



October 26, 2010

Fedolia "Sparky" Harris, Senior Planner  
Department of Transportation  
New City Hall  
915 I Street, 2nd Floor  
Sacramento, CA 95814

VIA EMAIL

**RE: 65<sup>th</sup> Street Station Area Study (M09-019)**

Dear Mr. Harris:

WALKSacramento supports the staff recommendations in the *65<sup>th</sup> Street Station Area Study*. Elements such as pedestrian-friendly intersections, pedestrian-scaled street grid, wide sidewalks, attractive streetscapes, and traffic calming of the C-Prime scenario should provide greater pedestrian mobility and safety.

We would like to emphasize that safe crossings are vitally important for pedestrians. The Study recognizes this by identifying features of intersections that will make crossings safer and more convenient for pedestrians. However, there are currently more than a dozen intersections, eight of which are signalized, within the study area that do not have crosswalks marked on all legs.

The City's *Pedestrian Safety Guidelines* recommends marked crosswalks at all controlled intersection approaches but identifies heavy right- or left-turning movements as exceptions. Making this exception requires many pedestrians to cross two additional legs of the intersection which adds more crossing time, greater exposure to vehicle movements, and does not contribute to pedestrian-friendly intersections.

If the 65<sup>th</sup> Street Station area is defined as a future transit village and transportation improvements are to encourage more walking, then exceptional effort should be made to provide convenient and safe crossings for pedestrians. We recognize the challenge that high traffic volumes can make at intersections, but we would like to see pedestrians given greater consideration within transit villages.

WALKSacramento recommends revising the following paragraph on page 26 of the draft *65<sup>th</sup> Street Station Area Study* by adding the underlined text.

**PEDESTRIAN-FRIENDLY INTERSECTIONS** Safe movement through intersections is critical for all circulation modes, but especially for pedestrians ... This study recommends improvements including marked crosswalks on all legs of controlled intersections, . . .

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) 709-9843 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Holm". The signature is fluid and cursive, with the first name "Chris" being more prominent than the last name "Holm".

Chris Holm  
Project Analyst

WALKSacramento  
909 12<sup>th</sup> Street, Suite #122  
Sacramento, CA 95814

cc: Hector Barron, City of Sacramento Department of Transportation  
Anne Geraghty, WALKSacramento

Re: The 65<sup>th</sup> Street Station Area Plan (M09-019, 10-26-2010)

To the Sacramento City Council:

Putting a massive automobile tunnel at 65<sup>th</sup> Street and Elvas Avenue (under Scenario B) would completely contradict the statement (found on page 3-3 of the Draft EIR) "The General Plan envisions the 65<sup>th</sup> Street Station Area as a pedestrian friendly, transit oriented area where people rely less on the automobile...". This proposed tunnel would only serve to put people back in their cars, and walk and bicycle less. Presently, many people walk and bike to and from Sacramento State University using Hornet Crossing. It would be a big mistake to put a huge car tunnel under the Union Pacific Railroad tracks at 65<sup>th</sup> St. and Elvas Avenue. Putting in such a large tunnel would also increase the flood danger for the East Sacramento Neighborhood, as it would take a long time to install flood gates – they would not be in place in time to stop a fast moving flood from the American River. It takes a minimum of one and a half hours to install gates for the small pedestrian tunnel – it would take longer for a huge tunnel. If this tunnel were put in, it would have the biggest flood gates in the region. This railroad levee is our insurance against flooding should the American River surge over the first levee at the river.

Another reason not to put in a car tunnel at 65<sup>th</sup> Street and Elvas Ave. is that it would destroy a longtime, successful business, which employs over 40 people. If this tunnel were put in, it would severely negatively impact the adjacent residential neighborhood with overflow traffic, noise, and air pollution. The proposed gigantic tunnel would increase the instability of the Union Pacific Railroad levee. It would be a huge waste of taxpayer dollars.

A proposed pedestrian/bicycle tunnel (under Scenarios B and C) at 62<sup>nd</sup> Street and Elvas Ave. would be a mere three blocks from the existing pedestrian/bicycle tunnel (Hornet Crossing) – this is a ridiculous waste of money and is totally unnecessary.

A proposed extension of Ramona Avenue (under all scenarios) through a biologically sensitive wetland area, directly alongside the Union Pacific heavy Railroad tracks under US Highway 50 to Folsom Boulevard is a bad idea. It would be very dangerous to have a road running so close next to heavy rail tracks. It would destroy a wetland area, which provides habitat for numerous wildlife species and wild plants, as well as an adjacent field which also provides habitat for wildlife. This extension would create a logjam of traffic on Folsom Boulevard, since another intersection would be created directly east of the Union Pacific undercrossing on Folsom Boulevard – thus making traffic conditions worse. It would also destroy properties adjacent to Folsom Boulevard. Another consideration is that if a special (CSUC) faculty neighborhood is put in at the old California Youth Authority facility site, then putting in a through road on the backside of this proposed neighborhood from Folsom Boulevard to Ramona Ave. would actually open the area up too much and increase crime.

A proposal to create a new road (68<sup>th</sup> St.) (Scenarios B, C, D) from Q St. crossing Folsom Blvd. and continuing onto Elvas Ave. and relinquishing Elvas Ave. between 68<sup>th</sup> St. and Folsom Blvd. (Scenarios C and D) would destroy viable businesses. It would create another intersection on Folsom Blvd. between 65<sup>th</sup> St. and the UP Railroad undercrossing causing more traffic congestion. By relinquishing Elvas Avenue, it would eliminate the ability to continue driving off Folsom Blvd. westbound through the UP Railroad undercrossing onto Elvas Ave.

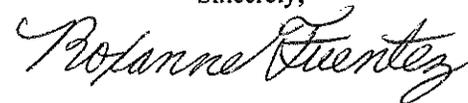
A tram/bicycle/pedestrian tunnel through the UP Railroad levee at 67<sup>th</sup> St. and Elvas Ave. (Scenario C) would destroy businesses, create another tunnel compromising flood safety, and is unnecessary.

Folsom Boulevard should not be reduced from four lanes to two lanes (with a turn lane in the middle) from 59<sup>th</sup> St. to 67<sup>th</sup> St. as this would increase congestion on Folsom Blvd. and force overflow traffic onto nearby residential streets – thereby ruining these neighborhoods' quality of life.

A proposed road extending 4<sup>th</sup> Ave. (under UPRR tracks) to Ramona Ave. (Scenario A and D) would cause the destruction of a large business and the loss of many jobs. Running a road from Broadway to Ramona Ave. (Scenario C) will only create more traffic in the surrounding neighborhood and negatively impact residents' quality of life. A proposal to extend San Joaquin Street to Ramona Ave. (Scenario B) would also negatively impact residents' quality of life.

Since all of these scenarios create more traffic and congestion, negatively impact residents' quality of life, and cost hundreds of millions of dollars, then none of them should be approved. My second choice is C-Prime minus all of the tunnels and road extensions, particularly the extension from Ramona Blvd. Scenario C-Prime (not in the EIR) is a combination of Scenario C north of Highway 50 and Scenario B south of Highway 50. Thank you.

Sincerely,



Roxanne Fuentes  
(916) 739-0226

A Group of Photos were shown to Councilmembers but were not submitted