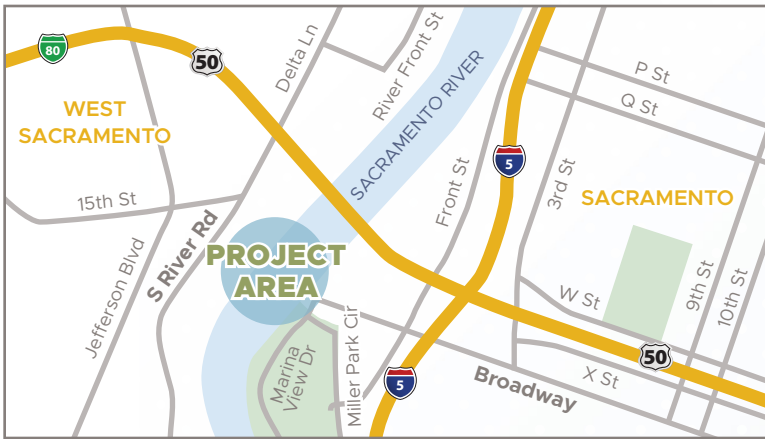
- **Are the bridge connections in the industrial zones, are they considered brownfield sites? And are you paying for industrial relocations?** So with regard to brownfield, some of them are brownfield sites in both cities. I believe that there are plumes that are located subsurface that will require cleanup. That cleanup has to be done by, I'll give you an example: In west Sacramento, there is a plume under the shell property where alignment B does touchdown. That has to be remediated, and I believe that there is some ongoing discussion between the shell property and the port of west Sacramento with regard to how that is cleaned up.
- **No impacts to salmon migration during construction? How about waterway constriction, channelization after construction?** Yes, we did very carefully look at effects on fish species in the river. I think every possible species of fish that's listed in the federal endangered species act that is threatened or endangered is present in this section of the river. For all of our bridges here, not just at Broadway bridge. So we did take a very close look at that, especially for constant construction impacts that we discussed a little bit earlier. We looked at the worst case scenario from a noise standpoint, impact hammer duration of disturbance in the water, potential soil disturbance that would increase turbidity, that would affect fish at various life stages. There's a very detailed analysis in the EIR about these effects and we've already received a biological opinion from both the US Fish and wildlife service and the national Marine fishery service regarding the effects of the project and they agree with the mitigation measures that we've put forward to either avoid, minimize, reduce or compensate for the impacts of the projects. When it comes to constriction of the waterway, we are displacing certain amounts of columns of water, and that was also taken into consideration in the analysis and it is just in this one specific location, and anything in the river, displaces water and the fish have to swim around it. Even from a hydraulic standpoint, it was evaluated and there is no impact as a result of this bridge on water surface elevations or hydraulics in the river. And the main reason is that the river is extremely wide, and these piers, even though their bars are relatively small compared to the total cross section of the river.
- **Does the bridge increase or reduce property value for state streets?** So the environmental analysis does not analyze whether or not some will or will not impact property value.
- **Does that greenhouse gas emissions comment include the emissions created from three years of construction with heavy machinery and the emissions associated with sourcing the materials required to build the bridge?** It does discuss the construction effects in chapter three, where you can read the greenhouse gas discussion. It does not discuss specifically the emissions associated with sourcing the materials because we don't have that specific information, but it does make assumptions about emissions during construction.
- **What is the current timeline for pioneer Bluffs and Stone Lock and how do the improvements associated with those efforts dovetailed with the Broadway bridge opening?** As I had mentioned before the Broadway bridge and the pioneer bluff and Stone Lock reuse master plan efforts were entirely coordinated all the way back from 2014, where we kicked off this project through the feasibility study into the project approval or environmental document phase that we're in right now. The street network for pioneer bluff was approved in 2018 by the west Sacramento city council, and it showed the number of alignments (four different alignments at the time) that could potentially touch down into pioneer bluff, all of which were consistent with the network, but there may be some modifications. Ultimately, when the bridge comes in with regard to how wide left turn pockets need to be, or if an additional right turn pocket would be required. Those were all analyzed and actually included in the environmental document. As I had mentioned earlier, there was originally a four lane that was anticipated for south river road. And that has since been reduced per the new approved roadway network.

- **So how many right away purchases are recognized so far and what are the estimated costs so far?** In the relocation and real property acquisition section of chapter two. That's table 2.1.5, that talks about the commercial and industrial businesses that will be relocated as part of this project. There are plans to redevelop both sides of the river, independent of the bridge projects that do not rely on that the bridge project, but assume that the bridge could possibly be there and they will also be relocating some of the same properties. So it depends on what comes first. The number of businesses are disclosed, but we do not have estimates of cost in the environmental document for the cost of purchasing those because that could change depending on when the bridge is built.
- **Are oil tanks on the Sacramento side being moved?** The project does not require the relocation of the oil tanks themselves. Either alignment does not require those. That being said, if there are planning efforts that are ongoing. I mentioned the west Broadway specific plan that have evaluated changes to that land use.

BROADWAY BRIDGE VIRTUAL OPEN HOUSE

WEDNESDAY, **JULY 28**
5:00–6:30 PM

REGISTER ONLINE THROUGH ZOOM: bit.ly/BroadwayBridgeProject



LEARN ABOUT

- + Preferred bridge alternative
- + Estimated project schedule
- + Project analysis results

ABOUT THE PROJECT

The cities of West Sacramento and Sacramento are planning for a future “neighborhood friendly” bridge across the Sacramento River downstream from Pioneer Bridge (US 50/ Bus80). This bridge crossing will be a movable bridge that provides enhanced connections for pedestrians, cyclists, transit riders, and motorists.





Broadway Bridge Project

Virtual Open House - July 28, 2021

Jason McCoy, West Sacramento, Project Manager

Zach Siviglia, Consultant Project Manager

Claire Bromund, Environmental Lead

Gladys Cornell, Community Outreach



Before we begin...

- Welcome!
- Microphones will remain muted to prevent background ambient noise.
- Please submit any comments or questions in the chat box throughout the presentation.
- Formal comments on the Draft EIR/EA must be submitted in writing to:

Jason McCoy, Supervising Transportation Planner
Community Development Department,
1110 West Capitol Ave, 2nd Floor, West Sacramento, CA 95691
mccoyj@cityofwestsacramento.org

By no later than 4:00 p.m. on August 23, 2021.



Agenda

- Welcome and Meeting Orientation
- Project Team Introductions
- Welcoming Remarks
 - by Jason McCoy, Supervising Transportation Planner and Project Manager with the City of West Sacramento
 - and by Jesse Gothan, Supervising Engineer and Project Manager with the City of Sacramento
- Presentation on Project Design
- Q&A Session
- Presentation on Environmental Process
- Q&A Session
- Project Next Steps
- Wrap-Up



