



3/20/2020

VIA EMAIL

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

RE: Sierra Sunrise (DD9862)

Dear Ms. Cowles:

Thank you for routing the 3rd Sierra Sunrise submittal. We are pleased to see that curb extensions/bulb outs have been added in many places, and 10'-wide trails have replaced sidewalks on several streets and within several paseo lots.

The north-south pedestrian/bicycle travel way between Lot H and Kiefer Boulevard will be an asset to the community. Its benefit will be even greater since the revised plan has replaced many of the sidewalk segments with 10'-wide trails. However, the substitution combined with minor re-alignments resulted in several unintended consequences that might be resolved as follows.

- Align the trail in Lot X with the trail in Lot TT. This will provide an intuitive crossing of Street 19 for northbound and southbound directions of travel on the trail. [The Lot X trail was shifted so far east in the revised plan that it's nearly in line with the crosswalk to the standard detached sidewalk on the east side of Street 20. Our previous letter had essentially recommended aligning the trail segment with the street center line so the transition for bicyclists between trail and street would be evident with each pathway sharing the skew. This is unnecessary with the trails added to the paseo lots and the street segments.]
- Move the trail segment between the north side of Street 17 and the trail at the south edge of Lot H so it's aligned with the Lot X trail as recommended above.
- Extend the curb extension on the north side of Street 19 to the west so the crosswalk lands on the extension rather than the flare.
- Move Lot W to the west so the trail is aligned with the Lot VV trail.
- Extend the curb extension on south side of Street 28 west so that it receives the crosswalk from the northwest corner at Street 26 at a 90° angle.

Although the block lengths of Streets 22 and 23 are short, combined with adjacent blocks they make longer street segments. If the street is wide enough to include both parking and bike lanes, the large effective travel width when there are few parked cars will encourage higher traffic speeds. This minimal parking situation occurs primarily during the day, which is when children are biking to the park and within the neighborhood. The marked bike lanes will mitigate this to some extent, but drivers may still travel at speeds that will make younger bicyclists uncomfortable and less safe. Each of the lots on the blocks directly surrounding the park have one on-street parking space in

front of the lot, so the parking on the short ends of the blocks approaching the park are not needed to provide each homeowner with an on-street parking space. Eliminating the parking spaces and narrowing the curb-to-curb width would allow for streets that are more bicycle- and pedestrian-friendly.

Sincerely,

Chris Holm
Project Manager