

Appendix A

Existing Conditions Report

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Mahany Park Open Space Trail

Existing Conditions Report

October 2020 | CRS-03

Prepared for:

City of Roseville
311 Vernon Street
Roseville, CA 95678

Prepared by:

HELIX Environmental Planning, Inc.
1677 Eureka Road, Suite 100
Roseville, CA 95661

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ACRONYMS AND ABBREVIATIONS

Bicycle Master Plan	City of Roseville Bicycle Master Plan
Caltrans	California Department Transportation
CDFW	California Department of Fish and Wildlife
City Standards	City of Roseville Design and Construction Standards
DCJESD	Dry Creek Joint Elementary School District
DWSP	Del Webb Specific Plan
FEMA	Federal Emergency Management Agency
General Plan	City of Roseville General Plan
HELIX	HELIX Environmental Planning, Inc.
MPH	Miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NRSP	North Roseville Specific Plan
NWRSP	Northwest Roseville Specific Plan
OSPOMP	Open Space Preserve Overarching Management Plan
RCSD	Roseville City School District
RJUHSD	Roseville Joint Unified High School District
Roseville Electric	City of Roseville Electric Utility Department
RWQCB	Regional Water Quality Control Board
SMUD	Sacramento Municipal Utility District
SVSP	Sierra Vista Specific Plan
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WAPA	Western Area Power Administration

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1.0 INTRODUCTION

The purpose of this report is to document the existing conditions of the Mahany Park Open Space (Study Area), document design opportunities and constraints, and provide a summary of applicable design guidelines. This report will inform the development of conceptual alignments of Class I trails and related recreational amenities, which will be documented in the Mahany Park Open Space Trail Feasibility Report. The Study Area is located in western Roseville, California, amidst residential and commercial developments. Its location adjacent to Mahany Park, the Roseville Aquatics Center, and Woodcreek High School make it an important access corridor for students and families. Although existing paved, multi-use trails connect to the site at four locations, there are no complete paved trails through the Study Area. Connections between the paved trails have been created by users over time in the form of dirt paths. These dirt paths often cut through wetlands or drainages and they may be impacting the natural resources that the Open Space was established to protect. Design of improvements within the Study Area must comply with guidelines established in multiple City of Roseville documents, federal and state resource agency regulations, and requirements of the utilities who have established easements and facilities within the Study Area.

The existing conditions of the Study Area were evaluated by a HELIX Environmental Planning, Inc. (HELIX) landscape architect and landscape planner on March 5, 2020. During this site visit, opportunities, such as good views and interesting natural resources, approved improvements, such as utilities, gates, signs, and paved trails, unapproved improvements, such as user-created dirt paths, bridges, and dirt bike jumps, were mapped and photo-documented. This information, combined with applicable design constraints will be used to develop options for trail alignments and other improvements to the Study Area to improve connectivity and safety, and reduce impacts to sensitive natural resources.

2.0 STUDY AREA BACKGROUND

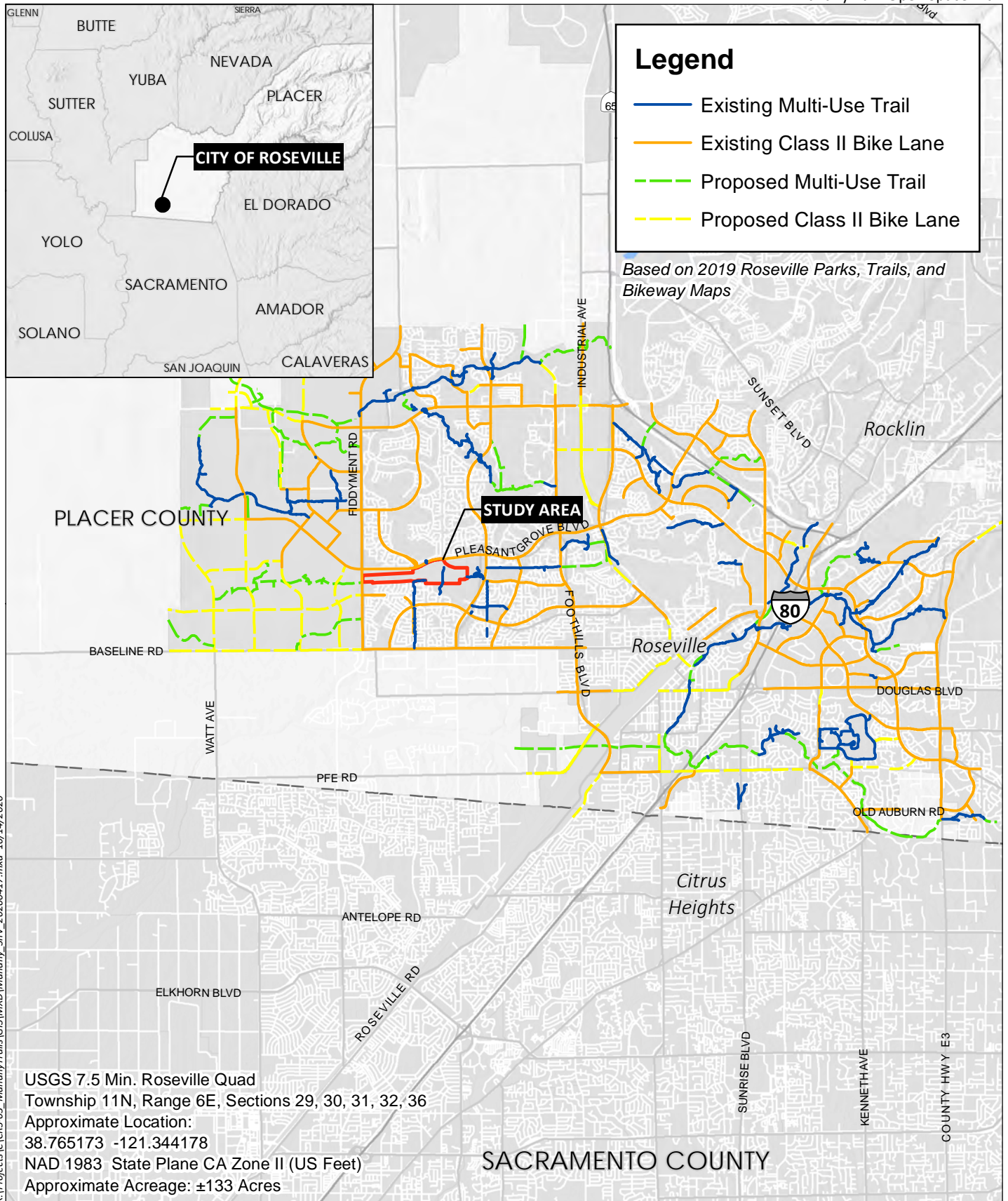
2.1 LOCATION

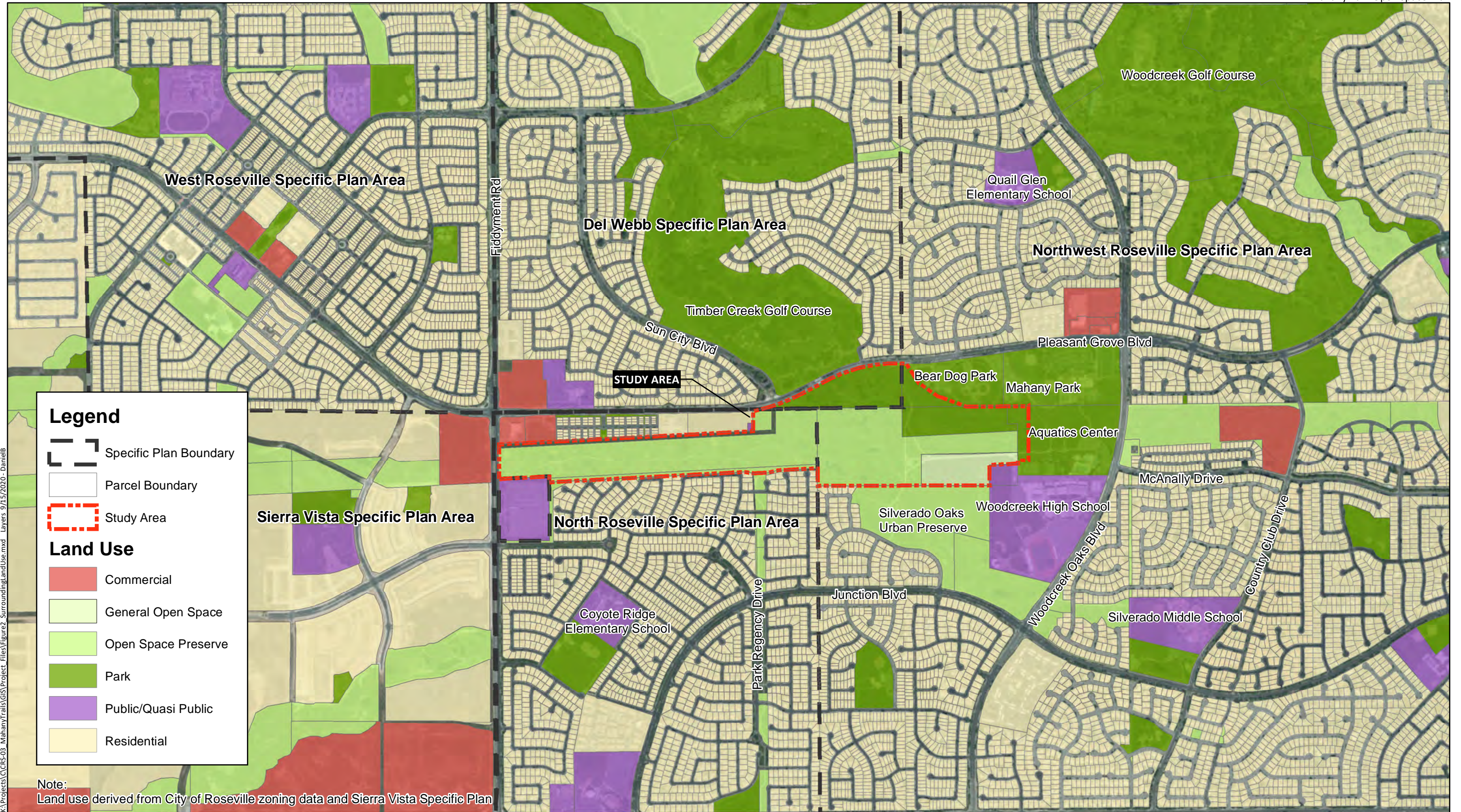
The Study Area is owned by the City of Roseville and encompasses APNs: 017-370-007, 014, 015; 017-162-077, 079, 080; 477-110-005; and the western edge of 017-370-006 (City of Roseville 2020b). It is located in western Roseville between Fiddymment Road and Woodcreek Oaks Boulevard, south of Pleasant Grove Boulevard (Figure 1).

2.2 LAND USE AND ZONING

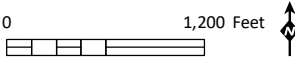
The majority of the Study Area is zoned as open space and it is more specifically defined as open space preserve in the Roseville Open Space Preserve Overarching Management Plan (OSPOMP). A small area in the southeast corner of the Study Area is general open space. The remainder of the Study Area is zoned as Park and Recreation (City of Roseville 2017). The Study area is split between the North Roseville Specific Plan area, which includes the western half of the site, the Northwest Roseville Specific Plan area on the east, and the Del Webb Specific Plan area to the north. The Sierra Vista Specific Plan is located to the west of the Study Area and the West Roseville Specific Plan Area is located northwest of the Study Area (Figure 2). The site is crossed by multiple utility easements containing both large electrical transmission lines and standard electrical utility poles.

The predominant land use surrounding the Study Area is residential. The Study Area ends at Fiddymment Road on the west, beyond which are planned commercial and residential areas that are currently being developed. Immediately adjacent to the Study Area on the north is commercial development, high-density housing, and a senior assisted-living facility, beyond which is Pleasant Grove Boulevard. Beyond Pleasant Grove Boulevard to the north and northwest are active adult single-family residential communities. To the northeast and east of the project area is Mahany Park, a regional park that includes the Martha Riley Library, the Utility Exploration Center, Bear Dog Park, and the Sports Center; the Roseville Aquatics Complex; and Woodcreek High School, beyond which is Woodcreek Oaks Boulevard. The eastern end of the southern boundary of the Study Area abuts the Silverado Oaks Urban Preserve and the western half is bounded by single family residences.





K:\Projects\CRS-03_MahanyTrails\GIS\Project_Files\Figure2_SurroundingLandUse.mxd Layers 9/15/2020 - DanielB



Source: Aerial (SanGIS, 2014); Zoning (SanGIS 10/2016)

2.3 PLANNING POLICIES

2.3.1 Roseville Open Space Preserve Overarching Management Plan

The Roseville Open Space Preserve Overarching Management Plan provides a universal approach and specific goals for open space management, maintenance, and monitoring in all City open space and replaces individual management plans written for each open space as they were established. The OSPOMP recognizes the need for maintenance, installation, and replacement of City facilities, including bike trails and maintenance roads, while requiring that the City will protect biological resources from unpermitted impacts. The OSPOMP was approved by the U.S. Army Corps of Engineers (USACE), and the U.S. Fish and Wildlife Service (USFWS). As part of their approval of the document, the USFWS issued a biological opinion that covers limited amounts of direct and indirect impacts to vernal pools as part of allowed maintenance activities. City facility maintenance, replacement, or modification that causes ground disturbance within 250 feet of listed vernal pool invertebrate habitat is considered to be having indirect impacts. Maintenance activities that exceed these limits and installation of new facilities are not covered under the OSPOMP biological opinion and will require additional consultation with the USFWS. Additionally, consultation with wildlife agencies is required if the work is not covered by the OSPOMP biological opinion or the endangered/threatened species habitat is under the jurisdiction of NOAA Fisheries/NMFS.

Chapter 9 of the OSPOMP includes a discussion of bike trails and related amenities, such as benches, signs, and trash cans. Bridges and riparian crossings are not specifically discussed in the OSPOMP. While existing trails were either permitted and installed as part of the development requiring an Open Space Preserve or were permitted separately as their own project within the General Open Space, new trails shall be installed and maintained in accordance with the Bicycle Master plan and the OSPOMP. Conceptual alignments for new trails within the Study Area were included in the OSPOMP, but coordination with the appropriate State and Federal Agencies for approval of the final alignment will be required prior to construction.

The OSPOMP defines the two types of open space management areas: open space preserve and general open space, jointly referred to as open space. Areas designated as open space preserve is land that was required to be set aside as part of a regulatory permitting action and is typically protected by either a conservation easement or declaration of covenants and restrictions. Sensitive biological resources, such as jurisdictional waters or legally-protected species, are typically located in open space preserves. Off-trail public access in open space preserves is prohibited. General open space is the remainder of the City's open space and is not subject to State or Federal permit-related restrictions. As previously described, the majority of the Study Area is classified as open space preserve, with a small area in the southeast corner of the Study Area classified as general open space (Figure 2).

In addition to annual monitoring and maintenance requirements, the OSPOMP provides specific minimization and avoidance measures for restoration or correction of vandalism both inside and outside of vernal pools and bike trail maintenance and replacement. It also includes restoration guidelines for a variety of other conditions, some of which have occurred in the Study Area, including disturbance of grassy upland areas, accidental fill of wetlands/waters of the U.S., restoration of fencing and signage, correction of erosion, removal of graffiti and vandalism, undesignated (social) trails, un-permitted bike jumps/tracks, and landscaping/gardens. Implementing any of these restoration measures would be considered maintenance and are permitted under the existing biological opinion.

The OSPOMP includes recreation goals and accompanying actions that may be related to the installation of trails within the Study Area include. These goals and related actions are detailed below and should be incorporated into the design of improvements within the Study Area:

- Goal 11-1: Encourage appropriate use of the City’s Open Space by providing bike trails and overlook points.
 - Action 11-1-1: Provide a connected paved bike trail system through the City’s Open Space, avoiding trails through sensitive habitats such as vernal pool grassland.
 - Action 11-1-2: Provide bike trails with adequate width, grade, visual clearance, and surface materials to provide safe passage for anticipated users of all abilities.
 - Action 11-1-3: Provide safe access to designated overlook points in a limited number of appropriate locations.
- Goal 11-2: Install fencing adjacent to trails and overlook points to reduce off-trail traffic and protect visitors.
 - Action 11-2-1: Install fencing adjacent to trails and overlook points where it is not currently in place.
 - Action 11-2-2: Maintain current and future fencing.
 - Action 11-2-3: Reclaim social trails and eliminate access to entry points within Open Space Preserve areas. Within General Open Space, reclaim social trails only if the Open Space Manager determines they are negatively impacting Preserve resources.
 - Action 11-2-4: Monitor/map significant recreational impacts on resources and determine how to avoid continued impacts.
- Goal 11-3: Discourage Vandalism and other unwanted activities by taking a comprehensive approach to enforcement that includes signage, patrols, and a telephone hotline for reporting violations.
 - Action 11-3-1: Regularly patrol the City’s Open Space.
 - Action 11-3-2: Install consistent Open Space signage that is constructed out of materials that are not easy to damage.
 - Action 11-3-3: Provide a telephone number where residents can report suspicious or illegal activities.
- Goal 11-4: Enforce restriction on off-trail, off-leash dogs to protect biological resources.
 - Action 11-4-1: Educate residents regarding City leash laws.
 - Action 11-4-2: Enforce leash laws.
- Goal 11-5: Monitor recreation uses within the Open Space.
 - Action 11-5-1: Determine if recreational uses are having an impact on biological resources within the open space.
 - Action 11-5-2: Determine if residents are using the recreation opportunities by conducting formal or informal surveys.

- Goal 11-1 [*sic*]: Encourage safe and appropriate use of the City’s Open Space by schools conducting environmental education (City of Roseville 2011).
 - Action 11-1-1: Provide guidance to teachers desiring to utilize the open space for educational purposes.
 - Action 11-1-2: Ensure that educational uses are safe and do not adversely impact biological resources.

2.3.2 City of Roseville General Plan

The relevant sections of the City’s General Plan are the Circulation, Open Space and Conservation, and Parks and Recreation elements. These elements focus on the preservation and enhancement of the open space and trail networks and recognizes that there is a balance between habitat protection and public use.

The Circulation element includes goals and policies to develop a balanced transportation system for automobiles, transit, bicycles, and pedestrian. It defines Class I Bike Paths as paths that “that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.” (III-50). Through goals, policies, and implementation measures it encourages a network on bicycle infrastructure and the implementation of the Bicycle Master Plan. Figure III-6 “Bikeway System”, which does not differentiate between existing and planned bikeways, identifies the main east-west and north-south informal paths within the Study Area as Class I trails.

The Open Space and Conservation Element states its overall goal to, “preserve a comprehensive interconnecting system of open space, encompassing preservation and enhancement of natural habitat and significant resource areas for the use, appreciation, and enjoyment of the community.” (V-2) This element specifically encourages through its goals, policies, and implementation measures the preservation and connection of open spaces and providing public education and access wherever compatible.

The Parks and Recreation Element specifically discusses open space lands and how they have recreational value for both active and passive use. They encourage improvements such as bike trails, signage, and pedestrian pathways. Within open space areas, this Element provides the following criteria:

- Locate improvements consistent with the Open Space Element;
- Provide access to open space areas except those areas sensitive to human presence;
- Provide an interconnecting system of open space corridors consisting of both public and private open space and, where feasible, incorporate bikeways and pedestrian paths, interpretive signage, etc.;
- Highlight unique or special features into the open spaces, such as cultural heritage, historical features, etc. through outreach, educational kiosks, interpretive signs, etc.;
- Consider regional linkages between open space and adjacent communities; and

- Private open space may be required to include public access for purposes of recreation and implementation of the City of Roseville Bicycle Master Plan, Pedestrian Master Plan or other adopted planning documents (City of Roseville 2016).

While the General plan does not provide detailed design guidelines, any proposed improvements in the Study Area must be consistent with the policies established in the General Plan.

2.3.3 City of Roseville Bicycle Master Plan

The Bicycle Master Plan was developed within the context of the Circulation Element of the City's General Plan. It is intended to guide bikeway policies, programs and development standards to make bicycling in Roseville more safe, comfortable, convenient, and enjoyable for all bicyclists. The ultimate goal of this effort is to increase the number of persons who bicycle in Roseville for transportation to work, school, and errands, and for recreation.

The Bicycle Master Plan includes plans for a Class I bike trail system. Consistent with the General Plan, Class I bikeways are intended for use by bicyclists, pedestrians and other non-motorized users. Equestrians are prohibited from using Class I bikeways in Roseville, but Class I bike trails are sometimes used as maintenance and emergency vehicle access within open space. The Bicycle Master Plan encourages the implementation of associated facilities such as bicycle parking, mile markers and destination guide signs, and trail maps at trailheads.

The Bicycle Master Plan identifies four instances of existing Class I bikeways that terminate at or in the Study Area that end with no connection, as described in Section 3.6.2. It proposes an additional 0.71 mile of Class I bikeways within Mahany Park Open Space, consisting of a north-south trail connecting the existing bikeways and an east-west trail from Mahany Park to Fiddymont Road (City of Roseville 2008).

2.3.4 Specific Plan Areas

As shown in Figure 2, the Study Area overlaps three specific plan areas and is directly adjacent to a fourth area currently under development. Although each specific plan document includes design requirements for trails, the current City standards, discussed in Section 4, take precedence.

2.3.4.1 Del Webb Specific Plan

The Del Webb Specific Plan (DWSP) sets forth regulations, conditions, and programs for 1,200 acres to develop an active adult community. Included in the DWSP is the ~14-acre northern parcel of the Study Area which is defined as a City-Wide Park (Figure 2). The DWSP discusses bike and pedestrian paths, showing a planned 10-foot wide bike path from the Pleasant Grove Boulevard undercrossing and extending first south, and then splitting to extend east and west. The east extension is intended to connect the park system and City-wide bike trail system. The west extension is intended to connect the south side of Pleasant Grove Boulevard. Within parks, the DWSP requires the paths be 8 to 10 feet wide; constructed of concrete or asphalt; and aligned to consider topography, landscaping, existing trees and wetlands, street lighting, and adjacent land uses. The DWSP identifies trees and wetlands within the Study Area and recognizes the importance of enhancing and monitoring them (City of Roseville 1993).

2.3.4.2 Northwest Roseville Specific Plan

The Northwest Roseville Specific Plan (NWRSP) guides development in the eastern half of the Study Area. It defines the four eastern parcels of the Study Area as open space and park. The NWRSP discusses bikeways and pedestrian pathways, showing a bikeway traveling through the eastern half of the preserve, but it does not show how the bikeway will terminate or connect to anything to the west of the specific plan area. The NWRSP establishes Class I bikeways shall be a minimum of 8 feet wide and not meander more than the distance of its width over a 100-foot run; not exceed a 5% slope; and shall be constructed of concrete if the bikeway is to double as a pedestrian path.

The NWRSP describes a 375-foot wide power line easement that runs east-west across the plan area and includes the Study Area and specifies that the easement is to include a pedestrian/bike path. The NWRSP also speaks to the importance of protecting and maintaining open space, vernal pools, and oak woodland (City of Roseville 1989).

2.3.4.3 North Roseville Specific Plan

The North Roseville Specific Plan (NRSP) is a comprehensive plan to guide the urbanization of 1,552 acres and complete the land-use and infrastructure planning for the associated area of the City, including Neighborhood D, which contains the western half of the Study Area. The NRSP includes in the land use map the three parcels which make up the western half of the Study Area. The narrow open space parcels along the north and south boundaries of the Study Area are 'Open space - vegetation buffers' while the large parcel through the center is 'Open Space - wetland compensation'. In Section 4.3, the NRSP discusses bike and pedestrian pathways, calling them out as 14' typical, but variable within open spaces. The associated figure shows no bike path within the Study Area but does show the trail stub that currently dead ends at the south side of the Study Area and specifically notes that it be connected to the City-wide trail system.

Included as an appendix to the NRSP is the North Roseville Design Guidelines (NRDG), which specifies open fencing along the open space perimeters and requires that pathways be defined within open spaces unless otherwise required by the wetland permitting authority. According to the design guidelines, open fencing must meet the following requirements: be 4 to 6-feet in height and construction of tubular steel, mesh, or wrought iron; mesh fencing shall be black vinyl-coated, with painted black posts and top rail; open fence or wooden posts with a cable strand connecting them may be used on the street adjacent to the open space (City of Roseville 1997).

2.3.4.4 Sierra Vista Specific Plan

Although the Study Area is not located within the Sierra Vista Specific Plan (SVSP), it is useful to consider this area to help ensure continuity in the trail network. The SVSP establishes a land use and regulatory framework to guide development of the approximately 2,075-acre Plan Area located to the west of Fiddymment Road and north of Baseline Road. The SVSP is immediately west of the Study Area and one of its project objectives is to "provide connections through the community in the east-west direction ...via a system of open space, paseos, and Class IA bikeways." An east-west Class I bikeway is proposed in the Plan Area which stops just across Fiddymment from the southwest corner of the Study Area. The land immediately west of the Study Area, which this bike path is to travel through, is defined as a community commercial/business professional land use. The SVSP establishes the following guidelines for bike paths: the Class I system within an open space may meander to minimize environmental impacts and create

visual interest; bike paths should have 10 feet of pavement with lane striping, plus a 2-foot decomposed granite/gravel shoulder on each side; and barriers will be provided along bike paths to separate the pathways from the open space preserve areas. Barriers can be bollards, rail fence, vertical curbs, post and cable, posts, etc. as long as it complies with the associated Section 404 permit.

There is additional discussion of appropriate at-grade street crossings where Class I path intersects at or near signalized intersections. Recommended traffic control measures for crossing collector or residential streets may include ramps, bollards (reflective raised markers), striping, or signage. No specific guidance on crossing Fiddymont Road or connecting to the Study Area is provided in the SVSP (City of Roseville 2010).

2.4 SCHOOLS

There are four public school districts in the vicinity of the Study Area: Roseville Joint Union High School District (RJUHS), Dry Creek Joint Elementary School District (DCJESD), Roseville City School District (RCS) (Figure 3), and Center Unified School District (CUSD). Additionally, a number of private schools and daycare facilities are located in the vicinity but are not further discussed in this document.

Roseville Joint Union High School District has six high schools, including Woodcreek High School, which is adjacent to the Study Area, and West Park High School, located approximately 1.45 miles to the northwest, which is currently under construction. Fiddymont Road is the attendance dividing line between these two high schools; students living east of this road attend Woodcreek High School while students living west of the road will attend West Park High School starting in the 2020-2021 school year. West Park will also serve students living in the north portion of the Sierra Vista Specific Plan Area (City of Roseville 2010). Adjacent to Woodcreek High School is Challenge High School, which provides a therapeutic intervention program to students that would not thrive in a traditional classroom setting and serves the entire District (RJUHS 2020a, 2020b, 2020c, and 2020d).

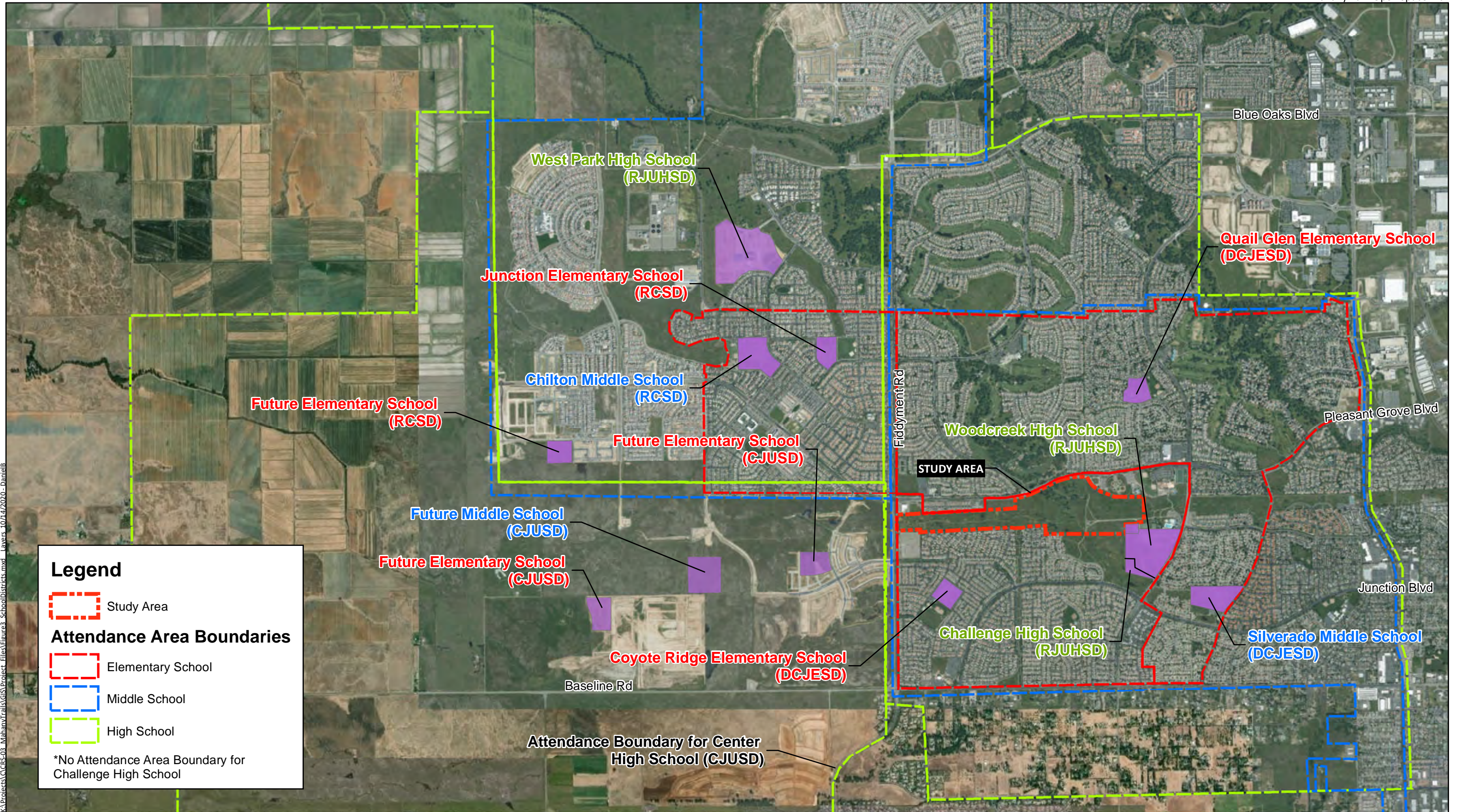
The Study Area and the majority of the surrounding area is located in Dry Creek Joint Elementary School District for middle and elementary schools. Most residents south of Pleasant Grove Boulevard, with the exception of the high-density housing immediately north of the Study Area, attend Coyote Ridge Elementary School, which is located approximately 0.24 mile south of the Study Area. Residents north of Pleasant Grove Boulevard and east of Woodcreek Oaks Boulevard attend Quail Glen Elementary School, which is located approximately 0.44 mile northeast of the Study Area. Both elementary schools serve students from transitional kindergarten through 5th grade. Students from both of these elementary schools attend Silverado Middle School for 6th to 8th grade, which is located approximately 0.42 mile southeast of the Study Area (DCJESD 2020a, 2020b, 2020c, 2020d).

