

Laguna Creek Inter-Regional Trail Walking Tour Report

January 2022



CITY OF
ELK GROVE
PROUD HERITAGE. BRIGHT FUTURE.

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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
Total	12	Total	19

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**

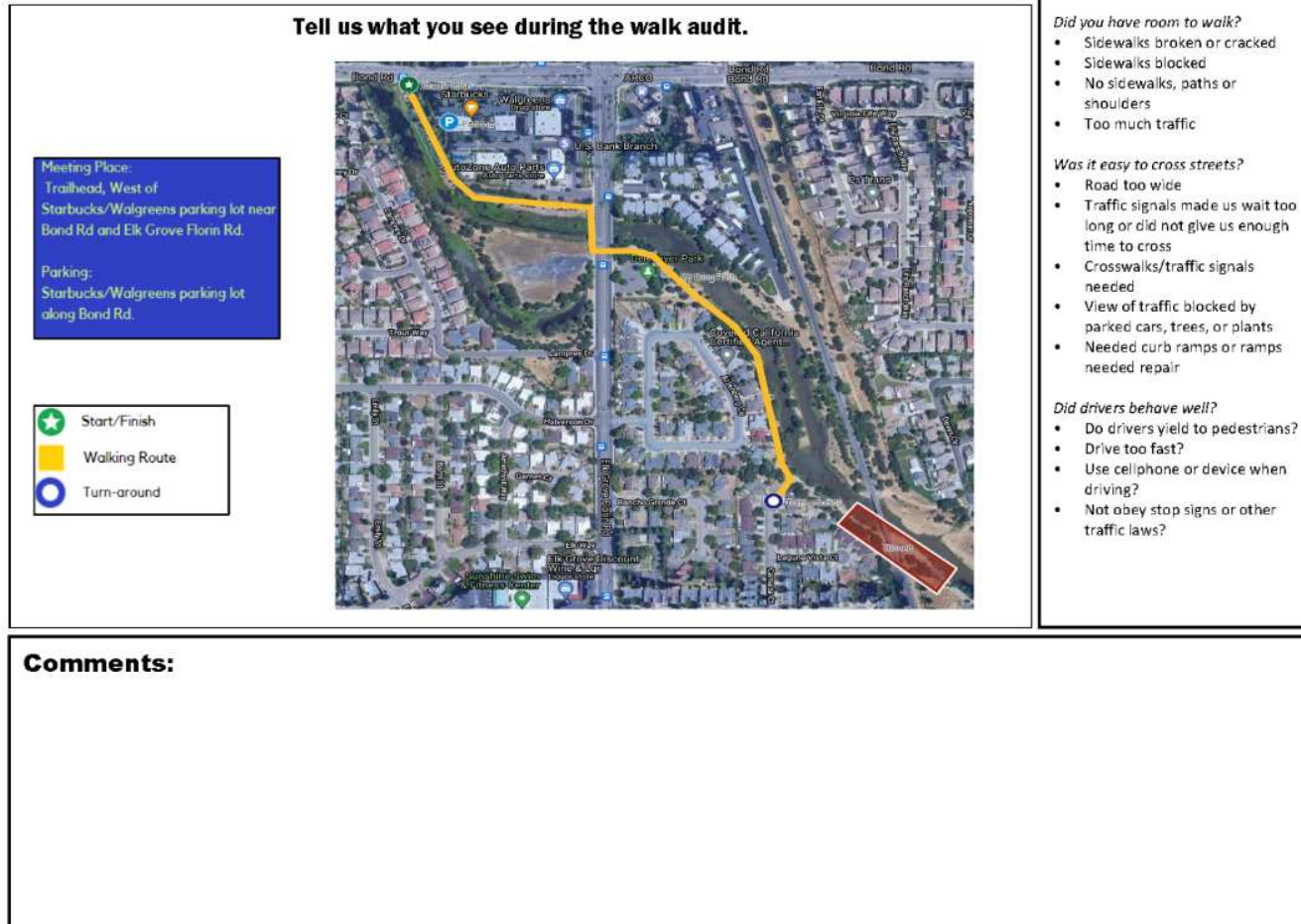


Figure 2. Walking Tour Map used in Elk Grove segment.

