

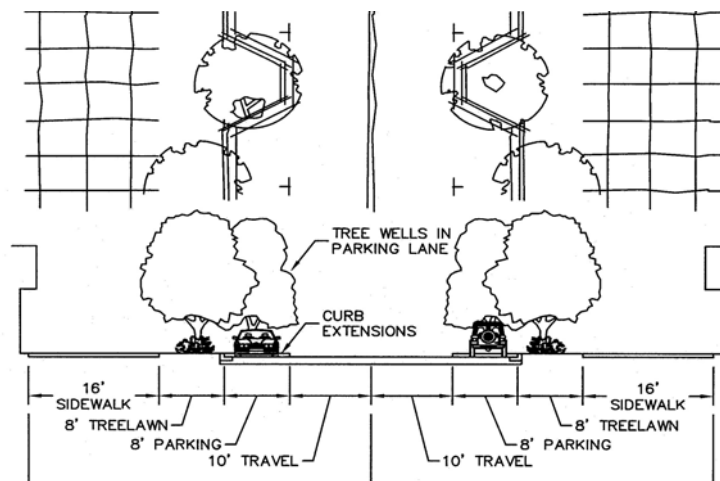
## 5. PEDESTRIAN NETWORK NEEDS ANALYSIS

Walkability is a qualitative measurement of the pedestrian environment. This chapter deals specifically with improving walkability throughout the pedestrian network. The pedestrian network includes sidewalks, trails, and crossing locations. It encompasses parking lot connections, transit access, and school pick-up and drop-off zones.



Walkable communities have<sup>5</sup>:

- **Short block lengths** - no longer than 500 feet with few exceptions.
- **Frequent crossing opportunities** - at least every 300 feet near pedestrian trip generators such as restaurants, schools, parks, libraries, shopping centers, transit centers, employment centers, and medical facilities.
- **Different uses located within walking distance of one another** - neighborhoods within ¼-½ mile of shopping centers and employment centers; all neighborhoods within ¼-½ mile of a transit stop.
- **Frequent pedestrian amenities** - benches, water fountains, newspaper racks with consistent design and placement in pedestrian improvement areas.
- **Wide sidewalks with buffer zones** - sidewalks at least five to six feet wide with six-foot planting strips between the sidewalk and the road curb in pedestrian improvement areas.
- **Compact intersections** - with short crossing distances and pedestrian phases at signals.



*The figure to the left shows the layout of a typical “main street.” Main Streets are neighborhood centers and downtown areas. They typically have wide sidewalks, curb extensions, medians, planter strips, and narrow travel lanes to facilitate pedestrian crossings.*

Walkability is essential in pedestrian districts, or areas with multiple pedestrian trip destinations. Pedestrian improvement areas are areas where walkability takes priority. Factors affecting walkability include proximity of uses, the presence of buffers from traffic, and sidewalks that are

<sup>5</sup> Ridgway, Matthew and Michelle DeRobertis, University of California Berkeley Technology Transfer course, *Bicycle and Pedestrian Planning and Design*.

wide enough to share comfortably with others. Sidewalks are essential in the winter to provide pedestrians paths that are not muddy and to prevent pedestrians, especially children, from walking unsafely on streets shared with vehicles. Street lighting is an additional safety factor for both motorists and pedestrians during the dark hours of the day.

The City's *General Plan* has a Redevelopment component in its Land Use Element that includes plans to improve pedestrian facilities in selected areas. The Redevelopment Plan's goals are to reduce blight, provide affordable housing and generally improve the quality of life for City residents, with only voluntary participation of residential property owners. There are two types of areas identified: Redevelopment Project Areas and Principal Improvement Zones. The distinction between these zones is Principal Improvement Zones are defined as locations the Redevelopment Agency can most effectively promote and facilitate immediate marketing and redevelopment activities.

