



CITY OF  
**ELK GROVE**  
PROUD HERITAGE. BRIGHT FUTURE.

# Laguna Creek Inter-Regional Trail Master Plan

February 2023



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Prepared for the City of Elk Grove by GHD Inc.  
with support from Civic Thread. This Plan is funded by Caltrans.





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# Existing Conditions

## Overview

In recent years, the City of Elk Grove, City of Sacramento, and Sacramento County have developed and updated several goals and policies that aim to increase affordable and accessible alternatives to motor vehicle travel throughout the region. As Sacramento and Elk Grove continue to grow, developing the Laguna Creek Inter-Regional Trail (LCIRT) will be helpful to meet the Cities' and County's active transportation goals.

In order to develop a Trail Concept that is context appropriate and will be competitive for funding for implementation, an analysis of the existing conditions throughout the trail area was conducted. This chapter describes the existing and planned multi-modal transportation, existing and planned land uses, transportation behaviors, and conditions related to safety.

**Figure 1** shows an overview of the trail and the surrounding area.

## Setting

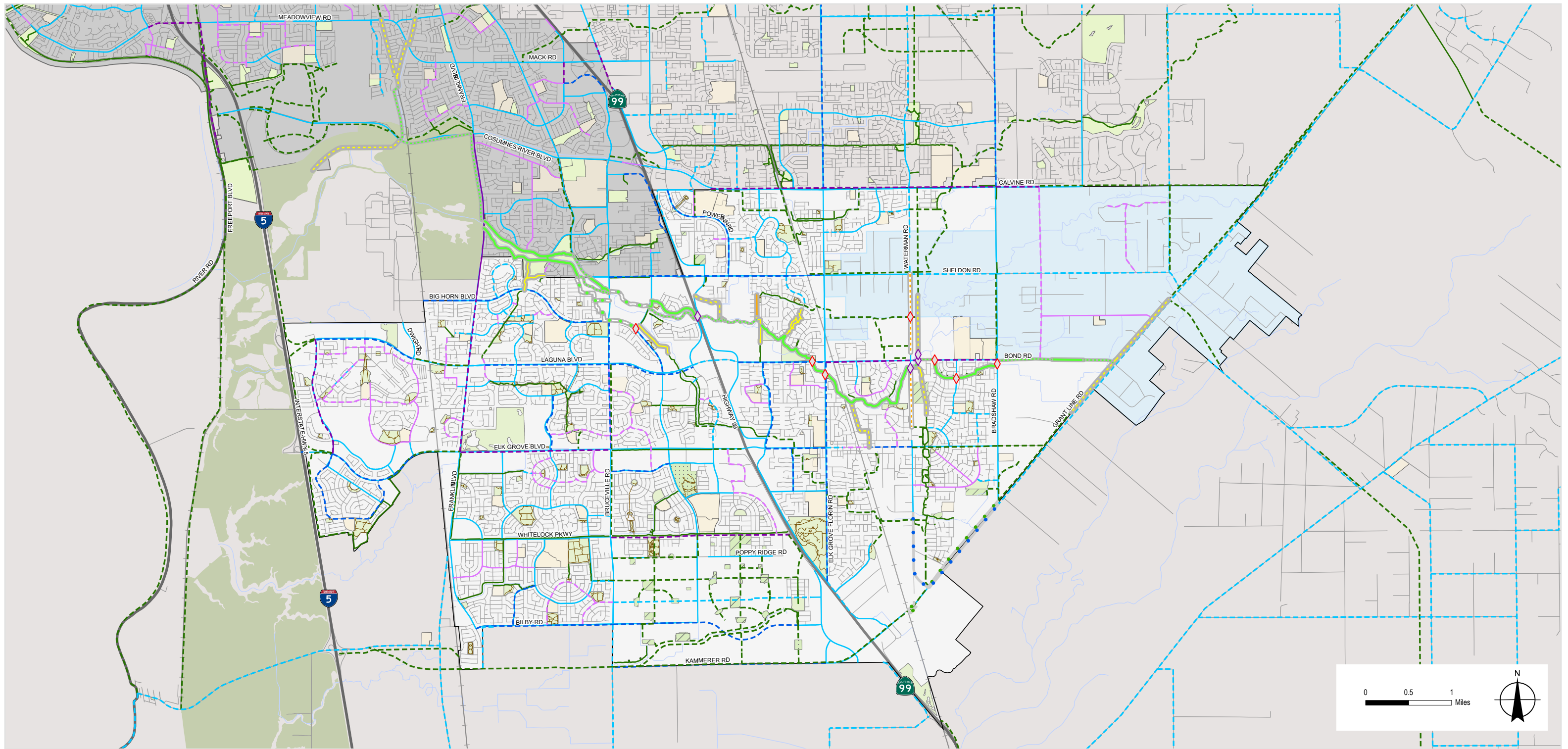
Elk Grove (City) is a vibrant and rapidly growing suburb of Sacramento. Living in Elk Grove provides easy access to jobs at the State Capital and downtown Sacramento businesses, as well as growing economic opportunities within Elk Grove. Currently, Interstate 5 (I-5) and State Route 99 (SR 99) provide inter-regional connections for drivers traveling between Elk Grove and Sacramento for jobs and recreation. The LCIRT will expand multi-modal access to regional jobs, community services, and recreation opportunities for people walking, bicycling, and accessing transit in Sacramento and Elk Grove. Elk Grove has several attractive and popular trails, but gaps in the trail network exist due to development patterns as the City grew over the past several decades.

Approximately 60 percent of the proposed trail will be located in Elk Grove when the trail is complete, while the remaining 40 percent of the Trail will have segments in both the City of Sacramento and Sacramento County. The trail will roughly follow the Laguna Creek channel that runs through Elk Grove. Laguna Creek bisects the City of Elk Grove, running east-west, from the eastern edge of the City to the northwest edge of Elk Grove, and through the City and County of Sacramento. The trail area traverses residential neighborhoods, commercial areas, and several community parks.

The LCIRT Master Plan (Plan) provides a conceptual multi-modal planning foundation for the City of Elk Grove and adjacent communities. The Plan supports the City's goal to improve the connectivity of trail networks within Elk Grove and the region. Improved connectivity along the LCIRT, and the entire trail network, will support bicycle and pedestrian access for residents, including disadvantaged community members, to schools, public transit, employment centers, medical services, retail and entertainment facilities, and regional amenities. The Plan document is intended to provide greater detail and a holistic approach to planning for the LCIRT.

The Plan was developed primarily by the City of Elk Grove, in collaboration with the City of Sacramento and the County of Sacramento. The segments within the City of Sacramento are recommendations for the City when improvements along those locations are under consideration.





## Bicycle and Trail Network Overview

### Legend

#### Laguna Creek Trail Facilities

- Laguna Creek Trail, Existing Class I Path
- Laguna Creek Trail, In Progress Class I Path
- Laguna Creek Trail, Proposed Class I Path

#### Laguna Creek Trail Connections

- Laguna Creek Trail Connection, Existing Class I Path
- Laguna Creek Trail Connection, Proposed Class I Path
- Laguna Creek Trail Connection, Existing Class II Bicycle Lane
- Laguna Creek Trail Connection, Proposed Class II Bicycle Lane

#### Proposed Bicycle Facilities (From BPTMP)

- Proposed Class I Shared-Use Path
- Proposed Class II Bicycle Lane
- Proposed Class II Buffered Bicycle Lane
- Proposed Class III Bicycle Route
- Proposed Class IV Bikeway

#### Proposed Crossing Improvements

- ◆ Proposed At-Grade Class I Bikeway Crossing
- ◆ Proposed Grade-Separated Class I Bikeway Crossing

#### In Progress Bicycle Facilities

- Class I Shared-Use Path (In Progress)
- Class II Bicycle Lane (In Progress)

#### Existing Bicycle Facilities

- Existing Class I Shared-Use Path
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Existing Class IV Bikeway
- Existing Park Trail

- Schools
- Existing Parks
- Proposed Parks
- In Progress Parks
- Wildlife Refuge
- Rural Policy Area

- City of Elk Grove
- City of Sacramento
- Sacramento County
- Roads
- Highways
- Railroads
- Creeks



**FIGURE 1**

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## Land Use, Major Destinations, & Transit

### LAND USE AND MAJOR DESTINATIONS

The trail area traverses a variety of major destinations, with different segments characterized by both urban and rural land uses. Land uses and major destinations near the trail area are shown in **Figure 2**.

Throughout Elk Grove and City of Sacramento, the trail area passes through several residential neighborhoods and community parks. The Sacramento County segment of the Trail will traverse the northeast section of the Regional San Bufferlands. In Sacramento, a completed segment of the Trail passes through the North Laguna Creek Wildlife Area, and within Elk Grove completed segments of the Trail pass through Camden Park and several pocket parks.

Through central Elk Grove, the trail area crosses State Route 99 near the Bond Road interchange and is neighbored by dense commercial development with access to several restaurants, grocery stores, shopping centers, gyms, and other service industry and corporate jobs. Dense commercial areas near or adjacent to the trail area are located at the intersections of Laguna Boulevard and Bruceville Road, SR 99 and Bond Road Interchange, and Bond Road and Elk Grove Florin Road.

In addition to several parks and commercial areas, the trail area is also adjacent to several Sacramento and Elk Grove public and private schools and other community services. Schools are shown in cream and community services such as City Hall, community centers, libraries/museums, medical services, and post offices are pinpointed with distinct icons in **Figure 2**.

Cosumnes River College is located about a quarter of a mile from an existing segment of the Trail in southern Sacramento. An existing trail segment south of Bond Road provides direct trail access to

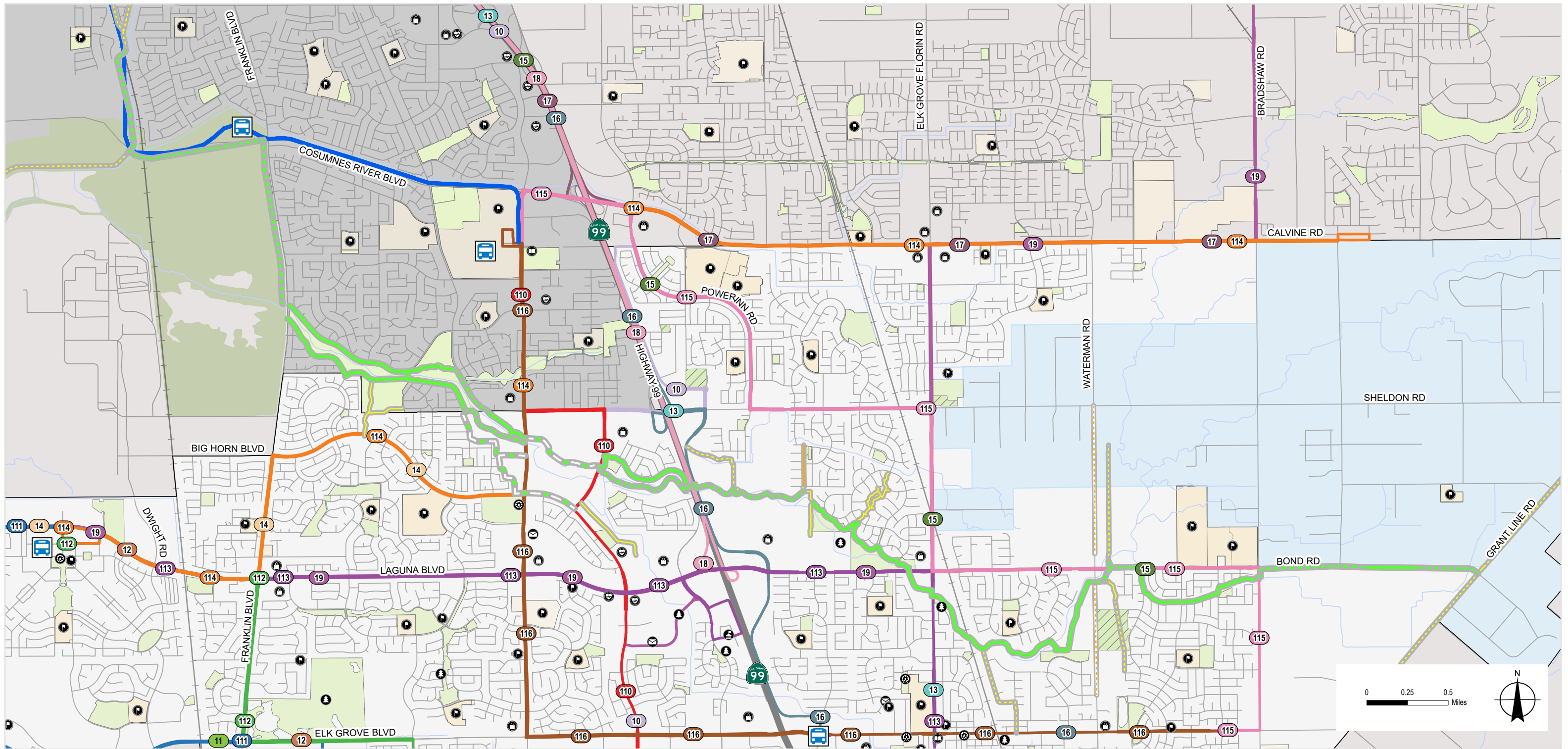
Elk Grove Elementary School and, once complete, the Trail will connect to the northwest at the intersection of Bond Road and Bradshaw Road, providing direct access to Pleasant Grove High School and Katherine L. Albiani Middle School. Several other schools are located within a half-mile of the trail area and will be accessible via other existing and proposed bicycle and pedestrian infrastructure.

### TRANSIT

Transit provides crucial transportation access for people who do not have access to a car or are unable to drive. Elk Grove residents, responding to a 2018 survey about active transportation, indicated that walkability to transit stops was one of their top priorities for the community. By creating complete and safe connections between transit and the LCIRT, Sacramento and Elk Grove can maximize the potential for commuters to use the Trail, increasing the use of active modes of transportation and reducing rates of driving.

The trail area is served by the Sacramento Regional Transit District (SacRT). Several transit routes, stops and transfer points are located near the trail area. The LCIRT will also be located near the Blue Line, a light rail line that connects to the transit transfer point at Cosumnes River College and completes several stops throughout Sacramento up to the Watt Avenue/I-80 stop. Transit routes and transfer centers are shown in **Figure 2**.





**Transit and Major Destinations**

**Legend**

**Commuter Transit Routes**

- Route 10
- Route 11
- Route 12
- Route 13
- Route 14
- Route 15
- Route 16
- Route 17
- Route 18
- Route 19

**Local Transit Routes**

- Route 110
  - Route 111
  - Route 112
  - Route 113
  - Route 114
  - Route 115
  - Route 116
- Light Rail**
- Blue Line

Transit Transfer Points

**Destinations**

- City Hall
- Community Center
- Recreation Facilities
- Library/Museum
- Medical Services
- Post Office
- Shopping
- School

**Laguna Creek Trail Facilities**

- Laguna Creek Trail, Existing Class I Path
- Laguna Creek Trail, In Progress Class I Path
- Laguna Creek Trail, Proposed Class I Path

**Laguna Creek Trail Connections**

- Laguna Creek Trail Connection, Existing Class I Path
- Laguna Creek Trail Connection, Proposed Class I Path
- Laguna Creek Trail Connection, Existing Class II Bicycle Lane
- Laguna Creek Trail Connection, Proposed Class II Bicycle Lane

- Schools
- Parks
- Proposed Parks
- Wildlife Refuge
- City of Elk Grove
- City of Sacramento
- Sacramento County

- Roads
- Highways
- Railroads
- Creeks

**FIGURE 2**

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Data source: Sacramento County, City of Sacramento, City of Elk Grove, Sacramento Regional Transit. Created by: pthorn





## Demographics

All demographic data reflects 2019 5-year estimates from the American Community Survey.

### POPULATION

Elk Grove and Sacramento have seen rapid growth over the last couple decades as a result of increasing employment opportunities and economic development. The City of Elk Grove has grown from 72,665 residents in 2000 to nearly 171,000 residents in 2019, while Sacramento County has grown from 1.2 million residents to more than 1.5 million residents in the same period. By 2060, population growth in the Sacramento region is expected to increase by as much as 25 percent.

**Table 1: Demographics and House Estimates**

	Elk Grove	Sacramento City	Sacramento County
Population	170,825	500,930	1,524,553
Households	53,182	185,331	543,025

### AGE

As shown in **Table 2** there are a lot of young people in Elk Grove, with about 26 percent of residents under 18 years of age. The majority of the under 18 cohort are unable to drive themselves in personal vehicles, which increases the need to walk, bicycle, or take transit to their destinations.

**Table 2: Ages of Residents**

	Elk Grove	Sacramento City	Sacramento County
Under 18	25.9%	23.1%	23.8%
18-24	8.6%	9.2%	8.7%
25-44	25.9%	32.0%	28.7%
45-64	27.0%	22.6%	25.1%
65 and over	12.6%	13.1%	13.7%

### ACCESS TO CARS

Households without access to a car rely on walking, bicycling, or taking transit for their daily transportation needs. Households with access to only one vehicle are considered “car light.” If these

households have two or more household members who are employed or attending an educational institution, there may be a reliance on other modes of transportation for their commute.

**Table 3: Vehicle Availability per Housing Unit**

	Elk Grove	Sacramento City	Sacramento County
Households without a vehicle	1,689	15,882	36,072
Households with 1 vehicle	12,297	70,583	180,944

### INCOME

Median household income in Elk Grove is \$93,780, higher than both the Sacramento City median of \$62,335 and the Sacramento County median of \$67,151. Median household income is shown in **Table 4** as a number and as a percent of the California statewide median, which is \$75,235.

**Table 4: Median Household Income**

	Elk Grove	Sacramento City	Sacramento County
MHI	\$93,780	\$62,335	\$67,151
% of CA MHI	125%	83%	89%

### DISADVANTAGED COMMUNITIES

Disadvantaged communities include populations with lower income, lower access to community resources, and those with increased exposure to environmental and human health hazards. This Plan evaluated disadvantaged communities in the trail area by looking at the Centers for Disease Control and Prevention (CDC) Social Vulnerability Index (SVI), the Sacramento Area Council of Governments (SACOG) Disadvantaged Communities data, and the California Climate Investments Priority Populations.

The CDC SVI identifies socially vulnerable populations at the census tract level using 15 social factors, such as poverty levels, lack of access to vehicles, minority status, and crowded housing. The most recent available year of SVI data (2018) is shown in **Figure 3**, where the darkest grey indicates the highest vulnerability.



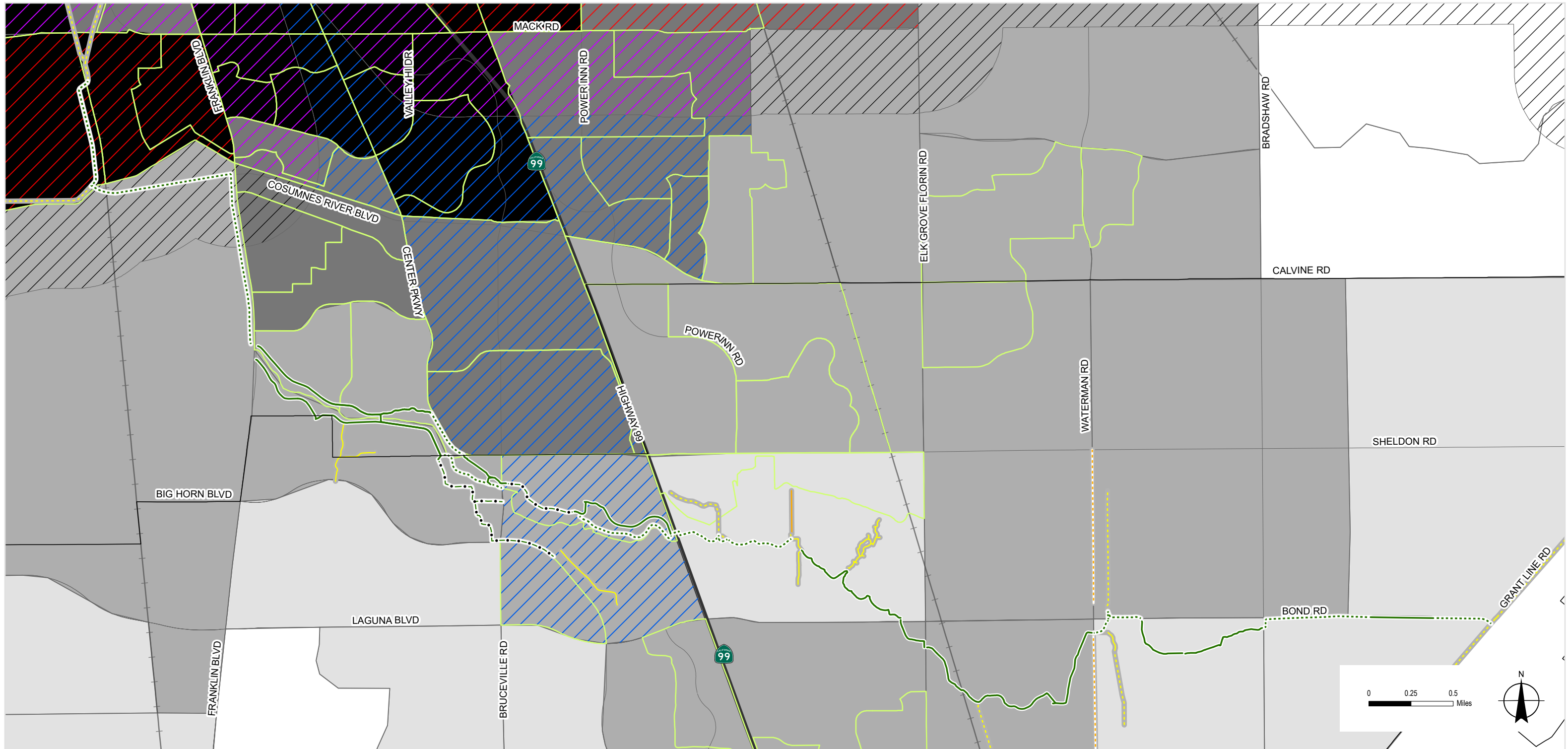
SACOG developed a methodology for identifying disadvantaged communities during development of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Disadvantaged Communities were identified using robust State and Census data. SACOG Disadvantaged Communities are outlined in green in **Figure 3**. Additional information about SACOG methodology and data can be found in Appendix H of the 2020 MTP/SCS.<sup>1</sup>

California Climate Investments (CCI) distributes proceeds from the Cap-and-Trade Program to projects and programs that further the State's climate goals. CCI is focused on providing benefits to all residents, especially those that are economically disadvantaged (Low-Income Communities) and are especially vulnerable to the effects of pollution and climate change (Disadvantaged Communities). These communities are designated as Priority Populations by the program, which are identified with a crosshatch pattern in **Figure 3**.

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<sup>1</sup> [https://www.sacog.org/sites/main/files/file-attachments/appendix\\_h\\_-\\_environmental\\_justice\\_analysis\\_0.pdf](https://www.sacog.org/sites/main/files/file-attachments/appendix_h_-_environmental_justice_analysis_0.pdf)





**Disadvantaged Community Map**

**Legend**

- SACOG 2020 Disadvantaged Communities
- Social Vulnerability Index Overall Tract Summary Percentile Ranking**
- 0 to 20th Percentile (Least Vulnerable)
- 20th to 40th Percentile
- 40th to 60th Percentile
- 60th to 80th Percentile
- 80th to 100th Percentile (Most Vulnerable)

- California Climate Investments Priority Populations**
- Disadvantaged Community
- Disadvantaged and Low-income Community
- Low-income Community
- Low-income Community within 1/2 mile of Disadvantaged Community
- Potential Low-income Households within 1/2 mile of Disadvantaged Community

\* Low-income households statewide are also considered a priority population for the purposes of California Climate Investments

- Laguna Creek Trail Facilities**
- Laguna Creek Trail, Existing Class I Path
- Laguna Creek Trail, In Progress Class I Path
- Laguna Creek Trail, Proposed Class I Path

- Laguna Creek Trail Connections**
- Laguna Creek Trail Connection, Existing Class I Path
- Laguna Creek Trail Connection, Proposed Class I Path
- Laguna Creek Trail Connection, Existing Class II Bicycle Lane
- Laguna Creek Trail Connection, Proposed Class II Bicycle Lane

- Arterial Roads
- Highways
- Railroads
- City Boundary

**FIGURE 3**



## Multi-Modal Transportation Network

Parts of the Laguna Creek Inter-Regional Trail will extend through City of Sacramento, County of Sacramento, and City of Elk Grove. There are several existing and planned multi-modal transportation connections to the Trail, including other trail segments, bicycle lanes, sidewalks, and equestrian trails.

The LCIRT and the surrounding multi-modal transportation network are illustrated in **Figure 4**.

### *Existing and Planned LCIRT Segments*

The Laguna Creek trail will span 18 miles once constructed. Of those 18 miles, 8.74 miles have been completed, 1.73 miles are in progress, and 7.55 miles remain to be completed.

The existing, in progress, and proposed trail sections are depicted in **Figure 4**.

#### **EXISTING LAGUNA CREEK TRAIL SEGMENTS**

As shown in the figure, two large segments of the trail have already been constructed.

One of the longer existing trail segments runs through eastern Elk Grove, from Bradshaw Road through Camden Park. The other existing segment runs through North Laguna Creek Park in the southern end of the City of Sacramento near the Elk Grove City Limits.

#### **IN PROGRESS LAGUNA CREEK TRAIL SEGMENTS**

Development of one area of the trail is currently in progress. This section will connect to the existing segment of the LCIRT located in North Laguna Creek Park. Once complete, the Elk Grove Creek Trail will connect at two locations along the LCIRT.

#### **PLANNED LAGUNA CREEK TRAIL SEGMENTS**

Three areas of the planned trail have yet to be constructed.

At the northwest end, the proposed Trail will connect from Franklin Boulevard through

Sacramento to a proposed trail connection near the intersection of Morrison Creek and the Union Pacific Railroad tracks. Most of this segment of the Trail will traverse undeveloped land in the County and City of Sacramento.

At the eastern end, the proposed Trail will run along Bond Road, connecting from Grant Line Road to the existing Laguna Creek Trail segment at Bradshaw Road. This segment will follow the southern border of Elk Grove's Rural Policy Area.

At the center, the proposed Trail will cross State Route 99 and connect to the trail segment that is currently in progress.

### *Bicycle and Pedestrian Facility Connections*

Several existing and planned bicycle and pedestrian facilities will connect residents and visitors from residencies, jobs, and other major destinations to the LCIRT.

#### **BICYCLE LANES**

Multi-lane arterials provide connections from the surrounding Sacramento and Elk Grove communities to the trail area. Nearly all of the arterials that connect to the trail area are currently striped with Class II Bicycle Lanes. The Cities of Sacramento and Elk Grove also have plans to upgrade many of these existing facilities to include painted buffers or physical barriers, increasing separation between motor vehicles and bicyclists.

Within residential neighborhoods, many key routes that provide connections to the trail area are either striped with Class II Bicycle Lanes or are designated Class III Bicycle Routes.

#### **NEIGHBORING TRAILS**

Existing and proposed neighboring trails will provide low-stress connections to the LCIRT, and when combined with the LCIRT will create a longer, well-connected trail network in southern Sacramento and Elk Grove. The three longest existing trail connections are described in greater detail below. All of the existing and proposed



Class I Shared-Use Paths located near the LCIRT are shown in **Figure 4**.

Elk Grove Creek Trail runs southeast to northwest through central Elk Grove, converging with Laguna Creek near the Sheldon Road and Bruceville Road intersection, connecting neighborhoods from central Elk Grove to the Laguna Creek Trail. The northern half of the Elk Grove Creek Trail that will connect to the LCIRT has already been constructed, while proposed additions to the southeast will double its overall length and provide even greater access to the LCIRT in the future.

The Wackman/Betschart and Pederson/Kloss Park Trails provide a north-south connection to the LCIRT in northern Elk Grove. Together, these two existing park trails will provide a north-south connection for active transportation users traveling from Elk Grove Boulevard up to the existing segment of the LCIRT located in North Laguna Creek Park in southern Sacramento. The two park trails are missing a small section of Class I and III facilities to comfortably complete the north-south connection to the LCIRT.

In south Sacramento, the existing Jacinto Creek Parkway Trail provides an east-west connection to the LCIRT and provides direct trail access to Irene B. West Elementary School.

### *Pedestrian Facility Connections*

#### **SIDEWALKS**

Sidewalks will connect pedestrians to the LCIRT. The sidewalk network throughout the wider Project area in Sacramento and Elk Grove is mostly well-developed. Few sidewalks exist within Elk Grove's Rural Policy Area, which is consistent with the City's Rural Road Improvement Policy and Standards. Some sidewalk gaps adjacent to the Project area will need to be closed to complete the pedestrian network connections to the LCIRT. Sidewalk gaps are shown in **Figure 4**.

### *Crossings*

The LCIRT will intersect streets at several locations. Recommendations for at-grade and grade-separated crossings were identified in the Elk Grove Bicycle Pedestrian and Trails Master Plan. These existing crossing recommendations will be taken into consideration as a trail concept and design are developed.

### *Equestrian Facilities*

Some existing and proposed off-street equestrian facilities are located in the northeast region of Elk Grove, primarily within the City's Rural Policy Area. Elk Grove's longest equestrian trail follows Laguna Creek for 3.5 miles, running through the Camden Creek Greenbelt and extending southeast of the Bond Road/Elk Grove Florin Road intersection. Additional considerations for equestrians will need to be considered for this portion of the LCIRT.

### *Support Facilities*

In addition to the trail itself, support facilities are needed to attract and maintain bicyclists by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, and wayfinding signs to help bicyclists navigate to routes and destinations.

Along trails, amenities like seating, shade, water fountains, and restrooms can make walking a more attractive choice. These facilities can also make trails more accessible for older adults, children, and others who may benefit from opportunities to rest.

#### **BICYCLE PARKING**

Secure bicycle parking is a critical part of a complete bicycle network. Bicycle parking is typically divided into two categories serving different purposes: short-term convenient bicycle racks and longer-term higher-security parking.

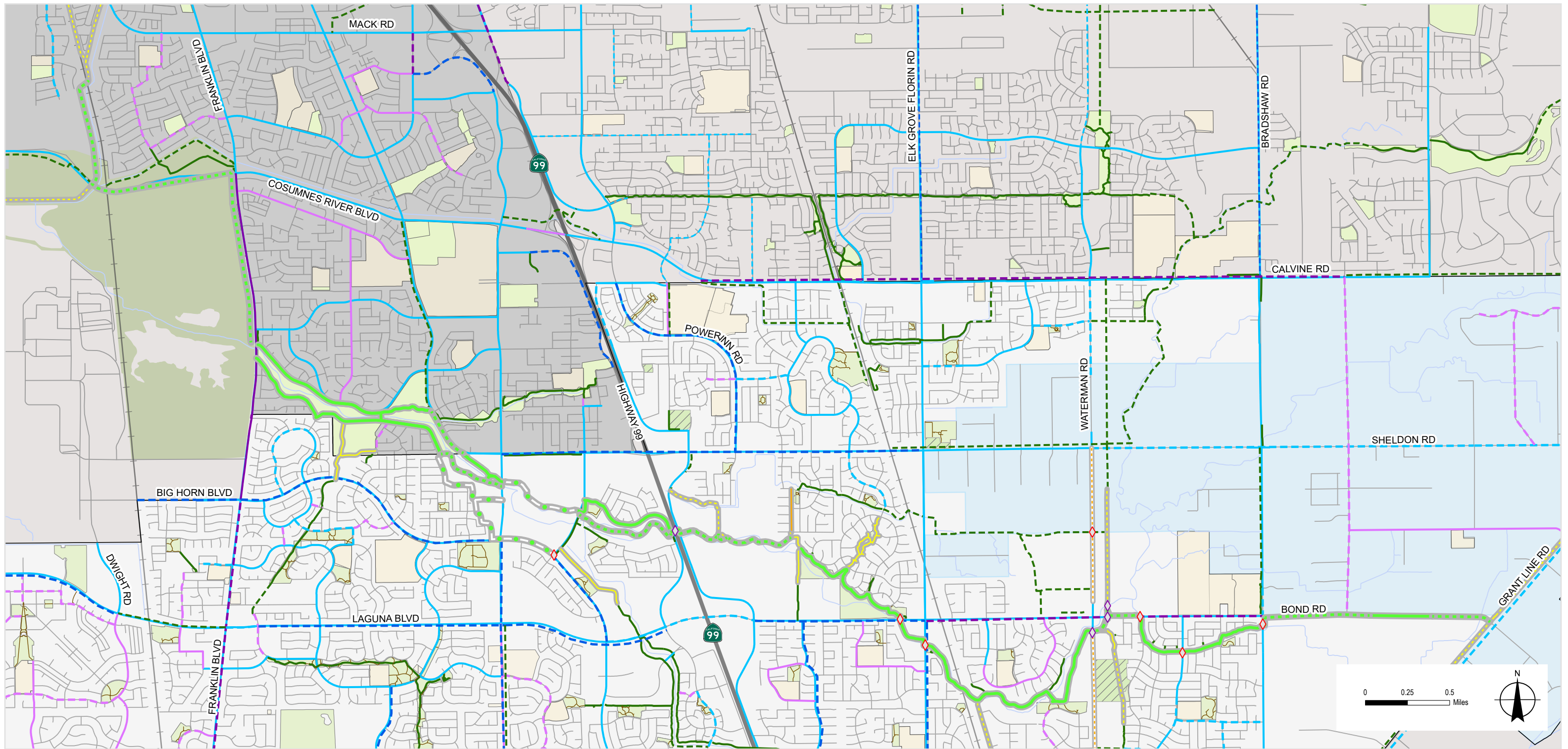




Short-term bicycle parking consists of bicycle racks placed in highly visible, convenient locations near the entrances to destinations. They serve bicyclists who need to park for a few hours or less, including visitors, customers, or other short-term users. Short-term bicycle parking is likely to be appropriate for most trailheads and access points along the LCIRT.

Long-term bicycle parking consists of bicycle lockers or secure parking areas like bicycle cages or bike rooms. They are intended for bicyclists who need to park for longer periods of time or overnight, including employees, students, transit riders, or residents in multifamily buildings. Long-term parking may be most appropriate where the trail connects to these complementary destinations.





**Laguna Creek Interregional Trail Network**

**Legend**

**Laguna Creek Trail Facilities**

- Laguna Creek Trail, Existing Class I Path
- Laguna Creek Trail, In Progress Class I Path
- Laguna Creek Trail, Proposed Class I Path

**Laguna Creek Trail Connections**

- Laguna Creek Trail Connection, Existing Class I Path
- Laguna Creek Trail Connection, Proposed Class I Path
- Laguna Creek Trail Connection, Existing Class II Bicycle Lane
- Laguna Creek Trail Connection, Proposed Class II Bicycle Lane

**Proposed Bicycle Facilities (From BPTMP)**

- Proposed Class I Shared-Use Path
- Proposed Class II Bicycle Lane
- Proposed Class II Buffered Bicycle Lane
- Proposed Class III Bicycle Route
- Proposed Class IV Bikeway

**Proposed LCIRT Crossing Improvements**

- Proposed At-Grade Class I Bikeway Crossing
- Proposed Grade-Separated Class I Bikeway Crossing

**Existing Bicycle Facilities**

- Existing Class I Shared-Use Path
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Existing Class IV Bikeway
- Existing Park Trail

- Schools
- Existing Parks
- Proposed Parks
- Wildlife Refuge
- Rural Policy Area

- City of Elk Grove
- City of Sacramento
- Sacramento County
- Roads
- Highways
- Railroads
- Creeks

**FIGURE 4**

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## Transportation Behavior

### Commute to Work

#### MODE OF TRANSPORTATION

In Elk Grove, 3.5 percent of workers walk, bicycle, or take public transit as their primary mode of transportation to work. In Sacramento County, 5.2 percent of workers walk, bicycle, or take public transit, and for City of Sacramento that figure goes up to eight percent. With the completion of the trail, workers may be encouraged to use active transportation or transit for their commute to work, and fewer commuters may drive alone as their primary mode of transportation to work.

**Table 5: Mode of Transportation to Work**

	Elk Grove	Sacramento City	Sacramento County
Drive alone	77.6%	74.4%	77.1%
Carpool	11.8%	10.4%	10.1%
Public transit	2.4%	3.3%	2.5%
Walk	0.9%	2.8%	1.8%
Bicycle	0.2%	1.9%	0.9%
Other	1.1%	1.5%	1.3%
Work from home <sup>2</sup>	5.9%	5.6%	6.3%

#### TRAVEL TIME TO WORK

The average commute time is close to 30 minutes for workers in Elk Grove, City of Sacramento, and Sacramento County. While long commutes may be unlikely candidates to shift to walking or bicycling, about 28 percent of workers in Elk Grove, travel less than 20 minutes to work each day. In Sacramento City and County, an even higher percentage of workers travel 20 minutes or less to work. With the completion of the LCIRT, a convenient and comfortable inter-regional trail, these shorter commutes represent opportunities to increase walking and bicycling trips between residential neighborhoods and employers within Elk Grove and the City and County of Sacramento.

**Table 6: Travel Time to Work**

	Elk Grove	Sacramento City	Sacramento County
Less than 10 minutes	7.4%	8.0%	8.1%
10-20 minutes	20.8%	29.0%	26.2%
30 or more minutes	59.4%	36.8%	42.0%
Mean travel time (minutes)	32.7	26.2	27.8

<sup>2</sup> Note that demographic data was pulled from the 2019 5-year estimates of the American Community Survey and may not reflect changes in commute modes due to the COVID-19 Pandemic.



## Safety

Collision data for crashes involving a bicyclist or pedestrian were acquired from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) for the five-year period between January 1, 2015 and December 31, 2019. Bicycle and pedestrian collisions are shown in **Figure 5** and described in greater detail below.

### SEVERITY

During the 5-year study period, a total of 105 collisions were reported within a half-mile radius of the trail area. Of those collisions, 51 (or 58 percent) involved a bicyclist and 44 (or 42 percent) involved a pedestrian.

**Table 7** displays collisions by severity. As shown, two collisions resulted in fatality, with both fatalities involving a pedestrian. Eight collisions resulted in severe injury. Fatal and severe collisions accounted for 9.5 percent of the crashes that were reported. An additional 36 collisions resulted in other visible injury and 59 collisions resulted in a complaint of pain injury.

**Table 7: Collisions by Severity**

Collision Severity	Count	
Fatal	2	1.9%
Injury - Severe	8	7.6%
Injury – Other Visible	36	34.2%
Injury – Complaint of Pain	59	56.2%
Total	105	100%

### COLLISION LOCATIONS

All bicycle and pedestrian collisions that occurred within a half-mile radius of the LCIRT are shown in **Figure 5**. Of the 105 bicycle and pedestrian collisions reported near the Trail area during the study period, 12 collisions occurred at the intersection, and an additional 40 collisions occurred within 250 feet of an intersection. One of the two pedestrian fatalities occurred just outside the northern end of the LCIRT along Mack Road, and the other occurred on SR 99, just north of the Bond Road Interchange. Additional challenging intersections and segments include those where

multiple crashes have occurred, including the intersections and approaches of:

- ◆ Bond Road and Elk Grove Florin Road
- ◆ Sheldon Road and Bruceville Road
- ◆ Sheldon Road and Lewis Stein Road
- ◆ Laguna Boulevard and Bruceville Road
- ◆ Franklin Boulevard and Consumnes River Boulevard

In addition to challenging nearby intersections roadway segments that have experienced more frequent collisions include:

- ◆ Big Horn Boulevard, between Franklin Boulevard and Bruceville Road
- ◆ The length of Elk Grove Florin Road located within a half-mile radius of the trail
- ◆ The length of Bruceville Road located within a half-mile radius of the trail
- ◆ And Franklin Boulevard, between Cosumnes River Boulevard and the northern City Limits of Elk Grove

### PARTIES INVOLVED

The vehicle type of the party who was cited at fault is shown in **Table 8**. Of the collisions where the driver was cited at fault, 40 involved a passenger car, five involved a pickup or panel truck, and one involved a truck or truck tractor.

**Table 8: Party Cited At Fault**

Party at Fault	Count	
Not Stated	9	8.6%
Passenger Car/Station Wagon	40	38.1%
Pickup or Panel Truck	5	4.8%
Truck or Truck Tractor	1	1.0%
Bicycle	37	35.2%
Pedestrian	13	12.4%
Total	105	100.0%



**Table 9** displays collisions by violation category. The most common violation category was wrong side of road, which accounted for 22.9 percent of all reported bicycle and pedestrian collisions. Automobile right of way was the second highest violation category at 15.2 percent, and pedestrian right of way was the third highest violation category, making up 11.4 percent of collisions. Nearly all collisions were reported as Head-On (99), with one reported sideswipe, two broadside, and three rear-end collisions.

**Table 9: Collision by Violation Category**

Violation Category	Count	
Unknown - Not Stated	4	3.8%
Driving Under the Influence	2	1.9%
Unsafe Speed	8	7.6%
Wrong Side of Road	24	22.9%
Improper Passing	1	1.0%
Unsafe Lane Change	1	1.0%
Improper Turning	6	5.7%
Automobile Right of Way	16	15.2%
Pedestrian Right of Way	12	11.4%
Pedestrian Violation	10	9.5%
Traffic Signals and Signs	6	5.7%
Lights	2	1.9%
Other Hazardous Violation	5	4.8%
Other Than Driver (or Pedestrian)	3	2.9%
Unsafe Starting or Backing	4	3.8%
Other Improper Driving	1	1.0%

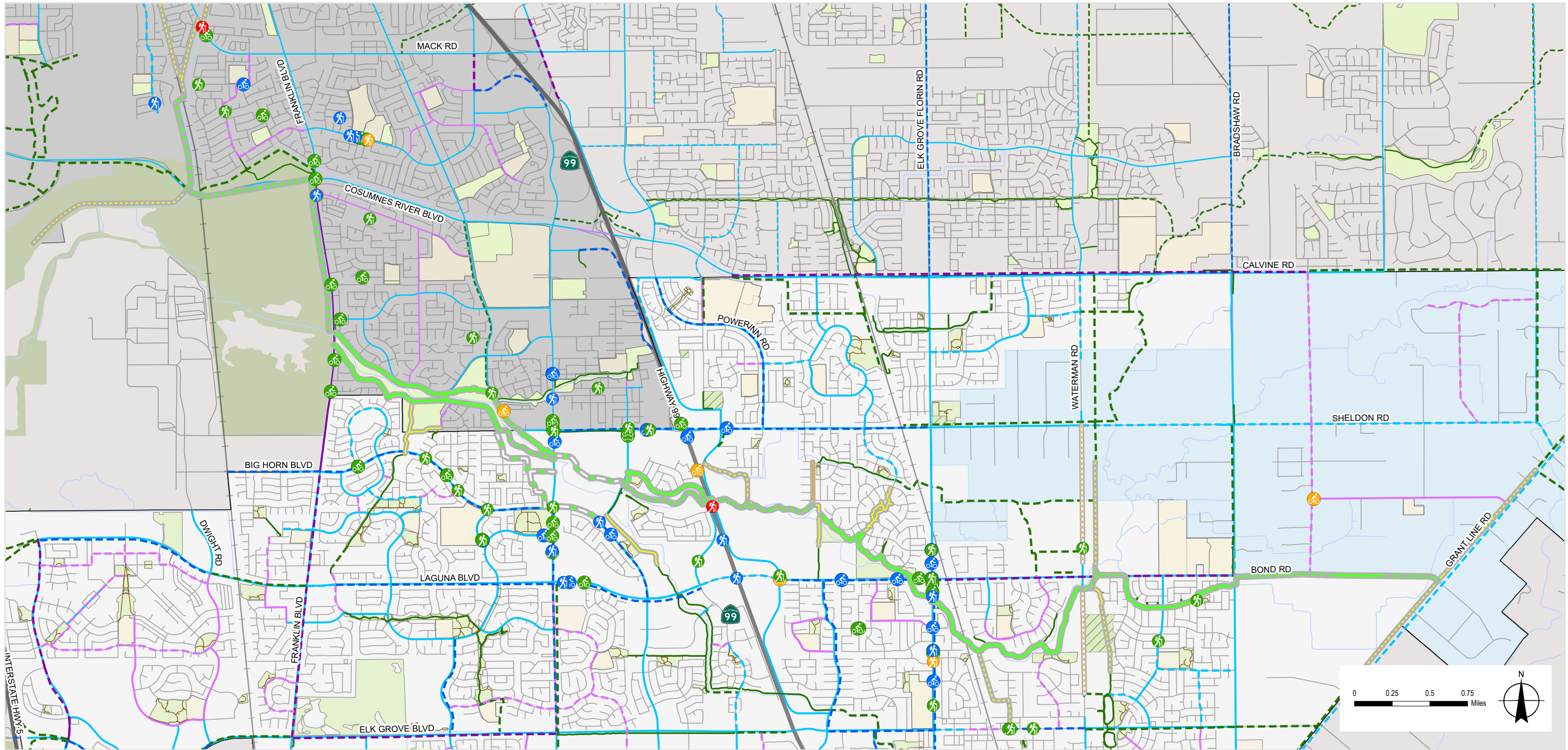
For collisions involving a pedestrian, the pedestrian action preceding the collision is shown in **Table 10**. Of the 44 reported pedestrian collisions, 20, or 45.4 percent involved a pedestrian crossing in a crosswalk at an intersection or outside an intersection. The second highest category of pedestrian movement was "In Road, Including Shoulder," accounting for 10, or 22.7 percent of pedestrian collisions. Four collisions involved pedestrians who were not in the roadway, and one collision reportedly involved a pedestrian approaching or leaving a school bus.

**Table 10: Pedestrian Action**

Pedestrian Action	Count	
Crossing In Crosswalk at Intersection	18	40.9%
Crossing In Crosswalk Not at Intersection	2	4.5%
Crossing Not in Crosswalk	9	20.5%
In Road, Including Shoulder	10	22.7%
Not in Road	4	9.1%
Approaching/Leaving School Bus	1	2.3%
Total	44	100.0%







**Bicycle and Pedestrian Collisions**

**Legend**

**Pedestrian Collisions within 1/2 Mile of Trail**

- Fatal Injury
- Severe Injury
- Other Visible Injury
- Complaint of Pain Injury

**Bicycle Collisions within 1/2 Mile of Trail**

- Severe Injury
- Other Visible Injury
- Complaint of Pain Injury

**Laguna Creek Trail Facilities**

- Laguna Creek Trail, Existing Class I Path
- Laguna Creek Trail, In Progress Class I Path
- Laguna Creek Trail, Proposed Class I Path

**Laguna Creek Trail Connections**

- Laguna Creek Trail Connection, Existing Class I Path
- Laguna Creek Trail Connection, Proposed Class I Path
- Laguna Creek Trail Connection, Existing Class II Bicycle Lane
- Laguna Creek Trail Connection, Proposed Class II Bicycle Lane

**Proposed Bicycle Facilities (From BPTMP)**

- Proposed Class I Shared-Use Path
- Proposed Class II Bicycle Lane
- Proposed Class II Buffered Bicycle Lane
- Proposed Class III Bicycle Route
- Proposed Class IV Bikeway

**Existing Bicycle Facilities**

- Existing Class I Shared-Use Path
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Existing Class IV Bikeway
- Existing Park Trail

- Schools
- Existing Parks
- Proposed Parks
- Wildlife Refuge
- Rural Policy Area
- City of Elk Grove
- City of Sacramento
- Sacramento County
- Roads
- Highways
- Railroads
- Creeks

**FIGURE 5**

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Print date: 18 Nov 2022 - 09:16

Data source: Boundaries, Roads: Sacramento County, City of Sacramento, City of Elk Grove; Collisions: TIMS, 2015 - 2019. Created by: pthornton



# Trail Design Concepts

This chapter presents a menu of trail amenities, as well as a summary of existing constraints and opportunities in each undeveloped segment of the LCIRT, along with a design concept showing the potential trail alignment and potential cross-sections and amenities.

Prior to construction of any trail segments or improvements, additional community input and extensive design refinement will occur, including an environmental review process. Design concepts, alignments and improvements presented in this chapter should be considered conceptual in nature and may be adjusted during these future processes to respond to additional site-specific information, community concerns, or environmental factors. This includes future studies, which are discussed for each section, and include project-specific design considerations and constraints identified that will need to be addressed during further design development.

## Trail Amenity Options

This section of trail amenities acts as an à la carte menu of potential infrastructure add-ons and specialty items that can be included throughout the LCIRT, as desired. The intent with the trail amenities presented would be to have a unified look and feel to amenities along the entire length of the LCIRT, emphasizing the connectivity of the trail. Each item below includes an example photo of the amenity as well as a description of how it would be used along the trail. These recommendations are overarching for the entire trail and not for any one segment in particular, so they are presented first. These amenities should be considered as the trail is developed in new segments and for future upgrades to existing segments; to that end, the trail design concepts do

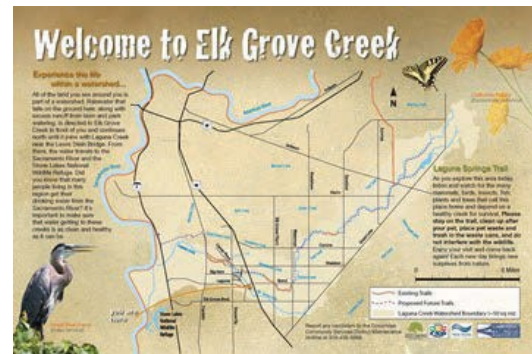
include suggested locations for many of these amenities.

### GATEWAY MONUMENTS



Gateway Monuments are placed at main entrance points, trailheads, and prominent intersections of trails, creating a sense of place for the trail and its users.

### TRAIL MAP/ GATEWAY SIGNS



A well-planned and attractive system of destination signs and trail maps can greatly enhance trail networks by orienting users to their location within the community and providing navigational assistance to nearby routes or points of interest. By highlighting connections to other trails or modes of transportation, gateway and trail map signs can encourage more people to walk and bicycle for more trips.

These signs can be implemented as a standalone feature at trail entrances or paired with wayfinding signs (described in the next section) along the trail





to offer more comprehensive navigational assistance.

**WAYFINDING SIGNS**



Wayfinding signs orient trail users to the surrounding area and provide navigational assistance. Wayfinding signs are small pole-mounted signs placed on the trail at intersections or other “decision points” as well as along trail segments to confirm time or distance information for trail users.

Signs typically display destination and directional information, at a minimum, but may also include distance, travel time, and the name of the trail or neighborhood as appropriate. The City of Elk Grove is currently working on branding and design standards for wayfinding signs, which will be applied to the segments of the Laguna Creek Inter-Regional Trail that fall within their jurisdiction.

Appendix B includes recommendations for proposed signage throughout all Focus Segments.

**INTERPRETIVE SIGNS**



Interpretive signs orient trail users to adjacent natural features, waterways, and local wildlife, building a deeper sense of awareness. Because it follows Laguna Creek, the Laguna Creek Inter-Regional Trail presents numerous opportunities for interpretive signage.

**BENCHES**



Providing seating along trails improves accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Simple benches can be installed at a moderate cost and require a firm and level area. Many also include an adjacent accessible area where a person in a wheelchair or other mobility device may safely pull off the trail. Paving the area surrounding the bench is common, but not required.



**SHADED BENCHES**



Where trees do not provide sufficient shade cover, or where protection from weather is also desired, benches can be installed in conjunction with shade structures. The structure adds significant cost and requires more substantial footings, but typically does not dramatically increase the footprint of the trailside seating area.

**PICNIC TABLES**



Like benches, picnic tables provide seating along trails, improving accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Picnic tables expand the number of uses that can be accommodated along the trail, like outdoor gatherings, dining, and other activities. Simple picnic tables can be installed at a moderate cost and require a firm and level area. Many are designed to accessibility standards; placement of accessible tables will need to be in an area where a person in a wheelchair or other mobility device may safely pull off the trail.

**TRASH RECEPTACLES**



Large trash and/or recycling receptacles reduce litter on trails by providing a convenient place for waste disposal. They are moderately inexpensive and require only a small area that is clear and level (while concrete pads are common, they are not necessary). When used in conjunction with dog waste stations (which include small trash receptacles), trash receptacles can be placed slightly further apart on trails. They should also be located to provide for easy maintenance and regular emptying.

**DOG WASTE STATIONS**



Dog waste stations provide bags and trash receptacles, making it convenient for people walking dogs on the trail to clean up after their





pets. They are inexpensive, are typically pole-mounted, and can be placed frequently along the trail to encourage use. Care should be taken that waste stations are placed in locations where they can be maintained regularly.

