



8/4/2015

VIA EMAIL

Teresa Haenggi, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Curtis Park Tentative Map (P15-027)

Dear Ms. Haenggi:

WALKSacramento has reviewed the Curtis Park Tentative Map (P15-027) project routing. The project is requesting to revise the 2013 tentative map from project P12-026 with a reconfiguration of the detention basin and park, reducing the number of multi-family residential units and increasing the number of single-family residential units. WALKSacramento offers the following comments. WALKSacramento offers the following comments.

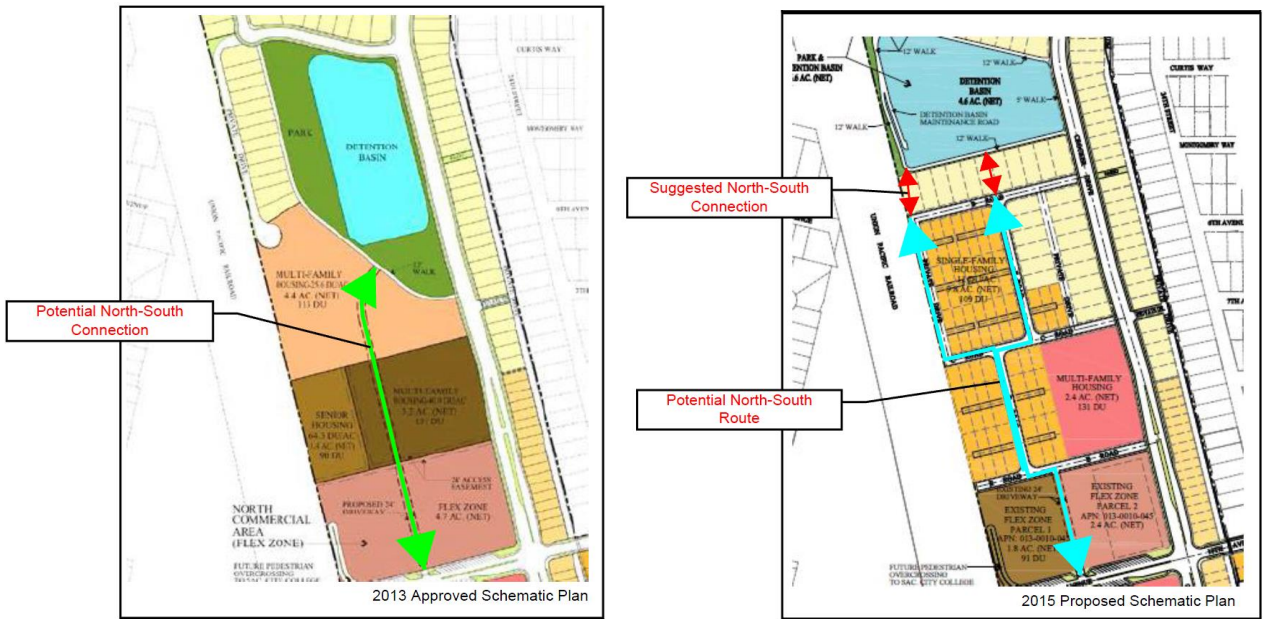
Development projects that lead to more walking and active travel are critical to our community's future. The Centers for Disease Control recommends a minimum of 30 minutes per day of moderate exercise, such as walking, to prevent the development of chronic disease and overweight. Only 30% of the population 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.

Good pedestrian connectivity provides multiple routes and shorter walking distances. Together, these elements of connectivity can influence a person's choice to walk rather than drive. However, while the connectivity of the proposed Curtis Park Village Tentative Map is generally good at the neighborhood scale, the northern neighborhood (Village 1) has poor connectivity with the central neighborhoods (Villages 4 and 5) and the commercial areas in the south area. Crocker Drive is the only north-south pedestrian way, and it is near the eastern side of Curtis Park Village, which is several blocks wide. This shortage of north-south connections could reduce the number of walking trips.

The 2013 approved Schematic Plan shows a "Proposed 24' Driveway" that could be a potential route for north-south travel. By potential routes, we mean that although it wasn't identified on the post subdivision modification map approved by the Planning and Design Commission in January of 2013, the driveway could be constructed to enable pedestrian travel.

However, the 2015 proposed Schematic Plan and the 2015 proposed Tentative Map include a row of single-family homes (Village 5 lots 1-11) along the southern edge of the

detention basin that blocks north-south travel west of Crocker Drive. South of that row of houses, there are public streets that will provide a north-south route that runs roughly midway between Crocker Drive and the west side of Curtis Park Village. The best location to make a connection would be at Lot 11 at the west end of the row because it would continue the sidewalk running north-south on the west side of the Lot D detention basin. However, Private Drive immediately south of Lot 11, which would be the logical extension of the route, doesn't appear to have sidewalks on either side. If that is the case, a better location to create the connection would be at Lot 5 at the intersection of B Road and F Road. **WALKSacramento recommends adding a pedestrian paseo between the Lot D Detention Basin 12' Walk and B Road that connects with the sidewalk on the west side of Private Drive; if such a sidewalk isn't planned, then the paseo should be approximately in line with the west side of F Road.**



Since there is limited information included on the Tentative Subdivision Map and we haven't received a proposed revision to the Planned Unit Development Guidelines, we hope answers to the following questions are forthcoming.

In a departure for Curtis Park Village, the public streets B, C, D, E and F Road all have attached sidewalks. This means there are no landscape planters that provide the space for street trees that shade all users of the road – pedestrians, bicyclists and drivers. With no trees between the sidewalk and street, where will trees that shade pedestrians be planted?

Will the 35'x74' lots that don't have public street frontage in the west side of Village 5 have pedestrian paseos to provide access to sidewalks along public streets?

The proposed Tentative Map doesn't include a cross section for the Private Drive along the UPPR wall. Will pedestrian facilities be provided to access B Road and C Road from homes with driveway access off of Private Drive?

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 Manager

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

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