

Rancho Cordova Creek to Trail Feasibility Study

September 2019

PREPARED FOR



PREPARED BY



FUNDED BY



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Introduction

The City of Rancho Cordova has conducted a feasibility study with funding from a Caltrans Sustainable Transportation Planning grant for a bicycle and pedestrian trail along Cordova Creek. This trail would connect residents to schools, parks, and existing active transportation networks. The proposed project is located north of State Route (SR) 50, south and east of the American River, and west of Sunrise Boulevard. See Figure 1 on the next page. **The project has been found to be infeasible due to community opposition, detailed in this report, and will not be pursued at this time.**

The study alignment begins at Federspiel Park where Beclan Drive crosses the Cordova Creek stormwater channel, and meanders west along the channel through residential neighborhoods for approximately 1.5 miles. The alignment then runs north for approximately 0.5 mile through River Bend Park (managed by Sacramento County Regional Parks), connecting to the Jedediah Smith Memorial Trail on the south side of the American River Parkway. The topography is relatively flat; with elevations from 65 to 90 feet above sea level.

The purpose of this study is to examine and document technical design challenges and propose potential solutions for an off-street trail. The study process included gathering input from nearby residents and the larger Rancho Cordova community and revising concepts based on public feedback.

Although the project is geometrically feasible, it is not feasible at this time due to a lack of community support for the project. The project will not proceed at this time.

If desired to advance this project in the future, additional public outreach would be conducted and funding would be required for environmental analysis, engineering design, and construction. Approval and direction would also be needed from City Council.

Relationship to Other Plans

The proposed Cordova Creek Trail supports the goals of previously adopted City planning documents.

Rancho Cordova General Plan

Goal C.2 of the Rancho Cordova General Plan directs the City to “establish an extensive, complete, smooth, interconnected, and continuous pedestrian and bicycle network.”

Rancho Cordova Bicycle Master Plan

The Rancho Cordova Bicycle Master Plan documents a need for improved bicycle connections in the area, identifying on-street bikeways on Chardonay Drive, Dolecetto Drive, Gilbert Way, Tormolo Way, Ribier Way, Chase Drive, and Rinda Drive.

PROJECT AREA

Figure 1

RANCHO CORDOVA CREEK TO TRAIL FEASIBILITY STUDY

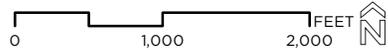
Proposed Trail Alignment

EXISTING BIKEWAYS

-  Class I Shared-Use Path
-  Class II Bike Lane
-  Class III Bike Route

DESTINATIONS + BOUNDARIES

-  Light Rail Station
-  Park
-  Shopping Center
-  School



Data provided by the City of Rancho Cordova, Esri. Map produced March 2018.



Similar Local Trails

Two nearby trails present local examples that feature similar conditions to the Cordova Creek corridor.

Stone Creek Community Bike Trail

The Stone Creek Community Bike trail in Rancho Cordova is about 1.6 miles long and passes behind approximately 163 homes.



Mather Heritage Trail

The Mather Heritage Trail in Rancho Cordova is 1.4 miles long, spanning from the Mather Field/Mills Light Rail Station to the Mather Commerce Center.



Organization

This report documents the process and results of this trail feasibility study, including recommendations for the proposed creek trail and a plan for implementing and maintaining the trail. It is organized into the following chapters:

- **Introduction** describes the study context, scope, and purpose
- **Existing Conditions** describes the community, active transportation facilities, destinations, and biological conditions in the study area
- **Opportunities and Constraints** describes the current physical condition of the creek channel and proposed trail corridor
- **Outreach and Identified Needs** describes community engagement and key feedback themes
- **Recommendations** describes the proposed cross sections, alignment, and street crossings for the trail
- **Implementation Strategy** describes maintenance operations, safety considerations, and available funding sources to implement the proposed trail

Existing Conditions

This chapter presents an overview of the existing conditions along the corridor, including demographics of the surrounding neighborhoods, nearby destinations, and environmental conditions that may constrain the alignment of the creek trail. A map showing the project location, existing bikeways, and key destinations is shown in Figure 1.

Neighborhood Demographics

Nearly 17 percent of Rancho Cordova residents (11,464 people) live in a Census block group within or adjacent to the proposed trail. Many of the demographics of people living adjacent to the proposed trail are similar to other Rancho Cordova residents. The median household income of residents adjacent to the trail is higher, around \$59,000, as compared to the \$53,000 citywide median. One-third of households close to the trail have children, also similar to the citywide average (Table 1). Race and ethnicity closely mirror that of the city, with non-Hispanic whites and people of Hispanic or Latino origin slightly overrepresented compared to citywide (Table 2). Ages of people living near the trail also reflect those of the greater Rancho Cordova community (Table 3).

Table 1: Median Income and Households with Children

	Adjacent to Proposed Trail	Rancho Cordova
Median Household Income	\$58,657	\$53,360
Households with Children	33.5%	35.2%

Source: ACS 2012-2016 5-year estimates

Table 2: Race and Ethnicity

	Adjacent to Proposed Trail	Rancho Cordova
Non-Hispanic White	57%	50%
Hispanic or Latino	23%	21%
Black or African American	8%	9%
Asian	4%	11%
Two or more races	6%	6%

Source: ACS 2012-2016 5-year estimates

Table 3: Age

	Adjacent to Proposed Trail	Rancho Cordova
Under 10	13%	14%
10-19	13%	13%
20-34	22%	23%
35-54	26%	27%
55-74	18%	17%

Source: ACS 2012-2016 5-year estimates

Transportation Patterns

Nearly three quarters of residents adjacent to the trail currently drive alone to work. Just two percent of trail neighbors bike to work, and four percent walk to work. See Figure 2. The citywide figures did not deviate more than three percent more or less than these figures. The proposed Cordova Creek Trail would provide access to the American River Parkway, creating additional opportunities for Rancho Cordova residents to choose active transportation for their commute.

While bicycling and walking mode shares may be low for work trips, improving active transportation facilities near schools has been associated with an 18 percent relative increase in walking and bicycling trips to school. There are six public schools located within one half-mile of the proposed trail, that enroll a total of nearly 4,000 students (see Table 4). Among residents near the proposed trail, one-third of households have children.

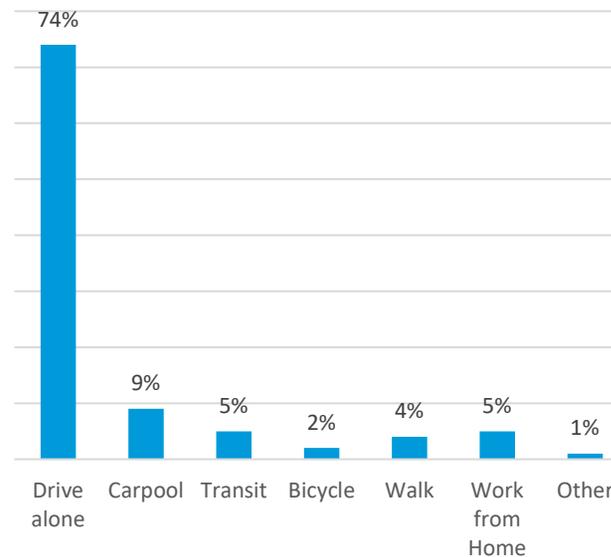
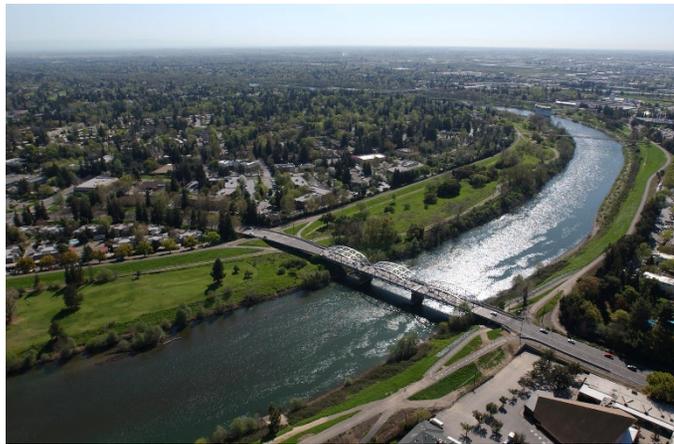


Figure 2: Primary Mode to Commute to Work

Source: ACS 2012-2016 5-year estimates

Network Connections

At the west end of the project, the planned trail will connect to the American River Parkway, a 23-mile shared use path that stretches from Folsom to Sacramento (see Figure 3). At the east end, the planned trail terminates at Beclan Drive. Along the creek, the trail will pass close to La Loma Drive and cross Coloma Road, both of which have Class II bicycle lanes. Wherever possible, access to these on-street bicycle facilities should be provided, including accommodation for bicyclists traveling in both directions on the street to easily access the creek trail.



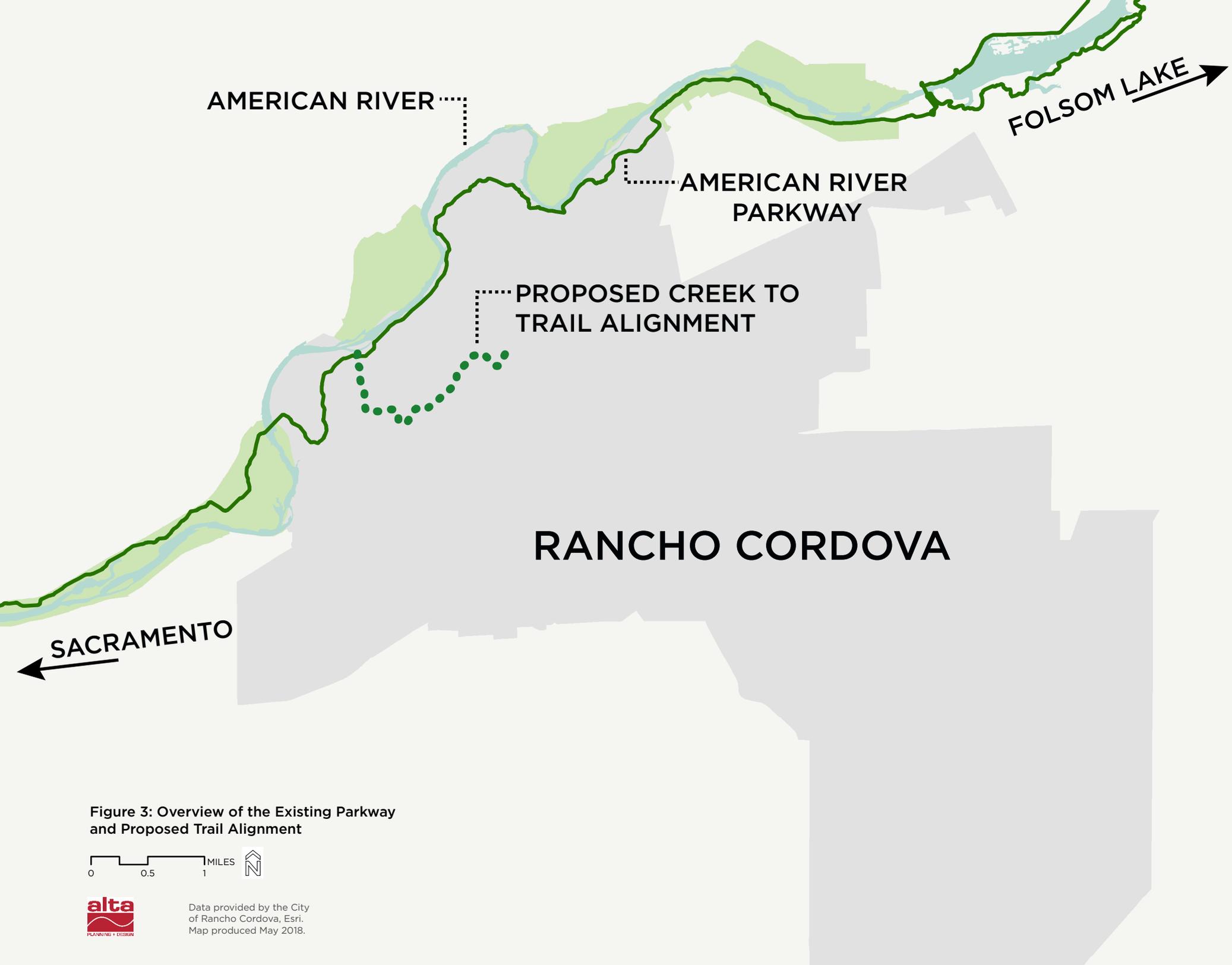
American River Parkway

Cordova Creek Water Level

The water-level along this section of Cordova Creek fluctuates depending on the time of year and the amount of water being discharged by Aerojet Rocketdyne.

The County of Sacramento and City of Rancho Cordova have not completed a hydrologic/hydraulic study for this portion of creek. The Stormwater CIP Master Plan consultant is currently modeling the city's drainage system, including flows to Cordova Creek, but the modeling results will most likely not be available until after the completion of this study. The 100-year flood information is also not available.

The City is able to request temporary water shut-offs for routine maintenance projects for 2-3 days at a time from Aerojet Rocketdyne (which pumps ~2,000 gallons of treated groundwater per minute from their facility).



AMERICAN RIVER

FOLSOM LAKE

AMERICAN RIVER
PARKWAY

PROPOSED CREEK TO
TRAIL ALIGNMENT

RANCHO CORDOVA

SACRAMENTO

Figure 3: Overview of the Existing Parkway and Proposed Trail Alignment



Data provided by the City of Rancho Cordova, Esri. Map produced May 2018.

Destinations

Six schools are located within one half mile of the creek corridor, listed in Table 4. A total of nearly 4,000 students are enrolled at these six schools and may benefit from improved walking and bicycling access to their school. Please see Figure 1 on Page 2.

Table 4: Schools in Project Area

School	Grades	2016-17 Enrollment
Cordova Meadows Elementary	K-5	320
Cordova Gardens Elementary	K-6	347
Cordova Senior High	9-12	1,692
Mills Middle School	6-8	737
Peter J Shields Elementary	K-5	398
Rancho Cordova Elementary	K-5	382

Source: CA Department of Education

Other important destinations near the project corridor include:

- Walmart Supercenter
- Casa Coloma Health Care Center
- American River Dental
- Radiant Health Center
- Cordova Lutheran Church
- Hagan Community Park
- Federspiel Park
- Cordova Community Food Locker
- Folsom Cordova Community Partnership

Biological Conditions

A biological resources review was conducted as part of this project in order to evaluate potential biological constraints on development of the proposed project. This section summarizes the findings from this review.

The channel adjacent to the proposed project alignment is under the jurisdiction of the USACE and CDFW. Based on available project information, bank stabilization has already occurred (i.e., concrete lining along the banks) and the anticipated project design would avoid the channel. Therefore, no direct impacts on jurisdictional areas are anticipated. However, if the project could impact jurisdictional areas (i.e., creek banks within the ordinary high-water mark or areas within the canopy of riparian vegetation) or if the project would change the discharge of flows into the creek in such a manner as to impact water quality or cause damage to jurisdictional resources, consultation with the United States Army Corps of Engineers (USACE) and the California Department of Fish and Wildlife (CDFW) is recommended. Regulatory permits or agreements from these agencies and the Regional Water Quality Control Board (RWQCB) would be required prior to any physical alteration of jurisdictional areas.



Concrete lining along the channel banks

The proposed project would occur adjacent to the concrete-lined channel banks. The majority of this area is likely comprised of heavily disturbed, compacted soils supporting ruderal plant species. Other findings include:

- The proposed project alignment provides low quality habitat for wildlife species; the adjacent channel provides low-to-moderate quality habitat
- No wetland vegetation occurs within the proposed project alignment but does likely occur adjacent to the alignment
- None of the “special status” plants and wildlife, nor their habitats (as defined by the Federal and/or California Endangered Species Acts) will be directly impacted by this project. However, any construction activities that occur during the nesting season of the tricolored blackbird may indirectly affect that species
- The project is not expected to impose any barriers to existing or future wildlife movement
- A pre-construction survey for active raptor nests or burrowing owls will need to be conducted to ensure that no breeding or nesting habitats are impacted by project activities
- Any vegetation removal should be done outside the peak bird nesting season (February 15 to June 30) to avoid impacts on nesting birds

Bicycle and Pedestrian Counts

Bicycle and pedestrian counts were gathered at three locations along the study corridor on March 27, 2019 from 7 am to 7 pm. The three locations were:

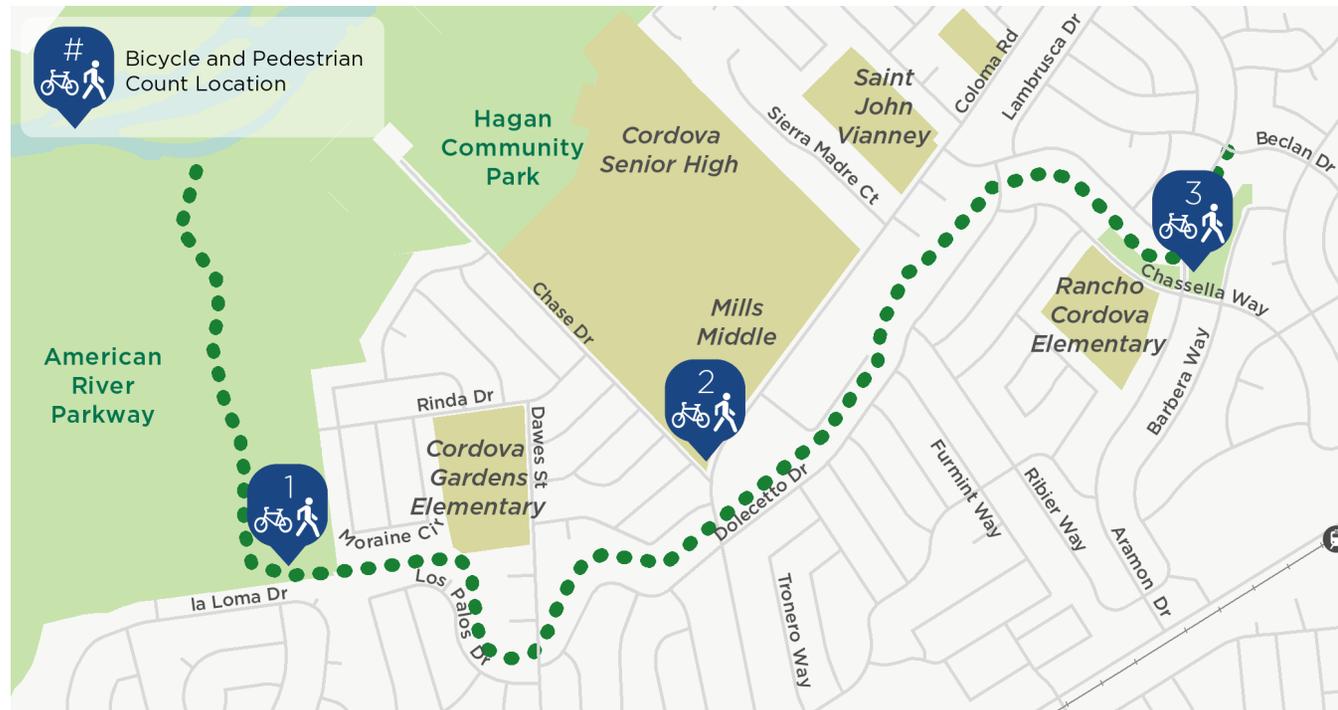
1. Unpaved trail north of La Loma Drive
2. Coloma Road at Chase Drive
3. Aramon Drive at Chassella Way

The weather during the count period was cloudy with light showers in the afternoon and temperatures from 57 to 63 degrees Fahrenheit.

Total numbers of bicyclists and pedestrians counted during the 12-hour period are shown in Table 5 below.

Table 5: Bicycle and Pedestrian Counts

Location	Bicyclists	Pedestrians
1. Unpaved Trail	16	24
2. Coloma Road	64	684
3. Aramon Drive	8	100
Total	96	808



Bicycle and pedestrian count locations

Opportunities and Constraints

This chapter summarizes opportunities and constraints for the proposed Rancho Cordova Creek Trail project area. The project corridor has been divided into five segments delineated by street crossings, and findings are described for each segment. Analysis is based on a review of available data, and includes:

- Pertinent topographic and biological information, including endangered species
- Right-of-way data, including available widths and constrained areas or pinch points
- Trail alternatives or on-street network opportunities
- Connections to nearby destinations including parks and schools

In addition to the specific connections to destinations and on-street bikeways near the project area, the trail also creates an opportunity to improve connections to nearby light rail stations. While access to the stations still requires crossing or traveling along Folsom Boulevard, the trail can provide a low-stress option for a portion of the trip.

Figure 4 through Figure 8 at the end of this section show the locations of opportunities and constraints in each segment. These are each divided into three categories as follows.

Opportunities



Connections

Connection opportunities are locations along the project corridor where the trail intersects with or would improve access to a nearby destination or the on-street bikeway network. Important destinations near the project corridor include schools, parks, community centers, light rail stations, and commercial centers. While the trail may not provide direct access to all of these destinations, it can provide a low-stress alternative to on-street bikeways for a portion of the journey. Connections to on-street bikeways are also identified for each segment, including connections to planned bikeways that have not yet been constructed. Please see Figure 1 on Page 2.



Width

Width opportunities are locations along the project corridor where space is available to accommodate a path that meets or exceeds the minimum acceptable design standards. In this case, the minimum acceptable width for the trail is 8 feet with a two-foot clear shoulder on each side, or 12 feet total. The preferred width is 10-12 feet with a two-foot clear shoulder on each side, for a total width of 14 to 16 feet. This allows people to walk or bicycle two abreast with room for a third trail user to pass them.



Enhancements

In some areas, sufficient width exists not only to provide a trail at the preferred width, but to add amenities and features that enhance the walking and bicycling experience. This might include opportunities for pocket parks, trailheads, gateway features, or other facilities to improve comfort.

Constraints



Width

Where the trail does not meet the minimum 12-foot acceptable width, alternative alignments or further design study may be required. This can include segments where width is constrained along a portion of the trail, or a pinch point where an otherwise adequately wide area is limited at one discrete location.



Cross-Slope

Property lines or fences are several feet higher than the creek channel edge in some areas. A trail alignment through these steep cross-slopes will require earthwork and retaining walls. In addition, these areas may require additional design analysis to ensure they meet Americans with Disabilities Act (ADA) accessibility standards.



Access

The proposed trail can only benefit the community where comfortable and convenient access to the trail is provided. Along some segments, access points are constrained or limited, restricting connections to the on-street network, residential neighborhoods, and nearby destinations. These segments are points of concern regarding safety for users and emergency personnel.

Opportunities and Constraints by Segment

Segment	Opportunities			Constraints		
	Connection	Width	Enhancement	Width	Cross-Slope	Access
A		●	●			
B	●		● ●	● ●		
C	●		●	● ● ●	●	●
D	● ●			● ● ●		● ●
E	● ●	● ●		● ●	●	●

● Opportunity ● Constraint

Segment A: American River Parkway Connection

Opportunities

1. Enhancement: Ample room to create a gateway trailhead at the American River Parkway
2. Width: Existing unpaved path demonstrates adequate width for the trail

Segment B: Existing Path to Dawes Street

Opportunities

1. Enhancement: Trees along the south side of the creek create a pleasant shaded environment for people walking and bicycling.
2. Enhancement: A wide area along the south side of the creek presents an opportunity for either trail amenities or a landing for a bridge to cross the creek and access Cordova Gardens Elementary.
3. Connection: Create an access point to Cordova Gardens Elementary through the back of the school, which abuts the project corridor. Alternately, a connection could be provided with an on-street facility on Dawes Street.

Constraints

1. Width: Pinch point on the south side of the creek.
2. Width: Ramp east of Dawes Street constrains available width for a path.

Segment C: Dawes Street to Coloma Road

Opportunities

1. Connection: Create an on-street connection to nearby Mills Middle School on Coloma Road.
2. Enhancement: Create a gateway trailhead or pocket park on the east side of Coloma Road near the frontage road.

Constraints

1. Width: Fence supports constrain the available width on the south side of the creek channel, where otherwise there is ample flat level space to accommodate a trail.
2. Width: Five mature redwood trees along the south side of the creek reduce the available width for a trail.
3. Cross-Slope: A steep slope in this area will require additional design review to create a safe and comfortable trail.
4. Width: Double ramps east of Coloma Street along with a low point constrain width and limit options for a path.
5. Access: Coloma Road has two lanes in each direction, a center two way left turn lane, and bicycle lanes on both sides of the street at this location. There are also bus stops on both sides of the road. Providing a safe and comfortable crossing at this location will require careful design consideration.

Segment D: Coloma Road to Dolecetto Drive

Opportunities

1. Connection: Provide a connection to Ananda Church via their parking lot on the north side of the project corridor, and consider creating a trailhead. This may also create an access point along an otherwise constrained segment.
2. Connection: Use the existing crossing of Coloma Road at Chardonay Drive to create an on-street connection to Saint John Vianney church and school.

Constraints

1. Width: A pinch point is created by a drainage outfall on the south side of the creek.
2. Access: Multiple sidewalk gaps exist on Dolecetto Drive where it parallels the creek corridor.
3. Width: Significant pinch point on the south side of the creek channel near the Ananda property.
4. Access: Lack of ingress or egress points along the project corridor from Coloma Road to Dolecetto Drive.
5. Width: Access ramps on either side constrain the available width for a path. Short-term, a narrow path could be provided; longer-term, the ramp on the north side of the creek could be rebuilt, though this would require a significant capital investment.

Segment E: Dolecetto Drive to Beclan Drive

Opportunities

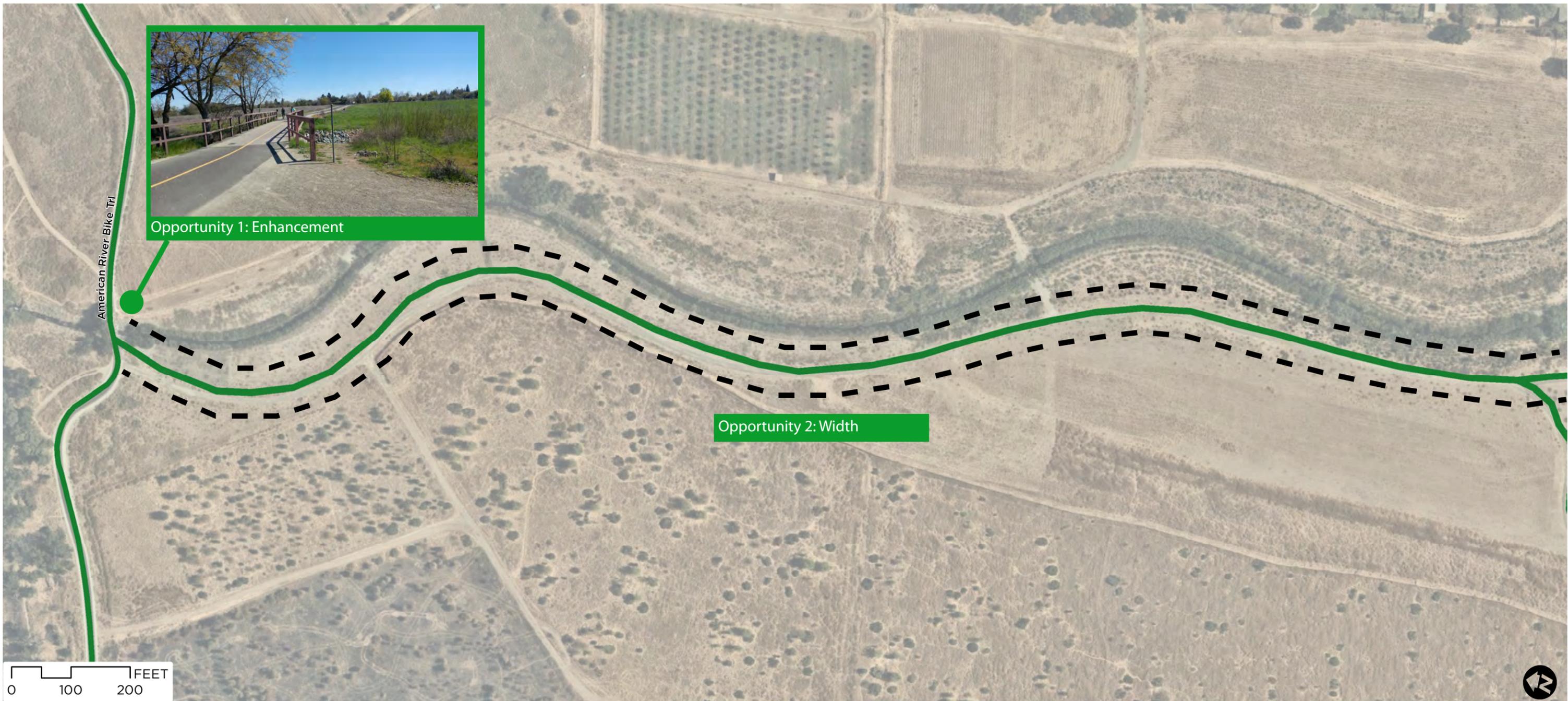
1. Width: Ample width on the south side of the creek for a trail.
2. Width: Public park land on the south side of the creek near Chassella Way provides ample room for a portion of the trail.
3. Connection: Barbera Way and Zinfandel Drive can be used to create a connection to Federspiel Park and access the trail from nearby homes.
4. Connection: A planned bicycle boulevard (i.e. a calm residential street that prioritizes the comfort of bicycles) on Beclan Drive would create a connection to existing bicycle lanes on Aramon Drive and planned bicycle lanes on Zinfandel Drive.

