



## Dry Creek Greenway Multi-Use Trail

### SRG Site Tour Summary

August 11, 2012, 8:00 to 11:30 am

#### Stakeholder Representative Group Members present:

Name	Organization
David Allen	Biking Roseville
Keith Hallsten	Creekside homeowner
Mark Allen	Dry Creek Conservancy
Joe Orsini	Hillcrest
Bill Schultz	Hillcrest
Scott Reid	Maidu
Donna Wilson	Meadow Oaks
Jim Robinson	Meadow Oaks
Bart Codiga	Sand Dollar Properties
Jim Williams	Senior Citizens Commission
John Maloney	Sun City Cycling
Gordon Stevenson	Tri Commercial

#### Community Members present:

Name	Organization
Paige Aaron	Hillcrest
Jeremy Aaron	Hillcrest
Maxine Sarmiento	Meadow Oaks
Rosalyn Clement	Meadow Oaks
Prisilla Codiga	Sand Dollar Properties

#### Project Team

Name and Affiliation
Mike Dour, City of Roseville
Tim Hayes, PSOMAS
Brian Wright, PSOMAS
Curtis Alling, Ascent
Gladys Cornell, AIM Consulting
Ciara Zanze, AIM Consulting

Dry Creek Greenway Multi-Use Trail  
Stakeholder Site Tour Summary

Seventeen stakeholders and community members attended the stakeholder site tour for the Dry Creek Greenway Multi-Use Trail Project.

The objectives of the site tour were to allow the project team and stakeholders to:

- Develop a shared understanding of existing conditions
- Identify site constraints and opportunities

**Site Tour Location**

- Maps of each segment are included in the appendix

## Hillcrest Segment:

### Segment overview:

The existing trail in Saugstad Park terminates at Darling Way on the east side of Dry Creek, and is the starting point. The 2010 Dry Creek Greenway Multi-Use Trail Feasibility Study proposes that the trail cross over to the west side of Dry Creek in the vicinity of Darling Way, and that the trail would then run behind commercial businesses parallel to Riverside Avenue. At the confluence of Dry and Cirby Creeks, there are then two options to consider:

1. Route trail to east side of Dry Creek via a bridge placed upstream of the confluence of Dry and Cirby Creek (BR#2 on map), continue trail for approximately 300 feet then route trail to south side of Cirby Creek via a bridge (BR#4 on map).
2. Route trail directly to south side of Cirby Creek via a bridge placed downstream of the confluence of Dry and Cirby Creek (BR#3 on map), then construct retaining walls for a distance of approximately 400 feet on south bank of Cirby Creek

City staff noted that new standards being implemented as part of the State's Central Valley Flood Protection Plan would require that the bridges be placed 3-feet above the 200-year base flood elevation, and that this will affect the visual character and design of the bridges and the bridge approaches. The project team should have visual illustration of potential bridge elevations for the SRG to review at the next SRG meeting.

### Discussion Summary:

Stakeholders discussed the alternative options for the trail location, it was noted that both sides of the creek were being considered as an option for the trail route (options 1 and 2 as listed above). A stakeholder raised the question of flooding concerns in the proposed locations, the project team noted that both sides of the creek are subject to flooding and that the trail will be designed to withstand any seasonal flooding.

A stakeholder pointed out the location of houses in close proximity to the trail with option 1 as well as the potential for the City to have to purchase property with option 2, and that it would be helpful to see lot lines and know where City owned property was located.

There were general questions regarding the location of the bridge or bridges associated with both options 1 and 2. The project team noted that the new requirements imposed by the State's Central Valley Flood Protection Plan would require that the bridges be placed 3-feet above the 200-year base flood elevation. A stakeholder raised the visual impacts this would cause to adjacent home owners near option 1. A stakeholder suggested the bridge at Harding as a good example of a beautiful bridge; the project team noted that the design of this bridge could be similar to those proposed with options 1 and 2 but comparison is difficult due to the differences in the bridge locations. The bridge at Harding also provides a good example of where abutments near the creek would go.

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Concerns were raised for the visual impact that would be caused by the retaining wall associated with option 2; a stakeholder recommended that this could possibly be mitigated with plantings. A stakeholder suggested that option 2 seemed to have less of a visual impact on adjacent homeowners; another stakeholder noted that adjacent homeowners are more concerned about the visual impact of a retaining wall than a bridge due to the concern that the retaining wall could possibly be a prime target for graffiti artists.

Questions were raised regarding the second bridge associated with option 1 (bridge #4); it was noted that due to the steep bank on the south side of the creek it was not possible to relocate bridge #4. A stakeholder asked if the location of bridge #4 would affect the flow of the creek and it was noted that at this time bridge #4 does not pose a hydraulic challenge.

There was a general discussion of the cost of the alternatives, a stakeholder pointed out the added cost associated with purchasing land. Questions were raised regarding the cost associated with one or two bridges, it was noted that the project team will have some preliminary cost estimates at the next stakeholder meeting in October.

