



**Dry Creek Greenway Multi-Use Trail**

**SRG Meeting #10 Summary**

October 29, 2013, 6:00 to 8:00 pm

Maidu Community Center

**Stakeholder Representative Group members present:**

<b>Name</b>	<b>Organization</b>
David Allen	Biking Roseville
Mark Allen	Dry Creek Conservancy
Bart Codiga	Sand Dollar Properties
Keith Hallsten	Creekside Homeowner
Vicki Miller	Maidu
Scott Reid	Maidu
Jim Robinson	Meadow Oaks
Eileen Spangler	Warren T. Eich Intermediate School
Gordon Stevenson	Tri Commercial
Dan Washburn	Cirby Hills Town Homes

**Project Team**

<b>Name and Affiliation</b>
Mike Dour, City of Roseville
Mike Wixon, City of Roseville
Mark Morse, City of Roseville
Tim Hayes, PSOMAS
Brian Wright, PSOMAS
Fran Ruger, Ascent Environmental
Gladys Cornell, AIM Consulting
Ciara Zanze, AIM Consulting

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10 stakeholders and 11 community members attended Stakeholder Representative Group (SRG) Meeting #10 for the Dry Creek Greenway Multi-Use Trail Project.

The goals for this meeting included:

- Provide conclusions of updated feasibility analysis
- Answer questions from Stakeholder Representative Group
- Discuss next steps and upcoming environmental scoping meeting

**Project Goals:**

The community's goal for the project is to provide access for multi-recreational opportunities within the Dry Creek Greenway and to create a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by trails or other bicycle facilities. The multi-use trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as a part of a series of existing and planned trails that will form a loop around the greater South Placer/ Sacramento area.

**Project Overview:**

In 2008, the City conducted a planning and feasibility study for the Dry Creek Greenway Multi-Use Trail Project. The study included an inventory of existing conditions, developed trail alignment alternatives, and prepared a report to the City Council. The purpose of this effort was to develop a locally preferred alternative for trail routing and road crossings that adequately addressed challenges and fit within the context of the neighborhoods. Public engagement was an important component throughout the feasibility study process and included a series of Stakeholder Representative Group and public open house meetings that were well-attended by the public. In March 2010, the City Council accepted the Dry Creek Greenway Trail Planning & Feasibility Study, and directed staff to proceed with additional feasibility analysis, preliminary engineering, and environmental review. The current phase of work is the additional feasibility analysis for the Hillcrest (Riverside Avenue) and Sunrise Avenue trail segments. The City has also completed additional analysis for the Meadow Oaks/Sierra Gardens trail segment. This phase of the project is scheduled to be completed by November of 2013. It is anticipated that final design could begin in 2014 with a first phase of construction beginning in 2016/2017. All phases are dependent upon Council approval and funding availability.

The following is a compilation of questions and comments by members of the SRG and public organized by topic:

**Conclusions of Updated Feasibility Analysis:**

- *Question:* Why are alternative options carried forward through the environmental process?
  - *Response:* Intent of alternatives is to evaluate options that would not have the same impacts as the proposed project. This evaluation process lead to the proposed project, however there is still additional environmental analysis to be done. CEQA requires that the Environmental Impact Report (EIR) identify a proposed project. We are structuring the EIR to analyze a proposed project but also identify alternatives in case there are

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stumbling points with the proposed project. It also allows the City Council to ultimately decide which option is chosen.

