

**13TH & 16TH STREET
LIGHT RAIL STATION IMPROVEMENTS
— WORKSHOP #1 SUMMARY —**





13th and 16th Street Light Rail Station Workshop

April 25, 2007

Introduction

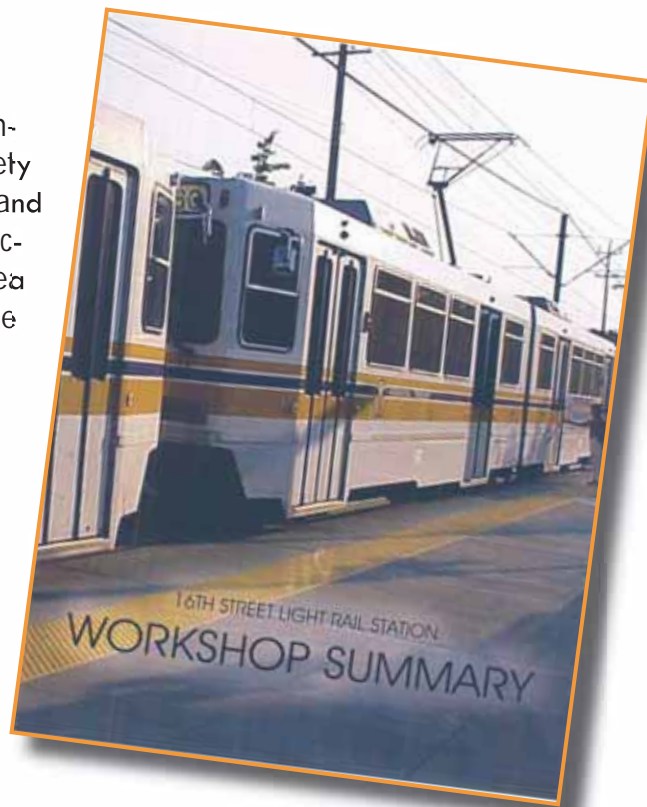
Overview

On April 25, 2007, approximately 40 community members, public agency staff, and area property owners met for a workshop to discuss improvements to the 13th and 16th Street Light Rail Stations. The goals of the workshop included:

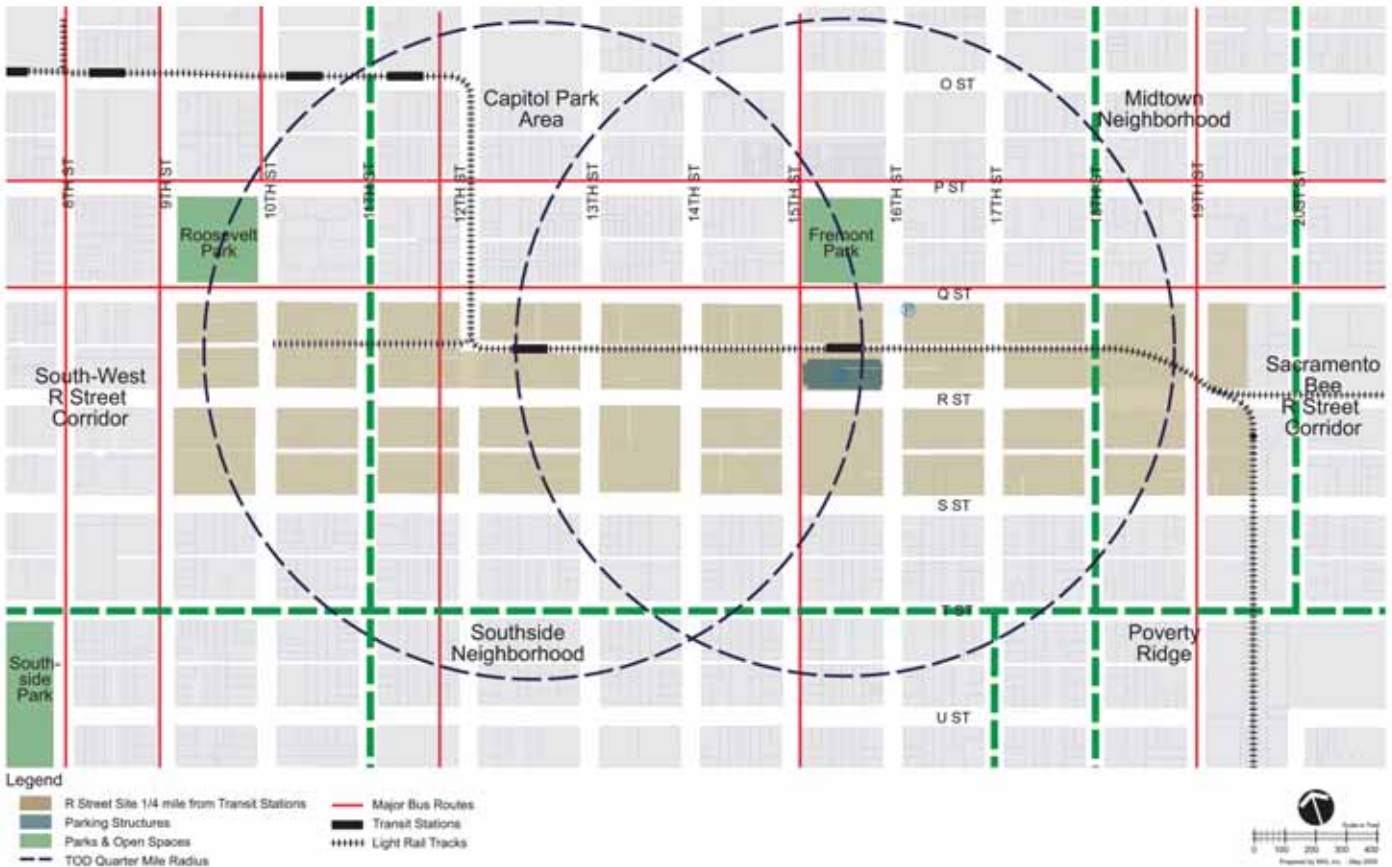
- Reconfirm improvement priorities discussed at prior workshops for the light rail stations
- Generate new ideas or priorities for improving the stations
- Prioritize a list of improvements based on a construction budget
- Provide design guidance to the chosen improvements

Background

In June of 2004, the Sacramento Area Council of Governments Board approved \$1.6 Million in Community Design Grant Funds to construct critical safety and accessibility improvements to the 13th Street and 16th Street light rail station areas. The City of Sacramento, Regional Transit (RT), and the Capitol Area Development Authority (CADA) jointly submitted the grant proposal to implement a number of ideas to improve the 16th Street Light Rail Station area identified in a 2003 community workshop.



The 16th Street station serves as the main transfer station for the region and is situated between a public alley and a 6 story parking garage. The grant fund will help improve pedestrian access, lighting and signage. These improvements will help connect the station with high-density employment centers and new mixed-use housing projects planned within the R Street Corridor and the Fremont Park Area. Similarly, the improved 13th Street Station will serve the additional new mixed-use redevelopment area further west within the R Street Corridor.



workshop summary

Where People Live and Work

The workshop was held at 1709 16th Street (corner of 16th and Q Streets) from at 5:30 PM to 8:00 PM. Workshop participants were asked to check in with staff as they entered the workshop facilities. Once registered, participants were then asked to mark on a map where they worked and where they lived in the Sacramento Region. The exercise allowed staff and workshop attendees to observe how fellow participants may utilize the two stations.

The map exercises indicated that most of the workshop participants live and work in the Central City. A small number of participants live or work outside Central City but live within the County. An even smaller portion of the workshop group lived or worked outside the county.



Opening Remarks

Barry Wasserman, CADA's workshop consultant, began the meeting by introducing CADA's Executive Director, Paul Schmidt, who welcomed the participants to the workshop. Mr. Schmidt also provided the history of the project and encouraged participants to give their input so RT and City could utilize the grant funds in the best possible way.

