



11/29/2015

VIA EMAIL

Steve Blumer  
Blumer Cosntruction, Inc.  
7440 Meany Ave  
Bakersfield, CA 93308

**RE: Natomas Park Drive-Though (P15-034)**

Dear Mr. Blumer:

WALKSacramento has reviewed the project routing for *Natomas Park Drive-Through* (P15-034) distributed by the City of Sacramento. We offer the following comments on the project with the goal of creating a more walkable and healthy project within the City of Sacramento.

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. 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 *Natomas Park Drive-Through* project proposes to add a window for drive-through service in one of two approved but unconstructed buildings on a single parcel within the Natomas Village Commercial Center. The shopping center has excellent pedestrian circulation with all pedestrian crossings of drive aisles marked with zebra-style patterns. There is also very good access from the streets to the north and east, the adjacent bike trail to the west and the adjacent multi-family residential complex to the south. The 2014 revision to the shopping center PUD that split one building on the project parcel into two buildings with a landscaped plaza between them should encourage more walking as tenants occupy the building with neighborhood-serving retail and services.

However, the proposed queueing for vehicles using the drive-through window extends across one crosswalk and several drive aisles could lead to increased conflicts between pedestrians and vehicles. The crosswalk near the northwest corner of "Building A", the building with the drive-through window, could be an especially risky place for pedestrians as it crosses in front of vehicles that would be at the remote ordering point. Drivers whose focus has been to their left while ordering would have no room for error as they start to move forward. In fact, drawing SPR-1.1 Site Plan Review shows the auto at the remote ordering point encroaching into the crosswalk. Pedestrians walking to or from vehicles may also be at greater risk of collisions with drivers attempting to enter, cross or avoid the unusual counter-flow of the drive-through queue in the north-south drive aisle.

Pedestrians could be safer crossing the drive-through queue with several enhancements in place. A raised crosswalk would place pedestrians, especially children, in better view of drivers and would also require the driver to proceed more slowly. Also, the attention of each driver at the remote order point needs to be directed to the crosswalk and sidewalk prior to their moving forward. This could be accomplished with a combination of warning signs and a requirement that the drive-through attendant finish the conversation with the driver by asking the driver to look for pedestrians crossing in front of the driver's vehicle.

**WALKSacramento recommends adding a raised crosswalk at the northwest corner of the building with the proposed drive-through window, pedestrian warning signs for drivers at the remote ordering point, and a condition of approval requiring that drivers at the remote ordering point be warned to look for and yield to pedestrians entering or within the crosswalk.**

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 [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

Chris Holm  
Project Manager

cc: Arwen Wacht, City of Sacramento Community Development Department

Attachment: 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*

WALKSacramento  
909 12<sup>th</sup> Street, Suite 203  
Sacramento, CA 95814  
(916) 446-9255

*www.sacbike.org*

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