

American River Flood Control District

Request from the City of Sacramento to Allow a Portion of the Two Rivers Trail on Top of the Levee

Special Meeting Staff Report

Discussion:

Staff from the City of Sacramento Department of Transportation submitted a letter to the District on February 15, 2019 requesting that the Board of Trustees consent to allowing a short segment of the Two Rivers Trail in River Park to be constructed on the levee crown. The Board considered this request at their March 8, 2019 meeting. The Board requested additional information from staff to clarify why it was deemed infeasible to construct the trail on a mid-slope bench in the short segment of trail designated by the City as Segment 4.

Background:

The Board adopted a Recreational Trails Policy in 2002 to formalize their position on the placement of recreational trails on or near the levees. To preserve the free access of levee operations and maintenance equipment, the policy states that wherever feasible, all new trails must be located at the levee toe. This is done to preserve the essential work area of the levee crown for levee O&M activities and to reduce the chance of collisions between District equipment and the recreating public. The policy states that this is to be observed wherever feasible but also reserves the flexibility to consider case specific variances due to physical landform geography or engineering complexity.

The City of Sacramento Department of Transportation followed the Recreational Trails Policy in their development of the Two Rivers Trail through River Park. For a short reach of trail at the downstream end of River Park designated as Segment 4, there is no waterside bench to construct a trail at the toe. For this reach, the City investigated the possibility of constructing a mid-slope bench on the waterside slope of the levee for the placement of the trail. The City invested considerable time and resources for the study and engineering of the mid-slope bench alternative. The City's work thus far has identified numerous engineering and construction challenges that bring into question the feasibility of the mid-slope bench alternative.

Feasibility/Infeasibility:

1. For trails proposed near a levee, the District's first preference is that the trail is located at the waterside toe of the levee.
2. If there is no existing waterside bench at the toe to place the trail, the next best alternative would be to have the trail located on the waterside slope of the levee. This would only be feasible if the levee was oversized and there was sufficient space available to place the trail on the slope without degrading the stability of the levee.
3. If neither of the above options are possible, the District can allow short reaches of the trail to be placed on the levee crown.

The City's design for Segment 4 of the Two Rivers Trail proposed placing the trail in an engineered notch in the waterside slope of the levee. This was to be done by performing a cut and fill in the slope and including a retaining wall for shoring the upslope side of the cut. The downslope side of the cut would have an over-steepened slope on the fill portion of the notch (see Figure 1). This proposal was developed to an approximately 30% design level. The results from this design work informed City of Sacramento staff that a significantly greater effort would need to be done to carry the alternative to a 100% design. The over-steepened slope in this design calls into question whether this alternative truly preserves the stability of the levee slope. If this alternative diminishes the stability of the levee slope, then it cannot be considered feasible for the District at this time.

Per the District's Recreational Trails Policy, consent can be given by the Board for short reaches of the trail to be constructed on the levee crown where it is deemed not feasible to place it at the levee toe or on the slope.

Specific conditions of the project to ensure the District's ability to accommodate a trail on the crown include:

- The trail shall be placed as close to the waterside crown hinge point as possible to preserve access to the landside toe.
- The City shall provide signage at both ends of the paved crown section to indicate the trail is subject to frequent closure for levee maintenance.
- The District may periodically request that the City close trail and possibly provide flaggers within a 24-hour notice for essential levee maintenance. Flaggers may be required up to 4 days per year to facilitate special maintenance projects.
- The City is responsible for repairing any damage to the trail or shoulders caused by the District during performance of routine levee operations and maintenance activities.
- The City shall hold harmless and indemnify the District for any and all damages associated with the trail.
- City will need to perform frequent maintenance on the trail to address items such as:
 - crumbling pavement edges
 - shoulder compaction of material adjacent to pavement
 - repair of cracks or potholes in the pavement
 - clearing of sediment and leaves, etc.

District Trail Permit

The specific conditions that would be required by the District for the possible installation of the Two Rivers Trail on the levee crown in Segment 4 have been specified in the attached permit for this Board Agenda Item. The permit clarifies the terms that would make this specific trail proposal acceptable to the District if the Board approves it. The Board may wish to add its own revisions to the permit and/or consider comments on the permit from the City of Sacramento.

This permit, if approved, does not serve to replace the State Central Valley Flood Protection Board levee encroachment permit but rather states the terms to make the proposal acceptable to the District.

Public Comments

Numerous e-mails were received by District staff subsequent to the March Board meeting on this topic. They are included in your Board packet.

Recommendation:

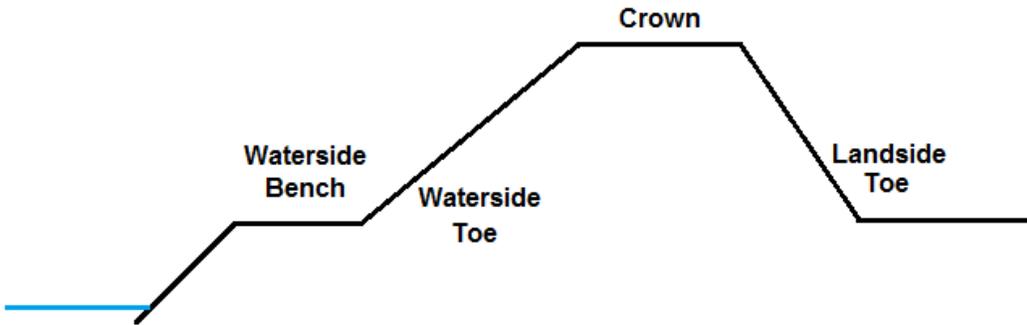
The General Manager recommends that the Board of Trustees consider and adopt one of the three following options:

1. The Board requests that the City continue with the plan to locate the trail on mid-slope bench.
2. The Board adopts a motion expressing support for the trail on the crown in Segment 4, but indicates that they will not take formal action approving the trail until and unless the City agrees to the permit terms.
3. The Board approves the permit and directs staff to work with the City on the trail planning. The Board does not issue the GM authority to modify the permit and the Board will not consider any modifications of the permit unless those modifications are based on information that is not and that could not have with reasonable diligence have been known at present.

