



October 31, 2011

Tom Buford, Senior Planner
City of Sacramento Community Development Department,
300 Richards Blvd., Third Floor
Sacramento, CA 95811

VIA EMAIL

RE: Entertainment and Sports Complex Notice of Preparation

Dear Mr. Buford:

Thank you for the opportunity to comment on the Notice of Preparation for the Entertainment and Sports Complex (ESC) proposed to be built in the Railyards Specific Plan area in Sacramento.

WALKSacramento works with transportation and land use planners, elected officials, and community groups to create safe, walkable environments for all citizens and particularly for children, seniors, the disabled and low-income individuals. WALKSacramento works to incorporate pedestrian access into transportation and development decisions, to increase funding for pedestrian infrastructure, and to adopt and implement pedestrian master plans for local communities.

1. Pedestrian travel to and from nearby places

The ESC is proposed for a location near many walkable places. The EIR should analyze the quality and safety of pedestrian travel to nearby places, including the following.

- The planned Sacramento Intermodal Facility (SITF)
- The planned SITF West Pedestrian/Bicycle Tunnel
- On-street and off-street parking
- The Railyards north of the SITF new terminal expansion
- Old Sacramento
- The Sacramento River Trail
- The American River Bike Trail
- The Railyards in the vicinity of the Railroad Technology Museum
- Alkali Flats
- West Sacramento
- The Central City Core area

2. Pedestrian mobility for all

The analysis of pedestrian mobility should take into account the abilities of various types of pedestrians, including younger, older, physically disabled, and sight impaired, as well as able bodied.

3. Pedestrian and vehicular traffic analysis

The analysis of pedestrian and vehicular traffic is important to evaluating the pedestrian environment. We recommend using a pedestrian level of service analysis that includes factors such as:

- vehicle speed and volume
- crossing distance
- number of lanes
- pedestrian crossing time and delay
- distance between crossings
- pedestrian signals
- traffic signals
- parking
- landscaping and trees
- bike lanes
- vehicle turning volumes

The pedestrian level of service should be applied to all streets in the area, including

- I Street to L Street
- 4th Street to 12th Street
- Jibboom Street
- The I Street Bridge
- The Tower Bridge

In addition, we recommend including several factors in the traffic analysis.

- Weekday and Saturday evening hours. Many of the events at the ESC will occur at night and the impacts to traffic may be felt in the early evening hours in addition to the late afternoon.
- Phase III of the SITF. Only phases I and II were analyzed at the project level in the SITF and Railyards environmental assessments.
- Pedestrian collisions. The existing and cumulative safety risk for pedestrians should be evaluated.

4. Parking

The type, location, and capacity of vehicle parking will have an impact on the pedestrian environment and the number of pedestrians walking to the ESC. We would like the EIR to analyze the following issues related to parking.

- Existing versus new spaces, surface lots, and structures.
- Impact of new lots on pedestrian circulation.
- Impact of the sale or lease of parking garages owned by the City of Sacramento.

WALKSacramento 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. 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.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,

A handwritten signature in black ink that reads "Chris Holm". The signature is written in a cursive, flowing style.

Chris Holm
Project Analyst