

## General Manager's Report August 23, 2010

### FRIENDS OF LIGHT RAIL – STATE OF THE SYSTEM REPORT – SEANN ROONEY

The PowerPoint and State of the System Report attached will be presented by Seann Rooney, Executive Director of Friends of Light Rail and Transit.

### GOVERNMENT AFFAIRS UPDATE

#### FEDERAL

Both the Senate and House are on recess and are scheduled to return in September.

#### STATE

On August 10<sup>th</sup>, RT hosted the California Transit Association's (CTA) Executive Director, Josh Shaw and association staff for a brief orientation on the District that included a tour of RT's light rail and bus facilities. The General Manager/CEO and executive management team elaborated on their roles in the organization and answered the CTA participants' questions. CTA participants remarked that the orientation/tour was a great opportunity to heighten their knowledge of RT's organizational structure. CTA plays a significant part in RT's government affairs as they augment the District's state lobbyist efforts in monitoring legislative activity related to public transit. This week, the CTA executive director's report included a write up of the tour.

Executive Director's Report | August 16, 2010

## CALIFORNIA UPDATE

### Staff Gets Insider's Look at Transit Courtesy of Sac RT Executive Team

Last week, our entire California Transit Association staff enjoyed a unique opportunity to obtain a first-hand look at the inner workings of one of our member transit agencies. Mike Wiley, General Manager of Sacramento Regional Transit (and a member of the Association's Executive Committee) assembled his high-level staff leaders for an insightful discussion about the day-to-day operations, long-term goals and ongoing challenges involved in running the buses and trains in our state's capital city. The day also included tours of RT's light rail dispatch and maintenance facilities, and the maintenance and fueling stations for its fleet of CNG-powered buses.

We want to extend our sincere gratitude to Mike and to Regional Transit Senior

Community and Government Affairs Officer Connie Garcia for their efforts in arranging this opportunity for our staff. We'd also like to thank members of RT's Executive Management Team who met with us: Chief Administrative Officer Dan Bailey, Chief Operating Officer Mark Lonergan, Chief Financial Officer Dee Brookshire, Assistant General Manager of Marketing and Communications Alane Masui, Chief Legal Counsel Bruce Behrens, Chief of Facilities and Business Support Services Mike Mattos and Assistant General Manager of Engineering and Construction Diane Nakano.

The day's program certainly provided Association staff with the chance to build a better understanding of those on whose behalf we do what we do, and we welcome the opportunity for similar programs with other member transit agencies or business members.

## **MONTHLY PERFORMANCE REPORT (JULY 2010)**

Due to the close out of last fiscal year and the start of the new fiscal year, there is a delay in producing the Key Performance Report. Staff is continuing to work on the reporting. If it is completed in time, we will distribute the report at the Board meeting. If it is not, we will distribute the report at the next Board meeting on September 13, 2010.

## **RT MEETING CALENDAR**

### **Regional Transit Board Meeting**

September 13, 2010  
RT Auditorium  
6:00 P.M

September 27, 2010  
RT Auditorium  
6:00 P.M

October 25, 2010  
RT Auditorium  
6:00 P.M

### **Executive Committee Meetings for 2010**

Will be approved and scheduled by the Chair  
on an as needed basis.

### **Mobility Advisory Council**

September 2, 2010  
RT Auditorium  
2:30-4:30 P.M.

October 7, 2010  
RT Auditorium  
2:30-4:30 P.M.

November 4, 2010  
RT Auditorium  
2:30-4:30 P.M.

**Quarterly Retirement Board Meeting**

September 14, 2010  
RT Auditorium  
9:00 A.M. – Noon

December 6, 2010  
RT Auditorium  
9:00 A.M. – Noon

*Final Draft*

# FRIENDS OF LIGHT RAIL & TRANSIT'S



2009/10 State of the System Report

# Report Overview

- 47 Stations reviewed (eight months)
- Nearly 20 hours
- Each station reviewed for:
  - Long/Short Term Improvements
  - Amenities
  - Pedestrian and Bicycle Issues
  - Station Area Review
  - General Observations



# DOWNTOWN LIGHT RAIL STATIONS

## K Street Stations

Toured on September 16, 2009



Photos above show the K Street area stations, their amenities and current conditions.



### Overview (All Stations)

This station review includes the following stations: 7th/K, 8th/K, 9th/K (St. Rose of Lima Park), 10th/K, 11th/K, Cathedral Square, 7th/Capitol, 8th/Capitol. Most stations were constructed around the same time period and feature similar architectural and functional features. All are in relatively good shape, given the high volume of daily use.

### Long Term Improvements

Pavement improvements needed (wear and tear issues). Lighting should be reviewed in greater detail to be consistent and supportive of the Downtown Partnership's Guide Program objectives. Additional public art is needed at these stations.

### Short Term Improvements

Replace landscaping. Benches should be converted to new bench style, and more benches should be added to the corridor. Directional signage could be improved (to bus routes, sites, etc.) and route information displayed in a different way.

### Other Observations

Cameras are visible, but do they function? Some construction during the station tours provided some disruption (to be expected). This portion of the light rail line should be the model for new signage and ridership information. Although most of the fare machines were in good order, they are still old fare machines (see general recommendations at the end of this report). These stations present challenges, being on a pedestrian, retail oriented corridor. Trees are needed for shade as riders wait for trains. Trees, however, will block retail signage and need maintenance (city?).

Ideally, this is a corridor better suited for a low deck streetcar (remove the platforms).

# BLUE LINE LIGHT RAIL STATIONS

## Arden/Del Paso

Toured on April 27, 2009

### Overview (Arden/Del Paso)

This is one of the busiest LRT stations in the system, and not just because of light rail, but because 10 bus routes stop there on Arden Way. This is also the first station in relation to downtown that has parking spaces for vehicles. Of all the stations on the Blue Line, the Arden/Del Paso Station has the greatest challenges, primarily in terms of safety.

### Long Term Improvements

The east end of the station continues (despite recent improvements) to have an awkward interface with the roadway. This safety hazard should be addressed long term. There are also a number of properties in the immediate area that would be good TOD sites, this should continue to be promoted. All landscaping design should be studied in greater detail (plenty of areas that could serve as stash spots or make-shift restrooms).

### Short Term Improvements

More bike parking needed, however according to riders and security staff at the station, the two racks at the station are seldom used. To improve safety (there appears to be a jay walking issue across the busy Arden Way) a median fence should be installed. Removal of the shack at Oxford might improve safety (close to train operation). Kiosks for bus routes.

