

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	10/25/10	Open	Information	10/18/10

Subject: Status Update on the Transitional Analysis for the Green Line

ISSUE

A Status Update on the Transitional Analysis for the Green Line to the Airport.

RECOMMENDED ACTION

None. This item is for information only.

FISCAL IMPACT

None.

DISCUSSION

On December 15, 2003, the Sacramento Regional Transit District (RT) adopted a light rail project as the Locally Preferred Alternative (LPA) for the Downtown-Natomas-Airport (DNA) Corridor from Downtown Sacramento, through Natomas, to the Sacramento International Airport. On April 28, 2008, RT certified the Program Environmental Impact Report (EIR) for the DNA light rail project and awarded a contract to HDR|The Hoyt Company (HDR) that included preparation of environmental studies for MOS-1 on 7th Street from H Street to Richards Boulevard. RT also issued the Notice to Proceed on the DNA (now referred to as the Green Line) Transitional Analysis, Environmental, and Engineering Services Contract on July 17, 2008. Please see the presentation on Attachment B.

HDR completed the tasks associated with MOS1 (now called the Green Line to the River District) in October 2009 and proceeded with the tasks of the Transitional Analysis portion of the contract as detailed below:

- Evaluating options for reducing the cost of the project;
- Developing a new capital and operating cost estimate;
- Developing new demand projections reflecting SACOG's new estimates for growth and development;
- Developing optimal phasing for the project beyond MOS 1, which includes the potential for Federal New Starts funding; and
- Recommending alternative project delivery strategies for the project beyond MOS 1.

RT's overall goal for the tasks associated with the Transitional Analysis is to identify that portion of the Preferred Alternative, north of the Green Line to the River District, which will compete well in the very competitive Federal Transit Administration (FTA) New Starts process. The Federal government could provide 50% of the capital cost of the project through its New Starts process.

Approved:

Presented:

FINAL 10/20/10

General Manager/CEO

AGM, Planning and Transit System Development

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FTA evaluates projects based on a number of criteria including the Cost Effectiveness Index (CEI), which serves as a measure of the project’s efficiency, the economic development impact of the project, the mobility benefits, land use benefits, environmental benefits and the operational efficiency. The FTA also evaluates the financial capacity of the sponsoring organization to provide matching funds and operate and maintain the project after construction.

During the course of the Transitional Analysis, HDR has developed several recommendations for improvements to the Preferred Alternative designed to reduce projected operating/capital cost and to increase the efficiency of the system to attract ridership. The list below represents some of the areas considered:

- Developing an express service between Downtown and the Airport.
- Deferring some stations whose patronage is below average.
- Developing capital and ITS solutions to manage traffic and train movements through left turn intersections.
- Eliminating a new bridge proposed to cross I-80.
- Elevating the light rail guideway and station over Gateway Park Blvd.
- Rethinking the construction technique for the bridge crossing of the American River.
- Using single track where possible.
- Increasing the number of park and ride spaces in the corridor to meet the demand.

Also considered were many urban design issues to help integrate the project as a complement to the Natomas community:

- Station Design.
- Art – in – Transit concepts.
- Landscaping or decorative treatment within and around the track bed.
- CPTED (Crime Prevention Through Environmental Design) concepts to improve safety and security.
- Green treatment throughout the construction elements of the project.
- Joint development at key locations along the project alignment.

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- Decorative walls in South Natomas.
- Streamlined European Tram-type vehicles.

Capital and Operating Assumptions

The capital and operating assumptions for the cost analysis are recommended as follows:

- Service to Natomas would be an extension of the new Green Line Service that will be introduced next year from the 13th Street Station to 7th and Richards/Township 9 Station. The Gold Line connection would be considered with the full build to the Airport.
- The land use, traffic and growth were assumed as consistent with horizon year of the project, 2035.
- Frequency was assumed to be at 15-minute headways.
- North Natomas stations would utilize North Natomas Development fee funds.
- New low floor European tram type vehicles would be part of the project cost.
- A temporary maintenance facility would be built for all options stopping short of the airport; the options continuing to the airport would incorporate a full service maintenance facility at Metro Air Park.
- Parking availability in North Natomas would be increased by 215 spaces from the alternatives analysis recommendation.
- An elevated station would be built in conjunction with a new bridge crossing over Gateway Park Boulevard and the originally planned new bridge over I-80 would be eliminated.
- A shared left turn lane concept would be used to fit the LRT in the median of Truxel Road in South Natomas.
- Stations at Arena Blvd, Commerce Parkway and East Town Center would be deferred pending future development decisions.
- Urban design benefits were considered, including: landscaping or special treatment of the track bed, sound walls in South Natomas, art treatment along the right of way and connectivity to the stations through complete streets. While these elements are included in the planning, it is suggested that an aggressive effort be made to pursue these projects outside of New Starts and in some cases, prior to the construction of the rail line.

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Community Participation

The assumptions described above were developed through a year long community involvement process involving at least 450 people. The process included an open studio Community Review which was held from August 24-28, 2010 to discuss many of the ideas developed during the community involvement process. During the Community Review, renderings were developed to reflect the community input. Copies of the renderings are part of the *Green Line to the Airport Community Review Final Report* (Attachment A to this document.) The renderings are not meant to be architectural designs but concepts illustrating the integration of the rail line into the existing community.

Overall, community response to the project was very positive. Many people strongly endorsed the project by noting they had been “waiting for years” to see a rail line in their community. There were a few critics, some of whom felt that the rail line would lower property values or increase crime. A special workshop was held on August 12, 2010 to discuss strategies for addressing potential crime and safety issues and to discuss the impact light rail has had on property values both in Sacramento and nationally.

A summary of the community participation activities, *Green Line to the Airport Community Review Final Report*, is attached as Attachment A.

Results of Ridership Analysis

As part of the Transitional Analysis, new estimates of ridership were developed. The current estimates of the Green Line ridership show significant increases from estimates provided in previous studies. As detailed on Table I, LRT daily boardings from the future Railyards Station to the Airport are estimated to be 25,670 as compared to the Alternatives Analysis estimate of 13,500, a significant improvement. Also, since the Green Line to the River District portion of the project will act as a downtown circulator, serving more of the existing Downtown stations than assumed in the Alternatives Analysis, an additional 19,900 daily boardings are expected to occur for a total of 45,650.

This increase can largely be attributed to the larger population projected for the Natomas area and downtown and the increased number of business, retail and residential developments that have been approved for Natomas, Township 9 and the Railyards. The Alternatives Analysis projected a horizon year of 2025 while the Transitional Analysis projected a horizon year of 2035, which allowed for the inclusion of these new projects.

As mentioned earlier, a portion of the analysis included evaluating which portion of the alignment would perform best in the Federal New Starts process. A projection of ridership by station shows that a large share of the ridership on the Green Line will be Natomas residents commuting to Downtown Sacramento. Trains southbound in the morning will accumulate more and more riders

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until reaching downtown—and the reverse will occur in the evening. Given this ridership characteristic, the further the DNA Line is extended north as part of the next phase funded by New Starts, the worse the project performs with respect to CEI. Our objective is to develop a next phase of the project that extends as far north as possible.

After evaluating several potential end points based on initial ridership and cost estimations, the following five stations were chosen for a full analysis:

- Gateway Park Blvd.
- North Natomas Town Center
- Club Center Drive
- Airport
- Airport Express

Table 1 shows estimated boardings by station. The results of the full analysis will be provided at the next Board meeting.

Next Steps

The next meeting of the RT Board will be November 8, 2010. At that meeting, RT expects to present a full summary of the Transitional Analysis including a description of the project, reflecting any guidance received during today’s discussion. Staff will also provide the capital and operating cost associated with the project description and a draft funding and project development strategy. Staff will also provide a possible project rating scenario using FTA New Starts criteria.

Green Line to the Airport with 10 Stations North of the River

2035 DNA Station Daily Boardings 10/08/2010 - Green Line to the Airport								
Station Area ^a	Mode of Access						Parking Demand	Parking Provided
	Walk	Drive ^b	Transfer (bus)		Total			
			Bus	LRT				
13th	600	0	200	350	1,150			
Archives Plaza	470	0	280	60	810			
8th/O	2,680	0	170	70	2,920			
7-8th/Capital	1,040	0	310	450	1,800			
St. Rose of Lima	3,040	0	1,940	1,220	6,200			
7-8th/J-K	2,580	0	1,760	1,140	5,480			
SP Intermodal	420	0	510	690	1,620			
Railyards	7,440	0	120	0	7,560			
Richards	2,990	0	30	0	3,020			
Sequoia Pacific	810	0	130	0	940			
El Camino	440	640	1,170	0	2,250	420	410	
Pebblestone	360	120	10	0	490	80	140	
San Juan	260	340	1,110	0	1,710	220	200	
Natomas Gateway	720	1,080	920	0	2,720	710	725	
Arena Blvd	0	0	0	0	0	0	0	
Arco Arena Station	390	570	650	0	1,610	380	unconst	
East Town Center	0	0	0	0	0	0	0	
N.Natomas Town Center	370	560	1,070	0	2,000	370	0	
Commerce Center Pkwy	0	0	0	0	0	0	0	
Club Center Drive	280	100	70	0	450	70	40	
Greenbriar	370	310	0	0	680	200	unconst	
Metro Airpark	690	0	0	0	690	0	unconst	
Airport	1,500	0	50	0	1,550	0	0	
<i>Total</i>	<i>27,450</i>	<i>3,720</i>	<i>10,500</i>	<i>3,980</i>	<i>45,650</i>	<i>2,450</i>		
<i>North of River Total</i>	<i>5,380</i>	<i>3,720</i>	<i>5,050</i>	<i>0</i>	<i>14,150</i>	<i>2,450</i>		

Transit Trips, TSM Alternative	215,790
Transit trips, Build Alt	225,380
Person trips, Build Alt	14,711,730
UB hours (daily)	6,810

TABLE 1

Sacramento Regional Transit District

Green Line to the Airport

Community Review Final Report

An Interactive Community Planning Workshop

October 14, 2010

Introduction

Purpose

In order to create a shared vision for the proposed Green Line to the Airport light rail project, Regional Transit (RT) engaged in an interactive community planning process called the “Community Review.” This substantial outreach process was to support the Transitional Analysis, which will help define the next phase of the Green Line project. The purpose of the Community Review was to create a common vision of how to best integrate the future light rail into the Natomas communities. The results would provide conceptual station and track guidelines.

Objectives

- Create a common vision for light rail in the Natomas communities;
- Develop guidelines to address community concerns;
- Evaluate options for reducing the cost of the project;
- Develop new demand projections reflecting Sacramento Area Council of Government’s (SACOG) new estimates for growth and development;
- Develop optimal phasing for the project beyond the first phase, which includes the potential for Federal New Starts funding; and
- Educate the public about the Green Line project and funding sources.

Project Process

For the Community Review process, RT followed the National Charrette Institute’s charrette format. This charrette process is described as “a multi-day, collaborative planning event that harnesses the talents and energies of all affected parties to create and support a feasible plan that represents transformative community change.” The Community Review allowed participants the opportunity to review plans, ideas and objectives as they were being refined. This process provided many opportunities for participation. Through a team effort, technical staff provided design and strategic input while community members provided local information, feedback and critique. The key to the process is providing short feedback loops in order to get clear and accurate information and decisions. The diagram on the following page describes the feedback process:

Green Line Community Review Process

Research, Education and Preparation

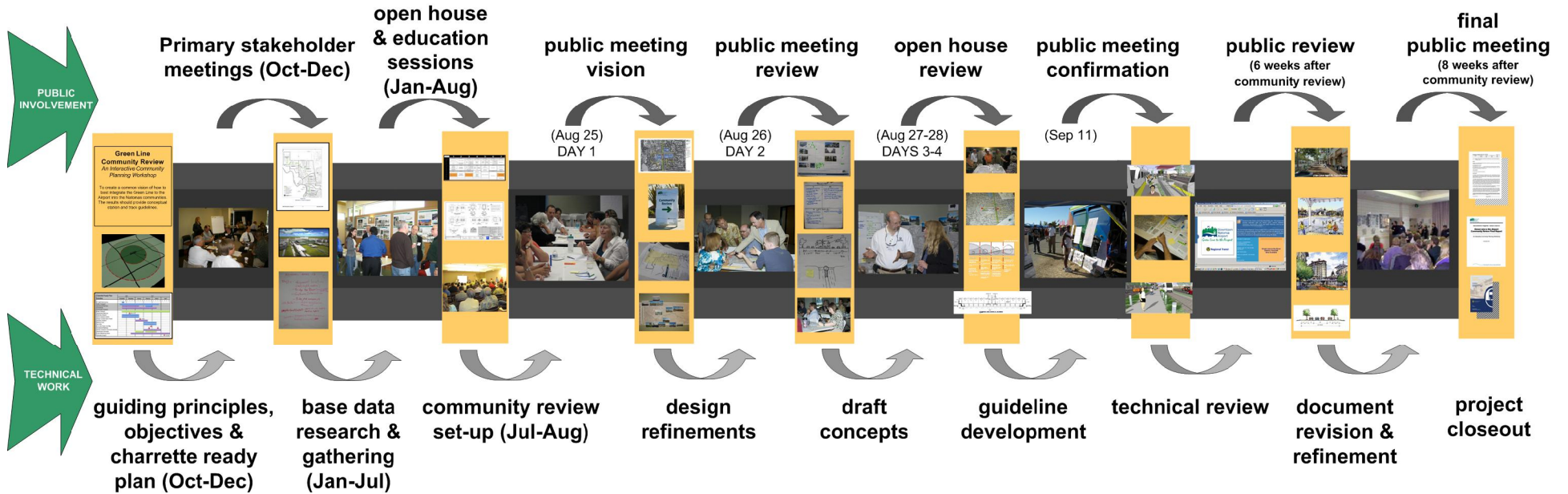
The Community Review

Plan Implementation

1

2

3



Summary of results

During the last week of August 2010, in partnership with the North and South Natomas Transportation Management Associations, RT hosted the Community Review for the Green Line to the Airport project. The event was held in the community at a studio set up in the Natomas Crossing Business Park on the corner of Truxel Road and Arena Boulevard. The presentations that were given at all these meetings can be viewed at www.sacrt.com.



