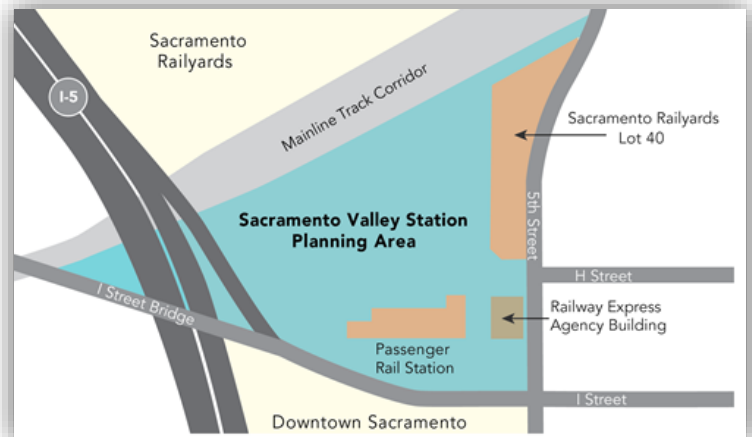


## Online Questionnaire – Summary of Feedback

### Introduction

Located in the northwest sector of downtown Sacramento, the Sacramento Valley Station (SVS) is the primary rail station in northern California and the seventh busiest station in the country. As downtown Sacramento becomes more densely populated and the Railyards district begins to develop, the Sacramento Valley Station will become a central destination for both community members and transit riders across the region.



### Community Outreach Approach

The project team engaged with the community-at-large to gather input about the Sacramento Valley Station Master Plan. Public engagement and the master planning efforts set the stage for the Sacramento Valley Station to be an expanded regional hub, integrate transit oriented development and to build a sustainable community.

As a part of the engagement process, the project team hosted a temporary “train stop” pop-up workshop at the existing Sacramento Valley Station during times of high-activity. Riders learned about the project and provided their thoughts by engaging in interactive activities.

Recently, the project team facilitated an online questionnaire to engage the community in discussion about mobility, land use and sense of “place.” The goal of this report is to provide overview of the responses received.



The results from this online community questionnaire will help inform the design concepts that will be included in the Sacramento Valley Station Master Plan.

## Methodology

The online community questionnaire served as a forum for Sacramento community members to contribute their thoughts and ideas regarding the Sacramento Valley Station Master Plan. The project team initiated a two-week questionnaire to notify and engage with community members who frequent the Sacramento Valley Station. Comments featured in the discussion report come from 11 open-ended and map-based questions submitted by community members via an online forum linked to the City of Sacramento's project webpage here.

275 responses

The project team received 275 submissions from August 16 through August 30. The review team studied all responses and selected the most frequent answers for each question to include in the discussion report. Each response selected reflects the diversity of opinions shared by the respondents.

The questions that appear in this discussion report focused on:

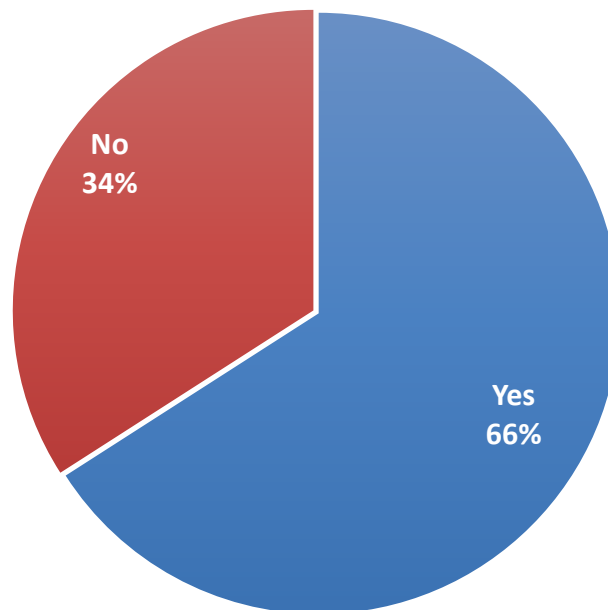
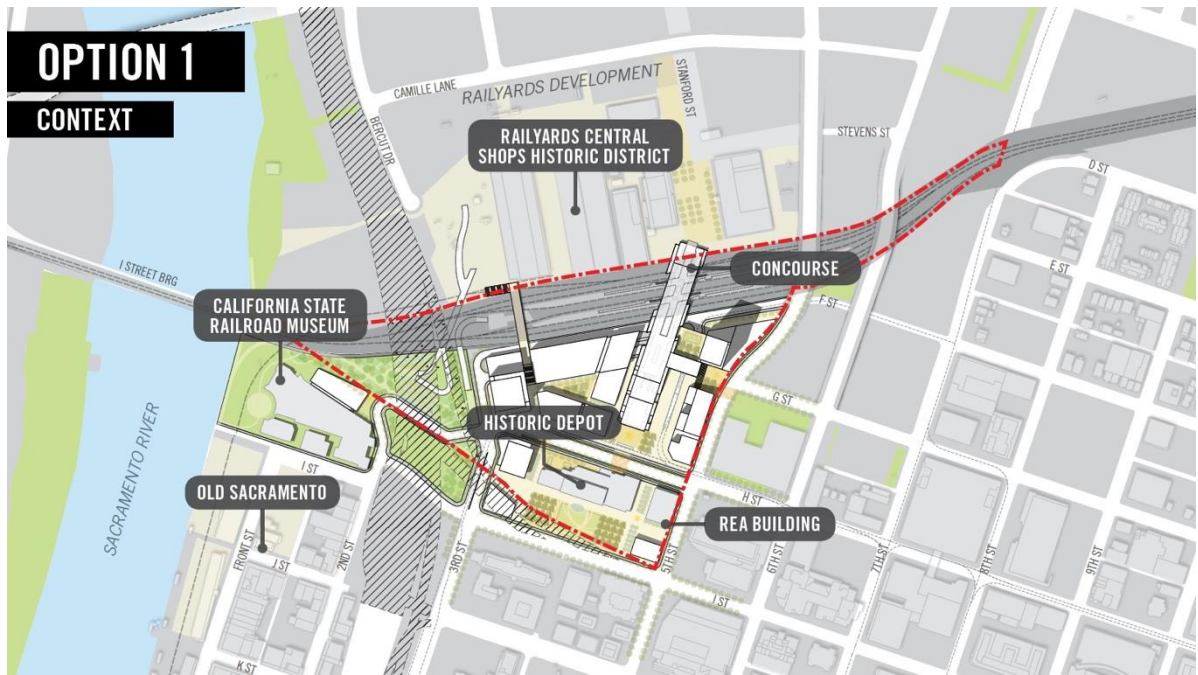
- If specific map options effectively integrate the Sacramento Valley Station site to the Railyards District, Old Sacramento and Downtown Sacramento
- If specific map options are successful in creating an accessible and visible arrival plaza for transit users
- How important is it to bring all regional bus service to SVS with all other modes (Intercity rail, light rail, streetcar, local bus, and eventual high-speed rail connections) in an emerging urban center
- What type of bike facilities should be included in the master plan
- What additional bicycle connections should be included in the master plan area
- If specific map options provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike
- Ideas for the River Park zone below the I-5 freeway
- The future role / use of the Historic Depot

Examples and photo illustrations were shown to help provide clarity on existing challenges and potential improvements. Throughout the online questionnaire, respondents were provided with an "other" option to allow for additional ideas.

*To review the full list of "Other" responses, please visit the supplementary feedback document.*

### Online Community Questionnaire Results

1. Does Option One of the master plan options effectively integrate the site to the Railyards District, Old Sacramento and Downtown Sacramento?