City of
SACRAMENTO

Welcome

Presented by: **Jason McCoy, City of West Sacramento**



City of
SACRAMENTO

Welcome

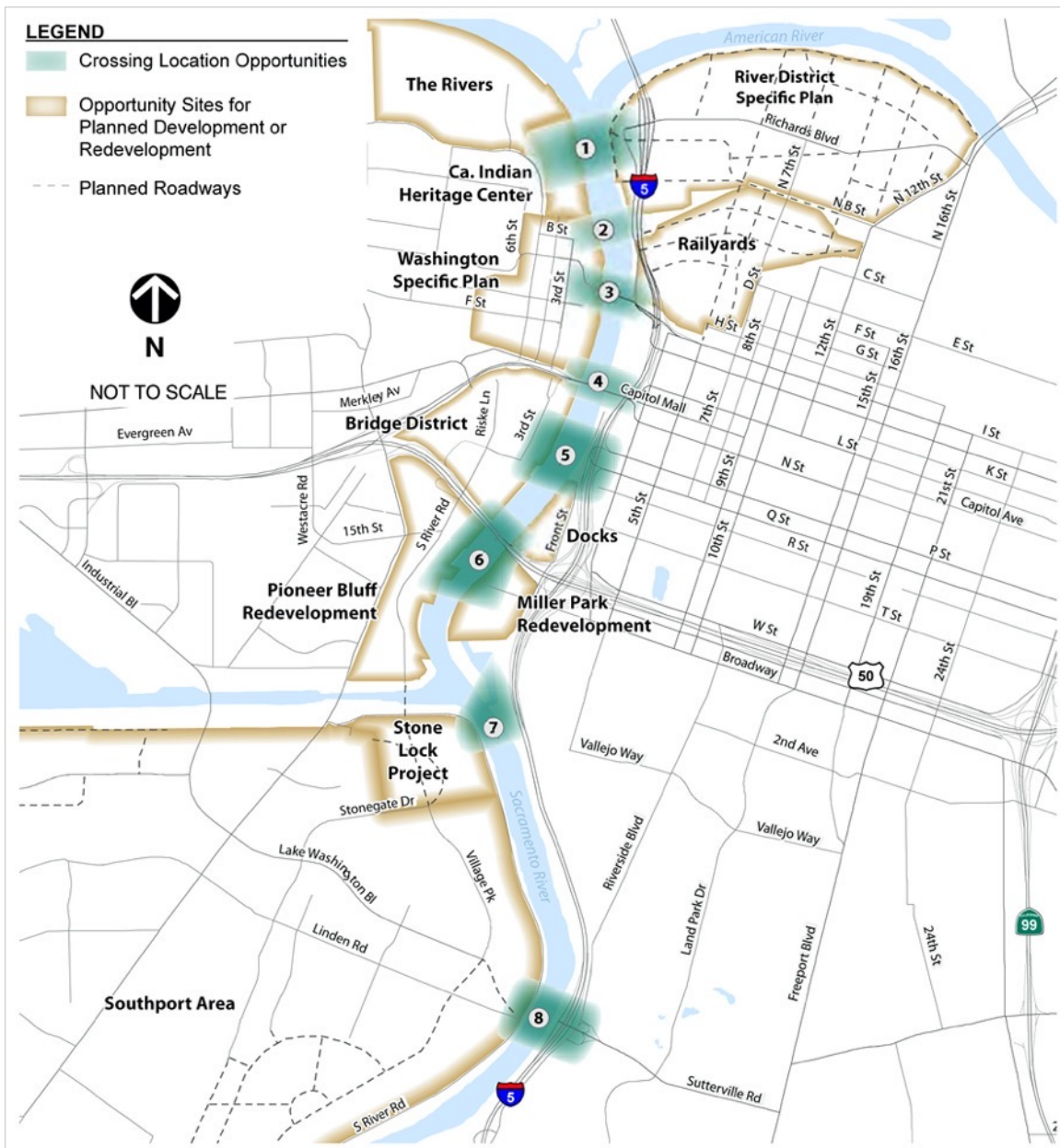
Presented by: **Jesse Gothan, City of Sacramento**



City of
SACRAMENTO

Project Background

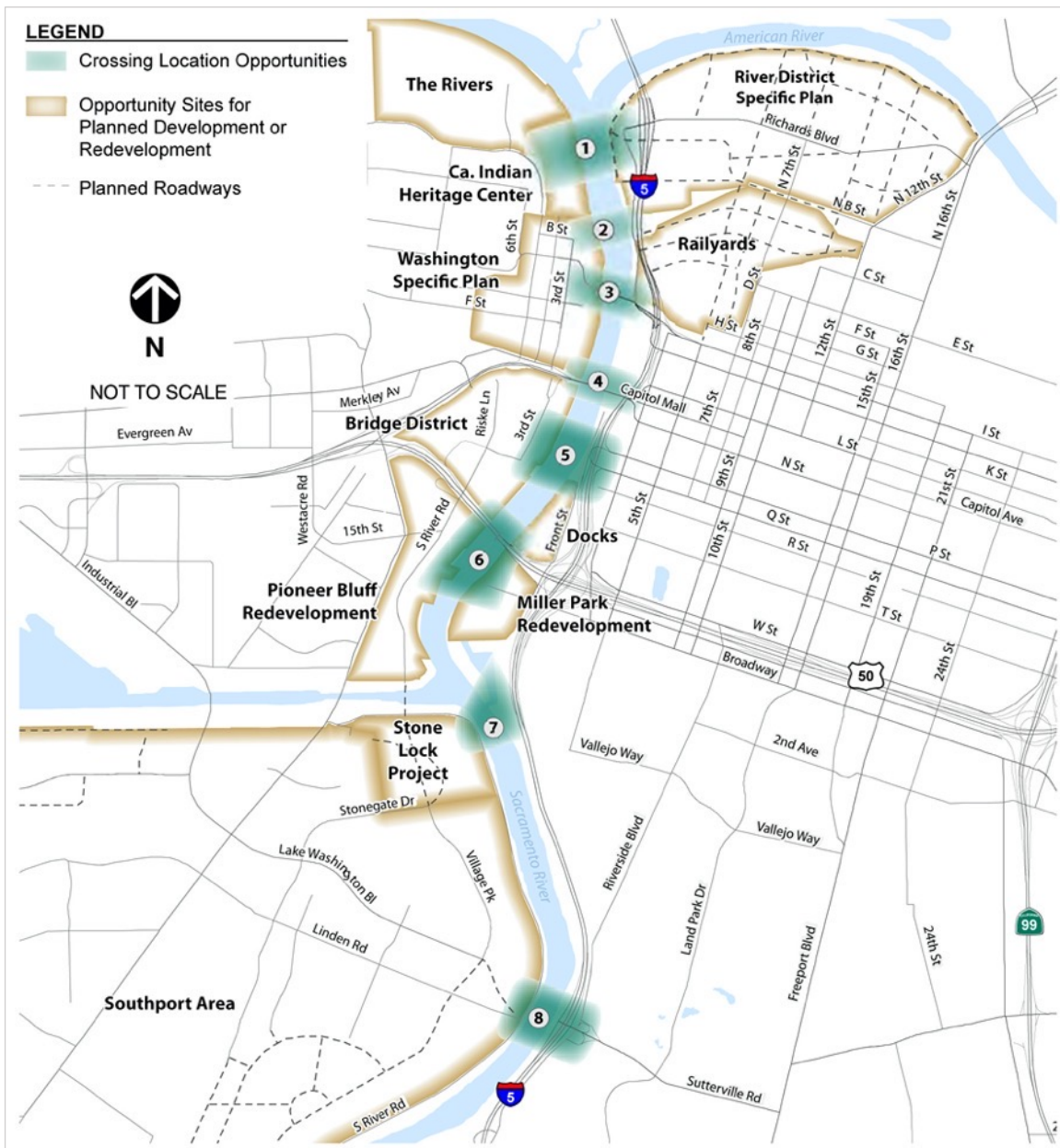
Presented by: **Zach Siviglia**, Consultant Project Manager



