Attachment 1

Re-imagine Watt/I-80 Transit Center Master Plan

Prepared by WALKSacramento for
Sacramento Regional Transit

March 30, 2018

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1. INTRODUCTION

Over the past six months, Sacramento Regional Transit (SacRT) conducted an intensive public engagement and planning process to identify transit access solutions for the Watt/I-80 Transit Center. The Transit Center, located within Sacramento County, is a major transit hub that provides bus and light rail access to the north east portion of the County. The several-month process engaged a variety of stakeholders including riders, advocates, major employers, health and human service centers, and the Los Rios Community College system. This report summarizes in detail the community-based planning process, key demographic, usage, and health data, and input received on concepts developed as part of this planning effort.

1.1 PURPOSE AND INTENT

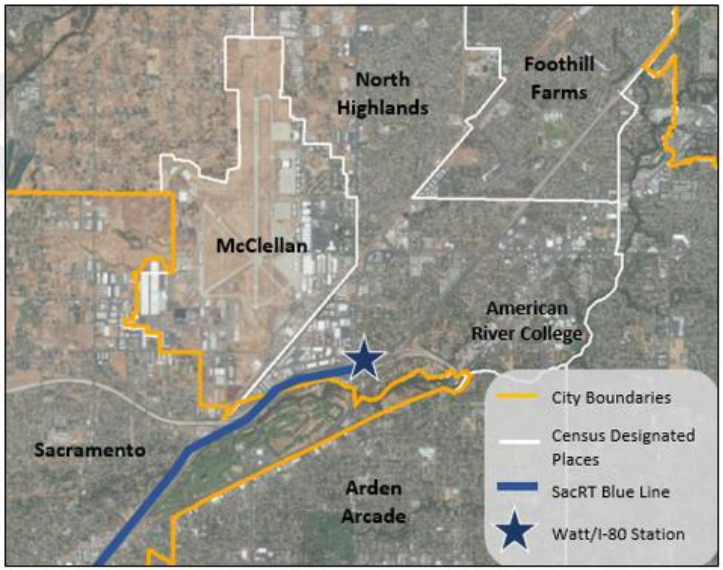
The Watt/I-80 Transit Center Master Plan is intended to guide improvements to transit access and safety at the SacRT Watt/I-80 Transit Center in an effort to increase transit ridership along the Interstate 80 corridor. This transit center master plan has been crafted from the input of riders, community members, business representatives, and agency staff and is guided by the goals and priorities that they have established for this project.

The planning process acknowledged the Transit Center's importance as a regional hub for intermodal connections across multiple counties and jurisdictions, as well as the significant challenges that currently impact riders and create barriers to accessibility. This plan aims to address these barriers by identifying and evaluating opportunities for improvement at and around the Transit Center.

1.2 LOCAL AND REGIONAL CONTEXT

The Watt/I-80 Transit Center is the busiest bus-to-rail transfer center in the SacRT System[1]. Watt/I-80 is a multi-story facility located within the median of Interstate 80 and on the Watt Avenue overpass. The Transit Center provides regional connections between north-eastern Sacramento County, Placer County, and the City of Sacramento. Watt/I-80 is located in North Highlands and proximate to the community of Arden Arcade, both Census-Designated Places within Sacramento County. The site area is composed of approximately six acres of land between the eastbound and westbound directions of the Interstate 80 freeway.

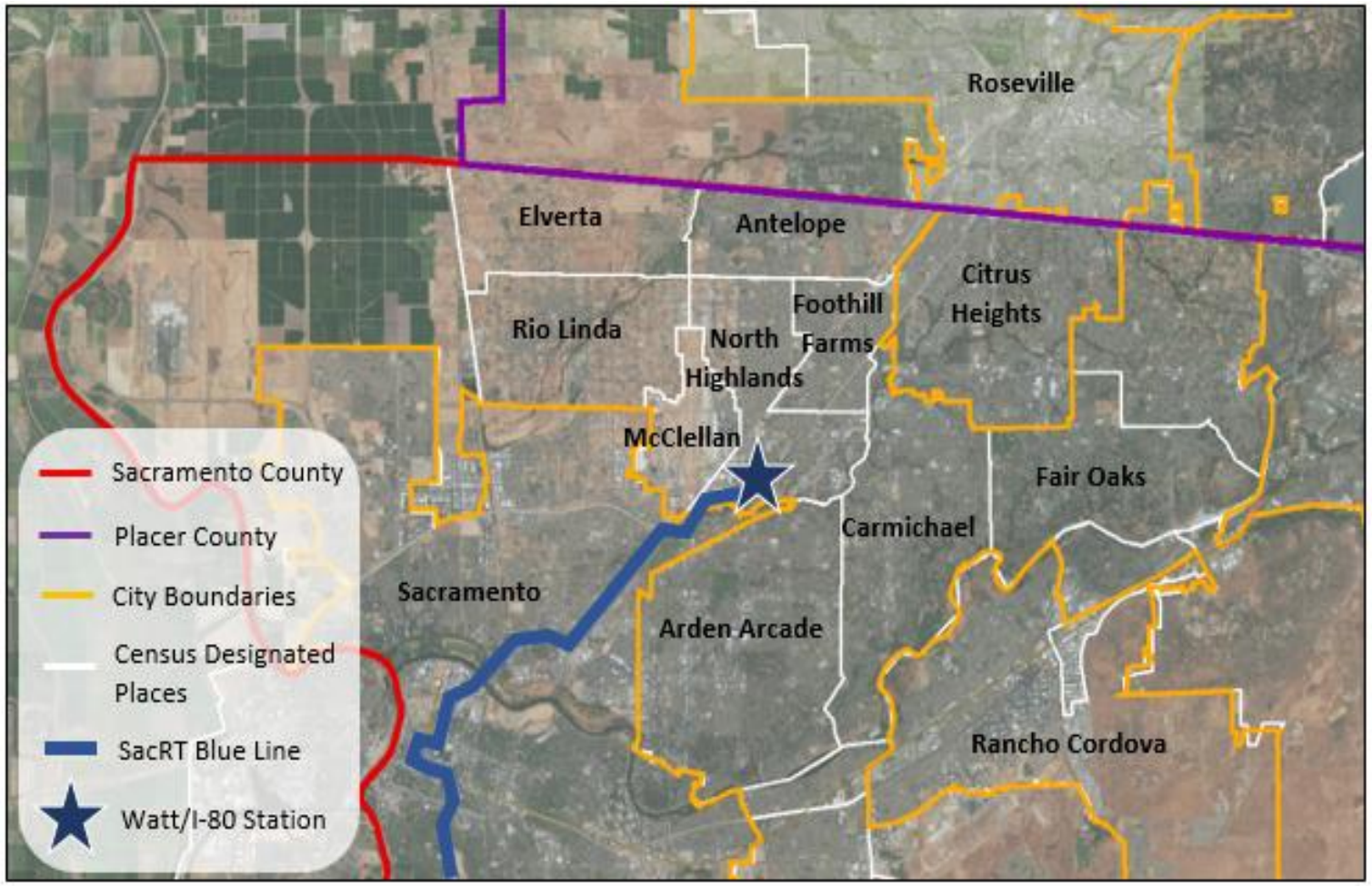
Figure 1: Local Context



The Watt/I-80 Transit Center is located in North Highlands and provides access to McClellan, American River College, Arden Arcade, and downtown Sacramento.

[1] The Watt/I-80 Transit Center has approximately 3,500 total bus and light rail riders per day. Source: Sacramento Regional Transit.

Figure 2: Regional Context



The Watt/I-80 Transit Center is regionally significant, providing connections between downtown Sacramento and northeastern Sacramento County, Placer County, and beyond.

Watt Avenue

Watt Avenue is a regionally significant north-south arterial in Sacramento County that serves as a connector to the I-80, Business 80, and US 50 freeways. Locally, the Watt Avenue corridor faces many issues including human trafficking, homelessness, gang-related crime, and historic disinvestment despite efforts on behalf of the County to revitalize over the last few decades. As a natural gathering place, many of the current issues facing Watt Avenue concentrate at Watt/I-80, further degrading safe, comfortable transit access.

Watt Avenue north of the Transit Center in North Highlands.

1.3 EXISTING LAND USE AND DEVELOPMENT TRENDS

The areas in the vicinity of the Transit Center represent a variety of land uses, including commercial, light industrial, low-to-medium density residential, and recreational open space.

Figure 3: Destinations Around the Transit Center

The Watt/I-80 Transit Center is proximate to the McClellan Business Park, American River College, outdoor recreational parks, and other commercial and residential areas.

North of I-80

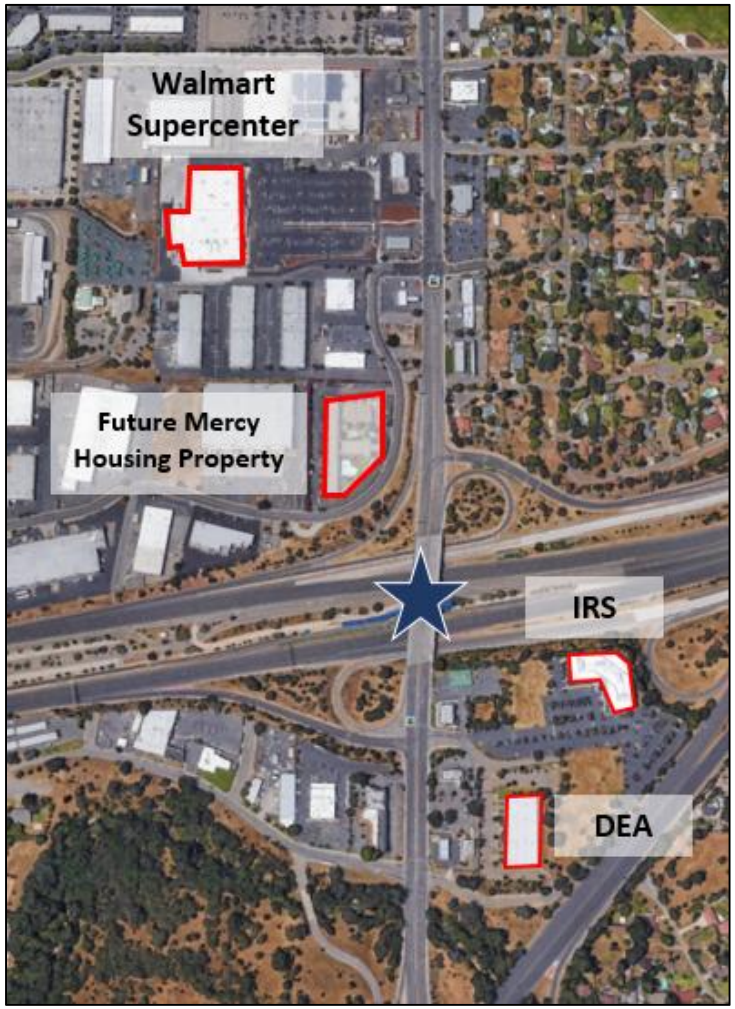
Areas to the north of the Transit Center include a mix of commercial and industrial businesses along the Watt Avenue corridor surrounded by low-to-medium density residential in North Highlands. The McClellan Business Park is a major commercial and industrial district within the footprint of the former McClellan Air Force Base and employs approximately 15,000 workers across 230 businesses, including a conference center, airport, State and Federal agencies, AmeriCorp, the Twin Rivers Unified School District, and an

active K-8 charter school. A Walmart supercenter is located within a quarter-mile of the Transit Center and is both a major employer and shopping destination. Several services are located north along Watt Avenue as well, including Planned Parenthood, a Twin Rivers USD Adult School, and the Sacramento County Department of Human Assistance which handles approximately 200,000 yearly cases of CalFresh, CalWORKS, Medi-Cal, employment training, and homeless services. Redevelopment plans are slated for the northwest corner of Watt Avenue and I-80 to renovate an existing motel into an affordable housing transit-oriented housing development.

South of I-80

Directly south of the Transit Center within the southern portion of North Highlands is a mix of recreational and commercial uses, including Del Paso Regional Park, a golf and sporting complex, a trade school, and federal offices for the Internal Revenue Service and Drug Enforcement Administration. American River College is approximately three miles to the east of the Transit Center and is a major destination for transit riders on the Blue Line and several of the bus routes serving Watt/I-80. Further south is the community of Arden Arcade, which includes a mix of commercial and low-to-medium density residential, as well as the Powerhouse Science Center and a children's receiving home. Arden Arcade is a less transit dependent community, and is approximately equidistant between the Watt/I-80 Transit Center and the Watt and Manlove Transit Center serving the Gold Line.

Figure 4: Key Destinations Within 1/4 Mile

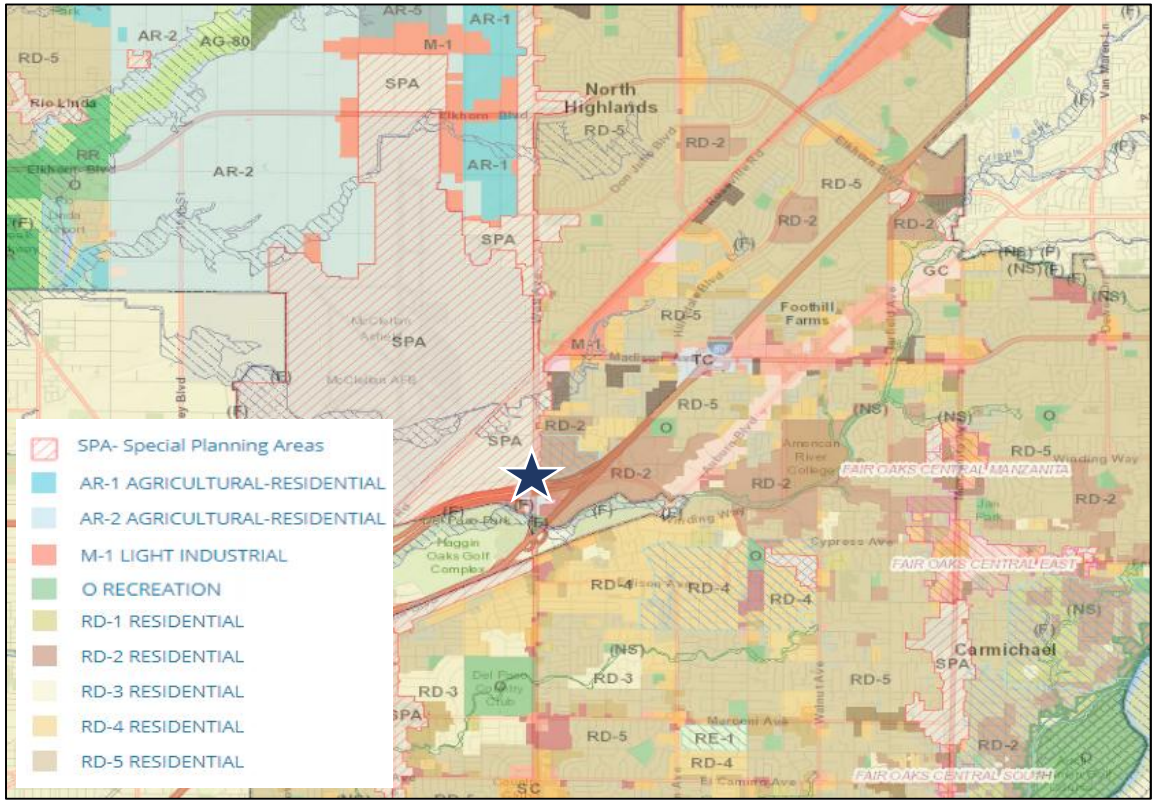


Several major employers and commercial centers are located within a quarter mile of the Transit Center. A future multifamily residential property will be developed near the Transit Center as well.

Figure 5 shows land uses proximate to the Transit Center.[2]

In addition to existing uses, Watt Avenue and North Highlands are experiencing housing and economic development growth. Mercy Housing has acquired the Courtyard Inn property on Orange Grove Avenue and is planning to redevelop the site as an affordable housing development. The nearby McClellan Business Park currently employs approximately 15,000 people, but is expected to reach up to 35,000 at full capacity. The Sacramento County General Plan and North Watt Avenue Corridor Plan described in Section 1.4 identify Watt Avenue as a mixed use corridor and site for future Transit Oriented Development (TOD). Of course, TOD is incumbent on the presence of robust transit service. Figure 6 shows future land use designations in the vicinity of the Transit Center from the Sacramento County General Plan.[3]

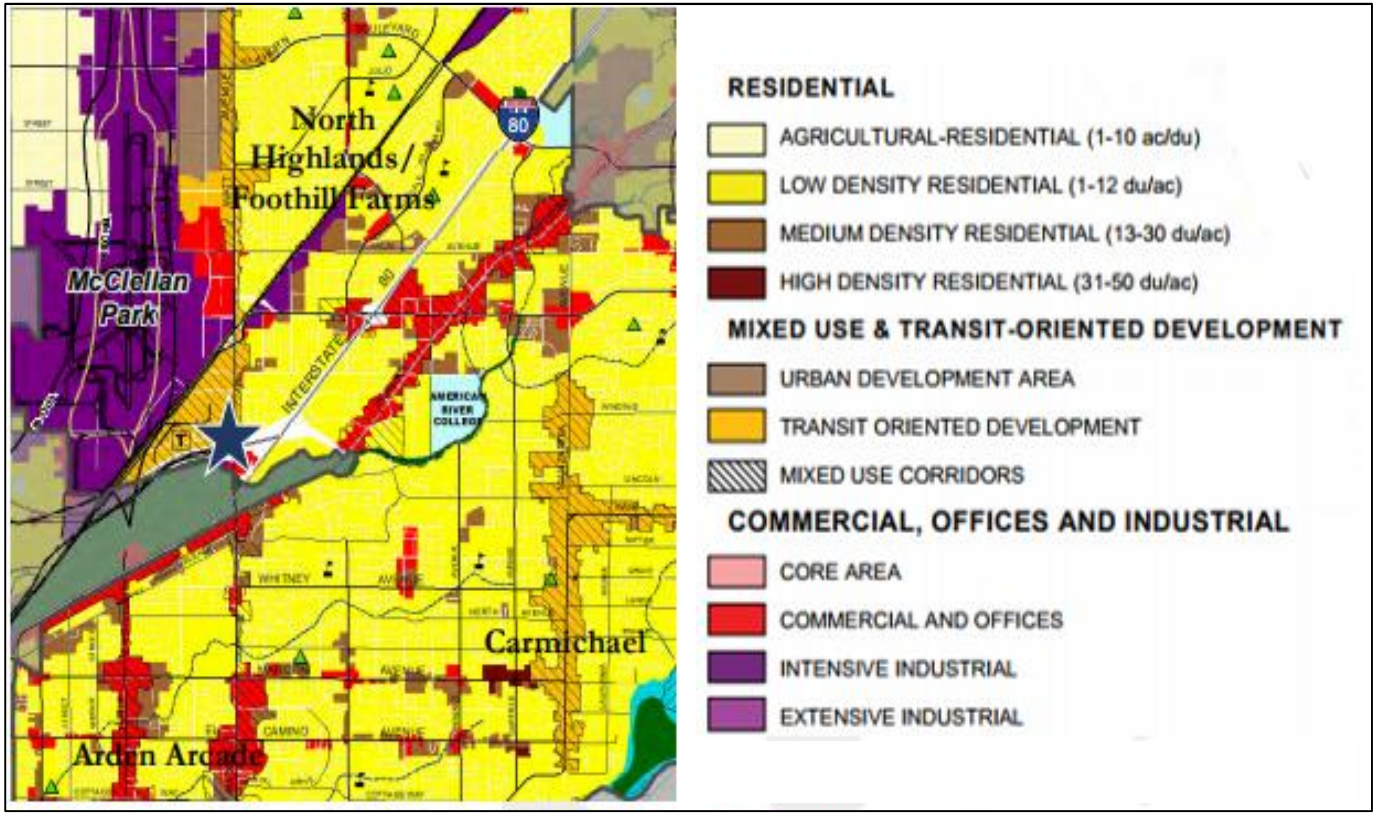
Figure 5: Existing Land Use



Existing land uses surrounding the Watt/I-80 Transit Center include industrial, commercial, and low to medium density residential.

[2] "General Map Viewer." *Sacramento County Planning and Environmental Review*, 2018, generalmap.gis.saccounty.net/JSViewer/county_portal.html#. Accessed February 16, 2018.
[3] "General Plan Land Use Map." *Sacramento County Planning and Environmental Review*, www.per.saccounty.net/Documents/Maps/GPLU_2030_UPDATED_FINAL_120613_sm.pdf, November 9, 2011. Accessed February 16, 2018.

Figure 6: Future Land Uses



The Sacramento County General Plan identifies future land uses surrounding the Watt/I-80 Transit Center, including Transit Oriented Development directly adjacent to the Transit Center, industrial uses, and a mix of commercial and residential.

Local Development

Within the last two years, the Watt Corridor proximate to the Transit Center has begun to revitalize with the formation of a new Property Business Improvement District, the construction of a new Walmart Supercenter, the purchasing and subsequent closing of the nearby Courtyard Inn motel with plans to develop affordable housing, and several other smaller developments.

Watt Avenue Partnership

The Watt Avenue Partnership, Sacramento County's first Property and Business Improvement District (PBID) in almost 16 years was formed in January 2016. Since starting services, crime within the PBID's boundaries has decreased by 25%. The PBID includes properties in the area between Watt Avenue, Roseville Road and Interstate 80. Property owners (including SacRT) in the proposed district recently cast ballots in favor of forming the PBID. A coalition of businesses in the area requested its formation. Their goal is to increase occupancy, property values and sales, and attract new tenants. Funds generated by the PBID will be used for increased security, image enhancement, maintenance and abatement, and capital improvements.

The Courtyard Inn (3425 Orange Grove Avenue), located a quarter mile from the Transit Center, will be redeveloped into an affordable housing complex.

Mercy Housing

In 2016, Mercy Housing, a non-profit developer, purchased the Courtyard Inn at 3425 Orange Grove Avenue, less than 1000 feet from the Transit Center. Mercy Housing is working to develop a 92-unit affordable housing complex on the site and is currently pursuing grant money from the State to fund the transit oriented development. The site is located within a quarter mile of the Transit Center and a 10-minute walk away, making for an ideal TOD. The property will cater to highly transit dependent low-income earners. If successful in securing funding, construction may begin as early as December 2018. Subsequent to closing the current Courtyard Inn in February 2018, security personnel in the area have reported a significant reduction in service calls and crime generally. As described by Mercy Housing and the Watt Avenue PBID, this projects represents how revitalization in the area can support safer transit access and vice versa.

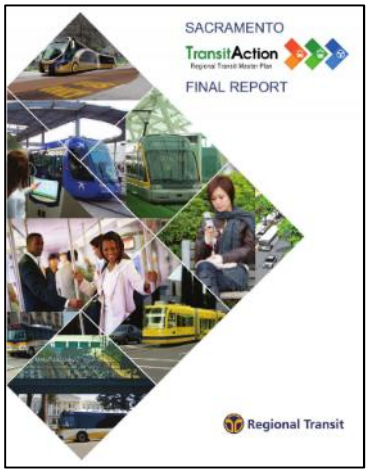
Nearby Development

In 2017, Walmart opened a new Supercenter at 4675 Watt Avenue. The store employs over 100 workers and serves customers from throughout the area, many of whom access the site by transit. In addition to the Walmart and Mercy Housing developments, smaller projects including construction of a new Del Taco have brought additional resources and visitors to the area.

1.4 LOCAL AND REGIONAL PLANNING CONTEXT

This section identifies ongoing or completed planning studies and initiatives considered as part of the Watt/I-80 planning process. Several of these plans rely on or plan for robust transit service along Watt Avenue.

SacRT Planning Policies and Guidelines



TransitAction Plan[4]

The 2009 TransitAction Plan provides long-range planning guidance for the SacRT system. The goals of the TransitAction Plan are to provide a safe, secure, accessible, and cost-efficient transportation system that is linked to transit-oriented land use policies, reduces environmental impact, and supports the economy. In order to achieve this vision, the TransitAction Plan plans for a future extension of the Blue Line to American River College, Citrus Heights, and Roseville as well as implementation of a "hi-bus" network that includes Watt Avenue as a target for high frequency, high speed, and high capacity bus routes.

TransitRenewal[5]

TransitRenewal is a planning document that provides recommendations for service implementation based on market analysis, economic feasibility, and public outreach. The 2012 report proposed increased bus frequencies to 15-minute service, extending late night service, and increasing weekend frequencies on Watt Avenue.

Route Optimization Study[6]

In February, SacRT kicked off a Route Optimization Study (ROS). The goal of the ROS is to explore and assess wholesale changes to the transit system to increase ridership, improve schedules and reliability, and understand changes in local and regional travel patterns. Should bus service be extended to Orange Grove Avenue? Is additional service needed to serve American River College or McClellan Business Park? Are more frequencies needed on Watt Avenue and on which routes? The ROS team will use public input and data from this study to help inform its analysis for system wide improvements. By conducting a comprehensive system analysis, the ROS will identify service improvements in the Watt/I-80 study area.

[4] "TransitAction Regional Master Plan." *Sacramento Regional Transit*, August 10, 2009, www.sacrt.com/aboutrt/documents/TransitAction%20Plan%20Final%20Report.pdf.

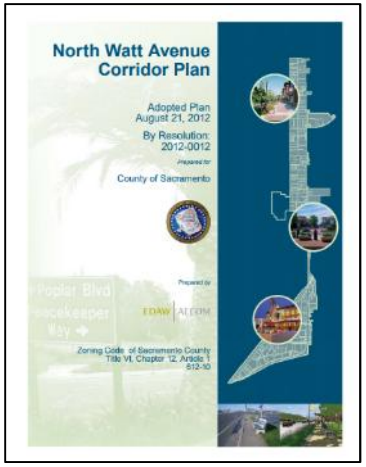
[5] "TransitRenewal 2012-2017." *Sacramento Regional Transit*, May 2012, www.sacrt.com/aboutrt/documents/TransitRenewal%20Report_5-12.pdf.

[6] "Route Optimization Study Flyer." *Sacramento Regional Transit Planning and Construction*, 2018, www.sacrt.com/routeoptimization/SacRT%20ROS%20Flyer%20.pdf.

Sacramento County Plans

Sacramento County General Plan

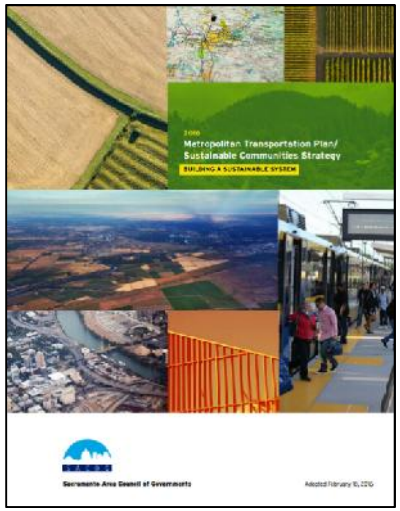
The County is currently in the process of updating its General Plan and incorporating a new Environmental Justice element as mandated by Senate Bill 1000[7]. The goal of the Environmental Justice element is to identify disadvantaged communities within the County's jurisdiction, provide objectives and policies to reduce health risks in those and promote civil engagement in the public decision making process. The element will include several focus areas including access to physical activity. North Highlands is identified as a priority environmental justice community within the County's environmental justice planning process. The last update of the General Plan incorporated results from the County's North Watt Avenue Corridor Plan.



North Watt Avenue Corridor Plan[8]

The North Watt Avenue Corridor Plan (NWACP), developed by Sacramento County and adopted in 2012, provides a comprehensive planning strategy to promote high-quality infill growth, transportation choices, and infrastructure improvements for the North Watt corridor area. The NWACP establishes a policy framework to guide the transition of the North Watt corridor area from an auto-oriented commercial district serving a former military base to a series of urban villages integrated within the North Highlands community. The NWACP identifies transit and bus service as a guiding principle to relieve congestion and accommodate future TOD, and also outlines bike and pedestrian streetscape improvements to support access to the Watt/I-80 station.

Other Local and Regional Transportation Plans



MTP/SCS and City/County Bicycle Master Plans

The Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)[9], the Sacramento County Bicycle Master Plan[10], and the City of Sacramento Bicycle Master Plan[11] identify future planned transportation improvements in the vicinity of the Transit Center.

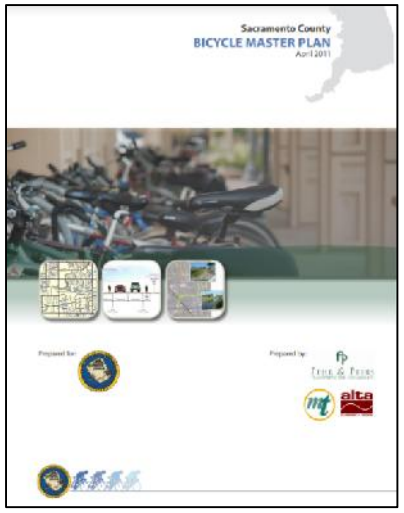
[7] "Creating an Equitable Sacramento County." *Sacramento County Planning and Environmental Review*, 2018, www.per.saccounty.net/PlansandProjectsIn-Progress/Pages/Environmental-Justice-Element.aspx. Accessed February 16, 2018.

[8] "North Watt Corridor Plan." *Sacramento County Planning and Environmental Review*, August 21, 2012, www.per.saccounty.net/LandUseRegulationDocuments/Pages/NorthWattCorridorPlan.aspx.

[9] "Metropolitan Transportation Plan/Sustainable Communities Strategy." *Sacramento Area Council of Governments*, 2016, www.sacog.org/sites/main/files/file-attachments/mtpscs_complete.pdf.

[10] "Sacramento County Bicycle Master Plan." *Sacramento County Department of Transportation*, April 2011, www.sacdot.com/Documents/A%20to%20Z%20Folder/Bikeways/AdoptedSacCountyBMP_04.27.11.pdf.

[11] "City of Sacramento Bicycle Master Plan." *City of Sacramento*, August 16, 2016, www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Bicycle-Master-Plan/Sacramento-2016-Bicycle-Master-Plan.pdf?la=en.

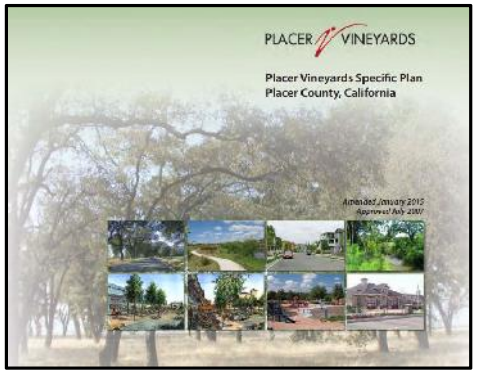


An extensive network of on- and off-street bicycle facilities is planned on both sides of Interstate 80. The Sacramento County Bicycle Master Plan also identifies a 'new crossing area' over I-80 west of the Watt Avenue overcrossing providing access to the McClellan Business Park area.

SACOG CivicLab[12]

Another regional planning effort currently underway is SACOG's CivicLab initiative, through which SacRT has partnered with the County and other local jurisdictions to look at innovative transportation solutions to address the first-mile/last-mile connection to transit. The stations along the I-80 corridor are targets for this program and a pilot project is scheduled for later this year.

Placer Vineyards Specific Plan[13]



Placer County has approved the Placer Vineyards Specific Plan at the northern end of Watt Avenue, which includes a new Bus Rapid Transit line that is planned to connect to the Watt/I-80 light rail station.

Caltrans[14]

Caltrans' planned transportation improvements include new bus/carpool lanes on Capital City Freeway west of Watt Avenue.

Figure 7 illustrates the planned transportation improvements identified in each document within the vicinity of the Transit Center.[15]

[12] "CivicLab." *Sacramento Area Council of Governments*, August 17, 2017, www.sacog.org/civic-lab-0.

[13] "Placer Vineyards." *Placer County Planning Services Division*, January 6, 2015, www.placer.ca.gov/departments/communitydevelopment/planning/pvineyards.

[14] "CapCity Corridor." Caltrans, 2017, www.dot.ca.gov/d3/capcitycorridor/. Accessed February 16, 2018.

[15] Behrens, Greg. "Watt/I-80 Transit Center Master Plan – Existing Access and Circulation." *Fehr & Peers*, February 12, 2018.

Figure 7: Planned Future Transportation Improvements

Future transportation improvements in the vicinity of the Transit Center include bicycle infrastructure, carpool lanes, and Hi-Bus routes.

1.5 COMMUNITY PLANNING PROCESS

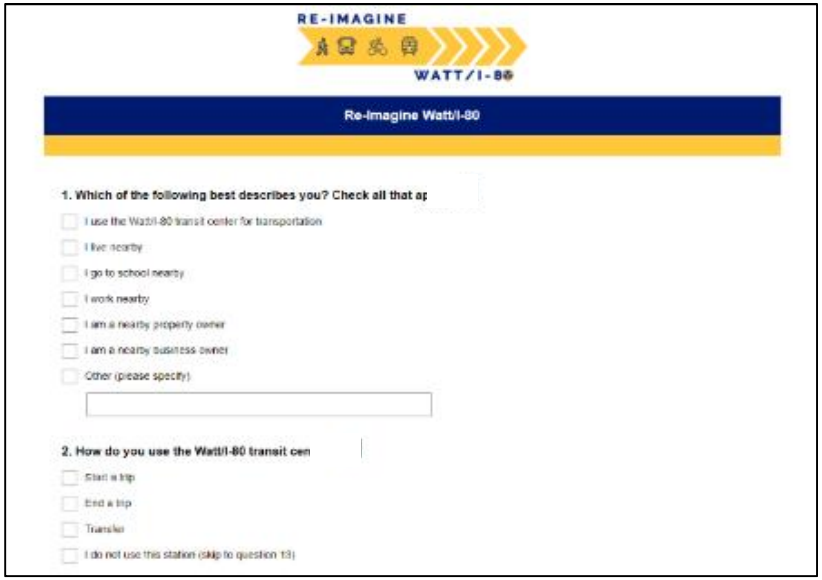
This section describes the community planning process undertaken for developing the Watt/I-80 Transit Center Master Plan. The process engaged a diverse population of stakeholders in identifying current challenges, assessing opportunities for improvement, and vetting recommendations and alternatives to ensure that they meet community-identified priorities. In addition to this outreach, staff provided periodic projects updates to the SacRT Board. The comprehensive Outreach Report in Attachment A provides more details on the outreach effort, notes from each public event, and an analysis of input received throughout the process.

Figure 8: Watt/I-80 Master Plan Community Planning Process

Rider Surveys

An online survey was available on the project website and distributed to riders from the period of October, 2017 through December, 2017. The goal of the survey was to better analyze ridership patterns and trip data (type of trip, origination and destinations, trip lengths, etc.), current issues at the Transit Center, and goals for improvement. A total of 245 responses were collected throughout the survey duration.

In addition to the online survey, intercept surveys were conducted through pop-up charrette-style events at the Transit Center and at American River College. Over 170 people were engaged at these events. Intercept surveys were critical in capturing rider input directly from those who may not have heard about the project, had access to the website, or had the time to attend project events.



An online survey collected information about issues and priorities for improvements.

Stakeholder Interviews and Focus Groups

Stakeholder focus group interviews and presentations were conducted in order to gain more in-depth insights on current issues and opportunities for the Watt/I-80 Transit Center. A stakeholder interview approach was used as a more equitable and less time-intensive engagement approach in lieu of standing stakeholder committee meetings. While certain key stakeholders were identified at the outset of the planning process, all interested members of the public were encouraged to participate in a stakeholder interview. Stakeholders included individual riders, North Highlands and Arden Arcade residents, business owners, students, transit advocates, and other public agency staff. Individuals and organizations were chosen as a result of their understanding of current issues, proximity to the Transit Center, and/or potential to be impacted by changes to transit access along Watt Avenue. A list of stakeholders and a summary of their interviews can be found in Attachment B (Stakeholder Profiles and Focus Groups). Additionally, several stakeholders and advocacy organizations submitted formal letters to the SacRT Board and project team. Letters can be found in Attachment B as well.

Transit advocates and community stakeholders join the project team for a walk audit at the Transit Center to discuss concerns and existing conditions.

Community Workshops

Three community workshops were held in the fall of 2017 and early 2018 to cultivate a vision for the project, identify priority areas, assess initial concepts, and review alternatives.

Visioning Meeting

A Visioning Meeting publicly kicked off the project on October 24th, 2017. The meeting served to share information about the project, identify challenges, and develop an understanding of high level priorities for station enhancements. The meeting was well attended by riders, advocates, the business community, local residents, and other stakeholders. The priorities identified through the Visioning Meeting helped guide the subsequent outreach conducted and the concepts developed.

Public Workshop

An in-person Public Workshop was held on November 29th, 2017 to explore opportunities for improving existing conditions and transit access. The two concepts included an option for relocating the Transit Center or making significant station improvements to the current facility. Exhibits detailing existing conditions and current circulation patterns provided context and helped clarify the kinds of improvements possible both at the station and as part of a service reroute concept. A Virtual Public Workshop with the same information was also available on the project website through early January for additional public comment.

Participants attend the first public Visioning Meeting to share goals and priorities.

Participants at the Public Workshop review initial concepts.

Public Open House

On January 10th, 2018, the project team held a Public Open House to present more refined concepts for station improvements and potential station closure. The public was presented with a detailed analyses of the potential impacts to riders for each concept. The Open House was an opportunity for riders and stakeholders to provide input on the concepts that would be incorporated into final recommendations. A Virtual Public Open House was available on the project website through early February for additional public comment.

Transit Center and Watt Avenue Walk Audits

Walk audits are community assessments where community members and agency staff join project team members in identifying current active transportation barriers and opportunities for improvement. Walk audits were held on October 28th, 2017 and December 2nd, 2017. Both walk audits began with an assessment of the Transit Center and transfer connections, followed by an assessment of access to the Transit Center along Watt Avenue. The route for the October walk audit went south on Watt Avenue to Longview Drive and back, and the route for the December walk audit went north to Orange Grove Avenue/Margaret Way and back.

Participants at the Public Open House share feedback on station enhancement and bus reroute concepts.

Walk audit participants examine conditions at the Transit Center and along Watt Avenue.

Community Stakeholders

The project engaged the following key stakeholder groups throughout the project period:

Current Bus and Light Rail Riders

Everyday riders are well-informed of the current barriers to transit and opportunities to enhance access. The engagement process sought specifically to engage riders with mobility impairments given the unique multimodal access challenges at Watt/I-80. Additionally, riders will also be the most impacted by the outcome of this project.

Riders waiting for light rail at the lower platform.

Public Agencies

Several public agencies were engaged throughout this process in order to develop an analysis of existing conditions, opportunities and constraints, and potential impacts. Public agencies included the Sacramento County Department of Transportation (DOT), The Sacramento County Department of Health and Human Services, the Sacramento County Department of Human Assistance, Caltrans, and Placer County Transit. The project team worked closely with the County Department of Transportation and Caltrans to vet concepts for improvement and ensure conformity with standards and guidelines.

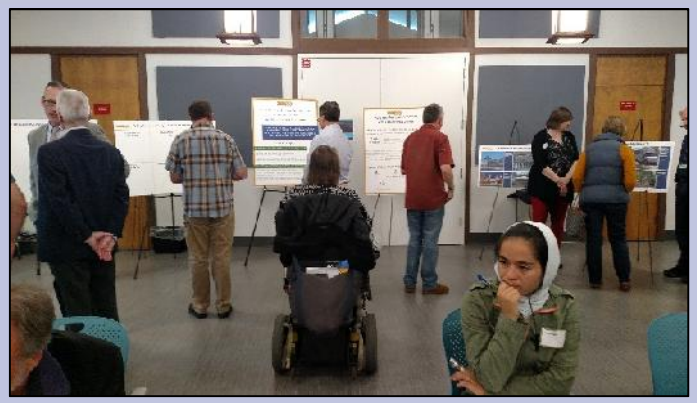
Business and Development Community

Business districts both north and south on Watt Avenue provided insights as to how the Transit Center currently impacts local businesses and how it might impact economic development in the future. The project team engaged the Watt Avenue Partnership, the McClellan Business Park and Transportation Management Association, the Greater Arden Chamber of Commerce, and the Fulton Avenue Partnership. This project also engaged Mercy Housing, a non-profit developer with property slated for redevelopment within the project study area.

North Highlands and Arden Arcade Community Members, Neighborhood Associations, and Community Service Organizations

Neighboring community members and community service represent transit dependent residents, students, and nearby residents who currently access transit at Watt/I-80 or could become future riders. Community associations are also key stakeholders given their involvement in addressing similar challenges throughout the North Highlands and Arden communities.

Community members participate in a walk audit of the Transit Center and north along Watt Avenue.



Transit advocates and riders participate in the Visioning Meeting to share ideas for improving access.

Transit Advocates

The Sacramento region has several transit advocacy organizations or councils that seek to improve transit access for users of all ages, abilities, and income levels. In particular, many of the transit advocacy organizations represent the needs of the ADA community. This project engaged members of the Sacramento Transit Riders Union, RiderShip for the Masses, the SacRT Mobility Advisory Council, the Sacramento Transit Advocates and Riders (STAR), and others.

American River College Students, Faculty, and Staff

American River College (ARC) is located approximately three miles east of the Transit Center. ARC has one of the largest student populations in Sacramento and is a heavily transit dependent campus, with nearly 6,000 students (20% of total enrollment) using universal transit passes. Approximately 200 students per day take Bus Route 1 from the Transit Center to campus. Due to this level of transit usage, class schedules are often developed around transit schedules. ARC students, faculty, and staff provided perspectives on existing conditions at the Transit Center, the impacts of changes to transit access, and the importance of considering access to education as a priority.

ARC students boarding Bus Route 1. Photo Source: American River Current.

Stakeholder Analytics

The following charts summarize the types of stakeholders engaged through this project. Approximately 50% of stakeholders engaged were commute or student riders. 10% do not use the Transit Center but either live, work, or own a business or property nearby and therefore are potential riders or are invested in improving the Transit Center as a means of revitalizing the community. 15% are either members of transit advocacy groups or community based organizations who may not use the Transit Center themselves, but represent users and nearby residents. 20% did not indicate whether or not they use the Transit Center, but are assumed to include riders and nearby residents who have a vested interest in the project. The Outreach Report in Attachment A provides more analysis and results of this study's public participation effort.

Figure 9: Stakeholder Engagement by Event

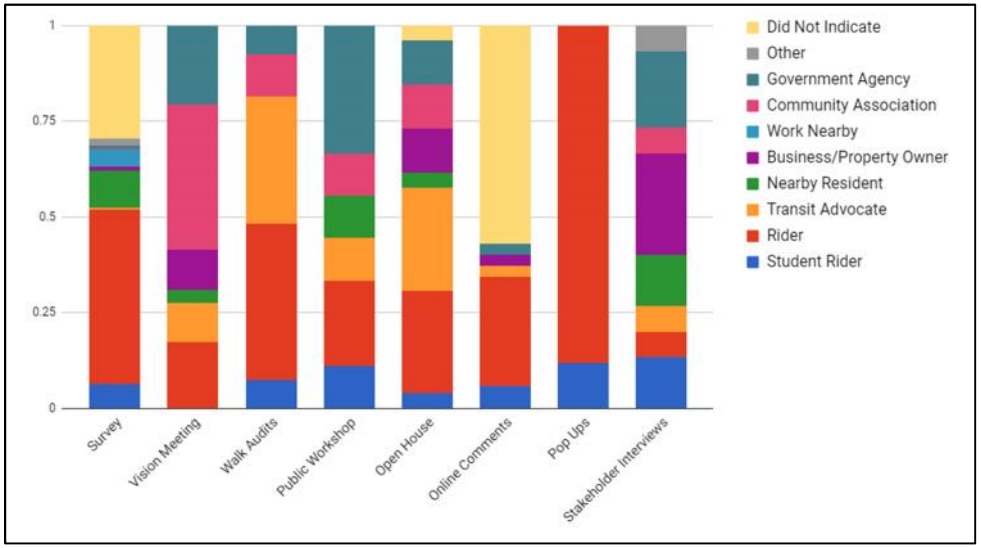
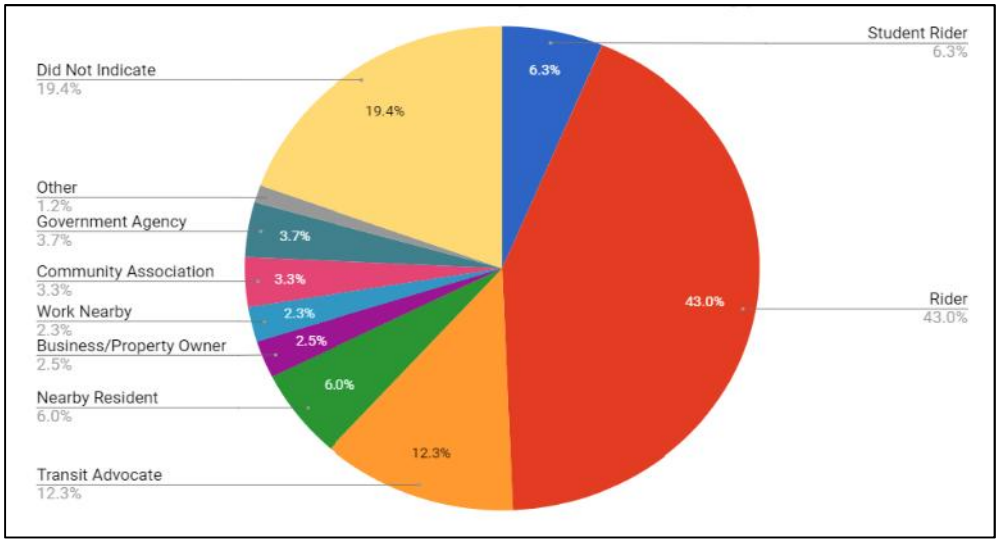
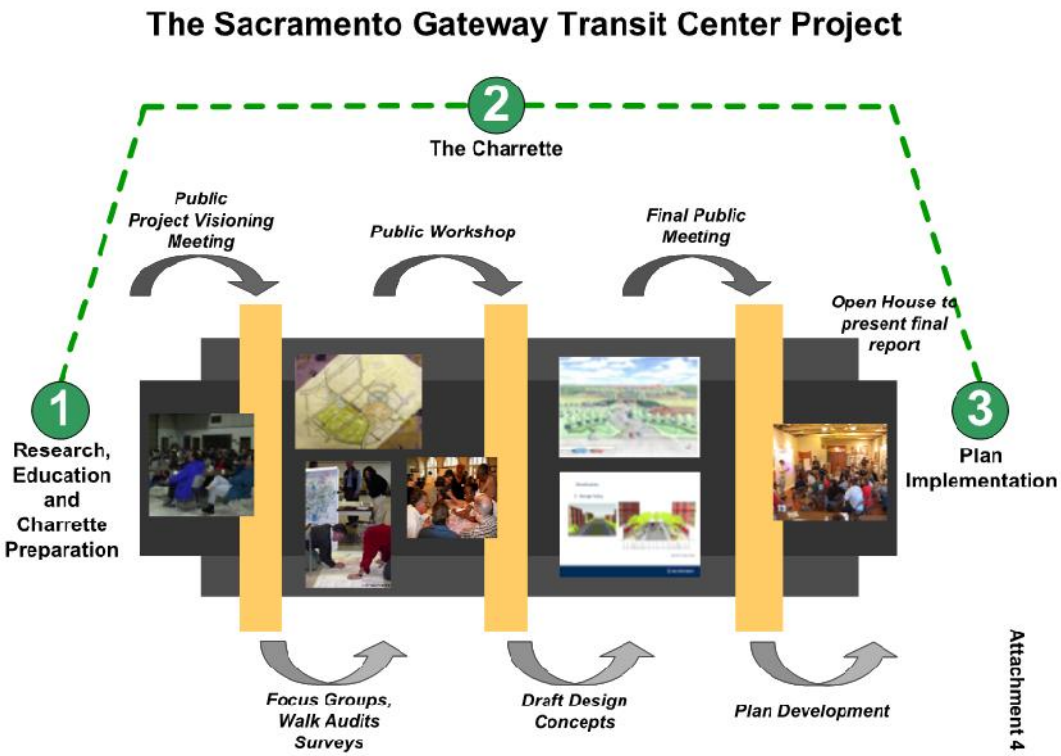


Figure 10: Feedback Received by Stakeholder Type



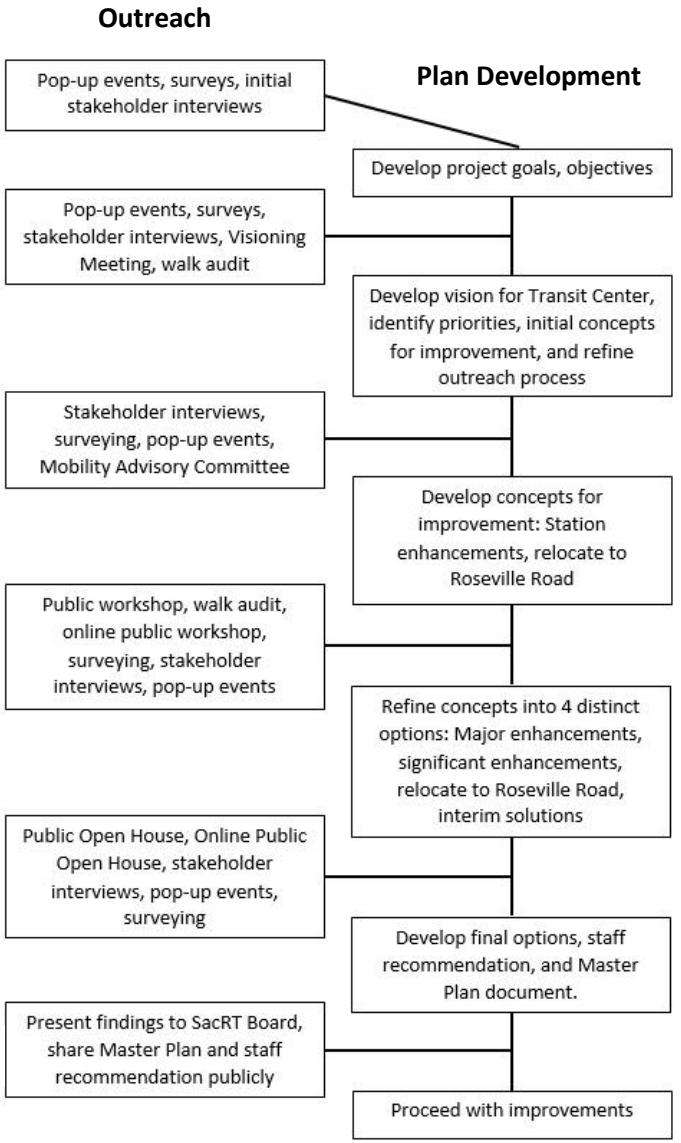
1.6 ITERATIVE COMMUNITY-BASED PLANNING APPROACH

The Watt/I-80 Master Plan project was informed by a community-based planning process where stakeholders helped develop and vet goals and objectives, concepts for improvement, and final concepts through iterative engagement that included public meetings, events, and a robust surveying effort. At each step of the process, the public helped to refine concepts and ensure that the project team's approach was entirely reflective of community input. The following flow charts represent this process and how it relates to the development of the concepts within this Master Plan.



Attachment 4

Public input throughout the planning process helped develop and refine the goals and outcomes of the project. In addition to concepts for improvement, community advocates, riders, and residents were also asked to help develop and refine the public engagement and outreach process.



2. VISION AND GOALS

2.1 PROBLEM STATEMENT

The Watt/I-80 Transit Center serves as a major transfer hub for riders accessing jobs, housing, schools, and other destinations throughout the City and County of Sacramento along SacRT's Blue Line and bus system. However, a combination of factors including poor pedestrian, bicycle, and vehicle access, aging infrastructure, and the presence of crime have led to an unsafe, unsanitary, and overall unpleasant rider experience at the Transit Center. In order to address these persistent issues and attract more riders, substantial investments need to be made to improve pedestrian, bicycle, and ADA access, safety, cleanliness, and the SacRT customer experience.

2.2 VISION AND GOALS

This section describes the key goals for the Master Plan. These goals were developed through the public engagement process as priority areas of focus for this project. The outcome of efforts to address this station should reflect these community identified goals. These goals provide the foundation for developing and evaluating concepts for improvement at Watt/I-80 (outlined in Chapter 4 of this plan).

Transit Access and Ease of Transfers

Transfers should be safe, reliable, and timely.

Multimodal Accessibility

Transit should be easily accessible by all users and multiple modes of transportation.

Personal Safety

Transit should be safe and discourage crime and unwanted activities.

Amenities and Activation

Transit sites should be comfortable, user-friendly, and encourage positive uses and increased activity. Transit should serve as a beneficial and aesthetic amenity to the surrounding communities.

Site Maintenance

Transit should be clean and well maintained.

RE-IMAGINE WATT/I-80	PRIORITIES	ISSUES	OPPORTUNITIES
TRANSIT ACCESS AND EASE OF TRANSFERS	Transfers should be safe, reliable, and timely.	• Dark, steep stairs with poor sightlines • Old and poorly maintained elevators • Poor wayfinding and route information	• Improve access between levels, focusing on greater visbility and ADA accessibility • Reroute bus service to enable same-level transfers • Improve wayfinding and route info
PERSONAL SAFETY	Transit should be safe and discourgage crime and unwanted activities.	• Hiding spaces, dark areas, 90 degree corners, and slow elevator • Dead space and poor sightlines • Poor enforcement	• Remove hiding spaces and improve lighting • Increase level of activity and encourage "eyes on the station" • Provide greater enforcement for bad behaviors and illicit activity
SITE MAINTENANCE	Transit should be clean and well maintained.	• Garbage, human waste, and pigeon poop • Infrequent deep cleaning • Elevators constantly break down	• Discourage use of floors as bathrooms and trash disposal • Modernize elevators and other structures • Increase frequency of cleanings and maintenance
AMENITIES AND ACTIVATION	Transit sites should be comfortable, user-friendly, and encourage positive uses and increased activity.	• Lack of shade and shelter • Uncomfortable and insufficient seating • Dead space, blank walls, and overabundance of concrete	• Provide shelter from the elements and comfortable waiting areas at both levels • Increase aesthetic appeal and level of positive activity
ACCESS TO THE TRANSIT CENTER	Transit should be easily accessible by all users and multiple modes of transportation.	• Narrow sidewalks, freeway crossings, and lack of bike lanes • Poor ADA accessibility • Poor wayfinding for vehicle access	• Improve pedestrian, bicycle, and ADA access to the Transit Center, focusing on safety and crossings • Improve wayfinding and vehicle access

The above matrix was created based on priorities, issues, and opportunities that participants identified at the Visioning Meeting.

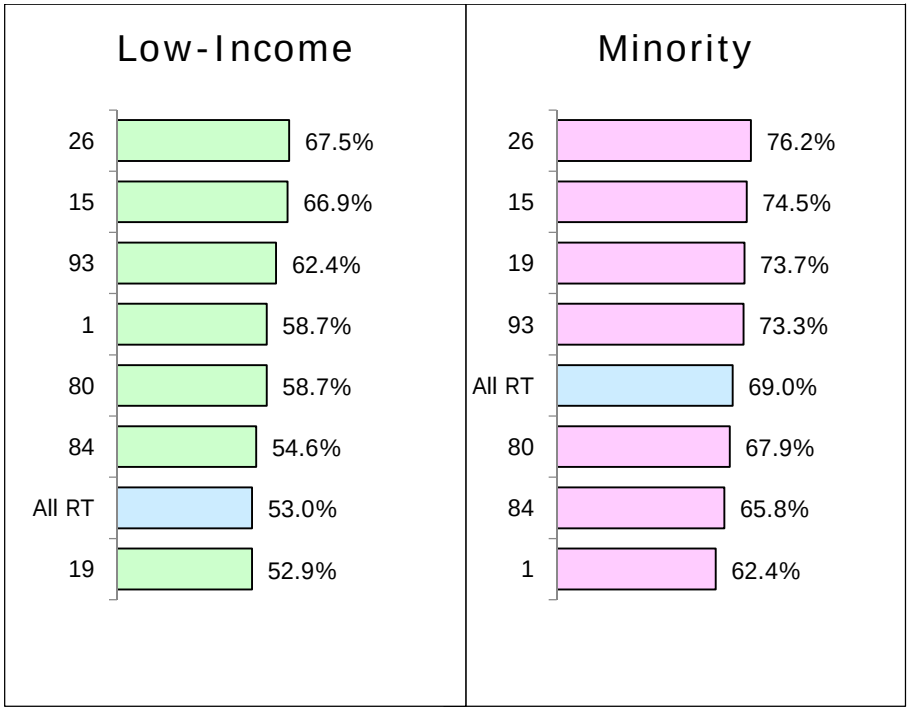
3. EXISTING CONDITIONS

This chapter provides an overview of existing conditions at the Transit Center and includes community demographics, route information, current circulation, pedestrian, bicycle, and ADA facilities at Watt/I-80, and other information that creates a crucial baseline around which to develop plans for improvement. Attachment C provides more details about the existing transit service in the study area.

3.1 RESIDENT DEMOGRAPHICS

The Watt/I-80 Transit Center is located in North Highlands, a Census Designated Place in Sacramento County. North Highlands is a disadvantaged community as identified by CalEnviroScreen[16], which indicates the top 25% of census tracts in the state experiencing a combination of high pollution burden and social indicators including chronic disease rates, poverty, and unemployment. The station is located in a census tract that has a CalEnviroScreen score of 51.1. The estimated median household income of residents in North Highlands is $39,334, approximately 32% lower than the county average and 38% lower than the state average. Approximately 27% of all residents are living below the poverty level.[17] Of the seven bus routes serving the Transit Center, six serve a percentage of low-income riders that is higher than the SacRT average (53% average, compared to 55-68% for routes 26, 15, 93, 1, 80, and 84) and four serve a percentage of minority riders that is higher than the SacRT average (69% average, compared to 73-76% for routes 26, 15, 19, and 93).[18]

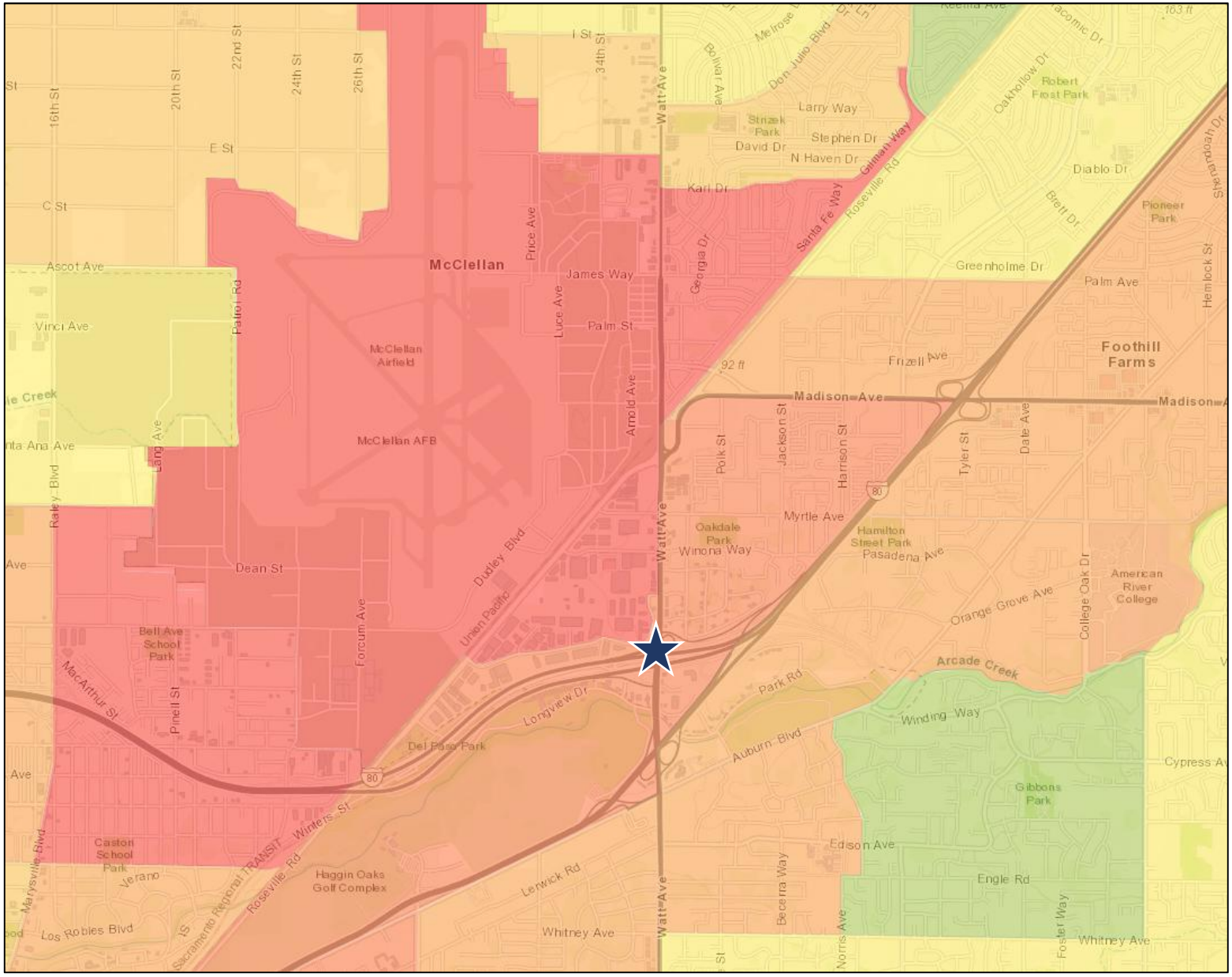
Figure 11: Low-Income and Minority Bus Ridership at Watt/I-80



Six of seven bus routes at Watt/I-80 serve a higher percentage of low-income riders than the SacRT average, and four of seven serve a higher percentage of minority riders than the SacRT average.

[16] "CalEnviroScreen 3.0." *California Office of Environmental Health and Hazard Assessment*, January 30, 2017, oehha.ca.gov/calenviroscreen/report/calenviroscreen-30. Accessed February 26, 2018.
[17] US Census Bureau. "Selected Economic Characteristics Table." 2012-2016 American Community Survey 5-Year Estimates, factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. Accessed February 26, 2018.
[18] Data and chart prepared by RT Planning for 2017 Title VI Program Update. Derivative work by RT Planning on February 19, 2018 for the Re-imagine Watt/I-80 project.

Figure 12: CalEnviroScreen Results for Communities Near the Transit Center



CalEnviroScreen results. The communities immediately surrounding the Transit Center rank within the 71-100% percentile range.

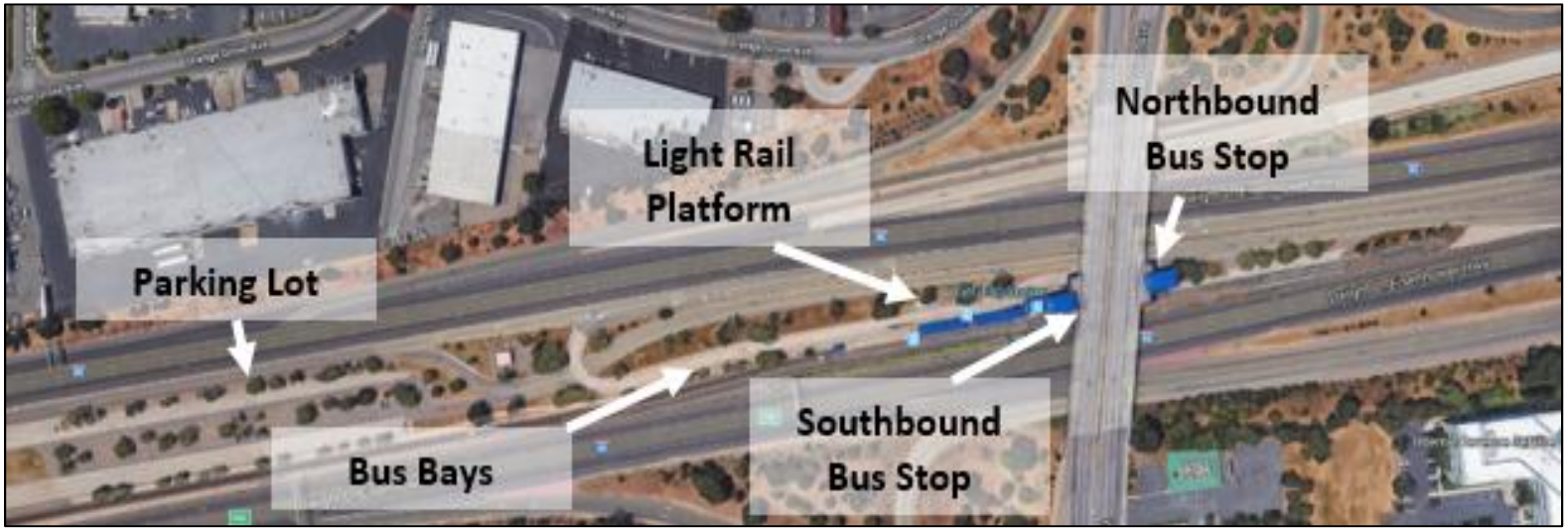
North Highlands is also a priority community for Sacramento County's nutrition and obesity prevention program, with 38.2% of adults being obese, 9.7% with diabetes, and 7% with heart disease.[19] Many residents of North Highlands and the surrounding communities are transit dependent, meaning that they do not have reliable access to a personal vehicle and rely on transit to get to work, school, errands, appointments, and other trips for necessity or leisure.

3.2 TRANSIT ACCESS AND EASE OF TRANSFERS AT WATT/I-80

Station Layout

The Watt/I-80 Transit Center is a multi-story facility with northbound and southbound bus stops located on the Watt Avenue overcrossing and a light rail platform and bus transfer facility located below in the freeway median. Stairs and elevators provided on both sides of the overcrossing allow passengers to travel between the two levels. Figure 13 illustrates the Transit Center layout. Figure 14 shows the opportunities and constraints of the site as presented at the November Public Workshop. The excess space at the site and bus bays would allow for future electric bus charging stations if needed.

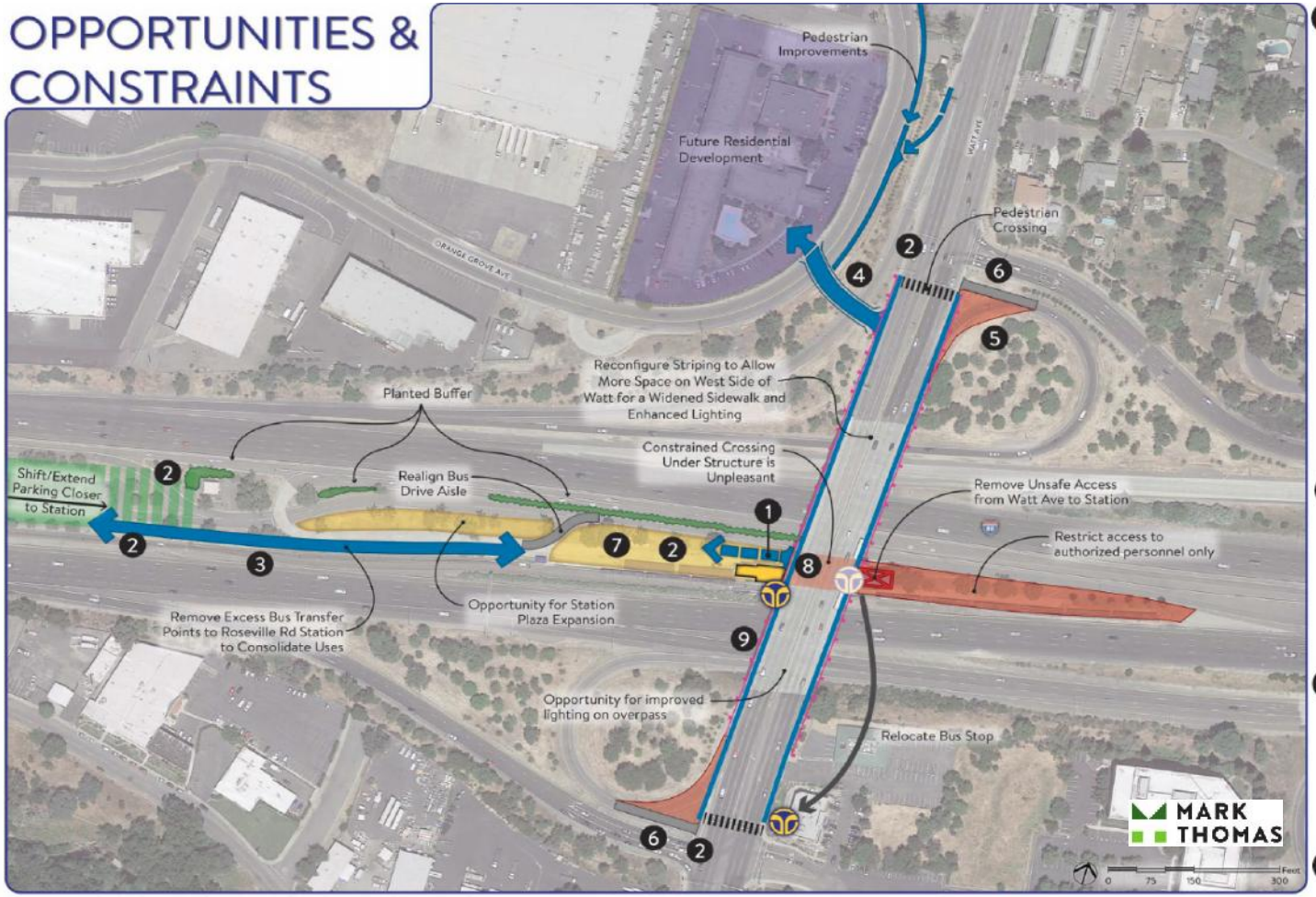
Figure 13: Transit Center Layout



The Watt/I-80 Transit Center comprises of approximately six acres of land between I-80 and Watt Avenue.

[19] Health data provided by the Sacramento County Department of Health and Human Services on December 11, 2017.

Figure 14: Watt/I-80 Opportunities and Constraints



1 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.

2 Enhanced Signage and Wayfinding

3 Opportunity for Enhanced Pedestrian Path from Parking to Light Rail Station

4 Pedestrian Bridge Opportunity for Direct Connection to Watt Ave for direct connection between Watt Ave and future housing development site.

5 Relocate and enhance bus stops

6 Square-up Ramps to Improve Pedestrian & ADA Path of Travel

7 Plaza Opportunity with Structural enhancements, Increased Lighting and Avoidance Space

8 Opportunity for enhanced pick-up/drop-off amenities on Watt Overcrossing for Kiss & Ride, TNCs (Uber, Lyft, etc.), and future Autonomous Vehicles

9 Enhanced Protective Railing

Transit Facilities and Service

The Transit Center is serviced by SacRT's Blue line on light rail and is also a transfer point for nine bus routes. Bus routes include Routes 1, 15, 19, 26, 80, 84, 93, and 103 (northbound) and 1, 15, 19, 26, 80, 84, 93 (southbound) and Placer County Transit Route 10.

SacRT Light Rail Service

The SacRT Blue Line runs between the Watt/I-80 Transit Center and Cosumnes River College Station, serving intermediate destinations in North Sacramento, Downtown Sacramento, and South Sacramento. The Blue Line operates on 15-minute headways during peak periods and 30-minute headways during off-peak periods, weekends, and holidays. Service is available between 5 AM and 1 AM on weekdays and between 5 AM and 11 PM on weekends and holidays.

