City of Citrus Heights Pedestrian Master Plan

Appendices
May 2016

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Appendix A: Community Input

During development of this plan, extensive community outreach was conducted to gather input on existing challenges facing pedestrians in Citrus Heights, and to solicit feedback on draft recommendations. This appendix presents community input received through a community survey and stakeholder interviews.

Community Survey Results

This appendix presents the results of a community survey made available online and in hard copy to Citrus Heights residents to gather feedback on the development of this Plan.

The online survey was available from January 6, 2015 through March 4, 2015. Hard copies of the survey were distributed at a community workshop on January 29, 2015.

A total of 310 responses to the survey were received. Summary data for each question is presented on the following pages.

WHAT AGE GROUP ARE YOU IN?

The vast majority of respondents were 65 and over, as shown in **Figure A-1**.

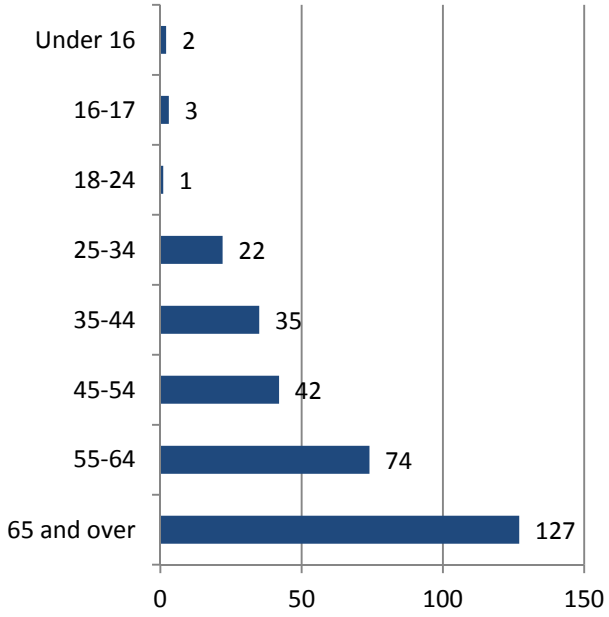

Figure A-1: Age of Respondents

WHAT IS YOUR GENDER?

Nearly two-thirds of respondents were female, as shown in **Figure A-2**.

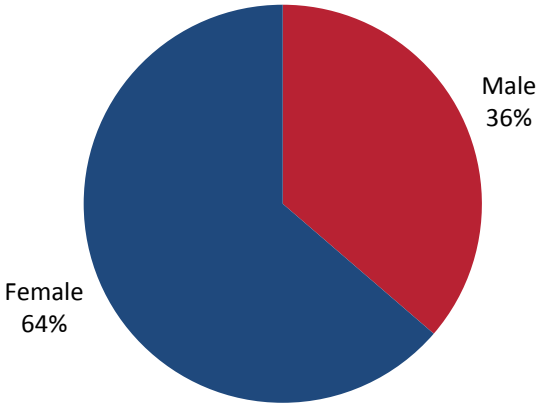

Figure A-2: Gender of Respondents

DO YOU USE A MOBILITY ASSISTIVE DEVICE?

Only seven percent of respondents reported using a mobility device (**Figure A-3**).

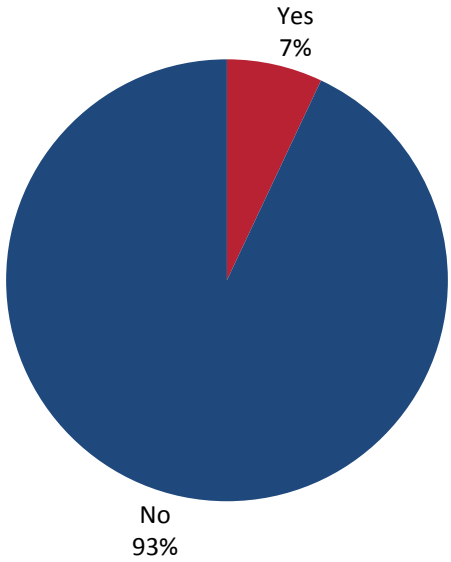

Figure A-3: Use of Mobility Assistive Devices

IF YOU USE AN ASSISTIVE DEVICE, WHAT DEVICE DO YOU USE?

Canes were the most commonly reported assistive devices used by respondents, as shown in **Figure A-4**. Other assisted devices reported include walking poles, Segway, and crutches.

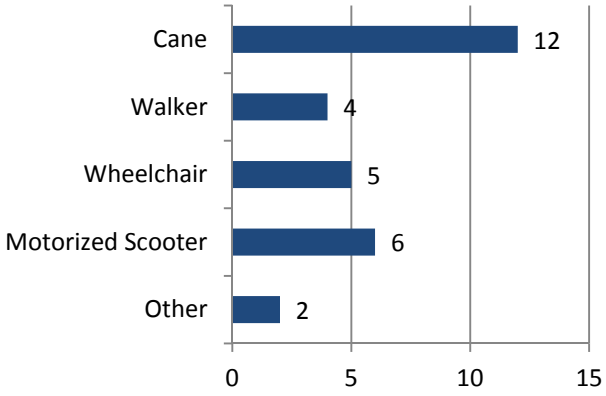

Figure A-4: Assistive Devices Used

WHEN YOU MAKE TRIPS LESS THAN ONE MILE, HOW DO YOU TYPICALLY TRAVEL? (INDICATE PERCENTAGE, SHOULD ADD UP TO 100%)

Participants estimated the percentage of trips less than one mile they make using the modes listed in **Figure A-5**. Percentages average all responses.

Driving alone was the most commonly reported mode at 56.6 percent, followed by walking at 28.8 percent.

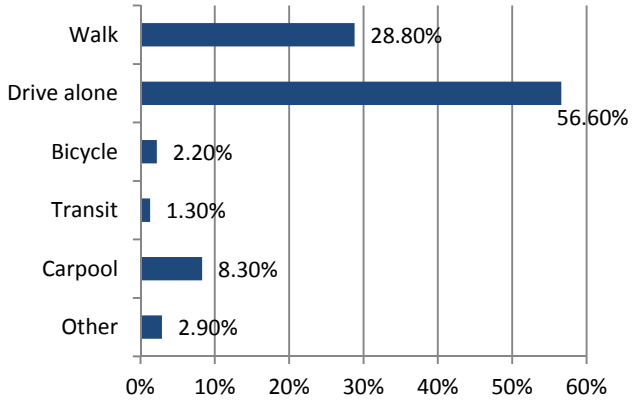

Figure A-5: Trip Modes – Less than 1 Mile

WHEN YOU MAKE TRIPS LESS THAN FIVE MILES, BUT MORE THAN ONE MILE, HOW DO YOU TYPICALLY TRAVEL? (INDICATE PERCENTAGE, SHOULD ADD UP TO 100%)

For trips between one and five miles, the most commonly used mode was driving alone (78.8 percent) followed by carpooling at 12.9 percent (**Figure A-6**).

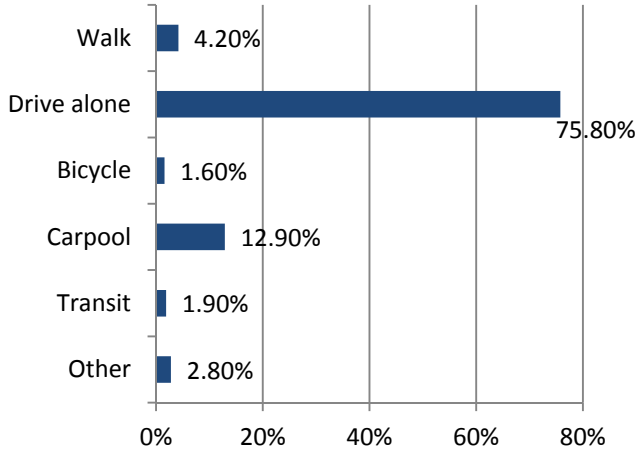

Figure A-6: Trip Modes – 1 to 5 Miles

ON A SCALE OF 1 TO 5, WHERE 1 IS "NEVER" AND 5 IS "FREQUENTLY," HOW OFTEN DO YOU WALK?

The most common purpose for walking trips reported was for exercise or health reasons, followed by recreation and walking the dog. The least common walking trip purpose was commuting to work or school, as shown in **Figure A-7**.

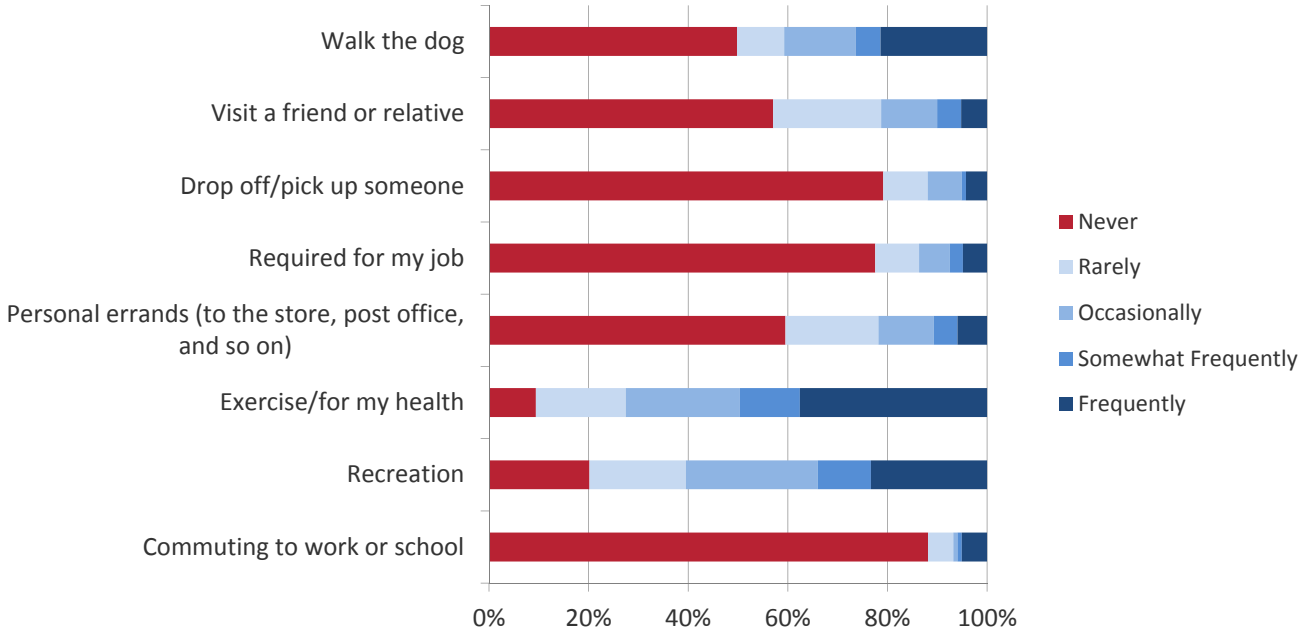

Figure A-7: Frequency of Walking Trip Types

PLEASE TELL US ABOUT YOUR WALKING EXPERIENCES IN CITRUS HEIGHTS.

The statement that received the highest number of "disagree" or "strongly disagree" responses was "I feel safe from cars." See **Figure A-8**.

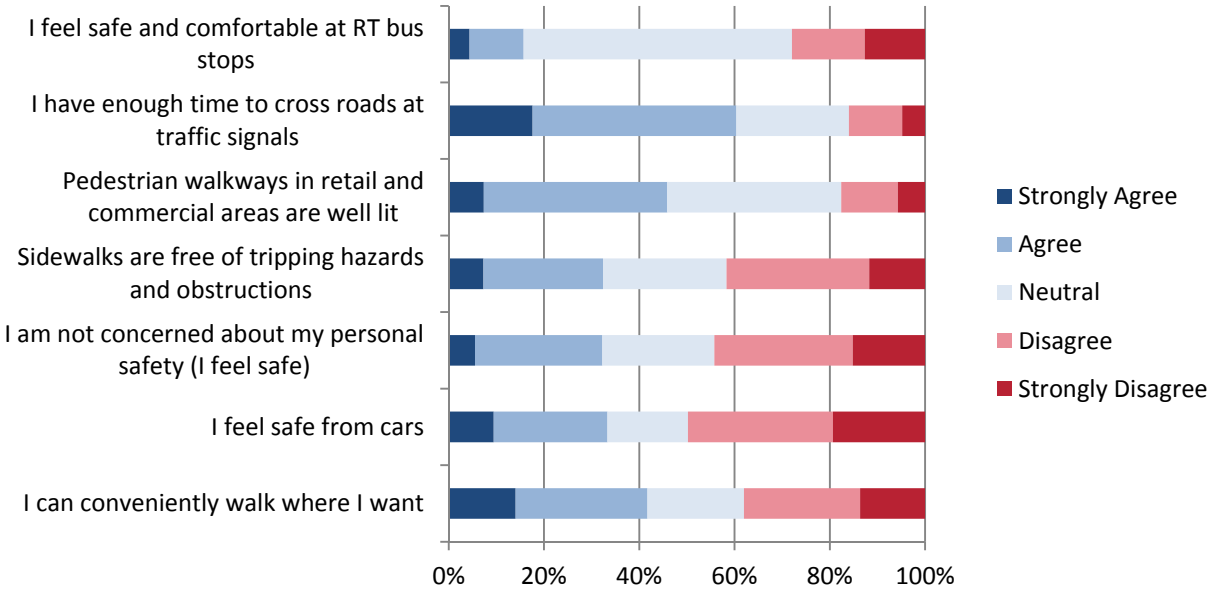

Figure A-8: Walking Experience

WHAT IS YOUR STARTING POINT FOR MOST OF YOUR WALKING TRIPS WITHIN CITRUS HEIGHTS? WHERE DO YOUR WALKING TRIPS USUALLY END?

Most walking trips start and end at home, as shown in **Figure A-9**.

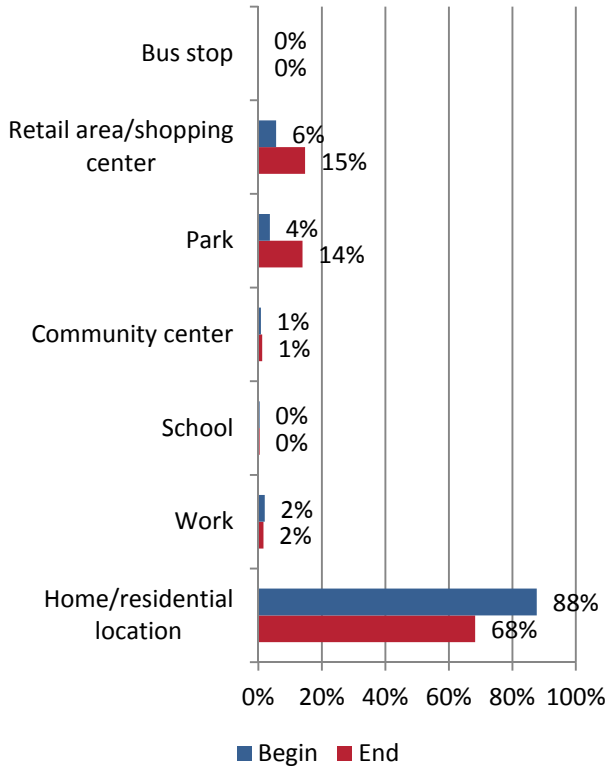

Figure A-9: Walking Trip Beginning and Ending Locations

WHEN YOU WALK, HOW FAR DO YOU TYPICALLY TRAVEL?

The most commonly reported walking trip length was 1-2 miles or 31-60 minutes (**Figure A-10** and **Figure A-11**).

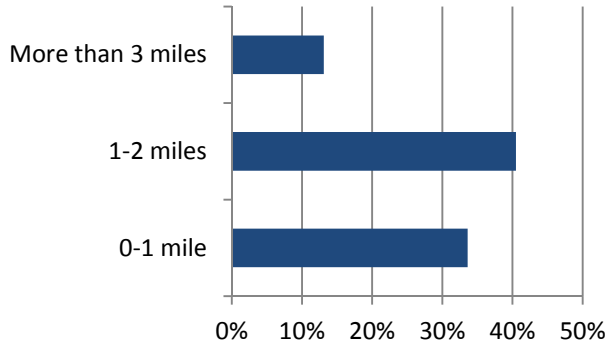

Figure A-10: Typical Walking Distance

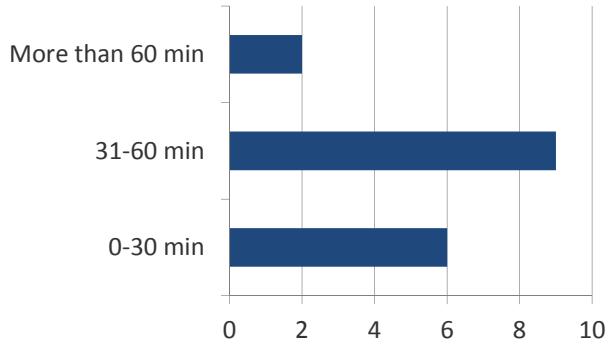

Figure A-11: Typical Walking Time

WHEN DO YOU MAKE WALKING TRIPS? (CHECK ALL THAT APPLY)

Respondents reported making walking trips during all four seasons, with slightly lower walking rates reported in winter. See **Figure A-12**.

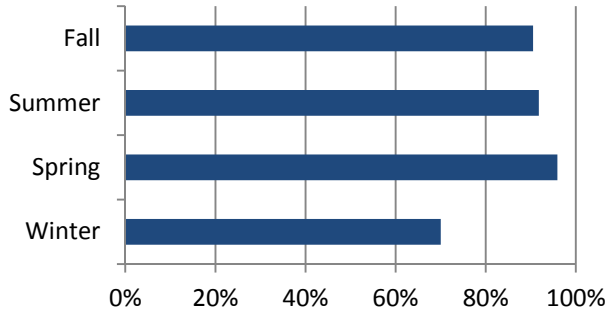

Figure A-12: Walking Trip Seasonality

WHAT TIMES DO YOU MAKE WALKING TRIPS? (CHECK ALL THAT APPLY)

Walking trips were most commonly reported on weekend and weekday mornings, as shown in **Figure A-13**.

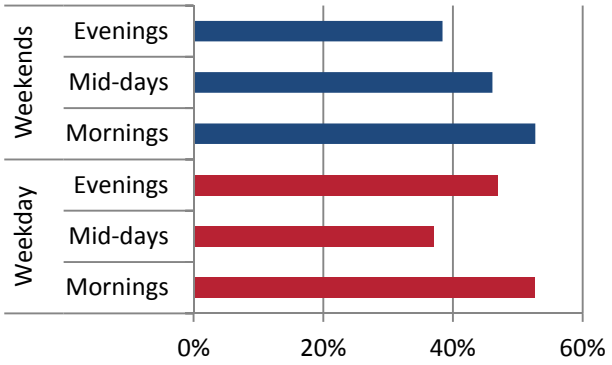

Figure A-13: Walking Trip Time of Day

WHAT IS THE MAIN REASON THAT YOU CHOOSE TO WALK INSTEAD OF SOME OTHER FORM OF TRANSPORTATION?

Exercise was overwhelmingly the most common reason respondents chose to walk. Several common themes emerged in the write-in responses for the "other" category, as shown in **Figure A-14**.

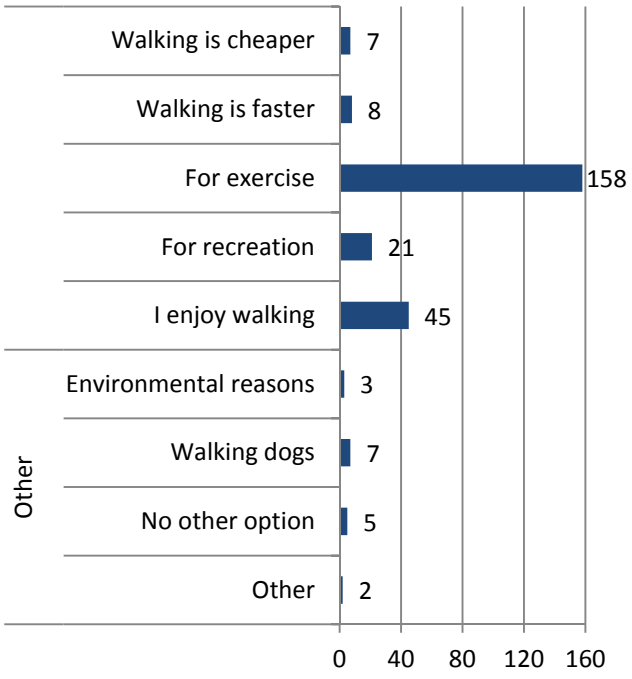

Figure A-14: Reasons for Walking

WHAT ARE YOUR FAVORITE PLACES OR STREETS TO WALK? PLEASE NOTE SPECIFIC STREETS OR DESTINATIONS.

Responses generally fell into three major categories: parks, streets, and neighborhoods. Locations that received three or more responses are listed below.

- Parks
  - American River Parkway (3)
  - Arcade Creek Park Preserve (6)
  - Brooktree Park (6)
  - C-Bar-C Park (4)
  - Crosswoods Park (4)
  - Greenback Wood Park (4)
  - Rusch Park (5)
  - San Juan Park (3)
  - Stock Ranch Nature Preserve (8)
- Streets
  - Auburn Boulevard (7)
  - Crosswoods Circle (6)
  - Fair Oaks Boulevard (3)
  - Garry Oak Drive (3)
  - Greenback Lane (5)
  - Indian River Drive (4)
  - Kenneth Avenue (3)
  - Mariposa Avenue (10)
  - Navion Drive (3)
  - Oak Avenue (4)
  - Old Auburn Road (11)
  - Olivine Avenue(4)
  - Park Oaks Drive (3)
  - Sunrise Boulevard (5)
  - Sylvan Road (3)
  - Twin Oaks Road (5)
  - Wachtel Way (3)
- Neighborhoods
  - Greenback Wood (6)
  - Stock Ranch (5)
  - Sunrise Mall (9)

WHAT ARE YOUR LEAST FAVORITE PLACES OR STREETS TO WALK? PLEASE NOTE SPECIFIC STREETS OR DESTINATIONS.

Responses were primarily corridors, with many respondents noting their discomfort resulted from a lack of sidewalks or adequate lighting. Locations mentioned three or more times include:

- Antelope Road (19)
- Auburn Boulevard (25)
- Daly Avenue (3)
- Dewey Drive (4)
- Fair Oaks Boulevard (3)
- Greenback Lane (43)
- Highland Avenue (3)
- Madison Avenue (8)
- Mariposa Avenue (11)
- Oak Avenue (4)
- Old Auburn Road (16)
- San Juan Avenue (10)
- Sayonara Drive (3)
- Sunrise Boulevard (53)
- Sunrise Mall (5)
- Sylvan Road (7)
- Van Maren Lane (13)
- Verner Avenue (7)
- Wachtel Way (3)

WHAT PREVENTS YOU FROM WALKING MORE OFTEN? (CHECK ALL THAT APPLY)

Safety concerns were the most commonly cited reason Citrus Heights residents do not walk more often, followed by a lack of time and a lack of nearby destinations. See **Figure A-15**.

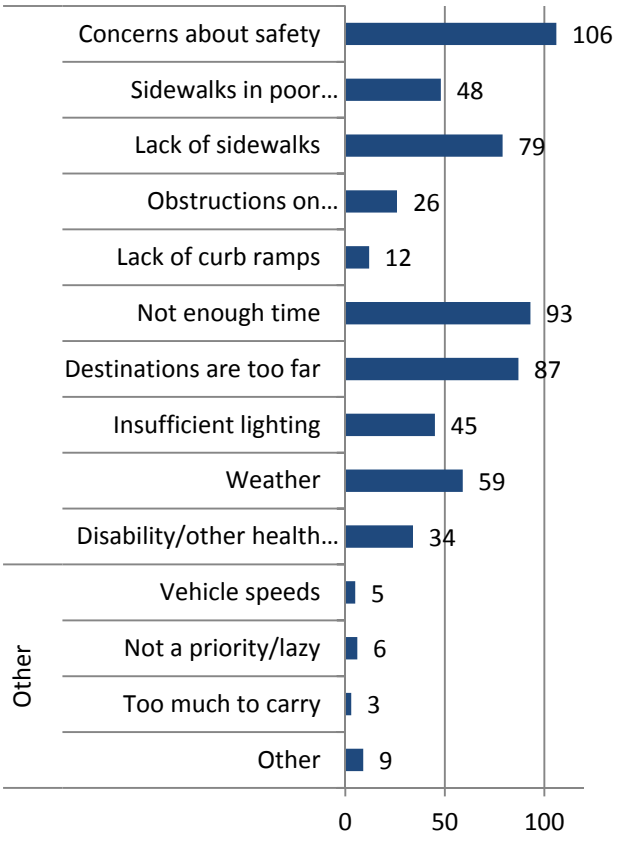

Figure A-15: Factors that Discourage Walking

RATE THE IMPORTANCE OF IMPROVING WALKING ACCESS TO THE FOLLOWING LOCATIONS:

Destinations rated most important for improved walking access include parks, retail, and transit (**Figure A-16**).

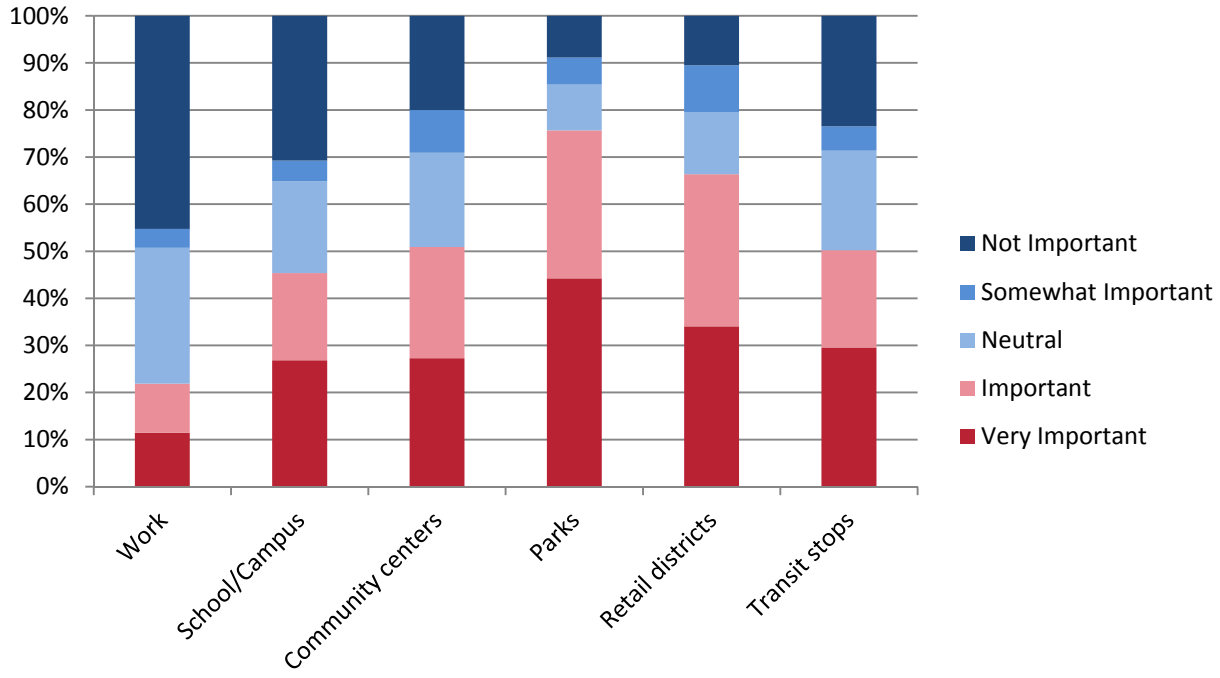

Figure A-16: Destinations for Improved Walking Access

DO YOU HAVE ADDITIONAL COMMENTS? PLEASE BE AS SPECIFIC AS POSSIBLE.

Additional comments were widely varied. Most respondents were supportive of efforts to improve walking conditions in Citrus Heights, while a few noted concerns that the city is simply not suitable for walking, that creek trails are undesirable, or that pedestrian improvements are not desirable in their neighborhoods.

Comments and concerns fell into a few broad categories, listed below.

- Abandoned vehicles (1)
- Crossings are too far apart or feel unsafe (4)
- Disability concerns (6)
- Disagreement that pedestrian improvements are desirable (5)
- Infill development to provide more walkable environment (2)
- Lighting is inadequate (7)
- No sidewalks provided (21)
- Obstructed sidewalks (4)
- Poor sidewalks (*)
- Safety concerns (10), including
    - Dogs (2)
    - Transients/graffiti (5)
- Signal timing (4)
- Safe Routes to School desired (4)
- Traffic calming needed (16)
- Trails desired over sidewalks (5)
- Transit access (1)

Stakeholder Interviews

The City of Citrus Heights is embarking on its first ever Pedestrian Master Plan (PMP). The PMP will help guide City staff through prioritized improvements to the City's existing pedestrian environment, including pedestrian safety, connectivity and accessibility.

This plan will represent the full scope of the pedestrian population living, working and visiting the City of Citrus Heights. This includes individuals with disabilities, limited mobility, recreational/leisure walkers, commuters, students and other pedestrians. In order to reach those individuals, the City called upon public outreach consultants to identify and interview key stakeholders that might not normally participate in the public comment process.

Crocker & Crocker, along with Alta Planning + Design and the City of Citrus Heights, interviewed individuals and organizations that would provide pertinent insights to pedestrian access throughout the City. These individuals and organizations represent business and economic development, education, parks and recreation, individuals with limited mobility and targeted community groups.

The project team developed a questionnaire to guide conversation with the stakeholders. These questions revolved around several key topics, including:

- Overall Walkability and Access
- Preferred Methods of Transportation
- Current Pedestrian Infrastructure
- Concerns and Challenges Associated with Pedestrian Mobility
- Benefits and Opportunities Associated with Pedestrian Access

In January Crocker & Crocker, Alta Planning + Design, WALKSacramento and the City of Citrus Heights conducted nine interviews. This document will be updated with additional information following the completion of remaining interviews. The following stakeholders served as representatives of their respective businesses or organizations:

INDIVIDUAL	ORGANIZATION
Bill Van Duker	Owner, All Star Printing; Citrus Heights Rotary; Citrus Heights Chamber of Commerce
Michelle Kreuzer	Executive director, Carrington College
Dan Allison	Safe Routes to School coordinator, San Juan Unified School District
Dave Mitchell	District administrator, Sunrise Recreation and Park District
Kevin Welch	Assistant to the director of mobility operations, Paratransit
Dale Covey Kathe Anderson	Antelope Crossing Business Association
Laura Powell	Branch manager, Sylvan Library
Kathilynn Carpenter Christi Woodards	Executive director, Sunrise MarketPlace (Chair, Chamber of Commerce) General manager, Sunrise Mall (former Chair, Chamber of Commerce)
Citrus Heights Collaborative	Representatives from regional stakeholder groups (see Appendix II)

Each interview followed the same line of questions but the interviewees were encouraged to elaborate on specific areas of concern or support. The comments received during these interviews provide valuable feedback on pedestrian access in Citrus Heights. Many stakeholders identified specific intersections needing improvements. These locations and concerns are listed in Appendix I.

The following summary captures trends in responses and sentiments of participants.

Overall Walkability and Access

In general, participants indicated that the pedestrian experience and walkability in Citrus Heights needs improvement. The current condition of walkability within the City of Citrus Heights varies by area, with stakeholders indicating some safe routes with bright and clear crossings, and more areas of unsafe routes near large arterials. A few stakeholders indicated that by no fault of the city, Citrus Heights was not designed to be a walkable community.

A few stakeholders expressed the opinion that pedestrian access is poor because of the City's layout. Noted concerns include multi-lane roadways with fast-driving cars, few marked crosswalks, poor connectivity between retail and residential spaces and a convergence of transient populations. In nearly every interview, a confirmed or perceived barrier to walking in Citrus Heights included transient populations.

STAKEHOLDER QUOTES:

- *Citrus Heights doesn't have a culture of walking, for understandable reasons. It wasn't built that way. It (the city) has evolved in a positive way but it still doesn't have a culture of walking. We need to make good use of infrastructure investments while still creating a culture of walking.*
- *There are some no-brainer opportunities to connect walking with natural amenities. If we're encouraging people to walk in the city, natural elements and destinations should be considered. Take advantage of greenbelts, parks, separated spaces from roadways.*
- *When you have a walkable area and access to public transit, it forms great relationships with residents.*
- *Citrus Heights is an aging community where people are very used to driving. As we're all getting older, we're going to have to walk places and feel comfortable.*

PREFERRED METHODS OF TRANSPORTATION

Overwhelmingly, stakeholders noted that the predominant mode of travel in Citrus Heights is vehicular, with both personal vehicles and public transportation. Several stakeholders indicated walking as the least likely mode of transportation for their staff for multiple reasons. Those included the proximity to home (many did not live within a "walkable" distance of their employer), convenience of having a vehicle and knowledge of walkable routes either to work or from public transportation. They also indicated that unless food options were close by their business or organization, staff is more likely to bring their own meals or drive to another location.

Four stakeholders mentioned they serve small populations of pedestrians because of their location and type of business or organization. Of these populations, the most common to walk were overwhelmingly students, seniors and recreationalists.

One stakeholder identified that the city needs to take a proactive approach to walkability in community events and outreach. This individual felt that the city prioritizes information on parking and street routes over walking or public transportation.

Some populations, identified by one stakeholder as individuals with limited mobility, rely nearly entirely on public transportation and sidewalks/pathways. Concerns specific to pedestrian access for individuals with disabilities are included later in the document.

STAKEHOLDER QUOTES:

- *The City should take the lead on walking. When you host, permit or sponsor events, the first thing about how to get there (on fliers, website, etc.) should be walking. Right now it's all about how to drive there and where to park.*
- *Parks are a destination for most people, not part of their "activity loop," per say. How they get there varies on how far away they live but by in large, they're driving.*

- *We also consider not only are people married to their cars, but they're also shopping. They don't want to carry packages. They're going to drive.*

CURRENT PEDESTRIAN INFRASTRUCTURE

Many stakeholders linked the current state of pedestrian access to poor pedestrian facilities. The most common facilities mentioned were marked or lit crosswalks, sidewalks, walking pathways and distance between sidewalks and fast-moving arterials.

In the opinion of many stakeholders, because the City lacks pedestrian facilities, it increases concerns about the safety of seniors, students and people with disabilities when walking. Three stakeholders stated the distance between existing crosswalks was too great. One stakeholder voiced concern over the lack of benches, well-lit bus shelters and mobility ramps. Two others commented that existing bus shelters and benches are so poorly taken care of that pedestrians do not want to use them. They also noted that transients use those locations and could prevent pedestrians from wanting to use public benches or shelters.

Multiple stakeholders mentioned the benefit of bridging, from an infrastructure, cultural and economic perspective, areas where pedestrians could use better access. Those areas included a bridge or raised pedestrian access between Sunrise Mall and Birdcage Center. Stakeholders representing business and educational interests both mentioned the desire to build a larger and more complex pedestrian crossing to connect the west and east sides of Interstate 80. They felt it would increase feelings of connectivity for the entire city.

Below are specific areas stakeholders identified as having either a very good or a very poor pedestrian experience.

GOOD PEDESTRIAN EXPERIENCE	POOR PEDESTRIAN EXPERIENCE
♦ Citrus Town Center ♦ Auburn Boulevard and Sylvan Road ♦ Arcade Creek Park Preserve ♦ Portions of Stock Ranch Road ♦ Stones Gambling Hall (private driveways) ♦ Antelope Road and Lichen Drive	♦ Sunrise Boulevard and Greenback Lane (both individual streets and the intersection) ♦ Crossing between MarketPlace at Birdcage and Sunrise Mall ♦ Auburn Boulevard near Arcade Creek Manor (Van Maren Ln) ♦ Antelope Road ♦ At Tupelo Drive/Zenith Drive ♦ At City's boundary ♦ Antelope Road overcrossing ♦ Missing sidewalks near Rusch Park ♦ Unpaved path between Carrington College and Safeway – dangerous and frequently used by seniors ♦ Sunrise Boulevard and Birdcage

STAKEHOLDER QUOTES:

- *Stones Gambling Hall has flashers in the ground of their crosswalks. It's not great for high-volume traffic areas, but works well for lower volume streets.*
- *Pedestrian facilities are generally better taken care of along high-speed arterials, but people don't want to walk there. They don't want to walk adjacent to fast moving traffic.*

- *People respond to bright and catchy signs. Like the ones that say, "drive like your kids live here," seems to be a popular one that works.*
- *Preferably adding in more crossings with illuminations would be great.*
- *At Zenith and Tupelo, there are four directions but at Lichen, you have cars coming only from three directions rather than four. There is less turn movement and you feel like it's more controlled.*
- *Benches and bus shelters are great spots for seniors. Make sure that any shelters that are built are accessible for wheelchairs.*

CONCERNS AND CHALLENGES ASSOCIATED WITH PEDESTRIAN MOBILITY

Stakeholders indicated current challenges or concerns associated with pedestrian access range from rural communities unsupportive of sidewalks to limited mobility for individuals with disabilities because of incomplete or unsafe sidewalks.

Most stakeholders noted that safety was the most prominent perceived or actual barrier to walking. Issues mentioned as affecting feelings of safety included sidewalk proximity to high-speed arterials, driver disregard for crosswalks and pedestrians, poorly lit crossings, transients and older pedestrian facilities. Most stakeholders agreed that crossings with pedestrian activated signals and lit signs made them feel safer both as a pedestrian and as a driver.

Areas noted in the table above as having a poor pedestrian experience were all described as feeling "unsafe." Of those asked if a separated barrier between the roadway and sidewalk would make them feel safer, every stakeholder said yes.

Two stakeholders indicated concern over pedestrian access for individuals with limited mobility, including seniors and people with physical disabilities. One stakeholder indicated specific locations in the city where pedestrian or transit access does not meet the standards of the Americans with Disabilities Act. These locations are along Antelope Boulevard, west of Interstate 80. Two stakeholders indicated areas within the City where poor sidewalks or crossings presented fall-hazards, especially for seniors, near Stock Ranch Road and Sylvan Road.

Business associations indicated changing sidewalk design would likely benefit pedestrian access to businesses; however, they noted any construction or design that required private right of way that would impact vehicle parking would be a challenge. In smaller business districts like the Antelope Crossing area, businesses rely on visibility from the roadway and would likely oppose trees or visual barriers between roadways and the sidewalks. In larger retail areas like the Sunrise MarketPlace, the city will have different problems. For example, at Sunrise MarketPlace, tenants have agreements requiring high ratios of parking spots.

STAKEHOLDER QUOTES:

- *Crossing (Sunrise Blvd) at Woodmore Oaks has greatly improved. Before, we were taking our lives in our own hands to get across. Several blind people live in the complex (near Woodmore Oaks and Sunrise Blvd) and had an incredibly difficult time crossing (Sunrise Blvd).*
- *I don't think businesses that would have right of way issues would support a physical barrier between the street and the sidewalk. It could block their visibility from the road.*
- *Accessibility into the mall is terrible; you have people walking through the parking lot. They have to cross Greenback, which is dangerous.*
- *Barriers between the road and sidewalks are great, but they need to be filled with turf. When you fill flowerbeds with mulch, it compresses and seniors are likely to fall.(regarding bus stops)*
- *One of our students was walking across Greenback and San Juan and was hit by a vehicle. She missed three weeks of school and eventually dropped out because she was too far behind.*

BENEFITS AND OPPORTUNITIES ASSOCIATED WITH PEDESTRIAN ACCESS

Stakeholders overwhelmingly felt that increasing pedestrian access and walkability would benefit the community.

Many stakeholders felt an improved pedestrian experience would benefit Citrus Heights. Four stakeholders noted that better pedestrian access and increased safety measures would boost the number of visitors to their business or location. One stakeholder noted that better access could provide a boost in enrollment at their college, as well as an increase in the population of college educated residents in the surrounding area. Another stakeholder felt that improvements would make the community more accessible and safe for seniors and people with disabilities.

Almost every stakeholder expressed specific opportunities for the City to improve pedestrian safety. The most notable opportunities included adding barriers between roadways and sidewalks and adding crosswalk-warning systems.

Many stakeholders also felt that the City has the opportunity to improve pedestrian access. These opportunities included the construction of sidewalks, walking and biking pathways that avoid high-traffic areas and routes that improve the connectivity of neighboring retail spaces.

Many stakeholders also shared their opinions on additional opportunities that they felt would benefit the City. One stakeholder felt the City should create streetscape spaces like that in the Citrus Town Center. Three stakeholders mentioned the opportunity to increase connectivity by building pathways between homes and parks or homes and retail spaces. Another stakeholder mentioned opportunities for the City to upgrade public facilities to meet ADA requirements.

STAKEHOLDER QUOTES:

- *We can implement walking programs like other businesses have done. Kaiser emphasizes physical activity more than anything else. They do Walk with a Doc around the perimeter of Capitol Park. We could do that with the mayor or with Dignity Health.*
- *Making the city more walkable would increase the sense of community.*
- *Citrus Town Center has done a good job with internal circulation within their own business area. Families take advantage of the seating areas within that space. If we did that outside business areas, that'd make people want to walk more.*
- *Signals like those near Burich Avenue make it safer for people to cross. It helps make the city safer and community more attractive.*
- *We should continue to partner with Parks to create walkways that pedestrians can use as a cut-through in case they don't want to walk on the street.*

OTHER INSIGHTS

While not part of the official questionnaire, other topics reoccurred in multiple interviews that can benefit the city as they develop the PMP and work to make Citrus Heights a more walkable community:

Transient/Homeless Population

Both perceived and experienced concerns over the transient population negatively affecting walkability in Citrus Heights were noted in almost all interviews. Stakeholders felt that whether or not the transient community had contact with pedestrians in the City, their presence makes walking feel less safe. Noted areas with high populations of transients include:

- Between Sam's Club and Carrington College on Greenback Lane
- Between businesses near the Antelope Crossing Business Association and Interstate 80

- At parks and public facilities throughout the City (stakeholders noted not all individuals loitering in parks and public facilities are transients, but their presence makes walking in those areas feel less safe)
- In bus shelters or benches near the Sunrise MarketPlace

Integrate Educational Programming

One stakeholder noted opportunities for the city to fold educational and behavior change marketing into the overall plan. Specific ideas include:

- School Outreach: Identify supportive principals or parents at key schools – they will be champions for pedestrian safety and can help implement youth programs, including:
  - Traffic safety poster contest
  - Traffic safety t-shirt contest
  - Pedestrian safety curriculum in physical education classes
  - Website improvements for schools that would include general pedestrian safety information, as well as pick up and drop off procedures
  - Walk to School days
- Behavior Change Marketing: Reach older youth (high school aged) and adults with information to change behaviors both as a pedestrian and as a driver interacting with a pedestrian
- Partnership with Parks: Representatives from Sunrise Recreation and Parks District support facilitating after school programs that promote safe walking. Since many children walk or ride their bikes to the parks facilities after school, a target audience group is already at the facility.
- Community outreach: Stakeholders identified community events where the City can promote educational pedestrian programming
  - Annual skateboarding event at Rusch Park
  - Community health events
- Multi-cultural outreach: partner with non-profit organizations that serve non-English speaking communities to share pedestrian and traffic ordinances

Economic Development to Support Walking

Some stakeholders mentioned economic development improvements that would help create a more walkable community. Those included more walking-destination "fast-casual" style restaurants where individuals could walk, dine and return to their job within a reasonable amount of time. This also included coffee shops along already walkable routes. This would encourage walking in spaces already perceived as safe for walking.

Two stakeholders indicated focusing on high-density office buildings and creating patterns for people to get to and from retail spaces or restaurants and their offices. Specific locations included the 6060 Sunrise Vista and 7070 Sunrise Vista buildings.

Students graduating from technical schools in the area are actively seeking jobs or externships near their home. They have indicated walking to work or to transit is a priority.

Key Locations

Stakeholders identified the following locations as needing improvements to enhance the pedestrian experience in the City of Citrus Heights.

LOCATION	CONCERN
Antelope Road	♦ Need second crossing between Saybrook Rd and Mango Tree Way – not safe to cross for people walking to Starbucks ♦ Near Auburn boulevard – poor lighting makes it difficult to see pedestrians
Antelope Road at City's boundary	♦ Lose sidewalks at boundary
Antelope Road at Tupelo Drive/Zenith Drive	♦ Inattentive drivers ♦ Would like lighted "watch for pedestrians" signage ♦ North side of Antelope feels more limited ♦ Transients camp at Caltrans property ♦ New lights are brighter, but harder to see pedestrians ♦ Tupelo is not well lit
Antelope Road near Rusch Park	♦ Entire section of sidewalk missing between Shell station and skate park ♦ Utility poles inhibit ADA access along Antelope near Rusch Park
Antelope Road overcrossing of Interstate 80	♦ Narrow, unprotected sidewalk frequently used by children
Antelope Road west of I-80	♦ Soft barrier between sidewalk and roadway impedes buses at bus stops from lowering lift and allowing individuals with disability from boarding (exact stops coming)
Auburn Boulevard near Arcade Creek Manor (Van Maren Ln)	♦ Sidewalks are in poor condition and might not meet ADA requirements
Greenback Lane	♦ Need crossing on Greenback between Arcadia and Sunrise (frequent jaywalking) ♦ Greenback at San Juan – a lot of close calls with pedestrian vs. vehicle ♦ Poor lighting makes it difficult to see pedestrians at Burich Ave
Highland Avenue	♦ Inconsistent sidewalks ♦ Inattentive drivers
Mariposa	♦ Near Skycrest Elementary School – limited walking space near the school and families that speak limited English and have little to no knowledge of traffic laws
Oak Avenue	♦ Limited sidewalks on Oak between C-Bar-C Park entrance and Olivine Ave and Olivine to new development
Old Auburn Road	♦ Between Sylvan Road and Sunrise Boulevard – not a lot of space for pedestrians and cyclists to share the road or sidewalks ♦ Near Fair Oaks Blvd – students walking along busy, high-speed street with no sidewalks to get to school
Olivine Avenue	♦ No sidewalks from Oak Ave to Villa Oak Dr. – near park so many families walk that route
Private right of way behind Carrington College	♦ Unpaved path between Carrington College and Safeway – dangerous and frequently used by seniors
Sayonara Drive	♦ Access to Arcade Creek Park Preserve is not well marked from the street

LOCATION	CONCERN
Sunrise Blvd	♦ Areas without sidewalks north of Antelope Road ♦ Vandalized bus shelters along Sunrise ♦ Large homeless population at bus stop on Macy Plaza Drive and Sunrise ♦ Not enough signal time at Macy Plaza Drive and Sunrise for seniors or people with limited mobility to cross
Sunrise Blvd and Greenback Lane	♦ High-speed traffic inattentive to pedestrians (even if pedestrian signal is activated) ♦ Not enough time for individuals with limited mobility to cross ♦ No sidewalks on some access roads
Sunrise Blvd at Birdcage Center	♦ Need signalized intersection
Sunrise Blvd crossing between MarketPlace at Birdcage and Sunrise Mall	♦ Not enough crossings between Macy's Plaza Drive and Greenback Lane ♦ No bus pull-outs impede vehicular traffic and can make pedestrian experience less safe
Sunrise Boulevard from Larwin Drive to Woodmore Oaks	♦ Uneven sidewalks
Sunrise Boulevard from Sayonara Drive to Woodmore Oaks	♦ General unsafe feeling ♦ No sidewalks ♦ Limited legal crossings – frequent jaywalking and have seen children ticketed for illegal crossing
Sunrise Vista Drive	♦ Need crossings behind Sunrise Mall to serve office buildings
Woodmore Oaks and Red Maple Way	♦ Protected corners help, but drivers ignore stop sign

Participants

The following stakeholders attended the Citrus Heights Collaborative stakeholder group interview:

NAME	ORGANIZATION
Sharon Neilson	City of Citrus Heights
Elizabeth Lopez	San Juan Unified School District
Jenny Churchill	Terra Nova Counseling
Sheril Anderson	Visions for Education
Gladys Standard	City Life Centers
Becky Hertz	Sunrise Recreation and Parks District
Shannon Mlcoch	A Community for Peace
Javon Torres	San Juan Unified School District
Ricardo Reyes	Crossroads Diversified Services
Sheng Lo	ARI Community Services
Chris Shirey	San Juan Unified School District, Attendance Review
Laura Powell	Sylvan Oaks Library
Jack Frost	Community Home Retrofit Project
Jay Showalter	Sunrise Recreation and Parks District

Community Workshops

Three community workshops were held to gather input from Citrus Heights residents and community members on Plan documents during the development of the Pedestrian Master Plan. Workshop dates, materials reviewed, and attendees are summarized in **Table A-1**.

Table A-1: Community Workshops

WORKSHOP	DATE	ATTENDEES	DOCUMENTS REVIEWED
1	January 29, 2015	33	Existing Conditions maps
2	July 29, 2015	19	Drafts of: Focus Area Plans, priority pedestrian corridor network, sidewalk gap inventory, and crossing improvements
3	November 17, 2015	56	Public Draft Plan and Appendices, including draft sidewalk and walkway projects

Comments received and photographs of the maps with comments from each workshop are included on the following pages.

Workshop #1

Table A-2: Workshop 1 Comments Received

LOCATION	CROSS ST A	CROSS ST B	COMMENT
Antelope Rd	Auburn Blvd	Watson Way	Sidewalk gaps
Antelope Rd	Lauppe Ln	Auburn Blvd	South side gap - completed
Antelope Rd	Near Rollingwood Blvd		South side gap - completed
Antelope Rd	Auburn Blvd	Watson Way	Sidewalks - needed!
Antelope Rd	Zenith		Drivers ignore pedestrians
Antelope Rd			No crosswalks behind Raleys
Antelope Rd			Need enough time on crosswalks near/on Antelope Rd
Antelope Rd	Sunrise Blvd	Auburn Blvd	Agree - and beyond, to freeway
Arcade Creek	Tempo Park	Fair Oaks Blvd	Need crossing across Fair Oaks Blvd
Auburn Blvd	Van Maren Ln		Challenge area
Auburn Blvd	Auburn Blvd	Twin Oaks Rd	Bus stops - "Lack of access"
Auburn Blvd	SW city limit	Van Maren Ln	Sidewalks narrow and in poor shape
Auburn Blvd	Halifax St		No right turn on red
Auburn Blvd	SW city limit	Desimone Ln	Rough sidewalks - need improvements for ADA on demand x-walk
Auburn Blvd	Imperial Way	Camden Ln	Would like crosswalk ("demand light") on Auburn between Imperial & Camden
Auburn Blvd	Donegal		Sidewalks & crossings for bus stops
Auburn Blvd	Van Maren	Carriage	Walk from Costco to Library, widen sidewalks if can save trees
Auburn Blvd	Halifax		Trash truck was coming straight for small person - fell and broke arm (did it beep?) All should have to beep while backing
Auburn Blvd	Halifax		Add timing to outbound Halifax. Allow R turn on Red when SAFE
Broken Bow Dr			Partial sidewalk
Calvin Drive	Van Maren Ln	Cessna Drive	North and south side gaps - needed
Creek Trail	Fair Oaks Blvd	Old Auburn Rd	Widen Arcade Creek path

LOCATION	CROSS ST A	CROSS ST B	COMMENT
Dewey Drive			Sidewalks - new or improved. Existing sidewalks are too narrow, traffic is crazy!
Fair Oaks Blvd	Old Auburn Rd	Villa Oak Drive	Bike Ln
Fair Oaks Blvd	Old Auburn Rd		Do we have room to put in a barrier?
Freeway exit			Drivers ignore pedestrians
Gary Oak	Old Auburn Rd		Utility pole blocking sidewalk
General			Put on project website the dates you'll be visiting the different NAs
General			Signals aren't loud enough
General			Need a way for residents to report problem intersections (timing, signals)
General			High curbs, narrow sidewalks, and overgrown vegetation
General			Desire for barriers between sidewalks and moving traffic
General			Bus stop in front of Walgreens has space for shelter that needs to have one installed (has landscaping)
General			Taller barriers along high-traffic areas
General			Bike Lns on all arterials. Use diodes
General			Keep the trails going
General			Ability to ride adult trike throughout City
General			Accessible sidewalks on both sides on every major arterial & lights
General			Don't support annexing to RT
General			Older sidewalks - remove obstacles, i.e. Van Maren power poles
General			Keep oak trees - don't cement over the land. don't take the trees out along the way. need shade for walking
General			Marked bicycle Lns should be no parking zones
General			Busy Sts should not allow St parking
Glen Creek Way	Glen Alta Way		Broken sidewalk
Greenback Ln	Dewey Drive	Sylvan Rd	Narrow sidewalks with no separation from Rd
Greenback Ln	W City limit	Auburn Blvd	Feels unsafe. Sound wall, sidewalk next to traffic
Greenback Ln	Sunrise Blvd		Timing for crossing increased & improved
Highland			Sidewalks - Rd is very narrow. Lots of kids, walkers
Indian River			Enforce speed limits, including Indian River onto Greenback Ln
Lauppe Ln	Schools @ south end	Antelope Rd	Recent SRTS improvements constructed - sidewalks up Lauppe Ln to Antelope, then down Antelope in both directions. Funded by SRTS grant
Linden Avenue			Drivers ignore pedestrians
Linden Avenue			Need to move St lights - crossing buttons aren't all low enough for wheelchair access
Linden Avenue	Auburn Blvd		Lots of illegal U-turns; needs a safe crossing
Mariposa Ave	Antelope Rd	Cook Avenue	Potential sidewalk?
Mariposa Ave	Cook Avenue	Maddie Mae Ln	Dangerous. Need sidewalks
Mariposa Ave	Greenback Ln	Eastgate Ave	Existing sidewalks both sides - check aerial. Some gaps E side.