City of SACRAMENTO

Sacramento River Crossings Alternative Study

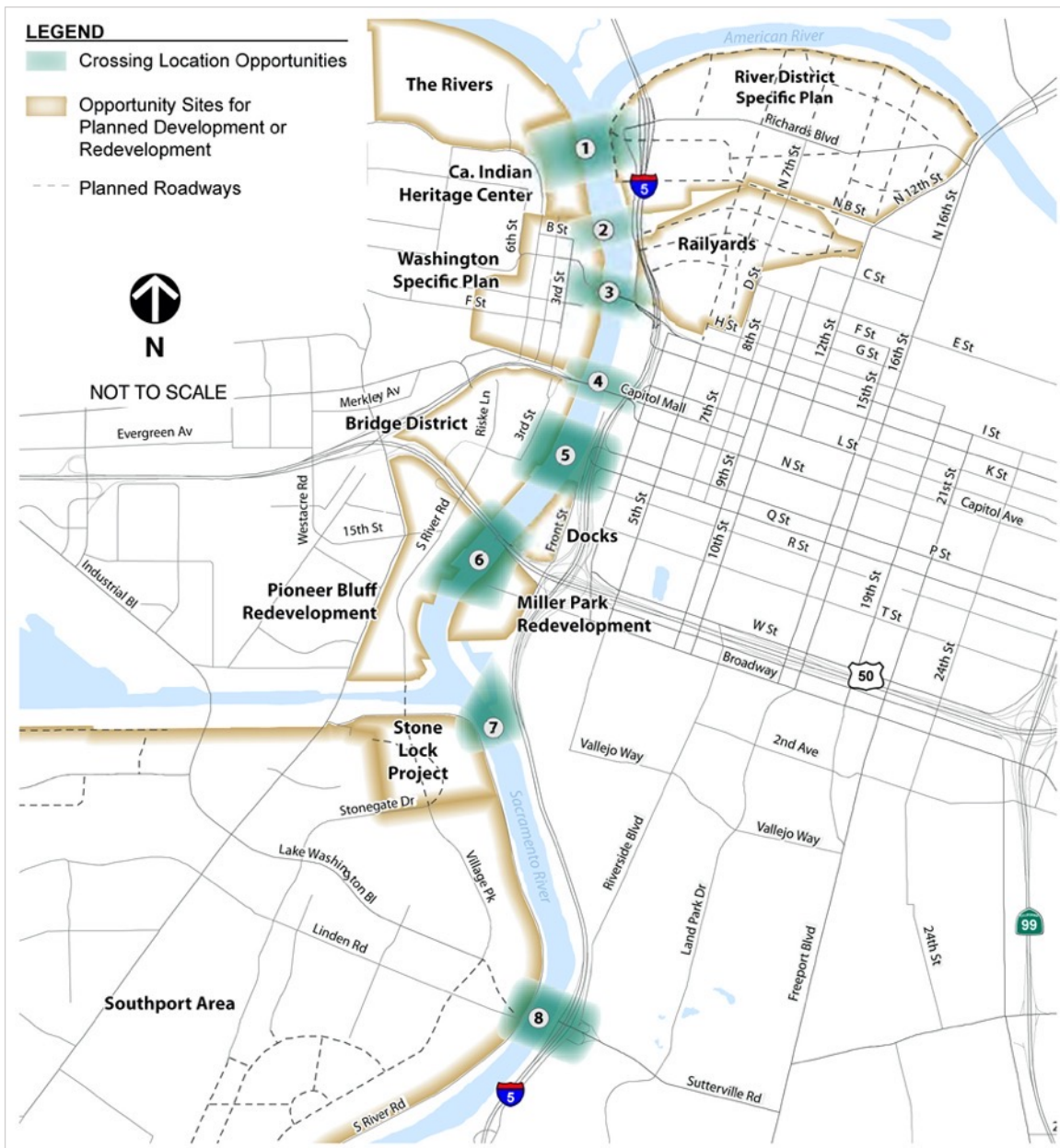
Completed in 2011



City of SACRAMENTO

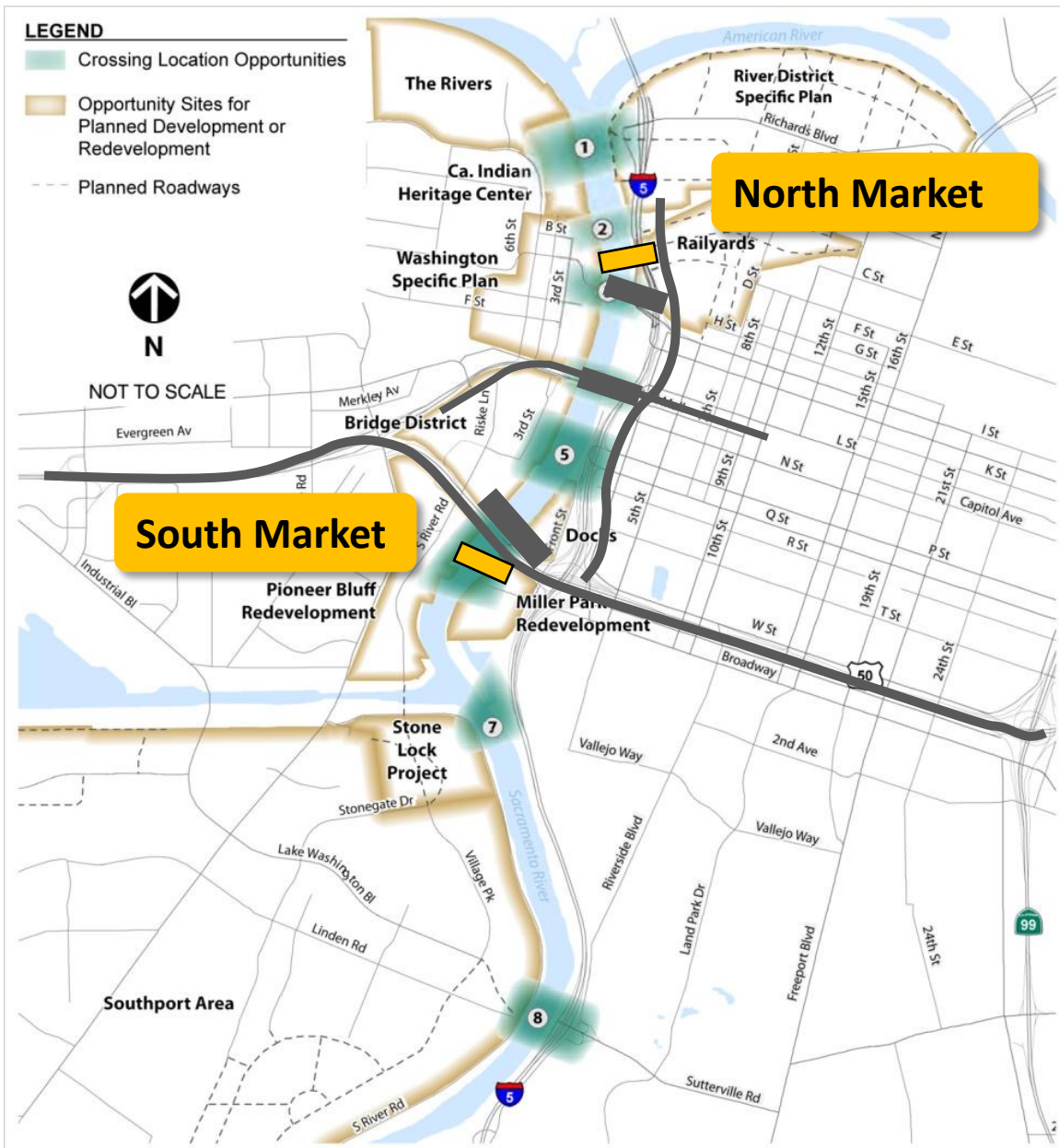
Goals:

- 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

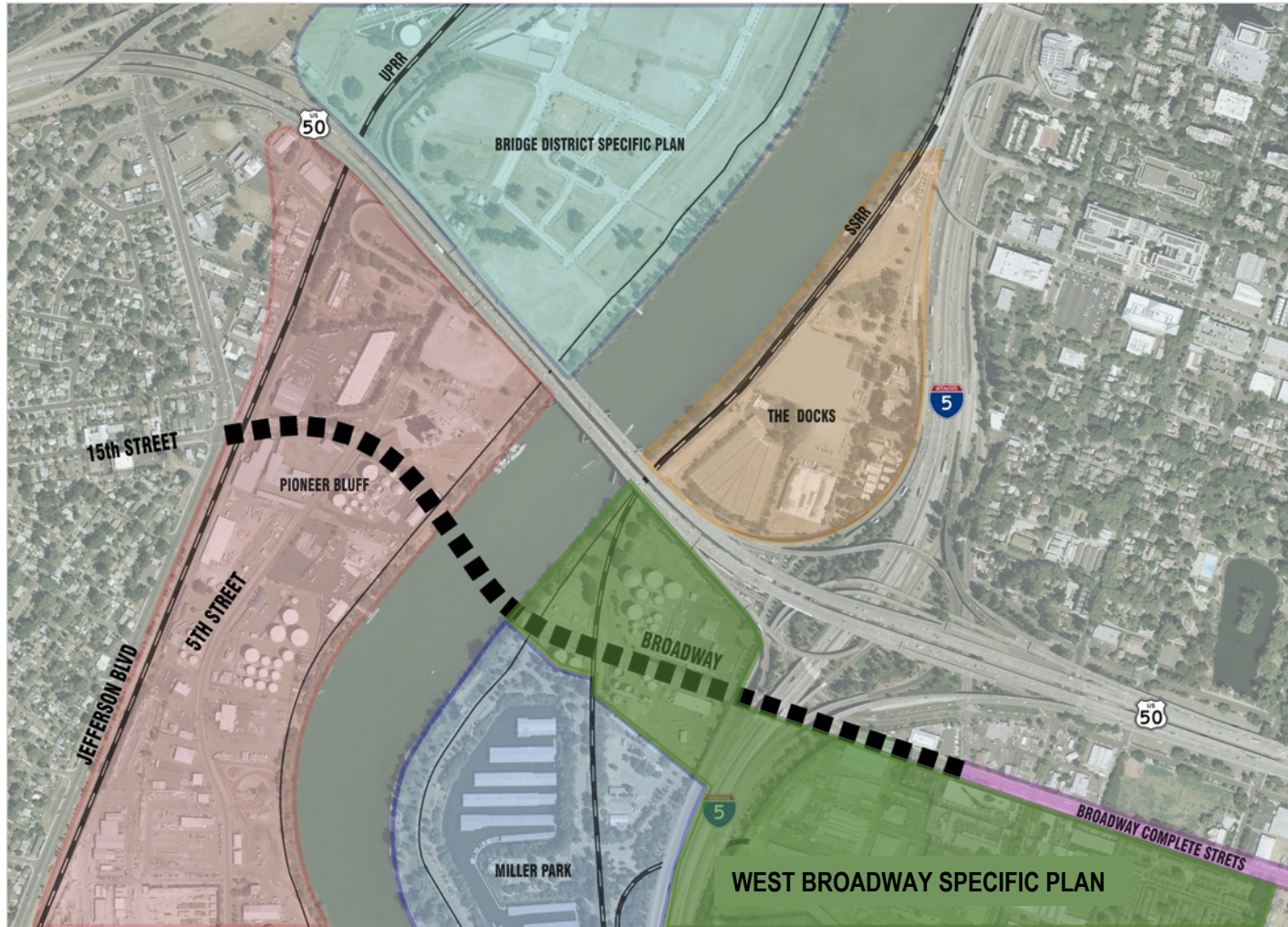


Neighborhood Friendly Bridge:

- 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



Adjacent Projects



Initial Alignment Options





City of
SACRAMENTO

Project Design

Presented by: **Zach Siviglia**, Consultant Project Manager

Project Overview

The bridge should facilitate local traffic, not provide alternative access to US-50.

Great idea. I look forward to walking to Broadway from my neighborhood in the state streets.

Aesthetic considerations are essential as this bridge is intimate with developing housing and recreation on both sides of the river.

Bike and pedestrian access is a must!

I would prefer connecting to South River Road instead of Jefferson. This would encourage more local level use instead of freeway, and would help the Jefferson Street back up.

Please choose an aesthetically beautiful design for the bridge. It will be highly visible, and will be here a long time.

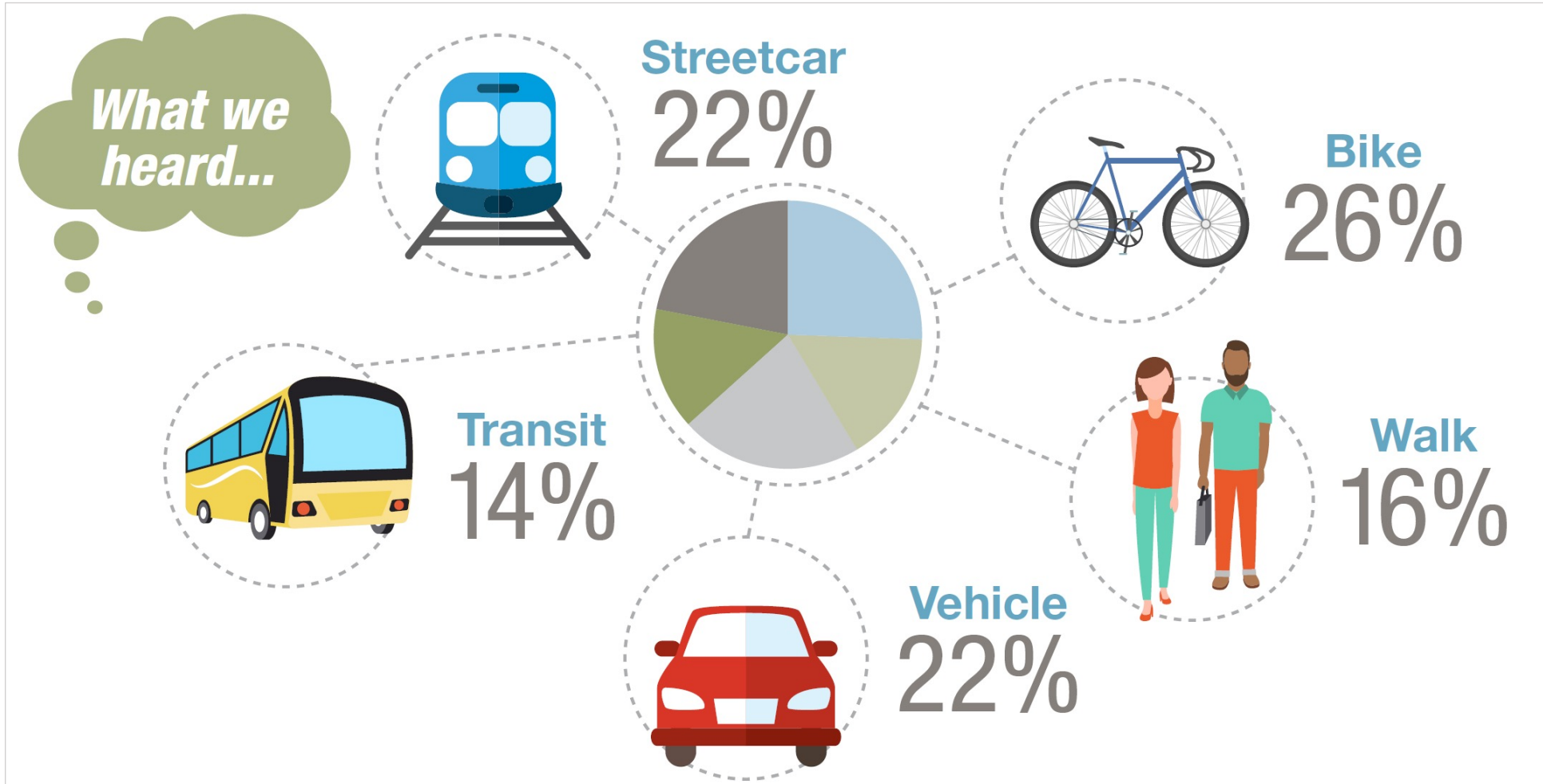
A new bridge can benefit Broadway by bringing new people.

Aesthetics enhance allure for alternate transportation modes. A leisurely bike ride over a viaduct isn't as mentally renewing as an artistic superstructure.

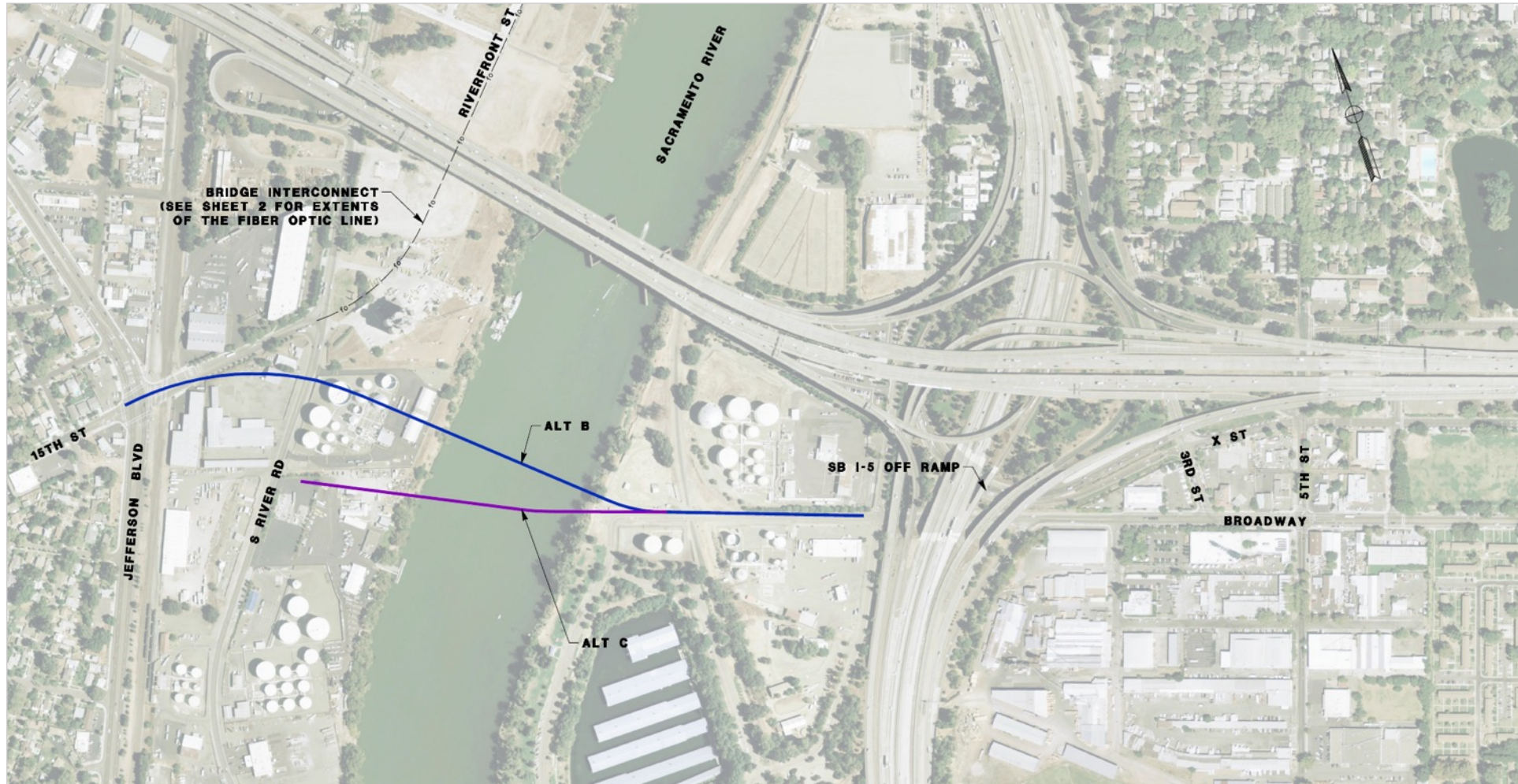
Both sides need this bridge. I wish it could be built sooner!