SacRT Bus Service

SacRT operates eight bus routes that stop both northbound and southbound along the Watt Avenue overpass (with the exception of 103 which stops at the station platform):

Route	Schedule	Headways
1 (Greenback)	5:30 AM to 10:00 PM weekdays	15 minutes peak, 30 minutes off-peak
	5:00 AM to 10:00 PM Saturdays	30 minutes
	5:00 AM to 8:00 PM Sundays/holidays	30 minutes
15 (Rio Linda Blvd)	5:30 AM to 7:00 PM weekdays	30 minute
	7:00 AM to 7:00 PM Saturdays	1 hour
	8:00 AM to 7:00 PM Sundays/holidays	1 hour
19 (Rio Linda)	5:30 AM to 9:00 PM weekdays	1 hour
	8:00 AM to 8:00 PM Saturdays	1 hour
	8:45 AM to 6:00 PM Sundays/holidays	1 hour
26 (Fulton)	7:00 AM to 7:30 PM	30 minute
	8:45 AM to 6:45 PM Saturdays	1 hour
	8:45 AM to 6:00 PM Sundays/holidays	1 hour
80 (Watt/Elkhorn)	6:00 AM to 10:30 AM weekdays	1 hour
	7:30 AM to 9:30 PM Saturdays	1 hour
	7:30 AM to 7:30 PM Sundays/holidays	1 hour
84 (Watt/North Highlands)	6:00 AM to 9:30 PM weekdays	1 hour
	8:00 AM to 9:00 PM Saturdays	1 hour
93 (Hillsdale)	6:00 AM to 9:30 PM weekdays	30 minute peak, 1 hour off-peak
	8:00 AM to 7:15 PM weekends/holidays	1 hour
103 (Auburn Blvd)	6:00 AM to 7:00 AM and 4:30 PM to 6:00 PM weekdays	30 minutes, peak only

Placer County Transit Service

Placer County Transit operates seven routes throughout western Placer County and to downtown Sacramento. The Auburn to Light Rail Route (Route 10), is the only Placer County Transit route that currently serves the Transit Center. Buses enter the Transit Center from the vehicle access point off westbound I-80 and stop at the lower platform for direct transfers to light rail. The table below shows the schedule of the route.

Route	Schedule	Headways
Auburn to Light rail (Route 10)	6:00 AM to 8:00 PM weekdays	1 hour
	8:00 AM to 6:00 PM Saturdays	1 hour

Placer County Transit/Roseville Transit plan to connect more bus routes to light rail in the future, as indicated in Section 1.4 in the Placer Vineyards Specific Plan.

Paratransit Service

SacRT provides door-to-door, shared ride, ADA paratransit service for individuals who are prevented from using SacRT buses and light rail due to a disability. ADA paratransit operates seven days a week, including holidays and mirrors service within a ¾ mile radius of an active SacRT route or light rail station. In the past year, Paratransit started or ended 38 trips at the Transit Center serving four different clients.

Placer County Transit Bus Route 10 boarding at the lower platform at Watt/I-80.

3.3 RIDER DEMOGRAPHICS AND TRAVEL PATTERNS

Riders who currently use the Transit Center include commuters, community college students, and nearby residents from North Highlands, Foothill Farms, Arden Arcade, and Citrus Heights. Riders indicated using the Transit Center for a number of reasons, including work or school commutes, errands, and accessing medical services, appointments, leisure shopping, entertainment. Riders typically travel from east to west, generally coming from North Highlands (zip code 95660) and Arden Arcade (95821) to downtown Sacramento (95814). Secondary destinations include North Highlands and zip code 95841, in which American River College is located.[20] Approximately 200 American River College students use the Transit Center per day. In addition, younger students (K-8) use Route 26 to access the Gateway Community Charter School in the McClellan Business Park. In 2017 the Gateway Community Charter School utilized approximately 9,000 bus passes and has purchased $28,000 worth of passes for the remainder of 2018, which amounts to nearly 30 student riders per day.

Between the Watt/I-80 station, the Watt/I-80 West station, and the Roseville Road station, the Watt/I-80 station experiences the greatest amount of passenger activity, accounting for nearly three-quarters of all average weekly boardings and alightings on light rail, in addition to another 2,940 average weekly bus-to-bus transfers. Passenger boarding and alighting activity at the Watt/I-80 Transit Center is spread evenly throughout the day, indicating that the station is utilized as both an origin and destination station for light rail passengers. The Transit Center's proximity to activity generators such as the Walmart Superstore, McClellan Business Park, and American River College supports these 'reverse commute' travel patterns. Table 1 shows average weekly passenger activity on the light rail Blue line at Watt/I-80, Watt/I-80 West, and Roseville Road, and Table 2 shows average weekly passenger activity on Watt/I-80 serving bus routes. More information about existing circulation conditions can be found in Attachment C.

Table 1: Average Weekly Blue Line Passenger Activity

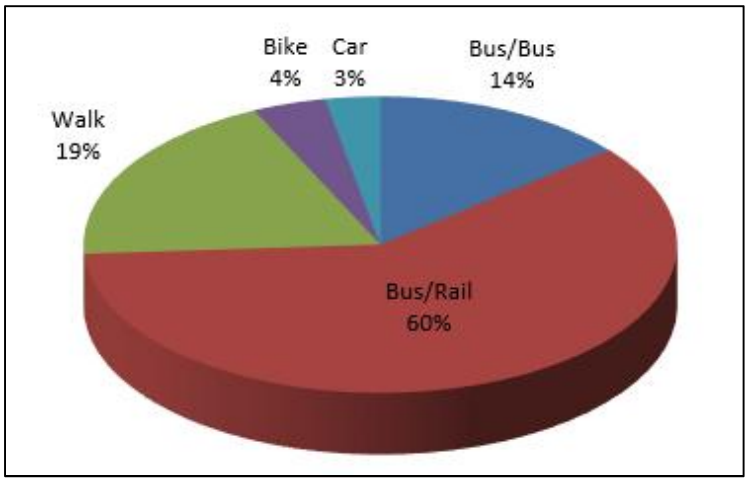
Station	SacRT Blue Line Service						Total
	To Watt/I-80 Station (Eastbound)			From Watt/I-80 Station (Westbound)			
	Boardings	Alightings	Total	Boardings	Alightings	Total	
Watt/I-80	0	1,483	1,483	1,571	0	1,571	3,054
Watt/I-80 West	30	120	150	94	1	95	245
Roseville Road	73	529	602	442	27	469	1,071
Total	103	2,132	2,235	2,107	28	2,135	4,370

[20] Re-Imagine Watt/I-80 survey results, compiled January 8, 2018.

Table 2: Average Weekly RT Bus Passenger Activity[21]

Route	Boardings	Alightings	Total
1 (Greenback)	2,590	2,285	4,875
15 (Rio Linda Blvd)	712	685	1,397
19 (Rio Linda)	462	426	888
26 Northbound (Fulton)	146	487	633
26 Southbound (Fulton)	555	181	736
80/84 Northbound (Watt Avenue)	921	541	1,462
80/84 Southbound (Watt Avenue)	588	911	1,500
93 (Hillsdale)	1,059	1,010	2,069
Total	7,034	6,525	13, 560

Figure 15: Mode of Access for Watt/I-80 Users



Mode Split

Over two-thirds of riders access the Transit Center by bus, with walk and bike trips being the second most common mode of access (approximately 25%). Approximately 500 riders do not board or alight at the station but pass through on a weekly basis, consisting of 14% of total passengers. Figure 15 shows average weekly access to and from Watt/I-80 across different modes.

[21] Data provided by SacRT Planning on February 19, 2018.

3.4 EXISTING FACILITIES AND TRANSIT ENVIRONMENT AT WATT/I-80

Transfer Environment

Most bus-to-rail transfers (excluding routes 103 and 10) are multi-level transfers. Passengers must either use the stairs or elevator in order to make a transfer from bus to light rail, and in certain cases, from bus to bus. A lack of signage at the light rail platform makes it difficult for unfamiliar passengers to determine where they must go in order to access the appropriate bus platform. The elevators are hidden behind large columns and lack wayfinding signage. Stakeholders have indicated concern that the stairs between platforms are quite steep and difficult for those with mobility impairments to use.

There is no direct pedestrian or bicycle access between the northbound and southbound bus stops on Watt Avenue. The stops are separated by a concrete median and six lanes of high speed, high volume traffic. Individuals who may need to access the opposite bus stop must either go down the elevator or stairs and cross under the overpass to the other elevator and stairs, or walk 500 feet south to the intersection of Watt Avenue and the I-80 off-ramp. The closest pedestrian crossing to the north is at the intersection of Watt Avenue and Orange Grove Avenue/Margaret Way (approximately 0.3 miles away).

Steep stairwells, sharp corners, and low visibility contribute to an unsafe and unpleasant transfer environment.

Passengers using the elevator to transfer between the upper bus platforms and light rail.

Further contributing to challenges between the bus and light rail areas is the fact that the elevators on both sides of the Transit Center are 30 years old and often out of working order. Passengers who are unable to use the stairs must wait for a shuttle that will take them to the other side of Watt Avenue, where they then use the functioning elevator to access the lower platform. Passengers have expressed concern that this trip often takes up to 15 minutes causing them to miss a connecting train or bus. Aside from an outdated schedule posted at the bus stops, there are no informational boards or signs at the Transit Center that provide information about the shuttle or other bus routes and schedules that serve Watt/I-80. Stakeholders have expressed frustration that there is little indication about when and where a shuttle bus will arrive to enable their transfer.

Both the elevators and stairwells are often extremely dirty with trash, human waste, and bird droppings. The elevator is commonly used as a restroom and has an extremely unpleasant smell. The stairwells are very steep and include several 180 degree switchbacks that create several sharp corners and hiding spots for illicit activities. The condition of both the elevators and stairwells create a barrier to accessing transit at Watt/I-80. Several stakeholders engaged throughout this process indicated that they stopped using the Transit Center simply because of the challenges they faced making these transfers, often at night or early in the morning.

The Transit Center's adjacency to the freeway makes the environment very loud and uninviting. Several members of the public expressed interest in trees and other sound barriers to create a more pleasant environment.

Approximately 65% of riders using the Transit Center do so to make a transfer, indicating a need for improving transit access and ease of transfers. Furthermore, approximately 25% of riders walk or bike to the light rail station, highlighting the need for the station to be easily accessible by all modes.

Columns and the staircase create multiple hiding spaces and block visibility of the elevator.

Key Findings from Public Outreach: Transfer Environment

- One or both of the elevators are often broken and require the use of a shuttle. When functioning, the elevators are slow and can cause missed transfers. The unsanitary conditions within the elevator compound these concerns.

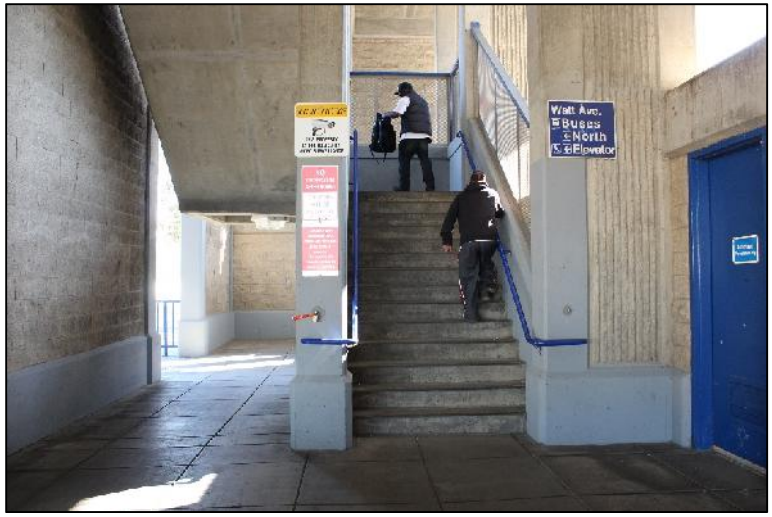
- Steep angles, sight-obscuring concrete columns, right-angle corners, and dim lighting within the stairwells reduce visibility and create an unpleasant and potentially unsafe environment. This is especially pronounced during the evening or early morning when dim lighting means greater insecurity.

- The east side elevator and stairs are difficult to see due to large concrete columns and structures that obscure visibility. The stairs and elevator are located nearly 200 ft. from the light rail tracks and away from more regular activity.

- Wayfinding is lacking and route information is outdated, causing confusion and frustration for riders. Riders identified signage, notifications, and up-to-date information as priorities for improving transfers.

- Riders suggested installing a pedestrian crossing across Watt Avenue to avoid having to go downstairs to reach the other bus stop. While this specific recommendation was not explored in greater detail, the idea that riders preferred to avoid the loud, under-lit areas beneath Watt Avenue informed one of the primary concepts for improvement in section 4.1.

Unsanitary elevator conditions contribute to an unpleasant transferring experience.



Riders transfer from light rail to the northbound bus stop.

Pedestrian and Bicycle Access

Due to its location on the Watt Avenue overcrossing, the Transit Center it is difficult to access by bike or on foot. Narrow sidewalks on Watt Avenue offer little protection from high-speed traffic, making for an unpleasant and uninviting pedestrian environment. Watt Avenue is a major trucking corridor as well. The steep slope of the overpass can be difficult for pedestrians with mobility impairments. The bus platforms are also narrow and often overcrowded, posing a traffic safety hazard.

There are no bike lanes along Watt Avenue leading up to the Transit Center, although there is a shoulder on the overpass segment that provides some buffer for cyclists. However, there is also a greater risk for bus and bicycle conflict in this segment due to the number of buses pulling in and out of the bus stops. The lack of a dedicated and separated bike lane as well as the high speed conditions on Watt Avenue cause cyclists to ride on the narrow sidewalks, creating further conflicts for pedestrians. Members of the SacRT Mobility Advisory Committee expressed strong concern that people on bikes often share the narrow sidewalks and bus platform areas with pedestrians.

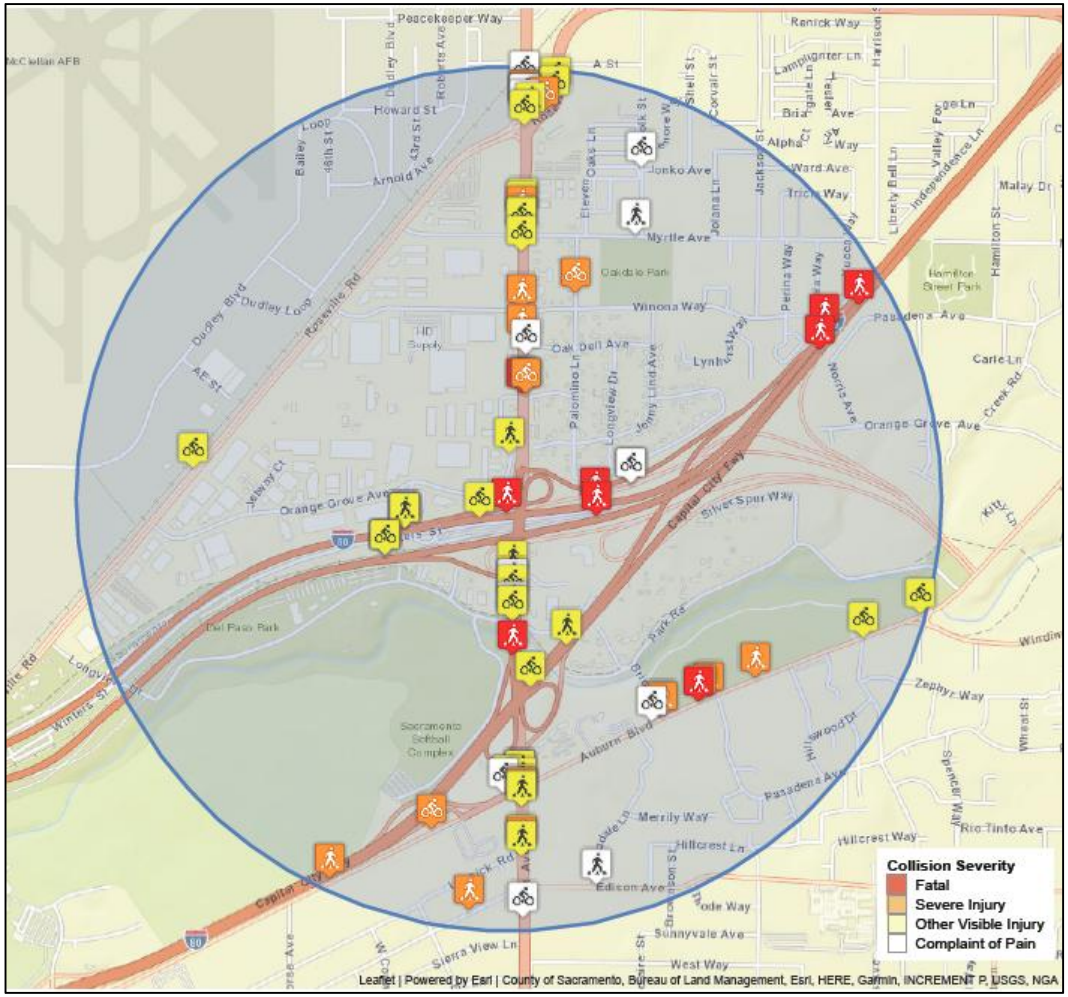
Additionally, pedestrians and cyclists must make at least one crossing at a highway on or off-ramp in order to access the station. While the crossings are marked, the high speed of traffic on Watt Avenue and traffic entering or exiting the freeway cause pedestrians to feel unsafe when crossing without additional crossing treatments. The sidewalk ramps at these crossings are narrow and in some cases have a vertical height difference at the transition from the sidewalk to the road, creating obstacles for individuals using mobility devices. Furthermore, due to the design of the on-ramps pedestrians crossing are not at the same eye-level as vehicles on Watt Avenue, creating the potential for conflict as vehicles speed up in preparation to enter the freeway.

Fast, high volume traffic passes the Transit Center on Watt Avenue.

Freeway off-ramp crossings have narrow ramps and poor pavement conditions.

Figure 16: Pedestrian and Bicycle Injuries Between 2010 and 2014

Between 2010 and 2014, there were 82 collisions involving a pedestrian or bicycle within one mile of the Transit Center. Of these, 9 were fatal and 19 involved severe injuries. Most collisions occurred along Watt Avenue, highlighting the dangerous bike and pedestrian conditions along this portion of the corridor. Most of the fatal collisions occurred along I-80 where pedestrians may have been attempting to cross the freeway.[22] Pedestrians have been witnessed trying to access the station by crossing the freeway, highlighting the need to improve pedestrian access to the station.



Between 2010 and 2014, there have been 9 fatal and 19 severe injuries within a mile of the Transit Center.

[22] "Transportation Injury Mapping System." UC Berkeley SafeTREC, 2018, tims.berkeley.edu. Accessed February 7, 2018.

The Watt Avenue corridor also lacks landscaping, lighting, and other amenities that would create for a more comfortable pedestrian experience. Shielding pedestrians and bikes from high volume traffic and providing more protections at freeway crossings would enhance access. The current bus turn-out lane is particularly wide and may be reused in part to provide wider sidewalks and bus platforms. Amenities such as lighting, shade trees and structures, and seating may encourage more active mode use and enhance current user experience. Urban greening could also contribute to a healthier environment for pedestrians and users of the Transit Center.

Despite these conditions, approximately 25% of riders access the Transit Center by walking or biking (second after bus and light rail and higher than access by car), exemplifying the need for improved pedestrian and bicycle infrastructure along the corridor.

Road and sidewalk conditions on Watt Avenue are not ADA compliant.

Vehicle Access

There are two access points for vehicles to reach the station at the light rail platform. One is located along I-80 westbound approximately one-third of a mile east of the Watt Avenue overpass. The other is located further west along westbound I-80 by taking Exit 93. There is no access point for vehicles traveling eastbound along I-80, meaning that all eastbound travelers must exit at Watt Avenue, get back on I-80 West, and exit at Exit 93, passing through both the Roseville Road and Watt/I-80 West stations before reaching the Watt/I-80 lot. There are no designated drop-off zones on Watt Avenue, nor is there any wayfinding signage on Watt Avenue indicating how to access the Transit Center by car.

The parking lot for the Transit Center is located approximately a third of a mile away from the light rail platform and contains 243 paid parking spaces. The parking lot is utilized by approximately 6 cars per month, indicating extremely low usage of the station for park n'ride. There is no designated car drop-off zone, so riders must walk an inconvenient distance (approximately 1000 ft.) from the parking lot. Due to the parking lot's distance from the Transit Center and the lack of signage, participants of the walk audit were unaware of its location. Vehicles traveling on Watt Avenue were observed using the bus stops as a kiss n' ride loading and unloading zones.

It was observed that approximately 10% of riders access the Transit Center by vehicle, either by park n' ride, kiss n' ride, or carshare.

Key Findings from Public Outreach: Pedestrian, Bicycle, Vehicle Access

- Walking along Watt Avenue feels extremely unsafe due to narrow sidewalks and multiple freeway ramp crossings.
- Speeding and lack of traffic enforcement contribute to an uncomfortable pedestrian experience.
- Sidewalk ramps are narrow and have a height difference in many places and the slope of the overpass is steep, posing a barrier for riders with disabilities.
- Easier vehicle access to light rail would influence nearby residents' decision to ride for leisure, entertainment, or work trips. Poor wayfinding for vehicles and lack of space on Watt Avenue for kiss n' ride are barriers for these prospective riders to use transit.

Personal Safety

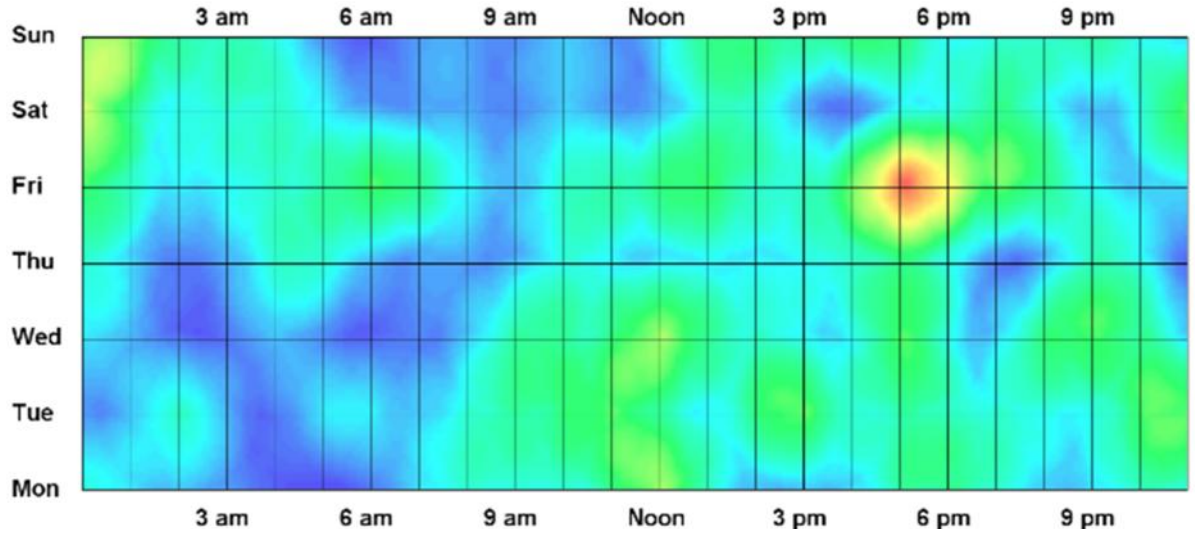
Crime and threat of crime was one of the major concerns for riders. Riders reported witnessing illicit activities and generally feeling unsafe while at the Transit Center. Poor lighting and visibility, an overabundance of concrete and hiding spaces, and the lack of passive surveillance of all spaces were attributed to creating an unpleasant and unsafe environment that empowers non-riders to take over the space with unwanted and unintended uses.

Within the last year (February 2017-February 2018), 323 crime incidents have been reported within a mile of the Transit Center[23]. Theft was the most frequent crime, followed by aggravated assault and burglary (commercial, residential, individual). Criminal activity was most concentrated around 5 PM on Fridays.

According to SacRT Police Services, incidents occurring at the Transit Center between July 2017 and November 2017 primarily occurred at the light rail platform. The most common types of incidents include simple battery, aggravated assault, drug possession, and involuntary detention of persons with mental health disorders.

As a response to threat of crime and lack of personal safety, SacRT installed new security cameras and lighting, stationed a 24-hour security guard, and implemented gatekeeping by locking the stairs during non -service hours. Despite these measures, a SacRT security officer was shot and injured while on duty at the Transit Center in June 2017. Following this incident, SacRT required two security guards to be onsite at all times.

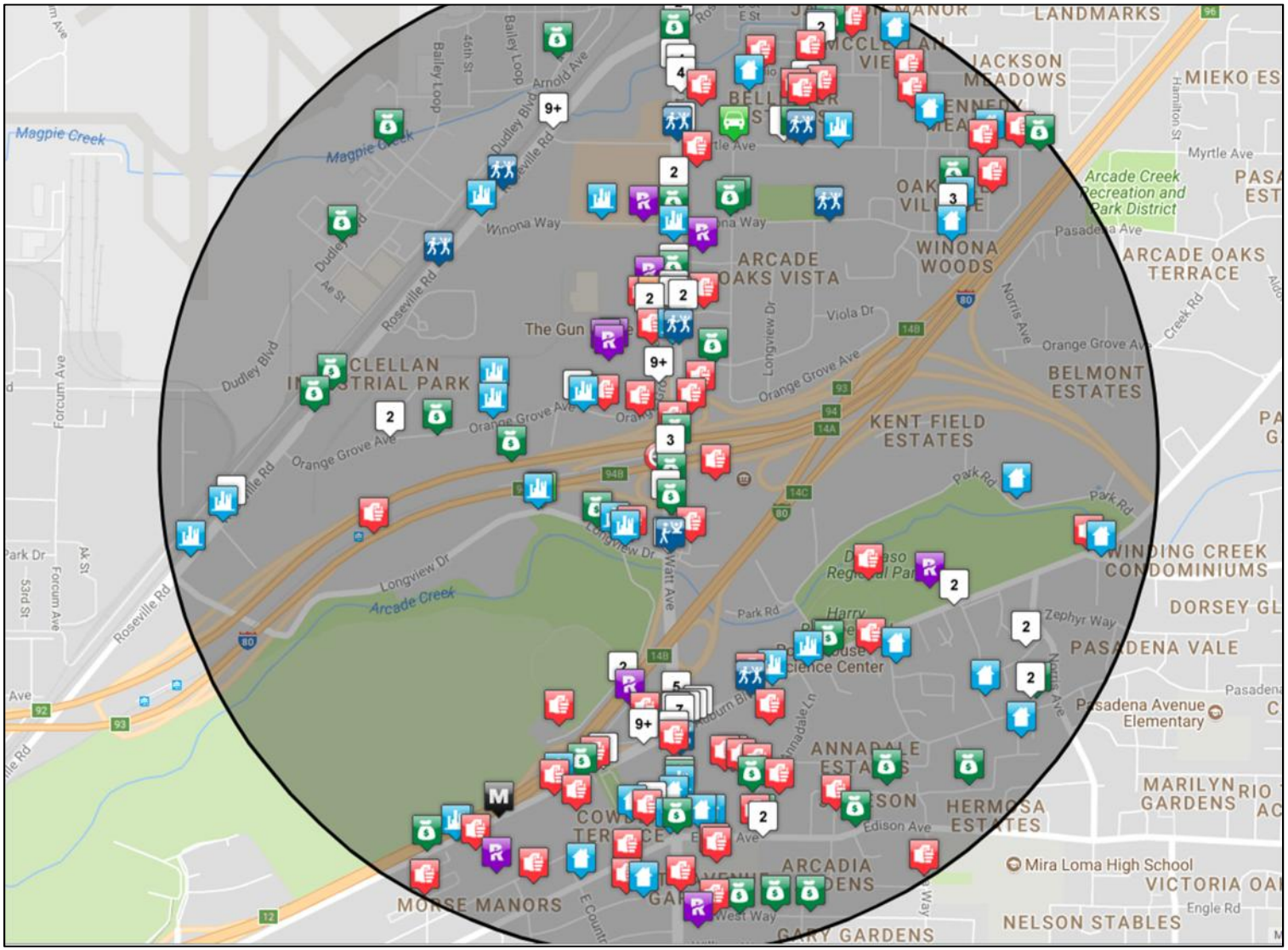
Figure 17: Crime Occurrences by Day and Hour



Criminal activity in the vicinity of the Transit Center occurs most often around 5:00 PM on Fridays.

[23] "Community Crime Map." *Sacramento County Sheriff's Department*, communitycrimemap.com. Accessed February 20, 2018.

Figure 18: Crime Occurrences Near the Transit Center



Over 320 crime incidents were reported within a mile of the Transit Center in the past year.

CPTED Analysis

Between June 26 and July 10, 2017 SacRT conducted four site visits for Crime Prevention through Environmental Design (CPTED) analysis. The analysis concluded a need for a comprehensive plan to address safety concerns through design strategies. See Attachment D for the report.

CPTED is a crime prevention strategy based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life and the creation of attractive, livable, and safe places. Although CPTED techniques have been used for many years to help design the built environment, it was not until more recently that a direct relationship between the design of urban spaces and criminal activities has been made. CPTED relies on four main strategies to reduce the fear and incidence of crime:

Natural Surveillance: Natural surveillance is the placement of physical features (windows, lighting, landscaping), activities (waiting for transit, sitting on a bench, walking), and people in a way that maximizes visibility of buildings, people, parking areas, and entrances. The objective is to increase the number of "eyes on the street" and create visual connections between the street, sidewalk, and nearby land uses. Natural surveillance can contribute to a reduction in crime because it increases the risk of being seen or apprehended. It can also reduce the fear of crime by reducing illegal activity and increasing lawful activity in an area.

Maintenance: Maintenance allows the continued use of a space for its intended purpose; it can serve as an additional expression of ownership and can help maximize public safety and visibility of a space. Deterioration and debris can indicate a lack of concern and control of the space, encouraging unintended uses.

Stairwell graffiti.

Natural Access Control: Natural access control is a design strategy focused on decreasing the opportunity for crime by controlling access to and through a site by directing the flow of people. Sometimes physical barriers are used (fences, walls, doors, gates) but more often other features (walkways, lighting, signage, landscaping) are used to clearly guide users. Design elements can direct users to public routes and areas and discourage access to private areas.

Territorial Reinforcement: Territorial reinforcement uses physical attributes (fences, landscaping, sidewalks, and signage) to express ownership and distinguish between private and public space and define property lines. Lawful use of an area is encouraged while offenders are discouraged from using the space.

Shadows, sharp corners, and concrete columns create hiding spaces and contribute to safety concerns.

Sharp corners hide the stair access point. Concrete and shade structures create dark areas and prevent natural light from entering the space.

Key Findings from Public Outreach: Personal Safety

- The stairs, elevators, and area under the overpass were identified numerous times as the most unpleasant and dangerous parts of the Transit Center. The switchbacks and steep angle of the stairs reduce visibility, and the shelter over the stairs makes the area dark and hides the stairs from public view. The elevators are slow to move between levels and enclosed from the outside, which creates opportunity for crime or other illicit activities to occur. The underpass area is also dark, isolated, and has multiple right angles and columns that inhibit visibility and provide hiding spaces.

- It was suggested by some to add controlled access gates between Watt Avenue and the station, requiring a pass to enter. However, the Mobility Advisory Council members pointed out such entrances create greater barriers to the disabled.

- Insufficient enforcement against behaviors such as loitering, littering, and smoking in non-smoking areas contributes to the lack of ownership and territorial reinforcement. Inadequate maintenance of the Transit Center encourages continuation of undesirable uses.

- Overall, riders and other stakeholders expressed a desire for greater safety through a combination of enforcement and design.

Key Findings from CPTED Analysis:

- The station is maintained but does not give the impression of being clean or display 'pride of ownership.'
- The stairway appears dirty and unwelcoming, and sharp angles and columns restrict visibility.
- An excessive amount of light fixtures were non-operational.
- The upper portions of the station had poor surveillance and insufficient camera coverage. Security personnel only patrol the lower area.

Security personnel at the lower platform.

Amenities and Activation

The Watt/I-80 Transit Center was SacRT's first light rail station built 30 years ago. Amenities at Watt/I-80 are best described as a minimal. On Watt Avenue, seating is limited to only a few benches on each side, all of which are exposed to sun, wind, rain, and freeway noise. Service information is outdated and inconveniently located, with bus schedules only available on the upper platforms. The lower platform contains four benches under the shaded coverings. An additional bench is located on the raised accessible platform furthest away from the elevator and stairs. The Watt/I-80 overpass serves as shelter for the lower level of the Transit Center, however poor lighting and overabundance of hiding spaces facilitate illicit activity.

There is no public restroom available for riders, which has been identified as a need particularly for families. A port-o-potty has been provided in the past, but vandalism and general misuse made the facility unusable for most users. It is not SacRT's practice to provide restrooms public restroom facilities due to maintenance challenges.

There are two Connect Card machines at the light rail platform. One Connect Card machine is located across the tracks in a constrained area next to the mini-high ramp, and the other is located at the opposite end of the light rail platform, furthest from the stairs. There are also two SacRT ticket machines located beneath the shelters at the light rail platform.

Landscaping along Watt Avenue and at the upper platforms are non-existent. Concrete planter beds exist underneath the Watt Avenue overpass, however they are mostly empty and accumulate trash. A wave bike rack is located across the street from the light rail platform, however the rack is rarely used due to lack of security, protection from the weather, and its inconvenient location. Monthly lockers were recently removed due to their lack of use. The bike parking area is more regularly used as a smoking area instead.

Landscaping under the overpass at the light rail platform.

Seating areas are unshaded and exposed to the elements.

Key Findings from Public Outreach: Amenities and Activation

- The lack of restrooms was a major concern, especially because trips and transfer wait times tend to be long. There is no convenient access to nearby business's restroom facilities, with the closest being a Starbucks 500 feet away. The lack of a public restroom was cited as one of the reasons for the smell and uncleanliness of the elevators and stairs.

- Riders indicated that heat in the summer and rain in winter are unbearable while waiting for the bus. Some noted that the placement of shelter was counterintuitive, as spaces for riders had little to no shelter whereas places where non-riders tend to loiter, such as the stairs and under the overpass, had plentiful shelter.

- More seating, especially with shelter and shade, is needed at the bus platforms due to the high number of people waiting for buses.

- Riders have reported missing their transfers due to the distance between the stairs and the ticketing machines, particularly for Connect Card.

- Riders and other stakeholders expressed interest in creating visual appeal with the use of landscaping and public art, as well as the placement of a ticket kiosk closer to the elevators and stairwells.

Site Maintenance

At most times, the Transit Center is exceptionally unclean and unsanitary. Trash cans are often overflowing and garbage accumulates in the corners of stairwells. Generally, Watt/I-80 smells poorly due to use of the stairs and elevators as a bathroom. Despite daily cleanings, the smells persist and trash accumulation continues. The design of the structure attracts pigeon nesting and causes ongoing maintenance needs both on walkways and within the elevator shafts. The Transit Center is the oldest stations in the SacRT network, and its structures are worn and outdated. There are areas within the facility with poor drainage, causing standing puddles to accumulate. Lack of natural surveillance, access control, territorial reinforcement, and maintenance have contributed to public abuse of the site, leading to continued personal safety and sanitation issues.

In June 2017, SacRT implemented a "Manager Adopt A Station" program to provide closer oversight of stations. SacRT's Engineering/Facility Management and Police Services departments have been closely monitoring and addressing problems at Watt/I-80, including assigning more consistent maintenance crews to the Transit Center and increasing the presence of security personnel. On June 19, 2017, SacRT staff conducted a site assessment and compiled a list of items needing immediate and long term attention, maintenance, or renovation (see Attachment E.) SacRT has put several other items on hold pending the results of this planning effort (such as replacing the elevators). Improvements made to-date include:

- Installed 14 new security cameras
- Increased the frequency of cleaning and power washing
- Repaired shelter netting and added spikes to prevent pigeons from roosting
- Replaced concrete trash receptacles with metal receptacles
- Cleaned and replaced lights
- Repaired irrigation and cut back overgrown landscaping

Key Findings from Public Outreach: Site Maintenance

- The broken elevators were cited again as in dire need of maintenance and replacement.
- Trash, human waste, pigeon droppings, smells, and other filth were identified as detriments to site cleanliness.

Overflowing trash can at the bus stop.

4. PLAN CONCEPTS

This chapter describes the two main concepts for improving conditions at the Transit Center: Watt/I-80 Station Enhancements and Bus Route Relocation to Roseville Road. The Station Enhancements concept includes two alternatives: Watt/I-80 Major Improvements and Watt/I-80 Improvements – Close East Half. These concepts were developed as ways to address the community-identified priorities and goals outlined in Chapter 3. Initial concepts and assessment of opportunities and constraints were presented for public input at the November Public Workshop, which further refined the final concepts outlined in this chapter and presented to the public in January.

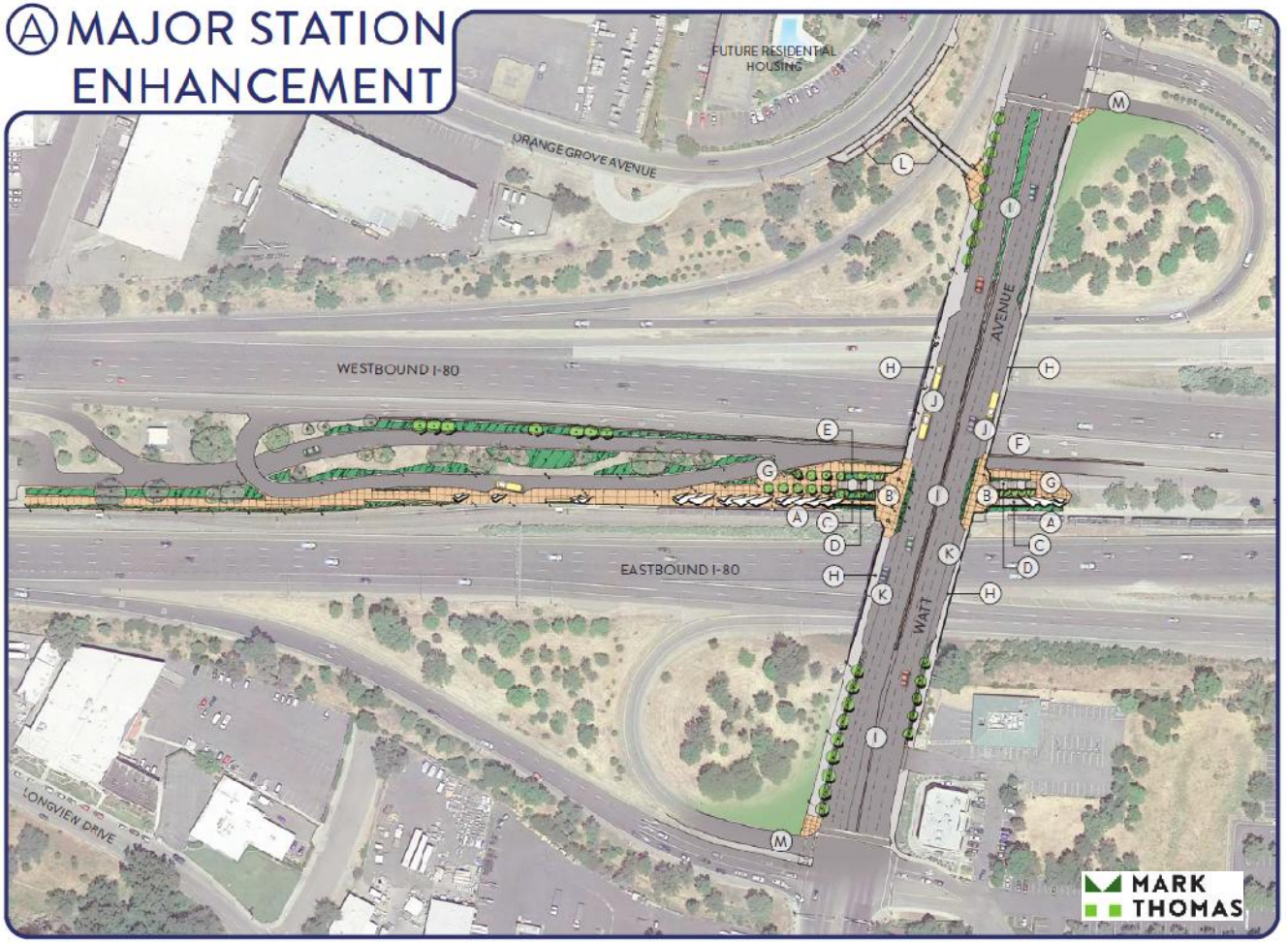
4.1 WATT/I-80 STATION ENHANCEMENTS

Improvements to the Transit Center range from the addition of new amenities to significant structural and infrastructure improvements. These improvements would involve pashing of short-term actions outlined in Chapter 5 while undergoing securement of funds, environmental clearances, design, and construction. The following sections compare and contrast the two concepts.

Rendering of enhancements to the upper platform on Watt Avenue.

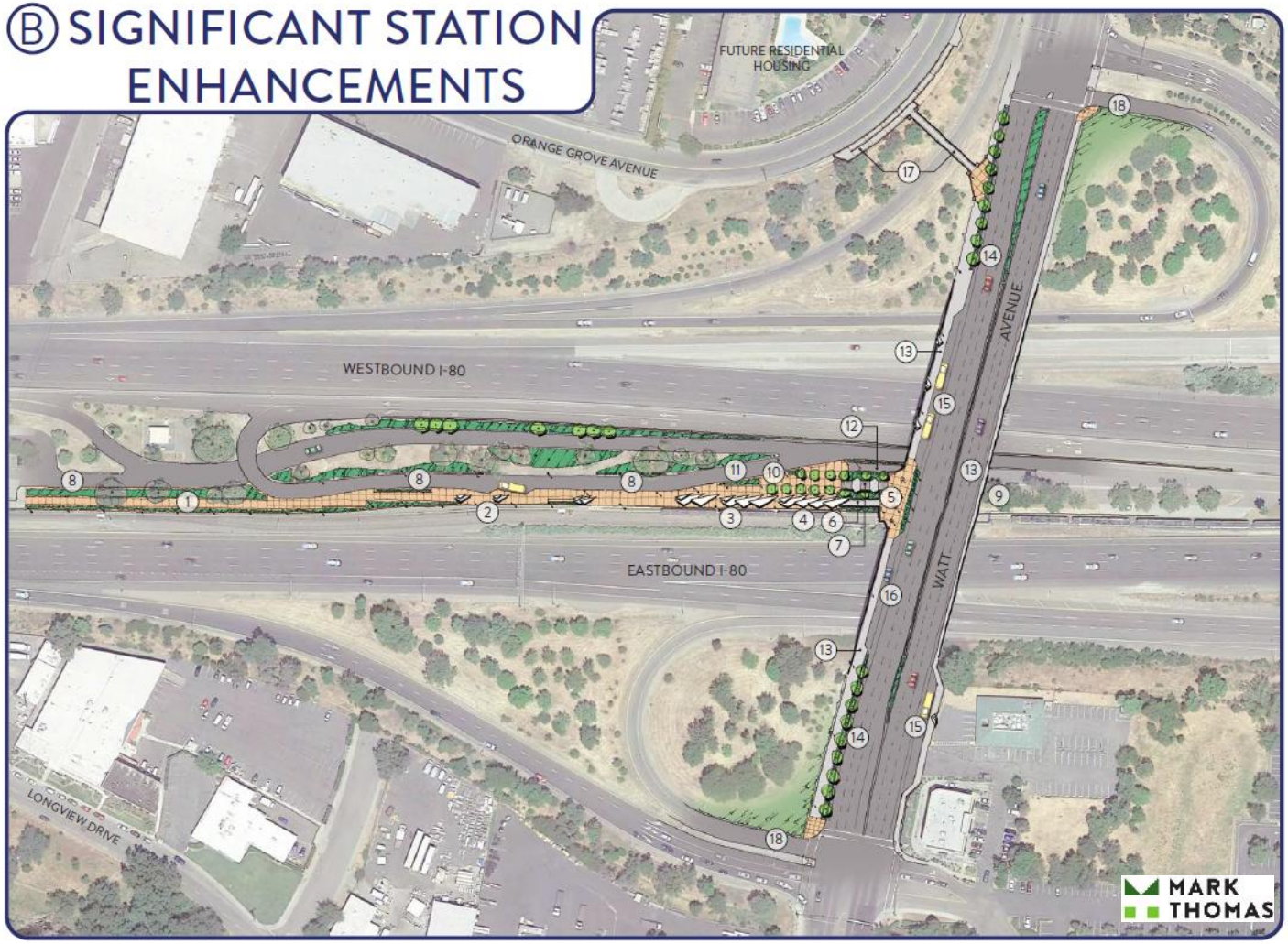
Watt/I-80 Major Improvements

The below image and the 3-D model on the previous page provide a conceptual overview of major Transit Center improvements. This concept focuses on redesigning and modernizing the stairs and elevator on both sides of Watt Avenue, along with architectural and structural elements to create openness and improve natural surveillance and access. These improvements are consistent with CPTED principles in order to maximize safety while also enhancing the transfer environment and rider experience at the Transit Center. In addition, this concept proposes Watt Avenue streetscape improvements to improve multimodal access and pedestrian safety.



Watt/I-80 Improvements – Close East Half

This concept includes most of the same improvements as the major improvements concept, however it removes the northbound bus stop on the east side of the station and relocates the stop south to the intersection of Watt Avenue and the I-80 off-ramp. This would allow for closing off the underpass area and creating one point of access for improved natural access control, as well as focusing pedestrian and bicycle amenities on one side of Watt.



The following chart compares the two station enhancement concepts. Most improvements are consistent across both concepts, except for where they involve the east side of Watt Avenue or the underpass.

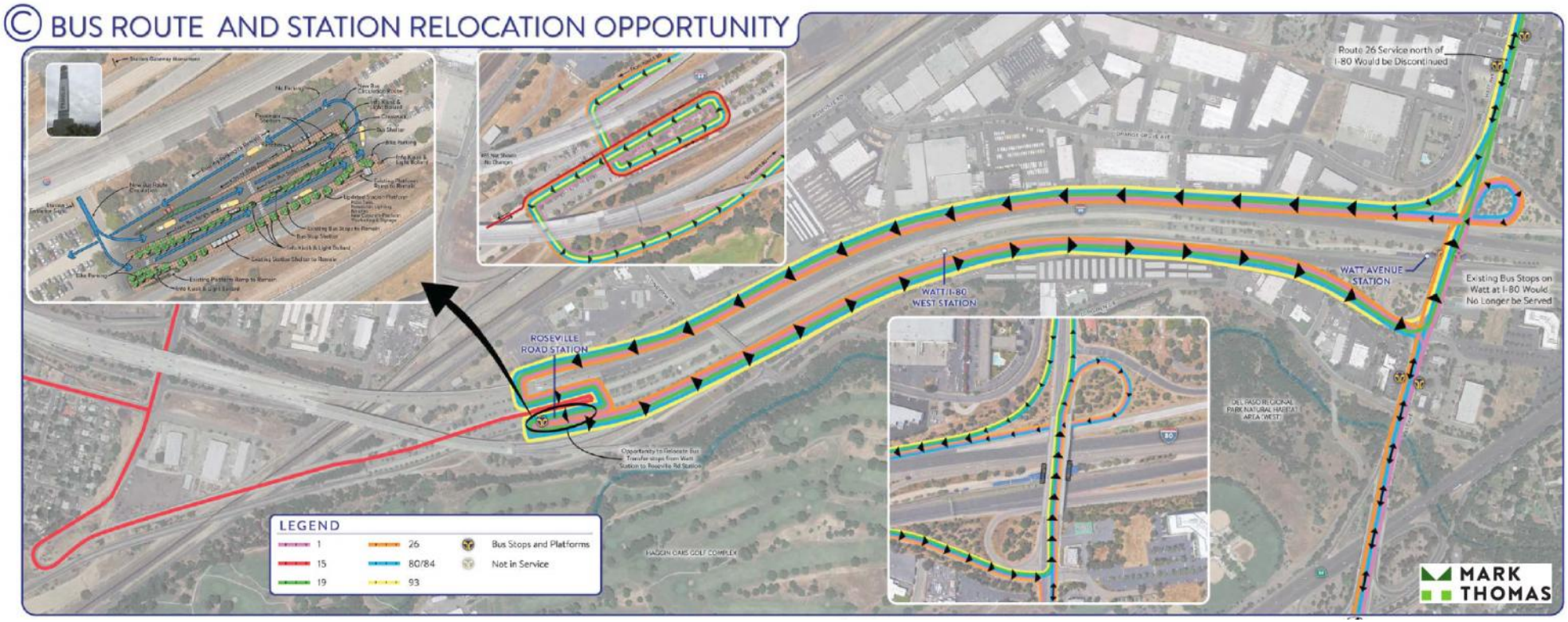
Type of Improvement	Major Improvements (A)	Improvements – Close East Half (B)	Responsible Party
Throughout the Transit Center			
Lighter, More Open Architecture for Transit Center Structures Lighter roofing allows for smaller support structures and columns, which reduces hiding spaces, blind corners, and visual "weight" of the structure. Angled, saw-toothed design allows for natural light while providing shade and shelter. White or light colors are recommended to reduce visual weight and improve aesthetic appeal.	Yes	Yes (#3 in diagram)	SacRT
Low Maintenance Landscaping and Lighting Around the Station Low-maintenance landscaping will improve long-term aesthetic appeal. Lighting will improve personal safety and natural surveillance.	Yes (E in diagram)	Yes (#8 in diagram)	SacRT
Removal and Replacement of Existing Structures, Elevators, Stairs and Employee Breakroom Replacing existing structures will help update and redesign the elevators, stairs, and transit center architecture to be more modern, safe, and appealing; while also being unattractive to birds. Structures would be rebuilt with lighter materials that provide shade, shelter, and natural light. Concrete columns would be removed where possible to improve visibility. The new elevator structure would maximize visibility and eliminate visual obstruction to improve safety and ease of transfers.	Both east and west side (F in diagram)	West side only, east side removed (#9 in diagram)	SacRT
Parking Lot and Light Rail Platform			
Pedestrian Promenade Leading from Parking Lot to Station A pedestrian promenade provides a clear direction to riders accessing the station from the parking lot. Lighting and wider walkways will improve safety and pedestrian comfort.	Yes	Yes (#1 in diagram)	SacRT
Reduction of Bus Bays to Two The current station layout includes numerous bus bays at the light rail platform that are underutilized. Reducing the number of bus bays to two would create more space for a pedestrian plaza and comfortable waiting area.	Yes	Yes (#2 in diagram)	SacRT
Pedestrian Friendly Station Plaza The light rail platform will be extended to create a pedestrian friendly plaza with pedestrian-scale lighting, natural light, and no obstructions. Plaza trees will provide shade in the summer and allow light through during the winter. A wayfinding kiosk and signage will improve transfers and rider information. Trees to reduce air pollution and noise from the freeway may also be planted.	Yes (G in diagram)	Yes (#10 in diagram)	SacRT
Shorten Bus Onramp to Merge with Main Onramp Shortening the bus onramp would maximize the site area and allow for an extended pedestrian plaza.	Yes	Yes (#11 in diagram)	SacRT/Caltrans
Maintenance Vehicle Access Under Watt Avenue Overcrossing Ornamental metal fencing and gating would restrict access under the overcrossing to official use only to improve safety issues.	No	Yes (#12 in diagram)	SacRT

Bus Stops and Watt Avenue			
Watt Avenue Transit Center Plaza The Watt Avenue station plaza would improve the existing bus platform areas by installing a planted buffer between the plaza and the roadway, removing concrete barriers, adding pedestrian-scale lighting, and installing pilasters to break up the space and protect pedestrians from traffic. A monument will provide visibility for the structure and signal to drivers that they are entering a multimodal space. Wayfinding and rider information will be updated to improve transfers and access to the station.	Both east and west side (B in diagram)	West side only, east side removed (#5 in diagram)	SacRT/County
Bridge Extends to the New Elevator Structure A bridge will provide a connection between the Watt Avenue plaza and the new elevator structure.	Both east and west side (C in diagram)	West side only (#6 in diagram)	SacRT/Caltrans
Staircase The staircase will be redesigned and lengthened as much as possible to remove switchbacks and increase visibility. The stairs can be substituted with an escalator.	Both east and west side (D in diagram)	West side only, east side removed (#7 in diagram)	SacRT
Widen Sidewalks on Watt Avenue Widening sidewalks along Watt Avenue will improve the pedestrian experience and feeling of traffic safety. Wider sidewalks allow people to walk past each other or side-by-side comfortably and feel safer while walking alongside high-speed traffic.	6ft on both sides (H in diagram)	11ft on west side, 5ft on east side (#13 in diagram)	County
Watt Avenue Improvements Additional improvements to Watt Avenue include pedestrian-scale lighting, reduction of vehicle lanes to 11-feet, removing shoulders, deterring jaywalking through concrete medians, and planting strips and street trees for pedestrian comfort and safety. These measures will help calm traffic around the station and allow for more space for wider sidewalks and plazas.	Yes (I in diagram)	Yes (#14 in diagram)	County
Bus Stop with Shelters to Match New Station Architecture Bus stops on Watt Avenue will be shifted to bus bays either north or south of the plaza. The waiting areas will include shelters and seating consistent with the new station architecture.	Both east and west side (J in diagram)	West side only, east side relocated south on Watt Avenue (#15 in diagram)	County/SacRT
Kiss-n-Ride and Transportation Network Company Pickup/Drop-off A pickup/drop-off zone will be provided for Kiss-n-Ride (where cars drop off or pick up riders) and Transportation Network Companies (such as Uber and Lyft). A dedicated pickup/drop-off area will reduce conflict with buses and provide flexibility for future new mobility technologies to provide service to the station.	Both east and west side (K in diagram)	West side only (#16 in diagram)	County
Pedestrian Bridge and Ramp A pedestrian bridge and ramp between Watt Avenue and Orange Grove to the north of the station will provide a connection to transit from future housing developments in the area.	Yes (L in diagram)	Yes (#17 in diagram)	County/Caltrans
Square Up Onramps for Safer Pedestrian Crossings Squaring up freeway onramps forces cars entering or existing the freeway to slow down and provides greater visibility for pedestrians crossing at those intersections.	Yes (M in diagram)	Yes (#18 in diagram)	County/Caltrans

4.2 BUS ROUTE RELOCATION TO ROSEVILLE ROAD

Several riders expressed a preference for same-level transfers due to the many safety, maintenance, and accessibility issues that currently exist with the stairs and elevators at Watt/I-80. A same-level transfer is where buses stop directly at the light rail platform, allowing for quicker, more convenient transfers and would allow for a more open and safe facility. The Roseville Road light rail station was selected as the best option to reroute buses and implement same-level transfers due to poor vehicle access to Watt/I-80. The Roseville Road station is located approximately one mile west of Watt/I-80 and is heavily used as a park n' ride station.

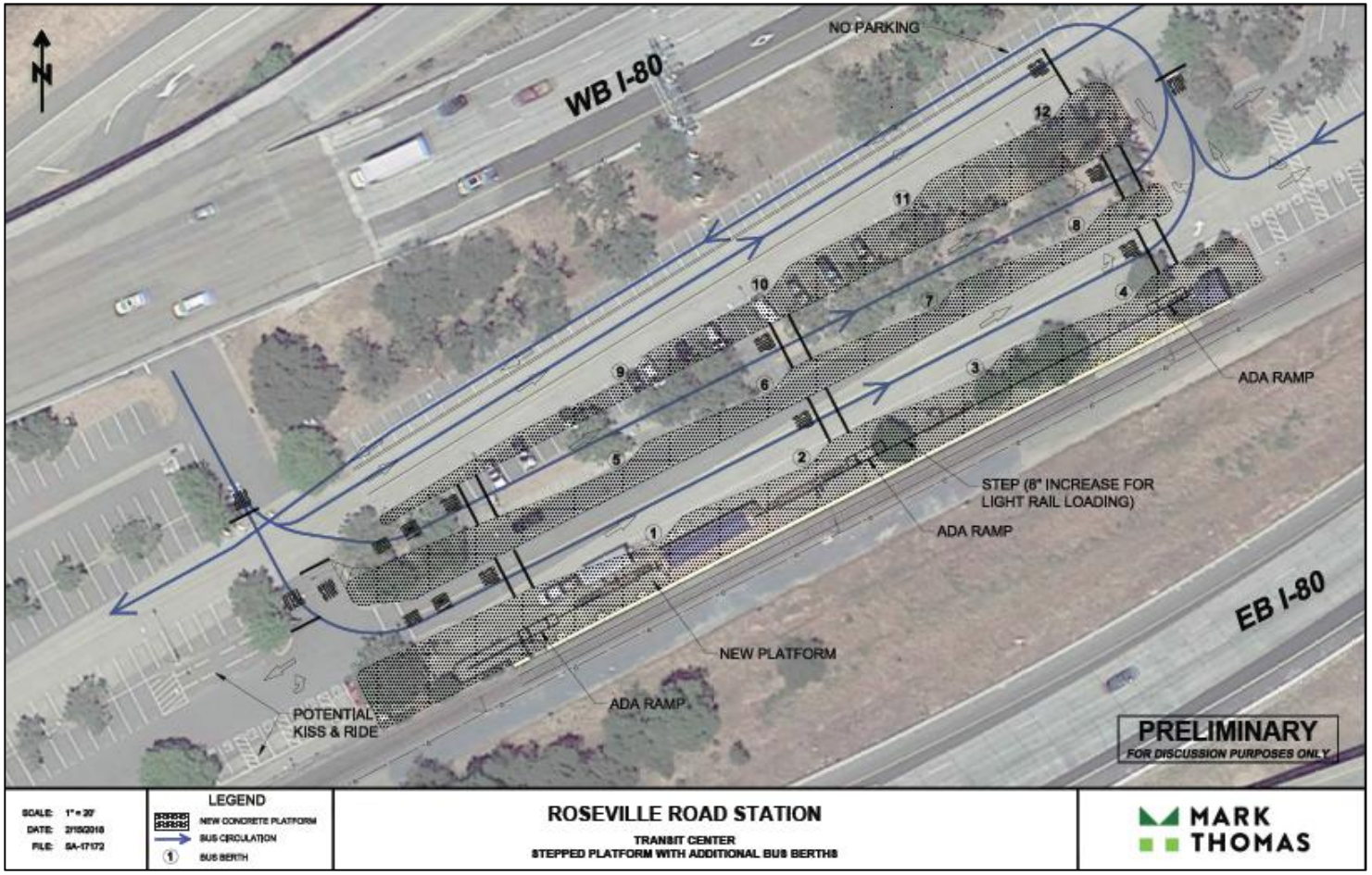
This concept involves closing the Watt/I-80 station and rerouting all bus service to Roseville Road. The following images show the proposed bus circulation as well as a redesign of the parking lot to accommodate additional bus service. Approximately ½ mile of Roseville Road and ¾ mile of Longview Road are lacking sidewalks east of the station entrance (specific evaluation of these facilities around the Roseville Road station were outside the scope of this study and need a detailed analysis to determine the cost of the improvements).



Roseville Road Capital Improvements

This alternative would also include short-term phasing improvements outlined in Chapter 5 while undergoing securement of funds, a service change public approval process, environmental clearances, design, and construction.

While not as significant when compared to the station enhancements concepts, relocating to Roseville Road would require capital improvements at the existing station including the construction of twelve new bus terminals, an employee breakroom, ADA and pedestrian enhancements, and amenities such as overhead shelters and seating to accommodate the greater volume of passengers.



4.3 ADDITIONAL CONSIDERATIONS / OPPORTUNITIES

Throughout the engagement and planning process several ideas were brought up that were not included as part of the concept drawings. Some of this ideas involve significant additional costs, some may reduce operational costs, and some would require further traffic analysis or other considerations.

Signalized Crossing over Watt Avenue

While installing a mid-block signalized crosswalk across Watt Avenue was identified as desirable for improving transfers between the northbound and southbound bus stops, it is not included in the concepts due to traffic safety, traffic flow, and other engineering constraints. A crosswalk over Watt Avenue would enable both of the bus stops to remain in place while still closing off the undercrossing area to foot traffic. Inclusion of a crosswalk between the bus stops on Watt Avenue as part of any station enhancement concepts would require further traffic analysis in conjunction with Caltrans and Sacramento County DOT.

Conversion of Light Rail Platforms to Accommodate New Low Floor Vehicles and Electrifying its Bus Fleet

SacRT is in the process of designing plans to convert all its stations to accommodate the operation of low floor vehicles, which it hopes to soon purchase to start replacing its aging light rail fleet. The stations along Interstate 80 can be converted either by raising the platforms by 8 inches to meet ADA boarding standards or by lowering the tracks. In addition, the region is looking at converting buses to electric vehicles is looking for locations for charging stations. Any plans for improvements at the stations will take into consideration these needs.

Closing the Watt/West Station and Watt/I-80 Parking Lot

Very few daily riders choose to park then ride at the Transit Center. Instead, most park at the Roseville Road Station as it is easier to access and includes ample parking. For those reasons, it was suggested that SacRT closes the Watt/I-80 West Station to save money on maintenance and patrol. Doing so would simply require additional signage directing riders to Roseville Road. Further, closing the Watt/I-80 park n'ride lot would further reduce maintenance and surveillance costs and allow the space to be converted to landscaping or another use.

Watt Avenue Corridor Revitalization

A common theme throughout this project has been the idea that the Watt Avenue corridor will continue to require significant investment and attention to address persistent issues. Some have suggested that as part of this project or as improvements are implemented, SacRT, in partnership with the Watt Avenue PBID, convene stakeholders and public agencies to develop coordinated strategies and to identify resources for enhancing the Watt Avenue Corridor. Doing so would complement efforts to improve the Watt/I-80 Transit Center or address community concerns of blight and neglect should transit service relocate to Roseville Road.

Extend Route 1 to Orange Grove Avenue

With the opening of the new Walmart and development of the Courtyard Inn, it has been requested that Route 1 be extended to stop on Orange Grove Avenue. The route currently turns around and layovers on Orange Grove, so it would not add operational costs.

5. CONCEPT EVALUATION AND FEASIBILITY ANALYSIS

Evaluation criteria were developed based on goals and priorities through the engagement process, as well as other factors including cost, timeline, ridership impacts, consistency with long-term plans, and public feedback. This chapter defines each of the criteria and assesses the Station Enhancement and Bus Route Relocation concepts based on community-identified priorities, costs, feasibility, and other factors. This chapter also includes analysis of technical and policy feasibility identified by the consultant team, SacRT staff, and based on coordination with Sacramento County DOT and Caltrans. In addition, SacRT staff conducted an in depth analysis of existing service and proposed re-routing options that can be found in Attachment C, the results of which are reflected in this section.

	Watt/I-80 Major Improvements	Watt/I-80 - Close East Half	Bus Route Relocation to Roseville Road	Immediate Improvements
Costs				
On-site Capital Costs	$13.6M	$9.8M	$7.7M	$1.9M
Off-site Capital Costs	$13.4M	$13.8M	$2M+	$0
Operational Costs	Less than current ($358K)	Less than current ($353K)	Higher than current ($617K)	Higher than current ($579K)
Timeline	2 years+	2 years+	2 year+	6 months-1year
Ridership Change	Increase	Increase	Decrease	No Impact
Transit Accessibility				
Trip Length	No Impact	No Impact	Significant Impact	No Impact
Transfer Window	No Impact	Significant Impact	Significant Impact	No Impact
Multimodal Access	Improved	Improved	Limited	Improved
ADA Access	Improved	Moderately Improved	Improved	Improved
Personal Safety	Improved	Improved	Improved	Improved
Amenities and Activation	Improved	Improved	Improved	Improved
Site Maintenance	Improved	Improved	Improved	Improved
Health Outcomes	Improved	Improved	Inconclusive	Improved
Long Range Plan Consistency	Consistent	Consistent	Inconsistent	Consistent
General Public Input	42% preference	32% preference	26% preference	Required

5.1 PROJECTED COSTS

Cost estimates include capital costs (construction, demolition, upgrades to streetscapes, landscapes, and structures), design and environmental clearance costs, and annual operational costs (maintenance, staffing, additional bus service costs, and security). Capital costs can be further broken down by on-site improvements (improvements at the station itself which SacRT will be responsible for) and off-site improvements (streetscape improvements which must be coordinated with other agencies). The cost to maintain and secure the Watt/I-80 Transit Center in Fiscal Year 2018 is estimated at $534K (not including the operation of transit service). Cost estimates have been provided in the "Overview of Concept Evaluation" table based on the cost estimates and comparisons in Attachment F. "No Impact" means costs are not applicable or will not change from baseline conditions.

For all scenarios, provision of the elevator shuttle will be avoided when either the new elevators are installed or bus transfers move to Roseville Road. However, this is not reflected as a "cost savings" since the shuttle is actually provided by taking the bus from other routes as needed, and therefore is not recognized as an additional "expense" to the agency. SacRT considers the improvement as being less impactful on the rest of the system (as well as an "urgent need").

Watt/I-80 Major Improvements

This concept is projected to have high capital costs due to structure modifications and streetscape improvements. However, off-site improvements consist of approximately half of the total capital cost ($13.6M for on-site and $13.4M for off-site). Over the long-term, there is potential for operational costs to decrease since CPTED strategies improve passive surveillance and limit opportunities for criminal activity and site misuse, and the new elevators will reduce costs.

Watt/I-80 Improvements – Close East Half

This concept is also projected to have high capital costs due to structure modifications and streetscape improvements, with off-site and on-site improvements at comparable costs ($9.8M for on-site and $13.8M for off-site). Over the long-term, there is potential for operational costs to decrease since CPTED strategies improve passive surveillance and limit opportunities for criminal activity and site misuse, and the new elevator will reduce costs.

Bus Route Relocation to Roseville Road

Relocating bus service to Roseville Road would require construction of new bus bays and other site improvements to accommodate increased service and passengers at the station, as well as accommodations for operator layovers and breaks. These improvements, as well as demolition of the Watt/I-80 station, are projected to have on-site capital costs of approximately $7.7M. Even though security and maintenance costs may go down, operational costs will increase due to increased bus operation costs. Determination of off-site capital costs for pedestrian and bicycle access improvements was outside the scope of this study.

Relocating bus service adds an additional cost to riders as well. Riders who currently access the Transit Center by walking or biking would need to take a bus in order to make transfers at the proposed Roseville Road Transit Center. About 10% of riders lacking a pass, fare app, or Connect Card would have to pay an additional $2.75 for this additional trip. Mercy Housing has expressed concern that residents of their future affordable housing site are likely to be severely impacted by this additional trip cost.

5.2 TIMELINE

All of the concepts would take approximately two or more years to complete due to the fact that they require searching for funding, would all need environmental assessments, project approvals, design and construction. Section 6 provides a phasing plan for implementation.

5.3 RIDERSHIP IMPACTS

Watt/I-80 Major Improvements

Making these improvements will attract new riders to the station. The visible enhancements will also improve the Transit Center's image and create more identity catching the attention of future passengers.

Watt/I-80 Improvements – Close East Half

Similar to Major Station Enhancements, these improvements will attract new riders to the station due to improving the Transit Center's image and visibility for future riders.

Bus Route Relocation to Roseville Road

For every minute of delay on a transit trip, 1% of riders are lost; every minute of time spent waiting for a bus loses 2% of riders. It is estimated about 70,000 boardings will be lost each year from the move to Roseville Road. In addition, the loss of visibility of the Transit Center, loss of pedestrian and access to the station from Watt Avenue, and proximity to nearby neighborhoods will lose riders currently using the Watt/I-80 Transit Center. It will be more difficult and cost more for the 20% who currently walk to the station.

5.4 TRANSIT ACCESSIBILITY

Transit accessibility evaluates each of the concepts based on the following criteria:

Level of Impact to Trip Length

Trip length is the amount of time that it takes for a rider to complete a trip starting from their point of origin and ending at their final destination. A significant impact is defined as any increase of trip length that would unbearably hinder a rider's ability to access employment, services, and destinations in a timely manner. For many riders, a 5-minute increase in total trip time is a moderately impactful, however as trip times increase to 10 minutes and beyond the impact becomes increasingly significant. It is important to note that wherever an increase in trip length causes a missed transfer, the impacts become significant due to riders needing to take and earlier bus or wait for the next bus, which may be up to an hour of additional time.

Level of Impact to Transfer Windows

Transfer windows are the amount of time a rider has to transfer to another bus or between bus and light rail. Many riders take multiple transfers as part of one trip. Shorter transfer windows mean that riders have less flexibility for transferring and may miss their connection if the bus or light rail runs late. A significant impact is defined as a transfer window that is 5 minutes or shorter, meaning that there is an increased likelihood of missing the transfer.

Multimodal Accessibility

Multimodal accessibility is the ability for riders to conveniently access bus and light rail service via transit, vehicle, and active transportation (walking, biking, etc.). Convenient access is determined by proximity of neighborhoods to transit and the presence of infrastructure that supports walking, biking, and driving. Limited multimodal access is defined as the existence of barriers that prevent access across one or more modes.

Ease of Access for Riders with Disabilities

Riders with disabilities were strongly represented throughout the outreach process, and improved ADA access was highlighted as a priority. Improved access for riders with disabilities is defined as minimizing vertical height differences as much as possible, improving the transfer environment, and implementing measures to enhance overall safety and rider experience for riders with disabilities.

Travelling on Watt Avenue is difficult for riders with disabilities due to streetscape conditions.

Watt/I-80 Major Improvements

Major Station Enhancements are projected to have no impact to trip length and provide significant multimodal access, as bus service times will remain constant and improvements aim to further support access by walking, biking, transit, and car. Additionally, there will likely be no impact to transfer windows compared to existing conditions, with potential to actually improve transfers through wayfinding, faster elevators, and improved stairs. ADA access would improve under the Major Improvements concept due to installation of new and faster elevators and enhanced sidewalks. However, sidewalks adjacent to the bus stops would need to be 8 feet deep for ADA compliance. The suggested pedestrian crossing across Watt Avenue between the bus stops will need to be reviewed by the County and Caltrans traffic engineers to determine if it is a viable concept to pursue.

Watt/I-80 Improvements – Close East Half

Significant Station Enhancements are projected to have no impact to trip length due to bus service times remaining constant. This concept will likely have a significant impact on transfer windows due to moving the northbound bus stop further away from the light rail platform and increasing the amount of distance and time that riders must travel in order to make their transfer. Similar to Major Improvements, this concept will provide significant multimodal access due to streetscape improvements and proximity to existing pedestrian infrastructure and land uses. ADA access would only moderately improve due to the increased distance that riders with mobility impairments must travel to get to and from the northbound bus stop. The steep grade of the overpass was also a concern for people using mobility devices. An alternative would be to provide the mid-block pedestrian crossing instead of moving the bus stop.

Bus Route Relocation to Roseville Road

Relocating bus service to Roseville Road is projected to impact trip length and transfer windows. While transfers between bus and light rail will remain unchanged or improve due to the ease of a same-level transfer, bus-to-bus transfers and through-riders will be heavily impacted. Travel times are projected to increase between 5-10 minutes each way for several routes and by 20-30 minutes in some instances. Due to increased travel times, transfer windows between several bus routes will tighten and may cause missed transfers, meaning that riders would need to take an earlier bus in order to make their existing connection. The following table details specific trip length and transferring impacts by route.

Several riders are already impacted by long commute times, particularly those who rely on transit to get to work, school, or appointments on time. American River College and the McClellan Business Park both indicated that changes in bus service would severely impact students, employees, tenants, and customers. For the McClellan Business Park, the loss of direct service on Route 26 would highly impact their contract with Gateway Community Charter School. In addition, clients accessing services at the Sacramento County Department of Human Assistance, Planned Parenthood, the Veterans Administration, and other service centers along Watt Avenue would be impacted by restricted access to these services and potentially increased transportation costs.

