

DRAFT



Trails Master Plan

2026



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1.0 Introduction

The Orangevale Recreation & Park District's Parks and Recreation Master Plan (April 2011 – 'Master Plan') documents strategy 1.3 for enhancing existing trails and adding new trails for walking, running, mountain biking and equestrian users. Within the description of each existing park, existing or needed trails and/or connections are also described in this plan. The Orangevale Recreation & Park District (OVparks) also has multiple park master plans that include desired internal trails and pathways for each park site.

The Sacramento and Placer Counties have been developing a 67-mile Loop Trail (Section 4.6) that links Folsom Lake, Placer County, the city of Roseville, Rio Linda, and Sacramento City that includes the American River Parkway. Orangevale is fortunate to border this Loop Trail connection at the Placer County line.

1.1 Purpose

The purpose of this plan is to provide the Orangevale community with a plan for current and future development of an integrated trail system that links Orangevale's parks and facilities to each other as well as the Sacramento County regional trail system and facilities. An updated Strategy Matrix (2014) from the 2011 Master Plan documents tactic 1.3b to "Develop a trail acquisition plan and trail enhancement plan to build / enhance trails in the community" and 1.3b "Work with the trails committee to determine priorities, support funding and increase the visibility and use". This plan will complete these tactics and provide for continuous updates in priorities and acquisition and enhancement plans.

This plan is designed to be used for the following:

- Development of tentative trail maps and provide for continuous updates
- Acquiring rights-of-way for trail development
- Approving any Assessment Districts if necessary
- Developing the trail system
- Establishing rule and guidelines for trail use
- Maintaining the trails

2.0 Goals and Policies

The following represents the goals and policies for the OVparks Trails Master Plan:

2.1 Goals

The objectives of the OVparks District Master Plan are incorporated here with some additions.

1. Provide citizens of Orangevale the opportunity for safe, convenient and pleasant trails for recreational walking, hiking, cycling, and riding throughout the District.
2. Acquire, develop, and maintain, where feasible, trail easements, abandoned rights-of-way, drainage easements and other useable linear property including portions of street and highway rights-of-way for open space and recreational corridors for use as walking, hiking, cycling and riding trails.
3. Establish and maintain, where feasible, walking, hiking, cycling and riding trails along certain highways as designated on the Circulation Element of the County General Plan.
4. Actively solicit all available means of financing the acquisition, development and maintenance of trails including available Local, State, and Federal funds as well as grants.
5. Link residential areas, schools, community buildings, parks, commercial areas, and other community facilities within residential developments.
6. Whenever possible, trails should connect to the countywide trail system, regional trails, and the trail or bikeways plans of cities.

2.2 Policies

The following policies should help guide the planning process.

1. Whenever feasible, planning designs should separate trails from the roadway using curbs, fences, landscape buffering, and/or spatial distance to provide for safe and convenient travel by foot, personal mobility device, bicycle, and/or horse.
2. Link residential areas, schools, community buildings, parks, and other community facilities within residential developments.
3. Use public utility corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements and roadways.
4. Provide for multiple uses (i.e. pedestrians, equestrians, bicycles).
5. Protect open space and natural resources.
6. Support the integration of public trails into the design of flood control facilities and other public works projects whenever possible.
7. Work with Sacramento County, the City of Citrus Heights, and local agencies to coordinate the development of pedestrian, bicycle, and equestrian trails.

8. Request the Sacramento County agencies to coordinate the developments within the District to determine the need for dedication of rights-of-way and/or actual construction of segments of local feeder trails or the countywide trail system.
9. Encourage the preservation of linear open space along rail corridors, steam corridors, and other public easements for future use as trails.
10. Promote accessibility and provide access to land and nature in accordance with the Americans with Disabilities Act (ADA).
11. Maintain a Trail Committee and solicit input from local equestrian, pedestrian, and bicycle proponents.

3.0 TRAIL USES & RULES

OVparks trails are used by residents and visitors alike and at times can have multiple types of use at once. Our trails are used for walking, jogging, biking, horseback riding, and traveling with personal accessibility devices. Because our trails experience such a high and varied amount of traffic, it is important that all trail users obey the rules of the trails throughout OVparks.

3.1 Pedestrians/Personal Mobility Devices

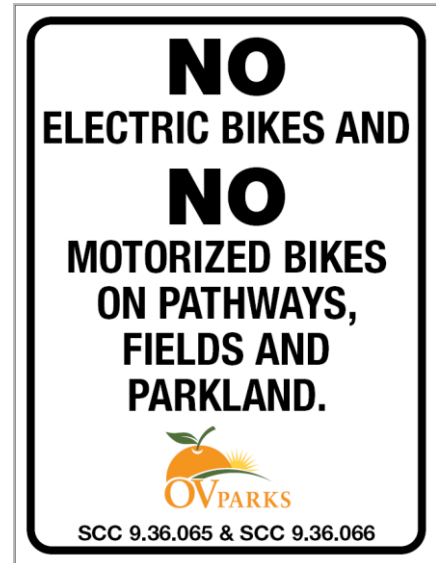
- Use the left shoulder when it is applicable to you.
- Be aware of your surroundings on multi-use trails.
- Keep your dog on a short leash - Dogs are not allowed to be off-leash within Orangevale parks and its trails. The maximum length of a leash is six feet, including retractable leads.
- The speed limit is 15 mph for ADA personal mobility devices.
- Yield to equestrians.

3.2 Bicycles

- The speed limit is 15 mph. OVparks trails are not designed for extreme biking, and too much speed can be a hazard to you and those around you.
- Stay on the trails. Bikes and other wheeled vehicles are not permitted in grass fields, nature areas, landscaped areas, and open space.
- Obey all traffic signs - Be sure to yield to traffic signs and follow any detour signs. Watch for car traffic, particularly where trails cross or run alongside streets.
- Wear a helmet. Helmets are legally required for children under 18 years of age, and are recommended for adults as well.
- Pull completely off the trail if you need to stop - By pulling off the trail, you are less likely to get hit by bike trail traffic and cause an accident.
- Pass on the left - Be sure that when you are passing someone on a paved trail, stay on their left side and move to the right after you have passed them. Call out "passing on your left" so you don't startle the person you are passing.
- Pay attention when you ride - Don't wear headphones and make sure you keep your eyes on the trail to look for potential hazards. Stay in your lane.
- Ride in single file - Even if you are in a group, riding single-file helps keep the trails clear of congestion and reduces the chances of an accident.
- Maintain a safe speed, and a maximum speed of 15 mph.
- Yield to pedestrians and equestrians.

