

February 4, 2022

The Arcade-Cripple Creek Trail Project is nearing the end of the design phase and gearing up for Construction! Between December 6, 2021 and January 4, 2022 the draft plans were on the City's website (<http://www.citrusheights.net/940>) for review and comment.

Table 1 lists the comments received on the DRAFT plans which were submitted to the Project Team during this public review period. Letters/Emails received are coded with letters (A, B, etc.).

Table 1

Letter	Date
A	12/8/21
B	12/14/21
C	12/16/21
D	1/1/22
E	1/2/22
F	1/6/22
G	1/4/22
H	1/4/22
I	1/4/22

The written comments received on the Draft Arcade Cripple Creek Trail Project Plans are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

Each letter is lettered or numbered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Letter A

From: [REDACTED]
To: [ACCT](#)
Subject: Arcade-Cripple Creek Trail Comments
Date: Wednesday, December 8, 2021 7:18:42 PM

Good evening,

Overall, I'm excited to see the trail project opening up and joining these different areas. My areas of concern are -

- I don't know if the crosswalk lights on sheet C17 will be sufficient to protect pedestrians and bicyclists crossing at this point, folks drive very fast through here. A-1
- I have a similar concern with the crossing on Woodmore Oaks (sheet PD2), folks routinely run the stop signs through here. Will there be sufficient lighting for pedestrians to be visible when crossing? I do not see streetlights near the crosswalk in sheet E8. A-2
- Will the dirt pedestrian paths in Sundance Park remain after this project is complete? A-3
- Will the parks remain accessible during construction? A-4
- Why is a CCTV camera only on the crossing at Villa Oak Dr? A-5
- Will the trail lights be shielded to keep the light on the trail and not affect nearby residences? A-6
- What is the expected lifespan of the batteries in the solar lights and what is the long-term maintenance plan? A-7

Thanks,

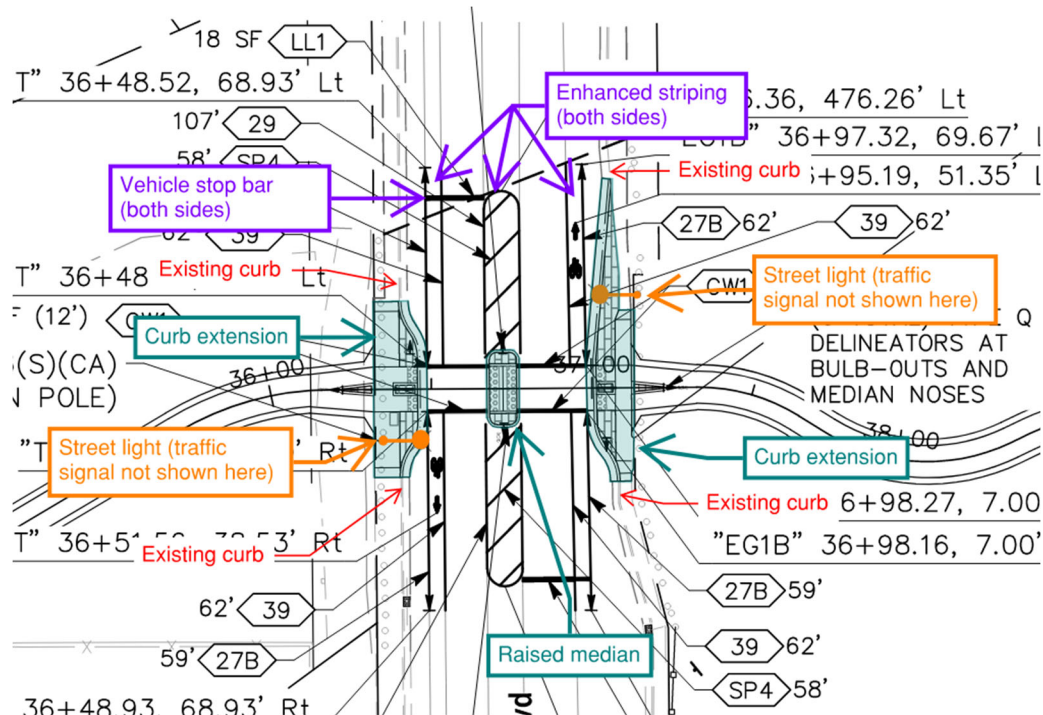
[REDACTED]

Response to Letter A:

Response A-1: Sheet C17 shows details regarding the new signalized trail crossing of Fair Oaks Blvd.

This project will install a new traffic signal for the trail crossing. When a trail user arrives at either side of the crossing, they will press a pushbutton to activate the signal to change from green to yellow and then red. When faced with a red light, vehicles must come to a complete stop. Once the light turns red for vehicles, the trail user will get a signal that it is safe to cross the roadway. In order to bring awareness to drivers of the upcoming traffic signal, yellow flashing beacons will be installed 200 feet in advance of the traffic signal in both the northbound and southbound directions. The new traffic signal also includes the addition of two new streetlights, to be installed on either side of the roadway, increasing overall lighting of the crosswalk during dark hours. All of this increases safety of the proposed crossing.

As an additional safety measure for trail users, the project will also install curb extensions, a median, and striping enhancements, as shown on sheet PD2 and in the image below. These changes will reduce the crossing distance for trail users and increase visibility of trail users to vehicles. Reduced vehicular lane widths have been shown to slow traveling vehicles.



Please refer to sheet E-1 and E-2 for the traffic signal design, including the addition of 2 new street lights.

Response A-2: Sheet PD2 shows the pavement delineation on Highwood Way and Woodmore Oaks Drive. Sheet E8 shows the installation of a rectangular rapid flashing beacon (RRFB) system at the Woodmore Oaks Drive crossing.

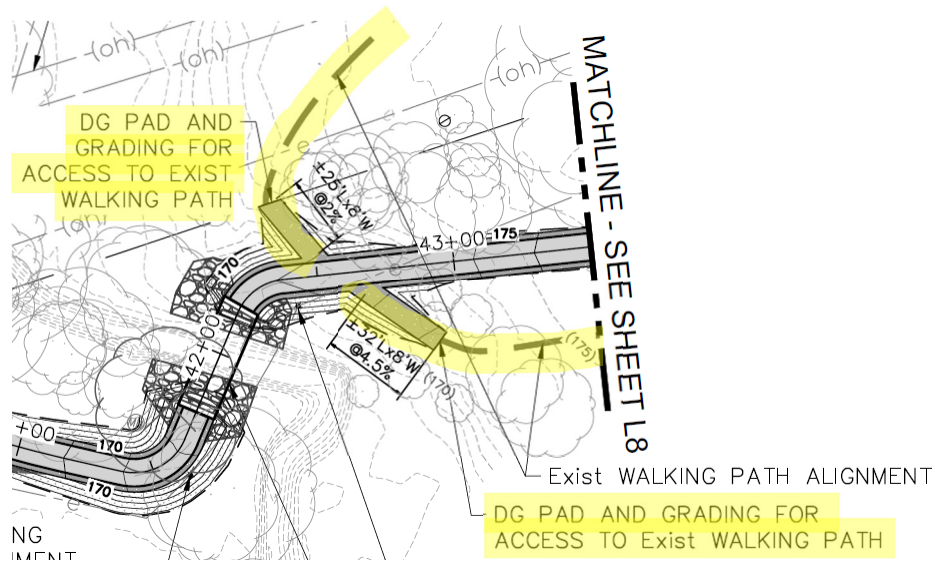
This project will install aRRFB system (flashing beacons with pedestrian crossing signs) for the new unsignalized crossing at Woodmore Oaks Dr. How the RRFB system works is when a trail user arrives at either side of the crossing, they will press a pushbutton activating the RRFB. When activated, the lights facing the travel lanes will flash at a high intensity, irregular pattern to bring awareness to drivers that the crossing is in use.



Sample RRFB installation

The RRFB will be installed along with curb extensions to increase visibility of those waiting to cross (see sheet C18), as well as bike lanes and narrowed vehicular travel lanes which will help to reduce vehicle speeds on Woodmore Oaks Drive. Unfortunately, due to the location of SMUD's overhead high-transmission electrical lines, installation of poles taller than those of the RRFB at the Woodmore Oaks Drive crossing are not permitted, and therefore, additional lighting at this specific location is not feasible. However, as the trail will have significantly less use after dark and be closed from 10PM to dawn, use of the new crosswalk at Woodmore Oaks during dark hours is anticipated to be minimal and the enhanced crossing features, including the RRFB, already included in the design will increase safety.

