

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	02/22/16	Open	Action	02/17/16

Subject: Potential Closure of 7th & K Light Rail Station

## ISSUE

To make a determination, considering all factors, regarding the closure of St. Rose of Lima Park (7<sup>th</sup> & K) light rail station.

## RECOMMENDED ACTION

Adopt Resolution No. 16-02-\_\_\_\_, Directing the General Manager/CEO and Staff to Take All Actions Necessary to Pursue Permanent Closure of the St. Rose of Lima Park (7<sup>th</sup> & K) Station, Including a California Environmental Quality Analysis Review.

## FISCAL IMPACT

Budgeted:	\$191,000	This FY:	\$	0
Budget Source:		Next FY:	\$	191,000
Funding Source:	Capital – Revenue Bonds	Annualized:	\$	0
Cost Cntr/GL Acct(s) or Capital Project #:	R336	Total Amount:	\$	191,000
Total Budget:	\$191,000			

## DISCUSSION

Best practices pertaining to light rail station spacing advise that stations in the urban core should be approximately three blocks apart, and that the cumulative effect that additional stations have on travel time should be considered. RT has adopted station spacing guidelines consistent with this best practice. St. Rose of Lima Park (7<sup>th</sup> & K) and 7<sup>th</sup> & Capitol stations are about 1 ½ blocks apart, or 435 feet from mini-high platform to mini-high platform and closer together than recommended. Additional activity planned for the area surrounding 7<sup>th</sup> & K station, where pedestrians may or may not be RT passengers, combined with the disadvantages of the existing station design, will create significant operational issues and potential public safety issues. With consideration of the safety and operational issues and the benefit of the reduction in travel time through the downtown, staff is recommending closure of the St. Rose of Lima Park (7<sup>th</sup> & K) light rail station next Fall.

As discussed in detail at the September 28, 2015 and January 25, 2016 Board meetings, the current 7th & K station boarding platform will present significant operational challenges resulting from increased development and pedestrian activity around 7th & K Streets. The primary design issues creating conflict with this station location are the curvature of the light rail track from K Street to 7th Street, with the station situated just south of the curve on 7th Street, as well as historic building frontage that is directly adjacent to the station platform. The station was moved

Approved:

Presented:

Final 02/17/16

General Manager/CEO

Chief of Staff

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from its original location on K Street in 2010 and the current location is not ideal. The disadvantages of the current design will soon be compounded by planned development in the area, including retail and restaurant development at 700 K Street, a Hyatt Place hotel directly across 7<sup>th</sup> Street, the Golden 1 Center and other anticipated changes. The narrow walkway created by the curve of the track, trees, furniture, and utility equipment will soon be narrowed further by new retail and restaurant frontage at 700 K Street. The concern is that with the tremendous growth and pedestrian activity anticipated in the vicinity over the coming months, this impact will increasingly worsen.

Staff has conducted research and outreach on this topic over the past six months. Since the January 25, 2016 RT Board of Directors meeting, staff has received recommendations for closure from the City of Sacramento Police Department and WALKSacramento, in addition to the formal recommendations for closure already submitted by the Downtown Sacramento Partnership, Ali Youssefi of CFY Development, Inc., and testimony from the Sacramento Area Council of Governments (SACOG). It is anticipated that the City of Sacramento Police Department and WALKSacramento will submit letters to staff and the Board by the February 22, 2016 RT Board of Directors meeting.

As noted in the last report, the RT Mobility Advisory Council has taken a position against closure of the station. The Council's position is related to the increased walking distance that could be a barrier to passengers with disabilities and seniors.

The letters we have received to date are included as **Attachment 2**.

While staff empathizes with the concerns expressed by the Mobility Advisory Council, and others that will be inconvenienced by the closure of 7<sup>th</sup> & K station, we believe that the design of the station has too many inherent problems that cannot be adequately mitigated once further development occurs in the area. Staff is sensitive to the increased walking distance that may be an issue to passengers with disabilities. We have worked with the City of Sacramento and representatives of the Golden 1 Center to determine a paratransit drop off and staging area that will be convenient to our paratransit riders. During major events, street closures will provide an opportunity to provide assistance to pedestrians. Event attendants will provide passenger information and assistance; planned wayfinding signage in the area will also be of benefit to riders new to the system.

We have considered temporary closure or closure for events only. In this scenario, there would be an ongoing maintenance need, and associated cost, to place barriers or temporary signage during the temporary event closures. Staff feels it would be more fiscally prudent to direct limited resources to other stations. If the street furniture and shelter remain, this would not provide the desired result of opening the pedestrian pathway. Another potential drawback to a temporary closure is that passengers may not be aware of event schedules or temporary station closures and could be confused or inconvenienced by waiting for a train that may not stop at 7th and K at that time. Given the foregoing, staff does not recommend a temporary closure of the station.

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Staff has conducted extensive outreach regarding the station closure to determine if there are other potential solutions to station closure. Our outreach efforts include consultation with SACOG, the Downtown Sacramento Partnership, the City of Sacramento, the City of Sacramento Police Department, and WALKSacramento. We reached out to each of these organizations again after the January 25<sup>th</sup> Board meeting and both the City of Sacramento Police Department and WALKSacramento have recommended closure. Each organization either informally recommended closure at the staff level or provided a formal recommendation for closure. We have had informational materials available about 7<sup>th</sup> & K station at the recent fare change open houses and conducted additional outreach on this topic. Updated information is posted on the RT website regarding this issue and we provided a recent update on our social media pages as well, directing our patrons to the detailed January 25, 2016 staff report.

### Outreach Process and Survey Results

To follow up on the information presented about the passenger survey in January, a St. Rose of Lima (7<sup>th</sup> & K) *Survey Result Breakdown* document is provided as **Attachment 1** for your information. As noted previously, RT conducted an online survey from November 4 to November 22, conducted on site outreach events, and a one-day workshop to provide information about the 7th & K station and the survey process. Passengers and the general public were encouraged to complete the survey through various methods, including notification through rider alerts, traditional media, social media, and on the RT system. The survey was grouped into user type: regular user of the station, occasional user of the station and non-user. Each user group was asked to select from the four following alternatives:

1. Leave the 7th & K station in its existing location and renovate it. 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 narrow sidewalk, conflict with planned retail, and the sidewalk grade/slope).
2. Move the station boarding area north of K Street. This is a large, flat space well suited for a station. However, this idea is only a concept at this time, and it would need to be approved and funded. This approach may conflict with planned development at 7th & J.
3. Close the 7th & K station permanently 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.

After conducting a complete review and outreach, in the opinion of staff, temporary closure or mitigation of crowds are not workable solutions. Further, closure of the station would be consistent with station spacing criteria and provide the benefit of reducing travel time. As there is neither support nor funding to move the station north adjacent to the St. Rose of Lima Park, this

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idea must be tabled at this time. Considering the above, staff recommends Alternative 3 and requests that the Board direct the General Manager/CEO and staff to take all actions necessary to pursue permanent closure of the station. The next step in this process would be to conduct a California Environmental Quality Analysis review. If closure of the station is approved, demolition would be scheduled to commence after the completion of the rehabilitation of the 7th & Capitol station in late September 2016.

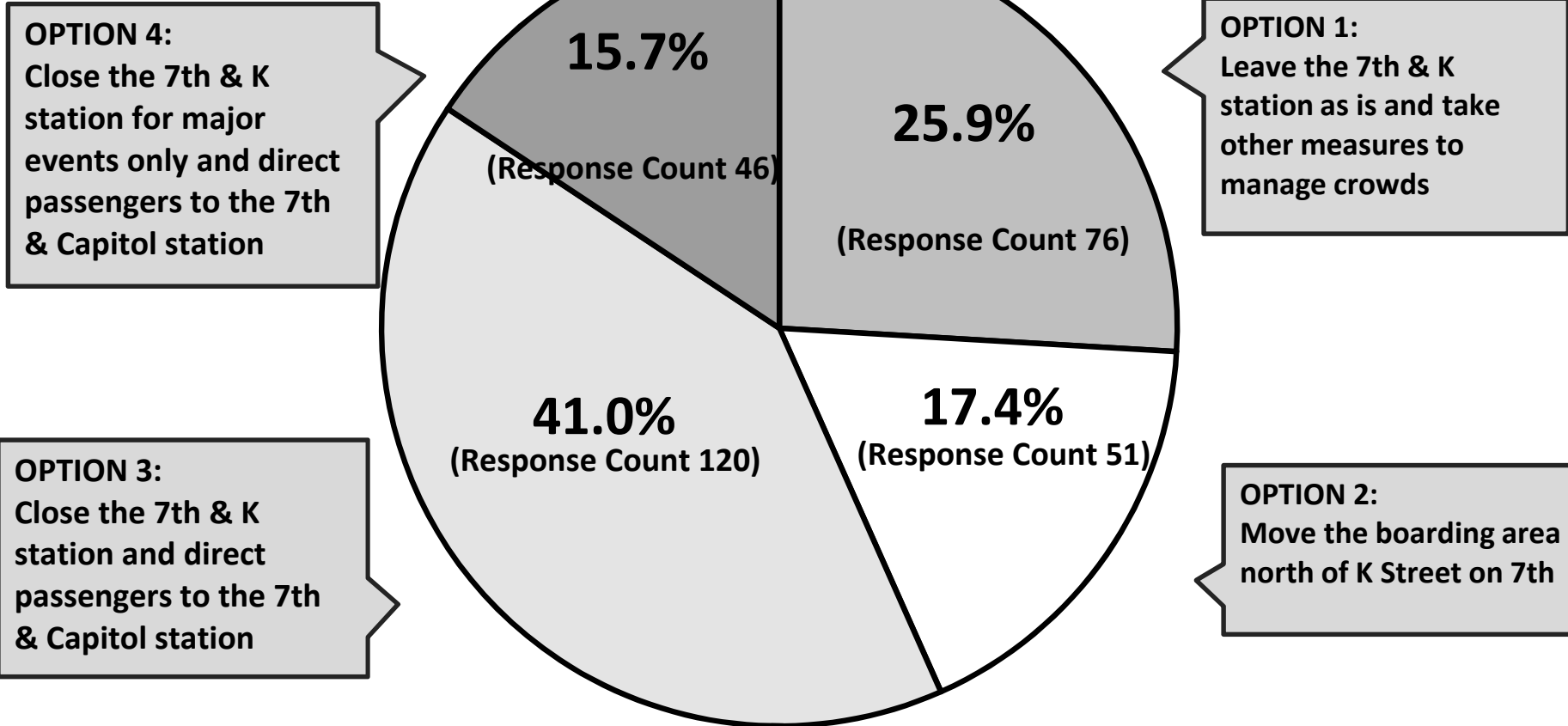
The total cost estimate includes \$155,000 for demolition and re-construction costs, \$15,000 for design of the demolition plans, \$15,000 for project management and construction administration, and \$6,000 for reprinting various maps and materials. The total cost is estimated at \$191,000 and does not include other internal costs associated with updating passenger information. Staff time across multiple departments is estimated at an additional \$25,000.

The complete January 25, 2016 staff report is attached for your review and information (**Attachment 3**).



# St. Rose of Lima Station (7th & K) - Survey Result Breakdown - All Groups

Response Percent



## St. Rose of Lima Station - Survey Result Breakdown

### Regular User

Answer Options	Response Percent	Response Count
Leave the 7th & K station as is and take other measures	42.9%	42
Move the boarding area north of K Street on 7th Street	18.4%	18
Close the 7th & K station and direct passengers to the	19.4%	19
Close the 7th & K station for major events only and direct	19.4%	19
<i>answered question</i>		<b>98</b>

### Occasional User

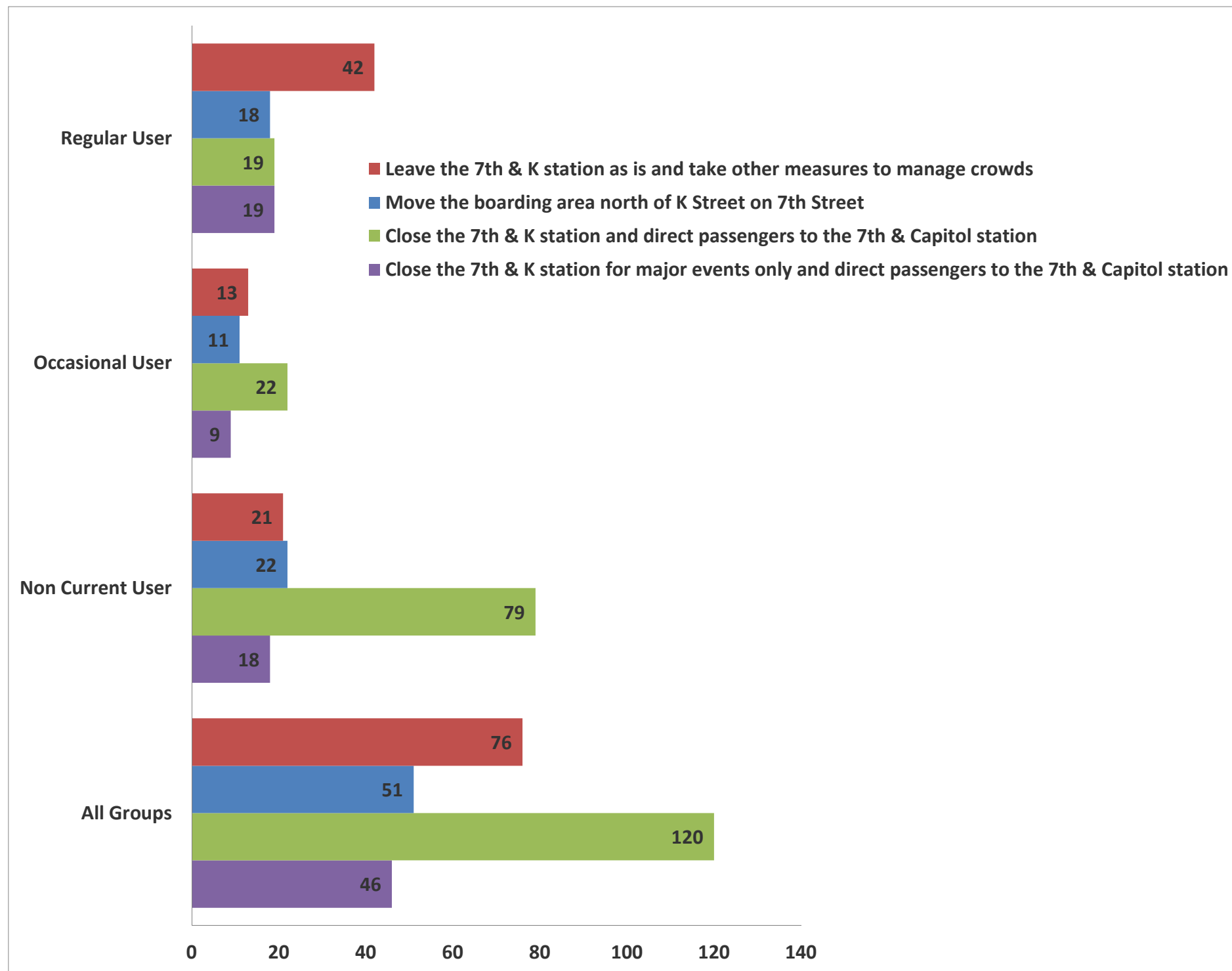
Answer Options	Response Percent	Response Count
Leave the 7th & K station as is and take other measures	23.6%	13
Move the boarding area north of K Street on 7th Street	20.0%	11
Close the 7th & K station and direct passengers to the	40.0%	22
Close the 7th & K station for major events only and direct	16.4%	9
<i>answered question</i>		<b>55</b>

### Non Current User

Answer Options	Response Percent	Response Count
Leave the 7th & K station as is and take other measures	15.0%	21
Move the boarding area north of K Street on 7th Street	15.7%	22
Close the 7th & K station and direct passengers to the	56.4%	79
Close the 7th & K station for major events only and direct	12.9%	18
<i>answered question</i>		<b>140</b>

### All Groups

Answer Options	Response Percent	Response Count
Leave the 7th & K station as is and take other measures	25.9%	76
Move the boarding area north of K Street on 7th Street	17.4%	51
Close the 7th & K station and direct passengers to the	41.0%	120
Close the 7th & K station for major events only and direct	15.7%	46
<i>answered question</i>		<b>293</b>





January 22, 2015

Laura Ham  
Sacramento Regional Transit District  
1400 29<sup>th</sup> Street  
Sacramento, CA 95816

Dear Ms. Ham:

**On behalf of the Downtown Sacramento Partnership Board of Directors, I urge Sacramento Regional Transit District to permanently close the St. Rose of Lima light rail station at 7<sup>th</sup> & K Street.**

As our urban core continues to evolve, the RT Light Rail system is an important part of downtown's infrastructure. However, for downtown to reach its intended potential, it is important to mitigate negative physical and environmental impacts the system can present. Today's configuration of the St. Rose of Lima station at 7<sup>th</sup> & K Street presents significant safety challenges to passengers and pedestrians.

Across the system downtown, large outdated stations have created physical obstructions to pedestrian travel and building access where they are located. The station at 7<sup>th</sup> & K Street is one of the most glaring examples, situated on a narrow sidewalk – only four feet wide in some places – and further compressed by street furniture and trees. In the near future, increased crowds from events at Golden 1 Center and the new development at 700 K Street development, which will have retail frontage on 7<sup>th</sup> Street, will only exacerbate these issues.

Leaving the 7<sup>th</sup> & K station in its existing configuration will create conditions that are a detriment to public safety, adjacent retail businesses and tenants. Furthermore, the open RT Light Rail system, combined with a high number of stations in the downtown, makes it difficult and costly to adequately maintain and patrol. Understanding that moving the station's boarding area north of its existing location will require considerable funding that RT does not have, scarce RT resources should be directed to invest in improvements and necessary upgrades in nearby existing stations that that can preserve public safety while improving the rider experience.

Downtown Partnership strongly supports RT's plans to invest in the 7<sup>th</sup> & Capitol Mall station just 435 feet up the street from the station 7<sup>th</sup> & K Street. Convening all three light rails lines, the 7<sup>th</sup> & Capitol station will be the hub for events and office workers, which will maximize funds to create an exceptional experience for all of RT's riders from event goers to downtown workers and residents. Fewer stations with a greater presence – which will also reduce operating and maintenance costs and thereby improve RT's financial stability – will bring tremendous benefit to the system as a whole.

916 442.8575  
FAX 916 442.2053

980 9<sup>th</sup> Street, Suite 400  
Sacramento, CA 95814

[downtownsac.org](http://downtownsac.org)

Implementing programs that will make the RT Light Rail system safer and more efficient will benefit downtown and the overall perception of public transportation in our community. Closing the 7<sup>th</sup> & K station entirely and directing passengers to the 7<sup>th</sup> & Capitol station makes sense: it will eliminate a public safety hazard while maintaining best practices for station spacing.

As we work to build a dynamic urban space, block-by-block, it is crucial that our transportation infrastructure serve what comes next. RT's plans for a new alignment of RT Light Rail system from K Street to H Street cannot come soon enough. K Street is the epicenter of downtown Sacramento and a catalyst for developing Sacramento as a top-tier urban center. Removing visual and physical barriers on K Street is critical to cultivate an inviting environment for residents, visitors and downtown workers.

Modernizing the RT Light Rail system is a delicate balance. We appreciate staff's thorough evaluation and the opportunity to provide comments throughout the process and look forward to continuing to work with you to improve the RT Light Rail system.

Sincerely,



Michael T. Ault  
Executive Director  
Downtown Sacramento Partnership

Cc: Board of Directors, Sacramento Regional Transit District  
Honorable Mayor Kevin Johnson, City of Sacramento  
Mike Wiley, General Manager, Sacramento Regional Transit District

**Laura Ham - 7th and K RT Station**

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**From:** Ali Youssefi <ali.cfy@gmail.com>  
**To:** Laura Ham <lham@sacrt.com>  
**Date:** 1/24/2016 11:18 PM  
**Subject:** 7th and K RT Station  
**CC:** <rjennings@cityofsacramento.org>, "jschenirer@cityofsacramento.org" <jsc...

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Hi Laura,

I understand that this week you will be providing an update to the RT Board regarding outreach results pertaining to the potential closure of the 7th & K Station.

I am writing you this letter to re-iterate my strong support for permanent closure of the station. I am one of the co-developers and co-general partners of the 700 Block development on the South East corner of 7th and K Streets. The \$55 million project is a combination of 137 apartments (market rate and workforce) and nearly 70,000 SF retail.

We are constructing a project that will include some retail along 7th Street, exactly behind where the station currently sits. The sidewalk which we are trying to activate is already narrow, and the station's current configuration will create conditions that are detrimental to public safety and the success of our retail tenants. I am in the process of marketing/leasing the retail space we have available at 7th and K, and all prospective tenants have indicated to us their concerns about the station's location and the streetscape design and constraints around that corner.

As the property owner adjacent to the station in question, I am in full support of it's closure. Please let me know if I can be of any additional assistance in this process.

Thank you,

Ali

--

Ali Youssefi  
CFY Development, Inc.  
1006 4th Street, Suite 701  
Sacramento, CA 95814  
Ph: (916) 446-4040

Jeff Thom, Chair  
MOBILITY ADVISORY COUNCIL  
7414 Mooncrest Way  
Sacramento, CA 95831

February 4, 2016

Michael R. Wiley  
General Manager/CEO  
Sacramento Regional Transit District  
P.O. Box 2110  
Sacramento, California 95812-2110

**Re: 7<sup>th</sup> & K Street Light Rail Station**

Dear Mr. Wiley:

As you are aware, the Regional Transit's (RT) Mobility Advisory Council (MAC), represents the county's senior and disability community. At its November 12, 2015 meeting, the MAC considered the issue, as presented by RT staff, regarding options for the 7<sup>th</sup> & K Street light rail station. Staff presented for the MAC's review and discussion, all four proposals for the 7<sup>th</sup> and K Street light rail station that are being considered as the opening of the Golden One Center approaches. Included in these options were:

- 1) Leave 7<sup>th</sup> & K with the existing configuration and some crowding issues with a three car train limit
- 2) Move boarding area to North on 7<sup>th</sup> Street between J & K
- 3) Close the station
- 4) Close station only for major events

It was the consensus view of MAC members that both options 3 and 4, closing the station in its entirety or closing it for major events, are poor options for many in the senior/disability community, including the frail, elderly, those with significant mobility impairments and persons who are blind. It is much more difficult, in some cases impossible, especially for those utilizing walkers, canes, manual wheelchairs, and people with visual impairments to go the extra distance to/from the 7th & Capitol light rail station. Any type of closure of this station would limit access for the senior/disability community.

At the council's Access and Infrastructure subcommittee meeting on October 8, 2015, that body recommended that the full MAC adopt a motion recommending that options 3

and 4 , as discussed herein, be rejected by the Regional Transit Board. This recommendation was presented at the November 12<sup>th</sup> meeting, and the MAC unanimously passed a motion opposing both options 3 and 4. The Council respectfully asks you and RT's Board of Directors to consider the Council's position on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Thom". The signature is stylized with loops and a long horizontal stroke.

Jeff Thom  
Chair, Mobility Advisory Council

C: RT Board of Directors  
RT Mobility Council  
Janice N. Labrado, Accessible Services Administrator

# REGIONAL TRANSIT ISSUE PAPER

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10	01/25/16	Open	Information	01/20/16

Subject: St. Rose of Lima Park (7th & K) Update

## ISSUE

Staff presented an information report on September 23, 2015 regarding the St. Rose of Lima Park (7<sup>th</sup> & K) light rail station, followed by a community outreach effort. Staff will provide an information report regarding the outreach results and other considerations relevant to this station.

## RECOMMENDED ACTION

None

## FISCAL IMPACT

None at this time.

## DISCUSSION

### **Summary**

With increased development and pedestrian activity around 7<sup>th</sup> & K Streets, the current St. Rose of Lima Park (7<sup>th</sup> & K) station boarding platform presents operational challenges. The track curves from K Street to 7<sup>th</sup> Street, with the station situated just south of the curve on 7<sup>th</sup> Street. The narrow walkway created by the curve of the track, trees, furniture, and utility equipment will soon be compacted further by new retail and restaurant frontage at 700 K Street. The concern is that with the increased activity in the downtown, including the construction of the Golden 1 Center across the street, this impact will get worse.

Several alternatives, including potential closure of the station, were discussed with the Board on September 28, 2015. Staff was directed to conduct customer outreach following that meeting. Staff was on site at 7<sup>th</sup> & K, and 7<sup>th</sup> & Capitol on two dates in November and also conducted an open house. Citizens were encouraged to participate in an on line survey through direct outreach, with signs at the stations, signs on vehicles, through social media and RT's website. The survey was available on line from November 4 through November 22, 1015 and 293 complete responses were received.

The survey results are summarized as follows:

Alternative Choice	% Selected (number)
Close the 7 <sup>th</sup> & K station and direct passengers to 7 <sup>th</sup> & Capitol	40.96% (120)
Move the boarding area north of K Street on 7 <sup>th</sup> Street	17.41% (51)
Close the station for major events	15.96% (45)
Leave the station as is and take other measures to manage crowds	25.94% (76)

Approved:

Presented:

Final 01/20/16

General Manager/CEO

Chief of Staff

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Subject: St. Rose of Lima Park (7th & K) Update

## History of the Station

The St. Rose of Lima Park light rail station originally opened in 1987 with the light rail starter line and was comprised of platforms at 9<sup>th</sup> & K and 7<sup>th</sup> & K. The K Street Mall has undergone many revisions in the past 27+ years. In 2010, the 7th & K platform 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. These redevelopment plans changed over the years and the location of the new Entertainment and Sports Complex (ESC) was ultimately designated for the adjacent block. 7th & K is a well-used station with approximately 1100 weekday boardings in the 3<sup>rd</sup> quarter of 2015. In the same time period, 7th & Capitol, one block to the south had an average of just under 900 weekday boardings, and 7th & I, two blocks to the north, had approximately 500 weekday boardings.