Stakeholders asked if the environmental impacts associated with 1 versus 2 bridges would be different; it was noted that the project team is still conducting the environmental analysis. The project team pointed out the Valley Elderberry bushes located on the north side of the creek; noting that the bush and the associated beetle are a protected species.

A stakeholder asked what was planned for the open space near option 1 and if the City had plans to add a park in this location; it was noted that the open space would be left as is and that the City currently has no long term plans for the space.

Questions were raised regarding maintenance funding for trails within the City considering that existing funding for park maintenance was low. It was noted that while park maintenance funds come from the general fund, funding for trails maintenance is largely from the transportation fund.

There was a general discussion related to safety and security concerns associated with both trail options; the City noted that there hasn't been a pattern of crime along existing trails (with the exception of graffiti and vandalism of signs).

Stakeholders had questions regarding which option would be the safest for neighbors near the trail. The project team will be evaluating this and it was noted that the Police Department will be invited to speak to the Stakeholder Representative Group. It was also noted that in addition to the City Police Department Officers who police the trail, citizens who use the trail will also be our eyes and ears on the trail. A stakeholder raised concern for potential safety concerns on the trail after dark; the City noted that the trails are closed from sun down to sun rise. However, it should be noted that federal funding conditions may require the City to keep the trail open at all times for commuter bicyclists.

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The following information includes stakeholder feedback provided via the comment forms and/or emails after the site tour by stakeholders.

Stakeholder Feedback:

<b>Existing Conditions</b>
<ul style="list-style-type: none"><li>• Neighborhood entrance at Machado</li></ul>
<b>Constraints</b>
<ul style="list-style-type: none"><li>• East/Hillcrest alignment [Option 1 in Segment Overview, above] increases sharp turns by two, one at access point one at the south bridge</li><li>• Recommend stake/flags to show neighbors extent of affected areas [near homes]. Also photo-simulations would be helpful.</li><li>• Darling Way Crossing: I am concerned that the existing bridge deck of the Darling Way bridge over Dry Creek does not have sufficient width to add a two-way bike trail. Also, the existing utility facilities (pad-mounted transformers, etc.) on the east side of Clinton Ave., in combination with the bridge railing, would preclude a reasonable trail alignment. (The sharp curves on the Miner’s Ravine Bike Path at both ends of the bridge over Dry Creek near Harding Blvd cause operational and sight distance problems for trail users now, and we should not incorporate those design errors in this new trail.) I am also concerned that the vertical alignment of the crossing under Darling on the west side of Dry Creek would be difficult, due to limited space for developing the needed “ramp” to the crossing under the bridge to either side of the bridge and the need to get up to bridge deck level. All of these issues could be avoided by constructing the trail on the east side of Dry Creek, under Darling Way and continuing to the end of the paved trail connection to the Machado/Hernandez intersection, which would also provide a valuable neighborhood trail connection to the trail system. The constraints to constructing the trail on the east side of Dry Creek are not trivial, but neither are they very difficult. The profile of the existing trail north of Darling Way is lower than the Darling Bridge deck, so it would be much easier to ramp down to the crossing if the trail stayed on the east side of the creek. The existing trail connection to Darling could be kept as a connection, rather than becoming the main stem of the trail. There would also be a reasonable distance to ramp up on the south side of Darling at a grade of less than 5%. Thus, I think that the concept of constructing the trail on the east side of Dry Creek should not be precluded without a thorough analysis.</li><li>• I am concerned that the large retaining wall that would be required by the “bridge over Dry Creek and retaining wall” concept would have a very significant visual impact on the undeveloped park, as well as the views from Riverside Avenue and the yards along Machado Lane. While there would also be a visual impact to the bridges over Cirby Creek and Dry Creek, I believe that most people would find that less objectionable. Large retaining walls tend to become a magnet for graffiti “artists”, which may tend to make the appearance of the wall much worse over time.</li><li>• With the new State freeboard requirements for bridges, it is more important than ever to select a bridge type that has little structure depth below the deck. In this regard, a steel truss half-</li></ul>

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Stakeholder Site Tour Summary

through truss or through-truss bridges would be worth considering. Prefabricated steel truss bridges made of high-strength, low alloy atmospheric corrosion resistant steel (e.g., ASTM A-847 structural tubing) with a cast-in-place reinforced concrete deck might be particularly suitable for this project, since they require little maintenance (no ongoing painting) and have a “rustic” appearance that would fit well in an undeveloped “natural” park setting. They are also typically cost-efficient. There are several such bridges on the Bannon Creek Trail in the South Natomas area of Sacramento that have been in service for over 20 years as a reference. “Weathering” steel would have a long service life in Roseville, with our long dry summers. Keeping the bridge deck as low as possible (given the freeboard requirement) will also reduce the height, and therefore the length, of the required approach embankments.

