Hurley Way
Revitalization Plan

Livable, Walkable, Bicycle Friendly, Transit Friendly, Senior Friendly, Green Streets, Cool, Comfortable, Lively, Safe, Community Center, Plenty of Places to Go, Colorful, Attractive, Fun and Friendly, Diverse, Charming, Attractive, Healthy Foods, Skate Board Park, Rural Character, Agriculture, Community Gardens, Protect and Preserve Existing Homes, Maximize Land Values.
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The Sacramento Area Council of Governments (SACOG) selected Hurley Way for a four-phase project to revitalize Hurley Way. This report marks the completion of the first phase, roadway analysis, project planning, and infill development. Engineering drawings will be developed in Phase 2, and phases 3 and 4 will include final construction drawings and construction.

Hurley Way is a county corridor with commercial, retail, residential neighborhoods, and schools. SACOG aims to organize and integrate the street’s physical characteristics to improve safety, security, and community pride. Improving Hurley Way will revitalize the street for everyone who lives, works, or travels through the area. Revitalization planning conforms to growth principles of the Sacramento Region Blueprint Transportation and Land Use Study. This project is also consistent with the existing General Plan and Community Plan.

As long as regional growth continues, Hurley Way’s vacant and underused lots will be built out. Affordable housing is just one kind of infill project suitable for Hurley Way. As densities increase along the western portion of the corridor, new construction can incorporate proven urban amenities to enhance the safety and comfort of all users. These include continuous sidewalks, drainage improvements, landscaping, and improved street design. School children and others will be able to cross the street more conveniently and safely. This plan benefits all users. Drivers avoid stop-and-go traffic and enjoy easy, safe access to and from their destinations. People walking or cycling enjoy the same benefits, making these activities more convenient, comfortable, and safe.

Phase One of the Hurley Way revitalization project was devising a conceptual plan for the street’s future. This plan was to reflect public participation, including input from law enforcement, emergency responders, and other civil agencies. The plan incorporates current best practices in urban design, but is not exhaustive. All proposals in this report require a separate engineering analysis to determine their feasibility and desirability.

This report has four main parts: design, existing conditions, transportation plan, and infill guidelines. The Design Workshop Process section describes three public events, focus groups, and other activities conducted over a weeklong intensive process. Over 160 participants and agency officials gave their input on existing and desired conditions along Hurley Way. The consensus was for a safer, more attractive, and comfortable street environment that would encourage walking and bicycling, without restricting vehicle access or travel time. Community input identified many issues with existing conditions. The design team surveyed Hurley Way and added technical observations and conclusions about present street design. The second section of the report describes general and site-specific Existing Conditions in great detail.

The Design Team analyzed existing conditions in light of current best practices in livable, walkable urban planning. Applying planning principles to specific sites along Hurley Way led to the Transportation Plan, presented in the third section. The Plan addresses four zones along the corridor, defined by current and planned use. Overall, traffic speeds are reduced by means of careful street design. Recommended elements include intersection and crossing improvements, median islands, roundabouts, mini-circles, and
continuous, accessible sidewalks, curb ramps, and signalization. Other street improvements include trees and landscaping along the full length of the street, curb extensions, and safety improvements near schools.

The final section of the Plan contains recommendations for infill along Hurley Way. Planners on the Design Team identified the most appropriate types and locations for potential infill projects, including affordable housing. The team recommended more intense development of a Neighborhood Center at Howe Avenue, and a smaller center at Fulton. Together, these sites would serve as catalysts for continuing economic and neighborhood development. Recommended infill development patterns can ensure that uses along the street will conform to the community vision outlined in the Transportation Plan. Since the Plan is conceptual only, actual infill development will require analysis and approval by local and regional planning agencies.

Recommendations for each of the four zones along Hurley Way appear in a matrix at the conclusion of the report. Refer to this matrix for a concise presentation of recommendations. An appendix provides additional details, such as notes from the public process. Combined, the sections of the Hurley Way Revitalization Plan report offer a comprehensive overview of present and potential conditions. Recommended improvements will benefit all stakeholders, including property owners and those who live and work near Hurley Way. This report, Phase One of the project, provides a conceptual framework that will guide detailed site-specific studies that will follow in later phases.
Introduction

The Hurley Way Revitalization Project, coordinated by the Environmental Council of Sacramento (ECOS), through a grant from the Sacramento Area Council of Governments (SACOG), is a four-phase project intended to revitalize Hurley Way from Watt Avenue to Ethan Way. This project seeks to implement smart growth principles in the Sacramento Region Blueprint Transportation and Land Use Study, the existing General Plan and Community Plan.

There are several reasons why Hurley Way was funded for a revitalization project. Primary among reasons for this project is to provide the existing community with a sense of identity and connectivity. Identity and connectivity, when translated to physical improvements, include a need for sidewalks, crosswalks, transit facilities, intersection improvements, drainage improvements, landscaping and bicycle lanes. There is also a desire to provide affordable housing with infill opportunities presented by vacant land on Hurley Way.

Existing land uses on Hurley Way are primarily residential and commercial. While there is no transit running down Hurley Way, north-south transit connections are provided at stops on Watt, Morse, Fulton and Howe avenues. Phase I of this project includes a roadway analysis, conceptual design and planning, and conceptualizing an infill development project. ECOS hired a consulting team led by Glatting Jackson and including the Local Government Commission, Community Partners and Urban Advantage, to perform the work effort for Phase I. This report outlines the results of this effort.

Phase I of the project culminated with a week-long series of events, which involved more than 160 participants. This report is a summary of the concepts and ideas discussed at the various public workshops and presentations and
This report summarizes concepts and ideas discussed at the various public workshops and presentations. It reports the same ideas presented at workshops. The objective of this effort is to enrich community understanding of concepts and tools for revitalizing Hurley Way as a more efficient and attractive roadway comfortable for all users: motorists, transit vehicles, bicyclists and pedestrians.

**Plan Approach.** Key concerns of this plan include:

1. Improving the physical street network
2. Managing the quantity and quality of walking, bicycling and transit facilities and services
3. Improving disabled access to all areas in the corridor
4. Improving connectivity to isolated neighborhood areas
5. Increasing the efficiency and safety of intersections
6. Improving the visual appearance and value of the street and adjacent properties.
A charrette is a multi-day event that offers multiple opportunities for public participation in the design idea process. The design activity is founded on the ideas shared with the design team by the public and area stakeholders. In the process itself, professional designers intensely address local issues. For Hurley Way, the participation process included general focus group meetings, more specific stakeholder interviews and public meetings. The public workshops involved and engaged participants from the community. Participants identified what they like about their communities, what they would like to enhance or improve, and what new additions might benefit their communities’ various users.

**Focus Groups.** The charrette for the Hurley Way Revitalization Plan included focus groups (interviews) involving County officials, local residents, and other entities involved in planning and development. In addition to this, the design team also met with local business owners, emergency responders, apartment managers, and Encinas High School students in order to gain in-depth knowledge about community concerns and needs. The most common concerns addressed during focus group meetings were the need for sidewalks and safer street crossings, community gathering places for residents and their children, better drainage, and lower vehicle speeds on Hurley Way.

**Public Events.** During the public workshops, participants spoke about their visions, problems, issues, needs, and other concerns. Participants helped the project team understand the area. Meeting participants prioritized their concerns, then came up with designs to improve conditions.
Opening Workshop

If you went away for 20 years, how would you envision an improved Hurley Way upon your return?

**Answers by workshop participants:**

A community with attractive, tree-lined streets; well-kept, pleasant houses, apartment buildings, stores, and other facilities; and with a feeling of shared community among the people who live, work and go to school here.

Hurley Way is calm, and lots of people are walking and bicycling along it. There are grocery stores, drug stores, banks and other services that people need located along it. Big sidewalks, shady trees.

Tree-lined boulevard with slower traffic and bike lanes and sidewalks.

### Community Values

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<thead>
<tr>
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<tr>
<td>1</td>
<td>Sense of community/friends/neighbors</td>
<td>37</td>
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<tr>
<td>2</td>
<td>Safety</td>
<td>34</td>
</tr>
<tr>
<td>3</td>
<td>Trees/Landscaping</td>
<td>29</td>
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<tr>
<td>4</td>
<td>Amenities (retail, recreational, etc.)</td>
<td>25</td>
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<tr>
<td>5</td>
<td>Aesthetics</td>
<td>22</td>
</tr>
<tr>
<td>6</td>
<td>Walkability/sidewalks</td>
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Meeting participants were asked to write their top five values for the community on separate post-it notes. This matrix represents the top six choices; a complete list of all community values, with totals, is in the Appendix.

### Community Priorities

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<td>1</td>
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<tr>
<td>2</td>
<td>Sidewalks</td>
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<td>3</td>
<td>Mixed use villages</td>
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<td>4</td>
<td>Bike lanes</td>
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<td>5</td>
<td>Joint use schools as community facilities</td>
<td>18</td>
</tr>
<tr>
<td>6</td>
<td>Roundabouts</td>
<td>17</td>
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</table>

Meeting participants were asked to brainstorm a list of priorities for the Hurley Way neighborhood. Each item was written on large tablets and hung on the bulletin board. Participants then each voted on their top five priorities by placing drafting dots beside their top choices. This matrix represents the top six choices; a complete list of all priorities, with voting totals, is in the Appendix.
Design Workshop Process

The second public event was the walking audit and design table exercise. On Saturday, the design team participants went on a walk around the study area, paying attention to key deficiencies and suggesting potential changes in these areas. Following the walking audit, participants sat around maps and designed their own vision of a revitalized solution for Hurley Way.

Following the first two public events, the design team worked intensely for five days, designing the recommended conceptual plan for Hurley Way before presenting the plan to the public on the final evening of the process.

A walking audit provides a chance for workshop participants to examine the existing street infrastructure in the field.

Design Table Exercise. Workshop participants split into groups around tables with large maps of the Hurley Way area. Using pens and markers, each table group created its own design for Hurley Way’s revitalization. Following the designing process, each table presented its design to the entire group. These designs were used by the professional design team to ensure that the conceptual design for Hurley Way best matches the public’s vision.
Traffic and Transportation
There is no direct access to area freeways from Hurley Way, so most traffic volume on Hurley Way is probably local or regional in nature. Large truck traffic on Hurley Way during field observations was light. The route is important as a collector and distributor of trips into and out of the neighborhood, schools and shopping destinations. Many adjacent neighborhoods lack sidewalks and feature cul-de-sac and curvilinear streets. This type of poorly networked suburban development pattern often results in making cars the primary, and in many cases only, transportation alternative. Curb radii at intersections are excessively wide.

There is no transit on Hurley Way. Transit connections to other areas are available at the intersections of Howe, Fulton, Morse and Watt. Paratransit service is offered for eligible citizens who make reservations.

Bicyclists ride on sidewalks and in on-street lanes, a legal maneuver according to signs posted in the corridor. Bike lane markings are dropped in advance of the intersections. In some areas bike lanes are marked only on the outside. Inside and outside of some bike lanes are marked, while some are marked only on the outside. In one test, a bicycle was not able to actuate any of the traffic signals on Hurley Way, even when placed directly over the loop detectors.

Pedestrians walk on sidewalks or paved shoulders, when they are available, and in the street. All schools require students to cross Hurley Way. With the exception of a midblock crosswalk just east of Greer Elementary School, crosswalks are marked only at signalized crossings and are widely spaced. Where sidewalks are provided, they are often obstructed by utility poles and other street furnishings.

The American River Trail can be accessed from the Hurley Way area at Ethan Way and at Northrop. Northrop is accessible only via stairs. Neither entrance is well effective.

Existing Conditions

Existing Network
The number of street connections determines how well a community’s residents can move around on foot or even by vehicle. The diagrams above show connectivity in the areas surrounding Hurley Way. The upper diagram shows all existing streets while the red streets on the lower map show the arterial and collector system, the major roads carrying regional traffic. The dependence on major roads for local trips results in a street system that is stretched to its capacity. Regional traffic shares the roads. This reduces accessibility for local trips. Strategies to improve connectivity are discussed in the Transportation Plan section.
Existing Conditions

marked, and there are no way-finding aids for any transportation mode.

Primary intersections are signalized, and pedestrian actuated signals are provided near Greer Elementary School and at Rushden Drive at marked mid-block crossings. During field observations, one driver accelerated and went through the red light as the pedestrian entered the crosswalk.

Speeds are posted at 35 mph throughout the study corridor. The school zone at Greer Elementary is marked for 25 mph when children are present. The California Highway Patrol (CHP) reported that many complaints are received about excessive speeds on Hurley Way and in nearby neighborhoods. Their ability to enforce speeds is limited by manpower constraints. They have a citizen program in place in which residents borrow radar guns and report neighborhood speeders.

Traffic volumes range from approximately 7500 in the eastern segment to over 30,000 between Howe Avenue and Ethan Way.

Americans with Disabilities (ADA) Curb ramps are not provided at some intersections, so people using wheelchairs are at times required to use the street rather than sidewalks. Detectable

Some portions of Hurley Way lack sidewalks and curb ramps.

A walking audit participant demonstrates that she cannot reach the pedestrian push button at Bell Street and Hurley Way from her wheelchair.

WARNINGs are provided at some locations, but many are not directionally oriented, which complicates way-finding for people with visual impairments. Some pedestrian push buttons are poorly located. The lack of sidewalks and functional curb ramps forces people using wheelchairs into the street.

Where sidewalks are provided, they are often too narrow, forcing some users into the street. Behind the oleander bushes on the right is a well-worn path where someone could hide from pedestrians on the sidewalk.

Streetscape

Trees and landscaping are sparse. Where they do exist, some are not well maintained and create areas with security concerns or intrusion into the walking path.

Buildings are poorly oriented to Hurley Way, with parking placed between buildings and sidewalks. Portions of the street are littered. The corridor has no trash cans or benches.

Lighting. Standard cobra head lighting is provided at most intersections along Hurley Road. Street illumination levels are regulated by the County’s Improvement Standards. Lighting levels are based on the classification of the roadway, as opposed to adjacent land use.
**Hydrology.** Drainage is poor in the corridor, with water often pooling. There are some storm drains. Road sections without curbs and gutters have no formal drainage system.

The Sacramento County Fire Department reports that the existing water service is a 4” main, which does not always provide adequate water pressure for firefighting.

**Land Use**

Schools on or near the corridor include Greer Elementary, Salk Alternative Middle Schools, and Encinas High School. There are a number of stores and services on Hurley Way, clustered primarily around Howe, Bell and Fulton. They currently include fast food eateries, a new liquor store, national chain grocer, a national drug store chain, gas stations, and a dozen or so small retail outlets. Private residences and multi-family residential units also front on Hurley Way in several segments. There are a number of apartment buildings, mostly fenced to prevent Hurley Way access. Entrance to some properties are gated. Many properties in the corridor are for sale, with a number of vacant or used parcels. Removing uses except commercial and residential and school uses.

The land use map below shows two commercial corridors, Hurley Way and Arden Way. Arden Way has emerged as the true regional retail corridor, providing access to retail and regional and highway system.

Commercial use on Hurley Way is more neighborhood-oriented. Hurley Way is surrounded by residential neighborhoods. The main frontage along the road itself also has a large concentrations of institutional facilities. Hurley Way functions as a different type of corridor with more focus on neighborhood commercial and local access. The scale of the street and businesses provide opportunities for the area to become a walkable neighborhood.

