### P. **PROJECT APPLICATION**

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study</th>
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<tr>
<td><strong>SACOG ID number (if available)</strong></td>
<td>N/A</td>
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<td><strong>PPNO and/or EA number (if applicable)</strong></td>
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<td><strong>Federal ID number (if applicable)</strong></td>
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| **Responsible Project Manager/Contact** | **Kevin Becker**  
Principal Civil Engineer  
6237 Fountain Square Drive, Citrus Heights  
916-727-4770  
kbecker@citrusheights.net |
| **Co-sponsor/Partner Agencies**      | Sunrise Recreation and Park District  
Orangevale Recreation and Park District |
### Project Location
(Also attach a map)

The project is located along approximately 16-miles of creeks (Arcade Creek, Cripple Creek, Brooktree Creek and their tributaries) and utility easements within Citrus Heights’ 14-square mile city limits and a 1-mile segment within Orangevale Recreation and Park District and utility easement corridor.

### Project Scope/ Description (250 word limit)

The Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study is a planning and preliminary engineering analysis to determine the feasibility of establishing a multi-use trail system within the City’s 16-miles of creek corridors. The plan will identify existing conditions, constraints, opportunities, alignment options, phasing options and cost estimates for a multi-use trail available to walkers, joggers, bikers, wheelchair users, and other non-motorized uses. The City envisions incorporating the findings of the study into multi-use trails within the Citrus Heights Bikeway Master Plan.

With Citrus Heights 98% built out, new bicycle and pedestrian connections are critical for improving community connectivity and non-automotive based transportation. Many of the City’s creek segments are being used informally for both recreation and transportation. These corridors often provide the shortest route between and among land uses such as residential neighborhoods, schools, parks, and commercial areas. The City and public recognize these corridors as a great opportunity to improve mobility in Citrus Heights.

The study will include a robust community outreach effort to educate and collaborate with the community. A stakeholder group will be created including representatives from all ten Citrus Heights Neighborhood Associations, bicycle and pedestrian advocates, City staff, and consultant team. The stakeholder group will evaluate the study’s existing conditions, constraints, opportunities, alignment options, phasing options and cost estimates and make recommendations to the Planning Commission and City Council for the addition of feasible.
multi-user trail segments into the Citrus Heights Bikeway Master Plan and Pedestrian Master Plan.

**Project Schedule** (estimated month and year):
1. Start environmental/preliminary engineering
2. Final ED approved - Start engineering/design
3. Start R/W acquisition & utilities
4. Complete plans, R/W, & permits – Ready to advertise for construction/procurement

The project will commence July 2012 and be completed by July 2013.

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<th>Total Project Cost (Part Q)</th>
<th>$330,000</th>
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<td>Total Funding Request</td>
<td>$330,000</td>
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**Funding committed from other sources**
1. Environmental/preliminary engineering
2. Engineering/design
3. R/W acquisition & utilities
4. Construction/procurement

**TOTAL**

1. The City of Citrus Heights will fund the 11.47% match requirement ($37,851) with local funds.

Describe any other potential funding sources

**Can you build a usable partial stage of this project?** If so, describe scope and cost.

The City’s proposal includes the feasibility of multi-use trails for nearly 16 miles of creek corridors throughout the City and portion of Orangevale Park and Recreation District, and utility corridor.

If funding is limited, the City can either reduce the scope of the study to 8-miles and/or limit the scope to either the Cripple Creek or Arcade Creek corridors.

It is assumed that the cost for either of these reduced options will be approximately $180,000.

**Have you identified any significant and reasonably likely risks to the project?**
Describe: (150 words maximum total)
- Risks that would change scope
- Risks that would change schedule
- Risks that would change cost

The biggest risks are related to community opposition and environmental constraints. These risks will be reduced through a robust community outreach and the inclusion of preliminary environmental analysis as part of the scope.

**Project Study Report** or equivalent completion date (if PSR completed, attach electronic file to CD of application packet)

The study will be completed within one (1) year of funding delivery.

**Environmental Justice:** Include your brief response to the following: What kind of

The proposed project will result in the development of a multi-use trail within existing
outreach to the community and to other stakeholders do you plan to undertake? Will low-income or minority members of the community be given an opportunity to fully participate in this outreach? Evaluate the benefits and burdens of this project with regard to low income and minority members of the community. (150 word limit)

Creek corridors. The project includes a robust community outreach and engagement to ensure all concerns addressed within the study.

