3/18/2015 VIA EMAIL

Antonio Ablog
Planning Department
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

RE: Design Review for Delta Shores Regional Commercial Center Project Revisions (P14-025)

Dear Mr. Ablog

WALKSacramento has reviewed the revised Delta Shores Regional Commercial project plans from February 23, 2015. We thank you for the opportunity to review and comment on this project. Our comments and recommendations follow:

Connect the pedestrian bridge and the main street

The Delta Shores Planned Unit Development included a commendable component in the circulation plan to promote pedestrian and bicycle use: a multimodal route linking the smaller-scale retail destination Village Center in the Regional Commercial Center to the Delta Shores residential areas to the east, the Delta Shores Town Center, the Delta Shores Community Center, and the Meadowview and Valley Hi/North Laguna neighborhoods. The route was to be created by two pedestrian bridges (one at the Village Center and one at the Town Center), the Promenade (the street connecting the Village Center and the Town Center), bike trails through an open space corridor, and bike lanes and detached sidewalks.

The Promenade streetscape was integrated with each of the pedestrian bridges to provide safe and convenient travel to the two pedestrian-oriented retail centers. The proposal for the Delta Shores Regional Commercial Center relocates the Village Center, now called Main Street, from the location identified in the PUD Guidelines to a new location approximately one-quarter mile to the north. The benefits of the pedestrian bridge, such as a safe crossing of a six-lane arterial, convenient pedestrian and bicycle access to the smaller scale retail destination, and replacement of auto trips with walking and biking trips will not be realized with the current proposal.

It is essential that the pedestrian bridge connect with the site's pedestrian focused main street. As planned, the bridge lands more than 1,300 feet south of the main street, requiring additional travel to reach the more pedestrian focused area of the site. Should a pedestrian wish to travel to the main street after crossing the bridge, they would still be required to cross 7 lanes of traffic at the intersection of Street D. It does not make sense to encourage foot traffic at one end of the site, yet provide a robust crossing to an entirely different and less pedestrian friendly area.

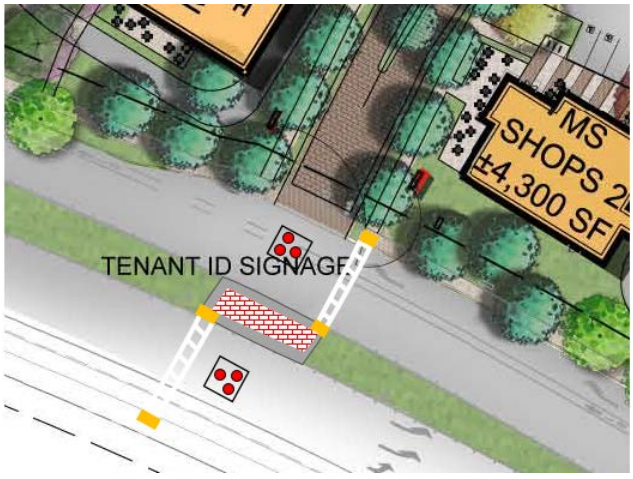
Furthermore, there is no planned crossing across Delta Shores Circle South that leads directly to the main street area. Pedestrians and bicyclists traveling from the residential area may not choose to travel further north or south to the signalized intersections at Street D or the heavily trafficked

Cosumnes River Boulevard first. Instead, those pedestrian may cross midblock in order to most efficiently reach the main street. WALKSacramento recommends that the Main Street area be moved back to the location of the proposed pedestrian bridge to satisfy the intent and realize the benefits of the original PUD concept and to provide safe and logical access to the pedestrian-oriented retail destination.

Provide an additional crossing across Delta Shores Circle South

Considering the site plan as currently proposed by the applicant, it is crucial to provide a pedestrian crossing at the entrance to the Main Street area. With high density residential uses directly to the east and the more pedestrian oriented uses along Main Street, an at-grade crossing would improve access, safety and usability. WALKSacramento recommends that a two-stage staggered HAWK signal crossing be provided near the intersection of Main Street and Delta Shores Circle South.

HAWK signals provide safe and convenient crossings for pedestrians while allowing for less interruptions in traffic flow when compared to traditional traffic signals.[1] A two-stage staggered HAWK signal that only stops traffic in one direction at a time will provide a crossing that minimally disrupts traffic flow along Delta Shores Circle South. The first stage of the Main Street crossing would be near the north side of the Main Street entrance leading onto the median island.[2] This stage would only stop southbound traffic. The second stage of the crossing would start further south on the median island in line with the south side of the Main Street exit. This crossing would provide access between the median island and the residential uses to the east and only stop northbound traffic. See the following rendering for reference:



If the bridge is removed entirely as the applicant suggested in their response to the City's Department of Public Works comment 22, then it is imperative to provide safe and convenient at-

[1] http://nacto.org/docs/usdg/hawk_ped_signals_a_survey_of_national_guidance_ctc.pdf
[2] http://www.azite.org/ITEIMSAspring/SpringConf2012/4BHAWK.pdf

grade crossings along Delta Shores Circle South to increase pedestrian access to the site. WALKSacramento would then recommend that at-grade crossings, such as two-stage staggered HAWK signals, be constructed at each of the two unsignalized regional commercial center driveways.

Reorient the queues and streetscape elements of the drive-thrus

Although the current site/pedestrian circulation plan enables pedestrian paths of travel across or around drive-thru sites, the proposed paths of travel are neither the safest nor most direct paths of travel to entrances. Crosswalks through drive-thrus can be unsafe if appropriate sight distance between crossings and vehicles for pedestrian visibility is not provided. This is especially detrimental if the driver doesn't expect pedestrians to be crossing the drive-thru lane. Also, drivers can be driving distractedly after ordering and/or receiving their food, diminishing driver attention to these crossings. Finally, crosswalks located around a bend in the drive aisle can reduces visibility, as is the case with PAD 4.

Although vehicles travel relatively slowly within drive-thru lanes, the current design of pads 1, 2, 3, 4, 6 and Main Street Shop 1 invite the opportunity for conflict. All drive-thrus should be reoriented to provide pedestrians a more direct path of travel from the street to an entrance without requiring travel through a drive-thru lane.

As mentioned in previous comment letters, if the drive-thru lanes cannot be reoriented to eliminate pedestrian and vehicular intersections, features such as tactile vibration strips, stop bars, signage, lighting, mirrors at bends, and removal of physical objects that screen pedestrians should be implemented to improve pedestrian safety. These features will help increase sight distance, visibility, and awareness between motorists and pedestrians within the drive-thru lanes.

The orientation of a building's façade, entrances, windows, and patio areas is critical to the streetscape environment. When a building is oriented toward and accessible from a roadway or path, the streetscape is not only activated, but is made more secure with "eyes on the street." On the other hand, when a building is oriented away from the street with minimal aesthetic treatments to the outward facing façade, the pedestrian environment is greatly diminished. WALKSacramento suggests reorienting more entrances, patios, and windows toward streets, especially along Delta Shores Circle South.

Thank you for your consideration of these commends and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or kkumar@walksacramento.org

Sincerely,

Kirin Kumar
Project Coordinator