

Transportation Management Plan for the
Golden 1 Center

September 2016

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Sacramento Downtown Arena, LLC

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CHAPTER 1. INTRODUCTION

TMP PURPOSE

The purpose of this Event Transportation Management Plan (TMP) is to identify strategies to provide safe, convenient, and efficient access for all modes of travel to and from the Sacramento Entertainment and Sport Center (ESC), also known as Golden 1 Center (G1C). The identified strategies are intended to minimize conflicts between vehicles, pedestrians, bicycles, and transit before, during, and after events at G1C.

While the strategies in this report are recommended for implementation by opening day of G1C, the TMP is a flexible document that may be modified by the City as conditions change, and based on experience and input from additional parties, including the City of Sacramento, the G1C operator, local transit agencies, and the public.

This document serves as an update to the Draft TMP that was developed in early 2014 as part of the ESC Draft EIR.

TMP OBJECTIVES

The objectives of the TMP are:

- To facilitate a high quality walking experience to G1C from nearby residential areas, commercial areas, employment centers, transit stops, and parking garages by identifying key walking routes supported by wayfinding and traffic control personnel (as appropriate);
- To encourage and facilitate the use of transit by both event attendees and employees;
- To facilitate bicycle use by G1C event attendees and employees; and
- To maximize safety for all transportation users within the vicinity of G1C during event ingress and egress.

ROLES AND RESPONSIBILITIES

Table 1 describes the roles and responsibilities for various agencies and entities involved in the implementation of the TMP.

Similar to other entertainment venues, it is expected that the G1C operator, Sacramento Downtown Arena LLC (ArenaCo), will enter into agreement(s) with various agencies and/or vendors to provide the improvements necessary to implement the TMP. Since the City's Police Department and Department of Public Works (DPW) are responsible for maintaining and operating the roadway system in the immediate project vicinity, they will have responsibility for collaboratively working with the G1C operator to implement, operate, and/or oversee the recommended strategies contained in the TMP.

TABLE 1: ROLES AND RESPONSIBILITIES

Agency or Entity	Roles and Responsibilities
Sacramento Downtown Arena, LLC (ArenaCo)	ArenaCo, the entity responsible for the development, operation, and maintenance of G1C, is the project sponsor and is responsible for compliance with the TMP.
City of Sacramento Department of Public Works (DPW)	The City of Sacramento DPW has jurisdiction over the City’s public right-of-way (ROW), traffic operations, and parking. It manages all surface transportation infrastructure and systems in the City, including roads, sidewalks, bicycle lanes, parking, and traffic control. Recommendations related to physical or operational changes to the ROW and/or traffic operations or circulation must be reviewed/approved by the DPW.
City of Sacramento Parking Services	Parking Services, which is part of the City’s DPW, manages the City’s supply of on-street and off-street parking. This includes online and mobile parking programs and technology upgrades to City garages.
City of Sacramento Police Department (SPD)	The City of Sacramento Police Department is responsible for emergency response, implementation/oversight of traffic control plans, incident management, and coordination with the Sacramento Fire Department and the California Highway Patrol as needed.
City of Sacramento Fire Department (SFD)	The Sacramento Fire Department provides fire suppression and emergency medical services to the residents, visitors, and workers within Sacramento.
Sacramento Regional Transit District (RT)	Sacramento RT provides transit service to the Sacramento region with a combination of light rail transit (LRT), bus, and shuttle bus routes. Three LRT lines and several RT bus routes serve stops located within ¼ mile of G1C. Recommendations related to physical or operational changes to transit facilities or operations must be approved by RT.
Yolo County Transportation District (YCTD)	YCTD administers Yolobus, which operates local and intercity bus service in Yolo County and neighboring areas. Yolobus connects communities such as Davis, West Sacramento, and Woodland with downtown Sacramento and Sacramento International Airport.
Capitol Corridor Joint Powers Authority (CCJPA)	The CCJPA provides intercity passenger rail service between the Sacramento region and the Bay Area. The Capitol Corridor weekday schedule includes 15 daily roundtrips between Sacramento and Oakland, seven daily roundtrips between Oakland and San Jose, and one daily roundtrip between Sacramento and Auburn.
Other Transit Service Providers	Paratransit, Inc. is a private nonprofit corporation that provides transportation services to individuals with disabilities, the elderly, and related agencies including a contract with RT to provide service for certain people with disabilities as required by the Americans With Disabilities Act (ADA). Several other transit providers operate commuter/express service to downtown Sacramento and the G1C area including Amador Transit, E-Tran (Elk Grove), El Dorado Transit Authority, Fairfield and Suisun Transit (FAST), the North Natomas TMA, Placer County Transit, Roseville Transit, and Yuba-Sutter Transit.
Caltrans	Caltrans is California’s Department of Transportation and has jurisdiction over the freeways that provide regional vehicle access to G1C.
Sacramento Area Bicycle Advocates (SABA)	SABA is Sacramento’s bicycle advocacy group and offers bicycle valet parking services at several events around the City. SABA also has an interest in bicyclist circulation and safety, particularly along designated bicycle routes.

REPORT ORGANIZATION

The document consists of the following chapters:

- Chapter 2 (Project Description) – discusses the G1C including its location, project site plan, anticipated annual activities, and general vehicular, transit, pedestrian, and bicycle access.
- Chapter 3 (Travel Characteristics of NBA Attendees) – discusses the expected use of bicycle, pedestrian, transit, and vehicular travel modes to access G1C during events.
- Chapter 4 (Traffic Management Element) – discusses the techniques needed to manage transportation to and from events at G1C.
- Chapter 5 (Pedestrian Element) – discusses existing and planned pedestrian facilities and anticipated pedestrian flows during and after G1C events.
- Chapter 6 (Public Transportation Element) – discusses existing and planned transit services during G1C events.
- Chapter 7 (Bicycle Element) – discusses existing and planned bicycle facilities that may be used to access G1C and on-site bicycle parking.
- Chapter 8 (Parking Element) – presents the anticipated parking demand and supply as well as the City’s parking operations plan.
- Chapter 9 (Wayfinding) – describes the wayfinding signage necessary to guide attendees to and from events at G1C.
- Chapter 10 (Communication) – describes the communications protocol for agencies and entities responsible for operations of G1C and the surrounding transportation systems.
- Chapter 11 (Construction Staging) – describes the effects of ongoing construction activity on travel to and from G1C.
- Chapter 12 (Small- and Medium-Sized Events) – describes the transportation controls necessary for small- and medium-sized events at G1C.
- Chapter 13 (Monitoring, Performance Standards, and Refinement) – presents a set of performance standards that describe the desired level of operating standards that should be achieved during G1C events. This chapter also discusses the mitigation monitoring plan that should be implemented once G1C is operational to ensure that standards are met.

CHAPTER 2. PROJECT DESCRIPTION

LOCATION

G1C is located in the northwest portion of downtown Sacramento, sitting within the Downtown Commons (DOCO) development complex on the former site of the Downtown Plaza Shopping Center. G1C is generally bounded by L Street, 5th Street, J Street, and 7th Street as shown on **Figure 1**.

SITE PLAN

Figure 2 shows the G1C site plan. A large amount of supporting retail, restaurant, office, hotel, and residential space is also being developed in the immediate G1C vicinity, however, this document focuses specifically on the G1C and its operations. References are made in some chapters to parking, pedestrian connections, and driveways associated with the adjacent uses, many of which are currently under construction but not expected to be open prior to G1C.

G1C includes a performance bowl with general and premium seating, suites, and indoor standing areas and a sellout capacity of 17,500 event attendees. The performance bowl can be configured for basketball, other sporting events, concerts, conferences, conventions, trade shows, circuses, and family-oriented shows. An outdoor plaza surrounds G1C, providing space that can be cordoned and integrated with G1C events.

The G1C structure also includes administrative offices for the Sacramento Kings, a two-court practice facility, and retail space. Retail stores and restaurants in G1C include a team retail store that is accessible to the public from outside the facility and operates during regular non-event business hours. Additional retail and restaurant space is internal to the building, most of which operates only during G1C events.

EMPLOYMENT

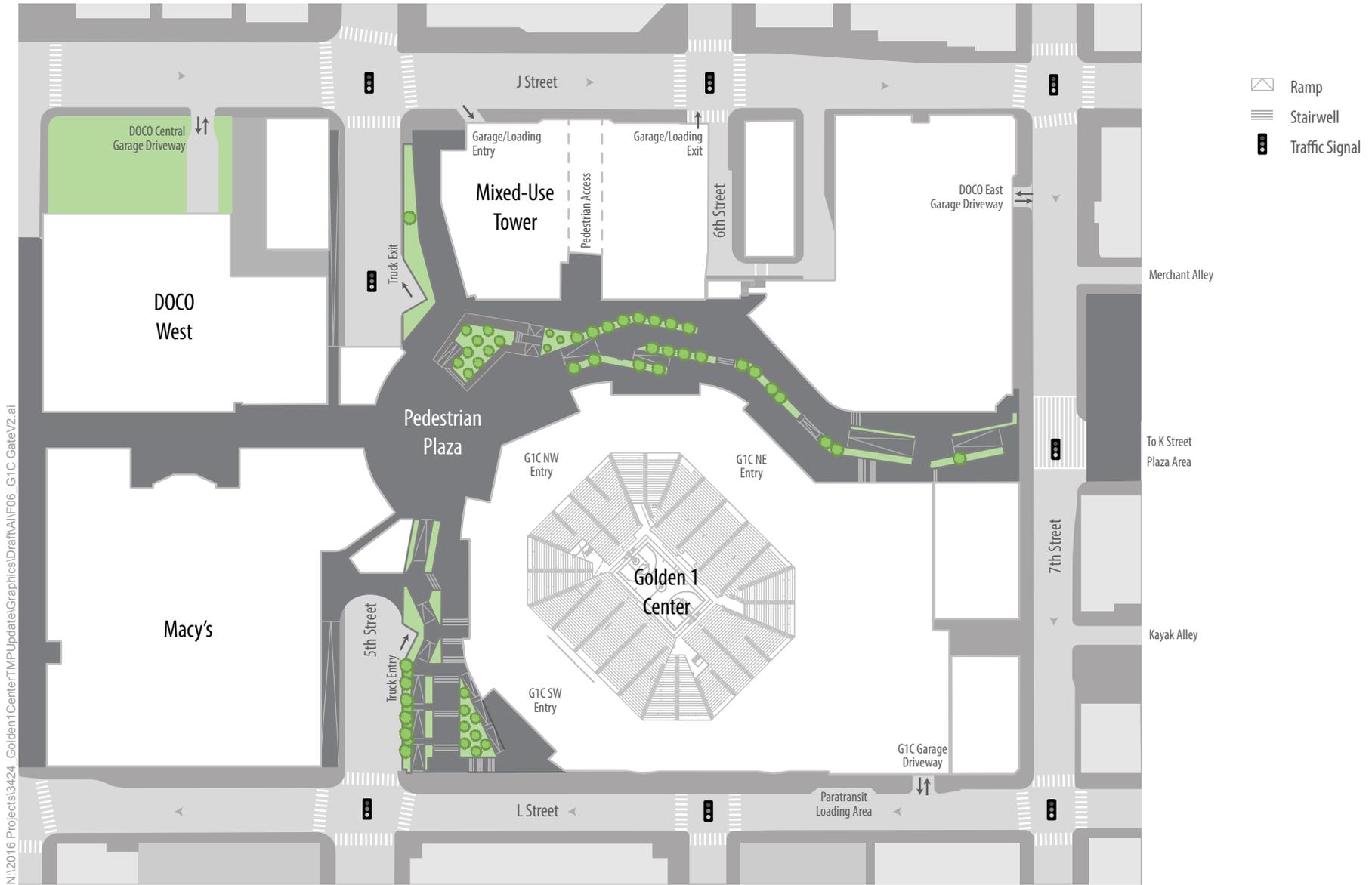
The G1C administrative offices accommodate approximately 250 permanent Sacramento Kings employees.

To support major events at G1C, such as a Kings game or major concert, approximately 1,200 temporary employees are needed in a variety of jobs, including food service, ticketing, security, janitorial, and similar positions. For medium-sized events, including weekend family shows and medium-sized concerts or sporting events, temporary event-related employment is estimated to be approximately 830 jobs. For smaller events, including small concerts, weekday family shows, graduations, and conventions or conferences, temporary event employment is estimated to be approximately 580 jobs. Depending on the nature of the event, some employees begin to arrive several hours to several days before an event, and similarly depending on their jobs, some employees remain at G1C for several hours or longer after events.

SITE ACCESS

The G1C will be accessible by a variety of travel modes including transit (bus and light rail), walking, bicycling, and driving. Additionally, it is anticipated that limousines, charter buses, Paratransit, rideshare companies (e.g., Uber and Lyft), and taxis will be used by attendees.

Freeway access to the G1C vicinity is available via Interstate 5 (I-5), the W-X Freeway, State Route 160 (SR-160), Business 80 (Capital City Freeway), and State Route 99 (SR-99).



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Figure 2

G1C Site Plan

Pedestrian gateways to the G1C site are provided at several locations surrounding the periphery of the site, including the J Street / 5th Street, 7th Street / K Street, and L Street / 5th Street intersections, as well as from the southerly terminus of 6th Street south of J Street. Access to the G1C site is also available from the K Street pedestrian promenade, which extends west from the G1C outdoor plaza above 5th Street, through DOCO, and underneath I-5 to meet 2nd Street in Old Sacramento.

The primary general admission entry point for G1C is located at the northwest corner of the building, oriented toward the J Street / 5th Street entrance to the outdoor plaza. Several smaller entrances are located at the northeast, southeast, and southwest corners of G1C, primarily for use by employees, media, premium ticket holders, and Paratransit riders. G1C is also accessible via pedestrian connections from the underground parking garages (reserved for players, coaches, staff, and premium ticket holders) located directly east and north of the site.

ARENA ACTIVITIES

G1C serves as a venue for an array of sporting and entertainment events throughout the year. According to the *ESC Draft EIR*, G1C will initially host an estimated 189 events each year, distributed approximately as follows:

- 47 (average) Kings home games (3 pre-season + 41 regular season + an average of 3 home playoff games)
- 33 family shows (e.g., Disney on Ice, circus, etc.)
- 27 concerts
- 82 other sporting events, graduations, trade shows, and conventions

Table 2 provides detail on the projected annual event distribution as documented in the *ESC Draft EIR*. The total number of events is affected by a number of factors, such as the success of the Sacramento Kings in reaching the playoffs, potential additional professional sports teams using the facility, the number of touring concert acts each year, and the relative success of the G1C operator in booking events. While Sacramento Kings games are expected to generate over half of the annual attendance at G1C, it is estimated that these games represent only 47 out of 189 events annually, or approximately ¼ of all G1C events.

The timing of events, in terms of day of the week and time of day, varies by event type. Most events at G1C occur on weekday evenings or weekends, with an estimated 141 of the 189 annual events occurring during these time periods.

Typically, weekday and Saturday Kings games start at approximately 7:30 PM and conclude around 10:00 PM. On Sundays, Kings games typically start at 3:00 PM or 6:00 PM and conclude two and one-half hours later. Earlier or later starting times can occur occasionally due to the requirements of national broadcasting companies, but will be extremely infrequent and are not reasonably predictable at this time.

Other major components of the attendance profile for G1C include concerts (estimated to be 27 concerts with total annual attendance of approximately 225,000) and other sporting events (estimated to be 16 events with total annual attendance of 80,000). Typically, concert events start at approximately 8:00 PM and conclude at approximately 11:00 PM or later. Other sporting events could include college and high school basketball, volleyball or similar events, professional boxing or mixed martial arts, indoor soccer or tennis, or similar such sporting events. G1C is scheduled to be one of eight host facilities for the first and second rounds of the NCAA Men's Basketball Tournament in March 2017.

Other weekday events at G1C will include a range of conferences, family show matinees, trade shows, graduations and other similar events. It is estimated that about 83 of these events will occur annually with a typical of attendance of 2,000 to 5,000 people.

TABLE 2: PROJECTED ANNUAL G1C EVENT DISTRIBUTION

Event Description	Quantity (Days)	Daily Attendance	Weekday Daytime	Weekday Evening	Weekend
Kings Events	44-60				
Pre-season	3	15,500		√	√
Regular Season	41	16,750-17,500		√	√
Post-season	0-16	17,500		√	√
Non-Kings Events	130				
Other Sporting Events	16	5,000		√	√
Family Ice Shows	16	6,000		√	√
Circus	8	7,500	√	√	√
Civic Events	9	5,000	√		
Trade Shows	4	4,500	√	√	√
Family Shows	9	5,200	√	√	√
Conventions	3	3,750	√		√
Graduations	20	5,000	√	√	√
Concerts (large)	3	15,000		√	√
Concerts (medium)	12	10,000		√	√
Concerts (small)	12	5,000		√	√
Other medium events	8	6,000	√	√	√
Other small events	10	2,000	√	√	√

Source: Sacramento Kings.

TMP EVENT SCENARIOS

The event scenarios discussed in this TMP include small, medium, and large events. Attendance ranges for each event scenario are as follows:

- Small – Fewer than 5,000 attendees
- Medium – 5,000 to 9,999 attendees
- Large – 10,000 to 17,500 attendees

The above descriptions and attendance ranges of events differ from definitions being used by the City’s Parking Services Department for parking planning purposes.