On August 24, the Sacramento Metropolitan Arts Commission hosted a workshop for members of the arts community to give input on how RT incorporates public art into its light rail projects. The public was also surveyed later in the week. Input was given on ideas for a theme for the new light rail line and public art's purpose. Results from the survey will be incorporated into a Public Art Plan for the project later in the planning process.

A public meeting was held the evening of Wednesday, August 25 to obtain feedback on environmental design priorities (i.e. safety, lighting, bike facilities, etc). Thursday night, August 26, a workshop to discuss station locations, left-hand turn lanes across a median track in South Natomas, the elevated station, and station area considerations was conducted. On Saturday, the 28th of August, RT held an open house to present the input received all week. In addition to these meetings, RT provided an open studio during the week for the public and stakeholders to stop in and discuss with RT staff and consultants the preliminary conceptual designs and refinements for station locations, track placement and a potential elevated station at Gateway Park.



RT took advantage of the community's "Celebrate Natomas" event on September 11 to present the project refinements that were discussed as well as the sketches developed during the Community Review. Over a hundred attendees stopped at RT's exhibit to discuss the project.

What did we learn?

- There is continued support for the Green Line;
- There are common themes among groups;
- While not statistically accurate, the Community Review provided valuable insight;
- There is support to build stations at Pebblestone Way, North Natomas Town Center and San Juan Boulevard;
- There is not as much interest in building Arena Boulevard and East Town Center in the near future;
- There is substantial interest to consider pedestrians first;
- There is desire for improved bike and pedestrian access; and
- There is concern for pedestrian safety at intersections.

In addition, the community's top environmental design considerations are:

- Safety and security;
- Well lit connections;
- Bike access and facilities;
- Weather protection;
- Reduced energy use through alternative sources;
- Opportunities for transit oriented development; and
- Transit route and system information.

Overall, over 450 stakeholders and community members participated in the community review process this past year. Their valuable input was turned into Urban Design Guidelines (see Chapter 4) for the project and will be incorporated in the Transitional Analysis currently underway.

Participants included: Bicycle Advocates -- Elected Officials -- Environmental Council of Sacramento -- Greater Sacramento Area Residents -- Local Businesses -- Local Developers -- Local School Districts and Colleges -- Mobility Advisory Council -- N Magazine -- North Natomas Library -- North Natomas Transportation Management Association -- River District -- Sacramento Hispanic Chamber -- Sacramento Metro Chamber -- Sacramento Police and Fire Departments -- Sacramento Transportation Management Association -- South and North Area Residents -- South Natomas Transportation Management Association -- U.S. General Services Agency -- U.S. Postal Service -- **Technical Advisors included:** Area Transit Agencies -- Art Community and Sacramento Metropolitan Arts Commission -- Caltrans -- City of Sacramento -- Complete Streets Coalition -- County Airports -- Sacramento Area Council of Governments -- Sacramento County -- Sacramento Metropolitan Air Quality Management District -- U.S. Department of Homeland Security

Chapter 2

Background

Physical Context



Project Description

The Locally Preferred Alternative that was adopted by Regional Transit's (RT) Board is a light rail extension connecting Downtown Sacramento to the Sacramento International Airport with stops throughout the South and North Natomas communities. The first phase, from Downtown to the River District (Richards Boulevard), broke ground in October 2009. The Locally Preferred Alternative consists of:

- 13-mile light rail extension between Downtown and Sacramento International Airport;
- 14 stations, four optional stations;
- 22 vehicles;
- Maintenance facility;
- Seven park-and-ride lots, 2,300 spaces; and
- Bridge over American River with pedestrian/bike facility.

Existing Conditions

South Natomas developed as high-density subdivisions from 1950 to 1980. The 1978 *South Natomas Community Plan* envisioned a high density, residential community supported by transit. The plan was later modified to include more office park development.

Currently, light rail is planned to travel north in the Truxel Road right-of-way. This portion of the light rail expansion in South Natomas will be traveling through an existing built-out community with neighborhoods, retail stores and offices. There is limited right of way available and RT has committed to not eliminate any existing homes. The right of way is mostly fronted by single-family homes (most of which are side yards and 14 front yards). The speed limit for this road is 40 mph and there is some on-street parking.

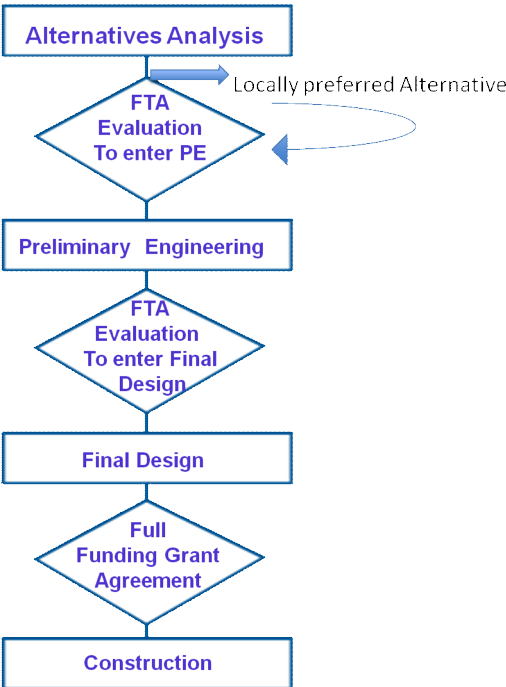
Prior to development, North Natomas consisted primarily of sheep and rice farms. Located within four miles of Downtown, it has long been seen as prime area for expansion with a major shopping center, sports complex and single family housing. In the early 1990’s, a small group of citizens organized to develop a visionary community plan, which was “expressly designed to create a symbiotic relationship between transit and land use.” Land dedication for transit was required under the California Map Act and the *North Natomas Financing Plan* secured partial funding for eventual station construction.

The section of light rail expansion traveling through the North Natomas community has been planned for and the community is far from being built-out.

Project chronology

RT identified the Downtown-Natomas-Airport light rail project as having potential for qualifying for Federal New Starts funding and initiated an Alternatives Analysis in 2001. After a long screening process of 27 alternatives, twelve were examined through the *Alternatives Analysis*. The Locally Preferred Alternative was chosen in 2003. These documents can be viewed at www.sacrt.com.

In April 2008, the *Program Environmental Impact Report* was certified. RT is currently constructing the first phase of the project between Downtown Sacramento and Richards Boulevard using local funding.



As follow up to selection of the Locally Preferred Alternative, the RT Board approved a Transitional Analysis to define a Phase 2 project that will best position the Green Line for federal New Starts funding. The Transitional Analysis:

- Evaluates options to reduce costs on the entire Downtown Natomas Airport Corridor project;
- Addresses issues unresolved in the Locally Preferred Alternative;
- Develops new cost estimates/ridership forecast;
- Develops strategy to maximize competitiveness for federal funds for subsequent segment(s); and
- Incorporates public input.

RT conducted the Community Review to provide review and input of the Transitional Analysis' preliminary recommendations and findings.

Regional context

A project level federal environmental impact statement is scheduled to start in January 2011 and be completed by December 2011. RT can then apply for a federal New Starts rating in the summer of 2012. Receiving a New Starts rating will mean RT may obtain matching federal funding for the construction of the next phase of the Green Line, if RT is also able to find local matching funding sources for both construction and operations. With New Starts approval, RT can start engineering the second phase of the Green Line in the Fall/Winter of 2012.

Why move forward on the Green Line now?

- RT has committed to providing light rail to Natomas (dedication of right of way, developer fees, planning activities);
- Green Line is #1 ranking transportation project by the Sacramento Region and is a high priority in RT's *TransitAction Plan*;
- North Natomas population has almost quadrupled since 2003 and needs mobility options to combat congestion;
- Affordability – the longer it takes to build, the higher the cost goes up; and
- RT would be remiss to forgo the window of opportunity available to get federal matching funds now.

Public Process

Early outreach and planning

Planning for the Green Line to the Airport has been a long process. All along the way, Regional Transit (RT) has conducted extensive public outreach. During the Alternatives Analysis, RT held over 100 meetings open to the public, over 60 meetings with public agencies and over 50 stakeholders and elected officials. In addition, RT gave presentations at 13 Community/Technical Review Panels meetings. Three public workshops were also held. Other efforts included mailings, newsletters and media coverage. During the Program Environmental Impact Report, RT held public meetings in January and February 2008. Information on this outreach can be viewed at www.sacrt.com.



With the light rail planned to go through an existing neighborhood, RT felt it was necessary to create a shared vision with the community on how to best integrate it into Natomas. In October 2009, RT engaged stakeholders to help plan the Community Review and an outreach strategy to engage the public in the process. RT met again with stakeholders in December to develop guiding principles and objectives (see Page 14). These guiding principles and objectives addressed the areas of concern (see Page 12) the stakeholders identified for the Green Line project. Over 65 stakeholders assisted with planning the Community Review.

Stakeholders included representatives from the following: decision-makers – elected bodies – agencies – community groups -- affected businesses – advocacy groups – residents – property owners -- schools

In January 2010, RT hosted an open house to reintroduce the Green Line project to the community since there has been a large change in the Natomas population since it had been last presented to the public. RT presented visioning concepts for the public to consider for their new light rail line (which can be viewed at www.sacrt.com.) Members of the public provided input on their areas of concern. Over 200 people attended this two-day event.



The outreach process for the Transitional Analysis and leading up to the Community Review was extensive. The following table lists the meetings held before, during and after the Community Review.

Transitional Analysis Outreach Plan for the Green Line project		
Meetings	Dates	Why
Stakeholder Meetings <i>Elected officials, agency staff, property owners</i>	Oct and Dec 2009	To define guiding principles, objectives and products for community review process
Open House <i>General public</i>	Jan 2010	To re-introduce project to community, provide status of project and introduce community review process
Advocacy Group Meeting <i>Project supporters for RT Board Members Roger Dickinson and Ray Tretheway</i>	Apr 2010	Project update
RT Board Meeting <i>General public</i>	Jul 26, 2010	Present outreach plan
One-on-One Stakeholder Interviews (15 meetings) <i>Decisions makers, agencies, community groups, affected businesses, schools and residents</i>	Jul-Aug 2010	To discuss issues and explain project purpose
Group Presentations (9 meetings) <i>Decisions makers, elected bodies, agencies, community groups, affected businesses and advocate groups</i>	Jul-Aug 2010	To discuss issues and explain project purpose
Advocacy Group Meeting <i>Project supporters for RT Board Members Roger Dickinson and Ray Tretheway</i>	Aug 5 – 8am	Outreach Plan update
Community Review Panel and Technical Review Panel <i>Community and technical review panels formed in 2003 for Alternatives Analysis</i>	Aug 5 – 9:30am	Project Update and re-engage Community/Technical Review Panel
Educational Meetings <i>General public Arts community</i>	Aug 12, 2010 Aug 19, 2010	To discuss key concerns about the project: <ul style="list-style-type: none"> • Safety & property values • Art and design
Community Review <i>General public and Stakeholders</i>	Aug 25-28, 2010	To gather input on system refinements including: <ul style="list-style-type: none"> • track design • station locations • park and ride locations • I-80/Gateway configuration

Transitional Analysis Outreach Plan for the Green Line project		
Open House <i>General public</i>	Sep 11, 2010 (Celebrate Natomas community event)	Open house/presentation of Community Review results
RT Board Meeting <i>Board/Stakeholders/General public</i>	Oct 25, 2010	Update on Transitional Analysis Report
<p>Additional Outreach included:</p> <ul style="list-style-type: none"> • Direct mailings to property owners within ½ mile of project alignment • Media outreach • Web site updates/email correspondence • Signage at proposed station locations • Posters at bus stops & light rail stations, in buses, in local businesses and at the airport 		

Summary of community member issues

Throughout this past year, RT has collected input on the public's areas of concerns. Following is a list about which the public and stakeholders felt the strongest.