Route	Bus-to-Light Rail Connections	Bus-to-Bus Connections
1 (Greenback)	Slight improvement, due to cross-platform transferring.	Delays of 15 minutes connecting to Routes 15, 19, and 93 during the day. Delays of 30 minutes at night.
15 (Rio Linda Blvd)	Slight improvement, due to cross-platform transferring.	Improved connections from Routes 26 and 93 due to shorter walking distance. Worsened connections to Routes 19 and 80, including likely missed connections.
19 (Rio Linda)	Slight improvement, due to cross-platform transferring.	Worsened connections to Routes 1 and 15. Delays of 15 minutes for Route 1 riders and 30 minutes for Route 15 riders to catch an earlier bus.
26 (Fulton)	Slight improvement, due to cross-platform transferring.	Worsened due to forced transfer to connecting bus for through riders. Average delay of 10 minutes plus additional cost of $0.75 for cash users. Discontinued service north of I-80.
80 (Watt/Elkhorn)	Slight improvement, due to cross-platform transferring.	Delays of 8 minutes for passengers riding through Watt/I-80. Delays of 6 minutes for riders on North Watt Ave due to detour into McClellan Business Park.
84 (Watt/North Highlands)	Slight improvement, due to cross-platform transferring.	Delays of 8 minutes for passengers riding through Watt/I-80.
93 (Hillsdale)	Slight improvement, due to cross-platform transferring.	Slight adjustments to schedules. Slight improvement to connections due to cross-platform transferring.
Placer County Bus Route 10 (Auburn – Light Rail)	No impacts.	Missed connections between buses at Roseville Galleria and Auburn Station.

Multimodal Accessibility

Additionally, multimodal accessibility to the Roseville Road station is severely limited. The Roseville Road station is located over a mile west of the Watt/I-80 station and, like Watt/I-80, is in the middle of the freeway. However, the Roseville Road station was designed to be a park and ride facility and the closest roads with access to the station have deficient pedestrian infrastructure as demonstrated in Figure 18 below. Note that the only pedestrian access to the station is at the "gateway" point identified on Roseville Road and that there are no sidewalks within a half mile of the platform.

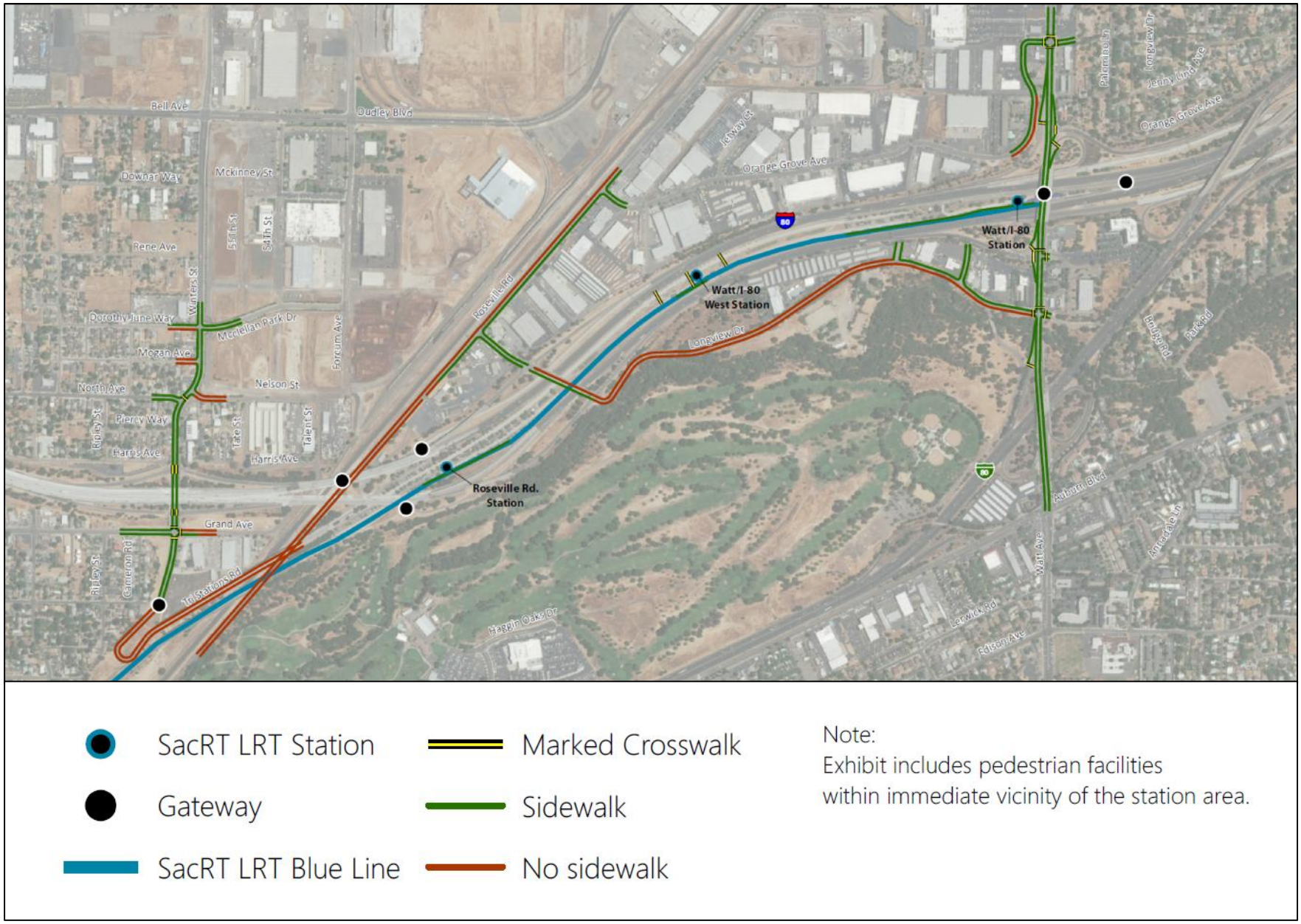
Riders who currently access the station by walking or biking from Watt Avenue must either take a bus or travel another two miles (approximately a 45-minute walk) along Longview Drive or Roseville Road in order to access the Roseville Road light rail station. Lower income earning families tend to rely more on walking and biking for everyday transportation and may not have access to reliable motor vehicles, meaning that current riders may no longer be able to access light rail at Roseville Road or may have to pay for an additional transfer. About 10% of riders lacking a pass, fare app, or Connect Card would have to pay an additional $2.75 to take the bus to light rail. To access Roseville Road. As the Watt Avenue corridor continues to experience growth, loss of direct light rail access would be a missed opportunity for increasing future ridership to major employment and service centers.

ADA Access

ADA access is projected to improve due to the provision of a same-level transfer, which removes the need for an elevator.

Walk audit participants examine pedestrian access on Watt Avenue.

Figure 19: Existing Pedestrian Facilities



Existing pedestrian access to the Roseville Road station is limited.

5.5 PERSONAL SAFETY

Watt/I-80 Major Improvements

Safety will improve with the implementation of CPTED strategies and continued enforcement as needed.

Watt/I-80 Improvements – Close East Half

Safety will improve due to the implementation of CPTED strategies and continued enforcement as needed.

Bus Route Relocation to Roseville Road

Safety will improve due to presence of more regular activity, security personnel, and the use of CPTED strategies in designing new features to accommodate more passengers.

Redesigning the staircases and elevator shafts can reduce hiding spaces to improve natural surveillance.

5.6 AMENITIES AND ACTIVATION

Watt/I-80 Major Improvements

This concept includes improved amenities such as seating, shade structures, rider information, and other features that came up in conversations with the public through the outreach process, including relocation of Connect Card machines closer to the stairs. Shade and shelter were identified as one of the most desirable improvements, so this concept includes installation of shelter structures at the bus stops on Watt Avenue and a redesign of the existing structures at the light rail platform. Shelters will have a saw-toothed design in order to maximize natural light for improved safety while also providing shade and shelter from the elements. The concept also includes a pedestrian plaza area that would improve activation and use of the station.

Watt/I-80 Improvements – Close East Half

This concept includes the same elements as Major Improvements that would improve amenities and activation.

Bus Route Relocation to Roseville Road

This concept includes updating and adding new amenities to accommodate the influx of riders using the Roseville Road station.

5.7 SITE MAINTENANCE

Watt/I-80 Major Improvements

Site maintenance will improve due to station reconstruction, continued regular maintenance, and implementation of CPTED strategies that discourage mistreatment of the station.

Watt/I-80 Improvements – Close East Half

Site maintenance will improve due to station reconstruction, continued regular maintenance, and implementation of CPTED strategies that discourage mistreatment of the station.

Bus Route Relocation to Roseville Road

Site maintenance will improve due to increased maintenance and rider activity at the Roseville Road station.

5.8 HEALTH OUTCOMES

Promoting and facilitating active travel, particularly walking and biking, are highly effective approaches to improving health outcomes as a result of the direct increase in physical activity. It appears that there are at least 8 minutes of additional physical activity associated with public transport use a day, and several studies reported a range up to 12–15 minutes a day[24]. Approximately 20 – 30% of riders currently access Watt/I-80 by foot or on bike. Many stakeholders suggested that SacRT would see further increases in ridership with significant improvements made to Watt/I-80. On the other hand, SacRT projects a 70,000 trip reduction in ridership should transit service be rerouted to Watt/I-80, with nearly all of the current active travel riders loosing direct pedestrian and bicycle access. Therefore, it can be assumed that improvements to Watt/I-80 will lead to increased physical activity, whereas moving to Roseville Road will lead to decreased physical activity.

Other determinants and/or contributors to health include transportation costs, noise impacts, access to services, goods, and jobs, and access to green spaces. Given the reduced direct pedestrian and bicycle access in the case of rerouting service to Roseville Road, it is expected that some riders will be required to purchase an additional trip ticket. While not a significant cost alone, compounded over time, these trips can have a major impact on certain low-income riders. The additional screening and landscaping features included in concepts that would enhance Watt/I-80 are expected to reduce noise impacts and increase access to green spaces. Finally, the changes in trip times and transfer windows given rerouted service to Roseville Road may negatively impact certain riders' ability to access jobs, goods, and services.

Watt/I-80 Major Improvements

Ridership would remain steady or increase leading to increases in physical activity. Design improvements will reduce noise pollution and increase access to green spaces.

Watt/I-80 Improvements – Close East Half

Ridership would remain steady or increase leading to increases in physical activity. Design improvements will reduce noise pollution and increase access to green spaces.

[24] Freeland, A., et al. (2013). Walking Associated with Public Transit: Moving Toward Increased Physical Activity in the United States. American Journal of Public Health, 103, 536-542

Bus Route Relocation to Roseville Road

Limited pedestrian and bicycle access to Roseville Road station, combined with projected ridership loss, may lead to decreased health outcomes.

5.9 LONG-TERM PLAN CONSISTENCY

TransitAction reflects expansion of service from Watt/I-80 southeast towards American River College. Earlier plans reserved right of way for SacRT to expand light rail from the Marconi station along Roseville Road. Consideration was given to expansion of rail service in the future while developing all these concepts, which is why in any scenario SacRT would not demolish any existing stations or rail in anticipation of future expansion.

Watt/I-80 Major Improvements

This concept is consistent with the plans mentioned in Section 1.4. Further design must consider potential expansion of rail.

Watt/I-80 Improvements – Close East Half

This concept is consistent with the plans mentioned in Section 1.4. Further design must consider potential expansion of rail.

Bus Route Relocation to Roseville Road

This concept is inconsistent with the TransitAction Plan and the County's General Plan/North Watt Corridor Plan, both of which build future transit expansion and transit oriented development around the existence of the Watt/I-80 light rail station. Mercy Housing also purchased the Courtyard Inn due to its proximity to light rail and have expressed interest in assisting SacRT with making improvements at the Transit Center.

5.10 GENERAL PUBLIC INPUT

This section summarizes the overall public opinion of each of the concepts based on feedback received through the outreach process.

Watt/I-80 Major Improvements

The public strongly preferred Major Station Enhancements above the other concepts due to an easier transfer between northbound buses and light rail and the thought that the major enhancements would address current safety issues under Watt Avenue. Multimodal access, minimal trip impacts, and access to Watt Avenue were identified as high priorities for riders and other stakeholders. Additionally, the public showed interest in the scalability and phasing from low-cost improvements to major improvements over time.

There were some concerns that improvements would not solve persistent issues at the Watt/I-80 station given the fact that Watt Avenue itself suffers from significant homelessness, crime, and other issues. The timeline and costs for implementation were also perceived as higher than those for the bus route relocation concept.

Approximately 42% of those who either participated in the in-person Public Open House or voted through the Virtual Open House preferred the Major Station Enhancements concept.

Watt/I-80 Improvements – Close East Half

Generally, Significant Station Enhancements was less popular than Major Station Enhancements due to the inconvenience of transferring between the northbound bus stop and light rail. Some individuals preferred this concept for its perceived cost effectiveness and enhancement of safety by closing access to the underpass area.

Approximately 32% of those who either participated in the in-person Public Open House or voted through the Virtual Open House preferred the Significant Station Enhancements concept.

Bus Route Relocation to Roseville Road

Overall, the public felt that relocating bus service to Roseville Road would have significant impacts to rider trips, including the elimination of direct pedestrian and bicycle access and increased costs and time associated with transfers. Some individuals preferred this concept due to improved safety and ease of transfers in the short term as well as the perceived cost effectiveness. However, many individuals who ride daily, are transit dependent, or do not currently ride but would like to in the future expressed strong opposition to this concept. Transit dependent riders stressed the importance of the Transit Center's current location on Watt Avenue and that rerouting service to Roseville Road would place an unbearable burden on commute times and travel costs.

Approximately 26% of those who either participated in the in-person Public Open House or voted through the Virtual Open House preferred the concept to relocate service to Roseville Road.

Participants of the Public Open House discuss trip impacts.

Riders share feedback on how concepts will impact their trips.

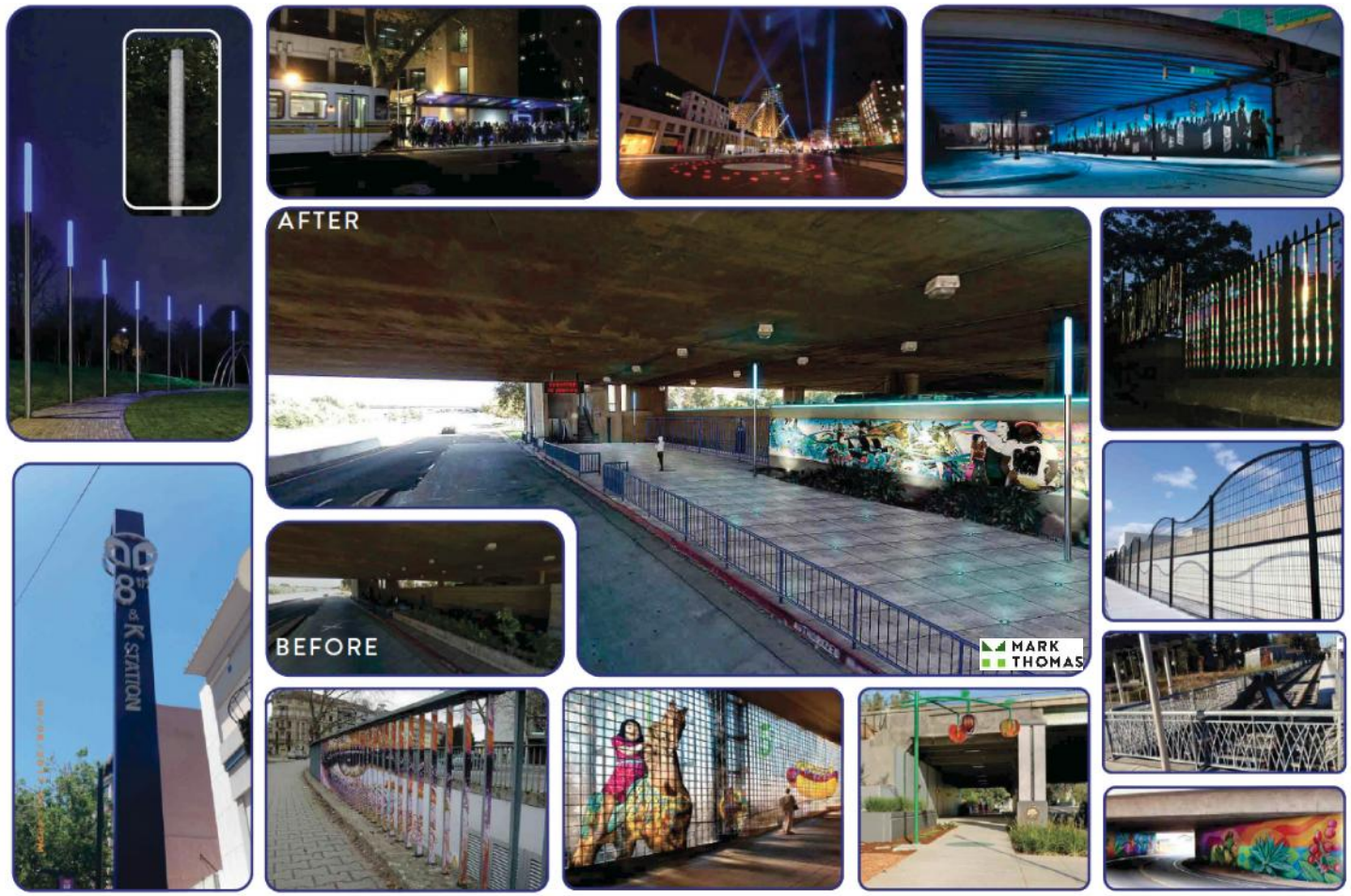
6. PHASING AND FUNDING PLANS

6.1 SHORT-TERM IMPLEMENTATION

Immediate Low-Cost Improvements

Immediate, low-cost improvements are needed as an interim measure to improve the function, safety and cleanliness at the Transit Center while the selected long-term vision is designed and constructed. These improvements would focus on the underpass area which is one of the more dangerous parts of the Transit Center. Additional on-site SacRT presence also should be increased. Improvements would include:

- Replacing both elevators,
- Adding more lighting,
- Adding wayfinding throughout the transit center,
- Updating/adding customer information,
- Restricting access to hiding spaces,
- Creating aesthetic appeal under the overpass area,
- Providing security coverage both at the station level and on each side of Watt Avenue, and
- Increasing maintenance.



6.2 FUNDING OPPORTUNITIES

Federal

- Federal Transit Administration Bus Facilities Infrastructure Investment Program
- Department of Justice programs that provide funding for crime reduction and community oriented policing.

State:

- CA Transportation Commission Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation. The Cycle 4 Call for Projects is expected to include about $440M in ATP funding made up of Federal funding and State SB1 and SHA funding. The funding/programming years are expected to include 19/20, 20/21, 21/22 and 22/23 funding years. A minimum of 25% of projects must be in Disadvantaged Communities. ATP also includes funding for programs for education and enforcement The Call for Projects is scheduled for May 2018. Although the State encourages the leveraging of additional funds for a project, matching funds are not required. Minimum request: $250,000
- Natural Resources Agency Urban Greening Program converts built environments into green space and uses green infrastructure solutions.
- Strategic Growth Council Affordable Housing Sustainable Communities Program provides infrastructure funding to support affordable housing developments.
- Caltrans Transit and Intercity Rail Capital Program provides capital funding for transit that reduces GHG emissions.
- Office of Traffic Safety provides funding for projects that help reduce traffic related incidents.

Regional:

- Active Transportation Program (ATP): SACOG also offers ATP grants for projects that weren't awarded state funding. The next call for projects is expected in May 2018 (to fund in 2019) and then in February 2019 (to fund in 2020).
- Regional/Local Discretionary: The next round of Regional/Local funding is to focus on zero emission buses. The central location of the Transit Center and its excess space could accommodate charging facilities for the region.

Other: In addition to government sponsored funding, there are other funding opportunities such as grants from foundations for art projects and community enhancements, and partnering with private developers and businesses.

6.3 NEXT STEPS

Taking into consideration the data collected from this study and input received from the public, SacRT staff recommends keeping the station and transit center open and upgrading them. In addition, in light of the kick-off of the SacRT Forward project (Route Optimization Study), making major changes to eight bus lines serving SacRT's largest transit center would be bad timing.

Concept B, closing the station access from the east side of Watt Ave. could greatly improve security issues, reduce maintenance costs, and could potentially cost less to build than Concept A. SacRT staff will explore the feasibility of providing a mid-block crossing of Watt Ave. in order to keep the east-side bus stop open for easier accessibility for patrons (particularly disabled individuals).

Staff strongly believes the success of this vision for Watt/I-80 is dependent upon working with Sacramento County, Caltrans, and

community stakeholders to identify resources and strategies to improve the neighborhood in order to protect and enhance this civic investment.

The table on the following page summarizes the steps, timeline, and costs involved in implementing improvements for the Watt/I-80 Transit Center.

Phase	Tasks		Timeline	Costs/Source
Immediate Improvements	• Obtain environmental clearances • Replace elevators • Update customer information signs & improve shuttle notification system • Add vending machines • Relocate connect card machines • Add more wayfinding • Touch up paint • Continue security	• Increase maintenance coverage & response time • Convene Watt Ave Improvement Team with stakeholders & partners • Apply for grants/pursue funding partnerships • Design CPTED improvements • Budget for additional improvements	2018	$1.4M Capital Potentially $579K annually Some funds are set aside in FY18 budget; remaining funding needs to be identified
CPTED Improvements	• Remove planters & add fencing in underpass to remove alcoves • Add lighting & gateway signage • Landscaping improvements • Add artwork/ or other aesthetic enhancements	• Continue security & maintenance • Apply for grants • Obtain environmental clearances/design future improvements	2019	$0.5M Capital $579K annually Put in FY19 Budget, pursue grants & partnerships
SacRT Forward/Route Optimization Plan	• Determine future needs for Watt Avenue & connecting stations	• Evaluate site for EV charging • Design future improvements	2020	TBD
Transit Center Redesign	• Construct improvements as funding becomes available • Integrate artwork • Landscaping improvements	• Renovate employee breakroom • Continue security & maintenance • Apply for grants	2020-2021	$9.8M Capital $600K during construction; $353K annually thereafter Future years budgets & pursue grant funding
Watt Ave Complete Street Improvements	• Improve pedestrian and bike facilities • Improve pedestrian crossings • Redesign bus & drop-off lanes • Improve bus stops along Watt Ave	• Design ramp & ped improvements/get environmental clearances/apply for grants	2020-2022	$2.4M Capital (ped crossing & bike lanes TBD) Partner with County on grants
Multi-Modal I-80 Improvements	• Reconstruct ramps	• Add pedestrian bridge or path from Orange Ave to Watt Ave	2021-2025	$11.4M Capital Partner with County, Caltrans & others

Attachment A: Outreach Report

Re-imagine Watt/I-80

Outreach Report

Prepared by WALKSacramento for Sacramento Regional Transit

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EXECUTIVE SUMMARY

The Watt/I-80 Transit Center serves as a major transfer hub for riders accessing jobs, housing, schools, and other destinations throughout the City and County of Sacramento along Regional Transit's (SacRT) Blue Line. However, a combination of factors including poor pedestrian, bicycle, and vehicle access, aging infrastructure, and the presence of crime have led to an unsafe, unsanitary, and overall unpleasant rider experience at the Transit Center. The Transit Center is proximate to the historically disadvantaged community of North Highlands. As part of this planning process, it has been a priority to engage stakeholders including residents of the North Highlands and Arden communities, RT passengers, students of the nearby American River College campus, and employees within the McClellan Business Park in developing solutions that benefit these transit dependent populations.

Funded through a Caltrans Sustainable Communities Planning Grant to identify transit and mobility solutions, SacRT embarked on a process to engage riders and community members around strategies to improve safety and access to transit in an effort to increase transit ridership along the Interstate 80 corridor. The Transit Center is a multimodal hub in spite of its challenging location in the middle of Interstate 80 and Watt Avenue, with riders accessing it daily by foot, bike, vehicle pick-up and drop-off, and transferring between buses and light rail. With the Transit Center's proximity to American River College, the McClellan Business Park, future planned development, and existing underserved communities, this project provided an opportunity not just to address existing challenges at the Transit Center but to re-envision how transit can better serve the needs of the broader community.

The project involved extensive outreach to riders, businesses, schools, community members, and other stakeholders to gather insights on existing conditions, current challenges, priorities, and opportunities for improvement. Key priorities were transit access and ease of transfers, personal safety, site maintenance, amenities and activation, and access to the Transit Center. Using this input and an iterative engagement process that included public meetings, stakeholder interviews, pop-up events, intercept-surveys, and online engagement, the project team identified a series of increasingly specific concepts and options for improvement. The two primary concepts that emerged as viable paths forward were making significant investments at the Watt/I-80 Transit Center or closing the location and re-routing all current bus service to the Roseville Road station, approximately ½ of a mile to the west.

Southbound bus stop on Watt Avenue.

Enhancing Watt/I-80

Enhancements to the existing Watt/I-80 station would involve implementation of Crime Prevention Through Environmental Design (CPTED) strategies to improve visibility, natural surveillance, and the perception of regular positive activity in order to encourage safety, cleanliness, and intended uses. Specific strategies include installing new elevators, redesigning stairwells to be more open and accessible, adding lighting, constructing a well-defined plaza area, removing and restricting access to hiding spaces, and investing in further site maintenance. Additional infrastructure improvements to Watt Avenue and bus stop amenities would enhance pedestrian, bicycle, and drop-off vehicle access to the Transit Center as well as user-friendliness and comfort, which were identified as major priorities by current riders and desirable for potential future riders. While station enhancements would require higher capital costs over a longer period of time, the Transit Center's proximity and accessibility to current and future employment centers, transit users, educational opportunities, and services were cited as desirable for long-term community benefits. Nearly every current user of the Transit Center interviewed or engaged throughout this process expressed a preference for maintaining service at Watt/I-80 and making safety and accessibility improvements.

Relocating to Roseville Road Station

Relocating bus routes to Roseville Road would allow for same-level transfers and improve safety, maintenance, and ease of transfer when compared to Watt/I-80. However, pedestrian and bicycle access to the Roseville Road station is extremely limited and would likely require the approximately 25-30% of riders who currently access Watt/I-80 by foot or bike to make an additional transfer. Sacramento County DOT are working to enhance access to Blue Line stations, but the extent of these improvements or timeline is unclear.

While facilitating same-level transfers were highlighted as a priority due to improved safety and ease of transfer, riders expressed preference for keeping existing connections and access to Watt Avenue given destinations along the corridor and a desire to maintain current levels of service and transfer windows. Throughout the engagement process riders, advocates, and other stakeholders emphasized the importance of maintaining transfer connections due to the fact that some of the bus routes serving Watt/I-80 have long headways. Rerouting bus service to the Roseville Road station may increase travel times and potentially shorten connection windows, heavily impacting riders who are particularly vulnerable to schedule changes such as students, shift workers, and low-income riders who make multiple transfers in order to get to work or appointments on time. Stakeholders recommended that this option be accompanied by increased bus frequencies and infrastructure improvements on Roseville Road in order to provide access to current riders who may lose direct pedestrian or bicycle access under this scenario. Stakeholders also expressed concern that relocating to Roseville Road would further contribute to blight along the Watt Avenue corridor and provide no guarantee that existing safety, cleanliness, and crime concerns would not also occur at Roseville Road, especially considering the significant nearby homeless population.

The perceived impacts of remaining at the Transit Center include the cost and timeline involved. However, when stakeholders were informed that SacRT has already identified funding to make immediate improvements with the possibility of phasing up to more significant improvement over time, this option seemed to become more attractive. On the other hand, when confronted with detailed route-by-route impacts that showed that certain routes would remain unaffected, stakeholders still expressed concern over scheduling impacts and the loss of access for those accessing transit by bicycle and walking.

This report summarizes all of the feedback and input received throughout the engagement process with appendices containing outreach data analyses and specific comments from public events, interviews, and surveys.

Riders access Watt/I-80 across multiple modes, including walking and biking.

Riders and other stakeholders were continually involved throughout the process and contributed valuable feedback.

1. INTRODUCTION

Community-based, or participatory planning, is a planning and engagement approach that empowers communities to identify issues and meaningful solutions specific to their communities. Intrinsic to this approach is the understanding that community residents know their neighborhoods the best. In valuing the input and guidance of community members as an integral part of the planning process, this approach helps create buy-in, develop context-sensitive solutions, and address the needs of communities in a more productive and equitable way.

WALKSacramento is a regional non-profit that works to advance health, safety, and air quality goals through community-based planning and design that supports walkable communities. The Sacramento Regional Transit District partnered with WALKSacramento on a Caltrans Sustainable Communities Planning Grant to undergo a master planning process to improve safety and bike, pedestrian, and ADA access to the Watt/I-80 Transit Center. Using a community-based planning approach, WALKSacramento engaged riders, community members, businesses, and other stakeholders in a dialogue about the kinds of improvements would best address their safety, accessibility, and transit access goals.

1.1 TIMELINE AND PROCESS

The goal of the outreach process was to engage a diverse population of stakeholders in identifying current issues, developing meaningful solutions for improvement, and vetting recommendations to ensure that they meet community-identified priorities. The first phase of the project was to develop a clearer understanding of existing conditions and issues at the Transit Center informed by everyday users and other stakeholders familiar with Watt/I-80. This was accomplished through an online survey, pop-up surveying activities at the station, a public Visioning Meeting, walk audit assessments, and stakeholder interviews with representative organizations and individual riders. Several themes emerged through this process that aided in developing five key priority areas that have guided this project:

- Transit Access and Ease of Transfers
- Access to the Transit Center
- Personal Safety
- Amenities and Activation
- Site Maintenance.

The project team further explored and refined these priority areas through a series of outreach meetings and events, ultimately developing two initial concepts:

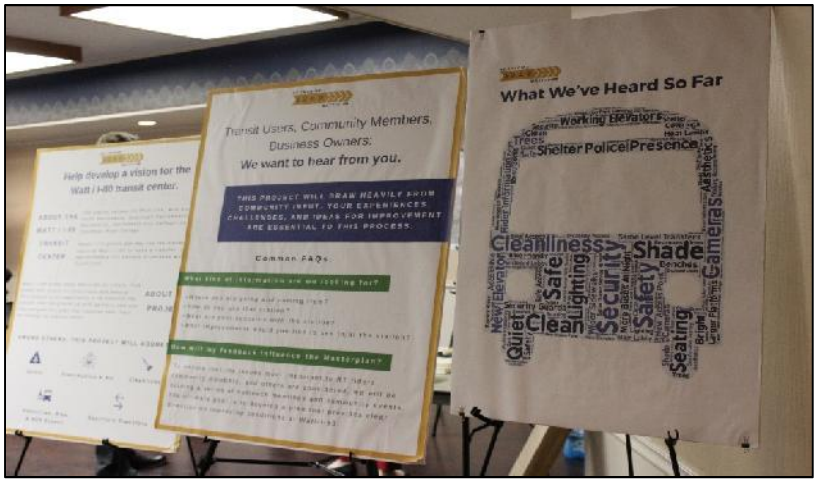
- Making station enhancements including new transfer structures, bicycle and pedestrian overcrossing improvements, and significant architectural improvements to the rail platform.
- Closing the station and rerouting all bus service to the Roseville Road Station to facilitate same-level transfers.

These concepts along with preliminary drawings and route maps were unveiled at a Public Workshop in November. Feedback was collected from late November through early January through the in-person Public Workshop, an online Public Workshop, a community walk audit, and stakeholder surveys at American River College and Watt/I-80.

Using this input, the project team further refined the two initial concepts, developing three options under the enhancement option:

- Major
- Significant
- Immediate

These options, along with further detail regarding service impacts under a reroute option were presented at in-person and online Public Open Houses in January. Feedback collected at the Public Open Houses and throughout the outreach process have been summarized in this report. The input has been used to inform options for improvement and will ultimately inform a final recommendation made by SacRT Staff to the governing Board in March, 2018.



Riders and community members helped develop a vision and priorities for improvements.

Public Open House attendees review concepts.

1.2 PROJECT STAKEHOLDERS

The following groups were identified as key stakeholders to engage throughout this project due to their proximity to the Transit Center, reliance upon transit, or vested interest in advancing solutions that benefit the surrounding communities:

Bus and Light Rail Riders

Riders who use the Transit Center are the some of the most informed about existing challenges and can recommend solutions that improve their experiences. Arguably, they will also be the most impacted by the outcome of this project.

North Highlands Community Members and Neighborhood Associations

The Transit Center is within the southern portion of North Highlands and many riders live in the community. Community members either utilize the Transit Center or live nearby, meaning that they have a well-developed understanding of issues both at the Transit Center and throughout the community and how solutions can address both. This project engaged transit dependent residents, students, and residents who have used the Transit Center in the past or are interested in using transit in the future.

Arden-Arcade Community Members and Neighborhood Associations

The Arden Arcade community borders the Transit Center to the south. Due to the community's proximity to the Transit Center, their thoughts on existing conditions and what they would like to see in the future are important to capture.

Nearby Businesses and Business Districts

The availability of transit has implications for economic development, including the ability for people to access work, errands, or leisure shopping trips. Business districts in the area can provide insights on how the Transit Center currently impacts them and how it might impact economic development in the future. This project engaged the Watt Avenue Partnership, the McClellan Business Park and Transportation Management Association, the Greater Arden Chamber of Commerce, and the Fulton Avenue Partnership.

Diverse stakeholders were engaged throughout the process, including riders, community members, transit advocates, and the business community.

American River College Students, Faculty, and Staff

ARC serves over 30,000 students, with about 75% being part-time and 25% being full-time. On average, students range from ages 18 through 40 and tend to be lower income or come from marginalized backgrounds. Approximately 20% of students have a universal transit pass, with many being transit dependent. Bus Route 1 from the Transit Center is only one of two buses providing service to campus and is often overcrowded during school commute times. Due to high transit usage among the student population, the perspectives of students and administration is important for considering future impacts.

Transit Advocates

The Sacramento region has several active transit advocacy organizations that understand current issues, represent riders, and are invested in improving transit across the system for all types of users. This project engaged Sacramento Transit Riders Union, RiderShip for the Masses, STAR, Dogfight, and others.

Housing Developers

Transit Oriented Development has been highlighted as a regional priority by SACOG, Sacramento County, and SacRT. As such, needs and opportunities for housing development near transit are an important consideration in the planning process. In particular, this project engaged Mercy Housing due to the Transit Center's proximity to a future Mercy Housing affordable housing development and implications for future riders' access to transit.

Sacramento County

The Transit Center is located in Sacramento County, and would require a partnership with various County departments including the Department of Transportation for implementing streetscape improvements. The County also has an understanding of demographics, issues, and recommendations for what may or may not be feasible within their jurisdiction. This effort engaged the County's Department or Office of Transportation, Sustainability, Health and Human Services, and Department of Human Assistance.

Caltrans

The Transit Center is located within Caltrans right-of-way between the east- west-bound directions of Interstate 80. Infrastructure improvements at the Transit Center and at freeway on and off ramps would require partnership and coordination with Caltrans.

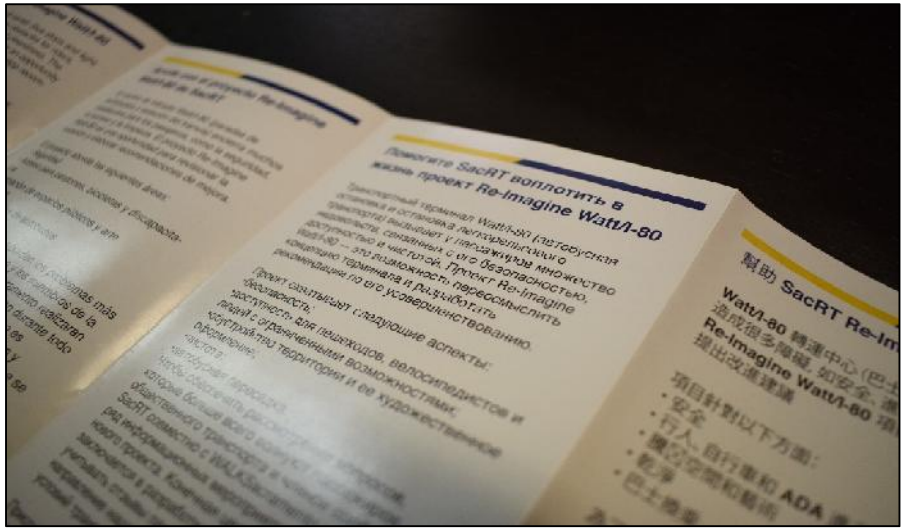
1.3 OUTREACH AND ENGAGEMENT PROCESS

The following activities and outreach were conducted for stakeholders and community members to evaluate existing conditions, identify needs, and provide input on opportunities for improvement:

- Online survey running from October through December
- Intercept surveys and pop-ups at the station and at American River College on September 11, October 19, November 20, December 1, December 19, and January 9
- Stakeholder interviews and focus groups
- Visioning meeting at the Arcade Library on Tuesday, October 24th from 6-7:30pm
- Walk audit on Saturday, October 28th from 10-11:30am
- Public workshop at the North Highlands Community Center on Wednesday, November 29th from 5:30-7pm
- Walk audit on Saturday, December 2nd from 10-11:30am
- Virtual Public Workshop materials hosted online through December
- Public Open House on Wednesday, January 10th from 6-7:30pm
- Virtual Public Open House materials hosted online through January
- Two presentations to SacRT's Mobility Advisory Council
- Presentation at SacRT's Quarterly Employee Meeting
- Technical feasibility and policy analysis meetings with Caltrans and Sacramento County DOT
- Periodic project updates to the SacRT Board

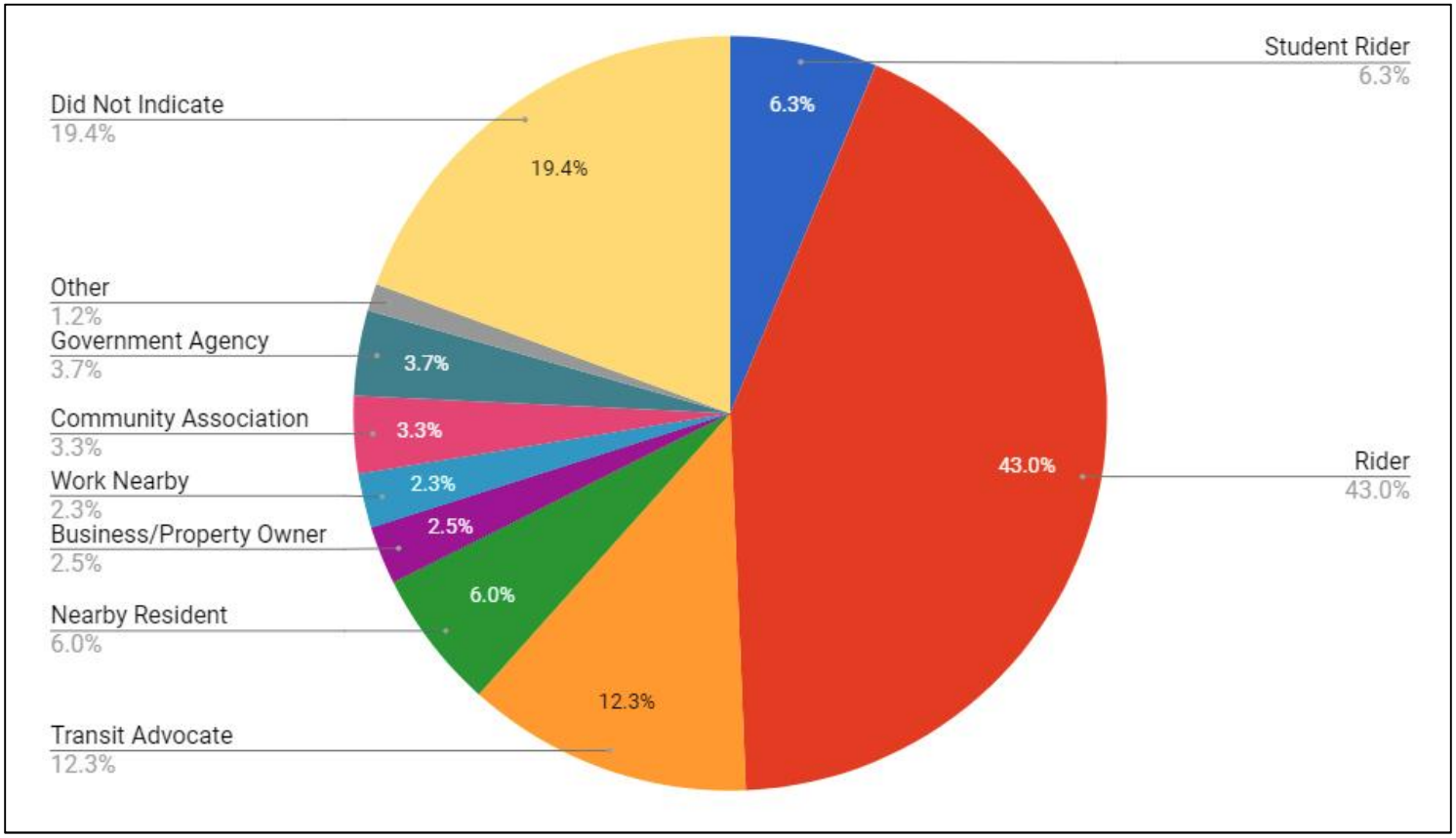
WALKSacramento worked with SacRT to publicize project information and events through both online and print media, including:

- Brochures on trains and buses, translated into five additional languages
- Multi-lingual rack cards and mini-posters on trains and buses
- E-mail communications and inclusion in SacRT's Next Stop News
- Social media posts on WALKSacramento and SacRT Facebook pages, with shares by other individuals and groups
- Banners at the Transit Center
- Project Webpage



Brochures were distributed and translated into five additional languages.

Overall, the project engaged approximately 450 riders, community members, and other stakeholders over a four-month period. A breakdown of the type of stakeholder engaged as well as a list of full outreach methods can be found in Appendix A, and a description of the project charrette plan can be found in Appendix B.



Rider Surveys

An online survey was available on the project website and distributed to riders from the period of October through December. The goal of the survey was to better understand trip information (type of trip, origination and destinations, trip lengths, etc.), current issues at the Transit Center, and desired improvements. A total of 245 responses were collected throughout the survey duration. A summary of survey results can be found in Appendix C.

In addition to the online survey, intercept surveys were conducted through six pop-ups at the Transit Center and at American River College from September through January. Intercept surveys helped capture rider input directly from those who may not have heard about the project or have access to the website. Comments were gathered from approximately 170 people engaged at the events.

Pop-ups helped capture rider input and share information about project activities.

Stakeholder Interviews and Focus Groups

Stakeholder interviews were conducted throughout the months of November through February in order to gain more in-depth insights on current issues and opportunities for the Watt/I-80 Transit Center. Stakeholders that were interviewed included individuals representing riders, North Highlands and Arden-Arcade residents, business owners, students, transit advocates, and other public agency staff. Individuals and organizations were chosen due to their use of the Transit Center, understanding of current issues, proximity to the Transit Center, and potential to be impacted. A summary of stakeholder interviews and letters submitted by stakeholders to the SacRT Board can be found in Attachment B of the Master Plan.

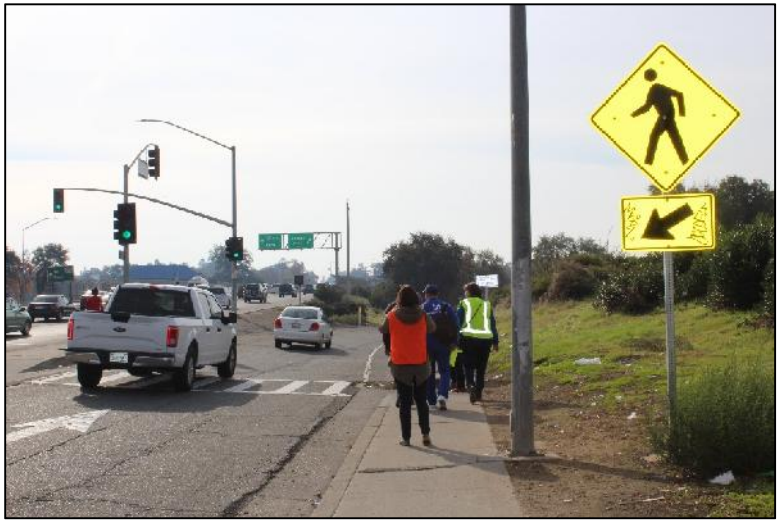
Visioning Meeting

A Visioning Meeting publicly kicked off the project at the end of October. The meeting served to share information about the project, identify challenges, and develop an understanding of high level priorities related to satiation enhancement. The meeting was well attended by riders, advocates, the business community, local residents, and other stakeholders. The priorities identified through the Visioning Meeting helped guide the outreach conducted and the concepts developed. Notes from the Visioning Meeting can be found in Appendix D.

Transit Center and Watt Avenue Walk Audits

Walk audits are community assessments where community members and agency staff join WALKSacramento in identifying current active transportation barriers and opportunities for improvement. Walk audits were held on October 28th and December 2nd. Both walk audits began with an assessment of the Transit Center and transfer connections, followed by an assessment of access to the Transit Center along Watt Avenue. The route for the October walk audit went south on Watt Avenue to Longview Drive and back, and the route for the December walk audit went north to Orange Grove Avenue/Margaret Way and back. Notes from the October Walk Audit can be found in Appendix E, and notes from the December Walk Audit can be found in Appendix G.

Visioning Meeting participants identify current issues at the Transit Center.



Walk audit participants examine freeway on-ramp crossings on Watt Avenue.

Public Workshop

An in-person Public Workshop was held at the end of November to explore opportunities for improving conditions and transit access. The two concepts involved closing the Transit Center or making significant improvements at the existing location. Exhibits detailing existing conditions and current circulation patterns provided context and helped clarify what kinds of improvements were possible both at the station and as part of a service reroute option. A Virtual Public Workshop with the same information was also available on the project website through the end of December for additional public comment. Notes from the Public Workshop can be found in Appendix F.

Public Workshop participants provide feedback on initial concepts for improvements.

Public Open House

In January, the project team held a Public Open House to present more specific options for station improvements and rerouting bus service (the two concepts presented in November). Impacts of each option were identified and discussed among participants. The Open House was an opportunity for riders and stakeholders to provide input on the options that would be incorporated into final recommendations. A Virtual Public Open House was available on the project website through the end of January for additional public comment. Notes from the Public Open House can be found in Appendix H.

Public Open House participants discuss impacts of station enhancement and bus reroute concepts.

1.4 REPORT ORGANIZATION

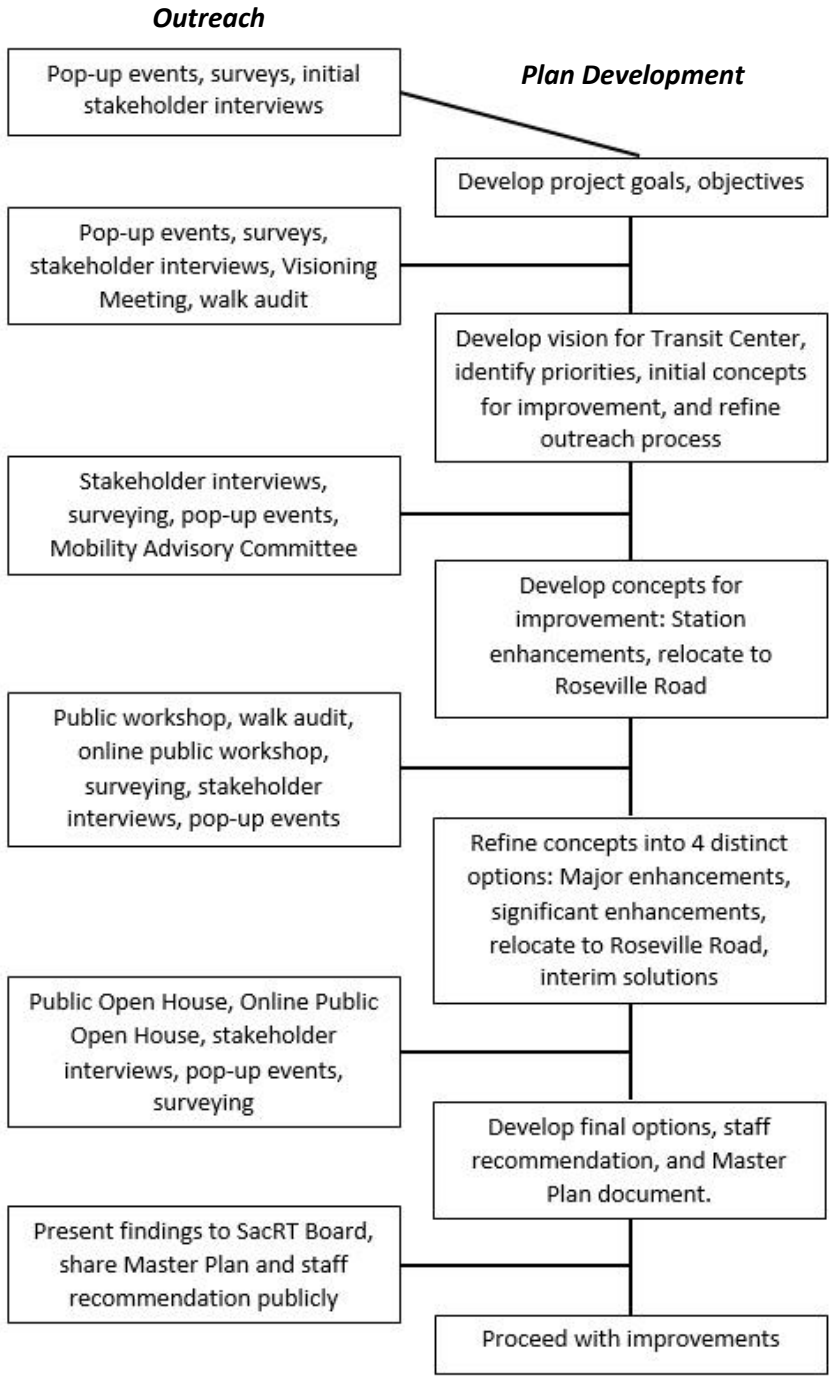
This report aggregates comments and feedback received throughout an iterative community-based planning process. Figure 1 shows how feedback gathered through the various outreach activities informed each step of the process.

Chapter 2 focuses on existing issues and concerns that were identified through surveys, pop-up events, initial stakeholder interviews, the Visioning Meeting, and walk audits. These concerns helped develop the vision, goals, and priorities for improvements.

Chapter 3 describes opportunities for improvement that were recommended by the public through surveys, pop-up events, stakeholder interviews, the Visioning Meeting, and walk audits to address current issues and improve passenger experiences at or getting to and from the Transit Center. These ideas helped identify priorities and inform the development of concepts.

Chapter 4 builds off of the findings from Chapter 2 and Chapter 3 by describing concepts for improvements and public feedback on these concepts.

Figure 1: Iterative Community-Based Planning Approach



2. EXISTING ISSUES AND CONCERNS

Based on public input gathered through a series of events including surveys, public meetings, walking assessments, and stakeholder interviews, the following areas of focus were identified as priorities:

- Transit access and ease of transfers
- Access to the Transit Center
- Personal safety, amenities and activation
- Site maintenance

2.1 TRANSIT ACCESS AND EASE OF TRANSFERS AT WATT/I-80

The Watt/I-80 Transit Center is a multi-story facility with northbound and southbound bus stops located on the Watt Avenue overcrossing and a light rail platform and bus transfer facility located below in the freeway median. Stairs and elevators provided on both sides of the overcrossing allow passengers to travel between the two levels, however the conditions of the stairs and elevators create a barrier to accessing transit at Watt/I-80.

Overall, riders and other stakeholders expressed a desire for safe, reliable, and timely transfers. Riders, particularly those with mobility related disabilities, identified the poorly functioning elevators as a major barrier to transferring between levels. One or both of the elevators are often broken, and when they are not broken the elevators are extremely slow and can cause missed transfers. Parents have also been observed carrying strollers down the stairs when the elevators are broken.

When the elevators are out of order, passengers who are unable to use the stairs must wait for a shuttle that will take them to the other side of Watt Avenue, where they then use the functioning elevator to access the lower platform. Passengers have shared that this trip often takes approximately 15 minutes. Aside from an outdated schedule posted at the bus stops, there are no informational boards or signs at the Transit Center that announce route arrival times. Stakeholders have expressed frustration that there is little indication about when and where a shuttle bus will arrive to enable their transfer.

The stairs are another major barrier to safe and reliable transfers. Stakeholders have indicated concern that the stairs between platforms are quite steep and difficult for those with mobility impairments to use. Steep steps, concrete columns, right-angle corners, and poor lighting on the stairs reduce visibility and create an unpleasant and unsafe transfer environment. This is especially pronounced during the evening or early morning when poor lighting means greater insecurity.

Steep, dirty stairs create an unwelcoming and unpleasant transfer environment.

Both the elevators and stairs are hard to find due to large concrete columns and tucked-away locations. The lack of wayfinding information and route signage causes further confusion and frustration when making transfers. Both the elevators and stairwells are often extremely dirty with trash, human waste, and bird droppings. The elevator is commonly used as a restroom and has an extremely unpleasant smell.

Several stakeholders engaged throughout this process indicated that they stopped using the Transit Center simply because of the challenges they faced making these transfers, often at night or early in the morning.

Riders cannot transfer directly between the northbound and southbound bus stops across Watt Avenue due to traffic and a concrete median.

Riders transferring between the northbound bus stop and light rail feel unsafe walking under the overpass area.

There is little information about when and where the shuttle will arrive.

2.2 ACCESS TO THE TRANSIT CENTER ALONG WATT AVENUE

Overall, riders and other stakeholders expressed a desire for safer, more convenient access to transit across all modes. Pedestrian and bike access were highlighted as key priorities since approximately 30% of riders currently access the Transit Center by walking or biking.

Pedestrian and Bicycle Access

Riders and participants of the walk audits indicated that walking along Watt Avenue feels extremely unsafe due to narrow sidewalks and multiple freeway ramp crossings. Speeding and lack of traffic enforcement was also highlighted as an issue leading to an uncomfortable pedestrian experience. The bus platforms are also narrow and often overcrowded, posing a traffic safety hazard. Stakeholders using mobility devices identified poor sidewalk and roadway conditions that pose challenges for disabled riders attempting to access the Transit Center from Watt Avenue.

Riders and stakeholders felt that shielding pedestrians and bikes from high volume traffic and providing more protections at freeway crossings would significantly enhance access. Amenities such as lighting, shade trees and structures, and seating would make Watt Avenue more comfortable as well and would improve conditions for pedestrians and bikes.

Riders transferring between the northbound bus stop and light rail feel unsafe walking under the overpass area.

Broken concrete and utility poles on the sidewalk are barriers for pedestrians with mobility disabilities.

Vehicle Access

Riders and stakeholders noted that the Transit Center is difficult to access by car due to freeway-only access points and lack of signage on how to get there from Watt Avenue. Participants of the walk audits were initially unaware of the parking lot due to its distance from the light rail platform and lack of signage. Vehicles traveling on Watt Avenue were observed using the bus stops as a kiss n' ride loading zone.

Residents of nearby communities, particularly in Arden-Arcade, indicated that easier vehicle access to light rail would influence their decision to ride for leisure, entertainment, or work trips. Poor wayfinding for vehicles and lack of space on Watt Avenue for kiss n' ride are barriers for these prospective riders to use transit.

Kiss n' ride pick-up in the bus lane.

The parking lot is located far from the light rail platform (upper right in this image), which is inconvenient for park n' ride access.

2.3 PERSONAL SAFETY

Crime and threat of crime was one of the major concerns for riders. Riders reported witnessing illicit activities and generally feeling unsafe while at the Transit Center. Poor lighting and visibility, overabundance of concrete and hiding spaces, and lack of ownership by riders and authorities were attributed to creating an unpleasant and unsafe environment that empowers non-riders to take over the space with unwanted and unintended uses.

The stairs, elevators, and area under the overpass were highlighted as the most unpleasant and dangerous parts of the Transit Center. The switchbacks and steep angle of the stairs reduces visibility, and the shelter over the stairs makes the area dark and hides the stairs from public view. The elevators are slow to move between levels and enclosed from the outside, which creates opportunity for crime or other illicit activities to occur. The underpass area is also dark, isolated, and has multiple right angles and columns that inhibit visibility and provide hiding spaces.

Sharp corners block visibility on the stairs.

Abandoned shopping cart contributes to lack of territorial reinforcement and continuation of unintended uses.

Columns create dark hiding spaces for illicit activity.

Riders indicated that there is poor enforcement against behaviors such as loitering, littering, and smoking in non-smoking areas, which contributes to a lack of ownership and territorial reinforcement. Poor maintenance of the Transit Center encourages continuation of undesirable uses.

Overall, riders and other stakeholders expressed a desire for greater safety through a combination of enforcement and design.

2.4 AMENITIES AND ACTIVATION

Lack of restrooms was a major concern for riders, especially since trips to the Transit Center and transfer wait times tend to be long. There is also no convenient access to a business' s restroom facility, with the closest being a Starbucks 500 feet away. The lack of a public restroom was cited as one of the reasons for the smell and uncleanliness of the elevators and stairs.

Lack of shelter and shade at the upper bus platforms was another critical need. Riders indicated that heat in the summer and rain in winter are unbearable while waiting for the bus. Some noted that the placement of shelter was counterintuitive, as spaces for riders had little to no shelter whereas places where non-riders tend to loiter, such as the stairs and under the overpass, had plentiful shelter.

More seating, especially combined with shelter and shade, was identified as a need at the bus platforms due to the high number of people waiting for buses.

Riders have reported missing their transfers due to the distance between the stairs and the ticketing machines, particularly for Connect Card. Riders recommended moving the ticket machines closer to the stairs for easier access.

Ticketing machines are located far from the stairs and elevators, causing missed transfers.

2.5 SITE MAINTENANCE

The Transit Center is one of the oldest stations in the SacRT network, and its structures are old and outdated. Riders and stakeholders identified the broken elevators as the greatest priority for maintenance and replacement.

Additionally, the Transit Center experiences extremely unclean and unsanitary conditions. Trash cans are often overflowing and garbage accumulates in the corners on the stairs. Smells are unbearable due to use of the stairs and elevators as a bathroom. In spite of daily cleanings, the smells persist and trash accumulation continues. Lack of proper maintenance and presence of trash have contributed to the lack of ownership of the site, leading to continuation of personal safety and sanitation issues.

Accumulation of bird droppings.

Stairwell garbage.

The elevator is unclean and smells due to use as a restroom.

3. OPPORTUNITIES FOR IMPROVEMENT

Throughout this process, riders, community members, and other stakeholders shared their ideas on ways to address current issues and improve their experience at or getting to and from the Transit Center. These findings ultimately led to the development of two options: making improvements at the Transit Center or relocating bus service to the Roseville Road station.

3.1 TRANSIT ACCESS AND EASE OF TRANSFERS

Same-level transfers were highlighted as a critical desire. The components of a same-level transfer that make it so desirable are safety, reliability, and timeliness - needs that are currently not being met due to the unsafe and unreliable conditions of the stairs and elevators. Opportunities to address these priorities include implementing same-level transfers or improving access between the upper and lower levels. Recommendations that were provided for implementing same-level transfers include rerouting all or some bus service to Roseville Road station, relocating the Transit Center out of the freeway to a location north or south along Watt Avenue, or elevating the light rail track up to Watt Avenue.

Redesigning the stairs to be less steep and more open was recommended in order to improve visibility and accessibility, in combination with replacing the elevators and enclosing the elevator shaft to reduce maintenance issues.

Riders with mobility disabilities preferred ramps as the most ideal solution because ramps can be used at any time, reduce the need for maintenance, and reduce personal safety concerns from being inside an enclosed space with strangers.

Up-to-date route information and strategic placement of wayfinding information at both the upper and lower levels were identified as important solutions. Real-time boarding information or announcements was also suggested as a way to improve convenience and ease of transfers.

Riders suggested installing a pedestrian crossing across Watt Avenue to avoid having to go downstairs to reach the other bus stop.

Riders recommended redesigning the stairs and replacing the elevators to improve transfers.

3.2 ACCESS TO THE TRANSIT CENTER

Pedestrian and bicycle infrastructure improvements along Watt Avenue were identified as another need to provide safer, more comfortable, and more accessible connections to the communities north and south on Watt Avenue. Specific improvements that were suggested include adding bike lanes on Watt Avenue, widening sidewalks and bus platforms, repaving curb ramps to improve ADA access, adding pedestrian signage or signal lights at freeway crossings, and relocating the Transit Center to be in a more central location to riders.

Greater enforcement of traffic speed limits or other traffic calming methods on Watt Avenue was highlighted as another opportunity to improve traffic safety for pedestrians and cyclists.

Some residents, particularly in the Arden-Arcade area, indicated that better wayfinding for vehicles to access the Transit Center would help influence their decision to ride by increasing the convenience of parking at transit. Re-optimizing the parking lot to move spaces closer to the light rail platform would enhance the Park n' Ride experience.

Some riders also access the Transit Center by being dropped off or picked up at the bus stops and suggested providing a dedicated kiss n' ride loading zone to improve vehicle access on Watt Avenue.

Traffic calming combined with pedestrian lights and signage will help improve safety at intersections.

Repaving sidewalks and asphalt are priorities for ADA access.

More cameras and lighting would improve feelings of safety and deter criminal activity.

Improving visibility on the stairs was identified as a way to improve safety while transferring.

3.3 PERSONAL SAFETY

Riders indicated greater security personnel presence as a need, especially at the upper bus platforms. Greater enforcement against bad behaviors and illicit activity was desired in order to protect riders and reinforce intended uses of the Transit Center.

Infrastructure improvements such as stronger lighting, additional security cameras, and mirrors at tight corners were desired to enhance the feeling of safety and discourage crime.

Increasing natural surveillance through higher levels of activity and amount of riders at the Transit Center, particularly at the light rail platform which is isolated from nearby people or businesses, was highlighted as an important factor to increase the feeling of safety.

Other recommendations to improve personal safety at the station involve implementation of CPTED strategies, such as increasing visibility by opening up the stairs and reducing right-angle corners, removing potential hiding spaces, optimizing natural light, and providing a more welcoming environment for riders to encourage natural surveillance.

Restricting access to the lower level through locking the stairs or ticket gatekeeping (like BART or other rail systems) was recommended as a way to prevent non-riders from accessing and loitering at the light rail platform.

3.4 AMENITIES AND ACTIVATION

A public restroom was reiterated by riders as one of the most desired amenities, followed by shelter from the elements at the bus platforms, more seating at both the upper and lower levels, drinking fountains, and trash cans. Enclosing the Transit Center completely to protect from weather elements and more easily gatekeep for additional security was a suggestion for the long-term.

Moving the Connect Card and ticketing machines at the light rail platform closer to the stairs was highlighted as a need to improve convenience and make transfers smoother. Using ticketing as a form of gatekeeping at the bus platforms was another recommendation that would help prevent non-riders from loitering under the overpass at the Transit Center.

Riders and other stakeholders expressed a desire for greater activation and levels of positive activity at the Transit Center, particularly at the light rail platform which is isolated and currently encourages unwanted uses by non-riders. Riders were split on what type of activation would be best, with some wanting murals and public art and others preferring greater police enforcement and better service that would attract more riders. Other suggestions to increase positive activity and "eyes at the station" included event programming or onsite vendors for food and coffee.

Shade trees and low-maintenance landscaping were other recommendations to improve aesthetic appeal while also providing natural protection from weather elements, sound barriers from freeway noise, and traffic calming on the Watt Avenue overpass.

Seating and shade/shelter areas are high priorities at the bus platforms.

There is an opportunity for greater visual appeal through art and landscaping.

Fixing and replacing the elevators is a major priority for riders.

3.5 SITE MAINTENANCE

Elevator replacement and maintenance was highlighted as the most critical need. Enclosing the elevator shaft was recommended as a way to protect equipment from exposure, dust, and other substances that might clog machinery.

More frequent cleaning was the second highest recommendation for improvement, with power washing highlighted as the most ideal cleaning method. Other suggestions for improving the uncleanliness of the Transit Center included installing more trash cans and emptying them more often.

Aesthetic and structural improvements were desired as a way to naturally reduce trash accumulation and filth through pride and ownership of the Transit Center. Ideas for how to do this included replacing concrete with other materials, repainting blank walls with inviting colors and vandalism- and fluid-resistant paint, and adding low-maintenance landscaping that is pleasant to look at and does not create hiding spaces.

4. PLAN CONCEPTS AND PUBLIC FEEDBACK

Based on findings and recommendations from the public through the visioning and existing conditions phases of outreach, the project team identified two main concepts for improving conditions at the Transit Center: Watt/I-80 Station Enhancements and Bus Route Relocation to Roseville Road. The Station Enhancements concept includes three alternatives: Major Improvements, Significant Improvements, and Immediate Low Cost Improvements. These concepts were developed as ways to address the community-identified priorities and goals of transit access and ease of transfers, personal safety, site maintenance, amenities and activation, and access to the Transit Center.

4.1 STATION ENHANCEMENTS

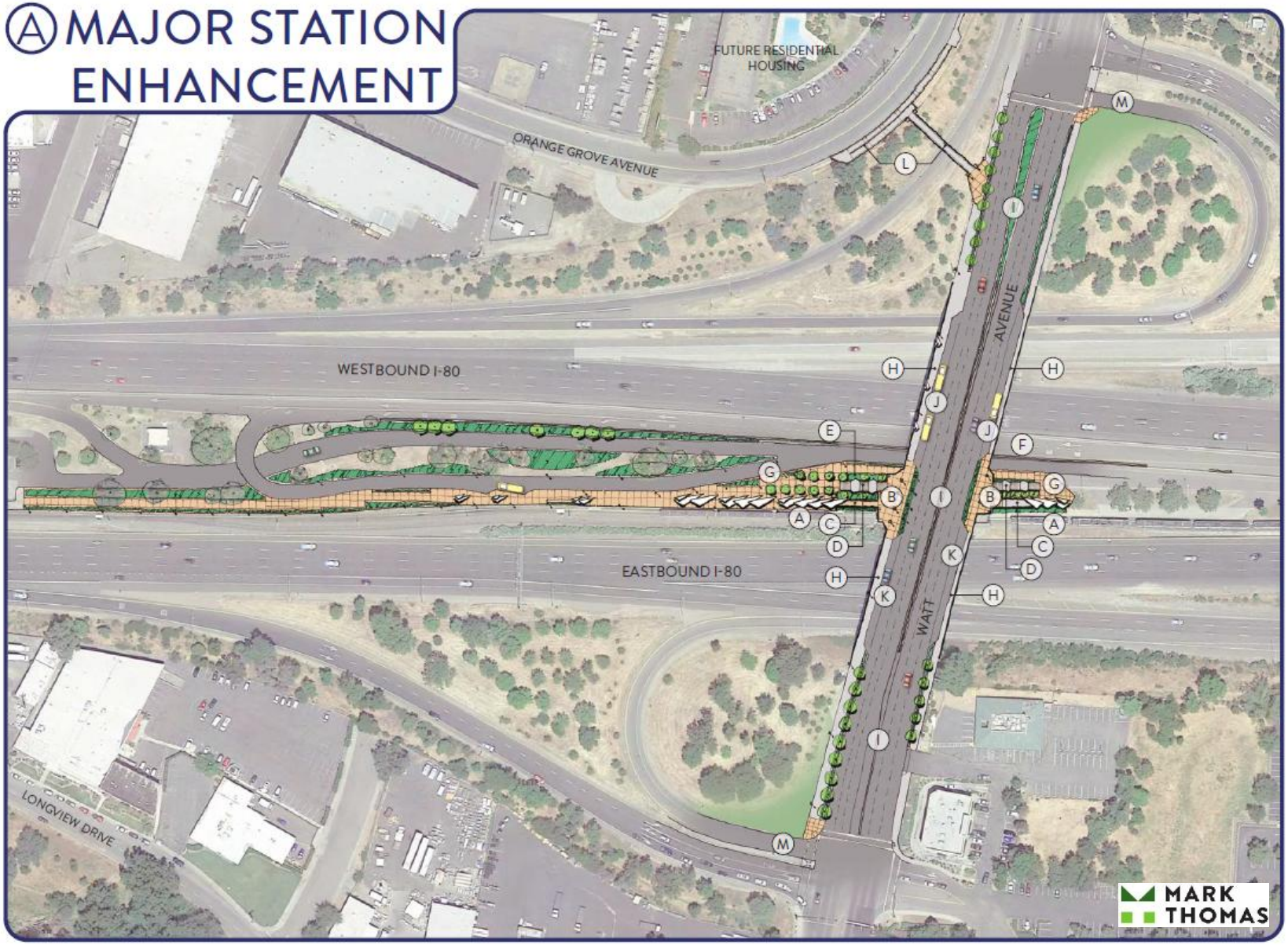
Improvements to the Transit Center range from amenity additions to structural and infrastructure changes. Three station enhancement options were presented at the Public Open House, which focus on improving the multilevel transfer environment and creating openness While installing a signalized crosswalk across Watt Avenue was identified as desirable for improving transfers between the northbound and southbound bus stops, it is not included in the following concepts due to traffic safety and engineering constraints. Inclusion of a crosswalk between the bus stops on Watt Avenue as part of any station enhancement concepts would require further analysis in conjunction with Caltrans and Sacramento County DOT.

The station enhancement concepts focus on redesigning station structures, improving visibility, and adding amenities to address rider and community priorities.

