

## Introduction

The City of Roseville is studying the feasibility of developing a paved multi-use trail within Mahany Park open space which will ultimately connect with existing and proposed paved trails nearby. Part of the Mahany Park open space project area is a public park, but most of the area is considered an open space preserve. Currently, when visitors walk or bike through the area, they create dirt paths that can damage the endangered plants and wildlife within the open space preserve. The study will evaluate factors such as creeks, sensitive habitats and wildlife, topography, safety, aesthetics, and land use impacts. The open space has use limitations and trail suggestions will be considered within those constraints.



*Map of the Mahany Park open space study area*

In [May 2020](#) as part of the feasibility study, the project team offered community members an initial opportunity to provide important input to help inform the feasibility study. Based upon technical analysis and community input from the online community survey, the project team developed several alternative trail alignments. From October 31 – November 13, 2020, the project team hosted a subsequent online community survey to understand community preferences for the proposed western and eastern alignment options using a contextual map-based questionnaire. The survey featured three options for the western trail segment and two options for the eastern segment. The project team received more than 320 responses from community members.

## Methodology

The online community survey provided participants an opportunity to learn more about the feasibility study and provide their thoughts on the proposed trail alignments. The project team received 326 submissions from community members. A full list of the comments submitted is available in the Appendix.

To build awareness about the feasibility study and the online community survey, the project team in collaboration with the City’s Public Information Officer, promoted the survey via the City’s existing communication links (email, newsletters and social media). Promotional lawn signs with the URL address were also placed within the public right-of-way of the trail and neighboring community.

Based upon the following metrics, significant community awareness was created:

- More than 1,200 webpage impressions
- Instagram more than 2,500 impressions/Facebook more than 3,800 impressions
- Nextdoor more than 1,900 impressions
- Twitter more than 5,800 impressions

The online survey consisted of western and eastern alignments maps and a series of questions asking participants to rank their favorite alignment.

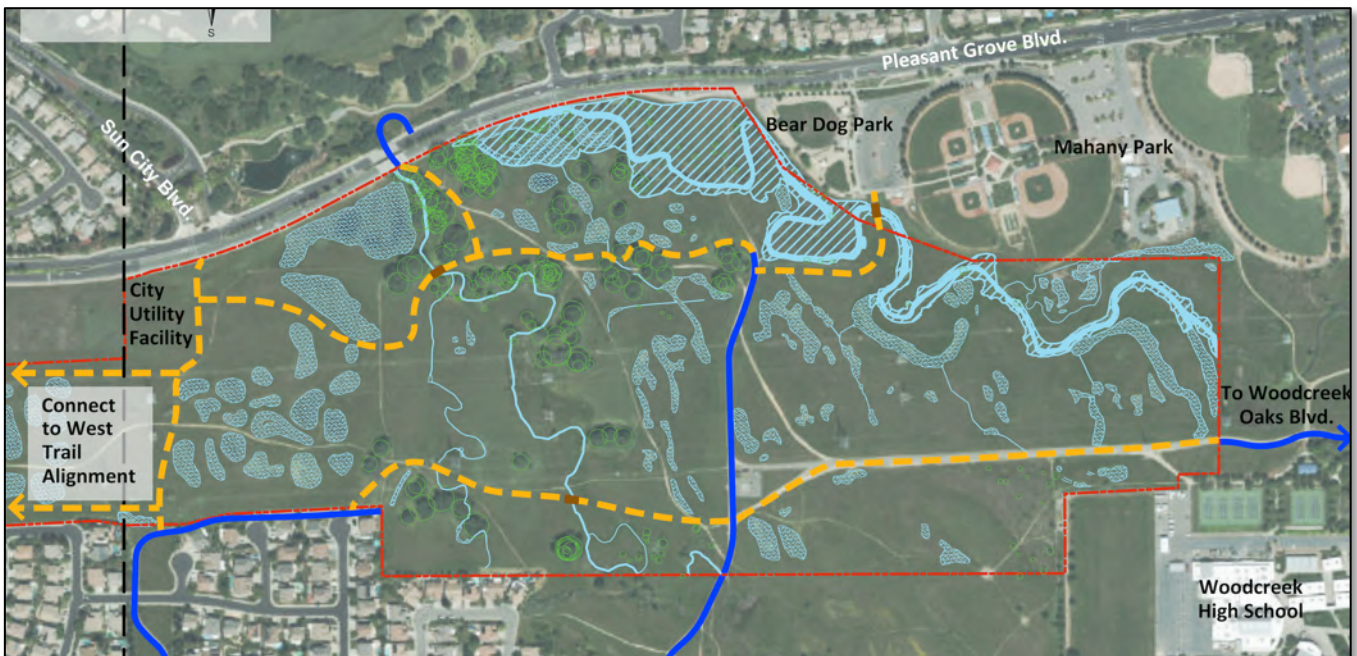
Western Trail Alignment Preference: West Option A

Respondents liked the connection to Fiddymment Road, the north-south connection, and the overall alignment.



Eastern Trail Alignment Preference: East Option B

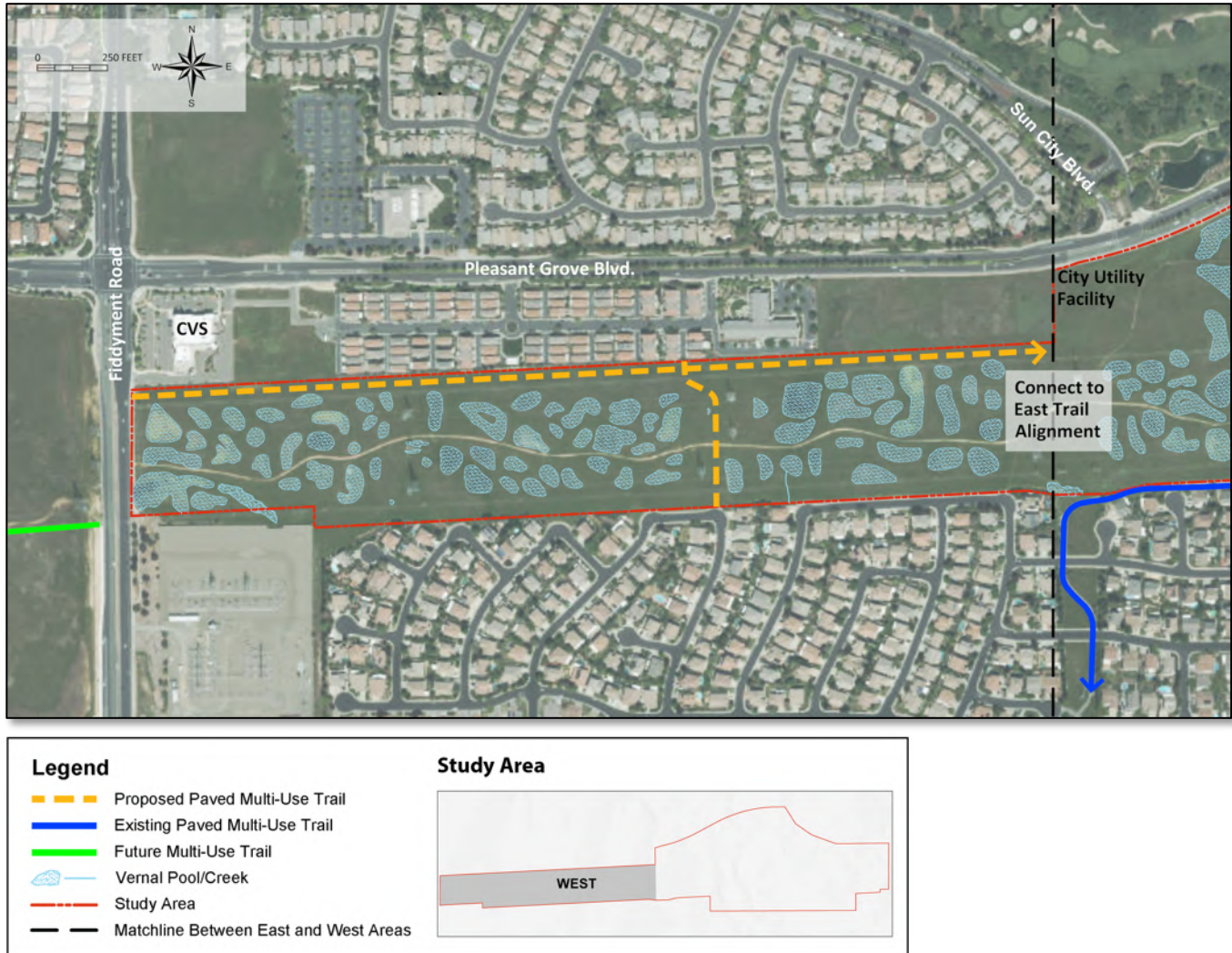
Respondents liked that East Option B would add a paved trail network in the open space that connects to the existing access from Pleasant Grove Boulevard.