Office and retail uses.
**Existing Conditions**

**Ethan Way.** This signalized intersection is designed for high capacity with double right and a double left sets of lanes. Hurley Way and Ethan Way also serve as major entries to the Cal Expo grounds. There are no medians on either of these streets. Walking conditions feel unsafe and uncomfortable because traffic is fast and close to the sidewalk. Crosswalks are missing on the north leg of this high speed intersection. The southeast corner radius encourages high speed turning movements.

**Howe Avenue.** Hurley Way is signalized at Howe, a major arterial with six through lanes and multiple turn lanes. Red on right is allowed at the signalized dual right turn lane on the southwest quadrant. Lighted “yield to pedestrian” signs are posted. Turning speeds are high, and drivers failed to yield to pedestrians who had a walk light. Drivers frequently obstruct the crosswalk as they pull forward to attempt a right on red. Crosswalks are poorly marked.

**Bell Street.** This is a signalized school crossing. Westbound lanes on Hurley Way increase from two to four east of this intersection, and carry through to Howe. Eastbound, the dual lanes stop at Dealy near Street. Most traffic stacks in the inside lane. The dual lane approaches complicate the pedestrian crossing. Three corners have a curb ramp for each direction of travel. All corners have detectable warnings, but the northwest corner does not have a sidewalk link. None of the corners have enough standing room for groups of students.
**Fulton Avenue.** This intersection had the most pedestrian-related crashes in the county during the 5 years ending December, 2001. There is no marked crossing on the south side and no stop lines on any leg. Car-oriented development on the corners lack pedestrian connections. Some driveways are too close to the intersection. There is no shelter at the Fulton Ave. transit stop south of the intersection.

**Morse Avenue.** This signalized intersection lacks a crossing on the east side of the intersection. All legs have 2 or 3 lanes, with the exception of the east leg which has 4 lanes. There are no detectable warnings at ramps. There is no pedestrian connection to the new building, where a convenience store will soon open. The new building is set back from the sidewalk, with parking and garbage in front of the building.

**Watt Avenue.** The eastern entrance to Hurley Way is a fully signalized intersection. Crosswalks are marked on three legs of the intersections, but there are no curb ramps on any corners and no crossing on the north side. There are no detectable warnings on any corners.
Existing Conditions

Ethan to Howe Avenue

Howe Avenue to Bell Avenue

Bell Avenue to Fulton Avenue
### Existing Conditions

#### Ethan to Howe Avenue
- 4-lanes, plus turn lanes
- High speed commuter/regional traffic
- Primary connection between Hurley Way and the American River Trail
- No designated bike lanes
- Links Alta-Arden Expressway to Howe
- High-speed turns between Ethan and Hurley
- Sidewalks both sides, back of curb
- Signed for bikes to use traffic lanes or sidewalks
- Office complexes and commercial

#### Howe Avenue to Bell Avenue
- 4 lanes, plus turn lanes
- Access to commercial/retail
- Bike lanes except at intersections
- Sidewalks both sides, back of curb some segments
- Incomplete sidewalk connections on north side
- Wide driveways; slopes exceed ADA maximums
- Most intersections not ADA compliant

#### Bell Avenue to Fulton Avenue
- 4 lanes near Bell/2 lanes east of Dealynn
- Greer School fronts Hurley
- Pick up and drop off front of school in driveway and at curb creates congestion and potential conflicts
- Informal on-street parking in front of track and field in bike lane
- Side streets excessively wide at intersections
- Most intersections not ADA compliant
Existing Conditions

Fulton to Jonas

Jonas to Rushden

Rushden to Watt
Existing Conditions

**Fulton to Jonas**
- Four lanes on Hurley near Fulton
- Bike lanes drop thru intersection; shared with parking where they begin again
- No sidewalks on north side of street east of shopping center
- No red curbs/no stopping zone near intersections
- Wide curb radii on side street intersections

**Jonas to Rushden**
- Two lanes
- On street parking both sides of road
- Beginning at Morse and to the east there is no parking
- Bike lanes both sides, separate from parking areas
- Sidewalks are discontinuous
- Some flush shoulders, no curb

**Rushden to Watt**
- Two lanes, no turn pockets
- Primarily single family residential
- On-street parking
- No sidewalks or corner treatments
- 25 mph speed limit
The key theme that emerged from the charrette process was support for the Hurley Way area to be an attractive, livable neighborhood with a strong sense of community. Stakeholders placed emphasis on greening streets, slowing traffic, walkability, convenient access to commerce, and safety.

Their visions are similar to those of the 5,000 stakeholders who helped shape the Sacramento County Blueprint Transportation Study and Land Use Plan, often referred to as “The Blueprint.” The Blueprint is a plan for managing growth in the Sacramento region in a way that meets future demands while preserving and enhancing quality of life. The recommendations in this report support smart growth principles described in the Blueprint. The seven principles are:

- Provide transportation choices
- Offer housing choices
- Develop compactly
- Use existing assets
- Include mixed land uses
- Conserve natural resources
- Design attractive, quality places

Street Features

This section begins with an overview of features recommended throughout the corridor to slow traffic, improve safety, and create a street environment that incorporates Blueprint principles. All transportation improvements can be made within current right-of-way, with the exception of some corners at some proposed roundabout locations. A more detailed discussion of changes in each of the corridor segments begins on page 27. The concepts presented are based on planning information available during the charrette. Further engineering study is needed to refine the concepts and validate their application at the identified locations.

Hydrology and Utilities

Water service and drainage improvements should be completed in conjunction with street improvements. Utility lines should be moved underground or pole height increased to ensure lines are above tree height.

Travel lanes and On-street Parking

Ten foot travel lanes are recommended on Hurley Way. The reduced lane widths will help slow traffic and provide space for other improvements, such as sidewalks and landscaped buffers. On-street parking is recommended in some segments of the road.

Right turn deceleration lanes or turn pockets are not recommended on Hurley Way. The purpose of removing right turning traffic from through traffic is to allow higher speeds in through lanes. The objective of the transportation plan is to slow vehicle speeds to 25-30 mph.

Safety Strip

Safety strips are recommended in some portions of Hurley Way where the number of turning movements are high. The safety strip serves as a center turn lane, allowing drivers to turn into and out of the center. To keep driver speeds down the strip is constructed with a bumpy surface of a contrasting color, such as stamped concrete or brick pavers.

This safety strip in West Hartford, CT, is 7-1/2 ft wide.
Trees
Participants cited trees and landscaping as a top priority. Hurley Way is ideal for rows of trees along street edges and in medians between travel lanes. Tree-lined streets help create a sense of enclosure that encourages slower speeds. The Sacramento Tree Foundation, a partner in the original grant submittal for Hurley Way’s revitalization, offers additional information on their website, www.sactree.com.

Sidewalks
Continuous sidewalks along both sides of Hurley Way are necessary. Comfortable walking and transit service are not feasible until sidewalks are in place. Sidewalk widths vary by segment, but must meet minimums established by the Americans with Disabilities Act (ADA) and the Sacramento County Pedestrian Design Guidelines (February 2006).

Landscaping and other street furnishings should not encroach on the clear walking zone of sidewalks. A shy zone of 2’ from buildings allows space for opening doors and window shoppers.

A smooth, clear walking path is needed on all sidewalks and driveways. Commercial driveways should be as narrow as possible and shared with nearby buildings when feasible. Street furnishings, such as utility poles, controller boxes, trash cans, benches, and landscaping should remain outside the walking area. Where buildings are located at the sidewalk edge, a shy zone of 2 to 4 feet is needed to allow for opening doors and window shoppers.

Sidewalks are the basic travel route for pedestrians. Public art, benches, water, trash cans, and signage further enhance the walking experience. These features could also contribute to a unique sense of place.

Charrette participants wanted Hurley Way to be a friendly, welcoming place. Benches provide places for people to rest and watch over public space.

Trash cans, transit shelters, benches, and other street furnishings unique to Hurley Way would contribute to a sense of place and neighborhood identity.
Bicycle Facilities
Hurley Way should have continuous on-street bike lanes that are 5 feet wide. Concrete is preferred for bike lanes for several reasons. The light colored concrete contributes to the visual narrowing of the street and defines the bike lane even if markings fade. Concrete requires little maintenance and is not as likely to develop irregular surfaces that create problems for cyclists. Expansion joints should be saw-cut to ensure the smoothest surface. Bike lanes at all signalized intersections should have loop detectors that sense bicyclists. Bike racks should be highly visible at destinations like shopping, parks, and schools.

Roundabouts
Roundabouts are unsignalized intersections where traffic circulates around a raised center island that would work well at several locations along Hurley Way.

Roundabouts on Hurley Way should be designed to restrict speeds to 15-22 mph. Roundabouts have 76% fewer injury crashes and 30-40% fewer pedestrian crashes than signalized intersections. The most severe intersection crashes, often caused by red light running, are eliminated at roundabouts.

Vehicles in the roundabout drive counterclockwise and have the right-of-way over entering traffic. Drivers slow down as they approach the intersection, yielding to any pedestrians in the crosswalk. The yielding driver looks left, waiting if necessary, for a gap in traffic to merge into the roundabout. Once inside the roundabout, drivers signal and turn right at their exit.

The circular roundabout roadway can be one or two lanes. Larger, two lane roundabouts operate the same as smaller ones and offer similar benefits. Drivers traveling farther around the circle can select the inner lane to avoid slower vehicles and merging traffic.

Bike lanes are dropped at roundabouts. Bicyclists at this roundabout in Olympia, WA, can merge with traffic or ride up the ramp onto the sidewalk.

Pedestrians cross at designated crosswalks. They cross one direction of traffic, wait in the refuge island to be sure a driver is going to yield, then complete their crossing. People with visual impairments rely on audio information to determine when it is safe to cross. At roundabouts it may be difficult for them to determine when traffic has stopped to wait for them. Experienced bicyclists can proceed through the roundabout in a traffic lane, following the same rules as other vehicles. Cyclists may also use sidewalks and pedestrian crossings.

Large trucks and long fire engines drive over the curb on the truck apron in the middle to make the tightest turns. The truck apron surrounding the center island uses contrasting paving and slopes slightly up toward the middle. Normal vehicles
Some large vehicles will mount the truck apron to complete their turn. Stay off the truck apron. Roundabouts can increase intersection capacity 30-50%. They reduce delays, reduce pollution, save fuel, reduce the need for storage lanes, and improve traffic flow at intersections with frequent left turns.

Roundabouts save signal maintenance and power costs. The service life of a roundabout is 25 years versus the 10-year service life of signal equipment.

Pedestrian Crosswalks

Pedestrian crossing distances should be as short as possible to reduce pedestrian exposure to moving traffic and decrease vehicle delay. The narrow lanes recommended for Hurley Way help shorten exposure time. Reduced corner radii and curb extensions (bulb outs) also shorten crossing distance and are recommended throughout the Hurley Way corridor. Reduced radii and curb extensions help slow turning traffic and enhance visibility between pedestrians and drivers. In many cases, these features add additional space at the corner, allowing separate curb ramps, good placement for push buttons, and pedestrian waiting areas. This is particularly useful near schools, where students walk in groups.

Many drivers are not aware that every intersection is a legal crosswalk, whether or not it is marked. Marking crosswalks clarifies the pedestrian right-of-way and makes crosswalks visible to motorists. All legs of every intersection should be marked. High visibility ladder markings or wide markings with a smooth center travel path (as shown in the photo on the right) are recommended across Hurley Way. Side street crosswalks can be marked with standard markings.

No other marked crosswalks are recommended except the signalized midblock crossing at Greer Elementary School, but crossing islands should be added over time as needed. As the Neighborhood Centers envisioned in the revitalization plan are complete, an engineering study will determine where additional marked crosswalks may be needed. Crossing islands are recommended if midblock crosswalks are installed. At crossing islands, pedestrians can cross one-
Transportation Plan

Crossing islands are recommended if midblock crosswalks are installed at a later date. At crossing islands, pedestrians can cross one-half of the street at a time and wait in the island to be certain they have an adequate gap or the oncoming vehicle is yielding.

Networks and Connectivity

The existing network of arterials and collectors is strained by regional and local traffic volume. Better use of existing resources and creation of new street connections would distribute traffic more evenly. For example, Hallmark Drive, which connects Howe Avenue to Ethan Drive, is lightly used. Minor improvements could attract some traffic away from the congested right turn at Hurley Way and Howe. Additional connections from Ethan to Howe would further reduce traffic on Hurley Way and distribute traffic more evenly.

Isolated neighborhoods should be connected, especially for people walking and bicycling. Linking neighborhoods together strengthen the sense of community and makes walking and bicycling more convenient.

Links between houses or commercial areas improve the network and make walking or bicycling a viable option. Work with crime prevention officers to be certain the space is designed to be safe.

Lighting

Adequate lighting at crossings and along sidewalks is essential for a pedestrian-friendly Hurley Way. Poles should be placed outside the clear walking area of sidewalks. Additional guidance for lighting is provided in the Sacramento County Pedestrian Design Guidelines.

Pedestrian walkways, parking lots, and crosswalks on Hurley Way should be lighted.
The red dashed lines in the drawing below are conceptual illustrations of where additional street connections could be added to distribute traffic more evenly within the Hurley Way area. Blue dashed lines illustrate how additional streets might be added as the area continues to revitalize and land use patterns shift to more a more walkable, grid-style street network.

At right, arrows show how the expanded street network gives southbound traffic on Ethan additional access to Howe Drive. Heavy right turn traffic at Howe and Hurley creates safety problems for pedestrians and contributes to peak hour chaos at the intersection. The distributed traffic pattern can reduce congestion and potential conflicts.
An analysis of the existing land uses revealed four distinctive areas in the vicinity of Hurley Way. The street is primarily residential from Watt Avenue to just west of Jonas. The approach to this area is to retain and enhance the residential character. Near Fulton Avenue, the existing commercial area is an opportunity for a more village-like area that can be easily accessed by foot, bicycle, or vehicle. West of the Neighborhood/Village Center the area is dominated by institutions, such as Greer School, but also contains residential. Many businesses and offices are located between Bell and Ethan, with a medium-sized shopping center on the southeast corner of Howe. Each of these four areas has unique qualities and opportunities. They are discussed in detail on the following pages.
**Transportation Plan**

**Hurley-Fulton Neighborhood Center**

Fulton Avenue’s central location on Hurley Way and existing commercial enterprises make it ideal for in-fill development. The conceptual sketch above shows how buildings are added next to sidewalks. On-street parking is envisioned in this area of Hurley Way.

A center lane can serve as a safety strip, where drivers normally don’t go. Pedestrians can normally use this area while waiting to cross. Traffic lanes remain 10’ and bicycle lanes are striped to the intersection or roundabout. Sidewalks in this section are 12’ feet, including the area for tree wells. Curb extensions appear at driveways, intersections, and midblock crosswalks. Buildings with a mix of uses are envisioned as two-three stories high.

A turn lane is added at the center of Hurley Way near the intersection of Fulton Avenue.

Neighborhood Centers are compact neighborhood or community commercial areas where walking and social interaction is encouraged. These centers are generally one-quarter mile across, with the densest elements in the middle.

Mixed-use buildings in Neighborhood Centers combine uses including retail, office, residential and entertainment. Street design encourages walking and bicycling between nearby residential areas and the Neighborhood Center. The average walking trip for transportation is less than a mile. Neighborhood Centers should be spaced closely enough to encourage walking and cycling.

At the middle of each center is a public space, which may be a plaza, square, green, or important intersection. These public spaces are community focal points. They often take on unique neighborhood character or personality. The roundabout recommended for Hurley Way and Fulton Avenue could be a community focal point.