The ultimate buildout of the multi-use trail will be accessible to all members of the community, including low-income and minority individuals.

The project will lead to improved connectivity for individuals such as school children providing safer access to schools and parks.

The proposal will not negatively impact any single member of the community. The project will provide an affordable means of non-automotive transportation that is accessible to all skill levels and abilities.

**TE Eligible Projects:** Will you be working with a community conservation corps or the California Conservation Corps (yes/no)? Please explain (50 word limit).

No. As a feasibility study, there is no portion of the work that can be performed by the CCC. Future construction of multi-use trails resulting from the plan will likely include the use of CCC for landscaping, brush clearing, and related construction work.
CITY OF ROSEVILLE

AUBURN BLVD
GREENBACK LN
MADISON AVE

Placer County
Sacramento County

SAN JUAN AVE FAIR OAKS BLVD

DEW DR
ORANGEVALE
ANTELOPE CARMICHEL
FAIR OAKS CIRBY WAY
BIRDCAGE ST

LICHEN DR
80 SYLVAN RD
VAN MAREN LN

ANTELOPE RD
AUBURN BLVD
SUNRISE BLVD
MARIPOSA AVE

OLD AUBURN RD
AUBURN BLVD

Proposed Bicycle Facilities
Class I Bike Path
Class II Bike Lane
Class III Bike Route

Existing Bicycle Facilities
Class I Bike Path
Class II Bike Lane
Class III Bike Route

Potential Creek Corridor Multi-Use Trail

City of Citrus Heights
Other Cities
County Boundary
Railroad

City of Citrus Heights
Orangvale Recreation and Park District Segment

Context Map

Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study
### Q. Cost and Schedule Summary

**Project Name:** Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study  
**SACOG ID (if available):** N/A

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**Non-capital**
- Planning Studies: $330,000, July 2012
- Non-capital Staff Activities
- Non-capital Materials (maps, brochures, racks, printing, etc.)
- Miscellaneous
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**SUBTOTAL**

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Contingency (XX%)

|                |               | $0    | 0   | 0          | 0         | 0                   | 0              |         |      |      |

Construction Management/Contract Administration

|                |               | $0    | 0   | 0          | 0         | 0                   | 0              |         |      |      |

**TOTAL PROJECT COST**

|                |               | $330,000 | $330,000 | 0          | 330,000   | 0                   | 0              |         |      |      |

Total Participating Costs: $330,000

Maximum Federal Funds (88.53%): $292,149

Please circle current status of project: Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design
S. BICYCLE AND PEDESTRIAN PROGRAM SPECIFIC QUESTIONS

Project Screening for Capital Projects
Please respond yes/no (if no, please explain):

1. Is this project included in the Regional Bicycle, Pedestrian, & Trails Master Plan as a planned project?
   No. As a feasibility study, the study will lead to new multi-use trail segments being incorporated into the City’s Bicycle Master Plan and ultimately the Regional Bicycle, Pedestrian, and Trails Master Plan. The City previously considered the creek corridors during the Bicycle Master Plan development, however, due to feasibility, trail location concerns, and lack of available funding, the trails within the creek corridors were removed until funding was made available.

   The City is committed to move forward on the feasibility study and to incorporate the feasible trails within the Bikeway Master Plan and forthcoming Pedestrian Master Plan.

2. Is this project ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost?
   No. As a feasibility study, the study will lead to new multi-use trail segments being incorporated into the City’s Bicycle Master Plan and Pedestrian Master Plan and ultimately the MTIP.

Capital Project Performance Outcomes
Please describe how the project supports one or more of the performance outcomes for the programming round. (Half page per item, maximum)

1. Eliminates barriers
   
   As a built out suburban community, Citrus Heights pedestrian and bicyclists currently face numerous barriers to walking and cycling throughout the City. The City’s existing Bikeway Master Plan and ADA transition plan include new bike lanes and infill sidewalks along existing roadways to eliminate some of these barriers. Although these plans will ultimately result in eliminating some barriers, the suburban development pattern of cul-de-sacs and poor inter/intra neighborhood connectivity, major arterials and intersections, and high volumes/traffic speeds, create significant barriers between neighborhoods and between varying land uses.

   In order to address the barriers created by the built environment, the City’s most feasible solution is to develop a network of multi-use trails within its existing creek corridors, connecting to on-street bike/ped facilities and providing direct or shorter connections between and within neighborhoods.