Watt/I-80 Major Improvements

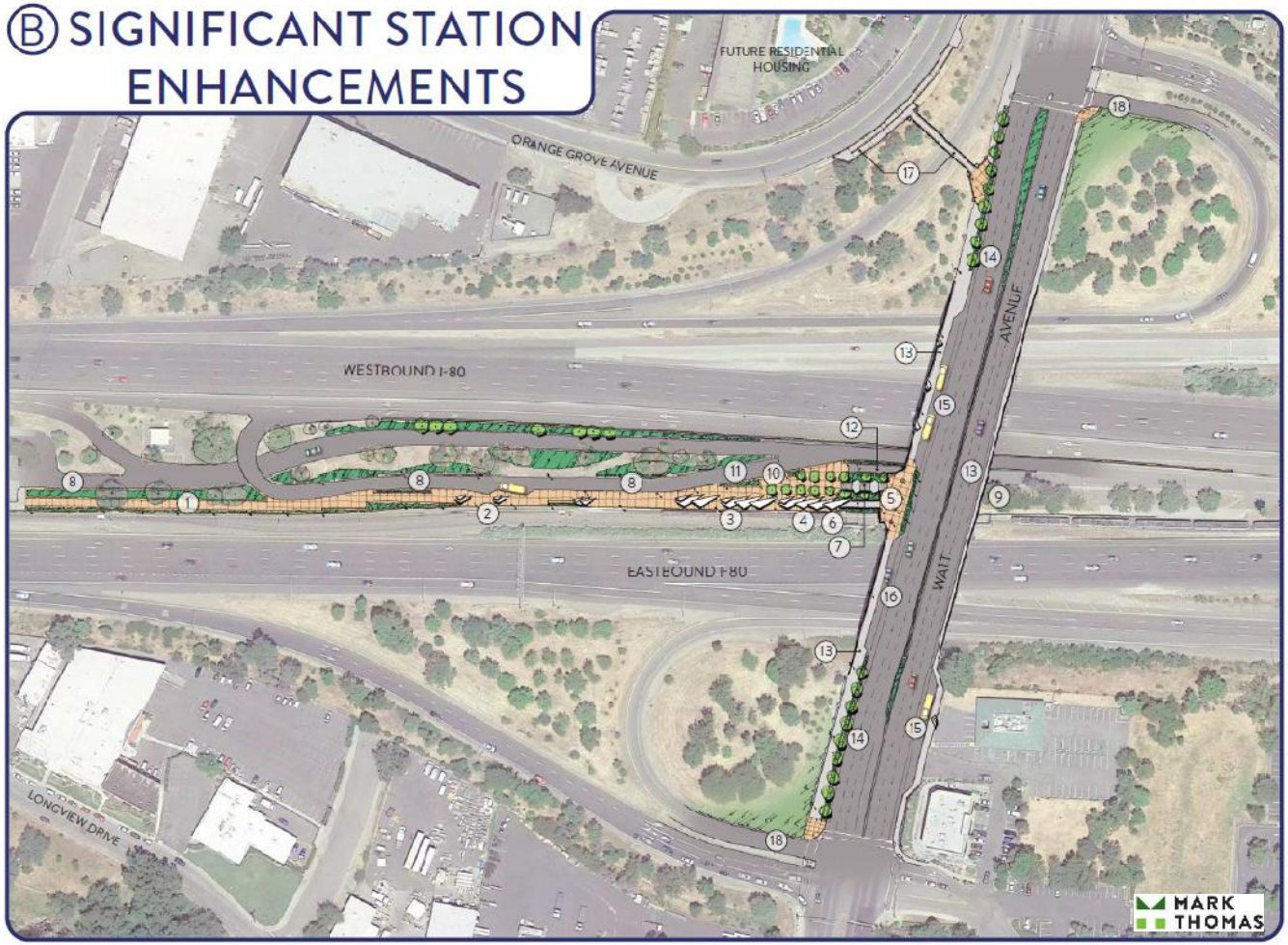
Major improvements would involve implementing the following strategies to address safety, ease of transfer, maintenance, and comfort concerns. These improvements are consistent with CPTED principles in order to maximize safety while also enhancing the transfer environment and rider experience at the Transit Center.

- Installing new elevators and constructing a wider, longer set of stairs on the west side of the station that provides more visibility to address safety concerns and improve ease of transfers.
- Slightly extending the stairs on the east side of the station and removing columns and coverings that block visibility.
- Developing lighter and more open architecture for station structures to improve natural lighting and visibility.
- Installing low maintenance landscaping and lighting around the station.
- Enhancing signage and wayfinding at all levels of the Transit Center for smoother transfers as well as along Watt Avenue for improved vehicle wayfinding.
- Enhancing pedestrian pathways between the parking lot and light rail platform, as well as creating a well-defined plaza area with structural improvements, increased lighting, and avoidance space.
- Providing infrastructure improvements along Watt Avenue including wider sidewalks, protective railings, high visibility crossings, and lighting.
- Adding bus stop amenities such as shelter and seating to improve comfort.
- Constructing a pedestrian bridge connecting Orange Grove Avenue to Watt Avenue to improve pedestrian circulation for residents of the future Mercy Housing affordable housing development.
- Enhancing pick-up and drop-off amenities on Watt Avenue for kiss n' ride, Transportation Network Companies, and future autonomous vehicles.
- Squaring-up freeway ramps to slow traffic entering and exiting the freeway and improve pedestrian and ADA crossings.


Ⓐ MAJOR STATION ENHANCEMENT
FUTURE RESIDENTIAL HOUSING
ORANGE GROVE AVENUE
WESTBOUND I-80
EASTBOUND I-80
WATT AVENUE
LONGVIEW DRIVE
MARK THOMAS

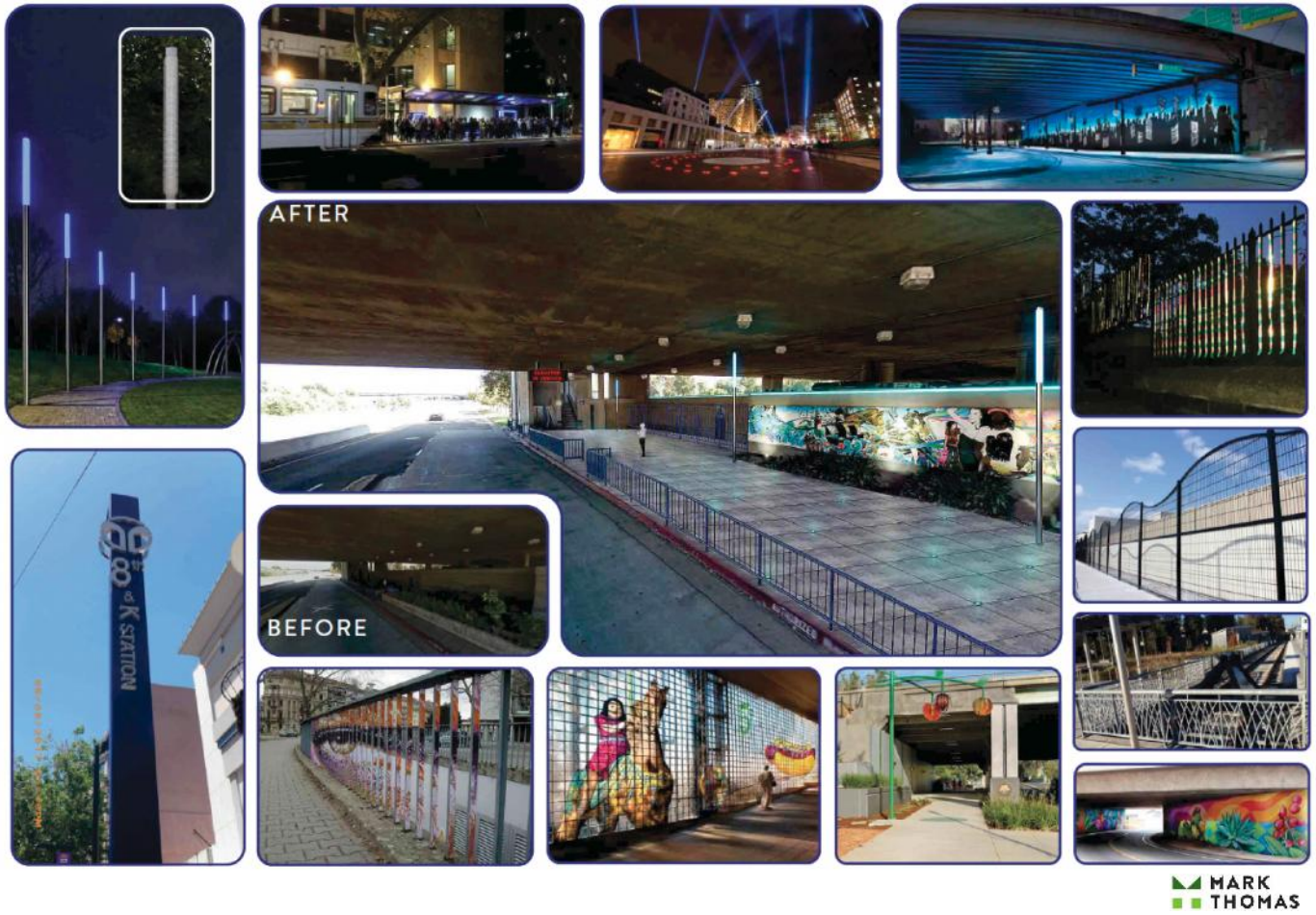
Watt/I-80 Improvements – Close East Half

This option includes most of the same improvements listed above, however it suggests removing the northbound bus stop on the east side of the station and relocating the stop south to the intersection of Watt Avenue and the I-80 off-ramp. This would allow for closing off the underpass area and creating one point of access for improved natural access control, as well as focusing pedestrian and bicycle amenities on one side of Watt.



Immediate Low-Cost Improvements

Immediate, low-cost improvements are needed as an interim measure to improve safety at the Transit Center while the selected option is constructed, whether it be station enhancements or relocation to Roseville Road. These improvements would focus on the underpass area which is one of the more dangerous parts of the Transit Center. Improvements would include addition of more lighting, restricting access to hiding spaces, and creating aesthetic appeal under the overpass area.



Public Feedback on Station Enhancements

Generally, riders and community members were receptive to each of the options for improvements. Several commented on ease of implementation by phasing up from immediate low-cost improvements to significant improvements and then major improvements.

Current riders emphasized a strong preference to keep service at Watt/I-80 due to its more accessible location and minimized impacts to their trips. Other community members who are not current riders but are interested in taking transit in the future also expressed a desire for remaining at Watt/I-80 for the same reasons, and indicated that improved safety and site maintenance would encourage them to ride downtown. Convenient and timely access to transit was highlighted as a major priority for both current and prospective riders.

Some individuals disliked the concept of moving the northbound bus stop south to the intersection at Starbucks since this would force transferring passengers to wait at the crossing and walk a further distance that may make them miss their transfer. Others preferred the bus stop relocation it would eliminate the need to walk in the unsafe and unpleasant environment that currently exists under the overpass.

Some individuals were concerned that improvements would not solve the persistent issues that exist at the Transit Center.

Station enhancements are preferred due to minimal rider impacts and accessible location compared to Roseville Road.

Many riders and stakeholders felt that certain improvements could be easily implemented, such as increasing frequency of maintenance and cleaning.

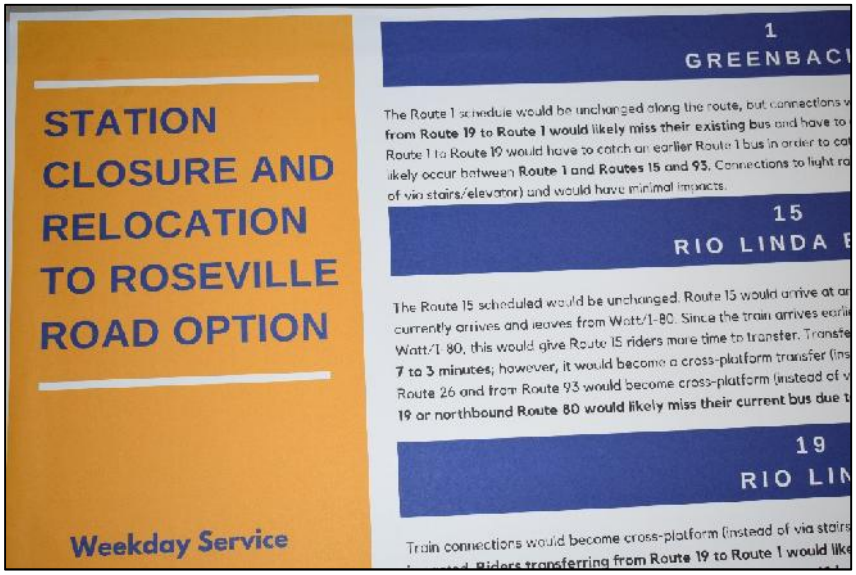
4.2 BUS SERVICE RELOCATION FOR SAME-LEVEL TRANSFERS

Riders expressed a strong desire for same-level transfers due to the many safety, maintenance, and accessibility issues that currently exist with the stairs and elevators. A same-level transfer is where buses stop directly at the light rail platform, allowing for quicker, more convenient transfers and increased presence of riders or "eyes at the station". Several suggestions were provided for implementing same-level transfers, including relocating the Transit Center out of the freeway to a location north or south along Watt Avenue, elevating the light rail track up to Watt Avenue, and rerouting buses to the light rail platform.

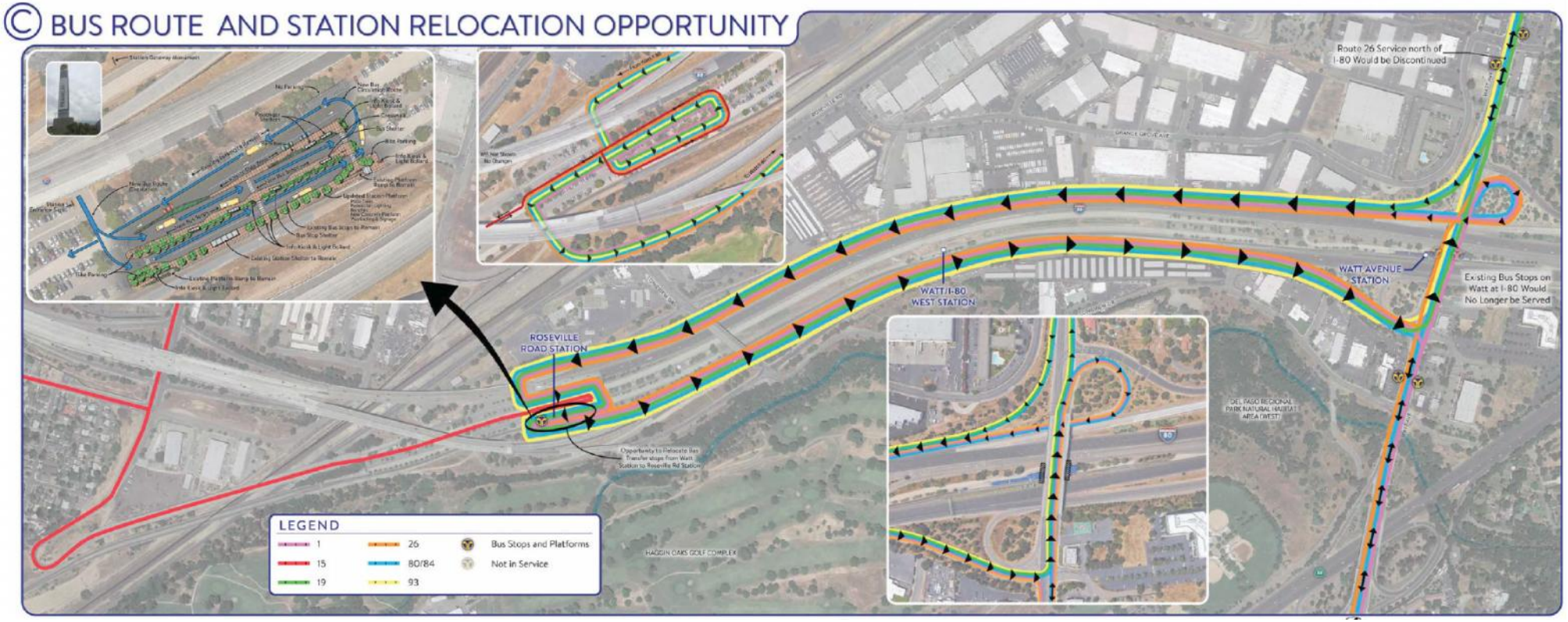
While relocating the Transit Center was desirable by riders and community members due to the opportunity to rebuild from the ground up in a more accessible location and potential for expansion to Roseville, Citrus Heights, ARC, or other locations, this was determined not to be feasible due to the costs of track relocation, right-of-way acquisition, and construction. Rerouting buses was determined to be the most cost-effective and convenient solution given rail infrastructure and right-of-way constraints.

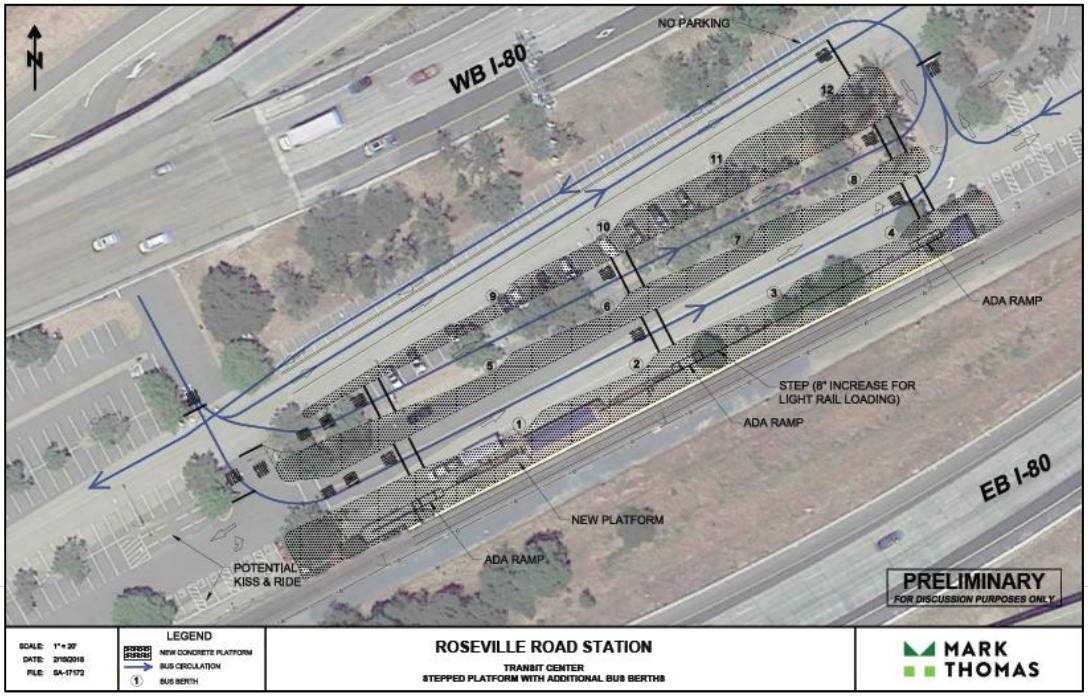
The Roseville Road light rail station was selected as the best option to reroute buses and implement same-level transfers due to the poor vehicle access to Watt/I-80. The closest access point for vehicles traveling on I-80 from Watt Avenue is at Exit 93 toward Longview Drive, approximately 1.5 miles west of the Transit Center. Vehicles then have to drive back east past both the Roseville Road and Watt Avenue West light rail stations to reach the Watt/I-80 light rail platform, adding another mile. Since Watt/I-80 is the end of the Blue line and riders catching the light rail there are all traveling west, having to backtrack east past two other stations is inefficient and wastes time. Therefore, since Roseville Road is the closest station for vehicles to access, it is the best option for same-level transfers.

Feedback on this concept was collected through the November Public Workshop, December Walk Audit, online Public Workshop open from December through early January, January Public Open House, and stakeholder interviews.



Route impacts were shared at the Public Open House.


© BUS ROUTE AND STATION RELOCATION OPPORTUNITY
Route 26 Service north of I-80 Would be Discontinued
WATT AVENUE STATION
WATT/I-80 WEST STATION
ROSEVILLE ROAD STATION
Existing Bus Stops on Watt at I-80 Would No Longer be Served
Opportunity to relocate bus transfer stops from Watt Station to Roseville Rd Station
DEL PASO REGIONAL PARK NATURAL HABITAT AREA (WEST)
HAGGIN OAKS GOLF COMPLEX
LEGEND
1
15
19
26
80/84
93
Bus Stops and Platforms
Not in Service


N
WB I-80
NO PARKING
ADA RAMP
STEP (8" INCREASE FOR LIGHT RAIL LOADING)
ADA RAMP
EB I-80
NEW PLATFORM
ADA RAMP
POTENTIAL KISS & RIDE
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
LEGEND
NEW CONCRETE PLATFORM
BUS CIRCULATION
BUS BERTH
ROSEVILLE ROAD STATION
TRANSIT CENTER
STEPPED PLATFORM WITH ADDITIONAL BUS BERTHS
MARK THOMAS

Public Feedback on Bus Route Relocation

A major concern was that rerouting bus service away from Watt/I-80 would be a severe disservice to an already disadvantaged and highly transit-dependent community. Riders and non-rider stakeholders alike indicated that any reroutes or changes of service must be accompanied by increased bus frequencies in order to counterbalance the impacts of restricted transit access and longer travel times. Additionally, rerouting service and potentially increased travel times would impact mental wellbeing for riders by adding stress to the trip planning process and greater impacts of missed transfer connections. Several riders are already impacted by long commute times, and relocating to Roseville Road would further impact their access to jobs, education, and services.

There would be little effect on bus to light rail transfers since bus schedules would be adjusted as needed in order to provide timely transfers. However, riders making bus to bus transfers or traveling through Watt/I-80 indicated that they would be significantly impacted. The extra time it would take to arrive and depart Roseville Road would double for these riders, adding another 10-20 minutes to their trip. This amount of time is unbearable for many riders, especially those who have inflexible schedules and rely on transit to get to work, school, or appointments on time.

Roseville Road is even more isolated from nearby communities than Watt/I-80 and is currently only accessible by car. Lower income earning families tend to rely more on walking and biking for everyday transportation and may not have access to reliable motor vehicles, meaning that current riders may no longer be able to access transit at Roseville Road or may have to pay higher transportation costs out of necessity.

Current riders and members of business organizations and nearby neighborhood associations indicated that while this option appeals to them due to the ease and safety of a same-level transfer, it is undesirable to lose existing connections to businesses along Watt Avenue. As the Watt Avenue corridor continues to experience growth, loss of direct transit access would be a missed opportunity for increasing future ridership to major employment and service centers.

American River College expressed concerns that rerouting bus service would create a disproportionate burden to their students, many of whom already face barriers to accessing education and career advancement opportunities. ARC is a heavily transit-dependent school, and as one of the only schools in the Los Rios Community College District without direct light rail access they rely on bus service from the 1 and 82 bus routes. Changes in bus service that would increase travel times may impact students' ability to get to class on time and negatively affect their schoolwork and schedules.

Relocating bus service to Roseville Road would significantly impact riders by increasing trip times and causing missed bus-to-bus transfers.

The McClellan Business Park and Transportation Management Association (TMA) expressed concerns that rerouting bus service would increase travel times for employees and discourage the use of transit. This would particularly impact the goals of the TMA, which aims to increase employee use of alternative commute modes such as transit, biking, and walking. Several contracts with tenants are also contingent on the availability of bus service, such as Gateway Community Charters which relies on bus route 26 for student transportation.

Concerns were expressed about what would happen to the existing Transit Center if it were no longer in use, since decreased activity levels and "eyes at the station" would heighten the amount of illicit activity. While relocating to Roseville Road would improve safety in the short-term, there is no guarantee of long-term safety since the negative uses currently present at Watt/I-80 may migrate to Roseville Road - especially if the Transit Center structures are not removed and attract unwanted activities.

4.3 CONCLUSIONS

Safety and ease of transfer were highlighted as major benefits to relocating bus service to the Roseville Road station. However, riders generally expressed a higher priority for keeping transit access on Watt Avenue due to the significant burden of relocation on low-income and transit-dependent riders, as well as the importance of maintaining existing connections to destinations along Watt Avenue. Investing in station enhancements at the Watt/I-80 Transit Center with a focus on CPTED strategies and improving the transfer environment can address concerns over personal safety and transfer reliability. Station enhancements are also easily scalable given current funding allocations for immediate improvements and opportunities for future grant funding.

Appendix A: Outreach Summary and Engagement Analytics

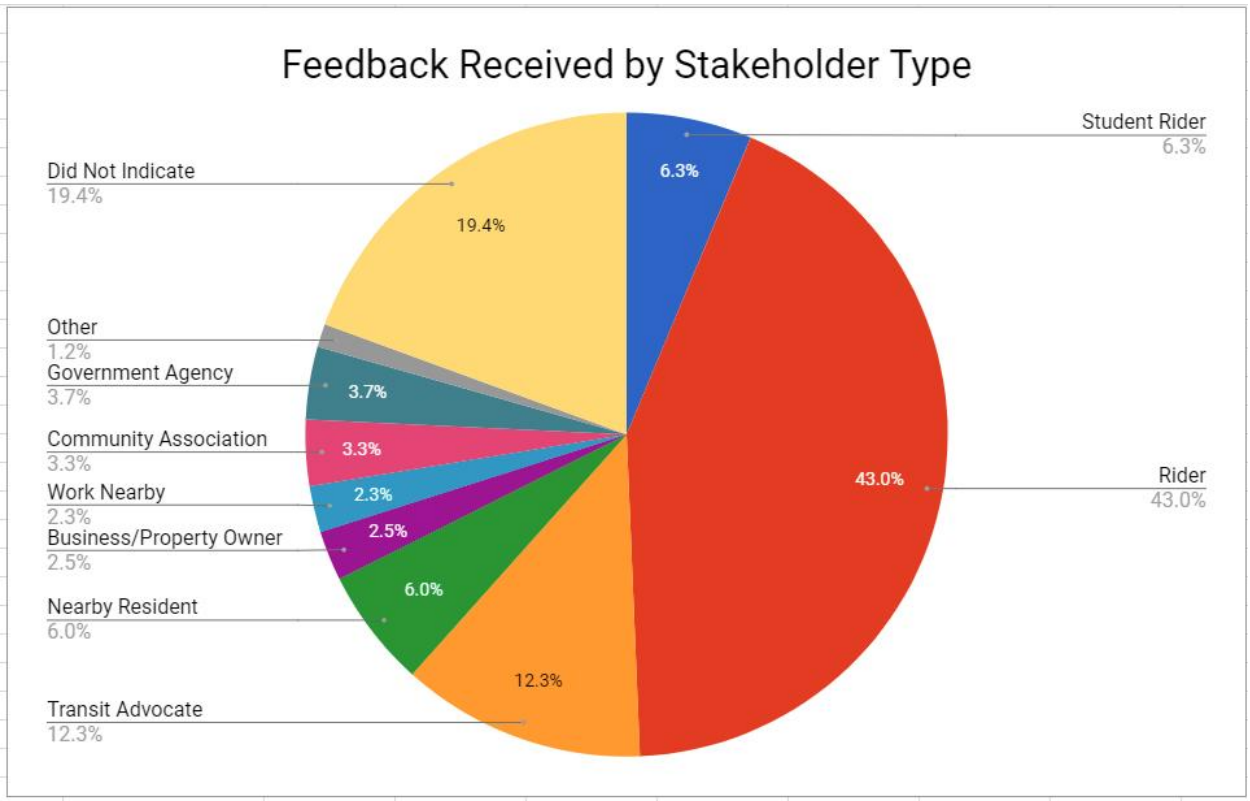
The following chart indicates the percentage of feedback received broken down by the type of stakeholders who were engaged throughout the project period. The chart summarizes over 550 feedback occurrences through any combination of surveys, meetings, workshops, and walk audits. Due to the iterative nature of the process, individuals who attended multiple events or provided input at different stages of the process are captured multiple times. It is estimated that approximately 450 unique individuals have been engaged throughout the project period.

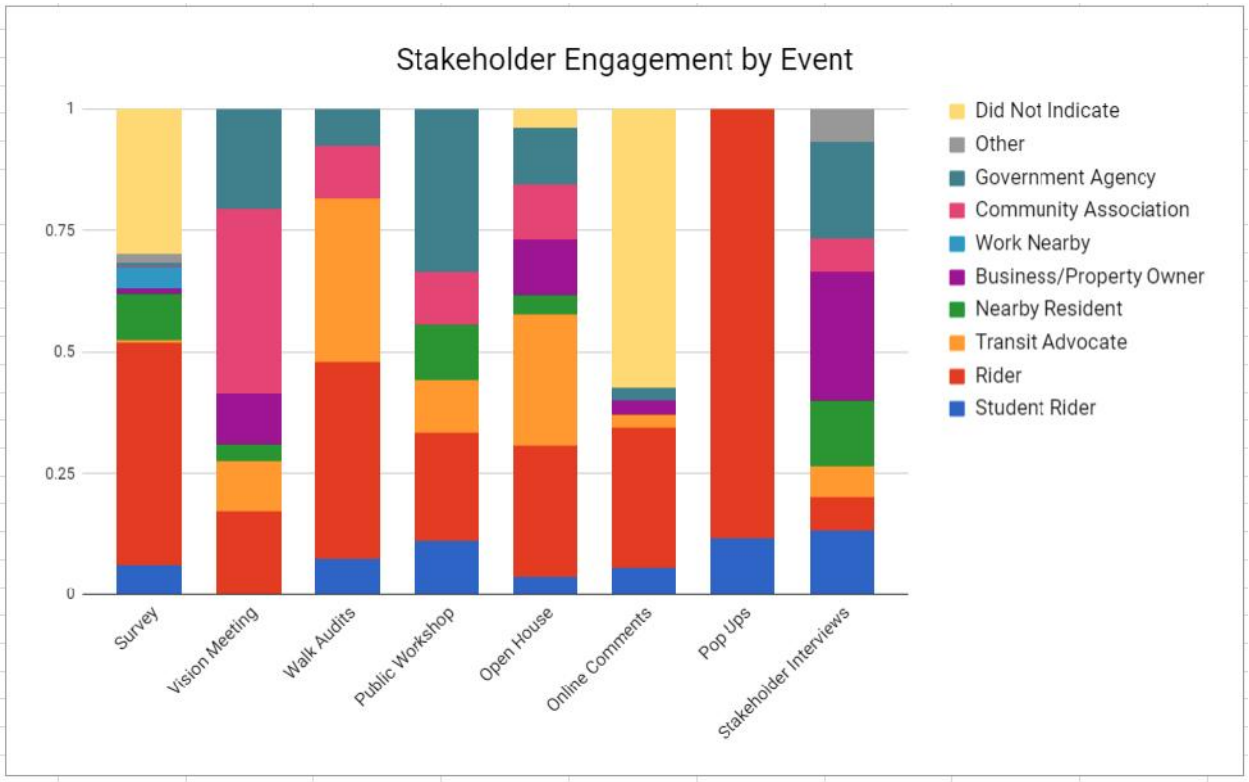
Each instance of feedback was assigned only one stakeholder category based on relevance and interest in the outcome of the project. Student rider has the highest relevance due to them being a subset of riders with unique needs, followed by a general rider, a nearby resident, a nearby business or property owner, an individual who works nearby, a transit advocate, a community association representative, and a government agency staff (SacRT, Sacramento County, Caltrans, etc.). “Other” responses include former residents, past riders, and those who drive by the Transit Center.

Approximately 50% of stakeholders engaged were riders and student riders who are directly invested in the Transit Center. 10% do not use the Transit Center but either live, work, or own a business or property nearby and therefore may be potential future riders or be invested in improving the Transit Center to benefit the community. 15% are either transit advocates or community based organizations who may not use the Transit Center specifically but who represent users and nearby residents. 20% did not indicate whether or not they use the Transit Center, but are assumed to include riders and nearby residents who have a vested interest in the project.

Once options were developed, stakeholders were asked to vote for one or more preferred options through the in-person Public Open House and the Virtual Public Open House. Overall, 75% of respondents preferred station enhancements (some combination of A, B, or D) and 25% preferred the reroute option. The breakdowns by option are:

- Option A (Major Improvements): 20 votes, 32%
- Option B (Significant Improvements): 14 votes, 23%
- Option C (Reroute): 16 votes, 26%
- Option D (Immediate Improvements): 12 votes, 19%


Feedback Received by Stakeholder Type
Student Rider
6.3%
Did Not Indicate
19.4%
Other
1.2%
Government Agency
3.7%
Community Association
3.3%
Work Nearby
2.3%
Business/Property Owner
2.5%
Nearby Resident
6.0%
Transit Advocate
12.3%
Rider
43.0%
6.3%
19.4%
3.7%
3.3%
2.3%
2.5%
6.0%
12.3%
43.0%


Stakeholder Engagement by Event
1
0.75
0.5
0.25
0
Survey
Vision Meeting
Walk Audits
Public Workshop
Open House
Online Comments
Pop Ups
Stakeholder Interviews
Did Not Indicate
Other
Government Agency
Community Association
Work Nearby
Business/Property Owner
Nearby Resident
Transit Advocate
Rider
Student Rider

Outreach Strategies

The following strategies were employed to share information regarding project events and updates:

- Print materials
    - Brochures on trains and buses, translated into five additional languages
    - Rack cards and mini-posters on trains and buses
    - Banners at the Transit Center
    - Flyer dissemination at all meetings and pop-ups about upcoming events
- Online communications
    - Website with pop-up notice for upcoming events
    - Email blast to list of 300 people
    - Social media (WALKSac and RT Facebook, with shares by other individuals and groups)
- RT Next Stop News
- Direct emails, calls, and Facebook messages to stakeholders to share information about upcoming events

Stakeholder Engagement and Public Feedback Opportunities

The following opportunities were provided to gather public feedback throughout the process:

- Online survey running from October through December, with a total of 245 responses collected
- Visioning meeting held October 24th
- 2 walk audits (October 28th and December 2nd)
- In-person public workshop held November 29th and online public workshop available from December through early January
- Stakeholder interviews
    - SacTRU – 10/21/17 and 1/27/18
    - Sacramento County Sustainability Officer – 11/7/17
    - North Highlands resident/ARC student – 11/9/17
    - Arden Oaks Neighborhood Association – 11/9/17
    - Greater Arden Chamber of Commerce – 11/13/17
    - Ridership for the Masses – 11/14/17
    - Fulton Avenue Association – 11/14/17
    - Watt Avenue Partnership – 11/15/17
    - Country Club Alliance of Neighborhoods – 11/15/17
    - Coalition for a Safe and Healthy Arden Arcade – 11/16/17
    - Sacramento County Department of Health and Human Services – 11/21/17
    - American River College administrator – 12/1/17
    - McClellan Business Park and TMA – 12/12/17
    - American River College faculty – 12/14/17
    - American River College student – 12/15/17
    - Sacramento County Department of Transportation – 12/18/17
    - Caltrans – 12/18/17
    - STAR – 1/6/18
    - Placer County Transit – 1/17/18
    - Sacramento County Department of Human Assistance – 2/7/18
- Six pop-ups at the Transit Center and at American River College September through January
- Two presentations to the SacRT Mobility Advisory Council; two updates given to SacRT Board
- Public open house held January 10th and online open house available through February 5th

Engagement Metrics

Online Promotion

The following chart demonstrates attendance and participation across online and in-person outreach activities, and measures the level of engagement for email and social media promotion per activity. Email and social media metrics are measured from WALKSacramento's Mailchimp and Facebook accounts.

Overall, email open and click rates were generally higher than average industry standards (25% open rate and 3% click rate), indicating a high level of interest and retention for the duration of the project. Social media reach was expanded through paid advertisement of events and posts as well as direct outreach to various stakeholder organizations requesting social media shares. Several individuals, pages, and groups shared information about project events on Facebook, including SacRT, SacTRU, and North Highlands neighborhood groups. In addition to email and social media, community members shared information about upcoming project events through Nextdoor, which is an online neighborhood networking platform. The project team does not have access to Nextdoor, therefore metrics for Nextdoor engagement are not included.

EVENT	TOTAL ATTENDANCE / PARTICIPATION	EMAIL PROMOTION					SOCIAL MEDIA (FACEBOOK EVENTS)		
		# of Promotional Emails Sent	Avg # of Recipients	Avg Opens	Avg Clicks	Most Clicked Link	Reach	Viewed	Responded
Survey	**245**	**1**	**157**	**33.8%**	**0.6%**	**SacRT website**	**N/A***	**N/A***	**N/A***
Pop-up Events	**170**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Visioning Meeting	**35**	**1**	**157**	**33.8%**	**0.6%**	**SacRT website**	**2700**	**150**	**46**
October Walk Audit	**30**	**1**	**193**	**28.4%**	**6.3%**	**Project website**	**0**	**21**	**0**
Public Workshop	**12**	**2**	**250**	**32.7%**	**6.0%**	**Project website and walk audit flyer**	**1500**	**139**	**37**
Online Public Workshop	**5 comments**	**1**	**294**	**34.9%**	**5.9%**	**Online public workshop link**	**N/A***	**N/A***	**N/A***
December Walk Audit	**10**	**1**	**157**	**33.8%**	**0.6%**	**SacRT website**	**552**	**32**	**8**
Public Open House	**35**	**2**	**298**	**26.8%**	**3.3%**	**Public open house flyer**	**3200**	**664**	**80**
Online Public Open House	**25 comments**	**1**	**302**	**28.2%**	**8.7%**	**Virtual Open House link**	**N/A***	**N/A***	**N/A***

**Social media metrics only include data on Facebook events, not posts. The survey, Online Public Workshop, and Online Public Open House were promoted through Facebook posts rather than events, so information on reach, views, and responses cannot be provided.*

Definitions

- Average Opens: The average percentage of people who opened the emails. This confirms that recipients saw the email and did not immediately delete it or disregard it as spam.
- Average Clicks: The average percentage of people who clicked on a link within the emails. This indicates that recipients read through the email and were interested in the contents enough to learn more by clicking a link.
- Most Clicked Link: The link within the email that most recipients followed. This shows the type of content that recipients were most interested in.
- Reach: The total number of unique people who were shown information about a Facebook event.
- Viewed: The total number of unique people who viewed the Facebook event page.
- Responded: The number of people who RSVP'd that they were either "Going" or "Interested" in the Facebook event.

Website Engagement

The following chart demonstrates engagement through the project website and online public workshop pages. Engagement on the project website was relatively high overall. The bounce rates are within industry averages of 70% - 90%. Of those who remained on the website, the average time spent per page was between 2 to 3.5 minutes, indicating a very high level of engagement with the content.

PAGE	LINK	PAGEVIEWS	UNIQUE PAGEVIEWS	AVG TIME ON PAGE	BOUNCE RATE	% EXIT
Project Homepage	www.reimaginingwatti80.com	781	636	2 min 18 sec	67.66%	64.15%
Online Public Workshop (11/29/17-1/5/18)	www.reimaginingwatti80.com/virtual-open-house	148	120	2 min 40 sec	79.07%	67.57%
Online Public Open House (1/10/18-2/5/18)	www.reimaginingwatti80.com/januaryvirtualopenhouse	218	161	3 min 25 sec	79.23%	69.72%

Definitions

- Pageviews: A pageview (or pageview hit, page tracking hit) is an instance of a page being loaded (or reloaded) in a browser. Pageviews is a metric defined as the total number of pages viewed. Pageviews include multiple sessions.
- Unique Pageviews: A unique pageview represents the number of sessions during which that page was viewed one or more times.
- Average Time on Page: Average time on page is the average amount of time all users spend on a specified page.
- Bounce Rate: The bounce rate indicates the percentage of pageviews where there was no interaction with the page. A bounce rate has a duration maximum of 0.
- % Exit: Number of users who exit the website via this page.

Appendix B: Charrette Plan

Purpose

This project will employ a participatory planning approach for identifying station improvements and alternatives. Participatory, or community based planning is an approach that empowers stakeholders to develop strategies rather than respond to predetermined solutions. Input from the participatory planning process will directly inform the consultants work to develop conceptual design alternatives. The community based planning approach will include several different strategies to gather a robust and diverse set of both qualitative and quantitative data.

Strategies

The participatory planning project includes 5 main strategies:

Public Meetings

Public meetings are some of the most common public outreach venues and are effective in gathering responses to concepts or draft plans. This project will include at least 3 public meetings, including a kick-off visioning meeting to establish goals and priorities for this plan. Public Meetings will be held throughout the project period as a way to gather feedback and share updates with community members and other stakeholders.

Field Observations

Field observations including walk audits, CPTED analyses, etc. are typically done in house by the consultant team. This project opens up this process to stakeholders in order to build project buy-in and to gain a better understanding of individual experiences and challenges faced by users of the station. Field observations will include two walking assessments to analyze access constraints to the station, a CPTED analysis in partnership with ARC criminal justice students, and an analysis of placemaking opportunities.

Pop-up workshops

Pop-up events are an effective strategy for engaging stakeholders who would otherwise not have the time or capacity to engage in more formal project activities. This project will hold several pop-up workshops and events at the station to conduct intercept surveys, share information about the project, and gather quick, on-the-go feedback from station users. As part of this project, we are excited to hold a “station block party” that activates the area as a fun, creative public space.

Surveying

This project will gather survey data from existing and potential transit riders about access and mobility constraints, crime and safety concerns, as well as ideas about how the station could best suit their needs. Surveys will be administered via the online project website as well as in person at stations and on trains.

Stakeholder interviews

There are several stakeholders with keen interest in a more functional Watt/I-80 station, including the Watt PBID, Caltrans, nearby neighborhood and homeowner’s associations, and others. A series of focused stakeholder interviews will provide the project team with an even better sense of desired outcomes, goals, and priorities.

Timeline

Task Number		Responsible Party	J	A	S	O	N	D	J	F	Deliverable
1	***Project Initiation***										
1.1	Identify Existing Conditions	WS		■	■						Existing Conditions Report
3	***Charrette***										
3.1	Charrette Preparations	RT/C/WS	■	■							Charrette Plan and Schedule, Stakeholder list
3.2	Visioning Meetings	RT/C/WS			■						PowerPoint Presentation, Meeting Summary, Photos
3.3	Walk Audits, Focus Groups, on-site intercept Surveys, Online Surveys	RT/C/WS			■	■					Audit Report, Focus Group Meetings, Survey Results, Photos
3.4	Public Workshop	RT/C/WS				■					PowerPoint Presentation, Meeting Summary, Photos
3.5	Public Meeting	RT/C/WS					■				PowerPoint Presentation, Meeting Summary, Photos
4	***Transit Center MP***										
4.1	Develop Conceptual Design Alternatives	C			■	■	■				Sketches, Illustrations
4.2	Feasibility Studies	C				■	■	■			Feasibility Study Report
4.3	Implementation Strategy	C					■	■			Funding Source Report, Draft Enabling Documents
4.4	Draft Transit Center Master Plan	C						■	■		Draft Report
4.5	Public Open House	RT/C/WS							■		Meeting Summary, Photos
4.6	Draft Final Transit Center Master Plan	C							■		Draft Final Report
4.7	RT Board Presentation	RT/C/WS							■		Meeting Notes, Final Report

Associated Tasks

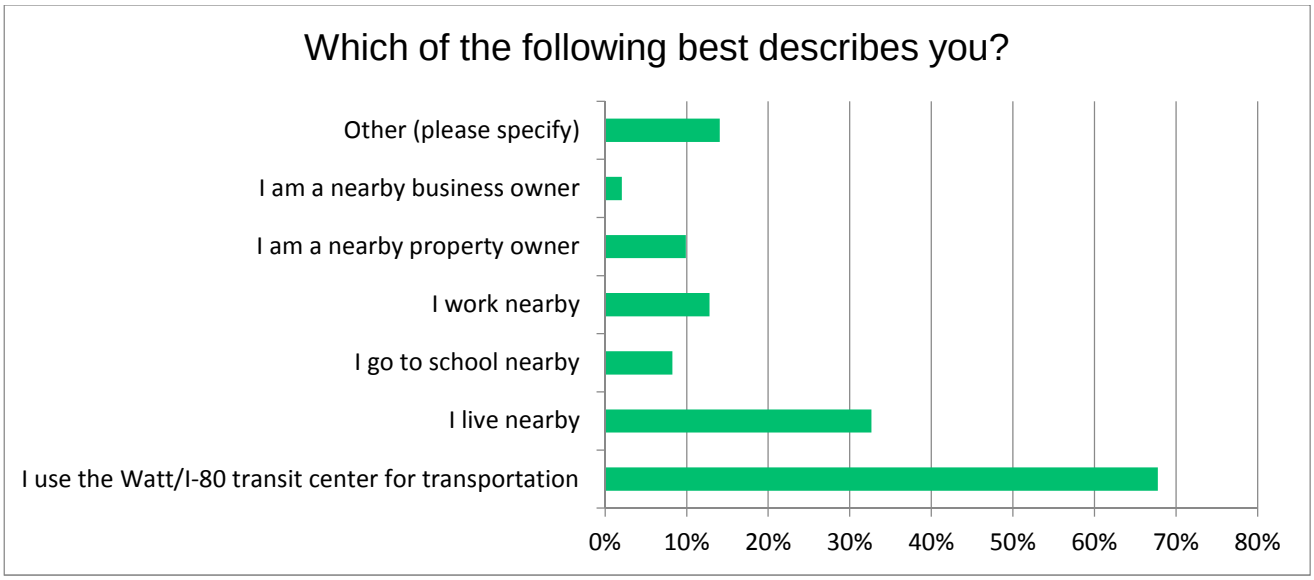
Task Number		Associated Tasks
1	***Project Initiation***	
1.1	Identify Existing Conditions	
3	***Charrette***	
3.1	Charrette Preparations	Stakeholder list + meeting times, reach out to NAs + HOAs, Develop Project Flyer, Project Survey, Project Website, definitions, public timeline
3.2	Visioning Meetings	Press Release, PowerPoint, Station video, develop goal setting activity, develop conceptual community building activity, finalize logistics, virtual tour, maps
3.3	Walk Audits, Focus Groups, on-site intercept studies	Finalize logistics for each event, station banner, create tabling activities, plan for station block party, engage SMAC, media/social media outreach, bus advertisements
3.4	Public Workshop	PowerPoint, logistics, outreach
3.5	Public Meeting	PowerPoint, logistics, outreach
4	***Transit Center MP***	
4.1	Develop Conceptual Design Alternatives	
4.2	Feasibility Studies	
4.3	Implementation Strategy	
4.4	Draft Transit Center Master Plan	
4.5	Public Open House	PowerPoint, logistics, outreach
4.6	Draft Final Transit Center Master Plan	
4.7	RT Board Presentation	

Stakeholder List

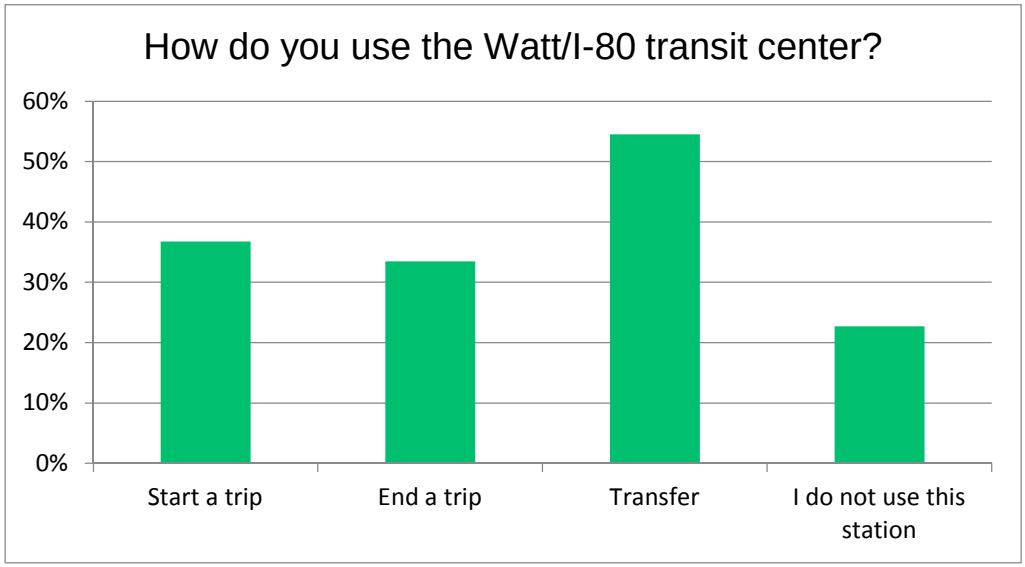
Organization	Name	Contact – Phone	Contact – Email
North of I-80			
Watt Avenue PBID	Greg Logoteta	916-495-5599	wattavepbid@gmail.com
McClellan Business Park			
McClellan Park TMA	Bev Rager	916-570-5314	brager@mcclellanparktma.org
Village Green			
Walmart Super Center		(916) 621-1454	
Americas Best Value Inn - North Highlands/Sacramento I80			
Advanced Call Center Technologies			
South of I-80			
Large ethnic community along Edison where bicyclist was killed in 2015; likely interest in active transportation safety			
Friends of Del Paso Park	Charley Duckworth	702 418-7834	duckphoto@yahoo.com
Salazar's Dance Studio	Michael Salazar		
Fulton-El Camino Park District			
Red Roof Inn			
Internal Revenue Service	North Pointe Corporate Center (AMSTAR)	(916) 974-5225	
US Drug Enforcement Administration	Egp Dea North Highlands Llc	(916) 480-7100	
Children's Receiving Home of Sacramento	David Ballard	(916) 482-2370	
Power House Science Center	Harry Laswell	(916) 808-3942	hlaswell@powerhousesc.org
Generally			
Sacramento Transit Rider's Union (SacTRU)	Tamie Dramer	916-628-7709	organizesacramento@gmail.com
Caltrans	Dustin Foster	916-653-4665	Dustin.foster@dot.ca.gov
Sacramento County DOT	Ron Vicari	916-874-5164	vicarir@saccounty.net
RT Police Department	Lisa Hinz		LHinz@sacrt.com
American River College	John Bell	916-484-8404	BellJT@arc.losrisos.edu
CPAC – Arden Arcade + North Highlands	Todd Smith	916-874-6918	**s**mithtodd@saccounty.net
Supervisor Susan Peters	Howard Schmidt	916-874-5471	schmidth@saccounty.net
Neighborhoods			
McClellan Heights			
East Del Paso Heights			
Parker Homes			
Morse Manors			
Cowden Terrace			
Epling			
Arcadia Gardens			
Country Club Terrace			

Appendix C: Survey Results

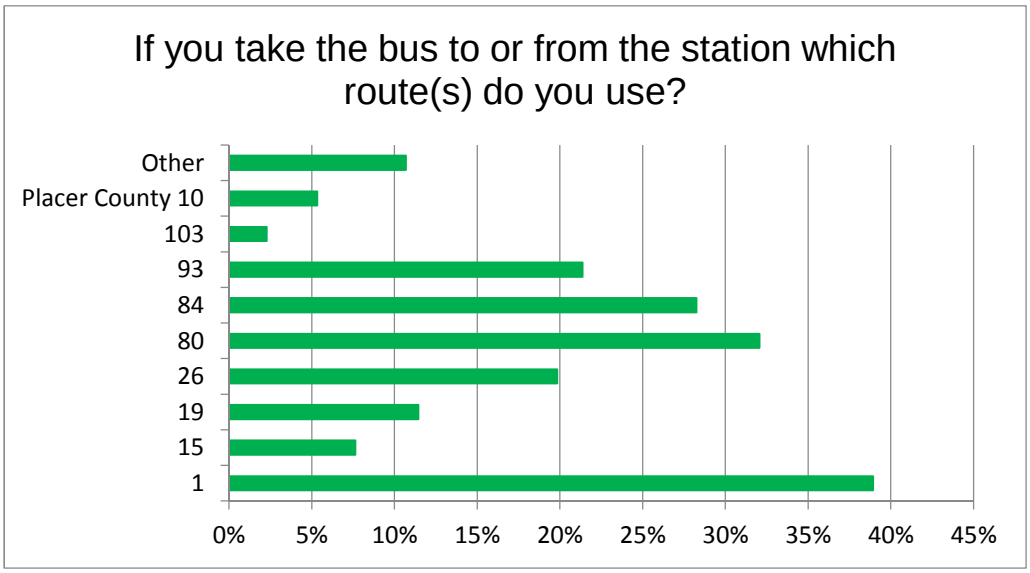
An online survey was developed to gather insights on who uses the Transit Center, major existing issues, and priorities for improvement. The survey was opened on October 2, 2017 and closed on January 3, 2018. 244 total responses were collected during that period.



Respondents selected from each of the following choices that describe them and their relationship to the Watt/I-80 Transit Center. Most respondents (68%) currently use the Transit Center for transportation, and approximately 33% live nearby. Those selecting "other" indicated that they were a past user of the Transit Center, do not currently use the station but are interested in improved transportation options, drive past the station, shop in the area, or are employees of RT, Sacramento County, or in the transportation field.

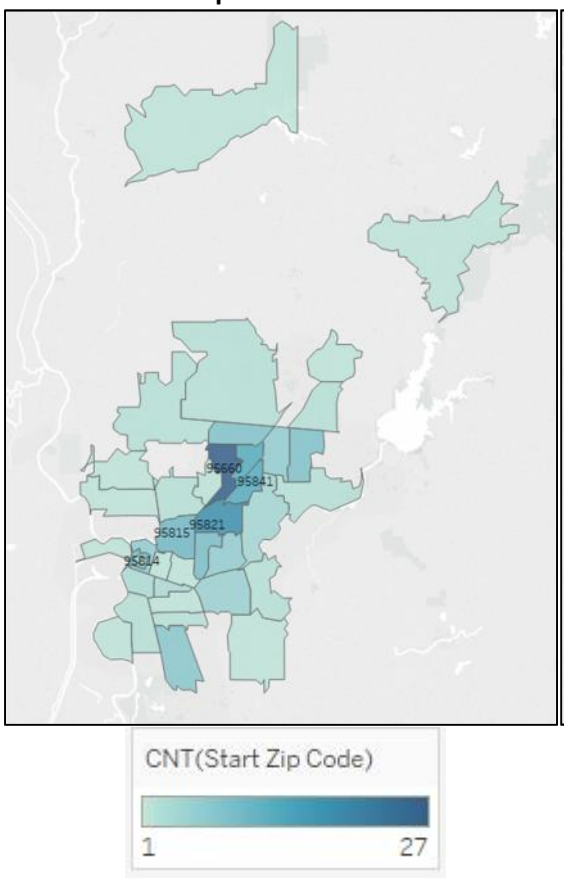


Respondents identified how they generally use the Transit Center, if at all. An even number of respondents indicated using the station to either start or end a trip, and 55% use it to transfer to another bus or to the light rail. 23% do not use the station.

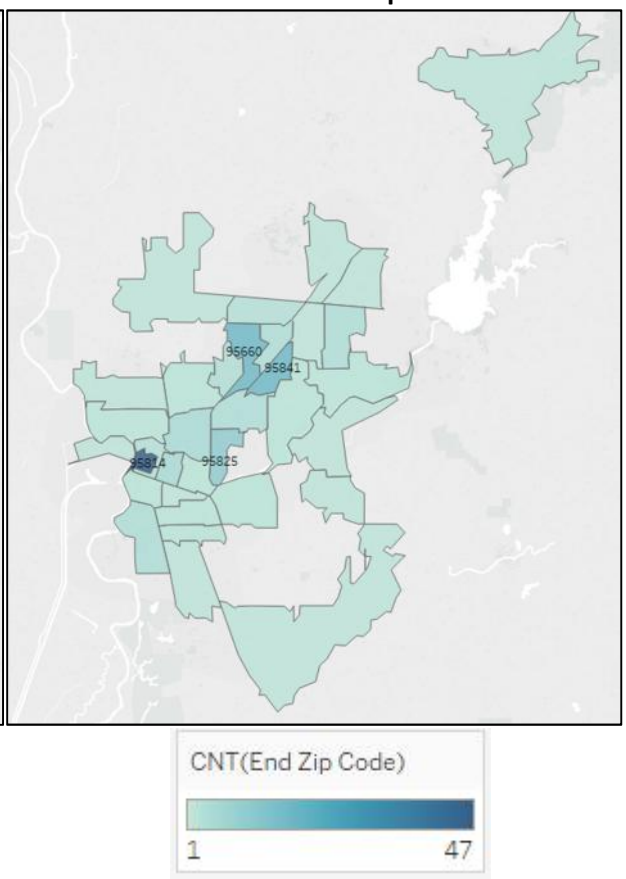


Respondents who take the bus were asked to identify which buses they take. The top responses were bus numbers 1 (Greenback), 80 (Watt Ave-Elkhorn), 84 (Watt Ave-North Highlands), 93 (Hillsdale), and 26 (Fulton). Many respondents take multiple buses, and there was a fairly even split of ridership across six of the eight RT bus routes that stop at the Transit Center. 5% of respondents take Placer County bus #10 that runs between Auburn and the Transit Center.

What is the zip code of your starting location for one trip?

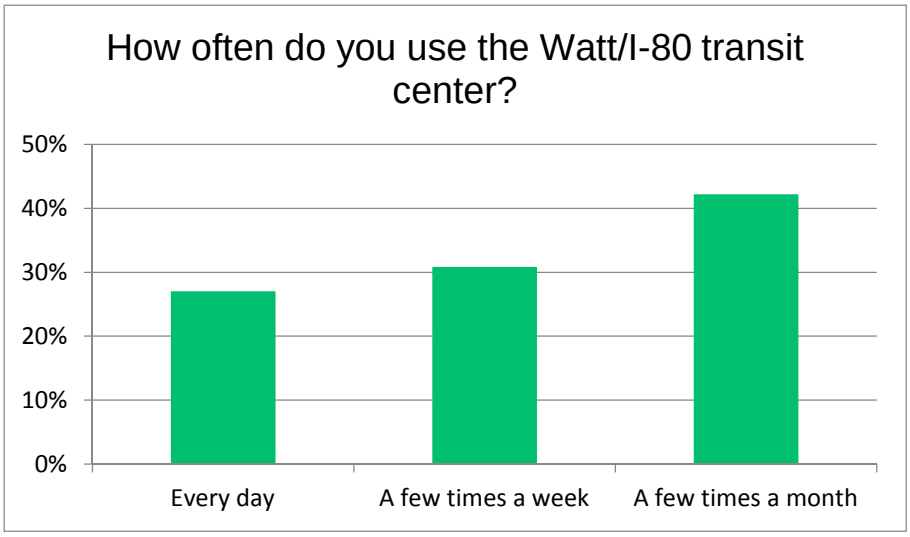


What is the zip code of your final destination for one trip?

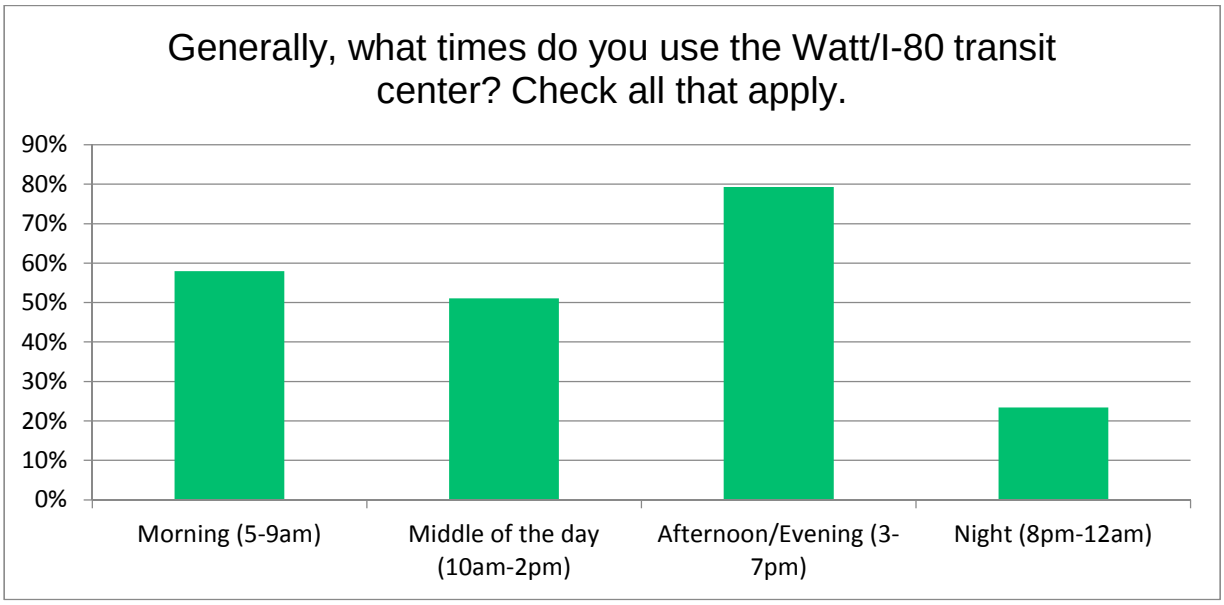


Respondents provided zip codes for their general starting and ending points for their usual trips to show travel patterns for those using the Transit Center. As seen in the maps above, where a darker blue represents higher response counts

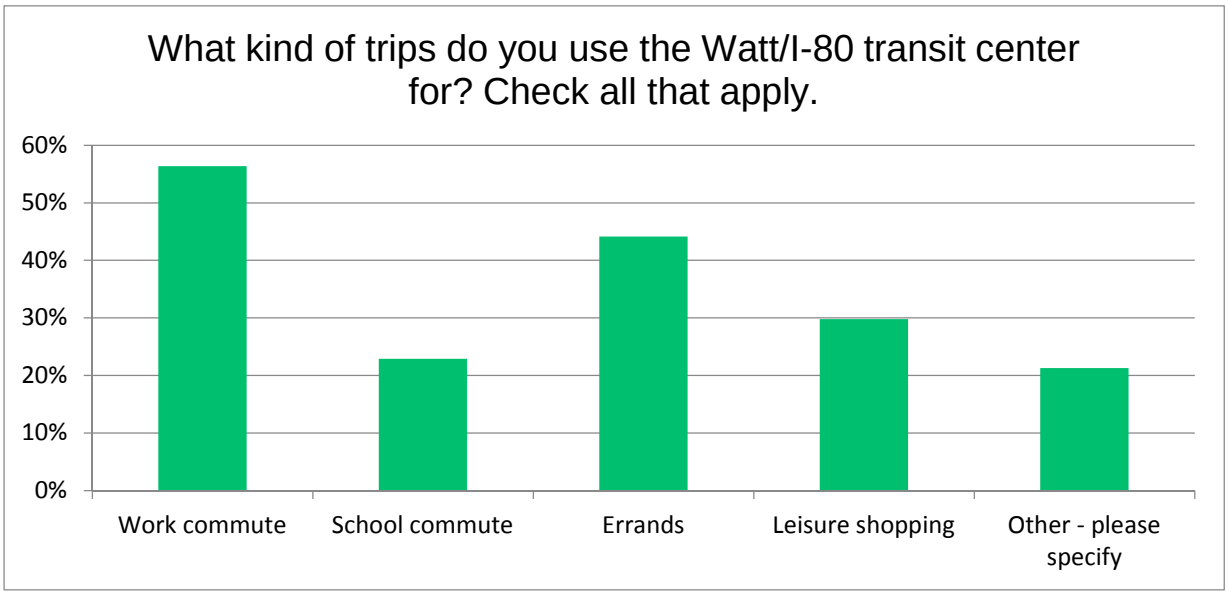
for that particular zip code, respondents typically travel from east to west, with most respondents traveling from North Highlands (95660) and Arden Arcade (95821) to downtown Sacramento (95814). The second highest destinations for respondents were either North Highlands or zip code 95841, which is the location of American River College.



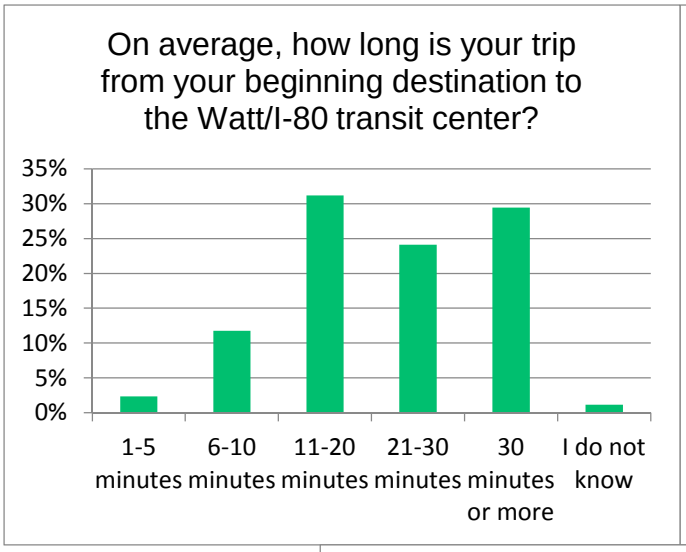
About 27% of respondents use the station daily, with a majority of respondents (42%) using the station only a few times a month.

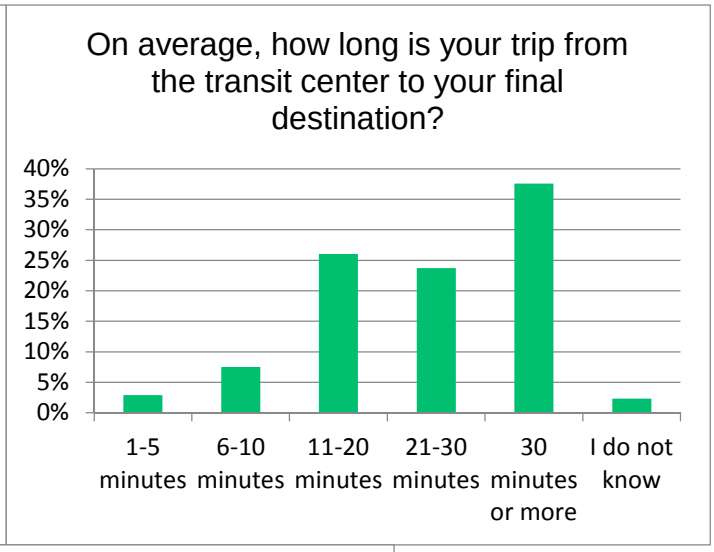


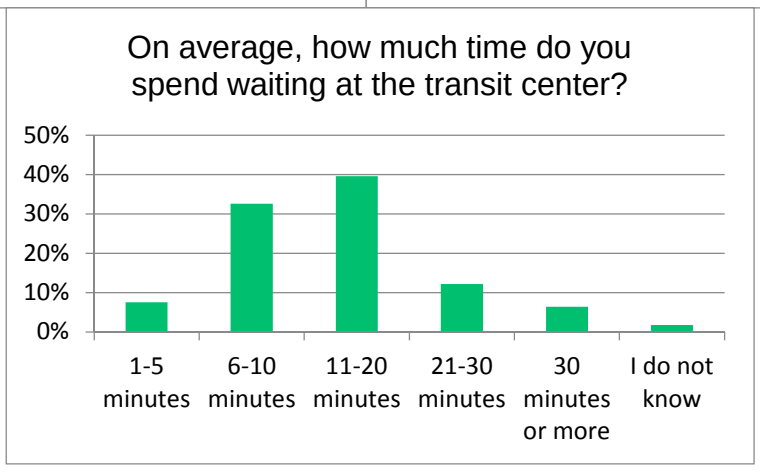
Respondents indicated all timeframes of the day during which they use the Transit Center to show whether the station is mostly used during morning and afternoon commute times or if it has a steady usage throughout the day. The highest responses were in the afternoon timeframe (3-7pm) at 79%, however there was an even percentage using the Transit Center both in the mornings (58%) and middle of the day (51%). The lowest usage was at night (8pm-12am) at 23%. These results are consistent with anecdotal and site visit observations that the station is highly used not just for commutes but also throughout the day.



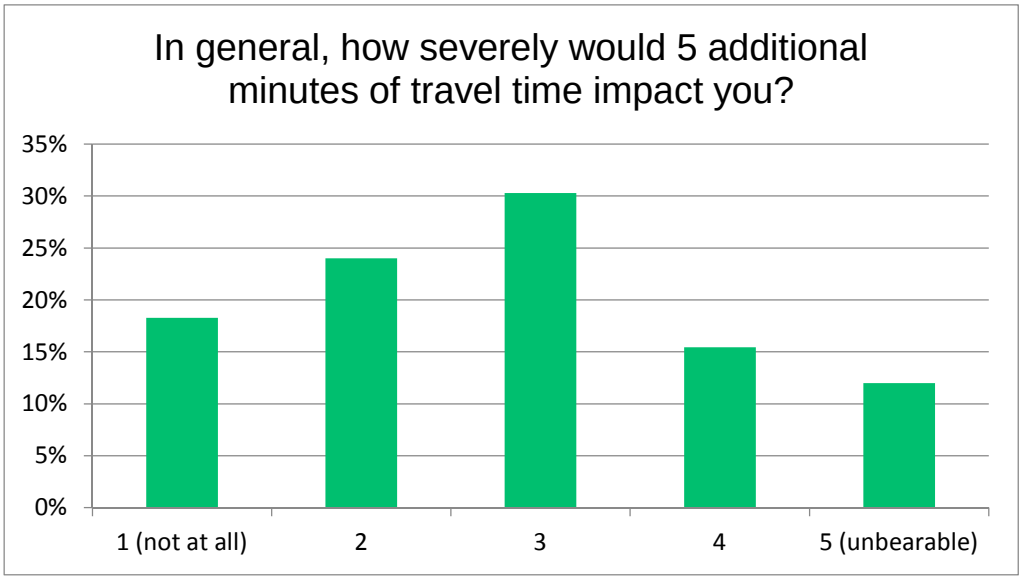
Respondents further identified the type of trips that they take at the Transit Center. The highest trip type was for work commutes (56%) followed by errands (44%) and leisure shopping (30%). “Other” responses included going to medical appointments, concerts and events, meetings, church, eating out, and visiting family or friends.



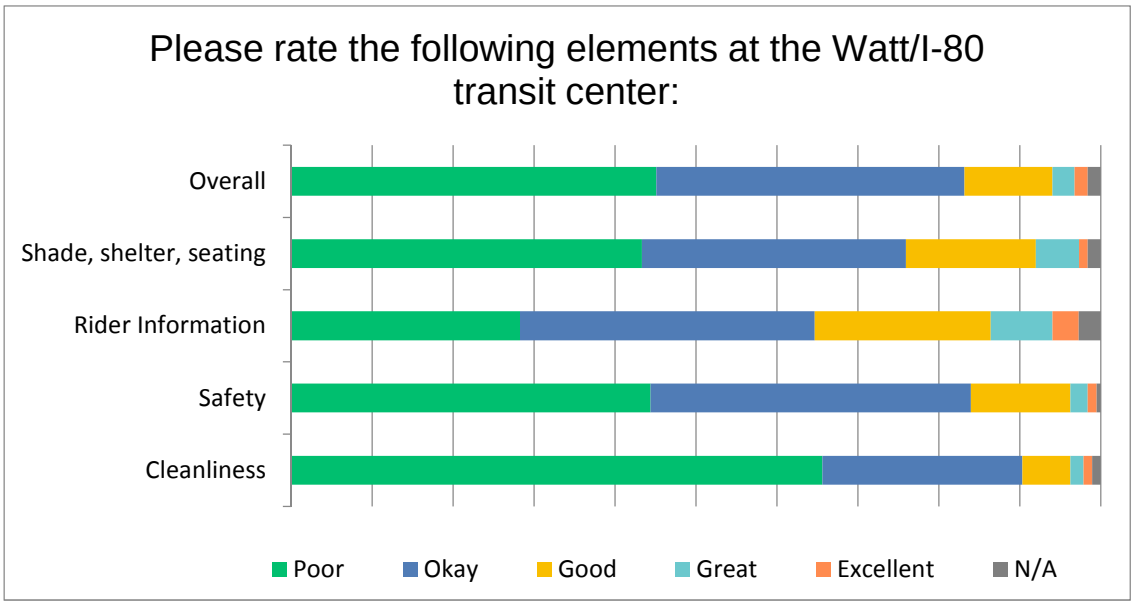




The above series of questions about trip time to and from the Transit Center as well as waiting time at the Transit Center were asked to get a sense for what the full trip length is for riders. This was used to inform a better understanding of impacts of potential service changes on riders. A majority of people take longer than 10 minutes get to the Transit Center, with 31% indicating that they take 11-20 minutes, 24% indicating between 21-30 minutes, and 29% indicating longer than 30 minutes. Average waiting times at the Transit Center range between 5-20 minutes.



With the knowledge that some options for improving transit access to the station would increase travel times, the above question was asked to get a sense for how much riders would be impacted by an additional 5 minutes to their trip. On a scale of 1-5 with 1 being not impacted at all and 5 being unbearably impacted, most respondents (30%) responded with a 3 to indicate that they would be somewhat impacted but not unbearably so. However, when combined with information from the previous series of questions about total trip length, an additional 5 minutes (at minimum) pushes total trip times between a range of 0.5-1.5 hours long, which will likely continue to shift answers toward the unbearable scale.



Respondents rated the Transit Center on four criteria, including cleanliness, safety, rider information, and amenities (shade, shelter, seating), plus an overall rating. An overwhelming number of responses rated the Transit Center as either poor or okay on all four criteria and as an overall rating.