## Streetcar and Other Light Rail Changes

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 east on H Street and south on 7<sup>th</sup> Street. The Streetcar will continue on a K Street alignment. This will likely result in heavier utilization of 7th & I station for light rail.

## Station Spacing Guidelines

In order to provide a frame of reference regarding light rail station spacing in the urban core, and a perspective on whether or not it would be reasonable to expect a passenger to walk from 7<sup>th</sup> & K to another nearby station, staff has evaluated the walking distance to nearby stations and researched relevant planning documents that discuss station spacing in the urban core. (See **Attachment 2** for a map depicting station spacing in the area.)

7th & K and 7th & Capitol stations are approximately 435 feet or 1/8 mile apart. Both stations serve the Blue Line to Cosumnes River College, the Gold Line to Sunrise/Historic Folsom, and the Green Line to 13<sup>th</sup> Street. 7th & K and 7th & I are approximately 1/4 mile or 1225 feet apart. The 7<sup>th</sup> & I station serves the Gold Line to Sunrise/Historic Folsom and the Green Line to 13<sup>th</sup> Street. 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 spacing “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 1/4 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. However, it should be noted that the spacing between 7<sup>th</sup> & K and 7<sup>th</sup> & Capitol is closer than advised in either guideline.

Other regional planning documents promote the idea of transit stop consolidation, such as the Sacramento Area Council of Governments (SACOG) Downtown Sacramento Transit Circulation and Facilities Plan Concept (June 2012). In April 2015, SACOG committed to assisting the RT

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Board in efforts to make light rail stations community assets that attract people and riders, and to consider advantages and disadvantages of proposals to open new light rail stations, or close existing ones. To that end, RT has worked closely with its partners at SACOG and the City of Sacramento related to planning for service to the Golden 1 Center and other system-wide improvements. The SACOG Board recently included conditions in its award of federal funds to design the Dos Rios and Horn Road station that stipulated RT explore the elimination or consolidation of existing stations. In addition to community outreach, staff has asked SACOG and the City of Sacramento to provide a formal recommendation regarding this issue.

### Changes in the 7<sup>th</sup> & K Area

With the opening of the Golden 1 Center Entertainment and Sports Complex, combined with mixed development under construction at 700 K Street, the 7th & K station presents significant operational challenges in its current configuration. The Green, Blue, and Gold Lines stop at this station and the Blue and Gold Lines are 4-car trains that block K Street.

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 Environmental Impact Report (EIR) for the Golden 1 Center estimated that 40% of the attendees would be exiting events at the 7th Street exit at K Street. For a sold out event, 5,000 to 7,000 people would be attempting to cross the street immediately before and after an event. With the mass of people and the trains blocking K Street, the concern is that this congestion adversely affects the visitor's experience and poses potential safety risks. There is also concern that delays the light rail operations would adversely affect transit users.

RT realized during the development of the operating plan for the Golden 1 Center service that the expected increased pedestrian flow would create operational issues at this location; various options were considered to mitigate some of these issues during events, including use of three car trains (vs. the typical four car peak train) to avoid blocking the street and boarding passengers from both sides of the train. The use of three car trains is not ideal due to the expected passenger loads after major events.

The 700 K development will have frontage on 7th Street within the station area; this will include entryways for restaurants, retail and other businesses that overlap with the current RT waiting area. The 7th & K station is situated on a sidewalk that is already 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. (Photos of the curved track area and corner of 7<sup>th</sup> & K are included as **Attachments 3, 4, and 5.**) The increased crowds associated with the re-development in the area will exacerbate the already crowded conditions.

RT has assessed key light rail stations for improvements in the downtown area and in the downtown core as a part of the System Improvement Initiative (a map of the downtown Sacramento light rail stations is included as **Attachment 6**). Significant improvements are planned for the 7<sup>th</sup> & Capitol station, which is large, flat and well situated for accommodating large crowds. RT is also planning upgrades at 8<sup>th</sup> & Capitol, St. Rose of Lima (9<sup>th</sup> & K), 8<sup>th</sup> & K, 16<sup>th</sup>

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Street, and many suburban stations on the Gold and Blue lines. These improvements include wayfinding in the downtown area, a new station canopy at 7<sup>th</sup> & Capitol, upgraded LED lighting, accessibility improvements, new station furniture, re-painting, and security equipment.

### Outreach Process and Survey Results

From November 4 to November 22, RT conducted an online survey, on site outreach events and a one day workshop to provide information about the St. Rose of Lima (7<sup>th</sup> & K) station. The survey was grouped into user type: regular user of the station, occasional user of the station and non-user. Each user group was asked to select from the four alternatives below (questions 11, 14, and 19 respectively):

1. Leave the 7<sup>th</sup> & K station in its existing location and renovate it. 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 narrow sidewalk, conflict with planned retail, and the sidewalk grade/slope).
2. Move the station boarding area north of K Street. This is a large, flat space well suited for a station. However, this idea is only a concept at this time, and it would need to be approved and funded. This approach may conflict with planned development at 7<sup>th</sup> & J.
3. Close the 7<sup>th</sup> & K station permanently and direct passengers to the 7th & Capitol station. Significant upgrades planned for 7th & Capitol will accommodate most passengers. Costs to close the 7<sup>th</sup> & K station are estimated between \$140,000 and \$170,000.
4. Close the 7<sup>th</sup> & K station for major events only and direct passengers to the 7<sup>th</sup> & Capitol station.

293 of the 330 survey respondents fully completed the survey and selected one of the alternatives above. Of those surveyed, 54% used the station frequently or occasionally, and 46% did not use it at all. Staff did focus outreach on users of the 7<sup>th</sup> & Capitol station and the general public, in addition to passengers that use the 7<sup>th</sup> & K station.

The survey results for the combined user groups are summarized as follows:

Alternative Choice	% Selected (number)
Close the 7 <sup>th</sup> & K station at direct passengers to 7 <sup>th</sup> & Capitol	40.96% (120)
Move the boarding area north of K Street on 7 <sup>th</sup> Street	17.41% (51)
Close the station for major events	15.96% (45)
Leave the station as is and take other measures to manage crowds	25.94% (76)

Of passengers that use the station regularly, 42% would like to leave the station open and the rest of the votes were fairly evenly split between the other three options. Of the passengers that use the station occasionally, 40% voted to close the 7<sup>th</sup> & K station. Of those that do not use the station at all, 56% voted to close the station. In the occasional-user and non-user categories, the

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votes were also fairly evenly split between the other options.

The complete survey results including all comments are attached (**Attachment 7**).

### Impacts and Benefits of Station Closure

RT has been working with our partners to discuss both light rail station activation and pedestrian flows to and from the Golden 1 Center. We are beginning to obtain more information regarding street closures and pedestrian improvements. Staff is sensitive to the increased walking distance that may be an issue to passengers with disabilities. We have worked with the City of Sacramento and representatives of the Golden 1 Center to determine a paratransit drop off and staging area that will be convenient to our paratransit riders. During major events, street closures will provide an opportunity to provide assistance to pedestrians. Event attendants will provide passenger information and assistance; planned wayfinding signage in the area will also be of benefit to riders new to the system.

During the community outreach process, some passengers with disabilities that use the Blue Line, live in the vicinity of 6<sup>th</sup> and I Street, and de-board currently at 7<sup>th</sup> & K station, expressed concern about having to walk an additional distance from 7<sup>th</sup> & Capitol station and cross L Street. We appreciate that this may be an issue, particularly for Blue Line passengers. One possible alternative for passengers in this instance would be to ride the Blue Line train to the 7<sup>th</sup> & O station and then transfer to a Gold Line train from the 8<sup>th</sup> & O station to ride back to 8<sup>th</sup> & H County Center station or Sacramento Valley Station (See the map in Attachment 6). This would require a transfer, but would eliminate the street crossings and additional walking distance. In the long term, once the light rail alignment moves to H Street, the Blue Line will travel down K and passengers will be able to use the 7<sup>th</sup> & I station for Blue Line de-boarding.

The RT Mobility Advisory Council (MAC) that advises RT staff and the Board on matters concerning access for persons with disabilities and seniors has taken a position in opposition of closing the 7<sup>th</sup> & K station. At the MAC meeting on November 12, 2015, the Council took action to oppose options three and four (i.e., closing the station permanently or closing it for major events). This action relates to the additional walking distance to the 7<sup>th</sup> & Capitol station and the crossing of L Street. Staff is appreciative of these concerns and MAC's input. Riders would have to walk an additional 400 to 800 feet, and some would have to cross L Street, to get to the next nearest station depending upon from where they are coming or going. It should be noted that if 7<sup>th</sup> & K remains in use, the anticipated crowding at the station during major events could also have a negative impact on passengers with mobility limitations.

In customer comments, several respondents commented on the limited room at 7<sup>th</sup> & K station and asked why RT did not consider moving it back onto K Street. Unfortunately, it is unlikely that there would be support to move the station back to its original location on K Street.

As noted in the survey results, many individuals recommended closing the station completely (79). Passengers who supported this idea commented on the closeness of the 7<sup>th</sup> & Capitol station and the frequency of stops in the area, stating things like, "it slows down the train through downtown,"

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and, “it barely goes a block before stopping for the next station.” Staff heard some comments along these lines while conducting outreach at the station as well.

Many commenters noted “undesirable activities” at the station, and described it as “unsafe.” There are currently many vacant businesses surrounding the station and frequent loitering and other nuisance behavior does occur. These comments were duly noted by staff in the review of the survey responses.

Some passengers expressed concerns about directing passengers from 7<sup>th</sup> & K to 7<sup>th</sup> & Capitol. Today the 7<sup>th</sup> & Capitol station is used by commuters from the many office buildings in the area; some passengers expressed concern about the additional passengers from 7<sup>th</sup> & K using the 7<sup>th</sup> & Capitol station.

### Station Grading Report

In October 2015, a report prepared for Next 10 by the Center for Law, Energy, and the Environment at UC Berkley School of Law, titled “Grading California’s Rail Transit Station Areas: A Ranking of How Well They Accommodate Population Growth, Boost Economic Activity and Improve the Environment” was released, and received some local media coverage (**Attachment 8**). The report explains that the “overall grades are based on how well these station areas encourage residents and employees to ride transit, connect to amenities, and create vibrant, equitable and thriving localities.” The report states that high-performing stations “are based on significant concentrations of housing and jobs,” and the highest-performing “stations are often in the middle of transit systems in downtown-like environments.”

As some commenters on the survey noted this report specifically, staff felt it was important to note that the report does not address the quality of the station and appears to be solely based on research regarding nearby amenities. If you look at the review of 7<sup>th</sup> & K on page 21 of the report, it lists shopping opportunities in the Downtown Plaza and does not appear to consider the current state of change in the surrounding area, including shops listed that were closed at the time the report was published. The photo used is not actually of the 7<sup>th</sup> & K light rail station.

### 7<sup>th</sup> & Capitol Station Upgrades and Construction Plans

The 7<sup>th</sup> & Capitol station will have extensive remodeling and improvements requiring construction and closure between March and early September 2016. This will require passengers to board at 7<sup>th</sup> & K or 7<sup>th</sup> & O stations as the closest nearby stations. Should the RT Board consider closing the station, Staff would recommend delaying this closure until mid-September 2016, followed by a demolition process.

### California Environmental Quality Analysis (CEQA) Requirements

If final action on this issue results in a recommendation to close the St. Rose of Lima Park (7th & K) light rail station, it will require that RT perform a CEQA review before the station could be closed. The CEQA process could take up to six months, but could potentially be accomplished more quickly. Considering the issues related to construction at 7<sup>th</sup> & Capitol described above, this six month timeline would be reasonable to achieve.

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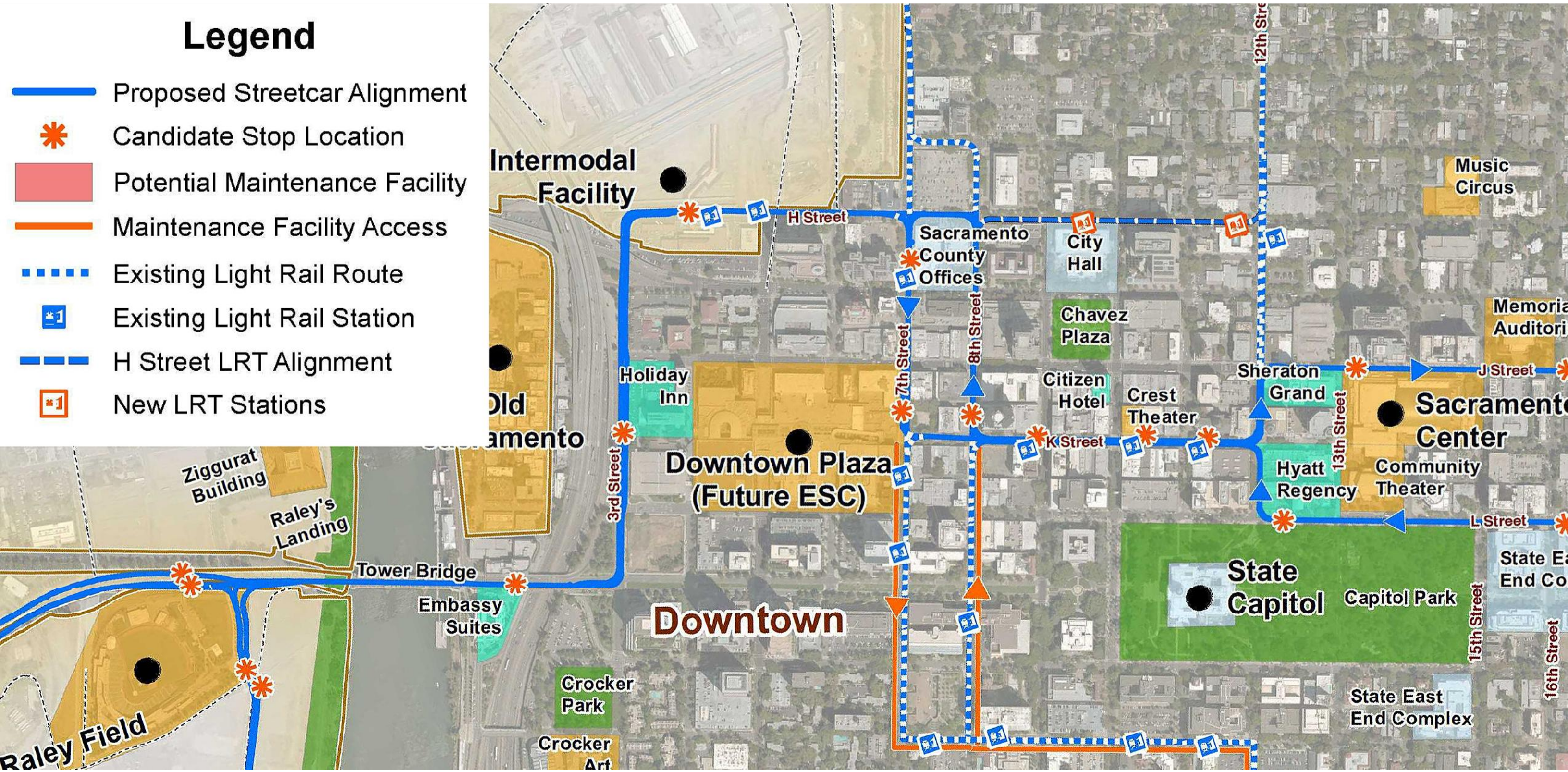
**Next Steps**

Under the current schedule, this is an information item and staff will return at a subsequent meeting with a recommendation regarding the St. Rose of Lima Park (7th & K) light rail station. Staff appreciates any Board feedback regarding the public outreach process, next steps or other issues.



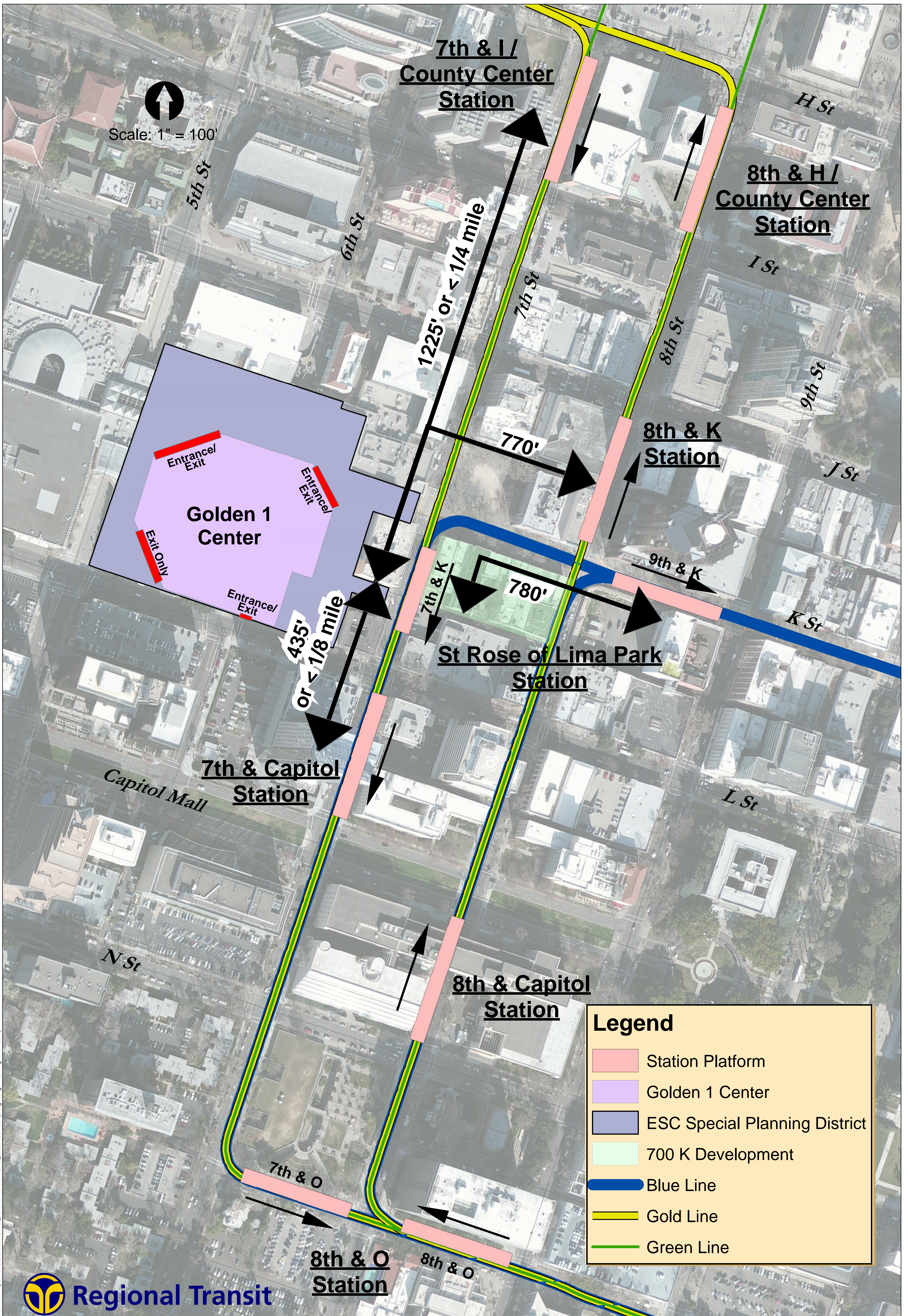
# Legend

-  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





# Downtown Sacramento Light Rail Stations



I:\PL\Exhibit Maps\Arenas\Outreach for 7th St Station entrance\_distances.mxd (Long Range Planning - Nov 2015)













# Downtown Sacramento Light Rail Stations

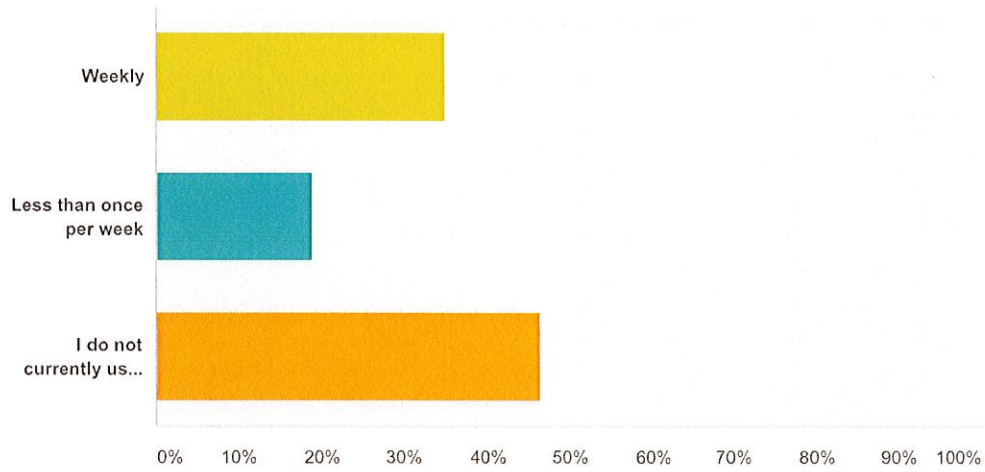


I:\PE\Exhibit Maps\Avenue Outreach for 7th, J St\Avenue St\_24x36.mxd (Long Range Planning - Nov 2015)



## Q1 How often do you use the St. Rose of Lima (7th & K) station?

Answered: 330 Skipped: 5



Answer Choices	Responses	
Weekly	34.85%	115
Less than once per week	18.79%	62
I do not currently use the 7th & K Station	46.36%	153
<b>Total</b>		<b>330</b>

**Q2 If you are boarding light rail at this station, where are you coming from (please provide the cross streets)?**

Answered: 81 Skipped: 254

Answer Choices	Responses	
On Street	98.77%	80
At Street	72.84%	59

## Q2 If you are boarding light rail at this station, where are you coming from (please provide the cross streets)?

Answered: 81 Skipped: 254

Answer Choices	Responses	
On Street	98.77%	80
At Street	72.84%	59

#	On Street	Date
1	Sacramento Valley Station	11/21/2015 9:41 PM
2	9th St.	11/20/2015 8:16 PM
3	8th	11/19/2015 11:12 AM
4	7th	11/18/2015 3:44 PM
5	5th Street West Sacramento	11/18/2015 8:34 AM
6	Richards blvd.	11/17/2015 5:49 PM
7	7th	11/17/2015 5:29 PM
8	9th Street	11/17/2015 5:04 PM
9	I st	11/17/2015 4:05 PM
10	Meadow view stations	11/17/2015 3:45 PM
11	K st	11/17/2015 3:41 PM
12	K	11/17/2015 3:32 PM
13	w. el camino	11/17/2015 3:30 PM
14	J street	11/17/2015 2:10 PM
15	L St	11/17/2015 2:04 PM
16	Alkali flat or Arden area	11/17/2015 1:54 PM
17	10th	11/17/2015 1:50 PM
18	8th	11/17/2015 1:08 PM
19	7th	11/17/2015 1:06 PM
20	Marconi	11/17/2015 1:03 PM
21	Test	11/17/2015 11:31 AM
22	Fourth	11/17/2015 8:04 AM
23	K	11/16/2015 10:07 AM
24	8th street	11/16/2015 10:05 AM
25	7th street	11/15/2015 12:20 PM
26	K	11/15/2015 12:13 PM
27	7th Street	11/13/2015 9:24 PM
28	H Street	11/13/2015 7:35 PM
29	9th	11/13/2015 5:25 PM
30	7th	11/13/2015 7:51 AM

St. Rose of Lima Station: User Survey

SurveyMonkey

31	K Street	11/12/2015 3:31 PM
32	K street	11/12/2015 2:03 PM
33	Amtrak	11/12/2015 12:24 PM
34	801 "K" Street	11/12/2015 11:49 AM
35	8th street	11/12/2015 10:26 AM
36	980 9th streety	11/12/2015 9:46 AM
37	660 j Street	11/12/2015 9:34 AM
38	8th	11/12/2015 8:55 AM
39	Gateway oaks	11/12/2015 5:41 AM
40	Capitol Mall	11/11/2015 6:03 PM
41	7th Street	11/11/2015 8:02 AM
42	3rd	11/10/2015 8:00 PM
43	7th	11/10/2015 7:20 PM
44	8th Street	11/10/2015 4:59 PM
45	West Sacramento	11/10/2015 3:04 PM
46	7	11/10/2015 1:14 PM
47	7th St	11/10/2015 12:18 PM
48	7th	11/10/2015 11:23 AM
49	43rd avenue	11/10/2015 10:57 AM
50	j st	11/10/2015 10:38 AM
51	65th Street	11/10/2015 10:00 AM
52	Folsom	11/10/2015 8:06 AM
53	k st old sac	11/9/2015 6:23 PM
54	8th	11/7/2015 9:17 PM
55	Folsom	11/6/2015 4:12 PM
56	j	11/6/2015 3:09 PM
57	65	11/6/2015 3:04 PM
58	8th	11/6/2015 12:54 PM
59	1100 J Street	11/6/2015 12:51 PM
60	7th and G	11/6/2015 11:17 AM
61	7th	11/6/2015 10:11 AM
62	K street	11/6/2015 8:37 AM
63	Folsom Street	11/6/2015 6:59 AM
64	7th and Capitol	11/5/2015 3:39 PM
65	801 K Street	11/5/2015 2:06 PM
66	k street	11/5/2015 1:40 PM
67	9th	11/5/2015 9:45 AM
68	L	11/5/2015 8:35 AM
69	I Street	11/5/2015 8:07 AM
70	Capitol Mall	11/5/2015 7:48 AM
71	Capitol	11/5/2015 6:35 AM



