

## **RESOLUTION NO. 2012-376**

Adopted by the Sacramento City Council

November 8, 2012

### **CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, ADOPTING THE FINDINGS OF FACT AND THE MITIGATION MONITORING PROGRAM FOR THE FREEPORT BOULEVARD BIKE LANES PROJECT (K15125100)**

#### **BACKGROUND**

- A. On November 8, 2012, the City Council conducted a public meeting, for which notice was given pursuant to and received and considered evidence concerning the Freeport Boulevard Bike Lanes Project. (K15125000)

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The City Council finds that the Environmental Impact Report for the Freeport Boulevard Bike Lanes Project (EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the City of Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated, and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Local Environmental Procedures.
- Section 3. The City Council certifies that the EIR has been presented to it, which the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgement and analysis.
- Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit C of this Resolution.
- Section 6. The City Council directs that, upon approval of the Project, the City Manager shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.
- Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.
- Section 8. Exhibits A through C are attached and are part of this Resolution.

**Table of Contents:**

Exhibit A – EIR

Exhibit B – CEQA Findings of Fact for the Freeport Boulevard Bike Lanes Project

Exhibit C – Mitigation Monitoring Program

Adopted by the City of Sacramento City Council on November 8, 2012 by the following vote:

Ayes: Councilmembers Cohn, D Fong, R Fong, McCarty, Pannell, Schenirer, Sheedy.

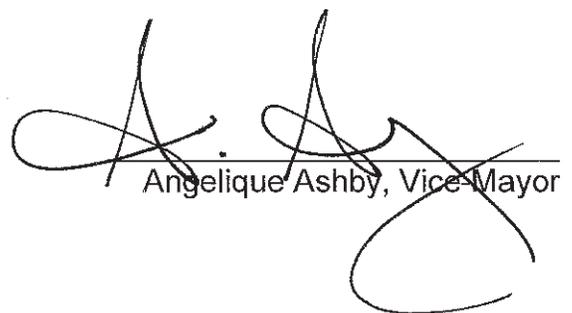
Noes: Councilmember Ashby

Abstain: None.

Absent: Mayor Johnson.

Attest:

  
Shirley Concolino, City Clerk

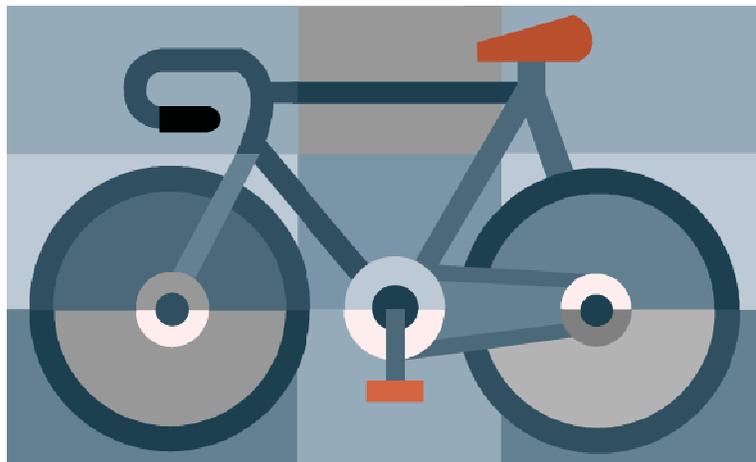
  
Angelique Ashby, Vice Mayor

# **PROPOSED FINAL EIR**

**EIR Text as Revised and Comments Received and  
Responses to Comments**

## **Freeport Boulevard Bike Lanes Project Draft**

**Focused Environmental Impact Report**



State Clearinghouse Number: 2012012028

City of Sacramento  
Departments of Public Works and  
Community Development

October 18, 2012



FINAL EIR  
EIR Text as Revised  
and  
Comments Received and Responses to Comments  
Freeport Boulevard Bike Lanes Project  
Focused Environmental Impact Report



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## **CHAPTER 1.0**

### **INTRODUCTION**

#### **PURPOSE OF THE DOCUMENT**

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR) for the Freeport Boulevard Bike Lanes Project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from July 23, 2012 through September 7, 2012. This document includes written responses to environmental issues raised in comments on the Draft EIR. The responses clarify, correct, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of the Lead Agency (City of Sacramento). These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code (PRC) sections 21000-21177).

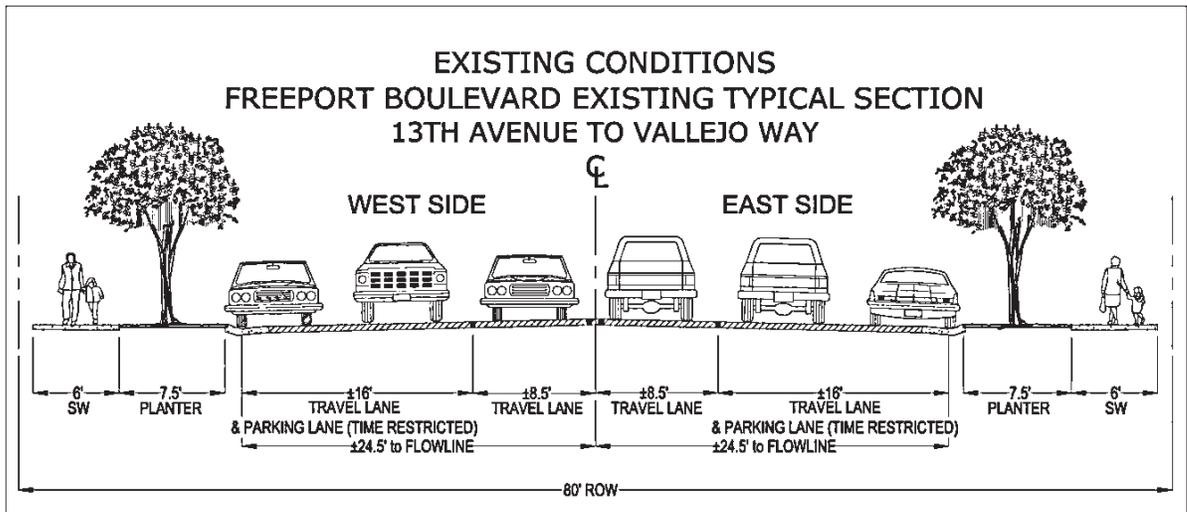
#### **BACKGROUND**

In accordance with CEQA regulations, the City released a Notice of Preparation (NOP) on January 13, 2012, with a comment period from January 13, 2012 to February 13, 2012. The City distributed the NOP to responsible agencies, interested parties and organizations, as well as private organizations and individuals that have stated an interest in the project. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. The NOP and public and agency responses to the NOP are included in Appendix A of the Draft EIR in accordance with CEQA. The City held a scoping meeting on January 25, 2012. Public or agency comments submitted at the scoping meeting included general questions about the CEQA process, questions about the proposed project, expected effects of the proposed project and design alternatives for the proposed project. Questions raised at the scoping meeting that are pertinent to the environmental analysis were addressed in the Draft EIR.

The Draft EIR was circulated for public review and comment for a period of 47 days from July 23, 2012 through September 7, 2012.

#### **PROPOSED PROJECT**

The proposed project would install bike lanes on Freeport Boulevard between 4th Avenue and Sutterville Road in the Land Park Community Planning Area of the City of Sacramento. The proposed project would reduce the number or modify the width of travel lanes and parking lanes, and the curb and median islands along Freeport Boulevard between 4th Avenue and Sutterville Road to accommodate bike lanes. All project components would be completed within the existing right-of-way. Freeport Boulevard has an 80-foot right-of-way with 4 travel lanes of approximately 8-9 feet per travel lane. Parking is currently provided at selected locations with restrictions. Figure 1 shows the typical existing cross section of Freeport Boulevard.

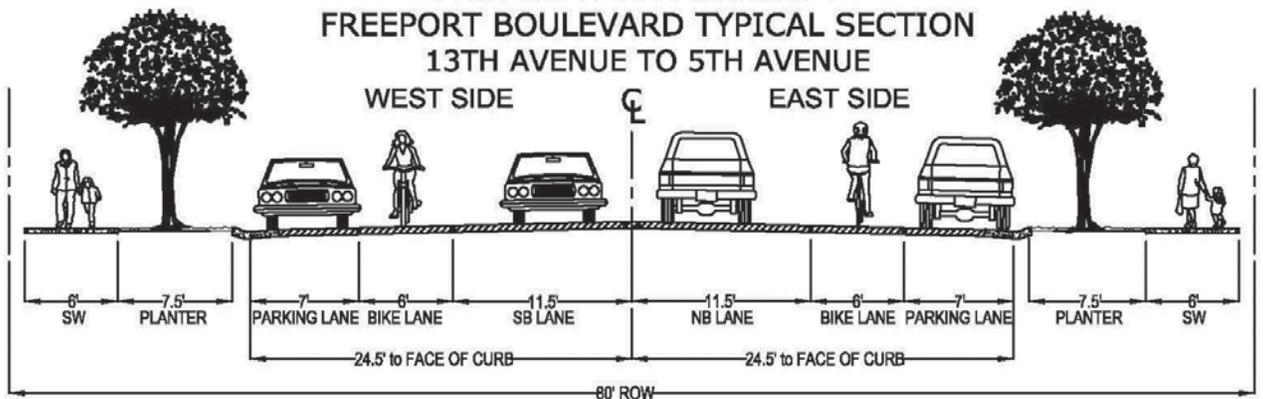


**Figure 1: Cross Section of Existing Conditions**

There are two proposed design concepts to alter Freeport Boulevard to accommodate bike lanes:

**Proposed Project Option 1 (PP1)**

PP1 would reduce the number of travel lanes on Freeport Boulevard to two lanes to allow space for bike lanes and maintain parking where feasible along both sides of Freeport Boulevard within the study limits. As shown on Figure 2, under this option a typical street cross-section would consist of a 6-ft sidewalk, 7.5-ft planter on each side of the street, 7-ft parking lane (where feasible), 6-ft bike lane and an 11.5-ft travel lane on each side of the street.



**Figure 2: Proposed Project Option 1 (PP1)**



- f) Install a new triple four crosswalk and pedestrian actuated flashers at the south leg of the 5<sup>th</sup> Avenue/Freeport Boulevard.
- g) Install radar speed limit feedback sign for southbound direction between 5<sup>th</sup> Avenue and Vallejo Way.

Implementation of the above enhancements will be dependent on available funding and may be implemented, if deemed appropriate, subject for more evaluation by the City's Public Works Department.

### **Freeport Boulevard and 21<sup>st</sup> Street Intersection Connection Concepts**

There are four (4) design concepts for the intersection of Freeport and 21<sup>st</sup> Street to accommodate the proposed bike lanes. These concepts are:

1. Intersection Concept 1: Signed Southbound Bike Route. Under this concept, travel lanes would be reduced to allow for a northbound 5-foot bike lane and a southbound bike route. The southbound signed bike route would allow a bicyclist to use the existing pedestrian island and planter area which is controlled by a pedestrian signal.
2. Intersection Concept 2: Southbound Bike Lane/Route with Push Button Signal Control. Under this concept, the existing planter would be reduced in width and the median island removed or relocated to accommodate a southbound bike lane adjacent to the planter. This concept would provide the southbound 21<sup>st</sup> Street cyclist with a bike push button, at the edge of the planter, which would activate the traffic signal. Southbound Freeport Boulevard would be stopped when the bike push button is pressed in order to allow a protected southbound 21<sup>st</sup> Street bike movement at the merge area. A southbound bike route would be provided in the area of limited right-of-way and a 5 foot northbound bike lane would be provided on the east side of the street.
3. Intersection Concept 3. Southbound Bike Lane with Full Signal Control. This concept would change the intersection signal phasing so southbound Freeport Boulevard would be stopped when southbound 21<sup>st</sup> Street has a green light. This would allow the southbound 21<sup>st</sup> Street cyclist to proceed through the intersection without stopping. It will also provide a southbound 5 foot bike lane to Vallejo Way and remove the existing Freeport Boulevard / 21<sup>st</sup> Street merge area.
4. Intersection Concept 4: "T" Intersection. Under this concept the intersection of 21<sup>st</sup> Street at Freeport Boulevard would be modified to create a signalized "T" intersection. The existing planter and median would be removed and both northbound and southbound bike lanes installed.

### **REQUIRED DISCRETIONARY ACTIONS**

The City of Sacramento requires the following discretionary actions for project approval:

- **EIR Certification.** Before the City can approve the proposed project, it must certify that the EIR was completed in compliance with the requirements of the California Environmental Quality Act (CEQA), that the decision-making body has

reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento. Approval of the EIR also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact, as part of project approval.

- **Approval of Design and Construction.** The City Council will be responsible for approval of Final Design and Authorization to Call for and Award Construction Contract.
- **Street Tree Trimming and Removal Permit.** Although most of the proposed work roadway, for the new bus turn outs and other facilities it may be necessary to trim and in some cases remove vegetation.

## **OTHER PERMITS AND APPROVALS**

Sacramento Regional Transit District

- Coordination and Approval to Relocate Bus Stops

State of California Public Utilities Commission (PUC)

- Permit for construction work near railway operations

## **TYPE OF DOCUMENT**

This EIR is a "Project EIR," pursuant to section 15161 of the CEQA Guidelines, for Phase 1 of the project, which includes construction of up to 208 residential units on approximately 7.8 acres. A Project EIR examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from implementation of the project, including construction and operation. The EIR is an informational document intended to disclose to the decision makers and the public the environmental consequences of approving and implementing the proposed project. The preparation of the Final EIR focuses on the responses to significant environmental issues raised in comments on the Draft EIR. CEQA Guidelines Section 15132 specifies the following:

*The Final EIR shall consist of:*

- (a) The Draft EIR or revision of the draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) And any other information added by the Lead Agency.*

This document contains the list of commenters, the comment letters, and responses to the significant environmental points raised in the comments and text changes made at the initiative of the Lead Agency. These changes do not alter the conclusions of the Draft EIR.

Prior to taking action to approve the project, the City of Sacramento, as Lead Agency, would be required to certify that the EIR adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project (CEQA Guidelines section 15090). The EIR must also be considered by the Responsible Agencies, which are public agencies that have discretionary approval authority over the project in addition to the Lead Agency. For this project, any “responsible agencies” must consider the environmental effects of the project, as shown in the EIR prior to approving any portion of the project over which it has authority.

## **ORGANIZATION OF THIS DOCUMENT**

For this document, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to one or more responses to review all the information on a given subject. To assist the reader, cross references are provided. The comments and responses in this document, in conjunction with the Draft EIR as amended by the text changes, constitute the Final EIR that will be considered for certification by the City of Sacramento.

This document is organized as follows:

**Chapter 1 - Introduction:** This chapter includes a summary of the project description and the process and requirements of a Final EIR.

**Chapter 2 – Staff Initiated Changes to the Draft EIR:** This chapter lists the staff-initiated text changes to the Draft EIR.

**Chapter 3 - List of Agencies and Persons Commenting:** This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period.

**Chapter 4 - Comments and Responses:** This chapter contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment within a letter has been given a number. Responses are provided after the letter in the order in which the comments were assigned. Where appropriate, responses are cross-referenced between letters. The responses following each comment letter are intended to supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the document where the requested information can be found. Those comments not directly related to environmental issues may be discussed or noted for the record.

## **SUMMARY OF PUBLIC PARTICIPATION AND REVIEW**

The City of Sacramento notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR for the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- The City of Sacramento filed a Notice of Preparation (NOP) for an EIR with the State Clearinghouse for a 30-day public review period for the proposed project on January 13, 2012.
- A public scoping meeting was held on January 25, 2012.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on July 23, 2012. A 47-day public review period for the Draft EIR was established by the State Clearinghouse, ending on September 7, 2012.
- A Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals.
- The Draft EIR, and the notice inviting comments, was posted on the City's web site at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>
- Copies of the Draft EIR were available for review at the following locations:

City of Sacramento Community Development  
Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811  
(Open to the public from 9:00 am to 4:00 pm)

Sacramento Public Library  
828 I Street  
Sacramento, CA 95814



## CHAPTER 2.0

### CHANGES TO TEXT OF THE EIR

#### INTRODUCTION

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the public, the Lead Agency, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by ~~strike through~~ unless otherwise noted in the introduction preceding the text change. Text changes are presented in the page order in which they appear in the Draft EIR.

#### Chapter 2.0 Project Description

Page 2-8, Paragraph 1:

“Several signal cycle lengths ~~was~~ were checked for corridor efficiency under the Near Term plus Project Conditions for both project options PP1 and PP2.”

Page 2-9, Paragraph 2:

“Freeport Boulevard splits into Freeport Boulevard and 21<sup>st</sup> Streets just south of the rail crossing at approximately 4<sup>th</sup> Avenue. At this intersection, two-way traffic converges from two streets onto Freeport Boulevard. Responding to the limited right-of-way and the ~~trail~~ bike route crossing, the proposed project includes improvements to this intersection to provide continuous bicycle access. There are several options proposed for this intersection.”

#### Chapter 4.1 Land Use

Page 4.1- 10, Last Paragraph:

“The project would reduce the number of lanes on Freeport Boulevard from four lanes to two lanes. As more population growth occurs in the region, this may result in increased traffic congestion until more people transition to other modes of transportation.”

#### Chapter 4.2, Transportation and Multimodal Policies

Page 4.2-2, Paragraph 2:

“This section of Freeport Boulevard was also scheduled for routine maintenance that included updating the lane striping. The affected section of Freeport Boulevard is currently a four lane corridor although the width of the existing lanes is more narrow than standard. Typical travel lane widths are 11’ wide. Maintaining the existing narrow travel lanes is undesirable due to the large trucks

and busses that use Freeport Boulevard that would have difficulty making turning movements.”

### **Chapter 4.3, Parking**

Page 4.3-23

Replace page 4.3-23 with Figure 4.3-8G (at rear of this Chapter). Duplicates of Figure 4.3-8F were included in the DEIR and Figure 4.3-8G was inadvertently excluded. This was corrected in the website at the start of the public review period. This change should be reflected in the Final EIR.

Page 4.3-15, First Paragraph:

“The entire west side of Freeport Boulevard is restricted to parking with an L permit (residential parking). ~~hence, t~~ There were no parked cars observed along the west side of the corridor, with the exception of the three vehicles in front of the C.K. McClatchy High School during the school’s class dismissal time.”

### **Chapter 5.1, Air Quality**

Page 5.1-1, Last Paragraph:

“The geographic features giving shape to the Sacramento Valley Air Basin (SVAB) are the Coast Range to the west, the Sierra Nevada to the east, and the Cascade Range to the north.”

Page 5.1-5, Last Paragraph:

“TACs are different than the “criteria” pollutants previously discussed in that AAQS have not been established for them, largely because there are hundreds of air toxics and their effect on health tend to be local rather than regional. DPM (diesel particulate matter) has been classified by CARB as a toxic air contaminant of particular concern.”

