



6/1/2018

VIA EMAIL

Ethan Meltzer, Assistant Planner  
City of Sacramento Community Development Department  
300 Richards Blvd., 3rd Floor  
Sacramento, CA 98811

**RE: The Cove re-routing (P17-051)**

Dear Mr Metzger:

The revised plans for The Cove retains adds features to support walking while it retains features from the original plan. As in the first routing, The Cove has detached sidewalks and landscape planters with street trees throughout the community. Also, there are many alley-loaded homes that will eliminate driveway conflicts for walkers in front of houses and may nearly eliminate the potential for low speed rollover injuries associated with residential driveways.

We're happy to see that the revised plans are more walkable and show numerous features for pedestrian safety and traffic calming, including corner and mid-block bulb-outs in the northern two-thirds of The Cove and on River Oaks Way. The revised plans also include the extension of the community paseo all the way to Riverdale Drive, the "enhanced pedestrian corridor" on Lot W between Riverdale Drive and Alley 17, and "enhanced pedestrian corridors" on Lot AF (previously Lot LL) and Lot AE (previously Lot KK). The PUD Guidelines also include a diagram showing an "enhanced pedestrian corridor" making a connection between the single-family homes in the southwest corner of The Cove and Orchard Lane.

Although the paseos radiating from the northeast and northwest corners of the public park/Cornerstone break up the large blocks created by the street network, the choices for walking are still limited in the northern two-thirds of The Cove, especially for north-south travel. The revised plan has five north-south pedestrian travel ways, whereas a street network with blocks about 200' by 300' in size would provide seven or more, depending on the block orientation. There are several additional site plan elements that will have negative effects on active transportation.

The mega-block created by Riverdale Drive, J Street, L Street and K Street in the northeast corner of The Cove remains a barrier to connectivity. As shown in Figure 1, below, there may be an opportunity to complete the eastside north-south connectivity. The park on Lot AI is not effectively located because it's near a corner of the development and across the street from the large open space encompassing the bike path and canal. **If Lot AI was moved west to provide an opening between Riverdale Drive and Lot BG (Alley 20), and an opening was created between Lot AF and L Street immediately south of the street crossing and the common area landscape Lot AH, a complete community paseo could be added between Riverdale Drive and Cornerstone.**