St. Rose of Lima Station: User Survey

SurveyMonkey

72	Arden Way	11/5/2015 6:29 AM
73	5th and L	11/4/2015 6:34 PM
74	Capitol mall	11/4/2015 5:28 PM
75	k	11/4/2015 4:52 PM
76	K Street	11/4/2015 4:30 PM
77	800 Capitol Mall	11/4/2015 4:11 PM
78	8th	11/4/2015 4:06 PM
79	Capitol Mall	11/4/2015 3:46 PM
80	K ST	11/4/2015 3:12 PM
<b>#</b>	<b>At Street</b>	<b>Date</b>
1	K St.	11/20/2015 8:16 PM
2	Ost	11/19/2015 11:12 AM
3	K	11/18/2015 3:44 PM
4	8th st and Capitol	11/18/2015 8:34 AM
5	K	11/17/2015 5:29 PM
6	k Street	11/17/2015 5:04 PM
7	7th st	11/17/2015 4:05 PM
8	8th st	11/17/2015 3:41 PM
9	northview	11/17/2015 3:30 PM
10	7th St	11/17/2015 2:04 PM
11	L St	11/17/2015 1:50 PM
12	K	11/17/2015 1:08 PM
13	K	11/17/2015 1:06 PM
14	Arcade	11/17/2015 1:03 PM
15	P Street	11/17/2015 8:04 AM
16	8th	11/16/2015 10:07 AM
17	K street	11/16/2015 10:05 AM
18	K street	11/15/2015 12:20 PM
19	6	11/15/2015 12:13 PM
20	K Street	11/13/2015 9:24 PM
21	8th Street	11/13/2015 7:35 PM
22	L	11/13/2015 5:25 PM
23	K St	11/13/2015 7:51 AM
24	8th Street	11/12/2015 3:31 PM
25	Sac Valley Station	11/12/2015 12:24 PM
26	K street	11/12/2015 10:26 AM
27	k street	11/12/2015 8:55 AM
28	7th & k	11/12/2015 5:41 AM
29	K Street	11/11/2015 8:02 AM
30	R Street	11/10/2015 8:00 PM
31	K	11/10/2015 7:20 PM

## St. Rose of Lima Station: User Survey

SurveyMonkey

32	K Street	11/10/2015 4:59 PM
33	I	11/10/2015 1:14 PM
34	H St	11/10/2015 12:18 PM
35	7th and k	11/10/2015 10:57 AM
36	8th	11/10/2015 10:38 AM
37	J street	11/7/2015 9:17 PM
38	8-k	11/6/2015 4:12 PM
39	9	11/6/2015 3:09 PM
40	broadway	11/6/2015 3:04 PM
41	J	11/6/2015 12:54 PM
42	K	11/6/2015 10:11 AM
43	7th street	11/6/2015 8:37 AM
44	Power Inn Station	11/6/2015 6:59 AM
45	8th & K	11/5/2015 2:06 PM
46	7th	11/5/2015 1:40 PM
47	L	11/5/2015 9:45 AM
48	8	11/5/2015 8:35 AM
49	9th Street	11/5/2015 8:07 AM
50	7th Street	11/5/2015 7:48 AM
51	7th	11/5/2015 6:35 AM
52	Del Paso Boulevard	11/5/2015 6:29 AM
53	7th street	11/4/2015 5:28 PM
54	8TH	11/4/2015 4:52 PM
55	8th Street	11/4/2015 4:30 PM
56	630 K street	11/4/2015 4:07 PM
57	Capitol	11/4/2015 4:06 PM
58	8th Street	11/4/2015 3:46 PM
59	7TH ST	11/4/2015 3:12 PM

**Q3 If you are exiting light rail at this station, where are you going to (please provide the cross streets)?**

Answered: 58 Skipped: 277

Answer Choices	Responses	
On Street	98.28%	57
At Street	72.41%	42

### Q3 If you are exiting light rail at this station, where are you going to (please provide the cross streets)?

Answered: 58 Skipped: 277

Answer Choices	Responses	
On Street	98.28%	57
At Street	72.41%	42

#	On Street	Date
1	K St	11/21/2015 9:41 PM
2	Franklin Station	11/20/2015 8:16 PM
3	Sutter street station in Folsom	11/19/2015 11:12 AM
4	North 7th	11/18/2015 12:54 PM
5	Capitol and 7th street	11/18/2015 8:34 AM
6	Apts	11/17/2015 5:49 PM
7	7	11/17/2015 5:29 PM
8	I st	11/17/2015 4:05 PM
9	16 street station and Witt 80	11/17/2015 3:45 PM
10	K st	11/17/2015 3:41 PM
11	K	11/17/2015 3:32 PM
12	r	11/17/2015 3:30 PM
13	Library	11/17/2015 2:10 PM
14	7th and capitol	11/17/2015 1:54 PM
15	8th	11/17/2015 1:08 PM
16	7th	11/17/2015 1:06 PM
17	16th	11/17/2015 1:03 PM
18	K st.	11/17/2015 12:47 PM
19	Test	11/17/2015 11:31 AM
20	K Street	11/17/2015 8:57 AM
21	Seventh	11/17/2015 8:04 AM
22	Watt Ave	11/16/2015 10:05 AM
23	7th Street	11/13/2015 9:24 PM
24	H Street	11/13/2015 7:35 PM
25	7th	11/13/2015 7:51 AM
26	CRC RT station	11/12/2015 2:03 PM
27	Sac Valley Station	11/12/2015 12:24 PM
28	47th Avenue	11/12/2015 11:49 AM
29	981 9th street	11/12/2015 9:46 AM
30	660 J street	11/12/2015 9:34 AM

St. Rose of Lima Station: User Survey

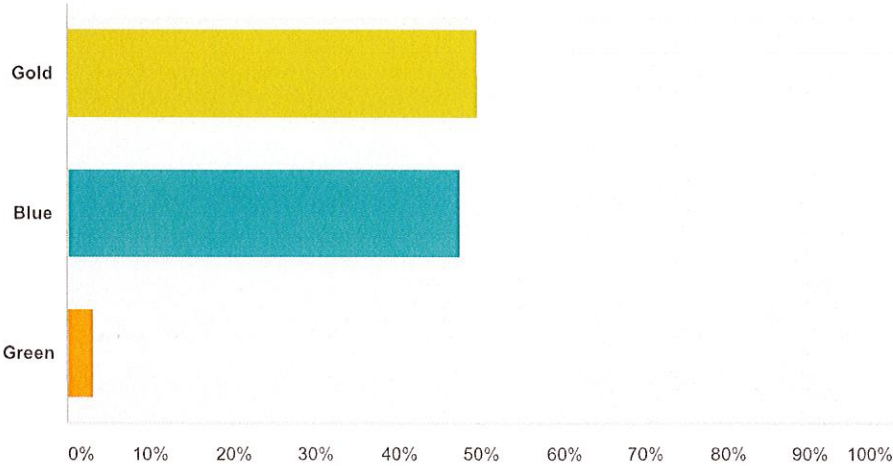
SurveyMonkey

31	8th	11/12/2015 8:55 AM
32	Gateway Oaks	11/12/2015 5:41 AM
33	7th Street	11/11/2015 8:02 AM
34	7Th	11/10/2015 7:20 PM
35	7	11/10/2015 1:14 PM
36	10th St	11/10/2015 12:18 PM
37	fruitridge	11/10/2015 10:57 AM
38	hills dale	11/10/2015 10:38 AM
39	7th and K	11/10/2015 10:00 AM
40	7th	11/10/2015 8:06 AM
41	k st old sac	11/9/2015 6:23 PM
42	8th	11/7/2015 9:17 PM
43	7-k	11/6/2015 4:12 PM
44	6	11/6/2015 3:04 PM
45	65th	11/6/2015 12:54 PM
46	65th Street	11/6/2015 12:51 PM
47	7th	11/6/2015 10:11 AM
48	Downtown	11/6/2015 6:59 AM
49	7th	11/6/2015 12:24 AM
50	7th and Capitol	11/5/2015 3:39 PM
51	Watt	11/5/2015 2:06 PM
52	j street	11/5/2015 1:40 PM
53	9th	11/5/2015 9:45 AM
54	L	11/5/2015 8:35 AM
55	Q Street	11/5/2015 6:29 AM
56	k	11/4/2015 4:52 PM
57	K ST	11/4/2015 3:12 PM
<b>#</b>	<b>At Street</b>	<b>Date</b>
1	10th St	11/21/2015 9:41 PM
2	Sutter street station in Folsom	11/19/2015 11:12 AM
3	Richards	11/18/2015 12:54 PM
4	Cosumnes River College station	11/18/2015 8:34 AM
5	J	11/17/2015 5:29 PM
6	7th st	11/17/2015 4:05 PM
7	8th st	11/17/2015 3:41 PM
8	29	11/17/2015 3:30 PM
9	K	11/17/2015 1:08 PM
10	K	11/17/2015 1:06 PM
11	R	11/17/2015 1:03 PM
12	Watt/ I-80	11/17/2015 12:47 PM
13	8th Street	11/17/2015 8:57 AM

14	K Street	11/17/2015 8:04 AM
15	Manlove Rd	11/16/2015 10:05 AM
16	To 9th & K	11/13/2015 9:24 PM
17	8th Street	11/13/2015 7:35 PM
18	K St	11/13/2015 7:51 AM
19	Amtrak	11/12/2015 12:24 PM
20	k street	11/12/2015 8:55 AM
21	7th & k	11/12/2015 5:41 AM
22	K Street	11/11/2015 8:02 AM
23	K	11/10/2015 7:20 PM
24	I	11/10/2015 1:14 PM
25	K St.	11/10/2015 12:18 PM
26	fruitridge	11/10/2015 10:57 AM
27	palm	11/10/2015 10:38 AM
28	K	11/10/2015 8:06 AM
29	j street	11/7/2015 9:17 PM
30	Folsom	11/6/2015 4:12 PM
31	J	11/6/2015 3:04 PM
32	K	11/6/2015 10:11 AM
33	7th and K	11/6/2015 6:59 AM
34	1st	11/6/2015 12:24 AM
35	Walt & Manlove	11/5/2015 2:06 PM
36	7th	11/5/2015 1:40 PM
37	L	11/5/2015 9:45 AM
38	8	11/5/2015 8:35 AM
39	67th Street	11/5/2015 6:29 AM
40	8th	11/4/2015 4:52 PM
41	Butterfield	11/4/2015 4:11 PM
42	7TH ST	11/4/2015 3:12 PM

### Q4 Which light rail line do you usually board or exit at the 7th & K station?

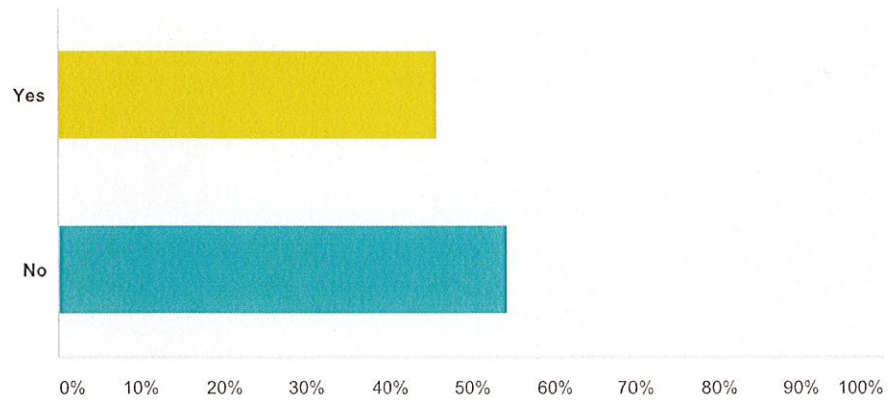
Answered: 93 Skipped: 242



Answer Choices	Responses
Gold	49.46% 46
Blue	47.31% 44
Green	3.23% 3
Total	93

**Q5 Do you use any other RT station(s) to board or exit light rail service in Downtown Sacramento for the same trip purpose and direction of travel for which you use the 7th & K station?**

Answered: 94 Skipped: 241

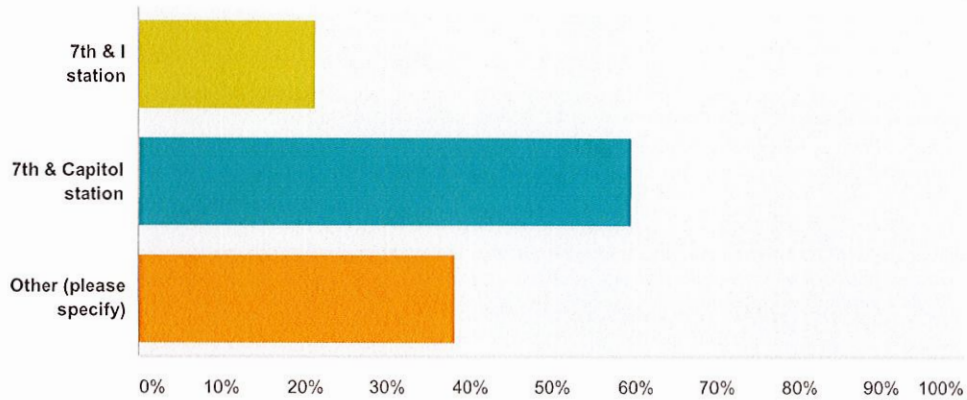


Answer Choices	Responses	
Yes	45.74%	43
No	54.26%	51
<b>Total</b>		<b>94</b>



**Q6 If you answered yes to the question above, please select and list all other stations (in the "Other text box") that you sometimes use instead of 7th & K.**

Answered: 47 Skipped: 288



Answer Choices	Responses
7th & I station	21.28% 10
7th & Capitol station	59.57% 28
Other (please specify)	38.30% 18
<b>Total Respondents: 47</b>	

#	Other (please specify)	Date
1	None	11/20/2015 8:16 PM
2	Watt I-80	11/17/2015 5:40 PM
3	St Rose	11/17/2015 5:04 PM
4	Cathedral	11/17/2015 3:41 PM
5	8th & O	11/17/2015 3:32 PM
6	Seating limited at 7th and capitol	11/17/2015 1:54 PM
7	7&( to go to Watt/I-80	11/17/2015 12:47 PM
8	8th and O Streets	11/17/2015 8:04 AM
9	Cathedral Square station.	11/13/2015 7:35 PM
10	16th St. LRS	11/12/2015 3:36 PM
11	8th & Capitol	11/10/2015 7:20 PM
12	It depends on the day. Sometimes i do not feel comfortable waiting at the 7th and K stop. It is blighted. I would not mind walking a couple blocks over to capitol to feel safer.	11/10/2015 8:06 AM
13	13th Street	11/7/2015 9:17 PM
14	7th and H, Gold line transfer to Blue line	11/6/2015 11:17 AM
15	12th & K	11/6/2015 10:11 AM
16	none	11/6/2015 6:59 AM

17	Butterfield & Mather	11/4/2015 4:11 PM
18	8th and Capitol in mornings	11/4/2015 4:06 PM

### Q7 On average, how many times do you make this trip per week?

Answered: 92 Skipped: 243

#	Responses	Date
1	1	11/21/2015 9:41 PM
2	10	11/20/2015 8:16 PM
3	5	11/20/2015 4:03 PM
4	5	11/19/2015 1:20 PM
5	5	11/19/2015 11:12 AM
6	5	11/18/2015 3:44 PM
7	3	11/18/2015 12:54 PM
8	5	11/18/2015 8:34 AM
9	4	11/17/2015 5:49 PM
10	5	11/17/2015 5:40 PM
11	7	11/17/2015 5:29 PM
12	3	11/17/2015 5:04 PM
13	14	11/17/2015 4:05 PM
14	3	11/17/2015 3:45 PM
15	4	11/17/2015 3:41 PM
16	5	11/17/2015 3:32 PM
17	1	11/17/2015 3:30 PM
18	4	11/17/2015 2:49 PM
19	2	11/17/2015 2:10 PM
20	5	11/17/2015 2:04 PM
21	1	11/17/2015 1:54 PM
22	4	11/17/2015 1:50 PM
23	5	11/17/2015 1:08 PM
24	3	11/17/2015 1:06 PM
25	3	11/17/2015 1:03 PM
26	5	11/17/2015 12:47 PM
27	5	11/17/2015 8:57 AM
28	4	11/17/2015 8:04 AM
29	10	11/16/2015 10:07 AM
30	5	11/16/2015 10:05 AM
31	2	11/15/2015 12:20 PM
32	5	11/13/2015 9:24 PM
33	7	11/13/2015 7:35 PM
34	5	11/13/2015 5:25 PM

35	10	11/13/2015 7:51 AM
36	5	11/12/2015 3:36 PM
37	5	11/12/2015 3:31 PM
38	4	11/12/2015 2:03 PM
39	2	11/12/2015 12:24 PM
40	5	11/12/2015 11:49 AM
41	5	11/12/2015 11:31 AM
42	5	11/12/2015 10:26 AM
43	5	11/12/2015 9:46 AM
44	5	11/12/2015 9:34 AM
45	5	11/12/2015 8:55 AM
46	5	11/12/2015 5:41 AM
47	3	11/11/2015 6:03 PM
48	10	11/11/2015 8:02 AM
49	20	11/10/2015 8:32 PM
50	5	11/10/2015 8:00 PM
51	4	11/10/2015 7:20 PM
52	5	11/10/2015 6:36 PM
53	5	11/10/2015 4:59 PM
54	5	11/10/2015 3:04 PM
55	10	11/10/2015 1:14 PM
56	3	11/10/2015 12:18 PM
57	5	11/10/2015 11:23 AM
58	7	11/10/2015 11:10 AM
59	7	11/10/2015 10:57 AM
60	7	11/10/2015 10:38 AM
61	5	11/10/2015 10:00 AM
62	5	11/10/2015 8:06 AM
63	5	11/9/2015 6:23 PM
64	5	11/7/2015 9:17 PM
65	1	11/6/2015 4:12 PM
66	2	11/6/2015 3:09 PM
67	3	11/6/2015 3:04 PM
68	5	11/6/2015 12:54 PM
69	5	11/6/2015 12:51 PM
70	4	11/6/2015 11:17 AM
71	5	11/6/2015 10:11 AM
72	5	11/6/2015 8:37 AM
73	10	11/6/2015 6:59 AM
74	7	11/6/2015 12:24 AM
75	5	11/5/2015 3:39 PM

St. Rose of Lima Station: User Survey

SurveyMonkey

76	5	11/5/2015 2:06 PM
77	2	11/5/2015 1:40 PM
78	5	11/5/2015 9:45 AM
79	10	11/5/2015 8:35 AM
80	4	11/5/2015 8:07 AM
81	5	11/5/2015 7:56 AM
82	5	11/5/2015 7:48 AM
83	5	11/5/2015 6:35 AM
84	3	11/5/2015 6:29 AM
85	5	11/4/2015 6:34 PM
86	5	11/4/2015 4:52 PM
87	10	11/4/2015 4:30 PM
88	5	11/4/2015 4:11 PM
89	5	11/4/2015 4:07 PM
90	5	11/4/2015 4:06 PM
91	5	11/4/2015 3:46 PM
92	5	11/4/2015 3:12 PM

**Q8 Why do you use the 7th & K station?  
Please briefly describe the reason or  
reasons you choose to use the 7th &  
K station.**

Answered: 89 Skipped: 246

#	Responses	Date
1	It is the most conveniently located station to K St and Downtown shopping and entertainment.	11/21/2015 9:41 PM
2	Closest station from work	11/20/2015 8:16 PM
3	closest to work	11/20/2015 4:03 PM
4	work	11/19/2015 1:20 PM
5	Close to work	11/19/2015 11:12 AM
6	I work across the street. With 200 other people.	11/18/2015 3:44 PM
7	Shopping on K Street	11/18/2015 12:54 PM
8	because I'm going to work, going to college, going to see my friends in North Highlands	11/18/2015 8:34 AM
9	Going towards Folsom .	11/17/2015 5:49 PM
10	Closer to my next trip to work	11/17/2015 5:29 PM
11	Closest to my office	11/17/2015 5:04 PM
12	Closest station for boarding	11/17/2015 4:05 PM
13	Light rail all time	11/17/2015 3:45 PM
14	Transfer point	11/17/2015 3:41 PM
15	I need to	11/17/2015 3:32 PM
16	closest to xfer point from the bus stop 8 & j	11/17/2015 3:30 PM
17	closest to destination	11/17/2015 2:49 PM
18	Close to destination	11/17/2015 2:10 PM
19	Because it allows easy transfer from the westbound 30 bus to the train without having to walk several blocks.	11/17/2015 2:04 PM
20	To get to appointments and Doctor and bank and shopping	11/17/2015 1:54 PM
21	Like the walk to work	11/17/2015 1:50 PM
22	Commute to work.	11/17/2015 1:08 PM
23	Transfer from blue to gold	11/17/2015 1:06 PM
24	Just where he ends up, Macy's etc.	11/17/2015 1:03 PM
25	Closest to work ;ocation	11/17/2015 12:47 PM
26	It's the closest stop to my final destination.	11/17/2015 8:57 AM
27	Shopping/Picking up Grandchild	11/17/2015 8:04 AM
28	The location is closer to my place of employment.	11/16/2015 10:07 AM
29	The 7th and K street station is the closest station to my work location. When I get off of work it takes me a few minutes to walk to this station compared to walking to another station, which would probably make me late to catch the train, thus having to wait another 15 minutes for another train. I decided to take the light rail to save on gas and also help reduce smog emissions by finding alternate routes to work, such as taking the light rail.	11/16/2015 10:05 AM
30	it's the closest one to where I work.	11/15/2015 12:20 PM
31	Proximity	11/15/2015 12:13 PM

## St. Rose of Lima Station: User Survey

SurveyMonkey

32	To get to where I need to go: work, appts, lunch, dinner, shopping.	11/13/2015 9:24 PM
33	Closest to my destination of 8th & H Streets.	11/13/2015 7:35 PM
34	To transfer from the westbound 30 bus. (I have stopped doing this while the 30 runs on Capitol Mall instead, so if you make that a permanent situation, then I would have no problem with moving or closing the 7th & K Station.)	11/13/2015 5:25 PM
35	24 Hour Fitness across the street.	11/13/2015 7:51 AM
36	d	11/12/2015 3:36 PM
37	It is the closest and most convenient station to my office.	11/12/2015 3:31 PM
38	It's the closest	11/12/2015 2:03 PM
39	Have to walk to Amtrak from the blue line. By the way, 7th and K is filthy, riddled with bird feces all the way up to 12th.	11/12/2015 12:24 PM
40	The 7th and K Street station is the most easily accessible station to my work address.	11/12/2015 11:49 AM
41	Closest to my work	11/12/2015 11:31 AM
42	Close to work	11/12/2015 10:26 AM
43	I recently started using it because it has been cleaner and my friend takes that line so I join her there.	11/12/2015 9:46 AM
44	I use it because it is closest to my office.	11/12/2015 9:34 AM
45	going back home	11/12/2015 8:55 AM
46	Transfer to bus	11/12/2015 5:41 AM
47	Closes to my stops on Capitol Mall	11/11/2015 6:03 PM
48	24 Hour Fitness across the street.	11/11/2015 8:02 AM
49	More Shade in the Summer Time than 8th & Capitol Longer Walk to get my 10,000 Steps in Daily Other Stations have Smokers	11/10/2015 8:00 PM
50	Its pretty convenient -- I use it to go to 24 Hour Fitness, but I am willing to relocate to 7th & Capitol since its just as close as 8th & Capitol I use to go to 24 Hour Fitness.	11/10/2015 7:20 PM
51	it is convenient and close to work and safe	11/10/2015 6:36 PM
52	Cheaper transportation to work vs driving	11/10/2015 4:59 PM
53	Better seat availability than 7th and Capitol	11/10/2015 3:04 PM
54	Closest, fewer homeless/beggars	11/10/2015 1:14 PM
55	I want to ride a little longer on my way to work since I usually disembark on 12th and I St.	11/10/2015 12:18 PM
56	Quickest and easiest to get to.	11/10/2015 11:23 AM
57	I live close by on 7th and k.	11/10/2015 11:10 AM
58	conviniene	11/10/2015 10:57 AM
59	shopping	11/10/2015 10:38 AM
60	I use it for convenience.	11/10/2015 10:00 AM
61	Convenience but i would be willing to walk a couple blocks for safety.	11/10/2015 8:06 AM
62	closer	11/9/2015 6:23 PM
63	To get on the blue line or get on the green line	11/7/2015 9:17 PM
64	It's convenient	11/6/2015 4:12 PM
65	I don't like to use it. It is scary there.	11/6/2015 3:09 PM
66	Get to work everyday	11/6/2015 12:54 PM
67	Get to work	11/6/2015 12:51 PM
68	I transfer from the Gold line to the Blue at this station, because the light rail is less full and there is usually a place to sit for the rest of my trip.	11/6/2015 11:17 AM
69	I work across 7th street at 630 K Street.	11/6/2015 10:11 AM

70	It is the station I use to board the train for my daily commute home. I work at 7th and K	11/6/2015 8:37 AM
71	only a block from my work	11/6/2015 6:59 AM
72	It's close to old Sacramento	11/6/2015 12:24 AM
73	commute to work	11/5/2015 3:39 PM
74	It's one block away from my job	11/5/2015 2:06 PM
75	Closest to work	11/5/2015 9:45 AM
76	Closest, most convenient	11/5/2015 8:35 AM
77	It's the most convenient for getting right downtown.	11/5/2015 8:07 AM
78	Newer, cleaner, safer than 7th & capitol station.	11/5/2015 7:48 AM
79	Convenience	11/5/2015 6:35 AM
80	Usually to transfer to the Gold Line traveling east to Rancho Cordova and/or Historic Folsom.	11/5/2015 6:29 AM
81	Closest available stop on the line	11/4/2015 6:34 PM
82	Better chance of getting a seat on crowded trains, and train arrival is more in line with the time I get off work. Train at 7th & Capitol comes through 6 minutes too early.	11/4/2015 5:28 PM
83	Closest station to where I work - convenience	11/4/2015 4:52 PM
84	I commute to and from work, and 7th and K is by far the closest station.	11/4/2015 4:30 PM
85	Close to work & after hours shopping & events	11/4/2015 4:11 PM
86	It is across the street from work.	11/4/2015 4:07 PM
87	Closest one to my work and timing of when I get off work	11/4/2015 4:06 PM
88	Less crowded, less undesirables.	11/4/2015 3:46 PM
89	It is close to 24 hour fitness center. I have disability.	11/4/2015 3:12 PM