LOCATION	CROSS ST A	CROSS ST B	COMMENT
Mariposa Ave	Watson Way	Old Auburn Rd	Potential candidate for sidewalks in this neighborhood (rural area likely to be resistant to sidewalks everywhere, but understand the need for safe school access)
Mariposa Ln	Greenback Ln	Twin Oaks Rd	
Old Auburn Rd	Mariposa Avenue		Challenge area
Old Auburn Rd	Fair Oaks Blvd		Telephone pole - narrow sidewalk/restricted
Old Auburn Rd	Fair Oaks Blvd		Dangerous intersection
Old Auburn Rd	Sunrise Blvd	Sylvan Corners	3 schools, lots of kids
Park Oaks Dr			More traffic calming
Park Oaks Dr	Southern city limit	Greenback Ln	High demand
Park Oaks Dr			Traffic Calming
Ped Planning 101			Add graphic showing building from sidewalk - urban form
San Juan			Sidewalks on both sides
Sayonara	Mariposa		Continue trail from Sayonara (ACP) to Mariposa
School	I-80	North of Antelope Rd	What is this? Identify school
Spicer Drive	Sperry Way		Reflectors on top of mountable curb at roundabout
Stock Ranch Rd	Sylvan Rd		Federal office building here - SBA
Sunrise Blvd	Michigan Drive	Lawrence Ave	Sidewalk gaps
Sunrise Blvd	N city limit	Hanson Ave	West side gaps - scheduled for construction 2016
Sunrise Blvd	Oak Avenue	Sayonara Drive	West side gaps - Planned
Sunrise Blvd			Wider sidewalks on east side - also uneven pavement
Sunrise Blvd	Oak Avenue		Elevated sidewalk, narrow - fall risk
Sunrise Blvd	Stanford		No sidewalks on both sides until you get to Sunrise Commons
Sunrise Blvd	Antelope Rd		Not enough time to cross
Sunrise Blvd			Need speed enforcement
Sunrise Blvd	Twin Oaks Rd	Greenback Ln	Sidewalk & lighting
Sunrise Blvd	Birdcage Shopping Center	Sunrise Mall	Need signalized intersection
Sylvan Rd	Park Drive	Stock Ranch Rd	West side sidewalk gaps - Planned
Thomas Drive			Traffic Calming
Tierra	Old Auburn Rd		Lighted crosswalk
Transit			Saturdays and Sundays - no bus service on 21 until 11 a.m., and it stops going north of M211 too early. 21 feeds into LR, therefore should have frequency aligned with light rail
Twin Oaks Rd	Auburn Blvd		Bike Lns, wider shoulders.
Van Maren Ln	Navion Drive	Campfire Way	West side gap - needed
Van Maren Ln	Calvin Drive	Old Auburn Rd	Utility encroachments into sidewalk
Van Maren Ln			Power poles in the sidewalk create hazards for pedestrians, make sidewalk unusable. Sidewalks need to be used by walkers, strollers, and motorized wheelchairs
Verner Drive	Goldenwood Circle	End	Sidewalk desired
Woodmore Oaks			Audible signal not loud enough

Figure A-17: Workshop 1 – Attractors and Generators

Figure A-18: Workshop 1 – Pedestrian-Involved Collisions

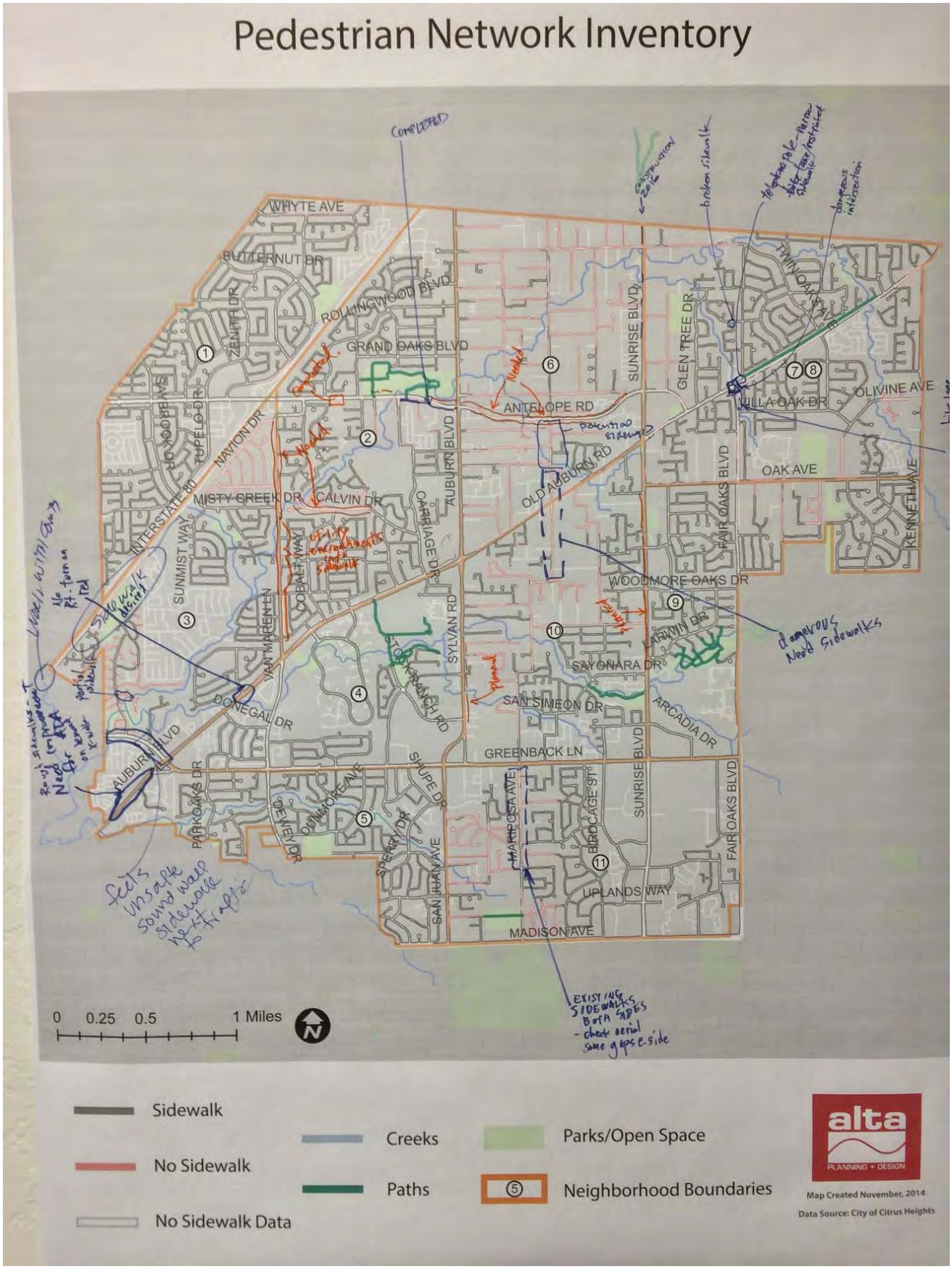

Figure A-19: Workshop 1 – Pedestrian Network Inventory

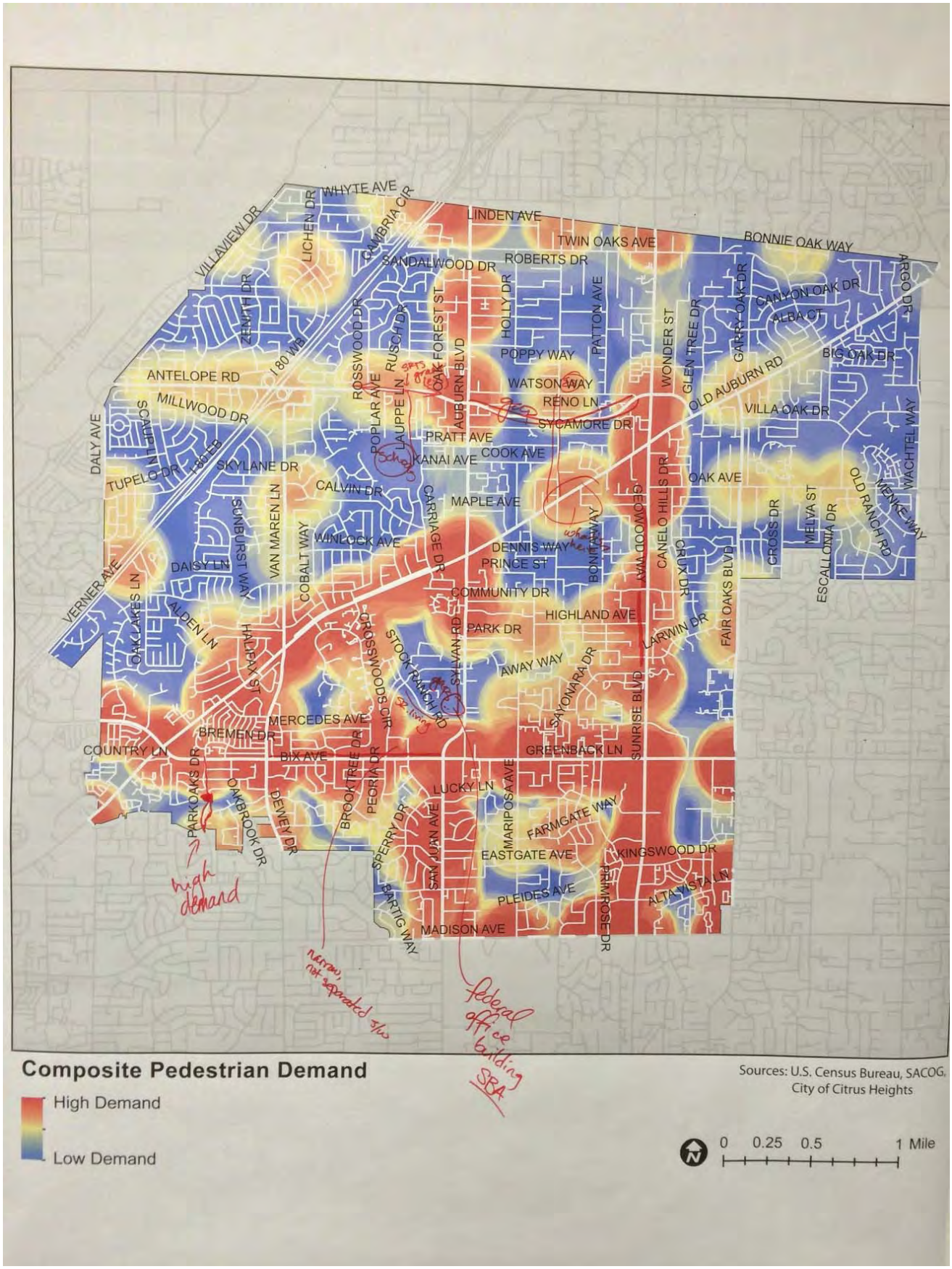

Figure A-20: Workshop 1 – Composite Pedestrian Demand

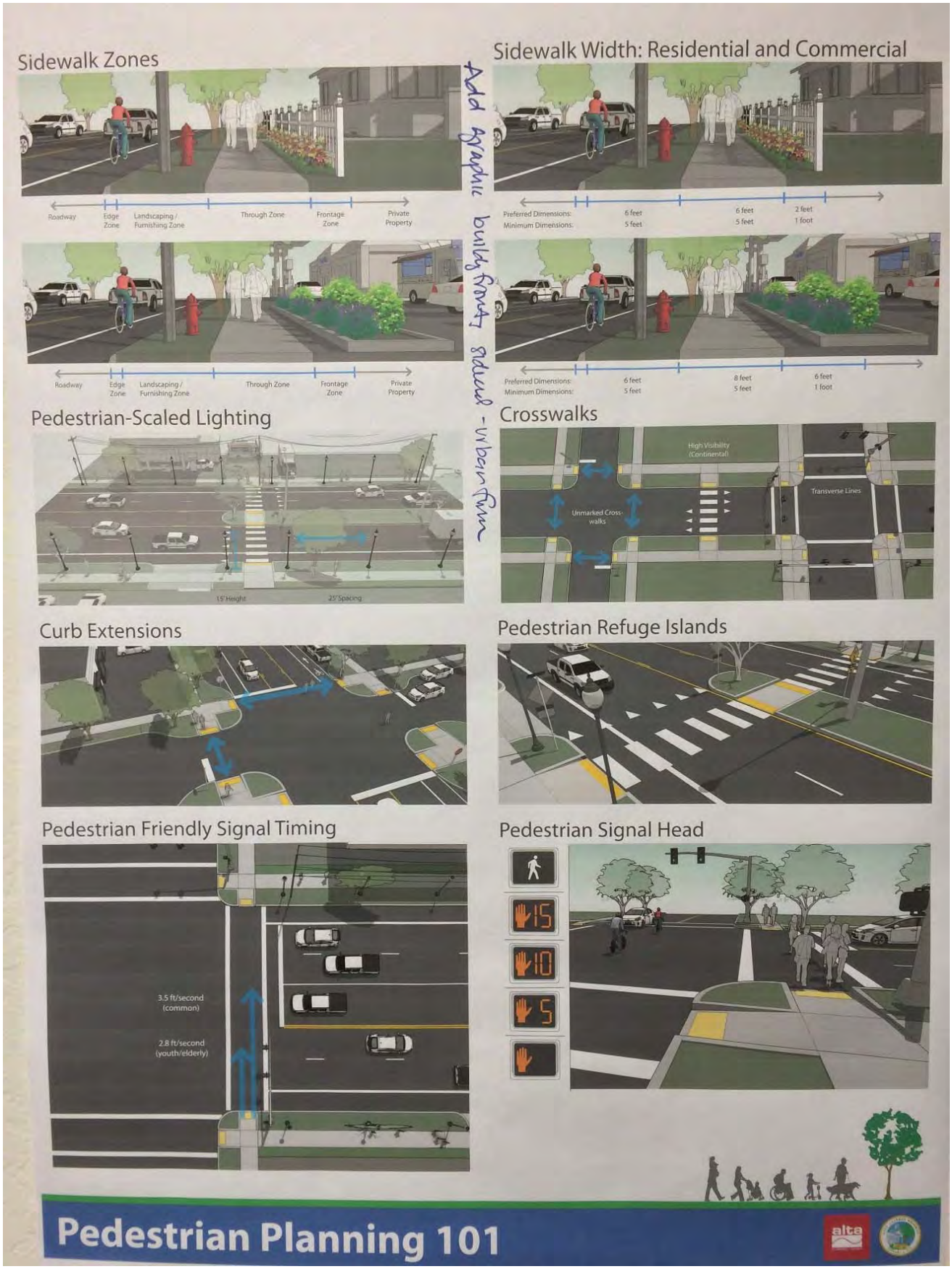

Figure A-21: Workshop 1 – Pedestrian Planning 101

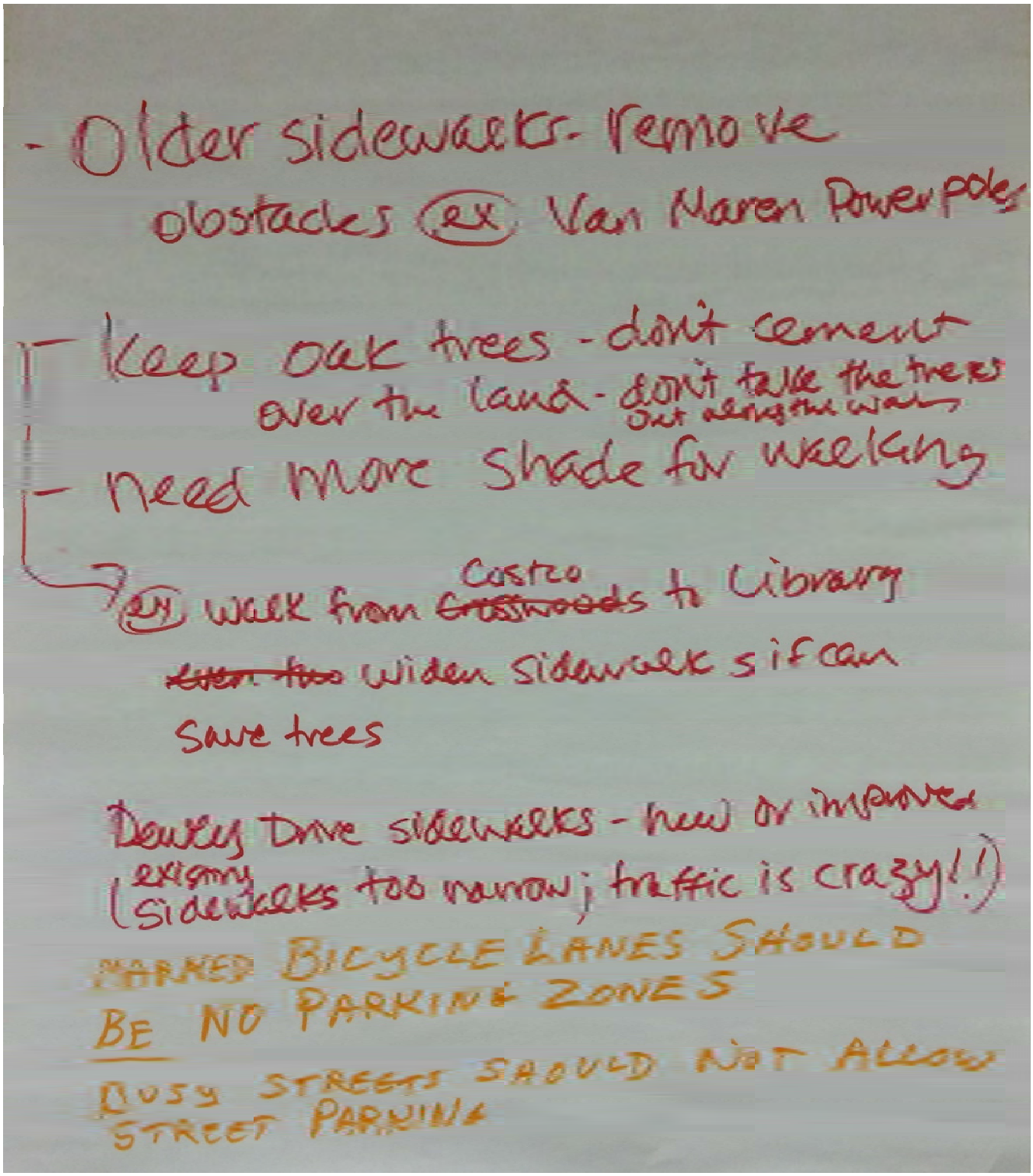

Figure A-22: Workshop 1 – Chart Paper #1

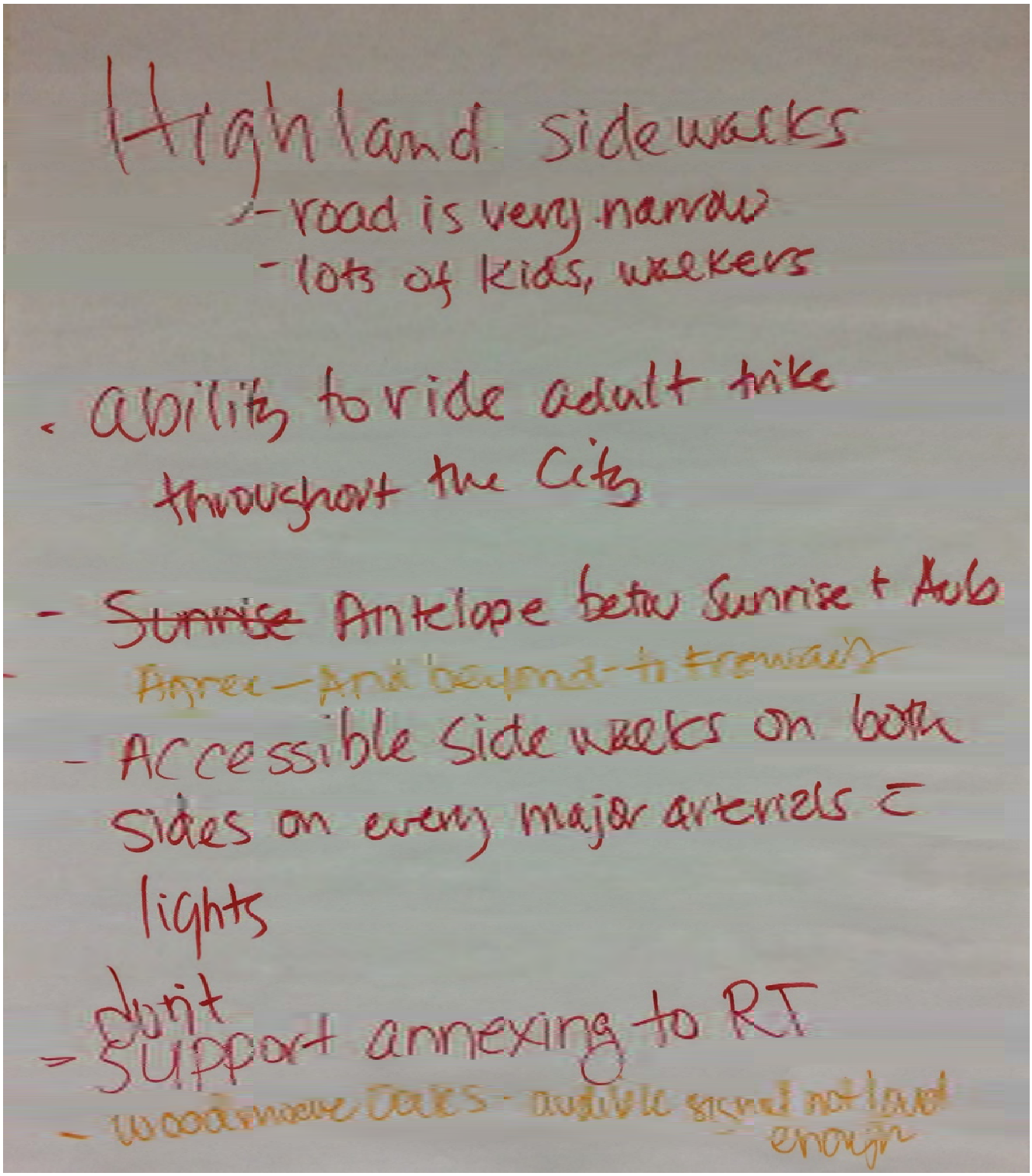

Figure A-23: Workshop 1 – Chart Paper #2

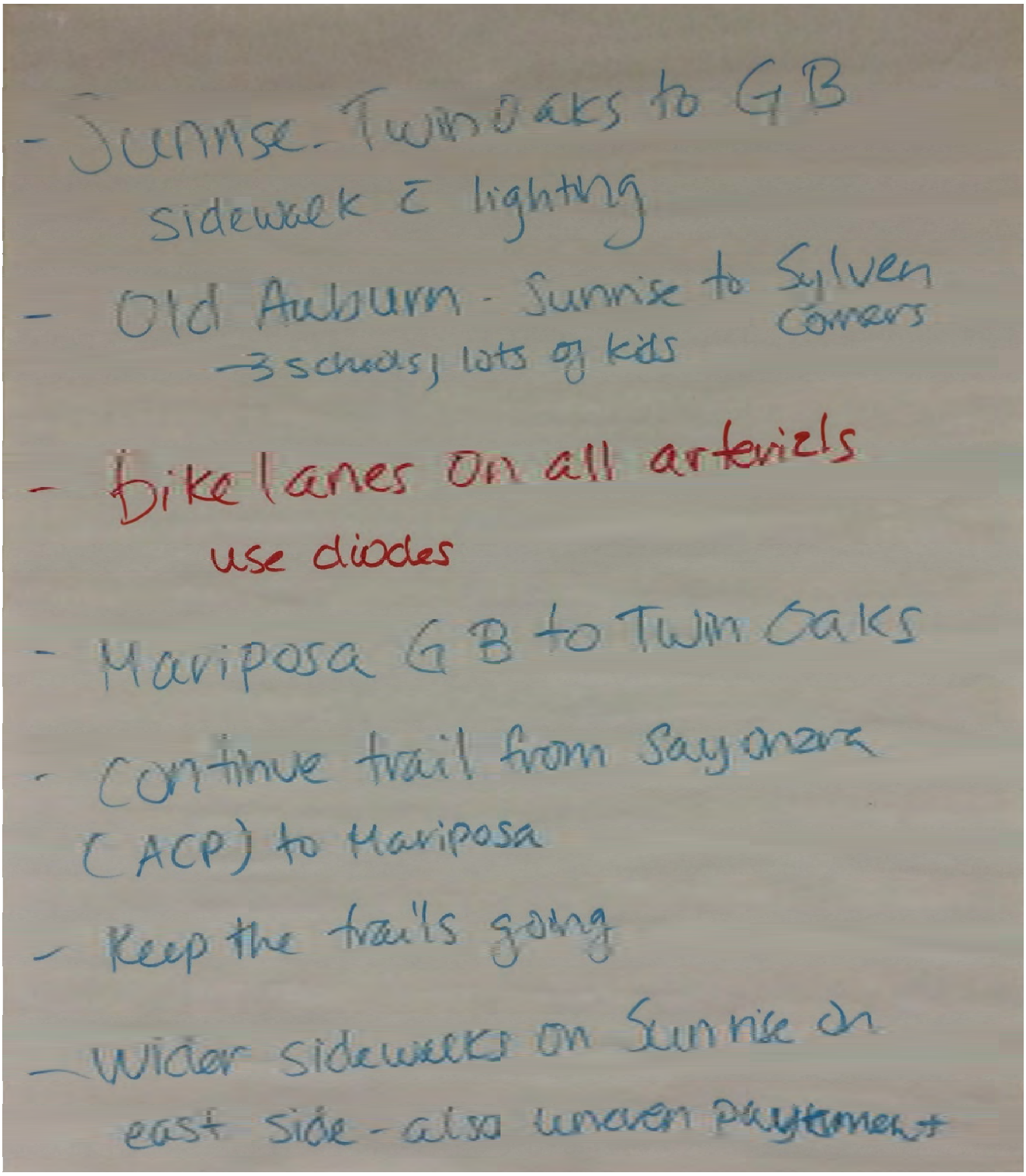

Figure A-24: Workshop 1 – Chart Paper #3

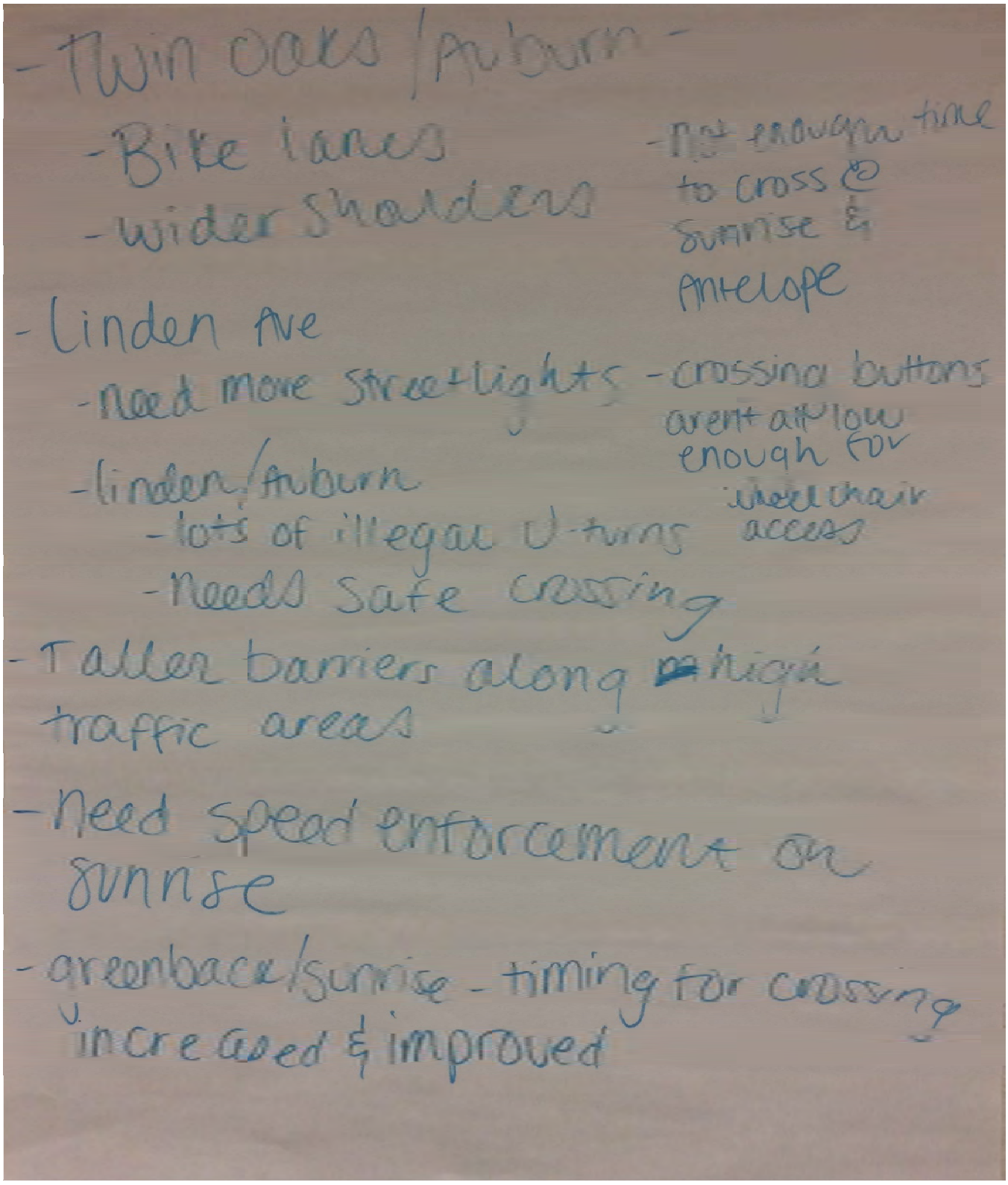

Figure A-25: Workshop 1 – Chart Paper #4

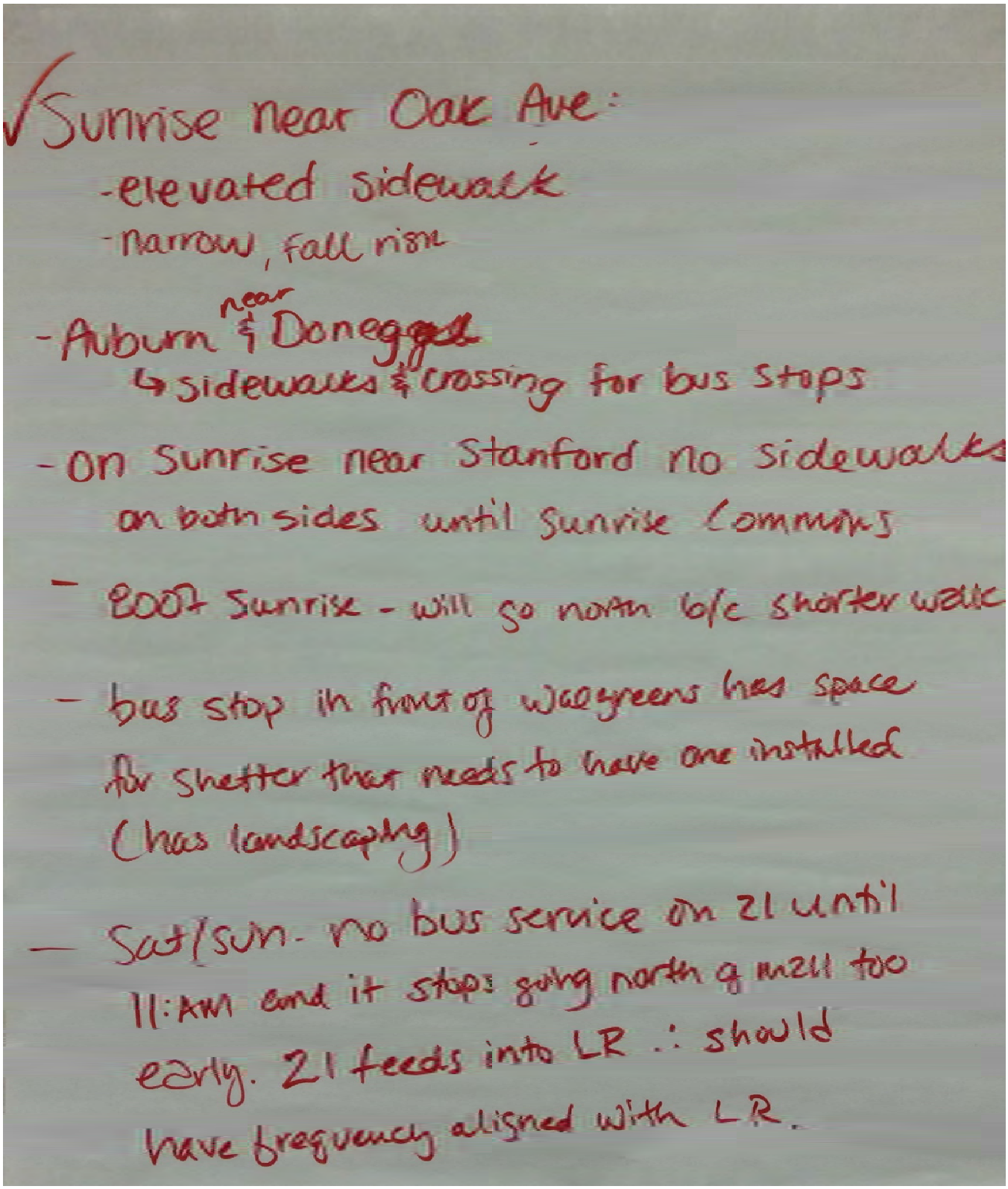

Figure A-26: Workshop 1 – Chart Paper #5

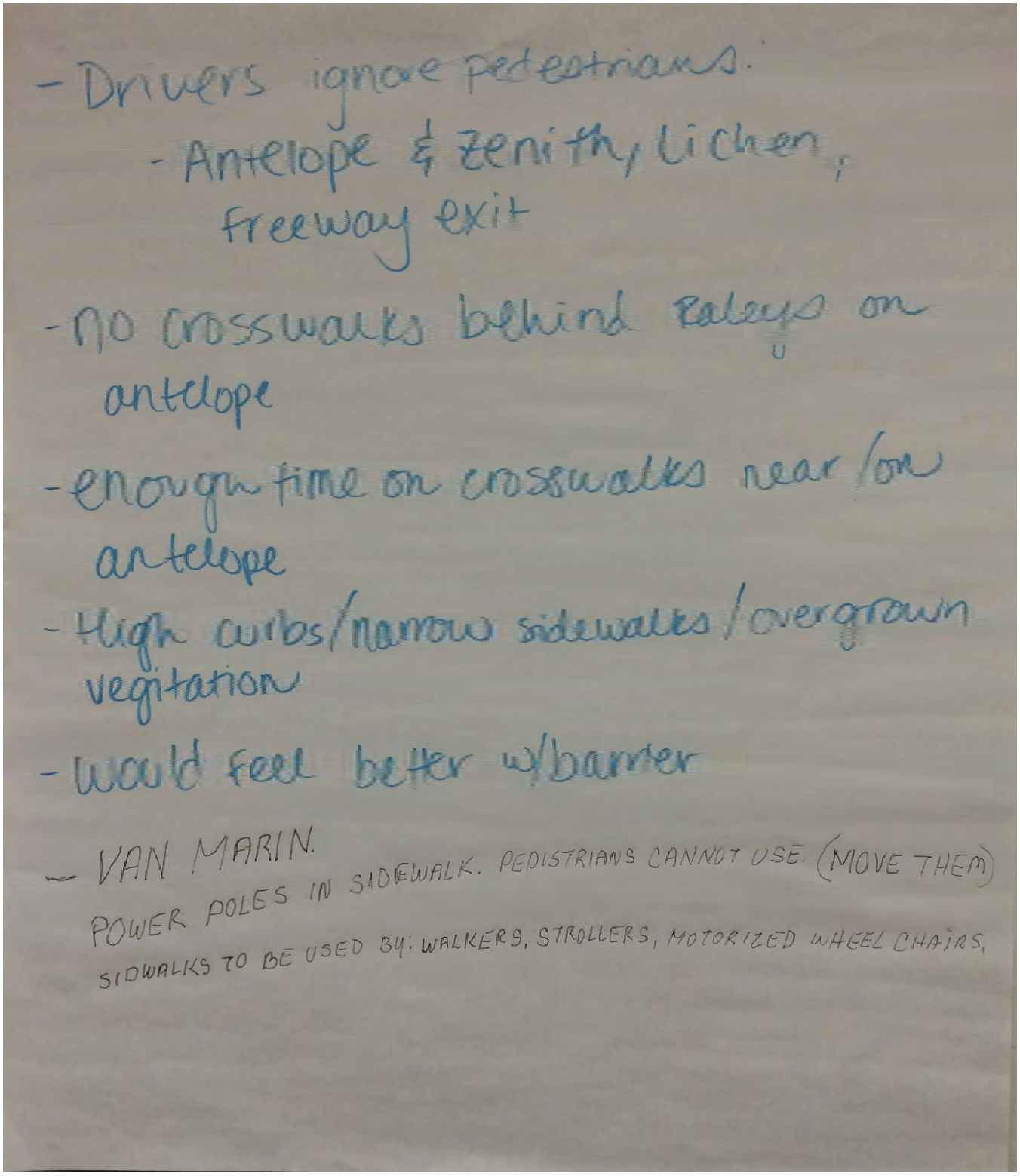

Figure A-27: Workshop 1 – Chart Paper #6

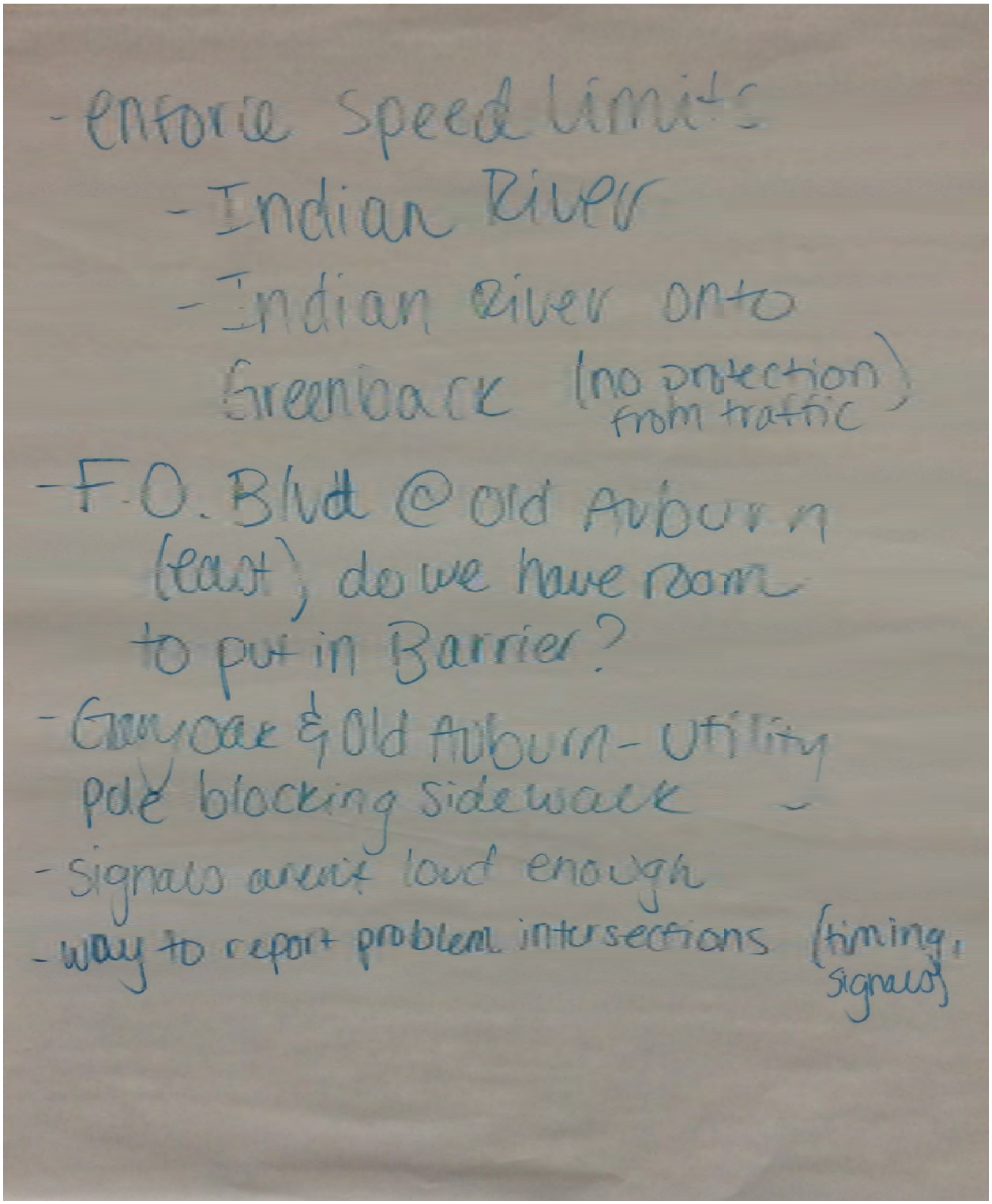

Figure A-28: Workshop 1 – Chart Paper #7

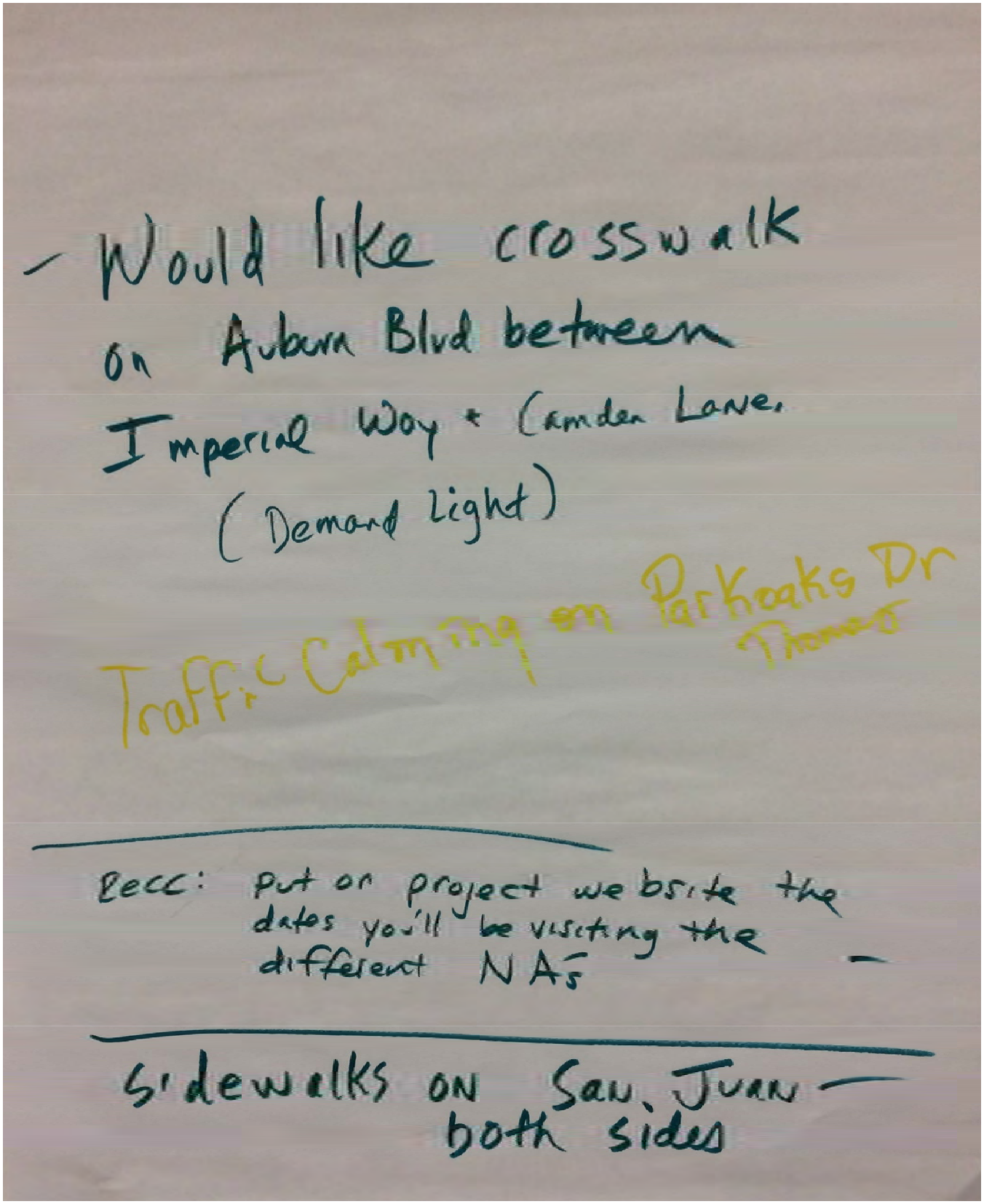

Figure A-29: Workshop 1 – Chart Paper #8

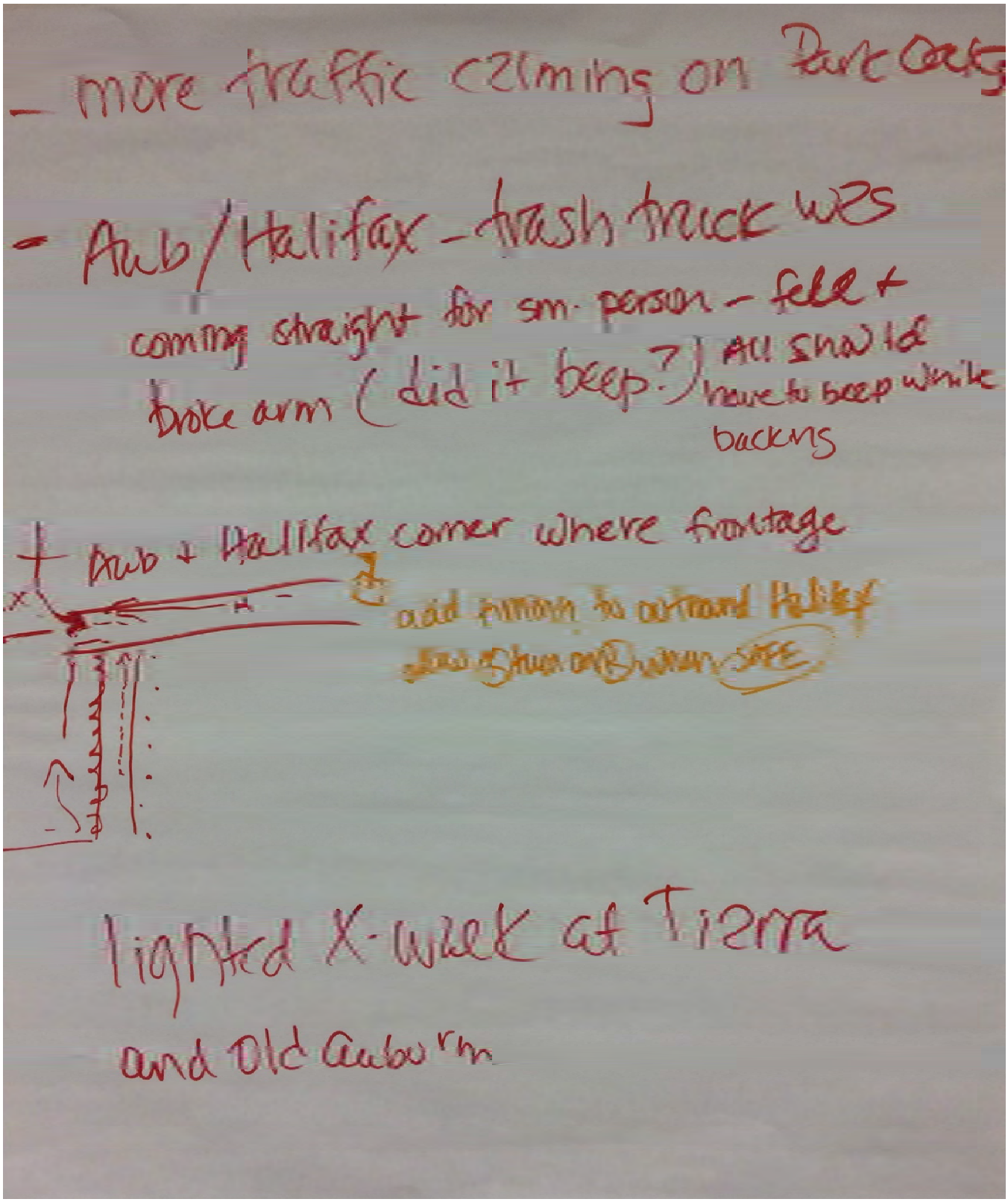

Figure A-30: Workshop 1 – Chart Paper #9

Workshop #2

Table A-3: Workshop 2 Comments Received

LOCATION	CROSS STREET A	CROSS STREET B	COMMENT
Auburn Blvd	Halifax St		Consider allowing right turns on Halifax to west Auburn
Auburn Blvd	Manzanita Ave		ADA issue - sidewalk too narrow at bridge
Foothill Golf Center	Flaming Arrow Dr	Verner Ave	Danger from golf balls
Greenback Ln	Indian River Dr		Needs high visibility crosswalk. Existing signal; transit stop location. Bicyclists on sidewalk surprise drivers.
Greenback Ln	Indian River Dr	West city limit	No sidewalk currently on S side
Greenback Ln	Mariposa Ave		Neighborhood streets SE of this intersection have no street lights
Highland Ave	Mariposa Ave	Beam Dr	Kids - no sidewalks, and only 16' pavement
Indian River Dr	Little River Ct	Broken Arrow Ct	Add sidewalk (east side)
Old Auburn Rd	Linda Vista		Dark - need more light
Old Auburn Rd	Loilinda Ln	Tad Ln	Want blinking crossing @ school
Old Auburn Rd	Loilinda Ln	Tad Ln	Would like high-visibility crosswalk; lighting. Consider RRFB.
Old Auburn Rd	Wickham Dr		Want a traffic signal
Primrose Dr	Kensington Dr		Add yellow high visibility crosswalk
Primrose Dr	Kingswood Dr		Add yellow high visibility crosswalk
Sunrise Blvd	Madison Ave		Mark all four crosswalks at intersection
Van Maren Ln	Misty Creek Dr	Campfire Way	No SW on west side. Sidewalk on East side has poles in the way

Additional comments were received on comment cards at the workshop. These include:

- Traffic study necessary first!
- Concerned about flooding impacts – who is liable if properties flood after changes?
- Middle divide lane should be extended all the way from Sunrise to Sylvan Corners BEFORE sidewalks
- Our house is already close to the road. If any setbacks are required, it would be very close to houses. Traffic is terrible and needs to be addressed. Please contact me because we may have a solution to help fund improvements.
- I live at Old Auburn & Leonard (yellow house). I love the idea of sidewalks & pedestrian lanes, however I believe they should do a study on how fast traffic is on this street. All day & night long we hear fast traffic going by.
- RE: Local priority corridor between Foothill Golf Course and Matheny Way. Street already has sidewalks. Doesn't need to be connected to Matheny, will be route for homeless coming from shopping area. Very prone to flooding.
- It seems like a costly project & the number of existing sidewalks that are possibly being widened and changed does not justify the low numbers of people who walk along streets. Just change, upgrade, or add sidewalks more for safety concerns.
- Sunrise Boulevard. No east walk button, not accessible. Curb cut slopes sideways, very dangerous. No entrance to sidewalk from the Mall, must risk life and travel on lanes with cars.
- Ciro Court sidewalk is uneven
- Auburn Boulevard between San Tomas and Cobalt sidewalk is uneven
- Van Maren Lane telephone poles in the middle of the sidewalk. Must risk life exiting sidewalk to use bike lane.

Figure A-31: Workshop 2 – New Crosswalks

Figure A-32: Workshop 2 – Crosswalk Upgrades

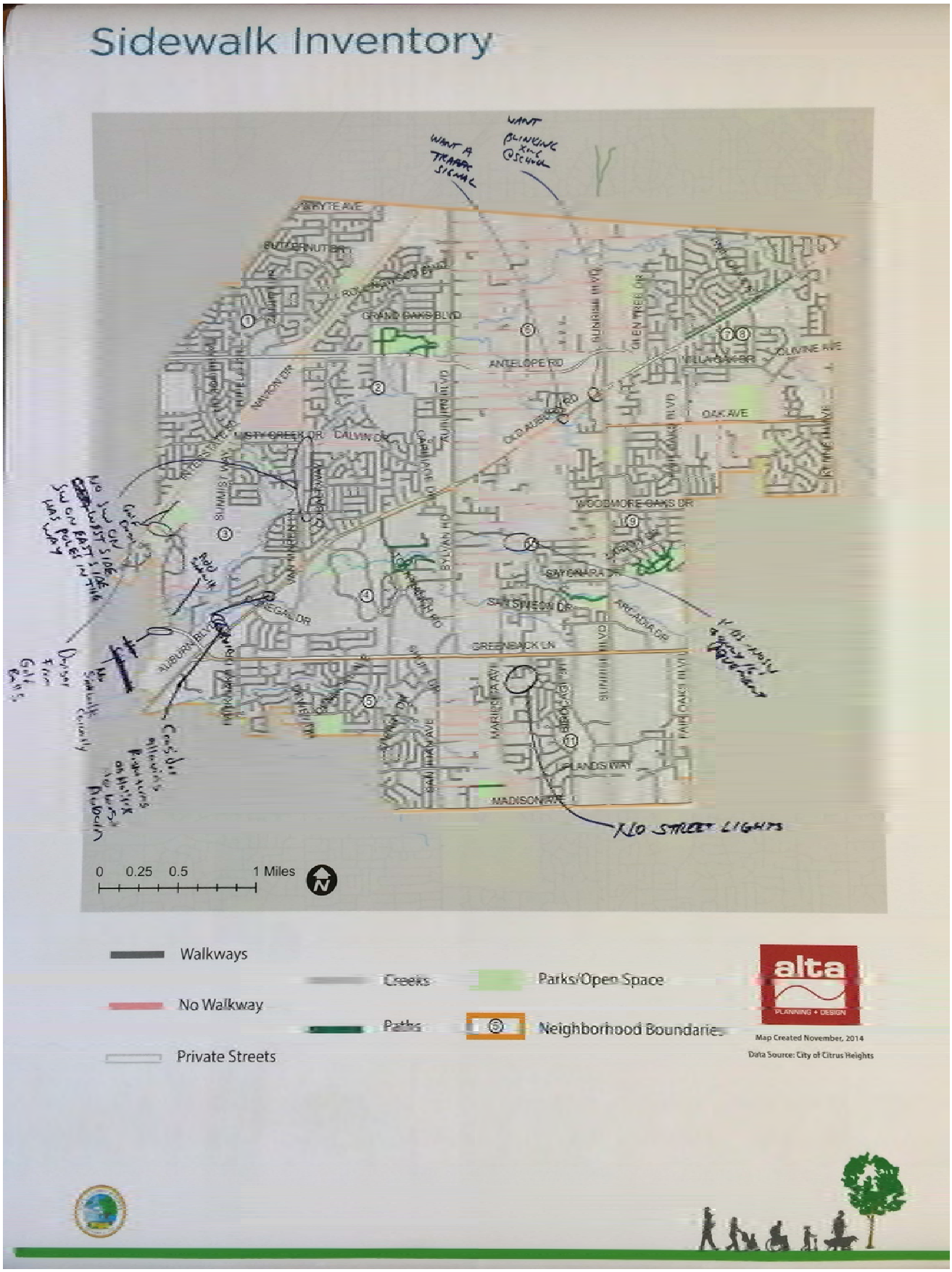

Figure A-33: Workshop 2 – Sidewalk Inventory

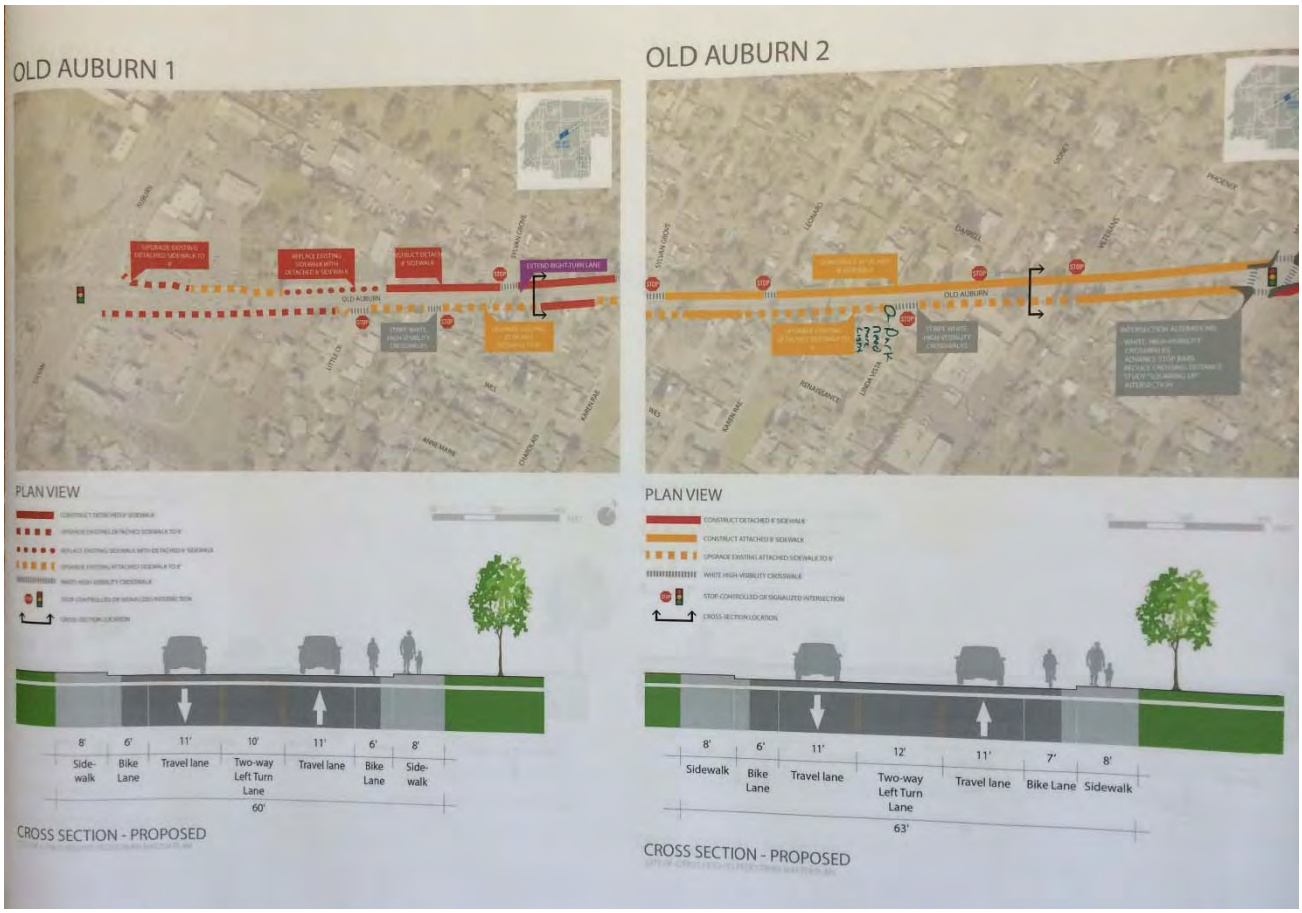

Figure A-34: Workshop 2 – Old Auburn 1 and 2 Focus Area Plans

Workshop #3

Table A-4: Workshop 3 Comments

LOCATION	CROSS STREET	COMMENT
Greenback Lane	West city limits to movie theatre (in county)	Work with County to provide sidewalk connection
Auburn Boulevard	Linden Avenue	Study signal or pedestrian crossing
Auburn Boulevard	Antelope Road to Pratt Avenue	Study signal or pedestrian crossing between these streets
Old Auburn Road	Mariposa Avenue	Not 6-8 feet wide
Eastgate Avenue	Southgrove Drive to Mariposa Avenue	No sidewalks
Sunrise Boulevard	Sun Hill Drive to north of Birdcage Center Lane	Not 6-8 feet wide
Flaming Arrow Drive	Verner Avenue to Big Arrow Court	Sidewalk not necessary
Verner Avenue	Flaming Arrow Drive to Oak Lakes Lane	Good idea!
Van Maren Lane	Misty Creek Drive to Oak Lakes Lane	Problem poles
Henning Drive	Calvin Drive	Add walk
Sylvan Road	Almondwood Avenue to Woodside Drive	Signal for traffic and pedestrians
Aloha Drive	Watson Way to Antelope Road	Cut through traffic from Auburn closure
Oak Avenue	Olivine Avenue	Concern: Trees? Ditch? Fence line?
Patton Avenue		Concern: Too narrow. Will impact parking for horse trailer.
Patton Avenue		Likes country setting on Patton – no sidewalks
Twin Oaks Avenue	Sunrise Boulevard to Charlotte Avenue	Priority #? (3)
Twin Oaks Avenue	Sunrise Boulevard to Charlotte Avenue	No sidewalks – street narrow
Twin Oaks Avenue	Sunrise Boulevard to Charlotte Avenue	What happens to the culvert? What happens to the trees?
Twin Oaks Avenue		Walkway through gap between two Twin Oaks Avenue ends might be nice
Old Auburn Road	Argo Drive to Oakwood Hills Circle	Wants this gap filled (second comment says "Agree!)