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

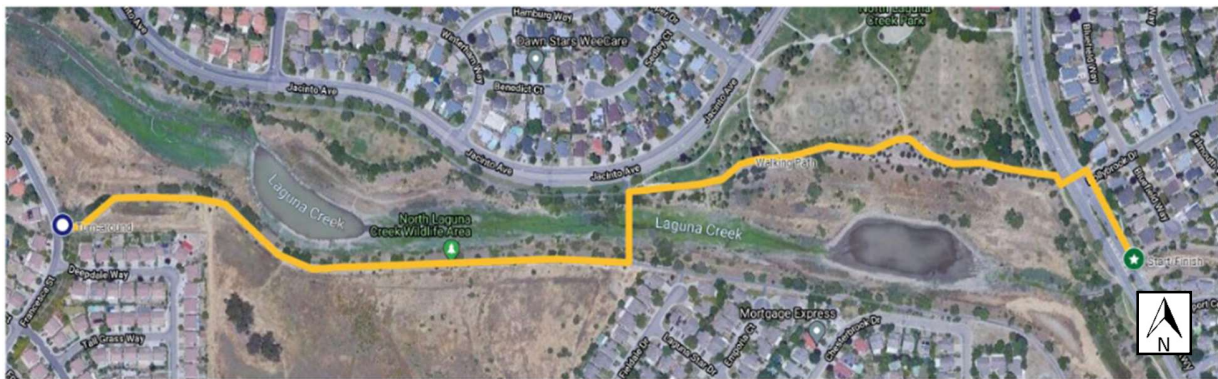


Figure 3. South Sacramento walking tour route. Google Maps 2021.

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).

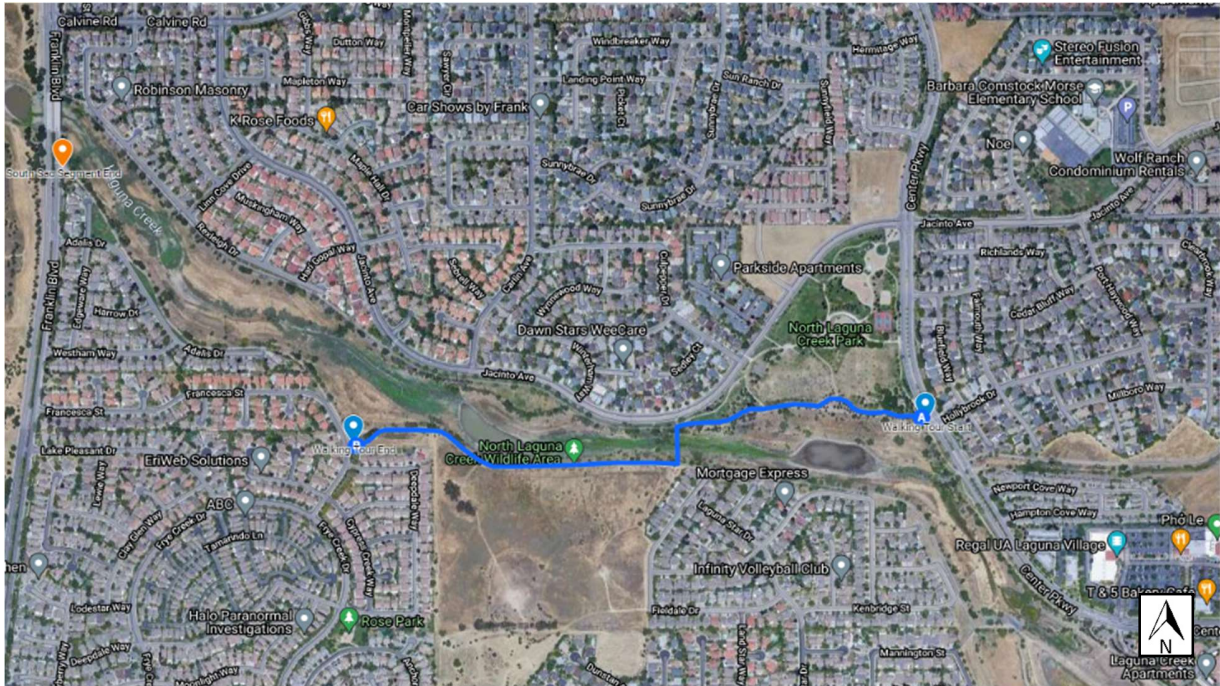


Figure 4. Aerial imagery of residential land use patterns surrounding the South Sacramento segment of the Laguna Creek Inter-Regional Trail. Google Maps 2021.