Neighborhood streets are designed to balance pedestrian comfort with steady, low speed traffic. Increasing pedestrian activity encourages casual meetings that form community bonds. Local residents and workers are more likely to walk or cycle to a concentration of businesses and other destinations.
Transportation Plan

The roundabout envisioned at Fulton Avenue has two lanes in each direction on Fulton Avenue and a single lane in each direction on Hurley Way. Preliminary studies using current traffic counts indicate this is a feasible alternative that would reduce crashes and delay, slow traffic, and decrease pedestrian crossing distances. Small areas of additional right of way may be needed on corners. Further engineering study is needed to validate preliminary findings and refine the design for this and other roundabouts and mini-circles included in the plan.

 Proposed Fulton Street Roundabout can serve as the focal point for this Neighborhood Center.

This roundabout soon to be built in Reno, Nevada, is larger than needed at Fulton Avenue, but it illustrates how dual and single lane approaches can be mixed.

Recommendations

♦ Underground or raise utilities
♦ Complete hydrology projects
♦ Add new curbs, gutters, sidewalks, and on-street parking
♦ Add curb extensions between parking bays
♦ Stripe 5’ bike lanes, 10’ travel lanes, and a center turn lane or safety strip on Hurley Way
♦ Provide mid-block crossings as needed
♦ Construct roundabout at Fulton Avenue
♦ If a roundabout is not constructed, add curb extensions and countdown heads to the Fulton Avenue intersection.
♦ Install pedestrian-scale lighting
♦ Landscape
♦ Require in-fill and revitalization as described in the Infill Guidelines on page XX
The photo above shows Hurley Way, looking west near Fulton Avenue. The images on the right illustrate how recommended improvements would change the appearance of the area.

These images show how the Fulton/Hurley intersection could evolve into a Neighborhood Center in stages, over time. The photo above shows existing conditions. Image 1 is a close-up of the roundabout recommended at this location. Pedestrians cross two narrow lanes on Hurley, and 4 lanes on Fulton. Image 2 shows how wide sidewalks, lighting fixtures, and trees enhance the environment. The street improvements set the stage for increased private investment and more effective use of existing retail space. In image 3, the final phase of development, buildings line both streets near the intersection. Their proximity to the sidewalk improves access for pedestrians. Parking behind the buildings is consolidated, so that people can park once, and have only a short walk to several destinations. Increased greenery, reduced vehicle speeds, and human-scale buildings help create a sense of place. On-street parking is not shown, but is feasible slightly farther from the roundabout.
For the residential neighborhood at the east end of Hurley Way, revitalization should slow traffic speed, preserve residential character, increase greenery, define parking areas, and improve sidewalks and crossings. The street concept shown above was developed to achieve these goals. It provides two 10’ traffic lanes, 5’ bike lanes, 6’ sidewalks, a 5’6” landscaped buffer strip between sidewalks and the curb, and parking between tree wells on the south side of the street. Curb extensions at intervals between the parking spaces provide space for additional landscaping. These features, combined with mini-circles and roundabouts at key intersections, will slow traffic. The reduced speeds will improve safety and make it easier for drivers to enter Hurley Way from side streets. This section of Hurley Way will be a safer, more inviting place to live, walk, and bicycle. The reduced speeds will not create significant vehicle delays. In fact, reduced delay at the Morse Street roundabout could even shorten average travel time.

This section of Hurley Way is envisioned with two 10’ lanes, 5’ bike lanes, a 5’6” planted buffer zone, and parking between curb extensions on the south side of the street.

Recommendations
- Underground or raise utilities
- Complete hydrology projects
- Add new curbs, gutters, sidewalks, buffer strips, and parking on the south side along homes that face the street
- Add curb extensions at intersections without mini-circles or roundabouts
- Add curb extensions between parking bays
- Install pedestrian-scale lighting
- Landscape
- Add countdown heads at signalized intersections; upgrade ADA features to be functional for all users
- Stripe 5’ bike lanes and 10’ travel lanes. Mark crosswalks on all legs of every intersection
- Narrow Watt Avenue travel lanes to a maximum of 12’ at the intersection and shorten pedestrian exposure by removing the separated right turn lane
- Construct mini-circle at Rushden Avenue and eliminate pedestrian actuated crossing
- Construct roundabout at Morse Avenue
Reduced lane widths and curb extensions on Watt Avenue will shorten pedestrian crossings, reduce signal delay, and enhance walking for people of all abilities. On side streets with parking, curb extensions should be added. On corners without parking, turning radii should be as tight as possible.

Rowena and Crisp together create one intersection. This drawing shows a new connection between Evelyn Lane and Hurley Way. The connection could be for pedestrians only if space is limited. Unless it becomes a street, the sidewalk should continue across the driveway opening.

A single-lane roundabout at Morse Avenue will help maintain smooth traffic flow at the intersection. Pedestrian crossing exposure is reduced, and the splitter islands divide the crossing into two segments.

A mini-circle at Rushden Avenue can replace the pedestrian-actuated signal that is near the intersection. The mini-circle will slow speeds and make it easier for drivers to make left turns. Mini-circles operate like roundabouts, but are smaller. The mini-circle requires less right-of-way than a roundabout and can be used where large trucks are not expected to make left turns.
Institution and Residential Area

This segment of the corridor is dominated by the schools and playing fields on the north side of the street. Single and multi-family residential development are located on the south side of the street. Many students walk to and from school along Hurley Way, generally in groups. Wide sidewalks are needed to ensure they do not walk in the bike or travel lanes. Trees are planted near the curb edge of the sidewalks in tree wells. The midblock crossing east of Greer school remains in place.

Greer School is scheduled for major reconstruction in the near future. At that time, all parking for buses, parent pick up and drop off, and employees should be moved to the side or back of the building. The current pick up and drop off area creates congestion at the school and creates conflicts between walking students and vehicles. No driveways or loading zone should be located in front of the new school. Students who walk or ride bicycles should be able to enter the school grounds conveniently.

During the development of a new site plan, the school could be reconnected with the neighborhood. This would improve circulation around the school. New, slow-speed neighborhood streets, as illustrated below, would connect the school to the neighborhood. The local traffic, including pedestrians and bicyclists, adds “eyes” to watch over the public space on the school grounds. As an alternative, pedestrian-bike only access could be added.

For student safety, sidewalks remain 12’ wide through this segment of Hurley Way. Through lanes are 10’ wide, with 5’ bike lanes. Some on-street parking is provided near the playing field. A raised median between Gannon and Bell has breaks in it to allow vehicles to turn in and out of side streets.
A roundabout at Bell Street is shifted slightly north to minimize right of way impacts. Some acquisition from the school and the vacant parcel may be necessary.

A mini-circle at Gannon will ensure speeds remain slow. Mini-circles slow speeds by requiring drivers to slow down to maneuver around the center island.

Recommendations:
- Underground or raise utilities
- Complete hydrology projects
- Add new curbs, gutters, sidewalks, and raised median
- Add curb extensions at intersections where mini-circles or roundabouts will not be provided
- Install pedestrian-scale lighting
- Landscape
- Stripe 5' bike lanes and 10' travel lanes. Mark crosswalks on all legs of every intersection
- Construct mini-circle at Gannon
- Construct roundabout at Bell Street
- Trim or replace vegetation along playing field
- Build new connections to neighborhood
Office and Business Area

The area from Ethan Way to slightly east of Bell Street is characterized by office buildings and car-oriented retail and commercial areas. Objectives in this area were to slow traffic speeds, improve access to businesses, and create a more pedestrian/bicycle-friendly commercial environment. There are opportunities for mixed-use infill, especially at the intersection of Hurley Way and Howe Avenue.

Improving the street network is will help shift traffic away from Hurley Avenue and crucial for the proposed street configuration to work. Removing two lanes of traffic will reduce speeds, making it easier to get in and out of businesses. Left turns are facilitated by the safety strip between lanes. Midblock crosswalks may be needed as revitalization occurs.

The street in this section includes 2-10’ lanes, 5’ wide bike lanes, 12’ sidewalks, on-street parking, and a center turn lane/safety strip.

Recommendations

- Underground or raise utilities
- Complete hydrology projects
- Enhance Hallmark/Ethan/Howe connection
- Provide new connections from Ethan to Howe north and south of Hurley Way
- Eliminate 1 northbound and 1 southbound lane on Hurley Way
- Remove dual right at Howe and Hurley; tighten curb radii / or install roundabout
- Add center safety lane
- Add curb extensions with reduced radii at Ethan and Hurley
- Stripe 5’ bike lanes and 10’ travel lanes. Mark crosswalks on all legs of every intersection
- Add countdown heads at signalized intersections
- Add new curbs, gutters, sidewalks on Hurley Way
- Add curb extensions on Hurley Way at driveways and intersections
- Add curb extensions between parking bays
- Install pedestrian-scale lighting
- Landscape
Hurley Way in this section will transition from a noisy, high-speed 4-lane road to a walkable, bikable, 2-lane street. The wide, tree-lined sidewalks create the setting for another village-like infill project. The conceptual project illustrated replaces car-dominated commercial businesses in the southwest corner of the Hurley Way / Howe Avenue intersection with human-scale buildings. The buildings are adjacent to sidewalks, or slightly setback to allow for curbside eating. Although Howe Avenue remains a busy, six-lane arterial, the primary entrance to the infill area is located on Hurley Way.

Bulb outs at the existing signalized intersection at Ethan Way will help reduce turning speeds. Once the street network enhancements are in place, the turning traffic volume will be reduced.

As revitalization occurs, buildings are constructed close to the edge of the sidewalk. Parking is moved behind buildings, and access to parking is consolidated into one or two primary driveways. The site will become a catalyst for additional mixed-use development in the vicinity. Notice in the conceptual drawing how the streets within the development create a grid pattern.

At the intersection of Hurley Way and Howe Avenue, the dual right turn is removed. Hurley Way is narrowed to two lanes, and traffic distributed on the enhanced street network. Bulb outs are added at the intersection on Hurley Way.
The Design Team found other opportunities to revitalize the Hurley Way corridor. Since the area is mostly built out, large scale development is not appropriate. However, the many vacant and underused lots will attract smaller-scale commercial and residential projects.

An overall revitalization plan can add housing, business, and commercial uses. This increases the overall value and livability of the corridor. New projects in areas that are generally built-out are known as infill development. The new construction usually occurs on vacant, bypassed, and underutilized land where utilities are already in place. Suitable properties include individual lots and larger tracts that may allow further subdivision.

Infill in the Hurley Way corridor is consistent with the principles in the Blueprint for Sacramento County. It takes advantage of existing infrastructure, offers more housing choices, and mixes uses. Infill eases growth pressures on outlying areas and can improve quality of life for older communities through new facilities and investment. For example, many workshop participants expressed a desire for transit service. Denser and more compact land use makes transit service more viable.

Infill helps achieve visions participants described for Hurley Way and those established by the 5,000 participants in the Sacramento region Blueprint process. Infill can support the existing community along Hurley Way, preserve agricultural and natural areas, and saves the cost of building new infrastructure to support development elsewhere.

Infill addresses gaps in the existing structure of the built environment and adds security and definition to communities.

1. Compatible Design
The Design Team’s land use analysis of this revitalization study determined that Hurley Way is a multi-use corridor that has less intense regional retail than Arden Way. The commercial and retail uses along Hurley Way are more neighborhood-oriented. However, these business sites are configured to prioritize vehicles and make pedestrian access more difficult.

Infill projects should enhance the design and function of the existing community. New construction should enhance neighborhoods by adding to their coherence, without changing their established character.

Infill development can enhance neighborhoods by adding housing, retail options, public facilities or open space. In addition, building form and placement can strengthen sense of place in different parts of a neighborhood. Similarly, introducing
continuous sidewalks and other streetscape elements within infill can establish a precedent for these elements to be used in future revitalization efforts in the community.

Infill development along Hurley Way should build on the established community. Infill must respect neighborhood character. The Revitalization Plan shows how a greater variety of land uses can be accommodated through revitalization of key “catalyst” sites. These sites can increase the mix of uses and densities, while preserving the character of surrounding neighborhoods.

Successful infill strategies maintain or restore connectivity to streetscapes, strengthen neighborhoods, respect historic preservation and introduce compatible uses. In the case of Hurley Way, “Neighborhood Center” catalyst sites can increase densities and introduce mixed uses to strengthen Hurley Way as a compact, walkable community.

Two important nodes along the Hurley corridor are suitable as catalyst sites for Neighborhood Center infill. These sites offer opportunities to enhance the overall corridor, while preserving the existing character of the surrounding residential areas. The sites are large enough to add network streets that will enhance the transportation system for all users.

Development that seeks to increase density and mixed uses at the Neighborhood Center sites should consider the following elements:

Relaxed numeric parking requirements and carefully designed onsite parking.
Parking can be an obstacle to infill development, especially on smaller lots, since standards require too much land to make development economically feasible. The increased density and mixed uses recommended in the Neighborhood Center locations reduces car trips because origins and destinations are closer to one another. The development of a street network within the sites can transfer portions of the required on-site parking to street locations, thus freeing up parts of the site for more efficient use. Parking design should be as unobtrusive as possible for a seamless relationship between building and street. Careful site
Infill Development Guidelines

Planning will prevent parking intrusion into nearby neighborhoods.

Corner buildings built to the street.

Current development patterns include buildings separated from sidewalks by parking lots. Bringing buildings close to the sidewalk establishes a strong presence and creates a sense of enclosure that helps calm traffic. Pedestrian access is enhanced and a sense of place is established.

Scale appropriate to surrounding neighborhoods.

The catalyst sites can define important nodes of activity and development intensity along the corridor, but they should not be out of scale with the rest of the neighborhood. Heights between adjacent buildings should not vary by more than two stories, and heights in any Neighborhood Center revitalization should not exceed four stories.

Prevent commercial encroachment into neighborhoods.

The Neighborhood Centers complement the existing neighborhoods by providing close access to retail by foot, bicycle, or vehicle. Through careful design of the buildings and sites, the proximity to goods and services increases the value of residential property. Since commercial space is generally more valuable than residential, some demand to convert residential to commercial could develop. Creating a border that confines retail and commercial to the Neighborhood Centers protects residential neighborhoods from commercial encroachment.

Outside the Neighborhood Centers, neighborhoods are less dense, with single-story, largely residential land uses. In addition to institutions, single and multi-family residential neighborhoods are.

These images show how a parking-dominated site can become more pedestrian-friendly by placing buildings close to sidewalks.

Conceptual Neighborhood Center catalyst sites at Fulton and Howe, intersections that are important nodes in the corridor. Buildings are oriented to the street and the sites incorporate the local street network. Parking lots that were obstacles to pedestrian access are relocated. Careful attention to building scale and envelope, streetscape treatment, and enhanced pedestrian facilities can allow these sites to blend well into the neighborhoods.
common along Hurley Way.

Infill development should preserve the immediate surroundings, though on Hurley Way multi-family residential buildings could better shape the street. Much of the multi-family development is now in the form of inward-facing clusters of buildings. New development should face the street, even while preserving building front and side setbacks.

Many single-family residential parcels on Hurley Way face the cross street, especially east of Fulton. This orients the side of the lot toward Hurley Way. This is the established precedent, but as these lots revitalize, new buildings should face Hurley to better define it as a main street.

Three infill development guidelines apply to institutional and neighborhood zones:

Preserve setbacks where possible for residential land uses.