Additional comments were received on comment cards at the workshop. These include:

- I would love to see sidewalks on Watson Way to be considered very early in the planning. Children walking east on Watson to Mariposa to attend Mariposa Elementary are in grave danger due to increased & heavy traffic. Increased traffic is due to Watson Way being closed to left turn traffic on the west end
- Many transient coming thru the area Van Maren - Library - thru Crosswoods to woods behind Costco. Would not like to have their route made easier. Thank you.
- Dispute Council approval of corridor trail. I don't want it. I live in the Crosswoods too close to homes.
- Corridor creek trail project. I do not want this trail by Arcade Creek - too close to homes - too much traffic in private community. Destroy vegetation - security, etc.
- Re: Corridor Creek Trail Project as it pertains to Crosswood. I do not want this in Crosswoods. Too close to homes in a private community. Destroy vegetation and security concerns
- Corridor creek trail will be more destructive than helpful - destroying too many trees - too close to peoples' homes - will encourage unwanted elements, homeless, etc.
- Corridor creek trail project. I do not want this so close to my home. Too many trees would be cut down. Too many people near homes. No privacy.
- Contrary to the Council approval, I would like consideration to divert the areas along the creek through Crosswoods which is a flood plain, would have to take down trees and too close to homes

- We live in Crosswoods and don't approve of the bike trail and or walking path boarding our property. The homeless problem has escalated in our area. Our homes have been built with a great deal of open space. If we have a bike trail and walking paths, more pedestrian traffic will increase which will cause more vandalism. We are the Jewel of Citrus Heights. We would like to maintain our privacy - no bike trail or walking path. Thank you. If you must place a bike trail through this area, decrease the size within our area
- Crosswoods residents overwhelmingly are opposed to the proposed route along Arcade Creek. There are numerous reasons for this, as well as viable options. How can we be heard BEFORE this route is 'cast in concrete'?
- Re: Southeast quadrant. Believe that sidewalks as wide as 8' are unnecessary and extra expense. Should reduce the width.
- I would like to encourage moving up the completion date on the section on Fair Oaks Boulevard between Oak and Poppyfield. I have lived on Pleasant View for over a year now and I know there is a lot of foot traffic on this shoulder. Also I can't count how many traffic accidents have been on this section
- On Twin Oaks east of Sunrise, the narrow street does not require shoulders. It would be nice if there were a through walking path at about 8080 Twin Oaks.
- Too bad you can't get SMUD to move Power Line out of the sidewalk on Van Maren. A handicap person now has to use bike lanes right next to traffic between Misty Creek and LDS church
- Despite that the Council has approved the creek corridor through the Crosswoods community, we want the path diverted at the Stock Ranch trail to Auburn Boulevard and around the public Crosswoods Circle to the park. We don't want the privacy of our neighborhood disrupted. The destruction of the vegetation and the intrusion into private property is not acceptable
- Old Auburn Focus Area. Suggest that sidewalks on both sides be limited to standard sidewalk width not 6-8 feet
- Sidewalks and walking paths are a wonderful idea and I think they would be, in general, a benefit to the area. However, as a resident of Crosswoods, I am deeply concerned about the proposed location of the creek trail. I absolutely oppose having it intrude into the quiet private community of Crosswoods. I believe it opens our area far too broadly and leaves us open to more crime.
- East end of existing trail along Old Auburn needs continuity to connect with Roseville's along Cirby - currently gaps exist with no walkways. Utility poles in existing walkway on E side of Van Maren from Misty Creek to Auburn are huge impediment to mobility challenged users.
- Sidewalks and trails are nice as long as they don't lower property values of this city (too close to homes) and private property - allowing unwanted people entering private property. I'm against it!
- The proposed bike/walking path along Arcade Creek in the Crosswoods development will affect our property values and our peaceful neighborhood. I am against this project.
- Even though the city council has approved the bike path through Crosswoods, I adamantly disapprove. As a homeowner on Monticello Court I will be greatly affected by this and feel the value of my home will go down and the quality of my life will diminish. How did the planning commission get this through without notifying all of Crosswoods since this affect all of the community?
- The sidewalks are a good idea but the trail along the creek corridor will ruin some beautiful, established neighbors by a public invasion where it should not be. I oppose some sections of the creek trail pathway.
- Do you think sidewalks & walkways increase property value
- Like the proposal for a sidewalk on Verner by the Foothill Golf Course - as far as putting a sidewalk on Flaming Arrow next to golf course, I don't see the need. Most people walk on the sidewalk by the park. As far as focus area for Old Auburn Rd - I would request sidewalks be regular width, not 8 feet

Figure A-35: Workshop 3 –Citywide

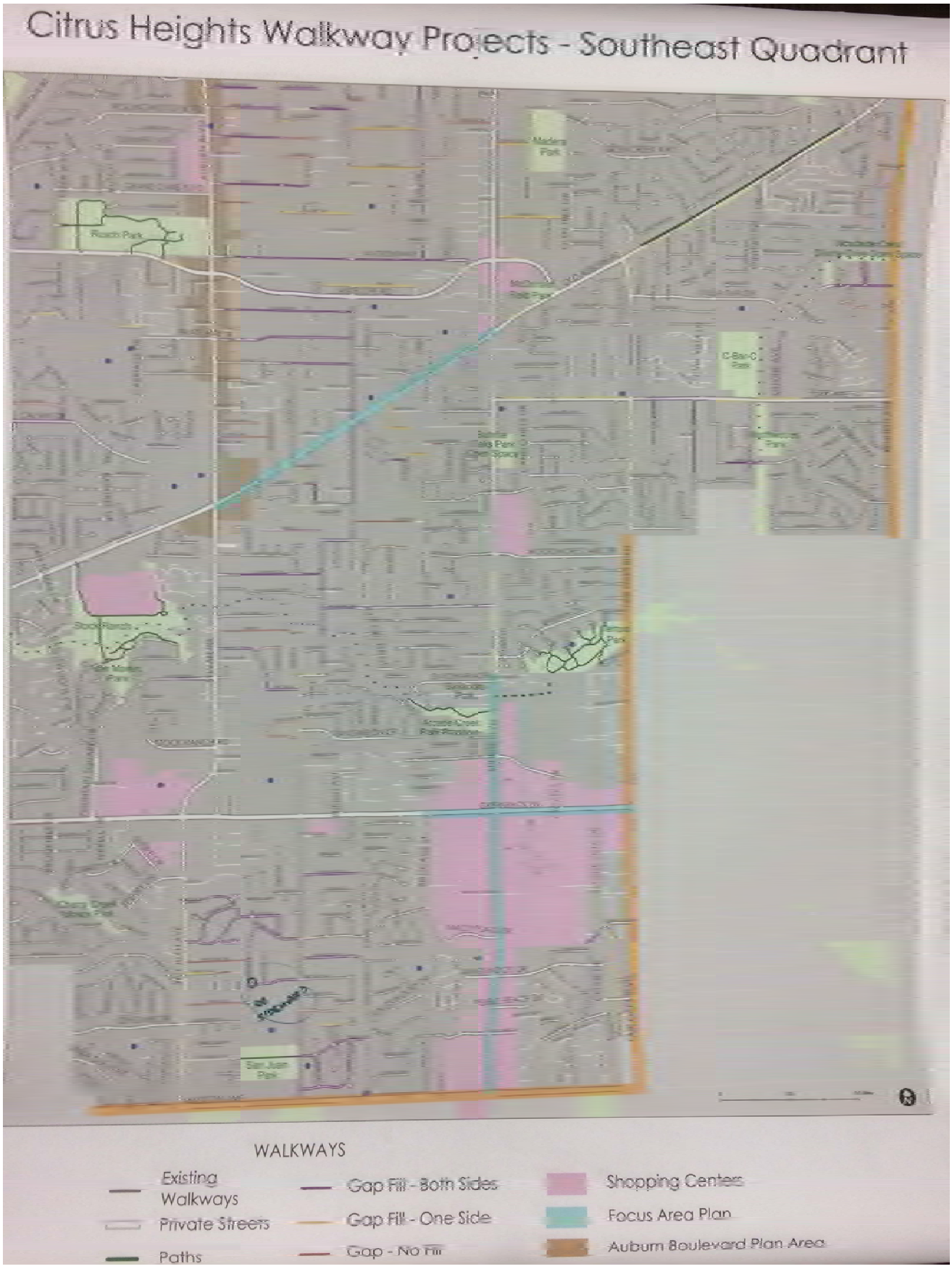

Figure A-36: Workshop 3 – Southeast Quadrant

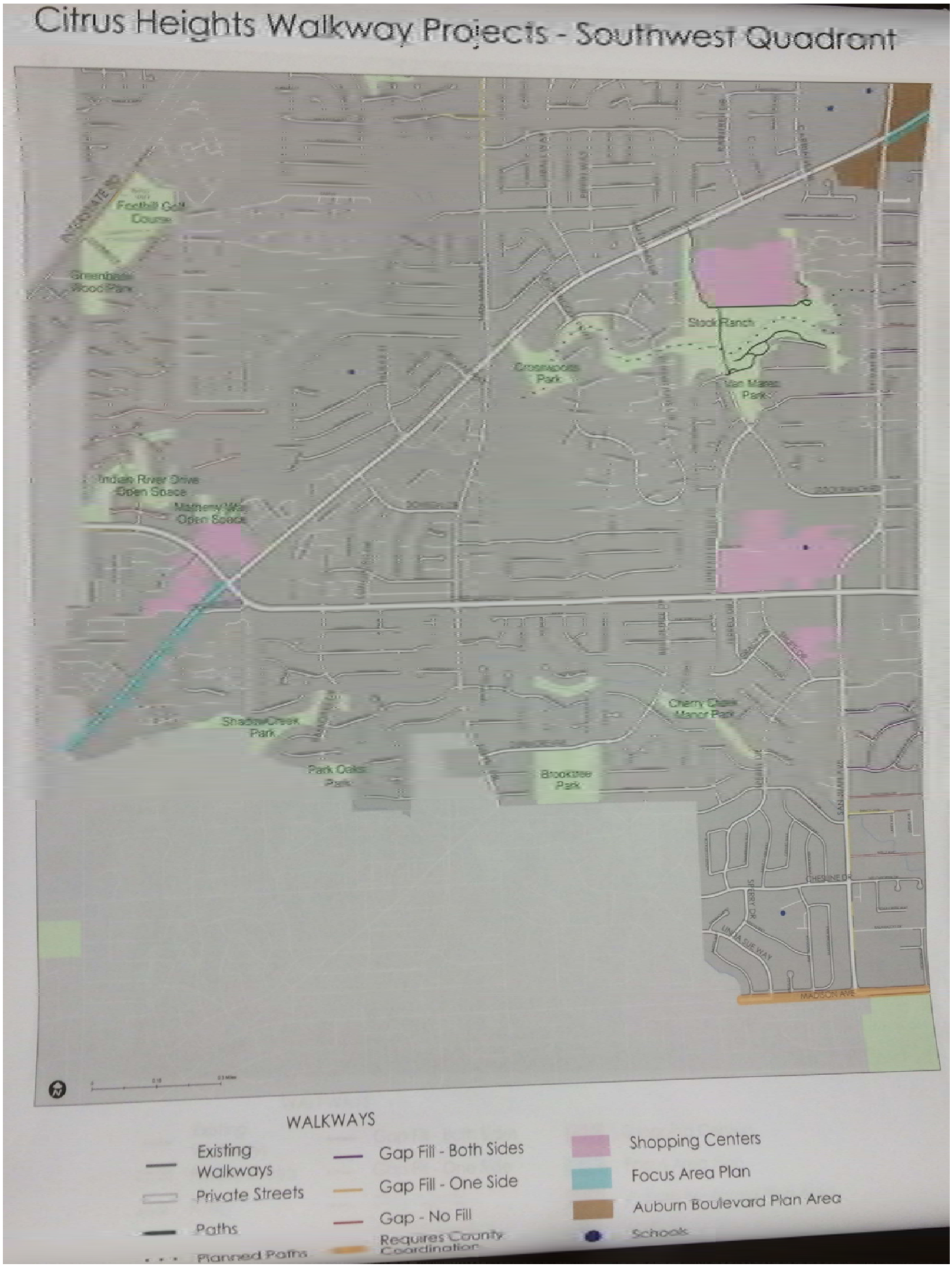

Figure A-37: Workshop 3 – Southwest Quadrant

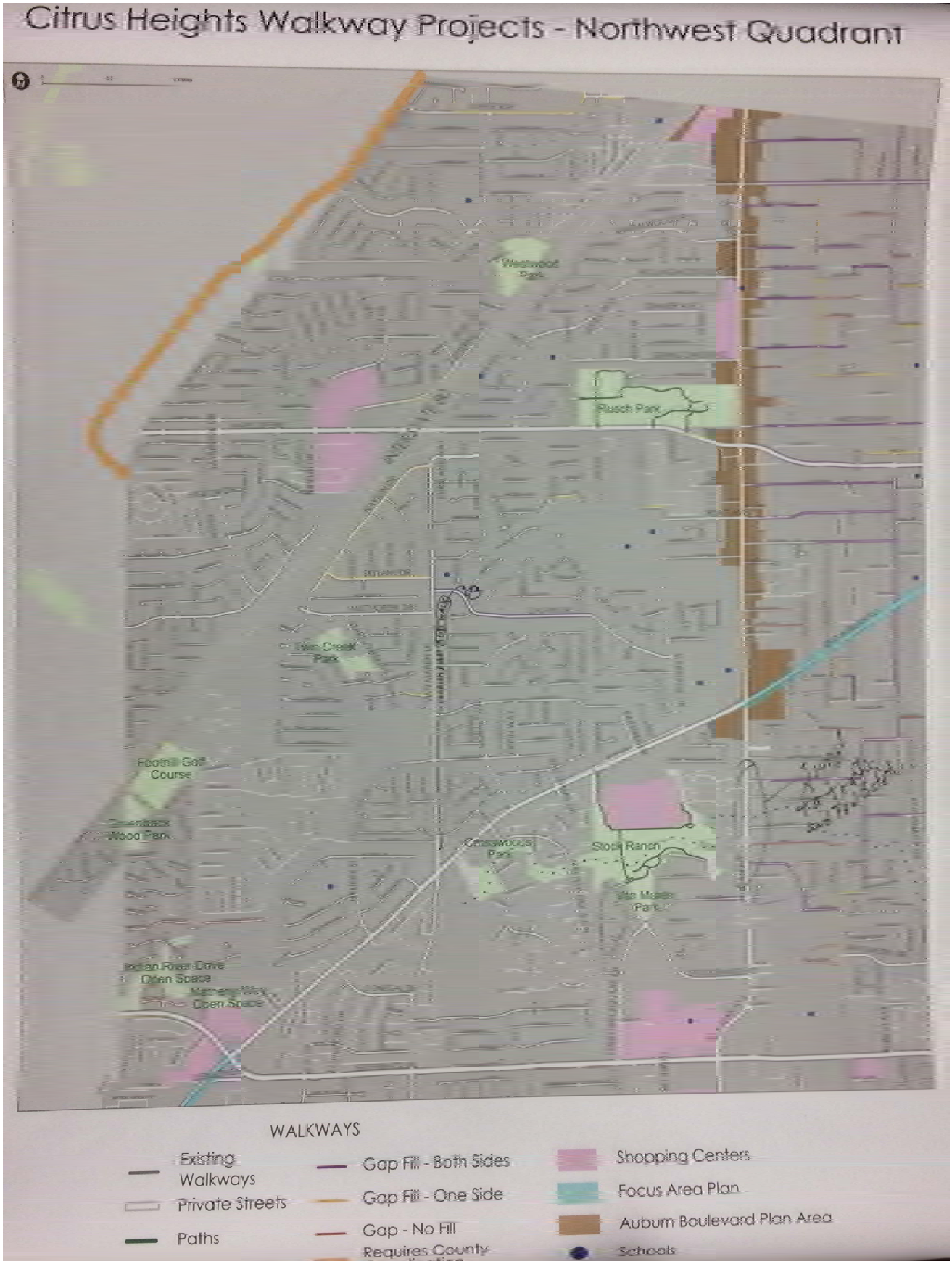

Figure A-38: Workshop 3 – Northwest Quadrant

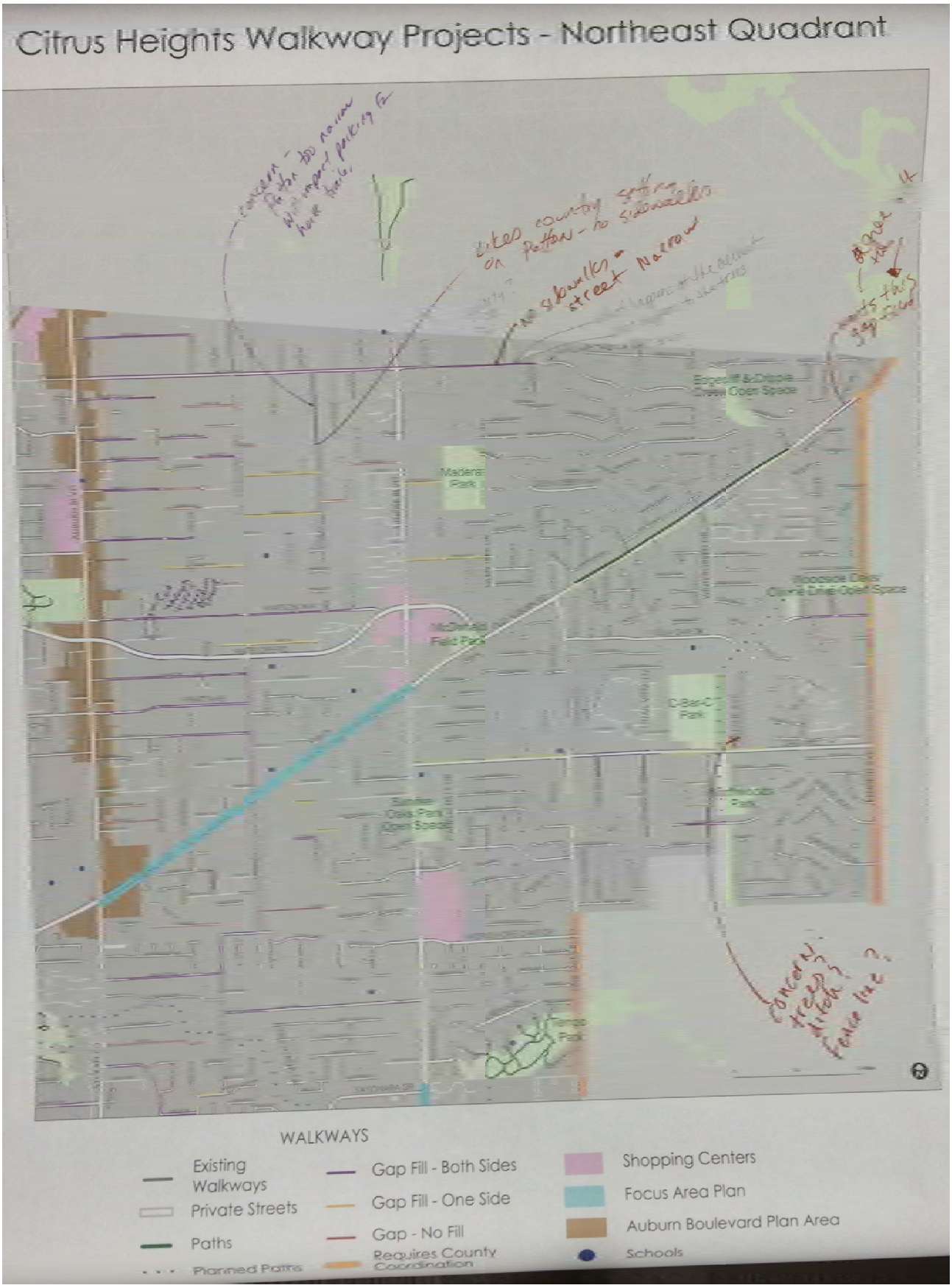

Figure A-39: Workshop 3 – Northeast Quadrant

Events

Outreach was also conducted at community events during the planning process. City and consultant staff attended local organization meetings or tabled at local events to reach residents or visitors who might be unlikely to attend a traditional workshop.

Red, White, and Blue Parade

Table A-5: Red White and Blue Parade Comments

LOCATION	CROSS STREET	COMMENT
Global		The path from Woodside Elementary to C Bar C park closes during school hours.
Antelope Road		The sidewalks along Antelope Road are unsatisfactory because they end.
Greenback Lane	Birdcage Street	This area needs a bus shelter and more visible sidewalk.
Kenneth Ave		The sidewalks along Kenneth need repair.
Melva Street		Melva Street needs a sidewalk. Residents feel the cars drive too fast and that it's unsafe to bike or walk.
San Tomas Drive	Auburn Boulevard	This intersection needs a pedestrian crossing. The Southeast corner of the intersection is difficult for wheelchairs to access.
Sunrise Boulevard		The area on Sunrise North of Greenback needs a sidewalk.
Woodmoore Oaks Dr	Red Maple Way	The turning radius is too tight

Sunrise Farmer's Market

Table A-6: Sunrise Farmer's Market Comments

LOCATION	CROSS STREET	COMMENT
Global		Residents take issue with motorists who run red lights. They are also unhappy that people don't yield to pedestrians.
Global		Pedestrian lighting causes light pollution. Limit lighting in more rural areas to pedestrian crossings and intersections only.
Antelope Road		Antelope Road needs better pedestrian signals.
Birdcage Street		Birdcage needs better wheelchair access. The City also needs to address people leaving animal waste on the sidewalk.
Cal Court	Primrose Drive	Pet owners leave pet and yard waste on the sidewalks.
Fountain Square Dr		The post office has no pedestrian walkway through the driveway and parking lot.
Kenneth Avenue	Menke Way	A stop sign is needed at this intersection
Le Mans Avenue		Speedbumps are needed along Le Mans because motorists drive too fast.
Mariposa Avenue	Watson Way	Residents would like the ditches in the sidewalks covered.
Old Auburn Road		Sidewalks are needed on Old Auburn, especially near the trail entrance.
Our Way	Farm Gate Way	This intersection should not have a stop sign. A better location would be Farm Gate Way and Riddio Street.
Rollingwood Blvd		The areas surrounding Rusch Park need better lighting.
Villa Oak Drive		The side of Woodside School that faces Villa Oak Drive is getting a new fence. Neighbors are upset they weren't notified about the fence.

Food Truck Mania

Input was solicited at Food Truck Mania in Rusch Park on July 8, 2015. Comments received from community members at this event are listed below.

Table A-7: Food Truck Mania Comments

LOCATION	CROSS STREET	COMMENT
Global		Residents love that the City is working to improve sidewalks and walking paths.
Global		One resident would like the trails from Madera Park to extend down along Old Auburn Road
Global		One resident has strong concerns about residents encroaching into public easements and how that will affect the master plan. This resident feels that when it comes time to implement the plan, the City will waste resources on dealing with public easement issues.
Antelope Road	Auburn Boulevard to Sunrise Boulevard	A sidewalk along Antelope between Auburn and Sunrise is needed.
Antelope Road	Mariposa Avenue	Both Antelope Road and Mariposa Avenue need sidewalks.
Auburn Boulevard		Cross-street access along Auburn Boulevard, especially approaching K-Mart, is needed.
Auburn Boulevard	Antelope Road	A local business owner would like the lighting and benches at the corner of Auburn Blvd. and Antelope Rd. addressed.
Cripple Creek		One resident would be agreeable to the creek trails project if sound walls were installed to prevent constant dog barking.
Stock Ranch Road		The City should develop more trails like those in the Stock Ranch development.
Watson Way		A resident who walks with her children along Watson Way would like sidewalks to be installed. Another location mentioned as needing a sidewalk was along Mariposa Avenue.

Old Auburn Community Meeting

Table A-8: Old Auburn Community Meeting Comments

LOCATION	CROSS STREET	COMMENT
Global		Enforcement
Global		Left turns create people going around
Old Auburn	Bonita	No left turn lane. Needed--lots of left turns into Bonita
Old Auburn	Bonita	(indicating north side) No walk zone
Old Auburn	Kadota	Students cross here
Old Auburn	Mariposa	Dangerous
Old Auburn	Mariposa	LPI?
Old Auburn	Mariposa	LED ped xing sign?
Old Auburn	Tiara	No one stops

City Survey Mailer

As part of the Draft Plan public input gathering, the City of Citrus Heights mailed a survey to residents who live near a Public Draft Plan proposed sidewalk or walkway. The results of the survey are presented in **Figure A-40** through **Figure A-46**.

Figure A-40: City Survey - Would Like Pedestrian Improvements

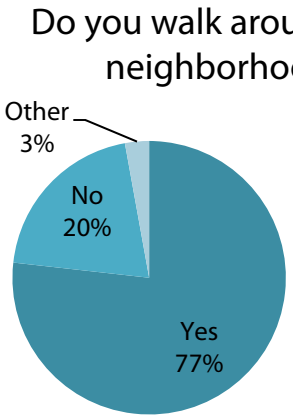

Figure A-41: City Survey - Walk Around Neighborhood

Figure A-42: City Survey – Walk More If Improvements

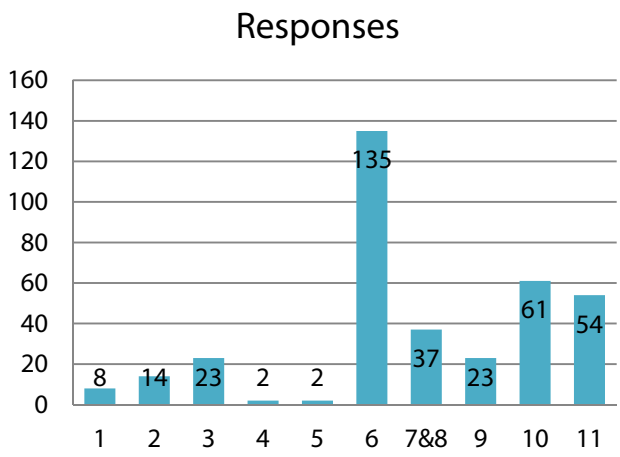

Figure A-43: City Survey - Responses by Neighborhood

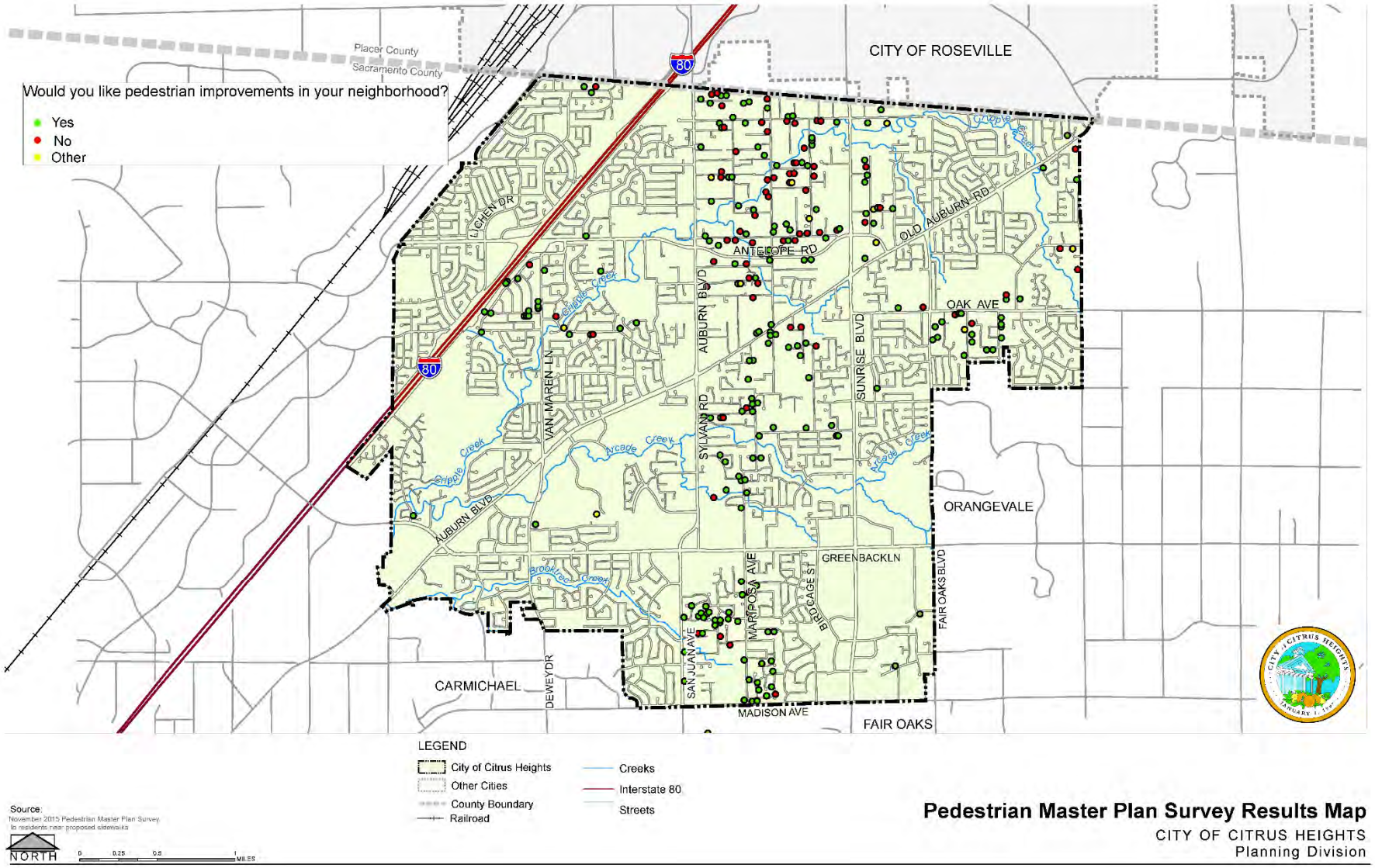

Figure A-44: City Survey Responses – Question 1

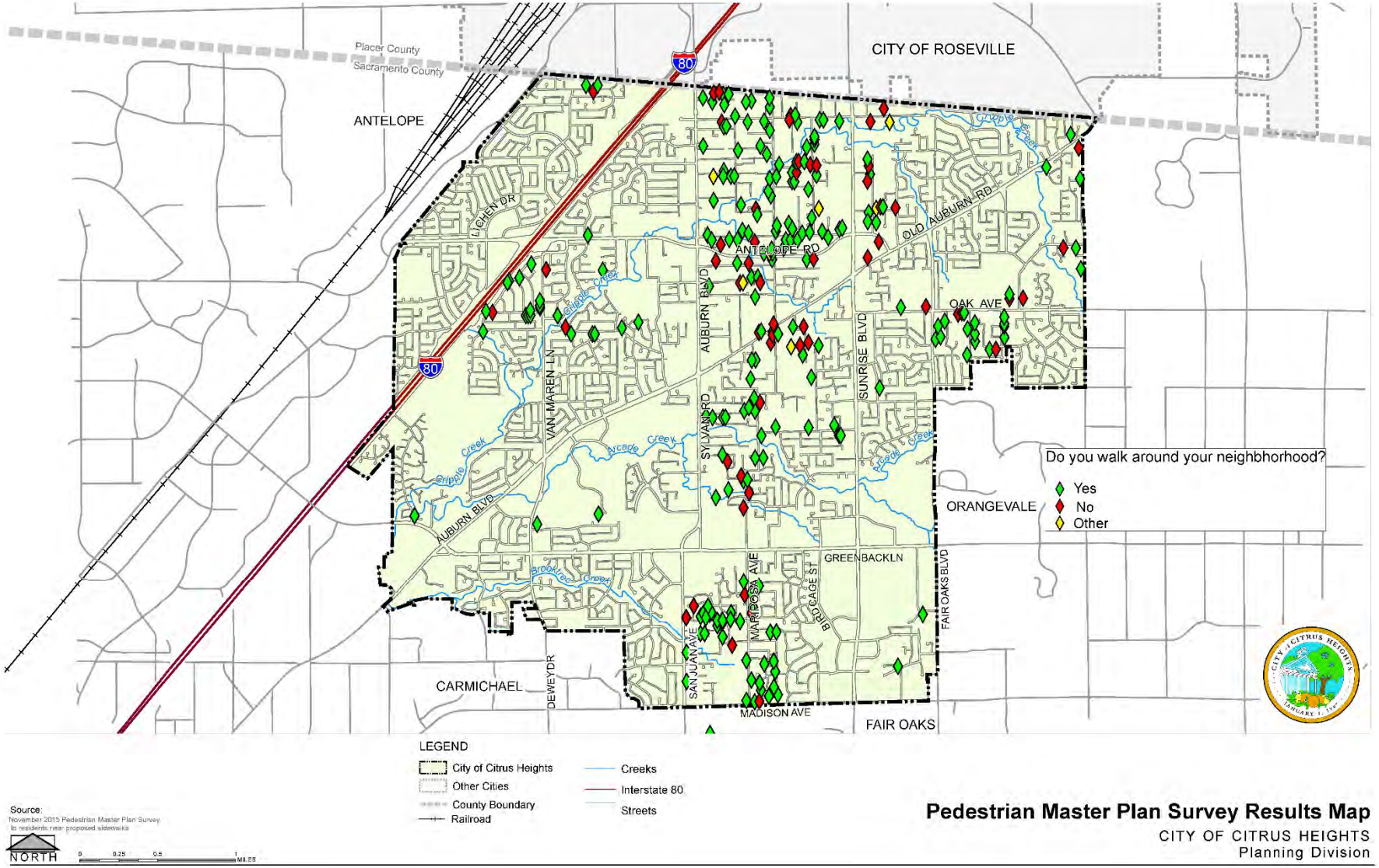

Figure A-45: City Survey Responses – Question 2

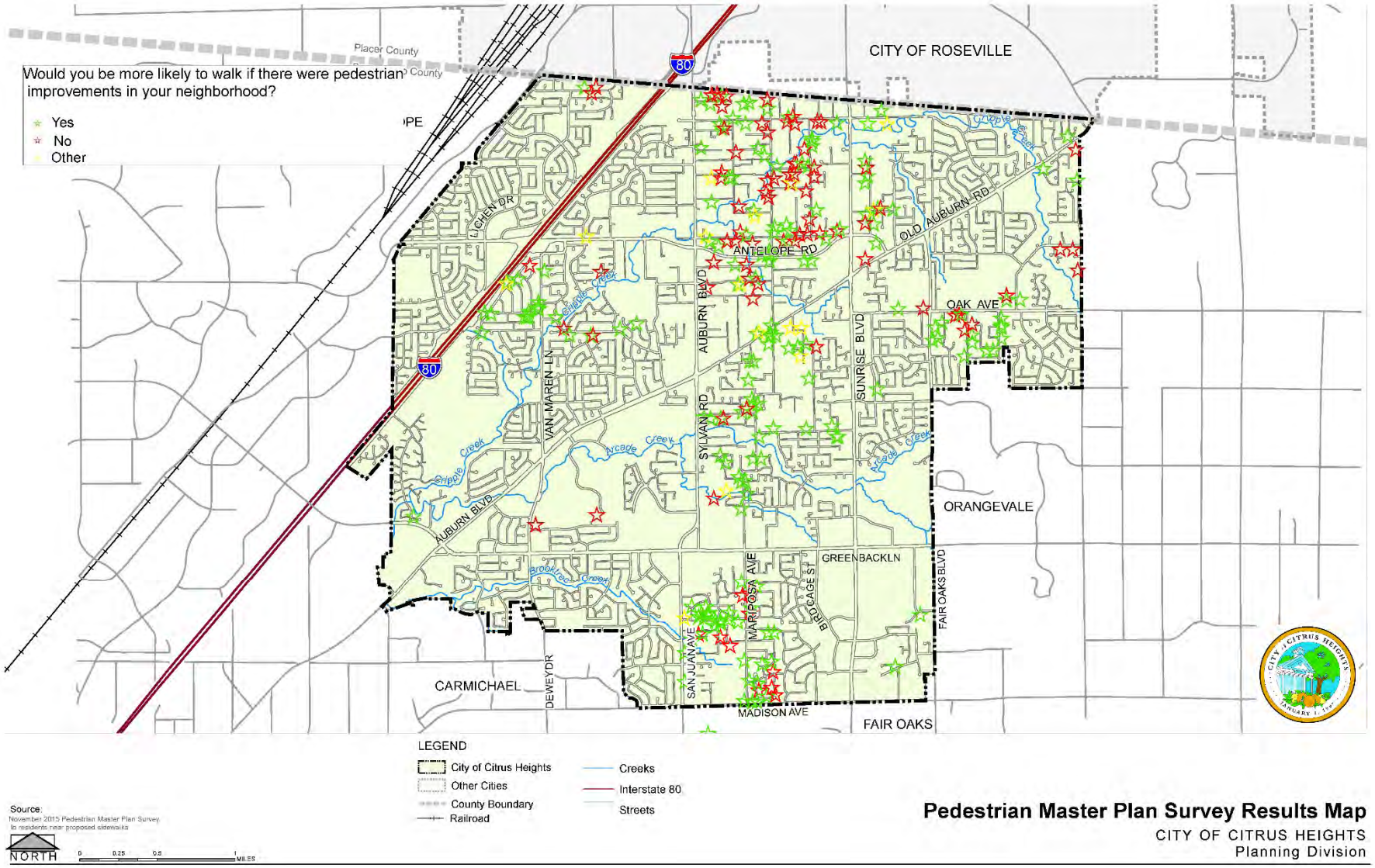

Figure A-46: City Survey Responses – Question 3

Appendix B: Needs Analysis

PSI Technical Analysis

This appendix presents the methods and key findings of Alta Planning + Design's application of its Pedestrian Suitability Index (PSI) for the City of Citrus Heights.

PSI measures pedestrian activity demand by quantifying factors that support pedestrian movement. The purpose of PSI is to identify areas for improvement and to prioritize potential pedestrian projects.

PSI results in a composite Demand Typologies Model that can be used to identify geographic patterns of demand highs and lows.

PSI helps define citywide variation in pedestrian demand and variation in the quality of the pedestrian experience along the existing pedestrian network. The analysis serves as the basis for understanding and visualizing suitability and is an integral part of the Los Altos Pedestrian Master Plan.

PSI provides the following benefits:

- Quantify factors that impact pedestrian activity, objectively identifying areas where pedestrians are most likely to want to be
- Provide for a geographically informed project list
- Identify pedestrian network gaps and corridors as potential projects
- Guide community leaders and the public on one aspect of the project prioritization process

This appendix includes:

Methodology

The analytical methods in the PSI provide an objective, data-driven process of identifying areas of potential high pedestrian activity. PSI provides a general understanding of expected activity in the pedestrian environment by combining categories representative of where people live, work, learn and play, access transit, and access community services into a composite sketch of citywide walking demand. Citrus Heights' specific land use and transportation factors, such as retail and commercial nodes, are considered as well as demographic factors that are correlated with high pedestrian trip generation, such as a high percentage of zero vehicle households.

PSI Demand Analysis Development

PSI's Demand Analysis demands a consistent unit of distance to generate logical patterns. It is for this reason that all scores are given a location on the corner of each census block. Census blocks closely represent the street network, with their corners approximating where foot traffic is prevalent. This method is based on the "Low-Stress Bicycling and Network Connectivity" report (Mineta Transportation Institute, May 2012).

Demand Analysis Scoring Method

Scores reflect relative impact on walking to and from adjacent census block group corners. As such, scores are represented as density patterns of census block corners within a ¼ mile of each other. Subsequently, the scores are effectively a combination of two factors: distance decay—greater distances yield lower scores for features over ¼ mile away from other features; and spatial density—the effect of closely clustered features yields higher scores. Scores will increase in high feature density areas and if those features are close together. Scores will decrease in low feature density areas and if features are further apart. In essence, the score is the intersection of distance and density.

Based on density and proximity, categories are scored on a scale of 1 – 5 to normalize categorical inputs that make up the composite pedestrian demand

Demand Analysis Application

The following expression describes how each demand category is calculated:

$$DC = \frac{\sum_{i=1}^{n}(F_i)}{n}$$

DC = Demand category

F = normalized density layer for categorical variable

n = number of variables combined to determine categorical demand

Composite demand is calculated similarly to categorical demand; demand categories that have been calculated using the above expression are summed, and then divided by the number of demand categories being considered.

The purpose of the demand analysis is to identify areas of potential walking demand to justify improvement projects, if warranted by the relative quality of the supply. The following sections illustrate and describe how the features contribute to the variation in overall demand.

Inputs and Results

PSI Demand – Where People Live

Where people live includes 2008-2012 American Community Survey (ACS) data by census block group level. This category includes three components: population density, percentage of households without a vehicle, and percent of work trips made by using active transportation. These locations represent potential trip origin locations.

The variables are determined and then combined using raster algebra to create a composite score. Densities are determined using a ¼ mile search radius, and areas with high densities of the above categories are shown as hot-spots on the map.

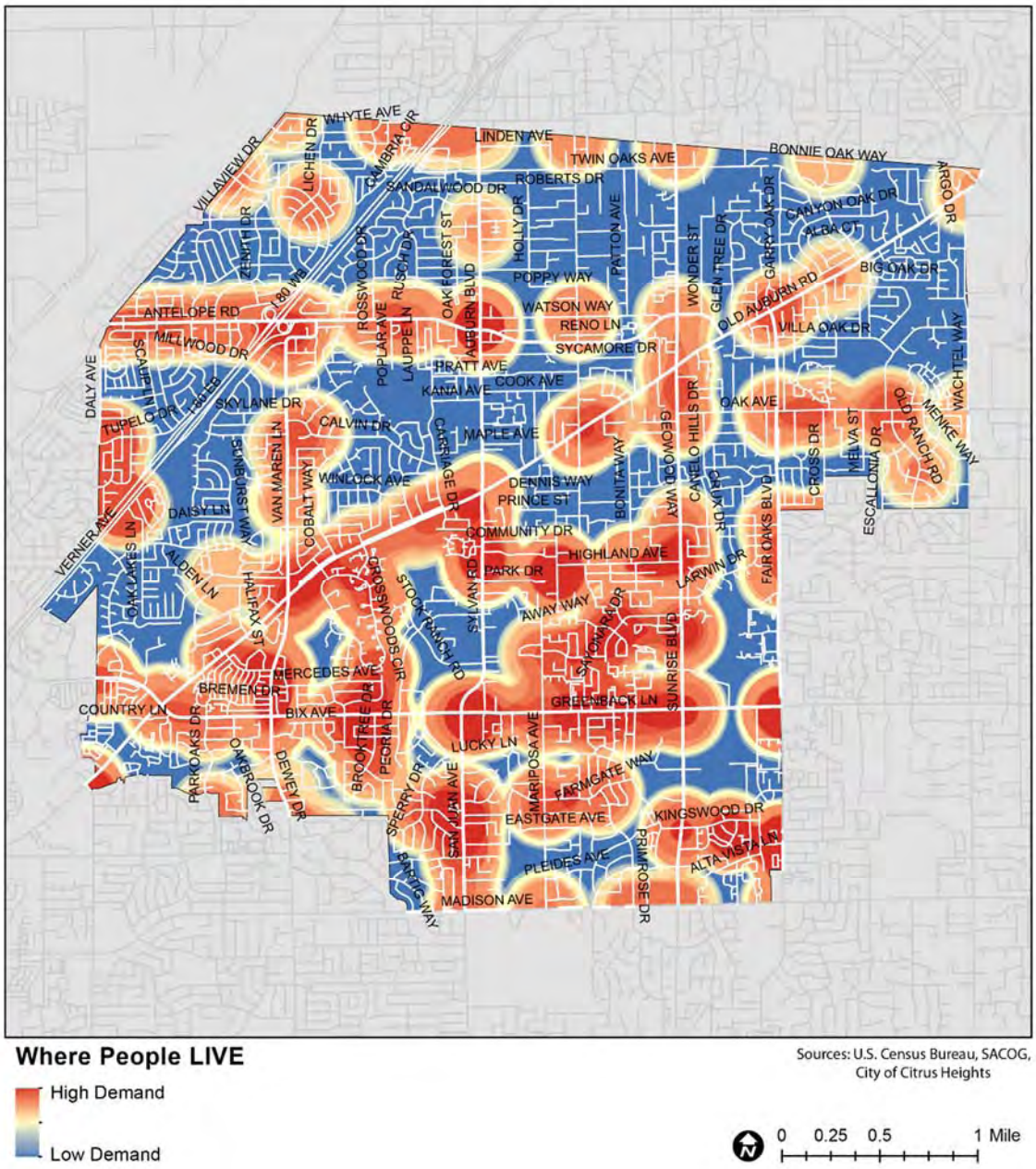

Figure B-1: Where People Live

PSI Demand – Where People Work

Where people work mainly represents trip destinations for people working within Citrus Heights, regardless of residency. The basis is 2011 total employment by census block, aggregated to the block group level. Depending on the type of job, this category can represent both trip attractors (i.e., retail) and trip generators (i.e., office parks and office buildings) in terms of base employment population. It is therefore also used in the **where people play** category by overlaying specific job types, such as arts, recreation, and retail.

This category accounts for high densities of employment using a ¼ mile search radius.

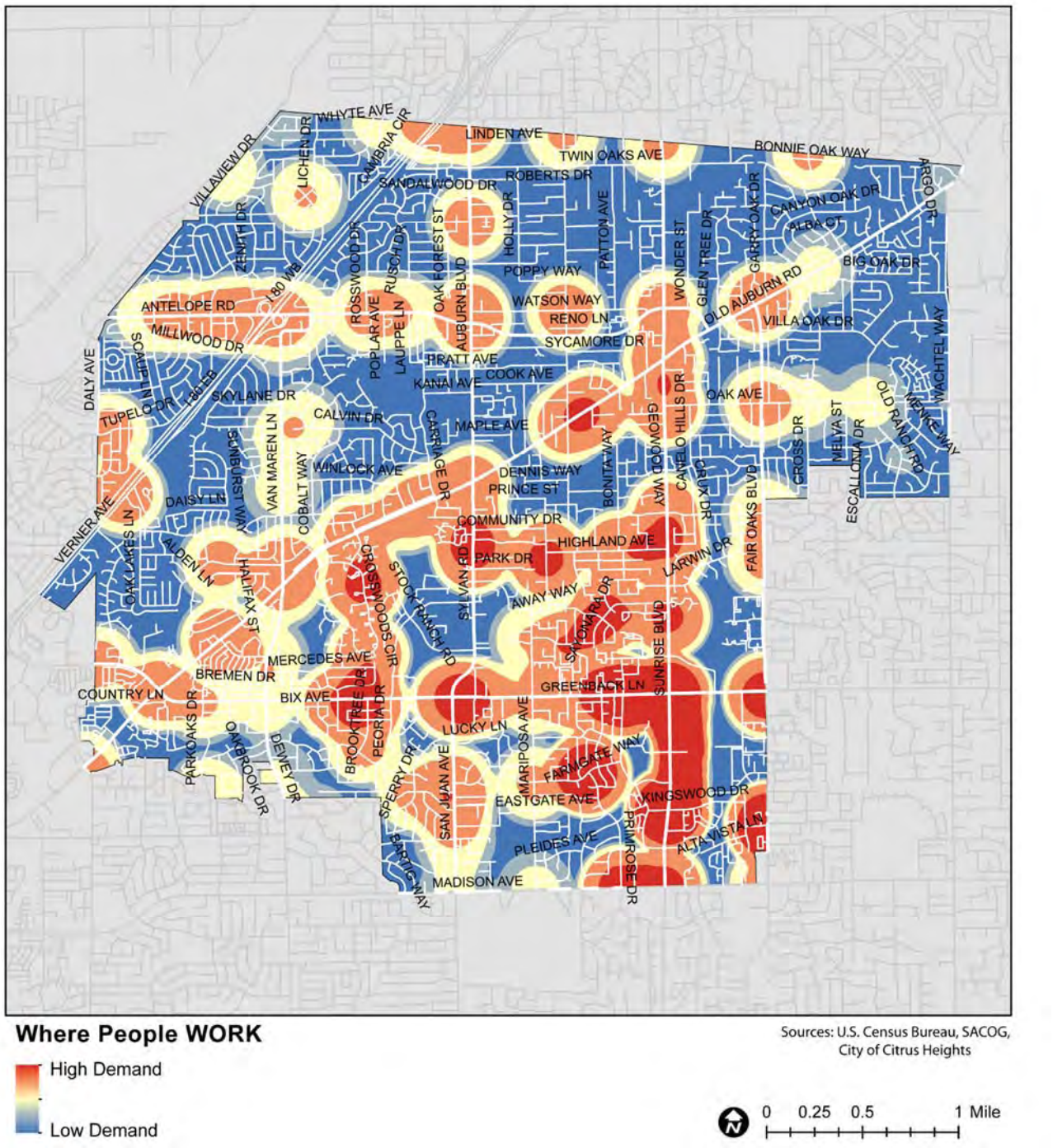

Figure B-2: Where People Work

PSI Demand – Where People Learn and Play

Where people learn and play is a combination of land use types and destinations. Destinations such as schools, parks, community gardens, arts and recreation employment, retail employment, and hotel and lodging employment are used to identify areas likely to experience higher levels of pedestrian activity. While all destinations are not exactly where one would expect to "play," many of the civic amenities included in this category are still destinations of importance due to the temporary nature of the visit.

This category measures density using locations for parks and schools, as well as measures of recreation and retail employment. Using a ¼ mile search radius, areas with a high density of categories leading to "play" are determined.

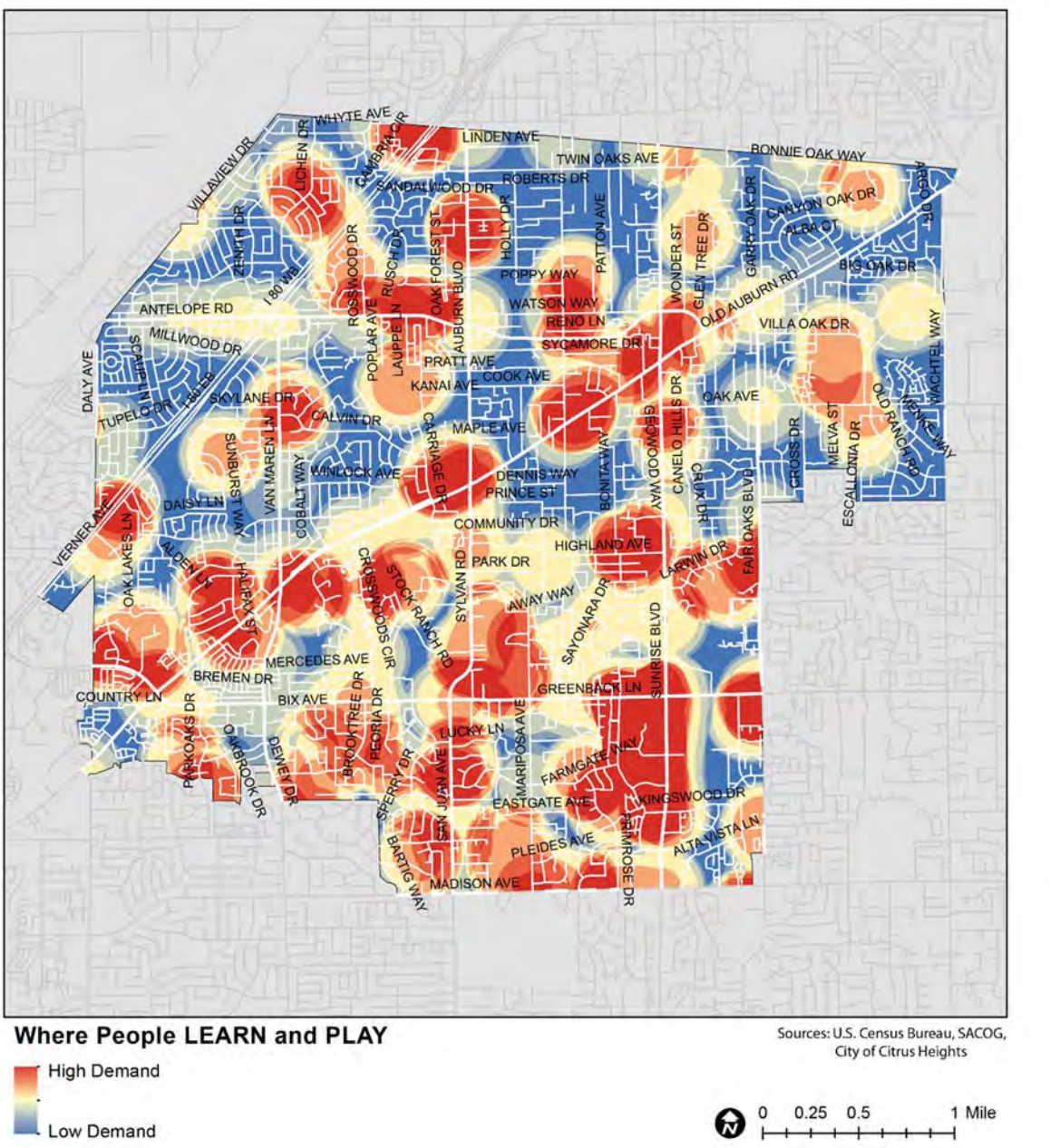

Figure B-3: Where People Learn and Play

PSI Demand – Where People Access Transit

Where people access transit is gauged using bus stop locations. Density of pedestrian demand is measured using a ¼ mile search radius; areas with a larger number of bus stops within ¼ mile will show greater demand in the map.

This category accounts for the transit stops within 1/4 mile of each other.

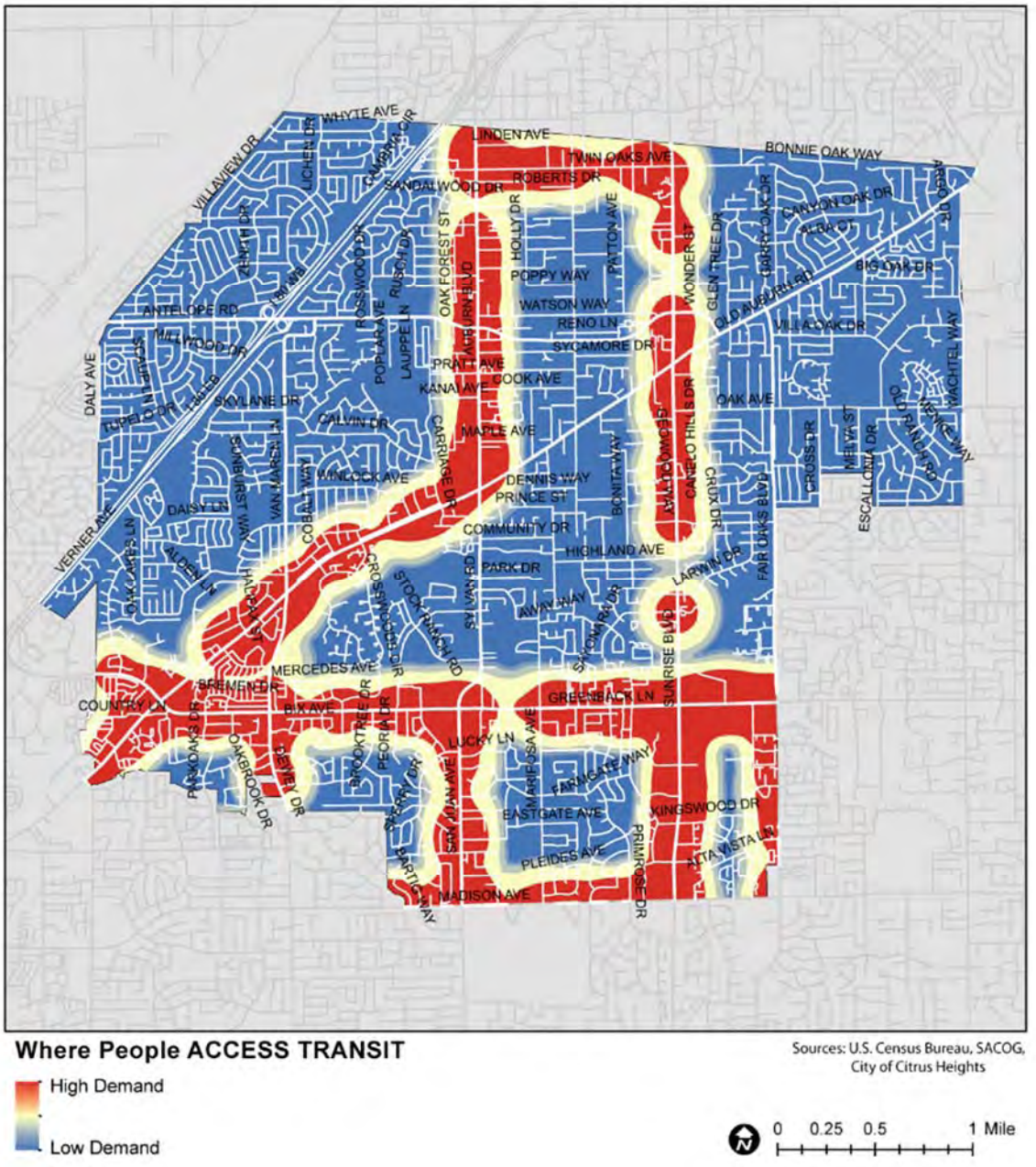

Figure B-4: Where People Access Transit

PSI Demand – Where People Access Community Services

Where people access community services is assessed using health care facilities, the Women, Infants and Children (WIC) facility, Sunrise Food Ministry, and community centers in Citrus Heights. The density of offered services is measured using a ¼ search radius.

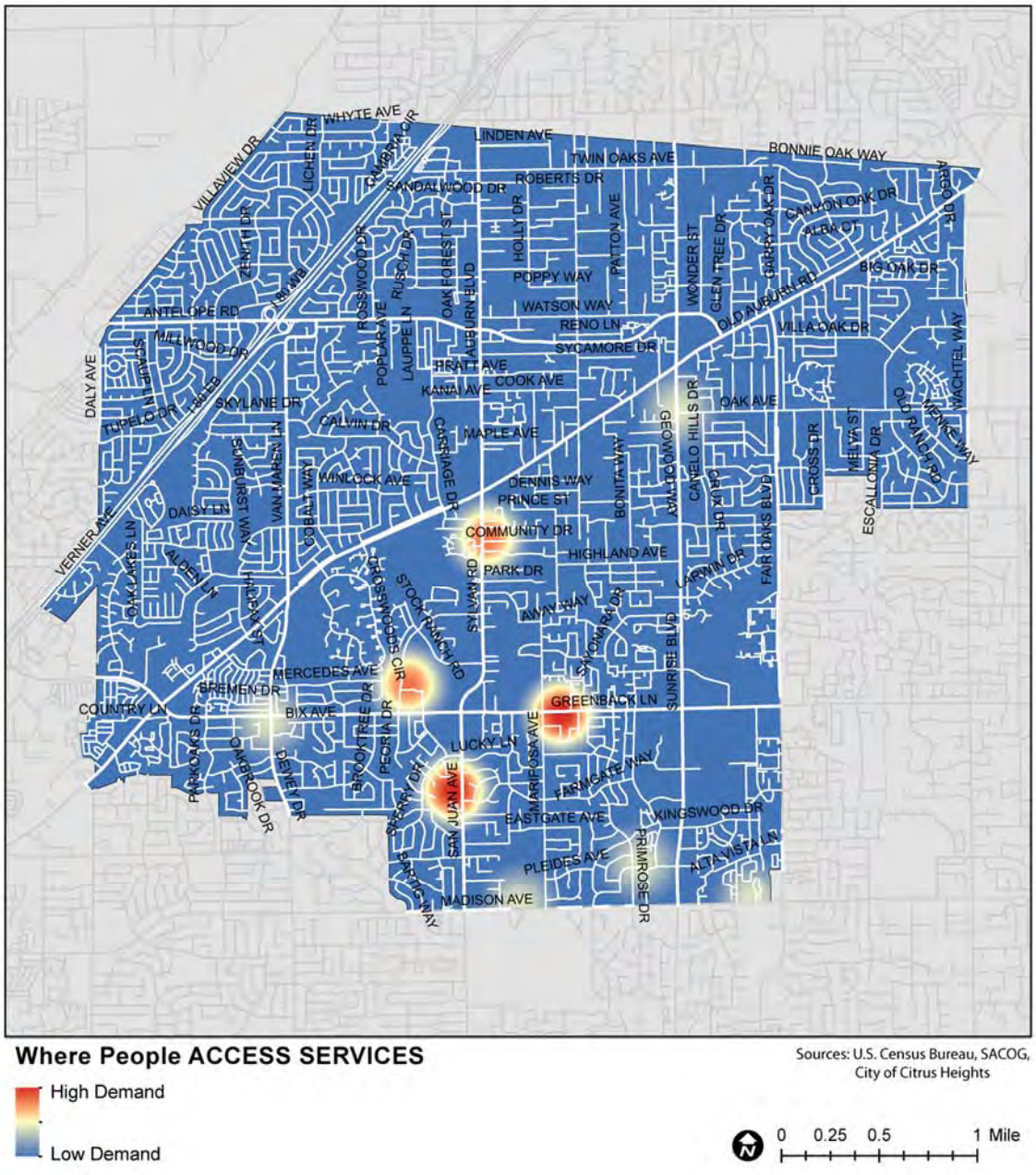

Figure B-5: Where People Access Services

PSI Demand – Composite Model

After independently processing the features, a composite model was created using the Live, Work, Play, Transit, and Community Services layers that were created as independent components of the PSI.

Figure B-6 shows the composite model with high walking demand areas in red. Areas that yielded highest demand include the confluence of schools, retail, high employment, and higher density residential areas. Areas largely dominated by single-family homes on larger lots, although representing potential trip generators, represent the lowest demand areas.

Areas with potential high pedestrian demand include:

- Greenback Lane
- Auburn Boulevard
- Old Auburn Boulevard (near Sunrise Boulevard)
- Sunrise Boulevard
- Sylvan Road
- San Juan Avenue

These corridors are also those with higher numbers of pedestrian related collisions than other corridors in the City. The following section evaluates the demand model output with existing infrastructure including sidewalks, posted speed limits and intersection controls.

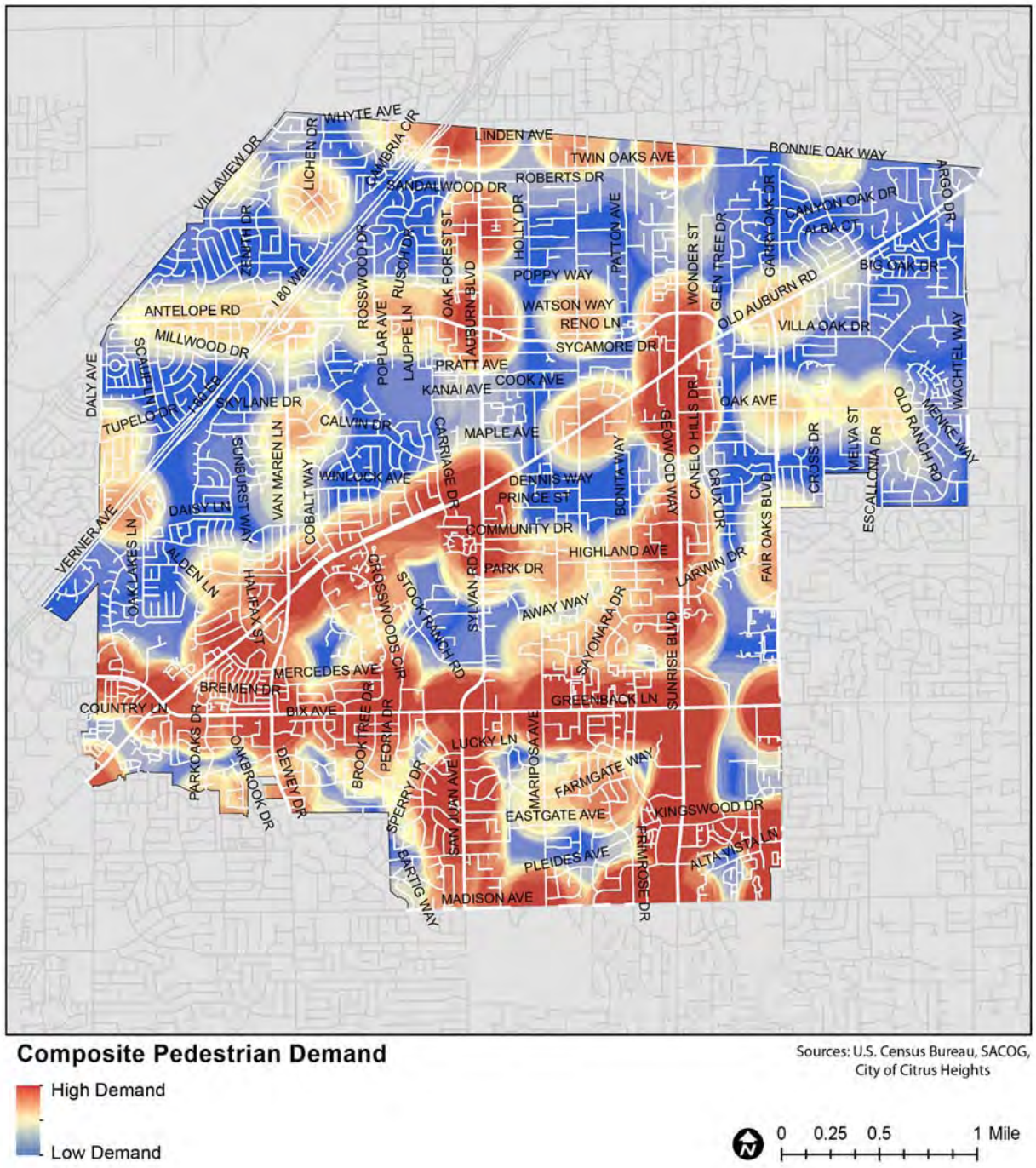

Figure B-6: Demand Composite

Demand Evaluated with Existing Infrastructure

The composite demand shows areas within the City that have potential for high pedestrian activity and an understanding of the relationship between demand and existing infrastructure will inform the development of project recommendations. This section overlays the composite model with existing sidewalk, posted speed limit, and intersection controls.