3.3 E-bikes/Motorized Scooters/Motorized Vehicles

- It is illegal to ride a moped, motorized bicycle, motorcycle, single motorized wheel, or a Class 3 E-bike on a bicycle path/trail, equestrian (horse) trail, hiking trail, or recreational path/trail unless that path or trail is on or next to a road. Permission to use the trail or roadway is may also be granted by local law (as specified in Sacramento County Code 9.36.065 & 9.36.066)
*<https://www.dmv.ca.gov/portal/handbook/motorcycle-handbook/two-wheel-vehicle-operation/>
- All E-bikes and motorized vehicles are prohibited on pathways, Type 2, and Type 3 Trails, as described in Section 6 of the Trails Master Plan.
- All E-bikes and motorized vehicles are prohibited in grass fields, nature areas, landscaped areas, and open space.
- Class 1 E-bikes, Class 2 E-bikes, golf-carts and motorized scooters are only permitted on Type 1 Trails (concrete or asphalt trails), as described in Section 6.1 of the Trails Master Plan.
- Class 1 E-bikes, Class 2 E-bikes, golf-carts and motorized scooters must obey the same rules as bicyclists as described in Section 3.2 of the Trails Master Plan.
- All motorized vehicles that are not listed above (excluding ADA personal mobility devices as described in Section 3.1) are prohibited on OVParks trails.
- Maintain a safe speed, and a maximum speed of 15 mph.
- Yield to pedestrians, equestrians, bicyclists, and all other trail users.



EBIKE CLASS	CLASS 1	CLASS 2	CLASS 3
EBIKE			
MAXIMUM MOTOR SPEED (MPH)	20 MPH	20 MPH	28 MPH
EQUIPPED WITH A MOTOR	✓	✓	✓
THROTTLE COMES STANDARD	✗	✓	✗

According to California Vehicle Code (CVC) 312.5, an “electric bicycle” is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.

3.4 Equestrians

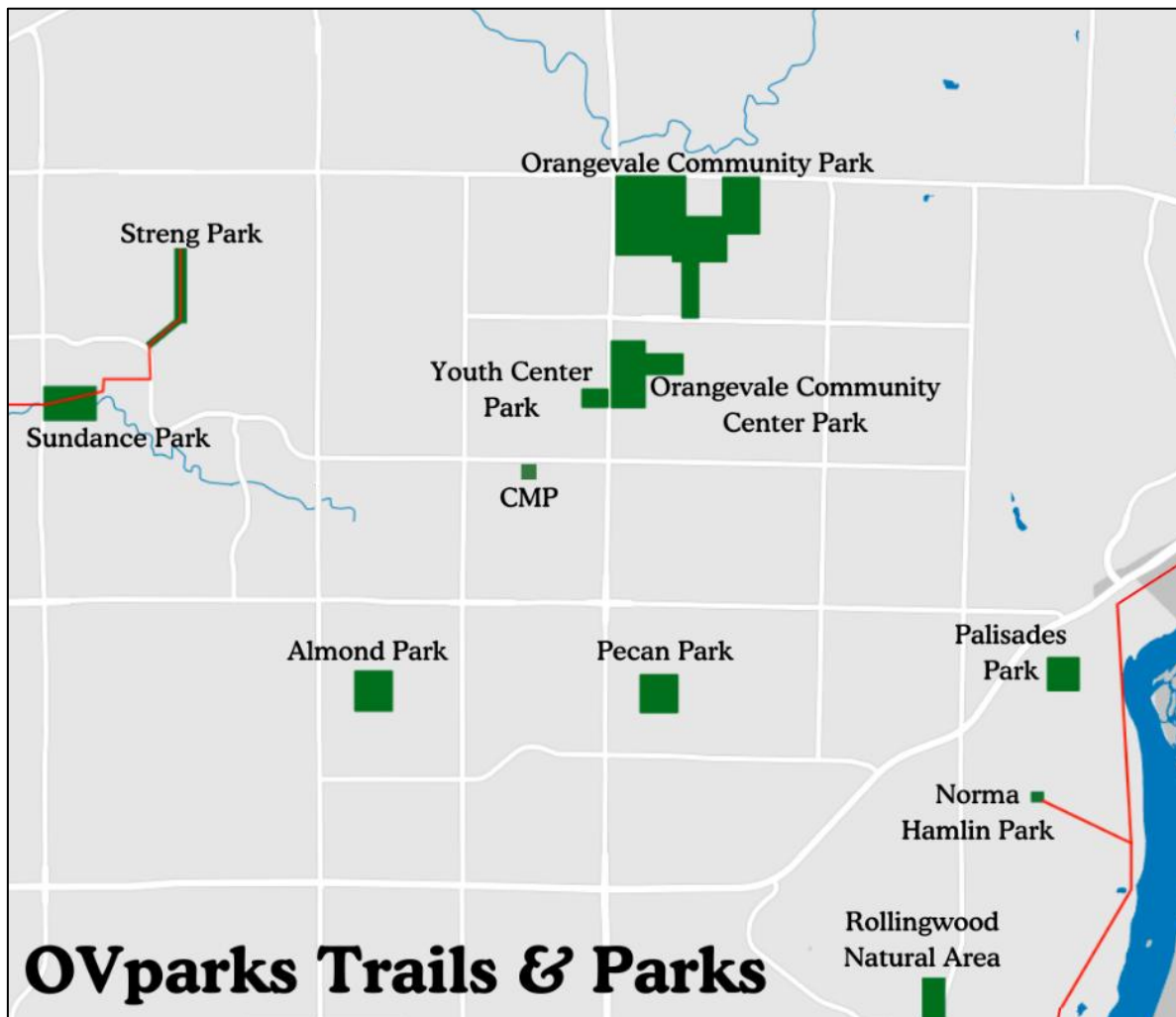
- Horses are only permitted on Type 1 Trails (concrete or asphalt trails) and Type 2a Trails (multi-use DG trails) as described in Section 6 of the Trails Master Plan.
- Be sure to let people know when it is safe to pass your horse when you encounter others.
- It is recommended that equestrians wear helmets and only use the trails during the day to avoid potential hazards or obstacles that may be hidden from view in the dark.
- Respect the environment and keep horses on designated trails.
- Maintain a safe speed, and a maximum speed of 15 mph.
- Equestrians have the right-of-way over other trail users on multi-purpose trails.