Constraints

1. Width: The north side of the creek is constrained and may not be wide enough for a path.
2. Width: Mature sycamore trees create multiple pinch points on the south side of the creek.
3. Access: Aramon Drive at this location has two travel lanes, two bicycle lanes, and an on-street parking aisle on each side. A midblock crossing would be required to continue along the trail, and the creek crosses at a curve in the roadway which limits visibility.
4. Cross-Slope: Steep slopes on both sides of the creek channel create challenges near Beclan Drive, including providing access to the street and Federspiel Park.

Biological Constraints

On May 30, 2018, Psomas Biologist Steve Norton conducted a general plant and wildlife survey along the proposed project alignment. The purpose of the survey was to document existing conditions and to evaluate habitats potentially supporting special status plant and wildlife species. Prior to the survey, a review of regional planning documents and relevant biological resource databases was conducted along with a review of aerial photography of the proposed project alignment. See Appendix C for the complete Biological Constraints Report.



RANCHO CORDOVA CREEK TO TRAIL STUDY SEGMENT A: AMERICAN RIVER PARKWAY CONNECTION

--- Project Corridor

EXISTING BIKEWAYS

— Class I Shared-Use Path (Trail)

— Class II Bike Lane

PROPOSED BIKEWAYS

- - - Class II Bike Lane

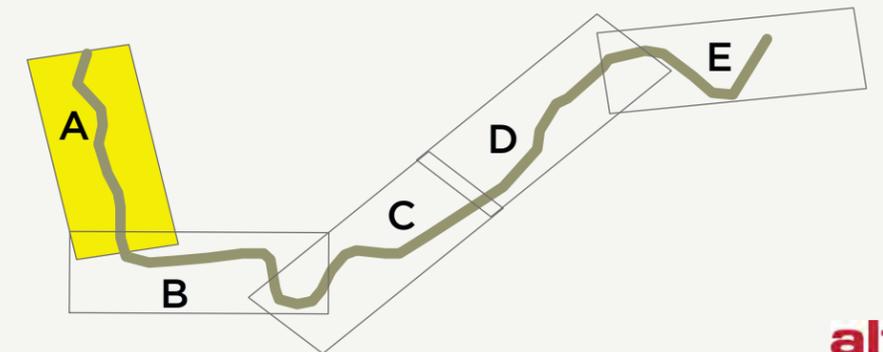
- - - Class III Bike Route

- - - Class IIIB Bicycle Boulevard

INFRASTRUCTURE

■ Culvert

TRAIL OVERVIEW



▲ TOTAL DISTANCE: 2 MILES



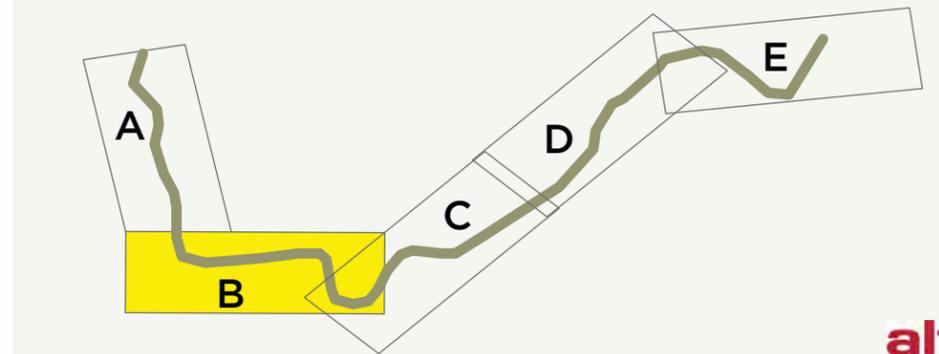
RANCHO CORDOVA CREEK TO TRAIL STUDY SEGMENT B: EXISTING PATH TO DAWES STREET

Project Corridor

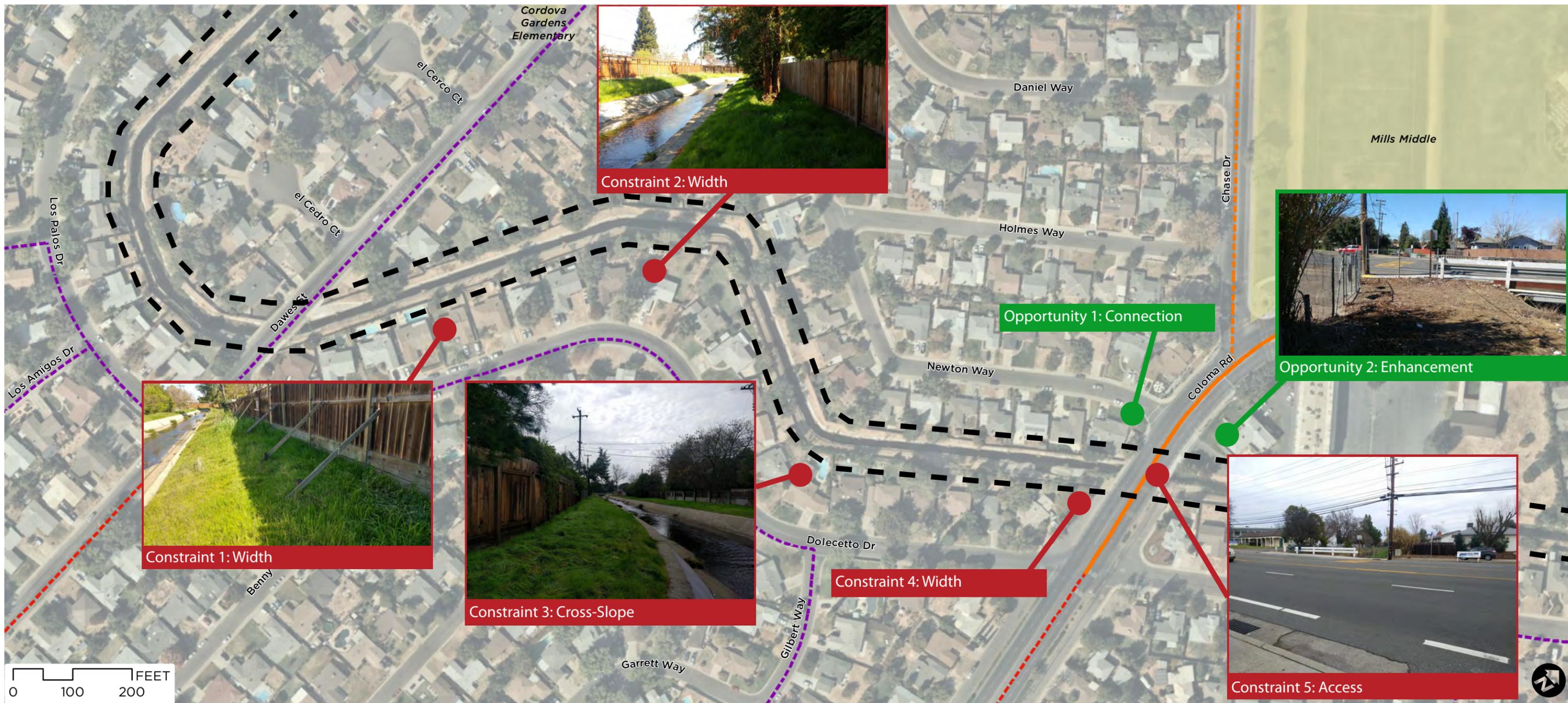
- EXISTING BIKEWAYS**
- Class I Shared-Use Path (Trail)
 - Class II Bike Lane
- PROPOSED BIKEWAYS**
- Class II Bike Lane
 - Class III Bike Route
 - Class IIIB Bicycle Boulevard

- INFRASTRUCTURE**
- Culvert

TRAIL OVERVIEW



TOTAL DISTANCE: 2 MILES



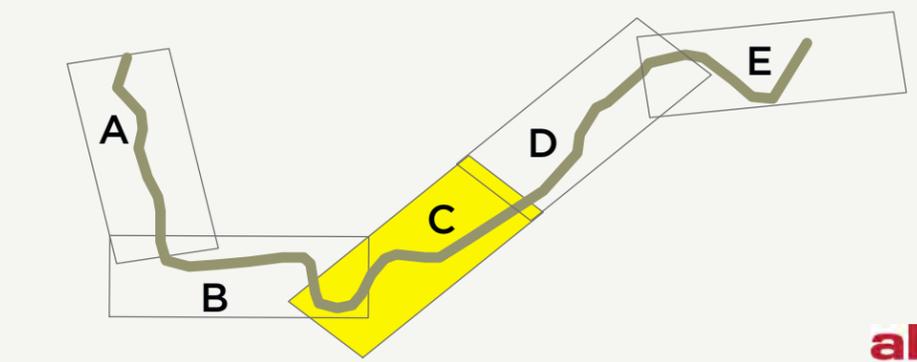
RANCHO CORDOVA CREEK TO TRAIL STUDY SEGMENT C: DAWES STREET TO COLOMA ROAD

--- Project Corridor

- EXISTING BIKEWAYS**
 - Class I Shared-Use Path (Trail)
 - Class II Bike Lane
- PROPOSED BIKEWAYS**
 - - - Class II Bike Lane
 - - - Class III Bike Route
 - - - Class IIIB Bicycle Boulevard

- INFRASTRUCTURE**
 - ▀▀▀▀▀ Culvert

TRAIL OVERVIEW



TOTAL DISTANCE: 2 MILES



RANCHO CORDOVA CREEK TO TRAIL STUDY SEGMENT D: COLOMA ROAD TO DOLCETTO DRIVE

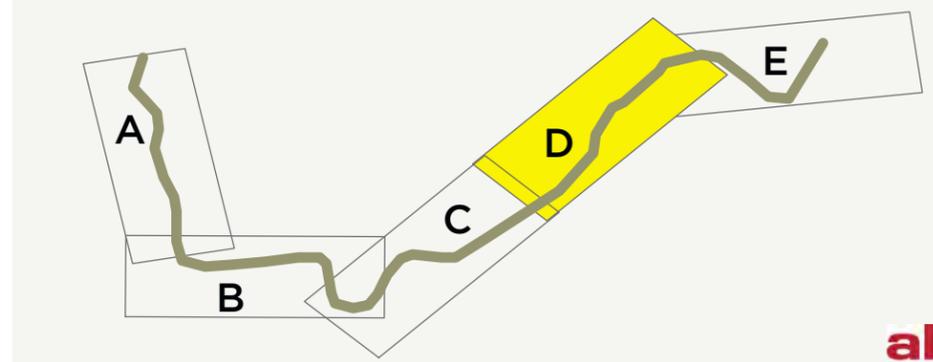
--- Project Corridor

- EXISTING BIKEWAYS**
- Class I Shared-Use Path (Trail)
 - Class II Bike Lane
- PROPOSED BIKEWAYS**
- - - Class II Bike Lane
 - - - Class III Bike Route
 - - - Class IIIB Bicycle Boulevard

INFRASTRUCTURE

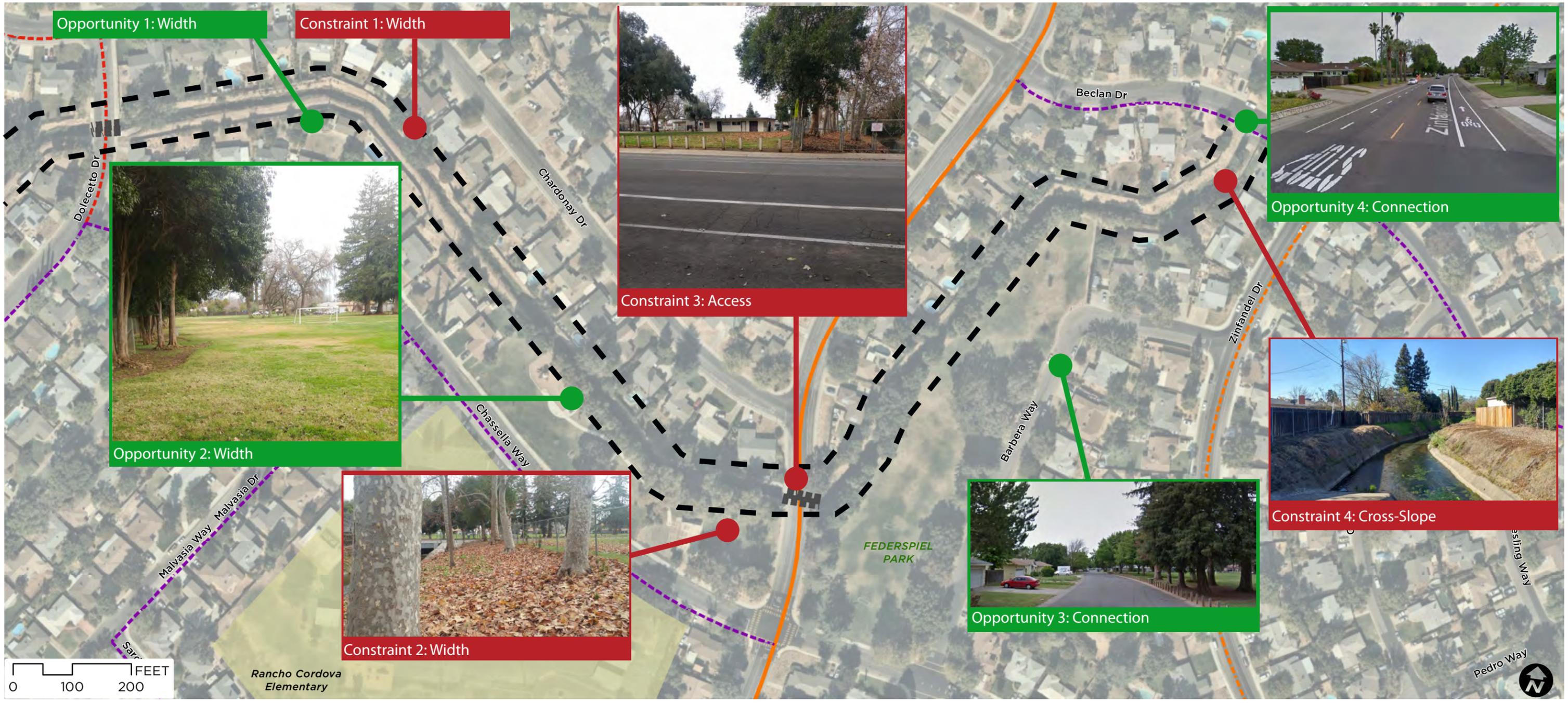
- Culvert

TRAIL OVERVIEW



▲ TOTAL DISTANCE: 2 MILES





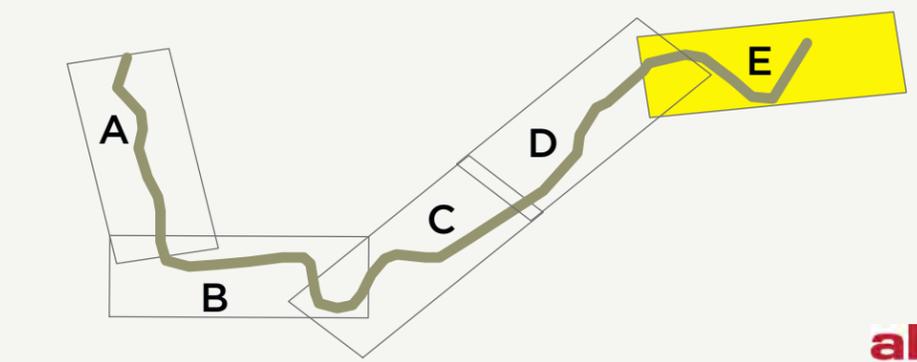
RANCHO CORDOVA CREEK TO TRAIL STUDY SEGMENT E: DOLCETTO DRIVE TO BECLAN DRIVE

--- Project Corridor

- EXISTING BIKEWAYS
 - Class I Shared-Use Path (Trail)
 - Class II Bike Lane
- PROPOSED BIKEWAYS
 - - - Class II Bike Lane
 - - - Class III Bike Route
 - - - Class IIIB Bicycle Boulevard

INFRASTRUCTURE
 ■■■■■ Culvert

TRAIL OVERVIEW



TOTAL DISTANCE: 2 MILES



Outreach and Identified Needs

Online Survey

An online survey was available from April 2018 to April 2019, and 100 responses were received. Survey responses from each question are summarized in Appendix A.

Just over one-third of respondents live directly adjacent to the proposed trail, and another 20 percent live one to three blocks away.

When asked about the proposed trail, 47 percent of respondents said they feel it would benefit their family and 17 percent said they need more information before making a decision. Thirty-six percent of respondents said they did not feel the proposed trail would benefit them.

The American River Parkway was the most commonly cited destination, with 63 percent of respondents saying they would use the trail to access it. Soil Born Farms and Hagan Community Park were each noted as potential destinations by 40 percent of respondents. While most respondents did not intend to use the proposed trail to commute to work or school, 58 percent said they would use it for health or recreation and 23 percent said they would run errands.

Respondents were also asked what concerns the City would need to address to make them feel comfortable using the proposed trail. The top three responses were vagrancy and safety from others on the trail (78

percent), adequacy of lighting (59 percent), and vandalism or property damage (57 percent).

An open question allowed respondents to share additional thoughts about the proposed trail. These comments were divided, with half being generally against the proposed trail and half being generally in favor. Comments expressing negative opinions focused on concerns about privacy, crime, and the environment. Favorable comments were more varied but mentioned increased property values, connections to nature, and safer crossings.

Stakeholder Advisory Committee

Multiple stakeholders along the corridor were invited to participate in a stakeholder advisory committee for this study, which included community organizations, agencies, schools, and local residents. The committee provided high-level input and guidance for the project, and shared information about the project and events with their networks. Organizations represented on the committee included:

- Cordova Recreation & Parks District
- Walk Sacramento
- Community Council
- Sacramento Area Bicycle Advocates
- Sacramento County Regional Parks
- Mills Middle School

Public Workshop #1

The City held a public workshop on Thursday, May 17, 2018, to gather early feedback about the proposed Rancho Cordova Creek Trail. In addition to advertising the workshop on the City's website and Nextdoor, postcards were mailed to 3,850 residents who live within one half-mile of the creek corridor. The event was attended by more than 40 residents.

The event was held in the American River South room of the Rancho Cordova City Hall from 6:00 – 8:00 p.m. The meeting was “open house” style with boards placed on easels around the hall. The boards included an overview of the feasibility study process and timeline as well as boards showing existing conditions broken into five segments of the proposed trail location.

City and consultant staff collected comment cards and discussed the project with attendees, many of whom identified as residents of Dolecetto Drive or other streets near the proposed trail location.

A few common concerns emerged from the feedback:

- Security and privacy for homeowners
- Homelessness
- Safety for school-aged children
- Property values
- Environmental impacts and flooding
- Tree removal
- Interest in on-street facilities
- Cost

A number of residents at the workshop also expressed support for a new off-road connection to the American

River Parkway. Several said they would use it for walking with pets, biking with their kids, and getting to the American River Parkway. Residents in support of the trail were interested in understanding how trail design, implementation, and maintenance strategies could mitigate the concerns brought up by others at the workshop.

Additional detail on the workshop format and feedback is provided in Appendix B.



Members of the project team discussed ideas and concerns with residents at a public workshop in May 2018

Addressing Concerns

Based on input from the community through the online survey and other outreach events, the project team created a flyer to address some of the common themes and concerns and to share experiences of homeowners living on similar trails. The flyer provided information around five key concerns.



Security

Creating a trail will invite more neighbors and law-abiding community members to use the canal space, providing natural surveillance that will discourage crime and undesirable behaviors. See Figure 9.

A formalized trail will make the creek corridor easier to access by police and other emergency vehicles, reducing response times and improving the security of homes.

The Rancho Cordova Police Department will need to be involved in any security-related decision making to ensure that protocols and safety procedures are met.



Homelessness

Opening the trail to the public will result in increased pedestrian and bike activity and natural surveillance along the trail, reducing its appeal as a camp location.



Funding

The proposed trail would be funded through competitive grants and other external funding sources. This study was also funded by a grant.

The trail does not represent a tradeoff where other transportation improvements are being de-prioritized.



Property Value

A 2006 study showed that homes within 50 meters of a bicycling and walking trail sold for an average of 4 percent more than similar homes without adjacent trails.

Another study in 2007, which surveyed homeowners adjacent to multiple shared-use paths in Michigan, found 90 percent of homeowners believed selling their home would be faster and result in a higher price, if there was any change at all.

In North Carolina, developers of the Shepherd's Vineyard neighborhood added \$5,000 to the price of homes adjacent to the regional greenway—and yet those homes were the first in the development to sell.



Environment

Efforts will be made to preserve mature native trees and habitat areas. While the eastern 1.5 miles of the project corridor includes large ornamental trees including oak, walnut, sycamore, and redwood, the central portion is predominantly void of vegetation and the western portion features an existing pathway that requires no vegetation removal. A biological constraints study classified the project area as low to moderate quality habitat for wildlife.



FEATURES SUCH AS
CAMERAS AND PUBLIC ART
CAN HELP DETER CRIME
AND VANDALISM

Figure 9: Trail Rendering

Public Workshop #2

The second workshop was held in the multipurpose room of Mills Middle School on Thursday, May 16, 2019 from 5:30 PM – 7:30 PM. The meeting was “open house” style with boards placed on easels around the hall. The boards included concept plans for the trail study corridor, typical intersection designs, photo simulations, and trail amenity examples. In addition to advertising the workshop on the City’s website and Nextdoor, postcards were mailed to 3,850 residents who live within one half-mile of the creek corridor. A total of 109 people signed into the event.

Albert Stricker, Public Works Director welcomed attendees and Jeff Knowles from Alta Planning + Design presented an overview of the Rancho Cordova Creek to Trail feasibility study where he explained the study parameters, timeline, and summarized concerns heard from previous outreach efforts. Mr. Knowles described ways the study attempted to address the most common safety, security, and privacy concerns. At the end of the presentation, over forty community members shared their input.

Residents at this workshop almost unanimously opposed or had significant concerns about the proposed trail. Residents were concerned that even if the trail included safety and security features such as cameras, emergency call boxes, and increased police patrols that their privacy, safety, and security would be jeopardized. The long stretches of the corridor where there is no street access distressed many residents and they expressed a fear that the police would not be able to respond in time



to deal with a safety issue. Many attendees voiced that this proposed trail would not benefit them or their family and potential negative impacts are not worth the risk to their quality of life. Concern that the project will proceed without respect for the views and concerns of the adjacent neighbors was consistently expressed at the workshop.

At 7:00 PM attendees were invited to interact with staff and provide written comments. Rancho Cordova Public Works Department, Rancho Cordova Police Department, as well as staff from Alta Planning + Design and Psomas were stationed around the room at boards to answer questions and record feedback in an open house format. Forty-one (41) comment cards were submitted (included in Appendix B: Workshop Summaries).

Public Draft

The City released a public draft on July 18, 2019 and received 25 comments before closing the public review period on August 15, 2019. Submitted comments can be read in Appendix C.

Trail Options

This chapter presents feasible options for the proposed Rancho Cordova Creek Trail. These conceptual designs are presented in three sets of figures described below.

The trail is proposed to be adjacent to the creek. Undergrounding or culverting of the creek was not considered a feasible option due to high costs.

Cross Sections

The proposed 2.3 mile trail will meet Caltrans design standards for a Class I shared use path, which assumes a 10-foot wide asphalt path with a 2-foot gravel shoulder on each side. This requires a total of 14 feet of usable right of way for the trail. In some constrained areas where there is not sufficient usable right of way, the trail will be cantilevered on a structure over the creek.

Figure 10 shows the locations of five cross sections that represent conditions along the proposed trail corridor, shown in Figure 11 through Figure 15:

- Figure 11: A typical condition where 14 feet or more of usable right-of-way exists
- Figure 12: A constrained condition with a cantilevered trail
- Figure 13: A slope condition where grading will be required to create a level alignment
- Figure 14: A levee condition near the American River Parkway

- Figure 15: An oak grove condition showing the proposed trail where mature trees exist

Trail Alignment

The south side of the creek corridor is less constrained than the north side, and is therefore more feasible for the trail alignment. Where constrained areas exist, the trail can either be cantilevered on a structure or the alignment could cross to the north side of the creek channel for short segments. This alternative would require the installation of new clear-span bridges across the creek channel.

At the western end of the corridor, there is approximately 3,000 linear feet of existing informal trail that will require only minor improvements to pave the trail to meet Caltrans Class I path standards.

The proposed trail alignment on the south side of the creek, along with the alternative alignment in constrained sections, is illustrated in Figure 16 through Figure 21.

Street Crossings

The proposed trail intersects four roadways: Dawes Street, Coloma Road, Dolecetto Drive, and Aramon Drive. For the purposes of this study, Coloma Road is considered a major crossing and the other three are considered neighborhood crossings.

Grade separated crossings are considered infeasible at this time due to physical constraints and high costs.

Typical major and neighborhood street crossing improvements are illustrated in Figure 22.

Major Crossing

Recommended improvements at the major crossing include new accessible curb ramps, advanced warning signs, high visibility striping, median refuge islands, and a hybrid beacon.

Hybrid beacons are used to improve motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Trail users are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state.

Minor Crossing

Recommended improvements at the three neighborhood crossings include new accessible curb ramps, advanced warning signage, high visibility striping, and pole-mounted rectangular rapid-flashing beacons (RRFBs).

RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a push button. Mounted on poles and flashing in a quick alternating pattern, the lights have been shown to improve rates of motorists yielding to bicyclists and pedestrians.