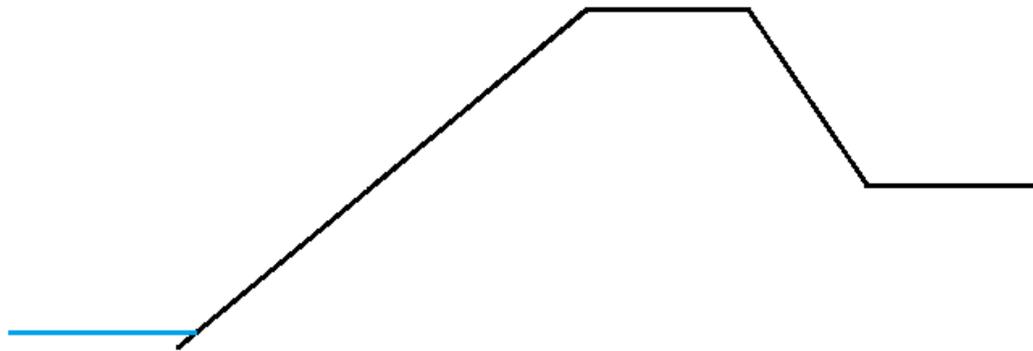
Not to Scale

Figure 1

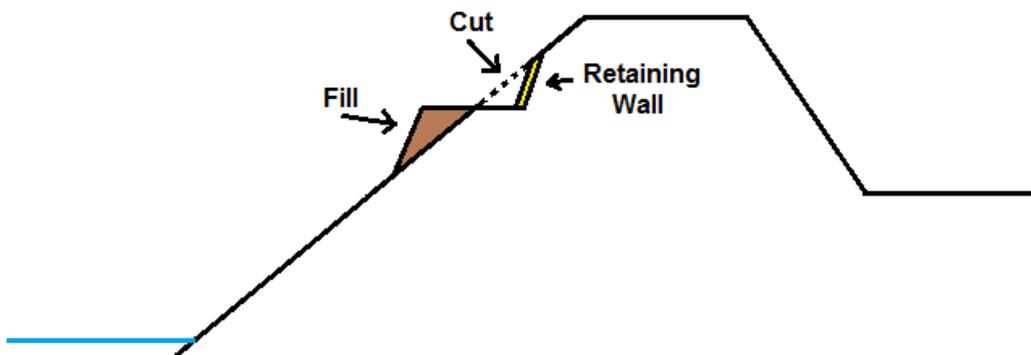
Typical Levee Section

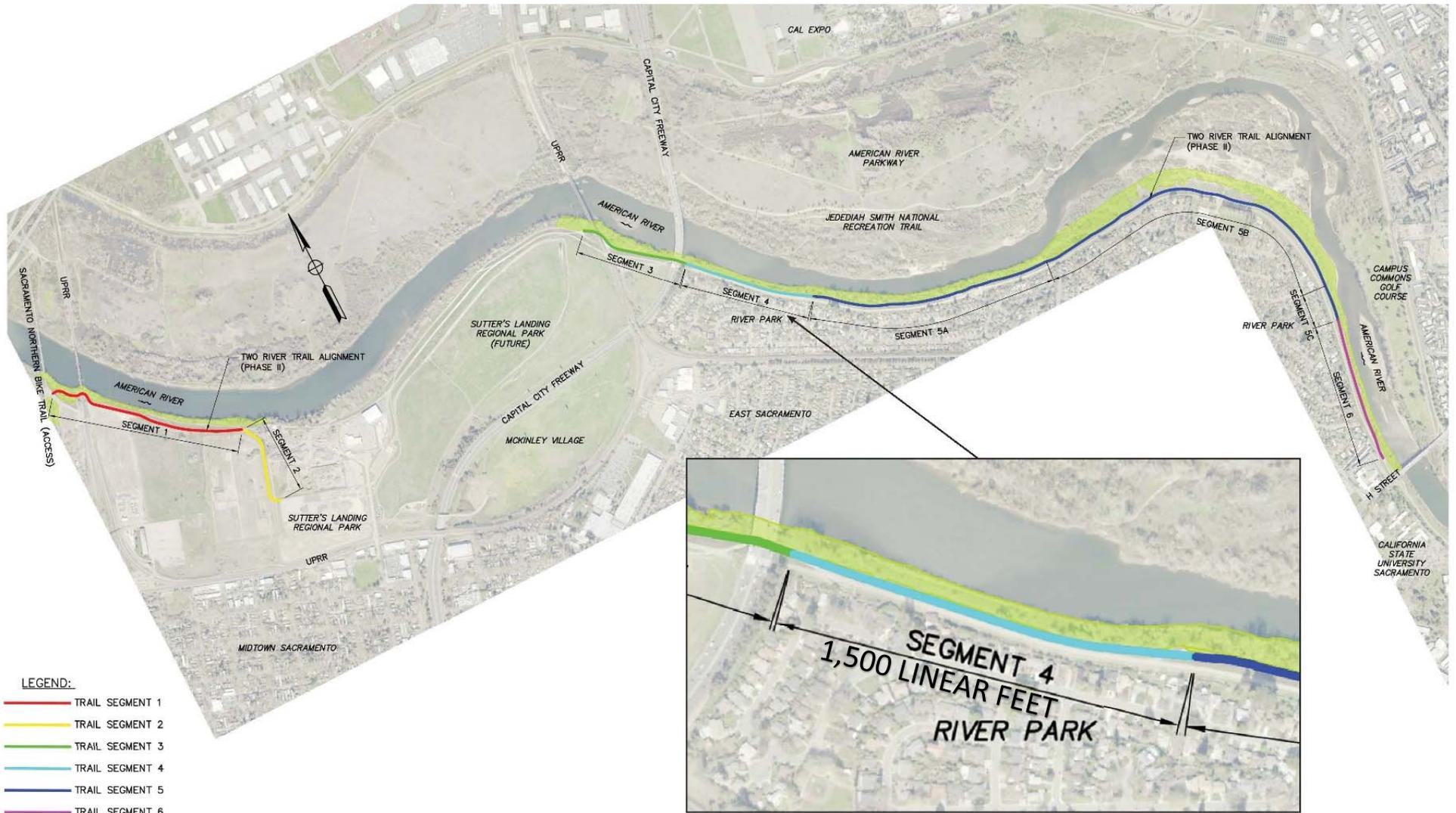


Segment 4 Levee Section

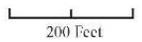


Mid-Slope Bench (aka Notch)





Attachment A: Two Rivers Trail Segment Diagram
CITY OF SACRAMENTO, CALIFORNIA



PERMIT

The American River Flood Control District (District) hereby issues to the City of Sacramento (Permittee) an encroachment permit for the purpose of allowing an approximate 1,500 foot section of the Two Rivers Trail in the River Park neighborhood to be constructed on the crown of the District's South Bank American River levee, subject to the terms and conditions attached hereto as Exhibit A.

ACCEPTED AND AGREED TO:

By: City of Sacramento

Signature: _____

Date: March __, 2019

PERMIT ISSUED:

By: American River Flood Control District

Date: March __, 2019

Signature: _____
Timothy G. Kerr, General Manager, ARFCD

EXHIBIT A***TERMS AND CONDITIONS***

1. The District's Recreational Trails Policy, as it exists as of the date of this Permit and as it may be amended from time to time by the District's Board of Trustees, shall govern Permittee's activities pursuant to this Permit. The District reserves the right, at any time and in its sole discretion, to terminate this Permit if the Permittee substantially fails to comply with the terms of this Permit.
2. This Permit is issued to Permittee for the exclusive purpose of constructing, operating, maintaining, repairing, rehabilitating, and replacing a recreational trail that will be used by members of the public and extend for approximately 1,500 feet on the crown of the District's South Bank American River levee in the River Park neighborhood, as shown on the attached map and diagram.
3. The recreational trail and all related improvements (the "Recreational Trail") shall, at a minimum, satisfy the planning, location, design, construction, access, signage, and other applicable standards established by the California Central Valley Flood Protection Board. However, the District reserves the right to impose such additional requirements as it believes are reasonably necessary to adequately protect: (i) the District's levees and other facilities, (ii) public and private property that is protected from flooding by the District's levees and other facilities, and (iii) the health and safety of individuals who use the levee (including, without limitation, members of the public and employees of the District). Specifically:
 - a. The Recreational Trail shall be placed as close to the waterside crown hinge point as possible to preserve access to the landside toe.
 - b. Permittee shall provide signage at both ends of the paved crown section to indicate the Recreational Trail is subject to frequent closure for levee maintenance.
 - c. Upon 24-hour written notice by the District, Permittee shall close the Recreational Trail, provide a detour for trail users, and provide flaggers to reroute users onto the detour in an effective manner while the District is engaged in levee operation and maintenance on the trail segment in question.
 - d. Permittee shall promptly repair any damage to the trail or shoulders caused by the District during performance of routine levee operations and maintenance activities.
 - e. Permittee shall hold harmless and indemnify the District for any and all losses and damages associated with the Recreational Trail, as described more fully in paragraph below.

f. Permittee shall perform maintenance on the Recreational Trail to address items such as:

- o crumbling pavement edges
- o shoulder compaction of material adjacent to pavement
- o repair of cracks or potholes in the pavement
- o clearing of sediment and leaves, etc.

