



5/21/2021

VIA EMAIL

Sean de Courcy  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Railyards Central Shops (PB20-049)**

Dear Mr. de Courcy:

Thank you for routing the revised plans for the Railyards Central Shops project to WALKSacramento.

We are pleased to see significant revisions that will increase safety for pedestrians and bicyclists and more shade for people visiting or working in the area. Improvements include bollards for demarcating the edge of vehicle travel lanes on Stanford Street and Stevens Street have been eliminated, the ADA compliant ramp at the Sacramento Valley Station access point no longer crosses the landing at the top of the lower set of stairs, short-term bike parking spaces increased from 42 to 207 and long-term spaces increased from 12 to 18, and more trees are proposed and they will be planted at 20' spacing rather than 30'. The revised plans, though, have some elements that we believe should be changed, as discussed below.

The plans show removable steel bollards at the south leg of Stanford Street at Stevens Street. Sheet L1.0.4 Site Hardscape and Materials Palette doesn't have an illustration of the type of bollards that will be used, but we expect the bollards will be the typical 4" diameter posts. Narrow bollards like this can be a hazard for bicyclists and distracted pedestrians. **We recommend using either large decorative bollard covers for removable post barriers or removable hoop barriers with a height of at least 42" at the south leg of the Stanford Street at Stevens Street intersection.**

Transverse lines on Stanford Street may slow vehicles, but we are concerned about the use of bicycle racks to define the street edge. Although the vehicle travel area is more than adequate for bi-directional traffic, placing bicycle riders at the edge of the travel lanes while they lock/unlock their bicycle may be dangerous. Sheet L4.0.0 Site Circulation notes "Bike bollards at 9'-4" O.C. provide bike parking and protect trees." If trees must be protected from vehicles, we suggest that some method other than using bicyclists and racks be used. **We recommend defining the edge of the travel lanes with trees and placing bike racks on the building side of the trees.**

The Site Layout sheets and the Site Circulation sheet indicate bike rack/bollards will be used along Stanford Street. These bollards, labeled F6, will not provide two points of contact for bicycles which the F4 bike racks shown on sheet L1.0.4 Site Hardscape and Materials Palette will provide, and they could also be a hazard to pedestrians. **We recommend replacing all F6 bollard-type bike racks with the F4 loop-type bike racks.**

Reclaimed Site Cranes at the south leg of Stanford at Camille (see sheet L1.0.2 Site Layout – Sector 02) will be in the middle of the pedestrian east-west and north-south travel paths. In

addition, traffic signal poles will be located in close proximity to the pedestrian paths. In order to maintain clear pedestrian pathways, **we recommend placing the reclaimed site cranes such that the pole is at the inside end of the curb return at the two corners.**

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 public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify WALKSacramento of future routings or notices for this project.

Sincerely,

Chris Holm  
Project Manager