RESOLUTION NO. 2007-504

Adopted by the Sacramento City Council

June 26, 2007

CERTIFYING THE ENVIRONMENTAL IMPACT REOPORT AND ADOPTING THE MITIGATION MONITORING PLAN FOR THE CENTRAL CITY TWO-WAY CONVERSION STUDY PROJECT (PN: TL63)

BACKGROUND

A. Based on the initial study conducted for Central City Two-Way Conversion Study ("Project"), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

1. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency [and each federal agency involved in approving or funding the Project] on August 18, 2004, and was circulated for public comments from August 18, 2004, to September 16, 2004.

2. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on January 13, 2006, to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

3. An official forty-five (45) day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on January 13, 2006, and ended on February 27, 2006.

4. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on January 26, 2006. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, Third Floor, Sacramento, California 95814. The letter also indicated that the

official forty-five (45) day public review period for the Draft EIR would end on February 27, 2006.

5. A public notice was placed in the Sacramento Bee on January 13, 2006, which stated that the Draft EIR was available for public review and comment.

6. A public notice was posted in the office of the Sacramento City Clerk and the Sacramento County Clerk on January 13, 2006.

7. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

B. For purposes of these Findings of Fact, the Preferred Project for adoption is the Proposed Project as described in the EIR with the following modification:

Modified Proposed Project. The Preferred Project is the Proposed Project as described in the EIR with the following two modifications:

Modification to J Street and 29th Component. For the J Street and 29th component of the Preferred Project it is proposed that the conversion to two-way operations extend only from Alhambra to 30th Street on J Street and not from Alhambra to 29th Street. This modification reduces impacts and poses no new significant impacts which were not fully considered in the Draft and Final EIR.

Modification to 9th and 10th Streets Component. In order to enhance access to the Central City while still protecting neighborhoods from high traffic volumes, the modified project extends the 9th and 10th Street component from E Street to I Street. The original proposal contemplated two-way operations from E Street to G Street. By extending the conversion of 9th and 10th Street to I Street access to the civic center (City Hall and related buildings) will be enhanced as well as access to public parking. An analysis of this modification was conducted and is included in the Attachment to the EIR. Based on that analysis, this modification does not pose any significant impacts which were not fully considered in the Draft and Final EIR.

All other components of the Proposed Project remain unchanged from that which was described and analyzed in the Draft and Final EIR. The Preferred Project therefore includes the following components:

1. Conversion of 3rd Street from I Street to J Street to two-way operations,
2. Conversion of J Street from 30th Street to Alhambra Boulevard from one-way operations to two-way operations,
3. Conversion of L Street from 16th to 29th Street from one-way operations to two-way operations,

4. Conversion of N Street from 16th to 28th Street from one-way operations to two-way operations,
5. Conversion of P Street from 16th to Alhambra Boulevard from one-way operations to two-way operations,
6. Conversion of Q Street from 16th to 29th Street from one-way operations to two-way operations,
7. Conversion of 19th from H Street to Broadway and 21st Street from I Street to W Street from 3 lanes to 2 lanes, and,
8. Conversion of 9th and 10th Streets from E Street to I Street from one-way operations to two-way operations.

Additional information has been added to the EIR (Attachment A to the CCTWS EIR) which describes these modifications in more detail and further includes the analysis to support that the proposed project modifications would not result in any new significant impacts not previously analyzed in the EIR. As such, the modifications will not require new mitigation measures. Furthermore, the modifications, in some instances, reduce the severity and magnitude of impacts.

The City Council determined that this minor modifications to the Proposed Project did not constitute a significant change to the EIR in so far as the modification did not: (1) add or create any new significant environmental impacts or require new mitigation measures proposed to be implemented; (2) substantially increase the severity of an environmental impact; or (3) create a feasible project alternative or mitigation measure considerably different from others previously analyzed. Therefore, under the California Environmental Quality Act Guidelines Section 15088.5, recirculation is not required. None-the-less, the City of Sacramento did invite all interested parties to a public meeting to review and comment on the modifications to the Proposed Project. This meeting was held at the Sacramento Convention Center on December 14, 2006.

C. The following information is incorporated by reference and made part of the record supporting these findings:

1. The Draft and Final EIR and all documents relied upon or incorporated by reference.

2. The City of Sacramento General Plan, City of Sacramento, January, 1988 and all updates.

3. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March, 1987 and all updates.
4. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates.

5. Zoning Ordinance of the City of Sacramento.

6. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004.

7. Central City Community Plan (CCCP) and all updates.

8. The Technical Memorandums prepared for the Central City Two Way Conversion Study Stakeholder and Technical Committees.

9. Central City Neighborhood Design Guidelines.

10. The Mitigation Monitoring Plan for the Project.

11. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by the City Council or any City commissions, boards, officials, consultants, or staff relating to the Project.

12. The Attachment A to the EIR which describes the modification to the Proposed Project.

D. The City Council has final approval authority over the following Project approvals:

- Amendment of the 2010 City/County Bikeway Master Plan to reflect new bike routes created as a result of the project;

- Amendment of the City of Sacramento General Plan Circulation Element;

The City of Sacramento will also be responsible for applying for the following permits as necessary to conduct work:

- PUC Crossing Permits where converted streets cross existing rail road tracks, and;

- An Encroachment Permit from the State Department of Transportation (Caltrans) for specific work near freeway on-ramps.

E. 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.

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

Section 1. With respect to the entitlements over which the City Council has final approval authority and pursuant to CEQA Guidelines section 15090, the City Council certifies that:

A. The Final EIR 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 City of Sacramento environmental guidelines;

B. The Final EIR has been presented to the City Council, and the Council has reviewed and considered the information contained in the Final EIR prior to taking action on the Project;

C. The Final EIR reflects the City Council's independent judgment and analysis.

Section 2. In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a) (1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

Impact 6-2: Near Term Impacts to 29th and J Streets

The Draft EIR, in considering the Proposed Project, which included conversion of J Street to 29th Street, disclosed a significant avoidable impact at 29th and J Streets in the morning peak hour. At this intersection, the LOS would be degraded if the preferred project were implemented. Since publication of the EIR, a minor modification to the intersection has been proposed and analyzed. The proposed modification would reduce the street segment to be converted from 29th to Alhambra to convert only the segment from 30th to Alhambra Boulevard. An attachment (Attachment A) to the EIR was prepared which included the technical analysis and traffic modeling results of this change. The result was that with the modification to J Street (30th to Alhambra), the intersection of 29th and J Streets would not be

impacted and would function at LOS C or greater.

Mitigating Project Modification. Modify the J Street component to extend from 30th to Alhambra.

Finding. With the modifications proposed to the Proposed Project, specifically to convert only the section between 30th and Alhambra, the impact would be less-than-significant. An analysis of this modification was conducted in Attachment A of the EIR which shows that that the intersection would function at LOS C in the morning peak hour if the project is modified to extend to only to 30th Street rather than to 29th Street. With the modification, traffic at the intersection of 29th and J Streets would function at LOS C and would not exceed the City's threshold of significance. With implementation of this modification, the impact will be reduced to less-than-significant.

Impact 6-11: Cumulative Impacts to 29th and J Streets

The Draft EIR determined that during the morning and afternoon peak hours, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions, with an increase in average delay of more than five seconds. Under cumulative conditions this impact would be significant and unavoidable since even with the implementation of the mitigation measure the severity of the impact could not be reduced to a less-than-significant level. Since publication of the EIR, a minor modification to the intersection has been proposed and analyzed. The proposed modification would reduce the street segment to be converted from 29th to Alhambra to convert only the segment from 30th to Alhambra Boulevard. Attachment A to the EIR was prepared which included the technical analysis and traffic modeling results of this change. The result was that with the modification to J Street (30th to Alhambra), the intersection of 29th and J Streets would not be impacted and would function at LOS C or greater.

Mitigating Project Modification. Modify the J Street component of the Proposed Project to extend from 30th to Alhambra.

Finding. With the modifications proposed to The Proposed Project, specifically to convert only the section between 30th and Alhambra, the impact would be less-than-significant. An analysis of this modification was conducted in Attachment A to the EIR which shows that that the intersection would function at LOS C or greater if the project is modified to extend to only to 30th Street rather than to 29th Street. With implementation of this modification, the impact will be reduced to less-than-significant.

Traffic Impact 6-9: Cumulative Impacts to 21st and P Streets

During the morning peak hour, the change in traffic volumes and intersection

lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Remove the portion of bike lanes on P Street between 20th Street and 22nd Street to add eastbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along P Street on a portion of the blocks east and west of 21st Street. Bicyclists using the bike lanes along P Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 21st Street.

