



Community Workshop #3 and On-Line Feedback Summary **Dry Creek Greenway Multi-Use Trail Project**

Community Workshop #3

Date: March 21, 2013

Time: 6 p.m.

Location: Maidu Community Center, 1550 Maidu Drive, Roseville

Project Website Feedback tool (copy attached)

Available: March 8, 2013 thru April 1, 2013

Introduction

The City of Roseville has started the next phase of planning for the Dry Creek Greenway Multi-Use Trail Project. The project is a proposed Class I multi-use trail along Dry, Cirby, and Linda Creeks that would begin near Darling Way/Riverside Avenue and continue east to the City limits past the Old Auburn Road/South Cirby Way intersection, a distance of about 4.25 miles.



In 2010 the City conducted the Dry Creek Greenway Planning & Feasibility Study to assess the feasibility of building a trail along a 4.24-mile corridor of open space in south Roseville. The study included an inventory of existing conditions and development of trail alignment alternatives. A comprehensive public engagement program allowed stakeholders and the public to provide feedback on the study and assisted in the effort to develop a locally preferred alternative for trail routing and road crossings that fit within the context of the neighborhoods. The City Council accepted the feasibility study in March 2010 and directed City staff to proceed with the current phase.

The current phase of work includes additional feasibility analysis for two trail segments and preliminary engineering and environmental review of the trail alignment.



Community Workshop Purpose

The purpose of the workshop was to provide an overview of the project and to solicit input from the community. The workshop included information stations that were set up for each of the trail segments

and included renderings, maps, and other project information materials. Representatives from the City and the project consultant team were available to discuss the project with attendees and answer questions.

Publicity & Noticing

Community workshop [notification flyers](#) were sent via e-mail to local jurisdictions, interested agencies, vicinity organizations/businesses, and interested individuals. In addition, over 500 [notification postcards](#) were mailed to residents who lived within 200 feet of the proposed trail segments between Riverside Avenue and Rocky Ridge Drive. Additional notifications were provided to the Meadow Oaks and Maidu neighborhoods through their respective neighborhood associations. The workshop notice was also posted to City of Roseville's web site (<http://www.roseville.ca.us>) and the project web site (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp).



An advertisement for the community workshop placed in the "A" section of the Roseville & Granite Bay Press Tribune was published on March 15 2013.

Further, press releases regarding the community workshop were sent via e-mail to the following publications:

- KCRA NBC Channel 3
- KOVR CBS Channel 13
- KXPR Capital Public Radio
- KXTL Fox 40 Channel 40
- KXTV ABC Channel 10 (News 10)
- Roseville Chamber of Commerce
- Roseville Press Tribune
- Roseville Patch
- Sacramento Business Journal
- Sacramento News & Review
- Sacramento Press
- The Sacramento Bee

Community Workshop Format

Sixty members of the public attended the workshop which was organized as an open house with a series of information stations. Attendees were encouraged to visit the stations where the project team was available to



answer questions. Attendees were given an [informational flyer](#) describing the goals and schedule for the project as well as a feedback form to provide input on the alternatives. Feedback forms could be turned in at the workshop, or returned via email, fax, or mail.



Information stations included:

- Station #1: Project overview and History
- Station #2: Hillcrest Segment
- Station #3: Sunrise Avenue Segment
- Station #4: Sierra Gardens/Meadow Oaks Segment
- Station #5: Rocky Ridge to Old Auburn
- Station #6: Public Safety
- Station #7: Flood Prevention
- Station #8: Open Space
- Station #9: Environmental
- Station #10: Online Feedback Station

Community Input

In addition to providing feedback at the workshop, community members were also encouraged to provide their input online through an interactive project website. The website remained live from March 8, 2013 through April 1, 2013. A summary of feedback received from the community workshop and the project website is included below:

Hillcrest Segment:

We both are cyclists and love the bike trail and look forward to the extensions. We are concerned with the height of the bridges above the flood plain and the amount of approach fill that will require. Can we get a waiver from the flood board?

This is a great project. I need some time with proposed alignments before commenting. I hope details will be available soon.

I would like to see many more paved bike trails/walking paths through nature areas rather than close to busy streets. I whole heartedly endorse this Dry Creek Greenway Multi-Use Trail Project.

Option 1B seems like the least imperfect. It keeps the people in Hillcrest less mad.