   The feasibility study will consider opportunities for barrier elimination, constraints for new connections, and recommend alignments for new multi-use trails that provide improved connectivity throughout the City. An example of a typical barrier that may be eliminated through the Study is identified in Map 2. This map depicts a current major route between a residential area and the Citrus Heights Library that forces most users to navigate several barriers (major intersections, suburban land use pattern and high speed arterial roadways). These barriers are often major hurdles for new bicyclist and pedestrians to face and limit the number of potential users.

   As the map demonstrates, a multi-use trail along the Arcade Creek Corridor would shorten the length of the trip by nearly 1.5 miles and eliminate major barriers for these users. As a result a safer and more efficient mode of transportation is available to all users. The map also shows improved connectivity between other land uses including more direct and safer routes from residential neighborhoods to schools and to regional shopping destinations.
2. Closes gaps

Similar to barriers, the suburban development of Citrus Heights has led to numerous gaps within the Bicycle and Pedestrian systems. The City is currently working towards closing gaps within existing roadways such as infill sidewalk or Class II bikeways; however, gaps or circuitous routes between varying land uses still exist due to the suburban design (disconnected network, extensive use of cul-de-sac or dead end streets, large and high speed roadways) of the roadways.

The City’s creek corridors are existing underutilized asset that can help the City to close gaps between existing developments and eliminate current circuitous routes that are the current options available to bicyclists and pedestrians. These corridors are currently used informally as direct routes between uses (See informal trails exhibit). These informal trails typically fail any minimum accessibility standards, can be unsafe, and can be problematic for wildlife and creek habitat.

3. Connects to/within activity centers

Citrus Heights is home to numerous activity centers including a regional mall (Sunrise Mall), regional park (Rusch Park), regional shopping centers (Stock Ranch) and numerous employment centers. Because of the suburban nature of the City, these uses are typically segregated and/or primarily accessible via automotive based transportation. (See Map 1)

The Study will ultimately result in the development of several miles of multi-use trails throughout the City. These trails will follow existing creek corridors, providing a safe, interconnected trail system between varying land uses. Ultimately, the multi-use trails create a choice other than the automobile to move between activity centers.

Generally, the creek corridors provide direct connectivity between residential, commercial, open spaces, and public land uses, and many times a more direct route between land uses. For example, see Map 2. This is just one example that demonstrates improved connectivity between various activity centers:

1. Improved and more direct/safer route between residential neighborhoods and the Citrus Heights Library
2. Improved connectivity and safer route between newer residential neighborhood and San Juan High School
3. Improved connectivity between an established residential neighborhood and a regional shopping destination – Sunrise MarketPlace
4. Improved connectivity between adjacent residential neighborhoods.

Many other improved connections will result after the completion of the trail system. The City has identified a potential loop through the core of the City that permits direct bicycle and pedestrian access to many of these activity centers from most locations in Citrus Heights (See Map 1).

4. Increases the number of bicycle and walking trips (reduces Vehicles Miles Traveled)

The City is committed to updating its Bicycle Master Plan (BMP) and creating a Pedestrian Master Plan (PMP). The proposed BMP and PMP are identified as key components to the City’s adopted Greenhouse Gas Reduction Plan (GHGRP). The GHGRP relies on an overall decrease in VMT to reach the City’s goal of a 10-15% greenhouse gas emission reduction below 2005 levels by 2020.

In order to achieve this goal the City has targeted a 1.5% increase in bicycling and walking throughout the City. The updated BMP and PMP are important steps in reaching this goal. The City believes the creek corridors are an important component of these plans to improve walkability and bikeability. The Study will determine the feasibility and ultimately result in the development of approximately 16-miles of multi-use trails within the creek corridors in Citrus Heights. The City envisions incorporating the feasible trail segments into the BMP and PMP – guiding future bike and pedestrian improvements.
Collectively, the BMP and PMP will result in an interconnected, multi-modal transportation in Citrus Heights. The build-out of this system will greatly increase the number of bicyclist and pedestrians utilizing these facilities and reduce communitywide VMT.

5. Improves safety/security for bicyclists and pedestrians

The project is the first step in developing a safe, accessible, and convenient multi-use trail within our creek corridors. Ultimately, these new facilities will lead to improved safety for pedestrians and bicyclists and increased mobility in the community.