Such maintenance shall be performed in a timely and workmanlike manner and shall be performed to the reasonable satisfaction of the District.

4. Permittee shall operate and maintain the Recreational Trail itself or submit to the District evidence of an agreement with a qualified public agency pursuant to which that public agency agrees to operate and maintain the Recreational Trail.

a. No later than [REDACTED], 2019, Permittee shall submit to the District for review and acceptance and shall agree to implement a plan of operation and maintenance for the Recreational Trail which addresses all aspects of operating and maintaining the Recreational Trail, including but not limited to, public safety; litter and graffiti control, signage, access control, security, compliance enforcement; repair, rehabilitation, replacement, and removal of Recreational Trails facilities; and a plan and budget for financing and accomplishing the operations and maintenance plan.

b. Permittee recognizes and acknowledges that the District may make reasonable modifications to such plan for operation and maintenance and Permittee agrees that it shall accept all such modifications prior to opening the Recreational Trail to public use. The failure to accept such modifications shall result in termination of this Permit.

5. Permittee shall bear all costs associated with the planning, design, construction, operation, maintenance, repair, rehabilitation, and removal of the Recreational Trail., including, but not limited to, any repairs required as a result of actions by the District or others to respond to a flood emergency.

a. Should Permittee not fulfill its obligations with respect to operation and maintenance of the Recreational Trail, the District shall notify the Permittee in writing of such failure. Permittee shall have thirty (30) days from the receipt of such notice either to cure such failure or to submit an acceptable plan to the District to cure such failure. If, within thirty (30) days after receipt of District's notice, Permittee does not either cure such failure or submit a plan acceptable to the District to cure such failure, the District, at the sole expense of Permittee, may perform Permittee's obligations with respect to operation and maintenance of the Recreational Trail or close the trail until Permittee takes corrective action satisfactory to the District.

b. Notwithstanding the foregoing, in the event of an emergency caused by Permittee's failure to fulfill its obligations with regard to operating and maintaining the Recreational Trail, which the District reasonably believes jeopardizes the safety or security of: (i) the

District's levees and other facilities, (ii) public and private property that is protected from flooding by the District's levees and other facilities, and (iii) the health and safety of individuals who use the levee (including, without limitation, members of the public and employees of the District), the District, after providing notice to the Permittee and at the Permittee's sole expense, may perform those obligations immediately.

c. In any of these circumstances, the District reserves the right to begin proceedings with the California Central Valley Flood Protection Board to revoke the recreation trails permit.

6. To the fullest extent permitted by law, Permittee shall indemnify, hold harmless and defend the District, paying counsel selected by the District for such defense, for all fees and costs associated with defense of District, its Board members, officers, employees, agents, and authorized volunteers, and each of them from and against:

a. Any and all claims, demands, causes of action, damages, costs, expenses, losses, or liabilities, in law or in equity, of every kind and nature whatsoever for, but not limited to, injury to or death of any person, and damages to or destruction of property of any person arising out of or in any manner directly or indirectly connected with this Permit, however caused, regardless of any negligence of District or its Board members, officers, employees, agents, or authorized volunteers, except for the sole negligence or willful misconduct of District or its Board members, officers, employees, agents, or authorized volunteers;

b. Any and all actions, proceedings, damages, costs, expenses, penalties or liabilities, in law or equity, of every kind or nature whatsoever, arising out of, resulting from, or on account of the violation of any governmental law or regulation, compliance with which is the responsibility of Permittee.

c. Any and all losses, expenses, damages (including damages to the work itself), attorney's fees, expert's fees, and other costs, including all costs of defense, which any of them may incur with respect to the failure, neglect, or refusal of Permittee to faithfully perform all of its obligations under this Permit. Such costs, expenses, and damages shall include all costs, including attorney's fees and expert's fees, incurred by the indemnified parties in any lawsuit to which they are a party.

Permittee agrees to carry insurance for this purpose as specified in paragraph below. Permittee's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the District or its Board members, officers, employees, agents, or authorized volunteers.

7. By signature hereon, Permittee certifies that Permittee is aware of the provisions of Section 3700 of the California Government Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and Permittee will comply with such provisions in connection with any work performed on the subject Recreational Trail(s).

Any persons providing services with or on behalf of Permittee shall be covered by workers' compensation (or qualified self-insurance).

8. Permittee shall cover or insure under the applicable laws relating to workers' compensation insurance, all of their officers, employees, agents, and authorized volunteers working on or about the subject Recreational Trail(s), in accordance with the "Workers' Compensation and Insurance Act," Division IV of the Labor Code of the State of California and any Acts amendatory thereof. Permittee shall provide employer's liability insurance in the amount of at least \$2,000,000 per accident for bodily injury and disease.
9. Permittee shall provide and maintain the following commercial general liability and automobile liability insurance:

Coverage: Coverage for commercial general liability and automobile liability insurance shall be at least as broad as the following:

- (1) Insurance Services Office Commercial General Liability Coverage (Occurrence Form CG 0001)
- (2) Insurance Services Office Automobile Liability Coverage (Form CA 0001), covering Symbol 1 (any auto)
- (3) Excess coverage reasonably acceptable to the District Limits: Permittee shall maintain limits not less than the following:
 - (4) General Liability – Two million dollars (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply to the Recreational Trail(s) hereunder (with the ISO CG 2503, or ISO CG 2504, or insurer's equivalent endorsement provided to the District) or the general aggregate limit shall be twice the required occurrence limit.
 - (5) Automobile Liability - Two million dollars (\$2,000,000) for bodily injury and property damage each accident limit.
 - (6) Excess Liability. Ten million (\$10,000,000) per occurrence.

These policies shall contain or be endorsed to contain the following provisions:

- A. The District, its Board members, officers, employees, agents, and authorized volunteers are to be given insured status (via ISO endorsement CG 2011, CG 2024 [if land only], or insurer's equivalent for general liability coverage) as respects: liability arising out of Permittee's use of District properties by Permittee and the

public; or automobiles owned, leased, hired, or borrowed by the Permittee. The coverage shall contain no special limitations on the scope of protection afforded to the District, its Board members, officers, employees, agents, or authorized volunteers.

- B. For any claims related to this permit/easement, Permittee's insurance shall be primary insurance as respects the District, its Board members, officers, employees, agents, or authorized volunteers. Any insurance, self-insurance, or other coverage maintained by the District, its Board members, officers, employees, agents, or authorized volunteers shall not contribute to it.
- C. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the District, its Board members, officers, employees, agents, or authorized volunteers.
- D. Permittee's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- E. Each insurance policy required by this provision shall state or be endorsed to state that coverage shall not be canceled by either party, except after thirty (30) days (10 days for nonpayment of premium) prior written notice by US Mail has been given to District.