**DRINKING FOUNTAINS**



Drinking fountains can improve the quality of experience for trail users on long trips, in hot weather, or where tree cover is sparse. While drinking fountains themselves are relatively small and only moderately expensive, providing an accessible area off the trail to access the fountain increases the required footprint.

Drinking fountains require potable water meters, which may not exist along the trail. Meters for drinking water are different from meters used for irrigation of landscaping. If a new water meter is required, significant additional costs are incurred.

**PUBLIC RESTROOMS**

Public restrooms offer improved comfort and accessibility of trails and can support cleaner trails. Due to their size, accessibility requirements,



need for plumbing and sewer connections, and cost, public restrooms should be installed strategically where they will have the greatest benefit for trail users and other members of the community. Restrooms could be modular units such as the Portland Loo, or more robust buildings that include drinking fountains and other features. Where possible, wayfinding signage directing users to public restrooms in park facilities proximate to the trail can be utilized to increase knowledge of these existing amenities.

**BICYCLE PARKING**



Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations along the trail that are highly visible to avoid bicycle theft, as well as complementary to other amenities, like public restrooms or motor vehicle parking areas. Special care should be taken to comply with accessibility requirements and avoid conflicts with motor vehicles, pedestrians, mobility devices, and other trail users. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, gutters, light poles, signs, and benches, which may cause maintenance or accessibility issues. Most bicycles racks are designed to be durable and the chosen style of rack should support the bicycle upright by its frame in two places, prevent the wheel of the bicycle from tipping over, enable the frame and one or both wheels to be secured, support bicycles without a diamond-shaped frame with a horizontal top tube, allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle, and allow back-in parking, and a U-lock should be able to lock the rear wheel and



seat tube of the bicycle. Wheel-bending schoolyard bicycle racks, which can damage bicycles, and wave style bicycle racks, which are space inefficient, are outdated rack styles that are not recommended. Additional guidance on bicycle parking and bicycle rack selection may be found in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

### **PUBLIC ART**



Public art has the power to elevate a multimodal trail or shared-use path from useful infrastructure only into a treasured space in the community. Public art near trails can be used to tell the story of the trail or share the identity of the community through which it runs and establish an enhanced sense of place. There are many types of public art on trails including sculptures, murals, painted trail surfaces, gardens, lighting, gates and fences, as well as interactive art. Materials used can vary widely by region and budget but are regularly wood, stone, fiberglass, plastic, bronze, or copper. Temporary or “pop-up” art can also be a more affordable option for public art along trails but may require additional program management and curation efforts. Community members, including youth, can be great participants in selecting and creating art to foster a sense of community pride and ownership in the trail. Funding for public art can come from public, private, or philanthropic sources. Special care should be taken to ensure the chosen public art can safely withstand human interaction and vandalism as well as the elements. Siting should place the public art so that it does not disrupt or block the trail when viewed or interacted with by trail users. Maintenance should

be institutionalized through the Elk Grove Operations and Maintenance Division of the Public Works Department and the art should be insured, typically through the municipal insurance policy.

### **BICYCLE REPAIR STATIONS**



From flat tires to adjusting brakes and derailleurs, bicycle riders of all abilities sometimes need to make quick adjustments while out on the trail. Bicycle repair stations include all the necessary tools and equipment for basic bicycle repairs and maintenance. Bicycle repair stations act as a ruggedized bicycle tool “library,” designed to withstand both vandalism and the elements, with securely attached tools, stand and often a bicycle pump. Care should be taken when placing bicycle repair stations to avoid areas where vandalism is more likely, and instead placing them in highly visible, well-lit, and accessible locations where bicyclists may easily pull off the trail to make repairs.

### **ADDITIONAL CONSIDERATIONS / MAINTENANCE**

Maintaining each segment as well as the amenities is important to the overall usability and accessibility of the trail. A consideration for the safety of trail users would be to maintain the trail surface for ease of use and to design trails with root barriers to prevent roots from uplifting the paths.





## Focus Segment 1: Cosumnes River Blvd and Franklin Blvd

This segment of the trail includes two on-road facilities along Cosumnes River Boulevard from Morrison Creek to Franklin Boulevard and on Franklin Boulevard from Cosumnes River Boulevard to the existing LCIRT south of Calvine Road.

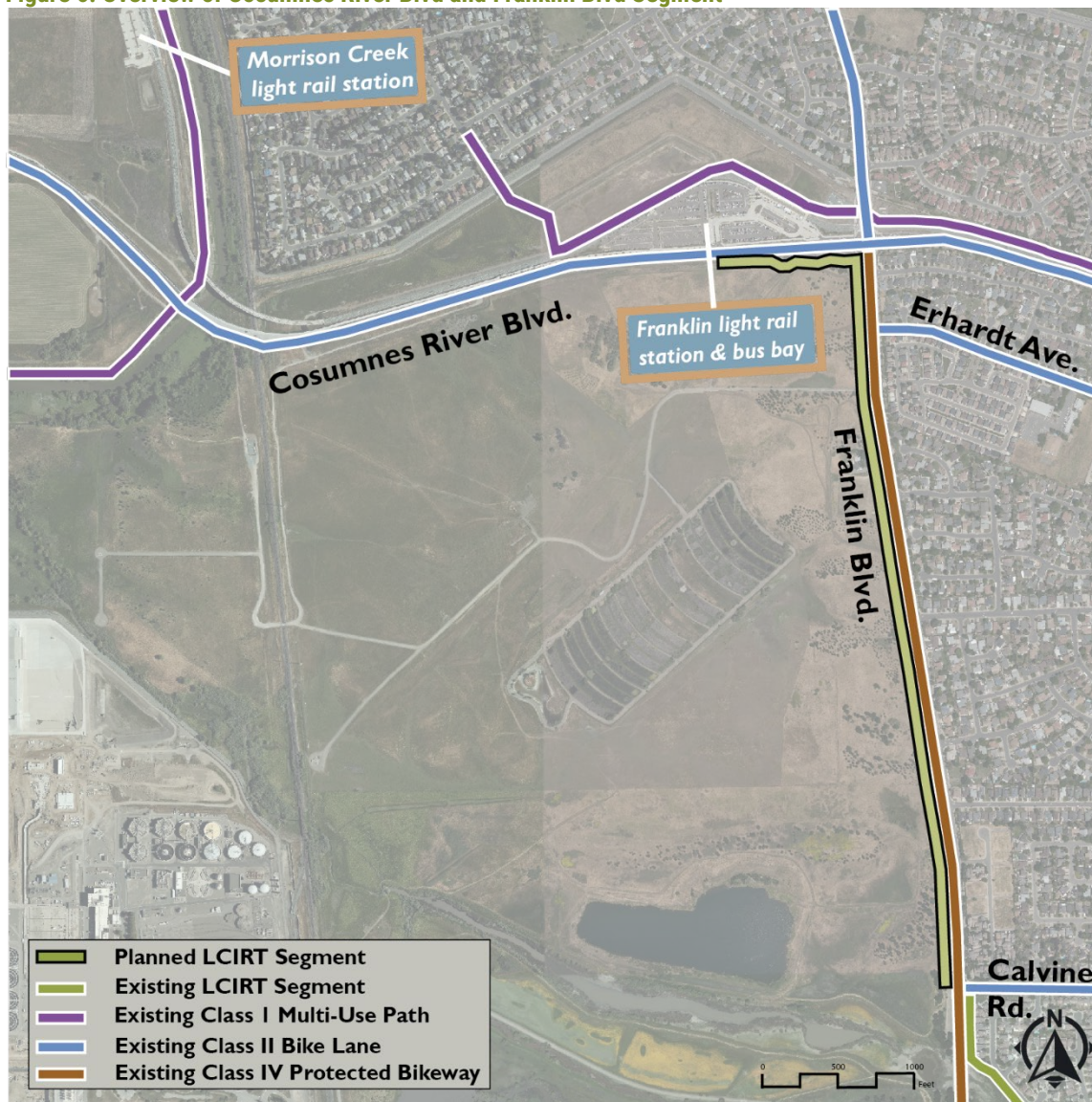
This segment is within City of Sacramento and County of Sacramento jurisdiction.

### Design Elements

There is an existing Class I shared-use path on the north side of Cosumnes River Boulevard and Class II bicycle lanes on both sides of the street. A new Class I path will be implemented on the south side of the street.

There is an existing Class IV protected bikeway on Franklin Boulevard that provides for one-way bicycle travel on each side of the street. The bikeway is protected by a painted buffer area with flexible posts. For Focus Segment 1, this Plan presents two alternatives to enhance the existing Class IV.

**Figure 6: Overview of Cosumnes River Blvd and Franklin Blvd Segment**



For Alternative 1A the Class IV will be enhanced with a more substantial barrier between the bikeway and motor vehicle traffic to provide a lower-stress experience for bicyclists and will typically measure eight feet in width for the bikeway and five feet in width for the buffer area with a vertical separation element, with some locations having variation in the buffer area width to fit within available right of way. The existing bicycle lane on Franklin Boulevard measures eleven feet from the barrier to the sidewalk. Because the City of Sacramento requires 11 feet for maintenance vehicles, this will need to be a consideration as designs are engineered for this segment.

For Alternative 1B, a two-way Class IV travels North and South along the East side of Franklin Boulevard, from Cosumnes River Boulevard to Calvine Road. Green conflict zone markings are added along Franklin Boulevard at driveways to distinguish bikeway from travel lanes. This would reduce the need for cyclists to cross the four lanes of Franklin Blvd to make a left turn when traveling south along the west side of Franklin. Consideration of this alternative will require additional community engagement and further study.

### **CROSSINGS**

For both Alternatives, crossing improvements will be implemented at each end of the Franklin Boulevard segment to facilitate trail users transitioning between the sidewalk and Class IV facilities on each side of Franklin Boulevard and the Class I facilities along Cosumnes River Boulevard and south of Calvine Road. The intersections of Franklin Boulevard with Cosumnes River Boulevard and with Calvine Road are signalized, which will support safer crossings for bicyclists and pedestrians using the LCIRT.

For Alternative 1A, along Franklin Boulevard, the southbound Class IV facility will contain provisions for bicyclists to enter and exit. This will include signage to warn motor vehicle traffic of upcoming bicycle crossings, and gaps in vertical buffers to allow bicyclists to exit the facility and cross travel

lanes. Bike boxes will be installed to facilitate bicyclist left turns. Additional gaps in the vertical buffer of the Class IV facility will also be provided, to facilitate bicyclists entering the southbound bikeway from a side street. These signs, bike boxes, and gaps in the buffer will be implemented at the intersections of Franklin Boulevard with Idaho Drive and with Village Star Drive. At the intersection of Franklin Boulevard with Village Wood Drive, gaps in the buffer to exit the facility, and bike boxes, will be provided for bicyclists to turn left onto Village Wood Drive. At the intersection of Franklin Boulevard with Wuthering Avenue, gaps in the vertical buffer will be implemented to allow bicyclists to use the existing left turn lane onto Wuthering Avenue. Bicyclists will not be able to enter the southbound Class IV facility on Franklin Boulevard from Village Wood Drive, Bassett Way, or Wuthering Avenue. Additionally, bicyclists traveling southbound on Franklin Boulevard will not be able to turn onto Bassett Way. The constraints are mainly due to the location of the median and roadway design.

For Alternative 1B, the two-way Class IV is adjacent to crossings so additional crossing and bike boxes at major crossings were not needed. Proposed two-stage left turn boxes remain in both Alternatives at Cosumnes River Boulevard and Franklin Boulevard.

### **AMENITIES**

A gateway monument sign showing a full map of the LCIRT along with trail and area information is recommended at the Franklin Light Rail Station.

Wayfinding or directional signs are recommended at the connection to the Morrison Creek Trail, should one be provided in the future, the intersections of Franklin Boulevard at Cosumnes River Boulevard and at Calvine Road, and at side streets along Franklin Boulevard with existing bicycle facilities.

### *Constraints*

This segment of the Laguna Creek Trail is adjacent to and providing a key connection to the Franklin





Light Rail Station. Existing access for all transportation modes to this station will impact the placement and crossing amenities for trail users.

The Laguna Creek Inter-Regional Trail in this segment is also recommended to travel along a parcel owned by the Sacramento Regional County Sanitation District (Regional San). The requirements and needs of Regional San, including any environmental considerations, will impact trail design in this area.

Regional San has Bufferland access points that run along this segment. Because of this, the design needs to consider gaps in the vertical barriers that can serve as access point entrances for Regional San's vehicles. Additionally, there is a future sewer force main coming from the west that will be connected to an existing sewer line. Although this is currently in the design phase, it is planned to be constructed in the next few years. There will likely be above ground or at-grade infrastructure, so vehicle access points will be needed for maintenance.

To accommodate the ease of bicycling through each segment, maintenance and sweeping to maintain a rideable surface and keeping the

bikeway as clear of debris as possible should be considered.

### *Permitting and Future Studies*

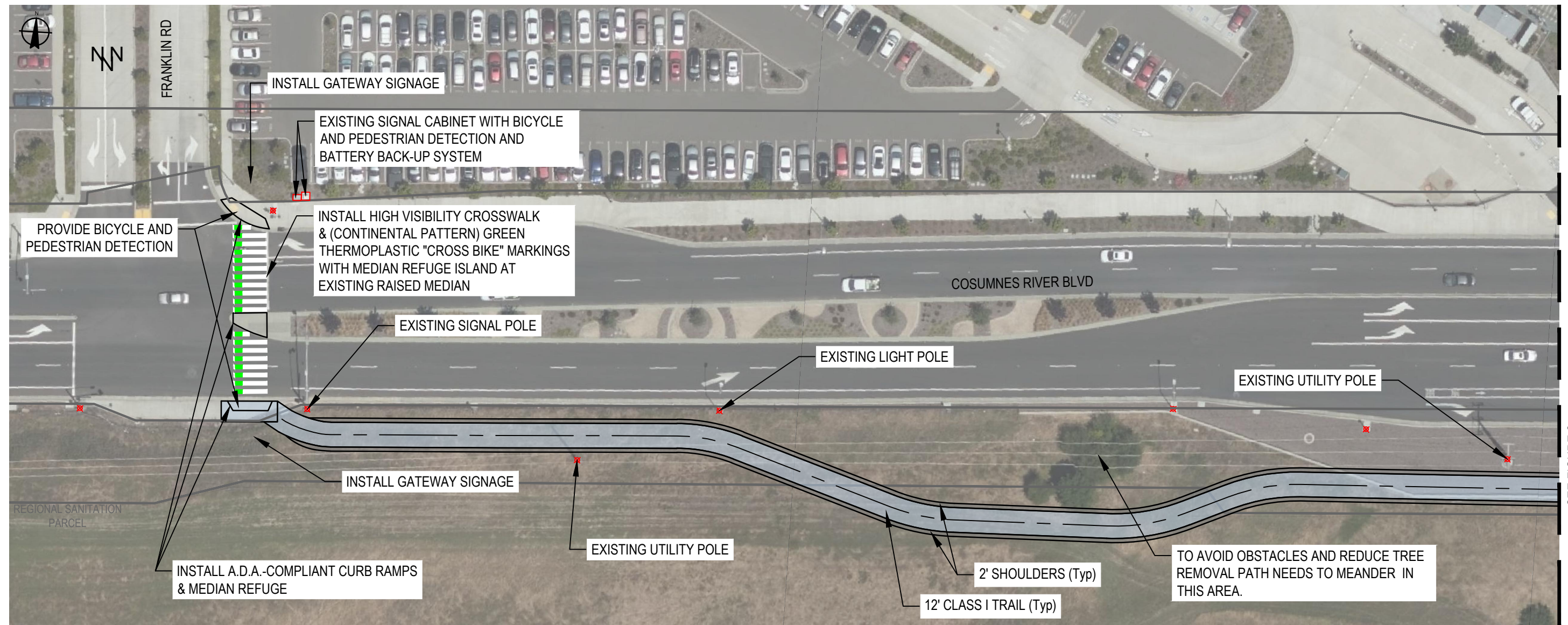
Further study, as well as permitting may be required due to proximity to the Light Rail tracks and station. For example, wayfinding to bike parking and platform entrances will help people on bikes navigate access to and within the station. Coordination with Regional San regarding use of the edge of their parcel through the existing flood wall for the trail in this segment will also be required, as well as any study or permit necessitated by location on that parcel. A potential study could look at utilizing the wide sidewalk on the north side as an option. For signalized intersections, signal operations analysis for pedestrian and bicycle detection is also suggested for further study. Regarding environmental concerns, any sensitive habitat areas will also need to be further evaluated. Other considerations for the recommended Class IV enhancement along Franklin Boulevard include studying design options to accommodate street sweepers within the bikeway and at openings along vertical buffer areas for access.



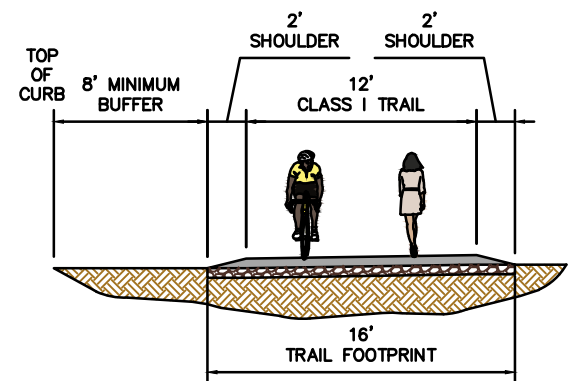
# Design Segment 1a





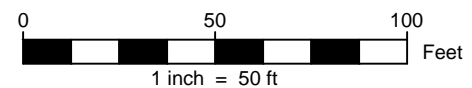


**TYPICAL TRAIL CROSS SECTION  
COSUMNES RIVER BLVD**



NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

- ✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE
- PARCEL BOUNDARIES

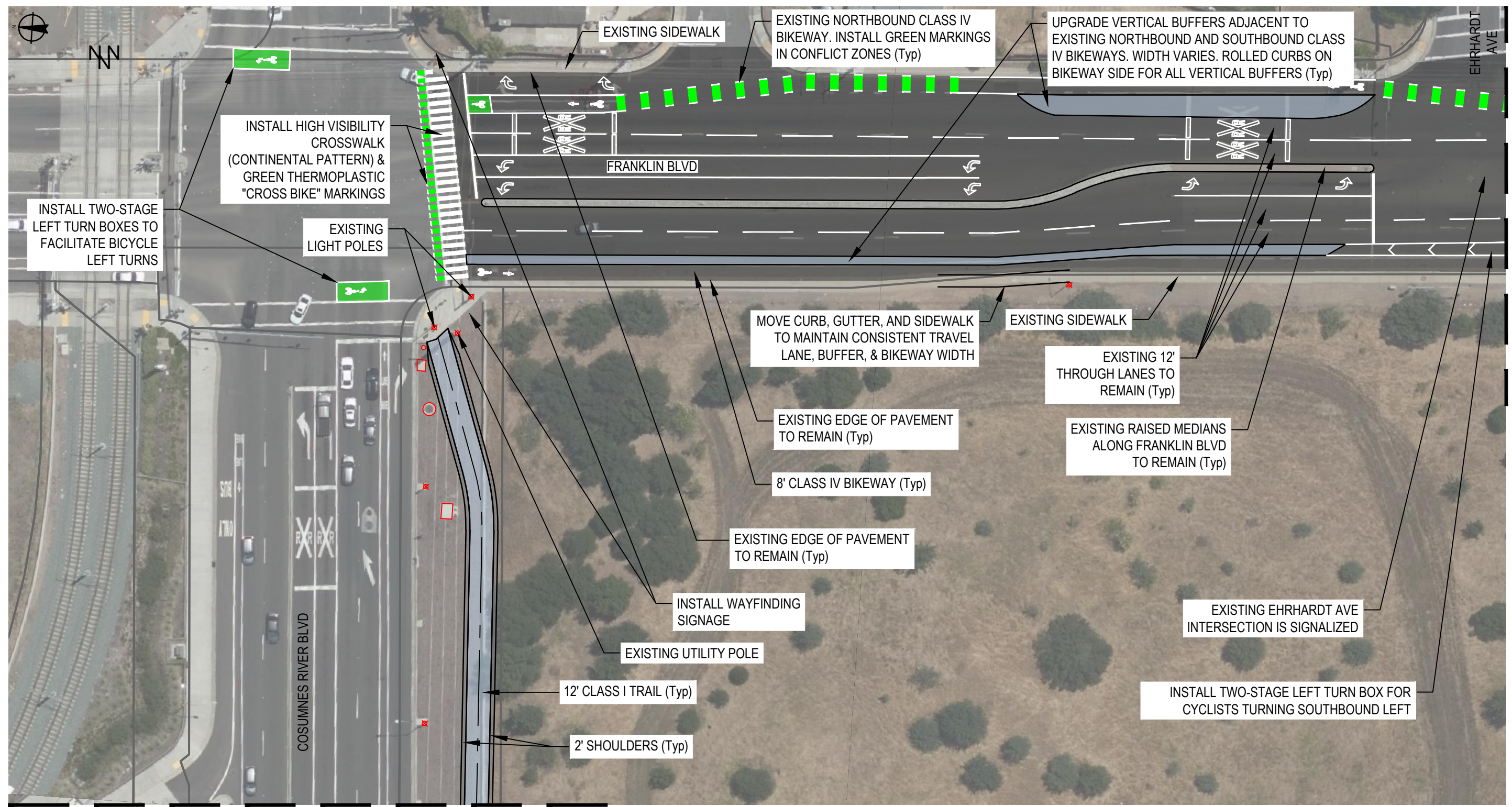


City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 1.1a

Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 7**

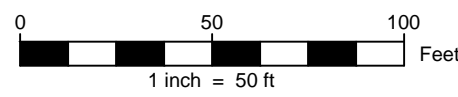




NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.

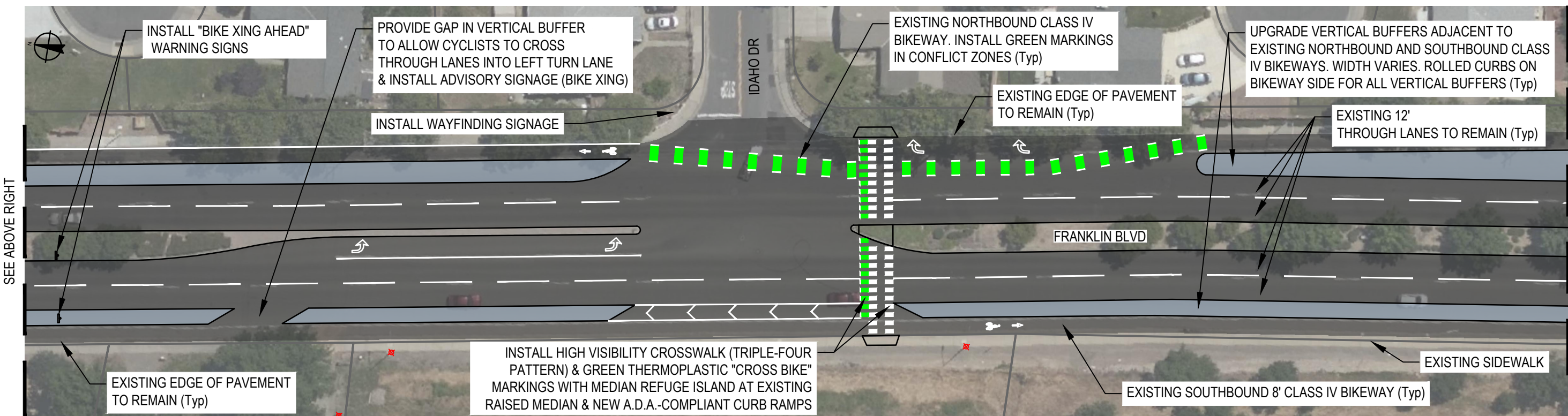
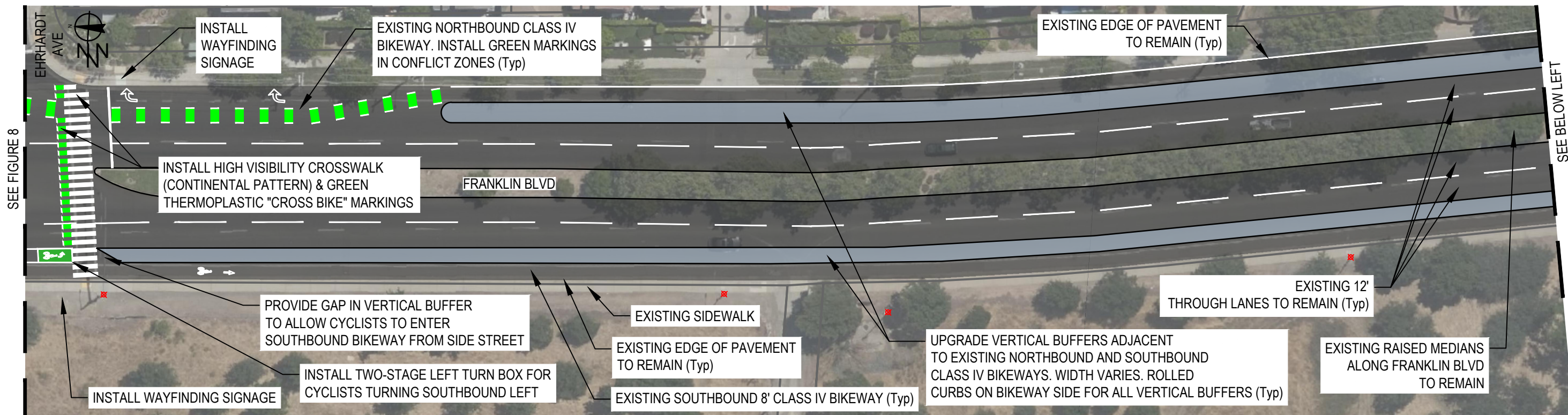


City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.2a

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 8

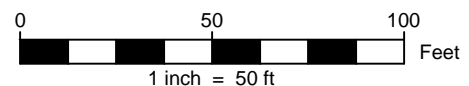




NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.

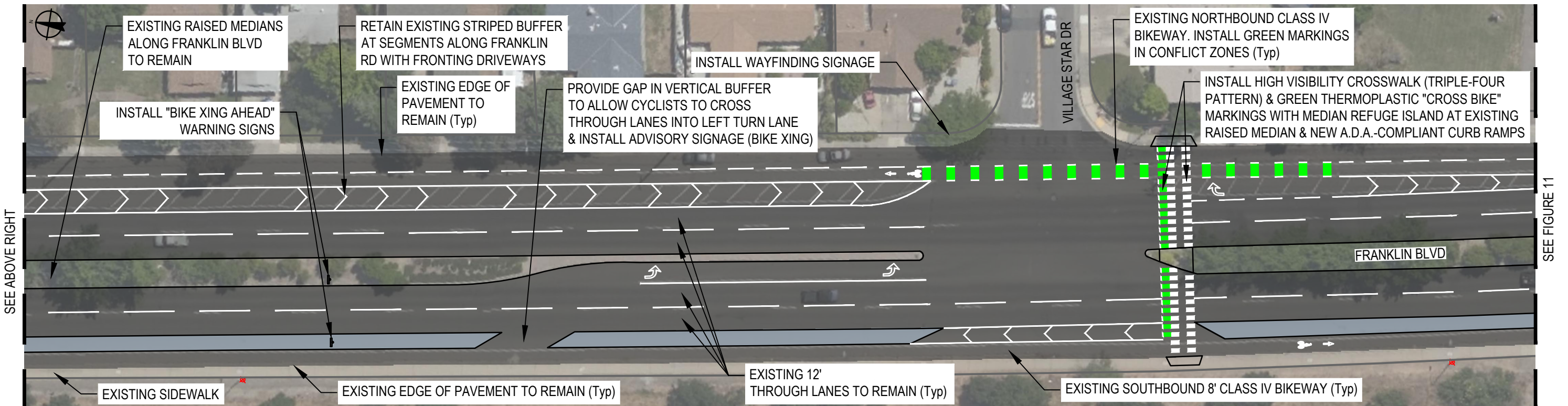
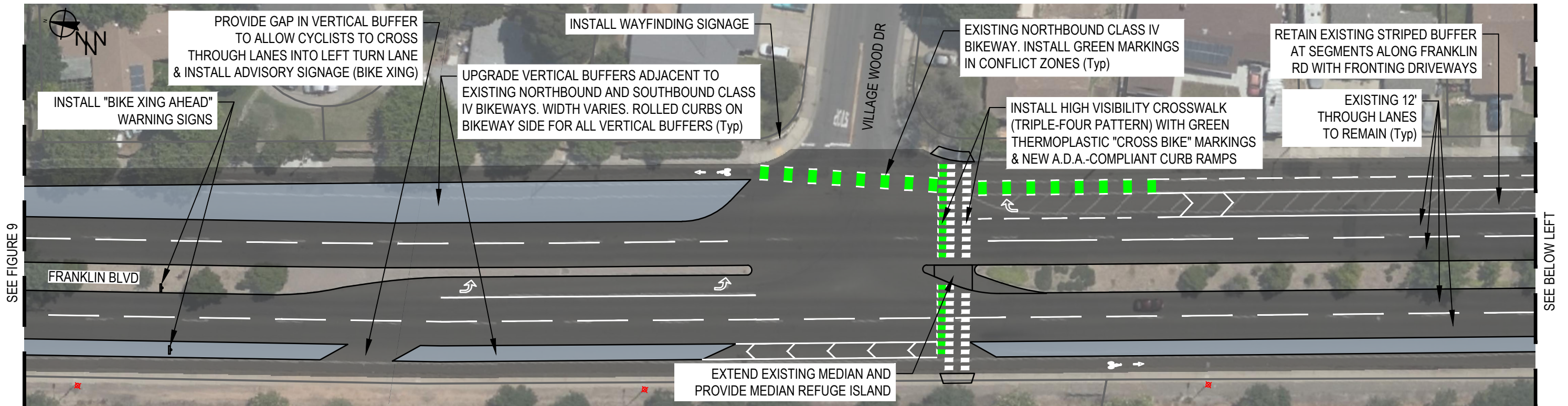


City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.3a

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 9

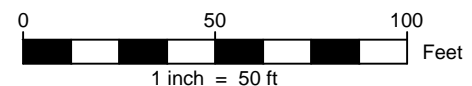




NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.

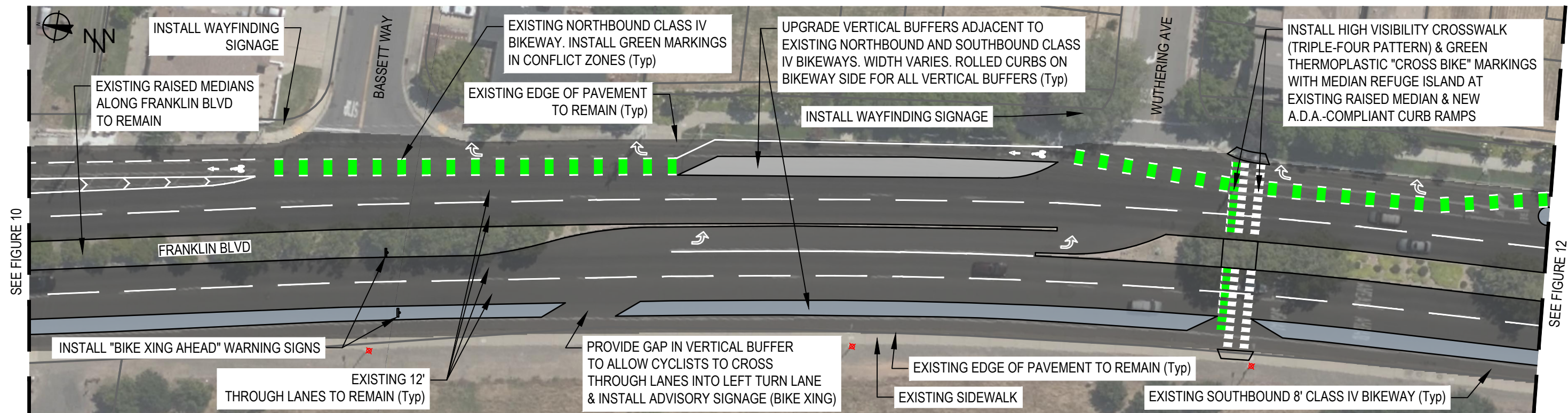


City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.4a

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 10

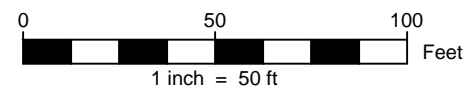




NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

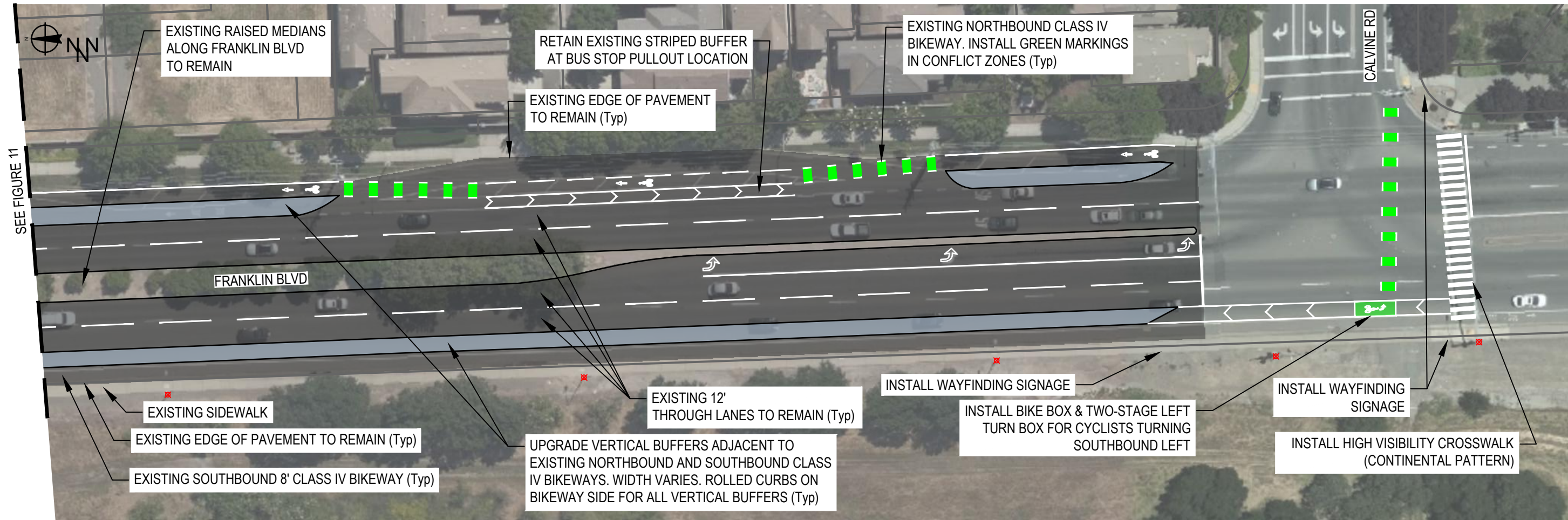
NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.



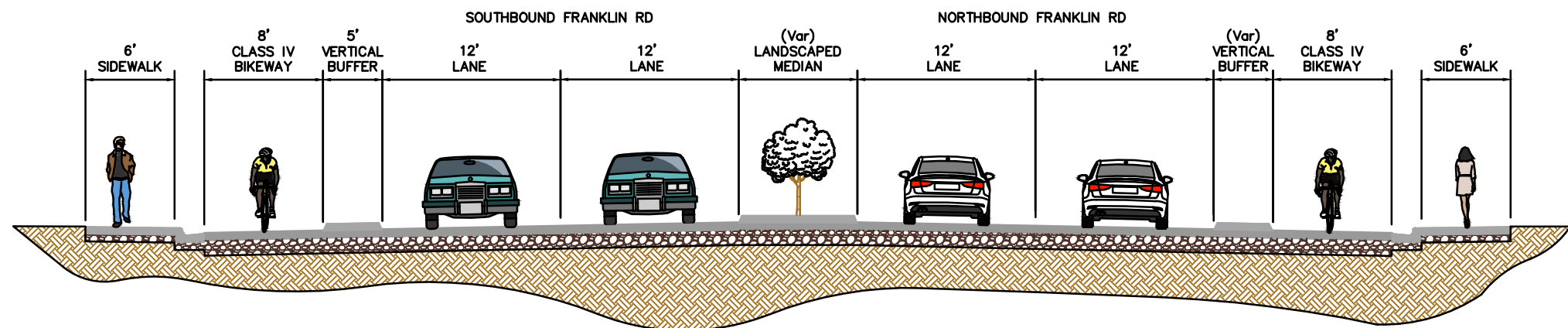
City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.5a

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 11



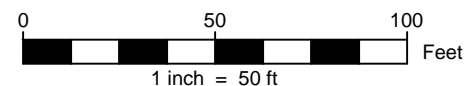
TYPICAL CROSS SECTION  
FRANKLIN BLVD, COSUMNES RIVER BLVD TO CALVINE RD



NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.



City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 1.6a

Project No. 12557096  
Report No. -  
Date NOV 2022

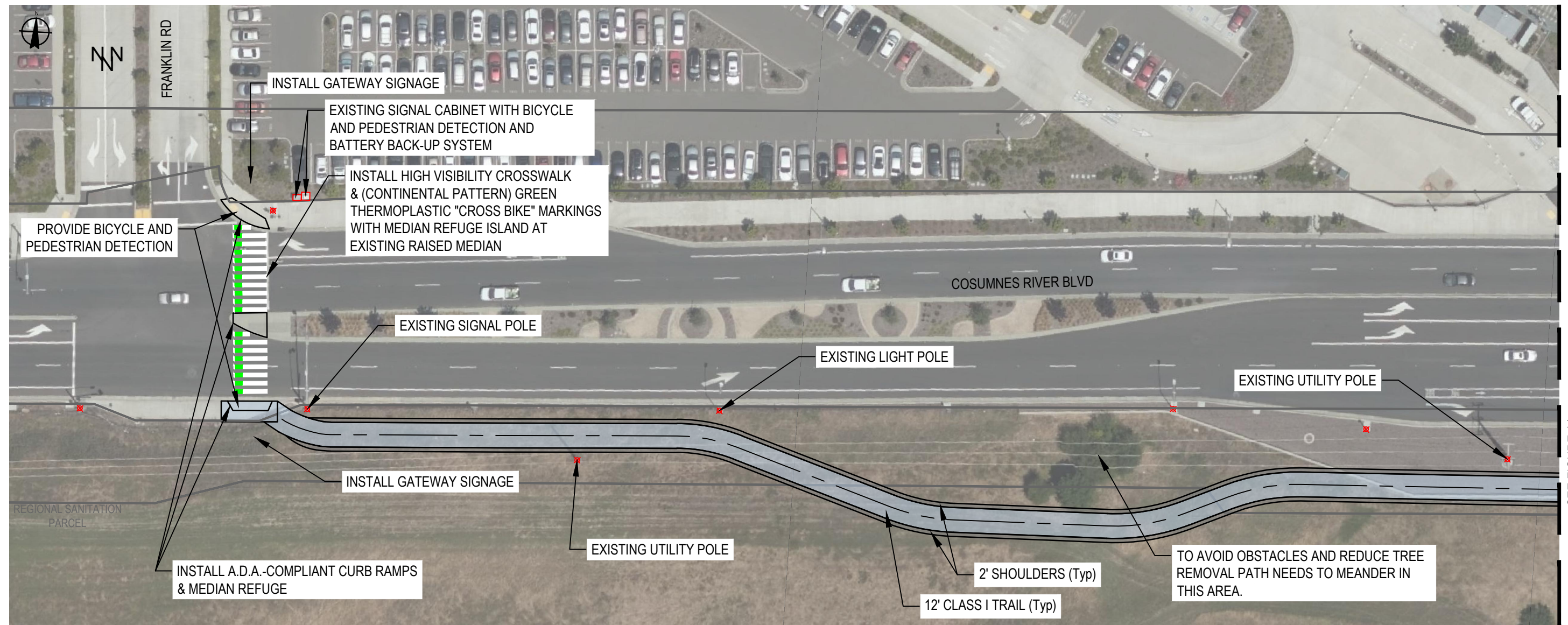
FIGURE 12



# Design Segment 1b

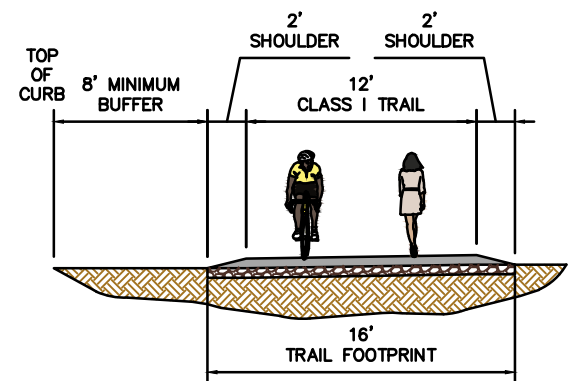






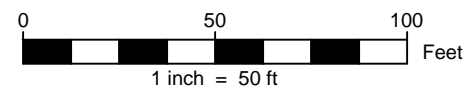
SEE FIGURE 14

**TYPICAL TRAIL CROSS SECTION  
COSUMNES RIVER BLVD**



NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES

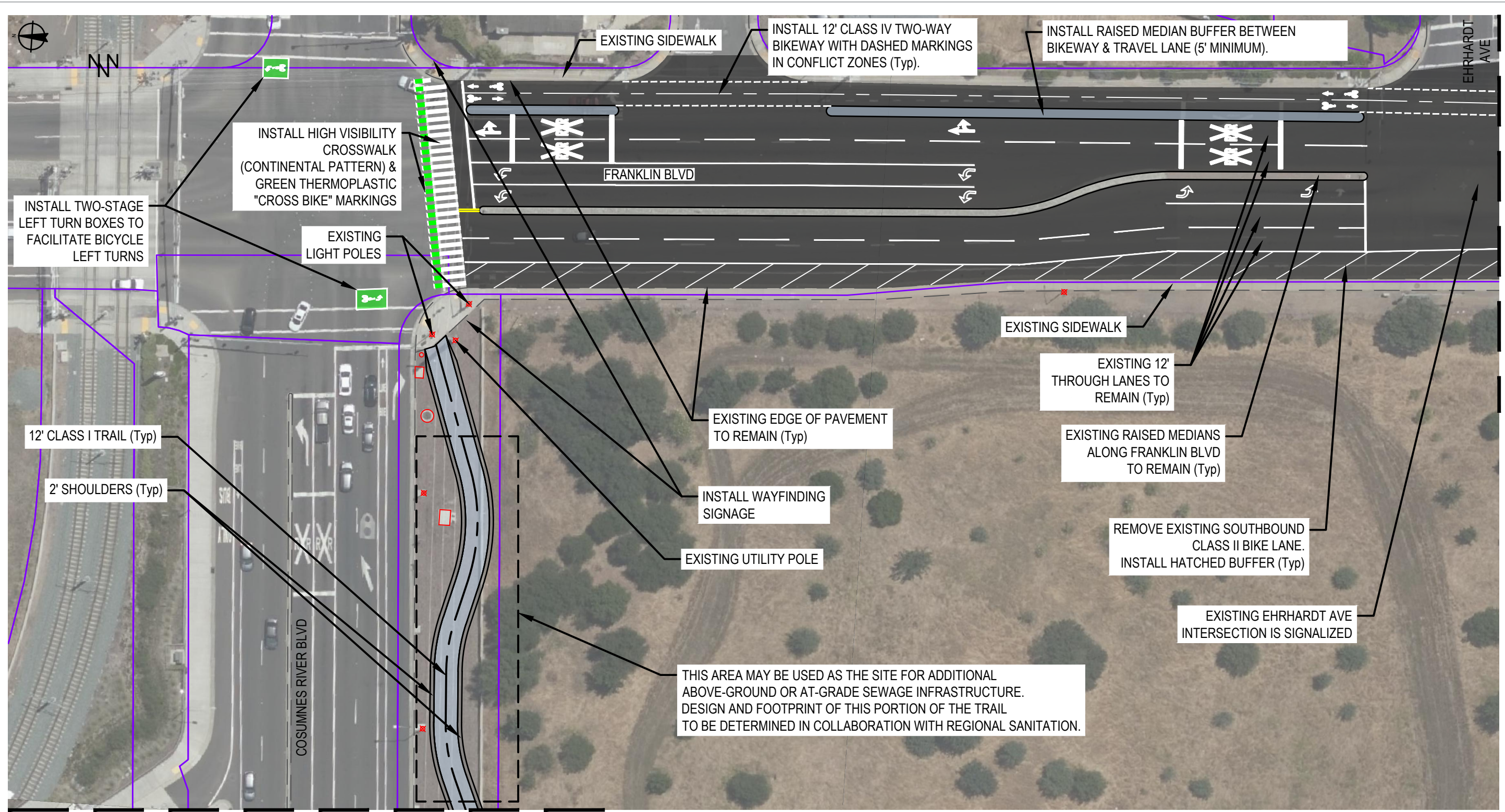


City of Elk Grove  
LCIRTMP  
**Multi-use Trail Concept  
Segment 1.1b**

Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 13**



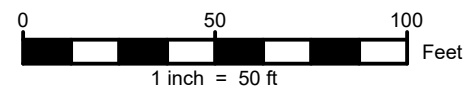


SEE FIGURE 15

NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

✕ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.



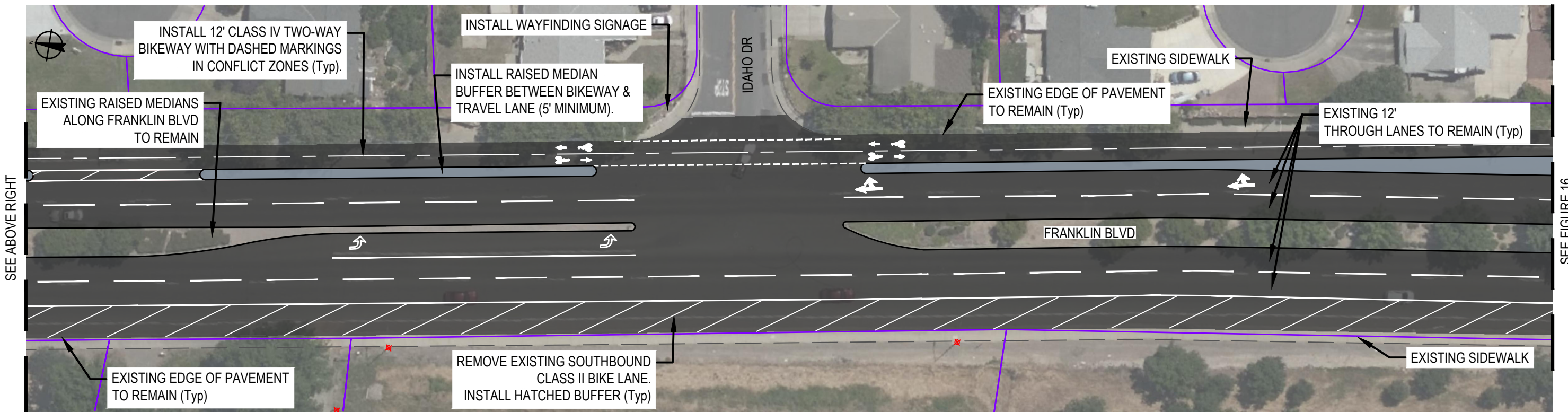
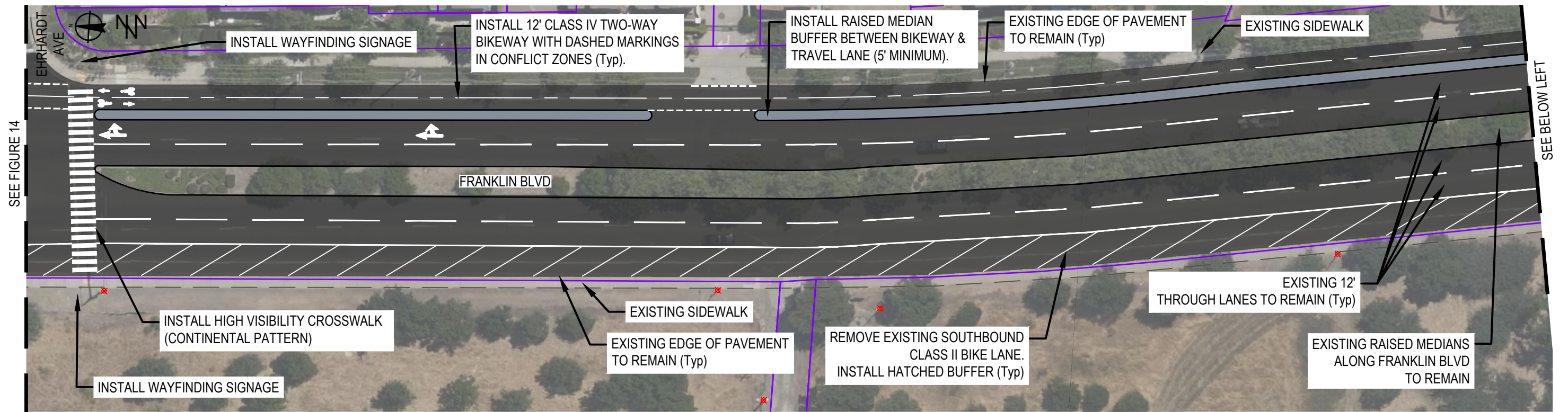
City of Elk Grove  
 LCIRTMP

Multi-use Trail Concept  
 Segment 1.2b

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 14

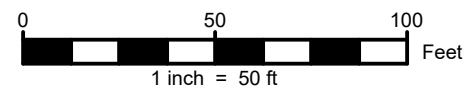




NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.

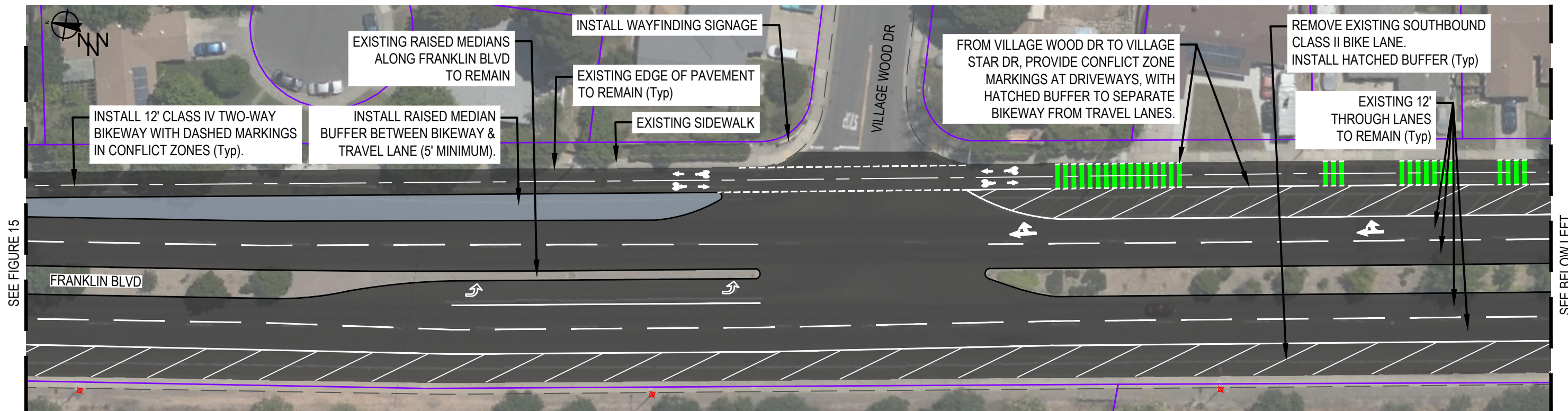


City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.3b

Project No. 12557096  
 Report No. -  
 Date NOV 2022

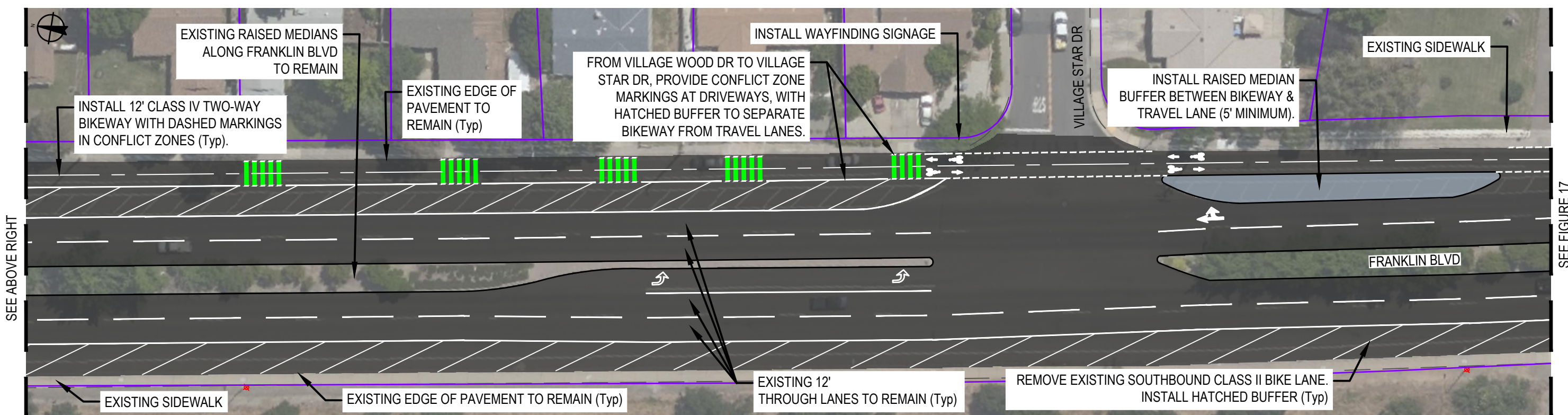
FIGURE 15





SEE FIGURE 15

SEE BELOW LEFT



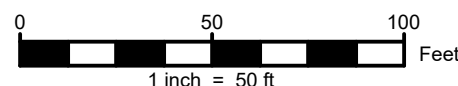
SEE ABOVE RIGHT

SEE FIGURE 17

NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

✗ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.