3.5 Other Trail Users

- Skaters/Skateboarders/Scooters - Roller skating and rollerblading, skateboards and non-motorized scooters are permitted on OVpark trails where applicable.
- All skaters, skateboards, and scooters must obey the same rules as bicyclists as described in Section 3.2 of the Trails Master Plan.
- Yield to pedestrians, equestrians, and bicyclists.

4.0 Trail Maps

Through continuous trail planning the trail maps throughout the District and bordering communities will be updated in the future to include additional trail alignments and to incorporate other areas of the District. The District will use workshops of the Trail Committee and District Meetings, as a venue for trail map updates. The major trails on the maps identified by The Trail Committee are described in this section.



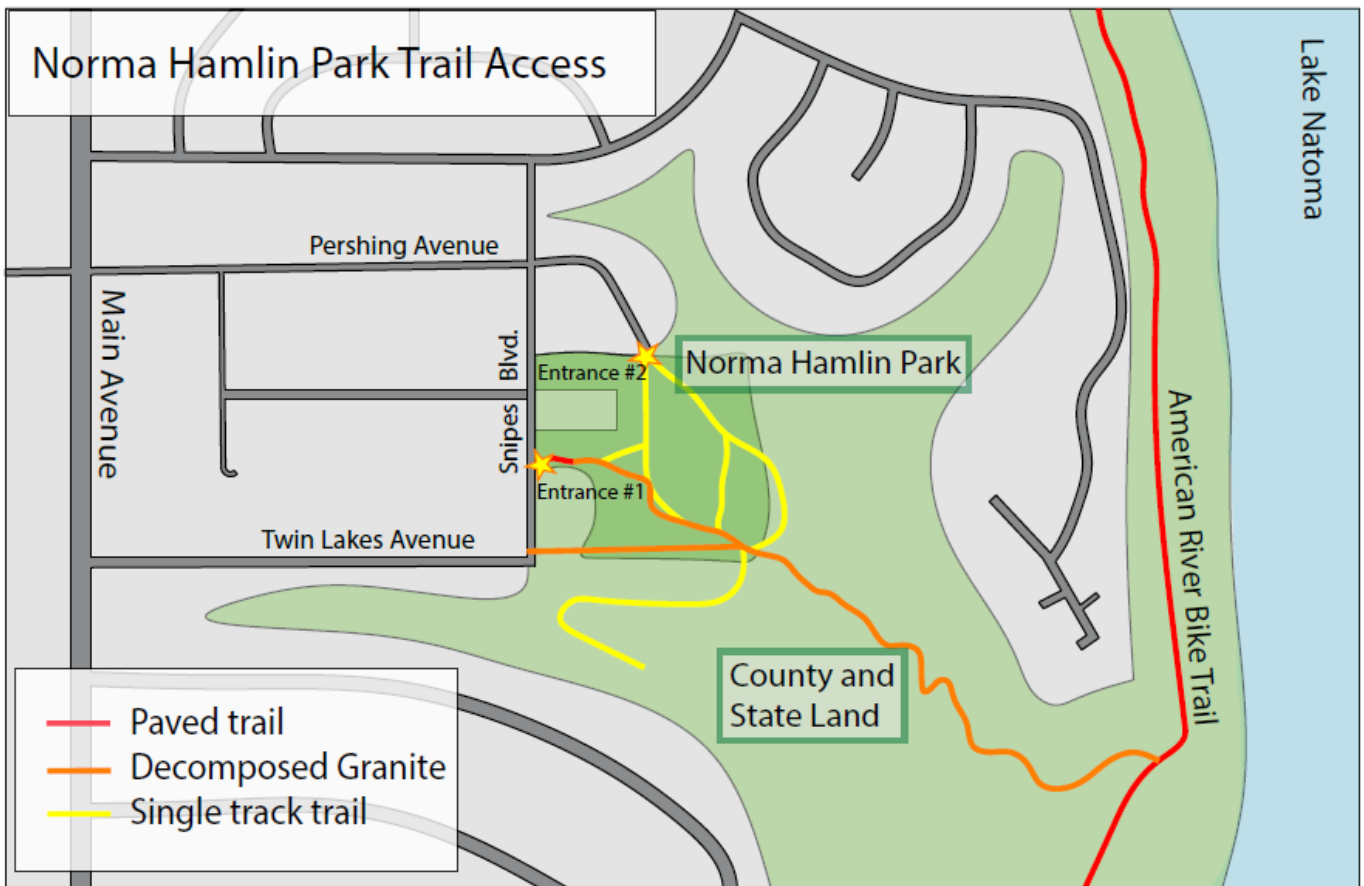
4.1 Shackleton Woods

Shackleton Woods is a section Orangevale Community Center Park that is designated as nature area. It includes a Type 1, fully paved, ADA accessible trail that connects Pecan Avenue to the Orangevale Pool and the Orangevale Community Center. Shackleton Woods also includes Type 2a DG trails that form a loop through the entire nature area, and that leads to additional accessible pathways to the north side of the Orangevale Community Center, as well as Building #1, Building #2, and the Orangevale History Project.



