



Sacramento Grid 2.0

Business, Property Owners, and Employers

June 12, 2014 9:00 – 10:30 a.m.

1000 I Street

Organizations Represented

Broadway Partnership
AKT Properties
SMUD
CADA
Sacramento Metro Chamber
Crocker Art Museum
River District
David S. Taylor Interests
Department of General Services
SKK Development
CFY Development
LDK Capital
Mosaic Partners
Midtown Business Association
Downtown Partnership
CalPERS
JMA Ventures, LLC (Downtown Plaza)

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.

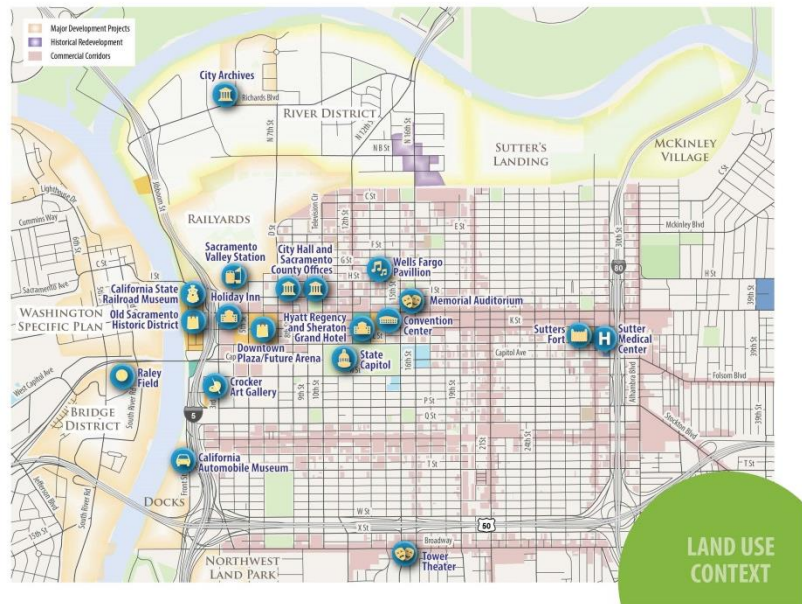


Recent trends also suggest that entertainment districts in Downtown will continue to grow bringing even more people into the Downtown environment each day.

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:

- Take a fresh look at connections between freeway and surface streets
- Gaps in bicycle network; difficult to get to Old Sacramento
- 12th Street between C and J Streets – make more pedestrian friendly, take a lane



- Consider burying I-5 from Q Street to Richards Boulevard
- 16th Street (North of H Street)
- Difference of streetscape quality between K Street (good) and J Street (bad); attractive streetscapes draw pedestrians
- Alley activation
 - Provides additional dining/patio/retail
 - Provides area for people to walk/bike
 - Don't compromise delivery function
 - Example: X Street alley runs full length of district
- Crocker Museum – difficult to access; isolated from network
- Capitol Mall – more public space for activities
- Broadway Corridor – 37 bus stops, light rail
 - Lots of public transit
 - Not safe to pedestrians – speeds too high
 - No bicycle facilities
 - Many freeway entrances/exits
 - Look at relationship to W and X Streets
- J Street crowning – will this be addressed?
- Capitol Commons – super block; connectivity in Crocker area
- Can some street projects around Entertainment Sports Center be advanced?
- What is the timing of funded projects?
- Improve connections to the arena from the rest of grid (5th, J, K, L)
- What about converting N Street to a two-way?
- Midtown: how to make J Street work? (feels like freeway; crossing is a challenge)
- 16th Street – constrained sidewalks between Capitol and P; not enough trees
- 3rd Street – frontage road should include more modes (pedestrian/bike)
- R Street – reconstruction continues
- Improved connections to Railyards and River District are important
- Put Union Pacific Railroad in trench through Midtown from Broadway to C and create greenway

Breakout Session

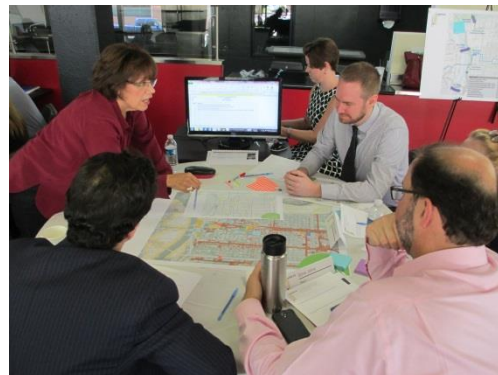
The stakeholders were provided the following questions to discuss in small groups. The answers are summarized below.



