



5/9/2018

VIA EMAIL

Garrett Norman, Assistant Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Arden Way Panera Bread Café (P18-029)

Dear Mr. Norman:

WALKSacramento has reviewed the Arden Way Panera Bread Café (P18-029) project routing. We offer the following comments to improve pedestrian travel on and around the proposed project site.

Major changes to the shopping center, such as this project, should improve, not degrade, pedestrian access. The Panera Bread project has three issues that are of concern to WALKSacramento: 1) the path of travel from Arden Way to Kohl's that passes through the project site, 2) the potential impact to pedestrians crossing the exit lane on the north side of the project site, and 3) tree shading.

1) Provide safe pedestrian path of travel through the project site

Pedestrian access to Pointe West Plaza Shopping Center is currently extremely limited. The only paths of travel to the row of major buildings is from Challenge Way next to the fire station and Exposition Boulevard at the driveway near Kohl's. The curbed concrete on both sides of the Arden Way driveway on the north side of the proposed project site is not really a sidewalk, but medians to control vehicle movements. There are no curb ramps, there's two stop signs and a light standard placed in the concrete, there are no curb ramps at the Kohl's, and the drive-aisle crossings have no indication that pedestrians are expected to be in the auto travel path.

The proposed project attempts to improve pedestrian access by adding curb ramps and a crosswalk between the project site and the Kohl's parcel, but the concrete median remains. Pedestrian use of the median as a sidewalk is worsened because instead of an infrequently used 20'-wide parking lot drive aisle on the south side of the median, there will be a 12'-wide drive through lane. Instead of an occasional car that can give the pedestrian 10' or more space, cars in the drive through lane may be able to provide only 2' or so space. The concrete median that is proposed as a walkway is 7' wide. Pedestrians typically avoid the 18 inches closest to the curb, and with cars in the drive through lane so close to the curb, the shy distance on that side may be greater than 18". Therefore, the effective width of the median will be less than 4'. This puts pedestrians between two flows of traffic and a narrow path of travel.

2) Provide safe pedestrian crossing at right-turn only exit

The right-turn only from the main parking area could easily be blocked by exiting cars. The area provided within the exit and the parking lot and drive through access may prevent vehicle movement in the event the crosswalk is blocked. This could easily happen if a vehicle exiting the Panera parking area is unable to merge into the shopping center driveway. The throat length is shorter than a car length, so it's likely the car would be stopped on the crosswalk. If cars are stacked in the double-loaded parking drive aisle and the drive through entrance, the exiting car may not be able to move forward or backward in order to get off the crosswalk. Pedestrians would either be unable to cross the driveway or they would choose to take a risk and walk in the drive aisle between the stopped cars.

3) Provide tree-shaded pedestrian path of travel and vehicle parking

Considering the age of Pointe West Plaza Shopping Center, the parking lot should be well shaded, but it's not due to the lack of planters and the stunted growth of many of the trees. A dense tree canopy is important for pedestrian travel because it can reduce localized air temperature, contributes to decreased heat island effects from parking lots, and provides greenery that improves mental wellbeing. Since a landscape plan is not included in the routing, it's difficult to determine exactly what the project proposes for trees. It is apparent from inspecting the site plan and overall site plan that more trees will be removed than replaced. Three of the largest trees on the shopping center property, i.e. the sycamores in the planter behind the bus stop shelter, will be replaced by parking spaces, and four smaller parking lot trees will be removed for the building footprint. There appears to be room to plant three shade trees and a few ornamental trees.

In conclusion, WALKSacramento recommends that the Arden Way Panera Bread proposed site plan undergo major revisions to provide safe and pleasant pedestrian travel.

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.

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

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