This TMP is recommended to be fully implemented for all large events, including NBA games as well as other events that draw 10,000 or more attendees. Large events are anticipated to occur primarily during weekday evenings or weekends, with a typical NBA game start time of 7:30 PM on weekdays. While weekday NBA games almost always take place in the evening, TMP measures are applicable to all Kings basketball games regardless of the level of attendance or day of the week.

For small and medium events, it is anticipated that portions (but not all elements) of the TMP would need to be implemented. For instance, while traffic control officers would likely need to be situated at some intersections, they may not be necessary at others (due to reduced parking and pedestrian demands). **Chapter 12** describes the elements of the TMP that are applicable for small and medium events.

NBA GAME CONCURRENT WITH OTHER MAJOR COMMUNITY EVENTS

A scenario could occur when an NBA game at G1C coincides with multiple community events such as a Sacramento River Cats baseball game, Old Sacramento events, a Convention Center event, and/or a Midtown event.

The potential for an overlapping event in which the Kings and River Cats both play regular season games on the same day exists only in the month of April and May. For instance, in April 2014, two such overlapping events occurred. On April 13th and 16th, the River Cats played a day game (starting at 12:05 PM), and the Kings played a night game (starting at 7:00 PM). The potential for overlapping events also exists in late April or May should the Kings make the playoffs. Since professional sports schedules are announced several months in advance of the season (e.g., NBA schedules are typically released in August), it will be possible to know precisely when such overlapping activities will occur and plan for them accordingly.

Major events occur in Old Sacramento throughout the year during certain weekdays, weekends, and holidays. Midtown Sacramento hosts a “Second Saturday” art/entertainment evening event on the second Saturday of each month. During the 2013-2014 basketball regular season, this event overlapped with one Kings home Saturday game.

City staff, SPD, the G1C operator, the Downtown Sacramento Partnership, and other relevant permitting agencies will meet monthly to share event calendars and minimize scheduling conflicts.

CHAPTER 3. TRAVEL CHARACTERISTICS OF G1C ATTENDEES

As noted previously, the G1C will host between 44 and 60 Kings basketball games (depending on their regular season and playoff success), and 142 non-Kings events. With a handful of events occurring twice per day, there would be an average of 147 days with an event, which implies an event occurs on nearly half of all days during a typical year. Large events (i.e., over 10,000 attendees) would occur between 59 and 75 days per year, or about 15 to 20 percent of the time.

The monthly distribution of regular-season home games tends to be evenly spread at about seven games/month over six months (November through April), with a typical month having one to three games on Fridays, one to three games on Saturdays, zero to one game on Sundays, and two to six games on Mondays through Thursdays. Concerts and other events may occur sporadically throughout the year. Playoff games can extend into the months of May and June.

MODE SPLIT

The projected travel mode split for NBA event attendees at G1C for opening day conditions is summarized in **Table 3**. The majority of attendees are expected to drive to and from NBA events at G1C, though usage of light rail, walking, and bicycling is expected.

TABLE 3: NBA EVENT – TRAVEL MODE FOR ATTENDEES

Mode	Opening Day Share
Auto	90.0%
Transit	7.0%
Walk	2.5%
Bike	0.5%

Source: Chapter 4.10 of *ESC Draft EIR*.

The opening day mode splits shown above are based on a number of current factors including the availability of parking, the level of transit service, traffic conditions during the pre-game and post-game hours, weather, etc. It is also based on the pre-game origins and post-game destinations. Refer to Chapter 4.10 of *ESC Draft EIR* for additional details.

The auto mode split may be somewhat greater than 90 percent for non-Kings events (due to lack of repeat visitation, demographics, etc.). However, greater average vehicle occupancies than the average of 2.27 persons per vehicle observed at Kings Game at the Sleep Train Arena in 2012 would also be expected.

PRE-GAME ARRIVAL DISTRIBUTION

Table 4 shows the expected pre-game arrival percentages for attendees at Sacramento Kings' games at G1C based on data from the *ESC Draft EIR*. The arrival distribution is based on surveys conducted at the Sleep Train Arena in 2012 for a 7:00 PM game. Due to the shift to a 7:30 PM game start time, it is assumed that all surveyed arrival times will occur 30 minutes later during the 2016-2017 season.

TABLE 4: PRE-GAME NBA EVENT ARRIVAL DISTRIBUTION

Arrival Time	Percent of Attendees	No. of Attendees ¹
5:30-6:30 PM	14.0%	2,450
6:30-7:00 PM	22.7%	3,970
7:00-7:30 PM	44.7%	7,820
7:30 PM and after	18.6%	3,260

Note:

1. Based on a sold-out weekday game (17,500 attendees) that starts at 7:30 PM.

Source: Chapter 4.10 of *ESC Draft EIR*.

As is typical for EIRs, the transportation analysis for the *ESC Draft EIR* utilized a reasonably conservative approach to analyze project-specific impacts (with an emphasis on not understating impacts to the roadway system, freeway network, and parking supply adequacy) by virtue of the mode choice and arrival assumptions. It is believed by many that the transit, walk, and bike mode splits will increase over time, particularly during the Spring when daylight hours are extended and weather improves. Additionally, the proximity of a number of food and beverage, shopping, and other entertainment options in close proximity to G1C will likely result in attendees arriving to the site more gradually prior to events, and also remaining longer after events conclude. However, the roadway system analysis (and many of the roadway-related measures contained in this TMP) is derived from the *ESC Draft EIR* analysis, which provides a safety factor by using the more conservative values.

CHAPTER 4. TRAFFIC MANAGEMENT ELEMENT

This chapter describes pre-event and post-event controls to be implemented around G1C for an NBA basketball game. These will be applied for both weekday evening and weekend games. These traffic controls will also be applied for a large sold-out concert or community event with at least 10,000 attendees.

The level of controls needed varies with the intensity of the scenario, thus, it is not expected that small- and medium-sized events will require the full selection of traffic control strategies. Traffic management strategies for small- and medium-sized events are discussed in **Chapter 12**.

TRAFFIC CONTROL OVERVIEW

Traffic control measures for the pre-event and post-event time periods are intended to facilitate the following:

- Safe and convenient pedestrian travel between G1C and adjacent transit stations and parking garages/lots and businesses.
- Limiting the number of vehicles that circulate looking for parking.
- Limiting vehicle congestion after events by directing traffic away from G1C to the nearest freeway on-ramp.
- Enhanced security and public safety for attendees of G1C events.

Pre-event traffic control measures will be in place 60 minutes prior to the beginning of an event. Post-event traffic control measures will be in place beginning approximately 30 minutes before the end of an event until approximately 30 to 45 minutes after the end of an event when roadway conditions return to normal. For a typical weekday evening NBA game, traffic control measures will be deployed from 6:30 PM until approximately 10:30 PM. Given the level of effort to set up street closures, traffic control measures will remain in place as the event occurs.

TEMPORARY STREET CLOSURES

The pre-event and post-event traffic control plans include temporary street closures on the roadway segments listed in **Table 5**.

TABLE 5: TEMPORARY ROADWAY CLOSURES

Location	Pre-Event	Post-Event
3 rd Street	I Street to J Street (NB only)	I Street to J Street (NB only) J Street to L Street (SB only)
4 th Street	L Street to Capitol Mall (SB only)	L Street to Capitol Mall (SB only)
5 th Street	J Street to L Street (NB only)	J Street to Capitol Mall
7 th Street	-	J Street to L Street
6 th Street	Capitol Mall to L Street (NB only)	Capitol Mall to L Street (NB only)
L Street	5 th Street to 7 th Street	5 th Street to 8 th Street
Capitol Mall	-	4 th Street to 6 th Street (EB only) 5 th Street to 7 th Street (WB only)

Figures 3 and 4 illustrate the locations of temporary street closures during the pre-event and post-event time periods, respectively.

Temporary street closures will be managed by City of Sacramento Police Department through the use of Traffic Control Officers (TCOs). A variety of traffic control measures, including signage and barricades, will be placed at the lead intersection of each street closure as well as along affected cross streets. Advance signage will notify roadway users of upcoming street closures and suggested alternate routes. Detailed traffic control plans developed in conjunction with this TMP illustrate the precise type and location of traffic control equipment and personnel.

TEMPORARY TRAFFIC SIGNAL MODIFICATIONS

Generally, existing traffic signals will control event-related traffic at intersections surrounding G1C. At select locations, temporary signal timing modifications will be implemented in conjunction with temporary street closures to manage pre-event and post-event travel activity. Temporary signal modifications include special event signal timing plans that prioritize traffic flows along primary automobile routes in downtown Sacramento, particularly those to and from nearby freeways.

During the pre-event time period, traffic signals along J Street can be set to a special event timing plan to accommodate projected heavy eastbound flows from the I-5 off-ramps, if warranted, based on monitoring of field conditions. The special event timing plan will provide increased eastbound green time for the off-ramp signal phases, similar to the existing AM peak period timing plan, to reduce the likelihood of vehicle queuing onto the I-5 mainline. Additional signal modifications, such as the closure of the west leg and south leg crosswalks at the J Street / 3rd Street intersection, will further facilitate traffic flows from I-5.

During the post-event time period, traffic signals at intersections near parking garage exits will be set to provide extended green time to egressing traffic. These include certain intersections on J Street, L Street, and Capitol Mall.

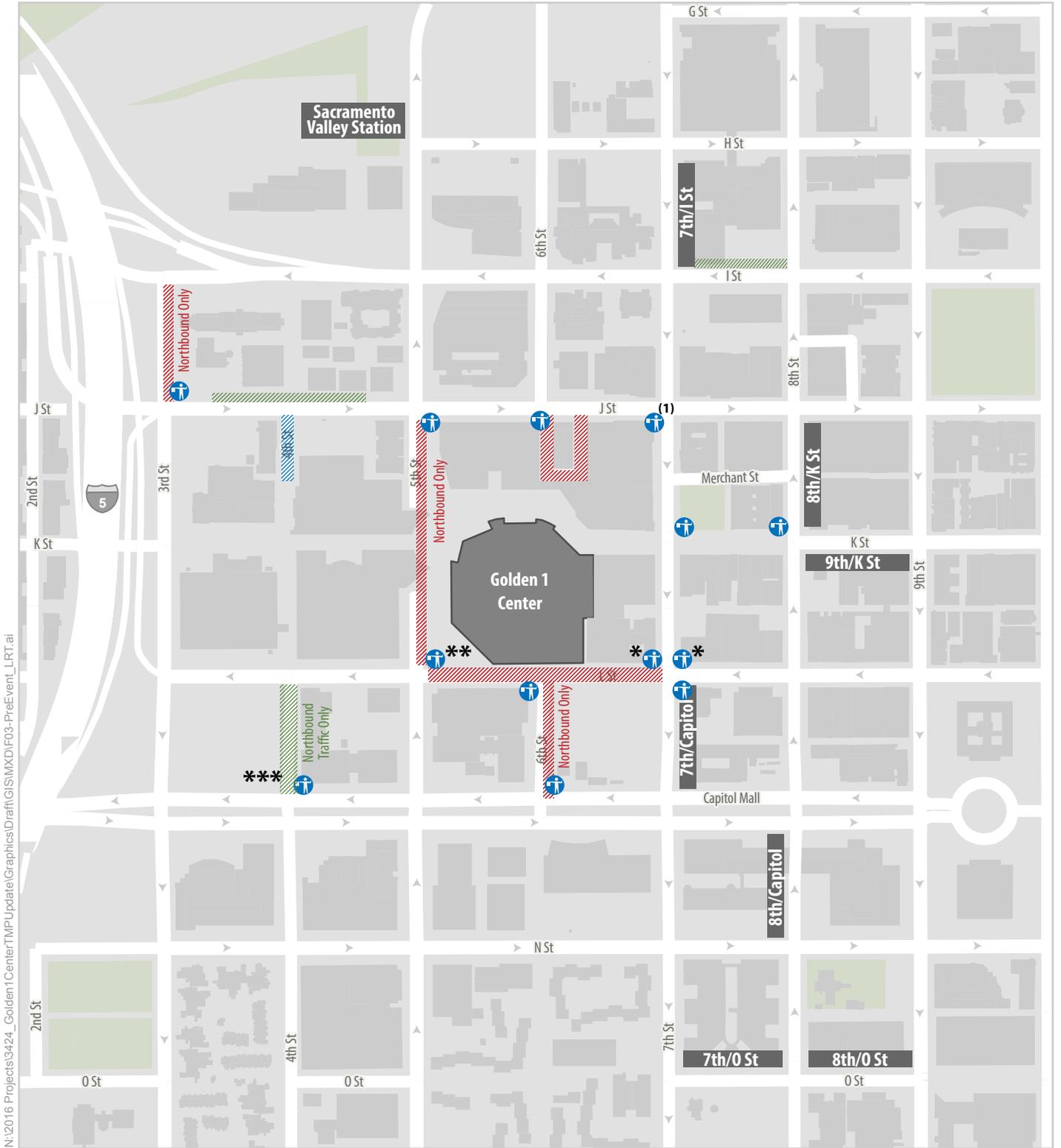
Special event signal timing at downtown Sacramento intersections will be monitored and adjusted in real-time by DPW staff from the City's Traffic Operations Center.

TRAFFIC CONTROL OFFICERS

Sacramento Police Department TCOs will be present at key intersections surrounding G1C to manage competing vehicle, pedestrian, bicycle, and transit flows. Unless specifically noted otherwise, officers will not be assigning right-of-way, but may control/regulate lawful pedestrian movements, answer questions, and serve as a visible form of security.

Table 6 summarizes the quantity, location, and responsibilities of TCOs for the pre-event and post-event traffic control plans. **Figures 3 and 4** display the locations of TCOs during the pre-event and post-event time periods, respectively.

A TCO Supervisor will monitor post-event traffic, transit, pedestrian, and bicycle traffic on streets and will direct TCOs to remove traffic control measures when conditions return to normal and special controls are no longer needed.



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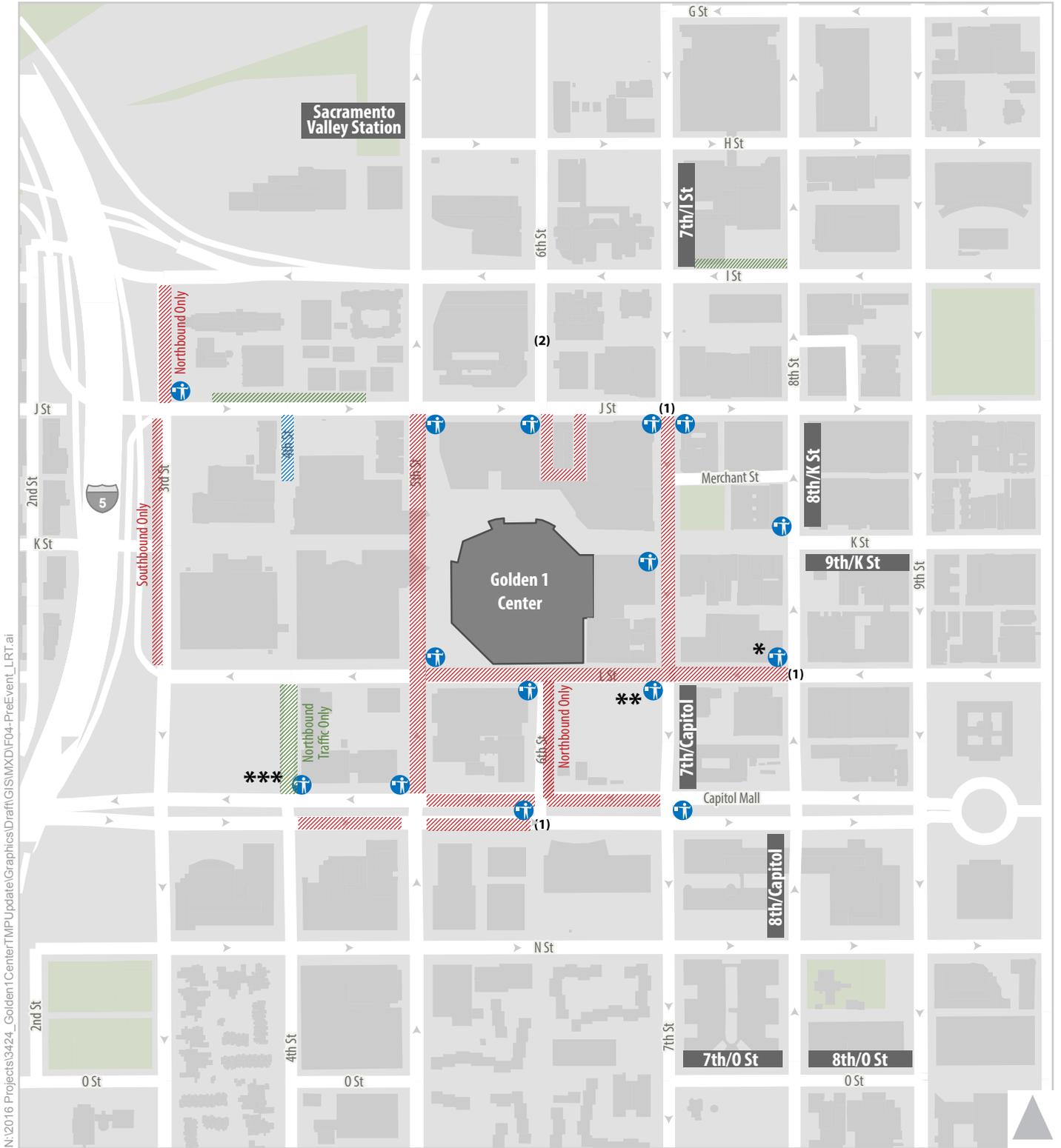
-  Traffic Control Officer Located at Suggested Intersection Quadrant
-  Street Closure
-  Loading Area
-  ADA Pick-Up/Drop-Off Area
-  Light Rail Station
- (1)** Intersection to be manually controlled by officers as needed.

