

Dry Creek Greenway **West Planning and Feasibility Study**

A MULTI-USE PAVED TRAIL ALONG DRY CREEK, FROM COOK RIOLO ROAD TO RIVERSIDE AVENUE

Community Open House #2 and Virtual Community Workshop
SUMMARY

Open House and Virtual Community Workshop Summary

Introduction

On Monday, October 1, 2018, in coordination with Placer County, Placer County Transportation Planning Agency (PCTPA), and the Rails-to-Trails Conservancy, the City of Roseville held the second community open house for the Dry Creek Greenway West Planning and Feasibility Study. The open house was held from 6:00 – 8:00 p.m. at Cirby Elementary School in the multi-purpose room, located at 814 Darling Way. 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.

At the same time, on October 1, the project team hosted a virtual community workshop on the City of Roseville’s website. The virtual workshop was open from October 1, 2018 – October 19, 2018 and received over 200 responses from community members. 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 Sacramento areas.

Project Overview

The Dry Creek Greenway West Planning and Feasibility Study will evaluate the possibility of developing a 3-mile multi-use trail between Cook Riolo Road and Riverside Avenue. The trail would ultimately connect with the existing Dry Creek Greenway in unincorporated Placer County, west of Cook Riolo Road and the proposed Dry Creek Greenway East (Riverside Avenue to Old Auburn Road).



Virtual Community Workshop Format

The virtual community workshop provided a project overview of the Dry Creek Greenway West Feasibility Study and presented the trail alignment options within the six areas of the entire potential trail. The online workshop provided community members a convenient opportunity to learn about the different alignment options and share their thoughts on which options they prefer and why. The online workshop consisted of area maps along with illustrative images and descriptions of each alignment option. Each area provided community members with trail alignment options where the user was to provide a “thumbs up” or a “thumbs down” as to whether they preferred the trail alignment or not, and provide any comments relating to the particular alignment option.

Open House Purpose and Format

The second community open house provided a project overview of the Dry Creek Greenway West Feasibility Study and presented the trail alignment options within the six areas of the entire potential trail. This meeting provided community members with an opportunity to learn about the different alignment options and share their thoughts on which options they prefer and why.

The meeting was held in an “open house” format, with four information stations set up around the room for attendees to review and provide input.

The four information stations included:

- Regional Trail Boards
 - Regional Trails
 - Roseville / West Placer County Trails
- Dry Creek Greenway West Trail Area Map and Area Maps
- Evaluation Criteria
 - How an Alignment is Chosen
- Boards from the First Community Open House
 - Project Delivery Steps
 - Site Photos
 - Public Safety
 - Stay Involved
 - Additional Thoughts Board



Community Open House #2 Stations

The open house consisted of the following staffed information stations:

Station 1: Regional Trails

The objective of this station was to provide an overview of the regional trails that surround and would potentially connect to the Dry Creek Greenway West.

Displays included:

- Regional Loop Trails Concept
 - Map displaying the connections to the American River Parkway, proposed 72-mile Dry Creek Greenway Regional Trail
- City of Roseville and Western Placer County Trails
 - Map showing trails in Roseville and Placer, along with illustrative photos of community use of paved trails currently in Roseville and Placer County, City and County trail cross section standards, and a flow chart of the bikeway’s development background.

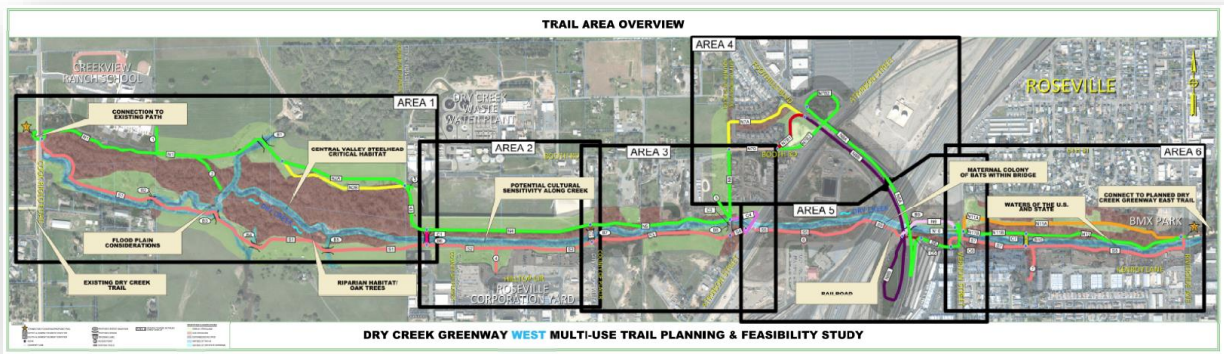
Station 2: Dry Creek Greenway West Trail Map and Area Maps

The objective of this station was to present the different trail alignment options for each of the six areas of the proposed trail and gather community input on which alignment options are preferred and why.

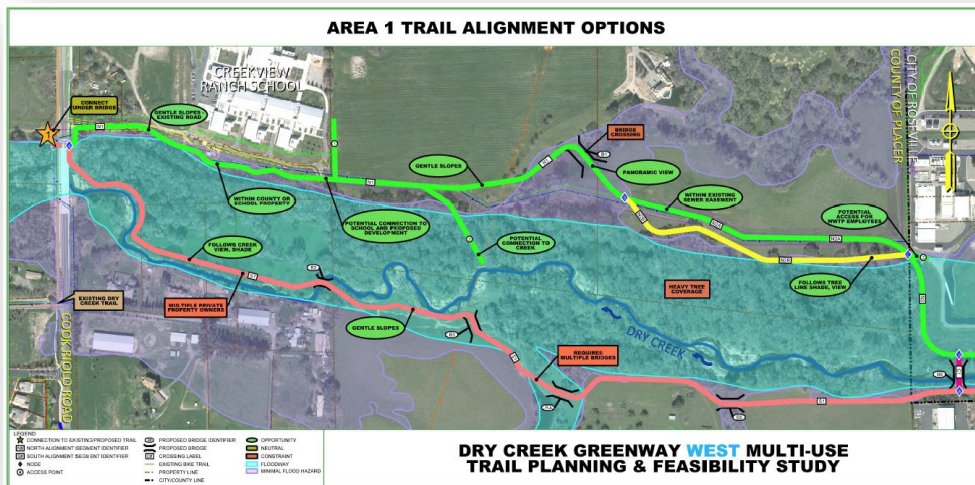
This station presented the opportunities and constraints for the various alignment alternatives, giving community members an idea of terrain, property ownership, floodplain impacts, tree coverage, and the user experience for each alignment.

Displays included:

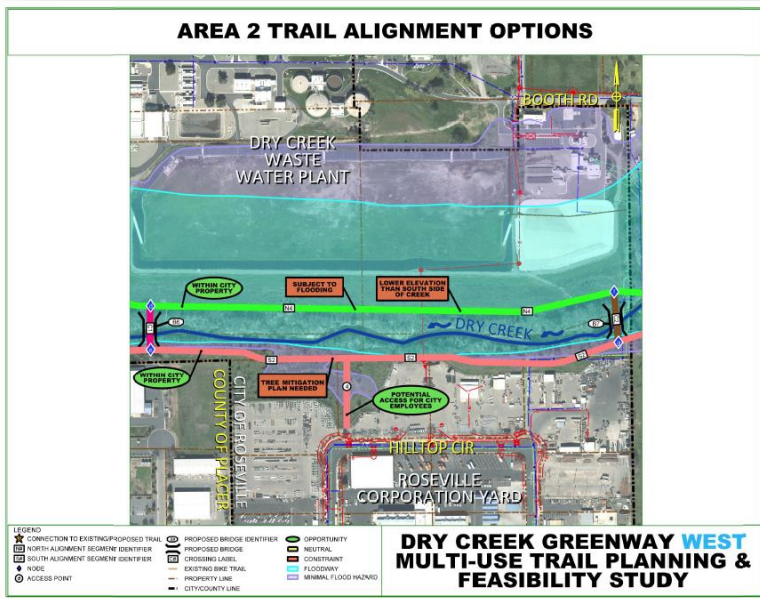
- Large study corridor map



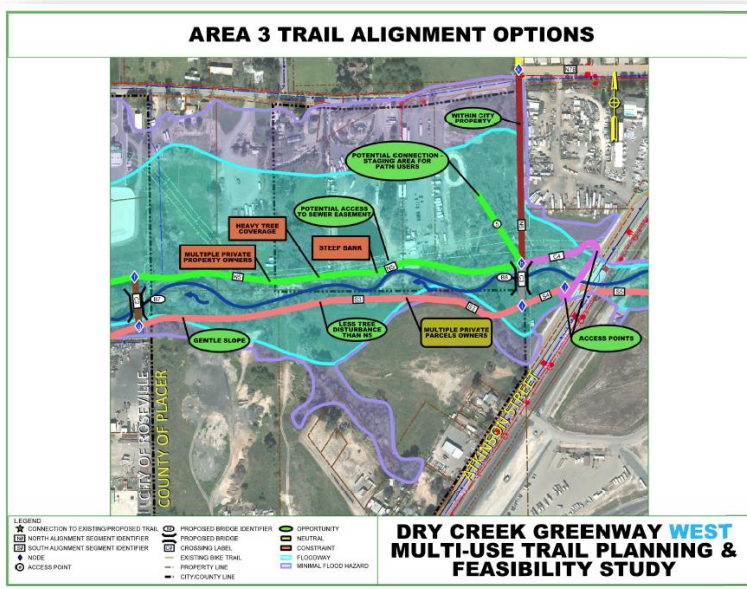
- Area 1 Map



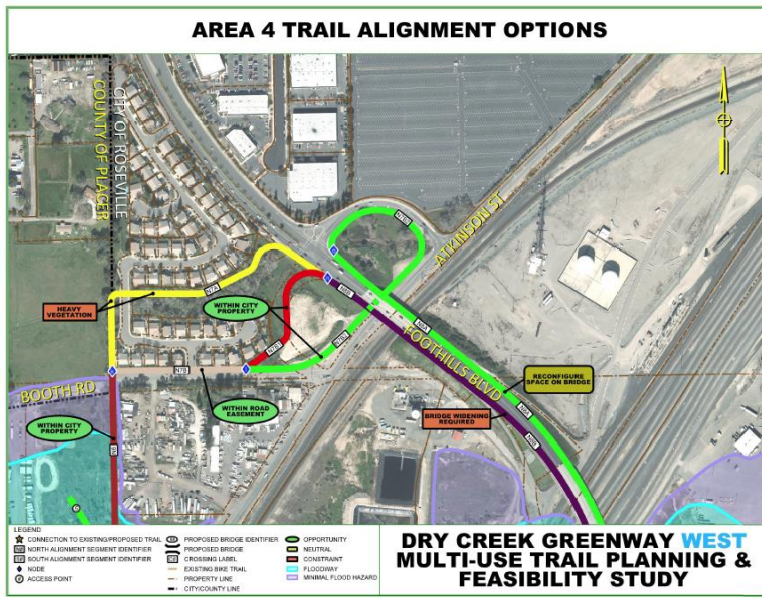
- Area 2 Map



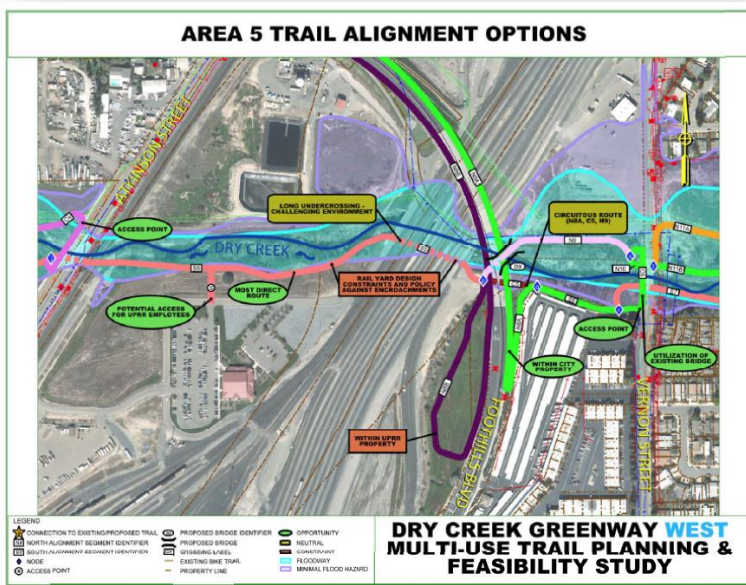
- Area 3 Map



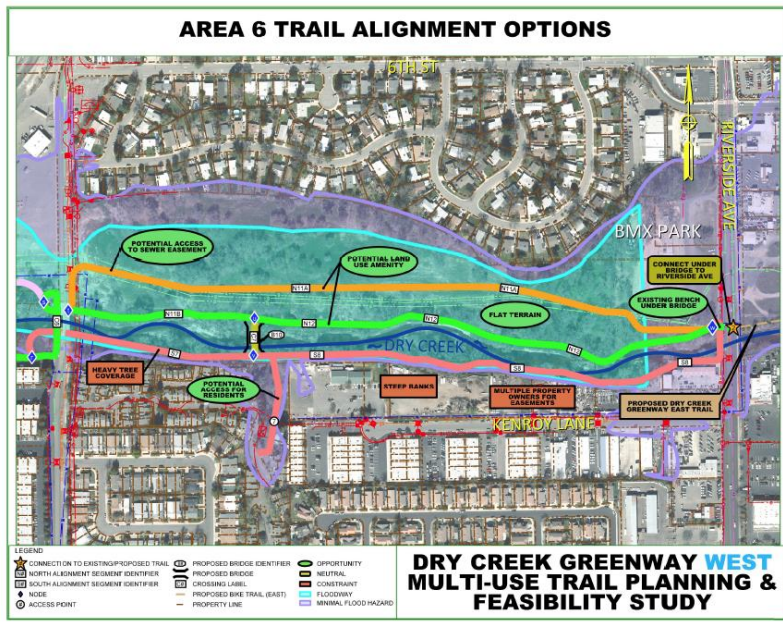
- Area 4 Map



- Area 5 Map



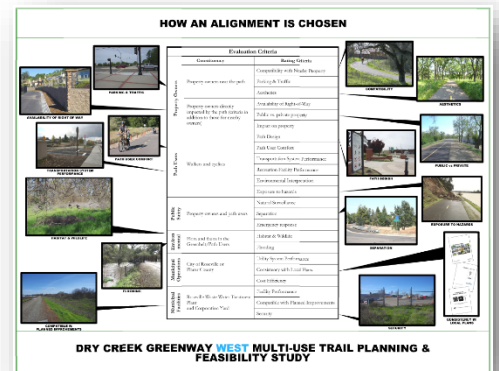
- Area 6 Map



Station 3: Evaluation Criteria

The objective of this station was to inform the community about the path alternative rating system that was developed to compare alignment alternatives as they relate to property owners, path users, public safety, environmental, municipal operations and municipal facilities. The evaluation criteria, along with public input, will help to identify the preferred alternative.