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

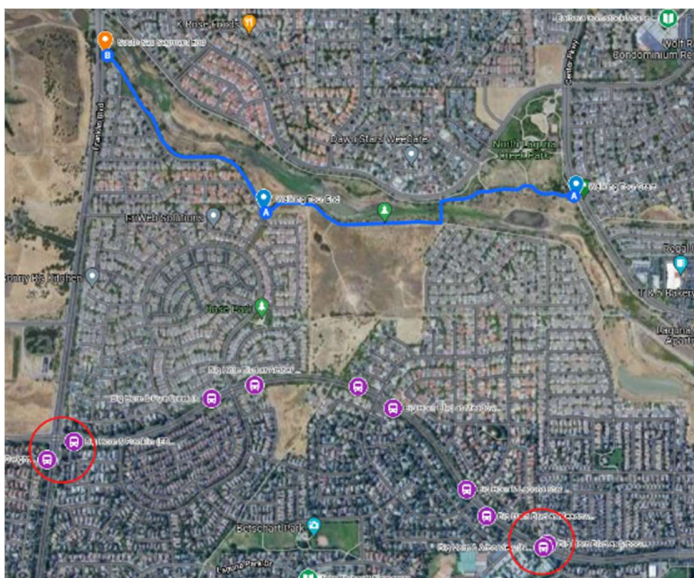


Figure 5. Bus stops (purple dots) near South Sacramento segment of trail (blue line between blue waypoints). The red circles indicate the closest bus stops to the east and west trail segment endpoints. Google Maps 2021.

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.

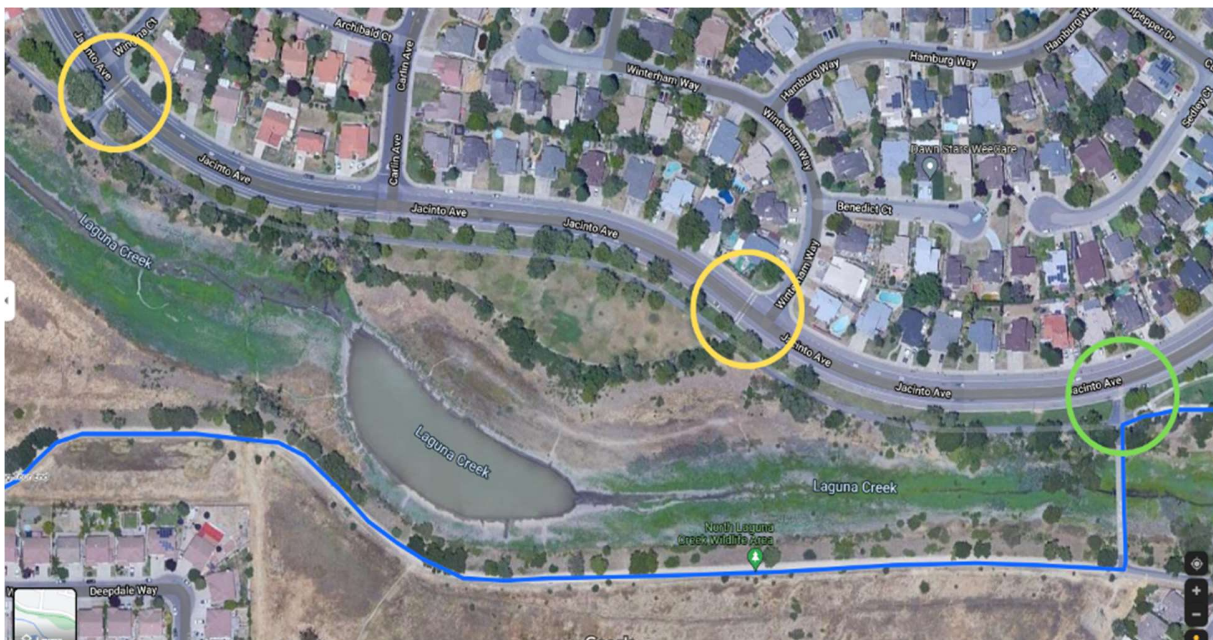


Figure 6. Two crosswalks connect Jacinto Avenue to a connector bike path which eventually connects to the main Laguna Creek Inter-Regional Trail (yellow circles). To the right, a steep ramp connects Jacinto Avenue directly to the trail (green circle). Google Maps 2021.