Sidewalks

The presence of sidewalks is an indicator of the corridor walkability. **Figure B-7** shows the sidewalk network along with potential walking demand. While the areas of high demand have a nearly complete sidewalk network, there are a number of gaps including:

- Auburn – Old Auburn Road between Van Maren Lane and Sunrise Boulevard
- Antelope Rd between Auburn Boulevard and just west of Sunrise Boulevard
- Sunrise Boulevard
  - North of Antelope Road
  - Between Greenback Lane and Old Auburn Boulevard (west side)

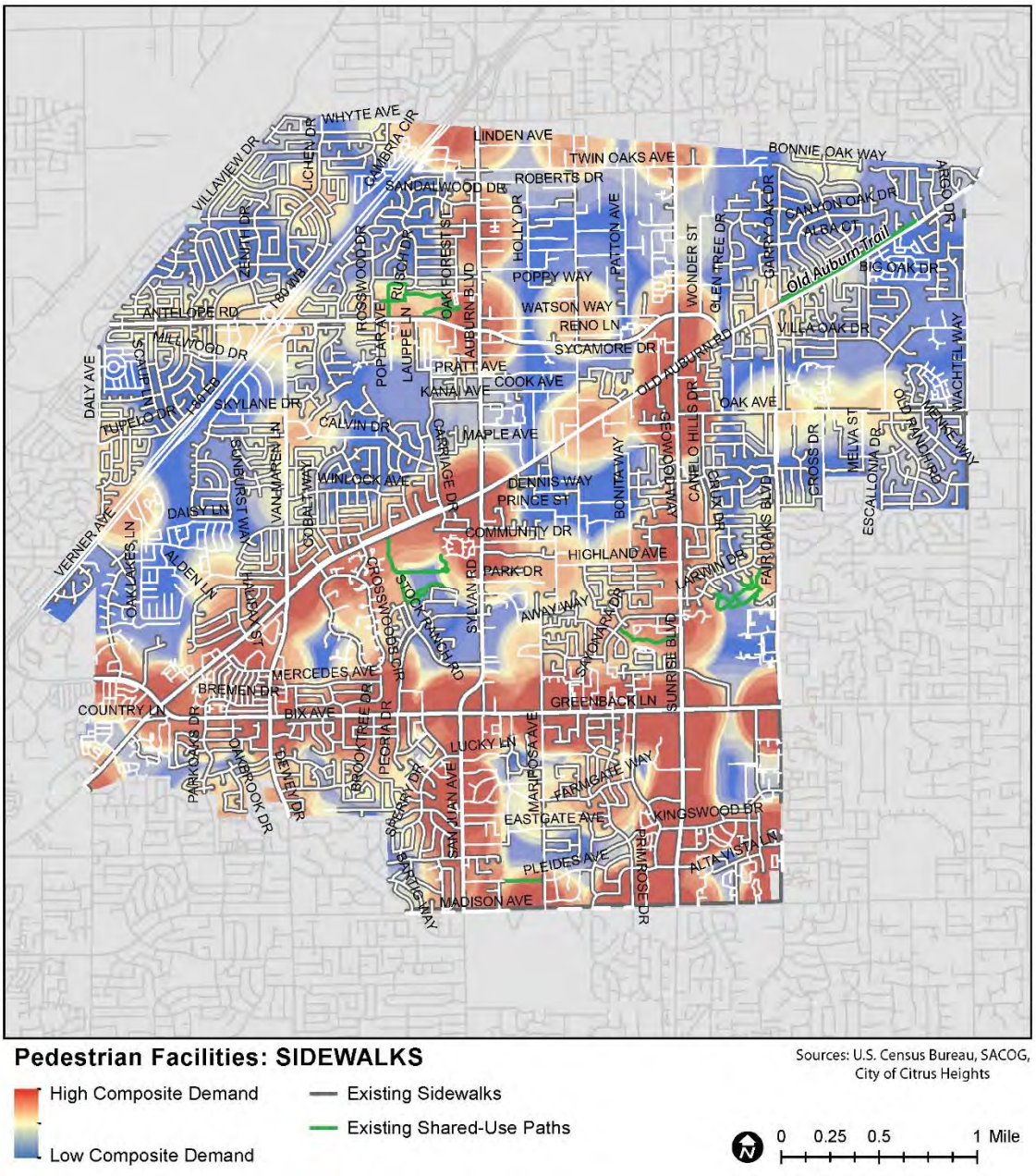

Figure B-7: Composite Model with Presence of Sidewalks

Posted Speed Limit

Speed limit also impacts the pedestrian environment. Fast-moving vehicle traffic reduces the comfort of pedestrians and the likelihood of surviving a collision if one occurs. The figure below illustrates the rapid increase in the likelihood of pedestrian death that occurs as vehicle speeds increase.

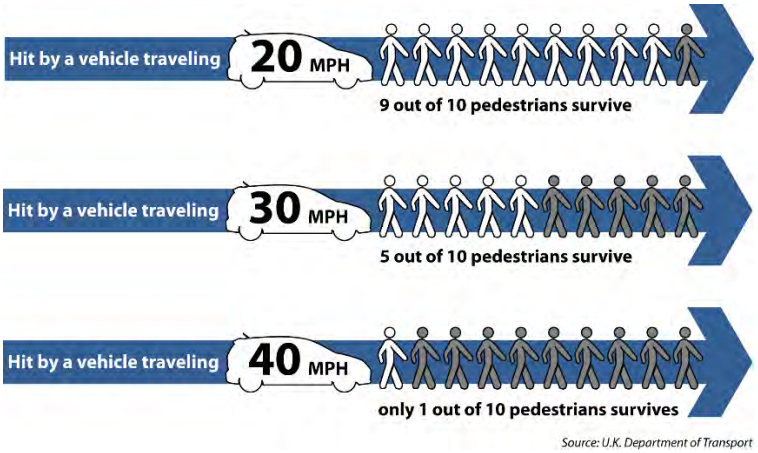

Figure B-8: Vehicle Speed and Pedestrian Survival

Figure B-9 on the following page shows the posted speed limits with walking demand. Areas with highest walking demand also (typically) are on corridors with posted speed limits of 40-45 miles per hour.

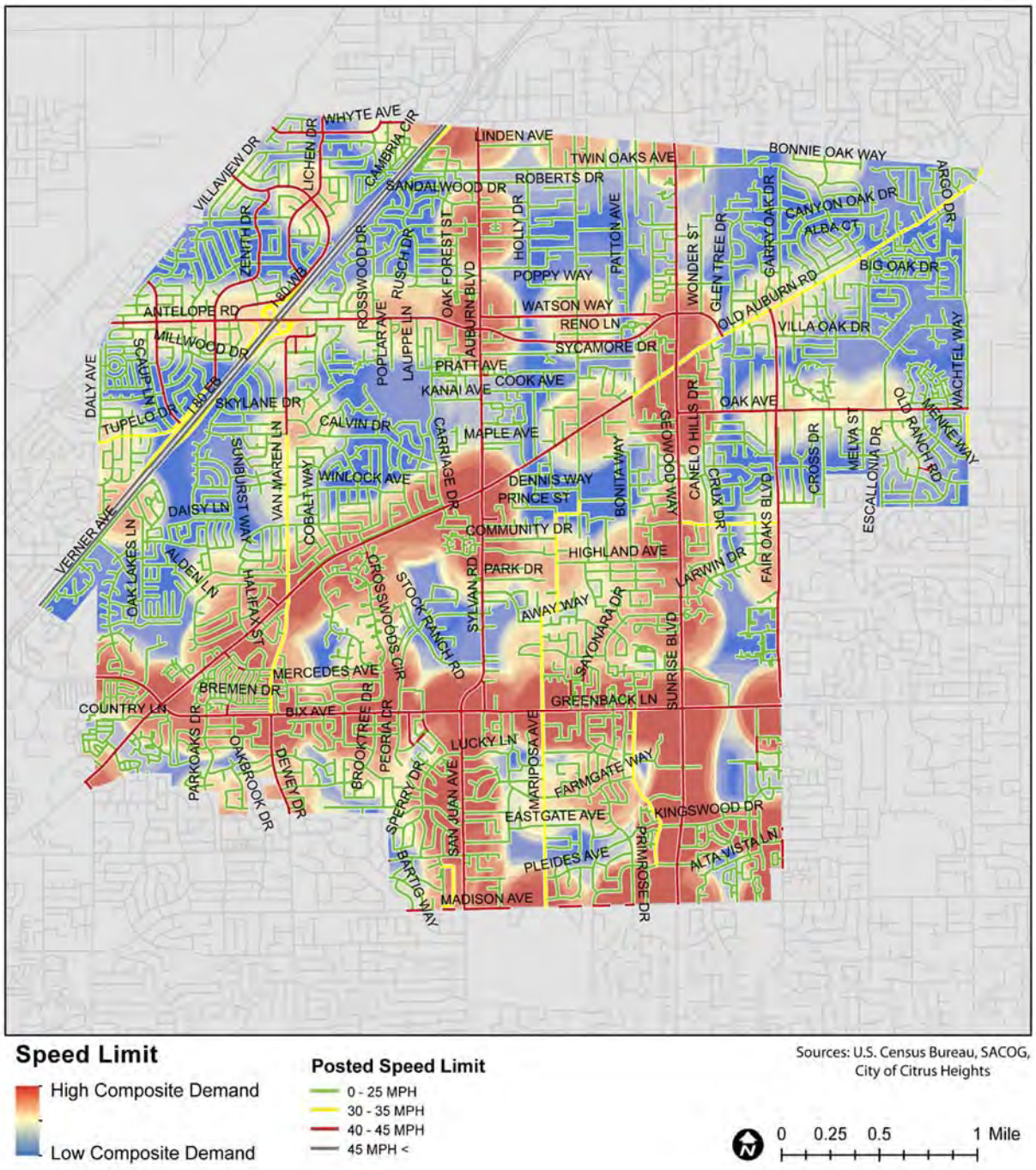

Figure B-9: Composite Model with Posted Speed Limits

Intersection Control Devices

Intersection control devices (traffic signals, stop signs) assist with pedestrian crossings. **Figure B-10** shows intersection controls with walking demand. Areas with highest walking demand also (typically) are on larger roadways with longer walking distances between controlled crossings.

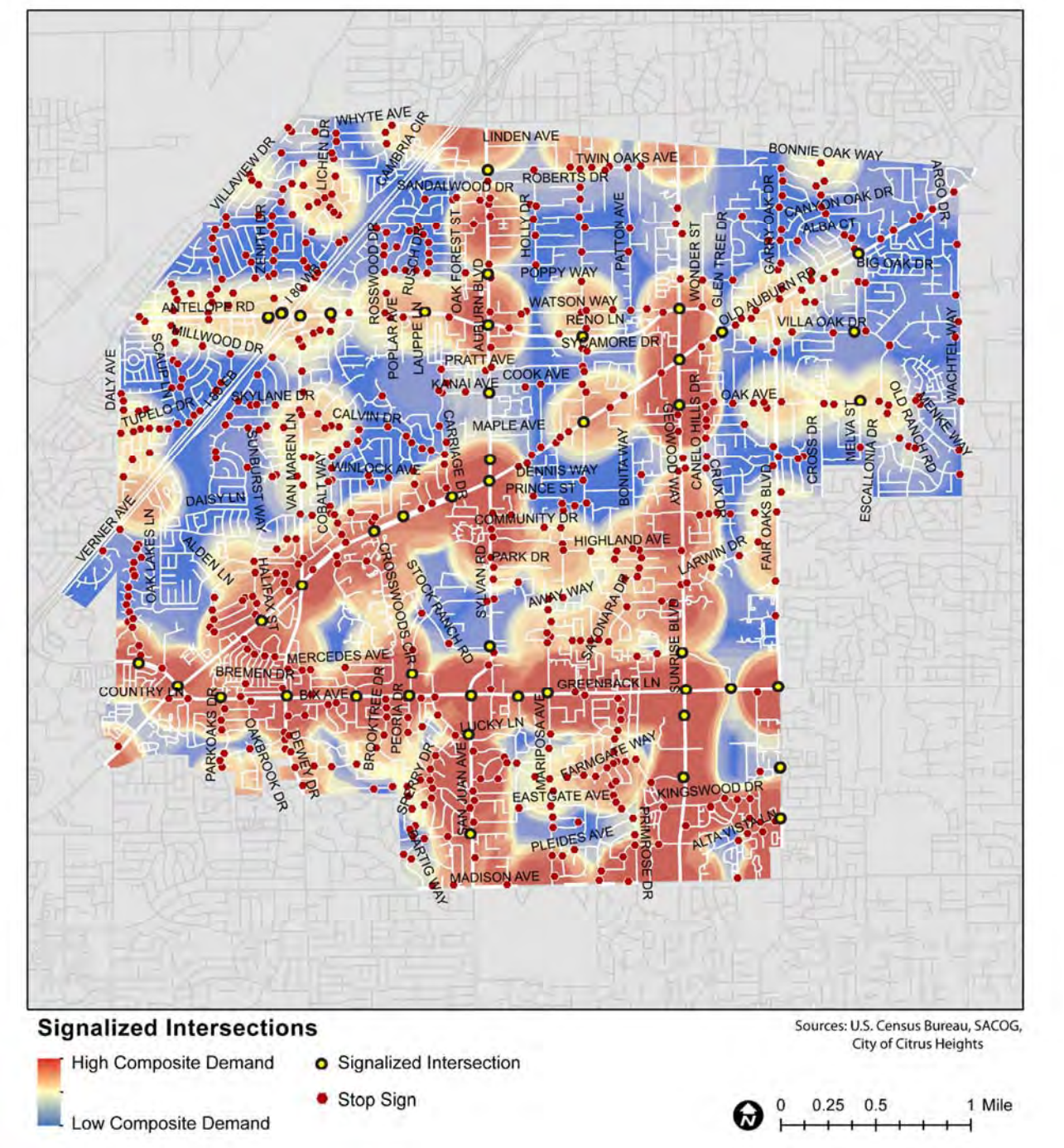

Figure B-10: Composite Model with Traffic Control Devices

Appendix C: Recommended Changes to Codes and Standard Drawings

Recommended Code Revisions

The following lists recommend revisions to the Citrus Heights Municipal Code. The current code does provide for a walkable environment.

These revisions are intended to improve walking safety, mobility, and enhance the overall environment. Deletions are shown with a strike through and additions are underlined.

Public Improvement Requirements

The City's Municipal Code includes requirements for when new development (including remodels, single homes, etc.) is required to install public improvements such as sidewalks. The Municipal Code allows for deferral of these public improvements under certain conditions.

The deferral process allows the City to enter into an agreement which allows the property owner to install public improvements (at the property owner's expense) in the future. The deferral process is problematic for a number of reasons including:

- Tracking of deferrals
- Change in Ownership
- Funding for improvements is not typically available after construction is complete

Recommendations

It is recommended that the City adopt an ordinance which establishes a financing mechanism and/or in-lieu fee option to address public improvements for smaller development projects.

Sidewalk Installation and Pedestrian Access through Development

The City of Citrus Heights currently has a number of provisions for sidewalk installation with development projects and guidance on pedestrian circulation through commercial development.

A well connected network of sidewalks that provide safe and enjoyable access to community destinations will support a vibrant Citrus Heights.

Recommendations

It is recommended the City of Citrus Heights adopt the recommended code revisions listed on the following pages.

Deletions are shown with a strike-through and additions are underlined.

General Plan

Policy 29.1 Action D:

Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

Municipal Code

Section 106.31.030. - Residential Project Design:

B. New residential subdivisions.

4. Street layout.

a. Pedestrian orientation. Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within ¼-mile of planned residential areas. Sidewalks should be provided on the street frontage of all development. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and bicyclists.

Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signals may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.

e. Parkway/planting strips. Sidewalks should be separated from curbs by parkway strips of at least five feet in width, where feasible. Parkways should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. Parkways should also be planted with ground covers or other plant materials that will withstand pedestrian traffic.

g. Cul-de-sac streets.

(1) If the review authority determines that cul-de-sacs are necessary, the end of each cul-de-sac should provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area. Such walkways should generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

(2) A pedestrian way linking cul-de-sacs shall be lined with fences or walls of durable, easily maintained materials, designed to protect the privacy and security of adjacent lots while creating attractive walking space for pedestrians.

C. Multi-unit housing and small lot design.

2. Parking and driveways.

f. ~~Large-scale~~ The internal streets serving multi-unit projects ~~(i.e., more than 20 units) with internal streets~~ should ~~have the streets designed as if they were pleasant public streets, with~~ be designed to provide comprehensive streetscapes features, including sidewalks, and planting strips between curb and sidewalk with canopy trees, and bicycle routes.

Section 106.31.040 - Design Standards: Commercial Project Design

E. Site Planning.

2. Pedestrian and bicycle features.

a. Pedestrian connections. Safe and direct pedestrian routes should be provided throughout the development site and connect to ~~from~~ public sidewalks, ~~through~~ parking areas, and ~~along~~ building ~~facades to primary~~ entrances.

(1) Clearly demarcated and direct pedestrian routes ~~should~~ shall extend from peripheral public sidewalks and transit stops to the internal sidewalks that front commercial buildings, at least once in each 200 linear feet of sidewalk adjacent to the project.

(2) Pedestrian circulation should include a walkway that parallels vehicular traffic flow. Sidewalks should be provided along driveways guiding pedestrians toward the building entrance(s).

~~(2)~~ (3) Pedestrian connections should be provided to existing centers on adjoining sites.

b. Bordering and internal sidewalks.

(1) Sidewalks of at least ~~five~~ six feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.

(a) Sidewalks along arterial roadways shall be separated from curbs by parkway strips of at least five feet in width, where feasible. Parkway strips should be planted with canopy trees to achieve the effect of a continuously shaded sidewalk. Parkway strips should also be planted with ground covers or other plant materials that will withstand pedestrian traffic.

(2) Sidewalks must be provided along the full length of the building along any facade with a customer entrance, and along any facade abutting a parking area.

(a) Sidewalks must be located at least six feet from the facade to provide area for landscaping, except where the facade incorporates pedestrian-oriented features such as pedestrian entrances, seating, or ground floor windows.

(b) Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.

(c) The sidewalks should have wells or parkway strips for canopy trees spaced at 30-foot minimum intervals along the sidewalk edge ~~adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience~~.

Section 106.31.050 Design Standards: Large Scale Retail and Retail Center Design

C. Site Planning.

1. The layout of buildings and parking on the site should emphasize a strong relationship to adjoining streets, and encourage pedestrian circulation and access between the buildings, ~~and~~ the street, and adjacent sites. Buildings should be placed near the street frontage on streets with slower traffic speeds and a pedestrian orientation, but may be located farther from a wide street with higher traffic speeds. The placement of buildings should also consider solar orientation, and the shading of outdoor pedestrian areas.

E. Pedestrian circulation and amenities. ~~It is the nature of large retail uses that most customers arrive by car and make purchases that could not be carried home by foot or bike. Nevertheless, the large parking lots in these projects cause much of the customer's experience to be as a pedestrian, often walking long distances from car, to entrance and back.~~ Safe accommodation for pedestrians in retail parking lots, whether from parked cars, for travel between structures within the site, or from sidewalks along the street network and transit stops is essential and must be an integral part of site design.

1. Safe and direct pedestrian routes shall be provided from public sidewalks, through parking areas, and along building facades to primary entrances.

a. Clearly demarcated and direct pedestrian routes shall extend from peripheral public sidewalks and transit stops to the internal sidewalks that front commercial buildings, at least once in each 200 linear feet of sidewalk adjacent to the project.

b. Pedestrian circulation shall parallel traffic flow. Sidewalks should be provided along driveways guiding pedestrians toward the building entrance(s).

c. Pedestrian connections should be provided to neighboring properties where feasible.

2. ~~1.~~ Sidewalks of at least ~~five~~ six feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.

a. Sidewalks along arterial roadways should be separated from curbs by parkway strips of at least five feet in width, where feasible. Parkways should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. Parkways should also be planted with ground covers or other plant materials that will withstand pedestrian traffic.

3. ~~2.~~ Sidewalks must be provided along the full length of the building along any facade with a customer entrance, and along any facade abutting a parking area.

a. Sidewalks must be located at least six feet from the facade to provide area for landscaping, except where the facade incorporates pedestrian-oriented features such as pedestrian entrances, seating, or ground floor windows.

b. Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.

c. The sidewalks should have wells or parkway strips for canopy trees spaced at 30-foot minimum intervals along the sidewalk edge ~~adjacent to parking areas or vehicle access ways, so that the combination of building wall,~~

~~sidewalk, and trees provide an enhanced pedestrian experience~~.

4. ~~3.~~ Covered weather protection for pedestrian walkways and short-term bicycle parking ~~Pedestrian walkways within the site~~ should be provided ~~covered for weather protection~~ within 15 feet of all customer entrances~~, which should also cover nearby short-term bicycle parking~~.

5. ~~4.~~ Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

6. ~~5.~~ Wheel stops shall comply with the requirements in Section 106.36.080.I.3 (Wheel stops/curbing).

7. ~~6.~~ Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signs may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.

8. ~~7.~~ Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front commercial outlets, and along driveways. Pedestrian connections to commercial development on adjoining sites should also be provided.

Section 106.31.070 Design Standards: Industrial Project Design

D. Pedestrian circulation.

1. Clearly demarcated and direct pedestrian routes ~~should~~ shall extend from peripheral public sidewalks and transit stops to the internal sidewalks that front ~~on-site~~ buildings, ~~and along driveways~~ at least once in each 200 linear feet of sidewalk adjacent to the project.

2. Pedestrian circulation shall parallel traffic flow. Sidewalks should be provided along driveways guiding pedestrians toward the building entrance(s).

3. Pedestrian connections should be provided to existing centers on adjoining sites.

4. ~~2.~~ Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

5. ~~3.~~ Wheel stops shall comply with the requirements in Section 106.36.080 (Wheel stops/curbing).

Commercial and Large Scale Retail Site Planning

The City of Citrus Heights' current Zoning Code permits site planning to reflect the current nature of the adjoining roadway (vehicular or pedestrian in nature). Common community-identified challenges related to site planning and pedestrian access included that vehicle travel speeds are too high to comfortably travel and the nature of the commercial corridors are too vehicle focused to encourage walking.

Site planning that brings development to the street has a number of benefits, including:

- Keeping cars from parking in the space between the building and the sidewalk.
- Reducing vehicle speeds by visually enclosing the street, which allows drivers to be aware of the surrounding environment.
- Orienting the scale and detail of buildings to the pedestrian, providing visual interest and supportive amenities (such as seating, windows that allow for eyes on the street, and lighting) make a street more comfortable for walking

Recommendations

The City's Zoning Code encourages buildings to be oriented towards the street and to provide pedestrian connectivity within projects sites and to public sidewalk infrastructure. The City should continue to implement the Zoning Code and encourage site design that is well suited to pedestrian access.

Rolled Curb to Vertical Curb

The City of Citrus Heights has many sidewalks with rolled curbs. Rolled curbs make it easy for cars to park on the curb face, potentially obstructing pedestrian activity along the sidewalk. Vehicles blocking sidewalks are a concern for all pedestrians, particularly those who use assistive devices.

Recommendations

This Plan recommends the City adopt a vertical curb standard for all new roadway projects to consider the conversion of rolled curbs to vertical curbs during roadway reconstruction projects.

New construction and major reconstruction projects in the City should not be allowed to follow the Type 1 curb detail in the County public works standards. As existing roads and sidewalks are reconstructed, the City's preference should be to replace Type 1 rolled curbs with vertical curb types (e.g., Type 2) where sidewalk improvements are required as part of project development.

Recommended Standard Drawings Revisions

This appendix presents recommended changes to the Standard Engineering Drawings used by the City. Recommendations are shown in bold red on the following pages.

Sample standard drawings from the City of Sacramento and from the City and County of San Francisco have also been included to illustrate current best practices.

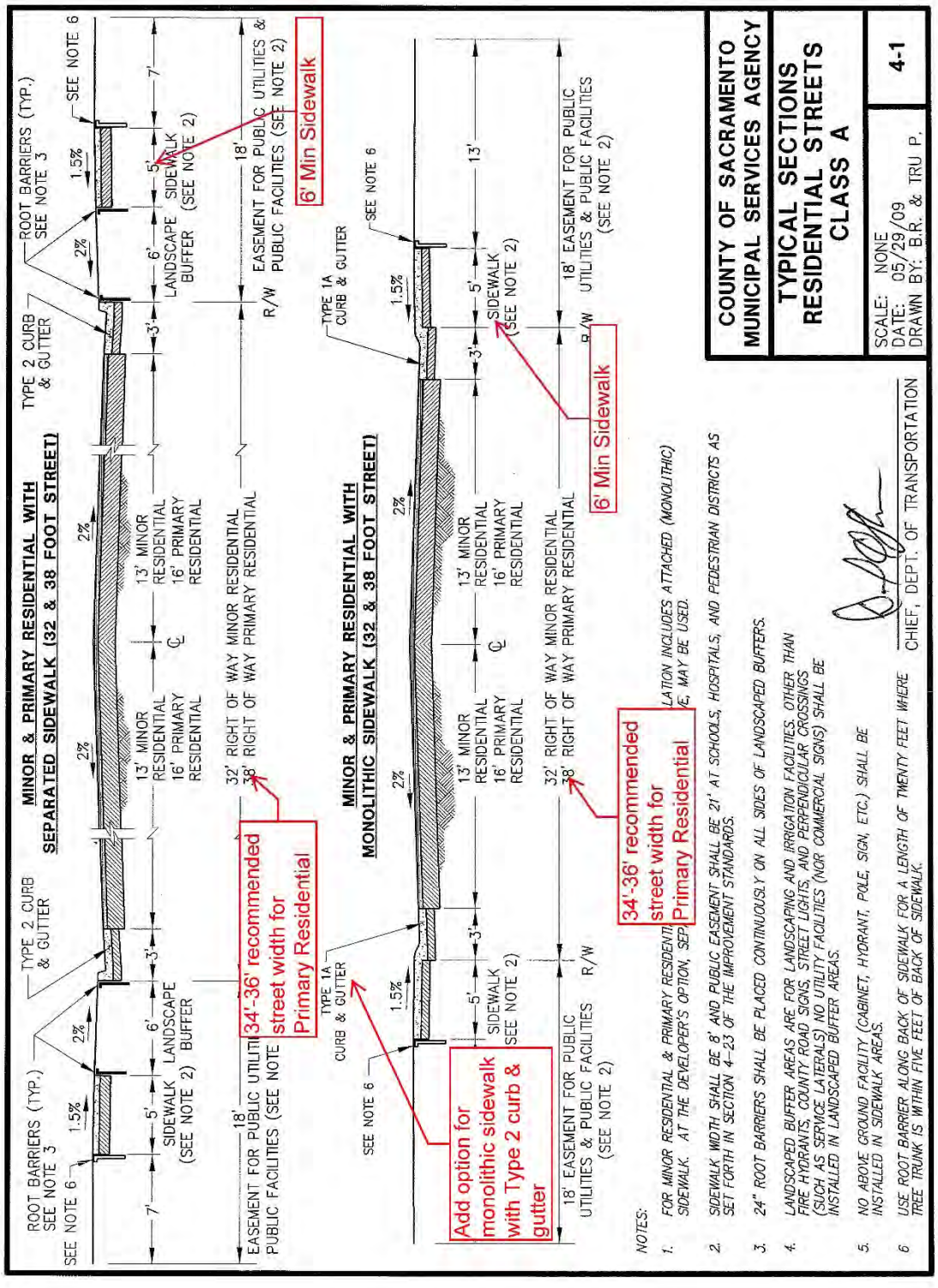

Figure C-1: Standard Drawing Markup – Typical Sections Residential Streets Class A

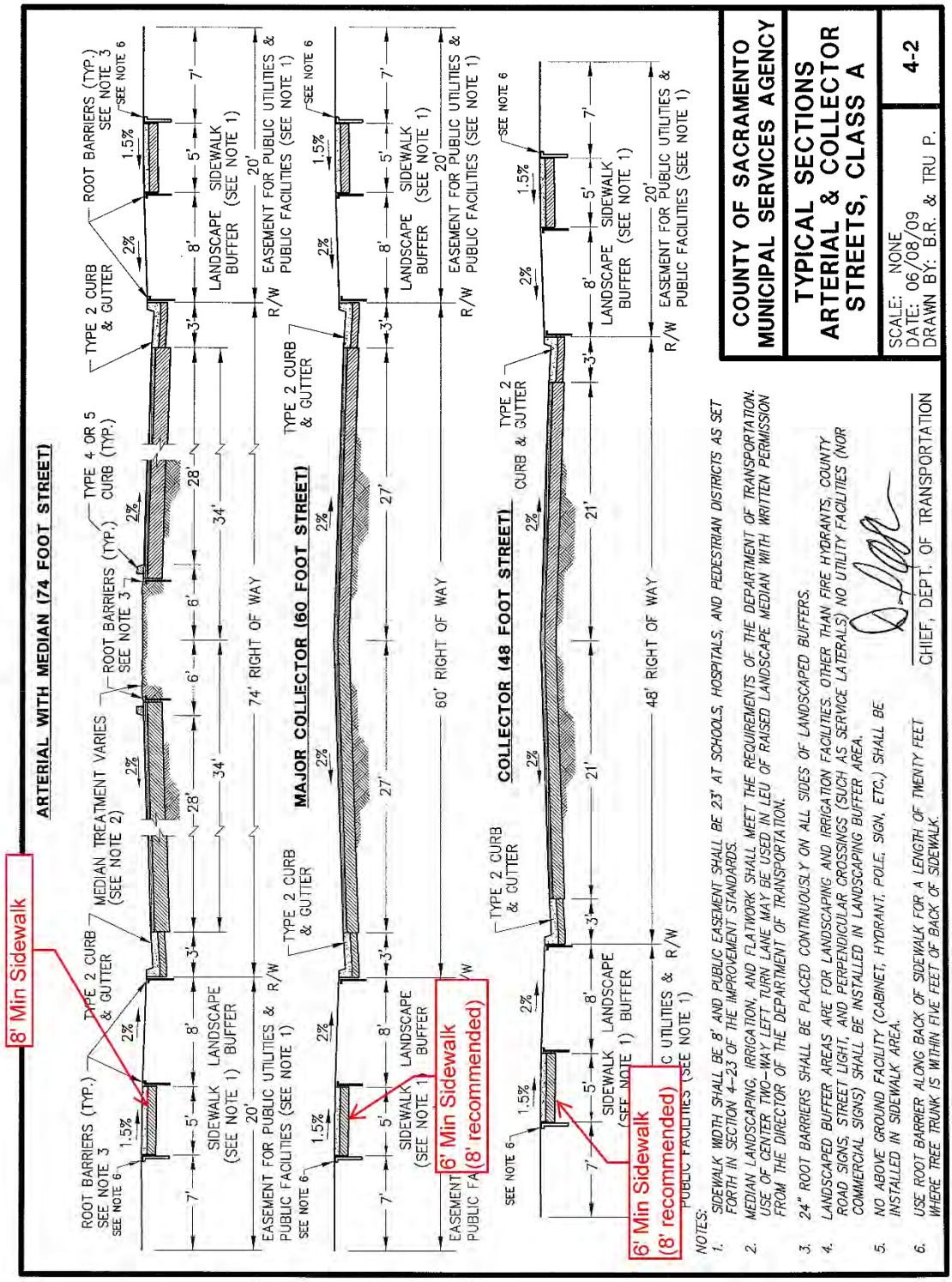

Figure C-2: Standard Drawing Markup – Typical Sections Arterial & Collector Streets Class A

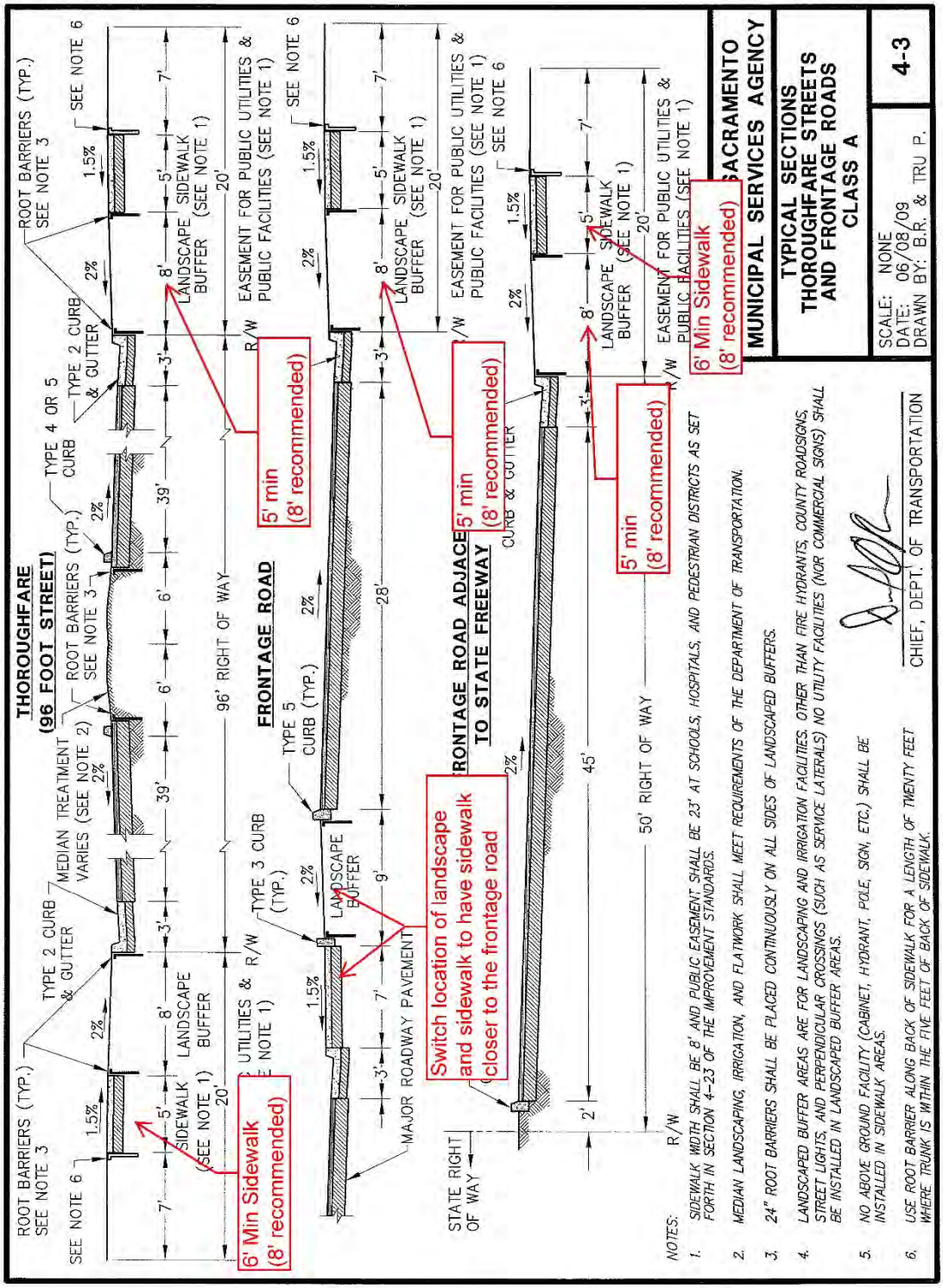

Figure C-3: Standard Drawing Markup – Typical Sections Thoroughfare Streets and Frontage Roads Class A

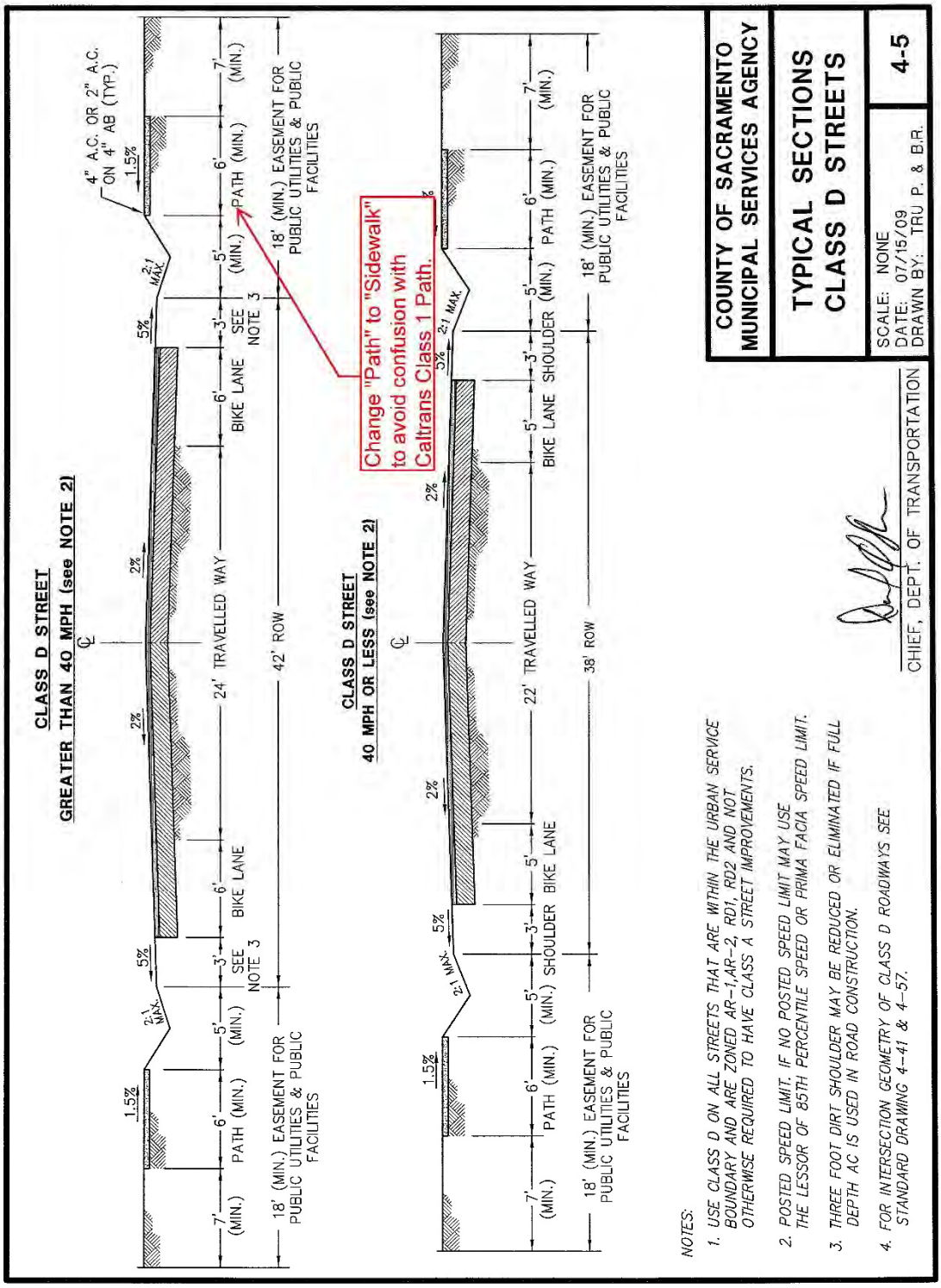

Figure C-4: Standard Drawing Markup – Typical Sections Class D Streets

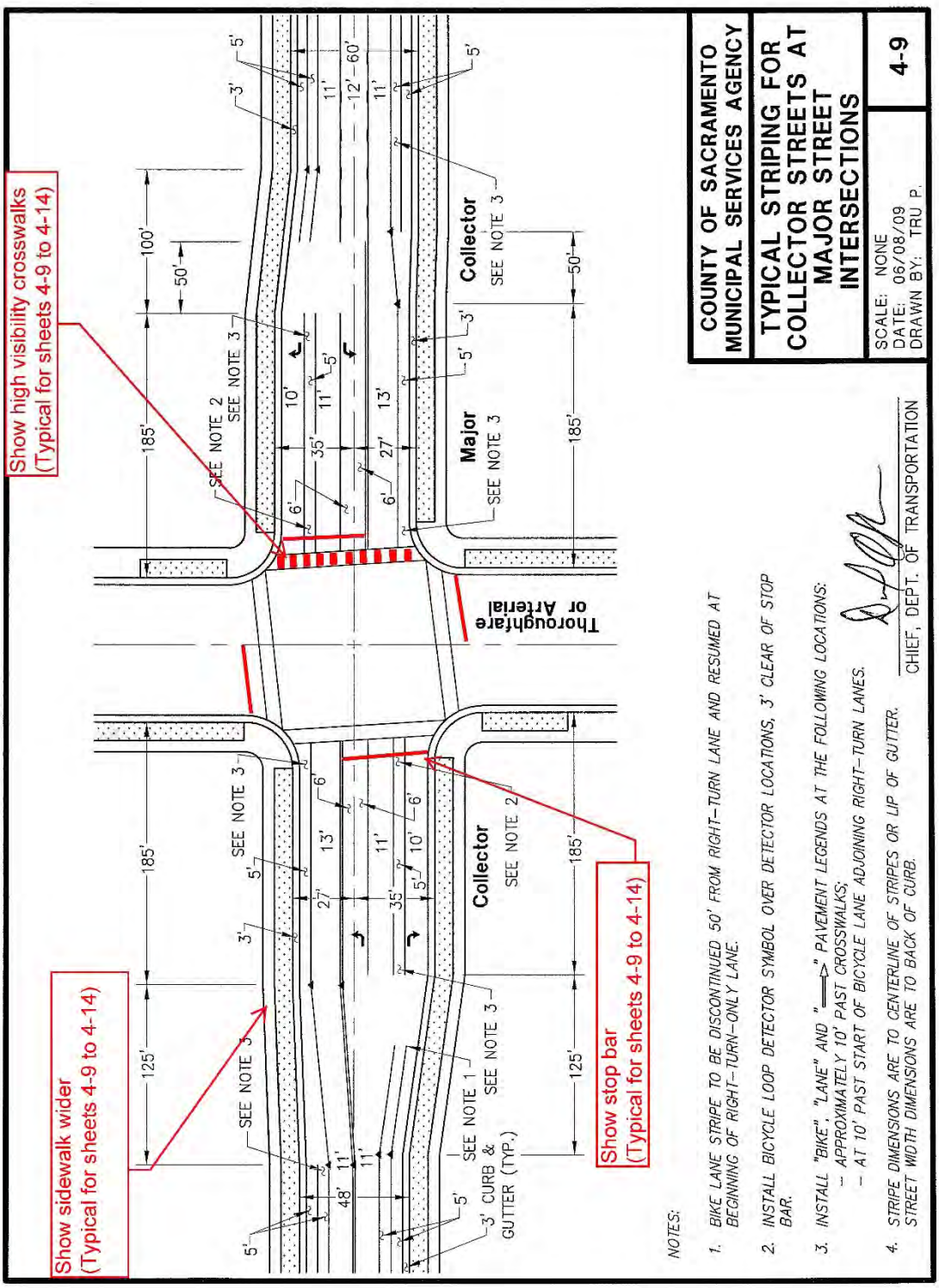

Figure C-5: Standard Drawing Markup – Typical Striping for Collector Streets at Major Street Intersections

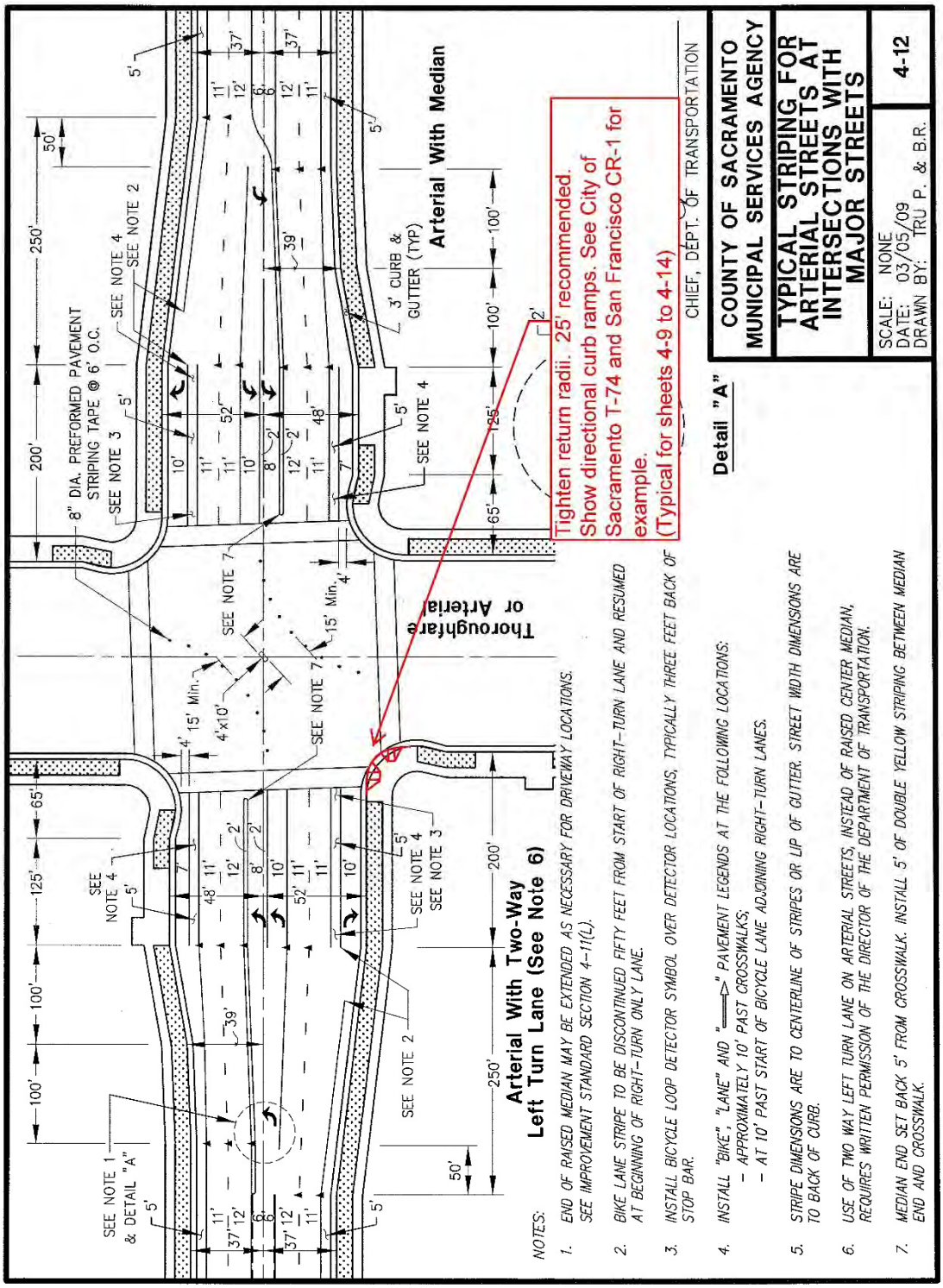

Figure C-6: Standard Drawing Markup – Typical Striping for Arterial Streets at Intersections with Major Streets

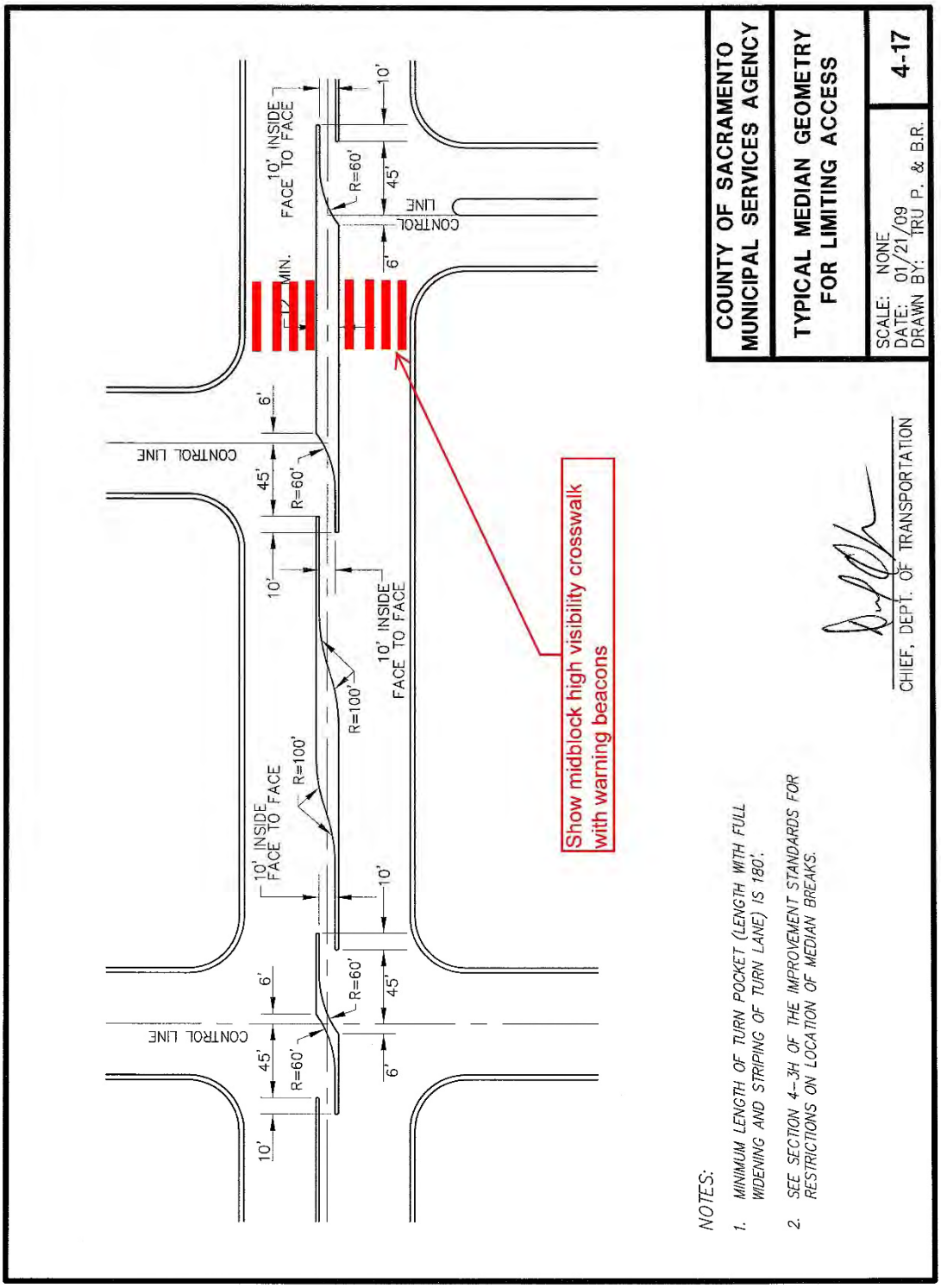

Figure C-7: Standard Drawing Markup – Typical Median Geometry for Limiting Access

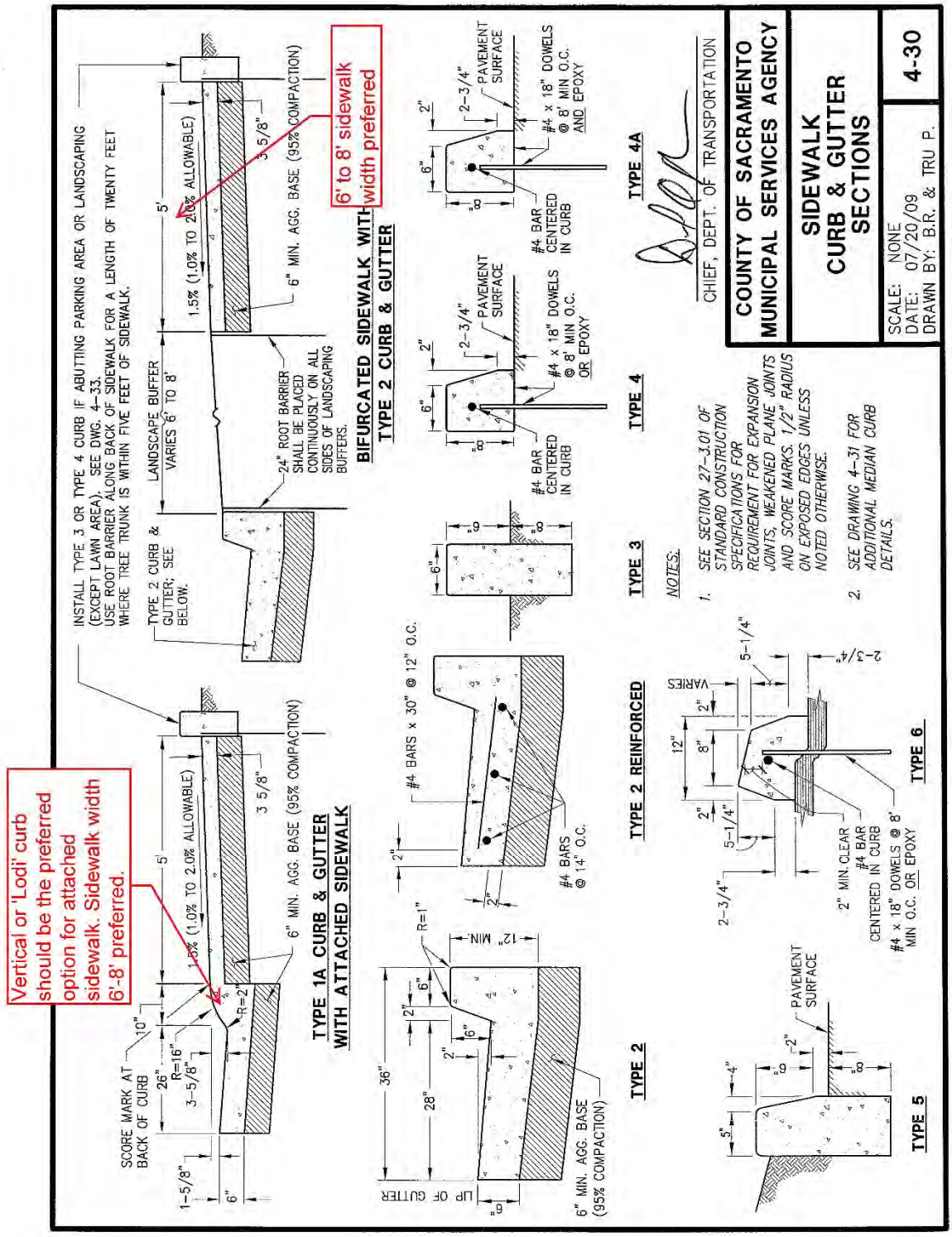

Figure C-8: Standard Drawing Markup – Sidewalk Curb & Gutter Sections

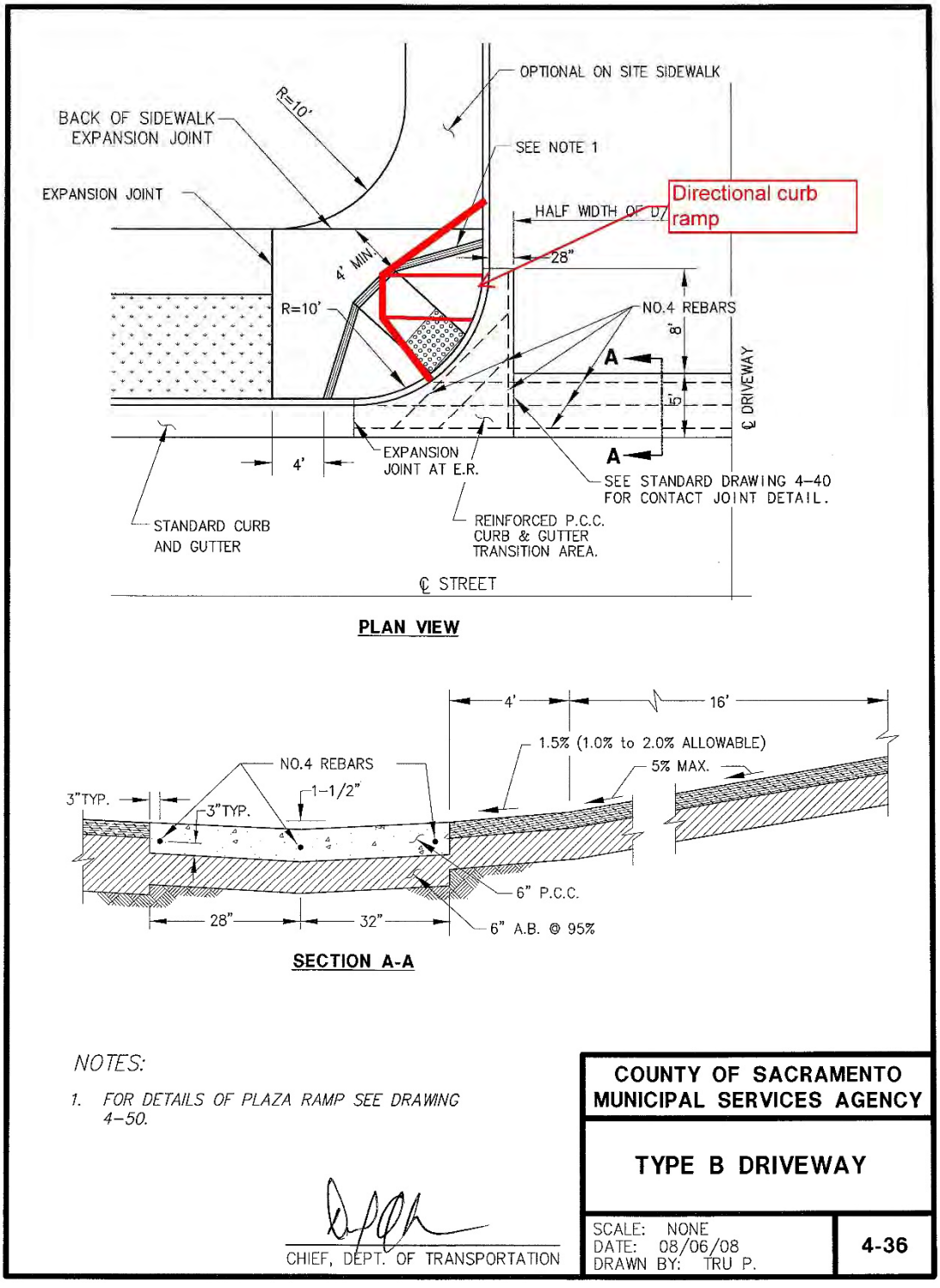

Figure C-9: Standard Drawing Markup – Type B Driveway

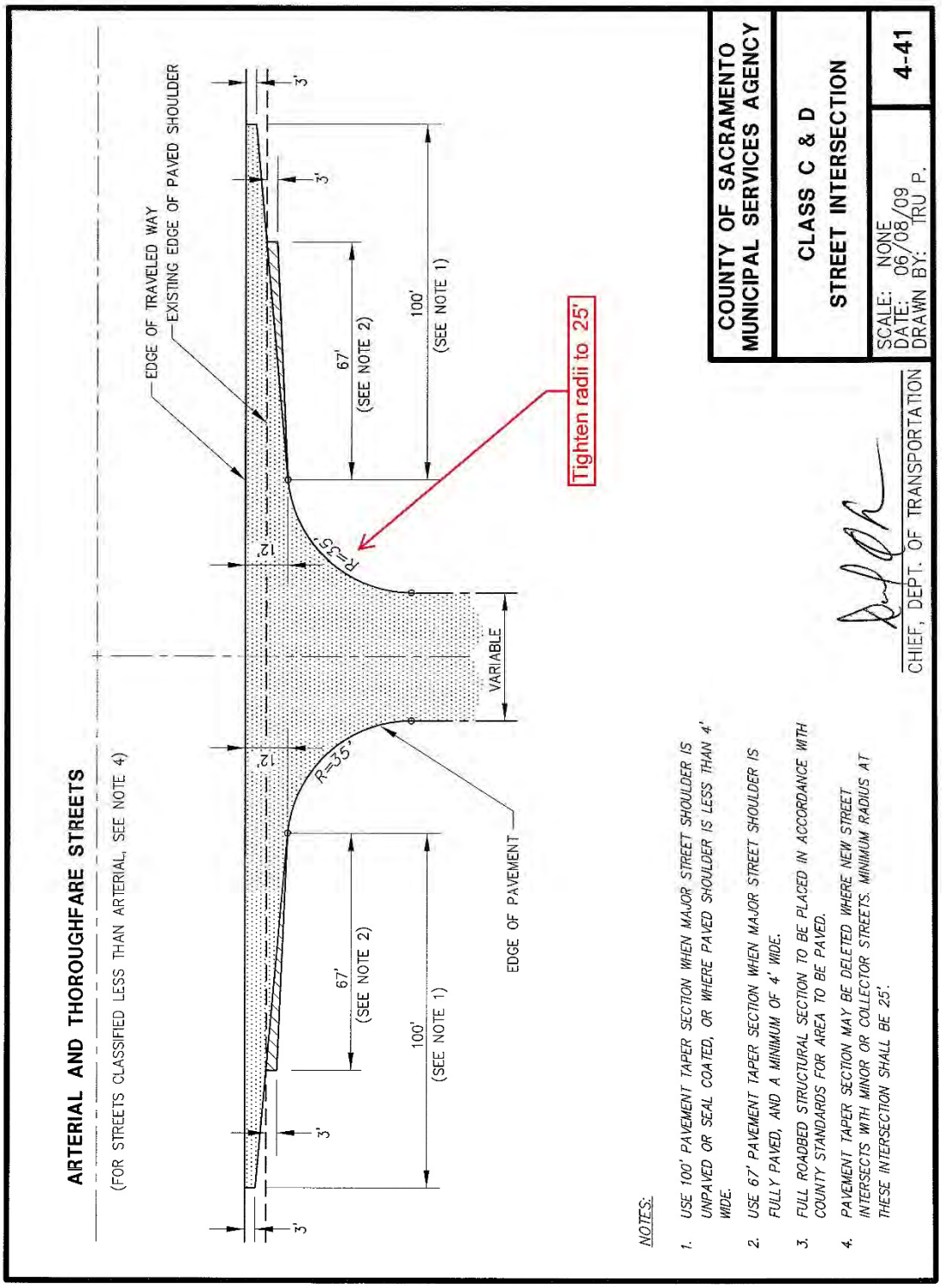

Figure C-10: Standard Drawing Markup – Class C & D street Intersections

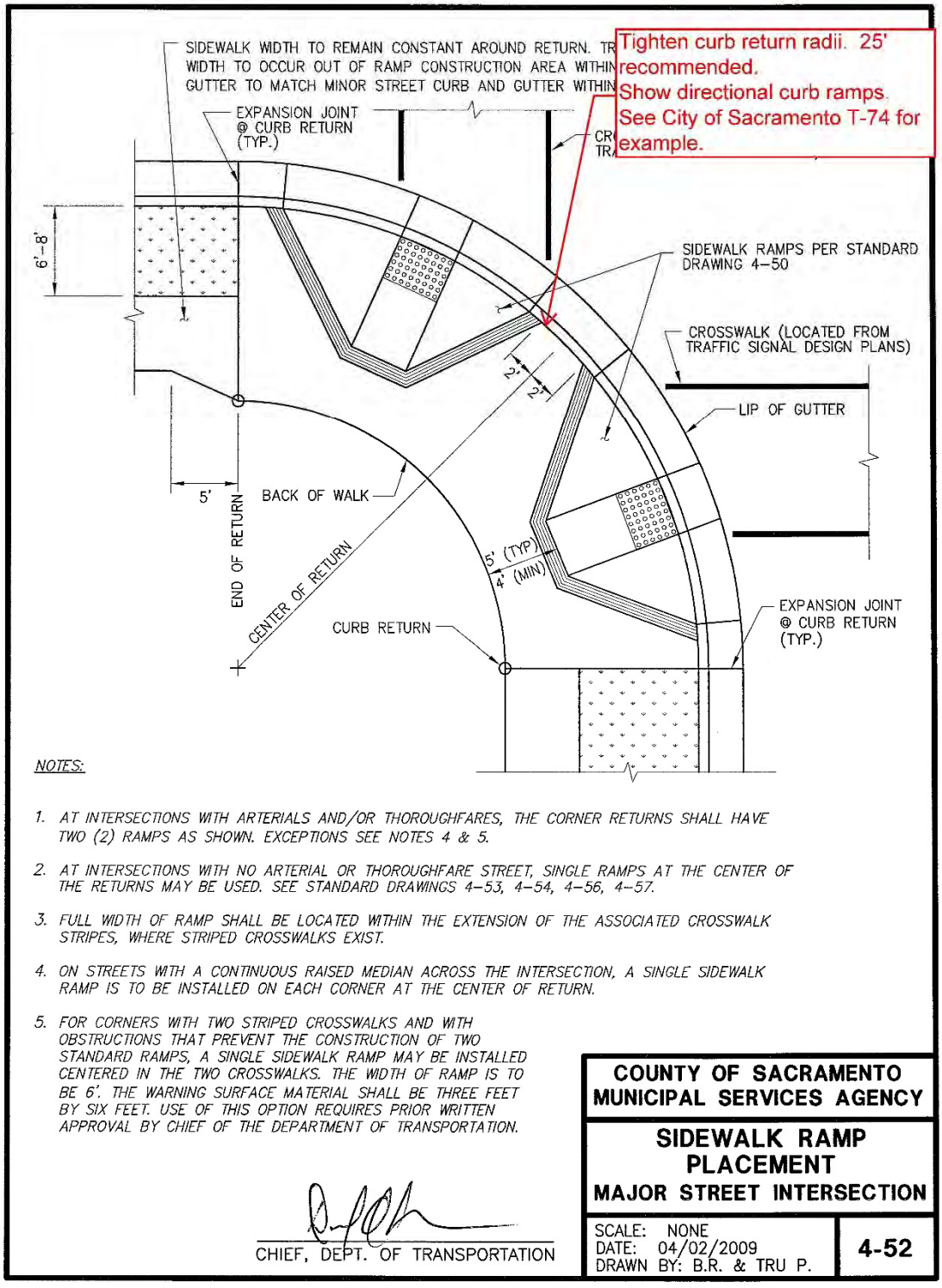

Figure C-11: Standard Drawing Markup – Sidewalk Ramp Placement Major Street Intersection

