



5/7/2018

VIA EMAIL

Dana Mahaffey, Associate Planner  
City of Sacramento community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: 3800 Fong Ranch Road (P18-017)**

Dear Ms. Mahaffey:

WALKSacramento has reviewed 3800 Fong Ranch Road (P18-017) and we offer the following comments.

Although the project will result in less open space acreage for the ParkeBridge community, Lot K will provide some pedestrian benefits that the approved wetland preserve open space wouldn't. Because the Lot K open space would be almost surrounded by the rear fences of houses, it would have essentially no natural surveillance which could lead to undesirable or illegal activity on the property. This would have negative impacts to livability and the personal safety for local residents. The proposed project would fill in the open space with single-family residential and a cul-de-sac with a connecting paseo.

The proposed paseo will provide "eyes on the street" that would otherwise be limited. Street A, the proposed new cul-de-sac, will "T" into the new street between Street R and Street O, but since there is open space on the opposite side of the street there will be no houses or public gathering space to augment the "eyes on the street" that will be provided by the houses on Street A. Assuming the house plans that will be used on Street A are similar to those proposed during the 2006 approvals for ParkeBridge, i.e. each of the floor plans have kitchen nooks or family/dining rooms at the front of the house, there will be "eyes on the street" from the houses. Should the proposed plans be substantially different, such no active living space at the front of the house as proposed in the ParkeBridge Lot 1 proposal, then the lack of the houses' contribution to "eyes on the street" makes the paseo's contribution critical.

The proposed paseo design, however, is limiting in that it narrows down from a 54' width at the north end to 17' at the south end where it connects to the cul-de-sac. The narrow paseo width at the cul-de-sac will limit visibility, and with solid wood fences on either side of the paseo the travel way may feel constrained and unsafe to pedestrians. The line-of-sight from houses on the cul-de-sac will also be restricted or virtually non-existent due to the shape of the paseo. The view down the 170'-long paseo from Street P to the north may also appear longer than it is due to the narrowing, making it less attractive for walking. As proposed, the paseo may function very poorly.

Because of the size of the new block, the proposed paseo will improve travel distance connectivity for pedestrians and bicyclists, especially since there's a proposed bike/ped bridge over the canal almost directly across the new street (Street R to Street O) from the cul-de-sac. Without the paseo, the new block has will have the longest perimeter length of any single-family residential block in ParkeBridge, making it the longest walk around a block in the development. With the paseo, though, there will be effectively two blocks that will be some of the smallest blocks in ParkeBridge. However, the connectivity benefits of the paseo may not be realized due to the pedestrian environment within the paseo mentioned above.

We highly recommend the paseo width on the Lot K project be constant, continuing the 33' width at the north end all the way to the cul-de-sac. This would provide a more open-feeling paseo in which pedestrians will feel more comfortable and safer. The wider width at the cul-de-sac would also provide room to split the sidewalk into two single-direction pathways for bicyclists, incorporate speed-limiting curves to slow bicyclists, and add street furniture, such as a bench, that would discourage automobile drivers from entering the paseo. **Recommendation: Paseo minimum width of 30' to 33'; split paseo sidewalk at approach to street.**

The proposed street connection between Street R and Street O will create a straight section of street that's almost 2000' long. Pedestrians and bicyclists will be crossing Street R and O to get to the bike trail in the landscape corridor along the canal and the bike/ped bridges that will cross the canal. While the traffic volume on this new street will be lower than that of Fong Ranch Road, we recommend using traffic calming measures. The intersection of the proposed Street A with the proposed street segment between Street R and Street O might be an appropriate location for a roundabout or a traffic circle similar to those used on Fong Ranch Road., since a bike/ped bridge over the canal is less than 100' away. **Recommendation: Add traffic calming, such as a roundabout or traffic circle, to new street segment between Street R and Street O.**

The change to the street network also changes potential routes and desire lines for pedestrians to get to the bike/ped bridge over the canal. The proposed project appears to retain the connections from the sidewalks at the Street R/Street P and Street O/Street P elbows to the proposed bridge, but it doesn't make a connection to the proposed new street segment close to the proposed Street A cul-de-sac. Without a fence or some other obstruction, people will be walking and/or biking through the landscape planter to get to and from the bike/ped bridge. **Recommendation: Add connection between the street and the bike trail near the bike/ped bridge.**

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 about 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.

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

cc: Anis Ghobril, City of Sacramento Public Works

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](http://www.walksacramento.org)*

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