Concerns from PUBLIC

In order of priority

- 1. Service Quality**
Commuter times
Synergy w/ bus service
Special services
Cost effective
Hours of operation
- 2. Accessibility & Connectivity**
To destinations
w/ buses/shuttles
for elderly, disabled, bikes
- 3. Safety & Security**
Public safety at stations
"Transit brings crime"
Public safety on board
Loitering at stations
Juvenile issues
- 4. Neighborhood Impacts**
Impacts for homes
Property values
Minimize disruption to bus, schools, homes
- 5. Alignment of LRT**
Best possible alignment
Alignment constraints
Terminus point
Actual location w/ ROW
- 6. Station Location & Design**
Station locations
- 7. Project Timing & Construction**
Time required to build
- 8. LRT Design**
Design quality
Auto Solutions
Artistic Quality
- 9. Funding & Costs**
Realistic project costs
Political competition

Concerns from STAKEHOLDERS

In order of priority

- 1. River Crossing**
Environmental concerns
Actual bridge crossing – what mode
Most cost effective way to cross
- 2. Service Quality**
Synergy w/ bus service
Special services
- 3. Station Location & Design**
Station locations
- 4. Transit Oriented Development (TOD)**
Optimize & encourage
- 5. Funding & Costs**
Realistic project costs
- 6. Station Design**
Logical station locations
- 7. Accessibility & Connectivity**
for elderly, disabled, bikes
w/ buses/shuttles
to destinations
- 8. Alignment of LRT**
Best possible alignment
Actual location w/ ROW
- 9. Safety & Security**
Public safety on board
- 10. Neighborhood Impacts**
Impacts for homes
- 11. Traffic Impacts**
Traffic & rail conflicts
Adjacent neighborhoods
- 12. Park & Ride**
Accessibility
- 13. Environmental**
- 14. LRT Design**
Design quality

Concerns from PUBLIC

In order of priority

Continued...

10. Transit Oriented Development (TOD)

Optimize & encourage

11. Environmental

Environmentally friendly
Newest technology

12. Traffic Impacts

Adjacent neighborhoods
Traffic & rail conflicts

13. Station Design

Logical station locations
Integrate w/ community

14. River Crossing

Actual bridge x-ing – what mode
Environmental concerns
Most cost effective way to cross

15. Why Now?

Why spend \$ on this when there
are other transportation needs

16. Park & Ride

Appropriate locations and size
Parking fees
Accessibility

17. Community Involvement

Environmental justice concerns
Bilingual & press coverage
Process transparency

18. Right of Way (ROW)

Property acquisitions
Track alignments affecting ROW
Litigation time & costs

19. Maintenance Facility

location

Concerns from STAKEHOLDERS

In order of priority

Continued...

15. Why Now?

Why spend \$ on this when there
are other transportation needs

16. Maintenance Facility

17. Community Involvement

18. Right of Way (ROW)

The above areas of concern were used to develop guiding principles and objectives for the Green Line project.

Green Line Project Guiding Principles and Objectives

With input from the stakeholders, Guiding Principles and Objectives were developed for the Green Line to the Airport project that reflects a combination of public, stakeholder and RT priorities. These were used during the Community Review to make sure the outcome reflected these priorities. They will also be used throughout the planning and design process for the Green Line project.

Guiding Principle I: The Green Line will integrate into the local communities being served and incorporate community values in its design.

Objectives:

- 1)** The Green Line track bed and system design will be functional and attractive;
- 2)** The Green Line will provide a safe and secure transit system;
- 3)** The Green Line will provide easy accessibility for elderly, disabled, children and bikes;
- 4)** The Green Line will facilitate safe movements for pedestrians and bicycles among autos and trains and incorporate “Complete Streets” concepts;
- 5)** The Green Line will minimize impacts on neighbors;
- 6)** The Green Line will enhance nearby property values;
- 7)** The Green Line will strive to minimize effects on auto travel times throughout the Natomas area;
- 8)** The Green Line Phase II terminus point must integrate into the community and be accessible for park-and-ride;
- 9)** The Green Line station designs will incorporate community values;
- 10)** The Green Line station locations and park and ride locations will be functional and attractive;
- 11)** The Green Line will consider local ridership needs when determining station locations and light rail service; and
- 12)** The Green Line will locate its maintenance facility to ensure minimal impacts on the community while still addressing system needs and cost-effectiveness.

Guiding Principle II: The Green Line will provide a quality service with multi-modal options and connectivity within the communities and the region.

Objectives:

- 1)** The Green Line will provide a fully accessible transit system that maximizes passenger convenience and amenities;
- 2)** The Green Line will attract and sustain ridership;
- 3)** The Green Line will promote good connections with regional bus and train systems and will provide operational hours that promote strong connectivity for regional movement; and
- 4)** River and freeway crossings will provide pedestrian and bicycle access.

Guiding Principle III: The Green Line will be a quality design project that will result in an overall enhancement and become an economic asset to the community and region.

Objectives:

- 1)** The Green Line will provide a safe and secure transit system;
- 2)** The Green Line track bed and system design will be functional and attractive;
- 3)** The Green Line project will strive to maximize the potential for public/private partnerships;
- 4)** Public art will be incorporated into the station and system design; and
- 5)** Design of any river crossing structure will be an enhancement to the parkway and its users.

Guiding Principle IV: The Green Line will be a leader in transit projects with its use of environmental design and sustainability applications.

Objectives:

- 1)** The Green Line will support Smart Growth Principles;
- 2)** The Green Line will help to reduce impact on the environment;
- 3)** The Green Line will address SB 375 by reducing the need for auto travel;
- 4)** Green Line station locations will be chosen to bring life and sustainability to the community;

- 5) The Green Line will highlight innovative sustainable designs and procedures through public display; and
- 6) Any river crossing structure will minimize impact to the American River environment.

Guiding Principle V: The Green Line will provide a light rail system that has meaningful destination stations locally as well as regionally.

Objectives:

- 1) The Green Line will provide access to retail, businesses, government resources, cultural resources, education and leisure opportunities;
- 2) The Green Line will determine station spacing based on RT's Station Spacing Criteria; and
- 3) The Green Line alignment will optimize station use and functionality for residences and businesses along the line.

Guiding Principle VI: While RT will consider costs as a key factor in decision-making, cost will not be the sole consideration in decision-making.

Objectives:

- 1) The Green Line will provide an efficient, cost-effective system;
- 2) The Green Line project must be competitive for local and federal funding;
- 3) The Green Line will utilize available capital funds in the most efficient way possible;
- 4) The Green Line will maximize potential for public/private partnerships; and
- 5) Provided funding becomes available, the Green Line project will be constructed in a timely manner, minimizing impacts on neighborhoods.

Pre-Community Review meetings

Public engagement activities leading up to the Community Review included outreach presentations and interviews, educational presentations and an art community workshop.

Outreach

RT's General Manager, Mike Wiley and Assistant General Manager of Planning and Transit System Development, RoseMary Covington, conducted numerous one-on-one and group presentations about the community review effort and

conceptual design refinements during the month leading up to the Community Review. Presentations were given to:

Sacramento Transportation Management Association (Jul 26) -- North Natomas Transportation Management Association (Aug 4) -- South Natomas Transportation Management Association (Aug 4) -- RT Mobility Advisory Committee (Aug 5) -- Complete Streets Coalition (Aug 10) -- Environmental Council of Sacramento Transportation Committee (Aug 16) -- Sacramento County Board of Supervisors (Aug 24) - - Sacramento City Council (Aug 24) -- River District (Aug 25)

Mike Wiley also conducted one-on-one interviews with the following community leaders to discuss their areas of concern with the Green Line project:

Ray Tretheway, RT Board Member (Jul 22) -- Roger Dickinson, RT Board Member (Jul 23) -- Molly Fling, President of Natomas Community Association (Jul 23) -- Phil Serna (Jul 26) -- Sheryl Gessford, Dean/David Viar, President, American River College Natomas Center (Jul 27) -- RE Graswhich, Mayor's Office (Jul 28) -- Angelique Ashby (Jul 30) -- Local private colleges representatives (Aug 3) -- Mike, McKeever, Executive Director of SACOG (Aug 12) -- Gus Vina, Interim City Manager (Aug 16) -- Michael Ault, Executive Director of Downtown Partnership (Aug 18) -- Matt Mahood, Sacramento Metro Chamber (Aug 16) -- Steve Hammond, President of Sacramento Convention and Visitors Bureau (Aug 23) -- County Airports staff (Aug 20) -- Brice Harris, Chancellor of Los Rios Community College District (Aug 24)

In addition, Mike Wiley and RoseMary Covington met with local agencies regarding particular technical aspects of the Green Line project. One meeting was held on July 27 with City of Sacramento department managers from Transportation, Development Services, Parks, and Economic Development to discuss the feasibility of proposed conceptual design refinements. Another meeting was held with Sacramento Area Council of Governments (SACOG) and the City of Sacramento on August 12 to discuss the river crossing and the modes of transportation it would support. Discussions with these agencies will continue throughout the planning of the project.

Community and Technical Review Panels

The Community and Technical Review Panels were formed to review the Green Line project's alternatives analysis in 2003 and have met at various stages of the planning of proposed line. RT held this follow-up meeting on August 5, 2010, to provide an update on the next phase of the project and ask for participation at the Community Review.





Safety and Property Values Meeting

On August 12, 2010, RT hosted an informational discussion about the safety, security and property values impacts the Green Line might have on the neighborhoods it will pass through. The panel for the property values topic included Skip Rotticci, Chief Operating Officer of Costa Pacific Properties; Chris Little, Broker/Realtor, Little Real Estate Services; Paul Zykofsky, Associate Director of Local Government

Commission; and Terry Preston, Complete Streets Coordinator of WALKSacramento. The panel for the safety and security subject included Kurt McCray, Neighborhood Services Officer, Sacramento Police Department; Lt. Michael Brill, Santa Clara Valley Transit Authority Police Department; Betsy Moll, Urban Designer, HDR, Inc.; and Sgt. Doug Voska, Sacramento Police Department/Sacramento Regional Transit District. Questions and answers from the meeting are in Appendix B. The presentations that were given can be viewed at www.sacrt.com.

Art Community Workshop

The Sacramento Metropolitan Arts Commission hosted a workshop on August 24, 2010, to provide the art community with specific information about the Green Line project and receive feedback about the mission of public art on the new line. The goal of the public art program is to:

- Build community identity and civic pride;
- Broaden citizen understanding and day-to-day experience with art; and
- Enhance and activate public places.



Survey results from the workshop can be seen in Appendix A. These results will help develop an Art Plan that will establish a conceptual framework for art and project schedules. The presentation given at this meeting can be viewed at www.sacrt.com.

The Community Review

Due to unforeseen circumstances, RT had to delay the scheduled community review event until August 2010. Input from the Community Review process will be used in the Transitional Analysis and has been turned into Urban Design Guidelines for the project (see Page 36). The presentations that were given at all these meetings can be viewed at www.sact.com.

Day 1: Project Overview and System Identity

Open Studio

Visitors were able to view the Locally Preferred Alignment and provide input on existing conditions.

Kick-off Presentation

An introduction and background on the project was provided to attendees, as well as an overview of the Community Review week. A presentation on urban design and how it relates to transit was given to prepare participants for providing input on the project design refinements. Please see Appendix for a copy of the presentation.

Exercise

During the first day's exercises, RT received community advice on station environmental design considerations. Participants were asked to prioritize the following items:

Weather protection	4 dots
Bike access and facilities	3 dots
Use of green materials	2 dots
Well-lit connections	1 dot
Easy access for persons of all abilities	5 dots
Streetscape in station area	3 dots
Rail and bus transfers	4 dots
Transit route and system information	3 dots

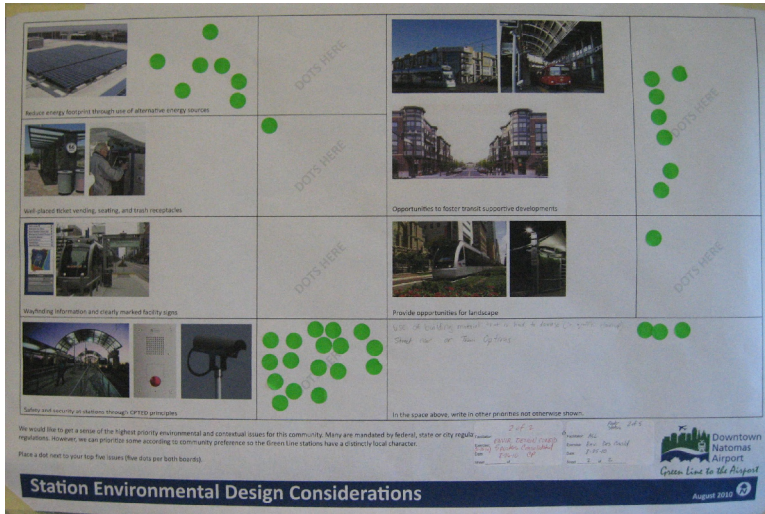
Station Environmental Design Considerations

We would like to get a sense of the highest priority environmental and contextual issues for this community. Many are mandated by federal, state or city regulations. However, we are providing some according to community preference so the Green Line stations have a distinctly local character.

Place a dot next to your top five issues (five dots per each board).

August 2010

- Weather protection
- Bike access and facilities
- Use of green materials
- Well-lit connections
- Easy access for persons of all abilities
- Streetscape in station area
- Rail and bus transfers
- Transit route and system information



- Reduce energy through alternative energy sources
- Well placed ticket vending, seating and trash cans
- Wayfinding and facility signs
- Safety and security through Crime Prevention through Environmental Design (CPTED)
- Opportunities for transit oriented development
- Opportunities for landscape
- Other??

Visitors were also asked to fill out the art survey discussed in the previous section (results can be found in Appendix A).

Day 2: Discuss design refinements

Open Studio

Design refinement options on station locations, track configurations and the Gateway Park elevated station were shared with visitors for their review and comments. The Sacramento Complete Streets Coalition was invited to the studio for a focus group discussion.



Workshop



This working session allowed participants to review design refinements and provide recommendations. Meeting attendees were asked to participate in the following exercises and provide comments:

Strong and Weak Stations

- 1) Look at the Station Area Maps for South Natomas and Arena Blvd to North Natomas Town Center.
- 2) Identify which stations are “strong” or “weak.”