Station Walk Experience

The workshop introduction was followed by a visit to the two light rail stations. After receiving RT passes to ride light rail to and from 13th and 16th Street Light Rail Stations participants were asked to observe the stations' aesthetic and analyze their best and/or worst experiences. Upon returning to the workshop site, pizza from Uncle Vito's was served for Dinner. While workshop attendees ate, staff asked everyone to write their best and worst experiences on large piece of paper taped to the wall. Their experiences were as follows:

Best Experiences

- Runs on-time
- Best - security at light rail station
- Best – light rail every 15 minutes
- 13th St. Station feels park-like/friendly

16th St. Station – quiet experience
RT Office convenient to 13th St. Station
Mural tile at 13th St. Station (on ground)
Walking along Q St. = Great to see variety of houses, Fremont garden, people-watching, etc.
Talking with people of all nationalities & backgrounds

Worst Experiences

No crosswalk at 16th & tracks = have to hurry to re-connect on the next lightrail
Digital screens only tell time
Not enough coverage for rainy days
Signage for Meadowview/ Folsom
No lighting
No public Art
No sidewalks on either side
Alley with refuse containers
Too much shrubbery at 14th Street – makes station darker at night
Not enough shelters – we are a sunny rainy city
Bad seating – uncomfortable
Ticket/validation kiosk at 13th Street Station on North & South side- NOT so at the 16th St. Station both kiosks are on the South side of the station, making it inconvenient to use if going downtown, etc.
No restrooms or accessible ones
Worst is being stuck in lift
Lack of crosswalks
Lift at 16th St. Station is not running – many times I stop at 16th St.
Wish station had – lighting, security, sense of security
Signage which shows context of where station is in the neighborhood?
Ticket recycle machines – reuse plastic tickets
More direct route of travel- a direct path showing the destination. People walk everywhere, could be hit by other trains, vehicles or bikes.
No crosswalk in logical areas
No children areas (lean-able/climbable art?)
Lift at 16th St. Station – Needs to be a ramp
16th St. Station is always busy = Too many people and not enough room
No crosswalks at 16th St. Station
No ticket machine on North side of 16th St. Station
No shelters on 13th or 16th St. Station



No benches at 13th or 16th St. Station
No bike racks at 13th or 16th St. Station
Need crosswalk at tracks across 16th
Crosswalk at 16th St. Station has too much variance in elevation
Finding entrance to 13th Street Station
Locating "Boarding Area" for train (if trying to follow instructions from kiosk)
Getting off at 16th St. – Building looms over pedestrians-not very friendly
No crosswalks at stations – Have to walk at least ½ block to R or Q Streets
No crosswalks at the right intersections
North side of 16th St. Station – No crosswalk
Crossing the street (after exiting Light Rail) is difficult
North side of 16th St. Station – No safe path of travel to the lift (concrete waste container is in the way)
Lift is only made for one chair/one person – not large enough

Group Exercises

Once everyone had returned from the station walk, recorded their experiences, and ate some food, participants were asked to be seated so the formal exercises at each table could begin.



Exercise #1

Barry Wasserman explained that the goal of the exercise 1 was to discuss and design improvements to the 13th and 16th Street Light Rail Stations. Each table had 30 minutes to provide a list of improvements and indicate the improvements on a map. The tables were provided markers, scissors, pictures of the stations, and current maps of the stations including cross sections and site maps.

Attendees quickly began to discuss possible station improvements. Many of the ideas were similar those expressed at workshops in 2003 and 2004, with a few differences. The previous workshops considered improvements that were larger in scale while the 2007 workshop attendees concentrated on more immediate and practical upgrades. After the exercise was finished, all the design concepts were presented to the larger group. The results of Exercise #1 were as follows:

Group 1

- Both Stations - Improve access

13th Street Station

- New crosswalks at Crossing Guards
- Plant trees
- Vendors
- Lighting
- Cameras
- Direct signage
- Issues with wrong-way/lost vehicle drivers into station.
- Move station – one block East
- Need restrooms, self cleaning

16th Street Station – shelter needed

- New or improved bike racks
- Color to liven up the area
- More visible landscape
- More lighting
- Recycling ex. Used tickets
- New crosswalks at crossing guard should reflect neighborhood character
- Vendors
- Ticket machine on the north side with seating
- Proper crossing and direction signage for trains and light rail station
- Move station to the east across 16th Street

