

## Safety & Security

The public opinion survey conducted at the onset of this study identified safety & security as the primary concern with the proposed Dry Creek Trail. These concerns were also identified during both public workshops and at Stakeholder Representative Group meetings. Safety & security concerns, as expressed by survey respondents and by some of the public at public workshops, include:

1. **Transient Activity.** Concern was expressed by some property owners abutting the open space that the trail may be used by homeless persons to access the open space.
2. **Property Owner Safety & Security.** Concern was expressed by some property owners abutting the open space that the trail may be used by criminals to access rear yards and homes for vandalism, graffiti, theft and crimes against persons.
3. **Nuisance Activity.** Concern was expressed by some property owners abutting the open space that the trail would result in noise, loss of privacy and congestion at trailheads. In particular, the concerns cited: Traffic, parking and loitering at trailheads; nighttime use of the trail: loitering at benches and restrooms, and; unauthorized motor vehicle use of the trail.
4. **Risk of Wildfire.** Concern was expressed by some property owners abutting the open space that the trail would increase the potential for fire from persons who smoke, illegally use fireworks, etc.
5. **Trail User Safety.** Concern was expressed by some potential trail users that homeless persons and thugs may harass, assault or otherwise harm trail users.
6. **Conflicts with Vehicles.** Concern was expressed by some potential trail users that road crossings represent a safety risk for trail users.

One or two of these concerns were expressed in some fashion from all neighborhood groups and stakeholders included in the planning process. The greatest degree of concern was expressed by residents of the Hillcrest neighborhood (Sheets 1 and 2), who are concerned with all of the issues listed above. In general, property owners and residents of the Hillcrest Neighborhood who reside closer to the Dry Creek Greenway expressed more concerns. Several concerns were also raised by residents of the Country Villa Mobile Home Park (Sheets 10 & 11), primarily related to their own safety and security within the mobile home park. Also, several concerns regarding safety and security from the list above were expressed by a commercial property owner near Sunrise Avenue (Sheet 5.)

City representatives, including Police and Fire Department representatives, discussed these concerns with the public at the public workshops and Stakeholder Group meetings. Paths are like any other facility in the City, they are not immune to safety concerns. However, the Roseville Police and Fire Departments have not identified any trends in crime or significant

safety or security concerns along Roseville’s existing paths or trails. A summary of City staff observations is provided in the following table.

Concern	Discussion
Transient Activity	<p>Transients visit and stay in public areas, including parks and trails, that are in proximity to areas the transients want to frequent, such as the rail yard, service providers in the downtown area, and retail. This includes Royer &amp; Saugstad Parks and the existing trail within those parks. This also includes the open space along Cirby Creek, even without the presence of a trail.</p> <p>Prior to construction of the Miners Ravine Trail, there was concern that the trail would facilitate increased homeless activity in the open space along Miners Ravine. However, the Police Department notes that this hasn’t been the case. Within the open space, homeless persons typically have sought out areas where they will not be observed by the public. The Police Department has found that having more eyes on the open space in the form of legitimate trail users has helped “move transients along.” Also, the Police Department indicates that the trail really help them in their efforts to police the open space, and that without the trails they are hampered in their ability to head off loitering or illegal camping in the open space.</p> <p>The Police Department does not expect the trail to result in a noticeable increase in the existing levels of transient activity within the open space.</p>
Property Owner Safety & Security	<p>Crime directed at adjoining property owners occurs very infrequently along Roseville’s trails, and there is no trend in crime along our trails. The Police Department is not aware of any occurrences where trails have been used to access homes for criminal activity. One of the reasons for this is because motor vehicles, which are used by criminals as get-away vehicles, are not allowed on our trails.</p>
Nuisance Activity	<p>As in many areas of the City, graffiti is seen along trails. Graffiti would be removed per the City’s graffiti abatement policies.</p> <p>Nighttime activity is prohibited in Roseville’s open space areas, but does occur on occasion. However, based upon their current experience, nighttime activity has not been identified by the Police Department as a significant concern.</p> <p>With the exception of maintenance and emergency vehicles, the operation of motor vehicles on trails is prohibited by City ordinance. The Police Department notes that illegal operation of motor vehicles on trails has not been an issue in Roseville. Most trails include bollards and fences at access points to restrict cars from entering the trails, and motorcycle or ATV use on trails is minimal.</p> <p>The City expects that many trail users will walk or bicycle to the trail. However, some trail users will drive to the trail. These persons will be directed to major trailhead parking lots. As on the Miners Ravine Trail, this would not prevent users from parking near neighborhood access points, but is likely to prevent parking in those areas from becoming a nuisance.</p>
Wildfire	<p>The open space along Cirby Creek currently sees a fair number of visitors, including neighbors, transients and others. These visitors pose an existing fire risk. Without the trail, the Fire Department’s ability to respond to a fire in the open space is hampered.</p>

	<p>The proposed trail would increase the number of persons within the open space. Most of these persons would be involved in activities such as bicycling, jogging or walking that are healthy and do not involve fire risk. In addition, smoking is not permitted in City parks or open space. There remains a risk that some persons using the trail would engage in activities that involve fire risk. However, the Fire Department has not noticed a trend of fires occurring along trails.</p> <p>The City designs its trail systems to facilitate emergency vehicle access, including fire apparatus. City trails also provide maintenance crews easier access to the open space to clear fuels as necessary.</p>
<p>Trail User Safety</p>	<p>Harassment and crime directed at trail users occurs very infrequently along Roseville’s trails, although there are occasional minor occurrences such as school bullying or arguments by trail users regarding trail rules (such as not having a dog on a leash, etc.) There are no trends in crimes against trial users along Roseville’s trails.</p>
<p>Conflicts with Vehicles</p>	<p>Grade-separated crossings are proposed at all major roadway crossings. For at-grade crossings on low speed and low traffic volume streets, the feasibility study includes design concepts to enhance crossing safety, including bulb-outs, medians, signs and striping. All street crossings will be evaluated by City traffic engineers to ensure motorist, pedestrian and bicyclist safety.</p>

Safety & security concerns raised by adjoining property owners are similar to those raised during public outreach for trails in other jurisdictions. Studies have been conducted by other agencies to assess the relevancy of these concerns. By and large, these studies reflect the observation made by the Roseville Police and Fire Departments that open space trails do not result in increased safety & security problems, and that trails are safe places to be on and live near.

Although the studies and staff observation show that crime and related security concerns is rare along trails, it is nonetheless a legitimate and ongoing concern of neighbors along the Dry creek Greenway corridor. In order to further address safety & security concerns, the path design features and programmatic measures identified in Figures 36 & 37 may be considered. The design features and programmatic measures are intended to make the trail safer and more compatible with adjoining properties and safer for trail users. These are intended to be a menu of measures from which the City may choose, if determined beneficial in a given circumstance. The design features may be applicable throughout the trail corridor or may be applicable in only limited circumstances based upon the trail characteristics in a given area of the corridor.

Creating a safe trail environment goes beyond trail design and law enforcement and should involve the entire community. The most effective and most visible deterrent to illegal activity on the Dry Creek Greenway will be the presence of legitimate trail users. As a general pattern, introducing legitimate use on the trail right-of-way will discourage unwanted behavior and illegitimate use. Getting as many “eyes on the corridor” is a key deterrent to undesirable activity on the trail. The programmatic measures listed in Figure 37 include ways to increase legitimate trail use and provide more oversight of the trail and open space.

Figure 36. Design Features for Safety and Security

Design Feature	Policy Statement	Discussion	Safety Concern Addressed
Path Setback	The path should be setback a minimum of 15 feet from residential property lines, except when other factors such as environmental impacts, erosion, creek bank stability, and availability of right-of-way warrant a lesser setback.	An adequate setback improves compatibility and improves safety & security by minimizing the potential for nuisance factors (noise, privacy) and security concerns. The City's Specific Plans often include a standard for a minimum setback of the path from residential property lines. The most recent plan, the West Roseville Specific Plan, states that the path should be setback from residential property lines a distance of 15 feet. (Other plans included minimum setbacks of 10 feet.) See additional discussion on path setbacks in report.	Transient Activity Property Owner Safety & Security Nuisance Activity
Post & Cable Fencing	Post & cable fencing and accompanying signs directing path users to stay on paved path should be installed between the path and sensitive land uses when desired to discourage path users from leaving the path.	Post & cable fencing and accompanying signs encourage users to stay on the path. Often these fences are used to protect environmental resources, but they may also be used to establish "territorial reinforcement", which is a key component of Crime Prevention Through Environmental Design (CPTED) efforts. Defining the accepted area for public use discourages potential offenders from leaving the path and approaching private property, thus improving compatibility between the path and adjacent uses. Some path users will still cross the fence line, but the presence of the fence and signs will allow City workers and neighbors to identify undesirable behavior. Based upon identified property owner concerns, post & cable fencing should be considered if Segment A2 (Sheet 2) is selected, and may be used in other areas where the path approaches existing land uses and no other barrier is provided.	Transient Activity Property Owner Safety & Security
Property Line Fencing	To establish the boundary between public open space and private property, the City will facilitate the installation of property line fencing by conducting hydraulic analysis. Responsibility for installation of the fence would be the property owner's unless otherwise agreed upon between the City and property owner.	Rear yard property line fencing currently exists along most stretches of the open space, but there are several locations where new fences may be desired. Property line fences are a component of "territorial reinforcement" and are also used as "natural access control", another CPTED effort with the goal of clearly indicating public versus private space. Fences help reinforce "natural access." There are a couple of locations where yards are not fenced (see setback discussion), and these are primarily in the floodplain. In these instances, the City will facilitate installation of a fence by conducting a hydraulic analysis if necessary. In order to reduce the risk of wildfire and consistent with past City practices, the hydraulic analysis will assume open style fencing (i.e. chain link, vinyl-coated chain link, wrought iron) installed at the right-of-way boundary. Responsibility for installation of the fence would be the property owner's unless otherwise agreed upon between the City and property owner. For example, where the City acquires right-of-way, the City may install fencing along new property line as agreed upon with affected property owner.	Transient Activity Property Owner Safety & Security Risk of Wildfire
Landscape Buffer	Install landscaping where desired to enhance privacy and establish a buffer.	Landscaping may be used to create privacy. In addition, landscaping is another method of establishing "territorial control". Plant materials need to be carefully selected In order to allow for "natural surveillance" of the path and open space, which is another key component of CPTED efforts. Plant types and locations should not create "hiding places" that unduly restrict views by path users. Low growing shrubs and trees with high canopies branches are preferred. Since the open space is managed as wildlife habitat, native plants shall be used. Consideration must be given to cost and feasibility of irrigating and maintaining the landscaping. Landscape buffers should be considered in conjunction with any required on-site environmental mitigation.	Transient Activity Property Owner Safety & Security Nuisance Activity Path User Safety

Dry Creek Greenway Planning & Feasibility Study

Design Feature	Policy Statement	Discussion	Safety Concern Addressed
Open Space Regulation Signs	Open Space Regulation Signs shall be installed at all path access points to inform path users of the rules & regulations applicable to Roseville’s paths.	Open Space Regulation Signs inform path users of City expectations for use of the open space (i.e. no smoking, dogs on leash, no nighttime use of paths, no camping, no alcohol, no littering, no dumping no motorized vehicles) and facilitate Police Department enforcement efforts.	Nuisance Activity Risk of Wildfire Path User Safety
Interpretive Signs	Where interpretive signs are proposed to inform the public about environmental or cultural resources along the path, the signs should include messages that reinforce compliance with open space regulations.	Interpretive signs offer the City a way to creatively explain the rationale behind open space regulations. These signs may reinforce the open space regulations and help achieve better compliance.	Nuisance Activity Risk of Wildfire Path User Safety
Directional & Guide Signs	Directional & guide signs should be installed at all path access and junction points to inform path users of their location.	Directional & guide signs not only help path users decide which route to take, but also regularly inform them of their location in the event they need to make an emergency call. These signs enable emergency service providers to better respond to calls for service.	Path User Safety
Mile Markers	Provide mileage markers at half-mile increments. Install directional and guide signs at all path intersections, trailheads and road crossings.	Mile markers enable paths users and emergency service providers to pinpoint a location on a path. This enables emergency service providers to better respond to calls for service. Mile markers are also popular for joggers and other path users who want to keep track of their progress.	Path User Safety
Lighting	Lighting may be installed at all major trailhead parking lots, where paths intersect roadways, in under-crossings, or where otherwise determined necessary. Lighting should be designed to avoid excessive glare through use of cutoff shields or location.	Lighting at key locations can improve user safety and discourage undesirable nighttime activity. Lighting is not planned along the full length of the path since nighttime use of open space and paths is not currently permitted, and since the open space is managed as a natural resource and wildlife corridor.	Nuisance Activity Path User Safety
Street Crossing Design	Where paths intersect with streets, the crossing should be designed to enhance the safety of path users while maintaining motorist safety.	Properly designed intersections enhance safety for all users. The feasibility study includes concepts for road. For major roads, grade-separated under-crossings are preferred. For minor roads, at-grade crossings are proposed. At-grade crossing concepts include bulb-outs, medians, signs and striping. Where the path crosses a roadway, right-of-way should be assigned based upon frequency of use. In most instances, this will mean that path users will be required to stop before proceeding when safe. Street crossings will be evaluated by City traffic engineers to ensure motorist, pedestrian and bicyclist safety. The City currently uses bollards to restrict access to paths. However, even properly installed bollards constitute a potentially serious hazard to unwary path users. Safe alternatives to bollards should be considered if able to adequately restrict unwanted access while facilitating maintenance and emergency vehicles access.	Path user safety Conflicts with Vehicles
Neighborhood Access Points	Install frequent neighborhood access points where feasible and desired.	Neighborhood access points facilitate increased use of the path, which helps increase path use and put more “eyes on the path”. Neighborhood access also fosters pride of ownership from surrounding neighborhoods, and may increase ability to implement programmatic measures such as adopt-a-path. Access points should be inviting and signed to welcome the public onto the path. Neighborhood access points may be to public streets (arterial or residential), apartments, businesses or other private developments adjacent to the path.	Property Owner Safety & Security Path user safety
Garbage Cans	Garbage receptacles and doggy bag stations should be placed at all major trailheads and at	Garbage receptacles and the doggy bag stations encourage proper litter disposal and help foster an expectation for how the path should be used. Trash cleanup	Property Owner Safety & Security

Design Feature	Policy Statement	Discussion	Safety Concern Addressed
	other access points as determined appropriate by the City.	improves path user safety by keeping debris off the path. This also fosters community pride in the path, which enhances property owner safety & security and path user safety.	Path user safety
Placement of Path Amenities	Benches, restrooms, drinking faucets, bike racks and other path amenities should be located in areas with good natural surveillance and high activity, and in consideration of nearby land uses.	Considerate placement of path amenities will increase path compatibility with surrounding land uses. To discourage undesirable behavior, path amenities should be durable, low maintenance and vandal resistant.	Property Owner Safety & Security Nuisance Activity Path User Safety
Technological Features	In locations where other design features and program measures do not solve safety & security problems consider call boxes or surveillance cameras as security option.	Call boxes and cameras are expensive and vandalism is often a problem where installed. No conclusive proof exists that these devices are effective at reducing crime or improving response times. Call boxes are becoming obsolete due to prevalence of cell phones.	Property Owner Safety & Security Nuisance Activity Path User Safety

\*Prepared by City of Roseville

Figure 37. Programmatic Measures for Safety and Security

Program Measure	Policy Statement	Discussion	Safety Concern Addressed
Regular Maintenance	The City shall conduct routine path maintenance on a regular basis. The City should respond quickly to reports of graffiti and damage, whether through wear or vandalism.	Routine path maintenance includes asphalt maintenance, litter control, sweeping, weed control, and trimming shrubs and brush to remove hazards and allow visual surveillance from adjacent properties. A well maintained path sends a message to the public that the community really cares about the open space. This message helps discourage undesirable activity along the path.	Property Owner Safety & Security Nuisance Activity Risk of Wildfire Path User Safety
Regular Inspections	The City should conduct regular inspections of the path.	Parks and Street Maintenance workers and other city crews that frequent the path should be trained to be aware of maintenance and safety hazards, and any such hazards should be documented in writing. Formal inspections of the path should be made at least two times per year, including visual and operational inspections of all path amenities such as benches, signage, drinking fountains, bike racks, etc. Recommended corrective actions should be made and be integrated into a work plan.	Property Owner Safety & Security Nuisance Activity Risk of Wildfire Path User Safety
CPTED Inspection	The Police Department shall visit the path during and after construction to recommend measures to improve natural surveillance and access control.	Police Department includes officers that are trained in the practice of Crime Prevention Through Environmental Design (CPTED). Improved natural surveillance may be achieved through tree and shrub trimming as feasible in consideration of environmental constraints. Improved access control may be achieved through fencing, landscaping or other measures.	Transient Activity Property Owner Safety & Security Nuisance Activity Path User Safety
Encourage Use of Major Trailheads	The City shall install and encourage the public to use major trailhead parking lots via maps, websites and other path literature.	As a highly-connected regional path, path users may come from outside Roseville. Neighborhood trailheads should not be the only place to park along the path, and should not be promoted for outside use. Instead, major trailheads should be developed and the use thereof should be promoted.	Property Owner Safety & Security Nuisance Activity
Neighborhood Trailhead Parking	Consider “No Parking” zones or permit parking where appropriate and desired.	On existing paths, parking at neighborhood trailheads has not been identified by the public as a major concern. Most persons who park at neighborhood trailheads are nearby neighbors. However, there is a possibility that parking could become a concern. Where excessive parking is identified, permit parking or other measures may be appropriate.	Property Owner Safety & Security Nuisance Activity
Use of Path by Emergency Services	In addition to regular Police Department path patrols, encourage the Police and Fire Departments to use the path corridor for training and exercise.	Many jurisdictions encourage path use by public safety agencies to provide an additional presence on the path. There may be opportunities to do this with Fire Stations 3 and 4.	Property Owner Safety & Security Nuisance Activity Path User Safety
Path Safety Patrol	Work with the Police Department to establish a volunteer path safety patrol.	The volunteer path patrol would supplement, not replace, existing Police Department enforcement efforts. Volunteer path patrols are often made up of neighbors, community volunteers interested in paths and bicycling, bike clubs, Explorers or other groups. Path safety patrols reinforce path regulations, discourage crime, provide additional eyes on the path and may provide a sense of security for adjacent homeowners. They may also educate path users, report maintenance concerns, and provide safe bicycling tips and basic first aid. The City may utilize the Police Department’s existing volunteer program to enable this program.	Transient Activity Property Owner Safety & Security Nuisance Activity Risk of Wildfire Path User Safety
Neighborhood Watch	Property owners and residents abutting the path corridor are encouraged to establish neighborhood path watch groups.	Neighborhood watch programs bring residents together to encourage sharing of information about neighborhood activities. Neighbors are educated on how to recognize and report suspicious activity. When brought together, neighbors	Transient Activity Property Owner Safety & Security

Program Measure	Policy Statement	Discussion	Safety Concern Addressed
		develop a sense of territorial control of the path and open space.	Nuisance Activity
Adopt-a-path	As staff time and funding permits, support efforts of local bicycle groups, neighborhood associations, businesses and other groups to establish an adopt-a-path program.	Adopt-a-path programs may include efforts such as litter removal, and may also include installation of path amenities such as benches. Adopt-a-path programs foster a sense of ownership and civic pride. Businesses and developers may view the path as an integral piece of their site planning and be willing to take on some level of responsibility for the path.	Property Owner Safety & Security Nuisance Activity Path User Safety
Path Events	The City shall allow and to extent feasible support fun runs, path clean-up, creek clean-up, interpretive walks by local biologists/ecologists and similar activities.	Events along the path will help increase public awareness of the Dry Creek Greenway and bring more people to the path. Events may be initiated by community groups, schools or neighborhood groups. Events often raise public awareness of and support for the path.	Transient Activity Property Owner Safety & Security Nuisance Activity Path User Safety
Community Path Projects	Promote and support community path-building projects.	Involving community groups and neighbors in path projects is one of the best ways to build a sense of community ownership for a path. These types of projects are also often ideal for Eagle Scout candidates. Ideas for community projects include volunteer tree planting, community art, interpretive research projects, construction of bridges, installation of benches and signs.	Property Owner Safety & Security Path User Safety
Safe Routes to School	Establish a Safe Routes to School Program at schools along the path corridor.	Safe Routes to Schools programs often include the establishment of parent-led “walking school buses” and “bike trains”. Parent supervision on the path may foster community ownership of the path.	Transient Activity Property Owner Safety & Security Nuisance Activity Path User Safety
Private Path Use	Use of paths for private purposes such as rear yard construction activities and storage shall not be permitted except under exceptional circumstances.	The City may receive property owner and contractor requests for use of paths and open space for pool construction and other rear yard activities. Private use of the paths should not be permitted because of the possibility of damage to the path and conflicts with path users. Private contractor’s operation of machinery in the open space may also increase the risk of wildfire. The installation of the path and implementation of this policy is not anticipated to eliminate any current use of or access to rear yards along the creek corridor.	Risk of Wildfire Path User Safety

\*Prepared by City of Roseville

## Cost Estimate

The following planning-level cost estimates are based on the preferred alignment previously presented in this document. The costs do not include any property acquisition costs or annual maintenance costs. Also, construction details that would inform the capital costs are not known at this point. These include studies that must be conducted (i.e. geotechnical/soils reports) and any additional related construction that may be necessary based on property easement negotiations (i.e. utility relocation). The unit costs for the estimate have been culled and derived from completed projects around the country. See Appendix D for complete cost estimates broken down by phase.