- OFFICERS ROLE MAY INCLUDE (BUT WOULD NOT BE LIMITED TO):
- * Checking credentials in special permit holder travel lanes.
 - ** Northbound 5th Street Bus Wave Throughs
 - *** Management of pick-up/drop-off activity on 4th Street.

Figure 3

Pre-Event Traffic Control Plan





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- Traffic Control Officer Located at Suggested Intersection Quadrant
- Street Closure
- Loading Area
- ADA Pick-Up / Drop-Off Area
- Light Rail Station

- (1) Intersection to be manually controlled by officers as needed.
- (2) Once mixed-use tower garage is open, it will be necessary to close southbound 6th Street between I Street and J Street.

OFFICERS ROLE MAY INCLUDE (BUT WOULD NOT BE LIMITED TO):

- * Checking credentials in special permit holder travel lanes.
- ** Escort of priority vehicles from L Street G1C garage onto southbound 7th St.
- *** Management of pick-up/drop-off activity on 4th Street.

Figure 4

Post-Event Traffic Control Plan



Several TCOs identified in **Table 6** will be deployed at the discretion of the Police Department. These include the TCO stationed at J Street / 6th Street, which will not be required during the initial months of GIC operations due to the on-going construction of the mixed-use tower and associated parking garage. For these locations, the Police Department should assess and adjust the TCO roles, responsibilities, and staffing needs based on observations from the first-year monitoring plan.

TABLE 6: TRAFFIC CONTROL OFFICERS

Location	Pre-Event TCOs	Post-Event TCOs
J Street / 3 rd Street	1 ⁶	1 ⁶
J Street / 5 th Street	1	1
J Street / 6 th Street	1 ⁷	1 ⁷
J Street / 7 th Street	1 ⁴	2 ⁴
7 th Street / K Street	1	1
8 th Street / K Street	1 ⁶	1 ⁶
L Street / 5 th Street	1 ¹	1
L Street / 6 th Street	-	1
L Street / 7 th Street	3 ²	1 ⁵
L Street / 8 th Street	-	1 ^{2,4}
Capitol Mall / 4 th Street	1 ³	1 ³
Capitol Mall / 5 th Street	-	1
Capitol Mall / 6 th Street	1	1
Capitol Mall / 7 th Street	-	1

Notes:

1. Wave northbound buses through 5th Street closure.
2. Check credentials of special permit holders.
3. Manage loading activity along 4th Street.
4. Manual control of intersection as needed.
5. Escort vehicles egressing the L Street GIC garage onto southbound 7th Street.
6. Necessity determined by Police Department.
7. TCO required after opening of mixed-use tower and associated garage.

TRANSIT CONTROL STRATEGIES

The accommodation of transit vehicles during special events minimizes potential conflicts with other travelers, avoids creating congestion, and facilitates efficient and reliable transit operations. Light rail trains, buses, and Paratransit vehicles will be permitted to travel on streets otherwise closed during special events at the discretion of the City’s Police Department subject to current site conditions and on-going monitoring experience.

Light rail trains will be waved through the post-event street closure along 7th Street by TCOs stationed at the J Street / 7th Street intersection. Due to significant volumes of post-event pedestrian crossing activity along 7th Street near GIC, additional guidance is necessary to facilitate the safe movement of LRT vehicles

through the street closure. RT field supervisors or security officers will accompany LRT vehicles through the 7th Street closure to minimize potential conflicts.

Public buses and Paratransit vehicles operating on closed street segments will be waved through by TCOs as allowed by current site conditions. Paratransit vehicles will be waved through by TCOs stationed at credentials checkpoints at the L Street / 7th Street and L Street / 8th Street intersections during the pre-event and post-event time periods, respectively, to access the designated Paratransit loading zone on the north side of L Street west of 7th Street. If buses and Paratransit vehicles arrive during time periods with high pedestrian crossing activity (particularly the post-event time period immediately after an event concludes), they may be held until pedestrian flows subside.

Enhanced transit service for special events is discussed in **Chapter 6**.

LOADING ZONES

Special event loading zones will allow for pre-event drop off and post-event pick up activity for a variety of vehicular travel modes, including taxis, limousines, transportation network companies (TNCs), and the general public. Three special event loading zones will be provided at following locations in the vicinity of G1C:

- J Street between 3rd Street and 5th Street (north curbside)
- I Street between 7th Street and 8th Street (north curbside)
- 4th Street between L Street and Capitol Mall (entire roadway segment)

Signage will indicate the presence of loading zones to approaching vehicles. Where necessary, on-street parking spaces will be signed as temporary tow-away zones during time periods when temporary traffic control measures are deployed.

The 4th Street loading zone will operate as an airport-style pick up/drop off area. This will require the temporary restriction of southbound traffic on 4th Street from L Street to reserve multiple northbound lanes for vehicle loading and staging. Up to five temporary northbound-only lanes will be coned along this roadway segment, including four lanes for pick up/drop off activity (two on the west side of the street, two on the east side of the street) and one central lane for through traffic. A TCO will be stationed at the Capitol Mall / 4th Street intersection to manage vehicle entry and loading activity.

A temporary ADA pick up/drop off zone will be provided in the surface parking lot immediately south of the J Street / 4th Street intersection. ADA placard vehicles will access the zone via J Street. Temporary signs, barricades, and sidewalk ramps will be installed to accommodate up to six vehicles and provide necessary accessible routes between the loading area and adjacent sidewalk facilities. Access between the pick up/drop off zone and the G1C NW Entry will be available via the pedestrian promenade through DOCO or the sidewalk on the southern side of J Street. Signage on J Street will indicate that the loading zone is reserved for ADA placard vehicles only. A parking enforcement officer will manage pick up/drop off activity at this location.

G1C GARAGE ACCESS

The parking garage on the southeast portion of the G1C site will be reserved for Kings players, coaches, and staff and premium ticket holder parking activity. Access to and from the garage is available via the driveway located on L Street west of 7th Street.

Inbound vehicles traveling to the garage will be waved through the temporary L Street closure by TCOs stationed at credentials checkpoints at the L Street / 7th Street and L Street / 8th Street intersections during the pre-event and post-event time periods, respectively. Following events, vehicles departing this garage will be directed eastbound through the temporary L Street closure towards the L Street and 7th Street intersection. A TCO stationed at the intersection will escort vehicles onto southbound 7th Street.

Once the mixed-use tower north of G1C is completed (anticipated in late 2016 / early 2017), the below ground parking garage will also be available for use. Ingress to the garage will be provided by a new driveway located on J Street east of 5th Street. Egress from the garage will be provided by the J Street / 6th Street intersection including the provision of a temporary second egress lane from the garage.

The DOCO East garage (directly south of J Street and west of 7th Street) will remain in operation during events and is not anticipated to be used for event parking. The traffic control plans allow ingress/egress from the garage driveway on 7th Street during pre-event conditions. During post-event conditions, the closure of 7th Street will preclude vehicles from entering this garage. Any vehicles desiring to exit the garage will be directed to use Merchant Alley to exit onto 8th Street.

MEDIA PARKING

The east curb of 6th Street between L Street and Capitol Mall will be utilized for media parking before, during, and after events at G1C. TCOs will be stationed at the Capitol Mall / 6th Street intersection to verify the credentials of media vehicles accessing the parking area. It is expected that media vehicles will depart the parking area after temporary traffic control measures have been removed.

TRUCK DELIVERIES

G1C has a truck delivery entry-only driveway and a second exit-only driveway on 5th Street between J Street and L Street. The inbound driveway is configured such that it can only be accessed by northbound trucks, and has a temporary truck-only waiting/staging lane between the driveway and L Street. Outbound trucks may only travel onto northbound 5th Street toward J Street. A new traffic signal at the truck exit onto 5th Street addresses potential sight distance and weaving concerns associated with trucks departing the driveway. G1C-related truck traffic on local streets will be accommodated via an STAA route to and from I-5, the primary regional truck route serving the downtown Sacramento vicinity. Inbound trucks will travel northbound or southbound on I-5, exit I-5 at Q Street, travel eastbound on Q Street to 5th Street, and travel northbound on 5th Street to the G1C truck loading area. Outbound trucks will depart the G1C truck loading area, travel northbound 5th Street to I Street, and travel westbound on I Street to either the northbound or southbound I-5 on-ramps.

The G1C operator has indicated that truck staging for concerts and other special events could require anywhere from five to twenty trucks. At most state-of-the-art facilities, these trucks stage at the venue and unload during overnight hours (versus being required to stage at an off-site location, and then arrive when summoned). G1C and City staff are currently evaluating several truck staging areas, including Railyards Boulevard, underneath the W-X Freeway, and the Sleep Train Arena parking lot. As of August 2016, truck routing and staging plans are tentative pending City Council approval.

Chapter 13 (Monitoring and Performance Standards and Refinement) includes a performance standard related to truck staging.

EQUIPMENT STORAGE, DISTRIBUTION, AND SET UP

Equipment required to implement the pre-event and post-event roadway closures, including signs, barricades, and cones, will be stored, distributed, and collected by the G1C operator or their contractor.

Roadway closure equipment will be distributed up to two hours prior to the beginning of an event, allowing for up to one hour of set up time. The G1C operator is currently deciding whether to rely upon TCOs to set up and take down the equipment, or to hire a separate firm to regularly perform this duty.

For weeknight events, the timing of traffic control equipment set up will be planned to minimize impacts to the 4:00 PM to 6:00 PM evening peak commute period. Equipment set up procedures will adhere to the following guidelines:

1. Equipment set up will begin no earlier than 5:30 PM
2. Hard street closures will not be in place until after 6:00 PM
3. Equipment set up will be complete at least one hour before event start time (e.g. by 6:30 PM for a 7:30 PM event start time)

CHAPTER 5. PEDESTRIAN ELEMENT

The area surrounding G1C will experience high pedestrian volumes before and after events as attendees walk between G1C and nearby residences, employment and restaurant locations, transit stations, and parking garages. Strategies identified in the TMP leverage the existing pedestrian facility network in Downtown Sacramento while augmenting the network with a combination of crossing enhancements, signage, and temporary roadway closures to prioritize pedestrian routes and minimize potential for conflict with other travel modes.

EXISTING PEDESTRIAN FACILITIES

Downtown Sacramento, particularly the area surrounding G1C, is an active pedestrian district. Sidewalks are present on all of the streets immediately adjacent to G1C, ranging in width from approximately eight feet to 25 feet. The pedestrian promenade between Old Sacramento and the G1C site provides uninterrupted pedestrian access for three blocks, including a tunnel underneath I-5.

Traffic signals control all of the intersections and related pedestrian crossings of local streets in the immediate vicinity of G1C. Crosswalks are present at most nearby signalized intersections.

Figure 5 displays existing pedestrian facilities (including facilities planned to be complete by opening day) within the vicinity of G1C. This figure also shows those facilities in the immediate vicinity of G1C that have been upgraded via widened sidewalks, 15-foot continental crosswalks, pedestrian countdown signal heads, and other pedestrian enhancements. It should be noted that some of the pedestrian facilities and connections (including pedestrian access to J Street via 6th Street and, potentially, pedestrian connectivity west of 5th Street through DOCO West) will not be open on opening day due to ongoing commercial construction in the immediate vicinity of the G1C.

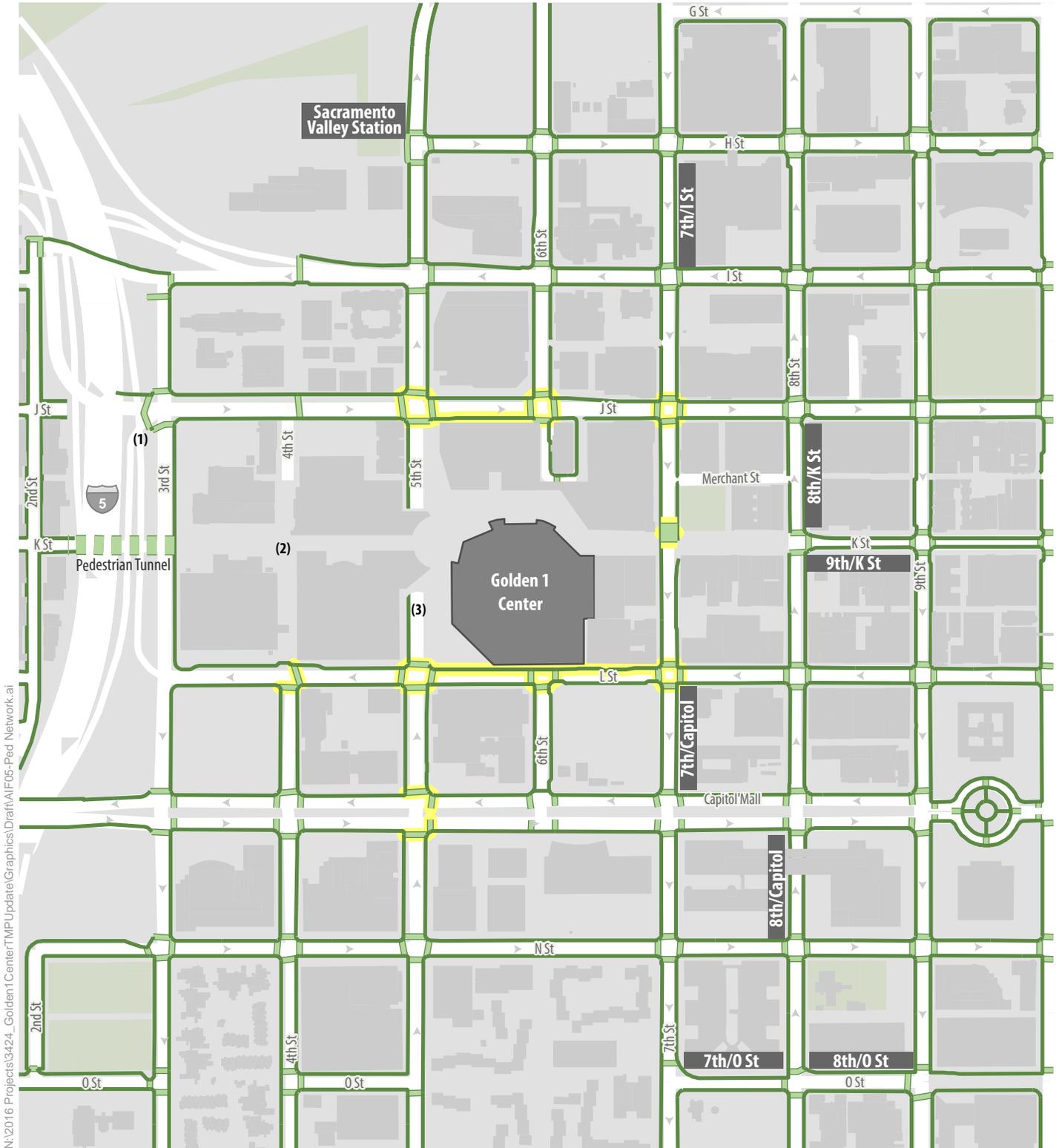
G1C PEDESTRIAN TRAVEL DEMAND

During large events, thousands of pedestrians will approach the G1C from all directions. The *ESC Draft EIR* indicated that the greatest proportion of parking for G1C events would occur to the south (38 percent), east (26 percent) and north (20 percent) of the site. However, due to uncertainty of which garages will be used and the extent of use of the City's ongoing parking reservation system (as well as the intent to not allow City garages to reach their maximum capacities), specific estimates of pedestrian flows on individual streets and sidewalks are not possible at this time.

The volume of pedestrian traffic at specific locations has become somewhat less important than when studied in the *ESC Draft EIR* due to the revised traffic management plan, which calls for closing portions of several key streets in the G1C immediate vicinity during pre-event conditions, as well as previously planned closures during post-event conditions.

G1C PEDESTRIAN ACCESS

Figure 6 shows pedestrian entry and exit locations for G1C. The main general admission entry point for G1C is located in the northwest corner of the building, oriented toward the J Street / 5th Street entrance to the outdoor plaza. Several smaller entrances/exits are located at the northeast, southeast, and southwest corners of G1C, primarily for use by employees, media, premium ticket holders, and Paratransit riders. G1C is also accessible via pedestrian connections from the underground parking garages (reserved for players, coaches, staff, and premium ticket holders) located directly east and north of the site.



