

FINAL ENVIRONMENTAL IMPACT REPORT

**CITY OF SACRAMENTO**

BIKEWAY MASTER PLAN  
AMENDMENTS



Lead Agency:

City of Sacramento  
1231 I Street, Room 300  
Sacramento, CA 95814



**MARCH 2004**

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Prepared For:

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# **CHAPTER 1.0**

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## ***INTRODUCTION***

# CHAPTER 1.0

## INTRODUCTION

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### 1.1 OVERVIEW

This document includes comments and responses to comments on the Draft Environmental Impact Report (EIR) for the proposed City of Sacramento Bikeway Master Plan Amendments (Proposed Project). This document, together with the Draft EIR, comprises the Final EIR for the Proposed Project. The Draft EIR is bound under a separate cover. The Draft EIR was submitted to the State Clearinghouse (SCH#2003052105) and released for public and agency review for a 45-day review and comment period on December 19, 2003. The comment period closed on February 3, 2004.

The Final EIR is an informational document that must be considered by the City of Sacramento (the lead agency) before the City Council approves or rejects the project. The California Environmental Quality Act (CEQA) *Guidelines* (Section 15132) specify that:

*The Final EIR shall consist of:*

- (a) *The Draft EIR or a revision of that draft.*
- (b) *Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) *A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (d) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) *Any other information added by the Lead Agency.*

In addition to consideration of the Final EIR, the City Council is required to make findings of fact regarding the significant environmental impacts identified in the Final EIR and project alternatives, as well as a statement of overriding considerations for significant impacts, which cannot be mitigated. The findings, and any statement of overriding considerations, are made after the City Council has considered the Final EIR and are included in the public record.

## 1.2 ORGANIZATION OF THE DOCUMENT

The Final EIR consists of two documents: (1) the Bikeway Master Plan Draft EIR (December 2003), and (2) the comments and responses to comments document, which is organized into the following chapters:

- Chapter 2.0, Executive Summary, provides a brief project description and presents a summary table of project environmental effects.
- Chapter 3.0, Written Comments, provides a list of commentors and copies of written comments (coded for reference).
- Chapter 4.0, Responses to Written Comments, provides the lead agency responses to the written comments in Chapter 3.0 and summarizes corrections made to the Draft EIR.
- Chapter 5.0, Minor Changes and Edits to the Draft EIR, includes corrections and additions to Draft EIR text as a result of comments made on the Draft EIR. Any changes to the Draft EIR are indicated by revision marks (underline/strikeout).
- Chapter 6.0, Report Preparation, provides a list of individuals involved in the preparation of the Final EIR.

The comments received on the Draft EIR do not indicate new significant impacts or significant new information that would require recirculation of the Draft EIR pursuant to CEQA *Guidelines* Section 15088.5.

# **CHAPTER 2.0**

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## ***EXECUTIVE SUMMARY***



# CHAPTER 2.0

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## EXECUTIVE SUMMARY

### 2.1 INTRODUCTION

#### PROJECT LOCATION

The Proposed Project consists of amendments to the on- and off- street bikeways throughout the City of Sacramento (**Figure 2-1**). A map showing the locations of the proposed modifications is presented in **Figure 2-2**. New and/or modified on- and off-street alignments are proposed for the following communities: Airport/Meadowview, College Greens, East City/McKinley Park, North Natomas, South Natomas, South Sacramento, and Tahoe Park.

#### PROJECT DESCRIPTION

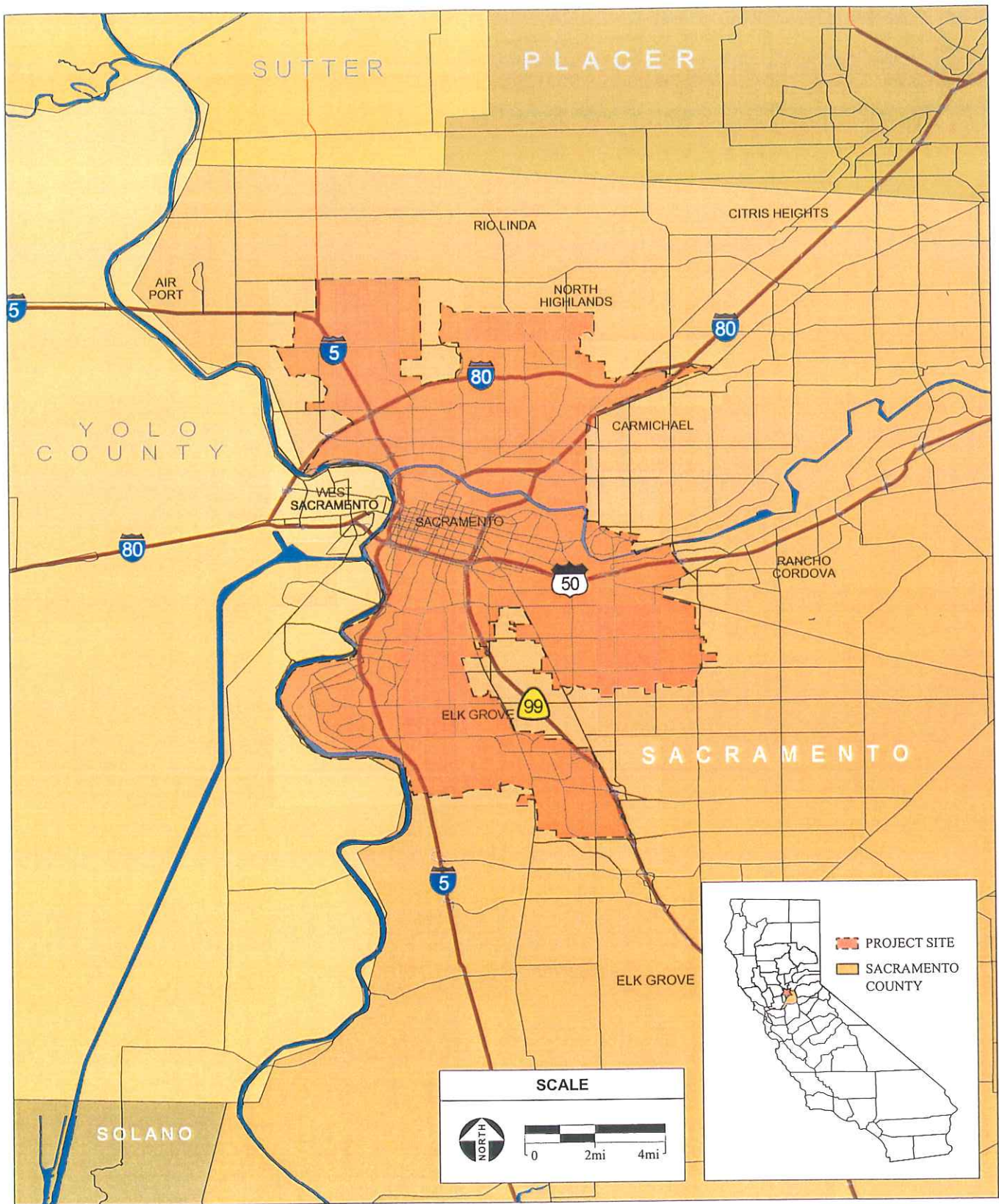
The Proposed Project includes an amendment to the existing 2010 Sacramento City/County Bikeway Master Plan. The current amendment includes the placement of new alignments throughout the various communities of the City. The Proposed Project also includes the removal of several proposed alignments within the North Natomas Community Plan area.

The existing policy framework relating to the establishment, use and maintenance of bikeways established in the 2010 Sacramento City/County Bikeway Master Plan and other City planning documents is assumed to continue with little or no change.

The Proposed Project includes the establishment of new on-and off-street bikeway alignments that builds-on and modifies the existing established system, thereby allowing the City to more fully attain existing bikeway goals and policies. The new or modified alignments may involve crossings of canals, roadways, or other obstacles resulting in potential effects associated with sensitive environmental features (e.g., biological, cultural, traffic, etc.). The alignments proposed are to be considered at the program level. Further refinement of the alignments will occur in the future as funding for individual segments becomes available. As such, current environmental review will be done at the program level, with follow-up detailed environmental review conducted in the future.