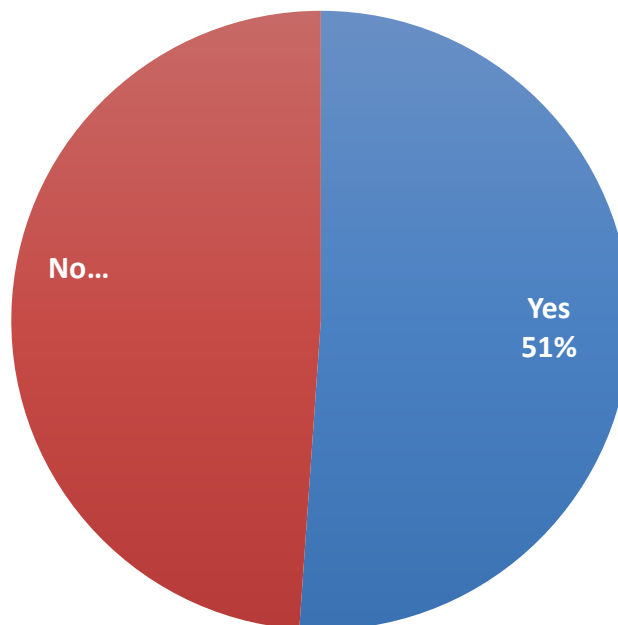
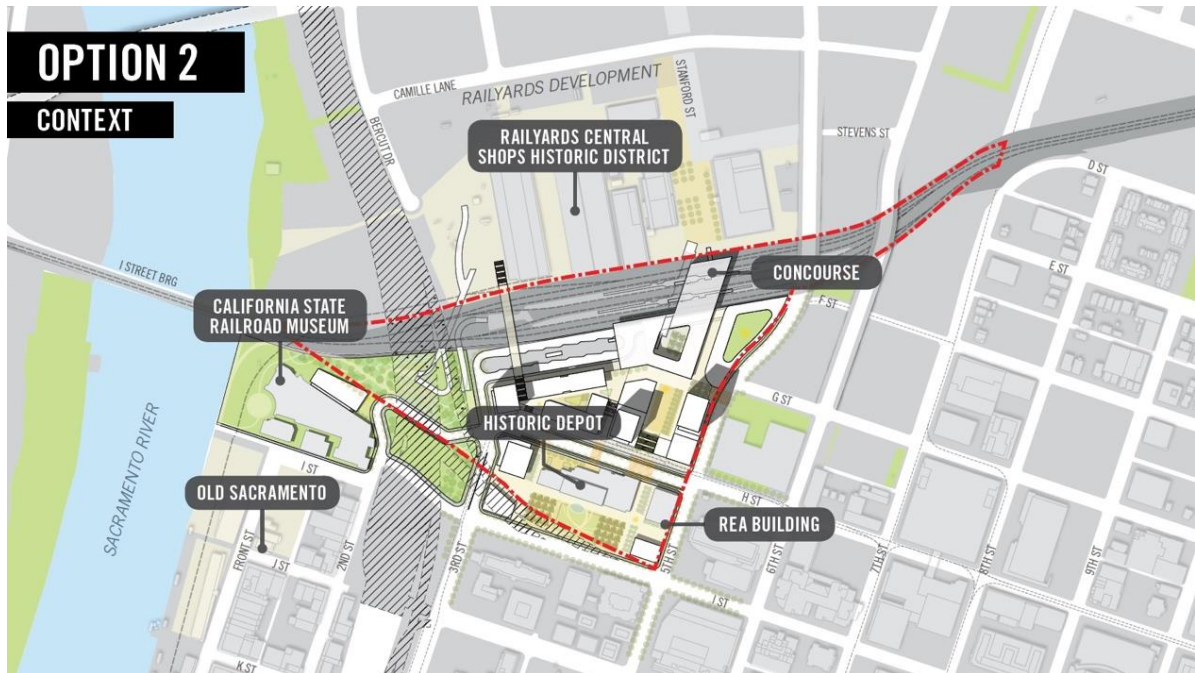
**If yes, why?**

- I think this keeps future development in mind or added traffic.
- Yes, the Railyards is well connected by the Concourse, and the path connects Old Sac to the historic depot.
- It allows bike and pedestrian access through F Street.
- It will draw from and convey people to a more central hub in the southern portion of the development, ultimately benefiting more of its residents, travelers, and businesses.
- Location, proximity to areas of transportation, allows for more development in an under-used area of downtown.
- I like the way the concourse flows directly into the existing historic building. I also like the residential area to be further from the freeway.
- The residential/office piece is set further east from I-5 which is a raised section of freeway. Pollutants can be better dispersed at this distance, protecting the health of people living and working in this area.
- Having residences further away from the freeway and bus depot will be better for the future population there. Office use next to those polluting areas is preferable.
- I like the massing of this option much better. Keeping some open space with taller, more slender towers makes the area feel airy, similar to the rest of downtown.

**If no, why not?**

- Less flexibility.
- Too sprawling to be functional as a transit station, or as a destination site.
- This option doesn't address the distance from parking to the trains and making it easier and quicker for passengers both pleasure and commuters to travel the distance with bags and backpacks.
- Easier and closer parking is more important.
- While I like the idea of a landmark tower, the size of this development would likely create a too crowded situation for people transiting from one transport to another.

3. Does Option Two of the master plan options effectively integrate the site to the Railyards District, Old Sacramento and Downtown Sacramento?