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-  Sidewalk
-  Crosswalk

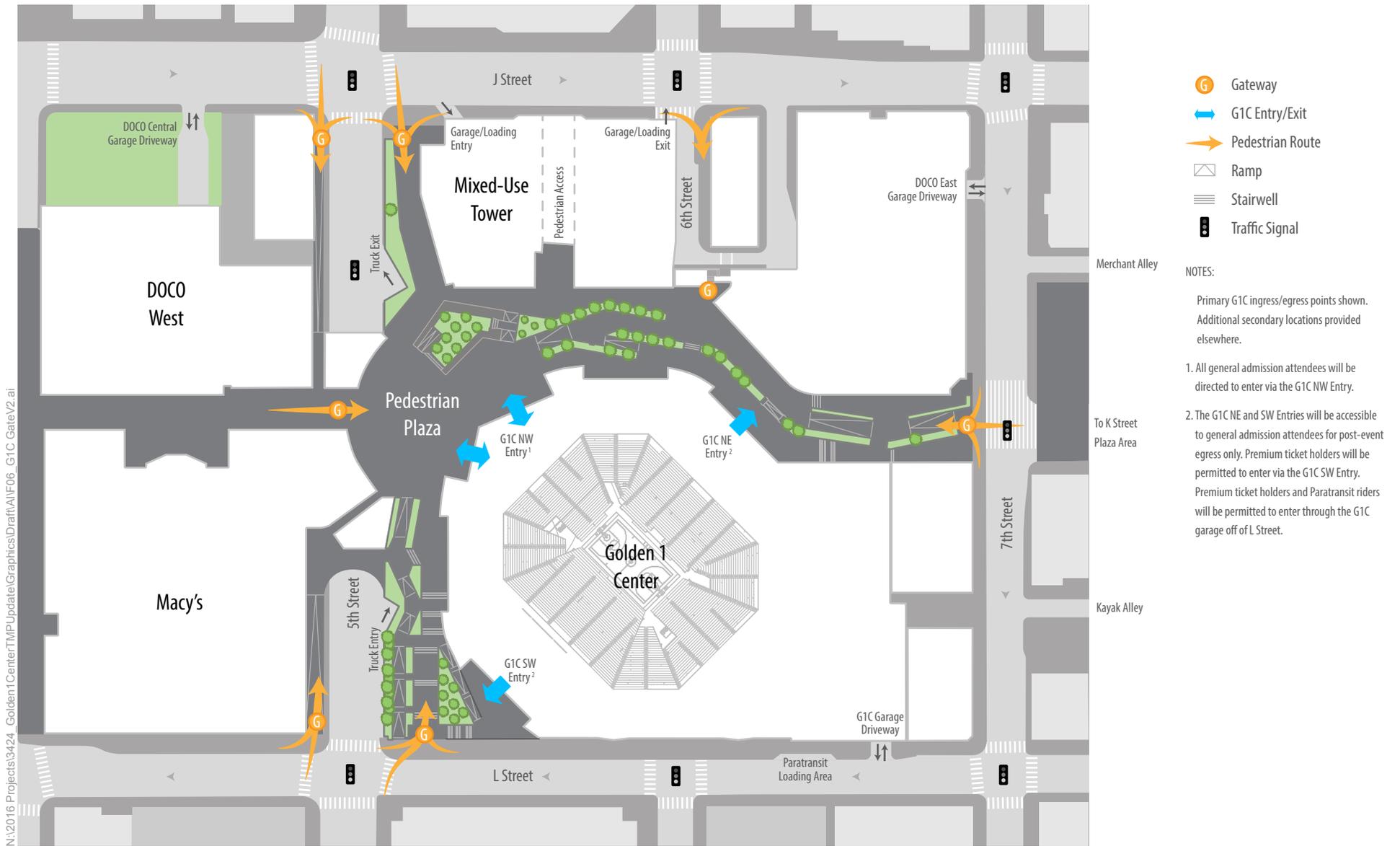
 Enhanced Pedestrian Facility (wider facility and/or upgraded equipment)

- (1) No pedestrian access to/from garage under I-5 via these crosswalks. Garage instead to be accessed from K Street pedestrian tunnel.
- (2) Pedestrian connection to be provided between G1C and K Street pedestrian tunnel after DOCO West construction is completed.
- (3) 5th Street sidewalk between J Street and L Street is narrow (less than 3 feet), though pedestrians are permitted to use it.

Figure 5

Pedestrian Network





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Figure 6

G1C Pedestrian Access

Figure 6 also shows pedestrian gateways and the routes for major pedestrian flows to and from G1C. Access to and from the G1C site is available at several gateways surrounding the periphery of the site. Gateways to the G1C site are located at several locations surrounding the periphery of the site, including walkways from the J Street / 5th Street, 7th Street / K Street, and L Street / 5th Street intersections, as well as from the end of 6th Street immediately south of J Street. Access to the G1C site is also available from the K Street pedestrian promenade, which extends west from the G1C outdoor plaza above 5th Street, through DOCO, and underneath I-5 to meet 2nd Street in Old Sacramento.

PEDESTRIAN FACILITY IMPROVEMENTS

Pedestrian facility improvements identified in the *ESC Draft EIR* are intended to accommodate significant pedestrian flows before and after events at G1C. Widened crosswalks and sidewalks provide additional room for pedestrian flows along anticipated walking routes to and from G1C, reducing the opportunity for pedestrian sheet flows into adjacent travel lanes. Signal improvements provide priority to major pedestrian routes while minimizing the opportunity for conflicts between vehicles and crossing pedestrians.

The following pedestrian facility improvements, as identified in the *ESC Draft EIR*, have been completed or in the midst of being constructed in the vicinity of the G1C:

- Crosswalks widened from to 10 to 15 feet and restriped with continental configuration at:
 - L Street / 4th Street
 - J Street / 5th Street
 - L Street / 5th Street
 - J Street / 6th Street
 - L Street / 6th Street
 - J Street / 7th Street
 - L Street / 7th Street
 - Capitol Mall / 5th Street
- Crosswalk at the 7th Street / K Street intersection restriped and upgraded to consist of 60-foot continental crosswalk with upgraded pedestrian signal equipment.
- Sidewalks widened on the south side of J Street between 5th Street and 6th Street and the north side of L Street between 5th Street and 7th Street.
- Upgraded traffic signals at the following locations to include (if not already present) pedestrian countdown heads (i.e., displays number of seconds remaining in the “FLASHING DON’T WALK” phase).
 - L Street / 4th Street
 - L Street / 5th Street
 - L Street / 6th Street
 - L Street / 7th Street
 - Capitol Mall / 5th Street
 - J Street / 5th Street
 - J Street / 6th Street
 - J Street / 7th Street
 - K Street / 7th Street

Pedestrian crosswalk and sidewalk improvements surrounding G1C are depicted in **Figure 5**.

CHAPTER 6. PUBLIC TRANSPORTATION ELEMENT

The area surrounding G1C has a diverse supply of available transit service, including light rail service and bus service provided by Sacramento Regional Transit District (RT), Paratransit service, and bus service provided by other transit operators in the Sacramento region. Additionally, Amtrak intercity rail service is available at the Sacramento Valley Station.

G1C TRANSIT DEMAND

The vast majority of transit trips made to and from G1C during evening events is expected to use light rail. This is due to a number of reasons, including the fact that LRT service currently operates into the late evening hours (whereas most buses do not) and that light rail would better serve the relatively dispersed market of NBA game attendees with its current lines and system of park-and-ride lots than bus lines can. Surveys of other urban NBA arenas show a high percent of their transit demand being served by rail transit.

For a sold-out NBA game, a total of approximately 1,225 attendees are projected to use transit in the near-term based on the *ESC Draft EIR* assumption of seven percent light rail mode split. However, RT has developed plans in anticipation that ridership levels will exceed those estimates, as is described below.

PLANNED SPECIAL EVENT LRT SERVICE

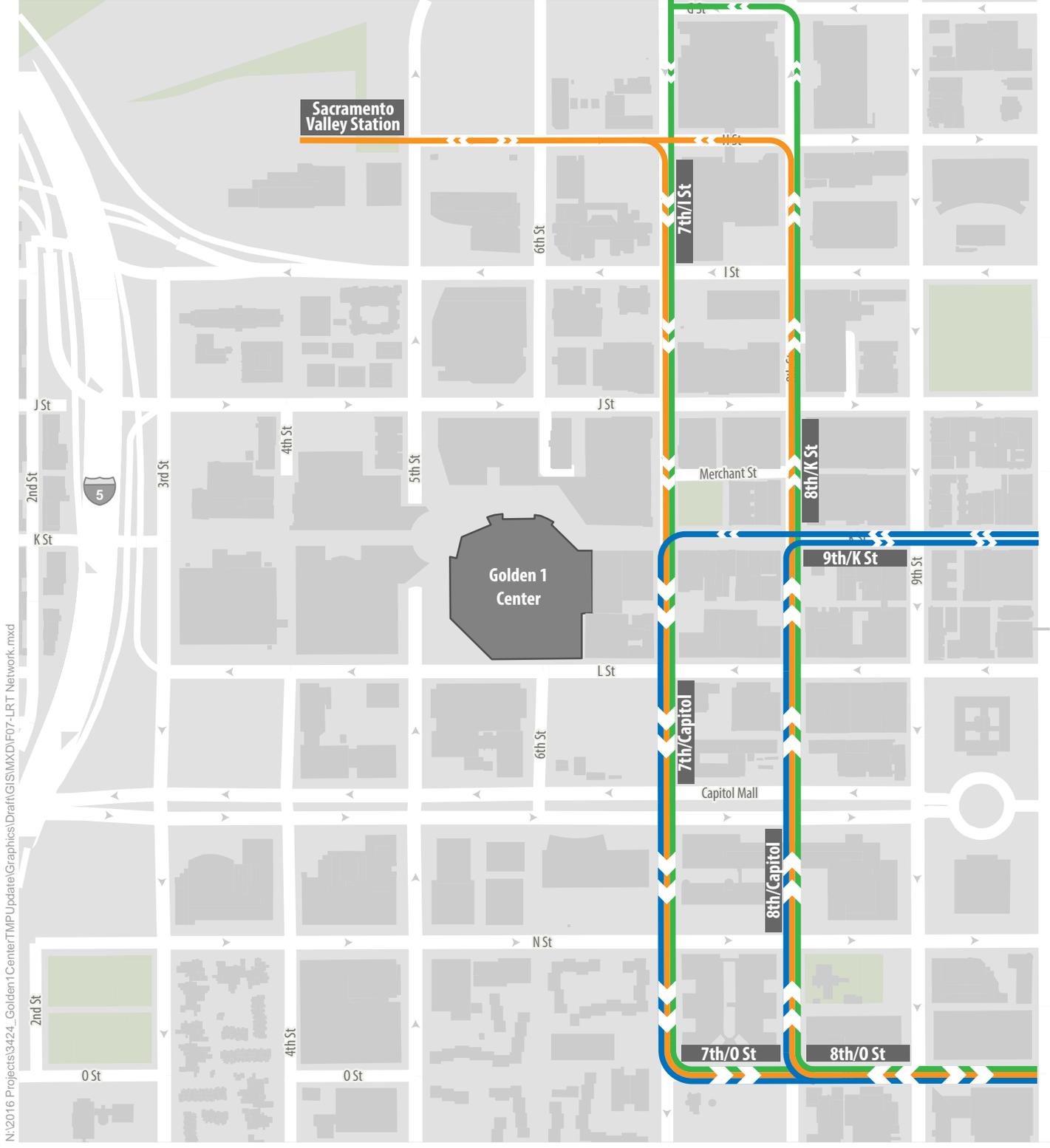
RT currently operates three LRT lines in Downtown Sacramento, including the Blue, Gold, and Green Lines. The existing LRT network near G1C is depicted in **Figure 7**. Although all three lines are in service on weekdays, it is anticipated that the Blue and Gold lines will accommodate the vast majority of service based on their following origins/destinations and hours of operation. These lines serve the following destinations:

- Blue Line North (to/from Watt/I-80)
- Blue Line South (to/from Cosumnes River College)
- Gold Line (to/from Folsom)

During the pre-event peak period, light rail currently operates on 15-minute headways. Since inbound trains to downtown have reserve capacity at that time and attendees will arrive gradually from one of three different lines, the existing service is considered adequate to accommodate the site's pre-event transit demand.

During the post-event peak period, light rail service currently operates with 30 minute headways and ridership demand is expected to spike soon after the event concludes. To accommodate this spike, RT has indicated that they will supplement their regular service with up to two additional outbound trains in each direction, with consists of up to four cars per train (i.e., the three outbound lines would each have up to four trains during the post-event peak hour). This special service will provide a substantial increase in train capacity and convenience (i.e. reduced wait times), by increasing the hourly LRT capacity from 500 seats per line to up to 1,500 seats per line.

Special event train deployment will be determined based on the timing of event conclusions, passenger queuing at stations, and track availability. The G1C Transportation Coordinator located within the on-site Traffic Management Center will notify the RT operations supervisor when crowds begin leaving the G1C so that special event trains can mobilize. RT will refine the number of special event trains throughout the first year of G1C operations based on field observations and passenger demand. The location of the storage of additional outbound trains will vary depending on the specific service needs of a given operating day.



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- Blue Line
- Gold Line
- Green Line
- LRT Station

Figure 7

Light Rail Network



The Green Line runs along 7th and 8th Streets with stops at 7th/Capitol, 8th/K, and 8th/Capitol. However, its relatively short line length (from Richards/7th to 13th Street) and limited service hours (i.e., Monday through Friday only, with service ending by 9 PM) suggest it would not be used as frequently as the other lines until the route is extended and its service hours lengthened.

Within the vicinity of G1C, up to eight trains will travel southbound on 7th Street and up to six trains will travel on northbound on 8th Street (south of K Street) during the post-event peak hour.

PLANNED USE OF LRT STATIONS

The St. Rose of Lima Park light rail station (serving all three lines) currently exists at the 7th Street/K Street intersection, but will be removed prior to opening day as part of ongoing improvements surrounding the G1C. The decision to remove this station was made by RT based on a variety of considerations including platform size, very close proximity to G1C causing potential conflicts with pedestrians, and train queuing concerns.

For arrivals at the G1C, the following LRT stations are most likely to be utilized.

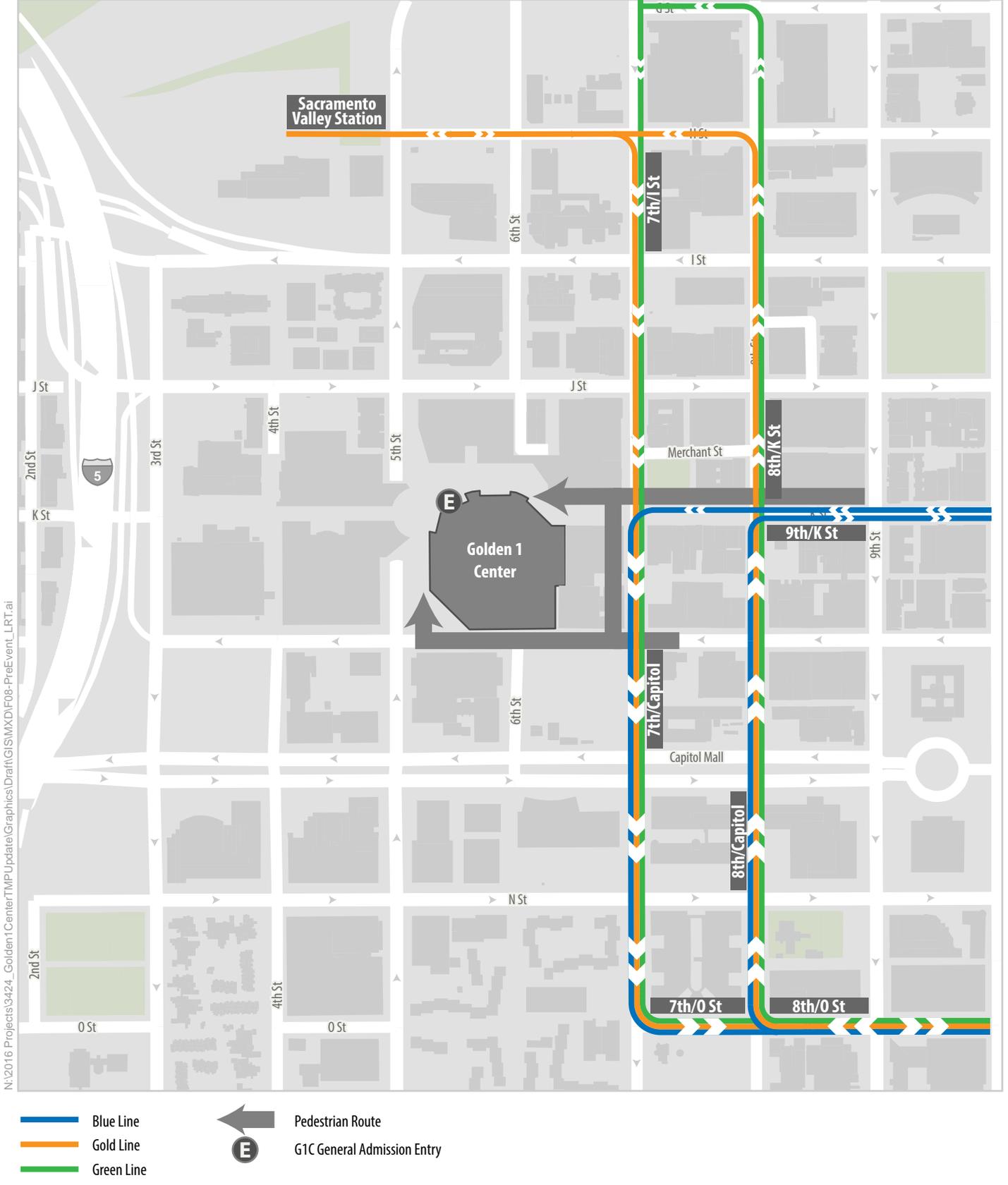
- Blue Line North (from Watt/I-80): 10th/K or 7th/Capitol
- Blue Line South (from Cosumnes River College): 8th/Capitol or 9th/K
- Gold Line (from Folsom): 8th/Capitol or 8th/K

Meetings were held with RT to discuss how best to accommodate passengers desiring to access different LRT lines after events. Under normal conditions, passengers desiring to travel south on the Blue Line or east on the Gold Line may use the same light rail station to board different trains. While this is an adequate means of boarding during typical peak and off-peak conditions, attempts to board large numbers of passengers onto different trains from a single station during a short amount of time could be very problematic. Passengers may board the wrong train, may not yield to others who are waiting when their train arrives, and may not be able to be accommodated by the platform size. Therefore, it was agreed that advertising and wayfinding would be introduced to encourage loading of passengers as follows during post-event conditions:

- Blue Line North (to Watt/I-80): 9th/K
- Blue Line South (to Cosumnes River College): 7th/Capitol
- Gold Line (to Folsom): 7th/I St (County Center)

Planned wayfinding necessary to accommodate this loading plan is described in greater detail in **Chapter 9**. Additionally, final decisions have not been made regarding the potential for express service to final destinations, and skipping stations near G1C that are not intended to be used for loading a given line (e.g., would the Gold Line stop at 7th/Capitol?).

