

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	09/28/15	Open	Information	09/23/15

Subject: 7th Street Light Rail Stations, Downtown Sacramento Development and Service to the Golden 1 Center

ISSUE

Consider operational concerns regarding the light rail stations on 7th Street in Downtown Sacramento as they relate to development in the area and service to the Golden 1 Center.

RECOMMENDED ACTION

Provide staff with recommendations on next steps as appropriate.

FISCAL IMPACT

None at this time.

DISCUSSION

The 7th & K light rail station originally opened in 1987 with the light rail starter line. The K Street Mall has undergone many revisions in the past 27+ years. In 2010, the 7th & K light rail station was moved from its original location on K Street to its new location on 7th Street. The City of Sacramento moved the station to address the redevelopment plans on K Street in the St. Rose of Lima Park area. 7th & K is a well-used station with approximately 1,000 daily boardings. 7th & Capitol, one block to the south, and 7th & I, two blocks to the north, each have approximately 500 daily boardings.

Long-term plans include a new alignment for the light rail line from K Street to H Street (Attachment 1). The Sacramento Valley Depot should be environmentally cleared by early 2016 and will then move into final design. This will ultimately result in a new light rail alignment with new stations at 12th & H and at the Depot. Staff expects that construction could begin as early as Spring 2017. The new light rail alignment will allow Blue Line trains to proceed north on 7th and east on H Street. The Streetcar will continue on a K Street alignment. This will likely result in heavier utilization of 7th & I station for light rail.

With the opening of the Golden 1 Center Entertainment and Sports Complex, combined with mixed development under construction at 700 K Street (Attachments 2 and 3), the 7th & K station presents significant operational challenges in its current configuration. The Golden 1 Center will be situated between J and L Streets and 5th and 7th Streets. Pedestrians will flow in and out of the arena complex at 5th and 7th Streets. The 700 K development will have frontage on 7th Street within the station area. The 7th & K station is situated on a sidewalk compressed by street furniture, trees, and building frontage. The existing conditions include a grade/slope of up to 6%. The track at this location curves onto K Street making the station feel more compressed. During peak hours, the rear cars on 4-car Blue Line trains curve around the corner from 7th onto K Street,

Approved:

Presented:

Final 09/23/15

General Manager/CEO

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potentially blocking pedestrian flows and sight lines. The increased crowds associated with the re-development in the area will exacerbate these issues. Unfortunately the design on 7th Street is not ideal to accommodate the large crowds expected to be departing events at the Golden 1 Center or the retail frontage anticipated on 7th Street.

9th & K station is expected to be the primary station serving the Blue Line north in this area. 9th & K station is also in need of improved customer amenities. Properties between 8th and 9th Streets are for sale and/or under development. Existing street furniture, utility boxes and temporary fencing create challenges for pedestrian access and mobility around the 9th & K station. Due to the plans to move light rail from K to H Street, investment at this station will likely be limited to items necessary to accommodate larger evening crowds, such as increased lighting, enhanced security, and fare vending equipment.

Of the stations in the vicinity of the Golden 1 Center, 7th & Capitol has some of the best potential to be a flagship station for the downtown area. It serves all three light rail lines and is large, flat and well-situated. It will be able to accommodate the large departing crowds expected for event service. This station also dates to the original starter line and requires improved station amenities such as lighting, wayfinding, and new overhead canopies.

7th & K and 7th & Capitol station are approximately 1 ½ blocks apart. 7th & K and 7th & I are approximately 2 ½ blocks apart, with a total distance of 4 blocks between 7th & I and 7th & Capitol. In April 2006, the RT Board adopted station spacing guidelines that established “minimum station spacing” criteria to match certain circumstances. The guidance states that, “The minimum standard for "urban core," "downtown" and/or "town center" stations will be spaced no closer than 4 blocks where the geographic area is generally recognized by the community as such (the key example would be "downtown Sacramento")." In 2009, the TransitAction Plan proposed spacing of ¼ mile in the urban core. The plan clarified that the standards are only guidelines that planners and designers will need to adapt and adjust to match the specific circumstances and communities that specific routes will serve.