Finding. The City has already used this type of street/bike lane design in the Central City to provide left-turn lanes on Capitol Avenue at 19th and 21st Streets. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-10: Cumulative Impacts to 29th and P Streets

During the morning peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. To reduce impacts under the Proposed Project, remove the portion of bike lanes on P Street just west of 28th Street extending to 29th Street to add second westbound through lane so that two lanes of traffic may enter westbound P Street from the freeway off ramp.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-12: Cumulative Impacts to 16th and L Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "F" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Prohibit parking on north side of L Street between 16th Street and 17th street during the afternoon peak period to add westbound right turn lane.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with

implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-13: Cumulative Impacts to 21st and L Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Remove bike lanes on L Street between 20th Street and 22nd Street to add eastbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along L Street on a portion of the blocks east and west of 21st Street. Bicyclists using the bike lanes along L Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 21st Street.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "B" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-15: Cumulative Impacts to 16th and N Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Prohibit parking on east side of 16th Street between N Street and O Street during PM peak period to add a northbound right turn lane.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-19: Cumulative Impacts to 28th and N Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Remove bike lanes on N Street between 27th Street and 28th Street to add an eastbound lane. A second eastbound approach

lane will need to be added for the eastern half of the block between 27th and 28th Streets. This will require removing bike lanes on both sides of the street for this half block.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Traffic Impact 6-20: Cumulative Impacts to 19th and Q Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds. This impact would be **significant but avoidable.**

Mitigation Measure. Remove bike lanes on Q Street between 18th Street and 20th Street to add westbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along Q Street on a portion of the blocks east and west of 19th Street. Bicyclists using the bike lanes along Q Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 19th Street.

Finding. An analysis of the effect of this mitigation measure was conducted as part of the Draft EIR. Table 6-31 of the EIR shows that with implementation of this mitigation, traffic operations would be restored to LOS "C" and the impact would be reduced to a less-than-significant level.

Impact 8-1: Exposure of Existing Residences to Construction Noise

Construction associated with the proposed project would temporarily increase noise in the vicinity of the construction activities. Noise increases would result both from onsite construction activities, especially during site preparation, grading, and other earthmoving activities, as well as from construction-related vehicle traffic delivering materials to and from the construction site. Construction activities are anticipated to be relatively minor, with work to include activities such as re-striping, adding new signals and lights, and other minor activities. However, construction of new travel lanes and other similar improvements requiring more intensive construction activities may occur at various locations throughout the project area.

Based on the construction equipment source levels indicated in Table 8.7 of the EIR and the proximity of residences to roadway construction areas (Table 8.8 of the EIR), construction noise has potential to exceed City noise ordinance standards if construction occurs outside the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. This impact is therefore considered to be significant but can be

avoided with mitigation.

Mitigation Measure. The City shall employ noise-reducing construction practices such that noise from construction activities does not exceed City noise ordinance standards during applicable hours. Measures may include but are not limited to:

1. Limit noise-generating construction activity to the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday.

2. All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. As directed by the City, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources or construction sites.

4. Monitor noise levels near sensitive receptors if construction occurs during non-exempt times. If levels exceed thresholds, take necessary actions to reduce noise to acceptable levels.

Finding. The proposed project has the potential to generate short term construction period noise impacts. These impacts will be regulated by the City of Sacramento Noise Ordinance, and by the mitigation measures outlined above. With implementation of the mitigation measure, impacts will be reduced to a less-than-significant level. With implementation of this mitigation measure, the impact will be reduced to less-than-significant.

Impact 9-3: Impacts to Subsurface Historic or Cultural Features

Intersection improvements required to support the preferred project (The Proposed Project with Modifications) would affect historic areas in the 3rd and J Streets, 28th and J Streets, N Street, and 9th and 10th Streets areas. Intersection improvements in these areas may potentially unearth subsurface features. Impacts were determined by the EIR to be potentially significant but avoidable.

Mitigation Measures.

1. The City or the City's construction contractor shall retain a qualified archeological monitor on-site during site excavation activities. Such archeological monitor shall be authorized to stop work and investigate

any subsurface historic or cultural materials uncovered. In the event historic streetscape items such as mounting blocks or other features are discovered, the City's Historic Preservation Director shall be contacted to determine a mitigation approach which may include removal of the item and replacement once work is completed or other mitigation approaches. In the event cultural materials are determined by the archeological monitor to be significant, work shall cease within 100 feet of the feature discovered until consultation with qualified archaeologist and Native American Heritage Commission (NAHC) representative. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and NAHC representative.

2. Immediate cessation of work within the vicinity of finding human bone of unknown origin and immediate contact of County Coroner; the Coroner will notify the NAHC if the remains are determined to be Native American and NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out.

3. If human burials are encountered, all work in the area shall stop immediately and the County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98. The NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out.

Finding. The mitigation measures outlined below address all reasonable methods for monitoring and protecting uncovered historic and cultural materials that may be unearthed during construction of the project. With implementation of this mitigation measure, the impact will be reduced to less-than-significant.

B. Significant or Potentially Significant Impacts for which Mitigation Measures Were Found To Be Infeasible.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, including cumulative impacts, have been identified. However, pursuant to section 21081(a)(3) of CEQA and section 15091(a)(3) of the Guidelines, as

to each such impact and mitigation measure, the City Council, based on the evidence in the record before it, specifically finds that the mitigation measures are infeasible. Each impact and mitigation measure and the facts supporting the finding of infeasibility of each mitigation measure, are set forth below. Notwithstanding the disclosure of these impacts and the finding of infeasibility, the City Council elects to approve the Preferred Project due to the overriding considerations set forth below in Section 2,F, the statement of overriding considerations.

Impact 6-3: Near Term Impacts to Alhambra Boulevard and J Street.

The Draft EIR, in considering the Proposed Project, which included conversion of J Street to 29th Street, disclosed a significant avoidable impact at Alhambra and J Streets in the afternoon peak hour. At this intersection, the LOS would be degraded to LOS E if the project as described in the DEIR were implemented. Since publication of the EIR, a minor modification to this project component intersection has been proposed and analyzed. The proposed modification would reduce the street segment to be converted from 29th to Alhambra and instead convert only the segment from 30th to Alhambra Boulevard. An attachment (Attachment A) to the EIR was prepared which included the technical analysis and traffic modeling results of this change. The result was that with the modification to the J Street component, the intersection of Alhambra and J Streets would still be impacted however, the magnitude of impact would be reduced to LOS D.

Mitigation Measure. In order to reduce impacts to a less than significant level the Draft EIR and Attachment A recommend that the City should prohibit parking on both sides of J Street between 30th Street and Alhambra Boulevard and shall install an eastbound left turn lane. This measure would reduce impacts to LOS C.

Finding. Although this mitigation measure would reduce the impact from LOS D to LOS C, implementation of the mitigation measure would require the removal of all available on-street parking serving an existing business district that requires this parking for economic viability. There is no or very limited off-street parking in this area. Thus, the City Council finds that the socio-economic impact of implementation of this mitigation measure is greater that the relative public benefit of implementing the mitigation measure. The intersection therefore, would function at LOS D and would be a significant, unavoidable impact.

Impact 6-17: Cumulative Impacts to 19th and N Streets

During the afternoon peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds. This impact would be significant and unavoidable.

Mitigation Measure. The City shall prohibit parking on south side of N Street between 18th Street and 19th Street during PM peak period.

Finding. Although this mitigation measure would reduce the impact from LOS E to LOS C, implementation of the mitigation measure would require the removal of as many as 15 on-street parking spaces serving an existing residential area and business district that requires this parking for economic viability. There is no or very limited off-street parking in this area. Thus, the City Council finds that the socio-economic impact of implementation of this mitigation measure is greater that the relative public benefit of implementing the mitigation measure. The intersection therefore, would function at LOS D and would be a significant, unavoidable impact.

Impact 6-21: Cumulative Impacts to 19th and Broadway

The analysis conducted in the EIR indicates that during the afternoon peak hour, the change in traffic volumes would result in LOS "F" conditions with an increase in average delay of more than five seconds. This impact would be significant and unavoidable.

Finding: This impact would be significant and unavoidable since there is no feasible mitigation measure for this impact. The EIR determined that there is no available right-of-way at this location for new traffic lanes. Acquisition of right-of-way would affect existing businesses and residents which would pose an undue burden on those property owners and residents relative to the public benefit of acquiring the additional right-of-way. This would be contrary to the objectives of the project and the objectives of the Central City General Plan which are intended to maintain a vital business district and cohesive neighborhoods in the Central City. Because there is no reasonably feasible method to mitigate this impact, the impact would therefore remain significant and is unavoidable.

Impact 6-22 Cumulative Impacts to Alhambra Boulevard and J Streets

The Proposed Project as described in the Draft EIR, disclosed a significant cumulative impact at Alhambra and J Streets in the afternoon peak hour. At this intersection, the LOS would be degraded to LOS D with more than 5 seconds of delay if the preferred project were implemented. Since publication of the EIR, a minor modification to the intersection has been proposed and analyzed. The proposed modification would reduce the street segment to be converted from 29th to Alhambra and instead convert only the segment from 30th to Alhambra Boulevard. An attachment (Attachment A) to the EIR was prepared which included the technical analysis and traffic modeling results of this change. The result was that with the modification to J Street (30th to Alhambra), the intersection of Alhambra and J Streets would still be impacted however, the magnitude of impact would be reduced

somewhat to LOS D with fewer seconds of delay. The seconds of delay under the modification would still be greater than 5 seconds of delay when compared with the cumulative no project conditions. Therefore, the impact would still be significant even with the modification to the project.

