

WRITTEN COMMENTS

To: Jennifer Hageman, Senior Planner
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City of Sacramento
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From: Caroline Peck, Coordinator,
SAFFE, Safely Along Freeport For Everyone
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Received public notice of availability in the mail regarding this project
www.saffesacramento.org

Date: June 1, 2009

Re: Draft EIR – Curtis Park Village (CPV) Project

SAFFE, a neighborhood coalition, has an interest in the impacts from the Curtis Park Village Project due to the expected increase in the traffic, including high speed traffic, on Freeport Blvd and its impact on cyclists.

Due to the current conditions, SAFFE was formed and is working towards achieving bike lanes and complete streets along this stretch of Freeport Blvd. The Curtis Park Village Project development will increase traffic along Freeport Blvd and make it more unsafe for bicyclists and pedestrians.

In addition, increased ADT will make it harder in the future to implement bike lanes or complete streets along Freeport Blvd. between Sutterville and Vallejo. Bike lanes on Freeport are listed in the Bike Master Plan that goes through 2010, the CPV EIR does not address that issue; instead they say it will not impact bicycles at all. The EIR fails to justify this assumption and needs further evaluation. More traffic on Freeport will make it even more dangerous for cyclists. As cyclists who are fearful ride on the sidewalk, it is not only illegal but also dangerous for pedestrians.

In addition, bike lanes on Freeport between Sutterville and Vallejo is recommended by the SACOG Safe Routes to Transit 2006 and the Los Rios Transportation Connections Plan 2008. This bike project will achieve continuity of bike lanes by linking the bike lanes on Freeport south of Sutterville and those north of Vallejo on Freeport and 21st Street. There are two light rail stations along this 1 mile stretch of Freeport Boulevard, as well as McClatchy High School, Sacramento City College and Eskaton Monroe Lodge (elderly residential center). Due to the proximity of the two light rail stations, the schools, the elderly center, houses with driveways directly on Freeport and local

businesses, the 2030 Sacramento City Plan defined this section of Freeport Boulevard a 'mixed-use corridor'. Mixed-use corridors are ideal for complete streets that include bike lanes.

Bikes lanes on Freeport is a known project and is also listed as a project in the City Transportation Programming Guide.

I, as a neighbor directly impacted by this development and SAFFE Coordinator, request further studies and appropriate mitigation for the impact of the Curtis Park Village Project to the bike lane project and our neighborhood's quality of life. This could be achieved by addition of north/south bike lanes on Freeport Blvd between Sutterville and Vallejo by reducing from four lanes on Freeport to two lanes with left turn lane. This is also known as 'Complete Streets' where the needs of cyclists, pedestrians, transit users, the disabled and vehicle drivers are all taken into account.

We also believe the increase in the number of square feet of commercial and retail properties over the original 160,000 square feet will result in even more traffic than was originally proposed by the project proponent. And, as stated by the project proponent, most of the traffic will be generated by the commercial/retail businesses at the southern end of the project and will use Sutterville and Freeport Blvd. In addition, the types of commercial/retail uses now being proposed for the project are different from that used to develop the traffic study. This results in different traffic assumptions and results identified in the Draft EIR. This should be corrected so that the traffic study actually reflects the most accurate study of the project's most recent commercial/retail uses. Thank you for allowing this opportunity to make our concerns known. If you have any questions, please do not hesitate to contact me at cpeck99@gmail.com or (916) 444-3389.