This station provided community members with a display showing criteria that will be used to rate the alignments and provide an opportunity for public input.



Station 4: Boards from the First Community Open House

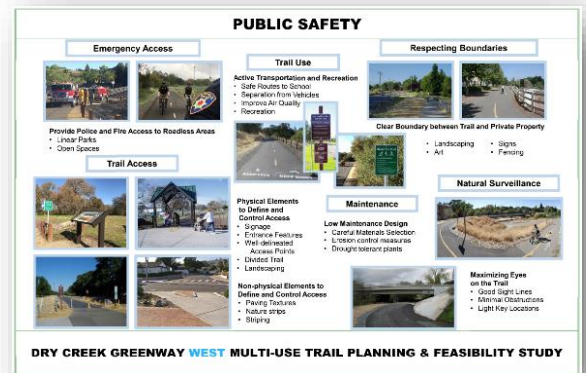
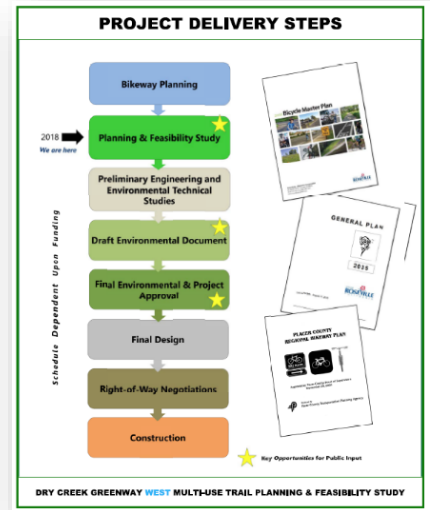
The objective of this station was to inform community members about the project, opportunities to participate in the process, and direct them to the virtual community workshop.

This station featured a board showing the steps involved in planning a multi-use trail including community outreach events planned to gather public input.

This station also provided a computer for community members to participate in the virtual community workshop.

Displays included:

- Project Delivery Steps
- Site Photos
- Public Safety



Open House #2 Community Input

Below are the comments submitted by community members through the feedback forms provided based on each trail area.

Area 1

- Though constraints occur, Pathway "N1" could be closer to the creek yet remain north of the Creek. Doing so there appears to be less of a barrier than pathway "S1"
- I prefer N1 (Green) then N2B (Yellow)



Area 2

- I prefer N4 because there will be better views.



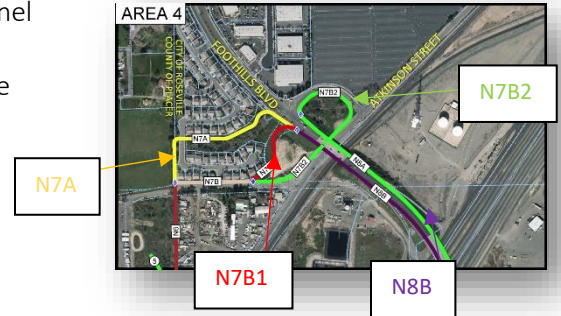
Area 3

- I live on Booth Road and I am in favor of N5 to N6. The S3 option seems less safe due to transient activity in the under populated area.
- S3 (Salmon) will have better views to C3 (Grey) to N6 (Maroon).



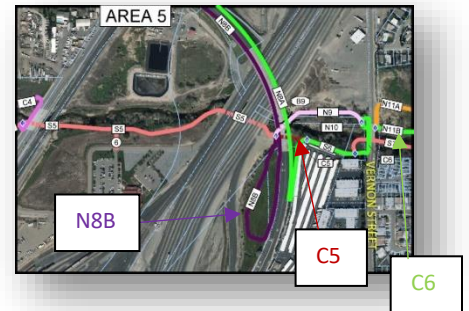
Area 4

- Strongly support continued efforts with railroad to use tunnel under the yard. Offer tax incentives?
- N7A or N7B1 would be favorable. N7B2 is not a terribly safe route for walkers. There is a lot of transient activity along Atkinson Road and along the Rail Tracks.
- I prefer N6 to N7A (Yellow) to N8B (Purple).



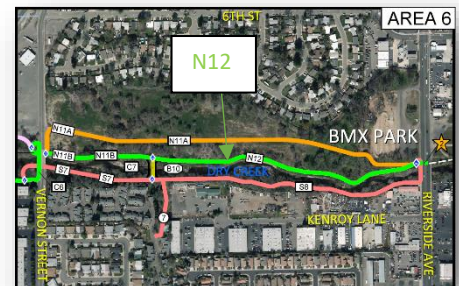
Area 5

- I prefer N8B, (Purple) to C5 to S6 (Green) to C6 (Green) to N11B (Green).



Area 6

- I Recommend pathway "N12" as it meets all goals.
- I prefer N12 (Green)



Notification for the Community Open House

A total of 18 community members signed-in to the community open house and four community members submitted written feedback forms. To promote the second community open house, a direct mail piece was sent to over 2,000 residents near the study corridor. Email notifications were sent to the City of Roseville, Placer County, Placer County Transportation Planning Agency, and Rails-to-Trails distribution lists. Local news stations in the City of Roseville were also notified. The project team reached out to community-based organizations and local businesses to share the event through their social media, newsletters, and fliers.



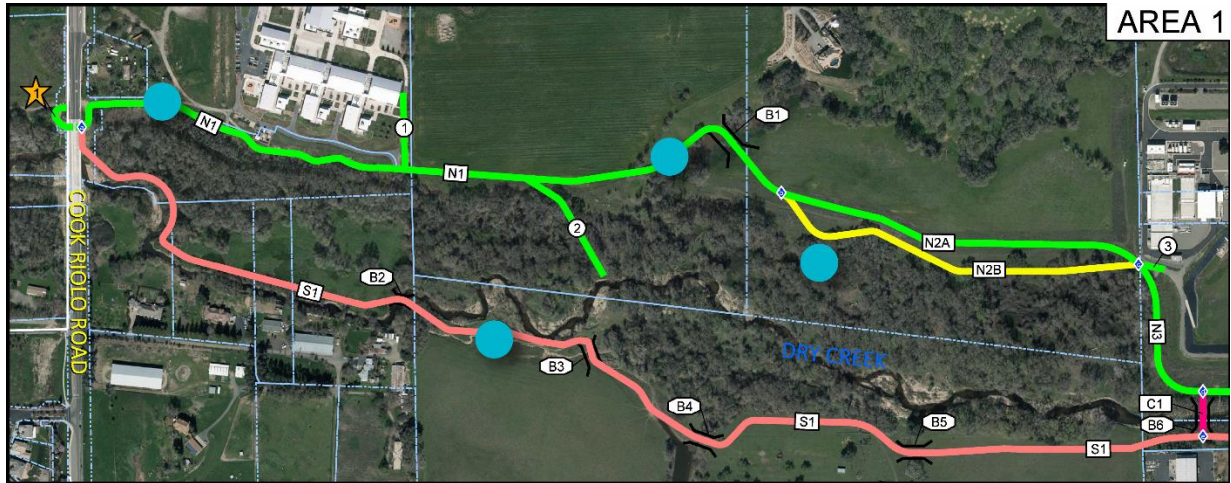
The open house was promoted on the City of Roseville’s website and social media (Facebook, NextDoor, Twitter, and Instagram). The following organizations shared the event through social media, email, newsletter, and/or flyer:

- City of Roseville
- Placer County
- PCTPA
- Ladies of Roseville Walking and Running Club
- Placer Land Trust
- Roseville Chamber of Commerce
- SABA
- Dry Creek Unified School District
- Roseville City Elementary School District
- St. Rose School
- Sun City Cycling
- Biking Roseville
- Fleet Feet Sports – Roseville
- American River Parkway Foundation
- Dry Creek Parkways Advisory Committee

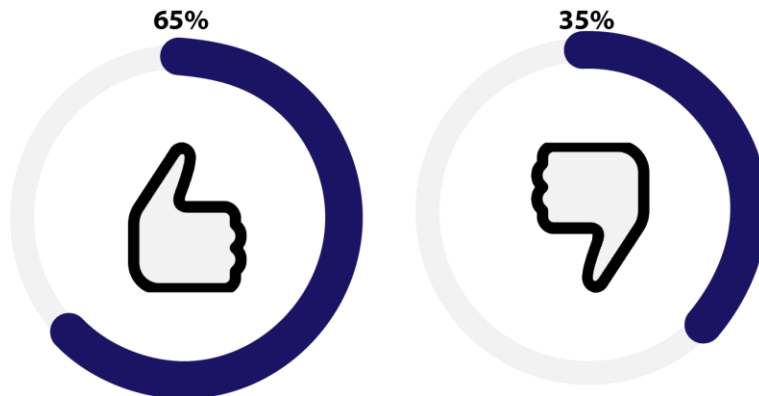
Virtual Community Workshop Input

Below is the community input received through the virtual community workshop, organized by trail area.

Area 1



Option1: Green (N1, new bridge B1) to Green (N2A) to Green (N3)



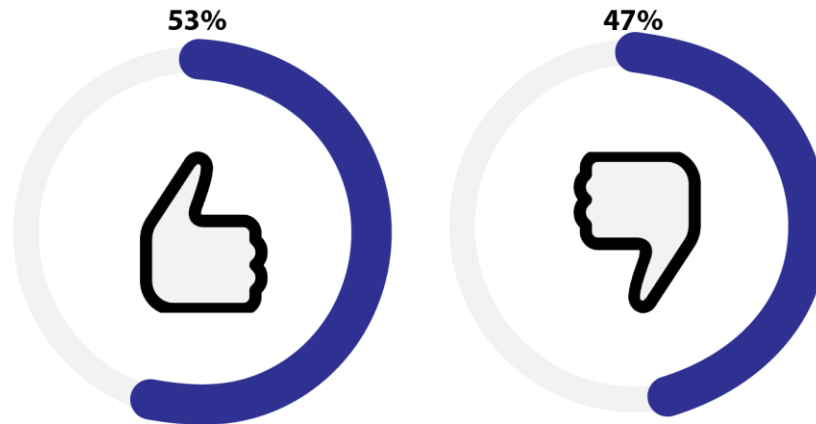
Comments

- Acceptable route.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Any of these options would be fine – I would suggest following whichever option can be completed soonest with the least amount of resistance regarding private property.
- From the map, this option does not look as scenic as other options. I'm not "opposed" to this option, but like others better.
- I am not in favor of the N1 piece as I believe it can allow dangerous elements that has the potential to affect the children going to school.

