



**Sacramento Grid 2.0**

Active Transportation Groups  
 June 12, 2014 1:30 – 3:00 p.m.  
 1000 I Street

**Organizations Represented**

Sacramento Area Bicycle Advocates
ECOS/Green Tech
Sacramento Metropolitan Air Quality Management District
Regional Transit
Sacramento Area Bicycle Advocates
WALK Sacramento
Sacramento Tree Foundation
Alta Planning and Design
City of Sacramento
Breathe
Breathe
Sacramento Area Council of Governments
City of West Sacramento
Sacramento Area Council of Governments

The meeting objectives included:

- Provide project overview
- Present City’s goals for the project
- Introduce the phases of the project

**Project Overview**

The City of Sacramento recognizes that a first class, efficient, multi-modal transportation system is necessary to create a Downtown that is a desirable place for people to work, live, learn, and play. The transportation system will need to evolve to better serve multiple travel markets consisting of those traveling within downtown as well as those traveling to and from Downtown. Current travel data and future travel forecasts reveal that more downtown workers in the future will also reside in downtown or close by. Recent trends also suggest that entertainment districts in Downtown will continue to grow bringing even more people into the Downtown environment each day.



### Project Goals

The "Grid" needs to evolve to meet the City's goals and complex future needs through:

- Accommodating planned growth
- Creating opportunities for economic development
- Accommodating new and enhanced Downtown gateways
- Completing the bicycle network and enhancing the pedestrian network
- Coordinating transit network expansion and operation
- Managing travel and parking demand



### Project Phases

Sacramento Grid 2.0 will follow the phasing as shown below:

1. Visioning (Current Phase) – Brainstorm ideas for projects, programs, and policies
2. Project Screening – Select the most effective ideas
3. System Analysis – Design the best package of projects
4. Implementation Strategy – Prioritize and determine financing

Following the presentation of the City's goals for the project, stakeholders offered the following comments in a group discussion:

- Consider doing a downtown bus circulation study
- Coordination needs to occur with ongoing projects/studies
- Relationship between transportation network layers is important
- Gateway questions – show how it relates to cross-town
- Relationship between bikes and rail is key
- Improvements to transit stops benefit pedestrians
- Prioritize projects that benefit multiple modes



- Link bike route improvements with bike share stations
- Bike Network Goals
  - Complete network
  - Improve existing facilities
  - Add low stress connections
- Make City a good place to be; balance with moving people efficiently

### **Breakout Session**

#### Layered Network Exercise

At the beginning of the breakout session, the stakeholders were given a map and asked to highlight which streets or sections of streets should become priority paths for particular modes of travel, such as pedestrian, bike, auto, and transit. The completed maps are included in the attachment.

#### Small Group Discussion

Next, the stakeholders were provided the following questions to discuss in small groups. The answers are summarized below.

- I. From the perspective of your constituents, what works and doesn't work by mode?
  - a. Walk
    - Need more trees/shade around Old Sacramento, museums, Amtrak
    - These amenities are vital for economic development
  - b. Bike
    - City currently gives bicycle low priority
    - Difficult around Old Sacramento, Amtrak, Tower Theater, H Street to East Sacramento
    - Lack of continuous low-stress connections to key destinations
    - Bikes are only going to increase in our streets; provide better, green, safe bike lanes
    - Cycling on Alhambra is dangerous
    - Cycling on 19<sup>th</sup> Street is dangerous
    - No bike facilities on 16<sup>th</sup> Street in north area
    - 7<sup>th</sup> Street at rail underpass – not good path for cyclists
    - Intersection of K and 29<sup>th</sup> – vehicle versus bike, connectivity of bicycle facilities conflicts with vehicle path



c. Transit

- Little thought given to conflicts/hazards to bicycling
- RT and Yolo: airport buses are great
- Service infrequent and daytime only
- Make transit more attractive with routes to steal auto drivers
- Needs late service
- Increase bus service from Broadway into downtown in more locations (9<sup>th</sup> from K Street)
- Boulevard park neighborhood needs more robust transit connections (via Streetcar)
- Bus service to South Natomas – add times after 8pm
- 16<sup>th</sup> Street light rail station needs an upgrade
- Transit connectivity – access into/out of town; access to intermodal station
- Transit infrastructure in vicinity of new arena
- Transit should not share streets with bike; separate these two modes

d. Auto

- One-way streets, too many lanes; priority given to through-put at expense of neighborhoods
- One-way streets especially with driving across/through them at stop signs are difficult; especially confusing for new people to Sacramento
- Lack of enforcement of speed limits and intersection violations

