

Draft Trail Plan Public Comments

Commenter	Document	Comment/Explanation	Response
City of West Sacramento	Draft Plan	On Page #7, the reference to 448,108 dwelling units at the bottom of the page and the associated graphics don't appear to correlate. The bar chart shows the number of trails within a mile of trails, but the text uses the number of homes and jobs within a half-mile of trails.	The final plan includes a clarification about the buffer distances used for each analysis (0.5 miles compared to 1 mile).
City of West Sacramento	Draft Plan	Please replace the depiction of the "No Way No How" bicyclist with a silhouette of a motorized vehicle (or some other mode of transportation) instead of an older person with a cane. Many senior citizens are avid cyclists, and many people with physical limitations or mobility challenges still like to enjoy our trail system.	The graphic was updated.
City of West Sacramento	Draft Plan	Does the plan incorporate the Great California Delta Trail? The Delta region overlaps with SACOG, and some of the Delta Trail's segments are included in the SACOG regional trails map. Coordinating the two trail plans would make sure that the link together in other ways to make a continuous system.	Analysis of the Great Delta Trail is noted in Attachment B. Furthermore, the Delta Protection Commission was an engaged partner throughout the trail planning process. We look forward to continuing coordination with the DPC to advance the Great Delta Trail!
City of West Sacramento	Appendix A	The prioritization chart scoring is a bit confusing. The weighting of the Realizing Plan Goals (70%) and Regionalism (30%) is confusing. Do the weighting categories need to be quantified and labeled Low-High?	We appreciate the commenter's effort to suggest an improvement to how information is shared and determined the best course was to keep the scoring categories as drafted.
City of West Sacramento	Appendix A	On the prioritization chart, why not color code RED, YELLOW, and GREEN instead of just writing the words?	The chart formatting was updated.
City of West Sacramento	Appendix A	ID # YOL09 -The Sycamore Trail should be ranked higher because it supports regionalism. It will be being a north-south cross-town connecting route from the Old River Road to Woodland and the Clarksburg Branch Line Trail to the Delta.	ID YOL09 is a Tier 1 project and cannot be ranked higher than it currently is ranked.
City of West Sacramento	Appendix A	ID # YOL11 - The Sacramento River Levee Trail North is going into construction this fall and ROW and design work is complete, so the ROW and Design categories should be labeled as "Yellow."	The readiness metrics were updated as requested.
City of West Sacramento	Appendix A	ID # YOL17 - The Clarksburg Branch Line Trail Phase 2 Project is part of the Great California Delta Trail, a preexisting regional trail network, and should be a Tier 1 project. The trail realizes plan goals and supports regionalism. The second phase is not yet paved, but the trail is heavily used, has strong regional trail connections, and runs parallel to Jefferson Blvd., a every busy City road, providing a safe path of travel for users of all ages and abilities, providing an alternative route to Jefferson Blvd. The trail will provide health advantages by providing new trail access to homes that do not have a trail within 1/2 mile, and will support Environmental Justice by being part of a trail network that connects disadvantaged communities to the delta and to agritourism within the City and the delta region.	The prioritization was re-checked for accuracy.
City of West Sacramento	Appendix A	ID # YOL07 and YOL10 - The draft plan has the still-to-be-completed Sycamore Trail phases mixed up:- Sycamore Trail Phase 4 will be the tunnels at the under Union Pacific Railroad and the Sierra North Railroad. Sycamore Trail Phase 5 will be the crossing over the rail yard and barge canal. The southern portion of the Sycamore Trail should be ranked higher because it realize plan goals and supports regionalism. The trail provides a safe path of travel for all ages and abilities, and supports regionalism by strengthening the network by being a north-south cross-town Class 1 route connecting Old River Road to Woodland in the north, and the Clarksburg Branchline Trail to the delta in the south. The trail also support environmental justice by connecting low-income communities to a high resource area.	The trail plan segment names were corrected.