I am very excited to see the trail planning progress. I support the trail project and so do many of my friends. Thanks!

Option 1C, being the most direct route, is preferable. I have been waiting, patiently, since 1978 for this route to connect me and my neighbors to downtown. I live near Eastwood Park.

I prefer Option 1C. The Darling crossing would be very inconvenient for the "1A" and "1B" options. Bridge 2 would not only provide parking access but also to the Dry Creek west connection to the Sacramento Northern Trail.

Segment 1 – Daring Way to Machado Lane I recommend that the proposed trailhead located on Riverside Avenue include the following amenities in addition to motor vehicle parking: - Trailhead kiosk with map of parkway - Convenient and secure bike parking (bike racks to lock bikes) located between the parking lot and trailhead (as an alternative to driving to the trailhead to walk/run/skate on the trail then make the return trip by bike) (Bike racks should be provided anywhere the city provides motor vehicle parking, including at all city parks and facilities) - Security lighting - Permanent or portable restrooms - Water fountain - Shade trees and benches/picnic tables - Direct paved pedestrian connection from street/sidewalk to trailhead (around parking lot) - Trash receptacles A paved connection to the proposed Option A or B should be provided to/from Hernandez/Machado Lane as proposed in Sheet 1. Paved connections to the proposed trail should be provided from east and westbound Darling Way Thanks

Sunrise Avenue Segment:

The "5A" option provides better access to/from Sunrise. The "5B" access to SB Sunrise is not intuitive from the trail to the road given the branch is so far from the road. I'd expect it to trigger more mid-block crossings as trail users go between NB Sunrise and the trail entrance. There is no nearby legal crossing. Trail users will do what is convenient, not necessarily what is safe.

The south side (Option 5A) offers better connections at Sunrise Blvd.

I would like to see many more paved bike trails/walking paths through nature areas rather than close to busy streets. I whole heartedly endorse this Dry Creek Greenway Multi-Use Trail Project.

Option A seems dryer.

This will give more Eich students and teachers off-street access to the school which is great for promoting a healthier lifestyle that includes more walking and bicycling (and skating, etc.). Good to see Rocky Ridge crossing is under the road while still providing good access to/from Rocky Ridge.

Segment 5 – Sunrise Ave to Meadow Gate Drive: Lighting should be provided under the Sunrise Bridge, at the trail connections to Sunrise Blvd and at any neighborhood connection to the trail. Option 5A looks to have more room and better connections to both sides of Sunrise. No access to Option 5B from northbound Sunrise.

Sierra Gardens/Meadow Oaks Segment:

I think the proposed trail should follow the existing gravel road to split the distance between the Sierra Gardens and the Meadow Oaks subdivision. The city drain pipe at 1536 Meadowlark @ (mid property) should be extended out and beyond the proposed bike path or we will have more water backed up to the existing homes on Meadowlark way. Water pools up now and makes the properties pretty much useless. The Meadow Oaks people act as though the path will be on their side of the creek and will devastate them as it does the owners on Meadowlark Way. They should not be sweating at all like the people on Meadowlark way. Please extend the drain pipe @ 1536 Meadowlark Way, first fix the existing problem, so you don't have to deal with it later.

I would like to see many more paved bike trails/walking paths through nature areas rather than close to busy streets. I whole heartedly endorse this Dry Creek Greenway Multi-Use Trail Project.

Whichever option is chosen, let's get on with some construction of more rideable, safe bikeways.

Seems easy, since there is already a trail (dirt).

Build it! Woodlake Lane Bridge goes east past soccer fields to other trail heads. Needs to be double wide or separated for multi-use, strollers, dogs, kids, bicycles.

Perhaps a roundabout or "trail circle" could work as an alternative to the Y intersection (near Meadowland Way) to slow traffic in a low visibility intersection. Speed should not take precedent over safety. There doesn't look to be a connection either paved or unpaved to/from the preferred alternative and the Meadow Oaks neighborhood to the south except for at the ends of this segment.

General:

Roseville's vision and community planning sets our city apart. The natural creek ways and bike trail system are one example of this. I am fully supportive of this project and the many opportunities it will provide our residents and commuters using bikeways to run errands and go to and from work. The difficult short-term decisions to change the status quo will give way to a long-term investment that will be amazing for our future. We need this project for connectivity, to implement our community sustainability plan, to contribute to Roseville's responsibilities to increase accessibility for transportation options, to reduce greenhouse gas emissions, and to show future generations that we care.