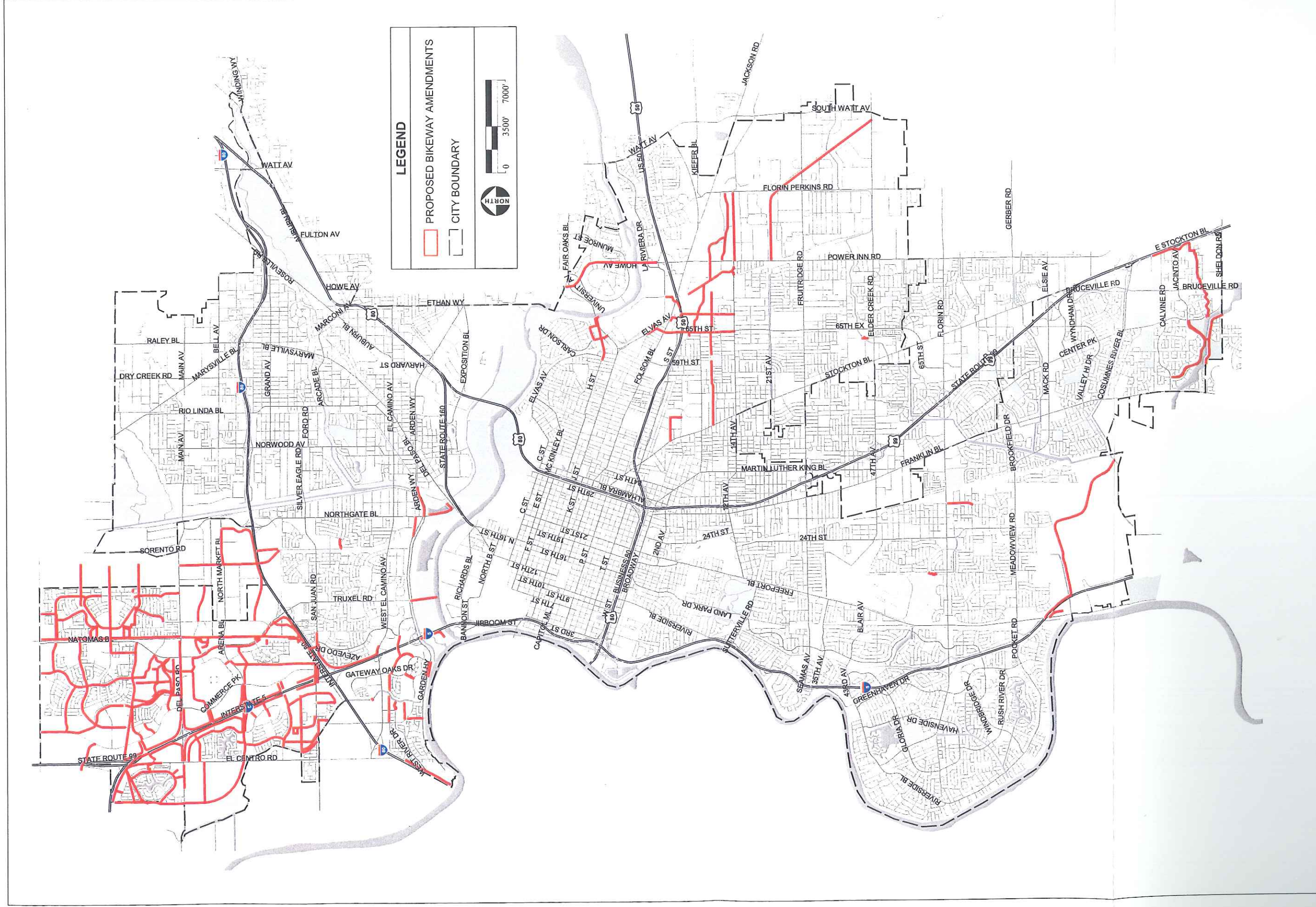
### 2.2 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA *Guidelines* (Sections 15126 and 15126.6) requires an EIR to consider a range of alternatives that could feasibly attain the basic objectives of the Proposed Project. This EIR fully evaluates two alternatives to the Proposed Project. Descriptions for each of the alternatives are



**Figure 2-1**  
Regional Location Map







provided below. Chapter 4.0, Alternatives to the Proposed Project, provides additional information on each of the project alternatives.

***ALTERNATIVE A: NO PROJECT ALTERNATIVE (AA)***

Under the No Project Alternative, no amendments to the 2010 Sacramento City/County Bikeway Master Plan would be adopted.

***ALTERNATIVE B: NATURAL RESOURCE SENSITIVE ALTERNATIVE (AB)***

The Natural Resource Sensitive Alternative would remove one proposed amendment in North Natomas and three proposed amendments in South Natomas with the potential to impact natural resources. Potential loss of habitat and impacts to special-status species would be avoided or reduced through this alternative.

**2.3 SUMMARY OF ENVIRONMENTAL IMPACTS**

Comments received in the DEIR did not result in any modifications to the impacts and mitigation measures. The summary of impacts and mitigation measures are reproduced in **Table 2-1** for ease of reference.

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Impact Description	Impact Level	Mitigation Measures	Impact Level
6.2	<b>Air Quality</b>			
6.2-1	<b>Air Quality Impacts on Bikeways Users</b>			
PP	Adoption of the Proposed Project would result in bikeways in proximity to streets with high volumes of traffic, thereby exposing bicyclists to high CO levels that may exceed state or federal standards, particularly at peak traffic hours. This is considered a less than significant impact.	LTS	None Required.	LTS
AA	This alternative would result in no impacts.	NI	None required.	NI
AB	Same as PP.	LTS	Same as PP.	LTS
6.2-2	<b>Increase in Construction Emissions of ROG, NOx, and PM10</b>			
PP	Increase in construction emissions of NOx. This is considered a less than significant impact.	LTS	Construction emission estimates of NOx are less than SMAQMD's significance thresholds. No mitigation required.	LTS
PP	Increase in construction emissions of ROG. This is considered a less than significant impact.	LTS	Construction emission estimates of ROG are less than SMAQMD's significance thresholds. No mitigation required.	LTS
PP	Increase in construction emissions of PM10. This is considered a less than significant impact.	LTS	Construction emission estimates of PM10 are less than SMAQMD's significance thresholds. No mitigation required.	LTS
AA	This alternative would result in no impacts.	NI	None required.	NI
AB	Same as PP.	LTS	Same as PP.	LTS
6.2-3	<b>Odors from Construction Related Emissions</b>			
PP	The Proposed Project would result in the generation of odors from construction-related emissions. Improvements, renovations, and new construction will occur as funds become available. The generation of odors from construction related emissions would depend upon the amount and type of construction planned under each phase. This is considered a less than significant impact.	LTS	None required.	LTS



**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>construction activities occur outside the hours of Monday through Saturday from 7 am to 6 pm, and on Sunday from 9 am to 6 pm., this would be considered a significant impact.</p>	NI	None required.	NI
AA	NI	None required.	NI
AB	S	Same as PP.	LTS
<b>6.4</b>		<b>Biological Resources</b>	
<b>6.4-1</b>		<b>Impacts to Special-Status Species</b>	
PP	S	<p>The Proposed Project could potentially result in both direct and indirect impacts to four special-status plant species and 30 special-status animal species outlined in the EIR. Direct impacts could result from the development of off-street bikeways in riparian woodlands, oak woodlands, and wetlands previously identified. The development of bikeways in these areas could potentially require vegetation clearing and the fill of wetlands for bridge crossings. Indirect impacts could include disturbance from construction related activity and from general bikeway usage in certain sensitive areas. Indirect impacts would stem from disturbance to the aforementioned species during the construction and use of the proposed bikeways. The Proposed Project could also result in impacts to nesting birds, which are protected under the Migratory Bird Treaty Act. This is considered a significant impact.</p>	LTS
		<p>All project related activity in the Natomas Basin shall comply with the conservation measures for special-status species covered by the NBHCP. All project related activity in the North Laguna Creek Wildlife Area shall comply with the mitigation measures outlined in the North Laguna Creek Wildlife Area Bike Trail Initial Study/Mitigated Negative Declaration. The following mitigation measures are recommended to reduce impacts to special status species associated with the Proposed Project.</p>	
		<p>a. Prior to the implementation of the specific amendments to the Bikeway Master Plan, a biological resources assessment shall be conducted for the project specific area to determine the potential for and the presence of special-status species and nesting birds.</p>	
		<p>b. If special-status species are determined to be present within and adjacent to bikeway alignments, measures shall be taken to avoid direct and indirect impacts to these species. These measures could include, but would not be limited to the following: the redesign of bikeway alignments to avoid sensitive areas and timing construction activity to avoid disturbance during nesting and breeding periods.</p>	
		<p>c. If special-status species are determined to be present within and adjacent to bikeway alignments, measures shall be taken to minimize direct and indirect impacts to these species. These</p>	

No Impact = NI

Significant and Unavoidable = SU

Significant = S

Less than Significant = LTS

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>measures could include, but would not be limited to the following: the fencing off of sensitive areas during construction activity, worker awareness training, posting signs in sensitive areas educating the public on the presence of sensitive resources, and installing permanent structures to discourage off-trail riding through sensitive areas.</p>	
		<p>d. Survey protocols and mitigation measures for federally and state endangered and threatened species shall follow guidelines developed by USFWS and CDFG for individual species. Applicable protocols and mitigation measures would include, but would not be limited to the following: for listed plants - USFWS's Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants; for giant garter snake - USFWS's Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat and Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (Thamnophis gigas) Habitat; for Swainson's hawk - CDFG's Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California; for valley elderberry long horn beetle - USFWS's Conservation Guidelines for the Valley Elderberry Longhorn Beetle; and for vernal pool crustaceans USFWS's Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Listed Vernal Pool Branchiopods.</p>	
		<p>e. If nesting birds are determined to be within or immediately adjacent to specific bikeway alignments, construction activity will be delayed until nestlings have fledged.</p>	
AA	NI	This alternative would result in no impacts.	NI
AB	S	The Natural Resource Sensitive Alternative could potentially result in indirect impacts to nesting birds in City street trees. Construction activity during periods of nesting could lead to interference with normal behavior and/or nest abandonment.	LTS