Respondents answered an open-ended question about what they see as the major issues and challenges at the Watt/I-80 Transit Center. Responses generally fell under the following categories:

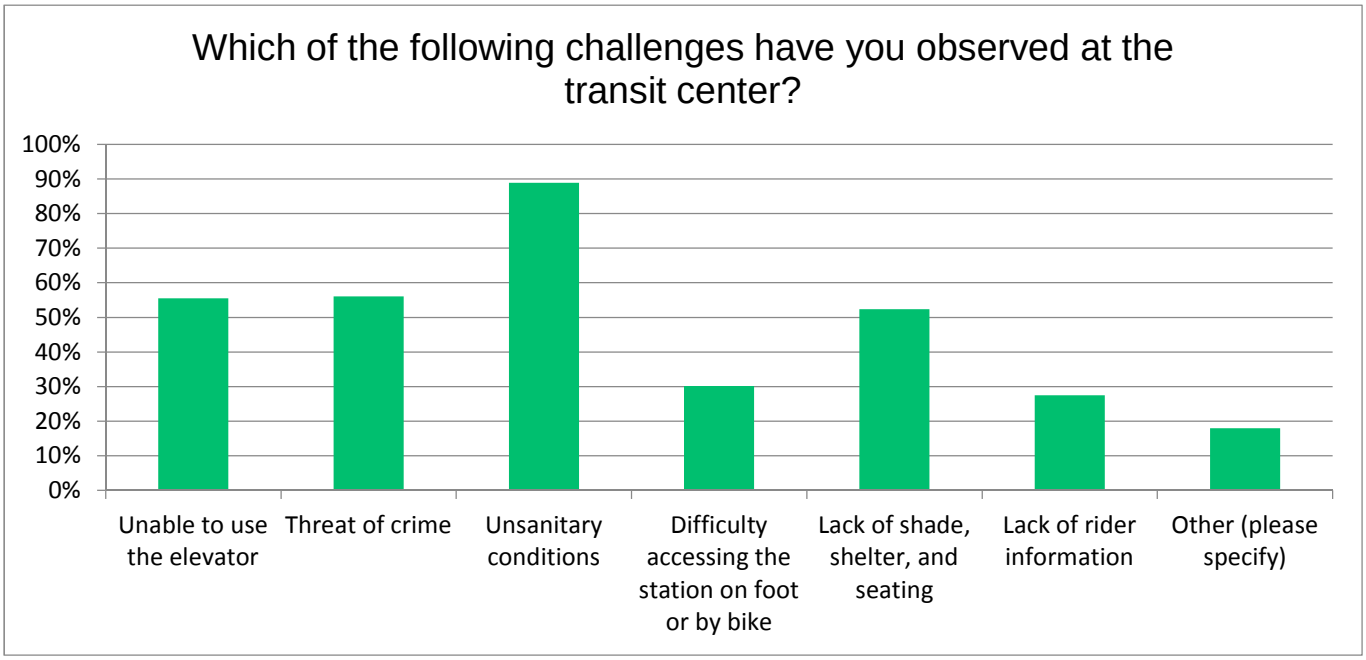
Access to the station: Key issues included lack of connectivity to the surrounding community, poor pedestrian access to the station and between bus stops, poor bike access to the station and while transferring, lack of destinations in the vicinity of the station for people travelling to Watt, no bike lockers, and no drop-off zone for cars.

Transit access and ease of transfers: Key issues included poor ADA accessibility for transferring between bus and light rail (especially when elevators are broken), steep and hidden stairs, poor wayfinding to indicate which stairs people must take from the light rail to their appropriate bus, no bus service late at night and minimal service on weekends, and poor timing of bus to rail connections.

Amenities: Key issues included lack of shelter and shading at the bus stops on Watt, lack of restrooms, poor schedule information and wayfinding, lack of information on bus delays and when/where the shuttle for when the elevators are broken will arrive, lack of shelter for the handicap ramp, not enough seating, the need for staffing at the station to answer questions and provide station information, and ticketing machines located at the opposite end of the platform.

Personal safety: Key issues included amount of illicit activity and loitering, the need for security personnel at the bus stops on Watt, high crime rates in the area, lack of lighting at night, poor visibility on the stairs and at the light rail platform, lack of security enforcement, panhandling and harassment, and traffic safety on Watt.

Site maintenance: Key issues included cleanliness (trash, human waste, pigeon poop), broken and poorly maintained elevators, and old and outdated structures.



To follow up on the open-ended question about issues and challenges, respondents indicated specific challenges they have experienced from a list of issues, many of which were reflected in their open-ended responses in the previous question. The biggest issue highlighted were the unsanitary conditions at 89%. The second highest were threat of crime (56%) and the broken elevator (56%), followed by lack of shade, shelter, and seating (52%). “Other” responses included poor timing of connections between buses and light rail (particularly for bus 1), lack of enforcement against smoking, not enough lighting, poor accessibility for the visually-impaired, poor location of Connect card machines, lack of wayfinding, and lack of late night service.

Respondents answered an open-ended question about what improvements would improve their experience at or getting to/from the Watt/I-80 Transit Center. Again, responses generally fell under the following categories:

Access to the station: Improvements included safer pedestrian access to the station (especially at the highway onramps), better bike lockers, better bike access generally (including separated bike lanes), a turnout on Watt for the buses or for car drop offs, wider sidewalks, and pedestrian bridges directly to the station from Watt.

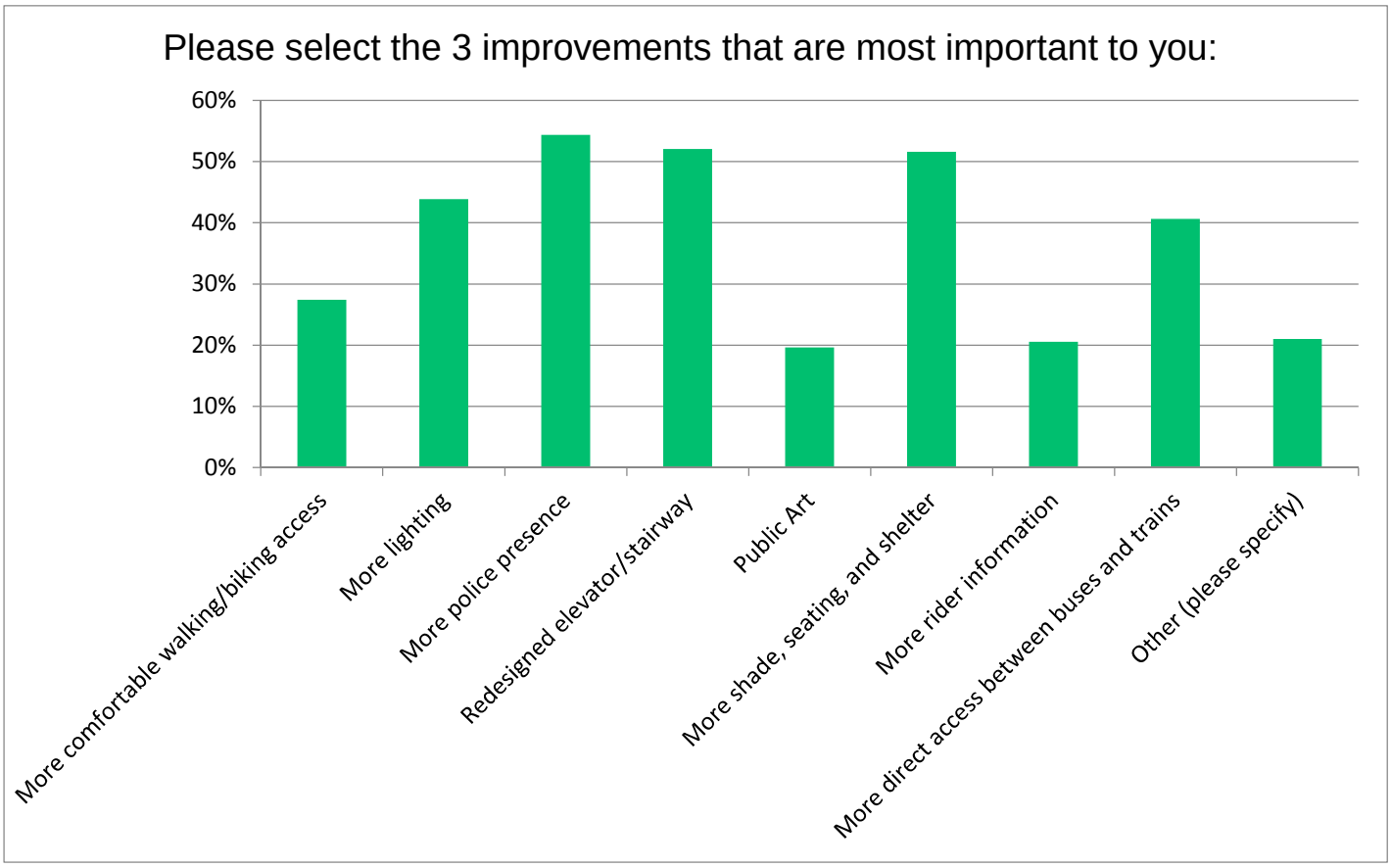
Transit access and ease of transfers: Improvements included easier bike access from Watt to the light rail platform, having buses and trains transfer on the same level, better ADA access, better bus to rail timing, escalators or ramps, later buses (especially on the weekends), extending the Blue line to Roseville, express rides to the station, and moving the transfer to Roseville Road or I-80 West.

Amenities: Improvements included relocating the Connect card machines to be closer to the stairs, more shade and seating at the bus stops, nicer seating instead of concrete blocks, restrooms, larger platforms at the upper levels, event activation (such as food vendors, street musicians, etc.), enclosing the station and having a main lobby area that protects from noise and the weather, trees and landscaping, improved schedule information and wayfinding, drinking fountains, digital bus departure signs, and a bike-only car on the light rail.

Personal safety: Improvements included more security at the upper levels, more lighting and cameras, wider and less steep stairways, discouraging loitering (through enforcement or design), opening up the walls and columns, and locking up the station at night.

Site maintenance: Improvements included more routine cleanings, replacing and maintaining the elevators, art and murals, enforcement of no-smoking rules, anti-pigeon measures such as spikes on landings, more garbage cans, renovating to be a more modern and updated structure, and painting the walls to be more welcoming and inviting.

A few general improvements were identified that could potentially address all of the above issues, including tearing down and rebuilding the station or relocating the station.



To follow up on the open-ended question about improvements, respondents indicated three improvements from a list that were most important to them in order to get a sense for what priorities might be. The top improvement was more police presence (54%), followed by redesigning the elevator/stairway (52%) and increasing shade, shelter, and seating (52%). Following that were safety measures including more lighting, then improving ease of transfers between buses and trains. “Other” responses included more frequent cleaning, adding a permanent restroom facility, safety at the bus platform and on the stairs, smoking enforcement, and better bus to rail connections.

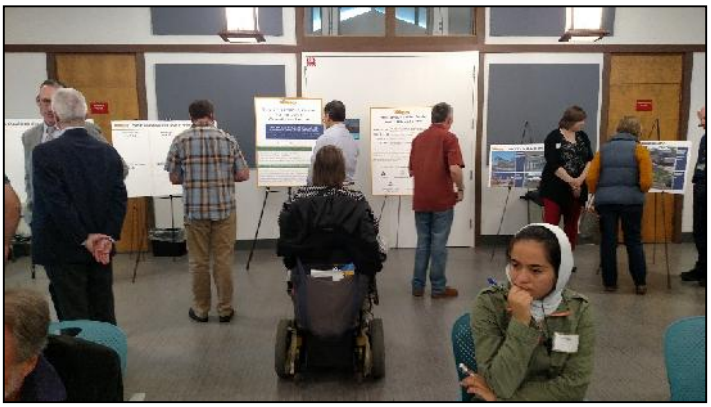
Appendix D: Visioning Meeting Notes

A public visioning meeting for the Re-Imagine Watt/I-80 project was held on Tuesday, October 24th from 6 - 7:30 pm at the Arcade Library. Approximately 35 people attended, including riders, business community representatives, transit advocates, American River College students, environmental and community service nonprofit organizations, Sacramento County staff, SacRT staff, and others. The meeting served to publicly kick off the Re-Imagine Watt/I-80 project as part of an exploratory process to understand existing challenges at and around the station and brainstorm conceptual ideas for improvements.

The meeting was held in an open-house style format with visual information about existing conditions, possible solutions, and comment and issue-voting boards. A presentation was provided to introduce the project and provide more background on existing conditions and feedback gathered through online and intercept surveys. The presentation can be found online here.

Throughout the meeting, participants helped identify five primary issue areas (accessibility, amenities, cleanliness, personal safety, and rider information) as priorities for this project to address.

Ideas from participants to improve the Transit Center included better pedestrian facilities (widen sidewalks and bus platforms), better connections between upper and lower levels (including ramps for ADA accessibility), improved station amenities and facilities (restrooms, shade, shelter, seating, signage), more frequent cleaning and maintenance, more frequent bus service, restricting access to the light rail transfer area, removing hiding places for illicit activities, reducing the prevalence of hard scape, and potentially re-routing bus service to the Roseville Road station for same-level transfers.



Ideas to Improve the Watt/I-80 Transit Center

What are the Key Issues?

Additional Outreach Strategies

The following matrix was developed from the issues and suggestions for improvement that we heard from the visioning meeting. Trends in the type of feedback we received fell into five main priority areas: transit access and ease of transfers, personal safety, site maintenance, amenities and activation, and access to the Transit Center. Priorities within those categories were drawn from participants' ideal visions for transit.

RE-IMAGINE WATT/I-80	PRIORITIES	ISSUES	OPPORTUNITIES
TRANSIT ACCESS AND EASE OF TRANSFERS	Transfers should be safe, reliable, and timely.	• Dark, steep stairs with poor sightlines • Old and poorly maintained elevators • Poor wayfinding and route information	• Improve access between levels, focusing on greater visbility and ADA accessibility • Reroute bus service to enable same-level transfers • Improve wayfinding and route info
PERSONAL SAFETY	Transit should be safe and discourgage crime and unwanted activities.	• Hiding spaces, dark areas, 90 degree corners, and slow elevator • Dead space and poor sightlines • Poor enforcement	• Remove hiding spaces and improve lighting • Increase level of activity and encourage "eyes on the station" • Provide greater enforcement for bad behaviors and illicit activity
SITE MAINTENANCE	Transit should be clean and well maintained.	• Garbage, human waste, and pigeon poop • Infrequent deep cleaning • Elevators constantly break down	• Discourage use of floors as bathrooms and trash disposal • Modernize elevators and other structures • Increase frequency of cleanings and maintenance
AMENITIES AND ACTIVATION	Transit sites should be comfortable, user-friendly, and encourage positive uses and increased activity.	• Lack of shade and shelter • Uncomfortable and insufficient seating • Dead space, blank walls, and overabundance of concrete	• Provide shelter from the elements and comfortable waiting areas at both levels • Increase aesthetic appeal and level of positive activity
ACCESS TO THE TRANSIT CENTER	Transit should be easily accessible by all users and multiple modes of transportation.	• Narrow sidewalks, freeway crossings, and lack of bike lanes • Poor ADA accessibility • Poor wayfinding for vehicle access	• Improve pedestrian, bicycle, and ADA access to the Transit Center, focusing on safety and crossings • Improve wayfinding and vehicle access

Transit Talk with the General Manager

Date: **October 06, 2017**
Guest:**Henry Li, General Manager/CEO**
Topic:**General Transit Questions**
Status: **Archived**

Opening Remarks:

Welcome to the October GM Chat!

This month I'd like to introduce the Reimagining Watt/I-80 Project. In addition to the many steps SacRT has already taken to improve safety and security at this station, and system-wide, we are seeking your help to make additional safety and accessibility improvements at the Watt/I-80 Station. Working with the community-based organization WALKSacramento, SacRT is kicking off a several month-long planning project to reimagine the station's design so that is it more convenient for people traveling by foot, bike, or a mobility device. The plan will involve extensive outreach to SacRT riders, nearby businesses and community organizations. To learn more about the project and take the online survey visit sacrt.com.

As always, I encourage all SacRT passengers to download the Alert SacRT app that allows riders to discreetly send texts, pictures and video directly to SacRT Police Services, to report safety and security concerns while riding the system. Working together, we can make the Watt/I-80 and all stations and stops, safe and attractive.

Now, let's get to your questions.

Questions:

North Highlands, CA: Your website, I've noticed has an icon for changes at the Watt/I-80 Station. If possible, is the SacRTD governing board going to hear any information or take any action on any service changes focused at that station between now and the end of the calendar year, with changes being implemented by mid-2018?

Reply: Back in May, SacRT rolled out an internal Adopt-a-Station program to help improve station appearance along the system's three light rail lines. Members of our executive management team are working together and collaborating with community partners to determine which security upgrades are most needed to improve our stations, such as lighting, cleanliness and landscaping. Many improvements have already taken place at the Watt/I-80 station such as the installation of 14 new security cameras in the station's stairwells, painting, vegetation removal and clean up, increased numbers of sworn officers and 24/7 surviellence. This month SacRT is kicking off a several month-long planning project to reimagine the station's design so that is it more convenient for people traveling by foot, bike, or a mobility device. The plan will involve extensive outreach to SacRT riders, nearby businesses and community organizations. The first public meeting is Tuesday, October 24 from 6 - 7:30 p.m. at the Arcade Library, 2443 Marconi Avenue. To learn more about the project and take the online survey visit sacrt.com.

Transit Talk with the General Manager

Date: **November 03, 2017**
Guest: **Henry Li, General Manager/CEO**
Topic: **General Transit Questions**
Status: Live

Opening Remarks:

Welcome to November's Session of Transit Talk with the General Manager!

As I mentioned last month, SacRT and WALKSacramento have begun a community-wide outreach effort to seek input on ways to improve safety and accessibility at the Watt/I-80 Station. The goal is to develop a series of recommendations to improve accessibility for people traveling by foot, bike, and mobility device. There is also discussion concerning ways to provide a same-level transfer that could result in changes to existing bus routes.

Last month, we had our first community meeting followed by a walking assessment of the station. Both events were successful, and we received a lot of interest and excellent feedback. We greatly value the community's input and encourage everyone interested in re-imagining the Watt/I-80 Station to take the brief survey online at sacrt.com, and automatically be entered into a prize drawing to win a $50 give card. In addition, we plan to hold a public workshop later this month. The survey will be open until Sunday, December 31. For details about the project and upcoming community events, visit sacrt.com and click the "Re-Imagine Watt/I-80" link.

In honor of those who serve our country, SacRT is inviting military service men and women to ride SacRT buses and light rail trains for free on Veterans Day, Saturday, November 11. While free rides will be extended to veterans, active military and reservists, SacRT has decided to also offer the complimentary service to military family members as a way to thank all those who have sacrificed for our country. To ride free on Saturday, November 11, active military must show their Active Military Access Card (CAC). Retired military and family members are asked to present their Uniformed Service Identification Card.

Don't forget that the Downtown Sacramento Ice Rink, located at 7th and K streets opens today. This popular spot has a fantastic lineup of special events for the season. SacRT kicks off the November events with the Princess and Superhero Day tomorrow from noon until 2 p.m. You can expect special visits from costumed princesses and superheroes, face painting and more! Ride light rail to the rink, show your valid ticket or pass and receive $2 off admission.

Now let's get to your questions.

Questions:

Citrus Heights , CA: Light rails in other states have low level platforms that allows wheelchairs to roll right into the light rail cars. Will we see improvements like that soon?

Reply: We certainly hope so. SacRT's light rail system pre-dates the availability of low floor light rail vehicles. Our opportunity to change will start with the replacement of the first 36 light rail vehicles, the majority of which reached the end of their 30 year useful life this year. In addition to purchasing replacement vehicles, we also need to modify many of our older stations, raising the platform to at least 8 inches above the top of rail to work with a modern low floor light rail vehicle. All of this will take at least 5 years from the time that we identify the necessary funding, which we are actively working on.

North Highlands, CA: Why all the fluff and diversion regarding Watt I-80? Your Police Chief told me you are closing it. Have you considered not lying to the public and saving a little money in the process/

Reply: Let me assure you that we are not engaged in "fluff or diversion" The issues of safety, security and cleanliness are serious at the Watt I80 station and improvements need to be made. There are a number of things that we can do including moving the bus connections from the upper level on Watt Avenue to the lower level at either Watt I80 or Roseville Road. These are still all options being considered and community feedback is really important to us in developing a course of action. Based upon community input, we will develop one or more recommendations that will be presented to the RT Board for a final decision.

Citrus Heights , CA: Can we see improvement/remodeled light rail stations? A lot of light rail stations look outdated and unsafe for people that come from out of town.

Reply: Actually, this past year has seen a number of improvements to popular stations, including a large new shelter, landscaping, and signage at 7th & Capitol, upgraded lighting and signage at 9th & K and 8th & K, new benches, landscaping, and art at 16th Street, and we're working right now on new overhead shelters over the mini-high ramps at 29th Street. We've also been rolling out more video cameras for better security, more fare payment options such as Connect Card, new credit-card capable ticket machines, and upgraded credit card capabilities on our old fare vending machines.

Citrus Heights , CA: What is RT doing about safety on the light rail trains and platforms. Other cities like Metro Rail in Houston have a vast majority of transit agents and police at all dangerous platforms to comfort passengers.

Reply: Thank you for your question. We have recently fully staffed our Transit Agent program. We currently have a police force of 28 police officers, 60 transit agents and 7 transit officers. Effective November 12th there will be 47 Transit Agents and Officers riding trains and 20 Transit Agents working between several stations on platforms. We are also actively installing Police Observations Devices at 8 stations. We are constantly assessing safety and how we can improve it. We recently have added a PA system at Light Rail stations. We have a Security Operations

Center that monitor live cameras feed 24/7 and use the PA system to correct bad behavior, communicate with lone passengers and provide an additional layer of safety.

Sacramento , CA: What is going on with watt ave elevators? Why are they not being fixed?

Reply: The Watt elevators are beyond any repair that would improve their reliability; they need to be completely replaced. We have budgeted for their replacement which is about $800,000. Before proceeding, we have reached out to the community to discuss options for the Watt I-80 station to improve its overall condition considering safety, security and cleanliness. There are options being considered that would eliminate the need for the elevators, the most significant would be to route the buses to the lower level and build a transfer facility for bus to bus and bus to train connections. We are still in the public outreach phase of this discussion, and do not want to commit to the funding for elevator replacement until we are certain that the elevators are still required.

North Highlands, CA: Some Emails I received talked about Watt/I-80 as a focused topic in today's monthly chat. As far as that "reimagine" project is concerned, and tying it together with your agency's route optimization study, 1) do you and your staff foresee a major service change coming to the bus routes and bus service at that station, and 2) do you foresee Watt/I-80 as a natural starting point to begin the route optimization study, even though you will more than likely take a more holistic approach at the entire bus route network?

Reply: We're resolved to make Watt/I-80 a better station for our customers and we've already received some great input from riders during our walk audit of the station last weekend and we had great turnout and feedback at our community meeting on October 24th. Look for a follow-up meeting after the Thanksgiving holiday. The stairs, the elevator, lighting, noise, cleanliness, and access to the station from the neighborhood were all discussed. We also had some bigger picture suggestions such as completely relocating some or all of our transit activities from that station. Our staff and partners with Walk Sacramento will be following up with more info and analysis on all these options.

Comments from November 2, 2017, Mobility Advisory Council Meeting
Watt I-80 Study Presentation

- Recognizing that the plan will identify items that may take a while to implement, the council encouraged trying to also implement short term improvements at the transit center.
- The elevator breaking down is a major obstacle for wheelchair access.
- The council like concepts using glass enclosures; and ramps on berms where there are no hiding/camping places underneath or places where seeing-impaired might fall.
- There was a suggestion to add metallic reflective surfaces on the stairwell that would allow people to see around blind corners.
- The council suggested presenting ideas for the public to react to and provide comment. They asked what accessibility issues and ideas are being looked at.
- The council would like report backs during the study.
- There was a suggestion to place cameras in the elevators.
- The council asked if there would be additional staff added to the transit center in the interim (for maintenance and security).

<u>Public comments:</u>

- While bike lanes are being looked at, commenters requested that pedestrian safety be considered in regards to bike and ped interactions. Provide safe bike lanes (such as protected lanes) so cyclists to ride on the sidewalks.
- Better customer information is need to let people know when elevator is down: announcements from the LRT/bus operators or PA system, better signs, shuttle schedules.
- Commenter encouraged looking at adding bus connections at the station level. In the long term, Watt I80 should not be a station/transit center (it's a bad location for access).

Appendix E: October Walk Audit Notes

A walk audit was held at the Watt / I-80 Transit Center on Saturday, October 28th from 10-11:30am. Approximately 30 people attended, including riders, transit advocates, residents of North Highlands and Arden-Arcade communities, American River College (ARC) students, business owners, SacRT staff, and WALKSacramento staff. The purpose of the walk audit was to evaluate access to and from the station, access at the station, amenities, safety, and current issues experienced by riders. The walk audit started at the lower level, then went upstairs to the southbound bus platform. Participants then walked south on Watt Avenue to Longview Drive and back.

Participants were asked to take notes of their observations during the walk audit and to rank a number of topic areas on a scale of 1-4 (with 1 being poor and 4 being good). The four topic areas were Comfort & Image, Access & Linkages, Placemaking, and Pedestrian/Bike Access.

Evaluate the Site

Comfort & Image	Poor			Good
Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/quality of maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4

Comments/Notes:

Access & Linkages	Poor			Good
ADA access	1	2	3	4
Ease in navigating station	1	2	3	4
Ease of transfer between levels	1	2	3	4
Presence of information/signage	1	2	3	4

Comments/Notes:

Placemaking	Poor			Good
Station amenities	1	2	3	4
Public art / visual interest	1	2	3	4
Presence of positive activity	1	2	3	4
Landscaping, shade	1	2	3	4

Comments/Notes:

Pedestrian/Bike Access	Poor			Good
Pedestrian facilities	1	2	3	4
Bicycle facilities	1	2	3	4
Feeling of traffic safety	1	2	3	4
Ped/bike amenities (lighting, parking, etc.)	1	2	3	4

Comments/Notes:

Identify Opportunities

1. What do you see as the major challenges at the station?

2. What changes should be made in the *short term*?

3. What changes should be made in the *long term*?

4. To increase access to transit at Watt/I-80, what do you see as being the main priorities?

5. How/who else should we engage other users and stakeholders with respect to this project?

Figure 2: Walk audit evaluation form

Major Challenges

The overall design of the station was identified as a major challenge. The placement in the middle of the freeway and on Watt Avenue is seen as a barrier to access for vehicles, pedestrians, bikes, and the disabled. Narrow sidewalks, broken pavement, high speed, low visibility freeway on- and off-ramp crossings, and a lack of bike lanes on Watt were also highlighted as obstacles for pedestrian and bicycle accessibility. The design of the stairs and blind corners around the station contribute to the lack of safety and provide multiple hiding places for illicit activity. The lack of clear signage and wayfinding make the station confusing and difficult to navigate. In addition, participants highlighted the need to provide updated and accurate information both in print and through other forms of notification. Noise from the freeway, lack of shelter and seating, and uncleanliness make the station an uncomfortable place for riders.

Short-Term Solutions

Participants indicated several short-term solutions including:

- Increased cleanings and elevator maintenance;
- Safety measures at the station such as increased security at bus platforms on Watt Avenue;
- More lighting, and mirrors at blind corners in stairwells;
- Clearer wayfinding signage and rider information;
- Increased amenities including restrooms;
- Shading on the bus platforms;
- More ticket machines; and
- Traffic calming along Watt, including increased speed enforcement and pedestrian signs at freeway crossings.

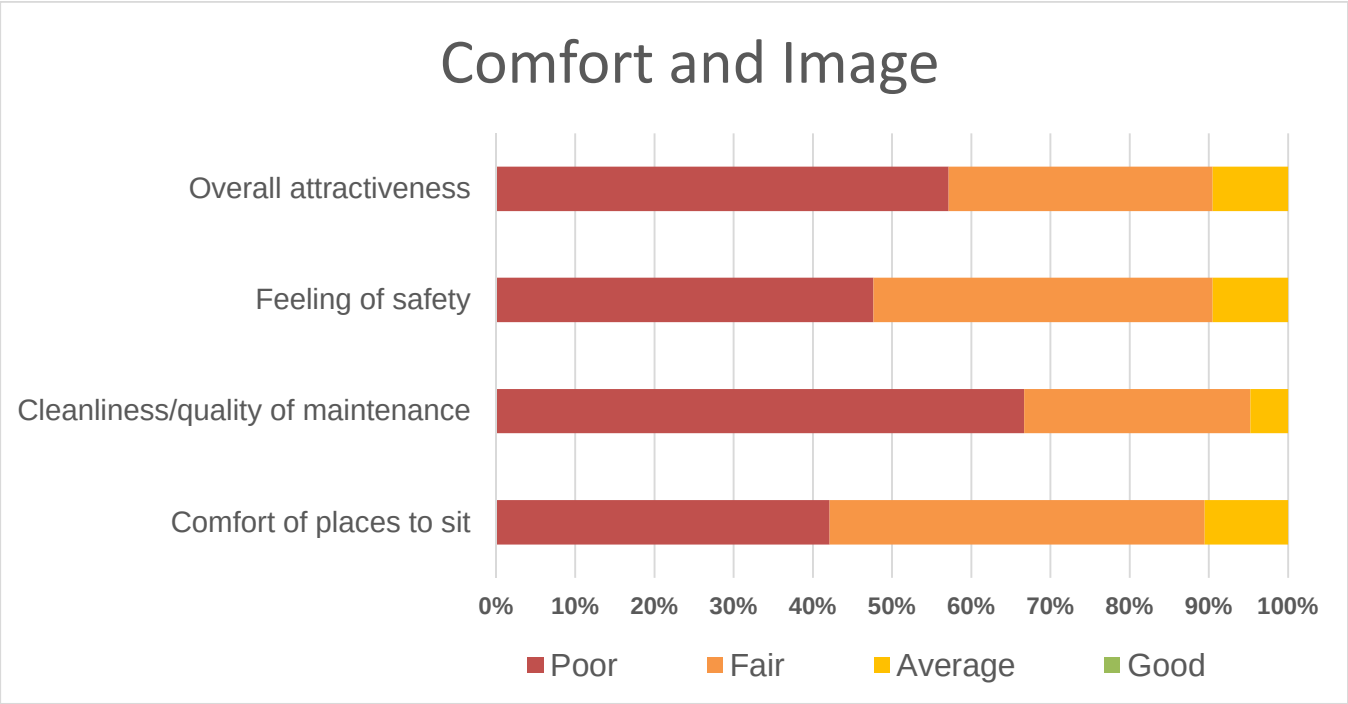
Long-Term Solutions

Participants indicated several long-term solutions including:

- Improving ADA access to and at the station (such as building ramps to replace the elevators, getting new elevators, etc.);
- Building an enclosed and staffed facility;
- Having same-level transfers (either by relocating bus service to Roseville Road or by bringing the light rail tracks up to Watt Avenue);
- Placing fare gates at the entrance to the light rail; and
- More permanent pedestrian and bicycle facilities on Watt.

Priorities

The main priorities that participants highlighted for improved transit access included ADA accessibility improvements; accessing the station by car, bike, and walking; easier transfers between the upper and lower levels; widening sidewalks and bus platforms; and more frequent bus service at night and on weekends.



Challenges:

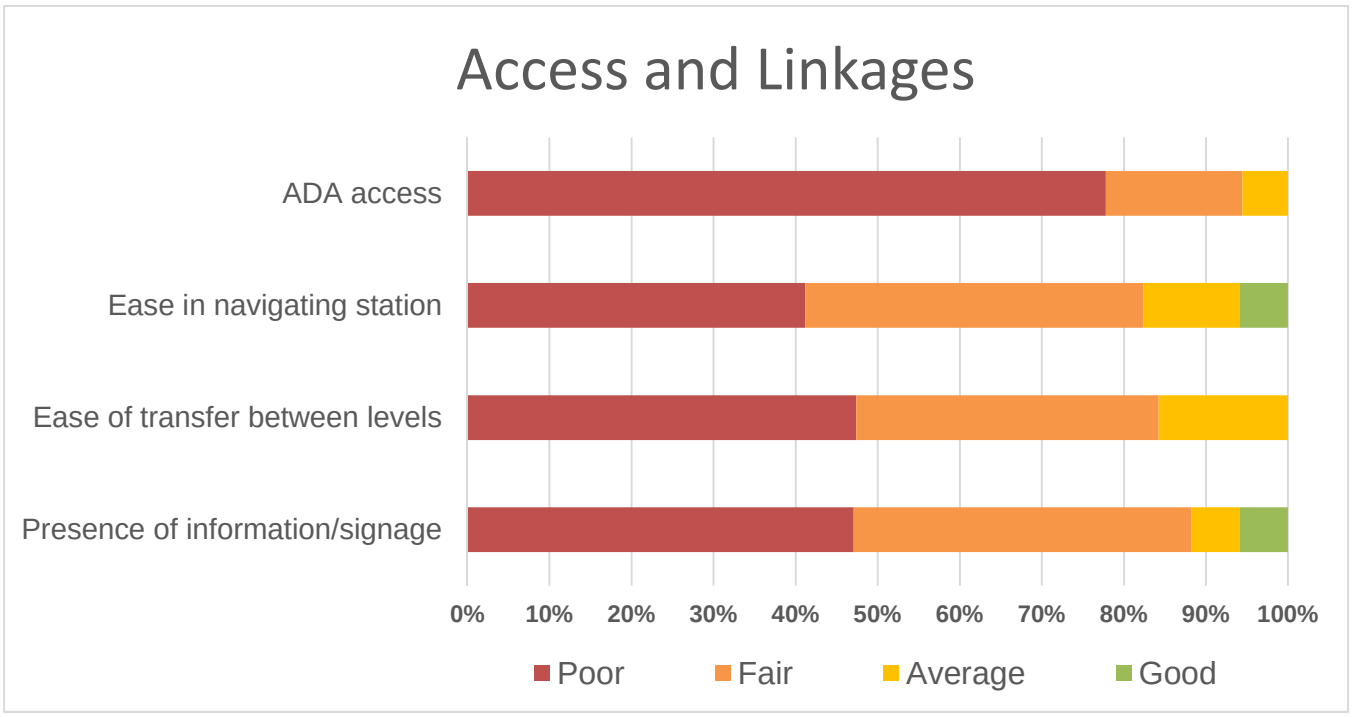
- Not enough shade in the summer or protection from rain in the winter
- Unclean, smelly, human waste and garbage on the ground
- Not enough seats while waiting for the bus and train
- No security guards on the weekends and upper platforms
- Stairs are steep, dark, and have poor visibility with blind corners
- Noisiness is uncomfortable and contributes to unsafe environment
- Pigeons contribute to uncleanliness
- Lack of activation at the station

Short-Term Solutions:

- Security at every platform
- Cover bus platforms to protect riders from the elements
- Weekly power wash cleanings, garbage removal, and regular maintenance of elevators
- More lighting on lower platform and near elevators
- Mirrors at blind corners on the stairwells
- Sound barriers and noise reduction

Long-Term Solutions:

- Build an enclosed and staffed facility
- Replace concrete walls with glass or other materials to improve lighting and visibility
- Redesign to close off unnecessary alcoves and create a more open space with natural lighting on the lower level
- Replace the elevators and place them in an enclosed shaft to reduce exposure



Challenges:

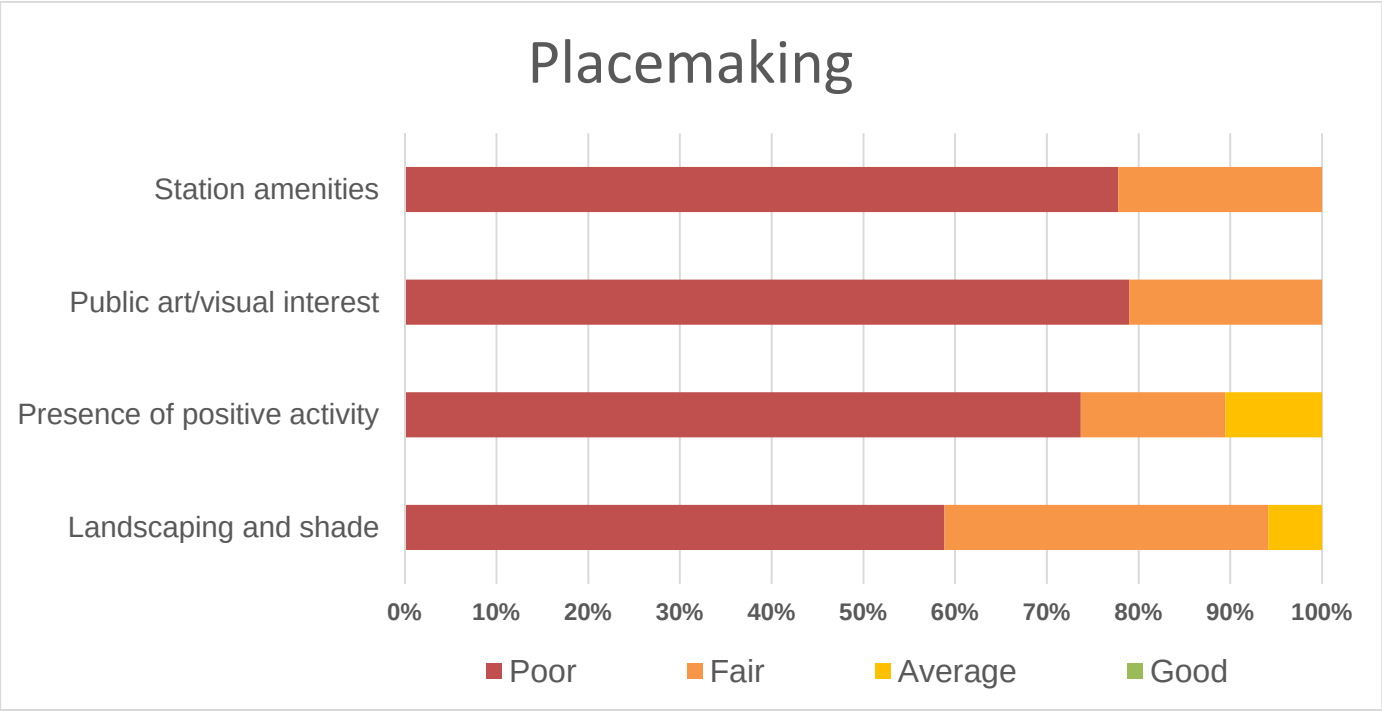
- Easy to get lost or end up on the wrong side
- Lack of signage and wayfinding
- Hard to find the stairs and elevators
- Poor ADA accessibility
- One broken elevator is a challenge, but when both are broken there is no access between levels for those who cannot use the stairs. Shuttle is confusing for many.
- Steep stairs are obstacles for mobility and visibility
- Not easy to make transfers
- Poor layout of parking – only accessible by car from the westbound freeway

Short-Term Solutions:

- Announce train and bus arrivals
- Announce status of elevators on trains and bus
- Highlight common routes and provide "Point A to Point B" how-to guides
- Better wayfinding signage for parking and elevators as well as accurate route information

Long-Term Solutions:

- Move bus platforms to the center of Watt to have a single elevator and escalator
- Elevate the light rail track to Watt for same level transfers
- Place gates at light rail entrances to require fare payment for entry
- Relocate the station out of the middle of the freeway to be more accessible from Watt (possibly to Auburn Blvd or Courtyard Inn)
- Provide more buses that run close to midnight for people without access to cars
- Extend light rail to ARC
- Replace the elevators and put them in an enclosed shaft to reduce exposure
- Remove the upper level bus stops and have same level transfers
- Ramps to increase upper and lower level accessibility, as well as general ADA improvements
- Pedestrian signal lights for freeway on-ramps and repaved ramps for ADA access
- Change buses from multiple routes to a single, 15-minute frequency bus



Challenges:

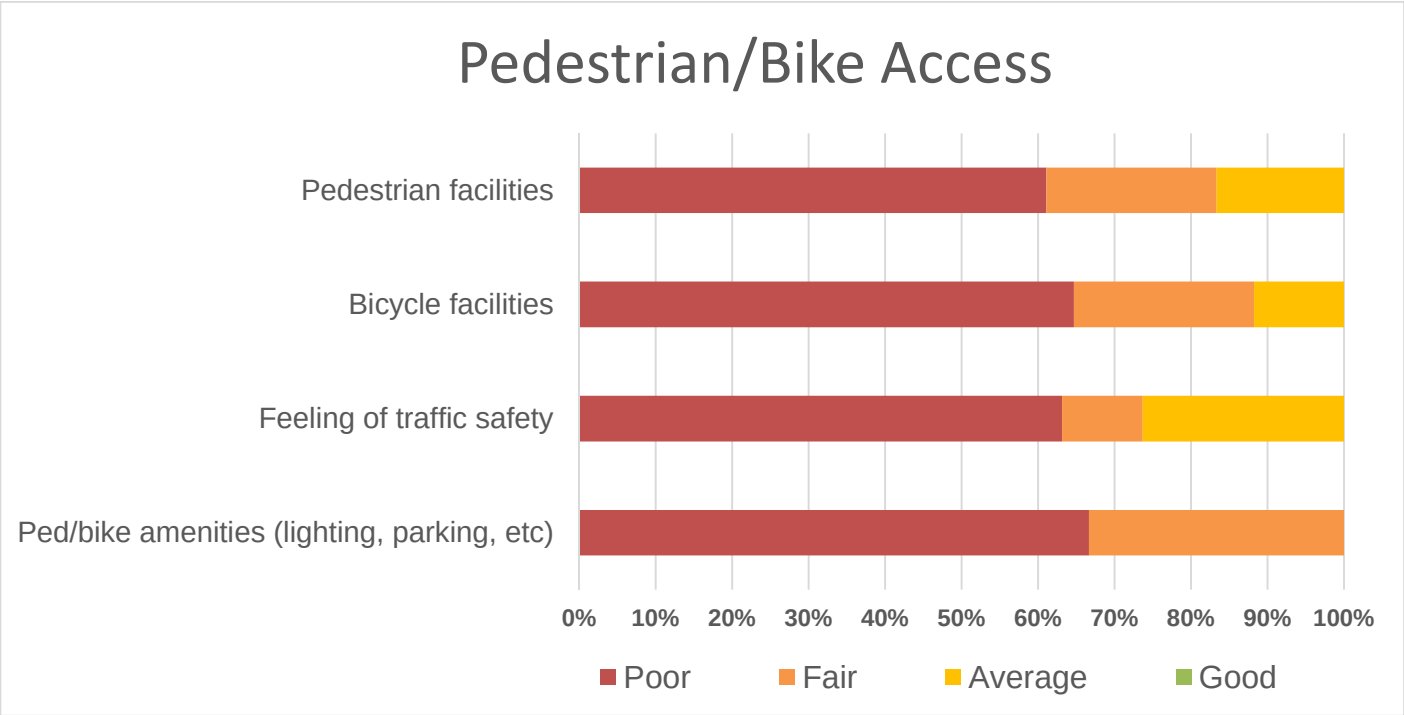
- Too many places for people to hide
- No bathrooms
- No water fountains
- Parking is too far
- Poor wayfinding and signage
- Poor design and hiding spaces make it easy for criminal behaviors to occur
- Lack of garbage cans – abundance of litter and trash
- Location of ticket machines is inconvenient and hard to find
- Transients camping out and illicit activity at nearby hotels
- Overall aesthetic is poor, uninviting, and cold

Short-Term Solutions:

- More wayfinding and signage
- Trim landscaping that covers signage, remove bushes and install prickly landscaping to prevent loitering and hiding
- Cover bus platforms to protect riders from the elements
- Paint walls to look nicer
- Add more ticket machines in convenient locations
- Provide more permanent restrooms and drinking water
- Close access to the storage tracks
- Add more well-maintained landscaping and art

Long-Term Solutions:

- Build an enclosed and staffed facility
- Redesign to close off unnecessary alcoves and create a more open space with natural lighting on the lower level
- Better landscaping and art
- Place gates at light rail entrances to require fare payment for entry



Challenges:

- Narrow sidewalks and multiple freeway crossings on Watt make it dangerous for pedestrians
- No bike lanes on Watt
- Bus platforms lack shelter and are overcrowded
- Walking to and from the station is dangerous due to narrow sidewalks and freeway on- and off-ramps
- Bike racks are difficult to late and are across traffic lanes
- Need on-demand bike lockers (not rentals)

Short-Term Solutions:

- Enforce code violations and speed limits on Watt
- Pedestrian warning signs on freeway on-ramps

Long-Term Solutions:

- Elevate the light rail track to Watt for same level transfers
- New protected bike lanes and wider sidewalks on Watt
- Build a new ramp from the Watt overpass down to the light rail
- Relocate the station out of the middle of the freeway to be more accessible from elsewhere on Watt (possibly to Auburn Blvd or the nearer to the Courtyard Marriott location)
- Pedestrian signal lights for freeway on-ramps and repaved ramps for ADA access

Main Priorities for Improved Transit Access

Additional Outreach Strategies

Appendix F: Public Workshop Notes

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 12 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.

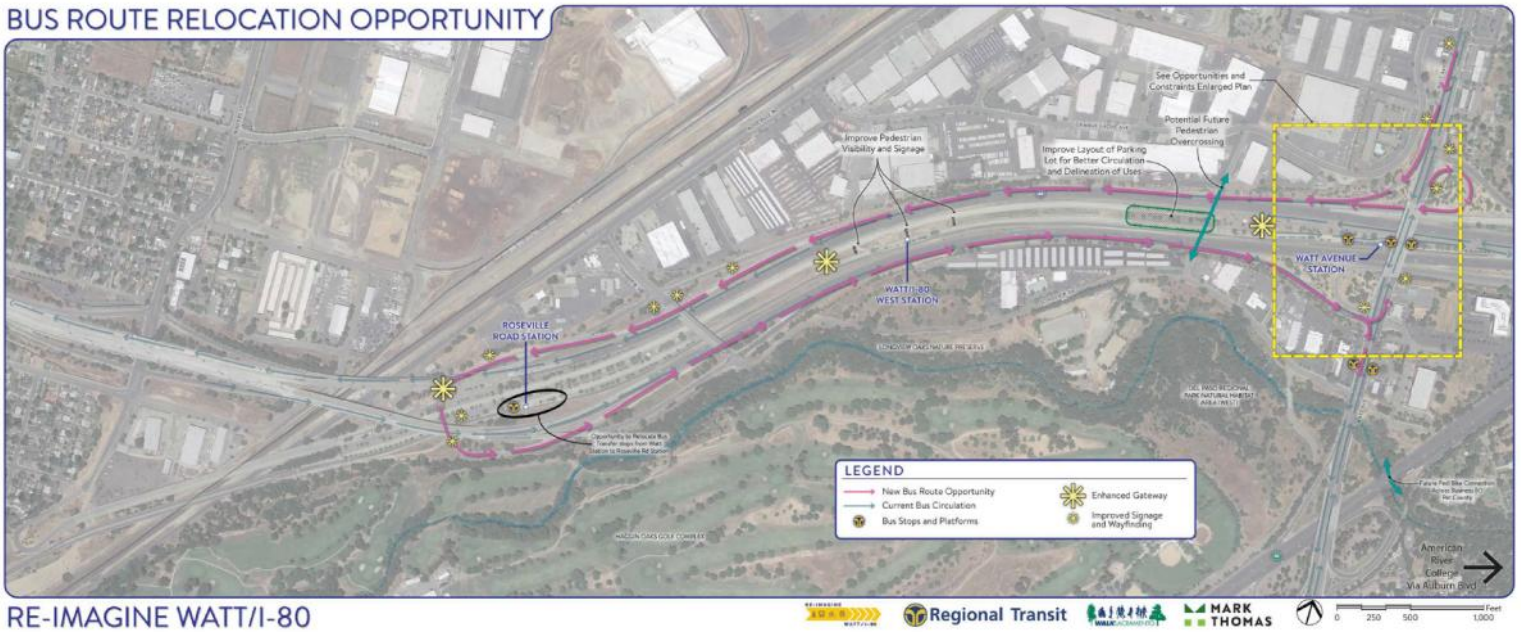
An online public workshop was held in addition to the in-person workshop on November 29th in order to gather comments from those who were not able to attend. The online public workshop was available starting December 11th through January 5th and provided comment fields for each of the exhibits that were presented at the in-person workshop. Five comments were received during this timeframe.

Bus Route Relocation

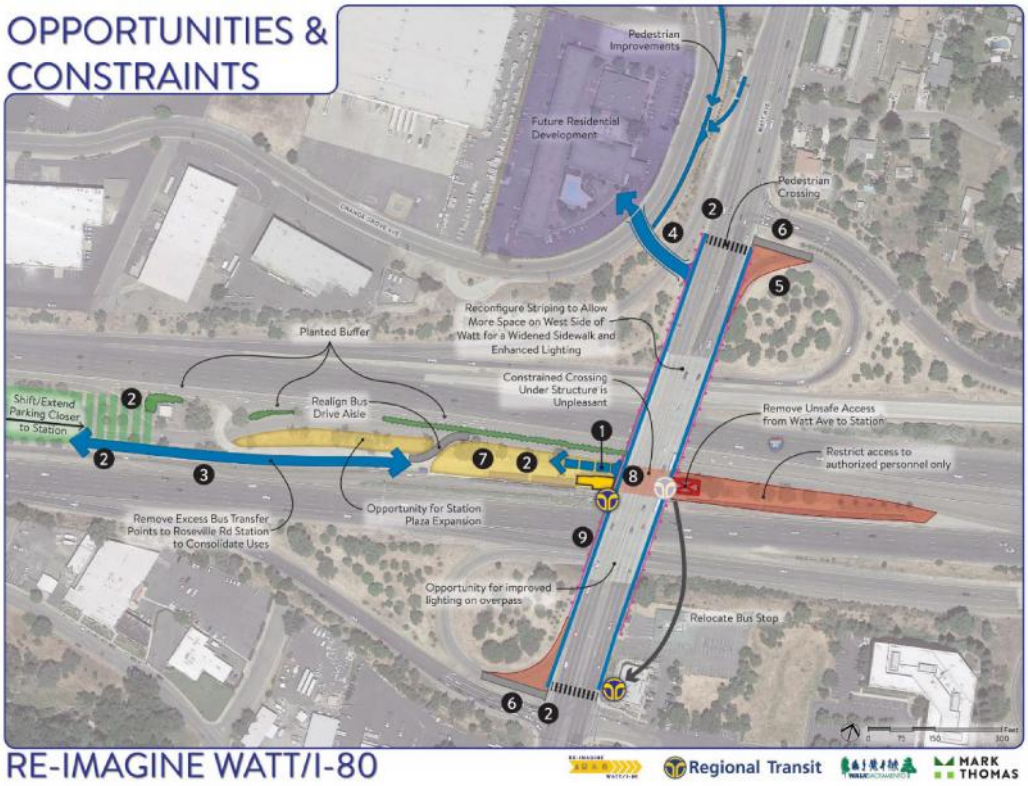
A proposed bus route relocation opportunity was explored for potential improvements to the current circulation. The proposed circulation would reroute bus routes to the Roseville Road station instead of the current bus stops along Watt Avenue.

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

Other riders and ARC students indicated that rerouting service would have a substantial negative impact on their trip. Comments from the online workshop indicated that reroutes would be subject to greater delays due to traffic on I-80 and that preference should be placed on fixing the existing Transit Center. Additional comments highlighted the impact of rerouting on plans for future expansion to ARC, Roseville, or other locations.



Opportunities and Constraints (Improvements to Current Station)



The opportunities and constraints exhibit demonstrates the types of 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 by workshop attendees 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.

Comments from the online workshop indicated that moving the northbound bus stop south along Watt Avenue is not ideal since riders making transfers would need to wait before crossing at a busy intersection. A preferred solution would be to increase safety measures under the overpass area rather than restrict access completely.

Other Opportunities to Improve Transit Access

In addition to issues and opportunities at the Transit Center, there was also a discussion of general service needs 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.

Appendix G: December Walk Audit Notes

A walk audit was held at the Watt / I-80 Transit Center on Saturday, December 2nd from 10-11:30am. Approximately 10 people attended, representing riders, transit advocates, North Highlands residents, American River College students, and business owners. The purpose of the walk audit was to evaluate northern access to and from the station along Watt Avenue. The walk audit started at the lower level, then went upstairs to the northbound bus platform. Participants then walked north on Watt Avenue to Orange Grove Avenue and back.

Participants were asked to take notes of their observations during the walk audit and to rank a number of topic areas on a scale of 1-4 (with 1 being poor and 4 being good). The four topic areas were Comfort & Image, Access & Linkages, Placemaking, and Pedestrian/Bike Access.

In addition to station observations and access along Watt Avenue, the walk audit was an opportunity to gather feedback on the concepts that were presented during the public workshop earlier that week. In particular, participants discussed the bus route relocation concept. While the safety and ease of transfer with bus reroutes were ideal, many participants felt that making improvements at the station could effectively achieve those priorities as well without decreasing access for communities that heavily use and rely on transit. Specific improvements that could be made are identified in the comments below.

Evaluate the Site

Comfort & Image	Poor			Good
Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/quality of maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4

Comments/Notes:

Access & Linkages	Poor			Good
ADA access	1	2	3	4
Ease in navigating station	1	2	3	4
Ease of transfer between levels	1	2	3	4
Presence of information/signage	1	2	3	4

Comments/Notes:

Placemaking	Poor			Good
Station amenities	1	2	3	4
Public art / visual interest	1	2	3	4
Presence of positive activity	1	2	3	4
Landscaping, shade	1	2	3	4

Comments/Notes:

Pedestrian/Bike Access	Poor			Good
Pedestrian facilities	1	2	3	4
Bicycle facilities	1	2	3	4
Feeling of traffic safety	1	2	3	4
Ped/bike amenities (lighting, parking, etc.)	1	2	3	4

Comments/Notes:

Identify Opportunities

1. What do you see as the major challenges at the station?

2. What changes should be made in the *short term*?

3. What changes should be made in the *long term*?

4. To increase access to transit at Watt/I-80, what do you see as being the main priorities?

5. How/who else should we engage other users and stakeholders with respect to this project?

Major Challenges and Observations

Participants observed and noted the unsanitary conditions of the elevator, stairs, and bus platforms. Trash, smell, and use of the elevator as a bathroom were highlighted as major issues. Poor access between levels was another major challenge, especially having to navigate the steep, dark, and dirty stairs. Continual breakdown of the elevators was a concern for ADA accessibility. In terms of access to the Transit Center, participants felt unsafe walking due to high traffic speeds on Watt, high turning speeds of cars at the freeway on- and off-ramps, and overall low visibility for cars to notice pedestrians. While the crossings were well marked with pedestrian street signage, their placement at acceleration points for cars getting on the freeway and lack of pedestrian signal lights made the crossings feel dangerous to navigate. Poor parking and vehicle wayfinding information was another challenge for accessing the Transit Center, leading to observations of Kiss n' Ride occurrences.

Short-Term Solutions

Participants indicated several short-term solutions including more frequent cleaning and maintenance, trash cans, and visible security presence. Several station improvements were highlighted as opportunities to address current issues as well, including repainting the stairwells, installing high-output LED lights on the light rail platform and underpass area, adding seating and benches on both the upper and lower platforms, adding shade coverings to the bus platforms, and moving the ticket machines to a more central location at the lower level and installing ticket machines at the upper levels.

Long-Term Solutions

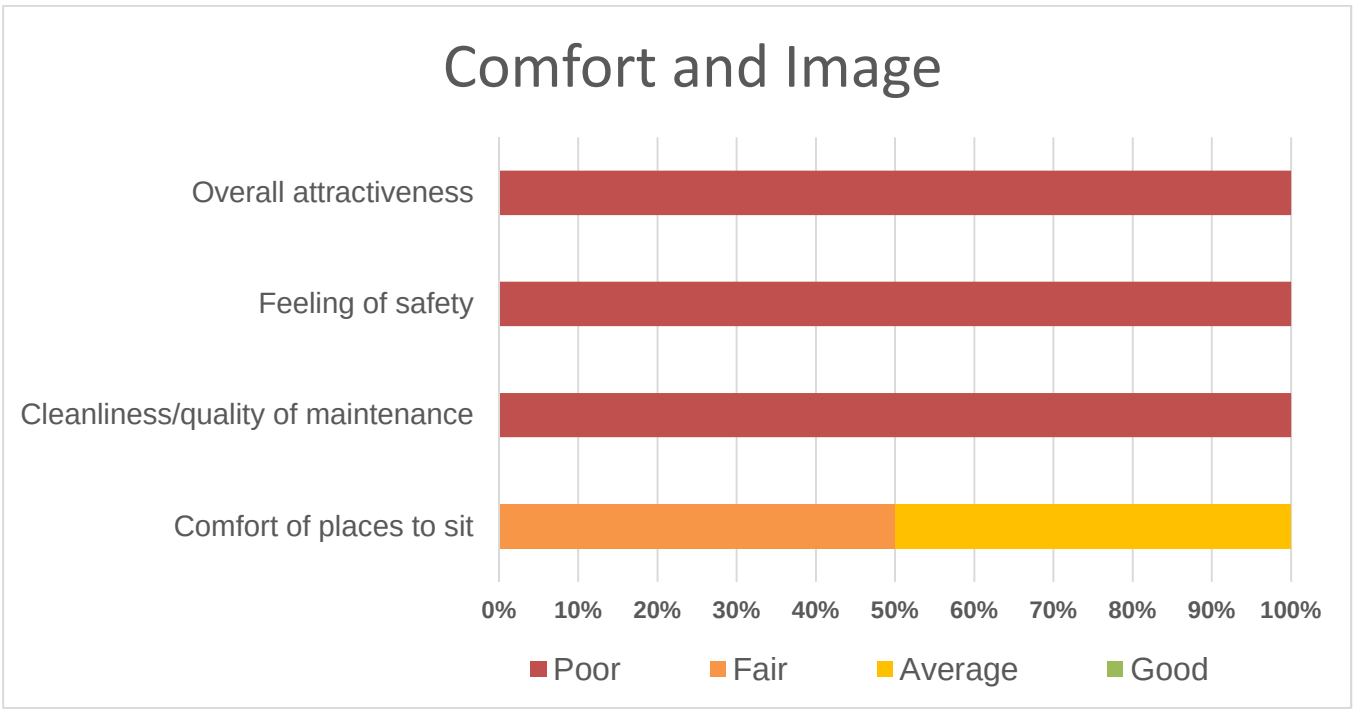
Participants indicated several long-term solutions including closing access to the elevator and stairs for non-riders, fixing the elevators, installing restrooms for riders, blocking noise from the freeway, moving buses to Roseville Road for same-level transfers, adding lights and higher visibility pedestrian crossings, and reshaping the freeway on- and off-ramps to reduce traffic speeds.

Priorities

The main priorities that participants highlighted to improve transit access included same level transfers for both bus-to-bus and bus-to-rail, pedestrian safety along Watt Avenue, ADA accessibility, and placemaking and art.

Additional Outreach

Participants recommended reaching out to other transit and regional planning agencies as part of this process, including Roseville Transit, Placer County Transit, and SACOG.


Comfort and Image
Overall attractiveness
Feeling of safety
Cleanliness/quality of maintenance
Comfort of places to sit
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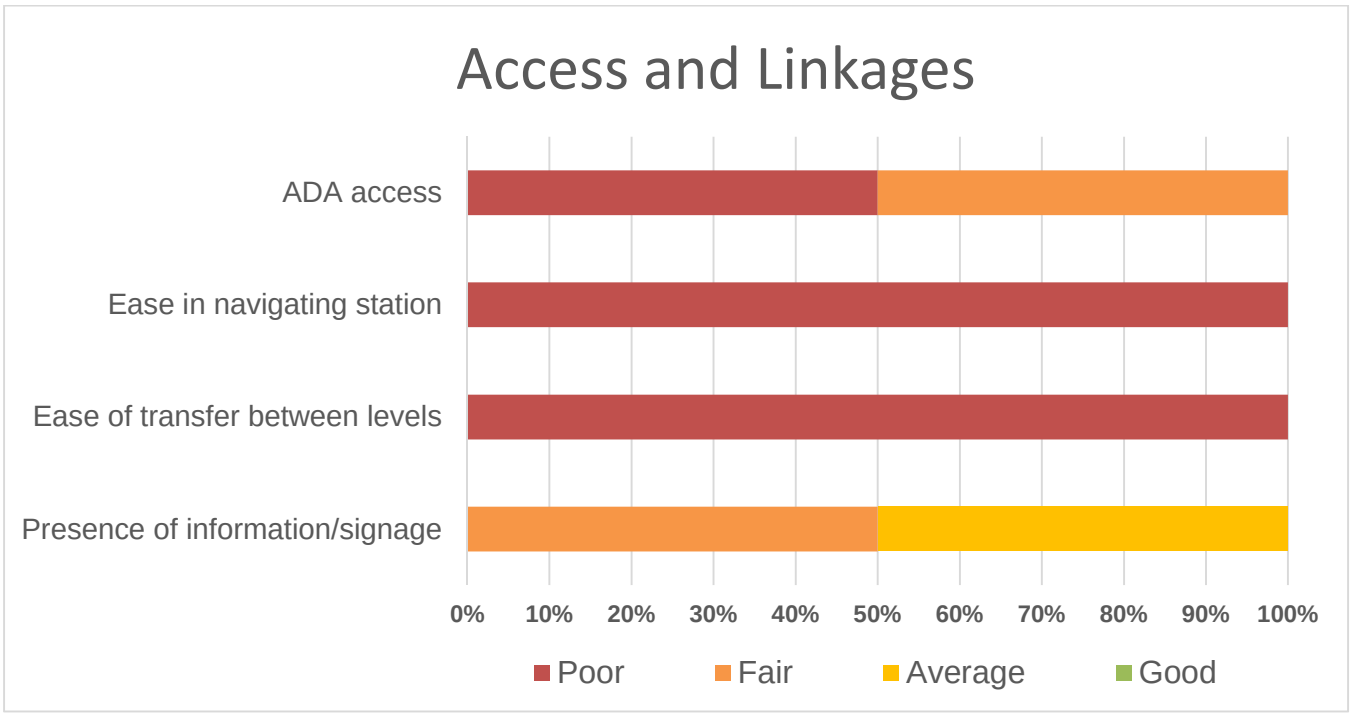
60%
70%
80%
90%
100%
Poor
Fair
Average
Good


Access and Linkages
ADA access
Ease in navigating station
Ease of transfer between levels
Presence of information/signage
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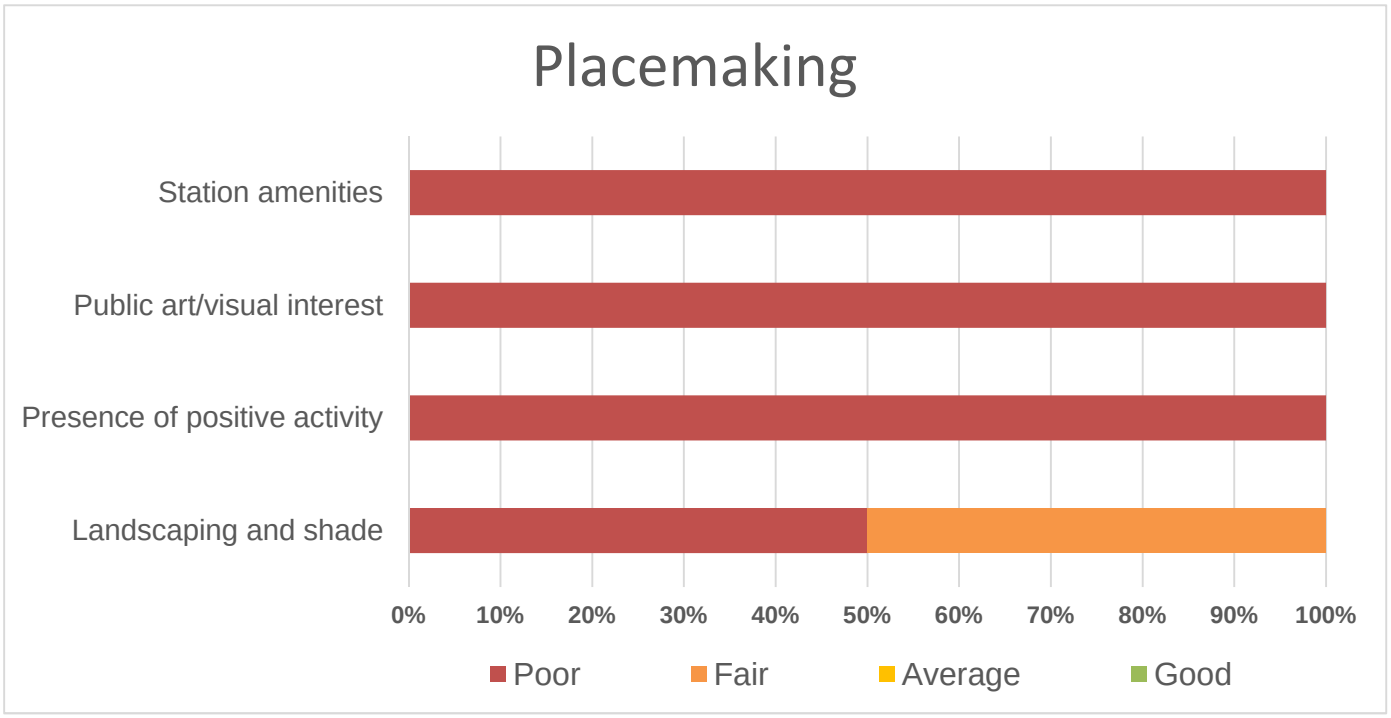
Placemaking
Station amenities
Public art/visual interest
Presence of positive activity
Landscaping and shade
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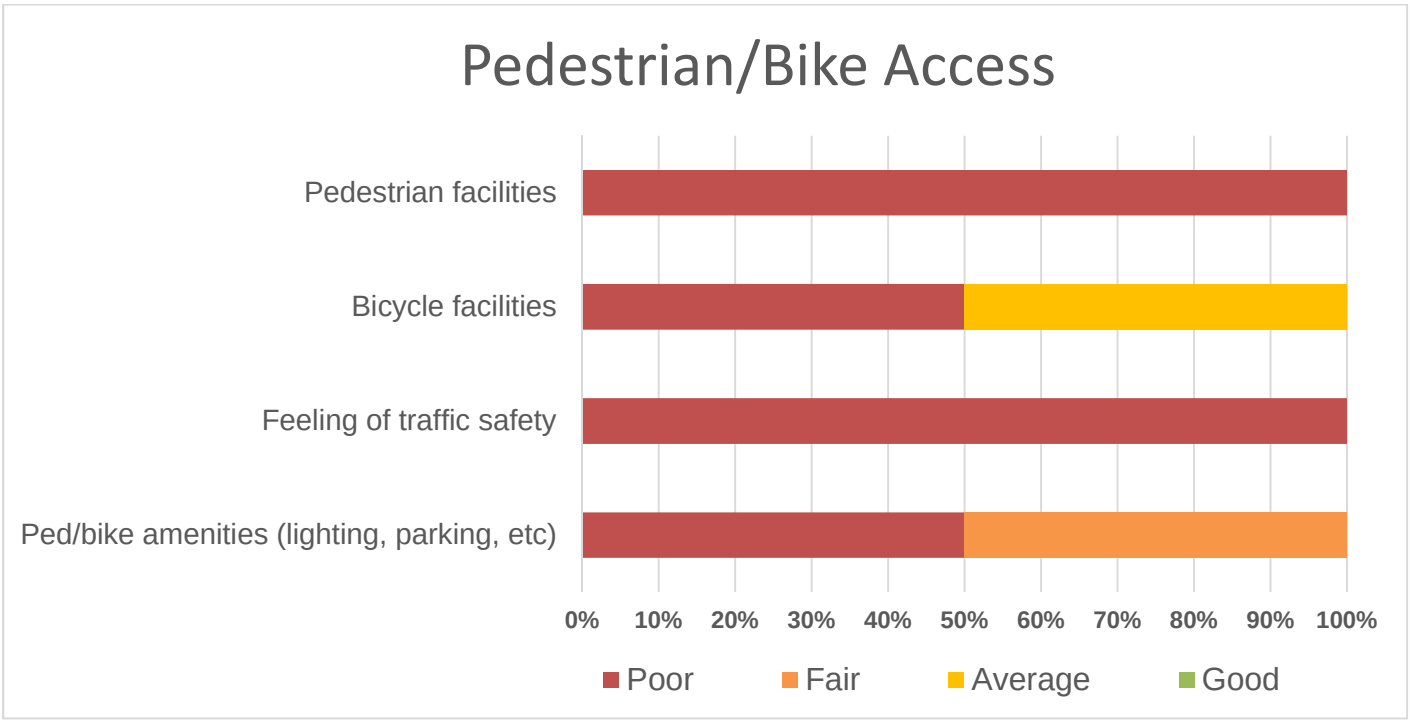

Pedestrian/Bike Access
Pedestrian facilities
Bicycle facilities
Feeling of traffic safety
Ped/bike amenities (lighting, parking, etc)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Poor
Fair
Average
Good

Appendix H: Public Open House Notes

The Virtual Public Open House was open from 1/15/18 through 2/5/18 and received comments from over 25 individuals.

Following November's Public Workshop and a series of engagement and outreach efforts throughout December, the Re-Imagine Watt I/80 project team held a Public Open House on Wednesday, January 10th from 6:00 - 7:30 pm at the North Highlands Community Center. Approximately 35 people attended, representing transit riders, North Highlands residents, business community representatives, transit advocates, American River College students, the law enforcement community, environmental groups, SacRT staff, and others.

The workshop followed an open-house style format with boards around the room showcasing four concepts, or options for public feedback: major station improvements, significant station improvements with a relocated bus stop, relocation to Roseville Road, and immediate low-cost improvements. These options were developed by the project team using input from stakeholders at the previous public workshop and walk audits. A presentation provided attendees with more information about how the options were developed and next steps in the planning process. The presentation and materials can be found online as part of a Virtual Open House, providing those who were unable to attend an opportunity to share input.

As of February 5th, 25 comments were collected through the Virtual Public Open House.

Station Enhancements

Through several iterations of public input, the project team developed three options for potential station enhancements at the Transit Center: major improvements, significant improvements with relocation of the northbound bus stop, and immediate, low-cost improvements. The major improvements option includes measures such as redesigned stairs and elevators on both sides of Watt Avenue, increased lighting at the Transit Center and along Watt Avenue, pedestrian and bicycle infrastructure improvements on Watt Avenue, and architectural and amenity enhancements including lighting, seating, and new plaza areas. The significant improvements option includes nearly all of the same measures as the major improvements option on the west side of the station. However, this option also proposes relocating the northbound bus stop on the east side of Watt Avenue approximately 500 ft. south in order to close off public access under the overpass. The immediate low-cost improvements option focuses on short-term safety and aesthetic improvements such as increased lighting, restricting access in certain areas, removing potential hiding spaces, and more regular maintenance. SacRT currently has some funding identified for these improvements and may implement some form of these changes regardless of the option(s) that the SacRT Board chooses. All options seek to enhance defensible space, add more lighting throughout the station, eliminate sharp corners, and address accessibility between the upper and lower levels.

Participants were generally receptive to each of these options and showed interest in the scalability and phasing from low-cost improvements to significant and major improvements over time. Some preferred the significant improvements option because relocating the northbound bus stop would allow for the underpass area to be closed and improve overall safety. Others preferred the major improvements option due to an easier transfer between northbound buses and light rail and the thought that the major enhancements would address current safety issues under Watt Avenue.