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.

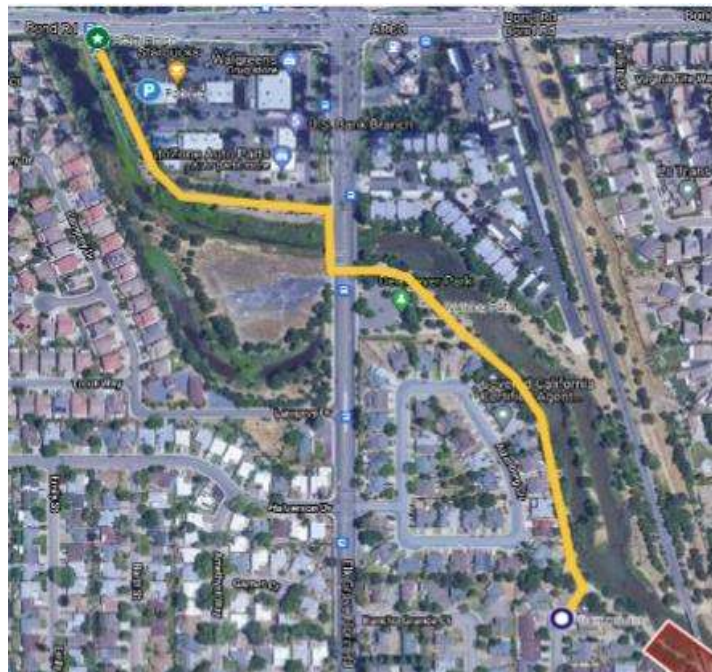


Figure 7. Elk Grove Trail Segment. Google Maps 2021.

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.

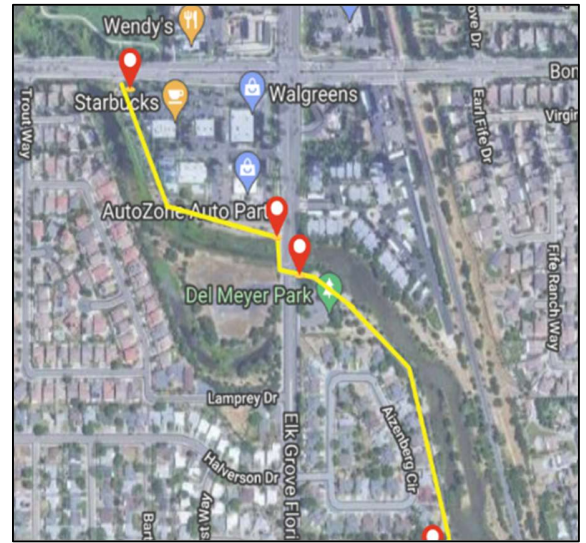


Figure 9. Map showing trailhead entrance points in walking/biking distance to residential neighborhoods. Google Maps 2021.

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.

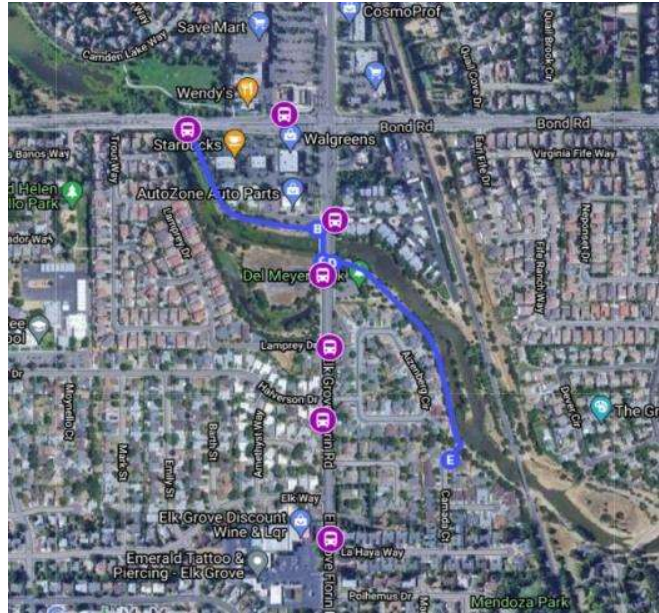


Figure 10. Bus stops near Elk Grove trail segment represented by purple dots. Google Maps 2021.