Response A-3: Within Sundance Natural Area, the proposed paved multi-use trail will largely follow and replace the primary existing, informal, dirt path. However, currently within the park are several smaller, connecting paths. These smaller dirt paths will remain and connections to the proposed, paved trail will be established. The existing paths to remain can be seen on sheets L7 and L8, and are shown by a dashed gray line. See example below. Note, "DG" shown on the example below stands for decomposed granite, which is a stabilized material that will last for a long time.



Screenshot from page L7

- Response A-4: The parks along the trail alignment will largely remain open during construction. When active construction is occurring in a specific park, partial closures are likely to be required to ensure safety for all.
- Response A-5: The installation of a CCTV camera at Villa Oak Drive is proposed as part of a pilot installation. This location was selected, in part, due to the close proximity of existing City infrastructure to support the installation including electrical connections and existing street light poles. After a period of time, the use of the CCTV, as well as maintenance costs and effectiveness, will be evaluated and additional CCTV cameras could be installed along the trail based on community feedback and available funding.
- Response A-6: The proposed trail lights have the option for a backlight shield. However, these lights will also be a lower profile than typical street lights and shielding will not be necessary at all locations. Where typical streets lights in Citrus Heights residential neighborhoods are 20' tall, the new trail lights will have a max height of 15' within the parks and 12' at locations adjacent to private property. Due to the lower height near private property and the location of the lights within the park, shielding will not be necessary on the majority of lights. However, the proposed lights do have the option for backlight shielding and the City will work with adjacent property owners on a case-by-case basis to determine if shielding is appropriate.
- Response A-7: The proposed batteries have an advertised 8-10 year lifecycle; however the manufacturer has reported that testing shows they should last up to 18 years. The replacement of the batteries in the future will be the responsibility of the owner/operator of each light. At locations within the parks, this will be the responsibility of the corresponding park district. At locations within City easements and on City owned property, this will be the responsibility of the City and will be budgeted for out of the City's yearly maintenance funds.

Letter B

From: [REDACTED]
To: [ACCT](#)
Subject: Concerns about the proposed Arcade-Cripple Creek Trail Project
Date: Tuesday, December 14, 2021 9:39:17 PM

My 2 major concerns about the proposed trail are:

1. The proposed crossing at Fair Oaks is unsafe - it is too far from the parking lot, too close to trees, etc. and residential property. Driving routes are established and will be a hazard if there are major changes in the familiar pattern.

B-1

2. I do not understand how there can be a viable trail at the intersection of Highwood Way and Woodmore Oaks. This is already a problem with drivers who do not stop or signal, etc. I have lived 5 houses above this intersection since 1969 - when Highwood Way was a deadend at the 7th house. THEN more houses were built and a blind corner was created plus no sidewalk on one side of the street. My tax dollars at work?

B-2

It is my hope that all of the possible problems and challenges will be carefully considered. A deadline for comments that occurs during a major holiday period does not increase my confidence in the final outcome.

With apprehension,

[REDACTED]

Response to Letter B:

Response B-1: The trail crossing of Fair Oaks is proposed at the safest location between Tempo Community Park and Sundance Natural Area. The location of the trail crossing was evaluated by several licensed traffic engineers. Alternate crossing locations were analyzed, however the proposed location was found to have the least impacts to traffic operations and the greatest increase to trail and pedestrian/bike safety. In addition, the physical amenities and the layout of Tempo Community Park limit the potential locations for trail connections. The proposed location has been evaluated for, and meets all sight distance requirements. Neither trees nor private properties limit visibility of the crossing.

The traffic operations in relationship to the ingress and egress of the Tempo Community Park parking lot has been evaluated. The proposed signalized crossing will have adequate space, sight distance and will not impede the parking lot operation.

To see a similar crossing, Sacramento County recently installed a signalized pedestrian crossing just south of the Orangevale Recreation and Park District offices at 6826 Hazel Ave. The new signalized crossing on Hazel Ave is located approximately the same distance from the parking lot access as the proposed signalized trail crossing on Fair Oaks Blvd and operations will be very similar.

See also response A-1.



Aerial of Hazel Avenue Signalized Pedestrian Crossing



Hazel Avenue Signalized Pedestrian Crossing

Response B-2: No trail construction is proposed at the intersection of Highwood Way and Woodmore Oaks Drive. The Arcade-Cripple Creek Trail will terminate at the eastern terminus of Sundance Natural Area. Pedestrians can then proceed to use the existing sidewalk along Highwood Way and Woodmore Oaks Drive while bicyclists can continue on-street along Highwood Way and use the existing Class 2 striped bike lanes along Woodmore Oaks Drive, as they can currently do today. Both user groups will then be able to rejoin the Arcade-Cripple Creek Trail on the east side of Woodmore Oaks Drive (north of the existing 7-11).

Neighborhood concerns regarding vehicular compliance of the all-way stop at the intersection of Woodmore Oaks Drive/Highwood Way have been forwarded to the Sacramento County Department of Transportation who is looking at engineering and enforcement solutions to address this existing concern. However; implementation of traffic calming and/or vehicular compliance improvements are not an eligible use of the Active Transportation Program grant funds that have been programmed for construction of the Arcade-Cripple Creek Trail Project.

Letter C

From: [REDACTED]
To: [ACCT](#)
Subject: Trail Questions
Date: Thursday, December 16, 2021 4:52:32 AM

How will the new trail impact the open area next the the 7-11 on Woodmore Oaks?

C-1

[REDACTED]

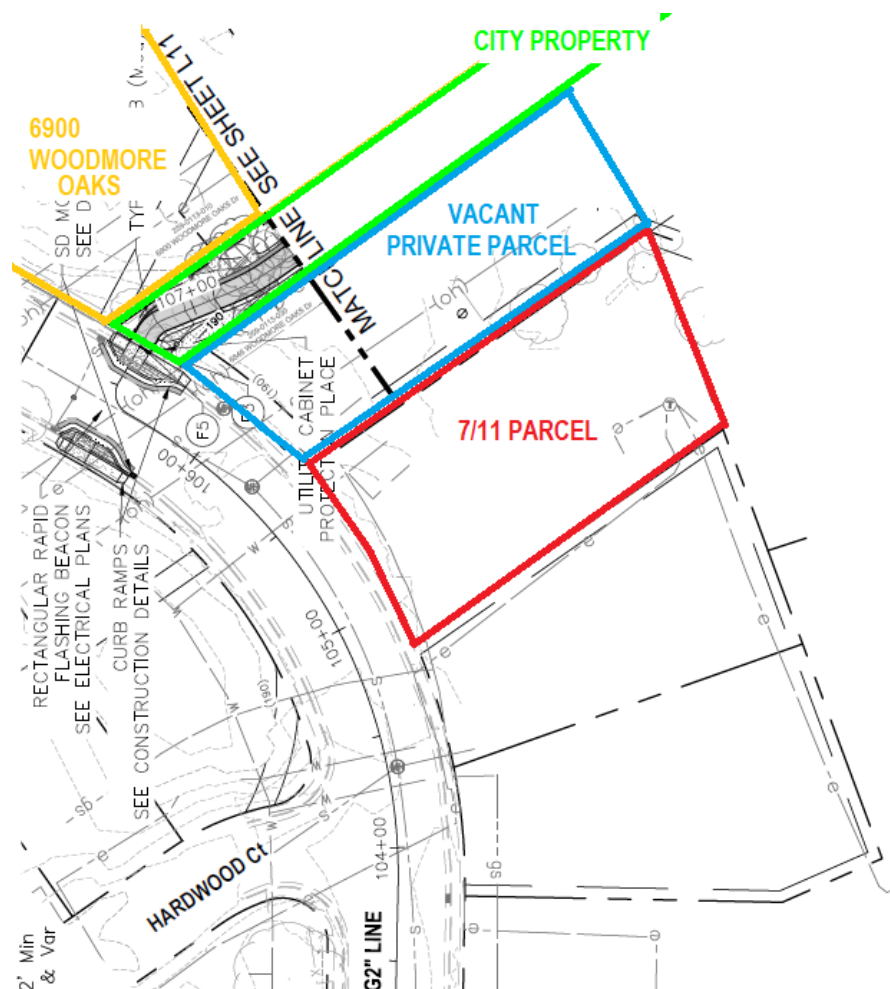
Response to Letter C:

Response C-1: The proposed Arcade-Cripple Creek Trail will be located within the City owned parcel (shown in green, below) along the fence/southern property line of the property at 6900 Woodmore Oaks Drive located on the corner of Woodmore Oaks and Drywood Way (shown in orange/yellow in the diagram below).

