



ECOS

ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

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Submitted via electronic mail - February 18, 2025

RE: City Hall Special Meeting, Discussion Item #1 — Truxel Bridge Concept and Feasibility Study

Dear Mayor and Councilmembers,

The Environmental Council of Sacramento (ECOS) applauds City Staff for their efforts to increase multimodal connectivity and bicycling and pedestrian transit routes in Sacramento. Such efforts are fundamental to Sacramento’s transition towards accessible, green infrastructure and to achieve regional air quality, VMT, and climate goals. As such, ECOS generally supports this project, but urges the Council to strongly consider pursuing the Northgate Boulevard-location alternative, as it is a more appropriate setting for transit-friendly (re)development. Because 160 already has a bridge cross the river, it would provide the desired connection decades before a new bridge, and provide a second river crossing above the floodway (in addition to I-5) for Natomas residents.

Northgate Boulevard is a commercial corridor with significant safe-transportation needs and community interest. In fact, it was the community’s concern and input that led to the creation of the 2023 Northgate Boulevard Transportation Plan, which aims to address safety concerns for all users and transform Northgate Boulevard into a multimodal corridor. Transit-friendly redesign along Northgate Boulevard is thus already underway and would benefit from the concurrent design of a public transit and pedestrian bridge.

A multimodal bridge along Truxel Road would not have the same local benefits around a community-identified need. Creating a local pathway for cars would not deter car use nor reduce traffic, challenging the idea that this bridge would increase access to emergency services. Rather than facilitating local traffic needs, the burden of high-speed traffic would spread to more residential roads in South Natomas. This location would thus burden South Natomas residents and would do nothing to achieve regional climate goals through reduced vehicle miles traveled (VMT). The Truxel Road location would also demand the construction of a new bridge across the American River Parkway, which would significantly impact the wildlife, vegetation, and recreational spaces of a unique and beloved greenbelt.

Lastly, ECOS thanks the Staff for continuing to consider the redesign of the Northgate/160 interchange. We believe a shift of the Truxel Bridge to a multimodal bridge in the Northgate Boulevard location would be most beneficial to community needs and ongoing City efforts. However, we understand the resource constraints surrounding feasibility studies and urge the Mayor and Council to vote in the direction that will make transit-supportive infrastructure and effective public transit a reality.

Sincerely,
-signed by-

Heather Fargo
President of the ECOS Board of Directors