



1/27/2015

VIA EMAIL

Jessica Jordan
City of Rancho Cordova Planning
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Lixouri Village (DD8553)

Dear Ms. Jordan:

WALKSacramento has reviewed the January 7 routing of the Lixouri Village Tentative Subdivision Map project. Thank you for the opportunity to comment on the project.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. 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. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The sidewalk facilities proposed for Lixouri Village will promote more walking trips within the subdivision and to nearby destinations. While the long block lengths may increase trips lengths within the subdivision, walking will be more convenient and safer due to sidewalks that are a minimum of five feet wide throughout the subdivision and detached on streets that traverse the subdivision.

Pedestrian mobility within Lixouri Village has been well accommodated, but the edges may need additional attention, particularly to provide safe crossings of busier and wider streets to the proposed commercial mixed-use site near the southwest corner of Lixouri Village, the middle school and high school sites adjacent to the east edge of Lixouri Village, and the elementary school site to the south.

The street cross sections for Central Park Drive and West Park Drive, both identified as pedestrian boulevards, will be attractive to pedestrians as they walk along the streets

because of the 7' sidewalk, 7' landscape planter and the 14' median. The pedestrian environment is improved because the sidewalk is wider, there's more separation from traffic due to the wider planter and on-street parking, and the median provides a refuge area that makes crossings easier because there's only one lane to cross at a time.

However, with left-turn lanes taking up nearly all of the median area at intersections, the value of the median to pedestrians is lost. **WALKSacramento recommends that intersections on Central Park Drive and West Park Drive incorporate either 1) curb extensions, all-way stop intersection control and pedestrian warning signs and signals, or 2) pedestrian activated traffic signals to provide safe crossings for pedestrians.** Candidate intersections include Central Park Drive at "B" Drive because of the high-density residential and retail use, Central Park Drive at "C" Drive because it will be the main walking and biking route to the elementary school, West Park Drive at Central Park Drive and at "A" Drive because of the Community Park, and West Park Drive at "K" Way and at North Campus Drive because of the school site.

The pedestrian crossing environment on North Campus Drive should also be considered. North Campus Drive is four lanes with a median, but at the intersection with "D" Drive, which the Suncreek Specific Plan identifies as a Pedestrian Street, and "O" Way the median area is used for left-turn lanes.

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 [Click here to enter email address](#).

Sincerely,

[Click here to enter author name](#)

[Click here to enter author title](#)

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

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