**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
This is considered a significant impact.		Bikeway Master Plan, a biological resources assessment shall be conducted for the project specific area to determine the potential for and the presence of nesting birds.	
6.4-2 Impacts to Waters of the U.S.		b. If nesting birds are determined to be within or immediately adjacent to specific bikeway alignments, construction activity will be delayed until nestlings have fledged.	
PP The Proposed Project could potentially result in impacts to Waters of the U.S. These impacts would result from the three proposed bridge crossing of waters under the jurisdiction of the USACE. Indirect impacts to waters of the U.S. could result from incidental fill to waters adjacent to proposed bikeways. The construction of several proposed bikeways on existing levees could result in impacts to water quality and habitat in these features.	S	The following mitigation measures are recommended to reduce impacts to waters of the U.S. associated with the Proposed Project.	LTS
		a. A formal delineation of "Waters of the U.S." occurring within Proposed Project areas should be prepared by a qualified biologist and submitted to the USACE for verification. The appropriate Department of the Army permit should be obtained from the USACE prior to the discharge of any fill material within "Waters of the U.S.". The Proposed Project should comply with any required compensatory mitigation for loss of "Waters of the U.S."	
		b. Water Quality Certification should be obtained from the Regional Water Quality Control Board prior to development of the Proposed Project areas.	
		c. Prior to any modification of intermittent drainages, formal notification of streambed alteration should be provided to the CDFG and a Streambed Alteration Agreement should be obtained, if required.	
AA No impact	NI	None required.	NI
AB No anticipated impact.	LTS	None recommended.	LTS
6.4-3 Impacts to City Street Trees			

Less than Significant = LTS

Significant = S

Significant and Unavoidable = SU

No Impact = NI

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>PP A "City street tree" is defined as any tree growing on a public street right-of-way. The development of on-street bikeways on existing roads could possibly require road widening, which could result in direct and indirect impacts to City street trees. These impacts could result from construction activities such as curb removal, trenching, and material stockpiling resulting in soil compaction. Any loss of the urban tree canopy in the City would likely result in the following impacts: loss of aesthetic and biological values that trees provide, loss of shade currently shielding residences from summer heat, and loss of nesting habitat for bird species. This is considered a significant impact.</p>	S	LTS
		<p>The following mitigation measures are recommended to reduce impacts associated with the Proposed Project and the Natural Resource Sensitive Alternative.</p> <p>All Project related activity must comply with the provisions of Sacramento City Codes Chapter 12.56. The following measures should be implemented when working in the immediate vicinity of City street trees.</p> <p>a. An ISA (International Society of Arboriculture) certified arborist shall perform an examination of damage to trees and roots during construction activity. An appraisal of damage will be assessed, and this damage should be mitigated by measures such as planting new trees. Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA.</p> <p>b. If the project arborist determines that excavation and/or root severing has weakened the tree or surrounding soil, a safety evaluation will be performed. If the tree is deemed to be unsafe due to possible soil failure and felling of the tree, the tree may need to be removed.</p> <p>c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing. Any tree roots to be severed shall be the maximum feasible distance from the trunk. Any roots over one-inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut behind any split, cracked, or damaged area.</p> <p>d. Any pruning required for equipment clearance or other construction activities shall be carried out or supervised by an ISA certified arborist.</p> <p>e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree, etc.). The contractor will hire an ISA certified arborist to do the</p>
Less than Significant = LTS	Significant = S	No Impact = NI

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AA	NI	This alternative would result in no impacts.	NI
AB	S	Same as PP.	LTS
<b>6.4-4</b>		<b>Impacts to City Heritage Trees</b>	
PP	S	The development of off-street bikeways in Discovery Park and Natomas Oaks Park in the community of South Natomas could result in direct and indirect impacts to City heritage trees. These impacts would result from the direct loss of heritage trees through clearing of vegetation for the two proposed bikeways in Discovery Park (South Natomas Amendment #s 8 & 9) and indirect impacts to heritage oaks in Natomas Oaks Park (Amendment # 14) through soil compaction in root zones. The loss of these trees would likely result in the following impacts: loss of aesthetic and biological values that trees provide and loss of nesting habitat for bird species, including special-status species. This is considered a significant impact.	LTS
f.		<p>appraisal, submit a report for review by the City Arborist, and mitigate for damages.</p> <p>To maintain the aeration and soil conditions under the drip line of the trees, existing unpaved areas between the existing curbs and sidewalks should not be used as areas for the temporary storage of construction related equipment and fill material.</p>	NI
a.		<p>None required.</p> <p>Same as PP.</p>	LTS
a.		<p>All Project related activity must comply with the provisions of Sacramento City Codes Chapter 12.64. The following mitigation is recommended to reduce significant impacts for the Proposed Project.</p> <p>Prior to construction in areas potentially supporting Heritage Trees, an ISA certified arborist shall conduct an inventory of trees within and adjacent to the bikeway alignment. The bikeway plans and results of the inventory shall be forwarded to the City Arborist for review and comment prior to commencement of construction activities. The plans shall be forwarded to the City Arborist early enough in the design process to assure that suggested changes can be incorporated into the final design. Suggested changes could include reconfiguring alignments in relation to the driplines of heritage trees, pruning recommendations, treatment of soil within and around the dripline of heritage trees, etc.</p>	LTS
b.		<p>Prior to any construction activity, protective fencing shall be installed around the drip lines of adjacent heritage trees. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes.</p>	No Impact = NI

TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AA	NI	<p>c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing.</p>	NI
AB	NI	<p>d. Any pruning required for building or equipment clearance shall be carried out or supervised by an ISA certified arborist.</p>	LTS
6.5	NI	<p>e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist.</p>	LTS
6.5-1	NI	<p>f. Any heritage trees that can't be avoided must be permitted by the Director of Parks and Recreation Department for removal, subject to appeal provisions.</p>	NI
PP	S	<p><u>North Natomas/South Natomas</u></p> <p>Adequate bicycle access across the American River between Natomas and Downtown Sacramento should be provided. If both proposed amended routes are eliminated, it is recommended that either an alternative direct crossing be established across the river, or that a class I or class II bikeway be provided along as much of the existing route as possible. This route would pass through Discovery Park, with the understanding that bicycles would need to utilize the Jiboom Street Bridge along which only a class III bike route could be designated.</p>	LTS

Less than Significant = LTS      Significant = S      Significant and Unavoidable = SU      No Impact = NI

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
freeway ramp intersections.			
<p><u>East City/McKinley Park</u></p> <p>The following location has been identified as being physically constrained by the UP railroad bridge structure:</p> <p>#2 - H Street Crossing - The roadway width through the tunnel beneath the railroad currently does not provide enough width to safely accommodate an unstriped class III bike route. This is considered a significant impact.</p>	<p><u>East City-McKinley Park</u></p>	<p>#2 - H Street Crossing - Mitigation includes the removal of one westbound lane to accommodate a striped class II bike route. The City of Sacramento is currently evaluating whether both westbound lanes are necessary. The removal of this lane for motorized vehicular travel may shift traffic to another roadway such as J Street. The City of Sacramento shall evaluate the traffic impact that would occur on J Street prior to the development of the H Street bikeway. This segment of bikeway will be constructed only if the resulting traffic study show a less than significant impact on J Street. This segment of bikeway will not be constructed if J Street experiences a significant impact from the traffic shift.</p>	LTS
AA This alternative would result in no impacts.	NI		
<p>AB <u>South Natomas</u></p> <p>The alternative recommends the elimination of the following bridges within the South Natomas Community Plan Area which could create a barrier to bicycle transportation:</p> <p>#7 - All weather crossing of Discovery Park parallel to I-5.</p> <p>#9 - New American River crossing at Truxel.</p>	S	None required.	
<p>The loss of planned bridge crossings would likely result in a mode shift away from bicycle usage to increased vehicle usage resulting in increased congestion and bicycle travel times.</p> <p><u>East City/McKinley Park</u></p> <p>#2 - H Street Crossing - See Impact 6.5-1 for PP.</p>		See Mitigation 6.5-1 for PP.	

TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
6.5-2	<b>Impacts to Bicycle Transportation due to Intersection Conflicts</b>			
PP	Accident potential at any and all major intersections is high, and designs must incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan.	S	<u>South Natomas</u> Designs shall incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan to reduce impacts to less than significant.	LTS
AA	This alternative would result in no impacts.	NI	None required.	NI
AB	Same as PP.	S	Same as PP.	LTS
6.5-3	<b>Impacts to Roadways due to Bike Lane Design Conflicts</b>			
PP	There are no safety related issues related to any of the proposed class I (off-street) bikeways. The optimum type of on-street bikeway facility is a dedicated, striped class II bike lane which delineates a separate path of travel for bicycles that separates them from vehicular traffic. Wherever possible, especially along arterial roadways, class II bikeways should be provided. However some of the amendments are located along roadways which are physically constrained by narrow roadway widths or the presence of on-street parking. Those facilities which were identified as being potentially limited to class III bike routes, or those which might be able to provide class II bike lanes with elimination of on-street parking, are listed below. Although bikeways along non-arterial facilities can adequately be designated as class III bike routes, care should be taken when designing the class III facilities to assure they incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan.	LTS	<u>East City/McKinley Park</u> #2 - H Street Crossing - Mitigation includes the removal of one westbound lane to accommodate a striped class II bike route. The City of Sacramento is currently evaluating whether both westbound lanes are necessary. The removal of this lane for motorized vehicular travel may shift traffic to another roadway such as J Street. The City of Sacramento shall evaluate the traffic impact that would occur on J Street prior to the development of the H Street bikeway. This segment of bikeway will be constructed only if the resulting traffic study show a less than significant impact on J Street. This segment of bikeway will not be constructed if J Street experiences a significant impact from the traffic shift. <u>Tahoe Park</u> Mitigation includes additional study to establish if additional right-of-way can be obtained to provide class II bike lanes while maintaining the center turn lane.	LTS

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<u>North Natomas</u>			
#33 - Street Replaces off-street bikeway (Allegheny) - Will likely be limited to class III due to limited right-of-way and on-street parking. Since this roadway is shown to be 2-lane non-arterial roadway on the North Natomas Community Plan (and thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.			
#34 - New Streets with bikeways (Allegheny) - Will likely be limited to class III due to limited right-of-way and on-street parking. Since this roadway is shown to be 2-lane non-arterial roadway on the North Natomas Community Plan (and thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.			
#39 - Suggested County Amended Bikeways - The northernmost of the four east-west facilities shown maintains an existing class III bike route. The third of the four will likely be limited to class III due to limited right-of-way and on-street parking. Since these roadways are shown to be 2-lane non-arterial roadways on the North Natomas Community Plan (and thus collector roadways), class III bike routes are adequate. This is considered a less than significant impact.			
#42 - New Street alignment-Club Center Drive - The section of the project between Northborough Drive and Natomas Boulevard will likely be limited to class III due to limited right-of-way and on-street parking. Since this roadway is shown to be 2-lane non-arterial roadway on the North Natomas Community Plan (and thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.			
(unnumbered) - Banfield Drive - Will likely be limited to class III due to limited right-of-way and on-street parking. Since this roadway is shown to be 2-lane non-arterial roadway on the North Natomas Community Plan (and thus a collector roadway), a class III bike route is adequate. This is considered a less than			

Less than Significant = LTS

Significant = S

Significant and Unavoidable = SU

No Impact = NI

TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
significant impact.	(unnumbered) – Stemmler Drive - Will likely be limited to class III due to limited right-of-way and on-street parking. Since this roadway is shown to be 2-lane non-arterial roadway on the North Natomas Community Plan (and thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.	<u>South Natomas</u>	#16 – Venture Oaks Way - Will likely be limited to class III due to limited right-of-way and on-street parking. Since the roadway is not shown to be an arterial roadway on the South Natomas Community Plan (and is thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.
		<u>South Natomas</u>	#17 – Oak Harbor Drive – Maintains an existing class III bike route. Since the roadway is not shown to be an arterial roadway on the South Natomas Community Plan (and is thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.
		<u>South Sacramento</u>	#19 – Orchard Lane - Will likely be limited to class III due to limited right-of-way and on-street parking. Since the roadway is not shown to be an arterial roadway on the South Natomas Community Plan (and is thus a collector roadway), a class III bike route is adequate. #20 – Shady Arbor Drive - Will likely be limited to class III due to limited right-of-way and on-street parking. Since the roadway is not shown to be an arterial roadway on the South Natomas Community Plan (and is thus a collector roadway), a class III bike route is adequate. This is considered a less than significant impact.
		<u>South Sacramento</u>	Class II bike lanes could likely be provided on all the proposed
Less than Significant = LTS	Significant = S	Significant and Unavoidable = SU	No Impact = NI



TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>amended facilities. There is no impact.</p> <p><u>Airport/Meadowview</u></p> <p>#3 - 29<sup>th</sup> Street, Florin Road to Gardendale Road - Will be limited to class III due to existing improvements with on-street parking. Although class II bike lanes could likely be provided with the elimination of on street parking, since the roadway is classified as a collector roadway within the South Sacramento Community Plan, a class III bike route is adequate. This is considered a less than significant impact.</p> <p><u>East City/McKinley Park</u></p> <p>#2 - H Street Crossing - The roadway width through the tunnel beneath the railroad currently does not provide enough width to safely accommodate an unstriped class III bike route. This is considered a significant impact.</p> <p>#6 - Camellia/Sandburg/Carlson - Will be limited to class III due to limited right-of-way and on-street parking. Although class II bike lanes could likely be provided with the elimination of on-street parking, a class III bike route is adequate since the roadway is classified as a collector roadway within the South Sacramento Community Plan. This is considered a less than significant impact.</p> <p><u>College Greens</u></p> <p>Class II bike lanes could likely be provided on all the proposed amended facilities. There is no impact.</p> <p><u>Tahoe Park</u></p> <p>#5 - 65<sup>th</sup> Street/Elvas Avenue - Class II bike lanes would be possible through most of the length of roadway if the center turn lane were provided.</p>			

TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>#6 – Redding Avenue – Will be limited to class III along significant portions of its length due to limited right-of-way and on-street parking. Although class II bike lanes could likely be provided with the elimination of on street parking, since the roadway is classified as a collector roadway within the City of Sacramento General Plan, a class III bike route is adequate. This is considered a less than significant impact.</p>	NI	None required.	NI
<p>#8 – Ramona Avenue &amp; #9 – Cucamonga Avenue - Will likely be limited to class III due to limited right-of-way and on-street parking. Although class II bike lanes could likely be provided with the elimination of on-street parking, since the roadways maintain industrial sections (per information provided by the City of Sacramento traffic engineering department), class III bike routes would be adequate. This is considered a less than significant impact.</p>	NI	<p>Adequate bicycle access across the American River between Natomas and Downtown Sacramento should be provided. If both proposed amended routes are eliminated, recommended mitigation is that either an alternative direct crossing be established across the river, or that a class I or class II bikeway be provided along as much of the existing route as possible passing through Discovery Park and along Jiboom Street, with the understanding that bicycles would need to utilize the Jiboom Street Bridge along which only a class III bike route could be designated.</p>	NI
<p>#10 – 8<sup>th</sup> Avenue – The portion of the project east of 65<sup>th</sup> Street is San Joaquin Street. Will likely be limited to class III due to limited right-of-way and on-street parking. Although class II bike lanes could likely be provided with the elimination of on street parking, since the roadway is classified as a collector roadway within the City of Sacramento General Plan, a class III bike route is adequate. This is considered a less than significant impact.</p>	NI	None required.	NI
AA	This alternative would result in no impacts.		
AB	<p>See Impact 6.5-3 for PP. Additionally, the elimination of the American River crossings between Natomas and Downtown Sacramento would increase bicycle traffic on the remaining crossings. The existing route passing through Discovery Park, and along Jiboom Street, would experience increased bicycle activity which might not be able to be adequately accommodated by the facilities, portions of which are at present class III facilities, and which would remain class III facilities due to the physical constraints of the roadway. This would not</p>		

Less than Significant = LTS      Significant = S

Significant and Unavoidable = SU

No Impact = NI

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

	ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	only increase potential vehicle/bicycle conflicts, but also result in undesired mode shifts away from bicycle usage to increased vehicle usage.			
<b>Impact 6.5-4</b>	<b>Impacts to Local and Regional Transportation Plans and Programs</b>			
PP	None of the bikeway amendments would conflict with any of the capitol improvement projects identified within either the MTP for 2025, or the 2003/05 MTP. Because a majority of the projects identified would be located within North Natomas, the designs for these facilities incorporate bikeway designs.  When the final alignment for the light rail extension from downtown Sacramento to Natomas Town Center is determined, the final design should incorporate elements to provide bike routes with safe crossing points, which minimizes as much as possible the diversion of routes to established crossing points.  Some of the bikeway amendments were not specifically called out as bike routes within the individual community plans. Although by definition any proposed projects which vary from a community plan must either be amended or denied, all of the bikeway amendments would promote specific improved circulation characteristics within the communities through provision of commuter bike routes, and provision of local connections between neighborhoods. This is considered a less than significant impact.  This alternative would result in no impacts.	LTS	None required.	LTS
AA		NI	None required.	NI
AB	See Impact 6.5-4 for PP.	LTS	None required.	LTS

Less than Significant = LTS

Significant = S

Significant and Unavoidable = SU

No Impact = NI

# **CHAPTER 3.0**

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## **WRITTEN COMMENT LETTERS**

# CHAPTER 3.0

## WRITTEN COMMENT LETTERS

### LIST OF COMMENTORS

Letter	Individual or Signatory	Affiliation	Date
1	Jon Chase	River Oaks Community Association	February 23, 2004
2	Gary Henslee	City of Sacramento Fire Department	February 7, 2004
3	Don Levy		February 16, 2004
4	Chris Paros	River Oaks Community Association	February 17, 2004
5	Thomas Rush	UCD Medical Center	January 21, 2004

>>> <emailus@accessbee.com> 02/23/04 09:40PM >>>

Dana—

As we discussed, the following comments are provided to augment our River Oaks Association comments of February 17, 2004.

