



SUMMARY REPORT

Sacramento Regional Transit District



South Sacramento Corridor Phase 2 Project Open House Meetings

April 21, 2003 and May 14, 2003

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for the Sacramento Regional Transit District

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Project Study Area & Description

The Sacramento Regional Transit District (RT) is proposing to extend the South Line light rail system into the Southern Sacramento region. Currently, the system is being expanded into South Sacramento with the construction of South Line Phase 1, a 6.3 mile extension to Meadowview Road, scheduled to open for service by September 2003. The South Sacramento Corridor Phase 2 Project would accommodate transportation needs associated with population and employment growth in the congested South Corridor area by increasing transit capacity and providing faster, more convenient access throughout the Sacramento metropolitan region.

The proposed extension would bring light rail service approximately five miles further south from Meadowview Road to the intersection of Calvine Road and Auberry Drive. Presently, four station locations have been proposed:

- Franklin Boulevard
- Center Parkway
- Cosumnes River College/College Square
- Calvine/Auberry

The proposed extension would follow the Union Pacific Railroad right-of-way south from Meadowview Road, turn east and run north of the proposed extension of Cosumnes River Boulevard, follow the Boulevard to Bruceville Road, turn south to serve Cosumnes River College and the College Square development, turn east to cross State Highway 99, and terminate at a station at Calvine/Auberry*.

To address Phase 2 impacts and the numerous related projects and studies within the study area, RT developed a plan recommending outreach activities at key project milestones to increase awareness, and understanding of project constraints and trade-offs. The Open House Meetings described in this document represent the second major round of outreach activities conducted to date.

**In April 2004, RT made various project refinements per the recommendations of the Federal Transit Administration (FTA) on land use and station accessibility including the elimination of certain design options, a new Morrison Creek station, and improved pedestrian access. In addition, RT decided to terminate the Phase 2 extension at Cosumnes River College.*

Description of Open House Meetings

RT held two Open House Meetings in the South Sacramento area on Monday, April 21, 2003 and Wednesday, May 14, 2003. The purpose of the meetings was to update the community on the proposed alignment for the Phase 2 light rail extension, environmental issues identified to date, the overall construction schedule and construction phasing options, and other related projects. RT and consultant staff were on-hand to discuss technical aspects of the proposed project and to answer questions. Representatives from other related projects were also available to discuss their projects, coordination with the Phase 2 light rail extension, and to answer questions.

MEETING NOTIFICATION

Open house meeting announcement rack cards were mailed as notices to approximately 5,100 residents, property owners, homeowner associations, environmental organizations, business



Attendees reviewing information at one of the station's exhibits.

associations, and key agencies with an interest in the South Sacramento corridor.

Additionally, 10,000 of these rack cards, providing details on the project and open house meetings, were distributed on RT busses and trains. Prior to the May 14th meeting, supplemental meeting announcement flyers were hand delivered to key locations along the proposed alignment with a high volume of community activity, such as churches, schools,

hospitals, and shopping centers. Display advertisements were published in the Sacramento Bee City Edition on Thursday, May 8, 2003 and in the Metro Section on Sunday, May 11, 2003. Press releases providing meeting details were also distributed to local print and radio outlets prior to each meeting. An article providing meeting information ran in the Community Section of the Sacramento Bee on Saturday, April 19, 2003. A copy of all meeting announcement

materials including the notification/rack card, supplemental flyer, display advertisements, press releases, and a media article are included in the Appendix of this report.

Approximately 25 people attended the first open house meeting on April 21, 2003 at Union House Elementary School.

Approximately 30 people attended the second meeting on May 14, 2003 held at Prairie Elementary School. Participants were invited to drop-by the informal open house meeting any time between 6:00 and 8:00 PM. Welcoming remarks were provided by Dr. Beverly Scott, RT General Manager/CEO, and elected officials in attendance (Sacramento County Supervisor Don Nottoli and Sacramento



Open House participants take a moment to fill out comment sheets.

City Councilmember Bonnie Pannell on April 21st, and Sacramento City Councilmember Bonnie Pannell on May 14th). Both meetings consisted of a series of exhibits and presented the same information. The following stations listed below provided information and an opportunity for attendees to speak with the Project Team staff, to ask questions, and express their views.

- **Welcome** At this station attendees received meeting handouts which included comment cards, a brief description of the exhibits, and information about the format of the meeting.
- **Project Background and Description** This station provided information about the Locally Preferred Alternative (LPA), Phase 1, and details of Phase 2 including project alignments, features, and status. An aerial map of Phase 2 with the proposed station locations was also provided, as was information on the RT's 10-year system expansion strategy. Also presented at this station was information about several related projects in the study area including: Cosumnes River Boulevard Extension & I-5 Interchange Project, Bruceville Widening Project, College Square Development, South Sacramento County Streams and Flood Control Project,

Freeport Diversion Project, Shasta Park Community Center, Sutterville Bypass Improvement Project, Florin Road Improvement Project, and the Sacramento Regional Wastewater Treatment Plant/Northwest Interceptor Project.

- ***Locally Preferred Alternative*** This station presented the alignments for Phase 1 and Phase 2, and reviewed proposed Phase 2 alternatives and considerations in station design. Information on projected ridership, capital costs, parking, and Phase 3 corridor options were also presented.
- ***Environmental Studies*** Exhibits at this station presented environmental issues identified to date including issues associated with other projects in the project area, key environmental issues, and preliminary environmental findings. Visual simulations at key corridor locations were also available for review.
- ***Project Schedule and Funding Process*** This station presented the project schedule, key milestones, a more detailed description of project activities, and the Federal Transit Administration New Starts process.
- ***Outreach/Involvement*** The exhibits at this station highlighted meetings with stakeholders that have been held to date, as well as how to stay involved in the project.

