



11/22/2019

VIA EMAIL

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

RE: The Ranch (DD9725) Resubmittal

Dear Ms. Cowles:

WALKSacramento has reviewed the November resubmittal of the project routing for The Ranch. Our comments pertain to the Tentative Subdivision Map and the Specific Plan Area Handbook.

Tentative Subdivision Map

We assume that because Chrysanthy Boulevard no longer has pedestrian push buttons at any intersections, the non-signalized intersections are four-way stop controlled. Since pedestrians will have the opportunity to cross Chrysanthy Boulevard at every four-way intersection, it is prudent to relocate the pedestrian pushbuttons to where pedestrians and bicyclists will desire to cross but there aren't intersection crosswalks. Please consider relocating the pedestrian push buttons to the following locations - discussed in order from west to east - to better serve people on foot and bikes.

The pedestrian push button at the T-intersection at Court 'Z' aligns with the street sidewalks on the south side of Chrysanthy Boulevard. We assume there would be a crossing on either the west or east side of Court 'Z', but not both. Since there's no street on the north side of Chrysanthy Boulevard to which one would cross, the natural location for the crossing is between the trail segments on either side of Chrysanthy Boulevard. Although FHWA may recommend not placing a Pedestrian Hybrid Beacon (we're assuming the pedestrian push buttons are controlling PHBs) so close to an intersection, if the PHB was on the east side of the intersection then the crossing would be aligned with the trail.

The next pedestrian push button to the east is about 100' from the east leg of the intersection of Court 'CC'/Street 'H' at Chrysanthy Boulevard. This crossing location will improve bicycle connectivity by providing a more direct crossing for bicyclists. The left turn pocket has been identified as a conflict with such a crossing, but we question the need for a dedicated turn lane onto a street with only thirty-three residential lots. The proposed relocation in the November TSM is acceptable.

The efficacy of the new pedestrian push button location approximately 330' west of Street 'FF'/Street 'UU' isn't apparent, and the crossing somewhat duplicates the trail undercrossing. It may be that the only benefit to the new location is to accommodate the high-speed free right turn for east bound traffic on Chrysanthy Boulevard, and the removal of the crosswalk on the west leg of Street 'FF'/Street 'UU' at Chrysanthy Boulevard. This will put pedestrians and bicyclists at great

risk from high-speed collisions and it does not belong in a walkable community. We strongly recommend eliminating the free-right turn lane. The Walkable Neighborhoods principle in the Specific Plan Area Handbook states "Neighborhood streets are designed for slower speeds and pedestrian crossings at key locations." Although Chrysanthy Boulevard isn't a neighborhood street, it's integral to pedestrian connections between neighborhoods. Pedestrians should not sacrifice their safety just because they choose to walk to an adjacent neighborhood.

SPA Handbook

It's difficult to distinguish between HDR and Commercial uses in *Exhibit 8: The Gateway Neighborhood Conceptual Site Plan* (page 24). We recommend adjusting the color scheme to better differentiate between the two land use types.

One of the principles in Specific Plan Area Handbook is Balanced Land Uses where retail shopping opportunities are provided close to homes. The commercial uses in the Gateway neighborhood couldn't be much further from the homes without being outside of The Ranch. We recommend moving the commercial to the northeast corner of the site so that shopping will be closer to the Parkview neighborhood and the Four Seasons neighborhood, and to improve pedestrian and bicycle access from Sunridge Village and Sunridge Park. Access from Montelena and Anatolia would be about the same as the main impediment for those communities is Rancho Cordova Parkway.

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.

Sincerely,

Chris Holm
Project Manager