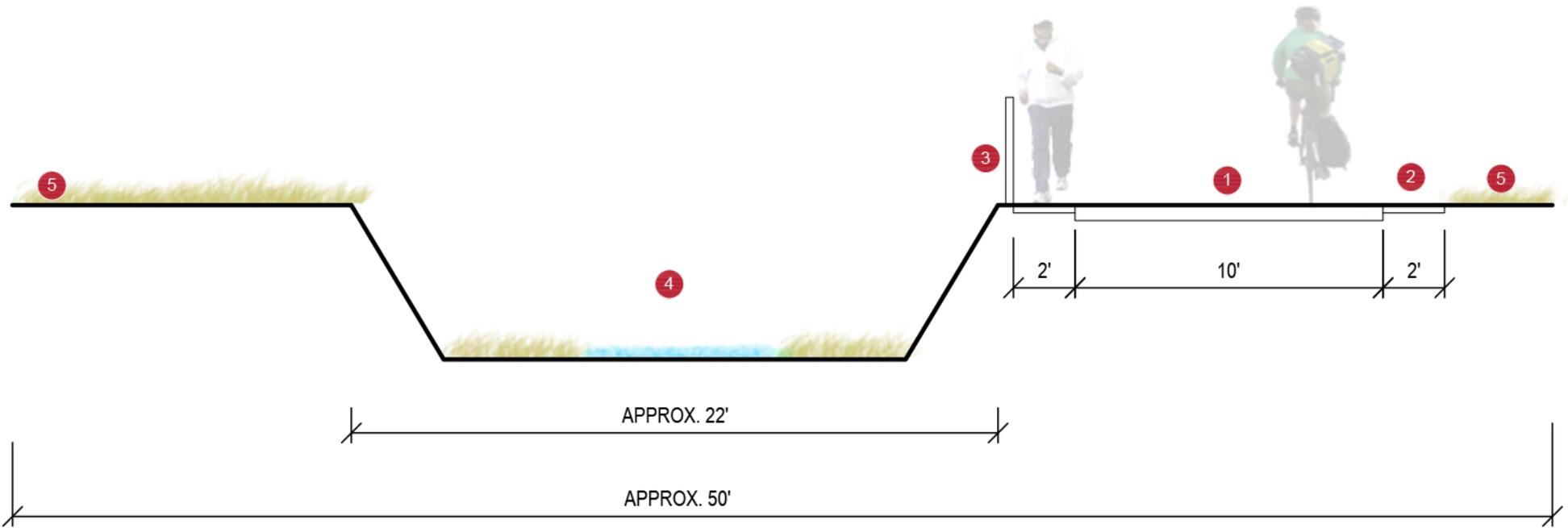


KEY MAP

Figure 10: Location of Conceptual Cross Sections

NOTES

- 1. PAVED ASPHALT PATH
- 2. GRAVEL SHOULDER
- 3. SAFETY BARRIER
- 4. CORDOVA CREEK CHANNEL
- 5. PROPERTY LINE FENCE



1 TYPICAL CONDITION

Scale: 1:5

Figure 11: Cross Section 1 - Typical Condition

NOTES

- 1. CANTILEVERED PATH STRUCTURE
- 2. CORDOVA CREEK CHANNEL
- 3. PROPERTY LINE FENCE

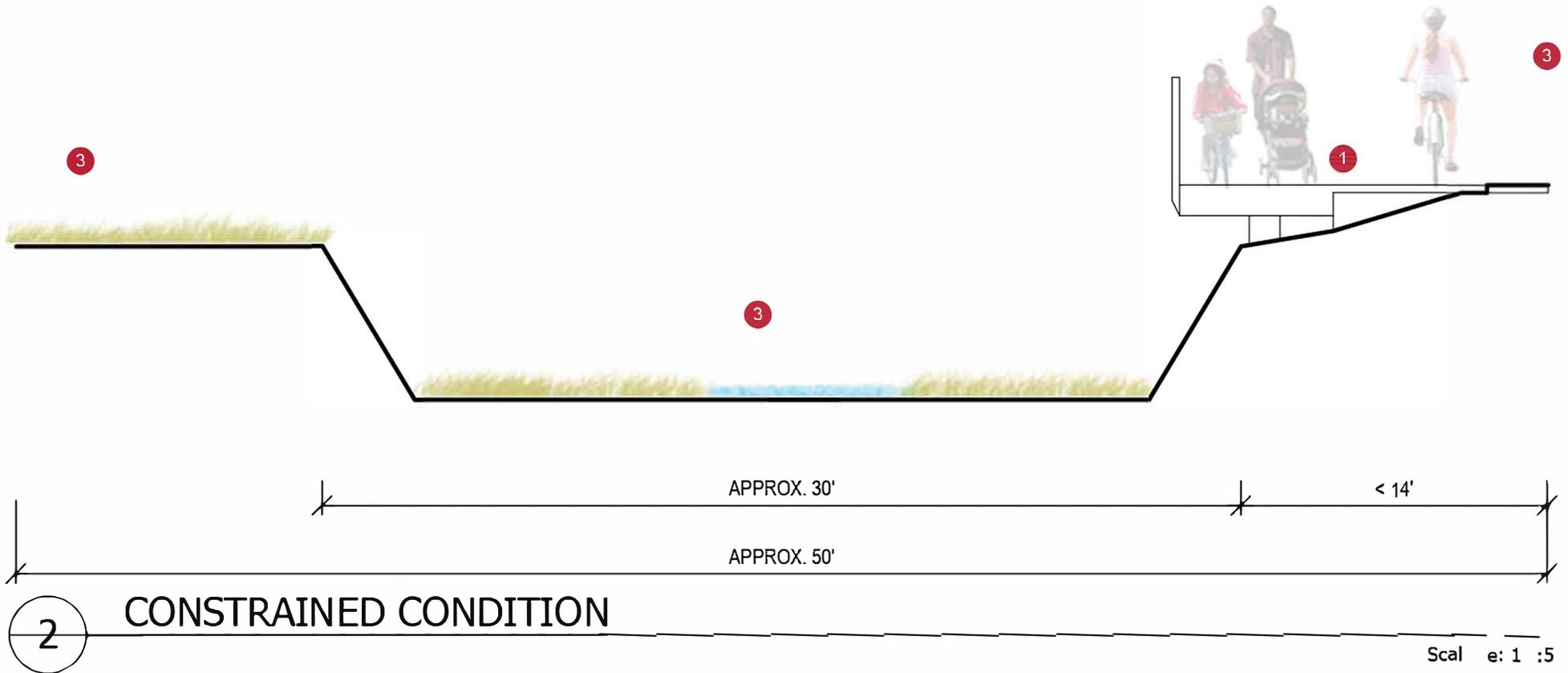
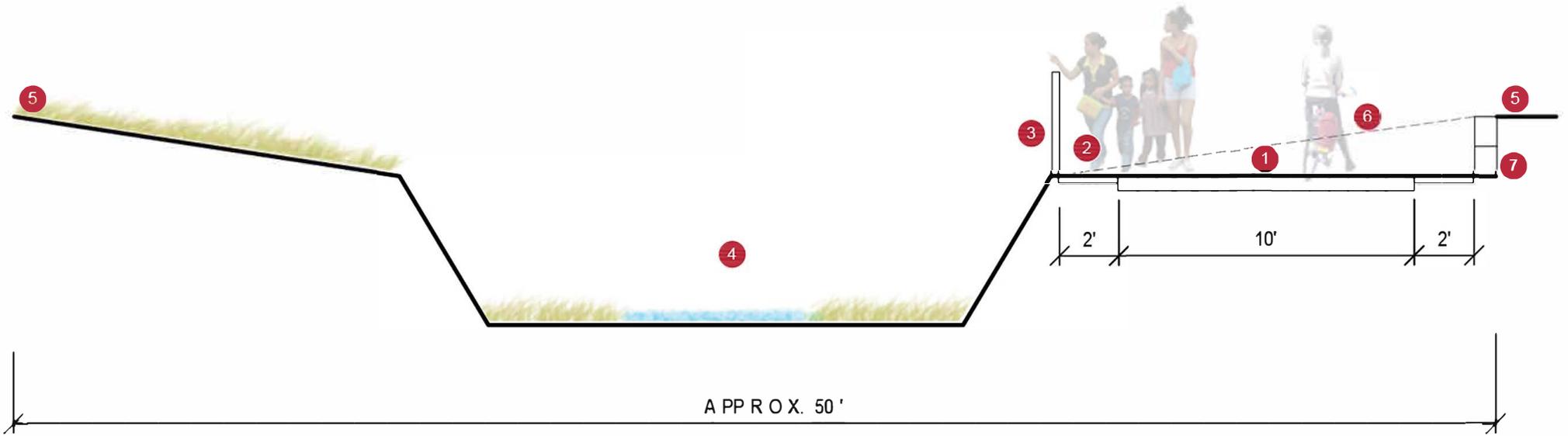


Figure 12: Cross Section 2 - Constrained Condition

NOTES

- 1. PAVED ASPHALT PATH
- 2. GRAVEL SHOULDER
- 3. SAFETY BARRIER
- 4. CORDOVA CREEK CHANNEL
- 5. PROPERTY LINE FENCE
- 6. EXISTING CROSS SLOPE
- 7. RETAINING WALL



3 SLOPE CONDITION

Scale: 1 : 5

Figure 13: Cross Section 3 - Slope Condition

NOTES

1. PAVED ASPHALT PATH
2. GRAVEL SHOULDER
3. NATURALIZED FLOODPLAIN SLOPE
4. CORDOVA CREEK CHANNEL



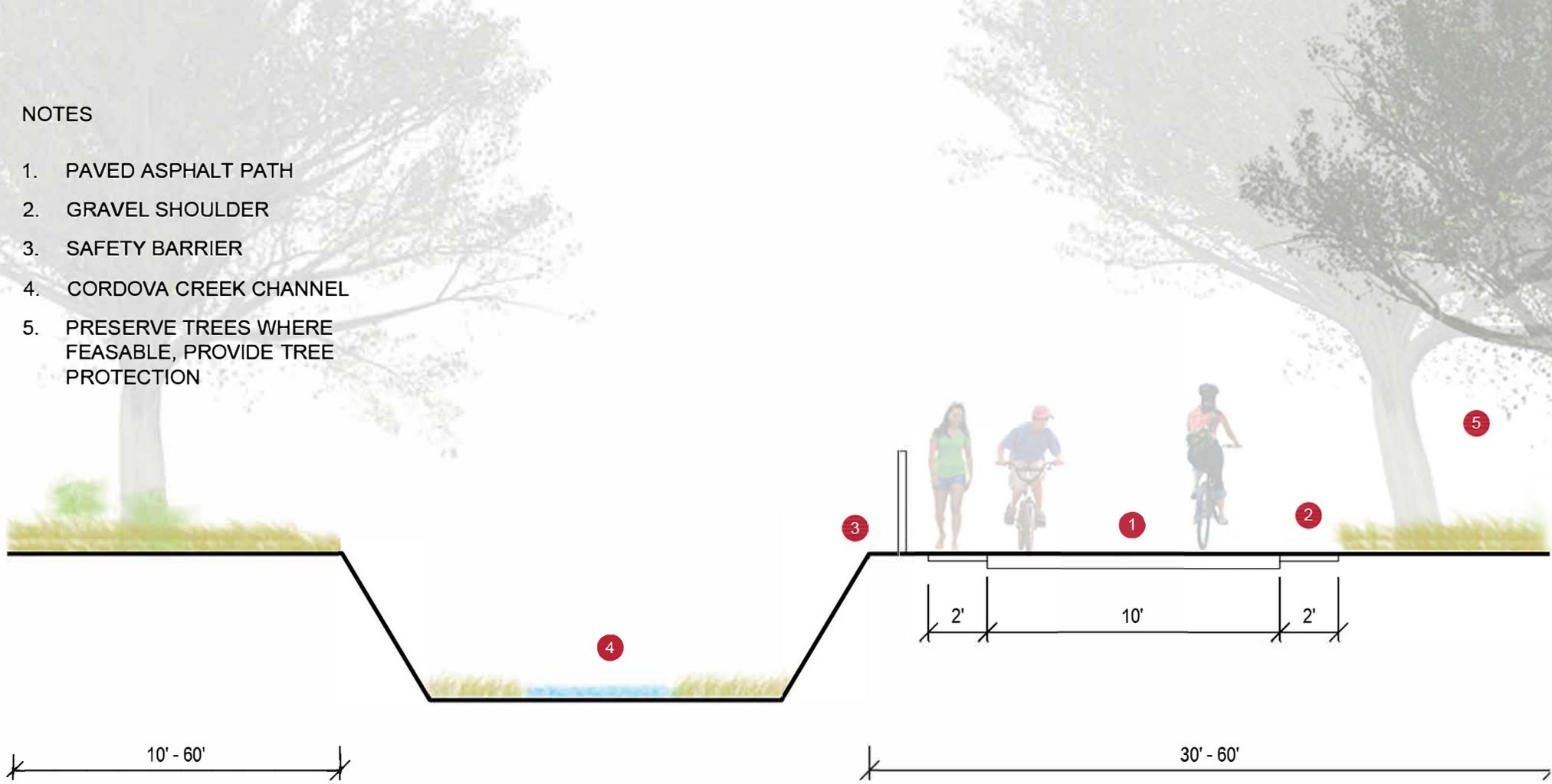
4 LEVEE CONDITION

Scale: 1:5

Figure 14: Cross Section 4 - Levee Condition

NOTES

- 1. PAVED ASPHALT PATH
- 2. GRAVEL SHOULDER
- 3. SAFETY BARRIER
- 4. CORDOVA CREEK CHANNEL
- 5. PRESERVE TREES WHERE FEASIBLE, PROVIDE TREE PROTECTION



5

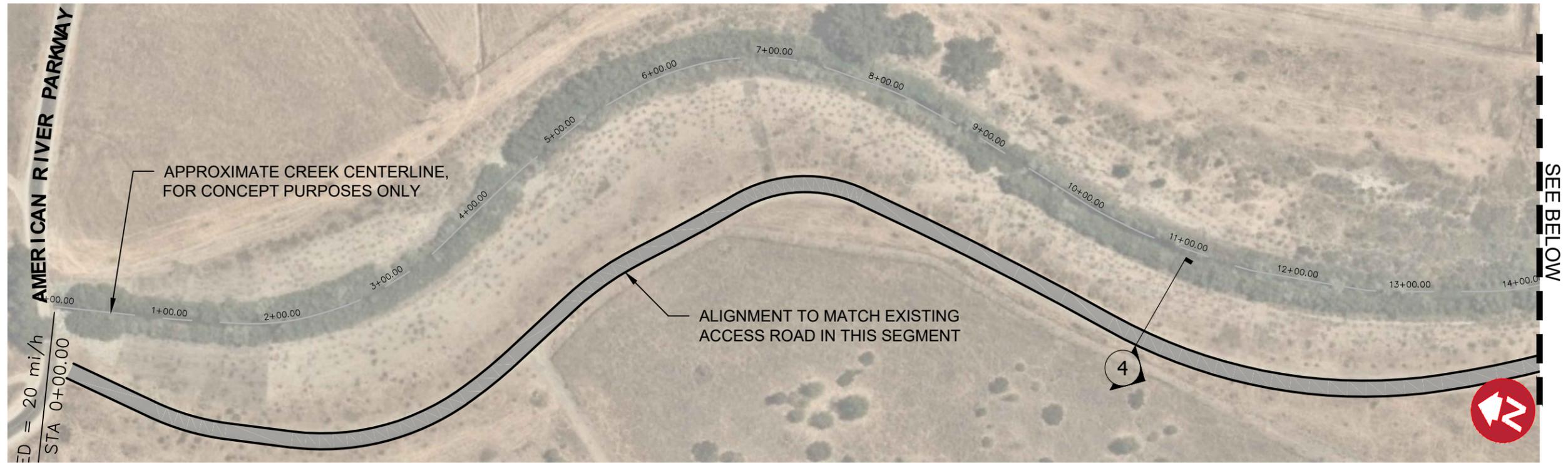
OAK GROVE

Sca 1e1:5

Figure 15: Cross Section 5 - Oak Grove

LEGEND

-  PROPOSED TRAIL ALIGNMENT
-  PROPOSED ALTERNATIVE ALIGNMENT
-  PROPOSED TRAIL CROSSING AT ROAD
-  TYPICAL SECTION CALLOUT

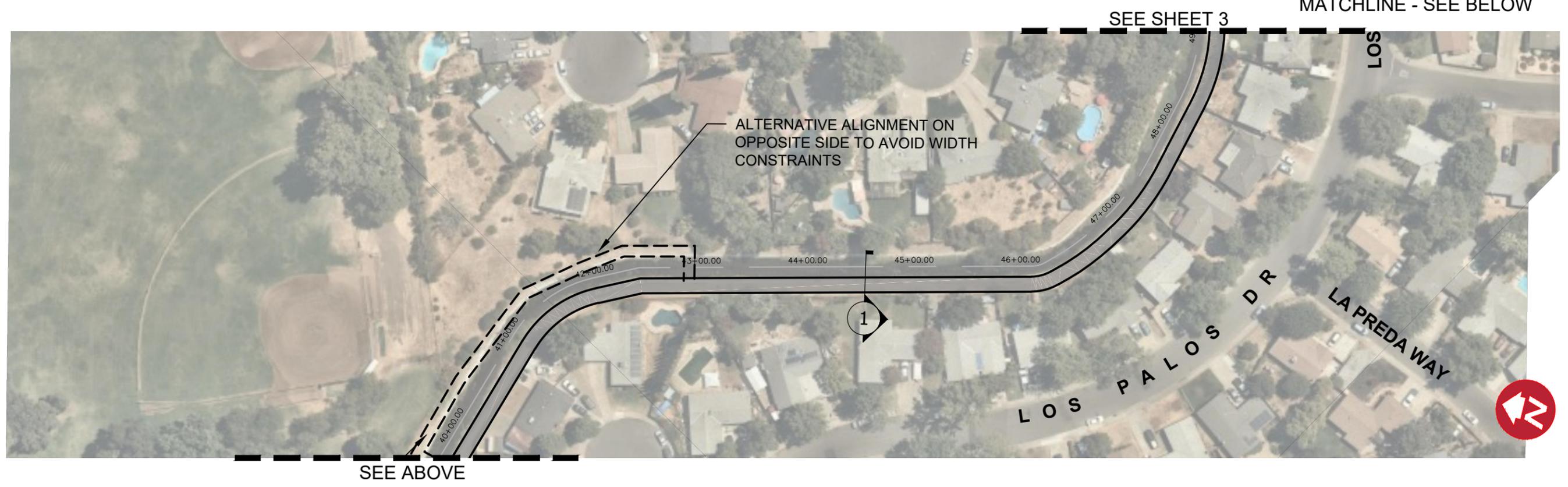
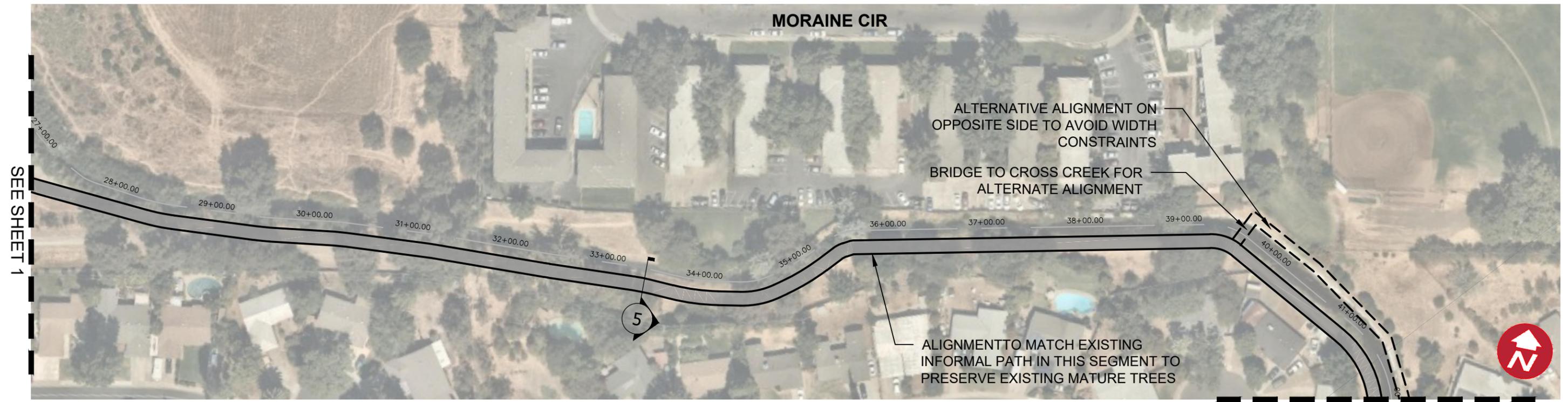


CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 16

RANCHO CORDOVA, CA

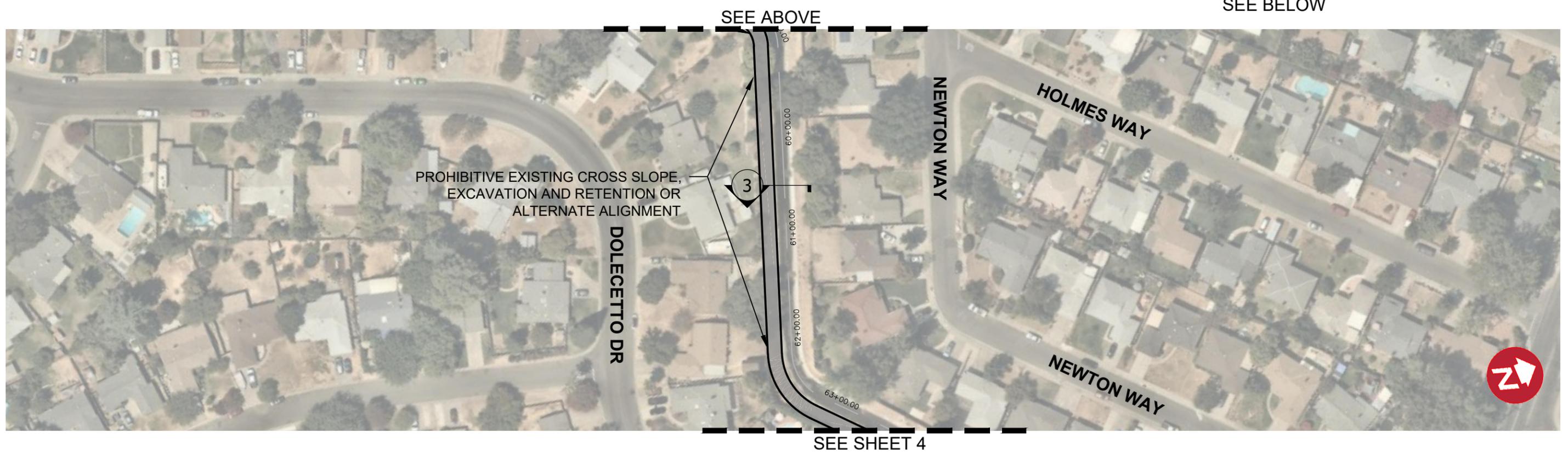
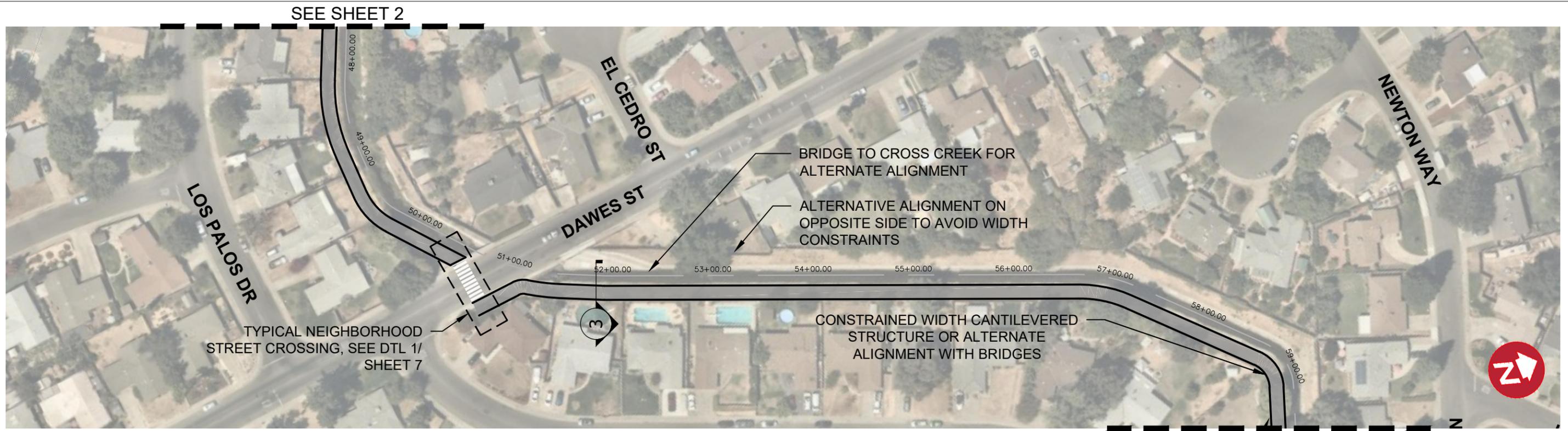
May 2019





CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 17





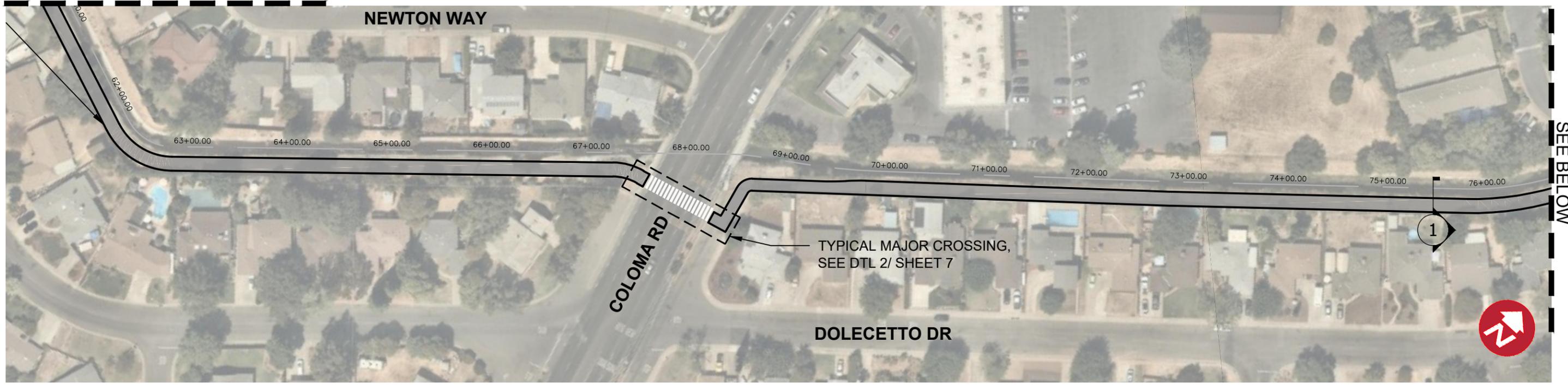
CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 18