## Trail Alignment Options

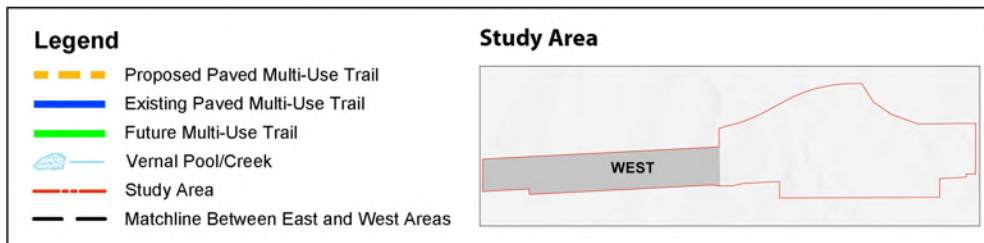
Below are all of the trail alignment options presented in the survey, how they were ranked by participants, and reasons that participants liked or disliked the options.

### West Option – A: First Preferred Option



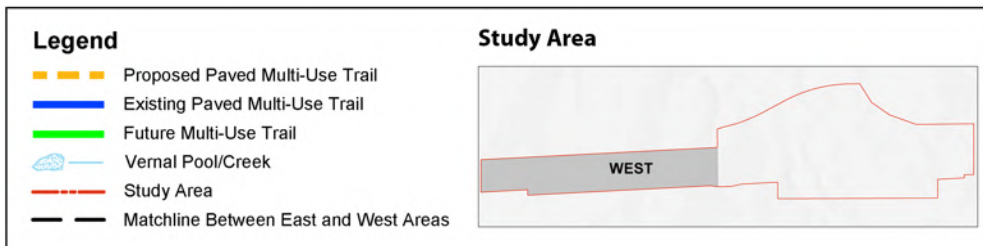
- Participants liked that the trail connects to the sidewalk on Fiddymont Road and is closest to the signalized Pleasant Grove Boulevard Intersection crosswalk
- Some respondents disliked the connection to Fiddymont Road.
- Participants liked the north-south connection between neighborhoods and that construction is expected to be most cost-effective due to straight alignment and avoidance of sensitive habitats.
- Some participants disliked that the trail is on the north side of the study area near adjacent neighborhoods.

West Option – B: Second Preferred Option



- Participants did not like the trail on the south side of the study area.
- Participants also liked that West Option B has minimal effect on sensitive habitats.

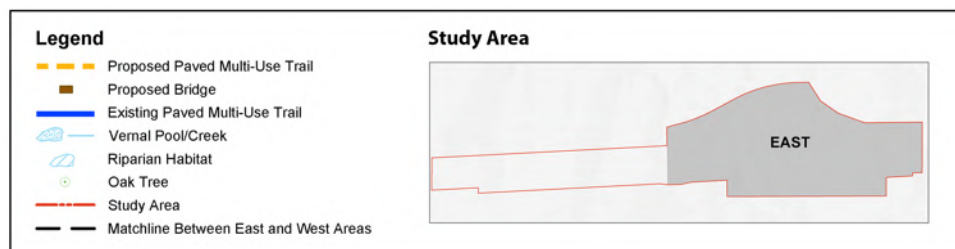
West Option – C: Third Preferred Option



- Some participants liked this option because it would require bike/pedestrian mid-block crossing improvements on Fiddymont Road (e.g., signals, pavement markings, lighting, etc.), allowing for a direct trail connection.
- Participants did not like that this alignment will affect a vernal pool and sensitive habitats and that the alignment is longer
- Participants also disliked that this option would be more costly to construct.

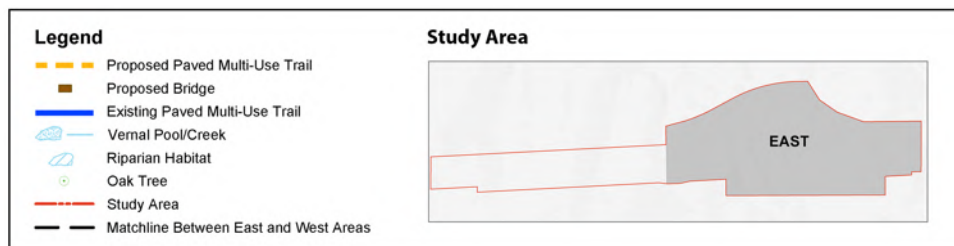
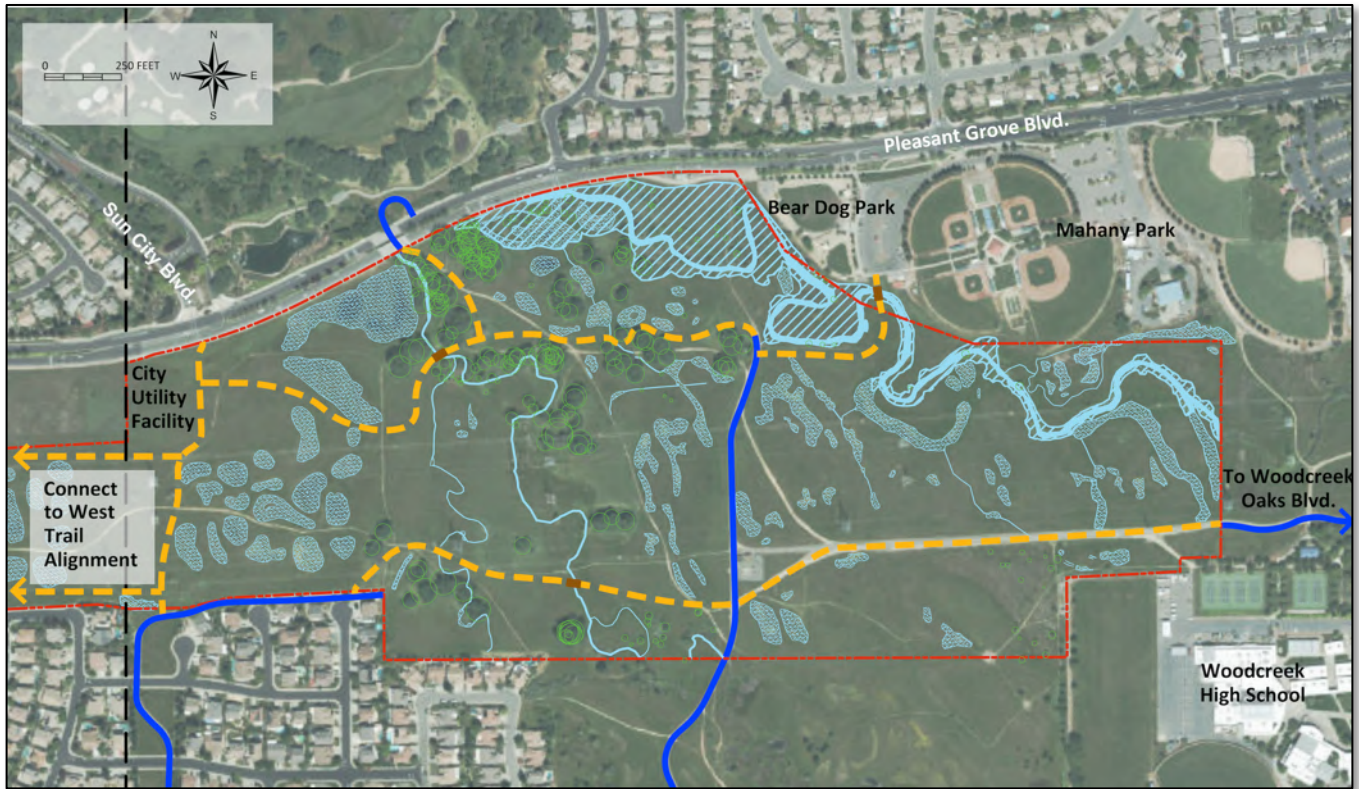
Next, participants reviewed and ranked the eastern alignments.

East Option – A: Second Preferred Option



- Participants liked the additional bridge.
- Participants also liked that portions of trail travel through oak woodland, offering shade.
- Some participants liked the north-south connection through the center of the loop.
- Some participants did not like that trail users would need to travel along Pleasant Grove Boulevard to connect to the trail.