1-1  Item 3 – ROCA also strongly supports an on-street bikeway/pedestrian path on the landside of Garden Highway from Gateway Oaks to Sand Cove. We recommend that either on-street or off-street bikeway construction should be coordinated with the appropriate entities to ensure levy integrity as a first priority.

1-2  Item 4 – In addition to supporting the environmentally sensitive alternative, we would add the landside on-street bikeway on Garden Highway as a viable alternative bike route. (See Item 3 above)

1-3  Item 7 – The illustration of the on-street Orchard bikeway should also depict the continuation across West El Camino and over the Main Drain canal, connecting with Gateway Oaks.

1-4  Item 8 – Further information is needed regarding figure 3.6, #5 depicting an off-street bikeway from the Main Drain to Sally Hudson Park. It appears this should be an on-street application, running along River Plaza Drive.

1-5  Also, there needs to be a continuation of the Main Drain to Orchard bikeway, figure 3.6 #3 illustrating continuation to Barandas Drive, figure 3.6 #12/20

1-6  Thanks again for the opportunity to add these elements to report. Please call me at 743-4333 if you should have any questions.

Jon Chase



FIRE DEPARTMENT  
"An All-Risk Organization"

DENNIS SMITH  
FIRE CHIEF

CITY OF SACRAMENTO  
CALIFORNIA

5770 FREEPORT BL.  
SUITE 200  
SACRAMENTO, CA  
95822

PH 916-433-1300  
FAX 916-433-1629

TRANSMITTAL

**DATE:** February 7, 2004  
**ATTN:** Dana Allen, Associate Planner, 808-2762  
**FROM:** Gary Henslee, Prevention Administrative Captain, 433-1622  
**RE:** DEIR, Bikeway Master Plan Amendment Project (CIP#TV37)

Dana,

I have reviewed the DEIR referenced above. The Sacramento Fire Department does use the bike trails in emergency situations. Most of the time the emergency is a first aid due to a bicycle accident on or near the bike trail, or gaining better access to grass/wild land fires such as the Grassy Lake and Discovery Park areas.

The DEIR minimally addressed bike path design. It is understood that bike paths typically are not designed to withstand the imposed loads of fire apparatus. The Sacramento Fire Department usually tries to access bike trails with smaller apparatus such as a medic unit (ambulance) or a grass rig, an apparatus considerably smaller than a fire engine. However we have taken fire engines on bike paths on many occasions. Our access to the path is usually through gates with fire department locks or removable bollards with fire department locks. Gates have typically not been a problem for our apparatus, but bollards have sometimes been placed too close together for our apparatus to get through.

If bollards were placed in such a manner when one or two bollards are removed it would leave a clear space of 10' 0" our apparatus would be able to negotiate the entrance without damage to the apparatus or the bollard. If this design criteria is already in place I apologize for not being informed. If it is not, this is my recommendation.

Thank you, Gary Henslee

2-1



February 16, 2004

Dana Allen, Assoc. Planner  
City of Sacramento, Dept. of Planning & Building  
Environmental Planning Services  
1231 I St., Room 300  
Sacramento, CA 95814

Dear Ms. Allen:

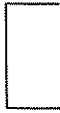
I am writing comments in regards to the 2003 EIR Master Bikeway Plan.

3-1



With the exception of Alternative B: The Natural Resource Sensitive Alternative, I believe this EIR to be a colossal waste of money that could have been better spent building some of these bike trails. Bicyclists don't contribute to our air quality problems, and the more people get out of their cars and onto bicycles, the more air quality will improve.

3-2



The Master Bike Plan Amendment greatly improves the ability of cyclists to commute to their destinations. There are too many trails and bikeways that stop a few blocks from their starting point and give no real connectivity for bicycling. Bicycling needs to be looked at as an alternative to more polluting forms of transportation; not just a fun form of recreation. This amendment greatly increases connectivity.

3-3



There must be reasons for people to get out of their cars and try another method of transportation:

- Convenience - bike trails where people want to ride.
- Safety of bicyclists - separation from cars and highly visible (eyes-on) and accepted passages.
- Ease of use - routes that connect bicyclists from their starting points to their destinations, especially for short-distance errands.

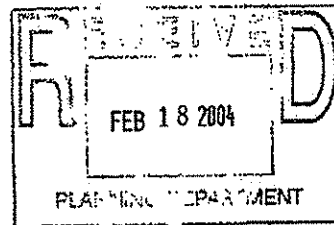
3-4



These factors all improve with the Amended Master Bikeway Plan. There will now be greatly improved routes to make bike riding a realistic alternative to more polluting methods of transportation. This will cut down on pollutants, and improve air quality in this region.

Ed Cox, the alternate modes coordinator, has done a terrific job of plotting an improved bicycle grid for Sacramento with this amended plan. He should be recognized for his efforts and this plan should be approved for the sake of all people in Sacramento.

*Don Levy*





Date: 2/17/04

To: Dana Allen, Associate Planner  
City of Sacramento, Department of Planning & Building Environmental Planning Services.  
Email: dallen@cityofsacramento.org

From: Chris Paros, Resident and ROCA Land Use Committee Co-Chair  
The River Oaks Community Association (ROCA)

Subject: Comments, DEIR for the Bikeway Master Plan Amendment Project (CIP#TV37).

Cc: Ed Cox, Alternate Modes Coordinator, City Of Sacramento Department of Public Works.  
Karen Pardiek, District Director, Councilmember Ray Tretheway, District One.  
Jennifer Smith, Chair, ROCA Parks Committee.  
ROCA Land Use Committee

Dear Ms Allen,

4-1

On behalf of the River Oaks Community Association (ROCA) Parks and Land Use Committees I wish to submit the following comments to the DEIR for the Bikeway Master Plan Amendment Project (CIP#TV37). As Co-Chair of the ROCA Land Use Committee and an active cyclist/pedestrian, I am also closely involved with bicycle & pedestrian concerns for our area.

4-2

Note: The Public Works website maps appear to show some amendments for our ROCA area that I do not see in the printed DEIR maps. I have indicated "(website)" when this occurs. Amendment numbers are noted as, e.g. (14).

Our comments below are primarily focused on the ROCA area, located in SW Natomas:

4-3

1. ROCA strongly supports the City's extensive bikeway plans for our area. Our community has many active pedestrians and cyclists who appreciate and will utilize an integrated bikeway/pedestrian system. We appreciate the many proposed amendments to unify our area's system.

4-4

2. We urge the City to keep considering pedestrians, as well as cyclists, in your alternative modes plans for our area.

4-5

3. We strongly support a continuous off-street bike trail along Garden Highway from Gateway Oaks Drive to Sand Cove Park. As such, we note:

- a. The bikeway along the Garden Hwy (GH) levee toe needs to include a segment at Marina Glen Way (website). There appears to be sufficient ROW to allow for this construction.
- b. The plan shows a continuous off-street bikeway at Shorebird Park along the levee toe (website). However, that is different than the Park's plan for Shorebird Park. We prefer the bikeway plan proposal.

4-6

4. We strongly support an Environmentally-Sensitive alternative for Natomas Oaks Park (14). These trees are very old and must be preserved. The (AB) proposal is acceptable.

4-7

5. We strongly support the addition of on-street bike lanes along Orchard Lane (19) connecting to Garden Highway. Additional measures may be needed there to ensure the lanes are not used for parking by residents of the Swallows Nest gated community.

4-8  
 4-9  
 4-10  
 4-11  
 4-12  
 4-13  
 4-14  
 4-15  
 4-16

6. Fig 4-2: We do not support Amendment 8, removing the American River crossing at I-5. This crossing can be left in plan but mitigated by requiring concurrent construction with other I-5 road improvements. I-5 will eventually need bridge improvements that will create equal or greater environmental impacts. The bikeway crossing could be timed with that construction.

Note: Rainy-season flooding of Discovery Park has forced commuting cyclists to travel up on the I-5 overpass to cross the river. This is extremely dangerous given traffic and seasonal conditions which is yet another reason to keep a crossing at I-5 in plan. The proposed alternate route for amendment 8 will not solve that commute flooding problem.

7. We support the on-street path addition along West River Drive (18), but request it connect to Shady Arbor Drive. West River Drive is the main route to/from area schools.
8. We strongly support the added off-street trail segments to ensure continuous off-street trails on both sides of the West Main Drainage canal (website). This is important to future residential & business development needs.
9. The I-80 bikeway overpass at the West Main Drainage canal is not clearly designated on either the existing plan or proposed bikeway amendments (website and DEIR). Is it still in plan? We request this vital overpass be clearly designated.
10. We request the plan clearly designate 2 bikeway bridges that are in previous bikeway plans. These bridges cross the West Main Drainage canal. One crosses at River Plaza Drive and the other crosses the canal between I-80 and San Juan Rd.
11. We appreciate the addition of the new off-street trail (3) that provides a more direct route to local shops & parks. But we do not see how this will path will cross the canal. The trail is still useful but will need to connect to the canal and other bikeway routes.
12. We strongly support the addition of on-street bike lanes along El Centro Road (website). This has become the current major route for W. Natomas cyclists heading to the American River bikeway and downtown.
13. P. 3-2, description of a typical off-street alignment includes installation of 2-ft shoulders on each side of the bikeway. Many of our area's current bikeways do not have these shoulders. Our joggers and walkers will greatly appreciate the installation of these shoulders in the future.
14. We feel the DEIR (p. 5-4) underestimates South Natomas population increases between 1998 and 2002 and request the 460-person estimate be reviewed again. In our ROCA area alone, we estimate the population has increased by more than 1600 residents.