RANCHO CORDOVA, CA

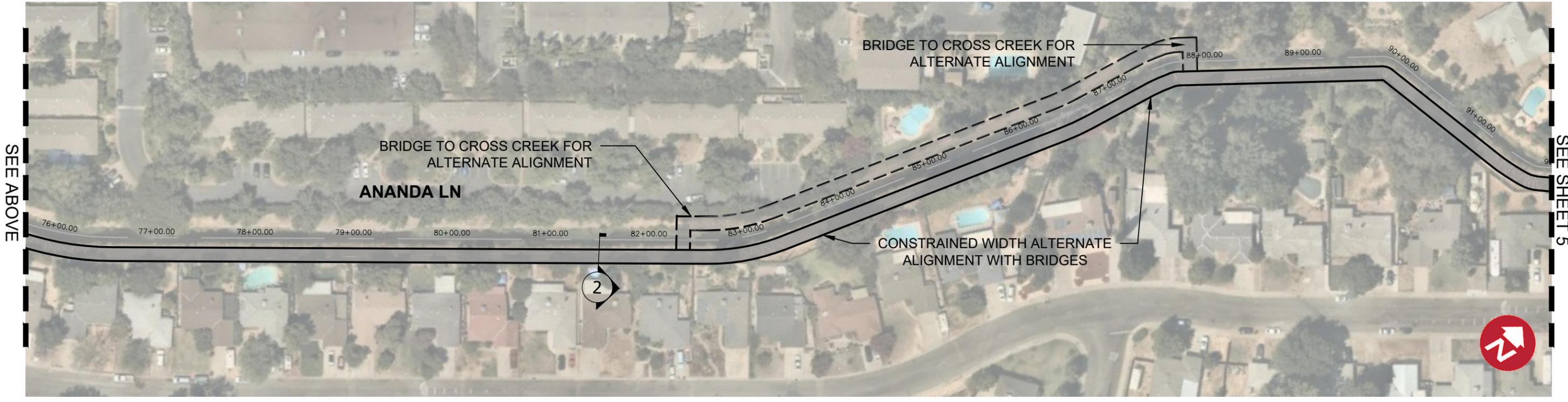
May 2019



SEE SHEET 3



SEE BELOW



SEE ABOVE

SEE SHEET 5

CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 19

RANCHO CORDOVA, CA

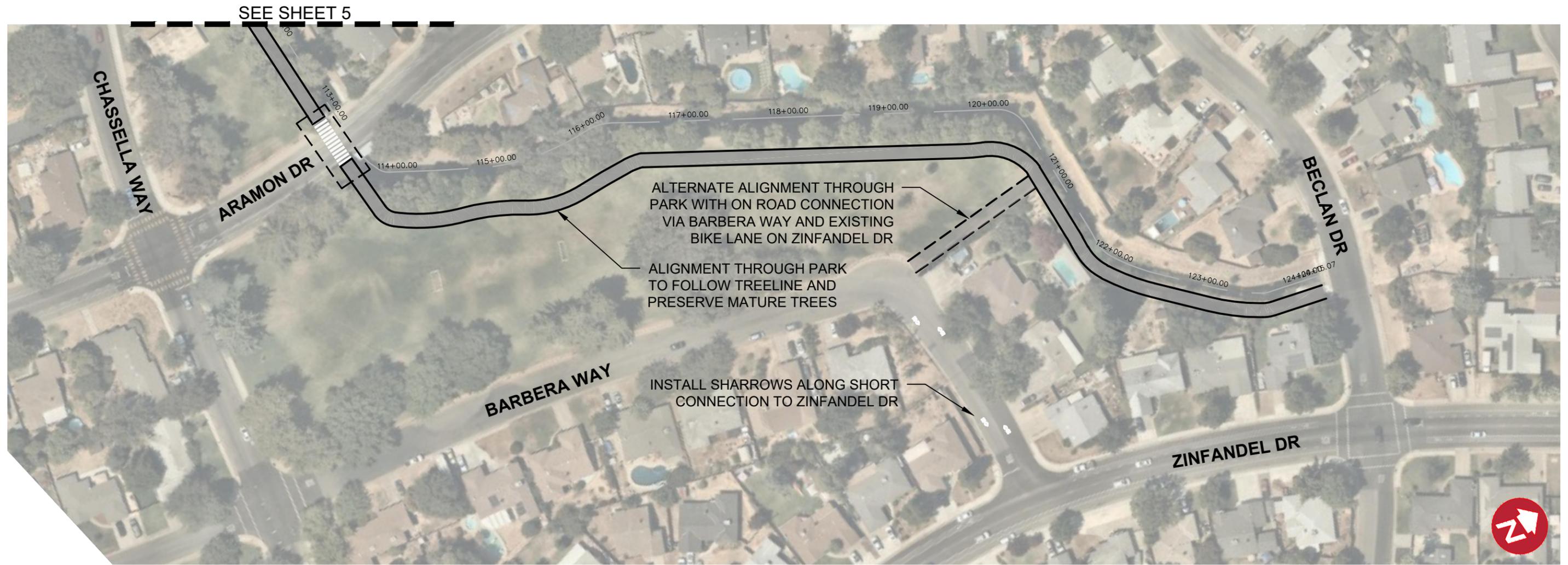
May 2019





CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 20



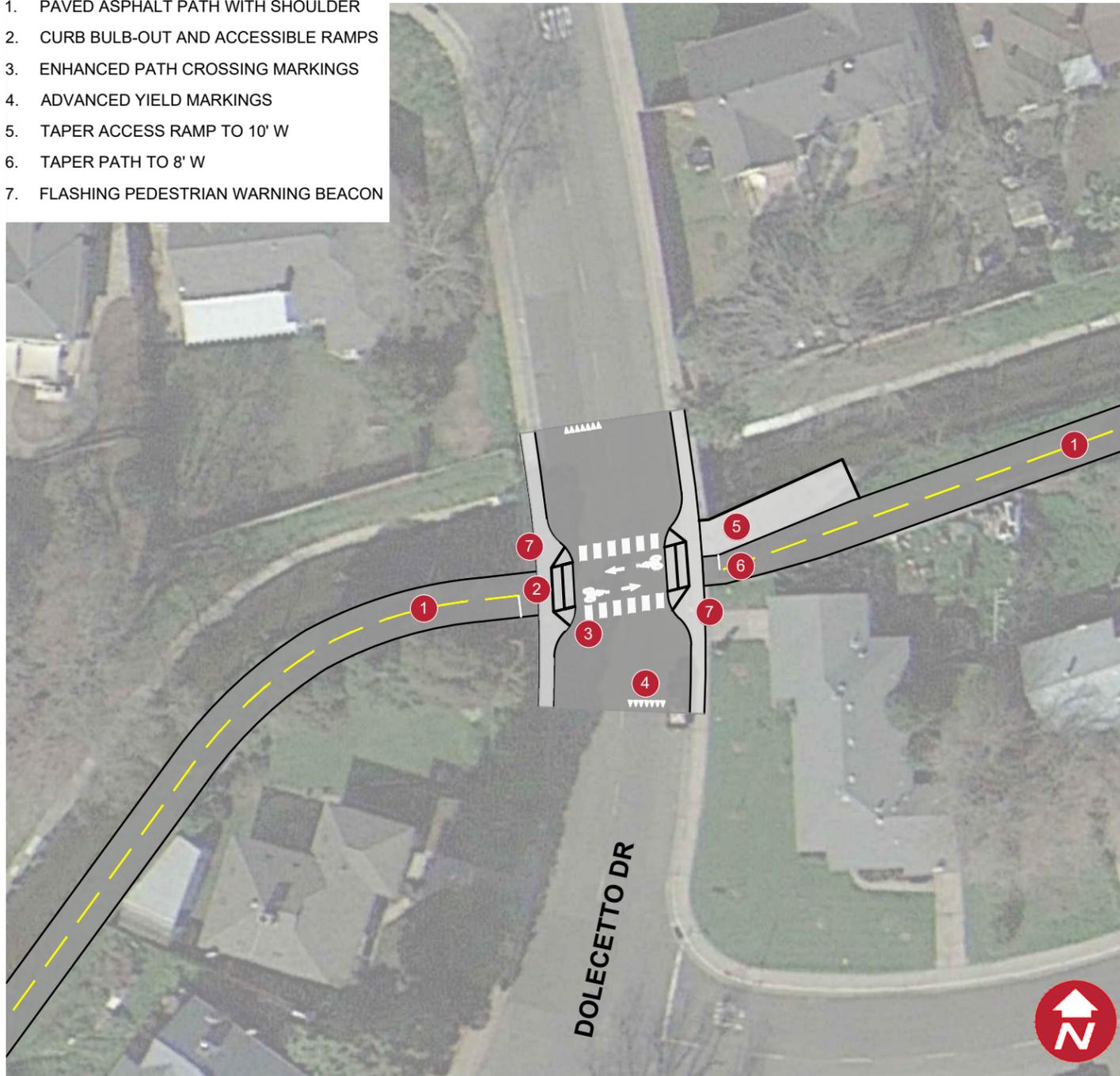


CORDOVA CREEK TO TRAIL FEASIBILITY STUDY : FIGURE 21



NOTES

1. PAVED ASPHALT PATH WITH SHOULDER
2. CURB BULB-OUT AND ACCESSIBLE RAMPS
3. ENHANCED PATH CROSSING MARKINGS
4. ADVANCED YIELD MARKINGS
5. TAPER ACCESS RAMP TO 10' W
6. TAPER PATH TO 8' W
7. FLASHING PEDESTRIAN WARNING BEACON

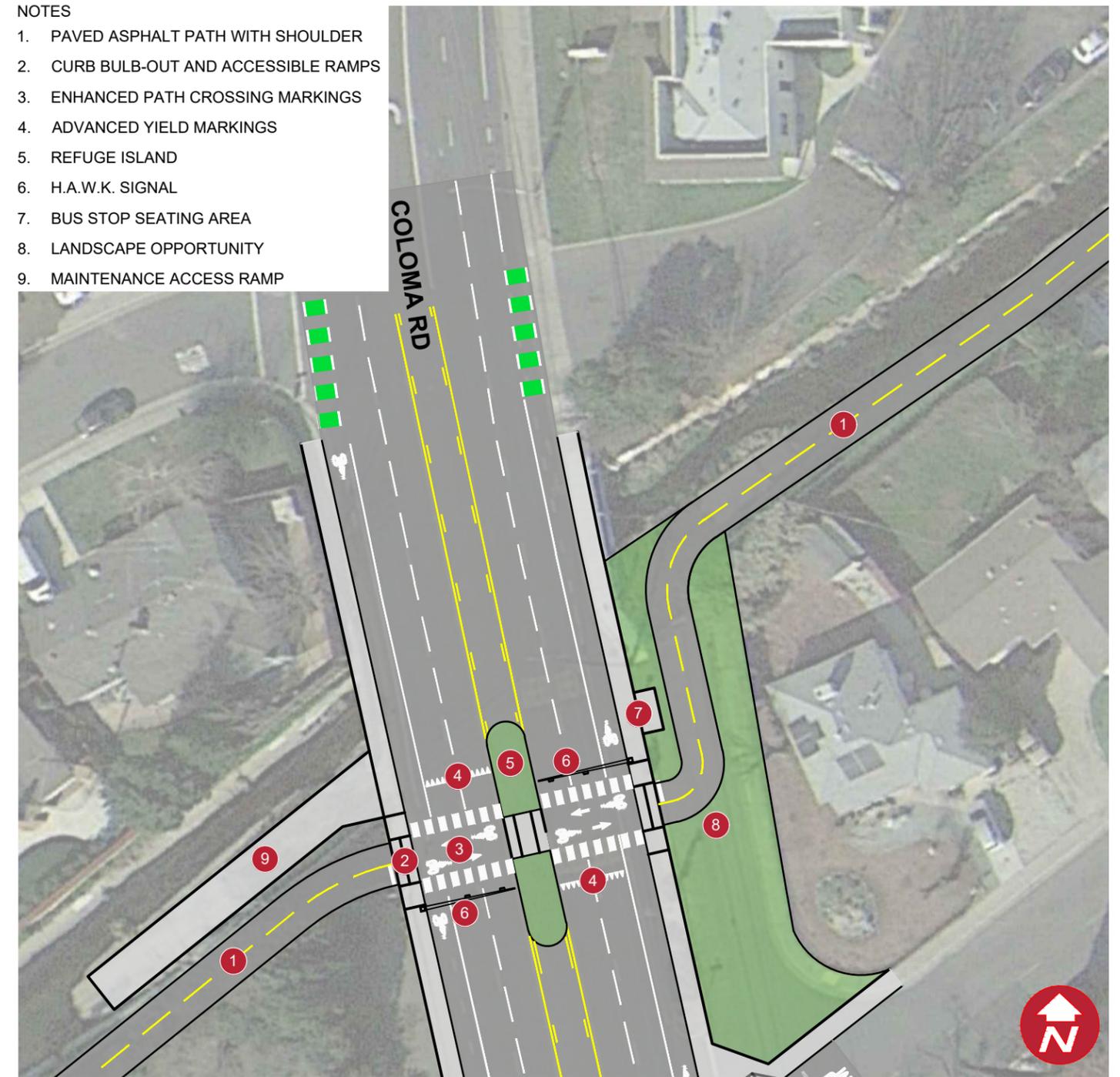


1 TYPICAL NEIGHBORHOOD STREET CROSSING

Scale: 1:40

NOTES

1. PAVED ASPHALT PATH WITH SHOULDER
2. CURB BULB-OUT AND ACCESSIBLE RAMPS
3. ENHANCED PATH CROSSING MARKINGS
4. ADVANCED YIELD MARKINGS
5. REFUGE ISLAND
6. H.A.W.K. SIGNAL
7. BUS STOP SEATING AREA
8. LANDSCAPE OPPORTUNITY
9. MAINTENANCE ACCESS RAMP



2 TYPICAL MAJOR STREET CROSSING

Scale: 1:40



Implementation Strategy

Maintenance and Management

Maintenance tasks should be conducted more frequently for path facilities where use is the most concentrated. Methods such as path use counts, sketch plan analysis methods for estimating demand, public survey results, and public comments can be used to determine which areas are the most heavily used and may require the most maintenance attention.

The frequency of required maintenance tasks should be established, reviewed, and updated annually to reflect changes in usage, safety issues, and other factors. A maintenance safety checklist should be generated to assist path maintenance crews in identifying potential problems.

Operations & Maintenance Frequency

Operations and maintenance costs for pathways are variable across organizations and places. Many organizations find it difficult to provide a breakdown of their annual expenditures. Often times, operations and maintenance costs for a path do not have a specific budget, but are part of a park system's overall general operations and maintenance budget. Also, many maintenance needs are unpredictable and completed "as needed". These costs are context-dependent and can include things such as fallen tree removal and pothole repair, among other maintenance needs that may be less regular. However, some activities are routine and can be regularly planned. These include the following (but not limited to):

- Drainage/channel maintenance: 3 to 5 times per year
- Sweeping/blowing debris: 16 to 24 times per year
- Trash removal: 16 to 24 times per year
- Vegetation management: 8 to 12 times per year
- Clearing of shoulders: 8 to 24 times per year

Again, variability is displayed in this example and the Cordova Creek Trail would develop its own routine operations and maintenance schedule based on the extent of the mileage, use, climate, and available resources, including volunteers. Volunteer programs could include community adopt-a-path initiatives and community eyes on the path programs.

Remedial Maintenance

Non-routine operations and maintenance activities and costs that may not be included in an annual budget and may not be regular, but need to be planned for, can include path resurfacing/repaving, bridge repairs, grading, and other larger repairs. These costs sometimes come out of capital improvement budgets, and sometimes they are thrust upon the path organization's annual budget. Such improvements and their subsequent costs can also cause fluctuation in an organization's budget. Rapid abatement of graffiti is a key component to maintaining a safe path. Rapid removal signals to offenders and the community that the path is cared for and being regularly observed. Data shows that graffiti removal within 24 to 48 hours results in a nearly zero rate of recurrence. At minimum, a graffiti reporting phone number should be prominently displayed on regulatory signage along the path. Website and/or a QR code listed on signage, along with a phone number, would provide alternative reporting opportunities that appeal to a broader audience.

Management Structures

There are several different management structures typically used by existing high-profile trails projects around the country. The most commonly used management structures include governmental organizations, nonprofit organizations, authorities, commissions, and cooperative arrangements. The nearby American River Parkway is managed through a cooperative arrangement.

Cordova Creek Existing Operations and Maintenance

The project team attended a field walk to City flood control staff and maintenance contractor on May 30, 2018. The City's maintenance contractor provides periodic maintenance within the corridor such as debris clean-up, sediment removal, and weed abatement. Staff access the channel via concrete ramps at each roadway intersection.

In addition, there are several volunteer activities used for creek cleanup and maintenance including creek week

Maintenance staff emphasized that it is extremely important to maintain access to the drainage channel. At each road crossing there are concrete access ramps that allow access to the channel for maintenance. Whatever the ultimate trail configuration looks like, it will need to maintain these access points. It may not be necessary to maintain continuous access along the top of the channel as long as the City's maintenance contractor can drive maintenance vehicles into the bottom of the channel via the concrete ramps.

Security

Personal safety, both real and perceived, will influence an individual's decision to use the proposed trail and the community's support of any path improvements. Residents may cite concerns about crime, violence, or drug use; however, activating a public space tends to reduce crime by attracting more people to use the space. A holistic and sensitive approach to design, enforcement, and programming will help reduce the opportunity for crime and create a safe and welcoming atmosphere.

Certain environmental design characteristics can lessen the perception and occurrence of crime. Crime prevention through environmental design (CPTED). The four principles of CPTED are:

- Natural surveillance: the trail corridor should be designed to maximize the visibility of space and its users to promote legal uses of the space. Potential offenders feel increased scrutiny.
- Natural access control: Limit the opportunity for unwanted activity by clearly defining public versus private space by placing fencing, lighting, and landscaping to limit access to private spaces.
- Territorial reinforcement: Improvements and clearly defining the trail corridor should create a sense of ownership among community members. Community members with a vested interest in the corridor are more likely to report criminal activity.
- Maintenance: A well-maintained space is less likely to be vandalized. It sends the message that people notice and care about what happens in the area.

These principles will be incorporated into the planning process upon City Council approval.

Safety and Security Plan

Many path operators work in cooperation with local law enforcement to develop and implement a safety and security plan for a segment of path under their jurisdiction. A safety and security plan may include key themes such as:

- Coordination procedures and inter-agency coordination
- User Rules and Regulations (disseminated through signage and marketing programs)
- Funding: Participating enforcement agencies can consider applying for a grant from the United States Department of Justice Community Oriented Policing Services Hire Program (CHP) to hire new officers or rehire officers furloughed as a result of budget reductions.
- Emergency access: Police departments and emergency services will have several access points to provide efficient emergency response. For every mile marker, a physical address should be created in the 911-response system and a shortest path route should be mapped to emergency service provider locations. Every quarter-mile, a mile-marker should be placed in accordance with AASHTO guidelines, and wayfinding signs at major streets and overcrossings/undercrossings should be provided to allow users to easily identify their location in case of an emergency.

- Emergency procedures: Maintenance workers and employees should be provided with a flow chart and regular training on response procedures.
- Incident Reporting System and analysis
- Closed Circuit Television (CCTV): To increase the sense of safety and enforcement, the path may be outfitted with CCTV equipment, which would transmit video data to a private location. Surveillance may be used to observe parts of the path that are hidden from public view or during non-peak hours, when there is less police enforcement. CCTV also provides a sense of security to users, even if the footage is not being monitored on a round-the-clock basis.
- Maintenance Plan: Create a comprehensive maintenance plan for every portion of the trail. The plan should make sure to include maintenance frequency and rapid graffiti abatement.

Planning Level Cost Estimates

The table below presents planning level cost estimates to construct the proposed Cordova Creek Trail. Cost estimates are rounded up to \$100 intervals and are in 2019 dollars.

Table 6: Planning Level Cost Estimates

Section	Cost
1 Earthwork	\$861,600
2 Trail	\$777,000
3 Drainage	\$49,500
4 Fencing, Walls, Bridges	\$2,436,500
5 Environmental	\$270,500
6 Intersection Improvements	\$237,500
7 Security Measures (cameras, call boxes)	\$36,000
8 Project Contingency (35%)	\$1,634,100
Construction Sub Total	\$6,302,700
Utility Relocation	\$200,000
PA/ED Support (5%)	\$325,150
PS&E Support (5%)	\$325,150
Support Sub Total	\$850,350
Total Project Cost	\$7,153,000

Funding

A variety of sources exist to fund bicycle and pedestrian infrastructure projects, programs, and studies. Local and regional funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with competitive grant programs, are described below.

Table 7: Funding Sources and Eligibility

Funding Source	Trails	Safe Routes	On-Street Bikeways	Safe Routes	Crossings/ Intersections	Programs	Studies
Local and Regional Programs							
Rancho Cordova City Developer Fees	●	●	●	●	●		
Sacramento County Developer Fees*	●	●	●	●	●		
Regional Program (SACOG)	●	●	●				
Community Design (SACOG)			●				●
Active Transportation Program (SACOG)	●	●	●	●	●	●	
Transportation Demand Management (TDM) Program		●				●	

Funding Source	Trails	Safe Routes	On-Street Bikeways	Safe Routes	Crossings/ Intersections	Programs	Studies
State and Federal Grant Programs							
Active Transportation Program (CTC)	●	●	●	●	●	●	
Sustainable Transportation Planning Grants (Caltrans)							●
Highway Safety Improvement Program (Caltrans)		●	●	●	●		
Solutions for Congested Corridors (CTC)	●		●		●		
Office of Traffic Safety (CA OTS)						●	
Recreational Trails Program (CA DPR)	●						
Affordable Housing & Sustainable Communities (CA HCD)			●	●		●	
Cultural, Community, and Natural Resources - Prop 68 (CA NRA)	●						
Urban Greening Grants (CA NRA)	●	●	●	●			
Other State Funds							
Local Partnership Program (CTC)		●	●	●	●		

Funding Source	Trails	Safe Routes	On-Street Bikeways	Safe Routes	Crossings/ Intersections	Programs	Studies
Road Maintenance and Rehabilitation Program (Controller's Office)		●	●	●			

*The Sacramento County Planning Department collects various application fees. These fees feed into various funds including parks, air quality, transportation, and regional transit. Only certain project types generate fees in the aforementioned categories.

Local and Regional Funding Sources

Park Renovation Fee

This Development Impact Fee helps fund various park related projects which include trail projects. This fee can be collected by either the City of Rancho Cordova or Cordova Recreation & Park District. The program name is currently under review.

Funds are programmed by the Rancho Cordova Community Development and Planning Department.

<https://www.cityofranhocordova.org/government/planning/development-review>

Mini Funding Round for Regional Program 2019 & Regional Program 2020

The merged Regional Program is the Sacramento Area Council of Governments' (SACOG) largest competitive program. It combines into a single program the Regional/Local and Bicycle & Pedestrian funding programs. The program seeks to promote effective and efficient use of limited state and federal funding resources to both develop and maintain the regional transportation network and provide regional benefits.

This is accomplished through the funding of capital and lump-sum category projects included in the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategies 2035 (MTP/SCS).

Funds are programmed by SACOG.

<https://www.sacog.org/regional-program>

Mini Funding Round for Community Design Funding Program 2019 & Community Design Funding 2020

The Community Design Funding Program provides funding to local governments to build placemaking projects in their communities. The projects must implement any of the SACOG Blueprint Principles:

- (1) housing options
- (2) transportation options
- (3) infill development
- (4) mixed land uses
- (5) compact development
- (6) preservation of natural resources
- (7) quality design.

The most commonly awarded projects in the past have been streetscape improvements with associated land use development that are consistent with the Blueprint Principles. The program is available to cities, counties and other local government agencies within Sacramento, Sutter, Yolo and Yuba Counties.

Funds are programmed by SACOG

<https://www.sacog.org/community-design>

Active Transportation Program | Submitted from the SACOG Region

Pursuant to California Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), the Active Transportation Program (ATP) was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. While 50 percent of funds are allocated at the state level, the other 50 percent is awarded by the regions. In this case, SACOG awards the Sacramento area portion of this regional component.

Funds are programmed by Caltrans and SACOG.

<https://www.sacog.org/active-transportation-program>
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

Transportation Demand Management Program | Mini-Grant Program Phase II

Transportation Demand Management (TDM) aims to reduce vehicle trips and miles traveled by implementing cost-effective and innovative programs, services, projects, strategies and policies that encourage people to change their travel behavior. TDM programs have the added benefits of reducing greenhouse gas emissions and air quality pollutants. Across the country, local governments are deploying new pilot projects to test the effectiveness and community readiness for projects and programs that encourage bicycling, walking, ride sharing, riding transit, and teleworking as options to replace car trips.

Funds are programmed by SACOG.

<https://www.sacog.org/transportation-demand-management-program>

Statewide and Federal Grant Programs

California Active Transportation Program

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

<http://www.catc.ca.gov/programs/atp/>

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

<http://www.dot.ca.gov/hq/tpp/grants.html>

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

Solutions for Congested Corridors Program

Funded by Senate Bill 1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

<http://www.catc.ca.gov/programs/sb1/sccp/>

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

<https://www.ots.ca.gov/>

Recreational Trails Program

The Recreational Trails Program helps provide recreational trails for both motorized and nonmotorized trail use. Eligible products include: trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

https://www.parks.ca.gov/?page_id=24324

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities program funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include: affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

<http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>

Cultural, Community and Natural Resources Grant Program - Proposition 68

Proposition 68 authorizes the legislature to appropriate \$40 million to the California Natural Resources Agency (CNRA) to protect, restore, and enhance California's cultural, community, and natural resources. One type of eligible project that this program can fund are projects that develop future recreational opportunities including: creation or expansion of trails for walking, bicycling, and/or equestrian activities and development or improvement of trailside and trailhead facilities, including visitor access to safe water supplies.

Funds are programmed by the CNRA.

https://www.parks.ca.gov/?page_id=29939

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles travels by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the CNRA.

<http://resources.ca.gov/grants/urban-greening/>

<https://www.sacog.org/urban-greening-grant>

Other State Funds

Senate Bill 1: Local Partnership Program

This program provides local and regional agencies that have passed sales tax measures, developer fees or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by CTC.

<http://www.catc.ca.gov/programs/sb1/lpp/>

Senate Bill 1: Road Maintenance and Rehabilitation Program

Senate Bill 1 created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

https://www.sco.ca.gov/aud_road_maintenance_sb1.html

Lessons Learned

City staff appreciated the time and energy residents and stakeholders contributed to this study. Hearing ideas and concerns from neighborhood residents and the community at-large shaped the directions of the study and informed design considerations. While the study will not result in the project moving forward at this time, there are some lessons learned to assist the City in pursuing future bicycle and pedestrian studies.

Lesson Learned #1

Due to the sensitivity of the project study, allocate more time for public engagement during the early outreach phase to accommodate additional one-on-one engagement and collaboration with the community and other department staff. The City mailed notification for public workshops to residents living near the study corridor, however, listening sessions with near neighbors at the start of the study could have helped steer the study to understand and address concerns more proactively or helped in expanding the study parameters to include different neighborhood needs.

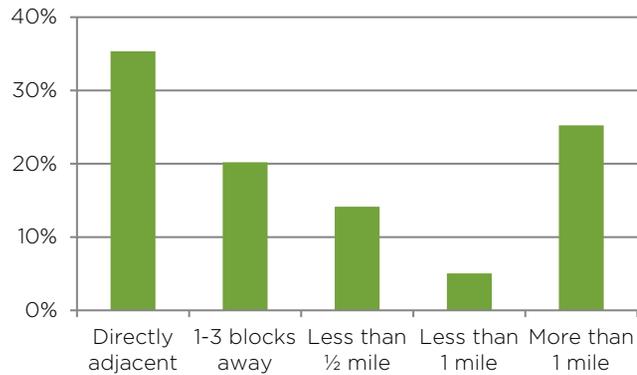
Lesson Learned #2

For projects that aim to connect students from home to school, the City should partner closely with residents, students, parents, and school administrators to develop a stakeholder advisory group. This group can help identify projects that best suit the needs of students in getting to school safely by walking or bicycling. This partnership could also be useful in helping disseminate information and collecting feedback from more people.

Appendix A Online Survey Results

This appendix presents 100 responses received to the online survey as of May 2, 2019.

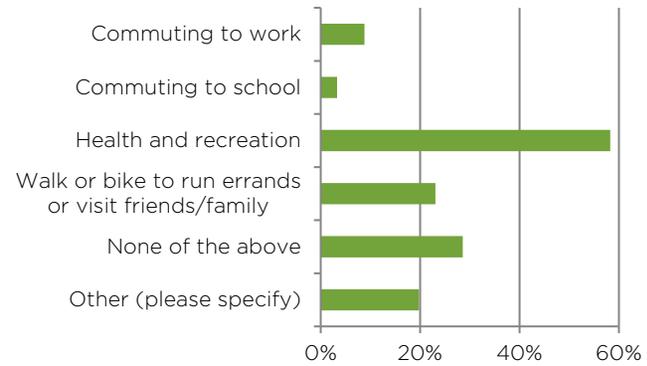
How close do you live to the proposed trail?