## Q9 What, if anything, would you like to change about the 7th & K station?

Answered: 78 Skipped: 257

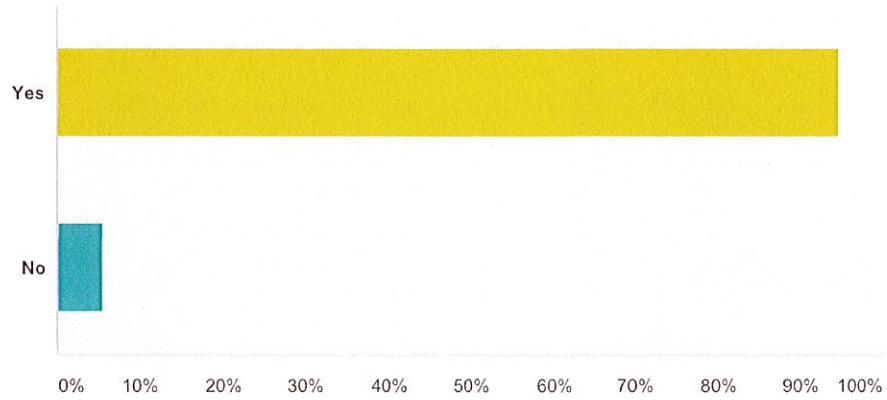
#	Responses	Date
1	Put fences as a safety feature if there are huge crowds.	11/20/2015 8:16 PM
2	clean it up	11/20/2015 4:03 PM
3	Like all stations it is filthy	11/19/2015 1:20 PM
4	The trains need to be kept cleaner inside and the station needs cleaning once a week.	11/19/2015 11:12 AM
5	Cleaner. No smoking ban enforced.	11/18/2015 3:44 PM
6	doesn't need any change	11/18/2015 8:34 AM
7	Update its waiting facilities .	11/17/2015 5:49 PM
8	Nothing	11/17/2015 5:40 PM
9	Smell	11/17/2015 5:29 PM
10	More benches	11/17/2015 5:04 PM
11	Covering over disabled ramp	11/17/2015 4:05 PM
12	24/7 light rail all the time	11/17/2015 3:45 PM
13	Move back to original location at k st	11/17/2015 3:41 PM
14	I would like a roof	11/17/2015 3:32 PM
15	enlarge shelter keep it cleaner	11/17/2015 3:30 PM
16	No	11/17/2015 2:10 PM
17	Add seats with backs.	11/17/2015 2:04 PM
18	More room on ramp, less smoking and more enforcement on smoking	11/17/2015 1:54 PM
19	More shade structures	11/17/2015 1:50 PM
20	Stop people from smoking.	11/17/2015 1:08 PM
21	Covered waiting areas so we don't have to be in the rain	11/17/2015 1:06 PM
22	Expand and more seating.	11/17/2015 1:03 PM
23	Move back on to K street	11/17/2015 12:47 PM
24	For my purposes, it's fine as it is.	11/17/2015 8:57 AM
25	CLEANER and MORE LIGHTS!!!!	11/17/2015 8:04 AM
26	The location needs improved lighting and better security.	11/16/2015 10:07 AM
27	I would like the trains to be cleaner, replace the fabric of light rails with the upholstery. I would like that RT adds more security at that station especially if it is going to be the Golden 1 Arena flag station. Also, improve the cleanliness of the station because right now it is absolutely disgusting and a eyesore. I'd hope that the 7th and K street station flagship station theme can be incorporated by the Golden 1 Arena too.	11/16/2015 10:05 AM
28	more shelter, more seating, more helpful signage	11/15/2015 12:20 PM
29	Better lighting, enforce the No Smoking Policy, security, power wash the station to rid of the stench from public urination.	11/13/2015 9:24 PM
30	I would like to see it closed.	11/13/2015 7:35 PM

31	I would add a westbound stop on K between 8th and 9th, thus making 9th & K a two-way station. This would make it easier to shop there during the afternoon commute. I would also move the westbound Cathedral Square stop to be opposite the eastbound Cathedral Square stop. I see no reason to have any one-way stops except on one-way streets.	11/13/2015 5:25 PM
32	Move it to 7th & Capitol	11/13/2015 7:51 AM
33	That corner building where the train turns looks dangerous because it obstructs the view for both train operator and patrons.	11/12/2015 2:03 PM
34	Have cost conscious, effective shelters to protect against the blazing sun and bird feces. More effective security not playing with their cell phones. Going north to wait 80 is actually on 9th.	11/12/2015 12:24 PM
35	Security	11/12/2015 11:31 AM
36	Security. Thank you for keeping it cleaner than in the past.	11/12/2015 9:46 AM
37	In the past, the station has looked dirty and unkept. Recently it is looking a lot better so please thank your cleaning crew. Other than cleanliness, I would like security increased.	11/12/2015 9:34 AM
38	no	11/12/2015 8:55 AM
39	Keep open no changes	11/12/2015 5:41 AM
40	Upgraded. The location is perfect and should remain where it is.	11/11/2015 6:03 PM
41	Nothing	11/11/2015 8:02 AM
42	Maybe move it a bit north at 7th and K	11/10/2015 8:00 PM
43	It's too cramped for its current location--its very awkwardly designed with the track diversion in the station area. Close it, its just another block in either direction to another station.	11/10/2015 7:20 PM
44	It should not change	11/10/2015 6:36 PM
45	Nothing	11/10/2015 4:59 PM
46	Narrow sidewalk passage coming from Lands street, lots of smokers, poor air quality	11/10/2015 3:04 PM
47	Nothing	11/10/2015 1:14 PM
48	CLEAN IT! It smells like urine. Stop on the north side before it turns onto 7th St.	11/10/2015 12:18 PM
49	Fine as is.	11/10/2015 11:23 AM
50	nothing	11/10/2015 11:10 AM
51	nothing. leave it as is.	11/10/2015 10:38 AM
52	I would like it to be safer.	11/10/2015 10:00 AM
53	Get rid of it.	11/10/2015 8:06 AM
54	nothing	11/9/2015 6:23 PM
55	nothing	11/7/2015 9:17 PM
56	The people they are all black and ghetto doing criminal activity	11/6/2015 4:12 PM
57	crime issues and ada slope issue	11/6/2015 3:04 PM
58	Take it out	11/6/2015 12:54 PM
59	Take it out. I can walk to 7th and Capital	11/6/2015 12:51 PM
60	I like this station, but it would be nice to have a covered area when it rains.	11/6/2015 11:17 AM
61	The 7th & K station should have a working fare vending machine that accepts credit/debit cards at all hours. The current FVM at 7th & K causes credit cards to get stuck and only accepts card payments at very specific hours -- this is highly inconvenient, and I oftentimes have to walk to the 12th & K station to use that fare vending machine so that I can pay via credit card.	11/6/2015 10:11 AM
62	Improve it for events. Also increased security. Reduced vagrancy and loitering.	11/6/2015 8:37 AM
63	nothing	11/6/2015 6:59 AM
64	Nothing	11/6/2015 12:24 AM

65	Nothing. This is my work stop, and I will be angry if it is eliminated to make way for the arena boondoggle. first I pay for the billionaire's profits, then they destroy my stop.	11/5/2015 3:39 PM
66	nothing. You've already changed the time to an earlier pick up, I'd have to run if it was farther	11/5/2015 2:06 PM
67	Fix the electronic sign that's been broken for 2+ months	11/5/2015 9:45 AM
68	Close 7th Street and allow access from both sides once the arena opens.	11/5/2015 8:07 AM
69	more security, crack down on smoking at lightrail stations, keep it clean	11/5/2015 7:56 AM
70	Clean up the filth	11/5/2015 6:35 AM
71	Close the station.	11/5/2015 6:29 AM
72	Provide more shade/covering in hot or rainy seasons; more security and lighting. And for good measure, can someone fix the train schedule sign? One side has been malfunctioning for a few weeks now.	11/4/2015 5:28 PM
73	More security/lights. Station is much improved since buses no longer stop and board passengers there	11/4/2015 4:52 PM
74	Reduce number of vagrants in and around the area.	11/4/2015 4:30 PM
75	More lighting for safety	11/4/2015 4:11 PM
76	The smell, cleaner area	11/4/2015 4:06 PM
77	Not have a parking lot entrance right in the middle of the doors on the first train.	11/4/2015 3:46 PM
78	More sitting benches.	11/4/2015 3:12 PM

### Q10 Are you aware of the alternatives that RT is considering with regard to the 7th & K station?

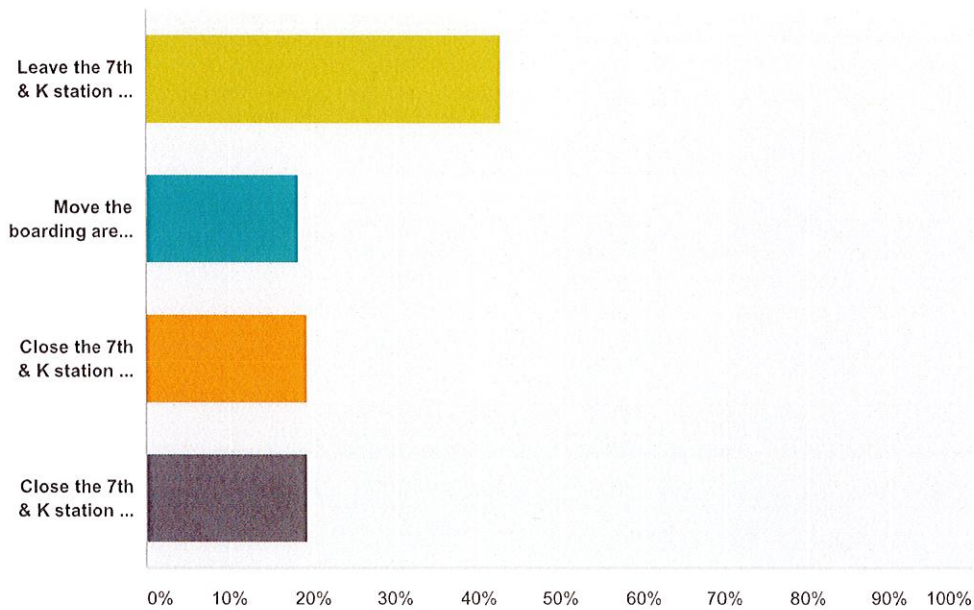
Answered: 93 Skipped: 242



Answer Choices	Responses	
Yes	94.62%	88
No	5.38%	5
<b>Total</b>		<b>93</b>

**Q11 The options listed below are RT's current alternatives concerning the future of the 7th & K station. Please choose one of the alternatives listed below you prefer. Please click here for more detailed information.**

Answered: 98 Skipped: 237



Answer Choices	Responses
Leave the 7th & K station as is and take other measures to manage crowds	42.86% 42
Move the boarding area north of K Street on 7th Street	18.37% 18
Close the 7th & K station and direct passengers to the 7th & Capitol station	19.39% 19
Close the 7th & K station for major events only and direct passengers to the 7th & Capitol station	19.39% 19
<b>Total</b>	<b>98</b>

#	Other (Please provide your thoughts concerning the potential closure of the 7th & K station or its other alternatives.)	Date
1	If the issue is with crowds during major events at this location, then obviously this suggests that the station is exactly in the right location. While directing people to the Capitol Mall station is a possibility, the area is forlorn with no activity. Worse than having crowds is having no one there at all - which contributes to inadequate safety perceptions. The light rail already has a safety problem and this will only make people feel unsafe when waiting for trains (sometimes for up to 30 minutes). And why is RT and the City of Sacramento thinking of diverting the Blue Line from K St? This is exactly where transit riders want to go (nightlife, convention center, a block from the State Capitol). Moving them to H St would make transit even less convenient (comparable to the poor relocation of the Amtrak Station, which is forcing people to walk almost a half mile to get to their trains). Transit riders should be first class citizens, not viewed as a problem to be moved.	11/21/2015 9:41 PM
2	Better to leave it open. More people will be enticed to use the RT because its near the arena and will decongest traffic during events.	11/20/2015 8:16 PM

3	You want people to ride RT and then want to close the station. You're idiots	11/20/2015 4:03 PM
4	So the average state worker makes 260 round trips per year. Now you want to inconvenience us for a stupid basketball team! The trains are NEVER on time, they are filthy, they break down, they show up DURING commute times with two or three cars and somehow you are going to have the funds to do all of this!!!! Are you guys smoking crack or is someone paying you off? Let the "crowds" be inconvenienced!	11/19/2015 1:20 PM
5	Is the 51 bus stop ever coming back?	11/18/2015 3:44 PM
6	The station at k & 7th should not be closed	11/17/2015 3:41 PM
7	If any station needs to be closed (I don't think so), close 7th & Capitol instead. It is a pain because it has no shade, and because the long ramps can make it impossible to quickly get from a bus on Capitol to the train. (Or move the station to the south side of Capitol, as 8th & Capitol already is). And definitely never move the tracks from K to 8th St. because 12th & I station needs to stay as it is. (In any case the decision about that should be final BEFORE considering any changes to 7th & K.)	11/17/2015 2:04 PM
8	Too many people use the station to permanently close, and also add seating at 7th and Capitol	11/17/2015 1:54 PM
9	Keep open for every day use but close during games and concerts	11/17/2015 1:50 PM
10	The distance between the k station and the Capitol station is short, but the timing of street lights make it time consuming to travel to the next station.	11/17/2015 1:08 PM
11	Waste of Federal monies.	11/17/2015 1:03 PM
12	the Options that close the Station would cause an additional 3-4 blocks to get to work.	11/17/2015 12:47 PM
13	Clean it; Revamp/Remove the Benches; Change the Ramps	11/17/2015 8:04 AM
14	If you leave the 7th and K street station you could make the 7th and Capitol and 7th and I station all Golden 1 Area flagship stations. People are smart enough to try and avoid crowds and will try to get on the light rail at different locations. I am proud supporter of the Golden 1 Area in downtown however closing the 7th and K street station puts a strong damper on my support. It makes frequent riders feel like we are easily pushed aside. Sacramento RT would be showing us that the Golden 1 Arena is more important than the riders who take light rail everyday at 7th and K street. It feels as if we are being pushed out of our downtown station by this brand new arena. It makes it very difficult to continue to support the new arena if we are pushed out local station that many people ride everyday. Please show riders appreciation by continuing service to the 7th and K street location. Not everyone on light rail rides it because it is our only mode of transportation. We take it because this station provides a lot of convenience. When you take away the convenience a lot of people may not believe it is worth taking the light rail anymore. Therefore, you would lose ridership and cause more problems elsewhere. And by closing the 7th and K street station Sacramento isn't solving the problem, they are simply taking the easy way out because they foresee "potential traffic jams." There will be potential traffic jams throughout downtown and on the 7th and capitol station and at the 7th and I street station whether or not the 7th and K street station remains open. If the 7th and K street location closes I will have to resort to driving to work again because I'd miss my usual train and have to wait another 15 minutes longer. At that point, it would be faster for me to drive home and sit in traffic than rely on the light rail service.	11/16/2015 10:05 AM
15	I have bad feet & walking to another station will be a hardship for me & many other handicap people like myself.	11/13/2015 9:24 PM
16	Close the 7th & K station and direct passengers to the Cathedral Square station.	11/13/2015 7:35 PM

17	<p>I am a daily rider who uses RT for commuting to work and my personal errands. I live in Midtown and the train could not be more convenient. I have a bicycle for transportation in good weather but in the winter I exclusively depend on light rail. I do not own a car because my transportation need are covered. With that said, I feel I can give some solid advice and a well formed opinion in the matter of the 7th &amp; K Street station (St. Rose of Lima). St. Rose of Lima is one of three of my primarily used stations. It is most convenient to the 24 Hour Fitness across the street, in addition to other local businesses in the area. It could not be a better location in this regard. Obviously any change to the station would affect me, as well as other commuters. Below are my thoughts on each scenario. Please understand I have taken into consideration cost, convenience, and difficulty of the project. My final thought is that #3 is the best solution but please read all my responses. 1. Leave the St. Rose of Lima Park (7th &amp; K) Station in its existing location and renovate it. Operate 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 narrow sidewalk, conflict with planned retail, and the sidewalk grade/slope). This will cause a break in operations which will unnecessarily affect both veteran riders with an unpredictable break in service and suburbanites who do not have a good understand of RT as it is. A melee will ensue at some point. It's inevitable. 2. Move the station boarding area north of K Street. This is a large, flat space well suited for a station. However, this idea is only a concept at this time, and it would need to be approved and funded. This approach may conflict with planned development at 7th and J streets. How would this even work? Reroute the track? Yeah, let's cause unnecessary construction in an already overstressed war zone of construction. And the cost! Yikes! Let's not even go there. A great big NO. 3. Close the St. Rose of Lima Park (7th &amp; K) Station permanently and direct passengers to the 7th &amp; Capitol Station. Significant upgrades planned for the 7th &amp; Capitol Station will accommodate most passengers. Costs to close the St. Rose of Lima Park (7th &amp; K) Station are estimated between \$140,000 and \$170,000. As much as I would miss my quick jaunt across the street to 24 Hour Fitness, this is the best option. Simple, clean, easy and minimal construction. The move will maximize the number of people kept out of harm's way in a confusing intersection of mixed traffic. I agree the corner of 7th &amp; K is awkward and poses many unsafe situations. Especially with the onset of the new Golden1 arena. Shut 'er down and move to 7th &amp; Capitol. 4. Close the St. Rose of Lima Park (7th &amp; K) Station for major events only and direct passengers to the 7th &amp; Capitol Station. See #1 - This will cause a break in operations which will unnecessarily affect both veteran riders with an unpredictable break in service and suburbanites who do not have a good understand of RT as it is. A melee will ensue at some point. It's inevitable.</p>	11/13/2015 7:51 AM
18	<p>It would make more sense to upgrade/renovate the 7th &amp; K station instead of the 7th &amp; Capitol station. More people use the 7th &amp; K station on a daily basis, and it stops right across from the arena - what better place to discharge and pick up passengers?</p>	11/12/2015 3:31 PM
19	<p>First option is move the boarding area north of K on 7th street. Second option is close 7th and K station for major events.</p>	11/12/2015 2:03 PM
20	<p>It further shows the mismanagement skills of the administration to the running of a metropolitan transportation system. Having consulted for AC Transit, the MTC, BART, and forced to ride other public transportation; VTA, MST, Golden Gate, Muni, County Connection, WEstcat, Vine, I have concluded that R/T by far is the worst run of them all. Consider hiring the Disneyland Monorail GM to replace the current GM.</p>	11/12/2015 12:24 PM
21	<p>I would not mind walking an additional block to another station.</p>	11/12/2015 9:46 AM
22	<p>I am all for it. I have no problem walking a couple blocks over to a different stop if it is safer and nicer.</p>	11/12/2015 9:34 AM
23	<p>I feel the location of the arena was a poor choice because the infrastructure of downtown was already established with daily commute work day environment and employees coming back and forth in addition to the travel in and out of the city by business people that uses that location. I do not believe that the riders of that location should suffer because of the anticipated traffic from the arena when that should have been put forth and thought of prior to agreeing to do the construction of of the arena.</p>	11/11/2015 6:03 PM
24	<p>Move the station to 7th street</p>	11/10/2015 8:32 PM
25	<p>I like the Shade it provides in the Deep Summer Heat compared to other Stations. Less Smokers. Perfect Walk for me.</p>	11/10/2015 8:00 PM
26	<p>We don't need it-- just slightly more convenient for those things closest to it, but really we all would walk the block or two to another station or grab a bus. The trains at this station cause a lot of vehicle and pedestrian traffic issues. The convenience factor does not outweigh the other issues the station causes for cars and pedestrians. Also, train travel times would improve.</p>	11/10/2015 7:20 PM
27	<p>Events will overcrowd all nearby stations. Several will require enlarging and pedestrian improvements.</p>	11/10/2015 3:04 PM
28	<p>a LOT of money was spent to move the station where it is. If the arena operators want it moved, make them pay for it ONE HUNDRED PERCENT with not a dime from the city or RT.</p>	11/10/2015 1:14 PM
29	<p>I also like closing it during major events.</p>	11/10/2015 12:18 PM

St. Rose of Lima Station: User Survey

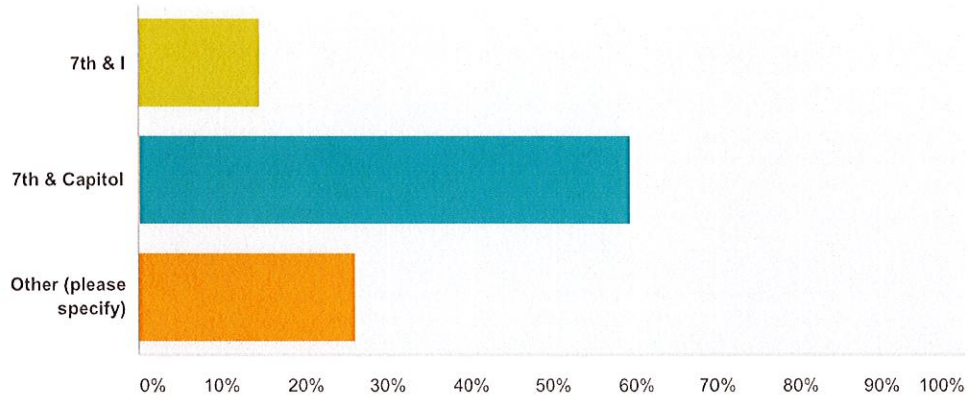
SurveyMonkey

30	I would be fine with the closure and would walk a couple blocks over to 7th and capitol. I feel there will be too much congestion on game and event nights at 7th and K	11/10/2015 10:00 AM
31	I would get rid of it and make the 7th and capitol stop a hub.	11/10/2015 8:06 AM
32	The 7th and K stop is too busy - too many people and not enough room	11/6/2015 3:09 PM
33	I like being able to walk to 7th & K from my office on occasion. Walking to 7th & Capitol would be a bit too far to do in inclement weather.	11/6/2015 11:17 AM
34	RT should move forward with realigning light rail to run on H Street between 8th and 12th streets for all of the reasons that they are reconsidering closing all the K Street stations. Congestion, traffic, and speed of the train could be relieved if it didn't travel slowly and stop frequently down K Street.	11/6/2015 10:11 AM
35	Too many people just loiter around 7th and K St station when they don't even ride the rail because of it's proximity to K Street. I would be a much cleaner area if that didn't occur	11/6/2015 9:36 AM
36	not so sure which one is closer	11/6/2015 6:59 AM
37	The ONLY thing you care about is the arena traffic. What about the rest of the users?	11/5/2015 8:35 AM
38	None of the reasons given for closing the station make any sense!	11/5/2015 8:07 AM
39	This station should not be closed. It is the only gold line station with good access to K Street workers and passengers. Closing this station will be a great inconvenience for passengers and certainly cut down on a service oriented light rail - if that is what you choose to be.	11/4/2015 4:52 PM
40	It would be difficult for me to walk to another block to catch the light rail.	11/4/2015 3:12 PM



### Q12 If RT closes the 7th & K station, which station would you then use to access or exit light rail service?

Answered: 96 Skipped: 239



Answer Choices	Responses
7th & I	14.58% 14
7th & Capitol	59.38% 57
Other (please specify)	26.04% 25
<b>Total</b>	<b>96</b>

#	Other (please specify)	Date
1	I would stop riding RT.	11/21/2015 9:41 PM
2	Drive my car	11/20/2015 8:16 PM
3	I have had it with light rail AND the busses, I will drive.	11/19/2015 1:20 PM
4	Can't walk more than 2 blocks	11/17/2015 4:05 PM
5	Cathedral	11/17/2015 3:41 PM
6	Haven't a clue.	11/17/2015 1:03 PM
7	12& 1	11/17/2015 12:47 PM
8	Test	11/17/2015 11:31 AM
9	Cathedral Square. 7th & Capitol will be too far from my destination.	11/17/2015 8:57 AM
10	10th and K	11/16/2015 10:07 AM
11	I would not take the light rail anymore due to all the inconveniences RT will cause. I would much rather drive to work and endure the traffic instead.	11/16/2015 10:05 AM
12	Cathedral Square station.	11/13/2015 7:35 PM
13	10th & K	11/13/2015 5:25 PM
14	Blue line is unsafe.	11/12/2015 12:24 PM
15	It would be very inconvenient for me to walk to another station due to physical constraints.	11/12/2015 11:49 AM
16	I do not know now	11/12/2015 8:55 AM
17	I just won't ride anymore. 4 blocks in between each station to me is a safety risk	11/11/2015 6:03 PM

St. Rose of Lima Station: User Survey

SurveyMonkey

18	7th & I is too far to walk.	11/10/2015 8:00 PM
19	7th & Capitol and 8th & Capitol	11/10/2015 7:20 PM
20	Back to communiting by car	11/10/2015 1:14 PM
21	hopefully convinient location	11/10/2015 10:57 AM
22	I would transfer to the Blue line at the 16th street station.	11/6/2015 11:17 AM
23	I would use whichever station has a fare vending machine that accepts credit cards.	11/6/2015 10:11 AM
24	not so sure which one is closer	11/6/2015 6:59 AM
25	I'll go back to my car	11/5/2015 8:35 AM

**Q13 Why did you use the 7th & K station?  
Please briefly describe the reason or  
reasons you choose to use the 7th & K  
station (as opposed to another station).**

