







- 1

CREATE A GATEWAY & CONNECTION TO EXISTING 1.2 MILE SEGMENT OF THE LOWER WOLF CREEK TRAIL
- 2

UPGRADE CROSSING WITH HIGH VISIBILITY STRIPING & RECONFIGURED & IMPROVED SIGNAGE
- 3

MODIFY SLOPE UNDER HWY 20 TO PROVIDE SEPARATED BIKEWAY. INCORPORATE MURAL/ART UNDER BRIDGE
- 4

INCORPORATE STEPPED ENTRY PLAZA WITH IMPROVED PEDESTRIAN CONNECTION TO HWY 20
- 5

REGRADE, MOVE FENCE & ADD RETAINING WALL TO FIT TRAIL
- 6

CONTINUE RETAINING WALL FOR APPROXIMATELY 150 FT TO CONNECT TO EXISTING RETAINING WALL
- 7

CONSIDER UPGRADING SANITARY SEWER EXPOSED IN CREEK INTO TRAIL
- 8

INSTALL SOUND WALL & BARRIER TO FIT TRAIL BETWEEN CREEK & HIGHWAY

OPPORTUNITIES

- +

VERY SCENIC SECTION OF CREEK
- +

FREEWAY NOISE MAY CARRY OVERHEAD
- +

DIRECT ROUTE
- +

CLASS I TRAIL AVOIDS INTERSECTIONS

CONSTRAINTS

- TRAIL NARROWS IN PLACES
- REQUIRES SOUNDWALL & SHOULDER CHANGES
- REQUIRES CALTRANS PLANNING & APPROVAL PROCESS
- TRAIL WILL BE VISIBLE FROM YARDS
- REQUIRES INTERSECTION IMPROVEMENTS AT FREEMAN LANE







- 1 FIT TRAIL WITHIN CALTRANS RIGHT-OF-WAY ON RAMP WITH NEW RETAINING WALL & BARRIERS
- 2 INCORPORATE TRAIL INTO ROUNDABOUT INTERSECTION IMPROVEMENTS
- 3 UPGRADE CROSSING WITH HIGH VISIBILITY STRIPING & RECONFIGURED & IMPROVED SIGNAGE
- 4 PROVIDE CLASS I BIKEWAY ALONG HANSEN WAY
- 5 CONSTRUCT RETAINING WALLS & REMOVE CONFLICTING TREES TO FIT TRAIL ON SLOPE WITHIN CALTRANS RIGHT-OF-WAY. REPLANT TREES TO MAINTAIN WOODED FEEL.

OPPORTUNITIES

- + CAN BE A CLASS I TRAIL
- + MOSTLY DIRECT ROUTE
- + CALTRANS RIGHT-OF-WAY HAS SPACE FOR A SEPARATED PATH (CLASS I BIKEWAY)
- + RELATIVELY FEW INTERSECTIONS TO NAVIGATE
- + CLOSE PROXIMITY TO HISTORIC DISTRICT
- + CITY OWNED PARCEL AT 131 COLFAX AVENUE OFFERS POTENTIAL FOR A POCKET PARK ALONG TRAIL

CONSTRAINTS

- REQUIRES CALTRANS PLANNING AND APPROVAL PROCESS
- REQUIRES RETAINING WALLS
- LARGE PORTION NOT ON CREEK







- 1 TRANSITION TRAIL FROM CALTRANS R.O.W. TO RAILROAD AVENUE RIGHT-OF-WAY
- 2 PROVIDE A CLASS 1 BIKEWAY ON THE NORTH SIDE OF RAILROAD AVENUE
- 3 CREATE A NEW GATEWAY PARK
- 4 UPGRADE TRAIL CROSSING AT RAILROAD AVENUE TO IMPROVE SAFETY & HIGHLIGHT WOLF CREEK AS A COMMUNITY AMENITY

OPPORTUNITIES

- + AVOIDS INTERSECTIONS
- + DIRECT ROUTE
- + EASY GRADE
- + LONG, CONTINUOUS CLASS I TRAIL SEGMENT

CONSTRAINTS

- REQUIRES CALTRANS PLANNING AND APPROVAL PROCESS
- BUSY ROAD
- REQUIRES RESTRIPING AND RECONFIGURING OF IDAHO MARYLAND ROAD
- MULTIPLE DRIVEWAYS CROSS PROPOSED ALIGNMENT ALONG THIS STRETCH OF IDAHO MARYLAND ROAD







- 1 ALIGN TRAIL ALONG CREEK & UNDER EXISTING TREE CANOPY
- 2 UPGRADE TRAIL CROSSING AT CENTENNIAL DRIVE TO IMPROVE SAFETY & HIGHLIGHT WOLF CREEK TRAIL AS A COMMUNITY AMENITY
- 3 CREATE A CLASS I BIKEWAY ON IDAHO MARYLAND ROAD
- 4 CREATE A NEW TRAIL CROSSING ACROSS IDAHO MARYLAND ROAD AT SUTTON WAY
- 5 CONNECT TO PROPOSED LOMA RICA TRAIL SYSTEM

OPPORTUNITIES

- + DIRECT ROUTE
- + CLASS I TRAIL WITH FEW INTERSECTIONS
- + SEGMENT ALONG IDAHO MARYLAND ROAD IS WITHIN CITY CONTROLLED RIGHT-OF-WAY
- + AVOIDS SIDE OF CREEK OCCUPIED BY PRIVATE BUILDINGS AND INFRASTRUCTURE

CONSTRAINTS

- UTILITY CONFLICTS
- BUSY ROAD
- REQUIRES TWO NEW SIGNED CROSSINGS
- REQUIRES RESTRIPING AND RECONFIGURING OF IDAHO MARYLAND ROAD

