



ELECTRIC GREENWAY TRAIL PROJECT

Frequently Asked Questions (FAQ)

These questions were developed based on feedback received at the Community Open House held on January 8, 2019. This FAQ will be updated in the future as additional questions are received and more information becomes available.

1. What is the Citrus Heights Electric Greenway Trail Project?

The Citrus Heights Electric Greenway Trail Project is a 2.9 mile proposed multi-use trail that largely follows an existing Sacramento Municipal Utility District (SMUD) electric transmission corridor. The trail will span between the Arcade Creek Park Preserve to the west and Wachtel Way to the east.

This project will provide connections to several community parks, schools, shopping centers, and neighborhoods along the corridor. This effort is part of the city's overall goal to increase walkability, safety and provide improvements for pedestrians and bicyclists throughout a system of creekside trails, passive open space, and parks.

This project is a partnership between the City of Citrus Heights, Sunrise Recreation and Park District (SRPD), Orangevale Recreation and Park District (OVPD), San Juan Unified School District (SJUSD), Sacramento County, and Sacramento Municipal Utilities District (SMUD).

2. What is the history of the Electric Greenway Trail Project and how did it come about?

As early as the 1970s, Sacramento County identified the Sacramento Municipal Utility District (SMUD) corridor as a location for a pedestrian, bicycle, and equestrian trail. As property was subdivided along the SMUD corridor, pedestrian, bike, and equestrian easements were dedicated benefitting Sacramento County to allow for future trail installation. The City of Citrus Heights' General Plan and Zoning Map identify this corridor as Open Space.

In 2014, the city approved the Creek Corridor Trail Project, a feasibility project that evaluated the potential for multi-use trails along the SMUD corridor and creek corridors. City Council directed staff to proceed with funding, design, environmental review and construction for the Priority 1 Trail Segments (including the Electric Greenway).

In 2015, the city adopted a Bikeway Master Plan and General Plan Update which included the Electric Greenway as a priority project. The area known as the Electric Greenway is identified in the Sacramento County Bikeway Master Plan providing connectivity to the east of Wachtel Way and thru Citrus Heights.

In 2016, the City adopted a Pedestrian Master Plan which identified the Electric Greenway as a priority project for the City.

In 2017, the City applied for and received grant funding from the state Active Transportation Program to build the Electric Greenway.

3. What is the project timeline and next steps?

The project is currently in the preliminary analysis and environmental documentation phase. The city has hired a consultant team, led by GHD, Inc., to assist in this phase of the project. Additional tasks related to this phase of the project includes additional environmental impact review, draft and final environmental documentation,

Additional community engagement is also part of this phase of the project. Within the coming months, the city plans to host a virtual community workshop and another community open house.

Once the preliminary analysis and environmental documentation is complete, the project will move into the detailed design phase. Trail construction is anticipated to begin in spring 2021.

4. Why not use this money to fix city roads?

This Electric Greenway Trail Project is primarily funded through an Active Transportation Program (ATP) grant. Money received through this grant program can only be spent on projects that increase the number of people biking and walking, increase safety for non-motorized users and enhance public health. ATP funds cannot be used to repair or resurface vehicular roadways.

5. What % of the overall funding is coming from the City's general fund?

The Electric Greenway Trail Project will receive no direct General Funds. The project is funded primarily through State and/or Federal grant funds, with an approximate 10-12% match coming from local transportation funds.

6. What about the oak trees? Are you protecting them or taking them out? What if there are some trees we would like to remove?

One goal of the Electric Greenway Trail Project is to avoid removing or impacting trees as much as possible. In cases where trees are removed for the project, the project will be responsible to mitigate the loss of protected trees.

Separate from the Electric Greenway Trail Project, the city will be working with SMUD to evaluate trees along the SMUD corridor which are unhealthy or impacted by utilities that should be removed to eliminate hazards or further utility conflicts.

7. What security measures will be installed?

Various security measures are currently being evaluated through the alternative development and evaluation process. Some of those security measures include lighting, open sight distances, fencing, landscaping (or purposeful lack thereof), and more. If you feel there are particular areas along this alignment that should have security measures installed, please email electricgreenway@citrusheights.net.

8. Will the trail be able to handle emergency vehicles but be blocked by bollards to keep cars out?

The trail will be designed to handle maintenance and emergency vehicles on the 10 foot wide paved section. The street entrances to the trail will have locked and removable bollards.

