North Beale Corridor Complete Streets & Revitalization Plan

Linda Community, Yuba County, CA

Adopted December 15, 2009
RESOLUTION 2009–128

Prepared By
Local Government Commission
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North Beale Corridor Revitalization Plan

Linda Community in Yuba County, CA

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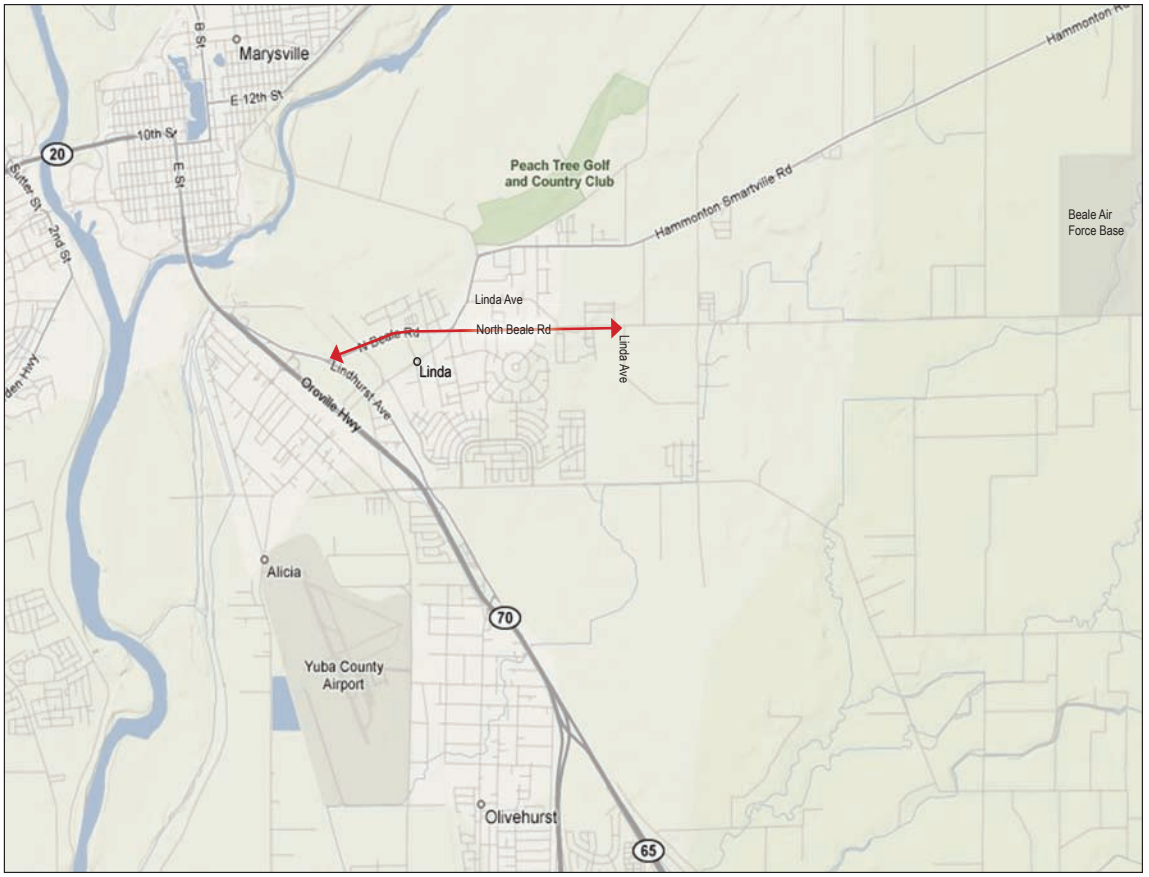
Background and Study Process

Project Purpose

This document is the outcome of an intensive community-based planning process in Linda, an unincorporated community of approximately 13,500 residents that is located one-mile south of Marysville in Yuba County. The plan focuses on the two-mile segment of North Beale Road between the intersections of Lindhurst Avenue to the west and Linda Avenue to the east. North Beale Road is the central connecting roadway to Linda-area residences, businesses, and public uses. It also serves as a significant transportation corridor for the greater South County area. The purpose of the plan is to improve safety and mobility choices for all types of users, stimulate new investment in surrounding properties and encourage neighborhood revitalization, and provide overall visioning for the future of North Beale Road.



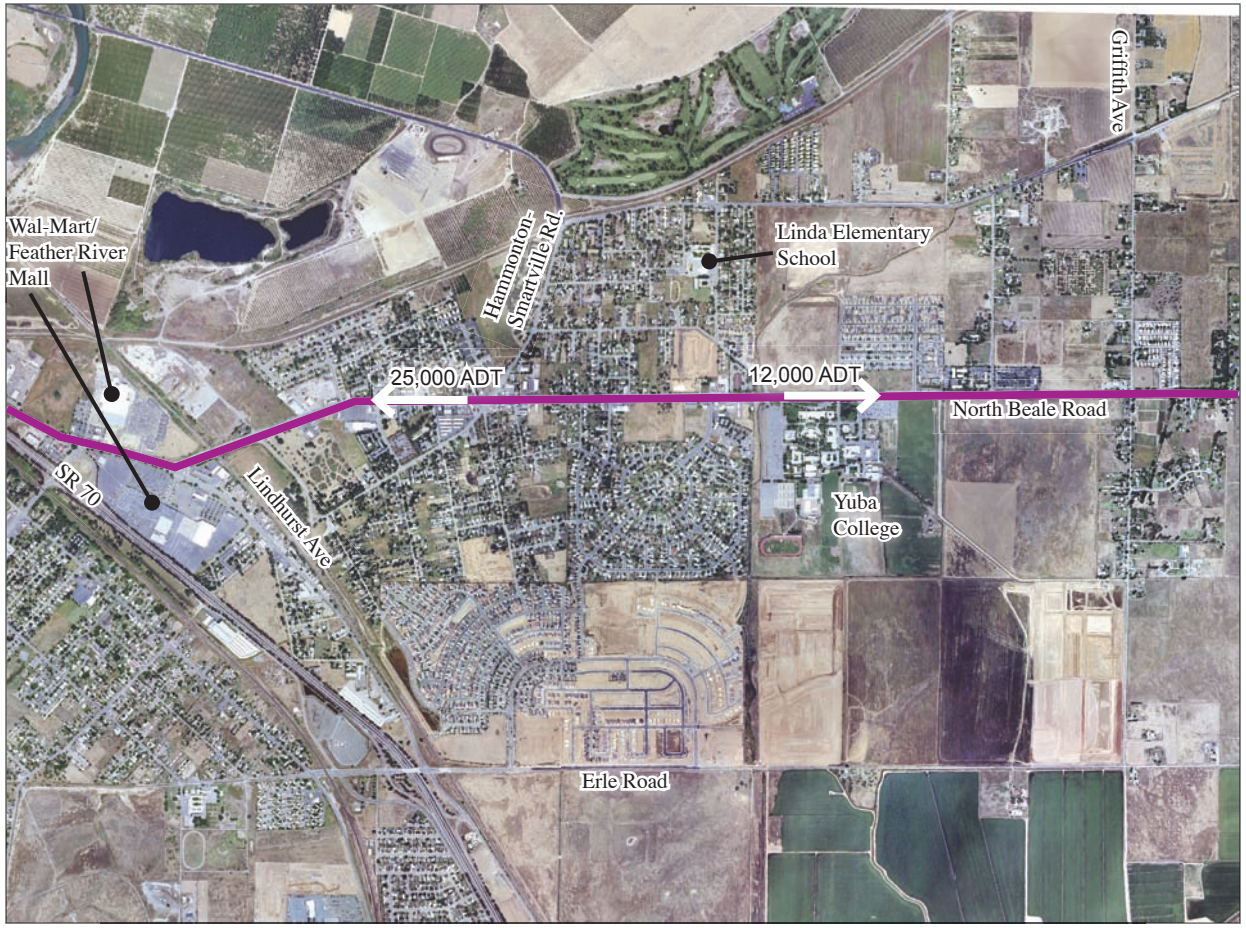
This planning effort was made possible through a California Department of Transportation Environmental Justice: Context-sensitive Design Planning Grant received by Yuba County in partnership with the Local Government Commission (LGC). The LGC is a Sacramento-based nonprofit organization that works with local leaders and agencies to build livable communities. LGC assembled a professional multi-disciplinary consultant team to develop plan components. Dan Burden of Glatting Jackson/Walkable Communities facilitated the public visioning process. Michael Moule, P.E., P.T.O.E., of Livable Streets provided street design and traffic engineering expertise. Julia Abassi and Anchi Mei of Moore Iacofano Goltsman (MIG) provided urban design expertise and prepared plan diagrams and graphics.

Existing Conditions

Project Area

North Beale Road is a County-designated four-lane urban arterial major road as it passes through Linda that becomes a two-lane rural arterial road east of Griffith Avenue. It connects to State Highway 70 to the west, linking Linda to the cities of Marysville and Yuba City to the northwest, and to Olivehurst to the south. It also provides access to the main gate of Beale Air Force Base, six miles to the east.

The Yuba Community College campus lies at the east end of the project area. A Wal Mart retail center, lodging, a grocery store, and the mostly vacant Feather River Shopping Center (AKA Peach Tree Mall) are located at the other end, west of the intersection of North Beale Road and Lindhurst Avenue.



North Beale Road and the surrounding community of Linda are shown above. There are about 25,000 average daily vehicle trips west of the intersection with Hammonton-Smartville Road. The number drops below 15,000 east of the intersection.

Intermittent residential and commercial uses line the roadway, including single-family homes, apartments, neighborhood food and convenience stores, restaurants, gas stations, storage facilities and light industrial operations. There are also significant under-utilized lots and undeveloped parcels of land. North and south of the corridor are mostly single-family residential neighborhoods, the majority of which were constructed between 1945 and 1980. Over 2,000 new homes have been constructed or are approved for construction mostly in the Edgewater subdivision adjacent to the older neighborhoods to the south.

The Community

Linda is a diverse community of 13,474 residents. 54.9% are White, 22.1% Hispanic or Latino, 18.4% Asian, 3.1% African American, and 2.9% Native American. 35.8% speak a language other than English at home, 16.6% of who speak Spanish and 18% of who speak Asian and Pacific Island languages (2000 U.S. Census).

The community is economically disadvantaged. It is the poorest Census Designated Place (CDP) in Yuba County. Flooding in 1986 destroyed or damaged numerous homes and businesses in the area, including the Feather River Center, which served as one of the more significant retail centers in the greater Yuba-Sutter region. Since then numerous properties along North Beale Road have become vacant or fallen into disrepair. In 2000 Linda residents had the lowest per capita income in Yuba County, while Yuba had the third lowest per capita income of all counties in the state. Linda also had the highest percentage of people living below the poverty line in the County at 32.5%, and a 9.4% unemployment rate, the third highest among the County's cities and unincorporated areas.

Yuba County experienced significant growth prior to the recent economic downturn. Nearly 1,700 housing units were added between 2000 and 2004. During 2004 and 2005, 3,600 single-family residential permits were issued in the unincorporated areas. As noted above, much of this growth is concentrated in new subdivisions to the south of the older neighborhoods surrounding North Beale Road. A Chico State University retail study shows very large unmet demand for retail in Linda and neighboring Olivehurst ($132 million in 2004, expected to jump to $302 million a year by 2015). This could be a strong economic stimulus for the area.

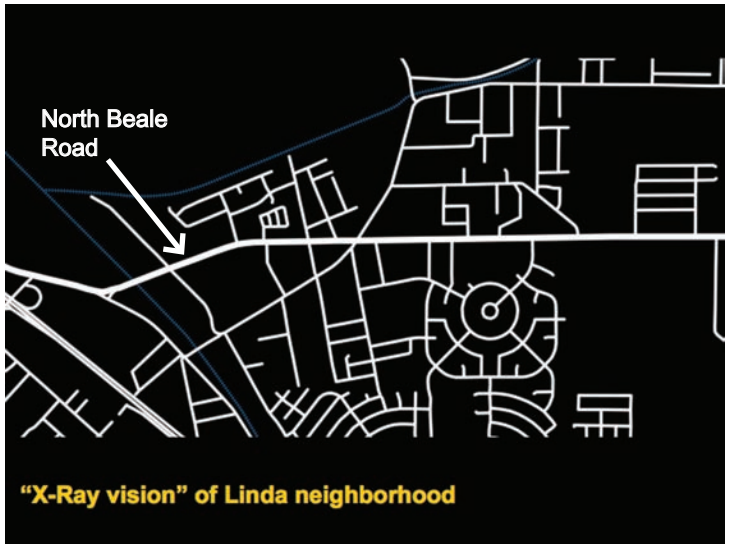
Private investment, however, has focused on new suburban single-family home development oriented toward Erle Road (which provides easy access for commuters to Highway 70) rather than on rehabilitation and infill in the older area. The 1990 East Linda Specific Plan focuses on new development to the south, east and north of the project study area and only includes the portion of North Beale Road fronting north of Yuba Community College. Hence, developing a plan for revitalizing the corridor is a critical step toward helping the existing community capture future rounds of investment. Improvements to the corridor can help tap interest in development from unmet commercial demand and help stimulate rehabilitation of the older neighborhoods, while providing vital infrastructure for area residents.

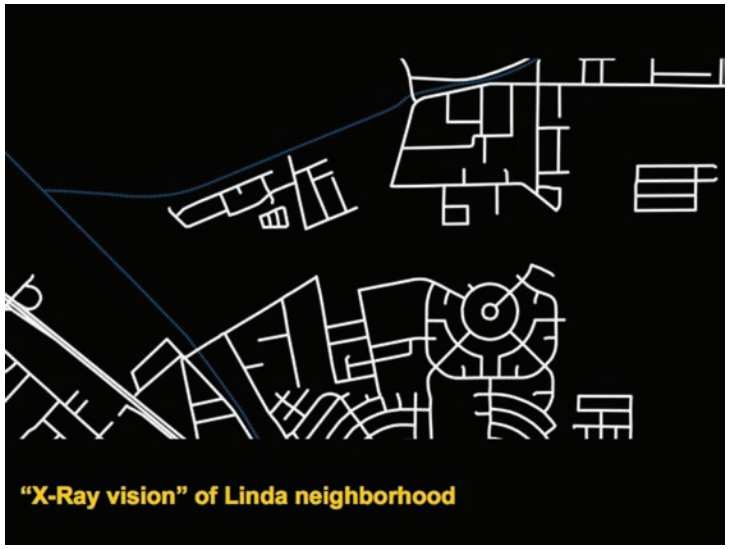
The Roadway

North Beale Road is currently classified by the County as an "Arterial Urban Major Road" with four travel lanes and a center turn lane, set within a 100-foot public right-of-way (ROW). It transitions to a two-lane rural arterial road at Griffith Avenue, east of Yuba College.

Tens of thousands of cars, trucks and buses use North Beale Road each day. Data at the time of the study and discussions with County staff indicate a daily traffic volume of approximately 25,000 vehicles between Feather River Boulevard and Hammonton-Smartville Road, with the volume dropping to about 12,000 near Yuba College.

There is a high volume of truck traffic for aggregate on North Beale west of Hammonton-Smartville Road. Trucks use the





The diagrams above reveal that North Beale Road is the primary connector between the streets and residences of Linda.

intersection to turn on and off Hammonton-Smartville en route to and from large gravel mining operations to the northeast. A north-south bypass road is proposed west of Griffith Avenue that would provide an alternative route for truck traffic to Highway 70 and 65. This would reduce trailer truck traffic on North Beale Road.