- I believe tree coverage provides shade and creates a cooler environment. With there being over 300 days per year of sunshine it's important to have access to shade. This side of the bike path appears to have the best potential for shade. I also like how there is potential access to play at the school's field and park. If the trail is shut down during school hours for child safety, I would vote against having trail access on this route as I believe the bike trail should be open during commute hours for adults. This only requires one new bridge to be built which would be cheaper and doesn't seem to cross over any critical habitat areas you've outlined.
- I frequently ride my bike on the trails in Roseville. The more trails and the more they interconnect, the better for walkers and cyclists. The roads are not the safest for cyclists with speeders and distracted drivers.
- I like that fewer trees would be removed than on S1.
- I like the idea of connecting/extending the existing trail to the school for an alternate student entrance away from drop-off/pick-up traffic. My biggest concern about the trail is safety as it gets into more rural areas.
- I love the idea of making Roseville a more bike friendly town. I have ridden my bike in Folsom. They have fantastic bike/running/hiking trails that go on for miles. It would be great if Roseville could do the same.
- Please install at least two public bathrooms along the Dry Creek Greenway West trail.
- Might be least expensive.
- Minimal amount of bridges to lower the cost. Preferred elevation is above the flood zone.
- My only reservation is if the kids will be able to ride their bikes down the trail will there be many people watching over the kids! Super excited though to see another trail in the neighborhood!
- Nice plan, simple.
- Not near the creek, out in a pasture.
- Option 1 seems a long way from the riparian corridor of Dry Creek, which is the best aesthetic amenity. It also seems that connections to the school and the WWTP are not real important; if those connections are more important that they first appear, then this may be a good option. This option would be the least costly to construct and maintain.
- Seems like this route will be easier to maintain.
- The existing paved trail west of Cook Riolo Road has a parallel dirt trail, which should be continued in this section. The paved trail should follow the green route. Starting at Cook Riolo, the dirt trail should follow the salmon route as far as B2, but instead of crossing the creek should angle left up to B1, or have its own bridge downstream, then continue on in the trees, either on the yellow route or closer to the creek. The dirt trail can be an important element of the Dry Creek corridor, used by hikers, trail runners, equestrians, and mountain bikers, including the local high school mountain bike teams, providing a place for them to train without having to drive a long distance.
- This section will be less interesting and hot.

- There is mention of a possibility of the public having access to the creek and a picnic area near the creek. Our (Schellhaus) family owns the property on the south side of the creek near the area labeled #2 in green and I see a potential problem with people wading across the creek onto our property. Then we might be responsible for injuries, etc.
- "This looks to have the least number of turns. This is good for commuting.
- This is a more general comment, but it would be cool to see a natural surface (mountain bike trail) in addition to the paved trail.
- This option seems OK, but I like Option 4 a bit better since the terrain is more interesting and there is some shade for the trail.
- This option seems very reasonable, but I would opt for the very similar route that includes N2B and some shade along this segment.
- This shows a trail (labelled 2) that goes to the creek. Our family (Schellhaus) owns property on the other side of the creek (and possibly a portion of this as well, not sure) and we would rather not have public access to the creek. We have a home on the other side and are worried about people coming across the creek and accessing the property. It would be much better to have the trail away from the creek.
- This trail should never be built. Ever since opening Dry Creek Park, the amount of traffic, trash, graffiti and vandalism near Morgan Creek has been ridiculous. Opening the other side of the trail will be a threat to those homeowners and Creekview Ranch school.
- Too close to the school.
- Tree removal: Please indicate whether the trees are native or exotic. Are there other native vegetation being disturbed i.e. pipe vine. School access is important as it would permit children to have access to environmental science projects.
- Until you finish current regional parks I think any additional projects should not even be worked. Spend the resources on what you have been lying about for 15 years. Build Central Park.
- Water is the staff of life! You will have a hard time walking and bicycling if you have no water to drink. Maybe Placer county should put supplying water to the state by building more dams and put recreational plans second.
- We need a rest stop and eating area near the Cook Riolo Road.
- We need a rest stop and tables, benches close to Cook Riolo Road.
- Why are we stopping only on the north side of the creek?

Option 2: Green (N1, new bridge B1) to Green (N2A) to Green (N3) to Pink (C1, new bridge B6)

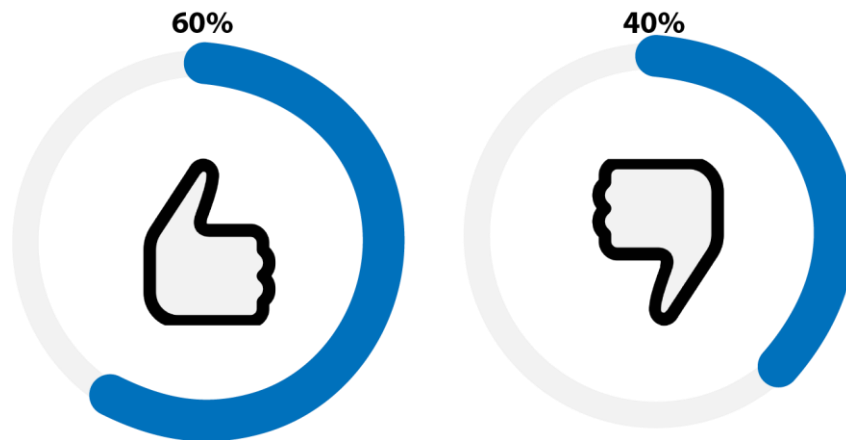


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Appears to avoid cultural sensitivity area on N3 continuation however requires an additional bridge expense. Would depend on how sensitive the area is culturally. Can the path on N3 go around the cultural sensitivity area?
- C1 is nice to get to the other side so kids can run some loops around the creek – future cross county trail!
- Depends on what the "cultural sensitivity" is.
- From map this option does not look as scenic as other options.
- I am not in favor of the N1 piece as I believe it can allow dangerous elements that has the potential to affect the children going to school.
- I believe there are too many political, budgetary, and environmental barriers that would allow C1 new bridge to be constructed fast and cheap enough to allow access to the corporation yard within my time frame. However, it would be really cool to have a bridge that crosses to view during high flood events, view the fish population, and over all enjoyment of a bridge in the middle of this awesome habitat. I would hope the bridge would be high enough to cross during high rain events too.
- I like the B6 connecting bridge
- I like the idea of creek access and a picnic area option.
- It would be a good idea to make the bike trails connect to one another with the least amount of traffic.
- Option 2 also seems to waste the opportunity to run the trail along the creek. Bridge C1 would have to be very high, providing a poor vertical alignment for the trail.
- Shade would help on hot days. Construction would have to give wide berth for oak tree root disruption.

- This option is the best of all, although option 4 would also be good. The varied terrain and views make this slightly preferable to option 1
- Until you finish current regional parks I think any additional projects should not even be worked on. Spend the resources on what you have been lying about for 15 years. Build Central Park.

Option 3: Green (N1, new bridge B1) to Yellow (N2B) to Green (N3)

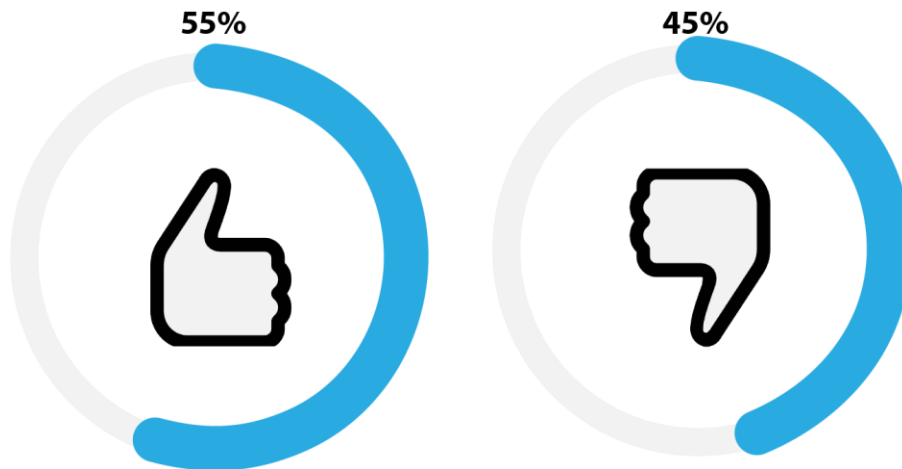


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Avoid disruption to native vegetation allowing for adopt a stream replanting.
- See Dry Creek Conservancy's contract with City of Roseville for Adopt a Stream.
- Reforestation of open space would be excellent project. How will you provide for keeping wild weeds under control?
- From just a glance at the map this appears to be the most sensible route, takes the users into the trees a little, yet appears to be the safest from a washout from flooding and washouts.
- From map this option does not look as scenic as other options. I'm not "opposed" to this option, but like others better.
- I am not in favor of the N1 piece as I believe it can allow dangerous elements that has the potential to affect the children going to school.
- I like how yellow seems more scenic.
- I like the 'varied terrain' and 'more shade' for this route.
- I like this option best... Seems to be a little bit longer. The coverage of the trees at the edge is a huge advantage for people who like to stay shielded as much as possible from the sun.
- I prefer this option for several reasons; it would provide better access to the multi-use trail for the school children & staff, local business and public facilities employees, use some existing parcels owned by the county, and be less subject to flooding.
- I would be good with any of these options for area 1.
- It's nice to have a little shade.

- I like the yellow route – closer to trees
- N2B is most desirable because of the shade and terrain changes it provides.
- Shade is always welcome on a trail.
- This is like Option 1, but with a bit more shade.
- Simple, access to school campus for students, some trail variation, nice option for Waste Water employees to have trail access.
- The more shade the better.
- This option only involves one new bridge; the trail would be farther from the creek than S1 so hopefully wildlife would be less disturbed. N2B sounds like more interesting terrain than N2A and there is also apparently some shade there.
- This seems like a good compromise between adding new and appreciated facilities, along with less impact to the riparian area, and likely more cost effective as opposed to more bridges for S1 route.
- This seems to be the best and most cost-effective option.
- While S1 looks to be preferable in the summer, I think N1 is the best option for year around use, as well as school and City yard access. Plus, the alignment is likely to be less expensive since it is mostly on government or easement land. To add the shade factor, I would like to see N2B selected. I also would like to see the spur 2 added for creek access.

Option 4: Green (N1, new bridge B1) to Yellow (N2B) to Green (N3) to Pink (C1, new bridge B6)

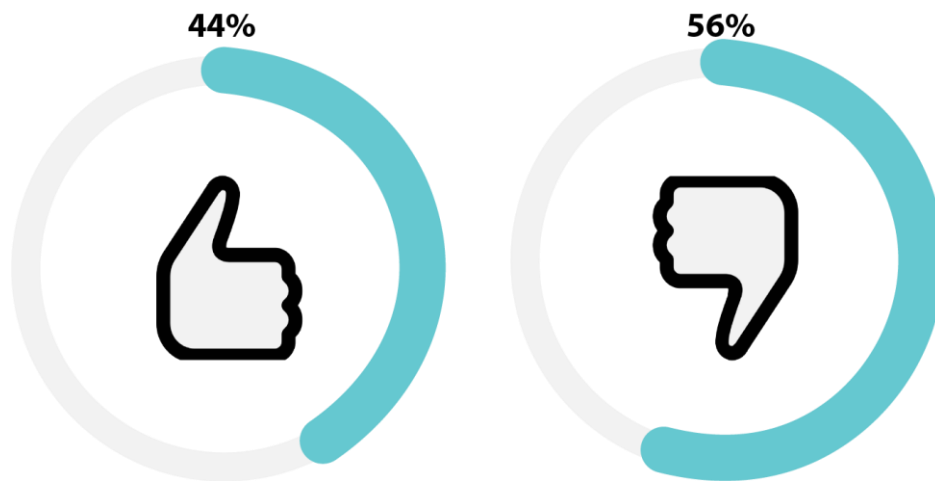


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Based on the photos provided, this seems like the prettiest, most scenic trail.
- Better to be on the edge of the two ecosystems Grass and Oaks, also better for summer shade.
- The pink connector to salmon is key. I like the northern route held close to the trees and water

- I am not in favor of the N1 piece as I believe it can allow dangerous elements that has the potential to affect the children going to school.
- I like N2B – gives me some shade and a new bridge C1 and this would be the best option then.
- I would be good with any of these options for area 1.
- N2B again is most desirable because of the shade and terrain changes it provides, however, I'm worried about the cost of building a bridge over the creek to cross sides then a bridge on the same side.
- Option 4 also seems to waste the opportunity to run the trail along the creek. Bridge C1 would have to be very high, providing a poor vertical alignment for the trail.
- I prefer to stay on south side of Dry Creek.
- Simple, access to school campus for students, some trail variation, nice option for Waste Water employees to have trail access
- The new bridge at B6 is unclear what that would look like.
- The yellow section of the trail looks like it cuts through part of our property. This could cause issues in the future for us as well as problems if there are cattle on the property. Any fencing would cut through our property and if there is no fencing, it would allow access to the creek and possible access to our property on the other side of the creek. We want to avoid this.
- This one would be a great option due to the terrain, and shade that would be provided during the summer months. Additionally, the access for WWTP employees makes this option beneficial. Hopefully, the access to the picnic area would be included. The bridge enabling access to the pink trail is ideal. If the pink trail is flooded this trail could still be used.
- This seems like a good compromise between adding new and appreciated facilities, along with less impact to the riparian area, and likely more cost effective as opposed to more bridges for S1 route.
- Shady in many places.
- This looks like a desirable option since it apparently provides some shade for the trail yet is still far enough away from the creek such that the wildlife may be less disturbed.