### Other Observations

The parking lot was full (only 45 spaces). Strong security presence on the station platform. Tour team had lengthy conversations with security personnel on this leg of the tour, in particular at the Arden/Del Paso station. It sounds like there have been few issues in the past year, but historically the station had a major drug trafficking problem. Given the layout of the station (parking lot, adjacent to a park, etc.) this is conceivable. Finally the ongoing problem of urination and defecation at the station (and on adjacent properties) continues.



All photos above are of the Arden/Del Paso Station. Contrasting images show large pedestrian walkways on portions of the station area (upper left) and encroaching vegetation (bottom right).





# SOUTHLINE LIGHT RAIL STATIONS

## 47th Avenue - Florin Road

Toured on May 29, 2009

### Overview (47th Avenue)

Attractive station that successfully integrates parking into the station area. The station has plenty of seating and covered area (shade for riders).

### Long Term Improvements

Pedestrian and bike path needed to access 47th Avenue.

### Short Term Improvements

Signage for bicyclists (reported confusion about riding on site)

### Other Observations

A little unclear on what side to exit the train. Parking lot about two thirds full. Active security guard (greeting people, giving change to riders, etc.). Pavement, structures and public art in good condition.

### Overview (Florin)

Heavily used, large, expansive station was the dirtiest on the Southline, from the parking lot, to the trash cans, to the platform. The buses interface within a few feet of the station and the parking lot was half full.

### Long Term Improvements

Room to grow around station. Add housing and a "presence" in the station area.

### Short Term Improvements

Shade needed. Increase maintenance. Power wash pavement. Improved transit signage.

### Other Observations

No strong security presence at this station (at the time of the tour). Station feels cold and uninviting because of its size. Reduce scale.

*The top four photos above show the 47th Avenue station and the bottom four photos are of the Florin Station. Both feature attractive pavement treatments and shade structures.*

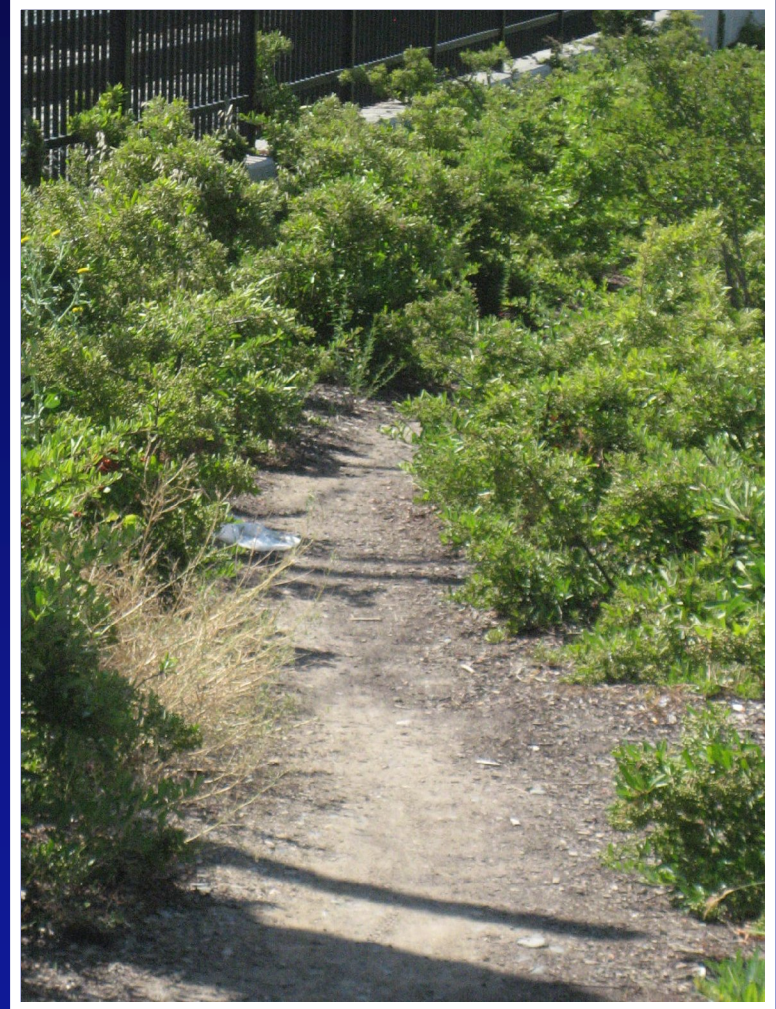




# Highlights (*Priority Stations*)

- Gold Line - 59th and 65th Streets
  - “Hidden” Station needs better entry
- Blue Line - Arden/Del Paso and Watt
  - Landscaping and safety hazards
- Downtown - 16th Street and K Street
  - Better integration into neighborhood
- Southline - Florin
  - Ped connections, shade and seating







# What's *not* in the report...

- Key Recommendations (priorities)
- How do we use the report
- Next Steps
- Other



# Key Recommendations (General)

- Payment system
- Information
  - Readerboards
  - Addition route info/specialized route info
  - Enhanced audio (station and train)



# General Improvements

- Landscaping and lighting
- Amenities (newspaper racks)
- Litter and trash removal
- Danger zones (walls, entries, etc.)
- Safety (at grade access on Southline)
- Upgrade of structures



# General Observations and Recommendations

- Need more wayfinding and directional signage
- Newspaper racks/stands, in general, are an eyesore...
- Few fare checkers
- Restrooms? Is this ever going to be an option?
- Water fountains - about 50 percent are not functioning
- ATMs and change machines
- Train Conditions - the trains are in pretty good shape
- Operations - trains were on time (Rancho problem with LRT vehicle and a stuck brake)
- Bike Racks/Lockers



# Priorities

*(How should we prioritize)*

- Safety
- Enhanced the ridership experience
- Long vs. short-term improvements
- Cost
- Implementation (easy/difficult)





# *What do we do with this report?*

- Final draft version to FLRT board
- Copy to RT Staff and Board
- Media release (April)
- Mass email circulation (FLRT eReport)
- Post on FLRT website
- Support for other efforts



*Final Draft*

# FRIENDS OF LIGHT RAIL & TRANSIT'S



2009/10 State of the System Report

# EXECUTIVE SUMMARY

## 2009/10 State of the System Report

The 2009/10 State of the System Report is the first comprehensive look at the light rail system by Friends of Light Rail & Transit. In early 2009 a team of design and planning professionals (FLRT staff and board members) began a review of the system's 47 light rail stations. The report contains brief summaries for each station, including observations on design, land use and other conditions (e.g. safety). This Executive Summary outlines the highest priority projects, with a careful eye on safety, enhanced ridership experience, cost and implementation. Additional details are outlined in the full report.