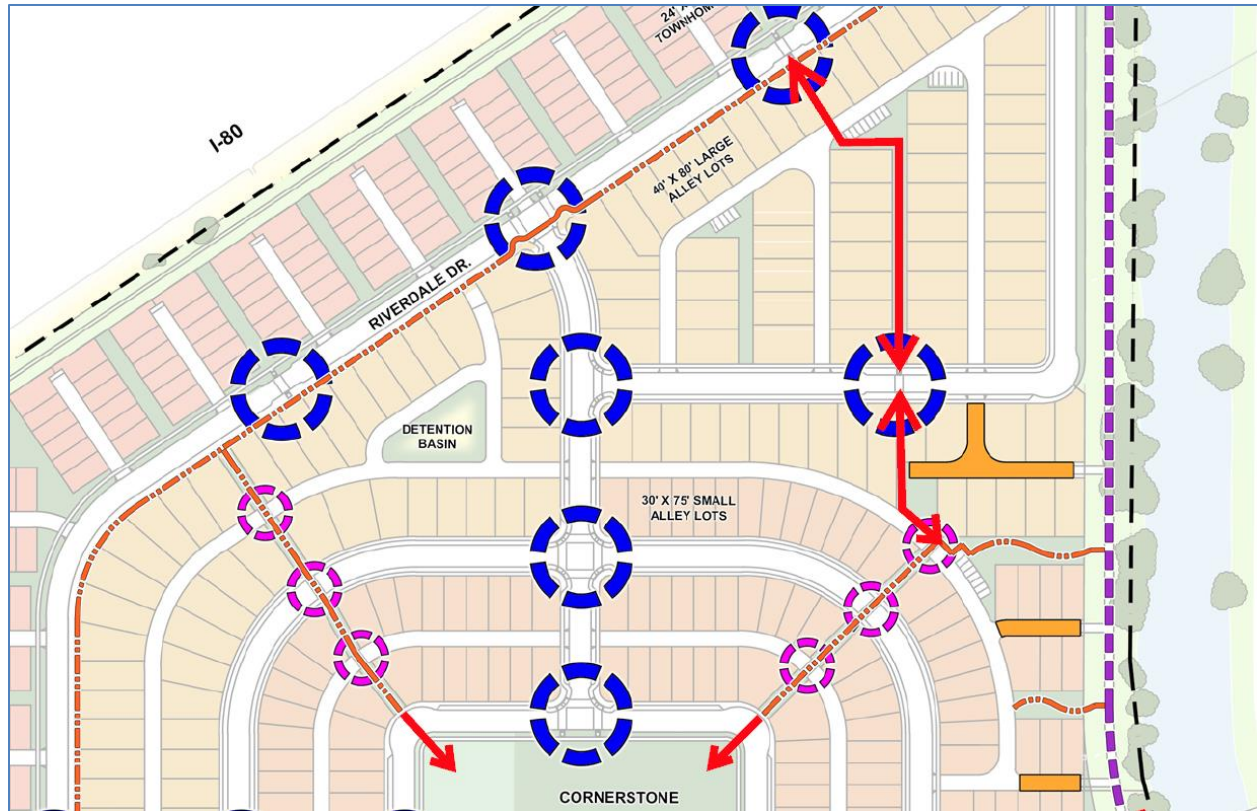


Figure 1 Suggested Completion of Community Paseo

The connectivity of the bicycle network is essentially limited to the streets and the bike path along the canal. Since the width of the sidewalks in the "enhanced pedestrian corridors" are only 7 feet, they will not be wide enough for walking and biking to safely occur simultaneously. **Signs and sidewalk markings, either prohibiting bicycles or requiring the walking of bicycles, at the entrance to each community paseo segment may be needed to discourage bike travel on the community paseos.** However, the community paseo sidewalks should be wide enough to allow adult-supervised young children on their bicycles.

Riverdale Drive also incorporates a wide sidewalk on the south side of the street, presumably as part of a community perimeter walking path. As with the community paseos, the width is not adequate for both pedestrians and bicyclists. The street has bulb-outs at the intersections and two mid-block locations that will shorten the crossing distance, although the 3' extension of the sidewalk into the street may calm traffic less than a 7' (parking-space width) extension. On weekdays, when there will likely be fewer cars parked on the street and more children and parents crossing the street, bulb-outs that extend 7' into the street will be more effective than 3' bulb-outs. Also, if cars are parked adjacent to the bulb-outs, children may be shielded from the view of drivers. **Designing Riverdale Drive to make a safer travel way for bicyclists is needed to encourage bicyclists to use the street rather than the sidewalk.**

The community paseos between streets will be enhanced pedestrian facilities, but they will not really be "enhanced pedestrian corridors" unless they are complete end-to-end. The circulation diagram in the

PUD Guidelines shows that the alleys and streets have secondary enhanced crossing treatments of decorative paving treatment. While the secondary crossing treatment is adequate for the alleys, the streets should also have the primary enhanced crossing bulb-outs to provide more visibility and shorter crossing distances. **The intersections of the community paseos at G, H, I and M Streets should have bulb-outs.** This is especially important on the 90-degree street elbows at the northwest and northeast corners of the park, where strong desire lines to cross will be created by the linear paseos and the park destination.