By preserving existing setbacks and adding a uniform setback along the Hurley corridor, infill development can help define street edges and establish clear and consistent sight lines for motorists and pedestrians.

Focus higher densities on Hurley Way itself and preserve single-family character of neighborhoods behind Hurley.

The corridor already has a significant multi-family component, especially west of Fulton Avenue. Multi-family housing can help frame street dimensions of the street. Its higher densities are suitable for future transit and the enhanced pedestrian facilities discussed in this revitalization plan.

Orient buildings to Hurley Way

The side yards adjacent to Hurley for much of the corridor preclude visual surveillance of the street and do not convey a feeling of importance for the street’s user. Where lot dimensions and access needs allow, orient buildings to the street. The potential impacts of this on adjacent land uses on side streets are also important. For example, the impact on houses that are two lots into the neighborhood, not the one lot directly adjacent to Hurley Way, should be evaluated. The back sides of buildings oriented to Hurley Way should not detract from neighborhood character.

While preserving the established character of a neighborhood is important, trying to create a false historical appearance can actually detract from neighborhoods. In Hurley Way’s case, much of the built environment is typical of post 1950’s suburban development patterns, with buildings added over time. No strong architectural vernacular defines the neighborhood.

2. Barriers to Infill Development

Infill development is more complex and challenging than development in open areas. Infill development sites are usually smaller, reducing economies of scale. Environmental and regulatory barriers create additional challenges.
Infill Development Guidelines

Environmental Barriers
Some infill sites are difficult to work with. Undeveloped sites in neighborhoods like Hurley Way often result from ‘leapfrog’ patterns of development.

Sites that are flood-prone, have restrictive elevation, or enjoy natural resource protection may have been bypassed because the land available for development was not suitable.

Sites with environmental barriers may have natural features that can potentially be incorporated into public amenities. How this affects a site development program depends on the nature of the project.

Regulatory Barriers
Regulatory barriers are often greater than environmental constraints. Zoning requirements generally favor a single-use model. This creates obstacles for mixing uses or selective application of different zoning types.

Zoning, subdivision, and building codes may prescribe standards that are incompatible with the existing character of an older community. For example, road standards may preclude the same access afforded to existing parts of the neighborhood. These barriers are not insurmountable, but the legal methods of moving past them, which includes variances, special exceptions and other waivers, can significantly slow the development process and make it more expensive.

The following steps outline a way to identify where environmental and regulatory barriers occur:

Identify wetlands, floodplains, prohibitive topography and other natural constraints. Examine the site configuration and constraint locations. If development potential is limited, consider these sites for future public recreational uses.

On the right is an excellent example of a single-lot residential infill development in Detroit. Consistent cornice lines, floor heights and setbacks allow the building to blend well into its environment.

Any new housing along Hurley Way should face the street and match existing setbacks where possible.
Identify lots that do not meet minimum zoning requirements for lot dimensions. Depending on the variance between the recorded dimensions and the minimum specified in a zoning ordinance, consider whether ‘typical development’ (e.g. building types and scales) can function on the site.

Identify development standards that cannot be accommodated and understand needs for waivers. Understanding what is limiting development may greatly help. For example, if lot dimensions are insufficient or parking requirements cannot be met, administrative approval may be justified if the development demonstrates the ability to function properly and work well within the context of its built environment.

3. Policy Changes

Infill is often driven or constrained by the requirements of public policies and regulations. Establishing a supportive policy framework will greatly facilitate infill development along the corridor. These are general guidelines for how policies should be constructed.

Sacramento County and other adopting agencies should tailor these broad recommendations to the context of their existing policy instruments.

General Plan Policies

The general plan should establish a policy basis, goals, and objectives, and define the area where infill will be carried out. The policies in the general plan can allow infill within larger zones or on a case-by-case basis. General plan policies on infill in the Hurley Way corridor should be consistent with the intent of this revitalization study.

Zoning and Land Development Regulations

Zoning regulations should support infill and include clear definition of intent that upholds general plan policies. Regulations should provide adequate flexibility for lots that do not meet minimum size requirements.

An alternative to amending the existing zoning ordinance is to create a separate infill ordinance designed to work with zoning districts, perhaps through an overlay district applied to certain geographic areas or allowing infill on a case-by-case basis. For overlay districts, clearly define infill in the context of the ordinance so that any provisions that change or facilitate administrative requirements for development can be applied to a particular case without any doubt. Key components to an infill ordinance include:

1. A statement of intent: the ordinance is intended to accommodate growth by encouraging new development in areas that already have infrastructure and public utilities, to encourage efficient use of land, to promote economic development, to promote compact development and walkability, and to provide flexibility in the development of infill sites.

2. Requirements, especially thresholds for when open space, street connections, and other public facilities need to be included in a plan.

3. Permitted uses compatible with the surrounding neighborhood.

4. Development standards, including the circumstances in which minimum lot requirements of underlying zoning districts may be waived, acceptable building heights, setbacks, building envelope standards, parking requirements and access requirements.

Some of these recommendations are supported by existing general plan policies.

Providing waivers through an administrative, not legislative, process expedites the revitalization and infill process. Sacramento County must define which projects can be treated through administrative review and which require more thorough public review. Variances in building height, setbacks, architecture and...
Infill Development Guidelines

building style details are generally granted by staff without board review. A more thorough, case-by-case review should be reserved for major alterations to the established patterns of the neighborhood context. Examples might include: height changes of three stories or more between two adjacent buildings, proposals that completely eliminate on-site parking, or buildings whose architecture or massing are not compatible with existing buildings.

Lots that do not meet minimum requirements in the existing zoning ordinance should not be excluded from development. Zoning regulations should consider all lot sizes in setting minimums for infill areas and should provide flexibility in standards for lots that come close to meeting the minimum. This is common in cases where parcel dimensions have been shortened due to road widening, permanent dedication of utility easements, or other transfers of property. These parcels should not be precluded from development if they meet the criteria of a zoning district. Lots that can function normally can contribute to the infill strategy. They should still provide needed access and circulation. They should provide reasonable setbacks and building placement and should not create adverse environmental impacts.

These guidelines are intended to outline general recommendations and good practices for infill development. They describe workable steps to implement infill along the Hurley Way corridor. Sacramento County and other reviewing and approving agencies can use this revitalization study as a basis for developing regulatory and review processes that will allow infill to enhance and strengthen the Hurley Way neighborhoods.

Infill site in Richmond, Virginia under construction and completed. Architectural details vary somewhat from the 19th-century row houses, but materials are similar and scale is compatible, providing a harmonious fit and a similar scale.
<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Residential Neighborhood</th>
<th>Neighborhood Center</th>
<th>Institutions and Residential</th>
<th>Office and Business</th>
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<td>Underground or raise utilities</td>
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<td>Add pedestrian-scale lighting</td>
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<td>Landscape</td>
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<td>Gannon</td>
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<td>Fulton Avenue</td>
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<td>Install safety strips</td>
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<td>Bell to Ethan</td>
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<td>Install raised medians</td>
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<td>Trim or replace vegetation</td>
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<td>Along playing field</td>
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<td>Mark signalized midblock crosswalk</td>
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<td>Near Fulton Avenue</td>
<td>n/a</td>
<td>Near Howe Avenue</td>
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</table>
March 16, 2006

**Group 1**

Dave Franke, County of Sacramento  
Bobby Dworkis, County of Sacramento  
Ann Kohl, ECOS  
Scott Clark, WalkSacramento  
Graham Brownstein, ECOS  
Dan Burden, Glatting Jackson  
Paul Zykoftsky, LGC

Dan: What would you most hope we can achieve with this project?

Bobby: Looking for opportunities for building social capacity. Group in area interested in organizing. Need on West side of Fulton to address needs in this part of town. Model transportation project for engaging citizens. Another goal of department is involving neighborhoods.

Ann: Lot of issues both as ECOS and neighborhood. ECOS as a demonstration project. Want to see it on the ground, not just on the shelf. What can be done in community to help community. Want to see property values go up. Keep nhood going up. A lot of old homes with slab floors, old plumbing. Storm drainage issue, handle water quality on street. There’s a project to deal with increased capacity west of Jonas that’s putting in larger tube. Flooding south of area as water goes further south. Water gets blocked when it reaches Nordstrom Plaza. Water is not being handled on-site. Need to also map out streams. Need more clustered development, don’t want cookie cutter. Water goes to Woodside where they flood. Would also like to see undergrounding of utilities. Traffic calmed street with plenty of shade, better access for disabled, children, better sidewalks. Also have to look at affordable housing. Need better guidelines for infill so housing is attractive. Many homes built in the 50s. Get someone from County Water Department, Keith Devore or Mike Peterson to be on TAC.

Dave: Sr. Civil Engineer with Sacramento County DOT, Program section with Dave Shoeman. Been at transportation for 17 years. Have been involved with ADA transition plan and am currently working on pedestrian guidelines. CIP goes to Board on April 25. Hopefully finished this year. Design standards. Separated sidewalks with planter strips. In addition have been involved with Arden Arcade community plan update since 2000. Adopted with creation of Arden Arcade Community Group. Also involve with SHRA with school at Bell and Hurley. ADA upgrades made there. Involved with a lot of community outreach and trying to get funds for peds and disabled and have made concerted effort to go after grants. Of ped and bike grants submitted last November. Got 40% of funding for region for Ped Master Plan Implementation, part 1, El Camino. Also applied for 5 out of 5 community design grants. Originally got 4 out of 5 grants; didn’t get Marconi Avenue. There’s a Marconi Avenue revitalization plan. Argued that weren’t getting minimum funding for the region and SACOG found funding to get that. Rental Housing Association involved in Marconi. Eventually evol into project that County will see as future revitalization project. Biggest goals: There is funding gap between. New Measure A drops funding for bicycles/peds. From Arden to Northrop to Fulton to Howe is a low income area that is eligible for Block Grants. Only areas in Susan Peters district. Did inventory of county when did ADA and ped plan and were able to identify areas most in need. Dan’s doing Web Cast with APWA on March 23. Have 38 engineers at County on it.
Scott Clark: Second a lot of what Dave said. WalkSac would like to see a complete network that works for peds and bicyclists. Lots of gap issues. Crossings are of major concern, especially at major streets and near schools. Upgrading, completing gaps. Secondary goals: See some of good work in pd master plan to be implemented. See how much they can improve conditions for walking. See that set stage for another successful set of grants to SACOG. Need more than CIP can provide. Looking at 100s of millions of dollars of improvements.

Dave: In application for ped/bike funding had projects for El Camino, Marconi and Watt Avenues.

Graham: Most interested in the process. Insuring that this is a truly a community driven process. Outcome is essential and key and that we actually see this result in real changes. But interested in facilitating a broad, diversified community interest process. On edge of real change and sense that folks are beginning to realize that world we built is not sustainable and doesn’t function well for our needs and given what’s happening with oil and water we see that this kind of process is not only important but essential for communities to survive. Concerned that Americans aren’t invested democratic process. This is a great example. Bringing folks together from different sectors and working out issues and results can be phenomenally more successful than initiative. Insure that at every step of way people are involved and engaged and that they own this plan to make the corridor function.

Dan: What are big hurdles for Hurley Way for this to be successful?

Dave: Citizen buy-in. When folks have shown up in past. There are a few folks that were against project.

Ann: There are NIMBYs in neighborhood who have a real network. But fixated on eminent domain and redevelopment and some legitimate issues with SHRA.

Graham: Some folks convinced that this project will lead to redevelopment. SACOG has produced maps that show some parcels in this area that show redeveloped. Maps are conceptual, not representative of actual projects.

Ann:
In 1981 County upzoned some areas to RD20 and RD30 that caused a lot of concern. But zoning is there and some folks are concerned. Mogavero project is going to be developed at higher density. There are discussions of downzoning in some areas. Very strong homeowners associations.

Arden Park and Arden Manor. Area east of Watt is Arden Park. Arden Manor, west of Watt, has much lower housing prices.

Bobby: Lot of economic diversity.

Dan: Homeownership rates?

Ann: Rentals don’t pencil out in this area now. Houses are being fixed up; less problems with drug houses. Housing sales slowing down.

Graham: Remarkably diverse neighborhood. Highest Jewish orthodox population in County. Three synagogues. Also have white supremacists in area. Latino, Asian population.

Ann: For community plan took the church lists and neighborhood watch lists. Alliance of homeowners, Barbara Wiese.
Appendix

Dave: Hurdles. Need to get County planning at table. Tricia Stevens. She’s doing corridor planning. Debbie Walker with Mission Oaks. Water Resources. Include someone from disabled community. Gene Lozano, works for Sac State and is part of physical access subcommittee. Review all upcoming ADA work. Good to make sure to keep Community Council informed of this. 3 members will be on advisory committee. SABA. Someone from Susan Peters office, Howard Smith or Lynn Davis.

Scott: Schools. Could be helpful to reach out to different ethnic groups. PTAs.

Graham: Encina is ok.

Dan: County health department. Terry Duarte.

Dave: Lupe Rodriguez at County is working on Neighborhood Traffic Management Program.

Bobby: Surprised to how adverse folks are toward sidewalks.

Ann: Check to see if there’s a school at Howe and Hurley, northwest. Might a Los Rios training center.

Dave: Looking at Howe and Hurley intersection. Getting rid of pork chop island to make it more friendly to disabled community.

Group 2
Marco Franciosa, Soil Born Farms
Jim Lofgren, Rental Housing Association of Sacramento Valley
Blake Heinlein, Arden Manor Neighborhood Association
Graham Brownstein, ECOS
Dan Burden, Glatting Jackson
Paul Zykofsky, LGC

Dan: What would you most hope we can achieve with this project?

Marco: Started there in 2000. 3 acre plot owned by Elizabeth Collins. Working with Sean Harrison. Her house, double wide trailer take up ¼ of property. Soil Born lease the rest. L-shaped property. Are partners with school in developing educational program on health and nutrition issues. Kaiser grant. Experiential learning field trips; food preparation. Eventually start some gardens on the school and also a farmers market as parents pick up their kids. Holistic plan for agriculture, health. Also setting up farmers markets in low-income areas. New farm in Rancho Cordova. $40-50k of production per year in 6 months. Initially for-profit, now non-profit and supplement income with grants. 40-acre farm in Rancho.


Big Issues: Like mixed use and am a bicyclist. But may not reflect the rest of community. Big issue is sidewalks. People walking in bike lanes. Crosswalks. Traffic calming. Traffic now is fast and impatient. Hurley is a cut-through street and because there are so many stop lights on Arden they cut through. Deterrent
at Watt because turn signal takes a long time. Other things that could be done internal to neighborhoods to slow traffic down — e.g., speed humps. Concern over speeds in neighborhood. Have had CHP come in to area close to Watt.

Jim: From rental housing. Not a safe place to ride bike or be a child. Cars speeding on Hurley. Not a lot of commercial. Driver etiquette should be slower speed. As move west see more retail. As cross Fulton see more rental. Not clear that there’s a sense of community. In talking to apartment owners are looking at amenities, what can be done to make these a safe, comfortable neighborhood. If live in rental housing what type of transit is available. Marconi is second county revitalization project. First time County dealt with outside entity (started 4 years ago). Tried to get champion with County staff. Tried to position members more in community. Often not fully integrated to regional issues, air quality, transit, transportation. Work to help owners improve their image. A lot of owners are just getting income from investment. Try to get them to recognize long or short term investment. Increase property values and help make neighborhood better so your values increase. Short term investors are more difficult. That’s where need effective code enforcement. Use apartment managers who are underpaid, undertrained and are the true heroes of the community. Rental Councils that bring together those folks so that they have contact with law enforcement and improved communication between properties. Bring perspective and introduce us to property managers and reach out to owners.