### GENERAL RECOMMENDATIONS

Although this review focused primarily on the stations and station areas, there are a number of general observations and recommendations for improvements that are not station specific. *It is important to note that many of these recommended improvement projects are currently being pursued by Regional Transit.*

- Payment system.* The vending machines do not accept credit/debit cards and only accept smaller bills. This must change.
- Information.* Readerboards are needed at stations to inform riders, bus route information at each station should be reviewed and the audio system (on the trains and stations) should be enhanced.
- Landscaping/Lighting.* Older stations, in particular on the Blue Line, have aging landscaping that needs to be replaced. A night-time lighting survey should be prepared (reported to be inadequate at old stations - our station visits were only during the day).
- Amenities.* Newsprint and advertising racks should be removed or, at the very least, co-located. Approved food vendors at certain locations should be considered. All drinking fountains should be repaired and cleaned.
- Structures.* Older structures on station platforms should be inventoried and considered for re-painting (powder coating). All "seat" walls at older stations should be removed (present safety concerns and attract dumping/litter).

### PRIORITY STATIONS

*Gold Line - 59th Street Station.* This "hidden" station needs to be re-designed with a better connection to the street. **65th Street Station** is one of the most used in the system, but is in need of major attention, from re-paving to landscaping to signage.

*Blue Line - Arden/Del Paso Station.* There are a number of safety hazards near the rail that need to be addressed, including landscaping that is being used for illegal activity and lighting that is sub-standard. **Watt Avenue/I-80 Station** is "tired" because of the heavy daily use. Most important here is keeping this station clean.

*Downtown - 16th Street Station.* Thankfully there are some great partners to work with (CADA, etc.). This "hub" of the system needs to play a greater role in the neighborhood, not to mention be made to feel more inviting to riders. **K Street Stations.** This report purposely did not offer a detailed review of the K Street corridor, but clearly these stations need major updating.

*Southline - Florin.* This highly trafficked station is not inviting and needs better pedestrian connections, more seating and improved shade structures. Most importantly, and clearly a bigger challenge, is the need for TOD on the site and surrounding area.

# INTRODUCTION

## 2009/10 State of the System Report

### INTRODUCTION

In the early Summer 2009, Friends of Light Rail & Transit outlined a plan to visit and study all 47 light rail stations in the Sacramento Regional Transit's light rail system. This report highlights the findings and recommendations from the project team during the eight month review period.

### OBJECTIVES

The project team purposely conducted minimal research prior to the station visits, instead choosing to focus on observations at each station, insight from transit users and occasional transit staff members who were present on the day of the station visit. The project team wanted this report to be as objective and unbiased as possible. Any personal testimonies or information offered to the project team has purposely been listed anonymously in this report.

### GENERAL CONCLUSIONS

In general, the project team feels that the overall system is functioning well and in good "physical" shape. It was apparent, and something that was anticipated prior to the first station visit, that older stations would look significantly different than newer stations. With that being said, reviewers often commented that the station was "tired" or needed "updating." In this report the team attempted to decipher between long and short term improvements. Examples of long term improvements would include shelter replacement or intersection improvements. Short term improvements might include minor pavement or other infrastructure repairs, or landscaping maintenance.

It is important to note, there were NO incidents, confrontations, bad experiences, or observances of criminal activities during the more than 15 hours of tour time. In fact, the review team found the security personnel to be friendly, helpful and attentive in nearly all cases (an occasional question from security about why the team was taking photos, etc.). Stations, in general, were well kept, quiet and without major problems.

### TOUR DETAILS

Basic Daily light rail passes were purchased by each project team member prior to each tour. Further, RT staff were unaware of tour dates and times. If asked (by security personnel) what the team members were doing at the station, the team disclosed the nature of the effort.

### ADDITIONAL NOTES

Interestingly, not one member of the project team was ever checked for a ticket, although some ticket enforcement teams were seen during the tour (Southline only). The condition of the trains was good (trains are not reviewed in this report).

### ACKNOWLEDGEMENTS

The project team was comprised of FLRT staff and board members. Some additional information (minimal) was provided by Regional Transit staff. All photos in the report were taken by the team members. The final report was compiled by FLRT staff.

## REVIEW AND REPORT GLOSSARY

Prior to the tour the team outlined a note sheet so that similar items would be reviewed, discussed and ultimately reported for each of the stations. The following items were on the individual station reports.

### *Long Term Improvements*

Quite simply, the largest and most expensive improvement recommendations for the stations are listed under long term improvements. They include anything from the construction of a pedestrian bridge (City College Station) to TOD opportunities (65th Street Station and other locations).

### *Short Term Improvements*

These improvements could be as minor as graffiti removal (multiple stations), or just short of a long term improvement like minor station entry enhancements (59th Street Station). Ideally, these are the types of enhancements that can be pursued in the coming months, versus the coming decade.

### *Amenities*

Station Amenities might include water fountains, newspaper racks or anything else that would enhance or help improve the experience for riders. Keep in mind, most stations have very few amenities. Although our review forms had an area for listing amenities this report format typically listed amenities in the other observations category.

### *Pedestrian and Bicycle Issues*

Because pedestrian and bicycle connections are critical to the success of the light rail system, the project team reviewed each station with these issues in mind. The report contains many thoughts and recommendations with respect to bike and ped issues.

### *Station Area Review*

The project team performed a quick review of land uses surrounding each light rail stations. In some cases, the station area review highlighted other concerns or considerations (in addition to land use). For the purposes of this report, most comments made by the project team under Station Area Review are listed here in the Other Observations category.

### *General Observations*

This is a general comment heading was the “catch all” for additional notes and comments. In this report, we have titled it Other Observations.

## GENERAL RECOMMENDATIONS

The last pages of this report contain a series of system wide recommendations and observations.

# DOWNTOWN LIGHT RAIL STATIONS

## Sacramento Valley Station and 7th/I - County Center

Toured on September 16, 2009

### Overview (SVS)

This is the newest station in the system. It is simple, attractive and reflective of the station design that RT is promoting. That being said, we see this station being updated in the years to come as the intermodal facility (Sacramento Valley Station) is developed.

### Long Term Improvements

Complete integration into the future intermodal facility.

### Short Term Improvements

None.

### Other Observations

Clean and tidy.

### Overview (7th/I)

This station is located near the hub of county operations, serving the court system, the county jail, the redevelopment agency and other offices in the area. It is clean and simply, very similar to the SVS.

