

KROY PATHWAY CONCEPTUAL IMPROVEMENT OUTREACH

## Final Report

September 2008



Prepared by:

MIG, Inc.  
800 Hearst Avenue  
Berkeley, CA 94710

## Introduction

This report presents the final recommendations of the Working Group that has been concerned with improvements to the Kroy Pathway, a public pathway in Sacramento that connects a residential area to a developing urban corridor. The recommendations were made with the benefit of a public involvement process that included two public workshops, which have been documented in previous reports. The Kroy Pathway Working Group -- consisting of staff from Caltrans, the City of Sacramento, and MIG, Inc. -- considered the results of these public workshops in addition to previous meetings with area residents, to develop a conceptual plan for the Pathway that answered public concerns for safety, security, and aesthetics. Both open-house workshops gave the public an opportunity to comment and review the plans put forward by the Working Group. The Working Group has now refined the concepts based on public input and developed a final concept. Appendices A – E document the public workshops and present the final plan and elevation drawings.

## Background and Existing Conditions

The Kroy Pathway is a 250 foot-long off-street paved path for bicycles and pedestrians located in the City of Sacramento. The pathway links Kroy Way and 65<sup>th</sup> Street, adjacent to the eastbound U.S. 50 off-ramp. Although the pathway is located within Caltrans right-of-way, plans are underway for relinquishment to the ownership of the City.



In March 2007, the Tahoe Park Neighborhood Association contacted Caltrans regarding pathway problems, mainly concerning safety and security.

Around the same time, individual Tahoe Park residents requested that Caltrans close down the pathway. At that time, Caltrans and the City of Sacramento began discussing possible solutions.

In August 2007, the City held a community meeting about the Kroy Pathway, attracting around 100 attendees. Many voiced their opinions – a number of people wanted it permanently closed, and others said that they wanted to keep it open but improved.



City Councilmember Kevin McCarty, in whose district the pathway sits, attended the meeting and listened to the concerns of the attendees.

In October 2007, the City determined that it would take ownership as well as the responsibility for improving the pathway. The City based its decision primarily on the pathway's location and function as an important bicycle-pedestrian link between the

Tahoe Park neighborhood and the 65<sup>th</sup> Street light rail station and adjacent new developments, California State University, Sacramento (CSUS), and commercial centers and public transit in the 65<sup>th</sup> Street corridor. The City has plans for new developments in the light-rail station area as well as for the 65<sup>th</sup> Street corridor. Planning and design for a new Target store on 65<sup>th</sup> Street, across the street from the end of the pathway, is well-underway.

## The Caltrans-City of Sacramento Partnership

The City determined it would need to involve the community to address their concerns and a process to identify ways to make the pathway safer and more usable. In December 2007, Caltrans District 3 engaged MIG Inc. on behalf of the City to assist with this public involvement process, which took place between December 2007 and June 2008. MIG conducted two public workshops, the first on February 25, 2008, and the second on June 9, 2008. Each included for public review and comment a visual presentation of improvements and a sequence of phasing steps that would allow improvements to be made as funding became available. During this period, a working group of Caltrans, City of Sacramento, and MIG staff prepared the list of conceptual improvements and visuals.

## Key Issues and Concerns

The pathway has been controversial with Kroy Way residents and other nearby neighborhoods primarily because of safety and security issues. Currently, the pathway has gates at either end that are locked – somewhat inconsistently - by the neighbors



each evening to prevent undesirable activity. Some of the specific issues identified by the community include poor quality paving, poor visibility from end to end (photo at

upper left illustrates the lack of end-to-end sightlines), lack of a ramp to the street at the west end (photo at upper right shows the lack of an ADA-compliant ramp), trash, vandalism, damaged chain-link fences, (photo to the left shows the lack of regular maintenance and cleaning), poor lighting at night, lack of maintenance of the plantings, loitering, and homeless camping in the bushes next to the off-ramp.

To answer these concerns, the recommended improvements to the path design included in this report include widening and straightening of the pathway, new fencing, a protective barrier on the off-ramp side, improved lighting, landscaping, signage, security cameras, and the addition of curb ramps.

## Development of Community Consensus

MIG assisted the project with two levels of meeting facilitation -- Working Group meetings and two community workshops.



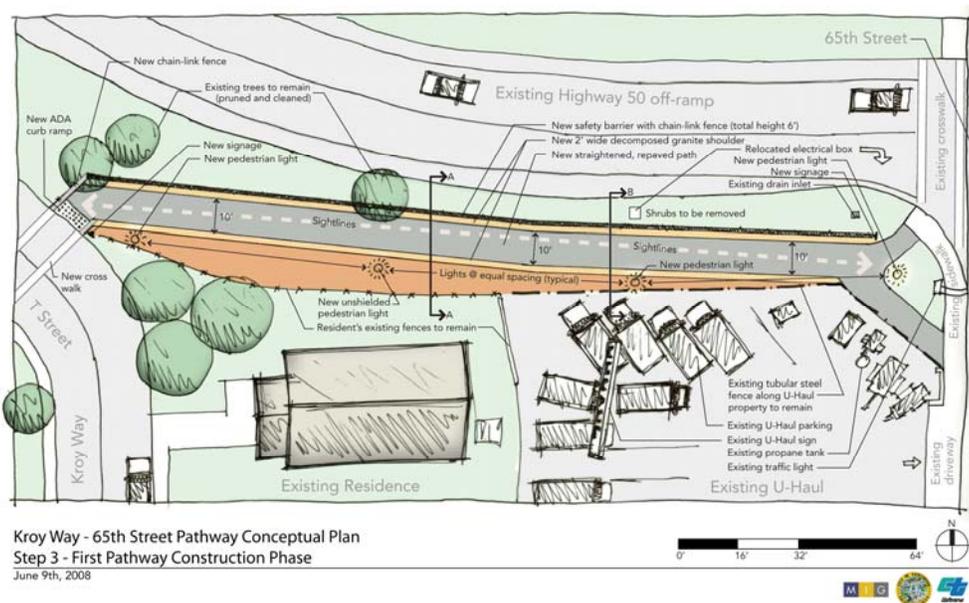
After the workshop, the Working Group met several more times to discuss the comments, refine the plan, and plan a second community workshop.

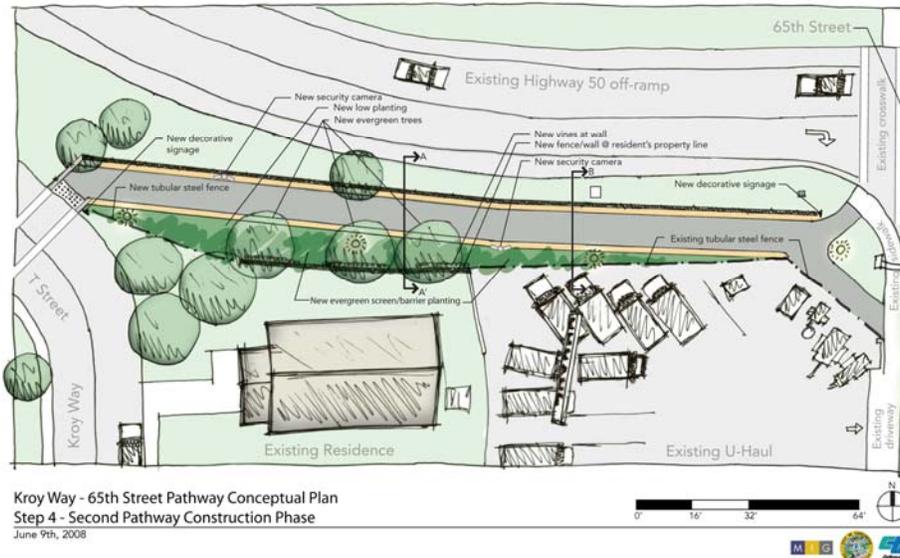
The Working Group also performed research on various pathway improvements including security cameras, fence types, pathway alignments. Working Group member Derrick Lim contacted the U-Haul property adjacent to the path regarding improvements to the fence along the pathway, and subsequently U-Haul installed a new tubular steel fence on the pathway side of their property. Caltrans conducted a site survey and worked with other members of the Working Group to verify the feasibility of straightening the path given the survey information for the Caltrans right-of-way. Working Group member Mehrdad Nazeri provided a rough cost estimate for pathway construction.

## Community Workshop 2 – June 9, 2008

Again, public outreach to encourage attendance at the meeting was performed, including postcard invitations to the same list that had been used for the first workshop as well as follow-up phone calls. The format for the workshop remained the same, but the list of improvements and concepts were revised based on the feedback from the first workshop as well as new information that had been obtained by Working Group members.

Basically, the alignment of the pathway shifted further away from the residence and closer to the off-ramp and the pathway was quite a bit wider, while still maintaining a clear line of sight.





Only nine people attended the second workshop, however this group included the owner of the residence adjacent to the pathway, who provided a number of comments and suggestions. Although it is not known by working group members exactly why the turnout was low, we suspect that the project has met the community need for taking action on this problem pathway. Feedback received at this workshop was that a webcam security system might be desirable, landscaping should not create hiding places or a way to enter a neighbor's yard (up a tree and over the fence), the fence type along the residence's property could be tubular steel with a curved security feature on top, and the cost of the project should be kept down. At the second workshop, there were no comments about closing down the pathway. This workshop is documented in Appendix B.

## Final Recommendations

The Working Group met after the second workshop and considered each question and comment that had been received from the public. The final recommendations are as follows:

### Step 1: Caltrans makes minor improvements (Done)

- Clean the path.
- Trim the bushes.

### Step 2 - The pathway is relinquished by Caltrans to the City of Sacramento (in process)

- Caltrans provides \$40,000 to the City for the pathway.
- The City uses the \$40,000 for fixing the existing chain link fence and maintaining the path, and detailed design work for future improvements.

### Step 3 -- the City reconstructs the Pathway

- Install one curb ramp at the west end of pathway, at Kroy Way/T Street, and one curb ramp on opposite side of Kroy Way (location to be determined during design phase).
- Straighten and repave the pathway with concrete to a width of 10'; add decorative elements to the pathway; add decomposed granite shoulders of 2'; shrubs removed from Caltrans right-of-way.
- Replace existing north side fence with a concrete safety barrier topped with a chain link fence to height of 6'. Due to right-of-way constraints, the concrete barrier, including foundation, cannot be any wider than 1'.
- Relocate Caltrans electrical box.
- Install four pedestrian lights along pathway to illuminate dark areas.
- Install signage on poles at both ends of pathway (design and content to be decided during the design phase).
- Construct a 6' wooden fence next to the backyard of the residence on the south side of the pathway.
- Construct a 7' tubular steel fence along the pathway side of the 6' wooden fence. The top of the steel fence will be curved towards the pathway to discourage anyone from climbing over it.
- Install irrigation and plant trees, low groundcover, evergreen barrier plants and vines along the pathway and the fence. All landscaping will be low-maintenance.
- Install a tubular steel fence at the west end of the pathway, next to the residence front yard
- Install security cameras (the type will be determined in the design phase)

The City of Sacramento Dept. of Transportation has committed to maintain the Pathway after reconstruction.

Caltrans District 3 staff caution that in the final design and engineering of the reconstructed pathway, close attention will be needed to the very tight proximity of the pathway to the right-of-way of the U.S. 50 off-ramp. It is possible that the eastbound 65<sup>th</sup> Street off-ramp will be widened if traffic volumes warrant, in the future. Caltrans input on the pathway design allows for the future widening, with the assumption that some Caltrans right-of-way on the inside of the ramp will be utilized in the widening.

### Step 4 – Long-term Possibilities for 65<sup>th</sup> Street

- Crosswalk is installed on 65<sup>th</sup> Street between end of path and Target
- 65<sup>th</sup> Street Transit Village Plan implemented
- 65<sup>th</sup> Street Area Transportation Study results implemented
- New businesses at 65<sup>th</sup> Street provide more "eyes on the path"
- If traffic volumes warrant, Caltrans widens eastbound 65<sup>th</sup> Street off-ramp

The following illustrates the development of the Pathway conceptual design – from the existing alignment to the first redesign proposed at the February 25<sup>th</sup> workshop, to the final redesign proposed at the June 9<sup>th</sup> workshop, which became the final recommended alignment.



Appendix D is an 11 x 17" illustration of the final recommendations, in plan view, and Appendix E is an 11 x 17" illustration of two separate elevation views.

## Next Steps

Steps are already being taken to relinquish the path from Caltrans District 3 to the City of Sacramento. When this is completed, the City will enter a phase of final design and engineering of the Pathway, based on this conceptual plan and on funds that are available. It is likely that redevelopment funds will be the main source of funding for the pathway. Construction is expected to take place during 2009 and the goal is for Kroy Pathway to be completed by the end of that year.

During the final design process, the community's input will be sought on some of the final details of the project, including signage, landscaping, fencing, lights, and a security system.

## **APPENDICES**

- A. February 25, 2008 Community Meeting Report**
- B. June 9, 2008 Community Meeting Report**
- C. Kroy Pathway Working Group Members**
- D. Plan view of Final Recommendations**
- E. Elevation views of Final Recommendations**

**APPENDIX A.  
FEBRUARY 25, 2008 COMMUNITY MEETING REPORT**

**KROY PATHWAY CONCEPTUAL IMPROVEMENT OUTREACH**

**Summary of February 25, 2008  
Community Meeting**

March 2008



Prepared by:

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800 Hearst Avenue  
Berkeley, CA 94710

## **Background to the Community Meeting**

In December 2007, Caltrans District 3 contracted with MIG Inc to assist with community outreach concerning the Kroy Pathway, a 250 foot-long off-street paved path for bicycles and pedestrians that links Kroy Way and 65<sup>th</sup> Street, adjacent to the eastbound U.S. 50 off-ramp, in Sacramento. The pathway is located in the Caltrans right-of-way, but plans are underway for it to be relinquished to the ownership of the City of Sacramento.

In March 2007, the Tahoe Park Neighborhood Association contacted Caltrans regarding pathway issues, and beginning in May 2007, individual Tahoe Park residents requested that Caltrans close it down. At this point, Caltrans coordinated with the City of Sacramento to determine the pathway's future. In October 2007, the City determined that it would take ownership as well as the responsibility for improving the pathway. The reasons behind the City's decision are that the pathway is an important bicycle-pedestrian link between the Tahoe Park neighborhood and the 65<sup>th</sup> Street light rail station and adjacent new developments, California State University, Sacramento (CSUS), and commercial centers and public transit in the 65<sup>th</sup> Street corridor. The City has plans for new developments in the light-rail station area as well as for the 65<sup>th</sup> Street corridor.

## **Key Issues and Concerns**

The pathway has been controversial among the residents of Kroy Way and other nearby neighborhoods primarily because of safety and security issues. In fact, it now has gates at either end that are locked – somewhat inconsistently - by the neighbors each evening to prevent undesirable activity. Some of the specific issues with the pathway that were identified by the community include poor quality paving, poor visibility from end to end, trash, vandalism, damaged chain-link fences, poor lighting at night, lack of maintenance of the plantings, loitering, and homeless camping in the bushes next to the off-ramp.

## **Caltrans/City of Sacramento Partnership**

The City's goals are to make the pathway a safe and desirable place to walk and bike and to improve its usability. To that end, Caltrans and the City have partnered together, and with MIG's assistance in public outreach, have proposed conceptual improvements for the pathway before it is relinquished. The community meeting on February 25, 2008 was designed to present these concepts to the public and get input on them. Ultimately, the phased improvements that have community buy-in will become the plan that is the basis for obtaining funding from a variety of possible sources.

The City of Sacramento had previously held a community meeting on the Kroy Pathway, in August 2007. At that meeting, around 100 people came and many voiced their opinions about the pathway. A number of people wanted it permanently closed, and others said that they wanted to keep it open but improved. City Councilmember Kevin McCarty, in whose district the pathway sits, attended that meeting as well as the meeting held February 25, and discussed the City's interest in keeping the pathway both open and improved.

Caltrans obtained a grant for MIG to perform public outreach on behalf of the City of Sacramento to identify improvement concepts for the pathway. This outreach between December 2007 and June 2008 includes a visual presentation of the improvements and a sequence of phasing steps that the public can understand and comment upon. From December 2007 until the February 2008 community meeting, a working group of Caltrans, City of Sacramento, and MIG staff has been preparing the list of conceptual improvements and the visuals. The improvements are listed and illustrated in the agenda packet and PowerPoint, both of which are attached, but to summarize, they include widening and straightening of the pathway, improved lighting, increased protection for the neighbors, landscaping, signage, and a curb ramp at the west end.

## **Results of the Community Meeting**

The meeting was attended by 24 members of the public – area residents, members of the Tahoe Park Neighborhood Association, and other stakeholders (WALKSacramento and U-Haul). A full description of the meeting design and process is found starting on page 4 of this summary.

The comments received on the conceptual improvements on the Kroy Pathway were derived from the blue comment cards and the post-its that were placed on the maps and illustrations (Appendix D).

Comments repeated a number of times were:

- The pathway improvements are generally too expensive
- It would be better leave out the security cameras and put in full lighting instead, in Step 3
- Landscaping of the south side of the pathway is not needed, at least in Step 2

A number of comments were positive about keeping the Pathway open to the public, but some people remain opposed to keeping it open, for reasons of security.

*A listing of participant comments is found in Appendix A..*

## **Next Steps**

The next step is for the staff working group to analyze the public comments and consider a re-design of the conceptual improvement plan to address those comments. New information from Caltrans on right-of-way availability, as well as alternative security camera systems, will affect the plan as well. MIG will then re-draw the illustrations of the pathway, the City will recalculate costs, and another community meeting will be held to take final comments.

At that point, the City and Caltrans will finalize the Pathway plan, undertake the relinquishment process, and begin to seek funding for implementation of pathway improvements.

## **Public and Stakeholder Outreach**

To invite interested persons to the community meeting, MIG sent out a postcard invitation to 591 residents and 14 businesses in the area bounded by 65<sup>th</sup> Street, U.S. 50, Broadway, and 59<sup>th</sup> Street. The invitation was also sent to 34 stakeholders, including public agencies, CSUS, and interest groups. It was passed out by hand to attendees of the Tahoe Park Neighborhood Association, transit riders at the 65<sup>th</sup> Street light rail station, and to CSUS students. Finally, phone calls were made to key individuals and stakeholders to encourage their attendance at the meeting.

*The postcard invitation is shown in Appendix B.*

## **Meeting Design and Process**

The Coloma Community Center Auditorium was reserved for 6:30 to 9:00 p.m., and the meeting took place between 7:00 and 8:45 p.m. It started with a formal presentation followed by an open house where people could mingle, ask questions, look at displays, and then provide comments on the list of phased improvements for the pathway.