### Estimate of Construction Costs

Phase	Description	Total
Phase 1	Existing Path to Rocky Ridge	\$957,423
Phase 2	Eastwood Park/Marlin to Oak Ridge	\$1,833,348
Phase 3	Darling to Eastwood Park/Marlin	\$3,138,756
Phase 4	Rocky Ridge Crossing with connection to Side Path	\$2,022,712.02
Phase 5	Rocky Ridge to Old Auburn	\$1,833,484
Phase 6	Old Auburn to North Branch Linda Creek	\$346,518
<b>Grand Total</b>		<b>\$10,132,241</b>

\*Note: Total is expressed in 2009 dollars.

# Phasing Plan

The primary purpose for a path phasing plan is to ensure a logical sequence of implementation that provides a high degree of success as each phase is built, thereby building momentum for each future phase of the project. Success is directly correlated with a substantial level of use, strong public and political support, and proven effective management of the path as each phase is implemented.

Success of the first built phase is critical to securing future funding. The first phase must be well received by the public and become a model for all other future phases.

## *Phase I: Existing path to Rocky Ridge*

Phase I extends the existing pathway from Sierra Gardens Elementary and Eich Intermediate Schools to Rocky Ridge Drive. This represents 0.6 miles of path. This phase provides continuity with the existing path and provides a connection between schools and Maidu Park. Crossing improvements for Rocky Ridge would not be completed as part of Phase I. Path users will be directed to cross Rocky Ridge at the signalized intersection of Rocky Ridge and Cirby Way.

Right-of-way acquisition of the properties west of Rocky Ridge is a challenge that will affect the timing of construction. This phase would connect to several existing paths, as well providing the opportunity to connect to Meadowlark Way along an unimproved connection and/or to Blue Jay Drive via a new creek crossing (Crossing 17). This phase would also include widening of the existing sub-standard segment of path behind Sierra Gardens and Eich Schools.

## *Phase II: Eastwood Park/Marlin to Oak Ridge*

Phase II includes a path through Eastwood Park, a crossing of Sunrise Avenue, and a on-street crossing of Oak Ridge Drive. This path segment runs 0.6 miles, extending to the existing path, and has the potential to create a forward momentum for additional phases of the path. Many portions of this alignment are already City property or on utility easements that have been approved for path use. The final segment just west of Oak Ridge Drive was recently re-graded to provide space for the path. Right-of-way acquisition for an outlet to Sunrise Avenue may have an impact on the final design of the project, and may cause the outlet to be constructed and funded at a later date.

The Phase II path section includes a tributary crossing (Crossing 12), a crossing of Linda Creek east of Sunrise Avenue (Crossing 14), and street crossings at Sunrise Avenue and Oak Ridge Drive. Impacts to the flood control project mitigation plantings will need to be addressed.

### ***Phase III: Darling to Marlin/Eastwood Park***

Phase III extends the Saugstad Park path along Cirby Creek, crossing under I-80 and connecting to Eastwood Park. This Phase represents approximately 1.2 miles of path. Several structures, including two creek crossings (Crossing 2 and 4), retaining walls, and possible cantilevered path segments will be required to implement this phase of the path. This path section crosses Darling Way, looping underneath for a crossing of Dry Creek, I-80, and uses an existing substandard side path along Marlin Drive. Potential connections include: from west side of Crossing 2 to Riverside; from east side of Crossing 2 to existing accessway at Hernandez Lane/Machado Lane; to existing Cirby Hills Drive accessway; and to Jo Anne Lane across a new bridge over Cirby Creek.

To take advantage of funding and permitting opportunities, construction of a path head parking lot on Riverside Avenue (and adjacent path segments) may be timed to coincide with a planned flood control project. Some right-of-way acquisition will be required for this portion of the path, but most of the land is already in public ownership.

The City could split this Phase into two sub-phases: IIIa constructing the section from Eastwood Park to Joanne Lane; and Phase IIIb constructing from Joanne Lane to Darling Way.

### ***Phase IV: Rocky Ridge Crossing with Connection to Existing Rocky Ridge Side Path***

Phase IV includes a crossing of Rocky Ridge Drive and connects off-street to Maidu Regional Park, running just under one mile. The new crossing makes the path safer for school children traveling from the Maidu Neighborhood to Eich Intermediate Schools.

The connection to Maidu Park makes this phase an attractive grant funded project. Construction of a path head parking lot may be included in this phase.

### ***Phase V: Rocky Ridge to Old Auburn***

Phase V connects the Maidu Neighborhood south of N Cirby Way to Old Auburn Road. The path segment is one and a half miles long. This Phase includes three creek crossings (Crossings 19, 21, and 22) and a tributary crossing (Crossing 26) on the main path, and two on the connector to Maidu Regional Park (Crossings 24 and 25). An at-grade crossing of Champion Oaks will be included in this phase. Most of the land in this phase is already in public ownership. This phase may also include the under-crossing of Old Auburn Road.

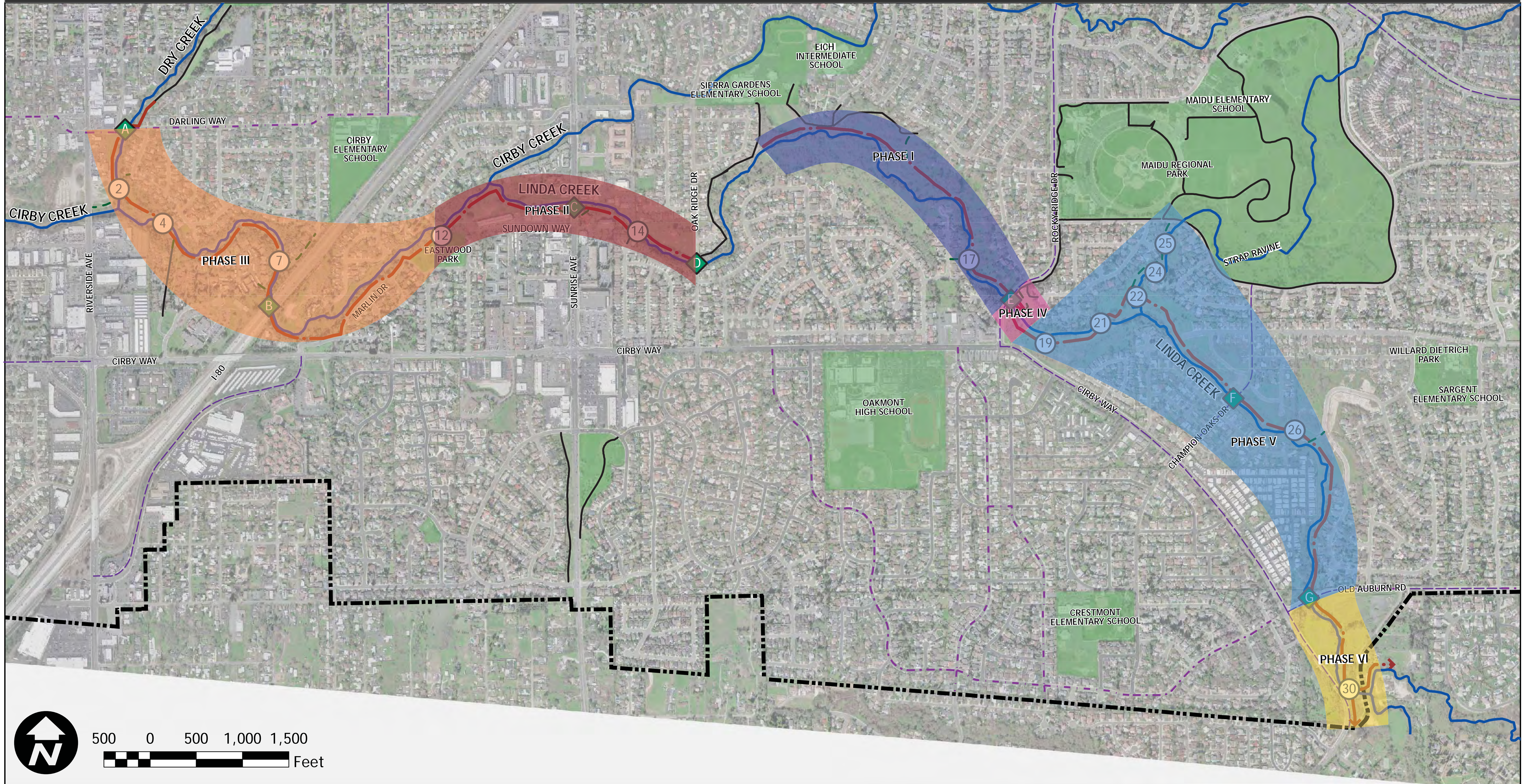
This is an important segment in terms of recreational opportunities, but greater on-street connectivity and lower density in the neighborhoods on either side of the creek make this phase a lower priority than earlier phases. An alternative option may be to break this segment into 2 phases (Phase Va and Phase Vb) at Champion Oaks Drive. This phase could include the path head parking lot at the corner of Old Auburn/Cirby Way.

### ***Phase VI: Old Auburn to Roseville City Limits***


The final phase, Phase VI, would connect extend the trail from Old Auburn Road to the Roseville City limits. This would facilitate Placer County’s planned path just south of the Roseville City Limits (approximately three miles). At this time, the County has no estimated date of construction. An alternative would be to construct a loop on the City’s property south of Old Auburn and develop a path head with parking area (if not constructed in Phase V). This would give the entire path a feeling of completeness and make it more attractive for users who live in other areas of Roseville to use the path.

Map 25 illustrates each project phase.

# Roseville Dry Creek Greenway Planning & Feasibility Study













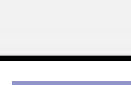
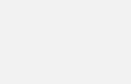
**Phasing Plan**




Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
February, 2009

**LEGEND**

	Recommended Alignment		Phase I		Existing or Planned Trails		Roseville City Limits
	Phase II		Bike Route - Bike Lane		Parks		
	Phase III		Bike Route - Shared Lane				
	Phase IV		Neighborhood Connection				
	Phase V						
	Phase VI						

## Appendix A: Biological Report

**Biological Resources Map provided below. View the rest of the study online at [www.roseville.ca.us/bikeways](http://www.roseville.ca.us/bikeways)**

**Biological Resources Study Report  
for the Dry Creek Greenway Multi-use  
Trail Planning and Feasibility Study**

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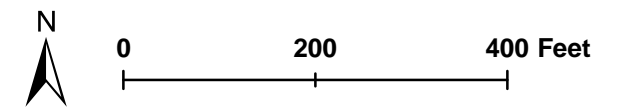
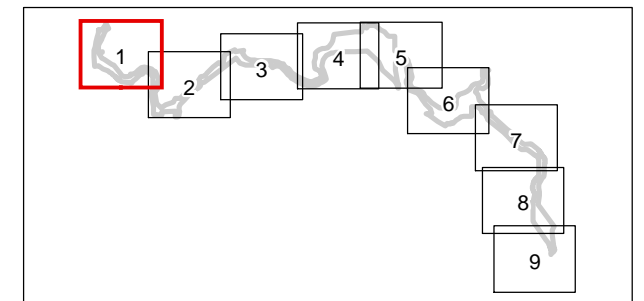
**Exhibit 1 - Sheet 1**  
**Dry Creek Greenway Multi-use Trail Planning & Feasibility Study**

**Biological Resources**

Legend		Biological Communities	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species

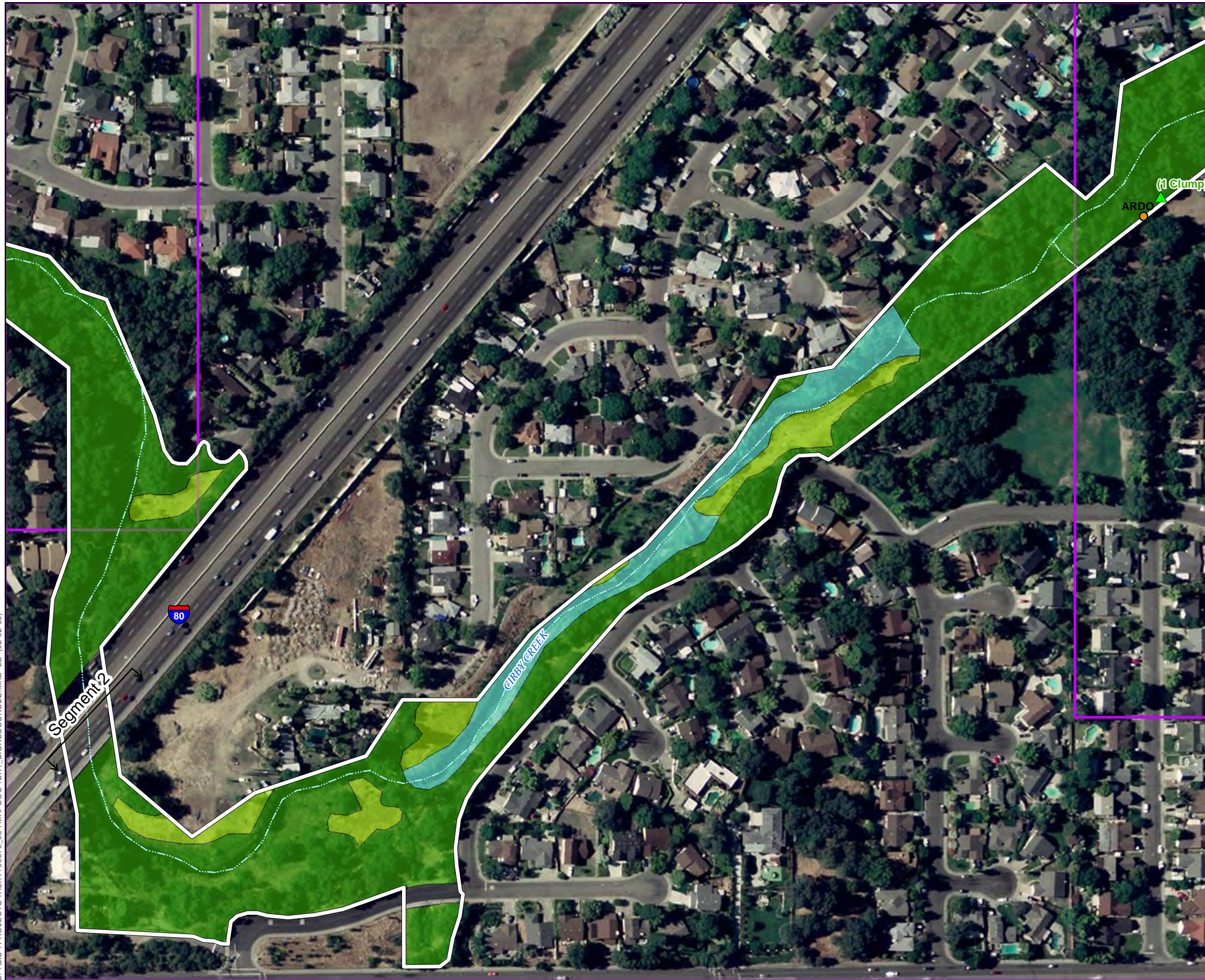


Aerial Photo Source: Aerials Express, 2007



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## Exhibit 1 - Sheet 2

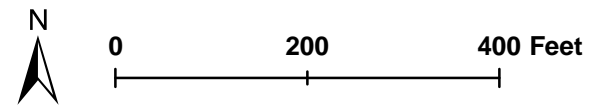
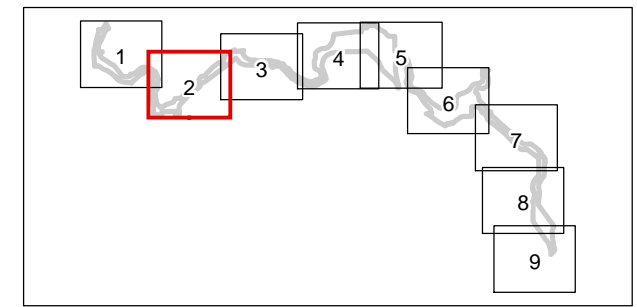
### Dry Creek Greenway Multi-use Trail Planning & Feasibility Study

#### Biological Resources

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Study Area</li> <li><span style="border-bottom: 1px dashed black; width: 20px; margin-right: 5px;"></span> Creek</li> <li><span style="border-bottom: 1px dashed orange; width: 20px; margin-right: 5px;"></span> Existing Trail</li> <li><span style="border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); width: 20px; height: 10px; margin-right: 5px;"></span> Mitigation/Restoration Sites</li> <li><span style="color: green; font-size: 1.2em;">▲</span> Elderberry Shrub*</li> <li><span style="color: yellow; font-size: 1.2em;">●</span> Invasive Species</li> </ul> | <p><b>Biological Communities</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #90EE90; margin-right: 5px;"></span> Annual Grassland</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #FFFF00; margin-right: 5px;"></span> Willow Riparian</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #DDA0DD; margin-right: 5px;"></span> Mixed Riparian Forest</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ADD8E6; margin-right: 5px;"></span> Wetland</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #008000; margin-right: 5px;"></span> Valley Oak Woodland</li> </ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species



Aerial Photo Source: Aerials Express, 2007



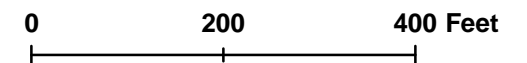
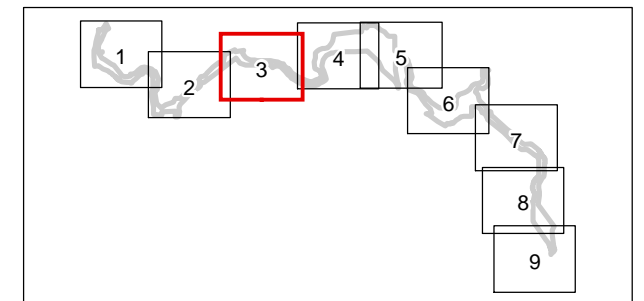
**Exhibit 1 - Sheet 3**  
**Dry Creek Greenway Multi-use Trail Planning & Feasibility Study**

**Biological Resources**

Legend		Biological Communities	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/ Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species



Aerial Photo Source: Aerials Express, 2007



**Exhibit 1 - Sheet 4**  
**Dry Creek Greenway Multi-use**  
**Trail Planning & Feasibility Study**

**Biological Resources**

**Legend**

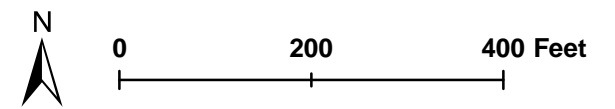
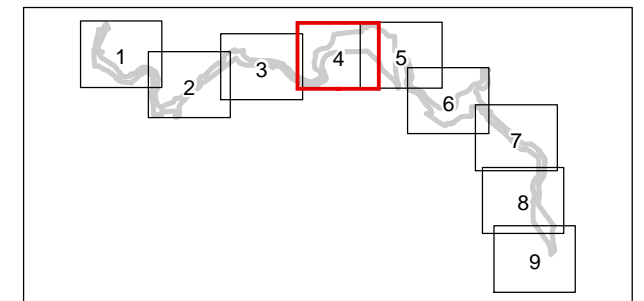
- Study Area
- Creek
- Existing Trail
- Mitigation/Restoration Sites
- Elderberry Shrub\*
- Invasive Species

**Biological Communities**

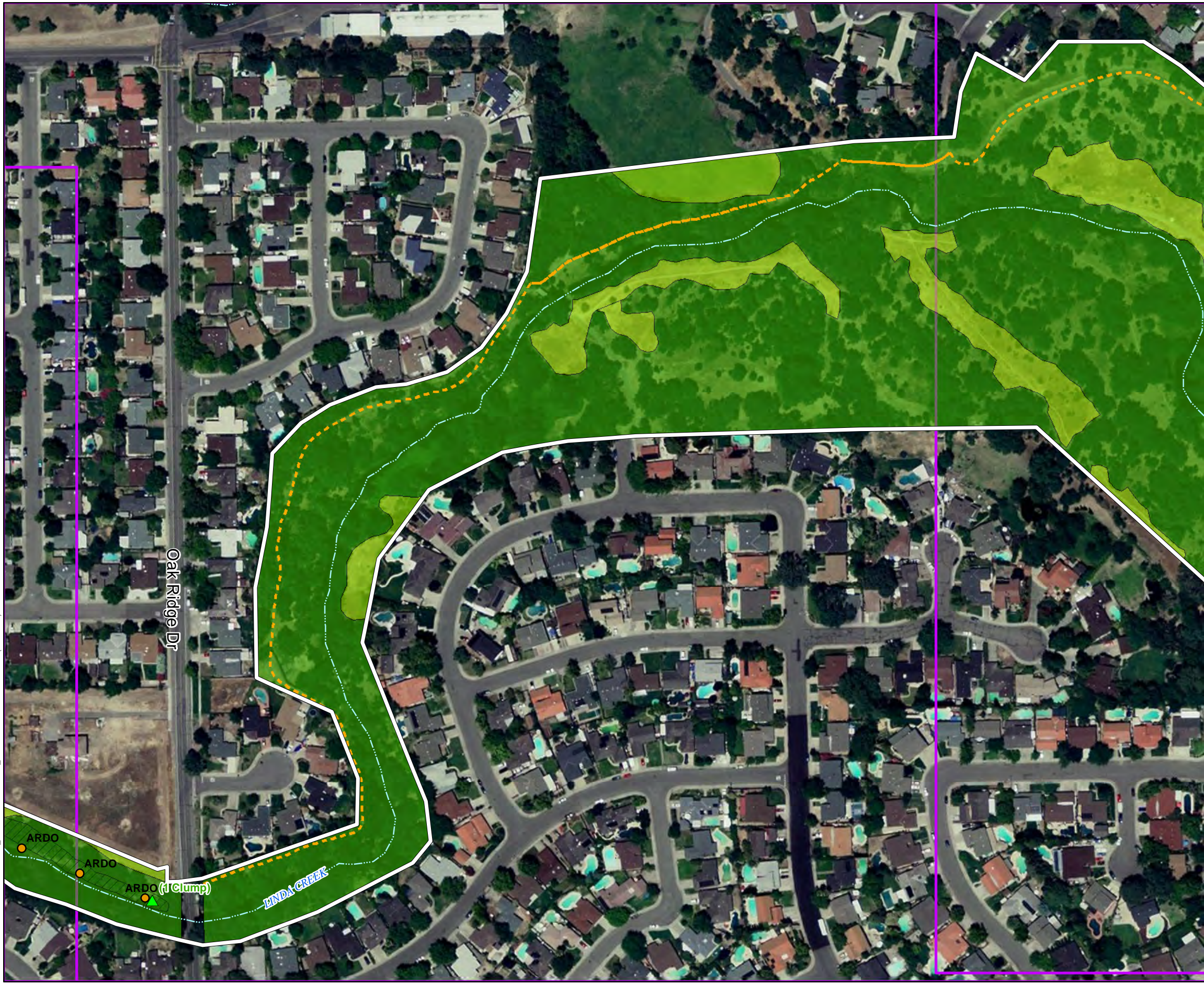
- Annual Grassland
- Willow Riparian
- Mixed Riparian Forest
- Wetland
- Valley Oak Woodland