A “strong” station is one that you perceive will be well used, support the community, stimulate development, or for any other reason you feel is important.

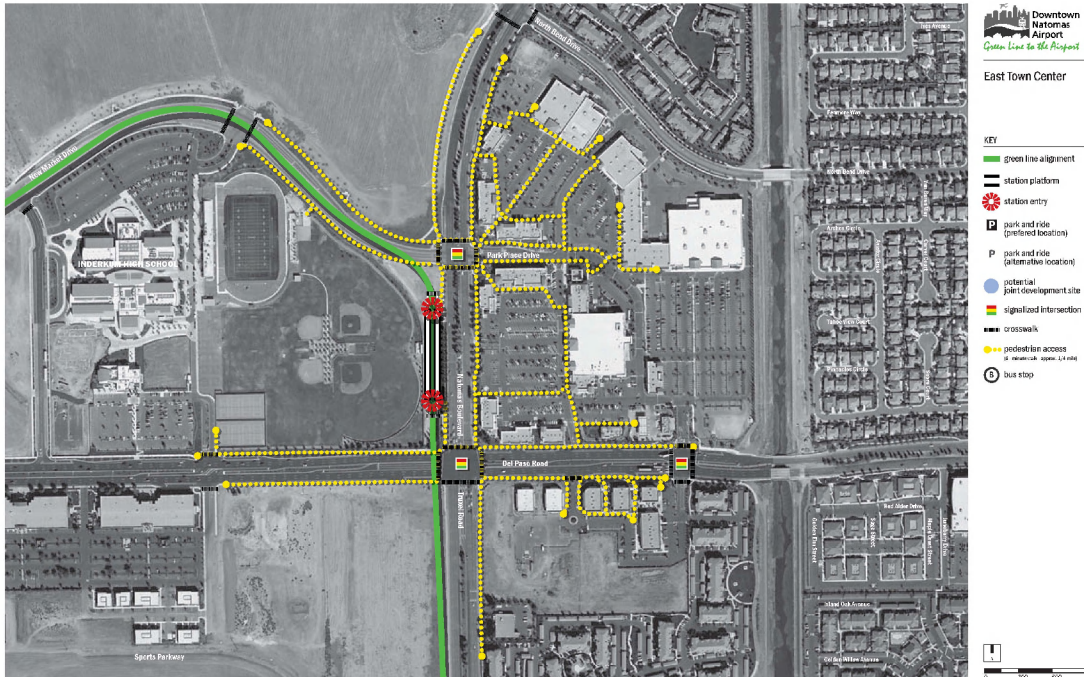
A “weak” station is one that in the near term would contribute least to the light rail system or to the community and could be deferred at this time.

- 3) Place dots on the strongest and weakest station on each map: one green dot on the strongest station and one red dot on each the weakest station
- 4) Write your opinions on a Post-it note (optional). Use a separate post-it note for each station with a dot. Explain why you think this station is strong or weak.



Neighborhood Fit

Choose one station that is most important to you. Write on a Post-it note the three elements that you think will be the most critical in the design of this station, and why. Elements to consider are:



Connections: Safe crossings -- Pedestrian and bicycle routes -- Pedestrian mid-block crossings -- Pedestrian island refuges -- Bicycle access -- Bicycle parking

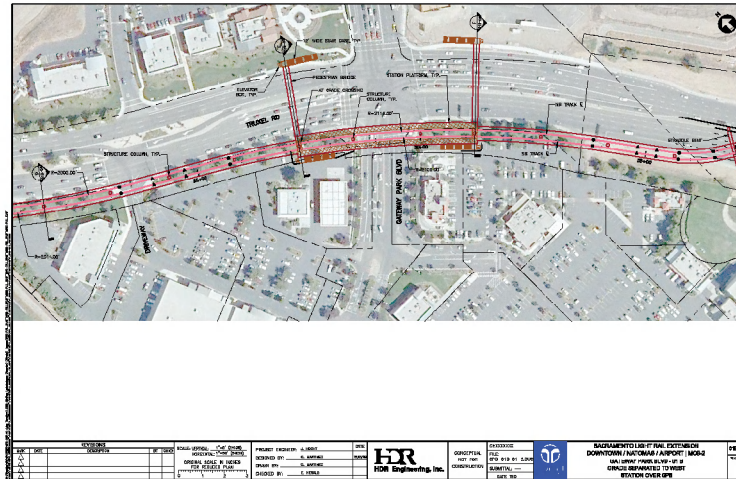
Urban Design/Landscape: Weather protection -- Tree shading for nicer walking -- Sidewalks separated from roadway -- Transit oriented development -- Green materials

Traffic: Reduced speed limits -- Turning movements -- Cross-traffic turning movements

Trackway: Ballasted trackway -- Paved trackway -- Trackway with distinct color, markings or landscaping

Other - What other ideas do you have?

Gateway Park Station



- 1) Look at the plans for the Gateway Park elevated station. There are several options for the station location:

East-west

- On the east side of Truxel Road, in a 40' irrevocable offers of dedication adjacent to the Promenade office park (home of a future Kaiser medical office building) and Gateway Plaza shopping center;
- In the median of Truxel Road; or
- On the west side of Truxel Road, in a 40' irrevocable offers of dedication adjacent to the Natomas Marketplace shopping center.

North - South

- South of Gateway Park Boulevard/ Natomas Marketplace Entrance;
- Straddling the Gateway Park Boulevard/ Natomas Marketplace Entrance; or
- North of Gateway Park Boulevard/ Natomas Marketplace Entrance.

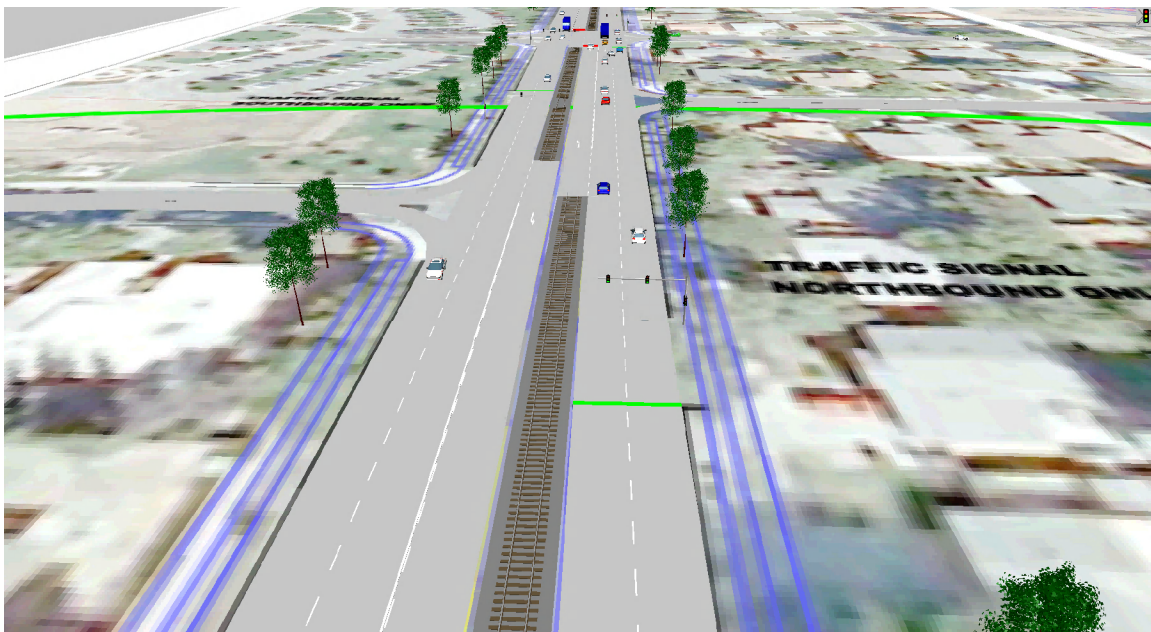
- 2) Write on a post-it note which is your favorite of these options, and why? What improvements would be needed?

Left Turn Movements (South Natomas)

- 1) Look at the videos of the left turn options for Truxel Road in South Natomas (minor intersections, excluding West El Camino and San Juan):



Roundabout



Shared Left Turn Lanes

- 2) Write your opinion on a separate post-it note for each option. What do you like about each option? What improvements will each option require?

Day 3: Open Studio and Staff Work



This day was reserved for staff to compile comments and develop renderings of design preferences. The public was invited to stop by the studio to review the development of the design guidelines.



Day 4: Display of Results

On day four, exercise results and renderings were displayed at an open house for public review (please see sketches in Chapter IV.)



Day 5: Celebrate Natomas

RT concluded the Community Review on September 11 at the annual Celebrate Natomas event held at the South Natomas Community Center. RT displayed the sketches and guidelines developed during the Community

Review providing another opportunity for public review and feedback on the design refinements. Staff talked to over 100 people who visited the RT booth during this five-hour event.



Community Review Urban Design Guidelines

Evolution of the guidelines

As mentioned earlier, Regional Transit (RT) conducted the Community Review in support of the Transitional Analysis. RT staff identified the following conceptual design refinements that required review and input from stakeholders and the general public before moving further in the process:

- 1) Proposed track location in South Natomas designed to have the least amount of impact on homes;
- 2) Options for left turns in South Natomas: *round-a-bout vs. shared left turn lanes*;
- 3) I-80 overcrossing track placement designed to be lowest cost option;
- 4) Station locations for second phase of construction:

South Natomas: Pebblestone Way: *Defer station or include station?*

San Juan Boulevard: *Natomas High School station vs. shopping center station*

W. El Camino Avenue: *southwest corner of Truxel vs. current station location*

North Natomas: Arco Blvd. Station – Arco Arena Station – E. Town Center Station: *station consolidation, station deferment or no change in station locations?*

- 5) Gateway Park station configuration options;
- 6) Park and ride options at specific stations;
- 7) Station design concepts;
- 8) Art in Transit Guidelines; and
- 9) End of line preference for second phase.

Proposed Community Review Products

During planning sessions, the Community Review Team brainstormed potential outcomes of the community review process. The following products were suggested to be created during the Community Review:

- Trackway guidelines (revised cross-sections; revised plan views; fencing concepts; trackway concepts; landscaping concepts; renderings);
- System identity (amenities list, system-wide theme);
- Station design concepts (amenities list; renderings; revised plan views; urban design concepts; landscaping concepts; station profiles; park and ride concepts);
- Revised station location and park and ride map;
- Safety/security guidelines (safety around tracks; traffic precautions; station safety/security; educational plan; on-board safety/security);
- Connectivity guidelines (across tracks; access to stations);
- Sustainability concepts (for trackway and landscaping; for stations and landscaping);
- Guidelines to incorporate art into stations and bridges (including renderings);
- Revised system facilities map;
- Vehicle design concepts (amenities list); and
- Revised maintenance facility location options map.

Though there was not time to discuss all these items during the Community Review, many of them were addressed and developed into the following renderings and guidelines. In addition, some of the suggestions need to be addressed later along in the planning process when more design details are available.

Documents

Renderings

The following sketches were developed on-site at the Community Review in response to the input received by visitors during the week. These renderings do not depict any particular station, only general concepts that will guide the design of the stations in the future.

Station Design

Renderings help to show the feel and scale of how a center-aligned station might fit into Truxel Road in South Natomas or how a side-aligned station might look in North Natomas.



Station – Center Alignment

The viewer can get a sense of how crossing the street to the station might feel or how a cyclist will be able to share the road with a train, pedestrians and autos.



Station –Side Alignment

Renderings provide the visual details for viewers to see how the tracks integrate into the surface of the street and that the crosswalk provides an easily accessible at-grade entrance/exit to the center aligned station.



Station – Center Alignment

This rendering shows how a side aligned station works with the sidewalk and edge of the street and gives the viewer an understanding of how the landscape and hardscape work together to create clearly defined areas for all modes.



Station – Side Alignment

In both drawings, visibility of others on the platform clearly illustrates the use of Crime Prevention through Environmental Design (CPTED) concepts, which help in providing a safe and secure environment.



Station – Center Alignment

These sketches provide ideas for viewers to see:

- how the tracks can be attractive;
- how appropriate lighting can be used;
- how different levels of boarding within the station area work together;
- how landscaping can be added to enhance the station and the travel corridor; and
- how system/station signage and route information might integrate into the station.



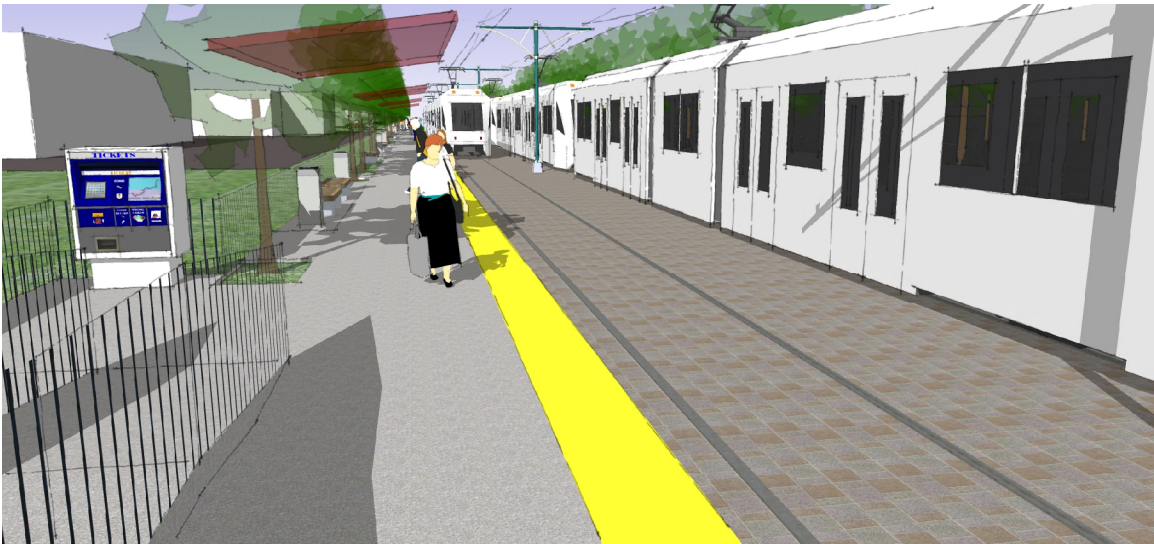
Station – Side Alignment



Station – Center Alignment

These renderings show viewers how some of the station amenities function together in limited spaces:

- shade structures;
- seating;
- trash receptacles; and
- fare vending machines.