For most Linda residents, North Beale Road provides the only continuous access between neighborhoods. Many people cannot afford or are unable to drive and must use the corridor to walk, bike or catch buses. School children and college students walk and ride daily to and from Linda Elementary School and Yuba College. The area's high proportion of people with disabilities adds to the number of pedestrians and transit users along the roadway.

The road is very wide with four 12-foot and 13-foot travel lanes and a 14-foot center turn lane. Road edges vary with some paved and unpaved shoulder areas as wide as 18 feet, making sections of the road over 90 feet wide. The vastness of the roadway, combined with empty lots, lack of landscaping and absence of buildings near the street encourages higher speeds and reduced driver vigilance.

The wide roadway, high traffic speeds and absence of sidewalks creates a stark and imposing environment for pedestrians and motorists.

In focus meeting interviews with County staff, Sheriffs, Yuba College Campus Police and residents, speeding was raised as a significant concern. Participants noted that numerous accidents have occurred on the road in recent years, many of them involving pedestrians. Indeed, the "2007 California Highway Safety Improvement Program 5 Percent Report" by Caltrans found that North Beale Road made the worst five percent list of local streets and roads in California based on the number of collisions involving fatal or severe injuries during 2003 – 2005.

Despite high levels of pedestrian and bicycle traffic, most of the corridor is without sidewalks. Where sidewalks exist, there is little or no landscaping, lighting or other streetscape features to provide shading, buffers from moving traffic, and visibility for pedestrian safety and comfort. Businesses along the road are car-oriented, with wide driveways and large parking lots in front of buildings. Pedestrian crossings are long, traversing multiple travel lanes of traffic in two directions. Improved markings and other treatments are needed to increase pedestrian visibility and priority.

Top two rows: Trucks, buses, pedestrians and bicyclists of all ages and abilities use North Beale Road on a daily basis. Right: wide driveway interrupts walkway; far right: incomplete sidewalk forces pedestrians out into the roadway.

Left: Lack of separation between turning and through lane and location and size of driveway creates hazardous conflicts for motorists and non-motorists alike; right: pedestrians make perilous crossing.

Yuba College and Linda Elementary School are daily community destinations that are accessed using or crossing North Beale Road.

Left: bus stops along the corridor vary widely in terms of appeal and safety.

Class II bike lanes (on-street, marked and signed) are provided on North Beale Road. Lane conditions vary considerably based on intersection and street edge conditions. Lane widths are inconsistent and narrow in many places where shoulders are deteriorated or unfinished. Pedestrians and bicyclists have to share the bike lane due to the lack of sidewalks. On-street parking is not allowed throughout most of the corridor but will be allowed with implementation of this plan. The area is also poorly lit, reducing bicyclist and pedestrian nighttime visibility.

Transit service operates on North Beale, with buses Monday through Saturday every 30 to 60 minutes between 6:30 a.m. and 6:30 p.m. on four fixed routes for a combined number of 80 round trips per day. There are nine bus stops on the corridor, with a transit center located at Wal-Mart, west of Lindhurst Avenue.

Public Design Charrette

A multi-day design effort, known as a charrette, was conducted October 23 – November 6, 2008. County staff and other agencies, community leaders and residents participated in a series of events to identify concerns, priorities and potential improvements to North Beale Road.

The events began with several focus group meetings. Groups included staff from Yuba County, Sacramento Area Council of Governments (SACOG), Caltrans, Yuba-Sutter Transit, Yuba College and Beale Air Force Base, emergency service providers, neighborhood health service leaders, and economic development practitioners.

The public events kicked off Thursday night, October 23 with an opening community meeting at Linda Elementary School, followed by community walk audits and collaborative design tables on Saturday. Consultant team transportation and urban design specialists developed recommendations and drawings throughout the period based on public input, field checks and review of planning data. The resulting plan concepts were presented at a closing meeting at Yuba College on Thursday night, November 6.

A series of focus groups held at the beginning of the charrette helped identify concerns and ideas. In the photos above and on the right, participants provide input.

Thursday evening approximately 40 people viewed a presentation that showed current conditions and potential solutions used in other communities facing similar challenges. Walkable Communities expert Dan Burden explained the principles involved in creating safe, vital and economically successful places using images to illustrate his points. Participants engaged in activities to identify their key values and priority issues for the corridor and community.

Saturday approximately 45 people walked with consultant team members around Linda Elementary School and North Beale Road west of Yuba College. The group observed traffic and pedestrian conditions in the field, discussed concerns, and considered ideas for resolving problems. Afterwards, participants returned to the school and viewed a presentation about strategies and tools to address input from the opening workshop, focus meetings and problems observed in the area.

Participants then moved to Fernwood Park to work in groups at map stations as part of a Make A Difference Day neighborhood park clean-up, construction and celebration event organized by Harmony Health Family Resource Center. The groups developed suggestions for improvements and presented their results to the larger gathering.

Far left: Participants share visions, identify values and prioritize issues at the opening workshop. Middle: Participants walk the corridor and observe conditions. Above: Participants work with aerial maps to plan improvements.

Thursday evening, November 6, LGC's Paul Zykofsky presented plan concepts and key points developed through the process in a closing public meeting at Yuba College attended by 30 people.

In the weeks following the charrette, the consultant team refined and organized ideas developed through the events. The plan in the pages that follow reflect that input. Notes from the focus meetings and public events appear in the Appendix.

Top: Participants present their ideas from the table map activity on Saturday. Below: Participants view the closing presentation on November 6.

Recommendations

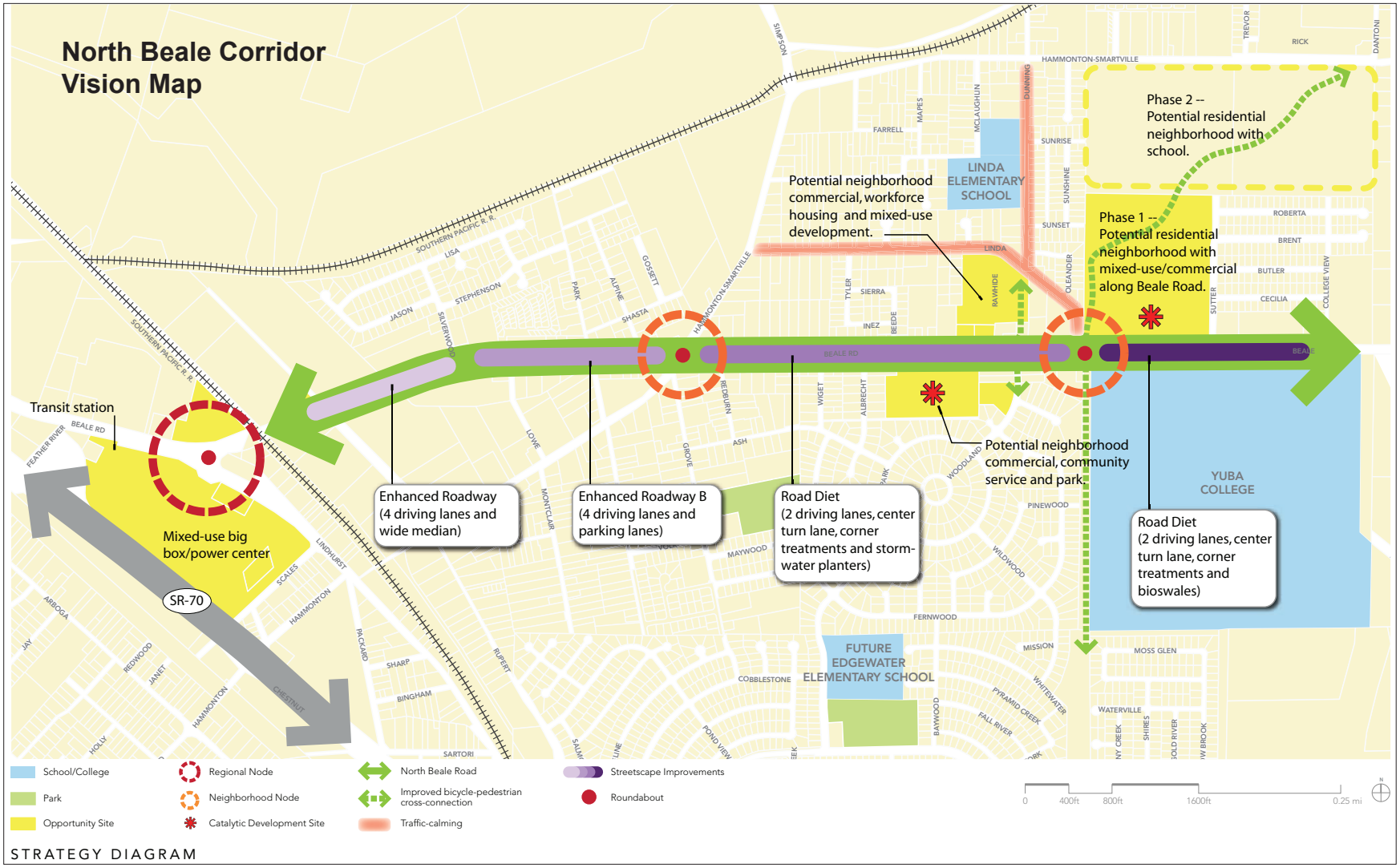
Guiding Principles

The public design charrette process suggested a strategy based on three guiding principles: transformation of North Beale Road into a distinctive, high quality neighborhood boulevard; creation of a safe, multifunctional roadway for users of all types and abilities; and revitalization of corridor surroundings.

1. Transform North Beale Road into a distinctive neighborhood boulevard. Today, the road and its developed and undeveloped edges present a sporadic mixture of suburban, rural, and commercial strip development. Changes to North Beale Road will not only signal the arrival into an important corridor, but shift motorists from rural higher speed travel to one of lower speeds and increased alertness and attentiveness. This requires not only a sound concept for the street, but appropriate design concepts for surrounding buildings and public spaces.

2. Support all travel and uses. North Beale is a central link to multi-family housing, and is heavily used by school-age children, households on fixed and minimum wage incomes, Yuba college students, shoppers and Beale Air Force Base personnel. Residents also use North Beale Road to reach parks and other gathering places. Safe and efficient movement and facilities for motor traffic, pedestrians, bicyclists, and transit service are needed to improve and uplift the area, and respond to multiple user needs throughout the corridor.

3. Set the stage for infill development. Property investors want to place their dollars in areas ripe for success. Improvements to North Beale Road will fuel interest in new development on vacant and under-utilized sites and help create local jobs, the availability of housing choices and a wider range of goods and services. A blend of land uses, especially mixed-use development, will be important to the lives of many. As other places have discovered, the ability to move traffic community-wide is largely a product of compressing trips into more village-like centers, where people can walk, bike, use transit or drive shorter distances to stores and activity areas to meet their daily needs.



The diagram above introduces the overall vision for the transformation of the North Beale Road corridor over time. The vision encompasses streetscape and pedestrian crossing improvements, street and intersection changes, and concepts for catalytic development opportunities.

Overall Project Area Recommendations

Sidewalks
Driveways
Pedestrian Crossings
Bicycle Lanes
Medians
Intersections

There are a number of recommendations applicable throughout the project area that are intended to carry out the vision for North Beale Road. These are discussed below. Site specific recommendations are presented in the next section.

1. Provide Continuous Sidewalks

Despite the high level of pedestrian use, North Beale Road generally lacks sidewalks east of Avondale Avenue. Where sidewalks do exist, many sections are four-feet wide, which is too narrow for the comfort and safety of pedestrians and transit users.

Continuous sidewalks are needed on both sides of the roadway from Avondale Avenue to Griffith Avenue. Given the speed and volume of traffic and presence of commercial uses along the roadway, sidewalk widths should be a minimum of six-feet, and wider in commercial and public activity areas (e.g., neighborhood shopping centers and Yuba College).

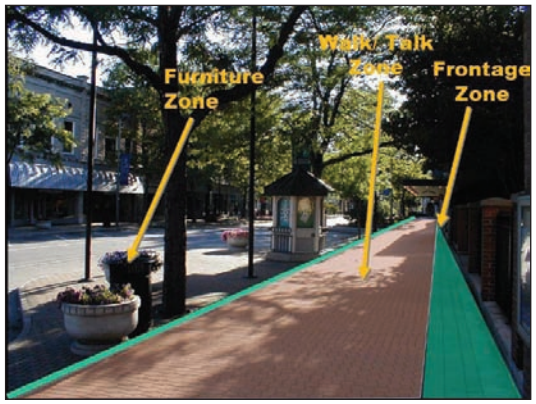
Sidewalks on North Beale Road can be organized in zones to accommodate a wide range of uses. In addition to providing a clear travel route for pedestrians of all abilities, sidewalks are expected to provide zones for transit stops, trees, and bike racks.

Starting at the street, the first zone is the curb zone. Flat-faced vertical curbs are best to define the edge of the vehicle boundary. Next to the curb is a landscape strip or furniture zone that buffers pedestrians and buildings from motor traffic by separating the walkway from the roadway. Trees, street lights, fire hydrants, benches, transit stops, bike racks, signs, poles, newspaper racks, public phones, and other street elements are usually in this zone. The preferred minimum width for landscape strips and furniture zones is six feet, but may vary in some sections with right-of-way constraints.

Next to the buffer zone is the pedestrian or walk/talk zone, an accessible pathway free of obstacles, protruding objects, and vertical obstructions This area should have a smooth surface for safe and comfortable use by individuals with personal assistance devices, such as walkers, wheelchairs, or strollers. Yuba County may have to adopt local ordinances to protect the pedestrian zone from signs and other temporary street fixtures.

Before: North Beale Road looking east.


After: sidewalk and planting strip added.



Sidewalk organized into three zones.

Between the pedestrian zone and any buildings adjacent to the sidewalk is the frontage zone. It marks the edge of the public right-of-way. Sidewalk users generally avoid the frontage zone if they can. For one reason, some ground floor doors open out, and people may exit buildings at any time. Most people don't feel comfortable walking or rolling very close to buildings, fences, or other structures at the edge of the right-of-way.

2. Reduce the Impact of Driveways

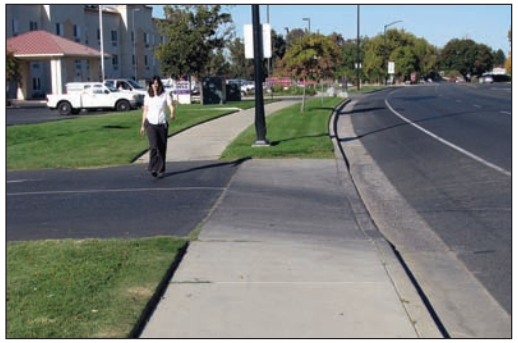
Driveways on North Beale Road disrupt the pedestrian path with slopes and undulations, which are especially difficult for people with personal assistance devices, such as wheelchairs, walkers and strollers. Unnecessarily wide driveways expose drivers and pedestrians to conflicts.

Residential and commercial driveways on North Beale should be designed to enable the sidewalk to continue across the driveway at the same level and slope. By using the sidewalk zone system described above and including a buffer or furniture zone between the curb and sidewalk, the sloped driveway ramp can be kept out of the pedestrian travel way. This will make driveways easier to cross and place driveway openings outside of the pedestrian's path of travel. In addition, placing driveway ramps at openings in front of the sidewalk will slow motorists and increase attention before they cross the sidewalk and interact with pedestrians.