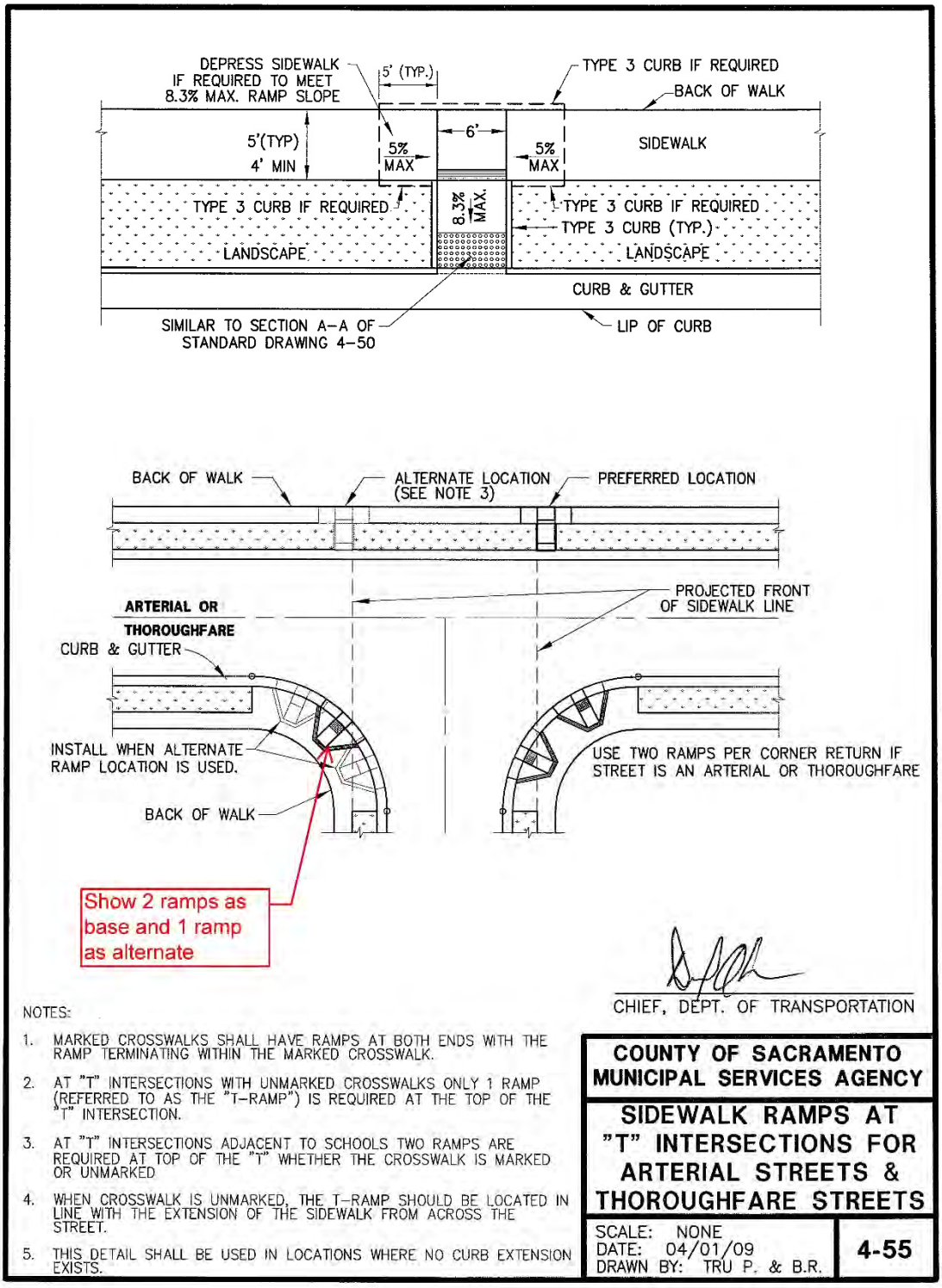

Figure C-12: Standard Drawing Markup – Sidewalk Ramps at "T" Intersections for Arterial & Thoroughfare Streets

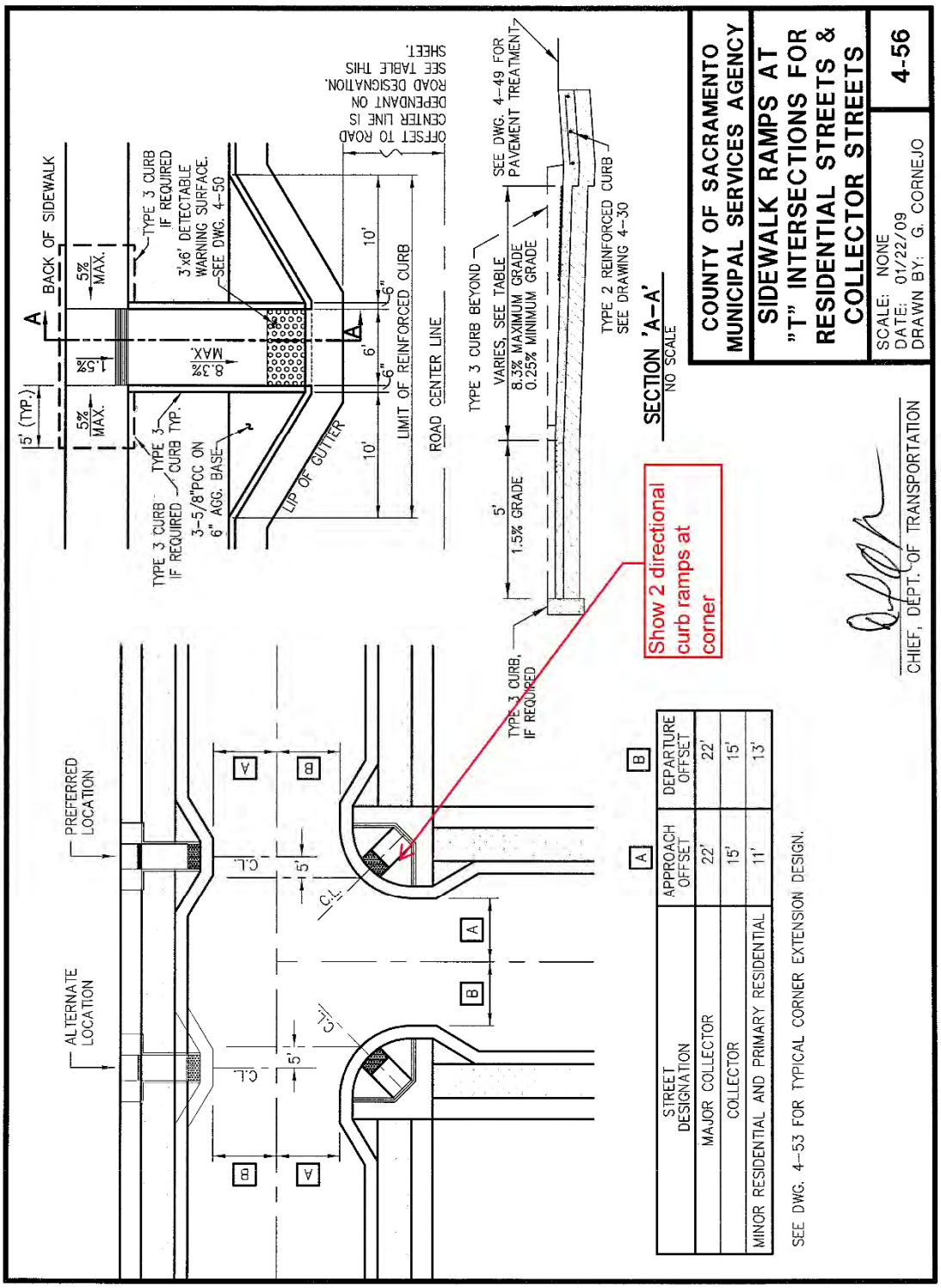

Figure C-13: Standard Drawing Markup – Sidewalk Ramps at "T" Intersections for Residential & Collector Streets

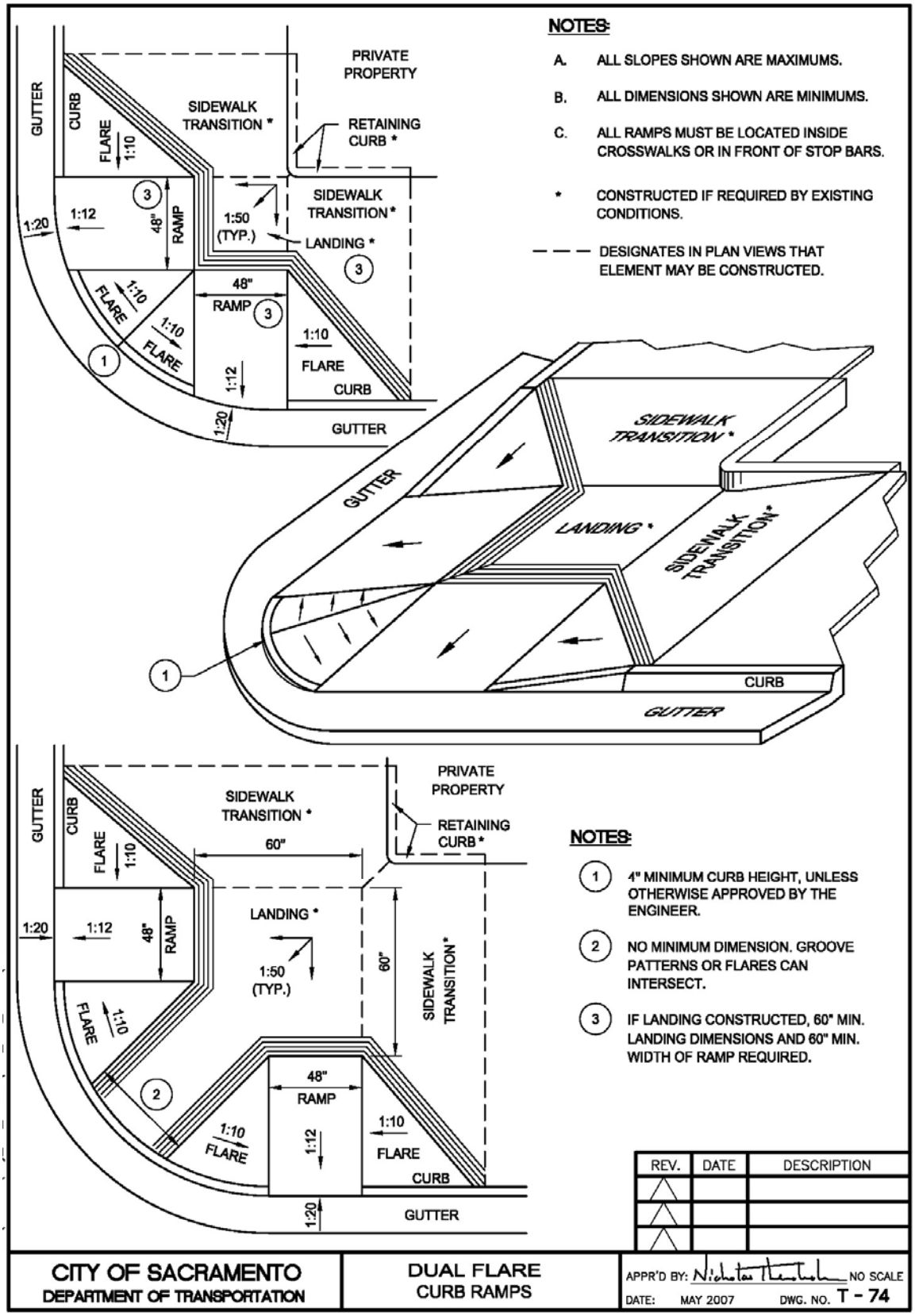

Figure C-14: Standard Drawing Example – City of Sacramento Dual Flare Curb Ramps

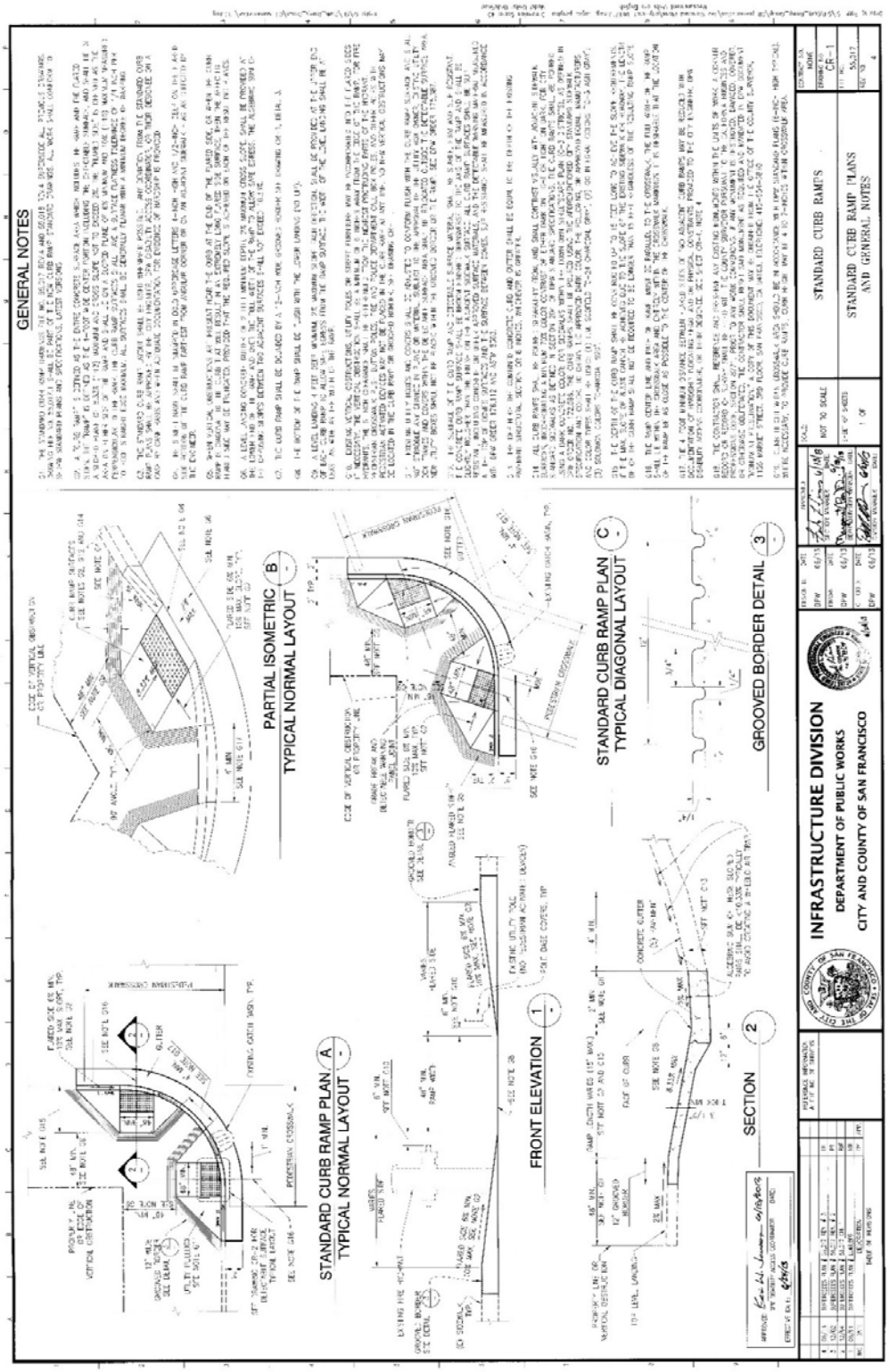

Figure C-15: Standard Drawing Example – City and County of San Francisco Standard Curb Ramp Placement

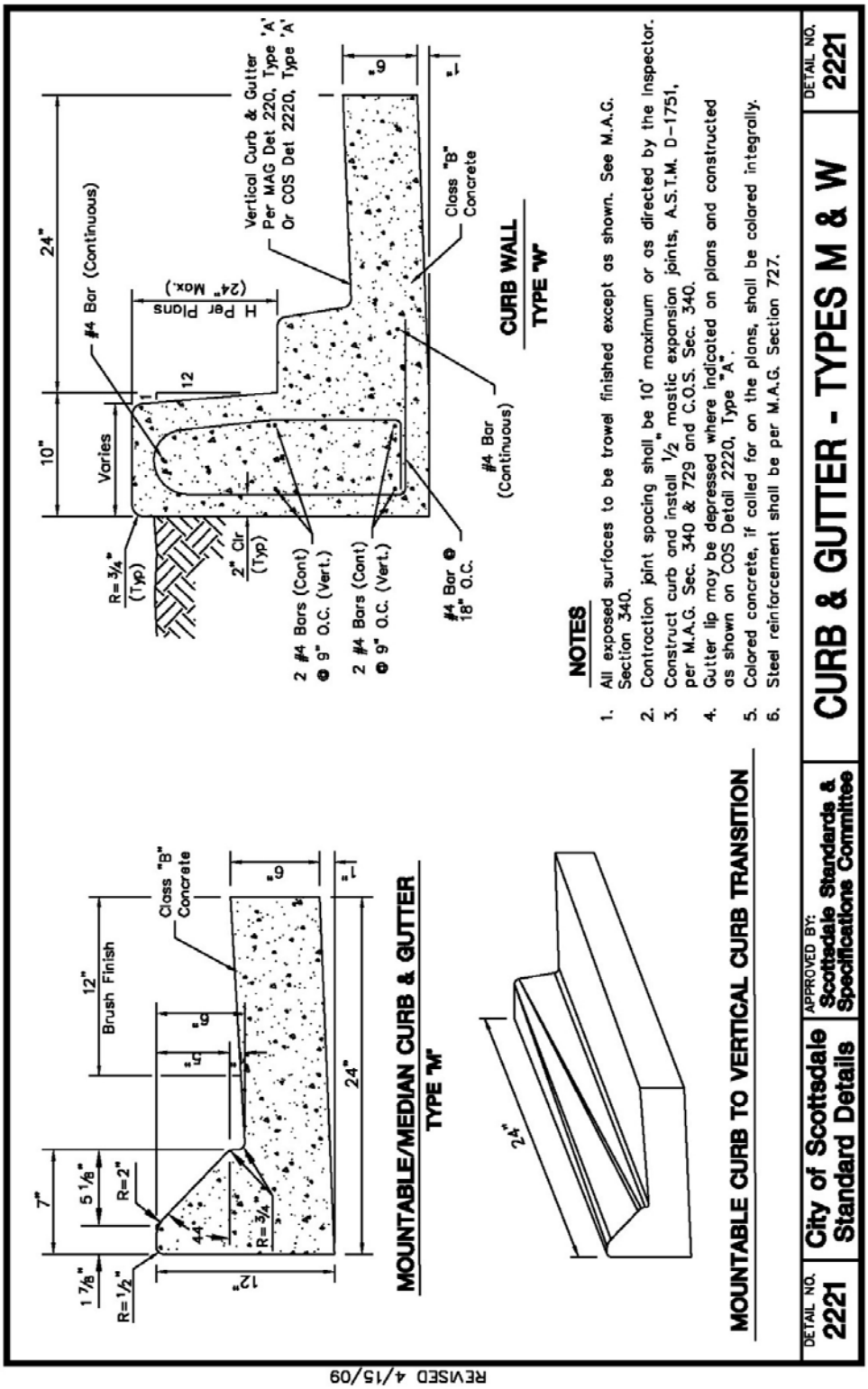

Figure C-16: Standard Drawing Example – City of Lodi curb, "Lodi Curb"

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Appendix D: Existing Plans & Policies

This Pedestrian Master Plan is built on and consistent with local and regional goals, policies, and adopted plans. The following is a review of planning and policy documents relevant to this Plan, with a strategic focus on the most relevant sections and specific policies.

Local Plans and Policies

Citrus Heights General Plan (2011)

Citrus Heights adopted a focused update of its General Plan in 2011, with an emphasis on updating goals and policies that address sustainability, mobility/complete streets, and water quality/ flooding. This update will guide development in the city through 2025.

Pursuant to California law, the General Plan must address seven mandatory elements. The most applicable of these to pedestrian planning is the Circulation Element, which plans the movement of goods and people through the city. Citrus Heights addresses this element in the Community Development chapter of its General Plan.

The Community Development chapter includes goals and policies that aim to support walking in the community, either by directly influencing pedestrian facilities or by promoting built environments that are conducive to walking. This could include locating housing within walking distance of jobs and commercial uses, or creating opportunities to link walking with other modes of transportation, including public transit.

The goals, plans, and actions most relevant to the Citrus Heights Pedestrian Master Plan are listed below.

LAND USE

Goal 3: Maintain safe and high-quality neighborhoods

Policy 3.5 Plan, design, and construct neighborhood streets to encourage walking and bicycling while discouraging high vehicle speeds and volumes consistent with Policy 29.1.

Action *B: Pursue Neighborhood Traffic Management strategies to reduce and calm traffic on existing residential streets that have significant speeding or other safety problems.*

Goal 6: Preserve and enhance the character, distinct identity, and livability of the City's rural neighborhoods

Policy 6.6 Support development of "safe routes" to school for children residing in rural neighborhoods.

Action *A: Investigate installation of sidewalks on collector streets that are used as primary routes to schools.*

Goal 7: Ensure that new development in rural areas is compatible with the surrounding neighborhood

Policy 7.6 Plan, design, and construct rural residential streets to encourage walking and bicycling and discourage high vehicle speeds and volumes consistent with Policy 29.1.

CORRIDORS

Goal 8: Maintain the economic strength of retail centers by focusing retail activities at major intersections

Policy 8.2 Support the creation of transit centers near Greenback Lane/Sunrise Boulevard and Greenback Lane/Auburn Boulevard.

Goal 10: Achieve attractive, inviting, and functional corridors

Policy 10.2 Design buildings to revitalize streets and public spaces and to enhance a sense of community and personal safety.

Policy 10.4 Encourage high quality signage that is attractive, appropriate to the location and balances visibility needs with aesthetic needs.

Policy 10.5 Improve the appearance of the City by creating livelier, friendlier, safer spaces through the artful illumination of buildings, streetscapes, walkways, plazas, public art and other highlights.

SUNRISE MARKETPLACE

Goal 12: Create an Inviting and distinctive identity for Sunrise MarketPlace to promote its image as the City's premier commercial destination

Policy 12.1 Implement the Sunrise MarketPlace Revitalization Blueprint to enhance the physical appearance of the district, create a recognizable destination, establish a sense of place, and promote private investment in the area.

Action *A: Install street benches, sidewalk improvements, trees, public art, and entry features at strategic locations in Sunrise MarketPlace.*

Goal 13: Increase activity in the Sunrise MarketPlace through transportation investments that enhance the convenience and safety of driving, riding transit, bicycling, and walking to, from, and within the district

Policy 13.1 Improve mobility in the Sunrise MarketPlace area to provide adequate access for vehicles, transit, bicycles and pedestrians.

Action *A: Support the mobility, pedestrian enhancement, and way-finding signage concepts identified in the Sunrise MarketPlace Revitalization Blueprint.*

Policy 13.2 Create convenient connections across Sunrise Boulevard for vehicles, bicycles, pedestrians and transit.

Actions *A: Install separated sidewalks along major arterials and plant and maintain trees to reinforce a pedestrian-friendly atmosphere.*

B: Explore options for creating pedestrian crossings on Greenback Lane and Sunrise Boulevard between the major shopping centers, including a bridge connector.

Policy 13.4 Facilitate the development of new buildings in areas currently devoted to parking to shorten distances between buildings and foster better pedestrian connections between shopping centers.

Policy 13.5 Promote transit-oriented development through reuse and redevelopment of opportunity sites near the Greenback Lane/Sunrise Boulevard intersection, including potential mixed-use projects with a residential component. Coordinate potential development plans with transit near this intersection.

STREETSCAPES AND GATEWAYS

Goal 19: Establish and maintain attractive streetscapes along the city's major roadways

Policy 19.2 Establish a street tree planting program for major corridors.

TRANSPORTATION AND MOBILITY

Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users and ability levels

Policy 29.1 When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.

Actions *B: Evaluate project to ensure that the safety, comfort, and convenience of pedestrians and bicyclists are given equal level of consideration to drivers.*

C: Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.

D: Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

E: Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.

Policy 29.2 Measure customer satisfaction related to vehicle travel using level of service (LOS) according to procedures in the latest version of the Highway Capacity Manual published by the Transportation Research Board. The City will strive to achieve LOS E or better conditions for City roadways and intersections during peak hours (these may include weekday AM, Mid-Day, and PM hours as well as Saturday Mid-Day or PM peak hours). The intent of the policy is to effectively utilize the roadway network capacity while balancing the desire to minimize potential adverse effects of vehicle travel on the environment and other modes.

Exceptions to LOS E are allowed for both roadway segments and intersections along the following streets:

- Sunrise Boulevard – south City limits to north City limits
- Greenback Lane – west City limits to east City limits
- Old Auburn Road – Sylvan Road to Fair Oaks Boulevard
- Antelope Road – I-80 to Auburn Boulevard
- Auburn Boulevard – Old Auburn Road to northern City limits

No road widening to provide additional vehicle capacity of the above listed streets will be permitted. Development projects that impact these locations according to the City's transportation impact study guidelines would require mitigation, including, but not limited to, the following items:

- actions that reduce vehicle trips or provide non-auto improvements to the transportation network or services
- lengthening of turn pockets
- signal timing modifications

Additional exceptions may be allowed by the City Council at both exempt and non-exempt locations where mitigation is infeasible or would conflict with other community values such as those listed below:

- Impacts on general safety, particularly pedestrian, bicycle, and transit safety
- The right-of-way needs and the physical impacts on surrounding private or public properties
- The visual aesthetics of the required improvement and its impact on community identity and character
- Environmental impacts including air quality and noise impacts
- Impacts on quality of life as perceived by residents

Actions *A: Modify the existing traffic impact fee program to include a mitigation fee designed to reduce vehicle trips and vehicle miles of travel per capita within the City to avoid or minimize the need to expand existing roadway capacity. This program should include a multi-modal (Complete Streets) capital improvement program (CIP) and, in conjunction with public funding, provide full funding for the City's circulation element improvements.*

Policy 29.4 Support safe, complete and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.

Actions *A: Modify the existing street network to enable direct physical connections within neighborhoods and between neighborhoods, neighborhood-commercial areas, and commercial-commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.*

B: Provide direct connection from residential areas to neighborhood parks and open space.

C: Where feasible, provide pedestrian crosswalks on all intersection approaches.

D: Develop and implement an ADA Transition Plan that focuses on compliant sidewalk improvements that provide continuous pedestrian access where compatible with the surrounding area.

E: Develop and implement a Pedestrian Master Plan (PMP) that indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network shown in Map 9. Sidewalk widths and shade coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds.

G: Develop and implement a Safe Routes to School Plan. This effort should complement the ADA Transition Plan, the PMP, and the BMP.

OPEN SPACE

Goal 38: Establish a system of creekside trails, passive open space and parks for public use.

Policy 38.1 Provide for recreational trail rights-of-way along local creek channels through development easements and agreements.

Policy 38.2 Continue working with the Sunrise Recreation and Park District to develop an integrated Creekside trail system including low impact development strategies.

Actions *A: Establish a city trail network program for acquisition, development and administration of a natural trails system and recruit volunteers for trail construction and maintenance.*

Policy 38.3 Consider potential impacts to natural habitat areas when establishing links between developed areas. Identify alternative sites for linkages where sensitive habitat areas have the potential to be adversely impacted.

Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.

Policy 39.2 Require new development to provide linkages to existing and planned open space systems.

Citrus Heights Municipal Code

SECTION 106.31.030 DESIGN STANDARDS: RESIDENTIAL PROJECT DESIGN

4. *Street layout*. New public streets and sidewalks should be aligned with, and be connected to those of adjacent developments to interconnect the community.

   a. *Pedestrian Orientation*. Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within ¼-mile of planned residential areas. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and cyclists. Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signals may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.

   e. *Parkway/planting strips*. Sidewalks should be separated from curbs by parkway strips of at least five feet in width, where feasible. Parkways should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. Parkways should also be planted with ground covers or other plant materials that will withstand pedestrian traffic.

   g. *Cul-de-sac streets*. The use of cul-de-sac streets should be limited because they contribute to traffic congestion on through streets elsewhere in the neighborhood and community, and typically produce irregular lots that inefficiently use the property being subdivided.

      (1) If the review authority determines that cul-de-sacs are necessary, the end of each cul-de-sac should provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area.

      (2) A pedestrian way linking cul-de-sacs shall be lined with fences or walls of durable, easily maintained materials, designed to protect the privacy and security of adjacent lots while creating attractive walking space for pedestrians.

SECTION 106.31.040 DESIGN STANDARDS: COMMERCIAL PROJECT DESIGN

D 10. *Windows*. Existing windows should be maintained, and not "walled-in" or darkened to provide more interior wall or storage space. Ground floor windows are highly encouraged. These should ideally provide pedestrians with views into the building, but even display windows can improve the pedestrian experience of the building at the street or sidewalk level.

E 1. *Building and Parking Location*

   b. The orientation of the building and its entrances should respond to the pedestrian or vehicular nature of the street. A building with high pedestrian use, or on a street where the City is working to create a pedestrian orientation, should face and be directly accessible from the sidewalk.

   c. The City encourages shared parking arrangements. Parking areas on adjoining parcels should be connected to allow continuous vehicle, bicycle, and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways. Driveways should be consolidated and

shared between properties and parking areas to the greatest extent feasible.

h. Parking areas should be connected to building entrances by means of enhanced (patterned or stamped) paving.

E 2. *Pedestrian and bicycle features*

a. *Pedestrian Connections*. Safe and direct pedestrian routes should be provided from public sidewalks, through parking areas, and along building facades to primary entrances.

(1) Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the internal sidewalks that front commercial buildings, at least once in each 200 linear feet of sidewalk adjacent to the project.

(2) Pedestrian connections should be provided to existing centers on adjoining sites.

b. *Bordering and internal sidewalks*

(1) Sidewalks of at least five feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.

(2) Sidewalks must be provided along the full length of the building along any facade with a customer entrance, and along any facade abutting a parking area.

(a) Sidewalks must be located at least six feet from the facade to provide area for landscaping, except where the facade incorporates pedestrian-oriented features such as pedestrian entrances or ground floor windows.

(b) Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.

(c) The sidewalks should have wells for canopy trees at 30-foot intervals along the sidewalk edge adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience.

(3) Pedestrian walkways within the site should be provided covered for weather protection within 15 feet of all customer entrances, which should also cover nearby short-term bicycle parking.

(4) Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signs may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.

c. *Pedestrian walkway identification*. Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

SECTION 106.31.050 DESIGN STANDARDS: LARGE-SCALE RETAIL AND RETAIL CENTER DESIGN

C. *Site planning*. Project site planning should emphasize pedestrian-oriented features, even though most customer trips to these facilities may be by auto.

1. The layout of buildings and parking on the site should emphasize a strong relationship to adjoining streets, and encourage pedestrian circulation and access between the buildings and the street. Buildings should be places near the street frontage on streets with slower traffic speeds and a pedestrian orientation, but may be located farther from a wide street with higher traffic speeds. The placement of buildings should also consider solar orientation, and the shading of outdoor pedestrian areas.

E. *Pedestrian circulation and amenities*. It is the nature of large retail uses that most customers arrive by car and make purchases that could not be carried home by foot or bike. Nevertheless, the large parking lots in these projects cause much of the customer's experience to be as a pedestrian, often walking long distances from car, to entrance and back. Safe accommodation for pedestrians is essential and must be an integral part of site design.

1. Sidewalks of at least five feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.

2. Sidewalks must be provided along the full length of the building along any façade with a customer entrance, and along any façade abutting a parking area.

(a) Sidewalks must be located at least six feet from the façade to provide area for landscaping, except where the façade incorporates pedestrian-oriented features such as pedestrian entrances or ground floor windows.

(b) Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.

(c) The sidewalks should have wells for canopy trees at 30-foot intervals along the sidewalk edge adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience.

3. Pedestrian walkways within the site should be provided covered for weather protection within 15 feet of all customer entrances, which should also cover nearby short-term bicycle parking.

4. Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

SECTION 106.31.070 DESIGN STANDARDS: INDUSTRIAL PROJECT DESIGN

D. *Pedestrian circulation*.

1. Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front on-site buildings, and along driveways.

2. Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

ARTICLE VI. PEDESTRIANS

Sec. 94-411. - Crosswalks established.

(a) The director is authorized to determine the location of midblock crosswalks, maintain such crosswalks and designate them by appropriate devices or painted marks or signs upon the surface of the roadway.

(b) The director may maintain such other crosswalks and designate them by appropriate devices, painted marks or signs upon the surface of the roadway.

Engineering Standards

The City of Citrus Heights generally follows engineering standards established by Sacramento County, with some exceptions.

Neighborhood Walkability Survey Report (2008)

In 2008, the City of Citrus Heights partnered with local resident groups, including Neighborhood Associations, to conduct a walkability survey with the aim of identifying barriers to walkability, engaging residents in addressing these challenges, and increasing understanding of what makes walking accessible to residents.

The survey consisted of two parts—an 'indoor' survey where respondents answered questions about their walking behavior and preferences, and an 'outdoor' portion where respondents walked in their neighborhood and reported observations. A total of 292 residents completed the 'indoor' survey, and 167 residents completed the 'outdoor' survey.

The report acknowledges that the survey results represent a 'convenience sample' and may therefore not be an accurate representation of the entire population, but noted the following key findings.

INDOOR SURVEY FINDINGS

More than half of all respondents report it takes 15 minutes or less to walk around the block from their home. About one-quarter report it takes more than 15 minutes. About five percent each report that their block is either too large to walk around, or that they do not have blocks in their neighborhood. Four percent said they do not walk in their neighborhood.

"My neighborhood is pretty well-connected. I can get to groceries and restaurants in less than a half-hour walk and don't have to walk on any major streets to access those services."
-Survey Respondent

"Impossible to walk in my neighborhood—no sidewalks or streetlights. Also, I don't feel safe walking to any nearby grocery stores or restaurants."
-Survey Respondent

Nearly 70 percent of respondents report their neighborhood has sidewalks on both sides of most or some streets. Almost ten percent reported no sidewalks at all in their neighborhood, with a greater frequency of responses from residents in Areas 6 and 10. Nearly 30 percent report sidewalks in 'fair' condition, needing some work, while just under four percent report 'poor' conditions including cracked, broken, or uneven sidewalks.

Over two-thirds of respondents reported a school within a 10-15 minute walk of their home. Between 30 and 40 percent of respondents each noted an eating/drinking place, a grocery store, or professional services within walking distance. Just over one-quarter reported a bank within walking distance of their home. However, every Neighborhood Area had at least one respondent report that there were no grocery stores or fresh food within a 15 minute walk from their home.

OUTDOOR SURVEY FINDINGS

Comments suggest pedestrians are challenged by a variety of circumstances throughout Citrus Heights. Safety concerns—related to traffic, sidewalk conditions, or fear of crime—were the most frequently cited reason that prevents people from walking.

The most common traffic safety concerns included speeding, failure of motorists to come to a full stop at stop signs, and failure of motorists to yield to pedestrians. Speeding was reported not only on major thoroughfares, but also on local streets that respondents say are frequently used as 'cut-throughs.' Respondents also noted that when cars or buses infringe on existing bike lanes, bicyclists

sometimes choose to ride on the sidewalks, presenting additional challenges for pedestrians.

Where signalized pedestrian crossings exist, respondents reported some difficulty crossing the street in the allotted time. Curb ramps are missing from many intersections, according to survey respondents, creating challenges for pedestrians in wheelchairs or using other mobility devices, and for parents pushing strollers.

Nearly one-quarter of respondents reported there are accessible bicycle and pedestrian trails within walking distance of their home, but more than half of respondents reported there were no such trails near their homes. Some reported the presence of trails, but noted they are not always easy to access.

Most respondents reported little difficulty crossing streets on their walks, but also pointed out that they avoid certain places where crossings are challenging. Others avoid walking after dark because of a lack of adequate street lighting.

"There is a beautiful creek side path, but my walking companion (in a wheelchair) has trouble accessing it with any ease."
-Survey Respondent

Respondents reported a number of locations that they feel are particularly challenging for pedestrians. Some common locations include:

- Auburn Boulevard (especially north side and near Library), and intersections with:
  - Walmart Area
  - Carriage Drive
  - Sylvan Road
  - San Tomas Drive
  - Van Maren Lane
- Old Auburn Road
  - Leonard Avenue to Auburn Boulevard
  - Twin Oaks
  - Intersection with Argo Drive
- Antelope Road
  - Sunrise Boulevard to Old Auburn Road
  - Intersection with Garden Gate Drive
- Sylvan Road
- Sunrise Boulevard
  - Near Sunrise Mall and Birdcage Center Lane
  - Antelope Road to Hanson Avenue
  - Glen Tree Drive and Hanson Drive to access Sunrise Boulevard
  - Watson Way from Sunrise Boulevard to Auburn Boulevard
  - Hanson Avenue or Wonder Street near Sunrise Boulevard
- Greenback Lane
  - Intersection with Patterson Lane
  - Intersection with Brookhaven Way
- Madison Avenue
- Van Maren Lane
- Mariposa Avenue
  - Access to Birdcage Shopping Center via Westgate Drive/Mariposa Avenue
  - Intersection with Highland Avenue
  - Intersection with Prince Street and Community Drive
  - Cook Avenue from Leonard Avenue to Mariposa Avenue
- Fair Oaks Boulevard

SUGGESTED IMPROVEMENTS

Survey respondents identified the following improvements as desirable:

- Additional traffic controls
- Additional stop signs
- Speed bumps
- Crosswalks & pedestrian signals
- Lighting
- Enforcement of existing laws
- Neighborhood beautification
- Install sidewalks
- Clear obstructions
- Provide bike lanes or bus 'pull outs' to reduce sidewalk bicycling

Creek Corridor Trail Project Feasibility Report (2014)

The Creek Corridor Trail Project Feasibility Report evaluated existing creek and utility corridors in Citrus Heights to determine potential locations for Class I shared-use paths.

City Council directed staff to incorporate only Priority 1 trail segments S1 through S5, A1 through A10, and Priority 3 segments A04 and A02 into the City's General Plan, Pedestrian Master Plan, and Bikeway Master Plan at this time. A map of priority corridors is included in **Figure D-1** on the following page, with the segments to be pursued highlighted in purple.

These paths follow Arcade Creek and the Sacramento Municipal Utility District (SMUD) corridor from Sylvan Library to Wachtel Road.

ADA Transition Plan (2011)

The Americans with Disabilities Act (ADA) Transition Plan identifies locations in the eleven neighborhoods of Citrus Heights where pedestrian facilities do not meet ADA standards, and recommends improvements. The Plan also recommends a prioritization scheme for removing barriers to accessibility:

Priority 1: Primary arterial roadways where the majority of bus routes are located.

Priority 2: Major collectors where remaining bus routes are located or where commercial centers, schools, parks, churches, state or local agency facilities exist.

Priority 3: Pedestrian routes leading from points of arrival at bus routes to schools, parks, or other public accommodations.

Priority 4: Remaining residential areas.

Bikeway Master Plan (2015)

The Citrus Heights Bikeway Master Plan, adopted in 2009 and updated in 2015, provides a blueprint for developing a bikeway system that includes on- and off-street facilities as well as programs. The plan addresses pedestrian concerns tangentially, because Caltrans Class I bikeways are shared-use facilities that also support walking.

The Bikeway Master Plan recommends 1.5 miles of additional Class I paths, along Old Auburn Road and Twin Oaks Avenue. The path along Old Auburn Road was recently constructed.

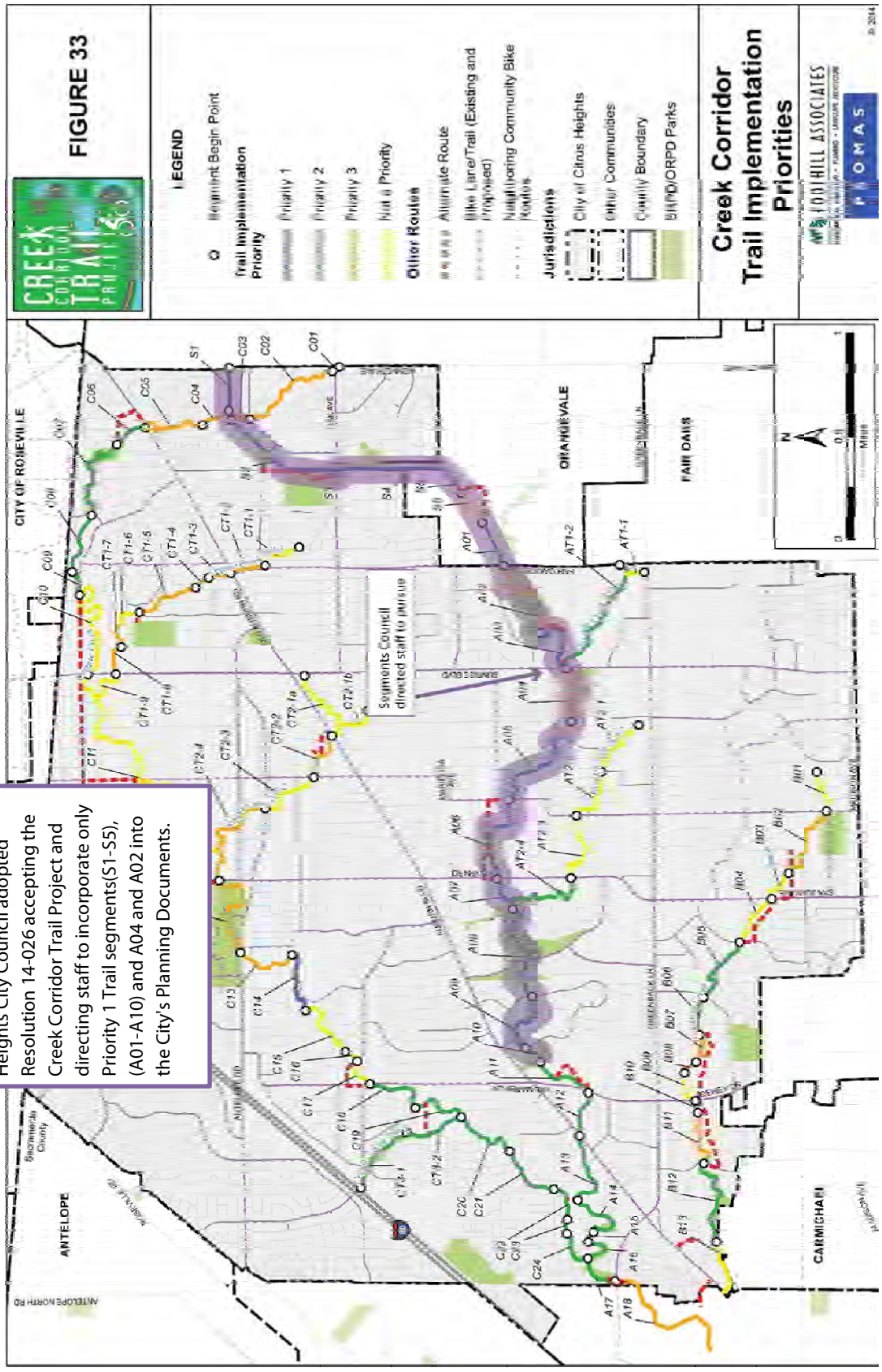
Greenhouse Gas Reduction Plan (2011)

The City of Citrus Heights participated in a region-wide effort to reduce greenhouse gases, developing a plan that incorporates the following Transportation and Connectivity strategies that are relevant to this Pedestrian Master Plan:

Measure 3-1.B: Work with SACOG's Community Design and Caltrans' Safe Routes to School programs to identify grant opportunities to improve public transit, bicycle and pedestrian networks to serve the community center, libraries, schools, recreational areas and other public gathering spaces.

Measure 3-5.A: Maximize pedestrian and bicycle use through high-quality design, enhanced infrastructure, and enforcing bike and pedestrian travel rights.

> Action B: Adopt a Pedestrian Master Plan and implement near-term improvements. Conduct a citywide pedestrian walkway analysis to identify locations with physical obstacles within sidewalks, walkways, and trails such as utility poles and prioritize removing these barriers to encourage pedestrian use.



On March 27, 2014 the Citrus Heights City Council adopted Resolution 14-026 accepting the Creek Corridor Trail Project and directing staff to incorporate only Priority 1 Trail segments(S1-S5), (A01-A10) and A04 and A02 into the City's Planning Documents.

Figure D-1: Creek Corridor Trail Project Priorities

Citrus Heights School Walkability Project Report (2014)

The School Walkability Project was initiated by the City in 2009 to identify key barriers to walking and bicycling to school, and propose improvements that address these challenges. The resulting report was never formally adopted by Council.

The Project focuses on eleven schools in the community:

- Arlington Heights Elementary
- Cambridge Heights Elementary
- Carriage Drive Elementary
- Citrus Heights Elementary
- Grand Oaks Elementary
- Kingswood K-8
- Lichen K-8
- Mariposa Avenue Elementary
- Skycrest Elementary
- Sylvan Middle
- Woodside K-8

In addition to implementing programs to encourage walking and bicycling at the schools, the plan assesses the Level of Service (LOS) for bicyclists and pedestrians, and identifies suggested routes to school. Recommended infrastructure improvements include sidewalks, crossing improvements, and accessibility accommodations, which this Pedestrian Master Plan will consider and be consistent with.

Auburn Boulevard Plan (2009)

The Auburn Boulevard Plan addresses 1.75 miles of this arterial roadway between Sylvan Corners and I-80. The plan does not make detailed recommendations related to the pedestrian network or comfort, but does include design guidelines for each of four identified Districts that include the following pedestrian amenities and placemaking features:

GATEWAY DISTRICT

Placer County line to Sandalwood Drive

- All streets encourage pedestrian and transit use
- Sidewalks and planting strips will contribute to safety and comfort of pedestrians
- Traffic calming at crosswalks
- Pedestrian network extends into parking lots to access buildings
- Buildings address the sidewalk
- Pedestrian connections to transit
- Transit shelters
- Pedestrian-scale lighting
- Street trees

RUSCH PARK DISTRICT

Sandalwood Drive to Watson Way

- Pedestrian connections between residential and commercial uses
- Transparent/interesting facades
- All streets will include interconnected sidewalks and crosswalks
- Minimize driveway openings and widths
- Wide sidewalks with seating and other amenities
- Street trees
- Pedestrian connections to transit
- Transit shelters
- Pedestrian-scale lighting
- Wayfinding

LINCOLN 40 DISTRICT

Watson Way to Willow Way

- Continuous building facades to provide cohesive pedestrian experience
- Traffic calming to support pedestrian circulation
- Transparent/interesting facades
- 8 foot sidewalks along storefronts
- Pedestrian comfort shall not be sacrificed by an auto-oriented design approach
- Buildings address the sidewalk
- Minimize driveway openings and width
- Street trees
- Pedestrian connections to transit
- Pedestrian-scale lighting
- Wayfinding

SYLVAN CORNERS VILLAGE SQUARE DISTRICT

Willow Way to Old Auburn Road

- Pedestrian hub & village square
- Connected system of sidewalks and crosswalks
- Support pedestrian connections and safety
- Transparent/interesting facades
- 8 foot sidewalk along storefronts
- Minimize driveway openings and width
- Street trees
- Pedestrian connections to transit
- Pedestrian connections between residential and commercial uses
- Pedestrian-scale lighting

Sunrise MarketPlace Visioning Project Report (2008)

In 2008, the Sunrise MarketPlace Business Improvement District developed a visioning plan to enhance its role as a primary center of Citrus Heights, defining the uses, design, and character of the center. The final report outlines conceptual-level goals, illustrations, and designs for the future of the Sunrise MarketPlace.

The report is not intended to be a regulatory document, but rather is intended to guide voluntary participation of property owners, business owners, and developers to achieve the vision.

Key stakeholder feedback on the existing MarketPlace included:

- Lack of distinct image
- Underutilized properties
- Buildings do not relate to each other
- Lack of pedestrian orientation
- Few public amenities
- Need to improve safety and accessibility
- No pedestrian access from parking areas
- Buildings are set too far back from main roads
- Parking is under-utilized
- Roads are heavily used; this is an asset as well as a liability

The short-term vision favored by participants was the **East/West Concept** characterized by the addition of narrow pedestrian-oriented streets connecting the MarketPlace, with Sunrise Boulevard remaining a major vehicular thoroughfare. Other features include:

- Pedestrian streets lined with commercial mixed uses that incorporate ground-floor retail with offices on upper stories
- Surface and structure parking located between pedestrian connectors and oriented towards Sunrise Boulevard
- Multi-family residential east of Sunrise MarketPlace along Birdcage Street

Long-term, participants selected the **Town Center Concept** as their preferred vision for the MarketPlace. This concept has the highest density of all those considered, maximizing infill of existing surface parking along Sunrise Boulevard with a mix of uses. Other features include:

- New grid of streets and blocks that create a core between the Sunrise Mall and the MarketPlace at Birdcage
- Primarily mixed-use commercial, with some residential mixed-use on streets other than Sunrise Boulevard
- Sunrise Boulevard remains vehicle thoroughfare, but is redesigned as an attractive pedestrian promenade through core
- Parking facilities are relocated outside of the core area, within easy walking distance

In addition, specific principles and development concepts for pedestrian amenities are outlined. Those most relevant to the Citrus Heights Pedestrian Master Plan effort are included below.

PRINCIPLES

- Create an interconnected pedestrian and open space network/system to provide the framework for the urban form for all development.

DEVELOPMENT CONCEPTS

- Streetscape design must accommodate and welcome the public by providing amenities for public use including seating, landscaping, trash receptacles, wayfinding, drinking fountains, pedestrian-scaled lighting, and similar elements.
- Establish a comprehensive network of walkways that provide connectivity throughout the MarketPlace planning area and linkages with adjoining residential neighborhoods.
- This pedestrian network would be privately developed and maintained although City police would enforce appropriate street regulations (e.g. speeding).
- The pedestrian circulation framework can be implemented immediately with the creation of dedicated, accessible pedestrian pathways through existing parking lots and along existing streets.
- Integrate transit stops to facilitate access to and from local and regional public transportation systems.

STREETSCAPE IMPROVEMENTS

- Sidewalks on interior streets would be sufficiently wide to accommodate landscaping, street furniture, lighting, signage, art, and other amenities.
- Provide street trees that create a continuous or semi-continuous canopy shading pedestrians from the sun and excessive heat.
- Provide pedestrian-scaled lighting fixtures that illuminate pedestrian areas, and consider decorative lighting with elements such as hanging flower baskets or banners.
- Corner, mid-block and transit bulb-outs facilitate street crossings by reducing the length of crosswalks.
- Design intersections for pedestrians, creating pedestrian-friendly and safe crossings with clearly delineated walkways/paving, bulb-outs, high-visibility pedestrian crossing indicators (signage, flashing lights, lighting, etc.), median refuges, raised intersections/crossings, and similar elements.

A conceptual-level plan for pedestrian connectivity is included on the following page in **Figure D-2**.

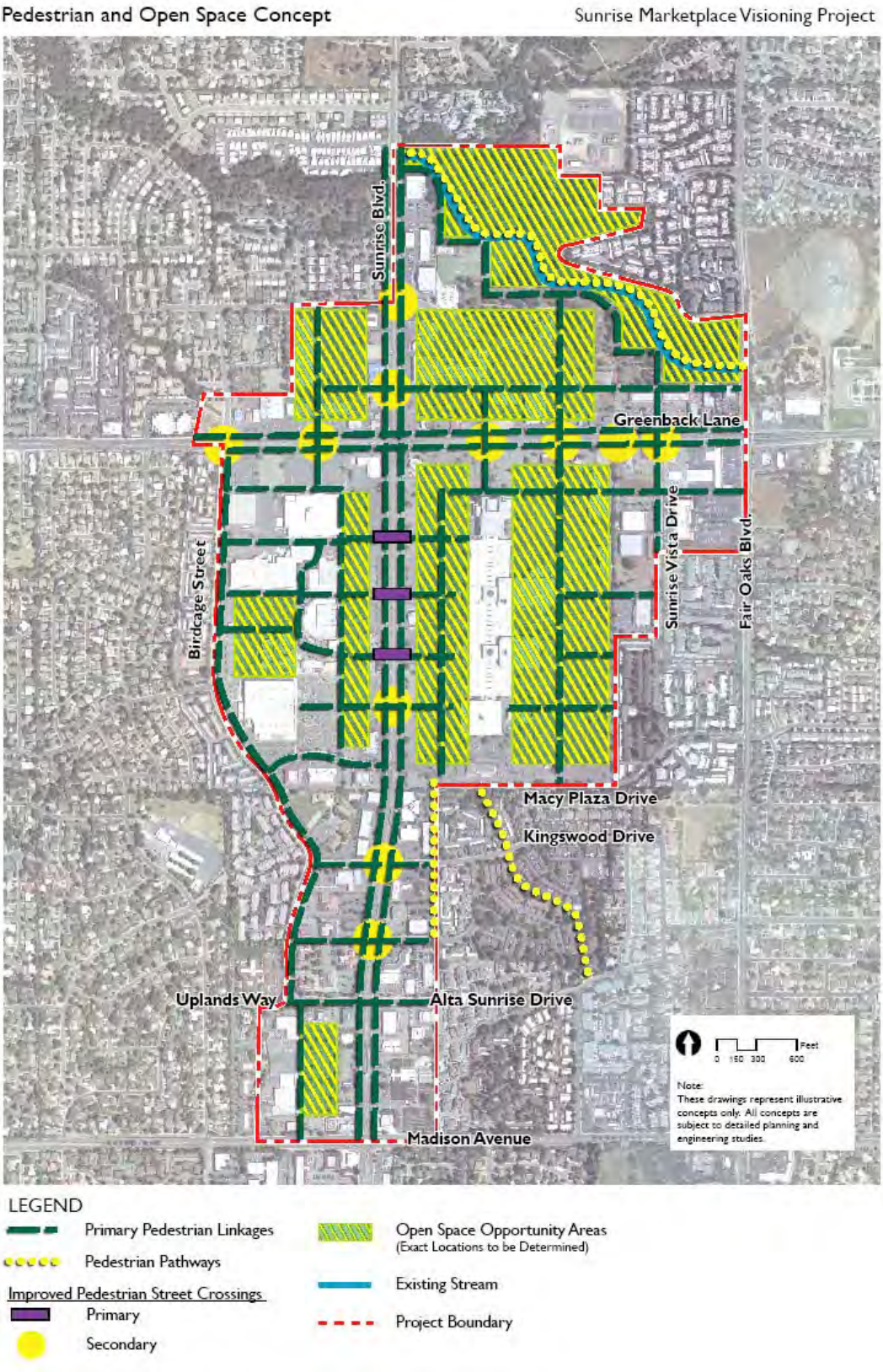


Figure D-2: Sunrise MarketPlace Pedestrian Vision

Sunrise MarketPlace Revitalization Blueprint (2000)

Following the formation of the Sunrise MarketPlace Business Improvement District (BID) in 1999, the Sunrise MarketPlace Revitalization Blueprint was developed to establish a vision and implementation plan to support economic development in the center. Recommendations are divided into two phases, and are based on input from City staff, the BID board, and the community.

Phase I improvements include the installation of gateway signs to mark the entrances and center of the Sunrise MarketPlace, to establish a sense of place and emphasize the cohesive identity of the district.

Phase II expanded on these placemaking efforts and included recommendations to better link the various shopping centers. Key recommendations relevant to the Citrus Heights Pedestrian Master Plan include:

- Create a Grand Boulevard
  - Complete median improvements, including landscape and irrigation
  - Develop boulevard-scale elements including streetlights and tree plantings
  - Develop custom amenities and furnishings to support the charter of the street
- Circulation Improvement Enhancements
  - Install wayfinding environmental signage
  - Reroute traffic to secondary ring streets and implement traffic calming measures where necessary
- District Linkage Enhancements
  - Implement an additional signalized intersection on Sunrise Boulevard between Macy Plaza Drive and Greenback Lane
  - Explore installation of signalized midblock pedestrian crosswalks
  - Implement safer and more attractive crosswalks between centers
  - Create a "Town Square" site
- Pedestrian Enhancements
  - Improve existing narrow, unbuffered sidewalks on Sunrise Boulevard and Greenback Lane
  - Improve bus shelter and waiting facilities

Regional Plans and Policies

Regional Bicycle, Pedestrian, and Trails Master Plan (2013)

The Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan identifies a comprehensive list of projects throughout the Sacramento region; projects must be included in this list to be eligible for regional SACOG funding. The plan emphasizes transportation choices as one of its core principles, saying "the more people walk…the less they need to drive alone in their cars. Less driving alone means less congestion and less air pollution."

Goals that are relevant to this planning effort include:

Goal 1: Increase and improve bicycle and pedestrian access and mobility for residents and visitors of all ages and abilities.

Goal 2: Improve and maintain the quality and operation of bikeway and walkway networks.

Goal 3: Improve bicycle and pedestrian safety.

Goal 6: Increase education, encouragement, and awareness programs about bicycle and pedestrian travel.

Goal 7: Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.

Goal 8: Increase collaboration among stakeholders throughout the region to seek funding and implement bicycle and pedestrian projects, programs, and related efforts.

Statewide Plans and Policies

AB 32 – Global Warming Solutions Act (2006) & SB 375 – Sustainable Communities and Climate Protection Act (2009)

The past ten years have seen an expansion of legislative and planning efforts in California to reduce emissions of greenhouse gases (GHGs) in order to mitigate climate change. Assembly Bill 32, the California Global Warming Solutions Act of 2006, aims to reduce the state's GHG emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Meanwhile, Senate Bill 375, passed into law in 2008, is the first in the nation that will attempt to control GHG emissions by directly linking land use to transportation. The law required the state's Air Resources Board to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035 as a way of supporting the targets in AB32.

AB 1358 – Complete Streets Act (2008)

In future years, all jurisdictions will have to incorporate complete streets into their planning. Assembly Bill 1358 requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…." This provision of the law went into effect on January 1, 2011, and can be expected to result in a new generation of circulation elements and a surge in complete streets policies around the state as general plans are updated over time. Although the Citrus Heights General Plan was last updated in 2010, it already includes these required considerations.

SB 99 – Active Transportation Program Act (2013)

The Active Transportation Program was established by this legislation in 2013, and serves as the mechanism for distributing federal funds for local and regional efforts to promote walking and bicycling. It specifies goals that the funding will be disbursed to help meet, including increasing the mode shares of biking and walking trips, increasing safety for non-motorized users, and providing support to disadvantaged communities to promote transportation equity.

