



6/30/2017

VIA EMAIL

Garrett Norman, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 91811

**RE: Freeport Arco Fuel Station (P16-039)**

Dear Mr. Norman:

WALKSacramento has reviewed the June 2017 revised routing for Freeport Arco Fuel Station (P16-039). This letter follows up on our letter dated 8/31/2016, and it identifies several other issues.

The pedestrian pathway from Blair Avenue has been relocated and now takes a direct path that has good natural surveillance. This new route is a great improvement.

The revised site plan also changed the hardscape and landscape on the north and south sides of the convenience store building. The north side now has a 16'x40' patio-type area that serves as a sidewalk for the small parking lot and contains the short- and long-term bike parking. The south side has a 33'x40' grove of six trees. These two areas will have poor natural surveillance and we believe they'll underutilized.

Bike parking is best located where it can be seen by occupants of the building during their normal activity. The south elevation of the convenience store building has no windows, and the door appears to be a painted service door. Other than the occasional patron parking in the lot, there will be no "eyes on" the bike parking and this may deter some bike riders from patronizing the store.

The original landscape plan designated the hardscape area (on the north side) as a "customer patio area" and benches were provided in addition to the bike parking. The revised hardscape is narrower, omits the benches, and contains two planters discouraging any use other than auto- and bike-parking related uses.

The landscaped area on the north side in the revised project is much larger than in the original, containing six trees as opposed to three. The number of trees will improve the look of the site and may attract people to gather in the shade under the trees. Unfortunately, the "grove," like the patio area, is without natural surveillance by store occupants because there are no windows providing a view in and out of the store. Combining the "grove" and the patio area on the south side of the building would not only shade the bike parking, but it could also shift activity to one area and reduce the energy consumption of the store by shading the building.

In summary, pedestrian and bicyclist safety on the north and south sides of the convenience store building is compromised by the lack of windows in the building's sides. Adding windows that provide a view into and out of occupied interior spaces of the building could improve the natural surveillance, and combining the landscaped area with the hardscape area on the south side could shift most activity to a place visible from both streets and both parking areas. This may also require moving the building to within a short distance of the car wash entrance driveway.

**WALKSacramento recommends the following:**

- **Add windows to the north and south elevations of the convenience store building.**
- **Combine the landscaped area (currently on the north side) with the hardscape area on the south side of the convenience store building.**

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.

Sincerely,

Chris Holm  
Project Manager

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*

*www.sacbike.org*

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