Please feel free to contact me if you have any questions or concerns.

Best regards,

*Chris Paros*

Chris Paros  
 Land Use Committee Co-Chair & Parks Committee member  
 The River Oaks Community Association

UNIVERSITY OF CALIFORNIA, DAVIS

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SANTA BARBARA • SANTA CRUZ

FACILITIES DESIGN AND CONSTRUCTION

UC DAVIS MEDICAL CENTER  
4800 2ND AVENUE, SUITE 3010  
SACRAMENTO, CALIFORNIA 95817

January 21, 2004

Dana Allen, Associate Planner  
City of Sacramento, Planning and Building Department  
Environmental Planning Services  
1231 I Street, Room 300  
Sacramento, CA 95814

Dear Dana:

Thank you for the opportunity to review the Draft Environmental Impact Report for the City of Sacramento Bikeway Master Plan. I have only a few comments, related to the bikeway system elements on the campus of the UC Davis Medical Center.

As I understand it, existing identified bikeways on or adjacent to the Medical Center include 49<sup>th</sup> Street between Broadway and V Street, Street between 48<sup>th</sup> and 51<sup>st</sup> Streets, 2<sup>nd</sup> Avenue between 49<sup>th</sup> and Stockton, and Stockton Boulevard. It is proposed to designate 48<sup>th</sup> Street between 2<sup>nd</sup> Avenue and X Street, and X Street between 48<sup>th</sup> and Stockton as a part of the system.

A safer routing would eliminate the proposed designation of 48<sup>th</sup> Street between 2<sup>nd</sup> Avenue and X Street, and X Street between 48<sup>th</sup> and Stockton. The reason for this suggestion is to keep regular bicycle traffic away from X Street. At the present time, X Street is the primary vehicular access for the Medical Center, and includes large trucks making deliveries several times a day to the Main Hospital. The majority of our outpatient visits to the Ellison Ambulatory Care Center (approximately 300,000 annually) use X Street. With the completion of our Surgery & Emergency Services Pavilion in late 2007, all ambulance and private vehicle traffic to our Emergency Department (approximately 65,000 visits annually) will be routed along X Street to the new ER entrance on 45<sup>th</sup> Street. We have the strong support of the Elmhurst Neighborhood Association for this new routing of the ER traffic, and it is a requirement of the environmental documentation for the Pavilion project which was approved by the Regents in 2002.

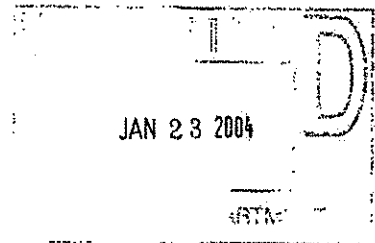
Instead of the proposed designation of 48<sup>th</sup> Street between 2<sup>nd</sup> Avenue and X Street, and X Street between 48<sup>th</sup> and Stockton, safety improvements to 2<sup>nd</sup> Avenue between 49<sup>th</sup> and Stockton should be undertaken. We have made a number of suggestions to the Traffic Engineering Department over the last several years regarding 2<sup>nd</sup> Avenue, including lane markings and crosswalks. I can provide copies of that correspondence if you wish. The Medical Center would strongly support such improvements, which could easily include Class II bikeway lane markings.

I have staff ready to assist you in developing and implementing these needed safety improvements. Thanks in advance for your attention to this issue, and I look forward to hearing from you.

Sincerely,

Thomas A. Rush, Manager  
UCDMC Facilities Design and Construction

cc: Michael Boyd, Associate Director  
Matt Carmichael, UCD Police  
Robert Lawson  
Dan Stratman  
Cindy Bates, Department of Traffic Engineering



5-1

# **CHAPTER 4.0**

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## ***RESPONSES TO WRITTEN COMMENT LETTERS***

# CHAPTER 4.0

## RESPONSES TO WRITTEN COMMENT LETTERS

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### LETTER 1. JON CHASE – RIVER OAKS COMMUNITY ASSOCIATION (ROCA)

#### *Response 1-1*

The commenter states that ROCA supports the on-street bike path on Garden Highway from Gateway Oaks to Sand Cove and suggests construction activities should ensure levee integrity. All construction activities will be coordinated with appropriate entities to assure that the structural integrity of the levees is not compromised in any way.

#### *Response 1-2*

The commenter suggests the addition of a landside on-street bike route on Garden Highway as a viable alternative route (relates Gateway Oaks to Sand Cove as in Comment 1-1). The existing Bikeway Master Plan indicates that on-street bike lanes are proposed for Garden Highway between Gateway Oaks and the Western City Limits. No changes to the Proposed Project are necessary given that the existing Bikeway Master Plan already identifies this improvement.

#### *Response 1-3*

The commenter requests the illustration of the on-street Orchard bikeway should also depict the continuation across West El Camino and over the Main Drain canal, connecting with Gateway Oaks. The existing Bikeway Master Plan indicates that on-street bike lanes are proposed for Orchard Lane from the Garden Highway to Gateway Oaks (north of West El Camino). No changes to the Proposed Project are necessary given that the existing Bikeway Master Plan already identifies this improvement.

#### *Response 1-4*

The commenter requests clarification regarding figure 3.6, #5 depicting an off-street bikeway from the Main Drain to Sally Hudson Park. It appears this should be an on-street application, running along River Plaza Drive. The map illustrates an off-street bikeway, which would run east-west between the Main Drain and Orchard Lane in the open space south of Leroy Greene Middle School. No on-street bikeway for this alignment is proposed.

#### *Response 1-5*

The commenter suggests the continuation of the Main Drain to Orchard bikeway in figure 3.6 #3 illustrating continuation to Barandas Drive and figure 3.6 #12/20. The existing Bikeway Master

Plan indicates that an on-street bikeway is proposed for Barandas between Orchard Lane and West River Drive. No changes to the Proposed Project are necessary given that the existing Bikeway Master Plan already identifies this improvement.

***Response 1-6***

The commenter makes closing remarks and gives contact information. Comment noted.

**LETTER 2. GARY HENSLEE – CITY OF SACRAMENTO FIRE DEPARTMENT**

***Response 2-1***

The Sacramento Fire Department suggests the bike path design should consider emergency access for fire engines. The commenter recommends bollards to be placed so that when one or two bollards are removed, the fire apparatus would be able to enter without damage to the apparatus or the bollard.

All off-street bikeways will be designed consistent with the adopted City Class I bikeway standards. As such, the off-street trails would be designed to sustain wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path. Special consideration would be given to the location of motor vehicle wheel loads on the path. When motor vehicles are driven on cycle paths, their wheels will usually be at or very near the edges of the path. Since this can cause edge damage that, in turn, will result in the lowering of the effective operating width of the path. Constructing a typical pavement width of 12 feet eliminates the edge-raveling problem.

The off-street bikeways would also use physical barriers at road intersections to prevent unauthorized motor vehicles from using the trail. Lockable, removable posts (bollards) would be placed to permit entrance by authorized vehicles only. The posts would contain reflectors for nighttime visibility and painted a bright color for improved daytime visibility. Spacing between posts would be 5 feet. Wider spacing can allow entry to motor vehicles, while narrower spacing might prevent entry by adult tricycles and bicycles with trailers. The EIR has been amended to incorporate this information into the Project Description.

**LETTER 3. DON LEVY**

***Response 3-1***

The commenter believes that, with the exception of Alternative B, the EIR is a “colossal waste of money.” The comment is noted and will be forwarded to the decision makers for consideration prior to final approval.

***Response 3-2***

The commenter states that the amendments greatly increase connectivity of the bikeway system. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 3-3***

The commenter submits that convenience, safety, ease of use are factors which people consider when they are deciding to use alternative methods of transportation. The commenter suggests that the proposed amendments aid in creating those beneficial factors. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 3-4***

The commenter states that, Ed Cox, should be recognized for his efforts to improve the bikeways. The comment is noted and will be forwarded to the decision makers prior to final action.

**LETTER 4. CHRIS PAROS – RIVER OAKS COMMUNITY ASSOCIATION*****Response 4-1***

The commenter is the Co-Chair of the ROCA Land Use Committee and is submitting comments on their behalf. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 4-2***

The commenter notes that the Public Works website maps appear to show some amendments for the ROCA area that are not on the DEIR maps and is noted in the following text with “(website)”.

Comment noted.

***Response 4-3***

The commenter appreciates efforts to unify bikeway/pedestrian system. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 4-4***

The commenter urges the City to continue to consider pedestrians, as well as cyclists, in alternative modes plans. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 4-5***

The commenter supports a continuous off-street bike trail along Garden Highway from Gateway Oaks Drive to Sand Cove Park and suggests the addition of a segment at Marina Glen Way (website) along the Garden highway levee toe (website) and states the continuous off-street bikeway alignment at Shorebird Park is different than the Park’s plan (commenter prefers EIR proposed route).

