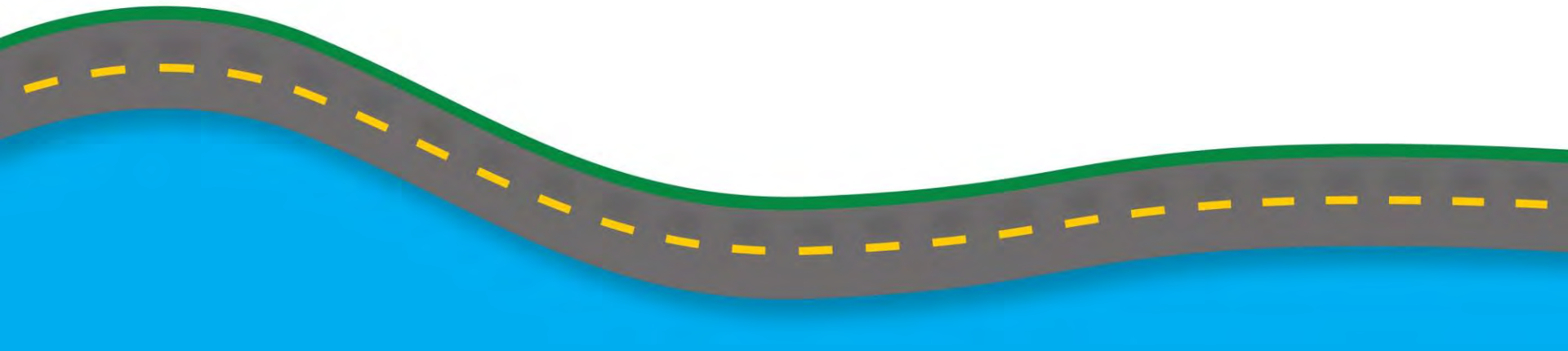




Citrus Heights Creek Corridor Trail Project

Trail Advisory Group Meeting #5

December 4, 2013



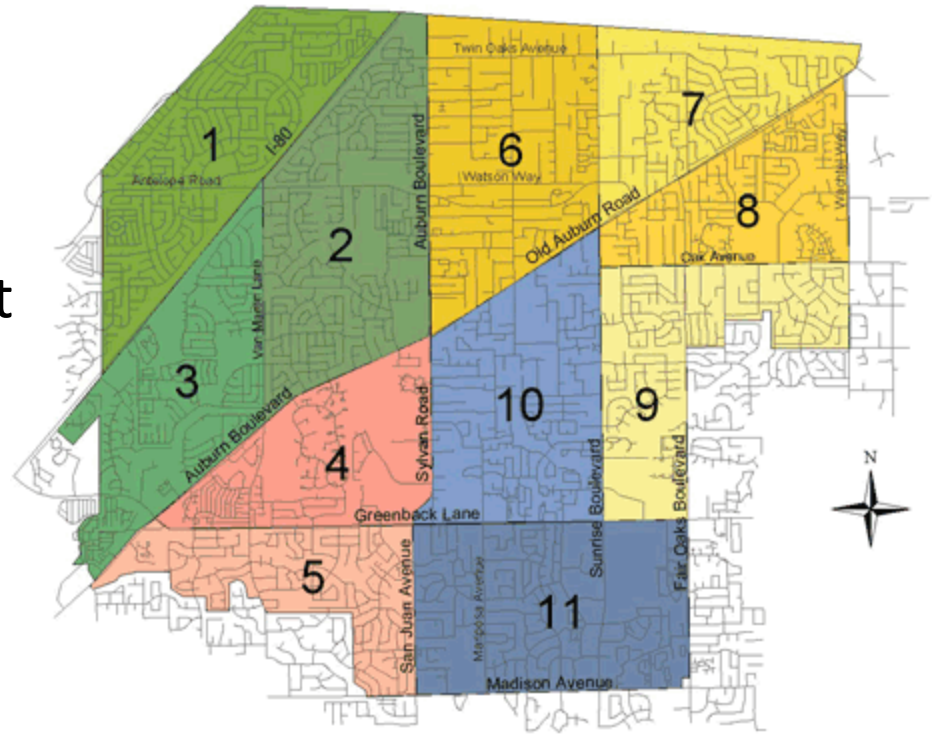
Agenda

- Introductions
- Neighborhood Area Meetings Update
- Recap: Background Analysis Report
- Overview TAG Draft Feasibility Report
- Discussion on TAG Draft Feasibility Report
- Next Steps



Neighborhood Area Meetings

- Presentations have been completed for all areas
- Feedback has been consistent with public input from other methods
- People generally receptive to strategies to address safety and security, environmental, maintenance issues
- Majority of people at neighborhoods meetings were already familiar with the project



