

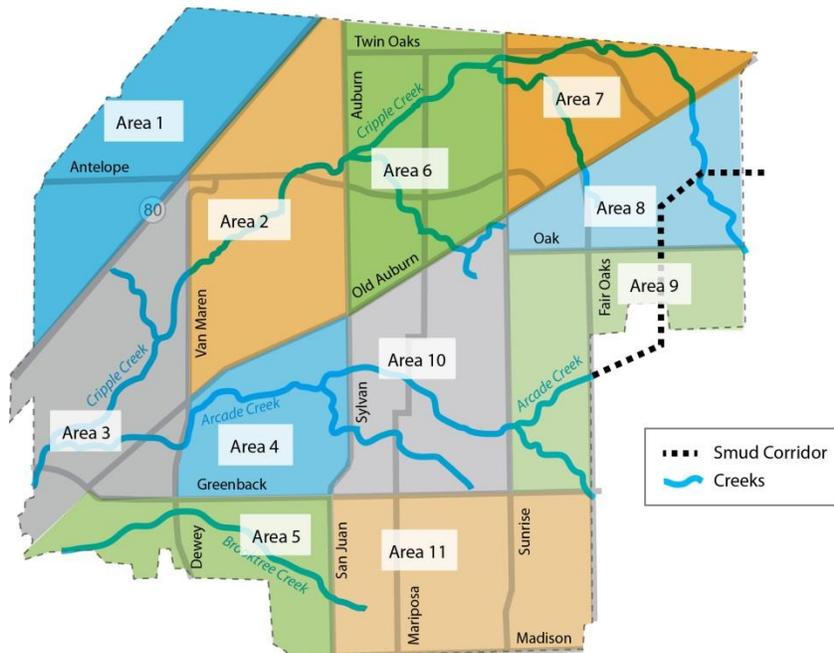


City of Citrus Heights
Community Workshop #2 Summary
January 14, 2014 6:00 – 8:00 p.m.
Citrus Heights Community Center
6300 Fountain Square Drive

Introduction

The City of Citrus Heights is undertaking a study to determine the feasibility of establishing a multi-use trail system within the City's 26 miles of creek corridors and SMUD utility corridor. The study will identify existing conditions, constraints, opportunities, alignment options, phasing options, and cost estimates for a multi-use trail available to walkers, bicyclists, joggers, wheelchair users, and other non-motorized uses.

The Creek Corridor Project will play a major role in the ultimate location of future multi-use trails within the creek corridors. Although many of the creek corridors have informal trail networks, very few are paved trails that provide access for all abilities. The City hopes to provide improved connections to key destinations for pedestrians and cyclists; improve access to the creek corridors for all residents; increase the number of recreational facilities to more neighborhoods; and improve transportation choices within the City.



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Workshop #2 Purpose

The purpose of the second and final workshop was to provide information about specific trail alignments, creek and road crossings, implementation priorities, costs, and strategies to address safety and privacy concerns. The workshop included various information stations where attendees could view graphics, maps, and other project information materials. Representatives from the City and the project consultant team were available to discuss the project and answer questions.



Publicity & Noticing

Community workshop notification flyers were sent via e-mail to local jurisdictions, interested agencies, vicinity organizations, businesses, and interested individuals. In addition, over 8,500 notification postcards were mailed to residents who lived within 500 feet of a creek within the City limits. Additional notifications were sent through the REACH neighborhood associations, the City's e-notifier, and the project Trail Advisory Group. The workshop notice was also posted to the City's website and the project website, and was announced on the changeable message sign in front of City Hall for two weeks leading up to the workshop.

Further, press releases regarding the community workshop were sent via e-mail to the following news outlets:

- The Sacramento Bee
- Citrus Heights Messenger
- Capitol City Radio
- Fox 40
- KCRA 3
- KRBK 1530 AM
- KNCI FM
- KOVR 13
- KSFM FM
- KVIE
- KXTV 10
- KYMX FM
- KZZO FM
- Sacramento Business Journal
- Sacramento County Public Information Office



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Community Workshop Format

Over 150 community members attended the workshop which was organized as an open house with a series of information stations. Attendees were encouraged to visit the stations where project team members were available to answer questions and discuss the project. Attendees were given an informational brochure describing the goals and overview of the project, a Frequently Asked Questions (FAQ) flyer, as well as a comment card to provide input on the project. Comment cards could be turned in at the workshop, or returned via email, fax, or mail.