East Option – B: First Preferred Option

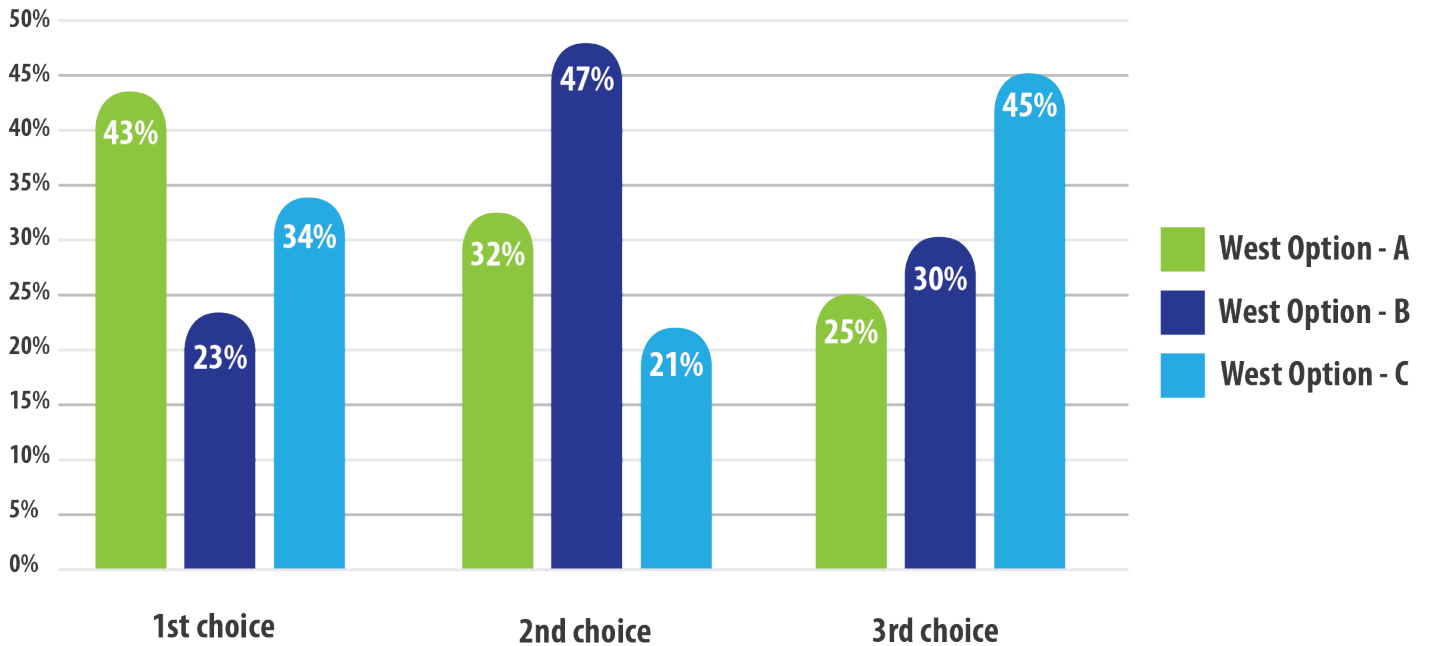


- Participants liked that this option provides a longer recreational “loop” trail.
- Participants also liked the two additional bridges over creeks.
- Participants liked that the trail would allow for trail users to stay off of Pleasant Grove Boulevard and that more portions of trail travel through oak woodland, offering shade.

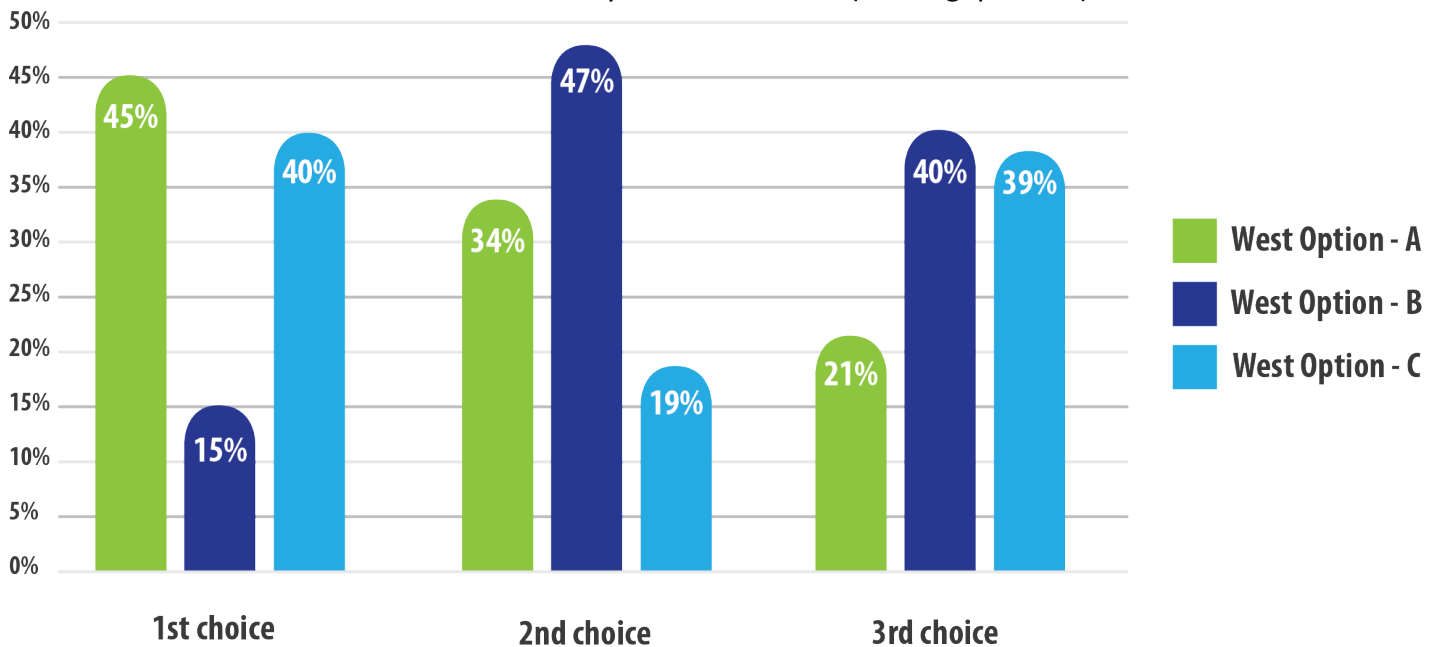
### Overview of Results

Below is a compilation of the feedback received.

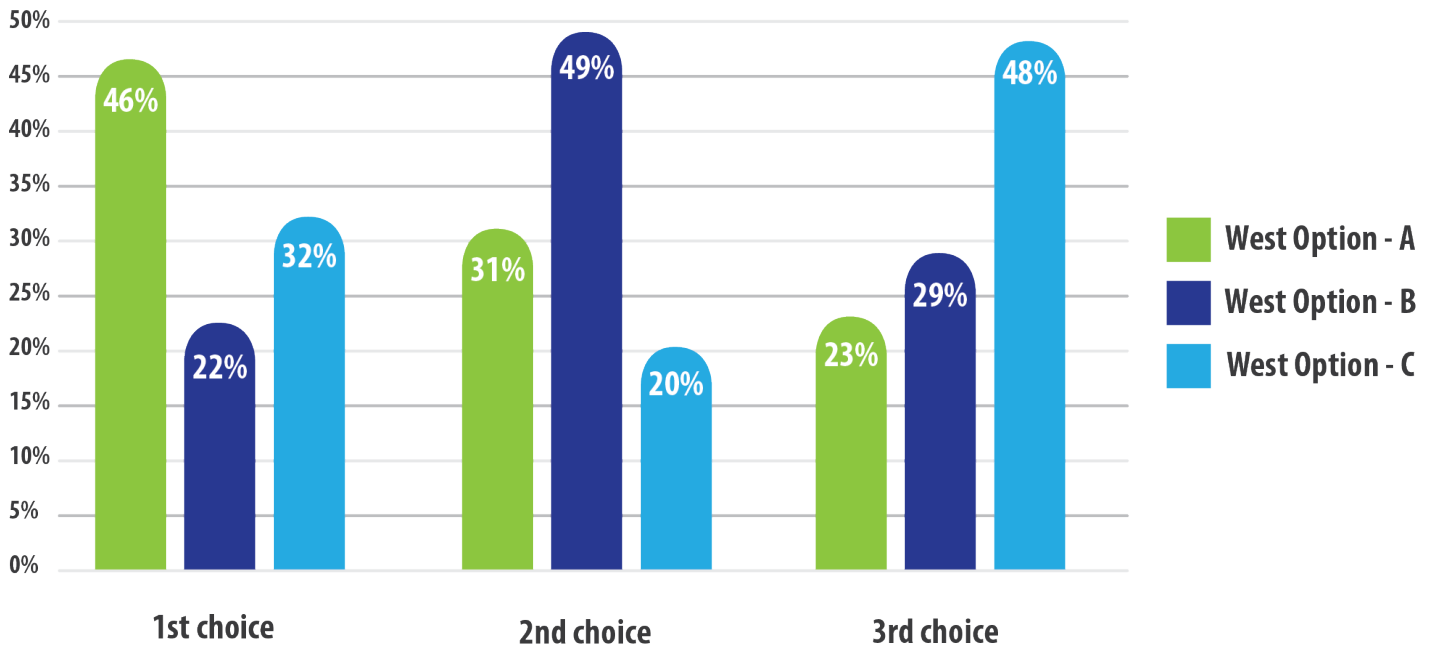
Question 1: Which connection to Fiddymont road do you like the most? (Ranking question)