The Auditorium was set up with:

- A flipchart on an easel with "Welcome to the Kroy Pathway Community Meeting" just outside the auditorium doors.
- A welcome table with sign-in sheets, copies of the agenda packet (see Appendix) and a box for collecting comment sheets.
- The sign-in sheet had space for name, organization (if any), mailing address, email address, and people could check off if they wanted to be on the Kroy Pathway contact list.
- 100 chairs set up in rows, facing the stage. A screen, projector, laptop computer and portable PA system were set up for the presentations.
- A refreshments table with bottled water and cookies.

- Information Stations One, Two, and Three were set up around the perimeter of the room. Each station had wall displays of steps in the process for the Kroy Pathway improvements. (These displays were also included in 8-1/2 x 11" format in the agenda packets). Kroy team members stood at these stations, answered questions, and took comments from the attendees during the open house portion of the meeting. The displays were duplicated on the left and right sides of the room to allow a large audience time and room to look at each station's information. At the back of the room, a City of Sacramento staff member staffed the Station 4 table with information about the future improvements anticipated along 65<sup>th</sup> Street.

At around 7:15 p.m., Nancy Kays of MIG, Inc., who was the meeting moderator, called everyone to their seats and started the formal presentation part of the meeting. She welcomed everyone and then introduced Councilmember Kevin McCarty, City staff, Caltrans staff, and MIG staff who were attending. She explained that the purpose for the meeting was to provide an update on the Kroy Pathway status, present information on conceptual improvements that have been developed by the staff working group, and take comments on these improvements. She briefly reviewed the agenda and encouraged everyone to participate.

Derrick Lim of the City of Sacramento Neighborhood Services Department then spoke to the group, apologizing for the delay in getting back to the community and explaining that much planning has happened during the interim period. He spoke of the City-Caltrans collaboration to work out improvements for the path so that keeping it open is a win-win. Caltrans is willing to relinquish the path to the City

Councilmember McCarthy then spoke of the City's plans to take ownership of the Pathway, keep it open and transform it into a useful and attractive facility that will connect the Tahoe Park area and 65<sup>th</sup> Street. He spoke of the Caltrans relinquishment process and the funding opportunities that are available, and that creating a community-based plan will help obtain this funding. The City is committed to acting on these plans as soon as possible.

Nancy Kays then presented a slide show with photos of the existing status of the Pathway, and the sequence of steps for improvement, along with costs, that has been developed by staff for public comment. (The slide show is shown in Appendix C). She then oriented everyone to the layout of the room for the open house and encouraged participants to fill out the blue comment cards. Finally she thanked everyone for attending and said that the next community meeting, which will incorporate the comments that were received at this meeting, will be scheduled in a couple of months.

The Open House portion of the meeting was set up with written and visual representations of Pathway improvements at four stations on the walls around the room:

- Station 1:** List of cleanup tasks and relinquishment steps. Amount Caltrans will transfer to the City (\$40,000) and what the City plans to do with it (maintenance, fence repair, and detailed planning).
- Station 2:** Construction Phase 1 – plan view, two elevation views, listing of improvements and costs. Illustrations of lights, fencing, and wall types.
- Station 3:** Construction Phase 2 – plan view, two elevation views, listing of costs and improvements.
- Station 4:** Future Possibilities for 65<sup>th</sup> Street – visuals provided by the City from the 65<sup>th</sup> Transit Station Area Plan and the 65<sup>th</sup> Street Study.

Stations 1-3 were repeated on each side of the room, and Station 4 was at the back of the room and not repeated. Each station had a table with posts for posted comments, pens, and additional comment forms.

The meeting concluded at around 8:45 p.m. when the community members had all made their comments and left the room.

*The agenda packet is shown in Appendix C*

*The slide show is shown in Appendix D*

*Meeting photos are shown in Appendix E*

## **APPENDICES**

- A. Participant Comments**
- B. Postcard Invitation**
- C. Agenda Packet**
- D. Slide Show**
- E. Meeting Photos**

**APPENDIX A**  
**PARTICIPANT COMMENTS**

**Summary of Comments Made on Blue Comment Form**  
Kroy Pathway Community Meeting  
February 25<sup>th</sup>, 2008

**Please share your ideas about improving the pathway:**

- Link fence, not wall, for open feel; priority to pedestrian lights for security – inviting feel
- I would like to see the addition of another crosswalk button on the other side of the pole facing the Kroy Pathway for ease of convenience
- I am in favor of constructing a sound wall as far as possible from 65<sup>th</sup> Street to the west. I live at 63<sup>rd</sup> Street and 2<sup>nd</sup> Avenue and the freeway noise is deafening. I would vote for the 10 foot wall to be along the pathway (North side).
- Thanks for the hard work. Looks great! We can really use an upgrade for safety.
- It would seem too much money to clean up, straighten and puts some lights up. Who will maintain this fancy pathway?
- Good plants.
- Costs are extravagant, way too expensive in light of the finance problems of the city/state.
- I'd like to know that the gates on either end of the pathway will be removed. On occasion they have been locked before dark – as whoever is in charge of them manages them inconsistently.
- A pathway known to be dangerous and unsavory – hardly used by neighbors – should not have an overall investment of an excess of ½ million dollars – for contained criminal activity. Petitions have been submitted and Kevin McCarty is not willing to listen.
- Glad that path will remain open
- Fence, solely for neighbors; not much use for a bike pathway, can't believe you want to keep open!
- Great start! Pave 10' instead of 8' and 2' DG. This will provide more usable space because people need 2' shy distance from wall. Install high visibility x-walk on west end with advance warning sign before curve to the south. Security cameras may not be feasible – put lights in instead.
- I think the pathway should be closed and planted over. I think this is a total waste of time and money better spent in other projects.

**Please comment on the proposed steps for improving the Pathway:**

**Step 1: Caltrans makes minor improvements:**

- I think it's great to spruce up the area
- Clean up the trash along T Street from 59<sup>th</sup> – 65<sup>th</sup> St.
- Good
- I was on the pathway today. There are broken fences, trash, and continued disarray – if they have cleaned it, its news to the neighborhood

- Good

**Step 2: Pathway relinquished by Caltrans to the City; City performs maintenance, repairs, and makes detailed plans:**

- I think Caltrans is very generous for donating the land.
- Good
- Needs to present a vote to neighbors and then present to City attorney to accept liability
- Good
- Put lights in the type w/ “hat” on top to preserve dark sky

**Step 3: First pathway construction phase:**

- Lighting! What a great idea. I think cameras might cost too much though.
- Too over the top
- Don’t add fence to top of Jersey barrier on North side of pathway. Fence only traps you into the chute. I don’t think security cameras are necessary.
- Waste of money
- The costs seem excessive! Perhaps some “sponsorships” from area business – particularly Target, which will benefit a lot from this path. Maybe some volunteer work from neighborhood; donations from Home Dept, Talini’s Nursery; developer U-Haul; Starbucks; Security camera unnecessary – better to include all lighting in phase 1 (step 3), who monitors images? If a camera is put in here, then why not on every street in Sacramento?
- Against this, too much money!
- Don’t use thorny plantings. Thorns have a way of causing flat tires for bikes. Perhaps some other vegetation could be used to deter “camping or sleeping in the vegetation.” Or skip the landscaping altogether as it will save money, reduce maintenance costs. Landscaping (green) not necessary – Possible to get a community group to “adopt” the path to clean up; replace jersey shape wall with straight wall if possible from design perspective. It will provide more path width.

**Step 4: Second pathway construction phase:**

- Making it accessible to bikes is a great step for the overall improvements of the pathway
- Too expensive
- Thanks this is great. Good luck.
- Waste of money
- Masonry wall for resident benefits only that resident. Existing condition when the property was purchased.
- U-haul should pay for bollards along their property
- No landscaping – it requires maintenance and irrigation. No decomposed granite. Concrete all (trees ok)

- Solar lights?
- Way too expensive
- Trees could encourage transects and city will have to rake leaves or they will get slippery when wet.
- I think they should bypass all the phases and put up a 10' masonry wall next to residence which would also help with freeway pollution and plant trees next to wall, put up 2 pedestrian lights and let it go at that.

**Step 5: Long-term possibilities for 65<sup>th</sup> Street.**

- A skate park or other communal activity promoting projects
- Unknown
- Kevin McCarty does not take comments seriously
- This street is now an accident waiting to happen. Traffic is totally ridiculous. We now have not only pollutants from the freeway, but all the cars at a standstill all day long on 65<sup>th</sup> st.

**Comments From Post-its Placed on Plans and Steps**  
Kroy Pathway Community Meeting  
February 25<sup>th</sup>, 2008

**Steps 2 – The pathway is relinquished by Caltrans to the City of Sacramento**

- ADA lawsuit waiting to happen, install curb ramp now!
- Maintain – how? How often? Weekly? Bi-weekly? Monthly? Annually?

**Step 3 – Construction Phase 1**

- Who maintains security cameras?
- Ensure noise doesn't increase due to loss of shrubbery on Caltrans right-of-way
- Can landscape area north of ramp be improved?
- U Haul should pay for bollards. It's their responsibility to not wreck the fence.
- Once planting is done, where will the money come to maintain them? The city has no money now and is laying off employees; put money to better use – sound wall on T St.
- Without security cameras forget the path; how many people use path now? Very few except a folks with Tahoe Terrace and kids causing trouble

**Step 4 – Construction Phase 2**

- High visibility cross walk
- Ped/bike xing warning sign
- Change the name "New 10' masonry wall" to "New 10' sound wall"
- Don't bother with trees – provides shade for transients
- Jersey barrier could be earth toned with green or tan
- Masonry wall on ramp side, don't need to redirect cars with Jersey barrier
- Fog line 2' from wall
- No vegetation - 10' paved path and the rest DG
- Cap on light to direct light down
- Why not concrete masonry wall along T St? I've lived here since 1975 and it has gotten incredibly loud with all the traffic from Folsom and Eastern residence driving into town – better prioritize spending limited money
- Why bollards along U-haul property? – Have any trucks crashed through yet?

**APPENDIX B**  
**POSTCARD INVITATION**

Councilmember **Kevin McCarty** invites you to a...

# Community Meeting on the **Kroy Pathway\***

**MONDAY, FEBRUARY 25, 2008**

Coloma Community Center, Auditorium

4623 T Street, Sacramento

7:00 – 8:45 p.m.



\*The Kroy Pathway is located between Kroy Way and 65th Street, next to the eastbound U.S. 50 offramp, in Sacramento.

- Receive an update on the status of the pathway
- Help us transform the pathway by reviewing conceptual drawings and prioritizing proposed improvements
- Learn about the next steps in the process

There will be **opportunities** for you to **provide input** on all of the conceptual plans **for the Pathway.**

**For more information**, please contact **Maria Alvarez**, Councilman McCarty's Office, 916-808-7336 or [malvarez@cityofsacramento.org](mailto:malvarez@cityofsacramento.org).

# Community Meeting on the Kroy Pathway

**MONDAY, FEBRUARY 25, 2008**

Coloma Community Center, Auditorium  
4623 T Street, Sacramento

7:00 - 7:45 p.m. — Presentation

7:45 - 8:45 p.m. — Open house with displays  
of path improvement steps and discussions  
with staff

- Receive an update on the status of the pathway
- Help us transform the pathway by reviewing conceptual drawings and prioritizing proposed improvements
- Learn about the next steps in the process

**For more information,** please contact

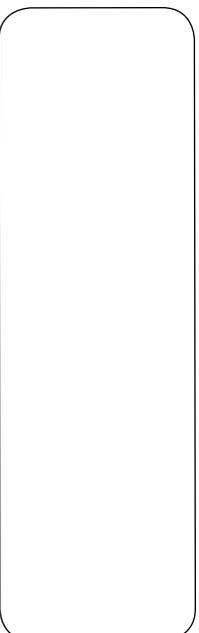
**Maria Alvarez,** Councilman McCary's Office,  
916-808-7336 or [malvarez@cityofsacramento.org](mailto:malvarez@cityofsacramento.org).



**City of Sacramento**

Councilmember Kevin McCary  
915 I Street, 5th Floor  
Sacramento, CA 95814

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**APPENDIX C  
AGENDA PACKET**

**COMMUNITY MEETING  
on the  
KROY PATHWAY**

February 25, 2008  
7:00 – 8:45 p.m.  
Coloma Community Center Auditorium

**AGENDA**

- 7:00 – 7:45 p.m.**      **Presentation on the Pathway: Current Situation; Future Plans and Concepts**  
Nancy Kays, MIG, Inc., Moderator  
Derrick Lim, City of Sacramento  
Councilmember Kevin McCarty
- 7:45 – 8:45 p.m.**      **Open House**  
Participants are invited to learn about the proposed concepts for the pathway at different stations around the room. City, Caltrans, and MIG staff will be available for questions. Participants are encouraged to write down their comments on post-its and on the attached blue comment form.

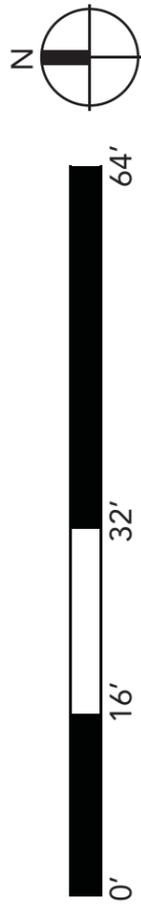
**Thank you for your participation!**

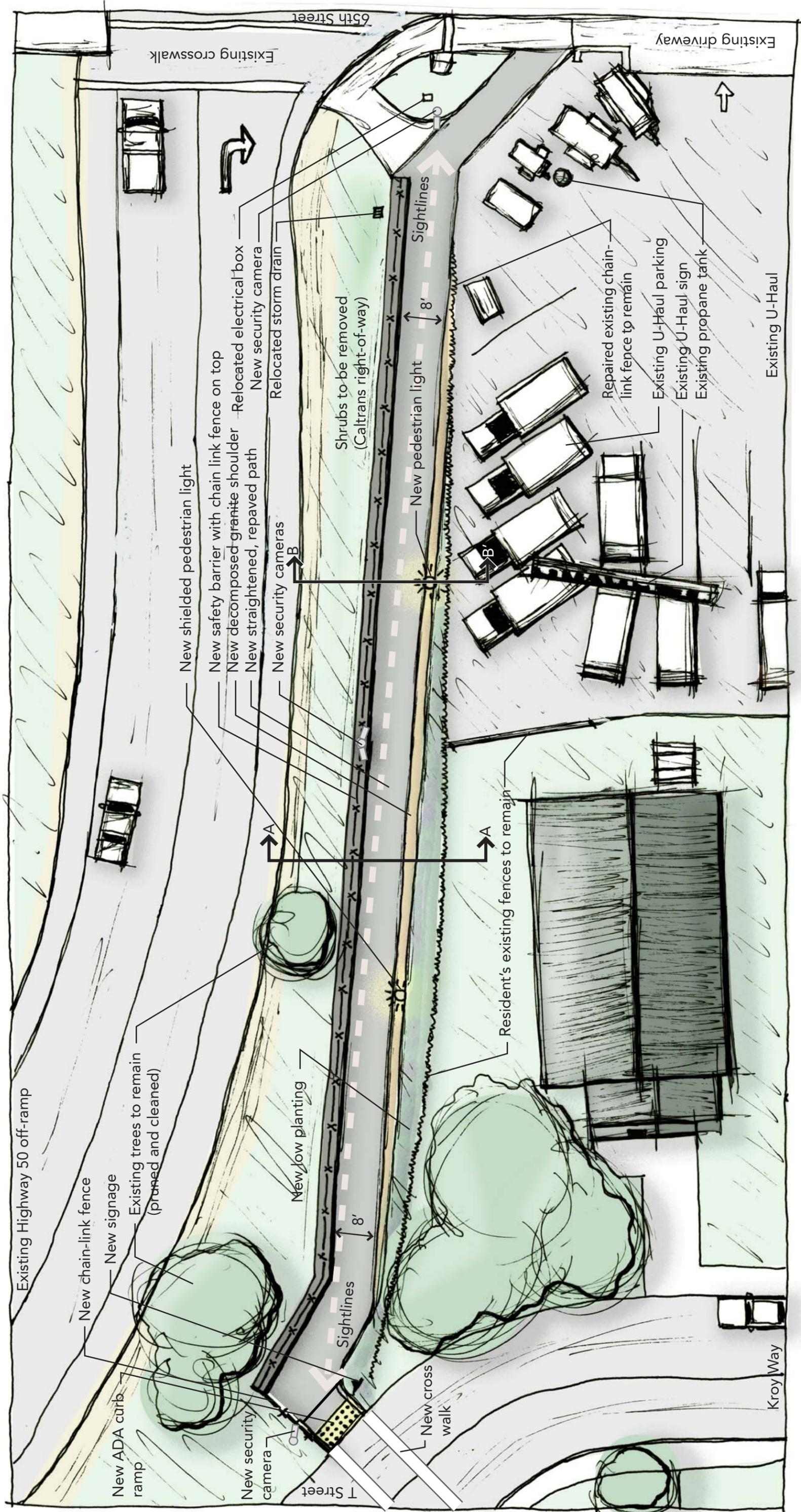
**The Kroy Pathway Working Group:**

Mehrdad Nazeri, Ed Cox, and Fedolia “Sparky” Harris, City of Sacramento Department of Transportation  
Derrick Lim, City of Sacramento Neighborhood Services  
Maria Alvarez, Office of Councilmember Kevin McCarty  
Alyssa Begley, Caltrans District 3  
Nancy Kays, Jose Leal, and Dan Krompholz, MIG, Inc. (meeting facilitation and landscape design services)