Feasibility Report Summary

■ Major Components

- Summary of Public Engagement Process and Findings
- Review/Summarize Existing Conditions
- Review/Summarize Opportunities and Constraints
- Design Guidelines for Trail System Elements
- General Implementation Costs
- Recommended Alignments
- Implementation Priorities



City of Citrus Heights
Creek Corridor Trail Project

Feasibility Report

TAG Draft



November 27, 2013



Design Guidelines

- Access Nodes and Amenities
- Trail Geometry and Cross-sections
- Signage and Pavement Markings
- Safety and Security
- Creek Crossings
- Road Crossings
- Retaining Walls



Access Nodes and Amenities



- **Type A – Neighborhood:** trailhead, bollards, directional and rules signage, no parking.
- **Type B – Neighborhood/Community:** Type A amenities and on-street public parking, some site furnishings such as a pet waste station, trash receptacle, bench, and/or additional signage (ex. Van Maren Park)
- **Type C – Community:** Type B amenities with off-street parking, and additional features such as an interpretive kiosk, drinking fountain/pet water station, and/or picnic tables (ex. Arcade Creek Park Preserve).
- **Type D – Regional/Park:** Type C in combination with public park or other public facility with restrooms and other features such as a shade shelter, play and fitness equipment, etc. (ex. Rusch Park)

Access Node Locations

Access Node

- ★ Type B
- ★ Type C
- ★ Type D

Trail Feasibility

-  Good
-  Poor



Trail Geometry and Cross-sections

Per Caltrans and City adopted standards

WIDTH

- Standard: 10' paved with 2' shoulders
- Exception: 8' width in narrow areas

GRADE

- Standard: grade 5%
- Exception: may be 8% in limited areas

ELEVATION

- Standard: trail no more than 1' below 10-yr storm Water Surface Elevation
- Exception: under existing bridges



Signage and Pavement-Markings

■ Signs

- Regulations and Warnings
- Directional and Informational
- Interpretive

■ Pavement Markings

- Speed Limits
- Traffic Flow
- Striping
- Intersection Limit Lines
- Stop/Yield
- Mileage



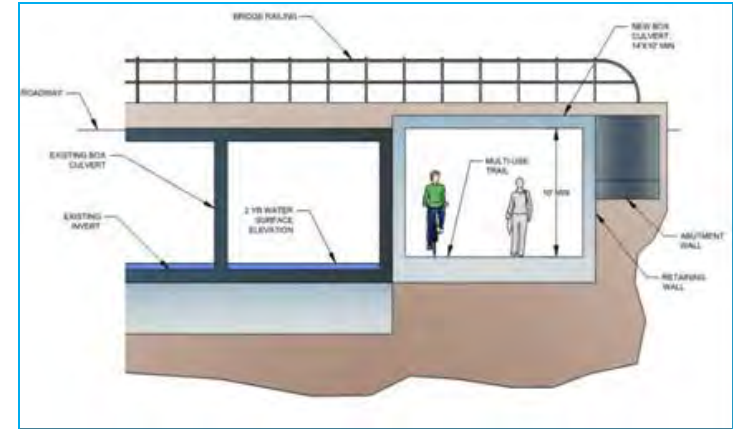
Safety and Security

Design Element	Property Owners	Trail Users	Wildfire	Nuisance Activities
Fencing	▪	▪	▪	▪
Vegetation Management	▪	▪	▪	▪
Siting and Design	▪	▪	▪	▪
Lighting	▪	▪		▪
Security Cameras	▪	▪	▪	▪
Call Boxes	▪	▪	▪	▪
Hours of Operations	▪	▪		▪
Trail Separation		▪		▪
Patrols	▪	▪	▪	▪
Emergency Vehicle Access	▪	▪	▪	▪
Signage	▪	▪	▪	▪