Yes, more bike and multi-use paths should be constructed to provide bicycle routes to work and recreation that are safer than competing on the roadways with automobiles. More bicycle/multi-use trail would benefit the community for both work and/or recreation. I see more and more people utilizing the existing paths every time I am on them.

Whatever happens just make them all connect. Too many short bike paths in Roseville that go nowhere. Folsom is way ahead of Roseville in this area

I look forward to the expansion of the Roseville trail system, and the Dry Creek Greenway in particular. I enjoy the Antelope, Miners Ravine and Secret Ravine trails now immensely. Such trails contribute positively to the desirability of the neighborhoods they are in and the city as a whole.

I support the newly proposed Dry Creek Greenway Bike/Multi-use trail system. More trails like this one provide alternatives to pedestrians and cyclists. I would certainly use this new trail for some of my commutes to work, which would mean one less car (and bicyclist) on busy commuter streets. Expanding the American River Bike Trail to include this northern section to Roseville would be a great and welcome addition as well.

At the workshop last night I was really impressed with the progress on this exciting project. It will provide a wonderful opportunity for residents of the city to get out in nature and get some exercise. Also, more opportunities for business and increased property values. It makes the city a better place. I'm looking forward to everyone working together on it to make it as good as it can be.

I am fully in favor of the proposed bike trail expansions. They will make Roseville a much more desirable place to live. I do think however, that we are misleading ourselves in promoting them as practical routes that will promote bike commuting. For a very few, that might be true. Really, they are primarily recreational. There's nothing wrong with that, but let's not kid ourselves. For most people, if they were going to use bikes to get to work, school and wherever else, most of their journey will be on surface streets. I think that in the very long term, we need to think about putting bicycle lanes on streets separated from car traffic by barriers so that transportation by bicycle can truly become a viable means of getting around a city like Roseville that has sold its soul to urban sprawl. Unless nuclear fusion or something like it comes through, one day the cost of energy is going to make people-powered vehicles a much more important means of transport than it is now. One concern I have about projects like these is that it often seems that money can be found to build new amenities, but as years go by, the money to maintain them properly sometimes is not available. I would not like to see Roseville build more trails than it can maintain.

I recommend that the City consider providing at least some lighting (solar, motion detect/efficient, etc.) along the trail at strategic locations such as at trailheads, trail and trail-street crossings, bridge crossings and underpasses and other key locations where lighting has the most potential to increase visibility and security and/or where electrical infrastructure exists. Lighting would encourage increased utilization of the facility past sundown and before sun up by increasing the comfort and safety level of potential commuters, utilitarian and recreational users alike, or for those who simply want a place to walk in the evening. The need to provide for these activities does not end after dark or before sunrise. Any lighting provided will help discourage undesirable activity along the trail during these hours as well. For example, if a group of friends and I wanted to ride to one of the parks or to Downtown to the farmers market, concert at the new plaza or dinner early evening, we could be confident we could return on the trail later that evening knowing that the trail is open and safe after dark due in part to lighting at key locations in combination with our own bike lights to get home safely. Whether lighting is provided or not, the trail should remain open 24/7 as are the streets and roads that surround it. Closing the facility after dark to legitimate users increases the chances of undesirable activity and vandalism. The city also gets a better return on investment since the trail can be more fully utilized. Having said this, investments in trails should not be a reason to neglect making existing and future surface streets more bike and pedestrian friendly (fewer lanes with slower motor vehicle speeds) since surface streets usually provide the most direct connections to the majority of destinations. The City also needs to provide convenient and secure bike parking everywhere it provides motor vehicle parking including at all existing and future city parks, plazas and other public facilities. Thank you!