I. From the perspective of your employees and customers, what works and doesn't work by mode?

a. Walk

- Capitol Mall to West Sacramento – Pedestrian friendly crossings of I-5
- Capitol Mall – improve pedestrian experience
- Triangle at Capitol and 3rd – strange/awkward pedestrian access
- Near 7th between J and L Streets – walkability issues (canopy, social issues apparent)



b. Bike

- What are the designated bike streets? If you change a one-way to a two-way, will it invite more cyclists?
- Install more system wide green bike lanes
- Broadway between 10th and Riverside – complete bike connectivity; 10th Street dead ends into cemetery, forced to go on Broadway

c. Transit

- Central city fare – support this idea; maybe offer free transfers as well
- Broadway connections to light rail; current access to station is only from one direction – need more access points

d. Auto

- L Street – need signal sync; it's easier to take I Street
- 2nd or 3rd Street – connection between Old Sacramento and Railyards
- Consider converting 7th to two-way, south of H Street
- Riverfront Circulation – vehicular access between riverfront and Intermodal/Railyards
- Capitol between Front and 2nd Streets – consider northbound on-ramp
- Consider making P and Q two-way, east of 5th and 7th

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

- Negative: "Street clutter" from RT is harming to businesses; bus stops create visual clutter in front of retail
- Positive: new stop signs at K/20th and Capitol/18th are great



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

Pedestrian enhancements

- 20th and J Streets – major pedestrian congestion; on busy evenings, too many cars for pedestrians to cross
- Where are the pedestrian lanes now? What is being used and how can we make it better? How does this blend with land use?
- Capitol Avenue (between 16th and 17th) – doesn't work like the rest of the City; seems to be a desert, almost always empty of pedestrians and activity; timing of signals there needs improvement, always seems to be a wait
- Convention Center rehab project – if this happens, what would City do with the other side of K Street (through convention center); how can you maintain connectivity through the convention center to K Street? Maybe an elevated path over the convention center?
- Connections between Broadway and W Street – not pleasant to walk along; what is priority relative to the rest of downtown?

Bicycle facilities

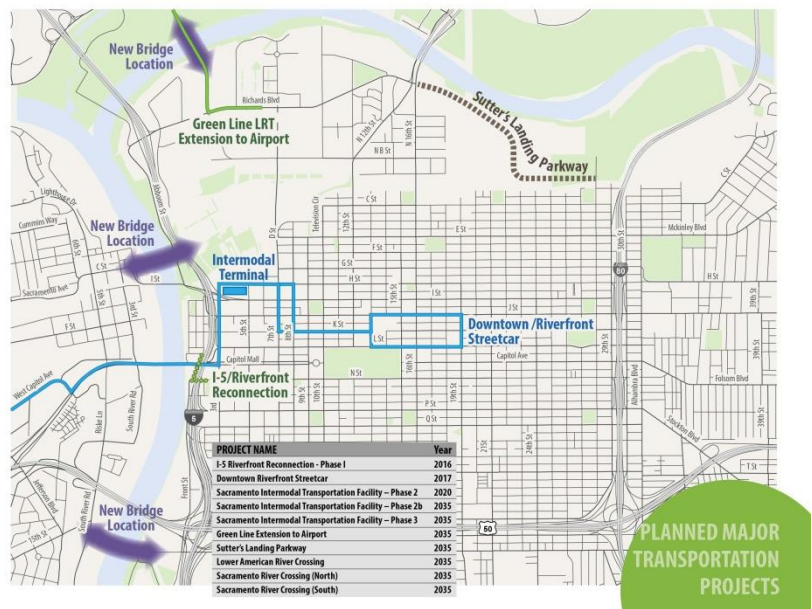
- Visitors from Oak Park into downtown/midtown on 21st Street; make them more accessible, striping, protected bike lane; high stress street for bikes
- Study bicyclist protection; place bike lane between parking and curb?
- Study bicycle sharing program