Some participants expressed concerns that these improvements would not solve the persistent issues given the fact that Watt Avenue itself suffers from significant homelessness, crime, and other issues that are not specific only to the Transit Center. The timeline and costs for implementation of the significant or major improvements were also perceived as higher than those for the bus route relocation option. Participants requested a more detailed breakdown of costs per option. Overall, more than 60% of participants indicated a desire to maintain service at Watt/I-80 and invest in long-term improvements.

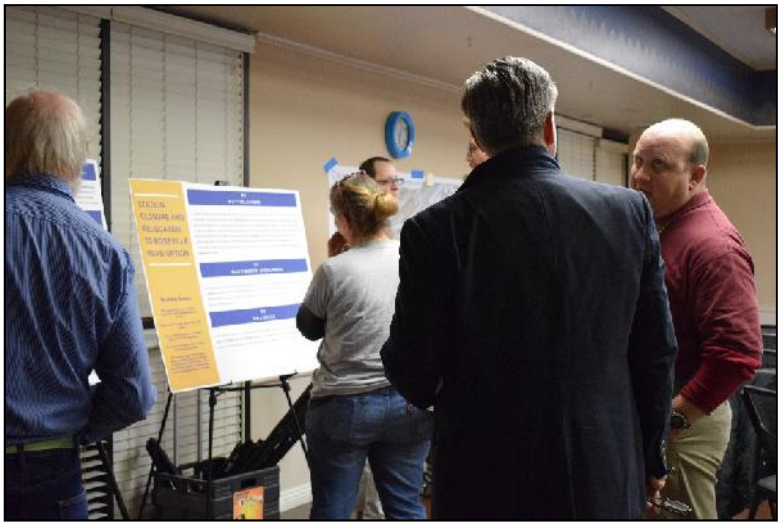
"The Roseville Road option seems too complicated and disruptive. I don't mind changing levels as long as there are working (and sanitary) elevators and escalators in place of those strangely angled stairs. Also, go ahead with Option D as soon as possible- something is better than nothing."

"Fix it, fix it completely, and fix it as soon as possible."

Approximately 75% of the comments through the Virtual Open House preferred station improvements over relocating to Roseville Road, with more than one third preferring the option for major improvements. Many who preferred major improvements also recommended implementing low-cost improvements first. Some preferred the significant station improvements option for its perceived cost effectiveness and enhancement of safety, whereas others opposed that option due to the inconvenience of transferring to the northbound bus stop. While there was some variation on which station enhancement option was most preferred, commenters reiterated that relocating bus service to Roseville Road would have significant impacts to their trips, including the elimination of direct pedestrian and bicycle access and increased costs and time associated with transfers.

Bus Route Relocation to Roseville Road

The bus route relocation option involves closing the Watt/I-80 Transit Center and rerouting bus service to the Roseville Road station where all transfers would then occur. New bus bays and pedestrian facilities would be constructed at the Roseville Road station in order to accommodate the relocated bus routes and improve traffic flow between all modes. Some parking would be removed in order to do so. SacRT staff also developed a route-by-route inventory of impacts to riders for each of the 7 bus routes currently serving the Watt/I-80 Transit Center. Similar to the Station Enhancements options, these graphics can be found online here.



Some participants preferred the option to close the Watt/I-80 Transit Center and relocate bus service to Roseville Road due to improved safety and ease of transfers in the short term as well as the perceived cost effectiveness. However, other participants who ride daily, are transit-dependent, or do not currently ride but would like to in the future expressed strong opposition to this option. Transit-dependent riders stressed the importance of the Transit Center's current location on Watt Avenue and that rerouting service to Roseville Road would place an unbearable burden on commute times and travel costs. Approximately less than 40% of participants favored the relocation option over all others.

"The fact that option C pretty much eliminates pedestrian and bike access and changes bus times in ways that would harm passengers who currently use the Watt/I 80 station makes this option unacceptable."

"The Watt I-80 Station is difficult for elders and physically challenged people to use. Having access on different sides of the street is confusing and inconvenient. Relocation where trains and buses are on the same level would be good for everyone."

Approximately 25% of responses through the Virtual Open House preferred the bus route relocation option over station enhancements. Those who preferred this option indicated that the existing Transit Center is difficult to navigate due to accessibility and safety issues and that same-level transfers are preferable.

Next steps include hosting the diagrams and graphics from the Public Open House online for comment through the end of January and presenting this information to SacRT's Mobility Advisory Committee. Staff and the project team will take input on all of these options as well as feedback provided throughout the project period to develop the Master Plan as well as a staff recommendation to the SacRT's Board of Directors. Staff is predicting that this project will be presented to the Board in April 2018. The project team will make available the draft Master Plan and staff recommendation to the public in advance of the board meeting.

Attachment B: Stakeholder Interviews and Focus Groups

Stakeholder interviews were conducted from November 2017 through February 2018 in order to gain more in-depth insights on current issues and opportunities for the Watt/I-80 Transit Center. We reached out to individuals representing riders, North Highlands and Arden-Arcade residents, business owners, students, transit advocates, and other public agency staff. Individuals and organizations were chosen due to their use of the Transit Center, understanding of current issues, proximity to the Transit Center, and potential to be impacted. The list of stakeholders interviewed is below:

Residents and Neighborhood Associations	Community and Business Organizations	Transportation Advocates	Agencies and Other Organizations
• North Highlands resident • Arden Oaks Neighborhood Association • Country Club Alliance of Neighborhoods	• Watt Avenue Partnership • Fulton Avenue Partnership • Greater Arden Chamber of Commerce • Coalition for a Safe and Healthy Arden Arcade • McClellan Business Park and TMA	• Sacramento Transit Rider's Union • Ridership for the Masses • Sacramento Transit Advocates and Riders	• American River College • Sacramento County Department of Health and Human Services and Department of Human Assistance • Placer County Transit • Mercy Housing

Interview questions included general background information about the interviewee, their organization, and who they represent; current use of the Transit Center or transit generally; current challenges and concerns they've either experienced or heard of at the Transit Center; visions for the future of the Transit Center or transit generally; short-term and long-term priorities; and any other thoughts or concerns to consider throughout the project. We also introduced the concept of rerouting buses to Roseville Road for same-level transfers in order to better understand potential impacts of this option.

Interviews have been summarized in each of the profiles below. Each stakeholder profile includes a summary of who they are and who they represent, why they're invested in the Transit Center, current concerns and existing challenges, thoughts regarding the bus reroute concept, and their ideal vision for the future. Key takeaways from the interviews are:

- Safety, cleanliness, and accessibility at and to the Transit Center are priorities.
- Long-term investments are needed to solve persistent issues.
- All options must consider what happens to the existing Transit Center.
- Same-level transfers are ideal for safety and ease of transfer, but bus reroutes may be more inconvenient and less accessible.
- Pedestrian, bicycle, and ADA access must be safe and convenient regardless.

Stakeholder Profile: North Highlands Resident

Who They Represent

- Current riders
- North Highlands residents
- Students

Who They Are

The resident that we interviewed is a single mother of three and an American River College student. She and her family are heavily transit-dependent, and she uses the Transit Center often as a way to get to school, doctor's appointments, and for other trips.

Why They're Invested

As a transit-dependent household, the resident uses the Transit Center frequently and is very familiar with the issues there. She will likely be highly impacted by any outcomes and is interested in opportunities to improve her experiences with transit.

Current Concerns

The Transit Center "does the job" as it is right now, but there are challenges that could be addressed to greatly improve rider experiences. Crime, such as pickpocketing and smoking, are a major issue, along with access at the station (including broken elevators, steep stairs, and poor ADA access generally). Riders who rely on transit to access services and opportunities also experience challenges accessing the station due to narrow sidewalks, unsafe freeway crossings, and infrequent and inconveniently timed bus service.

Concerns for the Future

This resident would be highly impacted by the bus reroute concept. In her case, the issue is not the timing of transfers, but rather a combination of infrequent bus headways and increased travel times. For example, she currently takes the 84 bus to the Transit Center to transfer to the 1 bus going to ARC. The 84 is the only bus servicing North Highlands and only comes once every hour. Since she needs to make a bus-to-bus transfer, each portion of her trip would increase by at least 5 minutes per bus if they were both rerouted to Roseville Road, adding at least 10 minutes to her total trip time. This extra time would cause her to be late to class, meaning that in order to be on time she would need to take the 84 bus a whole hour early and wait on campus. This poses a similar situation for other individuals who have rigid schedules and rely on transit to get to work, school, and appointments on time.

While she indicated that same-level transfers are more ideal than multi-level transfers, it is not worth it if it makes her trip longer and more inconvenient. Additionally, keeping the Transit Center at Watt is more important because it is more accessible by walking and biking than Roseville Road. Since many transit-dependent riders rely on existing pedestrian and bicycle connections to the Transit Center, connectivity and access must be a priority.

Vision for the Future

More transit service generally in the North Highlands community, particularly connections to Antelope, is desired. Priorities for the Transit Center should be safety, pedestrian infrastructure improvements, and ADA accessibility to and at the Transit Center.

Stakeholder Profile: American River College

Who They Represent

- Students
- Disadvantaged and low-income communities
- Administrators, staff, and faculty

Who They Are

American River College (ARC) is a community college located in Sacramento County approximately 2.3 miles east of the Watt/I-80 Transit Center. The school is heavily transit dependent in spite of being one of the only schools in the Los Rios Community College District without direct light rail access. The two bus routes that provide direct service to ARC are routes 1 and 82. Of those, bus route 1 includes service to the Transit Center. This profile was compiled through interviews with students, faculty, and an administrator.

Why They're Invested

Equitable access to education, particularly for underserved and marginalized individuals, is one of ARC's strategic priorities. ARC values transit as a way for students to access opportunities that otherwise might not be available to them. Available parking spaces only capture approximately 18.5% of students, making access to transit and other modes of transportation critical for students to get to school. Additionally, approximately 20% of students receive universal transit passes, indicating a high transit usage among the student population. Due to this level of transit usage, ARC times its classes in part with transit schedules. Given ARC's proximity to the Transit Center and high transit usage and need among students, ARC is invested in the future of the Transit Center and possible impacts to students.

Current Concerns

Student safety is a key priority for ARC, so the unsafe conditions at the Transit Center is a major concern. Transit access and frequency is another concern, since bus route 1 is often overcrowded and has been reported to turn away students when full. There are only six arriving buses per hour (four on route 1 and two on route 82) that need to transport the over 6,000 students with universal transit passes, demonstrating a need for improved transit access to ARC. Bus routes that historically connected directly to ARC have been re-optimized over the years to require transferring at Watt/I-80, so a greater focus on improved transfers and bike and pedestrian connections to the Transit Center are desired.

Concerns for the Future

ARC students are already highly impacted, so any additional inconvenience further reduces their access to education and career advancement opportunities. Relocating to Roseville Road would increase travel times for students and impact their schedules and ability to get to classes on time. While same-level transfers are ideal from a transit connection and safety perspective, ARC would prefer for operational costs to be spent on greater bus capacity for route 1 rather than rerouting service at existing capacity.

Vision for the Future

Solutions that make travelling by transit easier, timelier, safer, and more convenient are beneficial to ARC's goals. Transit service must be safe and provide easy access for students without disrupting their schedules. In the future, ARC is interested in seeing light rail extended to provide service directly to the school, or a shuttle between the Transit Center and ARC.

Stakeholder Profile: Watt Avenue Partnership

Who They Represent

- North Highlands residents
- Businesses

Who They Are

The Watt Avenue Partnership (WAP) is a property business improvement district (PBID) along the Watt Avenue corridor that enhances Sacramento County services by engaging property and business owners in the area. Current priorities include providing additional security, cleaning, and capital improvements along Watt Avenue. WAP's goal is to reduce crime and increase vibrancy along the corridor.

Why They're Invested

The Transit Center is the gateway to Watt Avenue and has the potential to turn Watt into a destination corridor that would align with WAP's vision to turn Watt into a clean and vibrant space. However, there are numerous challenges with how the Transit Center exists currently that prevent this vision and contribute to the poor reputation of Watt Avenue and the surrounding areas. WAP is invested in the future of the Transit Center due to its potential to be either a positive amenity or drawback to the community.

Current Concerns

WAP cited the Transit Center as an eyesore to the community with its bad reputation, levels of crime, lack of ongoing activity, and elevator breakdowns. Beyond the Transit Center, the frequency of bus stops along Watt was also identified as an issue because they allow individuals committing illicit acts (such as drug dealing and prostitution) to more easily evade law enforcement.

Concerns for the Future

WAP is in favor of any solution that would increase the amount of people at the light rail platform and help solve some of the safety and access issues, whether this is done through same-level transfers with bus reroutes, relocating the station, or making improvements to open up the lower platform area. However, the issue of what happens to the existing Transit Center will need to be addressed if it will no longer be in use, since closing it down would encourage a higher level of illicit activity due to no more eyes at the station. WAP was also concerned that shutting down the Transit Center completely would discourage visitors and take away from any business that comes to Watt by transit.

Vision for the Future

A key priority is reducing crime by increasing the amount of people and positive activity at transit. WAP's vision for the Transit Center and transit generally along Watt would be to re-optimize bus stops and remove excess stops as a way to address the safety and law enforcement evasion issues that exist along the corridor. Ideally, the bus stops at the upper levels of the Transit Center would be removed and rerouted for same-level transfers, while keeping the light rail at the Transit Center running and securing the Transit Center from those who would use it as a hiding space for negative activities. Another ideal option would be to relocate the Transit Center north along Watt at Orange Grove and design for same-level transfers for improved pedestrian, ADA, bicycle, and transit access.

Traci Canfield - Fwd: RE: Reimagine Watt / I-80

From: Traci Canfield
Date: 12/18/2017 2:04 PM
Subject: Fwd: RE: Reimagine Watt / I-80

Click to add a signature

From: David Kuhnen [mailto:dk@recyclingindustries.com]
Sent: Monday, December 18, 2017 1:11 PM
To: kkumar@walksacramento.org
Subject: Reimagine Watt / I-80

Hello Kirin:
I'm a property owner near the RT Watt / I-80 interchange that is subject to the renovation. I appreciate the efforts of RT to make these needed improvements in the area. As you might be aware, my property is one of 187 other properties that formed a Property and Business Improvement District (PBID) beginning in 2016. I'm confident the other property owners will appreciate this needed upgrade. As a property owner, I offer the following recommendations to RT as part of the project:

1. Remove the bus stops along Watt Avenue between Roseville Road and Longview Avenue. With this renovation, I would hope that patrons of RT are willing to walk the extra block to obtain public transit at the renovated hub. Bus Stops along Watt avenue have attracted graffiti and blight to the area. Relocating these stops to one location will improve the area and isolate potential graffiti to one area.
2. Ensure that the renovated area is properly secured with added maintenance and security. This RT station needs added security to promote safe traveling. I envision this renovation to promote patrons to stop at this interchange and use RT for its travel to downtown restaurants, concerts and kings games.

I appreciate you consideration in these two recommendations. I'll see you on the 10th.

Kindly Yours,

David Kuhnen
General Manager--Recycling Industries, Inc.
GREEN I$ GOOD
www.recyclingindustries.com

Now Serving You at these Locations:
140 Epley Drive, Yuba City, CA 95991
389 Wilbur Avenue, Yuba City, CA 95991
3300 Power Inn Road, Sacramento, CA 95826
4741 Watt Avenue, North Highlands, CA 95660

T: 916-452-3961
F: 916-481-2578

Stakeholder Profile: McClellan Business Park and Transportation Management Association

Who They Represent

- Businesses
- Students
- Current riders
- Future riders

Who They Are

The McClellan Business Park is a commercial and industrial business center developed on the site of the McClellan Air Force Base in North Highlands that employs approximately 15,000 people across 230 businesses, including a conference center, airport, State and Federal agencies, AmeriCorp, the Twin Rivers Unified School District, and a charter school. The McClellan Transportation Management Association (TMA) manages commuter benefit programs for employees throughout the Business Park to encourage greater transit ridership, carpool and vanpool use, and active transportation alternatives.

Why They're Invested

Transit access is a huge priority for the Business Park and TMA. The Business Park is projected to employ a workforce of 35,000 at full capacity, indicating a need for alternative commute modes to reduce traffic congestion and parking. McClellan's proximity to the Transit Center is an opportunity to promote transit to this growing workforce to increase RT ridership and meet the TMA's goals. McClellan is also invested in the future of the Transit Center due to potential impacts on existing bus service such as route 26, which is one of the only direct bus routes into McClellan and may be heavily impacted by potential bus reroutes.

Current Concerns

Employees who use the Transit Center have expressed concerns with security and personal safety, as well as dangerous traffic conditions for bicyclists and pedestrians on Watt Avenue. In addition to safety concerns, riders have also described the Transit Center as unsanitary, uncomfortable, and inconvenient for transferring due to the stairs and distance to ticketing machines at the light rail platform.

Concerns for the Future

McClellan is concerned about rerouting bus service to Roseville Road, since the extra time per trip may discourage transit ridership among employees who feel that transit already takes too long. Additionally, the Business Park's contracts with tenants include access to transit service, so any potential removal of service would affect their ability to uphold those contracts. In particular, Gateway Community Charters is one of McClellan's largest contracts and requires direct service from bus route 26 for their students coming from the Arden-Arcade area. If the 26 route is removed, consolidated, or otherwise impacted by rerouting, the charter school will rescind their contract.

Vision for the Future

McClellan's priorities are cleanliness, security, and ensuring that transit aligns with work and school schedules so as to be more attractive to potential new riders. Adding more buses on the 26 route or adding new routes that directly service the McClellan Business Park are desired. McClellan also identified aesthetics, comfort, and marketing of services as opportunities for improving the experiences of current riders as well as attracting new riders.

McClellan Park
CALIFORNIA'S UNIQUE CORPORATE COMMUNITY

January 24, 2018

Traci Canfield
Planner
Sacramento Regional Transit
1400 29th Street
Sacramento, CA 95812-2110

RE: Re-Image Watt and I/80 Station

Dear Traci:

McClellan Business Park and the McClellan Park Transportation Management Association (TMA) were represented at the last public meeting for *Re-Image Watt and I/80 Station.* It was expressed at this meeting by the community as well as McClellan Park and the TMA that the "Route Relocation to Roseville Road" was not supported.

McClellan Park and the TMA not only have current transit riders coming into the business park by using Route 26, but we rely on this transit service for prospective businesses wanting to locate to the Sacramento area. Transit service is key to many of the lease transactions done by McClellan Park.

We understand that the Regional Transit board will be presented with the findings of these public meetings in March. If McClellan Park or the TMA can be of any assistance to support the current service of Route 26 coming into the business park M-F every ½ hour, then please do not hesitate to contact me at kgiannotti@mcclellanpark.com or Bev Rager at brager@mcclellanparktma.org.

Sincerely,

McClellan Business Park, LLC

Ken Giannotti
Senior Vice President, Leasing and Marketing

bmr

Stakeholder Profile: Mercy Housing

Who They Represent

- North Highlands residents
- Disadvantaged and low-income communities
- Future riders

Who They Are

Mercy Housing California offers affordable low-income housing programs and resident services to low- and very-low-income families, seniors, and individuals. They have developed 128 rental properties across 36 counties in California, amounting to a total of 10,942 affordable homes including 7,940 in rental and 3,002 in homeownership.

Why They're Invested

In 2016, Mercy Housing purchased the Courtyard Inn at 3425 Orange Grove Avenue, less than 1000 feet from the Transit Center. Mercy Housing is working to develop a 92-unit affordable housing complex on the site and is currently pursuing grant money from the State to fund the transit oriented development. The property will cater to highly transit dependent low-income earners. If successful in securing funding, construction may begin as early as December. Mercy Housing is invested in the outcome of the project due to the impacts on future residents.

Concerns for the Future

Mercy Housing's development project is intended for lower income residents who will have access to transit due to proximity to the Transit Center. Closing Watt/I-80 and relocating bus service to Roseville Road would significantly impact the ability of residents to access transit by moving it further away and limiting access by walking or biking. Residents are unlikely to be able to afford monthly RT passes and would have to pay an additional $2.75 per trip to take a bus to and from Roseville Road. Low income households already pay a disproportionately high percentage of monthly income on transportation, so any additional transportation costs create a significant impact.

Vision for the Future

Mercy Housing is invested in long-term transit accessibility for future residents of the North Highlands property. They support improved pedestrian and bicycle access along Watt Avenue as well as a pedestrian bridge or path and crosswalk across the freeway on-ramp, which would provide more direct access to the Transit Center from the development.

Mercy Housing Comment Letter

Henry Li, General Manager/ CEO
Patrick Kennedy, Board Chair
Sacramento Regional Transit District
1400 29th St.
Sacramento, CA 95812

Re: Re-Imagining Watt/I-80

Dear Chairperson Kennedy and Mr. Li:

Mercy Housing has been following the efforts to improve the Watt/I-80 for the past 3 years with great interest as we have pursued the redevelopment of the nearby Courtyard Inn property. We are greatly alarmed by the current consideration of closing the light rail station as one of the options. This would be a tremendous loss to the neighborhood and a potential risk to our financing effort for the Courtyard Inn. We appreciate the focus on cost effectiveness, security, and expediency, but are dismayed at the thought of abandoning this critical transit center. The County and private sector have stepped up to make considerable investments over the past 3 years in the immediate area, with much more work in progress. We urge you to take this opportunity to transform one of the most inhumane transit environments in your system into one where pedestrians and bicyclists can travel freely and safely. The neglect of the infrastructure has taken a tremendous toll on the neighborhood already. The abandonment of the light rail station will only further signal to the private sector that investments might be better directed elsewhere.

At about the same time that we entered into contract to purchase the Courtyard Inn property in 2014, RT staff had submitted their CalTrans grant application for the planning study. The prospects of an inclusive, community based planning project focused on safety and convenience for pedestrians and bicyclists aligned with our finance and programing plan for redeveloping the Courtyard Inn into a transit oriented permanent housing asset for the neighborhood.

As the Re-Imagine Watt/I-80 project work got under way in late 2017, our finance plan for the Courtyard Inn redevelopment was finalized with a significant local contribution from the County and Sacramento Housing and Redevelopment Agency. This local financing was just used to assist in closing and purchasing the Courtyard Inn this month. This local financing will also be used as critical leverage to apply for highly competitive state funding later this month. The loss of the light rail station could reduce our opportunities to pursue future funding if we are not successful this year.

While large investments in safety and access are likely required, we believe the bus, bike and ped connections can be improved incrementally so as to immediately improve the safety and convenience of this asset for the existing neighborhood and the future 92 households at the redeveloped Courtyard Inn. We appreciate the outreach to date and look forward to staying engaged in this important project.

Sincerely

Stephan Daues
REGIONAL DIRECTOR OF HOUSING DEVELOPMENT/Vice President
Mercy Housing
2512 River Plaza Drive, Suite 200
Sacramento, CA 95833
t|916.414.4440

Stakeholder Profile: Placer County Transit

Who They Represent

- Current riders

Who They Are

Placer County Transit (PCT) is a transit agency that serves stops in Placer County including Sierra College, Auburn, Colfax, Loomis, Rocklin, and Roseville, as well as destinations in downtown Sacramento. Riders often commute from Placer County to downtown Sacramento for work. Sierra College is another major destination for student riders.

Why They're Invested

Placer County Route 10 (the Auburn-Light Rail Route) operates once per hour and provides direct access to the light rail platform of the Watt/I-80 Transit Center 15 times per weekday between 6:00am and 8:00pm and 10 times on Saturdays between 8:00am and 6:00pm. Passengers riding Route 10 generally make a light rail connection on the Blue line to downtown Sacramento. Since the bus operates on a one-hour headway, the timing of connections to and from light rail is critical for passengers.

Concerns for the Future

Route 10 is part of a regional transit backbone for western Placer County. The route makes timed connections at the Watt/I-80 Transit Center, Louis/Orlando, Roseville Galleria, Sierra College, and Auburn Station. Due to multiple timed connections at either end of the line, every minute of running time and delay is crucial to the success of the route. The current location of the stop at the Transit Center has operational advantages of easy and quick access to and from I-80.

In the event that the Transit Center relocates service to the Roseville Road Station, the Route 10 bus would add another two minutes each way to its trip. While this would likely not affect the connection between bus and light rail since the light rail's scheduled departure at Roseville Road would be a few minutes later as well, this extra time to get to and from the Roseville Road station would highly impact connections at the other end of the route, particularly at Roseville Galleria and Auburn Station where passengers may transfer to other PCT buses.

Vision for the Future

PCT's priorities are to provide timely, reliable, and comprehensive service. As such, they are sensitive to any outcome that increases bus running times by lengthening the route, adding circulation time, or increasing boarding times due to the need for coordinating multiple connections throughout the transit system.

Stakeholder Profile: Greater Arden Chamber of Commerce

Who They Represent

- Arden-Arcade residents
- Businesses

Who They Are

The Greater Arden Chamber of Commerce brings together businesses and community members in the Arden-Arcade area to promote and advocate for Arden-Arcade. The Chamber provides opportunities for businesses to network with each other, volunteer in the community, and gain professional development trainings.

Why They're Invested

The Chamber advocates for Arden-Arcade communities and is interested in opportunities to improve the quality of life for residents. Since the Transit Center is located near Arden-Arcade and may impact both current and future riders as well as nearby businesses, the Chamber is invested in seeing what could be done to have the greatest positive impact for the community.

Current Concerns

The North Highlands and Arden-Arcade communities are currently suffering from the issues at the Transit Center. Safety, outdated infrastructure, poor maintenance, and unsanitary conditions create an unpleasant environment that is an eyesore to the community and uncomfortable for riders, many of whom ride out of necessity instead of choice. The Transit Center also has poor connections to local businesses and the surrounding communities due to its location in the middle of the freeway.

Concerns for the Future

Any changes that occur must not have a negative impact on North Highlands or Arden-Arcade residents. Closing the Transit Center and relocating service to Roseville Road would decrease the quantity and quality of service to those communities. In order to make bus relocation a better option, more bus service and frequency of service must be provided to compensate for increased travel times and poor pedestrian and bike connections to Roseville Road.

Vision for the Future

Long-term investments are needed at the Transit Center in order to solve chronic issues. Cleanings and maintenance, new elevators, and a permanent restroom facility are priorities for improvements. The Transit Center should provide better connections to nearby businesses in order to make Watt Avenue a destination. Increasing bus frequencies, providing more evening and weekend service, and adding bus service in the Arden-Arcade communities are visions for improved transit access in the future.

Stakeholder Profile: Sacramento County

Who They Represent

- North Highlands residents
- Arden-Arcade residents
- Disadvantaged and low-income communities
- Current riders
- Future riders

Who They Are

The profile for Sacramento County was compiled through interviews with the Department of Human Assistance, Department of Health and Human Services, and the Sustainability Officer. The Department of Human Assistance (DHA) has a service center located two miles north of the Transit Center on Watt Avenue and delivers programs and services to over 200,000 cases per year including CalFresh, Medi-Cal, CalWORKS, fiscal services, job programs, and homeless and veteran services. The Department of Health and Human Services (DHHS) delivers health, social, and mental health services to Sacramento County communities. Part of DHHS's programs focus on physical activity as a way to prevent chronic disease and obesity, which links planning and the built environment to public health.

Why They're Invested

Transit provides public health benefits through access to healthy foods and medical services, lowering stress, improving air quality and the environment, and encouraging exercise. Many of the clients who utilize the DHA North Highlands office use the Transit Center to access employment and other services. Additionally, the North Highlands and Arden-Arcade communities are County priorities for nutrition and obesity prevention, so the County is interested in improving health outcomes for residents who live in proximity to the Transit Center and who may also be current riders.

Concerns for the Future

DHA is concerned that relocating to Roseville Road would highly impact their clients by adding time and costs to their trips. The North Highlands office is only open from 8am-4pm, so it is imperative for clients to be able to make their appointments on time. Clients often don't have flexibility in their schedules to take time off work or travel to another office, since there are only six offices throughout the county with the nearest being 5 miles away. Additionally, for those who use transit for necessity, changes in service that would increase trip lengths or complicate transfers may negatively impact mental health by increasing the stress of travel and trip planning. Since the Transit Center serves heavily transit dependent populations, removing existing service to that location may have negative impacts on riders' health and ability to access health services.

Vision for the Future

Priorities should be to make the Transit Center safe, reliable, easy to get to, and easy to use. Any outcome of the project should minimize disruption and stress to riders, particularly those who are transit dependent and lower income. Considerations for the Transit Center should also think beyond those who need to use transit but those who might want to use it in the future. Making transit as user-friendly as possible would help increase ridership as well as improve conditions for current riders. Improvements should consider addressing urban greening and the urban heat island effect and aim to provide functional transit that reduces VMT in disadvantaged areas such as North Highlands.

Stakeholder Profile: Coalition for a Safe and Healthy Arden Arcade

Who They Represent

- Arden-Arcade residents
- Current riders
- Disadvantaged and low-income communities
- Youth

Who They Are

The Coalition for a Safe and Healthy Arden Arcade is comprised of community leaders, local law enforcement, government representatives, residents, and youth dedicated to underage drug and alcohol prevention in the Arden-Arcade area. The Coalition conducts strategies including substance abuse prevention education for youth and local businesses, as well as youth empowerment through a leadership coalition.

Why They're Invested

Many of the Coalition's clients use transit frequently due to lack of other transportation options. Additionally, a lack of transit access generally in the Arden-Arcade area was identified as a need for residents. Since many of their clients are youth, safety and accessibility are critical priorities.

Current Concerns

A key concern for transit generally is the lack of accessible buses, particularly around schools, in Arden-Arcade communities. Violence and crime at the Transit Center was also identified as a barrier for youth and residents who need transit to get around.

Concerns for the Future

The Coalition is concerned that bus reroutes may impact the trip length for their clients, but also feels that rerouting buses for same level transfers would be safer and solve many of the existing issues at the Transit Center.

Vision for the Future

Cleanliness, safety, and accessibility are the Coalition's primary priorities for transit generally. The Coalition's vision for transit in the future would be for more accessible transportation options in Arden-Arcade (particularly near Auburn and I-80) and increased safety measures and infrastructure improvements at the Transit Center specifically.

Stakeholder Profile: Country Club Alliance of Neighborhoods

Who They Represent

- Arden-Arcade residents
- Businesses
- Future riders

Who They Are

The Country Club Alliance of Neighborhoods (CCAN) is a nonprofit neighborhood organization comprised of homeowners, residents, businesses, and property owners who are dedicated to improving the quality of life in Arden-Arcade neighborhoods.

Why They're Invested

While CCAN is not particularly invested in the Watt/I-80 Transit Center specifically due to Arden-Arcade's location midway between Watt/I-80 and Watt/Manlove, they are interested in improving transit access generally in the Arden-Arcade communities.

Current Concerns

CCAN is primarily concerned about existing access to the Transit Center, expressing difficulty in finding out how to access the Transit Center by vehicle, the distance of the parking lot to the light rail platform, and ADA accessibility (including elevator outages).

Concerns for the Future

CCAN believes that the Transit Center should not be closed. In regards to the potential option of rerouting buses to Roseville Road, the primary concern is that this would be inconvenient for through riders who are travelling north-south on Watt.

Vision for the Future

Transit should be safe and clean. Ideally, light rail would be expanded to Roseville. Due to the lack of transit generally in Arden-Arcade, CCAN is interested in developing deeper partnerships with Sacramento County DOT and SacRT on improved transit service and improved linkages from Watt Avenue to the I-80 connectors.

CCAN's vision for the Transit Center specifically includes safety improvements such as more cameras and enforcement, as well as improved ADA accessibility such as circular ramps between the upper and lower levels. In the long-term, CCAN sees relocating the station out of the freeway as an ideal solution to the current access and safety issues.

Stakeholder Profile: Ridership for the Masses

Who They Represent

- Current riders
- Disadvantaged and low-income communities
- Riders with disabilities and mobility needs

Who They Are

Ridership for the Masses is an advocacy organization focused on improving transit access, particularly for those who rely on transit for mobility.

Why They're Invested

The organization has historically been involved with the Transit Center by advocating for cleanups including sandblasting and pigeon prevention measures, so is familiar with the current issues. As transit advocates, accessibility and connectivity to transit is a key priority, so their involvement in this project is critical for identifying concerns and opportunities to improve transit access.

Current Concerns

Ridership for the Masses' primary concerns with the Transit Center are the lack of cleanliness and broken elevators.

Concerns for the Future

Light rail is the spine of the transit network, so more connectivity across different types of modes is preferred. Major concerns with rerouting buses to Roseville Road are the lack of pedestrian and bicycle access, poor wayfinding, and inconvenience for riders. Ridership for the Masses believes that the Transit Center should remain open no matter what happens to maintain existing access for the surrounding communities.

Vision for the Future

Ridership for the Masses believes that all transit should be on-time, frequent, safe, affordable, and accessible by walking and biking. Regarding the Transit Center specifically, priorities should be safety, cleanliness, comfort, and accessibility. Improvements such as mirrors, lighting, more frequent cleanings, amenities, and elevator maintenance were highlighted as short-term priorities, with the vision for the long-term including pedestrian and bicycle infrastructure improvements along Watt, moving the Transit Center out of the freeway, and adding ramps to replace the stairs and elevators.

Stakeholder Profile: Fulton Avenue Association

Who They Represent

- Arden-Arcade residents
- Businesses
- Current riders

Who They Are

The Fulton Avenue Association (FAA) is a property business improvement district (PBID) on Fulton Avenue, located south of I-80 and west of Watt Avenue. They focus on aesthetic improvements to the Fulton Avenue corridor including lighting and landscaping, as well as events and marketing to spur economic development. 300 businesses and services are within their district, including Kaiser, the Sacramento County Human Assistance Department, and the Arcade Library.

Why They're Invested

While FAA is not invested in the station specifically, they have experienced a high amount of transit usage in their district due to the existence of major employers and services. The bus system complements their work because it encourages people to visit and shop in the district and provides alternatives for employees to get to their workplaces. FAA is also currently working with SacRT to install more bus shelters along the corridor. Cost and convenience were identified as priorities for riders to take transit.

Current Concerns

FAA noted that there is a general perception among businesses in the Fulton corridor that transit is associated with loitering and transient activity. Better bike and ADA connectivity to transit was highlighted as a current need as well. Regarding the Transit Center specifically, the major challenge is that it is in a difficult location that contributes to many of the existing issues, including poor access and lack of cleanliness and personal safety.

Concerns for the Future

The main concern for the future of the Transit Center would be what happens to it if it gets closed.

Vision for the Future

Ultimately, transit should get people to where they need to be. This means that it should be convenient, frequent, and accessible. Better connections to business communities, as well as more comfortable transit stops, are ideal for economic development. Extending light rail to the airport is another desire for regional mobility.

Stakeholder Profile: Arden Oaks Neighborhood Association

Who They Represent

- Arden-Arcade residents
- Future riders

Who They Are

Arden Oaks is a suburban community off Watt Avenue and Arden Way. The Arden Oaks Neighborhood Association (AONA) brings residents together around topics including safety and security, planning, recreation, community-building, and other issues relevant to resident interests or concerns.

Why They're Invested

While AONA is not invested in the Transit Center specifically, they are interested in better transit access generally for the Arden-Arcade communities. Since transit service is currently lacking, residents of the Arden Oaks neighborhood are potential future users who may choose to use transit as long as it is convenient and accessible.

Current Concerns

There is currently no reason to go to the Transit Center, since Arden Oaks residents are generally car-dependent and live between the Transit Center and the Watt/Manlove station. If residents did want to use the Transit Center, lack of information about how to get there by car is a major barrier as well.

Vision for the Future

Arden Oaks residents are potential riders by choice rather than necessity. In order for them to choose transit over driving, transit must be convenient, accessible, predictable, and go to destinations that riders want to go to. Activating the area around the Transit Center would help make it more of a destination and increase the feeling of safety.

November 11, 2017

Regional Transit Board of Directors
Henry Li, General Manager/CEO
1400 29th Street
Sacramento, CA 95816

Re: Watt/I-80 Station Walk Audit #1

Dear Board of Directors and Mr. Li:

The Sacramento Transit Riders Union (Sac TRU) participated in the Watt/I-80 Station Walk Audit on Saturday, October 28, 2017. We wanted to share with you some of our observations and suggestions. Our members look forward to working with RT to improve the station that serves 1,600 average daily riders.

What we observed and discussed:

- The elevator was broken, limiting what we could cover on the tour. One of the biggest complaints about Watt/I-80 is the constantly broken elevator. According to staff it will cost $1 million to replace.
- Health and safety hazards due to cleanliness, we walked past human excrement on the stairwell.
- The station's design gives it dangerous, dark corners, blind spots, and bad sightlines.
- A shuttle bus picked up passengers with disabilities at the bus stop and drove them down to the light rail platform - a detour that added twelve minutes to their trip.
- The elevators are exposed to the elements, which is one reason they break down frequently. The white specks in the elevator well are bird feathers and poop caught in netting.
- We crossed the eastbound 80 on-ramp to get to a small island, where we waited to cross the westbound 80 on-ramp.
- Sidewalks to get to station are in disrepair. Instead of an accessible curb cut, it has a bumpy asphalt slope. A representative from CalTrans was in attendance.

What we would like to see happen at this station:

- Improved cleanliness. More resources and staff dedicated to routine maintenance and cleanliness.
- Improves access for pedestrians. At the freeway entrances install pedestrian walk button with a light that is activated only when the walk button is pushed, cautioning cars and drawing their attention.
- Improved shelter and amenities (drinking fountain, bathroom, let's put in a coffee shop!)
- Smart solutions to simple problems. Enclose elevators so they are not exposed to the elements.
- Using overhead system to announce upcoming trains.
- Better signage for where elevators are, how to get to other platform, how to use the bus shuttle.
- Ticket Machines located in places that make sense, so that seniors and individuals with mobility issues don't have to walk long distances than necessary to reach.
- A full-time monitor/customer service/navigator at the Watt/I-80 station to help customers with ticket machines, directions and general feeling of the station being occupied by personnel.

We appreciate RT’s commitment to incorporating public input in improving the station and look forward to continuing this discussion with the Board and staff throughout the project.

Sincerely,
Sac TRU

SacTRU Comments on photos of station

Broken Elevators

We arrived to find the elevator broken. There is no information provided about how to catch the shuttle bus. There is no information about the location of the other elevator. We were not able to do part of the planned tour because of this.

Unsafe General Design

Participants discussed the general design of the station. Some problems identified were:

- **Noise**: It is very loud at the station as a result of the location next to the freeway. Some sound walls or protective buildings might solve this. A coffee shop was suggested.
- **Dark corners**: Makes the station feel unsafe.
- **Lots of blind spots**: Makes the station difficult to navigate and feels unsafe.
- **Lack of signage**: Limited information provided on how to get to bus transfers, where elevators are, how to get to the streets, how to get to the other side of the station, etc. No signage in any language other than English.
- **Lack of appeal**: It's not visually attractive. No plants. No artwork. No amenities. Dim lighting. It's not safe or well designed.

Unsound Elevator and Facilities Design

The elevators are exposed to the elements and human interference.

- Why haven't these been enclosed?
- How is funding being allocated to replace these?
- How much has RT spent in the last several years running shuttle buses?

Health and Safety Issues

Cleanliness is a serious public safety hazard in the station. Several diseases are spread person-to-person and through contact with a fecally contaminated environment. We experienced exposed fecal matter during our walk through and believe that this issue needs to be address immediately and regularly at every station. More resources and staff need to be dedicated to routine maintenance and cleanliness.

Connect Card Swipe Location

Connect Card swipe locations are located across train tracks or at the opposite end of the station from where pedestrians walking to the station would enter.

- There is no signage provided to direct riders to them.
- There is no information provided on how to use the connect card.

Limited of Signage

Signage at the station is limited, hard to find, and in English only.

- Information needs to be provided on how to get to bus transfers, where elevators are, how to get to the streets, how to get to the other side of the station, etc.
- Signs should be provided in additional languages.
- Signs should be larger and better placed.
- Signs should be located so that riders arriving from the train or the street can see them.
- Temporary signs should be updated regularly.

November 12, 2017

Regional Transit Board of Directors
Henry Li, General Manager/CEO
1400 29th Street
Sacramento, CA 95816

Re: Board Item 7 – 4th Amendment to the Capital Budget

Dear Board of Directors and Mr. Li:

The Sacramento Transit Riders Union (SacTRU) is writing to express our concerns about line item B150: Watt I-80 Bus Transit Center Relocation and Route Modifications, listed on the last page of the agenda item, for $3,511,358 ($2,809,083 Fed / $702,275 TBD).

When members attended the Watt/I-80 Station Reimagining events last month they were informed that no decisions had been made regarding modification of the station yet. They specifically expressed their concerns about the impact that a station relocation would have on their ability to access public transit and the impact it would have on their regular commutes. The application for a federal grant to fund relocating the station and modifying the associated routes gives the appearance that a decision has already been made. Such a change would impact all riders who travel from or through the station. We understand that about 1,600 riders pass through the station daily, including 250 individuals using mobility devices, and that moving the station would result in increased travel time for almost all riders. Our members would appreciate additional information on how this funding, if granted, would be used and how all routes through the station would be impacted.

SacTRU request additional information on this budget item and its possible impact on the Watt/I-80 Station project be presented to the Board, the MAC, and members of the public. Please include this letter in the public record.

Sincerely,

SacTRU

AEU

February 13, 2018

Regional Transit Board of Directors
Henry Li, General Manager/CEO
1400 29th Street
Sacramento, CA 95816

Re: Oppose Closing of the Watt/I-80 Station

Dear Board of Directors and Mr. Li:

The Sacramento Transit Riders Union (Sac TRU) has participated in the Watt/I-80 Station reimagining project for the past several months and recommends that the elevators be repaired and station enhancements be pursued. We oppose the closing of the Watt/I-80 and Watt/I-80 West stations and relocation of services to the inaccessible Roseville Road Station because the closure would disparately impact persons with disabilities and low-income communities of color who are transit dependent. We urge than any long-term changes be done in conjunction with the ongoing Route Optimization Study, not as a stand-alone project. We urge the board to request specific project details including time lines, detailed project budgets, and rider impacts before any decision is made to close the Watt/I-80 Station.

We support SacRT and Walk Sacramento's extensive community outreach and urge that public input be carefully considered. We oppose planning around predetermined outcomes that do not consider impacts to riders and the transit system as a whole. Below we outline comments from our membership on aspects of the proposals that we support and several proposals that we have serious concerns about.

What we would like to see happen at Watt/I-80 Station:

- **Elevator Repair:** We urge the Board to direct staff to make this urgent, necessary, and long overdue repair as soon as possible, while long-term solutions are discussed. Staff has repeatedly said it would cost approximately $1 million to replace the elevators, which would solve the most immediate access problems that have been plaguing the station for years. We have not seen this item put out for RFP and would urge the staff to solicit and present qualifying bids for the elevators to the Board so that the Board can make an accurate and informed decision.
- **Improved Cleanliness:** We support more resources and staff dedicated to routine maintenance and cleanliness. Many of our members have expressed concern over the unsanitary conditions they experience while using the station and feel that simply keeping the station clean would improve it significantly.
- **Enhancements**: Riders who use this station as a transfer point often make long commutes. Families, students and the elderly have repeatedly asked us why there are no water fountains or bathrooms available when they have 1-2 hour long commutes. We urge staff to consider making station enhancements that improve rider experiences and impressions in long-term planning.

Problems with the Roseville Road station:

- **Inaccessibility:** It is not possible to walk or bike to the station safely. Currently, about 23% of 3,500 daily riders at Watt/1-80 are walk ups/bicycle. These riders would have to access Roseville Road station by bus transfer, severely impacting their access and commute times.
- **Increased Cost for Necessary Transfers:** Direct access to light rail from Watt Avenue would be replaced by taking a bus to the Roseville Road station; non-pass holders would need to buy additional fare to transfer. What percentage of riders who currently access the station will need to buy the additional transfer fare? Has a Title VI analysis been done to show how this would affect protected class riders? How is RT planning to mitigate this added cost for disadvantaged riders?

- **Safety:** Much of the emphasis coming for relocating to the Roseville Road station is improved safety. We urge the Board and staff to provide detailed analysis of how safety will actually be impacted and improved. We ask that the following information be provided for the Watt/I-80 Station and Roseville Road: the current costs for enforcement by the sheriff's department and the police departments; current statistics on total incident reports; emergency response times to both stations (is there a significant difference in dispatch and response times?); paramedic incidents reports; the level of services currently provided at both stations and the costs associated with the recommended changes. We are concerned that simply moving the station will not remove the illegal activity seen at Watt/I-80 and that moving to a more isolated station will only intensify the problem.
- **Increased Transit Times:** Buses would no longer stop at Watt/I-80 station**.** There would be major changes and increased travel time to bus service in the area that should be considered and studied as part of the Route Optimization Study before any commitments are made:
    - Riders transferring from Route 19 to Route 1 would likely miss their current bus and have to catch the next Route 1 bus.
    - Riders connecting to Route 19 or northbound Route 80 would likely miss their current bus due to changes in timing.
    - Riders transferring from Route 1 or 15 to Route 19 would likely miss their current bus. Shifting the Route 19 schedule to address these problems would cause similar or worse problems where Route 19 connects with light rail at Arden/Del Paso station.
    - Route 26 service north of I-80 would be discontinued in order to connect to Roseville Road. Existing Route 26 riders passing through Watt/I-80 would be forced to transfer at Roseville Road station to/from Route 19, 80, 84, or 93. This would add 20-30 minutes of delay, between extra mileage and transfer time.
    - Route 80 would be rerouted to cover part of the current Route 26 in McClellan Business Park that is not currently served by any other routes. These stops would go from Route 26 service every 30 minutes to Route 80 service every 60 minutes.
    - In addition to the rerouting to Roseville Road station, Route 80 would also be rerouted off of Watt Ave., from Peacekeeper Way to James Way. For riders currently riding through this segment of Route 80, this extra detour would add 6 minutes of extra time. For Route 80 passengers currently riding through Watt/I-80, the detour to the Roseville Road station would also add 7-9 minutes in each direction.
    - For Route 84 passengers currently riding through Watt/I-80 the detour to the Roseville Road station would add 7- 9 minutes in each direction.
    - Outbound Route 93 schedules would likely shift 5-6 minutes later, to maintain connections with light rail and other buses, but adding 5-6 minutes to all Route 93 riders' trips.
- **Questions about cost estimate:** The consultant's $5 million cost estimate for demolition and construction of a new station seems artificially low to our members given the bike/ped enhancements that would be needed to make the station more accessible. Estimate should also include the cost of closing down the other 2 stations in a safe and effective way.
- **Negative Impact on Ridership:** Have the impacts to ridership been studied? What is the impact on the transit system as a whole that would result from closing Watt/I-80 and Watt/I-80 West? What will the impact of increasing wait times, number of transfers, and total commutes by 5-10 minutes each way will be? What will be the impact of requiring additional transfer costs on low income riders or those who do not have access to smart phone apps or the connect card?

Concerns that closing the Watt I-80 Station would result in:

- **Increased Commute Times:** 3500 riders use this station each day. 60% do a rail to bus connection, 25% walk ups/bicycle/car drop-offs; 30% bus to bus transfers; bus riders would be negatively affected by tighter connection time.
- **American River College:** ARC is one of the region's most heavily traveled by bus, Route 1 is the busiest route to ARC. Moving bus traffic from Watt to Roseville Road disproportionately impacts every single one of those commuters who rely on transit.
- **Paratransit:** Paratransit riders to/from Placer County could be impacted if fixed routes are relocated.
- **Ridership loss:** Relocation of services to the inaccessible Roseville Road Station would disparately impact persons with disabilities and low-income communities of color who are transit dependent. Riders who previously accessed Watt/I-80 would potentially face increased costs from transfer fare purchase, increased commute times, and the loss of the ability to easily access transit by walking or biking from their nearby community.
- **Demolition by neglect:** What would the maintenance of the abandoned property cost RT? Would these properties still need to be patrolled to prevent crime and illegal activity from happening on the premises?

We urge staff to present a detailed line item budget proposal, identify funding sources for all plans, and present long-term project timelines for each recommendation. We think that major decisions on this project should not be made until this rout optimization study findings are completed and included.

We appreciate SacRT's commitment to soliciting public input for improving the station and look forward to continuing this discussion with the Board and staff throughout the project. **We oppose the proposed closing of the Watt/I-80 Station because it limits accessibility for riders and would disparately impact persons with disabilities, and low-income communities of color who are transit dependent. We support repairing the elevators at the Watt/I-80 Station in the short-term while long-term enhancements are discussed.** Please include this letter in the public record.

Sincerely,

Sac TRU

Attachment C: Transit Service Assessment and Existing Access and Circulation Memos

FEHR PEERS

MEMORANDUM

Date: February 12, 2018

To: Daniel Blomquist, Mark Thomas & Company

From: Greg Behrens, Fehr & Peers

cc: Traci Canfield, Sacramento Regional Transit; Kirin Kumar, WALKSacramento

Subject: Watt / I-80 Transit Center Master Plan – Existing Access and Circulation

RS17-3601

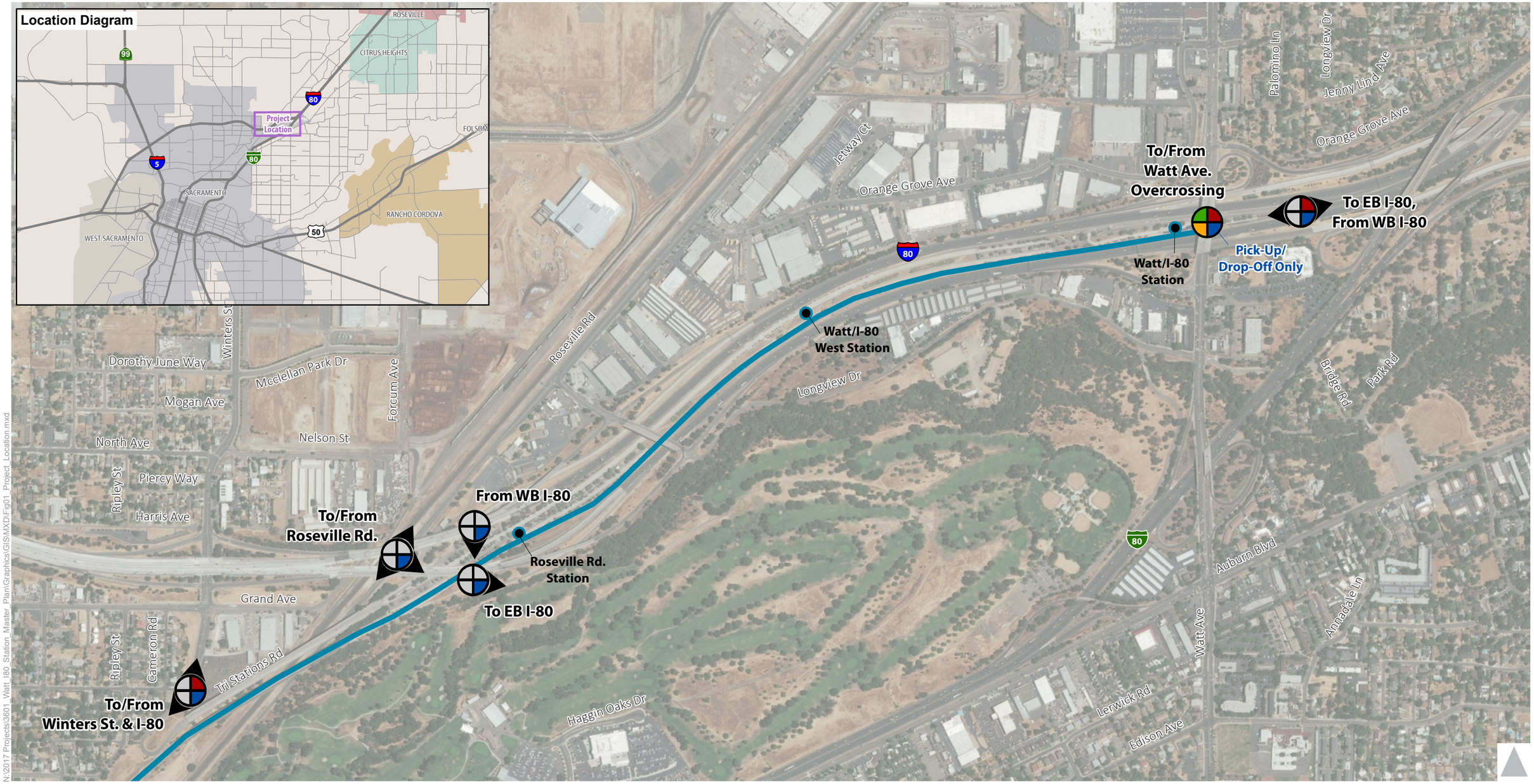
This memorandum describes existing access and circulation within the vicinity of the Watt / I-80 transit center. The enclosed information is intended to inform the development of potential improvement concepts as part of the broader Watt / I-80 Station Master Plan effort.

Project Site Setting

The Watt / I-80 transit center is located immediately south of North Highlands and McClellan Park, approximately eight miles northeast of Downtown Sacramento. The transit center is situated in the Interstate 80 (I-80) median at the Watt Avenue interchange.

The Watt / I-80 transit center is the northern terminus of the Blue Line light rail transit (LRT) line operated by Sacramento Regional Transit (SacRT). The transit center is a multi-story facility with northbound and southbound bus stops located on the Watt Avenue overcrossing and a LRT platform and bus transfer facility located below in the freeway median. Stairs and elevators provided on both sides of the overcrossing allow passengers to travel between the two levels.

Functionally, the transit center is part of a grouping of three SacRT LRT stations spanning a one and one-half mile stretch of I-80 median. The easternmost LRT station, Watt / I-80 Station, is located below Watt Avenue as described previously. Watt / I-80 West Station and Roseville Road Station are the center and western-most stations of the grouping, respectively. Together, the grouping of the Watt / I-80, Watt / I-80 West, and Roseville Road Stations and the surrounding vicinity comprises the project site. **Figure 1** shows the location of the project site.



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Available Mode of Access at Station Gateways

Walk, Bike, Bus, Drive and Park or Pick-Up/Drop-Off

SacRT LRT Station

SacRT LRT Blue Line

Figure 1

Project Site Location and Access

Project Site Access and Circulation

Access to and from the project site is available at multiple 'gateways' surrounding the periphery of the project site (see Figure 1). These gateways serve as nodes connecting the project site with the surrounding local and regional vehicular, transit, pedestrian, and bicycle transportation system, as described below.

Vehicular Access and Circulation

Figure 2 illustrates the local and regional roadway facilities serving the project site, as well as existing vehicular access and circulation patterns. Local vehicular access to and from the project site is available via the following roadways:

- **Watt Avenue** – Watt Avenue is a north-south principal arterial that connects Roseville and Elk Grove through Sacramento and North Highlands. Watt Avenue provides direct access to the upper-level of the Watt / I-80 transit center located on the I-80 overpass. Watt Avenue has six lanes at the I-80 overpass, with a 40 MPH posted speed limit and a partial-cloverleaf interchange with I-80. Watt Avenue does not provide immediate access to the Watt / I-80 Station parking area located below. Instead, vehicles accessing LRT station parking via Watt Avenue (to/from North Highlands or Arden-Arcade) must utilize I-80 to access parking provided near Roseville Road Station. Field observations indicate that some private vehicle pick-up/drop-off activity occurs at the designated bus stops on either side of the Watt Avenue overcrossing.
- **Roseville Road** – Roseville Road is a minor collector that runs northeast-southwest from Foothills Boulevard in Roseville to Marconi Avenue in Sacramento. Within the vicinity of the project site, Roseville Road has two lanes and a 50 MPH posted speed limit. A signalized intersection on Roseville Road controls vehicular movements in and out of the Roseville Road Station parking area.
- **Winters Street/Tri Stations Road** – Winters Street is a north-south local road connecting the southwest portion of McClellan Park with I-80. Within the vicinity of the project site, Winters Street is a four-lane road with a speed limit of 35 miles per hour. Winters Street transitions into Tri Stations Road at its southern terminus just south of I-80. Tri Stations Road provides a grade-separated crossing of the Union Pacific Railroad tracks and Roseville Road to connect drivers directly into the Roseville Road Station parking area.

Regional vehicular access to and from the project site is primarily provided via I-80, an east-west federal highway that runs through north Sacramento. At the Watt Avenue interchange, I-80 carries 35,100 vehicles westbound and 46,000 vehicles eastbound per day. Drivers traveling westbound on I-80 access the Watt / I-80 Station from left-sided off-ramps leading directly to the transit center parking lot. Drivers departing eastbound from the station can enter eastbound I-80 from left-sided on-ramps. The gore points of these ramps are located east of Watt Avenue and west of the I-80 / Capital City Freeway (I-80 Business) freeway

interchange. Within the immediate vicinity of the Watt / I-80 Station, inbound access from eastbound I-80 and outbound access to westbound I-80 are not available.

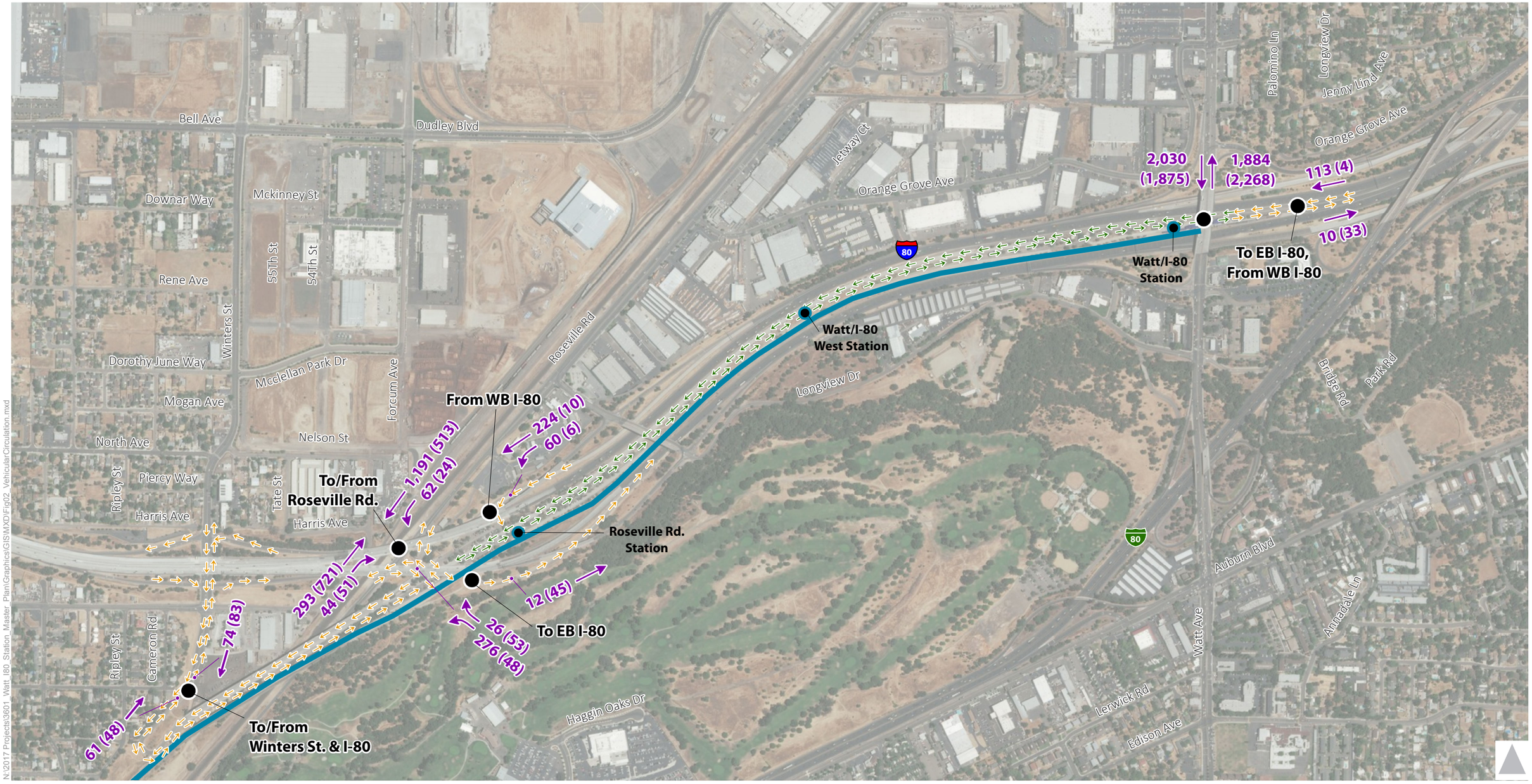
Freeway access at Roseville Road Station is similar, with direct entry from westbound I-80 (via the Longview Drive off-ramp) and exit to eastbound I-80. Drivers traveling to and from locations to the west on I-80 can access Roseville Road Station using the Winters Street interchange, which transitions to Tri Stations Road at the southern terminus of Winters Street. Drivers traveling to and from locations to the west on Capital City Freeway can access Roseville Road Station via the Marconi Avenue interchange and Roseville Road.

Within the project site, the Watt / I-80, Watt / I-80 West, and Roseville Road Stations are connected by a linear internal circulation network comprised of roadways, parking lots, and drive aisles serving SacRT LRT passengers who drive and park at the stations, as well as SacRT bus routes that serve the stations directly. The internal roadway connecting the three stations has a posted speed limit of 25 MPH, with multiple stop signs, triple-four crosswalks, and rumble strips to facilitate pedestrian travel and encourage reduced vehicular speeds.

Existing Traffic Volumes

Fehr & Peers collected AM (6 AM to 8 AM) and PM (2:30 PM to 4:30 PM) peak period traffic counts at the various study area gateways in November 2017. Traffic counts were scheduled to coincide with the peak LRT passenger arrival and departure times at the three study area LRT stations. Figure 2 depicts the AM and PM peak hour vehicle volumes at the study area gateways.

Table 1 summarizes the number and percentage of vehicles entering and exiting the LRT station parking area gateways during the AM and PM peak hours. During the AM peak hour, 577 and 385 vehicles enter and exit the station parking areas, respectively. A portion of the overall vehicle activity represents LRT passenger park-and-ride and pick-up/drop-off activity. However, field observations revealed that the majority of overall AM peak hour traffic volumes in the station parking area internal circulation network represents cut-through traffic, likely drivers bypassing peak hour traffic congestion on I-80 and Capital City Freeway. For example, vehicles were observed to enter the station area via the westbound I-80 off-ramp near Roseville Road Station, only to immediately exit the station area at the Roseville Road signalized intersection. This route enables vehicles traveling from westbound I-80 to access Capital City Freeway at the Marconi Avenue interchange, bypassing a stretch of traffic congestion on Capital City Freeway from the I-80 interchange to Marconi Avenue. An estimated half to two-thirds of AM peak hour traffic within the station parking areas can be attributed to cut-through traffic.



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SacRT LRT Station
Gateway
SacRT LRT Blue Line
Internal Vehiclular Circulation
Vehicular Access

AM (PM) Peak Hour Volume

Note:
Counts collected between 6:00 - 8:00am and 2:30 - 4:30pm, during the peak arrival and departure times for Watt/I-80 LRT passengers.

Figure 2

Existing Vehicular Circulation

Table 1. Peak Hour Vehicles Entering and Exiting LRT Parking Area – Existing Conditions

Closest LRT Station	Gateway Location	AM Peak Hour (#/%)		PM Peak Hour (#/%)	
		Entering	Exiting	Entering	Exiting
Watt / I-80	Ramp to EB I-80	--	10 (3%)	--	33 (15%)
	Ramp from WB I-80	113 (20%)	--	4 (2%)	--
Roseville Road	Ramp to EB I-80	--	12 (3%)	--	45 (20%)
	Ramp from WB I-80	284 (49%)	--	16 (9%)	--
	To/from Roseville Road	106 (18%)	302 (78%)	75 (42%)	101 (44%)
	To/from Winters Street	74 (13%)	61 (16%)	83 (47%)	48 (21%)
Total		**577**	**385**	**178**	**227**

Source: Fehr & Peers, 2017.

During the AM peak hour, approximately half of all vehicles entering the station parking areas utilize the westbound I-80 off-ramp to the Roseville Road Station parking area. Only 20 percent of vehicles entering the study area utilize the westbound I-80 off-ramp to the Watt / I-80 Station parking area, which is the earliest LRT access point for vehicles traveling west on I-80. Aside from the cut-through traffic activity described above, these patterns suggest that LRT passengers traveling on westbound I-80 favor the Roseville Road Station (or Longview Drive) exit over the Watt / I-80 Station exit. The following factors could influence these patterns:

- Preference for the conventional right-sided off-ramp to Roseville Road Station over the left-sided off-ramp to Watt / I-80 Station.
- Preference to shorten LRT trip by boarding and alighting at stations located further west on the Blue Line.
- Lower share of LRT passenger traveling from locations east on I-80 (e.g., Roseville and Rocklin) compared to those traveling from locations along the Watt Avenue corridor. Since the Watt / I-80 Station parking lot cannot be directly accessed from Watt Avenue, passengers who drive and park from Watt Avenue trip origins instead utilize the I-80 ramps to Roseville Road Station.

Parking

Parking is provided for the Watt / I-80, Watt / I-80 West, and Roseville Road Stations in the I-80 median. Daily parking costs $1, which are paid at the ticketing kiosk or by mobile phone. Additionally, monthly permits are available for $15.

Table 2 summarizes the existing parking supply and weekday occupancy within the vicinity of each station. In total, 1,578 parking spaces are available for use by SacRT LRT passengers, two-thirds of which are concentrated near Roseville Road Station. Overall, 34 percent of parking spaces are occupied on a typical weekday. Parking occupancy is very low at the Watt / I-80 Station parking lot, with just two percent of spaces occupied on a typical weekday.

Similar to the traffic patterns discussion above, the parking occupancy patterns suggest that LRT passengers who drive and park have a preference for the Watt / I-80 West and Roseville Road Stations. With ample available parking at all three stations, passengers are able to self-select where they park and board LRT.

Table 2. Parking Supply and Occupancy – Existing Conditions

Station	Parking Spaces	Parking Occupancy	
		Total	%
Watt / I-80	243	4	2%
Watt / I-80 West	248	94	38%
Roseville Road	1,087	444	41%
Total	**1,578**	**542**	**34%**

Source: Sacramento Regional Transit.

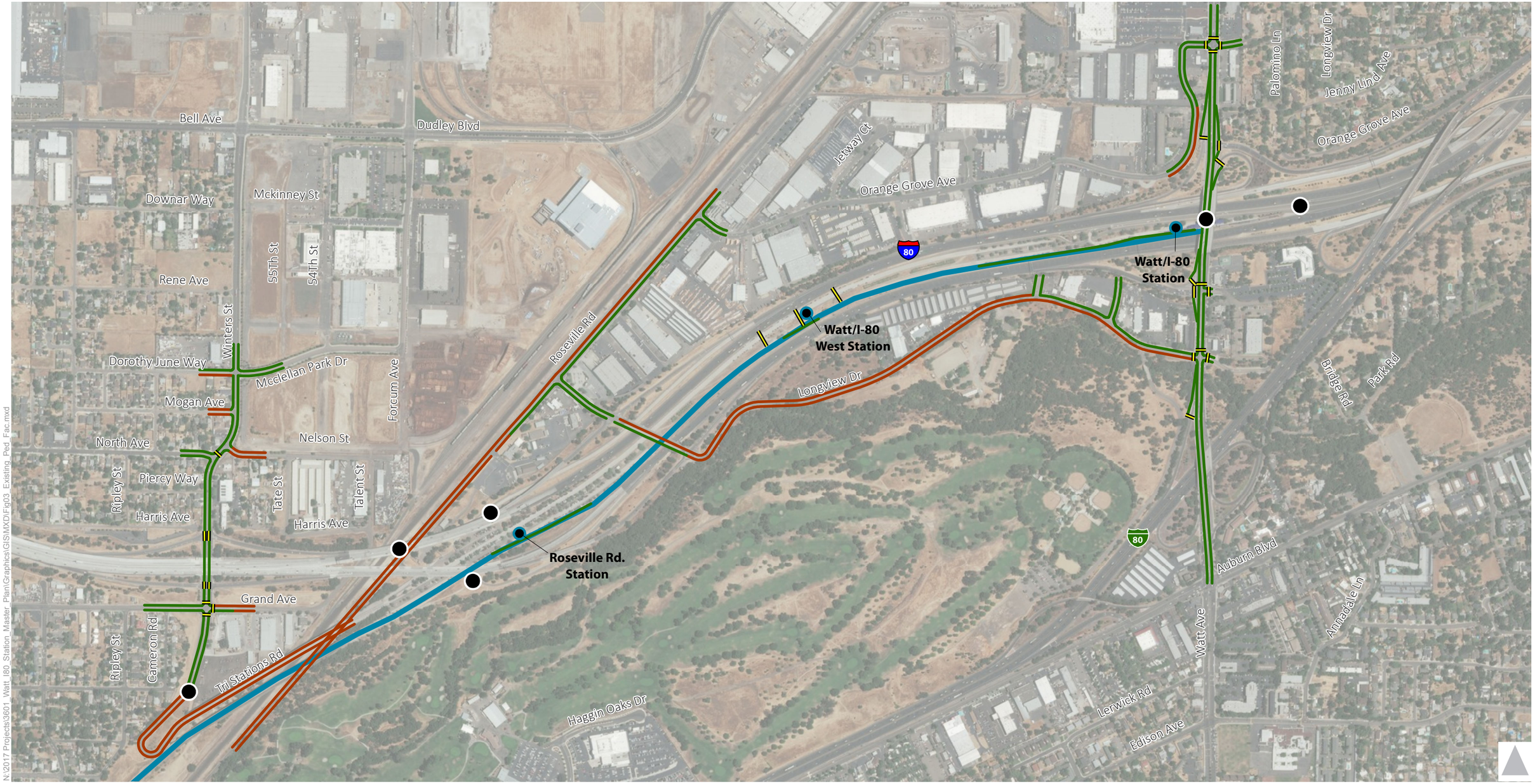
Pedestrian Access and Circulation

Figure 3 illustrates existing pedestrian facilities within the vicinity of the project site.

Pedestrian access to and from the study area LRT stations is limited to the Watt / I-80 Station, where sidewalks are available on both side of Watt Avenue. At the Watt / I-80 transit center, pedestrians utilize stairs and elevators provided on both sides of the Watt Avenue overpass to access the LRT platform below. From adjacent neighborhoods on either side of I-80, pedestrians must cross multiple freeway ramps (including free-right loop on-ramps) in order to access the Watt / I-80 transit center.

Table 3 summarizes peak hour pedestrian counts collected on the Watt Avenue overpass. Overall, pedestrian volumes are split evenly between those traveling to/from locations to the north and south of I-80. Generally, sidewalks on the west side of Watt Avenue are more heavily utilized that those on the east side of the roadway, particularly during the PM peak hour.

Near Roseville Road Station, sidewalks are present on Winters Street and on roadways serving the adjacent neighborhoods to the north and south of I-80. However, sidewalks are not present on the Tri Stations Road fly-over ramp leading to the station platform, limiting pedestrian access to LRT service from nearby



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SacRT LRT Station
Gateway
SacRT LRT Blue Line
Marked Crosswalk
Sidewalk
No sidewalk

Note:
Exhibit includes pedestrian facilities within immediate vicinity of the station area.

Figure 3
Existing Pedestrian Facilities

residential neighborhoods. Similarly, Roseville Road lacks sidewalks within the vicinity of Roseville Road Station, limiting pedestrian accessibility.

Within the project site, sidewalks are concentrated near LRT platforms. However, pedestrian facilities are not provided on internal roadways connecting the three LRT stations. Crosswalks are provided near Watt / I-80 West Station, connecting pedestrians walking from on-street parking spaces to the LRT platform.