City of West Sacramento	Appendix B	The Hyperlink to the City of West Sacramento Bicycle, Pedestrian, and Trails Master Plan is missing.	The hyperlink was updated.
City of West Sacramento	Appendix B	The Hyperlink to the 2003 Riverfront Master Plan is missing.	The hyperlink was updated.
Civic Thread	Draft Plan	Integrate the importance or benefits of safety within the Vision section at the top of page 5.	The text was amended to include safety, consistent with past messaging about the trail plan vision.
Civic Thread	Draft Plan	Suggestion: Under health, briefly expand on types of health benefits, i.e. reducing risk of chronic illness,improving mental health, etc.	The text was amended to include health benefits, consistent with past messaging about the trail benefits.
Civic Thread	Draft Plan	Suggestion: address historical barriers through redlining and inequitable planning decisions when discussing infrastructure barriers and challenging locale.	The text was amended to include inequitable planning impacts, consistent with past messaging about the trail plan context.
Civic Thread	Draft Plan	comma needed to replace period: "Institutional barriers, such as multijurisdictional projects or partnering with federal or state agencies or large partners such as railroads, added time. complexity, and cost."	The punctuation was corrected.
Civic Thread	Draft Plan	Suggestion: Create a glossary to define technical terms to an 8th grade reading level	A glossary was added.
Civic Thread	Draft Plan	Suggestion: as well as providing a simple infographic with the timeline of these efforts and outlining the process.	An infographic of the timeline was added.
Civic Thread	Draft Plan	Suggestion: note the limitations of the survey: We see the survey results were robust in number, however due to the limitations of offering the survey in only English and Spanish the feedback provided only captured a fraction of the diversity and varying needs within the region. •Understanding that historically underserved, low-income communities of color are most at risk to experience inaccessibility and safe opportunities for active transportation, some of these multi-lingual voices have been left out while they would be the most benefited from development of a connected trail network. •We are curious if this missing feedback (specifically to the question of where they would like to go via trail) translates to an underrepresentation of community needs that could have been elevated to their county agencies, thus impacting the potential for certain segments to be prioritized.	The survey limitations were added to the text.
Yolo County Natural Resources Agency	Appendix A	Cache Creek Parkway is not included in the body of the Strategic Development Plan, or in Appendix A or B.	Staff verified that Cache Creek Parkway was included in Appendix A

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Yolo County Natural Resources Agency	Appendix B	Cache Creek Parkway is not included in the body of the Strategic Development Plan, or in Appendix A or B.	Appendix B is a memo of plan analysis from 2020; the referenced Cache Creek planning documents were unfortunately not assessed in the analysis. Text was added to the appendix to identify when the analysis was concluded and how the plans were identified for analysis.
Don Rose, El Dorado Trail Volunteer	Network	South Fork American River Trail is a dirt trail which runs from Skunk Hollow/Salmon Falls Bridge to Cronan Ranch on Hwy 49 in El Dorado County. It is shown on the map as an existing trail, in dark green. In contrast, the Eldorado Trail, running in the Sacramento Placerville Transportation Corridor from El Dorado to the Sacramento County line, is shown as a potential trail in light green. But there is an existing dirt trail there, similar to the South Fork American River Trail. It is a legal trail, administered by El Dorado County, and a lot of us have put in a lot of hard work over the last 10 or 15 years to upgrade that trail, so it is disappointing that it is not acknowledged as an existing trail. Of course, there is the potential for the development of a paved trail in the same corridor, so to be accurate, the map should show both a light green line and a dark green line parallel to each other. The SPTC JPA and El Dorado County have made a commitment to support the development of both the paved trail and the dirt trail the entire length of the SPTC corridor. And it is important that there is a commitment to having a dirt trail the entire length of the corridor, parallel but separate from any eventual paved trail. That dirt trail serves equestrians, mountain bikers, and trail runners and hikers, who are not well served by a paved trail. (It is not safe to have horses on a paved trail, even with a gravel shoulder, because of potential conflicts with high speed road bikes. Because horses have steel shoes, there is a significant danger of them slipping and falling on a paved surface.)	Text was added to the final plan to underscore the purpose and importance of parallel natural surface trails, and to identify when a natural trail would be identified as "existing" or "planned".
