



9/30/2014

VIA EMAIL

Jessica Jordan
City of Rancho Cordova, Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Grantline 208 (04-064 Amended)

Dear Ms. Jordan:

WALKSacramento has reviewed the September 4, 2014 routing for the Grantline 208 project. Last December we provided comments on the October 11, 2013 Tentative Subdivision Map and we would now like to offer comments on the revised application.

We are glad to see that the school site on the August 26 tentative subdivision map no longer shares its eastern property line with residential lots. Homes face the school site on three sides, rather than two sides as in the previous plan. This will not only provide greater "eyes on the school", but it will provide better access to the school campus and allow more flexibility in site planning.

The street network east of the school has also been revised in the September 4 routing and pedestrian connectivity is improved compared to the October 2013 routing. The revised map has a block with east-west orientation containing two short cul-de-sacs that connect to the pedestrian paseo on the south side of Street 9. There are three small blocks (each approximately 100'x250') in the pedestrian network rather than one moderate-sized 330'x550' block with no permeability. This change also introduces another street providing access to the school site, giving children to more routes to school and possibly reducing vehicle traffic at intersections adjacent to the school.

Access to the school site has been improved in the September routing plans. The school and park sites were on the same block in the earlier routing; now they are separated by Street 5. This provides additional potential access points to the school site and more curb space that could be used for drop-off and pick-up activity without requiring vehicles to enter the school parking lot.

The width of the public sidewalks adjacent to the school site in the 2014 routing are wider on the streets that are on the north and west sides of the school site compared to the 2013 routing. Sidewalks adjacent to schools should have additional width to accommodate greater pedestrian activity and groups of children walking side-by-side, but we question why there are three different widths on the four streets surrounding the school site, and why three sidewalks are detached and one is attached. [Street 9 on

north side of school site has a 10' (6' in 2013 routing) detached sidewalk. Street 13 to the south side has a 7' (4' in 2013 routing) attached sidewalk, although the 2013 drawing may have been in error and should have been 6' detached. Street 2 on west side has a 7' detached sidewalk (same in 2013). Street 5 to the east, new to the 2014 routing, has a 7' attached sidewalk.] **WALKSacramento recommends that the school site public sidewalks be critically reviewed by the City and Elk Grove Unified School District to determine appropriate sidewalk width and placement.**

External connectivity is important for walkability so that people can walk out of their neighborhood for socializing, shopping, recreation, business and other daily and weekly needs. The approved 2005 tentative subdivision map has a pedestrian paseo that connected to Grant Line Road on the east side of the subdivision, about halfway between the northern and southern edges of the subdivision. This connection is important because it's at the future signalized intersection of Grant Line Road and North Loop Road in Cordova Hills. North Loop Road is one of only three entrances into Cordova Hills and it will have bike lanes and sidewalks providing a route to the Town Center and other land uses on the western edge of Cordova Hills. This connection is especially important because there are no other connections to Grant Line Road to the south until about one-half mile south where Chrysanthy Road, at the south edge of the proposed Arista del Sol subdivision, intersects Grant Line Road. **WALKSacramento recommends adding a pedestrian paseo through the Lot F wetland preserve area between the eastern terminus of Street 4 and Grant Line Road.**

Finally, we repeat the comment we made on the 2013 routing regarding 4'-wide sidewalks. The nature of vehicle traffic on local urban streets presents an environment that requires sidewalks for pedestrian safety and comfort. Detached sidewalks provide pedestrians with more safety and comfort than attached sidewalks – there's more space between the sidewalk and the vehicles, trees in the landscape buffer shade the sidewalk, and trees and vertical curbs provide protection from cars. Sidewalks, attached or detached, should be at least five feet wide so that room is provided for two people walking side-by-side, for two people to pass one another or to allow pedestrians to pass by vehicles that have rolled up the curb and parked. The sidewalk widths proposed for many of the residential streets are too narrow to accommodate two people side by side. **WALKSacramento recommends that sidewalks on Minor Residential w/ Attached Walk (cross section K), Modified Minor Residential w/ Attached Walk (cross section L) and Modified Minor Residential (cross section M) streets be a minimum of 5-feet wide.**

WALKSacramento is working 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 a stronger sense of cohesion and safety in local neighborhoods.

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 cholm@walksacramento.org.

Sincerely,
Chris Holm
Project Analyst

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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