	Number	Percent
Directly adjacent	35	35%
1-3 blocks away	20	20%
Less than 1/2 mile	14	14%
Less than 1 mile	5	5%
More than 1 mile	15	15%

1 respondent skipped this question

How might you use the proposed trail along Cordova Creek? (Choose all that apply)



	Number	Percent
Commuting to work	8	9%
Commuting to school	3	3%
Health and recreation	53	58%
Walk or bike to run errands or visit friends/family	21	23%
None of the above	26	29%
Other	18	20%

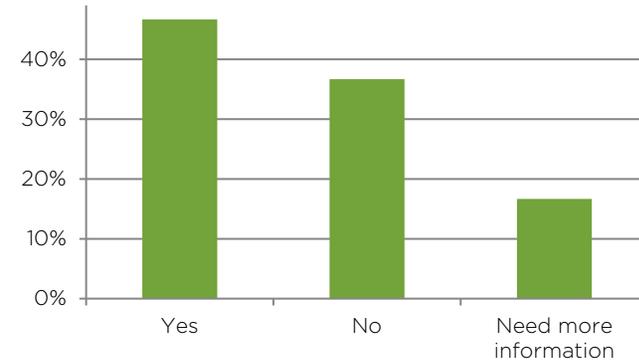
9 respondents skipped this question

What destinations would you most want to access via the proposed trail? (Choose all that apply)

	Number
American River Parkway	53
Soil Born Farms	35
Hagan Community Park	34
Cordova Senior High School	10
Mills Middle School	7
Federspiel Park	7
Walmart Supercenter	5
Cordova Meadows Elementary	3
Rancho Cordova Elementary	3
Cordova Gardens Elementary	3
St. John Vianney Church	3
St. John Vianney School	2
American River Dental	2
Radiant Health Center	2
Folsom Cordova Community Partnership	2
White Rock Elementary	2
Peter J. Shields Elementary	1
Casa Coloma Health Care Center	1
Cordova Lutheran Church	0
Cordova Community Food Locker	0
Other (please specify)	29

16 respondents skipped this question

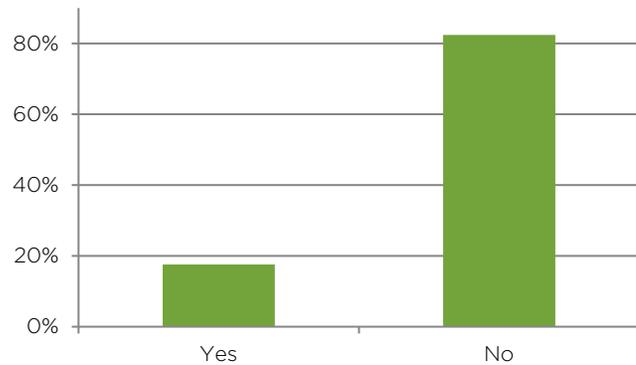
Would the proposed trail along Cordova Creek benefit you or your family?



	Number	Percent
Yes	42	47%
No	33	37%
Need more information	15	17%

10 respondents skipped this question

Are you a student OR do you have a child that attends school near the proposed trail? Schools near the corridor include Cordova Meadows, Cordova Gardens, Cordova Senior High, Mills Middle, Saint John Vianney, Peter J. Shields, Rancho Cordova Elementary, and White Rock Elementary.



	Number	Percent
Yes	16	18%
No	75	82%

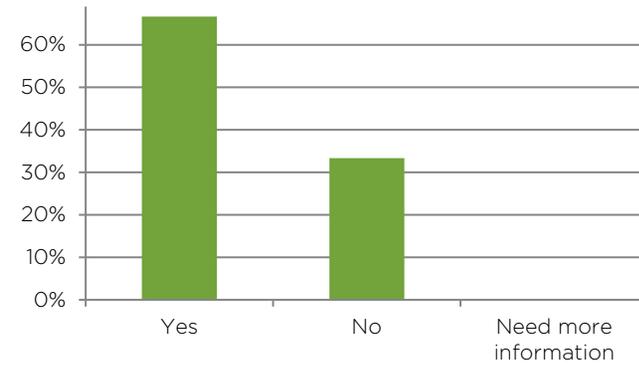
9 respondents skipped this question

Which school is your primary destination?

	Number
Cordova Senior High School	1
Cordova Gardens Elementary	1
St. John Vianney School	1

97 respondents skipped this question

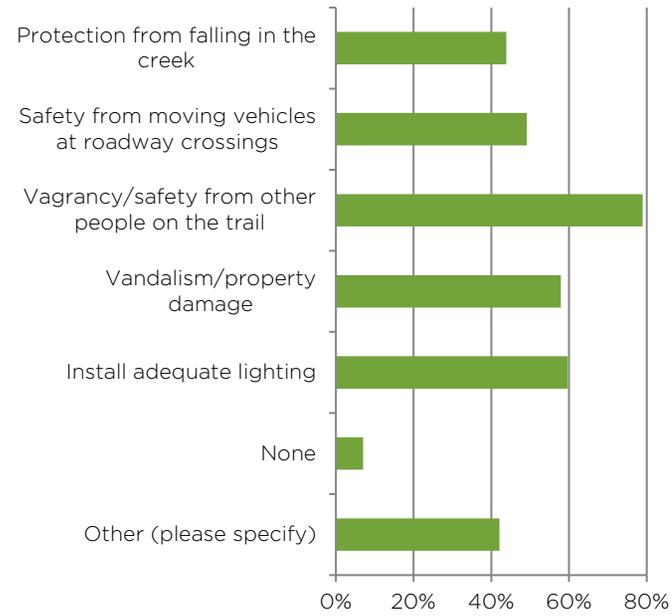
Would you or your child benefit from having a path along Cordova Creek to access your primary destination school?



	Number	Percent
Yes	2	67%
No	1	33%
Need more information	0	0%

97 respondents skipped this question

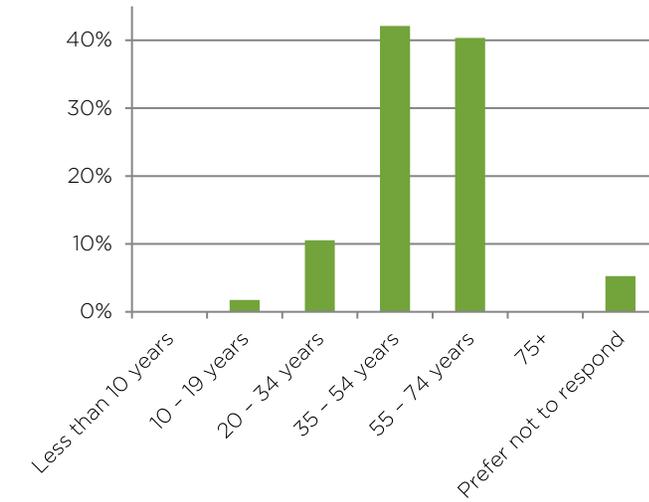
What issues would the City need to address before you felt comfortable using the trail? (Select all that apply)



	Number	Percent
Protection from falling in the creek	25	44%
Safety from moving vehicles at roadway crossings	28	49%
Vagrancy/safety from other people on the trail	45	79%
Vandalism/property damage	33	58%
Install adequate lighting	34	60%
None	4	7%
Other	24	42%

43 respondents skipped this question

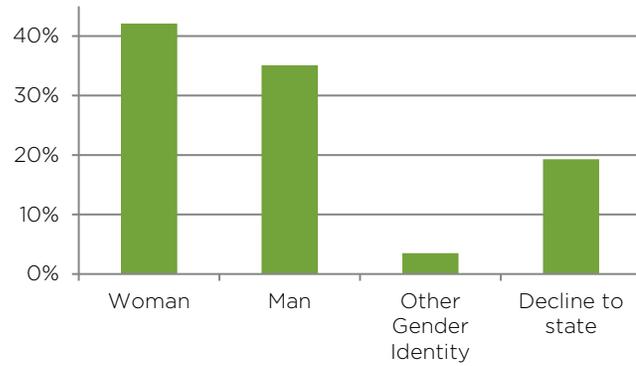
Please select the category that includes your age.



	Number	Percent
Less than 10 years	0	0%
10-19 years	1	2%
20-34 years	6	11%
35-54 years	24	42%
55-74 years	23	40%
75+ years	0	0%
Prefer not to respond	3	5%

43 respondents skipped this question

What gender do you identify as?



	Number	Percent
Woman	24	42%
Man	20	35%
Other gender identity	2	4%
Decline to state	11	19%

43 respondents skipped this question

What is your ethnicity? Please select one or more options that best reflect how you identify.

	Number	Percent
White/Caucasian	32	59%
Latino/Hispanic	2	4%
Black/African American	0	0%
Asian	1	2%
Native Hawaiian/Pacific Islander	0	0%
American Indian	1	2%
Decline to state	15	28%
Other	6	11%

46 respondents skipped this question

What was your total household income in the last 12 months?

	Number	Percent
Less than \$25,000	0	0%
\$25,000 - \$49,999	3	5%
\$50,000 - \$74,999	10	18%
\$75,000 - \$99,999	12	22%
\$100,000 - \$149,999	7	13%
\$150,000 or more	3	5%
Decline to state	20	36%

45 respondents skipped this question

Appendix B Workshop Summaries



RANCHO CORDOVA CREEK TO TRAIL FEASIBILITY STUDY



100 Webster Street, Suite 300
Oakland, CA 94607
(510) 540-5008
www.altaplanning.com

MEMORANDUM

To: Zach Bosch and Rupa Somavarapu, City of Rancho Cordova

From: Beth Martin, Brian Burchfield, and Jeff Knowles, Alta Planning + Design

Date: May 30, 2018

Re: Rancho Cordova Creek to Trail Study Public Workshop Summary

Background

On Thursday, May 17, 2018, the City of Rancho Cordova held a public workshop regarding the Rancho Cordova Creek to Trail Study, which will determine the feasibility of a bicycle and pedestrian trail along Cordova Creek from the American River Parkway to Aramon Drive. This feasibility study will include an evaluation of topographical and environmental constraints, connections to destinations and existing active transportation networks, and accessibility for users of all ages and abilities.

Event Outreach

The City promoted the workshop using the following techniques:

- The City of Rancho Cordova mailed 3,850 postcards to residents who live within ½ mile of the creek corridor
- The workshop was advertised on:
 - The City's website
 - Nextdoor

A copy of the postcard is attached in Appendix A.

Event Details

The event was held in the American River South room of the Rancho Cordova City hall from 6:00 – 8:00 p.m. The meeting was “open house” style with boards placed on easels around the hall. The boards included an overview of the feasibility study process and timeline as well as boards showing existing conditions broken into five segments of the proposed trail location.

Jeff Knowles from Alta Planning + Design welcomed attendees and presented an overview of the Rancho Cordova Creek to Trail study, explaining the previous planning efforts recommending this study. Mr. Knowles outlined the components of the feasibility study and the project timeline. At the end of the presentation, he fielded a number of questions, at which point the meeting became an open house. Rancho Cordova staff as well as staff from Alta Planning + Design and Psomas were stationed around the room at boards to answer questions and record feedback in an open house format. The boards designs are included at the end of this memo. A slideshow of photos of the project area and nearby trail projects were projected during the event.

Forty-two (42) people signed into the event. Attendees were invited to submit comments about the potential trail on comment cards. Twenty-five (25) comment cards were submitted and attached at the end of this memo. Attendees were also encouraged to send additional feedback to Zach Bosch at the City of Rancho Cordova and to complete the online survey at www.surveymonkey.com/r/cordovacreektrailstudy.



Public Feedback

City and consultant staff heard feedback and collected comment cards expressing the views and concerns of attendees, many who identified as residents of Dolcetto Drive or streets nearby the proposed trail location. A few themes emerged from the feedback:

Security and privacy: Many residents at the event live on Dolcetto Drive and were concerned that the proposed trail would open their backyards and homes to vandalism, littering, crime and other safety concerns. Residents cited previous incidents of break-ins and loitering on the canal that they or neighbors had experienced. Residents were also concerned about the trail proximity to their backyard did not have space for buffer zone and it would decrease their privacy. As one resident stated: "I already have one front yard; I don't want two front yards."

Homelessness: Residents were concerned that if the area were opened as a trail, people experiencing homelessness may set up tents behind people's homes.

Not safe for school age children: A few attendees noted that while this trail is being built to connect multiple schools in the area, they did not think it would be safe for school aged children, especially if it became a resting spot for people experiencing homelessness.

Decreasing property values: Several attendees voiced concerns that the addition of the trail would decrease their property value and ability to sell their house. Attendees noted that many of the homeowners adjacent to the proposed trail location had lived in their houses for over 40 years.

Environmental concerns: A couple of residents were concerned of environmental impacts, such as impacts of migrating wildfowl who use the canal as a feeding area and the potential the trail would open the area to Mountain Lions currently on the American River Parkway.

On-street facilities: Some residents urged the City to explore building sidewalks, bike facilities, and pedestrian-friendly street lights on Dolcetto Drive and nearby areas as an alternative to building the trail. Some thought that on-street facilities would allow for more people to be around the neighborhood and deter from unwanted activities.

Cost to implement project: Many attendees asked staff where the funding to build the trail would come from and were concerned that tax-payer revenue would be spent on the trail over other priorities. Where possible, staff explained that the funding was not identified currently and would have to be obtained through grant applications and other external funding sources.

Support for trail: A number of residents at the workshop were in support of creating a new off-road connection the American River Parkway. Several said they would use it for walking with pets, biking with their kids, and getting to

the American River Parkway. Residents in support of the trail were interested in understanding how trail design, implementation, and maintenance strategies could mitigate the concerns brought up by others in the workshop.

Flooding concerns: A couple of attendees noted that during rain events the level of water in the canal can flood or come very close to flooding. Attendees were interested in understanding how the trail design would account for flooding concerns in the area.

Naturalization and trees removal: Some residents were concerned that the construction of the trail would lead to the removal of trees currently next to the canal. Other attendees were interested in understanding how this trail may contribute to the naturalization of the canal.

Comment cards, emails, and letters received as part of this workshop are attached in the appendices.

Next Steps

Following the community workshop, the project team will use the feedback heard through this forum to inform the project level analysis, which includes defining health and safety benefits, drafting trail design concepts, and developing planning-level cost estimates. The project team will present the findings of the project level analysis at the next community workshop and Stakeholder Advisory Committee in fall 2018.

Appendix A: Workshop Notification

Workshop Postcard

JOIN US!

Community Open House
Thursday, May 17 • 6:00 – 8:00 p.m.



Join us as we explore the potential for a new trail in Rancho Cordova!

The City of Rancho Cordova is studying an opportunity to build a new 1.5-mile bicycle and pedestrian trail from the American River Parkway to the area near Ahlstrom Park. The new trail would create connections for residents to safely walk and bike to schools, parks and other trails in our community.



Appendix B: Emails and Letters

From: [Name redacted]
Sent: Monday, May 14, 2018 1:05 PM
To: lbudge@cityofranchocordova.org
Subject: Proposed Bike Trail in back of homes.

Dear Mayor Budge,

I know this was brought up in 2005 and I had opposed it then as I do now. Back then, I had gone around to all of the homes that backed up against the canal on Newton Way and Dolecetto. Every resident that I contacted was against this idea of having a bike trail in back of their homes.

Having received the mailer on Saturday 12 May about the same proposal, I once again touched base with all the neighbors along the canal on Newton Way and Dolecetto. The same sentiment applies now as then. All of the people I contacted thought this was a very bad idea. It is surprising that there quite a few single elder ladies that live on this portion of the canal. If you have the opportunity, I would ask you also talk to the folks directly impacted by this proposal.

These are some of my thoughts against this proposal:

The city council is proposing a study to once again use the existing drainage canal right of way between Dolecetto Drive and Newton Way, in back of Los Palos Way, Chassella Way, Chardonay Drive, and Beclan Drive to make a new bike trail for the public. While this sounds like a good idea at first, it is a terrible idea when you consider the possibility for criminals to be using this at night to surveil homes along the canal.

The East Area Rapist is thought to have stalked individuals and target homes by using Sacramento area canals and ditches as noted by Michelle McNamara in her book I'll be gone in the Dark. One of the victims lived on Los Palos Way. I have called the police on people in the canal at night after dark, helicopter was deployed and still could not find the individuals until finally a ground officer responded and had the trespassers move on. My house was broken into and had items stolen. Prior to my purchasing the home I found out the home had been vandalized by gaining entry from the rear. Both of these instances had Police Reports generated. Another neighbor relayed she had seen the same type of crime where a young person was hanging out in the canal waiting for the home owner to leave. As soon as the home owner left the offender hopped the fence and broke into a house on Dolecetto, vandalized the home and drank all of the liquor in the house with others. She had called the police multiple times to report teens in the canal only to be told to call the High School. Of course, the High School told her to call the police.

With the homeless issue now in Rancho Cordova, the area in the canal would provide a good area for the homeless to set up camp. I have posted as have others, photos of individuals riding a bike and towing along another bike. Presumably the bikes are stolen. I followed one such suspected stolen bike to Hagan Park with the rider taking multiple streets in a meandering sort of way to the park.

The Sacramento Bee in the past has published a study stating new parks should be built in front of homes not behind to allow for residents to keep an eye out for vandals. The city had at one time supported sidewalks when we were going door to door gathering signatures to become a city. Dolecetto Drive still lacks sidewalks in certain areas such as near Ellenbrook Drive. If the city needs to route a bike route, I would support marking the existing streets with bike lanes.

Thank you for the opportunity to be heard. The website posted on the flyer that was mailed out requesting input on SurveyMonkey did not work. The website kept asking the same questions over and over but it did increment the question number.

A better way to spend city funds would be to repair the Cordova Swimming Pool near the High School.

[Name redacted]
[Address redacted]

Rancho Cordova City Council

May 17, 2018

RE: Installation of bicycle and pedestrian trail.

Thank you Mayor and City Council for granting me this opportunity to speak to you on the proposed Cordova Creek Trail.

My name is [REDACTED]

I have been a resident of Rancho Cordova for 60 years.

I have been a property owner for the last 13.

My property currently backs up to the canal, the section which would run from Dawes to Coloma Rd.

I am adamantly opposed to the installation of the trail at this location.

I was opposed to the installation of the trail when it was proposed 10 years ago by the Council, and I am still opposed to the installation of the trail today.

I am also perturbed at the Council for even considering the installation of the trail at this location.

Our neighbors successfully petitioned 10 years ago against the installation for several valid reasons, those conditions have not changed, our reasons for petitioning against the installation today remain valid.

Several neighbors have fallen victim to folks who use the canal as a passage way.

- 1) This canal is used as an escape route to run after they have destroyed property, stolen property, broken into homes.
- 2) They have used this canal as an entry point, to gain access into our yards, into our homes, breaking and entering, stealing property.
- 3) We are subjected to noise from those on the canal at all hours of the day. Especially during the day when kids skip school and hang out.
- 4) We are subjected to the mess left behind while folks hang out and smoke pot, transients who camp out.
- 5) On several occasions I have personally been subjected to from the canal, climbing on my fence, hanging over the fence into my yard, taunting my dogs.
- 6) I am frequently subjected to folks hanging out smoking pot.
- 7) Where I and my neighbors on both sides of me, it is a perfect place to hide out. We are at the bend of the canal. You cannot see these folks from either end of the canal.
- 8) Installing the Cordova Creek Trail will only create more opportunity for the same crime to occur.

- 9) Installing the trail at this location will only subject my neighbors and myself to more crime, theft, noise, trespassing, to more harm.

Do I need to remind folks, that TODAY accessing the canal is illegal? But the activity continues.

This behavior is well known to the Council. This behavior was publicized 10 years ago as we petitioned against it, and the council and police are informed of the illegal behavior that continues today.

If you choose to ignore our pleas proceed with installation of the trail at this location behind our houses, then I ask you increase your security measures, take additional activity than what you have planned, to eliminate the opportunity for crime, for subjecting us to be victims of the ill will of others.

- 1) Build a 12ft brick concrete retainer wall.
- 2) Make it 12ft, so that it is more difficult to climb over.
- 3) Paint the wall with the specialized paint so that it is difficult to deface the walls with graffiti.
- 4) When graffiti is spotted, immediately remove it.
- 5) Do not go cheap and install merely cyclone fences.
- 6) Cyclone fences regardless of how high they are, are easy to scale.
- 7) You all know too well, cyclone fences are easier to damage and fall into disrepair in no time at all.
- 8) To install a cyclone fence that extends above our private neighborhood fences will diminish the property value of our homes.
- 9) Install locked gates at both ends of this section.
- 10) Install a locked gate in the center of the canal.
- 11) Enforce hours of operation, not before 8am, and not after sunset.
- 12) Enforcing hours of operation will help diminish the noise that will certainly follow the trail users.
- 13) As it is with every park celebration, every school function, we experience more foot traffic, more noise, in the canal. Yes, even though it is illegal, folks still use the canal as a passage way.
- 14) My neighbors and I along the canal have the right to peace and quiet. We bought our homes with this in mind, no business, no homes, supposedly no activity behind us. We should not be subjected to the whims and wants of others who DO NOT live on the canal with us.
- 15) Set up law enforcement to patrol the canal. Daily. Multiple times a day. And after sunset. I'm talking about sworn peace officers, and not a Security company. Enforcement powers of any Security company is pale compared that which is carried by sworn officers.
- 16) Early in the morning, they can rid the transients who have camped out over night.
- 17) Early afternoon, their presence will reduce the number of student cutting class from hanging out on the trail, or are antagonizing the dogs.

- 18) After sunset, they can eliminate the noise makers and retain peace in the neighborhood.
- 19) Frequent patrolling will also reduce the opportunity for graffiti to be painted on the walls. Again, as you all well know, without immediate attention to graffiti it will grow.
- 20) Daily, and frequent patrolling will also eliminate the snatching of children and women – remember the East Area rapist was reported to have entered in one of the yards of a home along this section of the canal.
- 21) Remember as I stated earlier, the neighbors on both sides of me, and I, live at the bend, where no one can see you (in the canal) from either end.

These security features will help to reduce the crime of opportunity. Reduce theft, destruction, and disturbance to my neighbors and I.

You, our City Council, are responsible for the security, the well-being, the safety of our community. To not implement these security features would be nothing less than negligent.

Last note, as a resident and property owner of Rancho Cordova, I am NOT knowingly willing to pay for what will obviously be an enormous cost for security and maintenance of the trail, at this location.

We currently have so many other projects which the citizens of Rancho Cordova have already agreed to fix, to monitor, to increase maintenance. For instance, the pools in Rancho Cordova need repair – at Federspiel, on White Rock, and 3 at Hagan Park.

Yes, Hagan Park is the responsibility of the Park District, however, we as a City could step in and support the Park in the restoration of these pools.

Another example is the Bike Trail proposed and approved to be installed on Chase Drive. You agreed to create a separate barrier to protect people from street traffic. This Trail has not yet been installed.

We should be putting our money, time and effort to address these items, instead of taking on yet another project. If a grant is given to build the trail, the City will be left with the expense of paying for maintenance and enforcement.

Again, I am opposed to the installation of the trail where the canal between Dawes and Coloma reside.

Thank you for your time.

*On the sidewalk?
You haven't finished
the sidewalks - installing
those that don't exist
repairing those that do.*



Appendix C: Comment Cards

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Environmental Concerns: Migrating wildfowl use canal as a feeding area (pollywogs & frogs & insects), Mountain lions wander American River Bike Trail; this proposed trail would connect to the AMBT and open ~~to~~ our back yards to a dangerous predatory species.

Privacy, security & home market values would decrease. Safety for children accessing the proposed trail is a concern. Build more sidewalks on the streets, instead of building this trail.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- Opposed -
- Lack of Privacy
- Increased Vandalism - Graffiti - Crime! Homeless
- Access for crossing major roads -
- No Buffer Zone!
- Property Value decreases - Studies have shown
- Never designed for anything close to a bike trail
- Literally in my backyard
- Bike trail to nowhere as in bridge to nowhere

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

(over)

- money^{DEER} spent Elsewhere
- BIKELANES ON STREETS
- CHASE DRIVE Improvement / High school; better ROUTE TO "HASEN PARK"

What's the RISK management PLAN?

Liability for Failing TO MAINTAIN A BIKE PATH

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

School age kids will cut through + it is NOT safe for them

Another place for the hemlock to mess up

Break ins by the dozen

Police are spread to thin now, can't cover the ditch.

Noise all night + day. &

Kids throwing rocks + things in people yards

Unless you have a chain link fence, no one can see what goes on there

Ditch pulls water flows fast to river, people couldn't get out if pushed in looking around!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Dumb Idea !!!

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Unhappy with this proposal. My backyard is adjacent to the proposed trail. The effect on the wildlife and peacefulness will greatly diminish this small stretch. I don't want a huge retaining wall or fence behind my home. The homeless and crime problem is bad enough. I would prefer to have sidewalks on Dolcetto Drive and street lights. I would rather have city funds go to more help with homeless and keep this area from being further developed.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

How much will this project cost? ^{where} will the funds come from? ~~what~~ how will the water be routed during ^{the} years of flooding/rain? How secure will this area be?

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

COST OF THE TRAIL - WHERE IS THE MONEY COMING FROM?
Security - Lighting - IS THE TRAIL GOING TO BE
OPEN 24/7. WE HAVE A HOMELESS PROBLEM. THEY WILL
BE CAMPING ON THE TRAIL. CONCERN ABOUT BURGLARS
AND HOME INVASION. ROBBERS HAVE ACCESS TO
BACKYARDS. FENCING IS A PROBLEM. PRIVACY IS
A PROBLEM. IT'S NOT SAFE FOR ANYONE TO WALK
THIS TRAIL. THE MONEY COULD BE WELL SPENT ELSEWHERE.
Nice IDOR NOT GOING TO WORK!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I did not want this to happen!!
the canal is used as an escape route after people
have destroyed and stolen property. This will just
make it easier to do. We do not have enough
police to take care of the problems as it is.



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Wall 30 ft high maintain by County - not a fence
No lights -
Kids will not be safe walking to park

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

THERE ARE AREAS THAT ARE HIDDEN FROM VIEW THAT WILL BE A RISK FOR THOSE WALKING OR RIDING ON THE PATH. WE (RESIDENTS) HAVE CLEANED UP TRASH FROM THERE & HAD TRASH THROWN IN OUR YARDS. I HAVE A DOUBLE PAIN WINDOW WITH A PATCH IN THE FRAME MADE BY AN OBJECT THROWN FROM THE CANAL AREA. WE HAVE STOPPED FIGHTS IN THE PAST



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Bad Idea

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I AM CONCERNED ABOUT A CONSTRAINT POINT. ARE YOU PLANNING ON MOVING LARGE TREES? THAT IS PART OF THE ALLURE OF LIVING HERE. I HAVE A GIANT OAK TREE BEHIND MY HOUSE. ARE THERE PLANS TO GO AROUND MATURE LANDSCAPE OR ARE YOU PLANNING ON PULLING OUT TREES?

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I am opposed to this project. I live on the south side of the canal. I have been there for 41 years and have seen my fair share of problems. Kids starting fires, graffiti, bothering our pets, needles and other drug and disgusting items thrown in my yard and 2 break-ins on each side of me where the perpetrators got away in the canal. Now you want to make a nice paved walkway for more traffic, noise, garbage and whatever. I will lose any privacy I have. If it happens there should be an 8' or higher wall built.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

My primary concern is safety. With the increasing transient problem in mind, what steps are being taken to ensure the safety of residents whose backyards will face the path, and the children who will use it?

- Funding for bike cops?

- Jurisdiction? Park Rangers or RCMP?

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I Dont I xi pt.
To be samev? But if
you want the ? XXXXXX
??? ???

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I'm against the bike trail, it will cause more problem for the homeowners that live along the canal. There will be more crime, no privacy, and more garbage than there already is. Dangerous for children who could fall in the canal. Also more opportunity for kids to being what they shouldn't be doing out of the public eye.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I Am not for this plan. We live on Dolacello Dr. and already have homeless and break-ins now. If you do this, it will only make the "foraging" closer. We already have a bike trail! We need a sidewalk for the many school children (3 schools in few blocks). We've been here in Rancho for 52 years and still waiting for the sidewalk!

ekTrailStudy

or report - no compute

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I'm in favor of the trail, but have concerns about safety and property damage like everyone else. Things like motion sensing lights, closure from dusk-to-dawn, mobility barriers at entrances to keep homeless from bringing their belongings into space, commitment to rapid clean up, possibly city grants to help neighbors reinforce fencing for safety concerns, landscaping, and potential for creek naturalization would make residents much more comfortable

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

your giving The Homeless Easy Access To STEAL FROM OUR YARDS

WE BOUGHT OUR HOUSE BECAUSE OF THE PRIVACY IN BACK - SO YOU SUCK

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

PR NEEDED (I CAN HELP)

PITCH TRAILS AS COMMUNITY ASSET, ^{THAT WILL LIKELY} INCREASE PROPERTY VALUES
STRESS CONNECTION TO NATURE. USE OF FOLSON VIDEO - TRAILS OPPOSED
BEFORE BUILT, USE AFTER.
"EYES ON STREET" DETER BAD USE.