- It is very important to preserve the park like area immediately below Hernandez by using the one bridge design option. The small waterfall and pond seen right beneath Hernandez Lane has been enjoyed by several generations. One 70+ gentleman present for the walk said it was the local "swimming hole" when he was a boy.
- This is a breathtaking area, quite possibly the prettiest of the three links visited. Every effort must be made to keep concrete retaining walls to an absolute minimum and out of sight. Use of natural erosion control (seen near Rocky Ridge on the Meadow Oaks link) would be optimum.
- This is a very special open space area with one of the few remaining large natural ponds on Linda Creek. Building one or two bridges under the new regulations of building higher and longer could all but ruin it. A 15 foot concrete wall will look more like a high security prison, than an open space. The cost will be astronomical in the multi-millions. The money could be used for more innovative methods. There is another natural erosion control method that has already been done in the last year on Linda Creek. It supports a ten foot bank that was collapsing 3 feet per year. Live willows were used to create the infrastructure which will grow stronger each year. This wall could be built in Hillcrest years before the bike trail and be strong and ready.
- The impact to the sensitive beauty of this area should be the primary concern of the Greenway Planning process. The neighbors who live along Hernandez have every reason to be concerned. Without visual renderings it is impossible to project the full impact of big bridges and a high concrete wall. Construction can adapt. The engineering would support these efforts, if so directed. Bio-Engineers with a specialty in creek-side building methods could work tandem with the City of Roseville for more progressive and sensitive solutions. Cyclists, walkers and other citizens in Roseville share these concerns.

**Opportunities**

- Good access to Hillcrest at existing access Hernandez/Machado
- West/south alignment with no bridge at Riverside access point eliminates Hillcrest access
- Future access to Sacramento northern trail at confluence
- I recommend creating the trail on the east side of Dry Creek as a continuation of the existing trail across Darling Way.
- The one bridge option with the trail running on the business side of the creek will reduce crowding on Hernandez as there is ample parking at the commercial locations on Riverside.

## Sunrise Segment:

From I-80, the trail will be routed on the south side of Cirby Creek. As the trail approaches the confluence of Cirby and Linda Creeks west of Sunrise Avenue there are two options available:

1. Route trail to north side of Linda Creek via a bridge #13, continue trail on existing maintenance road bench under Sunrise Avenue to Oakridge Drive. This option has limited opportunities for trail user access to Sunrise Avenue.
2. Route trail on south side of Linda Creek to an undercrossing of Sunrise Avenue, east of Sunrise continue trail on south side of creek for approximately 500feet, then route trail to north side of Linda Creek via a bridge #14 and then continue the trail to Oakridge Drive. This option has better opportunities for trail user access to Sunrise Avenue.

### Questions and comments:

Questions were raised regarding the location of the trail and the connection to Sunrise Avenue. It was noted that Sunrise Avenue currently does not have bike lanes, providing trail access at Sunrise will allow convenient access for people who work in commercial corridors, it is important to provide access to a major road. City staff noted that City surveys show trail use as a top desired recreation activity in the City. A stakeholder asked where the City owned property lines were in relation to the proposed trail alignments, it was noted that the City owns an easement on the North side of the alignments. A stakeholder noted concern for commercial property values when the trail is so close to buildings, it was noted that a trail can often have a positive effect on property values and can offer tenants a place to walk and enjoy nature during lunch breaks.

There was a discussion regarding trail access and parking locations, it was noted that the City will provide public parking locations along the trail to discourage people parking on private property. A stakeholder mentioned Harding Boulevard as a good example of a trail access point with no designated parking lot. It was also noted that the intention is to provide access to Sunrise at the bridge by the Spaghetti Factory.

Questions were raised regarding the cost difference between the two options, the project team noted that preliminary cost estimates were being developed and would be available at the next stakeholder meeting in October.

A stakeholder raised concerns about transients on the trail after hours; the City noted that the trails are closed from sun down to sun rise and that the Roseville Police will have better access to the creek alignment with a paved trail. A stakeholder mentioned Folsom as a good example of a City with a connected trail system with no security concerns.

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A stakeholder mentioned that vandalism to the existing buildings off of Sundown Way already occurs without the trail, and they are concerned that the trail could increase vandalism. Another Stakeholder believed that the trail could reduce vandalism since legitimate trail users could keep an eye on the area.

Stakeholder Feedback:

<b>Existing Conditions</b>
<ul style="list-style-type: none"><li>• Recommend utilization of existing +/- 1,000' "bench"/existing roadway and right of way/easement(s) on North side of Linda Creek.</li><li>• Proposed option to route path on south side of Linda Creek would create high level of negative impact to existing commercial office properties related to security, maintenance, adverse impacts on leasing, adverse impact on property values.</li></ul>
<b>Constraints</b>
<ul style="list-style-type: none"><li>• Switch back on east Sunrise access increases risk of falls</li><li>• Access at Sunrise appears overly problematic including engineering constraints, close proximity to commercial/office buildings, and expense.</li><li>• The natural access would be Eastwood Park, shoot distance to west (off Cirby). Also, good access to the east via Meadow Oaks.</li><li>• Public parking is highly limited at sunrise. Dangerous traffic conditions exist. Not a good location for bikers to move from/to street to path</li><li>• Completing access at Sunrise would be the transient impact related to various characters who will avoid police and citizen surveillance by utilizing this particular access, if constructed</li><li>• Commercial property owners are very concerned about crime migrating to currently secure, private and pristine environment</li><li>• Environmental impact on creek, plants, trees, wildlife related to bike traffic, trash, illegal use including camping, and erosion. Species: Elderberry, oak trees, steelhead, salmon, turkeys.</li><li>• The trail should run on the north side of the creek in order to keep users away from Sun Down Way commercial properties. What has kept the Meadow Oaks link relatively incident free is that residents' homes look out over the trail. Any suspicious activity day or night is promptly called in to the police department. In this segment there is a significant isolated stretch that will not benefit from watchful eyes after dark.</li><li>• I am greatly concerned at the amount of money, federal or state, that is being spent during such difficult economic times. An expensive entry point at Sunrise Avenue is not necessary as there is an alternative access.</li><li>• I am a cyclist. Sunrise is not used by cyclists. When Mike Dour disagreed with my comment regarding Sunrise, I asked the cyclists on the tour. All answered that they do not use Sunrise - road or sidewalk.</li><li>• The south side with the commercial buildings does not look as appealing. At night it is quiet with no one around to discourage or report suspicious activity. Sunrise Ave. does have a lot of crime. It is the access point from the freeway for "bad guys" entering this part of town. Both sides would need more crime control, lighting, and other precautions. Bicycle access here is complicated and difficult and another expensive structure would be required. Other existing locations may suffice.</li></ul>

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**Opportunities**

- Access to Sunrise transit
- Improved intersection signal [?] at cross streets near trail access point (eg. Marling Coloma?)
- I recommend using the existing shelf along the North side of Linda Creek at the base of the floodwall.
- Running the path next to an apartment complex is a better mix as you have many people coming and going. Fencing similar to that between homes and bike trail along the Miner's Ravine bike trail can be used to separate the apartment community from the trail.
- Southwest of Sunrise: The southwest housing on Salmon and Coral have an access point planned at the park.
- Northwest of Sunrise: People on Audrey and Coloma have easy access to the Oakridge access via the Coloma/Sunrise light. Spending millions to have riders avoid an extra four block ride is absurd. Every time I brought up money during the walk I was told it was Federal money being spent as if that was supposed to make spending exorbitant amounts of money acceptable. Federal money is also my money.
- East of Sunrise: All have access via the Oakridge access point.
- I walked this section again to see more of this segment. It seems that the north side next to the apartments is the better side. There is more land available once you get past the apartments to the parking lot. It was mentioned that there is already a city easement part way down. There would be more eyes and ears around a parking lot to keep a watch on things. A fence would also be good to address safety and separation.

## Meadow Oaks / Sierra Gardens Segment:

The 2010 Dry Creek Greenway Planning & Feasibility Study evaluated several trail options through this area. At the time, the Stakeholder Representative Group determined that routing the trail along the existing unpaved path was the preferred option. Since that time, the Meadow Oaks Neighborhood Association has requested that the City and the Stakeholders consider an alternative trail design(s) to maintain the existing unpaved path in its current condition by constructing the paved path parallel to but separated from the existing unpaved path.

### Questions and comments:

A stakeholder asked who owns the existing unpaved path, the City noted that the existing path is City owned and is used as a sewer maintenance road; it was also noted that the Meadow Oaks Neighborhood Association sponsors maintenance of the open space.

Stakeholders discussed concerns for the environmental impacts that the proposed parallel paths would cause. Questions were raised regarding the opinion of property owners in the area, the City noted that during the initial study in 2009 notices were sent to all adjacent property owners and no responses were received.

A stakeholder suggested leaving the existing trail as is and placing the paved trail alignment on City streets for a short distance, another stakeholder noted that the value of a trail is getting bikes and pedestrians off of City streets where it is not as safe.

A stakeholder raised concern for mixing recreational uses on a trail that is currently used as a walking path. The stakeholder noted that City trails do not have a bicycle speed limit. Another stakeholder noted that cyclists and pedestrians should obey common trail courtesy.

### Stakeholder Feedback:

<b>Existing Conditions</b>
<ul style="list-style-type: none"><li>• Bike path (paved) seems redundant as existing paved path runs very close to proposed route.</li></ul>
<b>Constraints</b>
<ul style="list-style-type: none"><li>• Quality of life impact to long-term residents</li><li>• Important, to allow current walking path (in some form) to remain as walking appears to be the primary recreational and lifestyle activity for residents</li><li>• Straightness of trail section enables high speeds for cyclists, but also better sight visibility</li><li>• Homeowner vehicle access via trail</li><li>• Loop at east side of Rocky Ridge</li><li>• The Meadow Oaks Neighborhood wants to protect and preserve the “Meadow Oaks Walking Trail.” This has been enjoyed by our residents for 4 generations over 60 years. It runs through our namesake meadow and is the heart of our community. It is a highly used trail with over</li></ul>

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1500 users per week with 85 per cent of those walkers and 15 per cent bicyclists. We are asking the city to leave this as an existing, separate dirt trail with no improvements, at no cost to the city. We don't want to give up our Nature Trail needlessly when a two trail plan works for all. Many award winning communities and the Federal Dept of Transportation have already studied the benefits and safety of this newer approach. They are now promoting this design as for new trails. Meadow Oaks already has an existing highly used walking trail that would give Roseville the benefit of seeing how that work.

