



7/19/2019

VIA EMAIL

Darcy Goulart, Planning Manager  
City of Rancho Cordova Planning Department  
2729 Prospect Park Drive  
Rancho Cordova, California 95670

**RE: The Preserve (DD9835)**

Dear Ms. Goulart:

WALKSacramento has reviewed the second project routing for The Preserve (DD9835) and we offer the following comments.

Edington Drive between Streets 'D' and 'H' is proposed to have a detached 10'-wide sidewalk on the east side but only a 4'-wide sidewalk on the west side. The 10' width doesn't appear to be necessary as it will not provide connections to any major destinations and the number of pedestrians wouldn't warrant such a wide sidewalk. All other residential streets in the project have 5'- or 6'-wide sidewalks. At minimum, the sidewalk on the east side of Edington Drive should be narrowed to 5', the sidewalk on the east side widened to 5', and the planters on each side widened by 2'.

The project proposes to also have sidewalks that are only 4'-wide on the half-block of Edington Drive that abuts the North Douglas Village 2. Gradually widening the sidewalks at the project border would provide a better pedestrian environment and distinguish the Preserve neighborhood from the North Douglas Village 2 neighborhood.

The applicant stated in their response to City comments they are proposing to use sloped curbs (Type 2) on Edington Drive in order to match the existing condition at the project boundary. This is reasonable for the point of connection, but the curbs should be able to transition to vertical Type 1 curbs over a short distance. At the very least, we recommend incorporating Type 1 curbs on Edington Drive north of Street 'D'.

Street 'A' has a street cross section similar to that of Edington Drive. The curb-to-curb width is the same, and both have a detached 10'-wide sidewalk on one side but Street 'A' has a 6'-wide sidewalk on the other side instead of the 4' on Edington Drive. The wide sidewalk, which will likely be used by some bicyclists just because it's there, is proposed for 3-1/2 blocks of Street 'A' and it will cross 26 driveways and intersect with three streets; each driveway and intersection crossing will present a greater collision risk as drivers will not be expecting or be able to clearly see cyclists that cross their path at those locations.

Since 10'-wide sidewalks don't seem to serve a purpose and they'll increase the risks of bicycle-pedestrian and vehicle-bicycle collisions by encouraging riding on the sidewalk, we recommend the following.

- 1. Street 'M' (cross section B): reduce the 10'-wide sidewalk to 5' on the west side and add a 6' parkway (landscape strip) between the curb and sidewalk on the east side;**

2. **Street 'A' (cross section C):** reduce the 10'-wide sidewalk to 6' on the south side and increase the parkways (landscape strips) between the curb and sidewalk from 6' to 8' on both sides;
3. **Edington Drive (cross section D):** reduce the 10'-wide sidewalk to 5' on the east side, increase the 4'-wide sidewalk to 5' on the west side, and increase the parkways (landscape strips) between the curb and sidewalk on both sides from 6' to 8'.

The paseo sidewalks that meander through mid-block Parcel I and Parcel N at the end of the Street 'E' cul-de-sac appear to be 5' wide. Regardless of the presence or absence of the multiuse 10' sidewalk, these two short sidewalk segments will likely see bicycle use so the 5' width will be too narrow.

Close attention should be given to the alignment, location and relationship of crosswalk curb ramps, bicycle movement on streets, and bicycle ramps. Note that Parcel I is offset from the centerlines of both Street 'E' to the west and Street 'G' to the east, confounding bicycle and pedestrian travel paths. Also, the paseo sidewalk at the west end of Parcel I is close to where a curb ramp for the north-leg crosswalk will need to be, preventing the splitting of the sidewalk near the street sidewalk. In the two figures below, solid green represents sidewalks, dashed green represents crosswalks, solid and dashed orange represents missing curb ramps and crosswalks, solid blue represents bicycle travel paths, and solid magenta represents missing bicycle ramps.

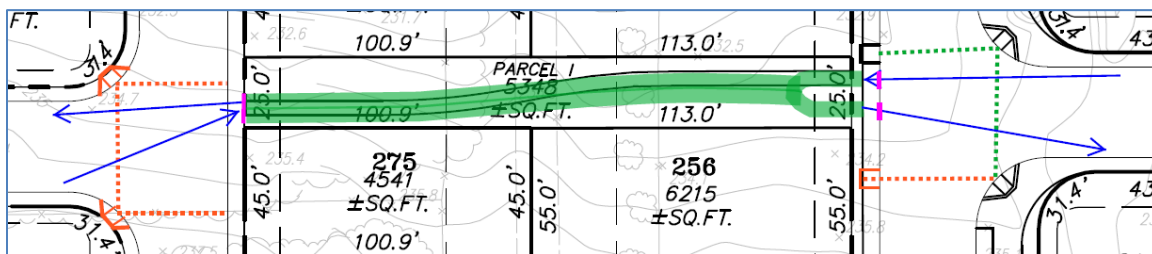


Figure 1 Parcel I Paseo

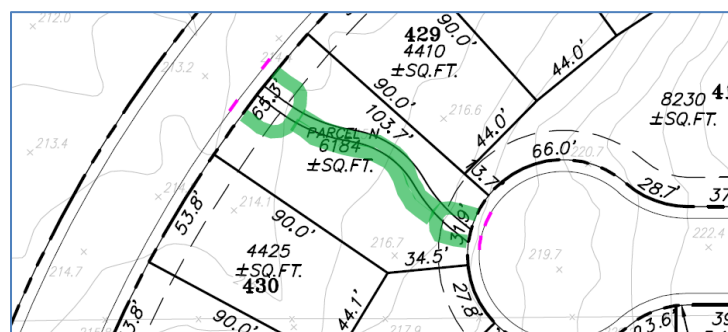


Figure 2 Parcel N Paseo

4. We recommend increasing the width of the sidewalks in Parcels I and N to 8' or 10', depending on expected bicycle usage, bifurcating the sidewalk at each end to slow cyclists crossing the street sidewalks and transitioning between the street and the paseo sidewalk, and shifting Parcel I south about 20'.

The Layout L.1 drawing doesn't show sidewalks through Parcel J at the west end of Street 'D' and through Parcel M at the west end of the Street 'G' cul-de-sac. Parcel J doesn't appear to provide any benefit for circulation or connectivity, and considering the narrow width of the parcel we suggest eliminating the parcel. However, if Street 'D' was redesigned to accommodate the 10'-wide sidewalk currently proposed for Street 'A', Parcel J would be a logical entry point to access the Morrison Creek trail. In this case, Parcel J would need to be widened to allow a much wider sidewalk and landscaping on both sides. Parcel M is close to the Morrison Creek Trail alignment so it would be a beneficial connection for pedestrians and bicyclists.

- 5. If Parcel J is part of a neighborhood bicycle travel way, widen the parcel to at least 25' and construct a 10'-wide sidewalk that's bifurcated at the eastern terminus and includes bike ramps at the curb.**
- 6. Add a 10'-wide sidewalk through Parcel M that's bifurcated at the eastern terminus and includes bike ramps at the curb.**

The Preserve incorporates numerous T-intersections. While T-intersections can be safer for pedestrians, narrow lots can introduce conflicts between driveways and crosswalks.

- 7. Consider the alignment of crosswalks to the lots that are opposite the street corners and curb ramps at every T-intersection to ensure that crosswalks are not skewed and the curb ramps and crosswalks aren't close to driveways.**

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. Please don't hesitate to contact us if you have any questions.

Sincerely,

Chris Holm  
Project Analyst