

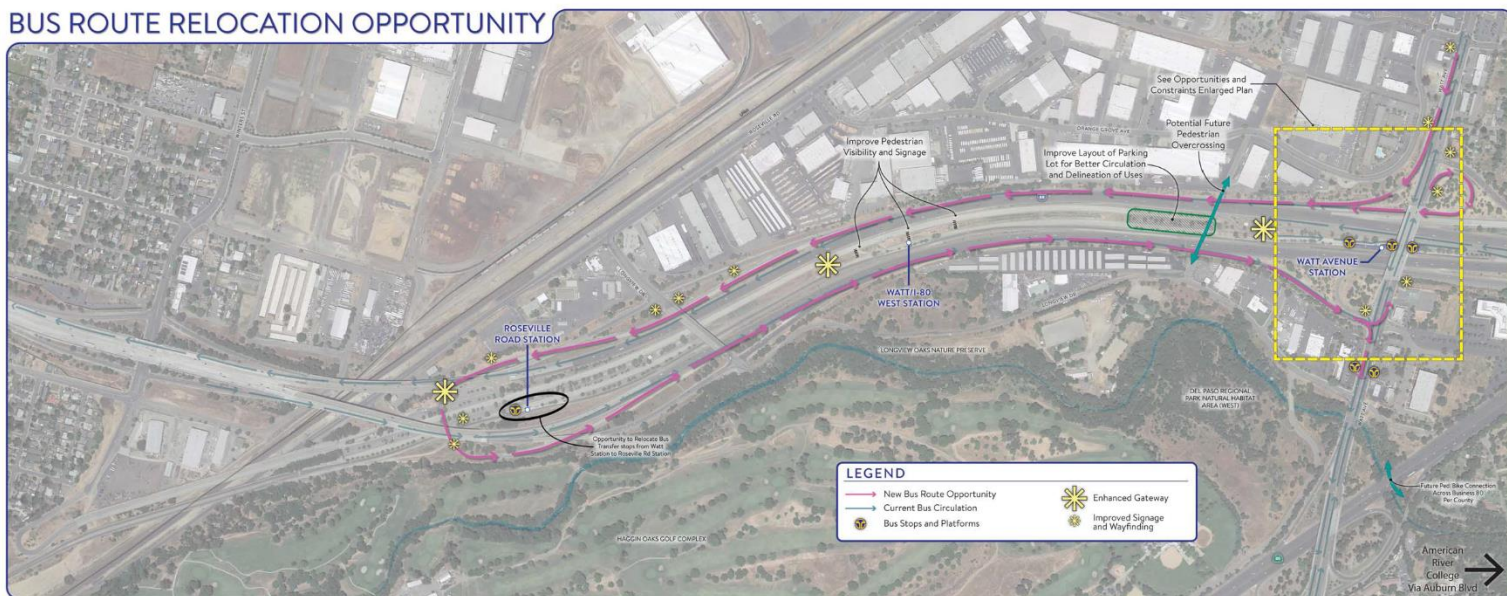
November 29th Public Workshop Notes

Updated as of 12/11/17 - These notes will be updated with comments received through the virtual public workshop through the end of December.

A public workshop for the Re-Imagine Watt/I-80 project was held on Wednesday, November 29th from 5:30 - 7:00 pm at the North Highlands Community Center. Approximately 17 people attended, representing riders, North Highlands and Foothill Farms residents, business community representatives, transit advocates, American River College students, Sacramento County Department of Transportation, SacRT staff, WALKSacramento staff, and consulting team staff. The workshop was held in an open-house style format with boards around the room to showcase concepts and opportunities for improvement, including station enhancements and bus route relocation. A presentation was provided to share the information that we've heard so far through stakeholder interviews and other outreach. The presentation and materials can be found online [here](#).

A key goal of the workshop was to explore conceptual opportunities to improve existing conditions and transit access based on priorities and issues identified through previous community input. The two opportunities include bus route relocation and station improvements, illustrated below. Existing conditions and circulation patterns were exhibited to provide context on challenges with current access to the Transit Center.

BUS ROUTE RELOCATION OPPORTUNITY



RE-IMAGINE WATT/I-80

Bus Route Relocation

A proposed bus route relocation opportunity was explored for potential improvements to the current circulation. The proposed circulation would reroute bus routes to the Roseville Road station instead of the current bus stops along Watt Avenue.

Some riders and transit advocates were interested in this option due to the appeal of same-level transfers and safety.