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species














Aerial Photo Source: Aerials Express, 2007



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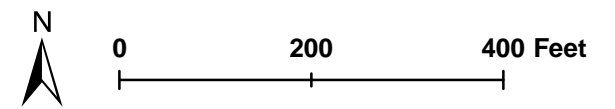
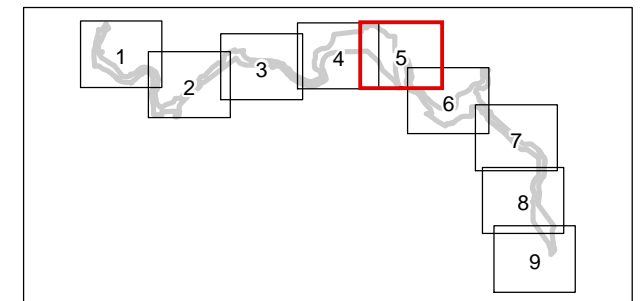
**Exhibit 1 - Sheet 5**  
**Dry Creek Greenway Multi-use**  
**Trail Planning & Feasibility Study**

**Biological Resources**

<b>Legend</b>		<b>Biological Communities</b>	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/ Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species



Aerial Photo Source: Aerials Express, 2007



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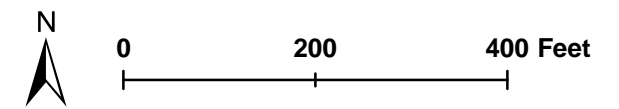
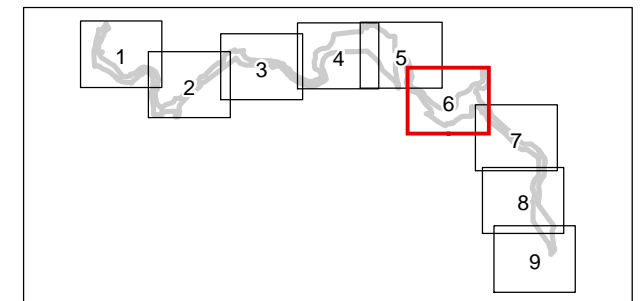
**Exhibit 1 - Sheet 6**  
**Dry Creek Greenway Multi-use**  
**Trail Planning & Feasibility Study**

**Biological Resources**

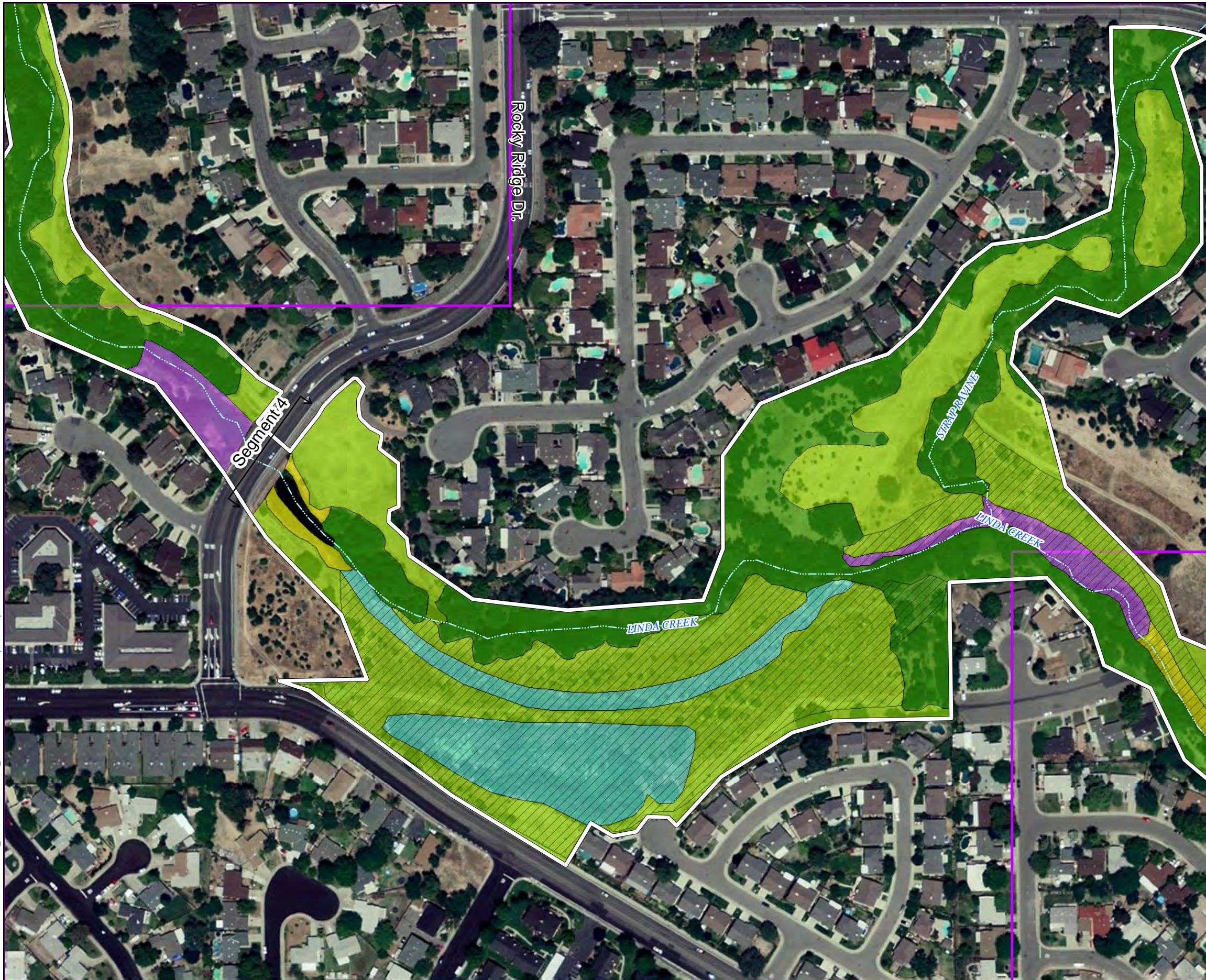
Legend		Biological Communities	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/ Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia seloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species



Aerial Photo Source: Aerials Express, 2007



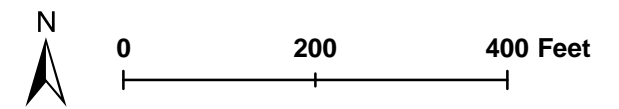
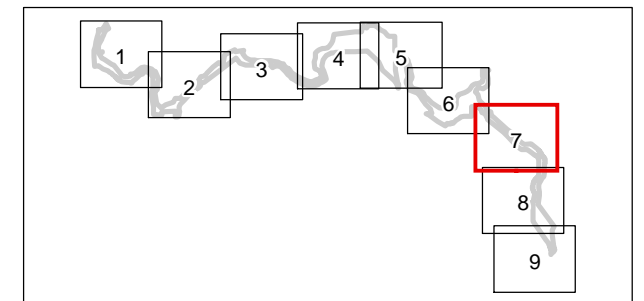
**Exhibit 1 - Sheet 7**  
**Dry Creek Greenway Multi-use Trail Planning & Feasibility Study**

**Biological Resources**

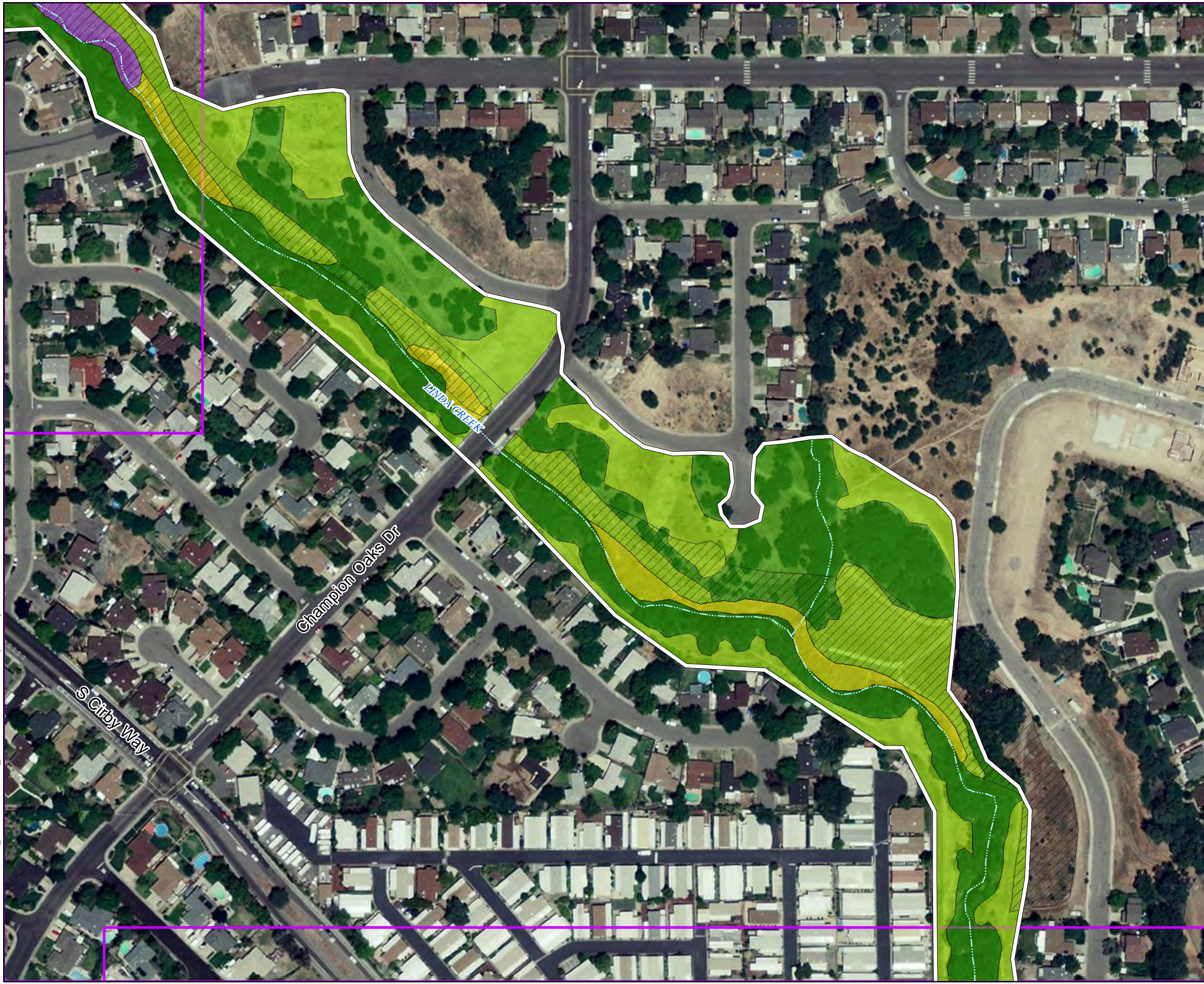
Legend		Biological Communities	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/ Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
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COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species









Aerial Photo Source: Aerials Express, 2007








**Exhibit 1 - Sheet 8**  
**Dry Creek Greenway Multi-use Trail Planning & Feasibility Study**

**Biological Resources**

**Legend**

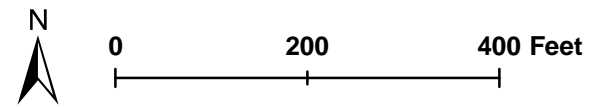
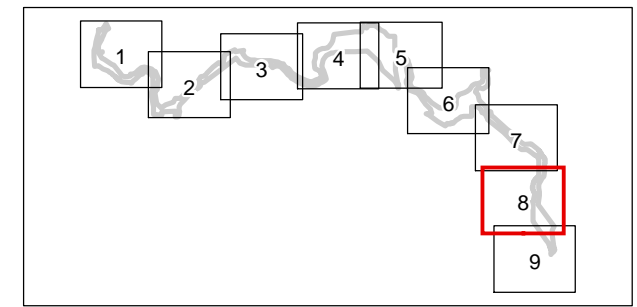
-  Study Area
-  Creek
-  Existing Trail
-  Mitigation/Restoration Sites
-  Elderberry Shrub\*
-  Invasive Species

**Biological Communities**

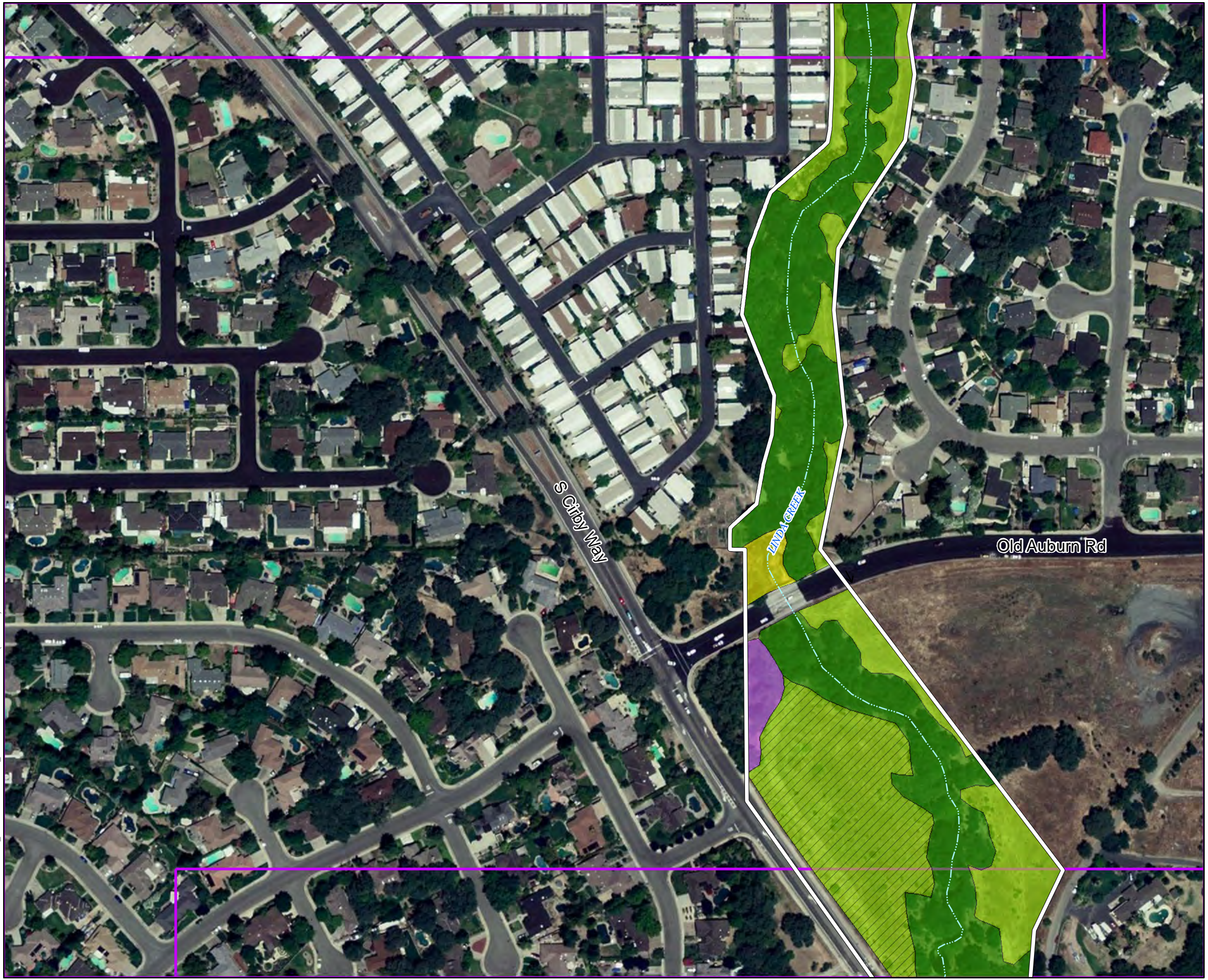
-  Annual Grassland
-  Willow Riparian
-  Mixed Riparian Forest
-  Wetland
-  Valley Oak Woodland

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species

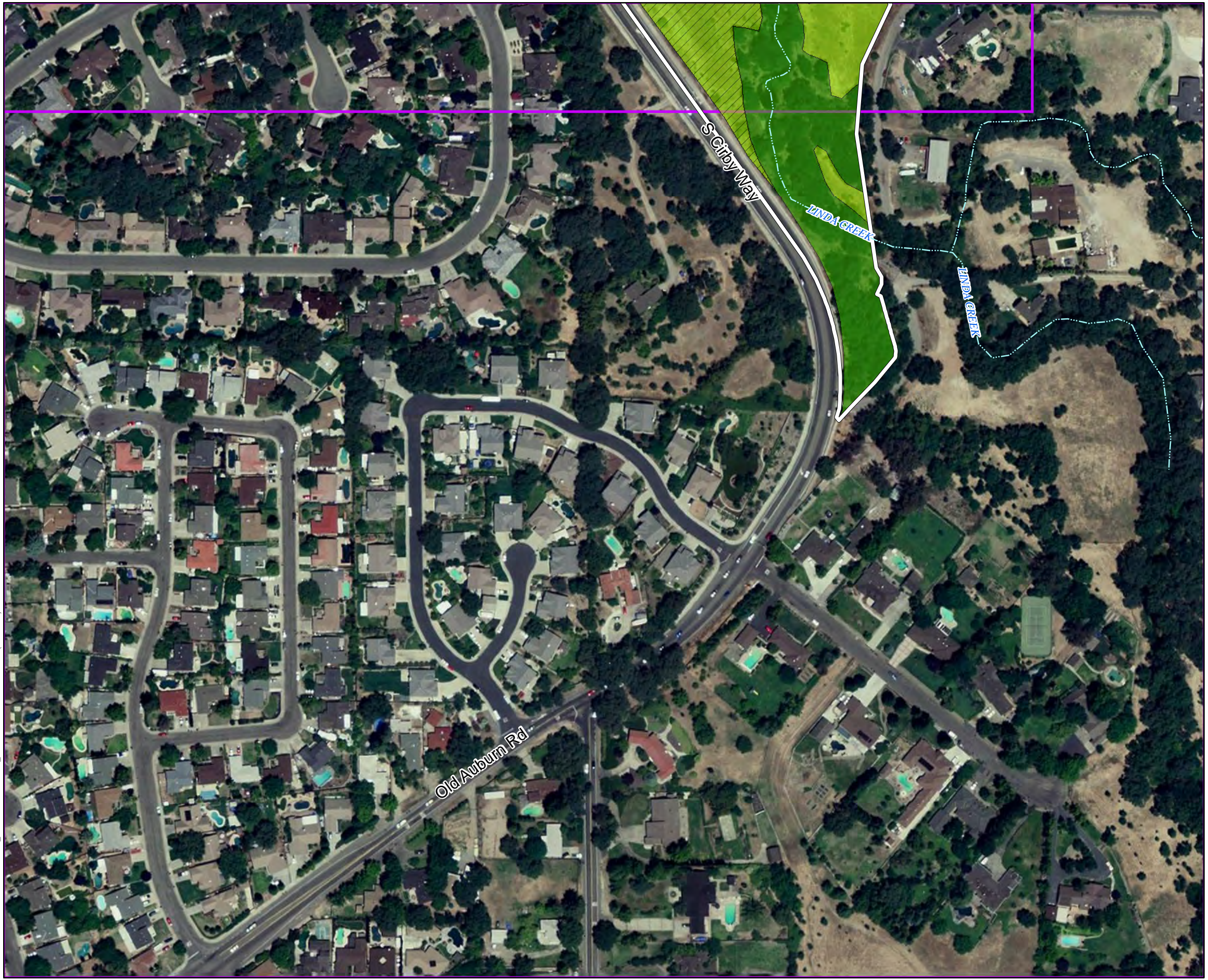


Aerial Photo Source: Aerials Express, 2007



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## Exhibit 1 - Sheet 9

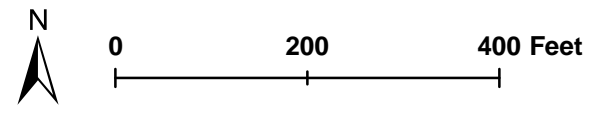
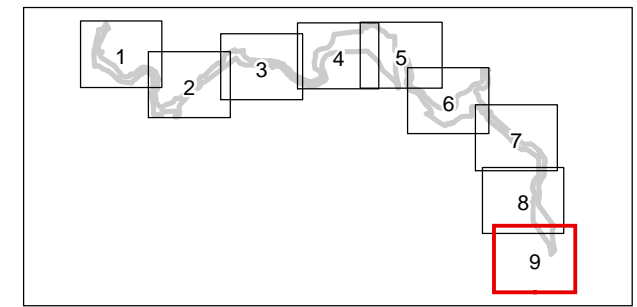
### Dry Creek Greenway Multi-use Trail Planning & Feasibility Study