9. Will this be patrolled by police?

The Citrus Heights Police Department currently has a supplemental services contract with Sunrise Recreation and Park District. The contract enables Citrus Heights Police Department officers to work in all of the parks within the city limits. Once the trail is complete, officers will also patrol the trail in cars and on bicycles. These patrols will be in addition to the normal patrol checks and park checks that occur on a regular basis. Orangevale Recreation and Park District has a service contract with the Fulton-El Camino Recreation and Park District's Police Division which provides park and trail patrols.

Police will continue to provide exceptional police services to all areas within the city. If you see something, say something. Although not expected, if there is crime that occurs along the trail, the police department will utilize the data to effectively and efficiently deploy resources to locations that need it the most.

10. Will lighting be installed along the trail? Will the lighting in Sundance Park and Streng Avenue Open Space be improved? If so, what type? Will it turn off at a certain time? Will the trail lighting spill into my backyard and house?

Lighting is an option, however exact locations of where the lights will be installed and the type of lighting has yet to be determined. As we anticipate some property owners will want lighting and others may not, we are currently seeking input on specific locations and areas where residents and property owners would like lighting to be installed. To provide your feedback on where lighting should be installed, please email electricgreenway@citrusheights.net.

Lower profile solar powered LED lighting fixtures are being considered along several sections of the Electric Greenway Trail alignment. Park areas currently served by SMUD lighting are being evaluated for possible additional fixtures. Best lighting practices along trails are being considered in the trail lighting design standards.

11. It seems like this trail will encourage homeless to use the trail. How will the city address this issue?

In general, the homeless population prefers to be in areas that are hidden from public view. Currently, portions of the corridor for the Electric Greenway Trail Project are overgrown or otherwise not visible to the general public, which can result in homeless camps or other related activities. The construction of the Electric Greenway Trail Project will reduce overgrown vegetation and introduce legitimate trail users to the corridor which will discourage homeless activity along the corridor. In addition, by improving the trail the Citrus Heights Police Department, Sacramento Sheriff's Department, and the Fulton-El Camino Recreation and Park District's Police Division will have improved access to the corridor allowing regular patrols and improved ability to respond.

In 2013, Sunrise Recreation and Park District constructed the Arcade Creek Park Preserve including a 1/3 mile multi-use trail. The park was constructed on land that was formerly overgrown and heavily used by the homeless population. As part of the construction of the project, the overgrown areas were cleaned up and legitimate trail and park users introduced to the park. As a result, the homeless population moved away from the park and the park continues to be heavily used by walkers and joggers of all ages, families, and children.

12. Is this trail being installed no matter what?

The Electric Greenway is a high priority project for the City of Citrus Heights, Sunrise Recreation and Park District, and Orangevale Recreation and Park District. The project is identified in the city's long term planning documents as a priority project in the General Plan, Bikeway Master Plan, and Pedestrian Master Plan.

Each of the project partners' legislative bodies will be required to approve the ultimate trail alignment, environmental review, and funding prior to construction.

13. How will the trail cross Fair Oaks Boulevard? Will a signal be installed?

Yes, a pedestrian-activated traffic signal is planned at the trail crossing of Fair Oaks Boulevard.

14. Why is a signal going to be installed at Fair Oaks Blvd? This will just increase traffic on that road and there is already too much traffic.

In order to provide a safe crossing, a pedestrian-activated traffic signal across Fair Oaks Boulevard is recommended. The signal will be activated and stop vehicles on Fair Oaks Blvd only when needed, minimizing delays and impacts to the operations along the Fair Oaks Boulevard arterial.

15. Will the trail be open 24/7?

The trail will remain open till 10PM for those who are actively using the trail to travel to and from their homes. Actively using the trail is defined as walking, running, bicycling or other approved modes of transportation. Park hours will continue to remain from dawn to dusk.

16. What is an easement? How are you able to install the trail on private property?

An easement is a property interest that allows use of a portion of a property by someone other than the property owner. The majority of the Electric Greenway Trail Project's alignment is located within existing public park lands and public right-of-way. However, portions of the trail are located within existing pedestrian and bikeway easements on private property.

The presence and location of easements can be found on the recorded subdivision maps and assessor's parcel maps. Easements are also typically listed on title reports which are provided to property owners upon purchase of a property.

17. How will use of the existing easement affect my property taxes and my property value?

Properties are assessed based on many factors, including the presence of any easements. When an easement is located on private property, the land still belongs to the property owner but certain restrictions and requirements are applied to the easement area. These restrictions and requirements are taken into consideration when the property is assessed, whether the easement is in use or not. Because the Electric Greenway Trail Project is proposed within existing easements, there will be no change to assessed property values or taxes.

