



1/31/2014

Via Email

Scott Johnson, Associate Planner
City of Sacramento Community Development Department,
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

RE: Draft Environmental Impact Report for the Entertainment and Sports Center & Related Development Project (P13-065) (SCH#: 2013042031)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Entertainment and Sports Center & Related Development Project (P13-065).

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

We expect that the Sacramento ESC and PUD development (SESC) will lead to much more walking in the central city. Most of the walking trips to and from the project site will be new trips as people from the surrounding area walk to and from new uses on the site and new residents living on the site begin and end walking trips to destinations in the central city.

1. We are pleased to see that pedestrian Level of Service (LOS) was analyzed in the DEIR. The use of pedestrian LOS is extremely critical for a thorough evaluation of the potential impacts to pedestrians resulting from the project.

The text on page 4.10-75 states the pedestrian LOS calculation was based on Chapter 23 (Off-Street Pedestrian and Bicycle Facilities) of the 2010 Highway Capacity Manual. **Since the crosswalks and most of the sidewalks analyzed are not off-street facilities, please include a statement providing the reasons for using Chapter 23 of the 2010 Highway Capacity Manual in the pedestrian LOS calculations.**

2. Was the presence of bicyclists with their bicycles included in the analysis of average space per pedestrian and pedestrian flow rate used to determine pedestrian LOS? Figure 2-24 shows four short-term bicycle parking locations, four possible bike share docking locations, and one long-term bicycling parking location. Five of these

locations are within the PUD development. **Analyze the impact bicyclists accessing on-site parking facilities would have on pedestrian Level of Service.**

3. Mitigation Measure 4.10-8 (ESC) b) on page 4.10-102 would require the width of certain crosswalks to be increased. The widening of the eleven identified crosswalks will help to improve the safety of pedestrians at eight intersections. With the exception of the intersection at J Street and 7th Street, only crosswalks on the east and west legs will be widened. This will accommodate north-south pedestrian travel, but it doesn't improve the conditions for travelling east and west. A significant number of off-street parking spaces are located in garages west of 5th Street, so many pedestrians walking from the garages to the ESC will need to cross 5th Street. Post-event flow will cross 5th Street in even greater numbers. **Mitigation Measure 4.10-8 should include widened crosswalks on the north and south legs of 5th Street at L Street and at Capitol Mall.**

4. Mitigation Measure 4.10-8 (ESC) c) on page 4.10-103 would require traffic control personnel to monitor/assist with pedestrian travel at several intersections. Figure 16 in the Event Transportation Management Plan shows there will be a traffic control officer stationed at 6th and J before and after events. Pedestrians are prohibited from crossing on the east leg of the intersection. The reason for the missing crosswalk may be that vehicles exiting the garage and turning right onto J Street to travel east have been given priority over pedestrians. With a traffic control officer stationed at the intersection, even if there were a crosswalk on the east leg, we expect the officer could balance the pedestrian and vehicle flows appropriately. At other times, when exiting vehicle traffic would be lower, a crosswalk on the east leg of the intersection may not present a problem to vehicles exiting the garage. **Add a crosswalk to the east leg of 6th Street at J Street as part of Mitigation Measure 4.10-8 (ESC).**

5. Pedestrians travelling between the ESC and the intermodal facilities, including Amtrak, will not be inclined to walk only on the east side of 5th Street. However, pedestrians are prohibited from crossing I Street at 5th Street on the west side. This may increase the number of illegal and unsafe crossings when people get to the southwest corner and find they must cross the other three legs of the intersection to get where they want to go. **Add a crosswalk to the west leg of 5th Street at I Street as part of Mitigation Measure 4.10-8 (ESC).**

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments.

Sincerely,

Chris Holm
Project Analyst