The development of a multi-use trail within the creek corridors greatly improves safety for pedestrian and cyclists through a clear separation from roadways. Because the majority of bicycle facilities in Citrus Heights are Class II or III (within the roadway), bicyclist safety will be improved dramatically. According to the Citrus Heights Police Department, 296 vehicular and bicycle collisions, including 4 fatalities, were reported from January 1999 to December 2007 due to a variety of factors (lack of facilities, improper use of existing facilities, driver error, etc.).

Although a multi-use trail will not eliminate injuries and accidents, development of a multi-use trail network within our creek corridors will offer alternatives to on-street cycling and walking and reduce collisions between motorists and cyclists and pedestrians on the roadway. Due to the current configuration of on-street vehicular traffic adjacent to existing Class II and III bike lanes and sidewalks, inexperienced and young cyclists and pedestrians are often discouraged from utilizing cycling or walking as a mode of transportation. The development of a multi-use trail will create a safe, secure environment for these users to become comfortable with cycling and walking between land uses.

By creating a multi-use trail within the creek corridors the City anticipates a significant increase in bike and pedestrian activity. The lack of safe and convenient facilities in our creek corridors is an obstacle for additional pedestrian and cycling trips. The City believes this project will increase cycling commuting trips and local trips for pedestrians by providing a safe, accessible and convenient multi-use trail in our creek corridors.

Selection Considerations

1. Goals

Please briefly describe how the project supports additional capital or non-capital goals, and how well. Please refer to Part F. (Half page per goal, maximum)

The Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study (Study) will reach all three (3) Non-capital Projects and Program Goals and ultimately lead to the development of capital projects that meet all eleven (11) of the Capital Project Goals. The Non-Capital Goals will be met as follows:

1. Encourage biking and walking through public information, education, and awareness

The project scope of work includes a robust public outreach effort to educate and collaborate with the Citrus Heights community. The project will build on the City’s extensive outreach and educational efforts involved in the recent General Plan Update (GPU) and Greenhouse Gas Reduction Plan (GHGRP) project.

These two documents (focused on sustainability and complete streets) were developed through dozens of community meetings and collaboration with the community. The community clearly supported the GPU establishing a transportation policy more focused on improved bike and pedestrian mobility and a goal to reduce greenhouse gas emissions by 10-15% by 2020.
The GHGRP serves as the tool for the City to reach its greenhouse gas reduction goal; this goal that relies on ambitious city-wide mobility improvements (included in an updated Bike Master Plan and Pedestrian Master Plan) ultimately resulting in a 1.5% modal shift towards bicycle and pedestrian modes by 2020 (approx 3.5% total population using bikes or walking by 2020).

The Study will lead to the construction of several miles of multi-use trails throughout the City. As these trails are constructed, public awareness about the trails and their benefits will increase throughout the community. The City will continue to provide public information on the City’s website about the multi-use trails and other bicycle and pedestrian opportunities throughout the City.

The extensive outreach proposed for the study will reiterate the importance of modal choice within the community and aid the stakeholder group in the decision making process for recommended alignment and feasibility options.

2. Where needed, perform studies and develop plans that support the goals for capital facilities stated above

Since its incorporation in 1997, the City has contemplated utilizing its creek corridors as potential multi-use trail locations. In 1999 the City started development of its first Bikeway Master Plan, however due to concerns with trail alignment options and trail feasibility; the majority of creek corridors were not included as multi-use trails within the Master Plan.

Recognizing how important the City’s creek corridors are to moving forward with alternative modes of transportation, the City is committed to exploring ways to incorporate the corridors within the mobility network.

The proposed scope of work will evaluate the City’s creek corridors to determine if they are feasible for multi-use trails. The project will identify opportunities and constraints within all corridors, recommend trail alignments, and recommend funding sources/phasing for construction. Ultimately, the study and community outreach will result in the inclusion of the creek corridors into the City’s Bikeway Master Plan (BMP) and Pedestrian Master Plan (PMP).

The addition of the creek corridors into the BMP and PMP will lead to the construction of new multi-use trails throughout the City. The project will result in new routes to get to school, work, and other daily tasks. With proposed bus route (both schools and Regional Transit) elimination, these paths will provide a critical need for the community. In addition, the new routes will increase access to jobs in or around Citrus Heights. These trails will meet all eleven of the Capital Project Goals for bicycle and pedestrian projects; in particular: Provide connections within, through, or to regional and local activity centers, such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic fields, government services, employment centers, and high density residential or mixed use areas.

