



## Citrus Heights Creek Corridor Trail Project

### Trail Advisory Group Field Trip #2

September 11, 2013

9:00 – 11:00 am

Trellis Hall, Citrus Heights

#### **Project Overview**

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

The City's goals for this project include:

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



#### **Attendees**

Representatives from seven of the Trail Advisory Group (TAG) stakeholder organizations attended the first Trail Advisory Group Field Trip for the Citrus Heights Creek Corridor Trail Project. The attending TAG organizations were:

- Area 4 Agency on Aging
- Citrus Heights Chamber of Commerce
- Citrus Heights Collaborative
- Neighborhood Watch
- REACH - Quadrant B (areas 6, 7, & 8)
- REACH - Quadrant C (areas 4 & 5)
- REACH - Quadrant D (areas 9, 10, & 11)
- San Juan Unified School District

An additional "make up" field trip was held and attended by:

- REACH - Quadrant A (areas 1, 2, & 3)
- REACH - Quadrant C (areas 4 & 5)
- Sacramento Creeks Council



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#### **Meeting Goals**

- View the established creek corridor trail system in the City of Folsom
- Discuss potential opportunities and constraints in relation to Citrus Heights Creek Corridors

#### **Field Trip Route**

The field trip began at Trellis Hall where Kate Kirsh (Project Manager, Foothill Associates) provided an overview of the field trip route, stop locations, and specific areas to look for including: crossing opportunities, connections to and between destinations, safety and privacy for property owners, neighborhood integration, environmental considerations, and amenities. A copy of the route map can be found at the end of this summary. TAG members were given a comment form that provided a map of each stop and were asked to provide any additional feedback or observations on the form. In addition, the field trip was attended by Jim Konopka, Trails Manager for the City of Folsom; TAG members were able to hear about the process of establishing trails in the City of Folsom and ask questions.



*TAG members provided input and comments as follows:*

#### **Crossing opportunities**

- Nice natural finishes to bridge structures and fences. Well maintained.
- Warning noise in tunnels or crosswalks to warn others of approaching bikers.
- East Bidwell Street & Harrington Drive - well-designed and marked for walkers and bike riders - great landscapes, looks like cost is low to maintain and kept clean.
- The varieties of bridges are impressive.
- There has to be some system that would alert people to flooding levels in the under-street crossing.
- Bridges do not block the flow of water.
- Good examples in Folsom. Safety is number 1.
- Particularly liked the elevated "rust" and wooden bridges in Folsom. The bridges provided safe creek crossings, protected the local habitat, and enabled excellent views. The large crossing over East Bidwell (green bridge) was great.

#### **Connections to and between destinations**

- Well designed and noted posting to keep trail clean, to nature and exits to trails and streets.
- Henry Street & Riley Street - landscape with neighborhood is well maintained and clean; connection to trails was well design.
- These Folsom trails provide great connections for recreation, commuting, and walk/bike errands.
- I was wondering if a pedestrian on the sidewalk on East Bidwell would know about the walking trails on either side-I remember we crossed over the street (green bridge) and then went down

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that steep slope to a trail. That wasn't a smooth transition and I can't remember if once we left the sidewalk there was a sign about the trail below.

- The concrete tunnel was very dark and because of the curve (which was pointed out) a bike rider, in particular, would not be able to see oncoming traffic (walker or cyclist) in time to avoid a possible collision.

**Safety and privacy for property owners**

- Privacy was an issue - resolved (overruled first) - Neighbors now love the trail. Crime decreased because of use. Business increased due to activity.
- Black fence - very nice!
- It is good to note that the guy from Folsom said that the trails had raised property values.
- Fencing and maintenance is very nice.
- Henry Street & Riley Street - fencing provides privacy for homes.
- Black fence - very nice!
- Privacy issues seem to have been worked out.
- Kept clean, with open view for safety.
- Open fencing is preferred to keep more eyes on the trail. The vegetation screening seemed to provide adequate privacy along the sections we walked.
- Appreciated the landscaping on the side of the trails to create a buffer between the trail and private property-landscaping is good-fences, not so much.

**Neighborhood integration**

- Henry Street & Riley Street - Easy entrance and exit, from neighborhood to trail.
- The better integration, the more trail use and value to the community. Making it easy for people to get to the trail without driving will encourage use and bring health benefits to the entire community. The moms we saw on the trail must feel safe to be out with jogging strollers.
- Beautiful job in Folsom!

**Environmental considerations**

- Landscape is well maintained.
- Great - beautiful, clean, and maintained.
- Nature is kept in full enjoyment.
- Creek not blocked. From an environmental point it was planned & designed well.
- Beautiful use of natural and 'planted' landscape.
- Trail and associated infrastructure and amenities will result in environmental impacts that will require mitigation. Avoidance would be preferable. ADA and safety needs will limit avoidance.
- The low wood fencing to protect the wetland area at the first stop fit into the environment and served the purpose to keep people out of a delicate area-like it!

**Amenities**

- Nice benches, blended well into landscaping.
- I love all the signage that Folsom has on their trails.
- Fencing, benches, trash can.
- Integrate amenities so they serve a function with minimal footprint or intrusion. Don't go overboard. Use existing amenities as much as possible. The best trail system will have people walking or biking from their homes or workplaces. Avoid building parking lots or restrooms if

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possible. These things can come later once the basic system is established and trail use has built up.

- Particularly liked the wood and stone benches. The design was consistent/uniform throughout the trails system (at least what we saw.) It was suggested by one of our fellow attendees that benches could be 4 feet instead of 6 feet to discourage people from sleeping on them. Good idea! I really liked the signage regarding area wildlife as well as the pavement markings designating walkers, cyclists, etc. The kiosk at the last stop was way too big. The “bulletin board” behind the acrylic cover at the first stop was much better. Like the fact the name of the cross street was printed at the end of the trail. One thing I thought that was missing was maps. It would have been good if there were maps of the trail system-didn’t see them but may have missed them. I really like maps and like to see them indicate distances from point to point. Think that is a must.

**Next Steps:**

- Project information is available on the project website at [www.chcreektrails.net](http://www.chcreektrails.net)
- Next TAG meeting – October 2<sup>nd</sup>