18. Who will be responsible for trail maintenance? How will it be maintained? Is the property owner required to maintain the easement now? Who is going to maintain the area outside the trail width between property owner fence lines?

The various sections of the trail will be maintained by the public entities responsible for that portion of property. This includes the City of Citrus Heights, County of Sacramento, Sunrise Recreation and Park District and Orangevale Recreation and Park District. After the trail is built and during construction, individual private property owners would not be responsible for maintenance of the trail or areas within the existing easements.

19. The easement is 50' wide. Is the city going to move the fences to the 50'? If the trail is only going to be 14' wide, will the city take the whole easement or just what is needed?

The project will take into consideration the existing alignments of fence placement along the easements. It is the intent of the city and the Park Districts to construct the width of the trail only as wide as necessary to safely and adequately accommodate users, and to be consistent with standard practices. The final location of fences will be determined based on various factors including: existing topography, trail alignment alternatives, existing tree/vegetation locations, and sight distance requirements.

20. How does the use of easement affect my ability to keep small farm animals on my property? What about other uses that have minimum lot size requirements?

The minimum lot size for animal keeping is 10,000 square feet. This is based on gross square footage of the lot. The trail easement would not be deducted for the purposes of calculating minimum lot size for animal keeping or any other use that requires a minimum lot size.

21. Who is liable if someone is hurt while using the trail within the easement through my property?

California law provides certain protections to a private property owner who allows members of the public access to the owner's property for recreational purposes. (See California Civil Code section 846.) California law also limits liability of a public entity, public employee, or a grantor of a public easement for specified purposes to a public entity for an injury caused by a condition of a trail used for access to hiking, riding (including animal and vehicular riding) and certain other recreational activities. (See California Government Code section 831.4.) This is intended to be informational, and should not be viewed as legal advice.

CA Govt Code § 831.4 (2017) - A public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of:

(a) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a (1) city street or highway or (2) county, state or federal highway or (3) public street or highway of a joint highway district, boulevard district, bridge and highway district or similar district formed for the improvement or building of public streets or highways.

(b) Any trail used for the above purposes.

(c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail,

walkway, path, or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any unpaved pathways or roads.

22. Will I have to change my insurance on my property to cover this new use?

Per CA Government Code § 831.4 (2017), the Trail Immunity does provide broad form indemnification as it relates to recreational trails along public property and easements for public use. However, property owners may want to check with their insurance companies regarding this as each policy and carrier is different.

23. Who will be responsible to repair fencing if it is vandalized or damaged between my property and the easement?

In general, fence maintenance will be the responsibility of the property owners as they are located on private property and are there to serve the residential property and not the open space, park or trail. However, because the proposed trail will be spanning multiple jurisdictions, parks and easements, the project will continue to evaluate this concern and we will provide further information.

Vandalism and property damage along the trail will be enforced using existing Criminal and Civil statutes that are already in practice for all other areas of private property.

24. Will the grant pay for neighbor fencing and visual landscape barriers? What type/kind and how tall will it be? How will they be maintained? Will the project pay to replace existing fencing?

In general, if new or relocated fencing is required as part of the project, the project will pay for the associated construction. Fencing height, type, materials and locations have yet to be determined. Once the fencing needs and locations have been determined, the height, type and material options will be explored and shared with the public at that time.

25. I currently have access to the rear of my property through the easement. Will this change? Will I be able to continue to use the trail as an exit for my RV, deliveries, etc.?

Some property owners have made use of the hiking, equestrian and bikeway easement for vehicular access to their rear yards, however the easement was not dedicated for this purpose. This access is also located within a 200 foot wide SMUD transmission line easement. The city is consulting with SMUD to understand their allowances and/or restrictions on uses and access within the transmission line easement. At this time, the project has not determined if backyard vehicular access will be allowed to continue once the trail is constructed. The project will evaluate each segment of the proposed trail where existing rear entry use is apparent and will make recommendations keeping public safety in mind and these FAQs will be updated as additional information becomes available.

26. Why do you want to go on people's property when you can just use the street? Why can't the bike path just go along existing streets and not impact properties?

The city has worked to improve walking and biking conditions throughout the city since incorporation. Recent outreach affiliated with the Creek Corridor Trail Project, Pedestrian Master Plan, and Bikeway Master Plan indicates that many people are interested in active transportation (walking, biking, etc.) but are concerned with the potential conflict with motor vehicles. The majority of respondents indicated they

would be more willing to use active transportation if they were physically separated from vehicles. Further, residents responded they were more willing to walk if they had safe access to key destinations (such as parks, shopping/entertainment, and schools).