CRIME ON TRAILS REFLECTS CRIME IN SURROUNDING AREAS.

CONSIDER FITNESS STATIONS ALONG TRAIL — COMMUNITY GARDEN, TOO?

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

[Redacted]

My Mom is 80 yrs old and lives alone. She is scheduled for surgery or she would be here. She is afraid of her safety and does not want a trail behind her house.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

[Redacted]

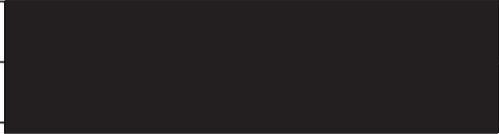
Spoke to her before I came and she is against this trail also

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:



unable to attend and is against this

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I am against this!! It is not SAFE!!

There are a lot of elderly people and this is a bad idea because it will give access to everyone's backyards for break-in's, theft of property, rape and other criminal activity. Drugs.

Bad idea, unsafe!! will bring property value

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

down. I will fight this and so will my neighbors.



Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Spend the money on sidewalks, lighting and bicycle lanes
No curfew would allow anybody at anytime, not good

Priorities

* Sidewalks

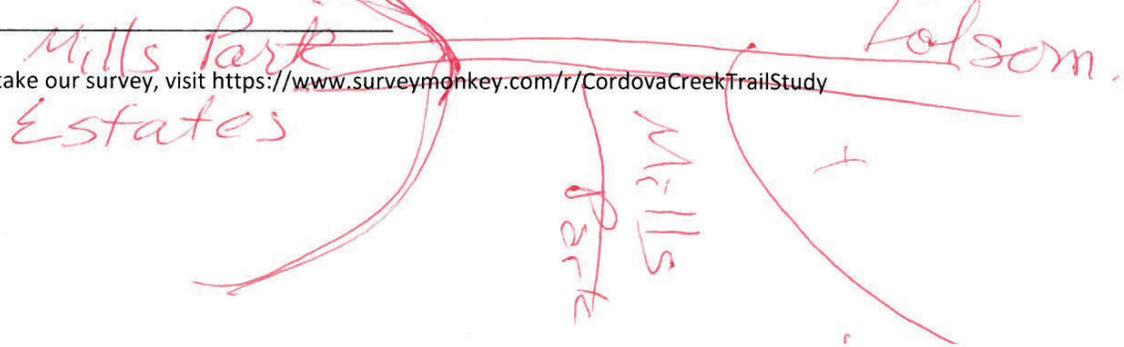
lights

bike lane

neigh borhood enhancements

cameras & signs

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>



Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Dont count on city data we complaint
The process is flawed.

Items are closed out and are not fixed.

have a Public Town Hall meeting
to gather info.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

To: Rupa Somavarapu, City of Rancho Cordova

From: Jeff Knowles, Alta Planning + Design

Date: May 23, 2019

Re: Rancho Cordova Creek to Trail Feasibility Study Public Workshop #2 Summary

Background

On Thursday, May 16, 2019, the City of Rancho Cordova held a second public workshop regarding the Rancho Cordova Creek to Trail Feasibility Study, which will determine the feasibility of a bicycle and pedestrian trail along Cordova Creek from the American River Parkway to Aramon Drive.

Event Outreach

The City promoted the workshop using the following techniques:

- The City of Rancho Cordova mailed 3,850 postcards to residents who live within ½ mile of the creek corridor
- The workshop was advertised on:
 - The City's website
 - Nextdoor
 - Safe Routes to School Workshop (May 10, 2019)

Event Details

The event was held in the multipurpose room of Mills Middle School from 5:30 PM – 7:30 PM. The meeting was “open house” style with boards placed on easels around the hall. The boards included concept plans for the trail study corridor, typical intersection designs, photo simulations, and trail amenity examples.

Albert Stricker, Public Works Director welcomed attendees and Jeff Knowles from Alta Planning + Design presented an overview of the Rancho Cordova Creek to Trail study where he explained the study parameters, timeline, and summarized concerns heard from previous outreach efforts. Mr. Knowles described ways the study attempted to address the most common safety, security, and privacy concerns. At the end of the presentation, over forty community members shared their input. At 7:00 PM attendees were invited to interact with staff and provide written comments. Rancho Cordova Public Works Department, Rancho Cordova Police Department, as well as staff from Alta Planning + Design and Psomas were stationed around the room at boards to answer questions and record feedback in an open house format.

109 people signed into the event. Attendees were invited to submit comments about the potential trail on comment cards. Forty-one (41) comment cards were submitted and attached at the end of this memo. Attendees were also encouraged to send additional feedback to City of Rancho Cordova project website and to complete the online survey at www.surveymonkey.com/r/cordovacreektrailstudy.



Public Feedback

City and consultant staff heard feedback and collected comment cards expressing the views and concerns of attendees, many who identified as residents with property near the proposed trail location.

Residents at this workshop were almost unanimously opposed to the proposed trail. Residents were concerned that even if the trail included safety and security features such as cameras, emergency call boxes, and increased police patrols that their privacy, safety, and security would be jeopardized. The long stretches of the corridor where there is no street access distressed many residents and they expressed a fear that the police would not be able to respond in time to deal with a safety issue. Many attendees voiced that this proposed trail would not benefit them or their family and potential negative impacts are not worth the risk to their quality of life. Concern that the project will proceed without respect for the views and concerns of the adjacent neighbors was consistently expressed at the workshop. Feedback from workshop attendees included:

- Concern that trail users will be assaulted
- Concern that homelessness encampments will expand along the trail
- Concern that residential security will be at risk
- Concern about who will be responsible for maintaining privacy fencing
- Concerns about road crossing safety and traffic impacts
- Concerns about impacts to wildlife along the corridor
- Concerns about private property rights and impact to home value
- Concern about construction impact to pools and trees on private property
- Concern about emergency response times
- Concerns about children fighting near the proposed trail and creating more unsupervised areas

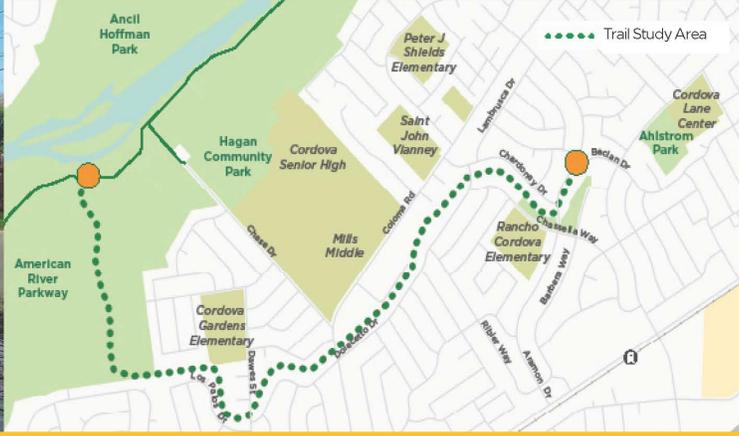
- Concerns about criminal activity on other trails (that legitimate users and security measures have not prevented criminal activity elsewhere)
- Concerns about the width of the proposed trail and user conflicts between bicyclists and pedestrians
- Concerns that the gates will be removed, which residents feel helps deter criminal activity
- Concerns about how the study has been communicated to the residents
- Concern that the trail will make homes vulnerable to cyber security breaches

Appendix A: Workshop Notification

Workshop Postcard

JOIN US!

Cordova Creek to Trail Feasibility Study
Community Open House
Thursday, May 16 • 5:30 – 7:30 p.m. • Mills Middle School



Join us to learn more about the Cordova Creek to Trail Feasibility Study.

The City of Rancho Cordova is studying an opportunity to build a new bicycle and pedestrian trail from the American River Parkway to the area near Ahlstrom Park. The new trail would create connections for residents to safely walk and bike to schools, parks and other trails in our community.



Appendix B: Online Comments

Cordova Creek to Trail Feasibility Study Contact Us Submissions

<https://www.cityofranchocordova.org/departments/public-works/plans-and-projects/cordova-creek-to-trail-feasibility-study/cordova-creek-to-trail-feasibility-study-contact-us>

City Manager's Office
+ Americans with Disabilities Act (ADA)
+ City Clerk
+ Communications and Public Affairs
+ Community Development
+ Development Services Team
Economic Development
Facilities
+ Finance
+ Human Resources
+ Information Technology
+ Leadership Team
+ Neighborhood Services
+ Police
- Public Works
+ Services and Programs
- Plans and Projects
- Cordova Creek to Trail Feasibility Study
Cordova Creek to Trail Feasibility Study Project Updates
Cordova Creek to Trail Feasibility Study Contact Us
+ Bicycling Rancho Cordova

CORDOVA CREEK TO TRAIL FEASIBILITY STUDY CONTACT US

Font Size: [+](#) [-](#) [+](#) [Share & Bookmark](#) [Feedback](#) [Print](#)

If you have questions or feedback regarding the Cordova Creek to Trail Feasibility Study, please fill out the form below to contact us.

Cordova Creek to Trail Feasibility Study Contact Us

* **Name**

200 characters

* **Phone**

 () - - - - ext.

* **Email**

* **What is your question or feedback about the Cordova Creek to Trail Feasibility Study?**

500 characters

[Review](#) [Submit](#)

Submission #41908

being a home owner whose property borders on the proposed bike trail . My question is how do you propose to police this trail? Will you de putting up security fences? Will there be a curfew in place. I don't want my dogs and my neighbors dogs going apeshit all night.

Submission #44715

What quarentee do homeowners have for increased police patrol in the area when/if the path goes in. The amount of homeless in the "creek" is already out of control. How does the city account into making the bike path safe for the homeowners. 12ft fences? How does the city plan to account for the decrease in home values in that area due to projected increase in theft and homeless living in backyards? What needs to be done to keep this bike path from being built?

Submission #44716

Hi, we live along the NID Ditch that you are speaking of for the trail. We have a chain link fence that we were advised we cannot take down because of "access" needed by the city. We already have problems with homeless and others that walk along the ditch teasing our dogs and trying to break into our yard to get into the house. If the city decides to do this, the city should be held liable to put in a secure wooden fence taller than 7 feet for us and be liable for break-ins. This is unacceptable

Submission #59832

I would just recommend that the project engineer look at the possibility of adding solar powered trail lights. put the solar panels up high to help prevent vandalism

Submission #60307

Will the city be replacing the wood fencing along the creek to something more permanent, like a block wall. With the increase in traffic and noise, a block wall would solve many issues. Many folks along the creek have dogs in there back yards for security reasons. A block wall would serve to protect both the residents and the users of the trail.

Submission #60309

Observation. Since the closer of through access gate that allowed people to cross Cordova Gardens school baseball field, the resident of the apartment complexes off of Moraine Circle now travel the creek to reach Dawes street. Do you plan to also pave the other side of the creek in that area?

Submission #61827

The Creek runs behind my house and after attending the Feasibility Study on May 16th, I have decided I do not want the path with all of the issues and problems it will bring, if it is built I will considered selling my house and leaving Rancho Cordova.

Appendix C: Comment Cards

Rancho Cordova Creek Trail Feasibility Study



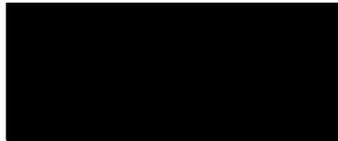
We want to hear from you! Please share your comments on the proposed creek trail:

WASTE OF \$\$\$ AND a NIGHTMARE FOR HOMEOWNERS
& RCPD!! IS CITY PREPARED TO BE SWED?
A PEACEFUL AREA NOW, BUT NOT WHEN YOU
CHANGE IT.

CROSSOVER ROADS DAWES & COLOMBA VERSUS AUTOS
SCHOOL KIDS HANGING OUT GETTING IN TROUBLE
OR HAVING TROUBLE WITH OTHERS OUT THERE.

KEEP IT IN FRONT ON THE HOMES!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>



Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Adamantly opposed to idea.
opposed in 2004 and every time since this
has come up- and the council continues
to disrespect ~~the~~ us by ignoring our
disgruntlement - our opposition to this trail.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- Opposed: Safety concerns
- Alternative: put bike trail on Dolecetto not on creek
- Mitigate: Allow back fence improvements (remove height restriction on fences. Add lighting, cameras provide police access, close trail after dark
- What's the purpose of this proposal?
from Dolecetto & home owner

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- lack of information provided to homeowners
- Drugs
- Homeless
- people in my pool
- no escape for those in the trail
- not enough police
- to much crime in the area already

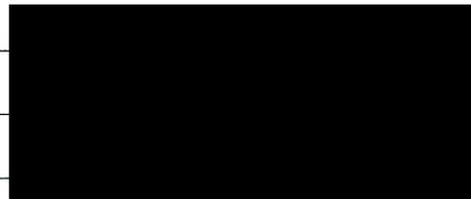
To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

There is not much room on either side of the canal, how could you possibly create room?



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I increased crime in our neighborhood which makes the elderly a target. Homelessness in Rancho they'll head for another place to sleep. The owners ~~are not~~ won't feel safe. Our dogs will bark all day and nights. Kids fighting on trail.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

This proposed "creek" trail is a very bad idea. We already have problems with school kids fighting and with this trail, they will be hidden from sight of law enforcement. Criminals would have access to homes of those whose backyards back up against this ditch once again. Homeless will set up camp and use the fences as their toilet. It will be an ideal place for underage drinking and drug use. Behind my neighbors home is a bend that is shielded from sight from cross streets, very unsafe!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

NO THIS NOT A GOOD IDEA! My yard back up on the creek! I'm afraid of burglaries and lack of privacy! CRIME TRASH, GRAFFITI! SAFETY CONCERNS! Teenagers ~~throw~~ THROWING GARBAGE OVER MY FENCE! I'm afraid someone going to get hit and injured! They will be bikers riding too fast and injure someone! Walkers will be pushed off the trail! It's too narrow not enough room for a trail! I wouldn't be ~~safe~~ sleeping at night! Homeless will camp ~~ing~~ on the creek!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

We want to hear from you! Please share your comments on the proposed creek trail:

- Homeless are already using the fenced off areas were you want to put the trail to live, do drugs drink and its a hardship for us to already move them along when they actually will move.
- Who will patrol this area. Police, Park Rangers, or once again the neighbors.
- We need sidewalks first!
- This plan does not give safer access to school.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

- Money better spent on Public Pool or Theater or Bowling Alley

We want to hear from you! Please share your comments on the proposed creek trail:

- School drop off to Cordova high + Mills on Coloma + Chase are already congested and dangerous and adding a crossing at Dolecetto will cause a traffic nightmare. The kids will be in more in danger.
- This is a highway for the homeless from the American River to Alstrom Park by Beclan.
- We already have an access to the American River at Chase and Hagen Park by Soil Bon what is the distance between the two?

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Would prefer to have sidewalks and lighting on existing streets. We live on Dolecetto Drive and will back up to this unsafe, unsecure area. I fear for children using this "enclosed" trail too much crime. I would like the city to listen to the wishes of the residents at this meeting on 5-16-19 and reconsider the construction of this trail and decline this idea.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

THIS IS A VERY BAD IDEA, IT WILL ALLOW NUMEROUS ILLEGAL ACTIVITY UP TO AND INCLUDING, BREAK INS, ROBBERY, HOMELESS ACTIVITY AND ANYTHING ELSE WE CAN THINK UP. NO WAY!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

The only privacy fence I would be in favor of is the picture of the concrete / cinderblock wall (w/ the bikes riding by) 12 feet Block ~~to~~ lights that shine light into our backyards

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

WHERE I LIVE THERE IS NO VISIBILITY FROM A STREET 10365 DOLE CETTO DRIVE. EVERY TIME ANYONE DOES ANYTHING IN THE DITCH IT CAUSES A MASS MIGRATION OF ALL INSECTS AWAY FROM THE DITCH RIGHT THROUGH MY HOUSE. I DONOT WANT PEOPLE BEHIND MY HOUSE. [REDACTED]

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I strongly oppose this proposal. There are major concerns of: Security, privacy, environmental impact, noise/sound nuisance, and property value.

If you need to spend money:

- Increase sidewalks (many streets don't have them)
- Increase Street bike trails
- Build sidewalk Rail/fences ("corridor" effect for pedestrian safety)
- Street lamps

This proposal will not create a safe or sustainable bike trail; thus

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

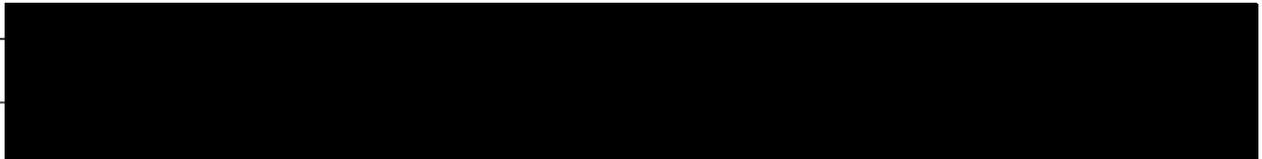
it simply wastes time and money.

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

IT IS TIME TO PULL THE PLUG ON THIS
IDEA -



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

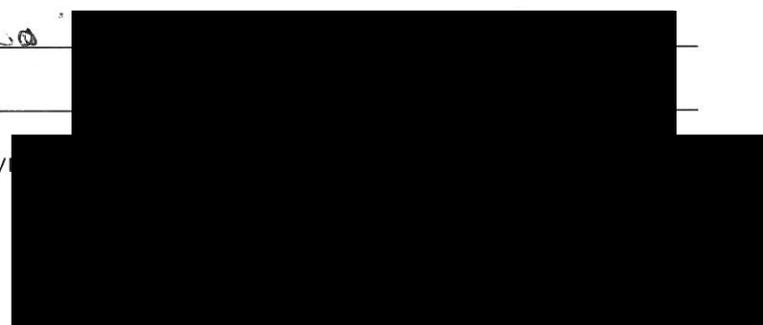
Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Not safe for our children or community
Will this be voted on? And how will it be funded.

Bathrooms? Access only on major roads/streets
There will be homeless camping + vandalism
Our dogs will bark constantly when outside
which will get me citation and I would not be able to control that.



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Issues Privacy, Security, Homelessness, ^{Drugs - Major road crossings} the cost of a bike + trail will ~~be~~
~~cost~~ too much money and the maintenance to keep up the trail will only eat in to the annual budget. The noise from the dogs in the backyards ~~alone~~ will be crazy. Property value going down.
A better alternative is to paint lines on the city streets and a few signs here and there and will be way cheaper.



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- LIGHTING - BOLLARDS WON'T WORK. DON'T PROJECT FAR ENOUGH. POLE LIGHTING WILL AFFECT HOMEOWNERS.
- CAMERAS - CAN'T BE MONITORED 24/7. ONLY GOOD FOR AFTER THE CRIME.
- SECURITY - TOO MANY AREAS WHERE RESPONSE TIMES WOULD BE INEFFECTIVE. AN ESTIMATE SHOULD BE PROVIDED AS PART OF THE FEASIBILITY.
- FENCING - HOMEOWNER FENCES MUST BE REPLACED TO PREVENT WEAKNESSES IN THE PROTECTION FOR HOMEOWNERS AND TO PROVIDE A COHESIVE LOOK. CREEK FENCING MUST BE PROVIDED THAT PREVENTS RIDERS FROM FALLING INTO THE CREEK.
- GRAFFITI & GENERAL TRAIL CLEAN UP. WHO TAKES AND HOW OFTEN? IF PARKS & REC THEN THAT'S OUR TAXPAYER \$.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

2 1

No Safety for children -

No Safety for home owners parking up to canal.

Cause congestion/accidents on cross streets affected.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I am opposed.

It will allow more break ins to my house

More bums will come into neighborhoods to go back there sleep & camp!!

The Bums already hang out at Rancho's parks & make a mess, harass me & my family & have sex in the park! ← in broad daylight

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

No bike trail. Put in more sidewalks on the major & secondary streets. This bike trail jeopardizes the safety & privacy of the homeowners who live on the ditch.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I live on Dolcetto @ Chassella way. We could better spend this money on other security improvement along our streets. We have reasons there are fences up along the "creek". We don't want funneling of people behind our houses. We don't want this in our Neighborhood.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

No No No I DO NOT WANT IT!
Bums will move in & make a mess!
It won't be safe. RC has burgleries already!
It just allows more access to our houses!
It will be crime, bums, smelly mess & bring down market values!!!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- * Most of your proposed crossing areas are blind spots for bikes + cars -
- * Already have homeless camping + doing drugs behind park trees, along canal, and end of my property
- * increased dumping + trash - already have people dumping unwanted items (car parts, clothing, drug paraphernalia) at end of my property because they think it belongs to city.
- * No escape or safety patrols

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

- Not safe for children at 2 elementary schools nearby -
- Will not be patrolled to prevent possible drug issues
- Will bring down property values in area
- Will create more access to homes on creek. There are already problems with burglaries in R.C.

NO TRAIL

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

NEEDS REDO —

COLOMA ROAD @ CHASE IS NOT ON YOUR MAP

SHOWING CROSSING @ DOLCETTO —

DO NOT ADD CROSSING ACROSS COLOMA ROAD
LESS THAN 1 BLOCK FROM CHASE DRIVE STOP LIGHT

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I THINK IT IS A GREAT IDEAL.

THERE WAS A LOT OF ANGER EXPRESSED WITH GENERALIZATIONS
AND FEARS BUT NO FACTS TO BACK IT UP. THE USED
STEREOTYPES ^{& HEARSAY} TO BACK UP THEIR COMPLAINTS.

MY OPINION BUILDING THE CREEK TRAIL WILL IMPROVE THE NEIGHBORHOOD.
INCREASE HOUSE VALUES, MAKE SAFER WAYS TO GET AROUND TOWN
AND IT IS NOT JUST A BIKE TRAIL, BUT A MULTI USE TRAIL
FOR ALL RESIDENTS. PLEASE FOCUS ON THE FACTS AND NOT
THE NEGATIVE COMMENTS (THAT ARE HEARSAY & FEARS)

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I strongly oppose this project. As a homeowner who backs up to the creek, this would be a very dangerous plan. I live at [REDACTED] at the corner of Becken & Zinfandel. Opening up the fence that closes the creek on Becken will allow crime, homeless encampments, etc. This is not safe for children to use. My neighbor who would also be affected is 88 years old and lives alone as do I. This would not be safe!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Trash & Homeless

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Barking dogs & noise day & night

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

increased Crime!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

The space was never designed to be a "public" space. It is too narrow for proposed project. It is completely unfair to those homeowners along the canal to do this now.

I live along a bike path but know it was there when I bought my home. And it is much wider than this one.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Multi-million dollar lawsuits will happen! Biker accidents will hurt people and children!

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

As a resident next to the creek, I feel this is a bad project, it will increase crime, vandalism, increase homelessness camping. Please spend the money to built more sidewalks, new streetlights, fixed potholes, and put bike lanes in where police and fire services can provide emergency services.



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

I FIRST WANT TO SAY THAT THIS IS NOT A NECESSITY, THIS IS A LUXURY. WITH THAT IN MIND THE MAJORITY OF RESIDENTS THAT ~~ARE GOING TO BE AFFECTED BY~~ ^{HAVE THEIR HOMES DIRECTLY NEXT TO/BEHIND} THIS CREEK ARE AGAINST THIS PROPOSAL. DUE TO INVASION OF PRIVACY AND MOSTLY DUE TO OPURTUNITY OF INCREASE IN CRIME. ~~THERE~~

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

Please do not install the trail. I've dealt with too much encampments and people doing drugs behind our house. We've also had people try to steal our identities through wifi.

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

WON'T LIST ALL THE PERSONAL REASONS THIS IS A BAD IDEA SO WHY THIS CITY SHOULD BE CONCERNED:
LIABILITY!
Accidents
CHOKER POINTS
COLOMA STREET CROSSING - MAJOR ACCIDENT INTERSECTION
LACK OF SPACE ON EITHER SIDE OF ASPHALT TRAIL
BLIND CORNERS
NEVER CONCEIVED FOR A BIKE TRAIL

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

BAD IDEA. NOT ENOUGH ROOM IN MANY PLACES
TOO MANY MANY AREAS WHERE GRADE BETWEEN
BACKYARDS + CANAL. CAUSE CONFLICTS BETWEEN
BIKES AND CARS. SECURITY WILL BE AN
ISSUE.



To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

NO! NO! NO!

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

There are 8+ registered sex offenders whose
homes back up to the proposed trail. 25+
sex offenders along the trail + 50+ within a
mile of the trail/ditch. This is not a safe alternative
for our kids.

Homeless camps
of addicts - who will pay for that along my fence?
Crime increase
There are more disadvantages vs advantages

To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy>

OVER—

- Kids playing in the water
- no way to get out of the trail along Dolcetto where registered sex offenders live.
- no access for emergency crews
- lifeguards
- This will become an escape route for criminals running from police after robbing Walmart.
- trash clean up
- partying kids
- lack of privacy in my backyard
- crime at my home
- dogs barking
- visiting

Rancho Cordova Creek Trail Feasibility Study



We want to hear from you! Please share your comments on the proposed creek trail:

My whole family 6 different homes are against this. My mom lives behind canal on Dolcetto, I and other family members live on Dawes and Zuehndel area. It is unsafe for our community to have access to our homes this way. Crime, Homeless, Drugs, ↑ Dog barking, theft of property. It is UNSAFE!!!



What happened to the
Fraggs in court? Did you kill off habitat for
To take our survey, visit <https://www.surveymonkey.com/r/CordovaCreekTrailStudy> this??

Some homes are on hill so people can see directly into backyards which should be private.

NO Ditch Trail

- ① Lowers property values
- ② Steals backyard privacy
- ③ Barking dogs - day and night
- ④ People making noise - day and night
- ⑤ Home less - day & night
- ⑥ Trash every where
- ⑦ Increased Crime - Robbery, Burglary, Rape and fires!
- ⑧ Narrow long Corridors with NO ESCAPE promote Crime. Children most of All hunt.
- ⑨ Injuries in the concrete ditch will result in multi-million dollar LAWSUITS!
- ⑩ Crime lawsuits against the city
- ⑪ Biker accidents will happen and children will get hurt. No matter what type of fence we have a new entrance to the bike trail at the end of Chase Dr. not 100 yds from this entrance
- ⑬ It will back up traffic at Coloma Rd.!
- ⑭ County had the ditch fenced off for 30 years until the city took over! And for good reasons!!!
- ⑮ Two weeks ago there were shots fired in the ditch & police cars were at the Daws bridge!
- ⑯ Police have limited Access
- ⑰ Last meeting it was voted down ^{oppose} 40 to 2
How did this go forward?

Ladies and gentlemen of the committee,

Let me start by stating, I've lived in Rancho Cordova since 1968. As a kid I went to Cordova Gardens, Mills Jr. High, and Cordova High. I can remember when the ditch was un-protected, wide open, full access. We'd catch frogs and polly wogs on the way home from school.

THOSE DAYS OF INNOCENCE ARE LONG GONE!

The idea of putting a bike trail along the irrigation/Storm drain/ditch, What you want to call "Cordova Creek", is a bad idea for many reasons.

Several years ago the city of Rancho Cordova wisely closed up the ends with a full chain link fence, locked gates for service access. Crime along the path of the ditch was reduced greatly.

Before this;

My nieghbor had his cab-over camper, in his backyard, broken into twice.

Several homes had been broken into. All accessed from the ditch into backyards, unseen.

These days it would be

Homeless, camping, out of sight. Using our fences as toilets.

My property sits on a corner. I find needles, rubbers, empty alcohol bottles in the bushes and the gutter. This is a residential street, visable by people and vehicles passing by.

Imagine a path with no direct line of sight from the general nieghborhood.

Would you want your children walking along a path with needles, drug paraphernalia, rubbers scattered around. THIS WILL HAPPEN.

Have we already forgotten the beautiful young lady that was raped and murdered behind the Mills Park sign? The brick and wood sign that has since been taken down at Mills Park and Folsom blvd.? A location that has hundreds of vehicles passing by every day along with foot traffic, bicycles?