**Opportunities**

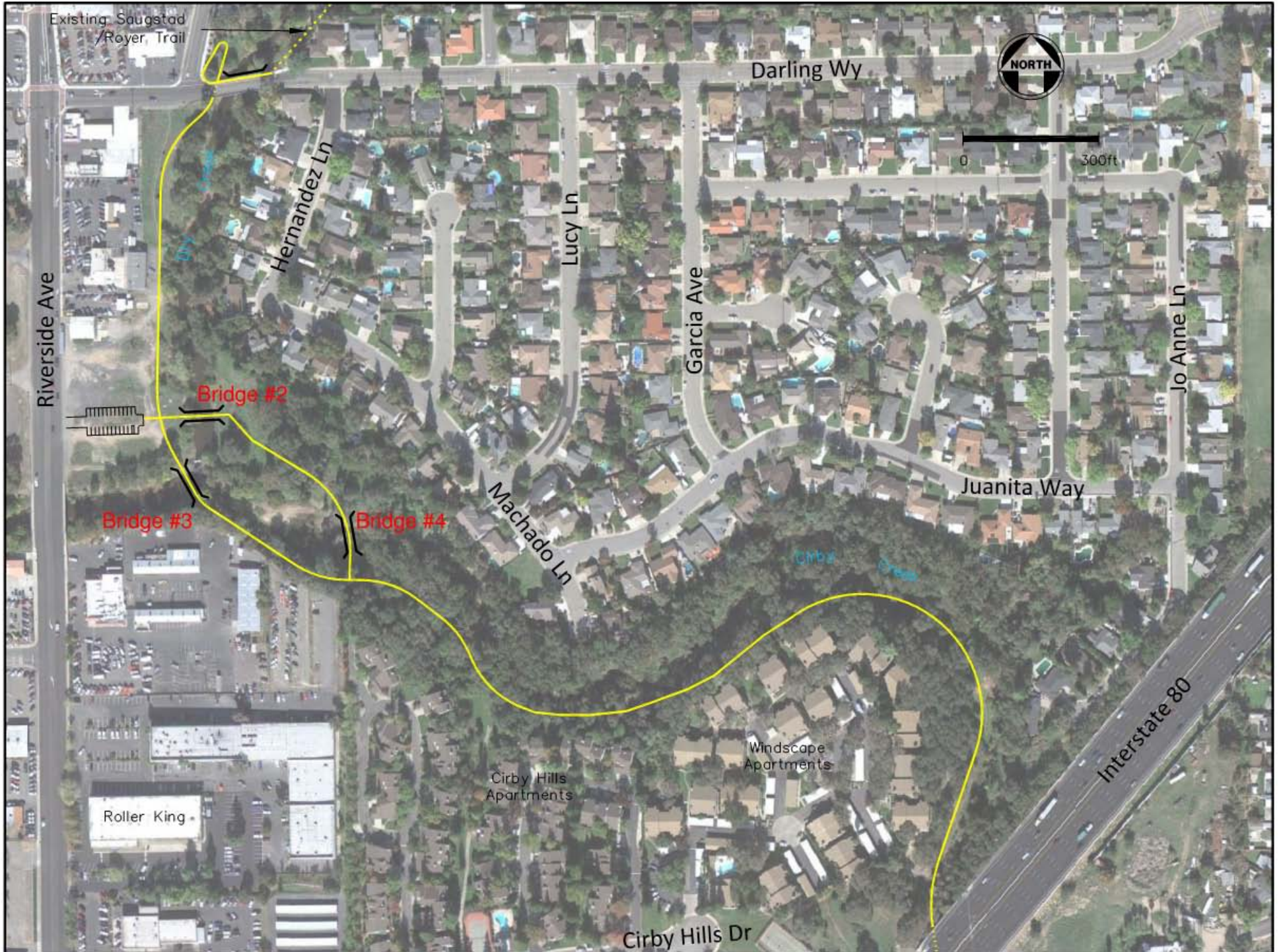
- Straightness of trail section enables high speeds for cyclists, but also better sight visibility
- Homeowner vehicle access via trail
- Loop at east side of Rocky Ridge
- I emphatically recommend paving the existing gravel service road to the bridge underpass at Rocky Ridge to facilitate continuation of a quality regional bike trail for beginner, novice, recreational, and commuter bicyclists, families with strollers, caregivers pushing wheelchair patients, in line skaters, skateboarders, joggers, hikers and impaired walkers. There are already existing ample separate walking paths for wildlife viewing without compromising the benefits of a paved trail.
- The primary conflict will be the preponderance of loose, uncontrolled dogs chasing trail users and chasing wildlife. Dog owners here consistently assume entitlement to disregard the posted leash law.
- I have lived on Blue Jay Drive for 19 years; our home looks out on the trail. I am a cyclist and support the MONA position of separate trails, reserving the existing gravel trail for walkers. This trail has been enjoyed by several generations and is currently maintained by Mallard homeowners who take up collections to put down gravel. Roseville's master plan is several years old. Current research corroborates the need for separate trails. Meadow Oaks lends itself perfectly to using more current designs.
- We [Meadow Oaks] also support City of Roseville's Regional Bike Trail. The bike trail placement in an adjacent location will allow for a buffer and benches between the two trails.

