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Letter
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April 22, 2011

Colleen McDuffee
City of Citrus Heights, Planning Division
6537 Fountain Square Drive
Citrus Heights, CA 95621

**SUBJECT: Draft Environmental Impact Report for General Plan Update
and Green house Gas Reduction Plan**

Dear Ms. McDuffee,

Regional Transit (RT) staff has reviewed the DEIR and has the following comments:

- 1. Correction on page 4.2-18 & 19: The report lists bus Route 29 as serving the City. Route 29 terminates on Dewey Drive south of Madison Avenue half a mile from the City limits. 3-1
- 2. The report does not make any acknowledgment of RT's recently adopted 2035 TransitAction Plan, which provides a 30 year vision for transit in the City. This plan includes the extension of light rail from Watt/I-80 across to Auburn Boulevard continuing east to Sunrise Boulevard and then traveling north towards Roseville. The plan also proposes a European street tram on Greenback Lane connecting to the light rail extension then traveling east to Sunrise Boulevard and continuing south to Rancho Cordova. Attached is the diagram of the TransitAction Plan Network. 3-2

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0513 or tcanfield@sacrt.com. 3-3

Sincerely,

Traci Canfield
Planner

c: RoseMary Covington, AGM Planning and Transit System
Development, RT

Attachment

TransitAction Plan Network



- 3-1 The commenter requests corrections to the DEIR to account for the fact that Route 29 terminates on Dewey Drive south of Madison Avenue, and therefore does not provide service to the planning area. **In response to the comment, the first paragraph under “Transit Routes” on page 4.2-18 of the DEIR is hereby revised as follows:**

Sacramento Regional Transit (RT) operates bus and light rail transit (LRT) service in Sacramento County. RT operates ~~nine~~ eight transit routes in Citrus Heights. Routes 1, 21, 23, 24, 25, 28, ~~29~~, 93, and 103 are fixed transit service routes on segments of Auburn Boulevard, Antelope Road, Greenback Lane, Sunrise Boulevard, Fair Oaks Boulevard, Madison Avenue, San Juan Avenue, and Dewey Drive. Each route is described below and the existing transit system is illustrated on Exhibit 4.2-5.

In response to the comment, Exhibit 4.2-5 “Existing Transit Facilities” in the DEIR and Map 10 “Transit Emphasis Areas” in the Draft General Plan are hereby revised, as shown on the following pages.

In response to the comment, the third paragraph on page 4.2-20 of the DEIR is hereby deleted, as follows:

~~**Route 29** begins at Dewey Drive and Madison Avenue and continues along Winding Way, California Avenue, Palm Drive, Fair Oaks Boulevard, and east on Arden Way to the Arden Fair transit center, then continues on Arden Way to SR 160 to downtown Sacramento. Route 29 is a peak only bus service that has only two in bound trips in the morning and two out bound trips in the evening. Service is not provided on Saturdays, Sunday or holidays.~~

- 3-2 The commenter points out that the DEIR does not acknowledge Regional Transit’s (RT) recently adopted 2035 TransitAction Plan, notes several transit facilities that would be located within and would serve Citrus Heights if the plan were implemented, and provides a copy of the TransitAction Plan Network diagram for reference.

The TransitAction Plan is RT’s long-range Transit Master Plan, setting out a transit vision for the next 25 years. The Plan provides a comprehensive assessment of alternatives and presents an integrated package of transit investments and increased service frequencies designed to make transit a real transportation choice in the Sacramento region (RT 2010, page 1). The TransitAction Plan identifies an extension of light rail from Watt Avenue/I-80 across to Auburn Boulevard, continuing east to Sunrise Boulevard and then traveling north toward Roseville. The TransitAction Plan also proposes a European street tram on Greenback Lane, connecting to the light rail extension, then traveling east to Sunrise Boulevard and continuing to Rancho Cordova.

