



11/14/2014

VIA EMAIL
mdiaz@cityofranhocordova.org

Matt Diaz
City of Rancho Cordova Planning
2729 Prospect Park, Dr.
Rancho Cordova, CA 95670

RE: Douglas 103 Amendments (DD8502)

Dear Mr. Diaz:

WALKSacramento has reviewed the Douglas 103 Amendments project routing dated November 14, 2014. The Douglas 103 Amendments project proposes changes to the land plan that was approved in 2006. 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 sections D and E have good pedestrian facilities: detached sidewalks with 7'- and 6'-widths, respectively. Street cross sections F, G and H have attached 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. If the curbs are rolled, then drivers are able to park their vehicles partially on the sidewalk, which further limits pedestrian travel and contributes to walking in the street.

WALKSacramento recommends all sidewalks be a minimum 5-feet wide to provide a safe walkway for pedestrians in residential areas.

WALKSacramento finds that the walkability of the project would improve with the construction of the Regional Bikeway Undercrossing at Douglas Road in Village 4. The proposed undercrossing would increase the connectivity between the existing and planned neighborhoods and commercial areas that are north and south of Douglas Road. The Douglas 103 Justification Statement Project Description states that the area will revert to 16 single family residential lots if

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 bikeway undercrossing remains unconstructed 5 years after the date of entitlement approval. **The City should prioritize the construction of this undercrossing as a Capital Improvement Project prior to the five-year limitation.**

Each of the diagrams included in the project description for the Village 4 alternatives include bikeways that connect the residential lots in Sunridge Park and the bikeways in the SMUD easement to Douglas Road and the Lot B commercial area. The extension of the bikeway to Douglas Road could take pedestrian and bicycle traffic off of Canyonlands Drive, but the 6'-wide sidewalk on the south side of Douglas Road is inadequate for mixed flow. **To provide safe travel for pedestrians and bicyclists using the sidewalk on the south side of Douglas Road, we recommend increasing the width of the sidewalk to at least 10 feet.**

Village 1 is adjacent to two primary destinations: the commercial center on Lot B in Douglas 103 on the north edge of Village 1, and the community park in the Sunridge Park subdivision on the west edge of Village 1. These two destinations will attract pedestrians, bicyclists and drivers from Douglas 103, Sunridge Park and surrounding neighborhoods. Enhanced facilities for pedestrians and bicycles on Canyonlands Drive are justified due to the higher than usual number of users and because Canyonlands Drive is the only connection on the west side of Rancho Cordova Parkway between Douglas Road and the south edge of Morrison Creek Corridor/Wetland Preserve north of Chrysanthy Road. In the event the proposed Regional Bikeway Undercrossing at Douglas Road is not constructed, safe and convenient travel along Canyonlands becomes even more important.

To provide adequate pedestrian, bicycle and vehicular facilities on Canyonlands Drive, the street should be as narrow as possible to provide short pedestrian crossing distances, yet provide sufficient room for vehicles, bicycles and parking where needed. **WALKSacramento recommends that Canyonlands Drive conform to the City of Rancho Cordova standard Residential Collector Street cross section with parking on the north side and no parking on the south side, and modifying it so the detached sidewalks on both sides are 10-foot wide.**

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 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
Teri Duarte, Executive Director
WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255
tduarte@walksacramento.org

www.sacbike.org
Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600