



10/3/2017

VIA EMAIL

June Cowles
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

RE: Sundance Resubmittal (DD9708)

Dear Ms. Cowles:

WALKSacramento has reviewed the routing for Sundance Resubmittal (DD9708) and we offer the following comments.

The major change to the project that would affect pedestrians is the inclusion of sidewalks on some of the private street segments. While constructing sidewalks in front of 20 of the 114 house lots will provide a safe path of travel between the two subdivision entrances, the issue of accessibility remains for the remaining 94 houses. This is because there will be a rolled curb between the driveway that will be the walkway to the house and the street that will be the walkway to everywhere else.

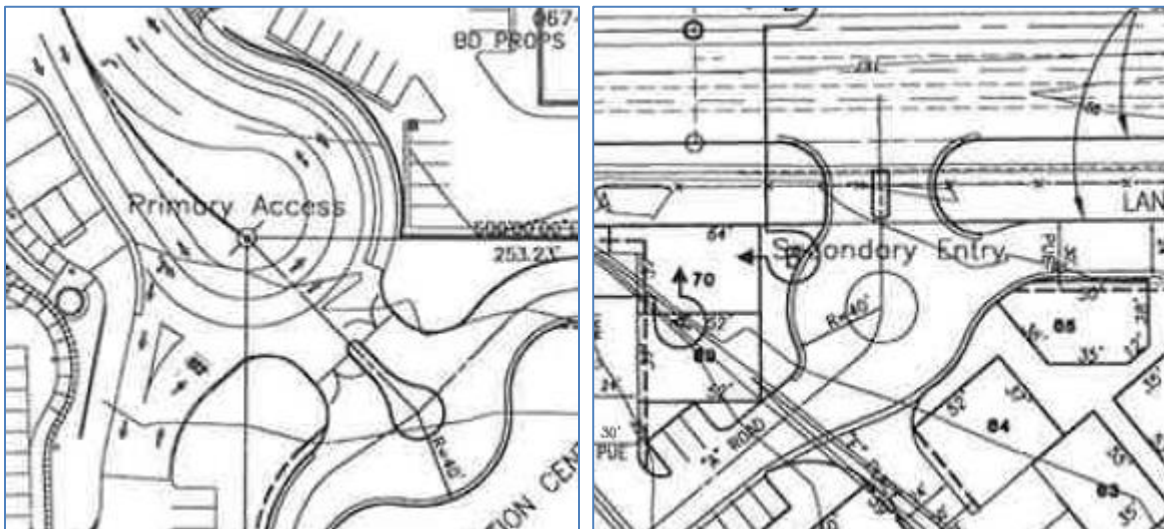
The population is aging in the Sacramento region, and Rancho Cordova is no different. The Rancho Cordova General Plan states that residents and the City's decision-makers envision "The City's population will be older than it is today, with more maturing households, and the City will respond by providing a wider range of housing opportunities." The Sundance proposal may add to the range of housing, but it will not provide for the mobility needs of an increasing larger segment of the population because pedestrian access to individual houses will be hindered by rolled curbs.

As people age, their vision, balance and flexibility can diminish making it difficult to negotiate a rolled curb on their own or with assistance. Even younger adults may find they have trouble with a rolled curb when their mobility is temporarily limited due to illness or injury. A rolled curb may present some of these problems even if there's a sidewalk, but at least a resident or guest would be able to walk to the nearest corner to a curb ramp and continue their journey on other sidewalks.

There are several other potential issues the proposed site plan introduces. Garbage, recycling and green waste cans will take up three or four feet on each side of the street during collections times. This will reduce the effective street width and shift pedestrian travel further into the path of vehicles. All of the streets drain to one side, so a portion of the lower side may not be usable when it's raining. Combined with parked vehicles and narrow streets, such as those with cross section C, the pedestrian environment becomes congruous with the auto and truck environment. Without strong visual clues and physical design elements, the streets in Sundance

will not function as “shared streets.” **WALKSacramento recommends incorporating either sidewalks throughout the Sundance project site or the following traffic calming features to create “shared streets.”**

The 2005 tentative map for the project site incorporated median islands that would be a good start at creating “shared streets” for this project. The horizontal change in path of travel created by these medians slows vehicles and heralds the different environment for drivers. A vertical change in path, such as that created by a speed table, would also provide a similar effect. Using either horizontal or vertical change in path at the entrances can help with the transition from typical street designs outside of Sundance to a “shared street” design within Sundance. The images below, from the 2005 tentative map, are included to illustrate only the use of median islands. **WALKSacramento recommends adding median islands at the primary and secondary entrances.**



Sidewalks should be provided on both sides of the entry transition areas to provide a safe area for pedestrians until the streetscape has changed significantly enough that drivers are prepared to view pedestrians as equal users of the roadway. **We recommend adding sidewalks on both sides of the entrance streets within the project site.**