## PEDESTRIAN IMPROVEMENT AREAS

Pedestrian improvement areas that have been identified in the City of Hughson include:

- *Hughson Avenue (Downtown) Commercial Area* - Downtown, bounded generally to the north by Pine Street, to the southwest by Santa Fe Avenue, and to the east by Charles Street (south of Hughson Avenue) and 7<sup>th</sup> Street (north of Hughson Avenue), is identified in the City's *General Plan* as a Principal Improvement Zone. The City has planned a Downtown façade and improvement project that outlines a comprehensive strategy, including pedestrian facilities.

Downtown has the following pedestrian generators: Hughson Elementary School, Hughson High School, the Hughson Library, the Hughson Pool, Schrader Park, commercial services such as restaurants, stores, and gas stations, medical services, employment centers such as City offices and the Sheriff, and the only bus stop in Hughson. These services form the core of the City of Hughson's economy and community. It is important for the character and functionality of Downtown Hughson that the pedestrian components be considered and designed well.

The roadway grid system in this area provides many crossing opportunities and shorter walking distances due to block lengths of 300 feet or less, but the area lacks many pedestrian amenities that contribute to a pedestrian-friendly corridor. Many crossings could be shorter, which would increase the safety and visibility of pedestrians. There are gaps in the sidewalk network on: Santa Fe Avenue, 2<sup>nd</sup> Street (a gap between Hughson Avenue and Pine Street), 5<sup>th</sup> Street (between Hughson Avenue and Fox Road), 3<sup>rd</sup> Street (a gap on the between Elm Street and Hughson Avenue). A plan to construct sidewalks and curb ramps consistent with the Americans with Disabilities Act of 1990 (ADA) on the remaining streets should be considered for Downtown.

- *Downtown Residential Area* - The residential area generally bounded to the south by Pine Street, to the east by 7<sup>th</sup> Street, to the north by Fox Road, and to the west by Tully Road is designated in the City's *General Plan* as a Redevelopment Project Area. The part of this residential area generally to the south of the Locust Street is called the Pine Street Residential Area in the City's *General Plan* and is specially designated as a Principal Improvement Zone. These residences are part of or are adjacent to the downtown core, which largely defines the character of the City of Hughson. This neighborhood's streets are often used to access the downtown area, a hub of pedestrian generators, from the north; gaps in the pedestrian network in this neighborhood affect people accessing downtown from the north.



Today there are gaps in the sidewalk network on: Santa Fe Avenue, Pine Street (between Santa Fe Avenue and 1<sup>st</sup> Street), Locust Street (between Santa Fe Avenue and 7<sup>th</sup> Street), Tully Road (between Pine Street and Fox Road), 2<sup>nd</sup> Street/Walker Lane (between Santa Fe Avenue and Fox Road), and 5<sup>th</sup> Street (between Hughson Avenue and Fox Road). A plan to construct sidewalks and curb ramps consistent with the Americans with Disabilities Act of 1990 (ADA) should be considered for this neighborhood.

There is also a lack of adequate street lighting in this neighborhood. Installation of pedestrian scale street lighting, especially at intersections, would improve pedestrian visibility and safety. A street lamp plan would minimize possible obstruction of the street light due to objects (i.e., trees) that would make a shadow on pedestrian paths and crossings.

- *Whitmore Avenue* - This street serves as a main connector roadway to points east and west and provides an at-grade crossing of the railroad tracks between Downtown/southern neighborhoods and the East Whitmore area. It also provides access to Hughson Elementary School and Hughson High School. The City has installed high visibility crosswalks and stop signs at key pedestrian locations to the east of Santa Fe Avenue.