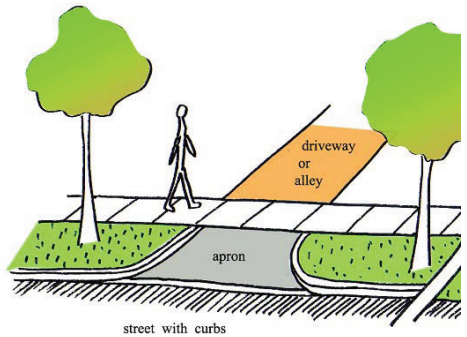
Sidewalks should be thickened to six inches (or more) to prevent damage from heavy vehicles. Color, patterns and texture can be used to highlight and make clear to motorists that they are intruding into the right-of-way of pedestrians, and are required to allow pedestrians to complete their movements

Over time the County should also work with property owners to consolidate driveways into shared entries and exits. Access management can be improved through the use of right-in, right-out (or single direction) driveways, which is especially effective on multiple lane roadways. In addition to reducing the number of unnecessary vehicle turning opportunities and conflicts that make roads inefficient, managing access to fewer points lengthens the pedestrian's comfort zone and minimizes the possibilities for vehicle-pedestrian conflicts.

Right turn only driveway with a splitter island simplifies turning movements and facilitates pedestrian crossing.



The photos above and diagram below show how the inclusion of a planting strip between the curb and sidewalk would enable the sidewalk to proceed on an uninterrupted path, with the driveway ramp in front of the pedestrian travel way.



3. Improve Pedestrian Crossings

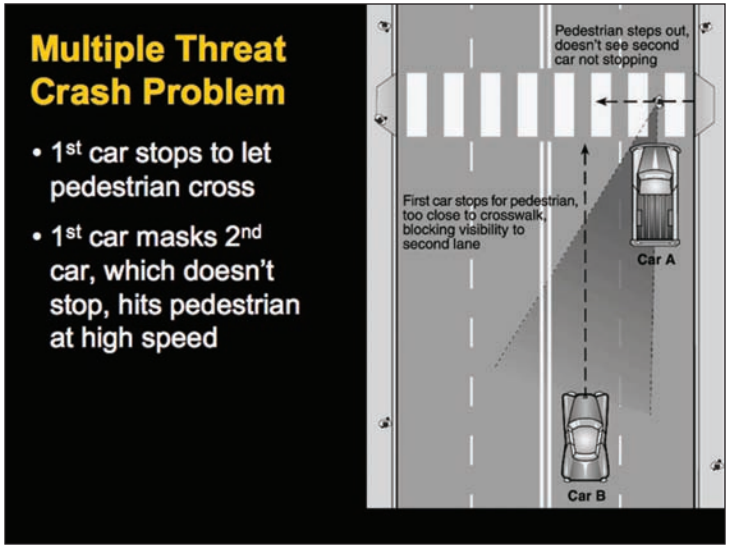
There are five designated pedestrian crossings on North Beale Road near non-signalized intersections with Park, Wiget, Albrecht, Beede and Woodland avenues. Each crossing is outfitted with marked crosswalks, signs and a tall, cobra head streetlight for illumination.

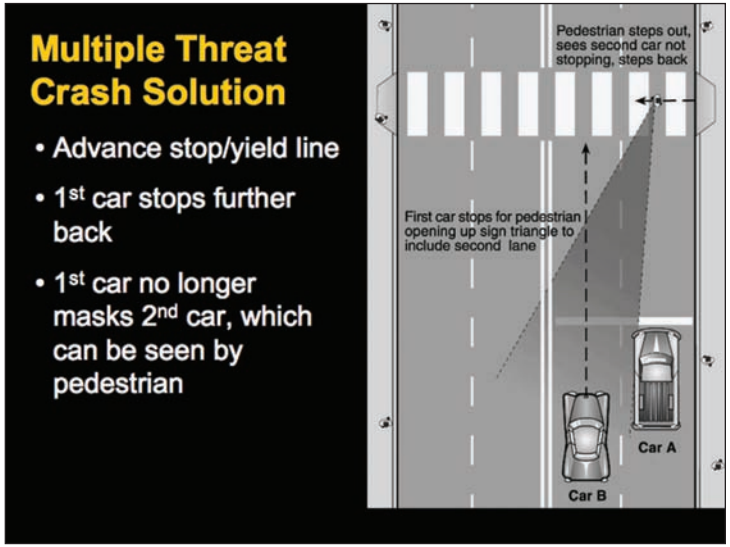
The crossings are long, typically 76 feet across four lanes of traffic. Focus meeting and workshop participants pointed out that visibility, especially at dusk and at night is poor and has contributed to numerous accidents.

Each of the crossings has a striped crosswalk with vertical, ladder-type markings, which helps increase crosswalk visibility to approaching motorists. However, several short-term, low cost changes should be made to improve safety at these crossings.

First, yield lines should be marked in advance of the crosswalk to set waiting vehicles further back from the crossing zone. This will help ensure pedestrians entering crosswalks will see approaching motorists in all lanes and avoid the possibility of a "multiple threat crash" as shown in the diagrams on the right.

Yield line set back from the sidewalk, accompanied by yield sign and crossing sign with arrow per Manual of Uniform Traffic Control Devices (MUTCD) standards.





Diagrams above and below show how yield line improves pedestrian safety.

Second, pedestrian crossing signs should be updated to the latest standards in the Manual of Uniform Traffic Control Devices (MUTCD) to include advance warning and arrows. Rectangular "Rapid Flash Beacons" can also be installed to increase visibility and awareness at the crosswalk.

Third, additional street lighting should be added to improve night time visibility. Pedestrian-scale light posts (10 to 16 feet) on all corners accent and increase ground-level illumination.

Finally, median islands should be added where possible. Median islands will allow pedestrians to cross travel lanes in one direction, and pause for clearance before crossing travel lanes in the other direction. Islands also help reduce speeds by visually narrowing the street. Lighting, signs and high contrast landscaping materials can be added to increase illumination and island visibility.

New MUTCD standards specify the sign design shown above for placement in advance of pedestrian crossings. A directional arrow (shown on the right) is specified for signs located at the crosswalk.

Refuge island with high visibility crosswalk (longitudinal striping) and stop bar. Sign placement and high contrast materials helps ensure motorists will see the center island.

The rectangular, rapid flash push-button activated beacons shown above will signal approaching motorists that pedestrians are using the crosswalks. Contrasting pavement color and materials strengthens the visibility of the crossing zone.

North Beale as it exists today.

North Beale with painted bicycle lane

Bicycle lane with stamped, colorized pavement in High Springs, Florida.

4. Improve Bicycle Lanes

On collectors and arterials, the higher the volume and speed the more important bicycle lanes become. On-street (Class II) lanes are marked with striping on North Beale Road. Much of the striping is faded and should be replaced by durable, highly visible striping at least 8 inches in width, in line with MUCTD standards.

Bicycle lane widths vary due to variable shoulder conditions. The adjacent vehicle travel lane is 13- feet wide. In the short term, two feet can be reallocated from this lane to the bicycle lane to allow for a consistent 6-foot width throughout the corridor. Reducing the travel lane width and marking the bike lane with a strong edge will increase safety for bicyclists and reduce the tendency for speeding. Bicycle lanes can also be treated with colors, patterns and texture to reduce encroachment by motorists and to create the illusion of a narrower travel lane to help slow traffic.

Landscaped median in Tempe, Arizona.

5. Add Traffic Medians

A continuous landscaped center median is recommended throughout the length of the corridor. In addition to providing refuge areas for pedestrians crossing the street, medians provide numerous benefits for traffic safety. They reduce the risk of crashes by separating traffic in opposing directions and eliminating conflicts that occur between moving vehicles and stationary vehicles in the center turn lane. They also eliminate hazards from use of the center turn lane for illegal passing and turning movements.

Medians also reduce conflicts and maintain traffic flow through better control of left turn movements that impede through traffic. Median breaks and left-hand turning pockets can be placed at strategic locations for optimal motorist convenience, access to properties, safety and efficient traffic movement.

Landscaped median in Davis, California.

6. Create Compact Intersections

Intersections on North Beale Road are wide, creating difficult crossing conditions for pedestrians and bicyclists. Wide corner radii encourage high speed turning movements. Curb radii should be kept tight, generally using 15 foot radii where practicable. A wider radius is only necessary at selected corners (e.g., Hammonton-Smartville Road) to meet truck turning needs.

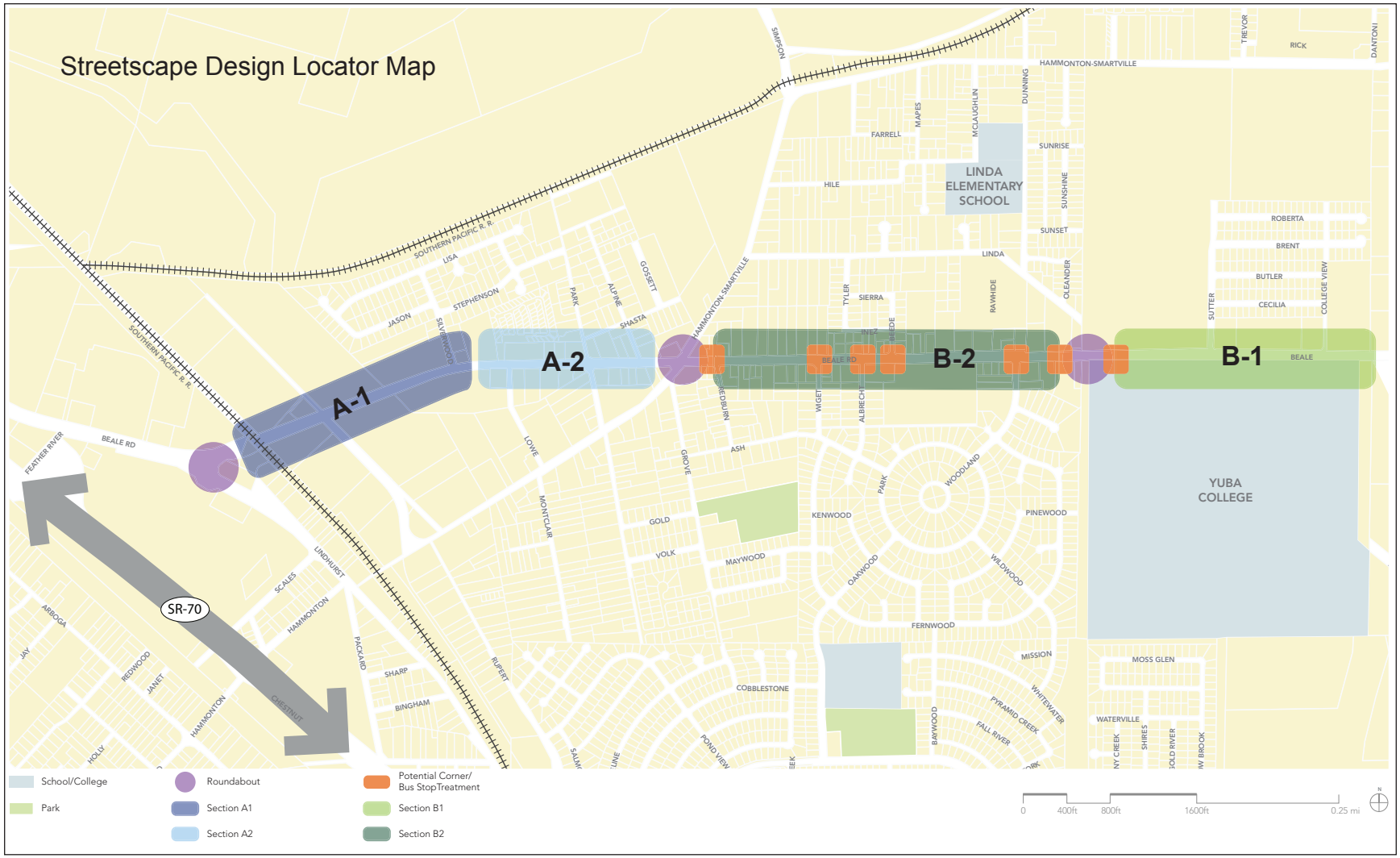
Curb extensions, also referred to as bulbouts, extend the curb out the width of the parking lane at intersections or midblock locations where cars would not be allowed to park. They should be used wherever practicable on North Beale Road to shorten pedestrian crossing distances, provide areas for greenery, and to allow shorter pedestrian clearance intervals for waiting motorists. Motorists travel more slowly at intersections with bulbouts because of physical and visual narrowing of the street. Extended curbs also slow turning movements and improve sight lines for pedestrians and motorists.

Curb extension requires cautious turning movement in Davis, California

Crossing distance and high speed turns can be greatly reduced at North Beale Road and Avondale Avenue by tightening the intersection with smaller corner radii.

Photo simulation showing curb extensions at the intersection of Avondale and North Beale looking north.

Site Specific Recommendations



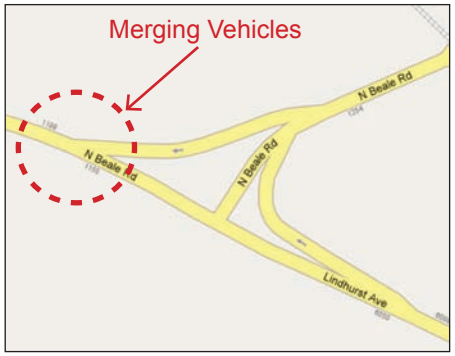
The diagram above shows the location of specific street design recommendations. These are presented and discussed in the pages that follow.

Western Gateway: North Beale Road and Lindhurst Avenue

Eastbound travelers on North Beale Road experience their first impression of Linda at the intersection with Lindhurst Avenue. The intersection is wide and surrounded by parking lots and vacant land. Focus meeting and workshop participants noted there is confusion and risk of crashes as motorists on North Beale Road and motorists off of Lindhurst Avenue merge together to continue west on North Beale.

A roundabout is proposed at the intersection to beautify the area, provide smooth and efficient traffic flow, and increase motorist and pedestrian safety. Calming traffic and reducing the dominance of asphalt with a roundabout will also support future redevelopment of the Feather River Mall and help establish the area as a thriving regional center for jobs and retail services.

In addition to moving traffic safely and efficiently, a roundabout at this location would help signal and anchor a positive transition from the regional commercial center to entryway into the Linda neighborhood.



Map above shows where vehicles merge at the intersection of North Beale Road and Lindhurst. Avenue.

Proposed Roundabout at North Beale Road and Lindhurst Avenue.

The intersection looking east from North Beale Rd.

The intersection looking west from North Beale Rd.

The intersection looking west from North Beale Rd.

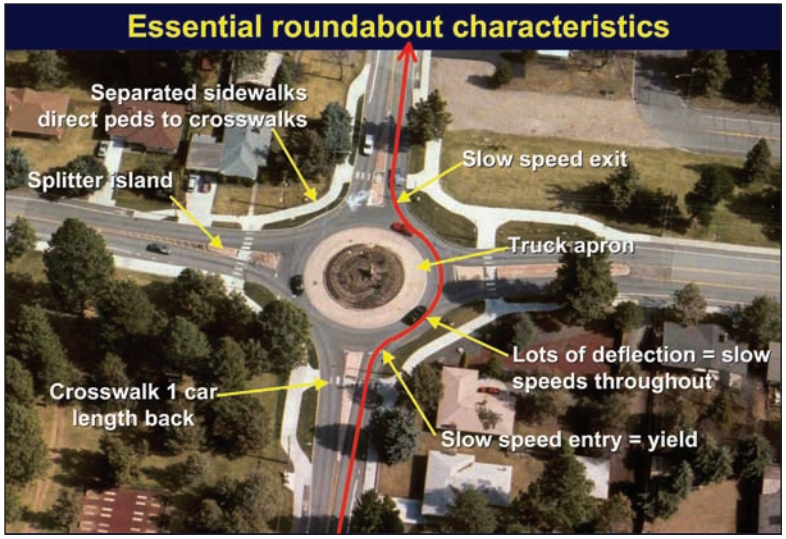


Photo at top shows the basic parts and functions of a roundabout. Bottom shows how deflection causes driver to slow down.