Roseville City School District provides middle and elementary schools for people located northwest of the intersection of Fiddymont Road and Pleasant Grove Boulevard. Residents in this area attend Junction Elementary School, located 0.75 mile northwest of Study Area, for transitional kindergarten through 5th grade. Students then transition to Chilton Middle School, located approximately 0.97 mile northwest of the Study Area, for 6th through 8th grades (MySchoolLocation 2020; RCS 2020a, 2020b). An additional elementary school will be constructed in the northern area of the Sierra Vista Specific Plan Area (City of Roseville 2010). Center Unified School District will provide two elementary schools and one middle school for residents in the majority of the SVSP area. The closest elementary school will be located ~1/3 of a mile west of the Study Area and adjacent to a planned open space and trail corridor that connects to the Study Area. The middle school will be located ~1.0 mile west of the site along the

same open space corridor. Students in this area will currently attend Center High School, located ~3.4 miles southwest of the Study Area. In the future, these students are expected to be served by a future high school located to the west in unincorporated Placer County.

The Study Area may provide an important route to school for some students. As previously discussed, and shown in Figure 3, the service area for Silverado Middle School surrounds the Study Area on three sides and Woodcreek High School and Challenge High School are located adjacent to the Study Area. Therefore, it is likely that students from these schools use the Study Area to travel to and from school. Additionally, Woodcreek High School uses a portion of the Study Area as an educational tool, providing hands-on learning opportunities for High School students and providing tours for elementary school students teaching about nature, vernal pools, and the preserve (RJuHSD 2020c). The Study Area is also used by school sports teams for fitness training and fundraising (see Appendix A).

Due to the service areas and school locations, students from West Park High School, Chilton Middle School, Junction Elementary, Coyote Ridge Elementary, Quail Glen Elementary, and most of the schools in the SCSP area traveling between home to school will not pass through the Study Area and it is unlikely to be used for school activities. However, these students may use the Study Area as a destination or to access extracurricular activities. The Study Area is located within walking distance of Coyote Ridge Elementary and the future elementary school in the SVSP area and could be used for educational activities.

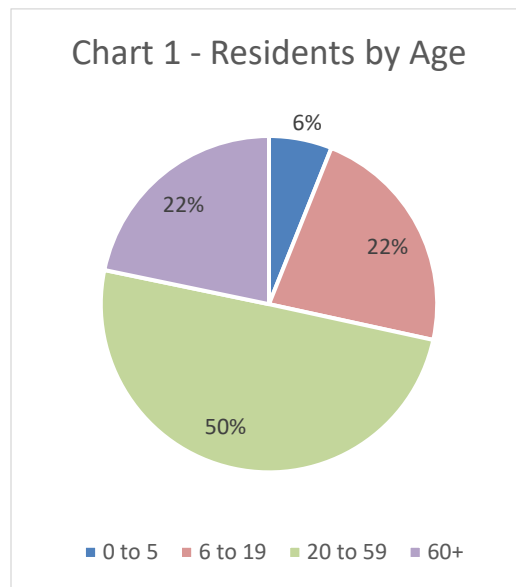


Source: Aerial (SanGIS, 2014); Zoning (SanGIS 10/2016)

2.5 DEMOGRAPHICS

The Study Area is located in Census Tract 06|061|0210. 35. To capture the Study Area and the neighborhoods immediately around it, this demographics analysis was performed on tracts 0210. 35, as well as tracts 0210. 37, 0210. 38, 0210. 40, 0210. 43, 0210. 44, and 0213.22 (Figure 4). The analysis is based on 2018 5-year projections (USCB 2018).

Within these seven tracts are an estimated 47,615 residents, 47% of whom are male and 52% of whom are female in 16,579 households. Approximately 75% (12,470) of the households are families with an average of 3.65 persons/household. The remaining quarter are single-person households, or unrelated roommates. Residents are relatively proportionately divided between adults (age 20 to 59), seniors (60 and over), youth (19 and under) (Chart 1). In this respect the seven tracts surrounding Study Area have a similar age makeup as the City as a whole. Within the vicinity of the Study Area, almost all (95%) of 5 to 19-year-olds are enrolled in school, including preschool through college. Of those enrolled, 96% (~9,700) are attending public schools (USCB 2018). As discussed in this report, because the Study Area is located between residential areas and their assigned schools, it has the potential to be an important route to school. The large senior population in the area also indicates that the Study Area offers an opportunity for daytime use by retired persons.



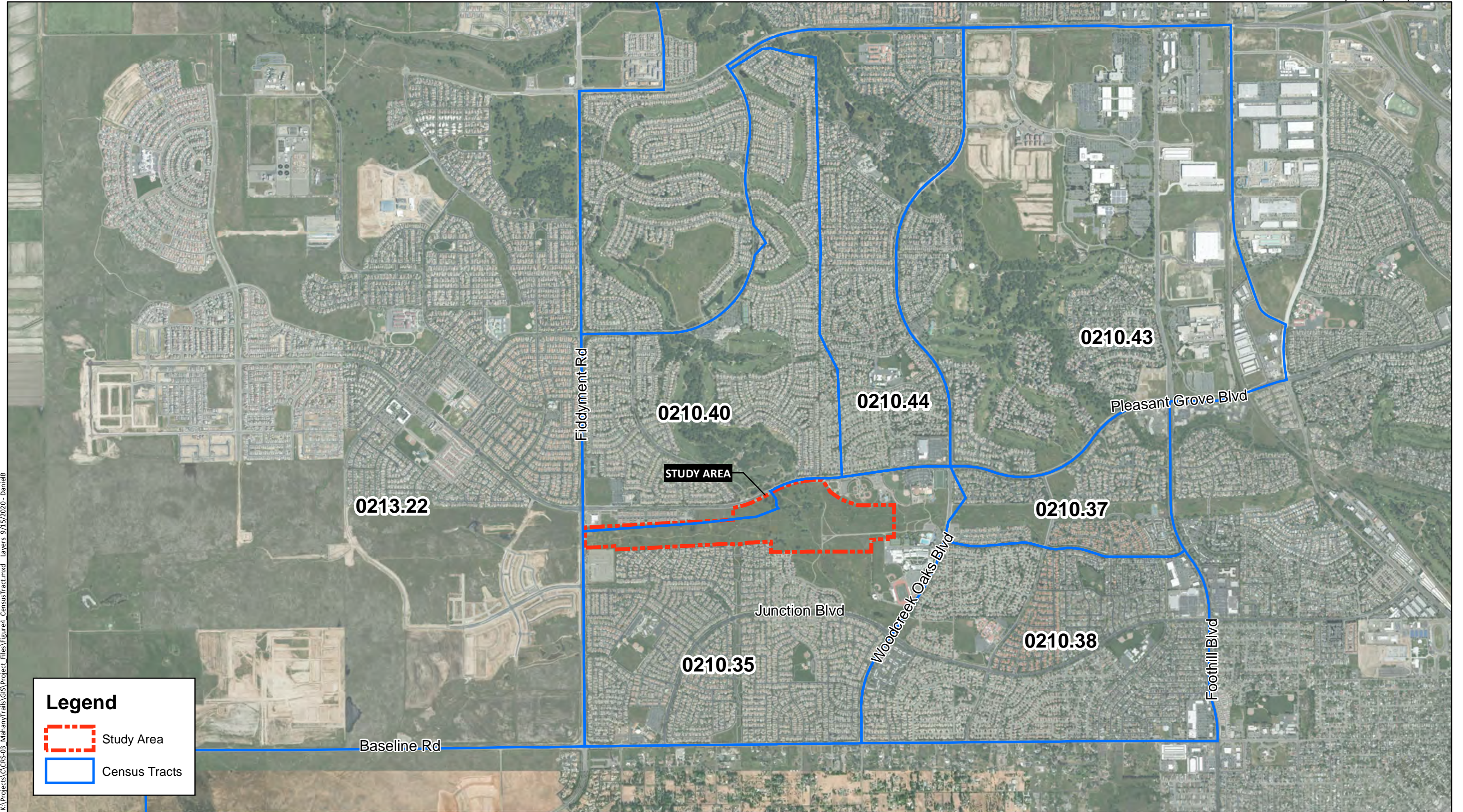
Residents primarily speak English at home. While 18% of residents speak a different language at home and 5% of residents do not speak English very well. Amongst households who do not speak English well, 21% speak Spanish, 28% speak an Indo-European language, and 50% speak an Asian-Pacific Islander language (USCB 2018). The majority of residents speak English well meaning there is an opportunity to communicate to Study Area users via using English-language only signage and programs. If signage in additional languages was an interest of the community, Asian-Pacific Islander language signs present the opportunity to reach the most residents.

California's median household income in 2018 was \$71,228 and median household income in the City of Roseville is \$84,105. Five of the seven census tracts surrounding the Study Area (0210.35, 0210.38, 0210.43, 0210.44, and 0213.22) have a median household income higher than either the state or City, ranging from \$98,167 to \$120,990. The median household income for tract 0210.37 is \$60,927 and for

tract 0210.40 is \$45,865. Since tract 0210.40's median household income is less than 80% of the state's median household income, this community is considered low-income. This tract includes residents in an age-restricted senior community, many of whom are on fixed incomes. Within these seven tracts, 4,105 residents (~9%) are reported to be below poverty level, with 925 of these residents under the age of 18. Poverty level compares family size and composition against income thresholds to determine who falls below the threshold. These thresholds are defined by the Census Bureau, with the poverty threshold for a family of four being \$25,701 in 2018 (USCB 2019). Ensuring that residents below the poverty level and low-income communities have access to and benefit from any improvements within the Study Area is important for the health and wellbeing of these more vulnerable community members.

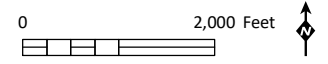
Residents 16 and older generally have access to vehicles with 82% having access to 2 or more vehicles, 16% having access to one vehicle, and 2% having access to no vehicles (USCB 2018). With this ready access to cars, it is more likely that the site will be used by youth commuting to school or for recreational purposes than as a way for residents to get to work.

Of housed residents within these six tracts, 95% have a computer and broadband internet connection at home, 3% have a computer, but no internet subscription, and 2% have no computer. Within tracts 0201.37 and 0201.40, respectively, only 83% and 84% of housed residents have access to both a computer and broadband internet connection. While the majority of local residents can access information about recreation opportunities or limitations online, additional analog outreach and communication efforts may be needed to reach all community members in the two tracts with lower internet access.



Legend

- Study Area
- Census Tracts



Source: Aerial (SanGIS, 2014); Zoning (SanGIS 10/2016)

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3.0 OPPORTUNITIES AND CONSTRAINTS

The existing natural resources, built elements, and extensive informal use of the Study Area present both design opportunities and constraints.

3.1 BIOLOGICAL RESOURCES

The Study Area includes a variety of habitats that are home for many species of wildlife and plants. The majority of the Study Area is annual grassland habitat. Natural and constructed vernal pools and seasonal wetlands occur within the annual grassland habitat. Oak woodland habitat occurs in the eastern to central portion of the Study Area and riparian woodland habitat occurs along Kaseberg Creek in the northeast portion of the Study Area. Smaller seasonal drainages cross the center of the Study Area, flowing from south to the north before joining Kaseberg Creek. The Study Area contains 259 native oak trees protected under the City of Roseville Tree Ordinance and an additional 502 non-protected trees. Special-status species are those that are legally protected under state, Federal, or local codes or that receive consideration during California Environmental Quality Act (CEQA) review. The habitats in the Study Area provide potential habitat for 24 special-status wildlife species and 9 special-status plant species, as well as many more common species. Detailed descriptions of these habitats and species are included under separate cover (HELIX 2020).

Many of the biological resources found in the Study Area are legally protected under Federal, State, or local regulations. As discussed previously in Section 2, the open space was established primarily to protect these resources, specifically the vernal pools, creeks, drainages, other wetlands, riparian habitat, and protected oak trees (Figure 5). Vernal pools are wetlands that hold water in the winter and spring. They are a unique habitat and home to many endemic species that are found only in California's Central Valley, including a number of species on the Federal and State endangered species lists. Creeks, drainages, and other wetlands are protected by both Federal and State laws regulating water quality. Riparian habitat is protected by the State of California under the Fish and Game Code. Although oak woodlands as a whole do not merit special legal protections in the City, individual oak trees with a trunk diameter of 6-inches or greater are protected by the City of Roseville Tree Ordinance. Additionally, special-status species are protected regardless of the habitat in which they are found. Before disturbing any of these protected resources, a permit and coordination with the appropriate agency may be required. Failure to obtain approvals prior to disturbance can result in fines or even jail time, depending on the severity of the impact.

The legal requirements to protect these features constrain where trails and associated amenities can be located and limit where users should be allowed access. These habitats also present an opportunity for education and passive recreation which can be fostered through interpretive signage and placement of benches and rest points to encourage observation. The trees also provide shade in an otherwise exposed area, which, based on the many user-created trails along and through the shaded areas, is desirable to users. Design recommendations to protect the sensitive biological resources are summarized in Table 1 below (HELIX 2020).

Table 1
SUMMARY OF BIOLOGICAL RESOURCE AVOIDANCE RECOMMENDATIONS

Sensitive Resource	Avoidance Measures During Design	Regulating Agency*
Habitat		
Vernal Pool Habitat	Avoid direct impacts and minimize impacts to watershed.	USACE, RWQCB
Riparian Woodland Habitat	Avoid or minimize direct impacts to habitat.	CDFW
Protected Trees	Avoid or minimize development within the tree protection zone.	City of Roseville
Jurisdictional Waters	Avoid or minimize impacts to jurisdictional waters.	USACE, RWQCB
Special Status Species		
Special-Status Plants	Avoid or minimize direct impacts to vernal pools and Kaseberg Creek.	CDFW
Burrowing Owl	Minimize impacts to annual grassland habitat.	CDFW
Swainson's Hawk	Avoid or minimize removal of mature trees from oak woodland and riparian woodland. Minimize impacts to annual grassland habitat.	CDFW
Raptor Nests and Other Nesting Birds	Avoid or minimize impacts within 50 feet of known active nests.	CDFW
Pallid Bat	Preserve dead trees or trees with hollows to the greatest extent feasible.	CDFW
Western Pond Turtle	Avoid or minimize impacts to Kaseberg Creek and within 500 feet of Kaseberg Creek.	CDFW
Western Spadefoot Toad	Avoid direct impacts to and minimize impacts within 800 feet of vernal pools and seasonal wetlands.	CDFW
Vernal Pool Invertebrate	Avoid direct impacts to vernal pools. Minimize impacts to vernal pool watersheds or construction within 250 feet of pools.	CDFW, USFWS
Valley Elderberry Longhorn Beetle	Maintain minimum 20-foot setback from riparian areas that could not be surveyed.	CDFW, USFWS
Andrenid Bee	Minimize impacts to annual grassland habitat.	CDFW

*CDFW – California Department of Fish and Wildlife

RWQCB – Regional Water Quality Control Board

USACE – U.S. Army Corps of Engineers

USFWS – U.S. Fish and Wildlife Service



Legend

- Vernal Pool/Seasonal Wetland
- Drainage/Stream
- Protected Tree
- Transmission Tower
- Limit of Study Area

PLEASANT GROVE BOULEVARD

FIDDIMENT ROAD

MATCHLINE, SEE FIGURE 5B

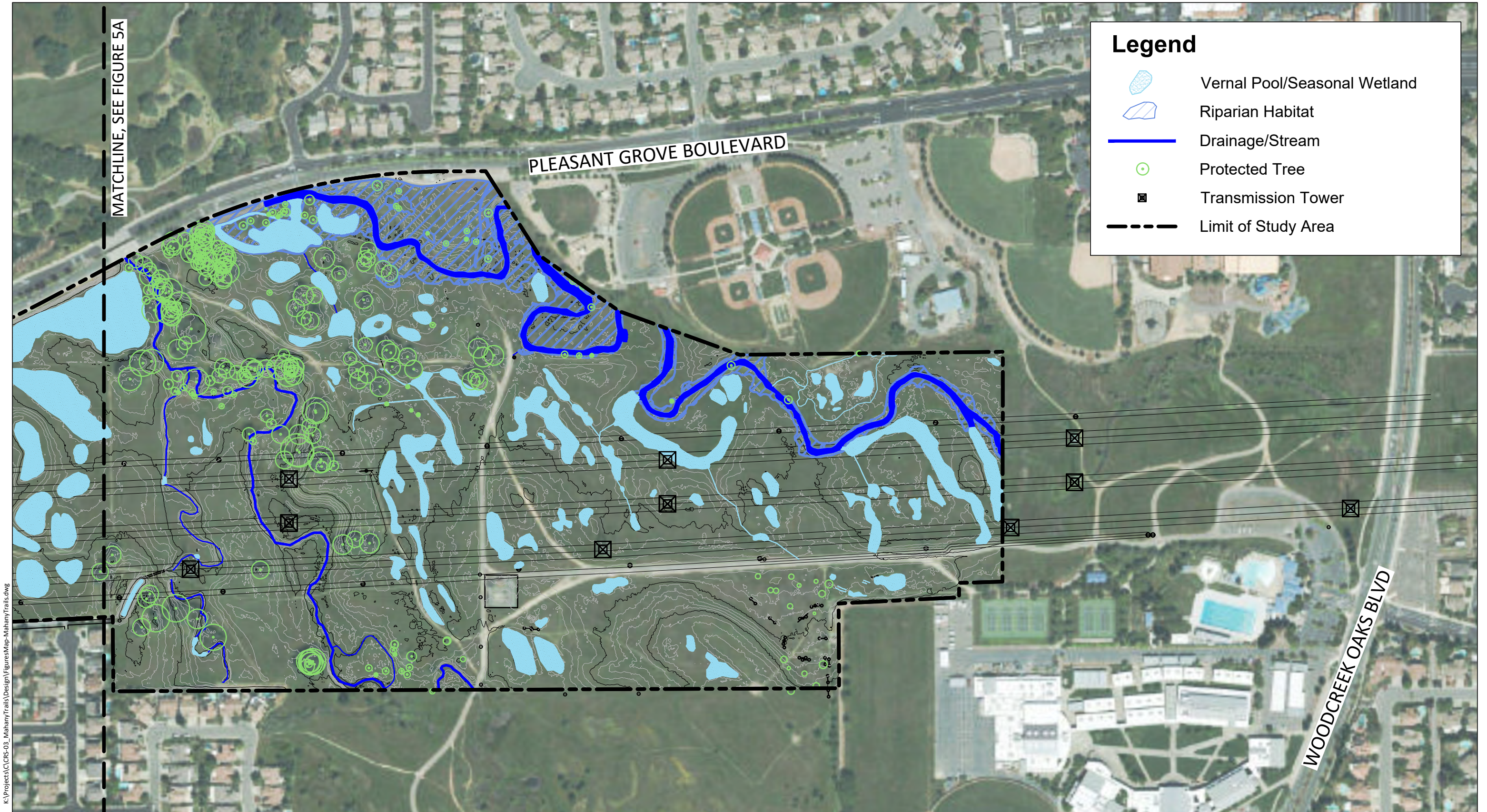
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Source: Aerial (Microsoft, Maxar 9/15/2020).









Biological Constraints

Figure 5A



Legend

-  Vernal Pool/Seasonal Wetland
-  Riparian Habitat
-  Drainage/Stream
-  Protected Tree
-  Transmission Tower
-  Limit of Study Area

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Source: Aerial (Microsoft, Maxar 9/15/2020).

3.2 TOPOGRAPHY AND FLOODPLAIN

The general topography of Study Area consists of rolling and moderately sloped areas, with elevations that range from approximately 116 to 137 feet (35 to 41 meters) above mean sea level (MSL). Variations in the terrain offer just enough rise to allow for views across much of the Study Area. The rolling topography results in multiple high points in the Study Area, some immediately adjacent to Fiddymment Road and others approximately 750' east of Fiddymment Road, shortly before the first set of transmission towers. From here, the land slopes down in terraces to the seasonal drainages or streams that flow from north to south through the center of the Study Area. The eastern half of the Study Area slopes gently down to these seasonal drainages or directly to Kaseberg Creek, which cuts across the northeast corner of the Study Area. Steep slopes, particularly along the north boundary of the site where the grade comes up to meet Pleasant Grove Boulevard, limit access. The far western complex of vernal pools flows towards Fiddymment Road. There are no culverts under Fiddymment Road, so water collects behind the existing sidewalk. Although an area of 100-year floodplain was mapped along Kaseberg Creek and one of the seasonal streams in the General Plan (City of Roseville 2016), the entire Study Area is outside of the 100-year floodplain according to the most recent Federal mapping (FEMA 2018). While this means that proposed improvements are not subject to approval by outside flood control agencies, care should still be taken to avoid designs that might negatively impact the capacity of the creeks and drainages in the Study Area.

3.3 CULTURAL RESOURCES

Archaeological surveys of the Study Area were conducted approximately 40 years ago as part of the development of the surrounding area. One historic site and several prehistoric and historic isolated artifacts were identified within the general vicinity, but none of the artifacts were recommended as potentially unique resources and important cultural resources are not known to occur in the Study Area (Maniery and Maniery 1986). However, since cultural records are constantly being updated, a new cultural records search and archaeological survey should be conducted prior to construction. Additionally, consultation with local tribes should be conducted in accordance with AB 52 or current guidelines.

3.4 USE AND TRAFFIC PATTERNS

In addition to mapping the informal paths, traffic patterns in the Study Area were observed during two formal trail use counts. During each trail use count period observations were made from two locations: at the west end of the Study Area next to Fiddymment Road and at the existing lift station at the eastern end of the Study Area (Figure 6). Trail use was observed on Tuesday, June 2 from 5:00 to 7:00 p.m. and Saturday, June 6 from 7:30 to 9:30 a.m. A total of 84 people were observed using the trails in the Study Area on Tuesday evening and 99 people were observed on Saturday morning. Overall, there was a relatively even mix of pedestrians and bicyclists observed, although 80% of the users were pedestrians on Saturday morning. A total of 15% of pedestrians were accompanied by dogs on Tuesday evening and 30% of pedestrians were accompanied by dogs on Saturday morning. The full results of the trail use counts are included in Appendix C.




An online survey was conducted between Tuesday, May 26, 2020 and Friday, June 12, 2020 to gather information on how people currently access and use the Study Area, what improvements they wish to see, and what concerns they have about creating paved trails. 1,306 people responded to the survey. The access points most frequently used currently are the existing gravel access road on the east and the

west dirt path at Fiddymment Road. Other access points used by more than 15% of respondents include Mahany Park's parking lot, Silverado Oaks Urban Reserve on the south, Pleasant Grove Boulevard underpass, and Pleasant Grove Boulevard by Bear Dog Park. The most desired access points are the existing access road on the east, the outlet at Fiddymment Road, and Bear Dog Park. Other popular access points, desired by more than 15% of respondents, include Mahany Park, the Roseville Aquatics Complex, Woodcreek High School, Silverado Oaks Urban Reserve, the greenbelt bike path at Roadrunner Court, at the end of Bottlebrush Circle, at the intersection of Sun City Boulevard and Pleasant Grove Boulevard, and at the Pleasant Grove Boulevard underpass (Figure 6). The online survey results are included in Appendix D.

A preliminary traffic study was prepared examining turning movements and collisions at major intersections surrounding the Study Area. This study categorizes Pleasant Grove Boulevard and Fiddymment Road as 4+ lane roads with raised medians, speed limits of 45 and 50 miles per hour (MPH) respectively, and vehicle average daily traffic exceeds 15,000. Woodcreek Oaks Boulevard is categorized as 4+ lanes with a raised median and a speed limit of 40 MPH and vehicle average daily traffic between 9,000 and 15,000. The study recommends if at-grade crossings across any of these roads are considered, they include high-visibility crosswalk markings, adequate nighttime lighting levels, crossing warning signs, Advance Yield Here To (Stop Here For) Pedestrians sign and yield (Stop) line, and Pedestrian Hybrid Beacon (PHB) or pedestrian signals. A pedestrian over crossing or tunnel may be an appropriate solution depending on the future connections and development of the trail network. Three collisions involving a pedestrian or bicycle were identified between 2015 and 2019, one near the Fiddymment Road – Westhills Drive intersection, and two near the Pleasant Grove Boulevard – Woodcreek Oaks Boulevard intersection. Since the accident at Fiddymment Road – Westhills Drive, the intersection has been signalized. Vehicle collisions from 2015 to 2019 are more broadly analyzed, showing the most frequently reported factor in collisions was unsafe speed on study roadways and the most frequently reported collision types were rear-end and broadside collisions (Fehr and Peers 2020).

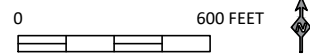
Based on the results of these studies, most people are traversing the site from Fiddymment Road in the east to Mahany Park in the west and from the end of the existing paved multi-use trail in the south to the Pleasant Grove Boulevard undercrossing (Figure 6). There is high demand for access from Mahany Park, indicating that the Study Area may be providing a City or regional amenity with many users driving to the site from elsewhere to use the existing paths, rather than accessing it strictly from local neighborhoods. Also of note, is the strong preference in the online survey for access near Bear Dog Park, which is reflected in the significant number of dogs observed during the trail use counts.

Legend

- Dirt Path - width varies from 1'-8'
- Paved Multi-Use Trail
- Maintenance Access Road
- Proposed Multi-Use Trail
- Limit of Study Area
-  Trail Use Count Location
-  Most Used Current Access Point
-  Most Desired Future Access Point



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Source: Aerial (Microsoft, Maxar 9/15/2020).

3.5 POINTS OF INTEREST

Points of interest, locations within the Study Area with good views or that provide unique educational opportunities, are shown on Figure 7. The viewshed within the Study Area is broad, with relatively flat topography allowing views in most directions until built structures such as fences, walls, and houses or other buildings obstruct the sightline. Present within almost any view in the open space are the electrical towers, poles, and power lines that run the length of the site. In addition to their visual presence the high-voltage transmission lines (owned by SMUD and WAPA) emit a low humming/buzzing sound which is audible when walking the Open Space. The views onsite also include broad expanses of vernal pools surrounded by annual grassland to the west and woodland through the center and to the north. To the east more grassland and vernal pools are visible as well at Mahany Park and the perimeter of Woodcreek High School. The clear views of the vernal pools and woodlands create educational opportunities.

The Study Area provides opportunities for both passive and active education about a myriad of topics. The presence of many natural resources can inspire education about the species and habitats found in the Study Area or the importance of environmental stewardship. The many utility features in the Study Area and proximity to the Utility Exploration Center create an opportunity to incorporate utility-related interpretive signage along the propose Bike Trail to encourage users to think about how their actions at home influence their City. Passive education may take the form of interpretive signs, digital or paper nature trails, or similar activities that can be used at will by visitors to the Study Area. Some active education is already underway in the form of tours for local elementary schools by the Woodcreek High Nature Area class (Appendix A). Additional tours for the general public or clean-up days are examples of active education activities.