Hurry up and build it. I'm all for the bridge as long as pedestrians and cyclists will be able to use the bridge safely.

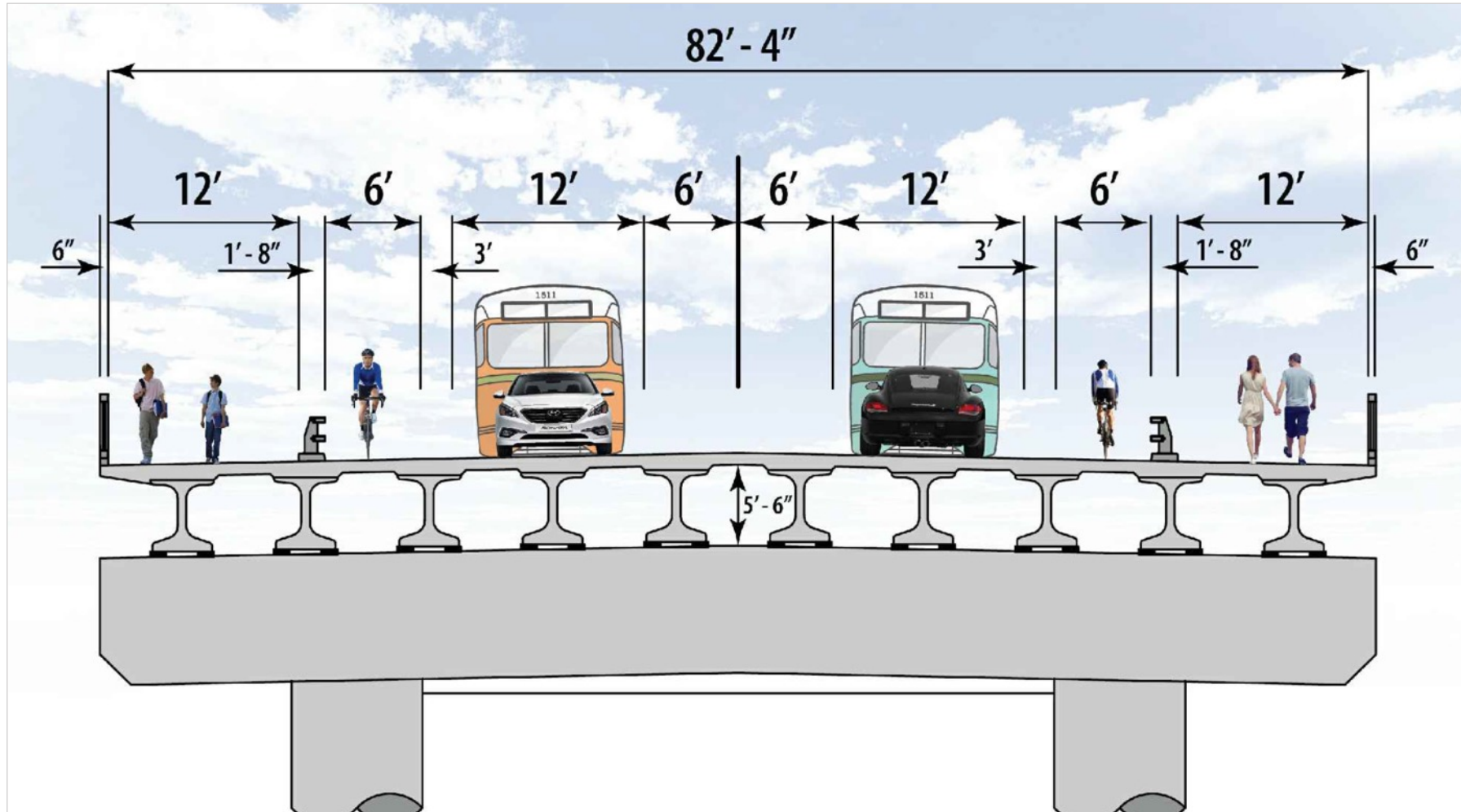
Project Overview



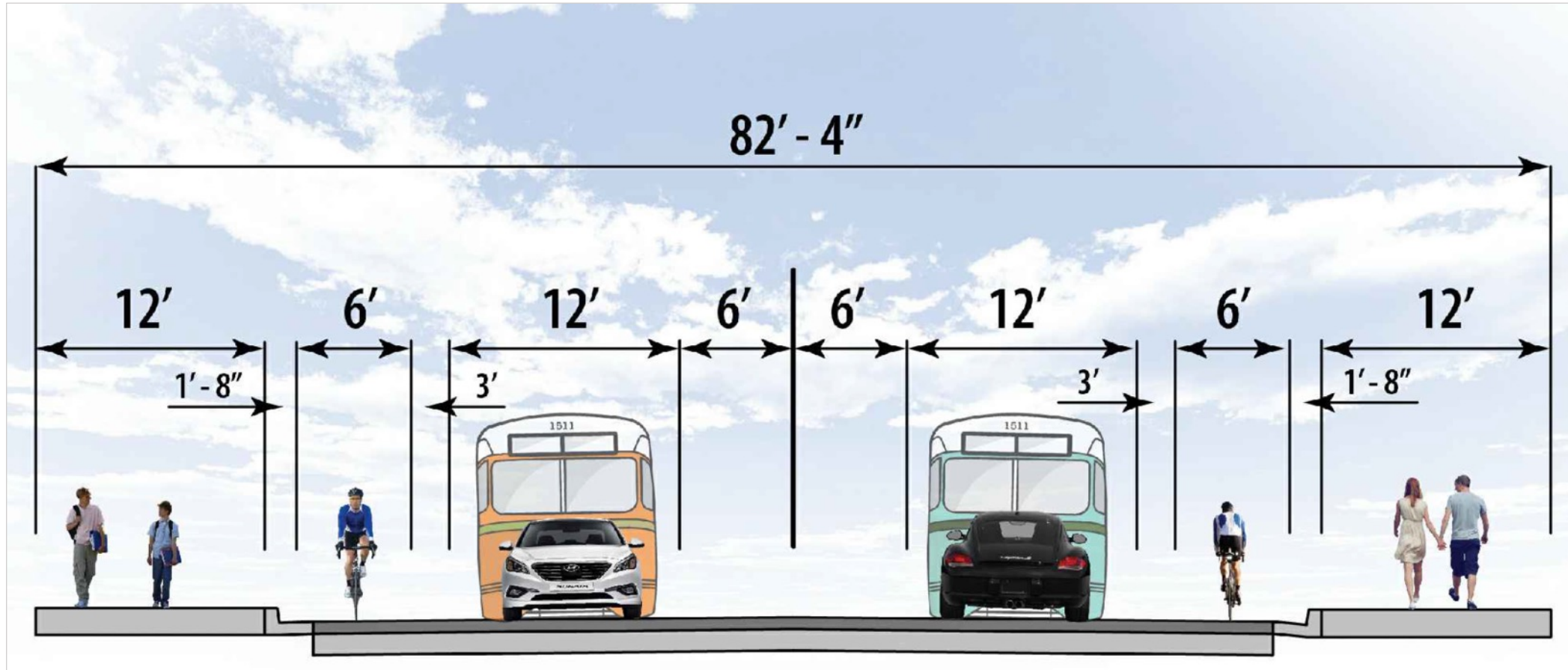
Project Overview



Project Overview - Bridge Layout



Project Overview - Road Layout



Looking North Towards Hwy 50 - Existing



Looking North Towards Hwy 50 - Proposed



Looking South From Hwy 50 - Existing

Existing View



Looking South From Hwy 50 - Proposed

Simulation



Source: Mark Thomas & Company, October 2019.

