



1/30/2018

VIA EMAIL

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

RE: Ventris Place (P17-041) Rev 1

Dear Ms. Lim:

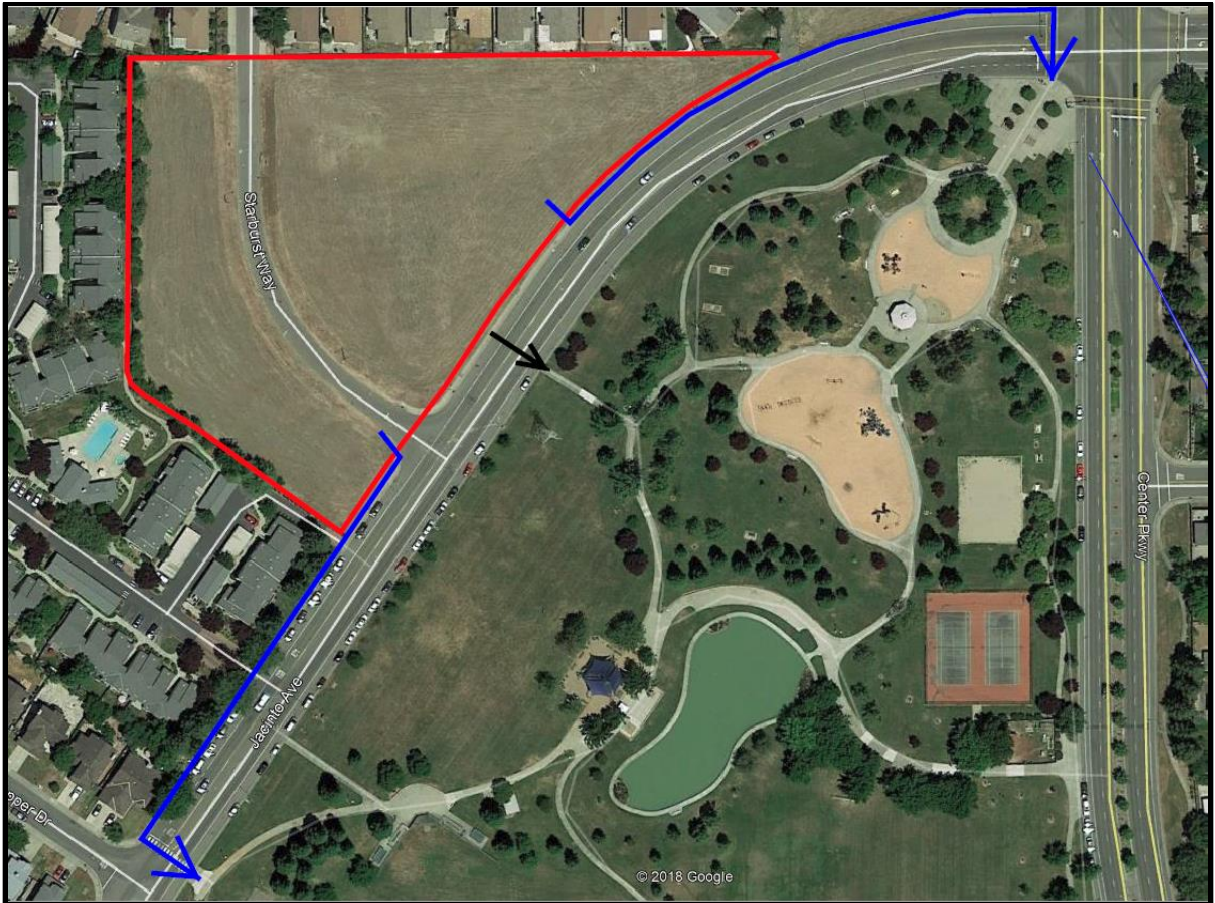
WALKSacramento has reviewed the revised project routing for Ventris Place (P17-041). Our letter commenting on the original routing recommended revising private drive cross section C-C such that universal access for pedestrians is provided to lots 25, 26 and 31-38. The revised project plans are nearly the same in the area of concern, except that lot 38 has been eliminated, lot 31 has a different house plan, and many of the lot widths have changed slightly. The pedestrian environment has not changed, though.

Pedestrian travel will occur primarily on the 10'-wide concrete paver section flanked on both sides by a 2'-wide valley gutter and 3'-wide grass pavers section. The 10' width will not be wide enough for both a pedestrian and a car, but cars will be able to utilize the gutter and grass pavers to pass pedestrians that may not be able to move off the concrete pavers.

Universal pedestrian access to the lots requires minimal slopes and even surfaces. The grass pavers and valley gutter will be easily traversable for most pedestrians, but people with reduced mobility, balance or vision may have difficulty. Depending on the installation of the concrete pavers, some pedestrians may even have difficulty with the main travelway. The environmental benefits of the private drive may be considerable, but we are concerned about the disadvantages to pedestrians. **WALKSacramento recommends that the private drive with cross section C-C incorporates concrete front walks that pass through the grass pavers, and that the valley gutter has a shallow depth, so that tripping or falling hazards aren't created.**

It appears that many of the lots will have small private yards, many of which are 8'- to 10'-wide side yards, and some lots will not have direct access from the house into the fenced-in yard. The front porches facing the street are not generously sized, although about two-thirds of them will be large enough for a few people to sit and/or stand. Outdoor common space hasn't been provided, either. This lack of outdoor private and common open space may create greater usage of North Laguna Creek Park directly across Jacinto Avenue from the project site. However, the two existing pedestrian crossings are each almost 600 feet from walkways into the project site. There will be desire paths across Jacinto Avenue to the park at Starburst Way and at the paseo/EVA, but there are no legal pedestrian crossings at those places. About 100' from Starburst Way, there's a sidewalk from the San Jacinto Ave curb to the activity areas in the park which will contribute to the desire lines. We encourage the applicant to work with the City to plan for a safe crossing to the park. The following diagram shows the project site outlined in red,

existing pedestrian routes to park entrances in blue, and the sidewalk into the park nearest the project site in black.



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.

If you have questions or need additional information, please 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

www.walksacramento.org

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