Option 5: Salmon (S1, new bridges B2, B3, B4, B5)

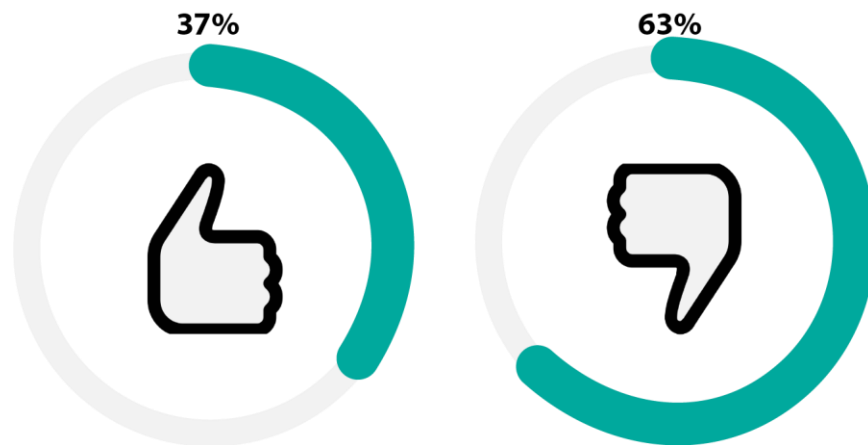


Comments

- This option is nice but has a lot of bridges.
- Appears to be most scenic option. I like riding on the existing bike path along Dry Creek on west side of Cook-Riolo Road, and this option seems the best to continue the nice characteristics of that existing bike path.
- Both this option and option 6 are less desirable: too many crossings of public parcels and too many bridges required to be built. These problems (plus potential flooding in winter) outweigh the benefits of being under the trees and closer to the creek.
- Extra cost for bridges, doesn't help school access for students.
- I am not in favor of the S1 piece as it goes through private property for my neighbors and I.
- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.
- I prefer the trail that provides direct access for students to the school away from traffic. Also, concerned about the number of bridges that would need to be constructed and the safety with so much of the trail being near the creek. There are sometimes transients that reside close to the creek currently.
- I'd like to see as many bike trails as possible in Roseville. I've been to the town of Folsom and they have an extended miles of bike trails that are fantastic to ride on.
- Would love to see Roseville become a bike/walking/running friendly town.
- I'm not necessarily opposed to this option, but it seems like it may have more of an impact on the riparian area, both by removing trees and building more bridge, but also by allowing more direct human access that may wander off-trail.
- It seems that with the 4 extra bridges needed, and the impact on some private land, this would be a costlier proposition, unless the shorter distance of the trail made up for the difference in cost.

- Neat route, but lots of expensive bridges, plus likely more maintenance and possibly less use in winter.
- Our family owns most of the land (Schellhous property) along both sides of this option and we think that it would lower the value of our land. It divides our property and might complicate and make more expensive any future development. We also do not want public access to our land and buildings, and don't want the expense of putting up fences. Also, we sometimes lease out the land as pasture for cattle and would need fencing.
- Our Schellhous family owns most of the land on both sides of this option. We feel that this path would lower the value of our property. It would divide our property and could create extra expenses and difficulty in any future development. We do not want public access so close to the house and farm sheds. We might be liable for any injuries on our land. We also sometimes lease out the pasture for cattle grazing and would need fences.
- Subject to storm events would stop riders from accessing the path once the storm and ended but the water hasn't receded yet. However, I'm always for better and more interesting terrain for users. No one enjoys a boring trail or path in sun drenched asphalt.
- The cost and disruption of natural habitat for the several bridge crossings are not worth it. Also, there would not be an option for children to access the school if they took the path to/from campus.
- The options involving Salmon S1 are too close to the creek and have a higher potential for disturbing the wildlife therein. Also, several bridges would be required and that is costly
- This creates the best visual, but it seems it would be at greater expense.
- This is my preferred option, but I understand that the issues with potential flooding and increased cost of construction due to grading and tree removal. If these factors are cost-prohibitive, then other options which would encompass the route most closely following Dry Creek would be my preference.
- This is my preferred route as I like its proximity to the creek
- This seems to offer the best experience for trail users, and coordinates with the southerly alignment in Segment 2 while avoiding bridge C1.
- This trail is less desirable than the north side trails because it is closer to the creek and would disturb the riparian wildlife more; it also sounds like there are more construction issues such as extra bridges to build and a higher potential for flooding
- This whole section of the Salmon trail crosses back and forth across and through the creek and we would strongly oppose this as it allows people to access the creek and our property. It seems also that it would be very expensive to build the bridges and would also interfere with the natural flow of the creek.
- Too much sun.
- Why build bridges if we don't need them on N1?

Option 6: Salmon (S1, new bridges B2, B3, B4, B5) to Pink (C1, new bridge B6)



Comments

- I prefer the trail that provides direct access for students to the school away from traffic. Also, concerned about the number of bridges that would need to be constructed and the safety with so much of the trail being near the creek. There are sometimes transients that reside close to the creek currently.
- A neat route, but lots of expensive (I'm thinking) bridges, plus likely more maintenance and possibly less use in winter.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- As an avid trail user this trail by far makes the most sense; I would want to be out there as close to the creek as possible. Also, there should be an effort to emphasize the creek's salmon run; the fact that salmon still manage to find their way upstream and spawn in Dry Creek (despite all the development and relative inattention to their existence) over the last several decades is pretty much a miracle. Let's celebrate this wonderful resource and educate folks on just how valuable this watershed really is.
- Better to avoid bridge C1 and stay on the south side of the creek.
- For the same reasons as Option 5, we would strongly oppose this option and it doesn't seem to make much sense. Again, it would be much better to have any trail be away from the creek.
- I am for all New routes in Placer County.
- I am not in favor of the S1 piece as it goes through private property for me and my neighbors.
- I like any path that allows me access to the corporation yard.
- I'm not necessarily opposed to this option, but it seems like it may have more of an impact on the riparian area, both by removing trees and building more bridge, but also by allowing more direct human access that may wonder off-trail.
- The northern route will prettier.
- Our family owns most of the (Schellhaus) land on both sides of this option and we think it would lower the land value. It would divide our property and might complicate and make more

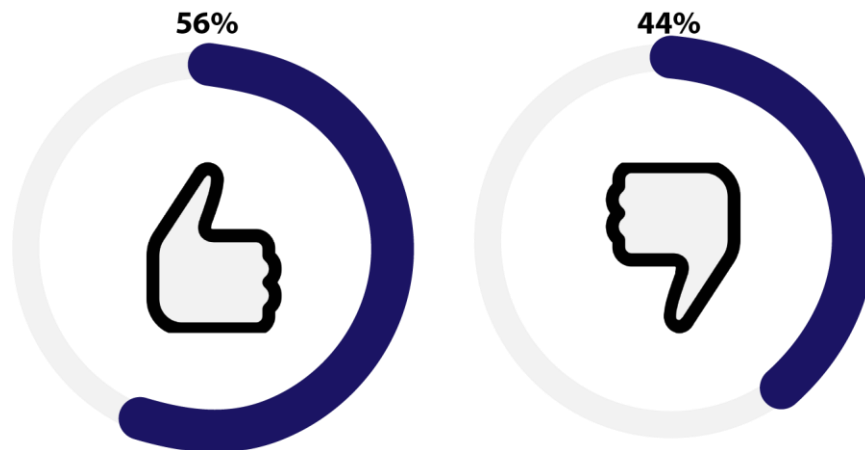
expensive any future development. We do not want public access to our land and buildings. We sometimes lease out the land as pasture for cattle and would need fencing.

- Our Schellhous family owns both sides of the creek for most of this option. It would divide our property and could create future problems in developing the property. Thus, lowering the value of our property. We have a house and farm sheds nearby and don't want public access to them. We sometimes lease out the land for cattle grazing and would need fencing.
- Prefer to stay on south side of Dry Creek.
- The cost and disruption of natural habitat for the several bridge crossings are not worth it. Also, there would not be an option for children to access the school if they took the path to/from campus.
- This option along with Option 4 would work great. The bridge (B6) would enable users to connect to both trails. If S1 is flooded, users could just not use it. However, if the proposal is for only one trail then Option 4 would be my selection.
- This route sounds too complicated.
- What work has been done about chasing off the homeless from using this as a highway to bother residents? Until that is figured out no point in building as it is a project endangering resident.

Area 2



Option 1: Green (N4)

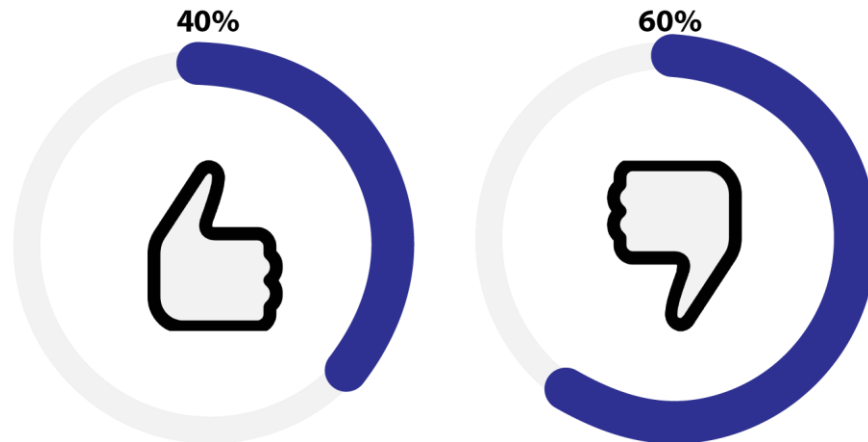


Comments

- It's recommended that that a dirt trail parallel the paved on whichever side of the creek has the most space, which is hard to determine without actually walking the route.
- Any area more prone to flooding and thus closure and repair seems like a less desirable alternative.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Best out of the options but not happy with any of suggestions.
- Boring, unappealing scenery (WWTP), and no connection to the Corp Yard.
- Please install at least two public bathrooms along the Dry Creek Greenway West trail.

- It makes sense to keep the trail on just one side of the creek; building bridges disturbs the creek and its wildlife and is costly.
- Keeping the trail higher up will allow it to stay open more often during rain events.
- Less likely to expose users to undesirable elements.
- Please make it crystal clear that these are meant to be multi-use. That means cyclists, respecting others, and slowing down. I run into nothing but problems with cyclists and mountain bikers taking over trails, and roads. They are the most self-entitled group of people ever. There are so many people that want to & would like to utilize trails, but are intimidated, frightened of being hit, know that their experience of walking on a trail comfortably, is long gone with the on slot of cyclists. I have ridden a bike many times and I know how to be respectful, considerate of everyone else. Please make that clear on the trail. I am quite confident, many that are reading this are cyclists.
- Next to the treatment plant is not ideal.
- No obstacles.
- No, because of possible flooding.
- I don't think fencing is needed. We've ridden on the levees by Elkhorn/Elverta to Discovery Park and there is no fencing on those levees.
- Prefer keeping a natural screen from the ugly corporation yard.
- S2 would probably be the preferred route – looks more interesting.
- This option seems less costly.
- The WWTP is ugly and smelly and doesn't provide access to the Corporation Yard.
- This looks like the simplest and most direct route for the trail.
- This route keeps it on the same side of the creek, eliminates a bridge, to keep costs down and prevent a washout that could require repairs and shut down the path.
- This seems the most reasonable considering cost for new bridge construction and minimizing impact to the riparian zone. Neither option really provides more connected routes, so with this respect they seem equivalent.
- This option is very exposed with little shade.

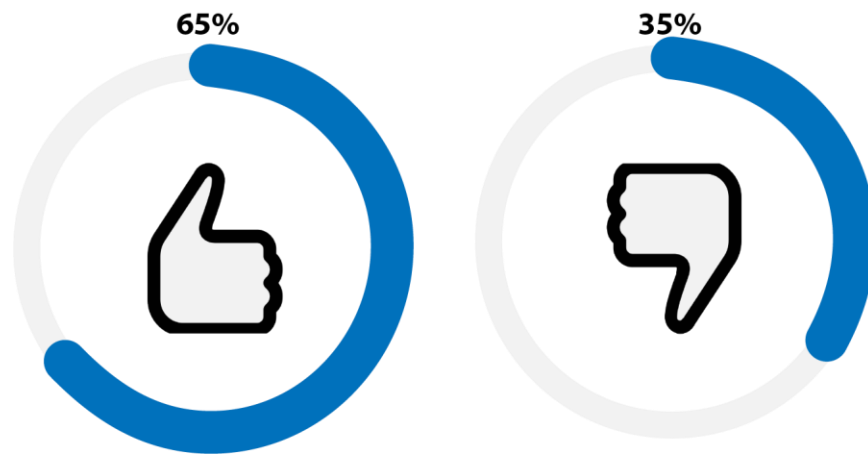
Option 2: Green (N4) to Brown (C2, new bridge B7)



Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Boring, unappealing scenery (WWTP), and no connection to Corp Yard. Bridge B7 would add cost for both construction and maintenance and may force a poor alignment (both horizontal & vertical).
- I like the idea of access to the corporation yard. It might become a possible bike commute route. Again, trees on a trail always makes a trail more inviting.
- Not sure about this since I don't prefer N4 but may need the bridge B7 for access to Corporation Yard people.
- The south side is better, more interesting.
- This one seems to avoid going right next to the parking lot which is nice.
- Very exposed with little shade.
- Yes, I'd like to support any bridge access to the side of the Corporation Yard. I feel this is valuable for many reasons which would include staff access to trails during lunch breaks to take walks. Access for employees to bike and walk to work at the corporation yard. Currently during lunch breaks, staff at the corporation yard walk the enclosed hilltop circle access road which provides no side walk safety or interesting terrain. Walking during lunch breaks can provide physical health and mental benefits for staff who work at a desk 9 hours a day.
- You are going to build bridges for peoples' pleasure. If you don't have dams to supply water, you won't be able to bike and walk! Have you considered that no water means no life?

