



**Sacramento Grid 2.0**

Neighborhood Groups

June 12, 2014 5:30 – 7:00 p.m.

1000 I Street

**Organizations Represented**

Caring Neighborhoods
Sacramento Old City Association
SHRA – Marina Vista/Alder Grove
Marshall School/New Era
Marshall School/New Era
Newton Booth Neighborhood Association
SHRA – Marina Vista/Alder Grove
Washington Park Neighborhood
Upper Land Park Neighbors

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:

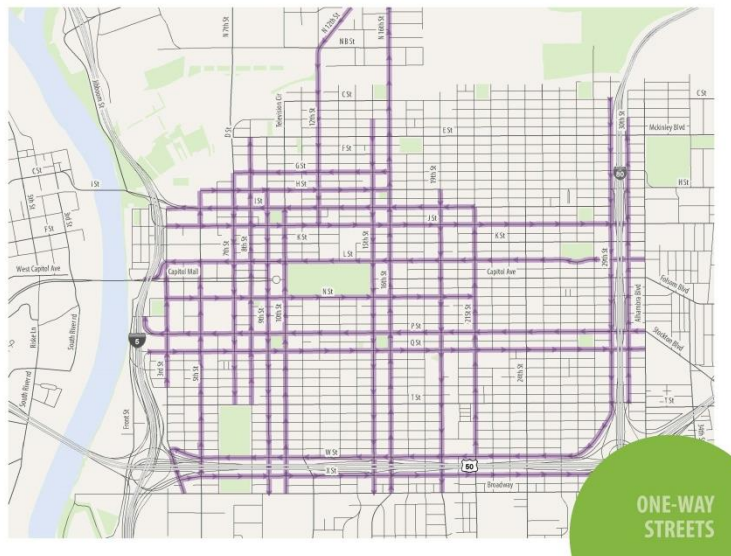
1. Visioning (Current Phase) – Brainstorm ideas for projects, programs, and policies
2. Project Screening – Select the most effective ideas
3. System Analysis – Design the best package of projects
4. Implementation Strategy – Prioritize and determine financing

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

- Goal Missing: Neighborhood Livability - how traffic impacts people living in neighborhoods
  - Level of service antiquated
  - Different way – TIRE (Traffic Impact Residential Environment)
- What worked: conversion of streets from 3 lanes to 2 lanes with bike lanes; “skinny jeans”; more biking
- What are impacts of projects? Consider both before and after lessons learned
- Connectivity
  - Broadway difficult for bicycles
  - Improve connectivity from Central City to neighborhoods
- Seniors
  - Look at intersections with concentrations of seniors; safety evaluation near high rise senior apartment buildings
  - Senior needs are different
  - New York City – “Safe Streets for Seniors” Initiative
- Bicycle lanes needed – gaps in the network
- Lack of street trees
  - Affect pedestrians
  - Want to keep existing tree canopy
  - Do tree canopy map – overlay with bike/pedestrian/transit priority streets



- How to get street trees in high density project frontage? Like 800 J (currently little shade)
- Consider how to protect funding for traffic enforcement so that it doesn't get cut during recession periods
- How is Regional Transit being engaged?
- Is taxis part of this?
  - Limit on taxis is currently low
  - LYFT and UBER are becoming more popular
- What worked – two-way conversion on Freeport



### 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 residents, what works and doesn't work by mode?
  - a. Walk
    - Under W/X Freeway at 19<sup>th</sup>/21<sup>st</sup> and 15<sup>th</sup>/16<sup>th</sup> is not good for pedestrians
    - No sidewalks or hospitable access exists
  - b. Bike
    - Works if you don't mind breaking rules – sidewalks and lanes
    - Under W/X Freeway at 19<sup>th</sup>/21<sup>st</sup> and 15<sup>th</sup>/16<sup>th</sup> is not good for cyclists
    - We have 20 employees that commute by bike; 3 have been hit by cars within one block of the museum – it is very difficult to get to the Crocker by bike
  - c. Transit
    - Works better in midtown than anywhere else
    - None serves us except one bus line



- Lower cost bus circulation internal to the central city is needed; they used to offer such service for \$0.25
- Bus shelters need improvement!
- Intersection of 21st and L - yogurt shop; bus stop went away when new development occurred – not good for access to transit
- RT app is user friendly/helpful
- Wayfinding signs at light rail stations with times are helpful

d. Auto

- Street diverters are still awful
- Two-way/two-lane is good
- Suburban folks don't understand how to get to us because of one-ways at ramps to freeways
- Freeway ramps (i.e. 15th/16th St, also off of Capital City Freeway) - Caltrans doesn't allow full crossings for pedestrians; would be safer to have them
- Residents strongly opposed to removing E Street on-ramp to Capital City Freeway
- Intersection of 23rd and T - lots of accidents; add speed bumps on 23rd and 24th (N/S)

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

- Positive:
  - Adding bike lanes and two-way/two-lane conversion has had a positive effect on neighborhood livability/walkability.
  - Real-time transit info (signs and apps) rules!
- Negative:
  - City codes limiting economic activity on sidewalks – vending, sidewalk dining, etc. doesn't work.
  - On the edge with very little connectivity; the Crocker is a major destination, but not all transit geared to tourists. Also, our parking was given away so locals and employees need a way to park or ride.