Mitigation Measure. A mitigation measure was proposed in the DEIR and Attachment A which would require the City to prohibit parking on J Street between 30th Street and Alhambra Boulevard and to add eastbound left turn lane. However, even with implementation of this mitigation measure, the level of service would remain at LOS D, however, the seconds of delay would be reduced to less than 5 seconds.

Finding. The proposed mitigation measure would not change the LOS at this intersection but would reduce the seconds of delay at the intersection. Under cumulative conditions, this intersection will function at LOS D with or without the project and with or without implementation of the mitigation measure. Additionally, implementation of the mitigation measure would require the removal of all available on-street parking serving an existing business district that requires this parking for economic viability. There is no or very limited off-street parking in this area. Thus, the City Council finds that the socio-economic impact of implementation of this mitigation measure is greater that the relative public benefit of implementing the mitigation measure particularly since under cumulative conditions the measure would not improve the level of service. The intersection therefore, would function at LOS D and would be a significant, unavoidable impact.

Impact 6-27: Impacts to Bicycle and Pedestrian Facilities as a Result of the Implementation of Required Mitigation Measures

Under cumulative conditions, the Proposed Project would cause some level of service impacts at several intersections and the mitigation measures for some of these impacts may require removal of on-street bike lanes along segments of L, N, P and Q Streets. As shown in Table 6-36, of the Draft EIR, an estimated 1610 to 1725 feet of bike lanes could be removed segments of L, N, P and Q Streets S to provide additional turn lanes at impacted intersections. In the sections where Class II on-street bike lanes are removed, the street would be signed as a Class III bike route. An alternative mitigation measure would involve the removal of parking spaces to provide the additional turn lane was considered and rejected because the removal of parking in an area of the city that has an existing parking shortage was considered unacceptable.

Finding. There is no feasible way to reduce the impact. The bike lanes on L, N, P and Q Streets were recently implemented as part of the South Midtown Area Transportation (SMART) Plan as part of the conversion of these streets from three lanes to two lanes. By changing the streets from one-way operations to two-way operations, the only way to mitigate

unacceptable traffic impacts is to provide left and right turn lanes. This would result in some impacts to the existing bike lanes which cannot be mitigated without acquiring additional right-of-way and widening the streets. Thus, the impact on bike lanes is considered **significant and unavoidable**.

Impact 8-3 Cumulative Noise Impacts

In the future, even without implementation of the proposed project, cumulative traffic noise impacts are expected to occur along roadway segments with residential, or other noise-sensitive land uses where noise levels are predicted to exceed 60 Ldn. As indicated in Table 8-9 of the EIR, implementation of the preferred project is predicted to increase traffic noise levels along some roadways in the project area. Even though the preferred project will not increase noise levels by more than 4 dB, the proposed project is expected to make a contribution to existing and future noise conditions. Therefore, implementation of the project may contribute to an existing significant cumulative noise impact. The following is a summary of roadway segments where the preferred project is predicted to contribute to existing significant cumulative traffic noise impacts.

- N Street between 21st and 22nd Streets
- N Street between 27th and 28th Streets
- 3rd Street between I and J Streets
- 16th Street between P and Q Streets
- 29th Street between L Street and Capitol Avenue
- 29th Street between N and O Streets

Mitigation Measure. There are no feasible mitigation measures to reduce the existing cumulative noise environment which exceeds noise thresholds with or without the project.

Finding. The urban noise environment of the Central City is a pre-existing cumulative condition which cannot be mitigated through additional measures on this project.

C. Mitigation outside the City's Responsibility and/or Jurisdiction.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are within the responsibility and jurisdiction of other public agencies and not the City. Pursuant to section 21081(a)(2) of CEQA and section 15091(a)(2) of the Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agencies. The City Council will request, but cannot compel, each of those public agencies to implement the identified mitigation measures described. Each impact and mitigation measure and the facts supporting the

determination that mitigation is within the responsibility and jurisdiction of other public agencies and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Preferred Project due to the overriding considerations set forth below in Section 2, F, the statement of overriding considerations.

Impact 6-1: Near Term Impacts to 3rd and J Streets

During the morning peak hour, the changes in traffic volumes would result in LOS "D" conditions with an increase in average delay of more than five seconds. Although this intersection is currently impacted and functions at LOS D even without the project, the City of Sacramento has a threshold of significance criteria which states that is the existing intersection functions at less than LOS D, an increase in delay of 5 seconds or more shall constitute a significant impact.

Finding: This impact would be significant and unavoidable since there is no feasible mitigation measure for this impact. There is no available right of way at this location for new traffic lanes. Widening of the critical approaches would require additional right-of-way and moving columns that support elevated freeway ramps (Interstate 5) which are under the jurisdiction of the State of California Department of Transportation and not under the jurisdiction of the City of Sacramento.

Impact 6-8: Cumulative Impacts to 3rd and J Streets

The traffic analysis in the EIR determined that during the morning and afternoon peak hours, the change in traffic volumes would result in LOS "F" and "E" conditions, respectively, with an increase in average delay of more than five seconds. This impact would be significant and unavoidable.

Finding: This impact would be significant and unavoidable since there is no feasible mitigation measure for this impact. There is no available right of way at this location for new traffic lanes. Widening of the critical approaches would require additional right-of-way and moving columns that support elevated freeway ramps (Interstate 5) which are under the jurisdiction of the State of California Department of Transportation and not under the jurisdiction of the City of Sacramento.

D. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Preferred Project (The Proposed Project with modifications), including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Preferred Project due to overriding considerations as set forth below in Section 2, F,

the statement of overriding considerations.

Impact 6-1: Near Term Impacts to 3rd and J Streets

Impact 6-3: Near Term Impacts to Alhambra Boulevard and J Streets

Impact 6-8: Cumulative Impacts to 3rd and J Streets

Impact 6-17: Cumulative Impacts to 19th and N Streets

Impact 6-21: Cumulative Impacts to 19th and Broadway

Impact 6-22: Cumulative Impacts to Alhambra Boulevard and J Streets

Impact 6-27: Impacts to Bicycle and Pedestrian Facilities as a Result of the Implementation of Required Mitigation Measures

Impact 8-3: Cumulative Noise Impacts

E. Project Alternatives.

Based on an extensive comparison of the alternatives analyzed in the EIR, including the benefits of each alternative, the costs, the impacts and the ability to meet the project's objectives, the City Council has selected the Proposed Project with modifications as the Preferred Alternative and for the reasons listed below has chosen not to implement Alternatives A, B or C as described in the EIR. In making this determination, the City Council has considered the technical information analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternative A: The No Project Alternative as Described in the EIR. Alternative A is the No Project Alternative under which no change would occur.

Facts in Support of Finding of Infeasibility or Other Considerations for Rejecting the Alternative A, the No Project Alternative, as described in the EIR: While the Alternative A, the No Project Alternative, would not result in any impacts, this alternative would also not achieve any of the objectives of the proposed project which are specifically to:

1. Increase neighborhood livability in areas of the Central City which are predominantly residential through methods which reduce vehicle speeds and enhance local access.

2. Enhance local access to neighborhoods or districts where freeways or significant arterials divide or interrupt neighborhood connectivity.

3. Accomplish the above two objectives in an manner which most effectively reduces:

    - Adverse impacts to alternative modes of transportation such as transit, bicycle or pedestrian travel.
    - Adverse impacts to major freeway connections essential to regional access to and from the Central City essential to maintaining the economic vibrancy of the Central City.
    - Other adverse impacts to neighborhood or business districts such as loss of parking or access.

Since the purpose of the project is to make meaningful changes to the Central City circulation system to protect neighborhoods, and promote economic vitality, and since this alternative would not further any of the objectives, it is rejected by City Council.

Alternative B as Described in the EIR: Alternative B is identical to the proposed project except that this alternative does not include the conversion of L, N, P and Q Streets to two-way operations.

Facts in Support of Finding of Infeasibility or Other Considerations for Rejecting the Alternative B, as Described in the EIR. Alternative B would eliminate a number of traffic related impacts that would result from the conversion of L, N, P and Q Streets (compared to the Proposed Project as described in the EIR). Further this alternative would not result in secondary impacts related to implementation of the traffic mitigation measures such as loss of parking, loss of bike lanes or transit delays.

Despite the reduction of impacts, Alternative B is less effective in meeting the objectives of the project since the streets which are excluded from conversion are neighborhood residential areas. As such, Alternative B is less effective in meeting the first objective of the project which is to "increase neighborhood livability in areas of the Central City which are predominantly residential through methods which reduce vehicle speeds and enhance local access."