Option 3: Salmon (S2)



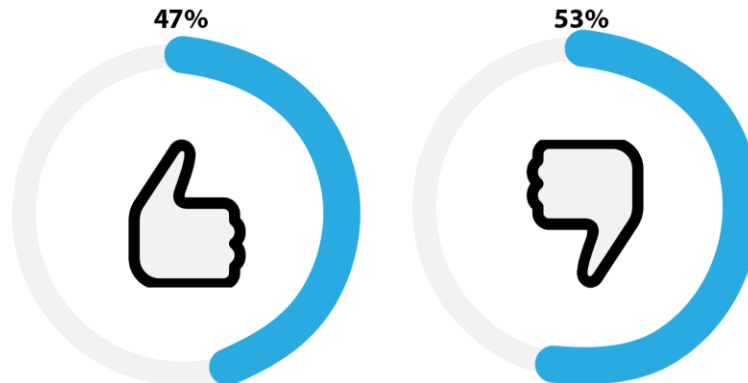
Comments

- Again, more shade for summer riding and less flooding.
- Although perhaps less scenic because of the corporation yard's proximity, the availability of shade is a huge plus, and more protection from flooding is also desirable.
- Avoids flooding. Keeps the trail open in rainy seasons which promotes people using it to commute as well as for recreation
- Because I'd like to commute by bike and access the path for lunch break walks I like trail access to be on the most shaded, most terrain interesting side, closest side to the Corporation Yard, and least likely to flood during a storm event. Because this option doesn't require any bridge work I believe it will be faster to build, approve, and stay on budget.
- Corporation Yard access turns this into a viable commute option for some.
- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.
- I prefer this option as it utilizes a city parcel or city-owned land and provides access to staff who work at the city's Corporate Yard.
- Near existing connections, so it would be helpful to see what land use is planned in the area.
- Nice access to employment while being beautiful.
- This seems to be the best use and certainly a better visual.
- The shade and connectivity to the Corporation Yard are positives that would make both this and option 4 preferable.
- Think it would be much better to stay away from the creek as much as possible.
- This seems the best option for Area 2, since it's less subject to flooding (which will reduce maintenance cost) is more scenic, and provides for a connection to the Corp Yard, which is accessed by both the public and employees. It also avoids extra bridges across the creek, which

would add cost for both construction and maintenance, and may force a poor horizontal and vertical alignment.

- Varied terrain, nice for access for Corporation Yard employees, less of a chance of flooding.
- Yes, because there is no flooding, lots of trees, a City parcel and nice access for the Corporation Yard, if they want it.

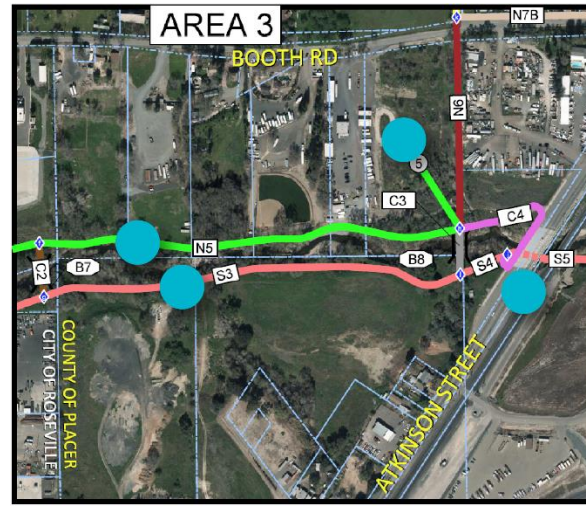
Option 4: Salmon (S2) to Brown (C2, new bridge B7)



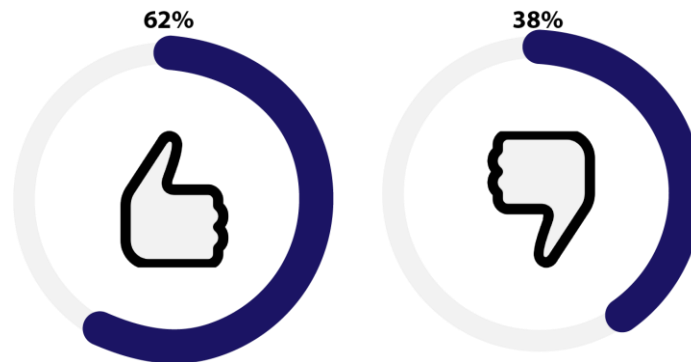
Comments

- You would only need B7 if there is a trail over there.
- All these seem great ideas. I would love to see the bike trails in Greenbelt areas and away from car traffic as much as possible.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- I also support this option, any option that will allow trail access to the creek from the Corporation Yard with the highest possible full-time around use which would include increase shade coverage and increase height to avoid flooding.
- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.
- Less flooding is better from a riding perspective since there are no detours available in case of flood.
- More bridges lead to more loops which is more fun!
- Save money with no bridge.

Area 3



Option 1: Green (N5) to Maroon (N6)

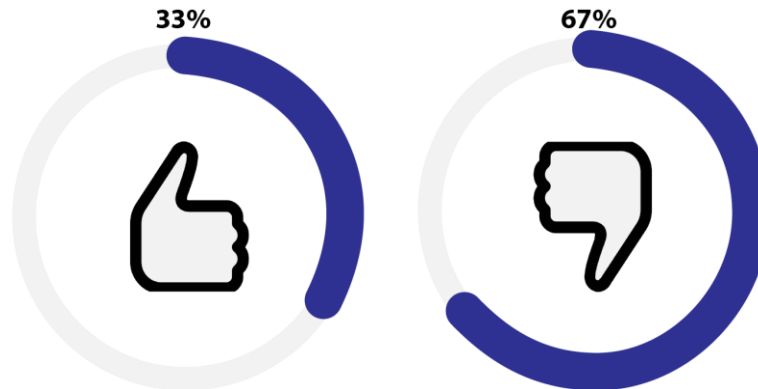


Comments

- I suggest picking the route that can be completed the soonest, with the fewest number of obstacles, such as private property.
- This looks like a nice direct route.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- I support this option because I don't want to go under the bridge where a maternal colony of bats live, and so I'm assuming this option will take me around the bat bridge. I don't understand bats, so I think they'd attack me. If you did any sort of explaining or education about the maternal bat colony I might change my mind.
- I'm not in favor of the trail at all. But if it must be done, keep it as far away from vagrant elements as possible. With that in mind I think this option might be best. Though since I don't want it to go through, perhaps looking for the priciest bridge option might be the best option.
- Not crazy about this side.

- This affects a lot of private parcels.
- The upside is the option for parking for a trailhead and for access to trail for employees from businesses on Booth Road.
- This route puts users behind industrial parks that seem unsafe and intimidating to females using the path alone or with small children.

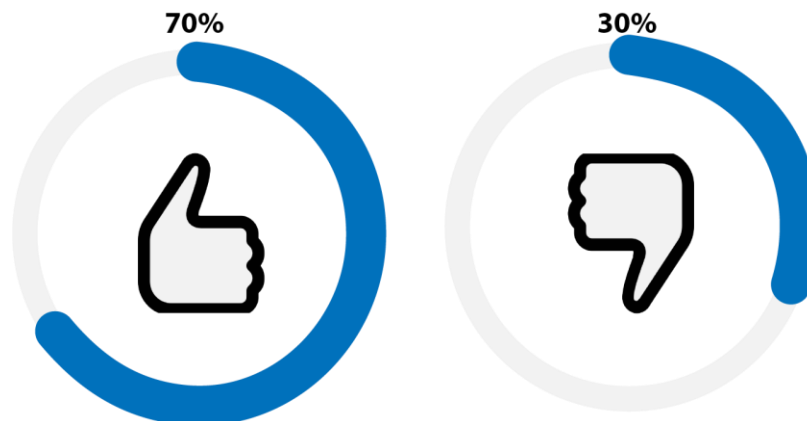
Option 2: Green (N5) to Magenta (C4, on existing Atkinson Street Bridge) to Salmon (S5)



Comments

- I voted this option down because I don't like the idea of crossing Atkinson Road and going under a bridge with bats. However, if there was safety in crossing Atkinson and I have more education about bats and if they would attack me, I might not have voted this option down.
- The upside is the option for parking for a trailhead and for access to trail for employees from businesses on Booth Road.
- This seems like the prettiest route.
- This is too complex, keep it simple.
- Would prefer not to ride on a busy street.

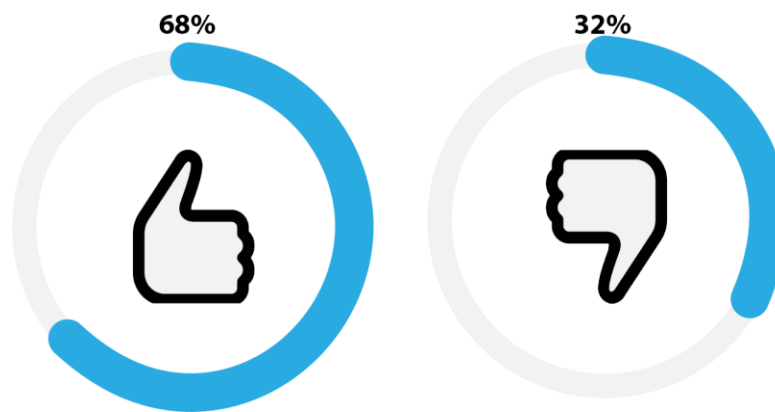
Option 3: Green (N5) to Grey (C3, new bridge B8) to Salmon (S4, S5) under existing bridge at Atkinson



Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- I like this option. It allows for good connections north of Dry Creek and provides an off-street crossing and access to/from eastern Dry Creek. The bridge crossing here would provide direct access to N6 and neighborhoods to the north.
- If N5 is picked, then this is the best way to get to S5.
- Seems the easiest.
- This affects a lot of private parcels.
- The upside is the option for parking for a trailhead and for access to trail for employees from businesses on Booth Road.
- This is a better option than Option 2 because the bridge is allowing me to avoid traveling on Atkinson Road, but then continues under the bridge where bats will. Please provide education on bats and what they do to humans. I can only imagine what I know from the movies like Bruce Wayne in Batman being attacked by bats.
- Underneath the bridge seems very unsafe for female runners/walkers when crossing through an area frequented by homeless people and those who ride the trains through the rail yard.

Option 4: Salmon (S3, S4, S5) under existing bridge at Atkinson

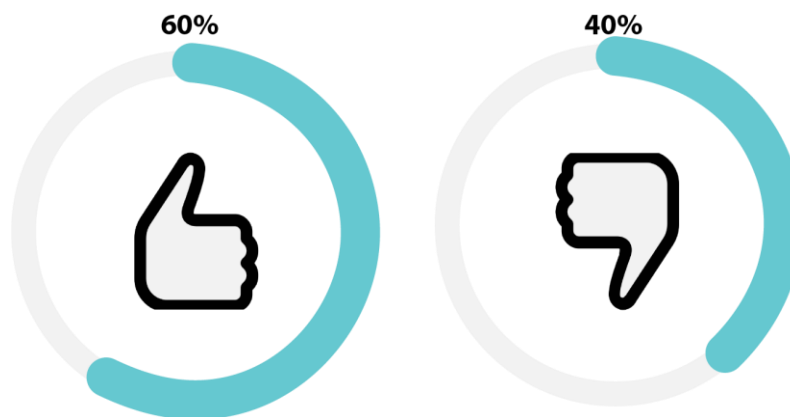


Comments

- Again, dirt trail should parallel paved trail, but closer to creek. Seems to be the most space on the south side.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Bike trail floods during heavy rains. I'd try and keep away from stream. This will also keep pollution out of Dry Creek.
- I am loving the Salmon option, all the way through!
- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.

- I highly recommend this route for its beauty, terrain, and ease of construction.
- I like any option that is on the south side of the creek and would require less maintenance.
- Least invasive.
- Less cost for new bridges, simpler.
- looks like the most straightforward.
- Nice variety of terrain and less impact on private parcels.
- Option 4 seems the most straightforward and practical, avoiding odd turns that may tend to confuse trail users.
- Simple, direct and beautiful.
- Straight Shot! Best option! Plus, the sound of the creek is so pleasant.
- This part looks nice and seems a 'cleaner ' route.

