

Dry Creek Greenway West Multi-Use Trail

Planning & Feasibility Study

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i. Executive Summary

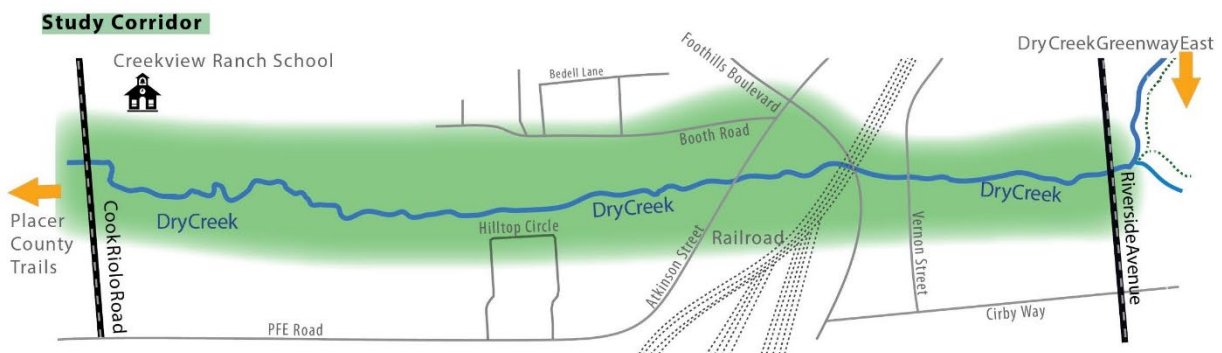
In collaboration with Placer County and the Rails-to-Trails Conservancy, the City of Roseville is undertaking a Planning and Feasibility Study for the Dry Creek Greenway West. This study will evaluate the feasibility of a three-mile, paved, (Class I) multi-use trail between Cook Riolo Road and Riverside Avenue along the Dry Creek Corridor.

This potential trail would ultimately connect to the existing Dry Creek Trail in unincorporated Placer County via the Cook Riolo Road multi-use path, and the proposed Dry Creek Greenway East (Riverside Avenue to Old Auburn Road). The Dry Creek Greenway is just one of the trails in the City of Roseville and Placer County bicycle master plans.

In addition to being identified in the City of Roseville *Bicycle Master Plan* and the *Placer County Regional Bikeway Plan*, the Dry Creek Greenway (East and West) was identified in the *Placer County Dry Creek Greenway Regional Vision Plan* as part of a continuous and coordinated system of preserved lands and habitat providing a connecting corridor from the Sacramento County line to the Folsom Lake State Recreation Area. Specifically, the Dry Creek Greenway West Trail would be part of a continuous 70-mile loop of trails including the Dry Creek Greenway, Dry Creek Parkway, Ueda Parkway, American River Parkway, and Baldwin Reservoir Connection.

The Dry Creek Greenway West study area, shown in *Figure i-1*, generally straddles Dry Creek from Cook Riolo Road to Riverside Avenue. Within this area is a mix of low-density residential, agricultural, light industrial and municipal land uses on a combination of public and private property. Similarly, the character of the creek within the study area varies from channelized and stabilized to meandering and mostly undisturbed. Within the study area, Dry Creek crosses five roads, and the Union Pacific Railroad J.R. Davis Yard (UP Railroad Yard).

Figure i-1: Dry Creek Greenway West Study Area



Preparation of this feasibility study involved the following steps:

- Collection and review of available background information from the City of Roseville and Placer County,
- Meetings with interested public agencies,
- Site walks with staff and property owners,
- Identification of existing conditions, opportunities and constraints,
- Development of potential alignments,
- Public engagement,
- Evaluation of alignment options,
- Preparation of Feasibility Study Report

The project team collected and reviewed relevant planning and engineering documents and existing mapping to develop existing conditions mapping and identify opportunities and constraints. This existing data collection was supplemented by meetings and field walks with staff and property owners along the study corridor to further clarify and understand the existing conditions. In addition, A *Biological*



A family enjoying one of Roseville's multi-use trails.

Resources Memorandum was prepared for the proposed project, which consisted of an analysis of biological resources within the feasibility study area and includes recommendations to minimize impacts to sensitive resources and natural communities.

There are several important constraints that will create challenges to completion of this project. However, all are balanced by opportunities to address the challenges.

Most of the corridor is privately owned; however, a large portion of the private property is concentrated into several very large parcels. At least two of these parcels have potential development plans that will provide opportunities to work with owners to incorporate the trail into proposed projects.

The five roads crossed by the creek will all require safe and convenient crossings for trail users. All have existing bridges over the creek that were constructed to accommodate the trail underneath (Cook Riolo Road bridge) or can be modified to accommodate the trail beneath (Atkinson Street, Foothills Boulevard, Vernon Street and Riverside Avenue).

Perhaps the greatest challenge will be crossing the UP Railroad Yard. While the existing railroad bridges over the creek would provide an opportunity for the trail to pass under, the Union Pacific has indicated that they will not allow the trail to be constructed through the rail yard. There is, however, a viable alternative, which consists of re-allocating space on the existing Foothills Boulevard overcrossing of the UP Railroad Yard to provide a barrier-protected path on the bridge, while maintaining all existing traffic lanes.

Public engagement was an important component of this study. In addition to field reviews and meetings with property owners and other stakeholders, there were two community workshops, an online questionnaire and workshop, and three outreach efforts at community events to gather input on the project from residents in Roseville and Placer County.

