



10/10/2014

VIA EMAIL

Antonio Ablog, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Curtis Park Village Fuel Center (P14-036)

Dear Mr. Ablog:

WALKSACRAMENTO has reviewed the development project routing for the Curtis Park Village Fuel Center and we offer the following comments.

The project narrative identifies two secondary features of the project that we believe are important. The Fuel Center and Kiosk is characterized as serving a “pedestrian grabbing a snack on their way to the transit station” and a “bicyclist needing to add some air to the tires.” Services such as these facilitate walking and biking and help to encourage more people to use active transportation. It’s unfortunate, but just over a third of the population in the Sacramento region achieves the minimal daily level of moderate physical activity needed to prevent the development of chronic disease and overweight. Curtis Park Village is located in a prime location for residents to take advantage of transit and to bike to surrounding areas, and the more convenient and safe it is for people to walk and bike, the more people will walk and bike.

Widen the sidewalk to the Fuel Kiosk. Even though the Fuel Kiosk is described as serving pedestrians, access to the Fuel Kiosk is not convenient. The direct path from the street to the entrance is via a 2.5’ wide sidewalk. This width is inadequate and should be widened to at least 4’, matching the sidewalk in front of the building.

Locate the air machine in a safe and convenient location. The site plan doesn’t indicate the location for the air machine so we’re unable to see whether bicyclists will be able to safely and conveniently add air to their tires. Please ensure that bicyclists can access the machine without having to cross the travel paths of vehicles entering or exiting the fuel dispenser aisles.

Construct detached sidewalk with trees along easement access driveway. The site plan shows the property line for the project encompassing the landscape planter at the back of the sidewalks along the access easement driveway and Crocker Drive, while the curb at the back of the planter is marked as a separate permit application. However, if the landscape planter is part of this project application, then a landscape plan should be provided to indicate where trees will be located. It’s important to provide trees along

pedestrian routes to provide shade that will make walking more pleasant and encourage more walking trips. We also recommend the sidewalk along the access easement driveway be detached, as it is further west on the driveway and along Crocker Drive. The landscape planter between street and sidewalk provides a physical separation between pedestrians and street traffic that increases the safety and comfort of pedestrians, and it allows for trees to be planted that further increase pedestrian safety and comfort.

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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