

Community Workshop Summary

Background

The City is developing concepts to revitalize the 16th Street and North 16th Street corridor between H Street and Richards Boulevard through streetscape improvements.

The River District Specific Plan, adopted in 2011, envisioned North 16th Street as an area for eclectic and lively arts, entertainment and commercial use that will attract visitors and shoppers.

The North 16th Street Streetscape project will contribute to the goals of the Plan through the implementation of improvements to make the corridor attractive and inviting to businesses, customers, and pedestrians. Proposed improvements will include new curbs, gutters and sidewalks, landscaping, signage and lighting, along with re-striping the travel lanes to accommodate on-street parking where feasible and appropriate.



Community Workshop Purpose

The purpose of the community workshop was to provide an update on the North 16th Street Streetscape project and obtain community feedback on the revised design concepts.

Community Workshop Format

At 5:00 p.m., Councilmember Steve Hansen welcomed community members to the workshop and shortly after, the project team gave a presentation prior to the open house portion of the event. The presentation introduced the North 16th Street Streetscape project agenda, project goals, site analysis, community input from previous outreach efforts, and proposed design features. Following, community members had the chance to visit six information stations, view the project boards and provide input through comment cards or board activities regarding the improved design concepts.



Summary of Displays and Activities

Below is a summary of the boards and activities.

Stations and Board Activities

Station 1: Welcome Station

This station included an overview of the City's goals for the project, the Plan area, and an overview of community input from the online questionnaire. Attendees were given an informational brochure and a comment card to provide feedback. The project team received 34 comment cards at the event.



Station 2: Environmental Process:

This station included an overview of the environmental process for the project.

Station 3: Project Overview:

This station included an overview of the City's goals for the project, a map of the Plan area, a recap of community input from the virtual questionnaire.

Station 4: Existing Conditions

This station presented existing conditions along the North 16th Street corridor and key findings from the site analysis.

Station 5: Proposed Streetscape Improvements

This station included four maps of key intersections along the North 16th Street Corridor, with proposed streetscape improvements. Each map had an accompanying board with community input that was gathered and incorporated into the proposed improvements.

Station 6: Placemaking Elements

This station displayed different precedent imagery of potential placemaking elements, site amenities, and types of public art that could be considered along the North 16th Street corridor. Community members were given three dot stickers and were requested to place them next to the placemaking elements they would most like to see along the North 16th Street corridor.

Community Feedback

Board Feedback

Below are the community comments from the project boards in order of community priority based on the board activities.

Improvements Menu

- Projected Murals
- Etched Sidewalk

Rationale for Proposed Design Features

- Proposed Green Infrastructure
- Proposed Upgraded Bus Stops
 - Trash cans and recycle bins needed
 - Make it safe for bikes
 - Structure / protection from the elements needed
 - New seating is much needed
 - Need wayfinding signage
- Art on Utility Boxes
- Proposed Lighting: Vandal Resistant Tunnel Lighting
 - Much Needed!
- Public Art
 - More sculptures and interactive art needed



Sample Proposed Improvements

- South Entrance of pedestrian tunnels
 - Bathrooms needed.
 - Bike Lanes! If not, then a lane with “right-of-way”.
 - Will bikes still share space?
 - Is there a way to beautify the Blue Diamond side at the pedestrian level?
- North B Street looking North
 - The only way to get out of a parking spot is when the light changes – major problem.

Comment Card Feedback

Below is a compilation of community input from comment cards submitted at the event placed into four categories: Bicycling Improvements, Placemaking, Safety, and Additional Comments.