The 8th & K and 8th & Capitol stations are expected to be used by passengers going to the new Golden 1 Center. These stations require some updating, but passengers will be primarily unloading at this station and walking toward the Golden 1 Center or other downtown destinations. Possible upgrades include way-finding, signage, enhanced security, and lighting.

Staff has presented the operating plan for the Golden 1 Center to the RT Board, the joint System-Wide Improvement Initiative Working Groups, the Kings, the Downtown Partnership, the City of Sacramento, and the Sacramento Area Council of Governments (SACOG). This initial outreach indicates that the 7th & Capitol station is preferred as the landmark station for the arena due to the previously described operational issues at 7th & K station.

There are several options to address the operational issues presented on 7th Street:

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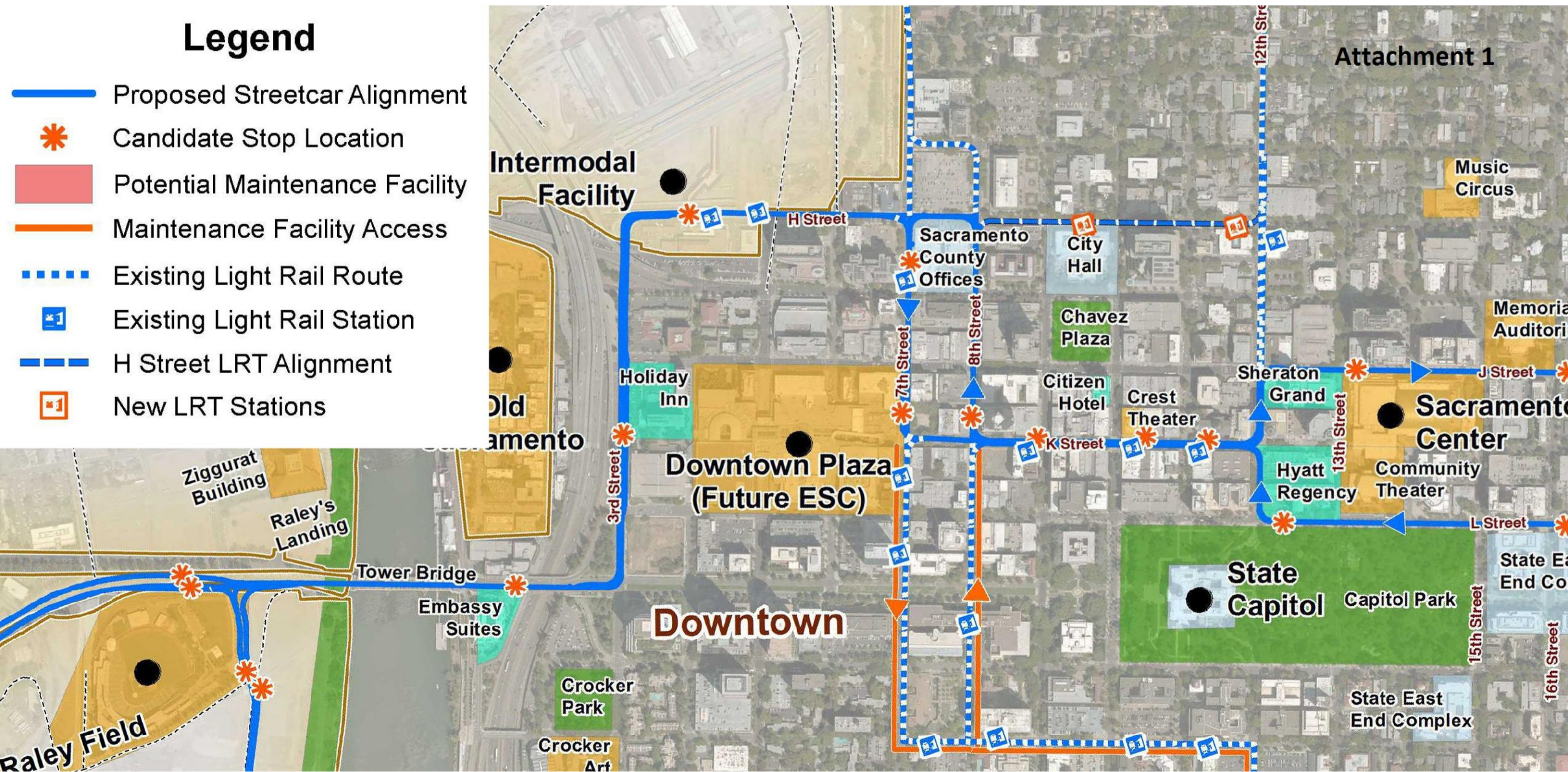
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1. Leave the 7th & K station in its existing configuration, run three car trains during major events, and take additional measures to mitigate crowds. 7th Street will be closed for major events. Passengers could board the train from both sides with additional amenities to control pedestrian flow, such as temporary bollards on the street side of the train. Issues on the 7th street sidewalk will be difficult to mitigate (such as the compressed sidewalk, conflict with planned retail, and sidewalk grade/slope).
2. Move the station boarding area north of its existing location on 7th Street. This approach may conflict with planned development at 7th & J or 7th & L; however, it will be ideally situated for the new light rail alignment planned for H Street. It is also a large, flat space well-suited for a landmark station. However, the funding for a new station at this location has not been identified.
3. Close the 7th & K station entirely and direct passengers to the 7th & Capitol station. Significant upgrades planned for 7th & Capitol will accommodate most passengers. Costs to close the 7th & K station are estimated between \$140,000 and \$170,000.
4. Close the 7th & K station for major events only and direct passengers to the 7th & Capitol station.