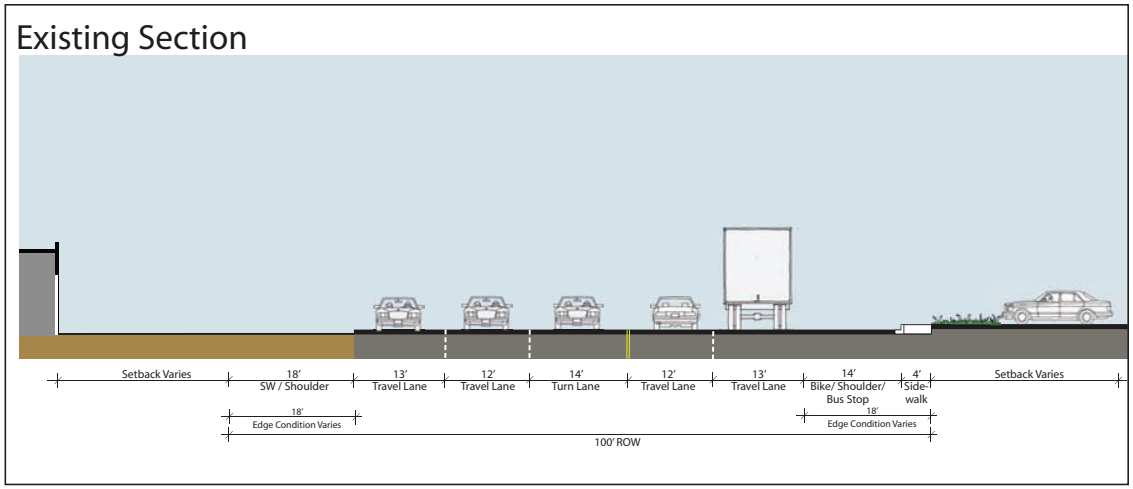
Roundabouts are still new in the U.S. and many communities express concern when they are first proposed. However, once built, residents often embrace them and recognize that they are safer, quieter and more attractive than signalized intersections. While traffic engineers increasingly recommend roundabouts because they are more efficient than a typical stop-controlled or signalized intersection, the lower speeds and more predictable vehicular movement also make them safer for pedestrians and bicyclists. The following are some important reasons for considering roundabouts for managing traffic at both urban and rural road intersections:

- A typical 4-way intersection has 32 vehicle-to-vehicle conflicts. At a roundabout these conflicts are reduced to 8.
- Properly designed roundabouts will bring vehicle speeds down to 15-20 mph, speeds at which motorists are much more likely to yield to pedestrians and the frequency and severity of accidents are greatly diminished.
- The splitter island in a roundabout provides a refuge for pedestrians as they cross the street and simplifies the crossing by letting them focus on vehicles traveling in only one direction.
- Roundabouts also work well for bicyclists. Most bicyclists at roundabouts simply take the travel lane since vehicles are circulating at a comfortable bicycle speed. Less confident bicyclists can be provided a ramp on the approach to the roundabout so they can exit and walk their bicycle across at the crosswalk. (In areas with high bicycle use, sidewalk and crosswalk areas should be wide enough to avoid creating conflicts between bicyclists and pedestrians.)
- Roundabouts can be designed to accommodate the largest trucks with a mountable truck apron to allow space for wheels or equipment to pass over for turning movements.

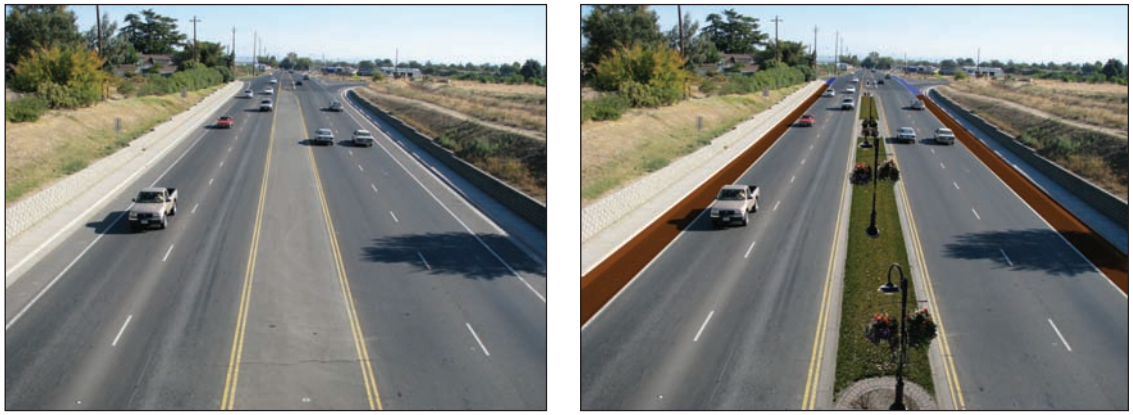
Southern Pacific Railroad Trestle to Silverwood Avenue

There is generally ample space within the 100-foot right-of-way throughout the corridor study area to enable addition of a center median, landscaped edges and continuous sidewalks. The roadway narrows, however, on North Beale east of Lindhurst Avenue as it passes under the Southern Pacific Railroad trestle. The grade change, surrounding slope and retaining walls in this segment do not allow enough space for a widened sidewalk, planting strip or street adjacent property development.

However, the undeveloped center lane, combined with slight reductions in travel lane widths will allow for installation of a 16-foot median. Introduction of a median in this section of the roadway would provide an opportunity to complete the gateway transition from the regional commercial zone to entry into the East Linda neighborhood. Colorization of bike lanes combined with narrower travel lanes would encourage slower travel speeds. Colorized bike lanes would also help produce a buffering effect for pedestrians between the outside travel lane and the sidewalk.

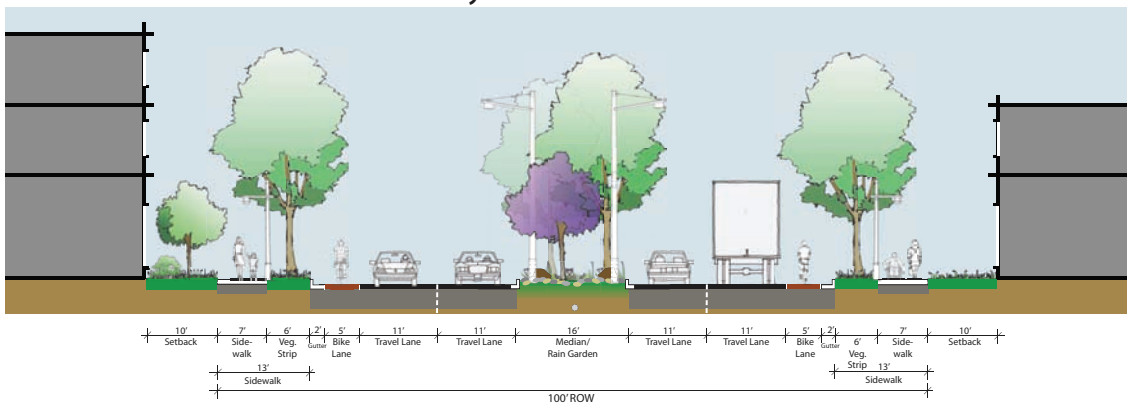


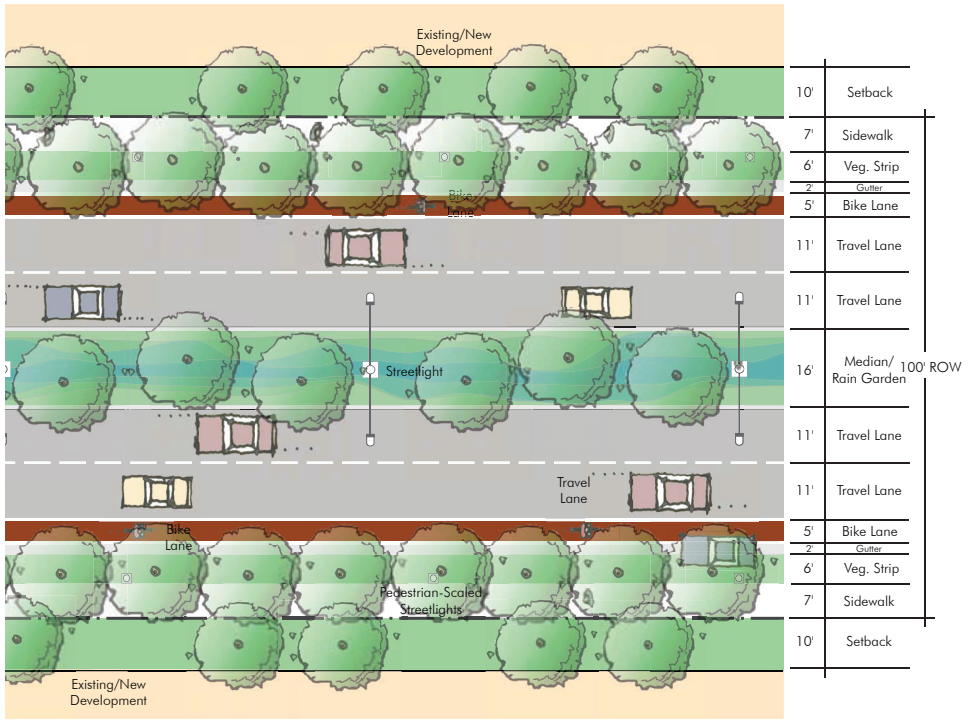
General roadway and streetscape dimensions for North Beale Road west of Hammonton-Smartville Road as it exists today.



Above: Visualization showing transformation of North Beale Road near the railroad trestle. A median would provide a space for gateway elements to provide a positive entry and sense of arrival into East Linda.

Section A1—4 Lanes at Gateway





The diagrams show the proposed concept for the roadway where it returns to grade level at Avondale Avenue. The travel and center lane dimensions could be adjusted to provide space for a center median, and the road edges completed with sidewalks and planting strips. Stormwater runoff would be directed into the median for absorption and filtration, reducing underground storm sewer infrastructure requirements and the amount of pollutants washed from the roadway and carried through drain systems into nearby streams and rivers.

Over time, as existing properties are improved and new properties are developed along North Beale Road, buildings should have a maximum allowable front setback requirement or "build-to line" to establish a strong and consistent building edge near the back of the sidewalk. More building frontage overlooking the street will add to a sense of enclosure to slow traffic speeds, increase visibility of businesses, and increase watchfulness over the public realm.

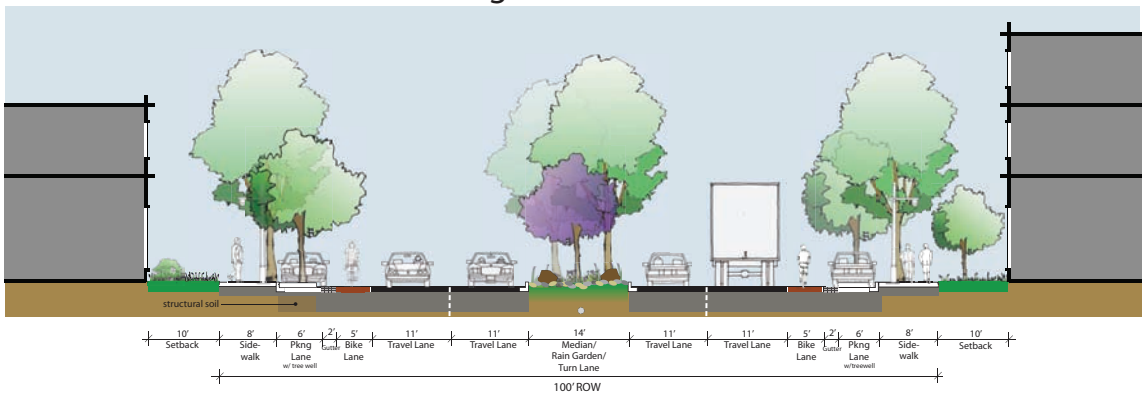
Silverwood Street to Hammonton-Smartville Road

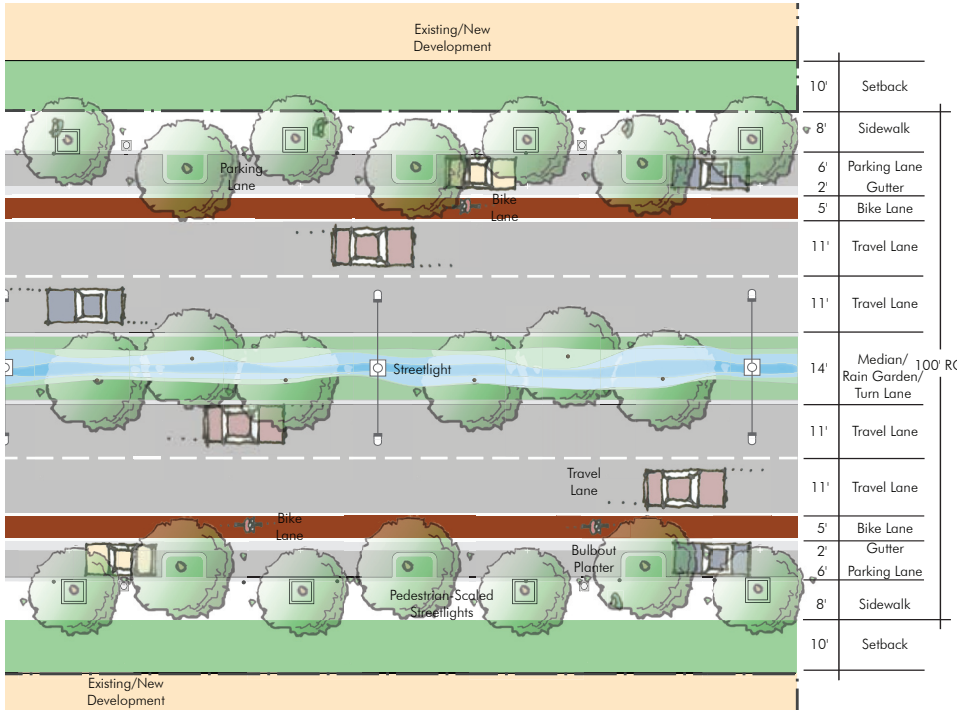
A similar roadway concept is proposed for North Beale Road between Silverwood Street and Hammonton-Smartville Road, with the median and tree planting area adjusted to allow for parallel parking on both sides of the street. Sidewalks are increased with trees placed in regular intervals in grates near the curb and in planting areas in the street located between every two to three parking bays.

Parking lanes would add another buffer between traffic and sidewalks and help maintain appropriate speeds by adding "friction" to the road edges. On-street parking would also reduce the amount of parking spaces required on private lots, reducing development costs.

North Beale Road, looking east toward Lowe Avenue.

Section A2 – 4 Lanes with Parking





Driveway location, crosswalk placement and the design of right-hand slip lanes at the intersection of North Beale and Hammonton-Samrtville roads produce many conflicts and hazards for motorists, pedestrians and bicyclists.

Missing sidewalk, undefined edge and broad corner allows high turning speeds and creates imposing conditions for pedestrians.