Such liability insurance shall indemnify the Permittee and Permittee's contractors against loss from liability imposed by law upon, or assumed under contract by, the Permittee or Permittee's contractors for damages on account of such bodily injury (including death), property damage, and personal injury.

The general liability policy shall cover bodily injury and property damage liability, owned and non-owned equipment, and blanket contractual liability.

The automobile liability policy shall cover all owned, non-owned, and hired automobiles.

Acceptance of the insurance by District shall not relieve or decrease any liability of Permittee.

All of the insurance shall be provided on policy forms and through companies satisfactory to the District or by means of a self-insurance program acceptable to the District

Any deductible or self-insured retention must be declared to and accepted by the District. At the option of the District, the Permittee shall either reduce or eliminate such deductibles or self-insured retention to levels acceptable to the District.

Insurance is to be placed with insurers having a current A.M. Best rating of not less than A-:VII or equivalent or, in the case of self-insurance programs, as otherwise acceptable to the District.

Prior to approval of the permit by the District/execution of the easement, Permittee shall file with the District a certificate of insurance (Accord Form 25-S or equivalent) signed by the insurer's representative. Such evidence of insurance shall include original copies of the additional insured endorsement signed by the insurer's representative and evidence of waiver of rights of subrogation against the District (if Property Insurance is applicable). Such evidence shall also include confirmation that coverage includes or has been modified to include Required Provisions A through E above.

Permittee shall, upon demand of the District, deliver to the District such policy or policies of insurance (or copies thereof) and the receipts for payment of premiums thereon.

Permittee shall provide and maintain property insurance covering all risks of direct physical loss, damage, or destruction to:

The Recreational Trail(s) in the amount of \$2,000,000 District shall be a named additional insured on any such policy (ies).

Permittee shall provide and maintain property insurance covering all risks of direct physical loss, damage, or destruction to any personal property used in connection with the Recreational Trail(s).

Permittee and insurer shall waive all rights of subrogation against the District, its Board members, officers, employees, agents, or authorized volunteers. Permittee shall provide the District with a certificate(s) of insurance evidencing property coverage.

10. In the alternative to the provisions of paragraph above, Permittee may submit a statement of self-insurance that is reasonably acceptable to the District and the generally provides coverage similar to that required in paragraph above.
11. The District's use of its properties for flood control purposes, including, but not limited to, the maintenance, repair, construction, and reconstruction of levees, will have priority over the use of those properties as a recreational trail. The District will endeavor to avoid interfering with the use of its properties, or any portion thereof, as a recreational trail in conducting its operations whenever feasible; however, the District shall not be under any obligation to avoid such interference. The District reserves the right to close the Recreational Trail and to prohibit recreational uses of its properties, or any portion thereof, during flood emergencies, during flood fights, and during routine maintenance, repair, construction, or reconstruction of levees. Whenever possible, the District will endeavor to give advance notice of such closings; however, it shall be under no obligation to do so. Recreational Trail closures may be of short duration during maintenance activities but may also be for extended periods for major or capital improvement projects. This right to close the trail for extended periods may be used for purposes of construction, reconstruction or

repairs of levees by others including the California Central Valley Flood Protection Board and U.S. Army Corps of Engineers. The Permittee shall be responsible for developing and implementing a detour plan during construction or maintenance activities. Neither the District nor other agencies such as the State of California or the United States are obligated to provide a detour during the construction or maintenance activities.

12. The District reserves the right to grant to third parties the right to use all or any portion of its properties, so long as any such right granted to a third party does not unreasonably interfere with the exercise of the rights conveyed/issued to the Permittee. It shall be presumed, as a presumption affecting the burden of proof that any rights granted to any third party by the District within all or any portion of the District's properties will not unreasonably interfere with the exercise of the rights conveyed/issued to Permittee.
13. Permittee may not convey the right to use all or any portion of the District's properties for recreational purposes, or for any other purpose, to any third party without the prior written consent of District, which consent shall not be unreasonably withheld or delayed. Any such conveyance shall be subject to the terms and conditions of the original permit, subject to any and all terms and conditions additionally imposed by District, and subject to the District's encroachment control procedures (i.e. a permit will be required to be issued by District to the third party).
14. Permittee may surrender this Permit at any time by at least 120 days' prior written notice of such surrender.
15. As a condition of the District's issuance of this Permit and its continued existence, Permittee agrees that: (i) if construction of the Recreational Trail is not commenced within 12 months of the date upon which this Permit is issued and is not completed within 60 months of that date, or (ii) if the Permittee fails to maintain the Recreational Trail or carry out any duties or responsibilities required as a condition of the easement/permit for a period of 12 consecutive months after it has been completed, or (iii) if the Permittee ceases making the Recreational Trail available to the public for the recreational purposes, Permittee shall be conclusively presumed to have surrendered the easement/permit.
16. Should the District ever determine that the use of all or any portion of its properties as a recreational trail is inconsistent with the use of such lands for flood control purposes, the District may terminate this Permit upon thirty (30) days written notice to the Permittee.
17. As a condition of any voluntary or involuntary surrender or termination of this Permit, Permittee must remove the Recreational Trail and all associated facilities from District properties, at the sole cost and expense of Permittee, within 180 days of receipt/delivery of notice of surrender/termination; except for those parts/facilities, if any, that the District has requested to be left in place. The District shall notify the Permittee what portions, if any, of the Recreational Trail must be left in place within 90 days of receipt/delivery of notices of surrender/termination of this Permit. If the Permittee has not removed the Recreational Trail and restored the District's properties to the condition that existed before construction of the Recreational Trail within the required time period, or made

- arrangements satisfactory to the District for such removal and restoration, the Permittee agrees that the District may carry out the removal and restoration and the Permittee shall be liable for all costs thereof.
18. Should the District ever determine that a particular use of the Permit unduly stresses the flood control facilities or increases the District's costs of maintaining its levees or other facilities, the District reserves the right to prohibit such particular use of the Permit.
 19. Permittee shall operate and maintain the Recreation Trail so as to avoid injury or damage to any person or property. Permittee shall be responsible for all security for the Recreation Trail.
 20. In operating and maintaining the Recreation Trail(s), Permittee shall, at all times, exercise all necessary precautions for the safety and environmental protection of public safety and the District's property, and be in compliance with all federal, state, and local statutory and regulatory requirements including, but not limited to, State of California, Division of Industrial Relations (Cal/OSHA) regulations, Cal/EPA, and the US Department of Transportation, including the Omnibus Transportation Employee Testing Act (as applicable).
 - a. Permittee shall not use or allow anyone else to use the Recreation Trail(s) or the District's property to generate, manufacture, refine, transport, treat, store, handle, recycle, release, or dispose of any hazardous material, other than as reasonably necessary for the operation of the Permittee's activities as contemplated under the permit/easement. The term 'hazardous material' means any hazardous substance, material, or waste, including but not limited to those listed in 49 CFR 172.101 (US Department of Transportation), the Cal/EPA Chemical Lists, or lists of petroleum products and their derivatives. However, this shall not apply to the use of petroleum products and related substances incidental to operation of motorized equipment and vehicles whose operation are necessary to the construction, operation, and maintenance of the Recreation Trail(s) or the District's flood control facilities.
 - b. Permittee shall immediately notify the District in writing upon becoming aware of any release of hazardous material, violation of any environmental law, or actions brought by third parties against the Permittee alleging environmental damage.
 21. Permittee shall give all notices required by law and shall comply with all laws, ordinances, rules, and regulations pertaining to the activities authorized by this Permit. The Permittee shall be liable for all violations of the law in connection with this Permit.
 22. No waiver of any violation or breach of the covenants or conditions of the easement/permit shall be considered to be a waiver or breach of any other violation or breach of the covenants and conditions of this Permit.

