



1/28/2015

Via Email

Elise Gumm, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811

**RE: Township 9 Amendments (P14-068)**

Dear Ms. Gumm:

Thank you for the opportunity to comment on the Township 9 Amendments project.

Township 9 as it was approved in 2007 incorporated excellent pedestrian connectivity. Small blocks arranged in grid and modified-grid patterns with residential near parks, retail and transit minimized travel distances. North-south pedestrian travel was enhanced by pedestrian paseos connected by mid-block crosswalks. The relatively high residential density that was planned would put more people close to light rail and bus routes, shopping, employment and recreation, making it possible for walking to be an integral part of daily life.

The Sacramento region, where only 38% of the population gets the minimal level of daily physical activity, needs development projects that can help to overcome this public health problem. The proposed residential density reduction is not excessive, but it will be unfortunate there may be less people living at such a prime location next to the American River Parkway, the T9 light rail station and River District businesses.

Connectivity of the Township 9 site will be reduced if the pedestrian paseos on blocks 7, 12 and 16 are removed and North 6<sup>th</sup> Street between Richards Boulevard and Township Nine Avenue is removed. Without the North 6<sup>th</sup> Street connection, pedestrians from the west side of Township 9 may have to walk out of their way to access the light rail station and bus stops on Richards Boulevard. **WALKSacramento recommends adding a 40'-wide pedestrian paseo in approximately the same location as North 6<sup>th</sup> Street between Richards Boulevard and Township Nine Avenue to replace the lost access to the light rail station and bus stops.**

Taking inspiration from the Township 9 Development Guidelines, which state that "Mid-block pedestrian crosswalks will be required where retail, housing, and transportation locations are separated by busy streets," **WALKSacramento encourages the applicant and the City of Sacramento to identify and secure funding to construct a mid-block crossing of Richards Boulevard near the North 6<sup>th</sup> Street alignment.** The distance between the light rail station and the eastbound bus stop near 7<sup>th</sup> Street is over 500 feet; the eastbound bus stop near 5<sup>th</sup> Street is over 1000 feet. Instead of taking

the long walk to the intersections and back to midblock, many people may choose to take their chances by running directly across the four lanes of traffic on Richards Boulevard. (See enclosed diagram) The planted median in the future cross section of Richards Boulevard is an opportunity to provide a pedestrian refuge and allow a two-stage crossing of the busy street.

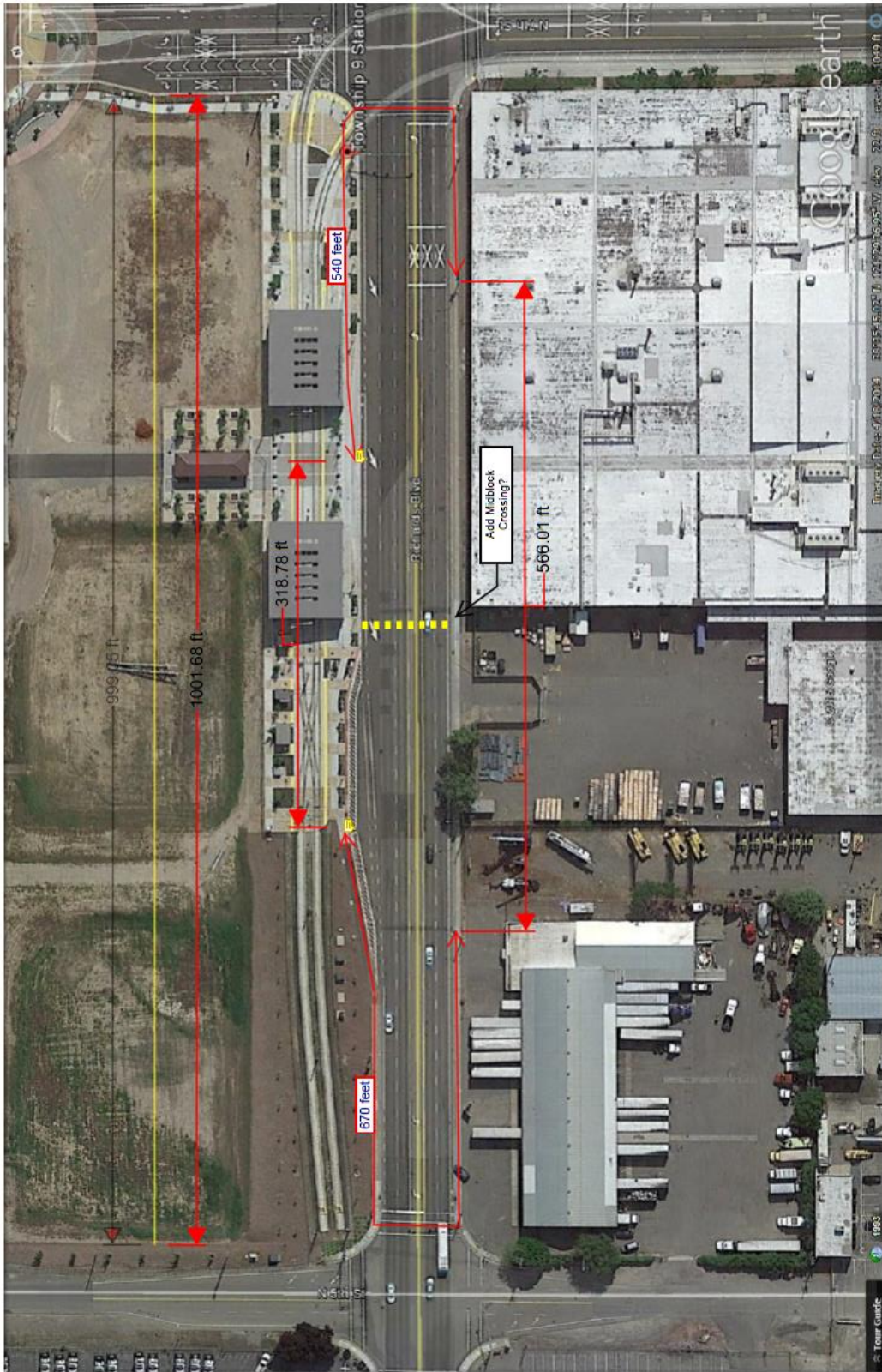
WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments.

Sincerely,

Chris Holm  
Project Analyst

Enclosure: Google Earth image of T9 LRS and bus stops  
Attachment: Development Checklist for Biking and Walking



T9 LRS  
Distances are approximate

# ***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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