Question 2: Which north-south connection do you like the most? (Ranking question)



**Question 3: Which alignment do you like the most? (Ranking question)**



**Question 4: Do you have any comments about the West Options?**

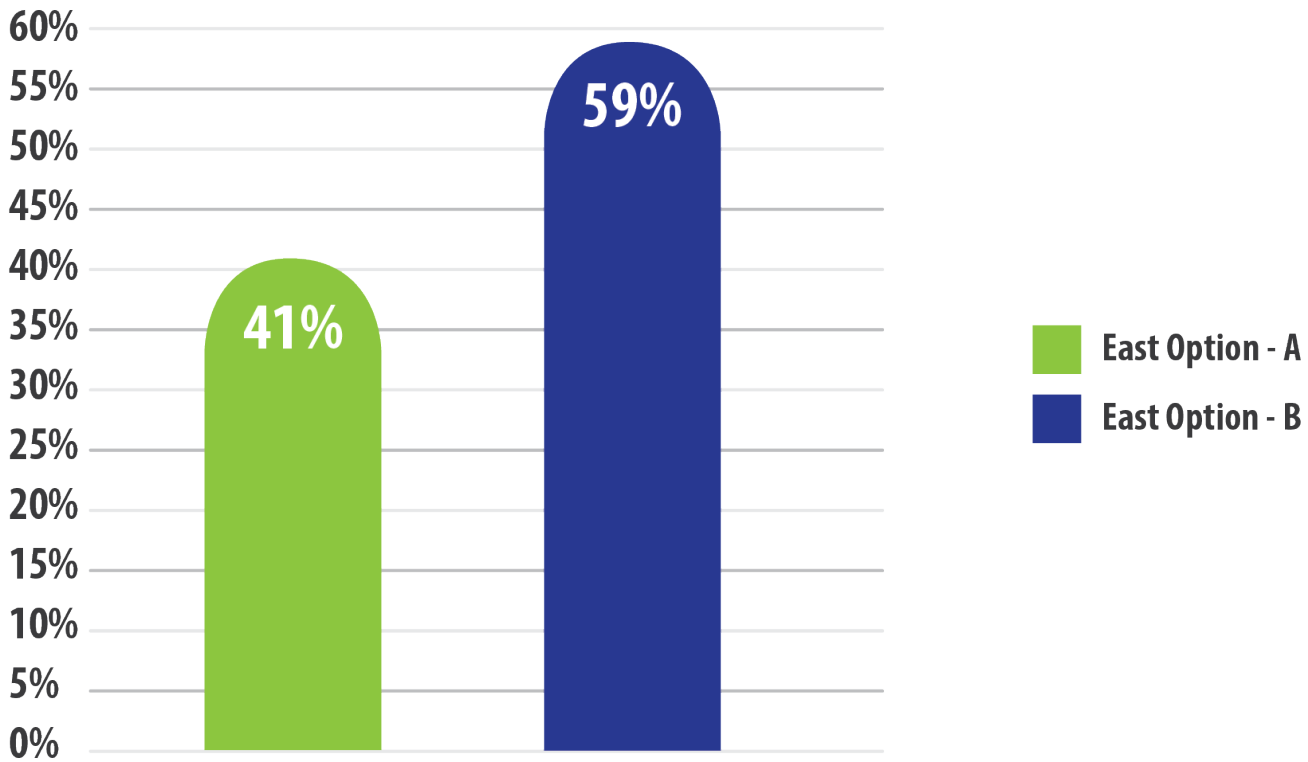
Those who were proponents of West Option C liked the midblock crossing at Fiddymment Road and felt it would be the safest for pedestrians and cyclists. Respondents noted that Option A and B might lead to more unsafe crossings since trail users might be less likely to travel north to the Pleasant Grove Boulevard intersection to cross Fiddymment Road. Respondents also liked that Option C will directly connect to future trails. Those who were against Option C disliked that it was the most expensive option presented, and that it might take longer to construct than other options.

Besides trail user safety, community members were also most concerned with choosing an option that would minimize damage to nearby wetlands and vernal pools. Some comments noted that Option B seemed to be the best option for mitigating impacts to nearby sensitive habitats.

Commentors also showed concern over the paved trail being too close to the northern and southern neighborhoods, and that trail users might disrupt nearby residents. Other concerns listed were that the straighter trail options would not be exciting or interesting for runners and cyclists. Respondents also listed concerns over whether trail users would continue to use the dirt paths, even after a paved trail is constructed.

Finally, respondents wrote about wanting to include other amenities along the trail such as fencing near the entrances for more privacy, benches, bathrooms, dog waste stations, signage and trees or structures to provide shade. A few respondents suggested keeping some dirt paths for runners and people using mountain bicycles.

Question 5: Which option do you prefer?



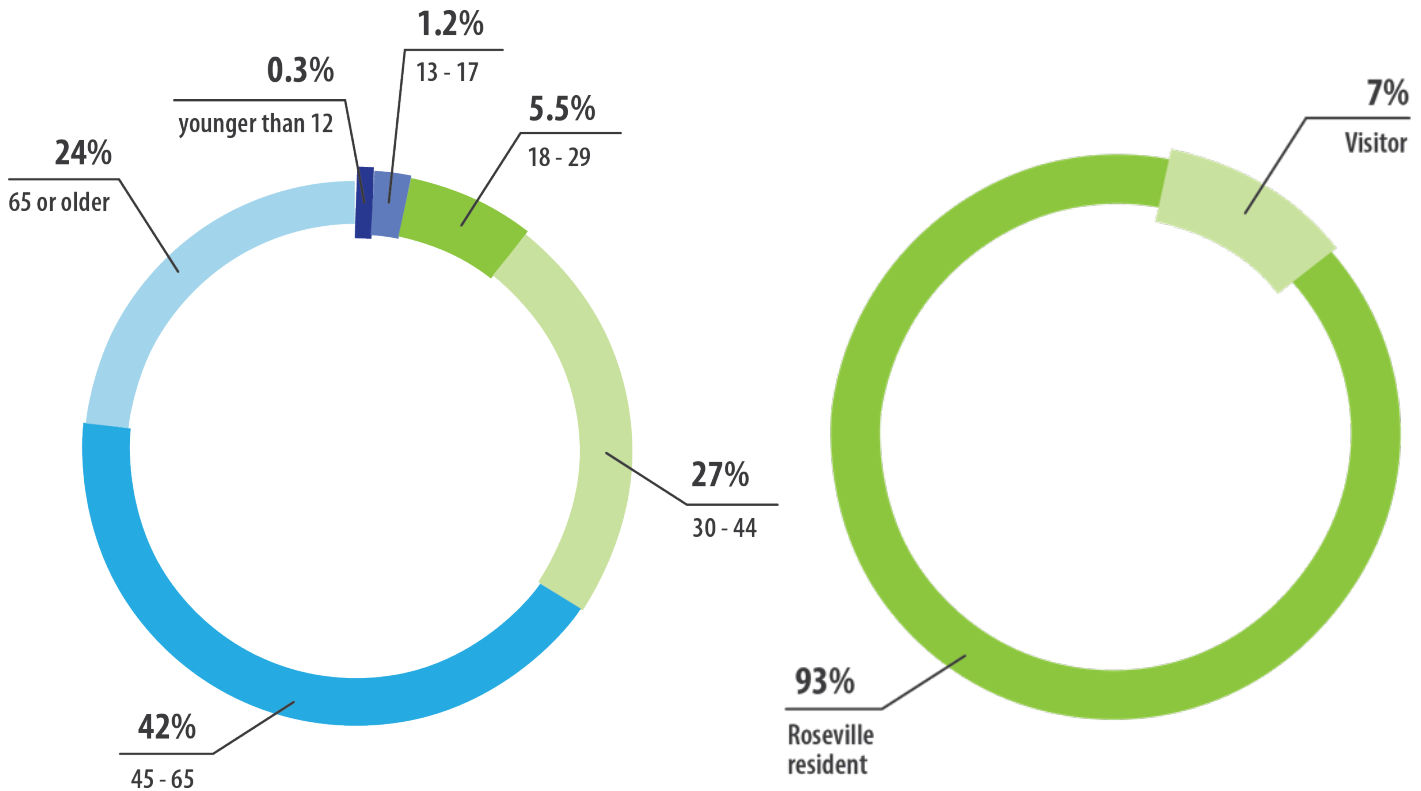
Question 6: do you have any comments about the East Options

Community members who supported East Option B liked that the paved trail on the north side of open space would allow trail users to stay off of Pleasant Grove Boulevard. Respondents also noted that the paved trail should minimize the impacts to the surrounding wetlands and vernal pools. Many respondents also showed excitement about the bridges and expressed their desire for more ways to cross the creeks in the open space.

Some community members wrote that they liked certain aspects of both Option A and Option B and suggested that the City incorporate some traits from each alignment. Respondents noted that the north-south connection in Option A would be beneficial for overall connectivity within the open space and would reduce the chance of trail users traveling off of the paved trail.

Finally, people also mentioned a number of other amenities that they would like to see implemented along a paved trail such as exercise stations, benches, signage, a basketball court, and increased shade from trees.

On the final page of the survey, respondents could optionally answer some questions about demographics.



If people answered that they were a Roseville visitor, they were also asked to identify which city they are from. Below are the answers:

- Rocklin (4)
- Colfax (2)
- Antelope (1)
- Auburn (1)
- Citrus Heights (1)
- Davis (1)
- Diamond Oaks (1)
- Granite Bay (1)
- Sheridan (1)
- Lincoln (1)
- Loomis Basin (1)
- Sacramento (1)

## Communication

- The City of Roseville posted the online community survey on the Mahany Park Open Space Trail Project website, [roseville.ca.us/MahanyTrail](http://roseville.ca.us/MahanyTrail). Project webpage impressions since survey launch: **1,247**
- Emails to project, trail alert, and main city email newsletter lists: **54,927 recipients total**
- Instagram story and posts: **2,573 impressions, 129 engagements**
- Facebook story and posts (city, parks, and transit accounts): **3,842 impressions, 275 engagements**
- Nextdoor post: **1,968 impressions**
- Twitter posts (city, public works, parks, and transit accounts): **5,810 impressions, 156 engagements**



*Informational H-stake signage posted around the open space*

Informational H-stake signs were also placed around the Mahany Park open space.

## Appendix

- List of community member comments

## Appendix of Comments

### Social Media Comments

- City of Roseville Facebook:
  - I really love this plan
  - Great idea! Let's do it
  - Great project!
  - I love Roseville's paved trails! My kids and I made use of many of them over the summer as we began an exercise routine. There are some beautiful places in this city! Mahany park would greatly benefit from one of these, as that is a really nice place to walk, but the dirt paths are hard to walk on and hard to see. I would absolutely make good use of a paved trail back there if it were put in! Thanks!
- City of Roseville Instagram:
  - Yes!
  - I'm into it, but I do like the dirt paths for off road biking too.
  - This would be great! We need more trails
  - Yes! As a cyclist, Roseville needs so many more paved bike paths. Folsom has so many more than us!
  - Keep it unpaved
  - No leave it dirt
  - Great idea.
  - Yes please!
- City of Roseville Twitter:
  - What kind of pavement material? Possibly recycled tires would be my choice.
  - If it was up to me, I would just leave it the way it is. We love riding our bikes on the dirt trails and checking out the wildlife. With all of the building that's going on in Roseville, I'm starting to see more and more wildlife making their homes in this area.

### Do you have any other comments about the West Options?

- Option A would be a safer alternative to Pleasant Grove, particularly for commuters and errands. Also, may be more viable to plant shade trees.
- Option West B is the best choice for everybody since it connects to existing paths!
- There should be a loop. Bikers, and joggers may like the straight long distances, but disabled, people with strollers and dog walkers tend to go shorter distances and need some shade. Pavement is hot, especially in that big open field in the spring, summer and fall. Since there is none of that in that area a shorter, quicker walk would be more satisfying, hence a loop.
- Use the North to South connection you have on Option A. Use Option A's trail from Fiddymont to the North South connection, but then when the trail reaches the neighborhood have it continue alongside the neighborhood (south) until it meets the pre-existing trail (going around the small vernal pond). I

think that will avoid most vernal ponds and give some variation to the path.

- Alignment should be on the south as this would be more visible and help make it feel safer. Should connect with future trail with mid-block crossing at Fiddymment otherwise there will be too many illegal crossings which would be dangerous.
- Power line crews will continue to use an unpaved path through the area to inspect and maintain the lines. This necessary access will then ensure the continued presence of an unpaved path through the area. For many activities (biking and trail running/hiking) the softer natural surface is desirable, and this alternative dirt trail will be attractive. The city should consciously plan improvements to the unpaved maintenance corridor that would stabilize the soil and support the use of this more natural trail environment instead of assuming that the dirt alternative will naturally disappear when asphalt becomes available. See the example of an uncontrolled dirt path alongside the paved path in the Morgan Creek area between Cook Riolo and Wallerga Roads.
- Please have a mid-block crossing at Fiddymment for safety reasons.
- No power lines above trail is a plus, as is avoiding sensitive habitats. Keeping the connection closer to the Fiddymment Road and Pleasant Grove intersection may keep jaywalking to a minimum.
- Add fencing to prevent people from cutting corners at the path entrances.
- Lease amount of damage to wildlife areas is key.
- Being redirected to the corner signal is definitely out of the way. Any chance for future planning a walkway over Fiddymment? That would make the alignment of C better except for power lines.
- Please add a signal bike crossing on Fiddymment. Pleasant Grove and Fiddymment is too busy for bikes and walking. Also, even though straight paths are cheaper, curves are much more fun for all.
- I would like a path that isn't as straight and winds around some of the pools or creek if possible. Also, if it can connect or have close connection to existing trails that would increase use in total.
- Rather than a non-porous paved trail, how about a gravel trail?
- Consideration of how to connect to the trail when coming from the Pleasant Grove and Fiddymment intersection for bicycles needs to be addressed. It would be dangerous to ride a bike south on Fiddymment against the flow of traffic to access the trail. There is not a safe place to cross Fiddymment to get to the trail for bicyclists riding in the bike lane with southbound traffic on the west side of Fiddymment. The future connection and streetlight are likely years away from being installed.
- Please consider bridges over creeks.
- Please keep existing dirt trail for mountain biking and trail running
- Trail needs to be on south side to prevent countless people trails cutting across vernal pool habitat from the large development.
- I like the direct trail connection to future trails.
- Honestly, I don't like any of the east-west layouts. Why not just pave down the existing dirt trail under the power lines? I run this trail at least once a week and I'd probably keep running the dirt trail, even if any of these 3 paved trail options existed. The existing dirt trail has numerous bends and slight elevation changes. This is more "interesting" to run than a boring straight path.
- If money was not an issue, Option West-C would be my first choice.
- Curious how you keep people from still using the old trail. It's really nice how it's in the middle. Feels more secluded and peaceful.

- No pavement.
- Seems the least impacted currently, needs more pet waste mitigation if it will be more accessible/heavily trafficked.
- Please do not have impact on the vernal pools!! That's one of the charming aspects of this area.
- Connecting at Fiddymment with future multi-use trail is also key (option West C). A big part of the problem with some of Roseville's trails is not having a clear connection between sections.
- I oppose the designated area. I think the designated area needs to adjoin the library and creek area. Not service the new development area. The area you suggest should be paid for by the developers of the new subdivisions W. Roseville Area.
- I do not agree with this project at all and voiced my opinions and concerns on the first survey. Many were of the same opinion about how this will damage the open space beyond repair. Option West C is the worst option and I do not know why it is even considered, given the increases cost and disruption of fragile vernal pools and wildlife areas.
- We live in the houses on Pleasant Grove near CVS that this walking path may go by. I am absolutely opposed to this path going by our tract. While there are fences up for the individual homes that are along the nearby path, I foresee people walking or riding through our neighborhood. So please consider putting this path on the other side like Option B.
- I think the city should seriously consider connecting trail segments that are divided by major roads (e.g., Fiddymment) with pedestrian/bike bridges. Crossing streets such as Fiddymment or Pleasant Grove at cross walks is a harrowing experience, especially during rush hour when drivers are anxious to get to their destination. I'm especially uncomfortable making use of the cross walks with my young children. Having lived in the Valencia/Santa Clarita area in Southern California my family and I made use of the many miles of trails and paseos that were connected via pedestrian bridges across major thoroughfares. This allowed us to access parks, open space, restaurants, grocery stores, and even the mall without ever stepping into a busy road with heavy traffic. The bridges also allowed the city to place holiday decorations, patriotic decorations, and community announcements across roadways which beautified the already visually pleasing bridges and allowed the city to communicate important announcements and city specific messages to every commuter that drove under each bridge. I think the investment in public safety alone would make pedestrian bridges a worthwhile investment. The more our trails are connected the better they will be utilized by both young and old in our community.
- Please quit allowing building and drilling to take place on what was once a protected wetland. This path would not be an issue if apartments, senior living and a CVS were not built in the first place. Protected should be protected.
- Just don't damage the fragile ecosystem, it very important and must be protected. Trash cans must be added to help get trash off the ground and in a place it's supposed to be.
- Wish a nice park with more ziplines and more variety of playgrounds.
- I want whatever has the smallest impact on plants and wildlife in the area.
- would be nice to have signage and shade, at least a little.
- Connecting to the West Park - "future multi-use trail" is extremely important in opting for an alignment project. Fiddymment is a dangerous, large roadway that is not conducive to pedestrian/bike traffic in order to walk all the way down to the

signal crosswalk and then walk back up to the connecting trail. It would have been nice to have a curved trail option but appears not feasible with the vernal pools.

- C option affects the Vernal pools so it shouldn't be done even though it is nice to have more north and south options.
- Why can't there be a continuation of the paved path from where it is (vernal pools) along the black line to Pleasant Grove? Getting to PG without having to jump a stream is key.
- I would do a combination of the options. The trail that runs down the middle of the area makes the most sense for a new paved trail. Minimal disruption, already graded, most likely. Easy to punch in some access points from the neighborhoods to the north and south. It would also be an easy connection to the trail on the east side of Fiddymment Road.
- Need Nighttime lights on trails.
- Trail should lead to crossing Fiddymment again existing signal to optimize bike and per safety.
- Why can't the north/south path just be direct and connect to the road besides the upside down "T" shaped building? It just seems more practical and less invasive to those families living right there on that street where it's designed to come out currently. If straightened it could come out into the parking lot of that building even so people could use their parking lot too for easier, off street access to the trail.
- Honestly this is not what I was expecting for a "Mahany Trail" I was thinking of trails behind the Mahany library and beyond but not all the way to Fiddymment. I live at pleasant grove and Woodcreek oaks and that's where I walk not down near Fiddymment. This is not useful to me.
- Option A in my opinion is the best choice.
- Please make a basketball court :)
- We shouldn't pave this area. People will go off the paved path and we will do more harm by bring people and vehicles into this area to pave it.
- I think it's very important to consider input from those whose homes are adjacent to these trails. We don't use the west side of the trail very much, but I feel it's important to connect it to the future trail heading west.
- I'm not sure that paving a trail will help the nature preserve. People like to walk, bike, and run on dirt paths. We have paved surfaces everywhere. This project seems unnecessary.
- Any bridges or paths need to be fire department accessible, and bridges weight rated for fire department apparatus, etc.
- Excited we are putting this together. Another terrific investment in the great city of Roseville
- Alignment C is my favorite but I'm choosing other options based on environmental impact. My concern is that a trail will be developed that is more environmentally friendly, but that people will continue creating their own paths since the trail doesn't go where they want it to go. Perhaps there will be less enviro impact in the long run if paths are built based on where people go.
- This proposed trail must connect to the trail on the other side of Fiddymment Rd, and not rely on the huge intersection that is Fiddymment Rd and Pleasant Grove Blvd. This would give all the neighborhoods south of Pleasant Grove Blvd. quick, easy, and safe access to this proposed Mahany Trail. Additionally, we need to make a safe way for trail users to cross Fiddymment Rd by using a tunnel or bridge, and not by having to stop traffic or creating a crosswalk style crossing, even if it were with a traffic signal. This is because traffic on Fiddymment Rd often exceeds 50

mph and other parts of West Roseville, such as the Pleasant Grove Creek Trail on Fiddymment Rd just north of Blue Oaks, uses a tunnel underneath an overpass.

- The best thing about the exiting dirt trail is that it has some movement/ curves. All the proposed paths appear to be straight. I understand the balance required to protect the environment, but strictly straight paths are boring to ride. The blue oaks to veterans park is a beautifully planned paved trail. I would have liked to see an option more similar to that one.
- I'm concerned that peeps won't walk to the signalized Pleasant Grove intersection crosswalk and will instead try to cross Fiddymment Rd causing road hazards. The closer you can get to a signal will increase the likelihood that peeps will use it. I like Option C the best because it will have a dedicated crosswalk right where it's needed.
- Don't put the trail on the sides near homes. One of the reasons we like this dirt trail is it allows my children and myself to feel out of the city by going through the middle of a wetland or tree covered area. Putting the trail near the home lines will cause noisy walkers near back yards that have always been quiet. There must be an option D that goes through the middle.
- Are these really the only options you're going to give us?
- West Option C for direct connection to trail west of Fiddymment is crucial for ease of users. Diverting to Pleasant Grove is out of way and unlikely to be used.
- I like C for the better connection to future trail west of Fiddymment - though cars speed quite a bit on Fiddymment so would be somewhat concerned with cars, unless there is an actual stoplight there.
- I live in the neighborhood along pleasant grove. How can you put an entrance way, which is right in front of someone's house and down their driveway to the trail? I wouldn't want a bunch of random people walking down my drive and house front!!! so, to me none of those options are acceptable. or maybe your map is not showing where people would enter the trail--it looks to me that in a, b and c some of the entrance ways are off Camino real.
- It's hard to favor any of these options when I live on the west side of Fiddymment. One of my main concerns is the traffic that turns south onto Fiddymment from PGB. Most motorists are too focused on the green light when trying to get south regardless if there are pedestrians walking in crosswalks. What kind of viable option would be available to connect the path from west park neighborhood? I am a cyclist that on average rides 1-2 hundred miles a week. Please consider looking into social media fitness apps as far a current frequently ridden route.
- Boring straight trail will become a fast speedway for bikes. The cost savings will translate into a safety nightmare.
- The most critical thing is that we have paths that connect to one another. Building short little paths that will "eventually" connect to the larger system is a tactic that has been going on for two decades. From North/West Roseville, there is no safe way to commute by bike into Rocklin, Sacramento or certain places within our own city. While we support anything that benefits our environment and the ecosystems of specific parcels, the City of Roseville need to connect existing pathways and focus on making pathways safe through public outreach and adequate signage (walkers/bikers on the left/right).
- Is it possible to accommodate trail runners by putting signage on approved/safe for the local environment dirt trails? This comment applies to any of the open spaces in Roseville.
- Protect the vernal pools.

- Option B seems like a good way to cross from neighborhoods with the least impact for the venial pools yet giving you the opportunity to be the middle and absorb their beauty. Keeping costs down. The only thing I don't like is being under the power lines.
- The most cost effective and least impactful to sensitive areas design is best. One concern is whether people will cut through areas from the north if an actual trail isn't nearby. People will often take (or make) the path of least resistance.
- Please provide public bathrooms.
- Easy connection to other existing or future trails is really appreciated. The ability to use a trail without having to go to a streetlight crossing is preferred.
- I'm not sure a north-south connector is indicated at all; or maybe more are needed. Bikers, walkers and dog walkers are going to enter the wildlife area at access point within a few blocks of their home, regardless of whether it's paved. I would NOT put benches or potties in the area - they will be magnets for after-dark mischief.
- C is too long.
- Where is the bridge located? Ask the kids that go to Woodcreek they ride their bikes that way every day.
- Don't pave it! Please do what bay area does and used a more natural look like crushed granite.
- There is no picture depicting option C....but it sounds awful since it affects sensitive areas, is under power lines, and will cost more. Option B...is not good because it's under power lines and people with some heart issues are affected by being close to power lines. Option A is the best, and only reasonable option because it is not under power lines and will be along a short number of neighbors. I think the less impact on residents (from noise on trail) and less impact on sensitive areas makes this option A much better choice.
- This will be a nice addition to the super nice trails in Roseville. You have and continue to add trails we will really enjoy using in the future. I wish other cities were as willing and proactive in having great parks and multi-use trail. We love them. Keep up the great work.
- I like that the path entrance on Option west B allows access for all neighborhoods to the paved access points, so one single neighborhood street isn't the only spot for access.
- Are there any trees along any of the routes? If not, could some native trees be planted along the south and west sides of the trail to provide shade?
- Option West-C should be eliminated due to having to unsafe crossing of Fiddymment, especially when there are two other existing safe crossing options.
- My main concerns are Fiddymment is too busy to add a new crossing, so I suggest only using the existing light. Also, the fences seem like a natural privacy barrier on choice C. I think it's bad idea to direct foot traffic so close to the homes that are along Pleasant Grove.
- The existing service road through the middle of the west segment would be the best solution (not A, B or C) for the following reasons. Corridor already disturbed and with a paved path the width of the roadway it can and should be maintained by the entity that owns the power line corridor. Adding another trail alignment will simply split the users into two zones creating more human disturbance within the preserve area. Linkages can be made north-south to connect the neighborhoods. Cost may be slightly higher initially however long term maintenance would be absorbed by others.