California Transportation Plan 2025 (2006)

The California Transportation Plan 2025 seeks to provide for mobility and accessibility of people, goods, services, and information throughout California. It encourages consideration of bicycle and pedestrian facilities in capacity improvement projects, and promotes integration of active transportation into modeling and projection efforts.

The Plan also speaks to the public health benefits of active transportation, urging better education of youth on personal health and air quality impacts of making trips by bicycle or on foot.

Caltrans Complete Streets Policy and Deputy Directive 64 (2001)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, Accommodating Non-motorized Travel, which established a routine accommodation policy for the department. A revised directive adopted in 2008, entitled Complete Streets—Integrating the Transportation System, significantly strengthened the policy beyond just "considering" the needs of pedestrians and bicyclists.

After adoption of this policy, it was noted that more guidance was needed on which roadway projects to review for impacts on bicyclists and pedestrians, how to review them, at what stage of project development and, most importantly, how to provide for bicyclists and pedestrians, especially if local or countywide plans do not identify non-motorized transportation priorities in the area.

In part to address these issues, Caltrans adopted the Complete Streets Implementation Action Plan in 2010. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies, and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation activities, Caltrans updated the Highway Design Manual in large part to incorporate multi-modal design standards.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

Under this policy statement, every transportation agency, including the federal DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. The policy also encourages agencies to "go beyond minimum standards to provide safe and convenient facilities for these modes," citing the health, safety, environmental, transportation, and quality of life benefits that active transportation offers to individuals and communities alike.

Appendix E: Projects List

This Appendix lists all the recommended infrastructure projects. The projects are organized by location.

Table E-1: Recommended Projects

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Alta Vista Lane	West Of Almaden Way	East Of Almaden Way	Local	160	N	0	10	0	0	10	0	0	0	20	$17,600	3	
Sidewalk/Walkway	Amsterdam Avenue	Pomerol Lane	East Of Latour Lane	Local	460	S	1	10	0	0	10	0	0	0	21	$50,600	3	
Crosswalk: High Visibility Upgrade	Antelope Road	Amsterdam Avenue		Arterial	1	Upgrade	1	0	0	20	0	0	10	10	41	$2,800	3	Y
Sidewalk/Walkway	Antelope Road	Auburn Boulevard	Deanton Court	Arterial	1700	N	2	10	0	20	10	0	10	0	52	$187,000	2	
Sidewalk/Walkway	Antelope Road	Deanton Court	Mariposa Avenue	Arterial	980	S	1	10	0	20	10	10	0	0	51	$107,800	2	
Crosswalk: High Visibility Upgrade	Antelope Road	Garden Gate Drive		Arterial	2	Upgrade	1	0	0	20	0	0	10	10	42	$5,600	2	Y
Crosswalk: High Visibility Upgrade	Antelope Road	I-80 EB Off Ramp		Arterial	1	Upgrade	1	0	0	20	0	0	0	10	31	$2,800	3	Y
Crosswalk: High Visibility Upgrade	Antelope Road	Lauppe Lane		Arterial	3	School Upgrade	1	0	0	20	0	0	10	10	41	$8,400	3	Y
Crosswalk: High Visibility Upgrade	Antelope Road	Lichen Drive		Arterial	2	Upgrade	3	0	20	20	0	0	10	10	63	$5,600	1	
Sidewalk/Walkway	Antelope Road	Mariposa Avenue	Deanton Court	Arterial	440	N	1	10	0	20	10	10	0	0	51	$48,400	2	
Sidewalk/Walkway	Antelope Road	Mariposa Avenue	Unnamed Road	Arterial	1200	S	1	10	0	20	10	10	0	0	51	$132,000	2	
Sidewalk/Walkway	Antelope Road	Mariposa Avenue	Unnamed Road	Arterial	550	N	1	10	0	20	10	10	0	0	51	$60,500	2	
Crosswalk: High Visibility Upgrade	Antelope Road	Oakwood Lane		Arterial	1	Upgrade	2	0	0	20	0	0	10	10	42	$2,800	2	Y
Sidewalk/Walkway	Antelope Road	Old Auburn Boulevard	SE Of Wonder Street	Arterial	410	NE	1	10	0	20	10	0	10	0	51	$45,100	2	
Crosswalk: High Visibility Upgrade	Antelope Road	Poplar Avenue		Arterial	1	Upgrade	1	0	0	20	0	0	10	10	41	$2,800	2	Y
Sidewalk/Walkway	Antelope Road	Rosswood Drive	Amsterdam Avenue	Arterial	100	N	1	10	20	20	10	0	10	0	71	$11,000	1	Y

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Crosswalk: High Visibility Upgrade	Antelope Road	Saybrook Drive		Arterial	4	Upgrade	1	0	20	20	0	0	10	10	62	$11,200	1	
Sidewalk/Walkway	Antelope Road	Sunrise Boulevard	Wonder Street	Arterial	290	N	1	10	0	20	10	0	10	0	51	$31,900	2	
Crosswalk: High Visibility Upgrade	Antelope Road	Tupelo/Zenith		Arterial	4	Upgrade	2	0	0	20	0	0	10	10	42	$11,200	2	
Sidewalk/Walkway	Antelope Road	Unnamed (Closest To Orange Drive)	East Of Deanton Court	Arterial	630	S	2	10	0	20	10	0	10	0	52	$69,300	2	
Sidewalk/Walkway	Antelope Road	Watson Way	Unamed Road 450 Ft Southwest Of Watson Way	Arterial	250	N	1	10	0	20	10	0	10	0	51	$27,500	2	
Sidewalk/Walkway	Antelope Road	West Of Cologne Way	East Of Cologne Way	Arterial	450	N	2	10	0	20	10	0	10	0	52	$49,500	2	Y
Sidewalk/Walkway	Antelope Road	West Of Lonewood Way		Arterial	20	N	1	10	0	20	10	0	10	0	51	$2,200	2	
Sidewalk/Walkway	Antelope Road	Wonder Street	Old Auburn Road	Arterial	470	S	1	10	0	20	10	0	10	0	51	$51,700	2	
Path	Arcade Creek A03	Tempo Park Existing Trail	Sunrise Boulevard	Path	1530		2	0	20	10	10	0	10	10	63	$1,165,000	1	
Path	Arcade Creek A05	Sayonara Drive	Mariposa Avenue	Path	2450		1	0	20	10	0	0	0	10	41	$2,989,000	1	
Path	Arcade Creek A06	Mariposa Avenue	Sylvan Road	Path	2430		0	0	20	10	0	0	10	10	51	$2,203,000	1	
Path	Arcade Creek A07	Sylvan Road	Stock Ranch Path	Path	1620		0	0	20	10	0	0	10	10	50	$959,000	1	
Path	Arcade Creek A08	Stock Ranch Path	Crossroads Circle East Bridge	Path	1620		0	0	20	10	0	0	10	10	51	$686,000	1	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Path	Arcade Creek A09	Crossroads Circle East Bridge	Crosswoods Circle West Bridge	Path	1900		1	0	20	10	0	10	10	10	61	$1,596,000	1	
Path	Arcade Creek A10	Crosswood Park West Bridge	Crosswood Park West Boundary	Path	760		1	0	20	10	0	10	10	10	61	$376,000	1	
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Auburn Oaks/Twin Oaks Avenue		Arterial	3	Upgrade	2	0	20	20	0	0	10	10	62	$8,400	1	Y
New Marked Crossings at Controlled Intersection Studies	Auburn Boulevard	Carriage Drive		Arterial		Study	2	0	20	20	0	0	10	10	63	$10,000	1	
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Carriage Drive/Chivalry Way		Arterial	3	School Upgrade	2	0	20	20	0	0	10	10	62	$8,400	1	
Sidewalk/Walkway	Auburn Boulevard	Cherry Glen Avenue	South Of Cherry Glen Avenue	Arterial	10	E	2	10	0	20	10	0	10	0	52	$1,100	2	Y
New Marked Crossings at Controlled Intersection Studies	Auburn Boulevard	Coachman Way		Arterial		Study	1	0	0	20	0	0	10	10	42	$10,000	2	
New Marked Crossings at Controlled Intersection Studies	Auburn Boulevard	Grand Oaks Boulevard		Arterial		Study	1	1	0	20	0	0	10	10	42	$10,000	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Grand Oaks Boulevard		Arterial	2	Upgrade	1	1	0	20	0	0	10	10	42	$5,600	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Kanai Avenue/Carleton Lane		Arterial	3	Upgrade	1	1	0	20	0	0	10	10	42	$8,400	2	Y

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Focus Area Plans	Auburn Boulevard	Manzanita Avenue	Greenback Lane	Arterial			8	8	0	20	0	0	10	0	45	$2,984,900	2	
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Mid-Block (North of Old Auburn Road)		Arterial	1	School Upgrade	2	1	0	20	0	10	10	10	53	$2,800	2	Y
Sidewalk/Walkway	Auburn Boulevard	North Of Greenback Lane	South Of Creekbed Lane	Arterial	210	N	6	10	0	20	10	0	10	0	56	$23,100	1	
Sidewalk/Walkway	Auburn Boulevard	North Terminus Of Auburn Boulevard		Arterial	20	E	2	10	0	20	10	0	10	0	52	$2,200	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Oak Forest Street		Arterial	1	Upgrade	1	0	0	20	0	0	10	10	41	$2,800	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Old Auburn Road		Arterial	4	School Upgrade	2	0	0	20	0	10	10	10	52	$11,200	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Pratt Avenue		Arterial	1	Upgrade	2	1	0	20	0	0	10	10	43	$2,800	2	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Rollingwood Boulevard		Arterial	2	Upgrade	1	2	20	20	0	10	10	10	73	$5,600	1	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	San Tomas Drive		Arterial	4	Upgrade	2	0	0	20	0	0	10	10	42	$11,200	2	
Crosswalk: High Visibility Upgrade	Auburn Boulevard	South of Coachman Road		Arterial	2	Upgrade	1	0	0	20	0	0	10	10	41	$5,600	2	
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Sycamore Drive		Arterial	1	Upgrade	1	2	0	20	0	0	10	10	43	$2,800	2	Y
New Marked Crossings at Controlled Intersection Studies	Auburn Boulevard	Twin Oaks Avenue		Arterial		Study	2	0	20	20	0	0	10	10	62	$10,000	1	Y
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Van Maren Lane		Arterial	4	Upgrade	2	0	0	20	0	0	10	10	42	$11,200	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Crosswalk: High Visibility Upgrade	Auburn Boulevard	Watson Way		Arterial	1	Upgrade	1	1	20	20	0	0	10	10	62	$2,800	1	Y
Sidewalk/Walkway	Baird Way	Holly Drive	East Of Auburn Boulevard	Local	1050	N	2	10	20	0	10	10	10	0	62	$115,500	1	
Sidewalk/Walkway	Baird Way	Holly Drive	East Of Auburn Boulevard	Local	1010	S	2	10	20	0	10	10	10	0	62	$111,100	1	
New Crosswalk	Bartig Way	N/A (Closest to Madison)		Local	1	Transverse crosswalk	0	0	0	0	0	0	10	10	20	$1,200	3	
New Crosswalk	Blackstar Drive	Tupelo Drive		Local	1	Transverse crosswalk	1	1	0	0	0	0	10	10	22	$1,200	3	
Sidewalk/Walkway	Bonita Way	Maretha Street	North Of Casa Bella Way	Local	450	S, W	0	10	20	0	10	0	0	0	40	$49,500	3	
Sidewalk/Walkway	Bonita Way	North Of Sungarden Drive	Nelson Lane	Local	570	W	0	10	20	0	10	0	0	0	40	$62,700	3	
Sidewalk/Walkway	Bonita Way	Old Auburn Road	Maretha Street	Local	1450	W, S, W	0	10	20	0	10	10	0	0	50	$159,500	2	
Study Areas of Traffic Concern	Bonita Way/Sungarden Drive	Old Auburn Road	Sunrise Boulevard	Local	3880	Study	0	6	20	0	0	10	10	10	56	$20,000	1	
Sidewalk/Walkway	Bridgemont Way	Van Maren Lane	Cripple Creek	Local	600	N	0	10	0	0	10	0	0	0	20	$66,000	3	
Speed Bump Restriping	Bridgemont Way	Wonner Way	Dancing Creek Court	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Bridgemont Way	Wonner Way	Dancing Creek Court	Local			0	0	0	0	0	0	0	10	10	$900	3	
New Crosswalk	Brooktree Drive	Albury Street		Local	4	Transverse crosswalks	0	1	20	0	0	0	0	10	31	$4,800	3	
Sidewalk/Walkway	Butternut Drive	Lichen Drive	East Of Brimstone Drive	Collector	1280	SE	2	10	20	0	10	10	0	0	52	$140,800	2	
Crosswalk: High Visibility Upgrade	Calvin Drive	Carroage Drive		Local	2	School Upgrade	2	0	20	0	0	10	0	10	42	$5,600	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Calvin Drive	Van Maren Lane	Cessna Drive	Local	2800	N	1	10	20	0	10	10	0	0	51	$308,000	2	
Sidewalk/Walkway	Calvin Drive	Van Maren Lane	Cessna Drive	Local	2750	S	1	10	20	0	10	10	0	0	51	$302,500	2	
Crosswalk: High Visibility Upgrade	Canelo Hills Drive	Mid-Block (South of Oak Avenue)		Local	1	School Upgrade	1	0	0	0	0	10	0	10	21	$2,800	3	
Sidewalk/Walkway	Canelo Hills Drive	South Of San Cosme Drive	North Of Copperwood Drive	Local	220	W	0	10	0	0	10	10	0	0	30	$24,200	3	
Sidewalk/Walkway	Capricorn Drive	Celestial Way	Pleides Avenue	Local	1270	N, W	0	10	0	0	10	10	10	0	40	$139,700	3	
Sidewalk/Walkway	Capricorn Drive	Mariposa Avenue	Celestial Way	Local	280	N	0	10	0	0	10	10	10	0	40	$30,800	3	
Sidewalk/Walkway	Capricorn Drive	Mariposa Avenue	Taurus Court	Local	860	S	0	10	0	0	10	10	10	0	40	$94,600	3	
Sidewalk/Walkway	Capricorn Drive	Pleides Avenue	Taurus Court	Local	700	E	0	10	0	0	10	10	10	0	40	$77,000	3	
Sidewalk/Walkway	Carleton Lane	Auburn Boulevard	Unnamed Road	Local	180	S	1	10	0	0	10	0	10	0	31	$19,800	3	
Sidewalk/Walkway	Carleton Lane	East Of Auburn Boulevard		Local	110	N	1	10	0	0	10	0	10	0	31	$12,100	3	
Sidewalk/Walkway	Cedar Drive	Carol Avenue	Holly Drive	Local	460	N	0	10	0	0	10	0	0	0	20	$50,600	3	
Sidewalk/Walkway	Cedar Drive	Holly Drive	Carol Avenue	Local	480	S	0	10	0	0	10	0	0	0	20	$52,800	3	
Sidewalk/Walkway	Cedar Drive	Holly Drive	East Of Auburn Boulevard	Local	1120	N	2	10	0	0	10	0	10	0	32	$123,200	3	
Sidewalk/Walkway	Cedar Drive	Holly Drive	East Of Auburn Boulevard	Local	1040	S	2	10	0	0	10	0	10	0	32	$114,400	3	
Sidewalk/Walkway	Celestial Way	Pleides Avenue	Capricorn Drive	Local	530	E	0	10	0	0	10	10	10	0	40	$58,300	3	
Sidewalk/Walkway	Celestial Way	Pleides Avenue	Capricorn Drive	Local	550	W	0	10	0	0	10	10	10	0	40	$60,500	3	
Sidewalk/Walkway	Cessna Drive	Calvin Drive	Dolan Way	Local	230	W	0	10	20	0	10	0	0	0	40	$25,300	3	
Sidewalk/Walkway	Cessna Drive	Calvin Drive	South Of Volti Way	Local	470	E	0	10	20	0	10	0	0	0	40	$51,700	3	
Sidewalk/Walkway	Cessna Drive	Dolan Way	South Of Volti Way	Local	190	W	0	10	20	0	10	0	0	0	40	$20,900	3	
Sidewalk/Walkway	Charolais Way	End Of Cul-De-Sac	North Of Dennis Way	Local	260	E	0	10	0	0	10	0	0	0	20	$28,600	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
New Crosswalk	Chatham Way	Auburn Boulevard		Local	1	High visibility crosswalk	2	0	0	0	0	0	10	10	22	$2,800	3	
Sidewalk/Walkway	Cherry Glen Avenue	Auburn Boulevard	Cherry Leaf Court	Local	560	S	2	10	0	0	10	0	10	0	32	$61,600	3	
Sidewalk/Walkway	Cherry Glen Avenue	Auburn Boulevard	East Of Auburn Boulevard	Local	200	N	2	10	0	0	10	0	10	0	32	$22,000	3	
Sidewalk/Walkway	Cherry Glen Avenue	Holly Drive	East Of Cherry Leaf Court	Local	490	S	1	10	0	0	10	0	10	0	31	$53,900	3	
Sidewalk/Walkway	Cherry Glen Avenue	West Of Cherry Leaf Court	Holly Drive	Local	870	N	2	10	0	0	10	0	10	0	32	$95,700	3	
Crosswalk: High Visibility Upgrade	Chesline Drive	St. Clair Way		Local	1	School Upgrade	0	0	20	0	0	10	0	10	40	$2,800	3	
Sidewalk/Walkway	Circle Drive	East Of Sylvan Road	Mariposa Avenue	Local	1940	S, W	0	10	0	0	10	0	10	0	30	$213,400	3	
Sidewalk/Walkway	Circle Drive	Graham Circle	East Of Sylvan Road	Local	340	N	0	10	0	0	10	0	10	0	30	$37,400	3	
Sidewalk/Walkway	Circle Drive	Graham Circle	Mariposa Avenue	Local	860	E, N	0	10	0	0	10	0	10	0	30	$94,600	3	
Sidewalk/Walkway	Circle Drive	Sylvan Road	East Of Sylvan Road	Local	290	N	0	10	0	0	10	0	10	0	30	$31,900	3	
Sidewalk/Walkway	Cobalt Way	Calvin Drive	South Of Calvin Drive	Local	150	E	1	10	20	0	10	0	0	0	41	$16,500	3	
Sidewalk/Walkway	Cobalt Way	Calvin Drive	South Of Calvin Drive	Local	140	W	1	10	20	0	10	0	0	0	41	$15,400	3	
Sidewalk/Walkway	Community Drive	East Fo Sylvan Glen Way	Mariposa Avenue	Local	420	N	1	10	0	0	10	0	0	0	21	$46,200	3	
Sidewalk/Walkway	Community Drive	Mariposa Avenue	East Of Sylvan Road	Local	1550	S	1	10	0	0	10	0	10	0	31	$170,500	3	
Sidewalk/Walkway	Community Drive	Sylvan Road	Sylvan Glen Way	Local	1150	N	2	10	0	0	10	0	10	0	32	$126,500	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Speed Bump Restriping	Cook Avenue	Berry Lane	Mariposa Avenue	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Cook Avenue	Garden Meadows Lane	Robmar Court	Local			1	0	0	0	0	0	0	10	12	$900	3	
Sidewalk/Walkway	Cook Avenue	Leonard Avenue	Mariposa Avenue	Local	960	S	2	10	0	0	10	0	0	0	22	$105,600	3	
Sidewalk/Walkway	Cook Avenue	Leonard Avenue	West Of Leonard Avenue	Local	140	S	1	10	0	0	10	0	0	0	21	$15,400	3	
Sidewalk/Walkway	Cook Avenue	Mariposa Avenue	West Of Mariposa Avenue	Local	200	S	1	10	0	0	10	0	0	0	21	$22,000	3	
Speed Bump Restriping	Cook Avenue	Mary Lane	Berry Lane	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Cook Avenue	Robmar Court	Leonard Avenue	Local			1	0	0	0	0	0	0	10	12	$900	3	
Sidewalk/Walkway	Cook Avenue	West Of Leonard Avenue	Mariposa Avenue	Local	1430	N	2	10	0	0	10	0	0	0	22	$157,300	3	
Speed Bump Restriping	Cross Drive	Hill Drive	Prime Way	Local			1	0	0	0	0	0	0	10	11	$900	3	
Sidewalk/Walkway	Cross Drive	North Of Hill Drive	North Of Prime Way	Local	840	E	1	10	0	0	10	0	0	0	21	$92,400	3	
Speed Bump Restriping	Cross Drive	Oak Avenue	Hill Drive	Local			1	0	0	0	0	0	0	10	11	$900	3	
Sidewalk/Walkway	Cross Drive	Oak Avenue	South Of Oak Avenue	Local	490	E	1	10	0	0	10	0	0	0	21	$53,900	3	
Sidewalk/Walkway	Cross Drive	Oak Avenue	South Of Prime Way	Local	1750	W	1	10	0	0	10	0	0	0	21	$192,500	3	
Sidewalk/Walkway	Crux Drive	North Of Woodmore Oaks	South Of Sungarden Drive	Local	540	E	1	10	0	0	10	0	10	0	31	$59,400	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Crux Drive	South Of Sungarden Drive	Sungarden Drive	Local	380	E	1	10	0	0	10	0	10	0	31	$41,800	3	
Sidewalk/Walkway	Daffodil Way	Old Auburn Road	South Of Old Auburn Road	Local	60	S	2	10	0	20	10	0	0	0	42	$6,600	2	
Crosswalk: High Visibility Upgrade	Dana Butte Way	Canelo Hills Drive		Local	1	School Upgrade	1	1	0	0	0	10	0	10	22	$2,800	3	
Sidewalk/Walkway	Devecchi Avenue	Auburn Boulevard	North Terminus Of Devecchi Avenue	Local	180	N	2	10	0	0	10	0	10	0	32	$19,800	3	
Sidewalk/Walkway	Dow Avenue	Maretha Street	West Terminus Of Dow Avenue	Local	290	N	0	10	0	0	10	0	0	0	20	$31,900	3	
Sidewalk/Walkway	Dow Avenue	Maretha Street	West Terminus Of Dow Avenue	Local	290	S	0	10	0	0	10	0	0	0	20	$31,900	3	
Sidewalk/Walkway	Eastgate Avenue	Sagitarius Way	West Terminus Of Eastgate Avenue	Local	120	S	0	10	0	0	10	0	0	0	20	$13,200	3	
Sidewalk/Walkway	Eastgate Avenue	Southgrove Drive	Mariposa Avenue	Local	910	S	0	10	20	0	10	0	0	0	40	$100,100	3	
Sidewalk/Walkway	Eastgate Avenue	Southgrove Drive	Southview Court	Local	220	N	0	10	20	0	10	0	0	0	40	$24,200	3	
Sidewalk/Walkway	Eastgate Avenue	Southview Court	Mariposa Avenue	Local	620	N	0	10	20	0	10	0	0	0	40	$68,200	3	
Sidewalk/Walkway	Eastgate Avenue	West Terminus Of Eastgate Avenue	Down Way	Local	770	N	0	10	0	0	10	0	0	0	20	$84,700	3	
Sidewalk/Walkway	Edwards Oak Court	Watson Way	North Of Watson Way	Local	220	E	1	10	0	0	10	0	0	0	21	$24,200	3	
Sidewalk/Walkway	El Sol Way	Sperry Drive	Sharp Turn In El Sol Way	Local	550	W	2	10	0	0	10	0	10	0	32	$60,500	3	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Madison Avenue		Arterial	4	Upgrade	1	0	0	0	0	0	10	10	21	$11,200	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Fair Oaks Boulevard	North Of Greenback Lane	South Of Woodlake Hills Drive	Arterial	530	W	1	10	0	20	10	0	10	0	51	$58,300	2	
Sidewalk/Walkway	Fair Oaks Boulevard	North Of Greenback Lane	South Of Woodlake Hills Drive	Arterial	250	E	1	10	0	20	10	0	10	0	51	$27,500	2	
Sidewalk/Walkway	Fair Oaks Boulevard	Oak Avenue	North Of Oak Avenue	Arterial	180	W	1	10	0	20	10	10	0	0	51	$19,800	2	
Sidewalk/Walkway	Fair Oaks Boulevard	Oak Avenue	Poppy Field Way	Arterial	1460	E	1	10	0	20	10	10	0	0	51	$160,600	2	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Oak Avenue		Arterial	4	Upgrade	1	0	20	20	0	10	0	10	61	$11,200	1	
Sidewalk/Walkway	Fair Oaks Boulevard	Old Auburn Road	Villa Oak Drive	Arterial	610	E	1	10	0	20	10	0	10	0	51	$67,100	2	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Old Auburn Road		Arterial	3	Upgrade	1	0	0	20	0	0	0	10	31	$8,400	3	
Sidewalk/Walkway	Fair Oaks Boulevard	South Of Woodchuck Way	North Of Oak Avenue	Arterial	660	W	0	10	0	20	10	10	0	0	50	$72,600	2	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Sunrise East Way		Arterial	4	Upgrade	0	0	0	0	0	0	10	10	20	$11,200	3	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Treecrest Avenue		Arterial	4	Upgrade	0	0	20	20	0	0	10	10	60	$11,200	1	
Sidewalk/Walkway	Fair Oaks Boulevard	Villa Oak Drive	Oak Avenue	Arterial	1910	E	1	10	0	20	10	10	0	0	51	$210,100	2	
Sidewalk/Walkway	Fair Oaks Boulevard	Walnut Hills Way	Niessen Way	Arterial	580	W	0	10	0	20	10	0	10	0	50	$63,800	2	
Crosswalk: High Visibility Upgrade	Fair Oaks Boulevard	Woodmore Oaks Drive		Arterial	3	Upgrade	1	0	20	20	0	0	0	10	51	$8,400	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Farmgate Way	Mariposa Avenue	West Of Our Way	Local	200	N	0	10	20	20	10	0	0	0	60	$22,000	1	
Sidewalk/Walkway	Farmgate Way	Mariposa Way	Westgate Drive	Local	380	N	0	10	20	0	10	0	0	0	40	$41,800	3	
New Crosswalk	Farmgate Way	Merlindale Drive		Local	4	Transverse crosswalks	1	0	20	0	0	0	0	10	31	$11,200	3	
Sidewalk/Walkway	Farmgate Way	North Of Westgate Drive		Local	20	E	1	10	0	0	10	0	0	0	21	$2,200	3	
Sidewalk/Walkway	Farmgate Way	Our Way	East Of Our Way	Local	70	S	0	10	20	0	10	0	0	0	40	$7,700	3	
Sidewalk/Walkway	Farmgate Way	Southgrove Drive	Mariposa Avenue	Local	850	S	0	10	20	0	10	0	0	0	40	$93,500	3	
Sidewalk/Walkway	Farmgate Way	Westgate Drive	South Of Tipperary Way	Local	100	E	1	10	20	0	10	0	0	0	41	$11,000	3	
Sidewalk/Walkway	Farmgate Way	Westgate Drive	South Of Tipperary Way	Local	120	W	1	10	20	0	10	0	0	0	41	$13,200	3	
Sidewalk/Walkway	Farmgate Way	Westgate Drive	Southgrove Drive	Local	180	W	1	10	20	0	10	0	0	0	41	$19,800	3	
Sidewalk/Walkway	Farmgate Way	Westgate Drive	Westgate Drive	Local	640	N	1	10	20	0	10	0	0	0	41	$70,400	3	
Sidewalk/Walkway	Flaming Arrow Drive	Verner Avenue	Blowing Wind Way	Local	610	N	0	10	20	0	10	0	10	0	50	$67,100	2	
Crosswalk: High Visibility Upgrade	Fleetwood Drive	Chesline Drive		Local	2	School Upgrade	0	1	20	0	0	10	0	10	41	$5,600	3	
Crosswalk: High Visibility Upgrade	Fleetwood Drive	Maidstone Way		Local	2	School Upgrade	1	1	0	0	0	10	10	10	32	$5,600	3	
Crosswalk: High Visibility Upgrade	Fleetwood Drive	Unamed		Local	1	School Upgrade	1	0	0	0	0	10	0	10	21	$2,800	3	
Sidewalk/Walkway	Galena Way	Olivine Avenue	North Terminus Of Galena Way	Local	460	E	0	10	0	0	10	0	10	0	30	$50,600	3	
Sidewalk/Walkway	Galena Way	Olivine Avenue	North Terminus Of Galena Way	Local	410	W	0	10	0	0	10	0	10	0	30	$45,100	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Speed Bump Restriping	Glen Creek Way	Glen Alta Way	Heather Brook Court	Local			0	0	20	0	0	0	0	10	30	$900	3	
Sidewalk/Walkway	Glenn Avenue	Patton Avenue	Mariposa Avenue	Local	1290	N	0	10	0	0	10	0	0	0	20	$141,900	3	
Focus Area Plans	Greenback Lane	Birdcage Street	Fair Oaks Boulevard	Arterial			10	10	0	20	0	0	10	0	50	$3,316,300	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Birdcage Street		Arterial	3	Upgrade	6	0	20	20	0	0	10	10	66	$8,400	1	
New Marked Crossings at Controlled Intersection Studies	Greenback Lane	Birdcage Street		Arterial		Study	5	0	20	20	0	0	10	10	65	$10,000	1	
Crosswalk: High Visibility Upgrade	Greenback Lane	Brook Haven Way		Arterial	4	Upgrade	2	0	0	20	0	0	10	10	42	$11,200	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Desimone Lane		Arterial	1	Upgrade	7	1	0	0	0	0	10	10	27	$2,800	3	
Crosswalk: High Visibility Upgrade	Greenback Lane	Hilltree Avenue		Arterial	1	Upgrade	2	1	0	20	0	0	10	10	42	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Indian River Drive		Arterial	4	Upgrade	2	0	20	20	0	0	10	10	62	$11,200	1	
Crosswalk: High Visibility Upgrade	Greenback Lane	Longford Drive		Arterial	1	Upgrade	1	0	0	20	0	0	10	10	41	$2,800	3	
Crosswalk: High Visibility Upgrade	Greenback Lane	Matheny Way		Arterial	1	Upgrade	7	1	0	20	0	0	10	10	47	$2,800	2	
Sidewalk/Walkway	Greenback Lane	Mobile Americana Mhp	Arcade Creek	Arterial	400	S	2	10	0	20	10	0	10	0	52	$44,000	2	
Sidewalk/Walkway	Greenback Lane	Near Freedom Lane And Sewan Avenue	City Limits	Arterial	150		1	10	0	20	10	0	10	0	51	$16,500	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Crosswalk: High Visibility Upgrade	Greenback Lane	Oakside Drive		Arterial	1	Upgrade	1	0	0	20	0	0	10	10	42	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Parkoaks Drive		Arterial	4	Upgrade	4	2	20	20	0	0	10	10	65	$11,200	1	
Crosswalk: High Visibility Upgrade	Greenback Lane	Patterson Lane		Arterial	1	Upgrade	5	0	0	20	0	0	10	10	45	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Peoria Drive/ Fountain Square Drive		Arterial	4	Upgrade	3	0	0	20	0	0	10	10	43	$11,200	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	San Juan High School		Arterial	1	School Upgrade	4	1	0	20	0	0	10	10	45	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Shupe Drive		Arterial	1	Upgrade	4	1	0	20	0	0	10	10	45	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Terrell Drive		Arterial	1	Upgrade	3	0	0	20	0	0	10	10	43	$2,800	2	
Crosswalk: High Visibility Upgrade	Greenback Lane	Van Maren Lane/ Dewey Drive		Arterial	4	Upgrade	1	0	0	20	0	0	10	10	41	$11,200	2	
Crosswalk: High Visibility Upgrade	Gumwood Circle	Rollingwood Boulevard		Local	1	School Upgrade	0	1	20	0	0	10	0	10	41	$2,800	3	
Crosswalk: High Visibility Upgrade	Halifax Street	Auburn Boulevard		Local	2	Upgrade	1	0	0	20	0	10	10	10	51	$5,600	2	
Sidewalk/Walkway	Hanson Avenue	Sunrise Boulevard	Wonder Street	Local	570	N	1	10	0	0	10	0	0	0	21	$62,700	3	
Sidewalk/Walkway	Hanson Avenue	Wonder Street	West Of Glen Tree Drive	Local	630	N	1	10	0	0	10	0	0	0	21	$69,300	3	
Sidewalk/Walkway	Henning Drive	Calvin Drive	North Of Calvin Drive	Local	170	E	1	10	0	0	10	10	0	0	31	$18,700	3	
Sidewalk/Walkway	Hespera Way	Ne Corner	Thalia Way	Local	260	E	0	10	0	0	10	0	10	0	30	$28,600	3	
Speed Bump Restriping	Highland Avenue	Deerfield Drive	Locher Way	Local			2	1	0	20	0	10	0	10	43	$900	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Highland Avenue	Deerfield Drive	West Of Locher Way	Local	80	N	2	10	20	20	10	10	0	0	72	$8,800	1	
Sidewalk/Walkway	Highland Avenue	East Of Locher Way	West Of Sunrise Boulevard	Local	130	N	2	10	20	20	10	10	0	0	72	$14,300	1	
Sidewalk/Walkway	Highland Avenue	Locher Way	East Of Deerfield Drive	Local	150	N	2	10	20	20	10	10	0	0	72	$16,500	1	
Speed Bump Restriping	Highland Avenue	Locher Way	Sunrise Boulevard	Local			2	1	0	20	0	10	0	10	42	$900	2	
Sidewalk/Walkway	Highland Avenue	Mariposa Avenue	Beam Drive	Local	1000	N	1	10	20	20	10	10	0	0	71	$110,000	1	
Sidewalk/Walkway	Highland Avenue	Mariposa Avenue	West Of Rinconada Drive	Local	600	S	0	10	20	20	10	10	0	0	70	$66,000	1	
Sidewalk/Walkway	Highland Avenue	Rosa Vista Lane	Larkspur Avenue	Local	920	N	1	10	20	20	10	10	0	0	71	$101,200	1	
Sidewalk/Walkway	Highland Avenue	Sunrise Boulevard	Locher Way	Local	590	S	2	10	20	20	10	10	0	0	72	$64,900	1	
New Crosswalk	Highland Avenue	Sunrise Boulevard		Local	1	High visibility crosswalk	2	0	0	20	0	0	0	10	32	$2,800	3	Y
Sidewalk/Walkway	Holly Drive	Baird Way	North Of Baird Way	Local	140	E	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	Holly Drive	Cedar Drive	Scribner Avenue	Local	450	E	0	10	0	0	10	0	0	0	20	$49,500	3	
Sidewalk/Walkway	Holly Drive	N Colony Way	North Of Baird Way	Local	150	E	0	10	0	0	10	0	0	0	20	$16,500	3	
Sidewalk/Walkway	Holly Drive	Oak Grove Avenue	North Of Walnut Drive	Local	220	E	0	10	0	0	10	0	0	0	20	$24,200	3	
Sidewalk/Walkway	Holly Drive	Oak Grove Avenue	Twin Oaks Avenue	Local	970	E	0	10	0	0	10	0	10	0	30	$106,700	3	
Sidewalk/Walkway	Holly Drive	Poppy Way	Cedar Drive	Local	470	E	0	10	0	0	10	0	0	0	20	$51,700	3	
Sidewalk/Walkway	Holly Drive	Scribner Avenue	Baird Way	Local	310	E	0	10	20	0	10	0	0	0	40	$34,100	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
New Marked Crossings at Uncontrolled Intersection Studies	I-80	Antelope Road		Arterial		Study	2	1	0	20	0	0	0	10	33	$10,000	3	
Sidewalk/Walkway	Imran Woods Circle	Whyte Avenue	North Of Whyte Avenue	Local	160	E	0	10	0	0	10	0	0	0	20	$17,600	3	
Sidewalk/Walkway	Indian River Drive	Little Arrow Court	Broken Arrow Court	Local	750	E	2	10	20	0	10	0	10	0	52	$82,500	2	
New Crosswalk	Kanai Avenue	Sadro Street		Local	3	High visibility crosswalk	1	0	0	0	0	0	10	10	21	$8,400	3	
Sidewalk/Walkway	Karen Rae Court	End Of Cul-De-Sac	Wes Way	Local	340	E	0	10	0	0	10	0	0	0	20	$37,400	3	
Sidewalk/Walkway	Kensington Drive	Mariposa Avenue	East Of Mariposa Avenue	Local	610	N	0	10	20	0	10	0	0	0	40	$67,100	3	
Sidewalk/Walkway	Kensington Drive	Mariposa Avenue	West Of Longwood Way	Local	810	S	0	10	20	0	10	0	0	0	40	$89,100	3	
Sidewalk/Walkway	Kensington Drive	West Of Longwood Way		Local	290	N	0	10	20	0	10	0	0	0	40	$31,900	3	
Sidewalk/Walkway	Kensington Drive	West Of Longwood Way		Local	100	S	0	10	20	0	10	0	0	0	40	$11,000	3	
Sidewalk/Walkway	Knudsen Way	Dolan Way	North Of Dolan Way	Local	150	E	1	10	0	0	10	0	0	0	21	$16,500	3	
Sidewalk/Walkway	Knudsen Way	Dolan Way	North Of Dolan Way	Local	120	W	1	10	0	0	10	0	0	0	21	$13,200	3	
Sidewalk/Walkway	Lauppe Lane	East-West Segment Of Lauppe Lane	North Of Carriage Drive	Local	370	N	0	10	20	0	10	10	0	0	50	$40,700	2	
Crosswalk: High Visibility Upgrade	Lichen Drive	Butternut Drive		Collector	4	School Upgrade	0	1	20	0	0	10	0	10	41	$11,200	3	

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Crosswalk: High Visibility Upgrade	Lichen Drive	Mountainside Drive		Collector	3	School Upgrade	0	0	20	0	0	0	0	10	30	$8,400	3	
Speed Bump Restriping	Linda Sue Way	Sperry Drive	Maidstone Way	Collector			0	0	0	0	0	0	10	10	20	$900	3	
Sidewalk/Walkway	Linda Vista Drive	Dennis Way	Wes Way	Local	420	W	0	10	0	0	10	0	0	0	20	$46,200	3	
Sidewalk/Walkway	LInda Vista Drive	North Of Dennis Way	Wes Way	Local	350	E	0	10	0	0	10	0	0	0	20	$38,500	3	
Sidewalk/Walkway	Linden Avenue	Auburn Boulevard	Pearl Way	Local	1880	S	1	10	0	0	10	0	10	0	31	$206,800	3	
Sidewalk/Walkway	Linden Avenue	Auburn Boulevard	Pearl Way	Local	1730	N	1	10	0	0	10	0	10	0	31	$190,300	3	
Sidewalk/Walkway	Loleta Avenue	Mariposa Avenue	Patton Avenue	Local	1300	S	0	10	0	0	10	0	0	0	20	$143,000	3	
Crosswalk: High Visibility Upgrade	Madison Avenue	Primrose Drive		Arterial	3	Upgrade	0	0	20	20	0	0	10	10	60	$8,400	1	
Sidewalk/Walkway	Maidstone Way	Fleetwood Drive	East Of Fleetwood Drive	Local	110	S	1	10	0	20	10	0	10	0	51	$12,100	2	
Crosswalk: High Visibility Upgrade	Maidstone Way	Fleetwood Drive		Local	1	Upgrade	1	0	0	0	0	0	10	10	21	$2,800	3	
New Crosswalk	Maidstone Way	Fleetwood Drive		Local	1	Transverse crosswalk	1	0	0	0	0	0	10	10	21	$1,200	3	
Sidewalk/Walkway	Maretha Street	Dow Avenue	South Of Dow Avenue	Local	210	W	0	10	0	0	10	0	0	0	20	$23,100	3	
Sidewalk/Walkway	Maretha Street	South Of Dow Avenue	Bonita Way	Local	290	E	0	10	0	0	10	0	0	0	20	$31,900	3	
Sidewalk/Walkway	Mariposa Avenue	Antelope Road	Heredia Drive	Collector	780	W	1	10	20	20	10	10	0	0	71	$85,800	1	
Sidewalk/Walkway	Mariposa Avenue	Antelope Road	Old Auburn Road	Collector	2160	W	1	10	20	20	10	10	0	0	71	$237,600	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Antelope Road		Collector	4	Upgrade	1	0	20	20	0	10	0	10	61	$11,200	1	
Sidewalk/Walkway	Mariposa Avenue	Barca Lane	Cina Way	Collector	670	W	0	10	20	20	10	10	0	0	70	$73,700	1	

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Crosswalk: High Visibility Upgrade	Mariposa Avenue	Between Barca Lane and Poppy Way		Collector	1	School Upgrade	0	0	20	20	0	10	0	10	60	$2,800	1	
Sidewalk/Walkway	Mariposa Avenue	Cina Way	Watson Way	Collector	700	W	1	10	20	20	10	10	0	0	71	$77,000	1	
Sidewalk/Walkway	Mariposa Avenue	Cook Avenue	Old Auburn Road	Collector	1010	E	0	10	20	20	10	10	0	0	70	$111,100	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Cook Avenue		Collector	3	Upgrade	0	1	20	20	0	0	0	10	51	$8,400	2	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Eastgate Avenue		Collector	2	School Upgrade	0	1	20	0	0	0	0	10	31	$5,600	3	
New Crosswalk	Mariposa Avenue	Eastgate Avenue		Collector	2	High visibility yellow crosswalks	0	1	20	0	0	0	0	10	31	$5,600	3	
Sidewalk/Walkway	Mariposa Avenue	Farmgate Way	Eastgate Avenue	Collector	690	E	0	10	20	20	10	0	0	0	60	$75,900	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Farmgate Way		Collector	1	Upgrade	0	1	20	0	0	0	0	10	31	$2,800	3	
New Crosswalk	Mariposa Avenue	Farmgate Way		Collector	3	High visiblility crosswalks	0	1	20	0	0	0	0	10	31	$8,400	3	
Sidewalk/Walkway	Mariposa Avenue	Loleta Avenue	Barca Lane	Collector	170	W	0	10	20	20	10	10	0	0	70	$18,700	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Loleta Avenue		Collector	3	School Upgrade	0	0	20	20	0	0	0	10	50	$8,400	2	
Sidewalk/Walkway	Mariposa Avenue	Maddie Mae Lane	Bullock Lane	Collector	2860	S/E	0	10	20	20	10	0	0	0	60	$314,600	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Madison Avenue		Collector	2	Upgrade	0	0	20	20	0	10	10	10	70	$5,600	1	
Sidewalk/Walkway	Mariposa Avenue	Madison Avenue	Capricorn Drive	Collector	230	W	0	10	20	20	10	10	10	0	80	$25,300	1	
Sidewalk/Walkway	Mariposa Avenue	Mariposa Glen Way	Trilby Court	Collector	330	N	0	10	20	20	10	0	0	0	60	$36,300	1	
Sidewalk/Walkway	Mariposa Avenue	Nelson Lane	Rosa Vista Avenue	Collector	330	W	0	10	20	20	10	0	0	0	60	$36,300	1	

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Sidewalk/Walkway	Mariposa Avenue	North Of Pleides Avenue	South Of Northeast Circle	Collector	120	W	0	10	20	20	10	10	10	0	80	$13,200	1	
Sidewalk/Walkway	Mariposa Avenue	Northeast Circle	Madison Avenue	Collector	1430	E	0	10	20	20	10	10	10	0	80	$157,300	1	
Sidewalk/Walkway	Mariposa Avenue	Northeast Circle	North Of Pleides Avenue	Collector	300	W	0	10	20	20	10	10	0	0	70	$33,000	1	
Sidewalk/Walkway	Mariposa Avenue	Northeast Circle	South Of Northeast Circle	Collector	70	E	0	10	20	20	10	0	0	0	60	$7,700	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Northeast Circle		Collector	2	School Upgrade	0	1	20	20	0	0	0	10	51	$5,600	2	
New Crosswalk	Mariposa Avenue	Northeast Circle		Collector	1	High visibility crosswalk	0	1	20	20	0	0	0	10	51	$2,800	2	
Sidewalk/Walkway	Mariposa Avenue	Northridge Drive	Farmgate Way	Collector	1170	E	2	10	20	20	10	0	0	0	62	$128,700	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Northridge Drive		Collector	1	Upgrade	2	0	20	20	0	0	0	10	52	$2,800	2	
New Crosswalk	Mariposa Avenue	Northridge Drive		Collector	2	High visibility crosswalk	2	0	20	0	0	0	0	10	32	$5,600	3	
Sidewalk/Walkway	Mariposa Avenue	Oak Grove Avenue	Jessie Avenue	Collector	170	W	0	10	20	20	10	10	0	0	70	$18,700	1	
Sidewalk/Walkway	Mariposa Avenue	Oak Grove Avenue	Loleta Avenue	Collector	1460	E	0	10	20	20	10	10	0	0	70	$160,600	1	
Sidewalk/Walkway	Mariposa Avenue	Old Auburn Road	Dennis Way	Collector	1450	W	0	10	20	20	10	10	0	0	70	$159,500	1	
Sidewalk/Walkway	Mariposa Avenue	Old Auburn Road	Rosa Vista	Collector	2180	E	0	10	20	20	10	10	0	0	70	$239,800	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Old Auburn Road		Collector	4	Upgrade	0	0	20	20	0	10	0	10	60	$11,200	1	
Sidewalk/Walkway	Mariposa Avenue	Peter Ray Court	Bullock Lane	Collector	350	W	0	10	20	20	10	0	0	0	60	$38,500	1	
New Crosswalk	Mariposa Avenue	Pleides Avenue		Collector	1	High visibility crosswalk	0	0	20	20	0	10	10	10	70	$2,800	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Poppy Way		Collector	3	School Upgrade	0	0	20	20	0	10	0	10	60	$8,400	1	
Sidewalk/Walkway	Mariposa Avenue	Prince Street	Karen Anne Lane	Collector	870	W	0	10	20	20	10	0	0	0	60	$95,700	1	

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Sidewalk/Walkway	Mariposa Avenue	Prince Street	Maddie Mae	Collector	580	N	0	10	20	20	10	0	0	0	60	$63,800	1	
Sidewalk/Walkway	Mariposa Avenue	Reno Lane	Antelope Road	Collector	300	W	1	10	20	20	10	10	0	0	71	$33,000	1	
Sidewalk/Walkway	Mariposa Avenue	Roberts Drive	South Of Twin Oaks Avenue	Collector	130	E	0	10	20	20	10	0	10	0	70	$14,300	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	San Simeon Drive		Collector	3	Upgrade	0	1	20	20	0	0	0	10	51	$8,400	2	
Sidewalk/Walkway	Mariposa Avenue	Scribner Avenue	Loleta Avenue	Collector	70	W	0	10	20	20	10	10	0	0	70	$7,700	1	
Sidewalk/Walkway	Mariposa Avenue	South Of Twin Oaks Avenue	City Limit	Collector	1070	E	0	10	20	20	10	0	10	0	70	$117,700	1	
Sidewalk/Walkway	Mariposa Avenue	Sylvan Valley Way	Peter Ray Court	Collector	870	W	0	10	20	20	10	0	0	0	60	$95,700	1	
Sidewalk/Walkway	Mariposa Avenue	Trilby Court	Chula Vista Drive	Collector	1490	W	2	10	20	20	10	0	0	0	62	$163,900	1	
Sidewalk/Walkway	Mariposa Avenue	Twin Oaks Avenue	City Limit	Collector	860	W	0	10	20	20	10	0	10	0	70	$94,600	1	
Sidewalk/Walkway	Mariposa Avenue	Twin Oaks Avenue	Roberts Drive	Collector	340	W	0	10	20	20	10	0	10	0	70	$37,400	1	
Sidewalk/Walkway	Mariposa Avenue	Walnut Drive	Scribner Avenue	Collector	660	W	0	10	20	20	10	10	0	0	70	$72,600	1	
Crosswalk: High Visibility Upgrade	Mariposa Avenue	Watson Way		Collector	4	Upgrade	1	0	20	20	0	0	0	10	51	$11,200	2	
Sidewalk/Walkway	Melva Street	Mandarin Circle	Streng Avenue	Local	250	W	0	10	0	0	10	0	0	0	20	$27,500	3	
Sidewalk/Walkway	Melva Street	Oak Avenue	Streng Avenue	Local	1350	E	0	10	0	0	10	0	10	0	30	$148,500	3	
Sidewalk/Walkway	Melva Street	Streng Avenue	South Of Streng Avenue	Local	150	W	0	10	0	0	10	0	0	0	20	$16,500	3	
Path	Mesa Verde Multi-Use Path	Lauppe Lane	Lost Creek Court/Zeeland Drive	Path	2160		0.43	0.42	20	10	10	10	0	0	51	$2,500,000	2	
Sidewalk/Walkway	N Colony Way	Holly Drive	East Of Holly Drive	Local	140	S	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	N Colony Way	Walnut Drive	South Of Walnut Way	Local	200	E	0	10	0	0	10	0	0	0	20	$22,000	3	
Sidewalk/Walkway	Navion Drive	Apache Way	Convair Way	Local	260	E	2	10	0	0	10	0	0	0	22	$28,600	3	
Sidewalk/Walkway	Navion Drive	Apache Way	Stearman Way	Local	250	E	1	10	0	0	10	0	0	0	21	$27,500	3	

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Sidewalk/Walkway	Navion Drive	Convair Way	West Of Van Maren Lane	Local	660	S	2	10	0	0	10	0	0	0	22	$72,600	3	
Sidewalk/Walkway	Navion Drive	North Of Willowleaf Drive	South Of Skylane Drive	Local	240	SE	0	10	0	0	10	0	0	0	20	$26,400	3	
Sidewalk/Walkway	Navion Drive	Skylane Drive	South Of Skylane Drive	Local	130	E	0	10	0	0	10	0	0	0	20	$14,300	3	
Sidewalk/Walkway	Navion Drive	Skylane Drive	Voyager Way	Local	400	E	1	10	0	0	10	0	0	0	21	$44,000	3	
Sidewalk/Walkway	Navion Drive	Van Maren Lane	West Of Van Maren Lane	Local	220	S	2	10	0	0	10	0	0	0	22	$24,200	3	
Sidewalk/Walkway	Navion Drive	Voyager Way	Stearman Way	Local	400	E	1	10	0	0	10	0	0	0	21	$44,000	3	
Speed Bump Restriping	North ridge Drive	Mariposa Avenue	Brittany Way	Local			3	0	0	0	0	0	0	10	13	$900	3	
Sidewalk/Walkway	North Ridge Drive	Mariposa Avenue	West Of Brittany Way	Local	1070	S	4	10	0	0	10	0	0	0	24	$117,700	3	
Sidewalk/Walkway	North Ridge Drive	Mariposa Avenue	West Of Brittany Way	Local	1050	N	4	10	0	0	10	0	0	0	24	$115,500	3	
Sidewalk/Walkway	Northgrove Way	Skylark Court	Northlea Way	Local	630	N	1	10	0	0	10	0	10	0	31	$69,300	3	
Sidewalk/Walkway	Northgrove Way	Westgate Drive	Northlea Way	Local	1010	E	1	10	0	0	10	0	10	0	31	$111,100	3	
Sidewalk/Walkway	Northgrove Way	Westgate Drive	Skylark Court	Local	340	W	1	10	0	0	10	0	10	0	31	$37,400	3	
Sidewalk/Walkway	Northlea Way	East Of San Juan Avenue	Skycrest Court	Local	310	S	1	10	20	0	10	0	10	0	51	$34,100	2	
Sidewalk/Walkway	Northlea Way	Northgrove Way	North Of Skycrest Court	Local	130	W	1	10	20	0	10	0	0	0	41	$14,300	3	
Sidewalk/Walkway	Northlea Way	Northgrove Way	South Of Northgrove Way	Local	10	W	1	10	20	0	10	0	0	0	41	$1,100	3	
Sidewalk/Walkway	Northlea Way	San Juan Avenue	East Of San Juan Avenue	Local	320	N	1	10	20	0	10	0	10	0	51	$35,200	2	
Sidewalk/Walkway	Northlea Way	San Juan Avenue	East Of San Juan Avenue	Local	230	S	1	10	20	0	10	0	10	0	51	$25,300	2	