### **Chapter 5.3, Noise**

Page 5.3-27, Last Two Paragraphs:

“The ~~MEIR/EIR~~ concluded that impacts with respect to construction vibration would be significant and unavoidable, largely due to the potential need for pile-driving and/or blasting activities during some development activities. Both pile-driving and blasting activities result in considerable vibration levels in excess of normal construction activities and could result in structural damage and peak particle velocities in excess of 0.5 inches per second.

During construction activities associated with the proposed project, heavy construction equipment would operate around the project site, including in the

immediate vicinity of the existing sensitive receptors along Freeport Boulevard. Groundborne vibration levels associated with construction equipment that would likely be used at the project site are shown in Table 5.3-13. The most substantial vibration levels typically experienced during construction activities are attributable to pile-driving and/or blasting activities, as noted above, but these activities are not anticipated as part of the proposed project. As shown in the table, vibration levels from certain equipment operating within approximately 10 feet of a sensitive receptor could exceed the 0.5 inches per second which the City uses as a threshold for structural damage. However, construction activities associated with the proposed project would occur at distances of 25 feet, or greater, from the nearest sensitive receptors. Therefore, the project would not have any additional significant construction vibration effects not addressed as a significant effect in the MEIR. The project impact is considered ***less than significant.***”

### **Chapter 5.3, Transportation**

Page 5.4-10, footnote 2:

<sup>2</sup> On June 26, 2012 City Council approved reducing the posted speed along 24th Street between Broadway and Sutterville Road to ~~35~~ 25 mph and 24th Street between Sutterville Road and Meadowview Road to ~~25~~ 35 mph.”

Page 5.4-11, Transit Facilities, Paragraph 3:

“Route 62 provides daily, except Sundays and Holidays, bus service between....”

Page 5.4-12, last paragraph:

“The College Plaza NTMP installed angled parking along 10<sup>th</sup> and 11<sup>th</sup> Avenues, a median island adjacent to a crosswalk along Freeport Boulevard, stop sign legends, 25 mph speed legends at the intersection of ~~2<sup>nd</sup>~~ 22<sup>nd</sup> Street and 10<sup>th</sup> Avenue and 11<sup>th</sup> Avenue, and red curbs to prohibit parking along 12<sup>th</sup> Avenue close to 23<sup>rd</sup> Street. West Curtis Oaks NTMP (along 4<sup>th</sup> Ave on the north, 24<sup>th</sup> Street on the east, Portola Way on the south, and 21<sup>st</sup> Street on the west) has been on hold due to the several ongoing projects within the area such as: Curtis Park Village Development project and the 21<sup>st</sup> Street Two Way Conversion Project.”

Page 5.4-13, Figure 5.4-5.

Figure 5.4-5 included in the Draft EIR has an incorrect legend denoting Class II bikeways. A corrected figure which describes these bikeways as “on-street” bikeways has been provided at the end of this Chapter.

Page 5.4-51, Paragraph 3.

“With implementation of PP1, buses would stop in the parking lane and would encroach by about ~~one foot~~ two feet into the adjacent bike lane. Bus stops would be designated by using the appropriate signs and striping to prohibit parking within the bus stop area.”

Page 5.4-51, Paragraph 4.

“With implementation of PP2, buses would stop in the parking lane along the east side of Freeport Boulevard and bus stops would encroach approximately 2 feet into the adjacent bike lane. Bus stops would be accommodated with the appropriate signs and striping. On the west side of Freeport Boulevard, buses would stop in the bike lane which does not provide sufficient width for a bus parking area. In general, ~~8-10~~ 10-12 feet of width is required for a bus stop.”

**Chapter 7, Alternatives**

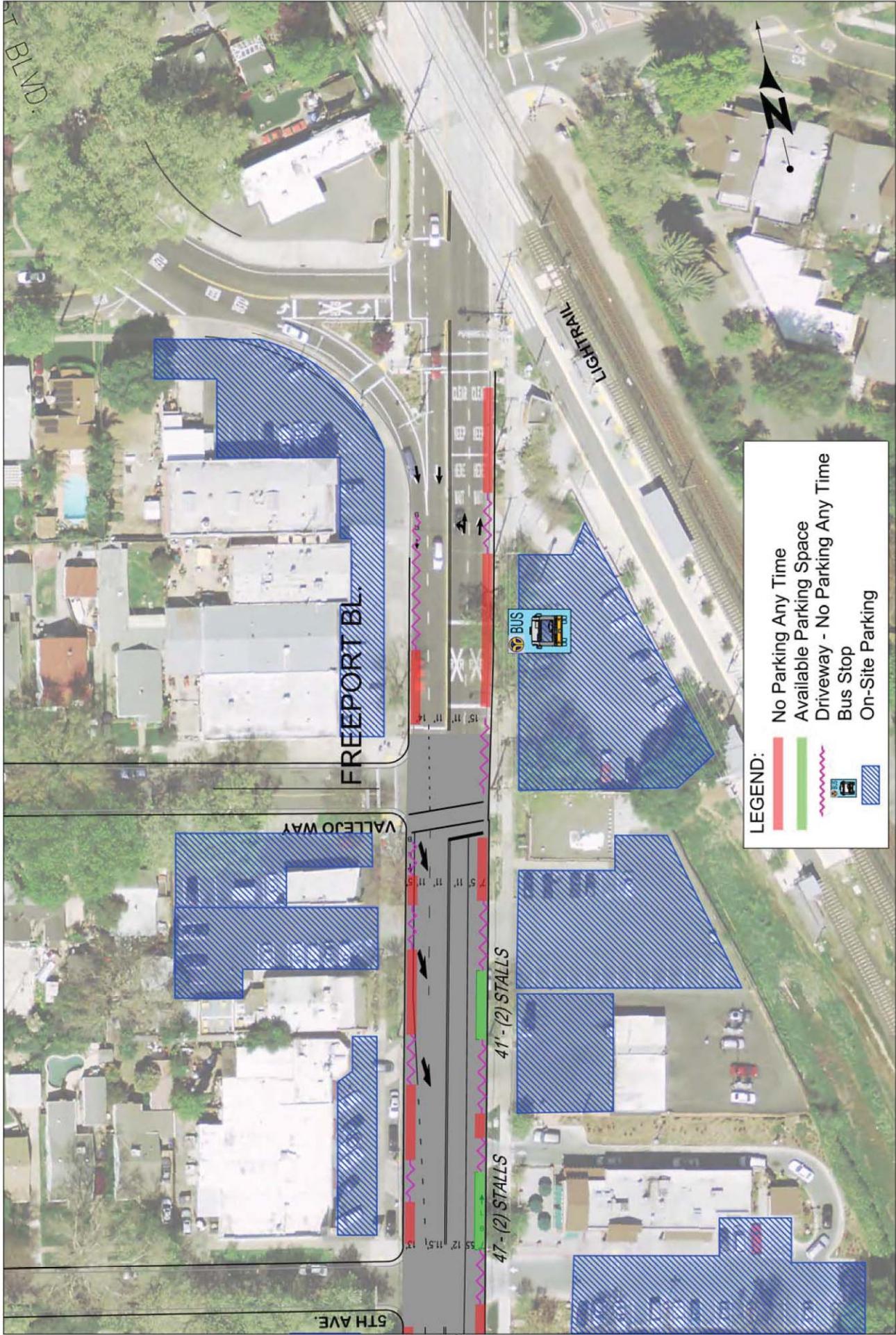
Page 7-9, Table 7-4. This table has been reformatted to remove hyphens for clarity. The corrected Table 7-4 is shown below:

<b>TABLE 7-4: SUMMARY PARKING SPACES BY ALTERNATIVE (Corrected to remove hyphens)</b>						
	<b>Existing</b>	<b>Proposed Project 1 (PP1)</b>	<b>Proposed Project 2 (PP2)</b>	<b>Alt. 1 (No Project)</b>	<b>Alt. 2 Restriping with One Side Bike Lane*</b>	<b>Alt. 3 Restriping with Both Sides Bike Lanes*</b>
East Side of Freeport	61	46	0	61	0	0
West Side of Freeport	70	51	39	70	0	0
<b>TOTAL</b>	<b>131</b>	<b>97</b>	<b>39</b>	<b>131</b>	<b>0</b>	<b>0</b>
<b>NET REDUCTION</b>	<b>0</b>	<b>34</b>	<b>92</b>	<b>0</b>	<b>131</b>	<b>131</b>
Note: Alternatives 2 and 3 would have 4 travel lanes and with the addition of a bike lane or lanes, no right-of-way would remain to accommodate on-street parking.						

Appended to Chapter Corrected Figures:

Figure 4.3-8g should be inserted on page 4.3-23.

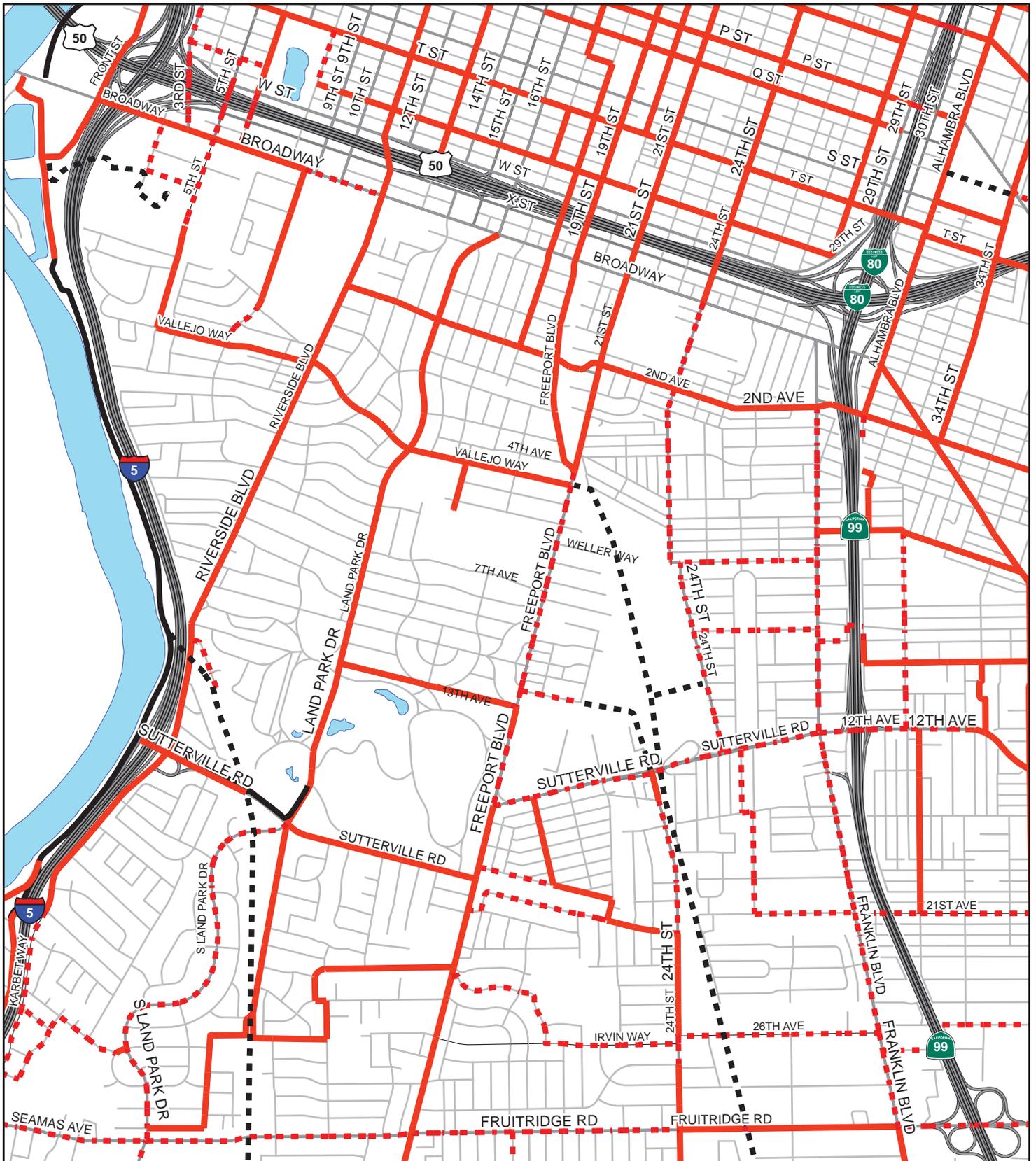
Figure 5.4-5 as corrected should be inserted on page 5.3-13.



See Figure 4.3-8f

**FREEPORT BOULEVARD BIKE LANES PROJECT**  
**PROPOSED PROJECT OPTION 1 - PARKING CONDITIONS**  
**5TH AVE TO 21ST ST**  
 Figure 4.3-8g





1 in = 2,000 ft

**Legend:**

- Existing On-Street Bikeway
- - - Proposed On-Street Bikeway
- Existing Class I Bike Trail
- - - Proposed Class I Bike Trail

**FREEPORT BOULEVARD BIKE LANES PROJECT  
EXISTING AND PROPOSED BIKEWAYS**

Figure 5.4-5



## CHAPTER 3.0

### LIST OF AGENCIES AND PERSONS PROVIDING COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

Letter Reference Number	Name		Organization or Agency
	First	Last	
1	Mark	Abrahams	Land Park Community Association (LPCA)
2	Linda	Bell	
3	Arlene	Blades	
4	Frank	Bruno	
5	Robert	Canter, MD	
6	Trevor	Cleak	Central Valley Regional Water Quality Control Board
7	Kristen	Dzurella	
8	Greg	Hayman	Sacramento City College
9	Julia	Fredenberg	
10	Chris	Holmes	Walk Sacramento
11	Nathan and Allison	Jacobsen	
12	Donald	Kennedy	Pacific, Gas and Electric (PG&E)
13	Jordan	Lang	Sacramento Area Bicycle Advocates (SABA)
14	Pamela	Morrison	
15	Patricia	Nelson	
16	Sidney	Nelson	
17	Chris	Pair	Regional Transit (RT)
18	Caroline	Peck	Safety Along Freeport For Everyone (SAFFE)
19	Dan	Pskowski	
20	Stephan	Saffold	350Sacramento
21	Michael and Judy	Scheible	
22	Tom	Shragg	
23	Patrick	Solari	Sierra Curtis Neighborhood Association (SCNA)



## **CHAPTER 4.0**

### **COMMENTS AND RESPONSES**

This section contains the comment letters that were received on the Draft EIR and responses to the comment letters received on the Draft EIR. The section begins with Master Responses to those comments that apply to more than one comment received on the Draft EIR. Each comment letter is followed by a response by the City intended to supplement, clarify, or amend information provided in the Draft EIR and/or refer the reader to a Master Response or to the appropriate place in the Draft EIR where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment, as well as in Chapter 2, Text Changes.

## **Master Response 1: Why Isn't Intersection Concept 3 (IC3) Listed as an Environmentally Superior Option?**

### ***Summary of Comments***

Several comments were received that stated a preference for Intersection Concept 3 (IC3). This concept would change the intersection signal phasing so southbound Freeport Boulevard traffic would be stopped when southbound 21<sup>st</sup> Street traffic has a green light. This would allow southbound 21<sup>st</sup> Street cyclists to proceed through the intersection without stopping. It will also provide a 5-foot bike lane southbound to Vallejo Way and remove the existing Freeport Boulevard / 21<sup>st</sup> Street merge area. This concept would also provide a left turn pocket for movements into the Regional Transit Park and Ride parking lot for southbound vehicles on Freeport Boulevard.

### ***Master Response to Comments***

The Draft EIR selected either PP1 or PP2 in combination with either Intersection Concepts (IC) 1 or 2 as the environmentally superior alternative. These intersection options were selected because they represented the least amount of environmental impacts or severity of effects. Selection of the environmentally superior alternative does not prevent the City from implementing any of the other alternatives or concepts which best meet the public needs.

Although IC3 was not selected as an “environmentally superior” option, this alternative does not pose any additional threshold transportation impacts above those identified for IC1 and IC2. IC3, however, results in greater intersection delays even though these effects do not exceed the City’s threshold of significance. In choosing the environmentally superior alternative, the DEIR seeks to identify the concept that results in the least severity of effects and impacts. The DEIR included the following tables which compared the intersection options. As can be seen, IC1 and IC2 have less severe effects than IC3 in almost all cases.

<b>Intersection</b>	<b>Control</b>	<b>Avg. Delay / LOS during the AM (PM) Peak Hour</b>				
		<b>Existing No Project</b>	<b>Existing Plus Proposed Project</b>			
			<b>IC1</b>	<b>IC2</b>	<b>IC3</b>	<b>IC4</b>
Freeport Boulevard / 21 <sup>st</sup> Street	Traffic Signal	12.1 / B (12.0 / B)	12.1 / B (18.4 / B)	12.1 / B (18.4 / B)	14.0 / B (26.6 / C)	12.1 / B (67.5 / E)
Freeport Boulevard / Vallejo Way	Traffic Signal	7.2 / A (4.7 / A)	7.8 / A (5.1 / A)	7.8 / A (5.1 / A)	8.7 / A (6.9 / A)	8.6 / A (9.3 / A)

Intersection	Control	Avg. Delay / LOS during the AM (PM) Peak Hour				
		Near-Term No Project	Near-Term Plus Proposed Project			
			IC1	IC2	IC3	IC4
Freeport Boulevard / 21 <sup>st</sup> Street	Traffic Signal	13.3 / B (16.6 / B)	13.3 / B (23.0 / C)	13.3 / B (23.0 / C)	16.4 / B (33.1 / C)	14.2 / B (52.3 / D)
Freeport Boulevard / Vallejo Way	Traffic Signal	7.0 / A (5.1 / A)	7.6 / A (5.5 / A)	7.6 / A (5.5 / A)	8.9 / A (7.2 / A)	8.6 / A (8.9 / A)

Intersection	Control	Avg. Delay / LOS during the AM (PM) Peak Hour				
		Cumulative No Project	Cumulative Plus Proposed Project			
			IC1	IC2	IC3	IC4
Freeport Boulevard / 21st Street	Traffic Signal	23.1 / C (24.8 / C)	16.1 / B (28.6 / C)	16.1 / B (28.6 / C)	20.7 / C (41.7 / D)	20.2 / C (85.7 / F)
Freeport Boulevard / Vallejo Way	Traffic Signal	29.8 / C (32.3 / C)	8.4 / A (7.7 / A)	8.4 / A (7.7 / A)	11.1 / B (12.0 / B)	11.2 / B (20.0 / B)

As shown in Table 5.4-20, IC3 results in greater queuing effects than IC1 and 2 under existing conditions for the eastbound turning movements.