Answered: 48 Skipped: 287

#	Responses	Date
1	The closest route to a business I once traveled to was the 7th & K station.	11/22/2015 8:47 AM
2	I use the station walk around downtown and to go to appointments and conduct business.	11/22/2015 6:51 AM
3	This just happen to be where I was headed	11/21/2015 3:01 PM
4	This station is closest to my office for catching the Blue Line heading south.	11/18/2015 5:55 PM
5	Seemed close to my location	11/17/2015 4:39 PM
6	The station is near the same or is station store,	11/17/2015 4:12 PM
7	Easy change from gold Eastbound to blue line northbound.	11/17/2015 4:01 PM
8	To catch blue Line	11/17/2015 3:47 PM
9	Blue line to Arden	11/17/2015 3:24 PM
10	Going to school and work	11/17/2015 2:56 PM
11	When needing to visit Rite Aid or Macys or the eateries around that area. I normally commute to 8 & O for work.	11/17/2015 2:30 PM
12	Get out to walk to nearby food and business. Ease of access. Attending to proposed downtown arena.	11/17/2015 2:24 PM
13	Nearby	11/17/2015 2:20 PM
14	Close to me	11/17/2015 1:20 PM
15	Go to my sisters house	11/17/2015 12:43 PM
16	Happen to be in the area at that time	11/17/2015 12:34 PM
17	to go to macys	11/17/2015 11:33 AM
18	Normally use Blue from Roseville Road to Cathedral Stations...occasionally use Gold Line to Folsom at 7th & K	11/17/2015 10:23 AM
19	When going in to work later or leaving early for the day.	11/16/2015 10:17 AM
20	I near that station	11/15/2015 9:21 AM
21	To have access to the bus lines on J St and businesses on or around K St.	11/13/2015 11:09 PM
22	Close to work	11/13/2015 7:01 PM
23	To catch an rt bus on j street. Or on other occasions run through the mall (now the arena) to get to Amtrak.	11/12/2015 8:47 PM
24	Not enough time to get to other station before the train came.	11/12/2015 5:20 PM
25	Closest to my office	11/12/2015 2:53 PM
26	Its the stop closest to my work.	11/12/2015 2:40 PM
27	To get home and or to transfer.	11/12/2015 2:10 PM
28	Close to destination at 6th and J.	11/11/2015 2:36 PM
29	Jury duty and County business. I will be a regular user when Golden 1 Center opens	11/10/2015 10:45 PM
30	To go to Superior Court.	11/10/2015 10:38 PM
31	because it is convenient to my work location and as a station close to entertainment, movies, etc. Now that the Golden 1 arena is being built it is even more convenient as a stop for patrons	11/10/2015 3:55 PM
32	to get to downtown	11/10/2015 10:44 AM

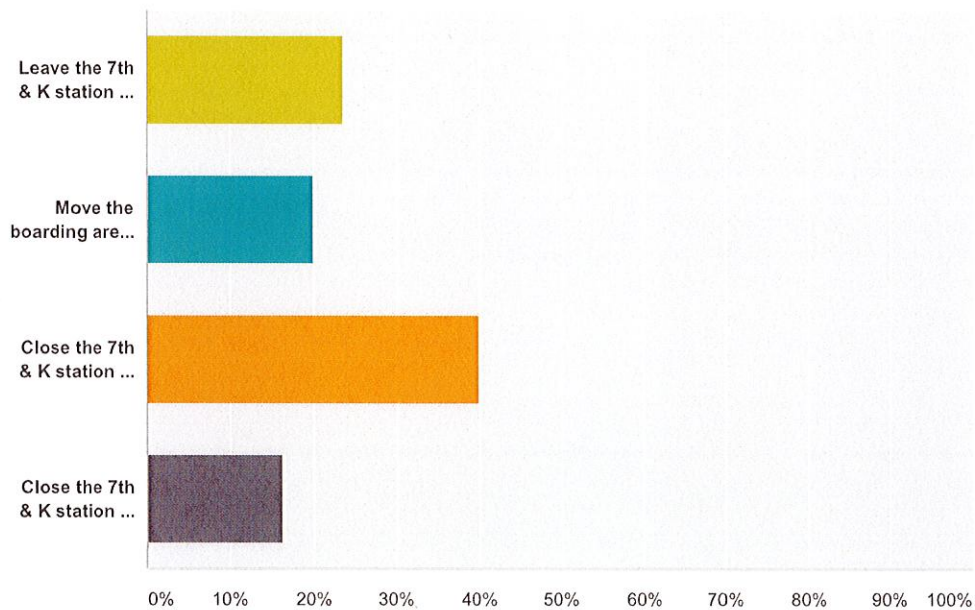
St. Rose of Lima Station: User Survey

SurveyMonkey

33	Unsavory people hang out there, prefer to walk to next station as I feel safer.	11/9/2015 2:37 PM
34	location	11/9/2015 2:01 PM
35	Convenient	11/6/2015 3:38 PM
36	Easy to hop on after work	11/6/2015 3:35 PM
37	To shop on K Street at the old Downtown Plaza	11/6/2015 3:32 PM
38	Did use only once	11/6/2015 3:15 PM
39	Location	11/6/2015 2:53 PM
40	Didn't know about other station location	11/6/2015 2:49 PM
41	got off work a little early so walked down to 7th & K to get a better seat (ahead of the crowd that boards at 7th & Capitol)	11/6/2015 9:36 AM
42	To get on the train the at earlier stop so I can get a seat (my usual train is 7th and Capitol)	11/6/2015 8:19 AM
43	I used it as a good location to get onto the light rail while commuting to my other job in Arden.	11/5/2015 3:41 PM
44	Closest to K Street and the arena.	11/5/2015 10:23 AM
45	My usual stop is 8th and Capitol. That's where I get off to go to work. Sometimes at lunch I use light rail to go to 7th and K because it's close to a Pharmacy - I think it's Rite Aid.	11/5/2015 10:02 AM
46	going to k st restaurants	11/5/2015 10:01 AM
47	Proximity. The parenthetical aspect of your question is absurd, or poorly worded.	11/5/2015 9:58 AM
48	Used to be accessible because of the location.	11/5/2015 9:33 AM

**Q14 The options listed below are RT's current alternatives concerning the future of the 7th & K station. Please choose one of the alternatives listed below you prefer. Please click here for more detailed information.**

Answered: 55 Skipped: 280



Answer Choices	Responses
Leave the 7th & K station as is and take other measures to manage crowds	23.64% 13
Move the boarding area north of K Street on 7th Street	20.00% 11
Close the 7th & K station and direct passengers to the 7th & Capitol station	40.00% 22
Close the 7th & K station for major events only and direct passengers to the 7th & Capitol station	16.36% 9
<b>Total</b>	<b>55</b>

#	Other (Please provide your thoughts concerning the potential closure of the 7th & K station or its other alternatives.)	Date
1	I like none of the choices but you are making me choose so i had to pick one. Move the station back to where it was originally. Between 8th and 7th on K. That way it no longer stops with half the cars around the corner. Moving it to H means people will have to walk farther to venues and other events. This station was rated A- by Next10.org for its convenience to amenities in the downtown.	11/22/2015 6:51 AM
2	Move station back onto K Street NE of current location	11/17/2015 4:01 PM
3	Revamping 7th and Capitol could also work, but this survey doesn't make fully clear what the affects are of the 8th & K stops or the 8th & Capitol stops. Also, how would you move the station north of K and still utilize the Blue line train? I guess I can't fully picture that.	11/17/2015 2:30 PM

4	Split one station to two stations by relocating gold line station to one block east for incoming gold line train (on 7th street) and relocating blue line station one block south for blue line train (on K street). There will be two stations and the nearby building. Small portion of building at 7th and K shall be removed to make more room on the curve side for passenger safety, access and maneuverability.	11/17/2015 2:24 PM
5	People just have to be more observant and patient.	11/17/2015 1:20 PM
6	Move the boarding area on K Street, have the 4 car train on K Street to drop off and load passengers.	11/17/2015 11:33 AM
7	It makes sense since both stations are so close to each other and more flat to negotiate getting on and off the train	11/17/2015 10:23 AM
8	Currently too many people down on their luck seem to hang out at that station, to include homeless, drunks, beggars , young teens who have lost their way in life. Maybe closing that station would make it easier for workers and tourist to get through that area without worrying about their safety.	11/15/2015 9:21 AM
9	Why not move the station back to K Street where it used to be?	11/13/2015 7:01 PM
10	See comments below. Hope you have 24hr. folks covering the arena & artwork for quite some time. Move the mess from L street to capitol mall and now see the trash all over the place there.	11/12/2015 8:47 PM
11	Moving it one block north also seems like a good option.	11/12/2015 5:20 PM
12	Please close it. There is nothing good at that station.	11/12/2015 2:53 PM
13	I am okay with it closing. I feel I can walk the extra couple of blocks to a different station.	11/12/2015 2:40 PM
14	Prefer that 7th &K stop be moved back to K St. Before curve on 7th. Also partner with Golden 1 ton rename this station to Golden 1 Center	11/10/2015 10:45 PM
15	This station is a forward thinking on behalf of RT due to its proximity to the new arena. Effective crowd management can solve all the issues related to passenger access and convenience on game nights. This station will alleviate the increased traffic into the city center when events are scheduled.	11/10/2015 3:55 PM
16	I don't see a need to have two stations so close together. Not a big deal to move it and walk Anneliese extra block or two. It gets annoying with so many stops	11/6/2015 3:38 PM
17	Close the station it's going to be heavy traffic and grid lock downtown	11/6/2015 3:35 PM
18	In light of the Golden 1 Center and all the significant (and positive) growth in this area it seems that this location will pose a safety and traffic hazard. Moving it two blocks to the south will still give us good access to this area.	11/6/2015 2:53 PM
19	really no need for two stations so close together - closing the 7th & K station seems to be a safer and more efficient solution for everyone.	11/6/2015 9:36 AM
20	If there's no additional parking for the arena and surrounding businesses supposedly coming in, we need the train station and it needs to be close, especially at night, for safety. During those times, officers should definitely be on board.	11/6/2015 8:19 AM
21	Directing passangers to 7th and Capitol will only congest that location and make it less safe. If it MUST be moved then going north of K seems like a safer option.	11/5/2015 3:41 PM
22	I think keeping it open close to all the new development on the 700 block makes sense and keep people more incentive to actually use it when it's so close and convenient, you could be hanging out front and then see the train coming and stopping.	11/5/2015 10:23 AM
23	I don't really use the station often enough to make a strong recommendation. However, if a lot of people used it for special events at the new arena, I could see why crowds would be a problem. Security would be extremely important. I would not feel safe walking around that area at night after the working crowd downtown goes home.	11/5/2015 10:02 AM
24	Event-based station closures are routine for decades in urban markets. RT MUST PUBLICLY ADMIT the intent to move Blue Line from The Kay (!) to H St as is the plan!	11/5/2015 9:58 AM

## Q15 Based on your experience at the 7th & K station, what, if anything, would you like to change about the 7th & K Street station?

Answered: 45 Skipped: 290

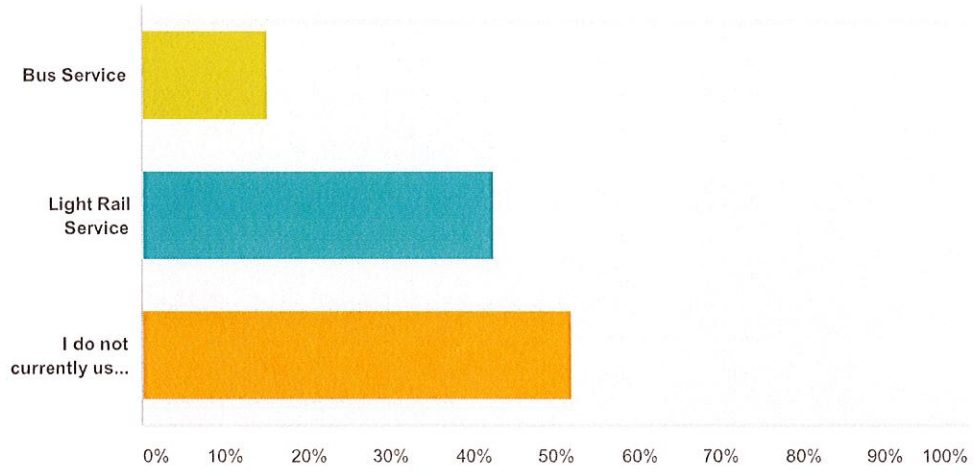
#	Responses	Date
1	Nothing structural, just get more of the rule breakers under control, specifically the smokers (this is with all stations I would like handled).	11/22/2015 8:47 AM
2	Move it back to where it was in K street.	11/22/2015 6:51 AM
3	Make it a cleaner area	11/21/2015 3:01 PM
4	Better police	11/17/2015 4:39 PM
5	A longe	11/17/2015 4:12 PM
6	Back on K St., Make it longer.	11/17/2015 4:01 PM
7	It is unclean and has undesirable activities from time to time!	11/17/2015 3:47 PM
8	No	11/17/2015 2:56 PM
9	This station serves all three train lines, and they split into different directions or converge at this location. Better signage would be helpful. Also since this is a redevelopment area people do have concerns but with the arena opening there will be so much more foot traffic and a lot of those issues will likely be resolved on their own.	11/17/2015 2:30 PM
10	Pedestrian safety hazard on 7th and K street. Not enough room to maneuver at the corner where blue line train curves to the left. This can be alleviated with proposed two stations at 7th and K.	11/17/2015 2:24 PM
11	Nothing	11/17/2015 1:20 PM
12	Ma more room for riders to stand as their is not much room	11/17/2015 12:43 PM
13	Move it on K St. between 7th and 8th St.	11/17/2015 11:33 AM
14	shut it down	11/17/2015 10:23 AM
15	Seeing as the future plan is to move lightrail from K Street, I believe any changes to the station should be made with this in mind so that funds are not spent on a station that will later be eliminated.	11/16/2015 10:17 AM
16	clean up the area.. see above	11/15/2015 9:21 AM
17	Just overall improvements to RT in general.	11/13/2015 11:09 PM
18	Clean it.	11/13/2015 7:01 PM
19	It's a hangout for the undesirable is the bottom line. (They moved greyhound but that didn't seem to change much).	11/12/2015 8:47 PM
20	Station is awkwardly located with two tracks in close vicinity. It is pretty much always dirty and with current construction it's tight on space. I generally avoid this station unless I'm short on time.	11/12/2015 5:20 PM
21	Additional security	11/12/2015 2:53 PM
22	I would use it more if there was more security around the station. The stations have looked cleaner recently. Also, please increase the lighting on K street. Lots of lights are out and have been that way for a long time.	11/12/2015 2:40 PM
23	N/A	11/12/2015 2:10 PM
24	Nothing	11/11/2015 2:36 PM
25	Rename to Golden 1 Center by partnerships with them. Also better lighting and raised platform so all riders including ADA users can use any car	11/10/2015 10:45 PM
26	Provide an elevated station so all doors on Light Rail are handicapped accessible. Close off the waiting area to ticketed passengers only.	11/10/2015 10:38 PM
27	Leave this station where it is. Create booths for riders to wait, encourage use of this station as an alternative to driving in to park and market it as one stop on/one stop off to events at the new arena.	11/10/2015 3:55 PM

28	nothing	11/10/2015 10:44 AM
29	move it off K Street	11/9/2015 2:37 PM
30	too confined	11/9/2015 2:01 PM
31	The stations are dirty but they've been looking a lot better lately. Please keep it looking better	11/6/2015 3:38 PM
32	Close it	11/6/2015 3:35 PM
33	Station is outdated, redundant and logistically too compact. Station should be removed entirely and 7th & Capitol Station should be rebranded as Golden One Center Station and be a signature station for the future of Regional Transit.	11/6/2015 3:32 PM
34	It's scary and unsafe. The sidewalk is so tight and so many people bunched up next to the street. Some are riders and some are creepers that i don't feel safe around/ also the surface parking lot next to it is another level of crazy.	11/6/2015 3:21 PM
35	Remove it	11/6/2015 3:15 PM
36	Everything. It is smelly, dirty, dark and feels unsafe.	11/6/2015 3:12 PM
37	Clean it up. Close it. Police it much better. Deal with the homeless and other vagrants which currently make this area very unattractive. If we want this part of downtown to be the "core" then we need to make it much better. The 7th & K station attracts some of the wrong type of folks who just hang around and make the vast majority of visitors and pedestrians very uncomfortable. Plus I think we should be doing everything we can to assure the success of the very exciting 700 K Street project. Having a light rail station adjacent, particularly in its current state, will not contribute to its success.	11/6/2015 2:53 PM
38	More space needed	11/6/2015 2:49 PM
39	Have RT security frequently on site (between trains) to discourage the unsavory loiterers and drug activity. I frequently smell marijuana and even occasionally see what appears to be drug deals going down between people who aren't, even there to board the train. I frequently get approached for money, etc by people that are just hanging around the area (not passengers). The area draws an unsavory element and hopefully that element won't just move down to 7th & Capitol if/when the 7th & K Street Station closes.	11/6/2015 9:36 AM
40	Generally - RT needs to have more people checking tickets and security actually able write citations.	11/5/2015 3:41 PM
41	crime	11/5/2015 10:30 AM
42	Not sure	11/5/2015 10:23 AM
43	Cleanliness. Please keep the station safe and clean.	11/5/2015 10:02 AM
44	Bay Miry's increasing influence? The Z Gallerie clusterfuck wasn't enuf?	11/5/2015 9:58 AM
45	Cleanliness for both the station and trains should be more frequent. More security also.	11/5/2015 9:33 AM



### Q16 Do you currently use any RT services and, if so, which ones?

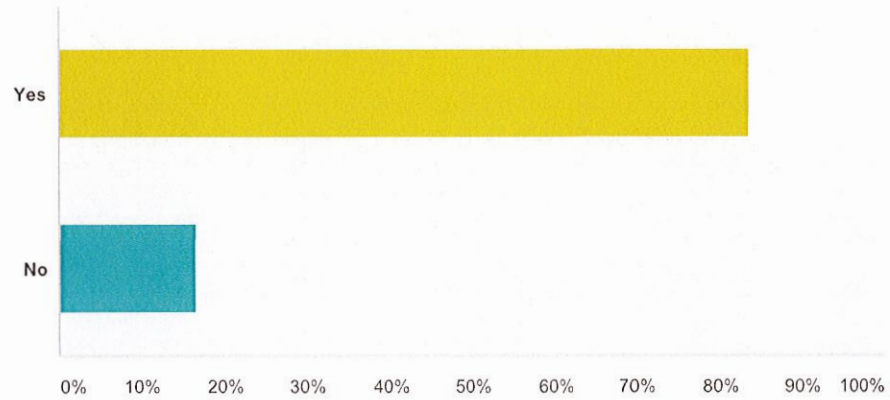
Answered: 139 Skipped: 196



Answer Choices	Responses
Bus Service	15.11% 21
Light Rail Service	42.45% 59
I do not currently use any of RT's services	51.80% 72
<b>Total Respondents: 139</b>	

### Q17 Would you consider using light rail service to access events in Downtown Sacramento?

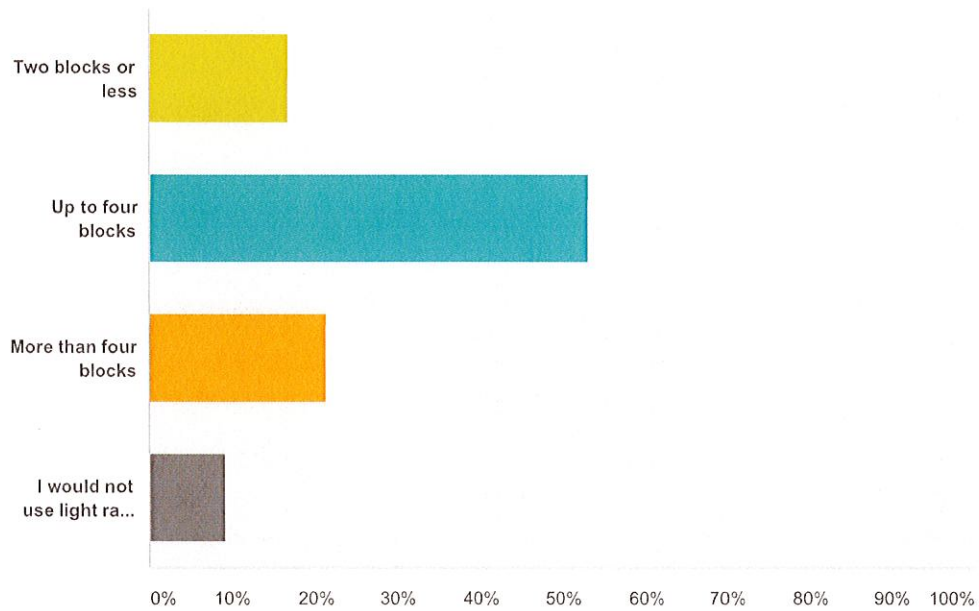
Answered: 139 Skipped: 196



Answer Choices	Responses	
Yes	83.45%	116
No	16.55%	23
Total		139

**Q18 If you answered yes to the question above, how far would you be willing to walk (in Downtown Sacramento) from a light rail station to your destination?**

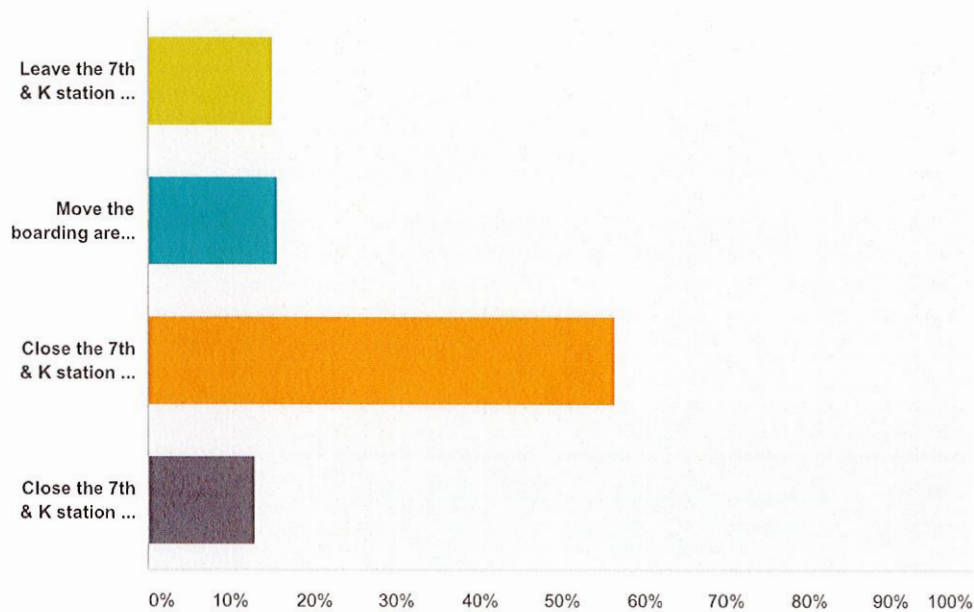
Answered: 132 Skipped: 203



Answer Choices	Responses
Two blocks or less	16.67% 22
Up to four blocks	53.03% 70
More than four blocks	21.21% 28
I would not use light rail service to access events or activities in Downtown Sacramento	9.09% 12
<b>Total</b>	<b>132</b>

**Q19 The options listed below are RT's current alternatives concerning the future of the 7th & K station. Please choose one of the alternatives listed below you prefer. Please click here for more detailed information.**

Answered: 140 Skipped: 195



Answer Choices	Responses
Leave the 7th & K station as is and take other measures to manage crowds	15.00% 21
Move the boarding area north of K Street on 7th Street	15.71% 22
Close the 7th & K station and direct passengers to the 7th & Capitol station	56.43% 79
Close the 7th & K station for major events only and direct passengers to the 7th & Capitol station	12.86% 18
<b>Total</b>	<b>140</b>

#	Other (Please provide your thoughts concerning the potential closure of the 7th & K station or its other alternatives.)	Date
1	I don't use this station because I feel it's now unsafe and the station is a barrier to my walking	11/17/2015 5:30 PM
2	Test	11/17/2015 3:06 PM
3	Test	11/17/2015 11:25 AM
4	We never needed the 7th & K station. It is too close to the 7th and Capitol station to have any value. The 7th and Capitol station has more space and is close enough to the new arena to service game crowds. The 7th and K station is just an extra stop that slows down the train through downtown.	11/13/2015 2:46 PM
5	It seems like the current location is problematic, with stopped trains blocking traffic and limited space and unlevel ground for boarding. But I think it would be beneficial to keep a station very close to the Golden 1 Center. I'm concerned that the walk from the arena to the 7th & Capitol station may deter fans from using the light rail system, and lead them to drive instead. If possible, I would prefer to keep a station closer to the arena.	11/11/2015 4:12 PM

6	Seriously though, don't see the problem. The filthy trains and stations, and complete lack of security (and not ensuring only paying riders are onboard) are more an issue with me each day.	11/11/2015 2:04 PM
7	The Capitol/7th station is on level ground and not on a curve like the 7th&K Station. Moving it north in our opinion does not make sense because the station would be only a short distance from the southbound Station by the jail. The 8th & K Station in our opinion is not practical. It should be moved to 8th & J. The trains would be straight by then, not in a curve. We own 717 K Street.	11/10/2015 10:24 AM
8	I would ride light rail more if there was better security. I walk by 7th and K stop everyday and a do not feel safe and continuously smell marijuana.	11/10/2015 8:00 AM
9	7th and K is a redundant station with 7th and Capitol. The station is dirty and is not well maintained.	11/9/2015 11:47 AM
10	I do not use the 7th and K stop because i do not feel safe at that station. Ive scene too many deug deals. I walk to 7th and capital	11/6/2015 4:02 PM
11	I had an office right at 7th & K for a year. The light rail at that location is absolutely a hazard. Please close it and keep the train off K Street.	11/6/2015 3:42 PM
12	I believe keeping the train off of 7th street for boarding would help move auto traffic along 7th street during high traffic periods. I recommend closing the 7th & Capitol station for this reason. Traffic will be heavy on L Street and 7th Street. The train can at times block auto traffic and intersections, adding to gridlock.	11/6/2015 10:55 AM
13	It depends on how much people are currently using this stop. I normally take 7th & Capitol so not directly affected unless more people will come to my stop during events. May not want to close it since it is a great stop right by the arena, maybe more people will take light rail to events generating more money.	11/6/2015 9:47 AM
14	The answers above were arbitrary. I care more about the suckass 34 bus that you run only ONCE AN HOUR and LATE or CANCELLED runs way too often! Do something about THAT shit!	11/5/2015 6:54 PM
15	I don't know enough about the station to provide a valid comment	11/5/2015 4:34 PM
16	I think it's best to keep the light rail stations away from Capitol Mall. There's too much riff-raff hanging around capitol mall now that the bus stops have been moved there. I'm afraid to get mugged just trying to grab food on my lunch hour. I hope you move the bus stops back to L street. The riff-raff at the bus stops just takes away from the safe and nice feel that Capitol Mall once had.	11/5/2015 4:15 PM
17	7th and K is the prime location for light rail use to the downtown arena. Making light rail accessible and easy to use will habituate greater use of RT in general and further alleviate anticipated parking concerns for arena events. Ease of use by placing stations nearer to each other will also increase usage.	11/5/2015 4:04 PM
18	Please do not close 7th and K and redirect passengers to 7th and Capitol. That will make the station at 7th and Capitol highly impacted, and could adversely affect the ability to exit the parking garages on 7th Street for 621 Capitol Mall.	11/5/2015 3:56 PM
19	I ride the El Dorado transit bus ...would not consider taking RT to a game or back to Folsom at night. No opinion on the 7th and K St. Station .	11/5/2015 3:51 PM
20	Move the 7th & K station onto K and get rid of the 7th & Capitol station. There will be crowds on 7th anyway.	11/5/2015 3:41 PM
21	They are to close each other!	11/5/2015 3:34 PM
22	I think the 7th & K station is way too close to the 7th & Capitol station. The train barely goes a block before stopping for the next station.	11/5/2015 3:28 PM
23	I would not use lightrail to come to events if they were held at night. I take it every day to come to work but even at off times during the day it becomes scary and I am not comfortable. So therefore, at night would even be worse.	11/5/2015 2:59 PM
24	I look light rail when I first moved to Sacramento last year and my experiences were so bad that I just stopped and drive to work. I didn't feel safe, the trains are dirty and I was stranded at work downtown when your train didn't follow a schedule you had posted online. The train stations are homeless camps and in this day and age of technology paying was difficult.	11/5/2015 2:53 PM
25	The St. Rose station should have remained on K Street. It was a waste of money to move it around the corner in the first place. The new station is dangerous and annoying to pedestrians and vehicles at the intersection.	11/5/2015 2:49 PM
26	I use the 7th and Capitol station, which is just south of the 7th and K station, for getting to and from work. As such, whichever option (whether permanent or temporary) RT decides to use would have no bearing on my ridership.	11/5/2015 8:36 AM

**GRADING CALIFORNIA'S**  
**RAIL TRANSIT STATION AREAS:**  
**A Ranking of How Well They Accommodate Population**  
**Growth, Boost Economic Activity and**  
**Improve the Environment**

**October 6, 2015**

**A Report Prepared for Next 10 by the  
Center for Law, Energy and the Environment at  
UC Berkeley School of Law**

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**Michelle Chan<sup>2</sup>**  
**Tuong-Vi Faber<sup>3</sup>**

**I. Introduction: Thriving Rail Transit Station Neighborhoods Help Meet California's Economic and Environmental Objectives**

**What are California's rail transit station areas?**

Each of California's major metropolitan areas, including Los Angeles, the San Francisco Bay Area, San Diego and Sacramento, has a rail transit system. Rail is designed to move large numbers of people to their destinations with frequent service, through either "heavy rail" trains that receive power from electrified third rails below, or less-expensive "light rail" trains that receive power from overhead lines.