Imagine a path with places only accessible only at the ends. Would you want your daughter walking down this path?

Several times each school year our police department has to assign patrol units to park at the corner of Dolecetto and Coloma due to reports of fights, planned gang fights.

Now the fights can be planned down the path, along the ditch. Out of sight, where the patrol units can not reach quickly.

Two years ago a speeding driver under the influence lost control, taking out two birch trees in my front yard. He spun across the street into the neighbor's yard barely missing a family in an oncoming vehicle.

The driver jumped out, jumped a fence, stashed his drugs and then jumped the next fence into the ditch area. He was able to run and avoid the police. He climbed over the chain link fence at Dawes, ran across the street, over another chain link fence, and continued along the ditch. The only reason he was caught was due to the delay in climbing the chain link fences. Giving the police helicopter time to arrive and locate him just as he was climbing the fence onto the Cordova Gardens school grounds. Where he would have had access to the kids at school, and, unlimited directions of escape.

Do we really need to give criminals a hidden, back way, a shortcut path? Easier access to our back yards?

Another thing, This was before the ditch was fenced in, One of my neighbors found a very young puppy, dumped over her fence. Abandoned.

**IT'S SIMPLE. WE DO NOT NEED THIS PATH!
WE, DO NOT, WANT THIS PATH!**

Ask any law enforcement official, IT IS A BAD IDEA!

From a recent Nextdoor Neighbor post:

"As someone with law enforcement family, I strongly urge you to oppose this new trail. If Rancho Cordova leaders can't handle their homeless problem, they have no business providing them with more access to our neighborhoods....."

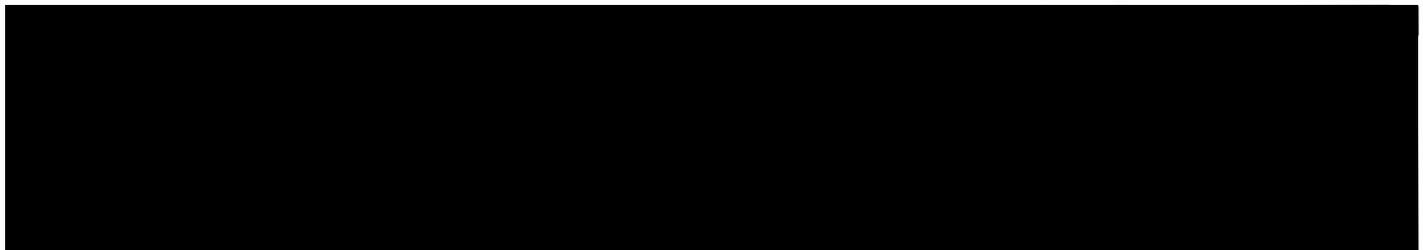
YOU, SHOULD see the replies, all in agreement.

As you can see, NO ONE WANTS THIS!

The only ones who will benefit from the creek trail are the contractors who want to install it. Purely for Profit.

Please listen to those who it will directly effect!

Thank you for your time.



Rancho Cordova City Council

May 17, 2018

May 16, 2019

RE: Installation of bicycle and pedestrian trail.

Thank you Mayor and City Council for granting me this opportunity to speak to you on the proposed Cordova Creek Trail.

I have been a resident of Rancho Cordova for 60 years.

I have been a property owner for the last 13.

My property currently backs up to the canal, the section which would run from Dawes to Coloma Rd.

I am adamantly opposed to the installation of the trail at this location.

I was opposed to the installation of the trail when it was proposed 10 years ago by the Council, and I am still opposed to the installation of the trail today.

I am also perturbed at the Council for even considering the installation of the trail at this location.

Our neighbors successfully petitioned 10 years ago against the installation for several valid reasons, those conditions have not changed, our reasons for petitioning against the installation today remain valid.

Several neighbors have fallen victim to folks who use the canal as a passage way.

- 1) This canal is used as an escape route to run after they have destroyed property, stolen property, broken into homes.
- 2) They have used this canal as an entry point, to gain access into our yards, into our homes, breaking and entering, stealing property.
- 3) We are subjected to noise from those on the canal at all hours of the day. Especially during the day when kids skip school and hang out.
- 4) We are subjected to the mess left behind while folks hang out and smoke pot, transients who camp out.
- 5) On several occasions I have personally been subjected to from the canal, climbing on my fence, hanging over the fence into my yard, taunting my dogs.
- 6) I am frequently subjected to folks hanging out smoking pot.
- 7) Where I and my neighbors on both sides of me, it is a perfect place to hide out. We are at the bend of the canal. You cannot see these folks from either end of the canal.
- 8) Installing the Cordova Creek Trail will only create more opportunity for the same crime to occur.

- 18) After sunset, they can eliminate the noise makers and retain peace in the neighborhood.
- 19) Frequent patrolling will also reduce the opportunity for graffiti to be painted on the walls. Again, as you all well know, without immediate attention to graffiti it will grow.
- 20) Daily, and frequent patrolling will also eliminate the snatching of children and women – remember the East Area rapist was reported to have entered in one of the yards of a home along this section of the canal.
- 21) Remember as I stated earlier, the neighbors on both sides of me, and I, live at the bend, where no one can see you (in the canal) from either end.

These security features will help to reduce the crime of opportunity. Reduce theft, destruction, and disturbance to my neighbors and I.

You, our City Council, are responsible for the security, the well-being, the safety of our community. To not implement these security features would be nothing less than negligent.

Last note, as a resident and property owner of Rancho Cordova, I am NOT knowingly willing to pay for what will obviously be an enormous cost for security and maintenance of the trail, at this location.

We currently have so many other projects which the citizens of Rancho Cordova have already agreed to fix, to monitor, to increase maintenance. For instance, the pools in Rancho Cordova need repair – at Federspiel, on White Rock, and 3 at Hagan Park.

Yes, Hagan Park is the responsibility of the Park District, however, we as a City could step in and support the Park in the restoration of these pools.

Another example is the Bike Trail proposed and approved to be installed on Chase Drive. You agreed to create a separate barrier to protect people from street traffic. This Trail has not yet been installed.

We should be putting our money, time and effort to address these items, instead of taking on yet another project. If a grant is given to build the trail, the City will be left with the expense of paying for maintenance and enforcement.

Again, I am opposed to the installation of the trail where the canal between Dawes and Coloma reside.

Thank you for your time



Appendix C Public Draft Comments

City of Rancho Cordova Creek to Trail Study - Public Draft Comments

The City published a draft of this report for public comment on July 18th, 2019, and closed public comments on August 15th, 2019. The City received the following comments through the project's webpage:

<https://www.cityofranhocordova.org/departments/public-works/plans-and-projects/cordova-creek-to-trailfeasibility-study/cordova-creek-to-trail-feasibility-study-contact-us>

Submission 119109

I am very pleased the city did such a complete survey on this proposed project . I am not for this project as I do think there are many negatives . Public Safety . May I suggest the money earmarked be better spent on sidewalks for the area . Thanks again for listening !

Submission 119120

I am saddened to see that the loudest and most negative feedback may have won. Many of us were looking forward to the project but some felt intimidation when speaking up. I hope when revisited in September the project will move forward! As much as I love that the City asks for our input however those that hate change seem to often get in the way of progress.

Submission 119165

Our household thinks that this trail is a wonderful idea! We are looking forward to the announcement that construction is underway! Projects like this will add value to the lives of everyone in our city.

Submission 119247

The security measure, naturalize security will be provided by those using the trail, by merely using the trail is fantasy, absurd, ridiculous. Police presence round the clock will be the only deterrent and you know that isn't going to happen.

Submission 119268

Thank you to the city for listening to our community and the resident living along side this canal. The project is unsafe, unwise and unwanted. I'm sure this grant can be used in a more productive way. Beautification of Folsom Blvd or sidewalks on Dolecetto Drive. Can this be used to do something with Hagen Pool. This was once a jewel to Hagen Park and has now fallen into neglect. The softball complex is a great start. We have a great track at the High School. Let's repair this once proud pool

Submission 119480

Frankly, I'm very tired of all this 'bike' projects in my area! Try thinking about the majority of the residential population you're affecting with these projects. These projects will not increase our property values.....if anything decrease them more. I'd appreciate you spending my tax money in more reasonable ways.....to benefit ALL, not to mention create a better visual of our city. Very disappointed in the City of Rancho Cordova. City is going downhill again.

Submission 119590

The study does not cover who is responsible for the fencing along the channel. The city should install a block wall to limit liability and provide security if they force this project onto the resident who live along the channel. The city has been upgrading its surface street drains for many years. Increasing the street drains from 8" to 12" which in effect is doubling the rate of flow. The channel now fills faster and flows higher then it ever has.

Submission 120033

Thank goodness it will not move forward. This comes from someone that lives along the creek by Dawes. We have had a vet appointment for our dog about \$1000 for a can thrown over our fence, multiple homeless walk though(including a well known neighborhood thief named Robert, one jumped our fence and I chased them off. Neighbors house broken into. Just not a safe idea. Used to be the Moraine court apts used to always cu th through canal but now its since they opened it up by soil born. Kimberly E

Submission 120593

Oppose this bike trail. The Cordova Creek drainage was never designed for use as a bike trail. As the proposed draft, itself, states there are more contra-indications than good points to this trail. I have worked patrolling bike trails for many years and see this trail as one big liability problem for the City. The trail, as proposed, is too narrow for safety and can not safely cross major streets, such as Coloma Road, no matter what curbs or painted crosswalks are used.

Submission 121034

I wanted to know why the comment period was so brief, and if City could extend comment period to Thursday 9/05/2019? Thanks

Submission 121655

I think the intentions are good but the fact of the matter is homeless will use this as an opportunity. This would be a huge mistake and put both children and local residents in danger. Please think about the residents first. A few extra blocks versus giving homeless and criminals easier access to cause harm is absurd.

Submission 127600

Thank you for producing a great study. I live along the proposed trail route and am excited about the opportunity a new trail would provide our community. My question is why, as part of the security concerns, motion sensing lights/bollards were not considered? These can help address security concerns by bringing attention to people traveling along the bike path at night as users pass the motion triggers, but don't produce unwanted light pollution. Thank you.

Submission 129561

Great idea! Improved bike routes increase safety for everyone, and the proposed project would turn a hazard into an asset.

Submission 129795

I support the trial, if the project will include a retaining wall for adjacent properties , abundant video surveillance and emergency access. In addition, separate path for pedestrians, and abundant speed limit markings for bicycles.

Submission 130076

Bike trails are good

Submission 130681

No no no!! Opens my backyard to bums & criminals!!! Creates more traffic hazards around major streets around the schools. Not safe. Just not a good idea. East area rapist used it to escape long ago.

Submission 130841

I am hoping that the Creek Trail does go through. I ride my bike alot and live on Beclan. I would love an easy way to get on the trail which I regularly ride without having to fight the traffic on Coloma. I have rode similar trails in Folsom on the Willow Creek trail and I believe we can do just as good as their trails. There are homeless people on the river trails and on our streets. To think that the Creekside trail is going to bring more of this Is not reality. The homeless are everywhere.

Submission 130844

I made comments earlier but was limited in what I could say...it feels like the City did not want this project to be a success...I live on Beclan and also regularly ride the bike trails on the river. I did not know of this project. I saw no flyers inviting input. Your resident representative lived on the trail area. Where was the representative that did NOT live on the proposed trail? We have bike riders on Beckan that knew nothing of the proposed project until the last "community" meeting.

Submission 130846

Cont'd feedback...I attended the last meeting @ Mills. I did not feel safe to voice my support as there were angry people there that lived along the trail...ones that supported the project that I talked to on my street did not even know of the meeting. Why weren't there signs on the fence asking for public input about the proposed trails? Super disappointed again in the process improvement for "Olde Rancho". I could say more but 3 of these entries is enough. Very disappointed in this process.

Submission 131491

I feel so sorry for the residents in this area. Are you crazy to allow a bike trail behind their homes!! There are already many homeless problems in that area and you are encouraging more of them to have a safe area for them! DISGUSTING! The City is pandering to bike riders too much. The mess you created on Routier is a joke. And I hope you don't try and mess with Olson! The bike riders NEVER obey the rules of the road! They never stop at stop signs and ride wherever they feel like it. IDIOTS!

Submission 131619

As has been stated, this project has been and still is ,a waste of money. Do not take our privacy and security away. Do not put people in danger with this. Do not destroy wildlife habitat for humans. This project will destroy plumbing and pools around the site. The people directly affected by this have unanimously said we don't want it. Only 2 outsiders were in favor. Stop wasting money on this and get our pools back for the children of Rancho Cordova. Don't endanger the people of Rancho.

Submission 131708

I oppose the project. Several problems I see in the FS: 1) does not adequately address safety and homeless issues; 2) does not fully address special-status species concerns (Sanford's arrowhead was found!); 3) lacking BMP's for SWPPP; 4) lacking vegetation community map; 5) Swainson's hawk? CA-Threatened; 6) mitigation plan and 7) proposed funding stream convoluted. There are more constraints than opportunities. Trail access points not clear. Project will funnel transients, not school children.

Submission 132663

If this is not moving forward as previously stated, why are we supposed to supply comments by August 15?? Is this moving forward or not??? I supplied all my information at the meeting held at Mills school and have never received any information by e-mail. This is an important decision for all people living along the ditch on Dolecetto Drive and connecting neighborhoods, so all information should be made available!

Submission 135105

I strongly oppose the plan of removing the canal fence, covering any part of the creek or a path behind backyards. I have taken hundreds of photos of wildlife in the moss-lined canal. We have photos of kites, hawks, blue herons, egrets, geese and ducks. I have dozens of photos of homeless and the trash and feces they leave next to the canal. Removing the fence would pollute the river and give sex-offenders and criminals hidden access to our homes. 24 hr surveillance costs too much for 2.5 mi.

Email: Thursday, August 1, 2019 7:22 PM

Email

Today I sit at my kitchen table. My dog is quietly patrolling my yard. The birds are singing. It is a normal quite morning. My home is small and my backyard is a grand space compared to the new homes being built today. I love my space. I have a beautiful garden, fruit trees, a small patio in the back and a larger patio attached to my home. I have two neighbors and the ditch behind my home. My backyard has always be a safe place, private and enjoyable.

My comments after reading 142 page study

1. The comment period 14 days to read 142 pages is/was too short. I base this on two things the year that comments were open from May 2018 to May 2019 to collect data and the final report took 60 extra days to release. I asked that the period for comments be extended to 9-1-2019 I would like to be sure I can provide thoughtful comments. City response: Is to extend comment period to Aug 15th.

2. Page 3 Stone Creek community trail. The missing information in the city report that makes a huge difference to me. This trail was developed/planned during the housing project design as a park type feature. It was planned this way so when you bought or rented your home you knew that there was a bike/walk trail. Maintained by CRPD

3. Page 3 Mather Heritage trail (Federal property). This property was a railroad way. After my comments a City Council meeting May 20 2019 a resident approached me. He said to me to continue to fight against the trail. He shared how unhappy he is and felt lied to. The trail connects Lincoln Village and Countryside neighborhoods to old Rancho Cordova. The trail in open to public view and has many ways to leave trail. It is not closed in. The trail is fairly close to the back fence of many homes.

4. Page 21 I am aware of one stakeholder meeting. I request that if any future meetings of "stakeholders" are held that it include residents who live with the ditch as their neighbor. The residents whose property line is shared with the ditch are the MOST important people in this project. All other planning and decisions of this study were made by City of Rancho Cordova Staff.

5. Page 23 "Based on input from the community through the online survey and other outreach events, the project team created a flyer to address some of the common themes and concerns and to share experiences of homeowners living on similar trails. The flyer provided information around five key concerns." When, where and who was this flyer given to?

6. Page 23 Homelessness and I quote "Opening the trail to the public will result in increased pedestrian and bike activity and natural surveillance along the trail, reducing its appeal as a camp"

Holy smokes do you really believe that? Homeless/street/drug addicts individuals do not care if the public is present. They camp where they want, when they want and for as long as they want. Pictures attached. The theory that homeless/beggars and thieves will move along is not true. When I am in our parks homeless/drug addicts and street people DO NOT move on. The behavior is no different at the shopping center, Library, Kohls, Smart n Final, 99 cent store, Safeway, Elem School, Soccer field, Ball Park, Light rail or in front of my home. I want this behavior and individuals out front where everyone can see them. Most importantly it is not against the law to sit, lay, sleep etc on public property.

Email: Thursday, August 1, 2019 7:22 PM

7. We the residents (the people who live here) should meet, share ideas and design a plan for bike and walk ways. I believe there are options.

8. My privacy is not addressed in the report. My personal and property space is important to me. My patio and backyard are special to me. I enjoy walking, gardening, sitting etc without a care in the world. Just relax! My concerns of others looking, peeping, intruding and stealing from me a huge safety issue. You can go into or onto the trail and track my movements. Right now I know my neighbors and am comfortable with my surroundings. My neighbors are thoughtful. The quality of life in my backyard has not been addressed. This trail would ruin my life. I would have to worry each night I go to bed. Carry my house key in my own backyard. You see this would be a 24 hour a day 7 days a week safety and security problem for me. You don't see what goes down my street now. You talk about a crime of opportunity this trail is one and built by my city and my tax dollars.

9. There is no "buffer". Walkers and bikers will be right up against my back fence all 104 feet. Who is going to create a fence to replace mine? Anyone can see through my fence. They could climb over it too.

10. My Dogs will going crazy all day. Barking and running around. After a period of time the dogs will get use to having people in the ditch. My dogs will no longer be the alarm I need and want.

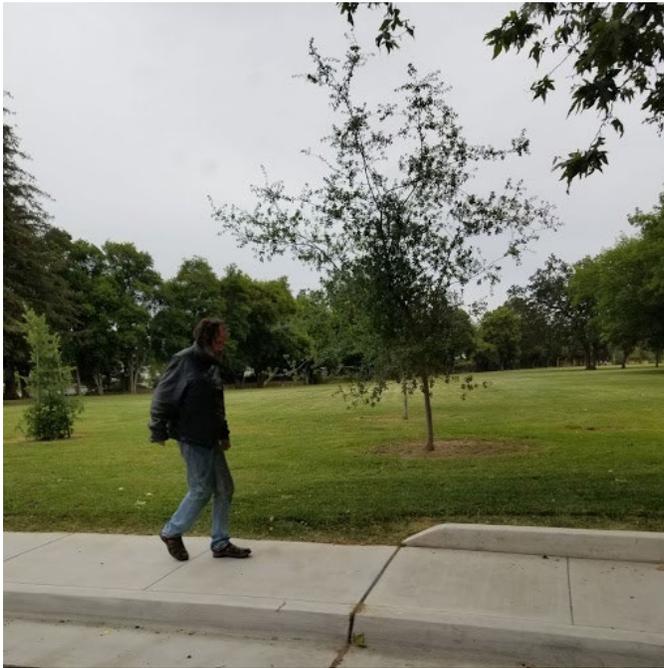
11. Property value I have owned my home for 27 years. 4% increase \$300,000 home value equals \$12,000 divided into 9855 days. That would be 8 cents a day. My privacy is worth way more then 8 cents a day. For me this is my home and a little extra cash does not take the place of my privacy.

12. 44-51 Amazing seven pages of funding. PLENTY OF \$\$\$\$\$\$ Don't let free money dictate how the neighborhood changes. We do not all have the same goals for where we live.

I have given a lot of time, heart and passion to this city. As the chair of Volunteers in Neighborhood Services for the last seven years my interaction with City Government has been frustrating, fun and fascinating. This city has plans and we have to watch what is going on or not going on at all times. In 2015 I heard about this project from city staff who thought it was a "great idea". During a workshop in Fall of 2017 the Capitol Improvement Plan was reviewed. This study was in the works at that time. During that discussion I asked City staff and Council not to move forward with a trail study because my neighbors and I do not want a trail behind our home. In 2018 I observed City staff in the ditch and asked to be included in any future meetings. My agenda has not changed I do not want a trail in the ditch. I am very thankful that this project is not moving forward. I do want to thank Albert Stricker and Zach Bosch for discussing this project with me many times over the last two years.

Thank you for providing the Cordova Creek trail study for comment. I would like my letter as it is written to be added to the final documents of this study.

Email: Thursday, August 1, 2019 7:22 PM



This man is drunk. He is upright at the moment but he did stop and nap in the park. I do not want him behind my home.

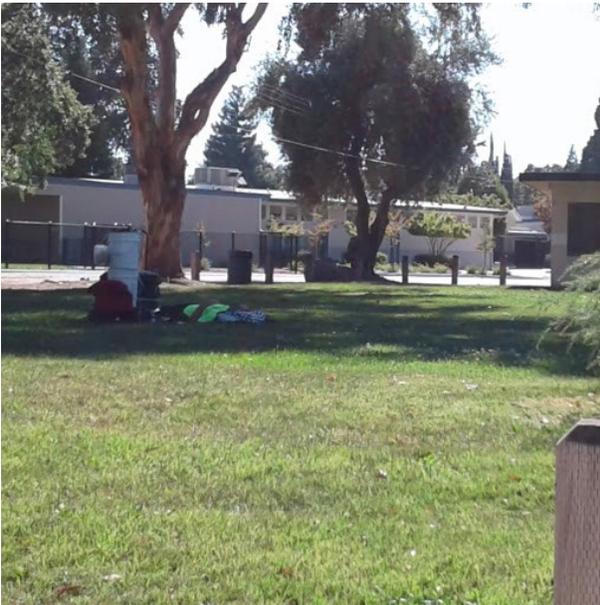


This was on Folsom blvd for a week. These people did not move because of the public why would they leave the bike trail.

Email: Thursday, August 1, 2019 7:22 PM

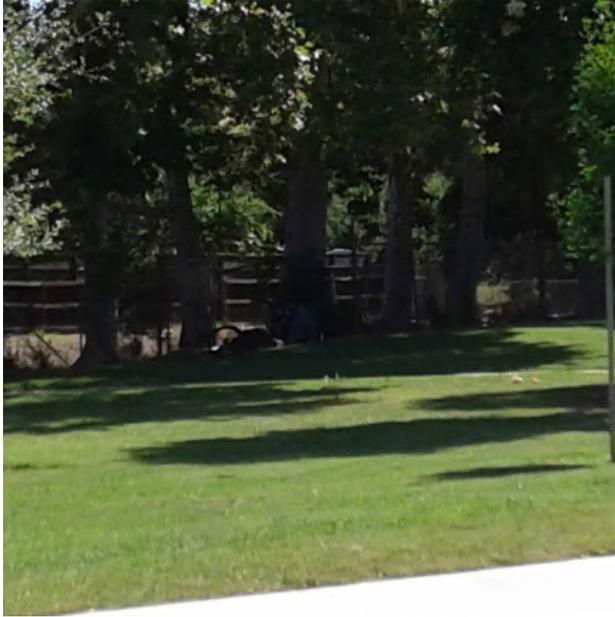


Full blown camp. They do not care who is watching or visiting.



Another person does not care if I am there.

Email: Thursday, August 1, 2019 7:22 PM



I wish this was better picture but two people on bikes with stuff in park. They do not care that I am there.

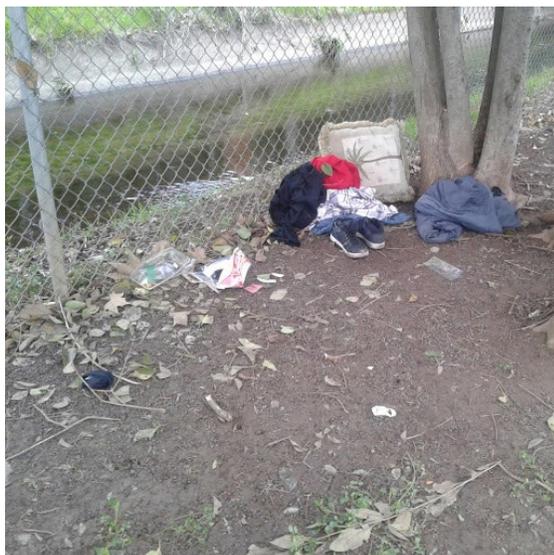


What you can't see is their stuff and bikes. They are Homeless and they do not leave when you show up.

Email: Thursday, August 1, 2019 7:22 PM



There is a person in there. This is at Zinfandel and Chassella. I wanted to see how long this would be left unaddressed. It was there 10 days before I reported to my POP officer. So "they" do not move on on their own. It is a misconception.

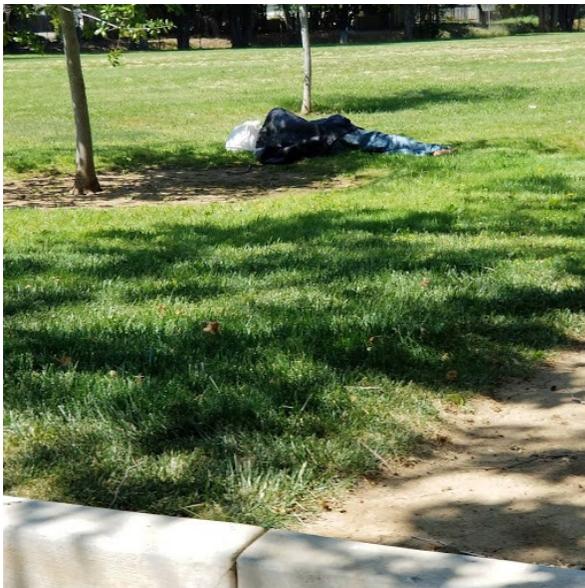


Person living in the park. Leaves stuff everyday. Even the park maintenance person left it. No one cleans it up.

Email: Thursday, August 1, 2019 7:22 PM



Walking down Chassella with their carts. They are under the influence of something. I do not want them in my backyard.



Sleeping in the park yes he is homeless and did not leave when we showed up.

Appendix D Biological Constraints Report

August 30, 2018

Brian Burchfield
Alta Planning + Design, Inc.

VIA EMAIL
brianburchfield@altaplanning.com

Subject: Biological Resources Constraints Report for the Cordova Creek Trail Project, City of Rancho Cordova

Dear Mr. Burchfield:

This Letter Report presents the findings from a survey for biological resources constraints along the length of the Cordova Creek Trail Project in the City of Rancho Cordova (hereinafter referred to as “proposed project”). The purpose of the survey was to evaluate potential biological constraints on development of the proposed project. The project as proposed would construct approximately two miles of a recreational trail adjacent to a concrete-lined channel, hereinafter referred to as the “proposed project alignment.”

PROJECT LOCATION

The proposed project is located north of US Highway 50, south and east of the American River, and west of Sunrise Boulevard (Attachment A: Exhibit 1). The proposed project alignment begins at Federspiel Park where Aramon Drive crosses over the channel and generally meanders west along the channel through residential development for approximately 1.5 miles, then runs north for approximately 0.5 mile through open space until it connects with the Jedediah Smith Memorial Trail along the south side of the American River Parkway (Attachment A: Exhibit 2).

The proposed project can be found on the United States Geological Survey (USGS) Carmichael 7.5-minute topographic quadrangle. The topography of the proposed project alignment is relatively flat; elevations range from approximately 65 to 90 feet above mean sea level (msl). Soils along the proposed project alignment are composed of Rossmoor fine sandy loam in the open space by the American River and Americanos-Urban land complex, Rossmoor-Urban land complex, and Urban land-Natomas complex along the remaining portions of the alignment.

METHODS

On May 30, 2018, Psomas Biologist Steve Norton conducted a general plant and wildlife survey along the proposed project alignment. The purpose of the survey was to document existing conditions and to evaluate habitats potentially supporting special status plant and wildlife species. Prior to the survey, a review of regional planning documents and relevant biological resource databases was conducted along with a review of aerial photography of the proposed project alignment. The California Native Plant Society’s (CNPS’) [Inventory of Rare and Endangered Plants of California](#) (CNPS 2018), California Department of Fish and Wildlife’s (CDFW’s) [California Natural Diversity Database](#) (CNDDDB) (CDFW 2018a), and the US Fish and Wildlife Service (USFWS) Critical Habitat layers (USFWS 2018) were reviewed to identify special status

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plants, wildlife, and habitats known to occur in the vicinity of the proposed project. Database searches included a search of the USGS' Carmichael, Citrus Heights, and Sacramento East 7.5-minute quadrangles (CNPS 2018; CDFW 2018a).