Creek and Road Crossings

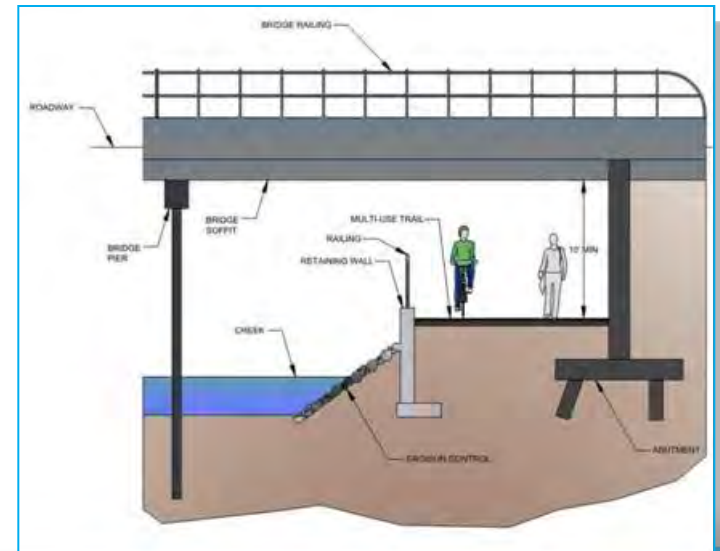
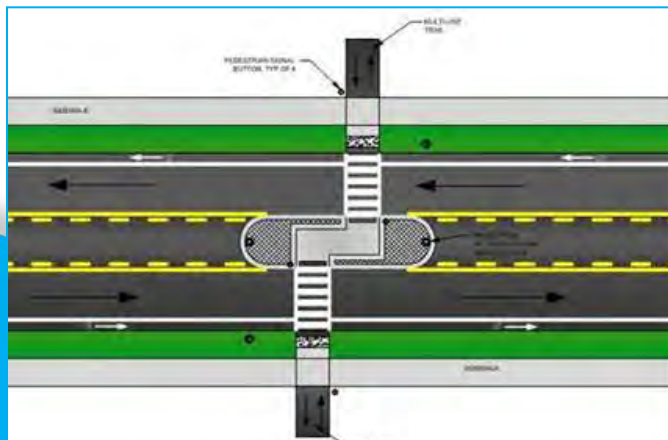
■ Creek Crossings

- Bridge decks at least at 10-yr Storm WSE
- Low Flow inundated crossing may be required in some areas
- All structures subject to floodplain/floodway regulation



■ Road Crossings

- At Grade
- Grade Separated (under and over)



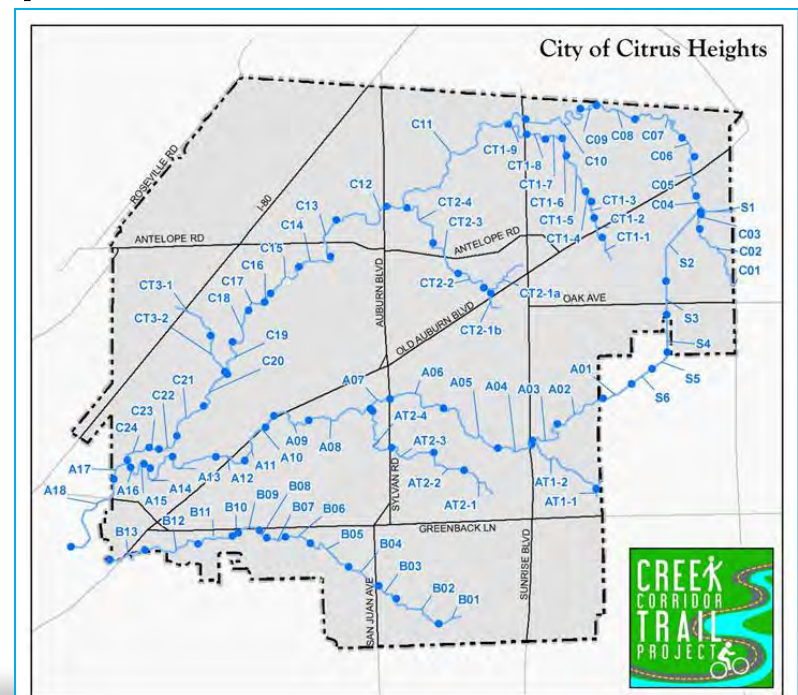
Implementation Costs

- **Study includes general discussion on type of costs required for implementation**
 - Planning and Design
 - Acquisition
 - Environmental Compliance and Permitting
 - Construction
 - Administration and Construction Management
 - Maintenance



Alignment Recommendations

- Only addresses High and Moderate Potential for Future Study from Background Analysis
- 60 unique segments
- Each includes alignment graphic with summary information
- Preliminary cost estimate
- Discussion of
 - Design Elements
 - Environmental Compliance
 - Additional Technical Studies