There is an existing vacant lot just north of 7-11 and south of the trail alignment (shown in blue) that will not be impacted by the trail project. The vacant lot next to the 7-11 parcel is privately owned and neither the City, the County, nor Orangevale Recreation & Park District have any rights to construct improvements on this privately owned parcel. The City owns only the 30' wide parcel where the trail is currently proposed (shown in green, below).

In addition to the trail itself, trail lighting will be installed as well as a trash receptacle, pet waste bag dispenser, and boulder seating.

See Pages L10, L11, E17, PL5 and TR3 of the planset for detailed information on the trail alignment at this location.



Letter D

From: [REDACTED]
To: [ACCT](#)
Subject: Arcade-Cripple Creek Trail Project Concerns!
Date: Saturday, January 1, 2022 11:08:33 AM

To City of Citrus Heights Planning;

I am officially sending you my own personal concerns with the draft plans that were sent out. I did find them not clear as to certain landmarks that would have helped to understand such as the crosswalk on Fair Oaks Blvd. in relation to the existing entrance to Sundance Parks. The lighting pages in the draft show the lighting ending at entrance to Sundance Park at Highwood Way and then again starting at the Woodmore Oaks Dr./Drywood corridor. Being the whole trail will be lighted according to Casey's comments, you are saying Highwood Way and Woodmore Oaks Dr. are considered a connecting route and not part of the trail. That is unfair in calling it a connecting route when indeed it is part of this trail and should be treated so. Lights need to be installed on Highwood Way to not cause accidents especially around the S Turn on Highwood Way. Also, four way solar blinking stop signs are needed at the intersection of Highwood Way and Woodmore Oaks Dr. as well as 3 way solar blinking stop signs installed at Drywood Way and Woodmore Oaks Dr. and possibly at the Drywood corridor where a crosswalk is suppose to be. Is there also a crosswalk on the corner of Highwood Way and Woodmore Oaks Dr.?

D-1

D-2

I added some more concerns:

1. Entrance to Sundance Park from Fair Oaks Blvd. – the City wants to move the current entrance which is in “line of sight” to cars pulling out of Tempo Park to a new entrance very close to the bridge which has been a homeless encampment problem for years. The City wants it to line up with their Trail at Tempo which is on the other side of the tennis courts and close to the creek. Orangevale Board needs to take a serious look at this. When looking at C BAR C Park on Oak Avenue, the cars exit the parking lot and there is an existing walkway across Oak Ave. right there- this is “line of sight”.
2. The existing bridge in Sundance Park could use a facelift with rails but to raise it almost five feet would cause due to flood zone and ADA requirements also needs to be talked about since this will attract more homeless inside an area in the park that is obstructed from views.
3. Citrus Heights is calling Highwood Way and Woodmore Oaks Dr. connecting routes to the trail; therefore, no lighting will be implemented. The draft lighting plans stop at the entrance to Sundance Park at Highwood Way and then start again at the corridor of Drywood Way adjacent to the 7 Eleven. This is not right. Highwood Way and Woodmore Oaks Dr. are part of this trail and need to be lighted. Casey mentioned the whole trail project will be lighted, but they do not have the funds to light an area they want to call a connecting route. This means they want the Sacramento County to cover the cost of the lightings of these streets and that is not fair. Also needed are solar stop signs at Highwood Way and Woodmore Oaks Dr. as well as Drywood Way and Woodmore Oaks Dr. At this point in time, neither Sue Frost or Matt Hedges have commented on this, and this is also a big concern.
4. The number of trees already cut and the many more. I mentioned this to the Leslie and Casey of Citrus Heights, and they are saying they had nothing to do with the trees that were already cut in Sundance Park. SMUD says they only cut trees within 35 feet of their power lines, yet many are well past the 35-foot mark. Orangevale Parks I believe is also saying they had nothing to do with this, so we are not getting the total truth on who was behind this.

D-3

D-4

D-5

D-6



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ARCADE-CRIPPLE CREEK TRAIL PROJECT

Response to Public Comments on Draft Construction Plans

I wish the timing of this would have allowed us to get the news out in our monthly Woodmore Oaks Neighborhood Watch Newsletter but this timing was between publications which I see as not being cooperative to our community.

D-7

Happy, Safe & Healthy New Year,



Response to Letter D:

Response D-1: See Response to B-2

Response D-2: Neighborhood concerns regarding vehicular compliance of the all-way stop at the intersection of Woodmore Oaks Drive/Highwood Way and Woodmore Oaks Drive/Drwyood Way has been forwarded to the Sacramento County Department of Transportation who is looking at engineering and enforcement solutions to address this existing concern.

The horizontal curvature of Highwood Way is an existing condition of this residential roadway. However; as it is a public roadway, pedestrians are currently allowed to walk on the sidewalk and bicycles are allowed to ride on the road and the project does not propose any changes to the existing conditions. Concerns regarding existing safety of this roadway have been forwarded to Sacramento County Department of Transportation.

However; please note that the trails within the parks will be closed from dusk to dawn and the number of people using the on-street connections during dark hours when street lights would be in use is anticipated to be minimal. Furthermore, per the California Vehicle Code (CVC) Section 21201, bicyclists riding at night must have a white headlight as well as a rear reflector.

See also Response B-2.

Response D-3: The proposed trail crossing of Fair Oaks Boulevard is located north of the existing Tennis Courts in Tempo Park and south of Arcade Creek in Sundance Park to address a number of challenges. The final location of the crossing was selected based on review and analysis by several licensed traffic engineers and was determined to have the least impacts to traffic operations and the greatest increase to trail and pedestrian/bike safety.

Locating the trail south of the tennis courts would be challenging due to grade differences as you approach Fair Oaks Boulevard as well as the physical constraints between the tennis courts, existing park amenities, and existing parking lot bollards.

In addition, any location that does not allow a direct access across Fair Oaks will increase the likelihood that pedestrians and bicycles will not use the signal. If the trails on the east and west sides of Fair Oaks Boulevard do not align, it is likely people will continue to run across Fair Oaks Boulevard.

The traffic operations in relationship to the ingress and egress of the Tempo Community Park parking lot has also been evaluated. The proposed crossing location will have adequate space, sight distance and will not impede the parking lot operation.

See also Response B-1 and H-6.

Response D-4: The existing bridge in Sundance Natural Area does not meet Federal, State, or local standards for location within a floodway or the American's with Disabilities Act (ADA) requirements. The commenter notes that the bridge could "use a facelift with rails," however, any improvements to the bridge triggers compliance with all Federal, State, and local requirements. Although a new surface and installation of handrails would potentially improve ADA compliance across the bridge itself, they would conflict with floodway requirements and increase flood risk for surrounding properties.

The proposed elevated pedestrian bridge across Arcade Creek will provide improved lines of sight into the creek channel as compared to the existing bridge. Rip-rap (large rocks for slope stabilization) will also be installed which minimizes the potential for gathering under the bridge. As shown on the bridge profile on sheet S4, the Project Team has developed a design that minimizes room for an encampment. The slopes leading to the bridge are steep and the bottom of the bridge is only a foot or so above the rip-rap placement.

See also Response H-7 and H-8.

Response D-5: See Response B-2 and D-2.

Response D-6: The vast majority of Sundance Park is located within SMUD's existing Electric Transmission Line Easement. SMUD regularly performs vegetation management within their easements to protect electric infrastructure and to reduce the risk of wildfire.

The Project Team has no control over SMUD's Vegetation Management policies and schedule, and public safety for fire prevention takes precedence over SMUD property. Prior to the removal of the trees in Sundance Natural Area, SMUD staff informed the Project Team, Orangevale Recreation and Park District as well as adjacent residents of the planned vegetation management the park.

SMUD Vegetation Management team walked the corridor with concerned residents and identified all work prior to commencement. All SMUD work within the Electric Transmission Corridor up to this point is independent of the Arcade-Cripple Creek Trail Project and has been completely and solely for the purpose of SMUD's vegetation management in compliance with their current policies and procedures.

Response D-7: The Project Team is unaware/unfamiliar with the Woodmore Oaks Neighborhood Watch Newsletter. The Project Team has listened to and addressed community feedback since the onset of the project (2018) and incorporated requests and comments into the project plans as feasible. The Project Team continues to adhere to a transparent community engagement process, including solicitation of community feedback on the DRAFT construction documents.

Incorporation of some community requests are not feasible due to regulatory requirements, hydrology, and funding restrictions. However, as demonstrated



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Response to Public Comments on Draft Construction Plans

through the project modifications related to tree removal and lighting, the Project Team continues to incorporate feasible changes, requests and suggestions.