Staff hopes to receive input from the Board regarding this issue, then schedule a public workshop(s) to present the service plan and options, schedule additional meetings with stakeholders, such as RT's Mobility Advisory Council, and develop a final recommendation for RT Board approval.

Legend

- Proposed Streetcar Alignment
- Candidate Stop Location
- Potential Maintenance Facility
- Maintenance Facility Access
- Existing Light Rail Route
- Existing Light Rail Station
- H Street LRT Alignment
- New LRT Stations



Attachment 2





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ARCHITECTS

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JOE SUN EXTERIOR COLORS

	BRICK KELLY MOORE #3926-3 TOPIARY
	UPPER TRIM KELLY MOORE #3972-2 EARTH STONE
	AWNING KELLY MOORE #AC259-5 DUNGEON
	STOREFRONT, ACCENT, TRIM KELLY MOORE #4120-5 BANANA LEAF
	EXISTING JOE SUN SIGNAGE

EXTERIOR COLORS AT NEW CONSTRUCTION

	BODY N1 KELLY MOORE #3971-1 BLEACHED BURL		BODY N4 KELLY MOORE #4032-5 FALLEN LEAF		WINDOWS, STOREFRONT TRACO-KAWNEER DARK BRONZE #40		BRICK H.C. MUDDOX MONTEREY BAY FLASH - SMOOTH
	BODY N2 KELLY MOORE #HL4213-3 BUNGALOW BROWN		BODY N5 KELLY MOORE #HL4291-2 BUNGALOW MAPLE		STOREFRONT AT GROCERY TRACO-KAWNEER HARTFORD MIST		AWNING, RAILINGS, TRELIS, PARKING GATES KELLY MOORE #3928-5 HAZEL'S COAT
	BODY N3 KELLY MOORE #3829-2 GREY MATTERS		BODY N6 KELLY MOORE #3934-3 HIDCOTE MANOR		STOREFRONT & ALUMINUM PANEL AT GLASS WALLS TRACO-KAWNEER CHAMPAGNE #18		

EXTERIOR FINISH AND COLOR NOTES

- SEE COLOR BOARDS PREPARED BY KUCHMAN ARCHITECTS TO CONFIRM EACH EXTERIOR COLOR
- DO NOT CHANGE COLORS AT OUTSIDE CORNERS
- PAINT VENTS, DOWNSPOUTS, EXPOSED CONCRETE FOUNDATION EDGES, FLASHING, MECHANICAL DISCONNECTS, CONDUITS, BRACKETS TO MATCH COLOR OF WALL IN WHICH THEY OCCUR
- ALL PLASTER PAINT TO BE LOW SHEEN
- CEMENT PLASTER FINISH:
WALLS & CEILING: LIGHT SAND TEXTURE
EPS TRIM: SMOOTH SAND FINISH
- SEE FINISH SELECTION MATRIX IN PROJECT MANUAL FOR MORE INFORMATION