Movement	Vehicle Queue (in feet) during the AM (PM) Peak Hour				
	Existing No Project	Existing Plus Proposed Project			
		IC1	IC2	IC3	IC4
Northbound Through on Freeport Boulevard at Vallejo Way <sup>1</sup>	207 (121)	333 (186)	333 (186)	343 (174)	381 (264)
Southbound Through on 21st Street at Freeport Boulevard	106 (151)	124 (132)	124 (132)	130 (174)	99 (304)
Eastbound Left-Turn on Freeport Boulevard <sup>2</sup>	41 (108)	26 (175)	26 (175)	43 (601)	63 (119)
Eastbound Right-Turn on Freeport Boulevard <sup>2</sup>	88 (274)	60 (427)	60 (427)	274 (644)	129 (1,651)

Notes: <sup>1</sup> Northbound vehicle queue regularly spills back from Freeport Boulevard/21st Street limit line to Vallejo Way. Therefore, queue spillback beyond Vallejo Way is reported.  
<sup>2</sup> Queued vehicles in eastbound right-turn block access to left-turn lane. Queue reported for eastbound left-turn is the maximum queuing distance of left-turning vehicles while waiting to access turn pocket.

**Table 5.4-21 – 95<sup>th</sup> Percentile Vehicle Queues at Freeport Boulevard/21<sup>st</sup> Street Intersection Under Near Term Conditions**

Movement	Maximum Vehicle Queue (in feet) during the AM (PM) Peak Hour				
	Near-Term No Project	Near-Term Plus Proposed Project			
		IC1	IC2	IC3	IC4
Northbound Through on Freeport Boulevard at Vallejo Way <sup>1</sup>	156 (115)	282 (180)	282 (180)	347 (228)	353 (287)
Southbound Through on 21st Street at Freeport Boulevard	83 (180)	101 (161)	101 (161)	111 (166)	84 (276)
Eastbound Left-Turn on Freeport Boulevard <sup>2</sup>	142 (579)	127 (646)	127 (646)	196 (649)	148 (1,358)
Eastbound Right-Turn on Freeport Boulevard <sup>2</sup>	118 (481)	90 (634)	90 (634)	257 (649)	118 (1,575)
Notes: <sup>1</sup> Northbound vehicle queue regularly spills back from Freeport Boulevard/21st Street limit line to Vallejo Way. Therefore, queue spillback beyond Vallejo Way is reported. <sup>2</sup> Queued vehicles in eastbound right-turn block access to left-turn lane. Queue reported for eastbound left-turn is the maximum queuing distance of left-turning vehicles waiting to access turn pocket.					

**Table 5.4-22 – 95<sup>th</sup> Percentile Vehicle Queues at Freeport Boulevard/21<sup>st</sup> Street Intersection Under Cumulative Conditions**

Movement	Maximum Vehicle Queue (in feet) during the AM (PM) Peak Hour				
	Cumulative No Project	Cumulative Plus Proposed Project			
		IC1	IC2	IC3	IC4
Northbound Through on Freeport Boulevard at Vallejo Way <sup>1</sup>	748 (930)	391 (372)	391 (372)	472 (458)	485 (598)
Southbound Through on 21st Street at Freeport Boulevard	342 (453)	196 (210)	196 (210)	276 (267)	180 (729)
Eastbound Left-Turn on Freeport Boulevard <sup>2</sup>	413 (487)	178 (1,456)	178 (1,456)	306 (650)	314 (1,517)
Eastbound Right-Turn on Freeport Boulevard <sup>2</sup>	208 (491)	146 (715)	146 (715)	467 (655)	322 (1,674)
Notes: <sup>1</sup> Northbound vehicle queue regularly spills back from Freeport Boulevard/21st Street limit line to Vallejo Way. Therefore, queue spillback beyond Vallejo Way is reported. <sup>2</sup> Queued vehicles in eastbound right-turn block access to left-turn lane. Queue reported for eastbound left-turn is the maximum queuing distance of left-turning vehicles waiting to access turn pocket.					

As shown on the tables above, under Existing Plus Project and the Near Term Plus Project conditions, both IC1 and IC2 operate with the least overall amount of queuing and delay while IC3 is shown to cause greater delay and queuing that may likely cause additional traffic to divert onto adjacent local streets. Additionally, in the Cumulative Plus Project conditions for projected year 2030, IC1 and IC2 have less queuing than IC3 with the only exception being the maximum queue length for the eastbound left turn traffic movement being less for IC3 in the PM peak hour as shown in Table 5.4-22.

Additional analysis was prepared to review the eastbound traffic operation under the Cumulative Plus Project conditions. Table 5.4-22a provides a comparison of the eastbound left turn and right turn queue lengths between IC1/IC2 and IC3 under the Cumulative Plus Project conditions during the PM Peak hour. The average queue length and the maximum queue length are shown on Table 5.4-22a.

<b>Table 5.4-22a – Eastbound Freeport Blvd. Queue Length Comparison Cumulative PM Peak Hour Conditions (Year 2030)</b>				
Movement	IC1/IC2		IC3	
	Average Queue	Maximum Queue	Average Queue	Maximum Queue
Left-Turn	172 ft.	1,456 ft.	102 ft.	650 ft.
Right-Turn	26 ft.	715 ft.	276 ft.	655 ft.

Table 5.4-22a shows that under Cumulative Plus Project conditions for the projected year 2030, the average queue length observed with IC1 and IC2 for the eastbound right turn movement is less than that for IC3. However, as noted, the eastbound left turn maximum queue for IC1/IC2 is greater than that for IC3 during the PM peak hour. This maximum queue was observed only once during multiple runs of the traffic simulation model and occurs when train pre-emption occurs preventing left turn traffic from accessing the Freeport Boulevard/21<sup>st</sup> Street intersection.

In addition when a pedestrian call is placed for the crossing of Freeport Boulevard stopping southbound traffic, it further adds to the queuing. The random nature of the pedestrian arrival and the preference to serve the pedestrian immediately creates a situation where it takes more time for the queues to clear. This impacts left turn traffic that could have been served after the train pre-emption is complete. This situation could be improved by providing better coordination between the pedestrian crossing and the east bound left turn signal and/or providing detection to maintain the eastbound right turn green (however, this would delay the pedestrian from being served immediately). Additional analyses would be required to confirm this operation.

In conclusion, the DEIR found that IC1 and IC2 had the least amount and severity of queuing and delay effects in the near term and that future impacts could be addressed if warranted through signal coordination or detection. These intersection concepts were determined to be the environmentally superior for purposes of CEQA under the Existing Plus Project and the Near Term Plus Project conditions. As noted above, this does not limit the ability of the City to select and implement IC3 as the preferred design alternative at the time of project implementation or to adapt the intersection to IC3 at a future time if warranted.

## **Master Response 2: Design Recommendation to Convert Two Northbound Lanes of Freeport Boulevard (Between Vallejo and the Rail Road Tracks) to a Left-Turn Lane Only and One Through Lane Only.**

### ***Summary of Comments***

Several comments on the Draft EIR related to the Freeport Boulevard and 21<sup>st</sup> Street Intersection Concepts and requesting an additional concept or an amendment to the configuration to Intersection Concepts. The comments include recommendations such as:

- Restricting northbound through traffic only in one northbound lane. Converting the existing western shared left-through lane to a left turn only with a left turn signal
- Design the southbound traffic on Freeport Boulevard to merge immediately as it merges with 21<sup>st</sup> Street
- Program the signal timing at the Freeport Boulevard/ 21<sup>st</sup> Street intersection so that the northbound-southbound traffic would have a long cycle while the left turn would have a short cycle.
- Another comment in the same context requested the City to evaluate another option to allow northbound traffic to make a left turn on to 19<sup>th</sup> Street/ Freeport when the train crossing arms are down.

### ***Master Response to Comments***

The lane configurations proposed in the comment letters were considered as potential project designs, but were dismissed from further analysis in the EIR as a design concept for the Freeport Boulevard/ 21<sup>st</sup> Street intersection. The following is a list of factors considered in the design of the intersections concepts analyzed in the DEIR:

- The northbound through traffic volume (existing and projected with the project)
- The northbound left turn traffic volume (existing and projected with the project)
- The eastbound right turn traffic volume (existing and projected with the project)
- The eastbound left turn traffic volume (existing and projected with the project)
- The frequency of trains crossing the tracks and the signal pre-emption operation
- Width of streets within the intersection
- Existing and proposed pedestrian/ bike operation

The existing signal operations are described in the Freeport Boulevard/21st Street Intersection Focused Analysis, section 5.4.11 of the DEIR. During peak hours, four northbound LRT trains and four southbound LRT trains pass through the intersection, causing signal pre-emption that lasts about one minute per event. Northbound and southbound trains will occasionally pass each other near this crossing, resulting in “back-to-back” pre-emption and longer delays. Freight trains also use this rail crossing and can cause longer pre-emption. Under existing conditions the northbound queue is observed to extend as far south as to the Bidwell Way intersection (DEIR, section 5.4.4 Existing Conditions).

Currently, the northbound traffic volume ranges between 831 vehicles in the AM peak hour to 495 vehicles in the PM peak hour while the left turn traffic volume is the highest during the AM Peak hour and reaches only 69 vehicles. The eastbound traffic volume during the AM and PM eastbound peak hour traffic volume ranges between 339-879 vehicles. The high traffic volume on the northbound and eastbound movements is the controlling factor on the design of this intersection where these movements should be given the priority in the signal design. The projected traffic volumes at this intersection in the Cumulative Conditions Plus Proposed Project 2 for the AM peak hour are 770 vehicles for the northbound through movement, 50 vehicles for the north to west left-turn movement which is about 6% of total traffic volume. The eastbound right turn traffic ranges between 400-700 vehicles during both the AM and PM peak hours.

Converting the western-most northbound through-left lane to a left-turn only lane would leave just one through lane to relieve traffic congestion caused by train pre-emption which would lead to longer queues than what is currently observed at this location. In such a scenario, the left-turn lane would be underutilized by serving less than one vehicle per minute, even if some redistribution of traffic occurred. Additionally, with a single northbound lane, motorists would find extra wide space at the at-grade crossing of three sets of tracks. This may tempt motorists to try to pass slower vehicles. Such passing movements would be hazardous to pedestrians, bicyclists and vehicles.

Introducing a left turn lane would require that the minimum left-turn phase time be sufficient to allow a bicyclist to clear the last conflicting lane (per the 2012 CA MUTCD). Based on the distance from the limit line to far side of the last conflicting lane, the minimum phase length would be around 15 seconds. This minimum time allocated just for the northbound left-turn phase would be deducted from the signal phase serving either the eastbound or/and the southbound traffic. Additionally, the northbound traffic on 21<sup>st</sup> Street would experience more queuing due to the reduction of number of lanes serving this movements. Therefore, the vehicular queues for southbound and northbound on 21<sup>st</sup> Street and eastbound traffic on Freeport Boulevard would be worse than what is reported in the DEIR. This level of queuing would cause more diversion of traffic to parallel facilities such as 24th Street or Land Park Drive and increase traffic on side streets and neighborhoods within the area.

Regarding the possibility of allowing northbound cars to turn left on to 19<sup>th</sup> Street and the Freeport/21<sup>st</sup> Street intersection when the train crossing arms are down, the City has determined that this is not a feasible option for several reasons:

- California Public Utility Commission (CPUC) regulations and standards regarding the distance required between train tracks and the train crossing arms. Additionally, the skew of the tracks to the roadway results in the crossing arm for northbound traffic being placed at the minimum allowed distance from the tracks. Therefore the crossing arms cannot be relocated closer to the tracks to allow space for left turns.
- CPUC requires a physical barrier to prevent northbound left turn traffic from entering the track zone.
- CPUC requires measures to prevent a vehicle from circumventing the gate system.

- With the existing intersection geometry, the existing gate location prevents left turn movement onto Freeport Boulevard when the train crossing arms are down. The receiving lane on Freeport Boulevard cannot be moved to the south of the gate system due to the limitation of the available public right of way and the effect on existing buildings which will entail the increased cost of reconstruction of the whole intersection.
- Operating the shared through left lane as a left turn only lane during preemption will result in the need for additional traffic signs and signals for this specific condition to change lane assignments and force a left turn during preemptions. The variable lane assignments would further complicate the intersection operation during a train passing and confuse drivers, pedestrian and bicyclists.

For all of these reasons and given the short period that normally takes the train to cross 21<sup>st</sup> Street, this option is considered not feasible and would cause a safety hazard.

In summary, the suggested modifications to the intersection design would increase in delays and queue lengths in the eastbound right turn lane and the northbound through lane. This level of queuing would cause substantial increase in the amount of traffic diverted to parallel streets and increase traffic on local streets. Therefore, it is recommended to keep two northbound lanes with split-phasing on the northbound, southbound, and eastbound approaches at the Freeport Boulevard and 21<sup>st</sup> Street intersection.

## **Master Response 3: Bike Crossing 21<sup>st</sup> Street at Marshal Way /4<sup>th</sup> Avenue**

### ***Summary of Comments***

Several comments on the DEIR expressed interest in including a safe pedestrian and bike crossing at 21<sup>st</sup> Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenues to serve the Curtis Park residents who live on the east side of Freeport Boulevard who cross 21<sup>st</sup> Street to head southbound on Freeport Boulevard by bike.

### ***Master Response to Comments***

Bicycle access to the east of the 21<sup>st</sup> Street / 4<sup>th</sup> Avenue intersection is not within this project's scope of work. However, Public Works Department staff has been working on conceptual plans to implement sidewalk changes to enhance bicycle access along the east side of 21<sup>st</sup> Street. The conceptual plans consist of widening the sidewalk and adding additional signage. None of these conceptual improvements along the east side of 21<sup>st</sup> Street would be precluded if the proposed project is implemented. Staff is recommending the inclusion of this new off street bikeway project and improvements at 21<sup>st</sup> Street and 4<sup>th</sup> Avenue in the upcoming 2012 Transportation Programming Guide.

## **Master Response 4: Bicycle Pedestrian Impacts and Multi-modal Level of Service Analysis**

### ***Summary of Comments***

Several comments expressed an interest in having the EIR analyze the level of service and/or level of safety of bicycle and pedestrian movements. Other commenters asked for information regarding the number of bicycles and pedestrians currently using the affected section of Freepoint.

### ***Master Response to Comments***

As noted on page 3-4 of the DEIR, the City of Sacramento has not adopted bicycle or pedestrian level of service criteria. As such, at this time, the City does not have a standard of significance for bike and pedestrian safety to be used in CEQA documents. Rather, the City seeks to provide bicycle and pedestrian facilities which are designed as closely as possible to meet current standards whenever possible. Even with standard facilities, it is not possible to measure “safety” which is related to some extent on human behavior and the discretion of pedestrians and cyclists. One comment noted that the adopted vehicle LOS criteria also rely on qualitative factors such as driver behavior and perception of safety.

Service levels for motor vehicles were developed based on extensive research of driver perceptions of conditions under different types of traffic flow. Recently, a number of more extensive studies of pedestrian and bicyclist perception have been conducted by a variety of organizations to help frame LOS standards for bicycles and pedestrians. For example, the 2010 Highway Capacity Manual (HCM) includes suggested LOS analysis methods for bicycle and pedestrian traffic. Other models include bicycle compatibility models such as the “The Bicycle Compatibility Index: A Level of Service Concept Implementation Manual” developed by the Federal Highways Administration (FHWA). Other local jurisdictions have developed their own LOS methods.

Currently, no single methodology is widely accepted by engineers, planners, or bicycle coordinators. As such, each jurisdiction must research this emerging field and through a public process select and adopt standards. While the City of Sacramento has not adopted bicycle and pedestrian LOS standards to date, consideration of such standards continues. Currently, the City’s bicycle and pedestrian standards relate to project impacts which would adversely impact an existing or planned bike or pedestrian route. As such, these existing standards were applied to the project.

The City is planning to update the 2030 General Plan. The next update is expected to include a review of the adopted LOS standards and if appropriate develop multi-modal transportation performance measures and thresholds of significance that can be implemented in transportation impact studies. The multi-modal LOS may include performance measures for bike, pedestrian, and transit modes in addition to the adopted vehicle LOS. In the same manner as the current General Plan specifies the acceptable LOS for traffic conditions which is utilized as a standard

of significance in EIRs, the General Plan update will allow review and discussion of bike and pedestrian traffic standards to be considered and adopted by the City Council.

Bicycle and pedestrian counts were taken for the EIR analysis. Pedestrian counts are included in Appendix G of the DEIR. Bike counts were taken at the intersection of 21st/Freeport where a bike lane exists. Bike counts along the length of Freeport were not taken in for this analysis but counts conducted by SABA were taken into consideration (See page 5.4-11 of the DEIR).



**LETTER 1**



September 6, 2012

Dana Allen Associate Planner  
City of Sacramento  
300 Richards Blvd.  
Sacramento, CA 95811

**RE: Comments on Draft Environmental Impact Report for the Freeport Blvd.  
Bike Lanes Project**

The Land Park Community Association (LPCA) has reviewed the Draft EIR for the Freeport Blvd. Bike Lanes Project ("Project"). Our association appreciates staffs understanding of the significance a project of this magnitude can have on a neighborhood such as ours regarding traffic patterns, commercial and neighborhood amenities and general quality of life. Considering the potential impacts to our community, the LPCA has the following comments and concerns:

Queuing Impacts and "Cut Through" Traffic

The traffic analysis does not directly address the impact of school traffic to and from both CK McClatchy High School and Sacramento City College during the morning and mid-afternoon peak periods. The analysis utilizes a peaking coefficient of 1.0. This coefficient ensures that congestion levels reported by the traffic model remain "acceptable". In particular, there is no analysis of left turn queues and delays from northbound Freeport Blvd as it relates to the CK McClatchy High School front drop-off area.

1-1

The analysis does not address delay and queuing impacts from both freight train and light rail conflicts. Though the queuing may be minimal or a "nuisance" during non-commute hours, the inverse applies when the "perfect queuing storm" occurs. This "storm" occurs at least once a morning when a 4-minute freight train combines with commuter and school traffic creating substantial wait times and driver frustration. It can only be assumed that lane reduction will promote longer queuing.

1-2

Additionally, the analysis does not address the impacts of queuing that may extend for more than a block. This queuing will have the potential of limiting access from nearby cross-streets. The study analysis expresses queue lengths in terms of total feet. Evaluation and analysis of these queue lengths is impossible without contextual information such as.. .

Our concern is that congestion and queuing will promote additional "cut through" traffic on the East/West connectors between Freeport Blvd. and Land Park Drive. All necessary measures should be utilized to reduce the impact to the neighborhood caused by queuing and peak hour congestion.

