



1/30/2020

VIA EMAIL

Michael Hanebutt, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Panhandle WD40 Subdivision (P19-074)

Dear Mr. Hanebutt:

WALKSacramento has reviewed the project routing for Panhandle WD40 Subdivision and we offer the following comments.

We are pleased to see that all streets will have detached 5' sidewalks with landscape planters between curb and sidewalk. This will prevent cars from being parked on the sidewalk and provide a physical barrier between the traffic and pedestrians.

We are also pleased to see that ten of the eleven houses on Street F and five of the seven houses on Club Center Drive will be facing the street and the park/open space area. This orientation will provide natural surveillance of the streets that pass through the neighborhood and the park/open space area, provided the house plans will have active living space areas with windows at the front of the houses.

There are 14 T-intersections in the WD Subdivision. While this type of intersection can be safer for pedestrians than 4-way intersections, it will be important to orient houses such that driveways don't interfere with crosswalk alignments.

Club Center Drive is proposed to have 6' bike lanes between an 11' travel lane and parking. The DEIR projected the cumulative plus project daily traffic volume of 2,700 to 8,400 for various segments of Club Center Drive, excluding the segment between the school site and Del Paso Road. Post 2036 traffic volumes were projected to drop below the 2036 volumes.

The greatest expected average daily traffic volumes on Club Center will be at LOS A and from 21% to 67% of capacity at the lowest LOS considered acceptable by the City. Since Club Center Drive between Street 'F' and Barros Drive is straight and has open space on the west side, the lack of visual and street-geometry friction and wide spacing of cars will encourage faster driving speeds. **To improve the safety of bicyclists by adding some friction that will slow drivers, we recommend reducing the travel lane width and adding a marked buffer between the bike lanes and the travel lanes.** This might be accomplished by 1) reducing the travel lane to 10', reducing the median to 10', and marking a 2' buffer between the bike lanes and travel lanes.

We also would like to call attention to the two street elbows on Street 'E' that are about 25' apart, measured from knuckle to knuckle. With the open space on the east side of the street to the north, the s-curve may contribute to reckless driving on Street F. **Please review the City's reconstruction of the double-elbow on Pebblewood Drive near Jefferson School in South**

Natomas. This would be an expensive effort to make in the future, especially with knowledge of the potential for the proposed street design to promote unsafe driving. Below are aerial images showing the changes made to Pebblewood Drive.



Pebblewood Drive 2011



Pebblewood Drive 2011

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Sincerely,

Chris Holm
Project Manager

cc: Anis Ghobril, City of Sacramento Public Works