



3/23/2017

VIA EMAIL

Tom Buford, Senior Planner  
City of Sacramento Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Notice of Preparation of an Environmental Impact Report for the Downtown Specific Plan**

Dear Mr. Buford:

WALKSacramento provided comment March 17, 2017 on the Notice of Preparation of an Environmental Impact Report (EIR) for the Downtown Specific Plan (DSP). Subsequently, the subject of leading pedestrian interval (LPI) signals and vehicle delay in the downtown area came to our attention. With this subject in mind, we recommend adding additional analysis to the DSP Draft EIR.

LPI's have been shown to significantly improve pedestrian safety<sup>1,2</sup>. Pedestrian safety is a top priority for Grid 3.0 and the City's Vision Zero Action Plan, and it should also be a top priority for the DSP. We recommend the DEIR analyze the safety and mobility impacts of implementing LPI's on a broader scale within the DSP area, particularly in areas of high pedestrian traffic such as the Central Business District, Midtown and the R Street corridor.

We also recommend that safety analyses include comprehensive crash costs<sup>2</sup> that evaluate the full costs associated with pedestrian collisions. Comprehensive crash costs include items such as medical care, loss of productivity, public assistance, emergency response, and economic value of the loss in quality of life. Including such items in the analysis would help to better compare the personal and societal costs of pedestrian collisions to congestions costs of delay, air pollution and emotional stress.

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 health, 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 and recommendations.

Sincerely,

Chris Holm  
Project Manager

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<sup>1</sup> J. Mead, C. Zegeer and M. Bushell, "Evaluation of Pedestrian-Related Roadway Measures: A Summary of Available Research," Federal Highway Administration Report DTFH61-23 11-H-00024, [www.pedbikeinfo.org](http://www.pedbikeinfo.org), 2013.

<sup>2</sup> A.C. Fayish and Frank Gross, "Safety effectiveness of leading pedestrian intervals evaluated by a before-after study with comparison groups," Transportation Research Record No. 2198 (2010): 15-22.