Group 2

- No kids – No childcare in area facilities
- Ugly utility boxes (stark and barren) – use Petaluma as a model for what should be used.
- Lean-able sculptures – as site furniture improved maps/kiosk/time-tables

13th Street Station

- Large Plants and shrubs create safety issues
- More Trash Receptacles/Recycling
- Create more space by combining map and ticket machines or at least move closer
- Better lighting
- More shelters over ramps

16th Street Station

- Eliminate the lift-stuck
- Very little lighting present
- Emergency phone – City operator
- Artistic paintings/mural
- More trash receptacles/recycling
- New alley surface
- Fence sound wall for ally/station
- Crossing guards stay down a long time



Group 3

13th Street Station

- Security camera on trains
- Better lighting
- Better signs or devices to stop traffic from entering station from 12th street.
- Add drinking fountains
- Seating and open space to Q Street
- Extend ROW
- Directional signage to station
- Emergency phones
- Open entrance of RT by removing bollards and trash cans
- Create Plaza feel at station

- Add Pick-up and drop off area
- Water fountain feature
- Buy abandoned building & re-use

16th Street Station

- 2nd ticket machine on north-side
- Mistert/H2O (fountain) during summer
- Climbers/lattice on the parking garage
- Better access for pedestrians
- Increased use because of new redevelopment
- Improved parking/pick-up
- Signs, banners & directional
- Improve alley concrete
- New ADA ramp
- Restroom
- Add shelter on north side
- Paint program for owners of residential on north side
- Open space
- Crosswalks at rail crossings
- Green-up parking garage
- More shelters on the south side
- Drinking fountain



Group 4

- Lighting, shelters, sidewalks, direction signage

16th St. Station

- Trees block light (that is present) on south-side of 16th
- Brighter or better lighting on station
- Low volume music at station
- More street furniture
- Venders to activate station
- Walls further "hang-outs," place bollards instead
- Make alley more pedestrian-friendly

13th St. Station

- Open up access along West-side/12th Street
- Beautify RT parking lot - plaza
- More vendors
- Use current residential parking area as a plaza

Group 5

13th Street Station

- More tall trees
- Shelters
- Restrooms
- Misters

16th Street Station

- Move station up to 17th Street
- More space needed at station
- Kids/violence is an issue
- Noise barrier between alley and station
- Noise- buffer the noise on parking garage
- Issues with firetruck/police/1st responder b/c of signals being down, traffic & train. Signals take up to 5 minutes.
- Too busy at peak hours (8AM to 5PM)
- 17th has ½ block "available"
- Public restrooms, drinking fountains, misters

The first exercise revealed a few commonalities between the five groups. Each of the tables commented on the need for:

- Increased security for station users
- Crosswalks to stations
- Better lighting
- Better sense of access
- Vendors to provide activity to station areas
- Ramps to replace lifts
- Improved station images by making stations more playful/gayer/brighter



Additionally, there seemed to be a sense from the participants that the stations should have their own character based on where they were (within the R Street Urban Design Plan for 9th through

19th streets) and how they functioned (transfer station, entry to specific activity areas designated in the R Street Urban Design Plan, major rush hour embarkation and debarkation points).

Attendees discussed the use of design creativity to deal with the image of the north side of the 16th street station. They recognized that the area of study and change included all land from the RT tracks to the private property lines on the north side of the alley.

Exercise #2

During the first exercise, participants were asked to design improvements the light rail stations without constraints. The next exercise however was created to give attendees the real limits to the project, namely the budget. RT's funds from the SACOG grant limit the construction budget to \$700,000 between the two stations.



After being briefed about the project limitations, the groups were asked to prioritize their design improvements according the project's budget. Each table was given "play" money and a probable price list for individual improvement items. The pricing tools helped the tables decide what improvements were the most important while providing an understanding the project's budget limitations.

The groups discussed at length what improvements were most critical to the two stations. When each table finished the exercise, they were asked to report their most important improvements to everyone. Additionally, the table groups were asked to present their entire list of improvements within the project's budget. The results from each table are provided below.