L, N, P and Q Streets are predominantly residential streets and have been included in the Central City Two Way Study because of the City Council's desire to protect and preserve these residential areas. Since Alternative B does not convert these streets to two-way operations, it is less successful in

reducing traffic speeds and enhancing neighborhood livability for the midtown neighborhoods. For these reasons, the City Council rejects Alternative B.

Alternative C as Described in the EIR: Alternative C is similar to Alternative B except that Alternative C would convert N Street to two-way operations but would not convert L, P and Q Streets.

Facts in Support of Finding of Infeasibility or Other Considerations for Rejecting the Alternative C, as Described in the EIR. Alternative C would eliminate a number of traffic related impacts that would result from the conversion of L, P and Q Streets (compared to the Proposed Project as described in the EIR). Further this alternative would not result in secondary impacts related to implementation of the traffic mitigation measures such as loss of parking, loss of bike lanes or transit delays.

Despite the reduction of impacts, Alternative C is less effective in meeting the objectives of the project since L, P and Q Streets are excluded from conversion and these streets serve existing residential areas. As such, Alternative C is less effective in meeting the first objective of the project which is to "increase neighborhood livability in areas of the Central City which are predominantly residential through methods which reduce vehicle speeds and enhance local access."

L, N, P and Q Streets are predominantly residential streets and have been included in the Central City Two Way Study because of the City Council's desire to protect and preserve these residential areas. Since Alternative C does not convert three of these streets, namely L, P and Q Streets to two-way operations, it is less successful in reducing traffic speeds and enhancing neighborhood livability for the midtown neighborhoods. For these reasons, the City Council rejects Alternative C.

F. Statement of Overriding Considerations.

Pursuant to Guidelines Section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Section 1. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Preferred Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with Section 15093 of the Guidelines in support of approval of the Project. The reasons for this statement of overriding considerations are based on the following findings:

1. The Preferred Project is consistent with and supportive of the policies adopted in the General Plan (City of Sacramento General Plan, Circulation Element Pages 5-10 to 5-13) including Goal B, which states: "Direct traffic in the Central City away from residential neighborhoods to the extent feasible and protect existing residential areas by continuing the City program of converting portions of the Central City into two-way streets." The City Council therefore, finds that it is necessary to pursue this project as part of the larger goal for the viability and livability of Central City neighborhoods as envisioned in the adopted General Plan and the adopted Central City Community Plan.

2. The City Council further finds that the Preferred Project, with modifications, is supportive of the Central City Community Plan. The overall goal of the Central City Community Plan is to "encourage the development of an overall balanced system of transportation which emphasizes public transit, protects residential neighborhoods, promotes alternatives to the single occupant automobile commuter; and which provides for safe, convenient and efficient movement of people and goods in and through the Central City." In meeting this goal, the Council has carefully weighed the economic, environmental and social consequences of implementation of the project, and has adopted mitigation measures to the maximum extent feasible to reduce environmental impacts. In certain instances, the City Council has chosen not to implement traffic mitigations related to the Preferred Project where such mitigation measures would remove or reduce on-street parking in areas where the viability of business or access to businesses would be adversely affected by loss of parking. The City Council has in these instances determined that an economically viable and vibrant Central City is of greater public benefit.

3. Finally, the City Council finds that although unavoidable intersection impacts may occur as a result of the conversion of selected streets from one-way to two-way operations or from conversion from three lanes to two lanes, the benefit of reduced traffic speeds through residential areas will contribute to stabilizing and enhancing Central City neighborhoods and improve safety for vehicles, pedestrians, and bicycles through reduced vehicle speeds.

Section 3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts a 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.

Section 4. Upon approval of the Project, the City's Environmental Planning Services 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.

Table of Contents:

Exhibit A: Mitigation Monitoring Program

Exhibit B: Attachment to the Environmental Impact Report and Response to Comments

Adopted by the City of Sacramento City Council on June 26, 2007 by the following vote:

Ayes: Councilmembers, Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.

Mayor, Heather Fargo

Attest:

Shirley Concolino, City Clerk

EXHIBIT A

MITIGATION MONITORING PLAN

Central City Two-Way Conversion Study –Proposed Project with Modifications

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the Central City Two-Way Conversion Study EIR Proposed Project with the Modifications to the J Street and 29th Street Component and the 9th and 10th Street Component as identified in Attachment A to the EIR.

MITIGATION MEASURES

The mitigation measures are taken from the Central City Two-Way Conversion Study EIR, and are assigned the same number as in the Draft EIR. The Mitigation Monitoring Program (MMP) describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact: This column summarizes the significant impact stated in the Draft EIR.

Mitigation Measure: All adopted mitigation measures that were identified in the Central Two-Way Study Findings of Fact and Statement of Overriding Considerations are presented, and numbered accordingly. The mitigation measures from the Initial Study are identified by topic and number.

Action: For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which EIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is responsible for ensuring that most mitigation measures are successfully implemented. Within the City, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Occasionally, monitoring parties outside the City are identified; these parties are referred to as "Responsible Agencies" by CEQA.

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-9: Cumulative Impacts to 21st and P Streets During the a.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds.	Remove the portion of bike lanes on P Street between 20th Street and 22nd Street to add eastbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along P Street on a portion of the blocks east and west of 21st Street. Bicyclists using the bike lanes along P Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 21st Street.	As part of the construction of this portion of the project, remove a portion of the bike lanes along P Street and install an eastbound left turn lane on P Street at 21st Street.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the P Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-10: Cumulative Impacts to 29th and P Streets During the a.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds.	To reduce impacts under the Proposed Project, remove the portion of bike lanes on P Street just west of 28th Street extending to 29th Street to add second westbound through lane so that two lanes of traffic may enter westbound P Street from the freeway off ramp.	As part of the construction of this portion of the project, remove a portion of the bike lanes along P Street and install a second westbound lane on P Street between 28th and 20th Streets.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the P Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-12: Cumulative Impacts to 16th and L Streets During the p.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "F" conditions with an increase in average delay of more than five seconds.	Prohibit parking on north side of L Street between 16th Street and 17th street during the p.m. peak period to add westbound right turn lane.	As part of the construction of this portion of the project, install new signs and striping on the north side of L Street between 16th Street and 17th Street prohibiting parking and allowing a westbound right turn lane during the evening peak hour.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the L Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-13: Cumulative Impacts to 21st and L Streets During the p.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds	Remove bike lanes on L Street between 20th Street and 22nd Street to add eastbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along L Street on a portion of the blocks east and west of 21st Street. Bicyclists using the bike lanes along L Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 21st Street.	As part of the construction of this portion of the project, remove a portion of the bike lanes along L Street and install an eastbound left turn lane on L Street at 21st Street.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the L Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-15: Cumulative Impacts to 16th and N Streets During the p.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "D" conditions with an increase in average delay of more than five seconds.	Prohibit parking on east side of 16th Street between N Street and O Street during PM peak period to add a northbound right turn lane.	As part of the construction of this portion of the project, install new signs and striping on the east side of 16th Street between N Street and O Street prohibiting parking and allowing a northbound right turn lane during the evening peak hour.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the N Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-19: Cumulative Impacts to 28th and N Streets During the p.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds.	Remove bike lanes on N Street between 27th Street and 28th Street to add an eastbound lane. A second eastbound approach lane will need to be added for the eastern half of the block between 27th and 28th Streets. This will require removing bike lanes on both sides of the street for this half block.	As part of the construction of this portion of the project, the City shall remove a portion of the bike lanes along N Street and install a second eastbound approach lane on N Street at 28th Street.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the N Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Traffic Impact 6-20: Cumulative Impacts to 19th and Q Streets During the p.m. peak hour, the change in traffic volumes and intersection lane geometrics would result in LOS "E" conditions with an increase in average delay of more than five seconds.	Remove bike lanes on Q Street between 18th Street and 20th Street to add westbound left turn lane. Bike lanes would be removed for about 220 to 250 feet along Q Street on a portion of the blocks east and west of 19th Street. Bicyclists using the bike lanes along Q Street would transition from the bike lanes east and west of this section and travel with vehicular traffic through the intersection with 19th Street.	As part of the construction of this portion of the project, remove a portion of the bike lanes along Q Street and install a westbound left turn lane on Q Street at 19th Street.	City of Sacramento Department of Transportation	To be included in the construction drawings, the bid documents and constructed as part of the construction of the affected portion of the Q Street Component of the Project	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Impact 8-1: Exposure of Existing Residences to Construction Noise: Construction associated with the proposed project would temporarily increase noise in the vicinity of the construction activities.	The City shall employ noise-reducing construction practices such that noise from construction activities does not exceed City noise ordinance standards during applicable hours. Measures may include but are not limited to: Limit noise-generating construction activity to the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust. As directed by the City, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources or construction sites. Monitor noise levels near sensitive receptors if construction occurs during non-exempt times. If levels exceed thresholds, take necessary actions to reduce noise to acceptable levels.	Instruct contractors on City Noise Ordinance Requirements and additional noise reduction measures. Also, as part of construction period monitoring, monitor noise levels.	Construction Contractor	During Construction	City Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Impact 9-3: Impacts to Subsurface Historic or Cultural Features: The proposed project could affect subsurface or surface historic or cultural features.	The City or the City's construction contractor shall retain a qualified archeological monitor on-site during site excavation activities. Such archeological monitor shall be authorized to stop work and investigate any subsurface historic or cultural materials uncovered. In the event historic streetscape items such as mounting blocks or other features are discovered, the City's Historic Preservation Director shall be contacted to determine a mitigation approach which may include removal of the item and replacement once work is completed or other mitigation approaches. In the event cultural materials are determined by the archeological monitor to be significant, work shall cease within 100 feet of the feature discovered until consultation with qualified archaeologist and Native American Heritage Commission (NAHC) representative. If necessary, further mitigation measures may be developed and implemented by the qualified archaeologist and NAHC representative. Immediate cessation of work within the vicinity of finding human bone of unknown origin and immediate contact of County Coroner; the Coroner will notify the NAHC if the remains are determined to be Native American and NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out. If human burials are encountered, all work in the area shall stop	Instruct contractors on historic and cultural indicators; in case of discovery, cease work and retain qualified archeologist or in the case of human remains, the Coroner shall be contacted.	Construction Contractor and City Department of Transportation	Prior to grading and construction; ongoing during construction.	City of Sacramento Department of Transportation