Station – Side Alignment



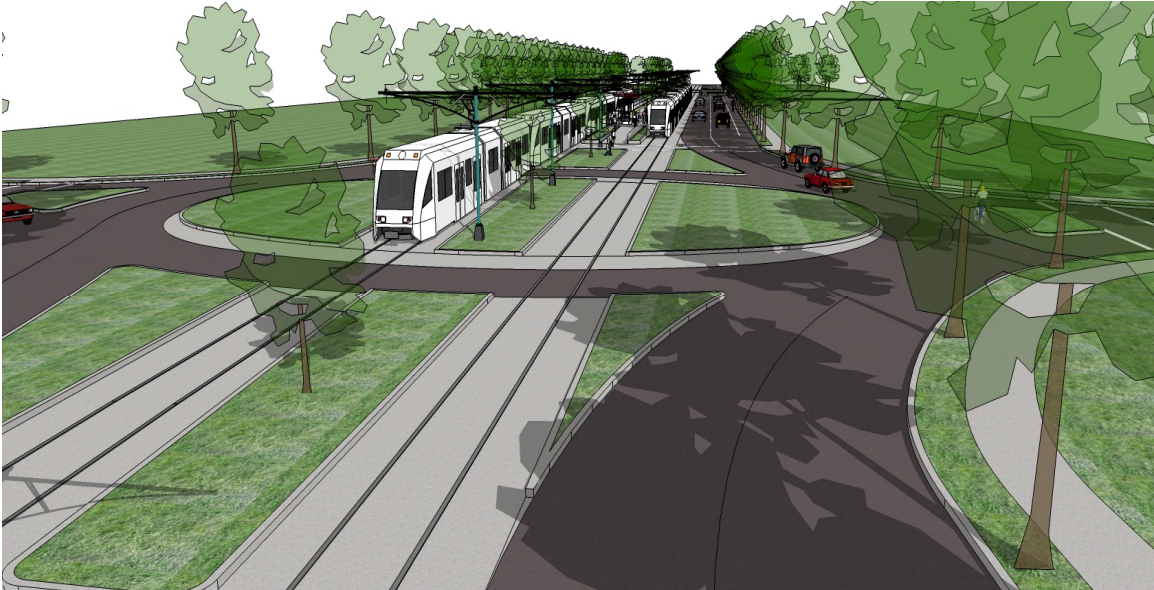
Station – Center Alignment

Understanding how the mini-high platforms and ramping of platforms for low-floor boarding work within the station can be a key factor in maneuvering in and around the station particularly for those who need to use them. Renderings such as these help with visualization of these complex designs.



Station – Side Alignment

Left Turn Lanes



Vision of Roundabout in Center Alignment

Advantages

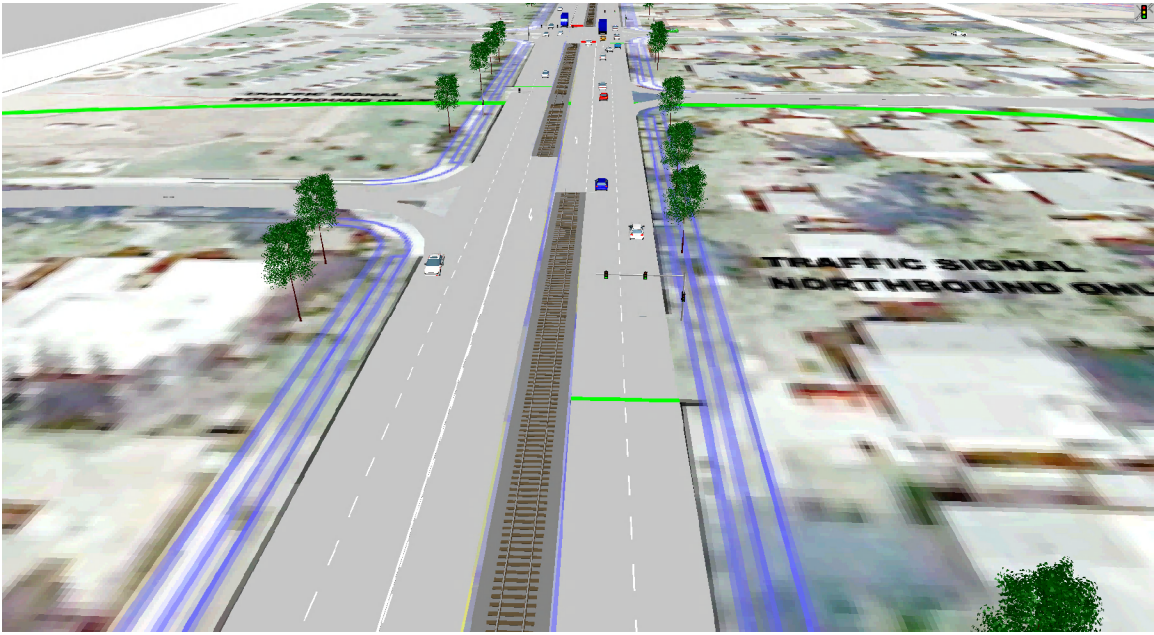
- No delay for train
- Improves traffic flow
- Less property beyond intersection
- Urban design opportunity

Disadvantages

- Requires more property at each intersection
- Requires crossing gates



Roundabout in Salt Lake City, Utah



Vision of Shared Left Turn in Center Alignment

Traffic is held mid-block for less than 10 seconds every 15 minutes to avoid conflict with light rail train.



Shared Left Turn in Houston, Texas

Gateway Park Station

As seen below, renderings help to capture the visual experience of an elevated light rail station at the Gateway Park and Truxel intersection.



Overhead Center Alignment



Overhead West Side Alignment



Overhead East Side Alignment

Urban Design Guidelines

These Urban Design Guidelines will act as documentation of the partnership between RT, future designers, the rider who uses the new system and the neighborhoods it passes through.

The guidelines will guide the design and review of all elements of the Green Line and be used as a performance checklist by RT, keeping in mind that budget constraints will prioritize the guidelines during the design process.

Urban Design Guidelines Recommended at the Community Review for the Green Line to the Airport Project

Safety and Security

- Follow Crime Prevention through Environmental Design (CPTED) principles in all applicable areas (including streets, pathways, trackway, stations, park-and-ride lots, landscaping and lighting);
- Provide “eyes on the street” opportunities in and around stations;
- Utilize vandal resistant materials that are easy to maintain and promote a positive and well-kept image; and
- Stations should include lighting that provides a welcoming approach, a safe waiting area, and a safe and clear departure. Consider transitions in illumination levels.

System Design

- Design system so that existing residential housing is not eliminated;
- Consider pedestrian connectivity, accessibility and safety first and auto accommodations second;
- Pedestrian pathways to transit should be continuous with the crosswalks at cross streets;
- Design station locations and system schedules to maximize convenience of bus transfers;
- Provide pedestrian and bicycle access over river and freeway crossings;
- Incorporate consistent-looking, transit-accessible property walls along Truxel Road in South Natomas neighborhoods;
- Encourage City to reduce speeds along Truxel to promote friendly pedestrian atmosphere;

- Promote Transit Oriented Development (TOD) opportunities;
- Minimize energy footprint through use of alternative energy sources;
- Coordinate bicycle connectivity to stations with the City of Sacramento Bike Master Plan. Regional multi-use paths should be extended to stations where possible; and
- Incorporate artwork into system design, using local artists to the extent possible.

Trackway Design

- Use track options that will minimize right-of-way acquisitions;
- Maintain smooth grade crossings so as not to impede pedestrian or bicycle “over the track” movements;
- Encourage City to maintain as many U-turn and left turn capabilities in South Natomas as is safely possible; and
- Use creative design to increase the attractiveness of the tracked.

Station Design

- Maximize pedestrian and bicycle connectivity and access in and around stations;
- Provide access to both ends of each station to reduce jaywalking;
- Design stations to incorporate neighborhood character;
- Provide weather protection from sun, wind and rain at stations;
- Accommodate bicycle storage where appropriate;
- Provide bike ramps along all stairways where practical;
- Provide route and system information at stations;
- Take advantage of Gateway Park’s high-profile station design as an opportunity to be an area landmark; and
- Be considerate of retail signage when designing Gateway Park’s elevated station.

Vehicle Design

- Consider use of low-profile vehicles that fit in the neighborhood; and

- Consider use of low-floor vehicles with interiors designed to accommodate effective bicycle and luggage storage.

Park and Ride Design

- Consider use of neighborhood parking permits to discourage transit rider parking in neighborhoods; and
- Provide clearly marked pedestrian and bicycle pathways through parking areas.

Next Steps

With input from the Community Review, Regional Transit's (RT) consultants are refining the cost and ridership estimates for the Transitional Analysis. The Transitional Analysis is scheduled to be presented to the RT Board in November 2010 for review. This will lead to a recommendation of what the second phase of the project will entail. The project is then expected to move into preliminary engineering. At each stage of the planning and design process, the Urban Design Guidelines developed during the Community Review will be taken into consideration.

Appendices

A. Public comments

Comments from January 29 and 30, 2010 Open House (North Natomas Library)

General/Miscellaneous Comments:

Build it and riders will come. Same as you've seen for the Folsom Line.

Please coordinate with District on levee crossing and E. Drain crossing. Also, early contact with the Corps of Engineers and Central Valley Flood Board recommended for levee crossings.

My wife and I would ride light rail to the Amtrak Station and airport if there were provisions for suitcases on the train.

My primary interest is that the Green Line Stations be accessible to bicycles and pedestrians, 2) Sacramento cannot call itself a world-class city until there is decent reliable public transportation to the airport. I believe past surveys have underestimated potential ridership to the airport, especially with increased parking fees at the airport. Of course, the airport folks would probably disagree since parking is such a large component of their funding.

Fare for Natomas Downtown commuters, bike lane/safe route with light rail development, bike access/on light rail/ bridge, as airport traveler friendly as possible (get from airport to downtown as safely as possible), as commuter friendly as possible/crime concerns.

Airport:

Very concerned that the airport station "appears" to be outside. We must - at least- allow the passengers to remain indoors loading and off-loading the Green Line. Thanks to all!!

Bridges:

Build a suspension bridge across American River, it will add to community.

Have Artists and Architecture Open Public Competition for bridges and crossings. 1) Concepts, 2) designs, 3) permanent concession structures, And Art Everywhere - Monumental!

Buses:

Why not use BRT - Save money and we could have lower fares for everyone.

Pedestrian/ Bikes:

Access for pedestrians/bikes to the stations should be safe and well marked. Bridge across the American River should have lower level for bikes/pedestrians and not be on the same level as the train. Allow more bikes on the train rather than four per car as now. There should be some express trains there. Improve bus service to So Natomas Station and eliminate that park and ride lot. Have low floor train cars for easier boarding.

Routing/Alignment:

Going down Truxel Road in South Natomas is a mistake. There's no room for park and rides. You're catering to the people of North Natomas while you destroy my neighborhood. I hope it FAILS.

With this community poised to develop a model transit line, I would love to see a line that can smoothly and seamlessly be integrated while still distinguishing itself as key points and transportation hubs to points of interest along the entire line.

Service Planning (Scheduling/Routing):

Important to have coordinated bus schedules to actually make the light rail accessible to the North Natomas Community.

Stations:

Very much against having a light rail station at the South Natomas Community Center. It is already difficult to exit our street to turn L. on Truxel. It will affect (adversely) our property values & bring more crime. Already insufficient parking for library etc. - which means parking on adjacent streets.

Someone oppose the station sits next to the school at E.Commerce and N Park for the reason of kid passed by and hopping on the light rail. I don't think that is a problem. This station is really a benefit to the people live around there. Profits to the residents around this area. Great for parents to take light rail after send kids to school instead of driving and cause congestion around that area. Must put a station there!!!

Upgrade stations downtown, upgrade light rail cars to low boarding with bike facilities on trains. More TODs at stations, public bike racks at stations, art at stations, better security especially at Alkali Flat Station.

Results from August 25-28, 2010, Art Survey (Community Review Studio)

1. Why do you feel public art is important?

Artists' responses:

- It is not design, not architecture and not something that has been manufactured.
- It should speak to the soul and enable the experience of traveling on the Green Line to transcend the ordinary.

- Public art should be transformative, evocative and provocative.
- It should also be humanistic and tell some kind of story.
- Great public art helps us leave our inner selves and engage with the outside world.