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 20th 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 down 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



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

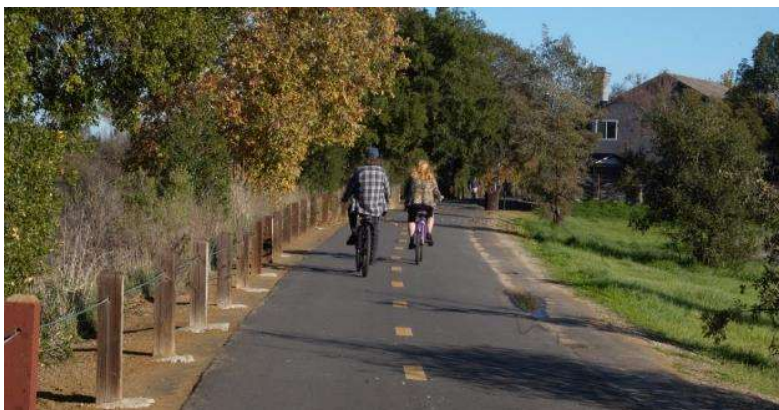


Figure 16. While there is a center line marking on the trail, there are no markings to suggest which side pedestrians should travel on depending on the direction they are going.

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.

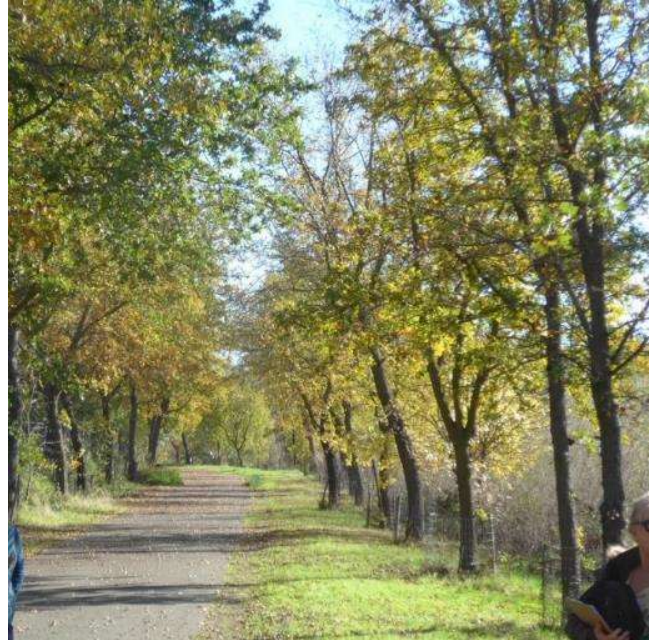


Figure 17. Tree canopy that provides adequate shade for users of the Elk Grove segment.

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
Maintenance			
SS – M1	Entire trail	<ul style="list-style-type: none"> • Educational signage in poor repair with faded and scratched surfaces and graffiti 	<ul style="list-style-type: none"> • Consider partnering with local neighborhood groups or Trails Committee to provide maintenance/cleaning of interactive programming elements
SS – M2	Entire trail	<ul style="list-style-type: none"> • Very few dog waste bag dispensers. Those that existed were full of trash. 	<ul style="list-style-type: none"> • Install additional dog waste bag dispensers at regular intervals along trail
SS – M3	Entire trail	<ul style="list-style-type: none"> • Dead trees with falling branches potentially infected 	<ul style="list-style-type: none"> • Assess tree health along creek and deploy any necessary interventions to avoid infection spread
Maintenance Visuals			
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p data-bbox="197 1323 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="609 1328 817 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>			
Wayfinding/Signage			
SS – WI	Entire trail	<ul style="list-style-type: none"> • Wayfinding signs were present along the trail but lacked detail on distance to destinations • No trail network maps • Several unmarked offshoot trails 	<ul style="list-style-type: none"> • Provide trail network maps at entry points to trail segment • Provide wayfinding signs at entrance to offshoot trails indicating where they go • Revise wayfinding signs with distances in miles or minutes it would take a pedestrian or bicyclist to arrive at destination • Wayfinding signs should reflect consistent themes and visual styling along the duration of the trail segment

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

Wayfinding/Signage Visuals



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



Figure 25. Group gathered around wayfinding signage.