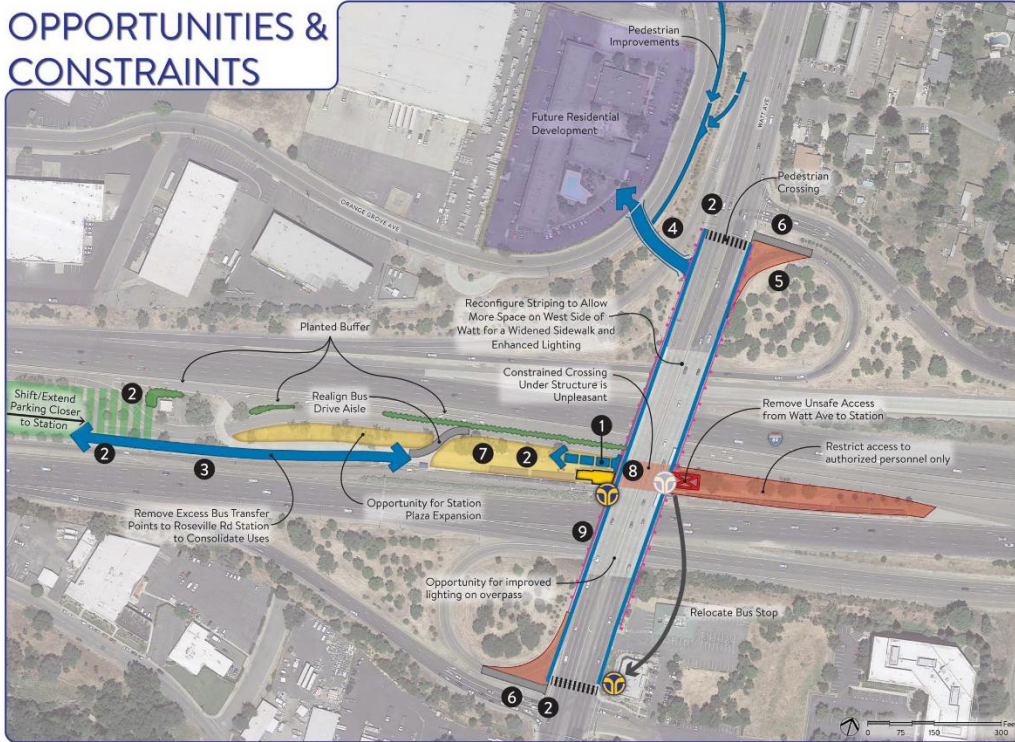
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Other riders and ARC students indicated that rerouting service would have a substantial negative impact on their trip.



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Opportunities and Constraints (Improvements to Current Station)



RE-IMAGINE WATT/I-80



OPPORTUNITIES & CONSTRAINTS

<p>1</p> <p>Opportunity for New Stairs & Elevator for Single Point of Access to RT Light Rail Station from Watt. Access to station no longer requires crossing under structure.</p>	<p>4</p> <p>Pedestrian Bridge Opportunity for Direct Connection to Watt Ave. for direct connection between Watt Ave and future housing development site.</p>	<p>8</p> <p>Opportunity for enhanced pick-up/drop-off amenities on Watt Overcrossing for Kiss & Ride, TNCs (Uber, Lyft, etc.), and future Autonomous Vehicles</p>
<p>2</p> <p>Enhanced Signage and Wayfinding</p>	<p>5</p> <p>Relocate and enhance bus stops</p>	<p>9</p> <p>Enhanced Protective Railing</p>
<p>3</p> <p>Opportunity for Enhanced Pedestrian Path from Parking to Light Rail Station</p>	<p>6</p> <p>Square-up Ramps to Improve Pedestrian & ADA Path of Travel</p>	<p>7</p> <p>Plaza Opportunity with Structural enhancements, Increased Lighting and Avoidance Space</p>

RE-IMAGINE WATT/I-80





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The opportunities and constraints demonstrates many visual improvements that could be made to the Transit Center based on issues and priorities identified by participants in previous community outreach efforts. The opportunities identified address high concern of personal safety, beautification, and improved pedestrian and bike access.

Station enhancements such as safety, maintenance (cleaning), amenities, and access improvements were highlighted as an opportunity to increase ridership by making the Transit Center safer and more comfortable to use. Transit access and ease of transfers were reiterated as key priorities. In addition to the opportunities identified above, participants demonstrated interest in gatekeeping or restricting access to the Light Rail platform to ticket holders only and creating a same-level transfer between bus stops on Watt Avenue and the Light Rail platform.

Other Opportunities to Improve Transit Access

There was a discussion of general service needs as well, including bus service to Antelope, commercial sites on Madison, low-income housing on Cottage, and increasing the headway of route 84 to 30 minutes with service on Sundays.