Public responses:

- Softens visually; softens harsh lines
- Adds human aspect, spirit; takes out of ordinary
- Adds humor
- Makes more comfortable
- Needs to be attractive and interactive; stimulative and informative
- Local artists reinforce unique community aspect
- Adds community pride, sense of place
- Beautifies stations
- It is cool
- Needs to be tough and easily maintained
- Without art it is cold and sterile
- Some felt that public art is not important, given economic concerns

2. What makes the Green Line area distinctive?

Artists' responses:

- The line of travel spans a wide spectrum --from rural to the world
- There is a duality in geography along the line that is simplistic & complex
- The Green line will be urban and suburban
- There are two strong/distinct destinations that cap each end: the Airport & the Capitol
- The symbolism of transportation: beginning at the old rail yards (old), to the rivers (natural), to airplanes (new).
- There is a geographic continuum
- It shares the space/route with many entities – some it enhances and some it intrudes upon

- The line of travel is a passage – like an open door – from the airport and back again.

Public responses:

- Bedroom community, upscale neighborhoods
- Giant roads, featureless homes, no character. This project is a chance to bring character to the community.
- Distinct characteristics of the area include: shade, color, trees, giant garter snakes, Swainson's hawks, and other critters protected in Natomas Basin HCP.
- The selected artists should do research to determine what is unique about this area.
- Four areas: Railyards (industrial), American River (natural), Natomas (reclaimed farmland), Airport (international)

3. How should artists be selected?

Artists' responses:

- Should take place early in the design process
- Arts professionals including artists, art historians, curators, and critics
- Children should be included in artist selection and design approval
- Should value artist's ability to create language, which expands thinking.
- Should encourage mixture of forms, disciplines and sites that appeal to many people
- Sites should not be prescribed but open enough for artists to move in different directions
- Include opportunities for local and regional artists, and collaborations
- Encourage mixture of forms, disciplines and sites

Public responses:

- From area residents or the community, arts professionals (especially artists) and RT
- Additionally mentioned - police, business owners, architects, school administrators, high school students and City Council members
- Community members should be given the first say with input from art professionals and RT later in the process
- Neighborhood volunteers and politicians should not be used in the selection process
- Selection should be based on artist's experience and beauty of artworks
- Selection should involve local artists

- Separate selection by each neighborhood
- Desire decorative vs. abstract artworks

4. What is the purpose, mission or function of public art?

Artists' responses:

- Should make you want to ride light rail.
- Make riders feel important and as if the artwork was made just for them.
- Should humanize the environment and the stations
- Should serve the soul, There is a story to be told (with art) along this line and the more you ride, the more of the story you should be able to receive.
- Each station should be unique and help create a sense of place and a sense of excitement.
- Each station could be treated as pieces to a puzzle and if you ride the entire line, you are able to fit the pieces together.
- The artwork should be sustainable or green if possible -- made with recycled materials, be energy efficient, use solar energy.
- Transportation = Transformation

Public responses:

- Should have a relationship to the immediate surroundings
- Reflects the local history, social, economic, and environmental characteristics of the area
- Helps make the light rail system more attractive
- Represents the artistic vision of the community
- Makes the community feel more vibrant and be tasteful
- Helps to relieve boredom and beautify stations
- Should be clean and maintainable, safe and visible
- Make people feel good about light rail and create respect/stewardship for stations

**General Written Comments taken August 25-28, 2010
(Community Review Studio)**

Stations

San Juan

This station needs careful planning to address safety issues for both drivers and pedestrians.

Keep the U-turn on southbound Truxel at San Juan.

The best locations are on the northeast corner of the high school.

There should be parking at this station. Charging for parking would move transit riders to the neighborhoods.

Station must be south of San Juan.

Pebblestone

Unique location with many attractive locations.

Will need special signage, design and public art Natomas School District.

Keep Pebblestone Way Station.

General

Move location of the North Natomas Town Center west to provide better access to stores and schools and better access to residents. This move provide better station spacing and perhaps allow for the elimination of the East Commerce station

In order to move the Town Center station, the grassy median would have to widen. The station could also be moved to the triangular parcel to provide better access to future office buildings.

Stations in South Natomas should be designed for neighborhood aesthetics.

Simplify stations to save cost.

Stations should be green, use alternative energy and reduce pollutants.

Sound Walls

The current soundwalls are an eyesore. New soundwalls in South Natomas were promised in AA

Airport

Make sure station reaches the Airport

End Phase 2 at the airport, don't cut it short.

At least go to Club Center

Limit parking at airport to discourage auto use.

Bikes/Peds

Coordinate with Bike Master Plan

Better to have multiple crossings of the freeway for bikes and pedestrians

Having stations in the median adds problems for bike riders.

Provide bicycle and pedestrian access for American River Bridge crossing (2)

Bike access to an elevated station is a special concern for those who take bikes on board. Station design should consider this.

Put a bike trail on the elevated section of Truxel that gets bikers away from traffic.

Because of the East Commerce station location (rather than Natomas Blvd) there must be very strong, safe and direct connections from the station to the interior of North Natomas

Commuters using the Park/Ride will have problems and worsen traffic on East Commerce and other nearby streets of parents dropping kids off at Hight K-8 School.

Long term bike parking should be at several stations including rental and repair.

No on Truxel

They (No on Truxel Representatives) are hijacking meetings and do not understand basic transit operations

Look at a way to engage the "No on Truxel" people

How many homes would be demolished?

"Holistic design" re: Minneapolis station? HUH?

Would You buy a Home with trains running in front or behind?

Point out future traffic problems with signs.

\$43 to \$45 million to lay one mile of track. \$13 M to maintain the tracks. These costs do not include security or station cost.

BRT is 1/3 less expensive. And 1/3 less to maintain

This project does not fit into the neighborhood

I do not want unknown people parking or walking on our street and past our homes

In 2003 the only alternative discussed was Truxel and RT does not want to consider any thing else

How has it been determined that South Natomas residents want the project? Why not put the project to a vote?

Other comments

Trains must run later

Poles should be like those in Folsom's downtown

The 1-80 crossing needs a more in-depth discussion

Keep the streetcar/tram option open

We really need this to get to events downtown, connect to other light rail lines

By the time it gets here, I will no longer be working, but for shopping and pleasure with the day pass – it's great

Make the line user friendly with good connectivity to feeder lines.

Motivate TOD

It is important that adequate funding be acquired

Items for follow-up

Using East Commerce rather than Natomas Blvd misses the heart of Natomas

The Sequoia Pacific alignment runs through the CA Public Safety Communications Center. Moving would be a problem

An in-depth discussion of financing is necessary including Federal funding, plans for a vote to increase operating funds. What are the plans if the vote fails?

What are Federal/State guidelines for setbacks?

How will off street Parking be impacted by LRT stations?

How will existing parking be secured?

B. Questions and Answers

Safety and Property Values Public Meeting on August 12, 2010 (South Natomas Community Center)

Audience Questions:

Q: What investment is the airport making to this project?
Currently, flying out of Sac is still less attractive than making a trip to fly out of SF or Oakland.

RT: The Airport has hired RT to do the engineering and design for the light rail station at the airport's new terminal.

You spoke about property values within 1000 feet, but what about homes within one mile?

RT: The studies we have found generally looked at property values close to, and as far away as ¾ of a mile. Most focused on the ½-mile distance, because that is about as far as people will walk to get to light rail. It is possible that houses a mile away from light rail benefit as well, but RT has not found studies that specifically measure it.

Q: Doesn't the added street congestion at intersections with light rail crossings negatively impact local property values?

RT: The purpose of the design and engineering is to avoid congestion at intersections. The signals downtown, for example, where light rail crosses streets every 3.5 minutes, are timed to smooth the flow of cars to avoid congestion. Similar standards would be applied to the Green Line.

Q: How large (acres) and the number of parking spots typical of the Park & Rides?
What is expected (age) of the homeowner in the South Natomas area when LRT is operating?

RT: There are no RT standards for a park-and-ride lot. These are adapted to what the neighborhood will allow. In some cases, such as terminal stations like Meadowview, the park-and-ride can be large, with seven acres and 690 parking spaces. In most cases, however, the park-and-ride lots are closer to two or three acres, holding at most 300 parking spaces. The Alternatives Analysis anticipated park-and-ride lots of between 300 and 2,000 cars. The current average age of a resident in South Natomas is approximately 31.5 years. The average age is projected to increase, due to a growing percentage of seniors (persons over age 65) in the population generally.

Q: Why and how is it possible to put light rail through a flood plain prior to levees being built to standards?

RT: It is not possible to build light rail prior to the levees being restored. In fact, RT is planning its environmental work to coincide with the levee restoration timing, so that when construction is approved, the levees have already been restored.

Q: Will you build sound walls along Truxel properties?
How will you prevent rider from parking on our neighborhood streets?
Does the vibration from the train shake so much that it can damage our home foundations?

RT: RT will engineer the light rail to minimize noise impacts, so that sound walls along Truxel will not be necessary. Sound walls act as barriers to pedestrians, and they provide hiding places for criminals. However, if the environmental studies result in a need for sound walls, they will be constructed as necessary.

The easiest way to prevent riders from parking on neighborhood streets is to ask the city to provide neighborhood parking zones. Any non-resident vehicles parking more than two hours are ticketed. This has proven very effective.

The quality of the track bed, and the slower speed of the light rail operation, will minimize the vibration from the trains. Also, the placement of the tracks in the median of the road will separate the tracks from any home.

Q: How confident are you that the Federal Government will invest in this expansion?

RT: Judging from the ridership numbers we have seen so far, we are quite confident. We need to define an appropriate next phase – one that will have high use and reasonable cost. If we define that well, the Federal Government will consider the project cost-effective and be inclined to provide funding, if we can demonstrate the local funding to match the federal investment and operate the project..

Q: Hundreds, if not thousands, of South Natomas residents opposed having tracks and stations on Truxel south of I-80. Why did you ignore them?

RT: RT recognizes that there are some South Natomas residents who oppose tracks and stations on Truxel. However, we have also heard from many, many residents of South Natomas who are anxious to have good, light rail service on Truxel. It is not that RT has ignored the opponents, extensive community outreach over many years provided many forums for opinions on both sides of the issue. After weighing all the input, a decision was made on the Truxel alignment seven years ago.

Q: Why does RT refuse to test its assumptions about ridership of the airport line by running buses to the airport?

RT: It is not a matter of refusing to test assumptions. Rather, there are several reasons why RT is not running buses to the airport.

- 1. Yolo bus is already providing service to the airport.*
- 2. RT does not have an operating agreement to serve the airport with buses.*
- 3. The Alternatives Analysis included transit use modeling that indicates the light rail will have much greater use than a bus line.*
- 4. The RT Board directed staff to consider a project with a greater goal than just serving the airport. The Green Line is to serve all of South and North Natomas as well. In fact, the overwhelming majority of trips on the Green Line will not involve the airport. At build-out, the airport will generate about 1,200 trips per weekday. That is not bad, but the rest of the line will generate over 26,000 trips per weekday.*

Q: How confident are you that Sacramento voters will vote 2/3 in favor of another tax increase to fund this project?

RT: We're not confident. We can only hope that we will present a solid enough case to convince the voters of Sacramento that the transit program (it is not just the Green Line) is deserving of public support.

Q: Why do you refuse to allow us to speak aloud and engage you? This "questions on the card" process does not give us the opportunity to tell you whether you answered the question to our satisfaction.

RT: The “questions on the card” system was used to assure all questions would be asked and answered. We specifically did not want one or two questions to monopolize the time of the whole audience. Every question was read aloud, and if on topic, answered by the panelists. If the question was not on topic, it was placed on a note pad – a “parking lot” – to be answered later. As it was, RT allowed this question to be voiced, “How many here – residents of Natomas - are actually in favor of light rail on Truxel?” Two-thirds of the hands were raised in an affirmative response.

Q: Are any strategies being considered to increase ridership to the airport? The projected ridership is disappointing.
Possibilities – Increase parking fees at the Airport. The County could do it as part of their “climate action plan.”

RT: Yes, RT is considering “limited stop service” which would result in a faster trip to and from the airport. However, the function of the Green Line is not just to serve the airport. When the Board adopted the locally preferred alternative, it was because it would also serve the communities of South and North Natomas, and support new developments and businesses. These will be the backbone of the Green Line’s ridership. As for parking strategies at the airport, RT can only advise. The airport is in control of its concession revenues.

Q: Is the Green Line its own line with its own start and end or is it really a more complete “Gold Line” from Folsom to Natomas/or SMF?

RT: At present, the Green Line is described as an extension to the Gold Line. As project definition continues, it could become its own line – particularly if it becomes a line that starts downtown, and serves the Sac Valley station on its way out to the Airport. Much of that decision rests on engineering and operations analysis that has not taken place yet.

Q: Property value increases shown – is that from date shown to current dates (i.e. 1978-2007)? Most of the property value increases seem to apply to apartments/condos. Is this correct?

RT: The property value increases shown were from the dates of the respective studies – that is, from two or three years before the light rail opened to two or three years after. One study, the BART Impact Study, took a second look ten years later, and found that the increase in property values had continued, so that properties near the BART were still proportionally higher 15 or more years after the station had opened. The studies found no significant difference between apartments/condos and single-family dwellings. The greater differences were caused by distance from the station.

Q: I already own property next to Arden Light Rail and we have much trouble with break-ins during work hours. How will you prevent this given the lack of funding for additional police and if on Truxel, more crimes with the high school students?

RT: RT is continually working to increase system security. We have just been awarded a security grant to improve the speed and reliability of our station cameras, which will allow us to react to criminal activity in real time. We also have a standing policy of providing station security during school hours.