Bicycling Improvements

- As a local bicyclist and pedestrian, I find 16th Street to be a narrowing street to encounter no matter how I arrive, whether crossing or traveling along. In addition, I use the tunnel often but not as much as I need because it is such a deterrent to travel. Even as a sometimes driver, 16th Street is madness for the shops and businesses and residents; the noise, the pollution, and sense of inhospitable danger destroys the potential. We need a more visionary measure, car-free areas, and protected 2-way bikeways everywhere!
- We need bike paths on 16th Street. More people will commute by bicycle if it is safer to bike on main roads in Sacramento. We need bike paths to reduce inner city traffic and air pollution. Please consider including bike paths in the overall improvement of 16th Street.
- I think 16th Street should be improved to provide better safety for cyclists. If 16th Street cannot be improved, then other streets should be made to better accommodate cyclists and provide safety. Additionally, the tunnel should be updated to be brighter and safer for cyclists and pedestrians alike.
- I believe in order to have a safe environment for commuters that use bicycling as a primary form of transportation we would need to have bike lanes available on busy streets such as one-way streets and tunnels that have only two lanes available for the road to share amongst all transportation forms. Eliminating sidewalk cycling for commuters that believe it's the safest road.
- Safe bicycling connectivity ... not sure I saw a safe path through 16th Street in the proposed designs. Maybe consult a bicycle advocate / specialist.
- As a cyclist who regularly travels from Midtown to 16th north of the railroad tracks, the single biggest improvement would be to widen the sidewalk under the tracks, turning it into a Class 1 bike path. Also, "day lighting" the path by removing the wall between the sidewalk and the motor vehicle roadway would make pedestrians and cyclists feel safer. Thank you!
- Safety for bicyclists travelling on North 16th Street is VERY IMPORTANT and is not being addressed. The cycle track on North 12th is not an adequate solution. B Street is not a safe



connection between 12th and 16th street, and those travelling north on 16th Street should not need to travel an extra half mile for safe access.

- I'm happy to see bike infrastructure added to 12th Street. Adding better connections to 16th Street and bike parking will make it easier for me to reach businesses without being scared away by traffic.
- I bicycle from South Sacramento to Pipeworks 2-3 times per week and my choices are the unsafe and unsanitary tunnel (aka "Pee Tunnel") or the dark and isolated bike path (aka "rape path") I do not feel safe riding the bike path alone. My priority is a protected two-way bike lane on 16th Street. I know one is going in on 12th Street, but that is out of the way and will also be unsafe to get to and from Pipeworks (would have to go down dark "tent city" street). Also, the tunnels should just be turned into sidewalks, like on 12th Street. If there are tunnels, there will be pee in them.
- Bike lanes would be nice. And clean up the tunnel so it smells better. More pedestrian friendly. Less cars, more biking and walking.
- Disappointing that bike lanes aren't included. Pedestrian tunnels need better lighting and paving that allows better drainage. Opening the 14th Street tunnel for additional access would be great.
- Where are the bike improvements? Why are we making major investments but forsaking the opportunity to make substantive bike improvements? Bike improvements are an economic development strategy. Cannot improve conditions for pedestrians without addressing bikes. Remove a lane or do a parking protected lane! Thank you!
- I know bikes are encouraged to take parallel / connecting routes, but for short bike connections – will they still be sharing the new / improved tunnels? Much needed improvements to safety and pedestrian environment. As money becomes available, how will the City prioritize improvements? Will it be by type, by amount of money, or by block by block? What upcoming sources of money is the City aiming to get for this project. Please add a wayfinding signage to placemaking elements.
- It is an absolute travesty that the City is considering re-inventing 16th Street and not putting bike lanes in - Shame on you! 12th Street is not a viable alternative for people coming from the South east.



Placemaking

- Where are homeless people included in your survey? They are a major user of this space and I don't think the street should be designed to exclude them. How can their needs be incorporated into this project? Better connectivity through 12th Street and a bike lane. Crossing pedestrian crosswalks on a bike lane is not safe or an appropriate way to travel by bike. Don't prioritize surveillance - prioritize 16th Street bike infrastructure, don't leave it to the 12th Street Project.
- Love all ideas, but as a resident of Twin Rivers, I would love to see some of the funds go towards a super market along with fixing the streets.
- Need trash cans and recycle bins.
- Cross walk with flashing red lights when pedestrians are crossing, bike lane, reflectors in the middle of lanes, art, trees, plants, new lamp posts, landscaping, murals.
- Will there be an area for a grocery store? What will be done about the homeless issue? We should not pay for the improvement to the railroad bridge, at least not the whole bill.
- Please remember 16th Street serves North Sacramento also. It's not just people heading out to the suburbs that use it to commute, but also a ton of people who live in Old North Sacramento and Woodlake.
- Landscaped areas need to be maintained. In many parts of the City they are not - property owners need to be educated about their responsibility and how to do it. Would flow through planters also capture litter? Any place that "grasses" are used, they need to be kept weed-free and maintained so they don't have the appearance of overgrown weeds.
- So excited for the streetscape and active transportation improvements! Safe pedestrian and bicycling travel are critical in project success and creating a more welcoming environment for businesses and visitors.
- I'm excited to see the corridor revitalized to make it a more attractive route in and out of downtown.
- It is essential that the department that will be charged with maintaining the landscaping be on board with, and funded for, this task. A bad example is how [the Department of Public Works] has ignored maintenance and planting of the traffic islands, violating the Midtown Traffic Plan and is progressively in-filling the planters so they don't have to maintain them. Replace any canopy trees with canopy varieties rather than "low maintenance" landscape trees. The bus stop shows no trash cans.

