



11/26/2014

VIA EMAIL

Antonio Ablog  
Planning Department  
City of Sacramento  
300 Richards Boulevard  
Sacramento, CA 95811

**RE: Design Review for Delta Shores Regional Commercial Center Project Revisions (P14-025)**

Dear Mr. Ablog:

WALKSacramento has reviewed the revised Delta Shores Regional Commercial project plans from 09/26/2014

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking and bicycling, for about 30 minutes a day in order to prevent the development of chronic disease and obesity. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. If more people could obtain regular exercise by walking and bicycling to their destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions.

**Drive-throughs**

WALKSacramento is concerned about several drive-throughs deterring safe pedestrian circulation. Many proposed walkways require pedestrians to cross drive-through lanes at least once, if not twice. Distracted drivers having just placed or received an order may pose a threat to pedestrians. Also, when longer queues develop, vehicles may block the visibility of crosswalks, requiring pedestrians to weave between unpredictable vehicles. Furthermore, because drive-throughs are traditionally vehicle dominated spaces, the presence of pedestrians may be unexpected. Walkways that require pedestrians to cross vehicular traffic in drive-throughs are both dangerous and unsupportive of active transportation.

In order to access most drive-through restaurant entrances from the street without crossing vehicle queues, pedestrians must first walk along three sides of the building. To better support safe crossings and to encourage walking to and from destinations, WALKSacramento suggests orienting drive-through restaurant entrances to facilitate pedestrian access from the street. Similar to the pedestrian friendly orientation of PAD 12, designs that provide direct access from the street or sidewalk while separating walkways and drive-through lanes activate the streetscape and improve overall walkability.

If drive-throughs cannot be reconfigured to eliminate intersections between pedestrians and motor vehicles, precautions should be implemented to indicate pedestrian presence. Indicating both the current and potential presence of pedestrians to motorists via high visibility crosswalks, tactile vibration strips or bumps, signage, and lighting will help prevent dangerous conflicts.

### **Crossing Cosumnes River Boulevard and Delta Shores Circle South**

A pedestrian/bicyclist bridge connecting surrounding land uses to the South Site would significantly improve active transportation access. The 10 lane intersection across Cosumnes River Boulevard supporting heavy volumes of rapidly moving traffic entering and exiting Interstate 5 will create a barrier to pedestrians and bicyclists. A bridge over Cosumnes River Boulevard on the western leg of the intersection will improve safety, encourage more active transportation, and create better access between the commercial site and surrounding land uses.

As planned, there is no convenient pedestrian access between the proposed high density residential units to the East and the pedestrian plaza leading to the theater. Considering both its size and proximity to the freeway, the intersection at Cosumnes River Boulevard and Delta Shores Circle South poses a challenge to pedestrians attempting to cross. Pedestrians choosing the most efficient path may cross midblock across Delta Shores Circle South. To facilitate convenient crossings and to better encourage interaction with the site from surrounding areas, WALKSacramento suggests installing pedestrian crossing treatments connecting the pedestrian plaza with the high density residential uses to the East. Crossing amenities recommended are a High-Intensity Activated Crosswalk (HAWK) signal, high visibility crosswalks, signage and other treatments that would best facilitate pedestrian access across Delta Shores Circle South at this location.

### **Pedestrian Treatments**

Raised crosswalks would be appropriate for high pedestrian activity areas, walkway crossings over drive aisles, and entrance and exit driveways. For example, between the 8,500 sq. ft. shops: A1, A2, A3 and A4, a raised crosswalk would serve to alert drivers to pedestrians earlier and calm traffic throughout the site. Other locations where raised crossings would improve pedestrian safety are along the main drive aisle adjacent to store frontages, and at the crosswalk between Pads A8 and A9.

### **Wayfinding**

A critical element to supporting active transportation throughout a site is clear way finding. In addition to informational signage, pavement markings and textures that delineate pedestrian and cyclist paths of travel both on and off street in conjunction will improve circulation and encourage active transportation between destinations.

### **Tree Shading**

The pedestrian environment is improved with a greater amount of parking lot shade. The near-surface air temperature is lowered by shading the parking lot hard surfaces, making walking on

hot days more enjoyable. Therefore, we recommend larger tree wells to allow trees to grow to their maximum canopy size.

The placement of trees along the facades of longer strips of buildings in the North and South Sites should meet the challenge of providing adequate shade while maintaining the views of building frontages. Over-pruning shade trees to prioritize sight lines can detract from the pedestrian environment. WALKSacramento recommends careful consideration of tree placement to ensure that full canopy growth can be maintained.

### **Development's Impact on Surrounding Neighborhoods**

The sound generated from such a large site can deteriorate the surrounding pedestrian and living environments. Furthermore, the rear facades of larger buildings may negatively impact the aesthetic value of surrounding neighborhoods. Buildings in the North and South Sites should be attractively screened from adjacent properties with sound walls and tall evergreen trees. However, when implementing screening treatments, pedestrian access and circulation between the site and surrounding areas should be maintained.

WALKSacramento is concerned about truck traffic from the south-west corner of the site. Currently, pathways adjacent to the levee are used recreationally by cyclists and pedestrians. Should vehicles be allowed to leave the site via the access road, negative auditory and visual impacts may be imposed upon recreational users and other residents in the area. Truck traffic should not be allowed to use the access road to enter or exit the site.

WALKSacramento has worked to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and greater economic returns. We feel that by incorporating these suggestions, many of these benefits can be realized.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [kkumar@walksacramento.org](mailto:kkumar@walksacramento.org).

Sincerely,

Kirin Kumar  
Project Assistant

Enclosure: Development Checklist for Biking and Walking

**DEVELOPMENT CHECKLIST for BIKING and WALKING**  
*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)*  
*September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

**POLICIES**

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

*Project Review and Comment*

**POLICY CONSIDERATIONS**

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

**ENGINEERING**

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
  - Pedestrian Level of Service "C" or better on arterials
  - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS
  - every 300-600 feet on major arterials
  - well lit, marked crosswalks
  - audible signals & count-down signals
  - median refuge islands
- SPEED MANAGEMENT
  - Speed limits based on safety of pedestrians and bicyclists
  - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS
  - Maximize pedestrian and bicyclist safety
  - Sidewalks buffered by trees and landscaping on major arterials
  - Vertical curbs
  - 5' minimum sidewalk widths, 8' in front of schools
  - 6' minimum bike lanes on busy streets
- INTERSECTIONS
  - Median refuge islands for pedestrians
  - Signal timing to enable safe passage
  - Signal detection for bicyclists
  - Crossings on all 4 legs of intersections

- ❑ ELIMINATE BARRIERS
  - Freeway, railroad, river and creek crossings
  - Obstructions in sidewalks and bike lanes

#### **NEW DEVELOPMENT – REQUIRE**

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

#### **NEW DEVELOPMENT – DISCOURAGE**

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

#### **BUILDINGS – REQUIRE**

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

#### **OLDER NEIGHBORHOODS**

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

### *Policy Review and Comment*

#### **ENFORCEMENT & MAINTENANCE**

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards

- ❑ Repair and replace broken sidewalks

### **EDUCATION**

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

### **FUNDING**

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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