This report studies and grades the neighborhoods within 1/2-mile radius of 489 existing stations in 6 distinct California rail transit systems, serving over 60 percent of the state's

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population.<sup>4</sup> The overall grades are based on how well these stations areas encourage residents and employees to ride transit, connect to amenities, and create vibrant, equitable, and thriving locales. The 1/2-mile radius generally represents the outer limit of convenient walking distance to the station.<sup>5</sup>

The six rail transit systems include:

- Los Angeles County Metro Rail – heavy & light rail
- Sacramento Regional Transit (RT) – light rail
- San Diego Metropolitan Transit System (MTS) – light rail
- San Francisco Bay Area Rapid Transit (BART) – heavy rail
- San Francisco Municipal Railway (MUNI) – light rail
- Santa Clara Valley Transportation Authority (VTA) – light rail

The grades do not cover other kinds of rail, such as long-distance Amtrak, cable cars, or less frequent commuter rail lines, although it does include the bus rapid transit Orange Line in Los Angeles, given its rail-like qualities. And because the San Joaquin Valley (the state’s fastest-growing region by population) lacks rail transit, this report briefly examines the busiest bus stops in the two largest Valley cities of Fresno and Bakersfield.

### **Why do rail transit station areas matter?**

Rail transit systems require significant public money to build and operate, and they often take years to build. For example, heavy rail can cost between \$230 and \$430 million per mile, as with the new BART extension to San Jose,<sup>6</sup> light rail can cost as much as \$242 million per mile, depending on the urban density and whether tunnelling is involved, as with a new extension to Los Angeles International Airport (LAX).<sup>7</sup> These public expenditures warrant corresponding attention to the station areas, which largely determine how effective the transit lines will be.

As the academic literature on transportation consistently indicates, the most effective rail systems serve significant concentrations of jobs, retail, services, and housing around the stations and along the corridors they travel, particularly those within one-half mile of the station (defined as the “rail transit station area” in this study). More of this station-area

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<sup>4</sup> 2010 population data for each metropolitan region are available from the U.S. Census Bureau, at: <https://www.census.gov/population/www/cen2010/cph-t/cph-t-5.html> (accessed September 18, 2015).

<sup>5</sup> See Erick Guerra and Robert Cervero, “Is a Half-Mile Circle the Right Standard for TODs?” ACCESS magazine, University of California Transportation Center, Number 42, Spring 2013. Available at: <http://www.accessmagazine.org/articles/spring-2013/half-mile-circle-right-standard-tods/> (accessed August 31, 2015).

<sup>6</sup> The total 16-mile extension to Silicon Valley will cost \$7 billion, but the first 10-mile phase will cost \$2.3 billion. See Silicon Valley BART Extension FAQ, Valley Transportation Authority website. Available at: <http://www.vta.org/bart/faq> (accessed August 12, 2015).

<sup>7</sup> The 8.5 mile route will cost \$2.058 billion but includes some tunnelling and construction through a densely populated built environment. See Crenshaw/LAX Transit Project – Overview, Los Angeles Metro website. Available at: [http://www.metro.net/projects/crenshaw\\_corridor/](http://www.metro.net/projects/crenshaw_corridor/) (accessed August 12, 2015).



development produces more riders, due in large part to their proximity to the transit system.<sup>8</sup> And more paying riders means reduced public subsidies required to operate the system, with more people benefitting from transit investments.<sup>9</sup>

Better station-area development also addresses important environmental and quality-of-life needs. The state's population is projected to grow significantly by mid-century, with household population likely to increase 28 percent, from 38.897 million in 2015 to 49.779 million in 2050, according to the California Department of Finance.<sup>10</sup> Better land use patterns are necessary for housing and employing this growing number of residents without increasing traffic, worsening air pollution (including the greenhouse gases that cause climate change), paving over open space and agricultural land, and depleting limited water supplies. That means more compact development in walkable and bikeable communities that are connected by rail transit.

The environmental benefits from more transit-oriented development are significant: as the American Public Transportation Association estimated, reductions in driving facilitated by public transit save 37 million metric tons of carbon dioxide annually across the nation, equivalent to the emissions from generating electricity for 4.9 million households.<sup>11</sup> And according to a 2008 report by the Brookings Institute, the average urban U.S. resident in 2005 had a smaller carbon footprint (2.24 metric tons per year) than the average resident generally (2.60 metric tons), primarily due to less car travel and energy use.<sup>12</sup>

Transit-oriented development also has significant economic benefits, with increasing market demand for compact and convenient neighborhoods. Multiple-family housing units surpassed single-family homes in new construction throughout California for the first time in 2012.<sup>13</sup> Nationally, a U.S. Environmental Protection Agency survey of residential building permit data in the fifty largest metropolitan areas from 1990 to 2009 showed a substantial increase in the share of new construction built in central cities and

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<sup>8</sup> For example, residents living near transit stations are roughly five times more likely to commute by transit than the average resident in the same city, according to a 2004 study by California university researchers. See Hollie M. Lund, Robert Cervero, Richard W. Wilson, *Travel Characteristics of Transit-Oriented Development in California*, funded by CalTrans Transportation Grant, January 2004, p. iii.

<sup>9</sup> Erick Guerra and Robert Cervero, "Transit and the "D" Word," ACCESS magazine, University of California Transportation Center, Number 40, Spring 2012, pp. 4-5. Available at: <http://www.uctc.net/access/40/access40.pdf>

<sup>10</sup> "Report P-1 (County): State and County Total Population Projections, 2015-2060," California Department of Finance, December 15, 2014. Available at: <http://www.dof.ca.gov/research/demographic/reports/projections/P-1/> (accessed August 10, 2015).

<sup>11</sup> "The Benefits of Public Transportation," American Public Transportation Association. Available at: [http://www.apta.com/resources/reportsandpublications/Documents/greenhouse\\_brochure.pdf](http://www.apta.com/resources/reportsandpublications/Documents/greenhouse_brochure.pdf) (accessed August 30, 2013).

<sup>12</sup> Marilyn A. Brown, Frank Southworth, and Andrea Sarzynski, *Shrinking the Carbon Footprint of Metropolitan America*, Brookings Institute, May 2008, p. 3.

<sup>13</sup> California Department of Finance, "California Grew by 0.8 Percent in 2012," Press Release, May 1, 2013. Available at: [http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/documents/E1\\_2013\\_Press\\_Release.pdf](http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/documents/E1_2013_Press_Release.pdf) (accessed May 9, 2013).



older suburbs. This time period included a particularly dramatic rise during the 2005-2009 years, including the beginning of the most recent real estate downturn.<sup>14</sup> Home values also tend to be higher near transit, in walkable neighborhoods, and near bike paths and other protected bikeways, indicating greater demand for housing near these amenities. For example, during the last recession, residential property values performed 41 percent better on average if they were located near public transportation with high-frequency service.<sup>15</sup> Ultimately, more station-area development can accommodate this projected population growth and housing demand in a more sustainable manner than sprawl and low-density housing.

### Why grade rail transit station areas?

Despite the need for more station-oriented neighborhoods and job centers, many of California's rail transit station areas represent missed opportunities for development. Overall, due to high costs, restrictive local land use policies, and a complex regulatory environment, the state has generally under-produced housing units as compared to the national average since the 1970s, particularly in transit-rich areas. The result has been growing income inequality and higher home prices and rents that take up more of residents' incomes.<sup>16</sup> California's communities with transit have too often failed to meet market demand, which would help accommodate a growing population and improve the economic performance of rail transit systems and the local jurisdictions with station areas.

Grading the state's rail transit station areas for how well they encourage ridership and create thriving, rail-oriented neighborhoods helps highlight strong performers for other regions to emulate, while alerting underperformers about the need to improve. State and local leaders should look to these underperforming areas as priorities for attention and action.

Ultimately, these grades reveal which rail transit station areas perform best at serving significant concentrations of housing, jobs, and other amenities in a walkable, equitable environment. High-performing stations are often in the middle of transit systems in downtown-like environments, while the poorest-performing stations are often located at the outer edges of the rail systems and the urban areas. Low density, auto-oriented areas, even when graded against similar place types, scored poorly. Rail transit in the San Francisco Bay Area overall performed well, Los Angeles and Sacramento systems were

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<sup>14</sup> U.S. EPA, "Residential Construction Trends in America's Metropolitan Regions," January 2010, 1 and 10 & December 2012, pp. iii-iv. Available at: [epa.gov/smartgrowth/construction\\_trends.htm](http://epa.gov/smartgrowth/construction_trends.htm) (accessed June 17, 2013).

<sup>15</sup> Sofia Becker, Scott Bernstein and Linda Young, "The New Real Estate Mantra: Location Near Public Transportation," American Public Transportation Association (APTA) and National Association of Realtors, March 20, 2013. Available at: <http://www.realtor.org/sites/default/files/smart-growth-Home-Values-Performed-Better-Near-Public-Transportation-2013-03.pdf> (accessed January 14, 2015).

<sup>16</sup> Mac Taylor, "California's High Housing Costs: Causes and Consequences," California Legislative Analyst's Office, March 17, 2015. Available at: <http://lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf> (accessed August 10, 2015).

average, and the Santa Clara Valley and San Diego systems showed need for improvement compared to their state-wide counterparts.



## II. Methodology: How the Rail Transit Station Areas Are Graded

This report grades the performance of the major rail transit station areas in California. The Center for Law, Energy and the Environment (CLEE) at UC Berkeley Law designed a grading system based on 11 key indicators of a thriving station neighborhood, as well as available data. To identify and select the indicators, CLEE convened leading experts on transit-oriented development (TOD), both within California and nationally, for input on the priority measures of station-area success (See Appendix C for list of experts). We then located and utilized existing data sources that measure performance on the priority indicators, such as from the Center for Transit-Oriented Development and Walk Score. The final step was developing a scorecard that grades each station neighborhood on a statewide curve from A+ to F.

To determine the grade, we divided rail transit stations based on three place types: residential (one-third or fewer workers relative to workers plus residents), mixed (a mix of residents and workers), and employment (one-third or fewer residents relative to workers plus residents). We calculated their scores on each of the 11 indicators within those 3 place types. We then determined the proper weighting of the 11 indicators, in consultation with the expert group, to reflect the priorities of the group and based on feedback on preliminary draft grades from local experts. Finally, we compared each station's total score across the indicators against all stations state-wide within their place type to determine the final grade, based on percentile rank. We present the grades in this report by transit system for ease of review and with all three place-type grades listed together with color codes.

### **STEP 1 – Defining the Grading Area**

The grades cover neighborhoods within the half-mile radius around 489 fixed guideway rail transit stations along key transit lines in California (see table 1).

We excluded from the grading system Amtrak, Metrolink, and commuter-based Caltrain service, since we sought to examine communities with regular rail transit service, although we included the bus rapid transit Orange Line in Los Angeles, given its rail-like qualities. We also omitted tourism-related transit, such as San Francisco MUNI's cable car line.

Los Angeles Metro Rail (Metro Blue Line)	88
Sacramento Light Rail (Meadowview Watt/I-80(Blue))	30
San Diego Metropolitan Transit System (MTS)	57
San Francisco BART	44
San Francisco Municipal Railway (MUNI)	205
Santa Clara Valley Transportation Authority (VTA)	65
<b>Total Graded Stations Areas</b>	<b>489</b>

We sought to include the San Joaquin Valley in the grades, due to its significance as the state's fastest-growing region in terms of population. However, due to lack of data and rail transit in the region, we did not include the two most populated cities of Bakersfield and Fresno in our main grading system. Instead, we provide a separate narrative and proposed letter grades later for the busiest bus stops in those two cities.

## STEP 2 – Identifying Key Data Sources

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We identified and used existing data on rail transit station areas. Future updates to the grades could utilize other or new sources of data, such as from mobile devices. We used available data related to the rail transit station areas from six key sources, including:

<b>The TOD Database</b>	Uses figures from the US Census 2000 and 2010, employment dynamics, and census transportation.
<b>The H+T Affordability Index</b>	Specifically measures transit quality, transit use, and level of activity.
<b>Walk Score</b>	Measures walkability based on a location's distance to amenities, block size and intersection density.
<b>Zillow Index</b>	Measures trends in home value based on city, state, neighborhood, and zip code.
<b>California Governor's Office of Planning and Research 2012 Survey Results</b>	Consists of information on city planning/policies.
<b>Crime Reports Database</b>	Lists the number of reported criminal incidents based on data provided by police departments.

Where data sources were searchable based on longitude and latitude, the data collected covered the half-mile radius around the station location. Otherwise, the data reflected the station zip code or local government jurisdiction.

## STEP 3 – Selection of Grading Metrics

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We determined the grades from 11 indicators, which represented 5 categories of metrics for station-area neighborhoods:

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### *Metric 1 – Transit*

1. transit use by residents
2. transit use by workers
3. quality of transit reach
4. transit safety

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### *Metric 2 – Land use and design*

5. sum of jobs and households per acre
6. walkability

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### *Metric 3 – Policy and market context*

7. policy support for TOD
8. market performance in real estate - change of value over five years (2009-2013), including during the recent downturn

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### *Metric 4 – Equity*

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- 9. transit affordability
  - 10. dependency
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*Metric 5 – **Health and environmental impact***

- 11. greenhouse gas (GHG) emissions
- 

We measured performance on the indicators directly from the data sources discussed above. However, we undertook additional data research to grade station areas under two of the indicators. First, we analysed **Policies/Plan Preparedness** based on responses to the California Governor’s Office of Planning and Research (OPR) 2012 Annual Survey Results (the latest comprehensive version available). If local jurisdictions with rail transit stations answered the following three questions ‘yes’, we assigned one point:

Question 5. Has your jurisdiction “modified the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways...”?

Question 10. Has your jurisdiction implemented "parking reductions in transit, mix uses, special designated areas or shared parking"?

Question 14. Does your jurisdiction have policies and/or programs to facilitate mixed use development and/or the clustering of residential, employment, and commercial areas, contained in a Specific Plan or Zoning Ordinance?

Second, we determined **Market Performance** by taking rental and home values from 2009 to 2013 using the Zillow Index. We then calculated the rate of change, assigned points to each rate based on performance levels, and averaged the points for rental and home values to produce a single measure of market performance.

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#### **STEP 4 – Weighting of Indicators**

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Rather than weight each of the 11 indicators equally in determining grades, we found that some indicators were more determinative of successful station neighborhoods than others. As a result, we weighted the relative importance of each indicator score on the final grade based on research and consultation with experts. Future versions of these grades could change the weighting based on further input.




As the top priority for grading, we concluded that the percentage of employees and residents within the station area who use transit, the sum of jobs and households in the station area, and the quality of the transit system’s access to destinations were the most important indicators, weighted at 15 percent each. Walkability and affordability followed at 10 percent each. Transit dependency, market performance, and local plan preparedness were next at five percent each. Transit safety at three percent and greenhouse gas emissions at two percent completed the weighting system (See table 2).

Table 2: Summary of metrics, indicators, data sources, and weighting

INDICATORS	MEASURES	SOURCE	WEIGHTING
<b>METRIC 1: TRANSIT</b>			
Transit Use: Residents	Percentage of workers who reside in the station area using transit, bike, or walk to work	CTTP (TOD Database)	15%
Transit Use: Workers	Percentage of workers who work in the station area using transit, bike, or walk to work	CTTP (TOD Database)	15%
Transit Quality	Area that can be reached within 30mn by transit scaled by the frequency of service (expressed in km <sup>2</sup> )	H+T	15%
Transit Safety	Safety—Number of reported criminal incidents in the area (for the last 30 days – as sampled in December 2014)	CrimeReports	3%
<b>METRIC 2: LAND USE AND DESIGN</b>			
Activity	Sum of jobs and households per acre	Census (TOD Database)	15%
Walkability	Walk Score (measures distance to amenities, block size and intersection density)	Walk Score	10%
<b>METRIC 3: CONTEXT</b>			
Policies / Plan Preparedness	Planning and policy-making supportive of transit-oriented development	OPR 2012 Survey, Q4, Q10, Q14	5%
Market Performance	Percentage of change in monthly median home value over 5 years	Zillow Index	5%
<b>METRIC 4: EQUITY</b>			
Affordability	Percentage of income spent on transportation + housing	H+T (TOD Database)	10%
Transit Dependency	Percentage of zero-vehicle households	ACS/Census (TOD Database)	5%
<b>METRIC 5: HEALTH AND ENVIRONMENTAL IMPACT</b>			
GHG Emissions	GHG emissions per household	CNT Data	2%

## STEP 5: Evaluating Performance

In order to compare rail transit station areas in similar areas, we divided the stations into three similar place types, which appear color-coded on the grading sheet:

	Group 1 - Primarily <b>residential</b> , 33.3% or less workers relative to workers and residents
	Group 2 - <b>Mixed</b> between 33.4% to 66.6% of workers relative to workers and residents
	Group 3 - Primarily <b>employment</b> : 66.7% or more workers relative to workers and residents.

Each transit station area competed within its place type to receive scores up to **five points** on each of the 11 indicators. Each point represents a one-fifth increment of best performance.

- 1 point = bottom 20%
- 2 points = in the 21-40%
- 3 points = in the 41-60%
- 4 points = in the 61-80%
- 5 points = top 20%

#### **STEP 6: Assigning the Final Grade**

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We calculated each station's total score on the 11 indicators, weighted as described above, and based on the transit station's general percentile rank within its state-wide place type/group. We then compared the final number against all transit stations within that place type in the state. We assigned letter grades to each transit station area based on the number of points obtained across all indicators, determined by the percentile rank within the place type. We divided the grades into quarters to represent A, B, C, and D grades, with the top 25 percent A, next 25 percent B, etc. To determine pluses and minuses within each letter grade, we applied increments of 5 percent at the top and bottom of the quartile. Finally, we deemed the bottom 2 percent to be a fail, or "F". The F grades are drawn from the bottom quartile, meaning there are fewer D- grades.

A+ > 95%	B+ > 70%	C+ > 45%	D+ > 20%	F > 0%
A > 80%	B > 55%	C > 30%	D > 5%	
A- > 75%	B- > 50%	C- > 25%	D- > 2%	

#### **Limitations of the Methodology**

Like any grading process, this methodology has limits. First, we were restricted by the available data. Some of the data are outdated, such as those relying on census information collected in 2010, which will not be collected comprehensively again until 2020. Some of the data are snapshots, such as for crime reports from a specific month, and some data are somewhat incomplete, such as the survey responses by local governments as to whether or not they have a plan and supportive local policies in place for their rail transit station areas. In addition, not all the data could be provided at the half-mile radius, such as those tabulated by zip code or local jurisdiction.

In addition, new rail transit lines that became operational after 2010 are not included in this report, due to the lack of available data. This particularly affected Los Angeles, which has embarked on a major expansion of its rail system following voter approval of a 2008 sales tax measure in part for this purpose. The data will also not capture post-2010 development projects adjacent to stations or new local plans for station area development.

### **How to use the Grading Sheet**

We present the grades in six separate scorecards for the following transit systems: Metro Rail, Sacramento RT, San Diego MTS, BART, MUNI, and VTA. Grades are listed from best to worst within their transit system, and readers can click on the station hyperlink to view more detail on the score, including performance under each indicator.

We included a total data set in Appendix A, which lists the 489 station areas along the first column according to place type, while the 11 indicators appear along the top row. Each station area contains a set of 11 points, with each scored out of 5 (1 is the lowest and 5 is the highest score). The last four columns in red represent the total points weighted accordingly, a multiplier to create a total scaling of the points out of 100, and the final letter grade. Since all place type grades are presented together by transit system, we list stations with the same letter grades from best to worst by their scaled numeric score. Finally, the grades are color-coded by place type: residential (blue), employment (green), and mixed (pink).



### III. Grading Summary and Profiles of the Best and Worst Rail Transit Station Areas

Grading on a statewide curve, with each station separated into and competing within one of three place types (residential, employment, and mixed), we found that certain transit systems averaged better than others (see table 3). Generally, systems that served higher concentrations of jobs and residents scored better than systems serving low-density areas or areas without convenient access to amenities and services.

AGENCY	AVE	BEST	WORST
BART	B-	Civic Center/UN Plaza	SFO
LA METRO	C	Westlake/ MacArthur Park	Wardlow Station
SAN DIEGO MTS	C-	12 <sup>th</sup> & Imperial Transit Center	Gillespie Field Station
SACRAMENTO RT	C	7 <sup>th</sup> St and K St	Longview Dr and I-80
SF MUNI	B	Market St & Church St	Third St & Marin
SANTA CLARA VTA	C-	Japantown/ Ayer Station	Middlefield Station

To provide a detailed view of the rail transit station-area performance using the methodology, the following section includes profiles of some of the best and worst performers in the state, as well as the best and worst performers within each system (see Appendix B for a map of station locations within their rail systems). The profiles include the raw scores to provide a deeper understanding of the grades.