Marco: Focusing around area where we’re located. Lack of sidewalks especially with all the kids that leave Jr. High. Many kids walk. Also deal with folks that are bicycling to farm and have difficulties getting there. Intention was to be a community resource. Train local residents in how to do responsible backyard gardening. Want to be resource to community. And also sell to community; but are selling more to chefs in downtown than to area residents. Would like to work with the school kids. Seems ridiculous to be taking produce to downtown. Could be community resource. Could be part of neighborhood center. Security of land is questionable. Have talked to Trust for Public Land about starting campaign to purchase land when current owner passes.

Dan: Another approach would be to get support for higher density housing there to support conservation of farm.

Marco: Farms can be a central gathering space. Integrate more into surrounding community. Do CSA, with a waiting list. But mission of nonprofit is to provide food to low-income communities. School is letting them have access to parking lot; could do farmers market there. Green Info maps.

Blake: Arden Manor is entry level housing and folks that live there don’t get involved. More reclusive. Park is used for fields but not recreational.

Jim: Possibility of having maps that show all these assets.

Dan: Ways to engage apartment managers?

Jim: Some apartments are owner-operator vs. owner-investor. Can work thorough property manager. Carrot approach or if things don’t get taken care of the government will take action. Association deals with all types of rental housing including duplexes. Higher percentage of problem properties are owned by smaller owners. Harder to id rental housing. County has capability to do that. Difference between owner-occupied and rental housing. Owner occupied probably has gone up with reduction in interest rates. Investors cashing out.

Blake: Homeowners Association has numbers of owner-occupied vs. rental units. Trend is going up with owner-occupied. Issues with rental units in that some managers are not responsive. Problems with rental housing on Morse behind Beverages (3 projects).

Jim: Senior Housing at Eskaton at Morse and Hurley.
Blake: Convenient area for driving, not walking.

Jim: Need standards for renovation: fences, walls, etc.

Blake: Need traffic calming. Narrow the street. Deal with utilities? Undergrounding utilities. Look at as part of SMUD’s efforts to improve image in area. Like idea of mixed use. But many may not like that approach. A lot more mainstream conservative ideas.

Jim: What was Hurley named for? Is there a connection to history that can be made in the area. Tricky part is looking at what can realistically be done.

Blake: At intersection with Fulton have extra turn lane. Could do road diet Bell and Fulton.

March 16, 2006

Group 3
Katie Coff, Arden Manor Neighborhood Association, Topaz Way Neighborhood Watch
Shirley Muller, Arden Manor Neighborhood Association, 916-487-0550
Graham Brownstein, ECOS
Dan Burden, Glatting Jackson
Paul Zykofsky, LGC

Dan: What would you most hope we can achieve with this project?

Katie: One thing that’s missing in area: high end housing. Have a lot of low end housing with a few middle class homes. A lot of Arden Manor that is reasonably priced but except for a few houses on Rowena don’t have enough higher end housing. Would get better response from sheriff, fire, etc. There is a large vacant lot where you could put 3 large homes. Topaz. Shade trees. Leaves in fall are a hazard. Would like to see more evergreen trees that do provide good shade. Main priority: beautification. Put in sidewalks and make more attractive. County project 20 years in future to put in highway on Hurley. Blueprint maps show Hurley as a transit corridor. Also concerned over infill project. Very small houses. Hard to imagine that homes that size will attract professional people.

Shirley: Arden Arcade Community Council meets tonight might be voting on the issue of the community plan that was made in 1980. There were a lot of generalizations in that plan and working on this process will help get to more specifics. My concern is with ADA issues. Lot of people in community that are disabled. Lots of issues to make sidewalks wider. Lack of sidewalks. And sidewalks need to have less grade so that it’s not so difficult for someone in a wheelchair. MTP workshop will set up scenarios for folks to look at different options. My vision: Take Howe and Watt leave as is but just have one going north and one going south. Not allow large trucks to go through the area. Crossing Hurley is not a problem. Can cross at Rushden. Howe and Hurley is a real problem. Fix turns at Howe and Hurley (simultaneous lefts). Slower speeds on Hurley. Sidewalks. Neighborhood Electric Vehicles.

How to get more people to participate?

Shirley: Lots of publicity. Possibly get a list of Sacramento County disability advisory committee.

Katie: Make sure not during Sabbath or Sunday afternoon.
Other issues:

Katie: Deal with Arif: Concept for Jewish community to carry things on Sabbath. Can’t carry things from private to public domain on Sabbath… Could run wire along west side of Watt all the way to Howe to give Jewish community raising families a lot of places to live. Traffic lights so that buttons don’t need pushing.

Street lighting is very poor. Gang problems in area. Shooting at Jonas Salk school. Lights that discourage crime.

Transit issues, shelters, etc.

March 16, 2006

**Group 4**

Linda Scheive, Arden Manor Neighborhood Association
Greg Chew, SACOG
Alan Hirsch, Friends of ECOS
Graham Brownstein, ECOS
Dan Burden, Glatting Jackson
Paul Zykofsky, LGC

Dan: What would you most hope we can achieve with this project?

Linda: Concern with pollution, traffic. Concern over infill project at Hurley and Bakula could cause problems at Morse. When bus stops it blocks the lane. Concerns over having a sidewalk in front of house on Hurley. Problems with privacy. 3128 Hurley Way. Problems with crime with apartments on Morse.

Greg: Drivers will let buses back in the lane. SACOG grants to promote ped-friendly, smart growth. Hurley needs better bicycle/pedestrian infrastructure. Good infill location that could serve as model for other areas. Could come back later to do some of the infrastructure improvements. This project was considered strong because there are a lot of unincorporated areas in County that have the highest population. Opportunities for redevelopment. Would like to see leveraging, not just money and development, but also neighborhood, community interest. Community involvement, etc. Adopted MTP today at SACOG.

Alan: Traffic reliever for Arden Way… Way to avoid the bottleneck at Watt and Fair Oaks. Looks like a fast street. No sidewalks. New shopping center but not sure who tenants will be. Morse is problem too. Need sidewalks and access to Arden. Ped light on Morse. Problem with bus stop at Morse and Hurley. No easy way to walk up to Arden — look at some linkages. Problems with rolled curbs. Street trees, nice canopy. Problems with overhead wires. Need to create greater sense of identity. There was a passageway next to school that got closed off and sold due to concerns from synagogue. 30% rental property. More towards owner-occupied with young families. No sense of identity, Sacramento 95864. Arden Arcade doesn’t have an identity, no chamber of commerce. Resurfaced streets in Arden Park 4 years ago and already they’re failing. New interceptor line for drainage down Arden Ridge.

Greg: Big issue, get involvement from community. Get County more involved and get higher on list. County has 13 other corridors that they are going to be putting a lot more attention on. North Watt Avenue is one of 3, and got funding from SACOG. Fair Oaks and Florin are two others. Not as high on the radar screen. Ultimately will ask how much development will take place on Hurley; what do we get in return in the way of redevelopment?

Greg: Can provide the Blueprint tools for use in the workshops.

March 16, 2006

Group 5
Larry Wise, community resident
Lucy Martinez, community resident
David Young, community resident
Warren Harding, Arden Manor Rec & Park District Board
Greg Fishman, community member
Graham Brownstein, ECOS
Dan Burden, Glatting Jackson
Paul Zykofsky, LGC

Dan: What would you most hope we can achieve with this project?

Larry: Cosmetics are nice but if dealing with tight budget then practical measures more important. Hurley is, very neglected as far as maintenance and policing. We pay taxes but haven’t had street sweeper in years. But do see them on Watt and Howe avenues. Speed is unreal on that street. Have been on corner of Hurley and Rushden and have had six cars crash into the house or wall. Have invested a lot of money in my house. Hurley needs a lot. Need trees on Hurley with a nice canopy. Narrowing Hurley and adding in some roundabouts would work well.

Between Watt and Morse it’s a drag race. Average speed on Hurley was 48mph. Concern over children walking on street, running across street.

Nice if we can set a model here.

Lucy: Change is good. Would like to see sidewalks here. Problems: Traffic that gets diverted down Hurley that doesn’t need to be there. You don’t see as much traffic on Northrop. It’s centrally located. Problems with Jonas Salk MS. Trash, disrespectful kids, fights, etc. Would like to see sidewalks. When wanted to make changes were told that they would have to build sidewalks and would cost $30k on Hurley and Jonas. Concern several years ago when built 3 new houses. Nice to get higher end housing. Morse and Cottage are putting in some very nice condos that would be better than apartments in the area. When 24 Hour Fitness went in thought it was good but now are getting lots more traffic.

David: Problem with apartments on Morse near Arden. Sidewalks, kids walking in street. Under-grounding utilities. Sprucing up of anything along here would help. This used to be an exclusive area so could tie in neighborhood.

Lucy: Part of what we like is that it does have a rural feel. OK to get attractive, smaller scale lamps. Increase safety. Like being able to walk to coffee shop and other places that are close by.
Greg: Getting people there. Inside Arden and Sacramento Bee’s Neighbors edition. Sandwich board signs. Walkability is key. Advocate for trees. Help make area much more walkable. Mixed use. Nice to be able to walk to destinations — restaurants, coffee shops, etc.

Warren: More difficult to get folks involved. Flyers work well to reach folks, Arden Arcade Alliance. Will email everyone. There are folks raising fears that you need to work with. But doesn’t speak for all of Arden Park. Sidewalk will be added at Morse and Hurley with new development. New store at Morse also needs to be successful. Problem with apartments on Morse and Arden and possible closure of Thomas Edison school. School is where they bus in the problem kids and do have shootouts.

Lucy: Will get problem with new store at Morse if apartments continue.

Warren: Folks in north quadrant many of them own their homes and can get them to recognize value of their property and help get good changes to Edison school.

**Session Title: Soil Born Farm Managers**

- [http://www.soilborn.org](http://www.soilborn.org)
- Time: 9:00 am, Thursday, October 5, 2006
- Attendees: Marco and Sean Harrison
- Consultants: Dan Burden, Josh Meyer, Ken Owens
- Client: Graham Brownstein

**Question:** Facilitator Dan Burden asked those attending “what do you most want to see with this revitalization effort … what is needed most?”

- Walkability is a big issue. The street is not set up with sidewalks, has big ditches, isn’t safe.
- Drainage is a big issue. If you come in winter, standing water everywhere after big storms.
- Disappointed in liquor store at Morrison and Hurley. Hoping it would go in with more positive businesses. Owner was looking for bigger type of tenant, but market is in flux. To south is very affluent community, to north is very mid- to low-income. During day, corner was placid, but at night, it became an interesting gathering spot.
- Food (grocery) access for seniors is lacking.
- Recreational opportunities.
- Profound lack of understanding of what resources exist along Hurley Way. No sense of communication or community.

**Question:** Dan asked if there could be greater strength in organization of neighborhood?

- Absolutely. On other side of Arden, is sense of community, but not in study area.

**Question:** Dan asked if a lot of people are using bicycles?

- There is a decent amount of bicycle traffic, but lots of people walking.
Appendix

Question: Dan asked about transit? Good headway/ frequency?

Graham: RTA reduced service. There is no service that travels down Hurley. It intersects with Hurley but doesn’t travel down Hurley. Some people at RT are thinking of trying to restore service.

Hurley tends to be commuter thoroughfare in early morning and evening. Offers ability to capture money through small businesses (drive in customers).

Question: Heard of people wanting to retain rural character along Hurley?

This seems to come more from people east of Watt who don’t want people walking around or through. They are very concerned about density.

Woman who owns property that’s been farmed has been there for 55 years. There’s creeping development being seen, and whatever they’re able to grasp, they’re considering rural.

There are wooden cows in pasture at Soil Born Farms. People asked for cows to return when they were briefly removed. Such things give people an identification with rural past of Hurley Way. And if they notice it, people consider the farm an important part of community.

Question: Dan asked about access to good food. Is there a good way to feature a market.

They’re intention was to have a farm stand. They wouldn’t be able to supply it daily, and to have a significant supply of fresh vegetables (some of which may be brought in). Right now, not zoned for that and can’t be zoned. But legally, they are not allowed to have sales of produce off their property, with existing zoning.

Question: If land use was designed to work with street and give exposure needed, with code to override dated zoning law, would this be appreciated. Could call it a health access code.

Something like that would be huge benefit to community.

Urban farms and gardens tend to be places where communities congregate. They have experience in various locations and these are centers where these things come together.

Question: Are these folks associated with national effort for community farming? This organization exists to help people gain good access to farm-produced foods in neighborhoods, and helping them learn about gardening/ farming.

They are tapped in, but not related probably.

Question: Please review business structure.

Started as a for-profit business in 2000, to test idea of urban farm. When they got tremendous amount of positive response, transitioned to nonprofit organization.

Three areas are food production (over time goal is low-income food production: youth, low income, food banks/ closets, and local stands), low income market in Del Paso Heights (help low income growers: training, placing on land, big education focus), food education (Jonas Salk and Grant High School pilot projects are big... connecting food, health and the environment”). Food education done with kids; they help cook, pack and distribute produce.) Non profit meant to address food community, food access, healthy living (reduce diabetes, obesity). Larger farm in Rancho Cordova has same goals. Want to have central role in how this community develops.

How many years in operation?

Hurley Way Revitalization Plan 52
This is 7th season. This side has one six-month season (mid-May to end-October). Other site produces year round. Once rain comes here, water saturates, water table raises, and things won't grow. Major contrast between sandy loam topsoil and subsoil (thicker heavier soil below, and hard pan between 1.5 and 2 feet). Hard to grow in winter; only can grow a little for school with raised beds. Swampy in winter.

Question: Documentary “Problem with Farmer John Brown.” Towards end, character got number of families to help him buy farm back. Farm was highly successful, but then he wore out soil. So now he rotates with more land he got people to buy. Do you have to worry about soil rotation?

Because of the winter not being able to grow food crops, then there is ability for soil to rest and grow cover crops that improve quality of soil during winter. So there is nutrient-rich soil in spring. Size of property limits amount of production, without stressing soil issues. Limiting factors: soil shallowness, size, water availability. In 2007, they'll have to negotiate water rate, when meters are brought in. Maybe there's a way to get water from others. Equipment is low water usage model brought in by Rainbird.

Question: What other issues would help reinvent the corridor?

Cars seem to drive fast. Speed is an issue, with kids in area. And most of kids walk; street is a pedestrian madhouse before and after school. It’s great, but it's not safe.
Also street can be improved aesthetically. It doesn't feel inviting or like home. To create elements (trees, sidewalks, signage, pavers, etc.) that invite pedestrian-oriented things would be wonderful.

Question: Anything else?

Let it be known that this is a process and a good resource. Difficult for them to get to meetings. Walk Saturday, if it can get to Farm site, would be outstanding! Be careful of bees on large gate. Come in driveway of Salk School. Would like people to see in order for them to see big asset available with farm. What Soil Born does is not very known. Signage is not done yet; but want to do low-key one. Farm would love to create more visibility, issue is that in current land use, it’s a privately owned residence. More attention attracts landowner. Property is leased for vegetables. As long as owner is alive, they can be there. No resources for capital campaign to preserve this site. Maybe some community dollars could be leveraged to preserve land. Any possible scenarios that could preserve site are very important. They consciously know they need to secure property elsewhere for a permanent home.