### Long Term Improvements

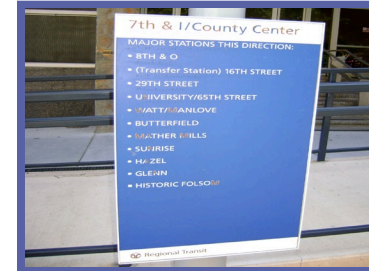
None noted.

### Short Term Improvements

Add a bicycle rack.

### Other Observations

Nighttime lighting is not ideal and there are no amenities.



Four top photos of Sacramento Valley Station, bottom four photos show 7th/I Station.



# DOWNTOWN LIGHT RAIL STATIONS

## K Street Stations

*Toured on September 16, 2009*

### Overview (All Stations)

This station review includes the following stations: 7th/K, 8th/K, 9th/K (St. Rose of Lima Park), 10th/K, 11th/K, Cathedral Square, 7th/Capitol, 8th/Capitol. Most stations were constructed around the same time period and feature similar architectural and functional features. All are in relatively good shape, given the high volume of daily use.

### Long Term Improvements

Pavement improvements needed (wear and tear issues). Lighting should be reviewed in greater detail to be consistent and supportive of the Downtown Partnership's Guide Program objectives. Additional public art is needed at these stations.

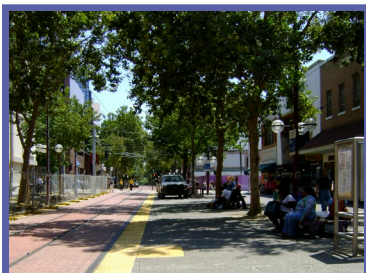
### Short Term Improvements

Replace landscaping. Benches should be converted to new bench style, and more benches should be added to the corridor. Directional signage could be improved (to bus routes, sites, etc.) and route information displayed in a different way.

### Other Observations

Cameras are visible, but do they function? Some construction during the station tours provided some disruption (to be expected). This portion of the light rail line should be the model for new signage and ridership information. Although most of the fare machines were in good order, they are still old fare machines (see general recommendations at the end of this report). These stations present challenges, being on a pedestrian, retail oriented corridor. Trees are needed for shade as riders wait for trains. Trees, however, will block retail signage and need maintenance (city?).

Ideally, this is a corridor better suited for a low deck streetcar (remove the platforms).



*Photos above show the K Street area stations, their amenities and current conditions.*



# DOWNTOWN LIGHT RAIL STATIONS

8th/O - Archives Plaza  
Toured on November 20, 2009

## Overview (8th/O)

This station receives heavy use from the surrounding state offices (although very quiet on the day it was observed). Furniture, landscaping and signage in decent condition, but a little tired (showing signs of age). Some shade provided and a few amenities (news racks, water fountain, etc.). Golden One has a presence at the station (kiosk).

## Long Term Improvements

Pavement improvements needed.

## Short Term Improvements

Replace landscaping. Lighting (?).

## Other Observations

Clean. No security presence, one camera. Close to bus stop. Some TOD potential. No bike racks visible.

## Overview (Archives Plaza)

Similar to 8th/O this station is surrounded by state offices. Simple station, relatively clean, it will be due some updating in the coming years.

## Long Term Improvements

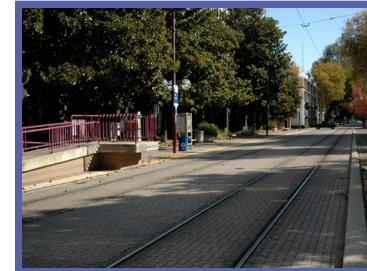
None noted.

## Short Term Improvements

Add a bicycle rack and trash can replacement.

## Other Observations

Nighttime lighting and signage in question. Golden One on site.



Photos above of the 8th/O and Archives Plaza Stations - both stations are very similar to each other.





# DOWNTOWN LIGHT RAIL STATIONS

13th Street - 16th Street  
*Toured on November 20, 2009*



## Overview (13th Street)

Like the many of the other downtown area stations, there really isn't much to this station. It has an interface with the streets on three sides and a number of "hidden" areas that may present safety hazards and maintenance problems.



## Long Term Improvements

Remove low "seat" walls and replace landscaping (except trees).

## Short Term Improvements

Lighting improvements.

## Other Observations

Some bike parking (needs more). No amenities.



## Overview (16th Street)

FLRT and other support agencies (RT, CADA, etc.) have spent tremendous amounts of time and resources on the 16th Street station. Hence, we are providing only a couple of comments here in this report.

## Long Term Improvements

Improve connections to 16th and beyond. Encourage TOD.

## Short Term Improvements

Signage and other amenities. Landscaping improvements.

## Other Observations

Nighttime lighting and signage in question. Strong security presence. More sitting areas needed.



*Photos above show the 13th and 16th Street Stations.*



# DOWNTOWN LIGHT RAIL STATIONS

23rd Street - 29th Street  
*Toured on November 23, 2009*

## Overview (23rd Street)

The “Bee” station is in pretty good shape, maybe because it is surrounded by less intense uses (and perhaps lower boarding numbers - not confirmed). Access point for midtown.

## Long Term Improvements

Remove low walls and replace landscaping (except trees). Possibly some TOD opportunities.

## Short Term Improvements

Paint shelter. Public art (in the concrete) needs touch up.

## Other Observations

Some bike parking. Adequate? Lots on interface with cars.

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## Overview (29th Street)

Like 16th Street, FLRT has spent some time planning around this station area, and will only outline a couple of thoughts here in this report. The 16th Street Workshop Summary and 29th Street Station Plan are documents available for review (they contain much more information).

## Short and Long Term Improvements

Station amenities such as free Wifi, landscaping, music and public art. Creative security and maintenance programs to be explored.

## Other Observations

This is an important station in the system, connecting with many large employers (including RT). There will be additional opportunities for improvements (new programs) and this is a good test site for those new concepts.



*The top six photos above show the 23rd Street Station and the bottom two photos show the 29th Street Station. 29th Street recently received some enhancements as a part of a pilot program.*



# SOUTHLINE LIGHT RAIL STATIONS

Broadway - 4th Avenue/Wayne Hultgren  
Toured on May 29, 2009



## Overview (Broadway)

The first station on the Southline, the team noticed the improvements that had been made to station design since the early stations were constructed in the mid 80s.

## Long Term Improvements

Station area cries for TOD. More security cameras.

## Short Term Improvements

Fix drinking fountain. Keep up graffiti abatement.

## Other Observations

First time the team spotted fare enforcement. Lots of loitering. More security needed (it was reported that there usually is).