First, we profiled the overall best and worst performing stations, by total scaled score across the three place types:

<b>OVERALL BEST</b>	SF MUNI	Market St & Church St	93.8	<b>A+</b>
<b>OVERALL WORST</b>	SAN DIEGO MTS	Gillespie Field Station	23.5	<b>F</b>

Then we profiled some of the best and worst station areas per transit systems, which are included in this list:

AGENCY	AVE	BEST	WORST
BART	B-	24 <sup>th</sup> St. Mission; Ashby	SFO Airport
		Civic Center/UN Plaza; 16 <sup>th</sup> St. Mission	South San Francisco; Orinda
		Montgomery St.; Powell St	North Concord/Martinez
LA METRO	C	Westlake/ MacArthur Park; Hollywood/ Western	Wardlow Station
		Wilshire/Vermont; Wilshire/Normandie Station	Del Amo Willow
SAN DIEGO MTS	C-	12 <sup>th</sup> & Imperial Transit Center; Civic Center Station	Massachusetts Ave; Alvarado; Spring Street <b>Gillespie Field Station;</b> Santee Town Center Station; El Cajon Transit Center Fenton Parkway Station

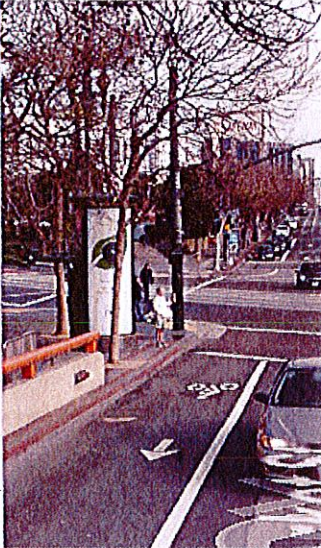
SACRAMENTO RT	C	7 <sup>th</sup> St and K St; 7 <sup>th</sup> St and Capitol Mall; K St and 8 <sup>th</sup> St	Longview Dr and I-80; Watt Ave and I-80
			Fruitridge Rd and 24 <sup>th</sup> St
			Roseville Road and I-80
SF MUNI	B	<b>Market St &amp; Church St</b> ; Church St & 14 <sup>th</sup> St; Church St & 16 <sup>th</sup> ; Metro Church Station; Church St & Market St; Market St & Sanchez; Church St & Duboce St; Duboce St/Noe St/Duboce Park; Right of Way/18 <sup>th</sup> ; Church St & 18 <sup>th</sup>	Third St & Marin
		Market St & 7 <sup>th</sup> St; Market St & 8 <sup>th</sup> St; Metro Civic Center Station; Market St & Hyde	46 <sup>th</sup> Ave and Vicente St; Ocean Ave & Westgate Dr; Wawona/26 <sup>th</sup> Ave/SF Zoo
		Market St & New Montgomery St; California St & Front St; California St & Battery St; California St & Kearny St; California St & Montgomery St; California St & Sansome St; Market St & 3 <sup>rd</sup> St; Market St & Kearny St; Metro Montgomery Station	
SANTA CLARA VTA	C-	Japantown/ Ayer Station	Middlefield Station



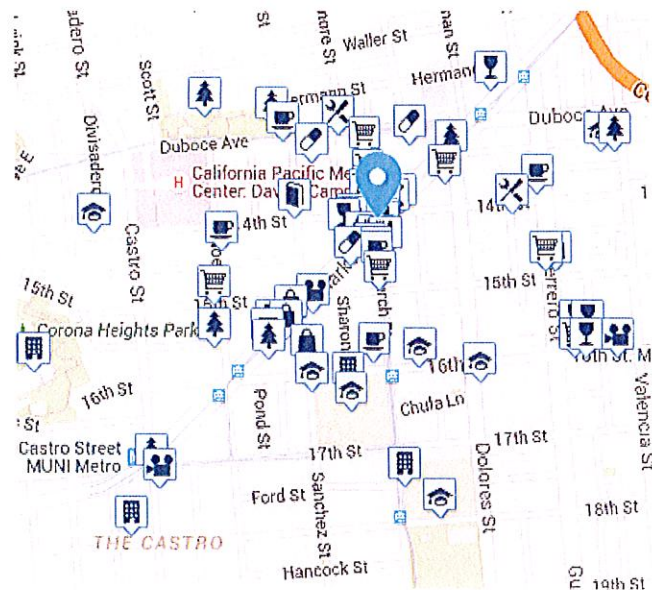
## CALIFORNIA'S BEST RAIL TRANSIT STATION NEIGHBORHOOD

### Market St & Church St | SF MUNI – Place Type 1 Residential

Generally, the Market St & Church St SF MUNI station performed well across all indicators. It has a near perfect Walk Score, benefits from appropriate land use policies, and has a high rate of transit use and zero-vehicle households in the half-mile radius. The station is located in a densely-populated residential district with multiple shopping opportunities and convenient access to transit.

MEASURES	Raw Data	Points	% of Final Grade	
Transit Use: Residents	60.65%	5	15%	
Transit Use: Workers	40.5%	5	15%	
Transit Quality <i>Transit Access Shed Index</i>	109	4	15%	
Transit Safety <i>Number of reported crimes in Dec 2014</i>	28	2	3%	
Activity <i>Sum of jobs and households per Acre</i>	43.23	5	15%	
Walkability – Walk Score	97	5	10%	
Policies/ Plan Preparedness	3	5	5%	
Market Performance	-	4	5%	
Affordability <i>% of income spent on housing + transport</i>	37.21	5	10%	
Transit Dependency <i>% of zero vehicle households</i>	38.94	5	5%	
Health and Environmental Impact <i>GHG Emissions per Household</i>	3,077	4	2%	
<b>TOTAL and FINAL GRADE</b>		<b>4.7/5</b>	<b>93.8/100</b>	

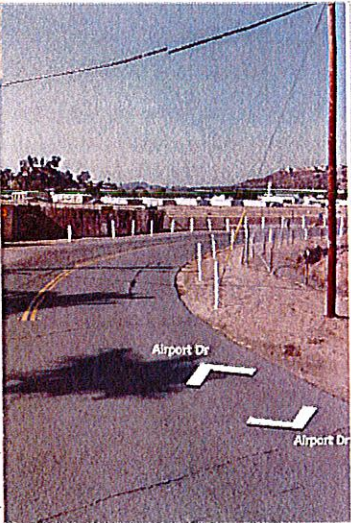
- Restaurants:**
- Miyabi Japanese Restaurant .02mi
- Coffee:**
- Thorough Bread and Pastry .04mi
- Bars:**
- The Pilsner Inn .02mi
- Groceries:**
- Church Street Groceteria .07mi
- Parks:**
- California Volunteers Memorial .2mi
- Schools:**
- Mission Dolores Academy .2mi
- Shopping:**
- Fiat Lux .02mi
- Entertainment:**
- San Francisco Pet Grooming .2mi
- Errands:**
- The Apothecarium - Medical C... .04mi



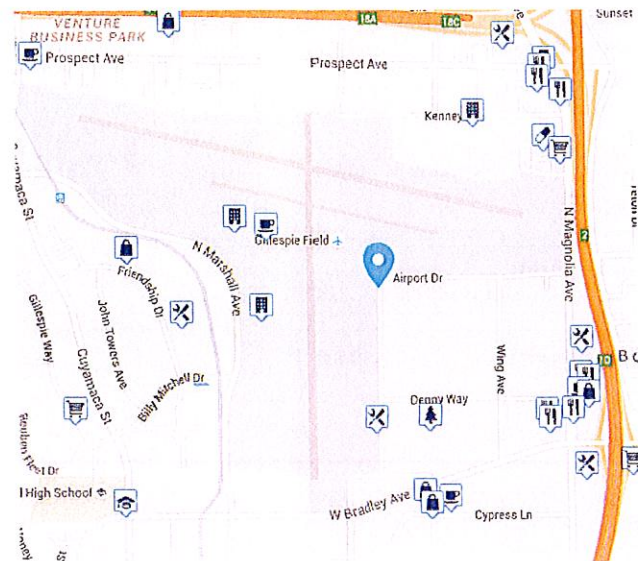


## CALIFORNIA'S WORST RAIL TRANSIT STATION NEIGHBORHOOD Gillespie Field Station | San Diego MTS – Place Type 2 Mixed

This station area performed poorly across the board. Of note, we lacked data representing transit safety, so we assigned an average data point, which became one of the highest number points it received across the measures. The area experiences almost no transit use among residents and workers. Walk Score labels Gillespie Field Station as a 'car dependent' area. Only 5.94% of households in this area have no vehicles, and they emit a high volume of greenhouse gas emissions. However, the function of this transit node may primarily be access to the airport. It may therefore still generate adequate ridership relative to its cost. The location may also not be conducive to transit-oriented development.

MEASURES	Raw Data	Points	% of Final Grade		
Transit Use: Residents	4.26%	1	15%		
Transit Use: Workers	4.5%	1	15%		
Transit Quality <i>Transit Access Shed Index</i>	77	1	15%		
Transit Safety <i>Number of reported crimes in Dec 2014</i>	31.46	3	3%		
Activity <i>Sum of jobs and households per Acre</i>	7.82	1	15%		
Walkability – Walk Score	32	1	10%		
Policies/ Plan Preparedness	2	3	5%		
Market Performance	-	1	5%		
Affordability <i>% of income spent on housing + transport</i>	52.1	1	10%		
Transit Dependency <i>% of zero vehicle households</i>	5.94	1	5%		
Health and Environmental Impact <i>GHG Emissions per Household</i>	6,814	1	2%		
<b>TOTAL and FINAL GRADE</b>		<b>1/5</b>	<b>23.5/100</b>		<b>F</b>

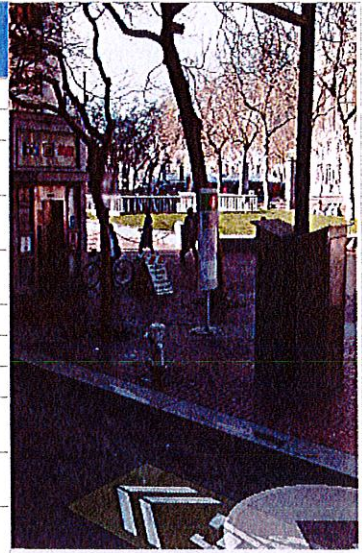
- Restaurants:**
- Grandstand Pizza .5mi
- Coffee:**
- Gillespie Field Cafe .3mi
- Bars:**
- Second Wind Santee .6mi
- Groceries:**
- Ishtar .5mi
- Parks:**
- East San Diego County Fairgro... .4mi
- Schools:**
- Phoenix High School .8mi
- Shopping:**
- Fit n Hip Wear .5mi
- Entertainment:**
- Air Group One CAF .3mi
- Errands:**
- Ward Lumber Co Inc .4mi



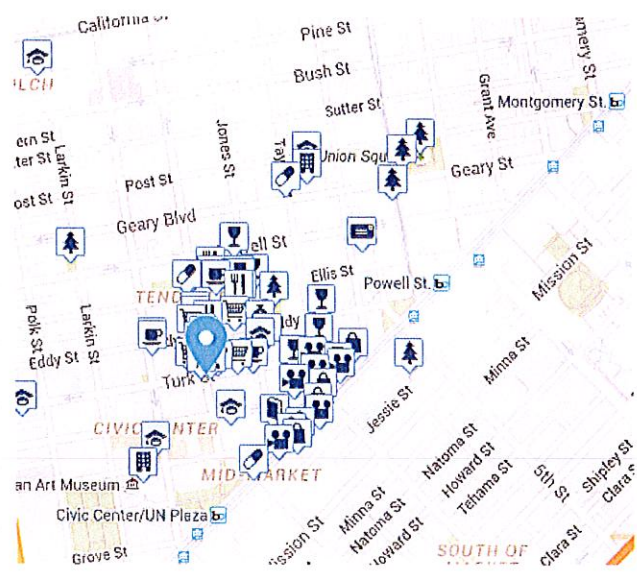
**BEST SAN FRANCISCO BART STATION NEIGHBORHOOD:**  
**Civic Center/UN Plaza - Place Type 2 Mixed**

Civic Center performed well across almost all indicators, given its walkable environment close to multiple destinations and amenities. Notably, this station is located near the best performing station area in the state in the MUNI system (see the above profile of the Market St & Church St station area).

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	74.5%	5	15%
Transit Use: Workers	55%	5	15%
Transit Quality <i>Transit Access Shed Index</i>	137	4	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	91	1	3%
Activity <i>Sum of jobs and households per Acre</i>	135.28	5	15%
Walkability – Walk Score	97	4	10%
Policies/ Plan Preparedness	3	5	5%
Market Performance	-	3	5%
Affordability <i>% of income spent on housing + transport</i>	22.55	5	10%
Transit Dependency <i>% of zero vehicle households</i>	75.07	5	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	450	5	2%
<b>TOTAL and FINAL GRADE</b>		<b>4.5/5</b>	<b>90/100</b>



- Restaurants:**  
Quintero Restaurant .03mi
- Coffee:**  
New Star Cafe .05mi
- Bars:**  
Power Exchange .07mi
- Groceries:**  
Battambang Market .03mi
- Parks:**  
Boeddeker Park .1mi
- Schools:**  
San Francisco City Academy .06mi
- Shopping:**  
Bayfitted .1mi
- Entertainment:**  
Market Street Theatre and Loft... .1mi
- Errands:**  
Bay Drug Pharmacy .05mi

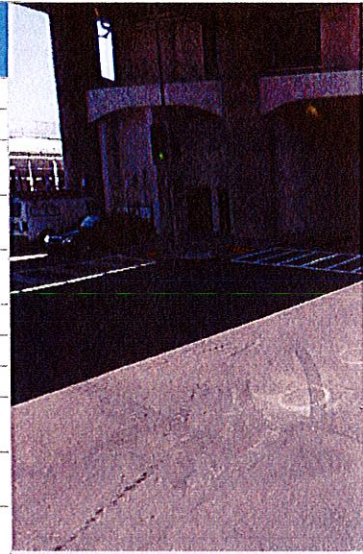




**WORST SAN FRANCISCO BART STATION NEIGHBORHOOD:  
San Francisco International Airport – *Place Type 3 Employment***

The BART station at San Francisco International Airport performed worst overall across all indicators. However, the function of this transit node is access to the airport and therefore may still generate adequate ridership relative to its cost, even if that ridership does not originate with residents or employees within the station area. In addition, the location may not be conducive to transit-oriented development given the presence of major airport and related infrastructure.

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	9.41%	1	15%
Transit Use: Workers	10.3%	2	15%
Transit Quality <i>Transit Access Shed Index</i>	22	1	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	31.46	4	3%
Activity <i>Sum of jobs and households per Acre</i>	2.95	1	15%
Walkability – <i>Walk Score</i>	36	1	10%
Policies/ Plan Preparedness	3	5	5%
Market Performance	-	1.5	5%
Affordability <i>% of income spent on housing + transport</i>	49.51	1	10%
Transit Dependency <i>% of zero vehicle households</i>	6.98	1	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	7,843	1	2%
<b>TOTAL and FINAL GRADE</b>		<b>1.5/5</b>	<b>29.3/100</b>



**Restaurants:**

Ebisu .04mi

**Coffee:**

Emporio Rulli .06mi

**Bars:**

The Dog House 1mi

**Groceries:**

Napa Farms .4mi

**Parks:**

Marina Vista Park .4mi

**Schools:**

Lomita Park Elementary School .6mi

**Shopping:**

Gucci .1mi

**Entertainment:**

San Francisco Airport Museum .01mi

**Errands:**

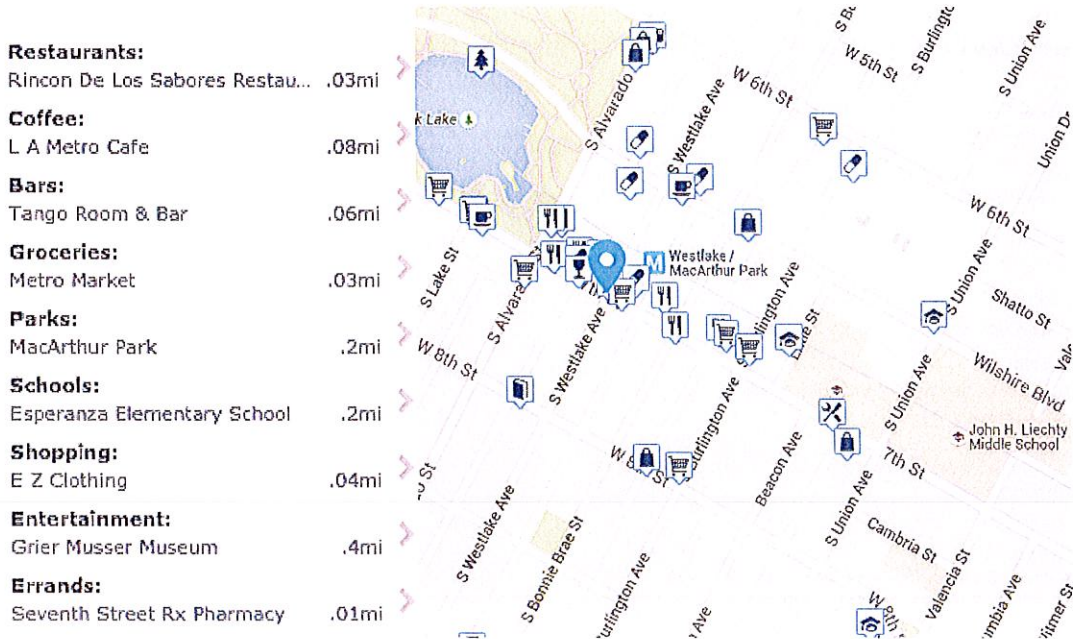
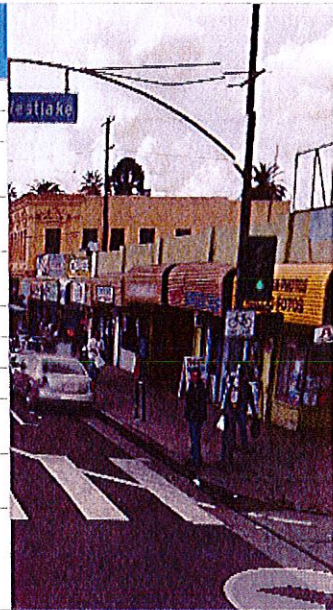
Kelly-Moore Paints .8mi



**BEST LOS ANGELES METRO RAIL STATION NEIGHBORHOOD:**  
**Westlake/ MacArthur Park – Place Type 1 Residential**

LA Metro’s Westlake/ MacArthur Park station scored best in the Los Angeles region. Like BART’s Civic Center, this station scored well across almost all indicators. The station area is characterized by a diversity of destinations, walkability, transit access, and affordability.

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	58.8%	5	15%
Transit Use: Workers	18.8%	3	15%
Transit Quality <i>Transit Access Shed Index</i>	219	5	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	55	1	3%
Activity <i>Sum of jobs and households per Acre</i>	48.57	5	15%
Walkability – Walk Score	95	5	10%
Policies/ Plan Preparedness	3	5	5%
Market Performance	-	2	5%
Affordability <i>% of income spent on housing + transport</i>	27.33	5	10%
Transit Dependency <i>% of zero vehicle households</i>	50.56	5	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	2,551	4	2%
<b>TOTAL and FINAL GRADE</b>		<b>4.4/5</b>	<b>88.2/100</b>

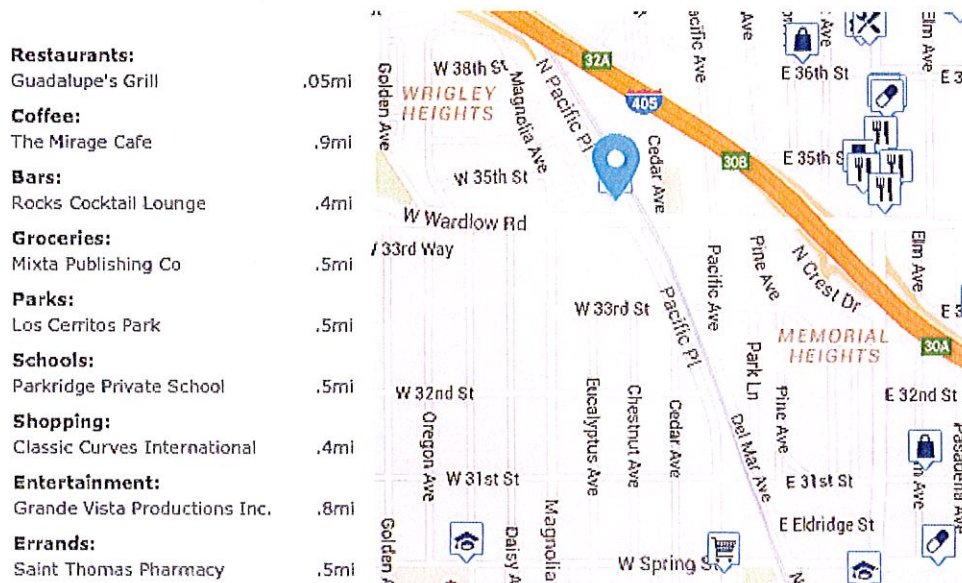




**WORST LOS ANGELES METRO RAIL STATION NEIGHBORHOOD:  
Wardlow Station – Place Type 3 - Employment**

Wardlow Station transit area on the Blue Line light rail system performed the worst in Los Angeles County. It scored poorly across all indicators except for transit safety, where only two criminal incidents were reported during December 2014 (likely due to the lack of activity in the area more generally). The area is generally auto-dominated by a major boulevard and parking lots without significant pedestrian activity or concentrations of jobs or housing.

MEASURES	Raw Data	Points	% of Final Grade		
Transit Use: Residents	8.54%	1	15%		
Transit Use: Workers	8.4%	1	15%		
Transit Quality <i>Transit Access Shed Index</i>	75	1	15%		
Transit Safety <i>Number of reported crimes in Dec 2014</i>	9	4	3%		
Activity <i>Sum of jobs and households per Acre</i>	9.25	2	15%		
Walkability – Walk Score	57	1	10%		
Policies/ Plan Preparedness	2	3	5%		
Market Performance	-	3.5	5%		
Affordability <i>% of income spent on housing + transport</i>	55.21	1	10%		
Transit Dependency <i>% of zero vehicle households</i>	12.92	3	5%		
Health and Environmental Impact <i>GHG Emissions per Household</i>	6,538	1	2%		
<b>TOTAL and FINAL GRADE</b>		<b>1.6/5</b>	<b>31.6/100</b>		<b>F</b>

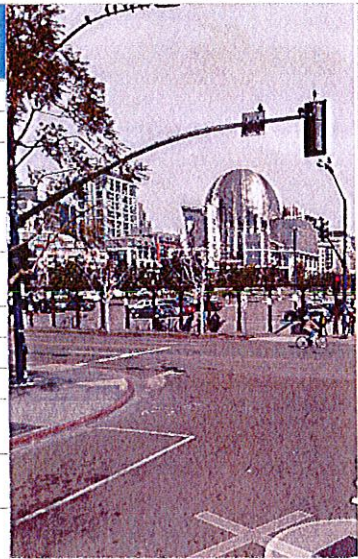




**BEST SAN DIEGO RAIL STATION NEIGHBORHOOD:**  
**12<sup>th</sup> & Imperial Transit Center – Place Type 2 Mixed**

San Diego’s 12<sup>th</sup> & Imperial Transit Center of the MTS performed best overall within the region. However, its overall grade of B is much lower than the best-performing station in this study, Market St & Sanchez St in San Francisco, which received an A+. In fact, the grade for this station is equal to the average grade of the San Francisco BART transit areas. The station benefitted from its location in a downtown, walkable environment with access to significant destinations and job centers.

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	31.07%	3	15%
Transit Use: Workers	13.7%	3	15%
Transit Quality <i>Transit Access Shed Index</i>	138	4	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	31.46	3	3%
Activity <i>Sum of jobs and households per Acre</i>	28.24	3	15%
Walkability – Walk Score	86	3	10%
Policies/ Plan Preparedness	3	5	5%
Market Performance	-	1.5	5%
Affordability <i>% of income spent on housing + transport</i>	38.15	3	10%
Transit Dependency <i>% of zero vehicle households</i>	26.45	3	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	2,603	4	2%
<b>TOTAL and FINAL GRADE</b>		<b>3.2/5</b>	<b>63.9/100</b>



- Restaurants:**  
Lolitas Restaurants .2mi
- Coffee:**  
The Bean Bar .2mi
- Bars:**  
Midnight Oil .4mi
- Groceries:**  
A-Mart .02mi
- Parks:**  
Petco Park .3mi
- Schools:**  
Perkins Elementary School .4mi
- Shopping:**  
Caption Boutique & Gallery .3mi
- Entertainment:**  
PI TCO Park .2mi
- Errands:**  
Southwest Marine Hardware .2mi

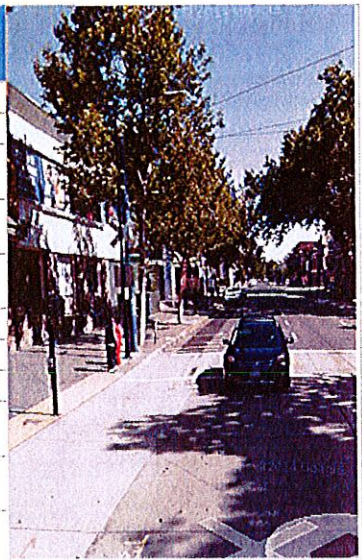




**BEST SACRAMENTO RAIL STATION NEIGHBORHOOD:**  
**7<sup>th</sup> St and K St – Place Type 1 Residential**

This Sacramento RT station performed best overall in the region. It scored highly for transit quality access, which is apparent from the number and density of amenities shown in the map below. This station is located in a downtown environment that is walkable and has access to many destinations.

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	45.77%	3	15%
Transit Use: Workers	17%	3	15%
Transit Quality <i>Transit Access Shed Index</i>	260	5	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	31.46	4	3%
Activity <i>Sum of jobs and households per Acre</i>	164.37	4	15%
Walkability – Walk Score	96	4	10%
Policies/ Plan Preparedness	2	3	5%
Market Performance	-	3.5	5%
Affordability <i>% of income spent on housing + transport</i>	19.38	4	10%
Transit Dependency <i>% of zero vehicle households</i>	42.73	4	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	2,118	3	2%
<b>TOTAL and FINAL GRADE</b>		<b>3.8/5</b>	<b>75.4/100</b>



**Restaurants:**

Ali Baba's Kabob House

**Coffee:**

Caffe Breesie

**Bars:**

Preflite Lounge

**Groceries:**

City Market

**Parks:**

Plaza Park

**Schools:**

Bret Harte Elementary School

**Shopping:**

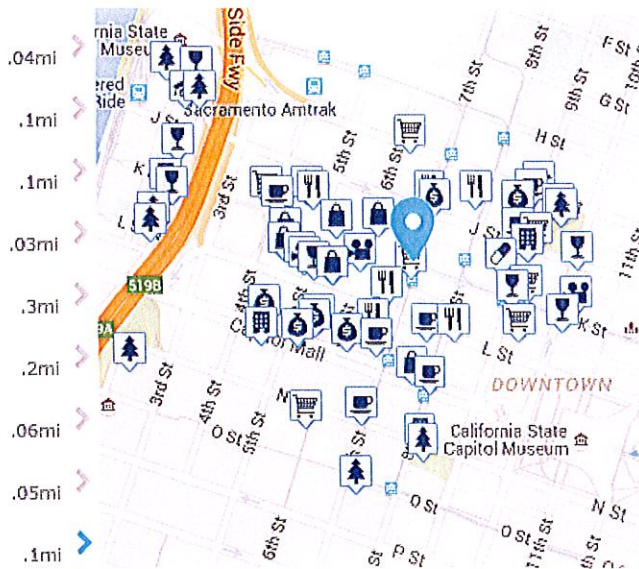
Victoria's Secret - Downtown P...