- *Question:* Why does bridge 13 require a variance?
  - *Response:* Bridge 13 near the Sunrise Avenue segment is located within the floodway. Due to the extents of the floodway at this location it is not considered feasible to construct the bridge and trail approaches 3ft above the 200 yr water surface elevation (WSE) as required by the CVFPB. We are proposing to construct a low flow bridge at the 10 yr WSE. The bridge will be designed to have break away railings in the event of a flood. It is also designed to make sure the water surface elevation does not result in an increase in the WSE greater than 0.1 ft for the 100 yr storm event.
- *Public Question:* The project should utilize an environmental setback wherever possible to be sure there is adequate room between the creek bank and the trail to not destroy riparian habitat. The project should also utilize bioengineering wherever possible. What is the status of using an environmental setback?
  - *Response:* Based upon questions and concerns raised by community members, the EIR will include a geomorphology study conducted by a professional engineer who specializes in evaluating the potential for geological changes to creeks. The study will evaluate whether or not the creek's natural erosion patterns may affect the proposed trail improvements. Where proposed trail improvements are likely to encounter damage due to the creek's natural erosion patterns, the analysis will provide recommendations regarding the setback of the trail from the creek bank and/or the types of stream bank protection necessary to protect the improvements.
- *Public Question:* Where is this stated in the feasibility study?
  - *Response:* More detailed information will be included in the environmental document, which will be publically circulated for public comments.
- *Question:* I want to emphasize the safety concerns that I have as a property owner along the alignment. I have seen vandalism and other after hours activities occur on other trails and I do not want to see that happen here. The trail needs to be carefully thought out in terms of impacts to residents, buildings, property values, and trail security. Is there funding to patrol and maintain the trails?
  - *Response:* The City has funds that are set aside for the maintenance of trails. The state also provides funding to local jurisdictions to build and maintain trails. If additional trails are built within the City, additional funds will be dedicated to maintain them. These funds can also be used for additional police officers if the City desires. Also, the police currently patrol the open space even though there are no trails. Adding trails will make it easier for police officers to patrol them and easier for fire response.
- *Question:* Where will lights be located along the Sunrise segment?
  - *Response:* Lighting will be considered where the trail passes under Sunrise Avenue and at other underpass locations.
- *Question:* Would businesses along the trail be used to install security cameras? It may be helpful to incentivize businesses to be partners.
  - *Response:* Yes this is a possibility. Security cameras are expensive to install and maintain.
- *Question:* How will the security issues that have been raised by the group be addressed?
  - *Response:* Safety and security are not addressed during the environmental analysis but will be a consideration for City Council moving forward. The intent of the next phase of this project is to receive input on the scope of the EIR and look at the physical and environmental effects of the project.

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- *Public Comment:* As a home owner in the area we like the open space the way it is and do not want to bring in outsiders. We don't want people to have access to our backyards.
- *Comment:* Currently the Cirby Hills town homes back up to the creek and we see homeless people and vandalism even though there is no trail. There is already a lot of crime in places where there are no trails; adding trails will not necessarily create more crime. Residents of the town homes are excited about the prospect of this project and think it will become an asset to our neighborhood.
- *Question:* Will the City be taking property easements?
  - *Response:* Although the majority of the proposed trail is located within publicly owned land right of way acquisition and easements will be required in specific locations, mainly adjacent to Riverside Avenue and some minor acquisition within the Sunrise segment.
- *Question:* Will the gravel path from Rocky Ridge remain as is?
  - *Response:* The existing gravel path near Rocky Ridge is used for City maintenance vehicles and private driveway access to homes along Mallard and Meadowlark. The proposed project would pave the existing path and build a separated maintenance access road for property owners to perpetuate the existing access road.
- *Public Comment:* I am concerned that people will come in and pollute the open space. Neighbors clean up the open space now and make it safe for ourselves. Plus, adding people on bikes will make it dangerous for walkers.
- *Public Comment:* Home owners along the creek see crimes already. My concern is now we are bringing in outsiders into the open space. We want our neighborhood to be safe.
- *Public Comment:* As a daily user of the existing trails in the park and Miner's Ravine I have not experienced crime. I also only see occasional conflicts between bikes and pedestrians but usually due to one or the other not being on the correct side of the trail. In general, I see the American River Trail as an example of a tremendous community asset. Adding more trails would add to our existing assets.
- *Public Question:* It is frustrating that the City is using money to give outsiders access to the private open space that we have enjoyed for many years.
  - *Response:* This project is being studied further because it has been part of the City Council adopted general plan and the bicycle master plan. The project will likely be funded through grants that are provided specifically for building and maintaining trails in open space.
- *Public Question:* In the event that flooding occurs due to the addition of bridges in the creek, how does that affect residents and business owners?
  - *Response:* Regulatory agencies will not allow this to happen. The project cannot increase the water surface elevation more than 0.1 feet in the 100 year flood event. Most of the proposed bridges are designed to be above the flood plain, the requirement is the soffit (underside) of the bridge shall be 3 feet above the 200 year water surface elevation. However bridge 13 near Sunrise Avenue is proposed as a low flow bridge within the floodway and would require a variance from the Central Valley Flood Board. When the hydraulic study is completed the project team assumes that the bridge would be completely blocked during a storm and checks to be sure the 100 year water surface elevation does not increase more than the allowable 0.1 feet.
- *Question:* Does the City still clear growth out of the creek?
  - *Response:* The City does an annual creek cleaning.