Figure 8 shows pre-event pedestrians paths of travel from the closest light rail stations to G1C. **Figure 9** shows how post-event pedestrians paths of travel from G1C to nearby light rail stations.



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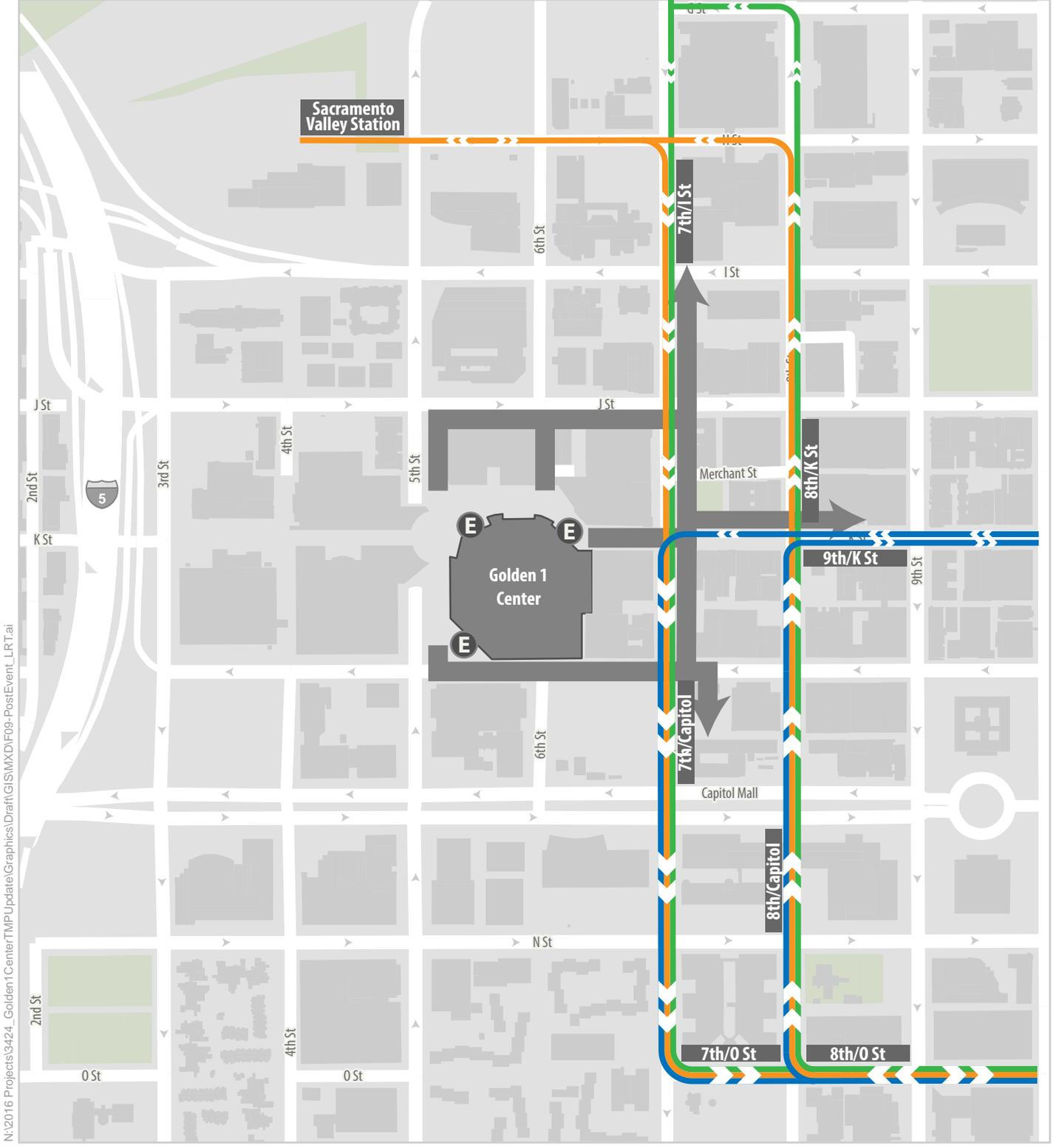
- Blue Line
- Gold Line
- Green Line

- Pedestrian Route
- G1C General Admission Entry

Figure 8

Pre-Event LRT Passenger
Travel Path





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- Blue Line
- Gold Line
- Green Line

- Pedestrian Route
- G1C Exit

NOTE:
 Regional Transit currently plans to advertise/direct attendees to trains as follows:

1. Blue Line to Watt/I-80 - Use 9th/K Station
2. Blue Line to Cosumnes River College - Use 7th/Capitol Station
3. Gold Line to Sunrise/Folsom - Use 7th/I St Station



Figure 9
 Post-Event LRT Passenger
 Travel Paths

PLANNED SPECIAL EVENT BUS SERVICE

During large events, RT will implement some bus route detours to avoid roadway closures surrounding the G1C site. This may include detours along southbound 7th Street north of I Street. Where detours are not feasible, TCOs will wave RT buses through roadway closures. This would likely include occasional ‘wave throughs’ on segments of northbound 5th Street and westbound L Street during the pre-event peak hour. During post-event conditions, bus activity is expected to be minimal.

Because TCOs will have a variety of traffic control duties, including managing automobile, transit vehicle, and pedestrian movements, they will not be able to accompany buses through closed streets or crowded intersections. Instead, this role is expected to be filled by a RT security officer or supervisor.

Bus service is provided to the perimeter streets surrounding the G1C by RT, Amador Transit, E-Tran (Elk Grove), El Dorado Transit Authority, Fairfield and Suisun Transit (FAST), the North Natomas TMA, Placer County Transit, Roseville Transit, Yolobus, and Yuba-Sutter Transit. RT and Yolobus are the only transit operators that currently provide all-day bus service, and both have limited bus service in the vicinity of G1C in the late evening after 10:00 PM. The remaining operators provide commuter service with inbound buses during the morning commute period and outbound buses during the evening commute period.

It is anticipated that a variety of special event charter buses and shuttles will occasionally transport attendees to/from G1C. Existing charter bus parking in Old Sacramento near 2nd Street / I Street and on 10th Street between N Street and L Street will be available for use during events at G1C. Approximately 12 to 14 charter bus parking spaces are available between the two locations.

During large G1C events with roadway closures, Yolobus will implement a special event service plan for bus routes traveling into Downtown Sacramento. The service plan will reroute all Downtown Sacramento-based bus routes to West Sacramento City Hall, connecting passengers with a special event shuttle that will serve Downtown Sacramento. The special event shuttle will operate with limited stops and an estimated headway of 15 minutes.

PARATRANSIT

Paratransit, Inc. is a private nonprofit corporation that provides transportation services to individuals with disabilities, the elderly, and related agencies including a contract with RT to provide service for certain people with disabilities as required by the Americans With Disabilities Act (ADA). Discussions with Paratransit have led to an agreement that Paratransit vehicles will be waved through the closed portion of L Street to pick-up and drop-off passengers between 6th and 7th Streets. Depending on the level of pedestrian activity within L Street, paratransit vehicles may either be allowed to proceed straight, or directed to remain in place until pedestrian flows subside. Post-event, a TCO will be situated at the L Street / 6th Street intersection to assist in this effort. Passengers who utilize Paratransit service will be instructed to enter G1C through an internal elevator located within the premium ticket holder garage on L Street.

Eligible passengers may utilize Paratransit to travel to and from events at G1C. A curbside ADA accessible passenger loading zone designated for use by Paratransit vehicles is located on the north side of L Street between 6th Street and 7th Street. Although this loading area is located within a security roadway closure of L Street, Paratransit vehicles will be waved through by TCOs stationed at the L Street / 7th Street and L Street / 8th Street intersections during the pre-event and post-event time periods, respectively.

G1C EMPLOYEE TRAVEL BY TRANSIT

Planning efforts are focused on encouraging those G1C employees who choose to drive to work to park in City garages located under the W-X Freeway and then take light rail or bus service to/from G1C. RT has indicated that they will partner with the City, G1C, and other participating downtown businesses to develop a new, peak-period bus route that delivers employees to/from G1C (and adjacent businesses) and parking lots on the W-X Freeway. Depending on the number of employees who take advantage of this program, RT may need to operate this modification of the existing bus route with 15-minute headways during special events in order to transport employees between their workplace and off-site parking location within a reasonable period of time.

INTERCITY RAIL SERVICE

Currently, the Capitol Corridor and San Joaquin intercity rail lines serve downtown Sacramento from the Sacramento Valley Station located north of I Street. The Capitol Corridor operates between Auburn and the Bay Area. Currently, the latest westbound train departs Sacramento Valley Station at 10:30 PM on weekdays and weekends. Current service would enable a G1C patron to stay for an entire basketball game (which ends at about 10:00 PM) while catching the train home.

The San Joaquin operates between Los Angeles and its split northern termini in Sacramento and the Bay Area. Currently, the latest southbound train departs Sacramento Valley Station at 6:10 PM on weekdays. Current service would not enable a G1C patron to stay for an entire basketball game while catching the train home.

TRANSIT FARE PAYMENT

Currently, RT accepts single ride tickets, pre-paid tickets, daily passes, and monthly passes as valid fare payment on buses and LRT vehicles. Single ride tickets are good for 90 minutes from the time of validation on LRT vehicles, while daily and monthly passes are good for unlimited rides within the applicable timeframe. Fares may be purchased through a variety of methods, including at RT fare outlets, on vehicles (bus only), at ticket vending machines (TVMs), via the RideSacRT mobile app, by phone, or by mail.

TVMs are available at all LRT stations throughout the RT system. All TVMs accept cash payment, however, not all TVMs are credit/debit-enabled. RT is currently installing new credit/debit-enabled TVMs at additional LRT stations throughout Downtown Sacramento and at major park-and-ride stations.

As of July 2016, the RideSacRT app enables the purchase of single ride tickets or daily passes on smartphone devices. By early 2017, RT intends to release an updated version of the app with expanded fare payment and trip planning capabilities.

Although TVMs will be available at LRT stations nearest G1C for post-event fare payment, G1C attendees will be encouraged to purchase fares through alternative means due to the anticipated high levels of post-event fare purchase demand at LRT stations. These include utilizing the RideSacRT mobile app or purchasing daily passes prior to the pre-event inbound LRT trip.

With the opening of G1C, RT is planning to offer a new daily pass for event attendees. Groups of three to five people will be able to purchase the group pass for \$14 upon proof of attendance at a G1C event. The new daily pass will be available on the RideSacRT mobile app.

TRANSIT PASSENGER WAYFINDING

Wayfinding signage will direct transit riders along established pedestrian routes between G1C and nearby transit stations.

It is not anticipated that special wayfinding signs will be necessary to direct passengers from LRT stations to G1C given the project's size and visibility, and the overall level of activity (including pedestrians, street closures, etc.). However, wayfinding will be necessary after events for several reasons. First, post-event LRT riders will board from a different station than the one they arrived from, which can create confusion. Second, different LRT lines will be boarded from different stations.

Wayfinding will primarily take the following two forms:

- **On-Site Information:** Ideally, attendees are made aware of post-event LRT boarding stations while in G1C using message boards, mobile apps, or other communication means. After exiting the arena, temporary signage is planned to be situated at key location(s) within the pedestrian plaza to encourage transit riders to walk toward 7th Street.
- **Off-Site Information:** Once at 7th Street, temporary signage near the 7th Street / K Street intersection will direct passengers to the 7th/I Station for the Gold Line to Folsom, 7th/Capitol Station for the Blue Line to Cosumnes River College, and 9th/K Station for the Blue Line to Watt/I-80.

Transit passenger wayfinding present within the vicinity of G1C is described in more detail in **Chapter 9**.

CHAPTER 7. BICYCLE ELEMENT

The City of Sacramento has an extensive bicycle network in the Downtown Sacramento area. In addition to utilizing designated bikeways, bicyclists may also ride on all roadways in the City. The three classes of bicycle facilities are described below.

- Multi-use paths (Class I) – are paved trails that are separated from roadways. Class I facilities are generally shared with pedestrians and may be adjacent to an existing roadway, or may be entirely independent of existing vehicular facilities.
- On-street bike lanes (Class II) – are striped lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.
- On-street bike routes (Class III) – are designated roadways for shared bicycle/vehicle use indicated by signs only. Class III Bicycle Routes are often striped with the shared-lane arrow, or “sharrow,” reminding drivers and cyclists to share the roadway.

Figure 10 shows existing bicycle facilities near G1C. Class II bike lanes are present on a variety of roadways within the G1C vicinity. In addition, the American River Bike Trail (Class I path) extends southwesterly from Discovery Park into Old Sacramento. A multi-use path extends under I-5 to connect Old Sacramento and G1C.

While bicycling is allowed on surrounding surface streets, the use of bicycles within the outdoor plaza is prohibited. Bicyclists will be instructed to dismount and walk their bikes through the outdoor plaza.

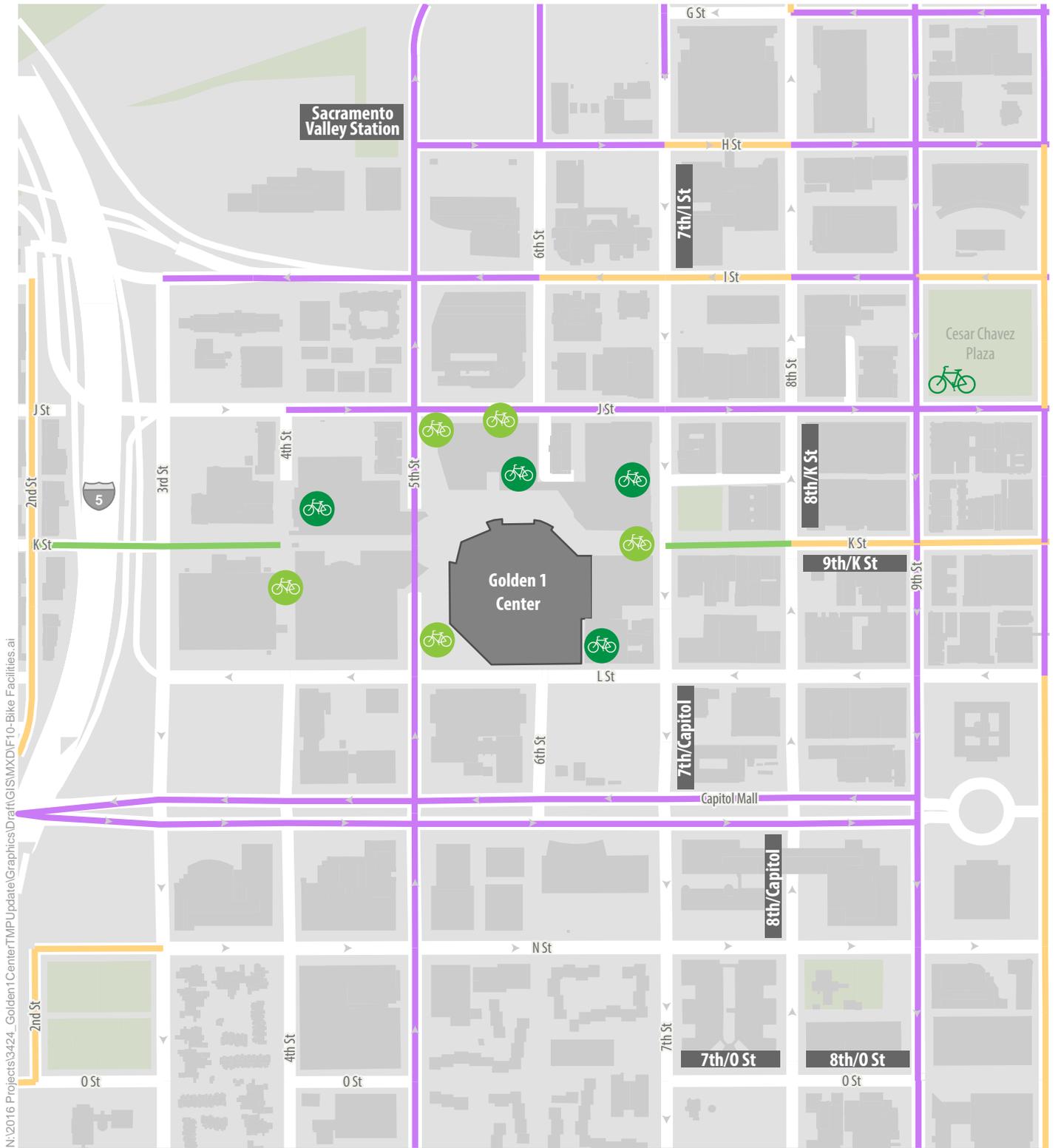
G1C BICYCLE PARKING

According to the *ESC Draft EIR*, it is estimated that 0.5 percent of attendees at Sacramento Kings’ games will travel by bicycle. To address this demand and G1C employee bike parking needs, the following parking program will be implemented.