The study evaluated a total of thirty-three alignment segments based on twenty-three evaluation criteria to determine a recommended alignment. The recommended alignment, shown in *Exhibit 5-1, Recommended Alignment* (at the end of Section 5 of the report), generally follows the north side of Dry Creek from Cook Riolo Road to the Roseville Wastewater Treatment Plant, then crosses to the south side and follows the south side of Dry Creek to near Atkinson Street, turns north to Booth Road, follows Booth Road to Foothills Boulevard, where it uses the existing Foothills Boulevard bridge to cross the UP Railroad Yard, then generally follows the north side of Dry Creek to Riverside Avenue. The estimated cost for the recommended alignment is \$16,360,000, including preliminary engineering and environmental documentation, right-of-way, construction and construction administration, 10 percent for mobilization, and a 25-percent contingency.

Funding for trail construction has not been identified at this time. Several potential funding sources are anticipated, including federal, state, regional and local sources, as well as development-related, private and non-traditional ones. It should be noted that General Funds are not included in the list of potential funding sources for this facility as they typically are not used by the City or County for trails.

The significant cost of the project will likely lead to constructing the trail in the following three phases:

- Cook Riolo Road Bike Path to Booth Road
- Booth Road to Vernon Street
- Vernon Street to Riverside Avenue (Connection to Dry Creek Greenway East).

Upon acceptance of this feasibility study by the Placer County Board of Supervisors and the Roseville City Council, the next steps at their direction will include:

- Environmental documentation and preliminary engineering
- Procurement of funding
- Right-of-way acquisition
- Construction.

The schedule is dependent on funding.

1. Background

1.1. Introduction

The Dry Creek Greenway West Planning and Feasibility Study, funded by a Federal Transit Administration (FTA) Section 5304 Sustainable Communities grant administered by Caltrans, provides a conceptual planning foundation for the Dry Creek Greenway West Trail corridor. The study has been prepared for the City of Roseville and Placer County, in collaboration with the Placer County Transportation Planning Agency (PCTPA) and the Rails-to-Trails Conservancy.

The study evaluates the feasibility of a 3-mile, paved (Class I) multi-use path between Cook-Riolo Road in Placer County and Riverside Avenue in the City of Roseville.

1.2. Purpose and Need Statement

The purpose of the Dry Creek Greenway West Multi-Use Trail project is to provide local residents a safe and convenient active transportation option along the Dry Creek corridor either by bike (*Photo 1-1*) or on foot. Further, it would provide additional connectivity between the local schools, residential developments, and commercial developments. The



Photo 1-1: A family enjoying one of Roseville's trails.

multi-use trail will also provide regional connectivity to existing and future trails to create a regional loop for the public to enjoy. The Dry Creek Greenway West Multi-Use Trail is a critical component of the planned and existing bikeway and trail system within the City of Roseville and unincorporated Placer County. It will provide an additional off-street active transportation route through the region.

1.3. Relevant Planning Documents

The Dry Creek Greenway West Multi-Use Trail is consistent with the region's Bicycle Master Plans, which identify it as a part of the trail network within the region, which will make bicycling more safe, comfortable, convenient and enjoyable for all users. Additionally, the multi-use trail is consistent with the Circulation Element of the *Roseville General Plan*.

Specific relevant planning documents include the following:

- *City of Roseville Bicycle Master Plan (2008)*
- *Placer County Regional Bikeway Plan (2002/2018)*
- *Placer County Parks and Trails Master Plan (in progress)*
- *Dry Greenway Concept Report (1996)*
- *Dry Creek Greenway Regional Vision (2004)*
- *SACOG Regional Bicycle Pedestrian, and Trails Master Plan*

In addition, to ensure continuity with existing trails in Placer County and the City of Roseville, this feasibility study was developed based on relevant standards and plans used by these jurisdictions. These included:

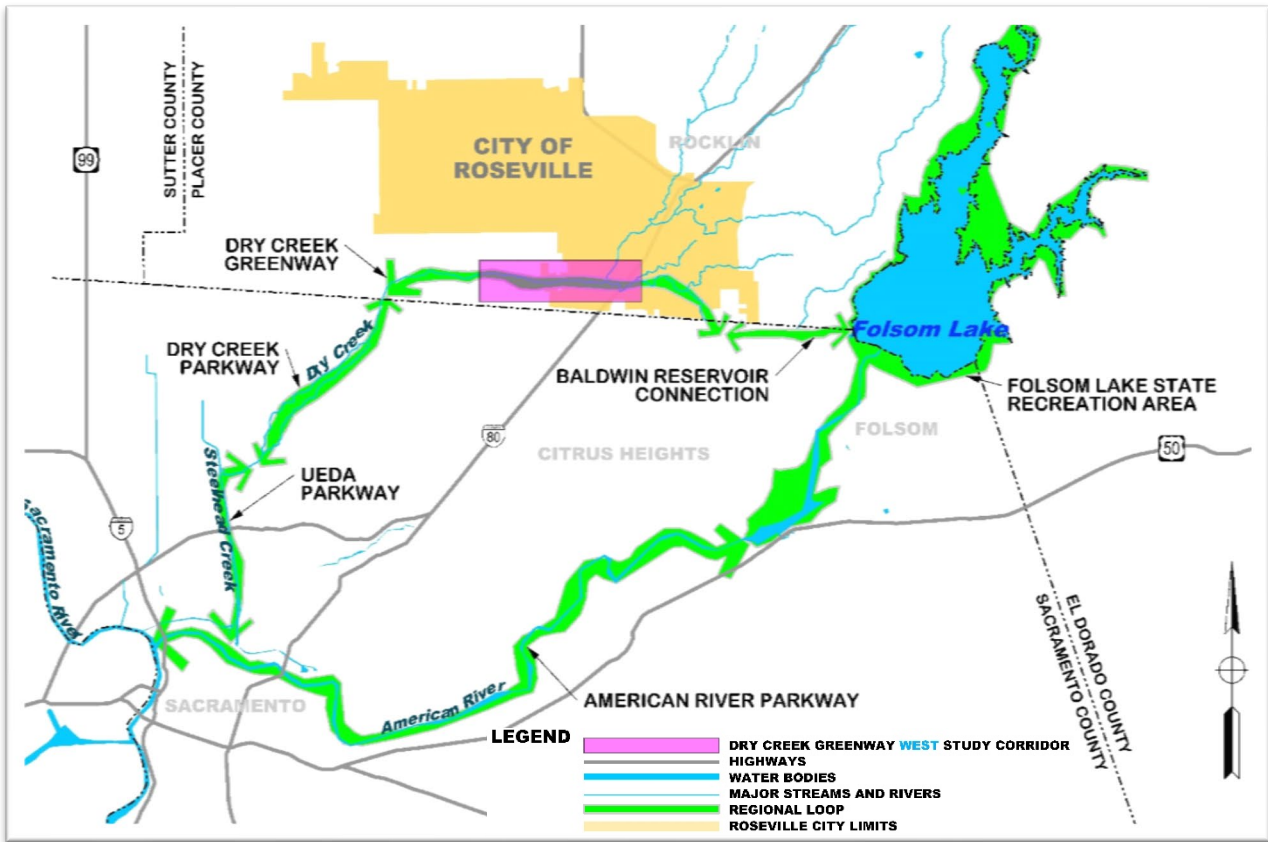
- *City of Roseville General Plan 2035*
- *City of Roseville Design/Construction Standards*
- *City of Roseville Creek and Riparian Management and Restoration Plan*
- *City of Roseville GIS Data Clearinghouse*
- *City of Roseville Public Participation Plan*
- *Placer County Riolo Vineyards Specific Plan*
- *Placer County Design Standards and Guidelines*
- *Placer County Dry Creek West Placer Community Plan*
- *Placer County Open GIS Data*

1.4. Regional Setting

The Dry Creek Greenway is in Placer County and includes over 62 miles of open space corridor from Folsom Lake on the east to the Placer-Sacramento County line on the west, to the City of Auburn on the north. Trails are proposed along approximately 36 of the 62 linear miles of open space.

According to the *Dry Creek Greenway Master Plan (2004)*, the vision for the Dry Creek Greenway is to create a multifunction open space that includes beneficial uses in the areas of recreation, habitat, floodwater conveyance, water quality, and others. Among the objectives of the plan is to create a connecting trail corridor from the Sacramento County line to the Folsom Lake State Recreation Area. Specifically, the Dry Creek Greenway Trail (including the existing Dry Creek Trail in Placer County, the Dry Creek Greenway West; the subject of this study, and the proposed Dry Creek Greenway East) will connect the Dry Creek Parkway in Sacramento County with the Folsom Lake State Recreation Area.

Figure 1-1: Regional Trail Network



These trails, together with the Ueda Parkway along Steelhead Creek, the American River Parkway, and the Baldwin Reservoir Connection, when complete, will result in a seamless 70-mile loop of trails through northeastern Sacramento County and southwestern Placer County along (see *Figure 1-1*). To date, slightly more than half of the 70-mile loop is complete, including approximately 3.7 miles of the Ueda Parkway, 2.0 miles of the Dry Creek Parkway in Sacramento County, 1.6 miles of the Placer County portion of the Dry Creek Trail, and 30 miles of the American River Parkway Trail.

1.5. Project Setting

The study area for the Dry Creek Greenway West Multi-Use Trail Planning and Feasibility Study comprises approximately 3 miles of creek corridor, generally along Dry



Photo 1-2: Existing multi-use path along Cook Riolo Road, looking north.

Creek from Cook Riolo Road to Riverside Avenue. The proposed trail will connect to the existing multi-use path along the west side of Cook Riolo Road, shown in *Photo 1-2 (on previous page)*, and the proposed Dry Creek Greenway East Multi-Use Trail just east of Riverside Avenue and north of Dry Creek.

Figure 1-2 shows the proposed typical section of the multi-use trail within the city limits of the City of Roseville. *Figure 1-3* shows the proposed typical section of the multi-use trail in Placer County outside of the Roseville city limits.

Figure 1-2: Proposed Multi-use Trail Typical Section within the City of Roseville