Tim Kerr

From: bikeguy@surewest.net
Sent: Wednesday, March 20, 2019 2:53 PM
To: Tim Kerr
Subject: Two Rivers Trail Phase II
Attachments: ARFCA letter river park follow up ltr.rtf

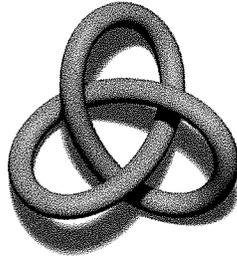
Mr. Kerr,

Attached is Sacramento Trailnet's follow-up letter on the Board's discussion at its last meeting.

Will the Board be having a special meeting Friday at noon on this topic?

Thanks,

Walt Seifert
Sacramento Trailnet
(916) 455-7561



Sacramento Trailnet

Our Vision: Nearby greenways with America's best and most visited trails

PO Box 19463 Sacramento, CA 95819

March 20, 2019

Tim Kerr, General Manager and ARFCD Board Members
 American River Flood Control District
 185 Commerce Circle
 Sacramento, CA 95815
 via email

Subject: Two Rivers Trail Phase II (follow-up to 3/8/19 Board of Trustees meeting)

Dear Mr. Kerr and Board Members:

The ARFCD Board's current policy (and the regulations of the State Water Resources Agency) limit use of the levee crown for bike paths to situations where paths off the levee are deemed not feasible. The Board's policy also allows, on a case by case basis, a levee crown path if an applicant requests it and Board approves it.

We believe the current policy related establishing a feasibility criterion is too restrictive and request that the Board consider a change. We recommend that the policy should routinely allow levee crown paved bike paths. Levee crown paths:

- Capitalize on existing public infrastructure
- Allow the least expensive path construction and most efficient use of tax dollars
- Have the least impact on biologic resources
- Provide a direct route for transportation ("commuting") bicyclists with no time-consuming stops or dangerous cross traffic
- Allow trail use when an off-levee trail might be inundated
- Maximize water views
- Allow ARFCD faster access and provide a paved staging area during flood fighting

Levees represent a very significant public investment. For the vast majority of the time, levees are not being used either for maintenance or flood fighting purposes

and this investment is untapped, accruing no other benefits. While their primary purpose always is flood control, levees can, and we believe, should be used for other extremely important public purposes that capitalize on the public's large investment.

In particular, use of levee crowns for paths offer the public an opportunity for bicycling, walking, jogging and appreciation of nature, including enjoyment of prized and otherwise rare river views. These uses improve public health, reduce vehicle traffic, improve air quality, and reduce greenhouse gas emissions--they help to improve and save lives and help save the planet. Those are significant benefits that meet many different government goals.

We recognize that use of levee paths by the public during infrequent flood fighting could result in conflicts with ARFCD operations. However, no reasonable citizen, including those who use levees for recreational or transportation purposes, would object to levees being closed to the public during flood fighting events. Even regularly scheduled maintenance is relatively infrequent for specific stretches of levees. We believe, and experience has shown, that maintenance can be managed in a number of ways to minimize conflicts with the public.

The ARFCD board has before it the issue of whether to allow the Two Rivers Trail Phase II project to be on the levee crown. This has been presented as an issue based on whether an off-levee trail is not feasible. Since the board's current policy allows the board to approve a levee crown path if the applicant so requests (whether or not a trail off the levee crown is feasible), we're not sure why the issue of feasibility is at question.

Nonetheless, we'd like to address the issue of feasibility and its interpretation. Your legal counsel said at the last meeting it is up to the board to determine whether off-levee paths are feasible. It is clear that a strict interpretation of the policy to have paths off the levee crown is honored more in the breach than the observance. Decision makers have taken a very broad view of when an off-levee path is infeasible.

Many miles of existing and planned trails along waterways in our area are on levee crowns. They include existing portions of the Two Rivers Trail, the Ueda Parkway Trail, the Sacramento Northern Trail, the Sacramento River Parkway Trail, the planned West Sacramento Southport Trail and the planned Natomas Basin setback levee trail. These represent more than 20 miles of trails on levee crowns. In addition, paved roads, such as Garden Highway and River Road, are on levee crowns. The maintainers of all these levees with trails or roads on them are able to operate while accommodating public use.

Further, miles of AFRDC levees that don't have formal bike paths on them are paved and have bicycle and pedestrian use. For example, the American River north bank levee is paved between Hwy 160 and William Pond Park. That is a

distance of about 11 miles and includes sections along densely populated Campus Commons and areas further east with hundreds or residences backing up to the levee and thousands more within 500 feet. The District has been able to maintain that levee while the public has been able to enjoy its use.

Lastly, while this is not specifically an AFRDC issue, we wanted to make clear that Sacramento Trailnet would prefer a wider paved trail than the 8-foot width proposed by the city. The Caltrans Highway Design Manual Chapter 1000 says "the minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred." The manual asserts, "Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of a two-way bike path should be greater than 10 feet, preferably 12 feet or more. Another important factor to consider in determining the appropriate width is that bicyclists will tend to ride side by side on bike paths, and bicyclists may need adequate passing clearance next to pedestrians and slower moving bicyclists."

The California Code of Regulations (Title 23, Division 1, Chapter 1, Article 8, Section 132). requires bike trail pavement width on a levee crown be a minimum of 12 feet with a minimum one-foot wide shoulder on each side. Thus, it appears the Two Rivers Phase II 1400' long trail section that the city proposes for the levee crown must be 12 feet, not 8 feet, wide in order to comply with regulations. We believe the rest of the trail, planned along the waterside toe of the levee, should match that width.

An 8-foot width is inconsistent with existing conditions not just on the proposed levee crown section, but elsewhere as well. A 12-foot width is the standard for the already built portions of the Two Rivers Trail system. When complete the Two Rivers Trail Phase II will connect, at either end, to trails that are 12 feet wide. Those trails are along the CSUS campus and in Sutter's Landing Regional Park. The standard width of the American River Parkway's Jedediah Smith Memorial Bicycle Trail is 12 feet and that width has proven itself serviceable and safe over time. The Jed Smith trail has been used tens of millions of parkway visitors, including bicyclists, joggers, hikers and dog walkers, for decades.

Yours truly,



Walt Seifert
Executive Director

Tim Kerr

From: Ann Smith <ann7459@comcast.net>
Sent: Friday, March 22, 2019 2:42 PM
To: Tim Kerr
Subject: Two rivers trail project

We are writing to express our opposition to the Two Rivers Trail (Phase II) project, the plan to pave the path at the foot of the levee behind Glenn Hall Park, along River Park in East Sacramento.

We have resided in River Park for 22 years and raised our two daughters here.

Paving the trail is not a problem that needs to be fixed. The unpaved trail currently provides a leisurely pedestrian path for walkers and runners, families, dog walkers, and nature lovers. We have seen bikers use the trail also.