#### Biological Resources

Legend		Biological Communities	
	Study Area		Annual Grassland
	Creek		Willow Riparian
	Existing Trail		Mixed Riparian Forest
	Mitigation/ Restoration Sites		Wetland
	Elderberry Shrub*		Valley Oak Woodland
	Invasive Species		

Abbreviation	Scientific Name	Common Name
AIAL	<i>Ailanthus altissima</i>	Tree-of-Heaven
ARDO	<i>Arundo donax</i>	Giant Reed
CABI	<i>Catalpa bignonioides</i>	Southern Catalpa
COSE	<i>Cortaderia selloana</i>	Pampas Grass
FICA	<i>Ficus carica</i>	Edible Fig

\* habitat for valley elderberry longhorn beetle (VELB), a federally listed species

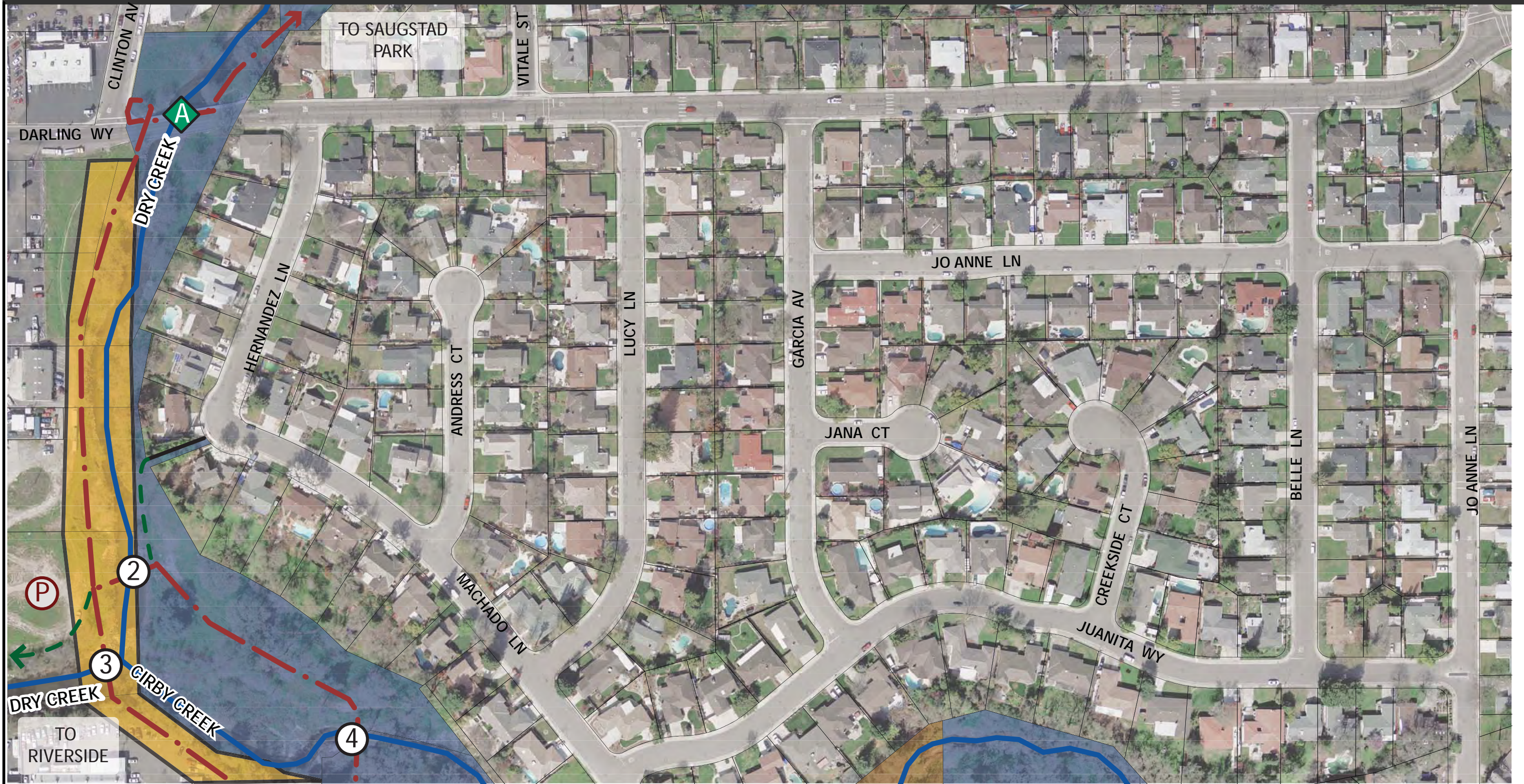


Aerial Photo Source: Aerials Express, 2007



## **Appendix B: Potential Property Acquisition Maps**

# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 1**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

**LEGEND**

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks

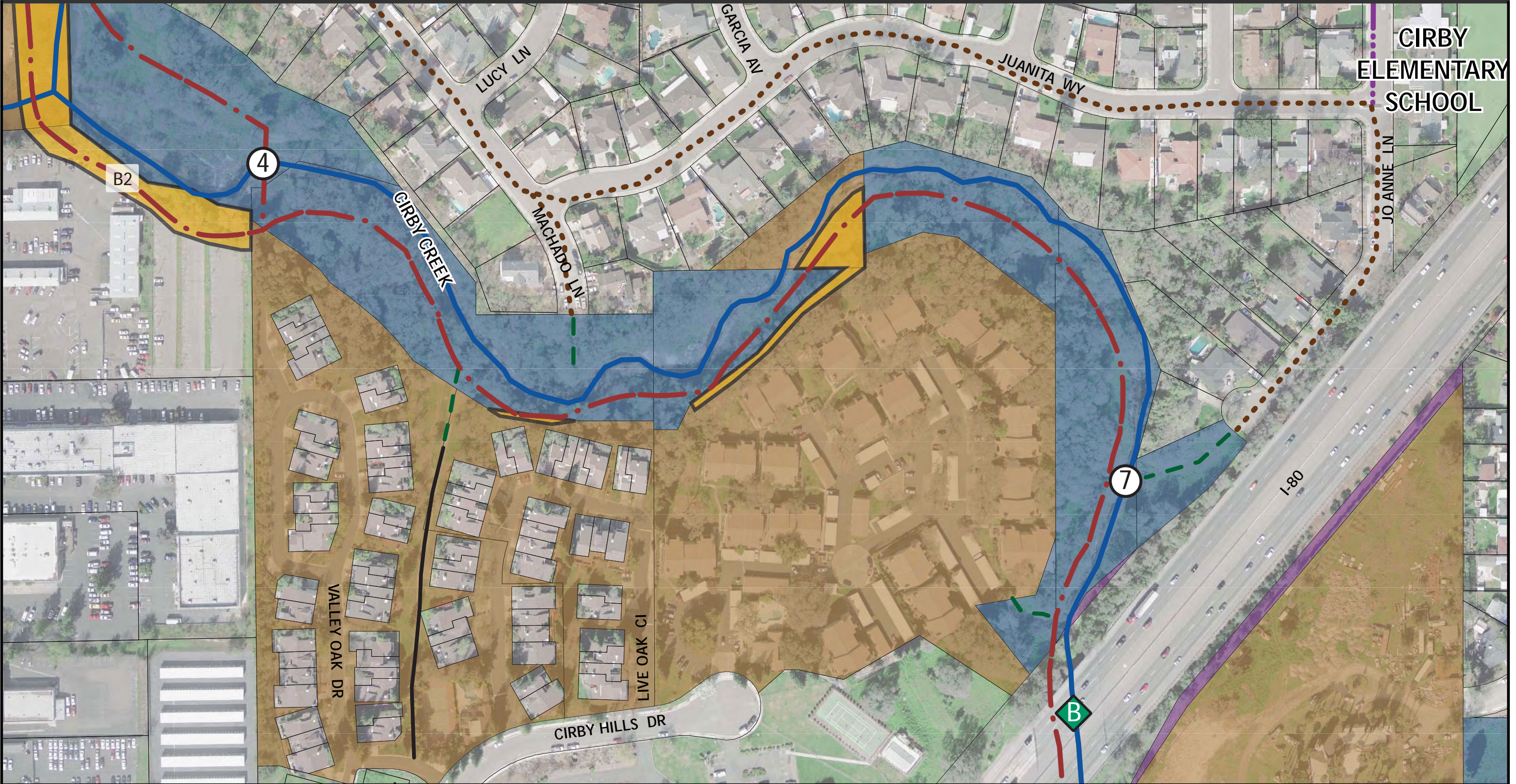
- Creek Crossings
- Road Crossings
- Parking

**LAND OWNERSHIP**

- City of Roseville
- Private Ownership
- CALTRANS
- School District

- Area of Potential ROW Acquisition

# Roseville Dry Creek Greenway Planning & Feasibility Study










**Required Property Acquisitions- Sheet 2**





Data Provided by:  
City of Roseville, California


Map Prepared by:  
Alta Planning+Design  
October, 2009






-  Recommended Alignment
-  Connection
-  Existing or Planned Trails
-  Creeks

-  Creek Crossings
-  Road Crossings
-  Parking

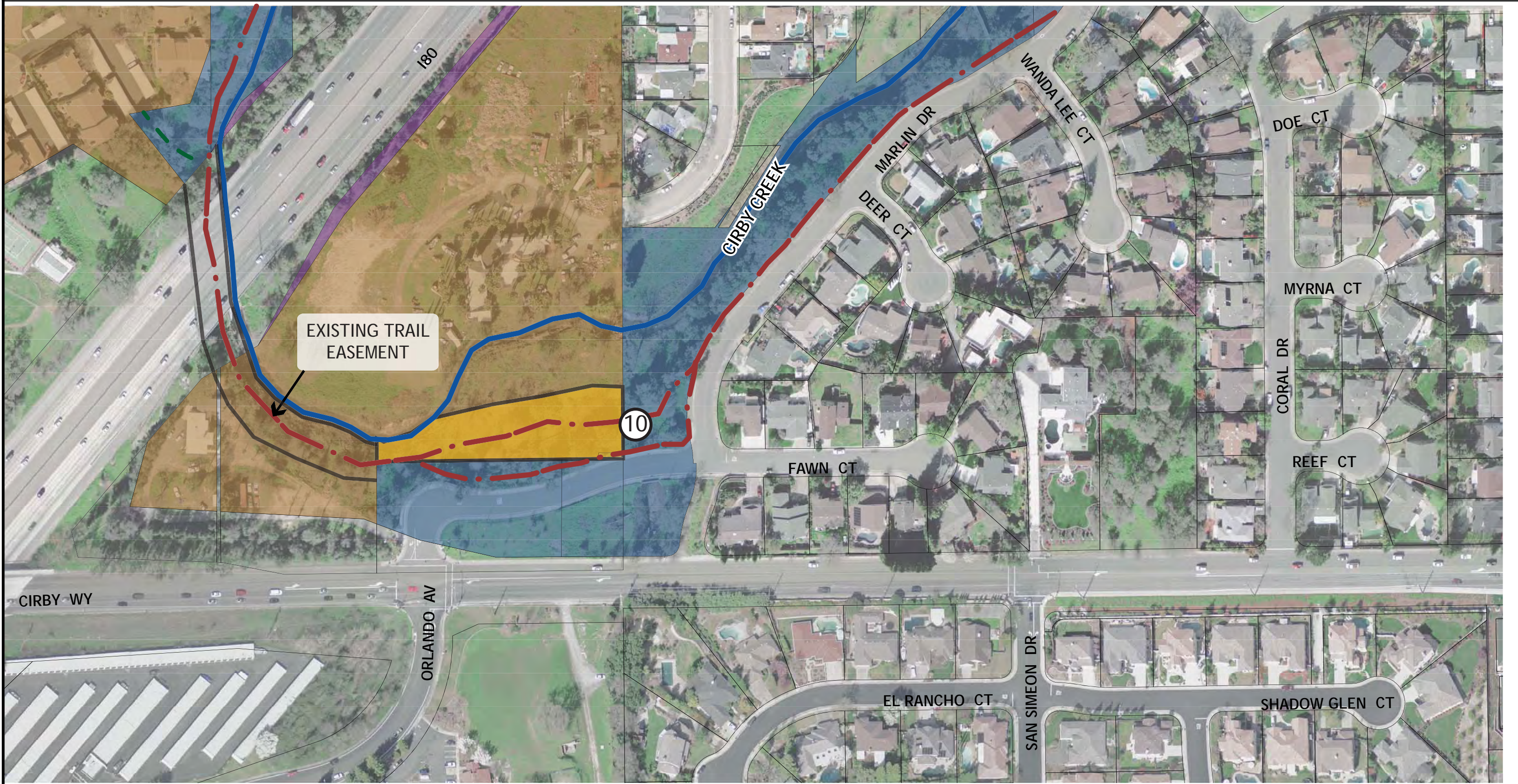
- LAND OWNERSHIP**
-  City of Roseville
  -  Private Ownership
  -  CALTRANS
  -  School District

-  Area of Potential ROW Acquisition

0 75 150 300 450 600 Feet

# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 3**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li> Recommended Alignment</li> <li> Connection</li> <li> Existing or Planned Trails</li> <li> Creeks</li> </ul>		<ul style="list-style-type: none"> <li> Creek Crossings</li> <li> Road Crossings</li> <li> Parking</li> </ul>		<p><b>LAND OWNERSHIP</b></p> <ul style="list-style-type: none"> <li> City of Roseville</li> <li> Private Ownership</li> <li> CALTRANS</li> <li> School District</li> </ul>		<ul style="list-style-type: none"> <li> Area of Potential ROW Acquisition</li> </ul>	
				<p>0    75    150    300    450    600</p> <p>Feet</p>			

# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 4**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

**LEGEND**

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks

- Creek Crossings
- Road Crossings
- Parking

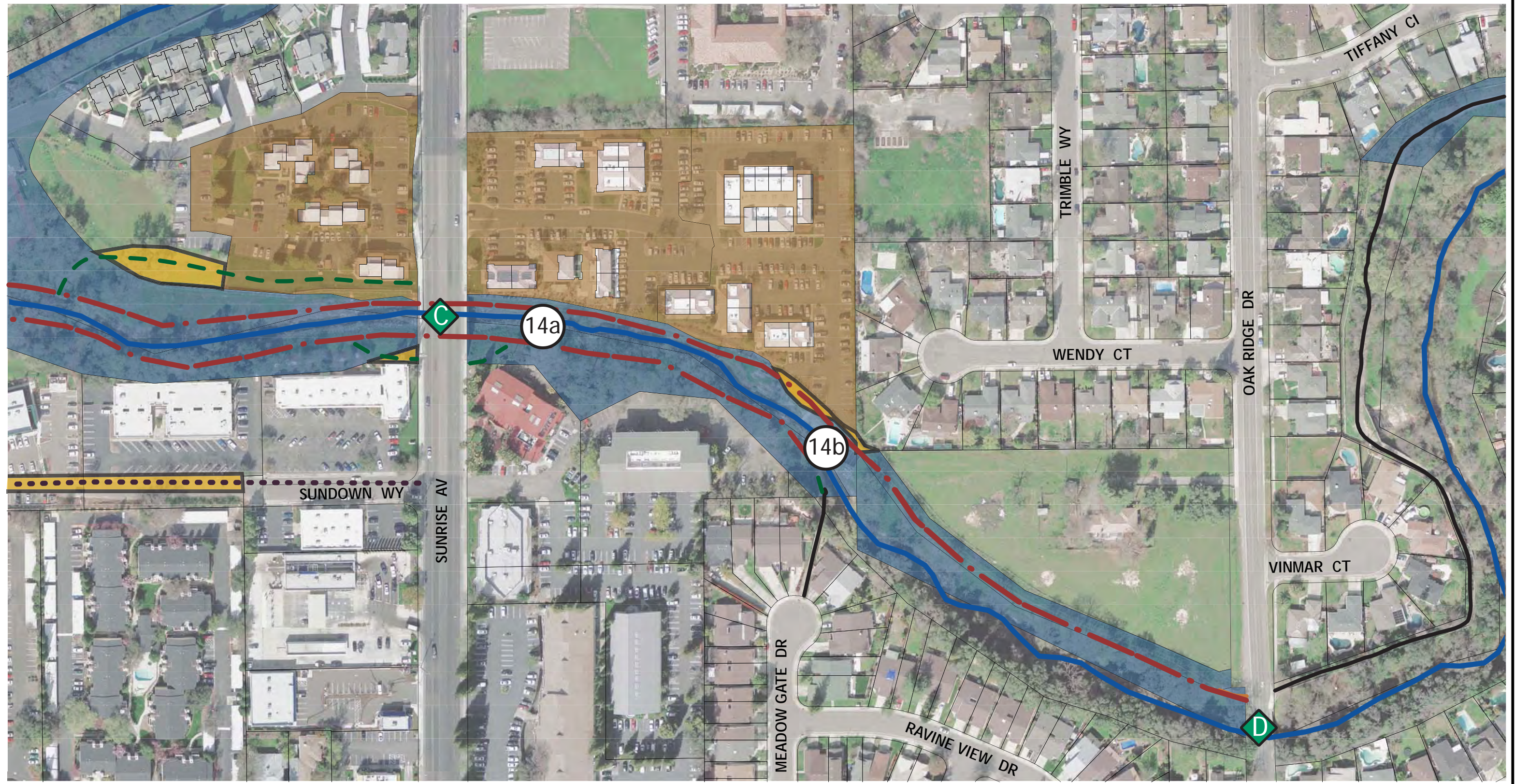
**LAND OWNERSHIP**

- City of Roseville
- Private Ownership
- CALTRANS
- School District

- Area of Potential ROW Acquisition

0 75 150 300 450 600 Feet

# Roseville Dry Creek Greenway Planning & Feasibility Study



## Required Property Acquisitions- Sheet 5

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009



### LEGEND

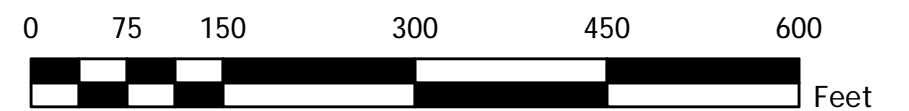
- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks

- Creek Crossings
- Road Crossings
- Parking

### LAND OWNERSHIP

- City of Roseville
- Private Ownership
- CALTRANS
- School District

Area of Potential ROW Acquisition



# Roseville Dry Creek Greenway Planning & Feasibility Study



## Required Property Acquisitions- Sheet 6



Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

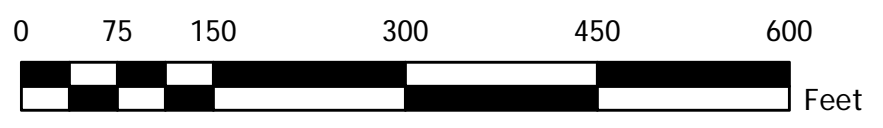
### LEGEND

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks
- Creek Crossings
- Road Crossings
- Parking

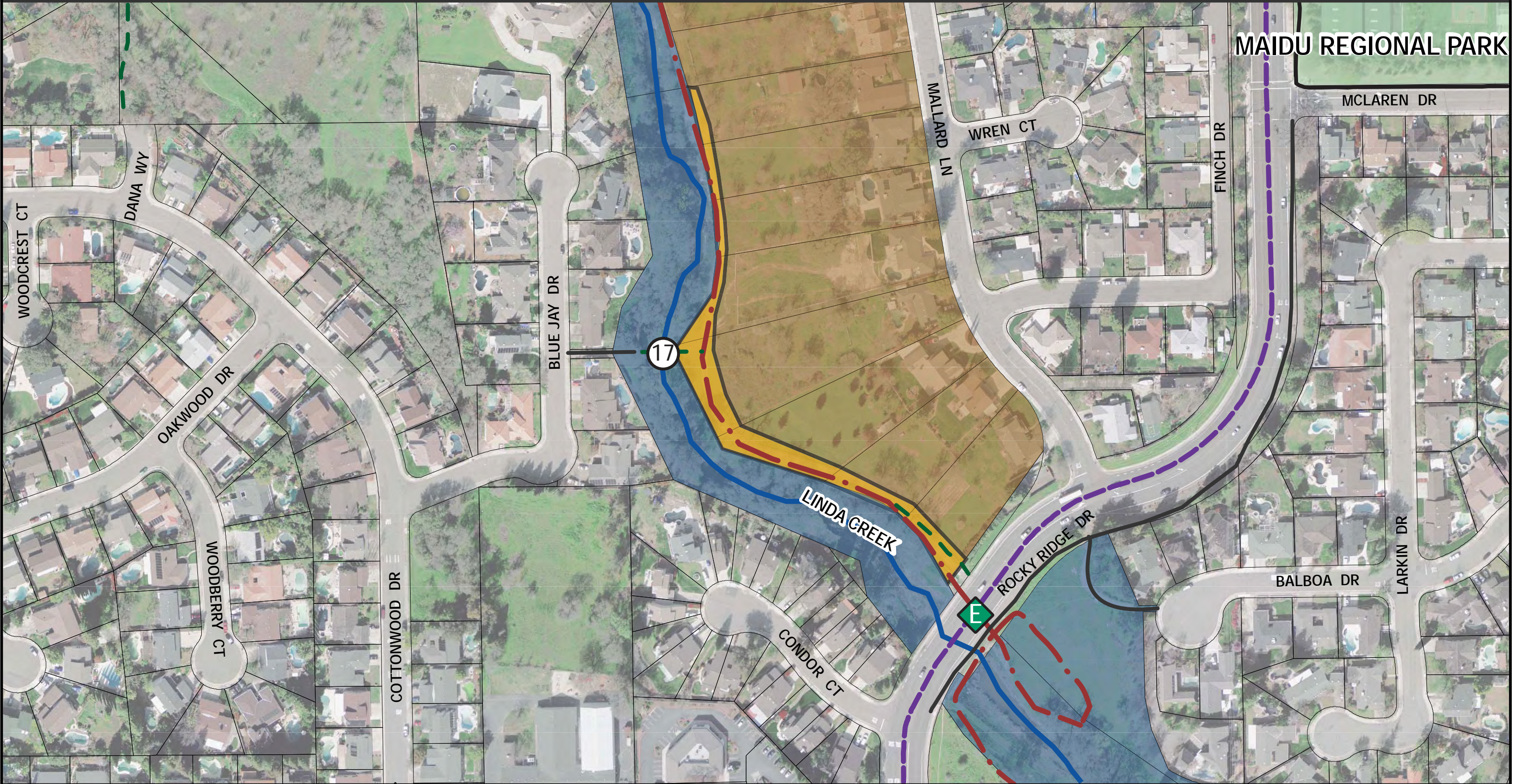
### LAND OWNERSHIP

- City of Roseville
- Private Ownership
- CALTRANS
- School District

Area of Potential ROW Acquisition



# Roseville Dry Creek Greenway Planning & Feasibility Study




## Required Property Acquisitions- Sheet 7







Data Provided by:  
City of Roseville, California  
Map Prepared by:  
Alta Planning+Design  
October, 2009