North Beale Road and Hammonton-Smartville Road

North Beale and Hammonton-Smartville Road is a skewed four-way intersection without curb and sidewalks on the southwest and southeast corners. There are right-turn slip lanes on all four corners. Driveway openings extend into the intersection on the northwest and southeast corners.

A large number of west- and east-bound trucks regularly make right and left turns on and off of North Beale Road from Hammonton-Smartville Road en route to and from aggregate mining operations northeast of Linda.

The location and poor definition of driveways, lack of sidewalks, wide curb radii and the location of crosswalks creates numerous conflicts between vehicles, and between vehicles and pedestrians. Sidewalks and curbs should be added to the unfinished corners. The right-turn slip lanes should be re-designed with crosswalks set further back from the corners. As discussed on the next page, proper design of slip lanes with pedestrian "pork-chop" islands will increase pedestrian and driver visibility and reduce turning speeds. It is also recommended that driveways entries be narrowed and set back at least 100 feet from the intersection.

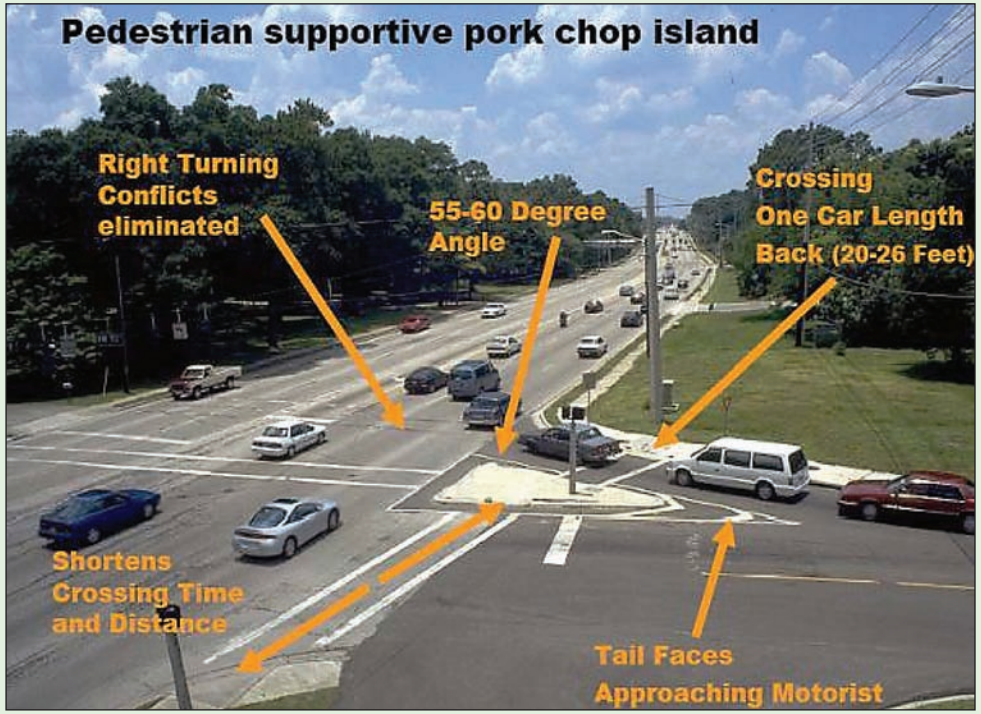
Right-Turn Slip Lane Design

A right-turn slip lane is a vehicle lane dedicated to right turning motorists. They are not usually controlled by a signal unless there are two right turn lanes. When they are not controlled by signals, motorists pull forward and wait for a gap to enter the traffic stream. On many arterial street intersections, pedestrians have difficulty crossing due to right-turn movements and wide crossing distances. The addition of well-designed right-turn slip lanes provide pedestrian crossing islands within the intersection and a right-turn lane that optimizes the right-turning motorist's view of the pedestrian and of vehicles to his or her left.

Pedestrians are able to cross the unsignalized right-turn lane and wait on the refuge island, or "pork chop island," for their walk signal. Since the traffic signal is timed based on a shorter crossing, the pedestrian crossing time has a much smaller influence on the timing of the signal.

The problem for pedestrians is that many slip lanes are designed for unimpeded vehicular movement. The design of corner islands, lane width, and curb radii of right-turn slip lanes should discourage high-speed turns, while accommodating large trucks and buses. The triangular "pork chop" corner island that results should have the "tail" pointing to approaching traffic.

This design has an additional advantage for the pedestrian; the crosswalk is located in an area where the driver is still looking ahead. Older designs place the crosswalk too far down, where the driver is already looking left for a break in the traffic.



The County should explore the option of installing a roundabout as a possible long-term approach to improving the intersection. The concept is presented in the image on the lower left.

Data from the 2007 transportation and circulation component of the General Plan Update Background Report indicate that the intersection is currently operating within capacity, at a peak hour Level of Service (LOS) "C." LOS is a general rating of traffic conditions, from A to F (best to worst), usually based on speed, travel time, traffic interruptions, and freedom to maneuver. It provides a relative measure of traffic volumes in relation to roadway or intersection capacity. LOS C indicates stable operating conditions, but that individual users are substantially affected by the interaction with others in the traffic stream.

Roundabouts have been shown to increase intersection capacity by 30 percent and higher in some circumstances. Given that the intersection is already operating within capacity, a roundabout at this location would maintain and likely improve its performance. A roundabout would simplify and organize turning movements, smooth traffic flow, add greenery and reduce noise and emissions from cars and trucks starting and stopping at signals. This will improve the environment for surrounding properties and could serve as a stimulus for new private investment around this central intersection.

The geometrics for the roundabout would enable trucks to make slow speed right and left turning movements. The splitter islands move crossings away from the intersection where turning movements are already occurring and reduce pedestrian crossing distances. Driveways would also be set back from the intersection and accessible from all directions.

North Beale Road East of Hammonton-Smartville Road

While precise, current data were not available at the time of this report, earlier studies, discussions with County staff and other focus group participants, and observation by the consultant team indicates the average daily traffic volume drops below 15,000 vehicles east of Hammonton-Smartville Road. It is presumed that the volume continues to taper off east of Linda Avenue and Yuba College, as development becomes sparse and land use transitions to agriculture, and then Beale Air Force Base.

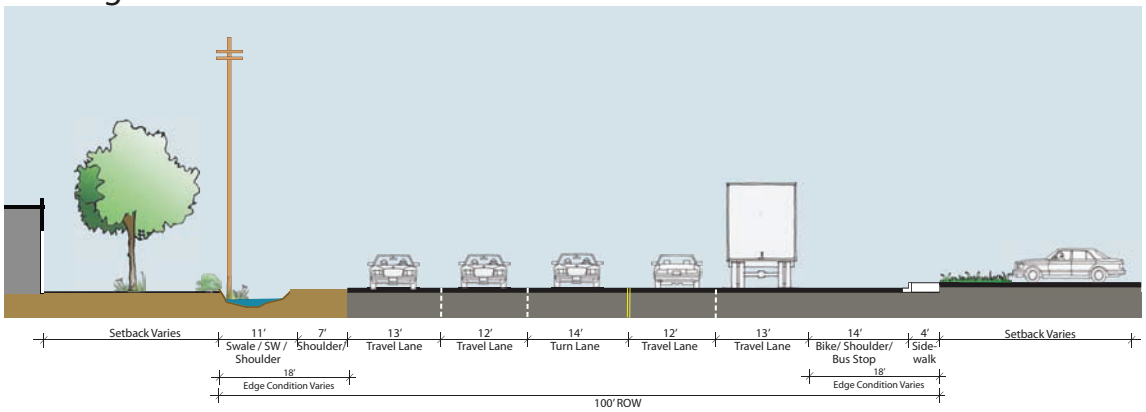
Given the light to moderate traffic on this segment, in the long term, the County should consider the possibility of reducing the number of travel lanes from four to two lanes, while retaining the median and center turn lanes at intersections. Reducing the number of lanes will reduce traffic speeds and conflict points, and improve sight distance for turning and crossing traffic along the corridor. It will also enable reduced crossing distances for pedestrians.

Streets with average daily traffic volumes below 20,000 are prime candidates for these types of conversions known as "road diets." While communities often worry that reducing the number of lanes will reduce vehicle capacity and increase congestion, experience with road diets across the U.S. shows that a 2-lane road can move as much traffic as a 4-lane road. The reason is that the turning pocket shifts left turning vehicles out of the lane and allows the traffic to flow more smoothly and with fewer conflicts, albeit at lower speeds. Numerous conversions throughout the country have been implemented without losing capacity or experiencing unacceptable intersection levels of service.

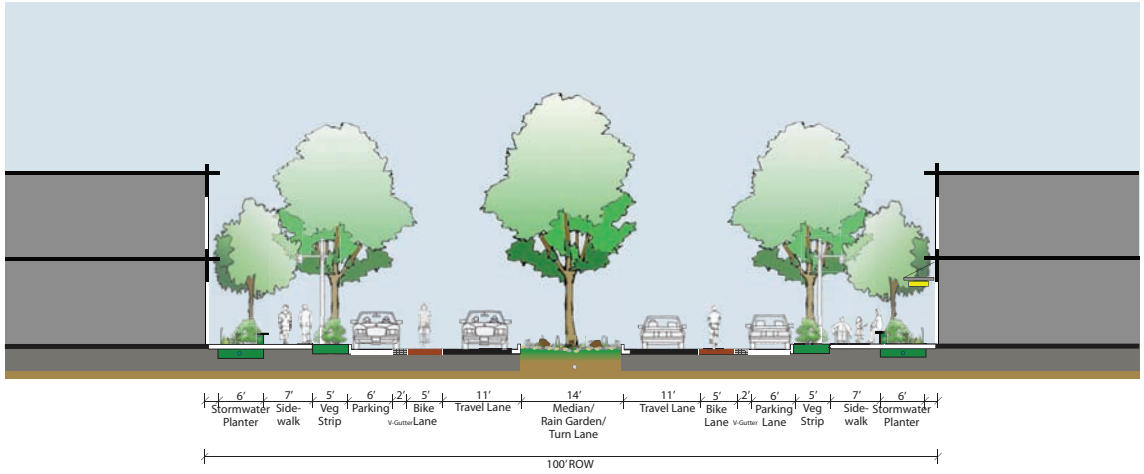
Road diets also reduce crashes and improve safety by moving vehicles decelerating or waiting to make left turns out of the travel lane and improving visibility.

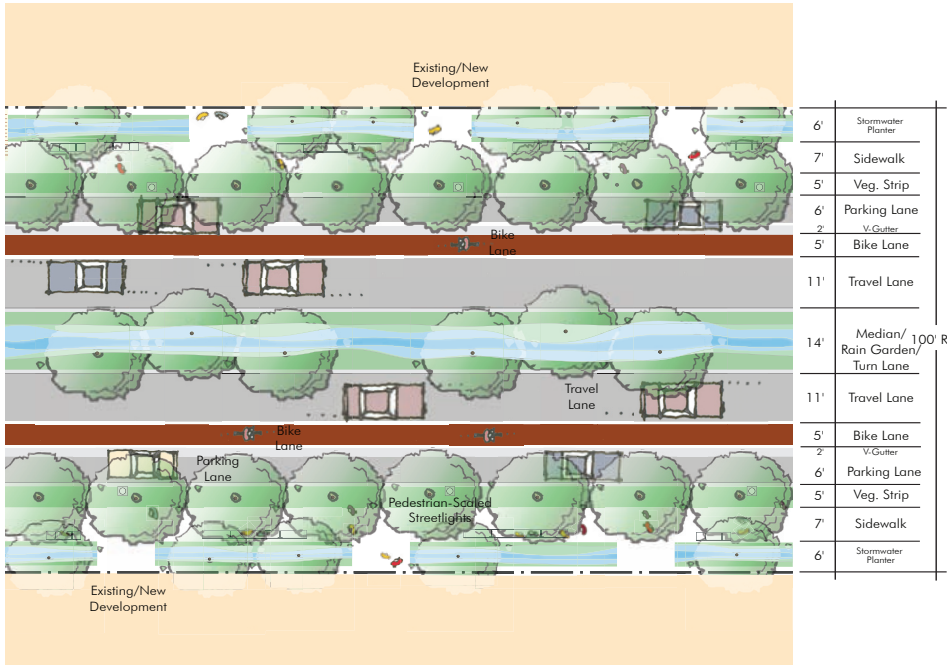
North Beale Road, looking east toward Linda Avenue.

Existing Section



Section B2—2 Lanes





The diagrams on the left and the opposite page present two proposed concepts for the eventual transformation of North Beale Road east of Hammonton-Smartville Road. In both, the roadway is reduced to two travel lanes with a continuous center median, designed to receive and absorb stormwater runoff. Travel lane widths are reduced by one foot to encourage prudent travel speeds. 13 feet of pavement is dedicated on both sides of the street to parallel parking and bike lanes.

Parking lanes are narrower than conventional lanes, but are supplemented with "bonus" space provided by a two-foot valley gutter that separates the parking lane from the bike lane. This will encourage parking close to the curb, reduce blockage of the bike lane and conflicts between bicyclists and opening doors, and provide overflow space for wider vehicles.

Bicycle lanes, parking lanes, and five-foot planting strips buffer the sidewalks and building fronts from traffic. Trees and pedestrian-scale street lights (10 to 16 feet) provide a vertical wall between the street and sidewalk, adding additional buffer and calming traffic by producing a sense of enclosure and visually tightening the street.

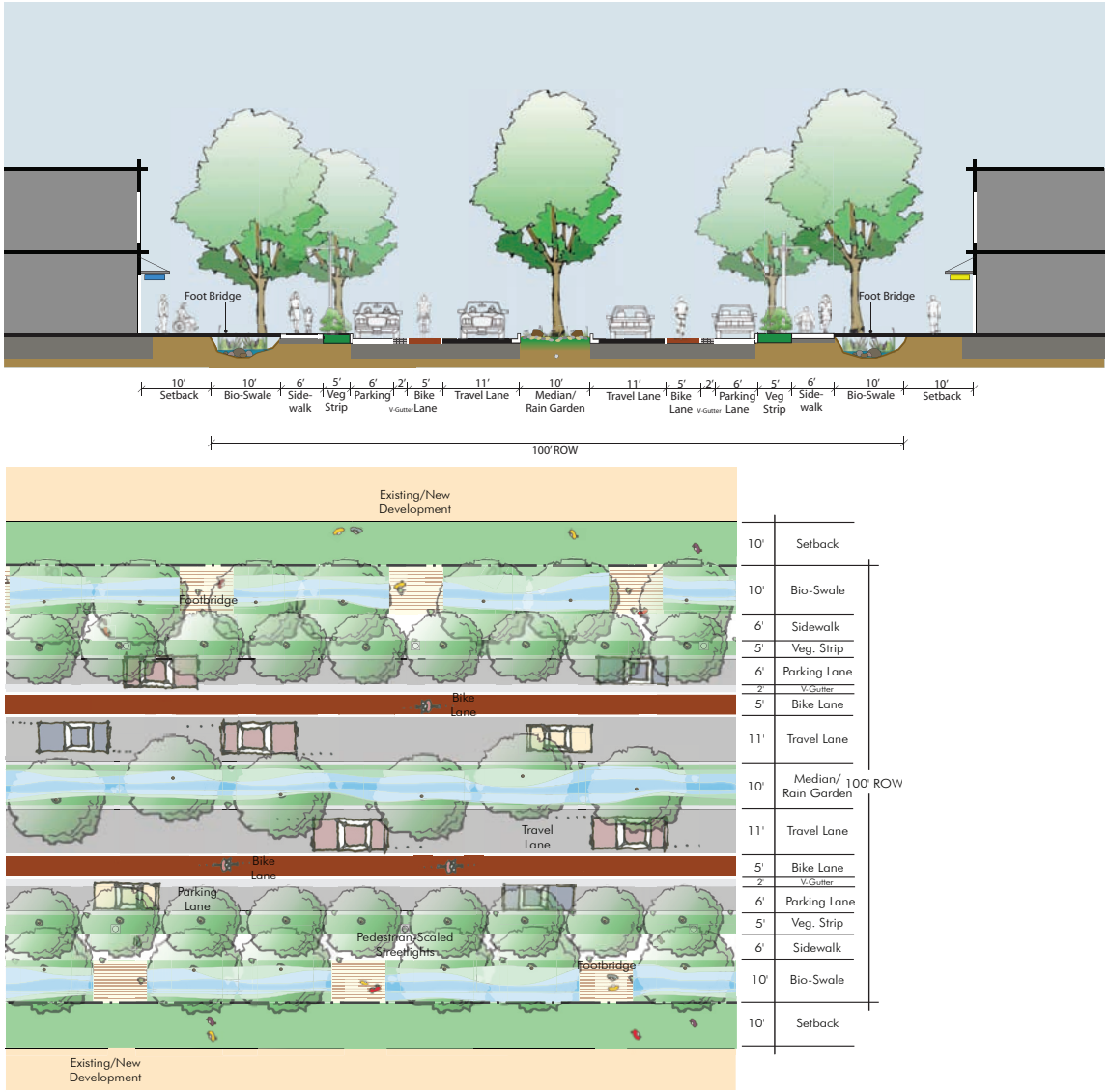
The concept on the left (Section B-2) would be deployed between Linda Avenue and Hammonton-Smartville Road with wide sidewalks where there is greater development

intensity or areas where increased intensity is sought for the future. Buildings are shown directly adjacent to the public right-of-way to complete framing of the street and provide watchfulness over the pedestrian realm. Flexibility in front setback requirements may be devised to enable space for patio seating, display elements, external stairways and other design elements. But the majority of the street block face should be built to the property line to ensure consistent, pedestrian-oriented frontage.

