



5/4/2018

VIA EMAIL

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

**RE: Parking Lot Improvements (DR18-108)**

Dear Mr. Hung:

WALKSacramento has reviewed the project routing for Parking Lot Improvements (DR18-108) at 1401, 1405 and 1409 Del Paso Boulevard. We offer the following comments to improve the walkability at the project site. We're glad to see that a single surface parking lot is proposed to provide parking for multiple businesses on the block. Providing parking for businesses on the south side of Del Paso Boulevard, as mentioned in the project application, will be less valuable as there is no pedestrian crossing of Del Paso Boulevard at Edgewater Street.

The project proposes one entrance driveway and two exit driveways on Edgewater Street, where the entrance driveway will be flanked by the exit driveways with only 2' and 3' separation. This arrangement of traffic flow could be confusing to pedestrians and cause them to overlook potential conflicts with vehicles. Merging the three driveways into one entrance and one exit driveway would create a more logical crossing for pedestrians, and providing a separation between driveways of 6' to 8' would give pedestrians a spot to wait for an opportunity to cross a driveway when there is higher levels of parking activity.

The project is also requesting to omit the required landscape planter between the Edgewater Street and the fence. Not only does this reduce the available planting space for trees that could shade the sidewalk, but the fence at the back-of-sidewalk reduces the comfortably usable space on the sidewalk for pedestrians. The sidewalk is also proposed to be less than the standard minimum width, so pedestrians are left with an exceptionally narrow travel way. If the fence can't be moved away from the sidewalk and a landscape planter is also infeasible, we recommend that additional trees be planted near the fence within the parking lot.

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

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

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