



Citrus Heights Creek Corridor Trail Project

Trail Advisory Group Meeting #2

April 30, 2013

6:00 – 8:00 pm

Trellis Hall, Citrus Heights

Project Overview

The City of Citrus Heights is studying the feasibility of establishing a multi-use trail system within the City's 26 miles of creek and SMUD corridors (the Study Area). The study will identify existing conditions, constraints, opportunities, alignment options, phasing options, and cost estimates for a network of multi-use trails for use by bicyclists, walkers, joggers, wheelchair users, and other non-motorized uses.

The City's goals for this project include:

- Improve Mobility
 - *Create new ways to get between local destinations*
- Provide Connections to Complete Streets
 - *Design roadways for all users (pedestrians, bicycles, and cars)*
- Become More Sustainable
 - *Improved air quality*
 - *Reduced greenhouse gases*
 - *Reduce automobile traffic*
- Improve Recreation Opportunities
- Enhance Natural Environment
 - *Improve water quality*
 - *Reduce flooding risks*
 - *Improve access to natural areas*
- Improve Public Health

Attendees

Representatives from eleven of the Trail Advisory Group (TAG) stakeholder organizations attended the second Trail Advisory Group Meeting for the Citrus Heights Creek Corridor Trail Project. Eighteen additional stakeholders and community members also attended the meeting as observers. The attending TAG organizations were:

- Area 4 Agency on Aging
- Citrus Heights Chamber of Commerce
- Citrus Heights Collaborative
- Neighborhood Watch
- Reach - Quadrant A (areas 1, 2, & 3)
- REACH - Quadrant B (areas 6, 7, & 8)
- REACH - Quadrant C (areas 4 & 5)
- REACH - Quadrant D (areas 9, 10, & 11)
- Sacramento Area Bicycle Advocates
- Sacramento Area Creeks Council
- WALK Sacramento

Meeting Goals

- Review schedule and input opportunities
- Present preliminary screening results and receive feedback from stakeholders
- Present draft opportunities and constraints identified by project team and receive feedback

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Stakeholder Engagement Update

Gladys Cornell (Public Engagement Manager, AIM Consulting) opened the meeting with a review of the public engagement program for this project and provided an update on progress to date. The Creek Corridor Trial Project includes a comprehensive public engagement process, which will involve six facilitated discussions and two site walks with the Trail Advisory Group (TAG) as well as community-wide meetings and an online survey. In order to introduce the project to the community at large, the project team has been attending REACH area meetings to provide a project overview and introduce each neighborhood area representative on the TAG. To date, the project team has attended nine of the ten area meetings.

Community Values Review

At the first TAG meeting, stakeholders were asked to respond to the following questions to help identify their community values related to this project.

- What do you want to preserve?
- What do you want to create?
- What do you want to avoid?

The project team compiled the responses to develop the following community value goals, which were reviewed by the TAG,

- Create a system that is safe, accessible to all, and does not destroy the environment.
- Preserve the natural unspoiled beauty of the creek corridors by creating a trail that is the right size for the community.
- Avoid unfriendly or confusing trails and harm to wildlife.

TAG members were also asked to confirm a restatement of values provided at the first TAG meeting, as follows.

- What do you want to create?
 - *A trail system that serves all users (pedestrians, cyclists, older adults, and people with disabilities)*
 - *A safe and convenient network that can be used to meet daily transportation needs*
 - *Opportunities to reduce car trips for school, shopping, work*
 - *A useful and interesting series of trails*
 - *Recreation and access to a quiet place*
 - *A trail that gets away from auto traffic*
- What do you want to preserve?
 - *The creek ecosystem and natural corridors*
 - *Flood protection*
 - *The rural atmosphere and natural beauty present in many of the neighborhoods*
 - *Natural vegetation*
 - *Safety*
- What do you want to avoid?
 - *Steep slopes and areas that are not safe for wheelchairs*

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- *Non-natural materials near or lining the creek*
- *Harm to vegetation or wildlife*
- *A confusing system*

Preliminary Screening Results

Kate Kirsh (Project Manager, Foothill Associates) provided an update of the Preliminary Screening task and exhibits that showed how segments of the Study Area (Cripple, Arcade, and Brooktree Creeks and SMUD corridor) scored for various screening criteria. TAG members provided input and comments on the exhibits as follows.

EXHIBIT 1: CREEK SEGMENTATION – how the three creeks were segmented for purposes of the preliminary screening exercise and the length of each.

Comments:

- *Suggest including the four City quadrants and additional street names.*

EXHIBIT 2: CORRIDOR STRUCTURES – locations of existing structures (buildings) within the Study Area.

