

Appendix 4 - Additional Comments

The following comments were received in response to the final administrative draft of this Master Plan document. Many of the comments have already been taken into consideration and integrated into the final document. Page numbers cited below refer to the final administrative draft and may have changed as the document has been revised.

City of Sacramento Department of Transportation:

- Page 8 – We’re only showing 2 fatalities from 1/1/02 to present
- Page 14 – Are the alleys used for garbage pickup?
- Page 25 – DPM language is oriented towards new development (North Natomas, Delta Shores, etc.). As this is an infill project, we can only “do our best”. Ex: we can’t design the street for 25mph. Its already been designed as an urban arterial.
- Page 26 – Colored bikeways become easily discolored and will not be kept when street is overlaid or slurry sealed. When the City does work to the wearing surface, no funds are available to maintain the colored bike lanes.
- Page 27 – 2.5’ or 3’ planters are inadequate for tree planting. Such a concept would result is root uplifting of the roadway section.
- Page 27 – DOT does not support the “planter median” concept where the frontage landscaping is separated from the sidewalk by the curb & gutter. Street sweepers cannot get into the gutter behind the planters. The gutter in these locations would require hand labor to maintain. No City resources are available for this work. The likely result will be impeded drainage on MLK.
- Page 27 – The City cannot maintain the frontage landscaping. If frontage landscaping is to be provided, funding will need to be provided for maintenance.
- Page 27 – Streetlights must be located at back of walk
- Page 27 – Traffic engineering does not prefer pedestrian refuges. We don't like to get people only halfway across the street. We prefer them to cross all that way. Also, landscaping will have to remain very low in order to maintain sight distance.
- Page 28 – The statement “Ten foot lanes are often employed” is incorrect. Ten foot lanes are only used on streets that are not bus routes AND when no feasible alternative exists.
- Page 28 – “Nationally 12 feet is generally recognized as the narrowest appropriate.....” What national standard is being referred to? Please site the source.
- Page 28 – Have we applied truck turning templates to all locations where bulb-out’s are proposed?
- Page 29 – How will the pedestrian oasis landscaping be maintained?
- Page 30 – Again, landscaping maintenance must be provided by some funding mechanism.
- Page 31 – Speed limits are set by the California Vehicle Code, which specifies how a speed study must be done to determine the 85th percentile speed. This cannot be arbitrarily changed. The speed surveys from this study show 38mph and 41 mph.
- Page 32 – Note that a change from LOS C to LOS D is a “significant impact” and thus will require an EIR. A detailed traffic study will be required to examine operations, delay, LOS, and bus operations before this geometry can be designed and built. Recommend labeling this geometry as “conceptual/preliminary only, to be substantiated by traffic study during final design”.



- Page 56 – Should include an item for landscaping establishment periods.
- Page 59 – With very little TPG justification, it is currently very unlikely that any improvements on MLK would receive “City road maintenance and construction funds”, or “State and federal transportation funds”.

City of Sacramento Parks & Recreation Department:

- p.15 “Parks”-Add the number of park acres being proposed (Memorial Park, 24th Ave Park and Community Garden) and the projected resultant deficiency in park acres in the area.
- p. 46 “Memorial Park”-Identify total park acreage in text.
- p. 50 “Community Garden”-Identify whether this community garden is proposed as a park and identify acreage.
- p. 54 “Location of Development Concept Plans”-The green, park like site shown in the southwest portion of area should not be shown if not a proposed improvement in this Master Plan.
- p. 73 “Next Steps; Budget Summary”-Add proposed Community Garden and its estimated cost to this budget table.
- P. 89 Costs for Parks- Include a detailed cost estimate for all proposed parks. Add estimates for (1) Memorial Park, (2) Temple Park reconfiguration, and (3) Community Garden (park).

City of Sacramento Department of Neighborhood Services

- The City’s 2030 General Plan mentions the Safety By Design concept and this applies to the Oak Park Alleys. This concept should be incorporated at a higher level in the Plan.
- The MLK Master Plan should be mentioned in the City’s 2030 General Plan. It is important that planning initiatives that happen in the MLK area consult the MLK Master Plan.
- Need to determine the most effective approach in analyzing the necessity of and improving the condition of alleys in Oak Park.
- The current title of the master plan does not describe the comprehensive infrastructure study that was conducted.