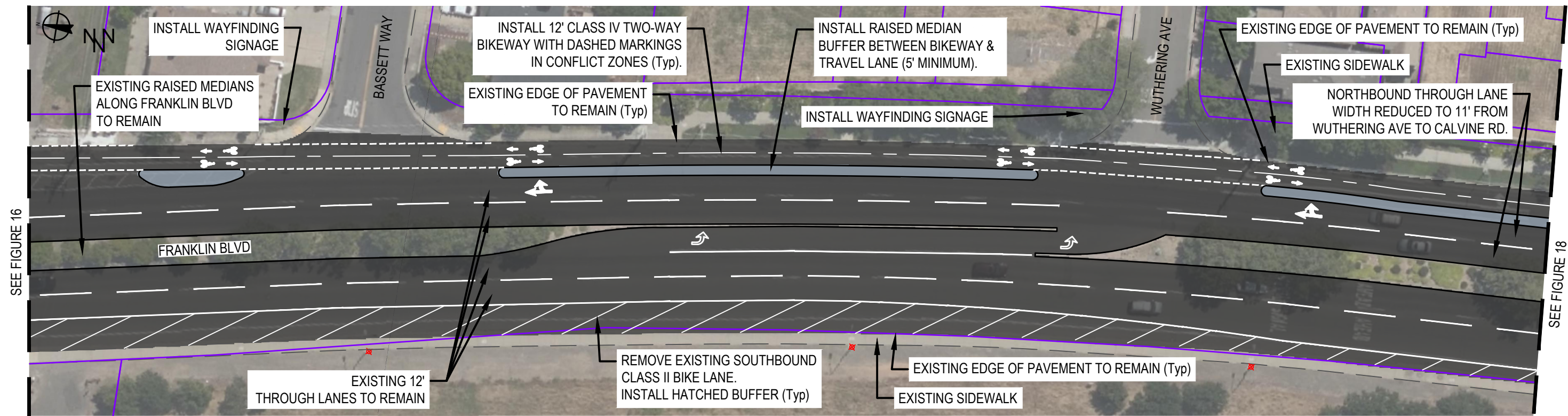


City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 1.4b

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 16

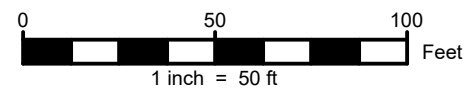




**NOTE:** ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

- ✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE
- PARCEL BOUNDARIES

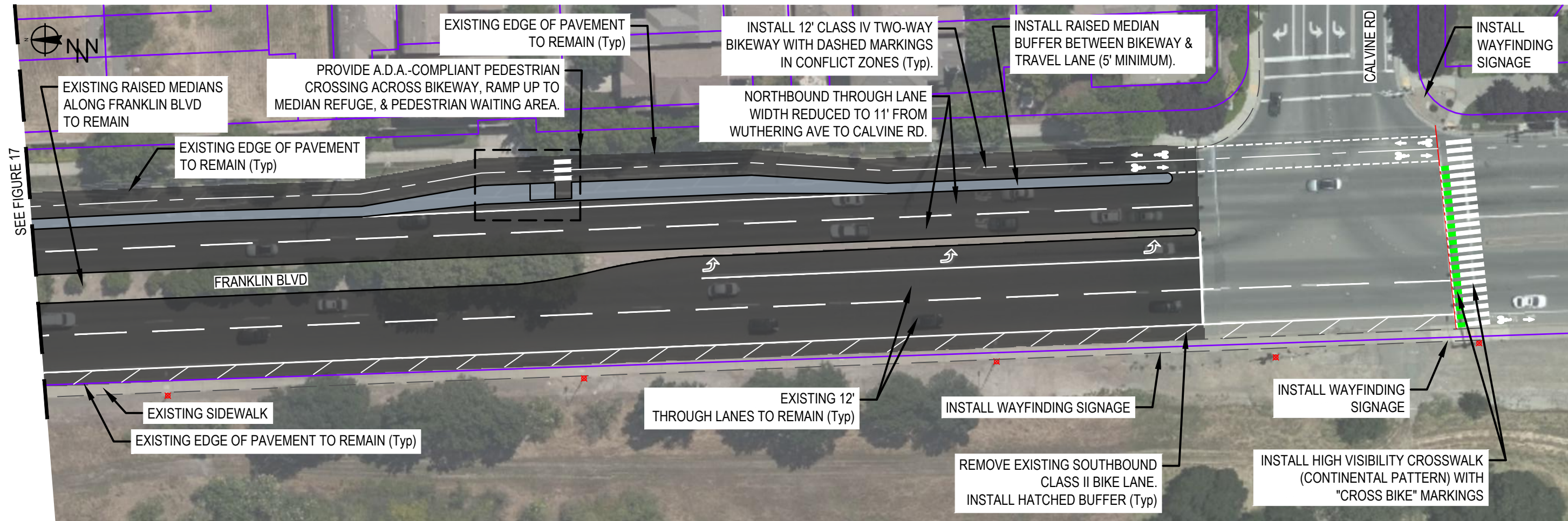
**NOTE:** AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.



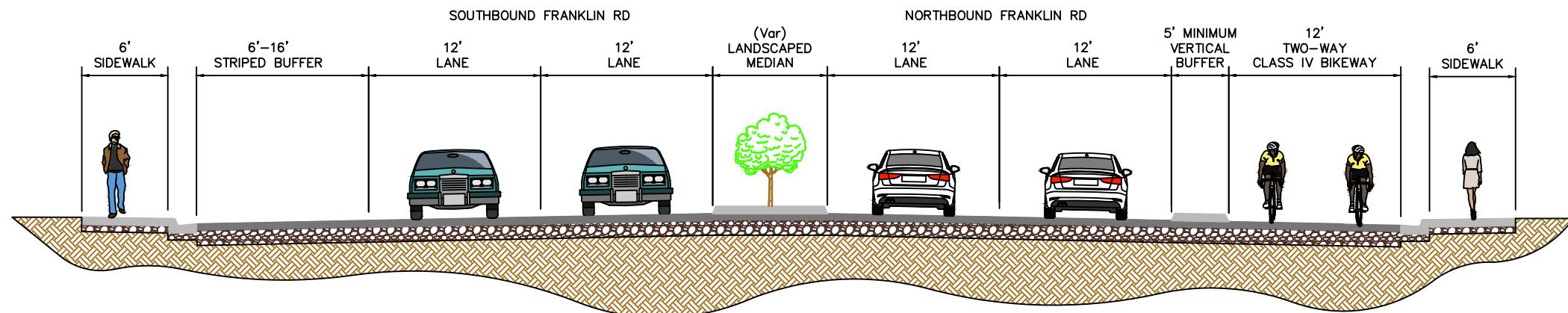
City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 1.5b

Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 17**



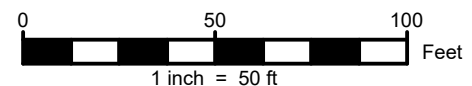
**TYPICAL CROSS SECTION  
FRANKLIN BLVD, COSUMNES RIVER BLVD TO CALVINE RD**



NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO AND UNINCORPORATED COUNTY JURISDICTIONS.

✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES

NOTE: AVAILABLE AERIAL IMAGERY DOES NOT SHOW THE UPDATED STRIPING AND CLASS IV BIKEWAYS IMPLEMENTED ON FRANKLIN ROAD IN LATE 2021 AND CURRENTLY IN PLACE. PROPOSED VERTICAL BUFFER UPGRADES TO ALIGN WITH CURRENT STRIPED BUFFERS.



City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 1.6b

Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 18**



## Focus Segment 2: Center Parkway

This segment of the trail will connect two constructed segments. One constructed segment of the trail currently ends on the west side of Center Parkway between Hollybrook Drive and Newport Cove Way; another begins south of Center Parkway near Bruceville Road, leaving a gap of approximately 1,800 feet.

This segment is within City of Sacramento jurisdiction.

### Design Elements

#### TRAIL

The LCIRT in this segment parallels Center Parkway on the southwest side between two existing segments. The trail includes a 12-foot bicycle and pedestrian path with two-foot shoulders on each side.

#### AMENITIES

North Laguna Creek Park is located on Center Parkway just north of this segment. The park

Figure 19: Overview of Center Parkway Segment



offers restrooms that should be highlighted on wayfinding signs along nearby segments of the LCIRT.

Wayfinding or directional signs are recommended on the west side of the intersection of Center Parkway and Hollybrook Drive, to orient trail users to the existing LCIRT segment to the west and the new LCIRT segment to the south.

Additionally, a new shaded rest area, with benches and trash receptacles, is recommended at the LCIRT on the west side of the intersection of Center Parkway at Hollybrook Drive. Maintenance for this amenity will be determined as part of future study efforts.

### **CROSSINGS**

Across from Newport Cove Way, a culvert or structure will be required where the trail crosses a small drainage canal.

### *Constraints*

This segment of the LCIRT will replace an existing narrow sidewalk that meanders through trees along Center Parkway. To accommodate the wider trail cross section, some tree removals may be required. Further analysis will be required to determine the extent of tree impacts, including evaluating whether the alignment could be revised to minimize required removals.

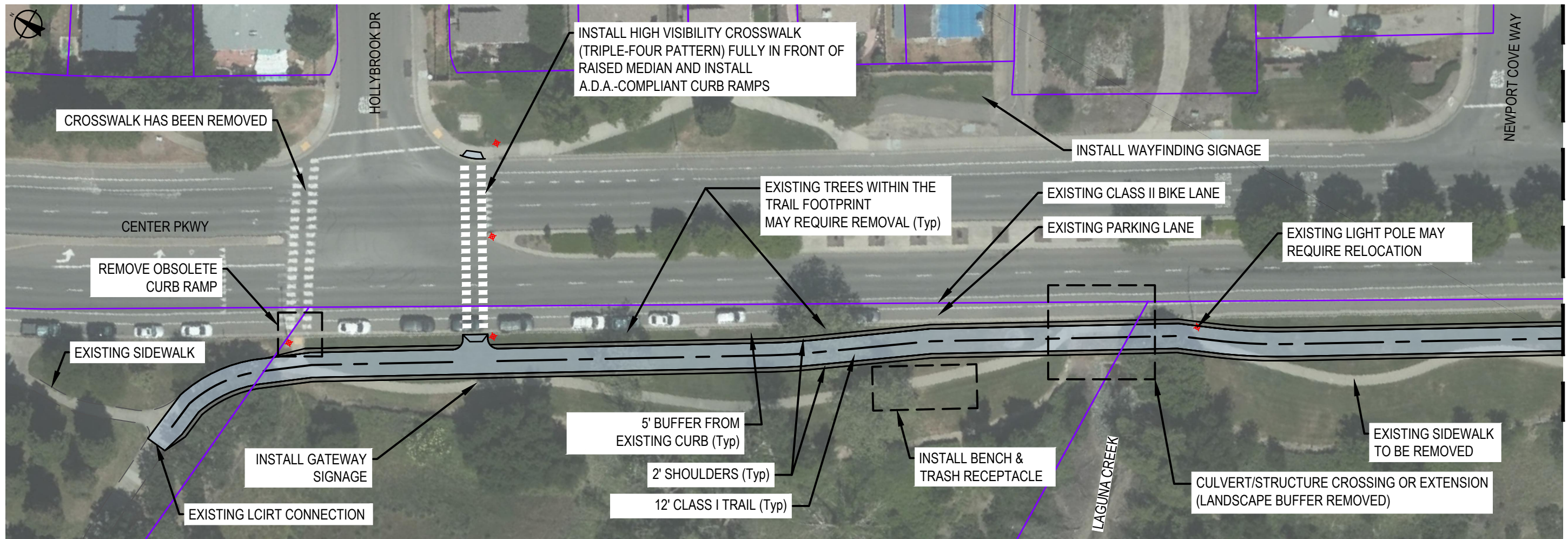
### *Permitting and Future Studies*

Additional study may be needed on the constraints identified above. Approvals may be required for any tree removals deemed necessary.

Maintenance for the proposed shaded rest area will need to be determined as concepts are further developed.

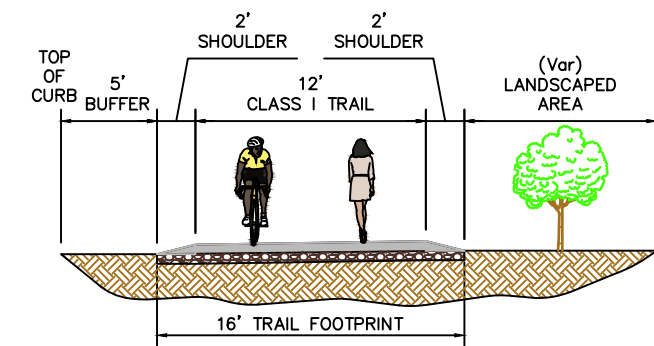






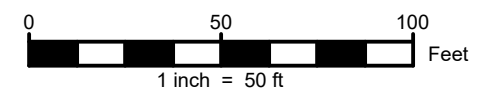
SEE FIGURE 21

**TYPICAL TRAIL CROSS SECTION  
CENTER PKWY**



NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.

- ✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE
- PARCEL BOUNDARIES

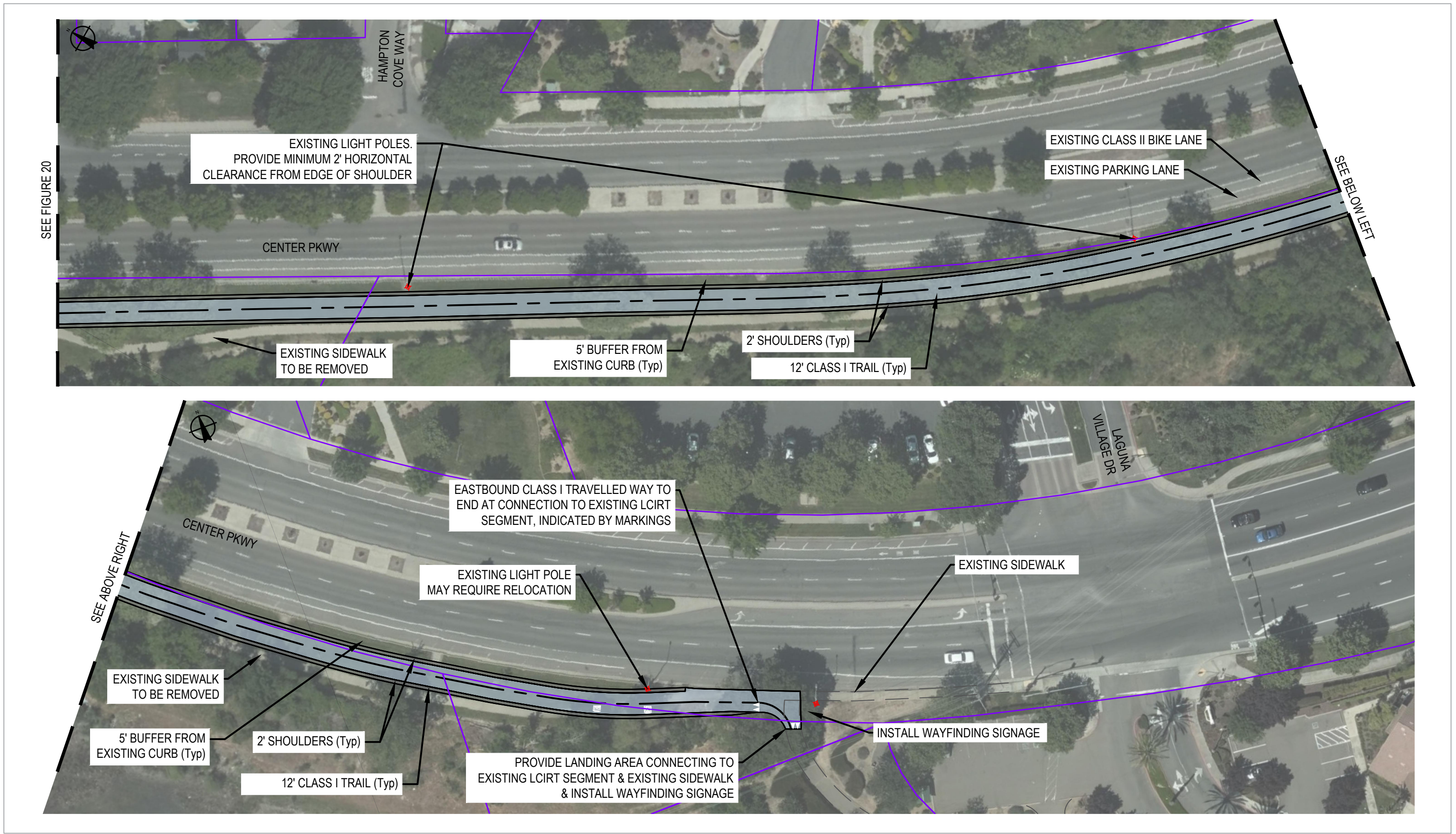


City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 2.1

Project No. 12557096  
Report No. -  
Date NOV 2022

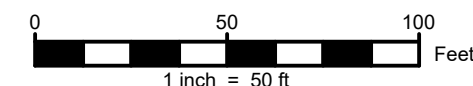
**FIGURE 20**





✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

NOTE: ROADWAYS SHOWN IN THIS FIGURE ARE LOCATED WITHIN CITY OF SACRAMENTO JURISDICTION.



City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 2.2

Project No. 12557096  
 Report No. -  
 Date NOV 2022

FIGURE 21



### Focus Segment 3: Lewis Stein Road to SR 99

This segment of the trail follows the creek alignment from Lewis Stein Road to Highway 99. There is a parallel trail connection in this segment along the south side of Stockton Boulevard. The new trail will connect a segment to the west which is currently under construction with an overcrossing of SR 99, which has secured funding for design as part of a separate project.

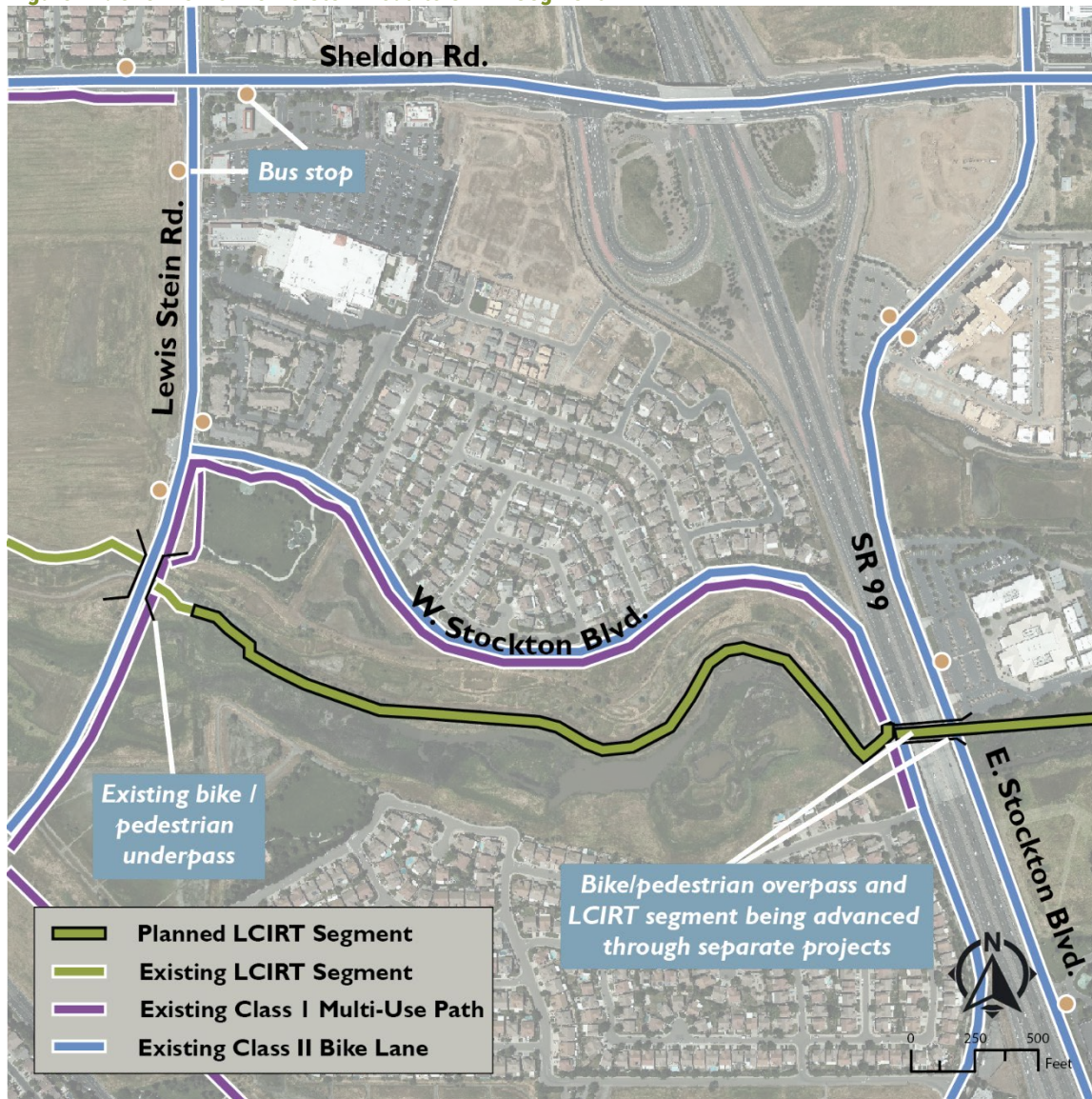
This segment is within City of Elk Grove jurisdiction. Coordination with Caltrans may be necessary where the segment ends near SR 99.

#### Design Elements

##### TRAIL

The LCIRT in this segment includes a 12-foot bicycle and pedestrian path with two-foot shoulders on each side.

Figure 22: Overview of Lewis Stein Road to SR 99 Segment





**CROSSINGS**

At the west end of this segment, the trail will connect to an existing LCIRT segment via an existing bicycle and pedestrian underpass below Lewis Stein Road.

At the east end of the segment, a planned bicycle and pedestrian overpass will provide a connection across SR 99 to another planned LCIRT segment.

Both the overpass and the segment east of SR 99 are being advanced as part of separate projects.

**AMENITIES**

North of this segment at Lewis Stein Road and W Stockton Boulevard, Pinkerton Park offers a grassy open play area, half-court basketball, a playground, and shaded picnic tables. A drinking fountain and trash receptacles are located near the playground and picnic area.

Signs should direct trail users to the public restrooms located in North Laguna Creek Park (see Segment 2), as well as to Guttridge Park and other destinations in the area.

Wayfinding signs should be placed in this segment on the east side of Lewis Stein Road, flanking the existing underpass at the intersection with the existing LCIRT, orienting users to the trail system to the north, south and west.

*Constraints*

This segment of the LCIRT follows a narrow levee along the north side of Laguna Creek. Widening will be required to accommodate the trail cross section, impacting either the creek bed to the south or a line of existing trees on the north side of the levee. Both of these will have environmental regulatory agency requirements and associated costs that should be considered carefully in selecting a final alignment.

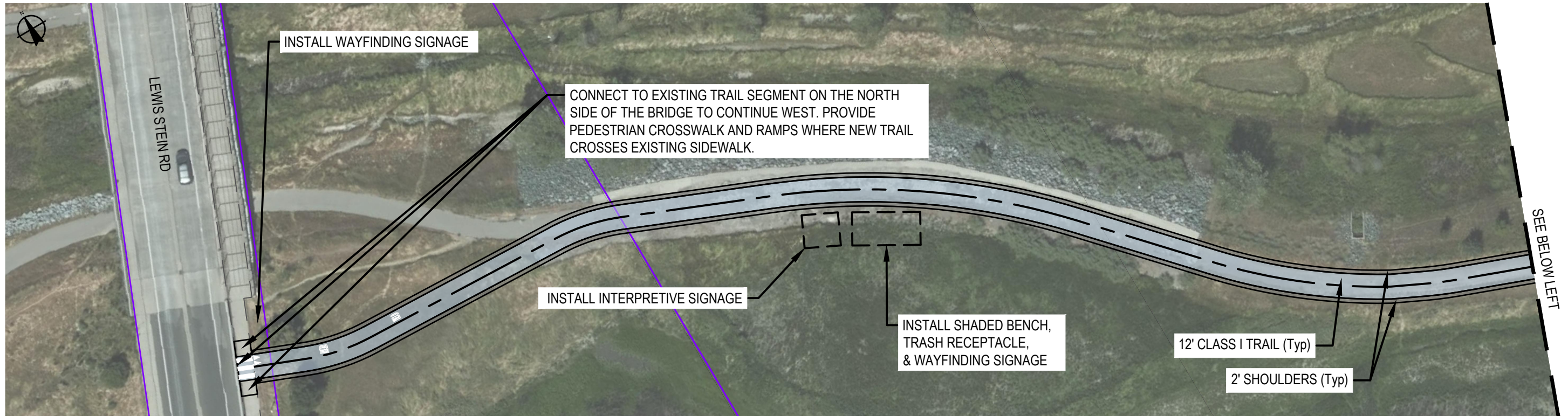
*Permitting and Future Studies*

Depending on the extent and scope of the adjacent SR 99 bicycle and pedestrian overpass project, implementation of this segment may require

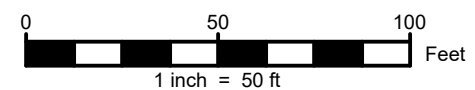
permits and approval from Caltrans if it enters state right-of-way.







✕ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
 — PARCEL BOUNDARIES

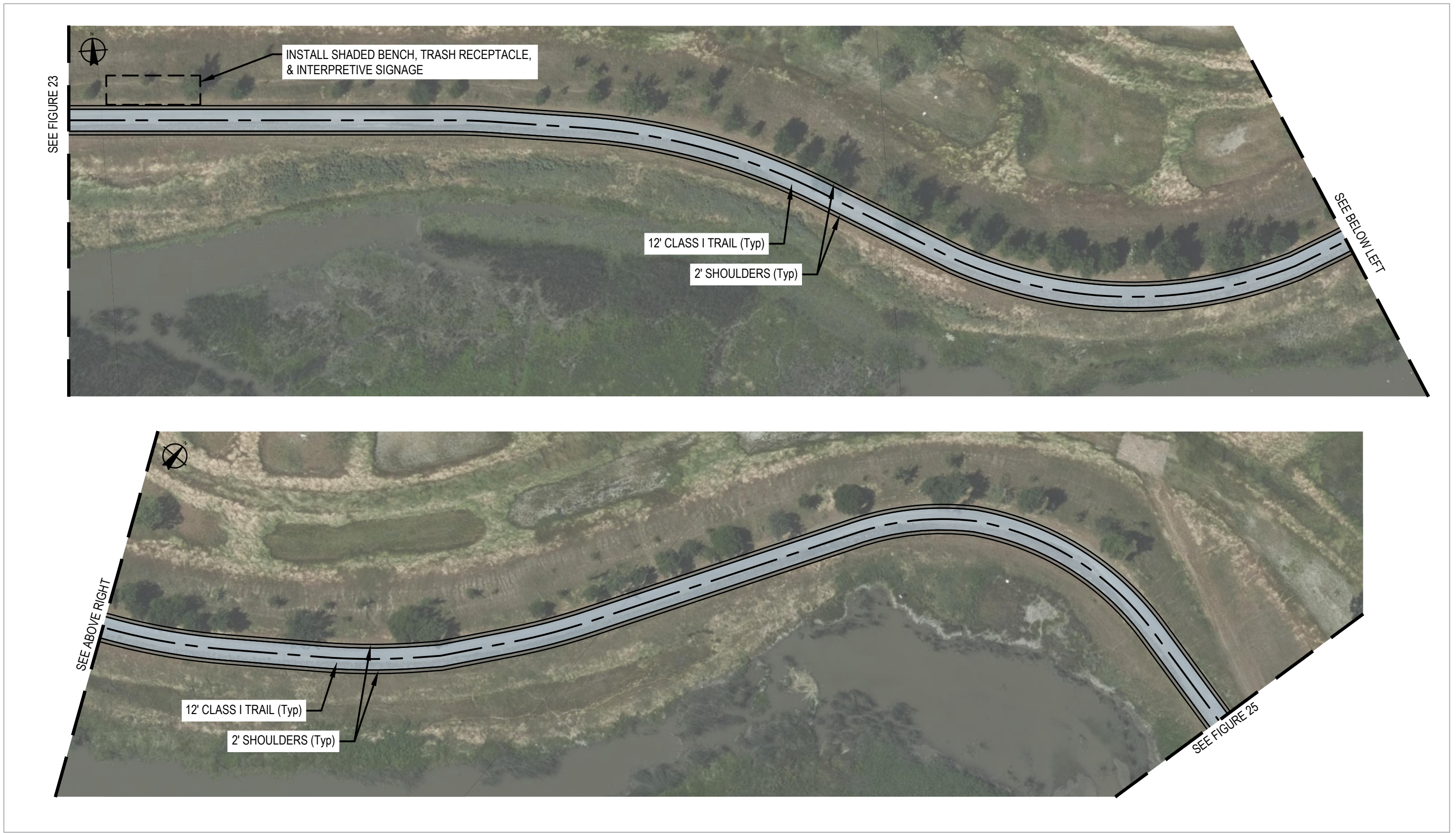


City of Elk Grove  
 LCIRTMP  
  
 Multi-use Trail Concept  
 Segment 3.1

Project No. 12557096  
 Report No. -  
 Date NOV 2022

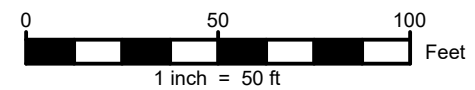
**FIGURE 23**





✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE

— PARCEL BOUNDARIES



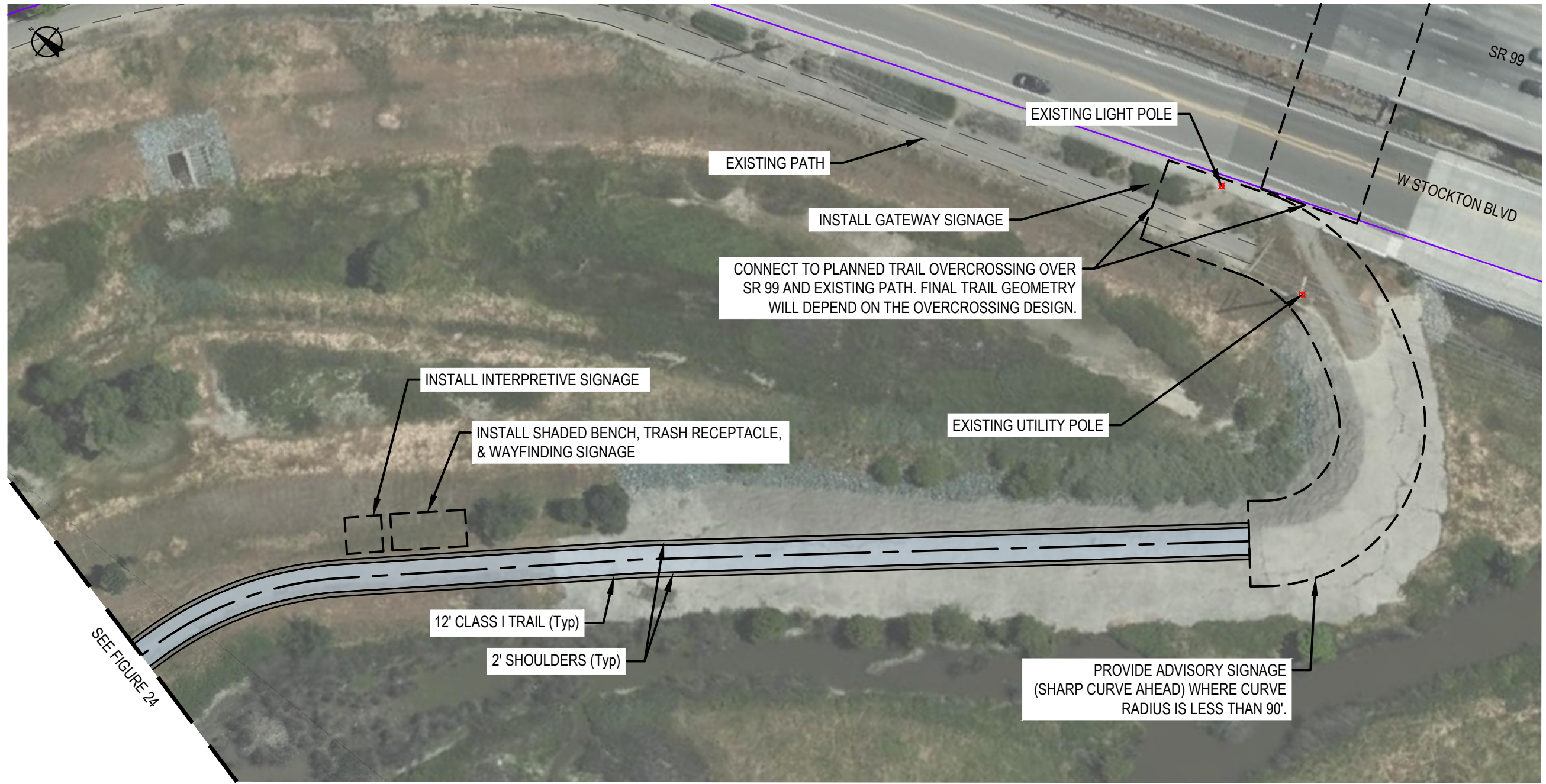
City of Elk Grove  
LCIRTMP

Multi-use Trail Concept  
Segment 3.2

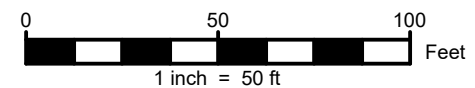
Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 24**





x EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES



City of Elk Grove  
 LCIRTMP  
  
 Multi-use Trail Concept  
 Segment 3.3

Project No. 12557096  
 Report No. -  
 Date NOV 2022

**FIGURE 25**



## Focus Segment 4: Waterman Road to Sierra River Drive

West of this segment, the existing trail ends at a parking area off Waterman Road south of Bond Road. This segment of the trail will provide a connection from the existing trail at the parking area across Waterman Road, along the creek northeast to Bond Road, and then follow Bond Road on the south side to connect to another existing segment of trail on the east side of Sierra River Drive.

This segment is within City of Elk Grove jurisdiction.

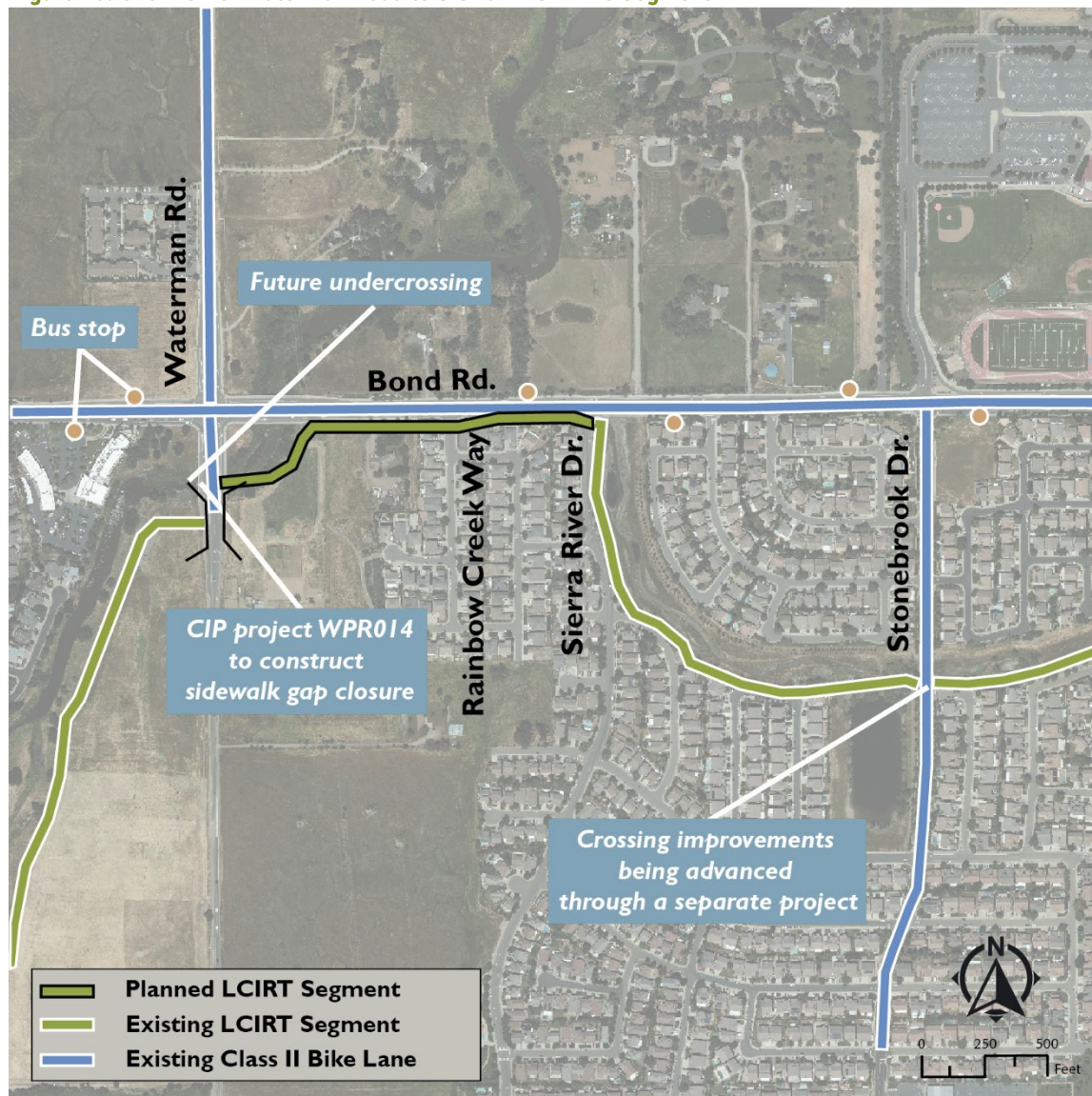
### *Design Elements*

#### **TRAIL**

The LCIRT in this segment parallels Laguna Creek on the southeast side and Bond Road on the south side from Waterman Road to Sierra River Drive.

The trail includes a 12-foot bicycle and pedestrian path with two-foot shoulders on each side. A five-foot equestrian tread is separated from the bicycle and pedestrian path by a five-foot vegetated buffer area.

**Figure 26: Overview of Waterman Road to Sierra River Drive Segment**





At intersections with Rainbow Creek Way and Sierra River Drive, the vegetated buffer is temporarily discontinued. The equestrian tread merges with the trail to cross Rainbow Creek Way and Sierra River Drive at high visibility crosswalks.

### **AMENITIES**

Parking currently exists at the west end of this segment, accessed from Waterman Road. A gateway sign should be considered at the parking area with a map of the full LCIRT.

Wayfinding signs at the parking area and along this trail segment should highlight the availability of public restrooms nearby in Jack E. Hill Park.

### **CROSSINGS**

The trail will cross Waterman Road via a future undercrossing. The undercrossing will be on the south side of Laguna Creek, and connect the existing path on the west side of Waterman Road with the future trail on the east side.

A shaded rest area with benches and trash receptacles is recommended at this existing parking area.

Along Bond Road, new marked trail crossings will be required across Rainbow Creek Way and Sierra River Drive.

### *Constraints*

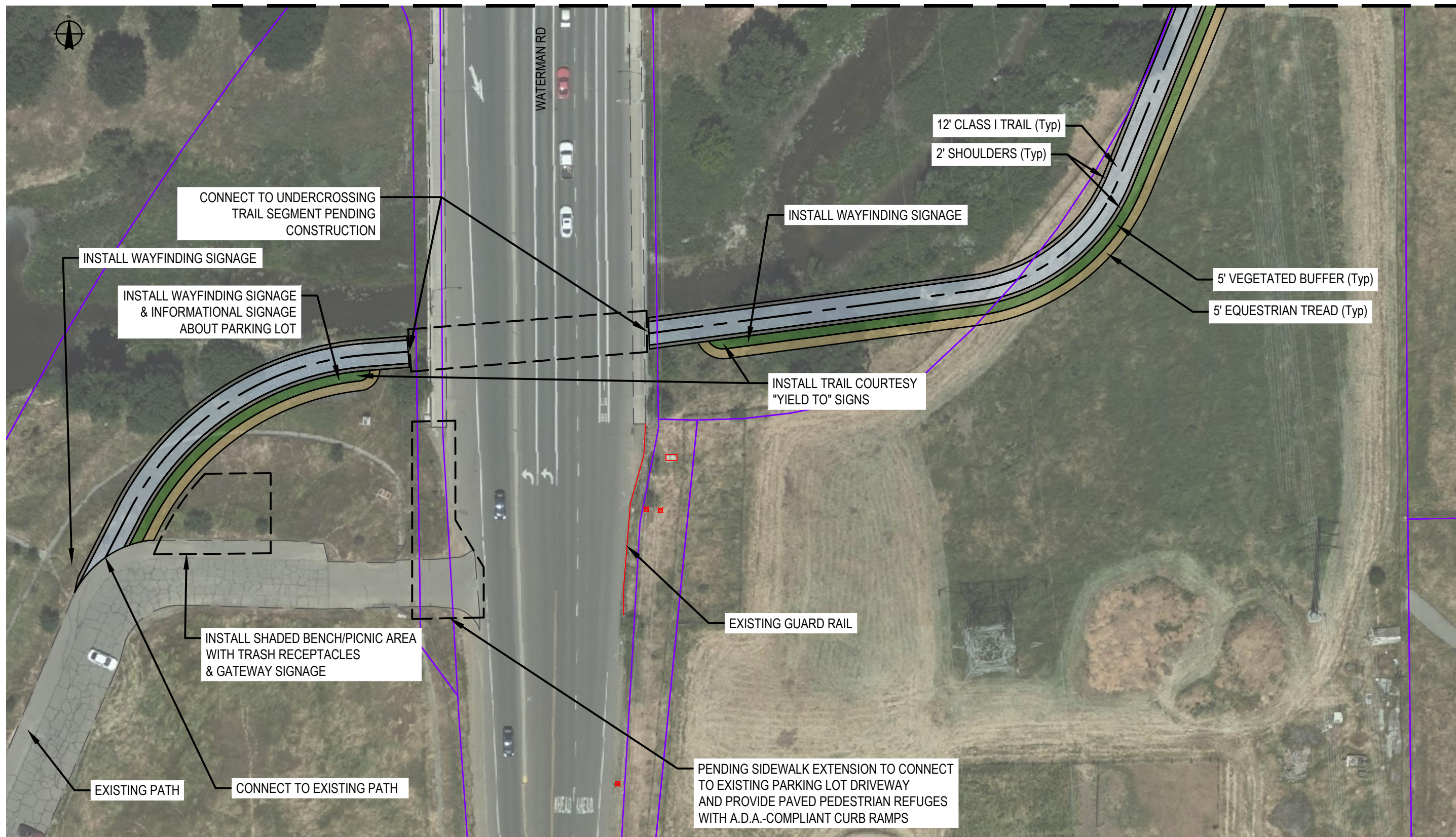
The trail crossing at Waterman Road, along Laguna Creek, will constrain the trail according to modeled water levels throughout the year.

### *Permitting and Future Studies*

There may be additional study and permitting needs associated with the trail crossing at Waterman Road due to proximity to the creek, as well as easements from Sacramento County for the trail alignment may be required prior to improvements.

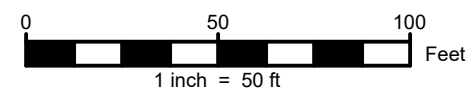






✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE

— PARCEL BOUNDARIES



City of Elk Grove  
LCIRTMP

Multi-use Trail Concept  
Segment 4.1

Project No. 12557096  
Report No. -  
Date NOV 2022

FIGURE 27

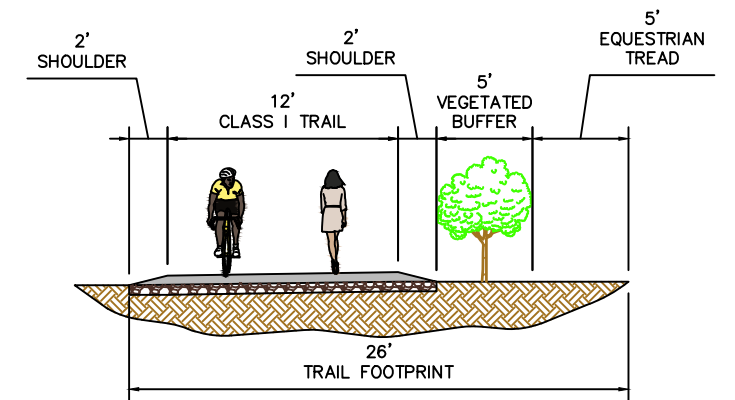




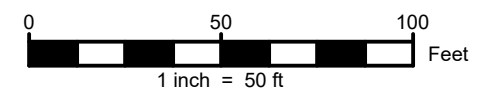
SEE FIGURE 29

SEE FIGURE 27

**TYPICAL TRAIL CROSS SECTION  
WATERMAN RD TO RAINBOW CREEK WAY**



- ✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE
- PARCEL BOUNDARIES

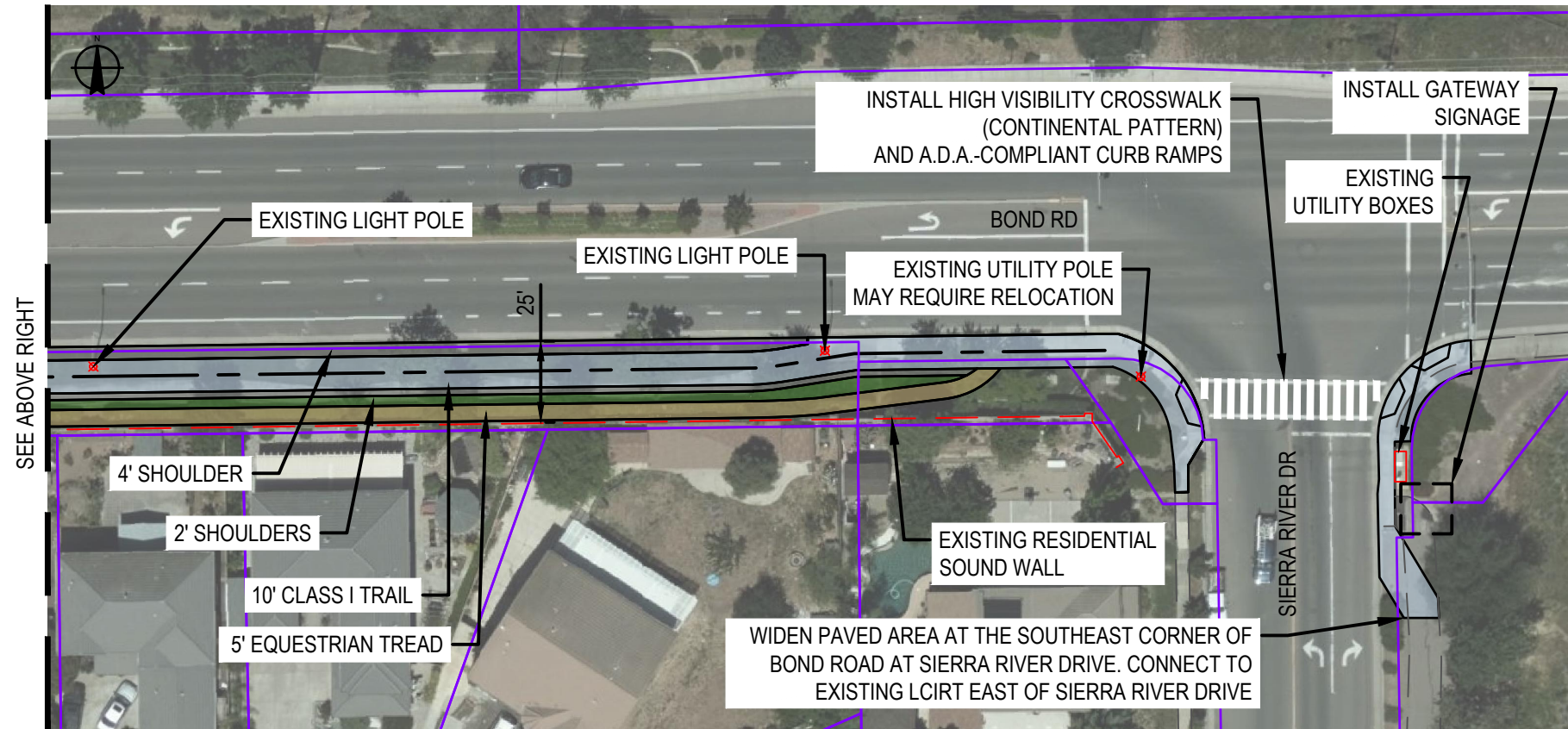
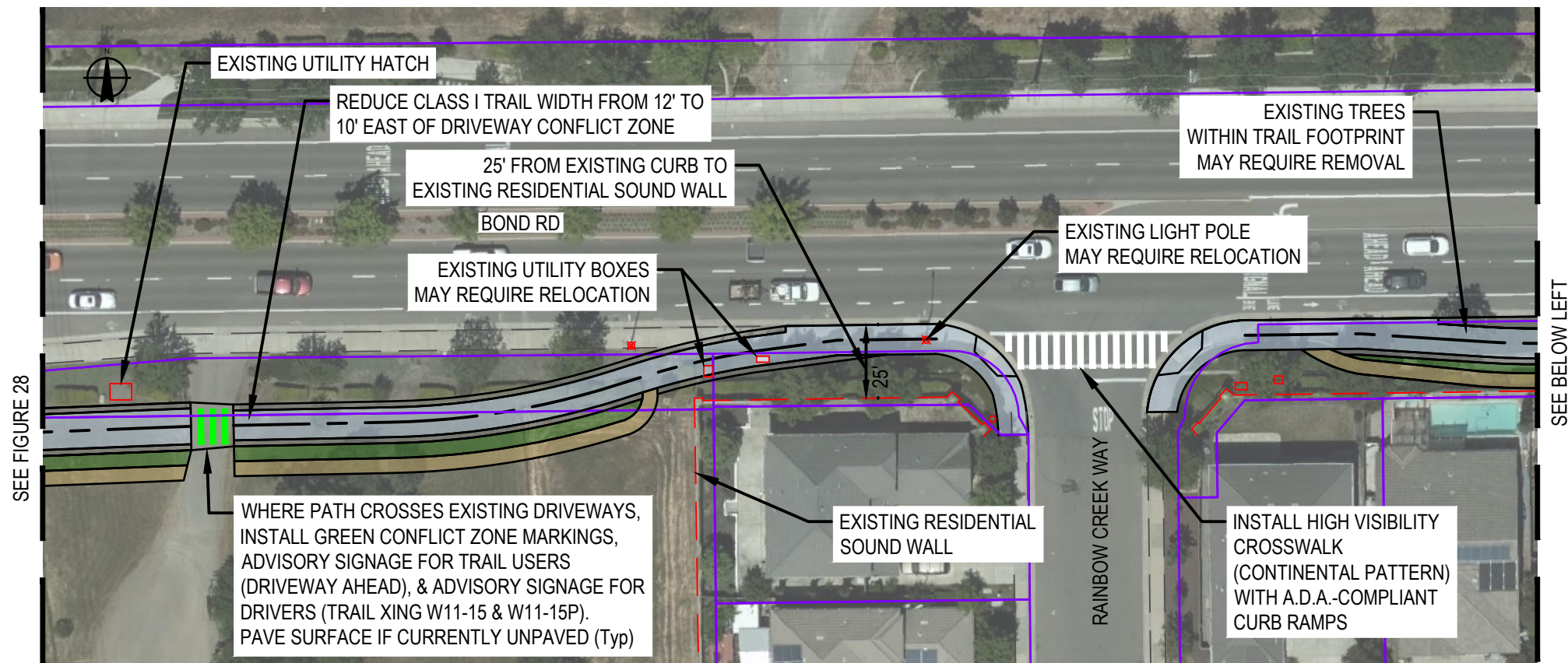


City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 4.2

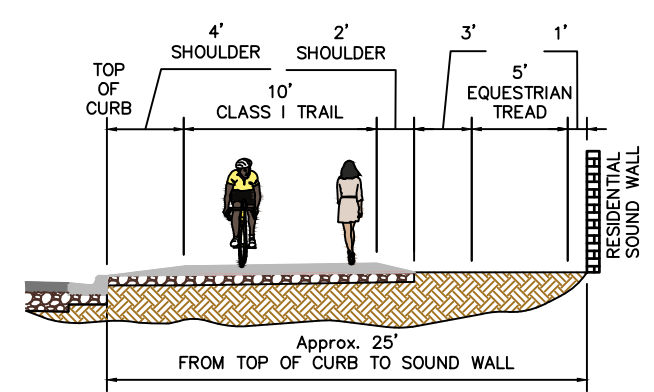
Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 28**

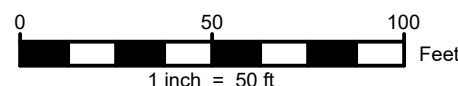




TYPICAL TRAIL CROSS SECTION  
RAINBOW CREEK WAY TO SIERRA RIVER DR



✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES



City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 4.3

Project No. 12557096  
Report No. -  
Date NOV 2022

FIGURE 29



## Focus Segment 5: Bond Road West

This segment begins where an existing trail segment ends on the west side of Bradshaw Road approximately 250 feet south of Bond Road. The segment will include a crossing of Bradshaw Road and then follow Bond Road east to an existing trail segment near Kapalua Lane.

