



3/6/2018

VIA EMAIL

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

RE: The Ranch (DD9725)

Dear Ms. Cowles:

WALKSACRAMENTO has reviewed the project routing for The Ranch (DD9725) and we offer the following comments to help create a walkable community that facilitates active transportation and supports healthy living.

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. 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. A 30-minute walk is about one and a half miles. 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.

CONNECTIVITY PROVIDED BY LANDSCAPE LOTS

Good pedestrian connectivity promotes walking, and we're happy to see that Small Lot Tentative Subdivision Map shows a connection between the Regional Trail in Lot S and the curved portion of Court 'B' and between the Regional Trail in Lot T and Court 'P' and the SMUD easement Class I bike trail. Also, Lot DD connects the Regional Trail in Lot T to Street 'J'.

There are many additional landscape lots at numerous locations that we presume are intended to shorten walk trip distances and provide multiple route choices, but we'd like this confirmed. The locations that we perceive as probable pedestrian connections include:

- Lots V, Y and Z connecting Courts 'C', 'D' and 'B', respectively, to Street 'A';
- Lot S connecting the Regional Trail to Court 'A' and the Court 'B' southeast bulb;
- Lots II and JJ connecting Street 'B' to Lot 'P';

Lot GG connecting Court 'P' to Chrysanthy Boulevard; Lot T connecting the Regional Trail to Court 'N';

Lot CC connecting Court 'O' to Street 'J'; Lots OO, PP and QQ connecting the Lot Q Regional Trail to Street 'CC';

Lot RR connecting Street 'DD' to Street 'CC' and connecting Court 'AA' and Street 'CC' to Chrysanthy Boulevard;

Lots SS and NN connecting Courts 'EE' and 'DD', respectively, to Street 'BB';

Lots NN and LL connecting Courts 'CC' and 'BB', respectively, to Street 'BB';

Lot TT connecting Street 'KK' to Street 'JJ', Street 'AA', and the park on Lot E;

Lots J, VV, L and UU connecting Streets 'QQ', 'RR', 'FF' and 'MM', respectively, to North Campus Road; Lot U connecting the Regional Trail to Street 'QQ' opposite lots 50 and 49;

Lot F connections from Court 'L' and Streets 'H' and 'K' to the SMUD easement Class I bike trail;

Lot G connections from Courts 'G', 'H', 'K', 'J' and 'I' to the SMUD easement Class I bike trail;

Lot H connection from Courts 'P' to the SMUD easement Class I bike trail;

Lot KK connecting Court 'M' to the SMUD easement Class I bike trail in Sunridge Park.

EXTERNAL CONNECTIVITY

Connections to the existing and future development surrounding The Ranch are provided by the regional trails, larger roads including Chrysanthy Boulevard, Rancho Cordova Parkway and Street 'A', and residential streets including Street 'D', Street 'C' and Big Meadow Way. The regional trail system will have the greatest importance to providing active transportation access to nearby commercial destinations, such as the potential commercial to the northeast in Sunridge Park, and to the middle school and high school to the south. The regional trails and Chrysanthy Boulevard will be the primary access routes to the potential commercial in Arista del Sol and Grant Line 220.

The northern area of The Ranch is adjacent to existing or entitled Sunridge development, and the three possible residential street connections that could be made are proposed. These connections are very important as they will provide walking and biking access to the proposed elementary school in Sunridge Park. The continuation of Street 'C' in Sunridge Lot J (all the way to the park site next to the Sunridge Park elementary school) has a 25'-wide landscape lot with a 4' sidewalk, 6' planter and a sound wall at single family residential uses. The Ranch appears to have a 20'-wide landscape lot along two blocks of Street 'C' between Street 'A' and Sunridge Lot J, although there isn't a cross section specifically for that segment. **WALKS** Sacramento recommends enhancing the connectivity to the Sunridge Park elementary school and park by providing a detached 5' sidewalk and no sound walls on the west side of Street 'C' between Street 'A' and Sunridge Lot J.