Group 1

Main improvements:

- New ramp
- Signage,
- Lighting
- Trash receptacles

13th Street Station

- Paint \$5 K
- 8 benches \$4 K

- Trees on northside \$50 K
- 4 Bike Racks \$2 K
- New Shelter on northside \$70 K
- Artwork/banners \$2 K
- Phones \$10 K

16th Street Station

- New ramp \$130 K
- Lighting \$30 K
- Signage \$2 K
- Water fountain (drinking) \$10 K
- 2 Mini high shelters \$100 K
- 4 Trash receptacles \$4 K
- Recycling receptacles \$4 K
- Phones \$10 K

Group 2

Main improvements:

- Vegetation
- Ramp
- Paint
- Crosswalks
- Seating
- Art pieces at both stations

13th Street Station

- New shelter on ramps \$140 K
- Sitting shelter \$70 K
- Art \$80 K
- Lighting \$60 K

16th Street Station

- Ramp \$130 K
- New shelter on ramp \$90 K
- Seating shelter \$70 K
- Paint \$10 K
- New seating \$10 K
- Fence shelter \$10 K



- Kid stuff (art) \$50 K
- Phones \$10 K

Group 3

Main improvements:

- Water fountains at both stations
- Phones at both stations
- Artwork

13th Street Station

- Shelter on ramp \$50 K
- New Shelter and ramp \$90 K
- Water fountain feature \$10 K
- Trellis, plants/water for garage \$20 K
- New shelter on northside \$70 K
- Kid stuff (art) \$60 K
- Phones \$10 K

16th Street Station

- Shelter on ramp x 2 \$100 K
- Lighting \$70 K
- Art \$80 K
- Walkway \$50 K
- Landscaping \$20 K
- Phones \$10 K

Group 4

Main improvements:

- Lighting
- Light bollard, a directional signage element

Missing this group's specific numbers and improvements.

Group 5

Main improvements:

- Lighting
- Sound barrier (use topiary as art/sound barrier) – both attractive and utilitarian
- Ramp not lift

13th Street Station

- New mini high	\$40 K
- Improve lighting	\$60 k
- Upgrade landscaping	\$25 K
- Improve signage	\$ 5 K
- Public art	\$30 K
- Sidewalks	\$30 K

16th Street Station

- Lighting	\$40 K
- Sidewalks	\$70 K
- New shelter/mini high	\$50 K
- Bus shelter	\$20 K
- Banner art	\$ 5 K
- Platform lighting	\$60 K
- Soundwall	\$150 K

Summary

The second table exercise helped staff and the community members understand the station improvement priorities and the budget constraints. After the tables reported their priorities to the larger group it became evident that the budget could address major improvement objectives for the two stations. The participants, however, encouraged the project team to seek additional funding from the City. Finally the attendees encouraged the project team to seek cooperation and funding from the Hines Company, owner of the six story garage at 16th street, to make improvements on their property that would mitigate the garage's impact on station function/aesthetics.

Based on the group priorities the following project elements were the most common among the tables:



Common Improvements

13th Street Station

North Shelter
South Shelter
Mini-high shelters
Lighting
E-Phones
Signage
Paint
Benches
Landscaping
Bike Racks
Artwork
Walkways/sidewalks

16th Street Station

New ramp
Mini-high shelter (OB)
Main shelters
Bus shelters
Lighting
E-Phones
Signage
Drinking fountain
Trash receptacles
Recycling receptacles
Paint
Seating
Fence/wall along alley
Artwork
Landscaping on garage
Walkways/sidewalks

The Last Word

At the end of the Workshop, attendees were asked to mark down the word the most important to them regarding the station improvements. The following words were chosen by the participants as they left the workshop site:

Safety	8
Access	4
Artistic	2
Convenience	1
Shelter	1
Adaptable	1
Noise	1
Sense of Place	1

The Next Steps

A preliminary list of improvements will be developed from the common improvements of the group exercises. Draft designs will be created by RT's design consultant and reviewed by the project staff team. Upon completion of the draft designs, Staff will then schedule a second community meeting to discuss the proposed improvements list and designs for each station.

