

# ***DEVELOPMENT CHECKLIST for BIKING and WALKING***

*Prepared by Civic Thread and SABA (Sacramento Area Bicycle Advocates)*

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This checklist is provided to give an indication of design, engineering, and policy elements that we consider and ask for when reviewing development projects through an active transportation lens.

## **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
- ❑ Alignment with relevant planning documents (Specific Plans/Planned Unit Development Guidelines, Area Plans, etc.)

## **ENGINEERING**

- SIDEWALKS & BIKE LANES 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
- Developers to improve/coordinate with the City/County to improve sidewalks and provide bike lanes.

### **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)
- ❑ Low density residential near high frequency transit like light rail and bus stops with frequent service

### **BUILDINGS – REQUIRE**

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – short-term within 50 feet and long-term parking within 100 feet of main entrances
- ❑ Shower & clothing lockers
- ❑ Adequate tree canopy for shade and improved air quality

### **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
- ❑ Upgrade existing sidewalks for ADA accessibility (e.g. add curb cuts)

## *Policy & Implementation Strategies*

The following are implementation strategies that we encourage broadly to support bicycle/pedestrian-centric policies and might suggest (as applicable) in a comment letter to encourage the policies that will best support bicyclists and pedestrians in that proposed development.

## **MAINTENANCE & ENFORCEMENT**

- ❑ Create the built environment in a way that naturally enforces speed limits (e.g. road diets, speed bumps, bulb-outs)
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Educate cyclists about 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

## **LAND USE**

- ❑ Encourage the highest-density residential use as allowable by zoning code
- ❑ Locate higher-density land uses (e.g. mixed-use, medium-density residential, high-density residential) near transit
- ❑ Provide the maximum allowable amount of bicycle parking and facilities
- ❑ Include ample green space in new developments

## **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
- ❑ Active Transportation Program

## **Contact**

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