Letter E

From: [REDACTED]
To: [ACCT](#)
Subject: Fwd: Proposed trail
Date: Sunday, January 2, 2022 9:41:19 PM

----- Forwarded Message -----

Subject: Proposed trail

Date: Sun, 2 Jan 2022 21:36:47 -0800

From: [REDACTED]

To: "CityCouncil@citrusheights.net Director@ovparks.com Sue" @suefrost.net

I have been a resident since 1969 on Highwood Way - 4 houses east of Woodmore Oaks. I have submitted my thoughts on the proposed project but am requesting a delay to allow for a public hearing. (Please note I have already submitted an e-mail concerning this matter).

E-1

My major concerns are: a lack of safety concerning the Fair Oaks crossing, building an additional bridge (for an additional encampment?), removing mature trees and thereby reducing the natural habitat. I feel this "plan" has been concocted without adequate opportunity for the public, i.e. taxpayers, to have a voice. PLEASE RECONSIDER!

E-2

In frustration,

[REDACTED]

Response to Letter E:

Response E-1: Public outreach and engagement for the Project has taken several forms. All residents who live within 1000' of either a park through which the trail is proposed, or from the trail itself (whichever is greater) have been notified of all community meetings and workshops; residents outside this area who attended meetings or contacted the Project Team with project related questions or comments, were also added to the project mailing list and e-mail list.

The Project has been the subject of articles in the both the Citrus Heights Sentinel and Citrus Heights Messenger. The project was also discussed at various Sunrise Recreation and Park District (SRPD) and Orangevale Recreation and Park District (ORPD) Board meetings, Citrus Heights City Council meetings, neighborhood meetings, and on multiple public social media platforms. In addition, various Open Houses (both in person and virtual) have been held throughout the life of the project soliciting feedback.

The following is a list of community engagement that occurred as part of the development of this project:

October 26, 2017: City staff gave an update at the regularly scheduled Citrus Heights City Council Meeting regarding the recent award of Active Transportation Program (ATP) funds to design and construction the trail project.

September 20, 2018: SRPD Board Meeting. A presentation was given by SRPD staff at the Board meeting regarding the Project.

December 13, 2018: City staff presented an update on the Arcade-Cripple Creek Trail Project at the regularly scheduled City Council Meeting. Information on the upcoming Open House was included.

January 8, 2019: The project partners hosted an in person Open House to inform the community and solicit feedback and comments regarding the Project.

February 19, 2019: Neighborhood Area (NA) 7/8 Meeting. City staff presented the project, answered questions and solicited feedback during the Citrus Heights NA 7/8 meeting.

March 25, 2019: NA 10 Meeting. City staff presented an update on the project and was available to answer questions and receive comment at the Citrus Heights NA 10 meeting.

April 2, 2019: Claypool/Olivine Neighbor Meeting. The City hosted a meeting with the residents living along Olivine Avenue and Claypool Way between Oak Avenue and Wachtel Way. This meeting was to address specific concerns and answer questions regarding this portion of the trail.

April 10, 2019: Individual letters were mailed to all property owners on Claypool Way and Olivine Avenue adjacent to the trail, offering to meet and discuss the Project as it specifically related to their properties. Engineering, Planning and Police Department staff were available to answer and address any questions. One property owner set up a meeting and met with staff.

May 8, 2019: NA9 Meeting. City staff presented the project, answered questions and solicited feedback during the Citrus Heights NA9 meeting. At the end of the meeting, NA9 stated it is in support of the Project.

May 21, 2019: The Project partners hosted a second Open House to inform the community and solicit feedback and comments regarding the Project. In addition, copies of the draft IS/MND were available for review.

May 21 - June 4, 2019: The Project partners hosted a Virtual Community Workshop (VCW). The VCW provided community members an opportunity to learn about and provide input on various Project specifics including design aesthetics, potential locations and type of trail lighting, etc. Laptops and paper copies were available at the May 21st Open House for those who wanted to participate at the meeting.

June 27, 2019: City Council Public hearing. A public hearing was held on the Arcade-Cripple Creek Trail Project for the adoption of the Mitigated Negative Declaration for the Project. The City Council, as lead agency, adopted a resolution adopting the Mitigated Negative Declaration.

November 12, 2020 – City staff gave a presentation regarding the project at the regularly scheduled City Council Meeting. At the conclusion of this meeting, City Council adopted the formal trail name of “Arcade-Cripple Creek Trail”; selected from a group of public nominations for names.

March 2, 2021- Stakeholder walk of Sundance Natural Area coordinated by Woodmore Oaks neighborhood residents Peg Pinard and Tom DiGiacomo. The Project Team met with neighborhood stakeholders, Citrus Heights Councilmember Shafer, and ORPD staff in Sundance Natural Area and walked the trail alignment to discuss project details.

March 11, 2021: ORPD Board Meeting. Citrus Heights staff gave a presentation at the regularly scheduled ORPD Board meeting regarding the project status including the proposed trail alignment, design elements, and Fair Oaks Crossing. City staff answered questions from both the public and Board members.

December 6, 2021-January 4, 2022: Draft construction documents available for review on project website. During this time, city staff met with representatives from the Woodmore Oaks Neighborhood to explain details of the plan and answer questions.

In addition, throughout the entirety of the project, the City has maintained a project email and has regularly received and responded to email and phone calls from members of public regarding the project.

Since 2019, the Project Team has been deeply involved in development of the DRAFT Plans for the project that will ultimately be used for project construction. Community feedback has been incorporated into the project plans as feasible, including a 70% reduction in tree removal and incorporation of trail lighting along the length of the multi-use trail.

Plans were not released publically until the project details were thoroughly analyzed to ensure the plans met industry standards and incorporated feasible community feedback. Since these plans are deeply technical in nature, it is not typical for these plans to be reviewed by community members, as the more digestible review had occurred previously and been adopted through the approval of the Mitigated Negative Declaration in 2019.

However, as requested by community members, and in an effort to allow for additional opportunity to provide input on the design of the project, the Draft plans were posted on the City's website for public review and comment between December 6, 2021 and January 4, 2022.

Response E-2: The commenter states that they are concerned about the building of an additional bridge. The project will construct two bridges. One will replace the existing bridge in Sundance Natural Area across Arcade creek to update and meet current floodway and ADA requirements, the other is a new bridge across Cripple Creek in Olivine Open Space. The commenter does not state what the concerns are. The commenter expresses concerns regarding "encampment" opportunities associated with the bridges. Please see Response D-4 regarding this issue.

Tree removals will occur as part of the project. However, the number of tree removals has been reduced by over 70% from the initial worst case scenario numbers that were disclosed during the environmental review process. Currently, along the entire 2.9-mile trail alignment 82 trees are planned for removal. Of these, a 16 have been determined by a certified arborist to either be dead or in significantly poor health. The design team has spent considerable time refining the trail alignment and developing design elements to reduce tree impacts as much as possible.

The commenter states that they are concerned there was not adequate opportunity for the public to have a voice during this project. Please see response E-1 for various opportunities that have been provided throughout the entirety of the project design.

The commenter states they are concerned regarding the safety of the Fair Oaks Blvd trail crossing. See Responses A-1, B-1, and D-3.



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ARCADE-CRIPPLE CREEK TRAIL PROJECT

Response to Public Comments on Draft Construction Plans

Letter F

From: Sue Frost [REDACTED]
Sent: Thursday, January 6, 2022 10:04 AM
To: [REDACTED]
Cc: Kempenaar, Casey <ckempenaar@citrusheights.net>; Tim Schaefer [REDACTED]
Subject: Re: Arcade-Cripple Creek Trail Project

Hi Casey or Tim,
I think this public process is headed up by Citrus Heights. See below.
Sincerely,
Sue

On Jan 3, 2022, at 4:20 PM, [REDACTED] wrote:

We would like to request a time extension for the communities input regarding this trail project. Due to the holidays and the ongoing Covid situation, many of us have not had time to review and comment on the latest plans for this proposal. This trail project affects our community for many reasons and many of which have not been addressed. Your consideration of a review and input time extension would be greatly appreciated.

F-1

[REDACTED]

Response to Letter F:

Response F-1: The Public Review of the Arcade Cripple Creek Trail plans was provided from December 6, 2021 to January 4, 2022. Due to timing restrictions for the project funding further delay would jeopardize project grant funds.

See also Response E-1 regarding additional opportunity for public feedback previously provided.

Letter G

From: [REDACTED]
To: [ACCT](#)
Subject: Arcade Cripple Creek Trail Project
Date: Tuesday, January 4, 2022 1:51:21 PM

Please DO NOT

G-1

Response to Letter G:

Response G-1: The commenter does not state what their concerns are with this comment. This comment is noted, however a detailed response cannot be provided due to the vague nature of the comment.