The wide sidewalks on the north side of O Street will provide an enhanced pedestrian corridor between the park and the bike path, but the sidewalks neck down from what appears to be a 9' or 10' width to 5' at the corners. The 8'-wide sidewalks on the south side of Riverdale Drive also neck down to 5' at the corners. It's at these corners, where the sidewalk is not detached and the curb is next to turning vehicles, that the wider sidewalk is needed not only for pedestrian comfort, but for safety. **Sidewalks at street corners within or at the ends of "enhanced pedestrian corridors" should be the same width as the mid-block sidewalks.**

The "enhanced pedestrian corridor" on the north side of O Street will also contribute to a visual corridor between the park and the pedestrian bridge over the canal. Figure 2, below, shows that the bridge will be out of view from most of the sidewalk within the corridor. The figure also shows the direct route using the stairs up to the bridge is about 51', while the ADA path of travel is about 280' and requires backtracking.

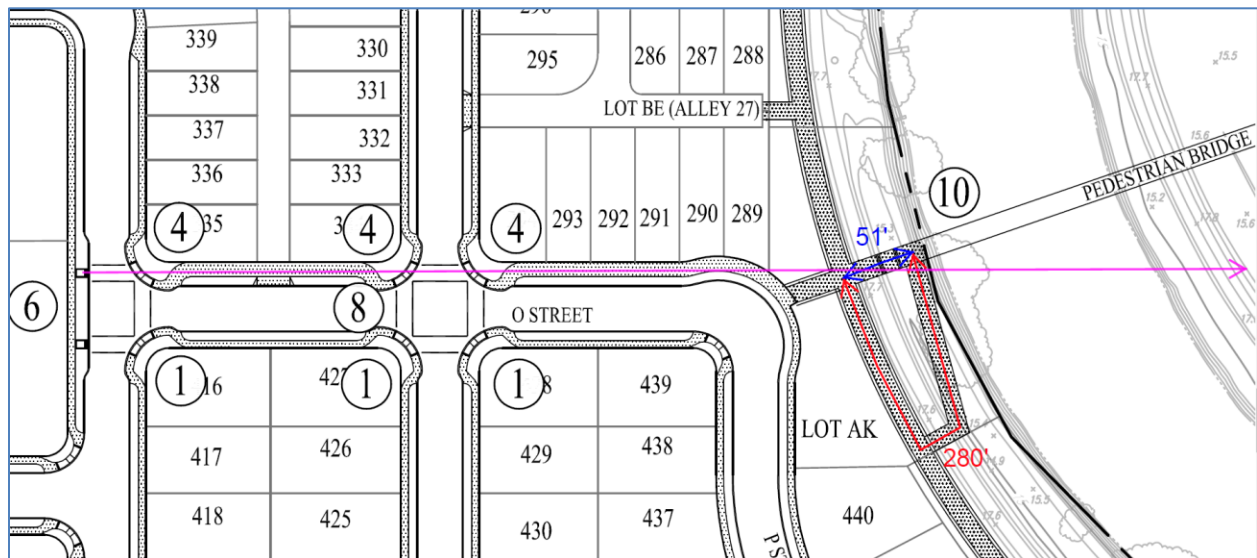


Figure 2 Revised Routing Bridge Location

If the bridge were moved to the south as shown in the Figure 3, below, the midpoint of the bridge would be visible from the sidewalk over the entire corridor, most of the bridge would be visible from the park, and the ADA path of travel would be about 30% shorter while the direct path via the stairs, although 50' longer, would still not require backtracking. The main benefit, though, may be greater use of the bridge by pedestrians and bicyclists.



We are glad to see that alley landscaping will include trees because of the reduction in heat island effects they may provide. Figure 3.6 in the draft PUD Guidelines shows one vertical tree within the setback area of each lot on the Artisan alleys. **To maximize the visual improvement and contributions to sustainability, alley trees should be columnar street or secondary trees rather than accent trees.**

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 feel free to contact me.

Sincerely,

Chris Holm  
Project Manager

cc: Anis Ghobril, City of Sacramento Public Works  
Jim Brown, Sacramento Area Bicycle Advocates