The eastern side of The Ranch has only three points of connection to future development to the east: the Lot Q Regional Trail, Chrysanthy Boulevard and North Campus Road. Previous proposed maps for The Ranch and those for Grant Line 220 incorporated three residential street connections south of Chrysanthy Boulevard. Although the neighborhoods in the southeast area of The Ranch are now

proposed to be gated, the demand for travel between residents of The Ranch and Grant Line 220 will likely not go away because of the new housing type. **WALKSacramento recommends adding a connection to the Grant Line 220 development area by extending Street 'LL' and/or a landscape lot in line with Lot TT to the eastern edge of The Ranch.**

About three-fifths of the southern side of The Ranch shares North Campus Road with the future development areas and school sites to the south. North Campus Road will provide east-west travel and the regional trail should run along its north side as it heads southwest. The SLTSM shows no connections through the water quality bio swales other than two emergency vehicle access points. **We recommend adding additional active transportation, if not all modes, connections to North Campus Road.**

MINOR RESIDENTIAL STREETS

We're happy to see that minor residential streets will have 5'-wide sidewalks on both sides of the streets. This width is about the minimum needed to provide room for two people to walk side-by-side or to pass one another. The usable width of the sidewalk can be diminished by vehicles that can easily roll up onto the curb and sidewalk for parking, and even though vehicle speeds are generally low on residential streets that have traffic calming features, rolled curbs provide pedestrians little protection from vehicles. We recommend using detached 5' sidewalks wherever possible to provide pedestrian safety, enhance the pedestrian experience, and permit planting of trees that will shade the sidewalk for pedestrians and the street for bicyclists.

CHRYSANTHY BOULEVARD CROSSINGS

There are multiple locations where people will want to walk across Chrysanthy Boulevard. The long crossing distances at the four-leg and three-leg intersections will make it difficult for pedestrians to cross without traffic controls, and the midblock locations where the landscaped median could provide pedestrian refuge may have traffic speeds too high to allow crossings without traffic control. **We recommend that Chrysanthy Boulevard includes traffic control at Streets 'A', 'B', 'BB' (west and east).**

The SMUD easement Class I trail has a major gap as it terminates at each side of Chrysanthy Boulevard. Each side of the street has a 7' sidewalk, which is inadequate for use by both pedestrians and bicyclists. In addition, the bike lanes on the street will not be attractive to many bicyclists and, assuming a ramp is provided to the bike lane, southbound bicyclists will be able to go only west and northbound cyclists will be able to go only east. **To provide safe travel for pedestrians and bicyclists, we recommend adding a crossing with traffic controls for the SMUD easement Class I trail between Lot G to Lot H on Chrysanthy Boulevard.**

Related to crossings of Chrysanthy Boulevard is the two sidewalk segments on the south side of the street adjacent to the Lot R protected area. The western segment has a 7'-wide attached sidewalk and the eastern segment has a 10'-wide attached sidewalk. Considering that the sidewalk will be shared by pedestrians and bicyclists, and the traffic speed will be at least 35 mph, the sidewalk should be no less than 12' and it should be detached from the curb. **WALKSacramento recommends using a 12' detached sidewalk on the south side of Chrysanthy Boulevard where adjacent to Lot R.**

Landscape Lot LL provides room for the Regional Trail to run parallel to Chrysanthy Boulevard between Lot R and Street 'BB' where the trail crosses Chrysanthy Boulevard. We're glad to see there will be a 7' sidewalk detached from the curb and a 10' trail to the outside of the landscaped area.

Please allocate sufficient area for the merging of trail and sidewalk users at the northwest and southwest corners of Street 'BB' at Chrysanthy Boulevard, and at the merge at the southeast corner of Lot R and Chrysanthy Boulevard.

RANCHO CORDOVA PARKWAY

The Regional Trail on the east side of Rancho Cordova Parkway appears to stop about 679' south of Street 'A' and there is no indication of a crossing to the existing trail on the west side of Rancho Cordova Parkway. We hope this important connection will be illustrated in subsequent drawings.

STREETS ADJACENT TO PARKS

Street 'II' adjacent to the Lot E park should have a 7' detached sidewalk on the park side, if not both sides.

20' P.E. AREAS IN THE AGE-RESTRICTED COMMUNITY SOUTH OF CHRYSANTHY BOULEVARD

Many of the blocks in the age-restricted area south of Chrysanthy Boulevard and east of Lot R have areas indicated with dashed lines and identified as a 20' P.E. We assume these areas are alleys for alley-loaded houses, as it doesn't make sense that there would be pedestrian easements in these locations. If these houses will be alley loaded, then the street cross sections should be revised to incorporate detached sidewalks with landscape planters and vertical curbs to provide a greater shading and improved pedestrian experience.

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.

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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