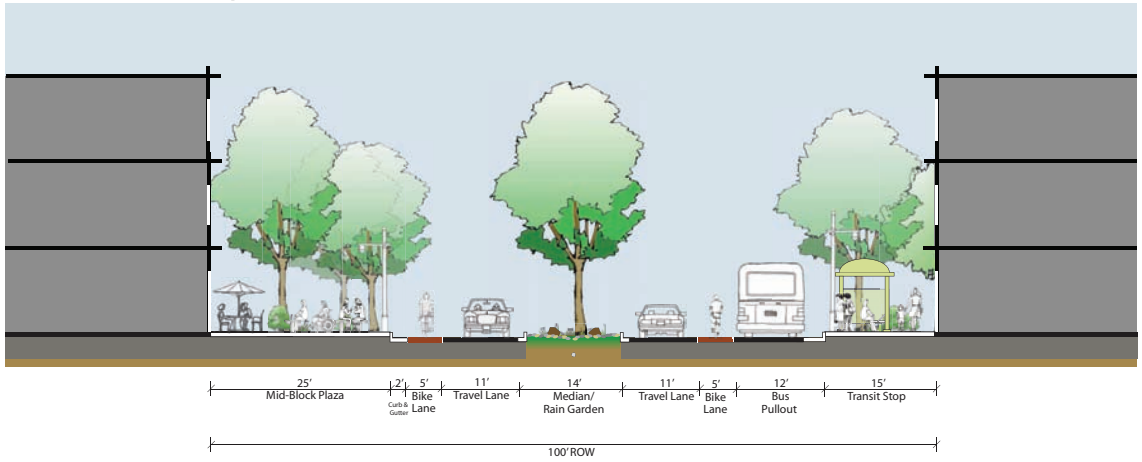
In addition, stormwater planters are placed in intervals to capture sidewalk and rooftop runoff, provide additional shade opportunities, and provide locations for benches and other enhancements.

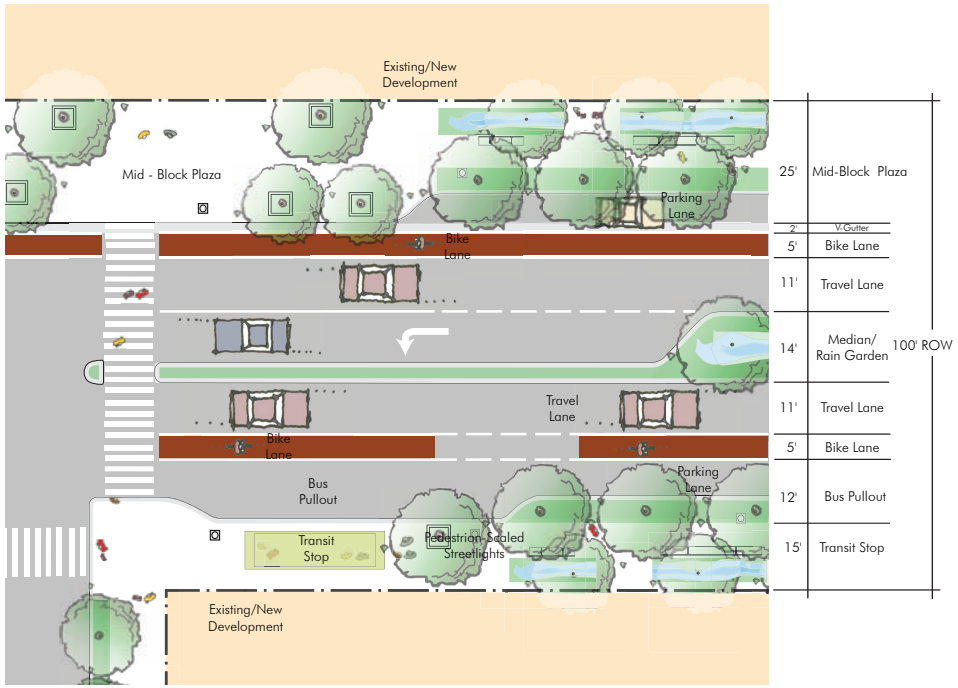
The concept on the right maintains existing swale areas in place, providing space for greenery and reducing the need for underground drainage. This roadway section would be developed east of Linda Avenue, as the roadway and surrounding land use transition to lower development intensity and traffic speed increases. Buildings are set further back from the roadway, with flexible frontage space to accommodate a variety of multi-family and single-family development types combined with neighborhood community and commercial uses.

Section B1—2 Lanes



Corner/Bus Stop Treatment





As improvements proceed on North Beale Road, corners present opportunities for creating sidewalk activity areas and enhanced transit stop locations. The diagrams on the left illustrate how outdoor eating or a plaza can be accommodated by extending the paved area across the planting strip and parking lane at a T-intersection. The extension also shortens the crossing distance for pedestrians. Extension of the median past the crosswalk provides a refuge area for pedestrians crossing the street.

On the opposite side of the street, the paved sidewalk area is extended from the building through the planting area to accommodate a transit shelter located at the curb edge for convenient loading and unloading. Parking is restricted to enable buses to pull out of the travel lane for drop off and pick up.

Added sidewalk width for transit access not only improves transit efficiency, it also provides space for additional lighting, street furniture and art, bicycle racks, and other features to increase safety and appeal for transit use.

Participants at the workshops expressed the need for parks and community services for Linda's youth and families. As shown in the diagram on the right, the design team developed a concept for a potential community center with health services, small businesses and compact housing on vacant land and adjacent property that is the current location of Harmony Health Family Resource Center.

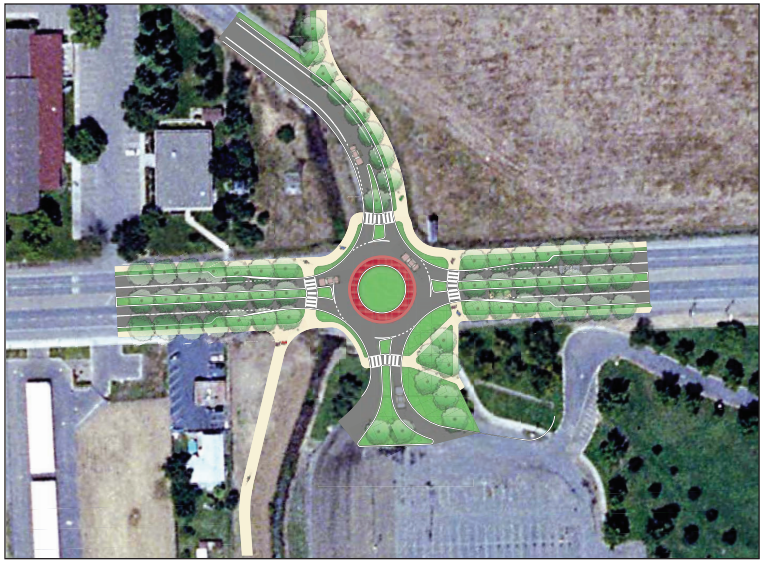
A highly visible and accessible park and recreational facility and commercial development, potentially with residences above, would front North Beale Road. Higher density residential development would provide affordable housing opportunities adjacent to green areas and provide transition between the existing residential neighborhood and new commercial uses and public open space. The new housing would overlook recreation areas for safety and security.

The diagram above shows a concept for future infill development that includes a community center, recreation and small businesses on the south side of North Beale Road between Albrecht Avenue and Woodland Drive.

Example of Mixed-use building on a four-lane road in Davis, California.

Affordable housing fronts park area in Petaluma, California.

Example of buildings with adjacent picnic and play areas.



North Beale Road and Linda Avenue

Yuba College is an important public institution and can serve as a focal point around which to organize new commercial and residential development. Located at the eastern edge of Linda's older established neighborhoods, the college and its surroundings create a first impression of the core Linda area for westbound travelers on North Beale Road.

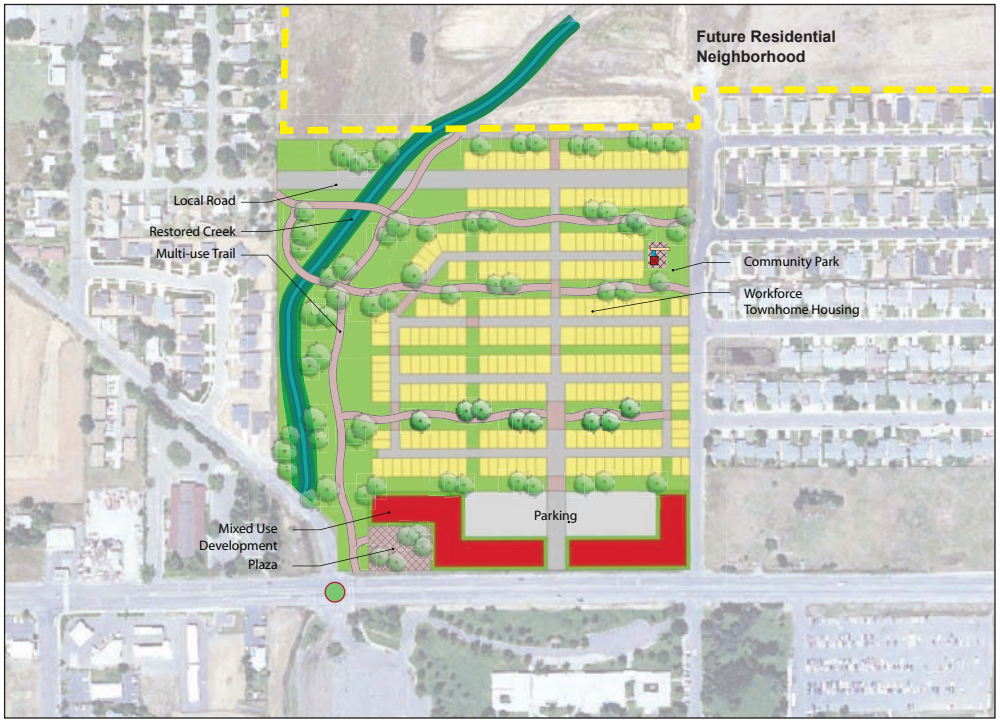
The western edge of the Yuba College campus is located at the intersection of North Beale Road and Linda Avenue. Motorists use Linda Avenue as a route to and from Linda Elementary School and as an alternative parallel route to and from Hammonton-Smartville road. Motorists, pedestrians and bicyclists also gain primary access to the campus from this intersection.

A roundabout is proposed at this location to calm traffic, help stimulate revitalization and new development around the college campus, and provide an eastern gateway into central Linda.

Overall traffic volumes are light, with morning and afternoon spikes at the intersection during peak school hours. The roundabout can easily handled the traffic volume and will improve intersection capacity during peak hours. It will also help maintain capacity as future expansion of the campus and growth in the Linda area adds more traffic over time.

Supplementing proposed changes to the intersection of North Beale Road and Linda Avenue, the design team explored strategies for new development that would reinforce the centrality of the college as a community asset and stimulus for economic development. A concept is shown to the right that includes street and trail connections to existing neighborhoods, a mix of housing units within walking distance of the college campus and Linda Elementary School, and comprehensive, interspersed community green space. Commercial buildings with potential for residential units above would front North Beale Road, facing the college campus. Parking would be located in the rear. A corner plaza would provide a flexible, vibrant public space adjacent to food establishments and retail shops for college students, faculty, and employees, and Linda residents and visitors.

Future residential development could occur adjacent to this neighborhood to the north, extending the connecting greenway along existing drainage, and continuing a compact and contiguous growth pattern for the greater Linda area.



The diagram above shows an infill concept for a neighborhood with a mix of housing, commercial development, plaza and trails across the street from Yuba College.

Public plaza next to stores and food establishments.

Townhomes next to four-lane road in Chico, California.

Small lot single family homes in Chico, California.