Furthermore, the cost of maintaining the trail, with observed flooding up to the base of the levee over the years, would be prohibitive.

It is important to prioritize city projects, given limited funds. The illegal camping along the American River is an emergent issue.

The \$6,000,000 allocated for the Two Rivers Trail project can be better used to create a "homeless transformation campus based on the model of Haven for Hope in San Antonio, Texas" as stated in an article in "Inside East Sacramento", titled, "Cleanup Crew". Illegal campers who are living on and ruining our American River parkway can be transported to this type of campus for shelter and help.

Ann is a healthcare professional with experience working in a health clinic on Skid Row in Los Angeles. We met at this clinic. Chuck was working and living on Skid Row as a member of the Catholic Worker community. Later Chuck worked specifically with the mentally ill homeless at the LA Men's Place in LA, a total of 9 years of service.

The river parkway belongs to everyone to enjoy. Please don't waste funds on something that does not need to be fixed.

Sincerely,

Ann Frances Smith/Chuck Francis Teixeira
5327 State Ave
Sacramento, CA 95819

Tim Kerr

From: Martha Sward <msward819@gmail.com>
Sent: Friday, March 22, 2019 4:09 PM
To: Tim Kerr
Subject: Two Rivers Bike Trail

Dear ARFCD General Manager and Members of the Board,

I add my comments to those of others who oppose this bike trail. If it is built, it will strip away from many of us this small remnant of nature near us, where we have walked or walked accompanied by our dogs for decades. If you love the quiet and beauty of nature, of walking on a dirt road instead of on pavement, of having a natural area to let your dog roam in, of not fearing that you will be struck from behind by a speeding bicyclist, you will understand how devastating it is to us to have this lovely spot by the river turned into an asphalt bikeway.

Please do not approve a bike trail that will condemn the current dirt road to become a noisy, dangerous (to walkers and dogs) asphalt conduit. It would be bad enough to pave the top of the levee and have bikers with their speed and loud talking hurtle along the top there, spoiling this little bit of remaining nature. But to place a bikeway at the foot of the levee is incredibly destructive and saddening.

I can only hope that you hear our pleas.

Thank you, Martha Sward, John Farrell, Kate Farrell, and Matt Farrell

Tim Kerr

From: Maureen Reeder <maureensconsulting@yahoo.com>
Sent: Friday, March 22, 2019 4:42 PM
To: Tim Kerr
Subject: Twin Rivers trail Project...

tkerr@arfcd.org

Please send a copy to all of these people:

Tim Kerr, General Manager
Brian Holloway, President
Cyril Shah, Vice President
Steven Johns, Secretary
Rachelanne Vander Werf, Treasurer
Bettina Redway, Trustee

To the American River Flood Control District General Manager and Board of Trustees:

I am writing to express my opposition to the Two Rivers Trail (Phase II) project.

I am concerned that the Two Rivers Trail (Phase II) project would hurt the integrity of our levee. My husband and I have lived on Moddison Avenue since January 1974. That is just over 45 years. We remember when the Corp of Engineers decided to remove the couple of trees that were growing in the middle of the river (right behind our house) to make it easier for boaters to maneuver the river. This made the river serpentine even more to the point that it started eroding the levee. "Unintended consequences." This is when we lost almost a year of "NO PEACE IN THE BACKYARD". Hundreds of trucks, one right after another filling in the levee with

large boulders to stop the eroding. We have lived here soooo long that most people here don't remember this.

We have lived through the ALMOST floods. Very scary standing on top of the levee and looking down and seeing you house sitting MUCH lower than the water in the river on the other side. Then finding out the next day that they were ready to let River Park FLOOD to save the Capitol! The huge doors under the H Street train overpass were closed for awhile that night in 1986.

We also gave up the whole summer when they dug up the center of the levee to pour the slurry wall. We live two houses away from where slurry broke through and flooded our neighbors back yards!!

As far as the RACING bicyclists go, well they seem to be either unaware or unconcerned with the welfare of the general public. There's a perfect nicely paved trail on the other side of the river. But I have heard that the reason they don't want to use it is because the "homeless are sicking their pit bull dogs on them and they are biting their heels." Plus they say it is much more dangerous. So instead they are trying to make this side more like that side?? Doesn't make sense to me. I know what Councilman Jeff Harris says, "Everyone LOVES the bike trail idea!" The man is completely delusional! He may live in River Park but he has NEVER paid a visit to our house nor any other house on Moddison Avenue. The last thing in the world we want is another homelessness encampment in our back yard. And that is exactly what it is going to be come if you PAVE the way for the homeless to move into OUR back yard!!

I am not insensitive to the "Homeless" situation. I personally think that the majority are victims of drug addition, or have mental

health issues. There is plenty of help out there if the ones that are victims of circumstance and REALLY want true help. Then there are the vagabonds that will always be "travelers or Gypsies " like in Europe. This is a way of life for them.

I just wanted to put in my two cents. Would someone PLEASE just go door to door to the houses that actually DO live on the levee properties and see what the MAJORITY want. I assure you they Don't want a paved path to OUR backyards! Not to mention that all of East Sac is tired of the homeless!

Take the money and give it to our school district or someplace that NEEDS it, we DON'T need this.

Please feel free to contact me or my husband (Richard E. Reeder) at any time. 916-456-9287 or maurensconsulting@yahoo.com .

Sincerely,

Maureen Reeder
4301 Moddison Avenue
Sacramento, CA 95819

Maureen Reeder
Ships And Trips Travel
cst-2051435-40
916-456-9287
maurensconsulting@yahoo.com
www.maurensconsulting.com

Tim Kerr

From: Hank Beal <bealschuld@surewest.net>
Sent: Saturday, March 23, 2019 12:01 PM
To: Tim Kerr
Subject: American River

To the American River Flood Control District General Manager and Board of Trustees:

I am writing to express my opposition to the Two Rivers Trail (Phase II) project.

I am concerned that the Two Rivers Trail (Phase II) project would cause accidents with children playing in the park and the people who walk their dogs along the area. Some times of the year as now there is not much room for local residence and others to walk and enjoy the nature as much is flooded.

- * push pedestrians to a narrow shoulder to avoid the faster bike through-traffic that paving would prioritize and invite, making the path both less inviting and less safe for pedestrians;
- * increase conflict and collisions between pedestrians and the high-speed biking that a paved bike throughway would prioritize and invite;
- * interfere with the privacy of residents adjacent to the levee;
- * increase conflict with levee maintenance and repair;
- * increase litter and crime along the trail and in the surrounding area;
- * increase the impacts of illegal camping by our City's residents experiencing homelessness;
- * remove vegetation which would negatively impact the aesthetics and my enjoyment of the area.

Sincerely,
Tina Schuld

5620 Caleb Avenue
Sent from my iPad

Tim Kerr

From: Craig Rakela <crakela@comcast.net>
Sent: Sunday, March 24, 2019 2:43 PM
To: Tim Kerr
Subject: Two Rivers Trail (Phase II)

To Mr. Kerr

My family and I have been out of town during any meetings that have been held in 2018, so maybe some of these concerns have been addressed.

We walk in this area near the river with and without our dog. I am worried about having to cross in front of bicycles to go down to the river and also walking near moving bicycles. Has another solution been considered to allow bicyclists the ability to go from the current bike trail to the other side of the river somewhere else with less of a residential population?