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## Overview (4th Avenue/Wayne Hultgren)

This is a very nice neighborhood station. The stairs and awnings provide a different dimension (not a flat station). Attractive vegetation. Strong security presence (and very friendly - are serving as ambassadors).

## Long Term Improvements

Could be a nice location for housing (parking lot). Additional shade.

## Short Term Improvements

There are pedestrian conflicts (many tracks) and some reported accessibility issues with visually impaired riders. Some cleaning and paint needed.

## Other Observations

Strong security presence. More sitting areas are provided. Some user (skateboarder) damage.

*Photos above show Broadway and 4th Avenue conditions, in particular, the pedestrian conflicts (bottom right) and the planter damage (bottom left).*



# SOUTHLINE LIGHT RAIL STATIONS

City College - Fruitridge  
Toured on May 29, 2009

## Overview (City College)

This is a quiet station, perhaps too quiet, with only a strong presence from students. Clean and very attractive with incredible public art. We guessed that the station would be very hot in the summer (little cover).

## Long Term Improvements

Connect to Curtis Park Village.

## Short Term Improvements

Can bus stop be used as kiss and drop? More bike parking needed.

## Other Observations

We saw the first electronic reader board (LED) at this station, but it was not working. No security presence.

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## Overview (Fruitridge)

This is another neighborhood station and it is in fair condition. There are some areas that are very "hidden" from the street, and probably not safe. Public art is damaged or broken. Plants have been removed but not replaced. In general, attractive pavement and structures.

## Long Term Improvements

Re-landscape. More transit supportive uses near station.

## Short Term Improvements

Move bike parking to street side of station. Replace trees.

## Other Observations

None.



Photos above show the City College and Fruitridge Stations, including the damaged art at Fruitridge (on left, second from bottom).



# SOUTHLINE LIGHT RAIL STATIONS

## 47th Avenue - Florin Road

Toured on May 29, 2009



### Overview (47th Avenue)

Attractive station that successfully integrates parking into the station area. The station has plenty of seating and covered area (shade for riders).

### Long Term Improvements

Pedestrian and bike path needed to access 47th Avenue.

### Short Term Improvements

Signage for bicyclists (reported confusion about riding on site)

### Other Observations

A little unclear on what side to exit the train. Parking lot about two thirds full. Active security guard (greeting people, giving change to riders, etc.). Pavement, structures and public art in good condition.

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### Overview (Florin)

Heavily used, large, expansive station was the dirtiest on the Southline, from the parking lot, to the trash cans, to the platform. The buses interface within a few feet of the station and the parking lot was half full.

### Long Term Improvements

Room to grow around station. Add housing and a "presence" in the station area.

### Short Term Improvements

Shade needed. Increase maintenance. Power wash pavement. Improved transit signage.

### Other Observations

No strong security presence at this station (at the time of the tour). Station feels cold and uninviting because of its size. Reduce scale.

*The top four photos above show the 47th Avenue station and the bottom four photos are of the Florin Station. Both feature attractive pavement treatments and shade structures.*



# SOUTHLINE LIGHT RAIL STATIONS

Meadowview  
Toured on May 29, 2009

## Overview (Meadowview)

Although larger than the Florin Road Station, the Meadowview Station feels more intimate. The end-of-the-line station is in good shape...it is well shaded, successfully integrates the bus lines and the parking facility appears to be well used.

## Long Term Improvements

TOD in the station area. Reduce the size of the parking lot.

## Short Term Improvements

Bike parking is needed.

## Other Observations

Lots of apparent loitering and a very passive security patrol gave the perception that the station was full of users. Smoking, loitering and panhandling seemed to be permitted at the station. We counted the most cameras of any location in the system at this station: six. There are not many supportive businesses nearby.



*The four photos above depict the Meadowview Station (the end of the Southline).*



# BLUE LINE LIGHT RAIL STATIONS

Alkali Flat - Globe  
*Toured on April 27, 2009*



*The Alkali Flat station is shown on the top four images, Globe on the bottom four. Land for TOD surrounds both stations.*

## Overview (Alkali Flat)

This active, downtown neighborhood station (reviewed here as part of the Blue Line) is surrounded by available land and some outstanding redevelopment opportunities. Because of its heavy use, it is in fair condition.

## Long Term Improvements

More shade structures. Use station as "gateway" to downtown. Planters need work.

## Short Term Improvements

More bike parking needed. Improve signage for boarding.

## Other Observations

Some security presence. Bus driver waits for LRT transfers (observed).

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## Overview (Globe)

This "median" station is narrow and simple. Constructed well over a decade ago, it is in pretty good shape, but a little dirty. The station area is a different story (sidewalk photo at bottom right), but perhaps the streetscape improvements up Del Paso Boulevard will stretch to the Globe Station.

## Long Term Improvements

Access improvements (sidewalks, crosswalks, etc.).

## Short Term Improvements

Bike racks and trash cans needed (may be difficult to site in median).

## Other Observations

The "free" publication dispensers look horrible. Station needs a power wash. Tour participants were solicited for the second time (at Alkali first).



# BLUE LINE LIGHT RAIL STATIONS

Arden/Del Paso  
Toured on April 27, 2009

## Overview (Arden/Del Paso)

This is one of the busiest LRT stations in the system, and not just because of light rail, but because 10 bus routes stop there on Arden Way. This is also the first station in relation to downtown that has parking spaces for vehicles. Of all the stations on the Blue Line, the Arden/Del Paso Station has the greatest challenges, primarily in terms of safety.

## Long Term Improvements

The east end of the station continues (despite recent improvements) to have an awkward interface with the roadway. This safety hazard should be addressed long term. There are also a number of properties in the immediate area that would be good TOD sites, this should continue to be promoted. All landscaping design should be studied in greater detail (plenty of areas that could serve as stash spots or make-shift restrooms).

## Short Term Improvements

More bike parking needed, however according to riders and security staff at the station, the two racks at the station are seldom used. To improve safety (there appears to be a jay walking issue across the busy Arden Way) a median fence should be installed. Removal of the shack at Oxford might improve safety (close to train operation). Kiosks for bus routes.

## Other Observations

The parking lot was full (only 45 spaces). Strong security presence on the station platform. Tour team had lengthy conversations with security personnel on this leg of the tour, in particular at the Arden/Del Paso station. It sounds like there have been few issues in the past year, but historically the station had a major drug trafficking problem. Given the layout of the station (parking lot, adjacent to a park, etc.) this is conceivable. Finally the ongoing problem of urination and defecation at the station (and on adjacent properties) continues.



All photos above are of the Arden/Del Paso Station. Contrasting images show large pedestrian walkways on portions of the station area (upper left) and encroaching vegetation (bottom right).