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Speed Bump Restriping	Northlea Way	San Juan Avenue	Skycrest Court	Local			1	0	20	0	0	0	10	10	41	$900	2	
Sidewalk/Walkway	Northlea Way	Skycrest Court	East Of San Juan Avenue	Local	350	N	1	10	20	0	10	0	10	0	51	$38,500	2	
Sidewalk/Walkway	Northlea Way	Westgate Drive	Northgrove Way	Local	130	W	1	10	20	0	10	0	0	0	41	$14,300	3	
Sidewalk/Walkway	Northlea Way	Westgate Drive	Skycrest Court	Local	320	E	1	10	20	0	10	0	0	0	41	$35,200	3	
Crosswalk: High Visibility Upgrade	Oak Avenue	Canelo Hills Drive		Collector	1	School Upgrade	1	1	20	20	0	10	0	10	61	$2,800	1	
Sidewalk/Walkway	Oak Avenue	Cross Drive	Streng Avenue	Collector	260	S	1	10	20	20	10	0	10	0	71	$28,600	1	
Sidewalk/Walkway	Oak Avenue	Fair Oaks Boulevard	Cross Drive	Collector	1180	S	1	10	20	20	10	10	0	0	71	$129,800	1	
Sidewalk/Walkway	Oak Avenue	Fair Oaks Boulevard	Fox Meadow Lane	Collector	1020	N	1	10	20	20	10	10	0	0	71	$112,200	1	
Sidewalk/Walkway	Oak Avenue	Melva Street	Olivine Avenue	Collector	400	N	0	10	20	20	10	0	10	0	70	$44,000	1	
Crosswalk: High Visibility Upgrade	Oak Avenue	Melva Street		Collector	3	Upgrade	0	0	20	20	0	0	10	10	60	$8,400	1	
Sidewalk/Walkway	Oak Avenue	Olivine Avenue	Old Ranch Road	Collector	410	N	0	10	20	20	10	0	10	0	70	$45,100	1	
Sidewalk/Walkway	Oak Avenue	Streng Drive	Melva Street	Collector	680	S	1	10	20	20	10	0	10	0	71	$74,800	1	
Sidewalk/Walkway	Oak Avenue	Sunrise Boulevard	Canelo Hills Drive	Collector	650	N	1	10	20	20	10	10	10	0	81	$71,500	1	
Study Areas of Traffic Concern	Oak Avenue	Sunrise Boulevard	Wachtel Way/ Kenneth Avenue	Collector	5180	Study	1	4	20	20	0	10	10	10	74	$20,000	1	
Sidewalk/Walkway	Oak Avenue	Wesley Lane	Fair Oaks Boulevard	Collector	1450	N	1	10	20	20	10	10	0	0	71	$159,500	1	
Sidewalk/Walkway	Oak Grove Avenue	Auburn Boulevard	East Of Auburn Boulevard	Local	120	S	2	10	0	0	10	10	10	0	42	$13,200	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Oak Grove Avenue	East Of Auburn Boulevard	Around End Of Oak Grove Avenue, Back To Auburn Boulevard	Local	1450	N, S	2	10	0	0	10	0	10	0	32	$159,500	3	
Sidewalk/Walkway	Oak Grove Avenue	Holly Drive	90Degree Turn In Oak Grove Avenue	Local	790	S	0	10	0	0	10	0	0	0	20	$86,900	3	
Sidewalk/Walkway	Oak Grove Avenue	Holly Drive	North-South Segment Of Oak Grove Avenue	Local	660	N	0	10	0	0	10	0	0	0	20	$72,600	3	
Crosswalk: High Visibility Upgrade	Oak Grove Avenue	Mariposa Avenue		Local	3	Upgrade	0	0	20	20	0	0	0	10	50	$8,400	2	
Crosswalk: High Visibility Upgrade	Old Auburn Road	Antelope Road		Arterial	3	Upgrade	1	0	0	20	0	0	10	10	41	$8,400	2	
New Crosswalk	Old Auburn Road	Antelope Road		Arterial	1	High visibility crosswalk to porkchop	1	0	0	0	0	0	10	10	21	$2,800	3	
Focus Area Plans	Old Auburn Road	Auburn Boulevard/Sylvan Road	Sunrise Boulevard	Arterial			3	10	0	20	10	10	10	0	63	$8,163,600	1	
Sidewalk/Walkway	Old Auburn Road	Bonita Way	Mariposa Avenue	Arterial	670	S	0	10	0	20	10	10	0	0	50	$73,700	2	
Sidewalk/Walkway	Old Auburn Road	East Of An Unnamed Road		Arterial	120	S	0	10	0	20	10	0	10	0	50	$13,200	2	
Sidewalk/Walkway	Old Auburn Road	Oakwood Hills Circle	Argo Drive	Arterial	640	S	0	10	0	20	10	0	0	0	40	$70,400	3	
Sidewalk/Walkway	Old Auburn Road	Oakwood Hills Circle	Ne Of Argo Drive	Arterial	320	N	0	10	0	20	10	0	0	0	40	$35,200	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Old Auburn Road	Oakwood Hills Circle (South Side)	Oakwood Hills Circle (North Side)	Arterial	340	N	0	10	0	20	10	0	0	0	40	$37,400	3	
Sidewalk/Walkway	Old Auburn Road	Robert Creek Court	Orelle Creek Court	Arterial	680	S	1	10	0	20	10	0	0	0	41	$74,800	3	
Sidewalk/Walkway	Old Auburn Road	Sunrise Boulevard	Soquel Way	Arterial	610	N	2	10	0	20	10	10	10	0	62	$67,100	1	
Study Areas of Traffic Concern	Old Auburn Road	Sylvan Road	Sunrise Boulevard	Arterial	6240	Study	2	6	0	20	0	10	10	10	58	$20,000	1	
New Crosswalk	Old Auburn Road	Tiara Way		Arterial	1	High visibilty yellow crosswalk	1	0	0	20	0	10	10	10	51	$2,800	2	
Sidewalk/Walkway	Old Auburn Road	Twin Oaks Avenue	Daffodil Way	Arterial	830	S	2	10	0	20	10	0	0	0	42	$91,300	2	
Crosswalk: High Visibility Upgrade	Old Auburn Road	Twin Oaks Avenue		Arterial	3	Upgrade	1	0	20	20	0	0	0	10	51	$8,400	2	
Crosswalk: High Visibility Upgrade	Old Auburn Road	Wachtel Way		Arterial	2	Upgrade	0	1	0	20	0	0	0	10	31	$5,600	3	
Sidewalk/Walkway	Old Auburn Road	Wooddale Way	Auburn Woods Drive	Arterial	560	S	2	10	0	20	10	0	0	0	42	$61,600	2	
Sidewalk/Walkway	Olivine Avenue	Feldspar Court	Galena Way	Local	460	N	0	10	0	0	10	0	0	0	20	$50,600	3	
Sidewalk/Walkway	Olivine Avenue	Feldspar Court	West Of Feldspar Court	Local	130	N	0	10	0	0	10	0	10	0	30	$14,300	3	
Sidewalk/Walkway	Olivine Avenue	Galena Way	Wachtel Way	Local	540	N	0	10	0	0	10	0	0	0	20	$59,400	3	
Sidewalk/Walkway	Olivine Avenue	Mica Way	Wachtel Way	Local	860	S	0	10	0	0	10	0	0	0	20	$94,600	3	
Sidewalk/Walkway	Olivine Avenue	Mica Way	West Of Mica Way	Local	250	S	0	10	0	0	10	0	10	0	30	$27,500	3	
Sidewalk/Walkway	Olivine Avenue	Oak Avenue	Villa Oak Drive	Local	1300	W	1	10	0	0	10	10	0	0	31	$143,000	3	
Sidewalk/Walkway	Olivine Avenue	Oak Avenue	Villa Oak Drive	Local	1330	E	1	10	0	0	10	10	0	0	31	$146,300	3	
Study Areas of Traffic Concern	Outlook Drive	Roseville Drive	Yardgate Way	Local	1600	Study	1	2	0	0	0	0	0	10	13	$20,000	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Speed Bump Restriping	Parkoaks Drive	Woodhills Way	Meadowcreek Way	Local			0	0	20	0	0	0	10	10	40	$900	3	
Sidewalk/Walkway	Patton Avenue	Glenn Avenue	Loleta Avenue	Local	640	W	0	10	0	0	10	0	0	0	20	$70,400	3	
Sidewalk/Walkway	Patton Avenue	Glenn Avenue	Twin Oaks Avenue	Local	1630	W	0	10	0	0	10	0	10	0	30	$179,300	3	
Sidewalk/Walkway	Patton Avenue	Loleta Avenue	Shareen Way	Local	150	E	0	10	0	0	10	0	0	0	20	$16,500	3	
Sidewalk/Walkway	Patton Avenue	Loleta Avenue	South Of Loleta Avenue	Local	150	W	0	10	0	0	10	0	0	0	20	$16,500	3	
Sidewalk/Walkway	Patton Avenue	North Of Pardal Court	Loleta Avenue	Local	1120	E	0	10	0	0	10	0	0	0	20	$123,200	3	
Sidewalk/Walkway	Patton Avenue	North Of Perdez Court	Unnamed Road	Local	140	W	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	Patton Avenue	North Of Shareen Way	Glenn Avenue	Local	320	E	0	10	0	0	10	0	0	0	20	$35,200	3	
Sidewalk/Walkway	Patton Avenue	Pardal Court	Watson Way	Local	310	E	0	10	0	0	10	0	0	0	20	$34,100	3	
Sidewalk/Walkway	Patton Avenue	Shareen Way	North Of Shareen Way	Local	130	E	0	10	0	0	10	0	0	0	20	$14,300	3	
Sidewalk/Walkway	Patton Avenue	Twin Oaks Avenue	Glenn Avenue	Local	1680	E	0	10	0	0	10	0	10	0	30	$184,800	3	
Sidewalk/Walkway	Patton Avenue	Watson Way	North Of Watson Way	Local	160	W	0	10	0	0	10	0	0	0	20	$17,600	3	
Sidewalk/Walkway	Pleides Avenue	Capricorn Drive	East Of Capricorn Drive	Local	110	S	0	10	20	0	10	0	0	0	40	$12,100	3	
Sidewalk/Walkway	Pleides Avenue	Celestial Way	Sagitarius Way	Local	310	N	0	10	20	0	10	10	0	0	50	$34,100	2	
Sidewalk/Walkway	Pleides Avenue	Celestial Way	Sagitarius Way	Local	350	S	0	10	20	0	10	10	0	0	50	$38,500	2	
Sidewalk/Walkway	Pleides Avenue	Mariposa Avenue	Celestial Way	Local	210	N	0	10	20	0	10	10	10	0	60	$23,100	1	
Sidewalk/Walkway	Pleides Avenue	Mariposa Avenue	Celestial Way	Local	210	S	0	10	20	0	10	10	10	0	60	$23,100	1	
Sidewalk/Walkway	Pleides Avenue	Sagitarius Wa	West Of Kingswood Drive	Local	530	N	0	10	20	0	10	0	0	0	40	$58,300	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Pleides Avenue	Sagitarius Way	Capricorn Drive	Local	260	S	0	10	20	0	10	0	0	0	40	$28,600	3	
Sidewalk/Walkway	Poppy Way	Holly Drive	West Of Parmis Court	Local	300	N	0	10	0	0	10	0	0	0	20	$33,000	3	
Sidewalk/Walkway	Poppy Way	Mariposa Avenue	East Of Parmis Court	Local	600	N	0	10	0	0	10	10	0	0	30	$66,000	3	
Sidewalk/Walkway	Pratt Avenue	Auburn Boulevard	East End Of Eagle Mhp	Local	330	N	2	10	0	0	10	0	10	0	32	$36,300	3	
Sidewalk/Walkway	Pratt Avenue	East Of An Unnamed Road	Mariposa Avenue	Local	1840	N	2	10	0	0	10	0	0	0	22	$202,400	3	
Sidewalk/Walkway	Pratt Avenue	East Of Auburn Boulevard	Mariposa Avenue	Local	2350	S	2	10	0	0	10	0	10	0	32	$258,500	3	
Sidewalk/Walkway	Pratt Avenue	East Of Eagle Mhp		Local	90	N	2	10	0	0	10	0	10	0	32	$9,900	3	
Sidewalk/Walkway	Quiet Oak Lane	Oak Avenue	South End Of Road	Local	360	E	1	10	0	0	10	0	0	0	21	$39,600	3	
Sidewalk/Walkway	Quiet Oak Lane	Oak Avenue	South End Of Road	Local	350	W	1	10	0	0	10	0	0	0	21	$38,500	3	
Sidewalk/Walkway	Ranch Avenue	Larry Avenue	West Of Larry Avenue	Local	120	N	1	10	0	0	10	0	10	0	31	$13,200	3	
Sidewalk/Walkway	Ranch Avenue	San Juan Avenue	East Of San Juan Avenue	Local	410	N	1	10	0	0	10	0	10	0	31	$45,100	3	
Sidewalk/Walkway	Reno Lane	Mariposa Avenue	End Of Cul-De-Sac Of Reno Lane	Local	1190	N	1	10	0	20	10	10	0	0	51	$130,900	2	
Sidewalk/Walkway	Reno Lane	Mariposa Avenue	West Terminus Of Reno Lane	Local	470	N	1	10	0	20	10	10	0	0	51	$51,700	2	
Sidewalk/Walkway	Rollingwood Boulevard	Antelope Road	Parish Way	Local	80	E	1	10	20	0	10	0	10	0	51	$8,800	2	
Speed Bump Restriping	Rollingwood Boulevard	Evening Way	Evening Way	Local			2	0	20	0	0	0	0	10	32	$900	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Speed Bump Restriping	Rollingwood Boulevard	Evening Way	Evening Way	Local			0	0	20	0	0	0	0	10	30	$900	3	
Crosswalk: High Visibility Upgrade	Rosswood Drive	Grand Oaks Boulevard		Local	3	School Upgrade	0	1	20	0	0	10	0	10	41	$8,400	3	
Crosswalk: High Visibility Upgrade	Rosswood Drive	Rollingwood Boulevard		Local	4	School Upgrade	0	1	20	0	0	10	0	10	41	$11,200	3	
Sidewalk/Walkway	Sagitarius Way	Eastgate Avenue	South Of Eastgate Avenue	Local	110	W	0	10	0	0	10	0	0	0	20	$12,100	3	
Sidewalk/Walkway	Sagitarius Way	Pleides Avenue	South Of Eastgate Avenue	Local	190	E	0	10	0	0	10	0	0	0	20	$20,900	3	
Crosswalk: High Visibility Upgrade	San Juan Avenue	Chesline Drive/Willowcreek Drive		Arterial	3	Upgrade	0	0	20	20	0	0	10	10	60	$8,400	1	
Crosswalk: High Visibility Upgrade	San Juan Avenue	Greenback Lane		Arterial	4	Upgrade	4	0	0	20	0	0	10	10	44	$11,200	2	
Sidewalk/Walkway	San Juan Avenue	Lucky Lane	Sperry Drive	Arterial	140	E	3	10	0	20	10	0	10	0	53	$15,400	2	
Crosswalk: High Visibility Upgrade	San Juan Avenue	Madison Avenue		Arterial	4	Upgrade	1	0	0	20	0	0	10	10	41	$11,200	3	
Sidewalk/Walkway	San Juan Avenue	South Of Willowcreek Drive	North Of Madison Avenue	Arterial	780	E	1	10	0	20	10	0	10	0	51	$85,800	2	
New Marked Crossings at Controlled Intersection Studies	San Juan Avenue	Sperry Drive		Arterial		Study	3	0	0	20	0	0	10	10	44	$10,000	2	
Crosswalk: High Visibility Upgrade	San Juan Avenue	Sperry Drive		Arterial	2	Upgrade	3	0	0	20	0	0	10	10	43	$5,600	2	
Sidewalk/Walkway	San Juan Avenue	Willowcreek Drive	Lucky Lane	Arterial	2460	E	2	10	0	20	10	0	10	0	52	$270,600	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
New Marked Crossings at Controlled Intersection Studies	San Juan Avenue	WIllowcreek Drive		Arterial		Study	0	1	20	20	0	0	10	10	61	$10,000	1	
New Crosswalk	Shadow Oak Drive	Dunmore Avenue		Local	3	Transverse crosswalks	0	0	20	0	0	0	10	10	40	$3,600	3	
Sidewalk/Walkway	Skylane Drive	Apache Way	Convair Way	Local	270	N	1	10	0	0	10	10	0	0	31	$29,700	3	
Sidewalk/Walkway	Skylane Drive	Apache Way	Streetearman Way	Local	270	N	1	10	0	0	10	10	0	0	31	$29,700	3	
Sidewalk/Walkway	Skylane Drive	Convair Way	Van Maren Lane	Local	260	N	1	10	0	0	10	10	0	0	31	$28,600	3	
Sidewalk/Walkway	Skylane Drive	Voyager Way	Navion Drive	Local	410	N	0	10	0	0	10	0	0	0	20	$45,100	3	
Sidewalk/Walkway	Skylane Drive	Voyager Way	Streetearman Way	Local	310	N	0	10	0	0	10	0	0	0	20	$34,100	3	
Path	SMUD Corridor S01	Wachtel Way	City Parcel, West Boundary	Path	1250		0	0	20	10	0	0	10	10	50	$364,000	1	
Path	SMUD Corridor S02	City Parcel, West Boundary	Oak Avenue	Path	3250		0	0	20	10	0	10	10	10	61	$3,250,000	1	
Path	SMUD Corridor S03	Oak Avenue	Streng Avenue	Path	1390		0	0	20	10	0	0	10	10	50	$1,391,000	1	
Sidewalk/Walkway	Southgrove Drive	Eastgate Avenue	South Of Eastgate Avenue	Local	110	E	0	10	20	0	10	0	0	0	40	$12,100	3	
Sidewalk/Walkway	Southgrove Drive	Farmgate Way	Wisconsin Drive	Local	620	W	0	10	0	0	10	0	0	0	20	$68,200	3	
Sidewalk/Walkway	Southgrove Drive	Wisconsin Drive	Eastgate Avenue	Local	510	E	0	10	0	0	10	0	0	0	20	$56,100	3	
Sidewalk/Walkway	Southgrove Drive	Wisconsin Drive	Farmgate Way	Local	450	E	0	10	0	0	10	0	0	0	20	$49,500	3	
Sidewalk/Walkway	Southgrove Drive	Wisconsin Drive	South Of Eastgate Avenue	Local	580	W	0	10	20	0	10	0	0	0	40	$63,800	3	
Crosswalk: High Visibility Upgrade	Sperry Drive	Chesline Drive		Local	1	School Upgrade	0	0	20	0	0	10	0	10	40	$2,800	3	
Sidewalk/Walkway	Stanford Avenue	Wonder Street	Sunrise Boulevard	Local	600	S	0	10	0	0	10	0	10	0	30	$66,000	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Stock Ranch Path	Aspen Gardens Way	Streetock Ranch Road	Local	100	N/A	0	10	0	0	10	0	10	0	30	$11,000	3	
Crosswalk: High Visibility Upgrade	Stock Ranch Road	Sylvan Road		Collector	3	Upgrade	1	0	0	20	0	10	10	10	51	$8,400	2	
Sidewalk/Walkway	Stinson Way	Skylane Drive	South Of Skylane Drive	Local	160	E	0	10	0	0	10	0	0	0	20	$17,600	3	
Sidewalk/Walkway	Stinson Way	Skylane Drive	South Of Skylane Drive	Local	140	W	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	Stock Ranch Road	Sylvan Road	West Of Sylvan Road	Local	150	S	1	10	0	0	10	10	10	0	41	$16,500	3	
Sidewalk/Walkway	Streng Avenue	Melva Street	East Of Melva Street	Local	140	N	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	Streng Avenue	Melva Street	East Of Melva Street	Local	170	S	0	10	0	0	10	0	0	0	20	$18,700	3	
Sidewalk/Walkway	Streng Avenue	Melva Street	West Of Melva Street	Local	460	N	1	10	0	0	10	0	0	0	21	$50,600	3	
Sidewalk/Walkway	Streng Avenue	Melva Street	West Of Melva Street	Local	450	S	1	10	0	0	10	0	0	0	21	$49,500	3	
Speed Bump Restriping	Summer Rain Way	Dewey Drive	Centurion Circle	Local			1	0	0	0	0	0	10	10	21	$900	3	
New Crosswalk	Summerplace Drive	Zenith Drive		Local	1	Transverse crosswalk	2	1	0	0	0	0	10	10	23	$1,200	3	
Sidewalk/Walkway	Sunrise Boulevard	Cripple Creek	Unnamed Road	Arterial	130	W	0	10	0	20	10	0	10	0	50	$14,300	2	Y
Sidewalk/Walkway	Sunrise Boulevard	Dacena Drive	North Of W Berry Lane	Arterial	100	W	0	10	0	20	10	0	10	0	50	$11,000	2	Y
Sidewalk/Walkway	Sunrise Boulevard	Dacena Drive	South Of Eva Retta Court	Arterial	330	W	0	10	0	20	10	0	10	0	50	$36,300	2	Y

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Sunrise Boulevard	Highland Avenue	North Of Lawrence Avenue	Arterial	460	W	2	10	0	20	10	0	10	0	52	$50,600	2	Y
New Marked Crossings at Uncontrolled Intersection Studies	Sunrise Boulevard	Highland Avenue		Arterial		Study	2	0	0	20	0	0	0	10	32	$10,000	3	Y
Sidewalk/Walkway	Sunrise Boulevard	Lawrence Avenue	North Of Sayonara Drive	Arterial	500	W	2	10	0	20	10	0	10	0	52	$55,000	2	Y
New Marked Crossings at Controlled Intersection Studies	Sunrise Boulevard	Macy Plaza Drive		Arterial		Study	3	0	0	20	0	10	10	10	53	$10,000	2	
Crosswalk: High Visibility Upgrade	Sunrise Boulevard	Madison Avenue		Arterial	4	Upgrade	0	0	0	20	0	0	10	10	40	$11,200	3	
Sidewalk/Walkway	Sunrise Boulevard	Mclin Way	South Of Michigan Drive	Arterial	200	W	1	10	0	20	10	10	10	0	61	$22,000	1	Y
Sidewalk/Walkway	Sunrise Boulevard	Michigan Drive	South Of Vista Ridge Drive	Arterial	490	W	1	10	0	20	10	10	10	0	61	$53,900	1	Y
Sidewalk/Walkway	Sunrise Boulevard	North Of Highland Avenue	South Of Woodmore Oaks Drive	Arterial	460	W	2	10	0	20	10	10	10	0	62	$50,600	1	Y
Focus Area Plans	Sunrise Boulevard	Sayonara Drive	Madison Avenue	Arterial			13	17	0	20	0	10	10	0	70	$5,972,200	1	
Sidewalk/Walkway	Sunrise Boulevard	Twin Oaks Avenue	Antelope Road	Arterial	3660	E	1	10	0	20	10	0	10	0	51	$402,600	2	Y
Sidewalk/Walkway	Sunrise Boulevard	Twin Oaks Avenue	City Limit	Arterial	570	W	0	10	0	20	10	10	10	0	60	$62,700	1	Y
Sidewalk/Walkway	Sunrise Boulevard	Twin Oaks Avenue	City Limit	Arterial	570	E	0	10	0	20	10	10	10	0	60	$62,700	1	Y

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
New Marked Crossings at Controlled Intersection Studies	Sunrise Boulevard	Twin Oaks Avenue		Arterial		Study	0	1	20	20	0	10	10	10	71	$10,000	1	Y
New Marked Crossings at Controlled Intersection Studies	Sunrise Boulevard	Uplands Way		Arterial		Study	1	1	20	20	0	0	10	10	62	$10,000	1	
Sidewalk/Walkway	Sunrise Boulevard	W Berry Lane	Unnamed Road	Arterial	560	W	0	10	0	20	10	0	10	0	50	$61,600	2	Y
Crosswalk: High Visibility Upgrade	Sunrise Boulevard	Woodmore Oaks Drive/Locher Way		Arterial	3	Upgrade	1	0	20	20	0	10	10	10	71	$8,400	1	Y
Sidewalk/Walkway	Sunrise East Way	Sunrise Vista Drive	West Of Sunrise Vista Drive, At An Unnamed Road	Local	460	N	0	10	0	10	10	0	10	10	50	$50,600	2	
Sidewalk/Walkway	Sunrise East Way	Sunrise Vista Drive	West Of Sunrise Vista Drive, At An Unnamed Road	Local	320	S	0	10	0	10	10	0	10	10	50	$35,200	2	
Sidewalk/Walkway	Sycamore Drive	East Of Auburn Boulevard		Local	150	N	1	10	0	0	10	10	10	0	41	$16,500	2	
Sidewalk/Walkway	Sycamore Drive	East Of Auburn Boulevard	Mariposa Avenue	Local	2420	S	2	10	0	0	10	10	10	0	42	$266,200	2	
Sidewalk/Walkway	Sycamore Drive	East Of Auburn Boulevard	West Of Mariposa Avenue	Local	1910	N	1	10	0	0	10	10	10	0	41	$210,100	2	
Sidewalk/Walkway	Sycamore Drive	West Of Mariposa Avenue	Mariposa Avenue	Local	120	N	1	10	0	20	10	10	0	0	51	$13,200	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
New Marked Crossings at Uncontrolled Intersection Studies	Sylvan Road	Arcade Creek Trail		Arterial		Study	1	0	20	20	0	0	10	10	61	$10,000	1	
Speed Bump Restriping	Sylvan Valley Way	Sylvan Meadow Court	Mariposa Avenue	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Sylvan Valley Way	Sylvan Road	Sylvan Meadow Court	Local			0	0	0	0	0	0	0	10	10	$900	3	
Crosswalk: High Visibility Upgrade	Trenton Way	Cheltenham Way		Local	3	School Upgrade	1	1	0	0	0	10	0	10	22	$8,400	3	
Speed Bump Restriping	Tupelo Drive	Mar Vista Way	Wild Oak Drive	Collector			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Tupelo Drive	Windjammer Way	Parkvale Way	Collector			0	0	0	0	0	0	0	10	10	$900	3	
Sidewalk/Walkway	Twin Oaks Avenue	Auburn Boulevard	Mariposa Avenue	Collector	1970	S	2	10	20	0	10	10	10	0	62	$216,700	1	
Sidewalk/Walkway	Twin Oaks Avenue	Auburn Boulevard	Sunrise Boulevard	Collector	5380	N	2	10	20	0	10	10	10	0	62	$591,800	1	
Speed Bump Restriping	Twin Oaks Avenue	Coast Oak Way	Lobata Street	Collector			0	0	20	0	0	0	0	10	30	$900	3	
Speed Bump Restriping	Twin Oaks Avenue	Crestmont Avenue	Coast Oak Way	Collector			0	0	20	0	0	0	0	10	30	$900	3	
Sidewalk/Walkway	Twin Oaks Avenue	Lee Drive	Sunrise Boulevard	Collector	1900	S	0	10	20	0	10	10	10	0	60	$209,000	1	
Sidewalk/Walkway	Twin Oaks Avenue	Mariposa Avenue	Lee Drive	Collector	590	S	0	10	20	0	10	10	10	0	60	$64,900	1	
Crosswalk: High Visibility Upgrade	Twin Oaks Avenue	Mariposa Avenue		Collector	4	Upgrade	0	1	20	20	0	0	10	10	61	$11,200	1	
Sidewalk/Walkway	Twin Oaks Avenue	Sunrise Boulevard	Charlotte Avenue	Collector	2260	S	0	10	20	0	10	0	0	0	40	$248,600	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Crosswalk: High Visibility Upgrade	Twin Oaks Avenue	Sunrise Boulevard		Collector	3	Upgrade	0	1	20	20	0	10	10	10	71	$8,400	1	Y
Sidewalk/Walkway	Twin Oaks Avenue	West Of Garino Lane	Charlotte Avenue	Collector	1730	N	0	10	20	0	10	0	0	0	40	$190,300	3	
Path	Twin Oaks Multi-Use Path	Charlotte Avenue	Garry Oak Drive	Path	150		0.00	0.09	20	10	10	0	0	10	50	$1,500,000	2	
Study Areas of Traffic Concern	Van Maren Lane	Auburn Boulevard	Antelope Road	Collector	8130	Study	3	6	0	20	0	10	10	10	59	$20,000	1	
Crosswalk: High Visibility Upgrade	Van Maren Lane	Calvin Drive		Collector	1	Upgrade	1	0	20	20	0	10	0	10	61	$2,800	1	
Sidewalk/Walkway	Van Maren Lane	Garden Gate Drive	Florabelle Avenue	Collector	940	E	2	10	0	20	10	10	0	0	52	$103,400	2	
Sidewalk/Walkway	Van Maren Lane	Misty Creek Drive	Campfire Way	Collector	2060	W	1	10	0	20	10	10	0	0	51	$226,600	2	
Sidewalk/Walkway	Van Maren Lane	Misty Creek Drive	Skylane Drive	Collector	940	E	1	10	20	20	10	10	0	0	71	$103,400	1	
Sidewalk/Walkway	Van Maren Lane	Navion Drive	Marinvale Drive	Collector	740	W	1	10	0	20	10	10	0	0	51	$81,400	2	
Sidewalk/Walkway	Van Maren Lane	Skylane Drive	Marinvale Drive	Collector	1030	W	1	10	0	20	10	10	0	0	51	$113,300	2	
Sidewalk/Walkway	Verner Avenue	Flaming Arrow Drive	South Of Oak Lakes Lane	Local	1020	S	0	10	20	0	10	0	10	0	50	$112,200	2	
Sidewalk/Walkway	Verner Avenue	South Terminus Of Verner Avenue		Local	220	S	0	10	0	20	10	0	0	0	40	$24,200	3	
Crosswalk: High Visibility Upgrade	Villa Oak Drive	Wintergreen Drive		Local	2	School Upgrade	1	1	20	0	0	10	0	10	41	$5,600	2	
New Crosswalk	Villa Oak Drive	Wintergreen Drive		Local	1	High visibility yellow crosswalk	1	1	20	0	0	10	0	10	41	$2,800	2	
Crosswalk: High Visibility Upgrade	Villa Oak Drive	Wooddale Way		Local	4	School Upgrade	1	1	20	0	0	10	0	10	41	$11,200	2	
Crosswalk: High Visibility Upgrade	Villa Oak Drive	Woodside ES Driveway		Local	1	School Upgrade	1	1	20	0	0	10	0	10	42	$2,800	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Wachtel Way	Lois Lane	South Of Andre Court	Collector	350	W	0	10	0	0	10	0	0	0	20	$38,500	3	
Sidewalk/Walkway	Wachtel Way	Old Auburn Road	South Of Old Auburn Road	Collector	490	W	0	10	0	0	10	0	0	0	20	$53,900	3	
Sidewalk/Walkway	Wachtel Way	Olivine Avenue	Pitalo Way	Collector	740	W	0	10	0	0	10	0	10	0	30	$81,400	3	
Sidewalk/Walkway	Wachtel Way	Olivine Avenue	South Of Olivine Avenue	Collector	200	W	0	10	0	0	10	0	0	0	20	$22,000	3	
Sidewalk/Walkway	Wachtel Way	Ponticelli Way	North Of Ponticelli Way	Collector	750	W	0	10	0	0	10	0	0	0	20	$82,500	3	
New Marked Crossings at Uncontrolled Intersection Studies	Wachtel Way	SMUD Corridor		Collector		Study	0	0	20	0	0	0	10	10	40	$10,000	3	
Sidewalk/Walkway	Walnut Drive	East Of N Colony Way	West Of N Colony Way	Local	140	N	0	10	0	0	10	0	0	0	20	$15,400	3	
Sidewalk/Walkway	Walnut Drive	Holly Drive	East Of This Way	Local	780	S	2	10	0	0	10	10	10	0	42	$85,800	2	
Sidewalk/Walkway	Walnut Drive	Holly Drive	West Of This Way	Local	990	N	2	10	0	0	10	10	10	0	42	$108,900	2	
Sidewalk/Walkway	Walnut Drive	Mariposa Avenue	West Of Mariposa Avenue	Local	420	N	0	10	0	0	10	0	0	0	20	$46,200	3	
Sidewalk/Walkway	Walnut Drive	West Of N Colony Way	Mariposa Avenue	Local	680	S	0	10	0	0	10	0	0	0	20	$74,800	3	
Sidewalk/Walkway	Watson Way	Aloha Lane	Mariposa Avenue	Local	1560	S	2	10	20	0	10	0	10	0	52	$171,600	2	
Sidewalk/Walkway	Watson Way	Aloha Lane	West Of Aloha Lane	Local	300	S	1	10	20	0	10	0	10	0	51	$33,000	2	
Sidewalk/Walkway	Watson Way	Clear View Drive	Patton Avenue	Local	440	N	0	10	20	0	10	0	10	0	50	$48,400	2	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Watson Way	East Of Edwards Oak Court	West Of Antelope Road	Local	170	S	1	10	20	0	10	0	10	0	51	$18,700	2	
Sidewalk/Walkway	Watson Way	East Of Sherlock Way	Mariposa Avenue	Local	2090	N	2	10	20	0	10	0	10	0	52	$229,900	2	
Sidewalk/Walkway	Watson Way	Edwards Oak Court	Antelope Road	Local	440	N	1	10	20	0	10	0	10	0	51	$48,400	2	
Sidewalk/Walkway	Watson Way	Mariposa Avenue	Clear View Drive	Local	800	N	1	10	20	0	10	0	10	0	51	$88,000	2	
Sidewalk/Walkway	Watson Way	Mariposa Avenue	Edwards Oak Court	Local	1740	S	1	10	20	0	10	0	10	0	51	$191,400	2	
Sidewalk/Walkway	Watson Way	Patton Avenue	Edwards Oak Court	Local	480	N	1	10	20	0	10	0	10	0	51	$52,800	2	
Sidewalk/Walkway	Watson Way	West Of Sherlock Way	West Of Aloha Lane	Local	450	S	1	10	20	0	10	0	10	0	51	$49,500	2	
Sidewalk/Walkway	Wes Way	Linda Vista Drive	West Terminus Of Wes Way	Local	220	S	0	10	0	0	10	0	0	0	20	$24,200	3	
Crosswalk: High Visibility Upgrade	Westbrook Drive	Halifax Street		Local	1	Upgrade	1	0	0	0	0	0	10	10	22	$2,800	3	
Study Areas of Traffic Concern	Westbrook Drive/Halifax St	Loop	N/A	Local	4750	Study	1	4	0	0	0	10	10	10	35	$20,000	3	
Sidewalk/Walkway	Westgate Drive	Farmgate Way	Around Bend Back To Farmgate Way	Local	960	N, E	1	10	20	0	10	0	0	0	41	$105,600	3	
Sidewalk/Walkway	Westgate Drive	Farmgate Way	Farmgate Way	Local	820	W, S	0	10	20	0	10	0	0	0	40	$90,200	3	
Sidewalk/Walkway	Westgate Drive	Northgrove Way	Northlea Way	Local	890	NW	1	10	0	0	10	0	10	0	31	$97,900	3	
Sidewalk/Walkway	Westgate Drive	Northlea Way	Farmgate Way	Local	200	N	1	10	20	0	10	0	0	0	41	$22,000	3	
Sidewalk/Walkway	Westgate Drive	San Juan Avenue	Northgrove Way	Local	270	N	1	10	0	0	10	0	10	0	31	$29,700	3	
Sidewalk/Walkway	Westgate Drive	San Juan Avenue	Skyline Court	Local	600	S	1	10	0	0	10	0	10	0	31	$66,000	3	
Sidewalk/Walkway	Westgate Drive	Skyline Court	Farmgate Way	Local	750	SE	1	10	20	0	10	0	0	0	41	$82,500	3	
Sidewalk/Walkway	Whyte Avenue	Glenbrook Avenue	Maiden Lane	Local	340	S	0	10	0	0	10	10	0	0	30	$37,400	3	

IMPROVEMENT	LOCATION	CROSS STREET A	CROSS STREET B	STREET TYPE	LEGS/ LENGTH	TYPE/ SIDE OF STREET	SAFETY	ADA PLAN	PRIORITY CORRIDOR	COMMUNITY IDENTIFIED	GAP CLOSURE	YOUTH AND SENIORS	COMMUNITY ATTRACTORS	FEASIBILITY	TOTAL SCORE	COST	PRIORITY TIER	COMPLETE STREET PROJECT
Sidewalk/Walkway	Whyte Avenue	Lichen Drive	Imran Woods Circle	Local	500	N	0	10	0	0	10	0	0	0	20	$55,000	3	
Sidewalk/Walkway	Whyte Avenue	Lichen Drive	Vernon Street	Local	1690	N	0	10	0	0	10	0	0	0	20	$185,900	3	
Speed Bump Restriping	Whyte Avenue	Pronghorn Court/Irman Woods Circle	Reglie Woods Court	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Whyte Avenue	Reglie Woods Court	Irman Woods Circle	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Whyte Avenue	Vernon Street	Lichen Drive	Local			0	0	0	0	0	0	0	10	10	$900	3	
Speed Bump Restriping	Whyte Avenue	Vernon Street	Lichen Drive	Local			0	0	0	0	0	0	0	10	10	$900	3	
Sidewalk/Walkway	Wonder Street	Bovingdon Lane	Hanson Avenue	Local	1870	E	1	10	0	0	10	0	10	0	31	$205,700	3	
Sidewalk/Walkway	Wonder Street	Hanson Avenue	North Of Antelope	Local	450	E	1	10	0	0	10	0	0	0	21	$49,500	3	
Sidewalk/Walkway	Woodside Drive	West of Sylvan Road	East of Thalia Way	Local	500	S	0	10	0	0	10	0	10	0	30	$55,000	3	
Sidewalk/Walkway	Woodside Drive	West of Sylvan Road	East of Thalia Way	Local	390	N	0	10	0	0	10	0	10	0	30	$42,900	3	
Sidewalk/Walkway	Yarrow Way	Northern Terminus Of Yarrow Way		Local	190	E	1	10	0	0	10	0	0	0	21	$20,900	3	
Study Areas of Traffic Concern	Zenith Drive	Antelope Road	Carmelwood Drive	Collector	2170	Study	2	2	0	0	0	0	10	10	24	$20,000	3	

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Overview

The purpose of the Focus Area Plans is to provide more in-depth recommendations for improving the pedestrian environment along four of the major, commercial corridors with high walking demand and pedestrian-related accidents within the City of Citrus Heights:

1. Old Auburn Road from Sunrise Boulevard to Auburn Boulevard
2. Greenback Lane from Birdcage Drive to Fair Oaks Boulevard
3. Sunrise Boulevard from Madison Avenue to Sayonara Drive
4. Auburn Boulevard from Manzanita Avenue to Greenback Lane

Three of these corridors, Sunrise Boulevard, Greenback Lane, and Auburn Boulevard, are heavily traveled arterial roads fronted primarily by commercial and service-oriented land uses. These facilities generally have four to six foot wide sidewalks, adjacent rolled curbs, and prevailing traffic speeds in excess of 40 mph. Pedestrian use of these corridors can be a challenging experience, particularly during times of heavy traffic, as a result of minimal separation between pedestrians and vehicle facilities and inadequate safety treatments (i.e., lighting, adequate sidewalk widths, etc.). While the fourth corridor, Old Auburn Road, experiences less traffic and is primarily fronted by residential properties, much of this stretch has no sidewalks.

Improving pedestrian conditions on these routes can be accomplished through a number of strategies, including:

- Installation or reconfiguration of sidewalks to widen walkways and create separation from the adjacent roadway;
- Replacement of rolled curbs with vertical curbs to provide a stronger physical separation;
- Installation or improvement of bus stops with dedicated pull-off lanes, shelters, and related amenities;
- Enhancement of crosswalks with raised, patterned textures and/or high visibility markings and directional curb ramps;
- Limited addition of pedestrian-activated traffic control devices, including traffic signals and/or warning beacons;
- Installation of pedestrian-scale lighting and other amenities such as banners and benches; and
- Appropriate, drought-tolerant landscaping in sidewalk planters.

This memo discusses the physical element improvements used as a toolbox to develop the improvements along these four corridors followed by the Focus Area Plans that provide context and specific recommendations.

Elements

Sidewalk Enhancements

The majority of recommendations throughout the Focus Areas center on improvements to the existing sidewalk system. For the purposes of this study, sidewalks are grouped into three general categories:

1. Attached sidewalks — where the sidewalk is directly adjacent to the roadway
2. Detached sidewalks — where the sidewalk is separated from the roadway by a planting strip
3. Detached elevated sidewalks — where the sidewalk is separated from the roadway by a planting strip and is raised above the road-grade by a retaining wall

Because these corridors have potential for high walking demand and have the highest numbers of pedestrian-related collisions, the goal within the Focus Areas is to create 8-foot detached sidewalks wherever possible; however, attached walks may be needed at intersections and in locations where there is not adequate right-of-way for detached walks. All sidewalks may incorporate stamped, colored concrete or other accents in key locations or at regular intervals to provide visual interest and aesthetic enhancement.

The sidewalk enhancements are described in more detail on the following pages.

ATTACHED SIDEWALKS

Attached sidewalks directly abut the street curb. Within the study area, most existing attached sidewalks are six feet wide, though sidewalks are as narrow as four feet in some locations. The desired minimum width for attached sidewalks is eight feet, but they may narrow to six feet in limited areas with severe spatial constraints. Sidewalks should be separated from the street by a 6 inch high vertical curb. Rolled curbs are not recommended within the focus areas. Pedestrian-scale lighting can be installed along the edge of the attached sidewalk, provided that 48 inch clearance is maintained between the light fixture and the sidewalk edge. **Figure F-1** depicts an 8 foot wide, attached sidewalk with adjacent landscaping.

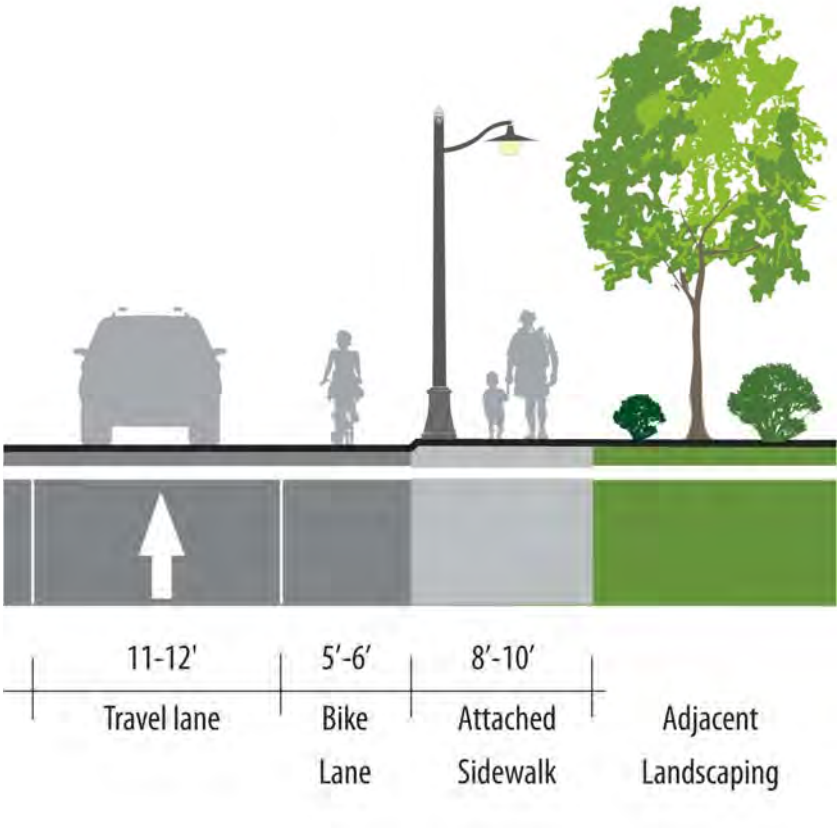


Figure F-1: Attached Sidewalk

DETACHED SIDEWALKS

Detached sidewalks are separated from the street by a landscape planter (**Figure F-2**) or other physical separation. Planters that contain trees should be a minimum of four feet wide to accommodate healthy root systems. Native and/or drought-tolerant shrubs and grasses or groundcover can be used in landscape planters as narrow as 2 feet. Planting areas created in previously paved locations will likely require export of existing subsoil (to varying depth but typically 24 – 36 inches) and import of properly amended planting soil. As recommended in proposed changes to the General Plan (code section 106.31.040.E.2.b.1, and others), detached sidewalks should be eight feet wide (or greater) where feasible.

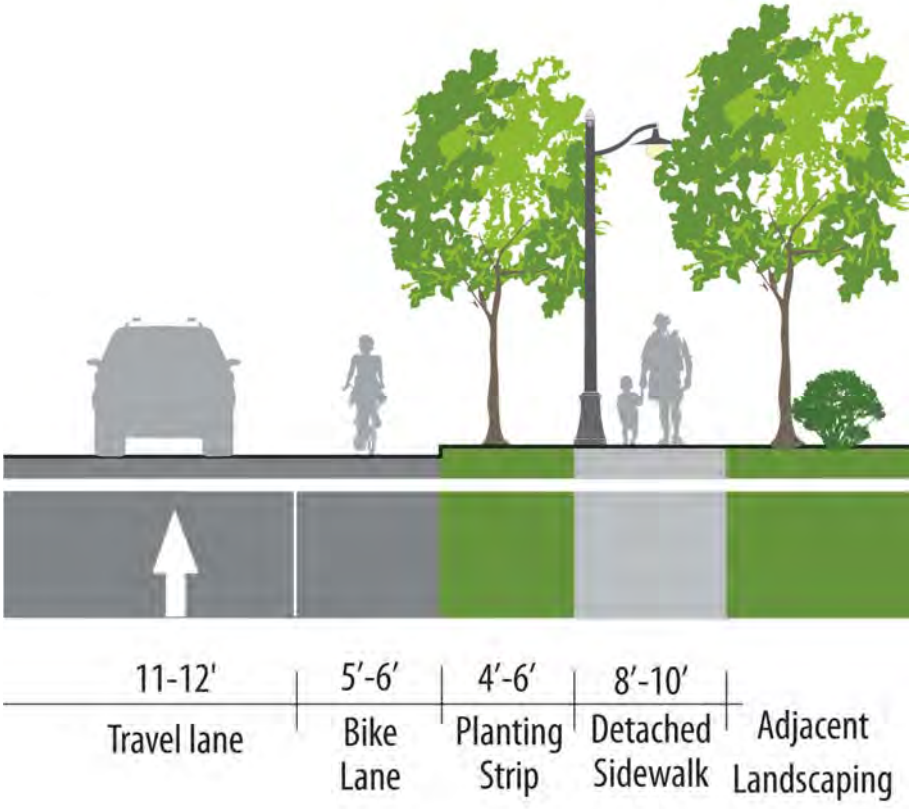


Figure F-2: Detached Sidewalk with Landscape Planter

Planting areas can also double as Low Impact Development (LID) stormwater swales to capture and filter stormwater from the street (**Figure F-3**). Such planters typically have a curb-cut on the upslope end to accept road runoff and either a curb-cut on the downslope end to continue the flow or a slightly depressed basin with raised overflow grating and catch basin (for a sole-planter or the last planter in a system). Soils within LID planters may need amending to achieve drainage goals. Cobble may be used along the flowline of the planter to reduce potential for erosion and improved appearance. Subsurface perforated pipe connected to the storm drain system may be used underneath LID planters to facilitate drainage.

Additional "green street" features, which reduce environmental impacts of the urban environment, should be incorporated into the streetscape where feasible. Such features are focused on paving and landscaping improvements to reduce impermeable surfaces, capture and store stormwater runoff, mitigate heat island effects, and provide for air purification. In addition to LID elements, techniques include narrowing of travel lanes, permeable pavements, larger landscape planters in bulb-outs, tree vaults, and others.

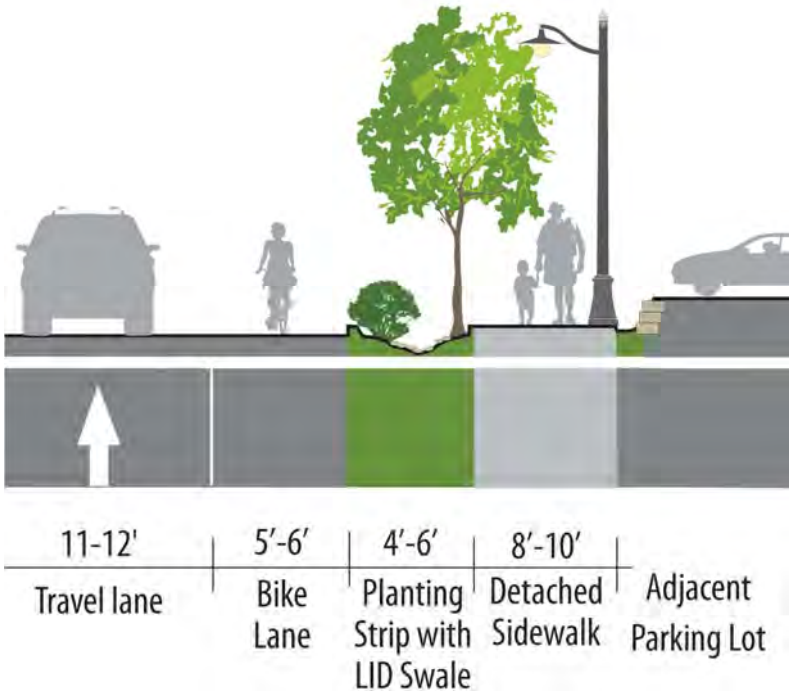


Figure F-3: Detached Sidewalk with LID Planter

DETACHED ELEVATED SIDEWALKS

Elevated sidewalks are recommended where adjacent buildings or parking lots are raised above the street level sufficiently that a 1:3 (vertical:horizontal) slope cannot meet grade between the sidewalk and the parking lot or building. Elevation of sidewalks may be desirable in these areas to put pedestrians closer to the level of adjacent buildings, achieve greater separation from the street, and avoid a tall retaining wall on the opposite side of the sidewalk from the street. Drawbacks to elevated sidewalks include the need for transitions at intersections and driveways, unless the driveway rises to the grade of the elevated walk, and the expense of the retaining walls.

Elevated sidewalks generally make use of retaining walls to achieve grade from the street to sidewalk and the sidewalk to parking lot. Walls can be constructed of concrete, unit blocks (e.g. Keystone), or boulders/rockery. If concrete is utilized, integral colors and formliners should be considered to improve appearance. If unit blocks or rockery are employed, patterns and textures should be chosen for visual interest and cohesion with other design elements within the corridor. Wall heights should be less than 30" to avoid the requirement for safety railing. Ramps with a maximum slope of 5 percent must be provided at either end of a section of detached sidewalk, typically at street intersections and driveways, unless the driveway rises to match the grade of the elevated sidewalk. In rare cases, ramp grades of up to 8 percent are acceptable for short distances if hand-rails are provided, but this configuration should occur infrequently. In all cases where ramps are used, landings must be provided per Americans with Disabilities Act (ADA) code. **Figure F-4** depicts an elevated detached sidewalk.

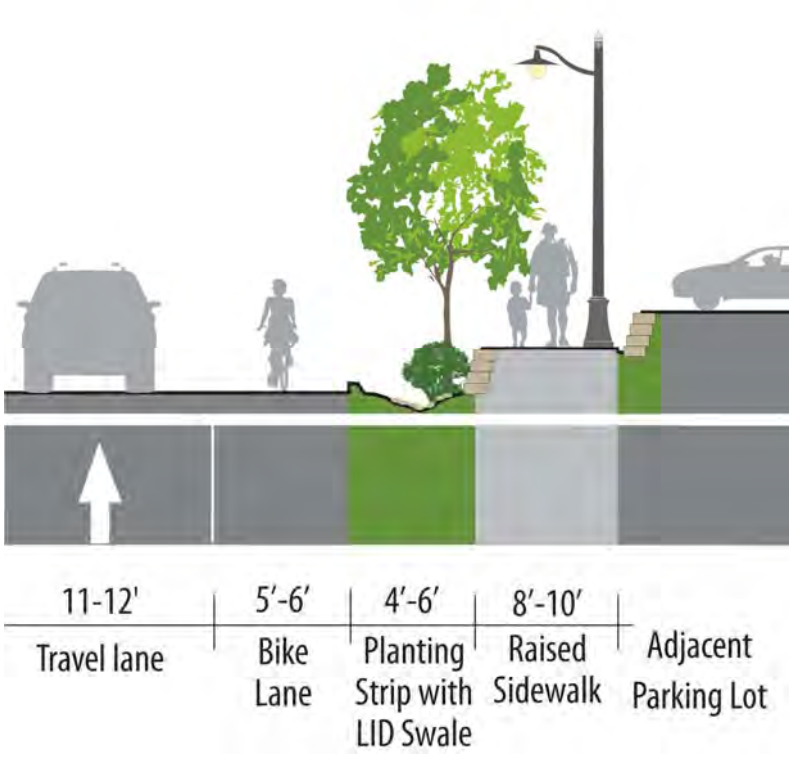


Figure F-4: Elevated Detached Sidewalk

Curbs

With the exception of some areas of newer construction and/or repair work where vertical (barrier) curbs have been installed, the majority of streets/sidewalks within the focus areas have rolled (mountable) curbs. Vertical curbs (**Figure F-5**) are generally desired in pedestrian areas, particularly those with heavy traffic, because cars are discouraged from driving on the sidewalk, increasing both the real and perceived safety of pedestrians. Rolled curbs also allow vehicles to park on the sidewalks, which may block access to pedestrians and violate ADA regulations. Throughout the Focus Areas, because the identified routes' priority is to serve through traffic, rolled curbs should be replaced with vertical curbs to further enhance the safety and separation between pedestrians and vehicles.

Figure F-5: Rolled vs Vertical Curb

Bus Stops

A variety of bus stop configurations exist throughout the Focus Areas, ranging from signed locations on the sidewalk to dedicated bus pullouts with shelters. To avoid impacts to traffic, the City seeks bus pull-outs on all arterials. These should be created where space is available within the existing easements or where additional easement width can be acquired. Dedicated lanes are typically 220-feet long, consisting of a tapering pull-off area of 50-feet, a 10-foot wide center section of approximately 80-feet, and a tapering merge area of approximately 90-feet (**Figure F-6**). Required width, including pullout lane, sidewalk and shelter, can range from a minimum of 22-feet (10-foot pull-off lane, 8-foot sidewalk and 4-foot shelter) to over 28 feet (10-foot pull-off lane, 6-foot loading zone, 4-foot shelter, and 8-foot sidewalk).

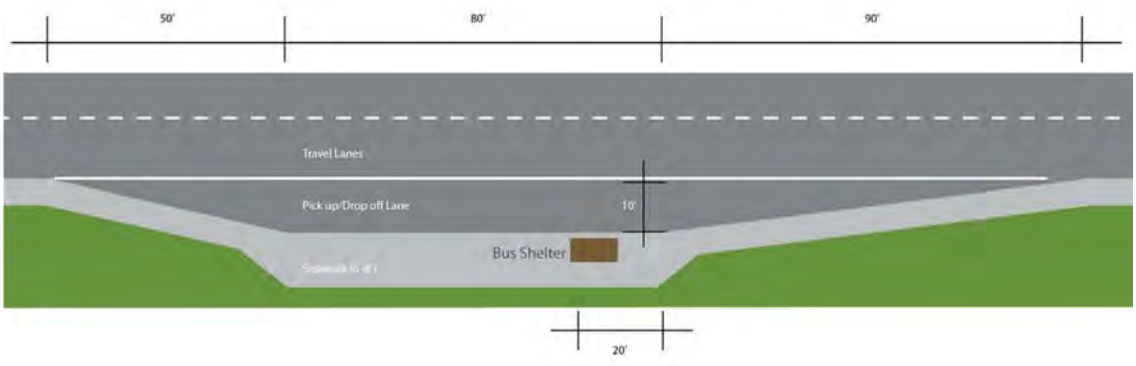


Figure F-6: Bus Stop with Dedicated Lane

Bus stops should be accessible via an attached sidewalk of 8' wide or greater and should have pedestrian scaled lighting and a covered bus shelter with seating, space for a wheelchair, and a trash receptacle (**Figure F-7**).

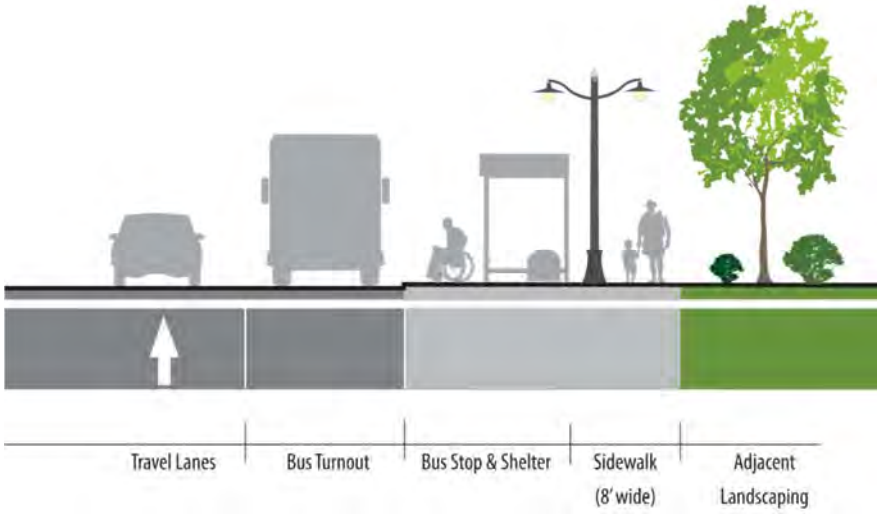


Figure F-7: Bus Stop with Attached Sidewalk

The City in partnership with Sacramento Regional Transit should conduct a transit study to develop a Transit Master Plan that examines all existing and proposed bus routes and stops, future demand, and usage projections and provides recommendations for a comprehensive transit system.

Crosswalk and Intersection Improvements

Crosswalk improvements are recommended in all focus areas. Recommended improvements include installation of crosswalks where none are present at controlled intersections, enhancement of existing crosswalks, and reconfiguration of intersections to improve safety. Relocation of crosswalks, addition of sidewalk curb extensions, and installation of pedestrian actuated traffic control devices are examples of proposed intersection improvements.

All crosswalks within the Focus Areas are recommended to be either high-visibility or imprinted to improve safety. High Visibility crosswalks utilize paint or a plastic/epoxy material embedded with reflective glass beads in a ladder or continental design. Imprinted crosswalks use an imprinting machine to emboss the asphalt and apply a colored coating.

New marked crosswalks are recommended at several intersections within the Focus Areas where crosswalks currently are absent. Five are at controlled intersections and eighteen are at uncontrolled intersections. Additionally, regularly occurring mid-block crossings (at unsignalized locations) have led to pedestrian involved collisions. These crossings are likely occurring due to block length and pedestrian wait times at signalized intersections. The City should evaluate future development patterns and consider conducting a study on the feasibility of adding controlled mid-block crossings at locations within the focus areas identified as having these safety issues. On corridors with higher volumes and multiple travel lanes, such as Sunrise Boulevard or Greenback Lane, these crossings would likely take the form of pedestrian-activated traffic signals. Where traffic volumes are lower and there are fewer than three travel lanes, such as the existing crossing on Old Auburn Road near the Holy Family Elementary School, a Pedestrian Hybrid Beacon (also known as a High-Intensity Activated Crosswalk (HAWK) beacon) may be appropriate.

Figure F-8: High Visibility Continental Crosswalk

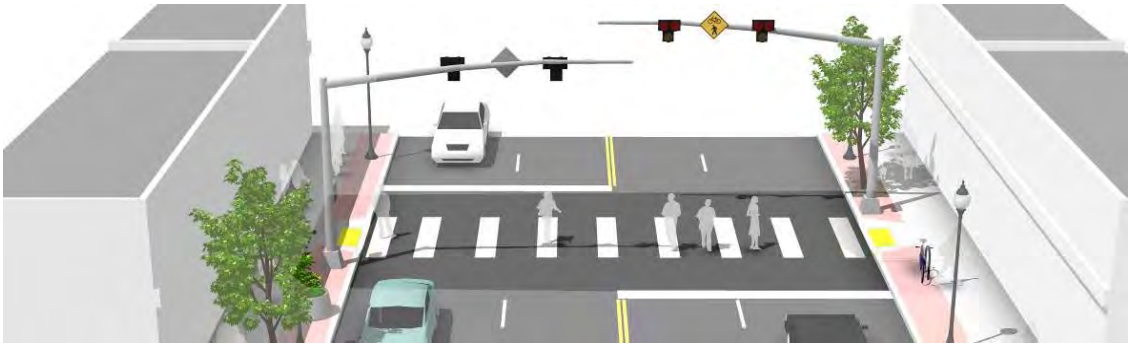


Figure F-9: Pedestrian Hybrid Beacon

Lighting and Furnishings

Pedestrian-scale lighting should be included throughout all focus areas with the possible exception of Old Auburn Road. Since the land use along Old Auburn Road is primarily residential, additional lighting may not be appropriate or desired, but should be evaluated in concert with discussions with area residents. For example, lighting may be needed from Sunrise Boulevard to Tiara Way but undesirable west of Tiara Way. Stand-alone lights approximately 16 to 20 feet tall are preferable over fixtures attached to the larger cobra-head street lights. Within Sunrise Marketplace, light poles should be fitted with banners for announcement of local events.

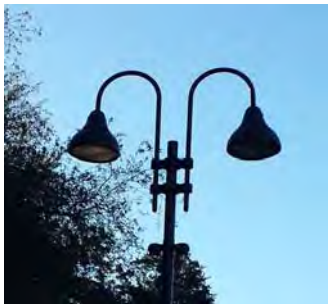
A consistent theme has been selected as a style guide for the focus areas, as follows:

- Sunrise Boulevard and Greenback Lane: commercial/contemporary modern
- Old Auburn Road: residential/craftsman
- Auburn Boulevard: industrial

For the purposes of this Plan, contemporary styles are defined by functional, clean elements without significant ornamentation. This style makes use of modern materials and may combine plastics with metal. Craftsman styles exhibit exposed, often heavy horizontal or vertical structural elements, visible fastenings, and low-pitched gable or hip roofs. Hand-work is emphasized, with bright-finished wood being a common material in craftsman-style homes. Due to the need for upkeep, wood elements should be simulated if used in outdoor public streetscape furnishings. Industrial styling uses industrial materials, typically metals or concrete, with bold fasteners such as bolts. Stamped-sheet or foundry-cast steel are appropriate materials for industrial styled furnishings.

Table F-1 lists streetscape furnishings consistent with these themes. It is not the intent of this plan to exclude makes and models not listed in this table or suggest one manufacturer over another, but rather to provide a guide for selecting appropriately themed materials.

Table F-1: Lighting and Furnishings

LOCATION	BUS STOPS	BENCHES	LIGHTS
Sunrise Marketplace	Brasco Techline with Cantilevered Arched Roof 	Mmcite Intervera (shown) or Canterbury Mall Bench 2000 	Kim Era Bell LED w/crook arm, side mount 
Old Auburn Road	Brasco Gable Slimline 	Keystone Ridge Liberty 	Phillips Domus DMS55-SG-RM 
Auburn Boulevard	Brasco Interlude 	Mmcite Sinus or Canterbury Z Bench (shown) 	Kim Structural LED 

Landscaping

Landscaping within the Focus Areas should be consistent with the City's Urban Greening Strategy (CHUGS), currently under development, which includes recommended plant materials as well as Water Efficient Landscaping requirements. Generally, plants within medians and landscape planters between sidewalk and street should be low maintenance and drought tolerant. Use of plants native to the Sacramento region is encouraged, though supplementing native species with others of similar environmental requirements can create enhanced interest in focal areas. Within frontages outside the public right-of-way, adjacent property owners should be encouraged to use species consistent with those in the streetscape, recognizing that they are also required to comply with the restrictions of the City's Water Use Ordinance, as well as local regulations imposed by Homeowners Associations, Business Districts, and similar local organizations.

Street trees of sufficient size to shade the sidewalk and a significant portion of the roadway should be planted within sidewalk planters or within 10-feet of sidewalks adjacent to the street on all primary routes within the Focus Areas. Trees larger than 30 feet tall by 30 feet wide at maturity are recommended. If landscape planters are too small to support large trees, or overhead lines are present, smaller trees appropriate to the space may be specified. Tree species with shallow root systems that may affect sidewalks should not be selected. Root barriers must be installed for all trees located within five feet of a permanent structure or in landscape planters less than ten feet in width (Zoning Code 106.34.050-B2b). Street trees should not interfere with sidewalks or street lighting. Trees should not be planted closer than 20 feet from recommended lighting. See CHUGS for additional guidelines.

Due to the recent April 1, 2015, Executive Order by the Governor's office, all irrigation systems should utilize above or below ground drip or microspray. Due to potential vandalism, below-ground drip is recommended for sidewalk planters. Smart irrigation controllers, which allow adjustment of irrigation run times based upon local weather conditions and shut down watering during rain events, should be used wherever feasible and include rain and temperature sensors and/or soil moisture meters. Such systems are relatively inexpensive and the environmental benefits are well-worth the extra cost.

Focus Area Plans

Old Auburn Road: Sunrise Boulevard to Auburn Boulevard/Sylvan Way

Old Auburn Road between Sunrise Boulevard and Auburn Boulevard/Sylvan Way is primarily a two-lane arterial street with adjacent residences. This facility expands to four lanes (and turn lanes) 150 feet east of the Auburn Boulevard intersection, between Sunrise Boulevard and Tiara Way. Notable land uses in this section other than residential include the following:

- Commercial businesses near Sunrise Boulevard (Citrus Heights Plaza and a Chevron Station),
- Holy Family Elementary School and Catholic Church,
- West Pioneer Academy,
- Pioneer Baptist Church,
- Automobile transmission repair shop,
- Pre-school,
- Pet hospital, and
- Several commercial establishments near the intersection between Old Auburn Road and Auburn Boulevard/Sylvan Way that include restaurants.

Existing sidewalks within this section are discontinuous, with much of the road only offering a shoulder for walking. On the south side of the street, sidewalks exist from Sunrise Boulevard to just west of Tiara Way, for a short section east of Kadota Way, and from Mariposa Avenue to Auburn Boulevard-Sylvan Way. Sidewalks on the north side exist from Sunrise Boulevard to 200-feet east of Bonita Way then again for approximately 800 feet east of Auburn Boulevard. Given the potential pedestrian destinations, primarily schools, churches, and restaurants, improving pedestrian safety on this road is a priority for the City.

Proposed improvements to this section are shown in **Figure F-10** through **Figure F-13**. Recommendations include the following:

- Install detached sidewalks with landscape planters along both sides of the road between Sunrise and Mariposa, replacing existing sidewalks where they are present,
- Install new or widen existing sidewalks west of Mariposa to eight feet,
- Install high visibility crosswalks at all street intersections,
- Create sidewalk curb extensions at Tiara Way, Bonita Way and Mariposa Avenue,
- Replace roadside ditches with Low Impact Development swales and associated infrastructure,
- Install a full traffic signal or an on-demand Pedestrian Hybrid Beacon at Tiara Way to improve safety around the school.

Creating detached sidewalks may require additional right-of-way easement acquisitions. Total quantities in linear footage for Old Auburn Road sidewalk improvements are shown in **Table F-2**.

Table F-2: Old Auburn Road Sidewalk Improvements

	WIDEN EXISTING ATTACHED	WIDEN EXISTING DETACHED	CREATE NEW ATTACHED	CREATE NEW DETACHED
Auburn Boulevard to Leonard Avenue	1151	957	863	
Leonard Avenue to Mariposa Avenue	883		1808	
Mariposa Avenue to Kadota Way	266			2860
Kadota Way to Sunrise Boulevard	329			2291
Total Old Auburn Road	**2629**	**957**	**2671**	**5151**

Table F-3 presents planning level cost estimates for the identified improvements.

Table F-3: Old Auburn Road Improvements Cost Estimate

ITEM	UNIT	COST	QUANTITY	TOTAL
Street Trees (24" box)	EA	$300	228	$68,400
New Sidewalks (8 feet wide)	LF	$80	11400	$912,000
Type II Curb & Gutter	LF	$33	7822	$258,126
Streetscape Plantings - 6 ft wide (1)	LF	$121	5151	$623,271
Hi Visibility Crosswalk (10'x35')	EA	$2,800	26	$72,800
Planted Bulb-outs	EA	$6,975	11	$76,725
Street Lights (120' O.C.) (2)	EA	$4,000	8	$32,000
Hybrid Beacon	EA	$30,000	1	$30,000
			Subtotal (Rounded)	$2,073,300
			Contingency 25%	$2,591,600
			PS&E 35%	$3,498,700
			Total	**$8,163,600**

Notes:
(1) Includes stormwater swales
(2) Spaced to supplement existing cobra-headed street lights. Assumes street lights from Sunrise to Tiara, both sides.