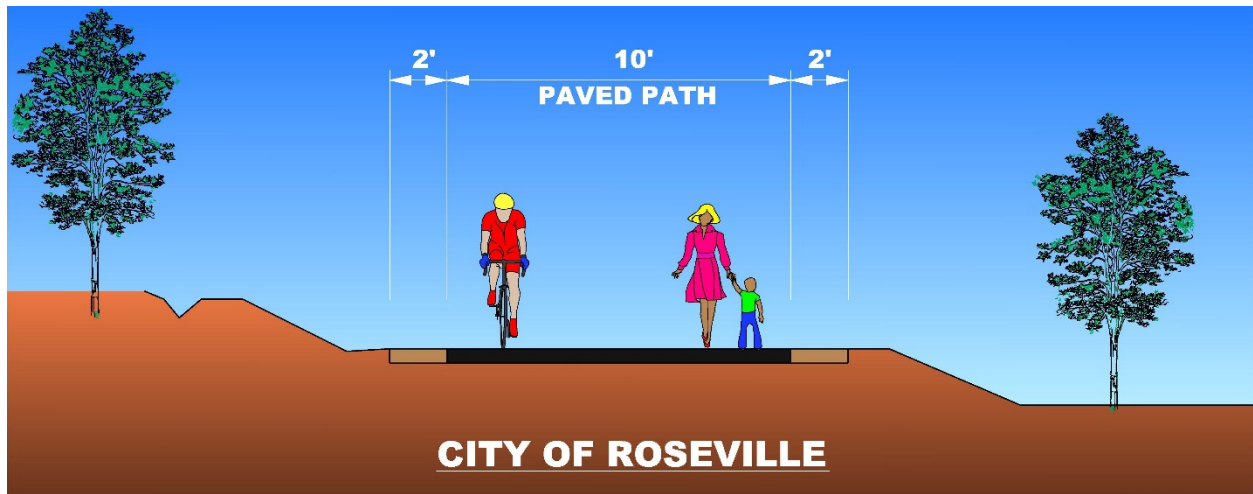
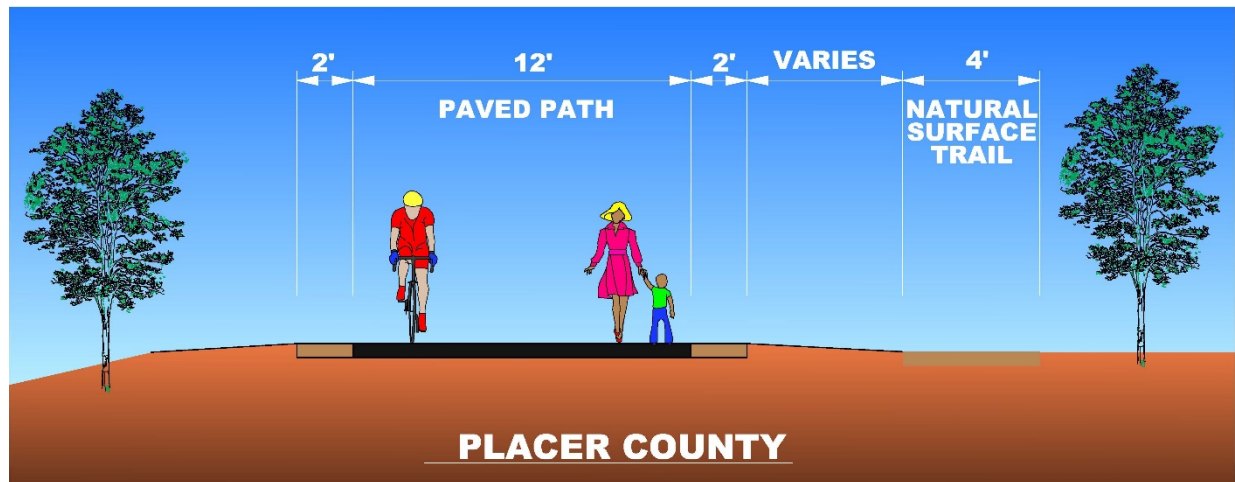


Figure 1-3: Proposed Multi-use Trail Typical Section within Placer County



The study area starts in unincorporated Placer County where Dry Creek flows under Cook Riolo Road. The trail would be constructed adjacent to the creek through privately-owned rural acreage consisting of grazed grasslands and riparian areas (see *Photo 1-3*), leading

into the City of Roseville, where the study area includes privately owned residences and light industrial uses on large lots. The study area is bisected by the Union Pacific Railroad J.R. Davis Yard (UP Railroad Yard) and continues east through the City of Roseville following Dry Creek to Riverside Avenue.



Photo 1-3: View of Dry Creek riparian area east of Cook Riolo Road.

The proposed trail would pass through or near the state-designated low-income

Roseville Heights and Theiles Manor communities in central Roseville. Residents with lower incomes are more inclined than those with higher incomes to bicycle as their primary mode of transportation, making safe bicycle facilities a critical component of transportation equity. Trail connections to Vernon Street and Riverside Avenue will facilitate multi-modal connections for trail users, consistent with the goals of the Federal Transit Administration, Section 5304, Sustainable Communities program, administered through Caltrans, which helped fund this study.

1.6. Study Methodology

The *Dry Creek Greenway West Multi-Use Trail Planning and Feasibility Study* consisted of the following activities:

- Collection and review of available background information from the City of Roseville and Placer County,
- Meetings with key stakeholders and interested public agencies,
- Site walks with staff and property owners,
- Identification of existing conditions, opportunities and constraints, including documentation of biological resources,
- Development of potential alignments,
- Public engagement, including two (2) Community Workshops, an on-line survey, a virtual workshop and pop-up information booths at community events,
- Evaluation of alignment options,
- Preparation of this Feasibility Study Report.

After acceptance of this planning and feasibility study by the Placer County Board of Supervisors and Roseville City Council, the next steps at their direction are:

- Environmental documentation and preliminary engineering
- Procurement of funding
- Right-of-way acquisition
- Construction.

These next steps are described in more detail in *Section 6, Design and Implementation*, of this report.

2. Existing Conditions, Opportunities and Constraints

The proposed Dry Creek Greenway West Multi-Use Trail would be in an area that spans 3 miles of rural, industrial and residential properties adjacent to Dry Creek. This section of the study describes in general terms the existing conditions along the corridor, as well as some of the potential opportunities, or reasons why the trail would work somewhere within this corridor, and potential constraints, or challenges, involved in constructing the project.

2.1. Land Uses/Zoning

The Dry Creek Greenway West corridor passes through a mixture of low density residential, open space, municipal, and industrial land uses. To the east of Cook Riolo Road and north of Dry Creek, land use is identified as rural, low density residential, and includes the Creekview Ranch School, in the Dry Creek Joint Elementary School District. To the east of the school, there are two large, mostly undeveloped, privately-owned properties, both of which are in the early stages of potential development planning.

