



6/26/2015

VIA EMAIL

Royce Patch, Development Director  
USA Properties Fund, Inc.  
3200 Douglas Boulevard, Suite 200  
Roseville, CA 95661

**RE: Metro Crossing (P15-016)**

Dear Ms. Patch:

Thank you for letting us know that you're making major revisions to the Metro Crossings project. Per our conversation, here are some comments that WALKSacramento had on the original project routing from the City for Metro Crossing (P15-016) dated April 9, 2015. While many of the specific comments may no longer be relevant to the new site and building plans, we hope the general concepts might be applied to your revision work.

The location proposed for the Metro Crossing project is close to light rail, bus routes, Amtrak and downtown Sacramento. Residents of Metro Crossing will have ample opportunities to incorporate physical activity into their daily routine by walking or biking to nearby destinations. Residents, whether they walk, bike, use transit or drive, will also be able to include additional physical activity by using the stairs in Metro Crossing. There are four stairwells dispersed around the perimeter of the building, making it convenient to use stairs rather than one of the two elevators.

To encourage use of the stairs, we recommend the following be incorporated in the site and building design.

- Stairwells should have windows to outside on all levels to provide natural light and views of the outdoors. (G Street, 6<sup>th</sup> Street, F Street and 7<sup>th</sup> Street)
- Stairwells should have prominent visibility where co-located with elevators to encourage use of the stairs. (G Street and F Street)
- Stairwell and stair finishes and materials should complement hallway finishes and materials to provide an uninterrupted pleasant walking environment between residence and street when using the stairs rather than the elevator.
- Re-entry should be provided at all internal stairwell doors to allow travel between floors to make it convenient for tenants, visitors and staff to use stairs. (G Street, 6<sup>th</sup> Street, F Street and 7<sup>th</sup> Street)

- Stairwells with exterior doors at ground level should allow for tenant entry to allow convenient access to residences. (G Street, 7<sup>th</sup> Street and F Street; exclude 6<sup>th</sup> Street because of isolated walkway)
- Signs with prompts to use the stairs should be placed at decision points to encourage stair use.

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 Coordinator

cc: Greg Sandlund, City of Sacramento Community Development Department

Attachment: 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

*www.walksacramento.org*

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