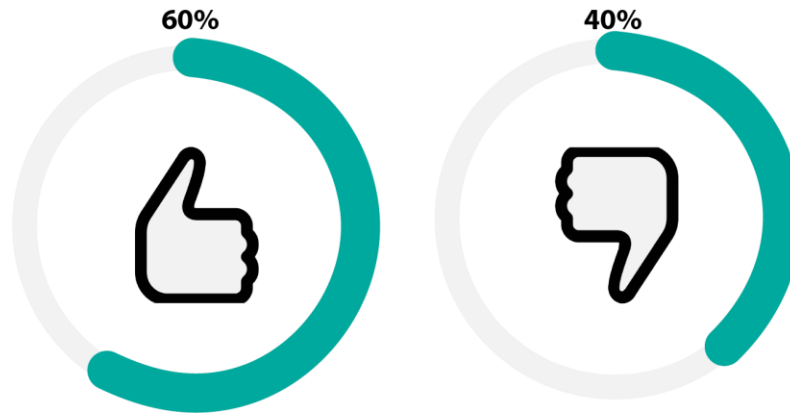
Option 5: Salmon (S3) to Grey (C3, new bridge B8) to Maroon (N6)



Comments

- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.
- I like this option because it avoids the bats and Atkinson road.
- I think that bridge B8 is not necessary...keep the trail uncomplicated.
- Nice variety of terrain and less impact on private parcels.
- Not acceptable. Route should be planned to hook into S5.

Option 6: Salmon (S3, S4) to Magenta (C4, on Atkinson Street Bridge) to Maroon (N6)



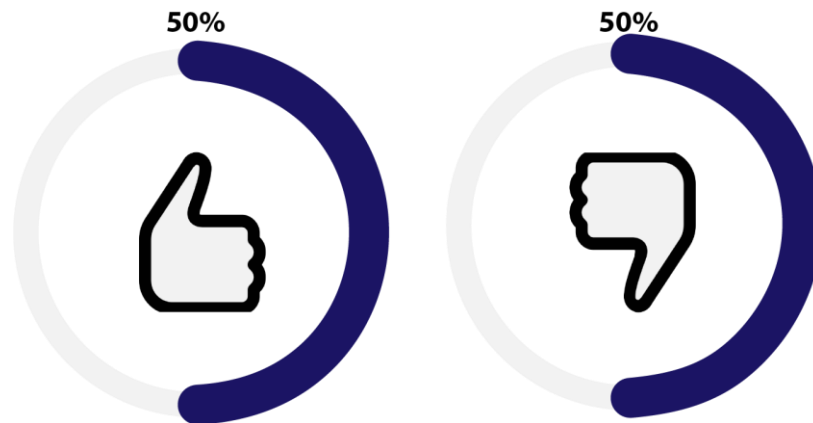
Comments

- Heading north to cross the freeway seems less desirable to me.
- I bike to Roseville Electric for work several times a week and would love to take this instead of going down PFE Road.
- Nice variety of terrain and less impact on private parcels
- Better to continue under the bridge.
- Not acceptable, this route should be planned to hook into S5.

Area 4



Option 1: Maroon (N6) to Yellow (N7A) to Purple (N8B, along Foothills Boulevard over Atkinson Street)

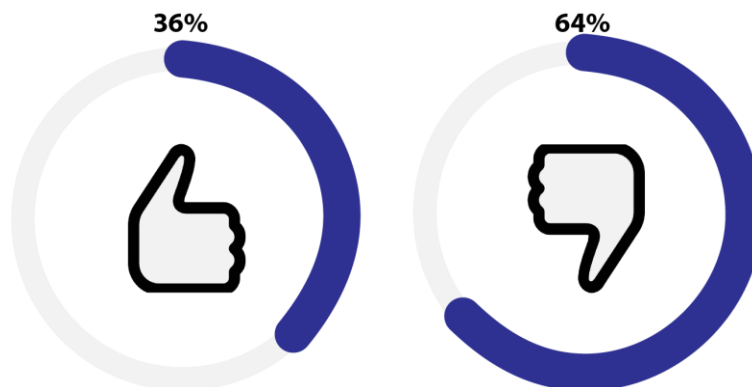


Comments

- Again, I would support whatever trail configuration provides the most separation of bicycles and vehicles, and whatever is the most practical in terms of getting the trail built
- All the northern alignments in Area 4 include out-of-direction turns away from the creek corridor, which will tend to confuse trail users. However, N6 and one of the N7 options may be a nice addition to provide access to the main trail.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Any bike trail that is planned to use the bike lane on Foothills Boulevard and Riverside Boulevard is a horrible idea. Even to a seasoned cyclist accustomed to riding on busy roads, I actively avoid these roads. For less serious cyclists, these will be a serious impediment to using this entire trail.

- Any route that puts bicycle traffic on Foothills overpass should be avoided if you want families to use it.
- I like the idea of hooking into this neighborhood, but I don't like the Foothills Boulevard sections.
- I like this option because it goes through dense trees behind the homes.
- Make it the longest journey for vagrant population to travel to keep them from reaching Dry Creek.
- N6 to N7A to N8B is a good option.
- None of the suggested routes in area 4 are preferred, due to the complicated construction requirements, unsightly views, and noise from nearby traffic.
- Seems the simplest.
- Since I am not a fan of the north route, go forth with the most cost-efficient trail option.
- The busyness of Foothills in this makes any of these option undesirables to me.
- This is less direct than Option 2.
- This N7a route to N8B maybe the better route.
- This is way too complex and indirect, these will cut use by 50%.

Option 2: Maroon (N6) to Beige (N7B) to Red (N7B1) to Purple (N8B, along Foothills Boulevard over Atkinson Street)



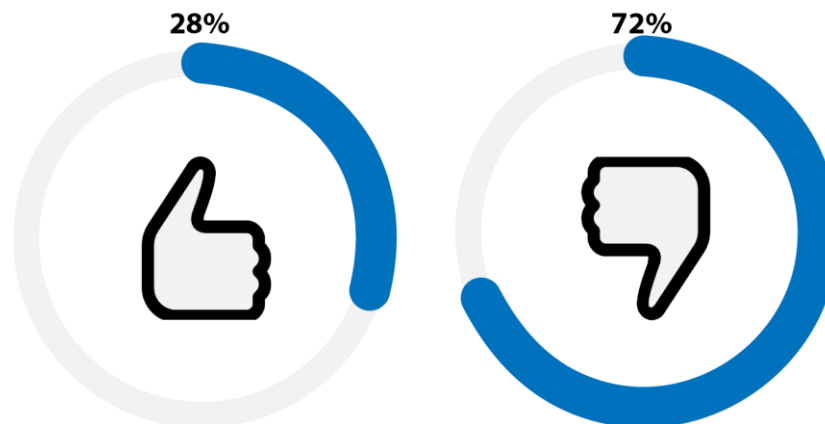
Comments

- All the northern alignments in Area 4 include out-of-direction turns away from the creek corridor, which will tend to confuse trail users. However, N6 and one of the N7 options may be a nice addition to provide access to the main trail.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Any Route that puts bicycle traffic on Foothills overpass should be avoided if you want families to use it.
- Choose a route with minimal stops and traffic controls.
- I don't really understand the proposed routes or what they are trying to solve in the way they are presented, but Option 2 seems the less problematic. It's not clear to me why there wouldn't be

on-street bike lanes on Booth, Atkinson, and Denio Loop in both traffic directions to allow access on and off Foothills Boulevard. Having a bike path on only one side of the road (How would you turn right to head west on Foothills Boulevard?) this greatly limits cyclists' ability turn left or right and choose a desired direction of travel. Aside from the Beatty Way neighborhood providing access to Foothills Boulevard eastbound, the N7B1 option trail would provide simplified access to Foothills Boulevard. I think regular bike lanes on Booth, Atkinson, and Denio Loop would be best, and maybe standard, buffered bikes lanes on Foothills Boulevard over the railway would be an improvement as opposed to separate "trail" or "cycle path."

- Looks like a direct route, however, thought must be given to what the trail will look like on Foothills Boulevard. Motorists drive way too quickly on this route, making it dangerous for cyclists. If a secure dedicated bike trail can't be assured on this side of Foothills, then Option 3 would be safer; there is currently a sidewalk on that side of Foothills and it could be used as the trail, providing some degree of safety for cyclists and pedestrians.
- The busyness of Foothills in this makes all of this option undesirable to me.
- This looks like the best route since it involves less distance than N7A or N7B2. However, Foothills Boulevard is a dangerous road with motorists driving way too fast, so if a nice safe dedicated bike path can't be assured then I would vote for Option 3 since N8A is on the side of Foothills Boulevard which has a sidewalk which bicyclists could use and be somewhat protected from traffic.

Option 3: Maroon (N6) to Beige (N7B, along north side of Booth Road) to Green (N7B2, along Atkinson Street under Foothills Boulevard) to Green (N8A, along Foothills Boulevard over Atkinson Street)

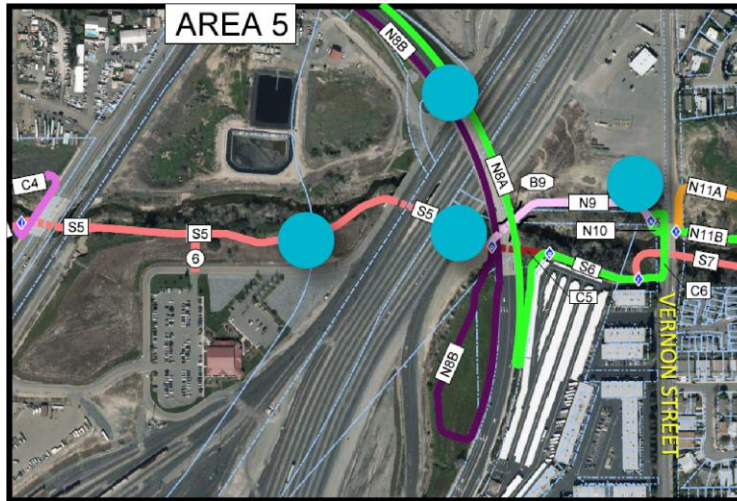


Comments

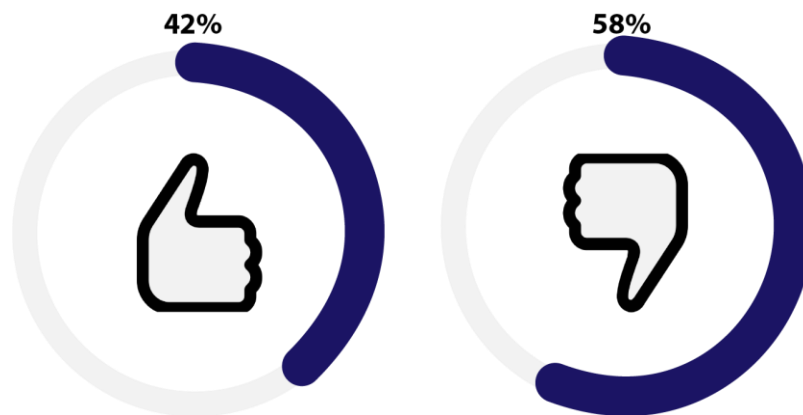
- A lot of homeless people congregate under this area.
- A more direct route, but I am not sure of the loop.
- If the trail is on Foothills, then both N8A or N8B will require some kind of bike barrier on Foothills, because both require a rider to be on the wrong side of the road.

- All the northern alignments in Area 4 include out-of-direction turns away from the creek corridor, which will tend to confuse trail users. However, N6 and one of the N7 options may be a nice addition to provide access to the main trail.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Any route that puts bicycle traffic on Foothills overpass should be avoided.
- I don't like it because this area is busy with traffic noise.
- The busyness of Foothills in this makes any of these option undesirables to me.
- This would be my first choice if Option 2 could not provide a safe bike path on N8B.
- This would be my preference if Option 2 couldn't provide a safe bike path on this side of Foothills Boulevard, N8A is on the side of Foothills Boulevard that has a sidewalk which could be used by bicycles and protect them from speeding vehicles driven by inattentive motorists.
- This is an ugly option.

Area 5



Option 1: Green (N8A, along Foothills Boulevard over Union Pacific Railroad) to Green (S6) to Salmon (S7, under the Vernon Street bridge)



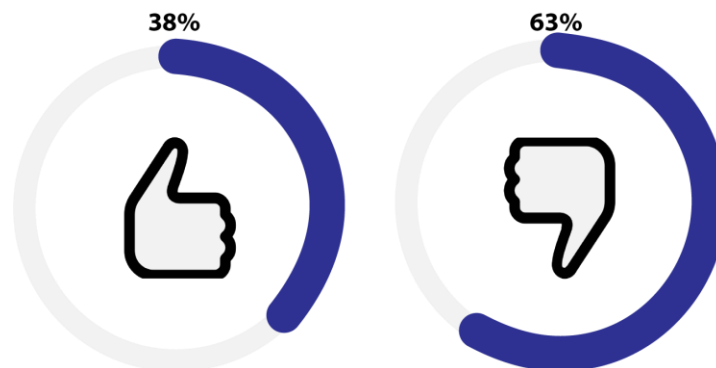
Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Avoid heavily traveled roads.
- Good use of preexisting paths/sidewalks.
- I don't understand the cycle path idea over Foothills Boulevard. This would greatly limit the options to cyclists to continue on further, northwest along Foothills Boulevard, it would limit or remove access to cyclists traveling from Cirby or Roseville Road over the rail yard on Foothills Boulevard. Reducing the already present cycling facilities on Foothills Boulevard to accommodate a trail along Dry Creek seems like it's diminishing travel route for cyclists elsewhere in the area. If the bridge of Foothills Boulevard is necessary to accommodate a cycle trail along Dry Creek, it seems like it would be better to integrate the present travel options into the current plan as

opposed to reduce the travel options. If safety appears to be an issue, the either painted buffered bike lanes in each direction or barrier protected bike lanes in each direction would be much better option for all cyclists of all skills and abilities.