This segment is within City of Elk Grove jurisdiction and falls within the Rural Policy Area.

### Design Elements

#### TRAIL

The LCIRT in this segment includes a 12-foot bicycle and pedestrian path with two-foot shoulders on each side. A five-foot equestrian tread is separated from the bicycle and pedestrian path by a vegetated buffer area.

#### CROSSINGS

There are several driveways on the south side of Bond Road in this segment that will require at-grade trail crossings. A new crossing will also be required at Bradshaw Road to connect to the

Figure 30: Overview of Bond Road West Segment



existing LCIRT segment to the west.

Near Bader Road, a culvert or structure will be required where the trail crosses a small drainage canal.

### **AMENITIES**

Wayfinding signs along this trail segment should highlight Ida Fleming Park, adjacent to the LCIRT between Salmon Creek Drive and Bradshaw Road, which contains shaded picnic areas and playgrounds.

Wayfinding signs should be placed in this segment on either side of Bradshaw Road, orienting trail users to the LCIRT trail system.

### *Constraints*

Bond Road is designated in Elk Grove's General Plan for potential expansion in the future to a four-lane Major Arterial. The segment of existing Class I multi use path on the south side of Bond Road is set back approximately 60 feet from the edge of the roadway, consistent with a future expansion of the corridor.

It is anticipated that right of way acquisition is needed for future expansion. To align the planned segment of the LCIRT with the existing path, the Class I alternative in this segment will be set back from the road as well.

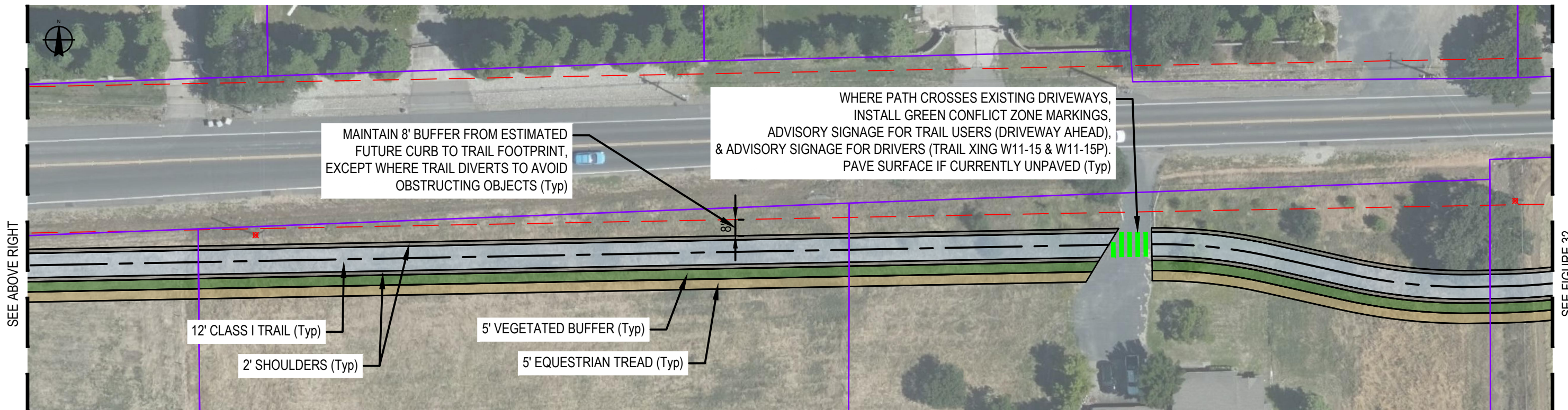
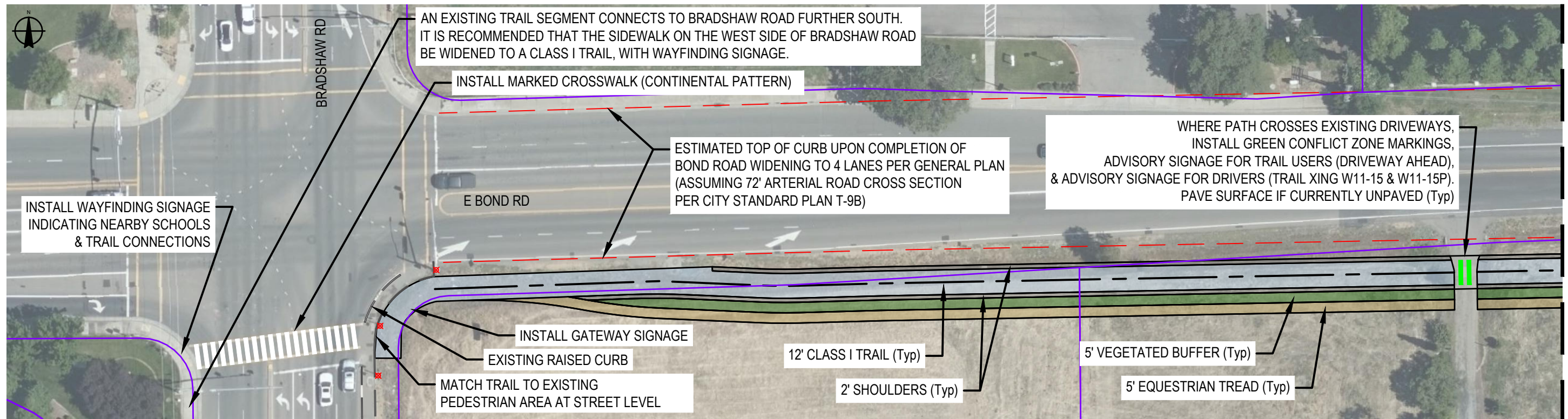
At the east end of this segment, potential tree removals were identified at two locations. Further analysis will be required to determine the extent of tree impacts, including evaluating whether the alignment could be revised to minimize required removals.

### *Permitting and Future Studies*

No permitting needs have been identified at this time. Additional study may be needed on the constraints identified above. If further study identifies necessary tree removals, permitting may be required.

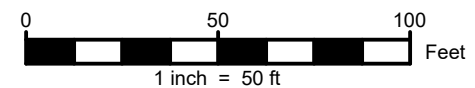






✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE

— PARCEL BOUNDARIES



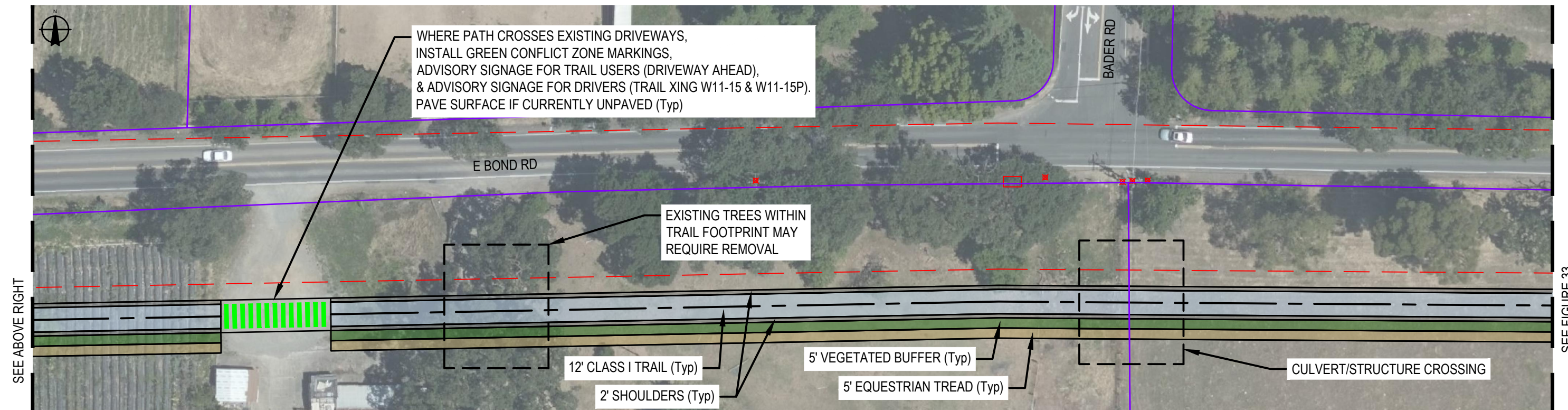
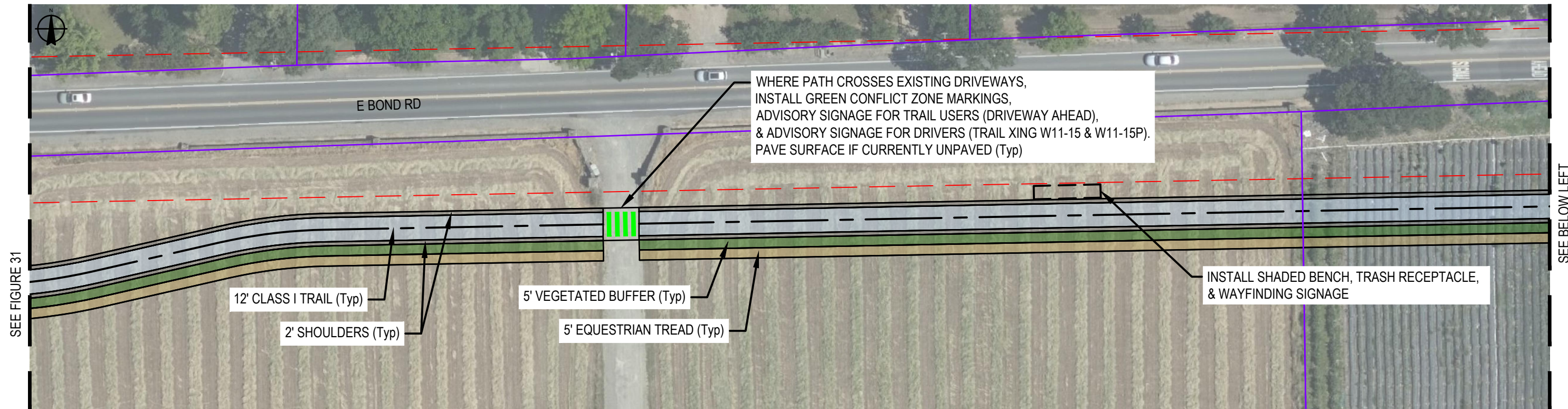
City of Elk Grove  
LCIRTMP

Multi-use Trail Concept  
Segment 5.1

Project No. 12557096  
Report No. -  
Date NOV 2022

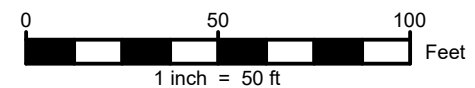
FIGURE 31





✕ EXISTING UTILITY, SIGNAL, OR LIGHT POLE

— PARCEL BOUNDARIES



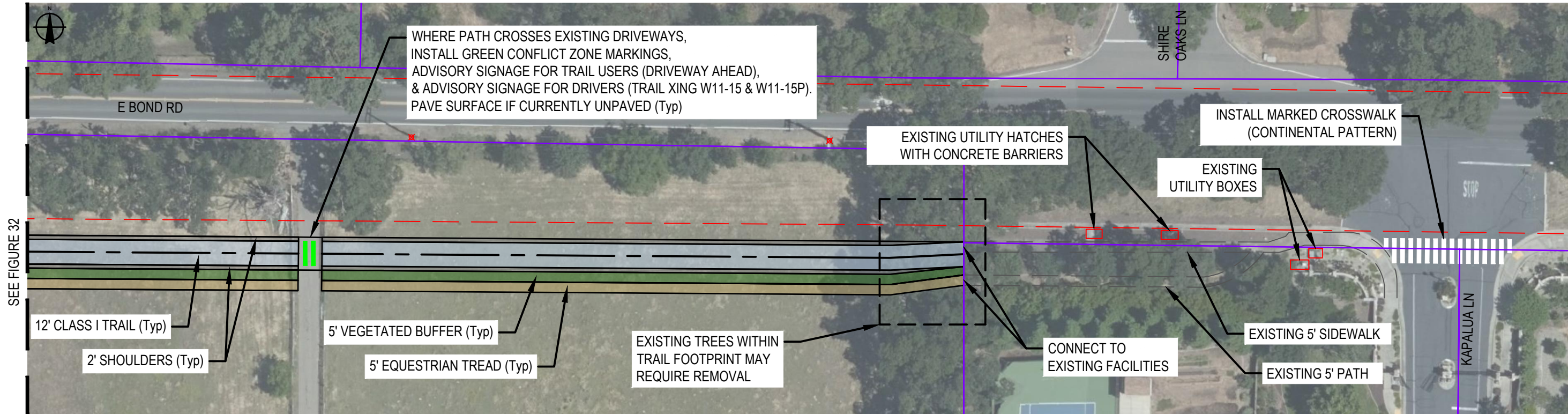
City of Elk Grove  
LCIRTMP

Multi-use Trail Concept  
Segment 5.2

Project No. 12557096  
Report No. -  
Date NOV 2022

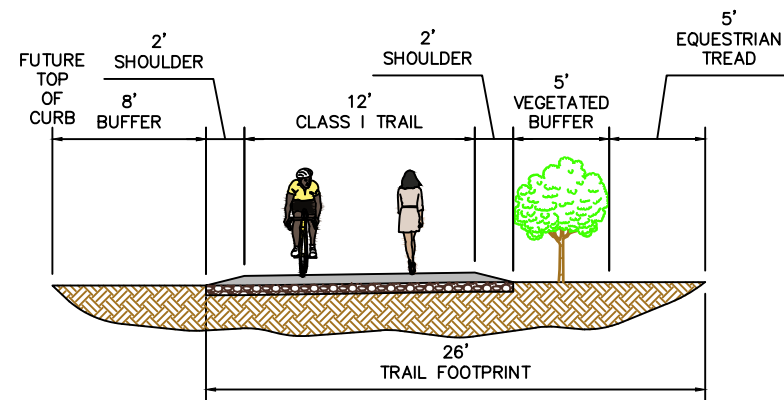
FIGURE 32



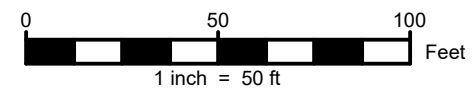


SEE FIGURE 32

**TYPICAL TRAIL CROSS SECTION  
E BOND RD, BRADSHAW RD TO KAPALUA LN**



✘ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES



City of Elk Grove  
LCIRTMP  
  
Multi-use Trail Concept  
Segment 5.3

Project No. 12557096  
Report No. -  
Date NOV 2022

**FIGURE 33**



## Focus Segment 6: Bond Road East

This segment begins where an existing LCIRT segment on the south side of Bond Road ends near Van Ruiten Lane. It parallels Bond Road east to the eastern terminus of the LCIRT at Grant Line Road.

This segment is within City of Elk Grove jurisdiction and falls within the Rural Policy Area.

### Design Elements

#### TRAIL

The LCIRT in this segment includes a 12-foot bicycle and pedestrian path with two-foot shoulders on each side. A five-foot equestrian tread is separated from the bicycle and pedestrian path by a vegetated buffer area.

#### CROSSINGS

There are no roads or driveways on the south side of Bond Road in this segment, so no at-grade crossings are anticipated. If new road or driveway

Figure 34: Overview of Bond Road East Segment





connections are established in the future; additional crossings may be necessary. However, along the existing LCIRT at Van Ruiten Lane crossing improvements should be considered to enhance connectivity and safety with the planned segment.

In the future, a trail may be implemented along Grant Line Road at the eastern end of this segment. A specific alignment for the trail has not been determined but could require a crossing of Grant Line Road in the future to provide a connection between the two trails.

West of Grant Line Road, a culvert or structure will be required where the trail crosses a small drainage canal.

### **AMENITIES**

As the eastern terminus of the LCIRT, a gateway or small entrance park should be considered at the end of this segment near Grant Line Road.

A shaded rest area with benches and trash receptacles is recommended at the end of this segment, on Bond Road at Grant Line Road.

### *Constraints*

Bond Road is designated in Elk Grove's General Plan for potential expansion in the future to a four-lane Major Arterial. The segment of existing Class I multi use path on the south side of Bond Road is set back approximately 60 feet from the edge of the roadway, consistent with a future expansion of the corridor.

It is anticipated that right of way acquisition is needed for future expansion. To align the planned segment of the LCIRT with the existing path, the Class I in this segment will be set back from the road as well.

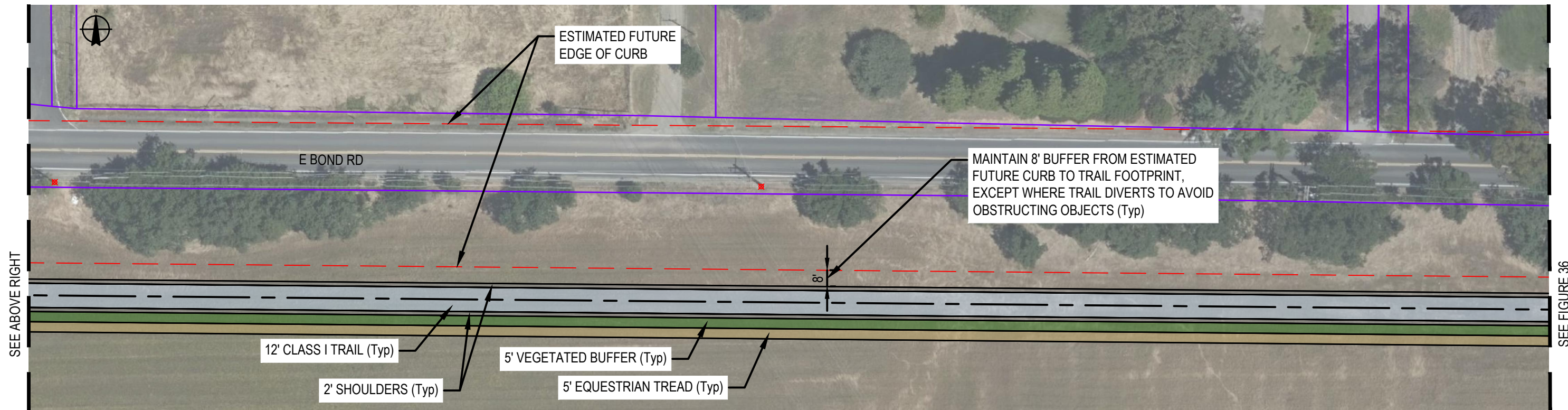
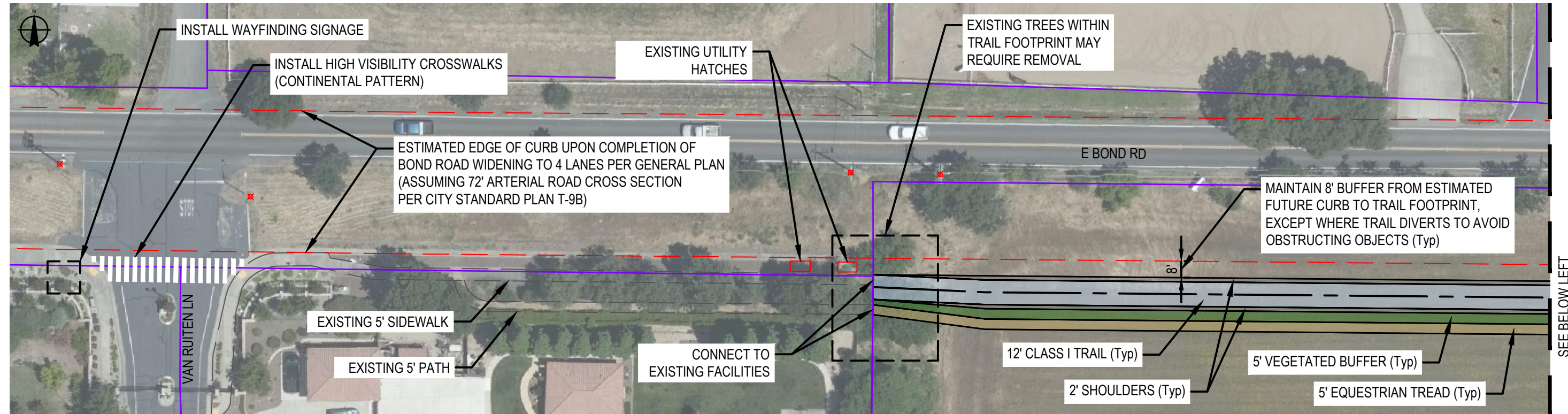
At the west end of this segment, some tree removals may be necessary. Further analysis will be required to determine the extent of tree impacts, including evaluating whether the alignment could be revised to minimize required removals.

### *Permitting and Future Studies*

No permitting needs have been identified at this time. Additional study may be needed on the constraints identified above. Approvals may be required for any tree removals deemed necessary.

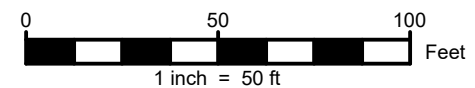






✕ EXISTING UTILITY, SIGNAL, OR LIGHT POLE

— PARCEL BOUNDARIES



City of Elk Grove  
LCIRTMP

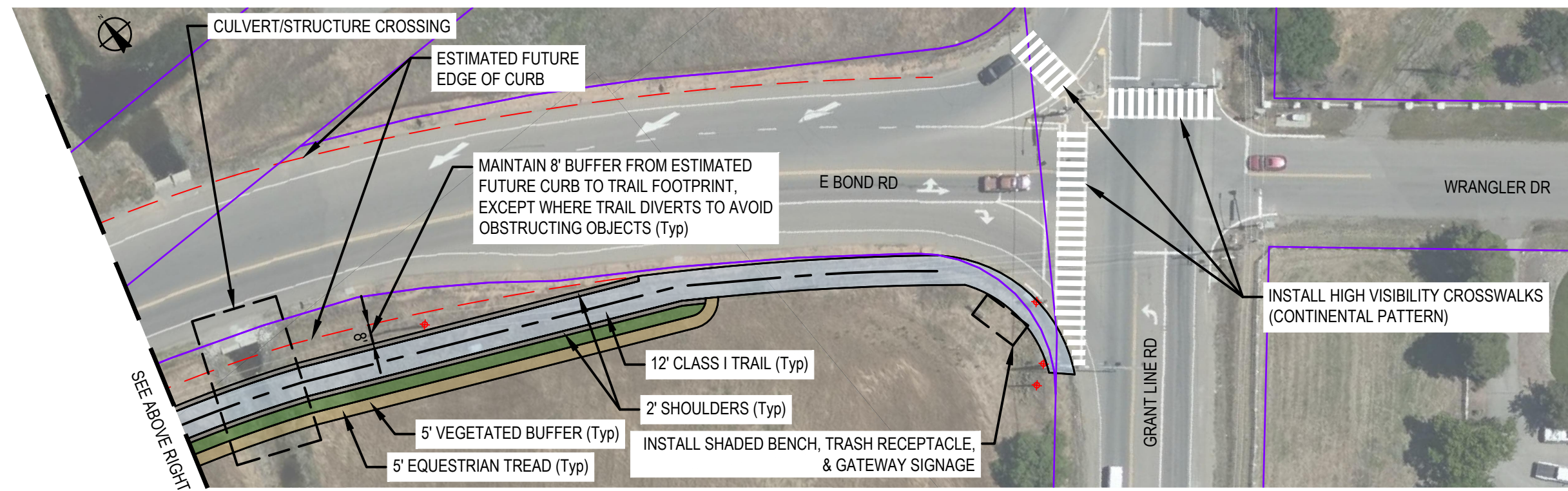
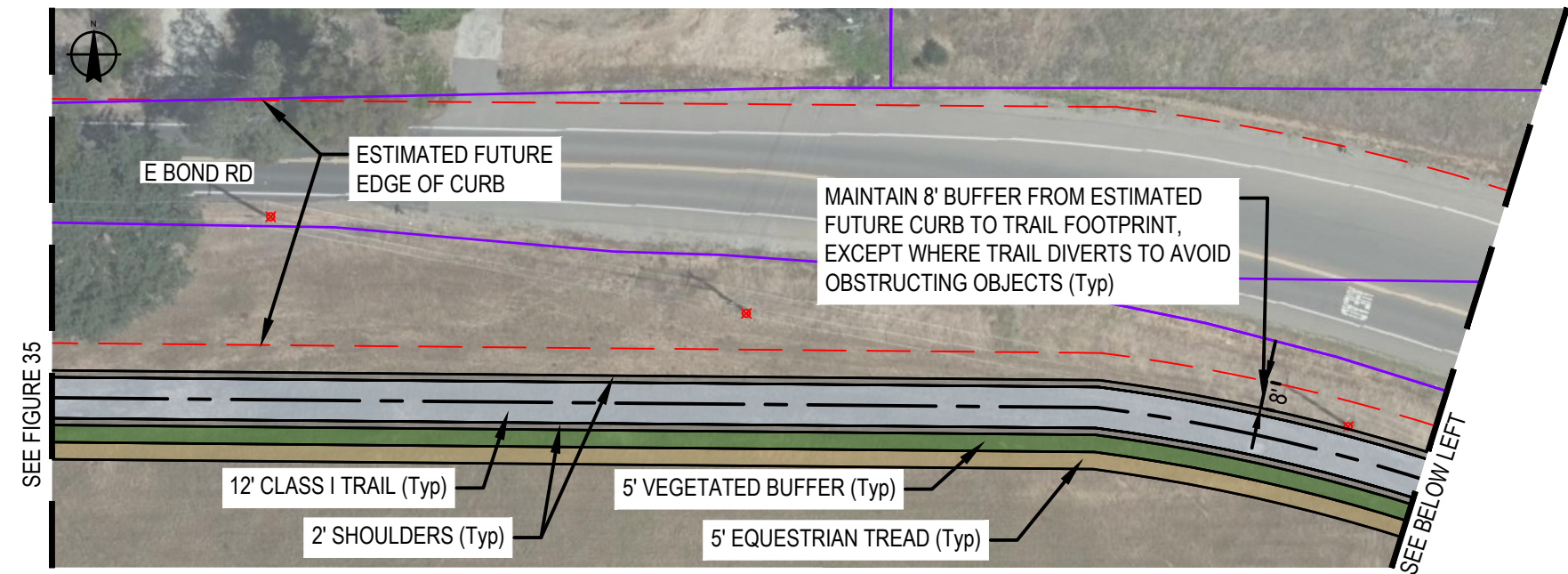
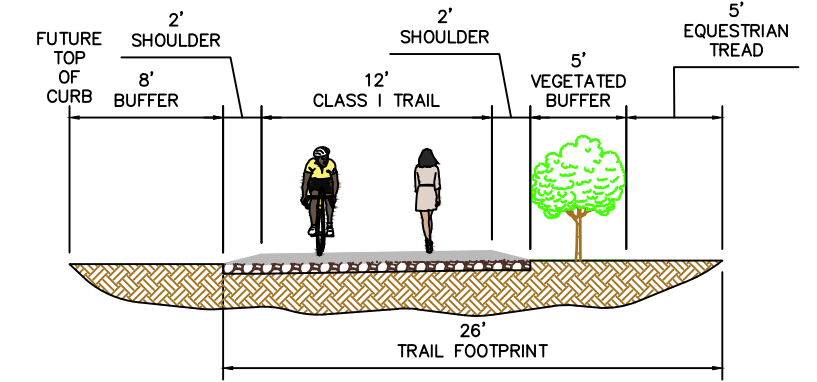
Multi-use Trail Concept  
Segment 6.1

Project No. 12557096  
Report No. -  
Date JUL 2022

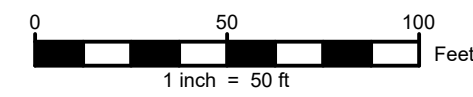
FIGURE 35



**TYPICAL TRAIL CROSS SECTION**  
**E BOND RD, VAN RUITEN LN TO GRANT LINE RD**



✖ EXISTING UTILITY, SIGNAL, OR LIGHT POLE  
— PARCEL BOUNDARIES



City of Elk Grove  
 LCIRTMP  
 Multi-use Trail Concept  
 Segment 6.2

Project No. 12557096  
 Report No. -  
 Date JUL 2022

**FIGURE 36**

# Funding

A variety of existing transportation funding sources exist, including general funding sources as well as those more specifically aligned with bicycle and pedestrian trail uses. Many are limited to new construction, though some may also offer funds for maintenance of existing facilities. Capital projects for bicycle, pedestrian, and trail facilities are typically funded through a combination of sources and not one single source.

## *Local and Regional Programs*

### **ACTIVE TRANSPORTATION FEE PROGRAM**

The Elk Grove Roadway Fee Program formerly collected transportation impact fees for both roadway and multimodal improvements. The new Active Transportation Fee Program will direct active transportation-related fees into a dedicated fund for multimodal projects in Elk Grove. The funds are generated by development impact fees, which support infrastructure improvements needed to support that development.

### **LOCAL TRANSPORTATION FUNDS – BICYCLES AND PEDESTRIANS**

Elk Grove is allocated Local Transportation Funds (LTF) from the County's Local Transportation Fund. The LTF is funded through a one quarter cent portion of the sales taxes collected in Sacramento County and proceeds are allocated to cities via a population-based formula. Two percent of this allocation is to be used for bicycle and pedestrian improvements, with the remainder to be spent on public transit services.

### **MEASURE A TRANSPORTATION SALES TAX & MITIGATION FEE**

In 2004, Sacramento County Voters approved a 30-year Local Sales Tax Measure called Measure A. It began in 2009, and has a Mitigation Fee component. Measure A is managed by the

Sacramento Transportation Authority (STA) and mitigation fees are collected by the City. These funds are used to reduce traffic congestion, improve public transit, fix local streets and roads, implement bike path and trail upgrades, repair sidewalks, and protect the environment.

### **COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

The Community Development Block Grant (CDBG) Program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban Development (HUD). These funds are allocated to the City annually and can be used for capital projects that remove a barrier to accessibility.

### **REGIONAL PROGRAM**

The Regional Program is the Sacramento Area Council of Governments' (SACOG) largest competitive funding program and utilizes Federal and State funds. In 2018 the Regional Program combined the Regional/Local and the Bicycle and Pedestrian applications into one program. The objective of the Regional Program is to fund cost-effective projects that develop and maintain the regional transportation network and provide both local and regional benefits while aligning with the policies in the Metropolitan Transportation Plan/ Sustainable Communities Strategy.

### **COMMUNITY DESIGN FUNDING PROGRAM**

The Community Design Funding Program is administered to local governments by SACOG to build placemaking projects. State and Federal funding is awarded to projects that incorporate any of the SACOG Blueprint Principles, which include housing, transportation, infill development, mixed land use, compact development,





preservation of natural resources, and quality design projects. The most commonly awarded projects in past funding cycles have been streetscape improvement projects. Elk Grove was previously awarded funding through this program for the Old Elk Grove Streetscape Phase 2 project, which included bicycle lanes, landscaping, sidewalks, crosswalks, bus shelters, pedestrian benches, refuse receptacles, undergrounding of utilities, and signing/stripping improvements.

### *State and Federal Programs*

#### **ACTIVE TRANSPORTATION PROGRAM (ATP)**

The ATP was created by SB 99 to encourage increased use of active modes of transportation, such as walking and bicycling. ATP consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. Senate Bill 1 (SB 1) directed an additional \$100 million annually to the ATP (see SB 1 – Road Repair and Accountability Act, below). In 2022, an additional \$1 billion was added as a one-time augmentation to the program for Cycle 6 awards. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and bicycling, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Application cycles occur approximately every two years, typically in late spring or summer. Funding is awarded at both the state level through the Californian Transportation Commission (CTC) and at the regional level through SACOG.

#### **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)**

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that

reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- ◆ Transit Oriented Development Project Areas
- ◆ Integrated Connectivity Project Areas
- ◆ Rural Innovation Project Areas

#### **SB 1 – ROAD REPAIR AND ACCOUNTABILITY ACT**

The “Road Repair and Accountability Act” of 2017 (SB 1) invests \$54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments. SB 1 directs \$100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates \$200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

#### **HIGHWAY SAFETY IMPROVEMENT PROGRAM**

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.



The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP includes both a competitive as well as a set-aside component that can be used for bicycle and pedestrian safety improvements.

### **SUSTAINABLE TRANSPORTATION PLANNING GRANTS**

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

### **REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS**

RAISE Grants are awarded on a competitive basis by the US Department of Transportation (USDOT) for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible grantees include public or government agencies or authorities, units of local government, special purpose districts, transit agencies, federally recognized Indian Tribes, and multi-state or multijurisdictional groups of entities. The Federal share grant may fund up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

### **SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS**

The SS4A funding program was established following passage of BIL in 2021, with the first competitive application cycle commencing in 2022. Local government agencies may directly

apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, including systemic safety fixes, constructing complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

### **CARBON REDUCTION PROGRAM (CRP)**

With the passage of BIL, the Carbon Reduction Program (CRP) was created. The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO<sub>2</sub>) emissions that result from on-road, highway sources. CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census. California's share of the CRP is \$106,704,653.

### **RECONNECTING COMMUNITIES PILOT PROGRAM (RCP) – PLANNING GRANTS AND CAPITAL CONSTRUCTION GRANTS**

The BIL established the new Reconnecting Communities Pilot Program (RCP) discretionary grant program, funded with \$1 billion over the next five years. This Federal program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible





transportation infrastructure facilities, including active transportation improvements.

**PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) GRANTS**

The BIL included \$8.7 billion to create the PROTECT discretionary grant program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides

funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.

The PROTECT program funds are distributed Federally and by formula and competitive grants.



# Public Engagement

Outreach and public engagement with the Elk Grove and South Sacramento community have been essential to the development of this Plan. Multiple engagement opportunities were used to seek input and gather feedback from members of the community to ensure this Plan reflects the vision and priorities of nearby residents.

In response to the ongoing global COVID-19 pandemic, outreach events early in the development of the Plan were shifted to web-based meetings and online engagement tools to maintain the City's commitment to broad and inclusive outreach without compromising the health and safety of the community. With the evolution of the pandemic, outreach events later in the development of the Plan were able to be held either in-person or hybrid, creating opportunities for virtual and in-person Project engagement.

## Community Advisory Group

A Community Advisory Group (CAG) was convened to provide guidance and feedback reflective of community values, share best practices and locations for engagement, and share information and promote events with community networks and peers.

The CAG was composed of 12 resident experts with diverse representation of age, race/ethnicity, geography within the Project areas, and residential tenure who are passionate about improving the LCIRT.

CAG members were selected through an application process and responded to questions about their background, availability, years lived in the community, affiliation with community groups

and involvement at large in the City and why they wanted to serve on the CAG. Additional considerations for selecting CAG members included whether they lived in an underserved area, languages spoken other than English, and how their written statements addressed equity and accessibility. Members were compensated a \$75 stipend for attending CAG meetings and eligible co-led workshops. Payments were made through an online payment platform that provided an electronic, unrestricted gift card with options for recipients to receive credit to a bank or PayPal account, or through mail as a physical gift card.

The CAG participated in a total of eight meetings. Two initial meetings were convened during the start of their membership, which served as onboarding, walking tour training, and a working group for developing an engagement strategy. The CAG then participated in six workshop meetings including walking tour, design features, pop-ups, trail design concepts, draft design and the Draft Plan. They served an important role to support and increase community engagement during the different workshops. One of the major highlights, that could serve as a future model, was involving CAG members in co-leading the November 2021 Walking Tour. CAG members led talks drawing out community feedback and concerns regarding the LCIRT. Further meeting details are discussed under Community Workshops.

CAG members include representatives or affiliates of various community groups, including:

- ◆ Elk Grove Community
- ◆ South Sacramento Community
- ◆ Students/Youth
- ◆ Northern California Better Business Bureau





- ◆ Elk Grove Cycling Club
- ◆ Sacramento Transportation Management Association
- ◆ Trails Committee
- ◆ Disability Committee
- ◆ Elk Grove AntiTrash Community Cleanups
- ◆ Statewide Illegal Dumping Technical Advisory Committee
- ◆ 350 Sacramento
- ◆ Laguna Creek Watershed Council
- ◆ Compassion Elk Grove
- ◆ Community-Based Organizations
- ◆ Faith-Based Organizations
- ◆ Neighborhood Associations
- ◆ School Committees

## Online Feedback Tools

### LCIRT Virtual Workshop

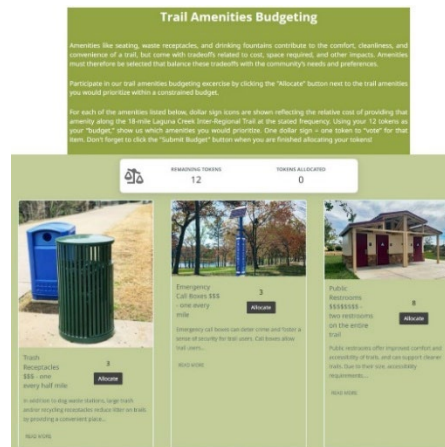
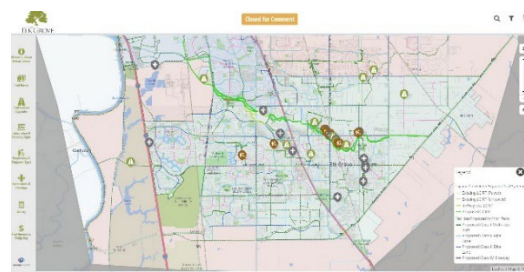
**JANUARY 24 – FEBRUARY 6, 2022**

The Laguna Creek Inter-Regional Trail Virtual Workshop Website (LagunaCreekTrailDesign.com) included an interactive map, survey, and participatory budgeting tool to gather feedback from the community. The website was open for comment from January 24 through February 6, 2022. A virtual meeting to provide direct feedback, held on February 1, 2022, is discussed below under Community Workshops. The website was shared with the community through the City of Elk Grove’s webpage, active transportation eNewsletter, and social media. The site presented the Plan background, trail design basics, and introduced three feedback tools:

- ◆ Design Features Survey
- ◆ Interactive Map
- ◆ Amenities Budgeting Tool

Survey respondents were able to share feedback on specific amenities, like signage and lighting, as well as “start a discussion” or express agreement or disagreement on survey comments. Interactive map respondents could pinpoint locations on the map in need of trail surface upgrades, critical

connections and crossings, locations to install interpretive/gateway signs and locations to install wayfinding signs. The Amenities Budgeting Tool allowed respondents to participate in a budgeting exercise by clicking the “Allocate” button next to the trail amenities they would prioritize within a constrained budget, with dollar signs reflecting the relative cost of providing that amenity along the LCIRT. Each participant was given a set amount of fictional money to spend on amenities, allowing the project team to better understand how the community ranks amenities within a fiscally constrained environment.



Interactive map and amenities budgeting tool from website

## Pop-Up Events

### Canvassing

**JANUARY 26, 2022**

While the ongoing COVID-19 pandemic prevented a typical pop-up event, the Project team was able to continue outreach through canvassing. 250 English and Spanish language fliers promoting the LCIRT Virtual Workshop were distributed at



homes, schools, and businesses surrounding North Laguna Creek Park.

### *Video Promotion*

#### **EARLY FEBRUARY 2022**

Attendees of Future Community Church, whose pastor is a member of the CAG, were engaged with a brief video in English (with Spanish subtitles) promoting participation in the upcoming LCIRT Virtual Workshop.

### *Yard Signs*

#### **APRIL 27 – MAY 12, 2022**

Yard signs were placed around Elk Grove and South Sacramento LICRT segments to promote the Design Concepts Workshop to be held on May 20, 2022, as well as to encourage community participation in Project visioning. All signs were double-sided, printed in both English and Spanish, and included a QR code/URL to the LCIRT Project website.



Yard sign in Camden Park, Elk Grove



Yard sign near Ringe Circle Trailhead, Elk Grove

### *Pop-Ups*

#### **APRIL 30, 2022**

A Pop-Up event was held at North Laguna Creek Park to share information about the Project and to engage community members while they were actively using the LCIRT. Feedback was received from ten community members across different age ranges (older adults to youth and families), trail activities (walking, bicycling, roller skating), and trail usage patterns (recreation, transportation). Feedback included a need for additional restrooms and directional signage.

#### **JUNE 25, 2022**



#### **Promotional graphic for "Family Wellness Fest"**

The Project team tabled at Breathe California's "Family Wellness Fest" on June 25, 2022 from 9:00am to 1:00pm at North Laguna Creek Park, engaging 50 community members about the LCIRT Project. The upcoming Design Concepts 2.0 Workshop was promoted, and Project information was shared, with 30 community members signing up for Project updates.

#### **OCTOBER 15, 2022**

The Public Draft Laguna Creek Inter-Regional Trail Master Plan Workshop was held outdoors on October 15, 2022. This was the first and only





workshop designed to share information and gather feedback on the Draft Plan in its entirety. To announce the event to the community and get people to attend the workshop, CivicThread canvassed around North Laguna Creek Park and posted two flyers (English and Spanish) around the seating areas. They also went to Sheldon High School and Valley High School and engaged with their local campuses in October to share event information. They canvassed 600 multilingual flyers (English and Spanish) in neighborhoods around Jacinto Creek Parkway, one mile east of the event site.

## Community Workshops

### *Walking Tour*

**NOVEMBER 20, 2021**

Two walking tours were held simultaneously on segments of the LCIRT in Elk Grove and South Sacramento on November 20, 2021. A walking tour is a community assessment tool that engages residents in identifying barriers to active transportation and opportunities for making improvements. Participation for the walking tour was promoted by the Cities of Elk Grove and Sacramento, as well as the CAG. The South Sacramento walking tour (0.8 miles) began at Center Parkway between Hollybrook Drive and Newport Cove Way (North Laguna Creek Park) and extending to Francesca Street. The Elk Grove walking tour (0.5 miles) covered parts of the trail that spanned Bond Road to Camada Court. Five community members and three CAG members participated in the South Sacramento segment, while thirteen community members and three CAG members participated in the Elk Grove segment. Participants embarked on a 1.5-hour roundtrip walking tour of the two segments and participated in their area's 15-minute debrief regarding observed positives, negatives, and main takeaways from the tour. Participants were given a form containing a map of the route and instructions regarding what to look for and questions to ask as they experienced the trail.

Feedback was generated from personal experiences and was reflective of the diversity of ages, races, ethnicities, and groups in which participants belonged.



Walking tour participants discuss conditions



Walking tour participants provide feedback

### *Design Features Workshop*

**FEBRUARY 1, 2022**

The Design Features Workshop was mentioned above as the "LCIRT Virtual Workshop," a virtual opportunity to provide feedback or comments on LCIRT design features during the ongoing COVID-19 pandemic. It was held from 6:00-7:00pm on February 1, 2022 and attended by six community members, with representation from multiple neighborhoods. Attendees identified problem areas, including the route from Fallbrook to Target, which is disconnected and perceived as "tricky." A theme of safety was discussed in relation to both feeling safe while bicycling on the trail to and from destinations as well as roadway safety and education for motorists about the potential presence of bicyclists near trail-roadway connections. Bicycle parking was noted to be challenging and maximizing the goal for bicycle-friendly commercial development, as stated in the Bicycle, Pedestrian, & Trails Master Plan, was



recommended. Attendees requested connections to other trails and closing trail network gaps. Attendees noted desired connections, including:

- ◆ Alignment north to Morrison Creek.
- ◆ Alignment north to Folsom South Canal.
- ◆ While waiting for Grant Line and Powerline improvements, an extension on the Bond Rd. Rails-to-Trails segment.
- ◆ Connecting to the American River Parkway.

Electric bicycles, trail signage, trail amenities, trail maintenance, and accessibility were also discussed.

### Comments

- Share your feedback and concerns about the LCIRT!
- What concerns do you have about the trail?
- What amenities and features would you like to see prioritized?



Virtual Workshop presentation slide

### *Design Concepts Workshop*

**MAY 12, 2022**

The Design Concepts Workshop was held on Thursday May 12, 2022 between 5:00pm and 7:00pm at District56 in Elk Grove during a food truck and farmers market event, with design concepts for the six unbuilt LCIRT focus segments printed on large boards and displayed on easels for community members to read at their own pace, discuss with Project team staff, and provide comments through sticky notes directly on the posters. The workshop was attended by 15 community members. The goal of the workshop was to share the draft infrastructure concepts that were developed following community feedback from prior events. Feedback received at the workshop included support for proposed safety infrastructure for bicyclists and connectivity between trails and streets. Concerns were voiced regarding safety, particularly youth walking and bicycling to school and motorists driving at high

speeds. Common feedback themes also included the need for more shade and amenities along the trail, as well as the provision and maintenance of interpretive and directional signage.



Workshop participants and Project staff discuss design concepts



Workshop participants engage with design concepts

### *Design Concepts 2.0 Workshop*

**AUGUST 4, 2022**

The Design Concepts 2.0 Workshop was held on Thursday, August 4, 2022 indoors between 6:00pm and 8:00 pm, and concurrently outdoors between 5:00pm and 9:00pm, at District56 during a farmers' market and food truck event, and youth swim meet. The event was attended by 81 community members (16 indoors, 65 outdoors). This workshop was designed to share information and gather feedback on the draft infrastructure concepts developed as part of the Plan through robust community engagement.

The indoor workshop featured design concepts for six trail focus segments, as well as an overview of the trail posted on easels for community members to read at their own pace, discuss with Project





team staff, and provide comments through sticky notes directly on the posters. The outdoor workshop featured draft design concepts for two of the six trail focus segments, with sticky notes to record participant comments, and a spinning wheel with incentives for individuals that shared feedback.

Comments received at the outdoor workshop area were less detailed but more numerous and drew many more youth community members. Comments indoors were more conversational and typically longer in length and more varied in topic, facilitated by the map showing an overview of all of the trail segments.

Most workshop feedback centered on general improvements to the existing trail network, including amenity requests for:

- ◆ Bathrooms
- ◆ Drinking fountains
- ◆ Trash receptacles
- ◆ Dog waste bag stations
- ◆ Benches
- ◆ Lighting (related to perceptions of safety)
- ◆ Access to nature
- ◆ Child-friendly features



**Indoor workshop participants view design concepts**



**Outdoor workshop participants share feedback**

A more detailed summary of the community workshops and meeting is provided in the Appendix.

### *Draft Plan Workshop*

#### **OCTOBER 15, 2022**

The Draft Plan Workshop was held outdoors on Saturday, October 15, 2022, between 11:00am and 2:00pm. This was the first and only workshop designed to share information and gather feedback on the Draft Plan in its entirety.

The workshop occurred at North Laguna Creek Park during the South Sacramento Festival, hosted by City of Sacramento District 8 Councilmember Mai Vang.

Due in part to the multicultural nature of the event, the booth saw both Spanish and English-speaking participation with comments received in both languages.

To maximize input, the workshop featured an outdoor “pop-up” style booth that featured draft amenities along with draft design concepts for all six trail segments. The draft concepts were displayed on six-foot foam core boards that were zip-tied to each corner of the canopy to create walls for posting the concepts. The Project team utilized sticky notes to record participant comments. Individuals who shared comments were invited to spin a wheel to win incentives. In addition to meeting residents where they were already congregating, the outdoor “pop-up” style table also provided an opportunity to gather feedback through the online survey. Participants who were unable to provide feedback at the booth were encouraged to take the survey at their leisure.



Participants who came back to the booth showing a survey confirmation were entered to win one of ten \$40 gift cards, also available to those who signed in at the booth. Additionally, the Festival's Team provided attendees with a Vendor Stamp Card to encourage attendees to visit every booth. Staff at the workshop leveraged this opportunity and encouraged participants to go through the booth to review and comment on the Draft Plan before receiving their stamp.

Promotional materials were offered in Spanish, and a Spanish-speaking interpreter was present. One participant required interpretation and left their feedback in Spanish which was translated below. Additionally, the interpreter walked around the festival to draw Spanish-speakers to the booth.

The majority of feedback collected related to the draft amenities and overall trail design concepts rather than feedback on specific features presented within the six segments. However, participants repeatedly listed specific concerns related to connectivity, safe crossings, and general safety overall.



Outdoor workshop at South Sacramento Festival

## Committees

### *Trails Committee*

#### **OCTOBER 17, 2022**

Project staff presented the public draft of the Plan at the City's Trails Committee at 6pm on October 17, 2022.

The presentation was designed to share components of the Draft Plan, and information about the Project schedule. Participants were briefed about Plan components, Project

background, Plan goals, existing conditions, engagement opportunities, and design concepts. Additionally, Project staff shared information about potential funding sources for proposed improvements.

Project staff also accepted, and responded to, questions from committee members. These included clarifying questions about the Draft Plan and development process.

#### **Reviewing the Public Draft**

- Visit: <https://tinyurl.com/eglcirt>
- Download the plan (PDF)
- Fill out the comment form
- Comment period open through November 4

#### **Slide from Final Draft Presentation**

### *Disability Advisory Committee*

#### **OCTOBER 19, 2022**

Project staff presented the public draft of the Plan at the City's Disability Advisory Committee at 6pm on October 19, 2022.

The presentation was designed to share components of the Draft Plan, and information about the Project schedule. Participants were briefed about Plan components, Project background, Plan goals, existing conditions, engagement opportunities, and design concepts. Additionally, Project staff shared information about potential funding sources for proposed improvements.

Project staff also accepted, and responded to, questions from committee members. Feedback from committee members included concerns about trail etiquette. Committee members indicated that they were concerned about electric bicycle riders mixing with people walking or bicycling. This included additional concern about speed differentials between people walking or bicycling, and older adults, people in wheelchairs, and children. Committee members shared feedback that this mixing of types of trail users, and perceptions of significant speed differentials, could lead to trail users feeling disheartened about using the trail.







# APPENDICES

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# APPENDIX A: PUBLIC ENGAGEMENT APPENDIX

**February 15, 2022**

<b>To</b>	Carrie Whitlock – City of Elk Grove		
<b>Copy to</b>	Pristina Zhang – Civic Thread		
<b>From</b>	Kendra Ramsey, Jenny Godwin – GHD		
<b>Subject</b>	Laguna Creek Inter-Regional Trail Master Plan Virtual Workshop – Summary of Public Comments	<b>Project no.</b>	12557096

This memo summarizes community feedback received on the Laguna Creek Inter-Regional Trail (LCIRT) Master Plan, received via the Laguna Creek Inter-Regional Trail Virtual Workshop Website (Laguna CreekTrailDesign.com), which included a map, survey and budgeting tool. The Website was open for comment from January 24 through February 26, 2022, and a virtual meeting to discuss the feedback opportunities and give a live opportunity to comment was held on February 1, 2022 (more details below).