3.6 CONSTRUCTED FEATURES

There are many constructed improvements in the Study Area, both formal and informal. Formal improvements include a paved multi-use trail connecting to Silverado Oaks Urban Preserve to the south; gravel maintenance access road connecting the sewer lift station to Mahany Park to the east; perimeter post and cable fence, gates, retaining walls, and soundwalls; utilities; and preserve signs. Informal improvements consist of user-created paths, bike jumps, fairy gardens, and makeshift bridges, typically of plywood, scrap lumber, or branches. Historically, the City has removed informal bridges due to safety concerns and because they were not approved by regulatory agencies through the proper permit processes. Interventions show areas where users have intervened in the landscape for example by repairing an informal path or digging a hole. Conflicts highlight locations where user needs are in direct conflict with the site, for example where informal paths cross fences or creeks. Constructed features are shown on Figure 6 and photographs of representative features are shown in Appendix B.

3.6.1 Informal Paths

The Study Area has many informal paths crossing the site (Figure 7). These paths range from 1-foot wide tracks where the foliage is flattened or sparse to well-defined bare dirt paths up to 8-feet wide. One of the two largest paths run east to west across the site beginning on the west side at Fiddymont and merging into the gravel maintenance access road on the east side. The other large path runs northwest to southeast from the Pleasant Grove Boulevard underpass to the existing bike path just north of the bridge. Smaller paths cut in from the cul-de-sacs of the surrounding neighborhoods, connecting to the main east-west path. There are also smaller paths connecting Mahany Park and Bear Dog Park and a few

other meandering paths, primarily in the north-central portion of the site. These paths cross the creeks in multiple locations. At these locations there are signs that users have been frequently crossing the creek including muddy bicycle tracks and footprints, debris such as plywood, sticks, and rocks to create stepping stones or temporary bridges, and signs of informal bridges which have been removed. These paths are both directly and indirectly impacting the sensitive biological resources, although they are generally routed away from vernal pools and the creek. While these paths are useful to the design process because they clearly show how users wish to access the site, they are in conflict with the City's goals and environmental regulations to protect natural resources.

3.6.2 Connections to Existing Trails

There are four existing paved multi-use trails that enter the Study Area and connect it to the larger City-wide trail system. Just east of the Roadrunner Court cul-de-sac, a paved multi-use trail ends at the southern boundary of the Study Area. Paved multi-use trails in Mahany Park on east boundary of the Study Area end in a gravel maintenance access road leading to the existing sewer lift station. The third multi-use trail extends from Silverado Oaks Urban Preserve in the south, runs north past the sewer lift station, and ends south of Kaseberg Creek. An undercrossing on the northern boundary where Kaseberg Creek flows under Pleasant Grove Boulevard connects the existing bike trails to the north with the Study Area. All of these terminated trails continue with user-created paths, indicating a desire to have them connect to each other, the larger site, and other destinations. Connecting to these existing trails provides an opportunity for greater connectivity.

3.6.3 Utilities

Extensive overhead and underground utilities run through the Study Area (Figure 8). The City of Roseville Electric Utility Department (Roseville Electric) has two sets of power lines on wood poles within easements within Mahany Open Space. Sacramento Municipal Utility District (SMUD) has one set of high voltage transmission lines on transmission towers within an easement within Mahany Open Space. Western Area Power Administration (WAPA) has two sets of high-voltage transmission lines, each on their own set of transmission towers within an easement within Mahany Open Space. A sewer trunk line crosses the eastern half of the site from north to south. A sewer lift station is associated with a sewer force main which extends east from the sewer lift station under the gravel maintenance access road.

Legend

- Interpretive Sign Base
 - ☒ Transmission Tower
 - Utility Pole
 - - - Dirt Path - Width Varies from 1'-8'
 - Paved Multi-Use Trail
 - Proposed Multi-Use Trail
 - - - Retaining Wall
 - - - Limit of Study Area
 - ★ Point of Interest - Locations with Good Views or Educational Opportunities
 - Intervention - Areas where Users Have Intervened in the Landscape
 - ✿ Conflict - Locations Where User Desires are in Direct Conflict with the Site
- * See Appendix B for Photo and Description of Each Numbered Point

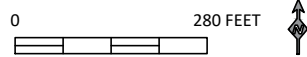


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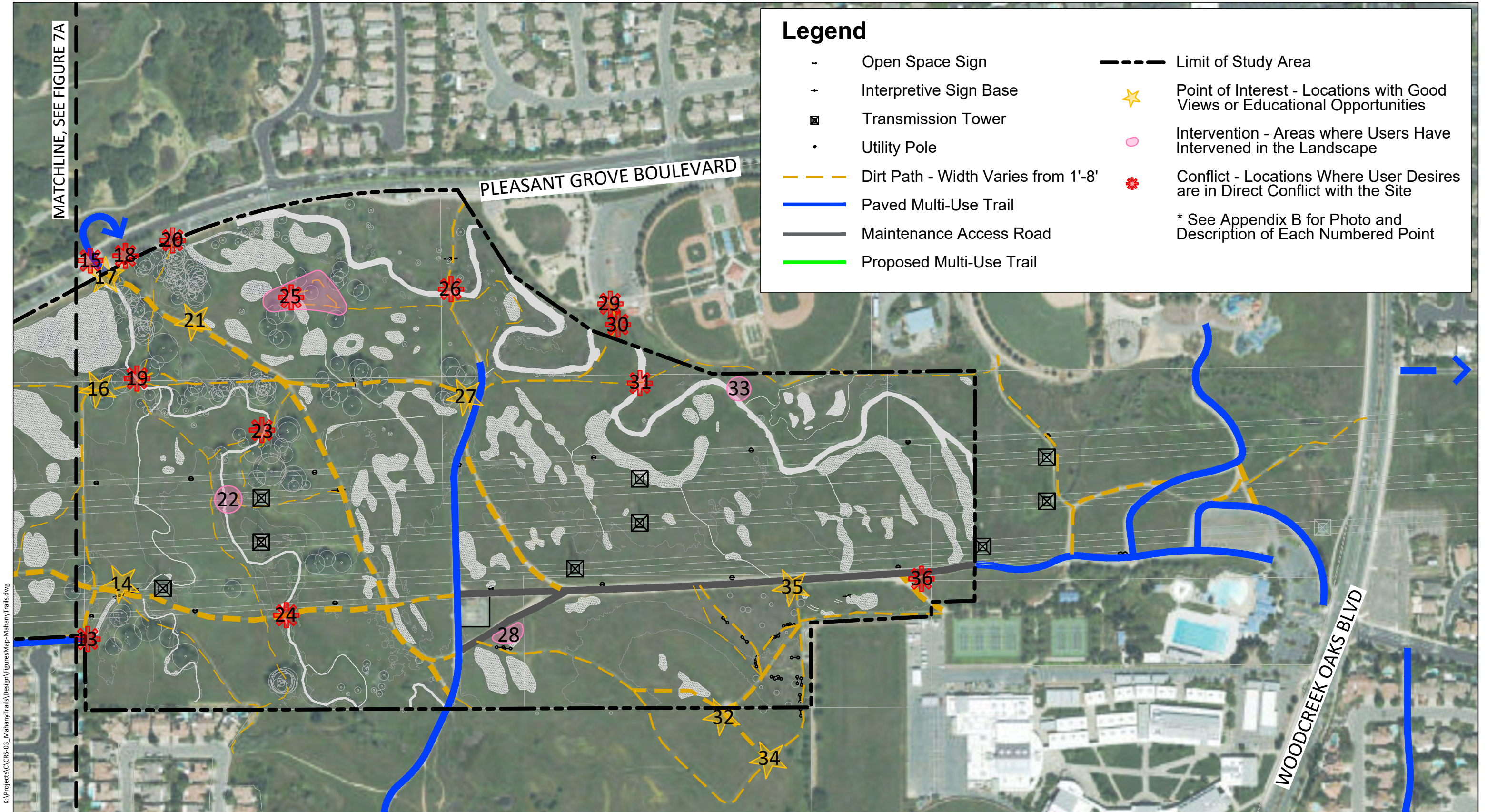
FIDDYMENT ROAD

PLEASANT GROVE BOULEVARD

MATCHLINE, SEE FIGURE 7B



Source: Aerial (Microsoft, Maxar 9/15/2020).



Legend

- Open Space Sign
 - Interpretive Sign Base
 - Transmission Tower
 - Utility Pole
 - Dirt Path - Width Varies from 1'-8'
 - Paved Multi-Use Trail
 - Maintenance Access Road
 - Proposed Multi-Use Trail
 - Limit of Study Area
 - ★ Point of Interest - Locations with Good Views or Educational Opportunities
 - Intervention - Areas where Users Have Intervened in the Landscape
 - ✱ Conflict - Locations Where User Desires are in Direct Conflict with the Site
- * See Appendix B for Photo and Description of Each Numbered Point

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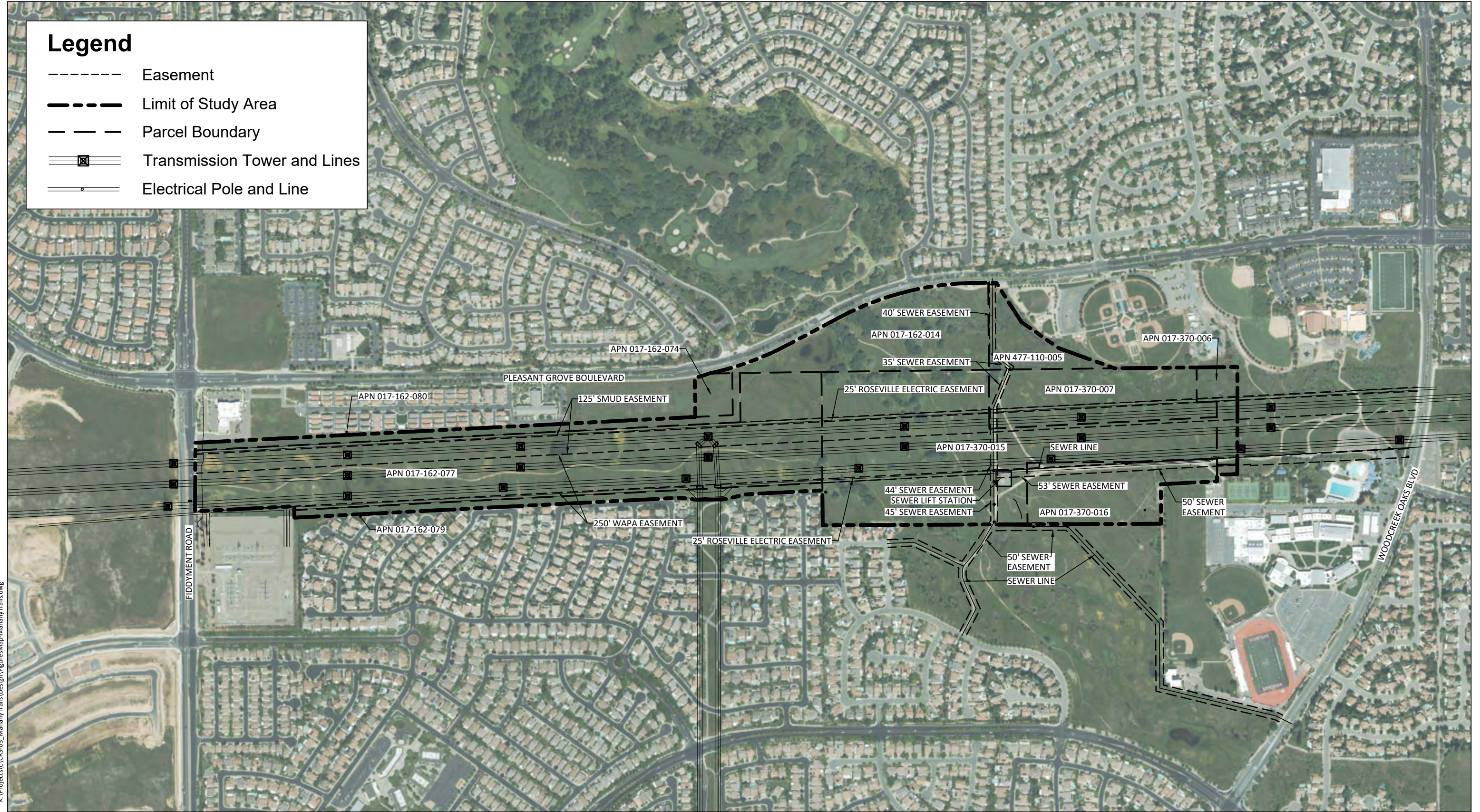
Source: Aerial (Microsoft, Maxar 9/15/2020).

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Opportunities and Constraints

Figure 7B



Legend

- Easement
- Limit of Study Area
- Parcel Boundary
- Transmission Tower and Lines
- Electrical Pole and Line

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Source: Aerial (Microsoft, Maxar 9/15/2020).



Utilities and Easements

Figure 8

4.0 TRAIL DESIGN GUIDELINES

A number of documents provide guidelines for trail design and development in the City of Roseville. Additionally, the Study Area includes Open Space Preserves established to protect sensitive natural resources and which are therefore subject to additional restrictions, as well as extensive utility infrastructure. Applicable design guidelines are discussed in the sections below and summarized in Table 2.

4.1 OPEN SPACE PRESERVE OVERARCHING MANAGEMENT PLAN

As discussed in Section 2, the OSPOMP provides guidelines for restoration of various habitats. These guidelines should be integrated into the final project to restore areas impacted by informal dirt trails, user interventions, and other disturbances to the open space preserve. Applicable restoration measures in the OSOMP include:

- The restoration of grassy upland areas includes seeding, temporary erosion control measures, and invasive plant removal. These guidelines apply to damaged areas of grassland habitat.
- The restoration of accidental fill of wetlands of the U.S. includes notifying the USACE and USFWS, removal of fill, minor regrading, and revegetation. These guidelines may apply where dirt paths cross or veer into wetlands.
- The restoration of fencing and signage includes fixing, upgrading, or replacing the section of fencing or the sign which was damaged to its original specifications. These guidelines apply to damaged or graffitied signs or fences.
- The restoration of erosion can include minor grading and reseeding with native seeds to stabilize exposed soil, use of straw wattles, or the installation of turf reinforcement mat/erosion control blanketing, or other erosion control methods approved by the city engineer in consultation with the open space manager. These guidelines apply to areas eroded by repeated pedestrian or bicycle use.
- The restoration of undesignated trails includes adding signage, repairing fencing, ripping soil and spreading native seed mix, and distributing flyers to residents near the Open Space. These guidelines apply to the dirt paths throughout the Study Area.
- The restoration of un-permitted bike jumps/trails includes dismantling jumps in upland areas using shovel or small equipment. No loose soil is to be put in the wetlands unless the soil was removed from the wetlands resulting in a hole. If the construction of bike jumps impacted the wetlands, the Open Space manager will notify the USACE and USFWS. These guidelines apply wherever there are un-permitted bike jumps.
- The restoration of landscaping or gardens includes notifying the party responsible, requesting corrective action, and then requiring payment if the City has to correct the problem. This protocol would apply to the fairy garden established near the sewer lift station.

Additional design requirements in the OSPOMP include:

- Where fencing along roadway and bike trails is required by an Agency permit, fencing will be post and cable, four-foot black vinyl covered chain link, four-foot tubular steel, guard rail, or concrete rail fencing.
- Bollards are to be placed in locations where trails enter the Open Space to prevent unauthorized vehicle access. Gates are currently installed to allow access for maintenance crews, emergency vehicles, and/or monitoring staff.
- The City may install additional open space preserve signs as needed. The City may also install interpretive signs near the various native communities which education the public about native communities, their conservation, common species, and which encourage respect. Included in the appendix of the OSPOMP are guidelines for the design open space preserve and interpretive signs and sign examples.

4.2 CITY OF ROSEVILLE DESIGN AND CONSTRUCTION STANDARDS

The City of Roseville Design and Construction Standards (City Standards) are requirements for the design and construction of civil improvement projects within the City of Roseville. Section 13 – Bikeways provide standards to ensure that transportation and recreational bikeways are constructed in a manner that provide a safe and comfortable use by both bicycles and pedestrians. These standards are illustrated in standard details BK-1 through BK-5. Bikeways must be designed to meet the following requirements:

- The minimum paved width for a two-way bike path shall be 10 feet and have a minimum of 2-foot wide graded shoulders adjacent to the pavement.
- If the bike path is located adjacent to a creek, ditch, or downslope greater than 3:1, a minimum shoulder width of 5 feet from edge of pavement to top of slope is required.
- One shoulder shall consist of Class 2 Aggregate Base and the other shall consist of decomposed granite. Where profile grades are 4% or more, the decomposed granite may be stabilized with lime/fly ash or cement treatment or be replaced with Class 2 Aggregate Base.
- A minimum of 3 feet of horizontal clearance to obstructions, including post and cable fencing shall be provided adjacent to pavement where downgrades are less than 4% and a minimum of 5 feet from the edge of pavement where downgrades exceed 4%.
- Maximum recommended grade is 5% but can be 5-6% for up to 800 feet, 7% for up to 400 feet, or 8% for up to 200 feet and signed appropriately as required.
- The vertical clearance required is a minimum of 12 feet when Fire Department access is required, otherwise 9 feet.
- When a bike path is to be located in the City's Floodplain, the path shall be designed to be no more than one foot below the 10-year storm event water surface elevation. The minimum

elevation of the bike path constructed in a floodplain shall coincide with the 2-year water surface elevation.

- Bike bridges shall conform to requirements for pedestrian and bicycle bridges within Caltrans Bridge Design Specifications. Bridge shall have minimum width of 12 feet where Fire Department access is required, or 10 feet where it is not.
- Pavement markings shall be per Caltrans Standard Section 84-3 and California MUTCD Section 9C. 03 and signs per Section 9B. 01.
- Guide signs to roadways, and other points of interest shall be provided at trail junctions and as determined by City Engineer.
- Entry points to bike paths shall be designed to prevent unauthorized vehicle entry, which may include signage (City of Roseville 2020a).

4.3 UTILITIES

As discussed in Section 3 and shown on Figure 7, a number of utility easements cross the Study Area and the entire western half of the Study Area largely occurs within utility easements. While some design guidelines for the various utilities apply only to the areas within their easements, shared improvements, such as gates and access roads should be designed to meet the most stringent requirements.

4.3.1 Roseville Electric

Roseville Electric reviews plans as part of the City's standard process for electronic plan review (Roseville Electric 2020a). Relevant Roseville Electric design requirements include:

- No grading within 10 feet of electrical poles without notification (Roseville Electric 2020a).
- Maintenance roads must be minimum three-inch-thick asphalt over eight-inch-thick aggregate base (Roseville Electric 2020b).

4.3.2 SMUD

SMUD's Guide for Transmission Encroachment considers 'passive recreational parks', including trails, as acceptable secondary uses within transmission easements so long as they do not impact SMUD's ability to enjoy its full rights within its easements (SMUD 2013). SMUD requires an application and improvement plans be submitted to their Land Specialist within their Real Estate Services Department for internal review and approval (SMUD 2020). Relevant SMUD specific design requirements include:

- No excavation within 10 feet of any structure shall be allowed (SMUD 2008).
- Grading must maintain safe clearances (15' for wood pole or anchor, 25' for steel lattice tower and steel pole) and any fill shall be compacted to 90% maximum dry density (SMUD 2013).

- Joint use of public facilities is not allowed, and existing access road may not be impacted by installation of a trail. Access roads must be provided if current access road is impacted (SMUD 2013).
- Where a fence or wall restricts access to a SMUD right of way, gates are required. Gates must have a minimum of 15' opening and be provisioned for a SMUD standard lock (SMUD 2013).
- Any metal structures within the right of way are to be properly grounded (SMUD 2008).
- Any vertical structure shall not exceed 15 feet in height (SMUD 2013).
- Construction activities within 25 feet of transmission towers will require the presence of a SMUD inspector onsite prior to the beginning of any work in that area (SMUD 2013).

4.3.3 WAPA

WAPA requires all improvement plans be submitted to their Reality Specialist for internal review and approval (WAPA 2020a). Relevant WAPA specific design requirements include:

- Thirty feet of unobstructed access is required around towers. If trails do not restrict maintenance equipment access, they may be allowed within 30 feet of the transmission line structure, particularly if they double as a maintenance road (WAPA 2020a).
- No ground elevation changes are allowed within 20 feet of a transmission line structure. (WAPA 2020b).
- A 14-foot wide gate is required on any fence which restricts access to their equipment. (WAPA 2020b).

4.3.4 Sewer

The City of Roseville operates and maintains the sewer system. Sewer reviews plans as part of the City's standard process for electronic plan review (City of Roseville 2020d). Although the existing sewer trunk line and lift station are not located in a separate easement, the City of Roseville Design and Construction Standards provide the following guidance for development around sewer lines:

- Easement width must be minimum of 15 feet centered on sewer line and their minimum width must be equal to the trench width plus two additional feet for every one foot of depth of pipe.
- No trees or permanent structures are allowed within easement.
- A minimum 12-inch clearance from top of pipe to any other utility or improvement.
- Load on pipe must not exceed that allowed by pipe rigidity, as determined by Marston's formula (City of Roseville 2020a).
- The sewer force main and lift station may be utilized for future wastewater and recycled water projects, so access for construction and operation and maintenance vehicles and personnel to these sites must be maintained.

- In order to accommodate future projects within the sewer lift station, a staging area of approximately 10,000 square feet adjacent to the sewer lift station will be required. Construction of a multi-use trail must not interfere with this staging area (City of Roseville 2020c).
- Where existing sewer force main runs under the gravel maintenance access road, any future paving must not damage the sewer force main.
- Any new paving along the gravel maintenance access road must be able to withstand access by a vector truck (a large, 3 axeled, vacuum tractor truck). A standard City bike lane is an adequate width (City of Roseville 2020d).

Table 2
SUMMARY OF DESIGN GUIDELINES

Source	General Trail Design	Trail Width	Fencing and Trail Access	Gates	Setbacks	Signage and Educational Opportunities	Approval Requirements
Open Space Preserve Overarching Management Plan (OSPOMP) 2011	Paved bike trails to have adequate width, grade, visual clearance, and surface materials to provide safe passage for anticipated users of all abilities. Within Open Space Preserve, reclaim social trails and eliminate access to entry points. Within General Open Space, reclaim social trails only if the Open Space Manager determines they are negatively impacting Preserve resources.		Install fencing adjacent to trails and overlook points. Fencing will be post and cable, four-foot black vinyl covered chain link, four-foot tubular steel, guard rail, or concrete rail fencing. Bollards are placed in locations where trails enter into the Open Space to prevent unauthorized vehicle access.	Gates are currently installed to allow access for maintenance crews, emergency vehicles, and/or monitoring staff.	Avoid trails through sensitive habitats such as vernal pool grassland.	Install additional open space preserve signs as needed. The City may also install interpretive signs near the various native communities which education the public about native communities, their conservation, common species, and which encourage respect. Discourage Vandalism and other unwanted activities by taking a comprehensive approach to enforcement that includes signage, patrols, and a telephone hotline for reporting violations. Install consistent Open Space signage that is constructed out of materials that are not easy to damage. Educate residents regarding City leash laws. Encourage safe and appropriate use of the City's Open Space by schools conducting environmental education. (Sample open space and interpretative signage provided in OSPOMP.)	Existing trails were either permitted and installed as part of the development requiring an Open Space Preserve or were permitted separately as their own project within the General Open Space. When plans are developed, the Project Proponent will coordinate with the appropriate State and Federal Agencies from approval of all required permits including Section 7 or 10 consultation with the USFWS.
City of Roseville Bicycle Master Plan 2008	Estimated 0.77 miles of trail in Project Area at cost of \$1.3 million a mile.					Recommend installation of bike parking, mile markers and destination guide signs, and trail maps at trailheads.	
City of Roseville Design/Construction Standards	Trail shall be minimum 2" asphalt over 4" aggregate base. Base must be greater if vehicular or emergency access is required. One shoulder shall be decomposed granite paving and the other should be Class 2 aggregate base. Sections over 4% can have Class 2 aggregate base on both sides or decomposed granite paving may be stabilized with lime/fly ash or cement treatment. Design speed for 20 mph. If downgrade exceeds 4%, minimum design speed shall be 30 mph. Maximum grade recommended is 5% and 2% cross slope.	Minimum width to be 10' for two-way trail and 5' for one-way. Trail shall have a 2' shoulder on both sides of pavement. Clear width on structures between railings shall not be less than 12'. When fire access is required, 12' clear width required.	Post and cable fencing to be a minimum 3' clearance from adjacent pavement. Design trail access to prevent unauthorized vehicular entry.	Access points with a width of 20' shall be placed at intervals of 750' and cable must be coated with yellow to designate access and padlock provided on both ends	Minimum 3' clearance to permanent obstructions where downgrades are less than 4%, 5' when over 4%. If trail is adjacent to a continuous fixed object, a 4" white edge line, 2' away from the fixed object is required. 5' minimum from top of slope if adjacent to creek, ditch, or downslope greater than 3:1.	See California Manual on Uniform Traffic Control Devices Section 9B.01. Shared-use paths shall conform to 9B-1 for Class I trails. Trail junctions shall have guide signs and as determined by City Engineer. Entrances shall have entry signs with regulatory sign prohibiting motor vehicle entry. Trail segments greater than 5% slope shall be posted with appropriate warning sign.	Bike bridges to support gross pounds but shall include maintenance vehicle traffic loading with approval of Fire Department and City Engineer. vehicular weight of less than 30,000 Letter of Map Revision may need to be submitted to FEMA for approval as determined by public works for bridges in floodplains. Bikeway improvement plans must be accepted by Development Services Engineering Division and meet requirements of Section 3 "Plan Sheet Requirements".

**Table 2 (cont.)
SUMMARY OF DESIGN GUIDELINES**

Source	General Trail Design	Trail Width	Fencing and Trail Access	Gates	Setbacks	Signage and Educational Opportunities	Approval Requirements
City of Roseville Design/Construction Standards (cont.)	Bikeway design must conform to "Guide for Development of Bicycle Facilities", Caltrans "Bikeway Planning and Design", CA Manual on Uniform Traffic Control Devices for Streets and Highways", and any relevant Specific Plan. Stopping site distances per Section 7-12 and figure 1003.1D of Caltrans Highway Design Manual. Lateral clearance and horizontal curves shall conform to 1003.1F from Caltrans.						
SMUD	SMUD's Guide for Transmission Encroachment considers features they term 'passive recreational parks' which includes trails, as acceptable secondary uses within transmission easements so as not to impact SMUD's ability to enjoy its full rights within its easements. Joint use of public facilities is not allowed, and existing access roads may not be impacted by installation of a trail. Access roads must be provided if current access road is impacted.		Metal structures within ROW must be properly grounded. Vertical structures cannot be more than 15' high.	15' gates are required where wall or fence restricts access.	No grading within 15' of wood poles and 25' from steel structures. Construction activities within 25' of structures require presence of SMUD inspector onsite prior to work beginning. No excavation within 10' of any structure.		Plans must be submitted to their land specialist within Real Estate Services department for approval.
WAPA	No maintenance road guidance provided.			14' gate needed on any proposed fence that restricts access to equipment	30' unobstructed access around towers. Trails can be within 30' buffer if they do not restrict maintenance equipment access or double as maintenance road. No ground elevation changes allowed within 20' of structures.		Need improvement plans submitted to their Reality Specialist for approval.
Roseville Electric	Maintenance roads must be minimum three-inch-thick asphalt over eight-inch-thick aggregate base.				No grading within 10' of electrical poles without notification.		Roseville Electric reviews plans as part of the City's standard process for electronic plan review.

**Table 2 (cont.)
SUMMARY OF DESIGN GUIDELINES**

Source	General Trail Design	Trail Width	Fencing and Trail Access	Gates	Setbacks	Signage and Educational Opportunities	Approval Requirements
Roseville Sewer	Where sewer line is present, the sewer easement width is a minimum 15' centered on sewer line and their minimum width must be equal to the trench width plus two additional feet for every one foot of depth of pipe. The sewer force main and lift station may be utilized for future wastewater and recycled water projects, so access for construction and operation and maintenance vehicles and personnel to these sites must be maintained. In order to accommodate future projects within the sewer lift station, a staging area of approximately 10,000 square feet adjacent to the sewer lift station will be required. Construction of a multi-use trail must not interfere with this staging area.		Any new paving along the gravel maintenance access road must be able to withstand access by a vactor truck (a large, 3 axle, vacuum tractor truck). A standard City bike lane is an adequate width		Where existing sewer force main runs under the gravel maintenance access road, any future paving must not damage the sewer force main. Within a sewer easement: -No trees or permanent structures are allowed. - A minimum of 12" clearance required from top of pipe to any other utility or improvement. - Load on pipe must not exceed that allowed by pipe rigidity.		Sewer reviews plans as part of the City's standard process for electronic plan review.
U.S. Fish and Wildlife Service					Avoid direct impacts to vernal pools. Evaluation of Indirect impacts will be based on impact to pool microwatersheds. Development downhill/ downstream from pools will have less impact.		Section 7 or 10 consultation prior to construction. Possible Incidental Take Permit, depending on project footprint and sensitive resources.
California Department of Fish and Wildlife					Avoid direct impacts to riparian vegetation and creek channels.		Submit 1600 Permit application prior to construction. Possible Incidental Take Permit, depending on project footprint and sensitive resources.
U.S. Army Corps of Engineers					Avoid direct impacts to waters of the U.S.		No involvement unless direct impacts to jurisdictional waters of the U.S., in which case Section 404 permit is needed prior to construction.