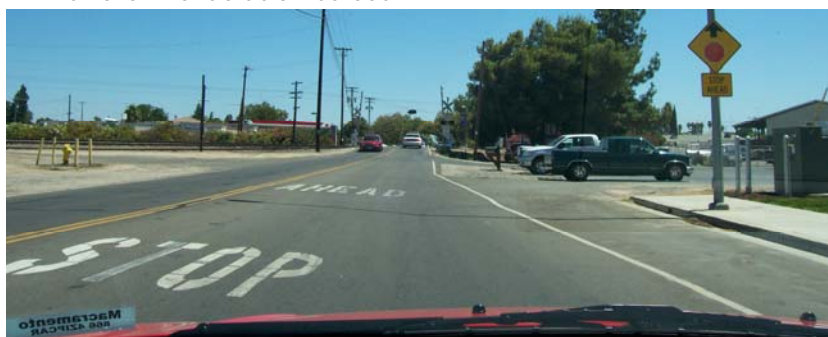
The central intersection at Santa Fe Avenue/railroad crossing is a major pedestrian hazard that lacks pedestrian facilities to cross the railroad and to cross the intersection. East of the railroad crossing, there is one multi-family housing development located on the south side of the street and a mobile-home park located on the north side of the street. They both lack adequate connection to Downtown and southern neighborhoods. There is one sidewalk that was recently constructed east of the railroad crossing on the south side of the street in front of the new shopping strip mall. A comprehensive pedestrian improvement plan should be considered for Whitmore Ave from Santa Fe Avenue to the multi-family housing development and on Tully Road south of Santa Fe Avenue with additional attention to any future development in the East Whitmore area.



*High Visibility Crosswalk - Westbound  
Whitmore Avenue at 5<sup>th</sup> Street*



*Westbound Whitmore Avenue at Santa  
Fe Avenue and railroad crossing*



*Discontinuous sidewalk - Looking Westbound  
on Whitmore Avenue east of the Santa Fe Railroad Tracks*

- *Starn Park/Fox Road Recreation Area* - The City's newest park is Starn Park on Tully Road, adjacent to the old Lebright School grounds, which are designated in the City's *General Plan* as the Fox Road Recreation Area. The new park serves recreational walkers with a loop path, but the two areas are divided by a fence. The planned redevelopment of the Fox Road Recreation Area should include a pedestrian connection to Starn Park with special safety provisions, such as lighting, to provide safe pedestrian paths in the northern part of the City
- *Fox Road* - This street serves as a connector between the northern part of the City and points west and provides connections between northern neighborhoods and functions as a neighborhood collector street. It also provides access to many pedestrian generators, including churches, the Fox Road Recreation Area, Fox Road Elementary School, Ross Middle School, Hughson Adult School, and the Dickens Continuation High School. There are several crossing locations along this street where additional crosswalks should be considered.
- *Hatch Road Class I Bicycle/Pedestrian Path* - The City's General Plan has identified a potential location for a new Class I Bicycle/Pedestrian Path next to the irrigation canal along Hatch Road. A path in this location would offer recreational use, a route for bicyclists traveling outside of Hughson, and a route to the Hughson Christian School on Tully Road. Special consideration should be given to the impact on the path of widening of Hatch Road, to providing a sufficient buffer between the path and vehicles moving at 50+ mph on Hatch Road, to locations where roadways intersect the path, and to discourage access to the swift-moving waters of the irrigation canal. This path is considered further in Chapter 6 - Proposed Bicycle Network.
- *7<sup>th</sup> Street* - This street serves as a connector between the northern and southern neighborhoods on the east side of the City, as a neighborhood street, and access for the Hughson Pool, Schrader Park Park, and Hughson High School. This street has gaps in its sidewalks between Fox Road and Rhapsody Lane/Chantilly Way.
- *Maintenance* - The City of Hughson has marked crosswalks, many of which are designed for high visibility, that are in need of repair. Paint is wearing off in many locations due to traffic. All crosswalks, especially the high-visibility crosswalks, should be inspected for appropriate signage and ground markings consistent with current standards such as the *California Manual on Uniform Traffic Control Devices* (California MUTCD) and the Americans with Disabilities Act of 1990 (ADA).