- Please install at least two public bathrooms along the Dry Creek Greenway West trail.
- If Union Pacific is unwilling to work with planners, there is no option – you will have to go with what works!
- It’s not clear to me what changes if any will be made to Foothills Boulevard bridge on N8A. What is considered a barrier protected trail? Is a sidewalk, bike lane, and chain link fence, as seen as existing in the photo already considered a barrier protected trail? If so, I don't like it and it would deter me from riding. Road noise and safety is my main concern here.
- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Boulevard would be a terrible experience.
- N8 to S6 seems confusing to navigate for new trail users.
- No, avoid the Foothills overpass unless you are going to widen it with a protected bicycle lane
- Pick a route with minimal traffic stops and elevation changes.
- This option looks like the best coming from the Bob Kolak property east of Vernon.
- This would be a good route if N8A is the designated path.
- Whichever pass gives one a view of the historic transcontinental rail line.
- This would be a perfect spot for historic signage Kids would love to see the switching yard in action.

Option 2: Green (N8A, along Foothills Boulevard over Union Pacific Railroad) to Green (S6) to Green (C6, on the Vernon Street bridge) to Green loop (N10, under the Vernon Street bridge) to Orange (N11A) or Green (N11B)

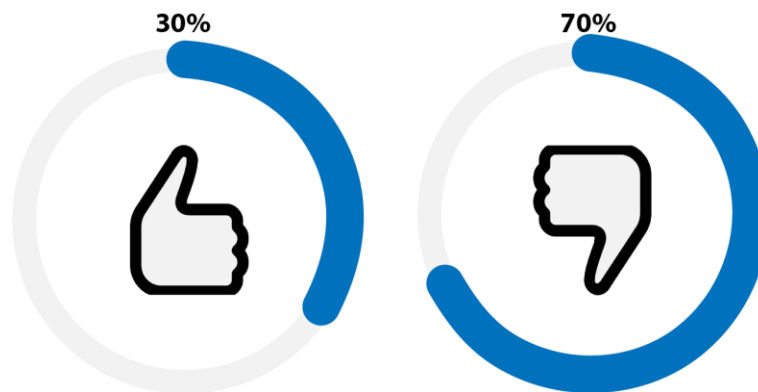


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Avoid heavily traveled roads.
- If N8A becomes the chosen option for the trail, then this is a good option for this area.

- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Blvd would be a terrible experience.
- No, avoid Foothills overpass unless you are going to build a new, separate bicycle portion.
- Think history / children watching trains!
- This would be a good route if N8A becomes the chosen route for the trail.

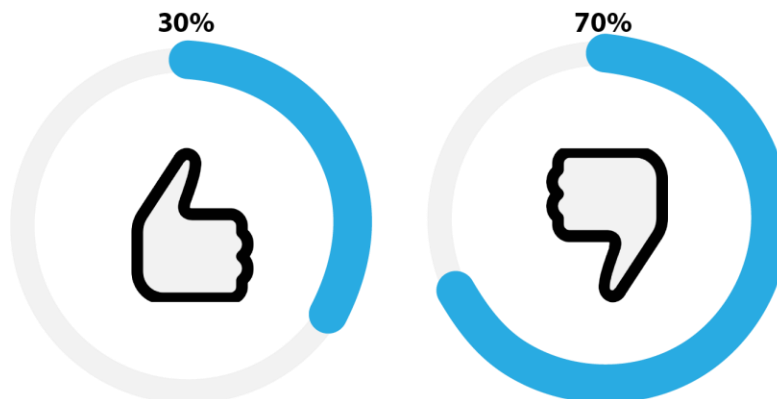
Option 3: Green (N8A, along Foothills Boulevard over Union Pacific Railroad) to Maroon (C5, under the Foothills Boulevard bridge) to Pink (N9, new bridge B9) to Green loop (N10, under the Vernon Street bridge) to Orange (N11A) or Green (N11B)



Comments

- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Blvd would be a terrible experience.
- No advantage to this route and a new bridge will be costly.
- No, avoid Foothills overpass unless you are going to build a new, separate bicycle bridge.
- This is less desirable than Option 2 since it would require a new bridge.

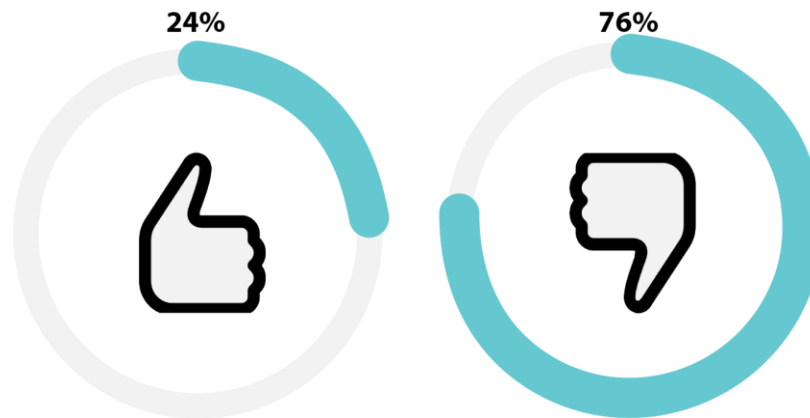
Option 4: Purple (N8B, along Foothills Boulevard over Union Pacific Railroad) to Pink (N9, new bridge B9) to Green loop (N10, under the Vernon Street bridge) to Orange (N11A) or Green (N11B)



Comments

- What is the cost of widening the bridge and effect on traffic?
- If N8B becomes the chosen trail route, then this option is a good one for this section of trail.
- If this works, it would have to have a very good barrier to protect bicycle riders from traffic – drivers think this is an extension of I-80!
- Longest, most difficult path for vagrant population to get to Dry Creek.
- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Boulevard would be a terrible experience.
- No, avoid Foothills overpass unless you are going to build a separate, protected bicycle bridge.
- This would be a good path if N8B is the ultimate route chosen for the trail.

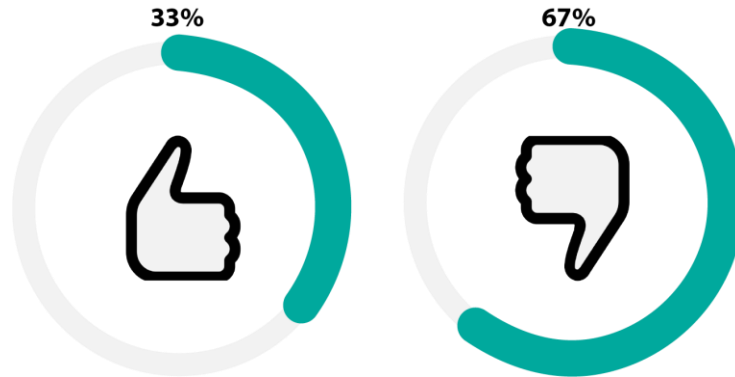
Option 5: Purple (N8B, along Foothills Boulevard over Union Pacific Railroad) to Maroon (C5, under the Foothills Boulevard bridge) to Green (S6) to Salmon (S7, under Vernon Street bridge)



Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Avoid heavily travelled roads.
- Look at the cost of widening the bridge and effect on traffic
- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Boulevard would be a terrible experience.

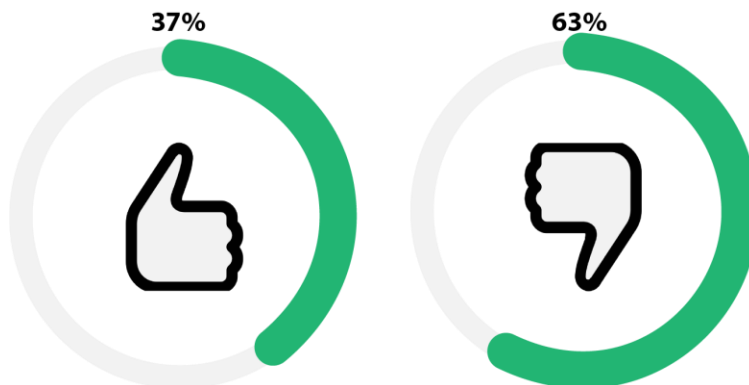
Option 6: Purple (N8B, along Foothills Boulevard over Union Pacific Railroad) to Maroon (C5, under the Foothills Boulevard bridge) to Green (S6) to Green (C6, on the Vernon Street bridge) to Green loop (N10, under Vernon Street bridge) to Orange (N11A) or Green (N11B)



Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Avoid heavily travelled roads.
- Look at the cost of widening the bridge and effect on traffic
- Lots of odd, out-of-direction turns, which would be confusing to trail users. Sending trail users along Foothills Boulevard would be a terrible experience.

Option 7: Salmon (S5, under the railroad bridges) to Pink (N9, new bridge B9) to Green loop (N10, under the Vernon Street bridge) to Orange (N11A) or Green (N11B)

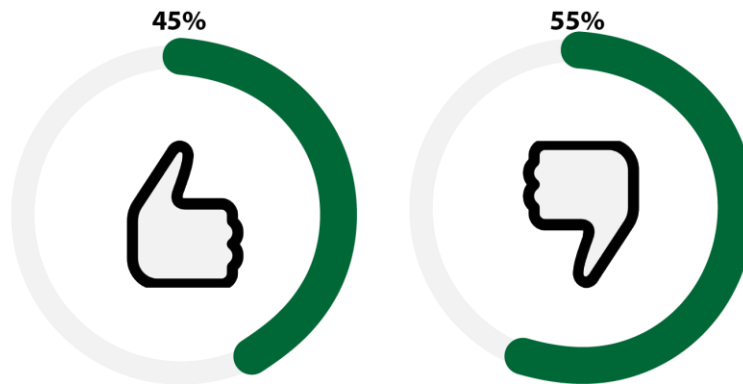


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Dirt trail parallel to paved trail, but closer to creek.
- I like S5.
- It's best to steer clear of the rail yard.
- This option is nice and direct.

- Option 7 seems the most straightforward and practical alignment in Area 5. It keeps the trail along the creek and avoids confusing out-of-direction turns.
- Poor safety; too much resistance from UPRR

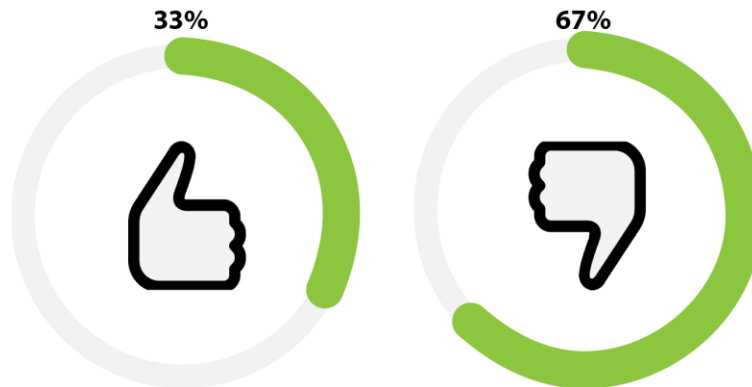
Option 8: Salmon (S5, under the railroad bridges) to Maroon (C5, under the Foothills Boulevard bridge) to Green (S6) to Salmon (S7, under Vernon Street bridge)



Comments

- It's a little hard to tell, but it looks like all of these options follow the creek and it would seem much better to stay away from the creek. Also, if there is an issue with a bat colony, it seems like it wouldn't be a good idea.
- Not too bad.
- Poor safety; too much resistance from UPRR.
- S5 straight to S7 – need to get through this industrial area fast – shortest route please.
- This by far would be the route I prefer, except I believe that a separate multi-use trail should be built over the railroad tracks. UPRR's statement that they would not allow the trail to cross over their tracks should be challenge. After all, Foothills Boulevard currently crosses over the tracks. A modification to the above Option 8 plan would be to consider the construction of a new connecting trail (not shown) that would run north along the west side of the tracks from S5 up to N8B, then to C5, S6, and S7.
- This seems like the sanest option.
- This seems most direct route. I have gotten stuck on the wrong side of the railroad and used the bridge under the tracks which was not great.