Permanent Bicycle Parking

G1C and DOCO provide a total of 222 permanent on-site bicycle parking spaces for use by employees and event attendees. Surface parking spaces are most easily accessible for event attendees, while underground parking spaces located within nearby parking structures are better suited for G1C and DOCO employees. The locations and quantities of available permanent bicycle parking spaces are as follows:

- Underground Parking – 106 spaces
 - Hotel and Mixed-Use Tower Parking Garage – 50 spaces
 - DOCO Central Garage – 9 spaces
 - DOCO East Garage – 17 spaces
 - G1C Garage – 30 spaces
- Surface Parking – 116 spaces
 - J Street / 5th Street Outdoor Plaza Gateway – 4 spaces
 - L Street / 5th Street Outdoor Plaza Gateway – 6 spaces
 - 7th Street / K Street Outdoor Plaza Gateway – 10 spaces
 - DOCO West Entrance – 46 spaces
 - 24 Hour Fitness 7th Street Frontage – 15 spaces
 - Hotel J Street Frontage – 35 spaces



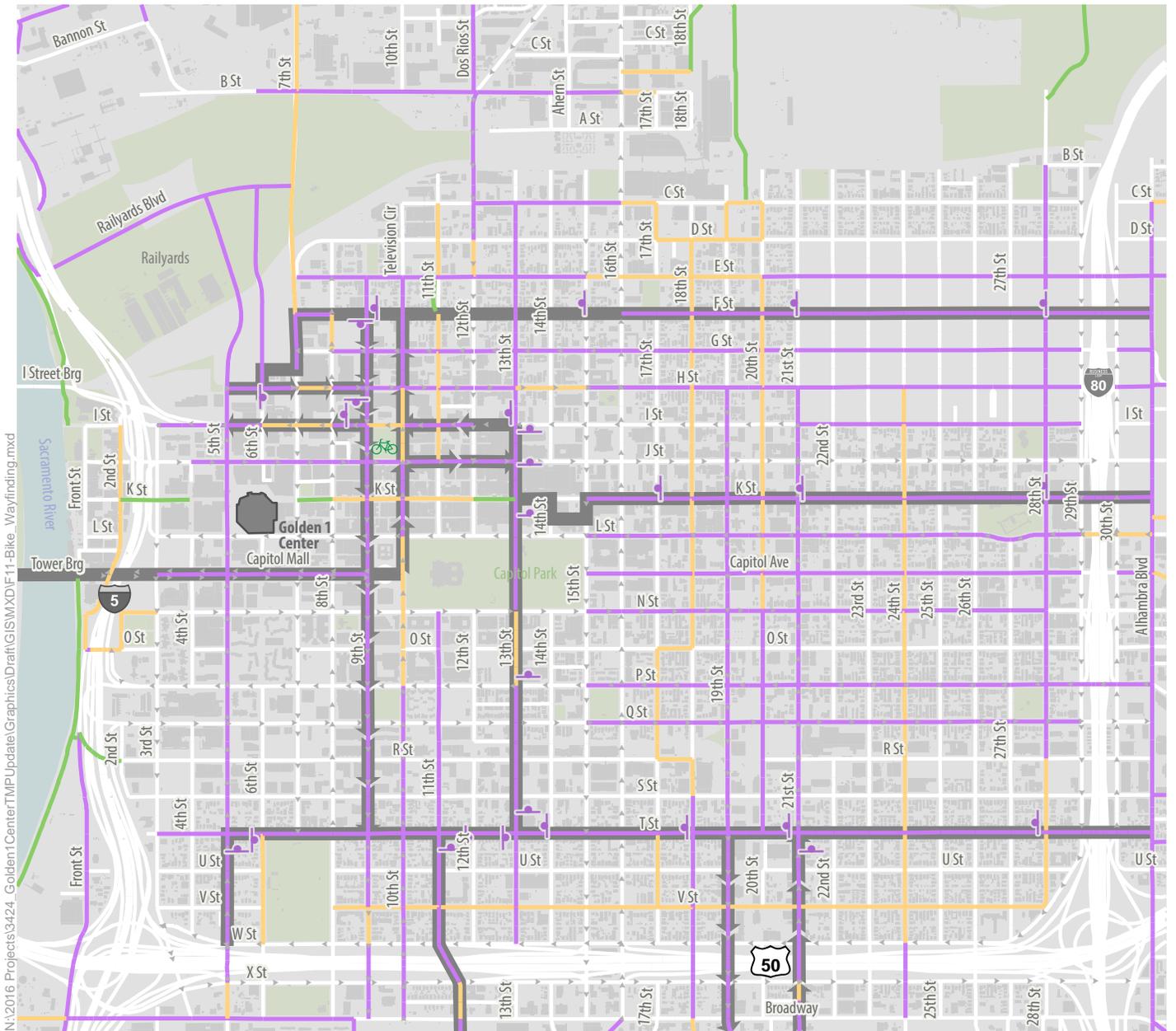
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- Class I Multi-Use Bike Path
- Class II Bike Lane
- Class III Bike Route
- Light Rail Station
- 🚲 Permanent Surface Parking
- 🚲 Permanent Underground Parking
- 🚲 Event Parking

Figure 10

G1C Bicycle Network and Parking





- Class I Multi-Use Bike Path
- Class II Bike Lane
- Class III Bike Route
- Event Parking
- Preferred Bicycle Route (One-Way)
- Preferred Bicycle Route (Two-Way)
- Bicycle Wayfinding Sign

Source: City of Sacramento

Figure 11

G1C Bicycle Routes and Wayfinding



Additional Event Bicycle Parking

In order to accommodate larger numbers of bicyclists anticipated during certain events or times of the year, a temporary event bicycle parking area will be provided. This will be a staffed (and potentially fenced-off) area where attendees can safely store bicycles.

Temporary event bicycle parking will be provided at Cesar Chavez Plaza. This location is currently utilized for bicycle valet parking during some downtown events, including Concerts in the Park.

The G1C operator is responsible for coordinating efforts to implement the event bicycle parking area, including the selection of a bicycle parking operator. The G1C operator will meet weekly with City staff and SPD to review the upcoming G1C events calendar and determine the frequency, capacity, equipment, and staffing needs per the bicycle parking requirements established by DPW. The provision of event bicycle parking will be scalable depending on the size of the event and the popularity of bicycling to events over time.

G1C BICYCLE ROUTES

In addition to the presence of an extensive bicycle facilities network surrounding G1C, several preferred bicycle routes have been identified for use by attendees biking to G1C events from neighborhoods and business districts within and adjacent to the downtown grid. These routes were selected based on their directness to G1C bicycle parking areas and the anticipated comfort level for bicyclists. Event attendees utilizing bicycles will be encouraged to utilize the routes depicted on **Figure 11** through a system of wayfinding signage and information posted on the City and G1C travel information websites.

CHAPTER 8. PARKING ELEMENT

G1C PARKING DEMAND

Based on the *ESC Draft EIR* assumption of 90 percent auto mode split and 2.27 persons per vehicle, a sold-out 17,500-person event would generate the need for approximately 7,000 parking spaces to accommodate event patrons.

EXISTING PARKING FACILITIES

A substantial amount of off-street parking is located within walking distance of the G1C. Approximately 7,500 parking spaces are expected to be available within ¼-mile of the project site. More than 6,000 additional spaces, situated between ¼-mile and ½-mile from the project site, are also available. In total, approximately 13,500 spaces are available within ½-mile of the project site.

On-street parking is somewhat limited within the project vicinity due to the frequency of driveways, block lengths, and parking restrictions.

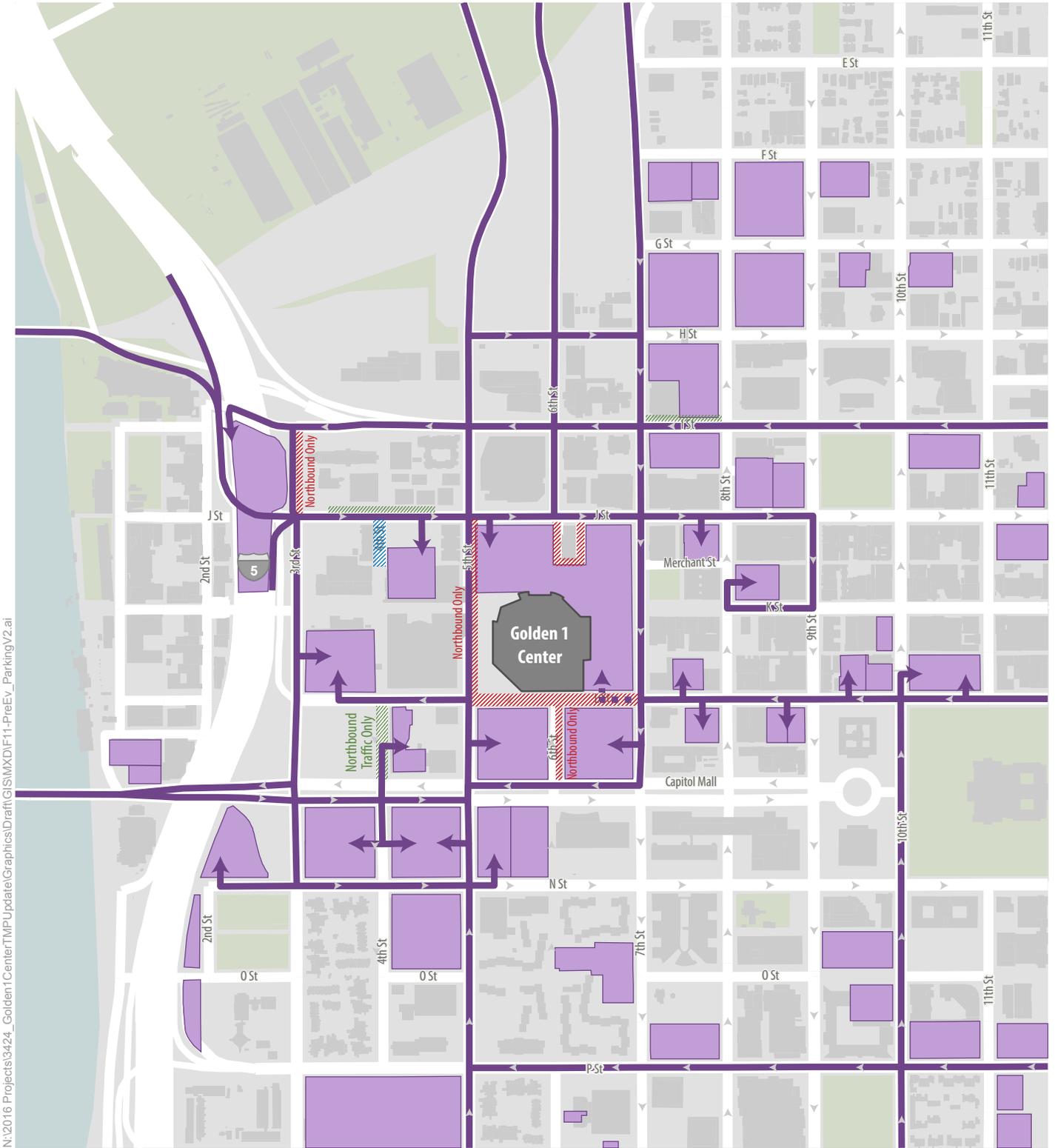
According to the *ESC Draft EIR*, the estimated available parking supply at off-site locations in the project vicinity for a weekday daytime event (i.e., conference or convention, family show or circus matinee, graduation, etc.) indicated that approximately 4,300 parking spaces were available within ¼-mile of the Downtown project site. An additional 2,400 spaces that were situated between ¼-mile and ½-mile from the site were currently available. In total, for weekday daytime events approximately 6,700 spaces were currently available within ½-mile from the project site.

VEHICLE ACCESS ROUTES TO PARKING FACILITIES

Vehicles traveling to G1C events will be encouraged (via online routing guidance and on-street signage) to utilize parking facilities located between G1C and their respective access points into and out of Downtown Sacramento. Doing so will minimize ‘cross-flows,’ which are defined as motorists being parked on one side of G1C who desire to access streets on the other sides of G1C after events.

As described in **Chapter 4**, several streets in close proximity to G1C will be closed before and after large events at G1C. The purpose of these closures is to provide a safe pedestrian transition to the surrounding sidewalks, to provide enhanced security at the arena, and to reduce vehicle congestion created by cross-traffic exiting different garages.

Most motorists traveling to G1C for an NBA game will be arriving via major freeways such as I-5, US 50, SR-160, the W-X Freeway, and the Capital City Freeway. For weekday games, pre-game vehicle traffic will be entering the downtown in a reverse direction relative to the outbound evening commute. **Figure 12** shows the primary pre-event access routes for vehicles traveling to parking facilities for an NBA game. Decisions on where to park will be a result of a number of factors including parking costs, proximity to G1C, ease of post-game exit, promotion of available parking, and safety. Many attendees will want to park in close proximity to G1C, while some will park farther away at less expensive parking facilities where they can avoid post-game congestion as they exit the downtown area.



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- Off-Street Parking Areas
- Street Closure
- Loading Area
- ADA Pick-Up / Drop-Off Area

- Inbound Vehicle Routes
- Special Access Only

NOTE:

1. Identified parking areas do not represent all potential off-street parking.
2. Ingress to specific garages/lots only shown for facilities closest to G1C.

Figure 12

Pre-Event Vehicle Routes to Off-Street Garages/Lots



Figure 13 shows the primary post-event access routes for vehicles. This figure also shows the planned street closures that will occur after a major evening event. Refer to **Chapter 4** for more details regarding these street closures and traffic routing plans. During the post-event time period, the street closures are designed to direct vehicles parked north of G1C to exit the downtown via the I Street ramps to I-5, 7th Street to the north (into the Railyards area), J Street to the east, and 16th Street to SR-160. Vehicles parked south of G1C will be directed to exit downtown via the P Street on-ramps to I-5, which provide connectivity to the W-X Freeway, I-80, and the Capital City Freeway. Additionally, motorists south of G1C can use N Street to the east, 10th Street to the south, or Tower Bridge to access other destinations.

PARKING IMPROVEMENT PROJECTS

On-going improvements to City-owned parking facilities aim to streamline the process by which travelers can identify, purchase, and access downtown parking.

Throughout 2016, the City is retrofitting several downtown garages to introduce new parking technology to better manage parking supply and demand. Enhanced garages include Memorial Garage, Capitol Garage, City Hall Garage, Tower Bridge Garage, and the Old Sacramento Garage. New garage features include enhanced card reading devices, real-time floor occupancy and directional signage to available spaces, and the ability to read license plates as access credentials.

Enhancements to on-street spaces in certain areas of the downtown include new parking meter technology to accommodate the City's tier-based parking system known as SacPark. With this system, customers may extend their parking stay remotely through the City's Parkmobile mobile app. Any additional time beyond the designated meter limit is charged at a premium rate. The City will implement a special event zone system for on-street parking spaces, enabling parking rates to be adjusted based on proximity to G1C, event size, day of the week, and other conditions.

