



2/26/2019

VIA EMAIL

Garrett Norman, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

RE: Greenbriar Phase II (P18-050)

Dear Mr. Norman:

WALKSacramento has reviewed the project routing for Greenbriar Phase II (P18-050) and we offer the following comments. The project proposal includes many design elements that will support healthy transportation for future community members including local streets with detached sidewalks, paseos providing pedestrian connections, Class I bike paths in the freeway open space buffer corridors, sidewalks on the perimeter of the lake sections, many homes less than a five-minute walk from a park, mixed-use commercial land use next to the proposed light rail station, and a proposed neighborhood school.

WALKSacramento works to implement Safe Routes to School programming at schools across the Sacramento Region as a leading Safe Routes to School expert. We have supported over 100 local schools in 7 counties and helped jurisdictions secure grant funding for over \$8,500,000 in infrastructure improvements. This work has benefited school children, parents and community members by supporting active transportation to schools and within the neighborhood. Too often, the street network and non-motorized facilities around schools were not built to allow safe and convenient walking and biking to neighborhood schools.

We recently noticed the designs for three intersections of Phase II streets (Streets 1 and 34)¹ at Meister Way will not adequately support active transportation to the proposed school site from the future homes in the northern half of Greenbriar. The designs for Street 1 intersecting Meister Way at two locations and Street 34 at Meister Way replicate the City's standard cross section for major collector expanded intersections within the turn lane and taper areas. While the design follows the City's standard, we believe it will not work for most bicyclists during times of peak hour traffic and for children on bicycles at any time.

The expanded intersection design places a 4'-wide bike lane between a right turn lane and a through lane. The sidewalks and signalized intersections may suffice for those walking to school, but older elementary students that want to bike to school will not be safe using the 4'-bike lanes with auto traffic on both sides.

¹ This letter uses the street numbering found on Sheets 1 and 2 of the January 30, 2019 Tentative Subdivision Map. Please note the detail exhibits showing the intersection designs that were routed with the maps use different numbering. Street 1 on the TSM is Street 12 on the detail exhibits, and Street 34 on the TSM is Street 19 on the detail.

The bicycling environment is further degraded because Street 1 is a semi-circle on the south side of Meister Way, so the street is curved as it approaches Meister Way at both locations and it will be crucial for drivers and bicyclists to maintain their lanes position to avoid collisions. Although the wide travel lanes will provide some room for error, they will also promote higher speeds approaching the intersection and will cause more severe injuries or death if a collision occurs..

We expect that most of the morning car trips going to the school from north of Meister Way will use Street 1. Also, because the lake on Lot H diminishes connectivity, three-quarters of all cars leaving the Phase II area will likely use Street 1 (two signalized full intersections at Meister Way) or Street 3 (right-in/right out at Meister Way). The school-related trips and the commute trips leaving Greenbriar will combine to create a relatively significant amount of traffic on Street 1.

Unfortunately, bicyclists from most of the northern half of Greenbriar will have no alternative routes to Street 1 if they bike to school. The freeway open space buffer corridor bike path will add too much distance and take them away from the safety of "eyes on the street," Street 34 will not only be far out of the way but it has the same problem with the standard expanded intersection, and Street 3 doesn't cross Meister Way.

With all of this in mind, we can expect that students that want to bike to school will either ride on the sidewalk or leave their bike at home and walk or be driven. The 5' detached and 5.83' attached sidewalks as specified in the City standard design will be adequate for children walking but not for combined walking and biking. If the school ultimately has middle school grades, then a greater number of students bicycling to school may be expected.

It's important to design for all modes before the streets are built. In the future, the school district shouldn't have to implement SRTS programs and the City shouldn't have to reconstruct streets so that children can safely get to school on their own. Designing the streets to enable children and adults to walk and bike in their community can lead to better physical and emotional health, business prosperity and community sustainability.

Widening the sidewalks on both sides of the street would provide room for children to walk and ride. Where the sidewalk is detached, 8' should be adequate considering most bicyclists on the sidewalk will be elementary-school aged children. The attached sidewalk should be relocated so it's detached and 8' wide. If this can't be accomplished and it must remain attached, then the width should be at least 10'. **WALKSacramento recommends revising the intersection designs for Streets 1 and 34 at Meister Way by increasing the width of the 5' detached sidewalk to 8', changing the 5.83' attached sidewalk to an 8'-wide detached sidewalk, and adding bicycle ramps where appropriate.**

Thank you for considering these comments. Please don't hesitate to contact us if you have questions or would like to discuss these recommendations in greater detail with us.

Sincerely,

Chris Holm
Project Manager

cc: Stan Mette, Wood Rodgers
Nicholas Avdis, Thomas Law Group
Anis Ghobril, City of Sacramento Public Works
Jennifer Donlon Wyant, City of Sacramento Public Works
Jim Brown, Sacramento Area Bicycle Advocates