



10/16/2015

VIA EMAIL

Elise Gumm, Associate Planner
City of Sacramento
Community Development Department
300 Richard Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Land Park Commercial Center

Dear Ms. Gumm,

WALKSacramento has reviewed the Development Project Routing for the Land Park Commercial Center on Freeport Boulevard between Meer Way and Wentworth Avenue. Thank you for the opportunity to review and provide 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 30% 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. This project proposes a significantly sized retail destination adjacent to two residential communities, creating the opportunity for a significant amount of walking and biking trips. To best encourage and accommodate those trips it is imperative that the site provides safe, accessible, and direct pedestrian routing to and throughout the site. Based on our review we offer the following observations and recommendations:

WALKSacramento commends the project on its inclusion of several pedestrian walkaways, designated pedestrian entrances, wide outdoor seating areas, buildings that interface well with adjacent roadways, and pedestrian wayfinding signs that all encourage and enable more active transportation. The proceeding recommendations are made with a goal of further enabling safe and convenient access for alternative modes of transportation.

Crossing at 23rd Avenue

An opportunity exists to improve pedestrian access to the site by providing a crossing at the intersection of Freeport Boulevard and 23rd Avenue. A pedestrian actuated crossing here would provide access from the adjacent neighborhood to the major pedestrian site entrance on Freeport, helping to integrate the project into the community at a pedestrian scale. Additionally, because of the location of the major on-site pedestrian entrance and walkway at this location, pedestrians may be encouraged to cross Freeport here rather than first traveling out of their way to use a dedicated

crossing facility to the north or south. WALKSacramento recommends that site entrance across from 23rd be designed in such a way that construction of a future pedestrian crossing is easily implemented should the need for a crossing arise.

Site entrance on Wentworth Avenue

As proposed, the pedestrian entrance and connecting walkway on Wentworth Avenue is on the east side of the vehicle driveway. It should be noted that majority of pedestrians who access this site from Wentworth Avenue will be traveling from the adjacent South Land Park community, west of the project site. Thus, to best accommodate these trips and eliminate the need to cross a vehicle driveway to access the pedestrian walkway, an additional pedestrian travel path should be constructed on the west side of the Wentworth driveway leading to the 12,000 sq. ft. building.

Raised pedestrian crossings

Raised pedestrian crossings are effective in improving visibility of pedestrians and slowing vehicle speeds. Ideal locations for installing raised crosswalks are along main pedestrian paths of travel that cross long, uninterrupted drive aisles. WALKSacramento recommends installing raised crosswalks at crossings within the two main pedestrian paths of travel: between Shops 1A and 1B and Freeport Blvd., and between the grocery store and Freeport Blvd. The raised crosswalks will slow north – south traffic and increase visibility of pedestrians attempting to cross.

Connections to the adjacent community

Another opportunity exists to improve pedestrian access to the site from nearby neighborhoods by creating entrances to the site from Sherwood Avenue and Babich Avenue. Entrances here would encourage and enable more active travel by significantly reducing trip lengths and the need to travel along major roadways. These entrances should be designed with Crime Prevention Through Environmental Design (CPTED) elements to reduce potential safety and criminal issues. WALKSacramento recommends that the applicant reach out to the neighboring communities to discuss the potential for creating pedestrian connections at these locations.

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 kkumar@walksacramento.org

Sincerely,

Kirin Kumar
Project Manager

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

www.sacbike.org

WALKSacramento
909 12th Street, Suite 122
Sacramento, CA 95814
(916) 446-9255

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
916 446-6600