- Why not pave the existing foot path already created?
- I don't want to have to go in front of someone's garage to access the trail. None of the north side connections are good. Alignment A would allow multiple north side connections at more public places. On the south side, please connect to the middle of the parallel segment of St Basil instead of in front of someone's home. Maybe consider a second south side connection at Apple Way.
- I like B the best. It connects the best with trail that is already there. And has minimal impact on the environment.
- Multiple access points would benefit neighboring housing.
- I like option C the best, but if the cost is prohibitive (no grant money), then I would go with whatever is cheapest and fastest to construct.
- They are all going to be parking issues. Hopefully most users are those who live in the area and walk to the open space
- Occasional benches would be nice along the paved part.
- Keep the connection close to future multi-use trail.
- Impact on natural habitats (vernal pools/sensitive habitat) should be none to extremely minimal! Having some inconvenience to the human user of this trail is worth saving these crucial environments!!!
- Two connections need to be considered strongly to the community that is to the north or the south. Community connectivity is key for users of the facility. Alternative A appears to be the least connective to all the communities and should not be consider any further.
- Keeping a separate dirt path is something that should also be considered. As a runner I like having the option to go off pavement. The city of Lincoln's bike paths are cut wide to allow side areas of unpaved gravel. Such paths allow for a variety usage.

Do you have any other comments about the East Options?

- All unacceptable.
- Don't hurt the environment, the dirt trails are better on our joints and won't make it so out in the summer, and spring; it needs to be as cool as possible, paint the trail if paved
- Do not neglect the demand for dirt trails. Woodcreek High School has a mountain bike team that practices on the dirt trails that are currently in this area and there are many other uses who prefer to have dirt surfaces to recreate on.
- Please make 2 proposed bridges since they are really need! Especially useful during times of rain when the creek water rises and makes it safer for pedestrians to walk. In option A you have a north south connection that should still remain in option B. Bicyclists/joggers go longer distances. Then casual walkers...that large loop needs to be cut in the middle as option A. The trails have been cut by people who use and love that park Because of the necessity.
- They both look like they cut up the habitat. Is it possible to go around?
- More paving are more options for bikes, which is great!
- Consider non-paved trails in addition to paved trails. I understand the need for a paved trail to connect the bike paths, but not all established trails need to be paved.

- A connector trail on the north end of the park would result in high bike traffic where many people like to enjoy nature and walk dogs. It would be good to keep most of the main bike path on the south end of the park where it already is.
- I think there's potentially a better option than either of these for the East.
- Love the idea of loops.
- I prefer B because I think it is important to have the bridge in the oak trees because people will still attempt to cross there and continue to break down the stream slopes, but people will also continue to use the other trails on the east side of the stream, so you should plan on paving those as well. Those trails would have minimal impacts.
- I like having a loop trail, I would like to have multiple avenues crossing the creeks though.
- I oppose the W. Fiddle-mart Area, designated area. I think the designated area needs to adjoin the library and creek area. Not service the new development area. The area you suggest should be paid for by the developers of the new subdivisions W. Roseville Area.
- I just want whatever has the smallest impact on the wildlife there.
- I bicycle in this area a lot. I do it for exercise and to ease stress. I never plan to go shopping on my bicycle. I do stop for ice cream rarely.
- I like the longer loop trail. Good for bike riding.
- Very pleased this project is under consideration. Thank you for listening to the residents! This will be super helpful for children traveling to school and the park!
- These are both good options, But I like A option a little better.
- Thank you for the bridges.
- It is smart to use existing dirt trails as a basis for the paved multi use trails. People already know where they go and how to access them.
- I prefer more direct north-south connection between Junction and Pleasant Grove.
- Comment was made about one trail having more shade...you could use the acorns shed and plant them alongside the trails after establishing them, that way they improve the trail, and are native. I also hope there are distance measurements on a sign/map somewhere on site. Maybe a few benches under those trees and a fountain at the street, near the map, to fill bottles before starting.
- I appreciate the desire to minimize impact to oak trees and riparian habitat, however East Option B is more like the trails that are currently used and will continue to be used even once the paths are paved. A longer path with shade will be appreciated by the community. The bridges will be a wonderful addition to allow year-round access to the wilderness area.
- We shouldn't pave this area. People will go off the paved paths anyway. We are going to do more harm to the environment by paving the area. People and vehicles will have to go off the path to pave it. Not paving is the best option.
- Make a basketball court it will get a lot of people
- I actually like both of these options. But I like that option A has minimal impact to riparian habitats and oak trees. Could plan C be like A but without the north south portion in the middle? Just have the blue existing trail.
- Same comments about fire department accessibility.

- It would be great to have some outdoor exercise stations along the trails!
- There should be pull-up bars, dips bars, pushup bars, ab stations, and other outdoor calisthenics equipment scattered throughout the trail system.
- A smaller loop would be better for small children and those with limited mobility.
- B avoids having to travel a short stretch along Pleasant Grove.
- People love bridges ... especially in this social media world!
- I regularly run through this area. Although I like the idea of some paved paths, I also really enjoy running on the dirt paths through the oaks - it's one of my favorite parts of my run. I would figure out what ad-hoc paths are being created that are causing problems for habitat and put paved trails in such that they would deter people from these ad-hoc paths, while leaving main dirt paths intact.
- The trail connection to Del Web from the open area needs to be fixed. It is always muddy from drainage.
- Again, whichever pathway minimizes environmental impact and maximizes the networking of trails.
- Is it possible to accommodate trail runners by putting signage on approved/safe for the local environment dirt trails? This comment applies to any of the open spaces in town.
- Key point for me is more portions of trail through oak woodland, offering shade.
- Please provide public bathrooms.
- Like the bridges that will allow year-round use. Also, like going through oak woodland.
- Option B allows for loop completely internal to the area - this is more preferable than having to be on the Pleasant Grove sidewalk for part of the loop. It would be great if the paved trail could have dirt-gravel 'shoulders' for those wishing a lower-impact walk or run. A few trash cans and dog stations would be awesome, but benches and potties will just facilitate the after-dark substance abuse and mischief.
- Ask high school kids what they prefer? East option B-leaves the middle protected for the little animals. What about the beavers? Are you relocating them?
- Option B is good because a family can stay in the park on the trail the entire time...i.e., not have to go to Pleasant Grove to make a loop (required in option A). Note: it would be nice if option B had a second trail between the north and south trails, like option A has.
- Don't pave it, used a more natural look like crushed granite.
- In the summer the shade on both options a & b will be nice to have. I also like that the recreational loop will be longer in option b.
- Same comments as I made for the West options.
- A longer trail through the trees is great for bikers, which is how we would use the trail from our home in Sun City.
- North-south connections important because those are currently established routes that will continue to be used.
- Please keep some of the existing dirt roads / paths as unpaved designated jogging tracks (pedestrians only).
- Honestly, these are both good options.
- Good that you are keeping paved connection to commuter buses stop

- The missing paved sections in B will still be heavily used. The logical plan is to provide multiple pathways through points for the amount of traffic on the trails.
- Option A provides the most connectivity as well as paths along what appears to be unpaved paths already. The section of Option B that is from the "City Utility Facility" and Pleasant Grove Connection where the Blue U-Turn is located should be include as part of Option A. This would allow for users to have two separate looped routes without having to access Pleasant Grove Blvd which is a high traffic stress facility for alternative modes of transit.

Please share any additional comments or questions about the Mahany Park Open Space Trail Project.

- Not pleased with any development within this entire area. Leave it alone.
- I walk the trail a lot. Will be glad to see more paved path. I am a Sun City resident.
- Please keep any traffic away from the homes on Pleasant Grove.
- Just be Conscious about your surroundings, they environment is the best part about Roseville, and it needs to be kept clean and healthy. I'm an athlete these things are very important to me!
- Roseville has a very large population of cyclists who prefer off-road type riding using mountain bikes as well as many trail-runners who prefer the reduced physical impact that dirt trails provide. Currently, Roseville offers ZERO officially planned or sanctioned trails for this use. This has led to Roseville citizens traveling away from the city for other locations in Granite Bay, Lincoln, Auburn and Folsom to ride and run on dirt trails, as well as the "spontaneous" creation of trails like those that currently crisscross the Mahany Park Open Space and "Wildlands" to the west of the hospital. While adding to the paved trail network is important, it is not the only way to improve citizens access to quality recreation in our city.
- New to the area...just found the ravine trail from old town to Sierra College Rd. Based on that trail I wholeheartedly support this project. It will be a wonderful addition to our neighborhood and city.
- Did you know coyotes come into that field at night and pass under the bridges on Pleasant Grove into Sun City? Occasionally they can be seen early morning returning to the golf course. Also, thank goodness, we still might Hear and see a pheasant. Early in the spring a great horned owl had a nest with her 2 babies in this area. A lot of people responsibly use the area, but I fear encouraging Even more people with PAVED trails might scare these beautiful animals away. Can't it just stay the way it is with the exception of those bridges??
- Please provide water fountain, including lower connection for dog water too.
- Curves, inclines, declines, bridges, loops, trees, creeks, all of these features create a fun trail to recreate on. Don't avoid the features that are already there. Put as much of the trail next, in, over and through them.
- Please add a restroom.
- Let's keep it as natural habit as possible. That's why people attend the area. Keep it simple.
- Again, PLEASE consider a variety of pave/non-paved trail options.
- Would be nice to have trail connect somewhere to parking lot in front of Riley Library where there is plenty of parking that doesn't compete with the dog park and Pony League baseball fields.
- Please maintain some non-paved trails in the for easy mountain biking. My kids are learning to mountain bike in this area and it is great to have a few miles of dirt trail so close by. I am also in favor of

paved multi-use trail(s) as well for walks and running, especially to connect the new neighborhoods with the trail system.