II. What are the positive and negative effects of transportation (i.e., what works and what doesn't work)?

- Parking is difficult in downtown, but RT access/ bus access/biking/ walking is good in our area (12 and I Streets); love that it's easy to walk to government meetings, clustered in buildings close to each other
- Lack of good walking and biking facilities in neighborhood business districts (J Street through midtown, Broadway, 16th Street)



III. What new programs, strategies, or improvements are you most eager to see this study consider?



### Pedestrian enhancements

- At/to transit stops
- South of Capitol Mall and 3<sup>rd</sup> Street area – difficult for pedestrians
- J Street from 3<sup>rd</sup> to 12<sup>th</sup> Streets – bad environment for pedestrians
- Old Sacramento – pedestrian access into/out of needs improvement
- R Street – poor pedestrian facilities
- 15<sup>th</sup> and K Street – very hazardous intersection; westbound left – autos versus pedestrians on south crosswalk
- Multi-lane crosswalks without flashing beacons – need more of these enhanced pedestrian crossing treatments added; mostly in midtown (15<sup>th</sup> and L, P and Q)
- East side of 12<sup>th</sup> Street – needs pedestrian improvements
- 4<sup>th</sup> Street between I and J Streets – need pedestrian bridge to better connect to Sacramento Valley Station
- Close K Street to vehicles; make pedestrian only
- Intersection of 3<sup>rd</sup> and I Street – pedestrian crossing at Amtrak right before freeway is problematic for ADA users; lengthen stop periods for N/S signals
- 6<sup>th</sup> Street – important for pedestrians as access point to arena
- 12<sup>th</sup> and J Street – difficult intersection due to too many modes; pedestrian challenge (i.e. barnes dance)

### Bicycle facilities

- Need more; connectivity/safety (think of low-stress network)
- Separated two-way bike paths – they need their own lane
- Identify, upgrade and complete low-stress connections to key destinations, including wayfinding for new riders
- More green bikeways
- 7<sup>th</sup> Street to River District – improve by adding green bike lanes
- Add cycle track on south side of L Street from 3<sup>rd</sup> to 15<sup>th</sup> Streets
- North side of J Street – protected bike facility (left sided)
- R Street corridor – difficult to cross multi-lane streets with old tracks/pavement
- 12<sup>th</sup> Street between J and L through Capitol Park – currently you cannot bike, CHP tickets; can this be revised?
- Intermodal Station – bicycle connections/wayfinding missing
- Bike facilities on opposite side of one-way streets
- Add cycle tracks on 19<sup>th</sup> and 21<sup>st</sup> Streets and J and L Streets
- Eliminate/reduce stops on bicycle streets/pathways



- Capitol Mall median – create Class I facility; connect with cycle tracks on N and L, adjacent to Capitol Park
- 5<sup>th</sup> Street between J and L Streets, H Street – improve bike lanes for access to intermodal facility
- X Street between 15<sup>th</sup> and 16<sup>th</sup> Streets – scary for cyclists
- New arena will need low-stress bike connections
- Cycling on 15<sup>th</sup> Street behind Capitol Park

#### Transit priority streets

- Increase frequency in high residency neighborhoods
- Examine potential for bus only lanes; peak hours versus always
- H Street – transit priority street

#### Complete street projects

- We need streets that respect both pedestrians and bicyclists
- Bicycle track separated/protected from roadway

#### Cultural trails

- Discover Sacramento trail - around Capitol Building, mall, museums, Old Sacramento, Amtrak and rivers
- Network of low-stress bikeways connecting cultural amenities to neighborhoods
- Add public space to downtown

#### Streetscape projects

- I really like K and R Streets - "Sapersonality" could be expanded to other areas
- Need more shade and signs
- R and 15<sup>th</sup> Streets – lots of gravel, bad for pedestrians/bikes; Streetscape Phase II occurring soon
- West side of 3<sup>rd</sup> between Capitol and train station – add sidewalks
- East side of 29<sup>th</sup> Street (Sutter Medical Center) – add sidewalk/pedestrian improvements; needs better transit accessibility
- Capitol Mall – needs more trees