Letter H

----- Forwarded message -----

From: [REDACTED]

Date: Jan 4, 2022 7:04 PM

Subject: Comments on the Arcade/Cripple Creek Trail Project

To: City Clerk <CityClerk@citrusheights.net>, "Miller, Steve"<SAMILLER@citrusheights.net>, "Middleton, Porsche" <pmiddleton@citrusheights.net>, CityCouncil Members <citycouncil@citrusheights.net>Cc: "Barclay, Tina" <BarclayT@saccounty.net>, "Jarrard, Vance" <jarrardv@saccounty.net>, MattHedges <matthedges@gmail.com>, Sue Frost [REDACTED], "Daniels, Bret"<bdaniels@citrusheights.net>, "Boyd, Chris" <cboyd@citrusheights.net>

Comments on the Arcade and Cripple Creek Trail Project (formerly the Electric Greenway Trail)

Notice to the City's of it's Potential Liability for Consequences Due to Known Safety Issues

Jan. 4, 2022

Submitted by:

[REDACTED]

It needs to be stated that it is obvious that there is no genuine receptivity for the public to have meaningful input on this project.

H-1

For over two years, residents have asked questions about aspects of this project and were told to "wait and see for the final draft." That is what residents did. The neighborhood asked for time to meet together and discuss options for the various issues and concerns that were raised---especially those regarding safety, environmental and carbon impacts. We were told that the process we requested for productive public input would be honored.

H-2

There is a newsletter that goes out to nearly all of the residents which is the most effective method for reaching residents. However, there have been a series of bureaucratic manipulations that have undermined the very goal for a project that would benefit from meaningful public input. Ironically, this was supposed to be the goal of all the agencies involved in funding this project.

The long awaited 'final draft' was released after the deadline for being able to be included in our neighborhood newsletter. Additionally, the time frame for public input was deliberately scheduled for the Christmas holidays - the busiest time of the year for families. The end period is right after the New Year's Holiday Weekend, today, Jan. 4. Residents' requests for a change in that deadline were ignored. In addition, the scale of the draft on the website was unreadable. It was a deliberate attempt to make the provisions of the plan impossible for residents to see. When this point was brought to staff they just replied that "the information was on the website". It was impossible to see the details of the plan. The city knew that....again, it was a deliberate action. the effect was to disregard the public's interest in this project. Requests for drawings of what the proposals would actually look like at the sites were ignored and instead, other pictures, that did not replicate the actual site characteristics were inserted. Right now, the public still does not know what the plan will really look like.

H-3

So...I have no illusions that the City of Citrus Heights has any intention of heeding the warnings that residents have been making about the safety and environmental impacts of this project. The city's disregard for making this a safer and more responsible project is apparent. The unnecessary and avoidable dangers will still exist - and my reason for taking the time to list them is so that anyone who, in the future, is harmed by these known and avoidable perils will have a basis for a legal claim against the city. It is my understanding that there are lawful consequences for choosing to ignore dangers that were "known or should have been known". It places a liability on the approval agencies who have ignored those who would have solutions for making it a better and safer project. Perhaps some ability for an unsuspecting victim to seek redress when such an unfortunate event occurs may bring some comfort or relief. The following items are KNOWN safety issues—and ones that the city is choosing to ignore.

H-4

1) **The Proposed Trail Crossing at Fair Oaks Blvd.** is deliberately ignoring safety provisions established in the CalTrans operations manual. CalTrans makes a point of prioritizing current travel patterns since that is what people are used to. Right now people park in the parking lot at Tempo Park and walk directly across the street to the Sundance Natural Area. It is the most direct route. It is also where cars on Fair Oaks tend to slow down as cars enter and exit that parking lot. Placing the crosswalk at this location would not only be the safest solution (since people will be using it anyway), it would be the cheaper option. However, that is not what is being planned...the most expensive design is also going to be most dangerous.

H-5

2) **Bringing Unsuspecting Trail Users Right Next to the Homeless Encampment Under the Bridge** at the proposed new crossing places them in unnecessary danger. The fires, human excrement, and stolen objects that are often at this site is not the safest place to bring children who are targeted to be the main users of this trail, ie, linking parks and schools. The existing crossing and entrance to Sundance keeps children as far away from that location as possible.

H-6

The new proposed location for the trail crossing Fair Oaks Blvd. will redirect children next to this encampment



3) Choosing to Build Another potential Homeless Encampment Site Deep within the trail and hidden from view. Staff chose a plan that would create another unsafe situation for trail users who will be brought directly overhead to this new encampment. The city's excuse that this was for ADA compliance and for "getting the bridge out of the flood plain" is bogus. ADA's actual guidelines even make special recommendations for trails so as to keep them environmentally responsible. Navigating a ramp slope of 150 feet (and that just for one side of the bridge) is not going to be an easy task for those in wheelchairs or needing to use walkers. Ramps are acceptable for replacing stairs, not as an excuse for changing a level surface to a long, difficult trek.

H-7

Building a 5' high bridge over the existing creek, with a 150' approach ramp, as the city is proposing, will not get it out of the flood plain. The whole area is a flood plain, even beyond the tennis courts in Tempo Park. It will only create another transient encampment.

H-8

The series of "S" turns in Arcade Creek at this location means that any heavy water flows, even during a 100 yr. flood, are going to go over the banks (on the right side of this picture) upstream of the bridge where the topography is lower, and where it will flood the adjacent flat terrain as it has done in the past. It is also a natural process for recharging the groundwater basins. There are provisions in CalTrans, FEMA, the EPA and other flood related agencies that allow for a different alternative than what is being proposed. Replacing the existing level bridge with a new, level, ADA accessible bridge could be built within all the guidelines from these agencies. City staff chose not to use them.

H-9

This is the upstream portion of the creek from the bridge. Water will overflow to the right of this picture before it even gets to the bridge.

H-10



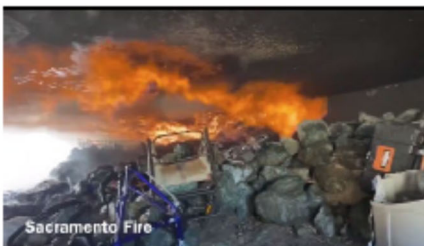
What little we could determine from the designs presented by Citrus Heights (totally unrelated to the topography in our area) shows major disruptions to the creek ecosystem in the Sundance Natural Area. Right now there exists a viable stream, one that supports lots of wildlife, fish, birds and fauna that depended on it even during these long, difficult drought periods. Unnecessary disruptions and excavations to the stream banks, and the clearing of 'cover' for vulnerable species, will have a major, negative effect on all that depended on that stream. The #1 reason for the loss of species is loss of habitat and yet that is exactly what is deliberately being planned here.

H-11

4) **Fire.** Fire Chiefs were constantly on the news this summer naming the #1 cause of fires in our cities as coming from homeless encampments. They specifically said that they were unable to keep up with the sheer number of them! Yet, this is exactly what is being proposed for deep within the forested area that adjoins thousands of homes. Instead of planning for the safest environment, Citrus Heights is deliberately building something that is a known danger... both to children who will be brought right over this encampment and to the homeowners who will have the additional risk of fires. This decision should be a special note to homeowners should they be the unfortunate victims of this unnecessarily risky design.

H-12

The headlines read: "It only takes minutes for a small fire ... to get out of control"





5) Carbon Pollution. The chart below shows an approximate accounting for the amount of carbon that is put into the atmosphere every year when a tree is cut down. They are our #1 carbon sequesters! Yet this plan will cut down hundreds of mature, even "protected oaks", that currently are our best defense against the rising carbon pollution causing the climate crisis. The numbers of trees to be cut down by the city don't even include the hundreds that are 6 inches or less in diameter. The city is only counting the trees that are larger than that. The plan to replace trees that sequester hundreds of pounds of carbon a year with 12" seedlings is a sham. Those seedlings, if they even survive, will not even begin to make up for the carbon sequestration ability of the existing trees for 40-50 years (until they become the same size and density as the ones cut down). Making an improvement to the global climate crisis is supposed to be by planting additional trees, not in cutting down the ones we already have.

H-13

According to Davey Research Group (DRG), the firm hired by such cities as Sacramento and Roseville for their expertise in analyzing urban forestry programs, below is an accounting of some of the carbon sequestration impacts. Even the roughest calculations for the loss of so many trees shows that

ANNUAL CARBON SEQUESTRATION BENEFITS

Trees absorb atmospheric carbon, which reduces GHGs. The carbon-related function of trees is measure in two (2) ways: storage (total stored in tree biomass) and sequestration (the absorption rate per year).