Information Stations:

The following list shows the information that was included at each station.

- **Welcome Table**
 - This station included sign-in sheets, a stations map, an information brochure, FAQ Sheet, and a comment card to provide input. Project staff were available to explain the workshop layout.
- **Project Overview Station**
 - This station included a large map of the project area highlighting the creek corridors and SMUD utility corridor being evaluated as part of the study. Project staff were available to answer general project questions.
- **Neighborhood Area Maps**
 - Large maps of each neighborhood area showing potential trail alignments were available for attendees to comment on. One map for each area was available and project team members were stationed at each map to answer questions. Attendees were asked to provide comments via post it notes or comment cards.

Map Stations included:

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7 & 8
- Area 9
- Area 10
- Area 11



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- **Trail Design and Operational Considerations**
 - This station included trail design options and operational considerations to address potential impacts by trails. I.e., community safety, neighborhood impacts, and environmental protection. Project staff were available to discuss trail design or answer questions.
- **Community Input Station**
 - This station included an overview of community input received as well as a timeline identifying all community meetings and opportunities to provide input. In addition, a computer was available for attendees to access the online engagement tool and provide their comments.

Community Input:

A summary of feedback received via comment cards and post it notes is included below, some comments have been edited to remove address or home locations.

- Will you be reaching out to people whose property will have proposed trails through their property?
- No, I don't want it on my backyard. Buy my land and house for the proper amount and I will considerate. No the trail will depreciate my property value. No trail! No trail!
- I moved to my house for the privacy & security of an oak woodland environment. Your trail ruins my home/backyard experience. We don't want the trail at all. No trail.
- My property slopes to the creek and much is below the lower flood plain. If the trail is above 100 yard level, what keeps my property from being a lake? What is the design to prevent bridges from being transient hotels, especially 10pm to 5am time period?
- I love trails! For the sake of my neighbors on the Zeeland side of Cripple Creek, I have hesitated to be pro-trail behind MVHS. But, that area is now a place of drug deals so it's already a crime area. A trail could not make it worse. Can we protect wildlife? Any neighbor who complains about a skunk or possum can have it trapped and killed. Cripple Creek is a wild creek. Why doesn't that include wildlife?
- Who provides security along trails? Can residents now build privacy fences along trail route?
- Back up to Cripple Creek. Not in favor of trail. Safety- larger access to burglary incidents. Wildfire concerns not addressed properly. Asphalt inside flood plain? Does not absorb water- increases runoff. Just look at Rancho Cordova with bike trail- multiple season fires in wild land area. Rapes, muggings, and robbery. Several years ago, a man stole a TV from a home and escaped on bicycle via bike trail.
- Very upset about the retaining walls and so much area covered with cement. Paving does not let the rain and flooding problems will only increase. We in Area 3 have been flooded; the water needs to follow its natural wooded unpaved course.

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- The more cement that is laid does not let the natural soil absorb and let water soak in. Part of the increased flooding problems is because so many paved areas. When the creeks flood, a lot of debris is left after the water subsides. This will also increase upkeep costs. There are many areas where public has access to enjoy creeks w/o going behind houses. If you don't have trails you don't have extra cost to employ police to monitor them. Trails mean more workers too, maintaining trails, signs, rules, and regulations.
- The bridges added to the creeks for crossing are only together and hold back debris when flooding and creek rises occur. Retaining walls are going to divert the flow.
- Given the vocal NIMBY's on many of the trail segments, I would suggest the city focus first on those segments utilizing property already owned by the city or park district or the SMUD corridor.
- I am in favor of the proposed trail segments, however, I do hope that people who have concerns of their property value be given more attention so they have the issues realized to the true impact of their land. I am sympathetic to the history and heritage of the area and it deserves full respect. With that said, this is a vital project for the wellbeing of the city. I want to take my son on bike rides thru the woods, everyone should. Maybe some of the routes can be along more rural roads, similar to Twin Oaks Ave. Thank you for thinking forward!
- There are several locations of low priority trail segments that don't go through. Is it the intent to eventually build them so that people would have to turn around and go back? Showing priorities on trails in similar blue and green colors make it hard to tell which is which.
- Please have a city official contact me about a physical site visit regarding the proposed trail path through my backyard.
- Not in my backyard!
- My backyard is woods and arcade creek in Crosswoods neighborhood. Don't want to see trees/vegetation on creek banks removed. Want woods view, not paved trail view.
- Do not allow parking on Indian River Drive for trail access. Parked cars bring crime and transit. Make this area no parking before going forward with project to gain Greenback Woods support. Wildlife destruction- love our turkey population! It is agreed that the trail will bring crime to the area- does this meet with city planning?
- Rosch Park does not have anywhere suitable for a 14' wide bicycle highway. Segment before Antelope and Mesa Verde Hwy should not be disturbed. Valuable natural area. Any version of the study needs to make it clear in reality available location and readability that the trail locations in the study can be changed significantly in the future. The study needs to include and disclose all of the city planning policies and practices that address natural areas, open space, wildlife and so on. Include information on stream setbacks.

