



March 27, 2009

Don Smith, Senior Planner, Sacramento Regional Transit District  
dsmith@sacrt.com

**RE: MOS-1 Project Draft Environmental Impact Report**

Dear Mr. Smith:

Light rail provides convenient, safe transportation for many people who choose to leave their car at home and begin and end their trip with a walk. *WALKSacramento* eagerly anticipates the construction and operation of the Downtown/Natomas/Airport line. However, we want to be confident that people walking in the vicinity of light rail also have safe journeys.

9-1 | *WALKSacramento* believes the Light Rail Alternatives temporary facilities as described in the mitigation measures for **5.2.7.2 Impact TC-2 – Pedestrian and Bicycle Circulation Impacts** on page 5.2-16 will result in conditions on the 7<sup>th</sup>-Street underpass that will be unsafe for pedestrians. The placement of a temporary K-Rail will protect cyclists from collisions with vehicles travelling in the opposite direction, but separation of the bicyclists from pedestrians is also needed. Because the underpass presents two downhill sections connected at the lowest point, bicycle traffic approaching the underpass from each direction may be moving faster than normal and much faster than pedestrians. Such mixed-flow traffic will be dangerous for both pedestrians and bicyclists. Consider that the existing structural wall on the west side of the sidewalk and the temporary K-rail on the east side will tend to shift travel paths toward the center of the ped/bike facility. Even if the mixed-flow ped/bike facility is 15' wide, it may not be safe.

9-2 | *WALKSacramento* recommends the following be used temporarily: retain the existing sidewalk for pedestrian use; widen the existing bicycle lane to 8' to accommodate two-way traffic; and place a K-Rail between the bicycle and vehicle lanes. Although the existing sidewalk does not allow for "shy" distance from the wall, the bike lane between pedestrians and vehicles helps to provide that distance. Bicyclists would also have a reduced effective width because of the "shy" distance from the K-Rail, but there would be "elbow room" to hang over the sidewalk curb. Caution signs should also be installed to help calm the traffic in the bicycle lanes and discourage bicyclists from using the sidewalk.

*WALKSacramento* encourages people to walk and bicycle in their communities. 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. WALKSacramento is a member of the Partnership for Active Communities which 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.

WALKSacramento appreciates the opportunity to comment on the MOS-1 DEIR. If you have questions about our comments, please contact me at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Holm". The signature is fluid and cursive, with the first name "Chris" being more prominent than the last name "Holm".

Chris Holm  
Project Analyst

WALKSacramento  
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**Response to Comments**  
**Submitted by: Chris Holm, Project Analyst**  
**Walk Sacramento**  
**27 March 2009**

**9-1 and 9-2**

The comments regarding bicycle access through the 7th Street underpass during construction are noted. On 3/11/09, the City of Sacramento told RT that the separate bike and pedestrian underpass west of the existing 7<sup>th</sup> Street underpass would not be constructed coincident with the DNA MOS-1 Project, and that provisions should be made for bicycles and pedestrians within the existing underpass. The City suggested that the existing sidewalk be widened as much as possible while providing a 12-foot-wide southbound traffic lane. We agree with the City that it will be best to maximize the width of the raised sidewalk and eliminate the previously proposed K-rail traffic barrier. The widened sidewalk would be in lieu of a K-rail traffic barrier. This temporary facility will be designed and constructed in accordance with applicable federal, state, and City standards.

As noted in Impact TC-2 (see MMRP), provisions would be made for bicycles and pedestrians within the existing underpass during construction. The existing sidewalk would be widened as much as possible while providing a southbound traffic lane.