**Next Steps:**

- Next SRG meeting will be in October

*Appendix*

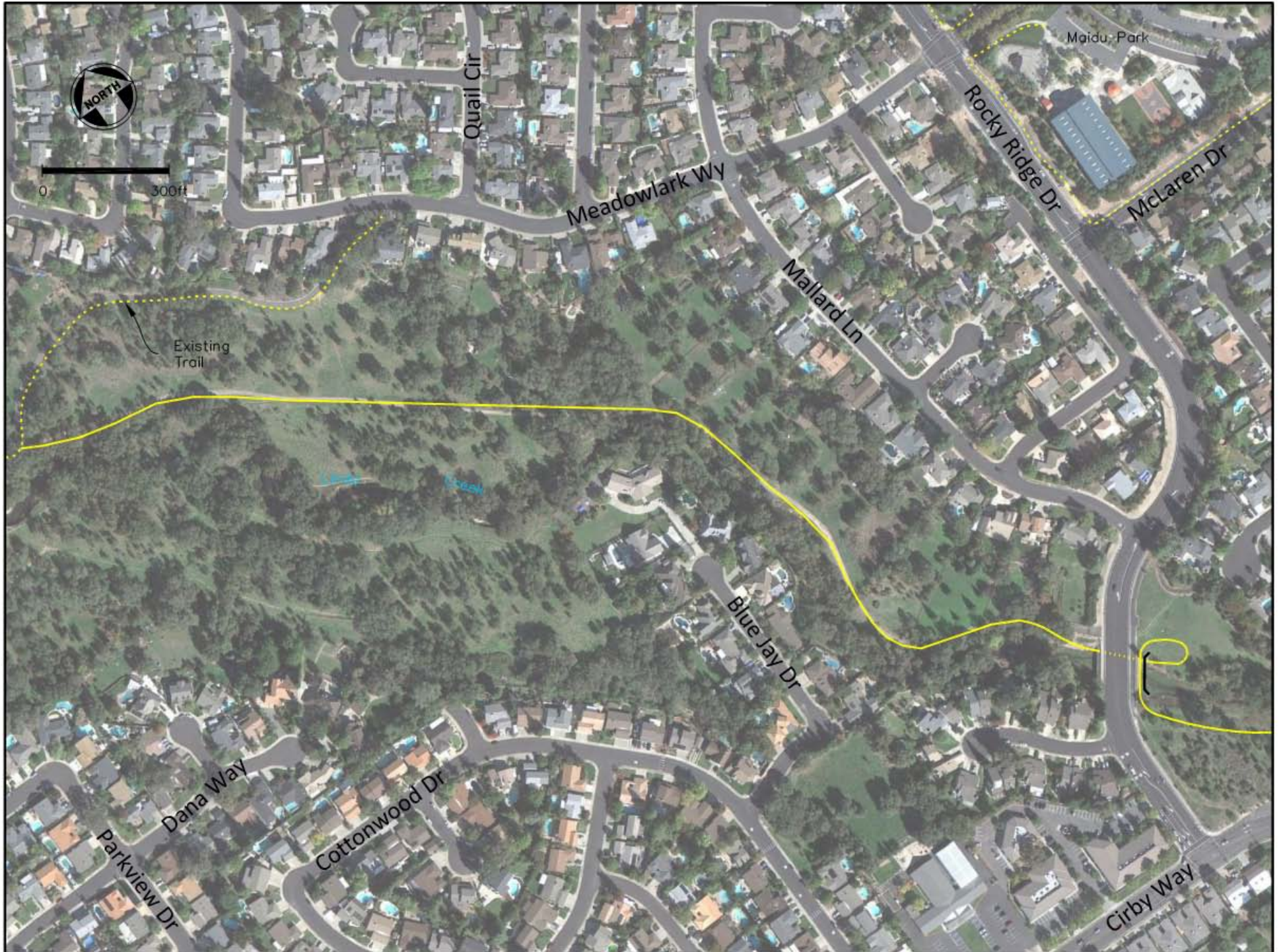
Hillcrest Segment



Sunrise Segment



Meadow Oaks / Sierra Gardens Segment



June 15, 2012

Susan Rohan  
Vice Mayor  
Roseville City Council

Mike Dour  
Bikeway Planner  
Alternative Transportation

Dear Susan and Mike,

During Meadow Oaks Neighborhood Association (MONA) June 14th board meeting, the City's Regional Bikeway through the Meadow Oaks neighborhood was discussed. MONA determined their position as follows:

