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November 14, 2021

TO: Mikki McDaniel, Project Manager
ActiveTransportationPlan@sacounty.net

FROM: Environmental Council of Sacramento
Susan Herre, President-elect, susanherre@gmail.com

SENT VIA: Email

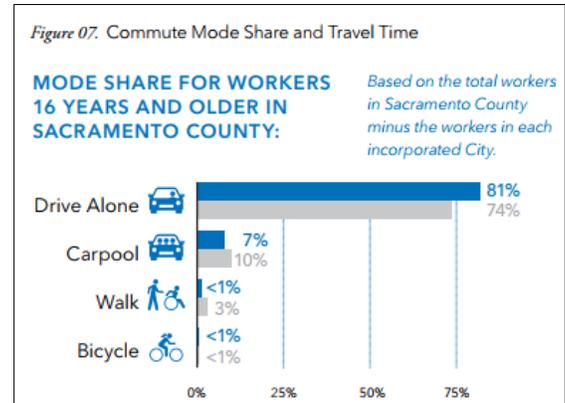
SUBJECT: Sacramento County’s Draft Active Transportation Plan

Dear Mikki,

Thank you for the opportunity to comment on the draft Active Transportation Plan. The following are our comments.

1) Because the plan’s goals repeatedly mention the importance of locating active transportation near public transportation, with special priority to connections in disadvantaged communities, it is very jarring to see the automobile focus of the Travel Patterns section on page 32. Public Transportation is not even on the graph in Figure 07. The plan however does follow up with Public Transportation later in the document.

RECOMMENDATION: Focus on the connections to public transit. Put it first. Explain how better active transportation connections to transit can lead to increased transit ridership.

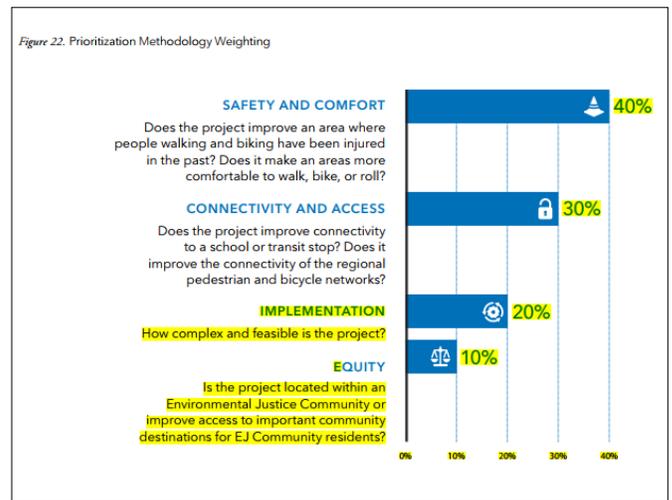


2) Under Pedestrian Experience on page 43, the plan says “Further, poor walking conditions can hinder access to public transportation and limit potential bus stop amenities.”

RECOMMENDATION: Explain if the improvements to sidewalks and bike lanes in this plan will also include improvements to bus stops (benches, shelters, trees, signage – in coordination with SacRT.)

- 3) Under Pedestrian Experience on page 43, the plan says “. . . only 27% of EJ Community residents live within a ten-minute low-stress walk of a bus stop or light rail station.” Given this, and Goal 3 on giving priority to connections at transit stops in disadvantaged communities, it is disappointing to see the prioritization weight of 10% given to Equity in Figure 22, at right.

RECOMMENDATION: Do a check on your prioritization results by removing IMPLEMENTATION as a factor, and reallocate the weightings to put more weight on Equity. See if you have missed some projects that would make a huge difference for EJ communities.



- 4) For pedestrian and bicycle projects you show the score (Table 8, Table 11) and some unit costs. I don't see a recommended package of projects with a total cost.

RECOMMENDATION: Put together a recommended package of projects with a total cost so the Supervisors have a sense of what can be done.

- 5) Finally, on page 27, it is very disheartening to see this cold hard truth about development growth in Master Planned Greenfield areas and not on infill sites.

FUTURE POPULATION AND JOB GROWTH

Many parts of unincorporated Sacramento County are experiencing growth, responding to high demand for additional housing and jobs. The County expects most future growth to occur master planned communities (in various planning and development phases).³ New developments will result in the potential for increased vehicle trips to and from these areas, and connecting these areas to the larger walking and bicycle networks (as well as transit) can facilitate walking, biking, and rolling trips and reduce automobile dependence for workers and residents of these areas. Sacramento County has approved eight Master Plan/ Specific Plan areas (Figure 04) for future residential and commercial development which include Florin Vineyard, Vineyard Station, Vineyard Springs, Cordova Hills, Glenborough, Easton, Mather South, and New Bridge.

³Sacramento County expects most growth to happen within Master Plan development areas. Alternative data from SACOG suggests that there may also be additional infill growth in other areas of the County. Analysis of future growth in this plan relies on County data showing most growth in the Master Plan areas.