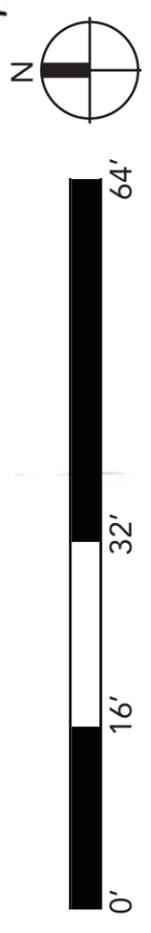


Kroy Way - 65th Street Pathway Conceptual Plan  
Pathway Realignment Diagram

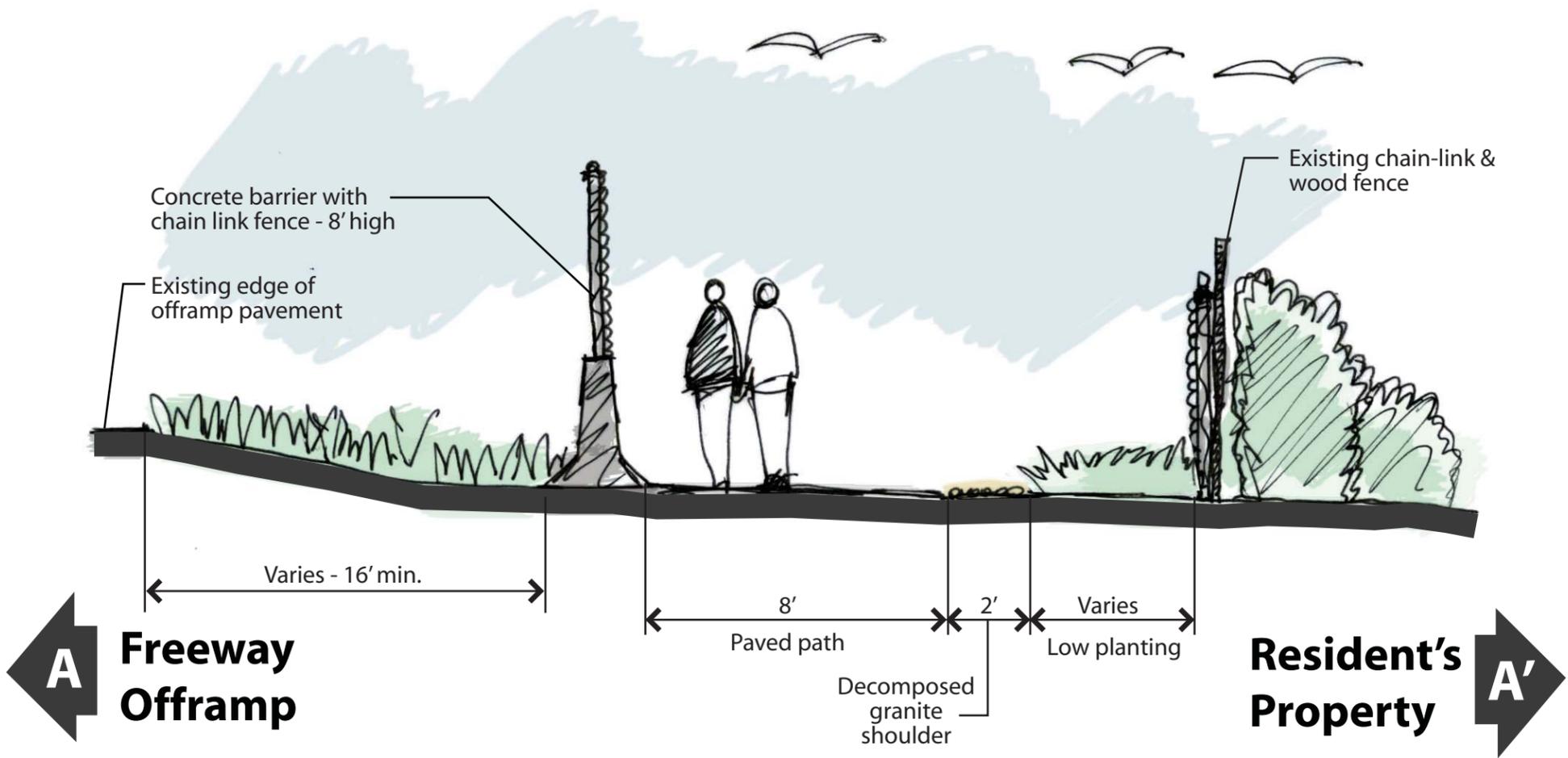




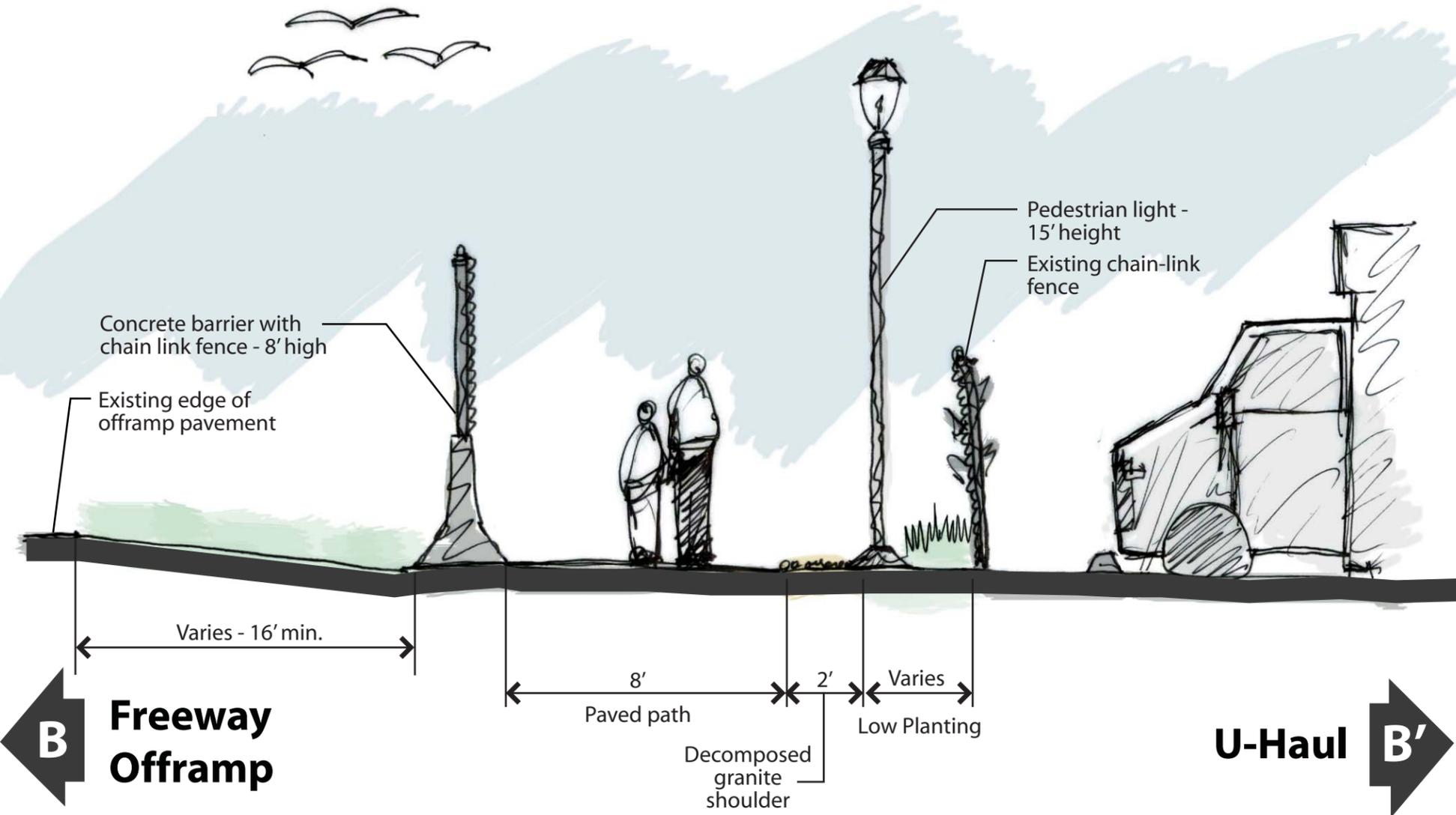
**Kroy Way - 65th Street Pathway Conceptual Plan**  
**Step 3 - First Pathway Construction Phase**



### Elevation A-A'



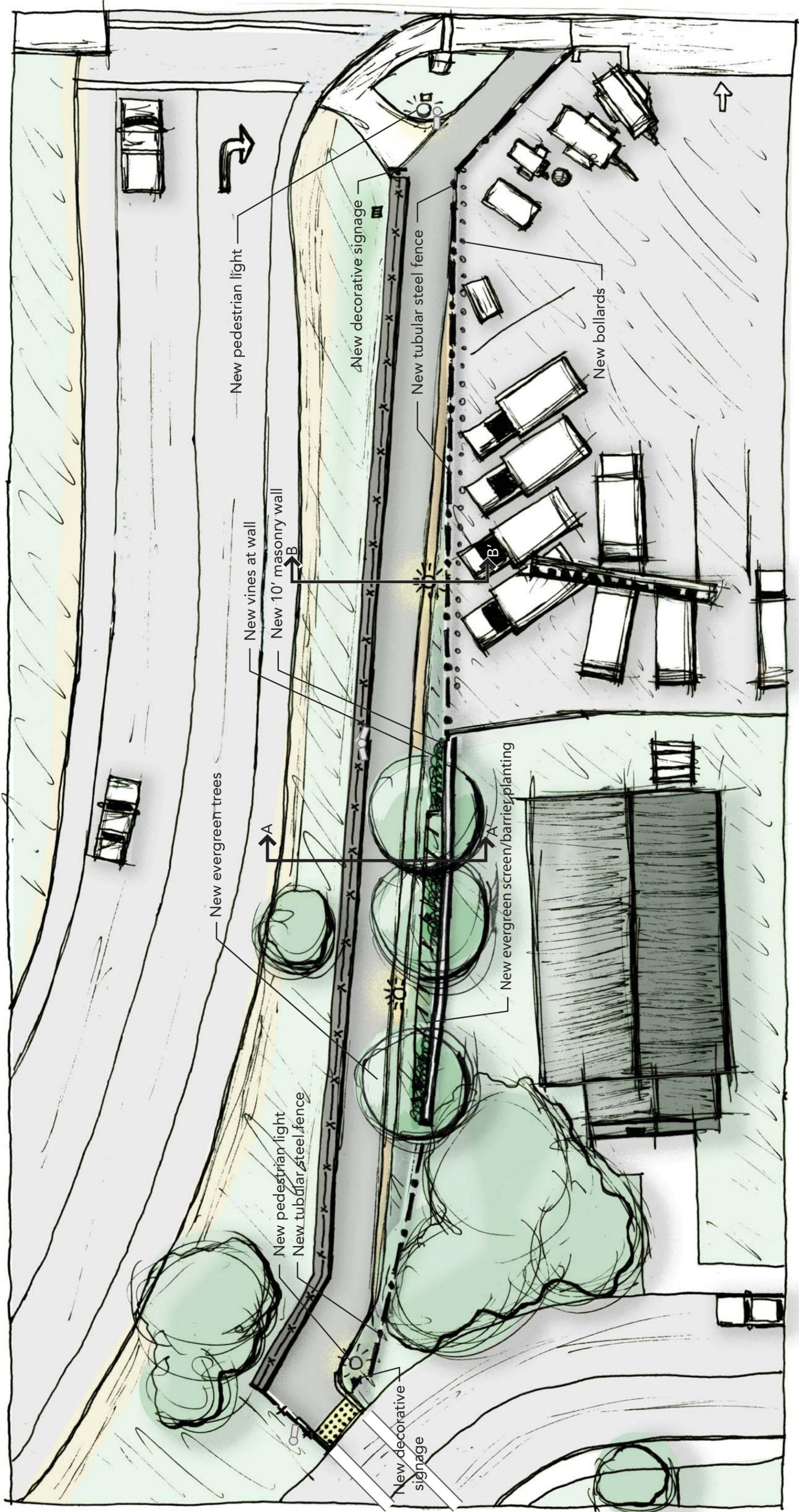
### Elevation B-B'



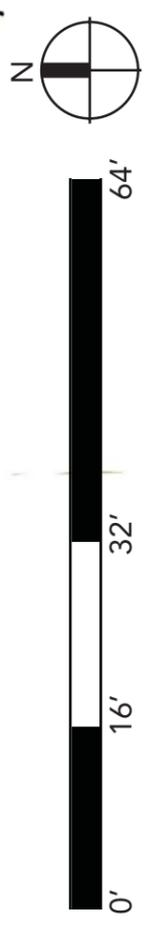
Kroy Way - 65th Street Pathway Elevations  
Step 3 - First Pathway Construction Phase



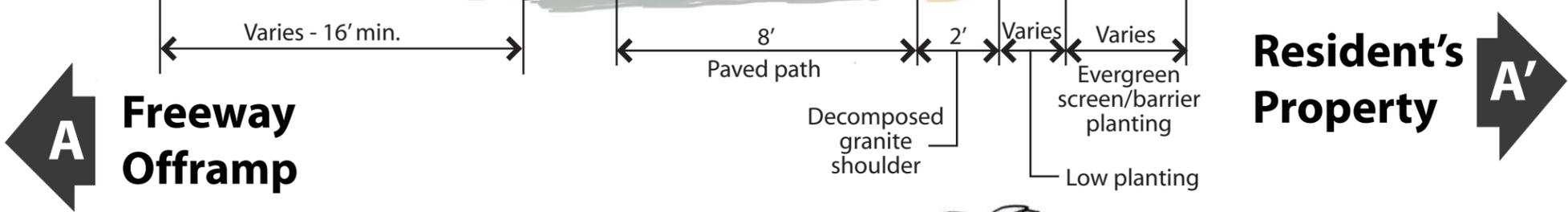
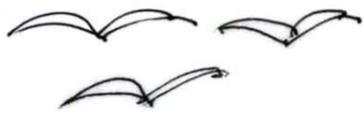
Kroy Pathway Community Meeting  
February 25, 2008



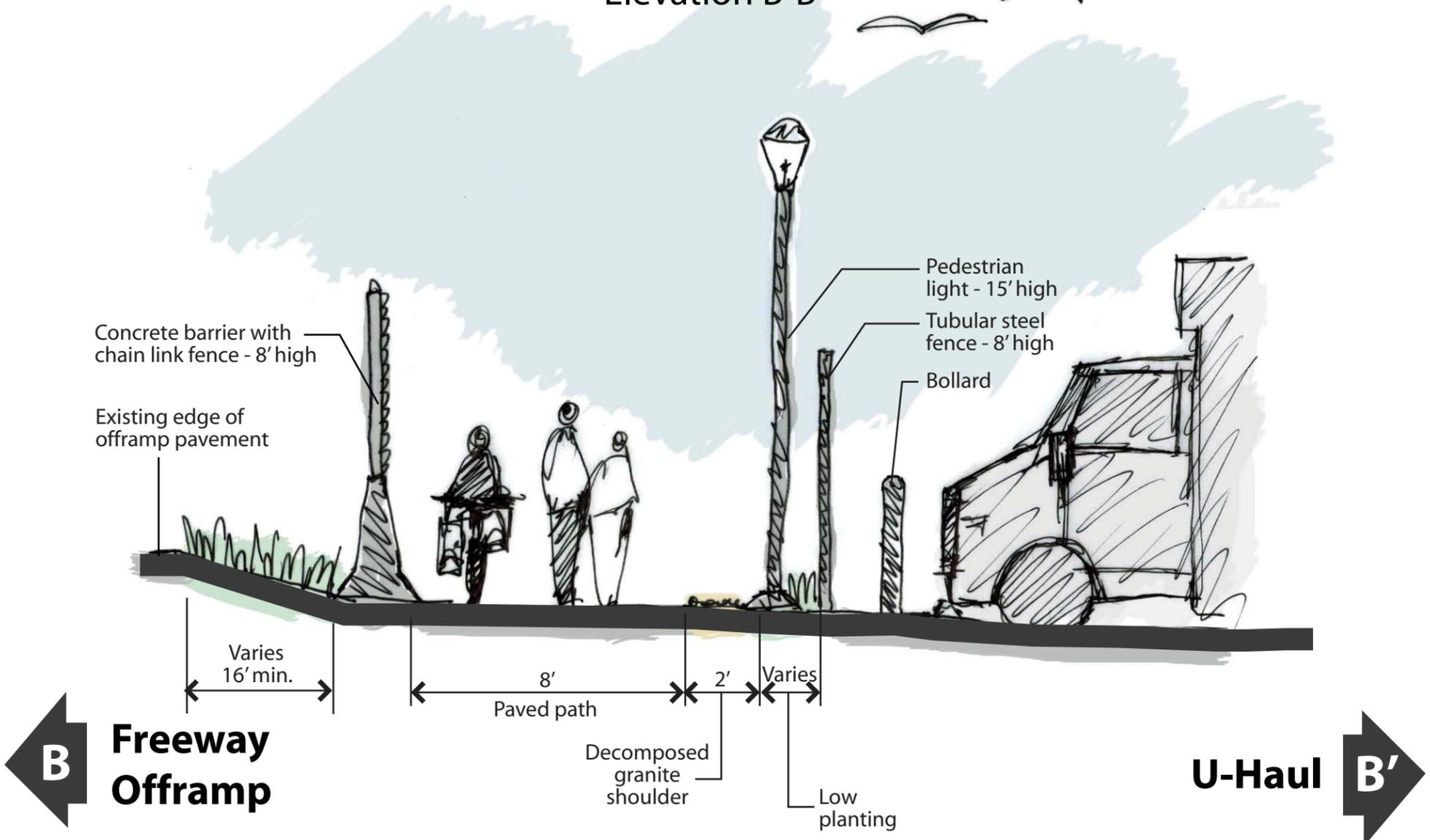
Kroy Way - 65th Street Pathway Conceptual Plan  
 Step 4 - Second Pathway Construction Phase



Elevation A-A'



Elevation B-B'



Kroy Way - 65th Street Pathway Elevations  
 Step 4 - Second Pathway Construction Phase



Kroy Pathway Community Meeting  
 February 25, 2008

**LIST OF CONCEPTUAL IMPROVEMENTS,  
KROY WAY-65<sup>TH</sup> STREET PATHWAY  
January 25, 2008  
Community Meeting**

Step 1: Caltrans makes minor improvements

- Clean the path
- Trim the bushes

Step 2 - The pathway is relinquished by Caltrans to the City of Sacramento

- Caltrans provides \$40,000 to the City for the pathway
- The City uses the \$40,000 for fixing the existing chain link fence, maintaining the path, and detailed design work for future improvements

Step 3 -- First pathway construction phase

- Straighten and repave the pathway; add decomposed granite shoulder along the south side; shrubs removed from Caltrans right-of-way
- Install curb ramp at the west end of pathway, at Kroy Way/T Street
- Replace existing north side fence with a concrete safety barrier ("jersey barrier") topped with a chain link fence
- Relocate Caltrans electrical box and storm drain
- Install two pedestrian lights along pathway to illuminate dark areas (the one next to the residence will be shielded)
- Install security cameras
- Plant low thorny ground cover and install irrigation in area between the path and the residence/U-Haul properties.
- Costs for this phase: \$400,000 (estimated)
  - Utility relocation: \$80,000
  - General improvements: \$130,000
  - Security: \$ 130,000
  - Landscape Improvements: \$60,000

Step 4 -- Second pathway construction phase.