The website was shared with the community through the City of Elk Grove’s webpage, eNewsletter and social media. The site presented the Laguna Creek Inter-Regional Trail (LCIRT) Master Plan background, trail design basics and introduced three feedback tools.

The first feedback tool was a design features survey, where respondents could prioritize trail segments where lighting would provide a safety benefit or where resurfacing was needed, and share feedback on various types of trail-side signage. Respondents had the option “start a discussion” on a comment or give the comment a “like” (up vote) or “dislike” (down vote) to express their agreement or disagreement.

The second feedback tool was an interactive map where respondents could pinpoint trail surface upgrades, critical connections and crossings, locations to install interpretive/gateway signs and locations to install wayfinding/etiquette signs. A map of all comments received with comment numbers, with a table showing each comment by number, follows the text of this memo.

The third feedback tool was an amenities budgeting tool, which is described in greater detail on the following pages



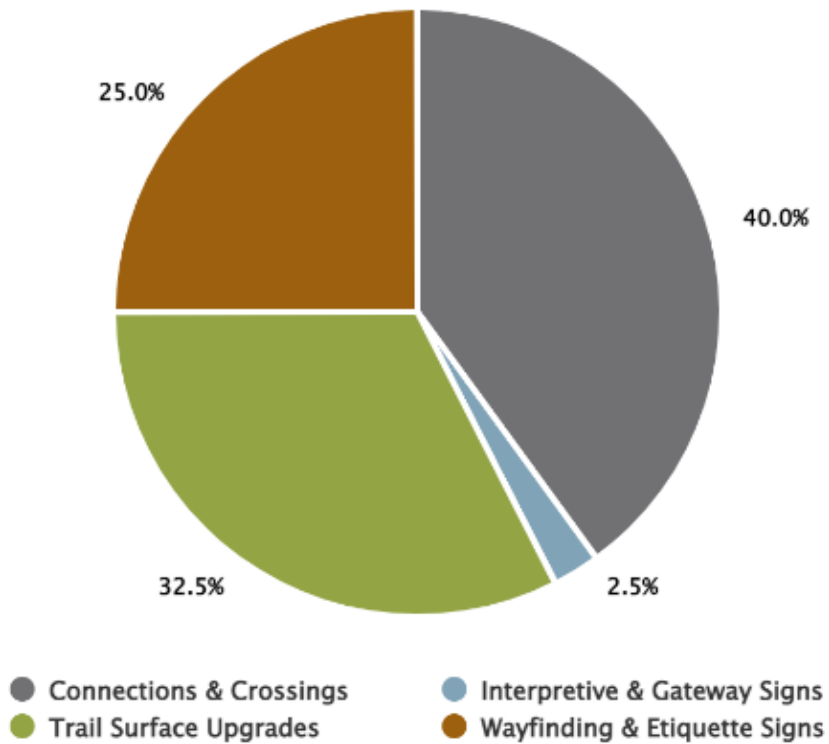
## Stakeholder Engagement Summary

1497 Total Visits    403 Unique Users    1:20 Avg Time (min)    19 Unique Stakeholders    43 Comments    9 Survey Responses    16 Budget Responses

### Responses Word Cloud



### Comment Types



## **Community Feedback**

### **Map & Survey Tools**



Below is a summary of comments from both the map and survey tools, categorized by the comment types shown above.

#### **Trail Surface Upgrades Comments**

There were 14 comments on the map regarding trail surface upgrades. Seven of these comments referenced locations along the LCIRT network. Respondents referred to uneven sidewalks, areas in need of drainage upgrades and concerns with the roughness of the trail segment under the new train bridge east of Laguna Vista Ct., in particular.

The most popular comment (which received 4 up-votes) shared concerns with major drainage issues at the trail segment just south of Langdon Ct., which leads to winter-time closures.

The other seven comments were made regarding locations outside of the LCIRT system, including on Bader Rd., Calvine Rd., Emerald Vista Dr. and along other multi-use path facilities proposed in prior plans. These comments expressed concerns with safety, connectivity and tree roots impacts, and expressed a desire for fostering safe routes to school and creating more trails in wildlife areas.

Five survey respondents noted priority areas for trail surface upgrades, including Lewis Stein Rd. to Bruceville Rd., Camden Park, Elk Grove Park, and two trail segments which a respondent noted are prone to flooding, one after the parking lot on Elk Grove Florin Rd. and one from Laguna Dr. to Ronan Ct.

#### **Interpretive & Gateway Signs Comments**

There was only one comment made on the map regarding interpretive and gateway signs. The comment was placed along the LCIRT, just north of Del Meyer Park, and expressed a desire for a sign reminding trail users to travel on the right and pass on the left. *Note: This comment would have been better categorized in the following comment type section – wayfinding and etiquette signs.*

Seven survey respondents commented on the topics they'd like to see included in interpretive signage. Five respondents supported including information on local animal identification, local vegetation identification, natural features identification and safety and preventive measures. Trail history was slightly less popular (four votes), and no respondents expressed a desire for Spanish translated content. One respondent wrote in to request information on pollution and the impact of litter on the environment.

#### **Wayfinding & Etiquette Signs**

There were 11 comments on the map focused on wayfinding and etiquette signs, nine of which were located along the LCIRT system. The majority of comments expressed a desire for signs painted on the pavement reminding trail users to walk and bike on the right and pass on the left. A few comments placed just north of Laguna Creek Dr. requested signage to remind trail users not to feed local wildlife.

The two comments not located along the LCIRT system included an expressed desire for wayfinding signage crossing Big Horn Blvd. between Foulks Park and Miwok Park and along the bike trail at Kilconnell Dr. in order to connect to Foulks Park.

Seven survey respondents commented on the topics they'd like to see included in etiquette signage. The most popular topic was a reminder to pick up litter. Other popular topics included a reminder that dogs must be leashed, a reminder to announce yourself when passing other trail users and a notation on the trail speed limit.

#### **Connections & Crossings Comments**

There were 17 comments on the map related to connections and crossings, seven of which were located along the LCIRT system. Respondents expressed concern with red light running and requested overpasses and safer pedestrian crossings at major crossings such as Bond Rd. and Elk Grove Florin Blvd. One



respondent expressed a desire for beautification work at the new train trestle east of Laguna Vista Ct. and a missing trail connection between Bruceville Rd. and Lewis Stein Rd. was called out by another respondent as a priority to complete.

The ten comments not located along the LCIRT system requested speed mitigation and overpasses to address safety concerns along existing multi-use paths. There were a number of comments along the existing path east of Waterman Rd., requesting stop signs, speed mitigation and increased connectivity. One respondent suggested deprioritizing trail connections paralleling high-speed roadways, such as the multi-use path along E. Stockton Blvd., paralleling I-5.

One survey respondent noted two priority street/trail connections – Elk Grove Florin Rd. to Waterman Rd. and the Camden area.

### **Lighting Comments**

Lighting was not a map comment type but there was a survey question asking whether respondents thought there were any key locations along the trail where lighting would provide a safety benefit. One respondent listed general lighting request locations, with one specific – behind the Walmart on Elk Grove Blvd. (adjacent to the Elk Grove Creek Trail).

The question noted that per the City of Elk Grove's policy, trails are closed at dark. Trail lighting will be considered only as a safety improvement at key locations (per the Bicycle, Pedestrian and Trails Master Plan), rather than holistically along the entire trail.

### **Budgeting Tool**

Amenities like seating, waste receptacles, and drinking fountains contribute to the comfort, cleanliness, and convenience of a trail, but come with trade-offs related to cost, space required, and other impacts. Amenities must therefore be selected that balance these trade-offs with the community's needs and preferences.

Respondents were asked to participate in a trail amenities budgeting exercise by clicking the "Allocate" button next to the trail amenities they would prioritize within a constrained budget. For each of the seven amenities listed below, dollar sign icons reflected the relative cost of providing the amenity along the 18-mile Laguna Creek Inter-Regional Trail, at the stated frequency.

Using their 12 tokens as a "budget," respondents were asked to show which amenities they would prioritize. One dollar sign = one token to "vote" for that item.

Dog Waste Stations \$ - one every quarter mile
Trash Receptacles \$\$\$ - one every half mile
Shaded Benches \$\$\$\$ - one every two miles
Emergency Call Boxes \$\$\$ - one every mile
Water Fountains \$\$\$\$ - one every 2 miles
Standard Benches \$\$ - one every quarter mile
Public Restrooms \$\$\$\$\$\$\$\$ - two restrooms on the entire trail

There was a three-way tie for the most popular item by vote, with dog waste stations, trash receptacles and emergency call boxes all receiving five votes each. These results echo sentiments from the map and survey, which expressed a desire for eliminating unsightly litter and animal refuse.

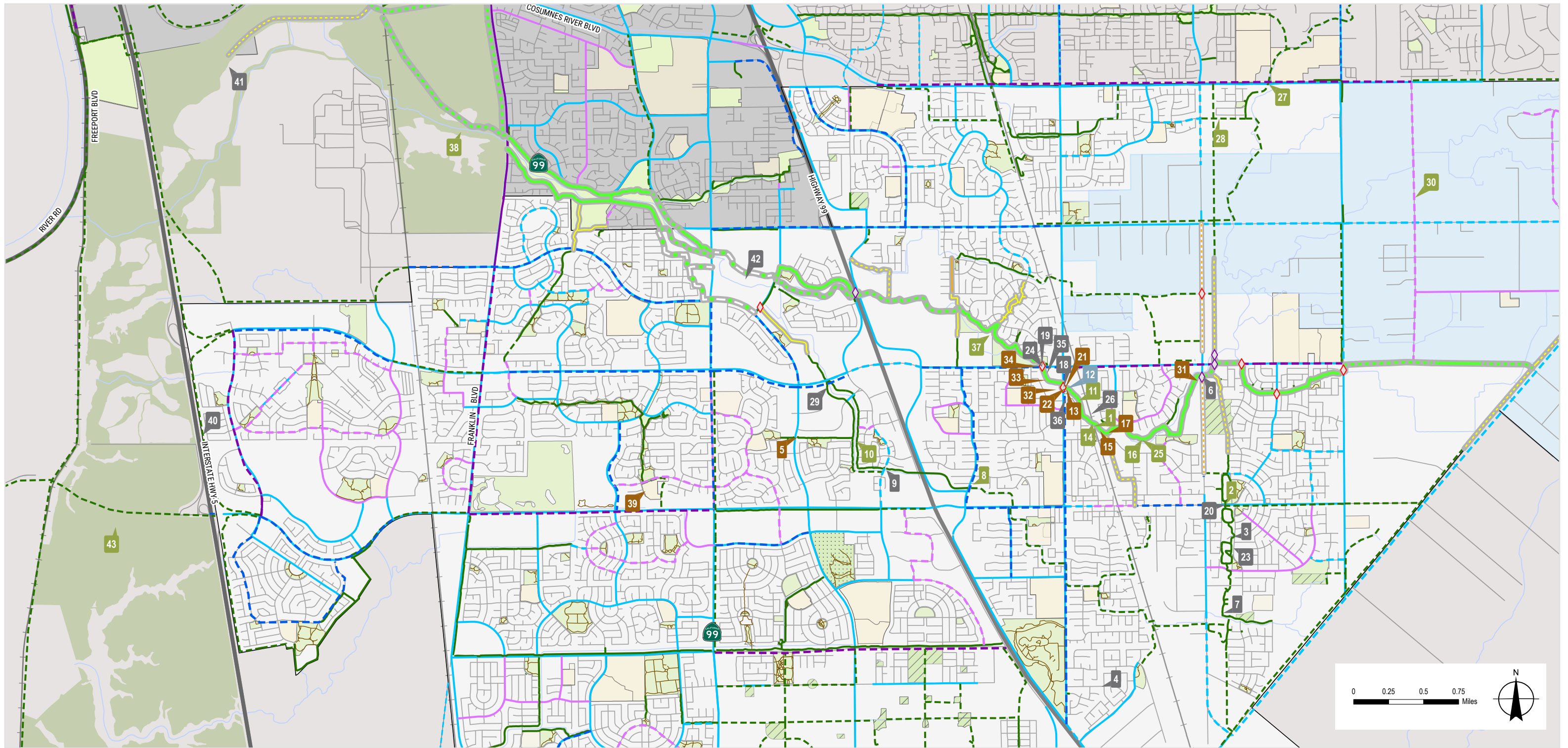
Water fountains and standard benches each received three votes. There were only two votes for shaded benches and one for public restrooms.

## ***Virtual Meeting***

### ***February 1, 2022 from 6-7pm***

- There were six project team attendees present, including a Spanish interpreter.
- Six community members attended, with representatives from Laguna Ridge East, Fallbrook (East Elk Grove), Laguna West, Curtis Park and Camden.
- Attendees shared positive feedback on the online tools, including the map:
  - An attendee expressed a desire for the budgeting tool to allow for allocating money to additional trail construction vs. additional amenities.
  - In terms of providing feedback, attendees were also interested in the SACOG Regional Trails Network, with the map and site to submit comments shared.
- One attendee voiced a dream that his mother that lives nearby can cycle along a path to stores and other amenities while feeling safe, using the trail for transportation rather than solely or predominantly for recreation.
- Regarding safety and education, an attendee noted that it's crucial to educate motorists about the presence and potential presence of cyclists nearby trail connections to roads.
- Bicycle parking can be challenging and maximizing the goal for bicycle-friendly commercial development, as stated in the Bicycle, Pedestrian, & Trails Master Plan, was recommended.
- Attendees identified problem areas, including the route from Fallbrook to Target, which is disconnected and tricky, even with an electric bicycle.
- An attendee requested that trail alignment consider connections to other nearby trail networks, with a goal to close gaps (he noted the presence of west side gaps in particular).
- Attendees noted desired connections to consider, including:
  - Alignment north to connect to Morrison Creek.
  - Alignment north to connect Folsom South Canal.
  - While waiting for Grant Line and Powerline improvements, an extension on the Bond Rd. Rails to Trails segment.
  - Connecting to the American River Parkway (vision of a "full circle" network).
- Electric bikes were a topic of discussion as well, given their growing prevalence. The City of Elk Grove shared that the Trails Committee has brought up electric bicycles/scooters too.
- In terms of trail-side signage, an attendee suggested noting which entity oversees various trails/adjacent areas, perhaps through color-coding in the legend.
- Desired trail-side amenities included additional trash cans, dog waste bags and litter prevention.
- In terms of maintenance and amenities, an attendee asked whether the City would be open to entities adopting a trail or donation of memorial benches.
- Regarding accessibility, an attendee shared that some sidewalk entrances need to have curb cuts installed for easier access onto the trail.
  - City staff recommended the attendee email sidewalk concerns to [kparsons@elkgrovecity.org](mailto:kparsons@elkgrovecity.org) to check if there are plans for improvement.





Public Comments Received By Comment Type

Legend

<p><b>Comment Type</b></p> <ul style="list-style-type: none"> <li># Trail Surface Upgrades</li> <li># Interpretive &amp; Gateway Signs</li> <li># Wayfinding &amp; Etiquette Signs</li> <li># Connections &amp; Crossings</li> </ul>	<p><b>Laguna Creek Trail Facilities</b></p> <ul style="list-style-type: none"> <li>— Laguna Creek Trail, Existing Class I Path</li> <li>— Laguna Creek Trail, In Progress Class I Path</li> <li>— Laguna Creek Trail, Proposed Class I Path</li> </ul> <p><b>Proposed LCIRT Crossing Improvements</b></p> <ul style="list-style-type: none"> <li>◇ Proposed At-Grade Class I Bikeway Crossing</li> <li>◇ Proposed Grade-Separated Class I Bikeway Crossing</li> </ul>	<p><b>Laguna Creek Trail Connections</b></p> <ul style="list-style-type: none"> <li>— Laguna Creek Trail Connection, Existing Class I Path</li> <li>— Laguna Creek Trail Connection, Proposed Class I Path</li> <li>— Laguna Creek Trail Connection, Existing Class II Bicycle Lane</li> <li>— Laguna Creek Trail Connection, Proposed Class II Bicycle Lane</li> </ul>	<p><b>Proposed Bicycle Facilities</b></p> <ul style="list-style-type: none"> <li>— Proposed Class I Shared-Use Path</li> <li>— Proposed Class II Bicycle Lane</li> <li>— Proposed Class II Buffered Bicycle Lane</li> <li>— Proposed Class III Bicycle Route</li> <li>— Proposed Class IV Bikeway</li> </ul>	<p><b>Existing Bicycle Facilities</b></p> <ul style="list-style-type: none"> <li>— Existing Class I Shared-Use Path</li> <li>— Existing Class II Bicycle Lane</li> <li>— Existing Class III Bicycle Route</li> <li>— Existing Class IV Bikeway</li> <li>— Existing Park Trail</li> </ul>	<ul style="list-style-type: none"> <li>Schools</li> <li>Existing Parks</li> <li>Proposed Parks</li> <li>Wildlife Refuge</li> <li>Rural Policy Area</li> </ul>	<ul style="list-style-type: none"> <li>City of Elk Grove</li> <li>City of Sacramento</li> <li>Sacramento County</li> <li>Roads</li> <li>Highways</li> <li>Railroads</li> <li>Creeks</li> </ul>	<p>Number labels on comment locations correspond with associated comment ID in the table of comments.</p>
--	---	---	--	--	---	--	---

FIGURE 1



Data source: Sacramento County, City of Sacramento, City of Elk Grove. Created by: pthornton

Comment		
ID	Comment Type	Comment Text
1	Trail Surface Upgrades	trail under the new train bridge needs to be repaved, very rough
2	Trail Surface Upgrades	the multitude of posts/placement of posts here make it really difficult to turn to the sidewalk
3	Connections & Crossings	challenging connection having to get back and forth to sidewalk from the trail... can we get a cut out so we dont have to go back to the street?
4	Connections & Crossings	challenging pathway to get through- passway is smaller than the sidewalk and has a tough angle
5	Wayfinding & Etiquette Signs	maybe a sign? tricky to get back on the trail after wish it alll connected but thats probably a dream, a sign would be helpful
6	Connections & Crossings	this connection is rough- leaving the trail have to go out into the street to get back on the sidewalk, excited for the final amazing connected trail- would be great if we could get an easier access to the sidewalk until this point
7	Connections & Crossings	the crosswalk signals are on the left... are we supposed to walk on the left side? confusing
8	Trail Surface Upgrades	all of emerald vista had work done on it... most work was done in the bike lane making it really unsafe to ride in... work has been done for awhile but needs to be resurfaced
9	Connections & Crossings	speed bump? Cars dont stop for the crosswalk and its really ridiculous that the crosswalk warns pedestrians that "cars dont stop"
10	Trail Surface Upgrades	there are sections that are super bumpy back here- tree roots
11	Trail Surface Upgrades	there is an area the needs drainage
12	Interpretive & Gateway Signs	there needs to be signs stating people on the right, passing on the left, just like cars!
13	Wayfinding & Etiquette Signs	people on the right, pass on the left
14	Trail Surface Upgrades	new railroad bridge is ugly!!! anyway to improve it? paint with outdoor scene to blend in? add some fancy trimming? something!!! now just a big block. Plus it's nosier!!!
15	Wayfinding & Etiquette Signs	DO NOT FEED WILDLIFE!!!! OMG the people that feed them are making the birds beggars and the trail an obstacle course!!! (POO) hazard all the way!!!!
16	Trail Surface Upgrades	This section of the trail has major drainage issues and is closed during most of winter - fix the existing trail so it does not flood— no one can pass.
17	Wayfinding & Etiquette Signs	Sighs to stop feeding the ducks and geese
18	Connections & Crossings	Overpass for walkers and bikes.
19	Connections & Crossings	Overpass for walkers and bikes. Almost got ran over here because of someone running the traffic signal.
20	Connections & Crossings	This is a dangerous crossing for pedestrians and bikers. My son was almost hit by a car that didn't see his red stop light. Needs to have flashing lights or speed bumps or something.
21	Wayfinding & Etiquette Signs	people on the right, passing on the left!
22	Wayfinding & Etiquette Signs	on all trails!!!!
23	Connections & Crossings	Need a stop sign installed so pedestrians can cross red spruce way to the trail across black swan so fast coming traffic doesn't hit pedestrians.

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.



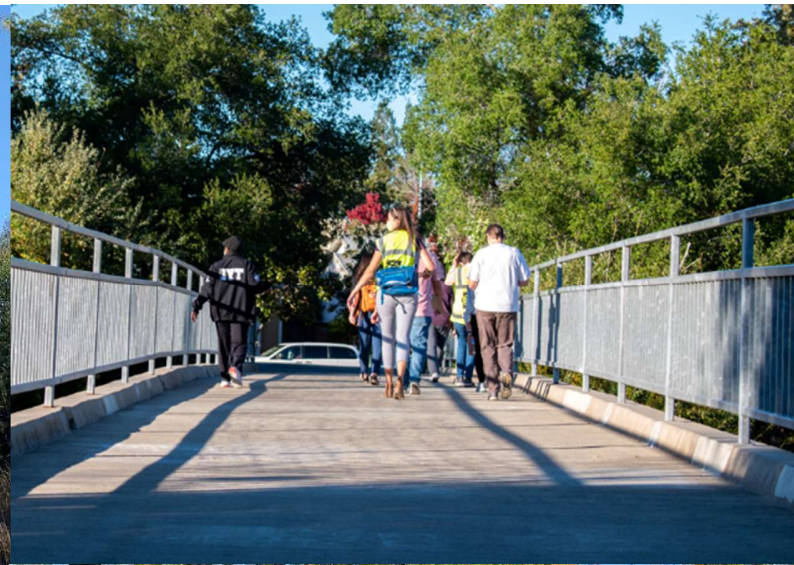
Comment		
ID	Comment Type	Comment Text
24	Connections & Crossings	Agreed. Going west if you're held up by a train, two signal light cycles and then the pedestrian crosswalk which are so close in proximity I can imagine someone just trying to race through. i can barely get across in a vehicle, this is to busy to leave as is and it should be mitigated with an ped overpass.
25	Trail Surface Upgrades	The trail is fine, the issue is the of build up of vegetation and sediment adjacent to the trail that does not allow the trail to drain when the creek level falls. Just need some tractor work to clear out the buildup and grade the area so that it drains to the creek.
26	Connections & Crossings	Please consider a beautification project to paint the new train trestle. Currently it is a eyesore but could enhance the experience greatly with a mural that would blend in
27	Trail Surface Upgrades	The missing section of sidewalk along the South side of Calvine rd needs to be high on the priority list. There is currently no sidewalk for approximately 100' on either side of a lighted crosswalk!! That seems pretty ridiculous, and unsafe.
28	Trail Surface Upgrades	Adding this trail, connecting to an enhanced crosswalk at Waterman rd. to Brown rd. will allow children to safely walk or ride bikes to schools in either direction. Along with connecting this new pathway to existing and new pathways connecting to Calvine rd.
29	Connections & Crossings	Add a walking bridge over Laguna Blvd. Traffic has vastly increase and safety for pedestrians is now a higher priority.  The Greenhaven community in Sacramento took similar path last century and expanded the ages and volume of path walkers.
30	Trail Surface Upgrades	The rural elk Grove area is being impacted negatively by increased traffic, the roads keep taking a beating, trash dumped left and right without much upkeep on the city's end, the school drop offs is an example of why going green isn't working AND why it's dangerous for biking to school. Please don't bring bikeways in this direction.
31	Wayfinding & Etiquette Signs	walk and bike on the right, pass on left signs on the pavement as seen in pic. on all trails
32	Wayfinding & Etiquette Signs	walk and bike on the right, pass on the the left. On all trails!!!! paint signs on the pavement to keep
33	Wayfinding & Etiquette Signs	walk and bike on the right, pass on the left!!!
34	Wayfinding & Etiquette Signs	paint signs on ALL trails like in the pic
35	Connections & Crossings	safer pedestrian crossings. more flashing lights? always red light runners!!
36	Connections & Crossings	safer pedestrian crossings. more flashing lights? always red light runners!!
37	Trail Surface Upgrades	uneven sidewalks!!! everywhere!!!!
38	Trail Surface Upgrades	It would be great to have more trails in undeveloped areas (wildlife areas).
39	Wayfinding & Etiquette Signs	Sign needed here at end of bike trail with directions to bike trail at Foulks Park (and vice versa).
40	Connections & Crossings	A trail along the side of a noisy freeway with bad air quality would probably be unused so should be eliminated or a very low priority.

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.

<b>Comment</b>		
<b>ID</b>	<b>Comment Type</b>	<b>Comment Text</b>
41	Connections & Crossings	Can this trail be connected to the trail to the west of Beach Lake?
42	Connections & Crossings	This missing connection should be a high priority.
43	Trail Surface Upgrades	Trails in wildlife areas should be a high priority. At least unpaved initially and paved later.

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.





# Laguna Creek Inter-Regional Trail Walking Tour Report

*January 2022*



CITY OF  
**ELK GROVE**  
PROUD HERITAGE. BRIGHT FUTURE.

Prepared by Civic Thread, formerly WALKSacramento  
for GHD and the City of Elk Grove



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# EXECUTIVE SUMMARY

## Project Background/Overview

The Laguna Creek Inter-Regional Trail (LCIRT) System has been identified by the City of Elk Grove's Trails Committee to be the highest priority trail project. Winding along Laguna Creek in a northwest direction, the trail begins from a rural area in Elk Grove and continues into the City of Sacramento where it will connect to the Light Rail and the trail network. From recreation, a nature and wildlife area, to a transportation corridor, the trail serves innumerable functions to residents and visitors alike, connecting community members to schools, transit, and commercial uses. Currently, the trail has several gaps that need to be closed as well as improvements made to existing conditions for the full potential of this trail system to be realized.

The Laguna Creek Inter-Regional Trail Walking Tour Report (Walking Tour Report) supports development of the Laguna Creek Inter-Regional Trail Master Plan (LCIRTMP) by synthesizing feedback from community members received through two walking tours held on segments of the LCIRT in Elk Grove and South Sacramento. The Walking Tour Report will serve as a summary of community-led and community-informed concerns and recommendations to improve the LCIRT. The concerns are illustrative of issues and needs typically experienced by community members when using the LCIRT. The recommendations offered are broadly applicable to the entire LCIRT and will inform future phases of this project that develop recommendations for the trail as a whole.

## Trail Descriptions

The two trail segments are located in South Sacramento and Elk Grove respectively, offering community members both recreational and natural scenery within the urban environment. The South Sacramento portion of trail in which the walking tour was conducted stretches approximately 0.8 miles, beginning at Center Parkway between Hollybrook Drive and Newport Cove Way and extending to Francesca Street. The trail is characterized by an adjoining park, open grass, and marsh conditions of the Laguna Creek depending on the season. The eastern portion near the park is paved and approximately eight feet wide, transitioning into an unpaved compacted dirt path approximately the same width three-quarters of the way through. Signage includes wayfinding and interpretive features of the surrounding wildlife area in varying condition. Occasional seating and trash receptacles accompany a moderately clean trail and surrounding landscape. Utility pylons distract from the natural scenery. A Rectangular Rapid Flashing Beacon (RRFB) assists trail users from the east side of Center Parkway across raised median four-lane thoroughfare and to the trail on the western side.

The Elk Grove portion of the trail explored during the walking tour extends approximately 0.5 miles and is a paved trail approximately eight feet wide throughout. Clean and clear signage including interpretive signs with seating and emergency information accompanied by trail guidelines are present, though infrequent. The trail offers a relatively more immersive user experience as trees, plant life, the creek, and homes remain in close proximity to the trail. An abundance of wildlife can be seen from the trail. Trash cans and sense of stewardship contribute to a relatively clean trail and surrounding natural area. Notable, though not directly interacted with during the walking tour, is the railroad crossing in which



the trail passes under. The bridge, under construction at the time of the tour, is supported by large wooden beams offering complimentary aesthetics to the natural landscape. Trains passing overhead are loud and vibrate the bridge. This can prove a desirable feature for some while proving to be unpleasant and alarming for others.

## Participants

Attendance of walking tour included participants from the community, Community Advisory Group (CAG), and the project team (City of Elk Grove, GHD, and Civic Thread – formerly WALKSacramento). CAG members are those who were selected through an application process to serve in a community leadership role to help inform the development of the LCIRTMP. The City of Elk Grove began work with the CAG to hold walking tours and community meetings to understand current user experiences, positive features of the trail, and areas of concern. On this walking tour, the South Sacramento segment received fewer community participants than the Elk Grove segment. The total attendance can be seen in Table 1.

South Sacramento		Elk Grove	
Community	5	Community	13
CAG	3	CAG	3
Project Team		Project Team	
GHD	2	GHD	1
City of Elk Grove	0	City of Elk Grove	1
Civic Thread	2	Civic Thread	1
<b>Total</b>	<b>12</b>	<b>Total</b>	<b>19</b>

Table 1: Executive Summary Walking Tour Attendance

## Debrief Summary

Conversations held upon the completion of the walking tour reflected observations, including positive aspects, and areas where improvements should be focused. Participants of each walking tour segment identified characteristics that were universal to both segments as well as unique considerations for each segment. Key takeaways can be found below in Table 2.

South Sacramento		Elk Grove	
Positive	Natural landscape and presence of wildlife.	Positive	Natural landscape and presence of wildlife.
	Little Free Library		Trail good for multi-use, wide paved area.
	Available seating and trash cans		Good tree coverage/shade.
Concerns	Little shade/tree canopy	Concerns	Good connection to nearby commercial resources.
	Wayfinding could be more present, clear, and detailed.		Strong sense of ownership/stewardship.
	Poor ADA connections from trail to neighborhoods.	Concerns	Increase availability of trash cans and dog waste bag stations.

South Sacramento		Elk Grove	
	No bench amenities such as covers for shade. Summer heat make them unusable.		Opportunity to improve maintenance and overgrowth management, particularly around ADA ramps and entrance points.
	Minimal lighting and trail feel very remote. Generally, safety improvements desired.		Better signage for reporting maintenance concerns/requests, path use for both bicyclists, pedestrians, and equestrians, and wayfinding.
	Crossing improvements across Center Parkway.		Improved ADA accessibility features for street crossings.

Table 2: Walking Tour Debrief Summary

## Recommendations

The following summary of recommendations, organized by theme, reflects the outcomes of the observations and conversations during the walking tour. While the walking tour elicited specific comments on the South Sacramento and Elk Grove segments and the recommendations are organized by the trail segment where they were discussed during the walking tour, all recommendations are applicable to the development and improvement of the entire trail through the LCIRTMP and will inform development of broad recommendations related to trail design features and amenities at a future stage of this project.

### South Sacramento

1. Maintenance
  - a. Rehabilitate defaced/old signage and develop plan for ongoing maintenance
  - b. Install additional dog waste bag dispensers to avoid buildup of waste.
2. Wayfinding/Signage
  - a. Wayfinding signs should reflect consistent themes and visual styling along the length of the LCIRT, while also reflecting the individual character of each segment.
  - b. Interpretive signs should be reinstalled to replace those defaced or missing. All placemaking efforts should be interactive and ADA friendly, and take care to reflect inclusionary language and imagery that reflects the diverse communities that live within the Sacramento region.
  - c. Clear signs marking the locations of trails, surrounding amenities, and neighborhoods should be installed that include the distances to desired locations and the amount of time it will take for pedestrians and bicyclists to travel there.
  - d. Signs should provide trail users with contact information for reporting emergencies and maintenance issues.
3. Amenities
  - a. Seating and rest areas should have shade amenities to keep benches and tables from getting too hot in the summer and to provide sun relief to users in the absence of a denser tree canopy.
  - b. Drinking fountains should be installed where possible to provide relief to users especially in the hot summer months.



- c. Constructing additional restrooms should be considered where feasible.
- 4. Connectivity, Access, and Accessibility
  - a. Improvements should be made to better accommodate ADA access to the trail's connection points in surrounding neighborhoods and at trail endpoints, including curb cuts, ADA graded ramps, and crosswalk safety devices.
  - b. Where feasible, street calming measures should be taken to improve safety of crossings.
  - c. Unpaved portions of the trail should be paved for greater accessibility and safety, especially in the rainy season.
- 5. Safety
  - a. Markings or signage should be included that indicates speed limits, and clarifies how different types of users should use the trail to establish trail etiquette (e.g. which side a pedestrian should walk on).

## **Elk Grove**

- 1. Maintenance
  - a. Better maintenance regarding upkeep to overgrown brush with particular care given to ADA ramps, crossing accessibility, and trail features.
  - b. More trash cans and dog waste bag dispensers along trail.
  - c. Integration of the emerging City of Elk Grove app to support maintenance requests.
- 2. Wayfinding and Informational Displays
  - a. Signs could be better placed to indicate trails connections to nearby services and amenities. Should include distances and the respective walking and biking trip times.
  - b. All wayfinding and interpretive signs should reflect consistent themes and characteristics of the LCIRT trail.
  - c. More signs providing information for reporting maintenance and general concerns.
- 3. Amenities
  - a. Drinking fountains should be installed where possible to provide relief to users especially in the hot summer months.
  - b. Constructing additional restrooms should be considered where feasible.
- 4. Connectivity, Access, and Accessibility
  - a. Crosswalk improvements for those who may have impaired vision or hearing.
  - b. More recommendations regarding ramp access and crossing accessibility can be found in Maintenance and Wayfinding.

The objective of this report is to document the walking tour process and input received from the community during that process regarding future improvements to the LCIRT. This report is not a standard, specification, regulation, or official engineering study. This report highlights needs and potential solutions within this community. The implementation of any strategy contained within this report should be made on the basis of an official engineering study at each location. As a summary of existing conditions, resident input, and transportation needs, this report does not guarantee improvements will be made. All recommendations in this report are broadly illustrative of needs on the entire LCIRT and will inform future planning efforts by the City, including trail recommendations for the LCIRT as a whole within the LCIRTMP. The goal of these recommendations is ultimately to assist the City of Elk Grove in prioritizing future improvements to the LCIRT based on available funding.



# INTRODUCTION

## PROJECT BACKGROUND AND OVERVIEW

Recognizing the opportunities to be gained from an updated and fully connected multi-use trail system, the Laguna Creek Inter-Regional Trail Master Plan (LCIRTMP) outlines a strategy for a trail that once implemented could offer communities access to natural resources and nearby amenities such as schools, commercial enterprises, services, and public transportation. The LCIRTMP is a project led by the City of Elk Grove in cooperation with City of Sacramento, County of Sacramento, Sacramento Regional Transit District, the San Joaquin Joint Powers Authority (SJJPA), and the Department of Transportation (Caltrans).

This grant-funded project will develop a plan for the Laguna Creek Inter-Regional Trail (LCIRT) which, when completed, will connect residents from eastern rural Elk Grove to the City of Sacramento via a Class I Multi-Use Path. This project will coincide with Elk Grove's Bicycle, Pedestrian and Trails Master Plan in creating a holistic trail network. Currently, several gaps in the trail contribute to poor inter-regional connection and upgrades to amenities are required to help realize the trails potential as high caliber recreation and active transportation resource.

At its current stage, the City of Elk Grove has begun work with a Community Advisory Group (CAG) to hold walking tours and community meetings to understand current user experiences, positive features of the trail, and areas of concern. From these methods, the City of Elk Grove will work to upgrade the existing trail segments with desirable features as well as learn what to include along the forthcoming trail segments being installed to complete the network.

The Walking Tour Report supports development of the LCIRTMP by synthesizing feedback from community members from two walking tours that were held on different segments of the LCIRT (South Sacramento and Elk Grove), and providing recommendations that address community concerns. The concerns are illustrative of typical issues and needs on the LCIRT, and the recommendations offered are broadly applicable to the entire LCIRT and will inform future phases of this project that develop recommendations for the trail as a whole.

## WALKING TOUR

In November 2021, the project team organized a community walking tour along two segments of the LCIRT. These two segments were discussed and chosen collaboratively as parts of the trail that spanned through Bond Road to Camada Court (Elk Grove segment), and North Laguna Creek Park to Francesca Street (South Sacramento segment).

A walking tour is a community assessment tool that engages residents in identifying barriers to active transportation and opportunities for making improvements. The walking tour represents a critical component of the overall LCIRTMP development by providing community-led efforts through the CAG to gather comments and suggestions from fellow community members, current trail users, and potential trail users. Results from community informed planning decisions lead to investments and outcomes that reflect a more accurate vision of the communities needs and desires. Information gathered throughout this process will guide the infrastructure and experiential improvements that take place during the final design and implementation phases.



*Figure 1. Participants in walking tour walk across bridge on South Sacramento trail segment.*

The project team held an application period seeking community members who wanted to serve in a leadership role by way of the CAG, a representative body of community members who have acted as ambassadors and linkages to the networks for the locations they reside and work in. Those who were selected to be a part of the CAG received financial stipends for attending meetings and contributing to the outreach efforts. With leadership from the project team and the CAG members, a walking tour was organized with considerable emphasis on times that would accommodate a diverse audience and locations that would highlight key parts of the existing trail system and identify poor or missing trail connections.

Participation for the walking tour was promoted by the City of Elk Grove, City of Sacramento, and the CAG. Five community members and three CAG members participated in the South Sacramento segment, while thirteen community members and three CAG members participated in the Elk Grove segment. Participants were given a form containing a map of the route and instructions regarding what to look for and questions to ask as they experienced the trail. See example in Figure 2, which was used along the Elk Grove portion of the trail.

Feedback was generated from personal experiences and was reflective of the different groups that participants were a part of. The walking tour had representation from the Elk Grove Disability Advisory Committee, Elk Grove Trails Committee, an Active Transportation Advocate, youth from the Elk Grove Unified School District, and diversity of age ranges, races, and ethnicities. Participants embarked on a 1.5-hour roundtrip walking tour of the two segments, and all participated in their area's 15-minute debrief regarding observed positives, negatives, and main takeaways from the tour.



**Laguna Creek Inter-Regional Trail Master Plan Walking Tour Map:  
Elk Grove, Saturday, 11/20 2-3:30 pm**

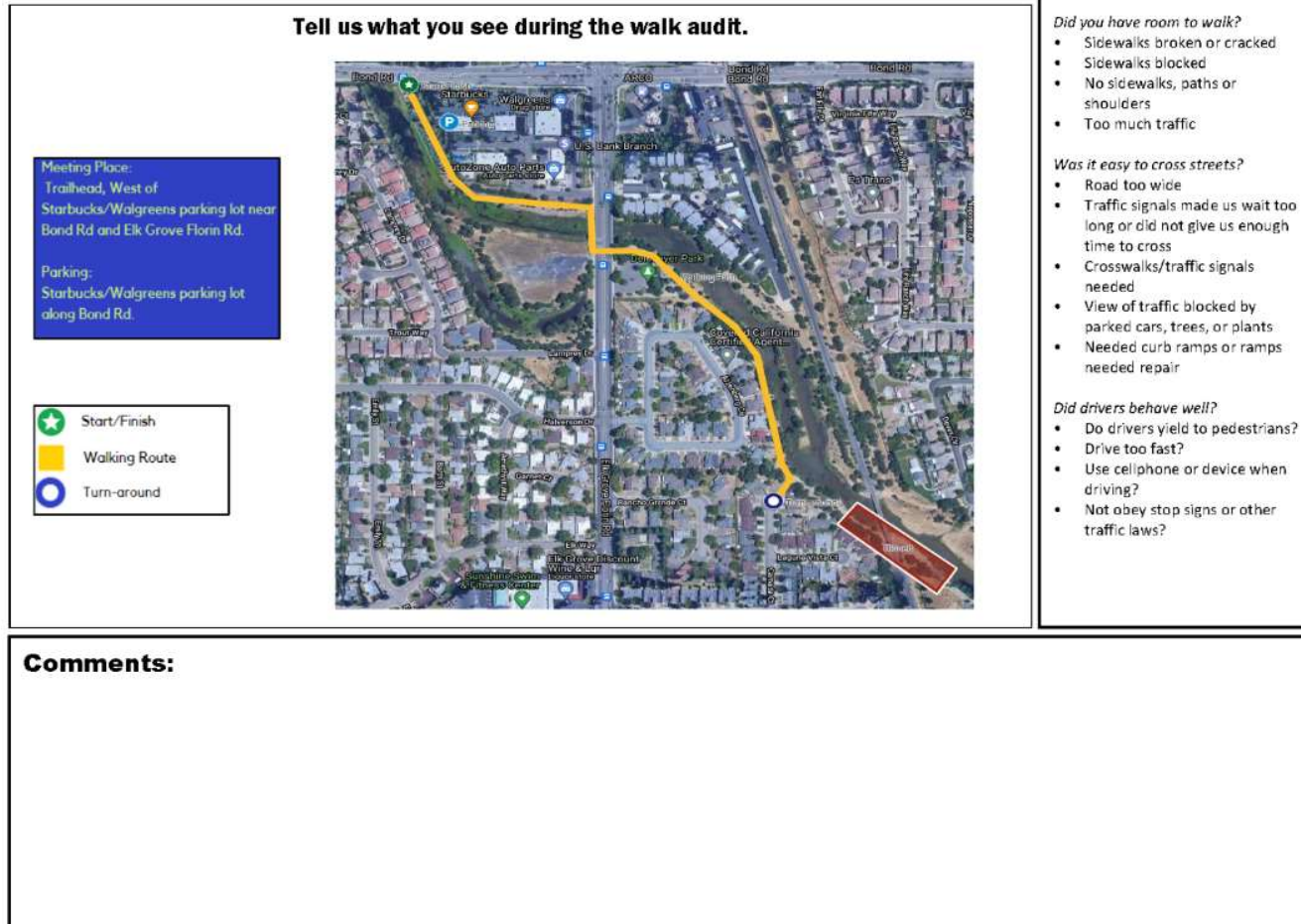


Figure 2. Walking Tour Map used in Elk Grove segment.

# EXISTING CONDITIONS

## SOUTH SACRAMENTO

### Trail Segments

The South Sacramento segment of the LCIRT that was included in this walking tour stretches approximately 0.8 miles, beginning at Center Parkway between Hollybrook Drive and Newport Cove Way and extending to Francesca Street where the tour turned around to return to the start (see Figure 3). The trail extends beyond Francesca Street in a northwest direction until a dead end at Franklin Boulevard, but the walking tour did not cover this portion of the trail. The South Sacramento trail segment is situated within primarily residential land uses. Nearby landmarks include the North Laguna Creek Wildlife Area and North Laguna Creek Park. The trail is characterized by open grass and

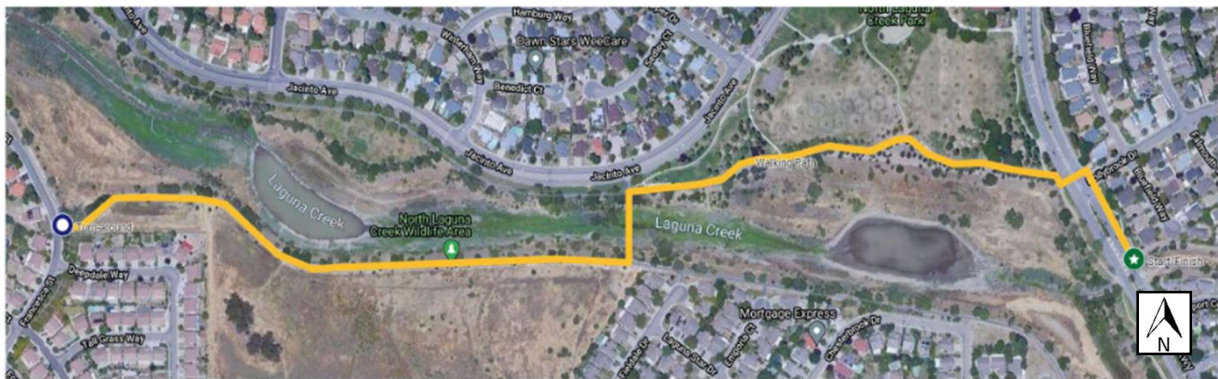


Figure 3. South Sacramento walking tour route. Google Maps 2021.

wetlands with trees on either side of the walking path. The eastern portion near the park is paved and approximately eight feet wide, then transitions into an unpaved compacted dirt path approximately the same width. Weather and use have resulted in ruts in this portion. Signage includes wayfinding and interpretive features of the surrounding wildlife area in varying condition from completely missing or illegible to clean and clear communications. Occasional seating and trash receptacles accompany a moderately clean trail and surrounding landscape. Utility pylons distract from the natural scenery. A Rectangular Rapid Flashing Beacon (RRFB) assists trail users from the east side of Center Parkway across raised median four-lane thoroughfare and to the trail on the western side.

### Land Use

#### *Housing*

Access to green space can be an important facet of health and well-being. Green space that is easily accessible in neighborhoods promotes physical activity and more time spent outdoors. Particularly for residents of multi-family housing that may not have individual yards attached to each unit, being able to walk or bike to a park or trail can be of critical importance to physical and mental health.



The South Sacramento trail segment of the LCIRT discussed in this report is bounded on either side by residential land uses. On the east end, a single-family residential neighborhood sits on the other side of a four-lane thoroughfare road (Center Parkway). There is some multi-family housing with the Laguna Creek Apartments to the southeast (approximately a 15-minute walk to the trail) and the Parkside Apartments to the north (approximately a three-minute walk to the trail).

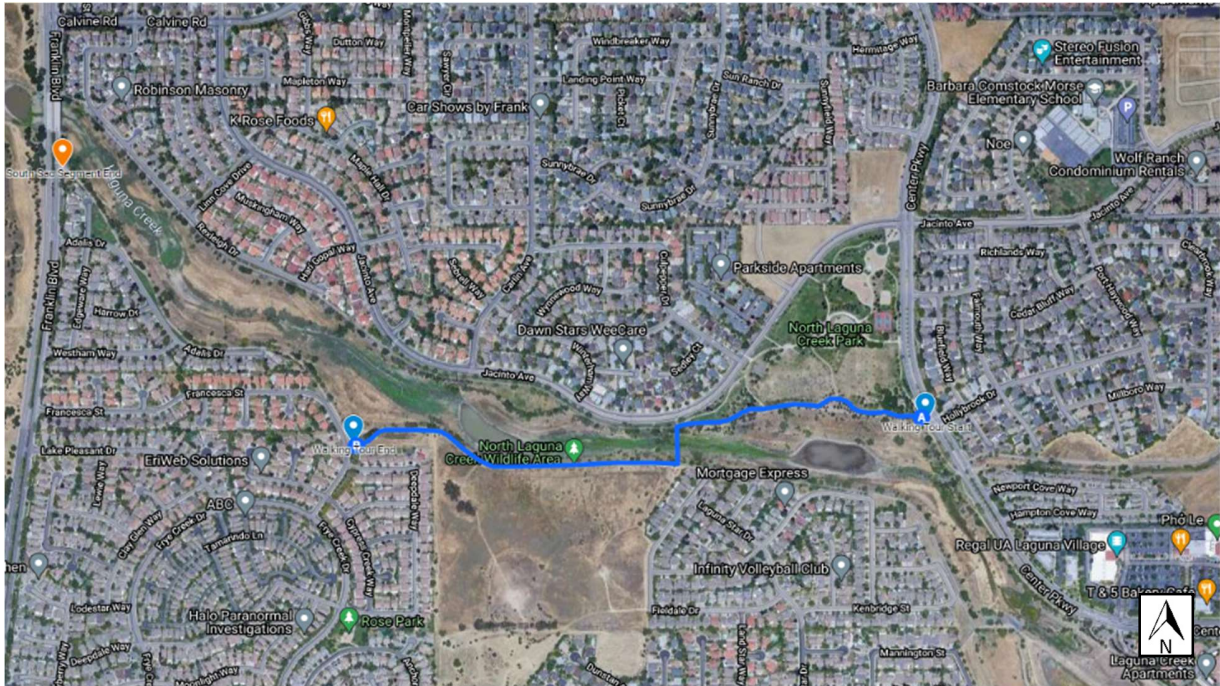


Figure 4. Aerial imagery of residential land use patterns surrounding the South Sacramento segment of the Laguna Creek Inter-Regional Trail. Google Maps 2021.

Approximately midway through the trail segment, there is an offshoot path to the south that travels a little less than a half mile to connect to Big Horn Boulevard, which then connects to several other single-family residential neighborhoods. To the north, Jacinto Avenue separates the trail and surrounding green space from another single-family neighborhood. This neighborhood has the closest access to the trail, though there are minimal curb cuts, accessible ramps, or sidewalks that directly connect to the trail, posing an accessibility issue for users with disabilities.

On the walking tour, the group stopped at Francesca Street, which is a quiet residential street that features single-family homes to the south, west, and northwest of the trail entrance. The actual endpoint of this trail segment is further to the northwest at Franklin Boulevard, which has single family homes to the south and open space to the west.

### *Commercial*

Nearby land uses on the east end include the Laguna Village shopping center to the southeast which includes a gym, a movie theater, some food establishments, and medical services. There are several grocery stores within an approximately 1.5 mile radius which include Jin Yang Market, Foods Co.,

Madina Market, WinCo Foods, and Target. However, none of these grocery stores are accessible via the trail.

### *Schools*

The closest school to the trail segment is Barbara Comstock Morse Elementary, approximately a 0.75 mile walk from the eastern trail entrance. Several other schools are located within a 1.5-mile radius, including Laguna Creek High School, John Herhardt Elementary School, Irene B. West Elementary School, and Valley High School. For students, having access to nearby green space can play an important role in promoting public health and well-being. While schools are present in the vicinity, this trail segment does not provide direct access or near access to any schools. There is the potential that students that bike to school might utilize the trail for a portion of their commute, but they would need to travel on roads as well.

### *Open Space*

The east entrance to this segment of trail begins in North Laguna Creek Park, a wide grassy expanse with tennis courts, picnic tables, and barbecues. At the time of the walking tour (a Saturday afternoon with sunny weather) the park was well-utilized. The trail segment traverses along a creek corridor that is fenced off due to restoration. Midway through the walking tour trail segment, the offshoot path that connects to Big Horn Boulevard travels through open space to further residential land use. On the far west end of the trail segment which the walking tour did not cover, Franklin Boulevard acts as a divider between residential and rural land uses. Separate from North Laguna Creek Park, the closest park to the trail is Rose Park to the south, which is accessible from the west trail entrance by traveling down Francesca Street southward to Frye Creek Drive, which has a Class II Bicycle Lane.

## Transportation

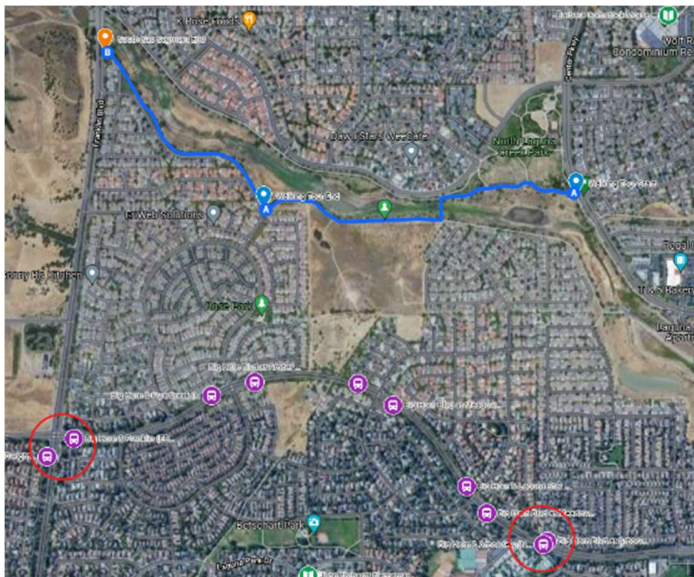


Figure 5. Bus stops (purple dots) near South Sacramento segment of trail (blue line between blue waypoints). The red circles indicate the closest bus stops to the east and west trail segment endpoints. Google Maps 2021.

### *Transit*

Public transportation in this area is run by E-Tran, now annexed by Sacramento Regional Transit. The closest bus stops to the South Sacramento segment of the LCIRT are along Big Horn Boulevard. The closest stop to the east entrance to the trail is 1.5 miles away (Big Horn & Arborview) and the closest stop to the west entrance is 0.8 miles away (Big Horn & Franklin) (see Figure 5). The distance to the trail from these stops makes transit a possible, but less viable option for accessing the trail.

### *Active Transportation*

The road that connects to the east entrance of the trail, Center Parkway, has a Class II Bicycle Lane on either side of the road. However, Center Parkway is a four-lane thoroughfare road with turn pockets, and as



such has fast moving traffic that creates significant noise, creating an unpleasant and potentially unsafe biking and walking environment. The crossing at Hollybrook Way has an RRFB to indicate that vehicles should yield to pedestrians. Because pedestrians must cross multiple lanes of traffic in each direction when crossing, the crossing is riskier because a driver in one lane may stop while one in another lane may not. On the northward side of the trail, a separate Class I Multi-Use Path travels parallel to Jacinto Avenue, with two crosswalks that connect the street to the bike path at Wingina Court and Winterham Way. Both of these connector points require eastward travel along the multi-use path before reaching the main portion of the LCIRT that was covered by the walking tour. There are points along this connector multi-use path that are closer to the main South Sacramento trail segment, but there is only a single curb cut and ramp which is steep. The lack of accessible curb cuts and ramps poses an issue for users with physical disabilities, and would require bicyclists to carry their bikes over the curb and grassy area to get onto the main trail.

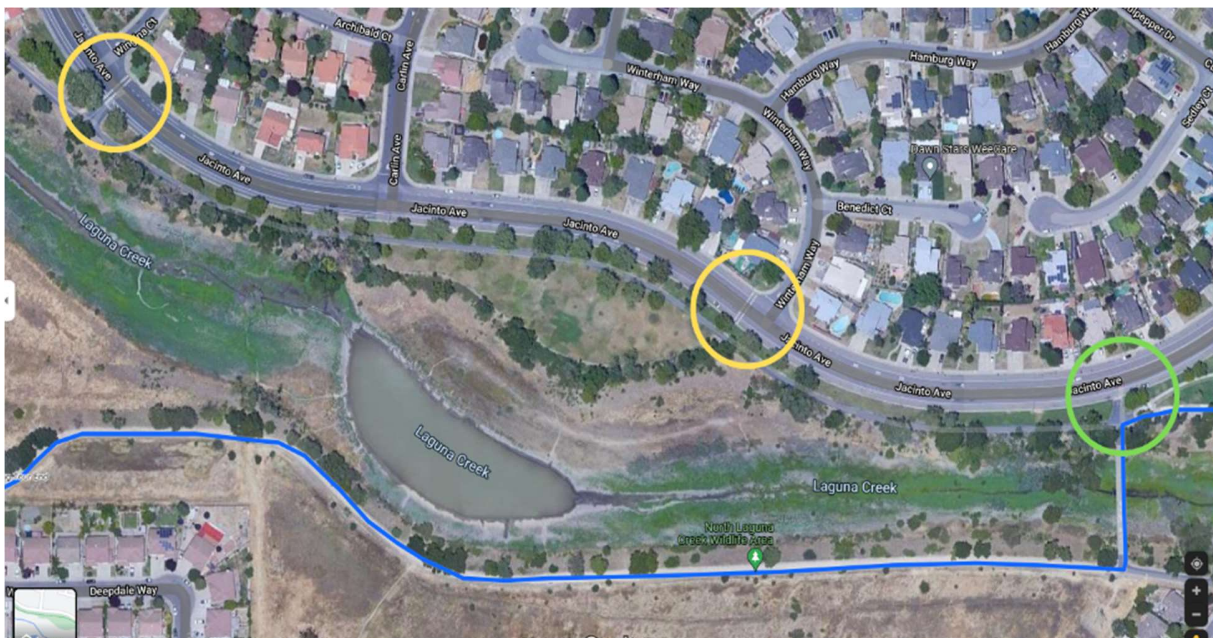


Figure 6. Two crosswalks connect Jacinto Avenue to a connector bike path which eventually connects to the main Laguna Creek Inter-Regional Trail (yellow circles). To the right, a steep ramp connects Jacinto Avenue directly to the trail (green circle). Google Maps 2021.

Where the walking tour ended at Francesca Street, access to the surrounding residential neighborhood is through a sidewalk of approximately four feet in width with a narrow curb cut about 20 feet to the left of the trail entrance. The street design patterns in this residential neighborhood include culs-de-sac or lollipop designs, creating longer walking distances for pedestrians based on home location.

Franklin Boulevard, which connects to the west entrance to the trail, is also a four-lane thoroughfare with a center divider. It has a narrow sidewalk along the east side as well as a Class IV Separated Bikeway that features a curb cut at the trail entrance. While the bikeway is present on both sides of the street, there is no crossing provided to the trail entrance for southbound bicyclists. The trail entrance is blocked off with a cable fence that is passable by pedestrians but not wheelchair users or bicyclists. There are few wide and easily accessible curb cuts that connect to residential streets along the trail, indicating the need for further ADA accommodations.

### *Private Vehicle*

On the west side, there is no parking along Franklin Boulevard. North Laguna Creek Park on the west side does not feature a parking lot, but street parking is available along the west side of Center Parkway and in the surrounding residential neighborhoods. Most of the walking tour participants at the South Sacramento trail segment traveled to the eastern meeting point via private vehicle and parked in surrounding neighborhoods by Center Parkway. On the north side of the trail segment, Jacinto Avenue features street parking, however there is only one ramp connecting this street directly to the trail (see Figure 6).

## ELK GROVE

### Trail Segments

The Elk Grove segment of the LCIRT that was included in this walking tour, is broken up into two areas with one trailhead beginning off Bond Road, and the other off Elk Grove Florin Road. To connect the two, one must currently cross Elk Grove Florin Road to continue on to the next part of the segment, however there is currently no sign to signify this connection and trail continuation. The walking tour was conducted over approximately 0.54 miles.

Starting from the northwest trailhead off Bond Road, the entrance is located west of Creekside Plaza, and quickly transforms the busy streets and urban landscape into a paved path surrounded by natural landscape.

There is also a ramp from the plaza that can be used as a direct path to the trail. However, the ramp's alternate pathway is not easily visible and is concealed by foliage and requires further evaluation to determine if the ramp meets ADA accessibility standards. The paved path of this northwest part of the segment is roughly 15 feet wide and funnels into a slightly narrower path as it leads towards the south end off of Elk Grove Florin Road. Parallel to the paved path is a narrow shoulder that was unclear to community members if it was intended for use. During the walking tour, the City of Elk Grove staff clarified that space was intended to be offered as an additional path. However, the shoulder was surrounded by leaves and overgrown vegetation, and was not identified as a useable route by community members. To the east is Creekside Plaza, and to the west are the back of single-story homes that reside off Trout Way bordered by trees and natural growth. Throughout the path, there are a total of two seating areas, each location consisting of two sets of benches and posters that provide education about the local nature.

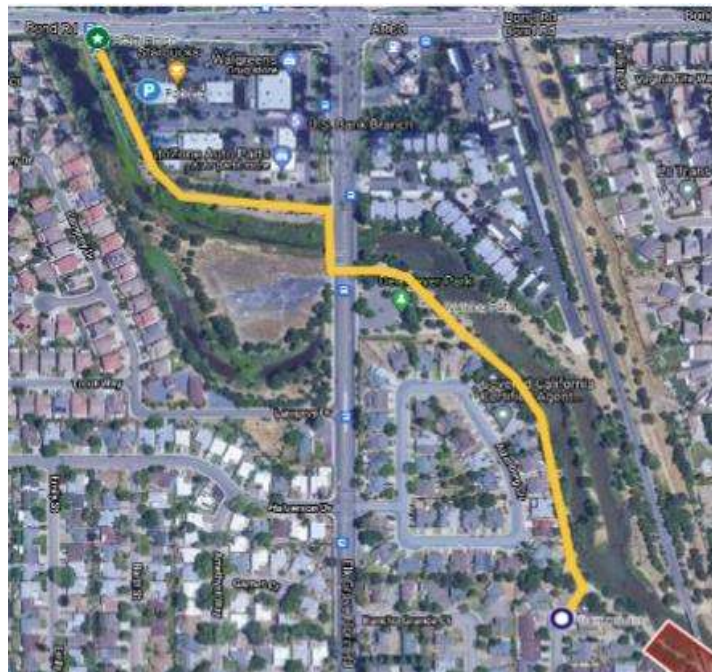


Figure 7. Elk Grove Trail Segment. Google Maps 2021.



At the end of the path, one can turn right into a caged sidewalk that can be utilized by equestrian users. At the end of the caged sidewalk, one has to make a sharp left to cross Elk Grove Florin Road, a four-lane thoroughfare, with limited sidewalk space to wait at the pedestrian countdown signal. This signalized crossing must be activated by trail users pushing a button, which can pose a challenge for equestrians and people on bicycles to reach without dismounting.

After crossing to the east side of Elk Grove Florin Road, there is a southeast trailhead that resumes the Elk Grove segment of the LCIRT. Just off to the west of the trail head, there is a parking lot for public use as part of Del Meyer Park. Multiple “desire paths” are visible where people walking through the unpaved area between the lot and the trail have worn an informal path over time, showing frequent use of the lot to access the trail. The paved path continues through a naturalized trail section with a body of creek water located to the east of the trail, and to the west the backs of single-story homes that reside off Elk Grove Florin Road, with some sighted to have direct entrance points to the trail through their backyard fences. This path currently cuts off prematurely at the railroad tracks just after Camada Court as Union Pacific Railroad is undergoing construction. For the purposes of the walking tour, the group turned back towards the starting point once they arrived at Camada Court, an entrance point to the trail from a residential area.

## Land Use

### *Housing*

The Elk Grove segment spans across mostly single-unit housing as well as one apartment complex. In a one- to two-mile radius, the majority of the residences are of both walking and biking distance to any entrance to the trail that is closest to them (see Figure 9). Some community members may face some barriers when connecting to the continuation of the trail between Elk Grove Florin Road through not being informed that more trail exists, unfamiliarity with that area, or difficulty navigating how to get to the other side.

### **Trail Segment Between Bond Road and Elk Grove Florin Road**

To the north of Bond Road, the trail continues toward the northwest through Glen E. Underwood Park and along Camden Way. This is a traditionally marked crossing that is signal controlled across a four-lane thoroughfare with approximately 70 feet of “Keep Clear” road markings on both directions of traffic.



Figure 8. Entrance to the trail head, west of Creekside Plaza, a commercial center. Image taken from Google Maps Street View.

Single-unit housing to the west of the trail is located along Bond Road and Trout Way, and range from 0.1 and 0.4 miles (approximately a one to seven-minute walk) to the trail head. Trees and natural landscape create a border around the east perimeter of this neighborhood, requiring community members to head north on Trout Way to access the trail head.

### **Trail Segment Between Elk Grove Florin Road to Camada Court**

North of the trail is multi-family housing through Vintage Creek Apartments. Residents of this complex have access to the trail by heading south to the nearest crosswalk off Elk Grove Florin Road to enter the trailhead beginning this segment, or cross the four-lane thoroughfare of Elk Grove Florin Road towards the caged sidewalk to enter the trail segment paved towards Bond Road. From Vintage Creek Apartment's most south driveway, it is approximately 275 feet away from the closest trailhead.

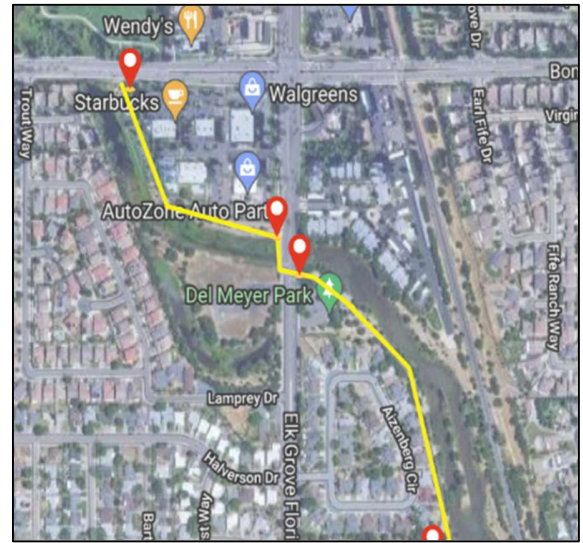


Figure 9. Map showing trailhead entrance points in walking/biking distance to residential neighborhoods. Google Maps 2021.

Southwest to this trail are single-family residential neighborhoods that reside off Elk Grove Florin Road, with some of the homes observed to have made direct entrance points to the trail through the fences of their backyards. An established entrance point to the trail is paved at the end of the cul-de-sac of Camada Court that prohibits vehicle entrance through the use of a metal bollard.

### *Commercial*

The segment provides direct access to Creekside Plaza, and serves as a connector to a main road to access more commercial options, as well as another large plaza named Elk Grove Marketplace.

Creekside Plaza (8868 Bond Road) is located northeast of the trail, and offers a ramp as a direct route to the trail which allows users to avoid walking parallel to Bond Road to access the trailhead. This commercial area offers banks, an early education center, a coffee house, a drug store, auto parts store, and restaurant.

North of the trail, across the four-lane thoroughfare of Bond Road are more commercial options including gas stations, multiple fast food options, grocery stores, and nail spas.

The Elk Grove segment connects to Bond Road providing access from residential areas to more commercial offerings that don't directly touch the trail. The Elk Grove Marketplace is located approximately 0.8-1 mile west of the northeast trailhead off Bond Road, and is accessible by Class II Bicycle Lanes on both east and westbound directions of Bond Road, which stop at E Stockton Boulevard. This marketplace includes a Grocery Outlet, a gym, a variety of stores for shopping, fast food establishments, and sit-down restaurants.

### *Schools*

In addition to the early education center located in the commercial area, the trail routes closely to two schools. To the west of the trail is James McKee Elementary School, and although it is located nearby to the trail, it is not necessarily accessible from any parts of the trail segment. The west side of the trail is



bordered by trees and natural growth, blocking any access points from the trail into the surrounding neighborhood. The local homes can easily access James McKee Elementary School by walking through the neighborhood, and any potential students coming from north or south of the trail would have more quicker access by taking the sidewalks of Bond Road and Elk Grove Florin Road.

To the east of the trail, past the railroads, is Elk Grove Elementary School. As of November 2021, the trail past the railroads were closed off due to ongoing construction by Union Pacific Railroad. Typically, this path would be open and would offer a route for any students coming from the west side of the trail, a short cut to Elk Grove Elementary School. For example, for Vintage Creek Apartments, both the sidewalk route and the trail route to the school would be equidistant, however the trail route would offer more bicycle and pedestrian protection as there would be no presence of cars and would avoid use of multiple non-protected crosswalks.

### *Open Space*

The Elk Grove segment is surrounded by many parks that offer a variety of large green space, parks for children, and bodies of water apart of the creek.

North to the trail, across Bond Road, is Glen E. Underwood Park, which offers a well-maintained field and soccer structures. Just above the park is a body of water that is a continuation of the creek following the LCIRT. Within this particular body of water is a small island named Camden Park Small Island, which is connected to a walking path along a residential neighborhood. This walking path follows into Bond Road, which one could cross to enter the northeast trailhead of the Elk Grove segment.

Cantrell and Helen Castello Park to the west of the trail, and Van Doren Park to the east of the trail, both offer play structures, open fields, and seating areas. Only Van Doren Park can be directly routed to with use of the trail. It is more convenient to access Cantrell and Helen Castello Park through the main road. These parks are integrated throughout the surrounding residential areas. The Elk Grove trail segment plays a part in connecting them to offer a greater diversity of recreation options for all ages and abilities.

Del Meyer Park is a small park located adjacent to the trail on Elk Grove Florin Road. It provides parking access for the trail as well as parking for horse trailers to support equestrian use of the trail in the area.

## Transportation

### *Transit*

Public transportation is run by E-Tran, now annexed by Sacramento Regional Transit. The closest bus stops to the Elk Grove segment of the LCIRT are found all along every entrance point to the trail. The closest bus stop to the northeast trailhead is approximately 20 feet. The closest bus stop to the connecting point at Elk Grove Florin Road at either entrance point is roughly under 70 feet. South of the trail, the nearest bus stop to Camada Court is located 0.2 miles away. The distance to the trail from these stops makes transit a very accessible option for accessing the trail, especially for community members who do not live directly off the trail area.

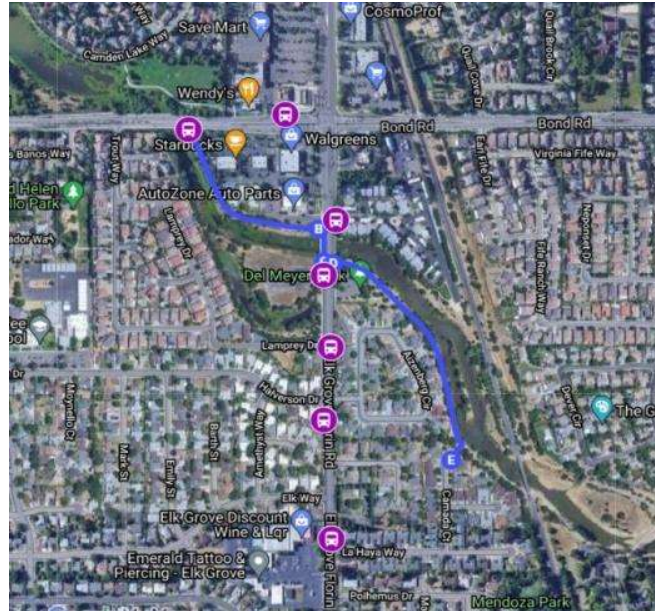


Figure 10. Bus stops near Elk Grove trail segment represented by purple dots. Google Maps 2021.

### *Active Transportation*

The two main roads that surround the trail are Bond Road and Elk Grove Florin Road, which will be the focus of assessing their accessibility and protections to pedestrians using any type of mobility devices and bicyclists.

Bond Road offers Class II Bicycle Lanes on a majority of its road nearest to the trail, with some bike lanes disappearing (heading west, parallel to the Save Mart plaza). Some bike lanes along this road include green markings promoting visibility for bicyclists and presence of an independent bike lane alongside vehicle traffic. The sidewalks along Bond Road measure roughly seven feet wide, allowing two people to comfortably use the sidewalk next to each other. At each crosswalk for a mile radius, there are wide curb cuts and curb ramps to allow accessibility for pedestrians using mobility devices. Hanging from the light next to the northeast trailhead off Bond Road, is a neon yellow “Ped Crossing” sign.

Elk Grove Florin Road offers narrower Class II Bicycle Lanes alongside high speed traffic, with no bike lanes with green markings, as seen on Bond Road. The sidewalks range from six to seven feet in width, allowing two people to comfortably use the sidewalk next to each other. At each crosswalk for a mile radius, there are wide curb cuts and curb ramps to allow accessibility for pedestrians using mobility devices. The connection between the two parts of the trail segment is on Elk Grove Florin road. This connection is established by a standard crosswalk protected by pedestrian countdown signals. Both signal countdowns have low volume which is hard to hear amongst the noise from the traffic, which can be dangerous for pedestrians who are hard of seeing and rely on audio to cross safely. The countdown signal east of the crosswalk has overgrown tree branches blocking the countdown signal which can be dangerous for pedestrians who are hard of hearing and rely on visuals to cross safely.



### *Private Vehicle*

At the northeast trailhead off Bond Road, people often park within the large parking lot of Creekside Plaza to access the trail. There is parking, although not entirely noticeable from the road, at Del Meyer Park near the southeast trailhead of the Elk Grove segment. There is a manmade desire path starting from the parking lot creating access to the trail.

## WALKING TOUR RESULTS

The goal of the LCIRT Walking Tour was to highlight community needs and priorities for those live or work by the trail, or use it for recreation. This walking tour revealed challenges and offered community-led recommendations that would make the trail more enjoyable, cleaner, and accessible for users – feedback that will help inform and guide future design features developed for the LCIRTMP. The recommendations within this report are predominantly informed by the discussions and observations made during the November 20<sup>th</sup> walking tour.

### SOUTH SACRAMENTO

In South Sacramento, walking tour participants included five community members, three CAG members, and four staff from the project team.

During the walk, participants noted a number of positives about the trail, which included:

- Good sharing of space between bicyclists and pedestrians
- Very clean
- Access to natural landscapes
- Paved portion of the trail was in good repair



Figure 11. Wayfinding sign.

The group also observed a number of shortcomings that make use of this trail segment less enjoyable and discussed ideas for potential improvements. The feedback can be categorized into several broad themes: maintenance; wayfinding/signage; amenities; connectivity, access, and accessibility, and safety.

### *Maintenance*

The South Sacramento trail segment had a number of signs that appeared to have once had educational content, but they were in poor repair and some were covered in graffiti. The condition of the signs contributed to an appearance of visual neglect.

A dog waste bag dispenser was located at the start of the trail, but was full of trash. There were no additional dispenser stations on this trail segment. Overall, the trail was fairly clean and did not have much litter on the ground.

Community residents noted there were dead trees along the trail that seemed to have been infested with some sort of insect that made holes in the bark. Dead branches were falling off, and the group had concerns about it being a spreading infection and posing a hazard to trail users.

### *Wayfinding/Signage*

No trail network map is included anywhere on this trail segment. The South Sacramento segment connects to a number of offshoots, but it was not clear to community members where the branching paths led or whether it was part of the same trail system. While there were several wayfinding signs on the main part of the trail, the group noted that the signs did not indicate distance to the locations listed; signs that explained where the offshoot trails went would be an incentive to explore those trails. One community member noted that she didn't explore the offshoot trails because it wasn't clear where she'd end up.

In addition, both entrances at Center Parkway and Francesca Street were poorly marked. Community residents noted that if they hadn't known where to meet for the walking tour or hadn't visited the trail before they might not have known it was there. At the east entrance (Center Parkway) the trail looks like a normal park pathway, and at the west entrance (Francesca Street) the trail looks like the entry to a service road.

### *Amenities*

The educational signage was in poor repair and no longer provided much value to trail users due to illegibility, though there is great potential to educate trail users about the natural landscape and the wildlife at Laguna Creek.

The restroom in the park is a significant distance from the trail and very difficult to see. There is no signage indicating where it is. Participants also expressed interest in water fountains, especially for summer excursions.

While there are trees alongside the trail, the shade rarely extends to the trail itself along this segment. Community members noted that the summer heat makes it an uncomfortable walk. There were a number of benches alongside the trail, but they are not made with coated metal and get very hot in the summer. In addition, they are placed within a foot of trash cans which can smell in the heat.



*Figure 12. Bench and trash cans are present along the trail.*



### *Connectivity, Access, and Accessibility*

Several participants mentioned that they hadn't known about the trail until the walking tour. Both entrances to this trail segment are unmarked; the group noted that on the west end, the entrance looked like a service road and it was not clear whether you could enter or not. On the east end, the trail was narrow and part of a wider park, so it was not clear that it was a long connecting trail rather than just a park sidewalk. There was also minimal lighting at the entrances.

Though the trail is directly adjacent to the surrounding neighborhoods in several places, there are very few accessibility points for wheelchair users or users with other wheeled devices. For example, where the trail abuts Jacinto Avenue there is a very steep ramp and no curb cut. Several participants noted they have to carry their children's bikes when moving from the street to the trail.



*Figure 13. Open utility gate at west trail entrance (Francesca Street).*

The crossing to the trail across Center Parkway was perceived as very dangerous. Though it is a crossing with a RRFB activated by a button, Center Parkway is a four-lane thoroughfare road and cars travel fast. There is a Class II Bicycle Lane on Center Parkway but it is poorly marked and fairly narrow given the speed at which cars travel. At the meeting place prior to beginning the walk, the cars were so loud that the group moved into the residential neighborhood to avoid the discomfort.

Several community residents noted that the decomposed granite portion of the trail makes it difficult for children riding bikes with training wheels, strollers, etc. One parent mentioned that when they take their children to the trail, they have to pick up the bikes and carry them past these unpaved portions. Wheelchair users would likely find it inaccessible as well. In some unpaved areas, there are spots with heavy erosion and ruts. Most of the paved areas are in good shape without many cracks.



*Figure 14. At Jacinto Avenue a sidewalk that connects to the trail is directly parallel to the residential neighborhood but accessibility is lacking with no curb cuts.*

## Safety

Several participants noted that they never did or would use the trail after dark due to a perceived sense of unsafety. There is not much lighting along the trail, and the lights that were present at the end of the trail were very tall and not at pedestrian scale (note that the trail is open dawn to dusk and the City does not encourage nighttime use). Some participants noted that they also feel unsafe during the daytime because the trail is a fair distance away from surrounding residential areas and feels very remote. The safety conversation was centered around a sense of safety, not personal experiences with crime or unpleasant interpersonal interactions on the trail. The group discussed that call boxes would be a nice addition to the trail amenities. Another safety concern was potential confrontation with wildlife inhabiting the area surrounding the creek.



Figure 15. Ruts due to erosion on unpaved portion of trail.

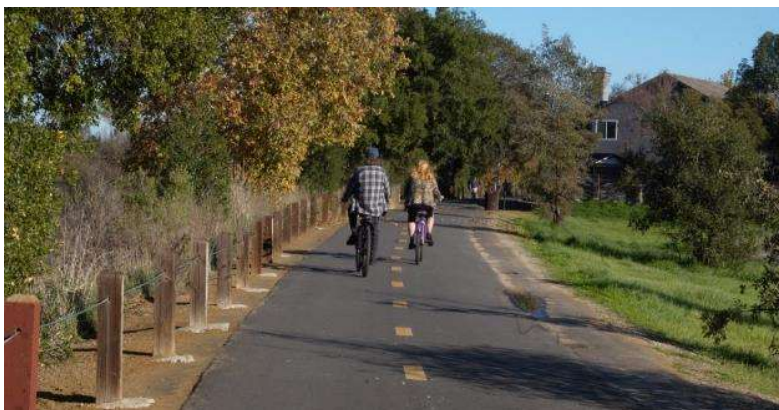


Figure 16. While there is a center line marking on the trail, there are no markings to suggest which side pedestrians should travel on depending on the direction they are going.

wildlife inhabiting the area surrounding the creek.

In addition, the group noted that though the trail is multi-use, there are no “etiquette markings” indicating which sides of the path bicyclists and pedestrians should use, and no signage or stencils indicating speed limits for non-pedestrian users. However, the group observed that in most cases, users shared the trail without these markings.

It should also be noted that connectivity, access, and accessibility issues, as described in the previous section, also affect the safety of the trail experience and vice versa. These two types of improvements are intricately connected and improving accessibility of pathways and connector points increases safety for all.



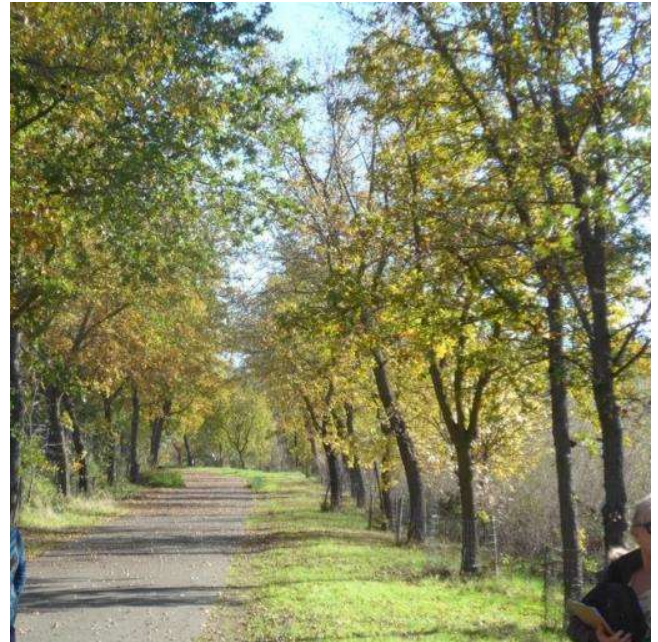
## ELK GROVE

In Elk Grove, walking tour participants included 13 community members, 3 CAG members, and 3 staff from the project team.

During the walk, participants noted a number of positives about the trail, which included:

- A nice escape from a boisterous urban setting, which can be reflected in the drowning of traffic noise when walking further down the trail.
- The natural growth and abundant wildlife
- The quality of the widely paved trail that offers multi-purpose use for various recreation
- Great shade from existing tree canopy
- Adequate number of park benches for seating opportunities

The group also reflected on their needs when using this trail and provided comments on challenges they identified that make the trail less enjoyable and accessible to everyone. Throughout the walking tour, community members discussed ideas for potential improvements which have been categorized into several broad themes: maintenance, wayfinding/signage, amenities, and connectivity, access and accessibility.



*Figure 17. Tree canopy that provides adequate shade for users of the Elk Grove segment.*

## *Maintenance*

The upkeep of the trail was the most frequently discussed topic through the duration of the walking tour as it pertained to trail users as well as unhoused community members who seek refuge along the trail. Community members who use the trail for recreation, as well as a Trails Committee member who participates in weekend trail clean ups, all shared how often the grounds are covered in both dog and human waste. The time of our walking tour followed a freshly conducted trail clean up, so the area was fairly clean. At the northeast trailhead, there was trash and debris left over from a fire from the night before around the covered seating area, which is a sign that the benches are used for shelter. This was a polarizing topic in the walking tour with some community members concerned about the cleanliness of the trail and usability of the benches. Although solutions to improve conditions for unhoused people are beyond the scope of this project, it is important to note these tensions while addressing maintenance needs with empathy and the acknowledgment that public open space exists to be accessible to all and support the diverse needs of the community.



*Figure 18. Example of overgrown tree branches covering pedestrian countdown signal. This is a screen capture taken from Google Maps dated from October 2020, however as of November 2021, the overgrowth identical and continues to present an issue.*

High volumes of trash were not seen until the walking tour reached the end of that part of the trail, where a drainage ditch is present. Large amounts of trash and plastic bags exit the drain and get stuck in the weeds, and require City of Elk Grove officials to maintain this hard to reach and hazardous area.

Overgrowth of foliage was another challenge, as it particularly affected areas such as ramps to the trail, and pedestrian countdown signals. These obstructions create the most barriers for those who use mobility devices and are hard of hearing or seeing, respectively, and reduce opportunities for access for all.

## *Wayfinding/Signage*

Some elements of maintenance and signage are interdependent of one another, as community members desired signage that informed them how to report maintenance requests. Only one sign was seen at the southeast trailhead off Elk Grove Florin Road, which outlined general guidelines of the trail, a maintenance number, and emergency line.

There are currently no markings on the road designating pedestrian, bicyclist, or equestrian use, and the paved area is free to travel on in any direction. There is a gravel shoulder along the segment, and walking tour participants were unclear if it is intended for use. Community members stated including signs to clarify would be helpful. It is important to note, community members agreed too many signs



would be counterproductive and these signs should be thoughtfully placed, with most of the information posted on one side at each entrance point.

The paved path is unlined, and there is currently no speed limit sign for bicyclists, nor wayfinding signs that show which road (Bond Road or Elk Grove Florin Road) is ahead in which direction. There is also no wayfinding sign that informs of the connection of the two parts of the trail.

### *Amenities*

Dog waste bag dispensers were rarely sighted during the tour. At least one was observed and noted, however there could be more along the segment that the group did not reach. It was often mentioned by community members during the walk that dog waste bag dispensers are located far from each other and since they are out of reach when needed, often times they see users of the trail leave their pet's waste on the ground. Trash cans were also few but sighted more times than dog waste bag dispensers. No drinking fountain or water stations were present at any part of the trail, nor at the parking lot at the southeast trailhead of the segment. There also was no emergency call box present, however an emergency number was listed on the sign at the southeast trailhead.

The amenities along the Elk Grove segment are minimal, but were reported to be enjoyed by the users of the trail. There are benches offered along the path near Bond Road which are covered, backed, and double sided. Above each seating area there are educational infographics about the local wildlife and nature. These seating options provide users of the trail an opportunity to rest and take a break, encouraging them to continue using the trail once recharge, and lengthening their experience. No benches were observed on the trail south of Elk Grove Florin Road.



*Figure 19. Trails Committee Member seen volunteering for trash clean up along the trail. It is reported that trash is frequently littered along the path due to lack of trash receptacles. Every Saturday, a group of community members meet to clean up the segment.*

### *Connectivity, Access, and Accessibility*

The connection between both parts of the segment could be improved. It is currently not clear that one is a continuation of the other. This can shorten a trail user's recreational experience if they are not aware that the trail extends, or is not familiar with the area to continue on.

As mentioned in Maintenance, overgrowth of foliage is covering the bottom of the ramp that connects the trail to Creekside Plaza, and overgrowth of tree branches are currently covering the east pedestrian countdown signal off Elk Grove Florin Road. Both pedestrian countdown signals have low audio making the numbers indiscernible and hard to hear over the loud noise coming from passing traffic.

In this same location, coming out of the caged sidewalk is a tight turn for bicyclists who need to wait at or continue onto the crosswalk. The tight turn can be hazardous for bicyclists who are not strong at turning as it requires breaking and a sharp left, exiting the caged area. Additionally, this narrow space may create crowding if many people are waiting for the pedestrian countdown signal, or are prevented to continue onto the sidewalk if there are people crowding the waiting area to cross. The height of the push-button may also pose a challenge to bicyclists or horseback riders who need to reach the button to activate the crossing signal.

At the end of our walking tour, participants reached the cul-de-sac of Camada Court where it was observed that the red paint used to deter cars from blocking the trail entrance was faded and not clear it was a no parking zone. Cars blocking the trail entrance can obstruct access to the trail and can cause challenges for users of the trail who are accessing with mobility devices. A metal bollard in the center of the trail is intended to discourage vehicles from entering the trail, but may also create challenges for bicyclists navigating around the bollard—especially those pulling trailers, riding cargo bikes, or other nonconventional types of bicycles. In addition, there is currently no curb cut or accessibility ramp for ease of access to the trail entrance off Camada Court.



# RECOMMENDATIONS

The following sections reflect community concerns and recommendations stemming from the discussion at the walking tours of the South Sacramento and Elk Grove LCIRT segments. While the concerns addressed are place-specific, they are illustrative of typical concerns that may be experienced along the entire LCIRT. For sections of the LCIRT that have yet to be constructed, the recommendations reflect a way to proactively plan for and address community priorities. For existing trail segments, the recommendations offer a toolkit of options that can be used to address these or similar concerns. Recommendations will be refined based on the trail segment, context, and community feedback and incorporated into a broader set of recommendations for the entire LCIRT at a future phase of this project.

## SOUTH SACRAMENTO

The following recommendations reflect the concerns, goals, and strategies identified by community members on the South Sacramento segment of the walking tour. The location-specific recommendations, while specific to the South Sacramento trail segment, should be taken as examples of key areas of focus for the trail as a whole. At the South Sacramento segment, improving trail amenities and increasing accessibility were key themes.

The table on the following pages lists specific issues at various locations along the trail. Community residents also identified general improvements that are applicable to the entire South Sacramento trail segment and the broader LCIRT, which are included in the table as well. A high-level summary of improvements includes:




- Rehabilitate blank and defaced signage
- Improve wayfinding and signage programming
- Provide more amenities along the trail such as benches, dog waste bag dispensers, trash cans, and drinking fountains
- Improve ADA accessibility at important access points and along the trail in unpaved areas

See Figure 20, South Sacramento Walking Tour Map, for visuals to accompany location-specific recommendations.



Figure 20. South Sacramento Walking Tour Map with location specific recommendations. If a PDF version of this map is needed, contact Pristina Zhang at pzhang@civictread.org.



ID	LOCATION	REPORTED OR OBSERVED CHALLENGES	RECOMMENDED IMPROVEMENTS
<b>Maintenance</b>			
<b>SS – M1</b>	Entire trail	<ul style="list-style-type: none"> <li>• Educational signage in poor repair with faded and scratched surfaces and graffiti</li> </ul>	<ul style="list-style-type: none"> <li>• Consider partnering with local neighborhood groups or Trails Committee to provide maintenance/cleaning of interactive programming elements</li> </ul>
<b>SS – M2</b>	Entire trail	<ul style="list-style-type: none"> <li>• Very few dog waste bag dispensers. Those that existed were full of trash.</li> </ul>	<ul style="list-style-type: none"> <li>• Install additional dog waste bag dispensers at regular intervals along trail</li> </ul>
<b>SS – M3</b>	Entire trail	<ul style="list-style-type: none"> <li>• Dead trees with falling branches potentially infected</li> </ul>	<ul style="list-style-type: none"> <li>• Assess tree health along creek and deploy any necessary interventions to avoid infection spread</li> </ul>
<b>Maintenance Visuals</b>			
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p data-bbox="197 1319 491 1406"><i>Figure 22. Close up of sign on gate at western entrance at Francesca Street.</i></p> </div> <div style="text-align: center;">  <p data-bbox="608 1328 818 1384"><i>Figure 21. Dead tree branches.</i></p> </div> <div style="text-align: center;">  <p data-bbox="1018 1301 1289 1335"><i>Figure 23. Defaced signage.</i></p> </div> </div>			
<b>Wayfinding/Signage</b>			
<b>SS – WI</b>	Entire trail	<ul style="list-style-type: none"> <li>• Wayfinding signs were present along the trail but lacked detail on distance to destinations</li> <li>• No trail network maps</li> <li>• Several unmarked offshoot trails</li> </ul>	<ul style="list-style-type: none"> <li>• Provide trail network maps at entry points to trail segment</li> <li>• Provide wayfinding signs at entrance to offshoot trails indicating where they go</li> <li>• Revise wayfinding signs with distances in miles or minutes it would take a pedestrian or bicyclist to arrive at destination</li> <li>• Wayfinding signs should reflect consistent themes and visual styling along the duration of the trail segment</li> </ul>

ID	LOCATION	REPORTED OR OBSERVED CHALLENGES	RECOMMENDED IMPROVEMENTS
<b>SS – W2</b>	Entire trail	<ul style="list-style-type: none"> <li>Informational and educational signage needs maintenance and updating due to out-of-date information and illegibility</li> </ul>	<ul style="list-style-type: none"> <li>Revitalize interactive programming along trail by reinstalling signs defaced or missing (also see SS – M1)</li> <li>Signs should be interactive and ADA friendly (height, contrast, accessible platform, etc.)</li> <li>Signs should reflect consistent themes and visual styling, as well as inclusionary language that reflects and welcomes the diverse community that uses the trail</li> <li>Signs should include contact information for reporting emergencies and maintenance issues</li> </ul>
<b>SS – W3</b>	East end of trail segment	<ul style="list-style-type: none"> <li>No signage indicating location of park restroom</li> </ul>	<ul style="list-style-type: none"> <li>Install wayfinding sign that points to restroom and other facilities such as water fountains</li> </ul>
<b>SS – W4</b>	West Entrance to Trail (Trail connection to Francesca Street)	<ul style="list-style-type: none"> <li>No marking at trail start</li> <li>Open gate and unpaved surface makes it look like a service road</li> <li>Faded signage</li> </ul>	<ul style="list-style-type: none"> <li>Short-term: Install an engaging entry sign and wayfinding signage at beginning of trail</li> <li>Long-term: Pave the west portion of the trail to improve appearance as a multi-use trail</li> </ul>
<b>SS – W5</b>	East Entrance to Trail (Center Parkway and Hollybrook Drive)	<ul style="list-style-type: none"> <li>No marking at trail start</li> <li>At east entrance trail is narrow and resembles a normal park pathway</li> </ul>	<ul style="list-style-type: none"> <li>Install an engaging entry sign and wayfinding signage at beginning of trail to improve appearance as a multi-use trail</li> </ul>

### Wayfinding/Signage Visuals



Figure 24. Sign that caused some confusion due to "no bicycles" language.



Figure 25. Group gathered around wayfinding signage.



Amenities			
<b>SS – A1</b>	Entire trail	<ul style="list-style-type: none"> <li>Few benches located along trail</li> <li>Existing benches covered in uncoated metal which could result in discomfort or burns in summer heat</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade metal benches with heat resistant coating</li> <li>Add additional benches in shady locations at regular intervals along trail, or add shade amenities to provide sun relief to users in the absence of a dense tree canopy</li> </ul>
<b>SS – A2</b>	East end of trail segment	<ul style="list-style-type: none"> <li>Only one restroom that is far away from trail</li> </ul>	<ul style="list-style-type: none"> <li>If feasible, consider adding additional restroom at west end of trail segment</li> </ul>
<b>SS – A3</b>	Entire trail	<ul style="list-style-type: none"> <li>No drinking fountains present along trail segment</li> </ul>	<ul style="list-style-type: none"> <li>If feasible with water source and utility locations, install drinking fountains at two to three points along trail segment</li> </ul>
<b>SS – A4</b>	Entire trail	<ul style="list-style-type: none"> <li>Very few dog waste bag dispensers</li> </ul>	<ul style="list-style-type: none"> <li>Install additional dog waste bag dispensers along trail (see recommendation SS – M2)</li> </ul>

### Amenities Visuals

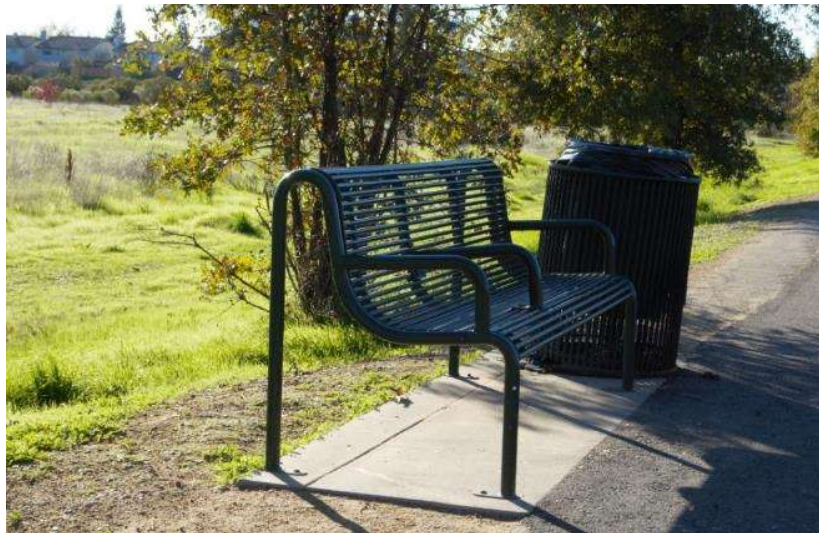


Figure 26. Bench covered in uncoated metal can get hot in summer. No shade is present at this location.

Connectivity, Access, and Accessibility			
<b>SS – CAA 1</b>	Where trail runs parallel to Jacinto Avenue	<ul style="list-style-type: none"> <li>Steep ramp from residential street to trail, noted by several community members to be too steep for accessibility</li> <li>No curb cuts</li> <li>No sidewalk along street</li> </ul>	<ul style="list-style-type: none"> <li>Short-term: Upgrade ramp with grading consistent with Americans with Disabilities Act standards</li> <li>Medium-term: Include curb cut(s) to residential street in multiple locations</li> <li>Long-term: Add sidewalks along south side of Jacinto Avenue</li> <li>Long-term: Add pathways that connect curb cuts to trail</li> </ul>
<b>SS – CAA 2</b>	East Entrance to Trail Center Parkway and Hollybrook Drive	<ul style="list-style-type: none"> <li>High traffic speeds</li> <li>Vehicles slow to yield to pedestrians at RRFB</li> <li>Long crossing distance</li> <li>Inadequate accommodation for people on bikes</li> </ul>	<ul style="list-style-type: none"> <li>Consider replacing RRFB with any combination of the following: (a) overhanging pedestrian light, (b) stop signs for traffic in both directions, (c) rumble strips in advance of crossing</li> <li>Consider a road diet on Center Parkway to reduce two travel lanes to one in each direction with center turn pockets. Reducing lane width would quiet traffic and allow for the current Class II Bicycle Lane to be upgraded to a Class IV Separated Bikeway that is buffered from the vehicle lane. If a road diet is infeasible given traffic volumes, consider narrowing the travel lanes in order to include a buffer to the bike lane.</li> </ul>
<b>SS – CAA 3</b>	Trail connection to Francesca Street	<ul style="list-style-type: none"> <li>Narrow curb cut on sidewalk that adjoins Francesca Street to the trail. Curb cut is off center with the trail and requires sharp turn to move onto sidewalk with any wheeled device (bicycle, wheelchair, skateboard)</li> <li>This portion of the trail is unpaved.</li> </ul>	<ul style="list-style-type: none"> <li>Medium-term: Widen or move curb cut on Francesca Street for greater ADA accessibility.</li> <li>Long-term: Pave the west portion of the trail.</li> </ul>
<b>SS – CAA 4</b>	Westernmost section of trail	<ul style="list-style-type: none"> <li>Unpaved decomposed granite on west portion of trail.</li> <li>Decomposed granite has eroded in places</li> </ul>	<ul style="list-style-type: none"> <li>Short-term: fill erosion holes with additional decomposed granite.</li> <li>Long-term: pave the remainder of the trail.</li> </ul>



## Connectivity, Access, and Accessibility Visuals



Figure 27. Google Maps 2021. Image of steep ramp connecting to Jacinto Avenue.

## Safety

<b>SS – S1</b>	Entire trail	<ul style="list-style-type: none"> <li>• Minimal lighting along trail</li> <li>• Large distance to surrounding homes in some areas, remote location</li> <li>• Participants noted felt sense of unsafety after dark</li> </ul>	<ul style="list-style-type: none"> <li>• Consider installing call boxes at consistent intervals along trail, particularly in more remote areas</li> <li>• Include emergency contact information on informational signage at frequent intervals along trail to allow users to report emergencies and maintenance issues</li> <li>• See Wayfinding recommendations above – more signage will help orient users to where they are and potentially reduce feelings of unsafety</li> </ul>
<b>SS – S2</b>	Entire trail	<ul style="list-style-type: none"> <li>• No markings indicating which side of the path bicyclists and pedestrians should use</li> <li>• No signals/stencils/signs indicating speed limits for non-pedestrian users</li> </ul>	<ul style="list-style-type: none"> <li>• Include stencils or signage indicating speed limits</li> <li>• Include “etiquette markings” that direct pedestrians and bicyclists on how to share the trail</li> </ul>

## Safety Visuals



*Figure 28. No speed stencils, signs, or other markings are present that might help pedestrians and bicyclists understand how best to share the trail.*

## ELK GROVE

The following recommendations reflect the concerns, goals, and strategies identified by community members on the Elk Grove LCIRT segment of the walking tour. Please note that while these recommendations were developed from the community feedback gathered during the walking tour in Elk Grove, they should be taken as examples of needs for the trail as a whole.

The table on the following pages lists specific issues and related recommendations. A high-level summary of improvements includes:

- Construct and improve wayfinding
- Enhance maintenance of the trail to improve usability
- Beautify the trail
- Improve ADA compliance
- Better direct bike and pedestrian traffic in order to guide safe active transportation behaviors

See Figure 29, Elk Grove Walking Tour Map, for visuals to accompany location-specific recommendations.



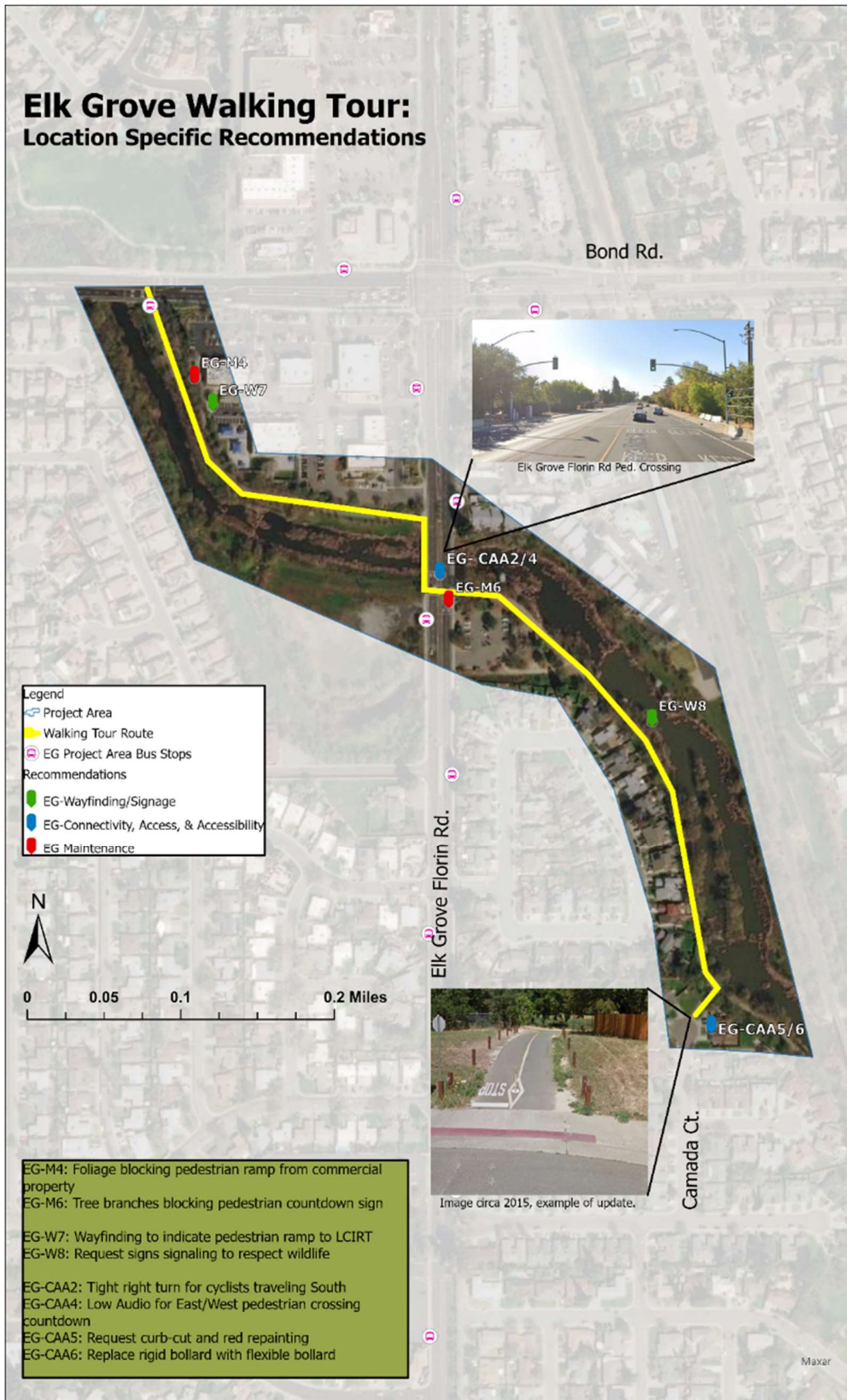


Figure 29. Elk Grove Walking tour map with location-specific recommendation. If a PDF version of this map is needed, contact Pristina Zhang at [pzhang@civictread.org](mailto:pzhang@civictread.org).

ID	LOCATION	REPORTED OR OBSERVED CHALLENGES	RECOMMENDED IMPROVEMENTS
<b>Maintenance</b>			
<b>EG - M1</b>	Entire Trail	<ul style="list-style-type: none"> <li>In the fall time- mounds of foliage is covering the decomposed granite along the paved path. Not clear if the decomposed granite is a path for use.</li> </ul>	<ul style="list-style-type: none"> <li>Please see “EG – W1” regarding promotion of maintenance contact information. Community members showed great interest for sharing ownership of the trail by reporting items to keep it clean and usable.</li> <li>Also see “EG – W3” for signage to help clarify if there is a usable path located on the shoulder of the trail. This would work interdependently with the contact number for trail maintenance. Signage would help users of the trail know that a path exists, and if it is unusable, they will have the maintenance number as a resource to call.</li> </ul>
<b>EG - M2</b>	Entire Trail	<ul style="list-style-type: none"> <li>Very few dog waste bag dispensers sighted. Community members reported typical presence of dog waste, which a few community members help to clean up on Saturdays.</li> </ul>	<ul style="list-style-type: none"> <li>Add multiple dog waste bag dispensers along the trail segment, to help owners pick up after their pets and reduce dog waste on the path.</li> </ul>
<b>EG - M3</b>	Entire Trail	<ul style="list-style-type: none"> <li>Very few trash cans, but more present than dog waste bag dispensers.</li> </ul>	<ul style="list-style-type: none"> <li>Add additional trash cans along the trail segment to reduce trash and litter on the ground.</li> </ul>
<b>EG - M4</b>	Near trailhead off Bond Road.	<ul style="list-style-type: none"> <li>Overgrown foliage covering the ramp, which was identified as a hazard for users of wheeled devices.</li> </ul>	<ul style="list-style-type: none"> <li>Please see recommendations in EG – W1 for signs with maintenance contact information.</li> <li>Switch out landscaping around accessibility points for plants that either do not grow as quickly, or are not expected to get long and intrusive to their surrounding area.</li> </ul>
<b>EG- M5</b>	From trailhead off Bond Road, to end of first segment off Elk Grove Florin Road.	<ul style="list-style-type: none"> <li>Community members reported trash, active fires, and debris from fires around existing bench areas. Concerns of keeping areas clean so seating is usable.</li> </ul>	<ul style="list-style-type: none"> <li>Please see recommendations in EG – W1 for signs with maintenance contact information.</li> <li>Increase frequency of maintenance around amenities.</li> <li>Implement a transparent reporting system, where community members are aware of not only who to call, but the process of their request. This recommendation may be fulfilled with the new City of Elk Grove app.</li> </ul>
<b>EG- M6</b>	Elk Grove Florin Road (between the two parts of the segment)	<ul style="list-style-type: none"> <li>Tree branches are overgrown, covering the east pedestrian countdown signal at the crosswalk and inhibiting the view of much time has lapsed.</li> </ul>	<ul style="list-style-type: none"> <li>Same recommendations from EG-M5 apply.</li> </ul>

<b>EG – M7</b>	Elk Grove Florin Road (between the two parts of the segment)	<ul style="list-style-type: none"> <li>• Trash and plastic bags accumulated outside the drainage ditch (near the caged sidewalk). Community members stated this was unsightly, and harmful to the environment and natural wildlife in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Same recommendations from EG-M5 apply.</li> </ul>
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### Maintenance Visuals



Figure 30. Overgrown foliage obstructing ramp access by northeast trailhead off Bond.



Figure 31. Examples of park benches with educational infographics and covered seating

### Wayfinding / Signage

<b>EG – WI</b>	Entire Trail	<ul style="list-style-type: none"> <li>• Only one sign near the trailhead off Elk Grove Florin Road with emergency and maintenance number, along with rules for the trail. There is no sign near the trailhead off Bond Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Post one large sign at the start of each entrance point of the trail segment away from potential overgrown foliage. Continue to include general guidelines, maintenance and emergency numbers, as well as future app information directing community members to get in touch with departments such as Operations and Maintenance (O&amp;M).</li> <li>• Participants of the walking tour were in a consensus that too many signs would be counterproductive and would be more likely to be ignored. They stated one sign at each entrance point would be sufficient as these are areas a trail user would likely look for a sign.</li> </ul>
<b>EG – W2</b>	Entire Trail	<ul style="list-style-type: none"> <li>• No markings on paved trail designating space for pedestrians, bicyclists, and equestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Apply pavement stencils and signage on the path that suggest user placement by mode to facilitate safer/more comfortable shared use by bicyclists and pedestrians (for instance, to direct pedestrians to use the left side of the path against the direction of bicycle traffic). The community member who developed this recommendation pulled inspiration from the pathway markings on the American River Bike Trail. Other suggestions can be found in EG – W4.</li> </ul>



<b>EG – W3</b>	Entire Trail	<ul style="list-style-type: none"> <li>No marking clarifying use of gravel road</li> </ul>	<ul style="list-style-type: none"> <li>On the other side of the trail entrance, or on same recommended sign to be added to the entrance- include information clarifying gravel road use</li> </ul>
<b>EG – W4</b>	Entire Trail	<ul style="list-style-type: none"> <li>No line down the middle of paths can cause a hazard in people going different directions</li> </ul>	<ul style="list-style-type: none"> <li>In continuation of recommendation EG-W2, options include painting a solid white line down the middle. Line can determine pedestrian or bicyclist use or can determine directional use.</li> </ul>
<b>EG – W5</b>	Entire Trail	<ul style="list-style-type: none"> <li>No wayfinding signs connecting to the next segment</li> </ul>	<ul style="list-style-type: none"> <li>Include signs at the entrances of both parts of the trail showing the direction of the continuation of the segment.</li> </ul>
<b>EG – W6</b>	Entire Trail	<ul style="list-style-type: none"> <li>No speed limit signs for bicyclists. During walking tour, observed bicyclists going fast close to pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>Provide speed limit signs for bicyclists or include as a guideline in the entrance sign.</li> </ul>
<b>EG – W7</b>	Near trailhead off Bond Road.	<ul style="list-style-type: none"> <li>Sign would be helpful to notify where the ramp to the trail is coming from the plaza. Currently, if this shortcut ramp is unknown- one has to walk through the parking lot, to the sidewalk, then can access the trailhead off Bond Road.</li> </ul>	<ul style="list-style-type: none"> <li>Add sign at both the top and bottom of the ramp signifying wheelchair accessibility, doubling as a wayfinding sign of where the ramp leads to.</li> </ul>
<b>EG – W8</b>	From trailhead off Elk Grove Florin Road to Camada Court	<ul style="list-style-type: none"> <li>No signage to warn trail users about the wildlife. During walking tour, a few birds started to make their way towards the group.</li> </ul>	<ul style="list-style-type: none"> <li>General signs near the natural preserve areas regarding respecting, not feeding, and keeping distance from the wildlife.</li> </ul>

## Wayfinding/Signage Visuals



Figure 33. Example of unmarked routes on segment.



Figure 32. Only sign found during duration of walking tour. Located on southeast trailhead off Elk Grove Florin Road.

## Amenities

<b>EG – A1</b>	Entire Trail	<ul style="list-style-type: none"> <li>No restroom for extent of both parts of the trail segment. Community members who participate in weekend trash clean ups report frequent sightings of human waste.</li> </ul>	<ul style="list-style-type: none"> <li>Short term: Provide portable restroom stalls that are regularly maintained, and accessible for all.</li> <li>Long term: Provide a public use restroom at least one on each part of the segment, that is regularly maintained with a maintenance number promoted on a sign. Restroom should be accessible for all.</li> </ul>
<b>EG – A2</b>	Entire Trail	<ul style="list-style-type: none"> <li>Very few dog waste bag dispensers</li> </ul>	<ul style="list-style-type: none"> <li>Please see recommendation made in EG – M2.</li> </ul>
<b>EG – A3</b>	Entire Trail	<ul style="list-style-type: none"> <li>No drinking fountains / water stations along the trail segment</li> </ul>	<ul style="list-style-type: none"> <li>In addition to recommendation EG -A1, the long term restroom facilities can offer drinking fountains for both adult and child height.</li> </ul>
<b>EG – A4</b>	Entire Trail	<ul style="list-style-type: none"> <li>No emergency call box was sighted along the trail segment; however, an emergency line was posted on the sign near the Elk Grove Florin trailhead.</li> </ul>	<ul style="list-style-type: none"> <li>Short term: include emergency numbers along the path of the trail, on recommended signs to be installed by the entrance.</li> <li>Long term: Install one to two (1-2) emergency call boxes along the path of the trail in the event someone does not have a phone or has no phone service.</li> </ul>

## Amenities Visuals



Figure 34. The only dog waste bag dispenser seen during the 0.54 mile walking tour, pointed out by a Trails Committee Member.

## Connectivity, Access, and Accessibility

<p><b>EG – CAA1</b></p>	<p>Near trailhead off Bond Road.</p>	<ul style="list-style-type: none"> <li>Ramps leading to main trail can be more ADA compliant, such as maintaining overgrow foliage. Access could improve to the plaza</li> </ul>	<ul style="list-style-type: none"> <li>Please see recommendation made in EG – W1. This includes promotion of the City of Elk Grove app to place a direct inquiry for maintenance request.</li> <li>Long term: More scheduled visits to maintain the entrance points, or switching out landscaping for plants that are less likely to have overgrowth and be intrusive to the surrounding area.</li> </ul>
<p><b>EG – CAA2</b></p>	<p>Off Elk Grove Florin Road, coming out of caged sidewalk</p>	<ul style="list-style-type: none"> <li>Tight turn for bicyclists when coming out of caged sidewalk to get to crosswalk towards Elk Grove Florin trailhead.</li> </ul>	<ul style="list-style-type: none"> <li>Long term: Widen sidewalk in that crosswalk waiting area that does not obstruct southbound lanes of Elk Grove Florin Road.</li> </ul>
<p><b>EG – CAA3</b></p>	<p>Elk Grove Florin Road (between the two parts of the segment)</p>	<ul style="list-style-type: none"> <li>Segment could be better connected, because there are no current wayfinding signs or information that the trail continues if you cross Elk Grove Florin Road.</li> </ul>	<ul style="list-style-type: none"> <li>Please see recommendation made in EG -W5.</li> </ul>
<p><b>EG – CAA4</b></p>	<p>Elk Grove Florin Road (between the two parts of the segment)</p>	<ul style="list-style-type: none"> <li>The west and east side of the crosswalk have pedestrian countdown signals with low audio that cannot be heard over the traffic noise. For those who rely on audio to get around,</li> </ul>	<ul style="list-style-type: none"> <li>Increase volume of audio to be heard over the sounds of traffic, but not too loud to be disturbing or alarming to those who rely on hearing to navigate.</li> </ul>



		this can be limiting and hazardous.	
<b>EG – CAA5</b>	Cul-de-sac of Camada Court	<ul style="list-style-type: none"> <li>Currently, the curb entrance to the trail is not easily accessible and does not have any signage not to park in front of the entrance.</li> </ul>	<ul style="list-style-type: none"> <li>A curb cut would help improve accessibility, and refreshing the faded red paint on the curb would help prevent any cars from blocking the entrance.</li> </ul>
<b>EG – CAA6</b>	Cul-de-sac of Camada Court	<ul style="list-style-type: none"> <li>Concerns about the effectiveness of the current metal bollard were discussed.</li> </ul>	<ul style="list-style-type: none"> <li>Replacing the metal bollard for a flexible bollard would be more cost effective for city maintenance and would additionally reduce personal harm and damage if the bollard was hit by a bicyclist or vehicle.</li> </ul>

**Connectivity, Access, and Accessibility Visuals**



Figure 35. A photo taken from Google Maps Street View from 2015 that shows the original color of the paint. Currently this paint is faded and is not clear if it is a no parking zone.



Figure 36. A photo taken from Google Maps Street View from 2020 showing the narrow space just outside of the caged sidewalk forcing bicyclists to make a sharp left turn to cross or wait for the pedestrian signal.

# CONCLUSION

While there were many similarities between the South Sacramento and Elk Grove trail segments of the LCIRT, the two parts clearly have their own identity, feel, positive elements, and areas of improvement. Notable differences included the amenities on the trail: those on the Elk Grove segment were in better repair than the South Sacramento segment, where signage was scratched up or blank, indicating a lack of maintenance and attention paid to interactive elements. In Elk Grove the signage was well-maintained and informative. Participants in the Elk Grove walking tour expressed more knowledge about and use of the trail, and felt a greater sense of ownership over it as an important asset in their community. The South Sacramento tour, by contrast, had only a few participants that regularly used the trail, and several people had never been on it before or had not heard of it before the tour. This difference was reflected in how participants arrived at the walking tour, with most of the Elk Grove participants walking to the site and continuing to use the trail even after the walking tour ended, while most South Sacramento participants arrived by car and left right after. The South Sacramento trail was relatively clean in comparison to the Elk Grove trail, which had more trash and debris, likely from greater use. Residents from both South Sacramento and Elk Grove expressed that they were glad the trail was present in their communities and offered an important opportunity to recreate and experience a more natural landscape.

The objective of the walking tour was to identify community concerns and needs for these trail segments, with the ultimate goal to inform broader recommendations for the LCIRT as a whole in the LCIRTMP. If implemented in the future, the community feedback and recommendations reflected in the LCIRTMP will help to cement the LCIRT as an important asset in the communities that surround it. The LCIRTMP has great potential to connect neighborhoods, encourage active transportation, and enhance outdoor recreation opportunities that contribute to the overall health and well-being of the public. It is of critical importance to center community voices in this planning process.

# Design Concepts and Alternatives Workshop Summary

## Laguna Creek Inter-Regional Trail Master Plan

Thursday, May 20, 2022

Elk Grove District 56, 8230 Civic Center Dr Ste 100, Elk Grove, CA 95757

5:00 to 7:00 PM

### Attendees

#### ***Project Team Staff***

- Carrie Whitlock, City of Elk Grove
- Kendra Ramsey, GHD
- Rosanna Southern, GHD
- Pristina Zhang, Civic Thread
- Kathryn Canepa, Civic Thread
- Jordan Grimaldi, Civic Thread
- Marina Martin, Spanish Interpreter

#### ***Number of community attendees: 15***

The sign-in sheet is available at the end of this document. Not all attendees chose to sign in.

### Workshop Summary

The Draft Design Concepts and Alternatives workshop (*publicized as the Design Concepts Workshop*) was held on Thursday May 12th between 5:00-7:00pm for the Laguna Creek Inter-Regional Trail Master Plan. The goal of the workshops was to share the draft infrastructure concepts that were developed by GHD and the City of Elk Grove, following community feedback from prior events including a Walking Tour, an interactive Trail Design Features virtual workshop (website with map survey and budgeting feedback tools), and comment gathering through Pop-Ups at North Laguna Creek Park. These efforts gathered feedback on what types of infrastructure recommendations participants liked, did not like, and opportunities for improvement. The workshop was held at District 56 at a food truck event, with six design concepts printed on large boards and displayed on easels for community members to read at their own pace, discuss with project team staff, and provide comments through sticky notes directly on the posters. A coloring table was offered for participants' children and individually wrapped snacks were available throughout the event. All attendees who signed in were entered into a random selection for ten \$40 gift card incentives as appreciation for their time and participation in the workshop. While promotional materials were offered in Spanish, there were no participants in attendance who required Spanish interpretation.



## Community Feedback

The following sections provide the written comments provided on each “focus segment,” each of which were displayed on a separate board. Photos of boards with comments are included following this summary of feedback.

### ***Focus Segment 1: Cosumnes River Boulevard and Franklin Boulevard***

- At high visibility crosswalks, would like flashing lights and a push button
- Would like a separate trail. Lots of traffic on Franklin. More enjoyable and safe
- *Question: What is this, is the buffer not placed here? (Franklin Blvd, eastbound)*
- Likes proposed concrete barriers to separate pedestrians and cars
- Likes curb cuts proposed on Franklin Boulevard to allow left turns
- More watch for bikes at Idaho and Earhardt and wherever bike lanes break

### ***Focus Segment 2: Center Parkway***

- Would like to see a distinction on the trail for peds/bicyclist space
- Signage and lining[?] would be helpful for kids
- This segment gets hot, needs trees and shade, trashcans. Unsure if bathrooms are nearby.
- Franklin/Cooper Street by Franklin Elementary: bike lane should be more visible. RRFB doesn't work during rush hour. Different age groups travel at different speeds. Driver culture is to not look for pedestrians.
- Should have bigger signs for more visibility at student crossing.
- Bike lane with visibility helps direct people where to go.
- RRFBs are good for residential areas not high traffic. On main roads with rush hour traffic, drivers may not care.
- Consider signal if there is noncompliance [with RRFB] and if there's a lot of traffic.
- The road is rough [near Center Pkwy and Hollybrook Dr] so having a new bike path is great.

### ***Focus Segment 3: Lewis Stein Road to SR 99***

- BGR running group early morning or after work. Lighting would be helpful (safety). McDonald's Whitelock trailhead.
- Need interpretive signs here.
- Likes that it's away from cars completely. Likes overcrossing. Needs shade & trash cans.
- Excited for pedestrian overpass at 99.
- Elk Grove to Sheldon Road off Bruceville – no sidewalks. No connectivity to trails or parks (skate parks).
- Whitelock trail – dangerous for kids going to school. Speed limit too high. Counters the RRFB. Two collisions of youth.

### ***Focus Segment 4: Waterman Road to Sierra River Drive***

- Protect signs from graffiti. Involve the Art Commission and the Youth Commission.
- Make sure the underpass doesn't allow camping.

- Present trail design to Youth Commission.
- Add high visibility crossing [where trail crosses Waterman Rd) to connect directly.
- Does City have easement for this section?

#### ***Focus Segment 5: Bond Road West***

- Regarding the trail and bicycle path, likes being off road as it's more comfortable
- Looks good! Approve separated trail
- Likes green conflict marking to illuminate bicyclists

#### ***Focus Segment 6: Bond Road East***

- No comments made for this segment, as participants mentioned this area is too far east from where they travel.

### **Feedback Summary**

Community members were mostly pleased with proposed infrastructure improvements that supported bicyclist protections and continued connectivity between trails and streets. Concerns were made regarding high speeds and driver culture that would counteract the presence of RRFBs.

Conversations centered around the safety of youth walking and biking to school. One community member shared a recent traffic collision incident at an Elk Grove school that resulted in a student fatality and urged the importance of protected bike lanes, and when possible, a separated trail for younger users.

Other common themes heard in the workshop include the need for more shade along the trail, more amenities like trash cans, and concerns about the maintenance and provision of interpretive and directional signage.

Event Photos













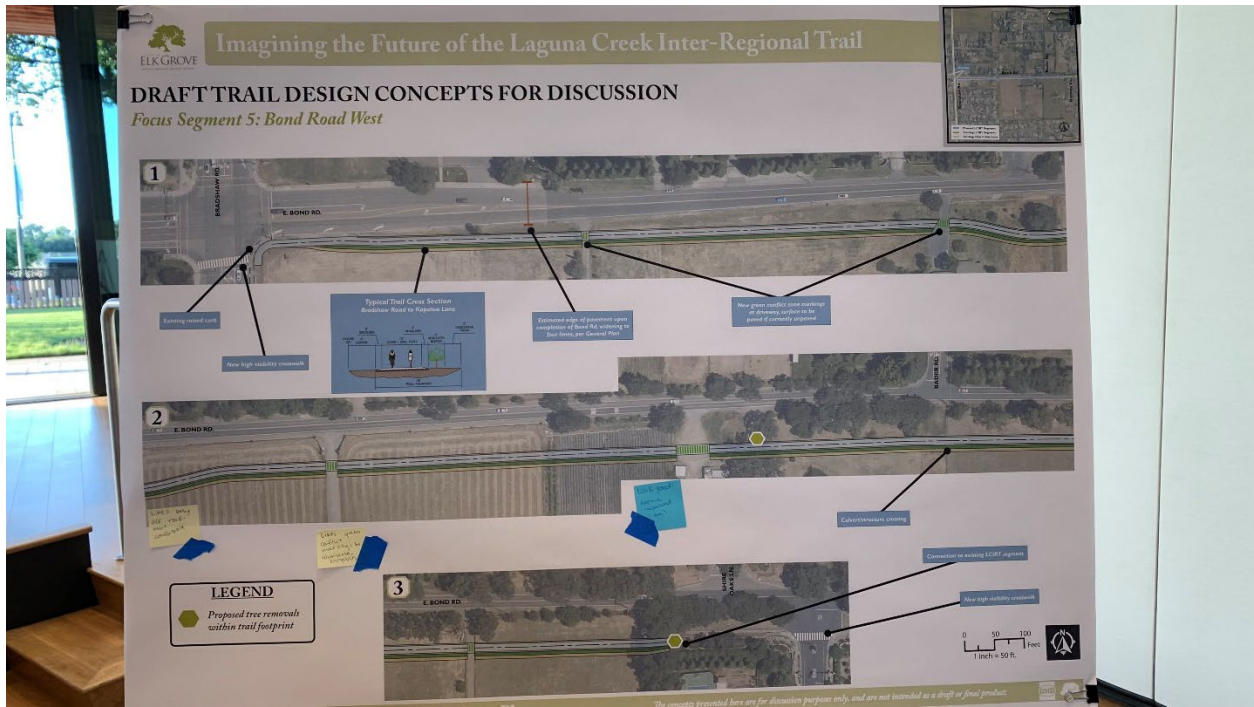


















# Design Concepts 2.0 Workshop Summary

## Laguna Creek Inter-Regional Trail Master Plan

August 2022

*Prepared by Civic Thread (formerly WALKSacramento) for GHD and the City of Elk Grove*





## Event Details

Thursday, August 4, 2022

5:00 - 9:00 PM

Elk Grove District 56- 8230 Civic Center Dr Ste 100, Elk Grove, CA 95757

## Attendees

### ***Project Team Staff***

- Kaley Lyons, City of Elk Grove
- Samuel Grimm, City of Elk Grove
- Kendra Ramsey, GHD
- Daniel Kehrer, GHD
- Makinzie Clark, GHD
- Pristina Zhang, Civic Thread
- Kiara Reed, Civic Thread
- Kathryn Canepa, Civic Thread
- David Moore, Civic Thread
- Sarah Her, Community Advisory Group
- Ann Hennessey, Community Advisory Group
- Maria Martin, Spanish Interpreter
  
- ***Number of community attendees (indoor workshop) = 16***
- ***Number of community attendees (outdoor participant estimate) = 65***

## Workshop Summary

The Draft Design Concepts and Alternatives workshop for the Laguna Creek Inter-Regional Trail Master Plan (*publicized as the Design Concepts 2.0 Workshop*) was held on Thursday, August 4<sup>th</sup>, indoors between 6:00-8:00 pm, and concurrently outdoors between 5:00-9:00pm. This was the second workshop designed to share information and gather feedback on the draft infrastructure concepts developed as part of the plan. The draft concepts were informed by robust community engagement through several opportunities which gathered feedback since the fall of 2021. These events included a Walking Tour; a virtual and interactive Trail Design Features Workshop focused on surveys, comments, and participatory budgeting; conversations on the trail through Pop-Ups at North Laguna Creek Park; and an earlier Design Concepts Workshop that was held on May 20, 2022.

*The Design Concepts 2.0 Workshop* was hosted at District 56 during a farmers market and food truck event, and youth swim meet. To maximize reach, the workshop included an outdoor “pop-up” style booth from 5:00-9:00pm that featured draft design concepts for two of six trail segments (due to available space), with sticky notes to record participant comments, and a spinning wheel with incentives for individuals that shared feedback. Incentives included insulated water bottles, portable fans, head lamps, bike lights, and t-shirts. In addition to meeting residents where they were already congregating, the outdoor “pop-up” style table also provided an opportunity to gather additional comments and direct participants to the main workshop inside. Comments received at the outdoor booth were largely general suggestions or considerations for the trail system rather than specific suggestions for the single design concept presented. Two members of the Community Advisory Group supported the outdoor booth and led conversations about the trail and coordinated the incentive giveaway.

The indoor workshop featured design concepts for six trail focus segments as well as an overview of the trail posted on easels for community members to read at their own pace, discuss with project team staff, and provide comments through sticky notes directly on the posters. A coloring table was offered for children and individually wrapped snacks were available throughout the event. All attendees who signed in were entered into a random selection for ten \$40 gift card incentives as appreciation for their time and participation in the workshop. While promotional materials were offered in Spanish and a Spanish-speaking interpreter was present, there were no participants in attendance who required Spanish interpretation.

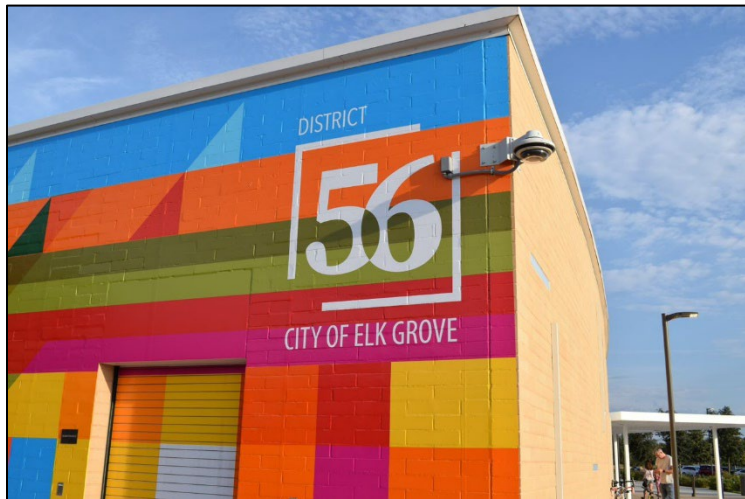


## Feedback Summary

The majority of the feedback was provided as general improvements to the existing trail network rather than addressing specific features presented in the design concepts. An abundance of requests addressed trail users' desire for more amenities such as bathrooms, drinking fountains, trash receptacles, dog waste bag stations, and benches. Lighting along the trail was also frequently cited as desired to improve the perceptions of safety during the evenings. Participants conveyed a strong sense of wanting greater interaction with nature from bird and animal watching to plant and tree identification tags and the presence of more flowers, bushes, and greenery. The final key theme was a desire to see more child-friendly features and opportunities for interaction. These included parks, both traditional and pocket, youth-focused activities and programming such as geotagging, unspecified "activities," and splash areas.

There was a contrast in the feedback provided on the segments available indoors in the workshop, and outdoors at the booth. Indoors offered the trail overview, and all focus segments. Most conversations occurred by the map showing an overview of the trail segments, as it allowed for participants to see the trail holistically and pinpoint which segments they frequent in relation to where they live or work. This prompted many discussions rooted in how users use the trail and how it is influenced by their daily routine. One participant shared niche information regarding trail development with a focus on impact to wildlife, which is the first comment of its kind received throughout the feedback period.

Outdoors offered Segments 2 and 4, and when comparing the comments received to those indoors, there is a contrast in quantity, length of comments, and topic focus. The availability of physical giveaways drew in a large crowd of visitors with a few making their way indoors to participate in the larger workshop. Some attendees were drawn in by their familiarity with a Community Advisory Group member. While the comments received outdoors were significantly more numerous than those collected indoors, the conversations and comments left were briefer. The outdoor set up was beneficial to youth as they were able to view the segment maps on the table at their height, and had the opportunity to dream big with their submissions and provide insight of what could make the trail more exciting and interactive for our youth community members.





## Detailed Community Feedback

All comments were recorded by sticky note and synthesized into the summary on the following pages. Duplicate comments on the same segment were synthesized into one bullet point and use parentheses “(x)” to denote the amount of times the comment was made on that particular segment.

### Overview of the Laguna Creek Inter-Regional Trail

- *Lighting in the riparian areas should be mindful of the cutoff technology [Dark Skies](#) as to not interrupt riparian species. Use of native plants/trees in sensitive areas. (bollard lighting, human scale lighting, reduce light pollution)*
- *Outreach to businesses for bike parking*
- *Shade trees cover in areas without cover, native trees*
- *Connection between home and gym is important – currently have to take city streets and gravel road*
- *This proposed segment seems unnecessary – calm neighborhood streets (near Waterman Road and Laguna Boulevard)*
  - *Check data BPTMP shows as Class III, map should be updated*
- *Please complete this!! (segment just above Laguna Boulevard near Franklin Boulevard)*
- *Tree planting, open space (segment between Elk Springs Way and Big Horn Boulevard)*
- *Dead end of trail needs wayfinding to closest trail (near West Camden Drive and Springhurst Drive)*
- *Consider overpass pedestrian bridge (along existing class 1 trail between Bond Road and Elk Grove Florin Road)*
- *Better lights and signage as drivers sometimes ignore stop light (near existing class 1 trail where it crosses Elk Grove Florin Road)*
- *This is built (Laguna Creek Trail, in progress class 1 path between segments #2 and #3) (segment recently completed)*

### Focus Segment 1: Cosumnes River Boulevard and Franklin Boulevard

- *Infrastructure/Amenities*
  - *Widen trail and add more bike path due to congestion concerns*
  - *Flood control barrier wall*
- *Safety*
  - *Concerns over speeding drivers*
  - *Need cutoff lighting types*

### **Focus Segment 2: Center Parkway**

- *Infrastructure/Amenities*
  - *More restrooms (2)*
  - *Provide drinking fountains (2)*
  - *Gravel on the side if the path is paved*
  - *Extra benches*
- *Play/Art/Creativity*
  - *Interactive play structures (i.e. xylophone music maker)*
  - *Nature focused scavenger hunt (programming or signage)*
  - *Incorporating kid's art*
  - *Phosphorescent rocks to glow at night*
  - *Designated places to look at animals*
  - *Rainbows (youth community input)*
- *Safety*
  - *Blue emergency call boxes and possibly trail cameras (2)*
  - *Lots of lighting at night (3)*
  - *Reflectors*
- *Wayfinding*
  - *Lots of signs (2)*

### **Focus Segment 3: Lewis Stein Road to SR 99**

- *Infrastructure/Amenities*
  - *Planting for water filtration*
  - *More trees*
- *Programming*
  - *Geotagging activities*
  - *Kid friendly benches and activities*

**“Lighting in the riparian areas should be mindful of the cutoff technology Dark Skies as to not interrupt riparian species.”**

**-Community feedback on Overview Trail Map**

#### **Focus Segment 4: Waterman Road to Sierra River Drive**

- *Flora and Fauna*
  - *Make it beautiful, I want to see some flowers (3)*
  - *Native plants + ID tags*
  - *A pond*
  - *Would like to see animals*
- *Infrastructure/Amenities*
  - *Water fountains with water bottle filter (3)*
  - *Parks (3)*
  - *Lots of trash or recycle areas along the trail (2)*
  - *Wider trails (2)*
  - *Benches (2)*
  - *Bike repair station (2)*
  - *More trees and shade (2)*
  - *Dog park*
  - *Dog waste bin station*
  - *Less gravel*
  - *Striping for bike*
  - *Connect bike trail to Southside Creek where possible*
  - *Parking area*
  - *More picnic tables*
  - *Cell phone service available + call centers*
  - *Different routes for walking and bicycling*
  - *More bathrooms*
  - *Water fountain display*
  - *Water fountain with dog bowls*
  - *More trails*
- *Play/Art/Creativity*
  - *Workout stations along the trail (2)*
  - *Playground for kids*
  - *Bird watching area*





- *More pavement for roller skating*
- *Disneyland experience on the trail, with Elsa. (youth community input)*
- *Splash area*
- *Bike hills (ramps)*
- *Smoother paths for longboarding*
- *Rock exchange (pick-up and drop rocks)*
- *Programming*
  - *Activities*
  - *Geotagging*
  - *Senior and family event*
- *Safety*
  - *Park rangers (2)*
  - *High visibility crosswalks with flashing lights and RRFBs*
  - *Solar flashing LED signage*
  - *Blue emergency call boxes*
  - *Lights for the underpass*
  - *More sidelights*
  - *No motorcycles on the trail*
  - *No scary dogs on the trail or in neighbors' yards*
- *Wayfinding*
  - *Improve/repair damaged signs*
  - *Better signage*

**“Waterman crossing  
will make the trail  
more useful”**

**-Community feedback on Focus Segment 4**

**Focus Segment 5: Bond Road West**

- *No comments received*

**Focus Segment 6: Bond Road East**

- *Infrastructure/Amenities*
  - *Support for mini place/pocket park*
  - *Support for class I trail along Grant Line*



**“Like Grant Line with Class I trail, adds good distance for riding”**

**-Community feedback on Focus Segment 6**

## Outreach Materials

A promotional leaflet and social media graphic in both English and Spanish were made to distribute for outreach efforts. The leaflet was distributed around the event to encourage community members to visit the indoor workshop, and was available at the booth. The leaflet graphics were also split into single flyers to share with our Community Advisory Group for dissemination, for the City of Elk Grove’s email newsletter to partners and community members signed up for project notifications. The social media graphic was utilized on Civic Thread and the City of Elk Grove social media channels (Facebook, Instagram, and Twitter).

**¿Cómo participar con sus comentarios?**

Únase a nosotros  
EN RUTA INTERREGIONAL DE  
LAGUNA CREEK  
**TALLER DE CONCEPTOS  
DE DISEÑO 2.0**

¡Venga a ver la **segunda ronda** los proyectos de diseño que se desarrollaron junto CON los miembros de la comunidad, y participe con sus comentarios! Ayude a que el Ruta interregional de Laguna Creek sea más accesible y agradable para todos a medida que se completa el sistema de senderos desde el Sur de Sacramento hasta Elk Grove.

FECHA Y HORA	LUGAR
<p><b>4 de agosto</b> 6:00-8:00pm</p>	<p><b>District 56</b> 8230 Civic Center Drive, Elk Grove, CA 95757</p>

¡Los asistentes participarán en un sorteo para ganar una de las diez tarjetas de regalo de \$40!

**LAGUNA CREEK INTER-REGIONAL TRAIL (LCIRT) MASTER PLAN**

**What is this?** ?

- The **LCIRT Master Plan** will serve as the planning foundation to support completion of the trail system to improve use for those walking, bicycling, and rolling. The Plan aims to better connect the City of Elk Grove, South Sacramento, existing trails, and nearby communities, as well as increase access to important destinations like schools, public transit, retail, work, health care, and recreation.
- The Plan’s success will rely on community participation to make sure the needs of trail users are being met.
- This project will continue into **Fall 2022**, and will provide more opportunities for community feedback and visioning of what the trail could look like and offer!

**How can I learn more?**

http://

Check out the project website for more information:

<https://tinyurl.com/eglcirt>

**How do I provide feedback?**

Join us for the  
LAGUNA CREEK  
INTER-REGIONAL TRAIL  
**DESIGN CONCEPTS 2.0  
WORKSHOP**

Come see the **second round** of design drafts that have been developed WITH community members, and offer your feedback! Help make the Laguna Creek Inter-Regional Trail more accessible and enjoyable for everyone as the trail system is completed from South Sacramento to Elk Grove.

WHEN	WHERE
<p><b>August 4th</b> 6:00-8:00pm</p>	<p><b>District 56</b> 8230 Civic Center Drive, Elk Grove, CA 95757</p>

Attendees will be randomly entered to win one of ten **\$40** gift cards!

**EL PLAN MAESTRO DEL RUTA INTERREGIONAL DE LAGUNA CREEK**

**¿Qué es?** ?

- El Plan Maestro de LCIRT servirá como base de planificación para apoyar la finalización del sistema de senderos para mejorar el uso de quienes caminan, andan en bicicleta o utilizan un dispositivo de movilidad. El Plan tiene como objetivo conectar mejor la ciudad de Elk Grove, el Sur de Sacramento, los senderos existentes y las comunidades cercanas, así como aumentar el acceso a destinos importantes como escuelas, transporte público, comercio minorista, trabajo, atención médica y recreación.
- El éxito del Plan dependerá de la participación de la comunidad para garantizar que se satisfagan las necesidades de los usuarios de los senderos.
- ¡Este proyecto continuará hasta el otoño de 2022 y brindará más oportunidades para la opinión de la comunidad y tener una idea de cómo se verá y lo que ofrecerá el sendero!

**¿Cómo obtener más información?**

http://

Consulte el sitio web del proyecto para obtener más información:

<https://tinyurl.com/eglcirt>

Outside of multilingual promotional leaflet

Inside of multilingual promotional leaflet



## LAGUNA CREEK INTER-REGIONAL TRAIL DESIGN CONCEPTS 2.0 WORKSHOP

Attendees will be randomly entered to win one of ten \$40 gift cards!

**Participate in a community planning process!**

Come see the **second round** of design concepts that have been developed with YOUR feedback in mind! Help make the Laguna Creek Inter-Regional Trail more accessible and enjoyable for everyone as the trail system is completed from South Sacramento to Elk Grove.

WHEN	WHERE	LEARN MORE
<b>August 4</b> 6:00-8:00pm	<b>District 56</b> 8230 Civic Center Drive, Elk Grove, CA 95757	<a href="https://tinyurl.com/eglcirt">https://tinyurl.com/eglcirt</a> 





*Social media graphic (English)*

## RUTA INTERREGIONAL DE LAGUNA CREEK TALLER DE CONCEPTOS DE DISEÑO 2.0

¡Los asistentes participarán en un sorteo para ganar una de las diez tarjetas de regalo de \$40!

**¡Participe en un proceso de planificación comunitaria!**

¡Venga a ver la **segunda ronda** los proyectos de diseño que se desarrollaron teniendo en cuenta SUS comentarios! Ayude a que el Sendero Interregional Laguna Creek sea más accesible y agradable para todos a medida que se completa el sistema de senderos desde el Sur de Sacramento hasta Elk Grove.

FECHA Y HORA	LUGAR	OBTENGA MÁS INFORMACIÓN
<b>4 de agosto</b> 6:00-8:00pm	<b>District 56</b> 8230 Civic Center Drive, Elk Grove, CA 95757	<a href="https://tinyurl.com/eglcirt">https://tinyurl.com/eglcirt</a> 





*Social media graphic (Spanish)*





**Focus Segment 1: Cosumnes River Boulevard and Franklin Boulevard**

**Imagining the Future of the Laguna Creek Inter-Regional Trail**

**DRAFT TRAIL DESIGN CONCEPTS FOR DISCUSSION**  
*Focus Segment 1: Cosumnes River Boulevard & Franklin Boulevard*

**Wayfinding Signage**  
 Wayfinding signs orient trail users in the surrounding area and provide reassurance. They are small, pole-mounted signs placed on the trail at intersections or other "decision points" as well as along trail segments to confirm route or distance information for trail users.

**Typical Trail Cross Section  
 Cosumnes River Boulevard**

**Typical Roadway Cross Section  
 Franklin Blvd: Cosumnes River Blvd to Colvine Rd.**

**Class IV Protected Bikeway  
 Northbound & Southbound  
 (with upgraded vertical buffers)**  
 Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a physical element or barrier such as a curb, bollards, or vehicle parking area. Image source: A2 Map.

**Bike Box**  
 Provides a waiting area for cyclists waiting to get into a Green Zone or waiting on the LCRIT. Image source: NACTO.

**Proposed Locations for Installations**

- Northbound Franklin Blvd at Cosumnes River Blvd
- Southbound Franklin Blvd at Dornick Ave.
- Southbound Franklin Blvd at Idaho Dr.
- Southbound Franklin Blvd at Village Wood Dr.
- Southbound Franklin Blvd at Village Sun Dr.
- Southbound Franklin Blvd at Colvine Rd.
- Westbound Colvine Rd at Franklin Blvd.

**Pedestrian Refuge Island  
 (including installation of ADA compliant curb ramps)**  
 Pedestrian islands create "refuge" areas, breaking long crossings into two manageable pieces and improving safety for trail users and transit riders crossing the Franklin Light Rail Station.

**Franklin Light Rail Station and Bus Bay**

**Scale:** 1 inch = 50 feet

**Legend:** [North Arrow]



## Focus Segment 2: Center Parkway



Focus Segment 3: Lewis Stein Road to SR 99

 **Imagining the Future of the Laguna Creek Inter-Regional Trail**

**DRAFT TRAIL DESIGN CONCEPTS FOR DISCUSSION**  
*Focus Segment 3: Lewis Stein Road to SR 99*



**1**

**Enhanced Rest Area**



Enhanced rest areas provide shaded benches, water receptacles, and informational signage.

**Future Bike/Pedestrian Overpass**



A potential bicycle and pedestrian overpass will provide a connection between SR 99 and Laguna Creek. (SR 99 projects from the city and the segment east of SR 99 are being advanced as part of separate projects.)  
Image source: American Iron Works, Photo: J. H. Morrison

**2**

**LEGEND**

- Proposed Trail Segment
- Adjacent Trail Segment
- Existing Water Features
- Adjacent Road Network

**LEGEND**

- Proposed Trail Segment
- Adjacent Trail Segment
- Existing Water Features
- Adjacent Road Network



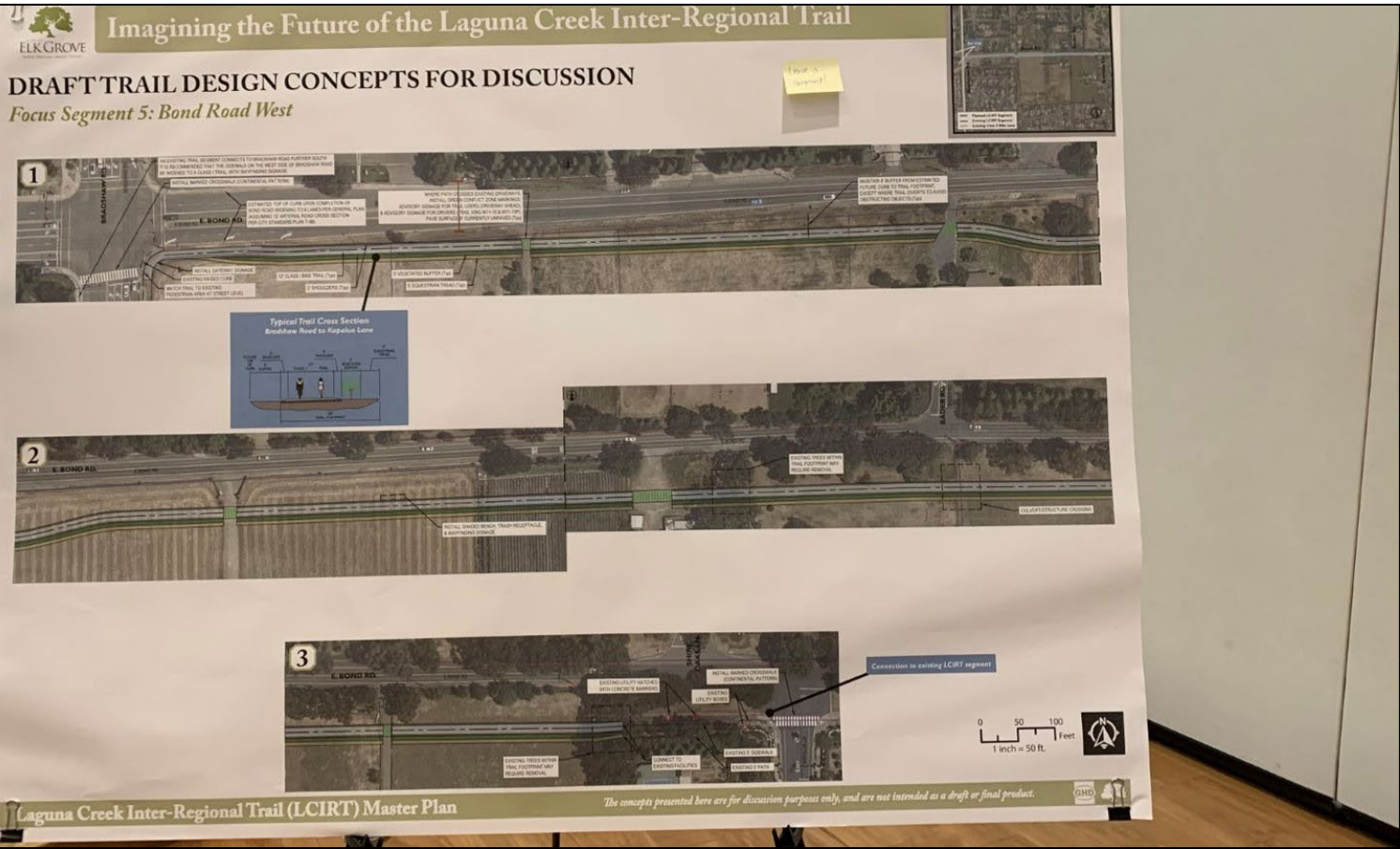


Focus Segment 4: Waterman Road to Sierra River Drive





Focus Segment 5: Bond Road West



Focus Segment 6: Bond Road East



## Directional Signage

Below are two samples of directional signage that served as wayfinding from the outdoor event to the indoor workshop. Signs offered direction to the building, as well as “You’re Here!” markers. The signs were posted on A-frames and double sided in English and Spanish.



A green directional sign with a white location pin icon at the top left. To the right of the pin is a white text box containing the text "YOU'RE HERE! COME ON IN." Below the pin and text box, the text "Laguna Creek Inter-Regional Trail Workshop" is written in black, with "Workshop" in a larger, bold font. Below that, "HAPPENING NOW!" is written in bold black letters. At the bottom, there are three logos: "CIVIC THREAD" (a circular logo with a thread pattern), "CITY OF ELK GROVE" (a logo with a tree and antlers), and "GHD" (a black square with white text).

**YOU'RE HERE!  
COME ON IN.**

Laguna Creek  
Inter-Regional Trail  
**Workshop**  
**HAPPENING NOW!**



A green directional sign with a white location pin icon at the top left. To the right of the pin is a white text box containing the text "¡HA LLEGADO AQUÍ! PASE ADELANTE." Below the pin and text box, the text "Ruta interregional de Laguna Creek Taller" is written in black, with "Taller" in a larger, bold font. Below that, "¡SUCEDIENDO AHORA!" is written in bold black letters. At the bottom, there are three logos: "CIVIC THREAD" (a circular logo with a thread pattern), "CITY OF ELK GROVE" (a logo with a tree and antlers), and "GHD" (a black square with white text).

**¡HA LLEGADO AQUÍ!  
PASE ADELANTE.**

Ruta interregional  
de Laguna Creek  
**Taller**  
**¡SUCEDIENDO AHORA!**


  



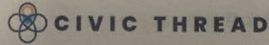
Sign In Sheets (Indoor Workshop)


**LCIRT DESIGN CONCEPTS WORKSHOP SIGN IN – 08/04/2022**

Name	Zip Code	Phone	Email (please enter the email you'd like to receive your virtual gift card if you are selected)	¿Necesita interpretación en español?	Check box if you want to sign up for LCIRT Updates!
Chris Houliard	95758	916 502 1111	cjhoulie@gmail.com		<input checked="" type="checkbox"/>
Joe Cain	95624	408-605-3934	Joe.CainPE@aol.com		
Lori Cain	95624	408-718-8271	TazzLhori@aol.com		
Mike Danson	95758	916-742-0931	michaeldanson@gmail.com		<input checked="" type="checkbox"/>
Phuynh	95678	415-944-8450	a.k.kuy@gmail.com		
Wendy Tub	95377	510-253-5463	wandasmtk123@yahoo.com		<input checked="" type="checkbox"/>
Tim Huynh	95624	916-224-1457	tuhuyh29@gmail.com		<input checked="" type="checkbox"/>
Pam Huynh	95624	916-558-7000			
Phuynh Huynh	95758	916 799 4995	phuynh0107@yahoo.com		
L. Cathcart	95624	916-838-3361	lynnellandjiff@yahoo.com		
Diem Huynh	95758	916 224-0457	dhuynh93@yahoo.com		<input checked="" type="checkbox"/>
Sarah Rudes	95624	209-552-9497	Sarah.Rudes@gmail.com		<input checked="" type="checkbox"/>
Gregg Rudes	95624	916-956-6357	GREGG.RUDES@GMAIL.COM		<input checked="" type="checkbox"/>



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Civic Thread's Updates





Scan to sign up for City of  
Elk Grove's LCIRT Updates



# Laguna Creek Inter-Regional Trail Master Plan Community Workshop Summary

## Laguna Creek Inter-Regional Trail Master Plan October 2022

*Prepared by Civic Thread (formerly WALKSacramento) for GHD and the City of Elk Grove*





## Event Details

Saturday, October 15, 2022

11:00 - 2:00 PM

North Laguna Creek Park: 6400 Jacinto Ave, Sacramento, CA 95823

## Attendees

### ***Project Team Staff***

- Carrie Whitlock, City of Elk Grove
- Summer Lopez, GHD
- Rosanna Southern, GHD
- Pristina Zhang, Civic Thread
- Kiara Reed, Civic Thread
- Sarah Her, Community Advisory Group
- Ann Hennessey, Community Advisory Group
- Maria Martin, Spanish Interpreter

***Estimated number of community attendees at the table: 56***

***Number of community members who completed the online survey: 6***

## Workshop Summary

The Draft Laguna Creek Inter-Regional Trail Master Plan workshop (*publicized as the LCIRT Master Plan Community Workshop*) was held outdoors on Saturday, October 15, between 11:00am and 2:00pm. This was the first and only workshop designed to share information and gather feedback on the draft plan in its entirety. The draft concepts were informed by robust community engagement through several opportunities which gathered feedback since the fall of 2021. These events included a Walking Tour; a virtual and interactive Trail Design Features Workshop focused on surveys, comments, and participatory budgeting; conversations on the trail through Pop-Ups at North Laguna Creek Park; and two Design Concepts Workshops held on May 20, 2022 and August 4, 2022.

The Draft Laguna Creek Inter-Regional Trail Master Plan Workshop was hosted at North Laguna Creek Park during the South Sacramento Festival hosted by the City of Sacramento’s District 8



representative, councilmember Mai Vang. Due in part to the multicultural nature of the event, the booth saw both Spanish and English-speaking representation with comments received in both languages. To maximize input, the workshop featured an outdoor “pop-up” style booth that featured draft amenities along with draft design concepts for all six trail segments. The draft concepts were displayed on six-foot foam core boards that were zip-tied to each corner of the canopy to create makeshift walls for posting the plans. The project team utilized sticky notes to record participant comments, and a spinning wheel with incentives for individuals that shared feedback. Incentives included insulated water bottles, portable fans, bike tools, bike lights, bike bells, t-shirts and E-Tran branded lip balm and reflectors. In addition to meeting residents where they were already congregating, the outdoor “pop-up” style table also provided an opportunity to gather feedback through the online survey. Participants who were unable to provide feedback at the booth were encouraged to take the survey at their leisure.

Participants who came back to the booth showing a survey confirmation were entered to win one of ten \$40 gift cards. Additionally, the Festival’s Team provided attendees with a Vendor Stamp Card to encourage every booth to be visited. Staff at the workshop leveraged this opportunity and encouraged participants to go through the booth to review and comment on the draft plan before receiving their stamp.

Comments received at the event were organized into two categories: conceptual comments about the trail itself and comments that addressed desired amenities. The themes elevated from the trail concept comments included a lack of safety for trail users, both where users were forced to depart the trail to connect to a different segment citing traffic and road conditions as unsafe, and requests for lighting along the trail at night to improve safety. There was a sense that the trail was disjointed, more connecting segments were desired, and entrances were hard to locate. Participants voiced a desire for clear separations between

## Community Feedback—Trail Concepts

*All comments were recorded by sticky note and synthesized into the summary on the following pages. Participants gravitated towards the overview of trail design concepts, rather than the specific segments, resulting in more high-level feedback regarding the overall trail network’s connections. Two boards housed the six different trail segments and their overview map, posing the questions, “What do you think of the trail concept?” and “Are there any changes you’d like to see?”.*

*Duplicate comments on the same segment were synthesized into one bullet point and parentheses have been used “(x)” to denote the number of times the comment was made on that segment. Brackets “[x]” have been used to denote additional information based on note placement or additional context interpreted from the comments that were not included verbatim by participants.*

pedestrians and cyclists. Some commenters commended the maintenance of the existing trail segments.

Comments on desired amenities were broad in scope and included themes such as support for more public art, with suggestions that art is performed by local artists, to more tangible desires such as bathrooms, water stations, and more shade. Most amenity suggestions amounted to either supporting the user’s comfort along the trail system or improving the sense of safety for users, such as with lighting and emergency call boxes.

Promotional materials were offered in Spanish and a Spanish-speaking interpreter was present. One participant required interpretation and left their feedback in Spanish which was translated below. Additionally, the interpreter canvassed around the festival to draw Spanish-Speakers to the workshop.