1-3

#### Bicycle Usage Analysis

The document does not study nor does it provide analysis regarding current bicycle patterns or usage and it does not provide a prediction of future bicycle patterns and usage. Without this information, it is impossible to adequately compare "Project" benefits against "Project" costs and environmental impacts. We suggest incorporating a "Project" study that measures current bicycle patterns and usage and compare the results with a subsequent study performed after project completion, if applicable. City policy promotes promulgation of bike lanes. By studying Freeport Blvd. bicycle study data, both precedent and subsequent to Project" completion, a detailed analysis can be made to determine whether the city's current bike lane policy warrants projects similar to the Freeport Blvd. Bike Lanes Project.

1-4

#### Business Parking

The document does not address the effects of removing on street parking currently used by customers of retail and business establishments in the project area. We appreciate that CEQA does not require "socioeconomic impacts" in this analysis, but we consider the omission of this discussion a project flaw that might have serious negative impacts on the viability of businesses in the commercial corridor. The loss of "on street" parking for businesses directly affects the profitability and viability of the types of businesses that populate Freeport Blvd. Every attempt should be made to retain or find substitutes for the parking spots lost due to the "Project."

1-5

#### Project Review

We understand that projects such as the Freeport Blvd. Bike Lanes Project are based mainly on empirical data but rely on subjective analysis. The Draft EIR does not address how the City will mitigate traffic problems should traffic congestion and queuing impacts exceed study estimates. We urge the City to firmly commit to a substantive review of the effects of the Bike Lane Project should the "Project" move forward through completion and be prepared to mitigate problems caused by the "Project".

1-6

Mark Abrahams  
President  
Land Park Community Association

## **Responses to Letter 1: Land Park Community Association**

**Comment 1-1:** Commenter asks about peak hour traffic volume methodology.

**Response 1-1:** Comment noted. As discussed in the DEIR, page 5.4-17, an evaluation of the traffic conditions on Freeport Boulevard was prepared to determine the appropriate peak hour to be studied. The peak hours used in the study was determined considering the highest hourly volumes during a twenty four hour count. The morning peak hour includes traffic CK McClatchy High School and Sacramento City College traffic and the afternoon peak hour used in the study found to be more critical than the mid-afternoon peak period.

Regarding utilizing a peaking coefficient of 1.0, it is customary that traffic studies performed for the City of Sacramento utilize a peak hour factor of 1, which is contained in the City's Traffic Study guidelines to represent average hourly conditions

The comment states that the traffic analysis does not directly address the impact of school traffic to and from both CK McClatchy High School and Sacramento City College; particularly there is no analysis of left turn queues and delays from northbound Freeport Boulevard as it relates to the CK McClatchy High School front drop-off area.

The traffic analysis used an extensive set of intersections and roadway segments to represent traffic pattern along Freeport Boulevard and the adjacent neighborhoods. The specific location mentioned in the comment letter is an entrance to CK McClatchy High School drop-off area and is an unsignalized driveway that allows right-in and left-in movements only for the vehicular traffic. The more sensitive location is the school driveway at Weller Way which is a congested location, and which controls traffic within the school area. Freeport Boulevard/ Weller Way was included in the DEIR analysis. The Proposed Project Option 2 proposes a two-way left-turn lane that would provide storage for a northbound Freeport Boulevard left turning vehicles and improve traffic operation within the CK McClatchy High School area.

**Comment 1-2:** Commenter asks if the effect of traffic queuing was studied with respect to the light and heavy rail train crossings.

**Response 1-2:** Comment noted. The effects of train crossing were considered in the study by using the VISSIM micro-simulation model with observed LRT train pre-emption coded into the model. Please see page 5.4-22 and 5.4-23 for more details

**Comment 1-3:** Commenter asks if the EIR consider the effect of traffic queuing causing "cut through" traffic on residential streets in the neighborhood.

**Response 1-3:** Changes in the traffic pattern have been addressed in the DEIR. Please see Chapter 5.4. The analysis includes predicted traffic changes on streets in the project area under existing plus project, near term and cumulative conditions. The traffic model assumes that when queuing occurs that drives will elect new routes. These trips are re-assigned onto streets within the system.

**Comment 1-4:** The commenter suggests that the DEIR include pre and post project bicycle counts.

**Response to Comment 1-4:** The DEIR includes information about collected bicycle counts on Freeport Boulevard in 2009 and 2010 by SABA. Additionally, bicycle counts were conducted at Freeport Boulevard and 21 Street as a part of the DEIR to be utilized by the traffic analysis presented in the DEIR. See also Master Response 4.

**Comment 1-5:** Commenter expresses concern economic effects of the loss of on street parking on businesses along Freeport.

**Response to Comment 1-5:** Chapter 4.3 provides an analysis of the project to on-street parking. This Chapter also included an inventory of current parking areas and a parking utilization study to determine demand. As noted in this Chapter, the loss of parking in most instances does not exceed the current utilization of parking spaces. Also as noted in Chapter 4.0, Pages 4.1 and 4.2, the direction for treatment of economic and social effects is set forth in section 15131(a) of the CEQA Guidelines states:

“Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes.”

Thus, for example, changes in the availability of on street parking may have social or economic effects on a business or neighborhood; however, the actual physical environmental effects of such a change are reported in the environmental analysis section. The DEIR did not find any adverse physical or environmental changes that might result from the loss of on-street parking spaces. As needed, the Department of Public Works assesses and seeks to develop parking management solutions as needed for local businesses and neighborhoods.

**Comment 1-6:** Commenter requests that the City consider how to mitigate traffic problems if they exceed study estimate.

**Response 1.6:** The City routinely reviews and assesses traffic problem areas through the City’s on-going traffic investigation and transportation planning program. The City recognizes that traffic predictions can differ from actual experience, and the assessment process is intended to respond to specific issue areas within the City’s traffic grid.

## LETTER 2

**From:** linda bell [mailto:lbelljar@att.net]  
**Sent:** Friday, September 07, 2012 3:24 PM  
**To:** Dana Allen  
**Cc:** linda bell  
**Subject:** DEIR Comments Freeport Blvd

To:  
Dana Allen  
Associate Planner  
City of Sacramento, Community Development Department  
Environmental Planning Service

From:  
Linda Bell  
2239 4th Avenue  
Sacramento, CA 95818

Regarding:  
DEIR for Freeport Boulevard Bike Lane Project

### General Comment

Thank you very much for the chance to review this document. As a long-term bicyclist who contributed comments on the NOP, one of my main concerns is what I perceive as a lack of equality in evaluating modes of non-motorized transportation.

In order for this DEIR to effectively evaluate the benefits of different project options for bicycle and pedestrians, the City of Sacramento must develop standards and modes of evaluation which address them on an analytical base equal to the one employed for motorized vehicles. Only then will the choice of project options result in effective changes in people's decisions as to their mode of transportation

2-1

### Specific Comments

#### Areas of Controversy and Issues to be Resolved

On page 3-4 of the DEIR, the issue of bicycle safety is discussed in a manner which treats it as a qualitative subject which cannot be truly addressed in this EIR.

Though safety has a qualitative aspect, it is a major point of discussion in the City of Sacramento's Bicycle Master Plan. The Plan's "Safety and Security Objective" states: "To achieve the highest level of safety and security for cyclists." If the City is to achieve such an objective in evaluating projects, it needs to develop a standard for bike and pedestrian safety.

2-2

In the DEIR discussion of NOP comments, it states that "The City **does not have a standard of significance for bike and pedestrian safety**. Rather, the City **strives to provide** bicycle and pedestrian facilities which are designed **as closely as possible** to meet current standards **whenever possible**." It further states that "Even with standard facilities, it is not possible to measure "safety" which is related to some extent on human behavior and the discretion of pedestrians and cyclist."

This statement needs to be evaluated side-by-side with the explanation of Level of Service (LOS) which is provided by the DEIR (page 5.4-15) as a standard for the analysis, and selection of transportation options. It states: "LOS is a **qualitative** measure of traffic operating conditions.....These grades represent the **perspective** of drivers and are an **indication** of the **comfort and convenience** associated with driving." It does not seem to me that "the human behavior and discretion of pedestrians and bicyclists" is that far from the "qualitative measures" of the "perspective of drivers....." as to their "....comfort and convenience associated with driving".

The City needs to develop an alternative transportation data base and analysis program, so that EIRs can "...provide decision makers, public agencies, and the general public with an **objective** and **informational** document that fully discloses the potential environmental effects of the proposed project." The fact that pedestrian and bicyclist data has not been standardized for "objective statistical" evaluation should not be used as a reason to not develop a Level of Service analysis to evaluate the benefits of different options for bicyclists and pedestrians.

Motorized vehicles, by their dominance in the transportation world, do create a statistical data base more easily entered into computer analysis, but this should not allow the exclusion of alternative modes from an "objective" decision-making process. If this secondary role in analyses mean that ineffective decisions are made, we will have wasted the time and money put into projects.

#### Transportation and Multimodal Policies - Experience of Roadway Diets in Sacramento

Information on the results of the conversion of 21st Street from 4th Avenue to Broadway was not included in this section. This information is very pertinent in evaluating the effectiveness of the decisions made to convert this segment of 21st Street to a "complete" street.

#### Project Description - Proposed Pedestrian Improvements

In the first paragraph of this discussion (page 2-8) it states "The **ultimate** project would include enhancements to pedestrian travel. It is **anticipated** that due to funding constraints that the project **may be constructed in phases**. **If funding allows**, the following pedestrian enhancements would also be implemented along Freeport Boulevard. "

Though my comments are addressing bicycle issues, advances in pedestrian improvements are integral to the advancement of bicycle improvements. The vagueness of the above statement is not encouraging. The financial difficulties are understandable, but when a bicyclist is confronted with traffic designs that are not beneficial to their use of the roadway, they are forced to take on the role of **pedestrians pushing bicycles**.

2-3

2-4

## Intersection Options

In my NOP comments I favored Option 4. I still think this is an option which provides more safety to bicyclist, but after further review, Option 3 is also a viable option. The fact that it eliminates the Class III bicycle "route" sections, associated with the "merging lanes" of Options 1 and 2, means that bicycle lanes are continuous on the west side of Freeport Boulevard.

For the safety of bicyclist, this option should include signage which makes it illegal to make right hand turns against a red light. This is a policy I have seen used at many intersections to avoid the unpredictable turns of cars who do not want to wait for the light to turn.

The fact that this option still leaves southbound bicyclists, from Freeport/19th, in potential conflict with cars in the "restricted right-of-way" of the Freeport/21st Street intersection curve is a serious problem that needs to be addressed.

Thanks again for the ability comment on this document. Though my comments regarding the establishment of an equal position for bicyclists in the analysis of transportation decisions may not fit into the process of specific comments on EIR documents; I believe it is important in arriving at decisions that have a better chance of improving transportation patterns.

Linda Bell  
2239 4th Avenue  
Sacramento, CA 95818  
[belljar@att.net](mailto:belljar@att.net)

2-5

**Responses to Letter 2: Linda Bell**

**Comment 2-1:** Introductory comments.

**Response 2-1:** Comments noted.

**Comment 2-2:** Commenter asks that both qualitative and quantitative standards be developed for bicycle and pedestrian modes.

**Response 2.2:** This comment relates to the use of multi-modal level of service analysis. Please see Master Response Number 4.

**Comment 2-3:** Commenter notes that Chapter 4 did not include information on the conversion of Freeport Boulevard and 21st Streets north of 4th Avenue from one-way to two-way operations with bike lanes.

**Response 2-3:** Information about the result of the conversion of 21<sup>st</sup> Street from 4<sup>th</sup> Avenue to Broadway was not included in the Transportation and Multimodal Policies- Experience of Roadway Diets in Sacramento since that project is considered a conversion from one-way roadway to two-way roadway. Below is some historical data collected by the City of Sacramento, Public Works Department for that project. Table 1 shows the average daily traffic (ADT) on Freeport Boulevard and 21<sup>st</sup> Street before and after the Freeport Boulevard/21<sup>st</sup> Street Two-Way Conversion project for information purposes and Table 2 shows the ADT on some side streets within that project area.

<b>TABLE 1                      FREEPORT BOULEVARD/ 21<sup>ST</sup> STREET TWO WAY CONVERSION PROJECT                      AVERAGE DAILY TRAFFIC (ADT) VEHICLES</b>						
No	Street	JUNE 2004	JUNE 2007	AUGUST 2007	MAY 2008	FEBRUARY 2011
		ADT	ADT	ADT	ADT	ADT
1	Freeport Blvd. between Markham Way and Caramay Way	11,700	10,304	10,972	8,667	8,187
2	21st St.( between Markham Way and Castro Way)	10,100	9,316	10,363	9,577	9,389
Source: City of Sacramento, Public Works Department , September 2012						

**TABLE 2  
FREEPORT BOULEVARD/ 21ST STREET TWO WAY CONVERSION PROJECT  
SIDE STREETS AVERAGE DAILY TRAFFIC (ADT) VEHICLES**

NO.	STREET	JUNE 2004	JUNE 2007	AUGUST 2007	MAY 2008
		ADT	ADT	ADT	ADT
1	Markham Way ( 21st St. to Castro Way)	200	159	153	158
2	Vallejo Way (Freeport Blvd to 19th St.)	2,700	2,180	1,860	1,907
3	3rd Ave.(18th St. To Harkness St.)	NA	NA	408	447
4	3rd Ave. (21st St. to 22nd St.)	350	308	318	268
5	Castro Way( 22nd St. To Florence Place)	300	259	263	258
6	Portola Way (21st St. to 22nd St.)	600	422	382	216
7	Markham Way (Freeport Blvd to 18th St.)	NA	379	320	340
8	4th Ave.(21st St. To 22nd St.)	620	384	551	568
9	2nd Ave. (18ths St. to Freeport Blvd)	2,300	1,764	1,794	1,601
10	2nd Ave.t(21st St. to Markham Way	4,800	2,283	3,190	3,008
11	Marshall Way (21st St. to 22nd St.)	740	703	550	576

Source: City Of Sacramento, Public Works Department, September 2012  
NA: Not Available

**Comment 2.4:** Commenter expresses concern that the EIR states that the proposed project may be conducted in phases and that certain pedestrian improvements would be conducted only as funding allows.

**Response 2.4:** The City of Sacramento has limited funding for pedestrian improvements and will install these improvements as funding becomes available. Installation of such improvements on this basis does not affect the analysis of significant effects of the project.

**Comment 2-5:** Commenter expresses a preference for intersection Concept 3 or 4.

**Response 2.5:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

# LETTER 3

**Dana Allen**

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**From:** Arlene Blades [\[bluelilyca@gmail.com\]](mailto:bluelilyca@gmail.com)  
**Sent:** Monday, July 23, 2012 2:46PM  
**To:** Dana Allen  
**Subject:** EIR for the Freeport Boulevard Bike Lane Project

To the attention of Dana Allan:

I am writing in regards to the proposed EIR for the Freeport Blvd. Bike Lane Project. I am an avid bike rider, however the proposal will greatly impact two already problematic traffic areas where the wait time at the 4th Avenue light can be up to 10 minutes when there are trains and the high volume of traffic from CK McClatchy High School and Sacramento City College. I often take 2nd Avenue to exit my street and it takes just as long to make a right turn due to the traffic that was backed up from the 4th Avenue light let alone trying to make a left turn. I believe this plan needs to consider using alternate routes. I also believe, as a biker, this route would be incredibly unsafe due to the amount of traffic.

3-1

The residents and businesses have adapted to the complexity and amount of the traffic in the proposed area. Any change will make the traffic even more problematic and it disturbs me that the proposed EIR will also leave automobiles idling for longer periods of time. We already have an ongoing smog problem on Sacramento and I believe this proposal will exacerbate this problem.

3-2

I think that the proposal must consider alternate routes that are not as busy as those in the proposed EIR or utilizing non road areas. Also it must consider the ratio of automobiles to bike traffic. I do not believe this proposed EIR is safe for bikers or the environment.

3-3

This proposal will have a negative impact on the residents of Curtis Park and Land Park as well as the businesses in the area.

I also think a 'no parking' on Freeport and the area of 21st Street during high traffic hours would not solve the problem of high emissions from the traffic and the unsafe areas proposed for bike riders.

3-4

Thank-you for your time and consideration:

A. Blades

### **Responses to Letter 3: Arlene Blades**

**Comment 3-1:** Commenter does not support the project and believes alternative routes should be selected for the bike lane.

**Response 3-1:** Chapter 7, Alternatives of the EIR reviewed alternatives and discusses why an alternative route was not considered.

**Comment 3-2:** Commenter is concerned that the proposed project will cause more traffic and smog.

**Response 3.2:** The proposed project in and of itself does not generate new traffic or trips but rather may result in the redistribution of traffic on roadways. Chapter 5.4 provides an analysis of the expected effects of redistribution of traffic. Chapter 5.1 and 5.2 reviewed air quality and greenhouse gases and determined that the proposed project would not adversely affect air quality and would in fact result in lower cumulative emissions with the project than without the project.

**Comment 3-3:** Commenter reiterates a preference for alternative routes for the bike lane and concern for bicycle safety.

**Response 3-3:** See response 3-1 above.

**Comment 3-4:** Commenter is concerned that reduced parking on Freeport Boulevard will not solve high emissions from traffic and re-iterates concerns for bicycle safety.

**Response 3-4:** See responses 3-1 and 3-2 above.

## LETTER 4

**From:** Frank Bruno [mailto:frankbruno24@yahoo.com]

**Sent:** Monday, September 03, 2012 11:30 PM

**To:** Dana Allen

**Subject:** Freeport Bike Lane Project

I support Proposed Project Option I as it would retain more parking spaces while causing no significant impact on traffic even though no turn lanes would be included.

I commend your efforts that have produced two excellent options. PPO 1 especially will improve the quality of life in the area and, I believe, enhance business on Freeport by calming traffic and bringing more bicycles and pedestrians into the area. Such conditions will encourage customers far more than does the current roadway which features mostly cars speeding past without stopping.

4-1

Frank Bruno

2190 Marshall Way

## **Responses to Letter 4: Frank Bruno**

**Comment 4-1:** The commenter expresses support for a proposed project option.

**Response 4-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 5

**From:** Robert Canter [mailto:rjccacgrc@yahoo.com]  
**Sent:** Thursday, August 02, 2012 10:29 AM  
**To:** Dana Allen  
**Cc:** rjccacgrc@yahoo.com  
**Subject:** Freeport Blvd Bike Lane Project

Dear Ms. Allen,

I am writing to express our strong support for the Freeport Boulevard Bike Lane Project (based on the details available to the public currently).

We live in Land Park on 3rd Avenue with little children. My wife and I have long been concerned about the vehicle traffic, noise, and public safety issues that relate to a high volume of automobiles on Freeport Boulevard between 4th Ave and Sutterville Road.

We think the proposed bike lanes would enhance safety and quality of life for the residents of the area. Therefore, we are very much in favor of it.

Thank you for your attention to this matter.

Sincerely,

Robert Canter, MD  
Land Park resident

5-1

## **Responses to Letter 5: Robert Canter, MD**

**Comment 5-1:** The commenter expresses support for the proposed project.

**Response 5-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

# LETTER 6



## Central Valley Regional Water Quality Control Board

27 August 2012

Dana L. Allen  
City of Sacramento  
Environmental Planning Services  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95834

CERTIFIED MAIL  
7011 2970 0003 5615 6597

### COMMENTS THE DRAFT ENVIRONMENTAL IMPACT REPORT, FREEPORT BOULEVARD BIKE LANE PROJECT, SACRAMENTO COUNTY

Pursuant to the City of Sacramento Community Development Department's 23 July 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Environmental Impact Report* for the Freeport Boulevard Bike Lane Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

#### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

6-1

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)



**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

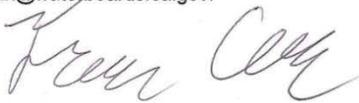
6-1

**Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

If you have questions regarding these comments, please contact me at (916) 464-4684 or [tcleak@waterboards.ca.gov](mailto:tcleak@waterboards.ca.gov).



Trevor Cleak  
Environmental Scientist

↑  
**6-1**  
●

## **Responses to Letter 6: Trevor Cleak, Central Valley Regional Water Quality Control Board**

**Comment 6-1:** Commenter provides a summary of permits which may apply to the project related to water quality.

**Response 6-1:** Commenter sent a similar letter as part of the NOP process. The applicability of all permits is discussed in the Initial Study for the project (Appendices of the DEIR) and in Chapter 3, Summary. The project will be undertaken under the City of Sacramento's existing NPDES permit and requirements. The project does not generate new wastewater nor are there any open waters or wetlands located on or adjacent to the site which would be affected by the project.

## LETTER 7

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### PAGE: PROVIDE COMMENTS ON AN ENVIRONMENTAL DOCUMENT

#### 1. Project Name

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##### 1. Freeport Bike Lane Project

As a daily cyclist who lives less than a block away from area of consideration on Freeport, any plan that includes bi-directional bike lanes on is crucial, especially given the locations of the high school and college along the route. I understand my neighbors and business concerns regarding reduced parking, as well as concerns regarding increased residential street traffic if Freeport traffic is reduced to 1 lane, and, for the larger community, dismay over these reduced lanes. Parking issues I think are a lesser issue than increased residential traffic and increased traffic on Freeport. For this reason, I believe Alternative 3 offers the best of both worlds--traffic will not get worse, and cyclists are provided safety. PP2 I consider viable, although again, car traffic concerns have some merit. PP1, without a turning lane, appears to be a non-option given that traffic lanes will already be reduced and problems would only be compounded. Alternative 1 (no change) is not acceptable for safety reasons, and similarly, Alternative 2 doesn't provide bi-directional safety. Alternative 3, again, is the best of both worlds, something I strongly support. PP2 is the only other viable option given all other scenarios, but the drawbacks I believe are much greater (increased traffic both on Freeport and on residential streets) than the reduced traffic lane widths that Alternative 3 would entail. With this width being really the only con with this option, and comparing it to the cons of all other options, it really seems like a no brainer!

7-1

1. Kristin Dzurella

Wed, Sep 12, 2012 12:06

## **Response to Letter 7: Kristin Dzurella**

**Comment 7-1:** Commenter discusses her preferences for a project option or alternative.

**Response 7-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

# LETTER 8



## Sacramento City College

*Working Together · Pursuing Excellence · Inspiring Achievement*

August 29, 2012

City of Sacramento  
Environmental Planning Services  
300 Richards Blvd., Third Floor  
Sacramento, CA 95811

RE: Environmental Impact Report for the Freeport Boulevard Bike Lane Project (K15125100)

PROJECT LOCATION: Freeport Boulevard from 4<sup>th</sup> Avenue to Sutterville Road in the Land Park Community Planning Area of the City of Sacramento

Sacramento City College employs over 1200 people and supports a student population in excess of 24,000 of which approximately 12% travel to and from the campus via bicycles each day. The safe access to the campus of all our users is of the utmost importance to us, thus we feel the current situation on Freeport Boulevard, (lack of appropriate bicycle lanes, amount and speed of traffic, blind spots along the roadway) makes bicycle travel hazardous at the very least. It is due to these issues that we support the plan to alter the traffic lanes to one lane in each direction, with a center lane and bicycle lanes on both sides. WE believe this plan would provide safer bicycle access in both directions, reduce the blind spots, and hopefully assist with compliance of the 35mph or less speed limit from 4<sup>th</sup> Avenue to Sutterville Road.

We would like to thank the City of Sacramento for the opportunity to provide a response to the EIR on the above project. Should you have any questions or comments please contact us at (916) 558-2543.

Greg Hayman  
Director of Administrative Services  
Administrative Tri-Chair, Campus Development Committee

GH:kc

8-1

3835 Freeport Boulevard, Sacramento, CA 95822-1386

Los Rios Community College District

The Los Rios Community College District is an affirmative action equal opportunity organization.

## **Responses to Letter 8: Greg Hayman, Sacramento City College**

**Comment 8-1:** The commenter expresses support for Proposed Project 2.

**Response 8-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 9

**From:** Julia Fredenburg [mailto:julia.fredenburg@gmail.com]  
**Sent:** Thursday, August 23, 2012 7:17 AM  
**To:** Dana Allen  
**Subject:** Freeport Project

Dana,

Sacramento is a great place to bike, especially in Land Park! Adding bike accessibility to Freeport Blvd would be a great asset to the city, and something I would love to see. I have heard several family members complain that they do not let their kids ride their bikes on Freeport to get to McClatchy High School, and increased safety would be a great way to increase exercise for students and reduce vehicle traffic. Making this street safer for cyclists, pedestrians, and drivers will help to make Sacramento more livable for all our neighbors and the city as a whole. Thank you for your time,

Julia Fredenburg



9-1

## **Responses to Letter 9: Julia Fredenburg**

**Comment 9-1:** The commenter expresses support for the proposed project.

**Response 9-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 10



9/7/2012

VIA EMAIL

Dana L. Allen, Associate Planner  
City of Sacramento, Community Development Department  
Environmental Planning Services  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95834

**RE: Freeport Boulevard Bike Lanes Project Draft Focused Environmental Impact Report (State Clearinghouse Number: 2012012028)**

Dear Ms. Allen:

WALKSacramento has reviewed the Draft Focused Environmental Impact Report for the Freeport Boulevard Bike Lanes Project and appreciates the opportunity to provide our comments. The effort to provide a more balanced transportation system on Freeport Boulevard while improving the pedestrian environment is laudable.

Transportation projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 38% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The changes proposed by the Freeport Bike Lanes Project will provide several pedestrian benefits. Foremost, much of the bike riding that now takes place on the sidewalks should shift to the street when the street is made safer for bicycling. Walking along Freeport Boulevard blocks will also be more pleasant because noise and vehicle emissions experienced on the sidewalk will be reduced as traffic lanes will be further away. The reduction in traffic lanes on Freeport Boulevard will reduce the number of potential conflicts with cars as pedestrians try to cross the road.

10-1

Pedestrian crossings may not improve overall with the project, though. The project proposes changing the traffic signal timing to 100-second cycles from the current 70-second cycles. This change is proposed to improve the traffic flow through the corridor by reducing vehicle queuing and improving the operation of the signalized intersections. Overall, the improvement obtained by the 100-second cycle time for vehicles is minor, but the impact to pedestrians could be significant. However, the traffic study did not analyze pedestrian operations at the 100-second cycle nor the 70-second cycle conditions.

The increased traffic signal cycle time from 70 seconds to 100 seconds could cause the following impacts to pedestrians. One of the results of the analysis is traffic speeds are higher at the studied intersections and the average vehicle speed is higher. Higher speeds can result in more collisions and more severe injuries and fatalities, especially at mid-block crossings. The 100-second cycle time may also reduce the frequency of gaps in the traffic, making opportunities to cross less frequent and increasing the number of risky crossings attempted. Some pedestrians may also make unsafe crossings against the red light at the signalized intersections if the waiting time is too long. Crossing the unsignalized side streets that intersect with Freeport Boulevard may also be riskier as impatient drivers waiting for gaps in the traffic focus solely on cars rather than all modes on the street.

WALKSacramento requests that the traffic signals continue to operate on a 70-second cycle time until a traffic study that analyzes pedestrian operations is conducted. Such a study should examine pedestrian crossing opportunities at the signalized intersections and the major unsignalized intersections, including gap frequency and length in time, vehicle speeds, and waiting time at signals.

It appears the traffic analysis used 4 feet per second for the pedestrian speed. We question why that number was used when the City of Sacramento Pedestrian Safety Guidelines uses 3.5 feet per second.

The Draft Focused Environmental Impact Report provides quite a bit of information on the Freeport Boulevard Bike Lanes Project but is lacking in the analysis needed to make an informed opinion about the potential impacts to pedestrians. Thank you for this opportunity to comment and we forward to hearing your response.

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.

Sincerely,  
Chris Holm  
Project Analyst

10-2

10-3

10-4

## **Responses to Letter 10: Chris Holm, WALK Sacramento**

**Comment 10-1:** The commenter expresses support for the proposed project option.

**Response 10-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

**Comment 10-2:** The comment expresses concerns regarding the proposed changing of the traffic signal timing to 100-second cycles from the current 70-second cycles as it pertains to the pedestrian crossings.

**Response 10-2:** As stated in section 2.3 one of the objectives of the project is to achieve a balance between vehicles, pedestrians, bicycles and public transit along affected section of Freeport Boulevard. As explained in the DEIR, the longer traffic signal timing cycle is necessary to facilitate the congested vehicular traffic during the peak hours. Proposed longer cycle length would lead to a greater pedestrian waiting time as disclosed in the Existing Plus Project Impact 5.4-3. However, the proposed project would improve safety for pedestrian crossings by reducing the pedestrian crossing distance by reducing the number of travel lanes along Freeport Boulevard and reducing the area of the potential pedestrian-vehicle conflict. Additionally, the proposed 100 seconds cycle length will be implemented only during the peak hours while the existing 70 seconds cycle length will remain during the off peak hours.

**Comment 10-3:** The comment questions why the traffic analysis used 4 feet per second for the pedestrian speed while the City of Sacramento Pedestrian Safety Guidelines uses 3.5 feet per second.

**Response 10-3:** The existing traffic signal is currently timed to operate with the previous MUTCD standard of 4 feet per second for the pedestrian speed. For the signal timing comparison purposes, the traffic signal evaluation was based on the existing timing. However, with the project analysis, the analysis is based on the most current CA MUTCD standards. The City Traffic Operation section of Transportation Division is in the process of changing all existing signal timing for all signals City wide to be consistent with the MUTCD standards of 3.5 feet per second standard for pedestrian walking speed.

**Comment 10-4:** Comment relates to the need for methods to analyze impacts to pedestrians.

**Response 10-4:** Please see Master Comment 4 regarding establishing level of service and performance measures for bike and pedestrian travel.

## LETTER 11

September 7, 2012

Dana Allen, Associate Planner  
City of Sacramento, Community Development Department  
Environmental Planning Services  
300 Richards Boulevard, Third Floor Sacramento, CA 95834 [dallen@cityofsacramento.org](mailto:dallen@cityofsacramento.org)

[Delivered via email only]

Re: Bike Lanes on Freeport Blvd  
Comments on Draft Environmental Impact Report

Ms. Allen:

Thank you for the opportunity to comment on this proposed project. We fully support the inclusion of bike lanes on Freeport Boulevard from the intersection of 21st and Freeport to Sutterville Road. As the Draft EIR discusses, this corridor is heavily used by commuters, students at McClatchy High School and Sacramento City College, is a route for students to reach California Middle School, is adjacent to William Land Park, and bordered by many small businesses.

Currently, it is a four lane road with a narrow center lane on both north and south bound routes, has no dedicated turn lanes (with few exceptions), limited parking, few crosswalks, and of course a large section lacking bike lanes.

In general, Project Option 2 appears to be the best compromise. It will add bike lanes in both directions, allow for wider travel lanes for cars, provide a valuable center median for turns, and will still allow for some limited parking. It is worth noting that in the areas with the current heaviest parking use on Freeport, (Bidwell to Vallejo) there is ample off-street parking which appears to be underutilized.

With respect to the intersection design at 21st and Freeport, Design options 1 and 2 appear to be the most feasible and ultimately beneficial, from an environmental and cost perspective while still accomplishing most of the project objectives.

11-1

We do, however, have several comments about the proposed project where we believe certain impacts and design features were not completely addressed.

1. With respect to the intersection at 21st and Freeport, the document focuses on cyclists headed south on 21st. In my experience, far more cyclists use, and have the potential to use, the southbound route on Freeport rather than 21st. North of Broadway, 19th is a one-way southbound street that begins in the far north area of Midtown and becomes Freeport at Broadway. It is the primary southbound commuter route, rather than 21st which is a northbound one-way street from Broadway to the north end of Midtown. I believe the Draft EIR should have addressed the impacts to cyclists and others using the southbound 19th/Freeport route and the intersection at 19th and 21st, which includes negotiating a tight right hand turn at Taylor's market before continuing south on Freeport through a busy area with a merge and traffic light. Many cyclists turn before this somewhat dangerous area, instead going down 4th Avenue or other side streets.

11-2

2. The Draft EIR also does not address impacts to the 21st/Freeport intersection that may result from the final design of the proposed "Curtis Park Village" project- currently an empty lot located on 70 acres bounded by Freeport to the west and Sutterville at the southern end. This project was approved with a significant retail component and is estimated to generate significant automobile traffic on neighboring streets including Freeport. Entrance and egress to the development has still not been fully described, but if it does contain an entry point at the 21<sup>st</sup> and 4th Ave area at the northwest corner of the site, the impact to the intersection will be significant and will further impact the safe negotiation of this busy intersection by cars, cyclists and pedestrians.

11-3

3. The Draft EIR discusses some increases in traffic on side streets, but concludes that with the exception of intersection "option 4" which could potentially back up southbound traffic to 2nd Ave, the effects would be less than significant. I believe the document partially overlooked side street impacts to those streets in the central design area. The project is described as bike lanes from 4th Ave to Sutterville, but the impact at the northern end near 4th Ave is largely unaddressed. In particular, as mentioned in point 1, many cyclists do not negotiate the S curve and median island on southbound Freeport and divert onto side streets primarily 4th Ave to avoid the high speed and narrow merging lane. Cars also currently divert onto 4th Ave to avoid the curve and light at Vallejo Ave. If the project has the potential to increase traffic on some side streets, such as Vallejo Ave, it is unclear why the impact of potentially increased traffic on 4th Ave, the street immediately before the subject intersection was not examined. Currently, 4th Avenue offers a relatively safe east-west route for cyclists heading to the Middle School or Land Park Drive. But given the increased likelihood of cars diverting onto this street at relatively high speeds, could add an unacceptable risk to those pedestrians and cyclists who use 4th Ave rather than having to cross a long crosswalk on Freeport, negotiate a busy driveway at Taylor's market and a merge onto a busy section of Freeport at Vallejo Ave. Whether it is done within this project or in conjunction with it, the traffic impacts should be examined and measures designed to reduce high speed automobile diversions onto local streets such as 4th Ave that may result due to efforts to avoid the merge and busy intersection at Freeport/21st and Vallejo.

11-4

As mentioned at the outset, we are strong supporters of bike lanes down the length of Freeport, use of a center turn lane to provide protected left hand turns to businesses and side streets, and increased crosswalk installations on Freeport. With the exception of the above comments, I believe the Draft document adequately addresses significant concerns associated with the proposed project.

Sincerely,

Nathan and Allison Jacobsen

Local residents

## **Responses to Letter 11: Nathan and Allison Jacobsen**

**Comment 11-1:** The commenter expresses support for Proposed Project 2.

**Response 11-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

**Comment 11-2:** Commenter expresses concern about the southbound cyclists using 19<sup>th</sup> Street and the intersection of 21<sup>st</sup> and Freeport Boulevard.

**Response 11-2:** Freeport Boulevard north of 21<sup>st</sup> Street has a bike route in lieu of dedicated bike lanes due to right of way constraints. The project does not adversely affect existing or planned bicycle facilities; or fail to adequately provide access to bicycles. Per Section 5.4-4 of the DEIR, implementation of the project options would not remove any existing bicycle facility or any facility that is planned in the 2010 City of Sacramento Bikeway Master Plan. Therefore, as discussed in the DEIR the impact implementation of the PP1/PP2 to bicycle facilities would be less than significant.

**Comment 11-3:** Commenter expresses concern about increased traffic congestion related to the build-out of Curtis Park Village.

**Response 11-3:** As indicated on page 5.4-51 of the DEIR, the Curtis Park Village Project is included as a Near Term project and is also included in the cumulative conditions assessment. The assessment of project impacts was performed for near term conditions, which included adjustments to the traffic volumes that would occur with build-out of Curtis Park Village.

**Comment 11-4:** Commenter expresses concern about changes in traffic patterns as a result of the project particularly 4<sup>th</sup> Avenue.

**Response 11-4:** The DEIR addressed the increases in traffic on local streets such as 4<sup>th</sup> Avenue with the implementation of all intersection concepts. While it is expected that some increased traffic may occur on 4<sup>th</sup> Avenue, the increase is less than significant with the exception of Intersection Concept 4 (IC4). Impact 5.4-8 on page 5.4-104 describes the impact of this concept on Freeport Boulevard and 21<sup>st</sup> Street intersection and the increase in traffic on side streets such as 4<sup>th</sup> Avenue. This impact is defined as a significant impact and no feasible mitigation measure was defined to improve the overall traffic operation of the intersection other than the selection of another intersection concept. That location was examined in the overall traffic model used to analyze the proposed project but was not pointed out in the DEIR as most impacted from the other intersection concepts analyzed in the DEIR.

## LETTER 12

**From:** Kennedy, Donald [mailto:DLKn@pge.com]  
**Sent:** Tuesday, September 18, 2012 9:55 AM  
**To:** Dana Allen  
**Cc:** Mierke, Debbie; Weber, Ryan J (GT&D)  
**Subject:** Freeport Blvd Bike Lane Project - Notice of Availability/Draft Environmental Impact Report

Dear City of Sacramento,

Below are PG&E's comments in regards to the **Freeport Boulevard Bike Lane Project**.

PG&E owns and operates gas transmission and distribution facilities within the project area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, the City should coordinate with PG&E early in the development of their plans. PG&E requests that any proposed development plans provide for unrestricted utility access and prevent encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Please note that PG&E standby personnel is required when potholing gas transmission facilities to confirm depths and/or when construction activities are taking place within 5 feet of the gas line. Prior to potholing or any excavation near the gas transmission facilities;

1. Excavator to call USA when requesting PG&E to locate and mark gas pipe. Request field meeting with PG&E Locator (via the USA comment section) to discuss the proposed work and to confirm PG&E contact number for standby.
2. A PG&E standby person is required to be on site whenever excavation is within 5-foot from the edge of the pipe. Excavator to call PG&E at (916) 386-5153, 48-hours in advance to request Inspector to standby.
3. Prior to using any power operated equipment, the approximate location of the pipe must first be determined by hand excavation or careful probing. Probe at right angles to the pipe at a depth of 24 inches and at spacing no greater than 5 inches. If it is determined that the depth of the pipeline is greater than the initial probing or hand excavation, then excavation by power-operated equipment will be permitted to a depth 12 inches less than the actual probing or hand dug depth. Hand digging is required within 12 inches from the pipe. Please note that PG&E standby must be present.

Should PG&E's gas facilities have the potential of being affected, PG&E requests improvement plans be sent to PG&E to ensure consistent uses around PG&E's facilities

12-1

areas prior to any construction activities, 3<sup>rd</sup> party crossings, grading, road construction work, heavy equipment crossing over PG&E's high pressure gas transmission line, etc. Please work closely with PG&E on the project to minimize impacts to PG&E's facilities. PG&E may need to provide wheel loading requirements over the gas facilities during construction activities in the event heavy equipment may need to cross over the pipeline. Please work with me to obtain the necessary information if any work will be required around PG&E's gas facilities.



We would like to recommend that environmental documents for proposed project include adequate evaluation of cumulative impacts to utility systems and any possible relocations. This will assure the projects compliance with CEQA and reduce potential delays to the project schedule.

Please contact me with any questions.

Sincerely,

**Donny Kennedy**

Pacific Gas & Electric Company  
343 Sacramento Street  
Auburn, CA 95603  
Internal: (8) 889-5089  
External: (530) 889-5089  
Fax: (530) 889-3392

## **Responses to Letter 12: Donald Kennedy, Pacific Gas and Electric (PG&E)**

**Comment 12-1:** The commenter advises that PG&E utilities (gas lines) are present in the area and advises the City to use standard protocols for any underground disturbance.

**Response 12-1:** As part of construction engineering the City is required to identify any affected utilities and notify utility providers of such including any relocation of utility facilities. The City uses USA (underground services alert) to identify underground utilities. In general, this project has only minor surface disruption related to construction of bus turn-outs and signal boxes.

## LETTER 13



## SACRAMENTO AREA BICYCLE ADVOCATES

August 31, 2012

Dana L. Allen, Associate Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95834 [dallen@cityofsacramento.org](mailto:dallen@cityofsacramento.org)

Subject: Draft Environmental Impact Report (DEIR) for the Freeport Boulevard Bike Lane Project (K15125100)

Dear Ms. Allen:

Thank you for the opportunity to comment on the subject DEIR. We are greatly appreciative that the City of Sacramento is now applying the Mobility Element of its 2030 General Plan to this extremely hazardous segment of Freeport Boulevard. We believe that the safety and quality of life for all transportation users will be greatly enhanced by implementation of the project.

Clearly, the proposed project is the superior alternative from the perspective of the neighborhoods that border on this segment of Freeport Blvd. As the DEIR documents, the proposed project is vastly superior to the alternatives considered:

- It meets all project objectives and is consistent with the City's 2030 General Plan and other planning documents that apply to this roadway,
- It greatly reduces collisions because of lower vehicle speeds and fewer travel lanes, thereby enhancing safety for all users of the roadway, and
- It causes less reduction in available on-street parking.

We further believe that the proposed project is superior for the businesses along Freeport because it enhances the attractiveness of the corridor, increases the visibility of the businesses to through travelers, and provides more opportunities for customers to get to the businesses without experiencing hazardous traffic conditions, whether traveling by car, by bike, or on foot (see Drennan 2003).

We believe that Proposed Project option 2 (PP2) best serves the needs of the surrounding neighborhoods and bicyclists because it provides a 2-way center turn lane to facilitate left turns into businesses and side streets, thereby causing less reduction in traffic volumes along Freeport Boulevard, and it provides designated bike lanes throughout the project segment (with additional painted lane markings at key conflict points for vehicles and bicycles). The DEIR describes several design concepts for improving the Freeport/21st St intersection for bicyclists riding southbound from 21st St onto Freeport. We recommend Intersection Concept 3 because it provides protection for young and inexperienced bike riders to get to destinations southward

13-1

on Freeport Blvd (e.g. McClatchy HS) by automatically controlling traffic flows and by providing a dedicated bike lane through the intersection.

All things being equal, **Intersection Concept 4 (i.e. the T intersection) is safer and more comfortable to negotiate for all ages and abilities of bicyclists.** We are concerned, however, that this design option has several issues that detract from its near-term feasibility: possibility of California Public Utilities Commission review being required for effects on the railroad crossing operation, and political uncertainty because of its effects on southbound PM commute traffic. Therefore, we request that Intersection Concept 3 be selected and implemented.

13-1

Adjustments to PP2.

We request several adjustments to the specifications for PP2 as shown in Figure 2.5:

□ The new gutter pan constructed with the new west side vertical curb should be reduced in width so that the seam between the pavement and the gutter pan is not in the middle of the bike lane. Figure 2.5 shows the gutter pan extending halfway across the 5 ft. wide bike lane. The portion of the bike lane not including the gutter pan should be at least 3 ft. wide (Caltrans Highway Design Manual Chapter 300).

13-2

□ The east-side bike lane next to the parking lane should be enlarged to a 6 ft. width instead of the 5 ft. shown in Figure 2.5 because of the hazard of vehicle doors being opened in front of bike riders and causing the riders to swerve into the adjacent traffic lane or to crash into the vehicle door. We believe the additional 1 ft. of width can be found by slightly reducing vehicle lane widths by several inches each or by pushing the new vertical curb on the west-side of Freeport several inches further west.

Access to Freeport Southbound from Curtis Park Neighborhood.

The proposed project as described in the DEIR does not offer a solution to the great difficulty for bike riders exiting the Curtis Park neighborhood on 4th Ave and desiring to cross 21st St to go southbound on Freeport Blvd. Stakeholders and City staff discussed this difficult situation in late 2011. We request that the City add a proposed solution to this difficult issue to the project.

13-3

Double Traffic Lanes Northbound on Freeport from Vallejo Way to 4th Avenue.

Figures 2.7 through 2.10 depict the four design concepts for the Freeport/21st St intersection. All of these figures show that Freeport would have double traffic lanes northbound from Vallejo across the UPRR tracks and onto 21st St at 4th Avenue. We believe that these double lanes will tempt vehicle operators to try to pass slower vehicles, assuming no vehicles are using the left lane to make a left turn into Freeport Blvd. Such passing movements would be extremely hazardous to pedestrians and bicyclists, as local residents have observed many times: the increased vehicle speeds required to pass would combine with poor visibility of conditions on 21st St caused by the elevated railroad tracks and the sudden merger of the 2 traffic lanes to one on 21st St immediately north of the tracks. To solve this hazardous situation, the temptation to engage in high speed passing movements should be prevented. Therefore, we request that

13-4

the left lane on northbound Freeport in the intersection be made a “left-turn only” lane to prevent drivers from using it as a passing lane.

#### Parking Analysis.

Chapter 4.3 of the DEIR presents an extensive analysis of the on-street parking situation along the Freeport corridor and reports effects of the proposed project options on the availability of on-street parking spaces. Table 4.3-1 of the DEIR shows that currently 61 parking spaces are located along the west-side of Freeport and 70 parking spaces are located on the east-side. Currently the parking spaces are not striped to standard specifications resulting in encroachment of parked vehicles into fire-hydrant zones, bus stops, loading zones, curbside planters, and approaches to intersections and crosswalks (Figure 4.3-4).

The City’s parking survey on February 9, 2012 found that none of the 61 spaces on the west-side were occupied during the 4 hours of survey observation that day. These west-side spaces were not used presumably because most are restricted to residential parking and are very hazardous to use next to speeding traffic in narrow traffic lanes. These spaces should not be considered part of the no project parking-space inventory because they are not really available considering their hazardous location.

With implementation of PP1, 19 of the 70 existing spaces on the east-side of Freeport would be eliminated because of new space striping pursuant to the current standards of the California Manual on Uniform Traffic Control Devices (CAMUTCD). Parking near intersections, crosswalks, fire hydrants, bus stops, and driveways would be restricted for public safety. Loss of these 19 spaces should not be considered to be caused by the addition of bike lanes, but simply to application of current parking-space striping standards. With implementation of PP2, the remaining 51 “CAMUTCD standard” spaces on the east-side would be further reduced by 12 spaces to a total of 39 spaces remaining under PP2; this further reduction would be caused by the addition of the center turn-lane.

Therefore, we request that the DEIR accurately state that only the 70 east-side spaces are used under existing conditions, 19 of those would be lost under PP1 because of application of the CAMUTCD standards, and under PP2, 12 more would be lost to the center turn lane. Thus PP2 maintains 39 spaces along the eastside of Freeport, more than enough to supply the parking demand for 28 spaces on the eastside found in the parking survey (Table 4.3-2).

### Proposed Pedestrian Improvements.

DEIR Chapter 2 describes seven proposed pedestrian improvements to the subject segment of Freeport Boulevard. Currently, pedestrian crossings of Freeport are extremely hazardous because of speeding vehicles ignoring pedestrian crosswalks. Safely crossing Freeport is crucial for pedestrians to be able to access businesses, schools, and other facilities along the corridor.

Finally, of the proposed pedestrian improvements, we regard the 3 proposed installations of “pedestrian actuated flashers” as the most important and the highest priority to be implemented as soon as possible. Hopefully, such high-visibility flashers would prevent vehicle drivers from ignoring pedestrians. The 3 locations proposed for these flashers are critical locations for pedestrian crossings: at 11th Ave (to access multiple businesses on 11th Ave), at either 6th or 7th Avenues (to access McClatchy HS), and at 5th Ave (to access multiple businesses on both sides of Freeport as well as to access McClatchy HS). These pedestrian improvements will greatly improve safety for crossings of Freeport both for pedestrians and for less experienced bicyclists. We request that the DEIR provide more description of the process by which the proposed pedestrian improvements will be funded and implemented.

Thank you again for considering our requests. If you would like to discuss our comments please don't hesitate to contact me at [jordan@sacbike.org](mailto:jordan@sacbike.org). SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Sincerely,



Jordan Lang  
Project Assistant

#### CCs:

Sacramento Councilmember Robert King Fong ([rkfong@cityofsacramento.org](mailto:rkfong@cityofsacramento.org)) Sacramento Councilmember Jay Schenirer ([jschenirer@cityofsacramento.org](mailto:jschenirer@cityofsacramento.org)) Ed Cox, Sacramento Alternatives Modes Coordinator ([ecox@cityofsacramento.org](mailto:ecox@cityofsacramento.org)) Carolyn Peck, Chair Safety Along Freeport For Everyone ([cpeck99@gmail.com](mailto:cpeck99@gmail.com)) Andrea Rosen, Curtis Park Neighborhood Association, Transportation Committee Member ([andrearosen@sbcglobal.net](mailto:andrearosen@sbcglobal.net))

#### Reference:

Drennan, Emily, "Economic Effects of Traffic Calming on Urban Small Businesses," Department of Public Administration, San Francisco State University, December 2003.

13-6

## **Responses to Letter 13: Jordan Lang, Sacramento Area Bicycle Advocates (SABA)**

**Comment 13-1:** The commenter states support for a proposed project option.

**Response 13-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

**Comment 13-2:** Commenter provides recommendations for the design of Proposed Project 2.

**Response 13-2:** The curb, gutter, and bike lane will be designed to provide at least three feet pavement for the biker. Due to the limited right of way, a 5' bike lane is provided in lieu of reducing the planter area and/or the travel lane widths. An 11' wide travel lane is desired in order to accommodate the large vehicles that use Freeport Boulevard.

**Comment 13-3.** Comment notes that the proposed project does not offer a solution for Curtis Park Bike Riders traveling southbound on Freeport Boulevard.

**Response 13-3.** Please see Master Comment Response 3

**Comment 13-4:** Commenter recommends that one lane of the two proposed northbound lanes be converted to a left turn only lane.

**Response 13-4:** Please see Master Response 2 regarding your request that the left lane at northbound Freeport Boulevard at 21<sup>st</sup> Street intersection be made a left turn only lane.

**Comment 13-5:** Commenter notes that the parking supply inventory counted all available parking spaces (many of which do not currently meet CA MUTCD standards). The comment concludes that the loss of parking is attributable to striping the parking spaces per standard not solely from the addition of the bike lanes.

**Response 13-5:** Comment noted. The EIR does clarify that the parking inventory numbers are generous and do not reflect parking standards which would be applied under the CA MUTCD.

**Comment 13-6:** Commenter expresses support for the proposed pedestrian improvements and feels the pedestrian actuated flashers are the most important of these improvements.

**Response 13-6:** Comment noted. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 14

From: Pamela Morrison [mailto:pjm1129@att.net]  
Sent: Friday, August 31, 2012 9:35 AM  
To: Dana Allen  
Subject: Impact for Freeport Blvd Bike Lane

This protest is short and sweet:

I live in Land Park and work at Sacramento City College. My problem with the Freeport Blvd Bike lane project is that with the Petrovitch project in Curtis Park/Railroad area will INCREASE traffic and population and then with DECREASING lanes on Freeport Blvd does NOT make sense. There is much traffic on Freeport, especially during the Fall/Summer/Spring school semesters and to eliminate lanes will be a traffic nightmare and essentially be unsafe for any cyclist.



14-1

## **Responses to Letter 14: Pamela Morrison**

**Comment 14-1:** The commenter expresses opposition for the proposed project.

**Response 14-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 15

**From:** Patricia Nelson [mailto:mulito1@sbcglobal.net]  
**Sent:** Thursday, August 02, 2012 10:43 AM  
**To:** Dana Allen  
**Subject:** Comments on Freeport Boulevard Bike Lane Project

This is an awful idea. It would cause complete chaos and congestion in front of McClatchy High School during morning and dismissal times. I drive this path every day at those times and it is congested enough. I live in Land Park and this would only cause problems for our neighborhood. Two lanes each way is necessary. If bike lanes are determined to be so important (way more people drive than ride their bikes), then get rid of parking on Freeport Blvd, but not car lanes.

15-1

Pat Nelson  
3459 College Avenue  
Sacramento, Ca 95818

## **Responses to Letter 15: Patricia Nelson**

**Comment 15-1:** The commenter is not in support of the proposed project and prefers no change (the No Project Alternative) or an Alternative similar to Alternative 3 (four vehicle lanes, bike lanes and minimal parking).

**Response 15-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for an alternative to the proposed project.

## LETTER 16

**From:** SIDNEY NELSON [mailto:snelsonphd@sbcglobal.net]

**Sent:** Thursday, August 02, 2012 10:46 AM

**To:** Dana Allen

**Subject:** Freeport Blvd Bike Lane Project

I am totally against this project. My wife and I drive this route every day to and from work and congestion is bad enough. Please revisit this issue. Don't let a few bike riders dictate to the rest.

16-1

Sidney K. Nelson

3459 College Avenue

Sac 95818

## **Responses to Letter 16: Sidney Nelson**

**Comment 16-1:** The commenter is not in support of the proposed project and prefers no change (the No Project Alternative).

**Response 16-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for an alternative to the proposed project.



# Regional Transit

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2700 Academy Way  
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## LETTER 17

September 6, 2012

Dana Allen  
Associate Planner  
City of Sacramento, Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

NAME OF DEVELOPMENT: Freeport Blvd. Bike Lane Project  
TYPE OF DOCUMENT: Draft EIR

The Freeport Boulevard Bike Lane project proposes to develop a portion of Freeport Boulevard between North Sutterville Road and 4<sup>th</sup> Avenue into a "complete street" by adding bike lanes and addressing safety and mobility for all transportation modes. The modifications would be done as part of scheduled roadway maintenance. Three roadway alternatives will be analyzed in the DEIR as well as four specific intersection alternatives at 4<sup>th</sup> Avenue and Freeport Boulevard. The site is located in the South Sacramento community.

Please note that bus route 62 provides 30-minute weekday and 60-minute Saturday service to 12 active bus stops along that portion of Freeport Boulevard. Route 62 has connectivity to light rail, downtown, City College and the Pocket Transit Center. In addition, Freeport Boulevard has been identified as a hi-bus corridor in Regional Transit's (RT) TransitAction Plan 2035, which translates into a high frequency, high capacity, and high quality service that uses transit priority measures to speed up journey times.

Regional Transit (RT) staff has reviewed the DEIR and has the following comments:

1. Section 5.4.8, under Transit Facilities (page 5.4-51), the first sentence in the third paragraph should be corrected to read:

With implementation of PP1, buses would stop in the parking lane and would encroach by about *two feet* into the adjacent bike lane.

2. Section 5.4.8, under Transit Facilities (page 5.4-51), the first three sentences in the fourth paragraph should be corrected to read:

With implementation of PP2, buses would stop in the parking lane along the east side of Freeport Boulevard *and would encroach by about two feet into the adjacent bike lane*. Bus stops would be accommodated with appropriate signs and striping. On the west side of Freeport Boulevard, buses would stop in the bike lane which does not provide sufficient width for a bus parking area. In general, *10-12 feet* of width is required for a bus stop.

17-1

17-2

17-3

- 3. The EIR needs to consider the impacts to speed and flow of bus service along Freeport Boulevard. This is a highly utilized transit corridor that's been around for many years and maintains good ridership. Keeping speed limits at 30 mph in addition to signal prioritization will help to accommodate the future hi-bus vision of high frequency service along this route. 17-4
- 4. In Proposed Project Option 2, the center turning lane helps to keep the traffic lanes flowing when only one traffic lane is available. Utilizing the parking lane space and the bike lane at the bus stop areas along the east side of the road still provides room for auto traffic to continue along Freeport Boulevard past the buses. Utilizing the bike lane space at the bus stop areas along the west side of the road does not provide room for auto traffic to continue along Freeport Boulevard past the buses. Bike lanes do not provide sufficient width for bus parking area. Therefore, bus turnouts along the west side of Freeport Boulevard are a necessity to allow the traffic to continue to flow in this option. 17-5
- 5. RT recommends that clearly identifying and delineating where the buses will pull into and through the bike lane areas to access any of the bus stops along this portion of Freeport Blvd. must be a priority for the safety of both bicyclists and bus drivers. 17-6
- 6. Four concepts have been presented for changes to the intersection of 4<sup>th</sup> Avenue and Freeport Boulevard. This intersection is very unique and provides many challenges in accommodating all users, angled light rail tracks, a light rail station, and bus stops. It appears that Intersection Concepts 1, 2, and 4 seem to allow for a southbound left turn into RT's 4<sup>th</sup> Avenue Wayne Hultgren Light Rail Station parking area while Concept 3 provides a dedicated left hand turn lane. RT wants to make sure access is provided from both directions to the light rail station. 17-7
- 7. Any consideration of removing or combining bus stops along this project area shall be coordinated with RT's Operations and Service Planning Departments. 17-8
- 8. Project construction cannot disrupt transit service or pedestrian access to transit stops and stations. 17-9
- 9. Project shall provide clear and easy accessibility and connectivity for all transit users, including those with disabilities. 17-10

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0514 or [cpair@sacrt.com](mailto:cpair@sacrt.com).

Sincerely,



Chris Pair  
Assistant Planner

c: Jeff Damon, Principal Planner, RT  
Tom Quigley, Planning Director, RT  
John Darragh, Director of Transportation, RT

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## **Responses to Letter 17: Chris Pair, Regional Transit**

**Comment 17-1:** The commenter summarizes the proposed project,

**Response 17-1:** Comment noted.

**Comment 17-2:** The commenter notes that Freeport Boulevard is identified as a “hi-bus” corridor in the RT Transit Action Plan, 2035. Comment also notes that bus route 62 serves the area.

**Response 17-2:** Comment noted. Page 5.4-11 of the EIR describes transit serving the area including bus route 62.

**Comment 17-3:** The commenter requests that clarification regarding the bus stops to state that the buses would encroach into the parking lanes and bike lane during loading should be noted.

**Response 17-3:** Comment noted. The text on pages 5-4-51 has been changed to reflect the comment. See Section 2, Changes to the EIR.

**Comment 17-4:** Comment is in regard to the speed and flow bus service along Freeport Boulevard.

**Response 17-4:** Speed and queue length along Freeport Boulevard with the implementation of the project are provided in the DEIR. The speed limit along Freeport Boulevard is not proposed to be changed with this project. Signal prioritization will remain similar to the existing conditions. Coordination with RT after the implementation of the project will continue to make sure that there will be minimum impacts to bus operation along this corridor.

**Comment 17-5:** Commenter notes that under Proposed Project Option 2 (PP2), bus turn outs are required on west side Freeport Boulevard in order to not block traffic at bus stops.

**Response 17-5:** Comment noted. The design of PP2 includes bus turn outs for this reason.

**Comment 17-6:** Commenter requests that the area be clearly denoted where buses will cross the bike lane to pull into the bus turn out.

**Response 17-6:** Comment noted. The City uses striping to indicate where shared roadway areas occur and will ensure that the bus area is clearly noted for bicyclists.

**Comment 17-7:** RT suggests that access to the light rail station be provided under all intersection concepts.

**Response 17-7:** All four intersection concepts provide access to the light rail station from both directions. Intersection Concept 3 does provide a dedicated left turn lane which would make southbound left turns easier, but all alternatives allow left turns. See also Master Response #1.

**Comment 17-8:** Removal or combining of bus stops in the area must be coordinated with Regional Transit (RT).

**Response 17-8:** Comment noted. The City is in the process of coordinating design aspects of the project with RT.

**Comment 17-9:** Project must ensure that construction does not disrupt transit accessibility and connectivity.

**Response 17-9:** Mitigation measure 5.4-1 requires that the selected construction contractor “construction traffic management plan shall be prepared to the satisfaction of City’s Public Works Department and subject to review by all affected agencies” which would include Regional Transit.

**Comment 17-10:** Project must allow for accessibility of all transit users including those with disabilities.

**Response 17-10:** The City is required to ensure compliance with Americans with Disabilities Act (ADA) in all public works projects.

# LETTER 18

September 5, 2012

Dana Allen, Associate Planner  
City of Sacramento, Community Development Department  
Environmental Planning Services  
300 Richards Blvd. 3<sup>rd</sup> Floor  
Sacramento, CA 95811

Dear Ms. Allen:

- SAFFE appreciates the in-depth and comprehensive study of the proposed options, concepts and alternatives in the Draft Environmental Impact Report (DEIR) #2012012028 for the Freeport Boulevard Bike Lanes Project.
- SAFFE supports the DEIR conclusion that there is a less-than-significant impact with the Proposed Project (PP) Options and endorses bringing this stretch of Freeport up to current design standards, adhering to the various city and regional plans and building a 'complete street' that supports pedestrians, continuity of bike lanes and multi-modal travel.
- Page 4.3-4. The DEIR envisions marking parking spaces on Freeport Blvd to CA-MUTCD lengths. Section 4.3 should state why current parking is not CA-MUTCD compliant. The text should be clear that most of the east side reductions in parking are safety-driven CAMUTCD-related and have minimal relationship with the proposed project. This proposed action reduces the number of parking space in the Project vicinity, which will impact the businesses. SAFFE requests that the City not mark parking spaces, but instead restrict parking space markings at intersections, crosswalks, fire hydrants, bus stops and driveways.
- Page 5.4-10. The DEIR states that the existing bike lanes are "north of 21st Street to Broadway." Bike lanes actually continue north of Freeport Blvd on 21st Street until "I" Street, allowing connectivity with the Sacramento Northern Bike Trail and the American River Bike Trail.
- Page 4.3-15. The DEIR states the current parking occupancy rate is 40%. The sampled rates are 10% between 8 and 9AM, 36% between 12 and 1PM, 34% between 3 and 4PM, and 40% between 6 and 7PM. The sample is biased through the intentional selection of times of day when parking is heaviest. SAFFE recommends that the text should be edited to reflect the variability and bias of the sampling or should state that 40% is the maximum occupancy during the sampled periods.

18-1

18-2

18-3

18-4

- Page 2-8. The DEIR proposes lengthening the traffic signal cycle length. This proposed action makes it more difficult for neighborhood residents to travel in their own neighborhood. SAFFE requests the City restrict this action to peak hours only. SAFFE recommends that pedestrian signal activation should be near instantaneous.

18-5
- Page 4.2-2. The DEIR states that "the width of the existing lanes is more narrow than standard." but does not explain the safety implication of maintaining the existing conditions. SAFFE would appreciate additional information be included.

18-6
- Page 4.1-9. The DEIR states that "... bike lanes and the expected slower traffic speeds may make pedestrian crossing of Freeport Boulevard safer and easier..." Statistics shown on Page 4.2-3 clearly show the safety benefits of the 4 to 3 (or 2) lane conversion. SAFFE recommends that the text should be modified to reflect the body of research that shows the increase in safety through the use of "will" or "is expected to" rather than "may".

18-7
- Pages 7-12 and 7-13. SAFFE agrees with the conclusions 'No significant or unavoidable impacts were identified in the EIR if PP1 or PP2 were implemented in concert with Intersection Concepts (IC) 1, 2 or 3....The environmentally superior alternative would be either PP1 or PP2 (in combination with IC1 or IC2 .....under both Proposed Project Options, side street turning maneuvers become more difficult under cumulative conditions but do not exceed established thresholds of significance.' However, it is unclear why IC3 is not an environmentally superior alternative as is IC1 and IC2. SAFFE requests that Chapter 7.9 be amended to include PP2/IC3 as an environmentally superior alternative.

18-8
- **SAFFE's specific recommendation, based on the DEIR, is that the City adopt PP2, Proposed Pedestrian Improvements and IC3. Although not mentioned in the IC3 description, SAFFE assumes that a 5 foot northbound bike lane would be provided on the east side of the street, as described in IC1 and IC2, and recommends that this language be added.**

Sincerely,

Caroline Peck  
 Safety Along Freeport For Everyone  
 2201 6<sup>th</sup> Ave  
 Sacramento, CA 95818  
[cpeck99@gmail.com](mailto:cpeck99@gmail.com)  
 916.444.3389

## **Responses to Letter 18: Caroline Peck, SAFFE**

**Comment 18-1:** Commenter supports the EIR conclusion that the proposed project would have a less-than-significant effect.

**Response 18-1:** Comment noted.

**Comment 18-2:** Page 4.3-4. The DEIR envisions marking parking spaces on Freeport Blvd to CA-MUTCD lengths. Section 4.3 should state why current parking is not CA-MUTCD compliant. The text should be clear that most of the east side reductions in parking are safety-driven CAMUTCD-related and have minimal relationship with the proposed project. This proposed action reduces the number of parking space in the Project vicinity, which will impact the businesses. SAFFE requests that the City not mark parking spaces, but instead restrict parking space markings at intersections, crosswalks, fire hydrants, bus stops and driveways.

**Response 18-2:** Chapter 4.3 of the DEIR does state on pages 4.3-16, 25, 26, 36 and 38 that the proposed parking spaces would comply with CA-MUTCD standards. Page 4-3-2 explains that under existing conditions “parked vehicles along both sides of Freeport Boulevard share the 16-foot wide outside travel lanes with traveling vehicles and bicyclists. The unstriped parking lanes on Freeport Boulevard lead to the encroachment of vehicles into fire hydrant zones, bus stops, loading zones, curbs, planter areas, and approaches to intersections and crosswalks.” Since parked vehicles and traveling vehicles share a 16’ lane there is not enough space to mark both a travel lane and a parking lane to standards under existing conditions. The Proposed Project recommends striping the parking lane in order to avoid vehicles parking erratically which could block through traffic. Under the proposed project options, the through traffic lanes would be reduced to one lane in either direction.

**Comment 18-3:** Page 5.4-10. The DEIR states that the existing bike lanes are "north of 21st Street to Broadway." Bike lanes actually continue north of Freeport Blvd on 21st Street until "I" Street, allowing connectivity with the Sacramento Northern Bike Trail and the American River Bike Trail.

**Response 18-3:** Comment is correct, however, the EIR was summarizing bike lanes within the project area.

**Comment 18-4:** Page 4.3-15. The DEIR states the current parking occupancy rate is 40%. The sampled rates are 10% between 8 and 9AM, 36% between 12 and 1PM, 34% between 3 and 4PM, and 40% between 6 and 7PM. The sample is biased through the intentional selection of times of day when parking is heaviest. SAFFE recommends that the text should be edited to reflect the variability and bias of the sampling or should state that 40% is the maximum occupancy during the sampled periods.

**Response 18-4:** Comment noted. The EIR is seeks to address a reasonable worst case scenario, and as such the parking occupancy inventory was conducted at peak periods.

**Comment 18-5:** Page 2-8. The DEIR proposes lengthening the traffic signal cycle length. This proposed action makes it more difficult for neighborhood residents to travel in their own neighborhood. SAFFE requests the City restrict this action to peak hours only. SAFFE recommends that pedestrian signal activation should be near instantaneous.

**Response 18-5:** Using the information provided in Figure 5.4-9, the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods were used for the intersection peak hour analysis. The traffic analysis was performed for the peak hours only and the proposed longer cycle length would be implemented for these periods. Therefore, the project is proposing to implement the 100 seconds cycle length during the peak hours only. The existing 70 seconds cycle length during the off peak hours will remain in operation.

**Comment 18-6:** Page 4.2-2. The DEIR states that "the width of the existing lanes is more narrow than standard." but does not explain the safety implication of maintaining the existing conditions. SAFFE would appreciate additional information be included.

**Response 18-6:** Comment noted. The following text has been added to the DEIR, page 4.2-2

*"Typical travel lane widths are 11' wide. Maintaining the existing narrow travel lanes is undesirable due to the large trucks and busses that use Freeport Boulevard that would have difficulty making turning movements."*

**Comment 18-7:** Page 4.1-9. The DEIR states that "... bike lanes and the expected slower traffic speeds may make pedestrian crossing of Freeport Boulevard safer and easier..." Statistics shown on Page 4.2-3 clearly show the safety benefits of the 4 to 3 (or 2) lane conversion. SAFFE recommends that the text should be modified to reflect the body of research that shows the increase in safety through the use of "will" or "is expected to" rather than "may".

**Response 18-7:** Comment noted. While the main research indicates that safety increased, there are some instances where safety may remain a concern.

**Comment 18-8:** Pages 7-12 and 7-13. It is unclear why IC3 is not an environmentally superior alternative as is IC1 and IC2. SAFFE requests that Chapter 7.9 be amended to include PP2/IC3 as an environmentally superior alternative.

**Response 18-8:** Please see Master Response 1.

## LETTER 19

**From:** Daniel Pskowski [mailto:danielpskowski@gmail.com]  
**Sent:** Friday, September 07, 2012 4:59 PM  
**To:** Dana Allen  
**Subject:** Freeport Blvd. Bike Lane Project

Good Afternoon Dana,

As a local resident whose main transportation mode is bicycle I support making Freeport Blvd a 2-lane corridor with a center turn lane in the middle and bicycles lanes on both sides of Freeport Blvd.. This conversion will slow traffic down as it has done for the section just north of the tracks in which 21st St. was changed from 3-lane one street way into a 2-lane two way street corridor with bike lanes on both sides.

Thank you

Dan Pskowski  
916-451-1033  
2309 Castro Way #2  
Sacramento, CA 95818

19-1

## **Responses to Letter 19: Dan Pskowski**

**Comment 19-1:** The commenter expresses support for the proposed project.

**Response 19-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative.

## LETTER 20

From: Stephen Saffold [mailto:spsaff@att.net]  
Sent: Saturday, August 04, 2012 12:00 PM  
To: Dana Allen  
Subject:

Dear Dana

Thank you for your time and help Friday reviewing the EIR for the Freeport Blvd bike lane project. I represent 350 sacramento.org. Our group supports local initiatives to reduce greenhouse gas emissions and works to engage with Sacramento citizens and local community groups to help build a global climate movement. We are a local board of six with a facebook connection to almost two hundred like minded citizens. After discussing the proposed options put forth our group would like to fully support either proposal the traffic department feels is most likely to become fully implemented. We can support the initiative by bringing members to planning department or city council meetings or discussing the proposal with other groups or elected officials. Please consider this a very strong vote to implement either proposed bike lane configuration on Freeport Blvd.

If you'd like a paper copy of this support please feel free to contact me at any time.

Sincerely,

Stephen Saffold  
715-2359  
[spsaff@att.net](mailto:spsaff@att.net)

20-1

## **Responses to Letter 20: Stephen Saffold**

**Comment 20-1:** The commenter expresses support for the proposed project.

**Response 20-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative to the proposed project.

# LETTER 21

2223 4<sup>th</sup> Avenue  
Sacramento, CA 95818

August 13, 2012

To: Dana Allen, Associate Planner  
Environmental Planning Services,  
City of Sacramento, Community Development Department  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

Subject: Comments on Freeport Boulevard Bike Lane Project (K15125100)

Enclosed are comments on the Draft Environmental Impact Report (DEIR) for the Freeport Boulevard Bike Lane Project - K15125100, (comments also sent via e-mail).

In summary we strongly support either project option over the no project alternative. Of the two proposed options, Option 2 (PP2) would be superior in meeting the project's goals of providing safer biking without overly impacting traffic flows. However, we recommend that a third option, one that eliminates all street parking on both sides of Freeport Boulevard also be explored. Relatively few vehicles use the existing parking spaces on the east side of Freeport Boulevard now, and sufficient off-street or side street spaces should be available to meet the needs of residents and businesses. Elimination of parked vehicles on the northbound side of Freeport Boulevard would further enhance the safety of cyclists and concurrently allow for somewhat improved traffic safety and flow.

Enhancing pedestrian safety is an important facet of the project. The proposed upgraded facilities are a good start. Some additional improvements should be pursued. These include improved pedestrian crossings at the site of RT stops on Freeport Boulevard across from City College, improving the responsiveness of the pedestrian activated signals at Freeport Boulevard and Vallejo Way, and consideration of using pedestrian islands at marked pedestrian crossings.

Finally, additional work is needed to improve the Freeport Boulevard and 21st Street Intersection Connection Concepts. The City should evaluate an option that would restrict northbound through traffic to one northbound through lane in the intersection, and make the second lane left turn only. This option would build upon the configuration described under Intersection Concept 3. We believe it would significantly improve flow through the intersection, and would provide for safer passage of cyclists.

Also, while not in the area of the proposed project, we believe that a simple improvement to the bike lane system on 21<sup>st</sup> Street through the block between Broadway and X Street needs to be explored.

The attachment to this letter contains more detailed comments on the points made above.

Sincerely

Michael and Judy Scheible  
e-mail: jgscheible@sbcglobal.net

21-1

**Comments of Michael and Judy Scheible on the**

**Draft Environmental Impact Report (DEIR) for the Freeport Boulevard Bike Lane Project (K15125100).**

**August 13, 2012**

**Overall Comment:**

We strongly support either project option over the no project alternative.

Of the two proposed options, Option 2 (PP2) is superior.

- It allows better traffic flow -- vehicles can make left turns without impeding traffic in the through lanes.
- The current use of parking spaces on the west side of Freeport Boulevard is very light, eliminating them would have a very small adverse impact, as very little parking now occurs with the current "permit only" and time restrictions.

A third option, one that eliminates all street parking on both sides of Freeport Boulevard should also be explored. Relatively few vehicles use the existing parking spaces on the east side of Freeport Boulevard now, and sufficient off-street or side street spaces may be available to meet the current needs of businesses and residents. Elimination of parking on the northbound traffic side of Freeport would:

- Enhance the safety of bicyclists
- Allow for slightly wider traffic lanes which should improve overall traffic safety.

21-2

21-3

**Pedestrian Safety Enhancements**

Enhancing pedestrian safety at major crossing points is an important facet of the project. The proposed enhanced facilities are a good start. Some additional improvements should be pursued. These include:

- Improved pedestrian crossings a site of RT stops on Freeport Boulevard across from City College,
- More responsive pedestrian signal response for the traffic signal at Freeport and Vallejo Way,
- Install pedestrian islands (similar to those in place on Broadway at 13<sup>th</sup> Street) in the center lane section of major pedestrian crossings where such islands do not conflict with the need to allow left turns.

21-4

**Freeport Boulevard and 21st Street Intersection Connection Concepts**

Additional work is needed to improve the Freeport Boulevard and 21st Street Intersection Connection Concepts. The following option is recommended, and should be evaluated (most likely as an amendment to the configuration described under Intersection Concept 3):

- Restricting northbound (NB) through traffic only in one northbound through lane.
- Designating the western-most current NB lane to be a left turn only lane, and allow left turns only when left turn signal arrow is green.
- Requiring southbound (SB) traffic on Freeport Boulevard to merge immediately as it merges with 21<sup>st</sup> Street, and before the traffic signal at Vallejo Way.

21-5

- Using the traffic signals on SB 21<sup>st</sup> Street (just before the railroad crossing) and on SB Freeport Boulevard (at the pedestrian crosswalk just south of 4<sup>th</sup> Avenue) to eliminate traffic conflicts that could occur due to simultaneous merges from the two SB streets .
- Programing the signal pattern at the intersection to follow the cycle similar to the one presented below:
  1. Long cycle to allow NB and SB traffic to/from 21<sup>st</sup> Street to travel through the intersection concurrently. (This will help eliminate long queues that now regularly occur with SB traffic due to very short signal timing for SB traffic. It will also help clear the intersection more quickly after RT trains have passed.) SB through traffic from Freeport Boulevard would be stopped by a red traffic signal at the pedestrian crosswalk just south of 4<sup>th</sup> Avenue during this part of the cycle.
  2. Short cycle to allow left turns from NB Freeport Boulevard to the 4<sup>th</sup> Avenue/ Freeport Boulevard connection, stopping SB traffic from 21<sup>st</sup> Street at the traffic signal just north of the railroad crossing, concurrently allowing SB traffic on Freeport Boulevard to proceed.
  3. Short cycle to:
    - allow left turns to cross the railroad tracks from 4<sup>th</sup> Avenue,
    - allow pedestrians to cross Freeport Boulevard (if pedestrian signal has been activated)
    - allow SB through traffic from Freeport Boulevard to proceed.
    - stop all other NB and SB traffic across the railroad tracks during this part of the cycle.

21-5

This option offers a number of benefits over the four concepts put forth in the DEIR.

- It eliminates the merge on NB Freeport Boulevard immediately after the rail crossing, reducing the competition for a dwindling space between drivers and cyclists.
- It improves SB flows from 21<sup>st</sup> Street, and better accommodates SB cyclists
- It allows for more rationale signal timing to accommodate traffic flows.
- It eliminates the proposed shift from one NB lane before Vallejo Way to a short two NB lane segment over the railroad tracks with an immediate merger before 3<sup>rd</sup> Avenue. (The retention of this short 2 NB lane setup is unnecessary. Why go from one to two lanes for such a short distance? We believe such a setup would have the opposite effect to traffic calming – it would tempt aggressive drivers to use this stretch to get ahead of slower vehicles.)

**Northbound Bike Lane between Broadway and X Streets on 21st Street**

While not in the proposed project, we want to recommend an improvement to the bike lane system on 21<sup>st</sup> Street through the block between Broadway and X Street. The current NB dedicated bike lane ends halfway through the block, and cyclists and drivers are force to compete for the same road space as they approach the intersection of 21<sup>st</sup> and X Streets. This is particularly a problem during the morning peak period when traffic and commuting cyclists are numerous, and many vehicles make right turns onto X Street. We recommend two options be explored:

21-6

- A first, and preferred option, would be to eliminate the on-street parking on NB 21<sup>st</sup> Street for the entire block. This would allow a continuous, 24 hour dedicated bike lane through a difficult intersection.

- A second, and less attractive option for cyclists, would be to restrict on-street parking on NB 21<sup>st</sup> Street for the entire block during the morning peak period, at least during the hours between 6a.m. and 9a.m. This would allow a dedicated bike lane through the intersection during the period when the bike – vehicle conflicts are most frequent. Such timing restrictions should have little effect on parking for local retail businesses as they typically do not open until after the morning peak period.



## **Responses to Letter 21: Michael and Judy Scheible**

**Comment 21-1:** The commenter provides an overview of more detailed comments. Each of these comments is responded to in responses 5-2 to 5-6 below.

**Response 21-1:** See detailed responses to comments in responses 5-2 to 5-6 below.

**Comment 21-2:** The commenter expresses support for Proposed Project Option 2.

**Response 21-2:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative to the proposed project.

**Comment 21-3:** The commenter suggests a third project option which eliminates all street parking on both sides of Freeport Boulevard which would provide bike lanes and allow for slightly wider traffic lanes which should improve overall traffic safety.

**Response 21-3:** The EIR did analyze an alternative with no parking (Alternative 3). The above suggested alternative would have traffic impacts similar to the proposed project (2 wider lanes) and parking impacts similar to Alternative 3 (elimination of parking). CEQA does not require an EIR to analyze every conceivable alternative, but rather to select a range of alternatives. In this case, the EIR provides adequate analysis for the decision-makers to weigh the relative environmental impacts of selecting a Proposed Project option with no parking.

**Comment 21-4:** The comment suggests that additional pedestrian improvements be added to the project.

**Response 21-4:** Regarding improved pedestrian crossings a site of RT stops on Freeport Boulevard across from City College, the City is working with RT on the best location for this bus stop and will review locations for pedestrian connections once that location is settled and funding is available. At this time the pedestrian improvements proposed in the project are not fully funded and thus while the City would like to entertain additional improvements, funding is currently a constraint.

**Comment 21-5:** This comment provides a number of suggestions related to the design of the intersection of 21<sup>st</sup> Street and Freeport Boulevard. The comment suggests:

- Restricting northbound (NB) through traffic only in one northbound through lane.
- Designating the western-most current NB lane to be a left turn only lane, and allow left turns only when left turn signal arrow is green.
- Requiring southbound (SB) traffic on Freeport Boulevard to merge immediately as it merges with 21<sup>st</sup> Street, and before the traffic signal at Vallejo Way.

- Using the traffic signals on SB 21<sup>st</sup> Street (just before the railroad crossing) and on SB Freeport Boulevard (at the pedestrian crosswalk just south of 4<sup>th</sup> Avenue) to eliminate traffic conflicts that could occur due to simultaneous merges from the two SB streets.
- Reprogramming the signal pattern at the intersection.

**Response 21-5:** Please see Master Response No 2.

**Comment 21-6:** The comment provides some suggestions for improving the bike lane system on 21<sup>st</sup> Street through the block between Broadway and X Street.

**Response 21-6:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a desire to have changes made to a street segment outside of the project area. The comment suggests that there is a need for bike lanes on the stretch of 21<sup>st</sup> Street between X and Broadway. The commenter offers solutions to remove on-street parallel parking for peak hours or all times of the day to establish a bike lane. These ideas can be considered as part of several bikeway improvements in the forthcoming Downtown Transportation Study.

## LETTER 22

From: tom shragg [tshragg@hotmail.com]  
Sent: Thursday, September 06, 2012 1:55 PM  
To: Dana Allen; Fifi Zeff  
Subject: Comments about more changes to Freeport. The coming bike lanes and the increased neighborhood cut-through traffic

In 2004 the city converted 21st street between 4th Ave and Broadway from a Northbound only street to two way traffic. At that time residents voiced concern about cut-through traffic from 21st street. We were told that per the EIR Report (5.2, 53-54)... "Traffic operations on 21st Street reflect the implementation of a median barrier on 21st Street to be located at intersections between Castro Way and 4th Ave. The median would restrict turning movements to 'right- in/right-out' only at these intersections." Further..."The median barrier on 21st Street is considered a **necessary** component of the proposed project to prevent vehicles traveling southbound from potentially **diverting through the Curtis Park neighborhood...**"

Last year when I brought it to the attention of my councilman and was referred to the city traffic engineers office. I met with Mr. Edrosolan; it was almost exactly a year ago. When I pointed out the context of the EIR for the conversion; the fact that it had been quoted to residents at meetings dealing with traffic flow in our neighborhood; and the fact that there is increased cut-through traffic both from southbound 21st street traffic as well as from traffic now illegally turning left from Third Avenue onto 21st street; the message from Mr. Edrosolan was to ignore the EIR and simply state that the intersections were appropriately signed and marked. **It** was, he stated, an enforcement issue.

A year later, we still get speeding cut-through traffic; the city police department has understandably not made this situation a top priority; and the traffic *planning* department has not installed a barrier--which they said they would do and which the EIR lists as "Necessary". (A simple solution would be to lay down the little cement barriers similar to the car stops in parking lots--just as there are on Broadway East of 21st Street)

Now Freeport south of the train crossing will be further narrowed, pushing more traffic into the neighborhoods. In several years, the problem will be compounded with the rail yard development. My points are these...

Finish one project--completely--before embarking on another one.

Don't have an EIR and point to it as a solution to problems raised in community meetings only to ignore what was said in the EIR

Consider the impact of all the proposed changes on the neighborhoods. **It** may be an easier "sell" to look at things piecemeal but one project does tie into another one and the impact of one is compounded by another.

Bike lanes are fine, but come up with a plan--a proactive idea--on how to reduce cut through traffic from all of the changes to traffic flow...and follow through with it. This includes also the increased volume of traffic which will occur with the rail yard development.

Put up the little barriers to reduce the speeding cut through traffic. Somebody's going to get killed with more cars down narrow neighborhood streets. There's an easy solution and it doesn't require increased enforcement, just acting out on a plan. Honesty is not a bad policy.

22-1

## **Responses to Letter 22: Tom Shragg**

**Comment 22-1:** The commenter requests the installation of a median strip or barrier to limit southbound left hand turns into Curtis Park.

**Response 22-1:** The median barrier requested in the comment letter was discussed in detail in the 2004 Freeport Boulevard/ 21<sup>st</sup> Street Two Way Conversion project Final EIR (FEIR). The FEIR for that project stated that “Due to the inconvenience for uses on the west side of 21<sup>st</sup> Street with the installation of the proposed 21<sup>st</sup> Street median barrier, and based on comments received on the DEIR, the City is considering an alternative design option, the “Restricted Turn Island.” (Please see page 1-5 of the Final EIR, Freeport Boulevard/21<sup>st</sup> Street Two Way Conversion, September 2004.) The Restricted Turn Island option was implemented at several locations along 21<sup>st</sup> Street (Castro Way, Markham Way, 3<sup>rd</sup> Avenue and 4th Avenue) with all required signing and striping. Therefore, the work associated with that project has been completed and the median barrier is no longer an option for implementation as part of that project and is outside the scope of the Freeport Boulevard Bike Lane project. Please see Freeport Boulevard/21<sup>st</sup> Street Two Way Conversion FEIR, dated September 2004 for more details.

Regarding the Rail Yard development project, this comment apparently refers to Curtis Park Village project. Please see response to comment 11-3.

## LETTER 23

# SIERRA • CURTIS

Neighborhood Association

September 7, 2012

**SENT VIA EMAIL TO Dallen@cityofsacramento.org**

Dana Allen, Associate Planner  
City of Sacramento, Community Development Department  
Environmental Planning Services  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811

**RE: Sierra Curtis Neighborhood Association Comments on the DEIR for  
Freeport Boulevard Bike Lanes**

Dear Ms. Allen:

The Sierra Curtis Neighborhood Association is pleased to submit the following comments on the City's Draft Environmental Impact Report (DEIR) for the Freeport Boulevard Bike Lane Project.

**SCNA Believes the City Should Follow Its Established Plans**

As a threshold matter, the SCNA would encourage the City of Sacramento ("City") to follow the mandates of its 2030 General Plan and its Bikeway Master Plan and transform this stretch of Freeport Boulevard into a complete street as called for in both plans. The City now has the opportunity to follow through on long-overdue changes called for in these plans, and the opportunity to fulfill its promise to the people of Sacramento who engaged in the planning process for these long-term documents.

**SCNA Supports Proposed Project Option 2 and Intersection Concept 3**

We believe the DEIR's data and analysis support Proposed Project Option 2 (two travel lanes, two bike lanes, two-way left turn lane) ("PP2") and Intersection Concept 3 (southbound bike lane with full signal control) ("IC3") as the environmentally superior and best options. These two options combined provide the greatest safety for cyclists, pedestrians, transit users while also maintaining the best flow for motorists. We encourage City staff to move forward expeditiously to recommend this project alternative to City Council so it can be put to a vote and implemented. Due to the presence of CK McClatchy Senior High School, California Middle School and Sacramento City College, this is a particularly important bike/ pedestrian corridor where the safety of our children and students should be a paramount priority for the City. Many students and others have suffered both bicycle and pedestrian accidents in the project area due to the unsafe conditions for cyclists and pedestrians. Residents of Curtis Park and other neighborhoods deserve safer opportunities to ride bikes and walk along Freeport Blvd to patronize businesses and make other trips.

23-1

Ms. Allen  
September 7, 2012  
Page 2 of 3

We note that the summary of environmental impacts in Table 3.1 (Section 5.4-7, p. 3-18) shows that PP2 in combination with IC3 causes less-than-significant impacts on transportation and circulation. Yet, in Section 7.0 (Environmentally Superior Alternative, p. 7-13), IC3 is not included with IC1 and IC2 as an environmentally superior alternative. We believe the PP2/IC3 combination was omitted from this designation in error and ask that the City amend Chapter 7.9 to designate this combination as the environmentally superior alternative in the Final EIR.

23-2

#### SCNA Requests Some Additional Items Studied

While we believe the DEIR as written is adequate under CEQA, we make the following suggestions for improvement.

In the Transportation and Circulation chapter (Chapter 5), each of the intersection concepts 2, 3, and 4 produces significantly longer queues on Freeport north of the Freeport/21st Street intersection compared to existing conditions (Table 5.4-22, p. 5.4-100). Under Cumulative Conditions, PM queue lengths increase from 491 feet to 655 feet for southbound traffic turning right at the intersection to head south on Freeport. (Notice that under IC1 and IC2, PM queue lengths increase from 487 to 1,456 feet for traffic turning left at the intersection to go north on 21st.) The factor causing these increases in queue length is the historical use of 19th Street/Freeport Boulevard to access the intersection from the north.

Since 19th Street is a major southbound route from Midtown to neighborhoods to the south, traffic traveling across Broadway is encouraged to continue south on this street, even as it narrows to one lane. **To partially resolve this behavior, motorists should be directed to alternative routes that are less congested, especially during the PM peak hour.** We believe that this can be accomplished by making the center lane of 19th Street at both X Street and Broadway a straight-through/left-turn-optional lane, or even a left turn-only lane. The ability of two lanes of southbound traffic to turn left onto X Street or Broadway would encourage motorists to turn east onto either of these streets and turn right onto 21st Street to approach the Freeport/21st Street intersection on the less congested 21st Street. (Note that the 95th percentile queue length in this direction is 267 feet during the PM peak hour under IC3.)

23-3

We believe this mitigation measure would be technically and economically feasible as well as effective to reduce the queuing impact. Accordingly, we request that the City analyze this recommended mitigation measure in the Final EIR.

In our NOP comment letter for this project, we asked the city to study the possibility of allowing northbound cars to turn left on to 19th St at the Freeport/21st intersection while the train crossing arms are down (p. 2, Item 7). We did not see any analysis of this possibility or any mention of it in the DEIR. Please evaluate the impacts of this queuing mitigation and include in the Final EIR.



23-4

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Ms. Allen  
September 7, 2012  
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In addition, we asked the city to consider just a single lane of northbound traffic where Freeport crosses the tracks at 4th Ave (p. 2, Item 8). We did not see this addressed in the Draft EIR. Please evaluate the impacts of this safety feature in the Final EIR.

We are puzzled by the proposed expansion to two traffic lanes for the single block northbound between Vallejo and the intersection in question when the 21st Street northbound merges down to a single traffic lane after crossing the tracks. Under the proposed project 2, there would then be only a single traffic lane just prior to Vallejo heading north. This configuration seems to encourage traffic to expand briefly, filling two lanes only to fight to merge again shortly after crossing the tracks. Many cyclists currently find this merge, which autos engage in shortly after crossing the tracks heading northbound, to pose a hazardous situation today; maintaining two lanes for that one block between Vallejo and the tracks would only worsen an existing situation for cyclists. We request that the City reconsider the validity of retaining two vehicle lanes for this single block in the Final EIR in light of these concerns, as well as the alternative of maintaining a single vehicle lane both ways for this block.

Lastly, the DEIR has seemingly not analyzed a major problem facing our neighborhood in accessing these future bike lanes: how Curtis Park residents who live on the east side of Freeport (virtually all residents) can safely cross 21st Street at Marshall Way/4th Avenue to head south by bike (see SABA response to NOP, p. 4. Scope of Analysis). A safe pedestrian and bike crossing should be designed and installed somewhere between 3rd and 4th Avenues. The installation of safe bike lanes heading southbound on Freeport Boulevard is rendered moot for anyone east of Freeport if there is no safe means of crossing 21st Street to utilize those southbound bike lanes. Please evaluate the impacts of this safety feature in the Final EIR.

We would be happy to meet with you to clarify any of our requests for further study. Thank you in advance for your consideration.

Very truly yours,

**SIERRA CURTIS  
NEIGHBORHOOD ASSOCIATION**

By:   
Patrick M. Soluri, President



cc: Councilmember Jay Schenirer (via email to [jschenirer@cityofsacramento.org](mailto:jschenirer@cityofsacramento.org))  
Councilmember Robert King Fong (via email to [rkfong@cityofsacramento.org](mailto:rkfong@cityofsacramento.org))

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23-5

23-6

## **Responses to Letter 23: Patrick Solari, Sierra Curtis Neighborhood Association**

**Comment 23-1:** The comment requests the City to follow the adopted 2030 General Plan and approve the project. Additionally, the comment states that the SCNA supports Proposed Project 2 with Intersection Concept 3.

**Response 23-1:** Comment is noted and made part of the public record. The comment does not raise an issue regarding the adequacy of the EIR or analysis under the California Environmental Quality Act, but rather expresses a preference for the project or an alternative to the proposed project.

**Comment 23-2:** The comment suggests that Intersection Concept 3 should be considered an environmentally superior alternative along with Intersection Concepts 1 and 2.

**Response 23-2:** Please see Master Response 1.

**Comment 23-3:** The comment concerns the length of p.m. peak hour queues and suggests that southbound motorists could be encouraged to take alternative routes by making the center lane of 19th Street at both X Street and Broadway a straight-through/left-turn-optional lane, or even a left turn-only lane. The ability of two lanes of southbound traffic to turn left onto X Street or Broadway would encourage motorists to turn east onto either of these streets and turn right onto 21st Street to approach the Freeport/21st Street intersection on the less congested 21st Street.

**Response 23-3:** The center lane along 19th Street at X Street is currently a shared thru-left lane which is consistent with what the commenter is requesting. The southbound 19th Street at Broadway lane configuration can be looked at in a separate project since it is not part of the scope of the Freeport Boulevard Bike Lane project. This request has been forward to the Department of Public Works for further investigation and consideration.

**Comment 23-4:** The comment requests that the City study the possibility of allowing northbound cars to turn left on to 19<sup>th</sup> Street and the Freeport/21<sup>st</sup> Street intersection when the train crossing arms are down.

**Response 23-4:** As noted in Master Response 2, allowing northbound cars to turn left on to Freeport Boulevard is not feasible and would impose a safety hazard to vehicles, pedestrian and bicyclists.

**Comment 23-5:** The comment seeks an explanation for having two-northbound lanes at Freeport and 21<sup>st</sup> Streets.

**Response 23-5:** Please see Master Response 2.

**Comment 23-6:** Comment re-iterates the neighborhood concern for bicyclists coming from Curtis Park area seeking to cross Freeport Boulevard to continue southbound along the Boulevard. : As noted in Master Response 2, allowing northbound cars to turn left on to Freeport Boulevard is not feasible and would impose a safety hazard to vehicles, pedestrian and bicyclists

**Response 23-6:** Please see Master Response 4.