Don Rose, El Dorado Trail Volunteer	Network	Second, the map shows a purple line representing the study corridor for the Golden Pedal Route running from Pollock Pines to Caples Lake, generally following Mormon Emigrant Trail, a paved road. That is already a great road bike route. But the map omits the Pony Express Trail, a partially dirt trail and partially gravel road route parallel to Hwy 50 from Pacific House to Echo Summit, with an extension on the Hawley Grade to South Lake Tahoe. For those of us supporting and working on the El Dorado Trail, it has always been a goal to connect the Eldorado Trail to the Pony Express Trail, thus creating a route from Folsom to South Lake Tahoe. I think this should be acknowledged on the map as a potential study corridor, especially given that the Pony Express Trail already exists.	Staff worked with local agency partners to identify trails that would help achieve network goals and to nominate them into the trail network. Staff will share these comments with local agency staff for consideration in a future plan update.
Kristine Johnson	Network	I am dismayed at the lack of connectivity trails in my community of Granite Bay. Our main corridors of Douglas Blvd and Eureka Road connect us to middle schools, junior high schools, high schools, Folsom Lake, our two small business districts, three mobile home parks and Folsom Lake State Park. Attempting to ride a bicycle along these roads is extremely unsafe. We need to get moving now on safe alternative transportation paths for cyclists, skaters and pedestrians.	Staff worked with local agency partners to identify trails that would help achieve network goals and to nominate them into the trail network. Staff will share these comments with local agency staff for consideration in a future plan update.
Walt Seifert/Sacramento Trailnet	Network	We recommend that the vision section include mention of state and national trails that cross the region and also identify other opportunities to provide connections to trails outside the region. These include The American Discovery Trail, the Great California Delta Trail, the National Park Services' California National Historic Trail and Pony Express National Historic Trail, Valley Vision's Epic Trail, the San Francisco Bay Trail, the Bay Area Ridge Trail and the Napa Vine Trail.	Text was added to reference notable trails in the region.
Walt Seifert/Sacramento Trailnet	Network	We believe an ideal trail network would consist of urban hubs with trail spokes and rings. Ring trails would be desirable in larger, more spread-out urban areas. The trails mentioned above could serve as parts of the spokes or rings. So too could the Sacramento River trails, the Sacramento Northern trail and its right of way from Sacramento to Chico, and the right of way for the California Central Traction Company from Sacramento to Stockton. The Army Corps of Engineers proposed and studied a trail along the Sacramento Deep Water Ship Channel that is also a spoke candidate.	Comment is received.
Walt Seifert/Sacramento Trailnet	Network	We recommend that there be a brand for the trail network similar to the brand names for the Bay Trail, the Bay Ridge Trail and the Napa Vine trail. One possible name is the Rivers of Gold Trails. A brand could help with coalition interest, formation and funding as well as help create public awareness.	This recommendation will be considered in a future update.
Walt Seifert/Sacramento Trailnet	Draft Plan	In June 2016, a document covering San Francisco Bay Trail design guidelines and associated toolkit was published. The guidelines appear very good (except for including "wave" racks as a bike parking option.) SACOG and its partner organizations could adopt these guidelines for the Sacramento region. Guidelines would help formalize some absolutely essential plan elements such as clear trail signage (which may be branded but should also conform to the federal Manual of Uniform Traffic Control Devices), how to handle trail/street intersections and a fundamental issue—which side of the trail pedestrians should use, facing bike traffic or not.	The scope of this plan did not include adopting design guidelines. This recommendation will be considered in a future update.