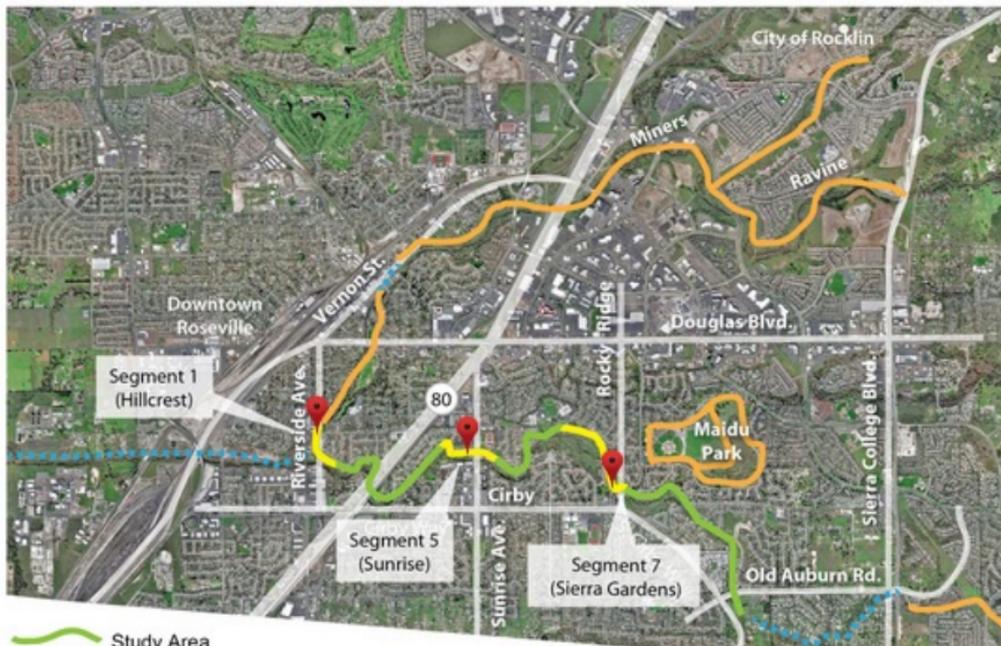
As a resident of the City and frequent trail user (walking & biking), I whole-heartedly support Roseville's efforts to extend the existing trail system. Ensuring continuity between existing trail sections is paramount to capitalizing on existing resources, and this plan provides a great link between existing sections. Further, research and post-occupancy studies of similar trails invariably demonstrate that crime, and vagrancy in nearby areas are reduced when positive uses are encouraged by providing safe, well-designed amenities.

Project Website Feedback Tool

The following pages include images from the project website feedback tool which was open to community comments from March 8, 2013 through April 1, 2013.

Give us your thoughts on the Dry Creek Greenway Multi-Use Trail Project!

To provide comments on specific segments, please click on the corresponding red marker; to provide general comments on the trail project please use the space below.



- Study Area
- Area Subject to Updated Analysis
- Existing Trails
- ⋯ Future Planned Trails

(Click on a marker to see the site)

Dry Creek Greenway Multi-Use Trail Project

In 2009, the City conducted a planning and feasibility study for the Dry Creek Greenway Multi-Use Trail. To view the study and maps of the entire recommended path alignment for the Dry Creek Greenway Multi-Use Trail, please [click here](#). In March 2010, the City Council directed staff to conduct additional feasibility analysis for the Hillcrest (Riverside Avenue) and Sunrise Avenue trail segments, and then to begin preliminary engineering and environmental review.

The current phase of work is the additional feasibility analysis for the Hillcrest (Riverside Avenue) and Sunrise Avenue trail segments. The City has also completed additional analysis for the Meadow Oaks/Sierra Gardens trail segment. These areas are identified on the map above by red markers.

The purpose of this website is to receive feedback from the public on trail alignment options in the Hillcrest and Sunrise areas and the trail design options for the Meadow Oaks/Sierra Gardens area.

Comment Tool

To provide feedback on alignment options for the Hillcrest Segment please [click here](#).

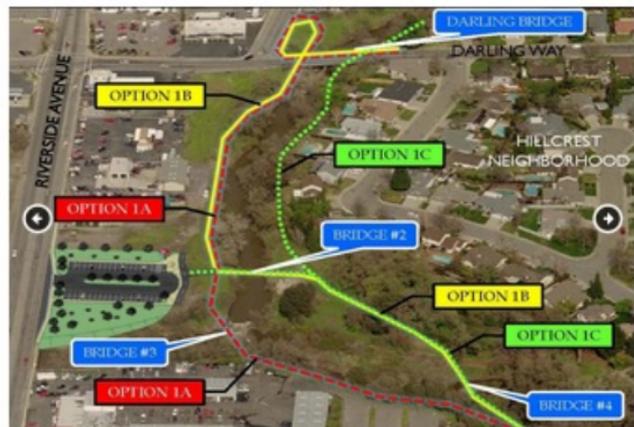
To provide feedback on alignment options for the Sunrise Segment please [click here](#).