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

Amenities Visuals

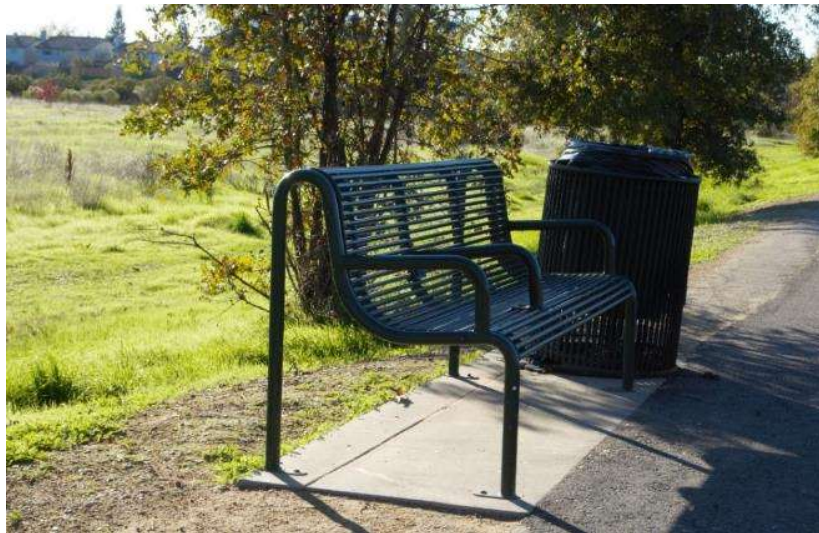


Figure 26. Bench covered in uncoated metal can get hot in summer. No shade is present at this location.

Connectivity, Access, and Accessibility			
SS – CAA 1	Where trail runs parallel to Jacinto Avenue	<ul style="list-style-type: none"> • Steep ramp from residential street to trail, noted by several community members to be too steep for accessibility • No curb cuts • No sidewalk along street 	<ul style="list-style-type: none"> • Short-term: Upgrade ramp with grading consistent with Americans with Disabilities Act standards • Medium-term: Include curb cut(s) to residential street in multiple locations • Long-term: Add sidewalks along south side of Jacinto Avenue • Long-term: Add pathways that connect curb cuts to trail
SS – CAA 2	East Entrance to Trail Center Parkway and Hollybrook Drive	<ul style="list-style-type: none"> • High traffic speeds • Vehicles slow to yield to pedestrians at RRFB • Long crossing distance • Inadequate accommodation for people on bikes 	<ul style="list-style-type: none"> • 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 • 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.
SS – CAA 3	Trail connection to Francesca Street	<ul style="list-style-type: none"> • 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) • This portion of the trail is unpaved. 	<ul style="list-style-type: none"> • Medium-term: Widen or move curb cut on Francesca Street for greater ADA accessibility. • Long-term: Pave the west portion of the trail.
SS – CAA 4	Westernmost section of trail	<ul style="list-style-type: none"> • Unpaved decomposed granite on west portion of trail. • Decomposed granite has eroded in places 	<ul style="list-style-type: none"> • Short-term: fill erosion holes with additional decomposed granite. • Long-term: pave the remainder of the trail.

Connectivity, Access, and Accessibility Visuals



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

Safety

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

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.