CENTRAL CITY TWO-WAY STUDY MITIGATION MONITORING PLAN FOR PROPOSED PROJECT WITH MODIFICATIONS

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	immediately and the County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98. The NAHC will notify the person it believes to be the most likely descendant who will work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place in the immediate vicinity of the find until the appropriate actions have been carried out.				

EXHIBIT B

ATTACHMENT A
TO THE
ENVIRONMENTAL IMPACT REPORT AND RESPONSES TO COMMENTS

Central City Two-Way Conversion Study

State Clearinghouse Number 2004082068

Prepared for:

City of Sacramento
Department of Transportation
and
City Environmental Planning Services

Prepared by:

PLANNING DYNAMICS GROUP
in association with
DKS Associates and
Jones and Stokes Associates

April 30, 2007

Attachment A to the Central City Two-Way Conversion Study Environmental Impact Report (EIR)

Introduction.

The City of Sacramento is the lead agency for the Central City Two-Way Conversion Study (CCTWCS) EIR. This EIR considered the environmental impacts related to the conversion of specified street segments in the Central City from one-way operations to two-way operations. Eight different street segments were considered in the Draft and Final EIR, specifically:

1. Conversion of 3rd Street from I Street to J Street to two-way operations,
2. Conversion of J Street from 29th Street to Alhambra Boulevard from one-way operations to two-way operations,
3. Conversion of L Street from 16th to 29th Street from one-way operations to two-way operations,
4. Conversion of N Street from 16th to 28th Street from one-way operations to two-way operations,
5. Conversion of P Street from 16th to Alhambra Boulevard from one-way operations to two-way operations,
6. Conversion of Q Street from 16th to 29th Street from one-way operations to two-way operations,
7. Conversion of 19th from H Street to Broadway and 21st Street from I Street to W Street from 3 lanes to 2 lanes, and,
8. Conversion of 9th and 10th Streets from E Street to G Street from one-way operations to two-way operations.

After circulation of the Draft and Final EIR (Comments and Responses to Comments), two modifications were proposed to the project which would meet the project objectives and which either reduce impacts or do not pose any new impacts.

These modifications are as follows:

> *Modification to 9th and 10th Streets Component.* In order to enhance access to the Central City while still protecting neighborhoods from high traffic volumes, the modified project extends the 9th and 10th Street component from E Street to I Street. The original proposal contemplated two-way operations from E Street to G Street along 9th and 10th Streets. By extending the conversion of 9th and 10th Street to I Street, access to the civic center (City Hall and related buildings) will be enhanced as well as access to parking for the civic center area. An analysis of this modification was conducted and is included in this Attachment to the EIR. Based on that analysis, this modification does not pose any significant impacts which were not fully considered in the Draft and Final EIR.

Modification to J Street and 29th Component. For the J Street and 29th component of the Preferred Project it is proposed that the conversion to two-way operations extend only from Alhambra to 30th Street on J Street and not from Alhambra to 29th Street. This modification reduces impacts and poses no new significant impacts which were not fully considered in the Draft and Final EIR.

This attachment also includes in the administrative record, one additional comment letter was received by the City of Sacramento from George Chambers'. The letter was received after the close of the comment period and the publication of the Reponses to Comments.

PROPOSED MODIFICATION TO THE 9TH AND 10TH STREET COMPONENT

A modification to the 9th and 10th Street Component is proposed to extend the conversion to two-way operations from E Street to I Street. The draft EIR reviewed a component which would convert 9th and 10th Streets between E and G Streets to two-way operations. For the portion of 9th and 10th Streets between E and G bike lanes would be included. The transition from one-way to two-way operations would occur at I Street. Between I Street and G Streets, 9th and 10th Streets would include parking and travel lanes but would not include bike lanes. This modification would extend the conversion two blocks to the south to I Street. This modification is proposed in order to enhance access to the civic center (City Hall and related public complexes such as the main post office). This supports the goals of the Central City Two Way Conversion Study regarding maintaining access to employment centers in the Central City.

Figure 1 shows the existing and proposed street configuration of 9th and 10th Streets.

Environmental Effects of Proposed 9th and 10th Street Component.

The City reviewed the environmental consequences of implementing the modification of the 9th and 10th Street proposal compared to the original proposal. Based on the analysis, which is summarized below, the modification does not pose any new significant impacts.

Traffic Impact Analysis.

An analysis of intersection impacts for both the proposed project and the proposed modification to the 9th and 10th Street Component was conducted.