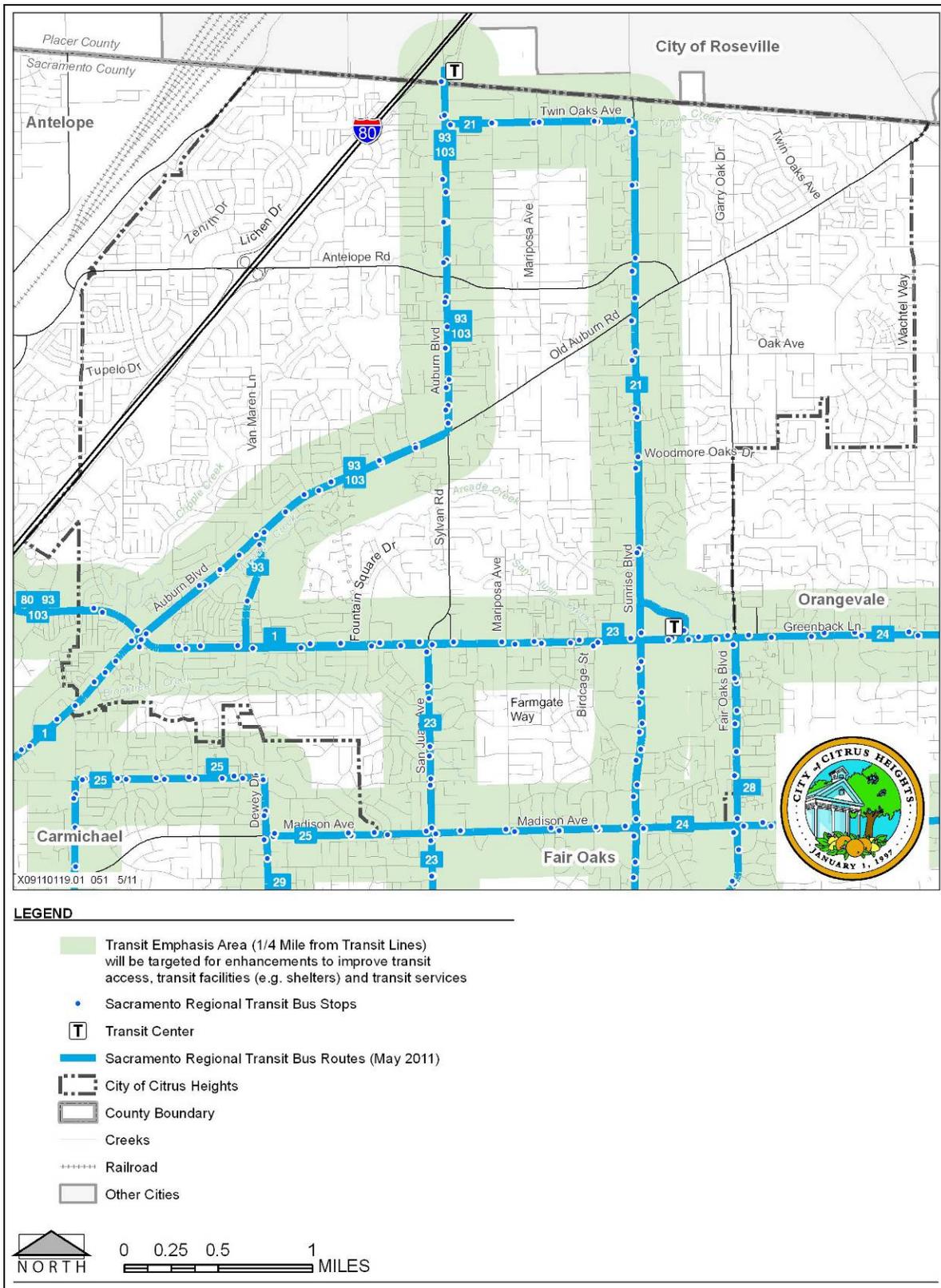
Within the TransitAction Plan, RT acknowledges that development of the recommended system would require approximately \$6.9 billion in capital investment and an eight-fold increase in annual service hours over what is provided today. This figure does not include the light rail extension to Citrus Heights and Roseville and the street tram route connecting Citrus Heights and Rancho Cordova. RT identifies the funding source for these improvements as “cities and counties in the region” (RT 2010, page 35). The City does not anticipate at this time investing in any specific light rail extension or street tram alignment absent regional participation and funding.



Source: City of Citrus Heights 2011

Existing Transit Facilities

Exhibit 4.2-5



Source: City of Citrus Heights 2011

Transit Emphasis Areas

Map 10

Draft General Plan Policy 29.1 promotes a complete streets approach, which considers all modes of transportation, including walking, bicycling, public transit, and automobile use (Draft General Plan, page 2-43). Draft General Plan Policy 31.1 directs the City to strive to increase fixed-route and demand responsive transit service coverage and frequency (Draft General Plan, page 2-51). The DEIR analyzed potential impacts to non-motorized modes of transportation and public transit (DEIR Section 4.2, Transportation and Mobility, pages 4.2-47 through 4.2-50). The policies referenced above were cited among many policies that would reduce potentially significant impacts to a less-than-significant level. Analysis in the DEIR related to pedestrian circulation impacts is adequate and no further analysis is necessary.

Nevertheless, in recognition of the importance of the TransitAction Plan in providing a transit plan to support the SACOG Preferred Blueprint Scenario, the regulatory setting in the Transportation and Mobility section of the DEIR is amended to acknowledge the TransitAction Plan and proposed improvements. **In response to the comment, the following text is hereby added to page 4.2-2 of the DEIR, immediately preceding the heading “City of Citrus Heights Bikeway Master Plan”:**

Regional Transit TransitAction Plan

The TransitAction Plan is the Sacramento Regional Transit District’s (RT) long-range Transit Master Plan, setting out a transit vision for the next 25 years. The Plan provides a comprehensive assessment of alternatives and presents an integrated package of transit investments and increased service frequencies designed to make transit a real transportation choice in the Sacramento region (RT 2010). The TransitAction Plan aligns with the smart growth vision established by the SACOG Preferred Blueprint Scenario, providing a range of rail transit modes (i.e., commuter rail, light rail (LRT), low-floor European street trams, streetcars) and bus transit modes (i.e., bus rapid transit, enhanced buses, express buses, local buses, community shuttles, and neighborhood rides) to support the Blueprint. The TransitAction Plan identifies an extension of light rail from Watt Avenue/I-80 across to Auburn Boulevard, continuing east to Sunrise Boulevard and then traveling north toward Roseville. The TransitAction Plan also proposes a European street tram on Greenback Lane, connecting to the light rail extension, then traveling east to Sunrise Boulevard and continuing to Rancho Cordova.

- 3-3 The commenter thanks the City for the opportunity to comment on the DEIR, and requests that the City send subsequent documents and hearing notices to RT. The City acknowledges the request. The comment does not raise any issue related to the adequacy of environmental analysis conducted in the DEIR. No further response is necessary.