The segment at Marina Glen Way is currently adopted in the Bikeway Master Plan. The status of this segment will not change as a result of this Bikeway Master Plan amendment. The plan proposed by the Parks department will be reviewed for conformance to the Bikeway Master Plan. However, this will not have an effect on the Bikeway Master Plan amendments.

***Response 4-6***

The commenter strongly supports Environmentally Sensitive alternative for Natomas Oaks Park (14). The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 4-7***

The commenter suggests that additional measures may be needed along Orchard Lane (19) to ensure the lanes are not used for parking. The EIR makes an assumption that the on-street bikeway would be a Class III bike route. If a Class II bike lane designation were pursued, it would require the removal of the on-street parking (DEIR page 6.5-26). Removal of the parking would require an approval of the City Council and signage to indicate that parking is prohibited.

***Response 4-8***

The commenter does not support Amendment 8 (removal of American River crossing) and suggests bike path safety measures to be constructed concurrent with I-5 bridge crossing improvements. The commenter also notes that the proposed alternate route for Amendment 8 does not solve commute problem caused by seasonal flooding at Discovery Park. The comment is noted and will be forwarded to the decision makers prior to final action.

***Response 4-9***

The commenter suggests the on-street bike path addition along West River Drive should connect to Shady Arbor Drive. The segment shown on the map in the DEIR (Figure 3-6, Segment #18) shows the on-street bike lanes terminating at Barandas Drive. Resolution 95-160 and 95-166 for the Bikeway Master Plan adoption shows West River Drive as being included. Therefore, it is not necessary to include West River Drive and the EIR will be modified to exclude this segment (Figure 3-6, Segment #18).

***Response 4-10***

The commenter supports the proposed off-street trail segments to ensure continuous off-street trails on both sides of the West Main Drainage canal (website) and states that they are important to future residential and business development needs. The comment is noted and will be forwarded to the decision makers prior to final action. The map on the website graphic includes trail segments that have already been adopted, and are not under review for this document.

***Response 4-11***

The commenter requests the I-80 bikeway overpass at the West Main Drainage canal be clearly designated on the relevant figures if it is still part of the proposed plan. The existing master plan



and the proposed amendments do not specifically call-out bridge structures. In this case, the I-80 bike/pedestrian bridge is already on adopted trail segments. It is undergoing a separate environmental review as a result of site-specific concerns with the bridge construction.

***Response 4-12***

The commenter requests figures to be modified to clarify the designation of existing bikeway bridges over the West Main Drainage canal at River Plaza Drive and between I-80 and San Juan Road. The proposed bikeway plan amendments will not delete the alignments previously adopted unless they are specifically mentioned. The existing master plan and the proposed amendments do not specifically call-out bridge structures. In this case, River Plaza Drive canal crossing is already designated as an on-street crossing and would become a bike and pedestrian bridge if and when the structure is built. The canal crossing of the West Canal is incorporated into the I-80 bike/pedestrian bridge already under environmental review.

***Response 4-13***

The commenter requests clarification of new off-street trails (3) crossing the canal. The trail under consideration (DEIR, Figure 3-6 #3) currently is not specific enough to indicate a canal crossing. The crossing of the canal can be accomplished at the existing bridge south of the trail by linking to trail Segment #5 along the adopted planned trail that runs from West El Camino Avenue parallel to the canal on its west bank. Information on adopted bikeways is excluded because only amendments to the existing adopted bikeways are being considered.

***Response 4-14***

The commenter supports the addition of on-street bike lanes along El Centro Road. The comment is noted and will be forwarded to the decision makers prior to final action. The entire length of El Centro Road is already in the adopted Bikeway Master Plan and will not be amended.

***Response 4-15***

The commenter supports installation of two (2) foot shoulders as stated in Draft EIR. The comment is noted and will be forwarded to the decision makers prior to final action. The standard design details for new bike trails include the two (2) foot wide shoulders.

***Response 4-16***

The commenter requests reevaluation of South Natomas population increase between 1998 and 2002. The 2003 population estimate for the South Natomas area is 41,046, which represents a less than 2% population growth from the year 2000. (Bitter, 2004) The EIR will be amended to reflect the revised information.

**LETTER 5. THOMAS RUSH – UC DAVIS MEDICAL CENTER*****Response 5-1***

Commenter from the UCD Medical Center suggests eliminating the proposed designation (#6) of 48<sup>th</sup> Street between 2<sup>nd</sup> Avenue and X Street and on X Street between 48<sup>th</sup> and Stockton in order to keep traffic away from X Street. X Street is the primary access for the UCD Medical Center. Commenter suggests safety improvements to 2<sup>nd</sup> Avenue between 49<sup>th</sup> and Stockton. Both streets in question are already marked as on-street bikeways. The city's traffic engineering web page indicates that volumes are approximately 5,000 ADT, which is on the low end for arterial traffic and suitable for the bike lanes that are currently installed.

# **CHAPTER 5.0**

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## ***MINOR CHANGES AND EDITS TO THE DRAFT***

# CHAPTER 5.0

## MINOR CHANGES AND EDITS TO THE DRAFT

### 5.1 OVERVIEW

Changes to the text of the Draft EIR have been identified in the responses to comments (Chapter 4.0) with strikeout and underline revision marks. None of these changes constitute new significant information or result in any new significant impacts of the Proposed Project. Corrections to the Draft EIR text have also been identified below.

### 5.2 CHANGES AND EDITS TO THE DRAFT EIR SECTIONS

The following corrections have been made to the Draft EIR:

- **Table 3-4, #44** should read “El Centro” instead of “El Camino”
- **Table 3-4, #33** should read “off street” instead of “of street”
- **Table 3-8, #13** should read “Howe Avenue” instead of “Power Inn”

The following changes have been made to **Table 3-6** in Section 3.4, Components of the Proposed Plan:

**TABLE 3-6**  
PROPOSED AMENDMENTS FOR SOUTH NATOMAS (SEE FIGURE 3-6)

Off-Street Amendments	On-Street Amendments
1. Trail removed for re-alignment of Ninos Parkway Bridge	16. Venture Oaks Way
2. New trail added behind shopping center parallel to West El Camino Avenue	17. Oak Harbor Drive
3. New trail between Orchard Road and Natomas Main Drain Canal	<del>18. West River Drive</del>
4. New trail between Natomas Drain Canal and Leroy Greene Middle School	<del>18.</del> <u>18.</u> Orchard Lane
5. New trail between Natomas Drain Canal and Sally Hudson Park	<del>20</del> <u>19.</u> Shady Arbor Drive
6. Conversion and extension of existing Utility Service Road along I-5	

**TABLE 3-6**  
**PROPOSED AMENDMENTS FOR SOUTH NATOMAS (CONTINUED)**

7. New trail and bridge crossing of I-5	2120. Garden Highway at Northgate Boulevard
8. New all-weather crossing of Discovery Park parallel to I-5	2221. Arden-Garden Connector
9. New American River crossing at Truxel Road	
10. New loop trail at reclamation site	
11. New trail at Shady Arbor Drive	
12. New trail extending from West River Drive to the City limits	
13. Strauch Park access road	
14. Garden Highway bike trail through Natomas Oaks Park	
15. Modified trail alignment for Ninos Parkway Bridge	

SOURCE: City of Sacramento, 2003; AES 2003

## CHAPTER 5.0 LAND USE, ZONING AND ADOPTED PLANS

The following text shall be modified in Section 5.2.1, under the heading "Existing Land Uses" on page 5-4 of the DEIR.

### **South Natomas Community Plan Area**

The South Natomas Community Plan area covers the portion of the City of Sacramento just north of the Central City. The South Natomas Community Plan area is bounded by the Steelhead Creek to the east, the American River and Sacramento River to the south, and Interstate-80 to the west. ~~The South Natomas area's population is only expected to increase a 1% in the next few years, from 36,706 in 1998 to 37,166 in 2022.~~ The 2003 population estimate for the South Natomas area is 41,046 which represents a less than 2% population growth from the year 2000. (Bitter, 2004) The remaining vacant area in South Natomas can be found primarily west of the Natomas Main Drainage Canal, which is within the Willowcreek Assessment District currently being formed to finance basic infrastructure such as roads, sewer, and drainage. Additionally, the Gardenland area east of Northgate Boulevard has been designated for residential infill development (City of Sacramento, 2003g).

## CHAPTER 6.5 TRANSPORTATION AND SAFETY

### Section 6.5.2 Regulatory Setting

Under Class I Bikeway under Bikeway Design

#### Class I Bikeway – Other Design Criteria

The 2010 Sacramento City/County Bikeway Master Plan also provides the following miscellaneous design criteria for Class I bikeways:

- A wide separation is recommended between bike paths and adjacent highways. Bike paths closer than 5 ft from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the highway. As a general rule, bike paths in the median of highways are not recommended because they require movements contrary to normal rules of the road.
- A yellow centerline stripe may be used to separate opposing directions of travel, and is particularly beneficial where bicycle use is heavy, on curves with restricted sight distance, where the path is unlighted and nighttime riding is expected, and on bike paths wider than 8 ft in width.
- The off-street trails should be designed to sustain wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path. Special consideration should be given to the location of motor vehicle wheel loads on the path. When motor vehicles are driven on cycle paths, their wheels will usually be at or very near the edges of the path. Since this can cause edge damage that, in turn, will result in the lowering of the effective operating width of the path, adequate edge support should be provided; however, constructing a typical pavement width of 12 feet eliminates the edge-raveling problem.
- The off-street bikeways will also require physical barriers at road intersections to prevent unauthorized motor vehicles from using the trail. Lockable, removable posts (bollards) will be placed to permit entrance by authorized vehicles only. The posts will contain reflectors for nighttime visibility and painted a bright color for improved daytime visibility. Spacing between posts will be 5 feet. Wider spacing can allow entry to motor vehicles, while narrower spacing might prevent entry by adult tricycles and bicycles with trailers.