The Electric Greenway Trail Project provides an off-street route for residents to access key destinations throughout the city including the Sunrise MarketPlace, numerous parks, schools and other desirable locations.

27. This project will create an "alley" behind our house that is much longer than a City block. Is this legal? The length between access points creates a safety issue.

The police department is not aware of any safety issues that would be present along the trail that will connect between Villa Oak Drive and the Olivine Open Space. Although the distance between access points may be greater in this area than in other areas, it is not an enclosed area and would still allow for someone to summon help or escape, if needed.

The existing corridor following the proposed trail alignment is located between rear yard fences for some of the trail route. This area is typically a minimum of 25' wide but varies along the route. In a few places (for example between Villa Oak Drive and Wachtel Way), fences have been constructed encroaching into and blocking the easement creating a dead end along this corridor. This existing dead end limits the capabilities of emergency responders to access the easement from only one direction.

The existing unimproved condition of the corridor (presence of overgrown vegetation, lack of legitimate trail users along this corridor, and the dead end) creates a potential opportunity for criminal activity to occur due to the limited visibility of this area.

As part of the Electric Greenway Trail Project, the existing corridor will be improved by:

- a. Eliminating the existing dead ends along the corridor thereby improving access for emergency personnel for regular patrols and emergency access.
- b. Introducing legitimate trail users to the corridor. Legitimate trail users aid emergency personnel by providing additional eyes on the corridor to more promptly report inappropriate activity or emergencies.
- c. Remove overgrown vegetation and potential hiding places from the corridor. In addition, the trail alignment will be evaluated by law enforcement to ensure the principles of Crime Prevention through Environmental Design (CPTED) are adhered to.
- d. Allow for the introduction of lighting, security cameras, and other enhancements that will provide added measures of security. These features will be considered throughout the design of the project.

28. I heard there was a lawsuit from the 1980s related to easements that are included as part of this project. What was that about?

In August of 1983, a lawsuit was settled between the County of Sacramento and various property owners along a portion of the Electric Greenway Trail alignment. The lawsuit pertained to property rights through three separate subdivisions answering the question of whether or not the County owns a hiking,

equestrian and bikeway easement over various properties. Ultimately, the judgment of the court was that there is an easement over two of the three subdivisions including Sunrise Farms No. 2, and Farmette Hills. There is no easement over the properties developed as part of Sunrise Farms.

<u>Subdivision Name</u>	<u>Addresses</u>	<u>Outcome</u>
Sunrise Farms	8269 Olivine Ave 8273 Olivine Ave 8277 Olivine Ave 8301 Olivine Ave 8305 Olivine Ave 8309 Olivine Ave 8313 Olivine Ave 8317 Olivine Ave 8321/8323 Olivine Ave 8325 Olivine Ave 8329 Olivine Ave 8333 Olivine Ave 8337 Olivine Ave 8341 Olivine Ave	The judgment denied the easement on these properties to Sacramento County. Therefore, the City of Citrus Heights also does not have an easement on these properties.
Farmette Hills	8201 Olivine Ave 8209 Olivine Ave 8217 Olivine Ave 8225 Olivine Ave 8233 Olivine Ave 8241 Olivine Ave 8249 Olivine Ave 8257 Olivine Ave 8265 Olivine Ave	The judgement confirmed there is a permanent fifty-foot easement for equestrian and pedestrian use. The judgement also states property owners are required to remove any fences built into the easement and any other obstructions that interfere with the easement, such as decks, patios, pools, etc.
Sunrise Farms Unit 2	7700 Claypool Way 7704 Claypool Way 7708 Claypool Way 7712 Claypool Way 7716 Claypool Way 7720 Claypool Way 7724 Claypool Way 7728 Claypool Way 7732 Claypool Way 7736 Claypool Way 7740 Claypool Way 7744 Claypool Way 7748 Claypool Way 7752 Claypool Way 7756 Claypool Way	The judgement confirmed there is a permanent twenty-five-foot easement for hiking, equestrian trail and bikeway. The judgement also states property owners are required to remove any fences built into the easement and any other obstructions that interfere with the easement, such as decks, patios, pools, etc.

Please see an exhibit showing the location of the three subdivisions, exhibits of the recorded subdivision maps, and the court judgement (in PDF) summarizing the lawsuit findings on the project website at www.citrusheights.net/940.

29. How does easement law pertain to our properties? What liability do property owners have through the easement?

Per CA law code (Government Code 831.4, and Civil Code 846), private property owners are removed from liability to entrant on the land for recreational purposes (with a few exceptions). (Also, see responses #18 and #28 above.)

30. Who is responsible to install and maintain fencing along the easement? What liability do property owners' have regarding the fencing?