3. Increase the level of public agency staff expertise on bicycling and walking

Not applicable.

2. Project Benefit Estimate

Please provide a quantitative and/or qualitative benefit analysis.

a. Quantifiable Benefits Methodology

As a feasibility study, it would be impossible to provide accurate quantifiable benefits for the proposed project. The project will eventually lead toward the creation of up to 16-miles of interconnected multi-use trails throughout the City.
which will have quantifiable benefits; however, the exact cost, length and usage of a future multi-use trail system cannot be determined until the study is completed.

b. Qualitative Benefits Methodology

The purpose of the Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study is to identify potential multi-use trail locations throughout the community. According to the Final Environmental Impact Report for the City of Citrus Heights General Plan Update and Greenhouse Gas Reduction Plan, “Under-utilization of parks, greenbelts, and power line easements to accommodate bicycle travel” is a major deficiency of the City’s bicycle and pedestrian infrastructure.

The proposed study is the first step in the development of up to 16-miles of new multi-use trails throughout the community that will help address this deficiency. The ultimate development of these trails will lead to numerous co-benefits including:

- **Accident Reduction/Safety Improvements** – The majority of bicycle/pedestrian accidents in Citrus Heights are caused by either lack of adequate facilities and/or improper use of existing facilities. The majority of the City’s existing Bike/Ped facilities are on-street with a great potential for auto/bike/ped conflicts. Utilization of creek corridors for bicycle and pedestrian users will offer off-street transportation options for these modes, reducing conflicts and accidents for these users.

- **Reduced VMT/ Increased bike/ped modal share** - The combination of the City’s complete streets policy, the updated Bike Master Plan and new Pedestrian Master Plan is expected to result in a 1.5% mode shift from single occupancy vehicles to bicycle travel and walking. This modal shift will result in a city-wide reduction of VMT for single occupancy vehicles. A significant portion of the modal shift will rely on new multi-use trails as a safer and more efficient mode of transportation, particularly for novice cyclists and pedestrians.

- **Congestion Relief** – The greatest congestion levels occur during the PM peak (between 4PM and 6PM) due to a lack of bicycle and pedestrian infrastructure. Many of these trips are local trips that are generally limited to automotive based transportation. The increase in multi-use trails will offer alternative transportation for all users during the PM Peak. Users will have the choice to walk/bike to their destination opposed to sitting in traffic. The Study will result in improved bicycle and pedestrian facilities, increase modal choice and reduce the PM peak traffic congestion.

- **Greenhouse Gas Emission Reduction** – The City’s recent Bicycle and Pedestrian Policies (including updated Bicycle Master Plan and Pedestrian Master Plan) are anticipated to reduce greenhouse gas emissions by 3,730 metric tons per year. Although the scope of work will not directly result in this reduction, the City believes that the multi-use trail project will be critical in creating a modal shift towards bicycle and pedestrian users.

3. **Commitment to Project**

Please briefly describe your agency’s commitment to implement the project. Examples may include governing body approval, approved plan, engineering drawings completed, NEPA/CEQA completion, etc. (Half page maximum)

The Citrus Heights City Council has specifically requested evaluating the City’s creek corridors for feasibility as multi-use trail locations. The City of Citrus Heights recently adopted its General Plan Update (sustainability focus) and Greenhouse Gas Reduction Plan. These documents include several goals and policies that demonstrate a commitment to the proposed project including:

- **Goal 29.** Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.
• **Action 29.1.E.** Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses, to reduce vehicle trips

• **Policy 29.4.** Support safe, complete, and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance the circulation needs with the neighborhood context

City Staff has identified preliminary opportunities to collaborate with adjacent/overlapping jurisdictions to ensure the scope of work includes all potential bicycle and pedestrian connections. The City will partner with both the Sunrise Recreation and Park District (SPRD properties within and adjacent to Citrus Heights) and the Orangevale Recreation and Park District (portion of Arcade Creek/Utility easement outside of Citrus Heights between Fair Oaks Blvd and Streng Ave) for the Study Development. Both Agencies have provided Partner Commitment Letters explaining their roles and commitment to the project. (See attached).

**Other Considerations**

Below are other considerations that will be used to make funding recommendations to the Board. If other considerations relevant to the project are not already addressed earlier in the application, please briefly provide appropriate information. (One page maximum)

- Analysis of Parts P, Q, R (e.g. project eligibility for federal funds and fund types, schedule, cost, work with conservation corps, risk to project, etc.)