Project Overview – Moveable Bridge

OFFICE OF BRIDGE PROGRAMS, U.S. COAST GUARD

Bridge Permit Application Guide

U.S. Department of Homeland Security
United States Coast Guard

COMDTPUB P16591.3D
July 2016
OMB Control Number:
1625-0015

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eleventh District

U.S. Coast Guard Island Building 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3514
Fax: (510) 437-5836

16591
Sacramento River (58.0)
July 14, 2015

City of West Sacramento
Attn: Jason McCoy
1110 West Capitol Ave.
West Sacramento, CA 95691

Dear Mr. McCoy:

We received your letter conducting a feasibility study for the proposed new Broadway Bridge, approximate mile 58.0, across the Sacramento River, between the Cities of West Sacramento, Yolo County, and Sacramento, Sacramento County, California.

A Coast Guard public notice was issued on June 6, 2015 requesting input from mariners on the preliminary clearances needed for this proposed bridge project. From the results of the Coast Guard public notice and the navigational analysis, the Coast Guard will support the proposed three alternatives of the new Broadway Bridge with the following preliminary clearances and pier locations; (enclosure)

Horizontal: 170 feet (51.82 m.) measured fender to fender normal to the axis of the channel.

Vertical: 59 (17.98 m.) above maximum river elevation of 31 feet (9.45m.) (NGVD 29) to the lowest hittable portion of the proposed bridge in the main navigation span.

Project Overview – Moveable Bridge



The Sierra Reed

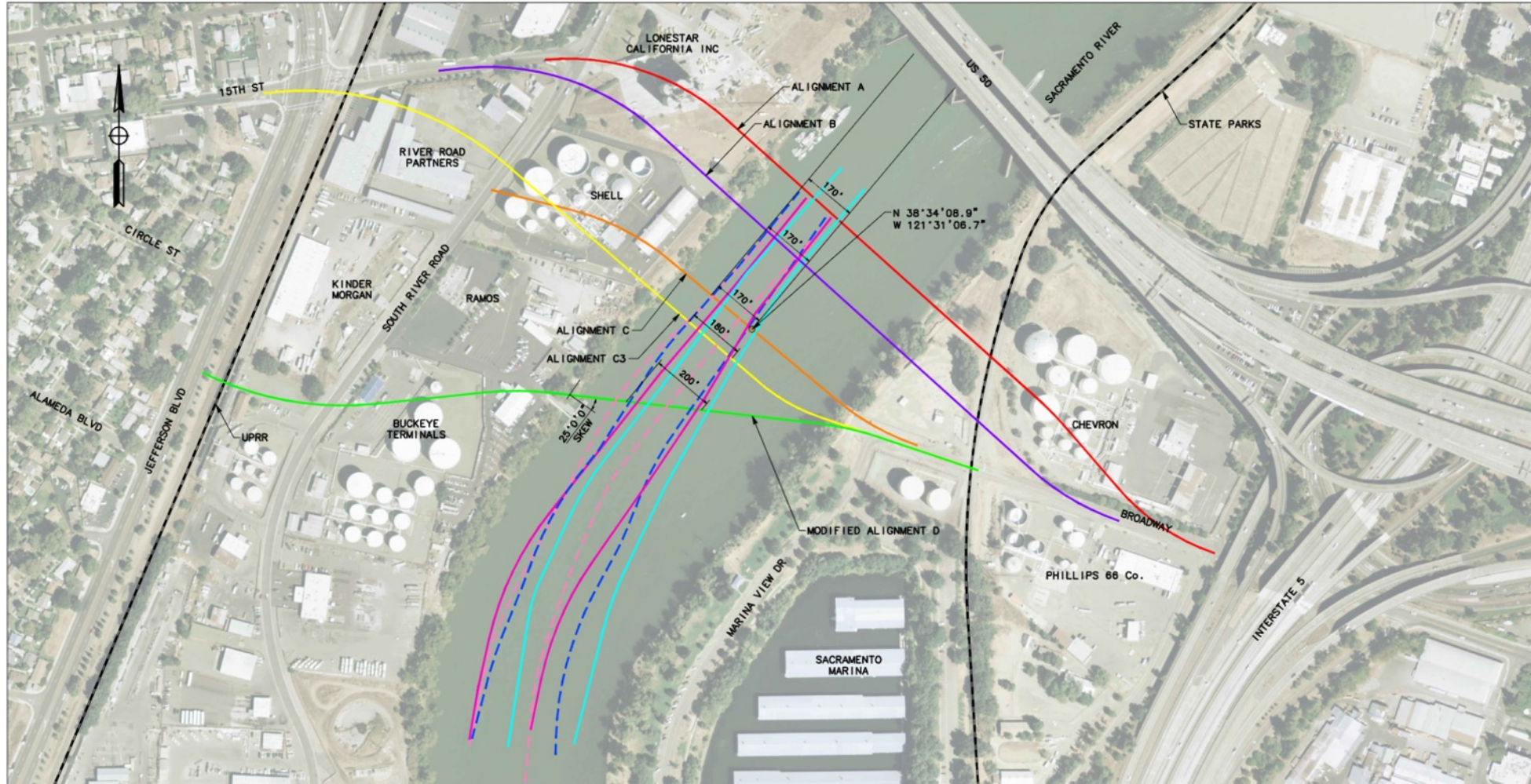
Tug boat and barge operation

Project Overview – Moveable Bridge



Levee Repair

Project Overview – Moveable Bridge



Project Overview – Moveable Bridge

SWING



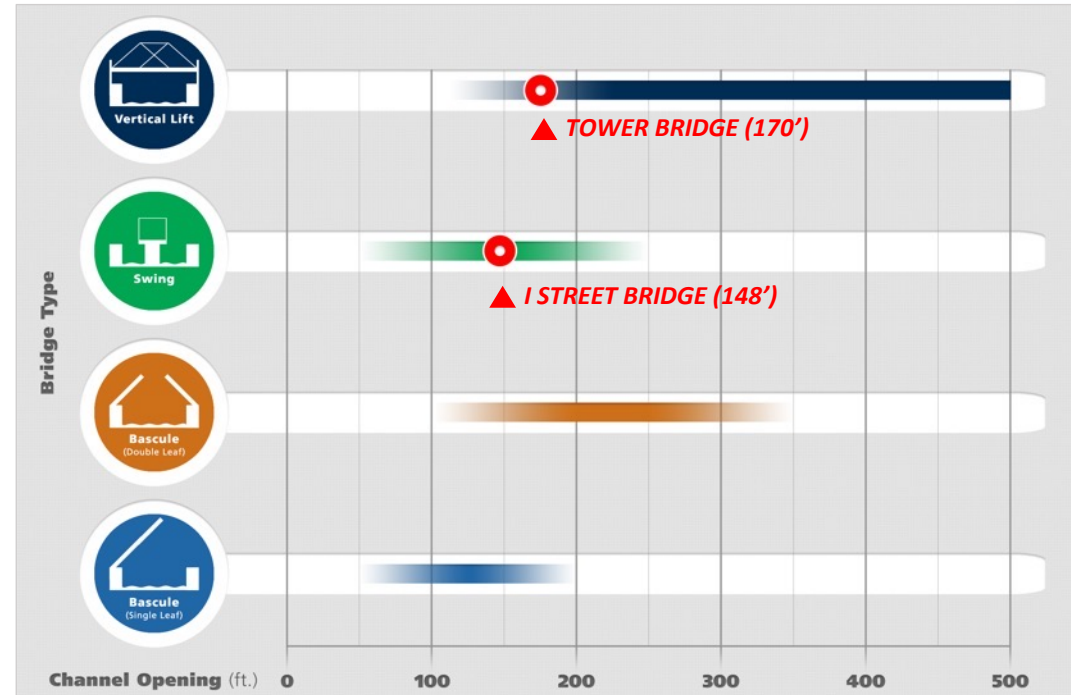
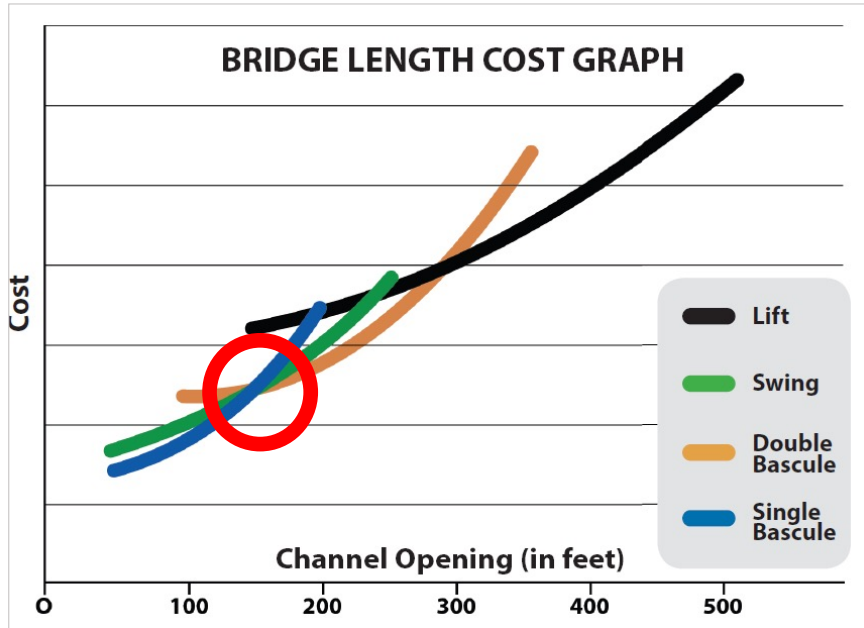
BASCULE