Urban trees act as a sink of CO₂ by storing excess carbon as biomass during photosynthesis and the amount of CO₂ stored is proportional to the biomass of the trees (Gomez-Baggethun and Barton, 2013)."
(DRG)

Name

DBH (inches)

Reduced Atmospheric Carbon (pounds)

Purple Leaf Plum

6 in.

110 lbs per year

Red Maple

12 in.

267 lbs per year

Big Leaf Maple

24 in.

731 lbs. per year

Douglas Fir

24 in.

466 lbs. per year

Western Red Cedar 24 in.

466 lbs. per year

(statistics from DRG)

ANNUAL STORMWATER BENEFITS

"Interception – Trees intercept rainfall in their canopy, which acts as a mini-reservoir. Some water evaporates from the canopy and some slowly soaks into the ground, reducing the total amount of runoff (Xiao, et al., 2000). Canopy interception also lessens soil compaction, which in turn further reduces runoff. For instance: a red maple (12" DBH) growing along a residential street would intercept an estimated 900 gallons of stormwater from entering City storm sewers" (DRG)

Name	DBH
Intercept Stormwater Runoff	
Purple Leaf Plum	
6 in.	
358 gal.	
Red Maple	
12 in.	
909 gal.	
Big Leaf maple	
24 in.	
2,035 gal.	
Douglas Fir	
24 in.	
2,984 gal.	

Additionally, the soil itself is an important source for carbon sequestration. That's why it's so important not to disturb the soil (or, to make sure that it is the absolutely minimum needed). Yet the amount of excavation that is being planned for this project is unnecessarily excessive. The trail is unnecessarily wide and doesn't match what other sensitive trail sites have been able to do...including places along the American River Trail where better provisions were made where it would minimize the effects on the environment. While this is a very important component for understanding the amount of carbon that is going to pollute the environment, there is no calculation presented for this proposal. Accountability is lacking on most every aspect of this plan.

H-14

6) **Health.** Trees clean and affect the environment in many ways. There is so much research these days as to how important they are that to be ignoring their impacts is unconscionable. Even just the shade they provide make this still a pleasant place to be even in Sacramento's 100+ degree summer heat.

H-15

Imagine a 20 foot wide clearing with no trees. The hot asphalt. And you and your child trying to walk on it. There is no need for a 20 foot clearing of all trees, they provide shade and make being outside and using the trail a pleasant experience - which after all, is supposed to be the reason for the trail in the first place, right?

These trees providing shade will be cut down with the planned 20' wide tree clearing swath - and aren't even being counted in the number of trees to be cut down.



7) **Safety.** The intersections at Highwood and Woodmore Oaks (& Drywood Way & Woodmore Oaks Dr.) are dangerous. It is one place where visibility is lacking and cars are going very fast. Residents who are very familiar with the proposed intersection have good ideas about how to make it safer so that trail users, especially those on bicycles, don't just wander out (unsuspectingly) in front of oncoming cars. The assumption of using a trail is that these safety concerns have been provided for but that's not the case here. Someone is going to get hurt. But Citrus Heights isn't interested in making it safe. They even claim that, since it's a street, that it's not part of the 'trail'. But it is. The trail doesn't end on one side of the road, it shows the trail going across it and on to the other side. This is where neighbors asked for help from the county since that is who Citrus Heights says should "do something". Note: Citrus Heights is getting paid about \$6.7 million dollars of our taxpayer monies for this trail but are washing their hands of our multiple safety concerns. People need to remember this when some unfortunate result occurs from this decision. The dangers are real...and we could be doing a lot better job about avoiding them...but then, Citrus Heights is clear that they aren't interested. As they so loudly proclaimed: "we're ready to break ground"!

H-16

In conclusion, given that I, like so many others over the holidays chose to spend this precious time with my family, many of whom I haven't seen in years due to Covid, I feel like this input lacks the attention to detail that I could have given if given sufficient time. Meeting with neighbors, hearing concerns that I hadn't thought of and being able to talk about solutions that we could offer, would have made this a much better submission. This project is lacking the collective community wisdom that was supposed to be an important component of the original project and its funding.

H-17

Not being able to properly see the “final draft”, and having the time to review it with the neighborhood as we had been promised, means that Citrus Heights is going to be able to get away with a less than desirable project. They’ll be able to give millions of our taxpayer dollars to their select subcontractors when better and less expensive alternatives were available. They will even make money for themselves in ‘administration costs’ and be able to add “overseeing a major project” to their resumes. This is not the way a democracy should function. Bureaucratic trickery was used at nearly every point in this project. They even get to claim that the public had “input” time—they just won’t add that it was calculated to be over the Christmas holidays...while they conveniently took their time off.

H-18

People aren’t fooled. They see what was done. They witness the participating agencies going back on their word for a meaningful, community-based process. Safety and environmental repercussions are our primary concerns. This could have been a much better and safer project.

H-19

Response to Letter H:

Response H-1: The Project Team has strived to provide a transparent and iterative engagement process throughout the development of the Arcade-Cripple Creek Trail Project over the last four years. There have been numerous workshops and feedback opportunities for stakeholders and members of the public to share feedback. Community feedback on construction documents is not a typical process for Public Works projects as the documents are technical in nature and stakeholders without a background in construction or engineering typically struggle to understand construction documents. However, based on community feedback, the Project Team provided opportunity for stakeholder review and comment on the Draft project plans. This feedback will be responded to and incorporated into project plans where feasible.

See also Response E-1 regarding additional opportunity for public feedback previously provided.

Response H-2: The Project Team has met with project stakeholders routinely over the last four years. The project plans have been updated to incorporate community concerns where feasible. The Public Review Period in late 2021 was intended to provide a final opportunity to address any concerns that were not addressed through the development of the construction plans. These comments have been evaluated by the Project Team and modifications to the design have been incorporated where feasible.

It is important to note the Project Team is required to adhere to local, State, and federal regulations. The Project Team is not able to ignore or simply not comply with these regulations and therefore, some public comments may not be feasible. If this is the case, the Project Team will adhere to legal requirements, best practices and/or professional judgement, as applicable.

The Project Team is not familiar with the referenced newsletter and the commenter is referring to. However; throughout the design of the project, the Project Team used various methods to engage the public and inform stakeholders of opportunities to review and provide feedback.

See Response E-1 for additional information on previous opportunities provided for public feedback.

Response H-3: The Project Team is not familiar with the referenced newsletter nor its publishing deadlines. However, the Project Team used standard outreach efforts to let stakeholders know about the opportunity to review and provide feedback. During the four week window for review and comment on the draft project plans, nine comment letters were received. Due to time constraints from the granting agencies, further delay or additional review periods are not feasible.

The Draft Arcade Cripple Creek Trail Project Plans were available for download on the City's website from December 6, 2021 to January 4, 2022. The project plans were

prepared by professional, licensed civil, electrical and traffic engineers who perform similar work throughout the country. The plans are based on topographic surveys that map the existing terrain along the trail corridor and vicinity at 6" intervals, which is standard for construction documents.

The documents posted to the project website were high quality PDF documents and easily readable. The format and quality of the document was such that on computers and laptops with smaller screens, one could zoom in and out of the plans to enlarge the text and images. In addition, paper copies were available for viewing at both the City of Citrus Heights City Hall and the Orangevale Recreation and Park District offices.

The Draft Plans include detailed information about the project construction including sufficient level of detail such that a contractor could build the project if authorized. Representative images have been provided for project bridges. The project team met with community stakeholders to review the draft plans in detail and answer questions on December 22, 2021. The design team also offered to meet individually with the commenter, however the commenter did not accept the invitation.

Response H-4: The Project Team has incorporated community feedback into the design of the project throughout the project development. For example, the proposed tree removal for the project has been reduced by over 70% and trail lighting has been included.

The project plans adhere to local, State, and federal requirements and are prepared by licensed professionals. Plans have been reviewed by all partnering agencies including law enforcement and fire. Comments from these agencies have been incorporated into various iterations of these plans. No safety concerns have been raised by these stakeholders and plans adhere to best practices in safety and environmental fields.

Response H-5: The trail crossing of Fair Oaks Boulevard is proposed at the safest location between Tempo Community Park and Sundance Natural Area. The location of the trail crossing was evaluated by several licensed Traffic Engineers. Alternate crossing locations were analyzed, however the proposed location was found to have the least impacts to traffic operations and the greatest increase to trail and pedestrian/bike safety.