# BLUE LINE LIGHT RAIL STATIONS

Royal Oaks - Swanston  
*Toured on April 27, 2009*



## Overview (Royal Oaks)

This small station is ripe for redesign. Only a short distance from the Arden/Del Paso Station, the Royal Oaks Station is adjacent to large offices, federal warehouses and is on the northern edge of the Woodlake community. Some surrounding businesses may be adding to problems (liquor sales, recycling).

## Long Term Improvements

Remove low walls on station. Improve station entry. Use station as "gateway" to Del Paso. Planters need work.

## Short Term Improvements

Lighting needs improvement. Paint metal. Clean station.

## Other Observations

Some security presence, cars drive on platform to patrol. Cameras work?

## Overview (Swanston)

This "no there there" station is quiet (we actually heard birds chirping) and in pretty good shape. No supportive uses in the area (nearest is over 1/4 mile away). Parking lot was only half full at 10:00 a.m., the day of the tour.

## Long Term Improvements

Improve pedestrian access (station is a good distance from the main streets). TOD in the area would be nice.

## Short Term Improvements

Public art needs attention (touch up). Add a water fountain.

## Other Observations

This is the fifth stop on the tour and we had yet to see a bike locked to a bike rack. No buses service at the station.

*Top photos are from Royal Oaks station (notice the dumping on the backside of the low "seat" wall - second from top on right). The Swanston Station is shown in the four images below.*



# BLUE LINE LIGHT RAIL STATIONS

## Marconi/Arcade - Roseville Road Toured on April 27, 2009

### Overview (Marconi/Arcade)

This station is similar in look and feel to the Swanston Station. Similarities: asphalt platform, some shade, inaccessible on east side and very quiet. Differences: parking lot larger at Marconi, more bike parking at Marconi, bus presence at Marconi only.

### Long Term Improvements

Extend fencing to keep people off main rail tracks. Improve access.

### Short Term Improvements

Need water fountain. Paint metal. Redesign area between rights-of-way.

### Other Observations

Security said the station is pretty quiet with few instances. Four bus lines service station and the bus stop appears to be working well (sawtooth). Banner poles up, but no banners.

### Overview (Roseville Road)

This is a true commuter only station. We imagine that virtually nobody walks to this station. There is a sea of pavement. Limited vegetation.

### Long Term Improvements

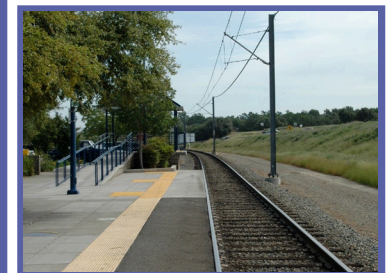
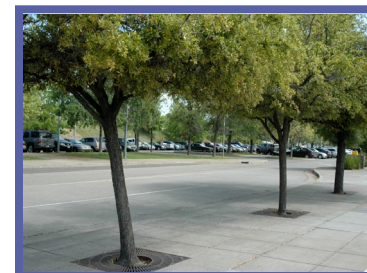
Weather related vending machine problems (improve covering).

### Short Term Improvements

Public art needed. Water fountain and other amenities needed.

### Other Observations

Quiet station with multiple security guards (why?). We heard that speeding in the parking lot is one of the biggest challenges. Electronic sign working (but just showing time of day).



Top photos from the Marconi Station, the bottom four photos from the Roseville Road Station. Photo, second from bottom on the right, shows one of only a few electronic reader boards in the system (showing time only).



# BLUE LINE LIGHT RAIL STATIONS

Watt/I-80 West - Watt/I-80

Toured on April 27, 2009



## Overview (Watt/I-80 West)

Another commuter (park-n-ride) station with nobody walking to the site. Simple and probably larger than it needs to be, perhaps an inefficient use of space (large expanses of pavement for no apparent reason).

## Long Term Improvements

More clearly delineate pedestrian pathways (from platform to parking lot). Public art opportunities at the station. Add landscaping (green). Is there an opportunity for more parking in park-n-ride (w/improved layout).

## Short Term Improvements

No bike racks (could they be used - bike access to station is unknown).

## Other Observations

Some cleaning and landscaping work needed at the time of the tour.



## Overview (Watt/I-80)

This is the most challenged stations toured on the Blue Line. It has an elevator, connects to 18 bus routes, has (had) a port-a-potty for public use (restroom for security only), flooded planter boxes under the overpass and parking is a good distance from the station.

## Long Term Improvements

More art. Improve stairs (very steep) and elevator.

## Short Term Improvements

Add water fountain. Steam clean (we heard it is cleaned daily). Pigeons?

## Other Observations

Significant security presence. Unused bike rack (did have the only bike locked up on the entire Blue Line tour). Location challenged (freeway).

Both Watt stations shown above. The bottom four photos show the station at Watt/I-80. The station is a challenge to keep clean and the interface with Watt Avenue is tricky (steep stairs, elevator, covered planter boxes, etc.)



# GOLD LINE LIGHT RAIL STATIONS

39th Street - 48th Street  
*Toured on November 23, 2009*

## Overview (39th Street)

Arguably one of the most attractive stations in a very natural setting the 39th Street Station is clean and nice place to wait for the train.

## Long Term Improvements

Limited opportunity for TOD uses nearby, this station splits two neighborhoods. Because of its position next to the freeway, it presents challenges. This area needs to be cleaned, and maintained regularly.

## Short Term Improvements

Trim trees and water fountain needs to be fixed.

## Other Observations

One of the best platform connections to the neighborhood (photo on left, second from top).

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## Overview (48th Street)

Like 39th Street, this station is very pretty. Also located along Highway 50, this station is well landscaped and provides an attractive place to wait for the train.

## Long Term Improvements

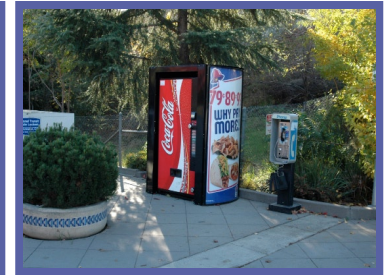
New fence needed between platform and freeway.

## Short Term Improvements

None noted.

## Other Observations

Limited parking in the station area, but there is some (on street). Nice connections to neighborhood. Limited RT info.