### LEGEND

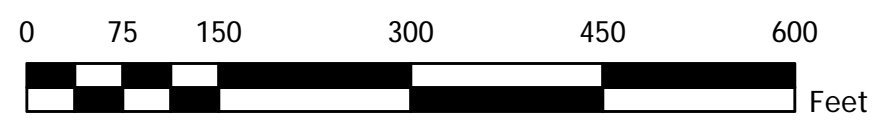
-  Recommended Alignment
-  Connection
-  Existing or Planned Trails
-  Creeks

-  Creek Crossings
-  Road Crossings
-  Parking

### LAND OWNERSHIP

-  City of Roseville
-  Private Ownership
-  CALTRANS
-  School District

 Area of Potential ROW Acquisition



# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 8**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

**LEGEND**

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks
- Creek Crossings
- Road Crossings
- Parking

**LAND OWNERSHIP**

- City of Roseville
- Private Ownership
- CALTRANS
- School District

- Area of Potential ROW Acquisition

0 75 150 300 450 600 Feet

# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 9**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

**LEGEND**

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks

- Creek Crossings
- Road Crossings
- Parking

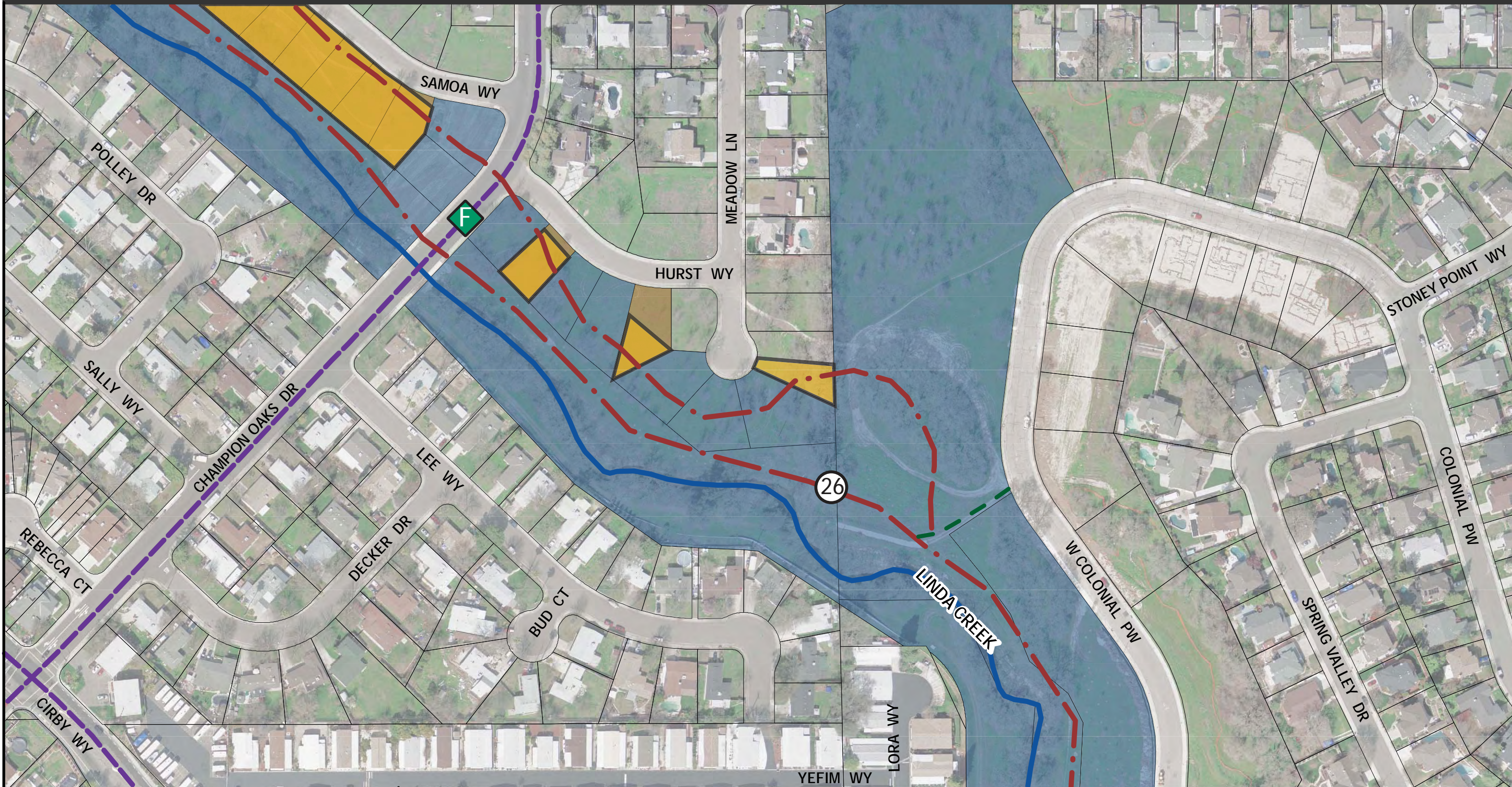
**LAND OWNERSHIP**

- City of Roseville
- Private Ownership
- CALTRANS
- School District

- Area of Potential ROW Acquisition

0 75 150 300 450 600 Feet

# Roseville Dry Creek Greenway Planning & Feasibility Study



**Required Property Acquisitions- Sheet 10**

Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

**LEGEND**

- Recommended Alignment
- Connection
- Existing or Planned Trails
- Creeks

- Creek Crossings
- Road Crossings
- Parking

**LAND OWNERSHIP**

- City of Roseville
- Private Ownership
- CALTRANS
- School District

- Area of Potential ROW Acquisition

0 75 150 300 450 600 Feet

# Roseville Dry Creek Greenway Planning & Feasibility Study



## Required Property Acquisitions- Sheet 11




Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009







### LEGEND

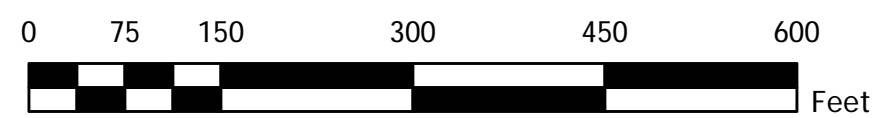
-  Recommended Alignment
-  Connection
-  Existing or Planned Trails
-  Creeks

-  Creek Crossings
-  Road Crossings
-  Parking

### LAND OWNERSHIP

-  City of Roseville
-  Private Ownership
-  CALTRANS
-  School District

 Area of Potential ROW Acquisition



# Roseville Dry Creek Greenway Planning & Feasibility Study



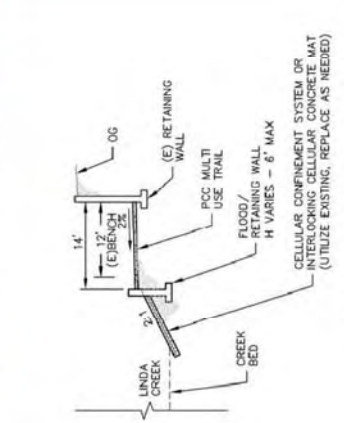
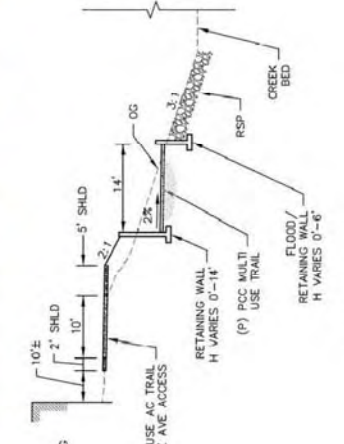
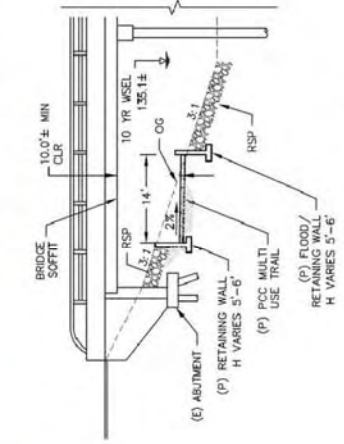
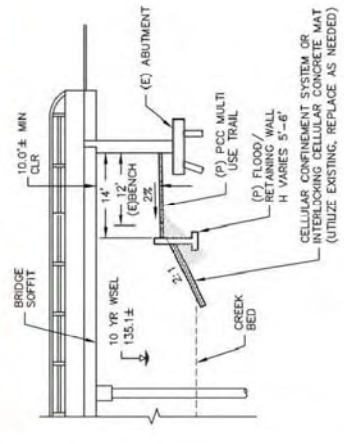
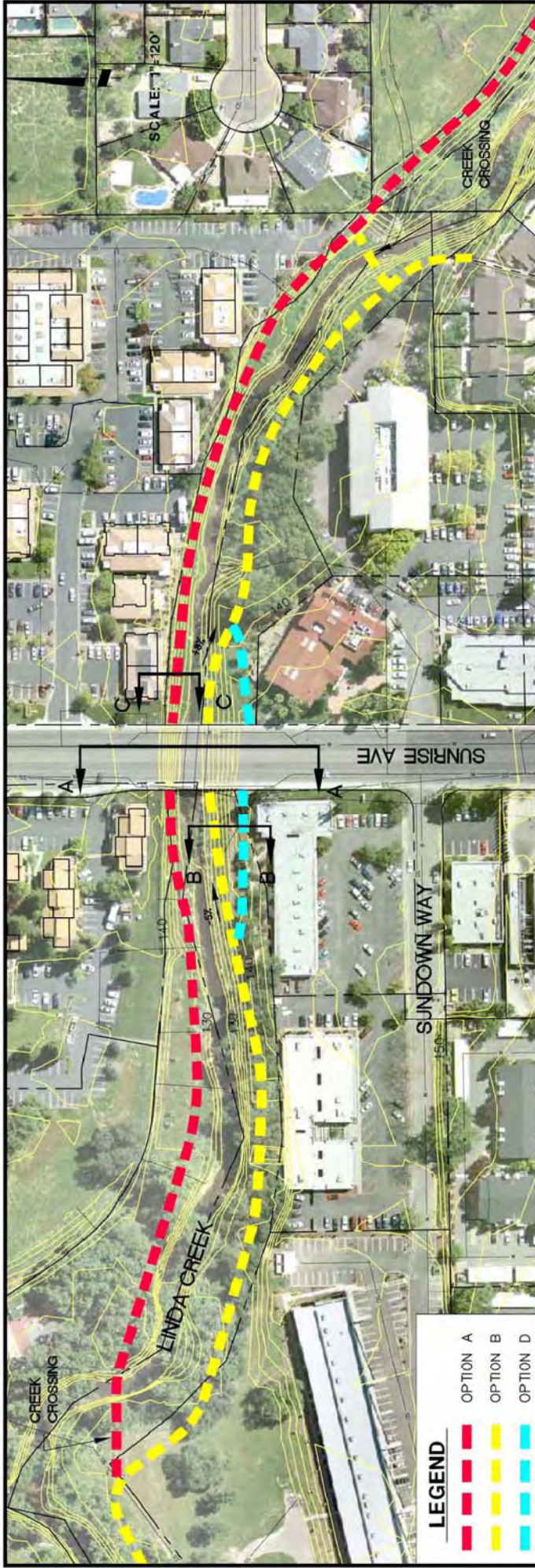
**Required Property Acquisitions- Sheet 12**

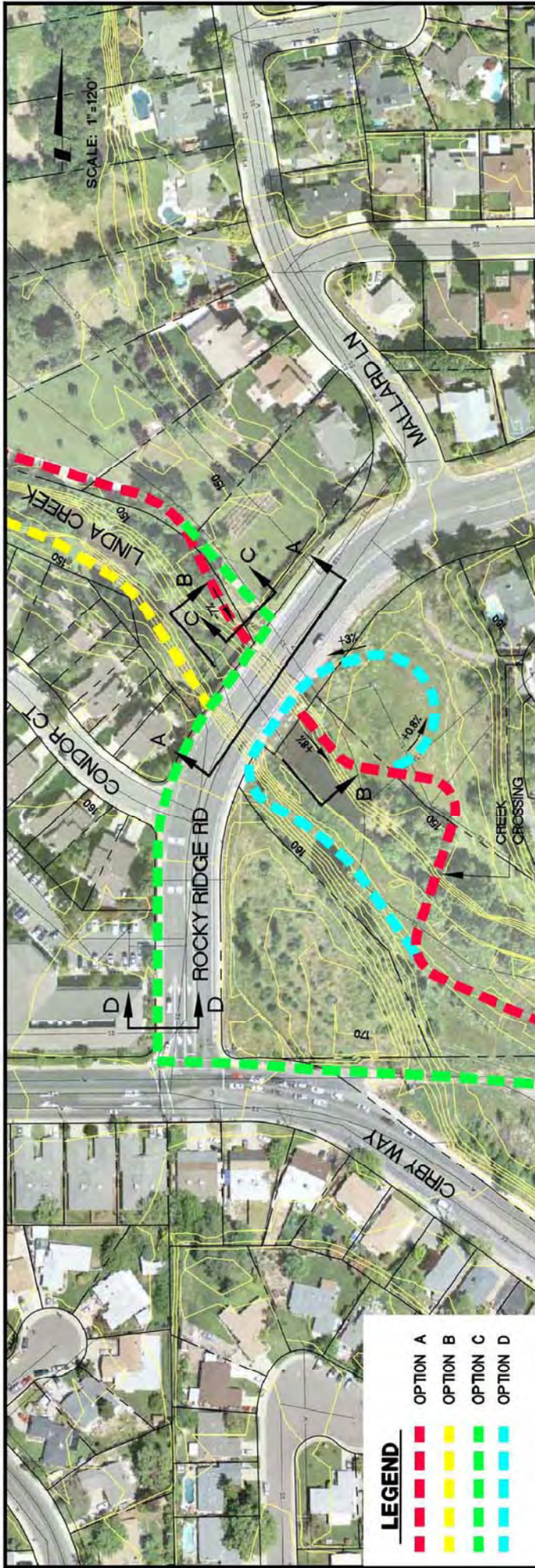
Data Provided by:  
City of Roseville, California

Map Prepared by:  
Alta Planning+Design  
October, 2009

<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="color: red; font-weight: bold;">- - -</span> Recommended Alignment</li> <li><span style="color: green; font-weight: bold;">- - -</span> Connection</li> <li><span style="color: black; font-weight: bold;">—</span> Existing or Planned Trails</li> <li><span style="color: blue; font-weight: bold;">~</span> Creeks</li> </ul>		<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">#</span> Creek Crossings</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">G</span> Road Crossings</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">P</span> Parking</li> </ul>		<p><b>LAND OWNERSHIP</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black;"></span> City of Roseville</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: tan; border: 1px solid black;"></span> Private Ownership</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> CALTRANS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> School District</li> </ul>		<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Area of Potential ROW Acquisition</li> </ul>	
				<p>0    75    150    300    450    600</p> <p>Feet</p>			

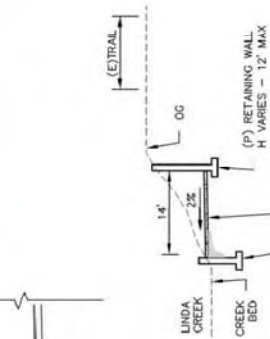
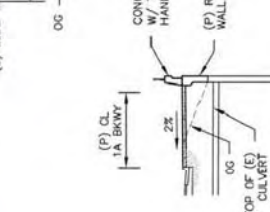
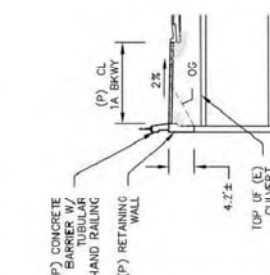
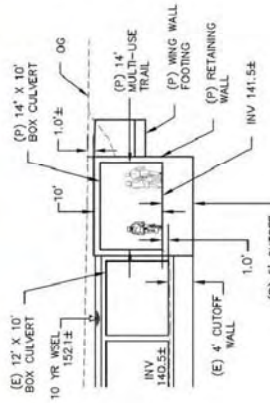
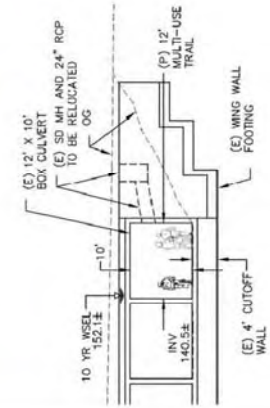
# Appendix C: Roadway Crossing Alternatives





**LEGEND**

- OPTION A
- OPTION B
- OPTION C
- OPTION D



**ROSEVILLE DRY CREEK GREENWAY BIKE TRAIL PLANNING & FEASIBILITY STUDY**  
**ROCKY RIDGE ROAD CROSSING**

**DRAFT**  
**PSOMAS**

## Appendix D: Costs by Phase

	Phase 1 (3168 LF) Existing Trail to Rocky Ridge				Phase 2 (3168 LF) Eastwood Park / Marlin to Oak Ridge		Phase 3 (5136 LF) Darling to Marlin / Eastwood Park	
	Unit Cost	Unit	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
<b>Bike Trail Construction</b>								
Existing Asphalt Demo & Removal	\$4.25	LF	900	\$3,825.00	-	\$0.00	-	\$0.00
Clear & Grub	varies	LS	1	\$18,000.00	1	\$18,000.00	1	\$29,000.00
Trail Excavation & Grading	\$50.00	CY	821	\$41,066.67	821	\$41,066.67	1332	\$66,577.78
Water Pollution Control	varies	LS	1	\$14,541.12	1	\$14,541.12	1	\$23,574.24
2" Asphalt	\$100.00	TON	264	\$26,400.00	264	\$26,400.00	428	\$42,800.00
Reinforced Trail (Concrete)	\$10.00	SF	10560	\$105,600.00	10560	\$105,600.00	17120	\$171,200.00
4" Aggregate Base	\$70.00	CY	508	\$35,591.11	508	\$35,591.11	824	\$57,700.74
3" Decomposed Granite Shoulder	\$74.00	CY	117	\$8,682.67	117	\$8,682.67	190	\$14,076.44
4" Centerline Stripe	\$1.00	LF	3168	\$3,168.00	3168	\$3,168.00	5136	\$5,136.00
Mile Markers	\$0.30	LF	3168	\$950.40	3168	\$950.40	5136	\$1,540.80
Retaining Walls	\$50.00	SF	300	\$15,000.00	3600	\$180,000.00	3000	\$150,000.00
Sidewalk Improvements (Marlin Drive)	\$8.00	SF	-	\$0.00	-	\$0.00	6000	\$48,000.00
Entry Sign	\$800.00	EA	1	\$800.00	1	\$800.00	5	\$4,000.00
Bollard Set	\$2,100.00	EA	1	\$2,100.00	1	\$2,100.00	5	\$10,500.00
Directional & Etiquette Signs	\$400.00	EA	4	\$1,600.00	-	\$0.00	-	\$0.00
Mitigation Planting	\$1,800.00	LS	-	\$0.00	1	\$1,800.00	-	\$0.00

**Creek Crossings**

Bridge 16 - Prefab Steel Truss	1	\$192,000.00					
Bridge 12 - Glulam Beam				1	\$63,000.00		
Bridge 13 - Prefab Steel Truss				1	\$297,000.00		
Bridge 2 - Prefab Steel Truss						1	\$240,000.00
Bridge 4 - CIP RC Slab or Beam or Prefab Steel Truss						1	\$192,000.00
Bridge 7 - CIP RC Slab or Beam						1	\$216,000.00
Bridge 10 - Prefab Steel Truss						1	\$157,500.00
Bridge 21 - Glulam Beam							
Bridge 22 - Existing Bridge Impvts							
Bridge 26 - Glulam Beam							
Bridge 30 - Prefab Steel Truss							

**Roadway Crossings**

Sunrise				1	\$90,000.00		
Rocky Ridge							
Oak Ridge Crossing				1	\$10,000.00		
Darling Way						1	\$64,000.00
I-80						1	\$45,000.00
Champion Oaks							
Old Auburn							