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- *Question:* What is the time frame for construction?
  - *Response:* The earliest would be 2016 – 2017 and would be constructed in phases over a 10-12 year time frame. The initial feasibility analysis developed a phasing plan for construction. There may be certain grants available to construct specific phases over another, however the goal is to build in phases but eventually link everything together.
- *Public Question:* In the Meadow Oaks neighborhood we are proposing that there is a 2 foot shoulder on the trail and an additional 5 feet for walkers separate from the paved trail. Walkers need at least 7-10 feet to walk comfortably. Walkers do not want to be mixed in with bikes and do not want to walk in the “gutter” of the bike trail. We are requesting a standard trail section with an additional 5 foot walking path.
- *Question:* What are the other phases to the project?
  - *Response:* The EIR process is beginning now, following the completion of the EIR the City would move forward with final design, securing environmental permits from regulatory agencies, and acquiring any necessary right of way. The project would then be put to bid for construction. Each phase would require the approval of the City Council.

### **Stakeholder Feedback Forms**

In addition to the discussions, stakeholders were asked to provide their feedback on any and all aspects of the engagement process for the Dry Creek Greenway Multi-Use Trail project through a feedback form, responses are included below:

#### Facilitated discussions with an appointed stakeholder representative group:

- These meetings were very helpful and productive.
- All inclusive of area representation. Plenty of advance notice of meetings. Organized and timely meeting to the agenda.
- Useful for informing the group and voicing feedback. Some topics were allowed to drag on. It seemed that some stakeholders went beyond voicing feedback to lobbying the other stakeholders. They should have been stopped at that point. Not easy to do but necessary to maintain the integrity of the process.
- Gladys Cornell has done a very good job of notifying stakeholders and running the meetings. The City staff and consultant’s presentations and displays have been very helpful for making informal decisions.
- Communication AIM Consulting has been providing has been prompt and professional. City of Roseville and PSOMAS have been most accommodating toward any questions and concerns.
- All staff were very good at answering questions.

#### Site tour for three of the segments:

- I found these very useful. It is one thing to see a map but you really cannot get a good grasp of it until you go out and walk.
- Well organized with date and time options.
- Very useful in helping understand the limitations of the possible routings.
- I've been to most of the tours since 2008 and they have been absolutely invaluable to making intelligent recommendations.

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- This was an effective method of familiarizing everyone with the areas and their benefit/impact that may be brought upon by the recreational trail. Aside from future environmental unforeseen concerns, options 1B and 5B were what I preferred initially and at this time still present the most sensible of choices.
- It was very good to walk the proposed bike trail. Learned much about the areas in which I live. The proposed bridges were most interesting. This tour gave me a much better idea of what was being proposed.

Community workshop:

- I found the workshop useful.
- Very generous and efficient.
- Very helpful for getting broader community comments and questions and for having City and consultant responses.
- One of my better meeting experiences as a stakeholder.
- Very informative, the maps were very useful.

Interactive online comment tool:

- Due diligence was demonstrated in this endeavor.

Other:

- If a large concern from the neighbors is safety (present vs. once a bike trail is instituted) could the committee look into other similar areas with bike trails (i.e. Davis, Sacramento, and others)?
- This process took far longer than necessary. We spent time at every meeting rehashing the same topics and feedback. Half as long would have been plenty of time to secure stakeholder feedback. I look forward to an acceleration of decision making through the remainder of the process.
- Please consider low impact development measures at the Riverside access lot when it is built. Any native plantings that may be dealt with in the future along the trail and within the habitat would be a most welcome opportunity to partner with the Dry Creek Conservancy if the City is willing.

**Next Steps:**

- Environmental Scoping Meeting – Tuesday, December 3<sup>rd</sup>, 6:00 – 8:00 pm at the Maidu Center
- Additional project information is available at: [www.roseville.ca.us/drycreek](http://www.roseville.ca.us/drycreek)