Question: Can you give general idea of what land is worth? May be possible to pull together a program/authority to purchase land and make it available in perpetuity as agricultural land. Why not? This could be a part of report and a model project in order to get it replicated other places (in county, in USA). Even partner with something like Kaiser.

Kaiser funds program at Jonas Salk. Kaiser could be great partner. Sierra Health also funds. Kaiser is top health organization with access to good health/good food. Could be a public-private partnership. Maybe perpetual lease.

Piece of land is currently zoned R-5.

Question: Are you familiar with cottage housing? Land could stay agricultural, but could open up to small cottages. Or even co-housing as an opportunity that's tied directly to farming the land. Cotati, CA, is a good model of a co-housing area. On street is series of five or six stores. Above retail is co-housing that faces towards land, then some clustered cottages, with parking separated. Then there's co-housing house and workshop. Perhaps housing would only take 1/3 an acre.
Group: California Farm Link (director, Steve Schwartz). Has worked out creative easement programs, and have tremendous amount of knowledge. Idea would be that if this process goes forward, there’d be a discussion with land owner to preserve true value of land for her and her family. Family wants value of land. Value is probably $2 million.

Notes on Soil Born Farms:

Currently farming about 1.5 acres. Soil Born Farms has 40 families with weekly boxes of vegetables; they provide enough vegetables for a week. It’s a six-month series of vegetables. These are organic vegetables. Able to sell $45K worth of produce. Ultimate goal is to have a farm stand to have more people from the community (Hurley Way area) to get food. Food production: food for families, donations, school lunch programs, some retail.

Session Title: California Highway Patrol

Time: 1:00 pm, Thursday, October 5, 2006
Attendees: Liz Dutton, Chuck Chellew
Consultants: Dan Burden, Sue Newberry, Josh Meyer, Ken Owens
Client: Graham Brownstein

Question: Our task is to work into the two-mile corridor and into the neighborhoods as well. We’d like to know how to improve safety of street, street for redevelopment, what are your concerns?

Highway Patrol patrols Hurley Way and all County roads and freeways. Part of Hurley Way is running into the City. CHP is responsible for all roadway services. People want bike lanes, sidewalks, parking, etc. Those are all concerns that will be addressed sometime here. At initial meeting, video was shown of turnabouts, etc.

In residential area, Hurley is awfully narrow and would need to be widened. This would get a NIMBY response. Too main of a road to have speed bumps. Hurley is not as big a thoroughfare as some streets (e.g., Bell). Only way to slow down traffic is more stop signs. Then you run into problem of people running stop signs. This area is called Beat 4 area. Varies for how many officers are working shift. If officers are busy handling calls, streets aren’t being patrolled. CHP uses laser and radar. Radar would work well on Hurley. Three big things: engineering, enforcement, education. Education is key, but enforcement works here well. Worst offenders are people who live in the neighborhood.

Question: Do you take complaints? Do you take place of sheriff’s department?

Sheriff’s department doesn’t do traffic. Aren’t enough officers.

Question: Voluntary compliance level?
Poor: Have to put fear of God in people to slow them down. North South streets are worse because of people cutting through and wanting to get home first.

Question: How many mph over speed limit will you write a ticket?

Policy states that if someone’s exceeding speed limit. Up to individual officer. Dictated by surrounding area. Rule of thumb is average between 10 and 15 mph over speed limit. Don’t tell them that it’s okay to do 10 mph over speed limit. Complainants claim people are driving at 80 mph; it’s an exaggeration. Senior volunteers get average speed of cars going through. Average 40-60 complaints per month in Beat 4.

Question: Sheriff does security and CHP does traffic?

Sheriff’s primary job is criminal, CHP is traffic. But jobs cross. CHP handles all crimes on State facilities.

Question: For street of its size, how well does Hurley function for safety?

Average rating, as there’s no perfect street to begin with. Some speeding and nighttime speeds pick up. Chuck has worked beat in this area. Hurley is very poorly lit street. Could use more lighting, and residents don’t want more lighting.

Question: Kids mentioned not enough crosswalks. How do you feel?

Motoring public ignores crosswalks, even though they’re a good tool to teach where to cross. Local area has leeway to do specialized enforcement. CHP does no stings. CHP feels rate is horrible. Area can be concentrated in, but after concentration, it gets bad again.

Question: Saturation for a long time can lead some residual. Have you done anything like this? (e.g., saturated enforcement for six weeks leads to a sustained behavior)

There is some compliance. CHP’s staffing level not high enough to do this. State is allowing more hires and promising more bodies for this area. Academy is six months long, so takes a long time to get new folks out into the field. After March, there will be more folks.

Question: Schools without complete sidewalks. Are kids walking in street?

Majority of time, people are driving kids to school. But there are kids walking, which is dangerous, particularly in winter.

Question: Do you focus more on school zones?

They have eight pop officers who work schools. Try to do the best they can (saturate schools at beginnings of year). Worst violators are parents.

Question: In terms of issue in winter of lighting. Have photos of drainage problem in winter, which forces folks further into street.

These are engineering issues that should be corrected.

Questions: Officers only have time to work speed tickets during school hours. Is this the case?
Appendix

No program specifically to limit to this. POP officers’ responsibilities to schools.

Questions: Pop officers?

Problem-oriented policing

Question: Came in on Watt and noticed red light camera? Is it effective?

It is. Has dropped incidence of accidents. In 30 or so intersections in City and County of Sacramento. Huge number of tickets is issued each month.

Question: Do you expect red light cams to expand?

No, was political issue at first. Seems to be going okay now. CHP monitors City’s camera photos.

Question: Does it reduce running in other areas? Fake cameras?

No fake cameras in Sacramento. Have to worry about vandalism. Bring in radar trailers at night because they’ll be gone in morning.

Questions: Number one violations?

Speed and stop signs. Also red lights. One thing about data is that it records more serious accidents. Minor accidents may not get CHP reports.

Question: Students seem to have trouble crossing. Do you know about that? Kids have been hit?

Lizz will check for ped accidents. Not as big a problem in this area as others. More normal, typical street in Sacramento.

Question: Criminal activity: Is this place safe for walking due to security?

There is some criminal element, but it’s not as bad as some of the other neighborhoods. Not a high incidence of crime along the streets. Not a high pedestrian area, either.

Question: In general, if neighborhoods have issues, will they be speeding issues?

Yes

Question: Sacramento County Traffic Calming program?

Some of the neighborhoods can get speed humps put down. This slows down emergency responders. County general plan update is looking at whole issue of traffic calming. Arden Arcade wants no change and wants to control its streets.
Question: We’ll be hearing from public and other agencies. Anything else we really need to be aware of as far as safety aspect on street?

Sidewalks and bike lanes are important. Hurley would be used more if it had a bike lane. Would be a great street for bicycles. Run into problem with street being too narrow. Might eat into personal ROWs. For pedestrians only one in each of past 2 years. 2005 – 71 accidents; 2006 – 44. Most are intersection crashes. Could have more because party at fault was on non-Hurley cross street. Have to query on all side streets, so number would increase.

Wish I could give you more information. Wish 30 years ago we would have widened the street.

Start looking at flows that are greater; then you’re in trouble.

Question: What is practice for school zones?

25 mph if it’s posted. There is a difference on when 25 mph comes into play. It’s when children are present. Could be Sunday morning 8 AM, and if a child is there, he’s present. If there’s a fence dividing school and roadway, 25 zone is only enforceable when kids are coming and going from school.

All roadways, excluding 65 and 75 mph zones, are surveyed by the county. Based on the 85th percentile. Speed limits are way too high on many streets, but can’t be controlled. Many cars go 45-50 on Hurley.

Question: Often we see much irrational behavior during drop off and pick up. Does this happen on this corridor?

All schools have people getting stupid, no matter what.

Question: From traffic perspective, do you feel compelled to work it heavier?

No, there are worse streets in County. Hurley is not a priority street. No manpower to make it priority.

Question: What is normal response to complaints?

Basically, we’ll assign to POP officer and he/she follows up on it. Sometimes, complainant is contacted to ease concerns. Often, complaints are exaggerated.

Question: What about culture of speeding in Sacramento?

It is terrible. It’s become a problem statewide. 80 on 80 is joke. Trying to do extra enforcement. Write tickets, but not enough to change behavior. CHP is looking at going to unmarked vehicles. Not allowed currently. Throws fear of god in people. Here, many people show up hoping cop doesn’t show up. There is also penalty assessment, fees, etc.

Question: Are there traffic safety coalitions in Sacramento?

There are community groups that come up. Like Walk Sacramento, etc. Arden Arcade is very, very vocal. CHP tries to be fair to everyone. Using senior volunteers
to go out and “tag” abandon vehicles.

Question: Get all vehicles with safety problems off road.

Another big problem here is hit and runs. Car impoundment laws hit here. No insurance laws here.

Question: Do POP officers work freeway too?

Not generally, unless a beat is tied up otherwise.

Question: Is there anything else?

Would love to see it slow down with lights, bike lanes, etc. It would be perfect world, but probably won’t happen.

Question: Does CHP work with schools in SRTS?

Now expansion of program to do engineering, enforcement, education, encouragement, evaluation. CHP doesn’t seem to have heard of it. They have Start Smart program. Program for parents and students (beginner drivers) and talk to them about things that cause accidents, how to avoid, trends out there, etc. Also, every 15-minute program. Lizz helps organize these programs. Trying to get four schools to do it this year.

Question: Is Encina HS in any program?

No, schools must request CHP to do program. Start Smart is always advertised, but folks must come to CHP to ask for it. People should be aware.

Interviewer Question: Why Hurley?

Woman on Board of Directors (Anne Cole) and Mike Grace (from Arden Manor) and a few others heard about program that community development block grants were being offered through SACOG. Group got a grant to look at issues on Marconi. They were impressed with ability to do this. Good opportunity to involve the public and maybe create a model program.

Question: What about roundabouts?

Would be a mess. Raised medians might be a good tool to protect oncoming traffic. Not worried about not having access. Majority of people pull over well.

Question: Like to bulb out corners to make turning speed slower?

Hates to see traffic stall for any reason. Whatever we can do to keep it flowing is a better deal. Love to see green arrow for right turns. Not a high number of pedestrians. Back to society, can’t get people out of their cars.

Question: Walking does happen in communities. E.g., Madison, 20% of trips are taken on bicycle. In Rancho Cordova, in one year got a 34% increase in transit ridership. This was by focusing on short trips... trips easiest to change.
Mass transit causes crime rate to increase. Folsom has skyrocketing crime rate now that mass transit goes out there.

Question: Any final thoughts? Do we have flyer or something? If you can participate during process, please let us know. Keep CHP posted. This is an 8-day process. All events at Greer:

**Session Title:** Sacramento Metropolitan Fire District  
Broderick.steven@smfd.ca.gov  
**Time:** 11:00 am, Thursday, October 5, 2006  
**Attendees:** Steven Broderick, Supervising Inspector  
**Consultants:** Sue Newberry, Ken Owens  
**Client:** Graham Brownstein

Question: Goals of project to take a look at Hurley Way from redevelopment perspective and bikeway/pedestrian improvements, etc. Looking at two-mile corridor from Watt to Ethan. Lots of missing sidewalks, difficult to get across street. In next couple of weeks, asking for information from community and come back with a conceptual plan (next Thursday, 10/12). How do you review plans?

Usually review regarding specific scope of work. Currently no issues with Hurley Way. Right now, problem is with infrastructure (location, number, type of hydrants). Area has very old infrastructure. As you drive down streets, hydrants are scattered. These are old areas. No subdivisions or large commercial developments put in for years. Everything that’s done is borne on back of individual homeowner that triggers FD review. They look at larger houses and houses on private streets and private water. As far as street width goes, FD has no control over public street. Minimum width of driveable surface is 20 feet, w/ 13’6” vertical clearance. Lack of viable hydrant infrastructure is serious problem in this area. Things like signalization, traffic calming measures, etc. Fire department doesn’t endorse any traffic calming measure (specifically speed humps/bumps). Other things that work are turnarounds, chicanes, etc.

Question: What percentage of your calls are fire versus medical?

Heavily weighted towards medical calls. This is pretty standard to state of fire services.

Question: Are you first responder to crashes?

Yes we are. To any issue on the street. Have Opticom system to facilitate emergency changing of lights. FD is supposed to slow down enough to keep vehicles under control.

Question: How do you feel about roundabouts?

None in our jurisdiction. Some in Elk Grove. Requires you to make an arced turn in intersection. FD would be in favor of something like that with correct radii. Would rather have something like that than speed bumps/humps/platforms. Even ones with cutout for vehicle wheel are a problem. Would rather see something like roundabout than hump.

Question: WE’ve heard a lot about neighborhood streets. Seems to be a need to slow traffic. There are 2-3 dozen traffic calming strategies. We are of notion that there’s horizontal deflection and vertical. We are in favor of horizontal.
Even from an aesthetic standpoint, they're more desirable. Look at Rancho Cordova. End up with proliferation of signage, hatch markings in street, etc. Creates clutter in street that does nothing for property valuation or beautification.

Question: What kind of equipment do you drive to medicals?

Fire engines or truck usually responds, and medic ambulance comes also. Depending on who gets there first, decision is made whether or not to continue other piece of equipment. Fire scenarios, get two (2) fire engines, a fire truck, and an ambulance, along with chief officer.

Question: Are there places here where curb extensions/bulbouts have been used?

Strategy hasn't been employed in County. Some in City on K Street corridor. FD doesn't have a position on them. Would rather see roundabouts than these potential obstructions. The only concern is minimum driveable widths. Nothing that would restrict the width of travel.

Question: Would keeping a bike lane work?

For a roadway, standard reads that roadway would have to be 28' minimum width. So still maintain 20-foot driving surface. That is minimum width that fire code requires. Cannot support truck operations on roadway less than 20 feet. There are two-lane roadways that can be smaller. Thing to look at is if on-street parking is desirable. On street parking would impact ability to deliver service.

Question: Parking slows traffic and serves as buffer for pedestrians, etc.

Some of roadway width is what needs to be considered. May not have viable parking and need 20 feet on each side of median. Don't feel that on-street parking beautifies at all.

Question: Sometimes on-street parking improves village center character of areas.

Minimum ability to navigate is what FD keeps in mind. Streets have to facilitate that. FD has no input on what County does to street. County has specification on minimum widths, etc. Planning is sending more to FD now, and sometimes planning will require improved frontage in front of remodel project.

Question: Mogadero Notestein development on Hurley, discussions going on. Heard issues about fire access with respect to that.

The way project runs, there are like 28 homes and roadway runs north/south, detached single-family dwellings. FD controls roadway width. Developers loathe to make roads wider. Minimum width has become design standard. As densities go up, roadway widths not increasing. Fire code hasn't kept pace with development climate. FD has Mogadero Notestein area worked out. County has FD participate in Subdivision Review Committee. Tony Santiago on subdivision review committee is someone you'd want to talk to. Tony is the head determiner. Anything else: street lighting, sidewalk, etc., is okay. Best thing they could do is upgrade the water main/hydrant situation. Problem is how to improve existing infrastructure reasonably without making onus to great on standing home owner. You haven't spoken with water guys. There are 11 different water districts in Sacramento County. Portion of Hurley Way is Sacramento Suburban. Have water purveyor on board to talk about infrastructure. Hydrant spacing, etc., would have to meet commercial standards for changes. Requirements are based on size of structure and construction type. Requirement of sample building: approved hydrant that can deliver 1,500 gallons per minute for two hours. The current 4-inch main makes this
difficult! Upgrading infrastructure or construction type or make construction smaller.