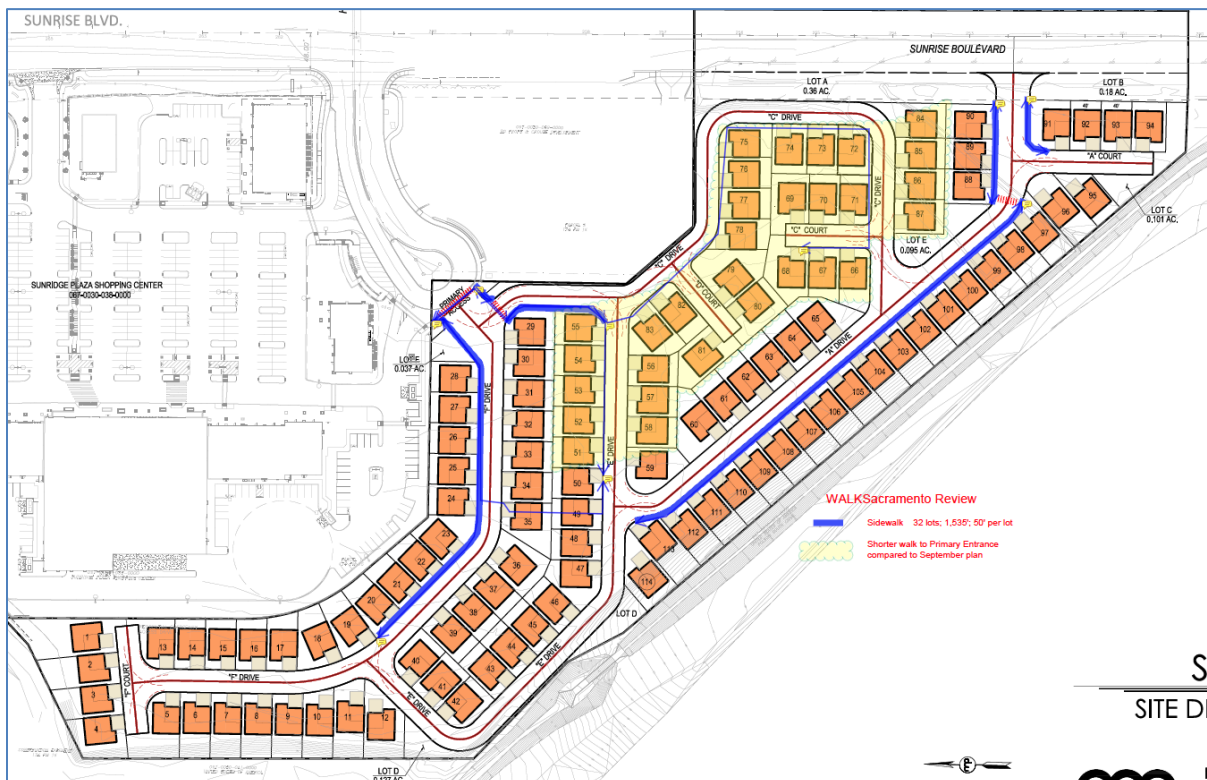
We observed in our previous letter that the site drawings and project description do not give any indication of traffic calming features or programs, other than a few 10' curb return radii, to ensure the safe mixing of pedestrians and autos. The revised plan maintains 10' radii at Courts “B” and “C”, but the rest of the intersections have radii at a minimum of 25'. **We recommend reducing as much as possible any radii currently greater than 10'.**

Additional traffic calming features are needed to create a safer pedestrian pathway on the private streets. The 600'-long straight section of “A” Drive between “B” Drive and the curve near “A” Court will make it easy for drivers to purposely or inadvertently exceed a safe-for-pedestrians 5- to 10-mph speed. **We recommend that the two intersections of “A” Drive at “B” Drive be constructed as raised intersections to slow traffic.**

It appears in the revised drawings that the sidewalk placement at the two intersections of “A” Drive at “B” Drive will not provide direct crossings of “B” Drive. The curb ramps are aligned with the center of the intersection rather than the opposing curb ramp. **We recommend extending sidewalks around corners sufficiently far enough so that curb ramps on opposite side of the street face each other and the crossing distance is shortened.**

We also recommend adding a pedestrian connection through Lot A between “C” Drive and Sunrise Boulevard. This would shorten the walking distance to the commercial centers on both sides of Sunrise Boulevard for many homeowners and avoid the auto traffic entering Sundance on “A” Drive.

The original site plan, from August, appears to provide better pedestrian access than the revised plan. The splitting of the “j-shaped” block near the center of the project site and elimination of the street segment between the block and the Walgreens site creates much longer walking distances from many of the house lots to the adjacent Sunridge Plaza (Raley’s) and Walgreens shopping centers. The diagram below uses yellow shading to indicate the lots for which we believe walk distances to Raley’s would be shorter with the original plan compared to the revised plan. The blue lines show sidewalk locations. Note the long, straight section of sidewalk. This arrangement could also be incorporated in the revised plans. One benefit to this would be a significant increase in the number of houses that have sidewalks.



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 don't hesitate to contact me.

Sincerely,

Chris Holm
Project Manager