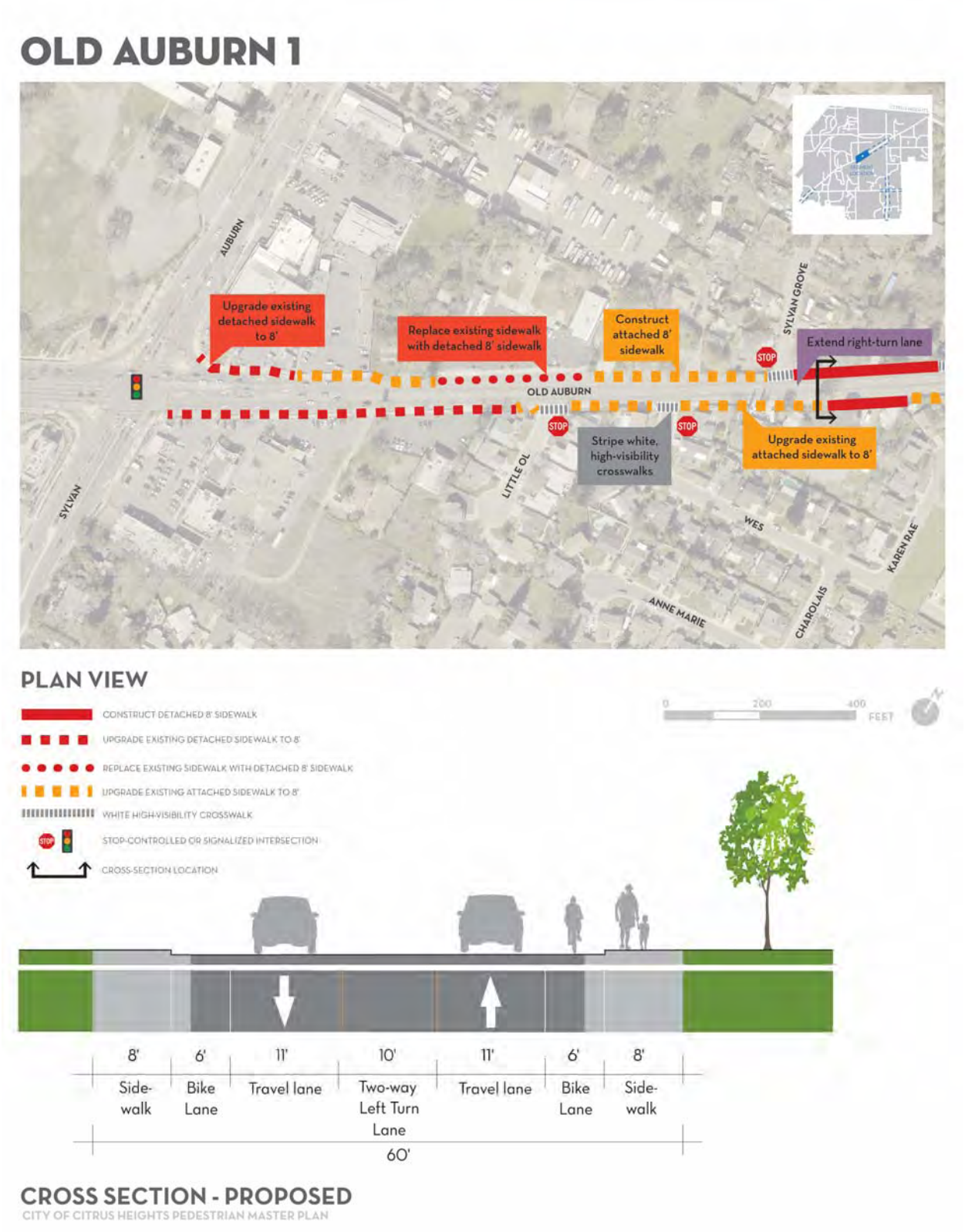


Figure F-10: Old Auburn Road Focus Area Plan Sheet 1

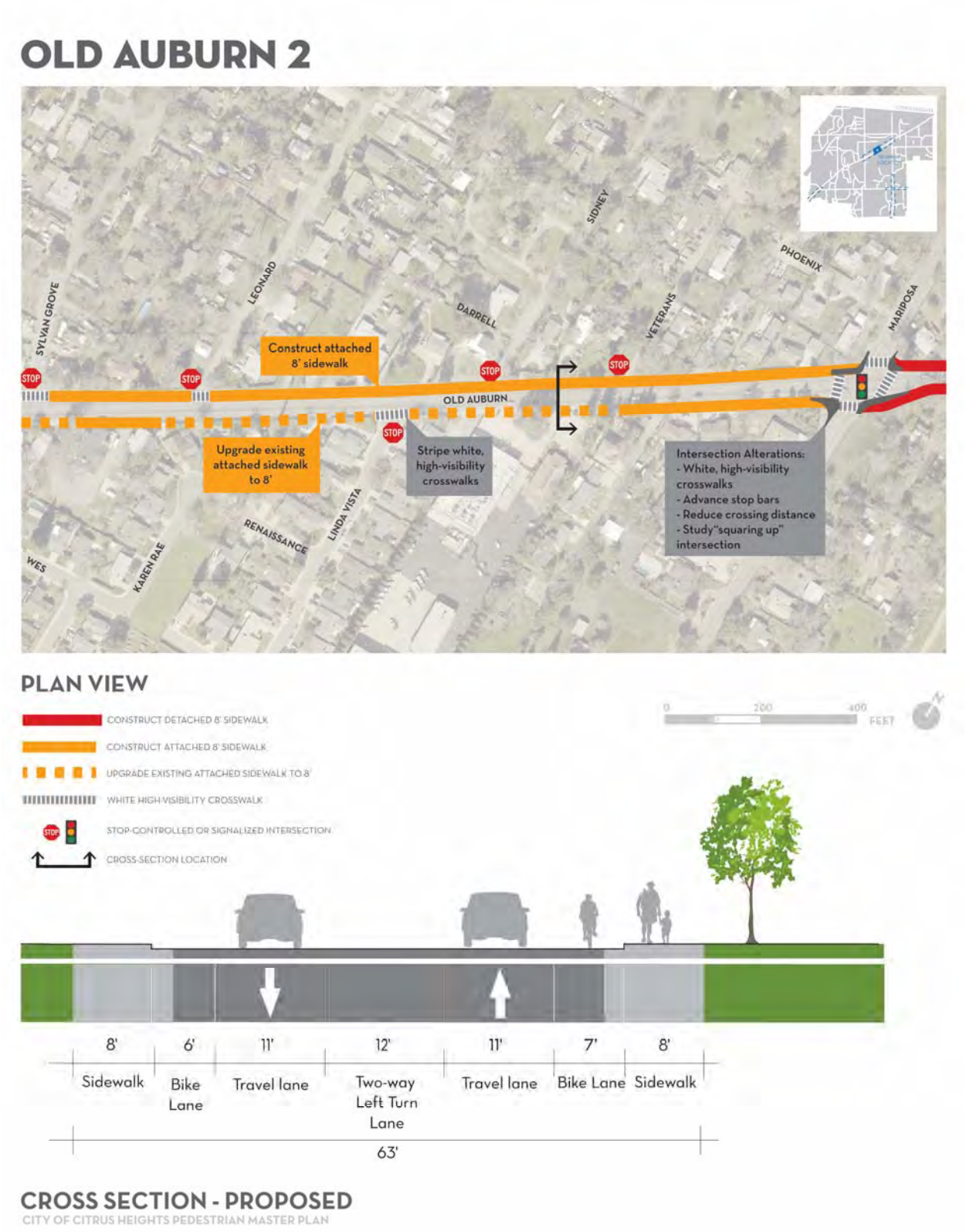


Figure F-11: Old Auburn Road Focus Area Plan Sheet 2

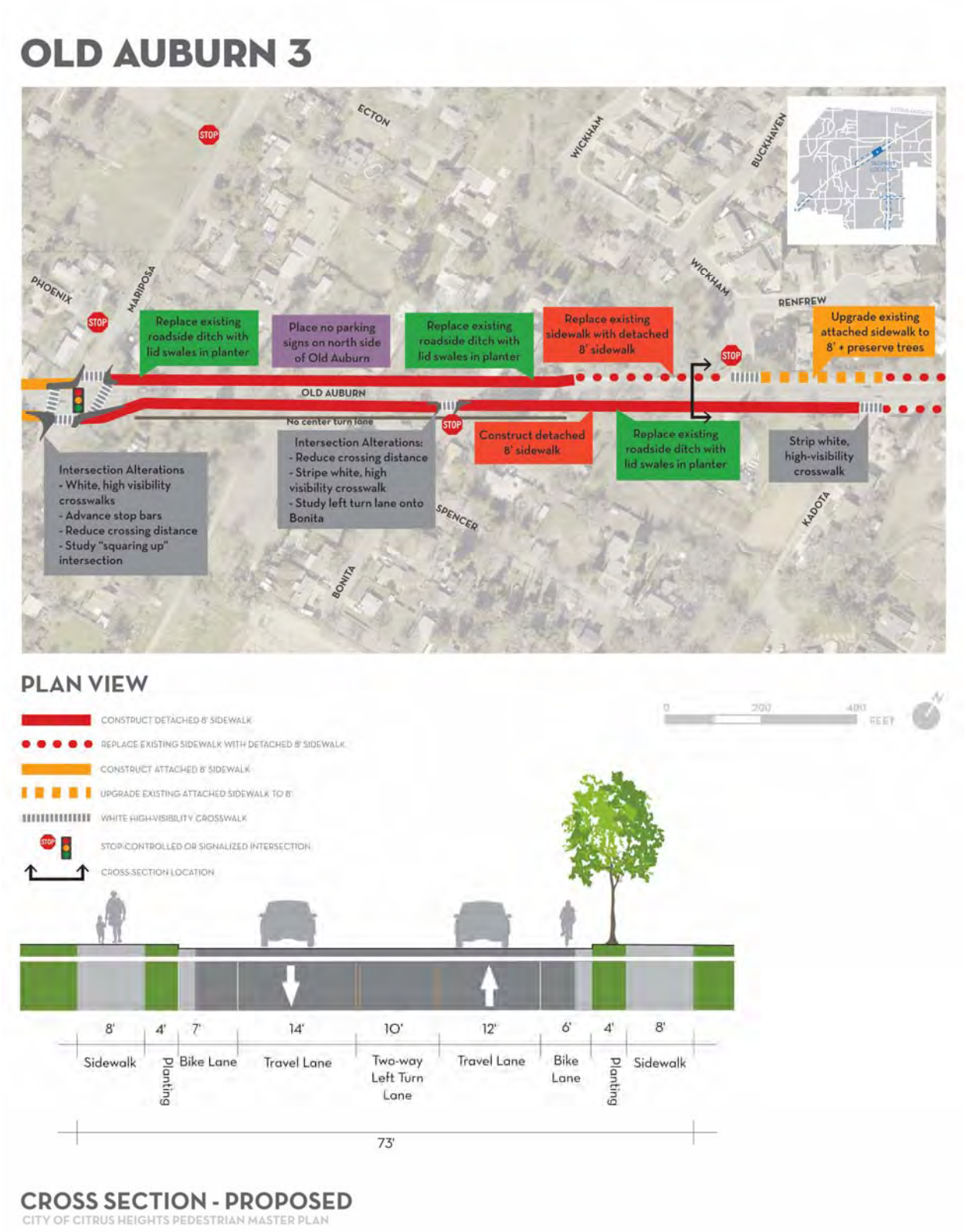


Figure F-12: Old Auburn Road Focus Area Plan Sheet 3

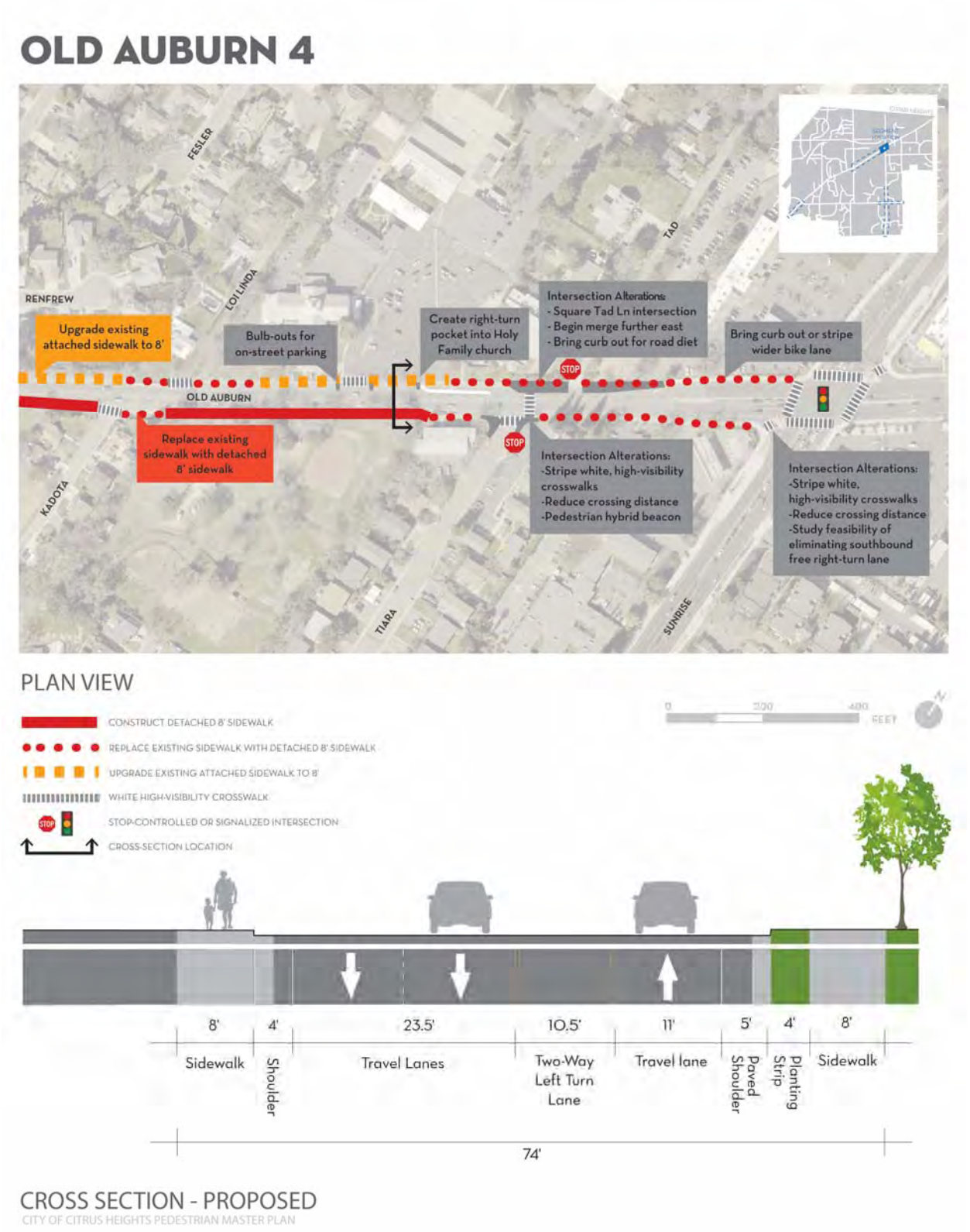


Figure F-13: Old Auburn Road Focus Area Plan Sheet 4

Greenback Lane: Birdcage Street to Fair Oaks Boulevard

Greenback Lane, along with Sunrise Boulevard, is a key commercial corridor within the City of Citrus Heights. The Marketplace at Birdcage and Sunrise Mall, with associated businesses along this corridor collectively referred to as Sunrise Marketplace, comprise much of this focus area. The streetscape in this area can generally be characterized by attached six-foot sidewalks separated from parking lots by a landscaped strip, and large buildings setbacks, though a number of commercial developments east of Sunrise have located businesses closer to the street. The pedestrian experience generally feels unsafe due to the narrow sidewalks, their proximity to the road, fast-moving traffic and rolled curbs. Sidewalks are continuous and the only crosswalk that has been improved with imprinted asphalt is at Sunrise Boulevard. This imprinting is showing wear.

The Greenback Lane focus area lies between Birdcage Drive and Fair Oaks Boulevard. Recommended improvements, shown in **Figure F-14** through **Figure F-16**, include the following:

- Replace rolled curbs with vertical curbs,
- Widen existing sidewalks to eight feet where detached sidewalks are impractical:
  - Three sections between Birdcage Street and Sunrise Boulevard,
  - Three sections between Sunrise Boulevard and Arcadia Drive, and
  - Two sections between Arcadia Drive and Fair Oaks Boulevard,
- Replace existing sidewalks with detached eight-foot wide sidewalks and landscape planters throughout much of the focus area:
  - Two segments between Birdcage Drive and Sunrise Boulevard,
  - Five sections between Sunrise Boulevard and Arcadia Drive, and
  - Five sections between Arcadia Drive and Fair Oaks Boulevard,
- Consider creating additional gateway monuments at either end of the corridor to mark the entrance and exit into Sunrise Marketplace,
- Widen corner treatments at Sunrise Boulevard to provide space for pedestrians to gather,
- Conduct studies for potential signalized pedestrian crossings,
- Enhance crosswalks at all street crossings with either high visibility markings or imprinted asphalt,
- Conduct a design study to examine potential lane width reductions,
- Upgrade bus stops with dedicated pull-out lanes,
- Consider adding two left turn lanes from westbound Greenback Lane into Sunrise Mall.
- Narrow the westbound right-most lane on Greenback at the Arcade Creek tributary bridge (just west of Fair Oaks Boulevard) to provide space for an 8-foot sidewalk and planter, and
- Relocate and enhance crosswalks at Fair Oaks Boulevard.

Creating detached sidewalks may require additional right-of-way easement acquisitions. Total quantities in linear footage for sidewalk improvements for Greenback Lane are shown in **Table F-4**.

Table F-4: Greenback Lane Sidewalk Improvements

	WIDEN EXISTING	REPLACE WITH AT-GRADE DETACHED	REPLACE WITH ELEVATED DETACHED
Birdcage Street to Sunrise Boulevard	624	680	968
Sunrise Boulevard to Arcadia Drive	705	1607	0
Arcadia Drive to Fair Oaks Boulevard	239	1860	462
Total Greenback Lane	**1568**	**4147**	**1430**

Table F-5 presents planning level cost estimates for the identified improvements.

Table F-5: Greenback Lane Improvements Cost Estimate

ITEM	UNIT	COST	QUANTITY	TOTAL
Street Trees (24" box), 50' O.C.	EA	$300	143	$42,900
New Sidewalks (8 feet wide)	LF	$80	7145	$571,600
Colored Concrete Sidewalk Bands	SF	$4	2840	$9,940
Type II Curb & Gutter	LF	$33	7145	$235,785
Retaining walls, 2' high	SF	$32	2860	$91,520
Streetscape Plantings - 6 ft wide (1)	LF	$121	5577	$674,817
Hi Visibility Crosswalk (10'x35')	EA	$2,800	4	$11,200
Imprinted Crosswalk (10'x35')	EA	$4,200	13	$54,600
Bus Stops, incl. pull-out & loading & shelter	EA	$27,760	6	$166,560
Planted Bulb-outs/Enhanced Corner Treatments	EA	$6,975	4	$27,900
Southbound Lane improvements	LS	$10,000	1	$10,000
Gateway Monuments	EA	$30,000	2	$60,000
Street Lights (120' O.C.) (2)	EA	$4,000	120	$480,000
Furnishings, benches (3)	EA	$1,000	7	$7,000
Furnishings, trash receptacles (3)	EA	$800	7	$5,600
Hybrid Beacon	EA	$30,000	1	$30,000
			Subtotal (Rounded)	$2,479,400
			Contingency 25%	$619,900
			PS&E 35%	$217,000
			Total	**$3,316,300**

Notes
(1) Includes stormwater swales
(2) Spaced to supplement existing cobra-headed street lights
(3) Furnishings figured at one (bench/trash receptacle pair) per 1000'

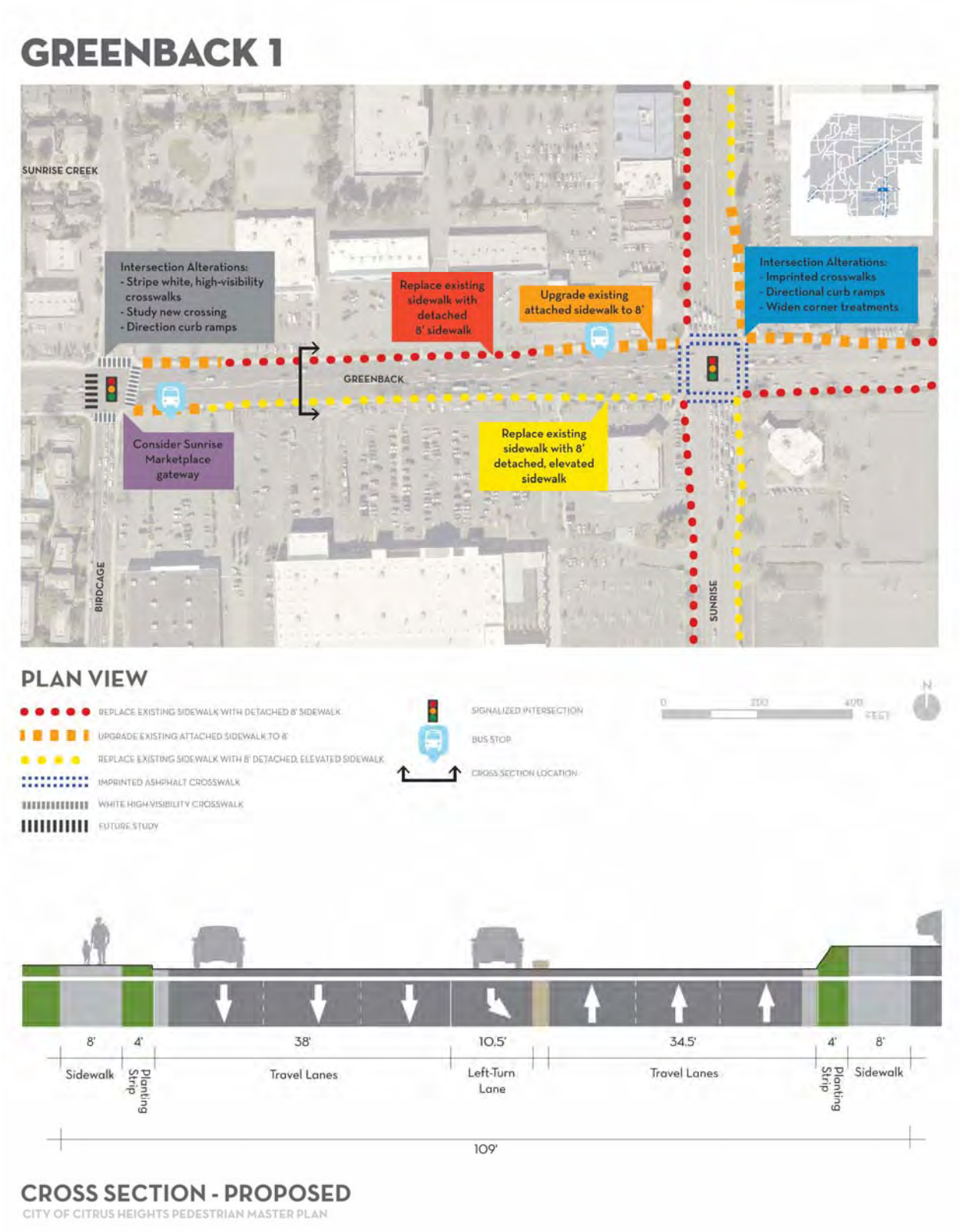


Figure F-14: Greenback Lane Focus Area Plan Sheet 1

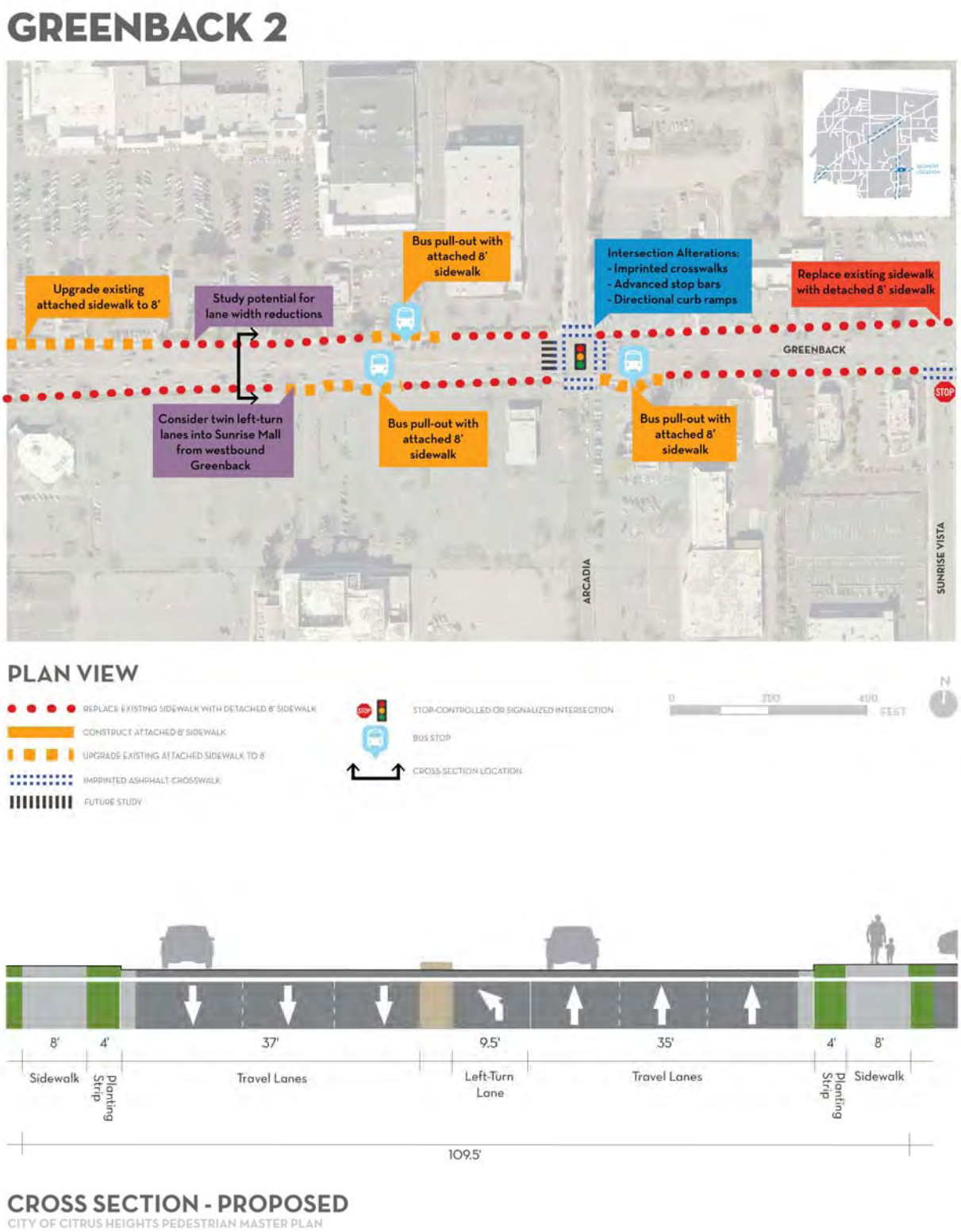


Figure F-15: Greenback Lane Focus Area Plan Sheet 2

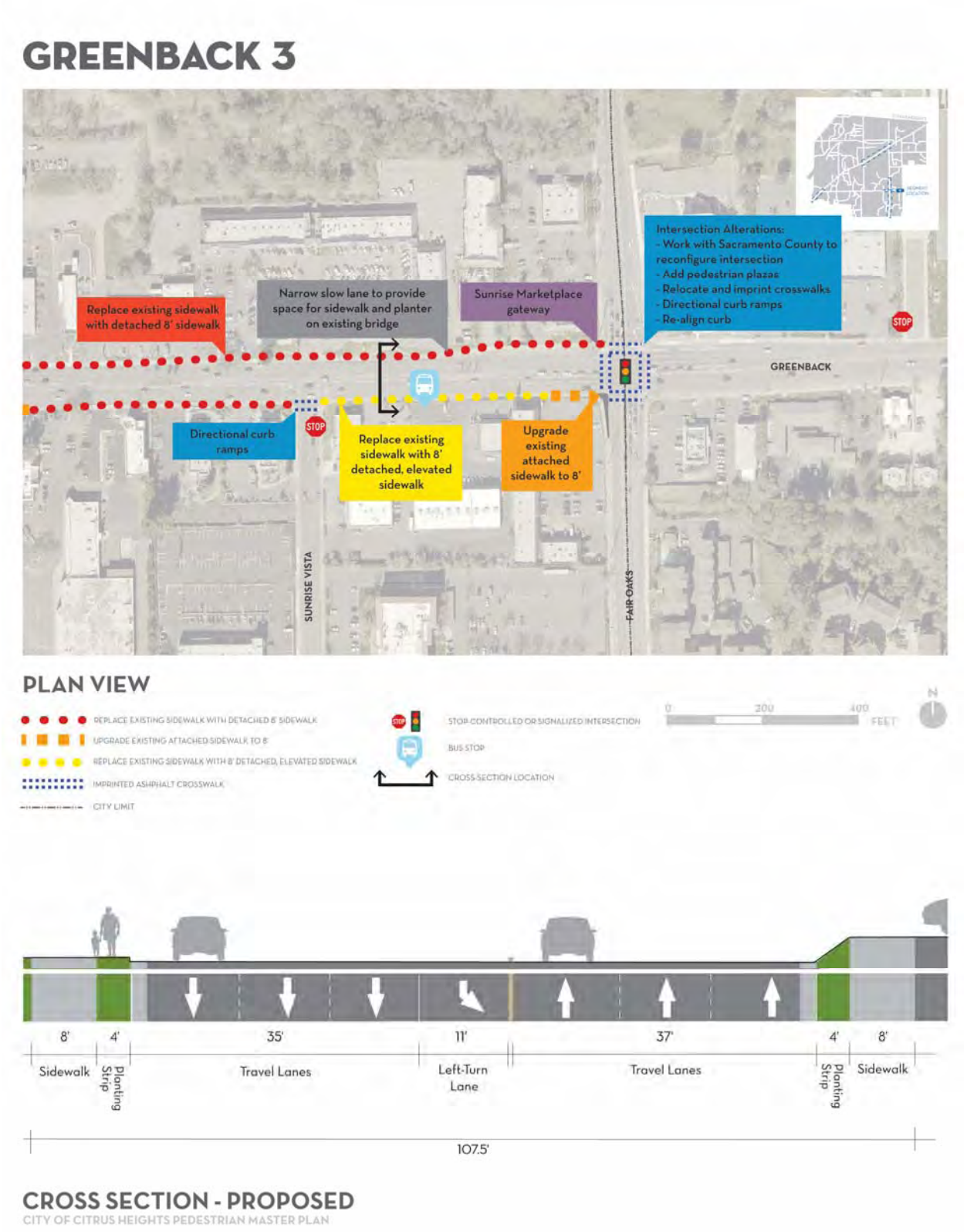


Figure F-16: Greenback Lane Focus Area Plan Sheet 3

Sunrise Boulevard: Madison Avenue to Sayonara Drive

Like Greenback Lane, Sunrise Boulevard is a major commercial corridor within the city. Sunrise Mall and the MarketPlace at Birdcage occupy the center of the Focus Area. The Arcade Creek Park Preserve is on the northern end, and a large number of commercial business including restaurants, shops and banks line both sides of Sunrise south of Sunrise Mall. Like the Greenback corridor, much of the streetscape is characterized by six-foot attached sidewalks separated from parking lots by narrow landscape planters. South of Sunrise Mall, buildings tend to be closer to the street. The majority of curbs are roll type, except in areas where they've been recently repaired or renovated. Traffic on Sunrise Boulevard can be heavy and fast-moving, making for a generally unsafe pedestrian experience, particularly on the east side adjacent to the mall, where the rolled-curb, narrow sidewalk, fast traffic, and poor sidewalk configurations at intersections can make walking feel dangerous. Many of the crosswalks through this section are patterned asphalt, but the treatment is showing considerable wear and needs renovation. Newer asphalt imprinting systems offer thicker coatings and greater resistance to wear.

Recommended improvements for this focus area are shown in **Figure F-17** through **Figure F-21**. Recommendations include the following:

- Replace attached sidewalks with detached eight-foot wide sidewalks throughout the area:
  - One segment between Sayonara Drive and Sun Hill Drive,
  - Two segments between Sun Hill Drive and Greenback Lane,
  - Five segments between Greenback Lane and Birdcage Center Lane,
  - Four segments between Birdcage Centre Lane and Macy Plaza Drive,
  - Two segments between Macy Plaza Drive and Kingswood Drive,
  - Four segments between Kingswood Drive and Uplands Way/Alta Sunrise Drive,
  - One segment between Uplands Way/Alta Sunrise Drive and Madison Avenue,
- Widen attached sidewalks to eight-feet where detached sidewalks are not feasible:
  - Two segments between Sayonara Drive and Sun Hill Drive,
  - One segment between Sun Hill Drive and Greenback Lane,
  - Two segments between Greenback Lane and Birdcage Centre Lane,
  - Three segments between Birdcage Center Lane and Macy Plaza Drive,
  - Two segments between Macy Plaza Drive and Kingswood Drive,
  - Two segments between Kingswood Drive and Uplands Way/Alta Sunrise Drive,
  - Three segments between Uplands Way/Alta Sunrise Drive and Madison Avenue,
- Widen the existing detached sidewalk between the bridge over Arcade Creek and Sun Hill Drive to eight feet.
- Enhance crosswalks at all street crossings and/or renovate existing asphalt imprinting,
- Relocate the wall adjacent to US Bank at the corner of Sunrise and Greenback to provide room for a detached sidewalk,
- Implement Zoning Code requirements as properties redevelop to improve pedestrian connectivity into Sunrise Mall and the Marketplace at Birdcage,
- Add barriers to medians in areas of hazardous mid-block crossings to reduce pedestrian related collisions,
- Install dedicated pull-off lanes for bus stops,
- Implement proposed traffic signal at Birdcage Centre Lane,

- Narrow informal right turn lanes at Madison Avenue to provide space for pedestrians, and
- Integrate streetscape with existing redevelopment plans for the Capital Nursery parcel.

Creating detached sidewalks may require additional right-of-way easement acquisitions. Total quantities in linear footage for Sunrise Boulevard sidewalk improvements are shown in **Table F-6**.

Table F-6: Sunrise Boulevard Sidewalk Improvements

	WIDEN EXISTING	REPLACE WITH AT-GRADE DETACHED	REPLACE WITH ELEVATED DETACHED
Sayonara Drive to Sun Hill Drive	1595	1195	0
Sun Hill Drive to Greenback Lane	289	963	665
Greenback Lane to Birdcage Centre Lane	680	1496	722
Birdcage Centre Lane to Macys Plaza Drive	276	685	567
Macy's Plaza Drive to Kingswood Drive	252	554	567
Kingswood Drive to Uplands Way	426	1135	309
Uplands Way to Madison Avenue	1363	522	0
Total Sunrise Boulevard	**4881**	**6550**	**2830**

Table F-7 presents planning level cost estimates for the identified improvements.

Table F-7: Sunrise Boulevard Improvements Cost Estimate

ITEM	UNIT	COST	QUANTITY	TOTAL
Street Trees (24" box), 50' O.C.	EA	$300	285	$85,500
New Sidewalks (8 feet wide)	LF	$80	14261	$1,140,880
Colored Concrete Sidewalk Bands	SF	$4	5720	$20,020
Type II Curb & Gutter	LF	$33	14261	$470,613
Retaining walls, 2' high	SF	$32	5660	$181,120
Streetscape Plantings - 6 ft wide (1)	LF	$121	9380	$1,134,980
Imprinted Crosswalk (10'x35')	EA	$4,200	29	$121,800
Bus Stops, incl. pull-out & loading & shelter	EA	$27,760	12	$333,120
Street Lights (120' O.C.) (2)	EA	$4,000	238	$952,000
Furnishings, benches (3)	EA	$1,000	14	$14,000
Furnishings, trash receptacles (3)	EA	$800	14	$11,200
			Subtotal (Rounded)	$4,465,200
			Contingency 25%	$1,116,300
			PS&E 35%	$390,700
			Total	**$5,972,200**

Notes
(1) Includes stormwater swales
(2) Spaced to supplement existing cobra-headed street lights
(3) Furnishings figured at one (bench/trash receptacle pair) per 1000'

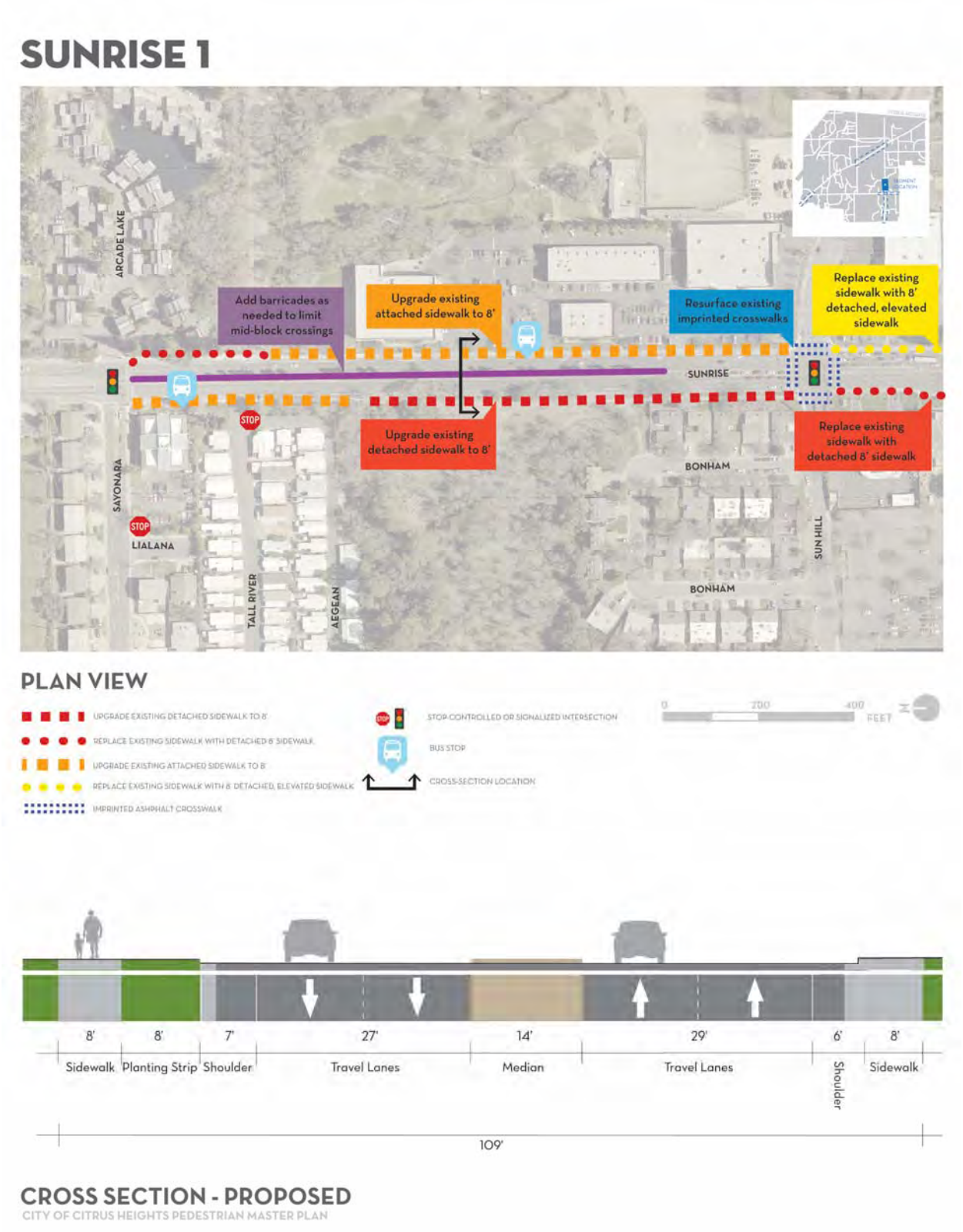


Figure F-17: Sunrise Boulevard Focus Area Plan Sheet 1

Figure F-18: Sunrise Boulevard Focus Area Plan Sheet 2

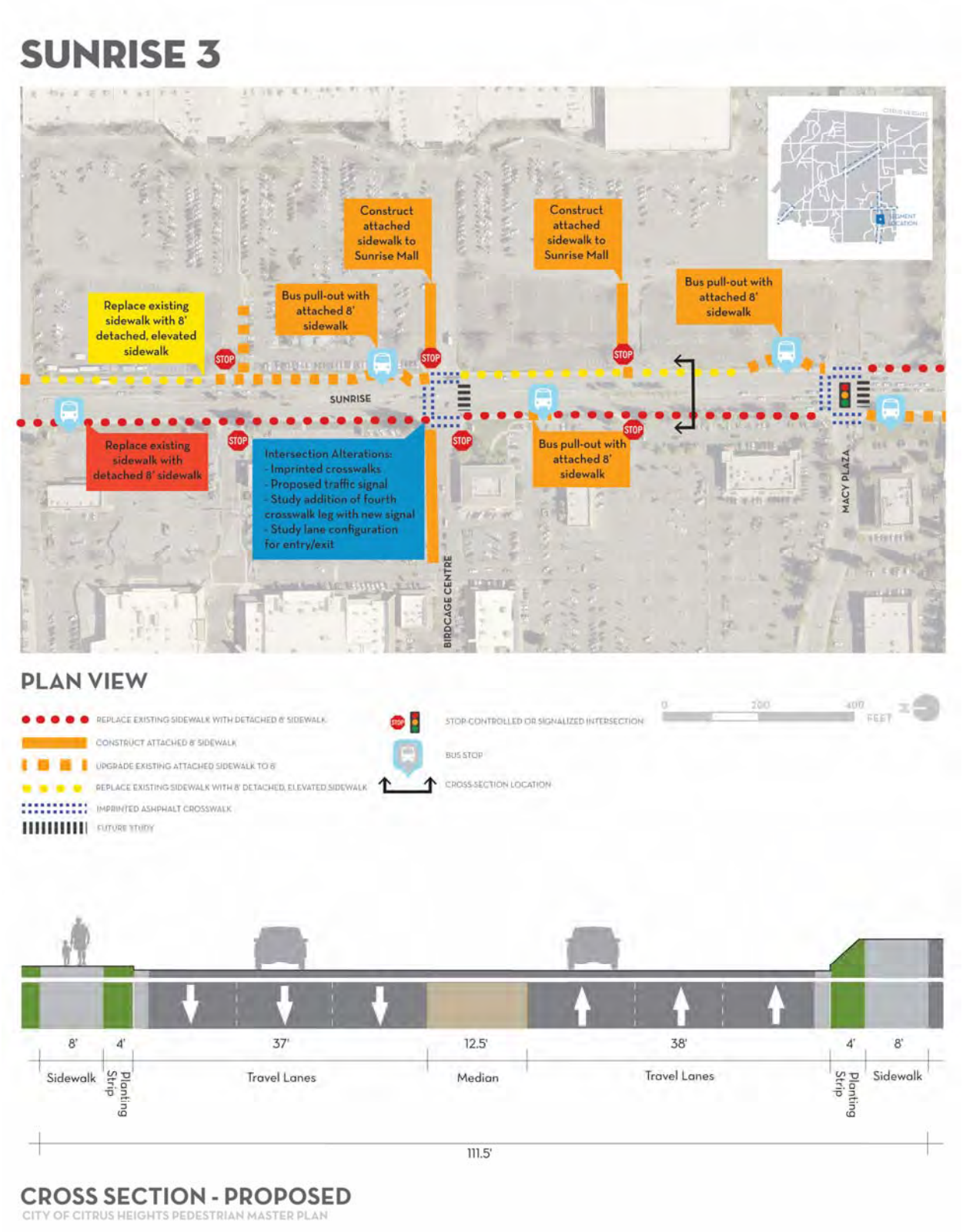


Figure F-19: Sunrise Boulevard Focus Area Plan Sheet 3

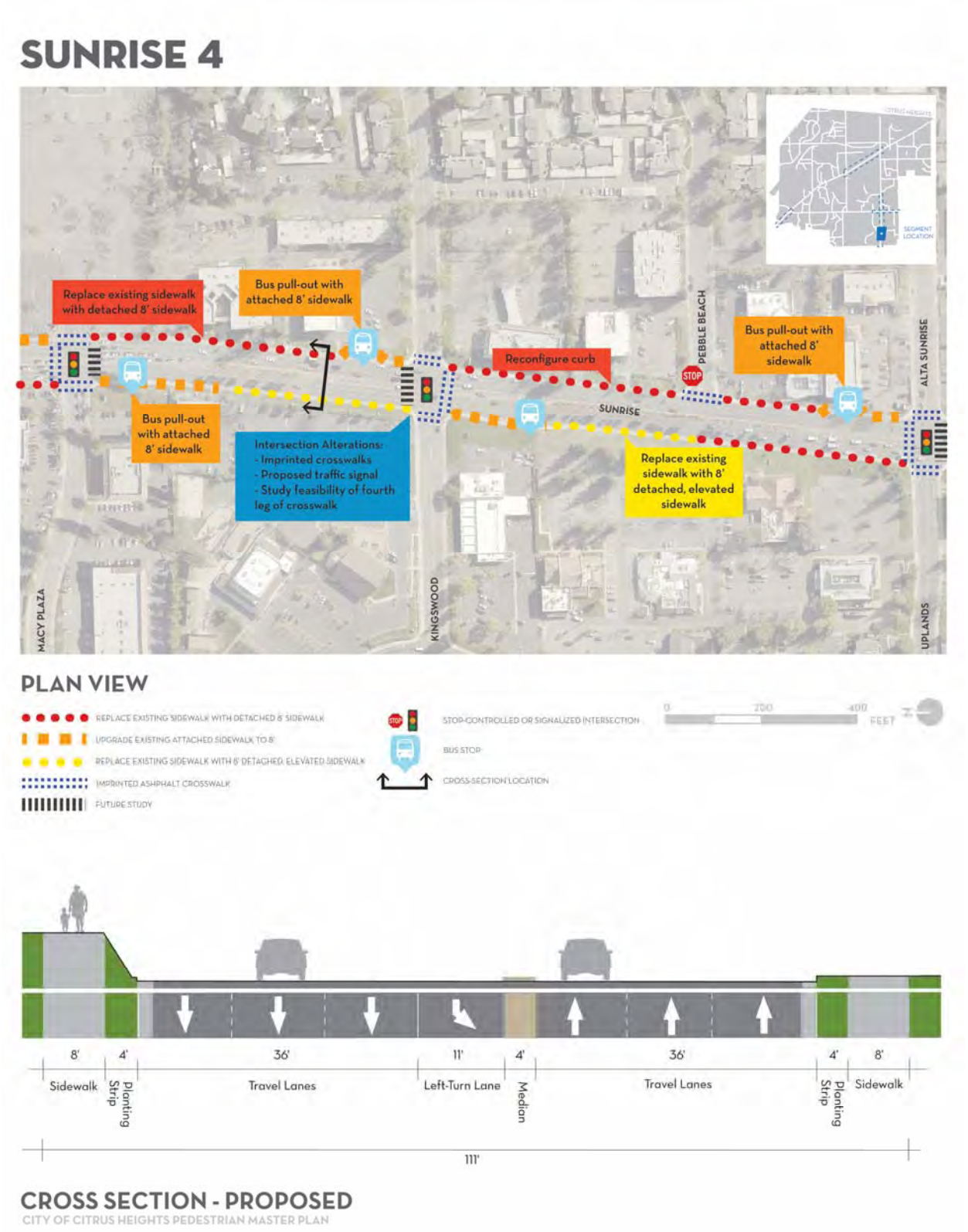


Figure F-20: Sunrise Boulevard Focus Area Plan Sheet 4

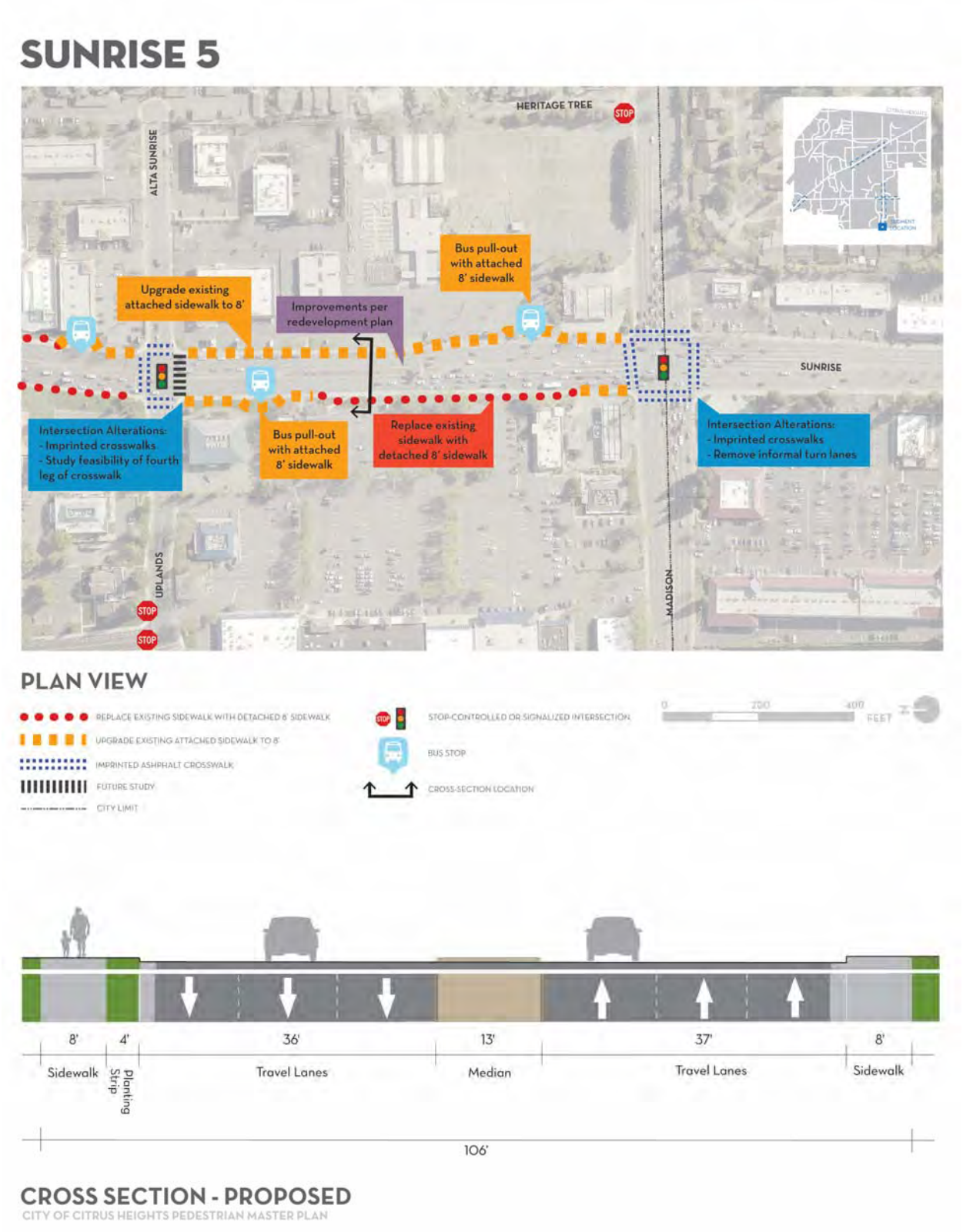


Figure F-21: Sunrise Boulevard Focus Area Plan Sheet 5

Auburn Boulevard: Greenback Lane to Manzanita Avenue

Auburn Boulevard between Greenback and Manzanita consists primarily of service uses and commercial land uses. A number of auto and transportation related businesses as well as a multi-family housing complex are in this focus area. The types and mix of land uses could be conducive to significant pedestrian traffic if a pedestrian-friendly environment were created, from people walking between the residential areas and the services and while awaiting service.

Sidewalks through this area are generally 6-feet wide and directly abut the street, which is four lanes wide through this area. Buildings are generally separated from the sidewalk by their parking lots. Some businesses have included a landscape strip between the sidewalk and the lots, but others have paved up to the sidewalk. Except for a small area near Greenback, median landscaping is absent.

Recommendations for this focus area, between Manzanita Avenue and Greenback Lane, are shown in **Figure F-22** and **Figure F-23**. Improvements include the following:

- Replace attached sidewalks with 8 foot wide detached sidewalks where feasible throughout the corridor:
  - Three segments between Manzanita Avenue and Camden Circle,
  - Six segments between Camden Circle and Greenback Lane,
- Upgrade existing attached sidewalks to eight-feet wide where detached walks are impracticable:
  - Two segments between Manzanita Avenue and Camden Circle,
  - Five segments between Camden Circle and Greenback Lane,
- Install median landscaping, where traffic flow and safety considerations allow,
- Upgrade existing or install new imprinted crosswalks at all street intersections,
- Install dedicated pull-off lanes at bus stops,
- Study full signalization of Imperial/Camden intersection,
- Work with Manor Mobile Home Park to consider vehicular/pedestrian connection to Devecchi Avenue.

Creating detached sidewalks may require additional right-of-way easement acquisitions. Total quantities in linear footage for sidewalk improvements for Auburn Boulevard are shown in **Table F-8**.

Table F-8: Auburn Boulevard Sidewalk Improvements

	WIDEN EXISTING	REPLACE WITH AT-GRADE DETACHED
Manzanita Avenue to Camden Circle	286	1800
Camden Circle To Greenback Lane	1390	1929
Total Auburn Boulevard	**1676**	**3729**

Table F-9 presents planning level cost estimates for the identified improvements.

Table F-9: Auburn Boulevard Improvements Cost Estimate

ITEM	UNIT	COST	QTY	TOTAL
Street Trees (24" box), 50' O.C.	EA	$300	108	$32,400
New Sidewalks (8 feet wide)	LF	$80	5405	$432,400
Type II Curb & Gutter	LF	$33	5405	$178,365
Planted Medians - 12 ft wide (1)	LF	$180	1351	$243,225
Streetscape Plantings - 6 ft wide (2)	LF	$121	3729	$451,209
Imprinted Crosswalk (10'x35')	EA	$4,200	10	$42,000
Bus Stops, incl. pull-out & loading & shelter	EA	$27,760	12	$333,120
Street Lights (120' O.C.) (3)	EA	$4,000	90	$360,000
Furnishings, benches (4)	EA	$1,000	5	$5,000
Furnishings, trash receptacles (4)	EA	$800	5	$4,000
Traffic Signal	EA	$150,000	1	$150,000
			Subtotal (Rounded)	$2,231,700
			Contingency 25%	$557,900
			PS&E 35%	$195,300
			Total	**$2,984,900**

Notes
(1) Assumes 50% of corridor meets engineering restrictions for planted median
(2) Includes stormwater swales
(3) Spaced to supplement existing cobra-headed street lights
(4) Furnishings figured at one (bench/trash receptacle pair) per 1000'

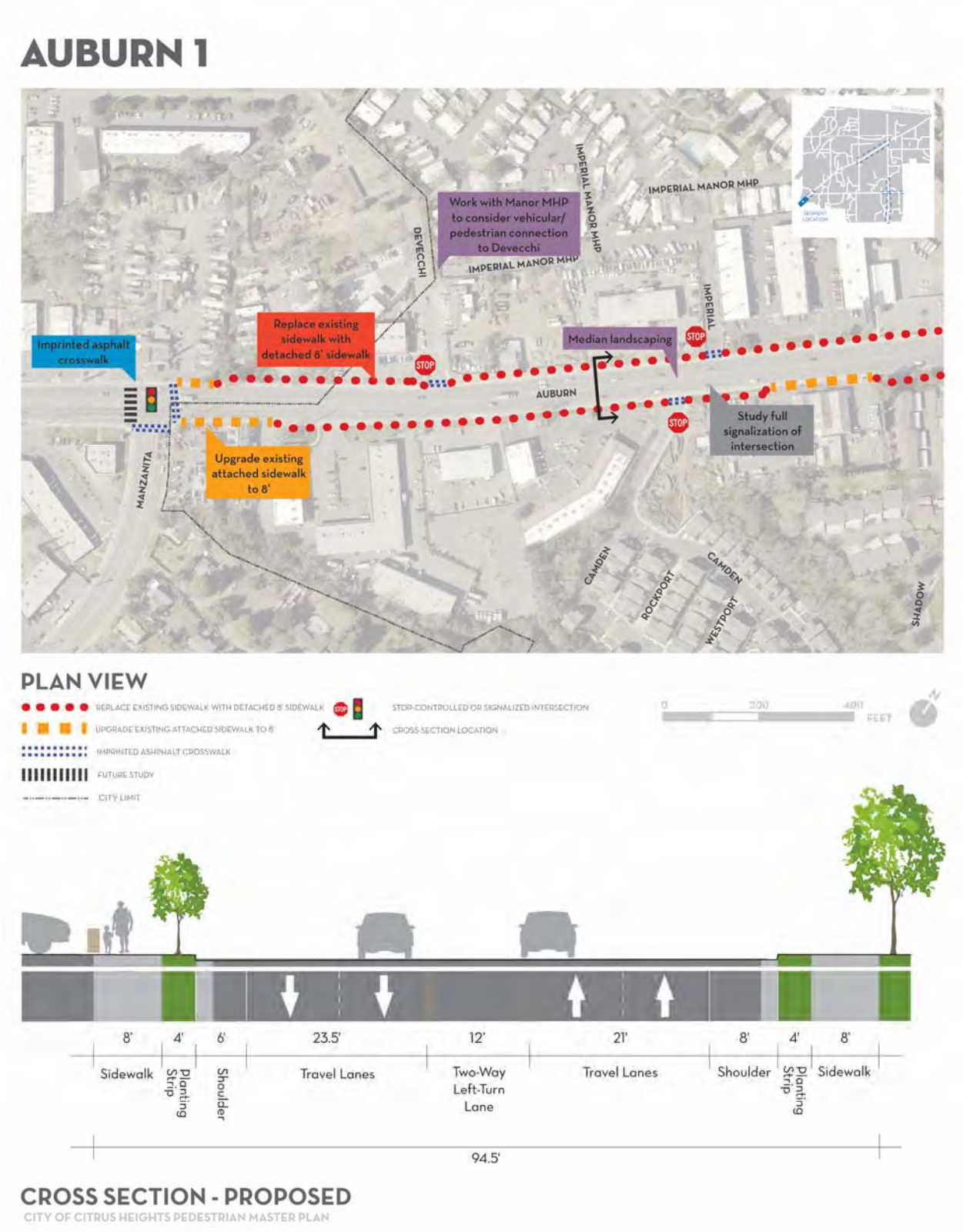


Figure F-22: Auburn Boulevard Focus Area Plan Sheet 1

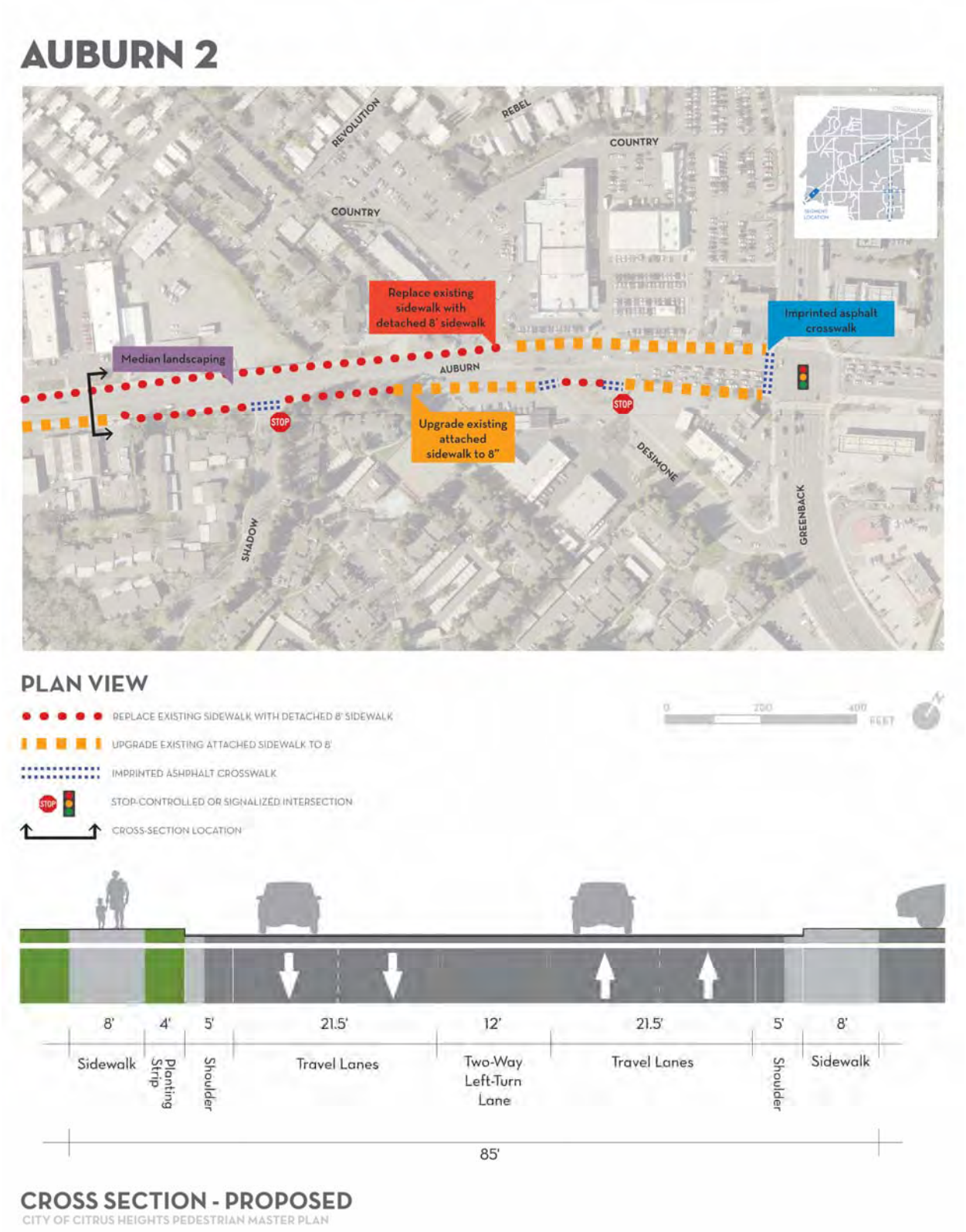


Figure F-23: Auburn Boulevard Focus Area Plan Sheet 2