**If yes, why?**

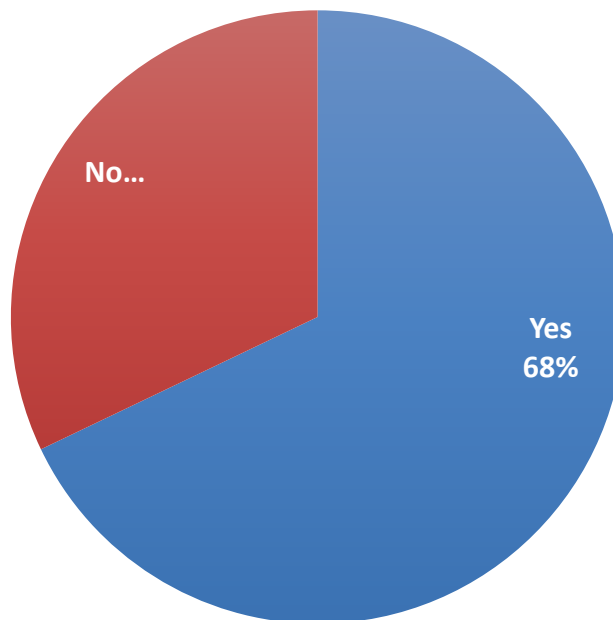
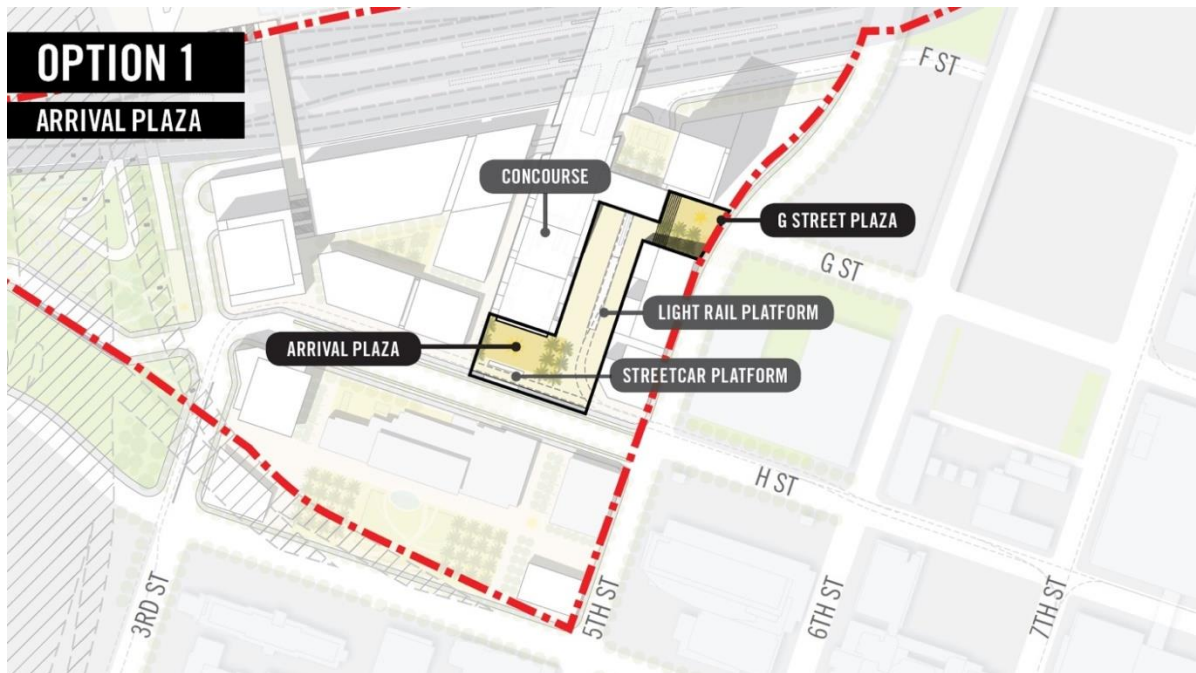
- The dense residential element is preferable. Also, the raised station providing views will ultimately make for a more satisfying experience for the traveler.
- More residential capability.
- More feasibility.
- More efficient use of space.
- Better integration into the community.
- I think the vertical orientation of this option will fit better with the future version of the city.
- Compact plan is more practical and allows people to cover more ground in a shorter time. Especially visitors to our area that may not have much time to spend or people who are mobility challenged.
- More intimate.
- Ease of mobility for commercial development and parking.