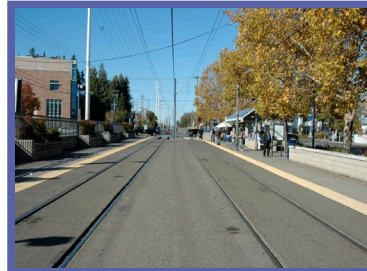
*The 39th and 48th Street Stations are some of the prettiest in the system. Surrounded by mature trees and neighborhoods, these are nice places to wait for a train.*



# GOLD LINE LIGHT RAIL STATIONS

59th Street/University - 65th Street

Toured on November 23, 2009



## Overview (59th Street)

This quiet station is positioned between the neighborhood and the SMUD facility. Featuring older architecture, this station is simple and pretty plain.

## Long Term Improvements

The entry to the station should be re-configured and improved. Large landscaped bed between the street and platform, almost hides the station. Remove tall "seat" walls.

## Short Term Improvements

More shade needed. Public art needed.

## Other Observations

Could be an unsafe station (dark, quiet, hidden). No amenities for riders.

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## Overview (65th Street)

This high use station has tremendous opportunity for physical improvements that would improve the ridership experience for thousands of riders. Located at a major bus transfer point, it is near CSUS, the freeway, major employers and the edge of East Sacramento.

## Long Term Improvements

Remove seat walls. Bus lot is bare bones. Support TOD. Lots of pavement needs to be replaced (asphalt).

## Short Term Improvements

Steam clean regularly. Shade needed. Art is minimal. Better route/system info for riders.

## Other Observations

Some security presence. There was a food cart there...without permission(?) - not a bad idea necessarily, but it needs to be better accommodated.

*Top photos show the sheltered 59th Street Station and the heavily used 65th Street Station (bottom four photos). Both have aging infrastructure and station entries that could be improved.*



# GOLD LINE LIGHT RAIL STATIONS

## Power Inn - College Greens *Toured on November 23, 2009*

### Overview (Power Inn)

This is a clean station, newer design and construction, that successfully incorporates uses to the south (large offices). No supportive uses on the north of the platform, and the general area is office/industrial.

### Long Term Improvements

There are few physical improvements needed. The greatest need is for housing nearby (increased ridership).

### Short Term Improvements

Security(?)...vending machine had just been stolen.

### Other Observations

Shade is needed. No bike racks observed.

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### Overview (College Greens)

This station is located near office, retail and a neighborhood. Transition to the office (south) is good, Folsom Blvd. presents a safety hazard. Old design (what are those horizontal bars for anyway - middle left photo).

### Long Term Improvements

Crossing guard location looks problematic. Median fence needed on Folsom.

### Short Term Improvements

More shade (covered seating). Fence repairs needed. More bike racks.

### Other Observations

This appears to be a very "average" station. Appearance is okay, surrounding uses okay, fairly well maintained, somewhat active, etc.



*Top four photos show the newer Power Inn Station, with the older College Greens Station below.*



# GOLD LINE LIGHT RAIL STATIONS

## Watt/Manlove - Starfire

Toured on November 23, 2009 and January 15, 2010



*Typical old planter on bottom left at the Starfire Station. Watt/Manlove Station, above, has new pavement and landscaping.*



### Overview (Watt/Manlove)

This appears to be a fairly high trafficked station (remember we didn't re-research all the current ridership info - on purpose). Transition to park-n-ride lot is okay. Station is open and feels secure.

### Long Term Improvements

Add another covering.

### Short Term Improvements

Paint structures. Ped safety improvements. More shade needed.

### Other Observations

No bike racks observed. Minimal security presence (cameras?). Lots of pedestrians on the street (Folsom, etc.). New pavement and plantings.

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### Overview (Starfire)

One wonders if Regional Transit would site both the Starfire AND Tiber Stations today. Short distance between, and both look similar. The Starfire Station has a look that says 1980s...

### Long Term Improvements

Improve station area pedestrian safety. Many potential conflicts. More public art (existing public art is "tired").

### Short Term Improvements

More trash cans. Move bike racks to better location.

### Other Observations

One camera at this "suburban style" station.

# GOLD LINE LIGHT RAIL STATIONS

Tiber - Butterfield  
Toured on January 15, 2010

## Overview (Tiber)

This station is similar to Starfire, same general design...a little more run-down. Less trash, but can was full. Pavement was in good condition (no asphalt, all concrete). Public art is good shape at Tiber.

## Long Term Improvements

Station updating where applicable.

## Short Term Improvements

Ped safety improvements. More shade.

## Other Observations

Across from multi-family development, and surrounded by businesses and single family housing. Connects with the neighborhood well.

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## Overview (Butterfield)

This station is in great shape with a matching bus shelter and nice connections to the office on the south (FTB is the closest neighbor). Very attractive stamped and colored concrete at the station. Nice art.

## Long Term Improvements

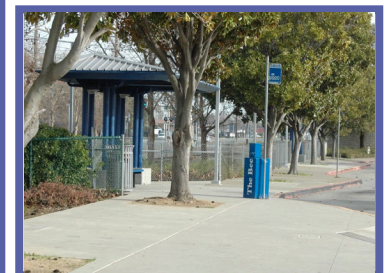
This station area is prime for TOD (across Folsom and near entrance to FTB).

## Short Term Improvements

Some vegetation replacement needed.

## Other Observations

Undoubtedly, FTB's onsite security team has a positive impact on the station, which is just to the north of their facility.



*Nice entry features at the Butterfield Station, begs the question, is the neighbor (FTB) the reason this station looks and feels so good. The Tiber Station, above four photos, is in good condition, but will need some updating in the coming decade.*





# GOLD LINE LIGHT RAIL STATIONS

Mather/Mills - Zinfandel  
Toured on January 15, 2010



## Overview (Mather/Mills)

This attractive station is one of the first Rancho Cordova stations in route to Folsom, where clearly the planning staff and electeds have had influence on design and layout.

## Long Term Improvements

Some potential (south) for more TOD.

## Short Term Improvements

Broken water faucet. More racks needed. Public art here? More trees.

## Other Observations

Team spent extra time here, observing all the activity and talking to security. The connection to buses is very nice. Mather Mills building is great.



## Overview (Zinfandel)

Nice station with some location challenges (that other stations also are saddled with). Attractive stamped concrete with nice shelters and public art are the highlights. City/RT have improved some of the ugly surrounding infrastructure (picture at bottom left - brick electrical shed).

## Long Term Improvements

Like many stations in the system that do NOT need major physical improvements, this station is probably ripe for enhancements (LED boards, etc.) and a stronger TOD focus.

## Short Term Improvements

Bus route information (although not many routes stop here).

## Other Observations

Median fence has been installed for ped safety. Vegetation is nice.