**\$469,324.96                      \$898,699.96                      \$1,538,606.00**

Permitting & Mitigation	6%	\$28,159.50	\$53,922.00	\$92,316.36
Design & Engineering	20%	\$93,864.99	\$179,739.99	\$307,721.20
Survey	10%	\$46,932.50	\$89,870.00	\$153,860.60
Mobilization	10%	\$46,932.50	\$89,870.00	\$153,860.60
Construction Management	8%	\$37,546.00	\$71,896.00	\$123,088.48
Inspection/Testing	10%	\$46,932.50	\$89,870.00	\$153,860.60
Contingency	40%	\$187,729.99	\$359,479.99	\$615,442.40
<b>Total Each Phase</b>		<b>\$957,422.93</b>	<b>\$1,833,347.93</b>	<b>\$3,138,756.25</b>

<b>Total Phases 1-3</b>	<b>\$5,929,527.10</b>
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	Phase 4 (250 LF) Existing Trail to Rocky Ridge				Phase 5 (7392 LF) Rocky Ridge to Old Auburn		Phase 6 (950 LF) Old Auburn to North Branch of Linda Creek	
	Unit Cost	Unit	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
<b>Bike Trail Construction</b>								
Existing Asphalt Demo & Removal	\$4.25	LF		\$0.00	-	\$0.00	-	\$0.00
Clear & Grub	varies	LS	1	\$6,000.00	1	\$40,000.00	1	\$6,000.00
Trail Excavation & Grading	\$50.00	CY	100	\$5,000.00	1916	\$95,822.22	246	\$12,314.81
Water Pollution Control	varies	LS	1	\$4,360.50	1	\$33,929.28	1	\$4,360.50
2" Asphalt	\$100.00	TON	25	\$2,500.00	693	\$69,300.00	119	\$11,875.00
Reinforced Trail (Concrete)	\$10.00	SF	1000	\$10,000.00	10560	\$105,600.00	-	\$0.00
4" Aggregate Base	\$70.00	CY	50	\$3,500.00	1186	\$83,045.93	152	\$10,672.84
3" Decomposed Granite Shoulder	\$74.00	CY	10	\$740.00	274	\$20,259.56	35	\$2,603.70
4" Centerline Stripe	\$1.00	LF	250	\$250.00	7392	\$7,392.00	950	\$950.00
Mile Markers	\$0.30	LF	250	\$75.00	7392	\$2,217.60	950	\$285.00
Retaining Walls	\$50.00	SF	100	\$5,000.00	450	\$22,500.00	-	\$0.00
Sidewalk Improvements (Marlin Drive)	\$8.00	SF	-	\$0.00	-	\$0.00	-	\$0.00
Entry Sign	\$800.00	EA	1	\$800.00	7	\$5,600.00	2	\$1,600.00
Bollard Set	\$2,100.00	EA	1	\$2,100.00	7	\$14,700.00	2	\$4,200.00
Directional & Etiquette Signs	\$400.00	EA	3	\$1,200.00	-	\$0.00	-	\$0.00
Mitigation Planting	\$1,800.00	LS	-	\$0.00	-	\$0.00	-	\$0.00

**Creek Crossings**

Bridge 16 - Prefab Steel Truss								
Bridge 12 - Glulam Beam								
Bridge 13 - Prefab Steel Truss								
Bridge 2 - Prefab Steel Truss								
Bridge 4 - CIP RC Slab or Beam or Prefab Steel Truss								
Bridge 7 - CIP RC Slab or Beam								
Bridge 10 - Prefab Steel Truss								
Bridge 21 - Glulam Beam					1	\$297,000.00		
Bridge 22 - Existing Bridge Impvts					1	\$39,000.00		
Bridge 26 - Glulam Beam					1	\$54,000.00		
Bridge 30 - Prefab Steel Truss							1	\$45,000.00

**Roadway Crossings**

Sunrise								
Rocky Ridge	1		\$950,000.00					
Oak Ridge Crossing								
Darling Way								
I-80								
Champion Oaks					1	\$8,400.00		
Old Auburn							1	\$70,000.00

**\$991,525.50**

**\$898,766.58**

**\$169,861.86**

Permitting & Mitigation	6%		\$59,491.53		\$53,926.00		\$10,191.71
Design & Engineering	20%		\$198,305.10		\$179,753.32		\$33,972.37
Survey	10%		\$99,152.55		\$89,876.66		\$16,986.19
Mobilization	10%		\$99,152.55		\$89,876.66		\$16,986.19
Construction Management	8%		\$79,322.04		\$71,901.33		\$13,588.95
Inspection/Testing	10%		\$99,152.55		\$89,876.66		\$16,986.19
Contingency	40%		\$396,610.20		\$359,506.63		\$67,944.74

**Total Each Phase**

**\$2,022,712.02**

**\$1,833,483.83**

**\$346,518.19**

<b>Total Phases 4-6</b>	<b>\$4,202,714.04</b>
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<b>GRAND TOTAL PHASES 1-6</b>	<b>\$10,132,241.14</b>
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## **Appendix E: Evaluation of Alternatives**

**Evaluation Criteria Summary**

The Dry Creek Greenway corridor was divided into twelve segments, as described in the previous section. A system of “+”, “o”, and “-” was used (on the accompanying evaluation matrix) to rate each alignment. A “+” (+1 point) indicates favorable conditions, a “o” (0 points) indicates mixed or neutral conditions, and a “-” (-1 point) indicates unfavorable conditions. These ratings were then added to determine the recommended proposed alignment. Figure 38 presents the respective scores of the proposed alignment alternatives.

Figure 38. Alignment Evaluation Scores

<b>Sheet 1</b>						
<b>Rating Criteria</b>		1-1	1-2	1-3	C	D
<b>Segment numbers</b>		A1, A2	B1A, B1B, B2	B1A, B1B, A2	C	D
<b>Property Owners</b>	Compatibility with Nearby Property	-	+	0	0	0
	Parking & Traffic	+	+	+	-	-
	Aesthetics	-	-	-	+	+
	Availability of Right-of-Way	0	-	0	+	+
<b>Path Users</b>	Path User Comfort	+	+	+	+	0
	Transportation System Performance	+	+	+	0	0
	Recreation Facility Performance	+	+	+	-	-
	Environmental Interpretation	+	+	+	-	-
	Exposure to hazards	0	0	0	0	-
<b>Public Safety</b>	Natural Surveillance	0	-	-	+	+
	Emergency response	+	+	+	0	0
<b>Environmental</b>	Habitat & Wildlife	-	-	0	+	+
	Flooding	-	-	-	+	+
<b>Municipal Operations</b>	Utility System Performance	+	0	+	-	-
	Consistency with Local Plans	+	+	+	-	-
	Cost Efficiency	0	0	0	+	+
<b>TOTAL</b>		<b>4</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>

<b>Sheet 2</b>						
<b>Rating Criteria</b>		2-1	2-2	C2-4	C2-5	D
<b>Segment numbers</b>		B3, A3, B5, B6	B3, B4, B5, B6	C, B-6	C, A4	D
<b>Property Owners</b>	Compatibility with Nearby Property	<b>0</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Parking & Traffic	-	-	-	-	-
	Aesthetics	<b>0</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Availability of Right-of-Way	<b>0</b>	-	<b>+</b>	<b>+</b>	<b>+</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Transportation System Performance	<b>+</b>	<b>0</b>	-	-	-
	Recreation Facility Performance	<b>+</b>	<b>+</b>	-	-	-
	Environmental Interpretation	<b>+</b>	<b>+</b>	-	-	-
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Safety</b>	Natural Surveillance	<b>+</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Emergency response	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Environmental</b>	Habitat & Wildlife	<b>0</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Flooding	-	<b>0</b>	<b>0</b>	<b>+</b>	<b>0</b>
<b>Municipal Operations</b>	Utility System Performance	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	-	-	-
	Cost Efficiency	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>		<b>6</b>	<b>4</b>	<b>-1</b>	<b>0</b>	<b>-1</b>

<b>Sheet 3</b>							
<b>Rating Criteria</b>		3-1	3-2	3-3	3-4	3-5	3-6
<b>Segment numbers</b>		A4, A5, A6	A4, B7, B8B, B8C	A4, A5, B8A, B8C	B6, B7, B8B, B8C	B6, B7, B8A, B8C	B6, A5, B8A/ B8B, B8C
<b>Property Owners</b>	Compatibility with Nearby Property	-	<b>0</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>+</b>
	Parking & Traffic	-	-	-	-	-	-
	Aesthetics	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Availability of Right-of-Way	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>+</b>	<b>0</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Transportation System Performance	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Recreation Facility Performance	-	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Environmental Interpretation	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Exposure to hazards	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Safety</b>	Natural Surveillance	-	<b>0</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Emergency response	-	<b>+</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Environ-mental</b>	Habitat & Wildlife	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Flooding	<b>+</b>	-	<b>0</b>	<b>0</b>	<b>0</b>	-
<b>Municipal Operations</b>	Utility System Performance	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Consistency with Local Plans	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Cost Efficiency	-	-	-	<b>0</b>	<b>0</b>	-
<b>TOTAL</b>		<b>-5</b>	<b>-1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>

Sheet 4				
Rating Criteria		4-1	4-2	C
Segment numbers		B9, B10, A7	B9, B10, B11	C
Property Owners	Compatibility with Nearby Property	<b>+</b>	<b>0</b>	<b>0</b>
	Parking & Traffic	<b>+</b>	<b>+</b>	<b>+</b>
	Aesthetics	<b>0</b>	<b>+</b>	<b>+</b>
	Availability of Right-of-Way	<b>+</b>	<b>+</b>	<b>-</b>
Path Users	Path User Comfort	<b>+</b>	<b>+</b>	<b>-</b>
	Transportation System Performance	<b>0</b>	<b>0</b>	<b>-</b>
	Recreation Facility Performance	<b>0</b>	<b>0</b>	<b>-</b>
	Environmental Interpretation	<b>+</b>	<b>+</b>	<b>-</b>
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>-</b>
Public Safety	Natural Surveillance	<b>0</b>	<b>+</b>	<b>0</b>
	Emergency response	<b>+</b>	<b>0</b>	<b>0</b>
Environ-mental	Habitat & Wildlife	<b>0</b>	<b>0</b>	<b>+</b>
	Flooding	<b>-</b>	<b>0</b>	<b>+</b>
Municipal Operations	Utility System Performance	<b>+</b>	<b>0</b>	<b>0</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	<b>-</b>
	Cost Efficiency	<b>0</b>	<b>+</b>	<b>0</b>
<b>TOTAL</b>		<b>8</b>	<b>9</b>	<b>-3</b>

Sheet 5				
Rating Criteria		5-1	5-2	C
Segment numbers		A7, A8	B11, B12, A8	
Property Owners	Compatibility with Nearby Property	<b>+</b>	<b>0</b>	<b>0</b>
	Parking & Traffic	<b>0</b>	<b>-</b>	<b>-</b>
	Aesthetics	<b>0</b>	<b>0</b>	<b>+</b>
	Availability of Right-of-Way	<b>0</b>	<b>0</b>	<b>-</b>
Path Users	Path User Comfort	<b>+</b>	<b>+</b>	<b>-</b>
	Transportation System Performance	<b>-</b>	<b>+</b>	<b>-</b>
	Recreation Facility Performance	<b>+</b>	<b>+</b>	<b>-</b>
	Environmental Interpretation	<b>0</b>	<b>+</b>	<b>-</b>
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>-</b>
Public Safety	Natural Surveillance	<b>-</b>	<b>0</b>	<b>0</b>
	Emergency response	<b>+</b>	<b>0</b>	<b>0</b>
Environmental	Habitat & Wildlife	<b>0</b>	<b>0</b>	<b>+</b>
	Flooding	<b>0</b>	<b>0</b>	<b>+</b>
Municipal Operations	Utility System Performance	<b>0</b>	<b>+</b>	<b>0</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	<b>-</b>
	Cost Efficiency	<b>-</b>	<b>0</b>	<b>+</b>
<b>TOTAL</b>		<b>3</b>	<b>6</b>	<b>-4</b>

Sheet 6					
Rating Criteria		6-1	6-2	6-3	6-4
Segment numbers		A9, A10, A13	A9, A11, A12, A13	B13, B14	B13, A12, A13
Property Owners	Compatibility with Nearby Property	+	+	-	+
	Parking & Traffic	-	-	-	-
	Aesthetics	+	+	0	0
	Availability of Right-of-Way	+	+	+	+
Path Users	Path User Comfort	+	+	+	+
	Transportation System Performance	+	0	0	+
	Recreation Facility Performance	+	+	0	+
	Environmental Interpretation	+	+	0	+
	Exposure to hazards	+	+	+	+
Public Safety	Natural Surveillance	0	-	0	-
	Emergency response	0	0	0	+
Environmental	Habitat & Wildlife	+	0	0	-
	Flooding	+	0	0	-
Municipal Operations	Utility System Performance	0	0	+	+
	Consistency with Local Plans	+	+	0	0
	Cost Efficiency	+	+	0	-
<b>TOTAL</b>		<b>11</b>	<b>7</b>	<b>2</b>	<b>4</b>

<b>Sheet 7</b>				
<b>Rating Criteria</b>		7-1	7-2	7-3
<b>Segment numbers</b>		A13, A14, (CC18), A15A	B14, B15	A13, A14, A15B
<b>Property Owners</b>	Compatibility with Nearby Property	<b>+</b>	<b>-</b>	<b>+</b>
	Parking & Traffic	<b>0</b>	<b>0</b>	<b>0</b>
	Aesthetics	<b>-</b>	<b>0</b>	<b>0</b>
	Availability of Right-of-Way	<b>-</b>	<b>0</b>	<b>-</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>-</b>	<b>0</b>
	Transportation System Performance	<b>0</b>	<b>-</b>	<b>+</b>
	Recreation Facility Performance	<b>+</b>	<b>-</b>	<b>0</b>
	Environmental Interpretation	<b>+</b>	<b>0</b>	<b>0</b>
	Exposure to hazards	<b>+</b>	<b>-</b>	<b>0</b>
<b>Public Safety</b>	Natural Surveillance	<b>-</b>	<b>0</b>	<b>-</b>
	Emergency response	<b>0</b>	<b>+</b>	<b>+</b>
<b>Environ- mental</b>	Habitat & Wildlife	<b>-</b>	<b>0</b>	<b>0</b>
	Flooding	<b>0</b>	<b>0</b>	<b>+</b>
<b>Municipal Operations</b>	Utility System Performance	<b>-</b>	<b>0</b>	<b>-</b>
	Consistency with Local Plans	<b>+</b>	<b>-</b>	<b>+</b>
	Cost Efficiency	<b>-</b>	<b>+</b>	<b>0</b>
<b>TOTAL</b>		<b>0</b>	<b>-4</b>	<b>2</b>

<b>Sheet 8</b>						
<b>Rating Criteria</b>		8-1	8-2	8-3	8-4	8-5
<b>Segment numbers</b>		A16, A17, A18, A19	A16, B16, A18, A19	B15, B16, B17	A16, B16, B17, B17A, A19	B15, B16, C
<b>Property Owners</b>	Compatibility with Nearby Property	<b>+</b>	<b>+</b>	<b>-</b>	<b>0</b>	<b>+</b>
	Parking & Traffic	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Aesthetics	<b>+</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
	Availability of Right-of-Way	<b>+</b>	<b>+</b>	<b>-</b>	<b>+</b>	<b>+</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>+</b>	<b>-</b>	<b>+</b>	<b>-</b>
	Transportation System Performance	<b>+</b>	<b>+</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Recreation Facility Performance	<b>+</b>	<b>+</b>	<b>-</b>	<b>0</b>	<b>-</b>
	Environmental Interpretation	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>-</b>
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>0</b>	<b>+</b>	<b>0</b>
<b>Public Safety</b>	Natural Surveillance	<b>0</b>	<b>0</b>	<b>+</b>	<b>0</b>	<b>+</b>
	Emergency response	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>0</b>
<b>Environmental</b>	Habitat & Wildlife	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>
	Flooding	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Municipal Operations</b>	Utility System Performance	<b>+</b>	<b>0</b>	<b>+</b>	<b>0</b>	<b>0</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>	<b>-</b>
	Cost Efficiency	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>		<b>10</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>-1</b>

Sheet 9		
Rating Criteria		9-1
Segment numbers		A18
Property Owners	Compatibility with Nearby Property	<b>O</b>
	Parking & Traffic	<b>O</b>
	Aesthetics	<b>-</b>
	Availability of Right-of-Way	<b>+</b>
Path Users	Path User Comfort	<b>+</b>
	Transportation System Performance	<b>+</b>
	Recreation Facility Performance	<b>+</b>
	Environmental Interpretation	<b>+</b>
	Exposure to hazards	<b>+</b>
Public Safety	Natural Surveillance	<b>+</b>
	Emergency response	<b>+</b>
Environmental	Habitat & Wildlife	<b>-</b>
	Flooding	<b>O</b>
Municipal Operations	Utility System Performance	<b>+</b>
	Consistency with Local Plans	<b>O</b>
	Cost Efficiency	<b>-</b>
<b>TOTAL</b>		<b>6</b>

<b>Sheet 10</b>					
<b>Rating Criteria</b>		10-1	10-2	10-3	10-4
<b>Segment numbers</b>		A20, A22	A21, A22	B18, B18B	B18, B18A, A22
<b>Property Owners</b>	Compatibility with Nearby Property	<b>+</b>	<b>+</b>	<b>-</b>	<b>0</b>
	Parking & Traffic	<b>+</b>	<b>+</b>	<b>-</b>	<b>0</b>
	Aesthetics	<b>+</b>	<b>+</b>	<b>+</b>	<b>0</b>
	Availability of Right-of-Way	<b>-</b>	<b>+</b>	<b>+</b>	<b>+</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Transportation System Performance	<b>+</b>	<b>+</b>	<b>0</b>	<b>+</b>
	Recreation Facility Performance	<b>+</b>	<b>+</b>	<b>0</b>	<b>+</b>
	Environmental Interpretation	<b>0</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
<b>Public Safety</b>	Natural Surveillance	<b>+</b>	<b>0</b>	<b>+</b>	<b>+</b>
	Emergency response	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
<b>Environ-mental</b>	Habitat & Wildlife	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>
	Flooding	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Municipal Operations</b>	Utility System Performance	<b>-</b>	<b>-</b>	<b>0</b>	<b>+</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	<b>+</b>	<b>+</b>
	Cost Efficiency	<b>0</b>	<b>0</b>	<b>+</b>	<b>-</b>
<b>TOTAL</b>		<b>8</b>	<b>9</b>	<b>7</b>	<b>7</b>

Sheet 11			
Rating Criteria		11-1	11-2
Segment numbers		A22	B18
Property Owners	Compatibility with Nearby Property	+	0
	Parking & Traffic	0	0
	Aesthetics	+	+
	Availability of Right-of-Way	+	+
Path Users	Path User Comfort	+	+
	Transportation System Performance	0	+
	Recreation Facility Performance	+	+
	Environmental Interpretation	+	+
	Exposure to hazards	+	+
Public Safety	Natural Surveillance	0	+
	Emergency response	+	+
Environmental	Habitat & Wildlife	0	0
	Flooding	+	+
Municipal Operations	Utility System Performance	+	-
	Consistency with Local Plans	+	+
	Cost Efficiency	+	+
<b>TOTAL</b>		<b>12</b>	<b>11</b>

<b>Sheet 12</b>				
<b>Rating Criteria</b>		12-1	12-2	12-3
<b>Segment numbers</b>		A23, A24	B19, A24	B20, B19, A24
<b>Property Owners</b>	Compatibility with Nearby Property	<b>0</b>	<b>+</b>	<b>+</b>
	Parking & Traffic	<b>0</b>	<b>+</b>	<b>+</b>
	Aesthetics	<b>+</b>	<b>0</b>	<b>+</b>
	Availability of Right-of-Way	<b>+</b>	<b>+</b>	<b>+</b>
<b>Path Users</b>	Path User Comfort	<b>+</b>	<b>+</b>	<b>-</b>
	Transportation System Performance	<b>+</b>	<b>+</b>	<b>+</b>
	Recreation Facility Performance	<b>0</b>	<b>+</b>	<b>+</b>
	Environmental Interpretation	<b>+</b>	<b>+</b>	<b>+</b>
	Exposure to hazards	<b>+</b>	<b>+</b>	<b>0</b>
<b>Public Safety</b>	Natural Surveillance	<b>0</b>	<b>0</b>	<b>+</b>
	Emergency response	<b>+</b>	<b>+</b>	<b>0</b>
<b>Environ- mental</b>	Habitat & Wildlife	<b>0</b>	<b>-</b>	<b>-</b>
	Flooding	<b>+</b>	<b>0</b>	<b>0</b>
<b>Municipal Operations</b>	Utility System Performance	<b>0</b>	<b>0</b>	<b>0</b>
	Consistency with Local Plans	<b>+</b>	<b>+</b>	<b>+</b>
	Cost Efficiency	<b>+</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>		<b>10</b>	<b>9</b>	<b>7</b>

## Appendix F: Survey Results

# Survey for Multi-use Trail along Dry, Cirby & Linda Creeks

1. What do you believe are the primary benefits of open space trails? (check up to three)						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Neighborhood revitalization	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	13.8% (4)	8.1% (5)
Environmental interpretation	0.0% (0)	0.0% (0)	12.5% (1)	11.8% (2)	6.9% (2)	8.1% (5)
Recreational opportunities	<b>66.7%</b> <b>(4)</b>	<b>100.0%</b> <b>(2)</b>	50.0% (4)	<b>64.7%</b> <b>(11)</b>	34.5% (10)	50.0% (31)
Improved physical fitness and health	16.7% (1)	50.0% (1)	<b>62.5%</b> <b>(5)</b>	35.3% (6)	<b>51.7%</b> <b>(15)</b>	45.2% (28)
Active transportation (bicycling, walking)	<b>66.7%</b> <b>(4)</b>	50.0% (1)	<b>62.5%</b> <b>(5)</b>	52.9% (9)	44.8% (13)	<b>51.6%</b> <b>(32)</b>
Nature watching	33.3% (2)	0.0% (0)	37.5% (3)	47.1% (8)	<b>51.7%</b> <b>(15)</b>	45.2% (28)
Children's access to school	0.0% (0)	0.0% (0)	12.5% (1)	5.9% (1)	3.4% (1)	4.8% (3)
Reduced exposure to auto traffic	<b>66.7%</b> <b>(4)</b>	<b>100.0%</b> <b>(2)</b>	12.5% (1)	35.3% (6)	27.6% (8)	33.9% (21)
Improved air quality by eliminating auto trips	0.0% (0)	0.0% (0)	0.0% (0)	23.5% (4)	10.3% (3)	11.3% (7)
None	16.7% (1)	0.0% (0)	0.0% (0)	0.0% (0)	6.9% (2)	4.8% (3)
Other (please specify)	16.7% (1)	0.0% (0)	12.5% (1)	0.0% (0)	13.8% (4)	9.7% (6)
<b>answered question</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>29</b>	<b>62</b>
<b>skipped question</b>						<b>0</b>