Q: Do you focus on stations that are non-graffiti friendly? (for Moll)

RT: Definitely. There are many materials in use today that are attractive, functional, and help minimize the effects of graffiti, or make clean-up very easy. This discourages taggers and contributes to a safer station environment.

Q: Perhaps it’s too late but why isn’t the light rail placed on the freeway medians with stops at the major overpasses like the systems in Chicago, SF and other metro areas?
It seems as if we are implementing a system that is not going to adequately meet the demand.

RT: The option of running light rail on the freeway medians was examined in the Alternatives Analysis. That option had the highest cost and relatively low ridership. The reason for that was that it did not serve most parts of Natomas at all.

Q: Why not use existing bridge over the river at Route 160?

RT: The existing bridge at Route 160 would have to be rebuilt, and that alignment would take the Green Line significantly to the east. This lengthens the trip to the airport, and increases the cost, while serving fewer people.

Q: RT is charging to park in lots. What can RT do to help houses around light rail stations from people parking in their communities (San Juan and Truxel)?

RT: RT recommends that you ask the City to provide neighborhood parking zones. Any non-resident cars parked more than two hours get ticketed. That will deter transit users from parking on your streets.

Q: We are hearing a lot of positive reasons to have light rail. What are some of the negatives?

RT: RT is trying to design the system to avoid the negatives. However, potential negatives include stations that do not fit into neighborhoods, inadequate pedestrian and bicycle access to stations, streets where cars drive too fast for pedestrian safety, and track bed that acts as a barrier rather than a neighborhood amenity. RT is reaching out to local residents to develop design principles and guidelines that will help us to avoid negative outcomes for the Green Line.

Q: Why come up Truxel instead of Northgate where no bridge would need to be built?

RT: To come up Northgate would require a bridge. That is, the existing bridge would have to be rebuilt. It could not be rebuilt in its current form, so the new bridge would be cost-prohibitive. Coming up Northgate would serve fewer residents and very few businesses, if any.

Q: Currently RT has no bus from downtown to the airport.
Why doesn't RT see if there is a demand before laying all the infrastructure costs with light rail?
Test the ridership, like having buses to go to the airport to test demand.

RT: RT is fairly confident of the level of demand for service to the airport. There are several reasons why RT is not running buses to the airport in advance of the Green Line.

- 1. Yolo bus is already providing service to the airport.*
- 2. RT does not have an operating agreement to serve the airport with buses.*
- 3. The Alternatives Analysis included transit use modeling that indicates the light rail will have much greater use than a bus line.*
- 4. The RT Board directed staff to consider a project with a greater goal than just serving the airport. The Green Line is to serve all of South and North Natomas as well. In fact, the overwhelming majority of trips on the Green Line will not involve the airport. At build-out, the airport will generate about 1,200 trips per weekday. That is not bad, but the rest of the line will generate over 26,000 trips per weekday.*

Q: What is the speed limit with light rail on Truxel?

We need traffic calming on Truxel. Too many North Natomas commuters speed through our neighborhoods at 50+ mph! Build the DNA soon!!

RT: RT believes the speed on Truxel should be closer to 35 mph. This allows the traffic to flow more smoothly while increasing pedestrian and bicyclist safety. The light rail stations will be designed to provide traffic calming.

Q: (for Walk Sacramento) "Eyes on the Street"

So who are going to be our "eyes on the Park" since rail will stop in our park and leave all the transients out?without any homes or any police (only 4)?

RT: All of the residences and businesses surrounding the park will provide "eyes on the park." The same holds true for all of the light rail riders who will continue to ride the system. With a train coming every fifteen minutes in each direction, there will be hundreds of people every hour looking at the park, from the train and from the station. Add to that RT's own security personnel and station cameras, it will be an uncomfortable place for any kind of inappropriate behavior.

Q: How does light rail plan to subsidize operating losses? i.e., no rail system operates at cost or profit. In 2008, BART lost \$300 million. The City of Sacramento has been in a budget deficit for the last two years, do not expect a bailout. Do not expect taxpayers to approve tax increases either. I am concerned about cuts to service and safety.

RT: RT has to operate within a specified budget. We will pursue a ballot initiative in 2012. If we are successful, the funding provided will support completion and operation of the Green Line (and a lot more). If we are not successful, then the amount of service that you see today will only increase very slowly, until the growth in population, air pollution and congestion overwhelms the potential new families that might choose to move here. Without additional revenue, the transit system will be unable to grow with the metropolitan area of Sacramento.

Q: Recently we lost funding for the school buses. We now have many young children crossing Truxel to go to Bannon Creek and American Lakes and Jefferson. If trains will run every 7 minutes, what about the children's safety?

RT: Part of the design of the Green Line will be to address issues of pedestrian safety. Light rail systems around the world have been planned and operated perfectly safely in communities with children. RT will use the latest design and technology to achieve the highest level of safety.

Q: Consider moving street light on Truxel from Blue Heron Court to Bannon Creek Drive.

RT: RT does not control street lights, but will work with the City as the project moves forward. By partnering with the City, we will be able to provide safety improvements at lower cost along Truxel.

Q: What happened with homes 10 feet from Truxel near Natomas High School?
Safety issues for students if there is a stop sign at #8? Who will address?
Will light rail reduce driving speeds for cars?

RT: Homes 10 feet from Truxel should not be affected by the light rail, as it will be running in the median of Truxel. Stations and intersections will be designed for pedestrian safety, including children, seniors, and persons with disabilities. At the same time, the stations and the light rail will be designed to slow traffic to a safer speed, again to increase safety for pedestrians and bicyclists.

Q: Creating a robust resident based ambassador program can help with security.
Examples: CCJPA station ambassadors or Downtown guides, NJ transit also has a Strong program.
Establish a sense of residential ownership of the stations.

RT: RT agrees.

Q: I am a 25 year resident of South Natomas. I totally support the Green Line.
Is the airport including in their planning now, a Green Line station?

RT: Yes, the airport hired RT to design the light rail approach to the new airport terminal that is being built. There will be a light rail station right by the entrance to security.

Q: How will you restrict non-locals from parking on city streets and private parking lots?
(Represent local HOA across from Community Center that has parking lot for private HOA parking on Truxel Road)

RT: RT recommends that you work with the City of Sacramento to designate local parking zones within a block or two of light rail stations. Any non-resident cars that park more than two hours are ticketed. Transit users will then find it more convenient to use proper park-and-ride lots.

Q: There are currently many transportation options to/from the airport; i.e., Yolo bus, The Blue Van, hotel courtesy pick-up and delivery, rental car, ridesharing....
Where is the need?

RT: RT is not just providing a connection to the airport, although that is an important aspect of the Green Line. RT is providing a light rail extension to serve over 26,000 trips a day to residents of South and North Natomas. Yes, the airport will generate over 1,200 trips a day, but Natomas will use the system 22 times more.

Q: It was supposed to cost \$750 million in 2006 – with the addition of overpass at the Marketplace, what is the current cost?

RT: We are not sure yet. Part of our current work is to find designs and technologies that will reduce the cost overall. For example, we have identified an alignment and construction method to reduce the cost of the bridge over the American River. We are trying to keep the cost of the total project to less than \$900 million in current dollars.

Q: When you increase property taxes, send one monthly light rail pass a month to local owners.

RT: That's a great idea. RT has been discussing a direct marketing campaign that could include just that sort of thing. Already, when we review new development projects, we recommend that developers provide businesses and new residents with discounted transit passes for six months, so they can learn about RT. Did you know that at today's gas prices, transit saves a daily commuter (10.6 miles each way) over \$2,400 a year over and above their cost of transit?

Q: Why do we need this light rail?

Q: Who's for it?

Whose money is behind it?

Are the cops going to patrol the line?

RT: The light rail is intended to serve over 26,000 trips per weekday or 13,000 people. By a show of hands at the meeting on August 12, about two-thirds of South Natomas residents are for it.

The "money behind it" is presently a grant from the Federal government and some Sacramento Measure A sales tax revenue. In time, it will require a new ballot initiative and more Federal dollars. Yes, the Green Line will be patrolled by the same security as the rest of the light rail system – Sacramento PD, Sacramento Sheriff, and private security personnel.

Q: If light rail goes down the middle of the street, and the sheriff's block 3 lanes for the King's traffic, where do the residents drive?

RT: The Sheriff will not block three lanes for King's traffic on Truxel. The light rail should provide enough capacity to avoid disrupting traffic even during a special event such as a major Kings' game.

Q: (for Paul Zykofsky)

Tell us what is the benefit to the 78 families who will lose their homes to this project?.....will they have a to move to a “livable community” as you call it?
You site San Diego- you showed a picture of Seaport Village constructed by the Hyatt for the new convention center – Are you trying to expose that all the effects were due solely to the light rail not to the new convention center or Marriott or Manchester Hyatt?

RT: There will be NO families who will lose their homes to the Green Line. The Board specifically directed staff to choose an alignment that would “not relocate or condemn any private residences.” The beneficial effects at Seaport Village were not all due to the light rail, but Seaport Village was built because of the light rail. It was the presence of light rail that allowed the Marriott and Hyatt to build with fewer parking spaces – thus at an affordable cost.

Q: (for Brill and Moll)

You both talk about unobstructed view...how do you propose to do this in a “park” that is basically weeds that are 5 feet tall, which is where light rail will end?
So you want to influence for light rail purpose, how our community park is designed?

RT: The park has to be designed as a park – its primary purpose. That will mean not allowing weeds to grow 5 feet tall. However, when we design the light rail station, we will also design it to be compatible with the park – shrubs that are trimmed and neat, trees that provide shade to the platform but do not obstruct the view from the park or nearby streets – these will be the features that provide for a safe transit environment and enhance the park.

Q: (for Brill)

Why did you chose Campbell as an example?....where condos run from \$500 K to single family homes starting at \$1 million? Why didn't you use statistics from King and Story Road which would not have been as favorable.

RT: Campbell was a location where we had statistics before the station opened, and after, on a comparable basis. The values of the homes in the area were not the issue in the presentation. The question was “how does the light rail station affect crime in the area?” The answer was, “not much.” The level of crime does not increase as a result of the light rail.

Q: Station 8, San Juan and Truxel, needs to be reexamined; the middle of the road appears to be dangerous.

RT: RT will design the station, and access to the station, in a way that will increase pedestrian safety.

Q: Is there a plan to put the station on the east side of Truxel on the grass in front of Natomas High School?

RT: The Locally Preferred Alternative (LPA) adopted in 2003, shows a station located on the east side of Truxel as you stated. However, the current proposal is for the station to be in the median, at San Juan.

Q: What will affect of the station in the middle of the street do to the Truxel speed limits and traffic?

RT: RT will design the stations to provide traffic calming, to increase pedestrian and bicyclist safety.

Q: How much security will be at each station?

Will RT be securing the parking areas?

What are the usual hours RT serves parking areas?

There is a loitering problem at some #86 and #88 stations (bus stops). How will light rail stations be different?

RT: The level of security at each station varies throughout the day. RT will use uniformed officers (Sacramento City and County), private security, and RT Security, both on the trains and at the platforms. Our plain clothes unit patrols the light rail as well. Closed Circuit Television cameras are monitored 24/7. Loitering activity is defined as missing two trains in a row. When we observe this behavior, if security is not already present, it is dispatched to the location.

Q: You mention deterrence, like equipment used for the transit system in Campbell, Ca., such as lights on platform, barriers and intrusion detection.
The Green Line will not have platforms and if so, I don't think residents will not like bright lights. I don't think the Green Line will not have barriers or intrusion detection, so what deterrence equipment will the Green Line have to ensure the community safety?

RT: We call the station area "platform." It is the place people have to stand in to board the train. Barriers do exist. They are formed by planters, benches, ramps, and fences. These guide people to locations where other people are, and guide them away from where they are not safe (like on the tracks). Intrusion detection does not require a fence or a gate – just detectors that tell the train operator or the security personnel that someone is not in the right place. Lighting will be designed to provide personal safety after dark without intruding on the neighborhood. Placing the stations in the median of Truxel, for example, will put the platform and its lights 36 feet or more from the nearest houses, within a corridor of street trees. Deterrence will come from the whole design – cameras, lighting, unobstructed views, landscaping, and regular security presence.

Community Review Kick-off Meeting August 25, 2010 (Community Review Studio)

Audience Questions:

Q: Why proceed with the Green Line when you can't even keep the service that you have – raising fares and charging for parking?

RT: The funding being used to plan and construct the Green Line can NOT be used for any other purpose. This funding cannot be used for the operation of service.

Q: One of the major reasons for reducing service has been the poor economy. RT, like other businesses that have funding dependent on consumer spending, has seen greatly decreased revenue. RT faced additional revenue loss due to the Governor and the Legislature taking away significant amounts of our funding to address statewide issues. This left RT, along with most transit providers in the State, in a serious financial position.

RT: RT is planning for the Green Line because we are pursuing a ballot initiative to provide more funding for transit service generally. If we do not plan in advance, we will never get it built.

RT has developed a financial plan which projects the restoration of service to begin, perhaps, as soon as FY 2012.

Q: Did RT contact all the neighbors in North and South Natomas about the public meetings on the Green Line?

RT: Yes, RT used a listing of all home addresses within 500 feet of Truxel and the projected alignment beyond Truxel to send out direct mail notices. Many people responded by providing their contact information. These people have been receiving communication on all Green Line

meetings and activities. Newspaper ads were also placed, and radio interviews arranged. The Sacramento Bee, and Fox News 40 also mentioned the most recent meetings a day or two before.