**If no, why not?**

- It separates the historic depot from the new concourse
- It cuts the depot off from any above-ground connection to the historic shop district.
- It doesn't seem to fit the style of the historic rail station or the architecture of the historic railyards.
- Access to the concourse is cut off from H St., and the historic depot, making access to the boarding platforms much less obvious, and thus more difficult.



5. Is Option One of the master plan successful in creating an accessible and visible arrival plaza for transit users?



**If yes, why?**

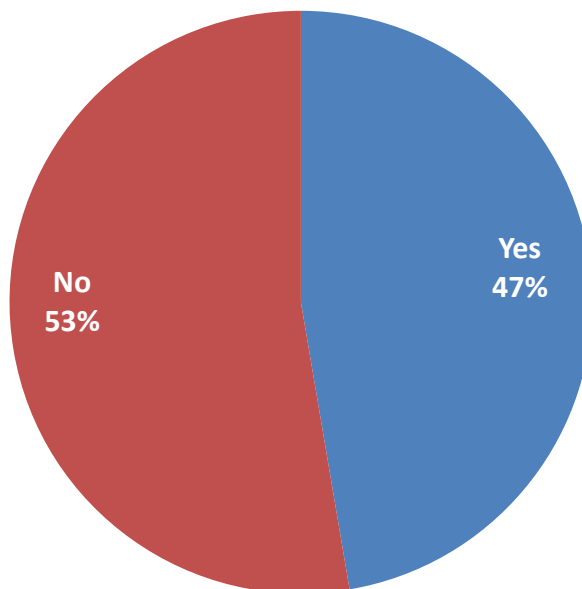
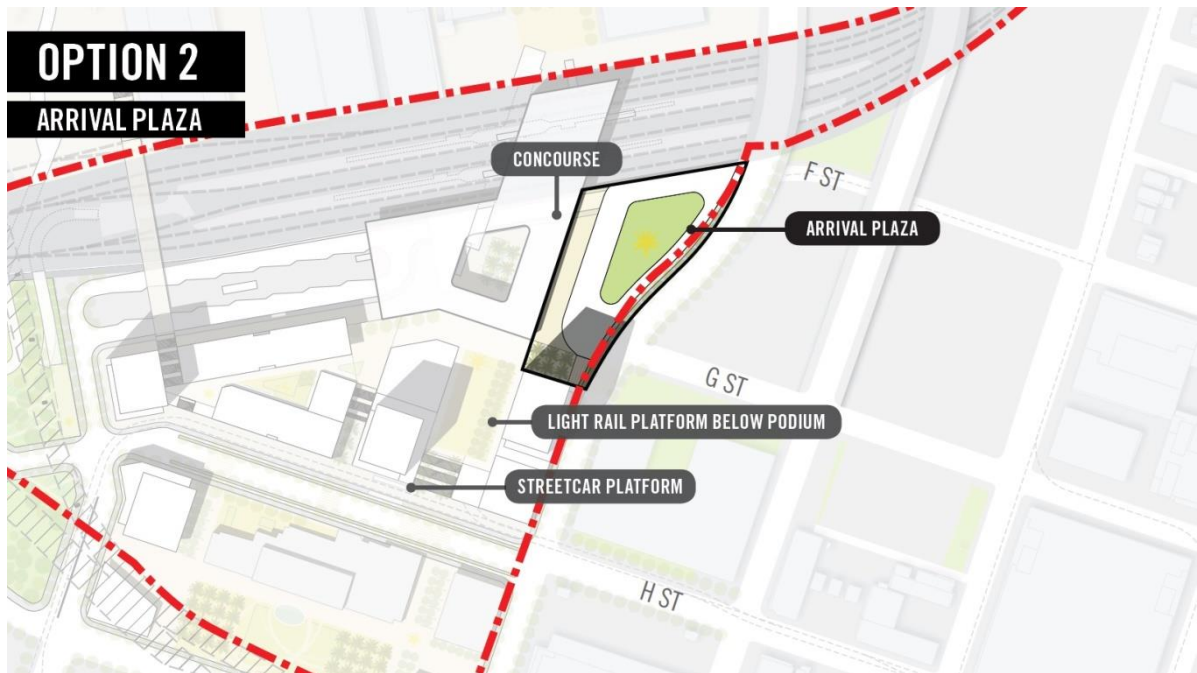
- More obvious access to the tracks.
- Having the arrival plaza more central provides easier access to the public transit making this feel more like a transit hub.
- More open, direct pathways.
- It's good to see light rail tightly integrated with Amtrak.

