



9/1/2017

VIA EMAIL

June Cowles
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Sundance (DD9708)

Dear Ms. Cowles:

WALKSacramento has reviewed the routing for Sundance (DD9708) and we offer the following comments.

Sundance is proposed for a site immediately adjacent to Sunridge Plaza neighborhood shopping center and the Folsom South Canal regional bike trail. Sunridge Plaza, which has over 90,000 square feet of tenant space, including a 40,000 square foot Raley's, is less than a 1/4-mile from the furthest point in Sundance and should be able to serve the daily and weekly needs of Sundance residents. The bike trail along the Folsom South Canal, which could provide access to employment, recreation and other destinations in Rancho Cordova, is less than 400 feet from the Sundance site.

Unfortunately, design elements of the Sundance site plan will discourage people from walking to Sunridge Plaza neighborhood shopping center and prevent bicyclists from accessing the Folsom South Canal bicycle trail.

The private drive aisles and courts in Sundance are proposed to be 30' wide, parking on one side, and no sidewalks. The project seems to depend upon "shared streets" for circulation, but there are several problems with the design. Pedestrians will need to walk in the street along with auto and bicycle traffic. If autos are limited to 5-mph travel speeds, adult pedestrians may be able to integrate with the autos safely, but children may be at much greater risk. The site drawings and project description do not give any indication, other than two 10'-radius curb returns at 'C' Court, of traffic calming features or programs to ensure the safe mixing of pedestrians and autos.

Further compounding the safety risks for pedestrians is the minimal transition in environments that drivers will experience as they approach Sundance. There are two vehicular entrances into Sundance. Each entry way is off of Sunrise Boulevard, a five- to six-lane thoroughfare with a 55-mph speed limit. The main entrance to Sundance will be less than 350 feet from Sunrise Boulevard via a four-lane section of Herodian Drive. The secondary entrance will be at Sunrise Boulevard. Expecting drivers to transition from 55 mph to 5 mph in seconds or tens of seconds is unrealistic.

It doesn't appear there will be much room for trees on the lots, after accounting for driveways and front door walkways. The ten to twenty feet of width left in the front yards may accommodate ornamental trees, but it seems improbable that large trees will be planted to shade the pedestrian path on the drive aisles and courts. Shade trees are important, not only for

the shade they provide and the value they add to property, but they can also contribute to lower traffic speed.

The previous discussion is premised on the assumption that residents will be able to easily walk from their front door to the street. However, since sidewalks and accompanying curb ramps aren't provided, residents that have temporary or permanent mobility or vision impairments may have trouble negotiating the rolled curbs at the edges of the drive aisles and courts.

Lastly, the routing drawings do not show a connection to the bike trail along the Folsom South Canal. Access to the bike trail would be valuable to commuting and recreational bicyclists, and it would be desirable to pedestrians for recreation and exercise.

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 don't hesitate to contact me.

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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