If you are considering building on top of the levee, won't this interfere with maintenance (levee repair, grass cutting, etc.).

Thanks for reading
Craig Rakela

Tim Kerr

From: Pam Kennedy <pammyjan@gmail.com>
Sent: Sunday, March 24, 2019 11:41 PM
To: Tim Kerr
Subject: Two Rivers Trail

Tim Kerr, General Manager
 Brian Holloway, President
 Cyril Shah, Vice President
 Steven Johns, Secretary
 Rachelanne Vander Werf, Treasurer
 Bettina Redway, Trustee

To the American River Flood Control District General Manager and Board of Trustees:

I am writing to express my opposition to the Two Rivers Trail (Phase II) project.

I am concerned that the Two Rivers Trail (Phase II) project would change the way the trail has been used by not only the local neighborhood but many that come from all over Sacramento to have a safe non bike riding trail and area for walking running and even kids biking.

* push pedestrians to a narrow shoulder to avoid the faster bike through-traffic that paving would prioritize and invite, making the path both less inviting and less safe for pedestrians;

* increase conflict and collisions between pedestrians and the high-speed biking that a paved bike throughway would prioritize and invite;

* interfere with the privacy of residents adjacent to the levee; The local neighborhood and particularly the neighbors adjacent to the trail are opposed to a paved trail.

* increase conflict with levee maintenance and repair;

* increase litter and crime along the trail and in the surrounding area;

* increase the impacts of illegal camping by our City's residents experiencing homelessness; This homeless situation is double along the paved areas between Sacramento State a

Watt Avenue. Homeless camps are everywhere!!! and getting worse by the day. The City should use these extra funds to do something about the homeless camps. Nothing is being done about this problem.

* remove vegetation which would negatively impact the aesthetics and my enjoyment of the area.

* increase maintenance costs for the upkeep of a paved trail. Many times the trail on the otherside of the river has been washed out when there has been flooding. This area they are planning on paving has been under water and of course would be undermined and washed out. In addition there already is a paved trail on the other side of the river which can be easily accessed by J street and in the future the pedestrian bridge to be built by hwy 80. (At this point is is accessed at 17th street). In addition there is a bike trail along Elvis Avenue. This bike trail is rarely used at this time. Finally, Bikes are able to use the top of the levy and do use with their off road and hybrid bikes. No addition upkeep and costs are needed for this usage.

Thank you for hearing my concerns.

Sincerely,

Pam Kennedy
 5319 Sandburg Dr.
 Sacramento, CA 95819

Tim Kerr

From: Nancy Mackenzie <cumby54@yahoo.com>
Sent: Monday, March 25, 2019 10:35 AM
To: Tim Kerr
Subject: Comment letter regarding Two Rivers Phase II - March 29 meeting
Attachments: 001.jpg; 002.jpg

Dear General Manager and Board of Trustees,
Attached is a comment letter (two attachments) for your review and consideration prior to the March 29 meeting when you will be discussing the City's proposed design change to the proposed Two Rivers Trail Phase II project.

Thank you, Nancy MacKenzie

March 24, 2019

American River Flood Control District:
Tim Kerr, General Manager
Brian Holloway, President
Cyril Shah, Vice President
Steven Johns, Secretary
Rachelanne Vander Werf, Treasurer
Bettina Redway, Trustee

RE: Two Rivers Trail Phase II, Construction Design and Engineering

Dear General Manager and Board of Trustees:

The City is proposing a design change to the Two Rivers trail project to construct part of the trail on the crown of the levee. However, we have been told a number of times by City staff that a paved trail on top of the levee is unacceptable to the Flood Control District because it would interfere with levee maintenance and repair. The change from the current project design of cutting into the levee (where the toe of the levee is too narrow to build a trail) to moving the trail to the top of the levee is proposed by City staff who now say that there are engineering issues with the cut-in. It seems that cutting into the levee would directly affect the structure and interfere with maintenance of the levee (repair, mowing, etc.) as much as paving the top of the levee and cause potential conflict with users (bicyclists).

Regarding the portion of the proposed trail at the toe of the levee adjacent to River Park – why not continue the trail on the top of the levee as has always been the original plan. If you allow the City to construct a portion of the trail on top of the levee in the project area and the trail is on top of the levee beyond the H Street Bridge, then why not keep the entire trail along River Park to the H Street Bridge on top of the levee.

Further, the top of the levee does not need to be paved. The existing condition has always worked fine for bicyclists and pedestrians.

In addition to leaving the trail, as is, on top of the levee without the unnecessary “improvements” the City could consider adding to trails on surface streets where there are already existing bike trails and which would provide a logical Phase II connectivity.

Keeping the trail on top of the levee in its existing condition along with building a trail on surface streets should be given serious consideration for efficiency, cost benefits, and reduced environmental impacts.

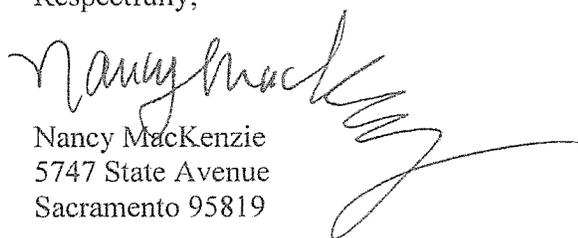
While the project may have been in the planning stage for many years, the fact is that until the CEQA process there was inadequate to no public outreach with our neighborhood regarding the change from paving the top of the levee to paving the trail at the bottom of the levee, or discussion of a reasonable range of alternatives.

Two Rivers Trail Project
Project Design/Engineering Issue
MacKenzie/Page 2

I am opposed to the trail project through River Park to the H Street Bridge for a number of reasons that I outlined in my comment letter on the project CEQA document, which is available on-line. My concerns include: there is already a paved trail on the north side of the river with connectivity to the south side of the river and surface street trails; vegetation removal (for the project as well as vegetation removal to implement the City's "more eyes" theory) will significantly impact the visual quality and experience of this natural area; the project will increase conflicts and collisions between pedestrians and high-speed bicyclists (a high number of adults and children cross this area throughout the day, every day), which a paved trail would invite; and several other reasons.

Thank you for considering my comments.

Respectfully,



Nancy MacKenzie
5747 State Avenue
Sacramento 95819

Tim Kerr

From: John Maio <notridicurous@gmail.com>
Sent: Monday, March 25, 2019 1:36 PM
To: savedontpave@gmail.com; Protect River Park; Jeff S. Harris; Tim Kerr
Subject: City Request for Variance to the Recreational Trail Policy of the ARFCD

This request brings heightened concern to the burgeoning use of the river access gate adjacent to my home at 3795 Erlewine Circle, 95819. Please see relevant points of fact below.

The gate is intended as access for levee maintenance and inspection only. As opposed to, citizen access to the parkway. There is a sign prohibiting unauthorized access. There was once a flimsy unlocked gate that was replaced by the City with a substantial heavy lockable gate. The gate was designed to be unlocked by a number of agencies. Apparently, keys were distributed to the public completely defeating the the purpose of the gate. It is never locked.

Over the years, word has gotten out regarding this access point. Fishermen, dog walkers, joggers, homeless persons, and most definitely persons with criminal intent now freely access this unlocked gate 24 hours a day completely unregulated. Persons must go around a chain that spans two poles. On this chain, there is a sign prohibiting access. When persons go around the chain they trespass on my property as evidenced by a trail worn into my lawn.