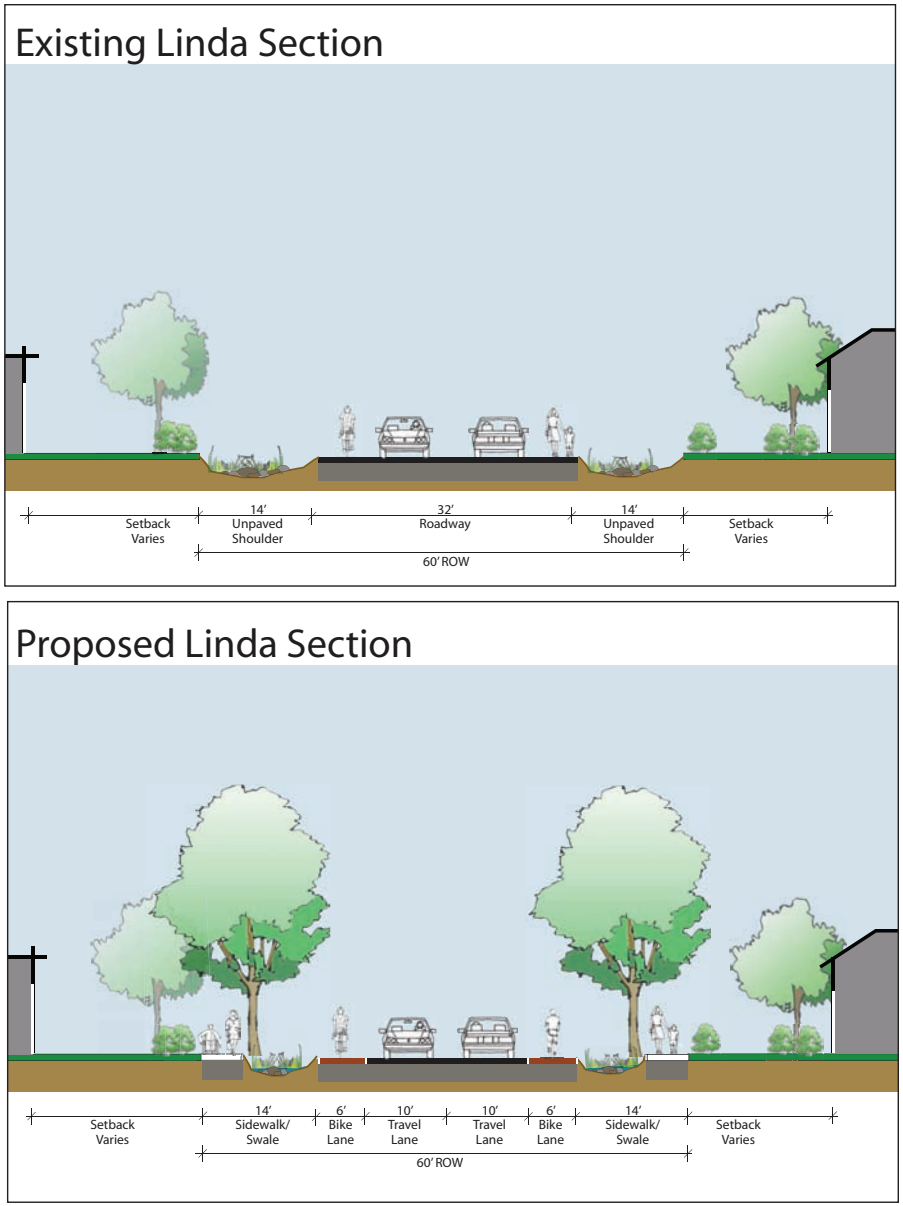
Neighborhood Traffic Calming and Safety Improvements

Linda Avenue and Dunning Avenue

As previously noted, Linda Avenue connects North Beale Road to Hammonton-Smartville Road. It also provides access to Dunning Avenue, the location of Linda Elementary School. Both Linda and Dunning avenues lack sidewalks to provide safe routes to school. Several recommendations to slow traffic and improve pedestrian safety on both streets are highlighted above and discussed in the pages that follow.

A minimum five-foot wide sidewalk is proposed for both sides of Linda Avenue and Dunning Avenue. Drainage swales are retained on Linda in keeping with the neighborhood's historic character and to provide the stormwater runoff and water quality benefits noted earlier. Tree-planted swales between the curb and sidewalk will maximize pedestrian safety, provide shade and additional environmental benefits, and encourage slower speeds by adding enclosure to the street.

Six-foot bicycle lanes are added to provide space for bicyclists and narrow the travel lanes to ten feet, the recommended lane width for slow speed, low density residential local and collector streets. As noted earlier, color, texture and materials are recommended to further define the road edge and area for bicyclists.



Six-foot bike lanes with five-foot sidewalks are proposed for Linda Avenue.

Photo simulation of Dunning Avenue looking north toward Linda Elementary School with the addition of sidewalks, landscaping and bicycle lanes. This type of treatment would be appropriate for other residential streets in Linda.

Photo simulation on Dunning Avenue looking south toward Linda Avenue. A mini traffic circle is added to calm traffic at the intersection.

A pedestrian island and extended curbs are recommended on Dunning Avenue in front of the elementary school to bring cars down to safe speeds and protect school children.

Current school crossing on Dunning Avenue in front of Linda Elementary school

Curb extensions and a pedestrian refuge island are added for safe crossing and ensuring cautious speeds before, during and after school hours.

Short medians, like the two on the right below are recommended on Linda Avenue to increase attention and slow speeds down at the curve past Dunning Avenue (bottom left photo) and the curve north of the intersection with North Beale road. A short median is also recommended as a traffic calming and gateway feature on Linda at the intersection with Hammonton-Smartville Road to accent entry into a slower speed residential environment.

Linda Avenue, looking west at the curve past the intersection with Dunning Avenue.

Example of short median to encourage cautious speeds around curve.

Example of short median at a street entry.

Appendix

Process Notes

Community Workshop
Thursday, October 23, 2008 6 - 8 pm
Linda Elementary School

The participants were asked to write the values they consider most important in one or two words for the community on separate sticky notes. They then placed each value on a wall next to values that were the same or that most closely resembled their own. Top values included:

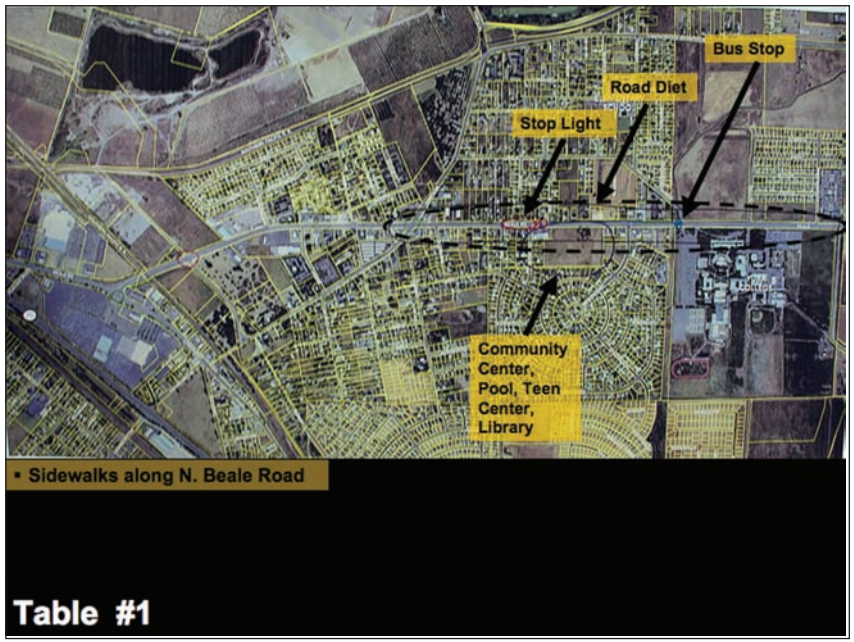
- Friends & Family
- Quiet, Rural, Small Town
- Jobs & Businesses
- Safety
- Beauty, Scenery, Parks
- Schools, Yuba College

The participants created a list of issues and ideas to address through a rapid brainstorming session, then identified their top choices with voting dots:

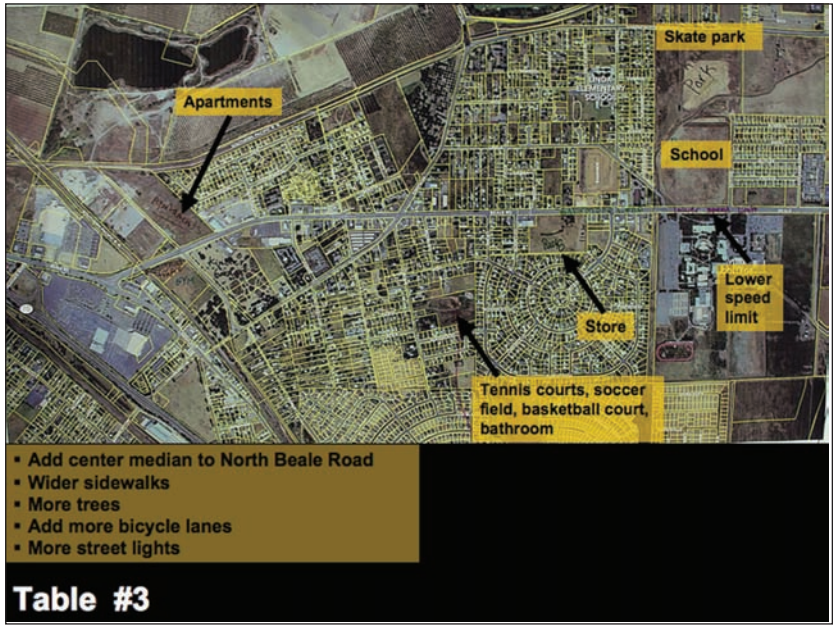
Youth Centers	11
Sidewalks, Safe Crosswalks	11
Jobs (especially for teenagers)	9
Lighting	7
WiFi Everywhere	7
Landscaping	6
Basketball Courts with Lights	6
Bicycle Lanes	5
Stores	5
Skate Park/Rink	5

Neighborhood Walk and Design Fair
Saturday, October 25, 2008 9 am - 2 pm
Linda Elementary School and Fernwood Park

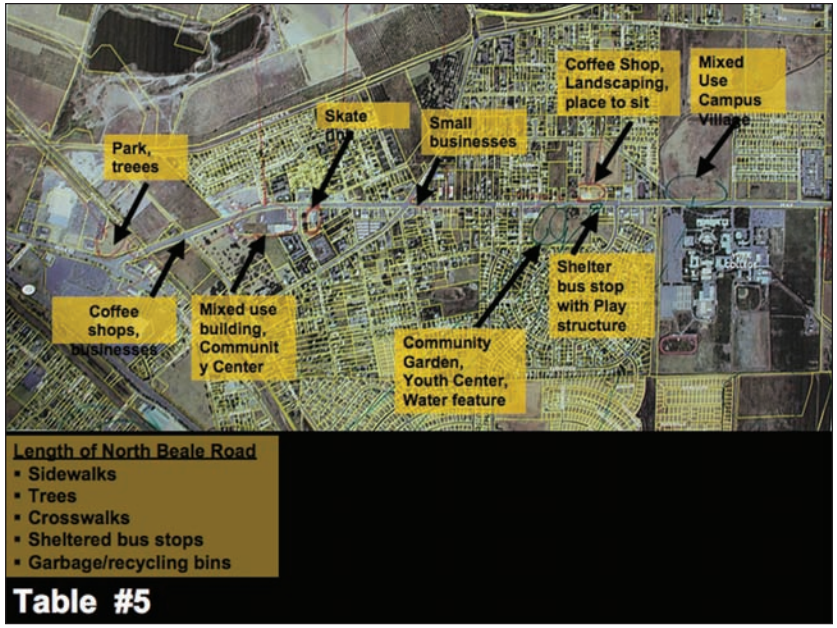
The participants worked in groups around table maps and suggested improvements in the study area. The results are presented below and on the following page.




Median on North Beale
Pool
Skate Park, Plaza, Movie theater, Restaurant, Coffee shop
▪ Change speed limit on Linda Avenue to 25mph
▪ Protected sidewalks on Linda Avenue for children to walk safely
▪ Stop/Yield bar before crosswalks
▪ Better lighting on North Beale Road
▪ Bus Stops need benches and shade structure off the road
▪ Places for youth to work
▪ Salon/spa for girls
▪ Ice skating rink
▪ Go carts, wall climbing, laser tagging
Table #2


Skate park
Apartments
School
Lower speed limit
Store
Tennis courts, soccer field, basketball court, bathroom
▪ Add center median to North Beale Road
▪ Wider sidewalks
▪ More trees
▪ Add more bicycle lanes
▪ More street lights
Table #3


Median on North Beale
Pool
Skate Park, Plaza, Movie theater, Restaurant, Coffee shop
▪ Change speed limit on Linda Avenue to 25mph
▪ Protected sidewalks on Linda Avenue for children to walk safely
▪ Stop/Yield bar before crosswalks
▪ Better lighting on North Beale Road
▪ Bus Stops need benches and shade structure off the road
▪ Places for youth to work
▪ Salon/spa for girls
▪ Ice skating rink
▪ Go carts, wall climbing, laser tagging
Table #2


Coffee Shop, Landscaping, place to sit
Mixed Use Campus Village
Skate
Small businesses
Park, treees
Shelter bus stop with Play structure
Coffee shops, businesses
Mixed use building, Communit y Center
Community Garden, Youth Center, Water feature
Length of North Beale Road
▪ Sidewalks
▪ Trees
▪ Crosswalks
▪ Sheltered bus stops
▪ Garbage/recycling bins
Table #5

Focus Groups

Several focus group meetings were held during the charrette to help inform the design team about the study area, topics to address at the public events, and considerations for developing recommendations. Below is a summary of comments received and topics discussed by those attending the meetings.

Local and Regional Agencies
Thursday, October 23, 2008
10:00am – 11:30 am
County Offices

Attendees:

Susan Zanchi, Caltrans-Planning
Keith Martin, Yuba-Sutter Transit
Rich Webb, Linda Fire Protection District
Shawn Garcia, Yuba County Sheriff
Sgt. Wence Kemp, Yuba County Sheriff
Joni Gerry, Beale Air Force Base
Jonathan Neff, Yuba College
Laura E. Rooney, Beale Air Force Base
Christopher Wilkinson, Yuba Colleg Police
Van Boeck, Yuba County Public Works
Wendy Hartman, Yuba County – Planning
Ed Palmeri, Yuba County – Planning
Greg Chew, Sacramento Area Council of Governments

Dan Burden, Glatting Jackson
Josh Meyer, Local Government Commission
Paul Zykofsky, Local Government Commission

Notes:

For Yuba College a big concern is directives received around sustainability. One of the main attributes is site selection - reducing carbon footprint and reducing traffic. There is concern with commuters coming to the college. Yuba County would like to see another bus stop on the west side of campus to induce more students to take transit. Also there are no safe bike paths coming to campus. There is discussion occurring about reducing the fee for parking for carpoolers or cleaner vehicles. The current student enrollment is 5,000 full-time students. There is lots of traffic during the day. The west parking lot can accommodate 1,250 cars and is full most of time. There are plans for expansion that include: new building on the east side - fire, police, nursing academy; a new front to the campus; looking at a pedestrian path between the west and east parts of campus and another road for emergency response to the east; and working with transit on a good facility for buses to stop at campus. There are also some stormwater drainage issues.

North Beale Road is the busiest County road with about 25,000 cars per day, from Feather River to Smartville Road. East of Smartville traffic drops to about 11,000 cars daily. A drop in traffic is not anticipated in the future. There are more homes coming to the southeast of the College. County has an impact fee program. Didn't even have sidewalks in front of Walmart until 1998-9. There have been several pedestrian and bicycle fatalities. Usually around dusk. The street is poorly lit. Most crashes are at night. Some with young people. As cars travle eastbound speeds pick up.

The East Linda Specific Plan has an impact fee for putting in curb and gutter. May not include bicycle lanes. The Plan is from the early 1990s.

The General Plan discusses major corridors and recommends that additional studies be done. This plan will be folded into the General Plan and provide guidance.

The road is pretty bleak for people coming from other parts of the country and working at Beale Air Force Base. There is not a main path to the gate. Nothing nearby. It's 4-5 miles from the College to the Base. Once past the College the road is wide open so there is speeding. For revitalization people would like to see better businesses at the mall. The road has image problems, negative first impressions. People have difficulty making the left turn and knowing where to make the turn onto North Beale Road at the intersection with Lindhurst. It's difficult to figure out which car has the right of way merging west on to Lindhurst. If the road is improved and is more scenic it might attract more businesses. For entertainment it's the closest area to people living on the base. There are about 4,200 military and civilian staff. Retirees go out to the base and construction contractors but they wouldn't use that road so they have to go through Wheeling gate.

Peak hour trips? There are 5 gates so the counts at gates wouldn't be that accurate for N. Beale Road. Also, staggered hours.

Once past the College there's very little until the Beale AFB gate. People get confused out there. The flashing lights do help at pedestrian crossings but cars start picking up speed and those crosswalks are very dangerous. The bicycle lane as you approach from Yuba College disappears at several spots and under the railroad tracks. The sidewalks also aren't continuous.