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- I am adamantly opposed to this project. Our house borders on Cripple Creek and the proposed trail project is on the flood plain which does flood during heavy rains. We already deal with homeless people staying under the bridge. So that fact that the trail would be underwater in flood season (maintenance costs), the loss of privacy as our backyard borders the proposed trail (which also exposes our pool/makes us liable) not to mention the increase in crime (we deal with graffiti issues living next to the bridge). All the issues are huge to us. Please reconsider this project and negative impact it will have environmentally (loss of natural creek beauty for bordering property owners) as well as the loss to our property value.
- Eliminate all trails on private property. Some trails proposed divide one parcel into 5 separate areas of land islands. One owner cannot go to Eito W. on his parcel because of trails across the complete width in the different places. I request you make no changes to the general plan regarding private property.
- I'm all for the project. I think it would enhance the enjoyment of the area, and improve property values. I own two homes in the area.
- Trails are clearly what Californians want. Numerous surveys have proven that. What also has been clear is that trails work best as a system. That is a continuous system of trail. It might very well be impossible for this project to ultimately become a continuous loop. I would hope that every effort will be made to construct significant lengths of trail instead of small segments. Connecting parks and schools might be the best possible choice given what is feasible but I would still hope that this project doesn't forget the bigger picture of creating an overall city trail system.
- Crime on our street has hit a level that is unacceptable. My car and house have been broken into in the last 2 weeks. Every neighbor I know has experienced the same in the last year. We need more police to protect our citizens, not make it easier for the bad guys to take advantage of the CH population. I think the path going through my backyard will make it completely unsafe for my family to live there. I just see the problem seen on the American River Parkway in my backyard- homelessness, drugs, and crime. CH needs to get its house in order before tackling this project. Let's spend the money on police, not a chamber of commerce sd.
- We already have a homeless problem; why not put funds toward fixing that? The trail access would be fine as long as it doesn't invade our backyards... put it where there are no homes.
- Looks good! Please ask the county to fund this project. The sooner the better.
- Love the entire concept. Wish it was done 20 years ago. Concerned about the 1.5 wide official bike lane along Old Auburn between Twin Oaks and Garry Oak. Dangerously too narrow. Needs to be widened. New state law requires 3' clearance between vehicle& bike going in same direction. The narrow bike lane might cause vehicles to go into opposing traffic.
- What is your objective? How many people do you anticipate using this and for what purpose? Can't you use our city money for a more pro-active use? Police? Waste? Isn't there another project to use CH money on?
- Why go thru private property when the C-Bar-C Park is available? Not sure this is the best or even a good use of tax sources.

