



8/4/2017

VIA EMAIL

Scott Johnson, Associate Planner,
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Notice of Preparation of a Supplement to the 2025 General Plan Master Environmental Impact Report to Address Proposed Changes to the Planned Roadway Improvements in the North Natomas Community Plan Area

Dear Mr. Johnson:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Supplement to the 2035 General Plan Master Environmental Impact Report (NNFP SEIR). The proposed project would revise the 2035 General Plan Mobility Element and Circulation Diagram, the North Natomas Community Plan, and the North Natomas Financing Plan. These revisions would be done to reflect the elimination of Natomas Crossing Drive between East Commerce Way and El Centro Road, and the conversion of Gibraltar Street/White Eagle Lane Connection between Beretania Way and Windsong Street from a local road to a paved trail for use only by bicycles and pedestrians.

Goals of the 2035 General Plan include development of a multi-modal transportation system that emphasizes walking, biking and transit, promotes efficient travel by removing barriers, and makes Sacramento a model pedestrian-friendly community. The North Natomas Community Plan envisioned these 2035 GP goals with its guiding principles for circulation, including linking all land uses with all modes, connecting neighborhoods, providing a support network for pedestrians and bicycles, and providing multiple routes and connections to adjacent developments.

The NOP project description indicates that the segment of Natomas Crossing Drive between East Commerce Way and El Centro Road would be eliminated, but it doesn't specify whether the Natomas Crossing Drive bridge over I-5 would also be eliminated. This future crossing is important for making walking and biking connections between neighborhoods, commercial areas, and transit service that are separated by the freeway.

Eliminating only the roadway, and not the bridge, between the east and west sides of I-5 may have negative impacts on east-side and west-side pedestrian and bicycle trips as local vehicle trips become more concentrated on the existing streets and the freeway crossings at the Arena Boulevard and El Paso Road interchanges. Eliminating the bridge in addition to the Natomas Crossing Drive segment may cause pedestrian and bicycle travel to shift to vehicles, putting those remaining pedestrians and bicyclists at greater risk of collisions. The proposed conversion of

Gibraltar Street/White Eagle Lane connection could also change the travel pattern and number of local vehicle trips.

WALKSacramento requests the scope of analysis in the NNFP SEIR include analysis of the impact the project may have on walk and bike mode shares, and the impact to pedestrian and bicycle safety. These impacts should be compared to alternatives to the project that include or exclude, as appropriate, the bicycle and pedestrian facilities along the Natomas Crossing Drive segment between East Commerce Way and El Centro Road, and an alternative that includes or excludes, as appropriate, the associated crossing of I-5.

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 and recommendations. If you have questions or need additional information, please don't hesitate to contact me.

Sincerely,

Chris Holm
Project Manager