Transit priority streets

- Bus corridors – support for potential consolidation of routes, but depends on location

Streetscape projects

- Capitol Mall – enhancement of median; opportunity for





improvement/activities; benches for lunchtime

- J Street from I-5 to 12th Street – no tree canopy
- Capitol Mall from I-5 to 5th – not walkable, no shade
- Mitigate “street clutter” from RT; can you design streetscape accordingly? What are best practices to camouflage the clutter?
- R Street between 12th and 16th – south of the tracks
- J, K, L corridors – widen sidewalks to allow for outdoor seating, especially L Street, overlooking the park between 10th and 15th Streets
- W/X freeway between 19th and 21st Streets – needs more streetscape and lighting to become more pedestrian friendly

Alley reuse

- Consider visual for all sides of a space/location, including the alleys
- Alley between K and L from 14th to 16th is unsafe; shut down to cars from 7am – 6pm, make pedestrian space

Gateway improvements

- J Street from 3rd to 11th – create a gateway “Welcome to Sacramento”
- Old Sacramento – new river crossing bridge as connection
- 12th Street –gateway to downtown

Parking enhancements/restrictions

- Technology – real time data for parking; show available spots and where to park; wayfinding is more than just static signs
- Parking is the biggest problem for people from outside coming in
 - How do you find it? Can be frustrating
 - Create an easily accessible parking area; a “parking hub”
 - Create an app for visitors to find parking
- Raley Field – parking coordination/management between Sacramento and West Sacramento
- New arena – parking coordination
- Current choices are garage or street parking; focus more on park and walk versus street parking
- Pay attention to drop off zones for elderly and people with children
- Surface lots need to be well-marked; wayfinding to off-street parking

Wayfinding

- N Street, south of Capitol
- 10th Street as you exit I-80 – need wayfinding to help find downtown



- New arena – as this area develops, it will create more challenges for people getting into and out of downtown; need to direct people to parking, have information on the web for people who want to get downtown and park (prevent potential confusion that leads to fewer trips downtown)
- J Street – heavy traffic; current wayfinding directs people to J Street; need to divert traffic on other routes
- Wayfinding signage should cover various modes; indicate distance to nearby destinations/locations
- J Street between 3rd and 4th (coming off I-5) – issues with finding Old Sacramento

Additional thoughts, questions, or concerns about the project

- 16th Street between R and N Streets (state offices) – sidewalks too narrow; no bike lanes
- Broadway difficult to cross due to high number of bus routes and light rail crossings
- 15th and 16th Streets end at Broadway – causes issues; support for conversion
- Is there a “menu” of what is already on the drawing board? What are the limitations?
- Connections to Powerhouse area – waterfront connection between south and north
- Connection between auto museum and science center
- Riverfront circulation
- Access to Crocker during parades, runs, and other events
- Elevated freeways – activate to deter unsafe conditions; more development on W/X and Broadway
- 3rd Street – circulation improvements between P and I Streets
- Connectivity between Old Sacramento and West Sacramento – Phase 1 is under construction soon
- 5th Street – connectivity/access issues north of Mall (Capitol or Downtown?)
- Capitol Mall between 7th and 8th Streets – new proposed major bus stops with closure of lanes; prioritization of buses/bikes versus cars; what about public space/events
- Capitol between 7th and 8th – new proposed major bus stops with closure of lanes; is the prioritization of buses/bikes versus cars? What about public space/events?
- 18th and L Streets –
 - Needs 4-way stop
 - On L between 17th and 18th – needs lighting for safety
 - Nearby church attracts homeless



- K street near Convention Center – closed between 13th and 15th; plans to open to pedestrians, why not autos? Open section between 12th and 13th to autos; currently, this block seems like dark/bad space
- Balance reducing parking to promote transit versus business success
- With approximately 20,000 – 40,000 new residents between River District, Bridge District, and Washington neighborhoods, what is the timing of the new bridge construction to accommodate this growth?