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Appendix A

Stakeholder Interviews

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Mahany Park and Open Space Trail Feasibility Study

Stakeholder Questions

Name: Guru Niyam K.

Contact: woodcreekoaksna@gmail.com (e-mail preferred). (707) 718-5526

Date of Interview: 5/15/2020

Interviewed by: JLL

Position: Secretary for Woodcreek Oaks Neighborhood Association.

Ensure they are familiar with the project boundary (website is Roseville.ca.us/mahanytrail)

1. How do you currently use the site?

Personally enjoys going out and walking through the open space. A few years ago there was a makeshift bridge then it was removed. Ever since bridge removed haven't gone on west side of the open space. Before that used to run all the time. Now will take the kids out to enjoy the spring flowers and vernal pools (used the wrong word – vernal pool). Stays pretty close to the high school now. Really enjoy walking on the dirt trails and reading signs in the nature area.

2. Do you have any concerns about the site as it is currently?

No bridge. Not exactly a concern, but don't really like walking on the gravel path. Not a lot of shade, so need to plan accordingly.

3. Would you like to use the site differently? If so, what amenities would you like to see?

Bridge/crossing to allow use of full site.

4. If a multi-use trail was added to the site would you use it? If yes, how?

Having a bike path has real perks, but also likes dirt trail. Kids and her bike often, but not within preserve because of the dirt. Would bike on it with family if paved. Tries to avoid streets, so would be nice to have more off-street path. There is a balance between wildness of site (which she loves) and the trail, so wants to retain natural feel. Loves how there are fallen trees, wildlife at different times of year.

5. In your opinion, what are the benefits of adding a multi-use trail to the site?

More off-street bike trail is great. Used to go to dry creek to ride. 1.5 mile each way with playground at end was great there. A multi-use trail presents so much opportunity for younger kids/families. There is a ton of trail on other side of town with miner's ravine, would like more on this side.

6. Do you have concerns about adding a multi-use trail to the site?

Retain natural feel. Don't want eyesore. People love walking their dogs through there. Some trash cans and signage about picking up after dogs would be great. Maybe more trees/shade. It is nice to have dirt trails to run on too. Maybe keep dirt trails?

7. Are you aware that the site is a preserve put in place to protect the vernal pools and the endangered species they contain?

Did notice behind the high school the nature area had signs and explained about it. Knew that there were areas to preserve/protect right around nature area (which she was calling Silverado Oaks Preserve, but only actually referencing nature area). Didn't realize the rest of the site was a preserve.

Follow up questions, would you like to see more interpretative signage: Likes the informational signs. Gives kids a way to connect to the space and helps to let her answer questions/prompt discussion. Really likes the idea of having spread out interpretative signage so people don't take it for granted. That's what we get to enjoy about it.

8. Do you have anything you would like to add?

There is a bike trail that pops out onto Woodcreek oaks. Then you can cross Woodcreek oaks then get onto trail behind the pool which would ultimately take you into Mahany preserve. One thing that could be an issue is people coming from east and want to cross Woodcreek oaks midblock (not at crossing). Trail continues directly on other side of street, this is safety concern. Educate people to go to traffic light. There is a little bridge, keep or remove to deter people? It would be so nice to have a safe midblock crossing. Add signs?
Would love to connect to the greenbelt to the south.

Mahany Park and Open Space Trail Feasibility Study

Stakeholder Questions

Name: Kendra Grinsell

Contact: 916-624-6405

Date of Interview: 5/13/2020

Interviewed by: JLL

Position: Woodcreek High School Nature Center Coordinator and Science Teacher

Ensure they are familiar with the project boundary (website is Roseville.ca.us/mahanytrail)

1. How do you currently use the site?

Sit down shows at the two bench areas out there (30 min) then kids hike the trails (down toward bridge then up to bike trail by sub station then through oak grove then down gravel road)
Group size for tour normally 6-12 plus 4-6 parents that follow. Up to 20 people, typical 15. 2 side by side or single file.

2. Do you have any concerns about the site as it is currently?

The oak grove area will get paint ballers and pellet gun kids. Dirt bike ramps and forts. Broken branches for 'bunkers' and digging. Less common now. The trail through middle of oak grove overrun with thistle. Now go down under powerlines and have to walk further. Used to turn at oak tree line (by open space sign which leads to digging) now have to go farther west to most exposed area.

3. Would you like to use the site differently? If so, what amenities would you like to see?

Add trail through oak grove. When first started added native garden – gone now because rodents ate through drip, then drought. Repaired leak and marsh went away. Hoped for post and cabling along trail. Discussed permeant sign, but lots of vandalism of benches and signs. Kids will drink, smoke, start fires by benches. Clean every Monday. Because there are no lights, people can't see youth sitting out there. Will graffiti out there.

Follow up question: Would you like if trails were paved? Like that its dirt because it feels natural, but kids with disabilities have trouble navigating through mud.

4. If a multi-use trail was added to the site would you use it? If yes, how?

Would use if they paved gravel road. Will keep their general route regardless of what we do. Have access to only one vernal pool. Left most of the two if looking at signs from gravel road. Permission to dip/look into.

Follow up question: Do you want water access? Not for nature center program. There is another nature program that isn't realize used yet, but if it takes off, freshman do nature projects and would be helpful to have water access. Kids get access to river between bridges toward Mahany.

5. In your opinion, what are the benefits of adding a multi-use trail to the site?

More people staying on the paved trail and not wander into grass lands. Access for people with disabilities. More cyclists too.

6. Do you have concerns about adding a multi-use trail to the site?

Worried about bringing more people to the site. Big problem is dogs off leash, chasing wildlife.

7. Are you aware that the site is a preserve put in place to protect the vernal pools and the endangered species they contain?

Yes aware.

Follow up: do you feel this is commonly known? No. We try to educate other people out there. Nobody knows what a vernal pools is. Treated like free open space where you can do whatever you want. Need to be monitored more.

8. Do you have anything you would like to add?

Kendra asked if the City was looking into more educational pieces. I explained yes, looking into signage.

9. Would you be ok with us asking follow up questions? Would you like to join next weeks education conversation?

Sure and yes.

Mahany Park and Open Space Trail Feasibility Study

Stakeholder Questions

Name: Scott Corey

Contact: (916) 257-1147

Date of Interview: 5/12/2020

Interviewed by: JLL

Position: Cycling Team (club) Coach

Ensure they are familiar with the project boundary (website is Roseville.ca.us/mahanytrail)

1. How do you currently use the site?
Team currently uses area. Big event is ride-a-thon 1.25 mile course along trail and they complete multiple laps to raise money.
2. Do you have any concerns about the site as it is currently?
Not necessarily. Main thing is want to have multi-use environment. Haven't seen any misuse. The ground gets soft/muddy.
3. Would you like to use the site differently? If so, what amenities would you like to see?
Want to maintain dirt trails. Would like to be able to have training areas for team and potentially for high schools in area. Obstacles and tight turns in areas that are not heavily used. This is something that has been brought up by the league as well (short course racery). Team would be willing to maintain these trails.
4. If a multi-use trail was added to the site would you use it? If yes, how?
A paved trail would be used by team as well, because we do some training with road bikes, but it will mostly to get from the school to Fiddymont, no actual training on site.
5. In your opinion, what are the benefits of adding a multi-use trail to the site?
Would benefit the school a lot, adding additional running paths, more open for community. Roseville prides itself on paved multi use trails. Love that trails reinforce the community aspect.
6. Do you have concerns about adding a multi-use trail to the site?
Don't want to lose all the dirt trails.
Follow up question - Does gravel or DG provide same benefits as dirt?
No gravel is really hard to ride on. Hard on tires and can throw rocks up at other riders, slide out on turns. DG is better, but not as good as dirt.
7. Are you aware that the site is a preserve put in place to protect the vernal pools and the endangered species they contain?
No, only aware of electrical easements. Think interpretative signage and map of boundaries and messaging to tread lightly and learn about purpose would be useful. No one on team knows this.
8. Do you have anything you would like to add?
Glad to see work is being done. Would like to see stuff for bikers – love informal trails. Do need to watch out for creek. To help protect creek suggest a bridge. Mountain bike team is interested in helping – volunteer days (40 kids, 10-20 adults), same for cross country team. Cross country team runs there too.

Mahany Park and Open Space Trail Feasibility Study

Stakeholder Questions

Name: Gregg Bates

Contact: valleyfoothill@gmail.com; 916-773-6575

Date of Interview: 7/9/2020

Interviewed by: Meredith Branstad

Position: Dry Creek Conservancy/ Valley Foothill Watersheds Collaborative

1. How do you currently use the site?

Group does not have current projects active on site. In the past, they worked with the Roseville UEC previously for restoration and maintenance projects along Kaseberg Creek. Installed riparian planting (oaks, wild rose, monkeyflower, other riparian species) and drip irrigation lines, between Woodcreek Oaks Blvd and the existing footbridge especially on north side. Did a second project in the area behind the Mahany Park batting cages. Group installed plants and did spring and fall maintenance. The projects had some Eagle Scout involvement.

City also did restoration near Pleasant Grove Blvd crossing.

Used to do trash clean-up site relatively routinely in conjunction with City's Celebrate the Earth event. Haven't been doing it since event was cancelled. City has taken over most of maintenance of the area.

Also have done invasive species removal along the creek; Callery pears were a particular problem in the past.

2. Do you have concerns about adding a multi-use trail to the site?

The less asphalt the better to reduce runoff and water quality. Think it's a good thing to have one major asphalt path and dirt/ permeable paths for rest.

3. Do you have anything you would like to add?








Interpretive sign ideas:

- Explain the planting projects done along the creek – UEC could provide more information.
- Benefits to water quality, wildlife benefits of restoring urban streams. Holistic ecosystem of private residential landscape with urban streams.
- Don't release your pets - invasive snake in lakes downstream (Pete Balfour from ECORP studied it)/ red-eared sliders/ feral cats.
- Oak grove and wildlife (hawks, woodpeckers).
- Natural fire regime and how to manage it now in urban setting – grazing management strategy.

Opportunities to do perennial grassland restoration – but would need to protect from goat grazing.

Drainage under Woodcreek Oaks has been an erosion issue and sediment backing up creek and causing flooding. Maybe opportunities for revegetation on creek east of project site to reduce erosion.



- Legend**
-  Outdoor Classroom
 -  Vernal Pool/Seasonal Wetland
 -  Drainage/Stream
 -  Dirt Path
 -  Paved Multi-Use Trail
 -  Tour Route
 -  Limit of Study Area

PLEASANT GROVE BOULEVARD

FIDDYMENT ROAD

VERNAL POOL FOR OBSERVATION

OBSERVATION OVERLOOK

WOODCREEK HIGH SCHOOL

WOODCREEK OAKS BLVD

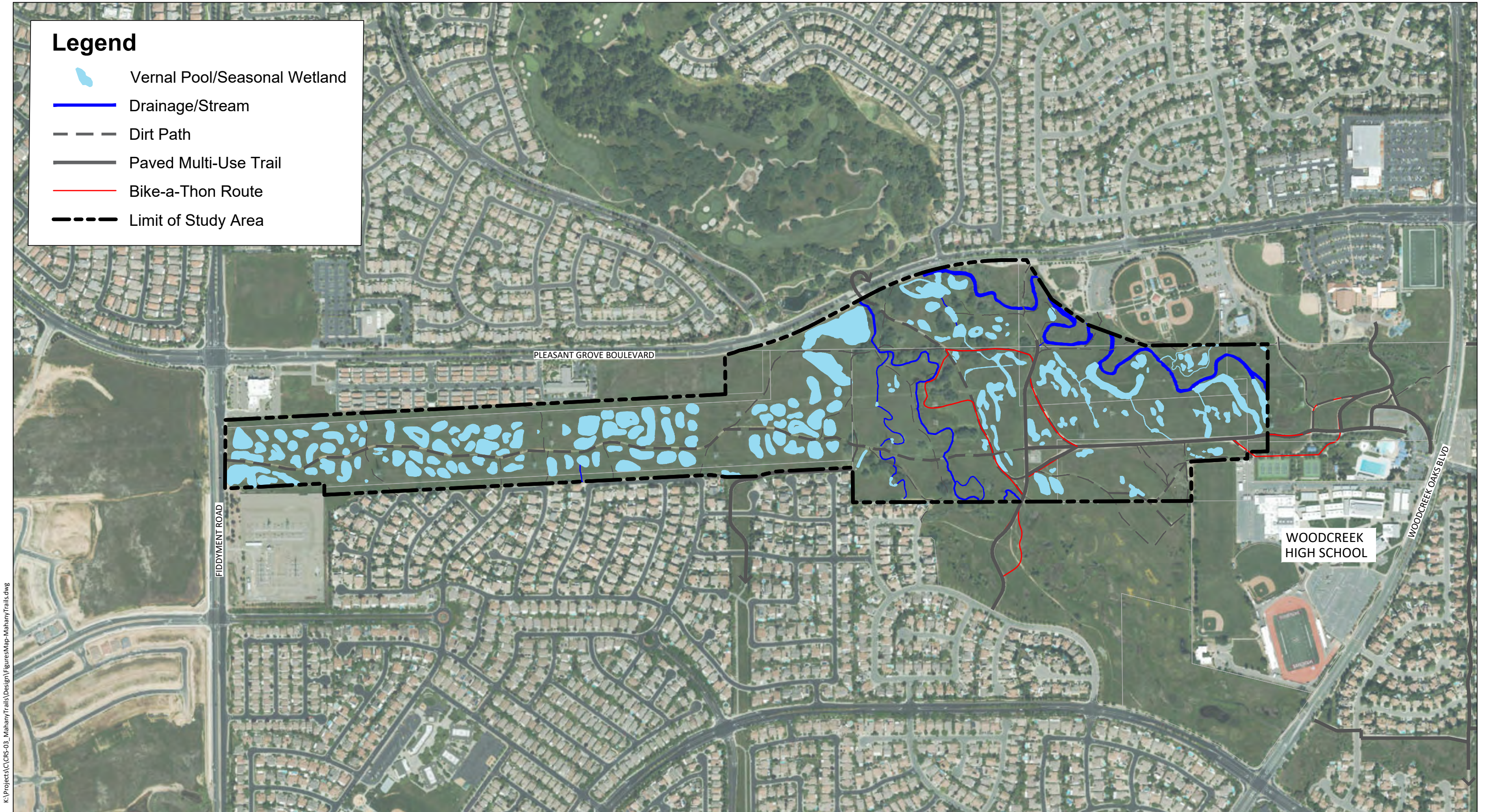
Source: Aerial (Microsoft, Maxar 9/15/2020).

0 600 FEET



Education Center Tour Group Route

Figure A-1



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Source: Aerial (Microsoft, Maxar 9/15/2020).

Appendix B





Opportunities and Constraints Table






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Within the Study Area are distinct site conditions where the natural features, formal improvements, and/or informal improvements interact. These site conditions are noted in the representative site photos table, below. Three types of points are identified:






- Points of Interest – Locations where the combination of formal and informal improvements, in conjunction with the natural features, creates a notable condition.
- Interventions - Locations where users have informally intervened in the landscape.
- Conflicts - Locations where user needs are in direct conflict with the site.







This appendix supports the discussion of constructed features in section 3.6 of this report.







Point Number	Point Type	Description	Photo
1	Point of Interest	Crossing opportunity where Mahany Open Space aligns with existing maintenance road/future bike trail on the other side of Fiddymont while avoiding electrical towers.	
2	Point of Interest	This slight rise offers views looking west of well-defined vernal pools.	
3	Intervention	Large hole in ground presents possible hazard to site users and indicates homeowner use of Preserve.	
4	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site's sensitive resources. Path entrance requires users to go around plants.	





Point Number	Point Type	Description	Photo
5	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site’s sensitive resources. Path entrance requires users to go over or around post and cable fence.	
6	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site’s sensitive resources. Path entrance requires users to go in between and around shrubs.	
7	Intervention	Evidence of attempted trail widening and repair by site users.	
8	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site’s sensitive resources. Path entrance requires users to go over or around post and cable fence.	
9	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site’s sensitive resources. Path entrance requires users to go over or around post and cable fence.	

Point Number	Point Type	Description	Photo
10	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site's sensitive resources. Path entrance requires users to go over or around post and cable fence.	
11	Conflict	Undesignated path from the adjacent neighborhood has the potential to cause disturbance to the site's sensitive resources. Path entrance requires users to go over or around post and cable fence.	
12	Point of Interest	View looking west presents opportunity to view several well-defined vernal pools.	
13	Conflict	The bike path terminates with no obvious connection for bike riders.	
14	Point of Interest	Culvert under user created trail. Could allow for formalized trail crossing.	
15	Conflict	Debris has been laid down to allow users to cross over the creek.	

Point Number	Point Type	Description	Photo
16	Point of Interest	A shaded location offers a view looking north of a large, well-defined vernal pool.	
17	Point of Interest	This location offers safe north-south passage under the road and connects to existing bike path north of Preserve.	
18	Conflict	Undesignated path from Pleasant Grove Blvd. requires users to go over or around post and cable fence and up/down steep slope. Path is causing erosion.	
19	Conflict	Signs of user-built creek crossing which has been removed.	
20	Conflict	Undesignated path from Pleasant Grove Blvd. requires users to go over or around post and cable fence and through oak woodland.	

Point Number	Point Type	Description	Photo
21	Point of Interest	Smaller well-defined vernal pool very close to path presents education opportunity.	
22	Intervention	Large recently dug hole in ground with intentional seeming square shape, vertical edges, and stepped interior. Tools and trash present indicate ongoing project.	
23	Conflict	Creek and path crossing showing signs of pedestrian and bicycle users crossing through creek in this location.	
24	Conflict	Creek and path crossing showing signs of pedestrian and bicycle users crossing through creek in this location.	
25	Intervention	Large user-constructed bike jump area located within and adjacent to several vernal pools.	
26	Conflict	Debris has been laid down to facilitate creek-crossing.	

Point Number	Point Type	Description	Photo
27	Point of Interest	Ample shade and beautiful view is provided by a grove of oak trees adjacent to existing bike path. Opportunity for oak tree education.	
28	Conflict	User-constructed bike jumps boarder the existing gravel path.	
29	Conflict	Undesignated path from Bear Dog Park requires users to go up/down steep slope. Path is causing erosion.	
30	Conflict	Debris and pallets have been laid down to facilitate creek crossing.	
31	Conflict	Debris and plywood have been laid down to facilitate creek crossing.	
32	Point of Interest	The outdoor classroom is used and maintained by Woodcreek High School for their education program	

Point Number	Point Type	Description	Photo
33	Intervention	Piles of seemingly landscape materials debris indicate unauthorized disposal of material in Open Space.	
34	Point of Interest	The outdoor classroom is used and maintained by Woodcreek High School for their education program	
35	Point of Interest	Bench located along path with views of Woodcreek High Schools education area.	
36	Conflict	User-created path cuts between parking lot and gravel maintenance access road. Tire tracks indicate it is used by vehicles, but vehicles were not observed so reasons for driving into area are not known.	

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Appendix C

Trail Use Counts

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**Mahany Park Open Space Trail Feasibility Study
Trail Use Count Data Sheet**

Date: 6/2/2020

Observer's Name: Daniel Blair

Location: Intersection of existing dirt path and Fiddymment Road at west end of Study Area

Start Time: 5:00 pm

End Time: 7:00 pm

Weather: Sunny, 95 degrees

Other Notes:

People who entered the count area and then turned to travel in another direction were counted only once in the direction of travel from which they entered the Study Area. People entering from Fiddymment Road are included in the eastbound count.

People who made a round trip during the trail count period were counted traveling in both directions.

1 person was initially traveling south on Fiddymment then turned east.

3 people were initially traveling north on Fiddymment then turned east.

4 people were initially traveling west then turned south.

2 people were initially traveling west then turned north.

1 person was traveling west then turned east, roundtrip.

People observed traveling along Fiddymment but not entering the Study Area included: 1 pedestrian going north, 6 bicyclists headed north, and 2 bicyclists headed south.

Direction of Travel: East on Path

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		1			
15-:30					
30-:45					
45-1:00		1			
1:00-1:15					
1:15-1:30		1			
1:30-1:45					
1:45-2:00	2			2	
Total	2	3		2	

Direction of Travel: West on Path

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15	1	1		1	
15-:30		1			
30-:45		1			
45-1:00					
1:00-1:15					
1:15-1:30					
1:30-1:45	3			2	
1:45-2:00					
Total	4	3		3	

**Mahany Park Open Space Trail Feasibility Study
Trail Use Count Data Sheet**

Date: 6/2/2020

Observer's Name: Carolyn Hagele

Location: Lift Station on eastern end of Study Area

Start Time: 5:00 pm

End Time: 7:00 pm

Weather: Sunny, 95 degrees

Other Notes:

People who entered the count area and then turned to travel in another direction were counted only once in the direction of travel from which they entered the Study Area.

People who made a round trip during the trail count period were counted traveling in both directions.

8 people were initially traveling north then turned east.

7 people were traveling north then turned west.

5 people were traveling south then turned west.

1 person made a roundtrip on the east-west path.

Direction of Travel East

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15	1	2		1	
15-:30					
30-:45	3	2		3	
45-1:00	3			1	
1:00-1:15		2			
1:15-1:30		1			1
1:30-1:45	2				
1:45-2:00		1			
Total	9	8		5	1

Direction of Travel: West

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		1			
15-:30		2			1
30-:45	6			1	
45-1:00	4		1 stroller		
1:00-1:15					
1:15-1:30					
1:30-1:45	2				
1:45-2:00		2			
Total	12	5	1	1	1

Direction of Travel: North

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		2			
15-:30		1			1
30-:45	3	4		3	
45-1:00	4			4	
1:00-1:15		2			1
1:15-1:30					
1:30-1:45	6			4	
1:45-2:00	2	3		2	1
Total	15	12		13	3

Direction of Travel: South

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15					
15-:30					
30-:45	5	2		5	
45-1:00					
1:00-1:15					
1:15-1:30					
1:30-1:45	3				
1:45-2:00					
Total	8	2		5	

**Mahany Park Open Space Trail Feasibility Study
Trail Use Count Data Sheet**

Date: 6/6/2020

Observer's Name: Carolyn Hagele

Location: Intersection of existing dirt path and Fiddymment Road at west end of Study Area

Start Time: 7:30 am

End Time: 9:30 am

Weather: Overcast then sunny, 55 to 60 degrees

Other Notes:

People who entered the count area and then turned to travel in another direction were counted only once in the direction of travel from which they entered the Study Area. People entering from Fiddymment Road are included in the eastbound count.

People who made a round trip during the trail count period were counted traveling in both directions.

2 people were initially traveling south on Fiddymment then turned east.

5 people were initially traveling west then turned south.

3 people were initially traveling west then turned north.

2 people were traveling west then turned east, roundtrip.

People observed traveling along Fiddymment but not entering the Study Area included: 4 pedestrians going north, 5 going south, 2 bicyclists headed north, and 3 bicyclists headed south.

Direction of Travel: West on Path

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		2			1
15-:30		2			
30-:45					
45-1:00					
1:00-1:15					
1:15-1:30		2			
1:30-1:45	4			4	
1:45-2:00					
Total	4	6		4	1

Direction of Travel: East on Path

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15					
15-:30		2			
30-:45					
45-1:00					
1:00-1:15		2			
1:15-1:30					
1:30-1:45					
1:45-2:00					
Total		4			

**Mahany Park Open Space Trail Feasibility Study
Trail Use Count Data Sheets**

Date: 6/6/2020

Observer's Name: Daniel Blair

Location: Lift Station on eastern end of Study Area

Start Time: 7:30 am

End Time: 9:30 am

Weather: Overcast/late sunny, 55-61 degrees

Other Notes:

People who entered the count area and then turned to travel in another direction were counted only once in the direction of travel from which they entered the Study Area.

People who made a round trip during the trail count period were counted traveling in both directions.

4 people were initially traveling east then turned south

2 people were initially traveling east then turned north

8 people were initially traveling west then turned south

18 people were initially traveling west then turned north

10 people were initially traveling north then turned east.

2 people were initially traveling north then turned west.

1 person was initially traveling south then turned west.

1 person made a round trip along east-west path.

Direction of Travel: East

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		2			
15-:30					
30-:45		2			1
45-1:00					
1:00-1:15					
1:15-1:30		1			
1:30-1:45		1			
1:45-2:00	2	2			
Total	2	8			1

Direction of Travel: West

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15		10			3
15-:30		8			5
30-:45		4			
45-1:00		1			
1:00-1:15	3	3			1
1:15-1:30	4	3			1
1:30-1:45		4			2
1:45-2:00		6			1
Total	7	39			13

Direction of Travel: North

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15					
15-:30		5			2
30-:45		1			1
45-1:00		4			2
1:00-1:15		3			1
1:15-1:30		3			
1:30-1:45	2	2			
1:45-2:00	1	4			3
Total	3	22			9

Direction of Travel: South

Time Block	Bike	Pedestrian	Other (Skateboard, Scooter, Stroller, etc.)	Wearing Helmet?	Dog?
00-:15					
15-:30					
30-:45					
45-1:00		1			
1:00-1:15					
1:15-1:30		1			1
1:30-1:45		1			
1:45-2:00		1			
Total		4			1

Appendix D

Survey Results

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Introduction

The City of Roseville is studying the feasibility of developing a paved multi-use trail within Mahany Park open space which will ultimately connect with existing and proposed paved trails nearby. Part of the Mahany Park open space project area is a public park, but most of the area is considered an open space preserve. Currently, when visitors walk or bike through the area, they create dirt paths that can damage the endangered plants and wildlife within the open space preserve. The study will evaluate factors such as creeks, sensitive habitats and wildlife, topography, safety, aesthetics, and land use impacts. The open space has use limitations and trail suggestions will be considered within those constraints.



Map of the Mahany Park open space study area

The City of Roseville implemented a two and a half-week online community survey for the Mahany Park Open Space Trail Project to understand how Roseville residents and Mahany Park visitors currently use informal trails, how they access these trails, what types of future amenities they would like as a part of a paved trail, and any potential concerns with creating a paved multi-use trail. The online community survey was available from Tuesday, May 26, 2020 to Friday, June 12, 2020. The project team received more than 1,300 responses from community members. Due to the recent COVID-19 health emergency, this online survey is taking place in lieu of an in-person public workshop.

Methodology

The online informational video and community survey provided participants an opportunity to learn more about the feasibility study and provide their thoughts at the early phase of the study.

The project team received 1,306 submissions from community members. A full list of the comments submitted is available in the Appendix.