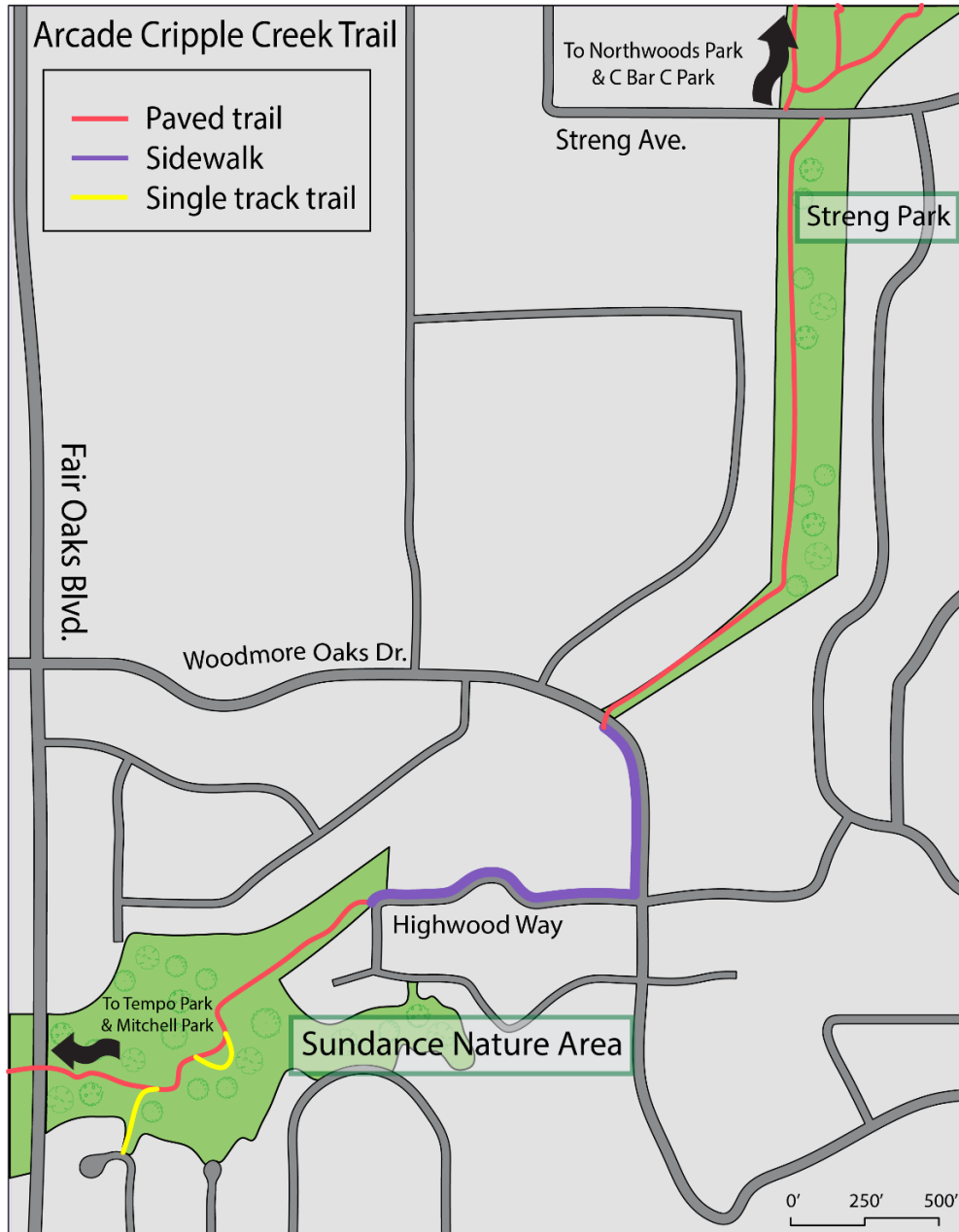
4.2 Norma Hamlin Trail Access To American River Canyon

Norma Hamlin Park includes a rustic Type 2b trail that connects to the Snipes-Pershing Ravine Trail in the American River Canyon. The Snipes-Pershing Ravine Trail is part of the CA State Parks Trail system. It was constructed in 2012 as an equestrian/bike trail to connect to the County Park Trail system at Lake Natoma. As of 2023, the Snipes Pershing Ravine Trail and the Pioneer Express Trail that it connects to, are both designated to be a multi-use trail for bikes, equestrians, and pedestrians.



