



10/30/2014

VIA EMAIL

Colleen McDuffee
6237 Fountain Square Drive
Citrus Heights, CA 95621

RE: City of Citrus Heights City Hall

Dear Ms. McDuffee:

WALKSacramento has reviewed the site plans for the Citrus Heights City Hall located on 4.16 acres between Fountain Square Drive to the West and Stock Ranch Road to the East.

Development projects that lead to more walking and active travel are critical to our community's future. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. To create a more pedestrian friendly destination, considerations must be made to the pedestrian and bicycle connectivity, access, and safety associated with a site. Surrounding streetscapes and internal roadways or driveways that are planned and designed to accommodate all users are key in encouraging and supporting active transportation.

After reviewing the project site plan, we offer the following recommendations:

1. Relocate parking from the front of the building to the rear and advance the entrance to the street.

By placing the entrance, plaza, fountain, and landscaped area nearer to the street, the appearance of the building is more attractive and apparent. A parking lot that separates the sidewalk from the primary pedestrian features of the project detracts from the pedestrian friendliness of the site by making access for non-motorists less direct and creating the potential for conflicts with vehicles. Windows facing the street, easily accessed entrances, and attractive landscaping abutting a sidewalk create a sense of place that encourages active transportation and deemphasizes the role of automobiles throughout a site.

2. Consider pedestrian enhancements at the site entrances from Fountain Square Drive.

Currently, the southernmost driveway is not conducive to pedestrians traveling from the south. In order to access the building's entrance, a pedestrian traveling north to the site would need to cross three lanes of turning traffic to reach the pedestrian path on the

northern side of the driveway, or, negotiate crossing the driveway between vehicles entering from the street and exiting from the southern parking lot. By creating safer and more comfortable crossing opportunities, visitors may be more inclined to approach the building on foot, rather than by car. This is especially important considering the uses to the South include a community center and shopping center that may share visitors with the City Hall. Further, should an event at the City Hall cause create a higher than normal demand for parking, those parking off-site will most likely find spots in the larger lots south of the development. Consider a raised crosswalk across the entrance to the southern parking lot that connects with the planned walkway in order to slow traffic throughout the site and encourage safe and active transport.

The northern site entrance from Fountain Square Drive is also detrimental to safe pedestrian access. Stripe a high visibility crosswalk across the entrance of the employee parking drive aisle. Doing so would support safe crossings for pedestrians traveling south along Fountain Square Drive to the building's entrance.

3. Provide more pedestrian oriented lighting throughout the site.

The site plan indicates a lack of lighting around the building. A crucial aspect to encouraging active transportation is to adequately light an area to create a safe pedestrian space. Lighting at the entrances shared by pedestrians and vehicles would serve to reduce conflicts due to a lack of visibility. Further, pedestrian oriented lighting around the building would eliminate areas for predators to wait. Again, this is important when considering that events at the City Hall may last well into the evening. Pedestrian oriented lighting, especially at site entrances not only improve safety and security, but establish the spaces as areas where pedestrians are welcome.

4. Improve pedestrian and bicycle access from the North and East.

As planned, access to the site is only possible from Fountain Square Drive making walking from surrounding neighborhoods to the North and East difficult. Consider creating a pedestrian entrance or cut-through at the north-east corner of the site to facilitate better access from Stock Ranch Road.

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or kkumar@walksacramento.org.

Sincerely,

Kirin Kumar
Project Assistant

Enclosure: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS**
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT**
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS**
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

INTERSECTIONS

- Median refuge islands for pedestrians
- Signal timing to enable safe passage

- Signal detection for bicyclists
- Crossings on all 4 legs of intersections

- ELIMINATE BARRIERS
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- Walking & bicycling circulation plans for all new development
- Direct and convenient connections to activity centers, including schools, stores, parks, transit
- Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- Minimum width streets
- Maximum block length of 400'
- 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- Cul-de-sacs (unless it includes bike/ped connections)
- Gated and/or walled communities
- Meandering sidewalks
- Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- Direct access for pedestrians from the street
- Attractive and convenient stairways
- Bicycle parking – long & short term
- Shower & clothing lockers

OLDER NEIGHBORHOODS

- Improve street crossings
- Reduce speeds
- Provide new connections
- Create short cuts for walkers and bicyclists by purchase of properties or other means
- Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- Enforce speed limits
- Enforce crosswalk rules – conduct crosswalk sting operations
- Enforce restrictions against parking on sidewalks

- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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