## CHAPTER 10.0 REFERENCES

The following addition has been made to Chapter 10 References:

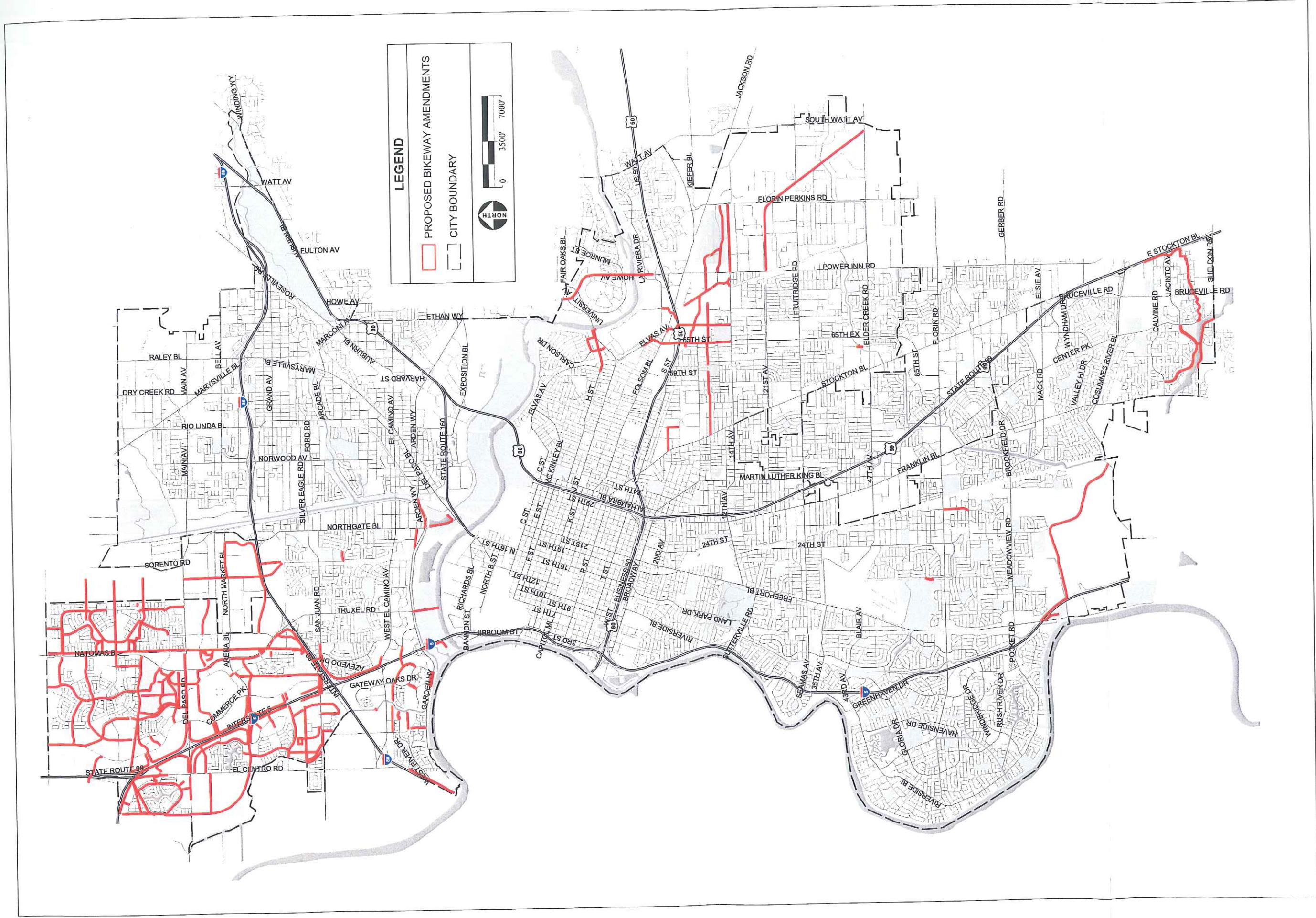
Bitter, Greg. Senior Planner. South Natomas 2003 population estimate. City of Sacramento Department of Planning, North Area. Personal Communication. March 9, 2004.

### 5.3 CHANGES AND EDITS TO THE DRAFT EIR FIGURES

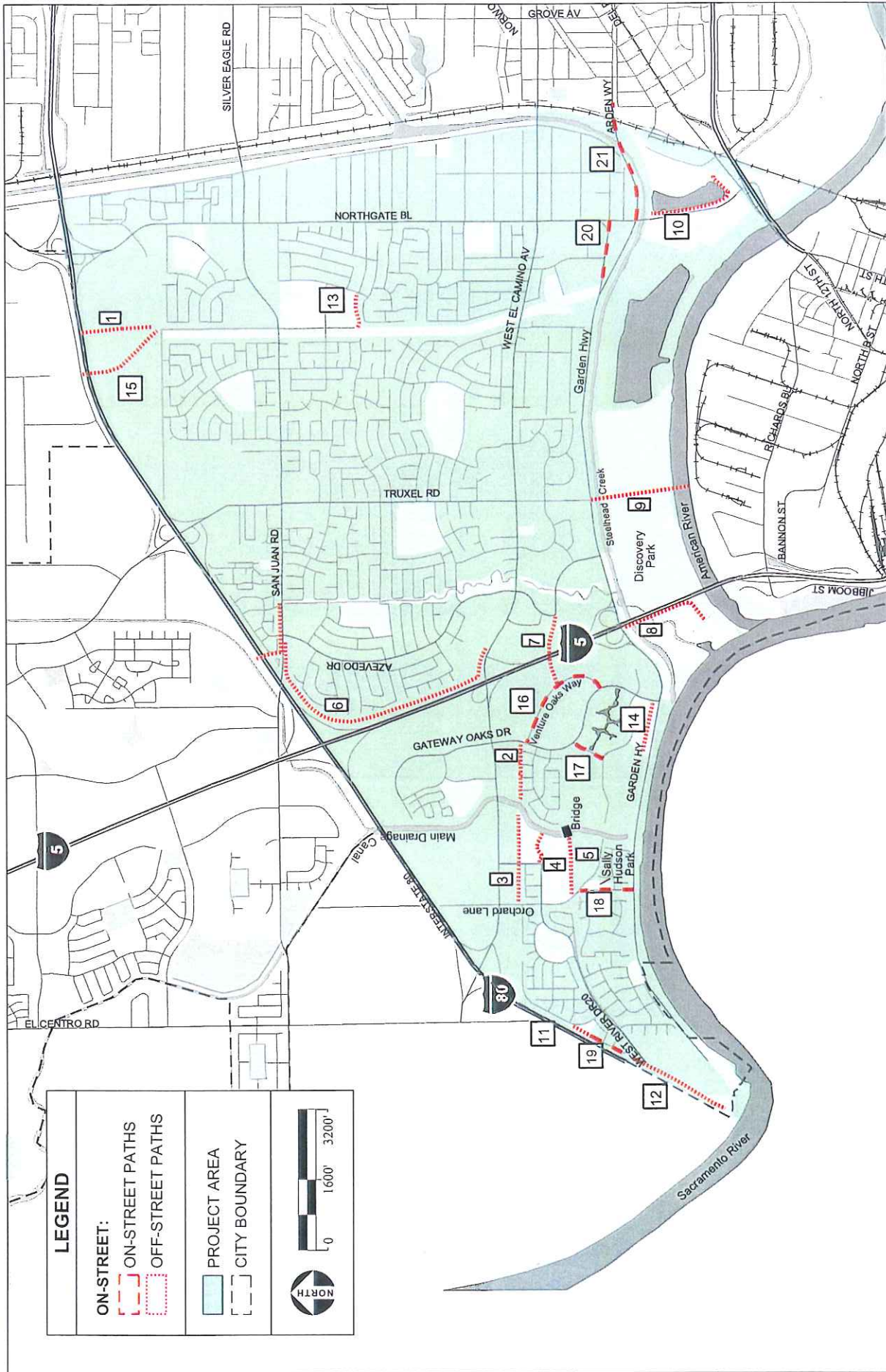
*Figure 2-2* Deleted the West River Drive segment (#18) from the South Natomas area.

*Figure 3-6* The West River Drive segment (#18) was deleted from the figure and the numbering revised accordingly. Also, the figure has been revised to indicate the existing bridge crossing the Main Drainage Canal.









# **CHAPTER 6.0**

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## ***REPORT PREPARATION***

# CHAPTER 6.0

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## REPORT PREPARATION

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