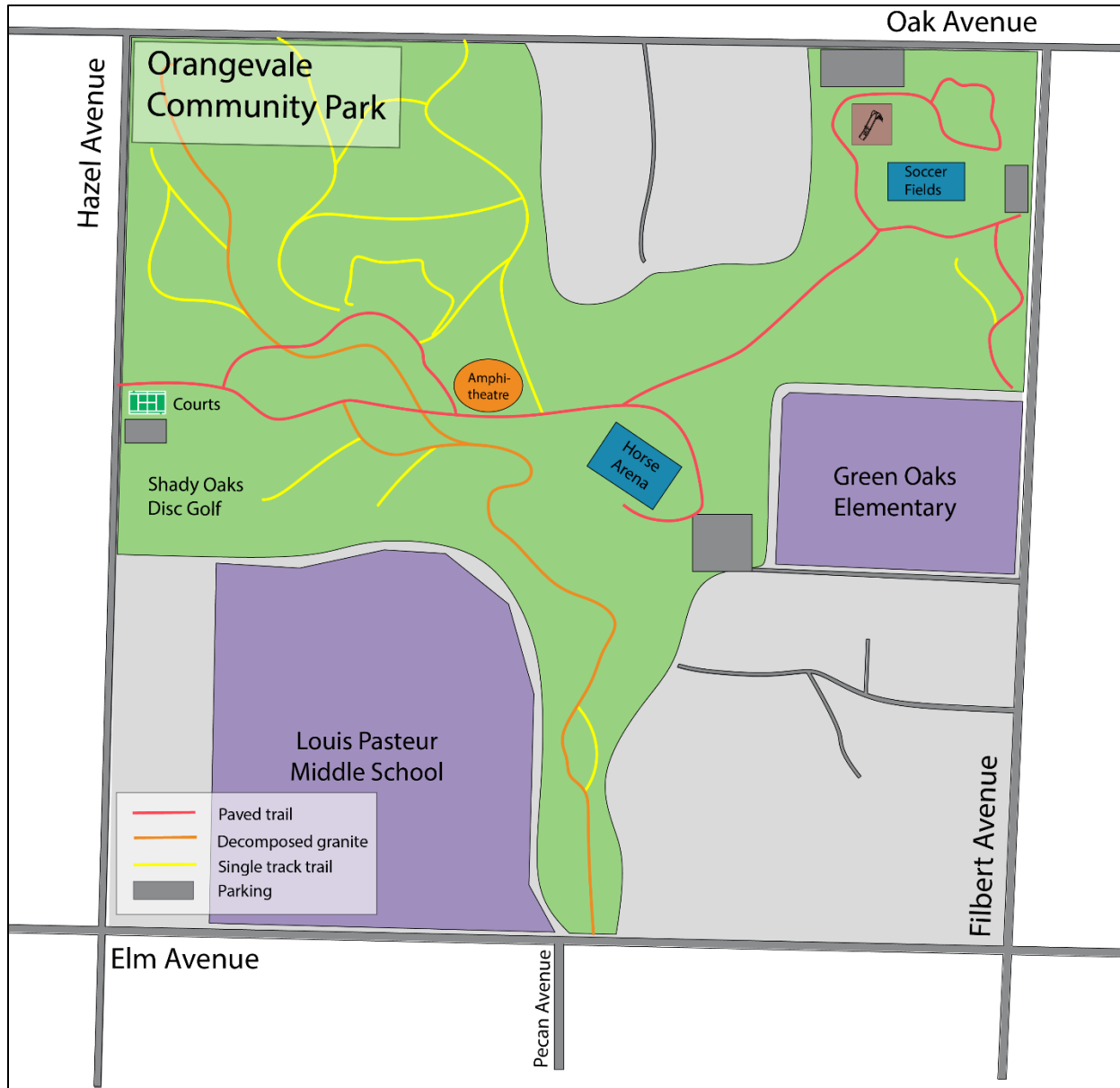
4.3 Arcade-Cripple Creek Trail

This Arcade-Cripple Creek Trail connects neighborhoods through several municipality properties. In Orangevale, the Type 1 paved trail starts on Fair Oaks Ave at Sundance Park, and travels through open space, a neighborhood, and Strengh Park, where it connects to Sunrise RPD's Northwood Park. The trail then links through Sunrise RPD's C-Bar-C Park and ends at Wachtel Avenue. The goal to ultimately connect this trail to Folsom Lake through Woodbridge Ranch is considered the next priority trail linkage.



4.4 Orangevale Community Park and Planned Orangevale Park Loop Trail

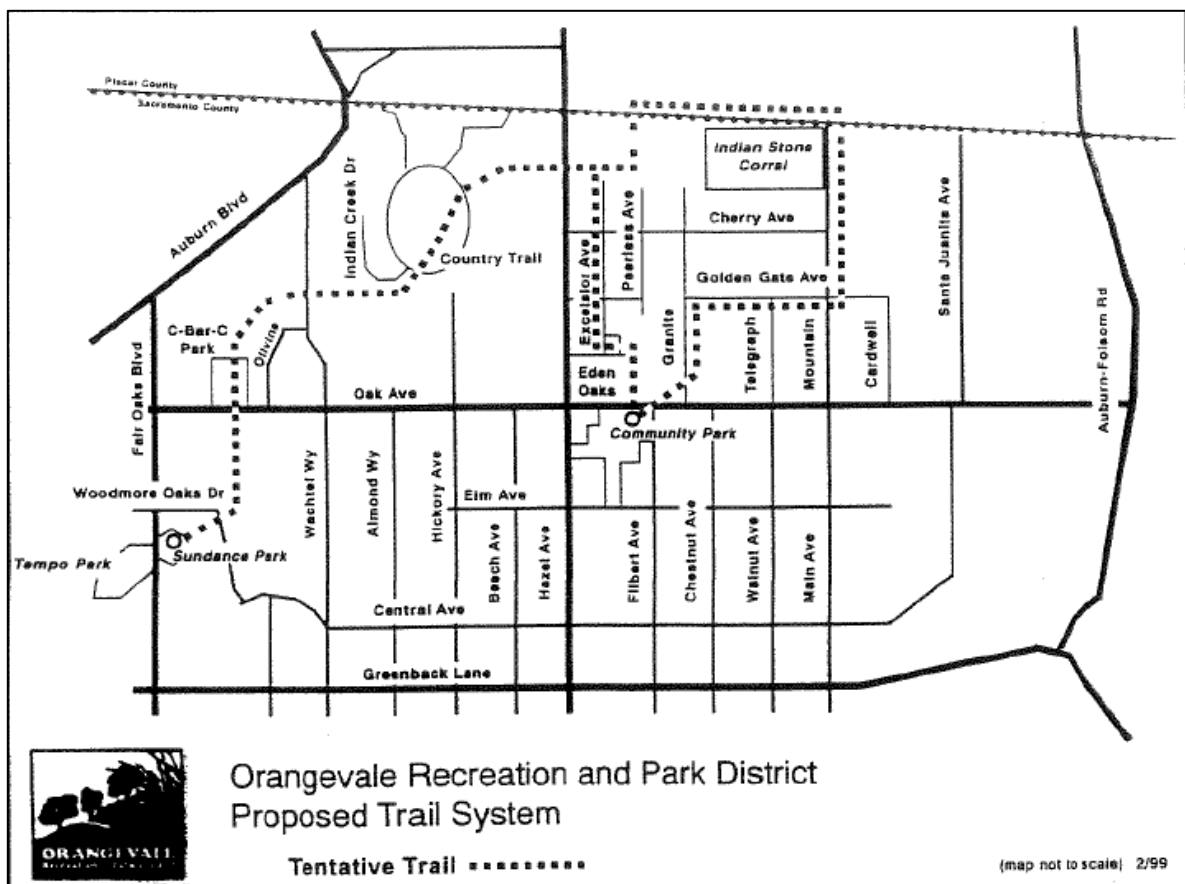
Orangevale Community Park, located at the corner of Hazel and Oak Avenues contains several winding trails throughout the park. The Park is also home to an equestrian arena and staging area, the Shady Oaks Disc Golf Course, an stone amphitheater, an outdoor stage, a soccer field, tennis/pickleball courts, a playground, and several sections of nature areas, including a section of plant-species labeled nature-walk.



4.5 Proposed County Loop Trail from 1999

The proposed loop trail will start from Orangevale Park and travel north next to Casa Roble High School. The trail will split with a west trail linking to Eden Oaks Avenue, and an east trail towards Granite Avenue. The west trail will continue east on Eden Oaks and then turn North on Excelsior and continue up until it reaches the Arcade Cripple Creek Trail.