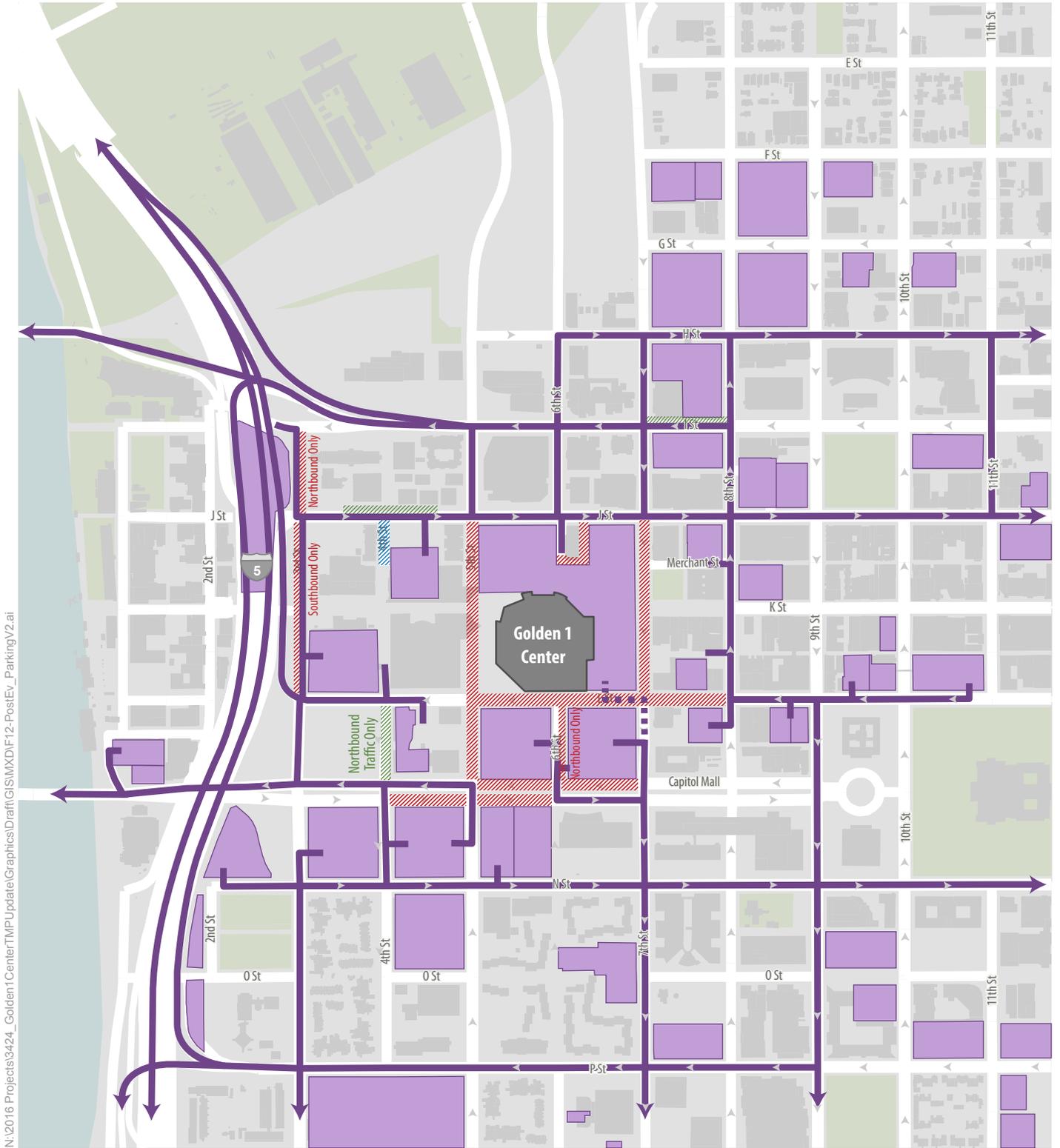
G1C PARKING PAYMENT METHODS

Attendees driving to G1C may choose from a variety of methods to pay for event parking:

- Season ticketholders and other attendees utilizing Ticketmaster may purchase event tickets and parking passes within the same transaction. Parking passes are valid at participating off-street parking locations.
- Attendees can utilize the City's SacPark website to reserve event parking in advance. Parking reservations are valid at participating off-street parking locations.
- Attendees can utilize on-street metered parking on surface streets surrounding G1C. Parking stays can be extended remotely through the City's Parkmobile mobile app. Event pricing will be in place on City parking meters within the G1C vicinity, further increasing the price of parking duration extensions.

G1C PARKING INFORMATION

Information regarding event parking and temporary street closures will be available on the City's parking website, the SacPark mobile app, and the G1C website. In addition to enabling attendees to reserve a parking space, the SacPark mobile app will utilize real time parking analytics to determine the available parking supply at technology-enabled garages, suggest a parking area to event attendees, and recommend a driving route to and from user-selected parking areas. Information regarding parking and temporary street closures will also be sent directly to season ticket holders.



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-  Off-Street Parking Areas
-  Street Closure
-  Loading Area
-  ADA Pick-Up / Drop-Off Area

-  Outbound Vehicle Routes
-  Special Access Only

NOTE:

1. Identified parking areas do not represent all potential off-street parking.
2. Egress to specific garages/lots only shown for facilities closest to G1C.

Figure 13

Post-Event Vehicle Routes from Off-Street Garages/Lots



CHAPTER 9. WAYFINDING

For the purposes of this TMP, wayfinding refers to fixed or dynamic signs that provide directions for a variety of modes to and from G1C. Wayfinding can reduce the risk of conflicts for all modes by concentrating pedestrian activity along established pedestrian routes and directing automobile traffic away from congested roadways.

STATIC SIGNAGE

Currently, the City of Sacramento maintains an extensive system of vehicular and pedestrian wayfinding signage throughout Downtown Sacramento, directing travelers to nearby destinations and transportation systems. As part of the 2016 Downtown Transportation Study, the City overhauled the downtown wayfinding signage system to add new signs and update existing sign terminology. Moreover, the City recently installed bicycle wayfinding signage along preferred bicycle routes to direct travelers to G1C bicycle parking areas.

Figure 14 displays the location of inbound wayfinding signs to G1C and related facilities that assist travelers during the pre-event time period. **Figure 15** displays the location of wayfinding signs related to transportation systems, including nearby freeways and LRT stations, that assist outbound travelers following the conclusion of an event.

Sacramento RT also provides wayfinding specific to LRT stations within the downtown area. RT signage is often present at or near station platforms throughout the downtown area. RT staff is currently coordinating with the City to install updated wayfinding signs in the G1C vicinity.

CHANGEABLE MESSAGE SIGNS

Changeable message signs (CMS) include permanent and portable signs that can display one or more alternative messages. Messages can be programmed in advance or altered remotely. The use of CMS, particularly when combined with pre-event and post-event roadway closures, can effectively distribute vehicles throughout the downtown grid network and alleviate congestion.

Local Roadways

As part of this TMP, CMS will be deployed on local roadways to facilitate automobile travel surrounding G1C. Initially, portable CMS will be provided at the following locations:

- Northbound 5th Street north of P Street
- Eastbound Capitol Mall west of 2nd Street
- Northbound 10th Street south of N Street
- Westbound L Street east of 10th Street
- Southbound 7th Street north of H Street
- Eastbound J Street west of 4th Street
- Eastbound J Street west of 7th Street
- Southbound 7th Street south of Capitol Mall

- Westbound I Street east of 10th Street

Messaging on the signs will include notifications regarding roadway closures, event-related congestion, and key automobile routes to and from freeways and major parking areas. Portable CMS trailers will be deployed for the first three months of events at G1C.

As travel patterns are established following the opening of G1C, permanent CMS will be installed at several locations throughout Downtown Sacramento. The locations of permanent CMS will be determined based on observations of driver behavior and input from DPW staff regarding the effectiveness of the temporary CMS trailers.

Freeways

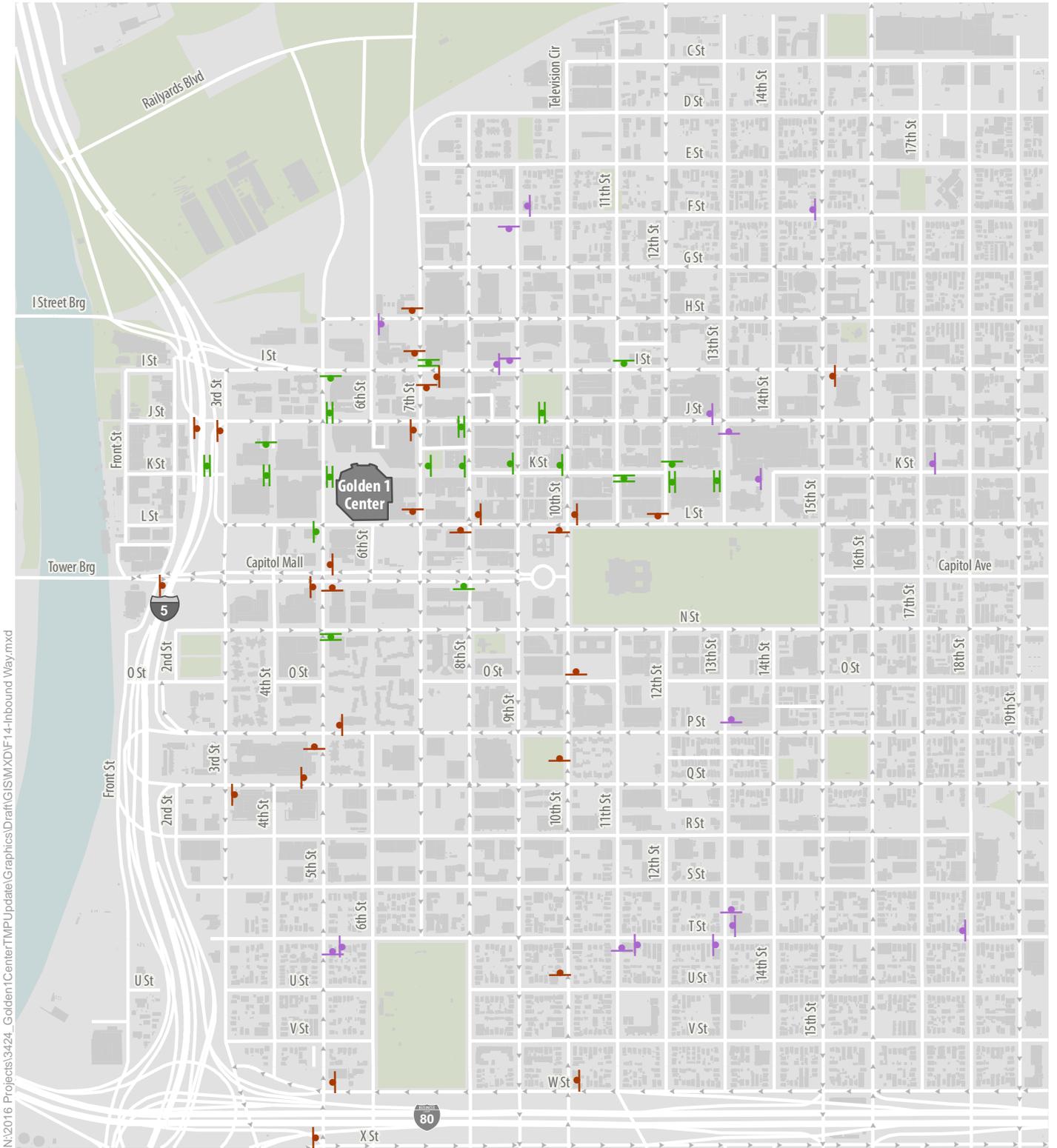
Several permanent, static CMS exist on freeways surrounding Downtown Sacramento, including southbound I-5 at El Camino Avenue, northbound I-5 at 43rd Avenue, and westbound Capital City Freeway at 48th Street. Freeway CMS are owned and maintained by Caltrans.

The G1C operator will coordinate with Caltrans to utilize freeway CMS to notify drivers of event-related traffic conditions, when feasible. An example of potential messaging includes instructing event-related traffic traveling southbound on I-5 to utilize the Richards Boulevard exit instead of the J Street exit to avoid heavy traffic conditions. The G1C operator will also coordinate with Caltrans to determine the suitability of potential portable CMS for special event-related messaging.

TEMPORARY SIGNAGE

Temporary wayfinding signage will be provided within the outdoor plaza near G1C exits to direct pedestrians to designated LRT stations located east of G1C. From the outdoor plaza surrounding G1C, LRT passengers will be instructed to travel clockwise towards the 7th Street / K Street intersection.

Temporary wayfinding signage will be provided on surrounding surface streets to direct pedestrians to board at LRT stations consistent with the RT special event service plan. A sign at the 7th Street / K Street intersection will direct pedestrians north for Gold Line boarding to Folsom, east for Blue Line boarding to Watt/I-80, and south for Blue Line boarding to Cosumnes River College.



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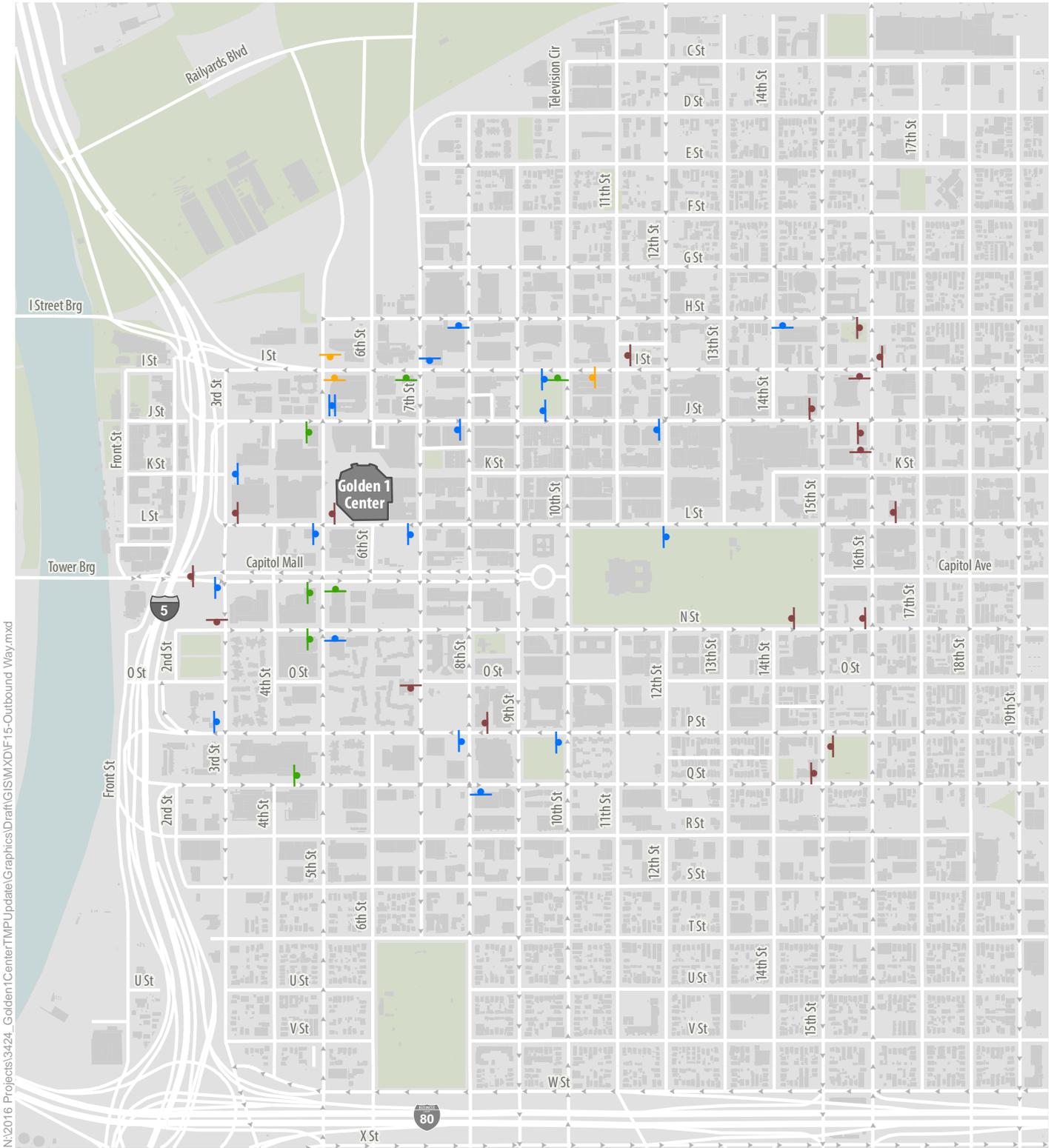
Wayfinding to Golden 1 Center

-  Vehicle
-  Pedestrian
-  Bicycle



Figure 14

Existing Inbound Wayfinding



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Vehicle Wayfinding

-  To Freeway
-  To Sacramento Valley Station
-  To Sacramento Valley Station and Freeway

Pedestrian Wayfinding

-  To Light Rail Station or Sacramento Valley Station



Figure 15

Existing Outbound Wayfinding

CHAPTER 10. COMMUNICATION

Communication strategies encompass internal communication among the G1C Special Events Team related to event operations, as well as external communication to disseminate information to event attendees and the general public. While this TMP describes some of the methods to be used to communicate transportation-specific information to the public, the City and G1C are in the process of developing a broader outreach and marketing plan.

G1C TRANSPORTATION MANAGEMENT CENTER

The G1C operator will provide an on-site Transportation Management Center (TMC) in G1C. Monitors will be provided in this room so that Sacramento Police Department representatives can monitor conditions via video cameras on the surrounding plazas and streets. A space may also be provided for a remote workstation for the City of Sacramento's Traffic Operation Center staff that manages traffic signal operations.

A Sacramento Police Department TCO will be stationed in the G1C Transportation Management Center starting at least two hours prior to the event's start time and until transit, vehicle, pedestrian, and bicycle volumes have returned to typical non-event conditions following event's end. This TCO will deploy other TCOs and assign transportation control tasks pre-game; monitor traffic conditions before, during, and after the event; and deploy TCOs and assign transportation control tasks post-game.

