



3/17/2017

VIA EMAIL

Catherine Hack, Environmental Coordinator  
Department of Community Development Planning and Environmental Review Division  
827 7th Street, Room 225  
Sacramento, CA 95814

**RE: Revised Notice of Preparation of a Draft Environmental Impact Report for West Jackson Highway Master Plan (CONTROL NUMBER: PLNP2008-GPB-CZB-ZOB-00240)**

Dear Ms. Hack:

Thank you for the opportunity to comment on the Revised NOP of a DEIR for West Jackson Highway Master Plan (CONTROL NUMBER: PLNP2008-GPB-CZB-ZOB-00240).

WALKSacramento submitted comments on the original NOP on October 25, 2013, and many of the issues raised at that time are still relevant to the Revised NOP. We said in our previous letter

*The NOP for the West Jackson Highway Master Plan indicates that “a Traffic Impact Study will be performed to examine the effects of proposed project development and facilities on area roadways.” However, more than just area roadways may be affected by the proposed project - a transportation network that serves primarily car trips with wide and fast roads with few crossing opportunities increases the rates and severity of collisions for pedestrians and bicyclists.*

*Further, land-use patterns can have a harmful impact on public health. Communities where daily destinations are not close to residences result in few, inconvenient or unsafe options for walking and biking, and the community members are at greater risk for inadequate physical activity, obesity and chronic diseases.*

*WALKSacramento asks that the environmental impact report for the West Jackson Highway Master Plan consider the health and safety impacts to people resulting from the proposed community design, land uses, transportation facilities and circulation network.*

WALKSacramento reiterates our prior recommendations that the DEIR analyze the following:

- *Pedestrian and bicycle collision rates and severities that result from the choice of roadway widths and traffic speeds.*
- *Physical activity level, obesity and chronic diseases that result from the land-use pattern, specifically the distances to daily destinations.*
- *A “Major Roadway Downgrade and Mixed Land Use” alternative that reduces the lanes-miles of arterials and thoroughfares, incorporates a finer-grain grid of roadways having low speeds, short crossing distances and more crossing opportunities, and disperses the various land uses throughout the plan area.*

In addition the recommendations for analysis made above, WALKSacramento believes the following would improve the information provided by the DEIR and further reduce the traffic safety and health impacts of the project.

The revised project includes a new four-lane roadway that abuts the elementary school at the northwest corner of Fruitridge Toad and Mayhew Road. Larger roadways with more traffic and higher speeds do not support safe and pleasant walking and biking to schools, especially elementary schools. **We recommend the DEIR analyze pedestrian and bicycle collision rates and severity that may result from the proposed school site location.**

The revised project also relocates another elementary school and the Middle School/High School campus. **We recommend analysis of the potential for walking and biking to school comparing the locations as proposed versus locations that are more centrally located to residential densities and away from higher volume and speed roadways.**

In the Bicycle Master Plan Amendment included with the Revised NOP, a trail segment is located on east side of Bradshaw Road between the northern and southern Rock Creek Parkway intersections with Bradshaw Road. The east side of Bradshaw for that segment is designated Commercial, Open Space, and Employment, whereas the west side is designated Open Space and Open space/Urban Farm. There could be more pedestrian and bicycle points of conflicts with vehicles on the east side compared to the west side. **We recommend analyzing the impact of placing the trail on the west side of Bradshaw Road versus the east side.**

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