- Construct a 10' masonry wall next to residence
- Plant evergreen barrier plants and vines along the masonry wall
- Install a tubular steel fence along the U-Haul property and at the west end of the pathway, next to the residence
- Install concrete-filled bollards along the U-Haul property, just s. of steel fence
- Install two more pedestrian lights, at west and east ends of pathway
- Install decorative directional signage at both ends of pathway
- Costs for this phase: \$150,000 (estimated)
  - General improvements: \$110,000
  - Security: \$ 25,000 (lights only)
  - Landscape Improvements: \$15,000

Step 5 – Long-term Possibilities for 65<sup>th</sup> Street

- Crosswalk is installed on 65<sup>th</sup> Street between end of path and Target
- Split at the east end of the pathway is eliminated
- 65<sup>th</sup> Street Transit Village Plan implemented
- 65<sup>th</sup> Street Area Transportation Study results implemented
- New businesses at 65<sup>th</sup> Street provide more "eyes on the path"
- If traffic volumes warrant, Caltrans widens off-ramp

**Kroy Pathway Community Meeting**  
**February 25, 2008**  
**COMMENT FORM**

Thank you for participating in this process! **Your comments are important for improving the pathway, so please use this form to provide written comments about the meeting and open house and any of the issues that have been presented.** When you've completed the form, drop it in the collection box at the registration table. Or you may send it within one week of this meeting to: MIG, Inc., 613 G Street, Davis, CA 95616. Thank you! Use the back of this form if you run out of space.

*Please share your ideas about improving this Pathway:*

*Please comment on the proposed steps for improving the Pathway:*

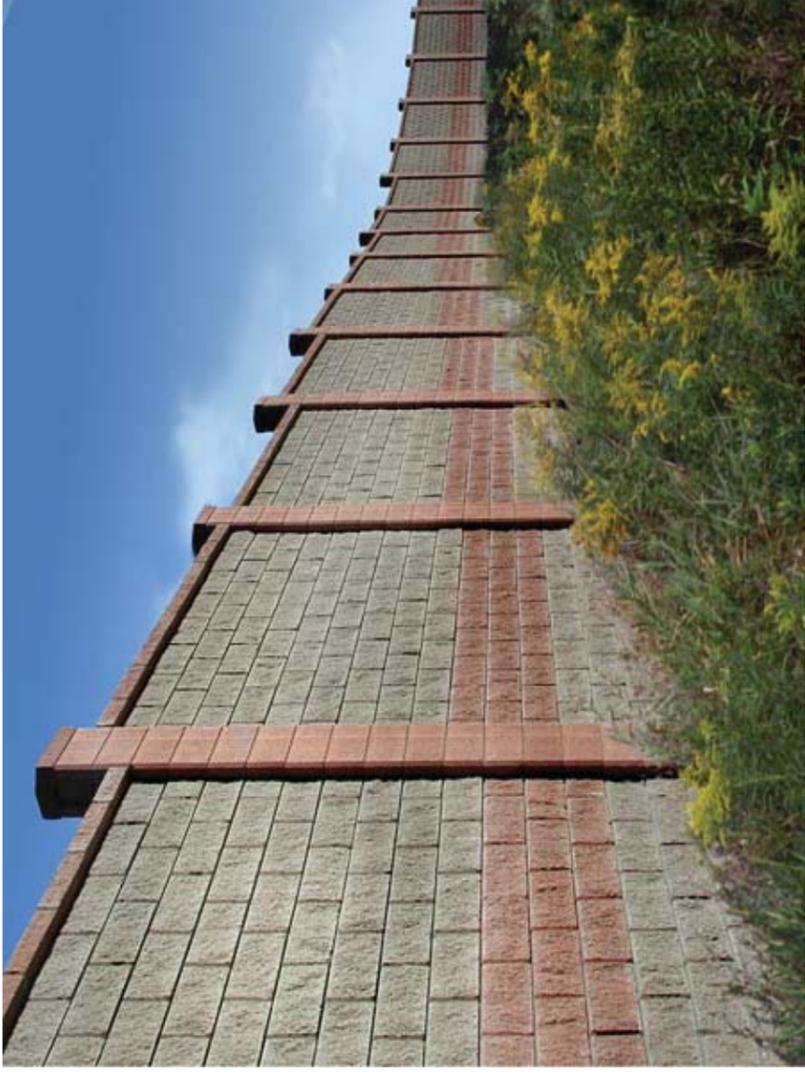
*Step 1: Caltrans makes minor improvements.*

*Step 2: Pathway relinquished by Caltrans to the City; City performs maintenance, repairs, and makes detailed plans.*

*Step 3: First pathway construction phase.*

*Step 4: Second pathway construction phase.*

*Step 5: Long-term possibilities for 65<sup>th</sup> Street.*



Concrete Masonry Unit Wall



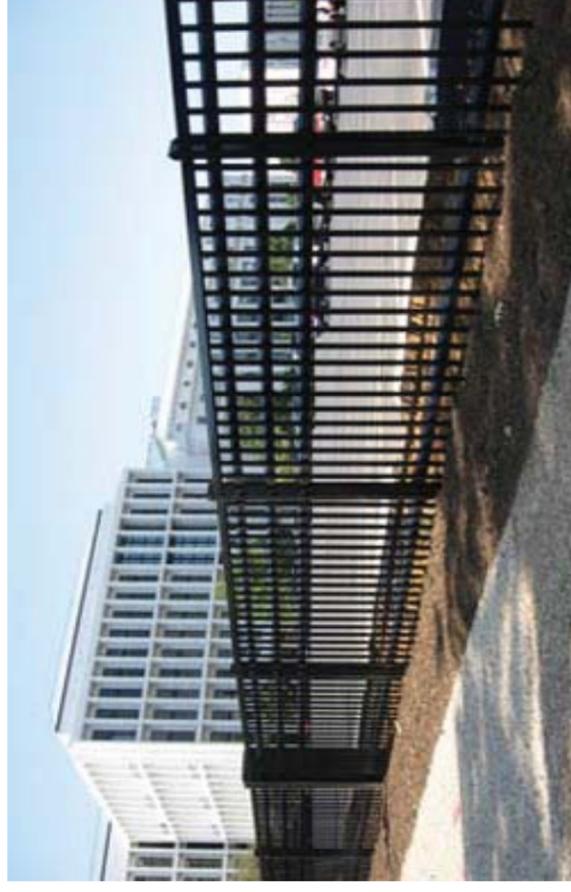
Pedestrian Light



Black Vinyl Chain-Link Fence



Jersey Barrier with Black Vinyl Chain-Link Fence



Tubular Steel Fence



Bollards

# Kroy Way - 65th Street Pathway

February 1, 2008

# **APPENDIX D SLIDE SHOW**

# Kroy Pathway Community Meeting

February 25, 2008

# Looking West From 65<sup>th</sup> St.



# Looking West Along Path



# Continuing West Along Path



# Looking East from Kroy Way



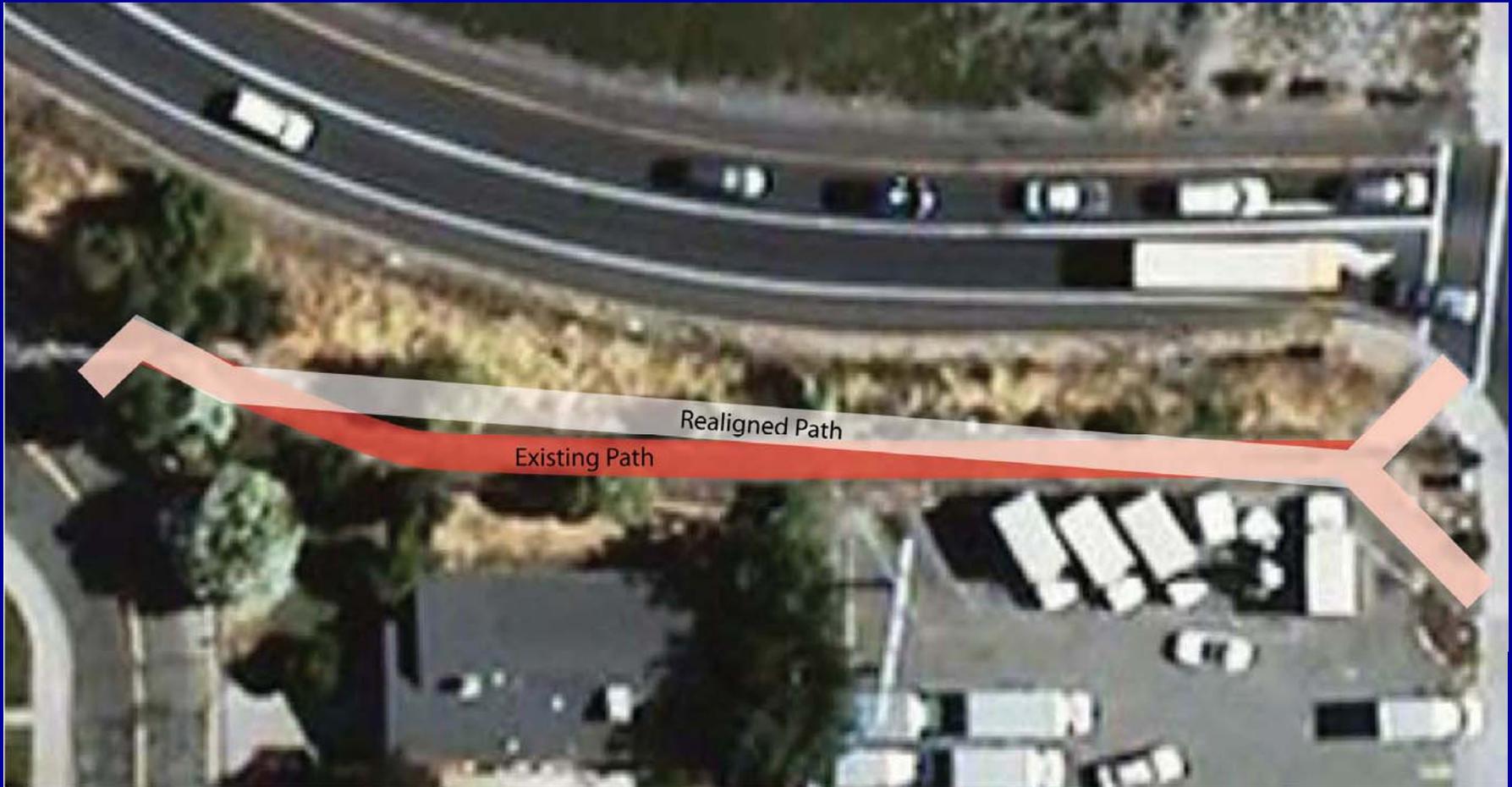
# Looking East Along Path



# List of Proposed Steps

- Step One: Path cleanup by Caltrans
- Step Two: Path relinquishment to the City, repairs, maintenance, design
- Step Three: Pathway Construction Phase One
- Step Four: Pathway Construction Phase Two
- Step Five: Possibilities for 65<sup>th</sup> St.