Summary of Verbal & Written Comments

The following section provides a summary of the comments and questions received at the Open House meetings. Each meeting attendee received a comment card and was encouraged to record their comments and questions and to leave the form at the meeting or return the form by mail. In addition, study team staff was debriefed after each meeting and comments and questions heard during the Open House were documented. Written comments received to date are included in the Appendix of this report, which will be forwarded to South Sacramento Corridor Phase 2 Project team members for their review and consideration.

QUESTIONS AND COMMENTS RECEIVED

ALIGNMENT

- Various attendees asked for clarification on the proposed alignment and asked if the alignment has already been set.
- One attendee asked that RT adhere to the Phase 2 and Phase 3 alignments as currently depicted to best serve residents east of Highway 99.
- One attendee suggested that the alignment run parallel to Highway 99 to minimize project impacts and community opposition.
- One attendee noted that the Union Pacific east alignment terminating at Grant Line Road provides the necessary service opportunity, especially if the proposed Lent Ranch Mall is built.
- One attendee stated that light rail should be on the East Side of old Union Pacific Railroad.
- One attendee asked, what would happen to the Calvine/Auberry Station if the alignment follows Bruceville Road.
- One attendee stated that walking distance to the Franklin Boulevard station location should be minimized.
- Various residents living near proposed station locations wanted more information on how they would access the station from their residences.
- One resident requested pedestrian access at Deer Creek Drive.
- One attendee expressed preference that a station be located on the West Side of Center Parkway.
- Several people asked if it is possible to take the light rail train under Franklin Boulevard as opposed to over it.
- One attendee asked where the new tracks would be located on the Union Pacific Railroad corridor.
- One resident who lived near the Union Pacific Railroad expressed a neighborhood concern about noise impacts.

- One resident who lived between the Franklin Boulevard and Center Parkway stations expressed concern about noise, but said they felt better upon learning a sound wall may be placed on top of the existing flood wall.
- One resident expressed concern about traffic backing up on Franklin Boulevard.
- One attendee objected to the alignment going east over the Highway 99 after the Cosumnes River College station location because it would be too expensive, is not warranted (based on population), and because they did not agree with the Phase 3 study.
- One attendee asked if any thought had given thought to where Phase 4 would go.

COMMUNITY & ENVIRONMENTAL IMPACTS

- Various meeting attendees asked about noise impacts for residents along the corridor.
- A number of property owners expressed concern about right-of-way impacts from the proposed project.
- One attendee expressed gratitude for visual simulations of what the project would look like at key corridor locations.
- One resident near the proposed flyover at Meadowview Road noted that the visual impact of the flyover would affect their property value.
- One resident of Cosumnes River Boulevard requested a sound wall on the West Side of Center Parkway.
- One resident inquired if passing trains would cause interruptions or static to either television or radio systems.
- One resident approved the project plans as presented and said "go ahead!"
- One attendee requested a sound wall on the North Side of Cosumnes River Boulevard and west of Center Parkway to protect apartment buildings from project-related noise impacts.
- One attendee stated that flyovers/aerials in people's backyards are intrusive especially crossing Union House Creek and the Union Pacific Railroad.
- Various attendees stated that flyovers are ugly and not warranted based on the amount of traffic in the area.
- One resident expressed concern that the project would attract undesirable segments of the population to the neighborhood.

- Various attendees asked where sound walls would be located.

COST and OVERALL DESIGN

- One attendee asked about the cost of grade separating the rail line.
- One attendee asked if there would be money to build the project and if it would have to be constructed in phases.
- One attendee asked about the basis upon which ridership numbers are determined.
- One resident stated that the proposed flyover at Franklin Boulevard is too costly and is not warranted by the traffic numbers.
- One attendee noted that grade separations should be built now, as they are too hard to add later.
- One resident stated a concern about the impact crossings at Franklin Boulevard and Cosumnes River Boulevard would have on air pollution and noise.

OPERATION

- One resident asked if connection transfers would be convenient when the current and proposed extensions are finished.
- One attendee asked if light rail is presently profitable.
- Several attendees asked about what adjustments would be made to bus service once Phase 1 is operational.
- One attendee asked if the South Sacramento extension would have a direct line to the airport.
- One attendee inquired about the status of the storage facility east of Highway 99.

RELATED PROJECTS

- One attendee stated that the presence of several agencies made it possible to see the "bigger picture."
- One attendee suggested a cross-section of projects on Cosumnes River Boulevard be produced.
- One attendee recommended against making Cosumnes River Boulevard six lanes.

- One attendee asked how the flood control project would affect the proposed light rail extension.
- Various residents stated that water resources would not be able to sustain the amount of growth/development currently being approved in the region.
- One attendee noted that the Freeport Diversion Project would travel northeast, not southeast.
- One attendee had questions regarding how the proposed extension would impact the Bruceville Widening Project.
- One attendee questioned why there is not more "inter-project coordination" among the other light rail projects.

SAFETY

- One attendee expressed concern for high school students utilizing the light rail with less desirable riders.

SCHEDULE

- One attendee asked when construction of the South Sacramento Corridor Phase 2 extension would begin.

MEETING FORMAT/PUBLIC INVOLVEMENT

- One attendee complemented the exhibit boards and graphics, noting that they are very helpful in conveying the alignment options and visual impacts.
- One attendee suggested that additional signage be placed on the street to notice future meetings.
- One attendee asked to be added to project mailing list.
- One attendee noted that a public hearing must be held before any final decision on the South Sacramento Corridor Phase 2 alignment is made.
- One attendee stated that they appreciated RT's efforts to update the public on the project.

APPENDIX