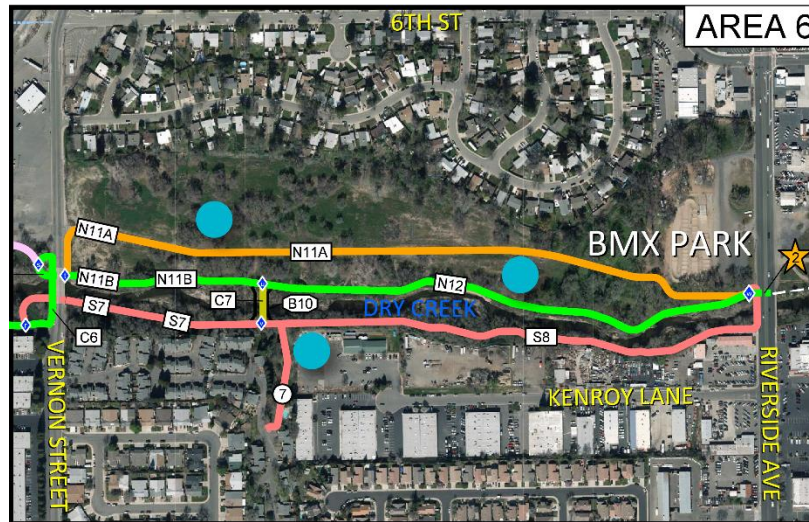
Option 9: Salmon (S5, under the railroad bridges) to Maroon (C5, under the Foothills Boulevard Bridge) to Green (S6) to Green (C6, on Vernon Street Bridge) to Green loop (N10, under the Vernon Street bridge) to Orange (N11A) or Green (N11B)



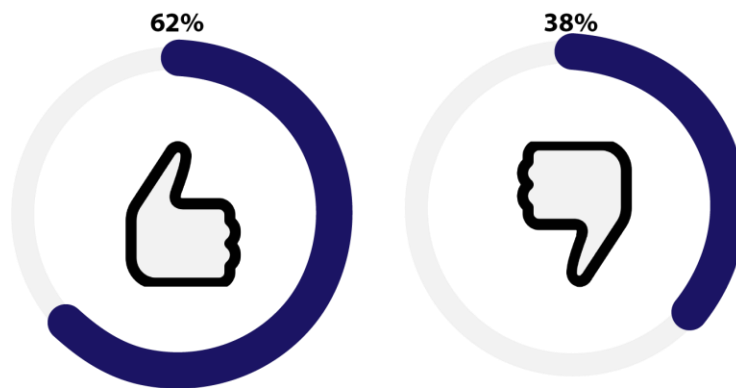
Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- N10 is a terrible alignment, from a sight distance point of view. That would tend to cause conflicts between trail users.
- Poor safety; too much resistance from UPRR.
- Until you finish current regional parks I think any additional projects should not be considered. Spend the resources on what you have on building Central Park.

Area 6



Option 1: Orange (N11A) to Riverside Avenue

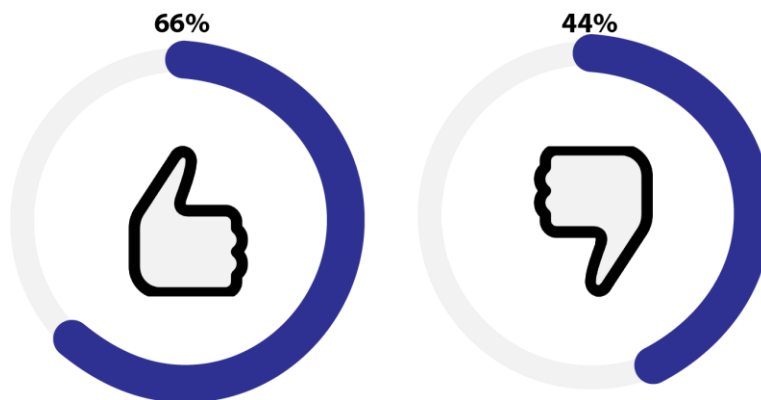


Comments

- Easy, offers some shade and grading would be less work.
- For recreational cyclists, and cycle commuters, a flat, direct, route with minimal stops or traffic controls is desirable.
- Least impact on existing home population.
- N11A Orange trail, less urban noise.
- Nice and simple.
- Option 1 is a reasonable alignment, but not as appealing to trail users as Option 2.
- Paved trail on orange route. Dirt trail on green route.
- Seems the most direct.
- Still have the homeless population to contend with especially with the Roseville Police Department feeling powerless to move the bums out.

- The most feasible route that includes the most trees and creek views is best
- The orange option will cause us lots of grief. But you could buy us out. Parks and recreation could run the track. Currently there is a homeless problem along both sides of the creek. Lots of garbage clean-up and wierdo's too close to the kids who race.
- Allowing just anyone to ride through our events would cost us a lot of business.
- This option makes the most sense. A road already exists, least disruptive to wildlife and does not encroach on homes along the trail.
- This route makes sense because it follows an existing easement
- Too far from creek, less enjoyable, and doesn't include B10. Bad all around.
- Must have bridge (B10) since Vernon and Riverside are too far apart and too fast/busy. It's also dangerous to get to these from southern neighborhoods because Cirby is also extremely busy. The best bike crossing from the south is the Northridge/Lindsay light, but there needs to be a connection from that road to Milan Court (best), Promenade Park Apartments (second best), or Inglis Way (ok).

Option 2: Green (N11B) to Green (N12) to Riverside Avenue

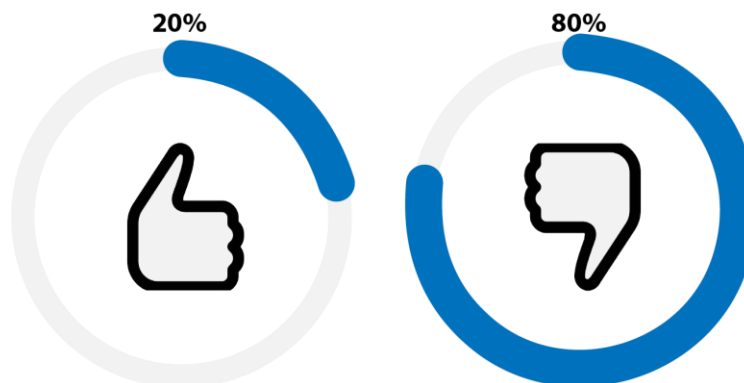


Comments

- Again, just picking the one farthest away from the creek as this would seem to be better.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- Good proximity to creek. Need B10 and 7 added for connectivity to Lindsay/Northridge light.
- Must have bridge (B10) since Vernon and Riverside are too far apart and too fast/busy. It's also dangerous to get to these from southern neighborhoods because Cirby is also extremely busy. The best bike crossing from the south is the Northridge/Lindsay light, but there needs to be a connection from that road to Milan Ct. (best), Promenade Park Apartments (second best), or Inglis Way (ok).
- I like creek view.
- Nice terrain.

- Option 2 seems the best and most practical alignment for Area 6, but should also include and underpass under Riverside Avenue, since a grade-level crossing of Riverside would be dangerous. The alignment along the creek would be visually appealing and interesting.
- Paved trail on orange route. Dirt trail on green route. There is already a dirt trail there. You wouldn't close it, would you?
- Same as above. Any activity among our families in their pit areas would cause our patrons to go elsewhere. Putting our events success in danger. How can you even consider taking our property on the north side of the creek?
- Shady and close to creek.
- Should include connection (C7) and bridge (B10) to connect to Cirby Woods Apartments area.
- Simple direct and beautiful, however this option misses access to neighborhoods.
- This looks to have the best aesthetics while still high enough to stay out of the flood plain. It would be cool to add some dirt trails in here also.
- This sounds prettier and nicer than N11A.

Option 3: Green (N11B) to Yellow (C7, new bridge B10) to Salmon (S8) to Riverside Avenue, on the Riverside Avenue bridge to the north side of creek

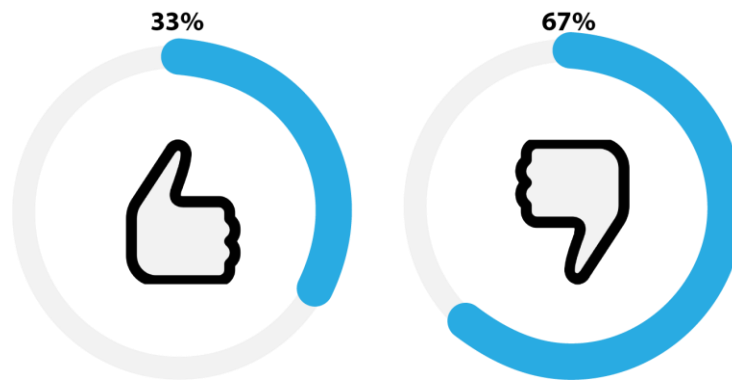


Comments

- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- As a resident of the Cirby Woods Townhomes that borders S7, I oppose this option. It will increase the number of people walking into the Cirby Woods community.
- Extra bridge on the eroded side of the reek is needed.
- This is not feasible so should not be an option.
- S8 doesn't seem like a good route.
- S8 is too narrow for construction, why even include this?
- Section S8 seems likely to be problematic to maintain.

- When we have State and National events, this would create problems as we use the west entrance. Any influx on the north side of the creek will put our normal events in danger. A bridge on private property for what? How much would that cost?

Option 4: Salmon (S7) to Salmon (S8) to Riverside Avenue, on the Riverside Avenue bridge to the north side of creek

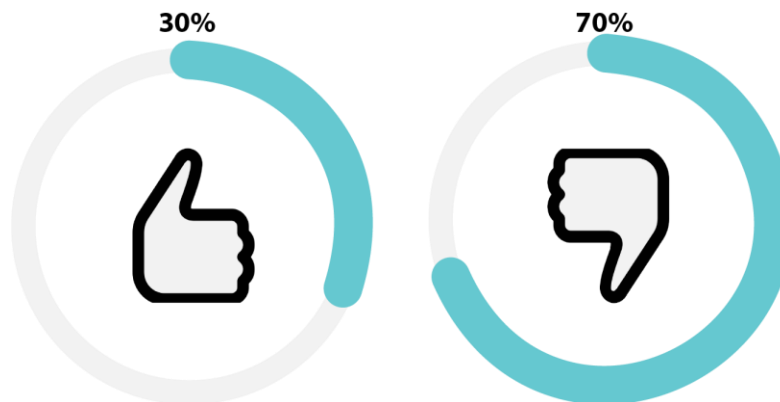


Comments

- No to S8.
- All are fine. I like the neighborhood access.
- Any bike trail in this area will only aid in spreading homeless camps throughout the region.
- From the Riverside bridge going west on the south side (S8) of Dry Creek would be the best for the land owner. Talking with the owner of this property, he also feels that the green (N12) would be fine to go from Riverside bridge west. Within 200 yards, build a bridge going to the south side of Dry Creek west to Vernon. The City of Roseville also could purchase this property for a beautiful park or as one of the only RV Parks in the city or surrounding areas. We are agreeable to the bike trail going through our property in some fashion, agreeable to both parties for certain consideration.
- We would also like to thank all the hard-working staff for their input and for their visit to the property site. It was very enjoyable to be able to walk the property and see the views from the professionals. Thank you.
- It still puts a lot of strangers on our property right through our events for no reason.
- No, no, no! Strongly oppose this option. This trail would land just a few feet from my deck that currently looks out over the creek. I also strongly oppose trail 7 that runs right through the Cirby Woods property! We already struggle with homeless here! Please do not place the trail here.
- This one is not as pretty but has good access.
- This is not feasible, so it should not be an option.
- S8 is too narrow for construction, why even include this?
- Straight shot S7 to S8.

- Though the alignment may not be the best, this option provides more neighborhood access to the proposed trail. Neither Vernon Street nor Riverside Avenue have cycle-friendly bike lanes, and so the neighborhoods south of Dry Creek, which are relatively close, would not be able to easily and safely access the trail. More on street bike lanes and road diets could be an alternative.
- Yes, I love the Salmon route! And it would be good to get a connection into the neighborhoods – the apartments, condos, homes.

Option 5: Salmon (S7) to Yellow (C7, new bridge B10) to Green (N12) to Riverside Avenue, under the Riverside Avenue to proposed Dry Creek Greenway East



Comments

- I prefer this option as it is very feasible for construction, provides great scenery, could provide access to the residential area on both the north and south sides of the creek.
- Just no. Please eliminate the Salmon option altogether.
- Nice option to give apartments access to trail.
- Not too bad, but extra bridge would introduce poor horizontal and vertical alignments.
- We don't want anyone north of the creek! Why does this need to be an option?
- This would work fine.
- This would work, I like the idea of going under Riverside. All these options should include the underpass at Riverside.
- Must have bridge (B10) since Vernon and Riverside are too far apart and too fast/busy. It's also dangerous to get to these from southern neighborhoods because Cirby is also extremely busy. The best bike crossing from the south is the Northridge/Lindsay light, but there needs to be a connection from that road to Milan Court (best), Promenade Park Apartments (second best), or Inglis Way (ok).

Notification for the Virtual Community Workshop

Over 200 community members provided input in the virtual community workshop. The online workshop was promoted through the Community Open House on October 1st, as well as through traditional and electronic means. The City of Roseville and Placer County Transportation Planning Agency sent emails to interested community members who either signed up their mail to receive information at one of the community open houses, or who had signed up through the project website.

The virtual community workshop was also shared through social media by community-based organizations or groups, as well as individuals, and through various organizations' e-blasts, or e-newsletters:

- City of Roseville
- Placer County
- PCTPA
- AIM Consulting
- Creekview Ranch School PTA
- Get Outdoors and Play
- Moms Run this Town Running group
- Rails-to-Trails Conservancy
- Sacramento Area Bicycle Advocates (SABA)
- Total Body Fitness Roseville
- Running Friends with Yard Sale Benefits group