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- I am terribly worried about this project! People who buy property on a creek do so because of the serene peaceful setting. You will destroy this along with all the wildlife if you pave it and allow throngs of people into our space. I will fight to preserve all green space and the wildlife you would destroy if you did this and hope that we all have a voice- not just people who have money.
- I can find no open space in CH. My hope is that the trail project will make creeks and corridors available to children and the public. I realize there are a few parks and school yards in CH, but there are no open spaces. I am in favor of a CH trail project to enhance open space.
- Re trail going down Olivine Ave through property owners or trail going thru existing sidewalks/trails in C Bar C Park.
- I do not want a trail in my backyard. All the meetings have been one sided. The thought is the trail is going to be done regardless of the homeowners wishes. Trails have worked in other parts of town but let's be honest. CH is not a high income area- trail users will not be the same who is going to pay for the project. I want to know what we can do to stop the project before it's too late.
- Lack of privacy, creek floods, would ruin a well producing beautiful garden. Don't want people walking through backyard. Who can guarantee our safety? Is trail locked at night? How do you keep homeless riff-raff out?
- No! If the city cannot maintain the streets, how can they keep the trails up? Melon St. has been in bad shape for years with no repairs. The trail that runs along the utility line has been picked up by the home owners- what will change.
- I demand that any trail be built on public land only. Leave private property as is. Do not develop, disturb, and destroy the creek nature areas.
- Not only no, but "hell no!" We bought this piece of property and paid a premium price for it specifically because of the quiet, private, peaceful nature filled setting. Not to sit in my backyard and watch a human parade! Not to mention the huge potential for increased crime. Put it in your backyard.
- At the meeting tonight, it was despicable that the speaker from AIM consulting PR closed down public/audience questions. This is an obvious PR tactic used. You think CH citizens do not know better. The feasibility study is just a PR job!
- I absolutely object to constructing the creek trail in Area 3. You cannot put wide paved roads through private property. It is an obvious crime magnet, despite the PR campaign of AIM consulting which states the trail will stop crime- this is false.
- Thank you so much for the very clear presentation- since none of the project affects my backyard; I feel like the complaining commenters- however I wish it was in my backyard! What a wonderful access and opportunity. 2 Questions- Have any volunteer groups stepped up to help defer costs? Has any thought been addressed to creating separate horse trails?
- Suggested bike path is 5' from my back chain link fence. How will you mitigate my loss of privacy, increase in transients, more garbage, more flooding, and my personal decrease in my home value? Has there been public vote to spend our tax money instead of police protection? Cost benefit for cyclists. Flood easement vs city ownership.

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- I live close to the proposed trails rather on one of them. I think it is a great idea to build the trails to access and move people from the streets to a safer location.
- As mentioned, the trails will be cement & destroy the natural beauty & peacefulness of the creek. Invasion of privacy of open backyards. Unnecessary cost in maintenance, destruction of natural vegetation.
- I do not want a trail in my backyard. It is an invasion of my privacy & security, the millions of \$\$ spent on the feasibility study and paying the contractor could be better spent on our library, improving our existing parks and our schools. No to the trail project!
- This is the second time we have submitted our concerns with no response! Is anyone listening?! Our greatest concerns- privacy and crime again were not addressed tonight. Furthermore, there was no presentation of where established communities had bike paths put in. Every year the creek rises in our area 10' or more and debris piles up and soils are eroded. A couple of years ago tons of rocks were put in to prevent further erosion. We also have a pool- how can we keep people out who want to get in our yard? We feel like you are not listening or acknowledging any of these concerns.
- As someone who bikes and walks a lot, this project interests me a lot. Having trails would be a great benefit to the city in both transportation and health elements. To have the most benefit, the trails need to be done well and they should encourage people to use them. I would be very happy if art was incorporated with the trails as it has been in "Cultural Trail" (Indianapolis). It would also be nice if the city partnered with environmental and bicycling advocacy groups if it hasn't by now. PS It'd be nice if the city would consider a streetcar that would provide more transportation options.
- No, no, no, no, no, no, no trail. Cripple Creek- Shadow Hawk Drive, very poor layout proposed.
- Do any of the members on this task force have backyards close to the creek? My backyard is 22 steps to the creek... is there a specific footage from homeowner's backyards that the trail will be at a distance from my house? What about protection for the homeowners when more people will be able to view our yards? Increased vandalism? Who pays for repairs when flooding occurs if floods up to our backyard? I don't want my tax \$ going toward this if it invades my privacy.
- I am thoroughly opposed to having a walkway in my backyard. We have no fencing and I like it that way. My whole back of my house are windows with no coverings so I am close to the nature. I don't even have coverings on my shower window. I bought this house for the privacy & closeness to the wildlife. What happens to the wildlife? Have impact studies been done? What about the security? What about the flooding (property value loss)? I do not like that there are crossing points which will bring in even more access to my backyard. I'm willing to head a class action lawsuit if need be.
- How many people have contacted CH regarding their inability to get out in CH? Habitat- animals like it now. How many people in the CH area want this to occur?
- Please explain why the existing trail is chosen instead of the other side of Cripple Creek. The other side has wider space than our side. If there is trail in my backyard, I don't feel safe. I'm against the trail project completely. I have grandkids (8 & 3 years old). No trail in area 3! Please respond.
- Area 4 could be easier to use the south side of the creek between Auburn & Van Maren. There is more room. The Greenback homes Assn. at one time offered this property free to the city. It is fenced off so the residents cannot access this property except from Van Maren. I am a Greenback

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homeowner's board member.