**POSITION:**

1. MONA is in support of the City's plan for a Regional Bikeway.
2. MONA is in support of preserving the existing, dirt, multi-user "Meadow Oaks Walking Trail" as a separate trail, with no improvements. This nature preserve trail has been enjoyed by our residents for over 60 years.

Thank you,



Donna Wilson  
MONA Board Member  
Stakeholder Representative  
Coordinator for City "Adopt a Creek" program



Bud Nobili  
MONA Chairperson

cc Mike Wixon, Division Manager, Alternative Transportation  
Dominick Casey, Parks, Recreation and Libraries Director  
Brian Castelluccio, Open Space Manager  
Gregg Bates, Dry Creek Conservancy  
Ray Kerridge, Roseville City Manager  
Gladys Cornell, Aim Consulting

# Meadow Oaks Walking Trail

8-11-12

## ■ Highly Used Main Walking Trail through Open Space to Rocky Ridge

- Trail used by 4 generations for travel to school and peaceful enjoyment of nature
- Older neighborhood with defined use of trails for over 60 years
- Survey estimated 1,500 users per week from logs, surveys and observation - 85% walkers, 15% cyclists
- Programs in the open space serve residents in the four surrounding neighborhood in addition to those in Meadow Oaks

## ■ Protection of Environment Critical to Resident

- Very protective of the serene environment for walking on our nature trail.
- Area considered the best birding area in Roseville
- Graffiti removed every morning by our volunteer, coordinated with RPD
- Protection of wildlife and habitat, support restoration of native plants and grasses
- Promote the use of green and sustainable methods by the City in the Greenbelt
- Protect from urbanization one of the last beautiful, open spaces in Roseville

## ■ “Adopt a Creek” Program: A Partnership with City of Roseville

- Leads conservation, wildlife preservation, trail maintenance and creek restoration activities. Activities include nature walks, treasure hunts, birding and goat tours, monthly creek and trail cleanups, scouting badges, and educational preservation articles in our newsletter on Linda Creek Wildlife.
- Committed to safeguarding the Western Pond Turtles, the only surviving fresh water turtle species in CA, located at Linda Creek's "Turtle Cove".
- Organized the first creek restoration project in the state using Native willows. Restored 240' of bank using 260 hours of volunteer labor.
- *Program will be radically diminished if the walking trail is eliminated!*

## ■ Inherent Conflicts Between Users

- Cyclists want to avoid abrupt speed changes or stops as there is no time to downshift making it difficult to get back up to speed once beyond walkers. Cyclists typically maintain their speed and call "on your left", ring a bell when split seconds behind walkers, or cut between people.

- Walkers are startled when high speed cyclists suddenly appear from behind. Confused by the cyclist, walkers often step in the wrong direction. Kids, strollers, dogs, hearing impaired, elderly, groups, people who don't speak English can be unpredictable in their movements. They rightly expect safe travel along the creek without worry or intimidation. This trail should not become a roadway where people are dominated by cyclists trying to get from point A to point B as rapidly as they can.

- Walkers are often expected to step off the paved trail on to frequently unsafe, unmaintained shoulders.

- A bike trail a short distance from our existing walking trail would greatly reduce conflict and "trail rage" which is on the rise between walkers and cyclists as well as between cyclists themselves. (See [Sacramento Bee](#) article on American River Bike trail.) Separate trails can reduce the city's liability and risk of lawsuits.

## ■ Pedestrian Right of Way Questionable

- Miner's Ravine bike trail entrance sign reads: "Pedestrian Right of Way. It is safe to assume this means walkers have the right away over any vehicles, including bicycles. Mike Dour stated that "Pedestrian Right of Way" is not defined in any of the Roseville codes.

- As defined in a Midwest city: "Yield the right-of-way to a pedestrian means the operator of a bicycle is required to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrian travel."

- In Roseville, it is evident that the right-of-way goes to the cyclist. As Mike Dour stated "Bicyclists are typically going faster, so they have a responsibility to slow down and pass with care. Pedestrians are typically traveling slower, so they have a responsibility to allow passing, by not taking up both sides of the trail and by not making sudden changes in direction. This is very similar to the responsibilities of vehicles on a highway, except in this case, the highway happens to be a trail with multiple users."

- Requiring the slow moving vehicle to allow passing is expected on highways. However, in Roseville the "highway" is a shared bike trail with multiple users. Pedestrians are not defined as "vehicles" in the California vehicle code, however bicycles are. We observe that the right away goes to the cyclist in Roseville at the expense of the pedestrians.