Walt Seifert/Sacramento Trailnet	Draft Plan	Trail crossing are also very important. It is very desirable to allow bicyclists to use trails without have to stop for stop signs or traffic signals. That's one reason the American River Parkway trail is such a pleasure to use. Whenever possible trails should go over or under streets at intersections, something the city of Davis has done well.	The plan recommends improving crossings as part of strengthening the network, as is best fit to the surrounding context.
Walt Seifert/Sacramento Trailnet	Draft Plan	We believe all trails should have names. Trail names should be posted on standard street name signs at all intersections with streets per the California Manual of Uniform Traffic Control Devices (MUTCD) recommendation. To assist with wayfinding, street names should be posted on street overcrossings of trails per the California MUTCD.	Comment is received.
Walt Seifert/Sacramento Trailnet	Draft Plan	Humans have a primal urge to see rivers, creeks, and lakes and to enjoy nature. The mood changes and stress relief from "forest bathing", observing wildlife, and experiencing seasonal and daily natural changes are real and profound. Happiness can follow, something that is not true for most freeway trips in cars. The design guidelines should stress the importance of shade trees and plantings along trails and the creation and preservation of habitat. Shade is incredibly important given Sacramento's normal climate and the unfortunate direction our global climate is headed. Trees also provide carbon capture to mitigate carbon emissions. Trails that are greenways with blue views should have high priority.	The scope of this plan did not include adopting design guidelines. This recommendation will be considered in a future update.
Walt Seifert/Sacramento Trailnet	Network	Despite the plan mentioning lack river crossings as being a significant infrastructure barrier, I'm unable to find any standalone bike/ped bridges identified as projects—except for one, a bridge across the American River at Ancil Hoffman Park, which is listed merely as a study corridor, not a Tier 1, 2, or 3 project. Sacramento County alone had multiple bridges over the American River in its bicycle master plan. Bridges across the Sacramento are needed at Sutterville Road, Broadway, the confluence with the American River, and from the Natomas Main Drainage Canal at Garden Highway to Westlake Drive in West Sacramento. Locations have been identified in the American River Parkway Master Plan, the Sacramento River Crossings Study, and the American River Crossing Study. This plan should be consistent with that prior work.	Staff worked with local agency partners to identify trails and crossings that would help achieve network goals and to nominate them into the trail network. Staff will share these comments with local agency staff for consideration in a future plan update.

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Walt Seifert/Sacramento Trailnet	Network	Because of the out-of-direction travel required when bridges are not available, lack of bridges tremendously discourages bicycle and pedestrian trips. I cannot emphasize enough how important bridges are. They absolutely should be part of the plan. Here are American River Parkway bridges and freeway crossings that were recommended by the Sacramento City/County Bicycle Advisory Committee. Almost all were included in city, county and parkway master plans. Only one seems to be included in the draft regional plan. Tiscornia Park to West Sac, Sacramento River I-5 With light rail DNA line Hwy 160 Capital City Freeway Glenn Hall Park to Ethan Way Glenbrook Park to Oak Meadow Park Harrington Way to Gristmill Park Ancil Hoffman Park to Hagen Park Illinois Avenue Steelhead Creek McKinley Village over Capital City Fwy	Staff worked with local agency partners to identify trails with regional potential, such as: connecting to highlighted destinations consistent with the regional goals and resident values; crossing jurisdictional boundaries; leveraging existing built trails to connect communities to each other; and providing unique access opportunities across the region. In some instances, bridges/crossing were not included in the regional network because they were disconnected from other trails that would provide continuous high-comfort connections across the region.
Walt Seifert/Sacramento Trailnet	Network	Ideally trails should be along both sides of rivers. When bicycle and pedestrian accessible bridges are available to link dual river trails and communities on the "wrong side" (when there is a trail only on one side) of the river, they greatly increase the options available for recreational trips and the time and effort needed for utilitarian trips.	Staff worked with local agencies to identify trails with potential to achieve regional performance metrics using planned connections from adopted plans whenever possible. In many areas, additional local planning efforts may help fill remaining gaps and achieve regional metrics.