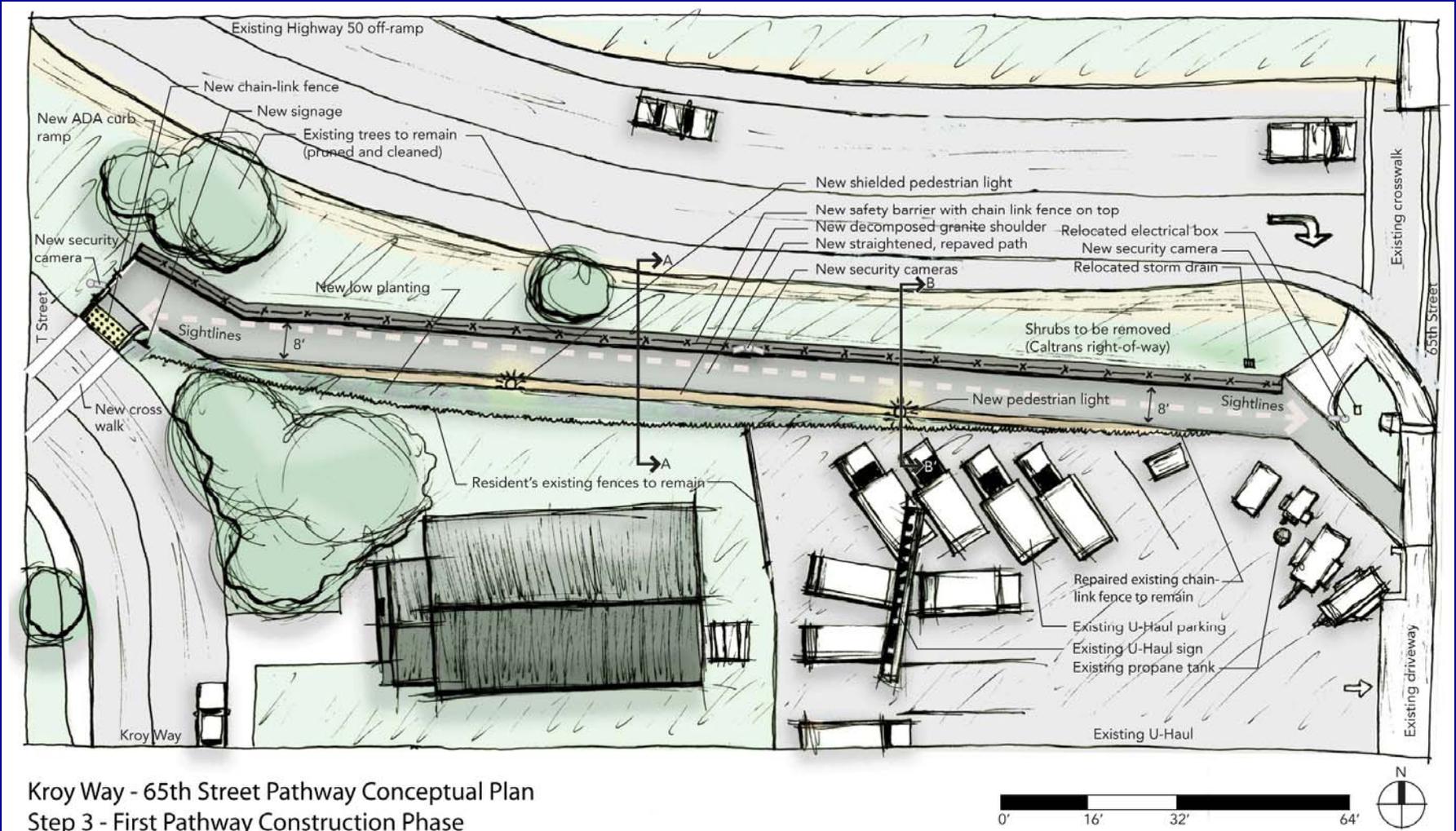
# Proposed New Alignment



Kroy Way - 65th Street Pathway Conceptual Plan  
Pathway Realignment Diagram

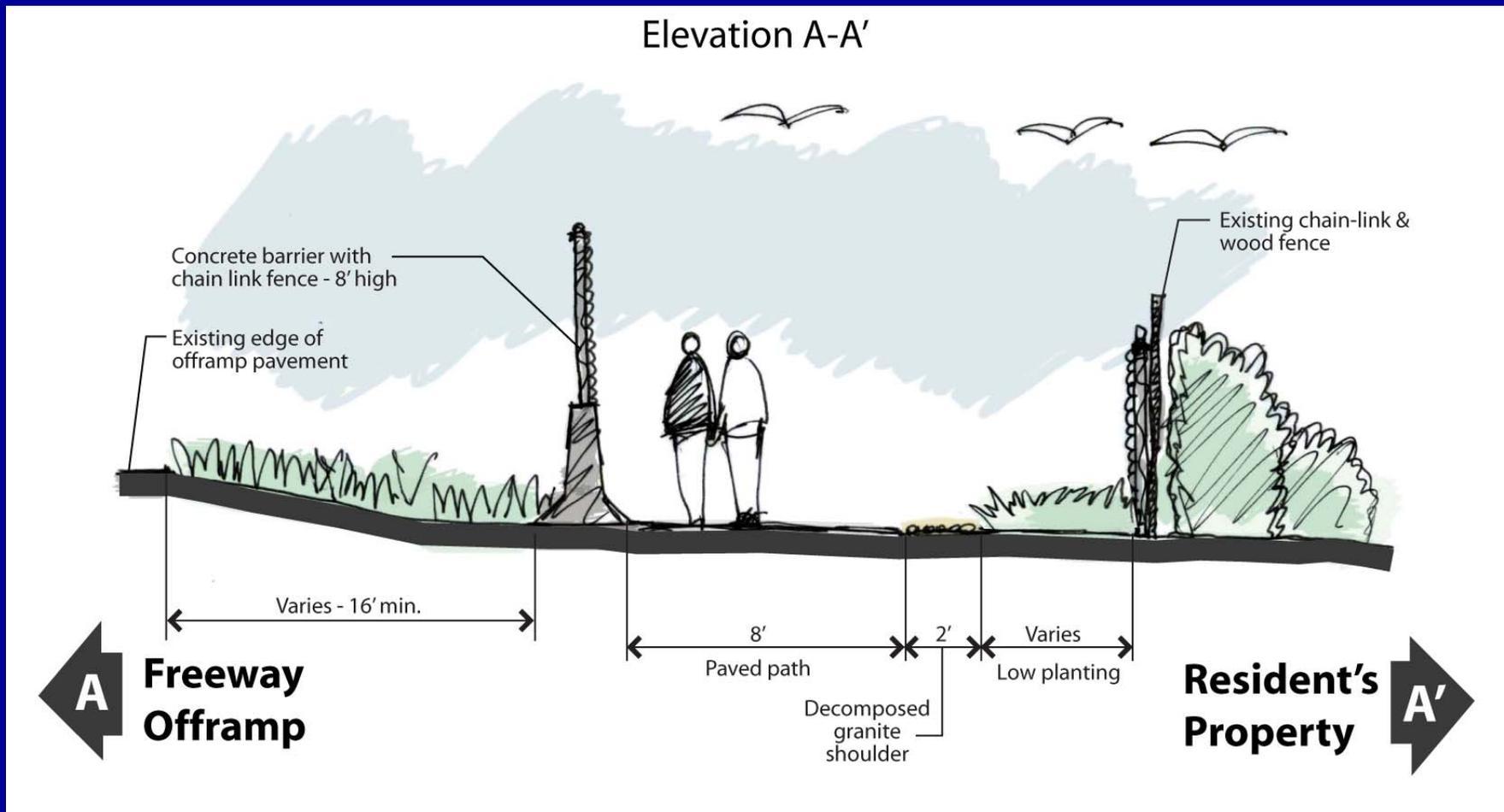


# Construction Phase 1 – Plan View



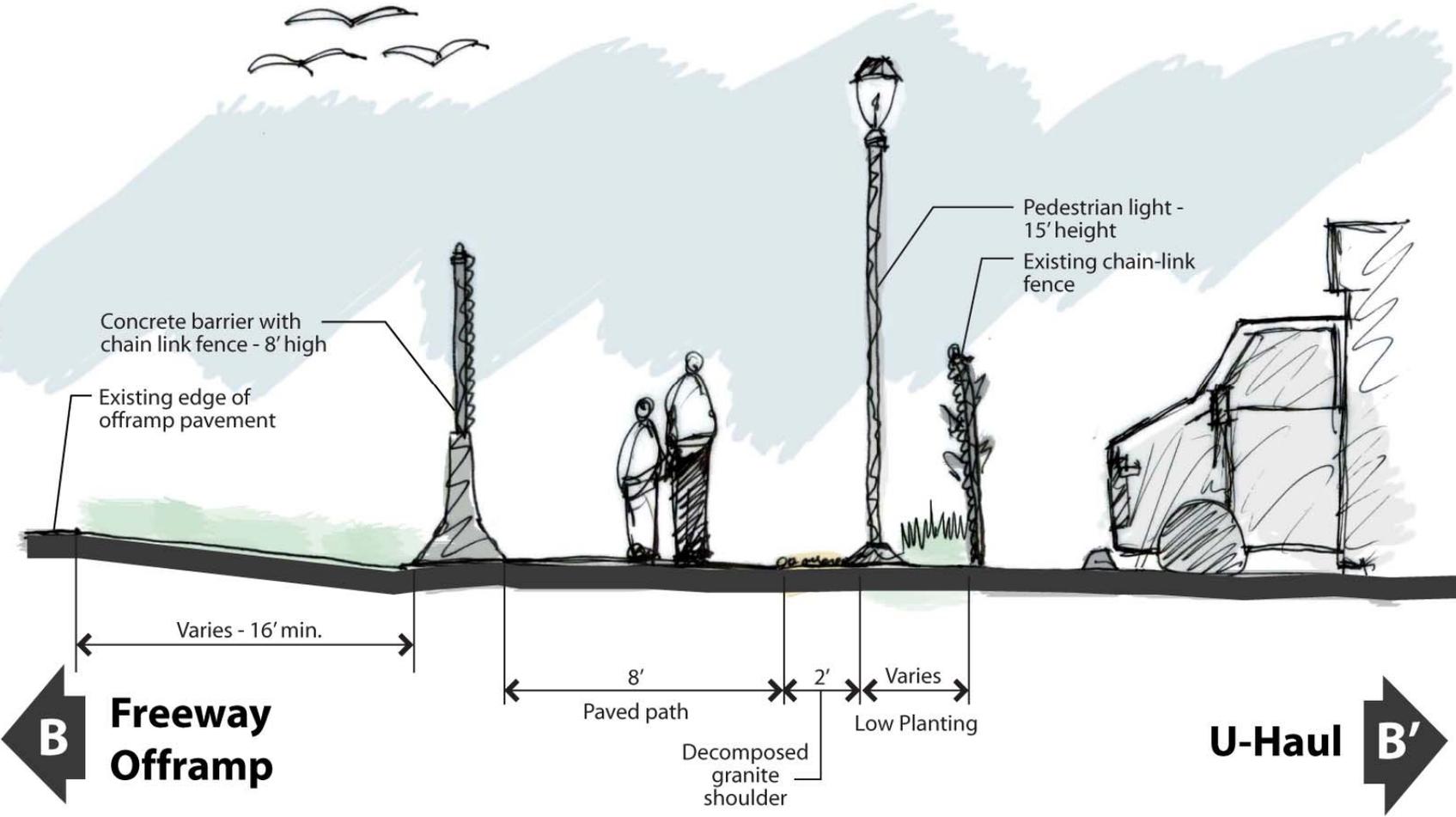
Kroy Way - 65th Street Pathway Conceptual Plan  
Step 3 - First Pathway Construction Phase

# Construction Phase 1 – Elevation A-A'



# Construction Phase 1 – Elevation B-B'

Elevation B-B'



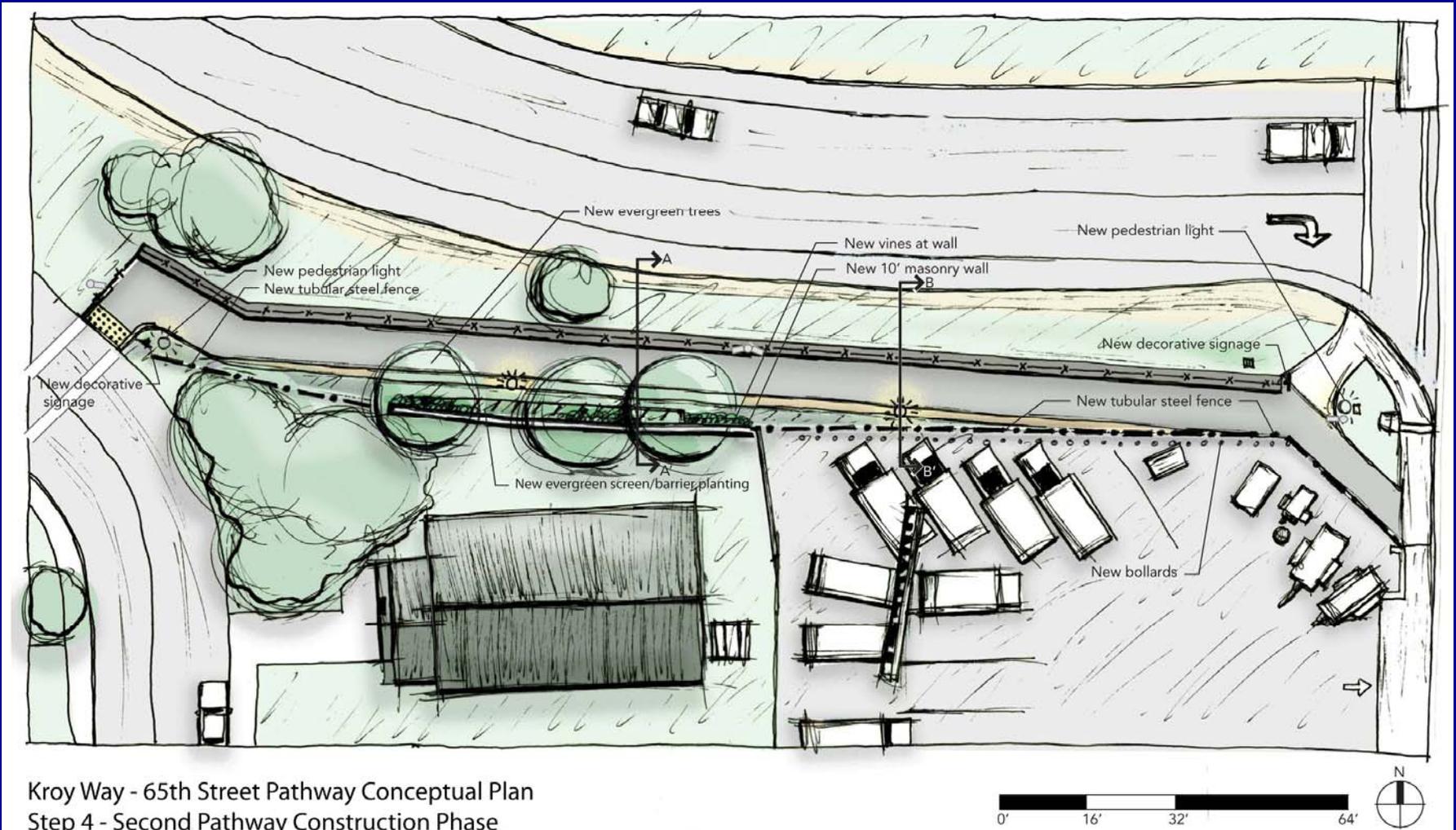


Jersey Barrier with Black Vinyl  
Chain-Link Fence



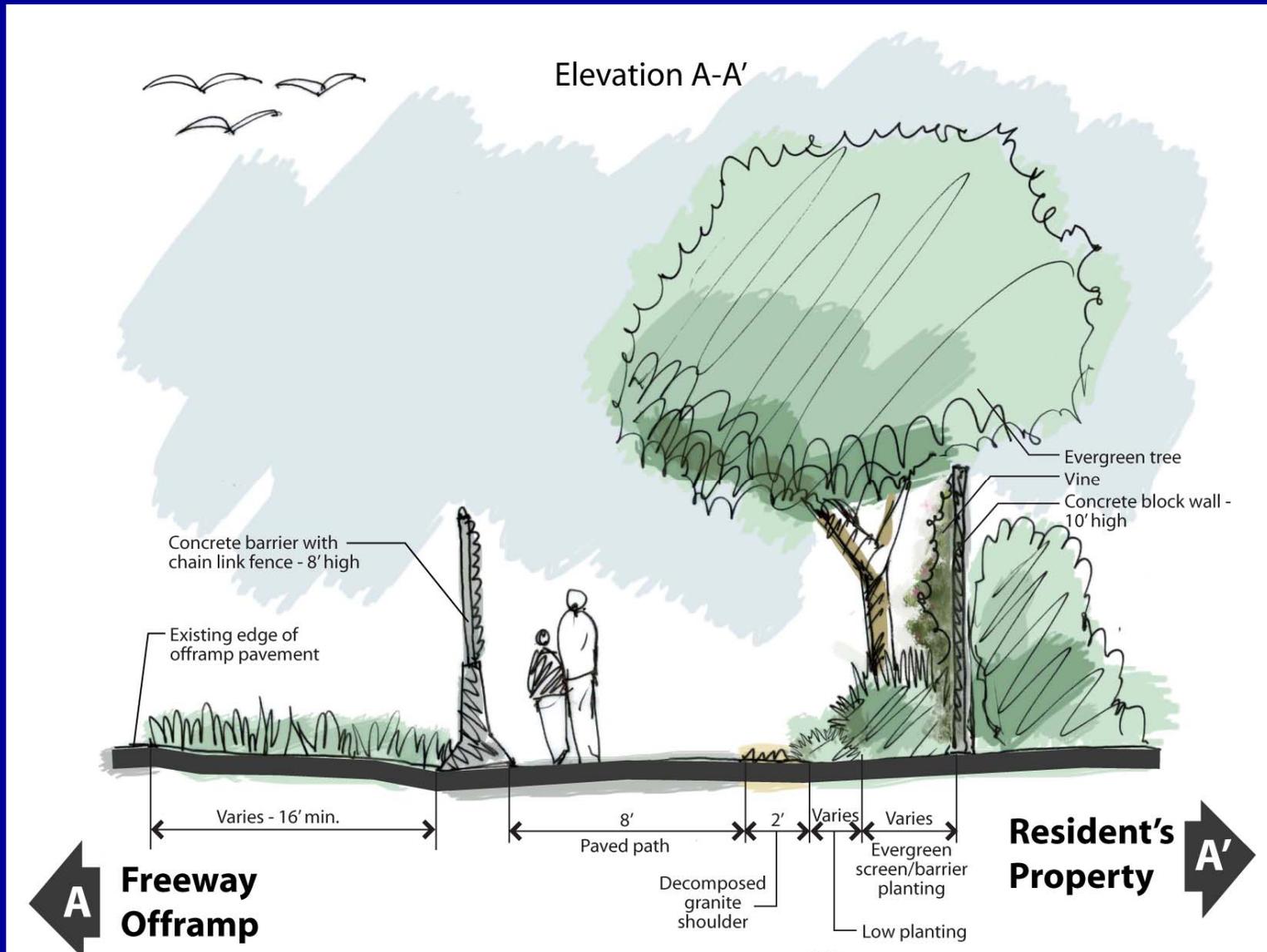
Pedestrian Light

# Construction Phase 2 – Plan View

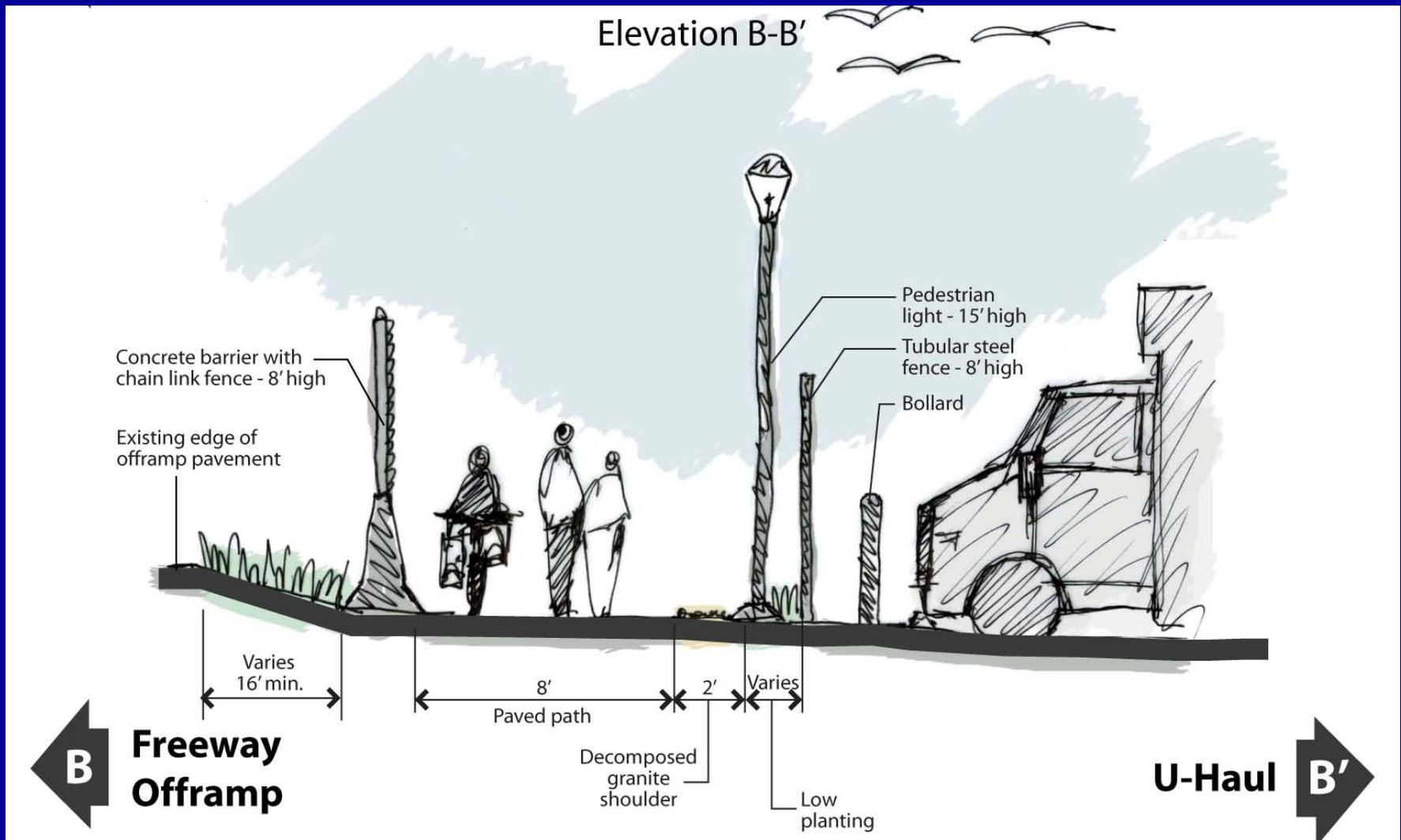


Kroy Way - 65th Street Pathway Conceptual Plan  
Step 4 - Second Pathway Construction Phase

# Construction Phase 2 – Elevation A-A'



# Construction Phase 2 – Elevation B-B'





Bollards



Tubular Steel Fence



Concrete Masonry Wall



Black Vinyl Chain-Link Fence

# Next Steps

- Tonight: Open house and taking comments
- Follow-up meeting this summer with proposed action plan
- Implement the action plan

**APPENDIX E**  
**MEETING PHOTOS**









**APPENDIX B.**  
**JUNE 9, 2008 COMMUNITY MEETING REPORT**

**KROY PATHWAY CONCEPTUAL IMPROVEMENT OUTREACH**

**Summary of June 9, 2008  
Community Meeting**

July 2008



Prepared by:

MIG, Inc.  
800 Hearst Avenue  
Berkeley, CA 94710

## **Background**

The Kroy Pathway is a 250 foot-long off-street paved path for bicycles and pedestrians located in the City of Sacramento. The pathway links Kroy Way and 65<sup>th</sup> Street, adjacent to the eastbound U.S. 50 off-ramp. The pathway is located within Caltrans right-of-way, but neither Caltrans nor the City have formal records of when the pathway was constructed.

In March 2007, the Tahoe Park Neighborhood Association contacted Caltrans regarding pathway problems, mainly concerning safety and security. Around the same time, individual Tahoe Park residents requested that Caltrans close down the pathway. At that time, Caltrans and the City of Sacramento began discussing possible solutions.

In August 2007, the City held a community meeting about the Kroy Pathway, attracting around 100 attendees. Many voiced their opinions – a number of people wanted it permanently closed, and others said that they wanted to keep it open but improved. City Councilmember Kevin McCarty, in whose district the pathway sits, attended the meeting and listened to the concerns of the attendees.

In October 2007, the City determined that it would take ownership as well as the responsibility for improving the pathway. The City based its decision primarily on the pathway's location and function as an important bicycle-pedestrian link between the Tahoe Park neighborhood and the 65<sup>th</sup> Street light rail station and adjacent new developments, California State University, Sacramento (CSUS), and commercial centers and public transit in the 65<sup>th</sup> Street corridor. The City has plans for new developments in the light-rail station area as well as for the 65<sup>th</sup> Street corridor. Planning and design for a new Target store on 65<sup>th</sup> Street, across the street from the end of the pathway, is well-underway. The City and Caltrans began the process of relinquishment to the City of Sacramento.

