



**SACRAMENTO AREA
BICYCLE ADVOCATES**
www.sacbike.org

Letter
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909 12th Street Suite 116 ▪ Sacramento CA 95814 ▪ (916) 444-6600 ▪

April 21, 2011

Colleen McDuffee, Planning Manager
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Subject: Citrus Heights General Plan Update (GPU) and Draft Environmental Impact Report (DEIR)

Dear Ms. McDuffee: Thank you for the opportunity to comment on the General Plan Update and the DEIR. Our previous director, Walt Seifert, participated in some of your citizen workshops that helped prepare the GPU and he was impressed with your city's vision about non-motorized transportation. We commend your staff in preparing GPU policies and actions that will greatly improve conditions for bicyclists in Citrus Heights. For example, the GPU's intent to not allow widening of any major roadways is a major step in not creating and worsening accessibility barriers for bicyclists and pedestrians.

4-1

Several goals and policies in the GPU address maintaining and enhancing the city's major corridors (i.e. Goals 9 and 10 plus 13 which addresses Sunrise Market Place). All 3 of these goals would be improved by adding more aggressive policies and actions to improve bicycle access across and parallel to the major corridors, not just on the corridors themselves. It is always good to add Class 2 bike lanes to streets that don't have them but major arterials, even with bike lanes, are not safe and comfortable for most bike riders. Most bike riders, especially the young, old, and inexperienced, much prefer bike routes with low traffic volumes and speeds. Therefore, the best way to greatly increase the amount of bike use for everyday trips (e.g. shopping, jobs, schools, errands) is to 1) promote bike routes on low volume, low speed streets, and 2) improve crossings of major barriers such as wide arterials.

4-2

4-3

The National Association of City Transportation Officials (NACTO) has prepared an Urban Bikeway Design Guide which includes recommended Intersection Treatments to reduce conflicts between bicyclists and vehicles (<http://nacto.org/cities-for-cycling/design-guide/intersection-treatments/>). These intersection treatments heighten visibility of bicyclists, denote clear rights-of-way for bicyclists through intersections, enhance eye contact and awareness between vehicles and bicyclists, and separate bicyclists from vehicles at key hazard points in the intersections.

4-4

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award,
League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year



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Goal 29 aims at establishing a “complete streets” network and includes policy 29.4 regarding safe and complete bicycle access throughout the city. Given that Citrus Heights is only 4 – 5 miles across, everywhere in the city should be readily accessible by bicyclists of all ages and abilities. A key test of whether a bicycle network is safe and complete is whether you would let your middle-school child bike by herself to any destination in Citrus Heights. We commend you on beginning to make excellent progress toward meeting that test and encourage you to proceed as rapidly as you can.

4-5

Thank you for considering our comments.

Sincerely,

Jordan Lang
Project Assistant

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award,
League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year

- 4-1 The commenter thanks the City for the opportunity to comment on the Draft General Plan and the DEIR and commends staff for preparing policies and programs that will improve bicycling conditions in Citrus Heights. The City acknowledges the comment. The comment does not raise any issue related to the adequacy of environmental analysis conducted in the DEIR. No further response is necessary.
- 4-2 The commenter recommends that Draft General Plan Goals 9, 10, and 13 be improved by adding more aggressive policies and actions to improve bicycle access across and parallel to major corridors, not just on the corridors themselves. The commenter's recommendations regarding proposed changes to the Draft General Plan are noted and will be provided to the Planning Commission and City Council for consideration. Because the comment does not raise any issue related to the adequacy of environmental analysis conducted in the DEIR, no further response is necessary.
- 4-3 The commenter states that while adding Class 2 bike lanes to streets is good, major arterials do not provide safe and comfortable conditions for most bike riders. The commenter recommends that the City promote bike routes on low volume, low speed arterials, and improve crossings of major barriers to bike travel (e.g., wide arterials).

Draft General Plan Action 29.4.F directs the City to implement the Bikeway Master Plan, complete the proposed bikeway network identified on Map 8 within 10 years, and prioritize projects that close existing gaps in the network (Draft General Plan, page 2-49). Draft GGRP Measure 3-5.A directs the City to maximize pedestrian and bicycle use through high-quality design, enhanced infrastructure, and enforcing bike and pedestrian travel rights. Draft GGRP Action 3-5.A.A directs the City to re-evaluate the Bicycle Master Plan and conduct a citywide gap analysis to identify missing links in the bicycle network and prioritize filling gaps to enhance bike travel. The DEIR analyzed potential impacts to non-motorized modes of transportation and public transit (DEIR Section 4.2, Transportation and Mobility, pages 4.2-47 through 4.2-50). The policies, measures, and actions referenced above were cited among many that would reduce potentially significant impacts to a less-than-significant level. Analysis in the DEIR related to bicycle circulation impacts is adequate and no further analysis is necessary.

The commenter's recommendations regarding proposed changes to the Draft General Plan and GGRP are noted and will be provided to the Planning Commission and City Council for consideration. Because the comment does not raise any issue related to the adequacy of environmental analysis conducted in the DEIR, no further response is necessary.

- 4-4 The commenter recommends that City staff review a document prepared by the National Association of City Transportation Officials (NACTO) that provides recommended intersection treatments to reduce potential conflicts between bicyclists and vehicles. Please refer to Response to Comment 4-3. This information does not change the analysis or conclusions of the DEIR, but is noted and will be provided to the Planning Commission and City Council for consideration.
- 4-5 The commenter references Draft General Plan Goal 29 and policy 29.4, recommending that everywhere in the City should be readily accessible to cyclists of all ages and abilities. Please refer to Response to Comment 4-3. Because the comment does not raise any issue related to the adequacy of environmental analysis conducted in the DEIR, no further response is necessary.