**Entertainment:**

Downtown Plaza

**Errands:**

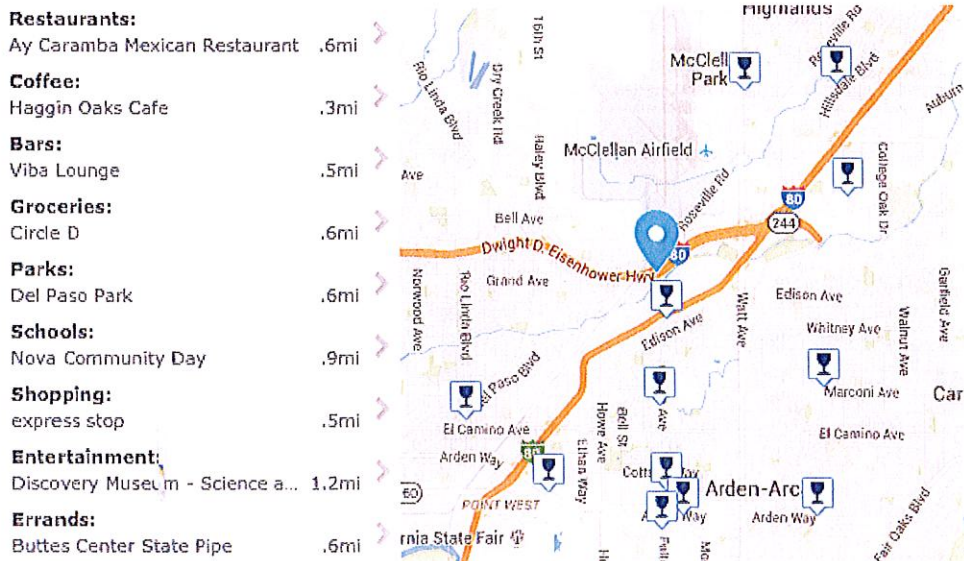
First Northern Bank



**WORST SACRAMENTO RAIL STATION NEIGHBORHOOD:**  
**Longview Dr and I-80 – Place Type 3 Employment**

The Longview Dr and I-80 station in Sacramento performed the worst in the region. It has very low transit use among residents and workers and had no tailored local land use policy. Furthermore, no households in the station area have zero vehicles, meaning that the households in the area are car dependent. Notably, this station is primarily used for park-and-ride services adjacent to a major interstate, as opposed to fostering a vibrant transit neighborhood.

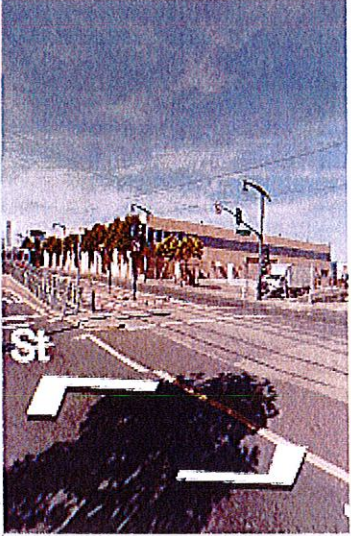
MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	5.22%	1	15%
Transit Use: Workers	5.6%	1	15%
Transit Quality <i>Transit Access Shed Index</i>	136	2	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	1	5	3%
Activity <i>Sum of jobs and households per Acre</i>	2.87	1	15%
Walkability – Walk Score	15	1	10%
Policies/ Plan Preparedness	0	3	5%
Market Performance	-	1	5%
Affordability <i>% of income spent on housing + transport</i>	39.78	2	10%
Transit Dependency <i>% of zero vehicle households</i>	0	1	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	6,473	1	2%
<b>TOTAL and FINAL GRADE</b>		<b>1.5/5</b>	<b>29.4/100</b>





**WORST SAN FRANCISCO MUNI STATION NEIGHBORHOOD:**  
**3<sup>rd</sup> St and Marin | SF MUNI – Place Type 1 Residential**

The SF MUNI station at 3<sup>rd</sup> St and Marin performed the most poorly in the region. It scored low for transit quality access, activity, and affordability. This station is in a low-density residential area with a number of industrial uses.

MEASURES	Raw Data	Points	% of Final Grade		
Transit Use: Residents	41.6%	3	15%		
Transit Use: Workers	14%	32	15%		
Transit Quality <i>Transit Access Shed Index</i>	84	1	15%		
Transit Safety <i>Number of reported crimes in Dec 2014</i>	3	5	3%		
Activity <i>Sum of jobs and households per Acre</i>	10.10	1	15%		
Walkability – Walk Score	63	2	10%		
Policies/ Plan Preparedness*	2	3	5%		
Market Performance*	-	1.5	5%		
Affordability <i>% of income spent on housing + transport</i>	53.02	1	10%		
Transit Dependency <i>% of zero vehicle households</i>	14.01	2	5%		
Health and Environmental Impact <i>GHG Emissions per Household</i>	5,241	2	2%		
<b>TOTAL and FINAL GRADE</b>		<b>2.0/5</b>	<b>39.3/100</b>		<b>D</b>

**Restaurants:**

Polarica Inc

**Coffee:**

Vasquez Coffee Company

**Bars:**

Smokestack

**Groceries:**

Super Buy Foods Inc

**Parks:**

Warm Water Cove Park

**Schools:**

Rise Institute

**Shopping:**

Skunkfunk USA

**Entertainment:**

The Museum of Craft and Desi...

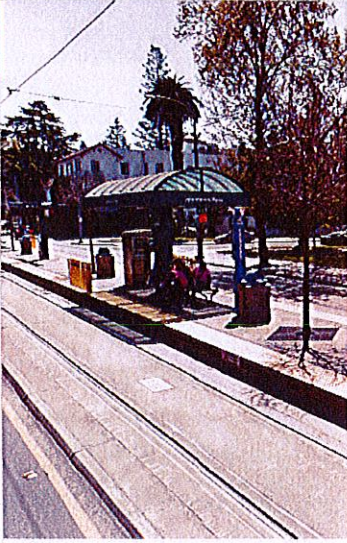
**Errands:**

Pro Stone Supply

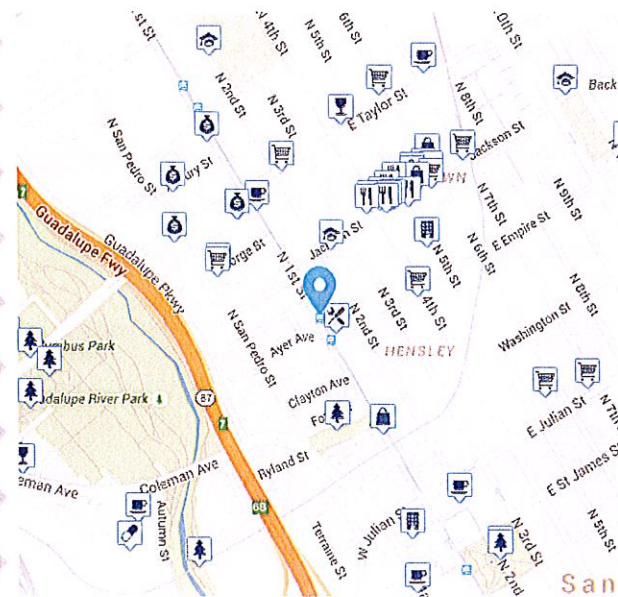


**BEST SANTA CLARA VTA STATION NEIGHBORHOOD:**  
**Japantown/ Ayer Station – Place Type 2 Mixed**

The Japantown/ Ayer Station in Santa Clara performed the best in the region. However, it scored quite poorly for transit use, receiving 2 points for each indicator. This means that despite scoring highly on walkability and transit quality access, most people in this station area choose to drive instead of take transit. It is located in a downtown-like setting with access to destinations and good affordability, which improved its score.

MEASURES	Raw Data	Points	% of Final Grade	
Transit Use: Residents	18.72%	2	15%	
Transit Use: Workers	7.7%	2	15%	
Transit Quality <i>Transit Access Shed Index</i>	222	5	15%	
Transit Safety <i>Number of reported crimes in Dec 2014</i>	55	2	3%	
Activity <i>Sum of jobs and households per Acre</i>	47.43	4	15%	
Walkability – Walk Score	85	3	10%	
Policies/ Plan Preparedness	3	5	5%	
Market Performance	-	3	5%	
Affordability <i>% of income spent on housing + transport</i>	33.76	4	10%	
Transit Dependency <i>% of zero vehicle households</i>	15.73	3	5%	
Health and Environmental Impact <i>GHG Emissions per Household</i>	4,617	3	2%	
<b>TOTAL and FINAL GRADE</b>		<b>3.3/5</b>	<b>66.4/100</b>	

- Restaurants:**  
Wing's Chinese Restaurant .2mi
- Coffee:**  
Mercy Cafe .2mi
- Bars:**  
Seven Bamboo .2mi
- Groceries:**  
Smile Market Inc .2mi
- Parks:**  
Ryland Park .2mi
- Schools:**  
Notre Dame High School .1mi
- Shopping:**  
Elusive .2mi
- Entertainment:**  
Japanese American Museum of... .3mi
- Errands:**  
Hardware Yard .04mi

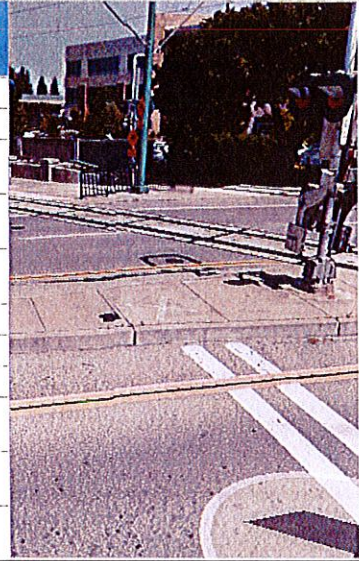




**WORST SANTA CLARA VTA STATION NEIGHBORHOOD:**  
**Middlefield Station – Place Type 3 Employment**

Middlefield Station performed the worst in the Santa Clara region. It scored very low across all indicators, including a bottom quintile score (1) for eight indicators. This station is located in a low-density area toward the edge of the system’s service area.

MEASURES	Raw Data	Points	% of Final Grade
Transit Use: Residents	6.47%	1	15%
Transit Use: Workers	3.2%	1	15%
Transit Quality <i>Transit Access Shed Index</i>	106	1	15%
Transit Safety <i>Number of reported crimes in Dec 2014</i>	4	5	3%
Activity <i>Sum of jobs and households per Acre</i>	18.81	1	15%
Walkability – Walk Score	37	1	10%
Policies/ Plan Preparedness	2	3	5%
Market Performance	-	2.5	5%
Affordability <i>% of income spent on housing + transport</i>	48.45	1	10%
Transit Dependency <i>% of zero vehicle households</i>	5.4	1	5%
Health and Environmental Impact <i>GHG Emissions per Household</i>	6,936	1	2%
<b>TOTAL and FINAL GRADE</b>		<b>1.3/5</b>	<b>26.2/100</b>



**Restaurants:**

Hangout Cafe .4mi

**Coffee:**

QD6 .4mi

**Bars:**

E Lounge .8mi

**Groceries:**

Frontier Snacks .3mi

**Parks:**

Encinal Park .6mi

**Schools:**

Western Montessori Day School .9mi

**Shopping:**

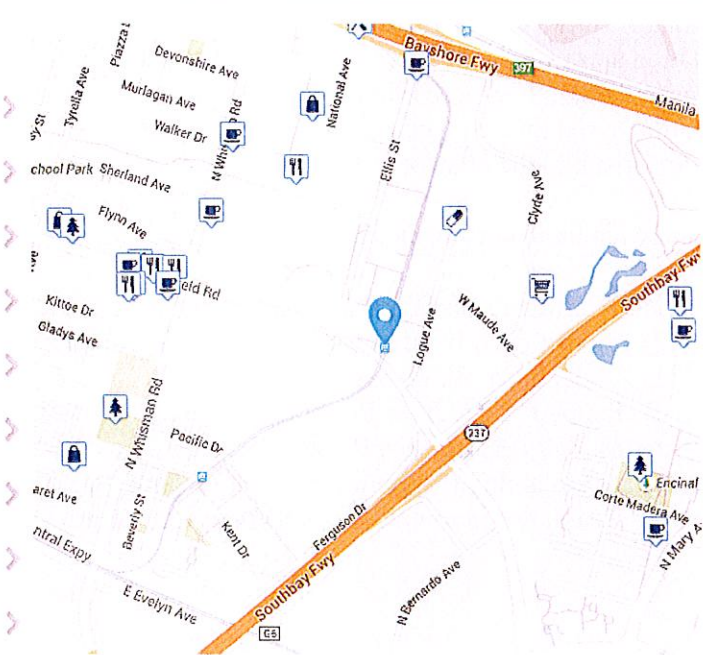
CostumesForSeasons .5mi

**Entertainment:**

Moffett Field Historical Society ... 1.1mi

**Errands:**

PneumRx .3mi





#### **IV. San Joaquin Valley Transit-Oriented Area Grades: Fresno and Bakersfield**

The San Joaquin Valley is the fastest-growing region in terms of population growth in California and therefore important to include in this project. According to the California Department of Finance, household population is likely to increase almost 60 percent in the eight-county region by mid-century, from 4.188 million in 2015 to 6.691 million in 2050.<sup>17</sup> However, San Joaquin Valley cities lack rail transit, other than long-haul passenger rail. This report therefore grades future bus rapid transit station areas in Fresno and busy bus transit station areas in Bakersfield, representing the San Joaquin Valley's two largest cities.

##### **Scoring Process for San Joaquin Valley Transit-Oriented Areas**

Unlike the grades for California's rail transit station areas, the Fresno and Bakersfield grades are *estimates* based on the available but limited data for each of the eleven scorecard indicators. Data that are *not* available for Fresno and Bakersfield transit-oriented areas include those in the Center for Transit-Oriented Development "TOD Database," specifically:

- 1) Transit Use for Residents
- 2) Activity (sum of jobs and households per acre)
- 3) Transit Dependency (% of zero-vehicle households).

Notably, these missing indicators constitute 35 percent of the total grade for rail transit station areas statewide (transit use and activity at 15 percent each and 5 percent for transit dependency). For these missing indicators, we automatically assigned points to each station based on the place type/group average of three points in order to provide an equal comparison to the other stations across the state.

The seven indicators available for San Joaquin Valley transit-oriented areas include:

- 1) Transit Use for Workers (% Workers in station areas taking transit)
- 2) Transit Quality (areas reached within 30 minutes)
- 3) Walkability (Walk Score)
- 4) Policy Preparedness Points (i.e. station area or specific plan)
- 5) Market Performance Points (% change in monthly median home value over 5 yrs)
- 6) Affordability (% of income spent on housing + Transport)
- 7) Health & Environment Impact (greenhouse gas emissions per household, kg)

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<sup>17</sup> "Report P-1 (County): State and County Total Population Projections, 2015-2060," California Department of Finance, December 15, 2014. Available at: <http://www.dof.ca.gov/research/demographic/reports/projections/P-1/> (accessed August 10, 2015).

In addition, "Transit Safety" (number of reported crimes in December 2014) was available for the Fresno stations but not for the Bakersfield stations. As a result, points were assigned based on the place type/group average.

1. Fresno Area Express and Future Bus Rapid Transit Grades: Stations in Fresno that were included in the scorecard consist of high-use areas and areas likely to become high-use areas with new transit infrastructure.

	Transit Use (% Workers in station areas taking transit)	Transit Quality (Acre's reached within 30 minutes)	Transit Safety (Number of Reported Crimes)	Walkability (WalkScore)	Policy Preparedness Points (i.e. station area or specific plan)	Market Performance Points (% change in monthly median home value over 5 yrs)	Affordability (% of Income spent on housing + transport)	Health & Environment Impact (GHG Emissions per Household, kg)	Transit Use (% Residents in station area taking transit, walk/bike) *	Activity (sum of jobs and households per Acre) *	Transit Dependency (% of zero vehicle households) *	Grade
LSHELTER/MARIPOSA	2	2	4	3	3	3.5	4	2	3	3	3	C
Kings Canyon/Clovis (Fancher Creek)	1	1	3	1	3	3	3	1	3	3	3	D
Kings Canyon/Peach	1	1	1	1	3	2	5	1	3	3	3	D
Manchester Transit Center (Blackstone/Shields or Blackstone/Griffith)	1	4	1	3	3	2	4	1	3	3	3	C+
Blackstone/Shaw	1	3	3	2	3	3	3	1	3	3	3	C-
Blackstone/University or Blackstone/C/Inton	1	4	5	2	3	4	5	1	3	3	3	B

\*Due to missing data, place type average scores were allocated

2. Bakersfield Golden Empire Transit (GET) Bus Station Grades: Stations in Bakersfield that were included in the scorecard consist of high-use transit areas.

	Transit Use (% Workers in station areas taking transit)	Transit Quality (Acre's reached within 30 minutes)	Transit Safety (Number of Reported Crimes)	Walkability (WalkScore)	Policy Preparedness Points (i.e. station area or specific plan)	Market Performance Points (% change in monthly median home value over 5 yrs)	Affordability (% of Income spent on housing + transport)	Health & Environment Impact (GHG Emissions per Household, kg)	Transit Use (% Residents in station area taking transit, walk/bike) *	Activity (sum of jobs and households per Acre) *	Transit Dependency (% of zero vehicle households) *	Grade
Downtown Transit Center	2	1	3	3	5	3	3	1	3	3	3	C+
Bakersfield College	1	1	3	1	5	3	3	1	3	3	3	D
Southwest Transit Centre	1	1	3	1	5	3	2	4	3	3	3	D
Cal State University Bakersfield	1	1	3	1	5	3	5	5	3	3	3	C

\*Due to missing data, place type average scores were allocated



## V. Implications of the Grades

At a basic level, the grades reveal which station areas are performing well in terms of encouraging ridership, walkability, equity, and convening, as well as which station areas need improvement – in some cases major modifications. The stations that perform well provide lessons for both other jurisdictions and other stations within their transit systems. Transit decision-makers and elected officials can attempt to discern a typical or specific formula for success and apply it to station areas that do not perform well.

Generally, the better-performing areas were located in the middle of the transit systems in downtown-like environments, while the poorest-performing areas were located at the outer edges of the system and often the outer edges of the urban areas without significant development, even when compared against similar place types. Overall, the formula for success is not complicated: well-performing rail transit stations serve significant concentrations of housing, jobs, and other amenities in a walkable, equitable environment.

Achieving this success is not as simple as the formula might suggest, however, given the number of poor grades in the report. Some transit systems serve stations in areas where improved neighborhood development is not possible, such as due to proximity to airports and freeway interchanges. In some cases, it may not be appropriate to expect thriving neighborhoods to develop in these areas. They may already generate significant ridership due to their non-neighborhood destinations, or serving these areas may be a relatively low-cost option given the specific route of the rail line. In other cases, the station areas may be located in industrial or blighted areas, with little pedestrian access or incentive for private investment without massive public subsidies.

In such fundamentally limited station areas, perhaps the lesson for transit system officials is simply to avoid siting future rail stations there unless more development is feasible. It is no coincidence, for example, that some of the worst-performing station areas were located in freeway medians. While these routes represent relatively inexpensive options, due to the existing public rights-of-way and lack of neighbors to object to the routes, they may ultimately cost the systems significant ridership and therefore missed opportunities for revenue and new transit-oriented neighborhoods.

In some jurisdictions, wealthier areas have deliberately prevented growth around the station areas out of concern for impacts on traffic, parking, and other local concerns.<sup>18</sup> State leaders and transit officials should encourage these jurisdictions to allow new development to support the multi-billion dollar rail systems that serve and benefit those communities at regional taxpayers' expense.

As noted, certain transit systems perform better overall than others. San Francisco, for example, features the most successful station areas on a statewide basis, as do certain

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<sup>18</sup> For example, the Orinda BART station area scored poorly, with a corresponding lack of appropriate local land use policies.

parts of Los Angeles. Perhaps no coincidence, these areas were mostly built before the rise of the automobile, and they retain their walkable, compact character, which is well-suited to support rail investments. These areas do not necessarily feature “high-rise” development such as in commercial centers but rather a pedestrian-friendly mix of compact, multifamily developments with easy access to destinations and amenities. Other cities that wish to have successful rail transit systems should emulate these development patterns.

Since California already has invested billions of dollars in our existing rail transit systems, in sometimes less-than-optimal locations, how best can underperforming areas improve? In this section, we include recommendations drawn from research on best practices for facilitating transit-oriented development.<sup>19</sup>

Federal leaders could:

Ensure that federal money for rail transit is conditioned on supportive local land use policies for station-area development or is prioritized for areas that already contain significant concentrations of jobs and housing.

State leaders could:

Steer public investment, particularly for state facilities like courthouses, agency offices, and other uses, to underperforming rail station areas to jumpstart private investment.

Streamline environmental review and other permitting regulations for new development projects in the worst-performing station areas, in order to lower costs for new developments.

Condition state support for rail transit on local land use plans that promote more station-area development.

Develop state-supported financing programs for new development projects in underperforming areas, such as through infrastructure finance districts, “green bank” revolving loan funds, and tax increment financing.

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<sup>19</sup> For more information on these and other relevant recommendations, please read the CLEE/UCLA Law reports “Removing the Roadblocks,” “Plan for the Future,” “All Aboard,” “High Speed Foundation,” and “Moving Dollars.” They are available at: <https://www.law.berkeley.edu/centers/clee/research/climate-change-and-business-research-initiative/> (accessed August 13, 2015). See also Christopher Williams and Ethan Elkind, “Infill Planning Template: A Guide for How California Local Governments Can Plan for Downtown Growth,” CLEE, October 2014. Available at: [https://www.law.berkeley.edu/files/CLEE/Infill\\_Template\\_-\\_September\\_2014.pdf](https://www.law.berkeley.edu/files/CLEE/Infill_Template_-_September_2014.pdf) (accessed August 13, 2015).

Provide financial and technical support to local governments with under-performing station areas to help them plan for new development and the associated infrastructure upgrades.

Develop a permanent source of funding for affordable housing projects near transit and otherwise eliminate costs for these developments, such as by eliminating excessive parking requirements.

Local leaders could:

Remove restrictive local land use policies on station areas, such as height limits, bans on mixed-use development, and excessive parking requirements on new development projects in rail station areas.

Undertake specific or area plans for rail transit station areas to encourage new and appropriate development.

Improve walkability and bicycle access in rail transit station areas by shortening blocks and building safe pedestrian and bicycle infrastructure.

Transit agency leaders could:

Site new transit lines and stations in areas that are likely to be high-performing for ridership based on existing or planned land use patterns.

Condition new transit funds on local governments allowing or planning for adequate development around rail transit station areas.

Consider reducing or eliminating rail service to the worst-performing stations, barring significant improvement.

Consider improving rail transit service to high-performing areas to better serve the greatest number of riders.

Ultimately, policy makers should encourage new development around transit stations by lifting restrictions and investing in underperforming areas, locate new transit stations in places where robust neighborhoods can develop, and build more walkable, convenient neighborhoods that transit can eventually serve.



## VI. Next Steps

Land use changes often take years to implement. The simple process of construction, of course, can take at least a year or more for a mid-sized building. But the planning, code changes, and building designs can take even longer. New, thriving neighborhoods do not happen overnight in the United States. And many of these rail transit station areas have a substantial stock of existing buildings which will not change ownership or be torn down anytime soon. As a result, subject to the caveats noted in the methodology, the grades in this report will likely remain relatively constant for the near term.

However, as new data become available, we may update these grades to reflect the changes and encourage leaders to improve underperforming grades. We may change the weighting and indicators in light of new information, such as on new stations that have become operational since 2010. We may also expand the geographic range to other states or nationally to grade all of America's rail transit station areas, which could help broaden our understanding about what makes transit stations successful. It could also encourage more utilization of rail transit station areas across the country.

Ultimately, we hope that California's leaders in both the public and private sectors consider the lessons from these grades as they bring new neighborhoods into the fold of the state's rail transit network.

**VII. Appendix A: Grades and List of Full Scores (Attached)**

**VIII. Appendix B: Maps of Best and Worst Profiled Stations (Attached)**

**IX. Appendix C: List of Experts Consulted**

Matthew Baker, The Environmental Council of Sacramento  
Chris Calfee, Governor's Office of Planning and Research  
Robert Cervero, UC Berkeley Institute of Urban and Regional Development  
Judy Corbett, Local Government Commission (retired)  
Suzanne Hague, Strategic Growth Council  
Troy Hightower, Kern Council of Governments  
Curt Johansen, Terra Verde Ventures/Council of Infill Builders  
Christopher Jones, UC Berkeley  
Chris Lepe, TransForm  
Hannah Lindelof, BART  
Juan Matute, UCLA Luskin School of Public Affairs  
Jen McGraw, Center for Neighborhood Technology  
Colin Parent, Circulate San Diego  
Woodie Tescher, PlaceWorks  
Abigail Thorne-Lyman, BART  
Jeff Tumlin, Nelson\Nygaard Consulting  
Matthew Vander Sluis, Greenbelt Alliance  
Jerry Walters, Fehr & Peers  
Terry Watt, Planning Consultant  
Michael Woo, California State Polytechnic University, Pomona  
Jeff Wood, Natural Resources Defense Council

RESOLUTION NO. 16-02-\_\_\_\_\_

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

February 22, 2016

**DIRECTING THE GENERAL MANAGER/CEO AND STAFF TO TAKE ALL ACTIONS NECESSARY TO PURSUE PERMANENT CLOSURE OF THE ST. ROSE OF LIMA PARK (7<sup>TH</sup> & K) STATION, INCLUDING A CALIFORNIA ENVIRONMENTAL QUALITY ANALYSIS REVIEW**

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the General Manager/CEO is hereby directed to take all necessary steps to close and demolish the 7<sup>th</sup> & K light rail station, including a California Environmental Quality Analysis.

\_\_\_\_\_  
JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary