



TRANSPORTATION COMMISSION COMMUNICATION

Title: Mahany Park Open Space Multi-Use Trail Feasibility Study
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Item #: 5.1.

RECOMMENDATION

Staff recommends the Transportation Commission request the City Council accept the Mahany Park Open Space Multi-Use Trail Feasibility Study and direct staff to pursue funding for the next steps leading to trail construction.

BACKGROUND

The approximately 133-acre Mahany Park Open Space Study Area (Study Area) is located in western Roseville between Fiddymont Road and Woodcreek Oaks Boulevard, south of Pleasant Grove Boulevard. The study area is adjacent to Mahany Park, the Roseville Aquatics Complex, and Woodcreek High School on the east and bounded by residential development on the north and south. Although part of the project area is a public park, most of the area was designated as an open space preserve in the early 1990's when residential construction projects were approved along the southern border of the Study Area. At that time, the west half of the Mahany Park Open Space was established as a preserve, and approximately 10 acres of vernal pools were created and interspersed with naturally occurring vernal pools throughout the area. The Silverado Oaks Urban Reserve, another open space preserve, is also located immediately south of the Study Area.

Study Goals and Process

The purpose of this feasibility study is to explore the potential for a paved multi-use trail through the Mahany Park Open Space, resulting in a conceptual alignment, cost estimates and next steps leading to construction. Helix Environment Planning was hired to complete the study which included the following tasks:

- Establish a Project Development Team comprised of the consultant team and relevant City staff;
- Field walks and preparation of Biological Resources, and Opportunities and Constraints reports;
- Develop and implement a robust public engagement program to learn about current use and desired uses of the open space area;
- Evaluate previously approved planning documents and suggested trail alignments including the City of Roseville Bicycle Master Plan (BMP), the Roseville Open Space and Overarching Management Plan (OSOMP) and Specific Plans for developments adjacent to the area;
- Consultation with regulatory agencies regarding acceptable uses in the open space;
- Develop potential trail alignments for public review;
- Evaluate trail alignments based on public review; and,
- Develop a recommended alignment and cost estimate.

As described above, the Study Area includes open space and open space preserves that were established to protect natural resources, including vernal pools, wetlands, creeks and oak trees. However, the area has become popular for walking, running and biking and many user-created dirt paths have been established through the area. A paved, connected trail system through the open space may reduce impacts to natural resources, would provide additional year-round recreational opportunities, and would improve the connectivity of the City's trail system.

A trail through this area has been considered in several previous planning documents, including the Roseville Open Space Overarching Management Plan (OSOMP), the City of Roseville Bicycle Master Plan, and Specific Plans for developments adjacent to the area. This study refines the trail alignments previously considered in those documents based on site conditions, public engagement, information gathered from regulatory, utility, and City agencies and input from the City's project development team.

Public Engagement

A robust public engagement process was developed to inform the public about the study, current conditions, and to learn about potential user preferences leading to a recommended trail alignment. However, due to COVID-19 precautions and public health guidelines, public engagement components had to be adjusted. Methods of engaging the public and informing them about the study and the public engagement process and components included:

- Direct mailers
- News feature on ABC 10

- Email newsletters
- Facebook, Twitter, Instagram, Nextdoor notifications
- Signage in the project area.

Additionally, a project website was created and updated frequently by City staff, and includes an informational video. In-person workshops were replaced with two interactive online surveys. The first survey was designed to inform the public about the study, to learn how people currently use the open space, and how they would like to use the open space. The second online survey presented trail alignment alternatives based on information from the first online survey, field walks, site analysis including Biological Resources, and Opportunities and Constraints reports, assessment of existing planning documents, consultation with regulatory agencies, phone interviews with stakeholders including Woodcreek High School biology and extra-curricular program teachers, and utility agencies.

Evaluation of Alignment Options

Trail alignment options, developed from the first public engagement/online survey along with a thorough assessment of existing conditions, were presented in the second public engagement/online survey. To simplify the presentation of the trail alignment options, the Study Area was split into east and west sections. Three trail alignment options were developed for the western half of the Study Area and two trail alignment options were developed for the eastern half of the Study Area. Any of the western trail alignment options would connect with either of the eastern trail alignment options.

The western and eastern trail alignment options presented in the second online survey, also listed specific features of each trail alignment which contributed to the suggested location of the trail. Trail alignments were chosen that would include some or all of the following features:

- Avoid sensitive habitats including vernal pools
- Provide shaded areas
- Provide a points of interest/educational opportunities
- Provide north-south connections through the open space to neighborhoods, shopping, schools, parks, roads, and transit stops
- Close gaps in the existing paved trail system by connecting to existing paved trails
- Connect to a planned trail in an adjacent development
- Connect to roadways near controlled intersections

A recommended alignment was developed based on thorough site assessments and the results received from the second public engagement/online survey.

Recommended Trail Alignment

The recommended trail alignment was developed using information from existing planning documents, site assessments resulting in the Biological Resources, and Opportunities and Constraints reports, interviews with stakeholders, a robust public engagement program including two online interactive surveys, consultation with regulatory agencies, and ongoing coordination with City departments. The recommended trail alignment combines elements of the western and eastern trail alignment options presented in the second public engagement/online survey. It closes gaps in the existing bikeway system with approximately 2.4 miles of new trail through the Study Area. The proposed alignment is comprised of paved trails which provide varying lengths of recreational loops and connect users to all existing and planned trails surrounding and leading to the Mahany Park open space. The recommended trail alignment will also:

- Provide multiple connections to the surrounding neighborhoods, schools, transit stops, roads and parks
- Provide permanent all-weather crossings of creeks in the Study Area to allow safe use year-round
- Protect natural resources, including vernal pool habitat
- Maintain required access for existing utilities
- Close gaps in the trail and bikeway system to provide safe, convenient bicycle/pedestrian connections to recreational, educational and employment opportunities for people of all ages, abilities and incomes, and,
- Include a variety of amenities along the trail.

The preliminary cost to construct the trail, including a mid-block crossing on Fiddymment Road, ranges from 4.3 million dollars using standard paving materials to 6.7 million dollars if permeable materials are used throughout. This cost estimate includes all of the remaining steps to complete the project, which include additional traffic studies for a proposed mid-block crossing of Fiddymment Road, geotechnical studies, additional studies required by regulatory agencies, preliminary engineering, environmental reviews, permitting, final design, and construction.

Funding

Funding for the next steps of this project have not been identified. At City Council direction, staff will pursue funding through various federal, state and local sources over the next several years to complete the project. General Fund and Measure B funds were not used for this study and are not used for multi-use trail construction.

Respectfully Submitted,

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