



12/8/2014

VIA EMAIL
aablog@cityofsacramento.org

Antonio Ablog
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811-0218

RE: Calistoga Subdivision (P14-055)

Dear Mr. Ablog:

WALKSacramento has reviewed the Calistoga Subdivision project routing dated November 18, 2014. The Calistoga Subdivision project proposes subdividing 5.0 acres into 40 single-dwelling units, one common area lot and two landscaped lots. We offer the following comments on the walkability of the project proposal.

Development projects that lead to more walking and active travel are critical to our community's future. 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. Greater street connectivity is a component of walkability, and higher levels of walkability have been associated with reduced rates of overweight and high blood pressure.¹

Residential street cross section A has detached 4'-wide sidewalks. This is not enough room for two people to walk side-by-side or to pass one another, and such a situation can lead to people stepping out into the street where drivers are not expecting pedestrians. **WALKSacramento recommends all sidewalks be minimum 5-foot wide to provide a safe walkway for pedestrians in residential areas.**

The proposed site plan includes a large turning radius at Bruceville Road and Cate Drive, the entrance to the subdivision. Large turning radii compromise pedestrian access, because crossing distances are increased, cars can make the right turn at higher speeds, and pedestrians are located outside of a driver's line of vision. The existing site plan does not include a crosswalk at this location. A marked crosswalk will enhance the visibility of pedestrians traveling on Bruceville Road. **Design the intersection of Bruceville Road and Cate Drive with a smaller curb return radius. Construct a high visibility crosswalk at this location to improve pedestrian access.**

¹ Frank LD, Sallis J, Conway T, Chapman J, Saelens B, Bachman W. Many Pathways to Land Use and Health: Associations Between Neighborhood Walkability and Active Transportation, Body Mass Index, and Air Quality. *J Amer Planning Assoc* 2006, 72 (1): 75-87.

The shopping center located at Center Parkway and Bruceville Road may be a popular destination for residents of the Calistoga Subdivision. In order to access the shopping center by foot, residents will have to walk about 800ft south to the intersection of Center Parkway and Bruceville Road to cross the street. This may discourage residents from walking, or lead to negative habits crossing at unsafe locations. **Consider pedestrian enhancements across Bruceville Road.**

WALKSacramento finds that the walkability of the project would improve with the construction of a pedestrian paseo connecting Cate Drive with Bateson Court. A walking path between Cate Drive and Bateson Court would improve the subdivision's connectivity with the surrounding neighborhood. **Construct a pedestrian paseo connecting Cate Drive with Bateson Court.**

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 at (916) 446-9255 or egerhart@walksacramento.org.

Sincerely,

Emily Alice Gerhart
Project Coordinator

Enclosure: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

Prepared by W

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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