

**American River Flood Control District
Central Valley Flood Protection Board Permit Application
Two Rivers Trail (City of Sacramento)
Staff Report**

Discussion:

The City of Sacramento is seeking endorsement on their Central Valley Flood Protection Board encroachment permit application for the Two Rivers Trail in River park. In this application, the City proposes to construct a paved bicycle and pedestrian trail within the levee and toe footprint. The City approached the American River Flood Control District Board of Trustees in February and March of 2019 to seek approval for their plan to have one short segment of trail on the levee crown with the majority of the trail located at the waterside toe. The application also includes construction of a railroad bridge undercrossing to allow the trail to traverse under the Union Pacific Railroad Bridge. The City's application package is attached as Exhibit A.

The proposed multi-use trail design would meet California Department of Transportation (Caltrans) Class 1 bikeway design criteria and would also be based on the State Water Code Title 23 standards for recreation trails on levees and the ARFCD Recreational Trails Policy. The trail would generally consist of an 8-foot-wide paved path with a 2-foot-wide compacted shoulder on the inner side and a similar 6-foot-wide shoulder on the waterside to provide space for walking and jogging adjacent to the paved portion of the trail, bringing the total trail cross section along most of its length to 16 feet wide. However, due to space limitations in some locations, the waterside shoulder of the trail would be narrowed to 4 feet wide. The trail would be paved and engineered to be load-bearing and has been designed to meet flood control objectives and to have the least amount of impact on levee operations and maintenance.

Segment 3 is approximately 0.3 miles long and begins on the east side of Sutter's Landing Park at the end of an existing trail. From here, the trail would run along an existing bench at the toe of the levee, first crossing under another portion of the UPRR and eventually under the Capital City Freeway (SR 80) where Segment 4 begins.

Segment 4 is also approximately 0.25 miles long and would begin just east of the Capital City Freeway. This segment is proposed as a "levee-top" trail alignment.

Segment 5 is 1.4 miles long and passes Paradise Beach and Glenn Hall Park. This trail segment has a bench all along the waterside toe where the trail would be aligned, but bench width varies such that this segment has been subdivided into three subsegments (to accommodate topographic conditions). Subsegment 5A is approximately 2,900 feet in length, and the waterside bench, although well-defined, is narrower in this area than in Subsegment 5B. Subsegment 5B is approximately 4,300 feet in length and has a well-defined, much wider and flatter, bench to accommodate the trail. Subsegment 5C is approximately 500 feet in length and its waterside bench characteristics are similar to Subsegment 5A.

Segment 6 begins at the east end of Subsegment 5C along the levee toe, is approximately 0.3 miles long, and includes a transition back to the levee crown where the trail would connect to the existing paved trail near the H Street Bridge. While there is a bench along the toe in this segment, the bench is much narrower than in other locations requiring a reduced path width to limit impacts.

ARFCD Encroachment Permit:

During the March 2019 Special Board Meeting, the Board of Trustees directed staff to work out the terms of an encroachment permit between the District and the City for the upkeep of the Segment 4 “levee-top” section of trail in accordance with District Recreational Trails Policy. The proposed permit is attached as Exhibit B.

Recommendation:

The General Manager recommends that the Board of Trustees endorse the City’s application and approve the Operation and Maintenance Agreement.