



1/24/2016

VIA EMAIL

Garrett Norman, Assistant Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: College Square South Drive-Through (P15-068)

Dear Mr. Norman:

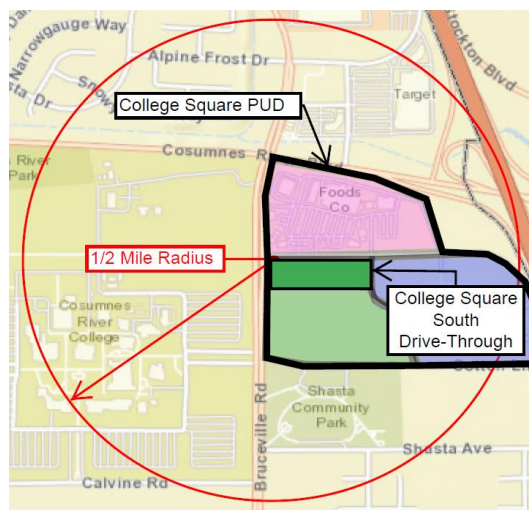
WALKSacramento has reviewed the routing for College Square South Drive-Through (P15-068) and we offer the following comments.

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, yet 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.

The College Square PUD area north of W Stockton Boulevard and the project site has been developed as a community-scale commercial shopping center, taking advantage of the intersection of Bruceville Road at Cosumnes River Boulevard and proximity to the freeway. The PUD area south of W Stockton Boulevard was intended to provide more neighborhood commercial uses, especially for the residents of the high density residential parcels on the south and east sides of the site. With this intent comes a need to provide a transition between the more auto-oriented northern area and the more residential-oriented southern area.

The southern area of the PUD (most of which is within a ¼-mile of the project site) was envisioned to be residential, commercial and mixed uses. Current and future residents of the College Square PUD, transit riders using the Cosumnes river College light rail station and transit center on the west side of Bruceville Road, and other residents and workers in the Valley High/Laguna Creek neighborhoods will be within ½-mile walking and biking distances of the shopping center.

Though College Square South Drive-Through is proposed for a suburban location and the



auto is needed for many trips, providing convenient and easy access via foot and bike to College Square South is important to the health of neighborhood residents. Replacing car trips with walking and biking trips is healthful as “each additional hour spent in a car per day was associated with a 6% increase in the likelihood of obesity.”¹ Therefore, the project site design should incorporate active transportation design at least as much as that for cars.

The College Square South Drive-Through site is located within a superblock that is almost 2,400 feet long east-west and 900 feet north-south. It may be possible Kastanis Way could be extended south to Imagination Parkway/Cotton Lane but the project site would still be within a 400-foot by 900-foot superblock. Although autos may not need more access than this block size could provide, pedestrians need blocks that are no more than 500 or 600 feet long. The City of Sacramento 2035 General Plan policy LU 2.7.6 requires that new development “create walkable, pedestrian-scaled blocks.”

Since the majority of people that might walk or bike to the proposed College Square South shopping center will be from areas south of the project site, pedestrian and bike access from the south should be emphasized. Pedestrian access at each of the four corners at a minimum would be convenient for pedestrians arriving from any direction. The southwest and southeast corners will be the most important access points since most pedestrians can be expected to arrive from the south.

However, the proposed site design provides ped/bike access from the south only at one location - the midpoint of the parcel’s 250-foot long edge on Bruceville Road. Pedestrians must cross a parking lot drive aisle between a drive-through exit and a drive-through entrance, then cross a bi-directional drive aisle to get to either of the two fast food restaurants. The site design element that forces this undesirable pedestrian circulation route is wrapping the drive-through lane around the buildings and along the street sidewalks. Not only does this require pedestrians to cross drive-through and parking traffic flows, but it puts pedestrians using the public sidewalk between street traffic and drive-through traffic – not a pedestrian supportive environment. Wrapping the drive-through lanes around small adjacent parking areas could provide stacking room and allow the buildings to engage pedestrians at the street. **WALKSacramento recommends moving the drive-through lanes so they are not between the streets and the buildings.**

The upcoming Cosumnes River College light rail station pedestrian access from Bruceville Road at the north end of the station is about 300 feet south of W Stockton Blvd. The Bruceville Road-W Stockton Blvd intersection currently doesn’t have a pedestrian crossing on the south leg. With the College Square South Drive-Through development on the south side of W Stockton Blvd, the south leg crosswalk and signal timing will be needed so that pedestrians will be able to make the crossing safely. **WALKSacramento recommends adding a marked crosswalk and pedestrian countdown signals at the south leg of the Bruceville Road-W Stockton Blvd intersection.**

¹ Frank, Lawrence D. et al., “Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars,” *American Journal of Preventive Medicine*, 27 (2004): 87 – 96, accessed December 11, 2011, doi: 10.1016/j.amepre.2004.04.011.

There are pedestrian access and circulation issues at the east edge of the project site related to Parcels 20 and 23 future buildings within the project site and Parcels 21 and 24 on the adjacent site. We're concerned that if these issues are not addressed at this time, future development will not be able to resolve these issues. Specifically, there appears to be no pathway for pedestrians between the building pad area on Parcel 23 and the curb ramps on the eastern edge of the site at Parcel 24. It also appears the pedestrian path south from the W Stockton Blvd crosswalk at the east side of the project driveway on Parcel 21 is blocked by a pylon sign. The landscape and architectural site plans seem to indicate only the driveway curb would be constructed, but the project narrative states the landscape planter and sidewalk would be constructed on Parcel 21.

WALKSacramento requests that project drawings show 1) the sidewalk, landscape planter and trees on Parcel 21 and as part of the project, and 2) curb ramp for the accessible path of travel from the northeast corner of Parcel 23's pad area and the curb ramp at the curb return on Parcel 24.

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.

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

www.walksacramento.org

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