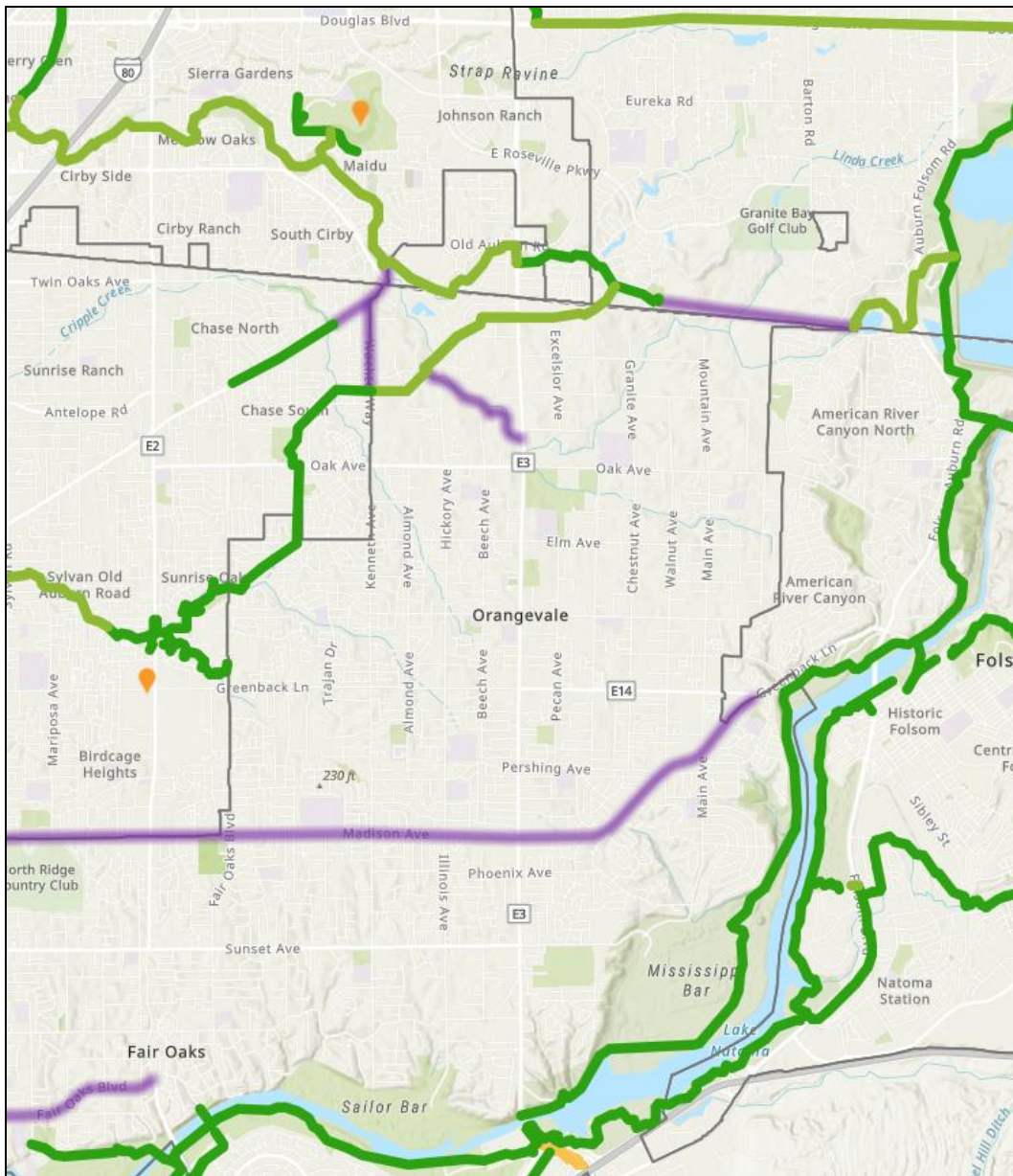
The map shown below is the result of several workshops and District meetings on the proposed trail system in Orangevale from 1998 and 1999. The Trail Committee at that time identified two trails from these meetings that should be actively pursued. These proposed trails will link the pedestrian and equestrian community of Orangevale to the Orangevale Park and Horse Arena facilities, and the proposed County Loop Trail. The proposed County Loop trail that Links Folsom Lake, Placer County, Sacramento City and the American River Parkway (approximately a 67-mile trail system). Orangevale desires to obtain as many access points and feeder trails to the County Loop Trail.



4.6 Sacramento Region Six-County Trail Network

SACOG is currently working with jurisdictions across the region to support the growth of the trail network. In 2022, the SACOG Board of Directors approved the Trail Network Action Plan.

The map below shows Orangevale on the current SACOG Plan, including the existing trails (dark green) planned trails (light green) and “trail study corridors” (purple).



(<https://sacog.maps.arcgis.com/apps/instant/sidebar/index.html?appid=9f9ff8a1ef75452e95d1d643055242ef>)

5.0 Implementation Strategy

5.1 Acquisition

Land acquisition for trails will be made based on review of several factors including the following:

- Linking to other trails
- Consistent with Trails Master Plan
- Preventing the loss of an important site
- Allows for improved access and is consistent with the District Master Plan

The Trail Committee (Section 7) will proactively review any new developments in Orangevale that may lie within or on an existing/proposed trail alignment. The District Administrator will alert the Trail Committee to any related land developments in Orangevale provided from Sacramento County.

5.2 Maintenance

Current and future trail acquisitions will be reviewed regularly for current and future monetary and staff resource needs. Where possible, the District will take the lead on organizing volunteer trail maintenance work parties and advertising them to the community. The District will document current and future monetary and staff resource needs for existing trail facilities where feasible. Per mile estimates for maintenance will be used for annual budgeting as well as development costs for new trails or enhancements to existing trails.

Maintenance standards for District trails will be included in the Park Maintenance Management Plan (PMMP) – to be published in 2026.

5.3 Funding

Funding for trail acquisition and maintenance will be incorporated in the District's annual budget as well as the capital improvement budget and possible Bond funding. The District will prioritize trail acquisition and development per the priorities identified by the Trail Committee as well as the capital improvement priorities from the Board. The Trails Committee will review all available means of financing including state and federal grants.