Question: Hearing currently 4-inch main? Should we have 8-inch main?

That would be minimum size for new main. FD does not dictate size of mains. But in private area, would dictate 8-inch mains.

Question: Who is water purveyor; are you sure?

Sacramento Suburban water (he guesses)

Question: So if neighborhood with single family going to multi family, would you get involved?

Sometimes, depending on size of project. If infrastructure isn’t there, fire department says to improve public infrastructure. But there is no movement to do that by the water purveyors.

Question: Has there been talk at County level about improving infrastructure?

Water purveyors are individual, self-governing bodies. Some have plans to upgrade; some don’t. If you’re changing flavor of street, you’ll need to look to see if infrastructure is present. FD’s job is to deliver effective emergency service. They need tools to do that. They partner in these types of projects all the time.

Question: Is there anything else we need to know that’s critically important?

For any street improvements, FD will be involved. Anything we do affects FD. It all will filter down to the FD eventually. They’re looking for improvement. Inspector Broderick is always available. Gates are always a big thing. FD not crazy about them. Gates have to be set back 40’. So no queues of traffic trying to get in.

Question: One thing we’ve already heard is to educate bicyclists. Do you have this type of education program?

FD has separate Community Services division. Programs include Child Safety Seats, etc. Do everything from life jackets to speaking at schools, etc. Phone number 916-566-4000 at main office and ask for Community Service.

Question: What about access to American River trail?

Not fans of bollards. But respond to this trail all the time. Bicycle accidents happen and can be deadly. Bicycle accidents happen. It happens a lot. And River is a natural magnet for people. Why is there not a connection from Hurley to American River Trail. Goes through State Expo. Would rather have a poll gate.

Sue: Get Dan to email photos of automated bollards to Inspector Broderick (Broderick.steven@smfd.ca.gov).

FD has to move forward. Fire code comes out with new edition every three years, but it’s very slow to catch on. Increase in traffic density is concerning.

Question: About 20 feet in clear area, this means FD needs space. Perhaps as fire code progresses, language could be more reasonable.
Appendix

People need to read and recreate in their yard and street. Cars blocking sidewalks are problems.

Question: Have we developed lifetime of habits so that if infrastructure is placed that takes away obstacles, will folks bicycle and walk more?

I will in the next few years bicycle from my home to the office. Canal in SW of map has no trail. There are no emergency responses to people swimming/trapped in a canal.

Session Title: Sacramento Regional Transit
www.sacrt.com
Time: 11:00 am, Friday, October 6, 2006
Attendees: Greta Vohlers, Senior Planner
Consultants: Sue Newberry, Ken Owens
Client: Graham Brownstein

Question: We’re interested in your candid thoughts about what needs to happen on Hurley Way and what role transit may or may not play.

Arden Arcade area has pretty good coverage, with places within ¼ mile of stops. A lot of the problem with this area are issues about lack of curb/ gutter/ sidewalk makes it unable to support ADA-accessible stop. You can send bus down Hurley, but no one will get on and off. So ADA lawsuits have limited transit on Hurley Way. Service went away due to lack of utilization.

Question: Is there a transit stop that meets a good transit stop model?

Facilities people would need to provide reference to “ideal” stop.

Question: Haven’t seen any ideal transit stops. They tend to just be signs.

Even areas where there are stops are questionable. Sidewalks going one direction, not other. There are stop accessibility and connectivity issues. These stops are not easy to get to or from. Unincorporated areas of county makes it very difficult. This area has 9% of bus service, but only 7% of area population. Ridership in area is decent, but there’s always capacity (sometimes peak load gets close). In large part, walking and getting to stop is problem, making transit a less viable option.

Question: Do you generally look for near- or far-side stops?

General standard is far-side stops. There are some legacy stops. These stops remain in place. Hurley in particular has problems because of fences, lack of gutter sidewalk.

Question: What would it take to attract transit to corridor?

It would be all those things. The ped amenities (crossings, slower speeds, curb gutter sidewalk), but caution on traffic calming devices.

Question: Would ridership be here?
This corridor has no long term plans. It’s not an area where I’d see 10-minute, all-day service. Maybe a circulator or 30-minute headway.

Question: Kids ask for Bell Street.

With high school, I’d see route be more of a neighborhood circulator.

Question: You’d need space, curbs, gutters, etc. What is process if you have a community like this?

Stop placement comes back to facilities department. Mainly based on origins and destinations. When looking at a corridor, go for far-side stops. Currently, Hurley is not even an option for providing service, and agency is currently constrained. Want to make sure people are worked with.

Question: Do you like bus pullouts?

A lot of internal debate. No official position; for most part, all ops people do not like bus pullouts. Let people wait.

Question: What do you do when you have to cross a bike lane?

We'd be blocking bike lane. And this is preference.

Question: Do you like curb extensions?

There are some standards for pads.

Question: There is some avenue that perhaps would lead to service. But we'd need to get into more specifics about design, etc. Because we work with transit in other communities, we can come up with some pretty good conceptual ideas. Then we can suggest on how it might work. Car volume might make it a little tough to keep buses in traffic. Do you have buses on streets where they have to go around roundabouts?

Not full roundabouts.

Question: What about Natomas?

No, we have virtually no service in Natomas.

Question: What do you think drivers would say about a roundabout?

Depends on specifications of the roundabout. RTD maneuvered some traffic circles in Midtown. Depends on how it was built. Because it hasn’t been an issue, it’s difficult to say how Union would respond to roundabouts. Merging issues, etc., could be issues. As long as lane width adequate and turning radii work, wouldn’t be major issue.

Question: Do you involve drivers in issue like this?
Appendix

We’d be open to that. We have no standard format for going through corridor revitalization. Something like this, there are pros and cons to pulling it off. If they’re going to oppose something (union and labor issues come into play). If operations feel it’s workable, the majority of them are former drivers. Maybe something they’d be open to.

Question: Not sure how opportunities will come. But we should design corridor that could accommodate transit. And as funding/ resources allow, if design gets built right, it would be more enticing to add transit.

More neighborhood level stuff will be done in the Spring. Greta can talk more about areas where they’d like to see stops and send along more standards and design guidelines. There are more limitations in a corridor like this, but issues of what RTD would want w/ tabula rosa are important.

Question: This is first phase of what could be four-phase project. If this is successful and board adopts it, then second phase is design detail and buildout from Watt to Morse, Morse to Fulton or Bell, and Bell to Ethan. Begins in residential, then mixed use, then business section. This is way on down the road. RT gets lots of criticism for providing what’s a virtually impossible service. Everyone at RT is phenomenal. Transit seems like a great thing for everyone else to use.

Even with MTP update, there’s huge outpouring for circulator neighborhood shuttles. Will be smaller vehicle, not as scary, etc. Shuttle deviates for elderly/ disabled. Vehicle is smaller and can go into areas where big bus won’t go. Various communities are supporting this well. Route deviation option ideal as people age. Huge numbers aren’t pulled on those routes. They look like airport shuttles. People are more likely to get on a shuttle than a big bus. Not door to door (door to door is ADA). Hope of service like this is to decrease ADA paratransit service.

Question: Is paratransit another agency?

It’s a nonprofit. It’s a subcontractor to RT. Have no idea what per-trip cost is. Would be cheaper to buy cab service. And much less abused.

Question: How far do you estimate a pedestrian will walk to a transit stop?

¼ mile, but varies greatly based on population. More elderly may not walk so far. Arden Arcade has more elderly and disabled.

Question: Would neighborhood shuttle stick with ¼ mile or shorter distances?

If bus stop was every 100 feet, may not serve purpose until sidewalk is there. A lot of what dictates where stops are is where we can get stops. Process is facilities department places request and local jurisdiction has final say on where stops go.

Question: Improved connectivity enhances chances for transit ridership.

Sure.

Question: Any other points? The issue of funding for operation and maintenance. This is probably an issue that will play out in next few years. Can we solve O&M funding problem?

Huge issue for RT. E.g. Natomas is unserved. Areas in unincorporated Sac Co. unserved. There are infill areas that are not served. Funding is a concern because of
operating costs. Arden Arcade is an area that when there are more resources, it would receive some of that. There are connections to light rail. But light rail does not directly serve this area. Equity studies make this area seem underserved, even though there are more services here than other areas. But is this service meeting needs based on density and demographic. Buses can accommodate 2 bikes per bus (all buses have racks). RT has bike lockers in certain locations, etc. RT has bike lockers for rent. A few locations do fairly well.

Bus shelters-no threshold to attract a shelter. Brings into consideration utilization, destinations, other area conditions.

Comment: would be important to have a process and to make people know that good design on street attracts transit. Transportation Master Plan is link to where transit service goes.

Session Title: Paratransit
Time: 1:00 pm, Friday, October 6, 2006
Attendees: Richard
Consultants: Dan Burden, Josh Meyer, Ken Owens

Question: We are interested in mobility needs of your clients in the area and what would work for you in a revitalization of Hurley Way.

Lack of sidewalks is aesthetically pleasing to him, but to folks in wheelchairs or with mobility issues, it’s very difficult. As an activist (Terri) from Mobility Coalition who lived in Arden Manor, but where she lived prevented her from getting across parking lot area to get to bus. She’d often call and decide to take Paratransit rather than RT. People can’t walk all that far.

Question: How do people qualify for Paratransit?

They are qualified by not being able to use regular RT transit.

Question: What is per-ride cost?

Cost to agency is $43 per hour. Then a matter of how many people in vehicle. Cost is at least $20 per ride.

Question: Cost is usually between high $20s and high $30s.

I’ve heard figure of $38 or something like that per ride. A ride often takes an hour. Theoretically, rides shouldn’t take longer than 1.5 hours, but long rides across town can take longer:

Question: This is door-to-door service?

Yes, that’s correct.

Question: I can see how it would involve a lot of time in large area. How far in advance for appointment?

Window opens at 7 AM, two days before ride. You can get a ride by calling the prior day. Usually, they’ll try to work something out. Later you call, more likely that
ride will be more circuitous, longer, etc. (they'll try to match with an already scheduled ride).

Question: Do people ever get turned down?

In theory, no. To comply with ADA, policy is 0 denials. A small number may not get a ride because they don't accept the best possible offer of a ride, and people decline.

Question: If you had good connections, is it possible that there'd be some reduction in service needs? How far could average paratransit person walk?

Better definition is how far more able paratransit-eligible could walk: that depends. Some could be eligible for visual impairment (under right circumstances, they could walk far); Sometimes it's not distance, but need to cross the street. One woman is 70 and a former dancer, but she drives still. Sometimes, she tries to take the bus. But bus on her portion of the street she'll take out, but won't take it home because bus leaves her on opposite side of street (fast street, long crossing, long way in between, not comfortable crossing). After that, I started empirical research (how long does light last?), and contacted County or City DOT, assuring that there is lots of time to cross. This is true if you walk at a normal pace. So checking elderly person's actual pace. This person could take twice as long as a light allows. In time that you don't see car; it's 30 seconds to get across street... without signal.

Question: You're doing great research. Are you an engineer?

No, just real simple pragmatics of what it actually takes.

Question: You mentioned neighborhood shuttles. Tell about that.

I focused on way to get people out of neighborhood and to other transit or supermarket. There are apartments, condos for seniors along the Riviera. Closest supermarket is a mile away. No bus goes across, except for school tripper. There had been a 79 bus that ran up and down La Riviera. Still an 80 comes down Watt. What shuttle wanted to do is to hook up to transit spots, plus run different hours of day for folks to get to grocery store. Was an idea that Paratransit could broaden out a little bit. Would be small bus (28' or so). With Riverpark Neighborhood, looking at running vans (not even buses) where number of people wouldn't be above 6-10 people at a time. Talking with RT about this. Transit Village on Folsom Light Rail line at 65th Street station. People in Riverpark, it's a bit far (1 to 1.5 miles) for a walk. They were interested in direct hop to light rail. Theory is van over to light rail and light rail back to Sacramento State.

Question: Is there demand for light rail in these neighborhoods?

No, not in these neighborhoods.

Question: Let's focus on Hurley. Do you have any idea when you get an idea from this area where these folks are going? Are they going to services and goods that can be placed close enough to access in any other way?

We should give you RT's paratransit survey. People can go for any reason. Biggest thing for Paratransit still is medical/dental/healthcare appointments (75%). Nothing in survey identified this was more than what people reported. There are people who drive and are between driving and not driving who are better off than more disabled paratransit, but they only use it for medical because that's all they feel good about using it for. People go all over town from all over. This issue makes it more difficult. A person doesn't necessarily use facility that's closest to them.
Question: Shirley would prefer to go under own power. If a regular RT line, would it reduce Paratransit’s calls for service?

The more ideal Paratransit services, regular RT may help Paratransit with ability to meet demand. More ridership may decrease need for subsidy in Big Bus transit. People around Morse need easier connections to bus on Morse. Other factor is disability and poverty. Statistics are ¾ of people with disabilities are unemployed. Other side of coin is that people who have disabilities but have good access to a car or driver don’t use paratransit as much. Income factors are an issue. Percentage of owner occupied is low in neighborhood but increases as you go east. Still, owners could be pretty low income. Other advantage in terms of transit and environmental advocacy is that cars are number one thing that put people into plastic safety net. If there is better transit access, rest of economic life can be improved.

Question: In summary, if we have better pedestrian connections on Hurley and in the neighborhood, pressure can be released on Paratransit?

Absolutely, if nothing else, good sidewalks on and around Hurley would make things much better.

Question: Could give you additional capacity to meet other needs?

Right.

Question: Now what about issues of mobility for your drivers? For example, congestion on these streets?

Yes, I saw that. For example, saw tow truck, and had to wait. This was on Rushden and no room to cross. Like street; it’s down homey. Then in here, someone went hotrodding through. Issue is that those buses are small, but it’s a challenge all the time. Drivers are used to this. Lift is more of a challenge where there’s not a good, flat parking space. Drivers could tell you about this.

Question: Speed humps?

Sensitivity training. Ride from hell – blindfolded and speed humps. Make sure you know how to secure passengers. Speed humps require drastic slowdown. Slows up rides. That’s why those rides take so long.

Question: Performance measures?

There’s a 30-minute window built in where passenger has to be ready from 8 to 8:30. There are other issues about how long a ride should be. Ideally, they get you there on time. But there’s no guarantee. Being late for appointment does not constitute a ride denial. Operators sometimes recommend EARLY scheduling. No guarantee to get you there on time.

Question: Are you very regulated by ADA?

All of the time an labor that goes into tracking every communication, etc., is all built around ADA regulations. It costs so much because of ADA requirements. Right now, computer not in control, computer can’t provide options. When demand level is too high, dispatchers have to juggle and put out fires/catch people. Every day is big cascading of trying to make things fit.

Question: Annual budget for Paratransit?
Question: What would you expect gradual increase to be each year?

I don’t recall.

Question: Good to invest in streets.

Safety, sense of community important. Things like street lighting, visibility, etc., very important.

Question: Would your drivers say if there were better street crossings that you’d save trips?

Yes…right in front of Easter Seals. The more experienced ones could tell you about this neighborhood as well as every other neighborhood. Half of the rides are for what they call standing rides. Take people every day to a program. Some of those routes would be in this area. UCP operates out of same place also does that.

Question: From your own experience with these streets: We need to think about ped crossings, bike lanes, sidewalks…anything else we should think about?

