



8/31/2016

VIA EMAIL

Ethan Meltzer, Junior Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Oakmont of East Sacramento (P16-040)

Dear Mr. Meltzer:

WALKSacramento has reviewed the project routing for Oakmont of East Sacramento (P16-040) and offer the following comments. The project proposes a 135-unit residential care facility for the elderly, including 35 units dedicated to dementia care. Pedestrian facilities will need to accommodate residents with limited mobility and employees and visitors with full mobility.

The 53rd Street sidewalk, which runs in front of Oakmont of East Sacramento, will be the primary route to the facility for pedestrians. The site plan indicates 4'-wide sidewalks with rolled curbs will be used, but this is inadequate for the context. Visitors may arrive in groups and want to walk in pairs, but 4' is too narrow to do so comfortably. With a rolled curb, parked vehicles often encroach upon the sidewalk limiting the usable sidewalk width even more. Should residents desire to walk off site, they may need to use a walker and will likely be accompanied by facility staff or visitors which will require a sidewalk wider than 4'. The existing 5'-wide sidewalks with vertical curbs would function much better than the proposed 4' with rolled curb. **WALKSacramento recommends that 5'-wide sidewalks with vertical curbs be used on 53rd Street to accommodate the abilities of pedestrians in front of the project and provide safe, unobstructed travel for all pedestrians.**

Pedestrians from the north that are walking to the memory care facility entrance will have to either walk in the 53rd Street driveway or use the sidewalk on the south side of the driveway and then walk back across the driveway at the circular porte cochère. There appears to be an opportunity to create a more direct walkway to the memory care entrance. **WALKSacramento recommends adding a sidewalk between 53rd Street and the two accessible parking spaces on the north side of the driveway that doesn't require removal of any trees.**

The short-term bike parking is located close to the main entrances of the facility and there is an easily accessed concrete pad for the bike racks. The security of the parked bikes could be improved if the location was closer to the entrances. There appears to be

room in the landscaped area to the east of the current location. Not only would this location be under better surveillance from the entrance lobbies, but it might be easily observed from the Executive Director's office. **WALKSacramento recommends moving the short-term bicycle parking closer to the porte cochère and entrance lobbies.**

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.

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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