To provide feedback on trail design options for the Meadow Oaks/Sierra Gardens segment please [click here](#).

To provide general comments on the Dry Creek Greenway Multi-Use Trail Project please use the space below.

Hillcrest Segment

[← Back to map](#) [Next Segment →](#)



Option 1A (continuation)

From the trailhead parking lot, route trail directly to south side of Cirby Creek via a bridge placed downstream of the confluence of Dry and Cirby Creek (BR#3 on map), then construct retaining walls for a distance of approximately 400 feet on south bank of Cirby Creek

Option 1C

The trail would remain on the west side of Dry Creek and would cross from the north to south side of Darling Way via an undercrossing. The trail would then run behind the homes along Hernandez Lane. At this point, Option 1C would follow the continuation of the Option 1B (continuation) route on the north side of Cirby Creek toward Bridge #4, which would then route the trail to the south side of Cirby Creek. This option would also include the trailhead parking lot and the bridge leading to the trailhead (Bridge #2).

The starting point for the Dry Creek Greenway Trail project is where the existing trail in Saugstad Park ends at Darling Way on the east side of Dry Creek. From this starting point, there are three options under consideration:

Options 1A & 1B

The trail would cross from the east to west side of Dry Creek along the existing Darling Way Bridge, which may be widened. The trail would then cross from the north to south side of Darling Way via a looped undercrossing of Darling Way as shown on the maps, or alternatively by way of an at-grade crossing of Darling Way (not shown). The trail would then run behind commercial businesses parallel to Riverside Avenue to the large vacant commercial parcel, where a trailhead parking lot is planned. At this point, Options 1A & 1B separate.

Option 1B (continuation)

From the trailhead parking lot, route trail to east side of Dry Creek via a bridge placed upstream of the confluence of Dry and Cirby Creek (BR#2 on map), continue trail for approximately 300 feet then route trail to south side of Cirby Creek via a bridge (BR#4 on map).

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Sunrise Ave Segment

[← Back to map](#) [Next Segment →](#)



After passing through the Hillforest area on the south side of Cirby Creek and then crossing under interstate 80, the trail would continue on the south side of Cirby Creek along Marilyn Drive and past Eastwood Park towards Sunrise Avenue. As the trail approaches the confluence of Cirby and Linda Creeks west of Sunrise Avenue there are two options available:

Option 5A

From Eastwood Park, trail would go along the south side of Linda Creek to an undercrossing of Sunrise Avenue. East of Sunrise the trail would continue on south side of creek for approximately 500feet, then the trail would be routed to the north side of Linda Creek via bridge #14. The trail would then continue to Oakridge Drive. This option includes trail access to both sides of Sunrise Avenue.

Option 5B

This option would route trail to north side of Linda Creek via bridge #13, and then continue the trail on the north side of Linda Creek on the existing maintenance road bench that goes under Sunrise Avenue to Oakridge Drive. This option includes an access route to the west side of Sunrise Avenue, but does not include access to the east side of Sunrise Avenue due to restrictions from existing flood walls.

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Meadow Oaks / Sierra Gardens Segment

[← Back to map](#) [Next Segment →](#)



In 2010 and in consultation with the Stakeholder Representative Group, the City Council accepted a recommended path alignment (shown on the map in red) through the Sierra Gardens area. The recommended alignment begins at the existing paved path near Elio Middle School and extends along the existing gravel service road to Rocky Ridge Drive. At that time, the City Council directed staff to explore options for an undercrossing of Rocky Ridge Drive.

The Meadow Oaks Neighborhood Association has since requested that the City consider alternative trail layouts that avoid paving over existing dirt and gravel pathways in order to preserve existing walking opportunities. To that end, the City is re-considering use of the trail alignment (shown on the map in yellow). This trail alignment utilizes more of the existing paved path within the Sierra Gardens open space area. The City is also considering alternative trail cross-sections (see below) through this area that utilize wider trail shoulders that are intended to increase the trail cross section and provide greater level of comfort for the many types of trail users.



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