G1C SPECIAL EVENTS TEAM

The G1C operator will designate a staff member to serve as the G1C Transportation Coordinator (G1C TC) who will communicate regularly with a Special Events Team (SET) for G1C. The SET will consist of representatives from the following agencies:

- **G1C** will have a Transportation Coordinator stationed at the G1C TMC responsible for overseeing all event transportation operations at G1C. The G1C TC will monitor event timing and pedestrian flows to and from the G1C site. The G1C TMC will contact other SET representatives when events conclude so that post-event transportation management plans can be implemented.
- The **Sacramento Police Department** will have a Traffic Control Officer stationed at the G1C TMC responsible for coordinating and implementing the pre-event and post-event traffic control plans. This TCO will have radio contact with all TCOs on the street and phone contact with relevant City agencies and departments (DPW, FD), other transportation agencies (Caltrans, CHP), transit operators (RT), and G1C staff (security, parking attendants, etc.). Along with certain City staff, he/she has the authority and discretion in deploying TCOs, and may adjust the traffic control plans as conditions warrant.
- The **Sacramento Department of Public Works** will have a traffic engineer stationed at the City of Sacramento Traffic Operations Center or G1C TMC responsible for monitoring roadway operations on surface streets throughout Downtown Sacramento. The traffic engineer will monitor vehicle flows, pedestrian flows, and intersection operations before and after events at G1C and adjust signal timings according to real-time travel conditions.
- **Caltrans** regularly staffs the Caltrans District 3 Transportation Management Center with a traffic engineer responsible for monitoring roadway operations on freeways throughout the Sacramento region. The G1C TC will maintain contact with Caltrans, particularly during the pre-event time period, to ensure that freeway travel conditions allow for access into Downtown Sacramento.

- The **California Highway Patrol (CHP)** oversees the handling of traffic incidences and other matters related to roadway safety on freeways surrounding Downtown Sacramento. Should a major incident occur, CHP will notify the G1C TC and other relevant SET members so contingency plans can be implemented.
- **Sacramento RT** will deploy dedicated field supervisors at 7th/I, 7th/Capitol, and 9th/K Stations. Communication regarding changing roadway conditions and the timing of event conclusions will go through Sacramento Regional Transit District Police Services (RTPS) to Metro Control (the light rail operations control center). Metro Control will directly notify light rail operators regarding the timing of post-event train deployment.
- **Yolobus** will have a special events coordinator responsible for overseeing route planning, dispatch, and public outreach for service changes related to events at G1C. The special events coordinator should be contacted if roadway conditions surrounding G1C affect or alter planned Yolobus service.

The purpose of the SET is to discuss event requirements, coordinate traffic control responsibilities, and communicate information to the public and other affected agencies.

PUBLIC INFORMATION STRATEGIES

Outreach can educate event attendees and minimize confusion and risk of conflicts by providing advance information on the best way to arrive or depart G1C depending on mode choice; and by alerting attendees to the location and purpose of temporary controls and measures. The following is an outreach strategy to accompany G1C events. The following information will be detailed on the City's special events website and on ticket purchase confirmations:

- For season and premium ticket holders who purchase parking with their ticket:
 - Directions to G1C from different origins and instructions describing how to access the season and premium ticket holder garages.
 - Information on controls that will be in place following game's end and how to successfully exit the garages towards desired destinations.
- For all other attendees:
 - List of transit options available, including links to schedules, fare information, and forms of payment.
 - Reminder that RT tickets should be purchased ahead of time.
 - Recommended walking paths to G1C from transit hubs and other origins.
 - Information on bicycle routes and bicycle valet.
 - Information on parking options near G1C.
 - Information regarding parking purchasing options, including the reservation system.

The G1C operator will provide information regarding transportation modes to attendees through the team's smart phone app and website. Information on travel conditions and travel times by mode will lead to a transportation system that will become increasingly more user optimized.

CHAPTER 11. CONSTRUCTION STAGING

The vast majority of construction activity at the G1C building itself is anticipated to be complete by the October 2016 opening. However, the timeline of several major construction projects surrounding the G1C site will extend well beyond the G1C opening. The following ongoing construction projects are expected to affect the transportation management strategies identified in this TMP:

- Kimpton Hotel and Mixed-Use Tower – It is anticipated that the construction of the hotel and mixed-use tower located immediately north of G1C will not be complete until March 2017. During construction, access to the J Street frontage (including sidewalk and bicycle parking), underground parking garage, J Street / 6th Street garage driveway, and 6th Street pedestrian gateway will be prohibited for use during events.
- Outdoor Plaza – Small portions of the outdoor plaza will be fenced off due to nearby construction activity. These include the area immediately south of the Kimpton Hotel up to the landscape planters, the 6th Street pedestrian gateway, and the area between the plaza stairwell and the new restaurant at the corner of 7th Street / K Street.
- West DOCO – The retail portion of DOCO located west of 5th Street will not be open until March 2017. The timing of a pedestrian connection through DOCO West is uncertain at this time.
- Kaiser Medical Office Building – The Kaiser building located across J Street from the Kimpton Hotel will open in late 2017. The associated parking garage will not be operational for the first year of G1C operations.
- Traveler’s Building – The sidewalk on the south side of J Street immediately west of 5th Street may be temporarily closed as building improvements are completed. The timing of the construction is uncertain at this time.

There are a number of other nearby projects that are either under construction or planned for development in the near future. These include the mixed-use project on the 700 block of K Street south of St. Rose of Lima Park, 629 J Street, 555 Capitol Mall, and the former Marshall Hotel at the northwest corner of 7th Street and L Street. These developments have the potential to generate large numbers of truck and employee trips, and require temporary lane closures. As details of their construction plans become known, additional planning will be necessary to understand how they might affect (and be affected by) the Event TMP.

CHAPTER 12. SMALL- AND MEDIUM-SIZED EVENTS

Small- and medium-sized events (i.e., drawing fewer than 10,000 attendees) may not require the full set of transportation management strategies identified in this TMP. Instead, City staff, SPD, and the G1C operator will address events on a case-by-case basis to determine the suitable level of transportation management necessary to ensure safe and convenient access to and from G1C for all event-goers. City staff, SPD, and the G1C operator will meet weekly to review the upcoming G1C events calendar and determine the applicability of the TMP for each event.

For all small- and medium-sized events, City staff will consider the need for core street closures immediately surrounding G1C, including 5th Street, L Street, and 7th Street for security and pedestrian safety considerations. Additional street closures, and the associated TCO and equipment deployment requirements, will then be adjusted according to the level of control desired by City staff, SPD, and the G1C operator.

Once the initial set of G1C events have occurred in October 2016 and been observed, the TMP working group will be in a much better position to determine which subsets of TMP strategies may be necessary for small- and medium-sized events.

CHAPTER 13. MONITORING, PERFORMANCE STANDARDS, AND REFINEMENT

The G1C operator will continue to monitor and refine the TMP in conjunction with the City of Sacramento, as conditions warrant. This chapter presents several performance standards for which the project will be measured against.

PURPOSE

Monitoring and refinement of the TMP will be ongoing to accomplish the following objectives.

1. Refine traffic control, wayfinding, parking management, and other strategies to improve the overall safety and efficiency of pre-event arrival and post-event departure transportation activities.
2. Refine TMP strategies to respond to new transportation projects or construction activities adjacent to or nearby the G1C site.
3. Refine TMP strategies to incorporate new travel options as they become available.

ORIGINAL TMP PERFORMANCE STANDARDS

The TMP includes various performance measures that must be met. Once G1C is in operation and initial monitoring results are available, the results will be measured against these criteria. If not achieved, the G1C operator is required to work with the appropriate agency or stakeholder group to ensure that the standards are met.

The following performance standards were identified in the original TMP, which was part of the *ESC Draft EIR*. Each standard is then followed by a discussion of its current relevance.

1. **Vehicle Queuing on City Streets (Pre-Event):** Traffic on eastbound J Street does not spill back to the J Street/3rd Street/I-5 off-ramps intersection (due to downstream bottlenecks)

Relevance: Still applicable

2. **Pedestrian Flows (Pre-Event):** Pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street (except where streets are purposely closed for enhanced pedestrian use);

Relevance: Still applicable though the number of closed streets during the pre-event condition has increased.

3. **Bicycle Parking (Pre-Event):** Signage is clearly visible to direct bicyclists to G1C event bicycle parking, which has an adequate supply to accommodate a typical G1C event.

Relevance: Still applicable

4. **Light Rail Transit Access (Post-Event):** The following mitigation measures for Impact 4.10-6 from the *ESC Draft EIR* have been implemented (unless the G1C operator, City of Sacramento, and RT have jointly agreed such improvements are no longer necessary due to site observations and monitoring or other feasible measures could be implemented):

- a) 7th Street is closed between J Street and L Street to vehicular traffic.
- b) Pedestrians board trains at the 7th/K (St. Rose of Lima Park) stop from both the left and right sides of the train.
- c) The Gold line and Blue line trains are loaded from different stations (i.e., one would load at 7th/K and the other would load at 7th/Capitol).
- d) The first 'outbound' post-event trains are operated in each direction with four cars.

Relevance: Parts a) and d) are directly applicable. Part b) is no longer applicable because the 7th/K Station is being removed. Part c) is generally applicable though the identified stations have changed slightly.

5. **Buses (Post-Event):** If required, buses are permitted to travel north via either 3rd Street or 5th Street to reach J Street.

Relevance: Not applicable for post-event condition due to lack of any known post-event bus routing along these streets.

6. **Truck Deliveries (Throughout):** No more than one truck at a time is staged for no more than 10 minutes on northbound 5th Street approaching the entry driveway.

Relevance: Still applicable though details of G1C operations are better understood and it is anticipated that trucks will need to stage on public streets for greater than 10 minutes.

7. **Truck Staging (Throughout):** Delivery trucks associated with special events do not park or idle along the project's L Street, 5th Street or J Street frontages (except as temporarily permitted by item #6 above).

Relevance: Still applicable though details of G1C operations are better understood and it is anticipated that trucks will need to stage on public streets for greater than 10 minutes.

REVISED TMP PERFORMANCE STANDARDS

Given changes in pre-event and post-event traffic management strategies and a better understanding of G1C planned operations, the following performance standards are recommended to replace those from the original TMP.

1. **Vehicle Queuing on City Streets (Pre-Event):** Traffic on eastbound J Street does not spill back to the J Street/3rd Street/I-5 off-ramps intersection (due to downstream bottlenecks).
2. **Pedestrian Flows (Pre-Event):** Pedestrians do not spill out of sidewalks onto streets with moving vehicles, or out of crosswalks when crossing the street (except where streets are purposely closed for enhanced pedestrian use).
3. **Bicycle Parking (Pre-Event):** Signage is clearly visible to direct bicyclists to G1C event bicycle parking, which has an adequate supply to accommodate a typical G1C event.
4. **Traffic Control Equipment Set Up (Pre-Event):** For weeknight events, the timing of traffic control equipment set up minimizes impacts to the 4:00 PM to 6:00 PM evening peak commute period. Equipment set up procedures adhere to the following guidelines:
 - a) Equipment set up begins no earlier than 5:30 PM
 - b) Hard street closures are not in place until after 6:00 PM
 - c) Equipment set up is complete at least one hour before event start time (e.g. by 6:30 PM for a 7:30 PM event start time)
5. **Light Rail Transit Access (Post-Event):** The following are recommended:
 - a) 7th Street is closed between J Street and L Street to vehicular traffic. Vehicles exiting the DOCO East garage to Merchant Alley are prohibited from blocking the LRT travel lane on 7th Street.
 - b) The Gold line and Blue line (to Cosumnes River College) trains are loaded from different stations (i.e., the Gold line would load at 7th/I and the Blue line would load at 7th/Capitol).
 - c) The first 'outbound' post-event trains are operated in each direction with sufficient capacity to meet demand.
6. **Buses (Pre-Event and Post-Event):** If required, buses are permitted to travel north via either 3rd Street or 5th Street to reach J Street.
7. **Truck Staging (Throughout):** Delivery trucks associated with special events are not permitted to park or idle along the project's L Street frontage. Delivery trucks that deliver to the 5th Street loading docks do not disrupt traffic flows, do not block access to driveways or businesses, and do not exceed any applicable City noise or emission thresholds.

MONITORING METHODS AND DOCUMENTATION

The following monitoring activities will occur during the first year of G1C operations. Each of these monitoring efforts is discussed in detail below.

Initial Major Event Monitoring

Initial major event monitoring will occur for the following:

- The first two regular season Kings games at G1C. In lieu of two regular season games, it is recommended that the first initial monitoring occur during the Kings' last home preseason game, which will occur on Tuesday, October 18th. Monitoring this game and making adjustments for opening night of the regular season (Thursday, October 27th) would be advantageous for a number of reasons.
- The first two major concerts (defined as having attendance of at least 10,000 persons) at G1C. The following concerts are recommended: Paul McCartney on October 4th, and Maroon 5 on October 15th.

The overarching purpose of the Initial Major Event Monitoring Plan is to identify potential areas for modification in the TMP elements and implement improvements as soon as possible that enable a safer and more enjoyable experience at G1C. The monitoring will identify deficiencies in the event planning/operations and recommend measures that can be quickly implemented to resolve these issues.

This effort will consist of collecting primarily observational data to assess which elements of the TMP need to be immediately modified in advance of subsequent events. The following plan elements will be reviewed:

- Pre- and Post-Event Traffic Management
- Pedestrian Circulation
- Bicycle Parking and Access
- Transit Loading and Access
- Truck Deliveries/Staging
- Traffic Congestion and Queuing
- Wayfinding / Signage
- Parking
- Staffing
- General Safety/Security

Prior to each of the three scheduled monitoring events, a meeting will be held with the City and G1C operator to identify the specific monitoring locations, durations, and staffing responsibilities. A follow-up meeting will occur during the week immediately following each event to discuss the monitoring observations and identify what modifications to the TMP should be implemented for subsequent events.

Documentation: A written record of observations, and suggested improvements after each monitoring event will be prepared, and be available for public review at City offices.

Typical First Year Event Monitoring

Typical First Year Event monitoring will occur for the following:

- *Two typical mid-season (i.e., January or February) Kings games at G1C.* Kings games that are expected to have attendance of at least 16,000 will be chosen for monitoring. By waiting until mid-season, this approach enables travel patterns and behavior to “normalize” so that a representative

sample is collected. It also allows for the benefits of the initial event monitoring and any associated TMP refinements to take effect.

- *Two major concerts (defined as having attendance of at least 10,000 persons) at G1C.* These should not be the initial concerts held at G1C. Rather, they should be events that occur during the second half of G1C's first year of operation. This approach allows for the initial event TMP refinements to take effect.

These four events will provide a representative sample of operating conditions at G1C, and will be measured against the above Performance Standards.

Prior to monitoring these events, a meeting will be held with the City and G1C operator to identify the specific monitoring locations, durations, and staffing responsibilities. The monitoring effort will focus on the previously listed TMP elements and Performance Standards. The monitoring effort will include both observational and empirical data collection.

Documentation: The results of the four monitored events will be documented into the “*G1C Year One Travel Monitoring Report.*” This report will include photos, charts, and eyewitness accounts of site operations. It will include an assessment of the extent to which the established Performance Standards are met, exceeded, or are unmet. For those standards that are not met, specific recommendations will be provided which would enable the standard to be achieved. The report will be submitted to the City for review. Once finalized, the report will be made available to the public through the City and G1C operator websites.

Kings Attendee and Employee Surveys

Travel surveys of at least 600 attendees per game will be conducted by the G1C operator during five regular season NBA games during the first season. Surveys will be conducted to assess Kings game attendees' travel behavior (i.e., mode choice, arrival/departure time, parking garage selected, etc.). A meeting will be held with the City and G1C operator to consult on the following:

- Selection of which basketball games to survey
- Survey instrument (i.e., specific questions to ask, survey length, survey method, etc.)
- Survey provider (i.e., conducted by G1C staff versus a Public Relations / Surveying firm)

The five NBA basketball games to be surveyed should provide for a broad cross-section of attendee travel characteristics. Surveys should be performed for both adverse weather and fair weather conditions. Surveys should cover a range of weekday evening, Saturday evening, and Sunday afternoon games. Games should be carefully selected to enable meaningful game-to-game comparisons.

In addition, the G1C operator will distribute surveys to all G1C special event employees to assess their travel characteristics. Depending on the survey response rate and statistical evaluation, it may be necessary to re-sample certain employee groups to ensure that a representative sample is achieved.

Documentation: The results of these surveys will be included in the “*G1C Year One Travel Monitoring Report.*”

MEETINGS

In addition to the meetings described in the previous section, the following additional meetings will occur:

- Quarterly Coordination Meetings – the on-site Transportation Coordinator and key G1C operator staff will meet quarterly with the City’s designated Special Event Team (SET) to evaluate the TMP strategies during the first year of operation. In subsequent years, the team will meet semi-annually for strategic planning and separately as needed for major multi-event planning.
- Annual Coordination Meeting – members from the G1C operations team, City of Sacramento DPW and PD, and RT staff will attend an annual meeting during the life of G1C to discuss transit service operations, monitoring results, and projected transit needs.