2. What do you believe are the primary concerns with development of the Dry Creek Greenway Trail? (check up to three)

	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Environmental impact	20.0% (1)	0.0% (0)	12.5% (1)	31.3% (5)	25.0% (7)	23.7% (14)
Safety & security	<b>60.0%</b> <b>(3)</b>	<b>50.0%</b> <b>(1)</b>	62.5% (5)	<b>68.8%</b> <b>(11)</b>	<b>64.3%</b> <b>(18)</b>	<b>64.4%</b> <b>(38)</b>
Accessibility	40.0% (2)	<b>50.0%</b> <b>(1)</b>	0.0% (0)	25.0% (4)	17.9% (5)	20.3% (12)
Exposure of trail users to auto traffic at roadway crossings	0.0% (0)	0.0% (0)	25.0% (2)	43.8% (7)	17.9% (5)	23.7% (14)
Neighborhood compatibility	40.0% (2)	0.0% (0)	12.5% (1)	18.8% (3)	21.4% (6)	20.3% (12)
Lack of privacy	20.0% (1)	0.0% (0)	50.0% (4)	18.8% (3)	17.9% (5)	22.0% (13)
After hours activity	<b>60.0%</b> <b>(3)</b>	0.0% (0)	<b>87.5%</b> <b>(7)</b>	50.0% (8)	57.1% (16)	57.6% (34)
Other (please specify)	0.0% (0)	<b>50.0%</b> <b>(1)</b>	25.0% (2)	6.3% (1)	21.4% (6)	16.9% (10)
<b><i>answered question</i></b>	5	2	8	16	28	<b>59</b>
<b><i>skipped question</i></b>						<b>3</b>

**3. If the Dry Creek Greenway Trail is built, what would be your most frequent trail use activities? (check up to three)**

	In which Roseville neighborhood do you live?					Response Totals
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	
Bicycling for fun, recreation or exercise	83.3% (5)	100.0% (2)	87.5% (7)	70.6% (12)	48.3% (14)	64.5% (40)
Bicycling to work or for errands	50.0% (3)	0.0% (0)	25.0% (2)	23.5% (4)	20.7% (6)	24.2% (15)
Bicycling to school (including bicycling with your children to school)	0.0% (0)	0.0% (0)	12.5% (1)	5.9% (1)	0.0% (0)	3.2% (2)
Walking for fun, recreation or exercise	50.0% (3)	100.0% (2)	62.5% (5)	64.7% (11)	75.9% (22)	69.4% (43)
Walking to work or for errands	0.0% (0)	0.0% (0)	12.5% (1)	5.9% (1)	17.2% (5)	11.3% (7)
Walking to school (including walking with your children to school)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	6.9% (2)	3.2% (2)
Nature watching	33.3% (2)	0.0% (0)	25.0% (2)	52.9% (9)	48.3% (14)	43.5% (27)
Jogging/Running	16.7% (1)	50.0% (1)	0.0% (0)	23.5% (4)	17.2% (5)	17.7% (11)
Rollerblading/Rollerskating	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	0.0% (0)	1.6% (1)
Skateboarding	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	1.6% (1)
Picnicking	16.7% (1)	0.0% (0)	0.0% (0)	0.0% (0)	3.4% (1)	3.2% (2)
Not at all	16.7% (1)	0.0% (0)	12.5% (1)	5.9% (1)	10.3% (3)	9.7% (6)
Other (please specify)	16.7% (1)	0.0% (0)	25.0% (2)	5.9% (1)	6.9% (2)	9.7% (6)
<b><i>answered question</i></b>	6	2	8	17	29	<b>62</b>
<b><i>skipped question</i></b>						<b>0</b>

4. If the trail were built, about how often do you think you would use it? (check one)

	In which Roseville neighborhood do you live?					Response Totals
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	
Daily	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	10.3% (3)	6.5% (4)
4-6 times per week	<b>50.0%</b> <b>(3)</b>	<b>50.0%</b> <b>(1)</b>	<b>37.5%</b> <b>(3)</b>	11.8% (2)	<b>27.6%</b> <b>(8)</b>	27.4% (17)
1-3 times per week	16.7% (1)	0.0% (0)	25.0% (2)	<b>52.9%</b> <b>(9)</b>	24.1% (7)	<b>30.6%</b> <b>(19)</b>
1-3 times per month	16.7% (1)	<b>50.0%</b> <b>(1)</b>	0.0% (0)	23.5% (4)	10.3% (3)	14.5% (9)
Several times per year	0.0% (0)	0.0% (0)	12.5% (1)	5.9% (1)	17.2% (5)	11.3% (7)
Once or twice per year	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Rarely or never	16.7% (1)	0.0% (0)	12.5% (1)	5.9% (1)	10.3% (3)	9.7% (6)
<b><i>answered question</i></b>	6	2	8	17	29	<b>62</b>
<b><i>skipped question</i></b>						<b>0</b>

5. What would be the most important amenities to accompany the Dry Creek Greenway Trail? (check up to four)

	In which Roseville neighborhood do you live?					Response Totals
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	
Natural surface	0.0% (0)	0.0% (0)	12.5% (1)	23.5% (4)	13.8% (4)	14.5% (9)
Fitness course	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	10.3% (3)	6.5% (4)
Connections to businesses	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	6.9% (2)	4.8% (3)
Mile markers	33.3% (2)	50.0% (1)	25.0% (2)	23.5% (4)	3.4% (1)	16.1% (10)
Connections to other trails	50.0% (3)	<b>100.0% (2)</b>	37.5% (3)	29.4% (5)	37.9% (11)	38.7% (24)
Wildlife viewing spots	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	20.7% (6)	11.3% (7)
Waste receptacles	0.0% (0)	50.0% (1)	37.5% (3)	23.5% (4)	41.4% (12)	32.3% (20)
Bike racks	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Wide trail shoulders for walking or jogging	33.3% (2)	50.0% (1)	0.0% (0)	35.3% (6)	24.1% (7)	25.8% (16)
Restrooms	33.3% (2)	50.0% (1)	12.5% (1)	11.8% (2)	6.9% (2)	12.9% (8)
Picnic areas/benches	16.7% (1)	0.0% (0)	0.0% (0)	5.9% (1)	6.9% (2)	6.5% (4)
Water fountains	0.0% (0)	0.0% (0)	25.0% (2)	11.8% (2)	0.0% (0)	6.5% (4)
Directional/destination signs	33.3% (2)	0.0% (0)	25.0% (2)	23.5% (4)	6.9% (2)	16.1% (10)
Historical and environmental interpretation signs	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	20.7% (6)	9.7% (6)
Regular maintenance	<b>66.7% (4)</b>	0.0% (0)	0.0% (0)	<b>47.1% (8)</b>	<b>48.3% (14)</b>	<b>41.9% (26)</b>
Connections to existing parks	16.7% (1)	0.0% (0)	12.5% (1)	17.6% (3)	10.3% (3)	12.9% (8)

Wheelchair accessibility	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Trail heads with parking	0.0% (0)	50.0% (1)	0.0% (0)	11.8% (2)	0.0% (0)	4.8% (3)
Connections to transit (bus)	16.7% (1)	0.0% (0)	0.0% (0)	0.0% (0)	3.4% (1)	3.2% (2)
Safety patrols	0.0% (0)	0.0% (0)	37.5% (3)	0.0% (0)	34.5% (10)	21.0% (13)
Lighting	0.0% (0)	50.0% (1)	12.5% (1)	17.6% (3)	3.4% (1)	9.7% (6)
Surveillance cameras	16.7% (1)	0.0% (0)	0.0% (0)	0.0% (0)	34.5% (10)	17.7% (11)
Gates	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	3.4% (1)	1.6% (1)
Crossings of major roads	16.7% (1)	0.0% (0)	12.5% (1)	23.5% (4)	6.9% (2)	12.9% (8)
Dog poop bag stations	16.7% (1)	0.0% (0)	<b>62.5%</b> <b>(5)</b>	41.2% (7)	20.7% (6)	30.6% (19)
Other (please specify)	16.7% (1)	0.0% (0)	25.0% (2)	5.9% (1)	6.9% (2)	9.7% (6)
<b><i>answered question</i></b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>29</b>	<b>62</b>
<b><i>skipped question</i></b>						<b>0</b>

6. What is your gender?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Male	<b>50.0%</b> <b>(3)</b>	<b>50.0%</b> <b>(1)</b>	<b>75.0%</b> <b>(6)</b>	41.2% (7)	<b>57.1%</b> <b>(16)</b>	<b>54.1%</b> <b>(33)</b>
Female	<b>50.0%</b> <b>(3)</b>	<b>50.0%</b> <b>(1)</b>	25.0% (2)	<b>58.8%</b> <b>(10)</b>	42.9% (12)	45.9% (28)
<b><i>answered question</i></b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>28</b>	<b>61</b>
<b><i>skipped question</i></b>						<b>1</b>

7. In which age bracket are you?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Under 18	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	1.6% (1)
18-24	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
25-34	16.7% (1)	0.0% (0)	12.5% (1)	11.8% (2)	0.0% (0)	6.6% (4)
35-44	16.7% (1)	<b>50.0%</b> <b>(1)</b>	<b>25.0%</b> <b>(2)</b>	23.5% (4)	21.4% (6)	23.0% (14)
45-54	16.7% (1)	0.0% (0)	12.5% (1)	<b>29.4%</b> <b>(5)</b>	<b>35.7%</b> <b>(10)</b>	<b>27.9%</b> <b>(17)</b>
55-64	<b>33.3%</b> <b>(2)</b>	<b>50.0%</b> <b>(1)</b>	<b>25.0%</b> <b>(2)</b>	23.5% (4)	25.0% (7)	26.2% (16)
65 or older	16.7% (1)	0.0% (0)	12.5% (1)	11.8% (2)	17.9% (5)	14.8% (9)
<b><i>answered question</i></b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>28</b>	<b>61</b>
<b><i>skipped question</i></b>						<b>1</b>

8. How many children under 18 live in your household?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
zero	66.7% (4)	50.0% (1)	50.0% (4)	58.8% (10)	60.7% (17)	59.0% (36)
one	33.3% (2)	0.0% (0)	12.5% (1)	23.5% (4)	25.0% (7)	23.0% (14)
two	0.0% (0)	50.0% (1)	25.0% (2)	5.9% (1)	7.1% (2)	9.8% (6)
three	0.0% (0)	0.0% (0)	12.5% (1)	11.8% (2)	7.1% (2)	8.2% (5)
four or more	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
<b>answered question</b>	6	2	8	17	28	61
<b>skipped question</b>						1

9. In which zip code do you live?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
95746	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
95747	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
95661	50.0% (3)	0.0% (0)	0.0% (0)	94.1% (16)	100.0% (29)	77.4% (48)
95678	50.0% (3)	100.0% (2)	100.0% (8)	5.9% (1)	0.0% (0)	22.6% (14)
Other (please specify)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
<b>answered question</b>	6	2	8	17	29	62
<b>skipped question</b>						0

10. In which Roseville neighborhood do you live?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Cherry Glen	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Cirby Side	<b>100.0%</b> <b>(6)</b>	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	9.7% (6)
Cresthaven	0.0% (0)	<b>100.0%</b> <b>(2)</b>	0.0% (0)	0.0% (0)	0.0% (0)	3.2% (2)
Hillcrest	0.0% (0)	0.0% (0)	<b>100.0%</b> <b>(8)</b>	0.0% (0)	0.0% (0)	12.9% (8)
Maidu	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0%</b> <b>(17)</b>	0.0% (0)	27.4% (17)
Meadow Oaks	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0%</b> <b>(29)</b>	<b>46.8%</b> <b>(29)</b>
Sierra Gardens	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
South Cirby	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Other neighborhood	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
I don't know	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
I don't live in Roseville	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
<b>answered question</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>29</b>	<b>62</b>
<b>skipped question</b>						<b>0</b>

11. About how far from the Dry, Cirby and Linda Creek trail corridors do you live? (check one)



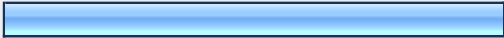
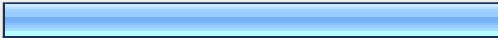



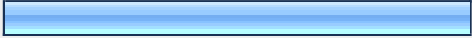
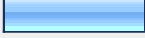


	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
I don't know	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Directly adjacent to the open space	16.7% (1)	0.0% (0)	<b>75.0%</b> <b>(6)</b>	11.8% (2)	27.6% (8)	27.4% (17)
Within 2 blocks	16.7% (1)	0.0% (0)	25.0% (2)	17.6% (3)	<b>55.2%</b> <b>(16)</b>	<b>35.5%</b> <b>(22)</b>
Within a 10 minute walk	<b>33.3%</b> <b>(2)</b>	<b>100.0%</b> <b>(2)</b>	0.0% (0)	<b>64.7%</b> <b>(11)</b>	17.2% (5)	32.3% (20)
Within a 10 minute drive	<b>33.3%</b> <b>(2)</b>	0.0% (0)	0.0% (0)	5.9% (1)	0.0% (0)	4.8% (3)
More than a 10 minute drive away	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
<b><i>answered question</i></b>	6	2	8	17	29	<b>62</b>
<b><i>skipped question</i></b>						<b>0</b>

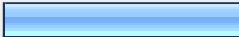
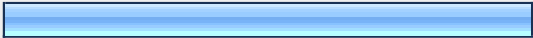
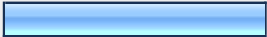
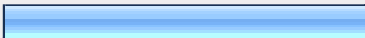


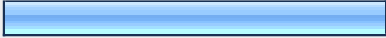

12. In which zip code do you work?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
95746	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
95747	20.0% (1)	0.0% (0)	12.5% (1)	7.1% (1)	4.2% (1)	7.5% (4)
95661	20.0% (1)	<b>100.0%</b> <b>(2)</b>	12.5% (1)	<b>50.0%</b> <b>(7)</b>	<b>50.0%</b> <b>(12)</b>	<b>43.4%</b> <b>(23)</b>
95678	<b>40.0%</b> <b>(2)</b>	0.0% (0)	<b>50.0%</b> <b>(4)</b>	14.3% (2)	8.3% (2)	18.9% (10)
Other (please specify)	20.0% (1)	0.0% (0)	25.0% (2)	28.6% (4)	37.5% (9)	30.2% (16)
<b>answered question</b>	5	2	8	14	24	<b>53</b>
<b>skipped question</b>						<b>9</b>

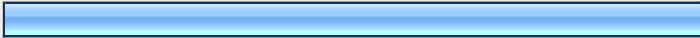






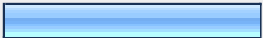

13. If you would like to receive announcements and meeting notices for this feasibility study, please provide your email address and/or mailing address. All data will be used for public outreach related specifically to this project.						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
Name:	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	<b>100.0%</b> <b>(22)</b>	<b>95.5%</b> <b>(42)</b>
Address:	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	72.7% (16)	81.8% (36)
City	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	77.3% (17)	84.1% (37)
State	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	77.3% (17)	84.1% (37)
ZIP:	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	77.3% (17)	84.1% (37)
Email Address:	<b>100.0%</b> <b>(5)</b>	<b>100.0%</b> <b>(2)</b>	<b>85.7%</b> <b>(6)</b>	<b>87.5%</b> <b>(7)</b>	<b>100.0%</b> <b>(22)</b>	<b>95.5%</b> <b>(42)</b>
<b>answered question</b>	5	2	7	8	22	<b>44</b>

14. How did you hear about this survey?						
	In which Roseville neighborhood do you live?					
	Cirby Side	Cresthaven	Hillcrest	Maidu	Meadow Oaks	Response Totals
US Mail from city or other group	33.3% (2)	0.0% (0)	50.0% (4)	5.9% (1)	7.1% (2)	14.8% (9)
Newspaper	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	3.6% (1)	1.6% (1)
From a friend or colleague	33.3% (2)	0.0% (0)	0.0% (0)	11.8% (2)	17.9% (5)	14.8% (9)
Email	0.0% (0)	50.0% (1)	0.0% (0)	17.6% (3)	35.7% (10)	23.0% (14)
City website	33.3% (2)	0.0% (0)	25.0% (2)	29.4% (5)	7.1% (2)	18.0% (11)
Other (please specify)	0.0% (0)	50.0% (1)	25.0% (2)	35.3% (6)	28.6% (8)	27.9% (17)
<b>answered question</b>	6	2	8	17	28	<b>61</b>
<b>skipped question</b>						<b>1</b>


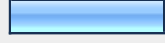
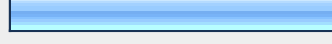
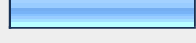
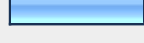


# Survey for Multi-use Trail along Dry, Cirby & Linda Creeks

1. What do you believe are the primary benefits of open space trails? (check up to three)			
		Response Percent	Response Count
Neighborhood revitalization		7.9%	17
Environmental interpretation		6.0%	13
Recreational opportunities		55.1%	119
Improved physical fitness and health		54.6%	118
<b>Active transportation (bicycling, walking)</b>		<b>60.6%</b>	<b>131</b>
Nature watching		24.5%	53
Children's access to school		6.5%	14
Reduced exposure to auto traffic		51.4%	111
Improved air quality by eliminating auto trips		15.3%	33
None		1.4%	3
Other (please specify)		4.6%	10
		<b>answered question</b>	<b>216</b>
		<b>skipped question</b>	<b>1</b>




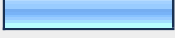
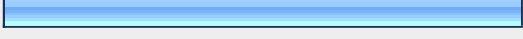

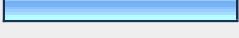


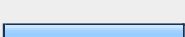




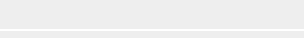
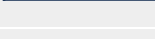







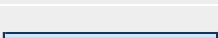
2. What do you believe are the primary concerns with development of the Dry Creek Greenway Trail? (check up to three)			
		Response Percent	Response Count
Environmental impact		25.8%	54
<b>Safety &amp; security</b>		<b>58.4%</b>	<b>122</b>
Accessibility		28.7%	60
Exposure of trail users to auto traffic at roadway crossings		39.7%	83
Neighborhood compatibility		17.2%	36
Lack of privacy		13.4%	28
After hours activity		42.1%	88
Other (please specify)		13.4%	28
		<i>answered question</i>	<b>209</b>
		<i>skipped question</i>	<b>8</b>



3. If the Dry Creek Greenway Trail is built, what would be your most frequent trail use activities? (check up to three)			
		Response Percent	Response Count
<b>Bicycling for fun, recreation or exercise</b>		<b>76.9%</b>	<b>166</b>
Bicycling to work or for errands		38.9%	84
Bicycling to school (including bicycling with your children to school)		8.8%	19
Walking for fun, recreation or exercise		47.7%	103
Walking to work or for errands		3.7%	8
Walking to school (including walking with your children to school)		2.8%	6
Nature watching		33.3%	72
Jogging/Running		28.2%	61
Rollerblading/Rollerskating		3.2%	7



Skateboarding		0.5%	1
Picnicking		4.6%	10
Not at all		3.2%	7
Other (please specify)		5.6%	12
<b>answered question</b>			<b>216</b>
<b>skipped question</b>			<b>1</b>








<b>4. If the trail were built, about how often do you think you would use it? (check one)</b>				
			<b>Response Percent</b>	<b>Response Count</b>
Daily		7.0%	15	
4-6 times per week		16.8%	36	
<b>1-3 times per week</b>		<b>35.5%</b>	<b>76</b>	
1-3 times per month		20.1%	43	
Several times per year		14.5%	31	
Once or twice per year		2.3%	5	
Rarely or never		3.7%	8	
<b>answered question</b>			<b>214</b>	
<b>skipped question</b>			<b>3</b>	

5. What would be the most important amenities to accompany the Dry Creek Greenway Trail? (check up to four)


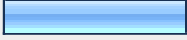
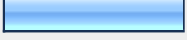


		Response Percent	Response Count
Natural surface		9.8%	21
Fitness course		4.7%	10
Connections to businesses		16.3%	35
Mile markers		18.6%	40
<b>Connections to other trails</b>		<b>57.2%</b>	<b>123</b>
Wildlife viewing spots		6.0%	13
Waste receptacles		25.6%	55
Bike racks		0.5%	1
Wide trail shoulders for walking or jogging		30.2%	65
Restrooms		19.5%	42
Picnic areas/benches		5.1%	11
Water fountains		8.8%	19
Directional/destination signs		18.6%	40
Historical and environmental interpretation signs		4.7%	10
Regular maintenance		33.0%	71
Connections to existing parks		16.3%	35
Wheelchair accessibility		0.9%	2
Trail heads with parking		10.2%	22
Connections to transit (bus)		6.5%	14
Safety patrols		13.0%	28
Lighting		9.3%	20
Surveillance cameras		7.0%	15
Gates		0.5%	1
Crossings of major roads		23.3%	50