South of Dry Creek, and directly east of Cook Riolo Road, the feasibility study area runs through private, low density residential lands. Further east of these large properties, Dry Creek runs through property owned by the City of Roseville occupied by the Roseville Waste Water Treatment Plant (WWTP) on the north (*Photo 2-1*) and Roseville Corporation Yard (Corp Yard) to the south. Between the WWTP/Corp Yard and Atkinson Street, the open space is surrounded by mixed industrial, light industrial and residential land uses.



Photo 2-1: View of Roseville WWTP from Corp Yard.

East of Atkinson Street, the parcels are zoned for industrial, as these are owned by the Union Pacific Railroad (UPRR) and contain a wide variety of railroad lines and infrastructure. East of the railroad is more open space, residential and commercial areas.

The study area on the north side of Dry Creek, however, includes an existing utility easement located on private property (*Photo 2-2*), which presents an opportunity for joint use. All alignment options require right-of-way acquisition. A map showing land use along the corridor is included in *Appendix A*.



Photo 2-2: Utility maintenance road on private property between Vernon Street and Riverside Avenue, looking east.

2.2. Flood Management

Most of the proposed Dry Creek Greenway West Multi-Use Trail will fall within the Regulatory Floodplain or High Hazard Flood Zone along Dry Creek and its tributary drainages, as defined by the Federal Emergency Management Agency (FEMA).

Constructing improvements in the floodplain has the potential to impact flood levels. If not properly designed, the trail and its associated structures, such as bridges and retaining walls, may be susceptible to flood damage or may cause flood damage to adjacent properties. Also, during storm events, sections of the trail may experience flooding and will be unavailable to the public.

To prevent damage to the trail, it will be designed to City of Roseville, Placer County Flood Damage Prevention Ordinance, Central Valley Flood Protection Board and Caltrans standards that dictate such criteria as the minimum elevation of the trail (freeboard), construction materials and design details. To prevent damage to adjacent properties, these standards prohibit any significant increase in flood elevations associated with the trail construction.

Any crossing under existing roadways and bridges, such as those at Atkinson Street, Vernon Street, or Riverside Avenue, will likely be the most vulnerable, as well as sections near the banks of Dry Creek. Any bridges necessary for the project will likely need to meet the criteria used in the *Dry Creek Greenway East Planning and Feasibility Study*, which required: 1) the bridge low chord elevations to be set three (3) feet above the water surface elevation during the 200-year storm event and 2) that the new bridge result in no water surface elevation increases greater than 0.10 feet during the 100-year storm event. Hydraulic models would be used during design of the trail to minimize impacts from flooding.

While flood management concerns, as described above, constrain the design of the trail within the floodplain, there are several benefits to locating the trail there. These include:

- Recreational access for trail users to the rich riparian habitat along the creek,
- Natural shade for trail users, provided by the native trees in the riparian zone,
- Maintenance and emergency access to the immediate vicinity of the creek,
- Access to drainage facilities that follow the creek,
- Minimizing impacts to buildable private property outside the floodplain.

Refer to *Section 4, Project Alignment Options*, for mapping of flood zones along the corridor.

2.3. Community Partnerships

A vital component of the proposed multi-use trail is fostering partnerships with the local community, including neighborhood groups, schools, and nearby churches. Participation by these groups in the planning process helps to ensure the trail is successful. Their members are familiar with the needs of the area and are potentially active users and patrons of the trail system. Collaboration with local community groups will ensure the trail meets any unique needs of the surrounding community.

An important neighborhood group is the Roseville Coalition of Neighborhood Associations (RCONA), a local group that oversees the 42 neighborhood associations within the City of Roseville. The mission of RCONA is to improve the social, physical, and economic health of the region. On-going coordination with RCONA has had and will continue to help ensure the local neighborhood associations are involved with the planning and implementation of the multi-use trail.

Consultations with public school representatives, including the Creekview Ranch School, were performed prior to and during the public engagement process for the *Dry Creek Greenway West Planning and Feasibility Study*. The local school administrators are

generally in support of the multi-use trail, as it would afford their students and faculty additional routes to go to and from the schools, as well as provide additional recreational opportunities near local schools. School representatives note concerns about security and access control to be addressed during project design.

In addition to meetings with representative organizations, the project team met on site, individually, or in small groups with several of the potentially-impacted property owners along the corridor to hear their thoughts and concerns about the project.

2.4. Destinations

The region has numerous destinations for both bicyclists and pedestrians including schools, parks and recreational facilities, employment centers, and commercial centers. Additional discussion regarding the opportunities and constraints associated with specific destinations are included in *Section 4, Project Alignment Options*.

There are five schools near the study area to which access could be improved through implementation of the trail. They are:

- Creekview Ranch Elementary School (*Photo 2-3*)
- Creekview Ranch Middle School
- St. Rose Catholic School
- George Cirby Elementary
- St. Albans Country Day



Photo 2-3: Creekview Ranch School.

There are eleven recreational facilities near the proposed multi-use trail, including parks, pools, a golf course, and various trails, access to which could be improved through construction of the trail. These parks and recreational facilities include the following:

- Oak Creek BMX Park (Privately owned and operated)
- Cresthaven Park
- Mark White Neighborhood Park
- Saugstad Park and Royer Park (via connection at Riverside/Darling)
- Johnson Pool
- Dry Creek Community Park
- Morgan Creek Golf Course

- Trails
 - Miner’s Ravine Trail (Existing, shown in *Photo 2-4*)
 - Dry Creek Greenway East (Proposed)
 - Dry Creek Trail (Placer County, Existing).