The variance request, if fulfilled, will substantially increase this type of traffic and the associated crime, noise, trash, and parking problems. This is self evident considering if paving the levee wont increase traffic on the levee, then why pave it?

I ask two things. One, do not approve the variance. Two, do not pave the levee. Or, lock the gate in a way that substantially and effectively prohibits public access. (The gate in question is NOT MARKED on the map distributed by the City postmarked 3.21.19, nor are any of the streets of River Park. This is an alarming indication that impact of the paving project on residents of River Park is of no concern.) Further, budget for increased police patrol of the entire newly paved stretch of the levee. If this was already done, I ask that I be forwarded a copy to a link of the budget as I could not find it.

Lastly, if the above requests will not be met, I ask Councilman Harris to explain why this was not possible.

John Maio
3795 Erlewine Circle
Sacramento, CA 95819

Tim Kerr

From: Jan Kristie <jkristie@comcast.net>
Sent: Monday, March 25, 2019 4:26 PM
To: Tim Kerr
Subject: Opposition to Two Rivers Trail Project, Phase II

TO: The American River Flood Control District General Manager and Board of Trustees:

Tim Kerr, General Manager

Brian Holloway, President

Cyril Shah, Vice President

Steven Johns, Secretary

Rachelanne Vander Werf, Treasurer

Bettina Redway, Trustee

As a Sacramentan and River Park resident, I am writing to express my opposition to the Two Rivers Trail (Phase II) project.

I am concerned that the Two Rivers Trail, Phase II project would alter this last unpaved part of the River. I have already had to dodge many bikes when I have been walking on other parts of the trail that are paved which cyclists often see as their own personal bikepath. I do not like being pushed to a narrow shoulder. On the path near Sac State, I have had many near misses that were frightening, and I have decreased my walking there tremendously.

In addition, I am concerned that the paved area will be more conducive to illegal camping at a time when our community is trying to discourage this due to safety issues with summer grassfires and high concentrations of pollutants in the River (e.g., E coli). I have been a River Park resident since 1986. At one time I could walk alone by the River, even at sunset, without fear. Sadly that is no longer the case. It has been said by proponents that more people using the area will discourage homeless camps. I disagree, as the homeless are now camping in retail areas by Kohls on Cal Expo, or camping on sidewalks by the Cap City freeway underpasses.

Most important of all, I fear the loss of trees and other vegetation which would change this area forever. Proponents of the plan say there will be new plantings, but this takes time and would not replicate the original area. Please consider saving this area from development. Thank you for your consideration of preserving this area for our current and future generations.

Jan Kristie

5601 Moddison Ave.

Sacramento CA 95819

Tim Kerr

From: Lynette Nordstrom <lynette@attsea.com>
Sent: Tuesday, March 26, 2019 10:48 AM
To: Tim Kerr
Subject: Please do not Pave!

Tim Kerr, General Manager
 Brian Holloway, President
 Cyril Shah, Vice President
 Steven Johns, Secretary
 Rachelanne Vander Werf, Treasurer
 Bettina Redway, Trustee

To the American River Flood Control District General Manager and Board of Trustees:

I am writing to express my **opposition** to the Two Rivers Trail (Phase II) project.

I am concerned that the Two Rivers Trail (Phase II) project would increase litter and crime along the trail and in the surrounding area.

The area is so pretty in its natural habitat. Removing the vegetation which would negatively impact the aesthetics and my enjoyment of the area.

- * push pedestrians to a narrow shoulder to avoid the faster bike through-traffic that paving would prioritize and invite, making the path both less inviting and less safe for pedestrians;
- * increase conflict and collisions between pedestrians and the high-speed biking that a paved bike throughway would prioritize and invite;
- * interfere with the privacy of residents adjacent to the levee;
- * increase conflict with levee maintenance and repair;
- * increase the impacts of illegal camping by our City's residents experiencing homelessness;

Bikers and walkers enjoy the levy as is. **Please preserve this area!** I'm so sad for all the over paving and development. I moved to the River Park to feel part of nature.

I am so disappointment with this plan!

Sincerely,
 Lynette Nordstrom
 Atteberry/Searle, Incorporated
 Direct 916-461-1176
 Fax 916-564-1492

Tim Kerr

From: Stephanie Jentsch <sajentsch@gmail.com>
Sent: Tuesday, March 26, 2019 10:45 PM
To: Tim Kerr
Subject: comments on the Two Rivers Phase II trail

I respectfully request these comments be provided to the following recipients prior to the March 29th special ARFCD meeting. Thank you.

Tim Kerr, General Manager
 Brian Holloway, President
 Cyril Shah, Vice President
 Steven Johns, Secretary
 Rachelanne Vander Werf, Treasurer
 Bettina Redway, Trustee

To the American River Flood Control District General Manager and Board of Trustees:

I am writing to express my concerns regarding the Two Rivers Trail Phase II project. I am one of the more than 1,200 people that have signed a petition opposing the project. While the Two Rivers Trail Phase II project is not the Flood Control District's project, it is important that the Board of Trustees hear the concerns of the community and take these concerns into consideration when making their decision about whether to approve the City's request.

The Two Rivers Phase II project will push pedestrians to the side of the paved trail and displace current users of this area in favor of faster bike traffic. It will also increase conflict and collision between pedestrians and bicyclists. Currently, the trail at the foot of the levee is a quiet path that provides a place for people to walk with their families and pets and ride their bikes in a natural and safe environment. This is a gem among the river park system, offering the opportunity to leave the pavement and enjoy a dirt path, overhung with shady trees, around shrubs and wildflowers. I am concerned that the Two River Trail project would destroy the nature of this area. Pavement shouldn't be the only option for enjoying the American River Parkway.

Paving the trail will not only negatively impact the current users of the trail, but will result in significant impacts to the environment. Many trees and shrubs, including elderberry shrubs that are home to the threatened longhorn elderberry longhorn beetle will be removed. The City's environmental document states that between 43 and 51 elderberry shrubs within the project footprint would be permanently removed and an additional 56 elderberry shrubs would be trimmed and potentially transplanted. This is not only damaging to the environment, but costly to permit.

Paving the trail will also increase conflict with levee maintenance and repair. While paving the top of the levee is likely to increase conflicts between levee maintenance and bicyclists on the levee crown, paving along the toe of the levee is likely to increase use of the top of the levee by pedestrians displaced from the lower trail. It is also likely that the project will generally increase the use of this area creating challenges to levee maintenance.

I am also concerned that paving the path could increase litter, crime and illegal camping along this stretch of the river. The river corridor through River Park currently sees very low levels of illegal camping compared to the high concentrations in nearby areas. There is currently a concentration of encampments along the river where the paved trail ends at the edge of the park at Sutter's Landing, and extending the paved trail along the path at the toe of the levee through the River Park area would extend the area accessible to illegal encampments and the associated impacts to the parkway and levee system. This project is proposed at a time when concerns with homeless encampments, crime, and safety within the American River corridor have reached an all-time

high. Paving this stretch of trail would expand these problems into another area at a time when there are not enough resources to deal with the current problem.

I would greatly appreciate your full consideration of these concerns as you make a decision about how to proceed in considering the City's request.

Sincerely,
Stephanie Jentsch