



2/7/2020

VIA EMAIL

Garrett Norman, Associate Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95814

**RE: Gateway West-Arena Boulevard Commercial (P17-057)**

Dear Mr. Norman:

Thank you for the opportunity to provide comments on the first revised routing for Gateway West-Arena Boulevard Commercial project at the northeast corner of Duckhorn Drive and Arena Boulevard.

We are pleased to see several of the recommendations made in our November 22 and 27, 2019 letters have been implemented. Positive responses include: the crosswalk at south end of roundabout has been moved closer to the circulating roadway, so it crosses only one lane on each side of the median; a segment of the sidewalk behind the pedestrian holding area at the corner of Arena Boulevard and Duckhorn Drive has been removed; the drive-through lane around the buildings between the two Duckhorn Drive driveways has been eliminated; the hotel building has windows at the north end of the hallway on each floor; both stairwells have windows on each floor, including the ground floor; and the walkway between the hotel and the bike path doesn't pass through a parking space.

We are also pleased to see that the driveway on Arena Boulevard has been realigned so it's at a right angle to the roadway rather than at an angle that would encourage higher speed turns. Vehicles turning into the center will be moving more slowly and pedestrians on the attached sidewalk will be safer as they cross the driveway.

The building arrangement within commercial-use portion of the site has been revised significantly. The fueling dispensers have been moved away from the corner, but a drive-through use remains at the corner of Duckhorn Drive and Arena Boulevard. The street-facing rear of Building 2 will not activate the street and the drive-through lane between the sidewalk and the building will not promote pedestrian activity. There are no windows that would provide natural surveillance or support a visual or psychological connection between pedestrians and activity within the building. **We recommend adding some windows to the west elevation of Building 2 facing Duckhorn Drive.**

The roundabout design incorporates several changes that will improve pedestrian safety, but it also includes one change that will degrade pedestrian safety. The roundabout has bike ramps and wider sidewalks to accommodate bicyclists that will not feel comfortable taking the lane in the roundabout. As mentioned above, the crosswalk at the south end of the roundabout has moved closer to the roundabout – crossing a single lane on the west side rather than two lanes. The curve in the approach to the roundabout plus a greater entry radius should slow vehicles as they approach each of the

crosswalks and move through the roundabout. However, the entry and exit lane widths have been increased by about 50%, so some of the benefit of the improved deflections will be lost. **We recommend reducing the roundabout entry and exit lane widths.**

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 physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please don't hesitate to contact me.

Sincerely,

Chris Holm  
Project Manager