The online survey consisted of eleven (11) questions on:

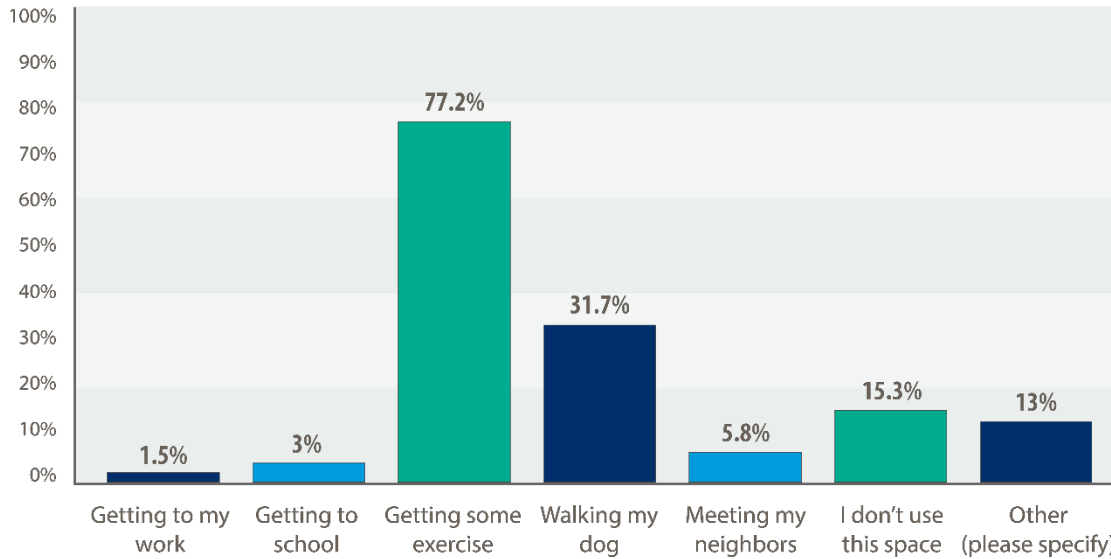
- Why Mahany park visitor travel through the open space
- Mode of transportation typically used
- Existing and suggested open space access points
- Future trail amenities
- Benefits or opportunities of a paved multi-use trail at Mahany open space
- Potential concerns of a paved multi-use trail



Aerial view of Mahany Park open space from the informational video

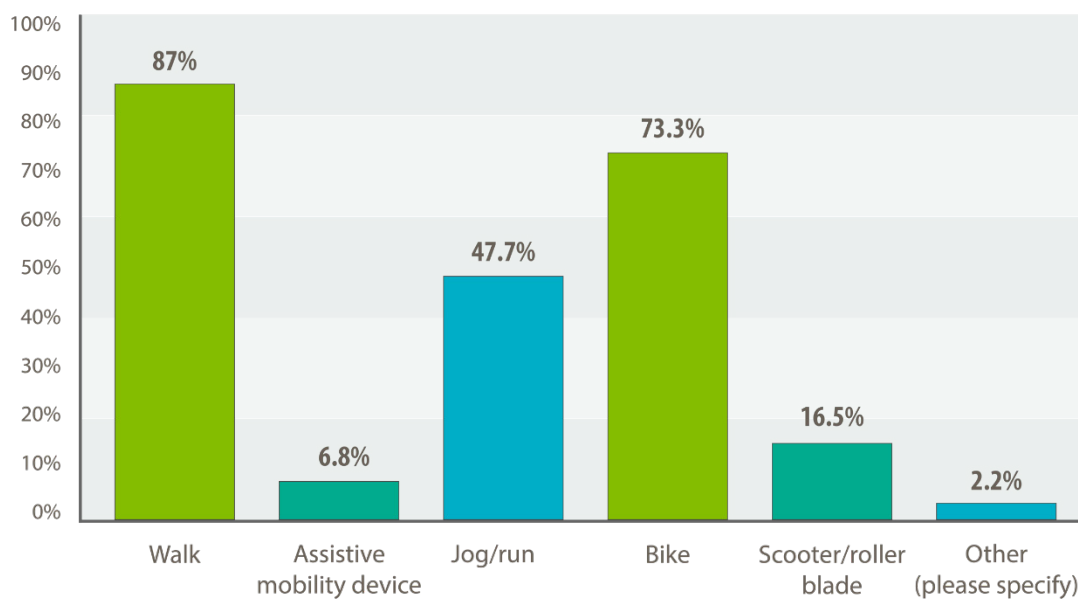
Overview of Results

1. Why do you typically travel through Mahany Park open space? (select all that apply)



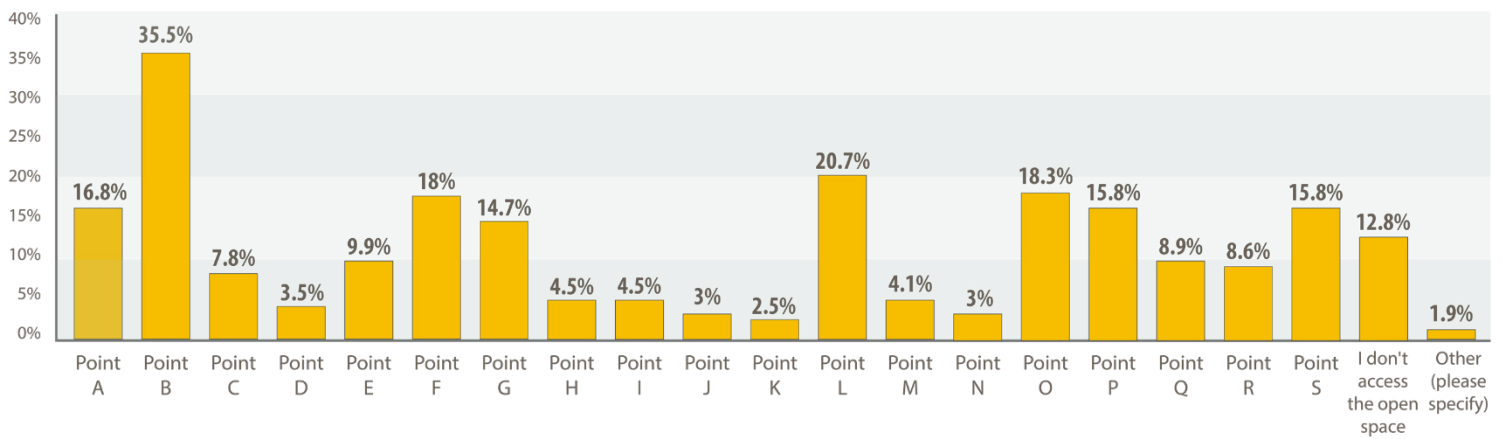
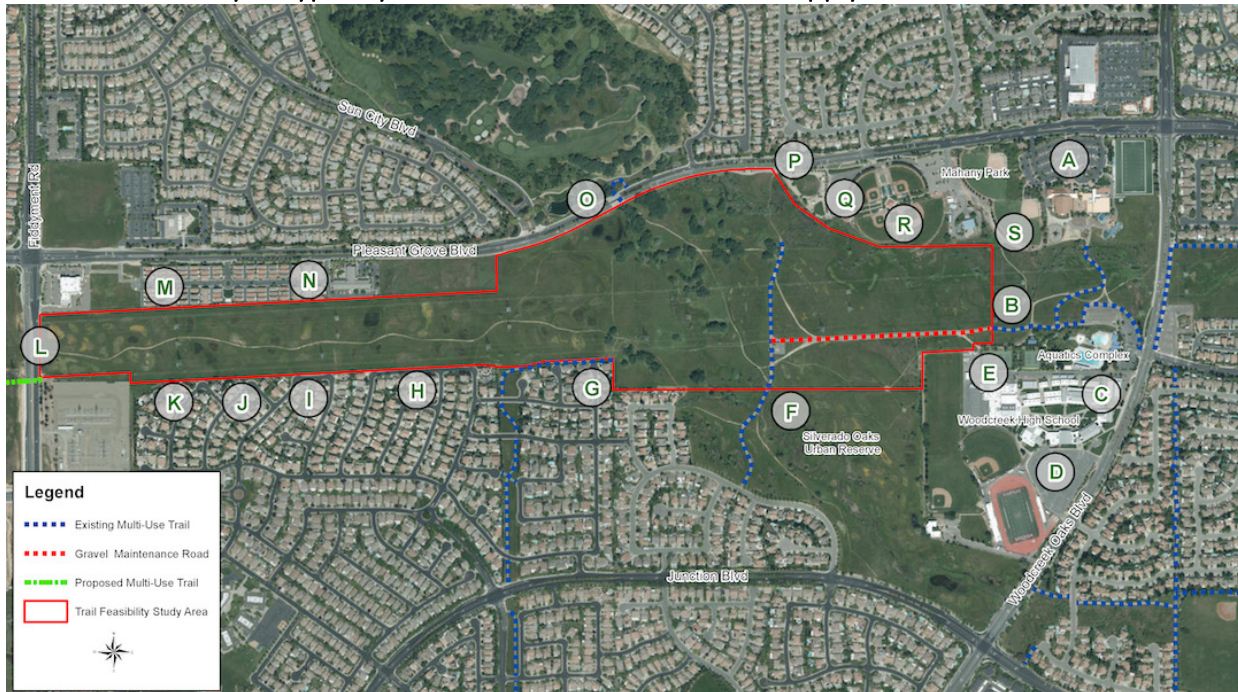
For the “Other” category, participants wrote in that they enjoying traveling through the open space to view wildlife or enjoy nature (30.5% of “Other” responses), go for a bike ride (16.5% of “Other” responses), run errands or go shopping at nearby stores (13.5% of “Other” responses), spend time with their friends or family (9.4% of “Other” responses), and getting to the library (8.8% of “Other” responses).

2. What mode of transportation would you want to use on future trails? (select all that apply)



For the “Other” category, participants wrote in that they would want to use their skateboard (54% of “Other” responses) or a baby stroller (46% of “Other” responses).

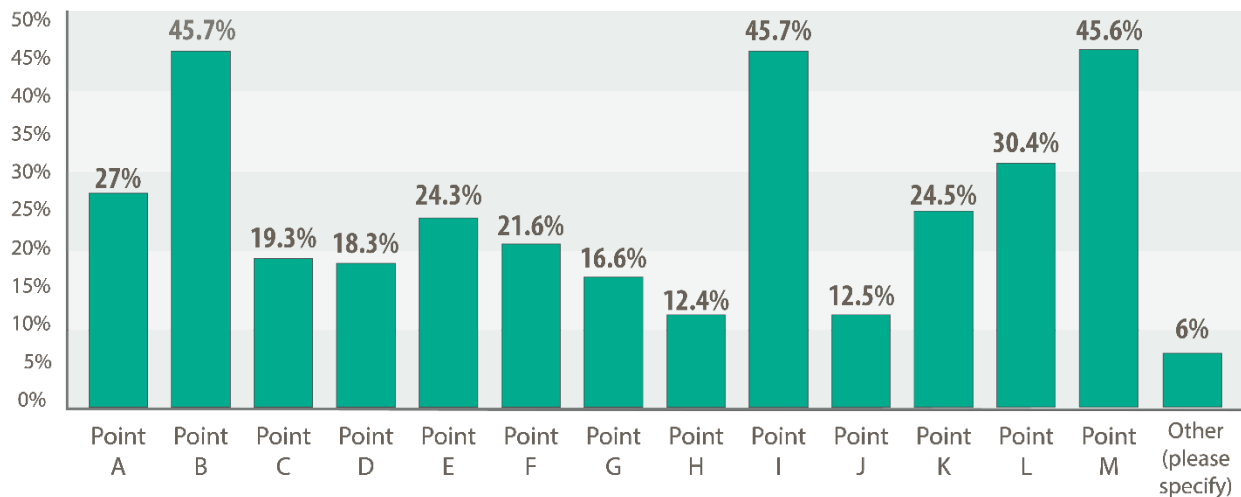
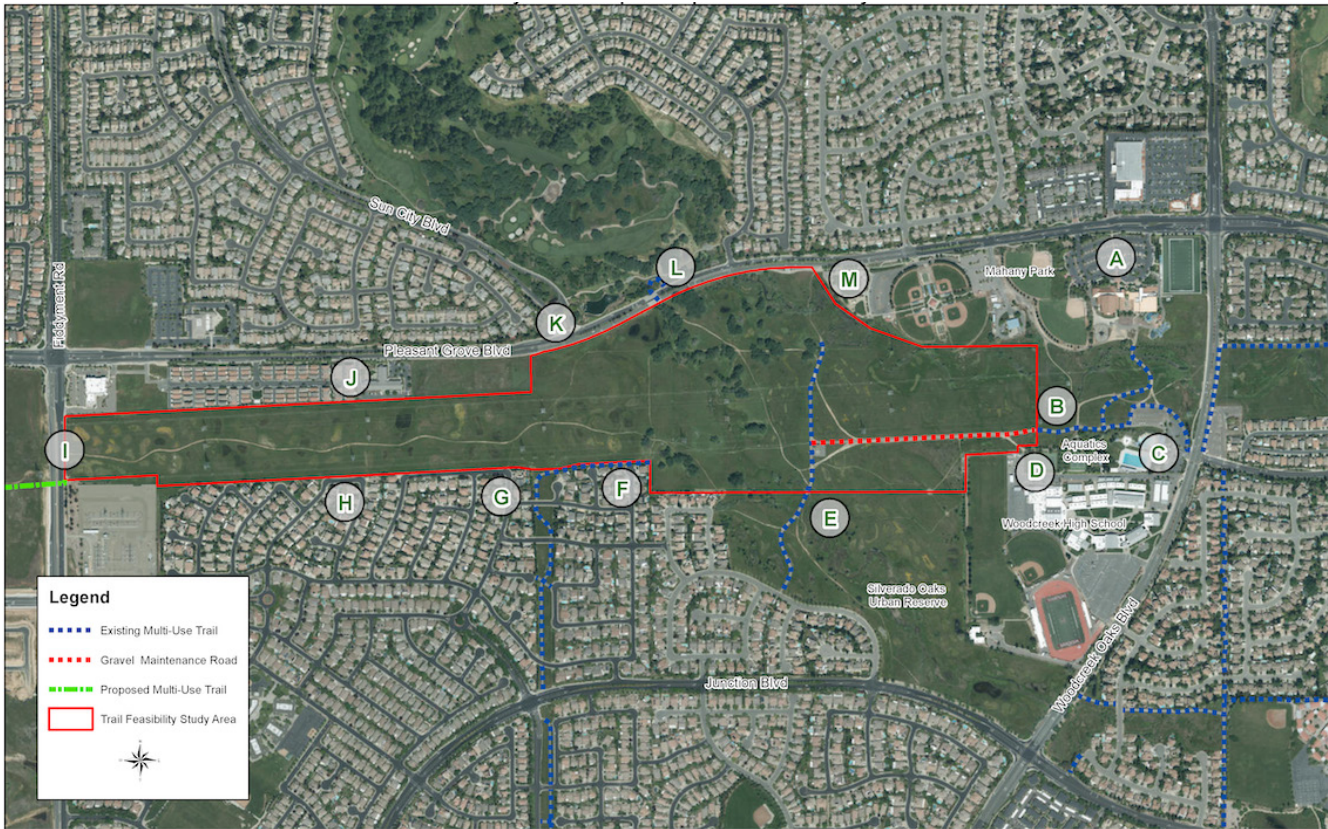
3. Where do you typically access Mahany Park open space? Using the above map as a reference, select the access point(s) closest to where you typically access the area. Select all that apply.



For the "Other" category, respondents wrote the below answers:

- All points (2)
- Between F and D
- Between F and G
- Dirt trail off of Woodcreek Oaks between Pleasant Grove and the Aquatic Center
- Glastonbury circle, past the fence
- On Junction at the first street west of Woodcreek oaks
- Woodcreek Blvd. and Junction
- Woodcreek Blvd
- The dirt trail off Woodcreek in between Point A and Point C. But we use every single spot.
- Typically from a side trail off Junction Blvd.
- Walk from parking areas
- We go through Sun City Boulevard under Pleasant Grove
- By the all-weather field and the Aquatic Complex

4. If the City were to construct a paved trail at Mahany Park open space, where would you want to locate public access points? Select all that apply.

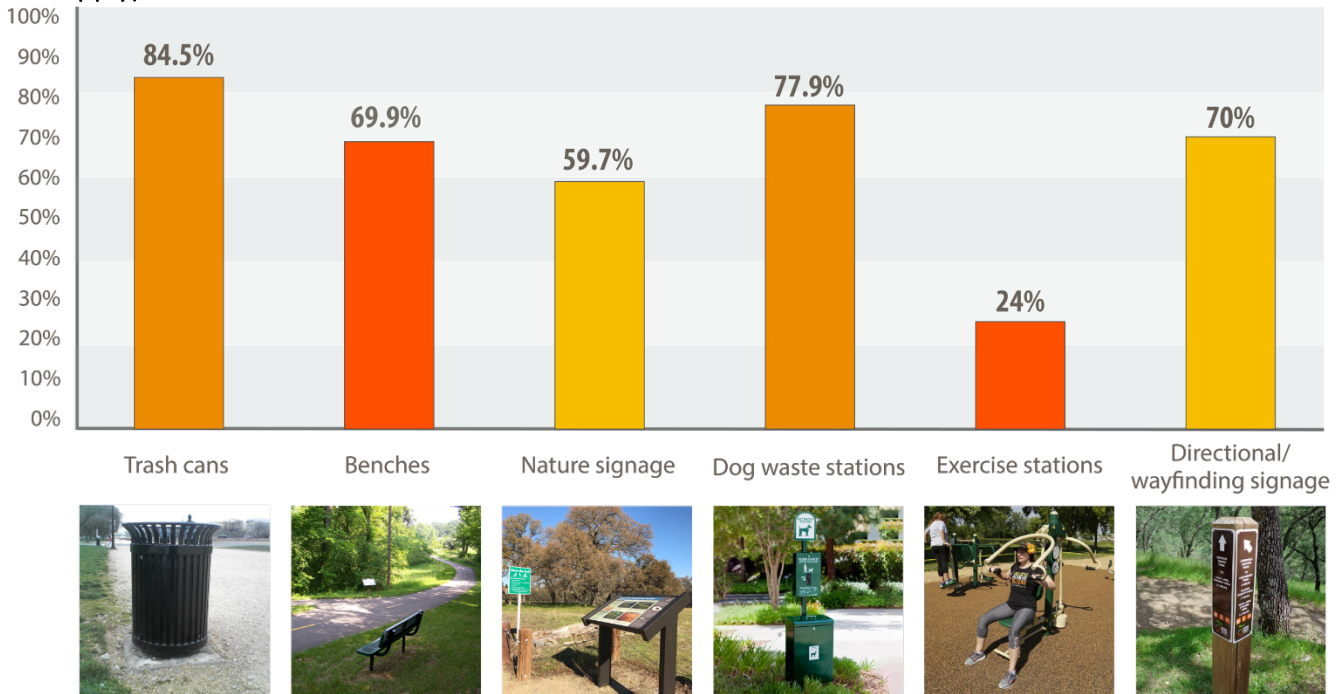


For the “Other” category, respondents wrote the below answers:

- None (13)
- No paving (13)
- All (2)
- An access point with adequate/convenient auto and bicycle parking, and handicap accessibility
- Anywhere there is sufficient parking

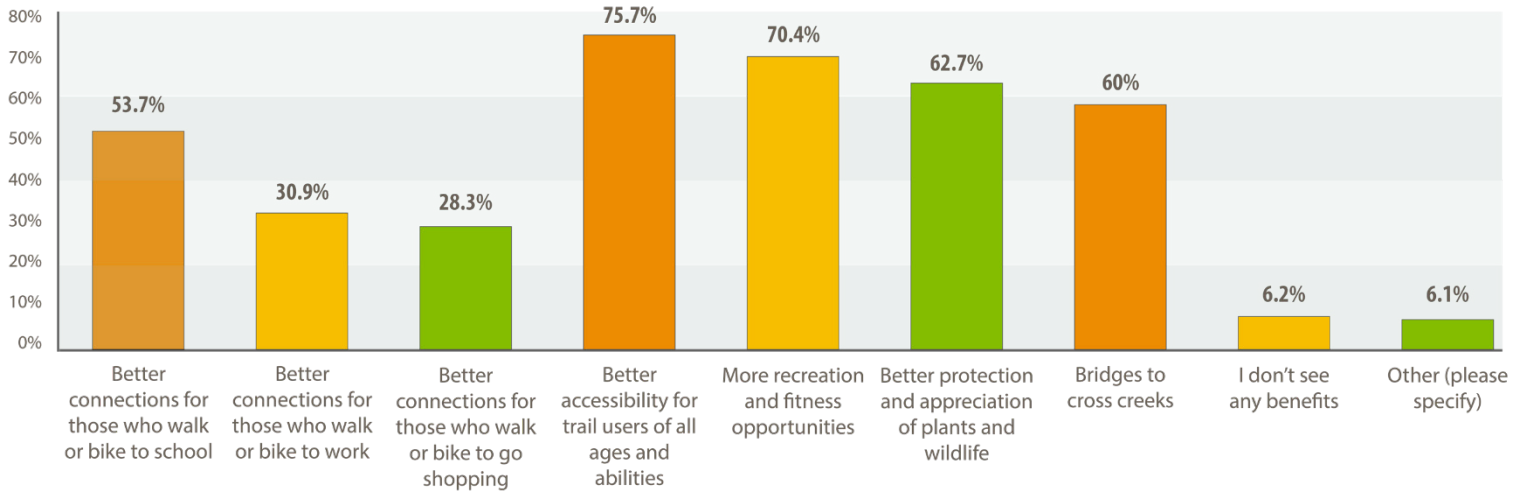
- As many as feasible
- Can you also work on Point M from the existing access points?
- Connect to the trail on Country Club
- Connect to trail from Sun City Blvd. or surrounding area
- Connect with Pleasant Grove Creek Trail
- Connecting from Riverside/Darling
- Corner of Woodcreek and Country Club
- Crosswalk connecting to Woodcreek
- It would be so nice to access from Fiddymont, there are so many walkers and runners
- Mark trail heads and access points where there is parking
- More is better
- Not sure, parking is a consideration. Dog park lot already congested.
- Off Woodcreek Oaks in the field between the pool and soccer field
- Pave Point B to Point E for those in need, but I prefer the dirt trail and run on the side of the pavement anyway
- Please don't put it by H, G, F and E. We live in this neighborhood and don't want to see increased traffic down our streets for people at access the entrances or extra parking on our streets
- We love riding the dirt trails! M is the toughest area to access
- Whatever is most accessible for most people
- Where ever there's parking
- Woodcreek Blvd.

5. Which amenities would you like to see along a paved multi-use trail in Mahany Park open space? (select all that apply)



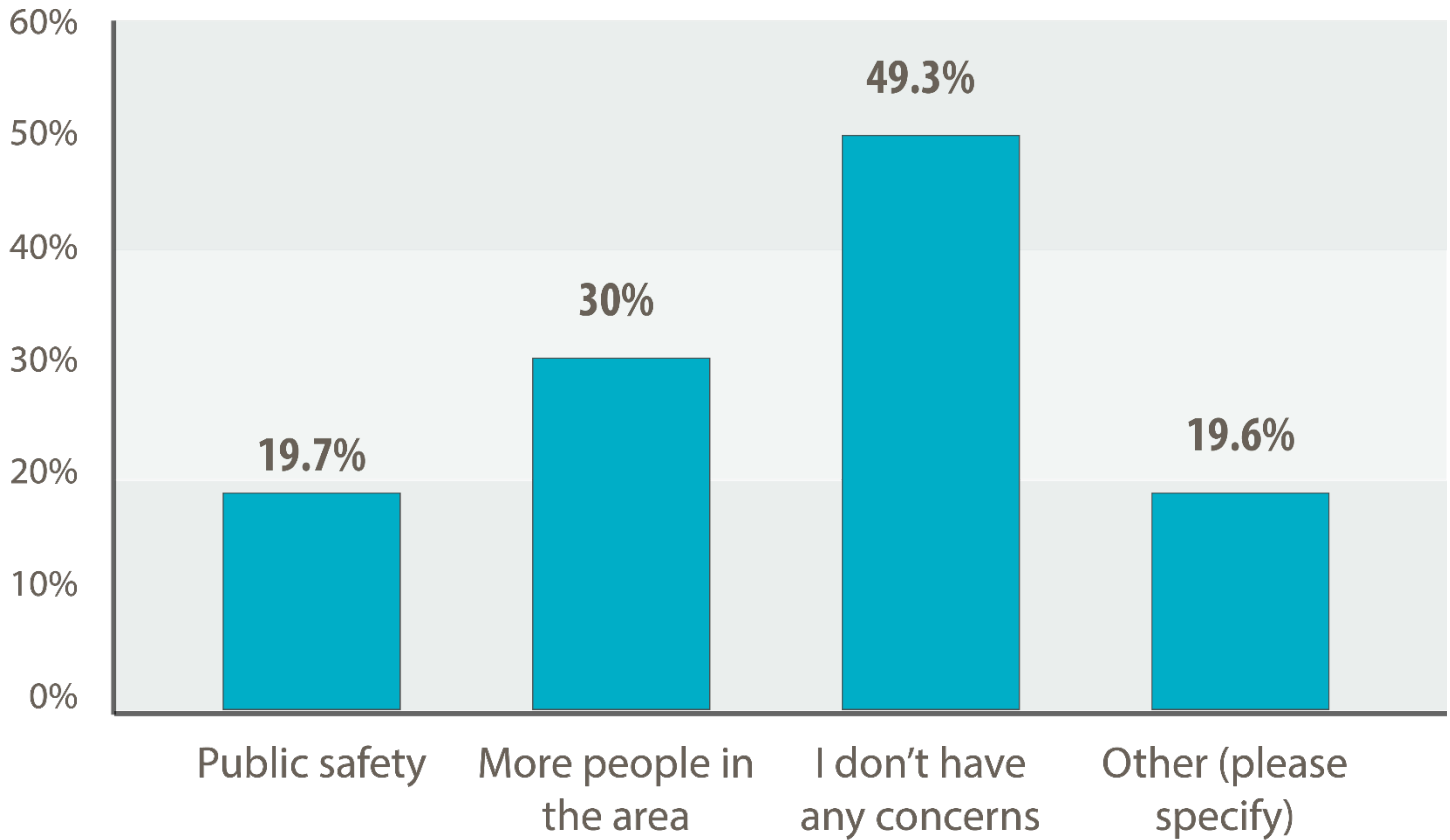
For the “Other” category, participants most often wrote about wanting more water fountains or water refill stations along the paved trail (23% of “Other” responses), restrooms or port-a-pottys (17.3% of “Other” responses), more trees or structures to create shaded areas (16.8% of “Other” responses), bridges for stream crossing (9.8% of “Other” responses), some dirt paths specifically for mountain bikes (5.8% of “Other” responses), lighting (4.6% of “Other” responses), and bicycle repair or pump stations (4.6% of “Other” responses).

6. What do you think are the benefits or opportunities in creating a paved multi-use trail in Mahany Park open space? (select all that apply)



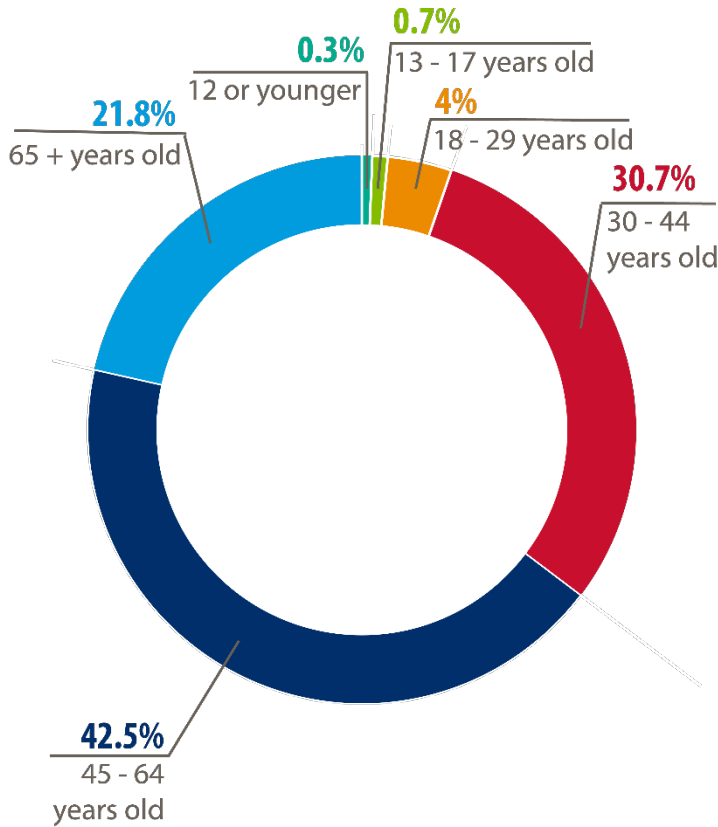
For the “Other” category, respondents most often wrote about how a paved trail would provide a safe area for cyclists, pedestrians and runners to travel not next to motor vehicles (28% of “Other” responses), provide a better opportunity to enjoy the open space in a natural setting (16% of “Other” responses), provide connections to other trails in the area (16% of “Other” responses), more opportunities for people to walk their dogs (12% of “Other” responses), better opportunities to meet and connect with their community (12% of “Other” responses), better connections for those who walk or bike to the library (8% of “Other” responses), and better ADA accessibility (8% of “Other” responses).

7. What are some concerns you may have about creating a paved multi-use trail in Mahany Park open space?
(Select all that apply)

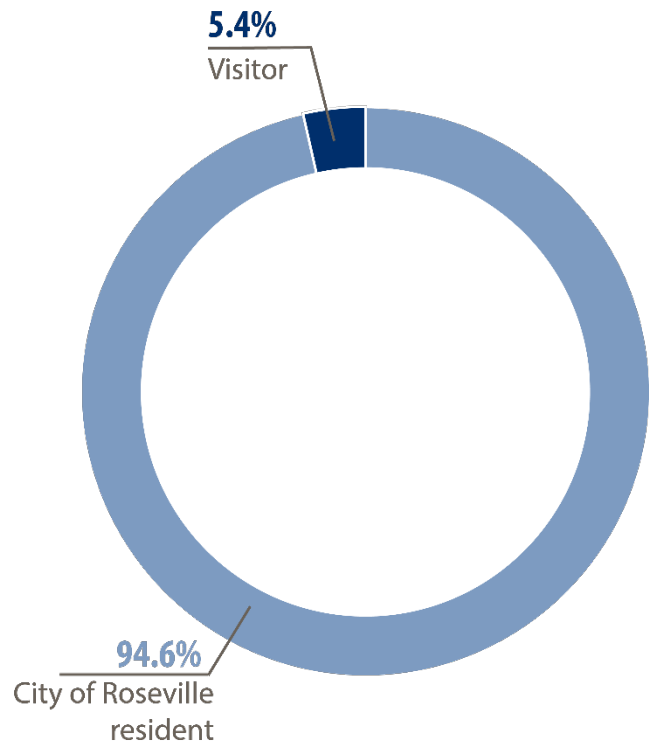


For the “Other” category, respondents most often wrote about concerns over whether or not a paved multi-use trail would disturb or damage nearby plants and wildlife (24.4% of “Other” responses). Respondents also noted that a paved multi-use trail looks less natural and might take away from the aesthetic of the open space (18.4% of “Other” responses), how the increase in traffic might lead to more litter and waste (7.6% of “Other” responses), the potential for more homeless encampments (7.6% of “Other” responses), that the cost and maintenance of the paved trail might be too high (7.6% of “Other” responses), potential conflict between cyclists and pedestrians using the paved trail (6.8% of “Other” responses), and that some people have personal preference to run or cycle on a dirt path (6.4% of “Other” responses).