**If no, why not?**

- It's still a long walk to get to it. At least put in a moving sidewalk and separate bike lanes
- Old terminal should be utilized.



7. Is Option Two of the master plan successful in creating an accessible and visible arrival plaza for transit users?



**If yes, why?**

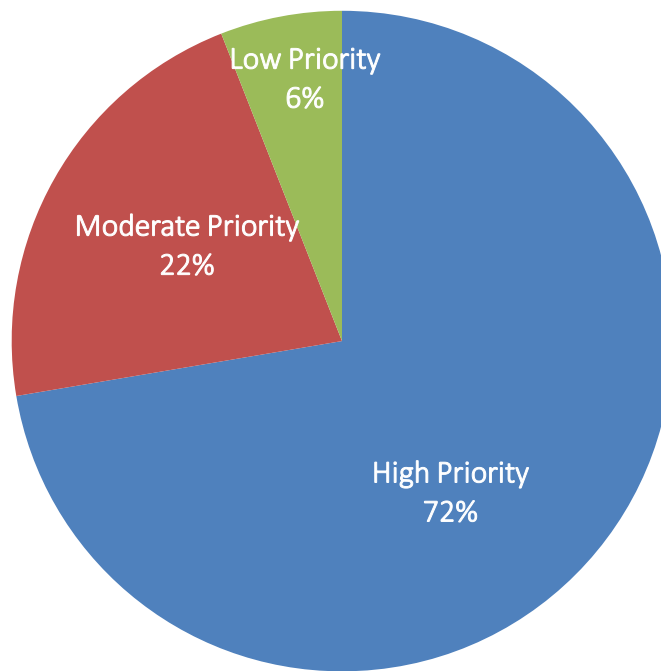
- More pleasant arrival.
- Visibility.

**If no, why not?**

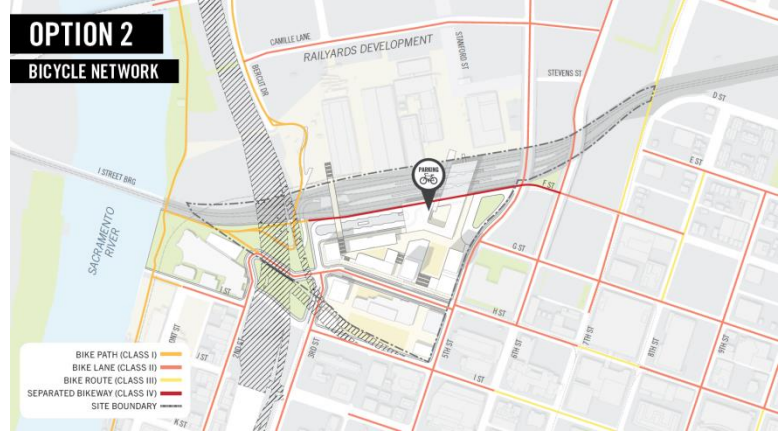
- Distance from the tracks is too far.
- Light rail platform below the podium is not welcoming.
- Too hidden.
- Too car-centric.

9. The Sacramento Valley Station (SVS) remains primarily a train station with some local transit connections, with most regional bus servicing other areas of downtown. How important is it to bring all regional bus service to SVS with all other modes (Intercity rail, light rail, streetcar, local bus, and eventual high-speed rail connections) in an emerging urban center?

- High Priority
- Moderate Priority
- Low Priority



10. What type of bike facilities should be included in the master plan area?

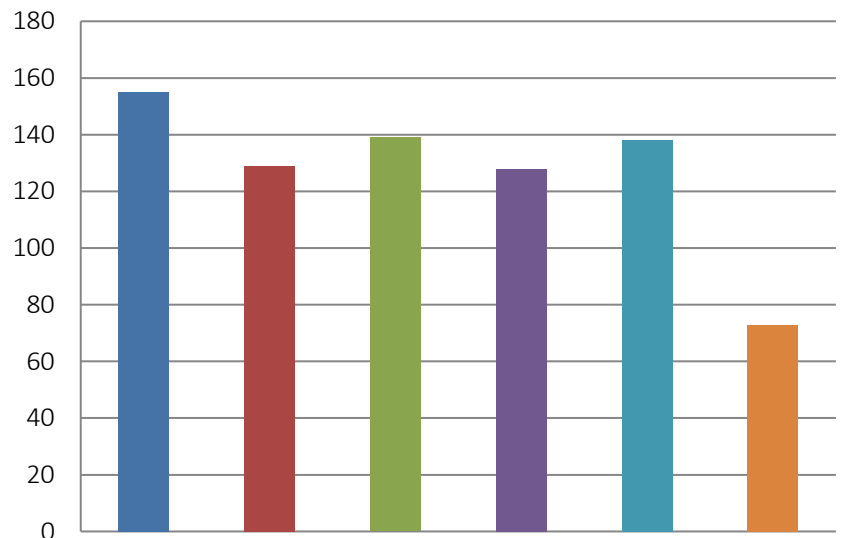


- Bike Racks
- Bike Lockers
- Bike Secure Parking Areas (controlled access rooms)