*Rancho Cordova leaders have made great strides in enhancing the station areas, taking advantage of adjacent uses and creating a sense of place at many stations on the line.*



# GOLD LINE LIGHT RAIL STATIONS

## Cordova Town Center - Sunrise

Toured on January 15, 2010

### Overview (Cordova Town Center)

This newer station is similar to Mather/Mills and Zinfandel, with reduced ridership (assumed). Vegetation here is a little less attractive than Zinfandel, but the station was clean (8 trash cans - all virtually empty).

### Long Term Improvements

Median fencing could improve safety, especially as densities increase.

### Short Term Improvements

Landscaping enhancements needed (minor).

### Other Observations

Two working drinking fountains. Near retail and liquor store. Evidence of alcohol consumption (trash) and two people drinking on edge of station. Nice interface with retail (shopping cart rack near LRT entrance - shown upper right).

### Overview (Sunrise)

This is the last station in the Rancho Cordova city limits. Nice landscaping and pavement. Interesting connection to parking lot (public art and bike facilities in lot, not on station platform). Interface with Folsom Blvd is nice.

### Long Term Improvements

Would be nice to add riders in the immediate area (TOD) and opportunity exists to do this in each direction (from station area). This station also presents another opportunity for enhancements.

### Short Term Improvements

Additional bus route/system information needed.

### Other Observations

No security on site, but station did not feel unsafe.



The bottom photos show the LRT bridge over Sunrise Blvd. and the nice interface between the station and Folsom Blvd. Nice structures, landscaping and public art are characteristics of these exemplary stations.



# GOLD LINE LIGHT RAIL STATIONS

Hazel - Iron Point  
Toured on January 15, 2010



The bottom four photos show the Iron Point Station and how it connects to the area (and retail center). Top four photos show the Hazel Station, including the shelter (second from top, on the right) with its cobbwebs.

## Overview (Hazel)

Some might say this is the most interesting station on the Gold Line from a design and function perspective. Lot was empty (toured on a furlough day), the structures are attractive (but clearly difficult to maintain - middle right photo at left), and some amenities are in weird locations (drinking fountains in parking lot) and the surrounding uses eclectic (auto sales).

## Long Term Improvements

Potential (south/west/east) for more TOD (plans pending).

## Short Term Improvements

No visible bike racks (lockers at end of station).

## Other Observations

Transitions to Folsom Blvd. and parking lot are relatively smooth.

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## Overview (Iron Point)

This was the beginning of the quietest stretch of light rail stations observed, with some of the most attractive LRT stations in the system. Structures are clean, very attractive, sturdy, and feature natural stone and ample seating. Convenient bus connections.

## Long Term Improvements

Unknown.

## Short Term Improvements

Landscaping across from station (road right-of-way?).

## Other Observations

This is a nice "kiss-n-drop" station. Adjacent to retail (shopping and jobs), more than adequate signage to direct patrons. Station location may limit TOD opportunities - surrounded by retail center and "nature/open" space.



# GOLD LINE LIGHT RAIL STATIONS

## Glenn - Historic Folsom

*Toured on January 15, 2010 and January 26, 2010*

### Overview (Glenn)

This is a beautiful station, located in a small oak grove and nestled between the roadway and a small parking lot. Like Iron Point the Glenn Station is surrounded by vacant land (land that is not likely to be available for TOD).

### Long Term Improvements

Unknown.

### Short Term Improvements

Station enhancements (rider information).

### Other Observations

Meandering bike path to east, between station and parking lot.

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### Overview (Historic Folsom)

Another new, attractive station, the Historic Folsom Station is positioned just on the edge of the historic district. A quiet station, it is surrounded by opportunity sites, as well as parking. The station itself is very small and confined.

### Long Term Improvements

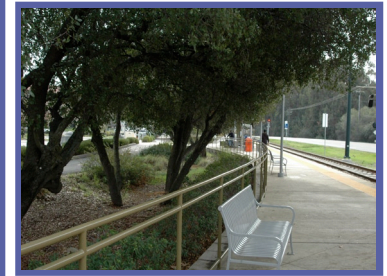
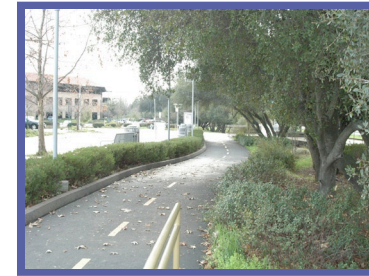
Unknown.

### Short Term Improvements

Some finishing touches: brick work (picture lower left), tree supports, etc. It is unclear whether or not there are any bike racks/lockers at the station.

### Other Observations

This is very visible station (from 360 degrees). We imagine that security is not a big issue here.



*Pretty nitpicky to point out the unfinished electrical connections and brick work (bottom left), but there is little to criticize at the Historic Folsom Station. The Glenn Station speaks for itself (top four photos).*



## GENERAL OBSERVATIONS AND RECOMMENDATIONS

Wayfinding and directional signage (from where to board to where you are) is needed at most stations.

Newspaper racks/stands, in general, are an eyesore...install, more “permanent” attractive dispensers, or remove altogether.

Do the security cameras work?

Few fare checkers...in fact, in over 10-15 hours of riding the lines, we were never checked. Only enforcement seen on the Southline

Restrooms - this is complicated but in some cases it could help with problems. A one-to-two hour transit experience is hard for many riders.

Water fountains - about 50 percent are not functioning.

ATMs and Change Machines - the fact that riders can't get change for larger bills (\$20) is a problem. In many cases getting change near the light rail station is a challenge. It also adds time to the overall experience and is a source of frustration. Can't our fare machines take credit cards?

Train Conditions - the trains are in pretty good shape (clean). Bike storage is never easy, and we don't have any suggestions. To the inexperienced, new rider, the need to push a button to get on/off the train is a little surprising. As is the stop request. Most people expect to do that on a bus, but not on a train (why don't the doors open automatically each time?).

Gold Line Train Switch - the transfer process from the Gold Line to the Folsom trains is not totally clear to riders. Train operator could announce “All riders must exit the train. Riders continuing to Folsom will need to take the Folsom train, which will be arriving shortly.” Further, the schedule is a little unclear on times and stops, listing Folsom (general) and not the multiple Folsom stations.

Operations - trains were on time (Rancho problem with LRT vehicle and a stuck brake). When not on time we put the system to the test and found RT to be responsive and the information provided to be pretty accurate. It did raise the need for signage at station (who to call for current train information).

Bike Racks/Lockers - it was startling how few bikes were locked up (in the open) at the light rail stations. This could point to a lack of desire/demand for unsecured bike racks. This should be further explored by RT.