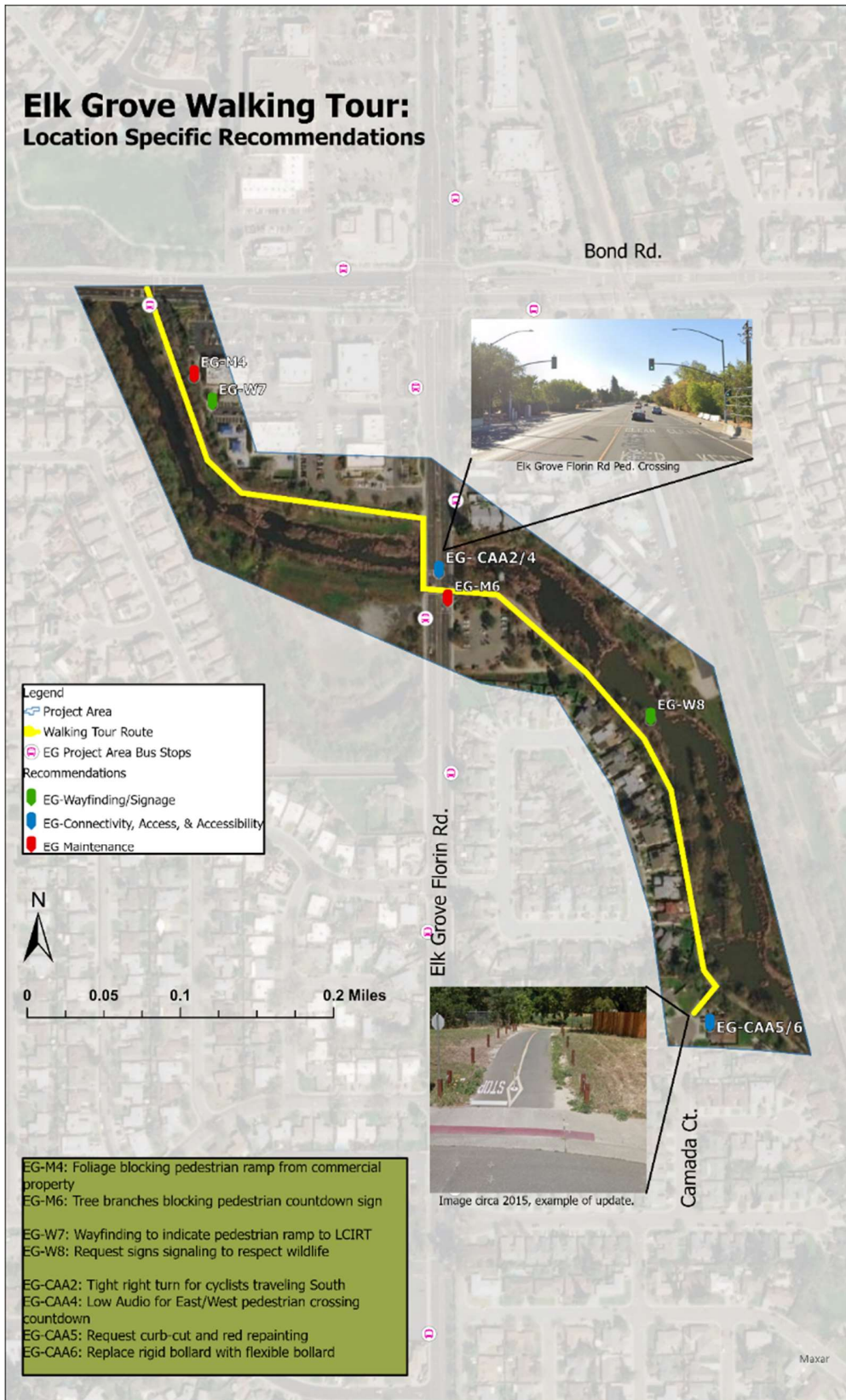


Figure 29. Elk Grove Walking tour map with location-specific recommendation. If a PDF version of this map is needed, contact Pristina Zhang at pzhang@civictread.org.

ID	LOCATION	REPORTED OR OBSERVED CHALLENGES	RECOMMENDED IMPROVEMENTS
Maintenance			
EG - M1	Entire Trail	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 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.
EG - M2	Entire Trail	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
EG - M3	Entire Trail	<ul style="list-style-type: none"> Very few trash cans, but more present than dog waste bag dispensers. 	<ul style="list-style-type: none"> Add additional trash cans along the trail segment to reduce trash and litter on the ground.
EG - M4	Near trailhead off Bond Road.	<ul style="list-style-type: none"> Overgrown foliage covering the ramp, which was identified as a hazard for users of wheeled devices. 	<ul style="list-style-type: none"> Please see recommendations in EG – W1 for signs with maintenance contact information. 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.
EG- M5	From trailhead off Bond Road, to end of first segment off Elk Grove Florin Road.	<ul style="list-style-type: none"> Community members reported trash, active fires, and debris from fires around existing bench areas. Concerns of keeping areas clean so seating is usable. 	<ul style="list-style-type: none"> Please see recommendations in EG – W1 for signs with maintenance contact information. Increase frequency of maintenance around amenities. 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.
EG- M6	Elk Grove Florin Road (between the two parts of the segment)	<ul style="list-style-type: none"> Tree branches are overgrown, covering the east pedestrian countdown signal at the crosswalk and inhibiting the view of much time has lapsed. 	<ul style="list-style-type: none"> Same recommendations from EG-M5 apply.