Table 3. Watt Avenue Overcrossing Peak Hour Pedestrian Volumes – Existing Conditions

Peak Hour	West Side of Watt Avenue				East Side of Watt Avenue			
	North of I-80		South of I-80		North of I-80		South of I-80	
	NB	SB	NB	SB	NB	SB	NB	SB
AM	8	1	8	6	5	14	2	7
PM	10	13	23	4	3	9	4	4

Source: Fehr & Peers, 2017.

Table 4 summarizes the AM and PM peak hour pedestrian flows between the upper and lower levels of the Watt / I-80 transit center. Pedestrian volumes were recorded on the elevators and stairs on both sides of the Watt Avenue overcrossing. Pedestrian flows are fairly balanced between 'ups' and 'downs' during both peak hours, reinforcing the role of Watt / I-80 Station as both an origin and destination station supporting bi-directional travel. Overall, the elevator and stairs on the west side of Watt Avenue are more heavily utilized by LRT passengers compared to those on the east side.

Table 4. Peak Hour Watt / I-80 Transit Center Pedestrian Flows – Existing Conditions

Peak Hour	West Side of Watt Avenue				East Side of Watt Avenue			
	Stairs		Elevator		Stairs		Elevator	
	Up	Down	Up	Down	Up	Down	Up	Down
AM	28	44	15	10	21	36	7	14
PM	39	44	19	10	38	34	4	7

Source: Fehr & Peers, 2017.

Bicycle Access and Circulation

Bicycle facilities are not present on roadways within the study area. Although Watt Avenue lacks bicycle facilities within the project site vicinity, bike lanes are present north of Roseville Road and south of Edison Avenue. As such, a small number of bicyclists access the Watt / I-80 transit center via these bike lanes while riding on sidewalks within the immediate vicinity of the transit center.

Transit Access and Circulation

The project site is served by multiple transit services, including SacRT LRT and bus service and Placer County Transit (PCT) commuter bus service. **Figure 4** displays existing transit services and facilities in the study area.

SacRT Light Rail Service

The SacRT Blue Line runs between the Watt / I-80 Station and Cosumnes River College Station, serving intermediate destinations in Arden-Arcade, Downtown Sacramento, and South Sacramento. The Blue Line operates on 15-minute headways during peak periods and 30-minute headways during off-peak periods, weekends, and holidays. Service is available between 5 AM and 1 AM on weekdays and between 5 AM and 11 PM on weekends and holidays.

Table 5 summarizes existing Blue Line average weekday passenger boardings and alightings at the three study area LRT stations. Overall, the three stations generate over 2,200 average weekday passenger boardings. Of the three study area LRT stations, Watt / I-80 Station experiences the greatest amount of passenger activity, accounting for nearly three-quarters of all average weekday boardings and alightings.

Table 5. Average Weekday Blue Line Passenger Activity – Existing Conditions

Station	SacRT Blue Line Service…						Total Ons/Offs
	…to Watt / I-80 Station			…from Watt / I-80 Station			
	Ons	Offs	Total	Ons	Offs	Total	
Watt / I-80	0	1,483	1,483	1,571	0	1,571	3,054
Watt / I-80 West	30	120	150	94	1	95	245
Roseville Road	73	529	602	442	27	469	1,071
Total	**103**	**2,132**	**2,235**	**2,107**	**28**	**2,135**	**4,370**

Source: Sacramento Regional Transit, 2016.

Table 6. Average Weekday Blue Line Passenger Activity by Hour – Existing Conditions

Hour	SacRT Blue Line Service...											
	...to Watt / I-80 Station						...from Watt / I-80 Station					
	Roseville Rd.		Watt/I-80 West		Watt/I-80		Watt/I-80		Watt/I-80 West		Roseville Rd.	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
4 AM	0	0	0	0	0	0	3	0	0	0	1	0
5 AM	16	2	8	1	0	115	42	0	12	0	25	1
6 AM	22	4	12	2	0	107	103	0	25	0	131	0
7 AM	7	4	7	0	0	101	205	0	31	0	146	1
8 AM	1	5	0	0	0	78	129	0	15	0	55	1
9 AM	3	4	0	1	0	80	79	0	3	0	17	0
10 AM	1	4	0	1	0	89	70	0	4	0	10	2
11 AM	0	9	0	0	0	90	98	0	2	1	4	4
12 PM	0	8	0	2	0	103	83	0	0	0	5	0
1 PM	4	18	0	3	0	113	106	0	1	0	15	1
2 PM	5	70	0	15	0	92	128	0	0	0	5	4
3 PM	5	187	0	34	0	110	113	0	0	0	5	2
4 PM	3	169	0	52	0	125	147	0	1	0	9	4
5 PM	5	25	3	3	0	85	79	0	1	0	3	3
6 PM	0	8	0	0	0	69	55	0	1	0	6	1
7 PM	1	3	0	1	0	58	57	0	0	0	3	1
8 PM	0	1	0	0	0	33	42	0	0	0	4	1
9 PM	0	9	0	4	0	17	21	0	0	0	0	0
10 PM	0	0	0	0	0	13	13	0	0	0	0	0
11 PM	0	0	0	0	0	7	0	0	0	0	0	0
Total	**73**	**530**	**30**	**119**	**0**	**1,485**	**1,573**	**0**	**96**	**1**	**444**	**26**

Source: Sacramento Regional Transit, 2016.

Roseville Road Station is the second most utilized station in the study area, generating over 500 average weekday passenger boardings. Watt / I-80 West Station generates just over 120 average weekday passenger boardings.

Table 6 summarizes average weekday passenger boardings and alightings by hour. Passenger boarding and alighting activity at Watt / I-80 Station is spread evenly throughout the day, indicating that the station is utilized as both an origin and destination station for existing LRT passengers. The proximity of activity generators such as McClellan Park and American River College supports these 'reverse commute' travel patterns. Ridership patterns for both Roseville Road and Watt / I-80 West Stations are strongly peak-oriented, with southbound passenger boardings concentrated during the morning commute hours and northbound passenger alightings concentrated during the evening commute hours.

SacRT Bus Service

SacRT currently operates the following bus routes within the study area:

- **Route 1** – Route 1 runs between Sunrise Mall and the Watt / I-80 transit center on Auburn Boulevard and Greenback Lane. It is the primary bus route connecting the transit center with American River College. It operates between 5:30 AM and 10 PM on weekdays with 15-minute headways during peak periods and 30-minute headways during non-peak periods. It also runs on weekends and holidays.
- **Route 15** – Route 15 runs along Grand Avenue, Rio Linda Boulevard, and Del Paso Boulevard between the Watt / I-80 transit center and downtown Sacramento. On weekdays, Route 15 operates between 5:30 AM and 7 PM with 30-minute headways. On Saturdays, it operates between 7 AM and 7 PM with 60-minute headways. On Sundays and holidays, it operates between 8 AM and 7 PM with 60-minute headways.
- **Route 19** – Route 19 operates on Watt Avenue north of the Watt / I-80 transit center and on Elverta Road, Rio Linda Boulevard, Dry Creek Road, and Norwood Avenue to Arden / Del Paso Station. It runs on 60-minute headways on weekdays, weekends and holidays. On weekdays, Route 19 runs from 5:30 AM to 9 PM. On Saturdays, and Sundays/holidays, Route 19 runs between 8 AM and 8 PM and between 8:45 AM and 6 PM, respectively.
- **Route 26** – Route 26 offers service between the University / 65th transit center and McClellan Park on Howe Avenue, Fulton Avenue, Auburn Boulevard, and Watt Avenue, including stops at the Watt / I-80 transit center. On weekdays, Route 26 operates between 7 AM and 7:30 PM with 30-minute headways. On weekends, Route 26 operates with 60-minute headways between 8:45 AM and 6:45 PM and between 8:45 AM and 6 PM on weekends and Sundays/holidays, respectively.
- **Route 80** – Route 80 operates between the Watt / Manlove transit center and Greenback Lane along Watt Avenue and Elkhorn Boulevard, including stops at the Watt / I-80 transit center. Route

80 has 60-minute headways on weekdays, weekends, and holidays. On weekdays, service is available between 6 AM and 10:30 PM. On weekends, service starts at 7:30 AM and ends at 9:30 PM on Saturdays and 7:30 PM on Sundays and holidays.

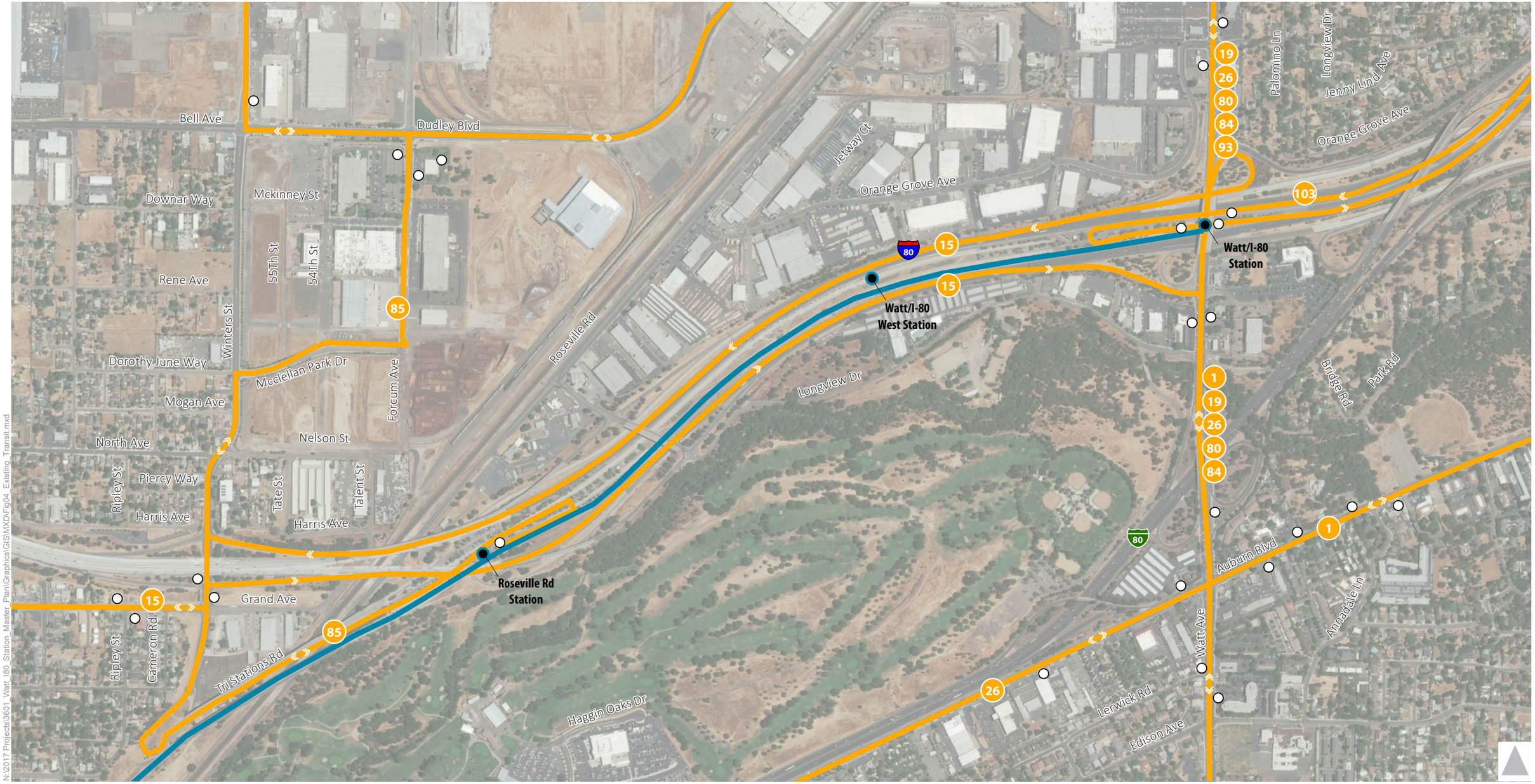
- **Route 84** – Route 84 runs between the Watt / Manlove transit center and North Highlands on Watt Avenue, with stops at the Watt / I-80 transit center. This route operates with 60-minute headways only on weekdays and Saturdays between 6 AM and 9:30 PM and between 8 AM and 9 PM, respectively.
- **Route 85** – Route 85 operates as a shuttle between Roseville Road Station and McClellan Park. It only offers service on weekdays with 30-minute headways between 6 AM and 5:45 PM.
- **Route 93** – Route 93 provides service along Watt Avenue, Madison Avenue, Hillsdale Boulevard, and Elkhorn Boulevard between the Watt / I-80 transit center and Citrus Heights. On weekdays, Route 93 has 30-minute headways during peak periods and 60-minute headways during non-peak periods. Service starts at 6 AM and ends at 9:30 PM. On weekends and holidays, Route 93 has 60-minute headways and operates between 8 AM and 7:15 PM.
- **Route 103** – Route 103 runs between the Louis & Orlando Transit Center and the lower level of the Watt / I-80 transit center. Route 103 is a peak-only route with service between the Louis & Orlando transit center and the Watt / I-80 transit center from 6 AM to 7 AM and 4:30 to 6 PM.

Table 7 summarizes the locations where LRT passengers can connect with existing SacRT bus routes serving the study area. Most SacRT bus service in the study area operates along the Watt Avenue corridor, providing bus-to-bus and bus-to-LRT connections at the Watt / I-80 transit center. The lower level of the Watt / I-80 transit center includes a bus transfer facility with capacity for multiple vehicles, however, only one SacRT bus route currently serves the lower level. All other SacRT bus routes serving the transit center, including Route 1 (with service to/from American River College) and Route 80 and 84 (the primary Watt Avenue corridor bus routes), utilize the bus stops provided above on the Watt Avenue overcrossing. With this configuration, the majority of existing SacRT bus-to-LRT transfers must utilize the transit center stairs or elevators to make the connection.

Table 7. SacRT Bus Service – Existing Conditions

Station	Location	Connecting SacRT Bus Route(s)
Watt / I-80	Watt Avenue Overcrossing	1, 15, 19, 26, 80, 84, 93
	Station Platform	103
Watt / I-80 West	Station Platform	--
Roseville Road	Station Platform	85

Source: Sacramento Regional Transit.



SacRT LRT Station
SacRT Bus Stop
Sac RT LRT Blue Line
SacRT Bus Route

Figure 4

Existing Transit Service and Facilities

Placer County Transit Bus Service

Placer County Transit (PCT) operates **Route 10** on weekdays and Saturdays between Auburn and the Watt / I-80 transit center via I-80. Route 10 operates on 60-minute headways between 6 AM and 8 PM on weekdays and 9 AM and 6 PM on Saturdays.

Station Mode of Access

Peak period vehicle, pedestrian, and bicycle counts recorded at the Watt / I-80 transit center provide information regarding existing LRT passenger station mode of access. **Table 8** summarizes the station access mode split for existing LRT passengers at Watt / I-80 Station. Bus is the primary mode of access for LRT passengers at Watt / I-80 Station, comprising 69 and 65 percent of the total first-/last-mile trips during the AM and PM peak hour, respectively. Walk trips are the second most common mode of access, comprising 24 and 29 percent of the total first-/last-mile trips during the AM and PM peak hour, respectively. Other access modes, including bike, pick-up/drop-off, and drive and park account for a small portion of first-/last-mile trips. One exception is AM peak hour drop-offs, which accounts for 13 percent of morning entries at Watt / I-80 Station.

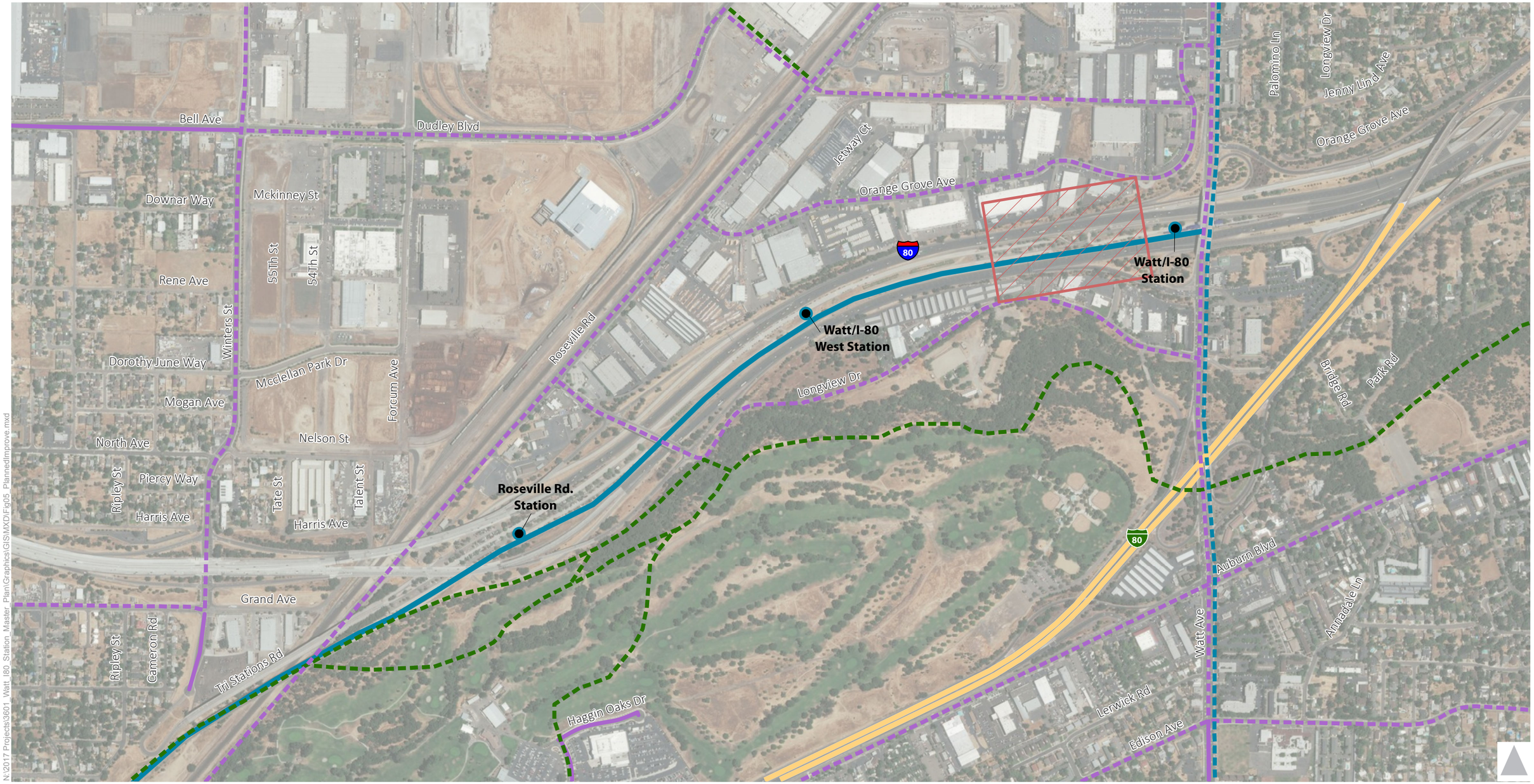
Table 8. Peak Hour Watt / I-80 Station Mode of Access – Existing Conditions

Mode of Access	AM Peak Hour			PM Peak Hour		
	Entry	Exit	Total	Entry	Exit	Total
Walk	15%	30%	21%	42%	16%	29%
Bike	2%	1%	1%	1%	2%	1%
Pick-Up or Drop-Off	13%	1%	8%	6%	2%	4%
Bus	69%	68%	69%	52%	80%	65%
Drive and Park	1%	<1%	<1%	<1%	1%	<1%

Source: Fehr & Peers, 2017.

Planned Future Transportation Improvements

The *Sacramento Area Council of Governments* (SACOG) *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS), the *Sacramento County Bicycle Master Plan*, and the *City of Sacramento Bicycle Master Plan* identify future planned transportation improvements within the study area. **Figure 5** illustrates the planned transportation improvements identified in each document within the vicinity of the project site.



SacRT LRT Station
SacRT LRT Blue Line
Existing Class II Bike Lane
Planned Class I Bike Path
Planned Class II Bike Lane
Planned Hi-Bus Route
Planned Bus/Carpool Lanes
New Crossing Area

Figure 5

Planned Future Transportation Improvements

An extensive network of on- and off-street bicycle facilities is planned on both sides of I-80:

- Class I bike paths along the Arcade Creek corridor.
- Class II bike lanes on Watt Avenue, Roseville Road, Winters Street, Longview Drive, Orange Grove Avenue, Dudley Boulevard, Auburn Boulevard, and Edison Avenue.

The *Sacramento County Bicycle Master Plan* also identifies a 'new crossing area' over I-80 within the vicinity of the Watt / I-80 transit center west of the Watt Avenue overcrossing.

Other planned transportation improvements include new bus/carpool lanes on Capital City Freeway west of the I-80 interchange, and a 'hi-bus' route traveling north-south along Watt Avenue.

Opportunities and Constraints

This section summarizes the opportunities and constraints related to access and circulation throughout the study area:

- **Isolated station platform locations.** The location of the LRT station platforms within the I-80 median creates multiple physical barriers to access for LRT passengers. With eastbound and westbound I-80 bracketing the LRT stations, passengers must rely on a limited number of access points to reach the LRT platforms. Watt Avenue does not have a direct roadway connection to the parking area near Watt / I-80 Station, and LRT passengers traveling to the station area by automobile must utilize freeway ramps or circuitous local routes to access park-and-ride facilities.
- **Limited pedestrian access.** Although sidewalks are present along Watt Avenue, narrow sidewalk widths and multiple freeway ramp crossings create an uncomfortable pedestrian environment for LRT passengers walking to Watt / I-80 Station. Moreover, pedestrian facilities are absent near Roseville Road Station gateways, effectively prohibiting pedestrian access to and from adjacent neighborhoods. These conditions are exacerbated by the considerable distance between the LRT station platforms and nearby land uses, by virtue of the platform locations within the I-80 median.
- **Limited bicycle access.** Bicycle facilities are not provided on roadways serving the LRT stations, including Watt Avenue, Roseville Road, and Winters Street, deterring bicycle travel to and from neighborhoods and destinations within biking distance. Moreover, the high-speed, high-volume characteristics of roadways serving the station area diminish the comfortability of the bicycling environment for SacRT customers attempting to access LRT by bicycle.
- **Bus service connections.** Currently, bus service is a major first-/last-mile travel option for study area LRT passengers, particularly at Watt / I-80 Station. Further enhancements to the local and regional bus network and improved bus-LRT connections would further support LRT station access by bus. Consideration of new first-/last-mile transit service delivery options (e.g., microtransit) could improve the quality and efficiency of service for future LRT station transit connections.

- **Underutilized parking.** Under existing conditions, just 34 percent of the 1,578 available LRT station parking spaces are utilized on a daily basis. Space currently allocated towards excess parking storage could be repurposed to further enhance multimodal access to the LRT stations.
- **Emerging transportation trends and technology.** First-/last-mile mobility options are rapidly expanding with the arrival of new transportation trends and technologies such as transportation network companies (e.g., Uber and Lyft), microtransit, and autonomous vehicles. Station amenities specifically geared towards accommodating these new mobility options would help to improve first-/last-mile station access for LRT passengers.

Sacramento County - Unmet Transit Needs Comments
from 2017 Hearings Hosted by Sacramento Area Council of Governments

Attachment C

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
			There **are** unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District (incl. portions of Unincorp. Sacramento County and the cities of Citrus Heights, Rancho Cordova and Sacramento). [Unmet Transit Needs are highlighted]			
			There **are no** unmet transit needs that are reasonable to meet in the cities of Elk Grove, Folsom, Galt, Isleton, and the portion of Unincorporated Sacramento County that is not in the SRTD.			
						All operational comments are shared with the transit operators, and/or the appropriate jurisdiction.
		Sacramento County				
1	**Service**	**Elk Grove**	Will anything be done to provide public transit access to the Promenade Kaiser medical facility in Elk Grove?			With implementation of e-tran service changes on October 29, 2017 the route 110 now serves the Promenade Kaiser facility from 6:30 AM to 10 PM Monday through Friday. **This is not an unmet transit need.**
2			ACC Rides, a volunteer driver based service, now provides rides in Elk Grove. All riders provided are in ADA accessible vehicles.			**This is not an unmet transit need.**
3			The route 66 should have an earlier run in the morning leaving between 6-6:15 AM to allow for user to transfer to other services to take them beyond downtown Sacramento.			As of October 29, 2017, there is no longer a Route 66. The new service includes several commuter routes that leave Elk Grove to Sacramento within the time frame specified in the comment received. **This is not an unmet transit need.**
4			A direct bus to Raley's at Franklin and Elk Grove Boulevard would be nice.			The Local Route 111 has direct service to this location, Monday through Friday. **This is not an unmet transit need.**
5			Weekend service is appalling. Three busses in the morning and 3 busses in the afternoon on Elk Grove Blvd. and no bus service on Laguna after about 3 in the afternoon. The weekend service should run until 5 PM considering the connection to light rail at Cosumnes River College.			As of October 29, 2017, Saturday service has been increased from one route to four local routes, with service hours from 6:30 am to 6:30 pm. There is no longer Sunday service due to low ridership/demand that came out of the COA study. **This is not an unmet transit need**
6			There should be dedicated bus lines that run the length of Elk Grove Blvd. and Laguna Blvd. in Elk Grove.			**This is not an unmet transit need**, due to the level of service that's currently provided. All local routes, with the exception of one is on hourly frequency.
7			Busses should run up and down other streets, such as Big Horn, Bruceville, Franklin, and of course, Harbour Point.			Local service provides all day service Monday through Friday, along all those streets. Saturday service is reduced to four local routes and services all, with the exception of Harbour Point Dr. **This is not an unmet transit need.**
8			The new weekend e-tran services will leave many non-drivers stranded on weekends unable to access necessary services like grocery and drug stores.			As of October 29, 2017, Saturday service has been increased from one route to four local routes, with service hours from 6:30 am to 6:30 pm. There is no longer Sunday service due to low ridership/demand that came out of the COA study. **This is not an unmet transit need**
9	**Service**	**Folsom**	Run light rail to/from Folsom run later so that people could enjoy more of what Folsom has to offer after 7 PM.			There is not currently demonstrated demand for this service. **This not an unmet transit need.**
10			Folsom Dial-A-Ride service should be available on weekends, and could lessen isolation of seniors and people with disabilities to rely on that service.			Folsom Stage Line Transit currently offers no weekend transit service and there is no demonstrated demand for this service. For people with disabilities wishing to travel to/from the area immediately (3/4 of a mile) of the Folsom light rail stations on weekends Paratransit, Inc. services are available. **This is not an unmet transit need.**
11	**Operations**	**Folsom**	More frequent bus service in Folsom to make riding transit a more viable and convenient option for more people.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
12			Folsom transit service to light rail every 1/2 hour.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
13	**Operations**	**Galt**	ACC Rides staff shared that they now offer service to the Delta area including Courtland, Hood-Franklin, Walnut Grove and Isleton. This is a volunteer based service that provides on average 400 rides per month to get riders to necessary appointments and services they could not otherwise reach on their own. They would like to work with South County Transit/Link to coordinate as much as possible.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
14	**Service**			Reservable (demand response) transportation services that connect the Galt and Elk Grove areas are needed to allow dialysis patients to access dialysis services in Elk Grove (none are available in Galt).		Riders can get to Galt throughout the week (M-F) on the Highway 99 Express. If eligible riders can transfer to/from the Highway 99 Express onto e-van (Elk Grove paratransit) or Galt Dial-A-Ride. The only portion of the trip that would not be demand response would be the Highway 99 Express which operates on an hourly scheduled. **This is an unmet transit need that is not reasonable to meet at this time.**
15				There is a need for Senior/Disability services in Rancho Murieta that would be able to transport to Sacramento, Folsom, and El Dorado Hills door to door.		*Barbara VaughanBechtold, SACOG staff, shared information with the commenter regarding how the existing commuter bus services provided by Amador Bus Line and paid for by the County of Sacramento and how it is possible to make transfers to connect to Sacramento RT, Folsom Stage Line and El Dorado Transit. Paratransit, Inc. does not currently serve the community of Rancho Murieta as it is outside of the Sacramento RT District as well as the Sacramento Urbanized Area.* **This is an unmet transit need that is not reasonable to meet at this time.**
16				Offer an SCT/Link Highway 99 Express stop at the Park and Ride in Galt as many students are others needing to get to Kaiser would benefit greatly. Even if the Park and Ride stop was only offered sometimes (similar to the RT light rail Gold line to Folsom) that would be greatly appreciated.		Regarding the request for SCT/Link Highway 99 Express to stop at the Galt park and ride. SCT/Link stops at Galt City Hall which serves as an informal transit center for SCT/Link. This route is an express, so adding too many stops defeats that goal. SCT/Link will need to look into how this would affect the route schedule and connections at CRC, and survey current riders. It is not clear what group of students are needing to get to Kaiser. Would there be the same students currently riding 99 Express bus to CRC from City Hall? Given the need for substantial further study this need cannot be shown as reasonable to meet. **This is an unmet transit need that is not reasonable to meet at this time.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
17	**Service**	**SRTD (incl. portions of Unincorporated Sacramento County)**			Delta Shores shopping center located in south Sacramento off of Interstate 5. He stated that there is currently no transit service to this large shopping center making it impossible for potential job seekers or shoppers without access to a person vehicle to access Delta Shores. The shopping center is located more than 2 miles from the nearest existing bus route the RT #56.	Transit service to Delta Shores will be implemented on Sunday January 7, 2018 (actual start date will be Monday, January 8, 2018); Route 65 will be extended from Franklin light rail station to Delta Shores via Cosumnes River Blvd.; Route 65 operates Mon-Fri, from approximately 6am to 8pm, with 60-minute headways **This is an unmet transit need that is reasonable to meet.**
18			Commenter requested clarification of the effect of the Unmet Transit Needs findings on the Transportation Development Act (TDA) Local Transportation Fund (LTF) versus the effect on the State Transit Assistance (STA) funding.			*Barbara VaughanBechtold, SACOG staff, explained that within the Sacramento Regional Transit District TDA LTF funds could only be used for transit purposes. She went on to clarify that outside the RT District LTF funds could be used for streets and roads purposes only if there were not unmet transit needs that were reasonable to meet and the use of those funds for non-transit purposes did not affect the current level of transit service offered.* **This is not an unmet transit need.**
19			Staff representing ACC Rides made a comment: ACC Rides provides volunteer based rides in accessible vehicles to underserved communities comprised of 10 zip codes in south Sacramento City/County including the Delta area and the City of Elk Grove. A majority of their riders are Vietnamese, Mien, Hmong, and Chinese and ACC Rides has drivers and staff that speak those languages in order to assist their riders and make them more comfortable. Many of the ACC Rides passengers have mobility issues that necessitate the use of a wheelchair and prevent them from readily transferring to other services.			**This is not an unmet transit need.**
20			Increase transit mobility access, coverage, and services for seniors and people with disabilities.			**This is not an unmet transit need.**
21			The extension (time of service) of night and weekend services.			**This is not an unmet transit need.**
22					Have public transit access to the new Sacramento Airpark development, especially considering the large number of jobs provided by the Amazon Distribution Center there.	Sacrament RT and Amazon will be discussing transit service needs to the distribution center once demand for service is established by Amazon. **This is an unmet transit need that is reasonable to meet.**
23			More Unmet Transit Needs public hearings should be held in the evening.			*Ms. VaughanBechtold responded after the hearing closed that holding evening hearings after work hours was frequently challenging since it was required that there be transit access to and from all hearing locations. She also said that the number of hearings was set by the SACOG Board and is a reflection of the large increase in the number of electronic (email) comments received and the relatively small number of comments received at the in person hearings.* **This is not an unmet transit need.**
24			A larger number of Unmet Transit Needs public hearings should be held overall.			*See comment above.* **This is not an unmet transit need.**
25			RT route 1: (Auburn/Greenback) Eliminate Route. See Route 103 (Auburn) and Route 80 (Elkhorn/Greenback) for replacement "corridor" service.			Suggestion re: existing service. **This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
26	**Service**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT route 15: (Rio Linda/Richards Boulevards) Route would restructure to operate from Downtown Sacramento to Watt/I-80 Station lower level through McClellan Business Park. From 8th & O Streets in Downtown Sacramento, route would operate via 8th Street, I Street, Northbound Interstate Five, Richards Boulevard, Sproule Street, Sunbeam Avenue, North 16th Street, Northbound State Highway One Sixty, Del Paso Boulevard, Arden Way, Oxford Street, Del Paso Boulevard, Lampasas Avenue, Río Linda Boulevard, Grand Avenue, Winters Street, McClellan Park Drive, Forcum Avenue, Dudley Boulevard, Peacekeeper Way, Luce Avenue, Palm Street, Dudley Boulevard, James Way, Watt Avenue, and Roseville Road, entering Roseville Road Station via Station Roadway at Roseville Road, making the way via Station Roadway to the terminus at Watt/I-80 Light Rail Station. Traveling towards Downtown Sacramento, route would travel via Jiboom Street rather than Southbound Interstate Five so as to resolve an unmet transit need by stopping and serving the new Power House Science Center. This Center replaces the Discovery Museum off of Auburn Boulevard near Watt Avenue. Proposal would have route operate every fifteen minutes on weekdays and every thirty minutes on Weekends/Holidays.			Suggestion re: existing service. **This is not an unmet transit need.**
27			RT route 19: (Town of Rio Linda) Route would restructure to serve Watt/I-80 Station Lower Level using the exact same "turn-by-turn" directions as Route 15 (Rio Linda/Richards Boulevards) does from the intersection of Watt Avenue and Roseville Road. From the Arden/Del Paso Light Rail Station to the intersection of Watt Avenue and Roseville Road, route would operate exactly the same as it does today with no route alignment changes being proposed. Proposal would have Route operate every sixty minutes, seven days a week.			Suggestion re: existing service. **This is not an unmet transit need.**
28			RT route 26: (Fulton Avenue) Route would follow existing route alignment from the University/65th Street Station to the intersection of Watt Avenue and Longview Drive. From Watt Avenue and Longview Drive, route would operate via Longview Drive and Roseville Road, entering Roseville Road Station via Station Roadway at Roseville Road, making the way via Station Roadway to the terminus at Watt/I-80 Light Rail Station. For service to/from McClellan Business Park, See description of Route 15. Proposal would have Route operate every thirty minutes on weekdays, and every sixty minutes on Weekends/Holidays.			Suggestion re: existing service. **This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
29			RT route 80: (Elkhorn/Greenback) Route would operate from Historic Folsom Station via Greenback Lane and Elkhorn Boulevard to Sacramento International Airport. This would be the route operating to the new Sacramento Metro Air Park 855,000 square foot Amazon Facility that will employ 1,500 people. This route would replace Route 1 (Auburn/Greenback) along Greenback Lane. Proposal would have route operate every 30 minutes, seven days a week.			Suggestion re: existing service. **This is not an unmet transit need.**
30	**Service**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT route 84: (Watt Avenue South) Route would operate exactly as Route 84 currently operates, up to the intersection of Watt Avenue and Longview Drive. Route would then follow alignment of Route 26, described earlier, from Watt Avenue and Longview Drive to the Watt/I-80 Station. All service North of Watt Avenue and Longview Drive would be eliminated. See restructured Route 85 for Routing North of the Watt/I-80 Station. This route would be proposed to operate every thirty minutes, seven days a week.			Suggestion re: existing service. **This is not an unmet transit need.**
31			RT route 85: (Watt Avenue North) Route would begin at Watt Avenue and Elverta Road and travel to the Watt/I-80 Station via Watt Avenue, Antelope Road, Walerga Road, Don Julio Boulevard, Watt Avenue, and Roseville Road, entering Roseville Road Station via Station Roadway at Roseville Road, making the way via Station Roadway to the terminus at Watt/I-80 Light Rail Station. This route would be proposed to operate every 30 minutes, seven days a week.			Suggestion re: existing service. **This is not an unmet transit need.**
32			RT route 93: Eliminate Route. See Routes 102 and 103 for replacement service.			Suggestion re: existing service. **This is not an unmet transit need.**
33			RT route 102: (Hillsdale Boulevard) Route would begin at Andrea Boulevard and Elkhorn Boulevard and travel via Andrea Boulevard, Hillsdale Boulevard, Madison Avenue, Air Base Drive, Watt Avenue, and Roseville Road, entering Roseville Road Station via Station Roadway at Roseville Road, making the way via Station Roadway to the terminus at Watt/I-80 Light Rail Station. This route would be proposed to operate every sixty minutes, seven days a week.			Suggestion re: existing service. **This is not an unmet transit need.**
34	**Service**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT route 103: (Auburn Boulevard) Route would start at the Louis/Orlando Transfer Point and travel via Louis Lane, Orlando Avenue, Auburn Boulevard, College Oak Avenue, Orange Grove Avenue, Auburn Boulevard and Watt Avenue, to the intersection of Watt Avenue and Longview Drive. From Watt Avenue and Longview Drive, route would operate via Longview Drive and Roseville Road, entering Roseville Road Station via Station Roadway at Roseville Road, making the way via Station Roadway to the terminus at Watt/I-80 Light Rail Station. This route would be proposed to operate Weekdays every ten minutes, Saturdays every twenty minutes, and Sundays/Holidays every thirty minutes.			Suggestion re: existing service. **This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
35					Since a light rail connection is several years away, could the current route Sacramento Regional Transit #56 bus be redesigned to include a short route inclusion through the Delta Shores area to meet present ridership needs?	Transit service to Delta Shores will be implemented on Sunday January 7, 2018 (actual start date will be Monday, January 8, 2018); Route 65 will be extended from Franklin light rail station to Delta Shores via Cosumnes River Blvd.; Route 65 operates Mon-Fri, from approximately 6am to 8pm, with 60-minute headways. **This is an unmet transit need that is reasonable to meet.**
36				Vintage Park Community has no public transportation within a reasonable walking distance from this neighborhood at Elk Grove Florin and Vintage Park Drive. This area is underserved and should have regular public transit to established grocery shopping centers, the nearby community college Cosumnes River College, and other bus routes to downtown Sacramento or downtown Elk Grove.		*Barbara VaughanBechtold, SACOG staff, shared information with the commenter regarding Paratransit, Inc. service for her family member who may qualify to get where they need to go if they area otherwise unable to access fixed route transit that exists within ½ mile of their home.* There is no demonstrated demand for this service. **This is an unmet transit need that is not reasonable to meet at this time.**
			Reinstate needed bus service.			This comment is to vague to analyze effectively. **This is not an unmet transit need.**
			Increase bus frequency along major routes and in underserved communities.			This comment is to vague to analyze effectively. **This is not an unmet transit need.**
37	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Consideration should be taken for Golden 1 Center employees who do not leave when events are over, but instead 1-2 hours after, by which time all extended "special event" services have stopped.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
38			It is important to have real time transit information available to the public in both visual and audio formats.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
39			Include more languages on stop and way finding signage beyond just English and sometimes Spanish.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
40	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT should complete an audit of all bus shelters and light rail stations, with a focus on ADA accessibility. For stops that do not meet ADA accessibility standards those stops should not be removed but improved to meet standards.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: SacRT is continually assessing our bus stops to ensure they are ADA compliant and that mobility is at the forefront. We appreciate your comments about needed improvements at certain bus stops and will have are facilities department examine the routes listed above. If a rider ever has a specific complaint or comment about a bus stop, we encourage them to contact our Customer Advocacy Department so that we can properly address the concern. Often times, issues with infrastructure surrounding or near a stop may be out of SacRT authority and therefore we will often coordinate with jurisdictional partners to ensure necessary improvements are made. In regards to 47th, we are in discussions with the developer about relocating the bus to a safer site nearby and adding a crosswalk*
41			For proposed Watt/I-80 improvements/redesign consideration should be made for American River College students since the current proposed changes would negatively impact those students.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
42			The Sacramento Transit Riders Union encourages RT to looks for and hopefully find funding to bring back the "super senior" fare for those 75 years of age and older.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: Per California law, bringing back the free senior fare for riders 75 and over would require that SacRT also offer free rides to all disabled riders. This could cause an annual loss of revenue estimated at $3.1M. Section 99155 of the Public Utilities Code (PUC) requires that a transit operator offering a reduced fare for seniors must also offer reduced fares to disabled persons. SacRT will consider this fare option if a new ballot measure or alternate funding source is identified in the future.*
43			Outreach needs to be done in a variety of other languages.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
44			Public hearings should be held outside the regular 9-5 hours when possible.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
45			RT route 67 should stop at 28th Street to make crossing to get to the 29th Street light rail station easier and safer (this is a controlled intersection).			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
46			More outreach needs to be done prior to construction on and around transit stations/stops, and especially an large amount of outreach if a stop is to be removed/discontinued. In some cases she has seen a stop removed (either temporarily or permanently) or discontinued and outreach done after the fact.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.** **This is not an unmet transit need.** *RT staff responded that they would share issues of notification with their operations staff who handle that outreach.*
47	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT should make consideration to create the least amount of inconvenience to passengers. Golden 1 Center reroutes are not sufficiently noted.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.** **This is not an unmet transit need.** *RT staff responded that they would share issues of notification with their operations staff who handle that outreach.*
48			RT should provide free transfers for all fares, and not restrict this service only to those who pay via smartphone app or Connect Card.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: Offering free transfers for all fares poses two significant issues for SacRT. The first is operational, having to issue a 90 minute ticket to every rider that pays cash on a bus would put undue stress on the fareboxes. This could potentially cause more fareboxes to go out of service eliminating SacRT's ability to collect cash fares on the bus for the remainder of the route. Second is the significant fiscal impact. It is estimated that providing the 90 minute fare to all riders would cost SacRT approximately $1.4M annually.*
49			RT should bring back the free fare for senior riders 75 years of age or older.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: Per California law, bringing back the free senior fare for riders 75 and over would require that SacRT also offer free rides to all disabled riders. This could cause an annual loss of revenue estimated at $3.1M. Section 99155 of the Public Utilities Code (PUC) requires that a transit operator offering a reduced fare for seniors must also offer reduced fares to disabled persons. SacRT will consider this fare option if a new ballot measure or alternate funding source is identified in the future.*

Sacramento County - Unmet Transit Needs Comments
from 2017 Hearings Hosted by Sacramento Area Council of Governments

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
50			Extend night and weekend service on all bus routes and light rail service.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: SacRT is constantly looking at ways to supplement and extend service in order to meet our customer's needs. Unfortunately, due to budgetary constraints, and the failure of Measure B last fall, we do not have the resources needed to extend all of our bus and light rail routes to late night at this time. We are currently in discussions with the City of Folsom on extending late night light rail service on weekdays and hope to find a way to implement in the near future. We also plan to pursue grant opportunities that would enable us to extend service.*
51			Better access and service to newly developed work centers to give transit dependent riders better access to jobs in our community.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: SacRT is actively working with regional partners and developers to identify emerging work centers and entertainment districts in order to ensure transit is part of the equation. We have been in discussions with Amazon regarding service to their new fulfillment. We are working closely with the Railyards developers to ensure development of the large infill project grows up around transit. Building and strengthening SacRT partnerships with the community is instrumental to aligning jobs with transit service. These efforts will be coordinated with the Route Optimization Study.*
52	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Better real-time communication with riders.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: The electronic messaging signs in SacRT's light rail stations are currently used to alert riders of delays to the light rail system. The messages are limited by the current older sign technology to very basic service alerts. While we are always working on better ways to communicate with customers at light rail stations, for example the recent addition of a public address system at each station, the current signs will never be able to support detailed messages describing all aspects of a service disruption. For this reason we have deployed an alternative solution through our Alert SacRT app. The app is free and allows users to report various safety and security problems that they might see while using the system. The app also has an alert feature that provides more detailed information concerning delays to light rail service via a service alert to a customer's mobile phone. This app allows SacRT to provide much more information than can be provided through the message signs at the light rail stations. In the future we would like to install modern electronic messaging signs that are much more flexible allowing SacRT to display a variety of customer information including more detail related to service disruptions. These are improvements currently being considered as a part of the station renovation that will be required to support a future transition to a low floor light rail vehicle fleet.*
53			Replace the elevator at the Watt/I-80 light rail station.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: The Watt / I-80 transit center poses many obstacles for riders, from safety and access to cleanliness and beyond. SacRT launched the Re-Imagine Watt/I-80 project last October with the goal of making the station safer and more accessible for all transit riders. We hope that reassessing the station and incorporating public input will lead to enhancements that will make the station more appealing and easier to navigate. We currently clean the Watt/I-80 station twice a day and pressure wash it at night, and we remain committed to safety, security and cleanliness of all of our stations. Furthermore, we have increased security patrols at the station and have the ability to monitor activity via our camera system. Additionally, SacRT recently awarded a repair contract to rehabilitate the elevators. We are in the initial phases of the process of reimagining the station and will be hosting a public workshop at the North Highlands Community Center on January 10th.*

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
54			Permanently extend the student discount fare program that will begin in January 2018.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: In December, the SacRT Board took action to reduce the monthly student fare from $55 to $20 a month. This six month pilot is just now launching, but staff hopes that with success, we can extend this pilot program permanently in the future.*
55	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Fill permanent RT staffing positions, specifically in the planning and engineer departments.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: In the last 12 months, SacRT has taken action to hire staff and fill all of our vacant positions. Often times, SacRT will look for outside specialists to provide technical assistance and staff augmentation to help address periodic spikes in workload. Staff believes that retention of a qualified contractor with capabilities in these areas would be the most timely, cost-effective, and scalable way to meet these needs, especially with respect to handling workload surges, which will help assure that planning staff will be available to focus on the Route Optimization.*
56			Fix air conditioning in light rail trains or take those trains out of service. Trains with inside temperatures near 100 degrees constitute a public health and safety risk.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: Unfortunately, over 1/3 of SacRT's light rail vehicles are at or near the end of their useful life. Replacing these light rail vehicles with modern, low floor vehicles is SacRT's top priority. Because of the aging fleet, SacRT has experienced operational issues, resulting in longer and more costly repairs on a regular basis, and has forced us to periodically reduce the number of light rail trains running during peak travel hours. SacRT is aggressively pursuing funding opportunities that will allow us to replace these vehicles that will mitigate these operational issues.*
57			Install new/functional Connect Card scanners as many have been broken, damaged or are unresponsive.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: The connect card scanners at light rail stations are vulnerable to vandalism and while SacRT has a program in place to maintain them, it is certainly possible that a customer could encounter a machine that is broken and has not yet been repaired. In these situations, the customer can ride, and if inspected, inform the Transit Agent that the Connect Card reader was broken. The Transit Agent can verify that the reader was broken at that station and will allow the customer to ride without a citation. This is the same procedure that is used if the fare vending machine is not working and a customer cannot purchase a fare. In terms of signage, it is preferable to provide this information to Connect Card customers directly as they either sign up or add money to their Connect Cards.*
58			More signage is needed to explain how to use the Connect Card machines and who to contact if there is a problem.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
59			Audible crossing signals are needed at the 16th Street and at the Tiber light rail stations to increase safety for visually impaired riders.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
60			RT provides shuttles to/from the W-X parking area for Golden 1 Center events, but not all employees can afford or have access to personal vehicles, so the Kings management should be encouraged to see who needs transit services to get to and from work on event days/nights and potentially fund a shuttle/transportation to assist them in getting home.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
61	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Bus Route 62 and the Blue Line Watt I-80 Bound Light Rail train are duplicative and the bus route should be moved to another location where it is more needed.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
62			RT should bite the bullet and provide and promote FREE PARKING at any light rail station north of Meadowview Road all the way into downtown, since the first/last mile in this region is offset by simply riding ones bike/driving all the way into downtown rather than driving/ riding to pay to park to catch and pay a fare on the light rail. Doing this would also alleviate the negative effects of the disaster that is known as the Freeport Boulevard Road Diet, with the blunder known as the triple merge from Sutterville Road onto northbound Freeport this project has caused. What a catastrophe that "improvement" is.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
63			Many of the downtown transit options have 15 to 20 minute intervals between pickups which seems generous and reasonable until you experience the hardship of adding errands that may take you outside of the downtown core with longer pickup intervals and stops further from your desired destination, or where you encounter non-existent pickup options such as when services are discontinued after hours or on weekends, or during non-peak hours, or for whole seasons.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
64			Ridiculous that is takes 1+ hours to get to North Natomas from south Sacramento.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
65			There is something fundamentally wrong about charging us to park. The parking lots were supposed to be an incentive to get us out of our cars, not a new way to raise the cost of the 'service' without seeming to.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
66			Nobody returned my call when I called the bus locker phone number and left a message regarding locker availability.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
67			Bringing a bicycle on RT is not feasible if one is subject to the whim of the driver (light rail) and makes taking transit unreliable for those who may need some assistance getting their bicycles up the steep steps on the light rail vehicles.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
68			Those outside of the Sacramento King's domain (Golden 1 Center/downtown Sacramento) are expected to do it with infrequent pickups, only on weekdays, never on holidays, never very late in the evening and often without even a bench to sit on.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
69			Commenter tried to find a way to get to and from Republic FC soccer games and found that there were no routes that would have allowed me to walk from the field to a stop before the runs shut down for the night.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
70	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Commenter noticed that RT didn't run later to accommodate the State Fair even though the fair draws thousands of people from across the state and beyond.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
71			Commenter appreciated the new higher capacity bike racks but wondered that after needing the bus to kneel for them, how much more difficult would it be to lower the rack to the ground where someone wouldn't have to struggle with lifting and getting themselves dirty by struggling near the tires and chain.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
72			Most of the drivers are good drivers, patient, and helpful. The office staff I've encountered were also patient and helpful. The online options have improved.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
73			If transit needs more money, tell the voters what you would do with it, what that would cost, and then ask for it. All by yourself. Let the other hopefuls do the same for their wants and needs.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
74			Independence at Mather is a planned community built in 2001 and it was said RT would extend a bus line to connect to Light Rail. Still no joy--a planned community, yet 15+ years without transit (have to drive 5 miles to get to light rail station). Can anyone help?			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
75			Connect Card -The connect card needs to convert one-way fares into a day pass once the cash value of a day-pass is purchased. It is unacceptable that if someone rides 2 RT and 2 Yolobus Express buses over the course of a day, they will pay $12 for transit, when a $7 pre-purchased day pass would have gotten them on the same buses. Lowering barriers to transit ridership means preventing situations where riders are being charged $12 for a day's worth of transit because local agencies are unable to co-operate.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
76			Connect Card should work on the Capitol Corridor, not at the fully-loaded one-time rate, but at the ten-trip ticket rate, or cheaper.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
77			SACOG should present a unified scheduling effort to help people get information in one place about commuter trip options from Davis to Sacramento with combined information about Capital Corridor trains and bus services over the causeway.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
78			Transit should converge on the Sacramento Valley Station before each Capitol Corridor and San Joaquin departure and transit should pulse outward from the station after each arrival.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
79	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Accelerate access improvement plans for bikes, transit, and people walking to the Sacramento Valley Station -- walking between the platforms and the station is a drag.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
80			One app for all Sacramento transit agencies where we could determine the actual time that a bus will reach a stop.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
81			RT provide free 90 minute transfers for all fare types including cash fares.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: Offering free transfers for all fares poses two significant issues for SacRT. The first is operational, having to issue a 90 minute ticket to every rider that pays cash on a bus would put undue stress on the fareboxes. This could potentially cause more fareboxes to go out of service eliminating SacRT's ability to collect cash fares on the bus for the remainder of the route. Second is the significant fiscal impact. It is estimated that providing the 90 minute fare to all riders would cost SacRT approximately $1.4M annually.*
82			Extending night and weekend service on all bus routes and light rail specifically for workers needing service after 7 PM and on weekends.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: SacRT is constantly looking at ways to supplement and extend service in order to meet our customer's needs. Unfortunately, due to budgetary constraints, and the failure of Measure B last fall, we do not have the resources needed to extend all of our bus and light rail routes to late night at this time. We are currently in discussions with the City of Folsom on extending late night light rail service on weekdays and hope to find a way to implement in the near future. We also plan to pursue grant opportunities that would enable us to extend service.*
83			Provide better wayfinding information be provided to riders at bus stops and light rail stations in English and other languages.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: SacRT's wayfinding signage utilizes international symbols (pictograms) in its signage in order to communicate with non-English speaking customers, as well as customers who are unable to read written language (in accordance with best practices). Pictograms were incorporated into wayfinding signage beginning in 2013. In addition, all light rail station kiosks display a poster that includes a general statement on how to obtain rider information in English, Spanish, Russian, Chinese, Vietnamese and Hmong (languages identified in SacRT's federally mandated Language Assistance Plan) via SacRT's Language Line, which is SacRT's third-party telephone language interpretation service. All SacRT's Customer Service Representatives are able to provide route, fare and schedule information to limited-English-speaking callers by utilizing Language Line services in up to 240 languages.*
84	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	Permanently extending student fare discount program beyond pilot end date of June 30, 2018.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: In December, the SacRT Board took action to reduce the monthly student fare from $55 to $20 a month. This six month pilot is just now launching, but staff hopes that with success, we can extend this pilot program permanently in the future.*
85			Replace the elevator at the Watt/I-80 transit station, as the bus bridge put in place when the elevator is out of service is insufficient and makes persons with disabilities trips that must use the bridge take longer.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.** *RT Response: The Watt / I-80 transit center poses many obstacles for riders, from safety and access to cleanliness and beyond. SacRT launched the Re-Imagine Watt/I-80 project last October with the goal of making the station safer and more accessible for all transit riders. We hope that reassessing the station and incorporating public input will lead to enhancements that will make the station more appealing and easier to navigate. We currently clean the Watt/I-80 station twice a day and pressure wash it at night, and we remain committed to safety, security and cleanliness of all of our stations. Furthermore, we have increased security patrols at the station and have the ability to monitor activity via our camera system. Additionally, SacRT recently awarded a repair contract to rehabilitate the elevators. We are in the initial phases of the process of reimagining the station and will be hosting a public workshop at the North Highlands Community Center on January 10th.*

Sacramento County - Unmet Transit Needs Comments
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			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
86			More transparency is needed to show how funds are spend by RT, such as how the recent loan from SACOG was used.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
87			Make sure RT has adequate funding to not only maintain current service levels, but to support the agency's long term plans to improve and expand their transit services to help the region reduce greenhouse gas emissions by reducing vehicle miles traveled.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
88			RT should continue to improve safety and security.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
89			RT should facilitate and develop increased opportunities for multi-modal connectivity to transit stations and bus stops - bicycling and walking – along all major arterials.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
90			RT should embark on study to identify improvements and amenities at bus stops, i.e., shelters, trash cans, improved access, crosswalks.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
91			Partner with cities and counties in RT service area for this effort and maintenance of the bus stops.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
92			RT should embark on a ridership campaign that publicizes and promotes transit ridership and benefits.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**
93	**Operations**	**SRTD (incl. portions of Unincorporated Sacramento County)**	RT should conduct outreach to the level of the neighborhoods during hours people are not working to find out travel needs, origins and destinations.			**Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.**

Attachment D: CPTED Report

Crime Prevention Through Environmental Design (CPTED)

Watt I-80 Station Review

Regional Transit Police Services Staff
July 10, 2017
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Crime Prevention Through Environmental Design Principles (CPTED):

Crime prevention through environmental design (CPTED) is the application of designing safety and security into the natural environment of a specific area. Specifically, CPTED concepts and strategies use the three interrelated principles of natural surveillance, access control and territoriality, plus activity support and maintenance.

- Natural Surveillance - This concept is based on the "natural sense" of sight. It is a strategy to maximize visibility in an area in order to decrease "targets of opportunity" for the criminal or undesirable behavior in others. Natural surveillance is improved by eliminating blind spots, limiting structural elements that block the line of sight and by providing adequate lighting. Natural surveillance can be enhanced through electronic surveillance systems (CCTV).
- Access Control - Access control is used to channel patrons into and out of a defined space. CPTED strategies for access control include the placement of landscaping, lighting, fencing and architectural elements to control movement and/or deny access. Access control measures should support natural surveillance efforts.
- Territoriality - Territoriality notifies users and non-users of the boundaries of an area or facility. It is a strategy implemented to show that someone clearly owns the area or facility. It creates a psychological deterrent to crime by notifying users of the facility that they are subject to surveillance and helps delineate which activities are appropriate for the space.
- Maintenance - The procedures and processes used to keep the defined space in a clean and fully functional condition. It helps demonstrate a feeling of "pride of ownership" to all users. It tells the public that someone cares for and protects this area.
- Activity Support - Is the process of encouraging desirable activities to occur in a defined space. Activity support, when coupled with appropriate physical design strategies can create a sphere of influence over an area. It gives desired users a sense of ownership and security and dissuades non-desired users from engaging in illegal or inappropriate behavior.

SITE VISITS:
Site visits were conducted by the practitioners on the following dates/times:

June 26, 2017 - Day visit
June 29, 2017 - Day visit
July 3, 2017 - Night visit
July 10, 2017 - Day visit

CPTED PRACTITIONERS/AUTHORS:
Mark Sakauye
Ben Louie
Tino Bamberger

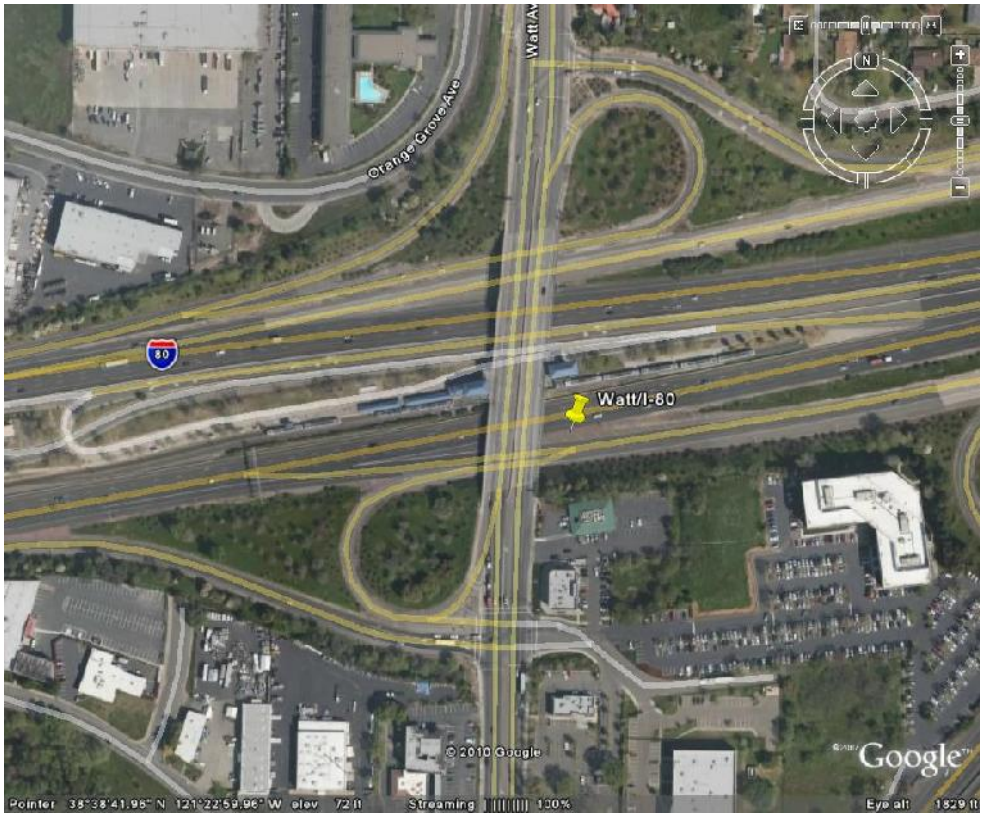
STATION DESCRIPTION:

The Watt I-80 light rail station is located in Sacramento County at 3401 Longview Drive. It is part of the original starter line built in 1987. The station is a multi-modal facility, accessing both light rail and bus service. It is also a station that is served by more than one transit system; Sacramento Regional Transit (RT) and Placer County Transit both provide revenue service here.

Watt I-80 is a unique station within the RT system. It is the only station that provides service on two different levels and therefore is the only station with an elevator. Light rail and bus serve the lower section of the station while RT buses arrive and depart along the upper portion (along Watt Ave) of the station. This facility is also unique in the sense that it is part of a larger uninterrupted complex of stations comprised of the Roseville Road, Watt West and Watt I-80 stations.

This station is the northern terminus of the RT Blue Line. It is located between the eastbound and westbound lanes of the Interstate 80 freeway. On and off-ramps connect the station to the I-80 freeway. An elevated section of Watt Avenue crosses over the light rail station. This station has a very high background noise level due to its placement between multiple lanes of a highly used freeway.

Image 1- Watt I-80 Station



RIDERSHIP AND LINES SERVED:

LIGHT RAIL SERVICE HOURS AND RIDERSHIP:
Table 1 details service hours for the Watt I-80 station.

Table 1

Watt I-80	First Departure	First Arrival	Last Departure	Last Arrival
Mon - Fri	5:03am	5:59am	10:48pm	12:59am
Sat	5:18am	6:29am	10:48pm	12:59am
Sun - Holidays	5:18am	6:59am	8:48pm	10:59pm

Table 2 contains ridership data for the Watt I-80 station for the 2016 calendar year.

Table 2

Watt I-80	Passenger Load by Stop	Average Boardings by Stop	Average Alightings by Stop
Mon - Fri	1,557	1,571	1,483
Sat	761	763	707
Sun - Holidays	542	543	499

Source RT Ridership Master Report 2017

The average daily weekday ridership for the first quarter of the 2017 calendar year (1/1/17 - 3/31/17) was 1,589 - On (Boardings) and 1,551 - Off (Alightings).

BUS SERVICE:
The following RT bus routes service the Watt I-80 station: 1,15,19,26,80,84,93 and 103(Mon-Fri only). Combined, these routes carry over 12,000 passengers weekly. The most recent data available, May 2017, totaled 12,638 riders per week over the entire routes of these bus lines. The top three of these routes, in descending order were the #1, #80 and the #15. Their total ridership is comprises almost 60% of the total of all eight of these routes combined.

Placer County Transit (PCT) provides bus service between the City of Auburn and the Watt I-80 station Monday - Saturday. PCT provides hourly service Monday - Friday from 6:00am to 8:00pm. Saturday service runs hourly from 9am - 6pm. PCT service occurs on the lower level only.

PARKING LOTS:

The Watt I-80 station contain 243 paid parking spaces. The fee for parking is $1/day. A parking permit vending machine is located in the lot. The parking lot at this station is underutilized. The 12 month average of cars parked at this location is 6 cars/month. This equates to 2% utilization of the parking lot by paying customers. The Watt I-80 parking lot comprises 15% of the total parking available (1,578 spaces) in the Watt I-80/Watt West/Roseville Road station complex.

CRIME STATISTICS:

Table 3 details *calls for service* for Watt I-80 from Jan 1, 2017 to July 10, 2017.

Table 3

Sacramento Police Department	Building or Area Check	01-06-2017 09:46	Fri
Sacramento County Sheriff Department	All Other	01-10-2017 15:12	Tue
Sacramento County Sheriff Department	Suspicious Activity	01-22-2017 11:00	Sun
Sacramento Police Department	Assault/Battery	01-23-2017 18:48	Mon
Sacramento County Sheriff Department	Suspicious Activity	01-29-2017 00:07	Sun
Sacramento Police Department	Disturbance	01-30-2017 21:39	Mon
Sacramento Police Department	Subject Stop	02-02-2017 21:26	Thu
Sacramento Police Department	Suspicious Activity	02-03-2017 06:23	Fri
Sacramento Police Department	Medical / Check Welfare	02-03-2017 10:48	Fri
Sacramento Police Department	Disturbance	02-05-2017 19:41	Sun
Sacramento Police Department	Drug or Alcohol Violations	02-10-2017 19:00	Fri
Sacramento Police Department	Suspicious Activity	02-12-2017 14:58	Sun
Sacramento Police Department	Disturbance	02-13-2017 21:55	Mon
Sacramento Police Department	Disturbance	02-13-2017 23:45	Mon
Sacramento Police Department	Disturbance	02-15-2017 19:18	Wed
Sacramento Police Department	Vandalism or Criminal Damage	02-22-2017 09:08	Wed
Sacramento Police Department	Drug or Alcohol Violations	02-22-2017 21:33	Wed
Sacramento Police Department	Building or Area Check	02-27-2017 16:58	Mon
Sacramento Police Department	Drug or Alcohol Violations	03-04-2017 14:49	Sat
Sacramento Police Department	Disturbance	03-06-2017 15:47	Mon
Sacramento Police Department	Disturbance	03-08-2017 18:11	Wed
Sacramento Police Department	Suspicious Activity	03-09-2017 07:26	Thu
Sacramento Police Department	Theft	03-10-2017 20:39	Fri
Sacramento County Sheriff Department	All Other	03-14-2017 21:30	Tue
Sacramento Police Department	Assault/Battery	03-15-2017 21:23	Wed
Sacramento Police Department	Assault/Battery	03-15-2017 21:23	Wed
Sacramento County Sheriff Department	All Other	03-15-2017 21:23	Wed
Sacramento County Sheriff Department	All Other	03-15-2017 21:25	Wed
Sacramento Police Department	Civil Matter / Non-Criminal	03-16-2017 17:05	Thu
Sacramento Police Department	Suspicious Activity	04-04-2017 07:12	Tue
Sacramento Police Department	Subject Stop	04-13-2017 15:00	Thu
Sacramento County Sheriff Department	Medical / Check Welfare	04-13-2017 15:33	Thu
Sacramento Police Department	Burglary of Vehicle	04-21-2017 16:20	Fri
Sacramento Police Department	Medical / Check Welfare	04-25-2017 10:27	Tue
Sacramento Police Department	Suspicious Activity	04-25-2017 16:59	Tue
Sacramento Police Department	Building or Area Check	04-28-2017 08:27	Fri
Sacramento Police Department	Suspicious Activity	05-13-2017 21:47	Sat
Sacramento Police Department	Suspicious Activity	05-14-2017 10:12	Sun
Sacramento County Sheriff Department	Subject Stop	05-25-2017 05:03	Thu
Sacramento County Sheriff Department	All Other	06-18-2017 00:02	Sun
Sacramento County Sheriff Department	Subject Stop	06-19-2017 04:06	Mon
Sacramento County Sheriff Department	Subject Stop	06-24-2017 11:06	Sat
Sacramento County Sheriff Department	All Other	06-27-2017 17:50	Tue
Sacramento County Sheriff Department	All Other	06-27-2017 23:02	Tue
Sacramento County Sheriff Department	Assist Outside Agency	07-04-2017 12:11	Tue
Sacramento County Sheriff Department	AWDW Report	07-04-2017 12:56	Tue

CRIME STATISTICS:

Table 4 details *crime reports* for Watt I-80 from January 1, 2017 to July 10, 2017.

Table 4

Event Number	Crime Type	Date/Time Received	Day of Week
2017-0923058	25620(a) BP-Open Container	1/31/2017 11:55	TUE
2017-0923057	25620(a) BP-Open Container	1/31/2017 11:55	TUE
SA201732756	Information Report	2/3/2017 6:00	FRI
2017-0044362	220 PC - Felonious Assault	2/9/2017 1:50	THU
2017-0044433	647(F) PC - Public Intoxication	2/9/2017 5:13	THU
SA201751652	594(B)(2) PC - Vandalism <$400	2/20/2017 13:10	MON
SA201768971	484 PC - Petty Theft	3/10/2017 19:30	FRI
2017-0083392	11377(A) HS - Drug Possession	3/14/2017 21:46	TUE
SA201774406	Information Report	3/15/2017 21:23	WED
2017-0936375	Sac County Ord - Loitering	3/16/2017 12:00	THU
2017-0107824	Casualty Report	4/4/2017 7:00	TUE
2017-0112727	647(F) PC - Public Intoxication	4/7/2017 18:20	FRI
2017-0126679	484 PC - Petty Theft From Vehicle	4/19/2017 18:50	WED
SA2017112062	459 PC - Auto Burglary	4/21/2017 6:40	FRI
SA2017114061	Information Report	4/22/2017 21:30	SAT
2017-0132508	Casualty Report	4/24/2017 17:00	MON
SA2017115866	245(A)(4) PC - AWDW Force Only	4/25/2017 8:44	TUE
2017-0937507	25620(a) BP-Open Container	5/4/2017 15:30	THU
2017-0937508	Sac County Ord - Loitering	5/4/2017 15:30	THU
SA2017141066	245.2 PC - AWDW Transp. Emp.	5/19/2017 6:15	FRI
2017-0184506	Information Report	6/5/2017 17:23	MON
SA2017164752	Information Report	6/12/2017 8:00	MON
SA2017167406	484 PC - Petty Theft	6/14/2017 14:00	WED
SA2017170819	422 PC - Threat/Intent to Terrorize	6/18/2017 0:02	SUN
2017-0200217	245(A)(1) PC - AWDW Force Only	6/18/2017 15:45	SUN
SA2017180819	664/187 PC - Att. Murder Officer	6/27/2017 19:50	TUE
SA2017188186	Information Report	7/4/2017 12:09	TUE
SA2017190017	11377(A) HS - Drug Possession	7/5/2017 17:05	WED

REGIONAL TRANSIT CUSTOMER ADVOCACY FEEDBACK REPORTS:

The Watt I-80 station has an elevated number of RT Feedback reports. From January 1, 2017 to July 5, 2017, 52 Feedback reports were received regarding this station or for routes arriving/departing from this station. Incidents include: FVM issues, graffiti, elevators not working, bus pass ups, security guards/transit agent issues, bus operator behavior and driving, missed bus connections, service disruptions, illegal activity, undesirable behavior on light rail, facility amenities, dirty station and portable toilet. In comparison, for this same time period, the Roseville Rd. station, with approximately half the average daily ridership received only 9 Feedback reports.

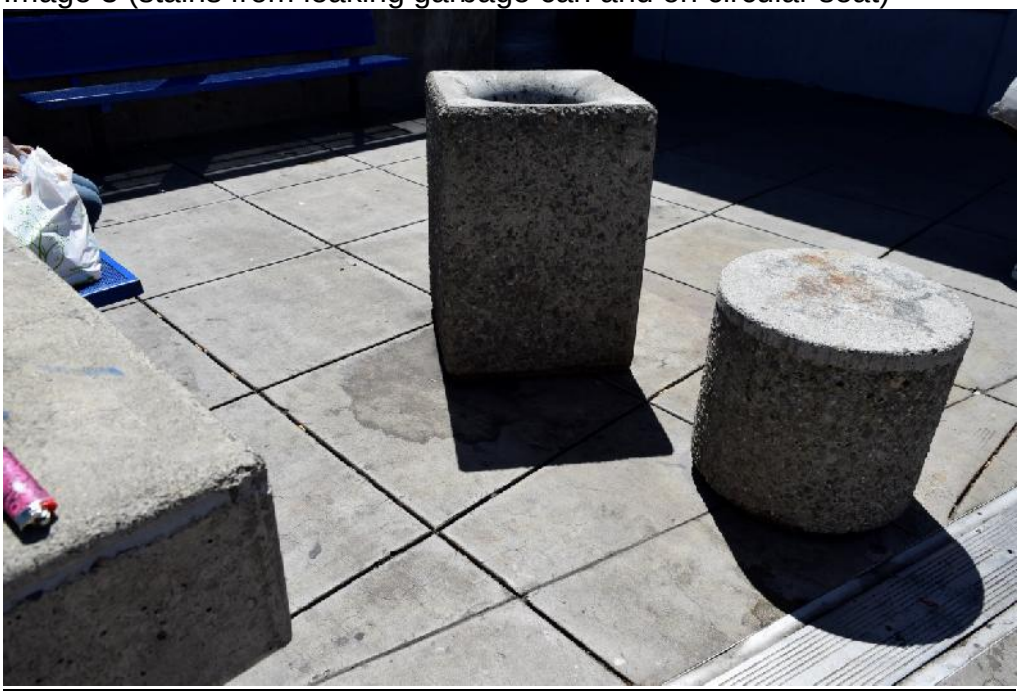
PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

The CPTED practitioners had the following general impressions of the Watt I-80 station as a result of their site visits.