The survey gave respondents the option to leave information about their age and where they live. Below are the data:



What is your age?



Are you a Mahany Park visitor or Roseville resident?

If people answered that they were a Mahany Park visitor, they were also asked to write what city they are from. Below are the answers:

- Rocklin (29)
- Citrus Heights (6)
- Lincoln (6)
- Antelope (4)
- Granite Bay (4)
- Auburn (3)
- Sacramento (3)
- Folsom (2)
- Loomis (2)
- North Highlands (2)
- Colfax (1)
- Davis (1)
- Fair Oaks (1)
- Los Angeles (1)
- Penryn (1)
- Pinole (1)
- Placer County (1)
- Pleasant Grove (1)
- West Sacramento (1)

Notification

The City of Roseville posted the online community survey on the Mahany Park Open Space Trail Project website, roseville.ca.us/MahanyTrail.

Several email notifications were distributed to a database of more than 48,000 recipients, which included residents, businesses, and community groups.

Social media messages were posted on Facebook, Twitter, Instagram and Nextdoor resulting in more than 27,000 impressions.

A direct mail postcard was sent to more than 7,500 households in the neighborhood surrounding the Mahany Park area. Residents were notified of the project and survey opportunity.

Informational H-stake signs were also placed around the Mahany Park open space.

The City shared the informational video via their YouTube channel, website, email and social media.

Additionally, ABC10 aired a news story on the project and online survey.



Informational signage posted around the open space



Postcard mailed to residents notifying them of the survey

Appendix

- List of community member comments

Community Member Comments

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Why do you typically travel through Mahany Park open space? (Other)

- Enjoying some nature and peace away from traffic
- Going to Library
- Bike riding
- Getting to and from the sports center on my bicycle
- Wildlife/nature viewing
- Ride bike with family
- Exercise while waiting to get daughter's from school, library, or sport activity
- Visiting family
- Walking while my kids place sports
- Enjoying nature
- Wildlife viewing
- Fresh air, exercise and wildlife spotting
- Enjoying nature and wildlife
- Walk to park, library, bank, shopping
- Going to the Riley's grocery store and Starbucks from my house
- Visiting
- Go to the pool and the dog park
- Going to the Aquatics Complex
- Biking
- Going bus stop, store, and Mahany Park, as well as bike rides
- Finding jumps and pump tracks with friends
- Enjoying the peaceful atmosphere
- Going to CVS or dog park
- Going to Raley's and/or Starbucks shopping center
- Mountain bike ride
- Running errands
- Going to the park
- Riding bike
- I used to work cleaning open space
- Walking to Starbucks or riding my bike
- Bicycle
- Cross country team running
- Rarely use it
- Walking to stores
- Riding dirt bikes with family
- Leisure walk with kids
- Cycling
- Enjoying out door nature
- See the creeks and ponds
- I live near Maidu Park and frequently enjoy the paved trails there and can see the benefits for Mahany Park

- Birding
- When my kids have activities nearby
- Getting to pool and library
- Ride bike
- Bike riding
- Nature viewing
- Enjoy nature
- Relaxing walk after playing tennis at Mahany
- Observe nature
- Bicycling
- Photography
- Bicycle route to stay off of Pleasant Grove
- Observe nature
- Family time, traveling to gym or cafe
- I enjoy seeing the nature. Birds, hares, etc.
- Taking my son to preschool
- Running
- Bird watching
- I bike through here all the time to get out of the house
- I would use the area if there were a paved trail
- Birding
- The only place in Roseville that isn't paved and gives a sense of being out in nature. So peaceful to walk out there for de-stressing and mental health
- Peace and quiet and to find exciting critters
- Just seeing some nature
- Enjoy the outdoors and nature
- Enjoy nature, oak trees, open space
- Photography
- Natural area/oak trees
- Bird watching, photography
- Birding
- Wildlife surveying
- Spend time outdoors, in nature
- Taking kid to grandma's house
- Getting to shopping and library
- Outdoor exercise like walking, running, picnics, nature walks
- A beautiful way to get to the library or enjoy an evening stroll with friends
- School field trip/nature walks, Mahany Park facilities
- Walking to the library and/or Raley's/Starbucks
- Family outing
- Enjoying the wetlands
- Getting to library

- Mostly to access swim complex on bike
- Natural beauty nearby
- Going to stores
- Daily walk
- Cross country and track training the dirt is good for our legs
- Overflow parking for the Roseville Aquatics Complex
- Enjoy nature
- Exploration
- Biking with family
- Enjoying the peace of nature
- We live in Quail Glen, and it's one of our two go-to spots for cycling and family time.
- Outdoor education field trips
- Spending time with our family just out in nature
- Enjoying the beautiful open space with vernal pools and oak woodlands
- See the sights
- Biking
- Birding
- To view wildlife
- Photography & bird watching
- Woodcreek mountain bike team ride-a-thon
- See the spring flowers and be out in nature.
- Enjoying nature or crossing from the library to the water park
- Escaping the City congestion
- Access to Woodcreek library
- Observe wildlife
- Getting groceries
- Going to the Aquatics center, the library, and the Raley's shopping center
- Nature walk/bike
- Walking to shopping/coffee
- Enjoying outdoors
- Getting to the commuter bus stop
- Bicycle
- I wasn't too aware of this space, but I greatly desire more connect trails like Miners Ravine
- Play with my kids
- Getting to stores
- Kids playing
- Birding
- Go to the tennis courts, go to the library, play with RC cars
- Specifically, Woodcreek cross country uses the space to train.
- Biking
- Bird watching
- Run it for Woodcreek Cross Country

- I'd like to see it connected to Westpark
- Exploring nature with my children
- Nature walks and mountain bike rides, we enjoy the dirt trails
- Running
- Kids walk to school or the library on the path
- Getting to ball games at Mahany
- Getting to the library
- Bike riding with the family
- Just a place to "get away from it all for a while"
- Getting to nearby stores
- Getting to my commuter bus
- Biking
- Taking the kids to get them outside
- Bike to stores
- Would use it for exercise if it had paved trails
- Enjoy the space not next to the traffic/roads
- Walks/bike rides
- Not yet; maybe once it's paved
- Library, ballfield
- Errands, library, groceries, etc.
- Walk to shopping
- Hangout after school
- Bike riding
- Get fresh air, reduce stress
- Playgrounds
- To enjoy & partake if the natural beauty & wildlife
- Enjoying and respecting the wildlife and jogging
- Viewing wildlife
- Biking
- Playing Pokémon Go
- Walking to the CVS
- Going to kids playground or library
- View nature
- Exploring the area and beautiful nature
- Ride my recumbent trike
- Dog park
- Map shown is extremely hard to read
- Exercise
- Going to the bank and grocery store
- Riding bicycles
- For fun/recreation
- Going to the Library

- To enjoy the outdoors
- Casual/relaxing walk
- Visiting the library and park with kids; we park at library
- I've only used it twice and that was to walk to the library with my grandchildren

What mode of transportation would you want to use on future trails? (Other)

- Electric scooter
- Skateboard
- Electric assist bicycle
- Skateboard
- Stroller
- Skateboard
- Long board and rip stick
- Skateboard
- Skateboard
- E-bikes
- I pedal a recumbent trike (two front wheels)
- Adult tricycle
- All
- Skateboard
- Stroller
- Stroller
- Stroller
- Stroller
- Group tours
- Stroller
- Baby stroller
- Electric motorcycle (kids)
- Mountain bike

Where do you typically access Mahany Park open space? Using the above map as a reference, select the access point(s) closest to where you typically access the area. (Other)

- Go through Sun City under Pleasant Grove.
- I access from all points
- Typically from a side trail off Junction Blvd. is our favorite entrance
- All over
- I would like to use
- Woodcreek and junction , right off junction dirt entry before F
- On Junction at the first street west of Woodcreek oaks Blvd.
- Closest access is Point J
- Glastonbury circle, there's a path past the fence
- Walk from parking areas

- Our primary access point is the dirt trail off Woodcreek in between A & C. But we use every single spot.
- Trail heads are not marked. Parking is not provided for most access points
- Between F and G
- Woodcreek Blvd
- Dirt trail off of Woodcreek Oaks between Pleasant Grove and the Aquatic Center
- Between F and D
- I didn't access because I use Miners Ravine .
- We walk on a dirt path between the all-weather field and the Aquatic Complex.

If the City were to construct a paved trail at Mahany Park open space, where would you want to locate public access points? (Other)

- Don't care for paved access points as the ones currently available are adequate
- Connect to trail from Sun City or surrounding area.
- Connecting from Riverside/Darling
- None
- Living in Westpark, Point I is the most critical access point for my family
- Not sure, parking is a consideration. Dog park lot already congested.
- Leave it as it is, just protect the trees and wildlife
- More is better
- None, I like that it hasn't been paved over.
- None of the above.
- Crosswalk connecting to existing bike trail near Woodcreek
- I would prefer to leave the trail unpaved
- Please don't pave any if it
- Do not pave
- None
- Due to it being a natural area, I am concerned about the impact of adding paved trails
- Do not support the new trail as it would create more vandalism and fires
- I'm against paved path
- I do not want a paved trail
- Can you connect to existing paths?
- Can you guys also work on Point M from the existing access points please
- I enjoy walking on natural surfaces
- No paved trail
- No more pavement please
- The only spot that I would like to be paves is the gravel maintenance road
- Whatever is most accessible for most people
- Don't construct it
- None
- An access point with adequate/convenient auto and bicycle parking, and handicap accessibility
- I am not for a paved path

- Please don't put it by H, G, F and E. We live in this neighborhood and don't want to see increased traffic down our streets for people at access the entrances or extra parking on our streets
- As many as feasible
- None. Don't need any more access points
- Pave Point B to Point E for those in need, but I prefer the dirt trail and run on the side of the pavement anyway
- We love riding the dirt trails! M is the toughest are to access
- It would be so nice to access from Fiddymment, there are so many walkers and runners, CVS, etc. there are no stores for food in the west park area, so it's so helpful to access from walking trails
- Any
- Should not pave
- Anywhere there is sufficient parking
- Connect with Pleasant Grove Creek Trail
- We don't need more access points
- Mark trail heads, access points where there is parking.
- None
- Corner of Woodcreek and Country Club
- Please don't pave the trails. I don't want to bring more people to the area or have people parking in our neighborhood to access the trail.
- Mostly H because that is where I live
- I would like it to stay a dirt trail
- Woodcreek
- All marked
- Where ever there's parking
- All
- None
- None
- None
- Let what nature we have be left alone
- Connect to the trail on Country Club
- Not by the dog park. Parking is limited there as is.
- Off Woodcreek Oaks in the field between the pool and soccer field
- None

Which amenities would you like to see along a paved multi-use trail in Mahany Park open space? (Other)

- Benches with shade
- Picnic tables
- Trees planted near benches
- Tree cover/shade
- Signage on the bath way for walkers directions with arrows and bikers direction with arrows
- Picnic tables, bridges across drainage/creek on interior near access point O (permanent to replace non-compliant ones removed)

- Drinking water fountain
- Plant more trees for shade and possibly lights?
- Grass for picnic and movie in park: skateboard area
- Shade for benches or rest stops
- Roller blade areas
- Port-a-potty
- It should be well lit at night, with cameras. That's if it will be available to use at night.
- More markings for bikes right, pedestrian left
- Shade trees
- Some dedicated dirt trails/dirt features for bikes. There are quite a few parents that use this area to teach mountain biking basics to 4-8 years old. These features have been a great feature for Covid-19 PE class for both of my kids. It would probably be significantly cheaper to study how to create these features in areas that do not do harm to plants/animals instead of paving over the area. Building a pump track where the current paved trail and the main dirt trail meet would be of great community benefit and prevent the current dirt trails that causing problems in sensitive area to diminish.
- None
- A sign showing how far major cities are from that point (ex. SAN FRANCISCO - 100 Miles, TOKYO - 2,000 Miles, etc.)
- Restroom
- Shade structures or more trees, footbridges to cross creeks, lighting for evening use
- An updated map of Roseville trails, bike rack/lock areas near bathroom, trees/shade, water, clear direction for which side of the path to walk or bike on
- Parks and playgrounds
- Planted trees along the trail
- "Stay On The Path" signage. Shade stations.
- Tiny BMX tracks
- No amenities
- Benches, please don't encourage more dogs
- Covered structure over benches for hot days, signs for pet owners to keep dogs on leash
- I'm a casual mountain biker so prefer the dirt trails that are already there. They are great for walkers and bikers provided you don't have a street bike.
- Plant additional trees for future shade
- Bridges across the creeks, more trees/shade, drinking water
- Rebuild bridge over creek, it's rather rickety
- Garbage cans
- Bathrooms and drinking fountains
- Rebuild bridges over water ways
- Bike tool rack and drinking water fountain
- Water resources
- I see signage regarding pet waste, but no trash cans. They would be the priority.
- Lighting, emergency phones, trail loop distance markers, and bike speed limit signage

- Please don't take all the dirt trails away. It is easier to walk on for the body than pavement.
- Mileage reference markers
- Don't pave it and no exercise stations - keep it as a natural preserve to the fullest extent possible; with least intrusions. Even if paved path, people will still go off and it will encourage bad use of motorcycles, skaters, golf carts, etc.
- Shade trees near the trail
- Picnic table at the top of the hill to watch the sunset
- Source of water/solar fountain for wildlife drinking during hot days of summer
- Just trails only
- Appear to be vernal pools and wetlands. Is there potential for educational and scenic viewpoints.
- Shade
- Bridges across streams
- Please don't ruin this space by paving.
- A simple exercise circuit as you walk or run. Bike tire pump and repair stations like on UC Davis Campus
- Bike ramps for kids, fairy garden
- Creek crossings
- I like it the way it is. I like the natural open space.
- Hills for training high school cross country runners and public exercise, rolling hills turns not just a flat paved road
- Water fountains
- Emergency pulls/phone, picnic benches, bathrooms (closed at dark), repair under bridge access point ('O') and thank you for considering. Similar to the Stevens Creek trail in Mt. View/Palo Alto
- Picnic areas, parking
- Restroom
- Need a permanent bridge across creek
- Sanitizing stations
- Water
- Bathrooms, drinking fountains, solar lights, shade where it doesn't exist, bike part tool stops
- Drinking fountain for people and pets; covered rest area
- Directional arrows and partial mile markers (steps)
- Let's not go overboard, less clutter is better
- Don't construct it.
- Restrooms
- Please protect the oak trees and vernal ponds
- The less the better. Keep it natural.
- Designated unpaved trail (2 to 3 feet wide) adjacent to the new designated paved trail to provide dirt jogging (easier on joints and part of why I go there to run) over other trails in the city
- Bathrooms
- Accessible bathrooms, secure bike parking stands, potable water faucet/drinking fountains, shade/trees, lighting at night, mile/distance markers, inconspicuous exercise stations, grassy areas to sit and exercise/stretch/rest, drought resistant plantings/wildflowers

- Water fountain to add water to your bottles
- Trail volunteer group
- Water filling stations or fountains
- Water fountain, restrooms
- I walk these trails almost every day. The dirt trails are well used and most walkers/runners/bikes do not go off them. One area I have a concern for is the creek crossing in the large oak grove. A few years ago a bridge was in place to cross. The city removed this bridge. Since I have seen alternate paths made to circumvent that spot. I have also seen the Woodcreek High School track team crossing that spot (when it's dry) with a few falls and stumbles. I would suggest the city places a path through the grove with a well-designed environmentally friendly bridge there
- Bridges keep people and dogs on the trail. Lack of bridges and people create their own no matter how many times your staff removes them.
- Kids play structure
- Bike skills park
- Photo opportunity spaces
- Keep some dirt trails to provide variety for bikes and joggers
- I love the idea of nature signage but find it becomes hard to read after a while. Perhaps too much sun? Seems a waste of time and resources.
- Restrooms, water fountains
- Bridges for creek crossings would be great. Also, the gravel path on the side of the paved path is fantastic for older runners! Lastly, a bathroom and water faucet would be incredible at the west end of the land down by Fiddyment.
- Water access
- Shade
- Dirt jogging path next to paved trail
- Newly planted oak trees and other native species
- Restrooms
- Restrooms, water refill stations
- Restrooms or ADA port-a-pottys
- Mile markers; decorative/aesthetic bridges or crossings; photography spots
- Pull outs for hikers and bikers to rest, without stopping traffic or damaging sensitive terrain
- None
- Food. It's like a dry desert out in west park for kids whose parents work full time
- Water fountains
- Shade
- Water, creek, pond, bridge, use to be so nice
- Restroom/water fountain
- Trees for more shade. The trail itself is to exposed for summertime activities.
- I want the space left natural
- Create shade! Plant trees. Install shade structures. Add water stations for people and dogs.
- signage pointing to water and restrooms close to the trail
- Trees for more shade

- Put a divided line on the paths one side for walkers only other side for faster movement, joggers, bikes skaters etc. and they stay in that lane coming and going, they don't switch lanes depending on direction of travel. Roseville needs to fix all the paths that are throughout the city like this, too many close calls or accidents with the switching of lanes based on your direction. The current method doesn't work, very dangerous!
- Keep it natural
- Lighting
- Quality trail bridges
- Safe drinking water
- Mileage on trails
- Off road, dirt mountain bike course
- Trees. It's too hot for the humans and animals not to have covered pathways
- Shaded areas with trees or other for the benches.
- Water
- Shade trees, water fountain
- Signs for runners bikers
- None
- Lights
- Maintain dirt trails in addition to paved trails
- Replace the bridge that was removed by the city
- Restrooms
- All of the above complete take the nature out of this area. It's enjoyable to have a dirt area to enjoy.
- 10-12 ft pathways
- Bridges over the creeks
- Bike racks, water
- Plant more trees along the path
- Hydration station, also please don't remove the fairy garden.
- Water fountain, shades
- Some shade trees
- Water fountains/bathrooms
- Keep it minimalist so it still feels like a preserve
- Water station for people and pets
- Right of signage
- Drinking water
- Children play areas
- Restrooms, water bottle refill station
- Playground
- Water fountains, bathrooms
- Bathrooms of some kind
- Restrooms
- Bike/walk directions. Bike fix it stations, air pump
- Restrooms

- Water fountain
- Water fountains, doggie water fountains
- Water refill stations
- Perhaps a water fountain for thirsty walkers
- More doggie pots
- Bike tool station
- Some kind of toilet system
- Nothing but walkers so wildlife can continue to prosper
- Picnic areas and less ditches
- Sundial, right away signage
- Emergency phones; distance readings on the different directional posts (1 Mile, 2 Miles, etc).
- Bridge over the creek
- Water fountain, nearby public restroom
- Bike repair station(s)
- Shady areas
- Lots of signs reminding people dogs are to be on leashes
- Bathrooms, solar powered LED trail lights, bike tool stations
- Bathrooms. Runners and cyclists need them along the trails.
- Water fountains
- Bathroom please
- Restrooms
- Natural surface trails with erosion control
- Water fountains
- Hopscotch, simple play structures, picnic tables, bathroom
- I love Roseville's trails and parks.
- Bike park, we have very few in Roseville

What do you think are the benefits or opportunities in creating a paved multi-use trail in Mahany Park open space? (Other)

- I enjoy how much of Roseville you can cover without going on the main streets
- Safe place without traffic to bike/walk
- Opportunities to enjoy open spaces rather than being next to traffic
- Social opportunities within the community
- Neighborhood morale and comradery. Less traffic as more opportunities to bike. Increase the beauty and respect for others and their community. Increases safety in the area by having more accessibility for others to be involved and helpful in cases of suspicious activity. Less opportunity for mischief by those foraging through open areas.
- Joy of picnics and movies in park; potential live bands with food trucks
- I avoid area in summer, too many bull horn thorns
- Community interaction is facilitated on the trail rather than car
- I love the nature. The paved trails are not necessary.
- I can ride my bike to the pool or library

- Better connections for those who walk or bike to the library and aquatics complex
- Expansion of biking trails to connect with other biking trails
- I feel like what makes the Mahany trails is having the dirt paths to go exploring or make jumps to have fun with on your bike
- Better connections to walk dogs, ride bikes locally without being on busy road
- Benches are the only improvement, the rest create ugliness in a beautiful natural setting
- A paved multi use trail will bring more people to the area and more disturbance to the nature preserve.
- I love riding my bike and running on the dirt trails, so I am somewhat hoping to keep some trails unpaved. But I do see the possibilities for improving access for kids riding to school, or even adults riding to the store for groceries/shopping.
- It could help reduce the amount of dogs walking through the baseball complex, and reduce the risk of concern for a child or adult getting bit.
- I like it the way it is. Natural looking trails. Keeps traffic down. The paved bike trails, and sidewalks are taken up by non-courteous walkers and bikers
- Picnic tables
- Bikes and motor bikes can be a danger
- Paving a bad idea. It is a preserve, so it should be kept as natural as possible with limited use by all.
- Cycling
- Connecting to other Roseville paths would be great for biking through and enjoying more what Roseville has to offer
- I hope it will result in better protection for wildlife
- Beautiful natural space. Conserve it but somehow make it more accessible.
- Larger connected multi use trails
- Disability access, but otherwise detracts from nature feel
- Connect to existential trails throughout the area so you can bike long distances safely not just within one park. Make the parks connected and think outside of just this park. Think about making it safe to bike to Sacramento or Folsom or Rocklin
- I like it the way it is, but a bridge to cross the creek would be nice
- Maybe one very simple bridge across the creek near the pleasant grove overpass near Sun City entrance
- Elementary field trips, middle school and high school athletes and teams can have practice and train daily
- Increase dog walking areas, Safety as the trail is already used but more safety would be better, less chance of hurting yourself with a paved road.
- Reduces natural setting, becomes urban
- Beatification of the area
- Love the trails but don't understand why everything needs to be paved
- Fun
- I think what makes this park special, is when walking on the dirt paths, you feel a deeper connection to nature and greater appreciation for the plants and animals. It feels set apart from regular parks, it's not overly maintained and that's what makes it special
- Adds to attract more families and people to live and recreate in Roseville
- I am for improvements but just not paving the paths. I love to go jogging there and the reason I go is because it is one of the only places left

where I can run on a natural surface (dirt). If I want to run on cement or a road I have every street in Roseville. This space should be improved but left as natural as possible

- I see a number of folks with strollers
- I would not want any paved trail over existing bridges or creeks
- I enjoy being on the trails that exist without paved roads. The ones that exist just get graffiti on them.
- Meandering dirt paths are a pleasure. Paving will remove that pleasure. Please do not install barriers to dirt paths.
- I enjoy the feel of the blue oaks trail system- mixed of nature/ dirt trails and the paved trail system. Replacing the gravel trail and having an entrance by the dog park would help.
- It's safer to ride on the trails than on Fiddymont, Pleasant Grove or Blue Oaks
- Overall connectivity throughout the city
- Dog walking
- Shade trees
- Places for families and dogs to just play
- Safer options to ride bike, walk, etc.
- Outdoor quality of life is why we love Roseville
- Access to library and sports areas
- Please connect all trails. West Roseville had a few and they are not connected. Driver's do not respect bikers
- None
- Less goat heads in my bike tires
- Easier areas for Geo caching
- Wheelchair bound usage
- Walk baby stroller/paved vs gravel
- Reduced traffic congestion from driving cars.
- Safe place for joggers to use away from vehicle traffic
- Will all trails eventually connect?
- The dirt trails are fun the way they are
- Again, leave it alone. It's absolutely perfect in this natural state.
- I have lived here for 12 years and have seen what people have done to this entire area. You removed a once viable bridge and forced people to destroy it even more by forging new trails. Off road and gas vehicle have been used within the area and vernal pools and habitat will be destroyed, not preserved as you state.
- Safe location to exercise away from the dangers of city streets and traffic
- Restrooms
- This project has the potential to transform the open space preserve from a barrier to active transportation to a veritable hub of it.
- Better access for kids to get to school without damaging local wildlife
- Right now people just do whatever they want, wherever they want in the open space. I know because my apartment faces the preserve and I see it every day, all day long

- It would be great if, eventually all the trails tied together somehow. Maybe a break here or there logistically but overall having one cohesive trail makes sense.
- I would prefer it to remain unpaved, it's significantly better for joints to keep it an unpaved trail

What are some concerns you may have about creating a paved multi-use trail in Mahany Park open space? (Other)

- Pavement is hot, we need more trees
- I would prefer unpaved
- Cost to tax payers
- None, it is an underutilized space with a lot of potential
- Not enough access points so people will stray from path. Maybe add minimum barriers on each side and signage to protect wildlife/vegetation.
- More people generally means more litter and disregard for natural areas. Dog waste and drink containers seem to be prevalent in other areas of town.
- Litter in the open space if not enough receptacles
- Maintaining Woodcreek High School nature docent program that educates younger kids; possible negative environmental impact
- Proper use of trails
- Trash and traffic may cause more damage than noted today.
- Nature preservation
- I don't think that the current path is an issue.
- Maybe a walking path separate from the biking path to avoid collisions.
- That the costs of the trail were not already paid for using regional park fees the several specific plans in this area.
- Fire safety during summer months. Also using goats for brush clearance must continue.
- It would disrupt the nature and animals more if there are more people that use the trail
- People still not staying on trails and still causing damage to wild area.
- It's open space, natural and open. More people means more trash, dog poop etc.
- More use more litter
- Mountain biking isn't the same on pavement
- Loose dogs from the dog park concern me.
- Costs
- Potential for more people to go off the path and damage the ecosystem.
- Cost and maintenance. Seems like Roseville is already concerned about revenue.
- fencing on trails that limits access and creates congestion
- Destruction of wildlife
- Don't need a hangout space of any kind
- More paving over. More unnecessary and ugly improvements
- I can access the area from my back yard, and I don't want more people within sight of my yard.
- Destruction of natural habitats
- I am older and still jog every other day in Mahaney Park since it opened in the early 1990s. I cannot jog on pavement anymore, must have dirt or the gravel road. I want that to continue somehow.
- More trash.

- How it affects wildlife in the area. How waste is controlled.
- Would there be crushed gravel shoulders for runners?
- Protection of land and animals
- Please keep some dirt trails, pavement gets hot
- Decrease of nature there
- I don't want to see this area paved over.
- Toxicity of pavement, increased traffic, less observance of nature but instead a focus on speed of getting thru the area, and if there will be a budget to continue to maintain the trails.
- Prefer dirt for mountain bike use
- Homeless camps
- NIMBY pushback by local residents adjacent to proposed paved multi-use trail and complaints from same group if/when paved trail exists
- Dogs and bikes don't mix very well. The dog could get hurt and/or the cyclist could crash and be severely injured.
- Damage to wetlands, nature preserve
- I don't think we need a trail in Mahany Park. I think a skatepark would be a better choice to build.
- Creating a paved road through the wild life area concerns me greatly. I absolutely love the natural paths that are already in place. It is absolutely possible to bike through the paths as they are. My least favorite part of the existing paths is the rocky trail going from the aquatic center. I wish it were more of a dirt trail.
- Make bridges rated for fire apparatus
- Loss of dirt paths that make it feel more connected with nature
- It won't be used if not properly connected
- Environmental concerns such as what the pavement and amenities would do to wildlife.
- Dogs not on leashes on the trail, width of trail, and litter
- That you will ruin its natural beauty by paving it
- More people, more chaos with skaters, bikers; more vehicle traffic drawn to the area. Roseville is getting over run as it is.
- Bicycle riders taking over.
- I think keeping the open space as natural as possible without any pavement, etc. is very important
- Taking a mostly native open space preserve and turning it into a paved and manicured greenbelt
- Impact on wildlife.
- Clear signs indicating trail use etiquette
- Teens already use motorized scooters, the problem will be worse if on a paved path.
- Litter/pollution in creeks
- Dirt/gravel is easier on the feet/knees for walking/running
- People confusing open space with a park.
- Too much paved space that doesn't retail natural open space look/feel
- Unintended damage to wetlands
- Impact on the natural ecosystem
- Still having non paved paths - would like to have this option
- Fires and vandalism to the existing trees and habitats, problems with people riding dirt bikes also.