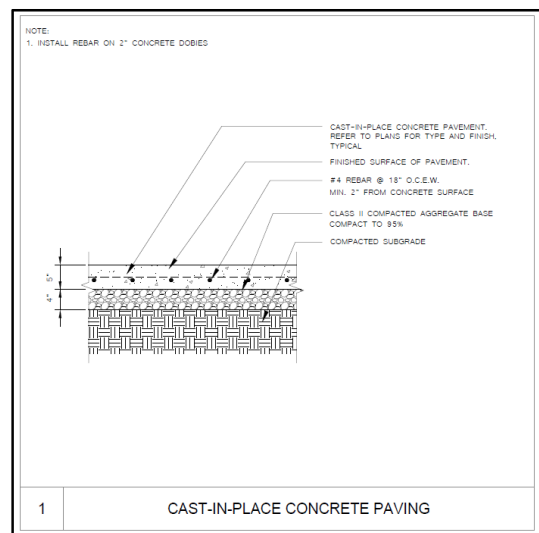
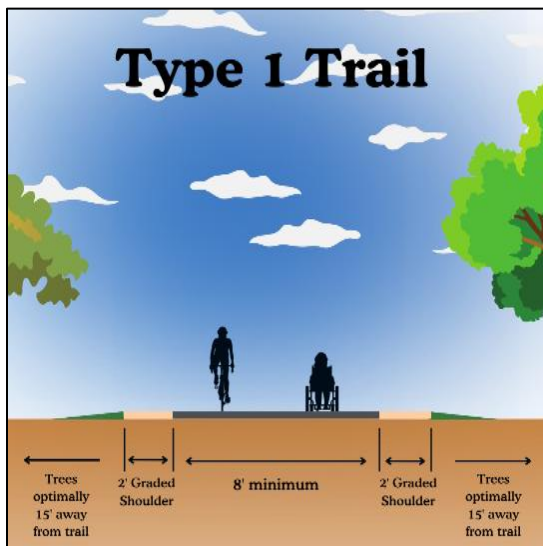
6.0 Trail Standards

Trail Standards/Descriptions – Trails are identified based on material, width, and intended uses. The District will use trail standards adopted by Sacramento County DOT and SAC.

6.1 Type 1 – Paved Trails

Type 1 trails are ADA compliant and our most comprehensive multi-use trail, allowing for pedestrians, wheelchairs, strollers, bikes, and maintenance vehicles when needed. This type of multi-use trail allows public access opportunities to our parks, community centers and even historic sites. Type 1 trails provide a level of comfort for bicyclists and pedestrians because they are typically separated from roads within a scenic area. These trails can be made using either concrete or asphalt.

- 8 ft. wide asphalt or concrete surface
- Slopes must not be steeper than 1:20
- Changes in level above a ½" must be treated as a ramp or curb ramp (or a walkway if a slope no steeper than 1:20 can be achieved)
- Able to withstand the weight of maintenance vehicles
- Optimally 15' away from trees



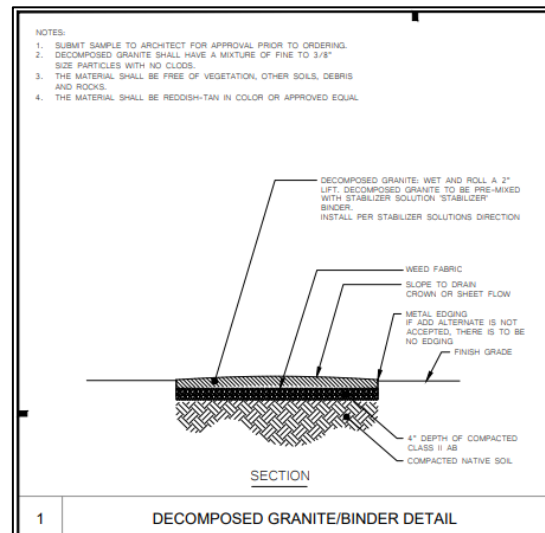
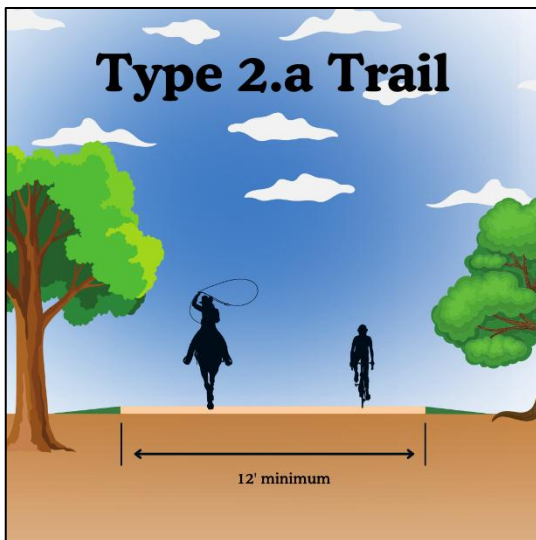
6.2 Type 2 - DG Trails

Type 2 trails are typically constructed of Decomposed Granit (DG), and can vary in use and accessibility based on width and slope

Type 2.a – DG Multi-Use Equestrian

These trails are natural multi-use trails designed to accommodate runners, hikers, bikers, pedestrians, equestrians, and wheelchairs/strollers that are equipped for non-asphalt travel. Multi-use trails made of natural surfaces are preferred for trail systems as they reduce the need for multiple Type 3 (single-track) trails and reduce environmental impact. Natural trails allow the community to get away from the noise and enjoy the beautiful surroundings.

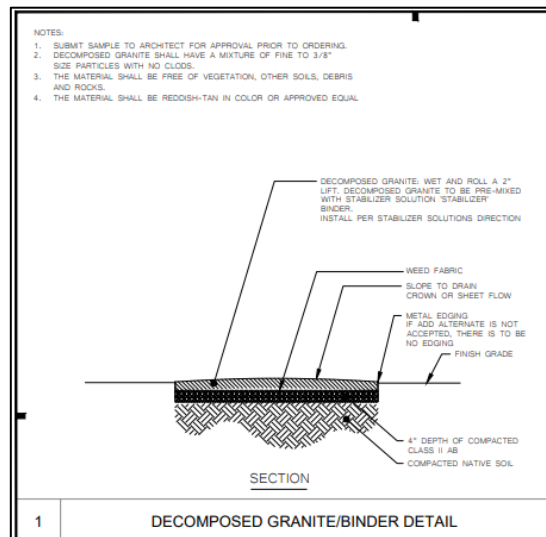
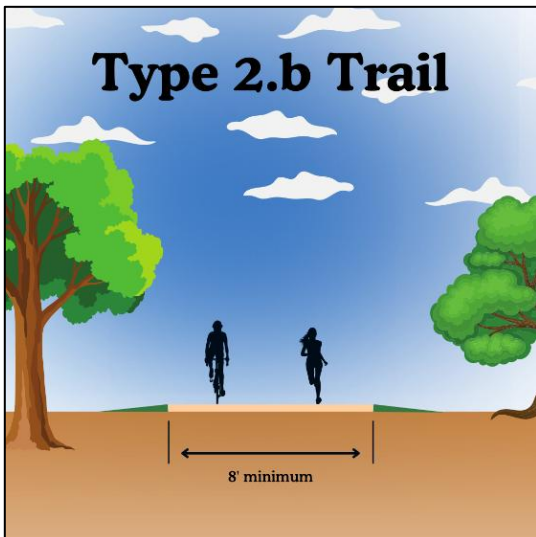
- 12ft wide maintained to a minimum of 10ft.
- DG mixture of fine to 3/8" with no clod vegetation.
- Slopes must not be steeper than 1:20
- Changes in level above a 1/2" must be treated as a ramp or curb ramp (or a walkway if a slope no steeper than 1:20 can be achieved)



