



4/29/2018

VIA EMAIL

Dana Mahaffey, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: TM Revision Greenbriar (Z18-096)

Dear Ms. Mahaffey:

WALKSacramento has reviewed the project routing for TM Revision Greenbriar P11-093 (Z18-096) and we offer the following comments to improve the walkability of the project. The project proposes to revise the Greenbriar (P11-093) tentative map, change the residential unit count from 1,267 SFR to 1,137 and MFR from 222 to 225, and eliminate two subdivision modifications for private alleys and dead-end alleys.

Pedestrian travel within the Greenbriar development and to the planned light rail station is important to meeting the goals of Greenbriar and improving or maintaining the health of residents. The revisions proposed by the project will change the housing product that is at the back of the sidewalk on the north side of Meister Way. This will have negative impacts to the walkability of the community and may increase the risk of pedestrian collisions. **WALKSacramento recommends retaining the approved alley-loaded homes that face the north side of Meister Way.**

The north side of Meister Way where there are to be single-family homes will change from fronts of houses to walled rear yards. This will change the streetscape from one that is activated by people on porches, in front yards and on the sidewalk, to one in which the only reason to be on the sidewalk is to be on the way to somewhere else.

Meister Way is the only street that will run from one side of Greenbriar to the other without interruption, and currently it's the only pedestrian-oriented street that will connect to nearby existing and planned development. Meister Way is also the route for light rail in Greenbriar. It would be unfortunate for light rail riders to be presented with very little visual connection to the north half of Greenbriar as they travel through the community.

Walls in a neighborhood context do not encourage walking. Walls discourage walking by limiting the activity that may occur on the street. Walls present a monotonous environment that diminishes the enjoyment of walking. Walls lining the street can create a sense of greater distance that may discourage walking.

With a wall on the side of Meister Way, drivers could easily infer that pedestrians will not be encountered. This traffic "uncalming" could result in higher traffic speeds that will put pedestrians at greater risk for collisions when they cross the street.

The City's General Plan policy LU 2.7.6 requires walkable blocks in new development, and policy LU 4.1.3 requires the development of neighborhoods that are pedestrian friendly and include buildings oriented to adjacent streets. Meister Way, an important collector street that's between the north and south phase of Greenbriar and that will provide access to the light rail station, would retain the sidewalks with the proposed change but the walkability of the street would be reduced.

The Pedestrian Master Plan (PMP) Context Character Goal 7 is to "Configure development on a site to have a strong relationship to the pedestrian setting, providing easy and frequent access and minimizing potential automobile conflicts." A solid rear-yard wall instead of fronts of houses will have no relationship to the pedestrian.

PMP Pedestrian Safety Goal 13 is to "Develop and implement speed management policies that support safe driving speeds on all City streets" and Connectivity Goal 3 is to "provide crossings that are convenient and comfortable for pedestrians to use." Solid walls along the side of the street that may result in faster driving and less yielding to pedestrians will not support safe driving speeds or make crossing the street comfortable.

The proposal to replace the alley-loaded residential with street-loaded will reduce the residential density of Greenbriar by a small amount. However, this is not the first revision to Greenbriar as it was originally approved. We are concerned the cumulative reduction in density could reduce potential light rail ridership and with it, the amount of walking that occurs in Greenbriar.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

WALKS Sacramento 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. 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.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me.

Sincerely,

Chris Holm
Project Manager

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)

September 2012

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

- ❑ INTERSECTIONS
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections

- ❑ ELIMINATE BARRIERS
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

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