The project is eligible for federal funds, including STIP-TE and RSTP funds. The project will be comprised of two interrelated main components: Technical Study and Public Outreach. The City anticipates a 12-month process for the study completion.

- Project’s air quality benefits

Air Quality benefits are unknown at this time; however, some improved air quality will result through improved modal choice and reduced VMT. The collective bicycle and pedestrian improvements envisioned by the City over the next 10 years will result in a 3,730 MT reduction in greenhouse gas emissions annually.

- Application follows Content (Part N) and Format (Part O) requirements

- Agency’s historical performance in delivering federal aid projects (i.e. following federal rules, STIP guidelines, delivery timeliness, etc.).

Citrus Heights has an experienced staff with a history of delivering federal aid projects on time and within budget; most recently, Greenback Lane Widening Project and Antelope Road Improvement Project.

- Projects are not serving primarily recreational trips or equestrians, and are not part of developer-funded basic good practices (see footnote 1).

Although the project will result in the creation of some recreational trips, recreation is not the primary focus of the project. The primary focus is providing increased mobility to all users to locations throughout the City and surrounding destinations.

- Capital projects that support Blueprint implementation will be given priority over non-capital projects and programs, although up to 10 percent of the funding in a round may be used for non-capital projects.

The Study is an important step to developing a multi-use trail system in support of Blueprint implementation. Specifically, the Study will lead to improved transportation choices, conserving natural resources, and utilizing existing assets (creek corridors).

- The project is closely related to local activity center/compact development area, and identified in the local general plan that will be implemented soon but is beyond what is required of the developer to pay for.
The project will serve to connect several major activity centers/compact development areas. The project will lead to potential connections to Auburn Boulevard (Specific Plan Area) as well as the Sunrise Market Place and most areas of the City. The trail will provide important connections between residential neighborhoods and transit corridors (Auburn Boulevard, Greenback Lane, and Sunrise Boulevard), allowing residents to access the region without relying on automotive based transportation.

- A bicycle or pedestrian project located in an undeveloped area that connects two developed areas with good circulation, particularly in areas with land use planning consistent with Blueprint principles.

The Study will ultimately result in the development of up to 16-miles of multi-use trails throughout Citrus Heights. As a 98% built out community, there are very limited options for creating new bicycle and pedestrian connections between various developed land uses. The 16 miles of creek corridor within the 14-square mile City offer an ideal opportunity to connect parks, schools, neighborhoods and commercial areas in a safe and efficient manner. In addition to connecting varying land uses, the creek corridors cross all major arterials in Citrus Heights, providing new opportunities to connect to transit (both intra and inter-community).

- Projects that benefit both public transit or roadways and bicycling/walking may be funded partially from this funding source with the expectation that transit or roadway funding sources will pay for the remainder.

- The same type of program or project has been implemented successfully elsewhere.

The scope of the Study is modeled after the Dry Creek Greenway project produced by the City of Roseville. (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp). City staff has discussed the lessons learned with the City of Roseville and incorporated these into the project scope. The City is hopeful to build on the efforts produced by the City of Roseville – The Citrus Heights Bikeway Master Plan and Pedestrian Master Plan will potentially connect to the Dry Creek Greenway, creating access to multiple jurisdictions.

- For inter-community projects, priority given to those proposals offering evidence of strong support by all local jurisdictions where the project is located.

The project will include the evaluation of potential trail connections to both Roseville and Sacramento County. The majority of the creek corridors are owned and maintained by either the City or Sunrise Recreation and Park District (SRPD). SRPD has committed to partnering with the City for the study’s development, as improved connectivity to parks and other land uses is a priority for the District. The City has also partnered with Orangevale Recreation and Park District (ORPD) for a portion of Arcade Creek that is within Sacramento County’s jurisdiction. ORPD has identified this segment as an important connection in their Parks Master Plan and a logical connection between Tempo Park (Sunrise Recreation and Park District) and various parks in ORPD’s jurisdiction.