- Bike Tire Pump
- Bike Share Stations
- Any other suggestions?

**Results:**

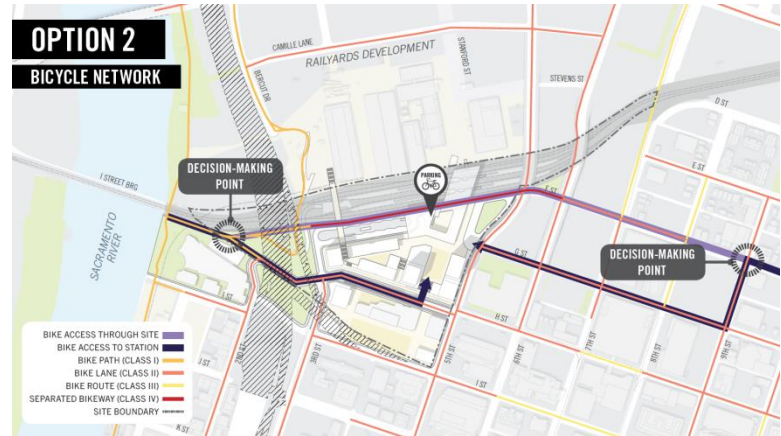
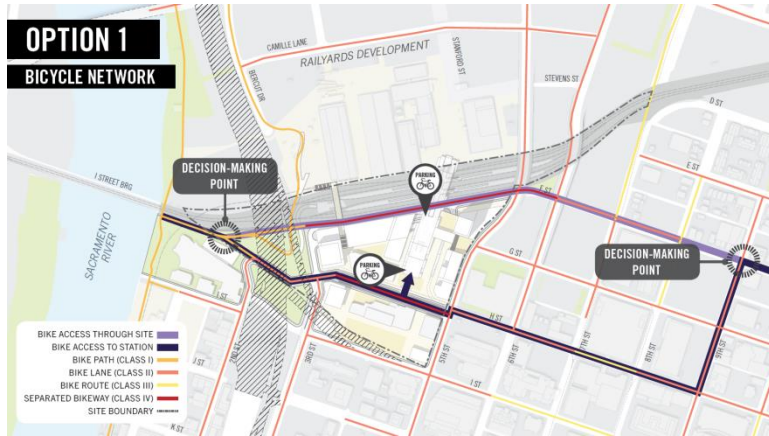
- Bike Racks
- Bike Lockers
- Bike Secure Parking Areas (controlled access rooms)
- Bike Tire Pump
- Bike Share Stations
- Any other suggestions?



*Any other suggestions?*

- All of the above.

# 11. What additional bicycle connections should be included in the master plan area?

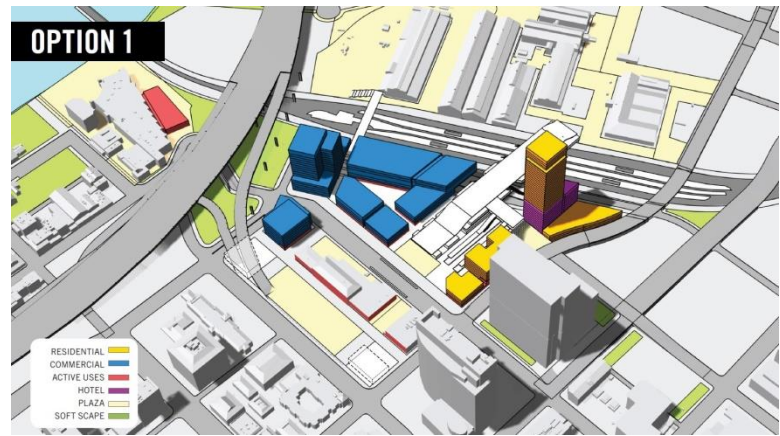


## Responses:

- Easy access from all of midtown.
- Bike parking for both long term and short term.
- Connection with the Lower American River.
- Access to the front of Depot as well as H Street.
- The plan should include pedestrian and bike access to the planned improvements of the Powerhouse Science Center, Hanami Line and west end of the Railyards. Also pedestrian and bike access from the shops historic district under I5 to Jibboom street should be part of this planning effort.