Dog poop bag stations		15.8%	34
Other (please specify)		7.4%	16
<b>answered question</b>			<b>215</b>
<b>skipped question</b>			<b>2</b>


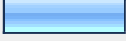
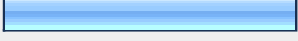
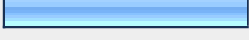
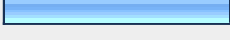
6. What is your gender?			
		Response Percent	Response Count
Male		58.0%	123
Female		42.0%	89
<b>answered question</b>			<b>212</b>
<b>skipped question</b>			<b>5</b>

7. In which age bracket are you?			
		Response Percent	Response Count
Under 18		0.5%	1
18-24		0.9%	2
25-34		15.6%	33
35-44		25.9%	55
<b>45-54</b>		<b>29.7%</b>	<b>63</b>
55-64		20.3%	43
65 or older		7.1%	15
<b>answered question</b>			<b>212</b>
<b>skipped question</b>			<b>5</b>

**8. How many children under 18 live in your household?**

		Response Percent	Response Count
zero		54.3%	114
one		20.0%	42
two		19.5%	41
three		4.8%	10
four or more		1.4%	3
		<b>answered question</b>	<b>210</b>
		<b>skipped question</b>	<b>7</b>

**9. In which zip code do you live?**

		Response Percent	Response Count
95746		3.3%	7
95747		13.1%	28
<b>95661</b>		<b>32.2%</b>	<b>69</b>
95678		26.6%	57
Other (please specify)		24.8%	53
		<b>answered question</b>	<b>214</b>
		<b>skipped question</b>	<b>3</b>


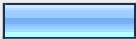
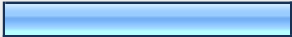
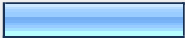
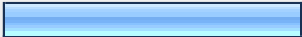
**10. In which Roseville neighborhood do you live?**

		Response Percent	Response Count
Cherry Glen		2.8%	6
Cirby Side		2.8%	6
Cresthaven		0.9%	2
Hillcrest		3.8%	8
Maidu		8.1%	17
Meadow Oaks		13.7%	29
Sierra Gardens		1.9%	4
South Cirby		2.4%	5
<b>Other neighborhood</b>		<b>32.2%</b>	<b>68</b>
I don't know		8.1%	17
I don't live in Roseville		23.2%	49
		<b>answered question</b>	<b>211</b>
		<b>skipped question</b>	<b>6</b>


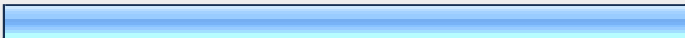
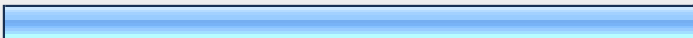

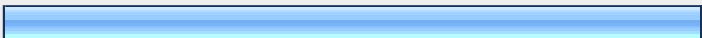

**11. About how far from the Dry, Cirby and Linda Creek trail corridors do you live? (check one)**

		Response Percent	Response Count
I don't know		3.3%	7
Directly adjacent to the open space		11.7%	25
Within 2 blocks		14.0%	30
Within a 10 minute walk		20.6%	44
<b>Within a 10 minute drive</b>		<b>37.4%</b>	<b>80</b>
More than a 10 minute drive away		13.1%	28
		<b>answered question</b>	<b>214</b>
		<b>skipped question</b>	<b>3</b>



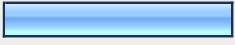
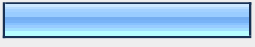

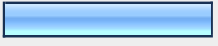
**12. In which zip code do you work?**

		Response Percent	Response Count
95746		2.0%	4
95747		14.1%	28
95661		31.7%	63
95678		19.6%	39
<b>Other (please specify)</b>		<b>32.7%</b>	<b>65</b>
		<b><i>answered question</i></b>	<b>199</b>
		<b><i>skipped question</i></b>	<b>18</b>

**13. If you would like to receive announcements and meeting notices for this feasibility study, please provide your email address and/or mailing address. All data will be used for public outreach related specifically to this project.**

		Response Percent	Response Count
Name:		87.7%	107
Address:		75.4%	92
City		76.2%	93
State		76.2%	93
ZIP:		77.0%	94
<b>Email Address:</b>		<b>96.7%</b>	<b>118</b>
		<b><i>answered question</i></b>	<b>122</b>
		<b><i>skipped question</i></b>	<b>95</b>

**14. How did you hear about this survey?**

		<b>Response Percent</b>	<b>Response Count</b>
US Mail from city or other group		5.6%	12
Newspaper		0.9%	2
From a friend or colleague		25.1%	54
<b>Email</b>		<b>27.0%</b>	<b>58</b>
City website		18.6%	40
Other (please specify)		22.8%	49
		<b><i>answered question</i></b>	<b>215</b>
		<b><i>skipped question</i></b>	<b>2</b>

## **Appendix G: Summary of Public Comments from Open House #1 & #2**

**Roseville - Dry Creek Greenway Bike Trail**  
**Written Comments from Public Workshop**  
December 2, 2008

Corridor Segment	Opportunity	Neutral	Constraint
Overall Study Area		Looking forward to an integrated bike "system" for the region. It will allow me to get out of my car several times a month to commute from Roseville to the Hwy 50 corridor.	
West	Having a bike trail on the south side of this locale (sunrise crossing) will allow for vandalism for these buildings		
West	Needs a potty for park users (Eastwood)		
West	Great opportunity for a safe crossing ( <i>Coral Drive/Marlin Drive</i> )		
West	Extending Marlin Drive through Fawn Court would make a great connector.		
West		Our property goes to the creek, fence abuts the creek bank	
West			My property line is 32' from my house. To put the trail on the north side will take half my backyard.
West			Parking in residential area ( <i>off Cirby Hills Drive</i> )
West	Even though having more bridges is more expensive, it also provides better access.		
West		Consider fence along properties bordering Dry Creek along Machado Lane.	
West		Will there be hours of usage, enforced with gates?	
West		Trail to remain on the south of Cirby Creek to what point?	
West	For phasing, the highest priority should be connecting from JoAnne to Marlin Drive. Hernandez, Machado and Juanita are reasonable on-street alternative in the short term - K. Hollston		
West	Good for wildlife when Cirby Creek was shored up for erosion at 808 Machado Lane 3.5 years ago. Still isn't back to normal.		
West			The area behind Machado Lane is already a heavy transient spot. Bike path will invite more into our yards.
West			No privacy due to the flood plain and inability to have fencing in yards that back to flood plain. Along Hernandez, Machado and Juanita.
West	Path should be incorporated into the Riverside Avenue reconstruction and tie to Darling Bridge; no new bridges needed.		
West	Bike path should stay south of Cirby Creek until Dry Creek. It should connect to Riverside Avenue.		

**Roseville - Dry Creek Greenway Bike Trail**  
**Written Comments from Public Workshop**  
December 2, 2008

Corridor Segment	Opportunity	Neutral	Constraint
West			Invasion of privacy in residential areas, homeless in area increases trash, litter, etc. Disrupting wildlife by putting path in, disrupting people in the area, this is not acceptable in our area!!!; Dangerous! Our homes will be at risk, our backyard will lose security, unacceptable in this area, this is not feasible for a residential area, how could this not affect wildlife, please look at the big picture!;
West	An extension to the trail would be wonderful and allow me to safely jog more than 2 miles (existing trail) or ride my bike to more places		
West	I really like the idea of being able to bike from my house (Royer Lane) to the eastside of Roseville - without having to find a safe bike route on the streets.		
West		Since \$3 million is being spent for Auto Mall Wall, what is a few hundred for an 8' fence to stop people from hanging out on the terrace side of new construction on Darling Way.	
West		Close Chiefs and Market - would cut down on empty alcohol bottles on bike trail at Darling Way or have them close early. There's a sign of "no alcoholic beverages" in park appears no one is observing the sign.	
West	Bike access should be at bike path/Darling not at Darling and Clinton		
West			Much erosion in back of Hernandez at Darling Creek. Behind 608 and 610 Hernandez Lane.
West			Loss of large oak trees.
Middle	Connect path to Maidu Park via Meadowlark		
Middle		No bathroom is actually better because people tend to hang out by bathrooms	
Middle		What traffic control devices will be used at the at-grade crossings?	
Middle		Is there a data available that show the impact of off-street paths on crime?	
Middle		Will the path include an unpaved portion for those that want to separate themselves from faster moving traffic?	
Middle			The new bridges and raised paths will alter the natural flow of the flood waters once they crest [in] the creek and thus increase the exposure existing private property will have to flood damage.
Middle			Property/safety fences are not permitted in flood zones. My backyard, where the family plays, cannot be secured from the thousands who will be using this regional bike trail.

**Roseville - Dry Creek Greenway Bike Trail**  
**Written Comments from Public Workshop**  
December 2, 2008

Corridor Segment	Opportunity	Neutral	Constraint
Middle			It appears that the stakeholders are potential users of the bike trail and not the property owners that will be exposed to the riff raff the trail will bring in.
Middle	Bike path access would be great for Creek Week Clean Up access. There is so much junk under the overpass and they are hard to get to in order to clean the creek.		
Middle		Getting across to Rocky Ridge is very dangerous and children want to get to Maidu for games.	
Middle	Trail great for students to get to school		
Middle		Used by Sierra Gardens, Eich, Oakmont students	
East			Suggest study of how wildlife might be affected
East	Suggest trail on Northeast side of Linda Creek between Champion Oaks and Rocky Ridge		
East			Issue with trail along side back yards of existing homes at North Cirby and Linda Creek on west side of Creek
East		No parking across to bike trail from south west side of creek at N Cirby	
East		Equal width on either side of the creek so there is a strong feeling it should be on one side or the other by neighbors? ( <i>along Colonial Pkwy</i> )	
East	Opportunity for Sargeant School to access trail for nature walks and teaching opportunities.		
East	Great to have trail on the north side of the creek ( <i>near Champion Oaks</i> )		
East	Consider on-road trail between Rocky Ridge and McLaren		
East		Consider security issues if the trail is along flood plain.	
East		lights, floods?	
East		How does emergency vehicles access the trail especially where the soil is not compacted?	
East			Privacy and security issues to back yards and increased noise.
Total Number of Comments	19	18	13
<b>Summary</b>	Participants indicated the range of users that would benefit from the trail and suggestions for access points.	Neutral comments were varied and included questions of whether future environmental studies would be conducted, safety concerns, and suggested alignments.	Participants indicated their concern of decreased privacy, impacts on wildlife, erosion, safety - mostly from undesirable users. Increased auto parking was also cited as a concern.

## **Dry Creek Greenway Bike Trail**

### **Meeting Summary of Public Open House #1 December 2, 2008 - 6:00 p.m. to 8:00 p.m. Maidu Community Center, 1550 Maidu Drive, Roseville**

**6:00 to 8:00 p.m. Project information and concept stations.** Stations were opened to the public to identify opportunities and constraints along the trail corridor. Each station included maps and photos with project information, post-it notes and pens for participants to make comments, and a City staff or consultant representative to answer questions. Station overview:

**Station 1:** Sign-in and orientation. Participants were asked to sign in and provide contact information to be notified about future meetings. Also, hard copies of the public opinion survey in English and Spanish were available to the public at the station. A total of 50 people signed in, although consultant staff counted at least 65 participants at the beginning of the presentation.

**Station 2:** Study Area Overview

**Station 3:** West Segment (Darling to Sunrise)

**Station 4:** Middle Segment (Sunrise to Champion Oaks)

**Station 5:** East Segment (Champion Oaks to the City limits past Old Auburn).

A summary of the post-it note comments submitted at each station is provided separately.

**6:30 to 7:45 pm Presentations**

Overview of the Public Meeting/ How to stay involved - *Gladys Cornell, AIM Consulting*

Project Overview - *Mike Dour, City of Roseville*

Opportunities & Constraints Maps and Google Flyover - *Tony Powers, Alta Planning*

The public was invited to make comments ask questions during and after the presentations. The following comments were made:

- ◆ The City should consider a “No Project” alternative.

- ◆ The City should consider on-street alignments in-lieu of placing the trail in the open space. On-street alignments would be less costly.
- ◆ Inviting the public into the open space may increase the likelihood of burglaries/theft, especially since yards are not fenced.
- ◆ Existing transient issues in the open space would be compounded.
- ◆ Residents thought status of open space as a flood plain would preclude future development, including trails.
- ◆ The creek directly abuts residential back yard fences and the trail will impact homeowner property. Trail users will be able to see into back yards.
- ◆ Will city be buying property or using eminent domain?
- ◆ The trail may increase the potential for fires in the open space.
- ◆ Construction may impact environmental resources, including oaks.
- ◆ Trail improvements may cause erosion of the creek bank.
- ◆ Open space trails are a great amenity for families in other areas of the City, because they let families experience the outdoors and let children bicycle in a safe place.
- ◆ Open space trails are a benefit in terms of fire control and crime because they allow police officers and firefighters to access the open space.
- ◆ The trail may help the existing transient problem, because transients typically move away from paved trails to get to more secluded locations.
- ◆ Will restrooms be provided? If so, the City needs to consider how to address loitering and other issues at restrooms.
- ◆ The trail may create a parking problem in residential areas at trailheads. Where will trail parking be provided?
- ◆ Trash disposal (or lack thereof) is a concern.
- ◆ Will lighting be provided on the trail, especially in undercrossings.
- ◆ Police patrols within open space and on existing trails are currently not sufficient.
- ◆ What is the projected use of the trail and how does that compare to other nearby trails such as the American River Parkway?

City staff noted that the current stage of the project is information gathering and that the above concerns would be addressed during the next stage of the project. Staff did note that a “No project” alternative and on-street bikeway alternatives would be evaluated. Staff also stated that the City will not be acquiring property from fenced rear yard living areas, although in other circumstances there may be property acquisition from both commercial and residential property

# Dry Creek Greenway Trail Project Open House #2

Sargeant Elementary School Activity Room

Wednesday, February 25, 2009

Sheet #	Comments
General	1) Increase In property vandalism, burglaries, from non family bikes seeing opportunity to steal, deface property etc. without being interrupted. 2) Have called RPD on occasions when there were questionable activities in the greenbelt. PD response: motor patrol on regular basis.
General	The neaby property owners concerns need to be met for the project to be viable whatever alignment option they choose.
General	The minority of bicyclist are winning again against the majority of homeowners. You have finally got the flooding under control and now want to flood us with papers and poop and urine. We have lived backed up to Cirby Creek for 27 years. Been through thick & thin with our location and now we are faced with man made flood. You will be putting us all in danger! From itinerants to burglars, I won't be safe in my own back yard. Our property value will deteriorate worse than this economy. I am afraid. You (the City) will be unable to patrol the trail. Roseville can't afford it! And we can't afford the danger!
General	In those cases where the trail is shown on both sides of the creek as options, both should be built.
General	My family (husband & 2 sons) ride regulary (~800 miles in 2008). A bike path would be great. (It's difficult for us to get to the American River path). Please do what you can to avoid streets as much as possible when creating the route. As far from the streets as possible. Thank you.
General	No one wants to inconvenience homeowners, but trail access to surface streets is a big plus. Public safety agencies NEED this access. Parking lots are also important. Bathrooms would also be nice. TOP PRIORITY should be given to what is best for the city as a whole.
General	I am impressed with Roseville's efforts in open space and bike trails along streams. Other cities like LA, San Jose and Oakland have developed their flood plains and converted living streams and riparian forest into cement troughs. I am glad that Roseville has invested in keeping streams alive. A stream with fish in it, dirt on the banks, trees, plants and wildlife is superior to a cement trough. Open space along streams is tree flood protection. We can having living streams and riparian forests and trails. All we have to do is not develop floodplains.
General	I am 100% for a highly connected trail system. I live in Orangevale, work in McClellan Park, have my car serviced at the Roseville Automall and ride my bike between there, home amd work often. I use every part of the current trail system to shop at Fry's, Guitar Center and the Restaurants downtown & near Douglas Blvd. I prefer not having to cross the creek often. I would like the trail to be bikeable and walkable with DG to the side for jogging where feasible.
General	I am a walker & I'm very excited about this project. I would like to see the path built as close to the creek as possible. I am excited about the underpass which will be built under Rocky Ridge near Cirby Way. Best wishes on this project!
General	Some of us own property within the flood plain been effected by the creek overflowing its banks in the past. I am concerned that the infill that will happen with the trail not only flood exposure but also the post-flooding.
General	I enjoy the peace, serenity & natural wildlife of the greenbelt I live near. I feel that a regional bike trail with a multitude of events will diminish if not destroy that environment. If a surface street route is not selected, I would hope that the city can keep the trail on just one side of the creek and not disrupt both.
Sheet 1	Sheet 1: Stay on the west bank by taking B1A to B1B to brige crossing 3
Sheet 1, 4, 8, 9	1) I support additional trails in Roseville. 2) Off street trails are better than on street alternatives. 3)Consideration for connections to other trail systems are important. B1-B6 Prefer off street. Sunrise crossing alternative: Bridge 11 to Coloma across Oakridge down to crossing D. I still prefer off street. A14 preferred over B14. The Strap Ravine spur (Sheet 9) would be beautiful.
Sheet 2	No trail on creek from Darling (A1/B1A) to Bridge Crossing 7; on roadside only to freeway.
Sheet 2	Absolutely 100% want this bike trail to be off the creek and on the road from Dry Creek-Darling to JoAnn. UNACCEPTABLE to have a preference for bikers to ride alongside a creek vs. my privacy & safety->into my backyard. I am not opposed to a bike trail-just not in my backyard! You can't say either that this will not effect wildlife & the environment.

Sheet 2	Best option for trail is using city streets like Hernandez, Machado & Juanita. Next best option is use of the B trail staying on the West side of Dry Creek and South side of Cirby Creek. Do not run the trail through residents back yard.
Sheet 2	I built my home on JoAnne Lane in 1961 with the understanding that the creek area would never be improved. I think a bike trail in this location would be dangerous and hard for the police to protect!
Sheet 2 & 11	I own a home at 810 JoAnne and one at 28 Loraway (Mobile Home) which is located on Linda Creek with a flood wall in my backyard which can be stepped across: I feel that a public trail there would be very unsafe for me & my wife and many others along the wall.
Sheet 3	Support segment B8A because access to Orlando is important as there is a nearby Park-n-Ride & a bus stop.
Sheet 3	Homeowners (families) in Lavoti, San Simeon, Kensington & Hunting Creek have been waiting for over 30 years for the city to connect existing pieces of bike/pedestrian trail from Eastwood Park to Darling Way. This trail opens up most of south Roseville for off road access to downtown Roseville. How long do we have to wait?
Sheet 5	The surface crossing at Oakridge & the bike trail needs more traffic control than is presently offered.
Sheet 7, 12	A14 is preferable over B14/B15 because it doesn't go along the street. It is better to have all the trails off the street. I think this trail is a wonderful idea and will be a great addition to the city. I like A23 over B19 & B20 again because it is off the street. Also B19 & B20 are in the flood plain.
Sheet 8	Opposed to segment A18, bridges 20 and 22, and segments B17 & B18. Preferred route: A-14 to B15 to B16 on-street to bridge 23 to A19 & A21.
Sheet 8	1) I'm opposed to any trail between bridge crossings 18 & 20 - erosion, disruption of riparian habitat, security. 2) If a trail must be built, I vote for the yellow option (B15 & B16).
Sheet 8	I prefer plan B15, B16 (Yellow) because it will avoid undodisturbance behind my home. A crosswalk across Rocky Ridge is more cost effective than building two bridges.
Sheet 8	I would like to see B13, B14 and bridge #16 eliminated and keep the A9 + A10 route.
Sheet 8	Eich to N Cirby - Prefer yellow route A-15a to A16 to B16 to B17 (or along N. Cirby seegment C). Opposed to red route A-17 or A-18. Safety concern is that the trail allows easy access from a low SES community to a more affluent neighborhood.
Sheet 8	Preferred route: A-14 to bridge crossing 18 to A15 to A16 to bridge crossing 19 to B16 to bridge crossing 20 to A18 to bridge crossing 21 to A19 to A20
Sheet 10	There are streets with minimal traffic e.g. Samoa Way, Hurst Way, part of N Cirby. Why not use these to re-align Samoa thru flood place to match Hurst. Connect the S. end of Meadow Ln to W. Colonial, then follow W.Colonial to Boston Common, which meets Old Auburn opposite the new Spahn Ranch entrance. Signalize or channelize that intersection.
Sheet 10	Prefer A21, A22
Sheet 11	Opposed to B18 because us elderly single women won't appreciate bikers, hikers etc. looking in their windows. We won't feel secure or safe. Our property will be too close to the trail. Cigarettes and dry brush on the bank will cause a fire hazard. B18.
Sheet 11	Opposed to B18 - move trail across the creek to A22.
Sheet 11	In 30 years, Country Villa Mobile Home Park has not had a history of trespassing, vandalism or bodily harm. With the path right behind our homes,we will be open to all of this. The population in our park are 70 & older. Keep the bike trail on the other side of the creek with the existing road. This would be less expensive not so much grading, etc. The noise level will also increase for us as well. A high wall would be necessary if you go ahead with this plan next to our park. Opposed to segment B-18, support segment A-22.
Sheet 11	Impact on existing flood wall by homes on W. Colonial Parkway -integrity breach. Graffity-access to back yards along trail.
Sheet 11	As a resident of Country Villa Senior Mobile Home Park we do not want the path directly behind us-it can go on the other side of the creek. No to B18, Yes to A19. Security is our concern!
Sheet 11	Country Villa resident do not want the bike trail behind our Park. 1) It floods 2) Major concern is safety because we are seniors, many older single women live along that wall. Does not make sense.
Sheet 11	I prefer A22 Route away from Country Villa Mobile Home Park for safety reason! You should plan to erect a fence to protect our park.