Comments:

- *Trails in floodway portion of Study Area could need more maintenance than those outside of the floodway.*
- *Trails create more potential for erosion.*
- *Trails located nest to the creek might discourage adjacent private property owners from dumping yard wastes in the creek or other damaging activities*
- *Most of the structures in the southwest area of the map are homes.*
- *Fewer encroaching structures may make the segment or favorable for trail development.*

EXHIBIT 3: EASEMENTS – Study Area parcels with easements for floodplain, floodway, or drainage; hiking/riding/equestrian use; SMUD infrastructure and maintenance; open space without public access; and/or sewers.

Comments: None

EXHIBIT 4: INTERSECTIONS – intersections by type (arterial, collector, residential) within Study Area.

Comments: None

EXHIBIT 5: PUBLICLY OWNED PROPERTIES – Parcels in Study Area owned by public entities (City/County, SMUD, SRPD/ORPD, Schools).

Comments:

- *Schools may have problems with public trail adjacent to the school.*
- *Solid red lines in area near Van Maren Ln. and Auburn Blvd. are narrow parcels owned by the City or County.*

EXHIBIT 6: EXISTING TRAIL USE – segments within Study Area where trail usage already exists by type (improved or informal)

Comments: None

EXHIBIT 7: PROXIMITY TO OPPORTUNITIES – location and type of key destinations relative to Study Area (business professional, general commercial, public, school, open space).

Comments:

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- *Shouldn't libraries be considered as public areas on this map? For example, I noticed that Sylvan Library is not highlighted. It is included on the map on Exhibit 5.*
- *Maybe rename creek labeled as "Unknown" to "Trib 1" and "Trib 2" (Arcade Trib1 and Arcade Trib2)*
- *Need explanation for Class I, II, III bicycle routes. Colors of different types of routes are hard to distinguish.*
- *Information on current use of trails.*
- *The large red area the southeast corner of map is Birdcage Mall and surrounding commercial development.*

EXHIBIT 8: CONNECTIVITY – potential of Study Area segments to connect to opportunities shown on Exhibit 7 ranked as very high, high, moderate, or limited.

Comments: None

EXHIBIT 9: CORRIDOR CONDITIONS – development condition of study Area segments (mostly natural, moderately natural, limited natural, mostly developed, or all developed).

Comments:

- *Trails should avoid natural resources of higher value – i.e. oak trees.*

EXHIBIT 10: RESULTS – preliminary feasibility screening of Study Area segments (very high, high, moderate, low).

Comments:

- *Missing some streets on map where canal is directly behind homes on both sides of Canal. City tried selling canal. (area indicated at Canal R1)*
- *Would like to see examples of different types of trails in the region.*
- *Would really like to see connections between retail areas if at all possible.*
- *Arcade R3 could be "very high" based on its connecting two "very high" trails.*

A general discussion about the Preliminary Screening process and results then took place, with the following questions and comments.

- Are there any creeks located to the west of I-80 within the City limits?
 - *Response: No.*
- Is there a creek that is not named?
 - *Response: Tributaries of Arcade and Cripple Creek are not named and are referred to as Tributary 1, Tributary 2, etc. for this project*
- It would be helpful to see more detailed maps that show more of the smaller side streets and street names.
- Will bridges be constructed in areas that require crossing the creeks?
 - *Response: If a trail crosses a creek, some type of constructed crossing will need to be provided to prevent bank erosion and provide safe conditions for trail users.*
- Will eminent domain be used to acquire land where the trail may run through private property?
 - *Response: It is very early in the process; the mapping of property ownership will be completed as the project moves forward. Property ownership will be one of many determining factors of trail feasibility. The City's goal is to minimize impacts to private property and eminent domain is not likely for a project of this nature.*
- Is the idea to create a loop through the City?