## **The Caltrans-City of Sacramento Partnership**

The City determined it would need to involve the community to address their concerns and a process to identify ways to make the pathway safer and more usable. In December 2007, Caltrans District 3 engaged MIG Inc. on behalf of the City to assist with this public involvement process, which took place between December 2007 and June 2008. MIG conducted two public workshops, the first on February 25, 2008, and the second on June 9, 2008. Each included for public review and comment a visual presentation of improvements and a sequence of phasing steps that would allow improvements to be made as funding became available. During this period, a working group of Caltrans, City of Sacramento, and MIG staff prepared the list of conceptual improvements and visuals.

This report summarizes the second of these two workshops, which took place on June 9, 2008. After the first workshop, staff closely reviewed the comments they received,

and substantially revised the list of improvements and phasing. The second workshop provided the community an opportunity to comment on the revised phasing and improvements before the recommendations to the City and Caltrans are finalized.

## **Key Issues and Concerns**

The pathway has been controversial with Kroy Way residents and other nearby neighborhoods primarily because of safety and security issues. Currently, the pathway has gates at either end that are locked – somewhat inconsistently - by the neighbors each evening to prevent undesirable activity. Some of the specific issues identified by the community include poor quality paving, poor visibility from end to end, trash, vandalism, damaged chain-link fences, poor lighting at night, lack of maintenance of the plantings, loitering, and homeless camping in the bushes next to the off-ramp.

The improvements proposed at the June 9 meeting were shared with the community as part of the agenda packet and through a PowerPoint presentation conducted at the meeting. In brief, they include widening and straightening of the pathway, new fencing, a protective barrier on the off-ramp side, improved lighting, landscaping, signage, security cameras, and the addition of curb ramps. Copies of the meeting materials are attached in the appendices.

## **Results of the June 9 Community Meeting**

The June 9<sup>th</sup> community meeting was attended by 9 members of the public – area residents (including the resident located adjacent to the pathway), members of the Tahoe Park Neighborhood Association, and other stakeholders (including the manager of U-Haul, which is located on the 65<sup>th</sup> end of the pathway). A description of the meeting design and process is found later in this summary.

The comments received on the second round of conceptual improvements on the Kroy Pathway came from verbal comments made during the presentation, comment cards, and the post-its that were placed on the maps and illustrations up on the walls. A full listing of these comments is found in Appendix A. A short summary of the comments is as follows:

- A web-cam is a possible security camera system.
- There was some concern about landscaping – it should not create hiding places or a way to enter the neighbor’s yard (up a tree and over the fence).
- The fence type along the residence’s property could be tubular steel with a curved security feature on top, and
- The cost of the project should be kept down so that it is affordable to the City.

Like the community meeting on February 25<sup>th</sup>, 2008, most of the comments supported keeping the pathway open and public, and focused on refining the working group’s proposed concepts to ensure safety and affordability.

## Next Steps

The next step is for the staff working group to analyze these public comments. MIG will prepare a final report with recommendations and illustrations (both a plan drawing and elevations). Once the report is completed, the City and Caltrans will finalize the Pathway plan, the relinquishment process will be completed and the City will seek funding for implementation of pathway improvements.

## Public and Stakeholder Outreach

MIG sent out a postcard invitation to 591 residents and 14 businesses in the area bounded by 65<sup>th</sup> Street, U.S. 50, Broadway, and 59<sup>th</sup> Street (Appendix B). The invitation was also sent to 34 stakeholders, including public agencies, CSUS, and interest groups. It was also distributed by hand to attendees of the Tahoe Park Neighborhood Association. Finally, phone calls were made to key individuals and stakeholders to encourage their attendance at the meeting.

## Meeting Design and Process

The community meeting took place between 6:30 pm and 8:00 pm at the Coloma Community Center Auditorium. The meeting featured a formal presentation followed by an open house where people could mingle, ask questions, look at displays, and provide comments on the list of phased improvements for the pathway.



The agenda packet for the meeting is shown in Appendix C. It includes the agenda, a proposed list of phased improvements, plan and elevation drawings, photos of some of the types of proposed improvements such as fences and barriers, and a comment card.

The Auditorium was set up with:

- A flipchart on an easel with “Welcome to the Kroy Pathway Community Meeting” just outside the auditorium doors.
- A welcome table with sign-in sheets, copies of the agenda packet, and a box for collecting comment sheets.
- The sign-in sheet had space for name, organization (if any), mailing address, email address, and people could check if they wanted to be on the Kroy Pathway contact list.
- 30 chairs were set up in rows, facing the west wall. A screen, projector, and laptop computer were set up for the presentations.
- A refreshments table with bottled water and cookies.
- Enlargements of the plans, elevations, and list of proposed phases were set up around the perimeter of the room along the east, south, and west walls (These displays were also included in 8-1/2 x 11” format in the agenda packets). Kroy team members stood at these stations, answered questions, and took comments from the attendees during the open house portion of the meeting.

At around 6:35 p.m., Nancy Kays of MIG, Inc., who was the meeting moderator, called everyone to their seats and started the formal presentation part of the meeting. She welcomed everyone and then introduced City staff, Caltrans staff, and MIG staff who were attending. She explained that the purpose for the meeting was to provide an update on the Kroy Pathway status, present information on conceptual improvements that have been developed by the staff working group since the February 25<sup>th</sup> meeting, and take comments on these improvements. She briefly reviewed the agenda and encouraged everyone to participate. She then presented a slide show with photos of the existing status of the Pathway and the sequence of steps for improvement that has been developed by staff for public comment. The slide show is shown in Appendix D.



During her presentation, several questions were taken from the public and directed to the experts within the room. Alyssa Begley from Caltrans District 3 responded to a question regarding the concrete barrier on the north side of the path, and clarified Caltrans survey work. Ed Cox from the City of Sacramento Department of Transportation answered questions regarding the bollards and the landscape planting along the pathway. Derrick Lim of the City of Sacramento Neighborhood Services

Department took a question about the proposed security cameras and also acknowledged the U-Haul representative and thanked him for U-Haul's coordination with the City to provide a tubular steel fence along their property at their own expense.

After the presentation, Nancy Kays then oriented everyone to the layout of the room for the open house and encouraged participants to fill out the comment cards. The open house portion of the meeting was set up with written and visual representations of Pathway improvements on the walls around the room including:

List of cleanup tasks and relinquishment steps. Amount Caltrans will transfer to the City (\$40,000) and what the City plans to do with it (maintenance, fence repair, and detailed planning).

Construction Phase 1 – plan view, two elevation views, listing of improvements and costs. Illustrations of lights, fencing, and wall types.

Construction Phase 2 – plan view, two elevation views, listing of improvements and costs.



There was a table located in the middle of the room with post-its for posted comments, pens, and additional comment forms. Questions and ideas for improvement were taken and discussed with staff members of the working group throughout the open house, and the meeting concluded at around 8:45 p.m.

## **APPENDICES**

- A. Participant Comments**
- B. Postcard Invitation**
- C. Agenda Packet**
- D. Slide Show**

**APPENDIX A**  
**PARTICIPANT COMMENTS**

**Summary of Comments**  
**Kroy Pathway Community Meeting**  
**June 9, 2009**

Comments and Questions from Large Group Discussion after the Presentation

1. Question about whether or not the concrete barrier could deflect a truck. The Caltrans representative said that these barriers are approved for freeways by Caltrans engineers and are presumed to be enough to deflect trucks.
2. Question about plantings/cacti and if they would cause bike flat tires: The City staff member's answer -- As for the thorny plants, the most serious issue is puncture vine (aka goatheads, *Tribulus terrestris*), a low growing weedy plant that guarantees bike tire flats. As long as we maintain the 2 foot shoulder clear of weeds, it should not be a problem for the tires. There may be other thorny plants we don't know about, but none are as bad as puncture vine. Cactus is usually not a problem if it is outside of the shoulder area. We don't know how they will grow in shady conditions, however.
3. Question about putting bollards at either end to prevent cars from entering the pathway: City staff answer -- We are trying to keep bollards to a minimum, and only when absolutely needed. We do recommend that the signage includes "no motorized vehicles." Bollards can be a hazard for even the most experienced cyclist and we need to be more judicious in our use of them. If we find that this is the only solution, we can add it after the construction is complete.
4. The propane tank on U-haul property was brought up. Though the tank is outside the scope of this pathway project, it was noted that the safety barrier will put one more barrier between the tank and an errant vehicle.
5. Question about Caltrans survey work: Answer from Caltrans staff member -- Caltrans performed survey work and gave it to MIG and the City of Sacramento. The survey work helped ensure that there were no fatal flaws within the proposed pathway widening and provided an understanding of how close to the existing ramp a widened pathway would be.
6. Question about whether funding was from existing money or proposed assessment on property owners: Answer from City staff member -- funding is from existing money. No assessment for pathway construction or maintenance is proposed.
7. There was some comment from the resident who is located next to the Pathway. During the Q & A period, she said "people can easily climb a chain link fence" regarding the fencing planned for next to her property.
8. There was also concern about trees that people can climb trees to gain access to the resident's back yard and the suggestion that there should be no trees near private property fencing for this reason.

9. There was a question about the appearance of the sign and whether the neighbors will have a chance to be involved with more design details.
10. There was a question about security cameras and how that would work: Derrick answered that we may consider a webcam option to the security cameras as more cost effective and security effective with more eyes watching. This was well-received.

#### Comments from the Post-its Placed on the Drawings

##### ***On Step 3 Plan View Map:***

11. More fencing that is pleasing in Construction Phase 1.

##### ***On Step 4 Plan View Map:***

12. Please make the security cameras web cams!
13. nage should say "Smile, You're on Camera!"
14. No fence is better than a chain link fence – they're too easy to climb.
15. Landscape very important. Please!!
16. No trees hanging over my yard, please! Don't provide easy access to my yard. (from the resident next to the pathway)
17. Fence – the best choice for me would be tubular steel with a curved security feature on the top. This is probably the best protection for me and would provide a nice continuity between the east and west end fences.
18. I want to have input in landscape!
19. Signage for path!

#### Comments from Comment Cards

##### ***Please share your ideas about improving this Pathway:***

20. Fence design is key. Can be designed so that prongs slant toward pathway making them difficult to climb (drawing of prongs curving away from residence).
21. There are many types of landscape that can be nice and easy to maintain – bushes require work and water.
22. Trees can be climbed – rethink a tree against the resident's property.

23. Trees allow climbing over property owners fences.
24. Cost is WAY too high.
25. Fence should be auto restrictive
26. No taxes passed to owners with pathway
27. I like the phased approach designs displayed at this meeting. Hopefully we'll find a way to get all 5 steps completed in synch with Target's efforts across 65<sup>th</sup> St. Let's go for it. A lot of the money is soft \$/staff time anyway.

***Please comment on the proposed steps for improving the Pathway:***

28. Prevent autos from cutting thru pathway
29. Wooden fence better idea, less costly

***Step 1: Caltrans makes minor improvements***

30. Key here is ongoing maintenance.
31. Thanks to U-Haul for their fence!

***Step 2: Pathway relinquished by Caltrans to the City; City performs maintenance, repairs, and makes detailed plans.***

32. Thanks to Caltrans
33. Maintenance is key
34. OK. Web cam better idea

***Step 3: First pathway construction phase.***

35. OK keep it in reason costly
36. Should not invite grafitti
37. when – give us a date.
38. Yes to wider pathway. Safer feeling. Accommodates 2-way traffic (Ped + Bike)

***Step 4: Second pathway construction phase***

39. Signs should be small. Neighbors do not want large signs.

40. Tubular steel or concrete masonry wall along path by residence OKAY. Not chainlink. Not wood fence.
41. Not sure the value of the security cameras – who is going to monitor?? Webcam sounds more feasible.

***Step 5: Long-term possibilities for 65<sup>th</sup> Street***

42. Traffic nightmare. Can't get out to 65<sup>th</sup> now! City to maintain better than it has.
43. Connectivity with cross-walk to Target!

**APPENDIX B**  
**POSTCARD INVITATION**

Councilmember **Kevin McCarty** invites you to a...

# Community Meeting on the **Kroy Pathway\***

**MONDAY, JUNE 9, 2008**

Coloma Community Center, Auditorium

4623 T Street, Sacramento

6:30 – 8:00 p.m.

\*The Kroy Pathway is located between Kroy Way and 65th Street, next to the eastbound U.S. 50 offramp, in Sacramento.



- Receive feedback from February 25th community meeting
- Learn about the next steps in the process of improving the pathway
- Find out about funding opportunities that are available to implement the plan

This is **your chance to ask questions** and give us your advice on the **recommended project improvements** that will be included in the **Kroy Pathway Conceptual Plan.**

For more information, call 916-808-7336

# Community Meeting on the Kroy Pathway

**MONDAY, JUNE 9, 2008**

Coloma Community Center, Auditorium  
4623 T Street, Sacramento

6:30 - 7:00 p.m. — Presentation  
7:00 - 8:00 p.m. — Open house with displays  
of path improvement steps and discussions  
with staff

- Receive feedback from February 25th community meeting
- Learn about the next steps in the process of improving the pathway
- Find out about the opportunities that are available to implement the plan

For more information, call 916-808-7336



City of Sacramento  
915 I Street, 5th Floor  
Sacramento, CA 95814

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**APPENDIX C  
AGENDA PACKET**

**COMMUNITY MEETING  
on the  
KROY PATHWAY**

June 9, 2008  
6:30 – 8:00 p.m.  
Coloma Community Center Auditorium

**AGENDA**

- 6:30 – 7:00 p.m.**      **Update on the Pathway: planned improvements and next steps**  
Nancy Kays, MIG, Inc., Moderator  
Derrick Lim, City of Sacramento  
Councilmember Kevin McCarty
- 7:00 – 8:00 p.m.**      **Open House**  
Participants are invited to learn about the recommended pathway improvements at informational stations around the room. City, Caltrans, and MIG staff will be available for questions. Participants are encouraged to write down their comments on post-its and on the attached blue comment form.

**Thank you for your participation!**

**The Kroy Pathway Working Group:**

Mehrdad Nazeri and Ed Cox, City of Sacramento Department of Transportation  
Derrick Lim, City of Sacramento Neighborhood Services  
Maria Alvarez, Office of Councilmember Kevin McCarty  
Aaron Sussman, Sacramento Housing and Redevelopment Agency  
Alyssa Begley, Caltrans District 3  
Nancy Kays, Jose Leal, and Dan Krompholz, MIG, Inc. (meeting facilitation and landscape design services)

## LIST OF CONCEPTUAL IMPROVEMENTS KROY WAY-65<sup>TH</sup> STREET PATHWAY

6/9/08

### Step 1: Caltrans makes minor improvements

- Clean the path
- Trim the bushes

### Step 2 - The pathway is relinquished by Caltrans to the City of Sacramento

- Caltrans provides \$40,000 to the City for the pathway
- The City uses the \$40,000 for fixing the existing chain link fence, maintaining the path, and detailed design work for future improvements

### Step 3 -- First pathway construction phase\*

- Install curb ramp at the west end of pathway, at Kroy Way/T Street, and one curb ramp on opposite side of Kroy Way (location to be determined during design phase).
- Straighten and repave the pathway to a width of 10'; add decomposed granite shoulders of 2'; shrubs removed from Caltrans right-of-way.
- Replace existing north side fence with a concrete safety barrier topped with a chain link fence to height of 6'.
- Relocate Caltrans electrical box.
- Install four pedestrian lights along pathway to illuminate dark areas.
- Install decomposed granite or other similar material along the pathway.
- Install pathway signage.
- **Costs for this phase: \$256,000 (estimated)**

### Step 4 -- Second pathway construction phase\*

- Construct a 6-10' wooden fence or masonry wall next to residence
- Install irrigation and plant trees, low groundcover, evergreen barrier plants and vines along the pathway and the fence/wall
- Install a tubular steel fence at the west end of the pathway, next to the residence front yard
- Install security cameras
- Install decorative directional signage at both ends of pathway
- **Costs for this phase: \$272,000 (estimated)**

**Steps 3 and 4 will cost a total of approximately \$528,000. If enough funding can be found to do Steps 3 and 4 simultaneously, there is a savings of approximately \$6,000, for a total of \$522,000. If this funding is available soon, then Step 2 can be skipped and the \$40,000 from Caltrans can be used for Steps 3 and 4.**

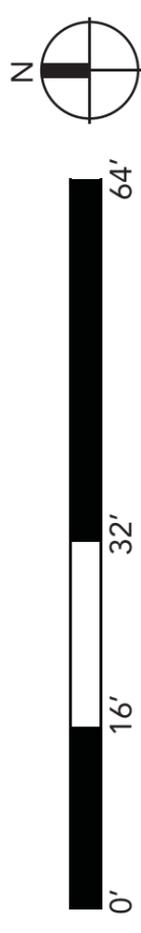
### Step 5 – Long-term Possibilities for 65<sup>th</sup> Street

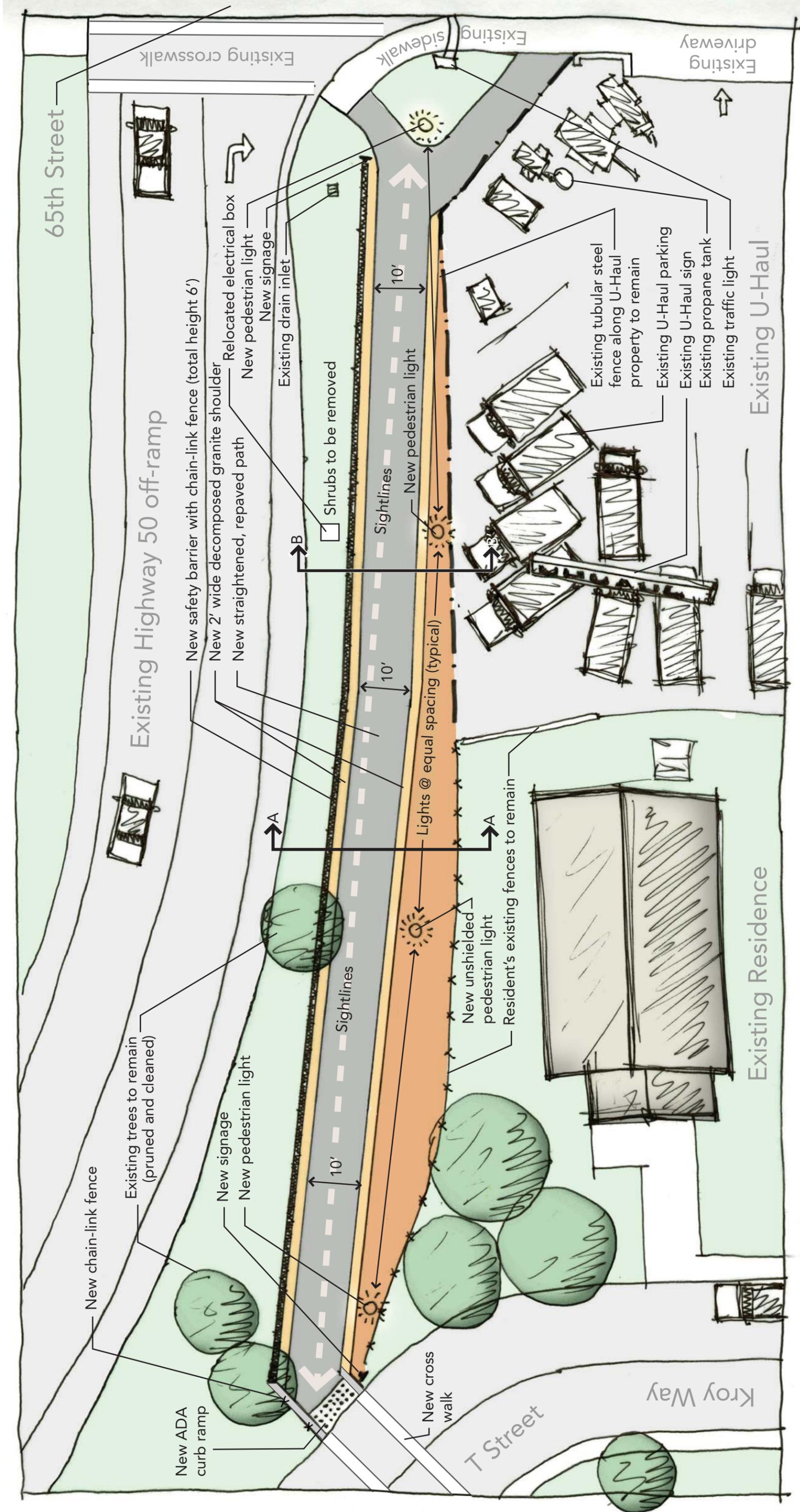
- Crosswalk is installed on 65<sup>th</sup> Street between end of path and Target
- 65<sup>th</sup> Street Transit Village Plan implemented
- 65<sup>th</sup> Street Area Transportation Study results implemented
- New businesses at 65<sup>th</sup> Street provide more "eyes on the path"
- If traffic volumes warrant, Caltrans widens off-ramp

\*The City of Sacramento Dept. of Transportation has committed to maintain the Pathway after reconstruction.