- Please create the main bike path on the south end of the park where the most traffic already is, and trail would have little to no environment impact.
- The idea of additional trails in the area is always a big plus for Roseville residents.
- However, the trails are built, they will add greatly to the recreational value of the adjacent communities for me and fellow bikers/hikers, this will expand our options, especially during wet weather months. And I favor finding ways to protect habitat and undo the ways that social trails have impacted the habitat. Are there volunteer groups interesting in being ""friends of Mahany Park?"" Perhaps a volunteer organization could help with certain maintenance and improvement. Examples: restoring signs that explain the habitat, adding rest stops, doing fund raising for other maintenance.
- I am just hoping that people on bikes will stop creating their own paths through the sensitive habitat areas. I love the idea of making the area more accessible, especially since I often have a stroller.
- It would be really cool if you could build fun flowy mountain bike trails with jumps
- So excited. Roseville is such a great place to live.
- How will this be paid for. Developers W. Subdivisions should be paying for this green belt park.
- I didn't see the first survey, but this is one of my favorite areas to ride my bike through. One of my favorite things about Roseville is the great bike lanes and paths that make it easy for me and my family to go by bike.
- Love this. Looking forward to riding from West Park to Mahany on these trails very soon!
- Please, please choose to protect our wildlife first.
- If option C for the west side is selected, there should be a pedestrian/bicycle bridge to safely cross Fiddyment road since vehicles pass at high speeds.
- I am against any of these projects. The open space should be left as it is - natural for all of the creatures that inhabit the area to have their habitat and for the few people that walk on the natural paths or ride a bicycle to enjoy nature as it is.
- It sure would be nice if there were cross walks across the main streets where the trails terminate. Just to give the cars a heads up that there may be pedestrian traffic. I'm going to cross weather there is a cross walk or not (I do walk my bike). I do not like riding my bicycle the wrong direction on the road and I am not going to walk 1500 yards to the corner to cross at a light.
- Can you do anything to beautify that old pumping station? It's a decrepit eyesore and it stinks.
- As stated, this project is much needed and very appreciated! This will assist greatly with our children's access to schools and park areas! Thank you for creating an easily understood survey and summary of results!
- Don't forget garbage cans for dog waste and at least two benches.
- This project is long overdue - glad to see it is moving again!
- Need more trees for shade.
- I would hope that the trail being made would be made from as natural a material as possible, perhaps recycled tire shreds? Does it absolutely have to be paved? Natural as possible is best and as little intrusion into the wetlands as possible, the better, as we're already surrounded by plenty of concrete and asphalt. Maybe seek help with native

plantings by getting ahold of the Placer Co. Extension Master Gardeners who can help or direct you to help from college students or other groups promoting native plantings. They can be beautiful!

- Really hard to make a connection to the west end without seeing a map without seeing how it all for together or if I could access the trails safely now and what it would look like.
- It should be built in the least invasive way, so the habitat is protected.
- I love this area because it isn't paved. It's unfortunate that there are power lines there, but we all use electricity, so I get it. I don't see the benefit to paving when people go off trail regardless of a paved path and they are is going to be trampled so we can by construction workers so we can pave it.
- Once again, this project seems unnecessary. People like being in places that look more natural (although the power lines pretty much ruin that).
- It would be great to have some outdoor exercise equipment for the community, such as pull-up bars, parallel bars, and ab stations. Would really help encourage healthy lifestyle fitness practices for the community and for Woodcreek high students. The cost and maintenance would be very low but provide a lot of value to residents.
- Benches!
- Please create an undercrossing on Fiddymment Rd to create a safe way to cross Fiddymment Rd by connecting the proposed Mahany Trail to the future trail just on the other side of Fiddymment Rd serving the West Park and Sierra Vista neighborhoods south of Pleasant Grove Blvd.
- Though I live in Citrus Heights, I frequently use the multi-use trail systems in Roseville.
- In addition to Option A, there should be a bridge going over the Riparian habitat to connect to the existing path that stops just short of the creek. A paved path can then connect the Pleasant Grove sidewalk to the bridge. Currently, people bring make-shift materials to build their bridge...
- This would be wonderful! I'm a runner, and I much prefer the trails to running along busy streets.
- Very much looking forward to the improvements - thank you so much for doing this and for allowing community input!
- It's hard to favor any of these options when I live on the west side of Fiddymment. One of my main concerns is the traffic that turns south onto Fiddymment from PGB. Most motorists are too focused on the green light when trying to get south regardless if there are pedestrians walking in crosswalks. What kind of viable option would be available to connect the path from west park neighborhood? I am a cyclist that on average rides 1-2 hundred miles a week.
- Please make connecting the existing trails within Roseville a priority.
- Repeating my earlier comment here, but basically you have a decent amount of trail runners and off-pavement dirt trail users in the open spaces. This applies to current spaces, and future plans. If these users are unknowingly impacting the local species and environments, is it possible to have them accommodated in the plans for new trail work? Meaning, include in the plan for dirt trails that are of commensurate length to the paved trails with similar amenities (access to shade, logical routing, enough distance to be useful for runners, signage)? Also, recommend including enough groomed dirt trail directly adjacent/off the side of the paved trail so users can pass each other while maintaining more reasonable social distance. When the paved trails of this size are busy it is hard to maintain a social distance...except when there is enough room to step off the trail by four to six feet and keep running on

the side gravel/dirt. Hope that makes sense.

- I like to option you have proposed. It will be a great place to ride or walk when it is complete.
- It would be helpful if the plan also provided for a multi-use trail adjacent and parallel to the sidewalk(s) along Pleasant Grove Avenue, instead of depending on the use of sidewalks along Pleasant Grove Avenue. It is important that the plan provides for public bathrooms.
- For the west side, I would oppose any option that presages a new stoplight on Fiddymment. Please see previous comments in favor of a Dirt/gravel walk/run shoulder to the new paved trails for lower impact walking; and in opposition to benches and potties that encourage after-dark substance abuse & mischief. A few well-placed trash cans and dog stations would be awesome! Am concerned about the use of strollers on these trails - I recently had to detour around a group of three. Strollers that completely took up the trail, necessitating off-trail passage by everyone else.
- Please have the high school students put their input in, I think they would be honored to be included
- I think Roseville is great in how it creates these parks and trails for people. Families included. Though I think more porta-potti's would be nice...especially for families with kids. Adding trails in this park is a wonderful idea!
- A parallel dirt trail for runners and the Woodcreek HS MTB team would really be appreciated. I run in parks to avoid pavement.
- I am so happy this is finally getting done.
- The west option is boring. People are not going to walk along a fence line. They are going to continue to use the trail right thru the middle. There are NO parking options for getting on the trail in the Fiddymment area. The Eskaton apt lot is private and we already have scofflaws from the Camino Real homes parking in our lot because they don't have enough parking for their residents. CVS won't want people parking in their lot. The vacant land behind CVS is already a nightmare with abandoned cars, motorhomes on the dirt etc. and the city won't do anything about it. The trailer has been there 3 years and there are unregistered cars that have been their 2-3 years!
- This plan is long overdue and would create an environmentally conscious trail access for everyone.
- I'd love to see the trail eventually connect easily to the trail that goes through Diamond Oaks to get to the Fountains.
- I run early morning. I live between Junction and Baseline and use the bike path to head over to the Mahany area. I also will use the same are to do banking and light groceries. I also cross Woodcreek at Mahany Pool and use the bike paved area up there. I would love additional bike/paved space to connect over to Pleasant Grove and the Sun City area.
- I use the Bear Dog Park very often and appreciate trails connecting the communities to this park to ensure the continued use of the park. Please consider lighting along this path as users who would use the trail late at night may not feel safe.