This is a key connection that could lead to a future continuous multi-use trail throughout Citrus Heights as well as connectivity to the surrounding jurisdictions (See Map 1).
Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study
Barrier Elimination and Land Use Connectivity

Potential Multi-Use Trail Route
Approx. 2 miles

Existing On-Road Route
Approx. 3.5 miles

Improved connectivity for all users - School Children
Improved connectivity for all users - Bicyclists

LEGEND

City of Citrus Heights
Other Cities
County Boundary
Railroad
Creeks
Potential Creek Corridor Multi-Use Trail
Schools
Parks

Existing Barriers for Bikes/Peds: High Traffic Volume and Speed

Existing Barriers for Bikes/Peds: Major Intersections

Potential Connection from Residential to Regional Shopping
(Sunrise Marketplace)

Potential Connection from Neighborhood to Schools

Potential Connection from Residential to Regional Shopping

Existing Residential Neighborhood

San Juan High School

Costco
Walmart

Arcade

Greenback Ln

Van Maren

Sylvan Rd

Sunrise Blvd

Existing Barrier: Land Use Pattern

MAP 2
Examples of existing informal trails
Emissions Calculations for CMAQ Funding
Emissions Benefit Calculation for CMAQ Funding

As a Feasibility Study, the project is not eligible for CMAQ funding. In addition, the quantitative variables required for funding will not be known until the project moves beyond the feasibility stage.
July 11, 2011

Henry Tingle, City Manager
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

RE: Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study

Dear Henry:

As you know, Sunrise Recreation and Park District (SRPD) is very supportive of all the City’s efforts to improve mobility and access throughout the City. We are committed to and excited about partnering with the City and Grangeville Recreation and Park District for the development of the Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study.

SRPD manages 22 parks totaling over 200 acres of recreational facilities in Citrus Heights, including numerous parks and unimproved land within the Citrus Heights creek corridors. SRPD has been extremely supportive of the City’s past efforts to provide accessible bicycle and pedestrian paths and alternative modes of transportation throughout the City while providing improved access to the facilities we manage.

The Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study will employ a community-based approach to evaluate opportunities to utilize our creek corridors as multi-use trails and to improve access and connectivity between neighborhoods and community facilities such as parks (amongst other uses). As you are aware, many of our parks are under-utilized; often due to lack of neighborhood connections and connectivity. The feasibility study will identify opportunities for a multi-use trail within our creek corridors, improving these connections and fostering community equity by providing non-automotive based transportation options for all users and provide access to our parks.

The study will result in the creation of several miles of multi-use trails within the creek corridors, creating interrelated benefits to the community and SRPD. These benefits include:

- Improved local mobility between land uses (parks, schools and commercial centers) to meet future transportation demands
- Efficient use of existing facilities through improved mode choice
- Improved non-motorize travel time by more direct routes through creek corridors
- Improved transportation equity and improved economy by offering alternative mode choices to all users
- Improved safety and security for bicyclists and pedestrians
- Improvements that are identified by the community as priorities and reflect community values
- Enhanced environment by reducing VMT, greenhouse gas emissions, and providing responsible access to natural resources and recreation opportunities
- Provide educational opportunities of a multi-use trail within natural setting of the creek corridor

The Study is the first step towards the City’s non-automotive based mobility goals and coincides with the Blue Print Principles. We are confident that the Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study will guide the City to improve the quality of life for residents as well as improve access to our parks. We are fully supportive of this application and feel it is a major step forward to improve livability and offer choices to the community.

Thank you for submitting this application to SACOG for the 2012 Bicycle and Pedestrian Funding Program and for your continued commitment to improving the community of Citrus Heights and the region. We look forward to participating in the process as a community partner once funding is received.

Sincerely,

[Signature]

Lisa Rudloff
District Administrator
July 14, 2011

Henry Tingle, City Manager
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

RE: Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study

Dear Henry:

The purpose of this letter is to express Orangevale Recreation Park District’s (ORPD) enthusiastic support for the City of Citrus Heights’ application for the 2012 Bicycle and Pedestrian Funding Program administered by SACOG. As a neighboring entity, ORPD is committed to partnering with the City and the Sunrise Recreation and Park District (SRPD) for the development of the Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study.

The Creek Corridor Multi-Use Trail Feasibility Study will surely benefit the community of Citrus Heights and the Orangevale Recreation Park District by identifying opportunities for a safe, accessible and convenient non-motorized multi-use trail within the Citrus Heights’ creek corridors. Although much of the study will be outside ORPD’s boundary, a key segment of the study will evaluate the potential for creating an important connection through ORPD’s jurisdiction (Between Fair Oaks Boulevard and Streng Avenue). ORPD has considered this segment as an important linkage between Citrus Heights and Orangevale; however, the potential connection requires a feasibility analysis and community outreach to move forward.