Currently, there is no permitted or established crossing of Fair Oaks Boulevard. Although mid-block pedestrian crossings occur, they are not a current travel pattern and are against the California Vehicle Code.

The proposed crossing location allows for direct connection between Tempo Community Park and Sundance Natural Area. Having a signalized crossing that does not allow direct access will increase the likelihood that pedestrians and bicycles will not use the signal. If the trails on the east and west of Fair Oaks do not align, it is likely people will continue to run across Fair Oaks without using the new signal.

Once the new signal is installed, cars will do more than slow down for those wishing to cross Fair Oaks Boulevard, they will have a steady red indication requiring them to stop. In addition, the roadway improvements will include bulbouts and a pedestrian refuge island, which are intended to shorten the crossing distance for trail users and slow the speed of traveling vehicles. Installation of the new traffic signal will have similar costs regardless if it is installed where currently proposed or if it is installed south of the tennis courts. However, the northerly location was selected for three main reasons:

- **Traffic Operations:** The northerly location has a fewer number of conflict points when compared to a location at the Tempo Community Park entrance. The proposed southerly location will create additional conflict points with the left turns in and out of the Tempo Park parking lot, decreasing safety and increasing delay.
- **Trail safety:** The direct connection between the two parks will increase the likelihood that pedestrians and bicycles will use the signal. If the trails on the east and west of Fair Oaks do not align, it is likely people will continue to run across Fair Oaks without using the new signal, as is current practice and against the California Vehicle Code.
- There are grade challenges and not enough physical space to construct the trail south of the tennis courts or directly across from the existing Sundance Natural Area paved entrance.

To see a similar crossing, Sacramento County recently installed a signalized pedestrian crossing on Hazel Avenue just south of the Orangevale Recreation and Park District offices at 6826 Hazel Ave. The signalized crossing on Hazel Avenue is located approximately the same distance away from the parking lot access as the proposed signalized trail crossing on Fair Oaks Boulevard and Tempo Park and operations will be very similar.

See also Responses B-1 and D-3.



Aerial of Hazel Avenue Signalized Pedestrian Crossing



Hazel Avenue Signalized Pedestrian Crossing

Response H-6: The existing vehicular bridge for Fair Oaks Boulevard over Arcade Creek is located approximately 175 feet north of the existing pathway in Sundance Natural Area. The proposed Arcade Cripple Creek Trail will be located approximately 85 feet north of the existing trail, approximately 90 feet from the existing Fair Oaks Boulevard Bridge.

The existing vehicular bridge is secluded and not visible from the existing trail in Sundance Park. This affords opportunity for homeless encampments to be largely hidden from public view.

Shifting the trail north is necessary for a safe crossing of Fair Oaks Boulevard as described in Response H-5. By shifting the trail north, trail users will also have improved visibility into the secluded area to report potential encampments to law enforcement. Further, Law Enforcement has repeatedly advised that legitimate trail users are a significant deterrent to encampments.

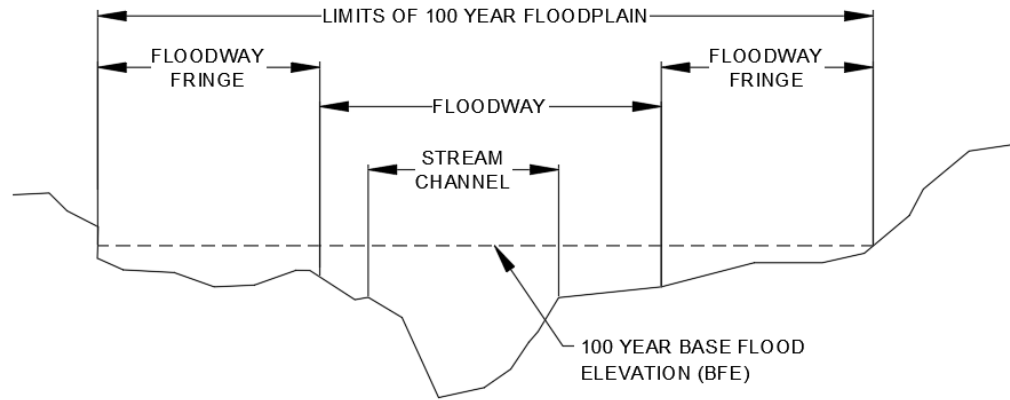
Response H-7: The existing bridge within Sundance Natural Area does not meet a variety of State, local, and federal requirements and upgrading to meet these requirements is a condition of receiving Active Transportation Program (ATP) grant funding.

The proposed bridge has been designed to comply with all local, State and federal regulations. The elevation of the new bridge was determined based on a hydraulic analysis of the floodway at each location. The height of the bridge deck in Sundance Natural Area will be located out of the floodway at a height approximately 4-5 feet above the existing non-compliant bridge, be upgraded to meet current ADA regulations and upgraded to meet all other applicable State, local, and federal requirements.

As a result of the required increased elevation, ramping is required on the west side of the bridge to comply with ADA maximum slope standards and ensure trail users with disabilities have safe access to the entire trail. However, due to the existing topography, no ramping is required on the east side of the bridge.

Response H-8: The Project Team is required to follow Federal, State and Local requirements. When considering any encroachments in areas surrounding creeks a detailed hydraulic analysis is required to ensure the project will not increase flooding of nearby homes, consistent with FEMA regulations and State and Local Regulations.

It is important for stakeholders to understand the terminology surrounding flooding as the nomenclature within this topic sounds similar. The exhibit below helps explain the various components evaluated during the project design.



The **Base Flood Elevation (BFE)** is the primary concern for regulatory agencies as an increase in the BFE would expand the footprint of potential flooding that could occur; thereby jeopardizing adjacent homes.

The **Floodplain** is the horizontal limits of flood waters that would occur during a 100-year flood.

A **100-year flood** is the standard used by FEMA and other regulatory agencies to simplify the definition of a flood that statistically has a 1-percent chance of occurring in any given year.

The **Floodway** is the channel of the river or stream and the adjacent land that must remain free from obstruction so that the 100-year flood can be conveyed downstream.

The **floodway** lies within the boundaries of the **floodplain**; but only the **floodway** must be clear of structures and buildings.

Detailed engineering models are run to determine the effect of filling in (or developing) all the flood fringe areas including construction of a trail, bridges, and associated improvement.

In the case of Sundance Natural Area, the existing bridge was constructed in the **floodway** which impedes water flow during 100-year storms. Since the project is required to adhere to ADA and all federal requirements, the project would be required to add ADA compliant hand rails and a new bridge deck. The bridge is located within the **floodway** and the required improvements would exacerbate flooding during **100-year flood** events. While this may have been allowed when the bridge was originally installed, any new improvements (even the addition of handrails) within the floodway is no longer allowed.

As a result, a new bridge is required to be elevated above the **base flood elevation** with a minimum amount of clearance, also known as **freeboard** (additional amount of height above the Base Flood Elevation used as a factor of safety). Freeboard compensates for the many unknown flood and floodway conditions, such as wave action, floating obstructions, and the hydrological effect of urbanization of the watershed. Freeboard is important during high-flow events that are likely to have potential for debris (branches, trash, etc.) which float above the water surface elevation and contribute to flooding or causes damage to the bridge structure.

Currently, the existing bridge is located within the **floodway** and does not allow for freeboard above the **BFE**, which restricts the passage of the **100-year flood** causing an expanded **floodplain** as compared to its natural state or an elevated bridge. As shown in the table below, the proposed bridge will result in a reduction in the **BFE** (Water Surface Elevation) and provide additional freeboard, reducing risks of obstructions and flooding potential.

Alternatives	Bridge Soffit Elevation (ft NAVD 88)	Water Surface Elevations (ft NAVD 88)	Available Freeboard (ft)
Existing Bridge	166.3	168.5	No Freeboard
Proposed Bridge	170.5	168.3	2.2

*Table 5. 100-Year Arcade Creek Water Surface Elevations and Freeboard
Table taken from page 20 of the Bridge Design Hydraulic Study Report*

The area between the top of creek bank and bridge deck and abutments will be protected with rip-rap (large rocks) to protect the bridge from erosion and scour. Rip-rap is comprised of pointed rocks that are not conducive to sitting or establishment of encampments. Further, the streambed of Arcade Creek is generally wet year-round which also reduces potential for encampments in these areas.

