

Appendix F:

**Community Engagement
Phase 2 Summary Memo**



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MEMORANDUM

To: Leslie Blomquist, City of Citrus Heights
Daniel Cruz, City of Citrus Heights

From: Jocelyn Walker, Alta Planning + Design
Libby Nachman, Alta Planning + Design

Date: June 10, 2020

Re: Carriage Drive and Lauppe Lane Safe Schools Corridor Plan | Community Workshop 2 Summary Report v2

Introduction

As part of the second round of community engagement, the City had planned to hold an in-person community workshop on May 12, 2020. The goals of the workshop were to provide stakeholders and community members with an opportunity to offer feedback and hear about results from the initial survey, the project schedule, what was heard in the first round of community outreach, the proposed improvements and alternatives, and next steps.

Due to the COVID-19 pandemic and subsequent “shelter in place” regulations, the City held a virtual workshop to replace the planned in-person workshop. The virtual workshop consisted of a live Zoom webinar on May 12, 2020 and an online survey available for three weeks in English, Spanish, and Russian. The webinar included a presentation, polling, and question and answer opportunities. A recording of the webinar was then posted to the project website in addition to a PDF of the presentation and a write-up of the Q&A segment.

Community members were informed about the virtual workshop through the following advertisements:

- Digital ad
- Print ad
- Social media ads on Facebook, Instagram, Nextdoor, Newsflash
- Community e-newsletters
- Posts to project website
- Emails to community and school mailing lists
- Calendar event on City website
- Flyers posted at school meal distribution sites and local essential businesses
- Postcards mailed to residences within 1000’ of the project area

Survey Results

Fourteen people attended the live workshop and 14 people watched the recording after it was posted. The survey was completed by 103 people, a majority of whom had not previously participated in the project. Two of the participants completed the survey in Spanish and the remainder completed it in English.

Survey participants were primarily White, women, and ages 35-54. Compared to census tract 81.11, where the project is located, women are overrepresented in the survey. The population is evenly distributed by age, while the survey takers were majority (41 percent) in the 35-54 age group.

For each proposed improvement, participants answered whether they supported the improvement, did not support it, or needed more information. Participants were also given the opportunity to share additional thoughts. Overall, most proposed improvement received support from the community (Table 1). For the two scenarios offered along Lauppe Lane between Antelope Road and Pratt Avenue, a shared use path was preferred. For the two scenarios offered along Carriage Drive between Kanai Avenue and Auburn Boulevard, wider sidewalks and removal of parking was preferred.

Table 1. Survey results regarding proposed improvements.

Improvement	Yes	No	More Information
Proposed improvements for the entire corridor			
High-visibility crosswalks	82%	6%	12%
RRFB at Carriage Drive & Midnight Way	80%	13%	7%
Proposed on-site circulation at Sylvan Middle School	74%	8%	18%
Wider sidewalk on Auburn Boulevard between Carriage Drive and Sylvan Middle School	68%	28%	5%
Speed humps	64%	29%	7%
Curb extensions	62%	26%	12%
Proposed on-site circulation at Carriage Elementary School and Mesa Verde High School	61%	21%	18%
Vertical curbs	59%	29%	11%
“No Crossing” sign on Auburn Boulevard at the Sylvan Middle School driveway	58%	33%	9%
Green conflict markings	54%	30%	16%
Circular intersection at the Carriage Drive/Kanai Avenue intersection	49%	39%	12%

Circular intersections	48%	45%	7%
Raised roadway	44%	41%	15%
Alternatives for Lauppe Lane between Antelope Road and Pratt Avenue			
Alternative 2 (Shared Use Path)	62%	23%	15%
Alternative 1 (Bicycle Lanes)	23%	62%	15%
Alternatives for Carriage Drive between Kanai Avenue and Auburn Boulevard			
Alternative 2 (Wider Bicycle Lanes & Wider Sidewalk)	51%	31%	19%
Alternative 1 (Wider Bicycle Lanes)	31%	51%	19%

Additional Feedback

In addition to a “yes” or “no” endorsement, participants offered a range of feedback on the improvements.

Of the endorsed recommendations, wider sidewalks and the proposed circulation at Sylvan Middle School received the most positive feedback. One participant commented that wider sidewalks are “critically important to relieve the jam at [the] beginning and ending of the day” while another person noted that “wider sidewalks would benefit seniors and other with mobility devices and wheelchair users.” After reviewing the Sylvan Middle School circulation plan, a participant concluded that the plan “looks very hopeful.”

A number of recommendations also received negative feedback and raised questions about construction and maintenance costs. Participants asked whether curb extensions, the raised roadway, and the proposed traffic circles were worth the cost. One participant asked whether the “high cost of construction and maintenance [of a traffic circle is] a tradeoff” and whether curb extensions “will be planted, as shown, [and] does the city have funds for ongoing maintenance?” Participants also questioned the efficacy of these recommendations and whether they would make safety worse along the corridor. A stakeholder noted that, with respect to a raised roadway, “there’s already two bumps. [They do] nothing to slow down the speed racer.” Participants were concerned about correct usage of the proposed traffic circles; residents commented that “most drivers have no clue how to use them” and that “traffic circles are confusing to users.”

Some improvements received mixed feedback. Regarding speed humps, a participant noted “as a driver these do make me slow down” while another commented that “this is desperately needed all along [C]arriage [Drive].” Other residents, however, asked “why should residents be subjected to that permanent inconvenience, which is also detrimental to the integrity of their respective vehicles?” and commented that “the number of speed humps will make basic travel out of the neighborhood for [commuting] and shopping very annoying.” With respect to vertical curbs, a number of participants had positive feedback, noting that “it’s illegal for cars to park on the sidewalk. Vertical curbs support that.” Some residents, however, expressed concern about the impact on their property, saying “a vertical curb would only be appropriate next to school property not where residential property is located. I would be really ticked if you put a vertical curb at my house.”

Recommendations

Upon reviewing the feedback to the proposed improvements and alternatives, the following items are recommended to be included in the final plan:

- Curb extensions
- Green conflict markings
- High-visibility crosswalks
- Proposed site circulation changes at Carriage Elementary School and Mesa Verde High School
- Proposed site circulation changes at Sylvan Middle School
- RRFB at Midnight Way
- Shared use path along Lauppe Lane between Antelope Road and Pratt Avenue
- Speed humps
- Vertical curbs
- Wider sidewalk along Auburn Boulevard

The following items are recommended to not be included in the final plan:

- “No Crossing” sign

The following items are recommended to be discussed further with the City prior to finalizing the recommendations:

- Circular intersections
- Raised roadway
- Wider sidewalks along Carriage Drive between Kanai Avenue and Auburn Boulevard