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- *Response: Part of the vision of this project is to build regional connections to other trails. Loops could also be created within the City. The full implementation of these would be a long term effort that would be constructed in phases.*
- Will parking be provided at trail heads?
 - *Response: Yes, part of the study includes identifying “nodes” or places where you can park and create amenities.*
- What differentiates the “high” and “very high” classification in the results map?
 - *Response: These are relative scorings. The segments rated “very high” have fewer constraints to trail development than those rated “high.” Any of the evaluated criteria could have contributed to the differences in rating.*
- Would all trails be within the 100 year floodway?
 - *Response: We would prefer to keep trail construction out of the floodway as much as possible. Note that the floodway is the area within the 100-year floodplain required to convey flood flows downstream. It is a smaller area than the 100-year floodplain. Our Study Area is defined as the floodway plus 50 feet on either side to allow area for placing trail alignments out of the floodway where feasible.*
- What is the difference between “mostly natural area” and “moderate natural area”?
 - *Response: Again, these are relative ratings. A “mostly natural” has less development than a “moderate natural” area. The project team will be looking at how to align the trail to limit impacts to natural areas.*
- Can you define what you mean by “natural”?
 - *Response: “Natural” refers to an area that is not developed and has no structures in it, for example it is not a backyard. The TAG field trip will be a good opportunity to point out examples of what the project team deemed “natural” areas.*
- What was looked at in terms of connectivity? Were commercial connections broken down by type? For example someone may be more interested in walking to the grocery store than to the mall.
 - *Response: The connectivity map shows key commercial areas and the potential to connect those areas to neighborhoods. At this level, commercial areas were not broken down by type; however this distinction could come into play as segments are ranked by the value of the connection. Connections to commercial areas are useful for both consumers and employees. For example mall employees may be very interested in riding their bicycles to their place of employment.*
- How wide would the trails be?
 - *Response: Trail dimensions may vary based upon site constraints, however, typically a dedicated Class I trail includes a 10’ wide paved trail along with 2’ wide unpaved shoulders on each side for a total of 14’. Caltrans minimum trail design standards include an 8’ wide paved trail with 2’ unpaved shoulders on each side for a total of 12’.*
- Can you explain the difference between Class I, II, and III bike trails?
 - *Response: Class I is a paved trail separated from traffic lanes; Class II is a designated on-street stripe, bike lane; and Class III is a designated bike route without separation from traffic lanes or striping.*
- Is there a budget for entire trail construction project or part of it?

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- *Response: At this point in the process, the project team does not know how many miles of trail will be feasible; near the end of the process it will be possible to estimate approximate cost. At that time, the City will begin identifying appropriate funding sources.*
- Would it be useful for TAG members to visit other trails in the region such as the American River bike trail?
 - *Response: The project team can provide a list of trails in the region for the TAG to visit if they would like to. It is important to remember that different trails operate differently to meet the needs of the community.*
- Would the Citrus Heights Police Department be responsible for patrolling the trails?
 - *Response: Yes, the police department would be responsible for patrolling the trails.*

Opportunities and Constraints

Kate Kirsh (Project Manager, Foothill Associates) provided an explanation of common opportunities and constraints. TAG members were then asked to comment on these or suggest other opportunities and constraints for consideration. Comments and questions included:

- Can you define what opportunities and constraints are?
 - *Response: Opportunities are conditions that support the implementation of the multi-use trail network. These include: open corridors, distance from homes, level topography, choice of alignments, and connections to key destinations, homes, or streets. Constraints are conditions that limit the implementation of the multi-use trail network. These include: unstable creek banks, private property, narrow corridors, channelized creeks, challenging intersections, sensitive resources, and safety concerns such as visibility and accessibility.*
- It would be nice to create areas that can be “extra accessible” such as a short loop or nature viewing area for people with limited mobility who would like to enjoy the creeks.
- This project is a wonderful opportunity to enhance amenities in Citrus Heights that will raise property values and improve local connectivity.
- I can see that there will be safety concerns from nearby neighbors.
- Will skateboarders or high speed traffic be allowed?
 - *Response: There will be “share the trail” rules that govern use of the trails to provide for the safety of all allowed uses. Typically, skateboarders would be allowed and regulated by these rules. Speed limits will also be included in these rules. Speed limits for safe speeds of travel will consider visibility, multiple uses, intersections, and the trail configuration. For example, traffic will need to slow down in response to locations where the trail is very winding or intersecting other routes.*
- The trail creates an opportunity to create a separation between public and private space. Currently some home owners have back yard landscaping very near the creek that includes invasive non-native plants that can have a negative effect on the whole system. Also the trail may help to prevent dumping and littering in the creek corridor.
- Is it possible to have separate trails for separate users?
 - *Response: There would have to be enough space to create two paths. This is something that can be evaluated in another phase of the project as trail design is analyzed more closely.*
- How will the trail affect wildlife that live in the creek corridor?
 - *Response: Wildlife in the area will be evaluated and included in the analysis. It’s too early to say how any specific wildlife in any specific area would be affected. Some species may respond favorably to the introduction of trails while others would not. Remember that any*

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trail construction project will be subject to CEQA and regulatory permitting to protect wildlife.

Next Steps:

- Project information is available on the project website at www.chcreektrails.net
- Next TAG meeting – Field trip:
Wednesday, May 29th
9:00 – 11:00 am
Meet at Trellis Hall, Citrus Heights
Transportation will be provided by bus for primary representatives or alternates serving as a primary only. We ask that any other attendees provide their own transportation.