- Fires during the summer, area is overgrown
- One more area we lose to cement. Roseville is becoming less and less green. There are plenty of sidewalks areas, very few natural paths.
- High cost for implementation
- Open space preservation
- Taking away other current trails
- It takes away from the nature and is not necessary
- Destruction of the natural ecosystem
- I like it the way it is . I like the relaxed open space and the ability to wander wherever I want to go . If you put a paved ride into it then all the cyclists will claim it and change the whole feeling if it. I say that as an avid cyclist. It will turn out like the one from foothills to Fiddyment just a boring paved road. Please don't change it .
- Plants and wildlife
- Trash
- Disturbing the wildlife that lives there.
- I think that one straight paved path from Woodcreek to Fiddyment is perfect and all other trails should be left as is
- Leash law signage
- Increase in the homeless staying there
- That it will no longer feel like a natural space. It is so difficult to escape this concrete jungle. It will feel more like a park.
- Impact on wildlife by making it more accessible by people and associated litter problems
- Homeless gatherings, hangout for kids late night parting, bad people destroy the nature but the benefits far outweigh these points.
- Reduces natural setting, becomes urban
- Dogs off leash
- It will ruin the atmosphere of a wilderness area. It will make it seem more modern, and many people enjoy the sense of adventure when going through the wilderness area, and with a paved path, it will ruin the sense of adventure.
- Concern about it looking like a road, with fast bikers, etc. Prefer it to be a smaller natural trail
- Protection of bird habitat
- Why can't we have some elements in this city (concrete jungle) that are natural?
- The current dirt paths have a more nature feel to my walks and jogs.
- Wildlife and habitats of animals plus I enjoy the rustic nature feel about it. It's an escape.
- Who will pay to build and maintain it? More taxes?
- Crowding out animal inhabitants
- Small paths that don't provide even space for social distancing.
- Property taxes to pay for path, maintenance and police
- Bikes are a hazard for hikers. Bikers are usually clueless about the risk for injury to pedestrians
- I'm concerned that Roseville is not focusing on the needs of citizens in West Roseville who have been waiting more than 7 years for essential services like grocery, retail and gas stations.
- Habitat disruption

- People need to know the rules of the road.
- The wild life will leave
- Loss of wild space. Putting a trail in will rob the area of its natural, raw feel.
- The oak trees and vernal ponds
- Environmental Damage
- Concern for wildlife and plant preservation
- Open space is the only accessible dirt trails nearby; I don't want to lose the only place to go bike casually on dirt.
- Traffic increase during construction.
- Grafitti
- Environment
- Avoid damage to Oak Tree root systems
- Environmental. It's not a pristine area but is functional, maintaining that function during construction would be a concern
- Cost - can the city afford this?
- Cyclists speeding and not observing posted speed limits.
- Damaging to the existing nature in the preserve
- Loss of aesthetic and authenticity
- Adequate parking and handicap accessibility
- Currently these dirt and rock trails are perfect as is, quiet and relatively unknown, and a nice place to walk and hike in the little hills. I fear that adding a paved path will take away from this as it will become much more used by bikes who tend to go much more fast on paved trails vs the dirt and rock that is there. I don't want it to lose its serenity. I also don't want to see increased traffic down our quiet streets or extra cars parking on our roads.
- Dogs off leashes is a common issue
- I enjoy trail riding so would not want to see many paved trails
- Graffiti/ trash. We enjoy the open space because there are less paths. We use it every day and why we moved here. Don't want it to be a formal recreation area
- Safety of wildlife during construction
- I think the area may lose some appeal as a natural/undeveloped area. I enjoy the packed dirt trails and the way they are part of the land. I'd love to see some bridges over the creeks/ditches, and perhaps paving of the wide, straight roads. However, I don't want to the place to become just another city park.
- Costs
- Disturbing wildlife
- Destroyed environment
- Keeping the open space vibe
- I enjoy the natural feel of the trails the way they are.
- Potential accidents if bikers and pedestrians use same path
- Cost. We are suffering a pandemic and loss of wages and jobs. Some people cannot afford food and you want to spend this money on a trail? More space for homeless in Roseville.
- Barriers between pavement and dirt paths. Keep dirt paths accessible.

- Balancing water retention and plant habitats
- Would clearly defined dirt trails be ok? Would help keep a more natural feel, retain less heat and perhaps less long term maintenance expense.
- My initial concern would be that it would remove/ reduce the amount of dirt/ nature trails.
- Vandalism to man-made or natural habitats
- Losing unpaved trail access and use
- Accidents. Cyclists go fast. Kids on scooters are all over the place. Dogs on long leads. Slow walking vs fast. There is just a lot of potential for conflict.
- I see this as a benefit
- Protection of habitats
- Pavement is hot in summer months and can burn the feet of dogs. Leave it alone.
- Educating walkers and bikers on right of way and courtesy. It appears that students and senior citizens might frequent the trail. Perhaps a bike speed limit would be needed. Directional arrows as on the Pleasant Grove trail for walkers and bikers would be a must.
- Disruption of wildlife and native plants
- Wildlife safety
- Taking away from the natural dirt trails that runners/bikers like to have access to
- How construction will affect existing wildlife.
- Unleashed dogs
- Easier access for homeless
- Shrinking nature's footprint
- Cost unnecessary
- Ruining natural splendor
- Wildlife
- Why must every park be developed?
- High speed bicycles. Vandalism
- Nothing wrong with it now.
- First a paved surface in the summer heat of Roseville would be DANGEROUS for dogs! Bicycle riders would dominate the path also endangering the people walking their dogs. Bikers go too fast; many bikers don't indicate they are passing and many bikers expect walkers to move off the paths to make way for the bikes.
- Wildlife safety
- Misuse by those who don't care
- May not be used as much and can ruin the feel of nature
- Dollars spent when they are scarce.
- Unleashed dogs and amount of trash and dog waste.
- Cost
- Losing the nature feel of the trail
- See my concern above about path directions on safety.
- The same dirt trails have been there for years. People like exploring the little dirt trails and I think that keeps them from randomly making new trails.
- Maintaining a protected open space for plants and wildlife
- Ruining the cool natural trails there now

- Animal safety and preserving nature
- Bathroom
- Homeless camps
- I am concerned that it is pointless.
- Less dirt trails
- Having to read and listen to NIMBY neighbors.
- Homeless camps
- Likely runners and dog owners will still utilize dirt path next to black top as it is less impact for runners and not as hot as black top for dog paws
- Industrializing nature areas
- Removing access to all dirt trails. It's better to run on dirt.
- Loss of suburban cross-country bike trails
- To be honest, I enjoy feeling as if I'm more connected with nature while running on a dirt trail, and I'm afraid that the paved road would take away that aspect. Especially because paved roads are large and unnaturally colored. It would also smell like asphalt for a while.
- Habitat protection
- Restroom access
- Paving the area. We often see wildlife on the dirt trails. I don't see a reason to introduce more pavement to gravel to their environment.
- Trash
- Homeless attraction
- Homeless
- Disruption of wild life and landscape of the open space
- Negative impact on nature; one of the best things about walking along there is that it is more like hiking than walking on a sidewalk.
- Would like to see park rangers
- There are many paper trails and not many dirt trails I would like to see this day a dirt trail
- Takes away from the natural feel of the area
- Encampments
- That we protect the wild life - plants and critters
- Homeless people-safety issues
- Keeping clean, no trash
- I would use the paved trail, but we also enjoy the use of single track trails. They add an extra experience to recreation in the city.
- Lose the sense of wildness
- Losing the wild feel/nature
- Preservation of the flora and fauna
- Trail bikes running over walkers
- Environmental impact
- Social distancing
- Increased trash

- I enjoy that the area is natural and undeveloped. It is so much cooler to get away from all the houses and pavement in the summertime. Too many paved trails would ruin the area.
- criminals tend to hide in these types of "off the beaten road" trails. Female Jogger/walker safety is a concern.
- I prefer dirt trails.
- Too much traffic that might negatively impact wildlife
- Environmental preservation and prevention of damage to habitat due to increased ease of access to sensitive areas.
- More trash
- Homeless
- Allows access for new homeless encampments
- Asphalt, runners and road bikes going 25 mph don't mix
- The dirt trails are fine the way they are, it is nice to not always be on pavement when running or biking
- Not a good use of City money right now
- Bicyclists are dangerous and do not share the road. Let me use the existing bike lanes we as taxpayers already paid for.
- Ruining a fragile ecosystem with more concrete and people.
- Attracting homeless camps
- Litter management
- Waste human trash and dog poop/bags
- Homeless encampments
- Homeless and drug users
- Less extensive trails and access than currently exists
- Unsafe crossing areas
- Homeless camping out
- Natural habits getting destroyed
- More concrete, the more heat the surface retains particularly in the hot months.
- Trail width. When trail are busy it can create safety issues. Minimize impact to natural resources, while creating opportunities to view and learn about natural aspects.
- If adequate connections are not provided, the existing issues with volunteer trails will continue as the new path becomes more of a magnet for users. Maximizing connectivity is critical.
- Natural surface trails are important to protect. I don't think a paved trail is needed.
- I like the dirt trails
- Cost
- Well there are coyotes out there we see them at night outside the dog park area fence. Other problems I would see teens vandalizing stuff. Homeless camps and drug use will become a problem
- Littering - having trash cans and dog bag stations is must
- Creating a trail without public bathrooms
- More people without some sort of enforcement to rules could do more harm than good
- I ride mountain bike there as does the Woodcreek high school mountain bike team. Pave only what you must and do not close access to the dirt trails.

- Whether paving will disturb wildlife habitats more than walking on the dirt
- This may reduce numerous alternative paths created throughout the area
- Loss of natural surface trails
- We love that there are currently several dirt trails that are fun to bike on. It would be great to keep some of the trails as dirt.
- Homeless camps and increased trash
- Cost, is this an appropriate use of funds during Covid?
- Unpaved trails are significantly better for joint health and connection to the outdoors
- Where does this money come from?
- Disruption and destruction of environment

If you are a visitor, what city are you from?

- Pinole
- Rocklin
- North highlands
- Rocklin
- Rocklin
- Rocklin
- Folsom
- Lincoln
- Rocklin
- Rocklin
- Granite Bay
- Rocklin
- Pleasant Grove
- Rocklin
- Granite Bay
- Rocklin
- Citrus Heights
- Antelope
- Rocklin
- Rocklin
- Rocklin
- Loomis
- Rocklin
- North Highlands
- Penryn
- Citrus Heights
- Rocklin
- Rocklin
- Lincoln
- Rocklin

- Citrus heights
- Antelope
- Rocklin
- Rocklin
- Lincoln
- Rocklin
- Citrus heights
- Rocklin
- Antelope
- Citrus Heights
- Rocklin
- Rocklin
- Rocklin
- Granite Bay
- Antelope
- Rocklin
- Colfax
- West Sacramento
- Lincoln
- Fair Oaks
- Sacramento
- Rocklin
- Lincoln
- Rocklin
- Los Angeles
- Loomis
- Sacramento
- Placer County
- Citrus Heights
- Sacramento
- Folsom
- Auburn
- Rocklin
- Lincoln
- Davis
- Auburn
- Rocklin
- Rocklin
- Granite Bay
- Auburn

Do you have any other comments or questions about the Mahany Park Open Space Trail Project?

- Thank you for providing an opportunity for our input. I would like to see the city implement as much uninterrupted bike trails as possible. Stopping at a major intersection and riding on busy streets keeps me from biking locally. My wife and I prefer taking our bikes to the ARBT. Question above regarding if safety was a concern - our concern is for wide enough trails for bikers and walkers. Thank you again.
- Please plant more trees and stop cutting down adult trees. We need more shade and greenery in Roseville
- A trail would be so helpful for residents to get to the Roseville Sports Center, Riley Library, and the Aquatics Complex without getting in the car!
- Overall I actually like the space as is
- I really enjoy riding through this space with the kids on adventures, and it did strike me as odd when we started using it that there are random trails that end in nothing or in creeks. It would be great to focus on a paved system that protected the creeks and kept people from randomly exploring more sensitive areas of the space.
- Please make sure to add signage to indicate directions for walkers/joggers and bicyclists along entire route-either by painting on the path or signs.
- Plant more plants/trees, otherwise I appreciate this park
- Having at least one restroom/port-a-potty in the area would be so helpful. Not everybody has a home nearby when the need arises.
- I believe we can have a good balance of preserving nature and having people be out in nature so that they can both enjoy and appreciate it. Also, we have had Scout nature walks there. I learned a lot and I would like school children to have that opportunity. That is also why I like the idea of nature signs.
- Please make this trail happen. It is so unsafe currently to have to walk, jog or bike along the busy fast paced roads around the area. Our poor kids have to ride their bike along Fiddymont to get to school as huge trucks whiz by at 50 - 60mph.
- Will the building of the paved trails seriously disrupt wild life?
- I fully understand the desire to better protect the wildlife and natural areas. Would it be possible to create dirt trails - meaning control which ones should be used with the normal path fencing (posts with a cable), but leave the pathway dirt? My family uses the space both for bike riding - kids love to ride on dirt - and for running, as a dirt is far better on your body than pavement. So rope off where I can and can't run/ride to control some of the off-road stuff, but leave it dirt!
- Have a butterfly house. Use Roseville's summer heat and solar power, as an attraction and place to go, learn, enchant.
- I really appreciate all the great trails in Roseville. I am excited about this project.
- This is great.
- Please do not lose the nature part of the area.
- I think paving a trail would be a waste of materials. Growing up in the area, I've never had an issue accessing the trail space.
- Please connect this trail to the riverside/darling access point.
- I really like the idea. My wife and I recently moved from the South Land Park Neighborhood. I was on the board for SLPNA for 8 years, and was also very active in getting the Del Rio Trail project started.
- Make main use trails wider than side branch trails

- Would be great if this trail was expanded to other areas in Roseville, like a protected bike lane down Woodcreek and along baseline. Getting from baseline to Mahany can be dangerous
- Thank you. We moved to Roseville because off the bike trails. More trails would be welcomed.
- I would prefer that the repair and maintenance of the trail around the outside of Maidu Park and other areas of the City take precedence over this trail when using non-regional park building permit fees (which are intended for construction of these types of projects).
- Consider paving the gravel parking area next to the aquatic center for trailhead parking. Trees along the trail would be nice to keep it shaded in the hot summers.
- Build a little bridge that crosses behind the dog park off the paved main trail. So you can go directly from Alsbury all the way straight on the path to Pleasant Grove
- As a senior, I am not comfortable walking on non-paved trails so this would add a very nice opportunity for me to get into a more natural setting for my walks.
- I think it is a great idea to have some wonderful pathways.
- Leave it alone, it is a great place to take a respite from all the noise.
- Please do not add a paved trail. Do not disrupt the space any more
- The trail should be extended into West Park
- Also include signage for trail etiquette: i.e. regarding trail markings (e.g. which side to walk vs ride a bike) and sharing the trail.
- I'm completely in favor of this project.
- I think it's a great idea to have a paved controlled access trail, both for the sake of trail users and for the wildlife
- Drainage on the path of the pedestrian undercrossing near Sun City needs to be address as there is always a muddy area to traverse. Also graffiti has become an issue and needs to be addressed more quickly. I would love to see footbridges to cross the creeks, which swell during the rainy seasons, making the areas impassable.
- Makes sense to at least pave the existing gravel road and to complete the trail from E to M, connecting to Pleasant Grove Blvd. near the dog park.
- I would love to leave it the way it is and has been. Just because the city of Roseville keeps allowing thousands of people to crowd in here, doesn't mean we need to ruin what has been open space with NO paved trails. Want paved trails, pick a different place. We live right next to it and don't want all the people, trash, and noise that will come. The graffiti, litter, and dog poop is enough already! And garbage cans don't look nice in wetlands. Just saying.
- How many access points will there likely be?
- I have noticed a lot more bicyclists going off trail. I hope this will somehow be discouraged in the future. They go through the grass and wild flowers.
- I would like to see it connect to west park with a tunnel underneath Fiddyment.
- I think it would be a great amenity for the community and a great use of the space.
- The more trails the better!
- I love the idea of a network of trails to use in that space and look forward to completion when I can start using it.
- I'm very pleased that this is being considered and look forward to the grand opening of it.
- How long will it take to finish all of this?

- I would like to be able to cross creeks. I would also like to be able to use inline skates on the trails.
- Thanks so much for addressing this important need! Please make sure this is accessible from Fiddyment!
- I think monies should be maintained to cover the expense of goats for fire protection. And removal of dead trees on trails that could be a hazard. At this time no other money should be spent on this while independent small business owners are struggling to come back from the shutdown of covid-19. All extra money should go to them to help them reopen and continue their livelihood.
- I just would like to see a paved trail from Fiddyment to Woodcreek.
- Please plant tree along the trail
- Need to insure power lines are not accessible to potential vandalism or personal harm.
- It would be awesome for there to be accessible BMX pump tracks for those people (like me) to go do jumps and have fun. You will be surprised of how many friends I have are wanting a track for their bikes to mess around on.
- No fencing on the trails please! Leave it as natural as possible.
- A nature preserve is something to be preserved not degraded with your proposed improvements.
- Mahany Park is filled with enough trails already. It's appeal is that it's not overrun with bicyclists. It's perfect area for walkers and their dogs. If anything, the trails need to be fixed over the creeks where the original foot paths have been washed out.
- This would be very nice, use this trail every week.
- Many people leave their dog poop bags in the trails. Many people let their dogs off the leash with kids and other dogs around.
- However, I would like to see the bridge over the creek that was removed several years ago re-installed.
- The more trails that allow for enjoyment of open spaces, the better.
- I would like to see the proposed sand volleyball courts completed near the tennis courts. What is the status?
- Please leave some of the open space wild.
- We have used the open space area at least since moving here 18 years ago. We would love to see an open space trail area. We are especially interested in the trail linking up with other bike trails in the area.
- My only concern is more people and trash.
- I think it's a great project to connect bike trails around the city. Better connections crossing major streets help also for people trying to bike around the city and would encourage more biking.
- Love the bike trails in the city. Which they were fully connected more since riding on roads today (even within bike lanes) is more dangerous than ever with rampant cell phone use while driving.
- Since there is already a rudimentary trail system in the area, I think improving the trails by paving them would be a fantastic idea.
- Multiple paths would make it easier to social distance.
- I think it's wonderful that you are allowing residents to have an input on this project. Nature areas to walk are important to our mental health.
- I checked the trails out this morning on my bike. Less developed than I expected. I like bike trails, but it might be good to keep some trails undeveloped to keep the bikes off. Also, nice to have benches in shade. there was a wide bridge whose boards need some love.
- Yes, getting run out of the way by bikes speeding buy

- I would love to have more trails to ride in Roseville! I often take my bike down to Folsom because they have so many established trails there. I would love to have the same where I live. I live in Westpark.
- Help connect our city trails and set the foundation to make Roseville a city that you can walk and bike anywhere on safe trail systems
- We love it as is, please don't pave it.
- I really would hate to see things paved over. One of the reasons that I enjoy this area is because it is not paved. There is so much to see and I feel that paving it will completely ruin the experience and scare the wild life away because it would be messing with the natural habitat.
- Is there a gravel option with updated nature signs? Is there a plan to better monitor the area for inappropriate use? We see lights in the area at night. Also, someone was sleeping in a hammock tied to trees in the daytime. Some spray paint under overpass.
- Please continue to try to connect walking and biking trails so we don't have to be on the street
- This is great. A large t-shape through the middle connecting existing trails would be most cost effective.
- It's about time to do this.
- I would like to have a paved path that leads under the bridge near Rose Creek Road from Sun City to Mahany Park.
- I think it would be better to build a skatepark at Mahany Park rather than a trail.
- Wish they had finished the sand volleyball court in the park behind the aquatic center.
- I use this space often and enjoy bringing my children there for nature study. The less natural it is made, the less appealing it becomes. There is such beauty in the lazy dirt paths that wind through the Oaks. I fear that a paved path will bring many more commuters and possibly even transients to the area as has occurred in the downtown Roseville parks. I'm also concerned that with a Paved path there will be toilets added to the area which is thoroughly unnecessary as there is already restrooms near the library. Thanks for allowing us who use the space to share our input.
- It would be a great benefit to connect all trails together eventually. To be able to bike from one part of Roseville to all areas of Roseville similar to what Folsom has.
- Will our taxes go up to fund this?
- Please hook up to all trails leading to Folsom lake.
- Although I understand the need to protect habitat and vegetation, there is an appeal to walking a narrow path which at the moment is dirt. It is more like being in nature than on pavement. The one thing we appreciate about Roseville is all the open spaces to walk. Thanks so much for all you do to make that possible.
- Let's do it!
- Connect all Roseville bike trails.
- The most important part of the trail for us is to pave the part that is gravel so there is a complete paved way to ride to the high school, library, and park. Second, is safe creek crossings.
- People are already using the dirt and chip-and-seal access roads out here. There is a problem with user created bridges in several areas and adding something the city maintains would likely be an overall benefit to the area, as it would mostly confine the areas people use to better maintained trails and having trash cans and dog pots would at least greatly help with the amount of litter and dog droppings left by users of the open space area. Increased traffic would be an ecological detriment in that it increases human traffic in the preserve, but increased traffic would also hopefully increase responsibility of users as they have others around.

- Let's do it! Long overdue to have a bike trail extension west of the pool and school
- No dead ends. Follow existing dirt paths, no right angles. Bridge connections above or below arterial roadways.
- Nope
- I think it's a fabulous idea to have a paved path through the open space
- Have you thought about asking for donations from local organizations or businesses for some of the things needed, like benches or signage or dog waste stations? You might find some of the local organizations might get behind the cause financially to help out.
- Thank you for this project.
- More benches and swings for kids, any activity to bring people out
- This is the Cross Country team's only trail to run on for morning practice. The only thing I would add to the existing trails is more/updated wildlife signage and bridges to cross creeks, which have been a dangerous hazard in the past.
- I would love to see these trails remain dirt
- I think this is a great idea. I wish we could have more trash cans and dog waste stations around our city to help alleviate all of the garbage, waste, and litter that is throughout our residential sidewalks.
- We do need green space pedestrian/bike crossings through highway 65 near Pleasant Grove and near Blue Oaks or Stanford Ranch.
- Please complete this project as soon as possible! Definitely needed many years ago.
- What's the timing and funding sources for this proposal?
- Good idea
- Please keep some dirt trails.
- Paving the general maintenance road would greatly help, I hate riding my bike on it as it's way too bumpy and there is no other access to Woodcreek Oaks from the North/South existing bike trail.
- Please do not pave a trail. Please limit parking and access points. Please keep it as natural and protected as intended. Enforce dog walkers keep dogs on leash and pick up poop. I have seen dog owners turn dogs loose to chase migrating geese in the vernal ponds - awful! Paving will only encourage and increase all kinds of traffic in the park and surrounding areas. Please save your money and spend it on something else like energy rebates, supporting more police activities as the city is growing too fast and is losing the very amenities that used to make it a safe and special place to live.
- I thought the 1/2 percent city sales tax was to supplement the police and fire departments. I don't like seeing it spent on other projects. Our police force needs to be supplemented.
- In Roseville there are many greenbelt bike paths and maintained city parks. The Mahany nature preserve is unique in that it is mostly native valley plants and landscape as well as endangered vernal pools. While paving some of the main trails such as the access road running parallel to the powerlines running E-W and adding bridges for better access might be beneficial, the unpaved dirt trails I would say add to the experience people desire when they visit the Mahany nature center. If visitors want to walk on a paved bike trail there is one in Mahany and many throughout Roseville. While increasing trail signage, interpretive signage, and access would be positive, I would argue strongly against paving everything in order to keep the space somewhat wild.
- Thank you
- I love the idea.
- Please start ASAP

- Love the idea
- I would like to see the leash law enforced. I have been swarmed by dogs multiple times since COVID-19 started with many people out there with dogs off leash. The off leash dogs and owners who can't control them trample thru the plants.
- My family walks the dog several times per week in the Mahany Open Space. We have a Labrador Retriever that loves to play in the water. We have hundreds of friends in the area that walk their dogs off-leash too. These dogs need to run and handlers need Covid-19 safe outdoor activities. For the most part, dog handlers are responsible and self-regulate dogs with aggressive or runaway behavior. We don't need this area turned into a park with rules, parking issues and amateur ornithologists thinking it's a bird sanctuary.
- There are a few bad examples I would like to avoid, namely Veteran's park which is totally off limit to dogs also the trail West of Nichols Park the chain-link fence on the north side of this trail prohibits access to the creek. Pleasant Grove Creek Trail is nice but there are traffic issues with speeding bikers and joggers on the paved sections that are reluctant to slow down. Having leashed dogs makes these situations even harder to manage, like a giant bolas ensnaring everyone in a tangle.
- I am disabled and have limited mobility, a few foot bridges would be useful. There are three places that would be on my list; The North Bridge (38°46'00.42" N, 121°20'17.49" W) by the cardboard recycling bins near the Bear dog park (Point Q). Middle Bridge connecting the Main East and West trails (38°45'51.58" N, 121°20'30.69" W) or as an alternate a Woodland Bridge (38°45'58.70" N, 121°20'36.15" W) on the trail through the oak grove.
- If there were an unlimited budget, it would be nice to put in some tables on the two hill tops (38°45'48.84" N, 121°20'13.43" W) and (38°45'47.16" N, 121°20'11.85" W) and rip out the old benches. It's the best place to watch the sunset. And a garbage can, the kids leave a lot of broken glass up there.
- I was hoping you would pave the gravel maintenance road and replace the surfacing on the bridges.
- Please have all the trails connect.
- Exciting! Thank you!
- None. Thank you for the opportunity to comment
- If trail is going west of Fiddymont one day as shown, pave the existing access/maintenance road off of Fiddymont to park
- Has there been an Environmental Impact Statement conducted for adding paved trails to this open space?
- I would love to see a Par course type exercise stations that you could do as you walk run or bike along the way like they have at many colleges. The equipment is very low maintenance and not very expensive.
- Would love a trail, and to build some bridges! But would hope to keep it simple, so traffic doesn't increase. And also to stick to the current paths and not add new ones closer to homes.
- I use the trails of Mahany Park 5 times a week. I like it as it is, but definitely see the benefits of upgrading the trails. I hope you consider those "paths" that we have created through the woods south of proposed access point L and upgrade them.
- I think this project is a great idea!
- When I walk on some of the trails, they are not wide enough. Bikes come up behind me and dangerously try to go around, but there isn't enough room.
- Would love to see connection from veterans park to Mahany and to Miners Ravine
- Your posted map does not show the proposed trail - there is no highlighted green trail on the map aside from a small part off of Fiddymont road. You should re-publish the map to show what you are actually proposing.

- I would love exercise stations.
- We love the existing walking paths and use them a lot. It makes sense to add more and do it in a good way, the same as it has been done.
- Leave it as it is , a nice relaxed walking areas with no restrictions and a proper open space for everyone to enjoy.
- More police patrol on bike. Public safety.
- Adverse impacts to natural drainage and runoff are a concern; adverse impacts to wildlife
- It's nice that it feels simple and rustic. I appreciate having lands like this so close to Sun City.
- Please make the trail happen
- This is nice to think about but is this a wise use of funds during a depression? How much will taxes go up on the unemployed?
- This seems like a worthwhile project.
- Consider restrooms
- It is needed for safe scenic trail walking by the residents of Sun City; for long overdue removal of dead trees, etc.; for better brush fire control; for aesthetics; and for better insect control eg. mosquitoes.
- Can't our taxpayer money be used for a better purpose than this?
- If this project moves forward, I would suggest that the unpaved trails now being used be the ones that are paved & limit the NEW trails created to keep costs down since this project will not be used by a LARGE number of people. Keep the goats/sheep coming to keep the growth down & make sure LIGHTING is included to keep the people safe.
- It would be nice for the city to leave some places in the natural state that they are currently in. Adding garbage cans or dog waste bag stations are a plus. Otherwise that is all.
- Welcome all paved, off-road areas to walk and bike
- I would like to see the bike trails connect to existing trails and expanded so I can stay out of traffic.
- Leash laws should be posted. Nothing is worse than going on a run and approaching dogs without a leash, it's always scary.
- Please connect or make plans for a strong future connection to Sierra Vista community (e.g. pedestrian only light/ cross walk). The Sierra Vista specific plan calls for a commercial development and hopefully a access path through that future development. We need to get access to this wonderful project.
- I love this area!! I visit it weekly. I think it would be fantastic to have more trails that are user friendly to run, bike and walk on in Mahany Park!
- Paved pathways will reduce erosion, will probably encourage more people to use trails in rainy months, will encourage users to stay on trails and out of fragile land areas.
- Maybe add more "fun facts" signage or nature/map signage. Also if possible, maybe add some lighting along the proposed trails since it gets very dark once the sunsets and would help for safety. Also, add some bridges along creeks.
- Will the bridge crossing the creek located by the old water substation be maintained/ fixed, some of the wooden planks are rotting and getting loose (bridge is located in the area of "F" on the map above for Existing Access Points).
- A pedestrian overpass at Pleasant Grove and Woodcreek would be nice.
- Let's definitely make this happen! We love Roseville!