Response H-9: The Project Team is aware of the turns in the creek and the hydraulic analysis included a complete review of the watershed. No changes to this natural process will occur, the **100 Year Flood event** will continue to top the banks and fill the limits of the **floodplain**. The hydraulic analysis identifies a slight reduction in the **BFE** by installing a new bridge which will slightly decrease the limits of the 100-year floodplain while complying with FEMA regulation for the **floodway** by increasing **freeboard**, and reducing the potential for obstructions as compared to existing conditions.

As a federally funded project, the Project Team is required to comply with all Federal, State, and local requirements. Replacing the existing bridge in the same location does not meet these standards and existing slopes east of the bridge are not ADA compliant.

Response H-10: It is agreed that the creek will overflow during the 100-year flood and the existing hydraulic patterns will be maintained. However, by removing the existing and

constructing a new bridge outside the limits of the **floodway**, the limits of the **floodplain** will be reduced during flood events as compared to the existing condition.

Response H-11: The Project Plans are based on topographic surveys prepared by licensed land surveyors depicting the existing and proposed topography of the site.

The Project intends to keep out of the existing channel of Arcade Creek (including leaving the existing concrete abutments in-place) to further avoid any potential impacts to sensitive wildlife. Rock slope protection (rip-rap) will be installed to protect the creek bank (and new structure) from scour/erosion damages. The rocks will also help with water quality keeping the soil in place and not entering the stream system, further maintaining and minimizing impact to the existing ecosystem.

The intention with this design approach is to keep the creek habitat undisturbed; reasoning for the upland work (no creek work) are State and Federal floodplain requirements described in the responses above.

Pre-construction surveys are required for protected species of flora and fauna including protocols for coordination with regulatory agencies if these species are discovered.

Response H-12: The potential for fire within Sundance Natural Area exists with or without the Arcade Cripple Creek Trail. The improvements to the trail help reduce that risk through a variety of factors:

- Emergency Access – The existing unpaved trail does not allow for emergency vehicle access and the existing bridge is incapable of supporting Fire Department equipment including grass rigs. Improving the trail will provide improved access for emergency vehicles.
- Trail Visibility – In most cases, the referenced encampments that occur in the Open Space corridors occur in areas that are hidden from view from the public. Due to the length, elimination of barriers, and improved safety for trail users, the Arcade Cripple Creek Trail is anticipated to increase visibility within the parks it traverses as well as increase the number of people able to report unsafe conditions (such as overgrown brush), establishments of encampments, etc. The project includes trimming of trees for increased visibility and expanded use by trail users is generally supportive of crime reduction.

Response H-13: The Project Team is supportive of reducing carbon pollution. Reducing carbon can be achieved through a variety of means, including Active Transportation which is the driver and funding source for the Arcade-Cripple Creek Trail. According to the California Air Resources Board, “By using active transportation more often, Californians can make strides towards meeting their recommended daily activity levels, saving money on transportation costs, and reducing their carbon footprint. Combined with other transportation and land use strategies, active transportation can help build more sustainable communities in California.”

The Project Team does not take tree removal lightly; however, the team is tasked with balancing oftentimes competing objectives including balancing tree preservation and the need for active transportation options, safety, and regulatory requirements. The Project Team has worked diligently to minimize tree removal to the extent feasible. The proposed tree removal has been reduced by over 70% for a total removal of 57 protected trees along the nearly 3-mile trail.

The project is following the existing Tree Preservation regulations for both the City of Citrus Heights and Sacramento County. These regulations also attempt to strike a balance between preserving mature trees and allowing for development. Under both ordinances certain trees are not considered protected including invasive species and trees less than 6" DBH.

The Project Team is responsible for adhering to these ordinances and cannot make changes to the regulations on a case by case basis. Under these regulations the Project Team is obligated to replace trees removed on an inch for inch basis. The Project Team, working with the Sacramento Tree Foundation, has developed an Arcade-Cripple Creek Tree Replacement Program Plan that includes the replanting of 179 inches of trees of varying species and size within Parks adjacent to the proposed trail.

The Project Team is obligated to ensure the success of the replacement trees and required to monitor trees for a minimum of 3-years during the establishment period for newly planted trees. The Project Team intends on contracting with the Sacramento Tree Foundation for the planting and monitoring of the replacement trees. The Arcade-Cripple Creek Trail Replacement Program Plan includes Success Criteria and Triggers for Remediation to ensure trees are established and healthy after installation during the monitoring period. Subsequent to establishment, trees will be maintained by the Park Districts (either ORPD or SRPD).

Response H-14: The project has been designed to minimize soil disturbance. The proposed cross section for the trail is similar in nature to the American River Trail and other regional trails. The trail is 10' wide paved with 2' decomposed granite shoulders which is standard throughout the region. Excavation is limited to the minimum necessary to construct the pavement section which has been designed based on a geotechnical engineering analysis of the existing soil conditions.

A 10' wide paved section is typical for trails that include a mix of bikes and pedestrians. Some local agencies have increased the standard to 12' wide in areas of high use to minimize conflicts; however, the Arcade-Cripple Creek Trail is proposed to be 10' wide to minimize the project footprint.

The carbon emissions generated by project construction were evaluated and considered as part of the Mitigated Negative Declaration (MND) prepared for the project. The MND discusses background on the project including the regulations which

Sacramento Metro Air Quality Management District promulgates for construction emissions.

The SMAQMD's adopted threshold of significance for construction and operational greenhouse gas emissions is 1,100 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year each. The SMAQMD provides screening levels for construction and operational greenhouse gas emissions; projects that meet the screening levels are considered less than significant and do not require emissions quantification.

As discussed in the MND, the project is below the thresholds of significance developed by SMAQMD.

Response H-15: The project does not anticipate a 20' wide clearing for the trail construction. The trail has been designed to be a total of 14' wide (10' paved with two 2' shoulders). At various locations along the trail, work will occur outside the 14' trail construction width, such as at locations for trail lighting installation. However these elements have been designed and located to minimize tree removals and impacts.

Much of the trail is located within the limits of an existing overhead Sacramento Municipal Utility District (SMUD) transmission line easement. SMUD routinely performs tree trimming and removal along these easements for public safety concerns. Due to SMUD's planting height restrictions, the potential for planting of new trees within the SMUD Easement is very limited.

See also Response H-13.

Response H-16: See Response B-2

Response H-17: The Arcade-Cripple Creek Trail Project Team has provided numerous opportunities for community engagement and feedback dating back to 2018.

See response E-1 for information on public engagement and input opportunities.

The project design has been an iterative process incorporating feedback into the project plans where feasible. This iterative process has resulted in a number of improvements to the project plans including a 70% reduction in tree removal. The Project Team has reviewed all comments received during the most recent public comment period and will incorporate suggestions as feasible into the Final Plans.

Response H-18: The Draft Arcade Cripple Creek Trail Project Plans were available for review and comment between December 6, 2021 and January 4, 2022. The project plans have reflected community input received throughout the four years of design and community engagement process and any comments received during the most recent review period will be incorporated as feasible.

The project team met in person with Woodmore Oaks Neighborhood community representatives to review the project plans in detail on December 22, 2021.

The project will be put out to bid using the grant funding required and City standard procurement process which requires competitive bidding awarded to the lowest responsive and responsible bidder. All grant funds are being used to cover actual costs for project design and construction in the form of contractor labor and materials, no grant funds are being used to cover administrative costs.

Response H-19: The Project Team continues to engage with the community and incorporate feedback where feasible. The Project has been shaped by over four years of community engagement and participation. Safety and Environmental concerns have been addressed throughout the project and best practices for Safety and Environmental protection are built into the Project.



Solid roots. New growth.

ARCADE-CRIPPLE CREEK TRAIL PROJECT

Response to Public Comments on Draft Construction Plans

From: [REDACTED]
To: [ACCT](#)
Subject: Arcade-cripple Creek project- Sundance Park Concern
Date: Tuesday, January 4, 2022 10:40:26 PM

Hello, the neighborhood an I do not feel safe about the care of Sundance Park. We would like more lighting and up keep. The park needs to be treated as a trail. It is not a park. Please maintain the trail. As a community we enjoy walking our kids and dogs though there and want to feel safe. This is also in response to the Arcade-Criple creek project. Thank you!

I-1

Sent from my iPhone

Response to Letter I:

Response I-1: The proposed Arcade Cripple Creek includes a variety of improvements in Sundance Park raised by the commenter.

As part of the construction of the Arcade-Cripple Creek Trail project, additional trail lighting will be installed within Sundance Natural Area to supplement the existing lighting already in place. The Project includes formalizing the existing trail by installing a paved surface which will reduce required maintenance of the trail and increase accessibility.

After construction of the Project, Orangevale Recreation and Park District will maintain the trail, lighting and the entirety of Sundance Natural Area as is currently practiced.