FIGURE 1: INTERSECTION GEOMETRICS FOR THE MODIFICATION TO 9th STREET AND 10TH STREET COMPONENT

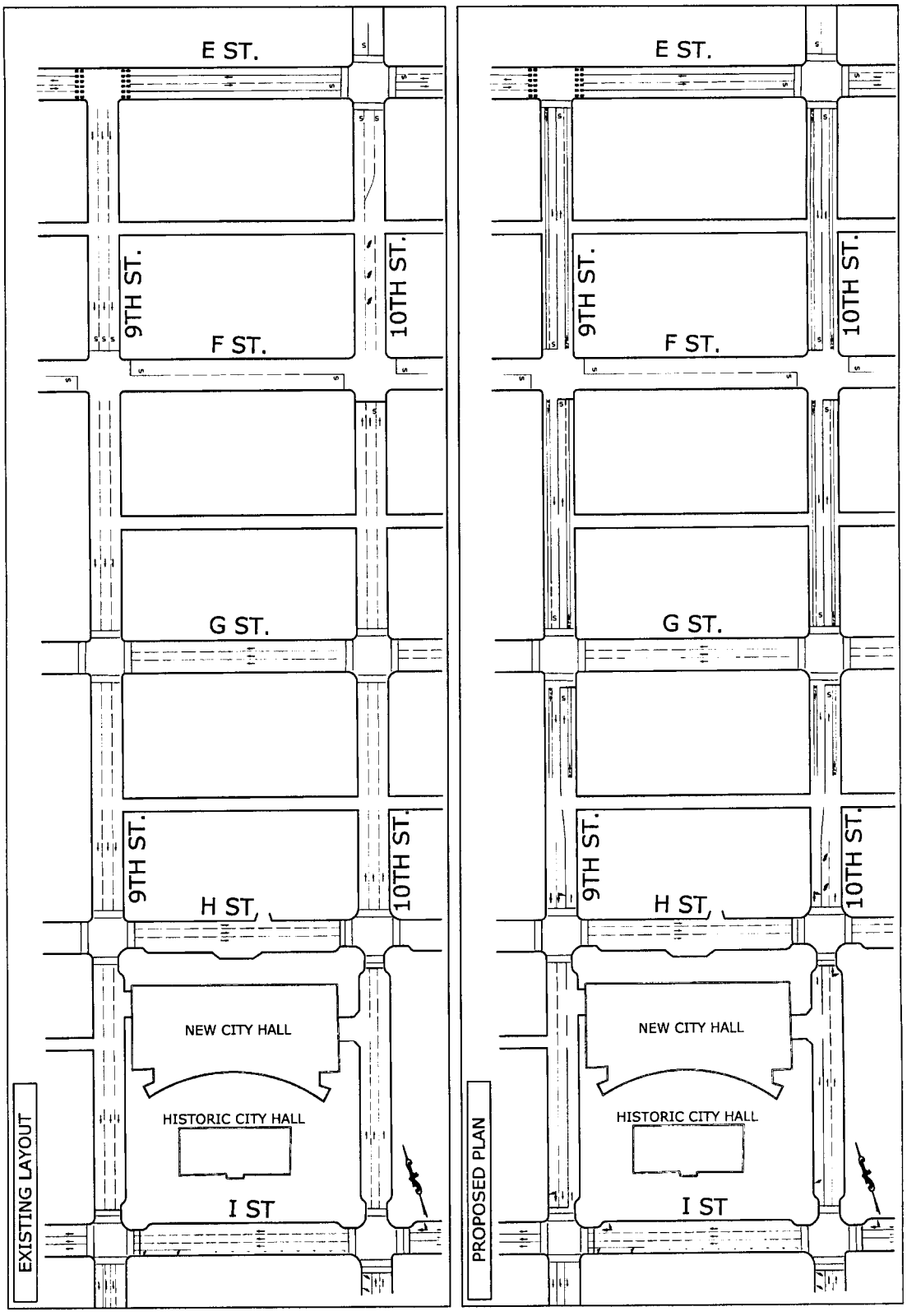


Table 1 shows the level of service (LOS) effects of converting these street segments to two-way operations under existing plus project conditions. As can be seen from reviewing the tables, the affected intersections would continue to operate at LOS C or better, and therefore, the modification does not propose any new impacts under existing plus project conditions. Based on this analysis, the proposed modification will not generate any new traffic impacts or mitigation measures not originally disclosed in the EIR for existing plus project conditions.

Table 1: Analysis of Impacts of Extended 9th and 10th Street Two-Way Conversion between G and I Streets (Existing)

Existing AM Intersection Level of Service

	Scenarios			
	Existing No Project		Existing Plus Project	
Intersection	Delay	LOS	Delay	LOS
9th and G Street	8.0	A	9.1	A
9th and H Street	9.0	A	7.3	A
9th and I Street	7.8	A	7.4	A
10th and G Street	9.1	A	9.5	A
10th and H Street	9.4	A	9.4	A
10th and I Street	9.5	A	10.9	B

Existing PM Intersection Level of Service

	Scenarios			
	Existing No Project		Existing Plus Project	
Intersection	Delay	LOS	Delay	LOS
9th and G Street	9.2	A	10.2	B
9th and H Street	9.7	A	9.5	A
9th and I Street	16.1	B	13.0	B
10th and G Street	9.2	A	10.0	A
10th and H Street	9.8	A	9.8	A
10th and I Street	16.4	B	20.3	C

Similarly, Table 2 shows the effects of extending the conversion of 9th and 10th Street to two-way operations under cumulative conditions.

Table 2: Analysis of Impacts of Extended 9th and 10th Street Two-Way Conversion between G and I Streets (Cumulative)

Cumulative AM Intersection Level of Service				
	Scenarios			
	Cumulative No Project		Cumulative Plus Project	
Intersection	Delay	LOS	Delay	LOS
9th and G Street	8.0	A	9.1	A
9th and H Street	9.2	A	8.8	A
9th and I Street	10.5	B	10.6	B
10th and G Street	9.6	A	10.7	B
10th and H Street	9.6	A	10.3	B
10th and I Street	12.0	B	20.3	C
Cumulative PM Intersection Level of Service				
	Scenarios			
	Cumulative No Project		Cumulative Plus Project	
Intersection	Delay	LOS	Delay	LOS
9th and G Street	8.9	A	10.5	B
9th and H Street	10.2	B	10.4	B
9th and I Street	23.8	C	30.2	C
10th and G Street	9.7	A	11.2	B
10th and H Street	10.8	B	11.0	B
10th and I Street	22.5	C	23.9	C

As can be seen from reviewing the tables, the affected intersections would continue to operate at LOS C or better, and therefore, the modification does not propose any new impacts under cumulative plus project conditions. Based on this analysis, the proposed modification will not generate any new traffic impacts or mitigation measures not originally disclosed in the EIR for cumulative plus project conditions.

Air Quality Impacts.

An assessment of construction period and long-term operational air quality impacts was conducted for all alternatives in the EIR. The EIR determined that construction period emissions calculated for the proposed project are less than the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance. The proposed modification is not substantially different from that analyzed in the EIR. As such, construction period effects of the proposed modification would be less-than-significant.

Similarly, air quality modeling was conducted in the EIR to determine if any of the

intersections with traffic impacts would also contribute to long term, operational air quality impacts. The EIR concluded that although elements of the proposed project would result in traffic delays, none of these delays would be significant enough to exceed air quality thresholds of significance. Since the proposed modification does not pose any new traffic impacts, vehicle generated air quality impacts are expected to be within the range previously analyzed in the EIR.

Noise Impacts.

An assessment of construction period and operational (traffic generated) noise impacts was conducted for all alternatives in the EIR. The proposed modification would result in construction period impacts similar to those previously analyzed in the EIR. Therefore, the existing mitigation measures to reduce construction period noise continue to be adequate and would be effective in reducing impacts to a less-than-significant level. Similarly, FHWA noise modeling was conducted in the EIR to determine if any of the intersections with traffic impacts would also contribute to excessive noise impacts. The EIR concluded that with the reduction in vehicle speeds associated with the project that the project would not result in increased traffic noise in sensitive areas. The proposed modification is not substantially different from that analyzed in the EIR and similarly traffic generated noise impacts are expected to be less-than-significant.

Historic and Cultural Resources.

The proposed project studied in the EIR and any of the Alternatives have the potential to disturb subsurface historic or cultural artifacts. The proposed modification does not change the risk of encountering subsurface artifacts; therefore, the existing mitigation measure in the EIR will continue to apply to the modification.

PROPOSED MODIFICATION TO THE J STREET AND 29TH COMPONENT.

This modification would reduce the impacts resulting from the implementation of the conversion of J Street near Alhambra Boulevard from one-way to two-way operations. This component is included in all of the alternatives studied in the EIR (except the No Project Alternative) since it supports the goals of the CCTWCS.

The proposed modification would reduce the segment of J Street to be converted to two-way operations from the original proposal (which extended from 29th to Alhambra Boulevard) to only the section between 30th to Alhambra Boulevard. This modification achieves the goals of allowing greater access to the Business 80 for the East Sacramento and Central City neighborhoods, and reduces significant adverse impacts which, without the modification, would occur to the intersection of 29th and J Streets.

Figure 2 shows the existing configuration, the original proposal (29th to Alhambra) and the proposed modified proposal (30th to Alhambra) for this segment of J Street.

The intent of conversion of this section of J Street is to allow improved access from J Street to the freeway on-ramp. Under the original proposal which would convert the section of J Street from 29th Street to Alhambra Boulevard, the traffic analysis in the EIR determined that the improvement would cause traffic impacts which could only be mitigated by widening and/or reconfiguration of J St off-ramp (J Street at 29th Street) at an estimated cost of $5.1 million. Thus, to reduce impacts, the proposal was modified to extend only from 30th Street to Alhambra Boulevard thereby avoiding the impact to 29th and J Streets.

Environmental Effects of Proposed J Street and 29th Street Component.

The City reviewed the environmental consequences of implementing the modification of the J Street at 29th/30th Street proposal compared to the original proposal. Based on the analysis, which is summarized below, the modification does not pose any new significant impacts, and in some cases reduces impacts.

Traffic Impact Analysis.

An analysis of intersection impacts for both the proposed project and the proposed modification to the J Street and 29th Street Component was conducted. Table 3 shows the result of this analysis for existing conditions. This Table shows existing conditions without the project, existing conditions with the original project (conversion from 29th Street to Alhambra) and existing conditions assuming the modified project (conversion of J Street from 30th to Alhambra only).

Table 3: Comparison of Conversion of J Street near Alhambra Options Existing AM Intersection Level of Service								
	Scenarios							
	Existing No Project		Existing Plus Original Project		Existing Plus Modified Project		Modified Project After Mitigation	
Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
29th and J Street	22.6	C	**41.8**	**D**	21.7	C	N/A	N/A
30th and J Street	7.5	A	11.7	B	8.3	A	N/A	N/A
Alhambra and J Street	20.3	C	27.2	C	24.6	C	N/A	N/A
Existing PM Intersection Level of Service								
	Scenarios							
	Existing No Project		Existing Plus Original Project		Existing Plus Modified Project		Modified Project After Mitigation	
Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
29th and J Street	16.8	B	32.7	C	18.4	B	N/A	N/A
30th and J Street	5.4	A	29.3	C	18.5	B	N/A	N/A
Alhambra and J Street	24.8	C	**71**	**E**	**41.5**	**D**	26.6	C

As can be seen from reviewing Table 3, the proposed modification would reduce impacts to the intersection of 29th and J Streets since the two-way conversion would extend only between 30th and Alhambra under the modified projects. Impacts to 30th and J Street under both the proposed and the modified proposal would be less-than-significant since the intersection under either scenario would function at LOS C or better. Although, impacts to the intersection of J Street and Alhambra are improved by the modification (when compared to the original proposal), the improvement does not reduce p.m. peak hour impacts to Alhambra and J Street to a less-than-significant level. Therefore, applicable portions of the proposed mitigation measure included in the Draft EIR could be applied to the modified project to reduce impacts to less-than-significant. The mitigation measure suggested in the EIR to reduce impacts to a less-than-significant level is to prohibit parking on both sides of J Street between 30th Street and Alhambra Boulevard and install an eastbound left turn lane.