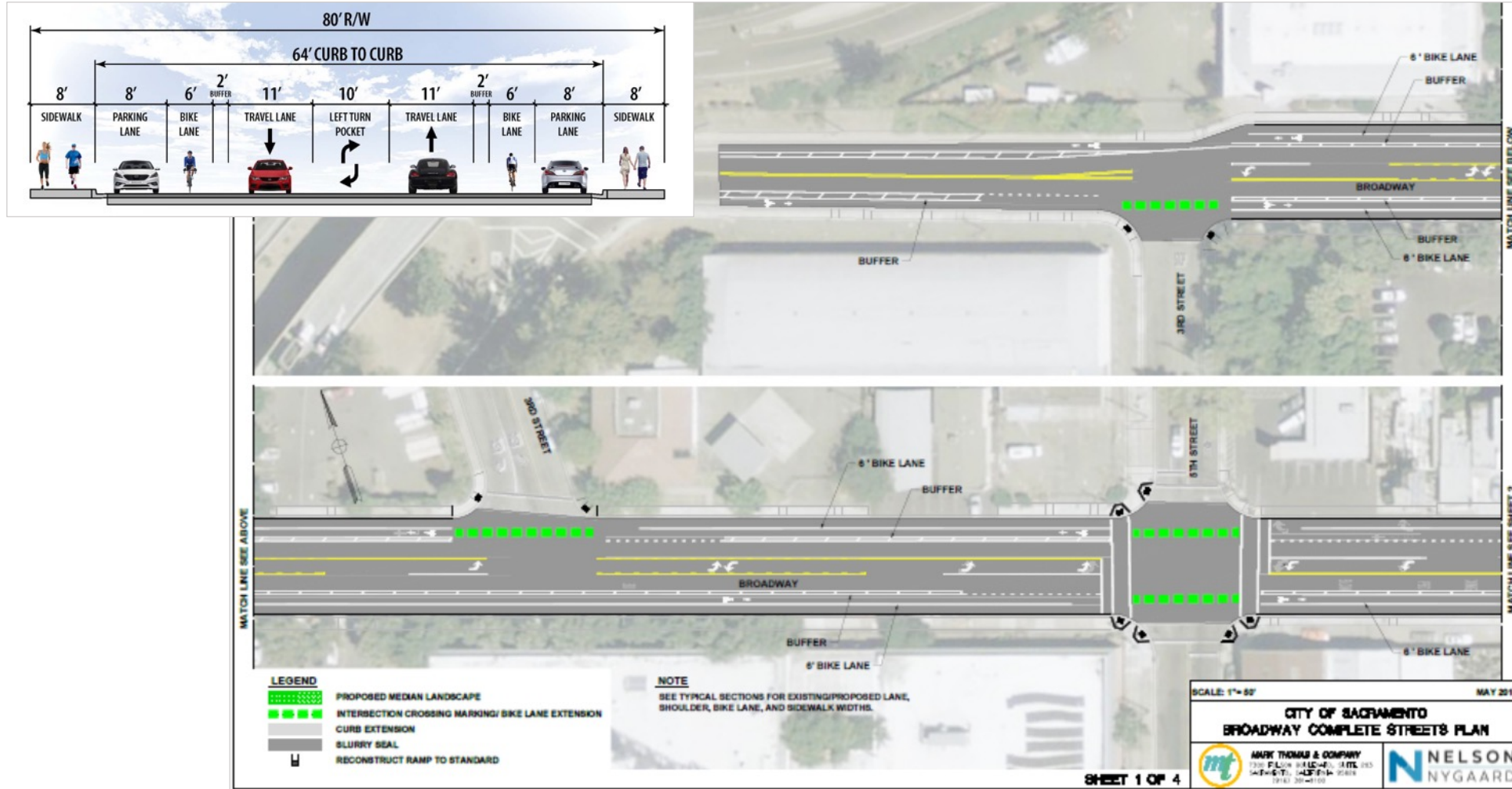
LIFT



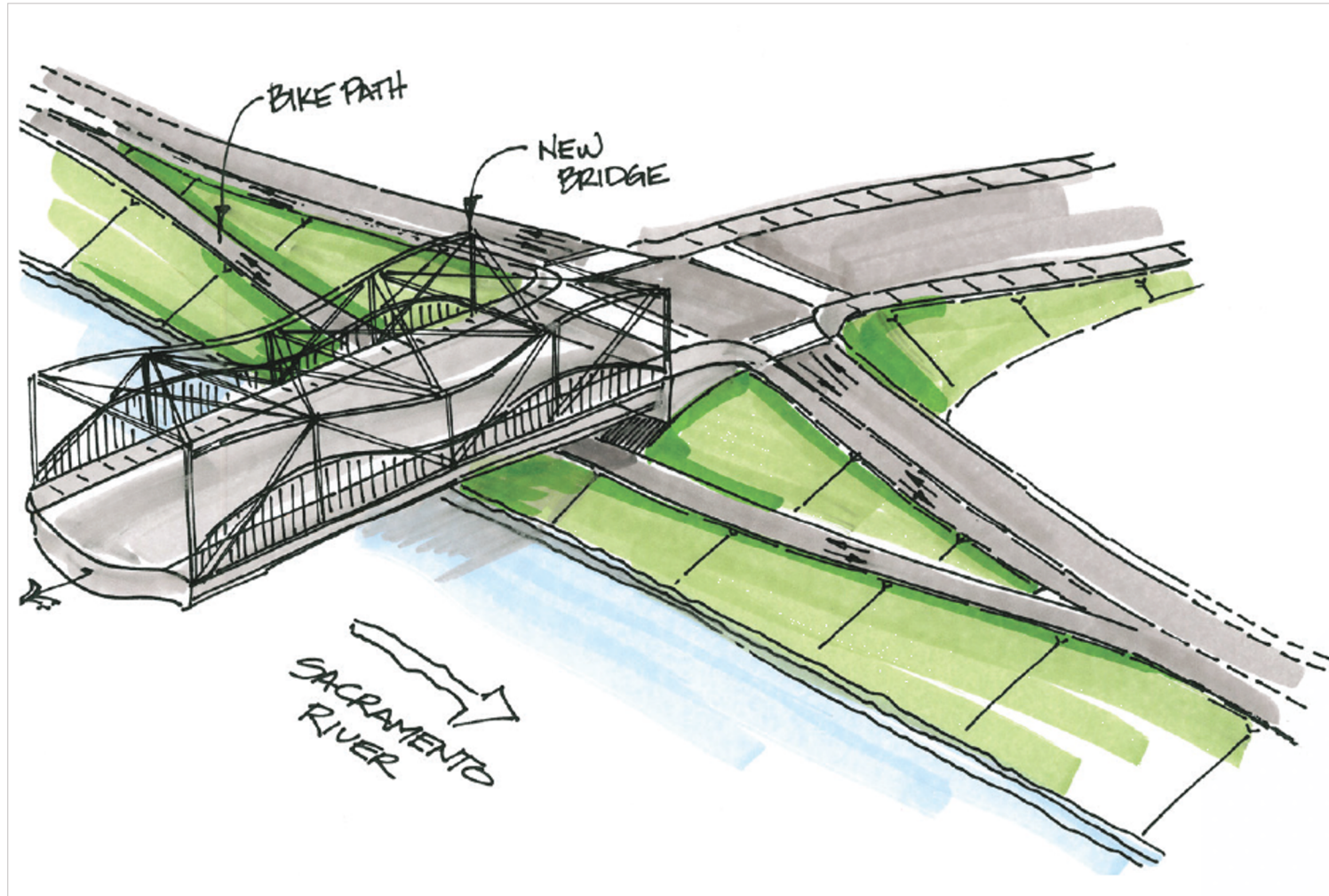
Project Overview - Moveable Bridge



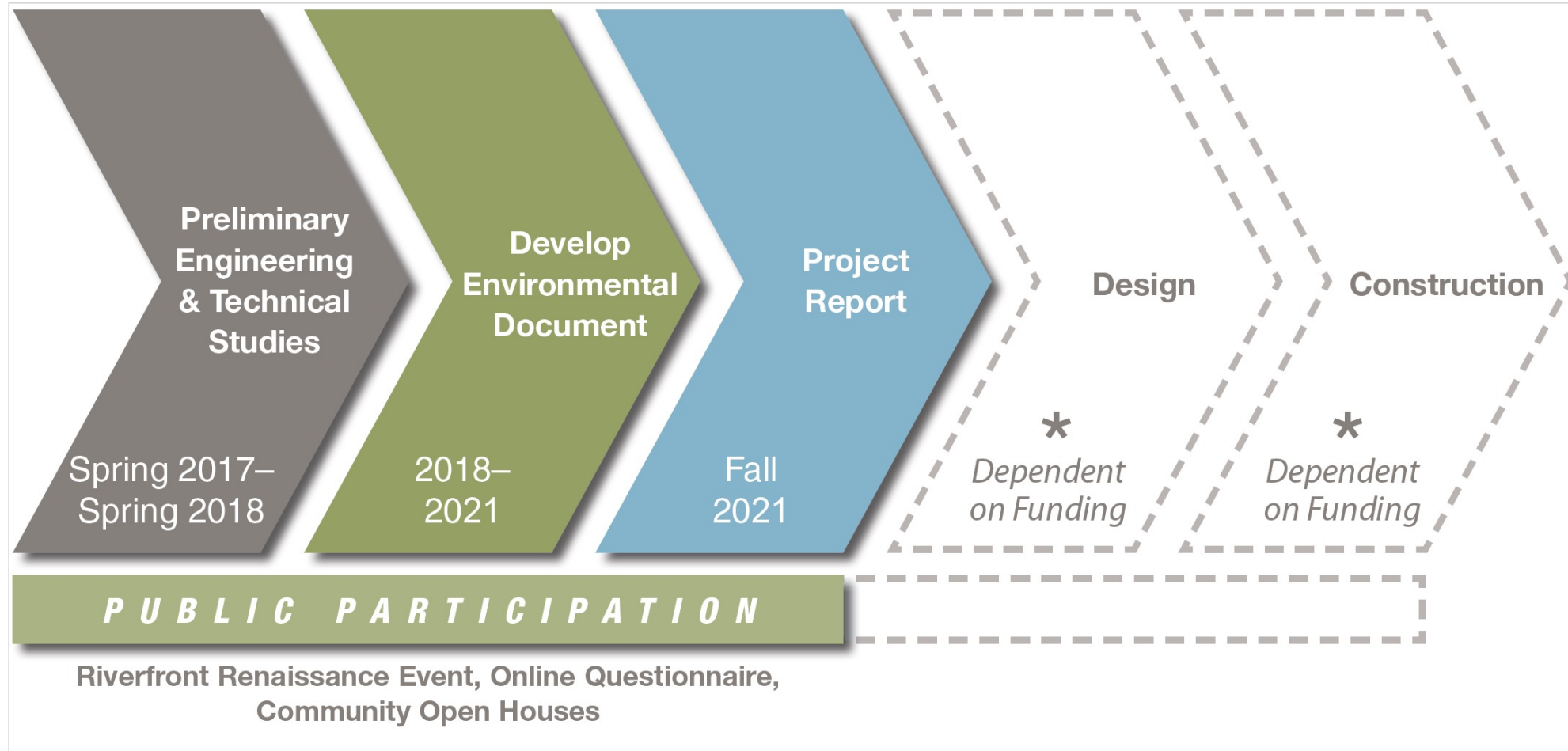
Project Overview – Bicycle/Pedestrians



Project Overview – Bicycle/Pedestrians



Project Schedule





City of
SACRAMENTO

Question & Answer



City of
SACRAMENTO

Environmental Process

Presented by: **Claire Bromund**, Environmental Lead

Environmental Impact Report / Environmental Assessment (EIR/EA) Process



Community outreach program continues throughout the process

Purpose of an EIR/EA

- Joint California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) document
- Identify and disclose the physical environmental effects of the project
- Identify feasible mitigation for significant impacts
- Assess cumulative and growth-inducing impacts
- Provide for public and agency participation in the decision-making process



EIR/EA Technical Topics

- Consistency with State, Regional, & Local Plans & Programs
- Parks & Recreational Facilities
- Growth
- Community Character & Cohesion
- Relocations & Real Property Acquisition
- Environmental Justice
- Utilities/Emergency Services
- Traffic & Transportation/Pedestrian & Bicycle Facilities
- Visual/Aesthetics
- Cultural Resources
- Hydrology & Floodplain
- Water Quality & Storm Water Runoff
- Geology/Soils/Seismic/Topography
- Paleontology
- Hazardous Waste/Materials Air Quality
- Noise & Vibration
- Energy
- Natural Communities
- Wetlands & Other Waters
- Plant Species
- Animal Species
- Threatened & Endangered Species
- Invasive Species
- Wildfire
- Climate Change

No Impacts or Less than Significant Impacts

- Consistency with State, Regional, & Local Plans & Programs
- Parks & Recreational Facilities
- Growth
- Community Character & Cohesion