Priorities for Implementation

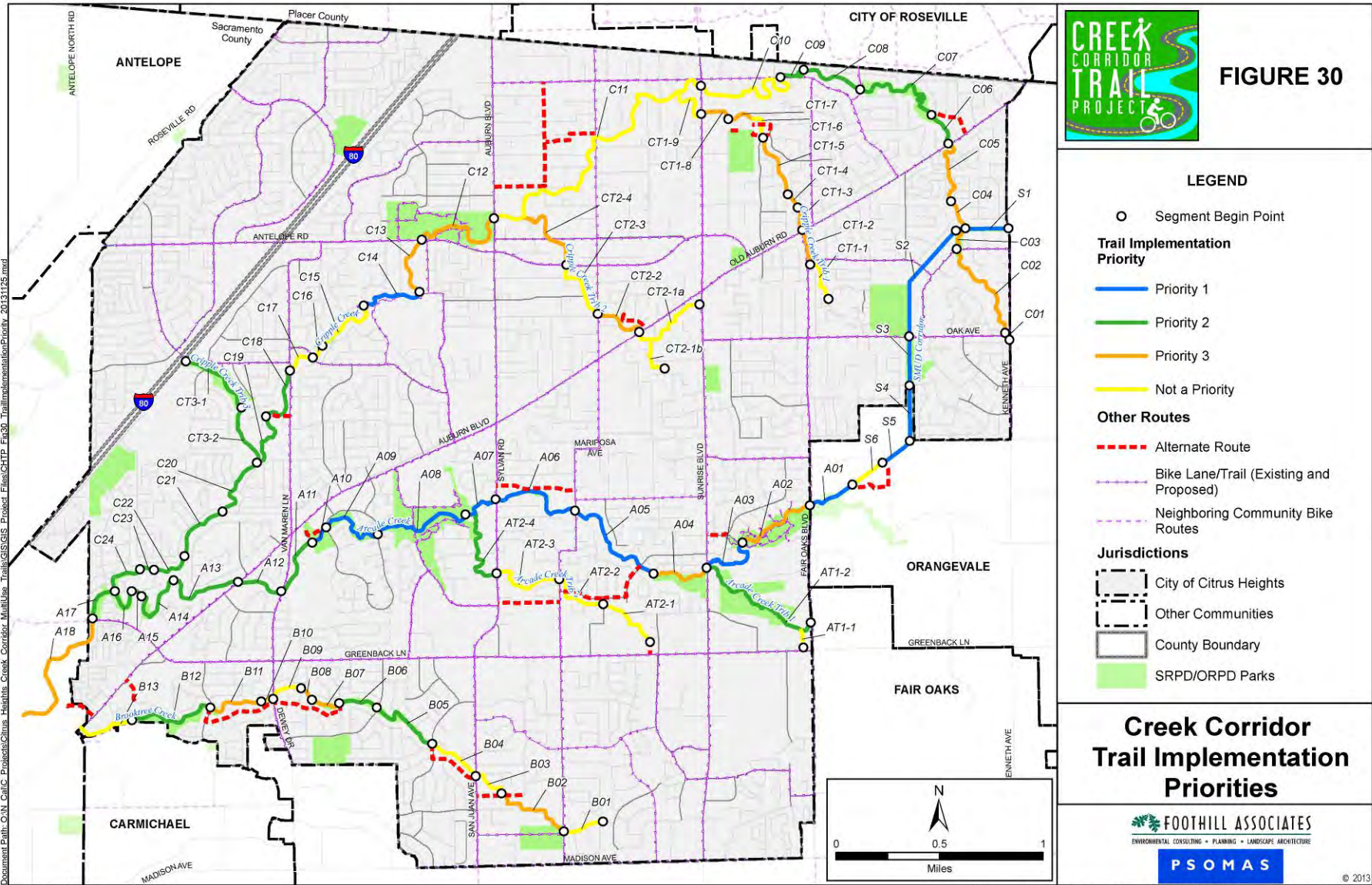
- **Criteria for setting relative priorities**
 - Connectivity
 - Ownership
 - Ease of Construction
 - Neighborhood Fit
- **Priority 1:** critical links, mainly public ownership, relatively easy to build (4.2 miles, \$10.5 million)
- **Priority 2:** moderately important links, mix of public and private, some construction challenges (7.3 miles, \$21.9 million)
- **Priority 3:** less important links but value to neighborhood, implementation challenges such as private ownership (5 miles, \$12.8 million)



Priorities for Implementation



FIGURE 30



LEGEND

- Segment Begin Point
- Trail Implementation Priority**
 - Priority 1
 - Priority 2
 - Priority 3
 - Not a Priority
- Other Routes**
 - - - Alternate Route
 - - - Bike Lane/Trail (Existing and Proposed)
 - · · Neighboring Community Bike Routes
- Jurisdictions**
 - - - City of Citrus Heights
 - - - Other Communities
 - ▭ County Boundary
 - ▭ SRPD/ORPD Parks

Creek Corridor Trail Implementation Priorities

FOOTHILL ASSOCIATES
 ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

PSOMAS

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Next Steps/Schedule

- 12/9/13 – TAG and Staff Review Complete
- 12/16/13 – Draft to City for Review
- 12/23 – Last Call for changes prior to public release
- 1/6/14 – Public Review Process via website and online engagement tool
- 1/14/14 – Second Public Workshop
- 1/22/14 – Final Feasibility Report to TAG and Staff
- 1/29/14 – Final TAG Meeting
- Planning Commission Feb 2014
- City Council March 2014



Discussion