Walt Seifert/Sacramento Trailnet	Draft Plan	There should be some acknowledgement of the burgeoning sales of e-bikes and their potential use for longer trips and for utilitarian trips with cargo. Guidelines for speed limits on trails should be considered and are especially applicable to e-bikes.	E-bikes were acknowledged as a gateway for making longer trips by bike and reaching new populations.
Walt Seifert/Sacramento Trailnet	Draft Plan	At a time of record heat waves, intense and wide-spread forest fires of a magnitude never seen before, and unbreathable smoky air, the urgency of getting people to substitute bicycle and pedestrian trips deserves some emphasis. Business as usual is unacceptable. There should be specific date for the metric listed on pages 22, 24 and 25.	The focus of the action plan was to identify the connected trail network for the region while identifying an implementation strategy. The implementation strategy identifies a start date for all efforts but acknowledges that there are external factors that would impact the completion date of the metrics.
Walt Seifert/Sacramento Trailnet	Draft Plan	There should be a specific metric for trail user counts. Usage is the ultimate bottom line.	Through this plan, there is not a consensus developed or vetted with partners to include at this time.
Walt Seifert/Sacramento Trailnet	Network	Looking at the map it's clear there is a dearth of existing or planned trails in South Sacramento. Finding a way to make connections through this area would go a long way towards reaching equity goals.	Staff worked with local agencies to identify trails with potential to achieve regional performance metrics using planned connections from adopted plans whenever possible. In many areas, additional local planning efforts may help fill remaining gaps and achieve regional metrics.
Walt Seifert/Sacramento Trailnet	Draft Plan	If not already invited, I urge that flood control agencies and reclamation districts be invited to participate in planning. This includes local agencies, the California Water Resources Board and Army Corps of Engineers. Levees are often underutilized public land. While flood control must be a primary concern, for most of the time levee trails can provide public access along water features without the costs of acquiring right of way. In those exceedingly rare instances and short durations when flood fighting or maintenance is necessary, trails can be closed to the public.	Comment is received.
Walt Seifert/Sacramento Trailnet	Draft Plan	Class 1 should be Class I, two instances	The text was corrected.
Walt Seifert/Sacramento Trailnet	Draft Plan	Should connectivity/proximity be an explicit goal added to the other six? Having important destinations is a subheading under goals.	The goals were reviewed and approved by the SACOG Board of Directors prior to inclusion in this document. Destinations are considered as integral components of several goals, not as a standalone consideration.
Walt Seifert/Sacramento Trailnet	Draft Plan	Suggest adding railroads, creeks and canals to list of infrastructure barriers.	The description of infrastructure barriers was amended to include additional examples, consistent with the local partner discussion being summarized in this section.
Walt Seifert/Sacramento Trailnet	Draft Plan	Year is not provided for the period cited of March 13 to May 3.	The year was added.
Walt Seifert/Sacramento Trailnet	Draft Plan	Desired Health Performance Metrics should be bolded.	The formatting error was corrected.
Walt Seifert/Sacramento Trailnet	Draft Plan	My last name is Seifert and my organization is Sacramento Trailnet.	The contributor's name was corrected.
City of Rocklin/Kevin Huntzinger	Draft Plan	I have been working closely with our Parks, Recreation and Arts Commissioners that sit on the Parks and Trails Master Plan / Trails Strategy - Action Plan Subcommittee to discuss trails within Rocklin and focus on trail connectivity throughout the City along with connecting to other jurisdictions that border Rocklin. During this process, the subcommittee has identified some trails within Rocklin's Parks and Trails Master Plan / Trails Strategy - Action Plan document that do not offer much in the sense of connectivity. The subcommittee is currently in the process of reevaluating Rocklin's trail priority list, with connectivity being the priority. As we go through this process, SACOG's Parks and Trails Strategic Development Plan will be a great resource.	The recognition of the work to develop this plan is appreciated.