## ■ **Safety and Enforcement Problems**

- Roseville does not have speed limits on any of the bike trails. Mike Dour has stated that the average speed of cyclists 12 to 20 miles per hour, with high speed cyclists traveling faster.
- A collision can be deadly for both the cyclist and the walker.
- Meadow Oaks doesn't understand why a speed limit is not proposed in the Bikeway Plan. In other cities bike trail limits are common; some even have varying speed limits. The narrow bike trail along the flood wall at Oakridge is a perfect example of an area that should have a low speed sign. There are regular reports of people being forced against the wall to avoid inconsiderate cyclists.
- American River Bike Trail has a 15 mph speed limit.

## ■ **In Summary**

We are in support of preserving the existing, dirt, multi-user "Meadow Oaks Walking Trail" as a separate trail, with no improvements.

We also support the City's plan for a Regional Bike Way to be built independently from the walking trail.

We believe that these two actions are a "win-win" solution for everyone involved!

Thank you,

Donna Wilson

Bike Trail Stakeholder Representative  
Meadow Oaks Neighborhood Association Board  
Coordinator for "Adopt a Creek" program (volunteer)  
[Donnawilson1@surewest.net](mailto:Donnawilson1@surewest.net)  
C 916 801-1717

# Dry Creek Greenway Multi-Use Trail Project

## Stakeholder's Representative Alternative Segment Tour

### August 11, 2012

Submitted by : Rosalyn Clement/Meadow Oaks

## Meadow Oaks Section

I am a stakeholder in the Meadow Oaks section. I have lived on Blue Jay Drive for 19 years; our home looks out on the trail. I am a cyclist and support the MONA position of separate trails, reserving the existing gravel trail for walkers. This trail has been enjoyed by several generations and is currently maintained by Mallard homeowners who take up collections to put down gravel. Roseville's master plan is several years old. Current research corroborates the need for separate trails. Meadow Oaks lends itself perfectly to using more current designs.



Well-built crusher fines trail is separated from concrete Cherry Creek Trail, Denver, CO; photo by Stuart Macdonald, 14 Oct 2009.



Crusher fines trail is separated from concrete Cherry Creek Trail, Denver, CO; photo by Stuart Macdonald, 6 Nov 2009.



Crusher fines trail marked for pedestrians along Mary Carter Greenway by the Platte River, South Suburban Park District, Colorado; photo by Stuart Macdonald, 7 Nov 2010.



Signs between the bicycle and pedestrian routes, West River Parkway, Minneapolis; photo by Stuart Macdonald, 29 Oct 2010.



Sign directing both bikers and walkers along Aurora, Colorado, Highline Canal Trail; photo by Stuart Macdonald, December 2010



Slight separation between the adjoining treads, one concrete and the other natural surface often used by equestrians; Crown Hill Park trails in Wheat Ridge, CO; photo by Stuart Macdonald, 20 Dec 2010.



The paved trail is on the canal embankment while the unpaved tread is at the edge of the corridor; Highline Canal Trail, Greenwood Village, CO; photo by Stuart Macdonald, 18 October 2009.

## Resources:

(1.) Association of Pedestrian and Cycling Professionals

Their goal is to "effectively integrate the needs of pedestrians and bicyclists into future designs and retrofits, it is essential that engineers, planners, and other professionals are given the tools they need.

Since 1995, the association provides non-motorized transportation professionals the opportunity to network, access professional support and development, and learn about advances in research and practice. As more people have begun bicycling and walking, this group of professionals has grown considerably.

(2.) "Trails With Two Adjacent Threads," Resources and Library: Cool Trail Solutions, National Trails Training Partnership, hosted by AmericanTrails.org;  
<http://www.americantrails.org/resources/cool/index.html>.

"Separate trails in the same corridor provide for different activities. In many urban trail corridors the sheer amount of use creates some difficulties for sharing the trail. Wider trails are one solution. But how wide do you want to make the trail? And does a single surface material satisfy all trail users?"

"In many cases, the better solution is to provide two or even three pathways or trail treads with different surfaces. Other treatments seek to make the separation of treads more clear. The two treads may be adjacent or some distance away. The secondary tread may even be an informal path made by mountain bicyclists or horse riders. Signs or pavement markings may also be provided to clarify the separation."

(3.) "National Bicycling and Walking Study, 15-Year Status Report," Us Department of Transportation, Federal Highway Association. <http://atfiles.org/files/pdf/NatBikeWalkStudy2010.pdf>.

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

(4.) "Evaluation of Safety, Design and Operation of Shared-Use Paths Final Report," US Department of Transportation, Federal Highway Association.

Shared-use paths are becoming increasingly busy in many places. Path designers and operators need guidance on how wide to make new or rebuilt paths, and on whether to separate the different types of users. The current guidance is not very specific; it has not been calibrated to conditions in the United States, and does not accommodate the range of modes found on a typical U.S. path.