Kroy Way - 65th Street Pathway Conceptual Plan  
Pathway Realignment Diagram



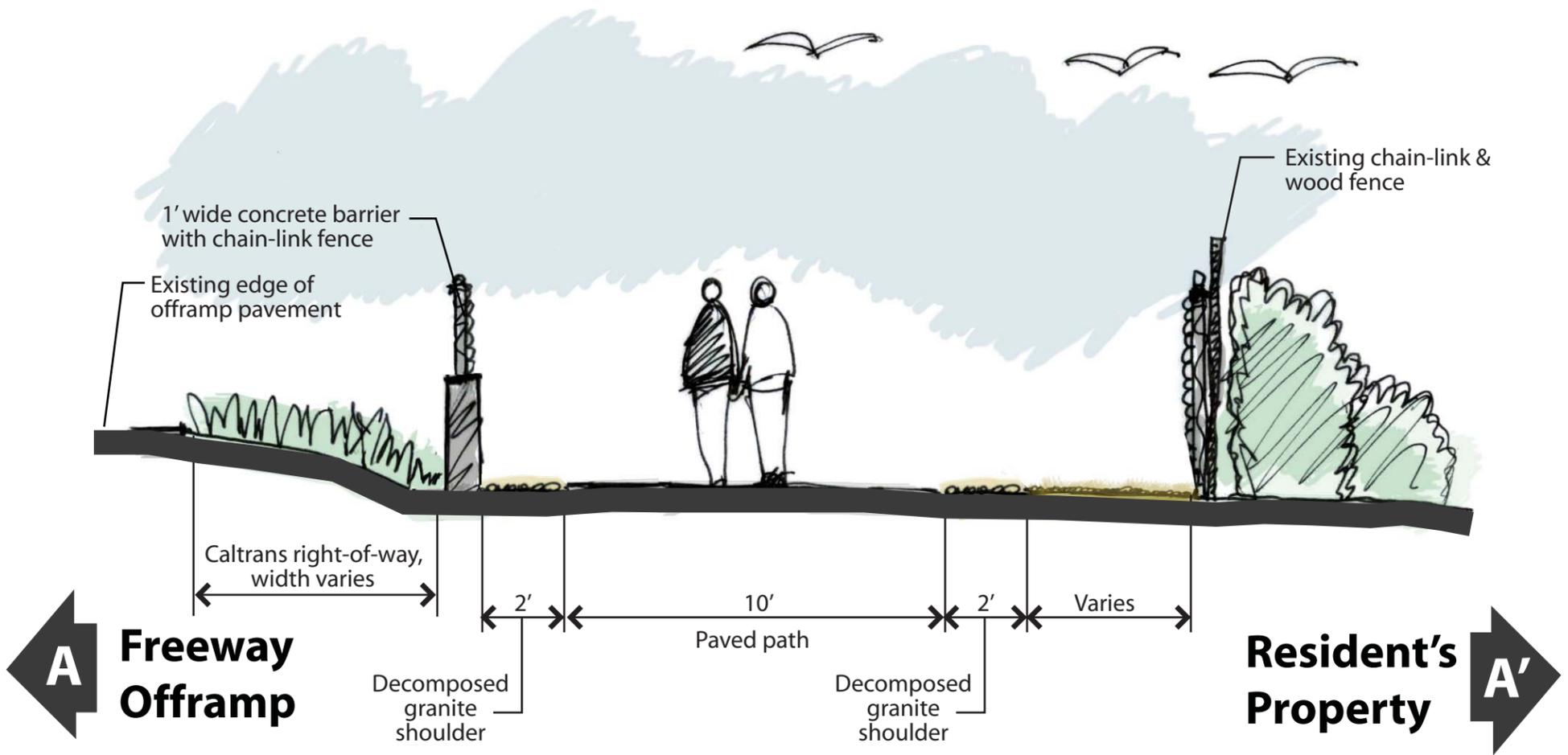


**Kroy Way - 65th Street Pathway Conceptual Plan**  
**Step 3 - First Pathway Construction Phase**

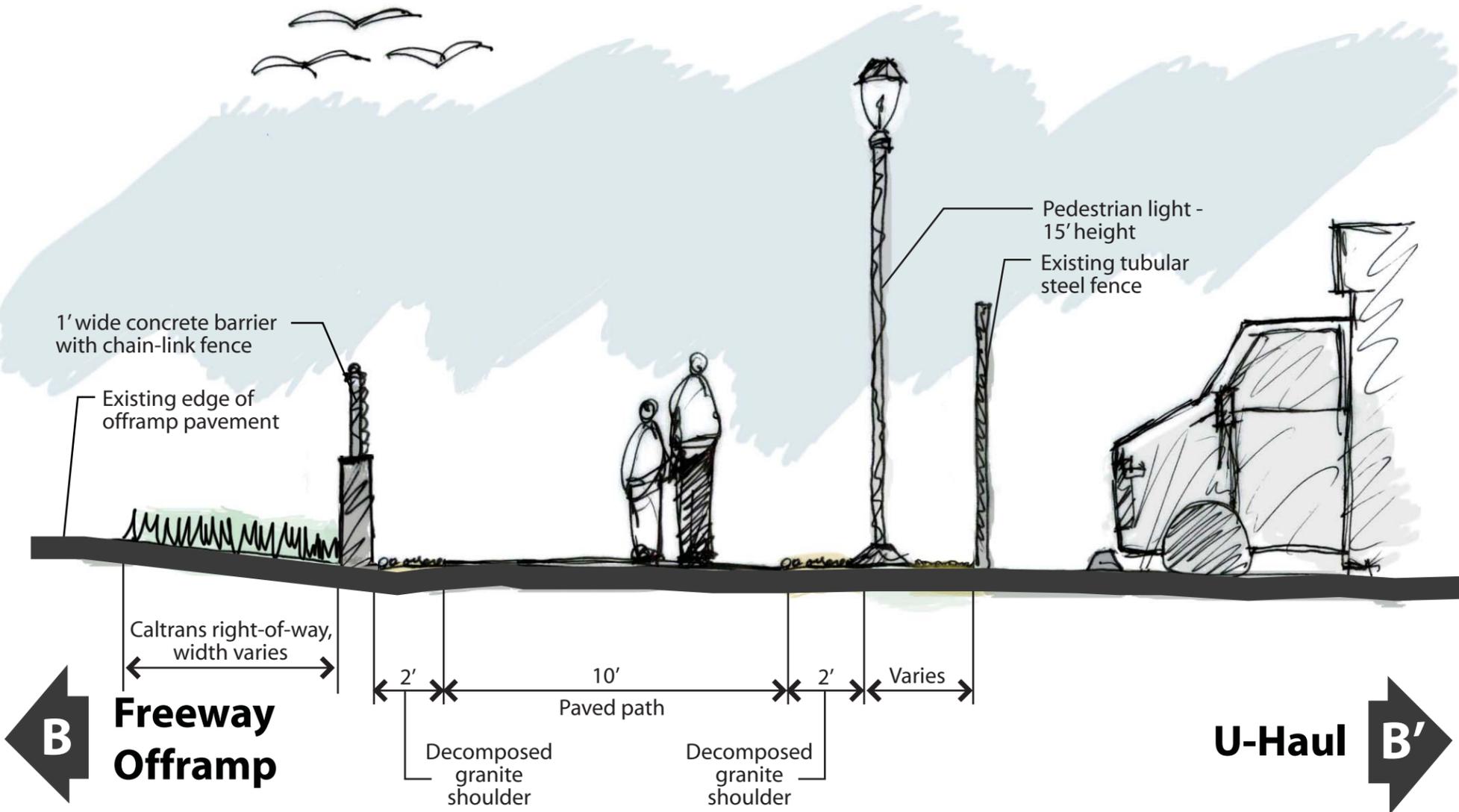
June 9th, 2008



### Elevation A-A'



### Elevation B-B'



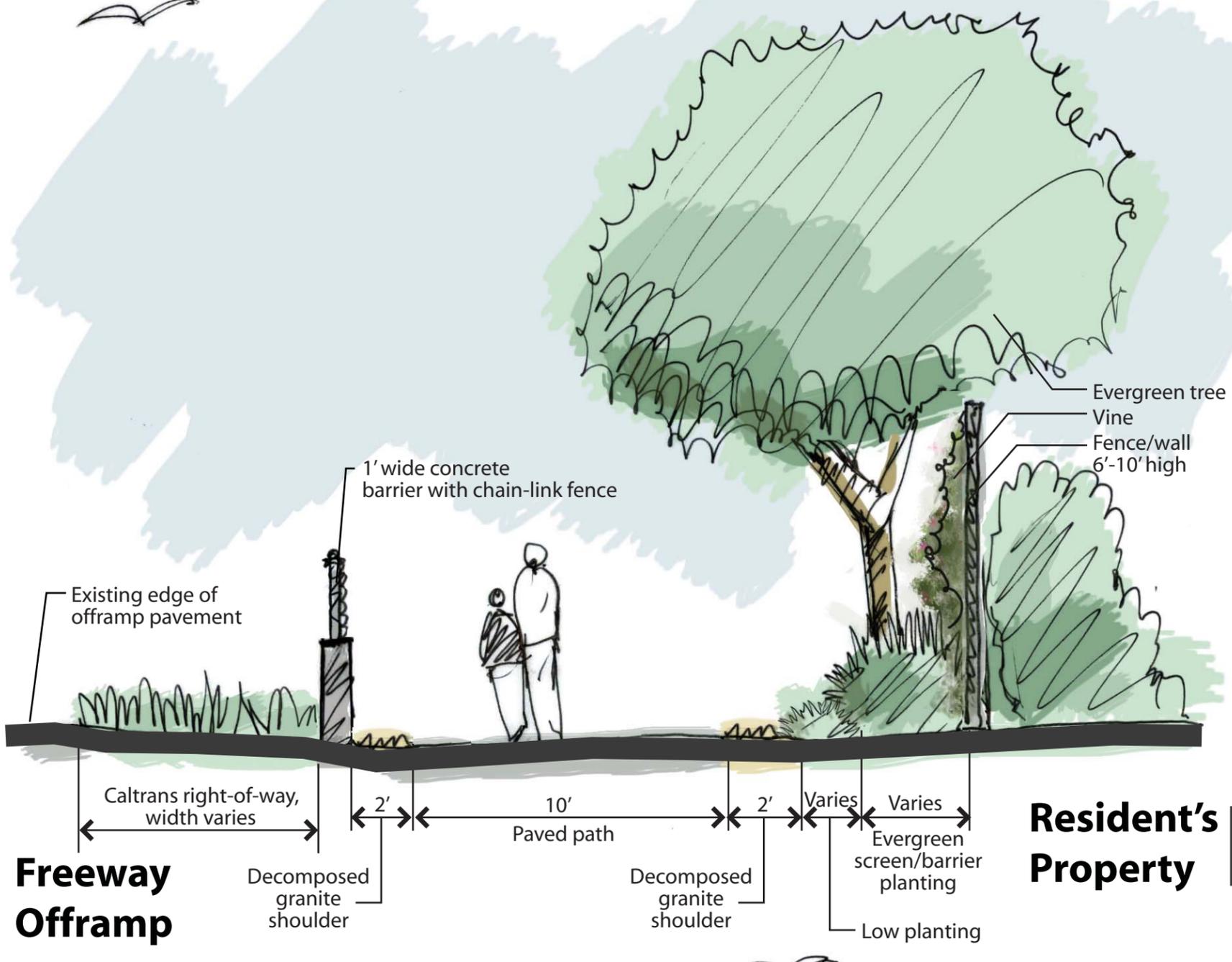
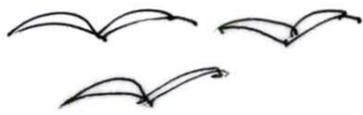
## Kroy Way - 65th Street Pathway Elevations Step 3 - First Pathway Construction Phase

June 9th, 2008

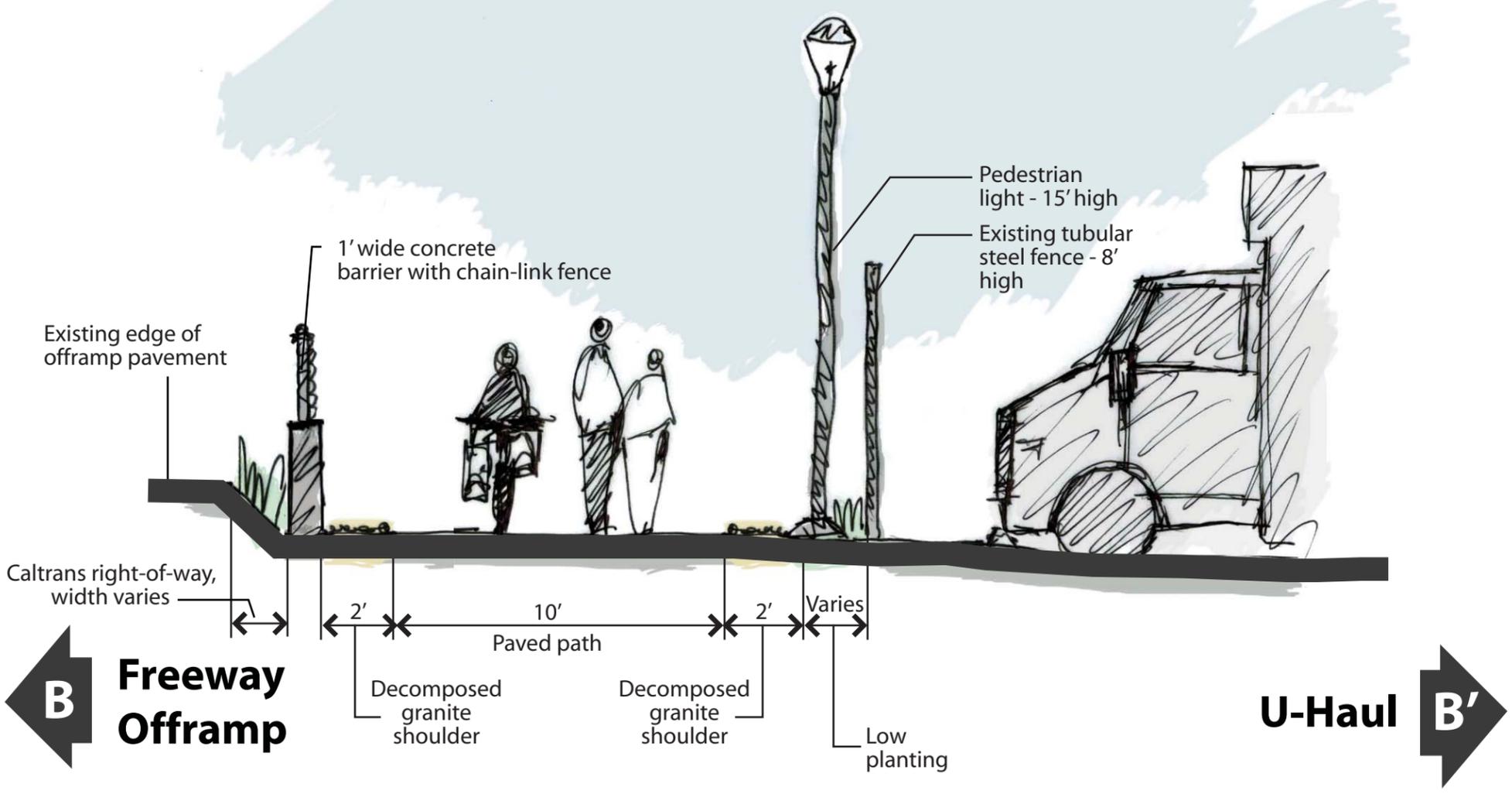




### Elevation A-A'



### Elevation B-B'



## Kroy Way - 65th Street Pathway Elevations Step 4 - Second Pathway Construction Phase

June 9th, 2008





Black Vinyl Chain-Link Fence



Pedestrian Light



Concrete Masonry Unit Wall



Jersey Barrier with Black Vinyl Chain-Link Fence



Tubular Steel Fence



Wood Fence

# Kroy Way - 65th Street Pathway

June 9, 2008

**Kroy Pathway Community Meeting  
June 9, 2008**

**COMMENT FORM**

Thank you for participating in this process! **Your comments are important for improving the pathway, so please use this form to provide written comments about the meeting and open house and any of the issues that have been presented.** When you've completed the form, drop it in the collection box at the registration table. Or you may send it within one week of this meeting to: MIG, Inc., 613 G Street, Davis, CA 95616. Thank you! Use the back of this form if you run out of space.