Table 4 shows the various scenarios for the Alhambra and J Street project component under long term, cumulative conditions. This Table shows cumulative conditions without the project, cumulative conditions with the original project (conversion from 29th Street to Alhambra) and cumulative conditions assuming the modified project (conversion of J Street from 30th to Alhambra only).

Table 4: Comparison of Conversion of J Street near Alhambra Options
Cumulative AM Intersection Level of Service

	Scenarios							
	Cumulative No Project		Cumulative Plus Original Project		Cumulative Plus Modified Project		Modified Project After Mitigation	
Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
29th and J Street	31.8	C	48.5	D	21.5	C	N/A	N/A
30th and J Street	8.2	A	17.6	B	9.2	A	N/A	N/A
Alhambra and J Street	26.6	C	34.6	C	34.3	C	N/A	N/A

Cumulative PM Intersection Level of Service

	Scenarios							
	Cumulative No Project		Cumulative Plus Original Project		Cumulative Plus Modified Project		Modified Project After Mitigation	
Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
29th and J Street	23.9	C	50	D	18	B	N/A	N/A
30th and J Street	8.5	A	25.3	C	16.1	B	N/A	N/A
Alhambra and J Street	36	D	53.4	D	43.6	D	36.7	D

Similarly, under long term cumulative conditions, the modification to the project either improves the LOS or is the same as the LOS associated with implementation of the original proposal. A minor increase in delay times at Alhambra and J Street are associated with the proposed modification, however, this increase in seconds of delay does not change the LOS operation at this intersection to one more severe than that anticipated under the original proposal. In order to reduce impacts to a less-than-significant level at Alhambra and J Street, the EIR suggested that the City should prohibit parking on both sides of J Street between 30th Street and Alhambra Boulevard and install an eastbound left turn lane. This would reduce the seconds of delay to less than 5 seconds when compared to the No Project scenario.

Based on this analysis, the proposed modification will not generate any new impacts or mitigation measures not originally disclosed in the EIR and in some cases will reduce the impacts disclosed in the EIR.

Air Quality Impacts.

An assessment of construction period and long-term operational air quality impacts was conducted for all alternatives in the EIR. The EIR determined that construction period emissions calculated for the proposed project are less than the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds of significance. The proposed modification would reduce the extent of construction (and therefore, amount of construction period emissions) required to achieve the project objectives. As such, construction period effects of the proposed modification would be less-than-significant.

Similarly, air quality modeling was conducted in the EIR to determine if any of the intersections with traffic impacts would also contribute to long term, operational air quality impacts. The EIR concluded that although elements of the proposed project would result in traffic delays, none of these delays would be significant enough to exceed air quality thresholds of significance. Since the proposed modification improves traffic operations at the J/29th/30th and Alhambra Boulevard intersections, vehicle generated air quality impacts are expected to be within the range previously analyzed in the EIR.

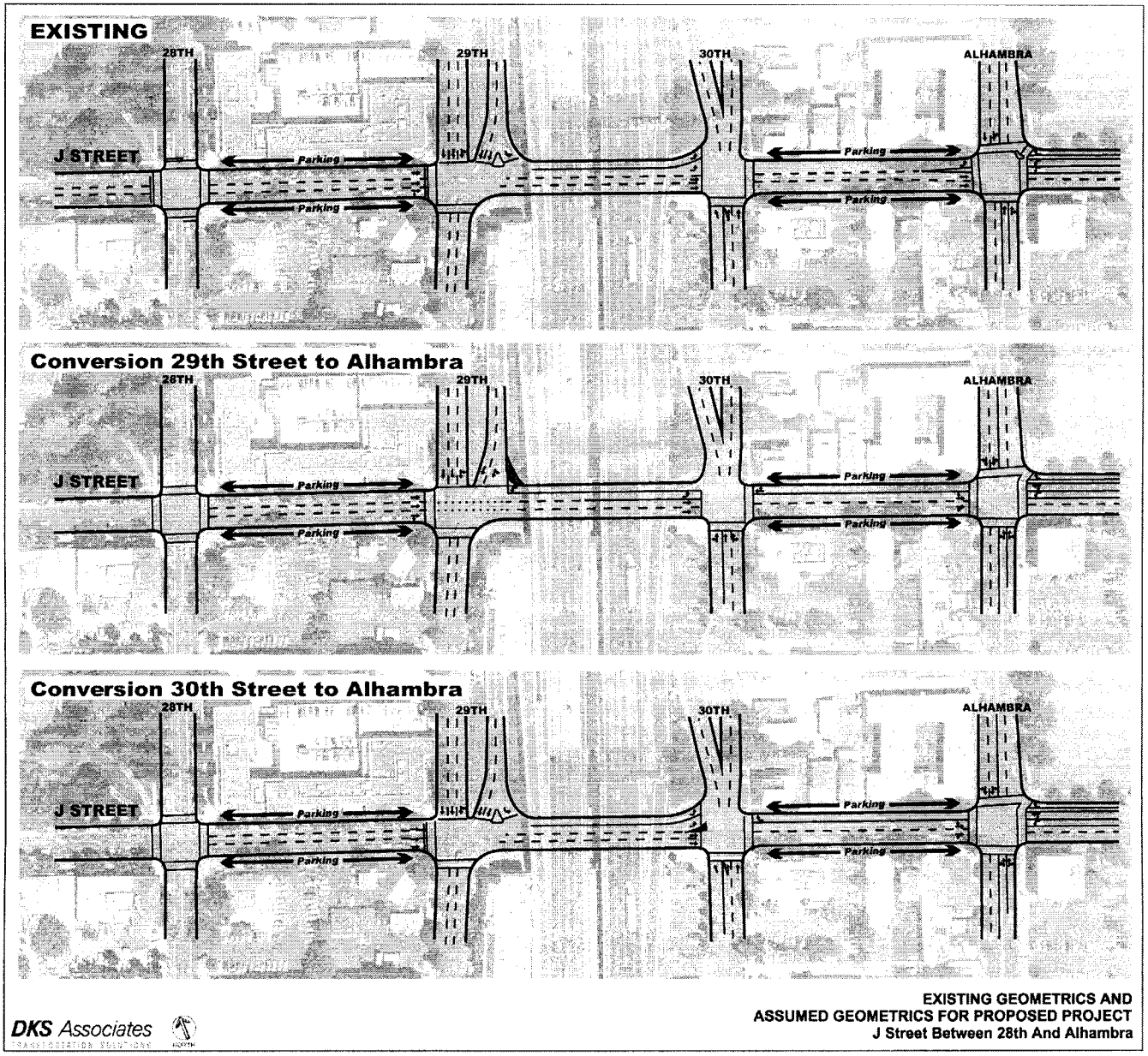
Noise Impacts.

An assessment of construction period and operational (traffic generated) noise impacts was conducted for all alternatives in the EIR. The proposed modification would not change the potential for construction noise effects, but rather would reduce the extent of construction by eliminating changes to the section of J Street between 29th and 30th Streets. Therefore, the existing mitigation measures to reduce construction period noise continue to be adequate and would be effective in reducing impacts to a less-than-significant level. Similarly, FHWA noise modeling was conducted in the EIR to determine if any of the intersections with traffic impacts would also contribute to excessive noise impacts. The EIR concluded that with the reduction in vehicle speeds associated with the project that the project would not result in increased traffic noise in sensitive areas. The proposed modification is not substantially different from that analyzed in the EIR and similarly traffic generated noise impacts are expected to be less-than-significant.

Historic and Cultural Resources.

The proposed project studied in the EIR and any of the Alternatives have the potential to disturb subsurface historic or cultural artifacts. The proposed modification does not change the risk of encountering subsurface artifacts; therefore, the existing mitigation measure in the EIR will continue to apply to the modification.

FIGURE 2: INTERSECTION GEOMETRICS FOR THE MODIFICATION TO THE J STREET AND 29TH STREET COMPONENT



Other Findings Related to the California Environmental Quality Act (CEQA)

Section 15088.5. (Recirculation of an EIR Prior to Certification) of the California Environmental Quality Act (CEQA) provides guidance on when an EIR should be re-circulated for public review. This section requires that the EIR be re-circulated when *significant* new information is available. Section 15088.5 further states that "new information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

None of the above examples apply to this modification. The modification does not result in any new significant impacts, but rather assists in eliminating or reducing the severity of impacts. Additionally, the proposed modification is not considerably different from the proposal analyzed in the EIR.

Based on these findings the City of Sacramento has determined that it is not necessary to re-circulate the EIR.