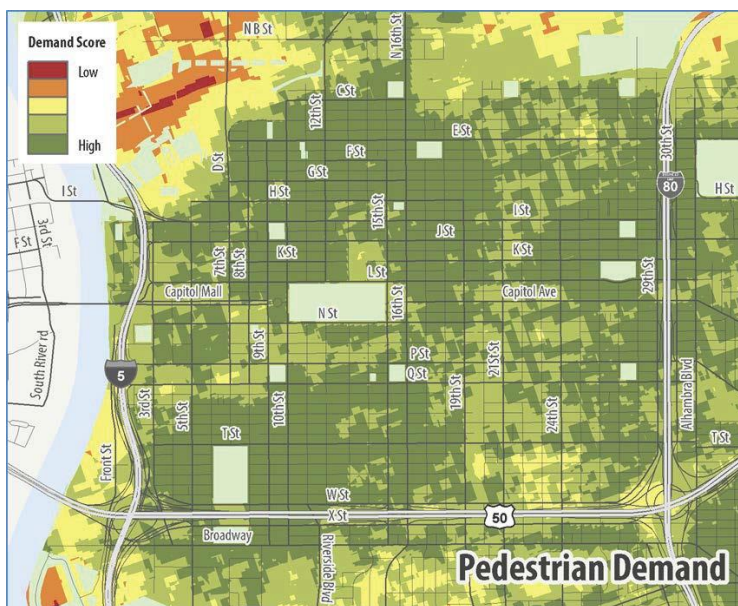
III. What new programs, strategies, or improvements are you most eager to see this study consider?

Pedestrian enhancements

- Road diets
- 16<sup>th</sup> Street, O Street, gathering spots – better integration of light rail/pedestrians
- Explore pedestrian islands/refuges; provides easier crossing and slows traffic speeds



- Senior housing near arena on I/J Streets - need to consider their safety with increased traffic
- Pedestrian connections under W/X, south of freeway, getting people north is difficult
- Pedestrian crosswalks on J, east of 30th; flashers do not seem to provide safe crossing; needs flashers in pavement as well



#### Bicycle facilities

- Protected bike lanes/bike boxes/ parking
- More bike lanes throughout the grid that feel safe
- Garbage cans inhibit bicycle travel

#### Transit priority streets

- Streetcars

#### Cultural trails

- Remember folks going to attractions drive from outside the central core

#### Streetscape projects

- Reduce limits on private business signage/use of sidewalks
- Any money for public art? More attractive for pedestrians; example of success is mural on side of OfficeMax
- Revise signage, art, items that can be on the sidewalk to interact with pedestrians

#### Lighting & landscape projects

- Protect street trees



- 28th and V - near school (Newton Booth), big open field; turn vacant land into garden/park; currently used as garbage dump

#### Gateway improvements

- Make Capitol Mall a “park” that connects the river, Crocker, arena and Capitol Park; the green space in the median could become a major attraction

#### Parking enhancements/restrictions

- Resident-only parking in residential midtown districts
- No parking at parking spaces near intersection; improve visibility for all modes at crowded intersections; use the space for bike corrals/parklet

#### Wayfinding

- L and 3<sup>rd</sup> Streets to Tower Bridge – no wayfinding for Westbound pedestrians to Old Sac
- Downtown directional signage takes everyone to J Street; need wayfinding off freeway to better distribute traffic

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

- Sacramento Heritage, Inc. is working on a historic walking tour app to promote pedestrian activity via Heritage Tourism – based on our existing self-guided walking tours.
- P and Q Streets, east of 7<sup>th</sup> and 8<sup>th</sup> = local business; west = freeway access; can you change to two-way east of 7<sup>th</sup>/8<sup>th</sup> Streets?
- Operations of network – will this be evaluated?
- Streetcar needed to service South 3<sup>rd</sup>/Crocker
- 28th and B Street - want half street closure here instead of 28th and C because it will not send traffic down C
- Connectivity under freeways is a problem for cyclists and pedestrians
- Look at two way conversions along commercial corridors (i.e. J Street)
- Arena traffic impacts on major thoroughfares (J, P, Folsom, H, Riverside) will affect residents and cause traffic jams
- New infill projects increase traffic on neighborhood streets and neighborhoods feel that their concerns are not adequately addressed
- Docks area, South of Broadway (3rd, 5th, 8th) - need better connectivity to central city and to one another
- Traffic issues around Sutter Medical Center
- Convention Center and Community Center - designate bike access on K Street, between 13 and 15th; improve pedestrian access



- 15th and 16th corridors, add bike lanes and enhanced pedestrian crossings
- 16th Street - improve north of J Street
- Signal at 6th and W is good/helpful
- Traffic diverters in midtown, north of J Street are double-edge sword; effects on adjacent neighborhoods
- 12 Street from American River down to I Street only works for auto; needs improvement for bike/pedestrians
- 18th and Capitol - new stop sign is good; 20th and K - stop sign is great addition; need more in East Sac
- Alhambra tunnel- East Sacramento and Midtown residents strongly favor constructing the tunnel