The buses have 30 minute headways. Then at Smartville transit added in another service that runs hourly. There are 46 buses on the eastern portion and 60 west of Hammonton-Smartville. There are three routes on North Beale Road. Service ends at 6:30pm.

2 of the 5 pedestrians in the accidents were high on methamphetamine.

Concern over gate on approach to Beale being too straight. Would like to see some calming curves on approach for security.

The County has identified N. Beale as a corridor that needs attention. It is the first impression that people arriving at Beale get. Not a very good one. Would like to see treatments that allow pedestrians to move. Bicycle circulation is also very important. Don't see many people going to Walmart and stores by bicycle. But the area has a lot of bicyclists.

The Walmart area has a major transit stop. There are people crossing the road to change buses there. It is the largest transfer point for the transit system. 600-700 transfers. The north side pick up is 2-250, the south side is 180-200. Lots of movements. The problem is people don't use the crossing which is quite safe. People run across to catch a bus. There is discussion about putting in a barrier. Doing timing improvements to make connections more predictable and have fewer people run across.

Walmart is a main center. Other key node is Hammonton Smartville Road.

Traffic issues? Widened the road to provide bicycle lanes. But no funding to put in separated sidewalk for pedestrians. Speed of road? Posted for 30 mph but only 20-25% go that speed. 85th percentile. Pedestrian safety at intersections is key concern. LOS? Hammonton might be below C in the future. Traffic is moving fairly well. Lindhurst has more problems. Truck traffic is a problem, with two aggregate plants to the east turning north on Smartville-Hammonton Road. Intimidating for pedestrians.

At Beale AFB a small turnaround would work well. Would make it possible for folks that are lost to go out.

Yuba College has been there 5 years. Plans are moving forward to expand the college. More people coming from other areas like Rocklin. Going to rearrange traffic cicrculation on campus. There are drainage problems on the east parking lot that reduces the number of parking spaces by 30-40. Have seen families from apartments across from College come to the bus stop. Should move the stop out on Beale Road. Need the road

to be engineered to 30 mph so speed can be enforced. There are a lot of bicyclists and people walking to the College. Some signs to Beale AFB would help.

Demographic report talks about number of bicycles on buses. The buses have racks and they get used a lot. For many people the bicycle is their car. Buses are accessible. Many don't have lights.
Attendance at the college is up significantly. There are 18-20,000 students in the district with this campus being the largest. The college is also the designated emergency shelter for area.

Crime prevention issues? Need lighting, good landscaping. Lighting in housing areas is a big issue. Parks? A 9-acre park opened up a year or two ago. Fernwood and Edgewood. Doing some work improvements. Vandalism at Edgewood Park is a problem. The new areas are well maintained but those areas are close to some older areas with higher drug use.

The intersection at Beale and Lindhurst has been a problem with crashes. Crosswalk lighting would help a lot. Flashers are not easy to pick up during the day. Nice landscaping in new areas has helped with appearance.

The old mall on west side of road had a Penneys and K-Mart. It was flourishing but went downhill after the flood in 1986. It has been actively marketed. Looking at a redevelopment plan with a Lowe's.

Very bad situation for pedestrians along the road. No pullout for buses. There are nine bus stops on the corridor. But only three of them would qualify as standard stops with a reasonable safety margin. Others are substandard. The shoulders drop off into ditches. Very poor bus stops. On eastbound all stops except one have a sidewalk. Park, Albrecht and Woodland have sidewalks. But Lowe is a driveway, ditch. Westbound near Silverwood is very tight. Looking at improvements at Beale and Lowe.

Have a grant in for improvements at an intersection. The only signalized pedestrian crossing is at Lowe. Hammonton also has a signal. Simpson corner is a very bad situation. Bus Route 6 goes east and then north and west.

People east of the College have a tough time getting across the street. Cars speed up quickly when they get to the College as the limit goes up. There are quite a few people in wheelchairs in apartments. Lighting is a problem. A common theme would be nicely designed bus stops that are well lit.

If the corridor is more attractive and safe that might bring more businesses to the area. SB375 also supports increased sustainability, so need more emphasis on that. See lots of issues with safe travel movements. Aggregate truck traffic. Need to make the corridor more pedestrian-safe, bicycle-safe and ADA compliant.

From a regional standpoint if there is a plan it can help with getting funding for infrastructure. If a plan supports smart growth goals that will make it competitive for SACOG Community Design grants.

The mall site is in an overflight zone so there are building limitations. Safety issue. The zone only allows development at previous square footage.

There is a landscaped center median envisioned in the East Linda Specific Plan but it only goes to Linda Avenue.

East of the College there is a plan for a 4- or 6-lane North-South bypass that would pick up traffic and shift a significant amount south to Hwy 65.

Community Service Groups
Thursday, October 23, 2008
12:00 – 1:00 PM
Harmony Health Family Resource Center

Attendees:

Mark Flacks, Harmony Health/Yuba College
Jennifer Jones, Harmony Health Family Resource Center (HHFRC)
Pa Dao Her
Pamela Pierce, HHFRC
Alejandra Medina, Marysville Joint Unified School District
Karen Ewing, First 5 Yuba/Harmony Health
Joredn Rager, Teen Moms
Chelsie Dymon, Teen Momes
Rachel Farrell, HHFRC/HHMC
Kevin Connor, HH Youth/Yuba College
Claudia Hollis, FREED
Gloria Figuhr, HHFRC

Dan Burden, Glatting Jackson
Josh Meyer, Local Government Commission
Paul Zykofsky, Local Government Commission

Notes:

The family resource center helps families help one another. These are some of the key stakeholders.

Students at Yuba College are working on service learning and are preparing a film. So this process will be part of the film. People that live here see the river as a negative, a place for homeless, trash, etc. Instead they should see the river as a place for open space and recreation.

There are lots of people walking down the street with strollers coming to the clinic. Community members that are low income and don't drive. When there are no sidewalks or lights, it's a real problem. Not a safe place to get out and walk and stay healthy. People walk for blocks in the corridor. But safety is key problem.

Sidewalks would improve safety. The road doesn't have connected sidewalks. Children walk on the side of the road in the bicycle lane. The sun blinds drivers. Need to drive slow to avoid hitting someone. People drive too fast. Speeds need to be brought down. Cars drive much faster than the posted limit. Law enforcement isn't out there much. Drivers pass others if they are going the speed limit. There are newer apartments past Yuba College with people walking from there.

The flashing lights in the road don't help much. People don't respect them.

Problems on Beale Road: sidewalks, buses, people waiting on the side of the road. Need transit shelters, benches, etc. Bus service ends too early. There are meetings at the clinic that end after 7pm so people can't get home.

A van with the clinic was vandalized several days ago. The area needs more Sheriff attention. The lighting around the Resource Center is okay but street lights are needed around the roadway.

Many College students don't patronize businesses because there isn't much happening. There could be a shuttle that would take residents to services or to Lindhurst Avenue, to shopping areas, WalMart and FoodMax. That would give incentive to them to get out and patronize businesses.

Crosswalks are needed at all intersections. Especially where there is a high volume of residents on both sides of the road.

Country Club Court is a problem area. Conducted a clean-up in collaboration with the Sheriff's office last month. Need to beautify the street. This may not be as critical but for this to truly be a place for folks to thrive it has to be attractive and to bring people to businesses.

There is nothing for teens to do after school.

There needs to be a walking path or sidewalk from the south to Linda School. Many walk through the fields. Very dangerous.

There are not enough crosswalks. Traffic is going too fast and cars aren't stopping. Or one car stops but others don't. They don't see blinking lights in pavement. Motorists don't notice pedestrians.

Need lower cost transportation options. People with lower incomes can't afford to spend a lot.

There is no light at the bus stop near the 99 cent store.

Business facades and vacancy rates are terrible. To get to Hwy 70 some don't take Beale anymore. They take Griffith instead. There are no benches, especially for seniors that want to get around.

Sidewalks would help make the community cleaner, neater, safer.

There is no place to shop along the corridor. No place to get healthy food or crafts. Food is a big issue because there are only fast food restaurants and the only places to shop are Walmart and FoodMax. Lots of liquor stores. People growing food could sell their own. There is a Farmers market in Yuba County and one at Raceway on Simpson but it isn't very good. People drive to Roseville or Chico to shop.

A WIC store would help. A lot of people are receiving aid and using their cards to buy junk food. They need a place to use cards to buy fruits and vegetables.

The speed of cars is too high. There needs to be more focus on beauty and a park for kids.

Fernwood Park is a 7-acre park. It is being improved with the help of a youth group. The local supervisor is running for Assembly and he has a plan to sell part of the park to build houses. If people in the community work on the park that will ensure there are eyes on the park. It would be a good place for a community garden. Could add a shade structure with solar panels. No signage for the park. It is hidden. The park is a big piece of property that could be used to revitalize the community.

The park shouldn't just be a grassy area but should also be accessible for people with wheelchairs and strollers to access benches. There are no activities for youth with disabilities. Parks need playgrounds that are accessible to children with disabilities.

In Europe there are streets with a separate path of travel for bicyclists and pedestrians. Everyone can get around without getting hit or having conflicts. There is a tremendous need for accessible and affordable housing. Need to get away from the term "affordable" housing.

There are Problems with Plumas Street improvements in Yuba City. No ramps. The steps up at the curb prevent someone in a wheelchair or walker to get up on to the sidewalk. No contrast for steps. No disabled parking spaces. It is said they will be added. Need more housing for seniors. Need the community to be accessible. There are more and more seniors in this area that can no longer afford a car or can't drive. Grants are needed to do mobility training for seniors on how to use transit system. Also need van-accessible taxi cabs.

With everything improvement made, need to include solar, and make it as green as possible.

For folks retiring they don't see much happening in this area. Need to be able to age in place. Build more accessible housing.

Economic Development Group
Friday, October 24, 2008
1:00 – 2:00 PM
Yuba County Conference Room

Attendees:

John Taylor, Coldwell Bankers
Kevin Perkins, Yuba County
John Fleming, Yuba County
Brent Hastey, Feather River Center

Dan Burden, Glatting Jackson
Anchi Mei, MIG
Julia Abbassi, MIG
Josh Meyer, Local Government Commission
Laura Polodolsky, Local Government Commission

Notes:

Does the area have a better than an average chance for economic investment?

Yes.

What's the draw?

The proximity to downtown Sacramento and the widening of Highway 70 to 4 lanes will be done in the next year. Improved levies. Plumas Lake and other developers have vested subdivision maps. Thousand of lots approved. So building is ready to pick up again when the market recovers. There is less commitment in East Linda, though. Levee improvements make it possible to build. Natomas has flood/FEMA problems, and Elk Grove is petering out, making the area more attractive for continued development.

What is the market range for new housing?

$200 - $350,000. There is not much demand for market-rate attached housing.

As we go forward with developing our recommendations, we need to learn more about the economic prospects. What are the most important things to keep in mind?

North Beale is a main gateway to Beale AFB and Yuba College, both big employers.

By Lindhurst Avenue, some consistent commercial development occurring, the motel cluster.

N. Beale Road has land adjacent to WalMart, and other future potential sites to build up the area.

The road should be looked at as a major corridor for the County – one of 3 gateways to the Base. The County has a policy to support the Base as a major employer.

There is the idea of a bypass/connector on the books, a possible interceptor for commercial development and to get the aggregate trucks out of Marysville coming from the mining companies that used to be for gold. The bypass could also open up other areas for growth.

If the noise contours (used to be for B-52s, large noisy jets) can be reduced, it would be possible to add more residential development along with neighborhood service and retail services.

Beale AFB is a large employer, but because of lack of infrastructure and commercial development, most money goes outside of the county. So the County is missing the benefits of a large military installation. With commercial power centers, could capture more. If Beale AFB were to

close, there could be a big airport which would help with economic development. Flood control improvements have helped the situation because South Yuba County is above the floodplain.

Regarding the old Feather River Mall (which never revived following the flood), the building will likely be torn down and prepared for a supercenter. East of the railroad tracks, need a bypass to get the aggregate trucks off the road. Putting buildings close to the street not enough to generate activity – trying it in Marysville and it is not working.

Some would rather see the Base eventually go away. The sound corridor has driven development behind levees at Plumas Lake.

Beale Road is bad for retail, no one stops, not a place for shopping. Need to create a shopping, stop area.

Contracting out some Base activities going to start. There is railroad access and infrastructure, proximity to Hightway 70, making it a good place for industrial development, possibly a high tech center.

Another future stimulus could be development of the Casino near the Sleeptrain Amphitheater.

The state's largest aggregate supply is up Hammonton-Smartville road.

Yuba County airport could work for executives.

Yuba City FEMA problems might push growth into Yuba County – insurance costs are going up.

Should concentrate retail around the mall.

Housing market will not be back until 2010.

How are homes selling?

Not new ones. Primarily existing homes through foreclosures and short sales. Prices have been dropping (e.g., $173K for a 2,200 sq ft house).

What is the market for mixed use, or compact development, smaller lot homes?

It will be slow. Retailers aren't excited about coming because of lack of population and income, and Yuba City has more retail than it can use. The Beale Road area has a bad reputation, gangs, crimes, drugs, an image problem.

Mixed-use is okay in a mature, highly urbanized area. It doesn't work in rural environments. Apartments are a challenge. There are no County incentives for higher density housing. The idea of mixed use in one complex won't happen for another 15 years. The demand is for single family detached houses.

What if the right incentives were provided by the County?

It wouldn't make it easier on the developer. Unless there is a center, which can work in some communities. But it will be a challenge.

There is a pecking order for locating new business – Yuba City looks down on Marysville, Marysville looks down on Linda, Linda looks down on Olivehurst. It will be difficult to draw retailers and developers that bring good quality product. Consider the Clovis example (Fresno area). It had architectural history to generate excitement. The challenge is to generate excitement. Need a Supervisor, champion, cheerleader to make something happen.

What can we do to do most help the corridor, bring it alive?

Has to be large, enough to draw attention, create its own environment.

In Olivehurst, adding curbs and gutters, streetscape improvements, finally attracted Riteaid. But it is not an overnight process. It takes a long time. Need to create a walkable community, consistent landscaping. Rite-aide came with the help of redevelopment. Build it and they will come. Provide landscaping and medians, ability to look good and walk through.

Code enforcement could be more pro-active.

The problem is everything is a band-aid. Need property values to rise to make significant change. A catalyst project can change that. Rite-aid in Olivehurst is one. Feather River Mall could be a catalyst site. But it won't happen overnight. This was the case in Clovis.

Master Plans have been done for North Beale Road, but not an implementation plan. An implementation plan with a catalyst project would be good.

Charrette Participants

Diane Broom, Yuba County Seniors
Jenna Bartell, Yuba College
Jordan Burrell, Advid Student
Anthony Caballero, Lindhurst High
James Callison, Harmony Health
Breanna Cosgrove
Joe Cassady , Yuba County Resident
Alejandra Cedeno
Tou Chang, Lindhurst High
Gabriela Chavez
Jeanette Chavez, Lindhurst High
Greg Chew
Emily Christansen, Lindhurst High
Tommy Cisneros, UCBerkeley
Karen Compton, Pathways
Kavin Connor, Harmony Healthy Yuba College
Dan Cucchi, Yuba County Planning
Joe Dabranca, Yuba County Sheriff
Brion Dautrive
Kevin Dehoft
Valli Elliott, Yuba County Public Health
Kaeia Elms, Lindhurst High School
Liliana Estrada
Karen Ewing, First 5 Yuba
Rachel Farrell, HHFRC
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Kristy Hursey, Community Member
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Shanice Johnson, Avid Student
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