700
WEST / 7TH STREET ELEVATION



730
EAST / 8TH STREET ELEVATION

730 EXTERIOR COLORS

	BODY KELLY MOORE #3997-2 BALSAM BROWN
	AWNING, RAILING, HANDRAIL, WINDOW FRAME KELLY MOORE #3928-3 HAZEL'S COAT
	HONED GRANITE ABSOLUTE BLACK
	FRAMELESS STOREFRONT KAWNEER MEDIUM BRONZE

726 EXTERIOR COLORS

	GLASS WALL ACCENT KELLY MOORE #AC224-5 RED RAISIN
	STORE FRONT CLEAR ANODIZED TO MATCH EXISTING

724 EXTERIOR COLORS

	EXISTING BRICK
	BRICK EQUAL MIDDLE FILL KELLY MOORE #4013 BERNARD BEACH
	STOREFRONT / UPPER TRIM KELLY MOORE #HL4201-1 ADOBE WHITE
	BASE TRAVERTINE DORE ANTIQUE
	DEFERRED CANOPY KELLY MOORE #4176-5 WRIGHTSFORD

718 EXTERIOR COLORS

	BODY KELLY MOORE #3790-3 MADE IN THE SHADE
	TRIM KELLY MOORE #3972-2 EARTHSTONE
	LOWER: TRAVERTINE PHILADELPHIA FILLED & POLISHED
	STOREFRONT KAWNEER PERMAFLUOR CHARCOAL
	AWNING CABERNET CANVAS #807715

716 EXTERIOR COLORS

	BODY KELLY MOORE #4013-2 BERNARD BEACH
	TRIM / ACCENT KELLY MOORE #3996-2 FERNCLIFFE
	BASE TRAVERTINE NOCE CLASSIC
	BAY WINDOW, STOREFRONT KELLY MOORE #AC256-5 DARK GLASSES

712 EXTERIOR COLORS

	EXISTING BRICK
	LOWER BODY KELLY MOORE #3957-2 GLEN ABBEY
	BASE TRAVERTINE SILVER POLISHED
	UPPER WINDOW FRAME KELLY MOORE #3959-3 FAIR FIELDSTONE
	DEFERRED CANOPY KELLY MOORE #AC260-5 DEFENSE
	STOREFRONT KELLY MOORE #HL4225-5 BUCKINGHAM PALACE

708 EXTERIOR COLORS

	EXISTING BRICK
	ROOFTOP STRUCTURE KELLY MOORE #3934-3 HIDCOTE MANOR
	BASE EMSER LAGOS AZUL
	WINDOW FRAME, STEEL, STOREFRONT KELLY MOORE #3928-5 HAZEL'S COAT

704 EXTERIOR COLORS

	BRICK H.C. MUDDOX OLD TOWN RED
	BASE GRANITE MAJESTIC MAUVE
	RAIN SCREEN WOOD STAIN CLEAR ANODIZED CHANNELS
	STOREFRONT, AWNING KAWNEER #JUC109846 BLACK

700 EXTERIOR COLORS

	BODY FRAZEE #2834D FALCON
	BASE, TRIM, CORNICE KELLY MOORE #3972-2 EARTH STONE
	ROOF STRUCTURE KELLY MOORE #3829-2 GREY MATTERS
	STOREFRONT KAWNEER MEDIUM BRONZE

700 BLOCK

700 K STREET
SACRAMENTO, CA 95814
EXTERIOR COLOR
ELEVATIONS



730 726 724 718 716 712 708 704 700

NORTH / K STREET ELEVATION

DATE	NO.	MEMO	BY

APPROVED: BK

DRAWN: BTD

PROJECT NO.: 09915

DATE: FEBRUARY 28, 2013

A3.1C

SCALE: 3/32" = 1'-0"

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