*Please share your ideas about improving this Pathway:*

*Please comment on the proposed steps for improving the Pathway:*

*Step 1: Caltrans makes minor improvements.*

*Step 2: Pathway relinquished by Caltrans to the City; City performs maintenance, repairs, and makes detailed plans.*

*Step 3: First pathway construction phase.*

*Step 4: Second pathway construction phase.*

*Step 5: Long-term possibilities for 65<sup>th</sup> Street.*

# **APPENDIX D SLIDE SHOW**

Kroy Pathway Community Meeting

June 9, 2008

Looking West From 65<sup>th</sup> St.



Looking West Along Path



Continuing West Along Path



Looking East from Kroy Way



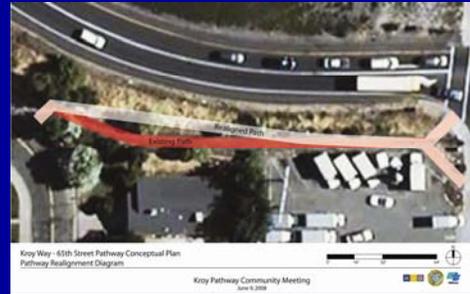
Looking East Along Path



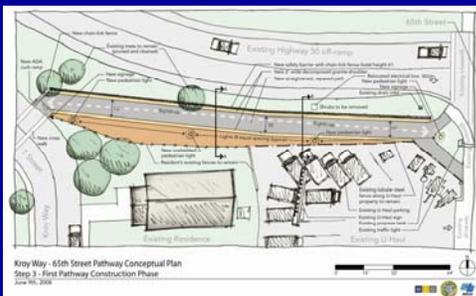
## List of Proposed Steps

- Step One: Path cleanup by Caltrans
- Step Two: Path relinquishment to the City, repairs, maintenance, design
- Step Three: Pathway Construction Phase One
- Step Four: Pathway Construction Phase Two
- Step Five: Possibilities for 65<sup>th</sup> St.

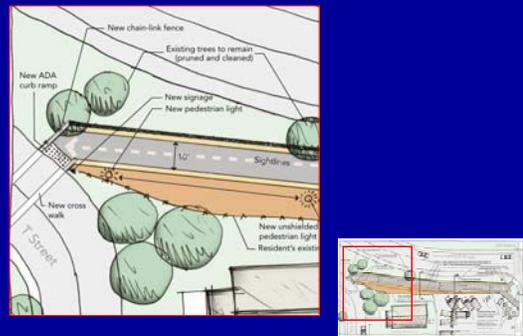
## Proposed New Alignment



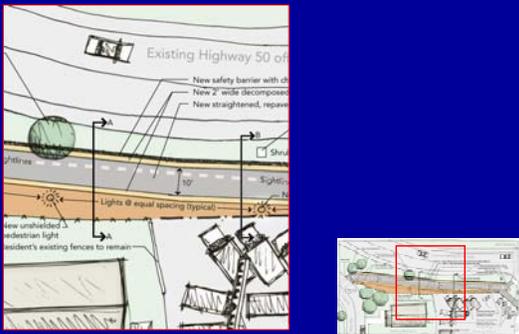
## Construction Phase 1 – Plan View



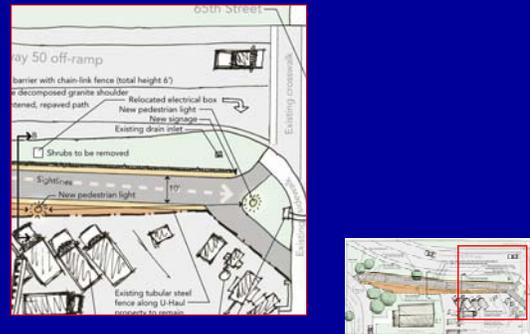
## Construction Phase 1 – Plan View



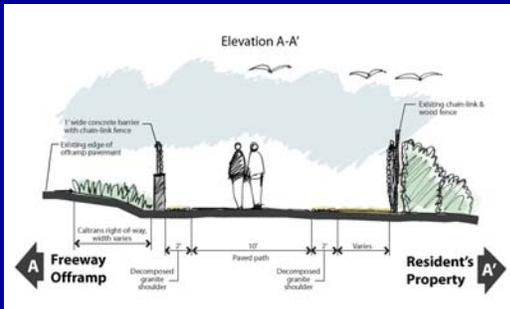
## Construction Phase 1 – Plan View



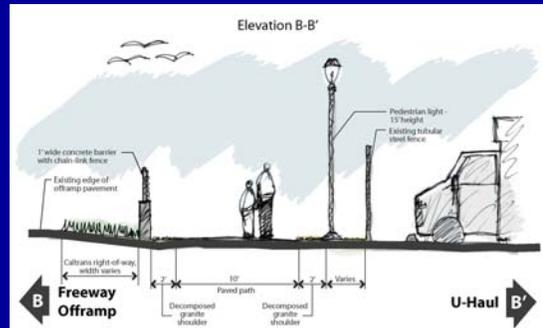
## Construction Phase 1 – Plan View



## Construction Phase 1 – Elevation A-A'



## Construction Phase 1 – Elevation B-B'

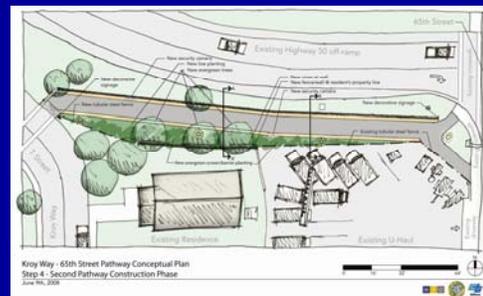


Concrete Safety Barrier

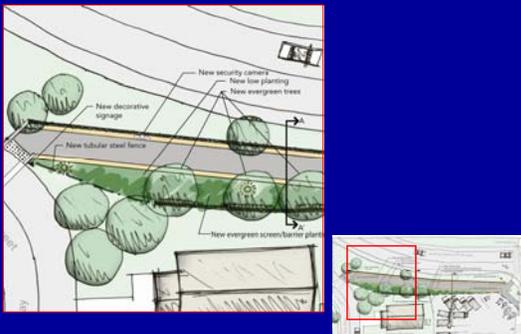


Pedestrian Light

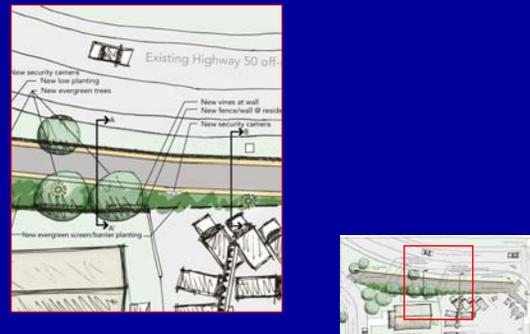
## Construction Phase 2 – Plan View



## Construction Phase 2 – Plan View



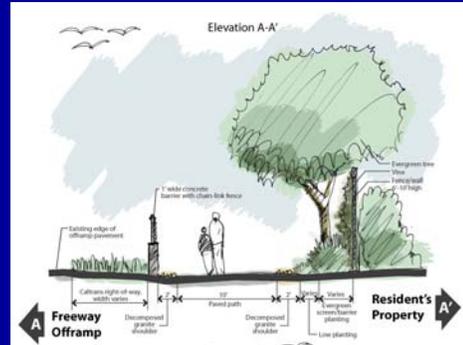
## Construction Phase 2 – Plan View



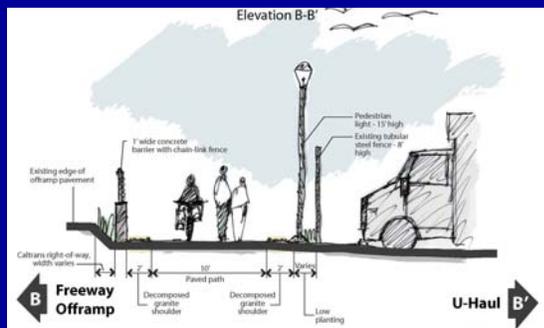
## Construction Phase 2 – Plan View



## Construction Phase 2 – Elevation A-A'



## Construction Phase 2 – Elevation B-B'



Black Vinyl Chain-Link Fence



Tubular Steel Fence



Concrete Masonry Wall



Wood fence

## Next Steps

- Take public comments and finalize the pathway conceptual plan
- Caltrans relinquishes the pathway to the City
- The City finds funding, designs, and builds the pathway
- Goal: Pathway rebuilt and open for business by the end of 2009

**APPENDIX C**  
**KROY PATHWAY WORKING GROUP MEMBERS**

Mehrdad Nazeri, City of Sacramento Department of Transportation  
Ed Cox, City of Sacramento Department of Transportation  
Derrick Lim, City of Sacramento Neighborhood Services  
Maria Alvarez, Office of Councilmember Kevin McCarty  
Aaron Sussman, Sacramento Housing and Redevelopment Agency  
Alyssa Begley, Caltrans District 3  
Nancy Kays, MIG, Inc.  
Jose Leal, MIG, Inc.  
Dan Krompholz, MIG, Inc.

**APPENDIX D.**  
**PLAN VIEW OF FINAL RECOMMENDATIONS**



**New**

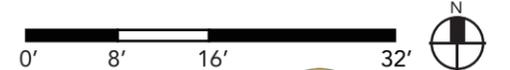
- |   |   |   |
|---|---|---|
| 1. ADA curb ramp  | 8. Decomposed granite shoulder (2' wide)                                  | 13. 7'-tall tubular steel fence along pathway           |
| 2. Chain-link fence                                       | 9. Straightened repaved concrete path with decorative elements (10' wide) | 14. Evergreen screen/barrier planting (varies in width) |
| 3. Pole signage   | 10. Security cameras  | 15. Low planting  |
| 4. Cross walk   | 11. Relocated electrical box  | 16. Evergreen trees                                     |
| 5. Pedestrian light                                       | 12. 6'-tall wooden fence along residence                                  | 17. Vines at wall                                       |
| 6. Unshielded pedestrian light                            |   |   |
| 7. Safety barrier with chain-link fence (total height 6') |   |   |

**Existing**

- A. Trees to remain (pruned and cleaned)
- B. Drain inlet to remain
- C. Tubular steel fence along U-Haul property to remain
- D. Propane tank
- E. Traffic Light
- F. U-Haul parking

**Kroy Way - 65th St. Pathway**

Step 3 - Pathway reconstruction

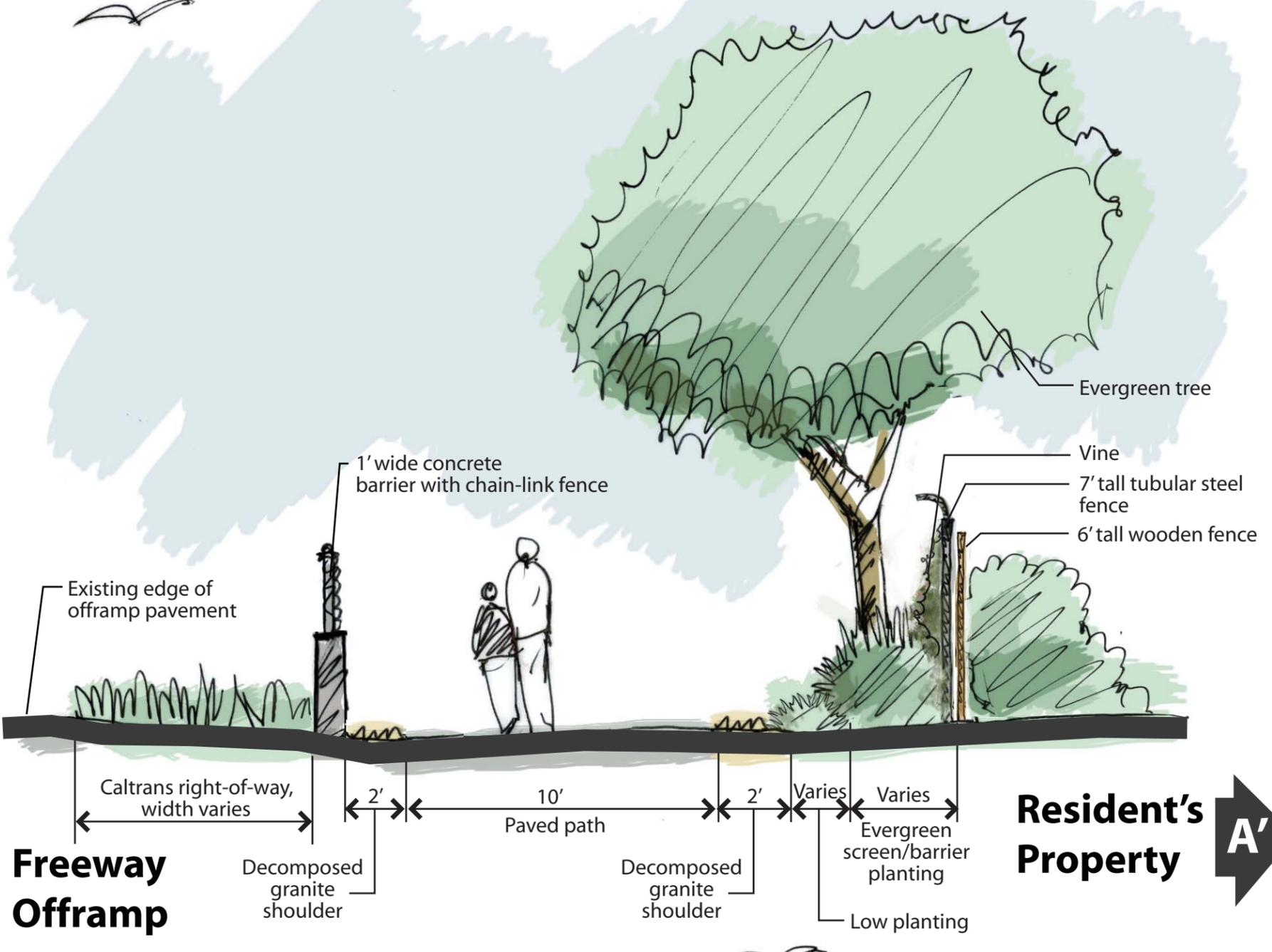
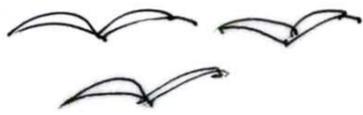


July, 2008

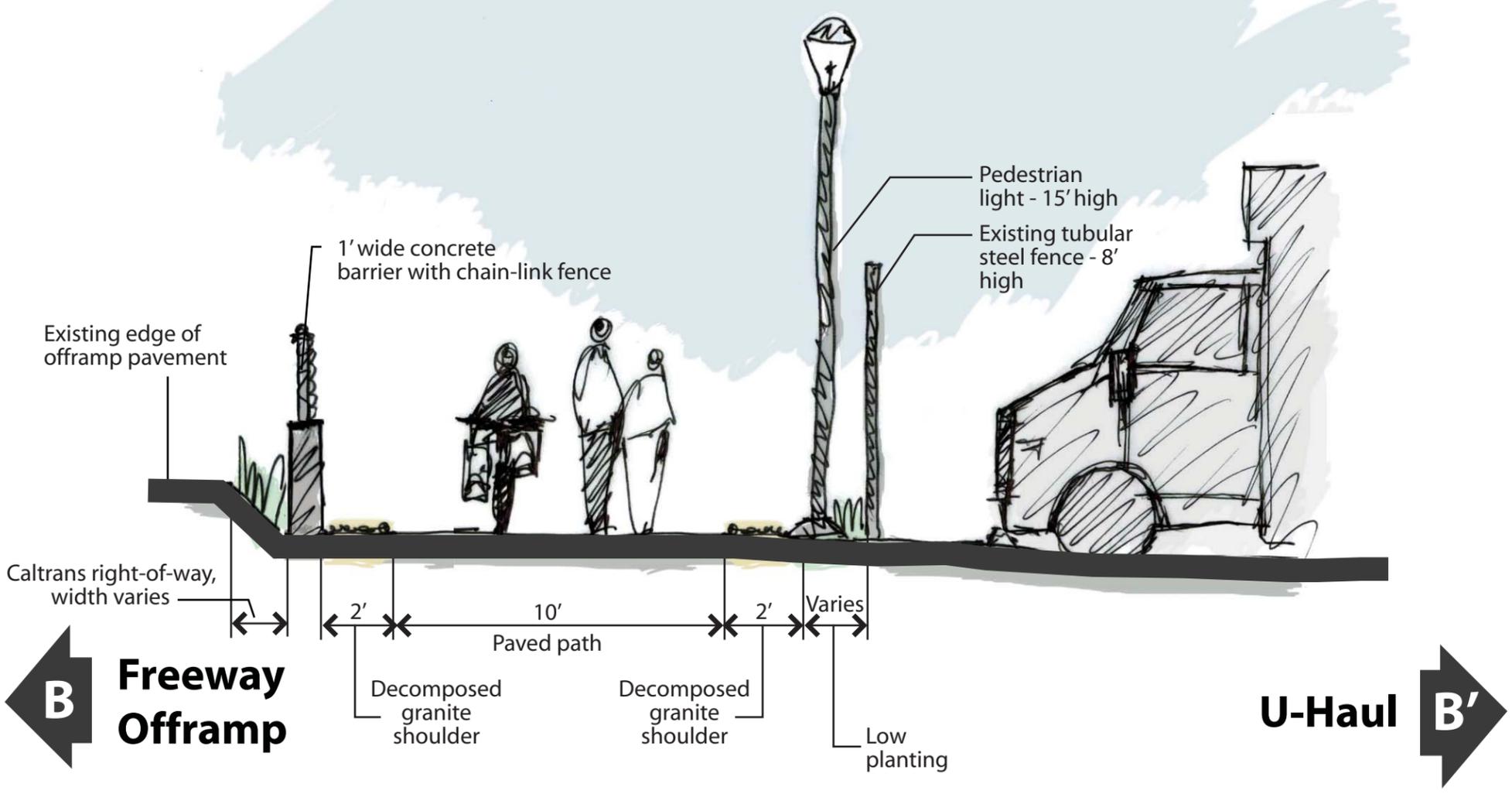


**APPENDIX E.  
ELEVATION VIEWS OF FINAL RECOMMENDATIONS**

# Elevation A-A'



# Elevation B-B'



## Kroy Way - 65th Street Pathway Elevations

August, 2008