- I think this is a great idea and as west Roseville continues to grow this will provide a much needed recreation destination for families.
- Wait until the City finances improve
- Has the project been approved to be built and the city is just looking for input or is the city debating whether to proceed with building the trail?
- Will you be taking public donations after the \$300K?
- More bike trails allow for safer modes of transportation that are not shared with cars
- Plant some colorful trees, shade, water stations Please plant some nice small trees, planting in front of Fiddymment transformer station. The surrounding area by the station is an eyesore. The landscaping in front of the station has been severely neglected!!
- I go on these trails almost every day and I really enjoy them, I've lived here my whole life and the trails have lots of memories for me and the bike jumps that are there are really fun, and if it becomes paved, it will ruin the ability to enjoy the trails for me and my visitation of these trails will significantly decrease. Please do not pave these trails. It will seriously ruin the atmosphere and I will not enjoy a paved trail.
- Great idea! We walk the trail out to the small power shed and back to the library.
- How much would this cost? The map does not show where the trail would be located, would it connect with Fiddymment, Raley's, Library, Ball parks?
- Thanks for doing it. I'd love to see it ultimately connect to the Dry Creek Trail way
- I drive special to Mahany Park open space to run on the dirt trails. It hurts more to run on paved trails. All the trails around my house are paved and not enjoyable to run on. I also like to walk my dogs on dirt trails as temperatures rise it's hot on their paws to walk on paved trails versus dirt trails. Please keep this area natural.
- What plants and habitat are endangered in the area that would be improved by putting in a paved path? I think that paving paths throughout this area would be more of a threat to the "endangered habitat" than leaving it as is. Adding bridges over certain creeks and endangered areas would be more of a benefit than spending money on paving trails. I feel that people would continue to create dirt paths throughout the area, therefore negating any benefit that paved paths would create.
- I have lived in West Roseville for 17 years. I am proud of the fact that we have the Mahany Park nature preserve and it feels like you're taking a nature walk (ignoring the powerlines, of course.) I like the dirt paths.
- Mountain bike area or flat track
- How is this being paid for?
- Yes! It seems to me there are other needs that should take priority over paving a trail. Repair streets. I'd like to send you a bill for the roundup I use to kill the weeds on the streets in front of my house.
- Leave it like it is except lighting
- Please provide visible lines of sight around tight corners or steep slopes for bicyclist and pedestrians and provide money for maintenance for park staff to complete plant trimmings for over grown areas that impede visible lines of sight. Please put solar LED lights under bridges. Please provide 1'-2' wide compact granite shoulders on each side of the paved trail for walks and runners. Please plan and budget for maintenance for future slurry seals and maintenance on the asphalt trail.
- What are the environmental impacts?
- One of the reasons I like walking through the area is to get off of the asphalt and concrete that covers most of the rest of Roseville.

- I was very disappointed when the former plank bridges crossing the creek were removed. So having another bridge would be nice.
- I don't understand the contention that having a swath of asphalt through the area is less disruptive to nature than dirt paths (some of which were created by wildlife). I have been walking the area for over 20 years and have noticed different dirt paths come and go.
- You have too many names for the area, Mahany Park Preserve, Woodcreek West Preserve, Silverado Oaks Reserve, Woodcreek Nature Preserve. In fact, putting an improved multi-use trail through a "Preserve" seems kind of antithetical. I guess I am ambivalent about the project. From my perspective, there are things that would be nice about it, but I could easily do without it.
- I like it the way it is.
- Well overdue. Always wondered who owned the property and why it was so underdeveloped
- I repeat, less focus on open space and more on the needs of West Roseville residents.
- I actually like the dirt roads/trails, so see the bridges as the most important element.
- Leave it just the way it is. We love the natural feeling of the open space.
- The most important improvement is providing cross over of the creeks which would greatly improve connection with all the trails.
- Frequent user of pleasant grove creek trail. People do not know how to use the trail, unattended children, oblivious adults, right way to walk or bike, littering, dog poop, unleashed dogs & children, lastly mandatory trail safety course attendance.
- More paved trails = more people = more congestion, trash, and less nature = less wildlife = fewer reasons to have the open space area.
- Trails increase the desirability for family living and working in Roseville. Build and connect trails.
- I regularly use and enjoy this open space and have been picking up trash throughout the area for 9 years. Trash cans would be an excellent addition. Thank you for the thoughtful consideration of further improvement to this multi-use area
- It's such a beautiful peaceful walk right now you will change all that by changing the environment
- About time
- One of the best birding spots in Roseville. Plant more native trees and plants. Don't let the goats eat the willows. Protect the large oaks.
- I like the nature area the way it is, not looking forward to having more people in the area parking their cars in the neighborhood so access the trails. I live here and purchased the house because it had a wetland preserve so as to know that there would be no future infill projects.
- One of the top 10 Birding Hotspots in Placer County
- Great idea!
- This would be great. Would love to walk and ride my bike through the park.
- I love this trail. I run and walk my dog on it every day. I am 36 years old and have been using this trail since I was 14 years old in Cross Country at Woodcreek. It is invaluable to my perception of why I KNOW Roseville is the best city in Placer County. I love how clean the streets/trails are and look forward to putting our tax dollars towards something that will increase our quality of life.
- Excited for more trails!
- I frequently have to avoid walking through the park because it is common for people to unleash their dogs.

- I relocated to Roseville one year ago and didn't know there was an Open Space at Mahany Park. I'm eager to see trails added so that I can use that space. I'd rather walk on a paved trail than through any area where I could disrupt vegetation or animals.
- Excited
- If you want to preserve the area, I do not see making improvements which will drastically increase traffic being a good move.
- Keep the area dark, it's great to have a place to go see the stars from.
- Adding a trail through the area is a much needed improvement. Crossing the creek W. of the dog park would be a nice addition to the area. Providing a trail through or near the old Oaks might discourage some abuse of that area. I've seen 400 year old oaks fall to the ground, it is heart breaking. It would be nice to see the old trees in this area continue outlive the residents.
- Would it be possible to fence off some of the vernal pools to protect them from people and unleashed dogs? Would it be possible to add more oak plantings in with this effort for some of the areas out there?
- As a side, I've lived in Roseville for over 20 years and ran that informal trail the entire time. It used to be one path but over time has spiders out into several. It's a beautiful piece of nature in the city that I'd love to have responsible city management of for both environmental and public benefit.
- I would love more trails, but wonder if the city should be budgeting a project like this right now in a time of such economic uncertainty.
- Please at least put asphalt on existing gravel maintenance "red" path
- The space is so beautiful and tranquil. It offers local residents the opportunity to enjoy the outdoors close to home. Sometimes paved trails can bring a lot of traffic to nearby neighborhood homes that would be unwelcome and unfair to the homeowners who bought specifically for a quiet neighborhood near a green space.
- I would like to see it remain as it is
- I think paving the wide, gravel part is a good idea. It provides better and easier access to some people and is more bike friendly. But what we currently have is a nice way to connect with nature in the middle of the suburbs, and I don't think we should undo that
- I continue to encourage the City of Roseville and Placer County to develop and interconnect their multi-use trails.
- The elementary school nature walk field trip with High School student presenters was peaceful and enjoyable. Hopefully a new multi-use trail will not negatively impact the natural beauty of the space and the wildlife and their habitat. All existing Mahany Park areas and nearby public facilities are unique and wonderful.
- I would support small wood bridges being added to make the many creeks easier to cross when they have water in them.
- Mostly I would love to see the power lines go away and be sunk underground. They are ugly and I worry about being around them in terms of my health. On the other hand, I am pretty sure the only reason this space is not developed is because the power lines are there. Let's be honest, there is not much public open space actually set aside. "
- Nice to see more rec options for residents
- I have lived near this open space for 13 years and have longed for a paved trail in this area both for exercise and for my kids to walk/bike to school on! However, what I don't understand when looking at this map is why the trail can't just go through the

middle of the open space like the dirt trails already do?! They are nice trails that could be made even better by paving them and building a bridge over the creek! I walk the Veterans Park trail quite frequently and I know that there have been bridges and additional trails added there within the last 5 years or so. When looking at the proposed trails on the other side of Fiddyment it does look like that trail would run through where the electrical towers are, not around.

- Also the gravel maintenance road is horrible to bike or walk on, is this going to be paved as well?
- And lastly, I don't like the idea of having to walk out on Fiddyment or Pleasant Grove at all. Those are very busy streets and if you're trying to enjoy a nice walk having to walk with cars zooming by you is not very relaxing!
- Public water fountain and restroom station. Entrance F is currently not so friendly to strollers or bikes.
- I would not want any paved trail over existing bridges or creeks. Please keep it as natural as possible by not paving in the interior of the park. If paving, please limit to outer perimeter only.
- Keep it accessible and fun for trail riding mountain bikers.
- It's a great idea. As much as possible, connect with other trails.
- I see the damage due to trespass as a failure by the city to protect the open space habitat in the first place. The open space was protected as mitigation for previous urban development and the city has a (legally binding) stewardship obligation that cannot be set aside. The excuse that you must "pave it to save it" does not hold up. There should be an analysis of the stewardship obligation of the city, which is not even mentioned.
- I wish there were a better way to link the trails, so you could use them to get places without using the street as much
- Connect East to west Roseville
- Wish it would remain untouched. There are enough paved areas if people want to go on them I have seen many people enjoying the paths walking running and biking especially during the quarantine. Don't need bathrooms or fitness stations or trash cans out there
- Please build the Linda Creek trail first.
- I'm a bike rider who doesn't like riding on the streets as some drivers are careless in driving habits and wander into bike lanes.
- I've loved this place since I've lived in Roseville (12 years). It's been a huge part of my childhood and growing up, and I hope it can be a source of natural beauty for many years.
- The pump station at the end of the gravel road looks awful and run down, is it even used? It needs to be fixed up and maybe have some plants around it. For a city that takes great care of its infrastructure it's a sad sight and has been for many years.
- I would like the city to protect the large oaks from the goats which it employs for fire protection. Over the last few years I have seen the goats doing damage to the trees by foraging on the lower branches. I have an plant and tree science background. This damages the beautiful heritage oaks. The lower branches sometimes do not recover from the stripping of foliage and bark.
- I live a block away and walk there most evenings in the spring through fall. I am concerned about the wildlife being disturbed. Please keep this in mind as you plan additional use of this space
- I am concerned that trails will become too busy
- I love the space.
- Great ride location. Keep up your good work for the residents of Roseville. Thanks for the survey.

- If this project goes underway, please make sure that it doesn't affect the environment at all!!!
- Love the idea
- I don't believe this is a necessary project. The beauty of this area is it's "natural" feel. There are enough designated paths already.
- If possible, a gravel/smooth dirt trail would be a nice addition to Roseville's trail system.
- Keep doing a great job. You can't please everyone, but be fiscally conservative and spend your residents tax money wisely. Keep focus on community and the people that pay for a great Roseville.
- More details on other bike trails this project will connect with.
- None
- A paved trail that links the dog park, Junction, and the Roseville Aquatics Complex is 20 years overdue. Nonmotorized access is not possible without using a high-speed arterial or collector.
- Well-designed survey. Thank you.
- I think this is way overdue excited Roseville is creating paved trails I would like the trail to be connected to Suncity so people don't have to cross or access the roads to be able to go to the other side.
- Connect all bike trails throughout all Roseville
- Construct bike park with jumps.
- I love walking the local trails and would like to see it linked with others for additional trail options.
- Our trails are fantastic. I would love to have all trails connect without the need to go onto roads/sidewalks. For example, the trail that goes past Barbara Chilton and then extends west and curves north could connect to the trail that goes through the pistachio trees / orchards on the trail that is north of Blue Oaks Blvd. This would be fairly easy to do, and this would allow people to connect many more of the trails together for fitness and recreation. Thanks for all of the work on our trails and parks!
- I do have a question about the land that is at the corner of Fiddymont and Blue Oaks. We have been waiting for a long time for trails on that land. When will the promised ""nature trails"" be established there? Thanks for any information that you can provide (jmwhitman92@gmail.com).
- Thanks for building trails to prevent erosion and damage to plants.
- This has been needed for a very long time!
- More small trees on the Western portion for shade would benefit, or a public fruit tree picking area e.g. lemons, figs, olives.
- Would very much appreciate having this additional paved trail
- This would be a lovely place for an evening walk.
- I think this is a great idea. My family and I already utilize the space for bike riding and are interested in doing so for many more years to come.
- From the maps provided I don't see much proposed improvement within the red-outlined area - just a small additional trail outside the red lines.
- Keep up the "open minded" approach to alternative modes of transportation for an area growing too fast
- Would be great to have safe bridges to cross the creek at all the access points.
- Shaded areas with benches.
- Hope you create the trails such that the preserve can be protected and admired.
- Pavement is hot in summer months and can burn the feet of dogs. Leave it alone. Complete waste of money.

- Thanks so much for taking input. This would be a great addition to our already wonderful city trails and parks.
- I would love to see a paved trail in the open spaces. I enjoy walking , especially in nature areas.
- Is there a way to keep motorized or semi-motorized (electric bike/scooters) off the trails? I've seen OHV using trails on the west end of town.
- We have learned from the COVID 19 quarantine just how vital these outdoor opportunities are for citizens of all ages. I want to thank the City for having the foresight to construct such beautiful parks and set aside open space. I served on the Parks and Rec Commission back in the 90s. I believe that Ed Mahany would be so happy to see today's residents enjoying this land while preserving its beauty.
- Yes please make it only for dogs on a leash.
- I'd rather it stay unpaved. It's a great place where people can still go ride dirt bikes and mountain bikes, explore the marshes, and walk along well-worn footpaths. It's nice to still have a chunk of Roseville in its natural state to explore.
- Better use of money that you usually waste!
- I think this is great, especially if it's connected to other paths. I don't like riding my bike on the street & desperately are looking for longer, safer places to ride. Thank you!
- I come to Roseville with my kids and push my Grandma who lives in Del Webb on the paved trails and my kids ride their scooters. More paving would be nice and we would be able to go farther.
- The open space is relatively flat and serves well as-is, unpaved. I believe that paving a trail through would reduce the charm and character of the open space and increase traffic and refuse through the area.
- I think a multi-use trail is a welcome addition to the space, since it can provide a nice area away from streets and cars to enjoy a walk/run/bike.
- Good ide
- Do not pave
- Again, please plant more trees and have it connect into existing bike trail
- How will it connect to existing trails and what trails will it connect too?
- Thus is a place where people can walk outside and feel a connection with natural beauty. Not every park requires all kinds of amenities. There are ample bike lanes and sidewalks, as well as developed parks. Leave the open space as is, people want and need more undeveloped areas in Roseville or it will soon feel like San Jose.
- There is little information and general knowledge of this trail system and all trail systems in Roseville. We have been here 6 years, we are walkers, and yet we never knew there was a Mahaney trail. No maps, no signage, no marketing of such city trails.
- The more trails in Roseville the better
- I would like to see these paths better connected to each other. Right now it seem like it's .5 miles here and .5 miles there. It would be nice to have a 5 to 10 mi. loop.
- Please work with WLL Board.
- What bucket of funds does this come out of? I am concerned that there are other more pressing needs with limited dollars. How is it being prioritized? Not sure this is priority.
- Living in the Westpark area, my family and I would love to see a trail through this area as well as a connector and trails in the open discernment directly to the west of Fiddymont (under the power lines). We live to bike and walk and for safety prefer trails over roads. It would be nice to be able to bike to get

groceries at Raley's and visit shops/eateries nearby.

- Pavement is bad for walkers/joggers joints. Also, the paving material is full of chemicals that bleed into the surrounding areas.
- I think making it a large loop with a few different inlets from streets/neighborhoods would be the best. Roseville needs another trail, a large circle like Maidu Park. Please!
- Looks like a good project! Emphasis should be on connections between existing and proposed trails so as to create a transportation system.
- The open space is so beautiful and feels like a walk in the country. I think the impact on wildlife from bringing in noisy equipment and smelly asphalt would not be good. A lot of people stay off the trails in the wet season which gives wild life a break from people.
- Leave it natural, not everything needs to be paved.
- I love that trails will connect to the larger network. Please consider adding lighting in some areas. Perhaps solar powered?
- Will there be a paved trail down the middle of the open space down to Fiddymment? It is not shown as proposed on the map.
- Please don't pave. We have enough paved trails. We need the nature
- Just build bridges across creeks on current dirt/gravel trails and done. Don't need anything more.
- Some dirt trails built in would be awesome too
- Please provide access across the creek from point M on pleasant grove to existing trail coming north
- Would be great to incorporate more features for mountain bikers. Maybe a bike park.
- These improvements would be received well by the community.
- Make it happen
- A paved path to the dog park would be amazing. A paved or gravel path from the aquatic center to Fiddymment would be great for exercise.
- Keep dirt trails parallel to paved trails. Don't just pave over them.
- This multi-use trail is a wonderful idea. Thank you very much.
- Please connect all trails. Drivers do not respect bikers. There are a few trails in West Roseville that should be connected.
- Any ponds or Creek areas for nature.
- When will it connect West of Fiddymment & South of Pleasant Grove?
- I would love to see all our trails connected; makes for great adventures with family and friends when we walk, run or ride our bikes.
- Dirt paths are still good. Don't pave everything.
- It would be great to be able to ride from here and connect up with Washington to Royer and jump on the trail to Folsom.
- Water fountain at either ends and in the middle.
- Wonderful
- A parking area at the end of the trail (access point L) would be nice.
- Since we all get taxed a huge percentage of each sale for the wetlands, how fast can you get this done?
- Please make bridges over the little rivers, we would like to bike
- Great idea! Lots of teenagers take it to and home from school. Maybe some safety features. Worry about homeless in the field.

- The more ways we have to get out and appreciate nature, the better
- I think it sounds like a great idea.
- I do currently enjoy the dirt fire road path out there more than I enjoy paved trail and visit because of the option to run on dirt
- It would be great for the city
- I would love for this path to be paved and for multiple points to enter the path. I see it as a great form of exercise, and to enjoy nature. I would really utilize the open space preserve more if there was paved access. Right now I worry about uneven ground and tripping and falling where there isn't a bridge across the creeks.
- We also need shops and gas station
- I would like it left the way it is. I like hiking on the dirt trails. People will still make their own trails even with the paved trails. I am against the pave project.
- This is a great idea
- It would make it easier for the kids to ride bikes on. Thank you!
- Install a Par course
- It would be amazing
- Please build this!
- Please Do it
- I love Roseville open space projects and I think it's great during the events of recent times to encourage more people to spend time outside since we know in this format it's less risk than other indoor leisure activities.
- Thank you for helping improve trail connectivity.
- I like paved trails for biking
- Looking for a continuation of the bike trail
- Can't wait for the improvements
- Paved trails are great, but dirt single track trails are also a lot of fun for the whole family. You truly feel removed from the city and in nature when you are on a dirt trail. Roseville should start a program to develop and maintain single track throughout the city. This would be much cheaper than spending millions of tax payer dollars on paved trails. Again I love both, but think we need more single track in the city.
- I love the trails. Big proponent of having trails be able to connect together!
- Would like to see the area planted with blue oaks.
- I think the footpaths would be reduced just by putting in bridges, especially in trees near Pleasant Grove where people trample the bank trying to find way across stream that has steep banks
- Access points from Pleasant Grove Blvd. are the most needed.
- Pave the trail along the power lines, the rocks aren't nice to bikes, man or beasts
- Finish the trail across the creek to Pleasant Grove next to the dog park
- I currently use the Open Space and feel bad about using all the dirt "paths."
- I think it's a great idea. Trees or fruit trees will be great. As well as water station or water for drinking. Miles marker will be great too.
- Would love to see the gravel path paved to connect to other paved pathways.
- Possible restroom and or water fountain

- I lived near current access Point P and used the area frequently, all seasons. Tremendous asset. Now live in East Roseville, still drive over to walk my dog in the old stomping grounds he traveled as a pup 12 years ago.
- Please add pavement markings for those who cannot read to walk left, ride right. I think if you painted this info head to head showing the direction if going one way and again a few feet farther along to show if walking in the opposite direction it might help the obvious confusion. People and often foreign language users do not read the green sign at all.
- I moved here last year and didn't know there was an open space and will access it now that I know it's there when I go to the library.
- Leashed Dog Signs thru out
- A timeline for how long the process is would be nice to have.
- Excited to see it happen.
- We must consider a safe way to cross Fiddymment for residents in West Park and Sierra Vista to safely access this Mahany Park Open Space Trail from the west.
- I would prefer to keep it as-is and more natural rather than more paved trails
- I don't currently use the trail space but if it were connected to other trails I do use, I would begin to use it
- Do it. I've been waiting for this to be completed for years.
- Connect existing bike trails and build creek bridges, but leave the rest alone
- I moved too Roseville because off the walking/bike paths. The more the better
- What a wonderful idea! It would be nice to connect with the existing trail along the power transmission line on the other side of Woodcreek Oaks Blvd.
- I have always wanted to walk back there but have been hesitant because of the uneven surfaces. I would love to have more paved walking trails in the area.
- Building more trails - and linking them together - is a win, win for everyone
- I live in Olympus Point so my use would be minimal at best. However, it seems like a good idea for the City and will help protect those habitats.
- We really need paved trails that start in point E and ends at the Roseville Commuter Stop (park and ride). Currently is hard to bike to the Commuter Stop. I live close to point E
- Trail etiquette pamphlets or signage at trail heads would be amazing - The amount of people "doing their own thing" is unsafe
- Keep the dirt trails
- will you openly allow input? Too many people and too many improvements all in the name of progress. Ruining the only remaining preserve we have by laying concrete. Most people do not respect wildlife, natural areas, or common sense to clean up after their dogs. The police will not even come out when dirt bikes, quad runners and golf carts are reported as they rip through trails. The few animals and wildlife that still exist will be pushed out.
- Leave it the way it is
- Consider moving Fiddymment Road access points (on both east and west side of the road) a little bit north, closer to Pleasant Grove Blvd, to encourage using the signaled intersection instead of jaywalking across the road.
- Would like to see shade structures at points along the trail. It often gets very hot walking with little ones within minimal cover.

- Connect it to Maidu.
- This would be great. Even if it is a simple trail that extends the length of the open space and connects to the existing trail. It doesn't need to be super extensive and cross crossing all over.
- It would be wonderful to create this trail and especially connect it with other paved trails in the area. I am always looking for safe places to exercise away from the dangerous conditions that exist on Roseville's public streets. Drivers are paying less and less attention, which increases the risks to those riding their bikes, running, and walking along our streets. I hope the City of Roseville agrees to go forward with this plan.
- It's beautiful. Keep it clean
- I would love to see all the pathways eventually connect. I'd love to be able to ride my bike from the path head at Woodcreek near the overflow lot to the restaurants on pleasant grove and somehow see it connect to the path off Diamond Oaks that takes you to the Fountains and mall.
- Much overdue
- I would like Roseville to have a vast network of bike trails similar to Folsom.
- Maybe a couple drinking fountains for children and dogs
- I would love to see more trails in this area because there are limited places to explore on a bike due to the limited paved trails in this area. The nature is beautiful in this area but hard to explore and appreciate due to the limited paved trails. I think connecting different parks and neighborhoods with trails helps limit the need to drive to these areas, and helps promote biking and walking to different parks and neighborhoods. This will promote cleaner air and more community interaction.
- Area needs more trees.
- I'm a runner and would love to have more paved trails around to keep me off sidewalks and near traffic. It's also safer to bring my kids along when traffic isn't a concern.
- I really like to see the paved multi-use trails. I would like to see more continuity between the trails. I think there are plans to connect trails but I don't know how long that will take.
- It is time to do this because of the population boom
- Great project, just do it
- This is really a great opportunity to dramatically improve both N-S and E-W connectivity in North Roseville, especially by making direct connections between surrounding neighborhoods and both Mahany Park and Woodcreek HS. This also provides an opportunity to maximize the value of the existing undercrossing of Pleasant Grove Blvd. I also think interpretation of the natural area is important to foster a sense of stewardship for the preserve, which will ultimately help it thrive as its primary purpose, a preserve.
- Yes, I support this project
- Trails are important, my first priority is another trail over or under Interstate 80 in the Cirby Street area.
- A paved path would be beneficial to students attending Woodcreek HS. It also would be nice to have more bike trails in this area.
- I think it would be a very nice addition to existing trail complex that make Roseville such an great place to live
- Create more dirt trails too
- I'm so excited to hear this could be in the works.
- I really think this trail could be incredible for the community. I think it would serve the community better than apartment complexes or another shopping center. I also believe this would be important in helping

with the preservation of a lot of wildlife in the area.

- Most important to replace the bridges that the city removed a few years ago making Mahany Park almost unusable
- It gets too crowded now
- How fast can you make it happen?
- Bathroom. Bridge over creek. Water fountain.
- I've always wondered what killed the numerous dead oak trees along the waterway. If you're adding informational signage, the information would be interesting to know.
- Where will the Woodcreek HS MTB team practice if they lose their trail? Please consider that natural surface trails can be sustainable with proper design and maintenance, and are much more enjoyable. A parallel natural trail may be a solution.
- I love this area and I walk through it 3-5 times a week. I would love to see some improvements without hurting the current feel of it. It's very soothing and relaxing to walk through .
- There are no connections to the "Saint" Streets from the trail and we have to walk through the plants if we need a quick way home. We'd love a dirt path connection to some of these streets. Also, the post and cable fencing at these streets do not have any openings to get bikes through. We have two young kids (one we're pulling in a bike trailer) and we're unable to get through this way. The same issue occurs near Junction as well as Aylesbury.
- It would be wonderful to have a connecting bike trail through the western part of the city. Away from "freeway" conditions on major thoroughfares.
- Great idea
- This is the right direction for the city and citizens
- Roseville should have a network of multiuse trails that connect west and east, such that people could bike across town in safety.
- I like how it is. No bikes speeding by. Perfect as it is
- Put gravel trails in, don't pave it. Bridges to cross creeks so it doesn't erode the land
- My concern is about destruction of the habitats
- Not sure it's worth the tax dollars to do this especially given our poor economy right now
- Don't have this valuable resource

Public Comments from Social Media

- After living here 21 years, Roseville has horrendously mismanaged this area. First the inadequate slope for drainage under Pleasant Grove Blvd created back up, raising the water table. Addition of housing irrigation runoff in the summer added to this problem. Dozens of 100 - 200 year old blue oaks have died in the last 20 years due to too much water. Second besides the vernal pools, much of the understory vegetation is invasive plants typical of the long term grazing impacts from California. Lately concern over fire danger has led the city to use goats to graze vegetation down to the ground. These goats are moved all around the sacramento region, and therefore spread weed seeds in their fur and feces. I suggest you develop an adequate habitat management and restoration plan on top of the concept of just paving the walkways.
- I would prefer you left it just the way it is. A little untarnished dose of nature. Helps keep me sane. I agree with the other folks on here already: manage this natural resource properly, but spend our tax dollars on

the important things first. Laying more pavement is unneeded.

- Could you clean up the homeless camps by Olympus Pointe Sculpture Park?
- Not too paving. Too much of our city is now a concrete jungle. Sand and gravel a path if you must.
- Like others said, just leave it the way it is. If anything plant more trees there.
- How about people use the existing spaces that we've been taxed for.
- The more trails, the merrier. Also, a great addition to our existing parks that have a vast area not being used, would be pump tracks. A concrete course with jumps and turns for bikes.
- My morning walk
- It would be nice to see a paved sidewalk on Pleasant Grove near the fountains so people didn't have to walk or bike in dirt. The sidewalk just stops till the light.
- Just pave it, they will come.
- Yes, connect and make trails!
- Look forward to learning more.
- Build a new bike park like Auburn did, along with a new skate park.
- The balance of trails and open spaces is one of Roseville's greatest treasures.
- Personally I'd like to see the city invest some money into fixing the death trap that is Maidu Skate Park before you start paving over more open space preserves.
- I would prefer that it remain as much of a nature preserve as possible, permeable pathways, least amount of development
- This would be awesome! Looking forward to a trail from far west Roseville to fountains.
- Great idea on the trail, but don't pave it
- Sounds inviting for many reasons. Trails for running, walking, biking etc. and watching nature and it's beauty
- Excellent idea. Always nice to be close to nature. Definitely pave it so everyone has a chance to safely walk/ride the trail.
- What about a off road mountain bike trail with some rough terrain?
- Yes, keep people on the paved path, let nature have the rest.
- Can Roseville please get a legitimate Skate/BMX Park. Love how two monster projects are going on at both Crabb and Central Park and neither are getting a concrete park. Please let me know how I can actually help make this a reality
- I feel like the public is very respectful of using the trails that have been worn away and that there is not an over abundance of them.
- My kids really enjoy the dirt trails. Since Roseville doesn't have a bike park, dirt trails in the open space are the next best thing.
- I love Roseville and all the wonderful trails dirt or paved.
- It's nice to live in Roseville. We have lots of nice trails.
- Take that money and put into our schools.
- It is hard to think about a walking path, during a pandemic, with our children suffering, and more money being taken away from their future.
- Although there are several joint use agreements between parks and the schools around town too may be worth mentioning.

- Open up the batting cages at Mahany & Maidu
- Put in a disc golf course.
- Yes, we need more walking trails and as long as it doesn't interfere with wildlife. And it sounds like this will actually help.
- Dirt trails are way more fun and it is a great contact with nature. I believe dirt trails absorb less heat than paved trails, making happier hikers.
- Make more golf cart trail for west park.
- Put some bike trails and/or a park. You spend enough time and effort tearing down the jumps built by kids, put in a park so they don't have to tear up non-designated property. There are already plenty of paved trails for walkers and casual riders.
- We really like the fact that it is dirt. We go for bike rides or nature walks. My kids never want to be on the paved portion because it's boring. They love being on the dirt. Keeping it dirt makes you feel like you've left the city and gone into nature. I hope you reconsider.