- In general the station is maintained but does not have an impression of being clean or display pride of ownership (images 2-5)

Image 2 (trash on ground, stains, dirty overhead, multiple barricade signs)

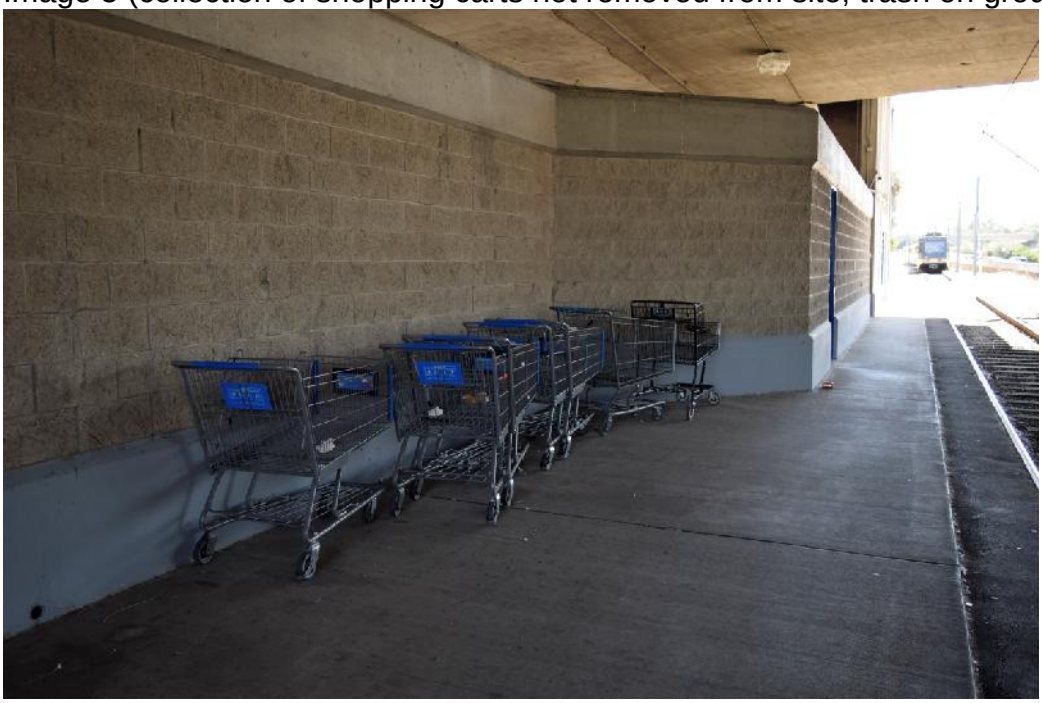
Image 3 (stains from leaking garbage can and on circular seat)



PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

Image 4 (broken pole base covered by broken barricade)

Image 5 (collection of shopping carts not removed from site, trash on ground)



PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

- The stairway connecting the upper and lower portions of the facility appears dirty and unwelcoming (image 6, 7)

Image 6 (stairway does not appear to be subjected to regular steam cleaning)

Image 7 (stairway "toilet" and partially removed graffiti)

PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

- The process and/or time spent to remove graffiti has not been sufficient to eliminate evidence of its existence (image 8,9)

Image 8 (graffiti remnants on back on bike lockers)

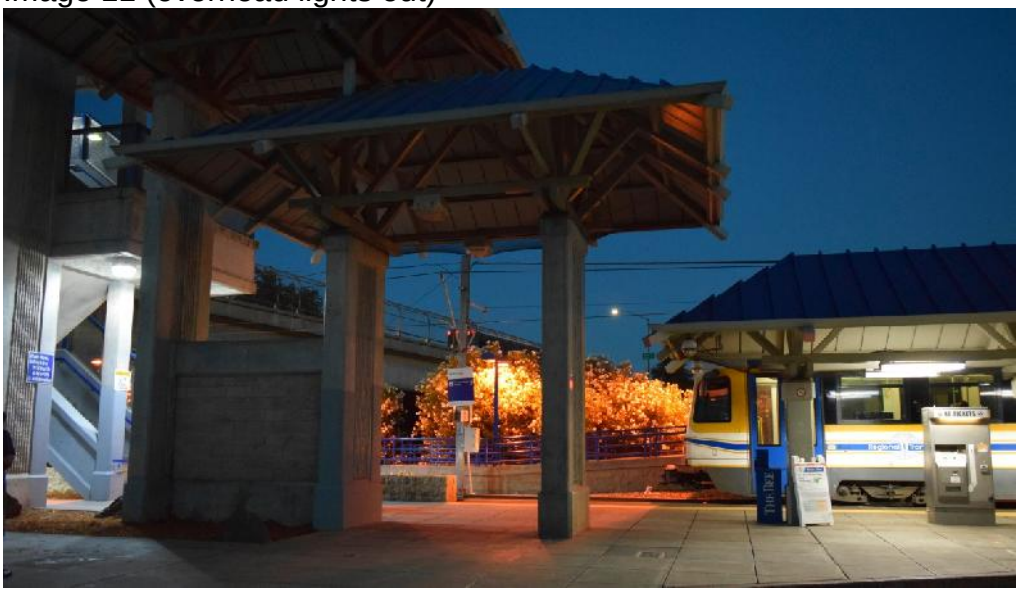
Image 9 (graffiti in stairway)

PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

- An excessive amount of light fixtures are non-operational (images 10,11)

Image 10 (overhead lights out)

Image 11 (overhead lights out)



PRACTITIONERS GENERAL IMPRESSIONS OF SITE:

- There is insufficient camera coverage, no CCTV in upper section (image 12)

Image 12 (no cameras along Watt Ave)

- Security personnel were present but not patrolling the entire site (image 13)

Image 13 (guards "hanging out" in lower area, no observed patrols of upper area)

RECOMMENDATIONS:

NATURAL SURVEILLANCE RECOMMENDATIONS:
People feel safe when our senses tell us we can relax as opposed to feeling we must be on guard. The CPTED process should work to create abundant opportunities to see and to be seen thereby creating an atmosphere of safety. Removing, mitigating or accepting elements that limit a clear field of vision are covered below. The position of elements in the list is not an indication of their priority.

1. Lighting - This station has an excessive number of lights that are non-operational. This reduces night time visibility and creates shaded areas for unwanted activity to occur. Shaded area create a sense of uncertainty for patrons. *Recommendation: Repair or replace light fixtures that are non-operational (images 14,15). A reassessment of lighting should be untaken once all non-operational lights are repaired and CCTV camera replacement and relocation is completed.*

Image 14 (lights out in stairway)

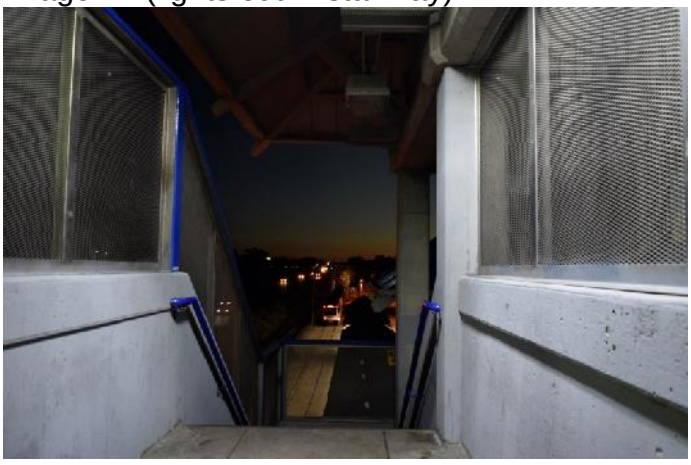


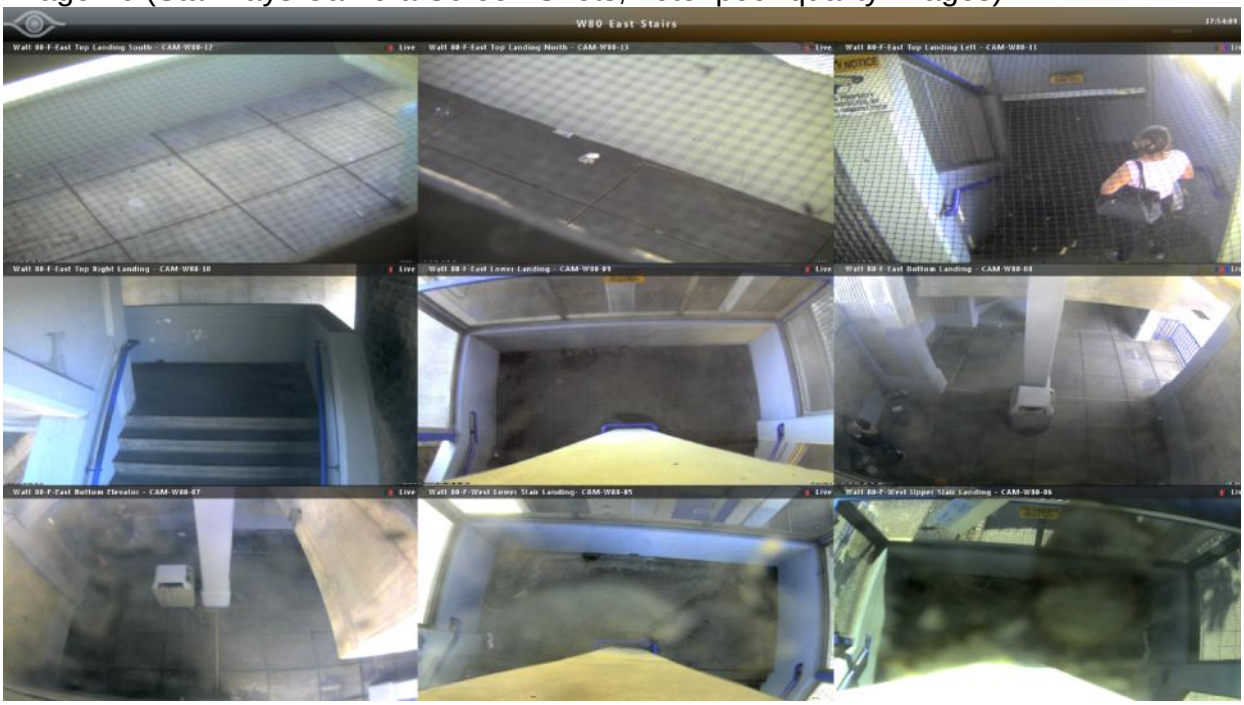
Image 15 (lack of lighting creates shadowed areas)

RECOMMENDATIONS:

2. Cameras - This station has insufficient camera coverage.* Many of the cameras currently present are dated and provide poor image quality due to age and/or inadequate maintenance. Additionally, some cameras have had their view blocked by elements put in place subsequent to the camera installation (images 16-18). *Recommendation: Install, repair and replace cameras/housings. Relocate cameras or items blocking camera sight lines as necessary.*

   The practitioners suggest the following list for camera prioritization:
   2.1. Stairways (East and West)
   2.2 Upper level (Watt Avenue) cameras
   2.3. Replacement of problematic existing cameras
   2.4. Additional platform cameras to cover blind spots (currently 75% coverage)
   2.5. Elevator Cameras
   2.6 Parking Lot Cameras

Image 16 (Stairways Camera Screen Shots, note: poor quality images)

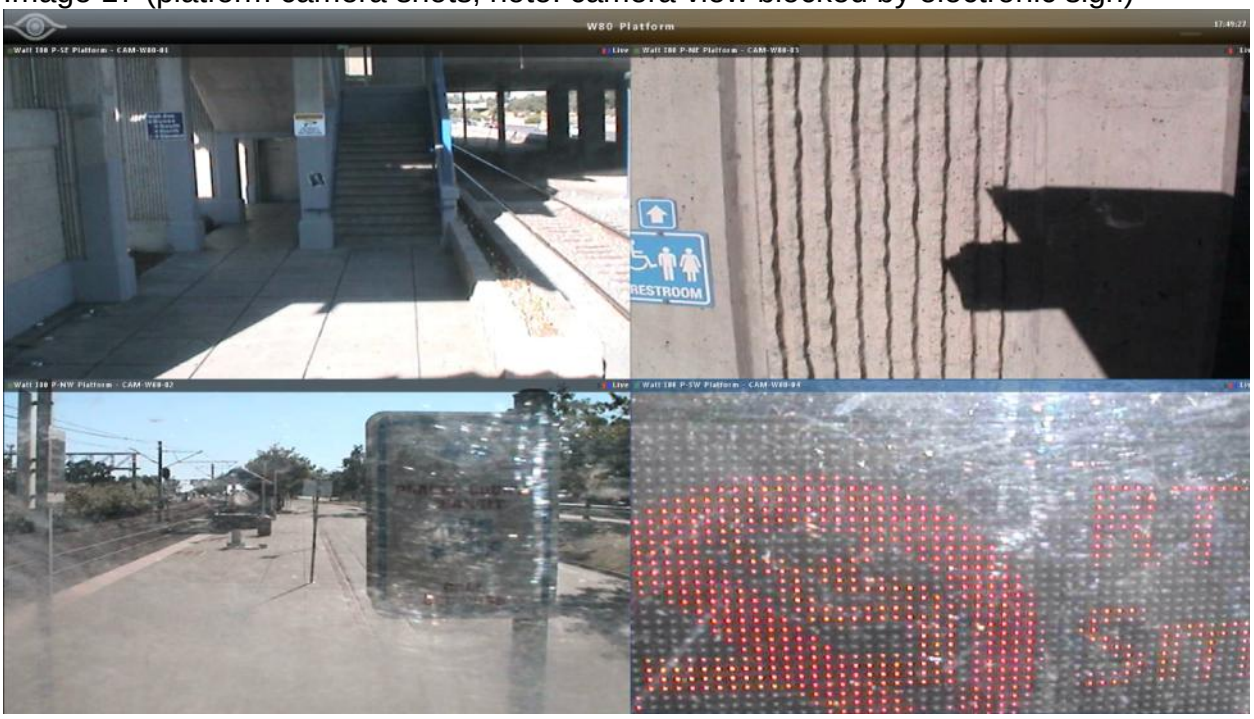


Practitioners are not recommending a particular path for this stations CCTV program. Managers should develop a list of criteria that they desire from CCTV then make purchases, installations and modifications to fit that criteria. For example; Is CCTV expected to be used for prevention or forensics? Does the number of cameras exceed the ability to monitor them? Are new technologies compatible with the existing infrastructure?

*On 7/10/17 Practitioners, RT IT, RT Engineering and RT Police Services met with video contractors at station to discuss camera additions

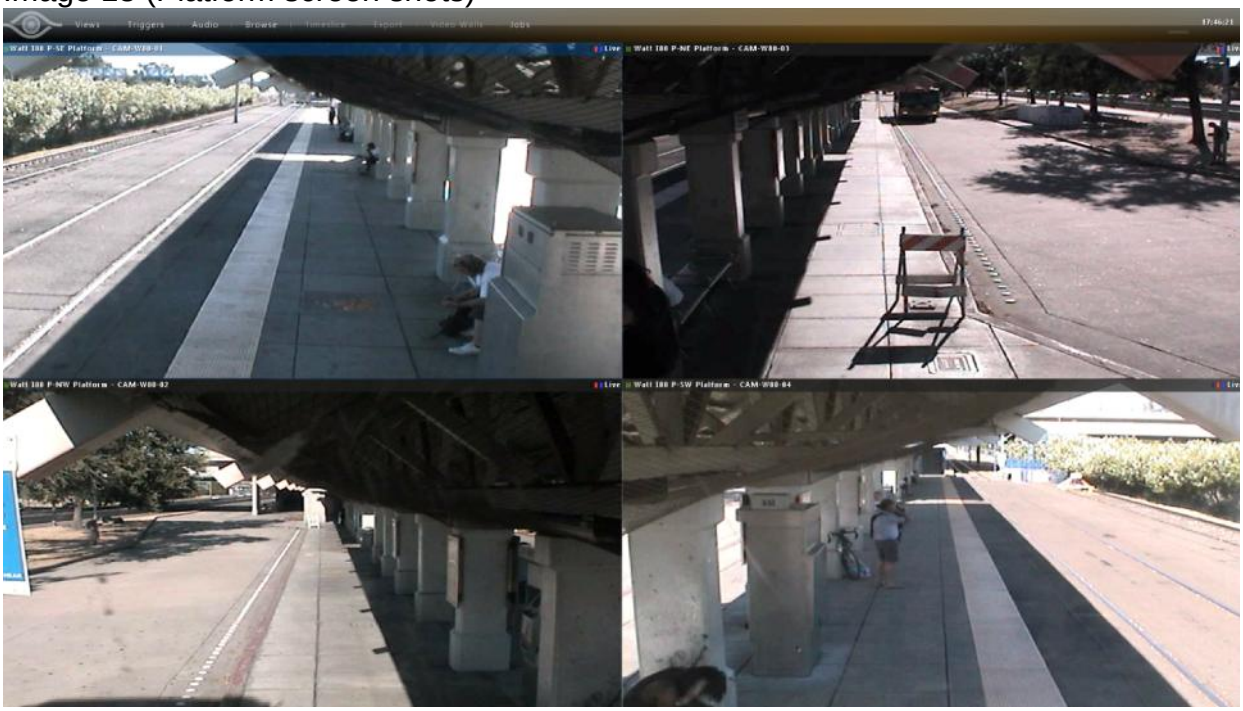
RECOMMENDATIONS:

Image 17 (platform camera shots, note: camera view blocked by electronic sign)



RECOMMENDATIONS:

Image 18 (Platform screen shots)



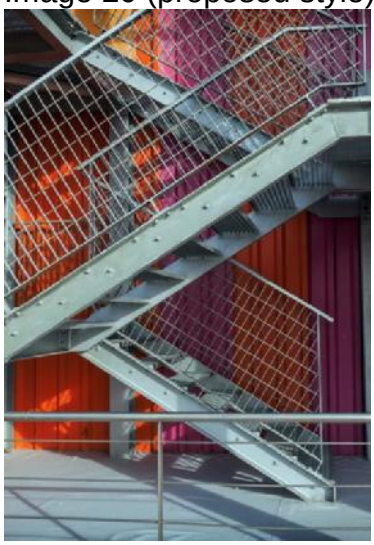
RECOMMENDATIONS:

3. Two-Way Communication - Two-way communication should be available in both elevators, both stairways, the platform area and both sides of the Watt Avenue bus stops. *Recommendation: Provide two-way communication capability throughout the facility.*

4. Stairways - Recommendation: *Redesign of the stairways to eliminate structural elements that reduce the opportunity to see and be seen* (images 19-20).

Image 19 (existing)

Image 20 (proposed style)



ACCESS CONTROL/TERRORITAL RECOMMENDATIONS:

Access control elements such as fences, walls, railings and gates can be considered "hard" elements. Access control can also be supported through the use of "soft" elements such as hedges and signage. All access control elements should support natural surveillance efforts. Access control modifications can often be very costly therefore the decision to remove, mitigate or accept the proposed change may be prohibited by cost. The position of elements in this list is not an indication of their priority.

1. Close off stairways during non-service hours - The stairways at this location are one of its most problematic features. Currently, they provide a place for undesirable activity to occur. They are heavily soiled and defaced by graffiti. As constructed, they hinder natural surveillance and provide a place of hiding and serve as an escape route for criminals. The call to redesign the stairways was put forth earlier in the natural surveillance section. Due to the cost and time involved in that endeavor the Practioners are offering less dramatic options to counter the stairway issues. *Recommendation: Place gates at the top and bottom of all stairways. Have personnel lock the gates during non-service hours.*

RECOMMENDATIONS:

Place signage at the top and bottom of the stairways indicating when stairs are closed. If costs prohibit the placement of gates at both the top and bottom of the stairways then install a symbolic barrier (a chain or cable) across the ungated portion along with appropriate signage. Placing a gate at one end without some type of barrier on the other end will create the potential for a dead-end trap for criminal acts to occur.

2. Secure the elevator doors when unit is non-operational. During the site visit, practitioners found one of the elevators non-operational. It was stopped on the lower level and the doors to the elevator were left open (image 21). *Recommendation: Ensure employees notify the light rail control center when elevators are non-operational and have maintenance personnel respond to secure doors.*

Image 21(elevator door stuck in open position. Note puddle of unknown liquid on floor)

3. Place signage indicating non-public areas. The station area under Watt Avenue that leads to the employee bathroom and rail storage pocket should be posted with signs. *Recommendation: Post signs with a message similar to "Authorized Personnel Only Beyond this Point" (images 22-24).*

Image 22 (employee bathroom area-daylight)

RECOMMENDATIONS:

Image 23 (area to be posted with signage leading to employee bathroom)

Image 24 (Poorly lit area near employee bathroom-nighttime)

MAINTENANCE RECOMMENDATIONS:

Creating a site-specific regular maintenance program can help ensure all elements receive the necessary attention. The following are maintenance recommendations not listed elsewhere in this report (images 25-28).

1. Pressure wash stairways in their entirety
2. Thoroughly remove graffiti
3. Repaint station surfaces
4. Replace concrete garbage cans with newer receptacles and increase number of garbage cans
5. Remove empty pay phone housing in upper level
6. Replace damaged and worn signage
7. Remove "Restroom" signage
8. Remove, resurface or replace bike lockers
9. Add bird deterrents to prevent roosting/nesting areas
10. Repair employee bathroom (heater missing and wires exposed, exhaust fan missing)

RECOMMENDATIONS:

Image 25 (phone housing & defaced signage) 	Image 26 (Incomplete graffiti removal) 
Image 27 (restroom signage) 	Image 28 (bird roost and droppings) 

ACTIVITY SUPPORT RECOMMENDATIONS:

Designing a strategy that invites a lot of different activities and approaches to getting positive users into the location is key in restoring order and a sense of safety. Ultimately, people using the place should get to know who is there, who can help, and what is normal and expected. The strong support of engaged people that use the place is critical to the success of the project.

The following list are ideas of possible activities to encourage positive users to come to the location. Many others possibilities exist:

- Weekly/Monthly Farmers Market
- Car, motorcycle Shows
- Food Truck Fair
- Re-designate some of the under-utilized parking area for use as urban gardens

OTHER CONSIDERATIONS:

This section contains security planning, training and deployment factors that are not elements of environmental design but necessary to creating a safe environment. The practitioners recommend the following areas receive attention:

1. Develop Post Orders for contract security personnel. Post orders ensure that every security officer assigned to the location understands their duties, responsibilities and expectations.
2. Increase the frequency of pre-planned operations such as Fare Blitzes, Bait Bike (or other property) operations, plain-clothes deployment, multi-agency operations
3. Hold regular staff meetings with all stakeholders: RTPS, RT Facilities, Rail, Bus, RT IT, SOC Staff, local law enforcement and others as needed. The frequency of the meetings can lessen as the project transitions from implementation to maintenance modes.

OTHER OPTION: Permanently closing the stairs and elevator to passengers.
The light rail station and bus stops can be made accessible only by an additional bus route that connects the upstairs Watt Ave. bus stops and the freeway level station. This could eliminate a majority of the issues at the station. The passenger parking could be eliminated to accommodate the increased bus traffic.

CONCLUSION:

The CPTED practitioners encourage the site managers to use a systematic approach to implementing these recommendations. It is important to look at the site in its entirety and create a comprehensive plan of actions that support one another. Additionally, the maintenance element cannot be overemphasized. Any assessment is a snapshot in time. A regular program of assessing sites encourages on-going improvements and helps to counter criticism that surfaces when extraordinary events occur.

Attachment E: June Site Visit Maintenance List

Watt/I80 Improvement List
From June 19, 2017 Site Visit and ongoing working team meetings

	A	B	C	D	E	F	H
1		**Added to List**	**Action**	**Due Date**	**Responsible Party**	**Cost**	**Status**
2	**Observances & Ideas:**						
3	Design						
4	There is a lot of underutilized bus area along the station; how can we put it to better use? Redesign it?	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
5	Who is using the bike lockers and how much? How do they get to the station? Can we survey them for bike access ideas?	6/19/2017	Add to Study	Summer 2017	Traci		
6	How can we open up the stairwell and make it more inviting?	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
7	It's noisy for passengers	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
8	Take down some walls and replace them with a transparent/more open design; tear down stairs and replace with more open design (or add new staircase and close existing one). But also looks for ways to reduce noise from freeway.	6/19/2017	Add to Study	Summer 2017	Traci	$5M	Added to study
9	Fill in landscaping in bus loop with botanical tree garden (to serve as noise buffer, air pollution cleaner, aesthetic value to motorists and transit users, destination station, improve waiting area).	6/19/2017	Add to Study	Summer 2017	Traci		
10	Look for locations for pedestrian crossings of freeways for more direct access from neighborhoods into the station (or is Watt Ave the best option if improvements were to be made on it?)	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
11	Discussion to remove the planter wall under Watt; all planters attract loitering; Remove or add a deterrent on block planter boxes under overpass to prevent people from using them as seats; replace with the blue picket railing or sidewalk. *Planter Seat Wall.jpg*	6/19/2017			Facilities	> $3,000 plus labor for two personnel for at most two days.	1. Work plan 2. Partner saw 3. Blade 4. Water attachment 5. Face Shield 6. Sledge hammer 7. Burke Bar 8. Disposal
12	Add planter box, seating, artwork or something attractive around metal pull boxes and cabinets in center of platform by in-bound mini-hi	6/19/2017					
13	Design and construct an enclosure or netting	6/19/2017					
14	Look into removing alcoves	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
15	Maybe some murals could be incorporated below on those long brick walls on the south side of the walk way; put in ads or safety messages; add artistic lighting; brighten up area during day time	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
16	Screen breakroom roof from stairwell visibility; clean and net area	6/19/2017					
17	Add shade areas	6/19/2017	Add to Study	Summer 2017	Traci		Added to study
18	Revise/repaint structure columns for consistency and aesthetics	6/19/2017					
19	Place additional shading (shelters?) at upper landing areas	6/19/2017					Added to study
20	Designate smoking area; provide ash trays (maybe by old bike locker area)	7/6/2017	order ash urns				
21							
22	Cleaning/Painting/Repairs						
23	Electrical Box lid is broken and needs to be replaced. *Electrical Pullbox Lid.jpg*	6/19/2017					
24	Expansion plate on the east side of Watt Ave is loose in several locations. (Robert reviewed the condition) *Expansion Plate.jpg*	6/19/2017	repaired plates	Done			
25	Install steel covers over all old cut-outs for light fixtures on all shelters	6/19/2017					
26	Paint touch-up all corroded and damaged locations under shelters with urethane coating to match	6/19/2017					
27	Paint touch-up corroded gutters on all shelters with urethane coating to match	6/19/2017					
28	Repaint safety orange on ends of eaves on 2 main shelters on platform; Re-paint shelter tips red for Buses pulling up to platform; or should curb be pushed	6/19/2017	Use JPB contract		Osman		
29	Power-wash with detergent all upper concrete structures to remove pigeon droppings	6/19/2017	Ongoing				
30	Power-wash and clean all areas	6/19/2017	Ongoing				
31	Re-paint all metal benches	6/19/2017					
32	Re-paint light poles and metal structures where needed (blue)	6/19/2017					
33	Repair shelter netting to make sure pigeons cannot enter	6/19/2017	repaired netting	Done			
34	Vapor blast (w/sand) all stairs	6/19/2017					
35	Replace trash receptacles on Watt passenger waiting locations	6/19/2017	trash cans have been replaced	done			

Watt/I80 Improvement List
From June 19, 2017 Site Visit and ongoing working team meetings

	A	B	C	D	E	F	H
1		**Added to List**	**Action**	**Due Date**	**Responsible Party**	**Cost**	**Status**
36	Re-paint red stripe along sidewalks adjacent to bus loading areas along Watt Blvd.	6/19/2017					
37	Refurbish or replace elevators	6/19/2017		May	Darryl		Added to study
38	Clean lights under bridge	6/19/2017	power washed all lights	Done	FM		
39	Dry ice blasting for debris removal from walls	6/19/2017					
40	Repair irrigation in planter at west end of platform	6/19/2017	Irrigation repaired	Done	FM		
41	Powerwash Platform – Focusing on gum removal	6/19/2017	On going		FM		
42	Landscaping (South End of Platform) - Cut down overgrowth	6/19/2017	removed Landscape	Done	FM		
43	Blast or repaint concrete columns	6/19/2017					
44	Replace Electrical cover on platform pull box	6/19/2017					
45	Clean and touch up underside of main shelters	6/19/2017					
46	Clean and touch up underside of 2nd tier shelter	6/19/2017					
47	Clean and touch up underside of Upper tier shelters	6/19/2017					
48	Powerwash upper landings – Focusing on gum removal	6/19/2017	On going		FM		
49	Re-paint curb red at bus loading areas; add yellow tile	6/19/2017	Talk to County		Robert/Darryl		
50	Repaint benches at upper landing areas	6/19/2017					
51	Refasten metal expansion joint covers at upper landing areas	6/19/2017	refastened expansion plates	Done	FM		
52	Remove phone pedestal at upper landing area	6/19/2017					
53	Station covered by bird droppings - Identify and eliminate access points and roost locations	6/19/2017	1. Train personnel how to clean dropping safely 2. Develop procedure sheet for personnel to follow. 3. Security for after-hours work	1. Survey takes a day 2. Develop plan and cost takes a day 3. Spray/soak dropping with Chlorine Dioxide 4. Power wash takes two days for two persons	Facilities and Engineering	1. Dependent on findings, add/repair netting to close openings 2. Two days labor to power wash bird dropping areas after hours 3. $500 for PPE and Chlorine Dioxide	
54	Concrete is dirty - Dry ice blast station	6/19/2017	1. Rent dry-ice blasting machine 2. Purchase dry-ice pellets. 3. Place scissor lift. 4. Develop work plan	Two weeks for two people	Facilities	> $5,000 plus labor for personnel	
55	Graffiti - Remove and coat walls and sidewalk with non-sacrificial anti-graffiti coating. Apply to 8-ft height and then blend to higher levels to reduce product use.	6/19/2017	1. Cleaning of walls as above 2. Place scissor lift. 3. Determine SF to cover 4. Develop work plan. 5. Have security present during work	Two persons three to four days, working after hours	Facilities	1. Product is 0.55 to 0.60 cents per SF. 2. Labor cost	
56	Dirty sidewalks- Remove and coat sidewalk with siloxane based sealer	6/19/2017	1. Cleaning of walls as above 2. Determine SF to cover 3. Have security present during work 4. Develop work plan	Two persons one to two days, working after hours	Facilities	1. Product is 0.12 to 0.15 cents per SF. 2. Labor cost	
57							
58	Upgrades						
59	Add more LED lighting to modernize (accent lighting) and add more light	6/19/2017	station is well lit		Robert		
60	Add bird spikes on tops of light poles, beams and horizontal locations where birds can sit (on top of conduit under Watt bridge)	6/19/2017	spikes have been added	Done	FM		
61	Paint all stairs and also metal stair nose with safety yellow	6/19/2017					

Watt/I80 Improvement List
From June 19, 2017 Site Visit and ongoing working team meetings

	A	B	C	D	E	F	H
1		**Added to List**	**Action**	**Due Date**	**Responsible Party**	**Cost**	**Status**
62	Paint concrete walls around stairs and adjoining locations with warm color (light tan?) using PPG Perma-Crete top coat	6/19/2017					
63	Paint staircase lower walls with a urine-repellent paint that splashes the pee of the offender back onto his trousers and shoes	6/19/2017					
64	Add Fiberglass planter boxes to open alcove's, etc.	6/19/2017	Add to Study	Summer 2017	Traci		
65	Add railing barrier at inbound mini-hi at platform elevation to keep pedestrians away from track	6/19/2017	JPB (System Station Impr Civil Ph 2/3		David/Osman		
66	Signs regarding crime in progress	6/19/2017					
67	Elevator smells - Get Steve to fog the elevators; Chlorine Dioxide fogging of elevator	6/19/2017	Safety Department trains FSW II on use (30-45 minutes) Elevators have been Fogged	Done	Steve & Facilities Grounds Worker II	$4.00 per car. Plus time of personnel.	
68	Add cameras below bridge on both sides of station and in stair wells and upstairs bus stops	6/19/2017					
69	Signage replacement	6/19/2017					
70	Somehow have to clean and brighten the entire area. The colors are drab, I like the dark blues and yellows that RT uses, they just did not use them down	6/19/2017					
71	Use of more netting to keep the pigeons from roosting and dropping their bombs on the floor and walls.	6/19/2017					
72	Security Signage – Provide emergency phone number	6/19/2017					
73	Add ADA non slip adhesive and (contrasting color if nose is required to be replaced) to steps in stairwells	6/19/2017					
74	Place DWT at bus loading areas	6/19/2017					
75	Remove concrete trash receptacles at upper landing areas and replace with metal type trash receptacles	6/19/2017	Trash cans have been removed	Done	FM		
76	Public use of elevator as toilet; 1. Provide alternate public toilet; 2. Close elevator access after hours; 3. Increased security	6/19/2017	1. RFP Location Selection 2. Place gates 3. PD Plan	Done	1. Facilities 2. Facilities 3. RT PD		porta potty has been removed. Elevators have timers on to shut down
77	Look at incorporating a card system to access the gates and elevator to go down to the station	6/19/2017	will require upgraded gate system		gate subcommittee		Added to study
78	Self-cleaning/paid bathroom	6/21/2017	Add to Study	Summer 2017	Traci	$100K/$12K maint	
79	Seal sidewalk for easier cleaning	7/6/2017			Facilities		
80	Take out concrete walls; upgrade seismic support	7/6/2017	Add to Study	Summer 2017	Traci		
81	Update employee break room; add lighting outside door; add cameras; relocate entrance; designate "no phone" area next to tracks	7/6/2017	wall mount LED lights				
82	Fare Zone needs to be signed (can't enforce without it)	7/6/2017	make/install signs		David/Lisa/ Robert		
83	SOS remote to unlock gates	7/6/2017	will require upgraded gate system		gate subcommittee		Robert coord w/Juliette to order; PS tells Fac where to install
84	Install half gate or bar to close bottom of stairs	7/6/2017	A chain has been installed	Done	gate subcommittee		
85							
86	**To Do List:**						
87	Repair east elevator	6/19/2017	east elevator has been repaired	6/30/2017	Robert		waiting on contract signatures and schedule
88	Install gates	6/19/2017	Gates have been installed	7/6/2017	Robert		
89	Form gate subcommittee	7/6/2017		7/6/2017	Robert/David/ Rob?		
90	Assign who will be locking/unlocking gate	7/6/2017		7/6/2017	Lisa/Rick		
91	Install spikes along west elevator	6/19/2017		7/7/2017	Robert		
92	Add 4 knox boxes to gate and sign at bottom of stairs and elevator	7/6/2017	Needs language for sign	7/7/2017	Robert		
93	Compile partnership contact list	6/21/2017	gathering contacts; providing to WalkSac for outreach	ongoing	Neil/Traci		

Watt/I80 Improvement List
From June 19, 2017 Site Visit and ongoing working team meetings

	A	B	C	D	E	F	H
1		**Added to List**	**Action**	**Due Date**	**Responsible Party**	**Cost**	**Status**
94	Lighting Replacement - Main Shelters(2)	6/19/2017		underway	Robert		LED replacements currently underway
95	we have a current contract to power wash the 2 main shelters and platform	6/19/2017			Robert		
96	Request a CPTED review	6/19/2017		underway	Lisa		when is report to be done?
97	Remove pole from below bridge	6/19/2017	pole has been removed	Done	Robert		
98	Give Robert new paint product	6/19/2017			Eric		
99	Give Robert chemical killer to clean elevators	6/19/2017	Done	Done	Steve		
100	Bike lockers unused- Remove bike lockers	6/19/2017	JPV contract	Done	Osman	$3,300	
101	There are a couple of old foundations that could be trip hazards; Remove misc. raised box and anchor base plates that are tripping hazards. *Old Foundation 1.jpg* and *Old Foundation 2.jpg*	6/19/2017			Robert		
102	Bus Shelters (South End of Platform) – Remove and touch up paint – delay installation	6/19/2017	Clear Channel take out, clean up, place in other locations		Robert		
103	Buy paint gun	6/21/2017	Done	Done	Robert		
104	Employee restroom - getting minor fixes	6/21/2017			Robert		underway
105	Use $7K from old Tiber paint contract	7/6/2017	JPB to touch up paint		David/Darryl		which items wil get painted? (from above list)
106	Replace electrical cover on south Mini-High Platform	6/19/2017	6/21/2017	done	Robert		
107	Distribute contact sheet to attendees	6/19/2017	6/19/2017	done	Traci		
108	Provide WalkSac with Park and Ride data	6/19/2017	6/21/2017	done	Traci		
109	Talk to Caltrans about weed control	6/19/2017	7/5/2017	done	Traci		Caltrans scheduled weed abatement 7/5-6; Contact: Mike Hodel, 916-263-6955, cell-825-5298, michael.hodel@dot.ca.gov
110	Compile notes from site visit from everyone and distribute (within 1 week of	6/19/2017	6/26/2017	done	Traci		
111	Staff RTPS Officers at Watt/I 80 on Overtime to supplement Transit Agents	6/19/2017	now has 2 officers assigned to station plus adding Paladin Security; Taps targeting operations; monthly fed air martial tour	done	Lisa		
112	Request quote from JPB for removing the bike lockers as part of the Systemwide Station Improvements - Civil Contract. *Bike Lockers.jpg* --- Quote came in at $3,324.21	6/19/2017		done	Jenny		
113	Remove dead birds	6/19/2017		done	Robert		
114	Remove the porta potty and signage due to excessive maintenance and it doesn't solve the problem. *Restroom Signage.jpg* and *Restroom.jpg*	6/19/2017		done	Robert		
115	Removing landscaping under overpass; replacing w/bark	6/19/2017	6/17/2017	done	Robert		
116	Meeting with Sheriff's office; contacting CHP	7/6/2017	Sheriff will be adding resources to station	done	Lisa		
117	Increase cleaning schedule	7/6/2017	Take staff off other stations	done	Robert		

Attachment F: Capital and Operating Cost Estimates

Watt & Roseville Stations - Alternatives - Conceptual Estimate

		Alternative A				Alternative B			Alternative C			Alternative D			Notes
No.	Item	Unit Price	Unit	Quantity	Total Price	3%/yr for 10 yr	Quantity	Total Price	3%/yr for 10 yr	Quantity	Total Price	3%/yr for 5 yr	Quantity	Total Price	3%/yr for 5 yr	
	STATION AND ROADWAY ITEMS															
	1. Watt Ave - Upper Level Plaza															
1	Lighting	$ 125,000.00	LS	1	$ 125,000.00	$ 167,989.55	1	$ 125,000.00	$ 167,989.55							
2	Landscape Improvements	$ 15.00	SF	1000	$ 15,000.00	$ 20,158.75	500	$ 7,500.00	$ 10,079.37							
3	Pilasters	$ 7,500.00	EA	8	$ 60,000.00	$ 80,634.98	4	$ 30,000.00	$ 40,317.49							
4	Station Monument Sign	$ 85,000.00	EA	1	$ 85,000.00	$ 114,232.89	1	$ 85,000.00	$ 114,232.89							
5	Bus Shelters	$ 50,000.00	EA	6	$ 300,000.00	$ 403,174.91	3	$ 150,000.00	$ 201,587.46							
	Construction Subtotal (On-Site)				***$ 585,000.00***	***$ 786,191.08***		***$ 397,500.00***	***$ 534,206.76***							
	Allowance for Minor Items (5%)	5%	LS		$ 29,250.00	$ 39,309.55		$ 19,875.00	$ 26,710.34							
	Contingency (25%)	25%	LS		$ 146,250.00	$ 196,547.77		$ 99,375.00	$ 133,551.69							
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 117,000.00	$ 157,238.22		$ 79,500.00	$ 106,841.35							
	RT Project Admin (10%)	10%	LS		$ 58,500.00	$ 78,619.11		$ 39,750.00	$ 53,420.68							
	Construction Management & Inspections (15%)	15%	LS		$ 87,750.00	$ 117,928.66		$ 59,625.00	$ 80,131.01							
	Permits and Fees (3%)	3%	LS		$ 17,550.00	$ 23,585.73		$ 11,925.00	$ 16,026.20							
	Non-Construction Subtotal (On-Site)				***$ 456,300.00***	***$ 613,229.04***		***$ 310,050.00***	***$ 416,681.27***							
	Total Task 1				***$ 1,041,300.00***	***$ 1,399,420.13***		***$ 707,550.00***	***$ 950,888.03***							
	2. Watt Ave - Realignment and Bus Upgrades															Modifications will allow for restriping of lanes to accommodate
6	Remove Existing Pavement Delineation	$ 10,000.00	LS	1	$ 10,000.00	$ 13,439.16	1	$ 10,000.00	$ 13,439.16							pedestrian improvements. Cost estimates do not include a mid-block
7	Remove Concrete Barrier	$ 30.00	LF	720	$ 21,600.00	$ 29,028.59	720	$ 21,600.00	$ 29,028.59							
8	Remove Concrete Island	$ 20.00	SY	410	$ 8,200.00	$ 11,020.11	410	$ 8,200.00	$ 11,020.11							
9	Median Island (Hardscape and Landscape)	$ 20.00	SF	2400	$ 48,000.00	$ 64,507.99	2400	$ 48,000.00	$ 64,507.99							
10	Concrete Sidewalk	$ 20.00	SF	4000	$ 80,000.00	$ 107,513.31	4000	$ 80,000.00	$ 107,513.31							
11	Concrete Bus Pad/Pullout (Concrete, AB)	$ 30.00	SF	0	$ -	$ -	1600	$ 48,000.00	$ 64,507.99							
12	Concrete Barrier (structure)	$ 100.00	LF	720	$ 72,000.00	$ 96,761.98	720	$ 72,000.00	$ 96,761.98							
13	Utility Modifications	$ 30,000.00	LS	1	$ 30,000.00	$ 40,317.49	1	$ 30,000.00	$ 40,317.49							
14	Lighting	$ 250,000.00	LS	1	$ 250,000.00	$ 335,979.09	1	$ 250,000.00	$ 335,979.09							
15	Landscape Improvements	$ 15.00	SF	4000	$ 60,000.00	$ 80,634.98	4000	$ 60,000.00	$ 80,634.98							
16	Starbucks R/W Acquisition	$ 24.00	SF	0	$ -	$ -	1600	$ 38,400.00	$ 51,606.39							
17	Bus Shelters (at Starbucks)	$ 50,000.00	EA	0	$ -	$ -	1	$ 50,000.00	$ 67,195.82							
18	Pavement Delineation	$ 15,000.00	LS	1	$ 15,000.00	$ 20,158.75	1	$ 15,000.00	$ 20,158.75							
19	Traffic Handling	$ 200,000.00	LS	1	$ 200,000.00	$ 268,783.28	1	$ 200,000.00	$ 268,783.28							
20	Temporary Pavement	$ 16.00	SF	2200	$ 35,200.00	$ 47,305.86	2200	$ 35,200.00	$ 47,305.86							Assume 165' long, 12' wide temp bus layover pvmt at WB I-80 on-ramp
21	Temporary Lighting	$ 20,000.00	LS	1	$ 20,000.00	$ 26,878.33	1	$ 20,000.00	$ 26,878.33							5% of total lighting
	Construction Subtotal (Off-Site)				***$ 850,000.00***	***$ 1,142,328.92***		***$ 986,400.00***	***$ 1,325,639.12***							
	Allowance for Minor Items (5%)	5%	LS		$ 42,500.00	$ 57,116.45		$ 49,320.00	$ 66,281.96							
	Contingency (25%)	25%	LS		$ 212,500.00	$ 285,582.23		$ 246,600.00	$ 331,409.78							
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 170,000.00	$ 228,465.78		$ 197,280.00	$ 265,127.82							
	RT Project Admin (10%)	10%	LS		$ 85,000.00	$ 114,232.89		$ 98,640.00	$ 132,563.91							
	Construction Management & Inspections (15%)	15%	LS		$ 127,500.00	$ 171,349.34		$ 147,960.00	$ 198,845.87							
	Permits and Fees (3%)	3%	LS		$ 25,500.00	$ 34,269.87		$ 29,592.00	$ 39,769.17							
	Non-Construction Subtotal (Off-Site)				***$ 663,000.00***	***$ 891,016.56***		***$ 769,392.00***	***$ 1,033,998.51***							
	Total Task 2				***$ 1,513,000.00***	***$ 2,033,345.48***		***$ 1,755,792.00***	***$ 2,359,637.63***							
	3. Watt Ave - Modify On-Ramps															
22	Remove Base and Surfacing	$ 5.00	SF	9500	$ 47,500.00	$ 63,836.03	9500	$ 47,500.00	$ 63,836.03							
23	Roadway Excavation	$ 65.00	CY	400	$ 26,000.00	$ 34,941.83	400	$ 26,000.00	$ 34,941.83							
24	New Pavement (HMA, AB, AS)	$ 16.00	SF	3300	$ 52,800.00	$ 70,958.78	3300	$ 52,800.00	$ 70,958.78							
25	Roadside Signs (Remove, Relocate, New)	$ 8,000.00	LS	1	$ 8,000.00	$ 10,751.33	1	$ 8,000.00	$ 10,751.33							
26	Curb (Type A)	$ 30.00	LF	2600	$ 78,000.00	$ 104,825.48	2600	$ 78,000.00	$ 104,825.48							
27	Curb Ramp	$ 4,500.00	EA	10	$ 45,000.00	$ 60,476.24	10	$ 45,000.00	$ 60,476.24							
28	Miscellaneous softscape items (mulch)	$ 1.00	SF	9500	$ 9,500.00	$ 12,767.21	3300	$ 3,300.00	$ 4,434.92							
29	Traffic Signal Modifications	$ 250,000.00	EA	2	$ 500,000.00	$ 671,958.19	2	$ 500,000.00	$ 671,958.19							
	Construction Subtotal (Off-Site)				***$ 766,800.00***	***$ 1,030,515.08***		***$ 760,600.00***	***$ 1,022,182.80***							
	Allowance for Minor Items (5%)	5%	LS		$ 38,340.00	$ 51,525.75		$ 38,030.00	$ 51,109.14							
	Contingency (25%)	25%	LS		$ 191,700.00	$ 257,628.77		$ 190,150.00	$ 255,545.70							
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 153,360.00	$ 206,103.02		$ 152,120.00	$ 204,436.56							
	RT Project Admin (10%)	10%	LS		$ 76,680.00	$ 103,051.51		$ 76,060.00	$ 102,218.28							
	Construction Management & Inspections (15%)	15%	LS		$ 115,020.00	$ 154,577.26		$ 114,090.00	$ 153,327.42							
	Permits and Fees (3%)	3%	LS		$ 23,004.00	$ 30,915.45		$ 22,818.00	$ 30,665.48							
	Non-Construction Subtotal (Off-Site)				***$ 598,104.00***	***$ 803,801.76***		***$ 593,268.00***	***$ 797,302.58***							
	Total Task 3				***$ 1,364,904.00***	***$ 1,834,316.84***		***$ 1,353,868.00***	***$ 1,819,485.38***							
	4. Watt/I-80 - Light Rail Station and Lower Plaza Upgrades															
30	Remove Base and Surfacing	$ 5.00	SF	13000	$ 65,000.00	$ 87,354.56	11000	$ 55,000.00	$ 73,915.40							
31	Remove Concrete Sidewalk	$ 2.00	SF	55000	$ 110,000.00	$ 147,830.80	42000	$ 84,000.00	$ 112,888.98				5000	$ 10,000.00	$ 11,592.74	
32	Concrete Bus Pad/Pullout (Concrete, AB)	$ 30.00	SF	4500	$ 135,000.00	$ 181,428.71	4500	$ 135,000.00	$ 181,428.71							
33	Decorative Concrete Paving	$ 18.00	SF	27500	$ 495,000.00	$ 665,238.61	21000	$ 378,000.00	$ 508,000.39				5000	$ 90,000.00	$ 104,334.67	
34	Remove Existing Landscape	$ 40,000.00	LS	1	$ 40,000.00	$ 53,756.66	1	$ 40,000.00	$ 53,756.66				1	$ 40,000.00	$ 46,370.96	
35	Landscaped Area	$ 10.00	SF	20000	$ 200,000.00	$ 268,783.28	30000	$ 300,000.00	$ 403,174.91				0	$ -	$ -	

36	Site Furniture	$ 125,000.00	LS	1	$ 125,000.00	$ 167,989.55	1	$ 125,000.00	$ 167,989.55				0	$ -	$ -				
37	Station Canopy Module	$ 150,000.00	EA	2	$ 300,000.00	$ 403,174.91	2	$ 300,000.00	$ 403,174.91						$ -				
38	Bus Shelter	$ 50,000.00	EA	6	$ 300,000.00	$ 403,174.91	6	$ 300,000.00	$ 403,174.91						$ -				
39	Lighting	Varies --->	LS	1	$ 400,000.00	$ 537,566.55	1	$ 300,000.00	$ 403,174.91				1	$ 125,000.00	$ 144,909.26				
40	Wayfinding and Signage	$ 50,000.00	LS	1	$ 50,000.00	$ 67,195.82	1	$ 50,000.00	$ 67,195.82				1	$ 25,000.00	$ 28,981.85				
41	Ornamental Metal Fence	$ 120.00	LF	350	$ 42,000.00	$ 56,444.49	400	$ 48,000.00	$ 64,507.99				100	$ 12,000.00	$ 13,911.29				
	Construction Subtotal (On-Site)				***$ 2,262,000.00***	***$ 3,039,938.85***		***$ 2,115,000.00***	***$ 2,842,383.14***					***$ 302,000.00***	***$ 350,100.77***				
	Allowance for Minor Items (5%)	5%	LS		$ 113,100.00	$ 151,996.94		$ 105,750.00	$ 142,119.16					$ 15,100.00	$ 17,505.04				
	Contingency (25%)	25%	LS		$ 565,500.00	$ 759,984.71		$ 528,750.00	$ 710,595.79					$ 75,500.00	$ 87,525.19				
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 452,400.00	$ 607,987.77		$ 423,000.00	$ 568,476.63					$ 60,400.00	$ 70,020.15				
	RT Project Admin (10%)	10%	LS		$ 226,200.00	$ 303,993.89		$ 211,500.00	$ 284,238.31					$ 30,200.00	$ 35,010.08				
	Construction Management & Inspections (15%)	15%	LS		$ 339,300.00	$ 455,990.83		$ 317,250.00	$ 426,357.47					$ 45,300.00	$ 52,515.12				
	Permits and Fees (3%)	3%	LS		$ 67,860.00	$ 91,198.17		$ 63,450.00	$ 85,271.49					$ 9,060.00	$ 10,503.02				
	Non-Construction Subtotal (On-Site)				***$ 1,764,360.00***	***$ 2,371,152.30***		***$ 1,649,700.00***	***$ 2,217,058.85***					***$ 235,560.00***	***$ 273,078.60***				
	Total Task 4				***$ 4,026,360.00***	***$ 5,411,091.15***		***$ 3,764,700.00***	***$ 5,059,441.99***					***$ 537,560.00***	***$ 623,179.37***				
	5. Roseville Rd - Station Upgrades																		
42	Transit Platform	$ 18.00	SF							12000	$ 216,000.00	$ 250,403.20							
43	Concrete Bus Pad/Pullout (Concrete, AB)	$ 30.00	SF							22000	$ 660,000.00	$ 765,120.89							
44	New Pavement	$ 16.00	SF							18000	$ 288,000.00	$ 333,870.93							
45	Remove Existing Landscape	$ 55,000.00	LS							1	$ 55,000.00	$ 63,760.07							
46	Roadway Excavation	$ 65.00	CY							4000	$ 260,000.00	$ 301,411.26							
47	Landscaped Area	$ 15.00	SF							15000	$ 225,000.00	$ 260,836.67							
48	Site Furniture	$ 100,000.00	LS							1	$ 100,000.00	$ 115,927.41							
49	Station Canopy Module	$ 150,000.00	EA							2	$ 300,000.00	$ 347,782.22							
50	Bus Shelter	$ 50,000.00	EA							8	$ 400,000.00	$ 463,709.63							
51	Lighting & Electrical Power Upgrades	$ 300,000.00	LS							1	$ 500,000.00	$ 579,637.04							
52	Wayfinding and Signage (Incl. Monument)	$ 135,000.00	LS							1	$ 135,000.00	$ 156,502.00							
53	Employee Breakroom	$ 326,276.00	LS							1	$ 326,276.00	$ 378,243.31							
	Construction Subtotal (On-Site)										***$ 3,465,276.00***	***$ 4,017,204.63***							
	Allowance for Minor Items (5%)	5%	LS								$ 173,263.80	$ 200,860.23							
	Contingency (25%)	25%	LS								$ 866,319.00	$ 1,004,301.16							
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS								$ 693,055.20	$ 803,440.93							
	RT Project Admin (10%)	10%	LS								$ 346,527.60	$ 401,720.46							
	Construction Management & Inspections (15%)	15%	LS								$ 519,791.40	$ 602,580.69							
	Permits and Fees (3%)	3%	LS								$ 103,958.28	$ 120,516.14							
	Non-Construction Subtotal (On-Site)										***$ 2,702,915.28***	***$ 3,133,419.61***							
	Total Task 5										***$ 6,168,191.28***	***$ 7,150,624.24***							
	TOTAL STATION AND ROADWAY (On-Site, Tasks 1, 4, 5)				**$ 5,067,660.00**	**$ 6,810,511.28**		**$ 4,472,250.00**	**$ 6,010,330.03**		**$ 6,168,191.28**	**$ 7,150,624.24**		**$ 537,560.00**	**$ 623,179.37**				
	TOTAL STATION AND ROADWAY (Off-Site, Tasks 2, 3)				**$ 2,877,904.00**	**$ 3,867,662.32**		**$ 3,109,660.00**	**$ 4,179,123.01**		**$ -**	**$ -**		**$ -**	**$ -**				
	STRUCTURE ITEMS																		
54	Close Stair/Elevator Building	$ 5,000.00	EA	2	$ 10,000.00	$ 13,439.16	2	$ 10,000.00	$ 13,439.16	2	$ 10,000.00	$ 11,592.74							
55	Demolish Stair/Elevator Building	$ 100,000.00	EA	2	$ 200,000.00	$ 268,783.28	2	$ 200,000.00	$ 268,783.28	2	$ 200,000.00	$ 231,854.81							
56	New Elevator Building	$ 1,000,000.00	EA	2	$ 2,000,000.00	$ 2,687,832.76	1	$ 1,000,000.00	$ 1,343,916.38										$350k, Equipment 1 stop Tractor Type, $375k Elevator Tower, $150k glass
57	Replace Elevators	$ 380,000.00	EA										2	$ 760,000.00	$ 881,048.30				
59	Station Bridge Walkway & Stairs	$ 150.00	SF	2800	$ 420,000.00	$ 564,444.88	1400	$ 210,000.00	$ 282,222.44										
60	Pedestrian Plaza Area (Structure Modification)	$ 20.00	SF	4000	$ 80,000.00	$ 107,513.31	2500	$ 50,000.00	$ 67,195.82										
61	Passenger Loading Area (Structure Modification)	$ 18.00	SF	7400	$ 133,200.00	$ 179,009.66	7400	$ 133,200.00	$ 179,009.66										
	Construction Subtotal (On-Site)				***$ 2,843,200.00***	***$ 3,821,023.05***		***$ 1,603,200.00***	***$ 2,154,566.74***		***$ 210,000.00***	***$ 243,447.56***		***$ 760,000.00***	***$ 881,048.30***				
	Allowance for Minor Items (5%)	5%	LS		$ 142,160.00	$ 191,051.15		$ 80,160.00	$ 107,728.34		$ 10,500.00	$ 12,172.38		$ 38,000.00	$ 44,052.41				
	Contingency (25%)	25%	LS		$ 710,800.00	$ 955,255.76		$ 400,800.00	$ 538,641.68		$ 52,500.00	$ 60,861.89		$ 190,000.00	$ 220,262.07				
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 568,640.00	$ 764,204.61		$ 320,640.00	$ 430,913.35		$ 42,000.00	$ 48,689.51		$ 152,000.00	$ 176,209.66				
	RT Project Admin (10%)	10%	LS		$ 284,320.00	$ 382,102.30		$ 160,320.00	$ 215,456.67		$ 21,000.00	$ 24,344.76		$ 76,000.00	$ 88,104.83				
	Construction Management & Inspections (15%)	15%	LS		$ 426,480.00	$ 573,153.46		$ 240,480.00	$ 323,185.01		$ 31,500.00	$ 36,517.13		$ 114,000.00	$ 132,157.24				
	Permits and Fees (3%)	3%	LS		$ 85,296.00	$ 114,630.69		$ 48,096.00	$ 64,637.00		$ 6,300.00	$ 7,303.43		$ 22,800.00	$ 26,431.45				
	Non-Construction Subtotal (On-Site)				***$ 2,217,696.00***	***$ 2,980,397.98***		***$ 1,250,496.00***	***$ 1,680,562.06***		***$ 163,800.00***	***$ 189,889.09***		***$ 592,800.00***	***$ 687,217.67***				
	TOTAL LANDSCAPE & STRUCTURE (On-Site)				**$ 5,060,896.00**	**$ 6,801,421.03**		**$ 2,853,696.00**	**$ 3,835,128.80**		**$ 373,800.00**	**$ 433,336.65**		**$ 1,352,800.00**	**$ 1,568,265.97**				
62	Orange Grove Pedestrian Bridge and Ramp	$ 4,000,000.00	LS	1	$ 4,000,000.00	$ 5,375,665.52	1	$ 4,000,000.00	$ 5,375,665.52										
	Construction Subtotal (Off-Site)				***$ 4,000,000.00***	***$ 5,375,665.52***		***$ 4,000,000.00***	***$ 5,375,665.52***										
	Allowance for Minor Items (5%)	5%	LS		$ 200,000.00	$ 268,783.28		$ 200,000.00	$ 268,783.28										
	Contingency (25%)	25%	LS		$ 1,000,000.00	$ 1,343,916.38		$ 1,000,000.00	$ 1,343,916.38										
	Soft Costs - Env., Arch., Eng. (20%)	20%	LS		$ 800,000.00	$ 1,075,133.10		$ 800,000.00	$ 1,075,133.10										
	RT Project Admin (10%)	10%	LS		$ 400,000.00	$ 537,566.55		$ 400,000.00	$ 537,566.55										
	Construction Management & Inspections (15%)	15%	LS		$ 600,000.00	$ 806,349.83		$ 600,000.00	$ 806,349.83										
	Permits and Fees (3%)	3%	LS		$ 120,000.00	$ 161,269.97		$ 120,000.00	$ 161,269.97										
	Non-Construction Subtotal (Off-Site)				***$ 3,120,000.00***	***$ 4,193,019.10***		***$ 3,120,000.00***	***$ 4,193,019.10***										
	TOTAL LANDSCAPE & STRUCTURE (Off-Site)				**$ 7,120,000.00**	**$ 9,568,684.62**		**$ 7,120,000.00**	**$ 9,568,684.62**										
	TOTAL ON-SITE				$ 10,128,556.00	$ 13,611,932.31		$ 7,325,946.00	$ 9,845,458.82		$ 6,541,991.28	$ 7,583,960.89		$ 1,890,360.00	$ 2,191,445.34				
	TOTAL OFF-SITE				$ 9,997,904.00	$ 13,436,346.94		$ 10,229,660.00	$ 13,747,807.63		$ -	$ -		$ -	$ -				
	PROJECT TOTAL				**$ 20,126,460.00**	**$ 27,048,279.25**		**$ 17,555,606.00**	**$ 23,593,266.45**		**$ 6,541,991.28**	**$ 7,583,960.89**		**$ 1,890,360.00**	**$ 2,191,445.34**				

Watt & Roseville Stations - Alternatives - Conceptual Estimate Summary

No.	Item	Unit Price	Unit	Alternative A Quantity	Alternative A Total Price	Alternative A 3%/yr for 10 yr	Alternative B Quantity	Alternative B Total Price	Alternative B 3%/yr for 10 yr	Alternative C Quantity	Alternative C Total Price	Alternative C 3%/yr for 5 yr	Alternative D Quantity	Alternative D Total Price	Alternative D 3%/yr for 5 yr
	ROADWAY ITEMS OFF-SITE														
	Watt Ave - Realignment and Bus Upgrades														
	Construction Subtotal (Off-Site)				$ 850,000.00	$ 1,142,328.92		$ 986,400.00	$ 1,325,639.12						
	Non-Construction Subtotal (Off-Site)				$ 663,000.00	$ 891,016.56		$ 769,392.00	$ 1,033,998.51						
	Subtotal				***$ 1,513,000.00***	***$ 2,033,345.48***		***$ 1,755,792.00***	***$ 2,359,637.63***						
	Watt Ave - Modify On-Ramps														
	Construction Subtotal (Off-Site)				$ 766,800.00	$ 1,030,515.08		$ 760,600.00	$ 1,022,182.80						
	Non-Construction Subtotal (Off-Site)				$ 598,104.00	$ 803,801.76		$ 593,268.00	$ 797,302.58						
	Subtotal				***$ 1,364,904.00***	***$ 1,834,316.84***		***$ 1,353,868.00***	***$ 1,819,485.38***						
	STRUCTURE ITEMS														
	Orange Grove - New Ped Bridge														
	Construction Subtotal (Off-Site)				$ 4,000,000.00	$ 5,375,665.52		$ 4,000,000.00	$ 5,375,665.52						
	Non-Construction Subtotal (Off-Site)				$ 3,120,000.00	$ 4,193,019.10		$ 3,120,000.00	$ 4,193,019.10						
	Subtotal				**$ 7,120,000.00**	**$ 9,568,684.62**		**$ 7,120,000.00**	**$ 9,568,684.62**						
	TOTAL OFF-SITE				**$ 9,997,904.00**	**$ 13,436,346.94**		**$ 10,229,660.00**	**$ 13,747,807.63**						
	ROADWAY ITEMS ON-SITE														
	Watt Ave - Upper Level Plaza														
	Construction Subtotal (On-Site)				$ 585,000.00	$ 786,191.08		$ 397,500.00	$ 534,206.76						
	Non-Construction Subtotal (On-Site)				$ 456,300.00	$ 613,229.04		$ 310,050.00	$ 416,681.27						
	Subtotal				***$ 1,041,300.00***	***$ 1,399,420.13***		***$ 707,550.00***	***$ 950,888.03***						
	Watt/I-80 - Light Rail Station and Lower Plaza Upgrades														
	Construction Subtotal (On-Site)				$ 2,262,000.00	$ 3,039,938.85		$ 2,115,000.00	$ 2,842,383.14					$ 302,000.00	$ 350,100.77
	Non-Construction Subtotal (On-Site)				$ 1,764,360.00	$ 2,371,152.30		$ 1,649,700.00	$ 2,217,058.85					$ 235,560.00	$ 273,078.60
	Subtotal				***$ 4,026,360.00***	***$ 5,411,091.15***		***$ 3,764,700.00***	***$ 5,059,441.99***					***$ 537,560.00***	***$ 623,179.37***
	Roseville Rd - Station Upgrades														
	Construction Subtotal (On-Site)										$ 3,465,276.00	$ 4,017,204.63			
	Non-Construction Subtotal (On-Site)										$ 2,702,915.28	$ 3,133,419.61			
	Subtotal										***$ 6,168,191.28***	***$ 7,150,624.24***			
	STRUCTURE ITEMS														
	Construction Subtotal (On-Site)				$ 2,843,200.00	$ 3,821,023.05		$ 1,603,200.00	$ 2,154,566.74		$ 210,000.00	$ 243,447.56		$ 760,000.00	$ 881,048.30
	Non-Construction Subtotal (On-Site)				$ 2,217,696.00	$ 2,980,397.98		$ 1,250,496.00	$ 1,680,562.06		$ 163,800.00	$ 189,889.09		$ 592,800.00	$ 687,217.67
	Subtotal				**$ 5,060,896.00**	**$ 6,801,421.03**		**$ 2,853,696.00**	**$ 3,835,128.80**		**$ 373,800.00**	**$ 433,336.65**		**$ 1,352,800.00**	**$ 1,568,265.97**
	TOTAL ON-SITE				**$ 10,128,556.00**	**$ 13,611,932.31**		**$ 7,325,946.00**	**$ 9,845,458.82**		**$ 6,541,991.28**	**$ 7,583,960.89**		**$ 1,890,360.00**	**$ 2,191,445.34**
	SacRT's Planning Department Estimates:														
	Watt Ave Bus Stop Upgrades (for Transit Center Relocation)									4 stops	$ 80,000.00	$ 92,741.93			
	Pedestrian improvements connecting to Roseville Rd										$ 2,000,000.00	$ 2,318,548.15			
	TOTAL OFF-SITE				$ 9,997,904.00	$ 13,436,346.94		$ 10,229,660.00	$ 13,747,807.63		$ 2,000,000.00	$ 2,318,548.15		$ -	$ -
	TOTAL ON-SITE				$ 10,128,556.00	$ 13,611,932.31		$ 7,325,946.00	$ 9,845,458.82		$ 6,621,991.28	$ 7,676,702.81		$ 1,890,360.00	$ 2,191,445.34
	PROJECT TOTAL				**$ 20,126,460.00**	**$ 27,048,279.25**		**$ 17,555,606.00**	**$ 23,593,266.45**		**$ 8,621,991.28**	**$ 9,995,250.96**		**$ 1,890,360.00**	**$ 2,191,445.34**

Prepared by Mark Thomas Company, Inc.
Reviewed by SacRT Engineering Department and Planning Department
Updated: March 17, 2018

RE-IMAGINE WATT/I-80

Annual Cost Estimates

	Existing Conditions (FY18)	A Major Station Improvements (FY22)	B Medium Station Improvements (FY22)	C Close Watt/I-80 and Relocate to Roseville Rd Station	D Intermediate Improvements (FY19)
Operating Costs					
New bus service costs:	$0	$0	$0	$389,729	$0
Tripper bus(es):	$0	$0	$0	$114,127	$0
Security					
Armed guard:	$375,212 *	$209,506	$209,506	$0	$191,728
Transit agent:	$68,720	$78,364	$78,364	$78,364	$71,714
Station cleaning/maint					
Watt/I-80:	$25,000	$25,000	$25,000	$10,000	$270,758 **
Roseville Road:	$25,000	$25,000	$25,000	$25,000	$25,000
Elevator maintenance:	$40,000	$20,000	$15,000	$0	$20,000
Total cost per year	$533,932	$357,870	$352,870	$617,220	$579,200

*Additional armed guards and officers were added to patrols in 2017 to address issues.
**Assumes full-time/all-day attendant; another strategy may be adopted.

Watt/I-80 Security Cost

Rev 3/16/18

GUARDS					
POSITION	**SHIFT**	**HRS/DAY**	**RATE**	**COST**	**COMMENTS**
Watt/I-80 Armed (2)	Mon-Fri 0600-0000	18	$27.45	$69,174	July 1 - Oct 6, 2017
Watt/I-80 Armed (2)	Sat-Sun 1100-2300	12	$27.45	$18,446	July 1 - Oct 6, 2017
Watt/I-80 Armed	Mon-Fri 0600-0000	18	$32.71	$53,579	Oct 6, 2017 to Feb 10, 2018
Watt/I-80 Armed	Sat-Sun 1100-2300	12	$32.71	$13,738	Oct 6, 2017 to Feb 10, 2018
Watt/I-80 Unarmed	Mon-Fri 0600-0000	18	$32.71	$47,102	March 12 to June 30, 2018
Watt/I-80 Unarmed	Sat-Sun 1100-2300	12	$32.71	$12,168	March 12 to June 30, 2018
			Total	**$214,208**	

TRANSIT AGENTS					
EMPLOYEE	**SHIFT**	**HRS/DAY**	**RATE***	**COST**	**COMMENTS**
Transit Agent	Tue-Fri 0400-1430	10	$16.66	$6,664	Sep 3 - Nov 11, 2017
Transit Agent	Fri-Mon 0400-1430	10	$16.66	$6,664	Sep 3 - Nov 11, 2017
Transit Agent	Sat-Tue 1430-0100	10	$16.66	$6,497	Sep 3 - Nov 11, 2017
Transit Agent	Mon-Fri 0600-1430	8	$16.66	$5,331	Nov 12, 2017 - Jan 6, 2018
Transit Agent	Wed-Sat 1330-0000	10	$16.66	$5,331	Nov 12, 2017 - Jan 6, 2018
Transit Agent	Sat-Tue 1330-0000	10	$16.66	$4,998	Nov 12, 2017 - Jan 6, 2018
Transit Agent	Wed-Sat 1330-0000	10	$16.66	$7,997	Jan 7 - Mar 31, 2018
Transit Agent	Sat-Tue 1330-0000	10	$16.66	$7,997	Jan 7 - Mar 31, 2018
Transit Agent	Wed-Sat 1330-0000	10	$17.07	$6,145	Apr 1 - Jun 2, 2018
Transit Agent	Sat-Tue 1330-0000	10	$17.07	$5,633	Apr 1 - Jun 2, 2018
Transit Agent	Wed-Sat 1330-0000	10	$17.07	$2,731	Jun 3 - 30, 2018
Transit Agent	Sat-Tue 1330-0000	10	$17.07	$2,731	Jun 3 - 30, 2018
			Total	**$ 68,720**	

*Rate does not include benefits and effective April 1, 2018, ATU receives rate increase.

SWORN OFFICERS					
POSITION	**SHIFT**	**HRS/DAY**	**RATE**	**COST**	**COMMENTS**
Officers / Deputies * (2)	Mon-Fri 0700-1900	12	$88.27	$84,739	July 1 to Aug 25, 2017
Officers / Deputies * (2)	Sat-Sun 1100-2300	12	$88.27	$33,896	July 1 to Aug 25, 2017
Officer / Deputy *	Mon-Fri 0600-0000	18	$88.27	$31,777	Feb 10 to March 11, 2018
Officer / Deputy *	Sat-Sun 1100-2300	12	$88.27	$10,592	Feb 10 to March 11, 2018
			Total	**$161,004**	

*The average rate of an officer and a deputy was used for the rate.

GRAND TOTAL	**$443,933**	

Prepared by SacRT Police Services

Watt/I-80 Security Cost

Rev 3/16/18

GUARDS					
POSITION	**SHIFT**	**HRS/DAY**	**RATE**	**COST**	**COMMENTS**
Mobile Watt/I-80 Unarmed	Mon-Fri 0600-0000	16	$36.80	$153,088	July 1, 2018 - June 30, 2019
Mobile Watt/I-80 Unarmed	Sat-Sun 1100-2100	10	$36.80	$38,640	July 1, 2018 - June 30, 2019
			Total	**$191,728**	

TRANSIT AGENTS					
EMPLOYEE	**SHIFT**	**HRS/DAY**	**RATE***	**COST**	**COMMENTS**
Transit Agent	Wed-Sat 1330-0000	10	$17.07	$26,629	July 1, 2018 - March 31, 2019
Transit Agent	Sat-Tue 1330-0000	10	$17.07	$26,800	July 1, 2018 - March 31, 2019
Transit Agent	Wed-Sat 1330-0000	10	$17.58	$9,143	April 1 - June 30, 2019
Transit Agent	Sat-Tue 1330-0000	10	$17.58	$9,143	April 1 - June 30, 2019
			Total	**$ 71,714**	

*Rate does not include benefits.

*ATU Contract expires 3/31/19, a 3% rate increase was included in rate.

GRAND TOTAL	**$263,442**	

Prepared by SacRT Police Services