George Chambers Letter of Comment

The following letter was received after the comment period. The commenter expresses his reasons for opposing the conversion of L, N, P and Q Streets to two-way operations. The comment does not raise any issues regarding the adequacy of the EIR under CEQA, but rather discusses the merits of the project or one of the alternatives.

George Chambers
P.O. Box 162711
Sacramento, Ca. 95816-2711
phone (916) 454-5524

8-22-06

To:
Department of Transportation
915 I Street Room 2000
Sacramento, Ca.
95814-2604

RECEIVED
AUG 24 2006
Department of Transportation
Office of the Director

attn: Linda Treeker

Dear Linda,

Thank you so much for providing the Central City Two-Way Conversion Study of 1-12-06. Planning Dynamics Group and associates are to be commended for preparing what appears to be a fair, balanced and unbiased report. Please include me on your "stakeholder/citizenry" notification list on this issue as further open meetings come up, especially when this goes before City Council.

I vehemently oppose the proposed changes to P, Q, R and N streets, especially to P and Q where I live and whose streets I use the most. It is wrong, wrong, wrong!

While the lane reduction and installation of bike lanes on 19th and 21st streets may appear acceptable I'll put a nickle on the table right now that says, down the road, you'll be coming back trying to get those thoroughfares also converted to two way streets using the same flawed logic and reasoning now used for converting P and Q streets.

(1)

I live at 2711 P street #5. The way P and Q are now is tailor made for me. When going downtown I use P, then turn right on 21st or 16th, then left on L or some similar one way street. It's efficient. Returning, I come back on Q although recently I have been using poor N street. I then turn from 28th on to one way P and can park on either side of the street, swinging my car door open wide without too much caution thanks to the buffering bike lanes preventing me from opening the door in front of an oncoming vehicle. It is so good the way it is presently set up, a smooth gas saving corridor in both directions from I-80 to I-5.

In fact, the good engineers who made it this way are to be highly commended. They got it just right, a nice smooth efficient passage straight through.

And I'm not noticing speeders in the five months I have lived on P since returning last January after spending seven months in Europe. Plus we have stop signs every few blocks. I've noticed the most noise comes from regular non-speeding motorcycles and the loud mufflers that many seem to have.

Before I begin quoting some items from your very own conversion study, I'd like to ask a question: These stakeholders/citizens who favor this conversion, did they all reside in the central city prior to all these streets being the way they are now? I don't know when our current good one-way thoroughfares were created but your study implies this may go back to the 1950's and '60's (3.2.1). If these

(7)

"supporters" moved in subsequent to the one-way streets, & don't think they have a right to complain since they apparently didn't do their homework very well before buying or renting and moving in. and if they did take note beforehand and came in with the idea of changing things later, you can imagine my sympathy. & knew full well what & was getting into with the one-way traffic before & moved into my current place on P street. & just didn't realize it would be as good as it is.

& 'd also like to point out & lived on the corner of P and 21st streets for a couple of months after returning from 4½ months in asia (Japan on down to New Zealand with all the continental southeast asian countries in between). With a loud night bar across the street and the window open, it didn't get much noisier than that. But & knew what & was getting into, and loved it there as well before taking off last may for seven months in Europe and Eastern Europe. Then, upon my return, & see a blurb in the newspaper about this ridiculous proposal. While the public input period passed while & was busy selling and moving into my current apartment, before & go before city council when this does come up for the vote, & would like to recount a number of actions that support my position that & ran across in your very own conversion study as & perused this one inch thick and who knows how many pages and pounds monstrosity:

2.6. The third paragraph reads in part "the additional changes would result in significant

changes to levels of service and congestion at a number of intersections. To avoid unacceptable traffic congestion levels, bike lanes would need to be removed along sections of L, N, P and Q in order to allow turning lanes at impacted intersections." and by that, it means a right turn only lane from this new lane created from the removal of the bike lane and a few parking spaces. The citizens of Sacramento will just love being stuck behind all the left turning vehicles waiting for a gap in traffic before they can now make their left turn. Through traffic can't even swerve around these left turning vehicles on the right because it will be a right turn only lane, not what the through traffic can use.

Page 2-7. Here are the three alternatives available. I will let the higher minds involved select their preference here from A4, AB and AC. I personally would hate to see poor little N street get converted, spending/wasting all that money for a street that works just fine.

3.2.1. History and background — "In the 1950's and 60's, one way streets were implemented in cities across the U.S., including Sacramento, in an attempt to rid downtown of traffic congestion. The relative efficiency of one-way streets in moving traffic served to reduce congestion..." Note this last sentence.

Page 5-13. Second dot (bullet) says it better than I could. One of the sub goals of the Central

(4)

city Community Plan is to "improve vehicular circulation and reduce traffic congestion..." makes sense to me. Your conversion proposals seem diametrically opposed to this good goal we have now achieved.

6.6 (Page 6-27). The last paragraph eloquently states "Converting one-way traffic to two-way operations would increase the number of conflicting traffic movements at each intersection." Let me repeat the key words in this phrase "... would increase the number of conflicting traffic movement at each intersection."

Page 6-46. The second paragraph states in part "... most of the streets that would be converted to two-way operations would have single lane approaches and no separate left turn lanes..." "left turning vehicles would need to wait for gaps in the opposing traffic stream, and they would often block through and right turning traffic while they wait to turn."

also on page 6-46, last paragraph, second to last sentence reads "at intersections of two-way streets, additional time is required for left turns that conflict with opposing through traffic."

Page 6-47. See chart where left turns block traffic (L, N P+Q) et al.

Page 6-48. First paragraph, second sentence reads "Due to

(5)

fewer conflicting traffic movements, one-way streets generally move traffic more efficiently than two-way streets.

Page 6-89. The third paragraph, second sentence again reads "Due to fewer conflicting traffic movements, one-way streets generally move traffic more efficiently than two-way streets."

Pages 6-94 to 6-98. Just look at all the humongous LOS (Level of Service) significant reduction on these proposed changes.

Appendices. The good Charles E. Zell letter of 9-16-04 says on page 4, first paragraph "Timing of traffic progression is simple for one-way streets. Timing for progression on two-way streets is more complex and generally results in lower speeds and increased vehicle delay."

The equally well thought out response of 9-17-04 from Cheri Davis states on the last paragraph of page 1 "What does everyone have against one-way streets? As a bicyclist I think that one-way streets are fabulous so long as there is a bike lane and speeds are kept at a reasonable level. Since the two-way conversions of the other downtown streets, I have experienced more near-accidents than I can count, although many of these near-accidents can, I believe, be attributed to the road closures, others are simply because cars are going in multiple directions instead of one direction. (The street closures mean that cars must turn every few blocks, and cars that are turning pose the greatest threat to pedestrians and bicyclists)!"

(6)

amen. I still do a slow burn having to navigate a simple trip to what use to be albertsons down there with all the obstacles put up in that section. and you know how contentious that implementation was.

The powerful 5-21-02 letter by Michael T ault Executive Director of Downtown Sacramento Partnership eloquently states in the second sentence of the second paragraph, referring to J, L, P & Q and North/South 19th and 20th streets "These streets are critical for downtown to function and should not be considered. In any case, Council should make no decision for actual conversion without a full traffic study that includes a "do nothing" option."

That would be alternative A A.

Lastly, the earliest letter in file also in opposition to this proposal is from Mike Courtney, Deputy Director of Real Estate Services Division on 8-7-01. This letter is completely clear and well typed, with the sole exception of the one sentence I wish to quote. How odd. The reproduction got garbled there and only there. But I was able to decipher what was left and what I wish to quote which reads "as currently comprised, there appears to be an inadequate level of representation for the areas largest employers, business and property owners." Then, back to clarity, it adds "It would also seem important to have the Sacramento Air Quality Management District, the County of Sacramento, and the

(7)

Federal Government represented." again, amen. somebody has to put a stop to this ridiculous proposal. It should never have gotten this far if it had been thought through a little better right from the start.

And now there is this proposal to spend all that money changing the traffic lights and signs to, let me use the word "impede" traffic flow along these corridors. So don't be getting too carried away with this so called "trend" for, and I use this word loosely, "traffic calming". Most everyone knows how contentious this proposal is. Once these conversions get approved and implemented, the city is going to have some very unhappy citizens and commuters on its hands.

Before closing in my attempt to combat this mind set that seems hell bent on eliminating our beautifully efficient one-way streets under the guise of "traffic calming" (read congestion), I'd like to relate my impression when traveling to all 30 major league baseball parks then in existance in 2004 after selling my residence in Oak Park; after catching a couple games down in Houston, I took in the San Jacinto Battlefield where that wonderful battle cry of "Remember Goliad! Remember the Alamo!" originated. Before that, I had spent a couple days fully touring the grounds of that moving memorial in San Antonio. It was my second pilgrimage there. Upon departing, I was left with a thought: Those boys back in 1836, made their position perfectly clear.

Sincerely,

George Chamberlain