Type 2.b – DG Multi-Use

These trails are natural multi-use trails designed for runners, hikers, bikers, pedestrians, and wheelchairs/strollers that are equipped for non-asphalt usage. Multi-use trails made of natural surfaces are preferred for trail systems as they reduce the need for multiple Type 3 (single-track) trails and reduce environmental impact. These types of trails are optimal for our natural areas, as they blend in with the environment better than paved trails.

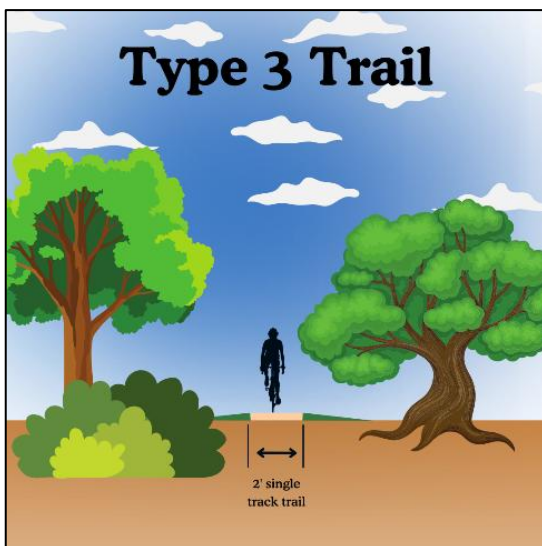
- 8ft wide and maintained to a minimum of 6ft
- DG mixture of fine to 3/8" with no clod vegetation
- Slopes must not be steeper than 1:20
- Changes in level above a 1/2" should be treated as a ramp or curb ramp when possible (or a walkway if a slope no steeper than 1:20 can be achieved)



6.3 Type 3 – Single-track Trails

These single-track trails are designed to be used by runners, hikers, mountain bikers, and pedestrians. Single track trails can serve as connector paths to larger Type 1 & 2 trails or to connect neighborhood to neighborhood. Type 3 trails can also be used for recreation purposes. Certain uses may not be appropriate given the topographical changes that can occur due to use and weather. Depending on the route of these trails appropriate berms will be created per reasonable safety measures. If desired these can be built with subtle divots, undulation, or texture changes.

- 2 ft wide maintained at a minimum of 1.5ft
- Natural surface: dirt, DG or a combination of natural pathway materials
- Undulations may be either built in or existing naturally and should not exceed 2ft in height
- Divots occurring should not dip more than 1ft in depth



Type 3 trails do not have construction specifications.

7.0 Trails Committee Mission and Strategies

The Trails Committee consists of 2 Board Members from the Orangevale Recreation & Park District Board of Directors. The Trails Committee Members are appointed annually by the Chair of the Board of Directors. The Trails Committee meets with the District Administrator on an ongoing basis and makes recommendations to the Board of Directors.

7.1 Trails Committee Mission

- Promote trails for the Orangevale Community
- Guide the OVparks Board of Directors in decision making about trails
- Review the OVparks Trails Master Plan, and make recommendations on updates
- Review plans for trail improvements, new trails, and trail connections
- Review available means of financing trails maintenance and development, including state and federal grants
- Encourage community engagement through outreach and workshops

7.2 Development Strategy and Goals for 1-4 years

- Connect with the following agencies to establish a point-of-contact and a mutually beneficial relationship:
 - Sacramento Area Council of Governments (SACOG)
 - Sacramento County
 - Placer County
 - City of Roseville
 - City of Folsom
 - City of Citrus Heights
 - SACDOT for the Citrus Heights Greenway Plan
 - CA State Parks
 - Community organizations including but not limited to:
 - Loomis Basin Horsemen's Association
 - Twin Lakes Riding Club
 - Sacramento Bicycle Association
 - Sierra Foothills Riding Club
 - Walking Clubs
- Work with the County of Sacramento to develop a plan to continue the Arcade Cripple Creek Trail through Woodbridge Ranch
- Work with Placer County to ensure connections to trails on the county border are secure and complete the connections to Folsom Lake

7.3 Development Strategy and Goals for 4-10 years

- Work with the County of Sacramento to create a trail pathway through Indian Stone Corral

8.0 Current Status of Trails

Park	Trail Type		
	Type 1 Trails	Type 2 Trails	Type 3 Trails
Almond Park	0.33 mile paved loop with 2 paths-of-travel		
Norma Hamlin		DG trail connecting park to the American River Parkway	
Orangevale Community Center Park (OCCP)	0.1 mile of paved trail in Shackleton Woods	0.2 mile of DG trail in Shackleton Woods	Small looped trails in Shackleton Woods
	Paved ADA accessible trail on North side of Community Center	DG trail connecting Community Center, Shackleton Woods, and North Parking Lot	Perimeter trail around ballfields
Orangevale Community Park (OCP)	1.3 miles of paved loops in the NE portion of the Park, and connecting trails to Shady Oaks and Horse Arena	DG trail connecting Green Oaks school to OCP soccer field	Multiple trail loops through nature areas in the NW portion of the park
		DG trails throughout Shady Oaks Disc Golf Course	Several short single-track sections throughout park
Pecan Park	0.3 mile looped trail with additional branches		
Sundance Park	0.3 mile paved trail connecting to Arcade Cripple Creek Trail System		Pedestrian trail connecting to Coyote Ct
Streng Park	0.44 mile paved trail connecting to the Arcade Cripple Creek Trail System		