



6/22/2018

VIA EMAIL

Darcy Goulart, Planning Manager
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Quick Quack Car Wash (DD9801)

Dear Ms. Goulart:

WALKSacramento has reviewed the project routing for Quick Quack Car Wash (DD9801) on the north side of Folsom Boulevard between Zinfandel Drive and Don Juan Drive. The project proposes to construct and operate a self-serve car wash with vacuums on two vacant parcels. We provide the following comments with the goal of improving the walkability of Rancho Cordova.

The project is proposed for a section of Folsom Boulevard on which close to \$25 million dollars was spent on the Folsom Boulevard Streetscape Enhancements Phases I-II project to improve aesthetics and safety. People are more now likely to walk along Folsom Boulevard because traffic is slower, it looks nicer with trees in the medians, and crossings have been improved. Less than a quarter-mile in either direction from the project site is a light rail station, and there is a bus route serving the area on Folsom Boulevard and nearby Cordova Lane.

Residents of Cordova Highlands and other neighborhoods behind the project location that use light rail and choose to walk to the station may be more likely to walk for other trips than those that don't use light rail. It's important to maintain or improve the pedestrian environment along Folsom Boulevard because most people need to use Folsom Boulevard to get to the light rail stations.

Noise diminishes the enjoyment of walking along a street. The Folsom Boulevard Streetscape Enhancements likely reduced traffic noise, but the blowers in the Quick Quack Car Wash will produce significant noise that pedestrians will experience walking by the site.

The car wash, being an auto-only use with short-duration visits, will generate a high number of vehicle trips resulting in frequent conflicts with pedestrians on the sidewalk as the autos enter and exit the property. These conflicts can also discourage walking along Folsom Boulevard.

A use that is solely auto-serving and is not pedestrian oriented will degrade the walkability of Folsom Boulevard, thereby reducing walking to the nearby light rail station. The car wash use also conflicts with several policies of the City.

The Folsom Boulevard Master Plan states that it "aims to implement the [Rancho Cordova] Transit Master Plan by creating more active and dense transit-oriented development along Folsom Boulevard through its regulation and guidelines for urban form." One of the Transit Master Plan's policies is to

promote transit-supportive land use at all scales to increase transit ridership. Further, the Folsom Boulevard Specific Plan objective for including TOD Overlays is to "promote transit services along major transit corridors of the City." Surprisingly, car wash uses are allowed in TOD overlay areas, with the restriction they're not within 500' of an intersection. The Quick Quack Car Wash is proposed for a location within a TOD Overlay, but we do not see how a car wash use will fulfill plan objectives.

In summary, the Quick Quack Car Wash on Folsom Boulevard will not support walking because it has no pedestrian-oriented use, the noise it generates may be unpleasant for many people walking by it on the public sidewalk, and the driveway for an auto-only use may also increase crash risk for pedestrians. Subsequently, the deterrent effect the project will have on walking will diminish the potential for light rail ridership within the City designated Transit Oriented Development Overlay land use district within the Folsom Boulevard Specific Plan area.

Allowing projects that don't support walking, especially within the Folsom Boulevard Specific Plan area, can have negative impacts to the health of Rancho Cordova residents. Walking can provide some or all of the minimal daily moderate-level physical activity people need to prevent development of chronic disease and overweight. Two-thirds of our Sacramento region population don't get the minimal physical activity because they live in communities that don't adequately support active transportation. Project by project we can rebuild our communities so everyone has a chance to do be active.

With our goals to support walkability and improve public health in mind, we encourage staff to work with the applicant to find a more suitable location for the Quick Quack Car Wash.

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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