If a privately owned fence needs to be relocated as a part of this project, the project will pay for the removal and relocation/replacement of the fence. If a privately owned fence needs replacement, but is not impacted by the project, it will continue to be the owner's responsibility to replace the fence, at their own cost. The project will continue to evaluate this concern and we will update these FAQs as additional information becomes available. (Also, see question #24).

31. What will be the width of each of the facilities through the easement (equestrian, bicycle, pedestrian)? What material will be provided for equestrian use?

The proposed facility is a 10-foot wide shared use path that, per the approved grant, is proposed to be paved with asphalt. There will also be 2-foot wide shoulders on either side of the paved path that will consist of a pervious material like decomposed granite or similar. In the 25' easement between Claypool and Olivine, the remaining 11-feet will be left with native materials. The trail does not provide separate accommodations for equestrian specific use. Equestrians are able to utilize the paved trail, decomposed granite, or the native material.

32. How will the trail installation affect drainage on the adjacent properties?

In order to minimize disturbance outside of the limits of the trail corridor, the trail profile is proposing to maintain the existing ground elevations to the maximum extent possible, while meeting ADA complaint design criteria. With this approach, the project will maintain existing drainage patterns and watershed boundaries to the maximum extent practical. The paving of the trail will increase the impervious surface; however, the project will provide positive drainage throughout the trail system and provide various drainage improvements as needed to ensure there is no increased runoff. Some examples of potential drainage solutions would be bioretention swales, ditches, water quality basins, and other drainage features that comply with Stormwater Low Impact Development and/or Best Management Practices.

In summary, stormwater will flow in similar patterns and directions as it does today. Engineered water quality features will be installed to offset the increased stormwater blocked by the trails new pavement areas for a net-neutral impact to the area's stormwater patterns.

If you have stormwater damage or existing flooding issues, please contact the city to discuss options for

your specific property.

33. Where will people park to access trails at Wachtel and Villa Oak?

In most cases, for trails of this nature, trail users are residents living within walking distance of the trail. Tempo Community Park and C-bar-C Park both provide surface parking for people driving to the parks to use the trail. The project will utilize the existing parking provided at the various park properties and on-street parking (where it is provided/allowed today). Off of Wachtel Way, near the Woodside Oaks/Olivine Open Space, there is a potential area for some parking on the west side of Wachtel Way. This is currently being evaluated as part of the project, but construction is dependent on available funding. On-street parking is available along many of the trail crossing points including Streng Avenue and Villa Oak Drive.

34. Who will be responsible for dog waste pickup?

Pet owners are responsible for cleaning up after their pets. To encourage this, the project will place waste stations/receptacles in locations along the trail to encourage responsible pet ownership practices.

35. Where can we find a copy of the Creek Corridor Trail Feasibility Study document?

The Creek Corridor Trail Feasibility Study can be found on the City's web site by searching the document name or at the following web address <http://citrusheights.net/546/Creek-Corridor-Trail-Project>.

36. How does the Electric Greenway fit into the regional trail system? Why is the trail ending at Wachtel Way?

The proposed Electric Greenway Trail Project is part of a larger trail within the City of Citrus Heights. The City's General Plan, Bikeway Master Plan, and Pedestrian Master Plan depict a trail along Arcade Creek from Wachtel Way to Van Maren Lane (near Sylvan Library).

Outside the City of Citrus Heights, Sacramento County's Bikeway Master Plan anticipates additional trail construction east of Citrus Heights towards the American River trail. The Sacramento County Bikeway Master Plan is available here: http://www.sacdot.com/Documents/A%20to%20Z%20Folder/Bikeways/SCBMP_North_Wallmap_Rev4.pdf (Note: this is a very large file and may take several minutes to download depending on connection speeds.)

In addition, the City of Roseville Dry Creek Greenway project terminates near the northeast corner of the City near Old Auburn Road and South Cirby Way (See Map). The Dry Creek Greenway connects to the west through downtown Roseville, under Interstate 80 and ending at Cook Riolo Road and further west in Placer County.

Further, a 60- mile regional vision was established connecting south Placer County and North Sacramento County to other regional trails via the Dry Creek Greenway (Kelly hyperlink to attached map). This regional effort proposes connecting this area to the American River Parkway in Folsom as well as the Ueda parkway in Sacramento County. The Electric Greenway plays an important role in the

connecting the City of Citrus Heights to the broader regional trail vision.

37. Have additional questions?

Please contact the Citrus Heights General Services Department at (916) 727-4770 or email the project at electricgreenway@citrusheights.net.

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