- Relocations & Real Property Acquisition
- Environmental Justice
- Utilities/Emergency Services
- Traffic & Transportation (only Alternative B)
- Hydrology & Floodplain
- Water Quality & Storm Water Runoff
- Geology/Soils/Seismic/Topography
- Energy
- Plant Species
- Wildfire
- Climate Change

Less than Significant Impacts after Mitigation

- Traffic & Transportation (only Alternative C)
- Visual/Aesthetics
- Cultural Resources
- Paleontology
- Hazardous Waste/Materials
- Air Quality
- Natural Communities
- Wetlands & Other Waters
- Animal Species
- Threatened & Endangered Species
- Invasive Species



Significant and Unavoidable Impacts

- Construction Noise
 - Noise levels from temporary use of heavy equipment during construction are predicted to exceed local standards in both West Sacramento and Sacramento.

Question & Answer

- Microphones will remain muted to prevent background ambient noise.
- Please submit any comments or questions in the chat box throughout the presentation.
- Formal comments on the Draft EIR/EA must be submitted in writing to:

Jason McCoy, Supervising Transportation Planner
Community Development Department,
1110 West Capitol Ave, 2nd Floor, West Sacramento, CA 95691
mccoyj@cityofwestsacramento.org

By no later than 4:00 p.m. on August 23, 2021.



Next Steps

- Thank you for your feedback!
- Public comment period on the Draft EIR/EA is open until 4:00 p.m. on August 23, 2021.

Jason McCoy, Supervising Transportation Planner
Community Development Department,
1110 West Capitol Ave, 2nd Floor, West Sacramento, CA 95691
mccoyj@cityofwestsacramento.org

- www.cityofwestsacramento.org/government/departments/capital-projects-and-transportation/projects/broadway-bridge-projects
- A recording of the presentation will be available on the project website after the meeting.