



October 22, 2008

Elise Gumm, Associate Planner
City of Sacramento
Development Services Department, Current Planning
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Station 65 (P08-068)

Dear Ms Gumm:

*WALKS*Sacramento submits the following comments on Station 65. These comments are based on the September 23, 2008 Development Project Routing.

*WALKS*Sacramento encourages people to walk and bicycle in their communities. 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. *WALKS*Sacramento is a member of the Partnership for Active Communities, formerly the Safe Routes Sacramento Partnership. The Partnership 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.

1. Move the bus parking area from 67th Street to the south side of Q Street

The bus parking area on 67th Street will be an unsafe and unpleasant area for pedestrians and passengers due to the building elevation and sidewalk design. The east elevation of Building 1 on 67th Street is 388.5' long at ground level with 46' of retail windows at the south end and about 40' of retail windows at the north end. There are eyes-on-the-street at those two places only - the other 302.5 feet of the building elevation consists of the street side of the parking garage and the delivery entrance. Only about eight feet of one bus parking space is not in front of the garage wall. The waiting area for passengers should be in clear sight of the public and the site design does not provide for that.

This will also be an unattractive place for passengers to wait for buses. Standing between a parking garage wall and buses is not likely to be pleasant. It is important to provide attractive and well lit areas for waiting transit passengers so that ridership is encouraged rather than discouraged.

The sidewalk area provided for bus loading is inadequate. The sidewalk width of six feet with a two-foot landscaped planter along the building will not provide enough

room for people waiting for buses, ADA loading areas, shelters, and people passing by.

*WALK*Sacramento recommends that all bus parking and loading be provided on the south side of Q Street. This would provide more eyes-on-the-street from the two retail spaces and pedestrian paseo entrance at the south end of Station 65; there would be convenient transfer between all buses and light rail without having to cross Q Street; and the waiting area would be more open and there would be more room for amenities such as shelters and benches.

2. Provide safe pedestrian crossing of motor court driveways

The sidewalks along Buildings 2 and 3 line up well with the island, but the motor court driveways on 65th Street may be a hazard for pedestrians as they cross from sidewalk to island to sidewalk. We recommend constructing raised sidewalks to the island so that cars are encouraged to enter and exit at slow, safe speeds and are discouraged from stopping within the pedestrian crossing.

3. Clear corner of 65th Street and Q Street of obstructions and furniture

A high level of pedestrian activity should be expected at Q Street considering the mixed uses at Station 65 on the north side and a light rail/bus transfer station on the south side. More room for pedestrians should be provided at the southwest corner of the project. The landscaped area on the west side of the corner will provide pedestrians some protection from right-turning vehicles, but it limits the waiting and movement area for pedestrians. The tables to the east of the corner will also decrease the available room for pedestrians and patrons using the tables may feel crowded by pedestrians at the corner.

4. Consider locating Sac State shuttle stop to south side of Q Street

The frequent arrival and departure of the Sac State shuttle at the motor court may interfere with safe crossing of the motor court by pedestrians. Please consider how the combination of hotel, office, and shuttle use of the motor court may impact pedestrians. Wouldn't it be better to provide space for the shuttle at the light rail station?

5. Provide signalized pedestrian crossing at Folsom Boulevard and 67th Street

There is no crossing of Folsom Boulevard east of 65th Street that is close and convenient to Station 65. In view of the pedestrian trips expected to be generated by Station 65, there should be a pedestrian crossing of Folsom Boulevard at 67th Street. Due to the traffic volume on Folsom Boulevard and the bus traffic on 67th Street, a traffic signal may be warranted.

6. Modify northbound 65th Street right-turn lane

The right-turn lane from northbound 65th Street to eastbound Folsom Boulevard is very wide and has a large radius. Please modify the lane geometry to reduce vehicle speeds and provide safer crossing by pedestrians.

7. Locate bike racks at locations within view of those using the racks

Since there are no offices on the paseo, the bike racks will probably be used primarily by shoppers and restaurant patrons. In this case, the bike racks should be located close to and within view from store and restaurant windows. The bike racks near the southwest corner of Building 1 are placed near the paseo in an area protected from the elements by three walls and the second floor above it. The racks will be more secure if the retail spaces to the north and south have large windows to allow observation from within. We also suggest placing some racks between Q Street and the southern facing retail spaces.

8. Locate changing and shower facilities near Class I bike parking

Employees will be more likely to bike to work if they have changing and shower facilities close to where they park their bike. Place the changing room and showers as close as possible to the Class I bike parking room on the ground floor of the parking garage.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or cholm@walksacramento.org.

Sincerely,



Chris Holm
Project Analyst

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cc: Mark Lucas, Lucas Enterprises
Molly Wright, Sacramento Metro Air Quality Management District
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Partnership for Active Communities Steering Committee
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