Q: Why did you not use TV or Radio ads?

RT: Direct mailing, posters and e-mail contact are much more effective for reaching out to neighbors. RT also has a limited budget for planning, and buying television or radio ads would be prohibitively expensive.

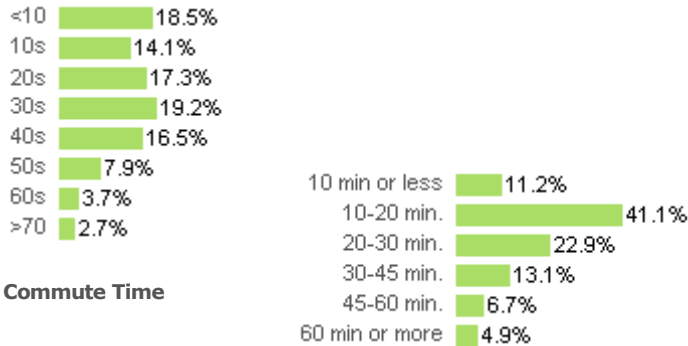
Q: Why not just go up I-5? That would be faster and simpler. People could drive to park-and-ride lots to catch the light rail?

RT: The RT Board set standards for selecting the locally preferred alternative. One was to serve the maximum number of people possible. Another was to support transit-oriented development and community development as much as possible. Yet another was to make stations as pedestrian, wheelchair, and bicycle accessible as possible. The I-5 alignment would do none of these and would actually encourage people to get in their cars in order to access the system. Most importantly, the airport connection is not the only reason for the light rail. This new rail line will connect the Natomas community to the broader Sacramento community by transit.

Q: “I just don't want strangers walking by my house on their way to the light rail station!”

RT: Actually, those “strangers” are going to be your close neighbors who are using transit. This rail line is being designed to improve the walking environment and make the pedestrian access to transit much more convenient.

Age Distribution



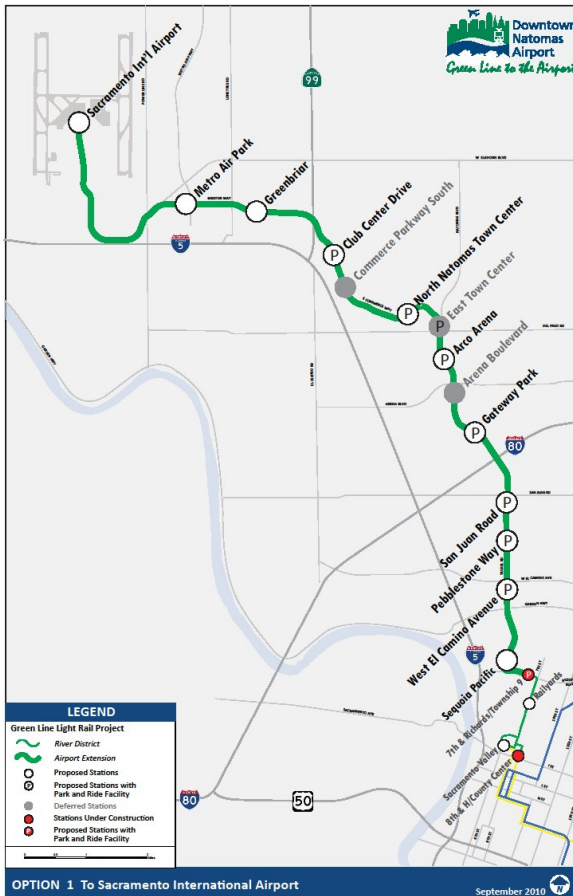
Commute Time

South Natomas People Data

	South Natomas	Sacramento	National
Median Household Income:	\$44,141	\$37,049	\$44,512
Single Males:	18.9%	17.7%	14.6%
Single Females	18.5%	15.7%	12.5%

DNA (Downtown-Natomas-Airport)

Green Line Status



- Locally Preferred Alternative (LPA) Adopted 12/15/03
- Program Environmental Impact Report (EIR) Certified 4/28/08
- Contract for Transitional Analysis Approved 4/28/08



Transitional Analysis Scope

- Evaluating options for reducing the cost of the project;
- Developing a new capital and operating cost estimate;
- Developing new demand projections reflecting SACOG's new estimates for growth and development;
- Completing engineering on the Green Line to the River District with a target construction start date of 2009;
- Obtaining CEQA environmental clearance for the Green Line to the River District;
- Developing optimal phasing for the project beyond the River District, which includes the potential for Federal New Starts funding; and
- Recommending alternative project delivery strategies for the project beyond the River District.

Connecting Our Community to the World

Transitional Analysis Goal

- Identify longest project that will compete well in the Federal Transit Administration (FTA) New Starts process.
- Cost Effectiveness Index (CEI) is a key measure which compares the preferred alternative to a baseline alternative in terms of annualized capital cost, annual operation and maintenance costs, and travel time savings.
- Other evaluation factors include mobility benefits, land use benefits, environmental benefits, and operational efficiency.

Pre-Community Review Meetings



- October/December 2009
Community Review Planning Meetings
- January 2010 Open House:
Re-introduction of Green Line

- Summer 2010 Outreach and Meetings (Safety/Property Values; Art Community Workshop)



Community Review



- August 25: Open Studio and Kick-off Meeting (Project Overview and System Identity)
- August 26: Open Studio and Workshop on Design Refinements
- August 27: Open Studio and Staff Work (Development of Design Guidelines)
- August 28: Open House (Review Results)
- September 11: Celebrate Natomas Display of Results



What did we learn?

- There is continued support for the Green Line;
- There are common themes among groups;
- While not statistically accurate, the Community Review provided valuable insight;
- There is support to build the Pebblestone station, as well as North Natomas Town Center and San Juan; and
- There is not as much interest in building Arena Boulevard and East Town Center in the near future



Results from Community Review

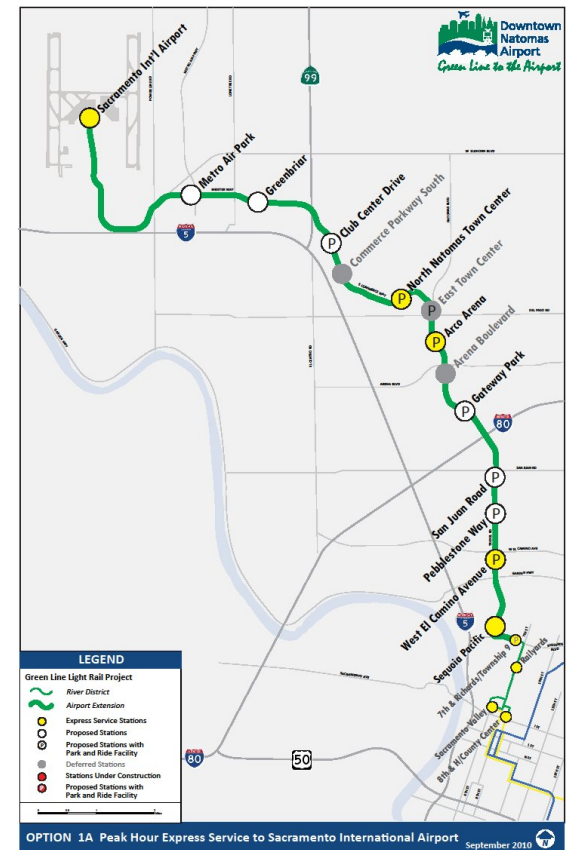
Station Neighborhood Fit:

- Consider pedestrians first
- Desire improved bike and pedestrian access
- Information requested on how center platform stations work
- Concern for pedestrian safety at intersections



Improvements Considered to Improve CEI

- Express service between Airport and Downtown
- Defer stations with lower patronage
- Eliminate new bridge across I-80
- Less expensive bridge type across American River
- Using single-track where possible
- Increasing park-and-ride spaces to meet demand



Urban Design/Project Integration

- Station designs, Art-in-Transit
- CPTED (Crime Prevention through Environmental Design)
- Landscaping or paving in trackway
- Green and sustainable design and construction
- Joint development at key locations along project
- Decorative walls and shared left turns in South Natomas
- Grade separation at Gateway Park Blvd
- Streamlined European Tram vehicles



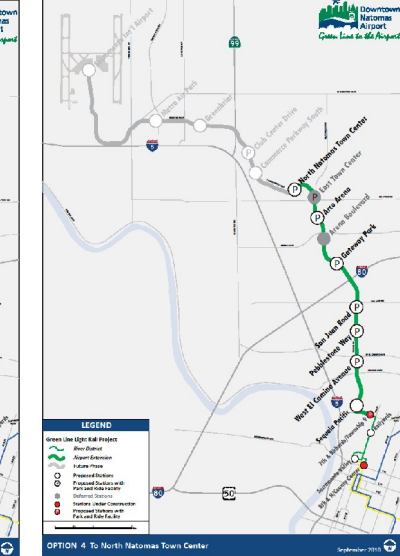
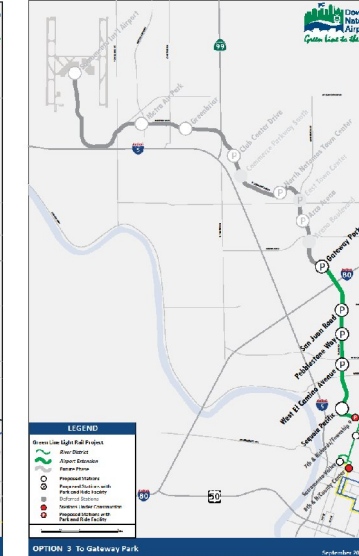
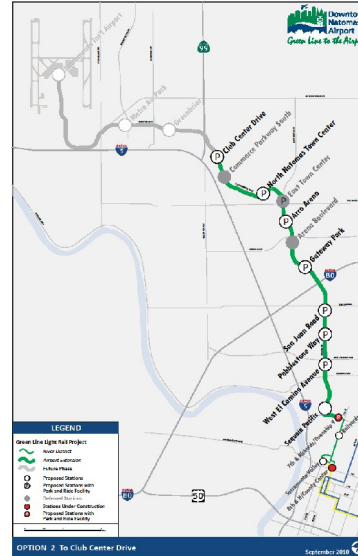
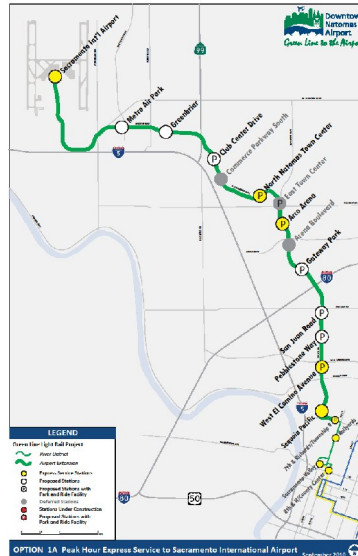
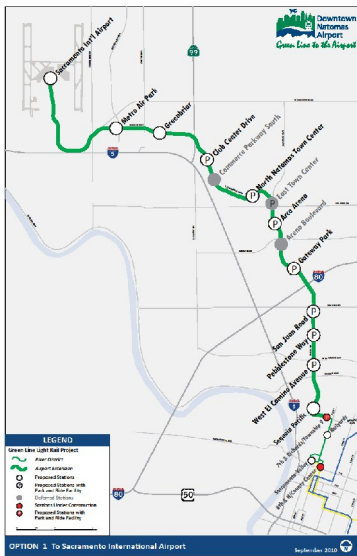
Capital and Operating Assumptions

- Extend new Green Line Service from the 13th Street Station
- Forecast year for modeling shifted to 2035
- 15 minute headways
- Temporary maintenance facility for options short of the Airport; full facility at Metro Air Park for options to the Airport
- Parking availability in North Natomas would be increased by 215 spaces
- Stations at East Town Center, Arena Boulevard, and Commerce Parkway would be deferred
- Urban design enhancements would be funded separately

Ridership

2035 DNA Station Daily Boardings Green Line to the Airport					
Station	Mode of Access				Total
	Walk	Drive	Transfer (bus)		
			Bus	LRT	
13th	600	0	200	350	1,150
Archives Plaza	470	0	280	60	810
8th/O	2,680	0	170	70	2,920
7-8th/Capital	1,040	0	310	450	1,800
St. Rose of Lima	3,040	0	1,940	1,220	6,200
7-8th/J-K	2,580	0	1,760	1,140	5,480
SP Intermodal	420	0	510	690	1,620
Railyards	7,440	0	120	0	7,560
Richards	2,990	0	30	0	3,020
Sequoia Pacific	810	0	130	0	940
El Camino	440	640	1,170	0	2,250
Pebblestone	360	120	10	0	490
San Juan	260	340	1,110	0	1,710
Natomas Gateway	720	1,080	920	0	2,720
Arco Arena Station	390	570	650	0	1,610
N.Natomas Town Center	370	560	1,070	0	2,000
Club Center Drive	280	100	70	0	450
Greenbriar	370	310	0	0	680
Metro Airpark	690	0	0	0	690
Airport	1,500	0	50	0	1,550
Total	27,450	3,720	10,500	3,980	45,650
<i>North of River Total</i>	<i>5,380</i>	<i>3,720</i>	<i>5,050</i>	<i>0</i>	<i>14,150</i>
<i>North of Sacramento Valley Total</i>					<i>25,670</i>
<i>Green Line Total</i>					<i>45,650</i>

Alternatives Tested





Next Steps

Connecting Our Community to the World