Photo 2-4: Miner’s Ravine Trail.

The trail would improve active transportation access to six main employment centers along the corridor, including the following:

- City of Roseville Corporation Yard
- City of Roseville Waste Water Treatment Plant
- UP Railroad Yard (*Photo 2-5*)
- Riverside Avenue/Kenroy Lane Area
- Industrial Park within Placer County (along Viking Place)
- Schools (See above).



Photo 2-5: UP Railroad Yard.

The proposed trail would improve access for bicyclists and pedestrians to local commercial centers such as the Denio’s Farmer’s Market, and centers along Cirby Way near Vernon Street and Riverside Avenue.

2.5. Utilities

While there are both public and private utilities within the feasibility study area, the proposed multi-use trail would be minimally-constrained by these utilities. Most of the trail would be constructed at-grade or using existing structures to go under roads, limiting utility impacts. PG&E is the major private utility within the study area, with multiple gas and electric lines crossing the creek corridor. There are also multiple communication utilities that will need to be identified during the design phase, some of which may require relocation.

Public utilities include Placer County water and sewer, and City of Roseville electric, sewer and water. These include two major public utility corridors/easements running

through the feasibility study area, one each for Placer County and City of Roseville sewer lines. The Placer County sewer line is located on the north side of the creek and extends from Cook Riolo Road to the waste water treatment plant. The City of Roseville sewer line is also located north of the creek and extends from the waste water treatment plant to Vernon Street and on to Riverside Avenue.

There is also a tentatively planned City of Roseville sewer line that would cross Dry Creek near the east end of the WWTP, run south of Dry Creek and extend from the Roseville Corporation Yard to Atkinson Street; however, there are private properties along the corridor and the City must work with the property owners to obtain an easement.

The City of Roseville's Utilities Department, as well as the County's Environmental Engineering Division, recommended the proposed trail follow a similar alignment as the existing sewer easements, which would allow the trail to provide dual use as access for maintenance of the sewer lines. Existing utility maps can be found in *Appendix B*.

2.6. Network Connections - Increasing Active Transportation

The Dry Creek Greenway West Multi-Use Trail would provide several network connections, gap closures and barrier removals for bicyclists and pedestrians, as well as providing additional creek access. The connections and barrier removals will facilitate increased bicycling and walking for transportation purposes in the study area and surroundings.

The regional connections were discussed in *Section 1.4, Regional Setting*.

Construction of the trail will improve or provide new local connections:

- Between Cook Riolo Road Trail and Atkinson Street that will allow cyclists and pedestrians to avoid PFE and Vineyard Roads, neither of which has bicycle or pedestrian facilities.
- To the Creekview Ranch School.
- Between Atkinson and Vernon Streets, reducing the major barrier presented by the UP Railroad Yard.
- Across Dry Creek between Cook Riolo Road and Atkinson Street, reducing out-of-direction travel for north-south-bound pedestrians and cyclists.
- Between Vernon Street and Riverside Avenue parallel to the very heavily-traveled Cirby Way.
- To the Miner's Ravine and Dry Creek Greenway East Trails.

Although Dry Creek is not currently an obvious barrier to active transportation, there are two very long stretches – 1.5 miles between Cook Riolo Road and Atkinson Street, and

0.5 miles between Vernon Street and Riverside Avenue – with no crossings of the creek. The proposed trail would potentially provide two creek crossings in the former stretch (for details, see *Section 4.1 Descriptions of Alignments* for Areas 1, 2 and 3, and *Exhibits 4-2 through 4-4* at the end of Section 4), and one in the latter (for details, see *Section 4.1 Descriptions of Alignments* for Area 6, and *Exhibit 4-6*, at the end of Section 4), as well as improving existing crossings at Foothills Boulevard and Vernon Street.

2.7. Topography

Along the corridor there are various alignment segments that allow for sufficient space above the creek bank to build a standard path. Many of the segments also have gentle profile slopes that will allow for minimal grading to meet standard slope requirements. Although many locations have pleasant topography, there are also areas where the creek banks are very steep, areas where the side slopes have failed, and areas where retaining walls will be necessary to reduce fill and impacts to adjacent properties or waterways. Two significant areas of steep banks – both along the south side of Dry Creek – are between Foothills Boulevard and Vernon Street, and between Vernon Street and Riverside Avenue.

In the locations with steep banks, as seen in *Photo 2-6*, creek crossings would allow an alternative to avoid the constraint. Fortunately, along this corridor the path is not constrained with steep slopes on both banks; in all locations, there is at least one alternative alignment either north or south of the creek that would allow the path to avoid steep banks. Locations of steep banks requiring retaining walls are shown on the *Area Trail Alignment Options* maps in *Section 4.1, Descriptions of Alignment Options*.



Photo 2-6: Steep bank along the south side of Dry Creek between Vernon St. and Riverside Ave.

2.8. Road Crossings

Road crossings by the trail are considered constraints because they present a barrier and potential safety hazard for trail users. The proposed Dry Creek Greenway West Bike Trail would cross up to seven roads ranging from low-speed, low-volume residential streets to five-lane, high-speed arterials. However, the existing bridges across Dry Creek at each

of these roads provide an opportunity for the trail to pass underneath alongside the creek with varying levels of modification.