EG – M7	Elk Grove Florin Road (between the two parts of the segment)	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Same recommendations from EG-M5 apply.
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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

EG – WI	Entire Trail	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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&M). • 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.
EG – W2	Entire Trail	<ul style="list-style-type: none"> • No markings on paved trail designating space for pedestrians, bicyclists, and equestrians 	<ul style="list-style-type: none"> • 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.

EG – W3	Entire Trail	<ul style="list-style-type: none"> No marking clarifying use of gravel road 	<ul style="list-style-type: none"> 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
EG – W4	Entire Trail	<ul style="list-style-type: none"> No line down the middle of paths can cause a hazard in people going different directions 	<ul style="list-style-type: none"> 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.
EG – W5	Entire Trail	<ul style="list-style-type: none"> No wayfinding signs connecting to the next segment 	<ul style="list-style-type: none"> Include signs at the entrances of both parts of the trail showing the direction of the continuation of the segment.
EG – W6	Entire Trail	<ul style="list-style-type: none"> No speed limit signs for bicyclists. During walking tour, observed bicyclists going fast close to pedestrians. 	<ul style="list-style-type: none"> Provide speed limit signs for bicyclists or include as a guideline in the entrance sign.
EG – W7	Near trailhead off Bond Road.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
EG – W8	From trailhead off Elk Grove Florin Road to Camada Court	<ul style="list-style-type: none"> No signage to warn trail users about the wildlife. During walking tour, a few birds started to make their way towards the group. 	<ul style="list-style-type: none"> General signs near the natural preserve areas regarding respecting, not feeding, and keeping distance from the wildlife.

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

EG – A1	Entire Trail	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Short term: Provide portable restroom stalls that are regularly maintained, and accessible for all. 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.
EG – A2	Entire Trail	<ul style="list-style-type: none"> Very few dog waste bag dispensers 	<ul style="list-style-type: none"> Please see recommendation made in EG – M2.
EG – A3	Entire Trail	<ul style="list-style-type: none"> No drinking fountains / water stations along the trail segment 	<ul style="list-style-type: none"> In addition to recommendation EG -A1, the long term restroom facilities can offer drinking fountains for both adult and child height.
EG – A4	Entire Trail	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Short term: include emergency numbers along the path of the trail, on recommended signs to be installed by the entrance. 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.

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>EG – CAA1</p>	<p>Near trailhead off Bond Road.</p>	<ul style="list-style-type: none"> Ramps leading to main trail can be more ADA compliant, such as maintaining overgrow foliage. Access could improve to the plaza 	<ul style="list-style-type: none"> 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. 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.
<p>EG – CAA2</p>	<p>Off Elk Grove Florin Road, coming out of caged sidewalk</p>	<ul style="list-style-type: none"> Tight turn for bicyclists when coming out of caged sidewalk to get to crosswalk towards Elk Grove Florin trailhead. 	<ul style="list-style-type: none"> Long term: Widen sidewalk in that crosswalk waiting area that does not obstruct southbound lanes of Elk Grove Florin Road.
<p>EG – CAA3</p>	<p>Elk Grove Florin Road (between the two parts of the segment)</p>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Please see recommendation made in EG -W5.
<p>EG – CAA4</p>	<p>Elk Grove Florin Road (between the two parts of the segment)</p>	<ul style="list-style-type: none"> 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, 	<ul style="list-style-type: none"> 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.

		<p>this can be limiting and hazardous.</p>	
EG – CAA5	Cul-de-sac of Camada Court	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
EG – CAA6	Cul-de-sac of Camada Court	<ul style="list-style-type: none"> Concerns about the effectiveness of the current metal bollard were discussed. 	<ul style="list-style-type: none"> 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.

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.