Working collaboratively with the City, SRPD, and community partners, we are able to maximize improvement efforts and leverage resources to create a network of bicycle and pedestrian trails within our park facilities and surrounding community. The feasibility study will identify opportunities of a multi-use trail within our open space corridors, improving connections between neighborhoods, schools, shopping centers and community facilities including parks.

The entire community will benefit from a safe, accessible and convenient multi-use trail within the open space corridor. In addition to providing a safe, accessible and convenient trail, this project, at its build out, will allow bicyclists and pedestrians to enjoy a safe alternative to automotive based transportation.

We are fully supportive of this application and feel it brings us one big step closer to creating a safe, accessible and convenient multi-use trail within our creeks, open space and parks.

On behalf of the Board of Directors of the Orangevale Recreation Park District, thank you for submitting this application to SACOG and for your continued commitment to collaborating with the Park District and community to promote walking, biking and universal access in all City projects.

Sincerely,

Greg Foell
District Administrator

6826 Hazel Avenue
Orangevale CA 95662
916-988-4373
orpdxovparks.com
Project History - The creek corridors in Citrus Heights have been discussed as potential multi-use trail locations since the City incorporated in 1997. Due to feasibility concerns and time constraints, the City’s adopted Bikeway Master Plan did not include the creek corridors as potential bicycle routes. Since that time, the City has strived to adapt to the changing travel demands of the community. The creek corridors (primarily owned by the City and Sunrise Recreation and Parks District) have been viewed by many as an underutilized asset with big potential to improve mobility throughout the community.

The City of Citrus Heights has recently adopted a General Plan Update (sustainability and complete streets focus) and Greenhouse Gas Reduction Plan (committed to reducing GHG’s by 10-15% by 2020). During the City’s extensive community outreach associated with this effort, the community clearly valued improved mobility for all users in Citrus Heights. This improved mobility is also a major component of reaching the City’s greenhouse gas reduction targets. The community also indicated they favored building on the City’s existing assets, as opposed to developing new or wider roadways. The City’s greenhouse gas targets are predicated on a 1.5% modal shift from automobile users towards bicycle and pedestrian users.

As a community dominated by suburban design, these new community values require careful planning, design, and outreach to achieve these goals. Even though the City has a new complete streets policy for all roadways, the existing network of roadways will continue to be a barrier to novice pedestrians and bicyclists. The City believes an off-street, multi-use trail will be the single biggest contributor to attaining the 1.5% modal shift target. Offering an alternative to walking and biking along existing roadways will encourage residents that are otherwise intimidated from using these alternative modes. Furthermore, the physical location of the creek corridors provides direct linkage between uses creating shorter, more efficient trips for these users.

Project Team - The City, Sunrise Recreation and Park District (SRPD), and Orangevale Recreation and Park District (ORPD) are committed to partnering in the development of the Citrus Heights Creek Corridor Multi-Use Trail Feasibility Study. As the primary agency with jurisdiction over the area, the City of Citrus Heights will be the project manager.

Project Scope- The project is intended to determine the feasibility of the creek corridors and utility easement to develop a multi-use trail system. The study will result in an amendment to the Citrus Heights Bikeway Master Plan and will be incorporated into the forthcoming Pedestrian Master Plan. The project scope is modeled after the City of Roseville’s Dry Creek Greenway project: [http://www.roseville.ca.us/transportation/bikeways/dc_study.asp](http://www.roseville.ca.us/transportation/bikeways/dc_study.asp)

The project will include two main components: Community Outreach and Engagement and Technical Study:

Community Outreach and Engagement - As a built out community, Citrus Heights is limited in its options for new multi-use trail system. Because the creek corridors are surrounded by existing development, the project includes a robust community outreach program to facilitate project development and address community values and concerns.

The project will include the development of a stakeholder working group comprised of neighborhood association members, City staff, advocates, Sunrise Recreation and Park staff, and Orangevale Recreation and Park staff. The working group will review technical data and provide community feedback throughout the study development. The working group will make a recommendation to the Citrus Heights Planning Commission and City Council based on the findings of the Study.

Technical study - The technical study will evaluate the feasibility of a multi-use trail within the corridors. The technical report will consider opportunities and constraints for the physical development of a trail within the creek corridors. The study will consider engineering, right of way, biological limitations, and all technical issues associated with project construction and development. The technical study will provide key design considerations and alternatives for the working group consideration. The technical study will include visual simulations and preliminary alignment options to guide the future development of the multi-use trail.