Schools should be thought of. Parents tend to feel kids can’t go very far on their own. Felt like there’d be more synergy if kids could take transit. Thing I noticed about Hurley is that it seems like some aspects, there’s density (apartments/low income). There, we need to get word out about what transit could do.

Session Title: Sacramento Sheriff’s Department
Time: 2:00 pm, Friday, October 6, 2006
Attendees: Jeffrey Gonzalez
Consultants: Sue Newberry, Dan Burden, Ken Owens
Client: Graham Brownstein

Question: Are you familiar with project on Hurley Way? Introduction to project. This is the result of a grant from SACOG through ECOS. Taking a look at corridor and opportunities for redevelopment. Looking at better balance of transportation along corridor. Interested in hearing perspectives along corridor. Hurley from Watt to Ethan. Also concerned with what’s going on in the neighborhoods. CHP gave perspective for traffic enforcement. What would your biggest concerns be in this area? And what focus should we put on it environmentally or from security perspective.

Sometimes, Jeff’s recommendations may be spurred by a specific problem going on. When talking about revitalization, are you talking medians, landscaping, etc.?

Answer: Some things considered are things like roundabouts. Traffic calming is way to say don’t use this as a thoroughfare. We’d consider raised medians, curb extensions, continuous sidewalks (to accommodate disabled, too)…along Hurley.

They hear about sidewalks and lighting from residents. Because it’s an older neighborhood. Trying to get County to put up poles in residential neighborhood ($80K each).
Question: Do you have specific issue?

Lighting. SD would like to see additional lighting. If there are going to be medians, don’t end up like Fulton Avenue. Issue on Fulton is from Alta Arden, if guys are coming down Fulton, cars can’t move over, even if they want to. No parting of the way. If you’re a patrol officer, you have to know that, allow for that, and be able to make a decision where you’re going to go. Preference would be center two-way turn lane (over raised divider).

Question: Paul do you have comments?

Those are our major concerns. Sidewalks would be great by school. Sidewalks improved other areas. Ridiculous to watch kids walking in the streets. Only way to get to there is to come on Hurley to get to Encina. Some gifted kids go to that school.

Question: Geoff, do you have specific concerns?

Are there any proposed zoning changes?

Question: Being discussed under a couple of other umbrellas right now. Part of discussion is including some land use guidelines. People in neighborhood are tired of liquor stores and more food stores or health facilities. All this will be included in the plan.

If emphasis is on walkability, Jeff would like to see enhanced sidewalks (wider sidewalks). You want a six- to eight-foot sidewalk around school. Also, vertical curbing, landscape buffer, larger sidewalk, and even bike lane. So buffering people walking and giving them protection. That goes all the way down to Morse. Any pedestrian connections should be in a nice, big, open usable space. Minimum 8-foot paved section, with knock-down bollard. Low landscaping and a big opening. Have people directed into flow of traffic for center. Open fencing and make people to feel safe on pedestrian connections (not as loitering spaces).

Question: Speaking of hanging out. HS Students wish for place to hang out. Sometimes, sheriff loves skate park. Do kids need a place like that?

There is no place. Park off Northrup is being redone with spraying fountain, no skating, but basketball, etc. Most of schools don’t allow kids to hang out on school grounds after school. This is because of vandalism. Times have changed, so campuses have to close. Another big plan is putting in nice community center at Park. Area is dense with apartment complexes. Lots of kids with nothing for them to do. Kids can’t be there off hours (at high school).

Question: Have you heard about any communities so eyes on space makes school space viable off hours?

There is community policing. No school officers anymore (budget cuts). Community policing, there was just Paul there for a couple of years. In whole area. No way one person can handle that. Now, there are five POP officers and a sergeant until next budget dip. Priority is to 911 cars.

Question: What about access in and out of these neighborhoods? Any mobility limitations?

Nothing hampers ability. Just have to know traffic flow and where it’s at. Always pot luck.

Question: Do you have bicycle officers?
There is team, but only called out for special events.

Question: Who patrols American River Trail?

Park rangers, officially. SCSD goes out occasionally. Park has about two guys on duty at any given time. Park rangers are peace officers.

Question: How does this area compare to others? Is crime about the same, worse, or better than other areas?

It’s got its spots. Depends on types of crime. Lots of low-income housing. Other problem is burglaries. On a spike right now with daytime residential burglaries and nighttime vehicle burglaries (this is countywide). Problem is residential area is abandoned during day and then folks asleep at night with car on street. People would like to have sidewalks. Two things always heard is lighting and sidewalks, and how do folks get about getting that.

SMUD has program for lighting. Most of poles run behind residences. Resident pays bill for light. Lights are night-sky friendly now.

Question: Jeff, from environmental design standpoint, what should we be most cautious about?

Integrate right components. Be aware of dead spaces (where bad guy can hide - ambush point). If it’s going to be walkable, make it truly walkable. If you design it from a pedestrian standpoint, it will most likely be safe. If you design it as a driver without actually walking it, it probably will not be safe. Space needs to be inviting and where people want to be. If you cannot pull legitimate pedestrian into it, you’ll pull bad guy into it. Jeff went down to Davis and found bicycle underpass under I-80; Jeff thinks that won’t work in Sacramento County. This would not work in Sacramento County; here it would be homeless shelter. Needs to be easy, open, accessible and safe.

Question: What about transit in area? Do you have observations about transit stations?


Question: Who deals with graffiti?

We do, have regular removal program.

Question: Do you have good rapport with public/hotline?

Yes, mostly. Business takes picture of paint, forwards it, etc. Then they repaint it and they ship it off. Not a big gang problem on this end. Nuisance complaint line is not to sheriff’s department; it goes to code enforcement. Code enforcement not well staffed.

Question: Anything else related to street, design, redevelopment?

No roundabouts in main intersections? Thinking of having to slow down for roundabout will reduce response time. Fire trucks don’t have issue either. Fire is SCSD’s friend when it comes to access. Fire guy was very savvy. If a fire truck can do it, patrol car can. Only one more major thoroughfare that cuts east west before Fair Oaks and the River. Changes will make other streets worse.
Question: Sheriff deals with some traffic?

Dual with CHP. Sheriff has quality of life interest. Things end up coming back to SCSD. Hearing complaint about speeding traffic. Lots of cut-through traffic. Jeff cuts through everywhere.

Question: Does County have traffic calming program?

They have new person: Kimberly Slavitch who came over from finance. Talking about traffic calming and how doing one street effects all. Maybe get hold of her. She's really new and doesn't have all answers yet. Way Arden Arcade is built, it's the way it's going to be.

Densities may increase in some areas along main corridors. From a transportation standpoint, is it feasible to do circulator transit? I don't know if it's feasible for Hurley.

Agricultural activities at high schools make a difference. Takes grants to get some things done.

Skate park would go in most visible location possible. Kids with skateboards do make noise.

Session Title: Orthodox Jewish Community
Time: 11:00 am, Thursday, October 5, 2006
Attendees: Rabbi from Synagogue
Consultants: Dan Burden, Josh Meyer, Ken Owens
Client: Graham Brownstein

Question: What do you think goal should be about physical changes?

Concerned about physical changes to Hurley Way.

Question: Most anxious to learn perspective from cultural standpoint, use of push buttons, etc.

Congregations at Morse near Hurley. There is crosswalk there that is useful. Trees protrude in front of crosswalk. Other community in vista, south of Hurley. Large conservative community way south of Hurley. Third reformed community northeast of Hurley. Total population of each community (all three combined has 3,000 members).

Jewish school is also just off map. Concentration of population in general area.

Question: Does everyone walk for Sabbath.

Most, but not everyone, would walk. Other communities do not walk. Temple got waiver on parking requirements because no one drives. Some people do drive. A small percentage. Bulk of congregational population is in Arden Park, and increasing number closer to study area. People crossing main thoroughfares are forced into dangerous situation. People cannot use light control. Electricity cannot be activated on Sabbath. People will cross somewhere
there’s an island. If they are self activated with a timer, etc., that’s okay. If within realm of possibility see where key areas are that those could be to help facilitate that.

Question: Can activate on time cycle. Other way is actuator when human is present.

Have to do research about whether actuator is within law. It might be possible if it was there to serve everyone. But Rabbi will have to check. In general, something activated by motion is something that should be avoided. Act of moving is like act of pushing button…especially if you get benefit from it.

Question: Two tools that were discussed that might help: midblock crossing islands?

Crossing islands are a great help. Gets folks chance to cross safely.

Question: Other one is roundabout; with roundabout no traffic signals, no electricity.

How is roundabout different from four-way stop sign?

Question: The way roundabout works is if you have an intersection, there’s a circle in center, then splitter island (Dan draws roundabout). Closer they get to crossing, speed has to go down. Motorists going slow have high propensity to yield to pedestrians.

Also opportunity for beautiful landscaping or artwork or something.

Question: Katie has interesting idea about fountain.

Beautification is always nice. Is not Rabbi’s focus at this point. Anything that makes a neighborhood look nicer is well worth it. Shade trees and planting are supported. Additional Sabbath issue is that nothing is carried. For families with young children creates a problem…no stroller, etc. In most large Jewish communities, “erove” is developed….marks out certain area so it’s acceptable to Jewish law and people can view area as a community area, so they can carry within that framework. This is normally done using existing power pole structures which have cables, etc., and can be marked in particular way that identifies them as part of an enclosure. Creates a legal area for Jewish families. This is quite complex because of dealing with development bureaucracy. One just completed in Berkeley last year. Eruv.

Thursday, October 5, 2006
Community Workshop
6:30 – 8:30 PM
Greer Elementary School
Saturday, October 6, 2006  
Corridor Design Workshop  
8:30 AM – 2:30 PM  
Greer Elementary School  

On Saturday, participants inspected conditions in the field, viewed a PowerPoint presentation, and gathered at tables to make suggestions for improvements. Below are notes from each group’s presentation.

Table 1

1. Envision a shuttle running up and down Hurley as a major unifying feature for youth to seniors, serving Arden Fair to Alta Arden including doctors, senior centers, shopping areas.
2. Howe: two lane roundabout with a formal area entrance/gateway  
   a. Arden/Arcade/Hurley Way.  
   b. Mixed use buildings close to street from Howe to end of current shopping plaza  
   c. Single lane roundabout at Bell and Hurley.  
   d. Pocket park across from school in vacant lot; part is under power lines so not sure  
   e. Apartments across street have high turnover – it is rehab housing for drug and alcohol. Consider relocating and replace with family-friendly apartments near school.  
   f. Separate, wider sidewalk and trees at Greer field; or trim oleanders as trees; crime prevention trim is minimum 2’ above or 8’ clear under. Trim them up as trees and let them grow taller if desired.  
   g. From Bell to Fulton add raised, landscaped median.  
   h. Bike lanes, of course.  
   i. Left turn into gas station a problem – eliminate turn with raised median.  
   j. Roundabout at Fulton Avenue.  
   k. Fulton intersection- mixed use service/commercial town center; has two gas stations, Rite Aid, market, Goodwill now – make into village center.  
   l. Add trees to Mormon church lawn area.  
   m. Median ends about Mormon church (Evelyn) to allow driveway access.  
   n. Street lights at major intersections (hard to see at night).  
   o. Center left turn pockets on Jonas and Topaz.  
   p. Vacant lots where frat house used to exist – keep as pocket park or remote site for organic farm addition, or community garden.  
   q. Middle school is good spot for community center - closer to elderly facility.  
   r. Roundabout at Morse.  
   s. Add sidewalks, bike lanes on Morse.
Appendix

t. Rushden Drive intersection – check this out for possible redesign?
u. Sign for that park easy to miss.
v. Not visible if you are coming west on Hurley.
w. Street lighting up to green hill west of Watt.
x. Entrance signage from Watt. Gateway feature.
y. Inventor theme.
Windmills – into roundabout/energy source

Table 2
1. General corridor concepts:
a. Subject to traffic volumes, widths
b. Continuous bike lanes Howe to Watt
c. Where on-street parking exists, delineate and add bulb outs
d. In selected located back in angle parking with curb extension
e. Consider roundabouts at all traffic signals
On side streets to prevent cut thru implement traffic calming measures to ensure slow speeds
Sample chicane on resident street
g. Refuge island with diagonal cut thru where needed, such as schools
h. Rethink the entire site layout of the school – sidewalks, driveways, crosswalks – get involved early to ensure it doesn’t become auto oriented
i. Sidewalk widening between Howe and Watt
j. Buffer planted or wider walks
k. Get businesses to share driveways and parking lots
l. Median islands with trees even if intermittent
m. Fill in missing sidewalks
n. When lot undergo redevelopment, get parking behind building
o. Restripe traffic lanes to narrow widths
p. Howe / Hurley too much friction with drivers entering lot; change from four lanes to two lanes with 2 way left turn and see if property owner can provide space for decel lane to allow people to move off street.
q. Throughout corridor decease corner radii; two curb ramps per corner
r. More mixed used development and multi story frontage
s. Change signal timing to increase pedestrian crossing time
t. Eliminate all second right turn only lanes – single lane only and redesign angle to slow vehicles
u. At every crosswalk use high visibility markings
v. At high pedestrian crossings provide beacons or signals
w. Destination signing along Hurley
x. As curb gutter sidewalk are built, replace rolled curb with vertical curb
y. Specific locations
   a. Roundabouts where ever they can be used
   b. Vertical parking for school events – it currently impedes traffic in evenings
   c. Jonas Salk traffic coming out automatically changes light; check and change
   d. A lot of the houses near Watt are rental – garages converted; people are parking on Hurley-make it more traffic and provide parking opportunities
   e. Add left/right turn lanes in median on Hurley east of Morse for people turning into neighborhoods.
   f. Opportunity at Hurley and Fulton to create a little downtown Santana Row example. Neighborhood local shops something like downtown Fairoaks, Sutter creek; thinking about seniors
   g. Signage to go to bike trail
   Question use of double left turn lanes

Closing Workshop and Plan Presentation
Thursday, October 12, 2006
6:30 – 8:30 PM
Greer Elementary School

The conceptual plan was presented in PowerPoint. Following the presentation, the audience was invited to comment. Highlights of their comments follow.

- What about shuttle service?
- Community garden?
- Who is going to maintain it?
- Species of trees including evergreens
- Traffic flow on Fulton – will it really be accommodated on a roundabout?
- Impervious surfaces – reducing or increasing?
- Policies, landscaping, mitigation effort to not create
- Pedestrian signal timing to accommodate people of all ages and abilities 2.5 ft per second or less
- Accessible pedestrian signals
- Community center
- Happy you got attractive parking pockets – inset parking. When you start this process what are you going to do with people who already have houses – are you going to take property by eminent domain?
  O Dan Burden everything done honors existing properties and will increase property value.
  O Public art – reflect the inventors of the area
Appendix

- At Morse and Hurley, the new building is not a positive addition to the community.
- Farmers market?
- Celebrate existing organic gardening
- Regarding roundabouts – we need to have a discussion with physical access committee; there are issues.
- Second issue is the church on Fulton and Hurley, which is my church. I suggest we have a meeting at the church. There are 3 services. I use a lot of restaurants on Howe and Hurley. We ought to reach out to them as well.

Graham Brownstein explained the next steps. He said at an intial meeting in June he began to collect information for people who are interested in pursuing the project. He would now like 10-15 folks who represent the interests of the neighborhood to serve on a committee and asked those who were interested to provide contact information. He also explained the completion of the plan was the beginning now. We have this set of concepts. It’s a matter of pushing this forward.