#### Lighting and landscape projects

- Around Sutter's Landing

#### Alley reuse

- Consider how bike routes can be added/promoted in alleys
- Increase alley activation for walking/business



- Alleys as pedestrian places
- Add food/cafes

#### EV charging stations

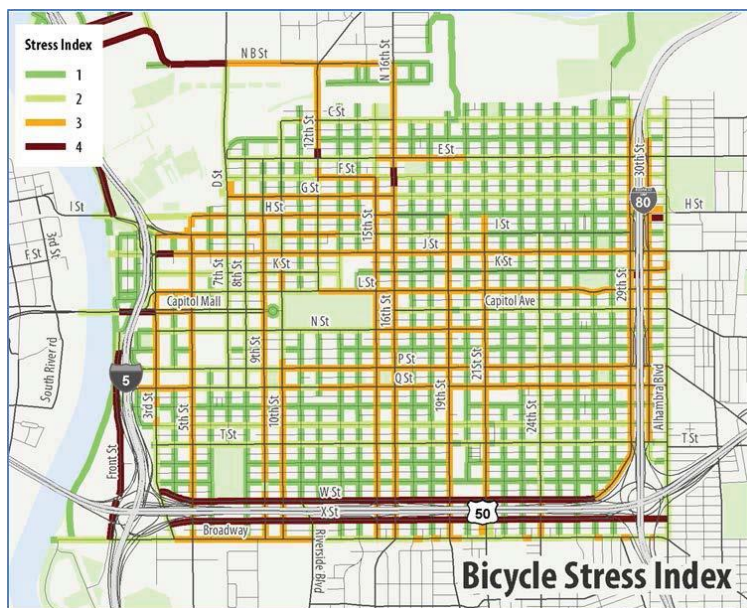
- With car companies slowly transitioning to EV, we need these or start to plan for them
- At arena and other driving events
- Increase EV stations throughout the Grid

#### Gateway improvements

- 16th Street

#### Wayfinding

- Tourism signs could be better - rivers, Sutter's Fort, museums
- All modes of travel – wayfinding to nearby destinations at places you become a pedestrian; “Ketchikan”; transit stations, parking decks, major activity centers
- 3<sup>rd</sup> Street – connections to Crocker Art Museum from north/Old Sacramento; bike/pedestrian access/wayfinding
- Sac Northern Trail – wayfinding to/from downtown core; especially confusing for visitors



#### Additional thoughts, questions, or concerns about the project

- Sacramento Valley Phase III - 3rd Rail to Roseville
- Just thinking ahead, with all the technological advancement, I feel we should consider interactive streets, which I feel at one point vehicles will be able to self-drive or have better sensors. Have bike lanes (stripe paint) and street lanes (paint) send Wi-Fi info to the car. Streets can help with vision zero initiative. This I feel is something to think about 10-15 years down.
- Convert N Street (west to 3<sup>rd</sup>) to 2-way (auto) and add bike lanes



- Bicycle/pedestrian connection from Miller Park to Northwest Land Park
- Road diet on J Street
- Richard Boulevard is car centric; needs better facilities for bike and pedestrians
- Rethink 5<sup>th</sup> Street from H Street to Capitol Mall, and eventually all the way to Broadway
- 16<sup>th</sup> Street becomes primary two-way street connection to SR 160 bridge, 12<sup>th</sup> Street becomes secondary street
- 20<sup>th</sup> Street between J and L Streets – put up temporary bollards during 2<sup>nd</sup> Saturday to get rid of police cars/barricades
- 7<sup>th</sup> Street at St Rose/Lima Park – close off to cars; pedestrians and trains only during special events
- 300 Richards – open bicycle/pedestrian access from all directions (Sequoia Pacific)
- Along Capitol Mall – ADA and bicycle route issues
- Access around/through new arena – challenge for bikes/transit
- Access to the river – providing access for cyclists/pedestrians is critical
- Providing more trees has health benefits, reduced stress, etc. – Target, Old Sacramento, Amtrak areas
- City should take care of street trees rather than property owners
- Open up south of Capitol Mall for both pedestrians and bikes
- Link spurs to neighborhoods/activity centers with good wayfinding
- Convert G, H and I to two-way
- 3<sup>rd</sup> Street – convert to two-way south of Capitol Mall
- Convert 15<sup>th</sup> to two-way, north of H Street