12. Does Option 1 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?



*Responses:*

- Yes, High rise and building elements create for a better use of space.
- Too much commercial space, however residents are buffered from the noise of Interstate 5.
- Yes, because residential development will be close to employment sites.
- Yes, buildings are set back from the river by open space areas. Housing should be maximized .



- 13. Does Option 2 provide a good intensity of land uses and open space opportunities for an active and vibrant destination for the commuters and local residents alike?



*Responses:*

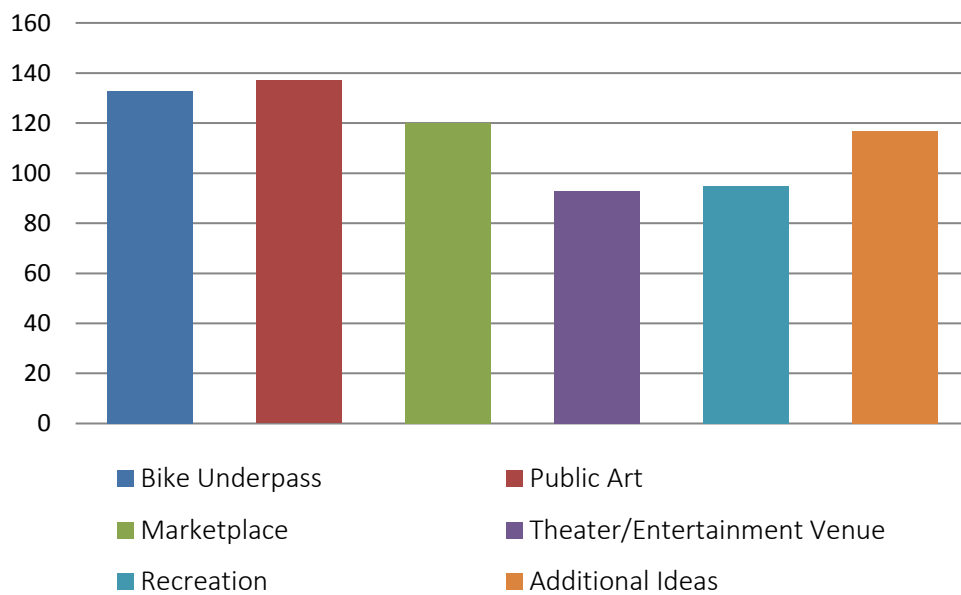
- Too cluttered.
- More inviting and livable – compact but a good use of space. The residential tower is less imposing.
- No, need more division between the block of tall buildings.
- No, residential and commercial spaces should switch places.
- Yes, better opportunity because residential tower is nearer the park and river.
- Yes, people who live there will have the green space right out front of where they live.
- Yes, Option 2 satisfies this need, great use of underpasses.
- Housing should be maximized by increasing the density, and including affordable unit densities or other incentives for developers to include low, moderately low units. I prefer Option 2 as it appears to have the potential for more residential units.

14. Are there ideas you can share for the River Park zone below the I-5 freeway?

- Bike Underpass
- Public Art
- Marketplace
- Theater/Entertainment Venue
- Recreation
- Additional Ideas



**Results:**



**Additional Ideas:**

- Interactive, climbable statue
- Cherry Blossom viewing area, progressive river access
- Kiosks for vendors
- Open space for rentals – jump houses for kids or an ice skating rink in the winter
- Full of color, art, music and places for people to relax
- Dog park
- Paint the roof sky blue
- Mountain biking terrain park
- Separate bike and running areas

15. What should be the future role / use of the Historic Depot?



- Large meetings or a small concert venue.
- A terminus for all bus, rail, and travel kiosk, with gift shops and dining where possible.
- It is possible to make it a destination itself... a bar would help!
- It could have multipurpose functions (e.g. a marketplace, a museum, restaurants, educational, entertainment, etc.) with a theme emphasizing its historical significance to the city of Sacramento.
- Day care center plus compatible uses.
- The centerpiece of downtowns expansion being midway between the Downtown Commons, Golden 1 Arena, and Sac Republic Stadium.
- Information center to welcome people to Sacramento – maps, lodging etc.
- A mixed market .