



11/8/2017

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 Downtown Specific Plan**

Dear Mr. Johnson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Specific Plan (DSP). The enhancement and addition of pedestrian facilities in the Central City will help to create a more walkable city. Bicycle, transit and vehicular infrastructure changes, along with the pedestrian facilities, will result in a more multi-modal downtown.

The DEIR *Pedestrian Network Improvements* section lists “Pedestrian-scale street lighting” (p 4.12-39) as an investment by the DSP to improve access by pedestrians in the Central City. The DSP also proposes adding ornamental street lights throughout the plan area, with locations identified on Figures 2-20 through 2-23.

A policy/action for Travelway Character Goals in the 2006 *Pedestrian Master Plan* is to “Provide pedestrian-scale lighting standards for all street categories,” and it states that 14-foot light standards at all corners of residential and collector street intersections would increase visibility of pedestrians. The DEIR (p 2-38) states that the predominantly residential Northeast DSP Street Light Area and the Southeast DSP Street Light Area need street lighting, but the associated figures indicate new lights are proposed for very few locations. Throughout the DSP area, pedestrians would benefit from better visibility at night provided by pedestrian scale lighting at corners, but it may be especially important in the residential areas where illumination from less numerous 28-foot street lights and other sources is lower.

The discussion of *Impact 4.12.12: The proposed DSP, in combination with other cumulative development, could impact pedestrian facilities* observes that providing additional pedestrian connections “would result in a higher level of pedestrian connectivity between neighborhoods, further encouraging the use of sidewalks...” (p 3.12-78). With this greater pedestrian use of sidewalks, there will be more people crossing street intersections at night. If pedestrians are not easily seen by drivers, there will be more collisions because of the increased pedestrian activity or there will be fewer pedestrians because they do not feel safe in dark intersections.

Just as the City's General Plan policy M.1.2.3 requires evaluation of discretionary projects for potential impacts to traffic safety (p 4.12.26), the DEIR should evaluate the DSP for potential safety impacts to pedestrians created by inadequate illumination of intersection crosswalks.

Locations for new and enhanced facilities are shown in Figure 2-25 *Preferred Pedestrian Network* (p 2-45), more accurately called Preferred Pedestrian Investments, and Figure 2-26 *Preferred Bicycle Network* (p 2-48). Six locations for pedestrian Connector Street Enhancement projects that are intended to better connect the DSP area to surrounding neighborhoods are viewed by bicycle advocates as important gateways for bicycle travel. However, these locations (5<sup>th</sup> Street, Riverside Boulevard/11<sup>th</sup> Street, 24<sup>th</sup> Street, Capitol Avenue/Folsom Boulevard, H Street and North 16<sup>th</sup> Street) are not proposed to receive needed bicycle improvements.

The pedestrian environment on sidewalks and street crossings is less safe for pedestrians when bicyclists on high-stress streets feel safer using the pedestrian space inappropriately. The DEIR should evaluate the safety impacts to pedestrians at the six locations mentioned above and at any other locations where there's a bicycle travel demand that isn't fulfilled with adequate facilities.

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.

Sincerely,

Chris Holm  
Project Manager