- Flood plain encroachment! The kids love the openness of the field- leave area natural! If you pave it, we taxpayers already have paid for streets! Bike paths are not for walkers- as they overtake it all. When we bought house in 1976, we were told there would be no development there (and we paid more for our lot)! Why spend this money when we cut cops etc. I am very opposed to this! Bikes do not follow the rules now. License the bikes for all the costs.
- On arterial roads with bike lanes, the traffic often "flows" at 50 mph which is uncomfortable for many bikers. Likely, this is widely recognized and there are no feasible solutions other than bikers abandoning the bike lanes and taking to the sidewalks.
- Use the trails existing in C Bar C Park rather than private property.
- I am a retired state worker (construction sup 1) livings in Area 3- I can also do work on grants application and administration.
- Comment by someone: believes format of meeting to be undesirable/disservice to project because his neighbors wanted to address the city and didn't feel they had the chance to. Left meeting more angry than when they got here. For clarification, I asked them about approaching the city one on one and employees. It was made clear, people wanted to speak to everyone at one time after presentation.
- There are descriptive paragraphs in the 300+ page report that are simply not true! When details are not true, how can you expect people to draw reasonable conclusions! The private property issues are huge- I don't see how the city project manages can reconcile crossing private property without realizing the damage to these properties on all levels of private property rights!
- I do like the idea of more accessibility for walking and biking in some of the areas. However, I think this is a very costly undertaking for the number that will likely use the trails. In the past month I have witnessed very few cyclists in the project areas I have driven, despite new bicycle marking on many of the streets. There are many regular walkers who enjoy walking the neighborhood streets as is. I have concerns about personal safety and security of property as the trails are opened. In Area 5, I have concerns about the crosswalk across the street Brooktree Drive near the bridge, in terms of impact on traffic. The segment to the west does not seem worth the cost to continue it past the bridge (2 steel bridge crossings).
- I am in favor of this project; I feel it would be good for the community and may even increase property values. Go for it!
- We do not want a bike trail going through our backyard! It will leave us vulnerable, jeopardizing our safety and bring crime to our back door! It frightens away the wildlife and decreases our property value. We feel you have poor planning for our neighborhood.
- Area 3 - Concerns regarding parking on the street for trail users at Indian River drive (Segment A16).

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- Area 3 - All areas retaining walls will cause water to rise in other areas. New type of flooding. Bridges catch and dam up debris. (Segment C21).
- Area 3 - Good for community for better living. Increase in property values. Easy and convenient for outdoor exercise and safe. (Segment C23).
- Area 3 - Policing? Flooding? No trail in area 3 for safety of my family. (Segment A14)
- Area 10 - Trail will be in my backyard on Mel Ct. Feeling very unsafe (Area between segments A05-A04).
- Area 10 - Erosion problems, natural habitat, high water flooding, and crime issues (Area between segments A05-A04).
- Area 4 - Move trail to south side (Segment A12).
- Area 4 - Concerned about lighting. Will disturb turkey roosting tree in Vera Cruz (Segment A09)
- Area 7/8 - The bike trail behind C Bar C Park should be routed into the park.
- Area 7/8 - The residents of sunrise Farms were expecting horse trails. Please reconsider a corridor for horses. Concerns about security and screening of property on Zancanaro Circle. (Segment C03).
- Area 5 - In two places along Brooktree creek, the bank is too narrow between the channel and adjacent private property. There is not room for the kind of trail you are talking about. (Segment B12)
- Area 5 - Why no on street alternative? (Between segment B09-B07).
- Area 5 - What sort of crossway will connect the trail across Brooktree near the bridge? Segment to west seems to have less benefit/more cost 2 street bridges. (Segment B06)