



6/15/2013

VIA EMAIL

Evan Compton, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd  
Sacramento, CA 95814

**RE: McKinley Village (P08-086)**

Dear Mr. Compton:

WALKSacramento appreciates the opportunity to review the project routing for McKinley Village. We also appreciate the applicant and their design team meeting with us to discuss the project revisions made since the application to the City in 2008. The project proposes development of 328 single-family homes on a 48-acre vacant site bounded by Capital City Freeway to the north and the Union Pacific Railroad tracks to the south. Sutter's Landing Regional Park is north-west of the site on the other side of the freeway, and East Sacramento is south and east of the site on the other side of the UPRR tracks.

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, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. 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. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular 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. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

Infill development can contribute to an increase in walking and physical activity when more people live or work close to a variety of destinations. The lack of connectivity to the surrounding area and few nearby destinations to the north suggest that McKinley Village has a mix of infill and edge-of-city qualities. Therefore, it's very important to enhance the limited connectivity proposed for the project.

The project proposes to provide all-mode access to the site at the west end via A Street and at the east end via a new 40<sup>th</sup> Street undercrossing. Pedestrian and bicycle access is proposed via a new undercrossing at the north end of Alhambra Boulevard.

The bridge over the Capital City Freeway at A Street should include sidewalks on both sides of the bridge with at least five feet clear width after subtracting shy distances in each direction, and bicycle lanes on both sides that will accommodate most skill levels.

It is important to provide clear lines of sight to destinations at each end of the railroad track undercrossing at Alhambra Boulevard and at 40<sup>th</sup> Street. Pedestrians will feel more comfortable using an undercrossing if they can clearly see the other end. Curves in the street or trail approaches, as shown on the site plans, diminish the line of sight and may discourage use of the undercrossing.

Consider using a roundabout at the intersection of A Street and Street 1. Not only would a roundabout provide better traffic calming than a side-street or all-way stop controlled intersection, but it may also provide improved pedestrian and bicycle mobility. A roundabout should permit removal of the curve in bike/ped trail on the north side of the Alhambra undercrossing. A roundabout should also allow for a safer transition to A Street and Street 1 for bicyclists. WALKSacramento will be happy to provide a sketch illustrating how this intersection might be configured.

As the last of our concerns, we're not sure there will be much benefit from the 10-foot-wide multi-use trail along A Street. It might be better to construct 7.5 foot sidewalks on both sides of A Street, or increase the planter width on each side by 2.5 feet.

Even though we have made several recommendations to improve the McKinley Village project, we'd like to recognize one important change that was made since the 2008 proposal. The conceptual site plan shows many street trees, and the greatest improvement is the addition of trees on the alleys. These trees will cool and beautify the alleys for pedestrians, in addition to providing air quality and energy-use benefits.

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](mailto: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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