2.9. Railroad Crossing

The UP Railroad Yard is the largest rail facility on the west coast. Two tracks cross Dry Creek on a bridge at the west side of the UP Railroad Yard adjacent to Atkinson Street, and 13 tracks and a maintenance road cross on two adjacent bridges near the east side of the corridor (see *Photo 2-7*). The Dry Creek Greenway West Trail must traverse these tracks in some fashion to link the eastern and western areas of Roseville with an uninterrupted trail route. The most direct route for the proposed trail would need to pass under all three rail bridges, the longer two extending approximately 350 feet, or utilize a newly-constructed tunnel. The Union Pacific Railroad *Guidelines for Railroad Grade Separation Projects (UPRR Guidelines)* explicitly prohibit the use of an existing structure that conveys water under an active UP Railroad line for a trail, and strongly discourage the construction of new trail tunnels beneath their property. If allowed by the UPRR, a new tunnel would face many of the same challenges as the use of the existing creek bridges, and at prohibitive expense.



Photo 2-7: Foothills Blvd. and UP Railroad Yard bridges over Dry Creek, looking north.

If the UPRR relented and allowed construction of the trail beneath the existing bridges, this portion of the trail's route would likely be subject to flooding during high flows, would

require “protective covers” over the trail to keep trail users safe from falling debris near the edges of the bridges, and user security concerns would need to be addressed because of the significant length of the crossing.

The UPRR will not allow site access to explore these options further. Therefore, for administrative, technical, and financial reasons, these options are considered infeasible.

As such, the most feasible routing for the trail is an on-road route over the UP Railroad Yard via the existing Foothills Boulevard bridges. This option would require road and bridge modifications, and trail users would need to navigate inclines on the approaches in both directions. There is, however, the side benefit of enhanced visibility of the trail from its placement along a well-traveled road, which may increase trail use.

2.10. Land Ownership on Potential Alignments

A major challenge for this project is the fact that most of the land required for all potential alignments is privately owned, with either residential or industrial/commercial uses. This includes a large swath of property between Atkinson Street and Foothills Boulevard owned by Union Pacific Railroad, which has indicated that they would not be open to allowing any multi-use trail to be constructed on their property. Any of the privately-owned parcels may become a constraint if property owners are not willing to sell or allow an easement for the trail. Further discussions with property owners affected by the recommended alignment option will be conducted when the project advances to the next phase of project development. While the preponderance of privately-owned land is a potential constraint, several of these parcels are very large, in various stages of planning for development, and have potentially cooperative land owners, which presents opportunities to work with these owners to incorporate the trail into the proposed developments.

2.11. Biological and Environmental Constraints

A *Biological Resources Memorandum* was prepared for the proposed project, which included analysis of biological resources within the feasibility study area and includes recommendations to minimize impacts to sensitive resources and natural communities. *Photos 2-8 and 2-9* show some typical

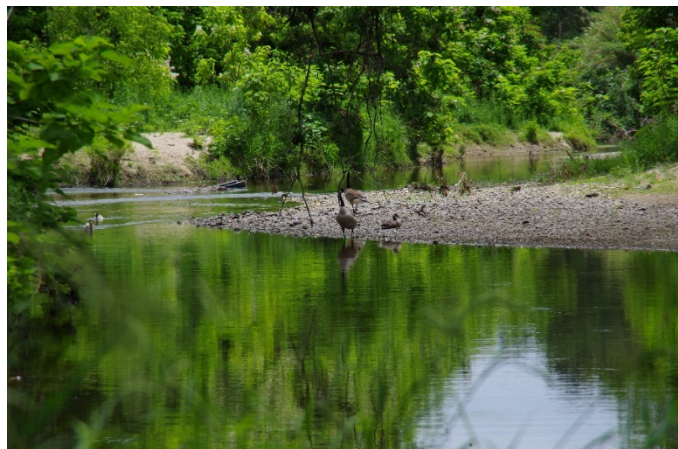


Photo 2-8: Representative biological resources along Dry Creek.

biological resources along the corridor. The Memo identified the following guidelines for planning of the Dry Creek Greenway West Multi-Use Trail to minimize environmental impacts:

- Follow existing utility corridors including easements and access roads where possible to avoid effects to sensitive communities including oak woodlands, riparian vegetation, and annual grasslands.
- Minimize the number of water crossings, including bridges over tributaries and Dry Creek, to maximize protection of existing riparian vegetation.
- Meander the trail through oak woodlands to avoid removal of any large and established native tree species. Avoidance of tree removal will reduce the amount of mitigation necessary to offset project effects.
- Route the trail on the north side of Dry Creek where possible to limit creek-side vegetation removal along the south bank and preserve shaded riverine aquatic habitat that is more common there.

If this project moves forward, further environmental review will be required, as described in *Section 6.1, Next Steps*.

The full *Biological Resources Memorandum* can be found in *Appendix C*.



Photo 2-9: Riparian habitat along Dry Creek, looking west from the Roseville WWTP.

3. Public Engagement Activities

3.1. Public Engagement Plan

A public engagement plan was developed to promote optimal community involvement and reach a diverse range of audiences. Efforts to involve the public included:

- Project partner and key stakeholder meetings and interviews
- Project partner and key stakeholder field visits
- Key stakeholder interviews
- Community workshops/open houses (See *Photo 3-1*)
- Virtual community workshop
- Online questionnaire
- Public communication
 - Direct mailers
 - Social media
 - Digital newsletters (email and text message)
 - Website
 - Local news media
 - Emails/Calls to stakeholders



Photo 3-1: Community Workshop #1.

Public engagement helped accomplish the following:

- Identified existing conditions within the project area;
- Highlighted potential concerns related to the trail;
- Gave community members opportunities to help identify the best trail alignments;
- Engaged the under-represented community.