### Overview of the Laguna Creek Inter-Regional Trail

- *Feels cut off from trail. Would like to see more trail connections (2).*
- *Need trail to connect to Delta Shores. Connection to Big Horn Blvd near Laguna? Dwight Road Connection?*
- *Existing trails are maintained well.*
- *Connections feel dangerous, especially for families and kids. Connections are super important for safety. Daily trips are more than just recreation. Amenities are important but safety from cars above all.*
- *Safety [an issue/important] at the Bruceville Road undercrossing.*
- *Overcrossing on 99 is really important.*
- *Important to have trail be open for safety.*
- *Lights along the trail will improve safety, especially with daylight savings time [when it is dark early].*
- *Would like to see speed limits reduced, signs, pedestrian crossings with red lights.*
- *Would like to see clear separation between bikes and pedestrians. Prefer to see non-paved trails to stay connected to nature.*
- *Difficulty finding trailhead due to GPS routing issues.*
- *Some roads are so fast and safety is a #1 concern. Important to keep family off the road. Love shared-use paths.*
- *Need trash cans, dog waste stations, benches (2), shade, trash cans (5), water fountains (3). Specifically noted the need to have benches and trash cans on the portion of the trail that connects to Delta Shores.*

**“Would like to see clear separation between bikes and pedestrians. Prefer to see non-paved trails to stay connected to nature.”**

### —Community feedback on Trail Overview

#### Focus Segment 2: Center Parkway

- *Drivers don't pay attention to this light [Hollybrook & Center Parkway]. I do not feel safe crossing as a pedestrian, we need more than blinking.*
- *I like the loop around the park*
- *Needs bathrooms*
- *Want seating [on trail near Laguna Village Drive]*

#### Focus Segment 6: Bond Road from Kapalua Lane to Grant Line Road

- *Connection [on Grant Line Road] needs parking*

## Community Feedback- Trail Amenity Options

### Trail Amenity Options- Bicycle Amenities

- *Bike repair station (5)*
- *Bike parking is important (3)*
- *Separate bike lanes (2)*

### Trail Amenity Options- Entrance Signage

- *Parking options at entrances*
- *Wayfinding is good*

### Trail Amenity Options- Leisure and Community Enjoyment

#### Art & Beautification

- *Would love to see art done by the community*
- *Public art*
- *Would love to see local artists, street artists, paid BIPOC artists from our community*
- *Abstract art on the walkway*
- *Love art*
- *More unicorn paintings (youth comment)*
- *Quiero mas jardin en el area gracias [I want more garden in the area, thanks]*

#### Interactive Activities

- *Maybe exercise stations near parks*
- *Programming and trail activations*
- *Kid activities like spinning wheels*
- *Parkour course next to the trail for people to stop and do an activity*



#### Recreation

- *Picnic tables (3)*
- *Areas for pedestrians to pull over*

### Trail Amenity Options- Personal Needs

#### Water Fountain

- *Water fountains (7)*
- *Water filling station (3)*
- *Water fountains for dogs (3)*

#### Safety & Lighting

- *Emergency call boxes in a few places with less housing*
- *Having enough checkpoints and outlets. Safety is #1 priority.*
- *Would use trail more if she felt safe. Unsure how to accomplish this.*
- *Security/Safety*

- *Most important thing is safety*
- *Safety for women or volunteers*
- *Safety concerns related to unhoused neighbors*
- *Solar Lights with times*
- *Make sure paths are lighted paths*
- *More lighting needed throughout, Lighting would make it easier at night/is important (3)*
- *Bike enforcement*
- *Safety bike patrols*

### **Bathrooms**

- *Bathrooms along the trail (12)*
- *Bathrooms near North Laguna Creek Park on the trail would be helpful*
- *Bathrooms are a must with baby changing stations*

### **Connectivity**

- *Would love to see solar connection for phone charging or connectedness*

### **Accessibility**

- *Wide trail for kid trailers*
- *Love to use the trail for walking*
- *Happy to see the trail connected to the city better (2)*
- *Prefer pavement on the trail*

### **Shade**

- *More shade (3)*

### **Trail Amenity Options- Seating**

- *More benches (4)*

## **“Would love to see local artists, street artists, paid BIPOC artists from our community.”**

### **—Community feedback on Trail Amenity Options**

- *Having shaded areas to sit is a big plus (3)*
- *Rest areas*
- *Places to sit and enjoy wildlife and beauty of the trail*

### **Trail Amenity Options- Signage on the Trail**

- *More tree identification signs*
- *Love interpretive signs and wayfinding [youth comment]*
- *Maps good for "middle of nowhere" areas*

### **Trail Amenity Options- Waste Disposal**

- *More trash cans (5)*
- *Biodegradable bags*
- *Solar compact trash ([Big Belly](#))*
- *Recycling is important*
- *Separate trash is a great addition*
- *Dog bag stations*
- *Ensure there is a process for refilling dog waste station bags*

### **Miscellaneous**

- *Overall approval of all proposed amenities*
- *Maintenance -> cost/safety -> homeless*
- *How do we keep amenities clean and safe/well maintained?*
- *Want to see better maintenance on the trail*



## Feedback Summary

The majority of feedback collected related to the draft amenities and overall trail design concepts rather than feedback on specific features presented within the six segments. However, participants repeatedly listed specific concerns related to connectivity, safe crossings, and general safety overall. This continued focus on the draft amenities and overall trail design concept has been a reoccurring theme at each workshop, along with connectivity and safety concerns.

Several of the safety-related comments elevated trail users' desire for more amenities that support feelings of safety, particularly lighting along the trail. Participants also consistently noted safety improvements needed at trail connections, under- and overcrossings, and especially at locations where trail users encounter vehicular travel. The Bruceville Road undercrossing and the crossing at Center Parkway were cited as two examples of unsafe crossings. Additional safety concerns related to unhoused neighbors were cited throughout the outreach process.

Comments around draft amenities largely focused on those that addressed personal needs, enjoyment, and ease of use of the trail system, and beautification and programming focused on activating the trail. Amenities that address users' personal needs that have been routinely highlighted include water stations, bathrooms, shaded benches, more shade in general, and greater accessibility.

Art and beautification were consistently mentioned as desirable additions to the trail system. There was significant support for art installations to be completed by local, and particularly local BIPOC artists. Of note, unicorn paintings were desired by one young commenter and trail user. In addition to art, comments were made in support of activities and activation programming such as exercise stations and activities for kids. On the whole, trail users viewed the existing and future network as a highly valued community resource from a diverse array of vantage points, from recreation, to physical and mental health, nature preservation, and more. Suggested improvements appeared to build upon the need for amenities that enhance the comfort, safety, cleanliness and sense of place that is currently characteristic of the Laguna Creek Inter-Regional Trail.



## Outreach Materials

A promotional flyer and social media graphic in both English and Spanish were made to distribute for outreach efforts. The flyer was distributed around the event to encourage community members to attend the South Sacramento Festival and visit the workshop. The flyers and social media graphics were also shared with the Community Advisory Group for dissemination, and for the City of Elk Grove’s email newsletter to partners and community members signed up for project notifications. With support from Sheldon High School and Valley High School key clubs, neighborhoods around Jacinto Avenue were canvassed, and flyers and announcements were shared with their respective school communities. The social media graphic was utilized on Civic Thread social media channels (Facebook, Instagram, and Twitter).

**NECESITAMOS AYUDA**

Usted usa el camino Inter-Regional de Laguna Creek? Última oportunidad para sus comentarios sobre el Plan Maestro LCIRT!

**TALLER COMUNITARIO DEL PLAN MAESTRO LCIRT**  
¡Interpretación en español estarán disponible!

**15 de octubre, 2022**  
**11 am - 1 pm**  
**Parque North Laguna Creek**  
6400 Jacinto Ave,  
Sacramento, CA 95823

Los asistentes participaran en un sorteo para ganar una de 10 tarjetas de regalo de \$40!

Mira el proyecto pagina del internet para mas información  
<https://tinyurl.com/eglcirt>

¿Preguntas? Contacto  
pzhang@civicthread.org

ELK GROVE GHD CIVIC THREAD

Promotional Flyer (Spanish)

**HELP WANTED**

Do you use the Laguna Creek Inter-Regional Trail? LAST chance to give feedback on the LCIRT Master Plan!

**LCIRT MASTER PLAN COMMUNITY WORKSHOP**  
Spanish interpretation will be available!

**October 15, 2022**  
**11 am - 1 pm**  
**North Laguna Creek Park**  
6400 Jacinto Ave,  
Sacramento, CA 95823

Attendees will be randomly entered to win one of ten \$40 gift cards!

Check out the project website for more information:  
<https://tinyurl.com/eglcirt>

Questions? Contact  
pzhang@civicthread.org

ELK GROVE GHD CIVIC THREAD

Promotional Flyer (English)

**NECESITAMOS AYUDA**

Usted usa el camino Inter-Regional de Laguna Creek? Última oportunidad para sus comentarios sobre el Plan Maestro LCIRT!

## TALLER COMUNITARIO DEL PLAN MAESTRO LCIRT

**15 de octubre, 2022**  
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Para más información visite:  
<https://tinyurl.com/eglcirt>

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Social media graphic (Spanish)

**HELP WANTED**

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 6400 Jacinto Ave,  
 Sacramento, CA 95823

For more info visit:  
<https://tinyurl.com/eglcirt>

Questions? Contact  
 pzhang@civicthread.org

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Attendees will be randomly entered to win one of ten \$40 gift cards!

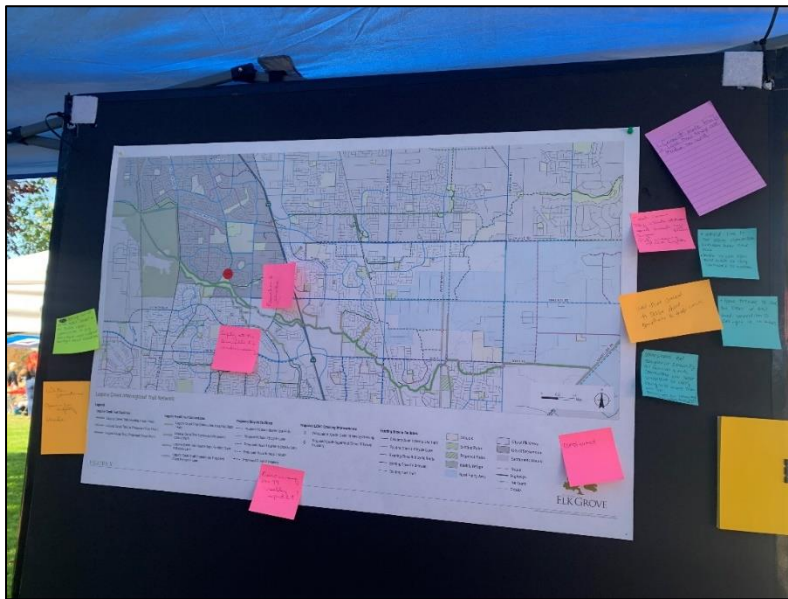
Social media graphic (English)



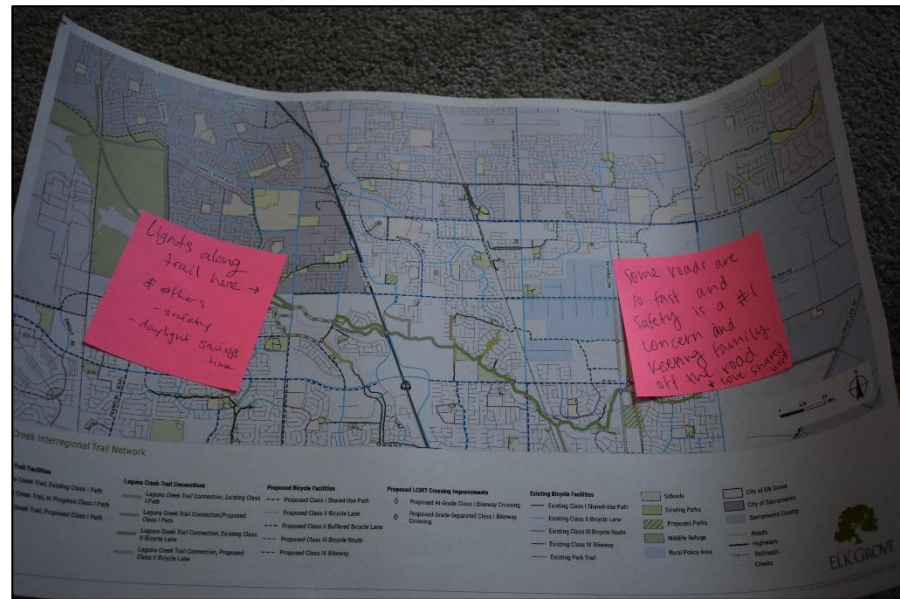
## Comment Boards

Comment boards were made available at the event, two of which included draft design concepts for all six trail segments and an overview map of the entire trail from Elk Grove to South Sacramento. Other boards included draft amenities. Questions posed on the comment boards included “What do you think of the trail concept?” and “Are there any changes you’d like to see?”.

### Overview of the Laguna Creek Inter-Regional Trail



Overview Board with participant feedback



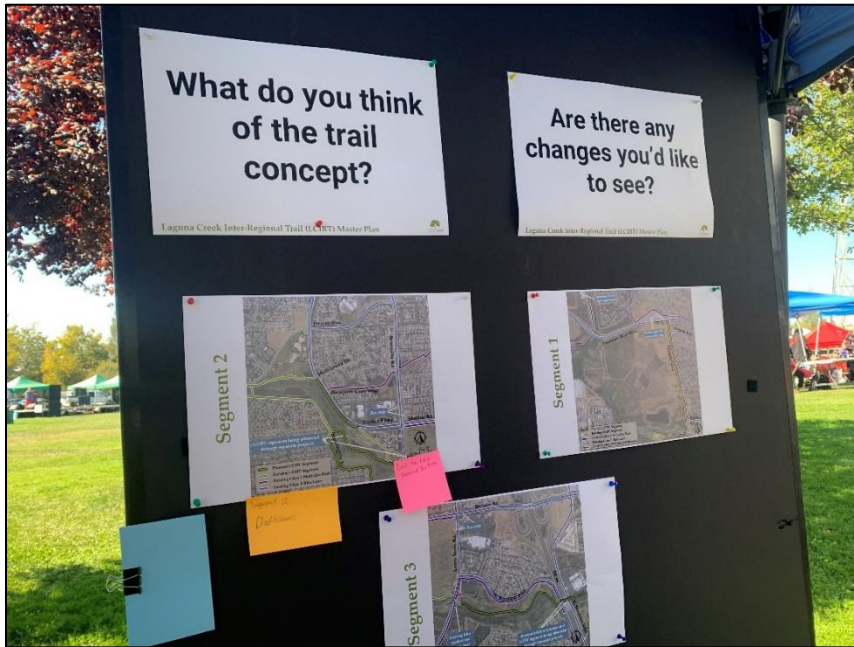
Close-up of participant feedback

**Focus Segment 1-3**

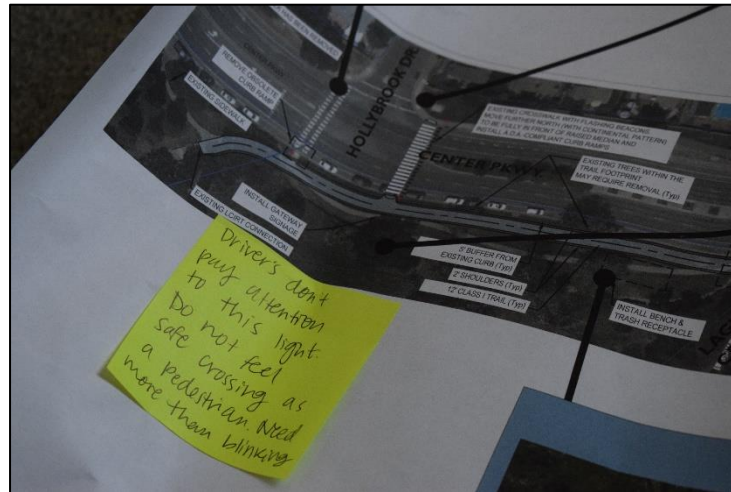
*Segment 1: Cosumnes River Boulevard and Franklin Boulevard*

*Segment 2: Center Parkway*

*Segment 3: Lewis Stein Road to SR 99*



**Focus Segment 1-3 Board with participant feedback**



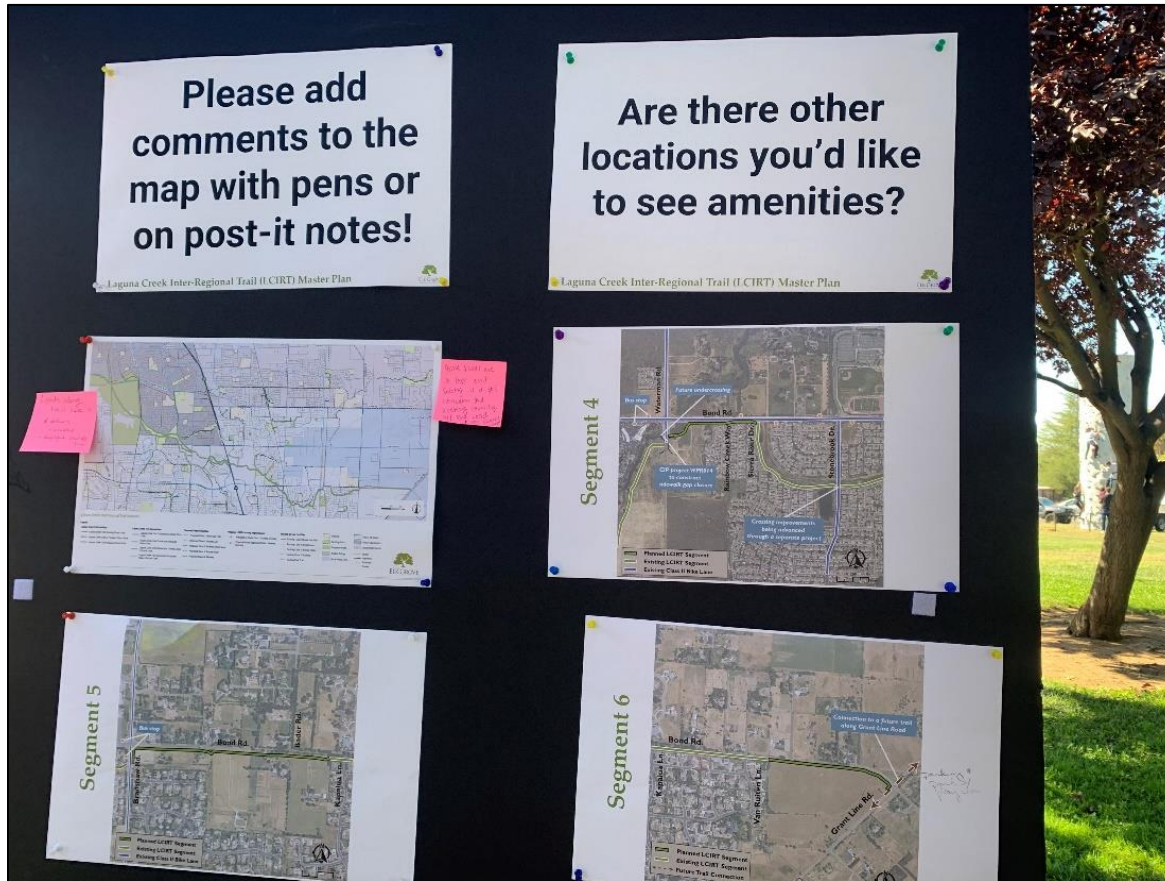
**Close-up of participant feedback**

**Focus Segment 4-6**

*Segment 4: Waterman Road to Sierra River Drive*

*Segment 5: Bond Road West*

*Segment 6: Bond Road East*



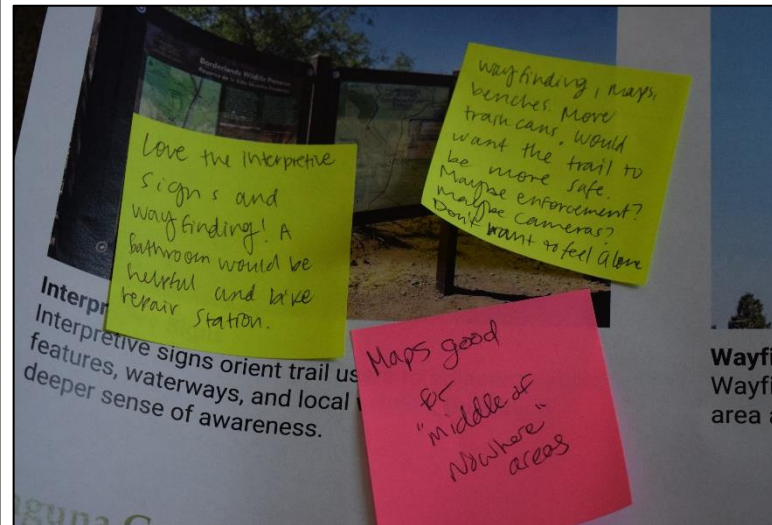
**Focus Segment 4-6 Board with participant feedback**



**Amenities Comment Boards**




**Amenities Comment Board with participant feedback**



**Close-up of participant feedback**

## Stamp Card Sheet



**MAI VANG**  
SACRAMENTO COLLECTION

# VENDOR STAMPS CARD

Collect 30 stamps or more to be entered in the drawing for a brand-new Apple iPad!

Turn in your Vendor Stamps Card at the District 8 booth (where you picked it up). To be entered in the drawing, you must turn in your Vendor Passport by 12:45 PM (drawing #1 takes place at 1 PM) or by 3:45 PM (drawing #2 takes place at 4 PM). You must be present to win the drawing.

Name: \_\_\_\_\_ Zip code: \_\_\_\_\_

Email Address: \_\_\_\_\_

TOTAL STAMPS  
\_\_\_\_\_

**Check out our Festival Sponsor Booths!**

24 Street Bingo	Florin Rd Partnership	Mack Rd Partnership	Sacramento Job Corps Center	UC Davis Health All of Us Research Program	Visit Sacramento	
ABC 10	ACC Senior Services	ACCE	Asian American Liberation Network	BAPAC Sac Charter	Better Life Children Services	Black Parrallel School Board
Boys & Girls Club for Greater Sac	Capital College & Career Academy	Care for The Culture	Center for Sacramento History	Children's Books	City of Sacramento - YPCE	IN Creations
City Year Sacramento	Civic Thread	Common Ground Church	EDutainment Pros/Magical Rock Band	El Hogar Community Services - SeniorLink	Escape Velocity Resources	EZ Care
Front Street Animal Shelter	Genesis Church Sacramento	Glossperity	Health Education Council	Highlands Community Charter School	Hmong Youth & Parents United	International Rescue Committee
Iu Mien Community Services	Kearrahs Indian Boutique	Kelly Enchanted Crafts	La Familia Counseling Center	Lao Family Community	Meadowview Neighborhood Association	Meadowview Urban Tree Project
Mutual Assistance Network	NAMI Sacramento	Neimah Care	Night Star Candles	North Laguna Creek Valley Hi Community Association	Nostalglas de Mexico	Real Estate Preparatory School
Mack Road Partnership	Resilient Together Advisory Group (PG&E)	River City Food Bank	Sacramento Asian Pacific Chamber Of Commerce	Sacramento Covered	Sacramento Fire Department	Turn to the back to see more vendors


**A Vendor Stamp Card was distributed by the Festival Team to encourage participants to visit every booth.**

Sign-In Sheets


Draft Master Plan


**LCIRT DESIGN CONCEPTS WORKSHOP SIGN IN – 10/15/2022**

Name	Zip Code	Phone	Email (please enter the email you'd like to receive your virtual gift card if you are selected)	¿Necesita interpretación en español?	Check box if you want to sign up for LCIRT Updates!
Kayla Moun	95831	977-286-6976	Kaylamoun15@gmail.com		
Katherine Moun	95831	554-355-9050	katherine.moun82@yahoo.com		<input checked="" type="checkbox"/>
Cliff Ly	95831	(209) 635-4146	clly@ucrbvis.edu		
Xia	95758	(916) 226-3765	vangx86@yahoo.com		
Ger Vang	95823	(916) 549-0480	a_v@hotmail.com		
Yer Vang	95828	(916) 889-2727	Yervang12@gmail.com		



Scan to sign up for Civic Thread's Updates





Scan to sign up for City of Elk Grove's LCIRT Updates

Workshop sign-in sheet



Comment ID	Context or Location	Comment
1	Trail Design Concepts: Amenity Options	Cool
2	Trail Design Concepts: Amenity Options	I really like the idea of adding art as well as shaded benches. I think both will help made the tagline better and more welcoming.
3	Trail Design Concepts: Amenity Options	A lot of the amenities are helpful.
4	Introduction	None
5	Introduction;Trail Design Concepts: Amenity Options	Public bathroom access on trails are a wonderful idea.
6	Introduction;Funding	Help community to build together and come together no matter where
7	Trail Design Concepts: Amenity Options;Trail Design Concepts: Segment 1	<p>My comment to the city...</p> <p>I'm in support of the proposed trail. I'm extremely interested in the proposed trail going from Franklin and connecting to Consumes at the rail road track but I will focus on the specific diagrams and segments for this feedback. The proposed path will definitely make right hand turns from Consumes to Franklin easier. As far as the entry to this path, what is the plan for that? I often see entrances to bike paths put in at 90 degree turns from the bike lane, which makes bikes have to leave the bike lane to make a wide turn on to the trail. I love the idea of the pillars to help make the path stand out, if a brand new rider from another town was riding in Elk Grove, it should be obvious to them that they are to turn off on to that path and continue onto the path, if its not intuitive, it won't be used. Quite honestly, the infrastructure on Franklin is very good, I used to ride it frequently to get to Sacramento. The last 3 times I rode Franklin, I've gotten punctured tires from all the glass in the protected bike lane from people throwing alcohol bottles out the windows of their cars. The plastic barriers that separate Franklin from the bike lane often have large sections where they have been taken out by what I assume are drunk drivers. Between the broken glass and damaged barriers, it doesn't make riding on Franklin feel very safe. I often ride Franklin to Hood, Hood to the River, and the River up to Sac to avoid Franklin. Its a significantly longer route, with no bike lane, but it actually feel safer and I don't get flat tires from broken alcohol bottles.</p> <p>As for Amenities, I didn't see anything about a water bottle filling station. This is more important than a drinking fountain, in my opinion. Most of the drinking fountains on the American River Bike Path spend more time out of order than working and even when they are working, they often don't have enough water pressure to get water into a water bottle. As for the bike repair station, I love it in theory...However every time I've seen these on a trail, they've had all the tools cut from the cables and stolen. I've never found one that was functional. The bike stand feature is definitely of interest, given I usually travel with my own tools and would definitely use the bike stand to facilitate a repair on the road if it were built in a way that couldn't easily be bent, damaged, or otherwise put out of order.</p>
8	Long term goal	Long term goal should include plans to create a "bike/trail" loop by connecting all so that people can ride/walk in a loop around the city or in a region.

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.

Comment ID	Context or Location	Comment
9	Root barriers	Last year I tripped and fell on an uneven sidewalk in Camden. I shattered my humerus and required surgery. This fall has left me disabled and deformed. I have seen many fall due to the uneven sidewalks. While I'm aware that some of the evenness is periodically worked on, I would suggest that moving forward that there would be a root barrier in place to prevent the roots from lifting up the paths.  Thank you, Carol Dyer
10	Existing Conditions;Public Engagement;Any reference to proposed trails on lands managed by Stone Lakes National Wildlife Refuge	Change Stone Lake Wildlife Refuge to Regional San Bufferlands (Pg. 6 - Land Use, Major Destinations and Transit)
11	Maps	Remove proposed Class 1 running through Regional San Bufferlands from I-5 to River Road on both "Public Comments Received by Comment Type" and "Bicycle Trail Network Overview" maps.
12	Amenity options	Bike repair station (6)
13	Amenity options	Bike parking is important (3)
14	Amenity options	Separate bike lanes (2)
15	Amenity options	Parking options at entrances
16	Amenity options	Wayfinding is good
17	Amenity options	Would love to see art done by the community
18	Amenity options	Public art
19	Amenity options	Would love to see local artists, street artists and paid BIPOC artists from our community
20	Amenity options	Abstract art on the walkway
21	Amenity options	Love art
22	Amenity options	More unicorn paintings (youth comment)
23	Amenity options	Quiero mas jardin en el area gracias [I want more garden in the area, thanks]
24	Amenity options	I really like the idea of adding art as well as shaded benches. I think both will help made the tagline better and more welcoming.
25	Amenity options	Maybe exercise stations near parks
26	Amenity options	Programming and trail activations
27	Amenity options	Kid activities like spinning wheels
28	Amenity options	Parkour course next to the trail for people to stop and do an activity
29	Amenity options	Picnic tables (3)
30	Amenity options	Areas for pedestrians to pull over
31	Amenity options	Water fountains (8)
32	Amenity options	Water filling station (4)
33	Amenity options	Water fountains for dogs (3)
34	Amenity options	Emergency call boxes in a few places with less housing

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.

Comment ID	Context or Location	Comment
35	Amenity options	Having enough checkpoints and outlets. Safety is #1 priority.
36	Amenity options	Would use trail more if she felt safe. Unsure how to accomplish this.
37	Amenity options	Security/Safety
38	Amenity options	Most important thing is safety
39	Amenity options	Safety for women or volunteers
40	Amenity options	Safety concerns related to unhoused neighbors
41	Amenity options	Solar Lights with times
42	Amenity options	Make sure paths are lighted paths
43	Amenity options	More lighting needed throughout, Lighting would make it easier at night/is important (3)
44	Amenity options	Bike enforcement
45	Amenity options	Safety bike patrols
46	Amenity options	Bathrooms along the trail (12)
47	Amenity options	Bathrooms near North Laguna Creek Park on the trail would be helpful
48	Amenity options	Bathrooms are a must with baby changing stations
49	Amenity options	Would love to see solar connection for phone charging or connectedness
50	Amenity options	Wide trail for kid trailers
51	Amenity options	Love to use the trail for walking
52	Amenity options	Happy to see the trail connected to the city better (3)
53	Amenity options	Prefer pavement on the trail
54	Amenity options	More shade (3)
55	Amenity options	More benches (4)
56	Amenity options	Having shaded areas to sit is a big plus (3)
57	Amenity options	Rest areas
58	Amenity options	Places to sit and enjoy wildlife and beauty of the trail
59	Amenity options	More tree identification signs
60	Amenity options	Maps good for "middle of nowhere" areas
61	Amenity options	Love interpretive signs and wayfinding [youth comment]
62	Amenity options	More trash cans (5)
63	Amenity options	Biodegradable bags
64	Amenity options	Solar compact trash (Big Belly)
65	Amenity options	Recycling is important
66	Amenity options	Separate trash is a great addition
67	Amenity options	Dog bag stations
68	Amenity options	Ensure there is a process for refilling dog waste station bags
69	Amenity options	Overall approval of all proposed amenities
70	Amenity options	Maintenance -> cost/safety -> homeless
71	Other	How do we keep amenities clean and safe/well maintained?
72	Other	A lot of the amenities are helpful.
73	Other	Want to see better maintenance on the trail

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.



Comment ID	Context or Location	Comment
74	Network Overview	Page 5: "Bicycle and Trail Network Overview" figure I snipped a piece of it below with three sticky notes to call out the location for the comments. I realize these comments don't relate to the specific proposals addressed, but they might help you during future planning efforts. The first location is the planned trail that cuts in a diagonal across the northeastern corner of the Bufferlands. I believe this route was eliminated from consideration and it's not really discussed in the report. Is that still accurate?
75	Network Overview	The lower sticky notes aren't necessarily related to this document but I figured I'd discuss them anyway since they are on the same figure. Both of those proposed Class I shared use paths in the southern portion of the Bufferlands cross over 100-year floodplain and an area under conservation easement for Swainson's hawk foraging habitat. Additionally, there is no longer an at-grade crossing over the RR tracks at Bighorn Blvd.
76	Segment 1	Page 25: -One section refers to gaps in the vertical buffer between the bike lane and the street so that bikes can get out of the lane to make left turns. I know this is still in the early stages, but we will also need gaps in the vertical buffer at several access points into the Bufferlands for our vehicles. When the existing plastic dividers were installed, some of them made it difficult to access some of our driveways and gates.
77	Entire Document	-When the "Regional Sanitation District" is mentioned, please change to "Sacramento Regional County Sanitation District (Regional San)" Then use Regional San where we are mentioned in the remainder of the section
78	Segment 1 Figure 7	Page 27: I snipped a section of "Figure 7" below. -In this area there is a future sewer force main coming from the west that will be connected to an existing sewer line. This project is currently in the design phase but will likely be constructed in the next few years. There will ultimately be some above ground or at grade infrastructure here (possibly just manholes), and some kind of vehicle access for maintenance activities. As of right now, it looks like there will be three manholes and possibly a gravel area for vehicles. I don't think it's a fatal flaw but it's something you might want to take into consideration. If you would like more information about the current plans, I can send more information.

Note: These represent all public comment, but do not indicate agreement from the jurisdiction or intent to implement the comment.

## Community Advisory Group (CAG)

- **Brief Description:** The Community Advisory Group (CAG) was scoped to be made of key stakeholders, residents, advocates and community- based organizations, to help guide engagement efforts, promote local participation, and advise on recommendations. Through paid participation (for eligible members) the CAG would be involved throughout the duration of the project to
  - Address barriers to trail access
  - Help facilitate community engagement
  - Ensure project recommendations and solutions support connectivity to community assets and essential destinations (I.e. schools, public transit, employment centers, medical services, and recreational amenities).
- **Application:** Creation of the application was led by Civic Thread, in collaboration with the City of Elk Grove and GHD. In late August 2021 an application was launched recruiting a CAG for the Laguna Creek Inter-Regional Trail Master Plan (LCIRTMP) Project. It was open for two weeks and available in English and Spanish, hosted on the platform “Kobo Toolbox”. The introduction of the application provided deeper detail about membership responsibilities and commitments. Through 19 questions, applicants were asked the following:
  - Identification and demographics
  - Availability
  - Years lived in their community
  - Affiliations and involvements in their community
  - If they would be in need of interpretation services to participate
  - To provide a short paragraph of why they wanted to serve on the group.
- **Outreach:** Flyers and social media were created to promote the application throughout South Sacramento and Elk Grove. The designs were made by Civic Thread utilizing the City of Elk Grove’s branding guidelines. Non-copyrighted photos featuring diverse representation were selected for the content’s imagery. Outreach materials were offered in both English and Spanish as the application was offered in both languages. Between the City of Elk Grove and Civic Thread, the materials were distributed for promotion to various stakeholders including the City of Elk Grove’s website and newsletter, local community-based organizations, youth organizations, local school districts, Trails Committee, and Disability Advisory Committee.
- **Process of Selection:** Out of 54 applicants spanning from Elk Grove to South Sacramento, 12 members were selected as they best fit to the ideal group structure (see below) that was featured in the application. Although ten members were initially planned to be recruited, after review of available hard costs, two additional members were recruited to increase youth representation as well as diversify representation, networks, and expertise within the group. Applicants were prioritized based on residency in an underserved area, race/ethnicity, languages spoken other than English, and focus on equity and passion for accessibility in their statements. Additionally, we holistically sought for a variance of how long they lived in their community, age, and affiliations. Civic Thread made recommendations of selected applicants

and the City of Elk Grove and GHD supported with finalization of the list. The final CAG was made of three youth, seven adults, and two older adults who spoke either English, Hmong, or Spanish in their home. In addition to the CAG, they are involved in or lead community-based organizations, faith-based organizations, school committees, and neighborhood associations.

→ Ideal Group Structure

- Youth representative (2)\*
- Elk Grove Community member (3)\*
- South Sacramento Community member (2)\*
- Active Transportation Advocate or Regional Parks representative (1)
- Trails Committee representative (1)
- Disability Advisory Committee representative (1)

→ \* = eligible for stipend of \$75 per meeting attended

- **Meetings:** Details on meetings found in sections below in this engagement summary. The CAG only had two meetings in the start of their membership, which served as onboarding, walking tour training, and a working group for developing an engagement strategy to serve the duration of the project. Workshops that did and did not require their participation are outlined below.

<b>Mid Sept 2021</b>	Intros and Engagement Strategy Discussion	CAG only meetings Eligible for stipend
<b>Late Sept 2021</b>	Walking Tour Training and Prep	CAG only meetings Eligible for stipend
<b>Mid Oct 2021</b> <b>*Postponed to Nov 2021 due to weather</b>	CW #1- Walking Tour w/ Community Members	Present/ Co-lead Eligible for stipend
<b>Jan- Feb 2022</b>	CW #2- Design Features	Encouraged to attend, help promote Not eligible for stipend
<b>Jan-April 2022</b>	CW #3- Pop Ups	Encouraged to attend, help promote Not eligible for stipend
<b>May 2022</b>	CW #4- Trail Design Concept/Alternatives	Encouraged to attend, help promote Not eligible for stipend
<b>August 2022</b>	CW #5- Draft Design	Present/ Co-lead Eligible for stipend
<b>October 2022</b>	CW #6- Draft LCIRT Master Plan	Present/ Co-lead Eligible for stipend

- **Roles and Responsibility:** In summary, the roles and responsibilities of the CAG was to provide guidance on the project rooted in personal experiences and understanding of their community’s priorities. They were also to serve as a liaison to their families, friends, neighbors, colleagues, and networks to increase community engagement during the different workshops. The CAG



were updated monthly via e-mail on project efforts, updates, and opportunities for participation. Throughout the project, we received 25-33% of CAG participation in support of outreach efforts and attendance at stipend-eligible workshops. One of the major highlights of their participation was their co-leading of the November 2021 Walking Tour, as they guided the tour and led discussion collecting community feedback and concerns regarding the LCIRT.

- **Compensation:** Eligible CAG were paid \$75 for meetings attended and co-led workshops. The eligibility of stipended membership was established during the application process and confirmed again during the notification period. At the first meeting, roles and responsibilities were discussed, which outlined which workshops throughout the project required their participation and thus was eligible for payment. Payments were made through Giftly and sent electronic, unrestricted gift cards. Receivers have the option to credit to a bank account, mail as a physical Visa Giftcard, or credit to a PayPal account.

### **CAG Engagement Strategy**

- Date: September 16, 2021
- # of people: 10
- Description: Community Advisory Group, made of 12 expert residents passionate about improving the LCIRT, supported the project team in creating the project's engagement strategy including spaces, times, days, types of outreach, and more, to best capture priority neighborhood participation.

### **Walking Tour**

- Date: November 20, 2021
- # of people: 8 (South Sacramento); 13 (Elk Grove)
- Description: Conducted 2 simultaneous walking tours covering trail segments in Elk Grove and South Sacramento. Co-led by the Community Advisory Group, conversations were held regarding current things that worked or needed to be improved related to the trail's amenities, safety, connectivity, and function. Both groups wanted to see improved maintenance, increased signage/wayfinding, amenities for sitting, hydration, trash, and shade, and attention to ADA access. South Sacramento particularly had concerns around safety such as lighting and speed limits. Participants were entered to randomly be selected for one of four \$40 giftcards at each location.

### **Virtual Trail Design Workshop**

- ***Canvassing (substituted for Pop Up during COVID)***
  - Date: January 26, 2022
  - # of people: 250 flyers
  - Description: Civic Thread canvassed English/Spanish flyers for the event around nearby homes, apartments, schools, and businesses surrounding North Laguna Creek park.

- **FCC Video Promo**
  - Date: Late January -early February 2022
  - # of people: Attendees of Future Community Church
  - Description: Brief video promotion in English, with Spanish subtitles promoting the virtual workshop targeted for community members of the Future Community Church. Their pastor is a member of the Community Advisory Group. The video was played at the end of their early February online sermon.
- **Virtual Workshop**
  - Date: January 24 - February 6, 2022
  - # of people: 23 submitted to the website. 5 attended the live online workshop.
  - Description: A Virtual workshop was hosted out of precaution for spiking COVID cases. GHD created an online platform to leave comments on the trail map, take a survey about priorities, and do an activity budgeting trail amenities to additionally understand priorities. Between the time frame it was open, a live session was hosted via Zoom to share project info and to answer questions about the platform. Roughly 5 people were in attendance. Contributors were entered to randomly be selected for one of twenty \$40 giftcards.
    - *From Jenny Godwin: "Kendra asked that I share the list of emails and zip codes from the Laguna Creek Inter-Regional Trail Master Plan Virtual Workshop Social Pinpoint. These include contributors to the three modules (map, survey and budgeting tool). I also always find it interesting to understand whether contributors are accessing survey tools via their computer or phone. If you're curious, about 67% of contributors accessed the site via their desktop and the other 33% were on mobile or tablet."*

### Design Concept Workshop

- **Pop Up:**
  - Date: April 30, 2022
  - # of people: 10
  - Description: Hosted a pop up at North Laguna Creek Park to share information about the project, and have conversations with community members and trail users regarding their experiences and needs regarding the LCIRT segment. Offered 10 x \$10 Visa giftcards for their time. Spoke with different ages including older adults finishing up with their routine walk at the park, families with children who were biking or roller skating, families stopping to view the wildlife in the creek, and youth who were volunteering at the park. Learned that the trail is used to get to places such as a residential tiny library, a safe path to main roads and destinations like the post office, and for daily physical activity. Feedback includes a need for more restrooms as the only restroom is deep in the center of the park, and more directional signage towards main roads (I.e. Franklin Blvd., Bruceville Rd., or Sheldon Rd.).
- **Yard Signs**
  - Date: April 27-May 12, 2022

- # of people: Signs placed between Elk Grove and South Sacramento on the LCIRT
- Description: Placed 6 yard signs around Elk Grove trail segments, and 8 signs around the South Sacramento trail segments. The double sided yard signs (English and Spanish) were a mix of promoting the next workshop, amenities envisioning, and highlighting common comments made during our previous Walking Tour. All signs had a QR/link to Elk Grove's project page.
- **Event**
  - Date: May 12, 2022
  - # of people: 15
  - Description: Hosted a Design Concepts Workshop reviewing the draft concepts that GHD and The City of Elk Grove put together through recommendations and comments taken from the public from fall 2021 until May. The event was held at District 56's Food Truck event. Attendees reviewed these draft concepts and provided feedback and alternatives to what had been put together. Feedback was aggregated on sticky notes on their corresponding trail segment board. Spanish interpretation was offered. Participants were entered to randomly be selected for one of ten \$40 giftcards.

### **Design Concept 2.0 Workshop**

- **Wellness Fest:**
  - Date: June 25, 2022
  - # of people: 30 signed up for updates, roughly 50 for engagement
  - Description: Civic Thread attended BREATHE California-Sacramento Region's "Family Wellness Fest" at North Laguna Creek Park- same location where the South Sacramento Walking Tour was held. People were drawn over to the table as we gave away prizes, free helmet fittings, and shared information about the project. We received around 30 sign ups for LCIRT updates and lots of interest to attend and support our future workshops. The project information leaflet we created (in English and Spanish) also offered a fun scavenger hunt relative to the LCIRT.
- **Workshop**
  - Date: August 4, 2022
  - # of people: 16 (indoor); 65 (outdoor booth)
  - Description: Second workshop to review the trail design concepts that the City of Elk Grove and GHD put together. The drafts were informed through the public's recommendations and comments made from our Walk Audits and workshops from Fall 2021 until August. The workshop was held at District 56's Food Truck event, with boards offered indoor with space for in depth conversations, as well as a booth outside in the event with one board available for quicker conversation. Participants outdoors were encouraged to leave a comment as after they were eligible to spin the wheel for a free gift. Indoor participants were entered to randomly be selected for one of ten \$40 giftcards. Feedback was aggregated on sticky notes on their corresponding trail segment board. Spanish interpretation was offered.



## Laguna Creek Inter-Regional Trail Master Plan Community Workshop

- **Canvassing**
  - *Civic Thread*
    - Date: October 7, 2022
    - Canvassed around North Laguna Creek Park and posted two flyers (English and Spanish) around the seating areas
  - *Volunteers*
    - Date: October 9, 2022
    - Sheldon High School and Valley High School engaged with their local campuses in October to share event information and canvassed 600 multilingual flyers (English and Spanish) in neighborhoods around Jacinto Creek Parkway, one mile east of the event site.
- **Workshop**
  - Date: October 15, 2022
  - # of people: 56
  - Description: The Draft Laguna Creek Inter-Regional Trail Master Plan workshop (publicized as the LCIRT Master Plan Community Workshop) was held outdoors at North Laguna Creek Park during the South Sacramento Festival hosted by the City of Sacramento’s District 8 representative, councilmember Mai Vang. This was the first and only workshop designed to share information and gather feedback on the draft plan in its entirety. The draft concepts were informed by robust community engagement through several opportunities which gathered feedback since the fall of 2021. Due in part to the multicultural nature of the event, the booth saw both Spanish and English-speaking representation with comments received in both languages. To maximize input, the workshop featured an outdoor “pop-up” style booth that featured draft amenities along with draft design concepts for all six trail segments hosted on ceiling to floor poster boards around the tent. In addition to two CAG members supporting the workshop with photos and flyering around the festival, we offered a spinning wheel with incentives for individuals that shared feedback. Incentives included insulated water bottles, portable fans, bike tools, bike lights, bike bells, t-shirts and E-Tran branded lip balm and reflectors. The outdoor “pop-up” style table also provided an opportunity to gather feedback through the online survey. Participants who were unable to provide feedback at the booth were encouraged to take the survey at their leisure. Participants who came back to the booth showing a survey confirmation were entered to win one of ten \$40 gift cards. Additionally, the Festival’s Team provided attendees with a Vendor Stamp Card to encourage every booth to be visited. Staff at the workshop leveraged this opportunity and encouraged participants to go through the booth to review and comment on the draft plan before receiving their stamp. Promotional materials were offered in Spanish and a Spanish-speaking interpreter was present. One participant required interpretation and left their feedback in Spanish which was translated in the Workshop Summary. Additionally, the workshop interpreter canvassed around the festival to draw Spanish-speakers to the workshop.



# APPENDIX B: PROPOSED SIGNAGE APPENDIX

Segment #	Cross-Street 1 / Landmark	Cross-Street 2 / Landmark	Details	Sign Type	Additional Info
1	Consumnes River Blvd. (north side)	Franklin light rail station & bus bay	At planned LCIRT connection with existing class 1 multi-use path	Gateway	Potential entrance to LCIRT (awaiting confirmation from EG staff) Monument sign showing full map of LCIRT along with trail and area information
1	Cosumnes River Blvd (south side)	Franklin Blvd (east side)	At southeast corner of intersection	Wayfinding	Wayfinding for transition from Class I to/from Class IV
1	Cosumnes River Blvd (south side)	Franklin Blvd (west side)	At southwest corner of intersection	Wayfinding	Wayfinding for transition from Class I to/from Class IV
1	Franklin Blvd. (east side)	Ehrhardt Ave	At planned LCIRT connection with existing class 1 multi-use path	Wayfinding	
1	Franklin Blvd (west side)	Idaho Dr	At exit location from southbound Class IV facility	Advisory	Bike Crossing Ahead warning signs for motor vehicle traffic
1	Franklin Blvd (west side)	Ehrhardt Ave	At southbound Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Idaho Dr	Franklin Blvd (north side)	At Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Franklin Blvd (west side)	Village Wood Dr	At exit location from southbound Class IV facility	Advisory	Bike Crossing Ahead warning signs for motor vehicle traffic
1	Franklin Blvd (west side)	Village Star Dr	At exit location from southbound Class IV facility	Advisory	Bike Crossing Ahead warning signs for motor vehicle traffic
1	Village Wood Dr	Franklin Blvd (north side)	At Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Village Star Dr	Franklin Blvd (north side)	At Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Franklin Blvd (west side)	Wuthering Ave	At exit location from southbound Class IV facility	Advisory	Bike Crossing Ahead warning signs for motor vehicle traffic
1	Bassett Way	Franklin Blvd (north side)	At Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Wuthering Ave	Franklin Blvd (north side)	At Class IV entrance	Wayfinding	Wayfinding for entrance to Class IV facility
1	Franklin Blvd. (east side)	Calvine Rd.	At terminus of existing LCIRT segment before crossing to connect with planned LCIRT connection to the north	Wayfinding	New marked trail crossing planned here
1	Franklin Blvd. (west side)	Calvine Rd.	At terminus of planned LCIRT connection before crossing to connect with existing LCIRT segment to the south	Wayfinding	New marked trail crossing planned here
1*	Consumnes River Blvd. (south side)	Morrison Creek light rail station	At planned LCIRT connection with existing class 1 multi-use path	Gateway	Potential entrance to LCIRT (awaiting confirmation from EG staff)
1*	Consumnes River Blvd.	West of Morrison Creek	At planned LCIRT connection with existing class 1 multi-use path	Wayfinding	
2	Center Pkwy. (west side)	Hollybrook Dr.	At terminus of existing LCIRT segment before proceeding south to connect with planned LCIRT segment	Gateway	Existing RRFB here Orient trail users to the existing LCIRT segment to the west, and the new LCIRT segment to the south Wayfinding signs should note that the adjacent North Laguna Creek Park has restrooms
2	Center Pkwy. (east side)	Newport Cove Way	At terminus of existing class 1 multi-use path before crossing to connect with planned LCIRT segment on opposite side of Center Pkwy.	Wayfinding	
2	Center Pkwy (west side)	Laguna Village Dr	At terminus of planned LCIRT, connection to and turn towards existing LCIRT segment	Wayfinding	Wayfinding about LCIRT direction
2	Mannington Way	Juncture with planned LCIRT segment travelling south adjacent to street*	LCIRT segment is being advanced through a separate project	Wayfinding	
2*	Just north of Mannington Way	Juncture with planned LCIRT segment travelling east towards Bruceville Rd.	LCIRT segment is being advanced through a separate project	Wayfinding	
2*	Bruceville Rd (west side)	Bruceville Rd (east side)	At juncture of existing LCIRT segment travelling NW and planned LCIRT segment traveling SW	Wayfinding	
2*	Bruceville Rd (west side)	Interesection with existing LCIRT	LCIRT segment is being advanced through a separate project	Wayfinding	

\* Please note these are outside of the focus segments, but are included continuity of our signage program.



Segment #	Cross-Street 1 / Landmark	Cross-Street 2 / Landmark	Details	Sign Type	Additional Info
3	Lewis Stein Rd. (west side)	Intersection with existing LCIRT	There is an existing bike/pedestrian underpass here	Wayfinding	Wayfinding signs should note North Laguna Creek Park (restrooms), and Guttridge Park
3	Lewis Stein Rd. (east side)	Intersection with existing LCIRT	There is an existing bike/pedestrian underpass here; trail currently turns to rough gravel after ~175 feet but is planned to continue to SR 99; there is also an existing class 1 multi-use path segment to the north	Wayfinding	Wayfinding signs should orient users to the trail system - north, south, and west
3	Lewis Stein Rd (east side)	Planned LCIRT east of undercrossing	At planned shaded bench rest area with trash receptacle	Interpretative	Informational sign about LCIRT
3	Central area between W. Stockton Blvd and Lewis Stein Road			Interpretative	Install shaded bench, trash receptacle and interpretive sign
3	Existing LCIRT segment paralleling W. Stockton Blvd. (west side)	Intersection with planned LCIRT	A four part junction - in addition to the existing LCIRT segment to the north and planned LCIRT segment to the west (being advanced through a separate project) there is an existing class 1 multi-use path to the south and bike/pedestrian overpass crossing SR-99 (being advanced through a separate project)	Gateway	
3	W. Stockton Blvd	Planned LCIRT west of W. Stockton Blvd	At planned shaded bench rest area with trash receptacle	Interpretative	Informational signage about LCIRT
3	W. Stockton Blvd	Planned LCIRT west of W. Stockton Blvd	At sharp curve on planned trail alignment immediately west of W. Stockton Blvd and south of existing path	Advisory	Advisory signage warning of curve radius < 90'
4	Waterman Rd	Parking lot west of Waterman Rd at existing LCIRT segment	Within the existing parking facility west of the planned undercrossing	Gateway	Wayfinding signs with a map of the full LCIRT Signs indicating availability of restrooms in Jack E. Hill Park Signs highlighting regional destinations such as Pleasant Grove High School and Katherine L. Albiani Middle School
4	West of Waterman Rd.	At existing LCIRT segment intersection with existing parking lot	West of planned Waterman Rd trail undercrossing	Wayfinding	Wayfinding & informational signage about parking lot
4	East of Waterman Rd.	At intersection with planned LCIRT	At merge with equestrian tread, east of planned Waterman Rd trail undercrossing	Wayfinding	
4*	Stonebrook Dr. (west side)	At intersection with existing LCIRT before crossing west to continue on LCIRT		Wayfinding	
4*	Stonebrook Dr. (east side)	At intersection with existing LCIRT before crossing east to continue on LCIRT		Wayfinding	
4	Waterman Rd.	At Waterman Rd. undercrossing	To both East and West of Waterman Road	Advisory	Install trail courtesy "Yield To" signs on equestrian trail
4	Bond Rd (south side)	Sierra River Dr (east side)	East side of planned continental crosswalk across Sierra River Dr	Gateway	Potential entrance to LCIRT
4	Bond Rd (south side)	West of Rainbow Creek Way	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
5	Bradshaw Rd. (west side)	At intersection with existing LCIRT before crossing east to connect to planned LCIRT		Wayfinding	Wayfinding signs highlighting Pleasant Grove High School, and Katherine L. Albiani Middle School. Sign highlighting Ida Fleming Park, which has shaded picnic areas and playgrounds.
5	Bradshaw Rd. (West side)	At end of trail as it dumps onto Bradshaw Rd. Sidewalk, just south of intersection	Signage directing users to intersection to cross to join planned segment on east side of Waterman, continuing along Bond Rd.	Wayfinding	
5	Bradshaw Rd. (east side)	At intersection with planned LCIRT before crossing west to connect to existing LCIRT		Wayfinding	
5	Bond Rd (south side)	Bradshaw Rd (east side)	At southeast corner of intersection, entrance to LCIRT	Gateway	Potential entrance to LCIRT

\* Please note these are outside of the focus segments, but are included continuity of our signage program.

Segment #	Cross-Street 1 / Landmark	Cross-Street 2 / Landmark	Details	Sign Type	Additional Info
5	Bond Rd (south side)	Approx. 500' east of Bradshaw Rd	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
5	Bond Rd (south side)	Approx. 1,100' east of Bradshaw Rd	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
5	Bond Rd (south side)	Approx. 1,000' west of Bader Rd	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
5	Bond Rd (south side)	Approx. 400' west of Bader Rd	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
5	Bond Rd (south side)	Approx. 600' west of Kapalua Ln	At LCIRT crossing existing unmarked driveway	Advisory	Warning of conflict zone with driveway (signage on trail as well as W11-15 and W11-15P facing driveway)
6	Bond Rd (south side)	Van Ruiten Ln	At crossing across Van Ruiten Ln	Wayfinding	Notify of crossing, connect to existing LCIRT
6	Bond Rd. (south side)	Grant Line Rd. (west side)	At terminus of planned LCIRT connection; will connect to future trail along Grant Line Rd.	Gateway	Planned entrance to LCIRT

\* Please note these are outside of the focus segments, but are included continuity of our signage program.