Plant species were identified in the field and documented in field notes. Taxonomy and nomenclature for plant species generally follows Baldwin et al. (2012), Hickman (1993), or current scientific journals for scientific and common names.

All wildlife species detected during the survey were documented in field notes. Active searches for reptiles and amphibians included lifting, overturning, and carefully replacing objects such as rocks, boards, and debris. Birds were identified by visual and auditory recognition. Mammals were identified by visual recognition or evidence of diagnostic sign, including scat, footprints, scratch-outs, dust bowls, burrows, and trails. Taxonomy and nomenclature for wildlife generally follows Crother (2012) for amphibians and reptiles, American Ornithologists' Union (2016) for birds, and Wilson and Reeder (2005) for mammals, or current scientific journals for scientific and common names.

SURVEY RESULTS

A general description of the project site and the biological resources that were observed or that are expected to occur can be found below. Representative site photographs are included in Attachment A as Exhibit 3.

Vegetation Types or Other Areas

The eastern 1.5-mile portion of the proposed project alignment occurs on a graded easement bordering the banks of the concrete-lined portion of Cordova Creek. The majority of this area is composed of heavily disturbed, compacted soils supporting ruderal, annual plant species, including filaree (*Erodium* sp.), cheeseweed (*Malva parviflora*), clover (*Trifolium* sp.), ripgut grass (*Bromus diandrus*), wild oat (*Avena* sp.), and barley (*Hordeum* sp.). An intermittent canopy of large native and ornamental trees is also scattered across this portion of the alignment. The tree species observed include coast live oak (*Quercus agrifolia*), coastal redwood (*Sequoia sempervirens*), valley oak (*Quercus lobata*), Northern California black walnut (*Juglans hindsii*), western sycamore (*Platanus racemosa*), blue oak (*Quercus douglasii*), tree of heaven (*Ailanthus altissima*), Brazilian pepper tree (*Schinus terebinthifolius*), silk tree (*Albizia julibrissin*), and various other ornamental tree species. The trees are located both within the proposed project alignment and on the properties of the adjacent residences outside the proposed project alignment. Various shrub species are also scattered intermittently along the alignment; however, shrub canopy comprises less than 2 percent of the total vegetative cover. Shrub species observed include oleander (*Nerium oleander*), Himalayan blackberry (*Rubus armeniacus*), English ivy (*Hedera helix*), and California wild grape (*Vitis californica*). Two locations also supported small, cultivated stands of century plant (*Agave* sp.) and prickly-pear (*Opuntia* sp.).

The concrete-lined portion of Cordova Creek adjacent to the alignment is predominantly void of vegetation; however, it does support intermittent stands of wetland vegetation where sediment has accumulated or the concrete has degraded to allow exposure to the substrate beneath. Plant species observed within these areas include cattail (*Typha* sp.), sedge (*Cyperus* sp.), rush (*Juncus* sp.), and beard grass (*Polypogon* sp.). The average water depth is approximately 0.5 foot at the thalweg.

The western 0.5-mile portion of the proposed project alignment extends through a large open space area associated with the American River floodplain. The alignment generally continues adjacent to Cordova Creek; however, this portion of Cordova Creek has been restored to the creek's natural substrate and the banks are not artificially reinforced. Along this portion of the proposed project alignment, Cordova Creek

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and the surrounding areas are part of an ongoing restoration project where native vegetation is being planted and maintained to restore the naturally occurring vegetation community (hereinafter referred to as the “active restoration area”).

The proposed project alignment generally follows the course of Cordova Creek as it meanders through the active restoration area. However, the proposed project alignment weaves between 30 and 400 feet from Cordova Creek. An existing trail extends across the active restoration area that is currently used as a pedestrian and vehicle access trail. The existing trail is graded, compacted, and greater than 8 feet in width. The trail is currently covered with decomposed rock and is void of vegetation. The portion of the proposed project alignment that extends through the active restoration area would occur entirely within the limits of the existing trail.

The restored vegetation within this portion of Cordova Creek has a dense canopy cover of native riparian plant species. The vegetation within the remainder of the active restoration area is composed of non-native, annual plant species, including filaree, star thistle (*Centaurea* sp.), mustard (*Brassica* sp.), and brome grass (*Bromus* sp.) and native annual and perennial species, including California poppy (*Eschscholzia californica*), mugwort (*Artemisia douglasiana*), and coyote brush (*Baccharis pilularis*). The property west of the active restoration area supports an expansive, multi-acre blue elderberry stand. The shrubby canopy on this property is dominated by mature blue elderberry (*Sambucus nigra*) shrubs. The proposed project alignment does not extend through any portion of the blue elderberry stand, but a portion of the alignment does occur within 30 feet of the property.

The eastern 1.5-mile portion of the proposed project alignment is subject to annual clearing and tree trimming activities to maintain sufficient access to the channel in case of an emergency. The western 0.5-mile portion of the proposed project alignment is subject to regular vehicle and pedestrian traffic associated with recreational activities and maintenance and weeding of the active restoration area.

Common Wildlife

The proposed project alignment provides low quality habitat for wildlife species; the adjacent channel provides low-to-moderate quality habitat.

Amphibian and reptile species observed during the survey include western fence lizard (*Sceloporus occidentalis*), northern Pacific rattlesnake (*Crotalus oreganus oreganus*), western toad (*Anaxyrus boreas*), and Sierran treefrog (*Pseudacris sierra*).

Bird species observed during the survey include mallard (*Anas platyrhynchos*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), western kingbird (*Tyrannus verticalis*), California scrub-jay (*Aphelocoma californica*), cliff swallow (*Petrochelidon pyrrhonota*), western bluebird (*Sialia mexicana*), American robin (*Turdus migratorius*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), and California towhee (*Melospiza crissalis*). Green heron (*Butorides virescens*) and red-winged blackbird (*Agelaius phoeniceus*) were also observed along the westernmost portion of the alignment adjacent to the restoration area.

Evidence of mammal species observed along the proposed alignment include coyote (*Canis latrans*), northern raccoon (*Procyon lotor*), and American beaver (*Castor canadensis*). Note: an active beaver dam was located adjacent to the western portion of the alignment within the active restoration area.

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Special Status Vegetation Types

Blue Elderberry Stands

The CDFW Vegetation Classification and Mapping Program provides a list of vegetation Alliances, Associations, and Special Stands that are considered “Sensitive Natural Communities” based on their rarity and threat (CDFW 2018b). Information on rarity is based on the range and distribution of a given type of vegetation, and the proportion of occurrences that are of good ecological integrity. Threats and trends are considered in categories like residential and commercial development, agriculture, energy production and mining, and invasive and other problematic species. The blue elderberry stand on the property adjacent to the proposed project alignment is considered a special status type by CDFW. The proposed project will not impact the blue elderberry stand.

Wetland Vegetation

Wetland vegetation, such as cattails or sedges, occurs in perennial drainage features that have low-flow or standing water. In general, wetland vegetation can provide important biological functions for an ecosystem such as cover and water sources for wildlife; filtration of runoff water and groundwater recharge; and flood control and sediment stabilization. Due to the reduction in range of wetland vegetation throughout California, these areas are considered a special status vegetation type. No wetland vegetation occurs within the proposed project alignment but does occur in the adjacent Cordova Creek.

Jurisdictional Areas

Drainages, which may include wetlands and non-wetland waters of the United States, are protected under Section 404 of the Clean Water Act (CWA) and are under the jurisdiction of the U.S. Army Corps of Engineers (USACE). Waters of the United States include navigable coastal and inland waters, lakes, rivers, streams and their tributaries, interstate waters and their tributaries, wetlands adjacent to such waters, intermittent streams, and other waters that could affect interstate commerce. A CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB) is required before the USACE will issue a Section 404 permit. The RWQCB shares the USACE jurisdiction unless isolated waters are present. If isolated waters are present, the RWQCB takes jurisdiction using the USACE’s definition of the Ordinary High Water Mark (OHWM) and/or the three-parameter wetlands method. In addition, if drainages on site meet the criteria established by Section 1600 of the *California Fish and Game Code*, a Streambed Alteration Agreement may be required by the CDFW prior to any modification of the bed, bank, or channel of streambeds.

The channel adjacent to the proposed project alignment is under the jurisdiction of the USACE and CDFW. Based on available project information, bank stabilization has already occurred (i.e., concrete-lining along the banks) and the anticipated project design would generally avoid the channel. Some modifications to the channel would be included to accommodate the maintenance access ramps and the proposed trail at the street crossings. If any of those modifications occur within the jurisdictional areas (i.e., creek banks within the ordinary high-water mark or areas within the canopy of riparian vegetation) or if the project would change the discharge of flows into the creek in such a manner as to impact water quality or cause damage to jurisdictional resources, consultation with the USACE, RWQCB, and CDFW is recommended. Regulatory permits or agreements from these agencies would be required prior to any physical alteration of jurisdictional areas. If there is a possibility that jurisdictional areas could be impacted, a jurisdictional delineation is recommended to determine the limits of USACE and CDFW jurisdiction.

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Special Status Plant and Wildlife Species

Plants or wildlife may be considered to have “special status” due to declining populations, vulnerability to habitat change, or restricted distributions. Certain special status species have been listed as Threatened or Endangered under the Federal and/or California Endangered Species Acts (FESA and CESA, respectively).

Special Status Plants

Several special status plant species are known to occur or historically occurred in the project vicinity (CNPS 2018; CDFW 2018a). One species, Sanford’s arrowhead (*Sagittaria sanfordii*), which has a California Rare Plant Rank [CRPR] of 1B.2,¹ was observed during the survey within the channel adjacent to the proposed project alignment. The location of the population is shown on Exhibit 2 in Attachment A, photos of specimens observed are shown on Exhibit 3 in Attachment A, and details of the observation are in the CNDDDB submission form in Attachment B. Sanford’s arrowhead is located outside the proposed project alignment; therefore, the proposed project would not impact this species. The remaining plant species previously recorded as occurring in the vicinity are not expected to occur due to lack of suitable habitat or lack of suitable soils.

No focused botanical surveys are considered necessary because no high-status species (i.e., Threatened, Endangered, CRPR 1B or 2B species) would be expected to occur within the proposed project alignment where impacts would occur. The population of Sanford’s arrowhead observed is located within the channel, outside the impact area.

Special Status Wildlife

Several special status wildlife species are known to occur in the vicinity of the proposed project alignment; however, only Threatened or Endangered species typically present constraints on development. Two of the Threatened and Endangered species that are known from the vicinity have potential to occur in the near vicinity of the proposed project alignment: tricolored blackbird (*Agelaius tricolor*) and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). These species are discussed further below.

Tricolored Blackbird

The tricolored blackbird is listed as a Threatened species under CESA. It is a highly colonial species that occurs throughout the Central Valley and in some coastal districts. It breeds near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, and tall herbs. The species forages on ground in croplands, grassy fields, and flooded land and along edges of ponds. Dense breeding colonies are vulnerable to massive nest destruction by mammalian and avian predators (CDFW BDB 2018).

No suitable nesting habitat for the tricolored blackbird occurs within the proposed project alignment. Portions of Cordova Creek within the active restoration area contain suitable nesting habitat for the species; however, only indirect impacts such as noise or vibration have potential to affect nesting activities if the species is present.

¹ CRPR 1B.2 species are considered rare, threatened, or endangered in California and elsewhere. This species is considered moderately threatened in California (20–80% of occurrences threatened) with a moderate degree and immediacy of threat.

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Valley Elderberry Longhorn Beetle

The valley elderberry longhorn beetle is listed as a Threatened species under FESA. It lives its entire life on blue elderberry, a large shrub common to the riparian forest, grassland, and oak woodland habitats throughout the American River Parkway.

Federally designated Critical Habitat for the valley elderberry longhorn beetle is mapped north of the Jedediah Smith Memorial Trail, which is adjacent to the proposed project alignment (USFWS 2018). The proposed project alignment is not located within any federally designated Critical Habitat.

No blue elderberry shrubs are located within the proposed project alignment, and none will likely be impacted by construction activities. The expansive blue elderberry stand located west of the active restoration area ranges between 30 and 350 feet away from the proposed project alignment. A small portion of this stand was inspected during the survey, and evidence of valley elderberry long-horned beetle occupation was observed. This portion of the proposed project alignment occurs within the American River Parkway Plan (Parkway Plan) area. The Parkway Plan states that consultation with the USFWS is required for any ground-disturbing project or maintenance action, including mowing, removing weeds, planting trees, and repairing trails, within 100 feet of a blue elderberry shrub within the Parkway Plan area (Sacramento County 2008).

Other Considerations

Regional Conservation Plans

The proposed project is not located within any Natural Community Conservation Plan or Habitat Conservation Plan. The area proposed for coverage by the draft South Sacramento Habitat Conservation Plan terminates to the north at US-50 and would not include the proposed project alignment (Sacramento County 2018). The northwestern portion of the proposed project is, however, included in the American River Parkway Plan.

American River Parkway Plan

The American River Parkway (Parkway) is an open space greenbelt which extends approximately 29 miles from Folsom Dam in the northeast county to the American River's confluence with the Sacramento River at the southwest. The Parkway comprises several distinct areas, each having individual features which contribute to their separate identities. The lower American River (LAR) is classified as a "Recreation" river within the State and Federal Wild and Scenic River Systems. The river is the central focus of the Parkway and provides enjoyment to residents and visitors of the Sacramento region (Sacramento County 2008).

The purpose of the Parkway Plan is to provide a guide for land use decisions affecting the Parkway, and the plan specifically addresses the preservation, use, development, and administration of the Parkway (Sacramento County 2008). The plan was most recently updated in 2008, with a three-year action plan completed for the LAR corridor in August 2015. The three-year action plan draws heavily from the Parkway Plan and is meant as an outline of short-term needs in the Parkway (SAFCA 2015).

Approximately 0.5 mile of the western portion of the proposed project alignment occurs in the scope of the Parkway, specifically within the LAR corridor. The proposed project alignment is located within an area zoned as a Limited Recreation Area. The proposed project would be consistent with the goals of the Parkway Plan with respect to preservation and natural resource management (Sacramento County 2008).

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Wildlife Movement

The proposed project alignment is disturbed in nature, lacks native vegetation, and does not connect two or more large, undeveloped or otherwise natural habitats. The proposed project alignment may be used for local movement by common, urban-tolerant wildlife, such as coyote and northern raccoon, but is not expected to facilitate any regional movement of wildlife species. Furthermore, the design of the proposed project would not likely impose any barriers to any existing or future wildlife movement.

Trees

The City's Municipal Code regulates the impacts of native oak trees within the City (Chapter 19.12, Tree Preservation Ordinance). The ordinance states that no person shall trench, grade, or fill within the drip line of any native oak tree or destroy, kill, or remove any native oak tree as defined, on any public or private property without a tree permit, unless otherwise authorized as a condition of a discretionary project approved by the City. A "native oak tree" includes the species of valley oak, blue oak, interior live oak (*Quercus wislizenii*), and oracle oak (*Quercus morehus*), where a living tree has at least one trunk of 6 inches or more in diameter measured 4.5 feet above the ground, or multiple trunks with an aggregate diameter of 10 inches or more, measured at the same height. Prior to any tree removal or ground-disturbing activity within the dripline of a native oak tree, a City permit or associated waiver must be obtained.

Nesting Raptors

Regulations prohibit activities that have the potential to disturb active raptor nests. The mature trees along the proposed project alignment have potential to support nesting raptors. A pre-construction survey for active raptor nests would be required of trees adjacent to project activities and must occur within seven days prior to any habitat disturbance during the raptor nesting season (February 1 to June 30).

In addition, burrowing owl (*Athene cunicularia*) has potential to occur on the proposed project alignment where it extends across the open space area by the American River. A pre-construction survey would be required within 30 days prior to any habitat disturbance to ensure that no breeding (March 15 to August 31) or wintering owls (September 1 to March 14) are impacted by project activities.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects the nests of all native bird species, including common species such as mourning dove, Anna's hummingbird, and house finch. Any vegetation removal should be done outside the peak bird nesting season (February 15 to June 30) to avoid impacts on nesting birds. If vegetation must be cleared during this time, the CDFW often requires nesting bird surveys prior to vegetation clearing to find all bird nests. Each nest observed is then protected by a protective buffer where no construction activity is allowed until the nest has failed, or the nestlings have fledged. While only limited vegetation is present on the proposed project alignment, the vegetation in the adjacent channel may support nesting activities. This can be a constraint on proposed construction activities. Therefore, project initiation/vegetation clearing should occur outside the breeding season, if possible.

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RECOMMENDATIONS

The following measures are recommended to avoid or minimize impacts on biological resources:

- Prior to any construction activities within the jurisdiction of American River Parkway Plan, consultation with the USFWS will likely be required to ensure the proposed construction activities would not result in the take of the valley elderberry longhorn beetle.
- Prior to any tree removal or ground-disturbing activities within the dripline of a native oak tree, a permit or associated waiver must be obtained from the City. The tree permit may require mitigation or avoidance measures as conditions conduct those activities.
- Project design should avoid impacts on the adjacent Cordova Creek to avoid impacts on USACE/CDFW/RWQCB jurisdictional areas.
- If the channel would be directly impacted by the proposed project, a jurisdictional delineation would be required to identify all USACE, CDFW, and RWQCB jurisdictional areas. A permit/agreement would be required from these agencies if impacts on jurisdictional areas are proposed. No discharge or fill material would be allowed to enter the channel. This would include runoff carrying sediment from construction activities. During construction, Best Management Practices would be required to protect the water quality of the channel.
- Prior to any construction activities where the proposed project alignment extends across the active restoration area by the American River, a pre-construction survey for burrowing owl would be required within 30 days prior to ensure that no breeding (March 15 to August 31) or wintering owls (September 1 to March 14) are impacted by project activities.
- To avoid impacts on nesting birds or raptors, project initiation and/or vegetation clearing activities should occur during the non-nesting season (July 1 to January 31). If project initiation and/or vegetation clearing would occur during the nesting season (February 1 to June 30), a qualified Biologist will conduct a pre-construction survey within 14 days prior to the activity to identify any active nesting locations. Restrictions would be placed on construction activities in the vicinity of any active nest observed until the nest is no longer active, as determined by a qualified Biologist.

Thank you for the opportunity to prepare this letter report. If you have any questions or comments, please contact Brian Wright at (916) 788-8122 or Steve Norton at (714) 751-7373.

Sincerely,

P S O M A S



Ann M. Johnston
Vice President, Resource Management



Steve Norton
Senior Project Manager

Enclosure: Attachment A – Exhibits 1–3 (Project Location, Biological Resource Locations, Site Photographs)
Attachment B – CNDDDB Form

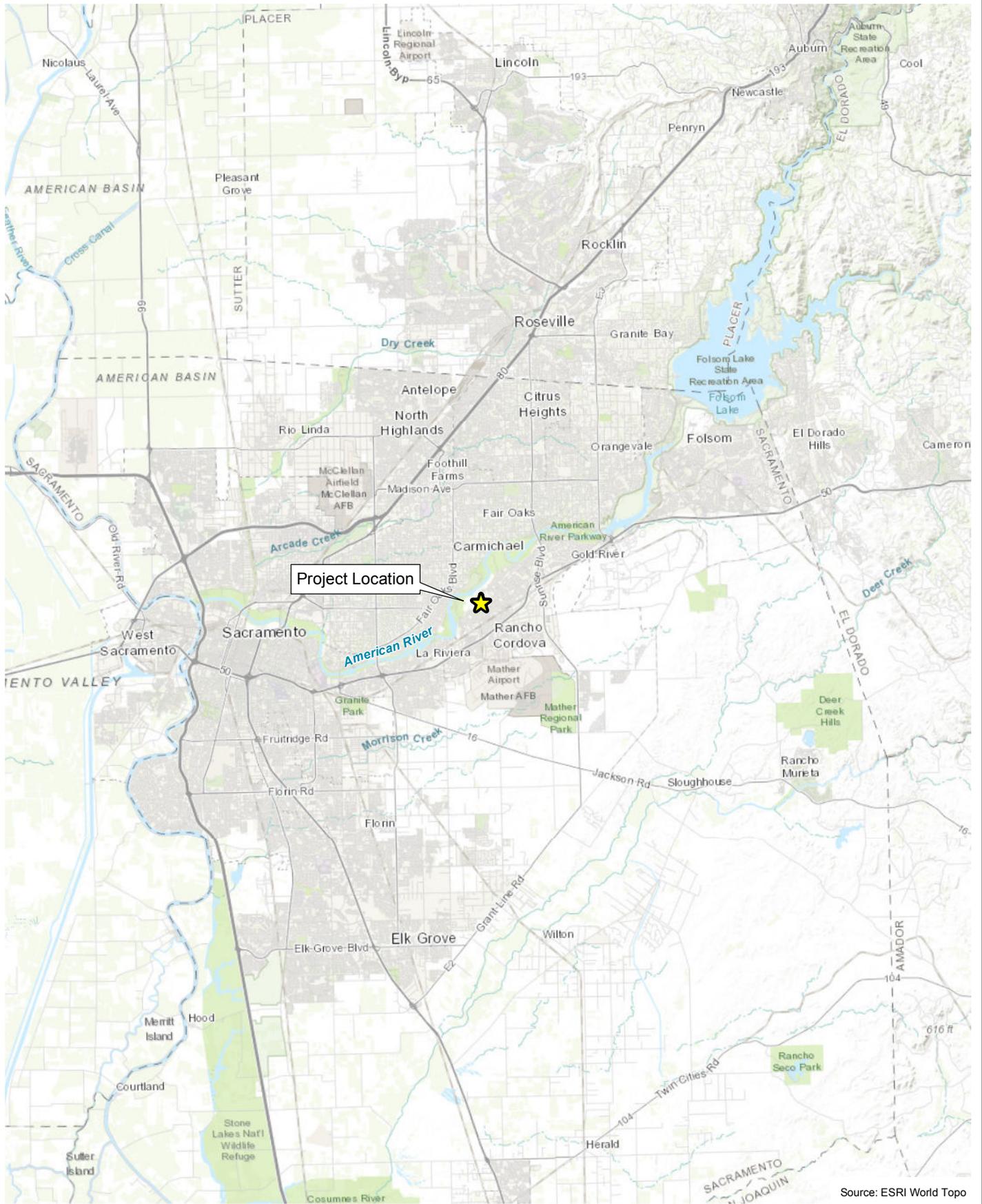
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ATTACHMENT A

**EXHIBITS 1-3
(PROJECT LOCATION, BIOLOGICAL RESOURCE LOCATIONS,
SITE PHOTOGRAPHS)**



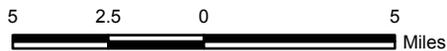
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Source: ESRI World Topo

Regional Vicinity Map

Cordova Creek Trail Project

Exhibit 1

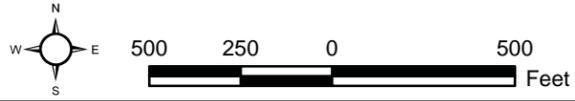




-  Proposed Project Alignment
-  Jedediah Smith Memorial Trail
-  Active Restoration Area
-  Valley Elderberry Longhorn Beetle Critical Habitat (Final 2002)
-  Blue Elderberry Stand

Biological Resource Locations

Cordova Creek Trail Project



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Aerial Source: ESRI 2017



Typical view of the eastern portion of the proposed project alignment facing northeast. The trail would be constructed on the grassy easement on the right side of the photograph.



View of the eastern portion of the alignment facing northeast. The large redwood trees on the right side of the photograph would have to be trimmed and possibly removed.

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Site Photographs

Cordova Creek Trail Project

Exhibit 3-1





View of the eastern portion of the alignment facing east. The oak tree would require limited trimming but no tree removal would occur.



View of the western portion of the alignment facing east. This short section occurs on a levee and extends through the canopy of an oak woodland on an existing trail. No tree removal would occur here.

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Site Photographs

Cordova Creek Trail Project

Exhibit 3-2





View of the western portion of the alignment facing south. The proposed project would occur entirely within the existing trail footprint as it extends through the active restoration area.



View of the western portion of the alignment facing south where the trail is close to Cordova Creek. The restored portion of Cordova Creek is located within the tall shrubby vegetation on the left; the in-progress portion of the restoration area is located in the center, and the existing trail is located on the right side of the photograph.

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Site Photographs

Cordova Creek Trail Project

Exhibit 3-3





View of the blue elderberry stand west of the alignment facing west. The fence delineates the blue elderberry stand property boundary where it occurs closest to the alignment, however, blue elderberry shrubs do not occur throughout the property and do not occur along the fence line.



Picture of the Sandford's arrowhead flower taken onsite during the survey.

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Site Photographs

Cordova Creek Trail Project

Exhibit 3-4





View of a Sanford's arrowhead stand adjacent to the proposed project alignment in Cordova Creek.

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Site Photographs

Cordova Creek Trail Project

Exhibit 3-5



ATTACHMENT B

CNDDB FORM

Mail to:
California Natural Diversity Database
Department of Fish and Game
1807 13th Street, Suite 202
Sacramento, CA 95811
Fax: (916) 324-0475 email: CNDDDB@dfg.ca.gov

For Office Use Only

Source Code _____ Quad Code _____
Elm Code _____ Occ. No. _____
EO Index No. _____ Map Index No. _____

Date of Field Work (mm/dd/yyyy): 05/30/2018

Reset

California Native Species Field Survey Form

Send Form

Scientific Name: Sagittaria sanfordii

Common Name: Sanford's arrowhead

Species Found? Yes No _____
If not, why?

Total No. Individuals 50 Subsequent Visit? yes no

Is this an existing NDDDB occurrence? 48 no unk.
Yes, Occ. #

Collection? If yes: _____
Number Museum / Herbarium

Reporter: Steve Norton

Address: 3 Hutton Centre Drive, Suite 200
Santa Ana, CA 92707

E-mail Address: steve.norton@psomas.com

Phone: (714) 751-7373

Plant Information

Phenology: 30% vegetative 35% flowering 35% fruiting

Animal Information

adults # juveniles # larvae # egg masses # unknown
 wintering breeding nesting rookery burrow site other

Location Description (please attach map AND/OR fill out your choice of coordinates, below)

Located in three adjacent clumps in a concrete-lined flood control drainage.

County: Sacramento Landowner / Mgr.: _____

Quad Name: Carmichael Elevation: _____

T _____ R _____ Sec _____, _____ 1/4 of _____ 1/4, Meridian: H M S Source of Coordinates (GPS, topo. map & type): GoogleEarth

T _____ R _____ Sec _____, _____ 1/4 of _____ 1/4, Meridian: H M S GPS Make & Model _____

DATUM: NAD27 NAD83 WGS84 Horizontal Accuracy _____ meters/feet

Coordinate System: UTM Zone 10 UTM Zone 11 OR Geographic (Latitude & Longitude)

Coordinates: 38°35'41"N, 121°18'43"W

Habitat Description (plants & animals) plant communities, dominants, associates, substrates/soils, aspects/slope:

Animal Behavior (Describe observed behavior, such as territoriality, foraging, singing, calling, copulating, perching, roosting, etc., especially for avifauna):

Located along the highwater line of low-flow, concrete-lined flood control channel on the northern bank. Abutting Cyperus sp. with non-native annual grasses occupying the upper bank. Opposite bank (southern bank) supporting mature native and ornamental trees, including black walnut (Juglans hindsii).

Please fill out separate form for other rare taxa seen at this site.

Site Information Overall site/occurrence quality/viability (site + population): Excellent Good Fair Poor

Immediate AND surrounding land use: Flood control channel bordered by residential development

Visible disturbances:

Threats: Cement culvert repair: no repairs currently planned. Flooding: shallow root system on the concrete-lined channel.

Comments:

Determination: (check one or more, and fill in blanks)

- Keyed (cite reference): Jepson eFlora
- Compared with specimen housed at: _____
- Compared with photo / drawing in: _____
- By another person (name): Katie Gallagher
- Other: _____

Photographs: (check one or more)

Slide	Print	Digital
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Plant / animal	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Diagnostic feature	<input type="checkbox"/>	<input type="checkbox"/>

May we obtain duplicates at our expense? yes no