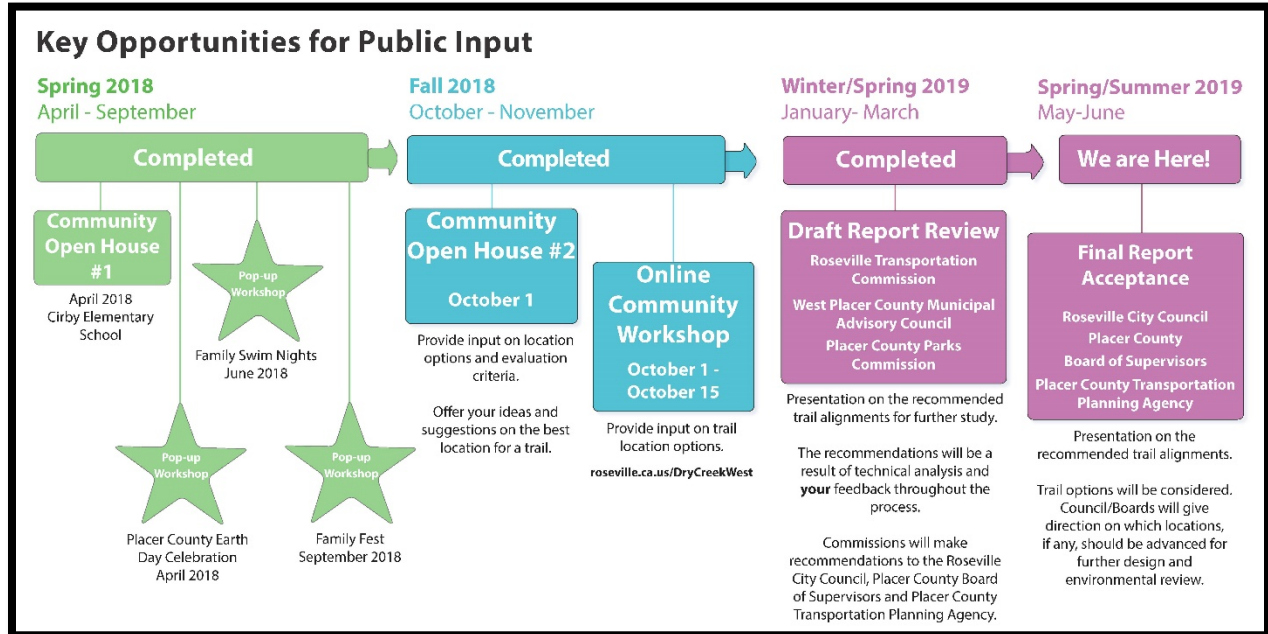
3.2. Public Engagement Activities

The public engagement activities, which included two open houses, three community events, and online workshops are illustrated on the diagram in *Figure 3-1* on the following page. Events started in the beginning of 2018 and continued through late summer of 2018.

The first opportunity for public input was a community open house on Monday, April 9, 2018, sponsored jointly by the City of Roseville, Placer County, the Placer County

Transportation Planning Agency (PCTPA), and the Rails-to-Trails Conservancy. The purpose was to seek early input from the community on existing area conditions and

Figure 3-1: Public Input Opportunities



trails in general. The open house was held from 6 – 8 p.m. at Cirby Elementary School in the multi-purpose room, located at 814 Darling Way, Roseville CA, 95678. A total of 50 community members signed in to the community open house and 25 community members submitted written questionnaire responses.

The City of Roseville also asked for community input at the Placer County Earth Day Celebration on April 21, 2018, held at Royer Park from 10 a.m. to 3 p.m. Questionnaires were printed and distributed to interested parties at Earth Day.

Additionally, an online questionnaire was open for two weeks from April 9 to April 24, 2018. The responses collected throughout the public engagement period were submitted in response to notifications at the open house, on social media, on the City’s website, and at the Earth Day community event. The City received a total of 156 responses during this period.

On Wednesday, June 20, 2018, and Wednesday, June 27, 2018, members of the project team staffed a booth at Family Swim Nights at Johnson Pool. Information was shared about the Dry Creek Greenway West project and alternative transportation options, and there was an opportunity to enter a contest to win a bike. Johnson Pool is

in the Theiles Manor Neighborhood and is within walking distance of the Roseville Heights Neighborhood, two of the City's underserved communities.

The City of Roseville had a second community event at Family Fest (*Photo 3-2*) on Saturday, September 29, 2018, in Vernon Street Town Square from 11 am to 2 pm. City of Roseville and Rails-to-Trail Conservancy representatives staffed a booth providing information about the proposed trail and interactive trail related activities that informed the communities adjacent to the feasibility study area about the idea of a bike trail for recreational/commuter purposes.



Photo 3-2: Public outreach at Roseville Family Fest.

The second community open house was held on Monday, October 1, 2018, sponsored jointly by the City of Roseville, Placer County, the Placer County Transportation Planning Agency (PCTPA), and the Rails-to-Trails Conservancy. The open house was held from 6 – 8 p.m. in the multi-purpose room at Cirby Elementary School. The project team presented trail alignment options and community members were able to share their thoughts on which alignment options they prefer and why or why not they prefer them. A total of 18 community members signed in to the community open house and four community members submitted written feedback forms.

On October 1, the project team began hosting a concurrent virtual community workshop on the City of Roseville's website. The virtual workshop was open from October 1, 2018 through October 26, 2018. The purpose of this online workshop was to reach community members who were not able to attend the Monday night community open house, and to reach a larger range of trail-users throughout Placer County, Roseville, and the greater Sacramento area. Over 200 community members provided input through the virtual community workshop.

A complete summary of these public outreach activities is provided in *Appendix D*.

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