- This corridor is filthy and will remain so unless trash receptacles are abundant and emptied regularly. Look at all the trash on J Street downtown, where did the trash bins go? People won't carry their litter more than 1 block. Will the camping at Loaves and Fishes impact the "appeal" of this project that you are so diligently trying to achieve?
- Top priorities: wider sidewalks, more trees and greenery, lighting, pedestrian crossings. Traffic speeds seem too fast for a pedestrian scale community.



Safety

- The number one concern voiced by the community was regarding improvements to the tunnel. Despite this, I don't see any substantial improvements to the tunnel proposed. Without remedying this situation, which is the primary restriction of foot and bicycle traffic on North 16th, I don't understand the purpose of these other improvements.
- I'm happy to see there will be improvements with aesthetics, parking, etc. However, it's disappointing that the pedestrian tunnels aren't getting the safety improvements that this community (residents and business owners) need. I'm not confident that brighter lighting will solve the issue of loiterers.
- The tunnels need re-thinking (on both 12th and 16th Street). Both are disgusting. Need major lighting, day and night, and the 16th Street tunnel needs a daily wash down, otherwise only homeless will use them (for toilets). Cameras would be great as well. North of the railroad's underpass should have possible removal of the flood control tower. Plants in planters, native plants are great; we're close to the river! Trash cans should be introduced. The bicycle entrance is problematic; it's mainly just a homeless footpath. Cyclists use the C Street entrance. Can you come up with an alternative route? The Dreher Street bikeway "entrance" ends of Basler and Dreher are dark, dangerous (there are drug deals) and need more and brighter lights! Or no one will use it. The alley linking Dreher and Basler (secluded, totally dark at night) needs major lighting.
- Would love to see more lighting to create bike and pedestrian safety. Blow up the pee tunnel!
- Providing a safer and more accessible route through the 16th Street tunnel is needed. Better lighting to deter people from peeing in the tunnel, adding bike lanes that are raised from the street level.

Additional Comments

- Were homeless people interviewed for the study? They are frequent users of the area. An online survey is likely to exclude their opinions; they're residents too, right? I heard a few comments during the presentation about designing features to discourage rest. People resting isn't the problem. I'm not excited about more surveillance.
- I'm concerned about the effect on those served at Loaves and Fishes. How can the city implement low income housing in the area and create a space for all Sacramentans?

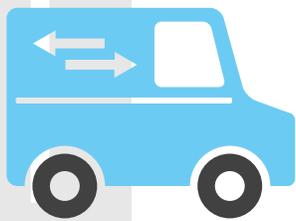


Appendix

- Workshop Flyer
- Presentation
- Exhibits
- Comment Card



North 16th Street Streetscape Project



Community Workshop

Monday, November 6
5:00 - 6:30 p.m.
The Vintage Monkey
400 North 16th Street

Join us to view the draft conceptual plan for streetscape improvements to 16th Street and North 16th Street and provide your thoughts.

Stop by at your convenience any time between 5:00 and 6:30 p.m.



R.S.V.P. online at north16th.eventbrite.com

Learn more on the project webpage
www.cityofsacramento.org/north16thstreet



City of
SACRAMENTO

North 16th Streetscape Project

Community Meeting 1

November 6, 2017

Welcome to Community Meeting 1 North 16th Streetscape Project

November 6, 2017

We are glad you can join us.

City of
SACRAMENTO



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

AIM CONSULTING

DUDEK

Megan Johnson, Engineer, Department of Public Works

Rachel Hazlewood, Planner,
Economic Development Department

Scott Johnson, Environmental Planner,
Community Development Department

Qasid Mehirdel, Engineer, Department of Public Works

John Nicolaus, FASLA, Project Manager,
Landscape Architect

Mark Rayback, PE, Engineer Lead, Principal

Robert Campos, Landscape Designer

Gladys Cornell, Communication Lead

Nicole Porter, Outreach Coordinator

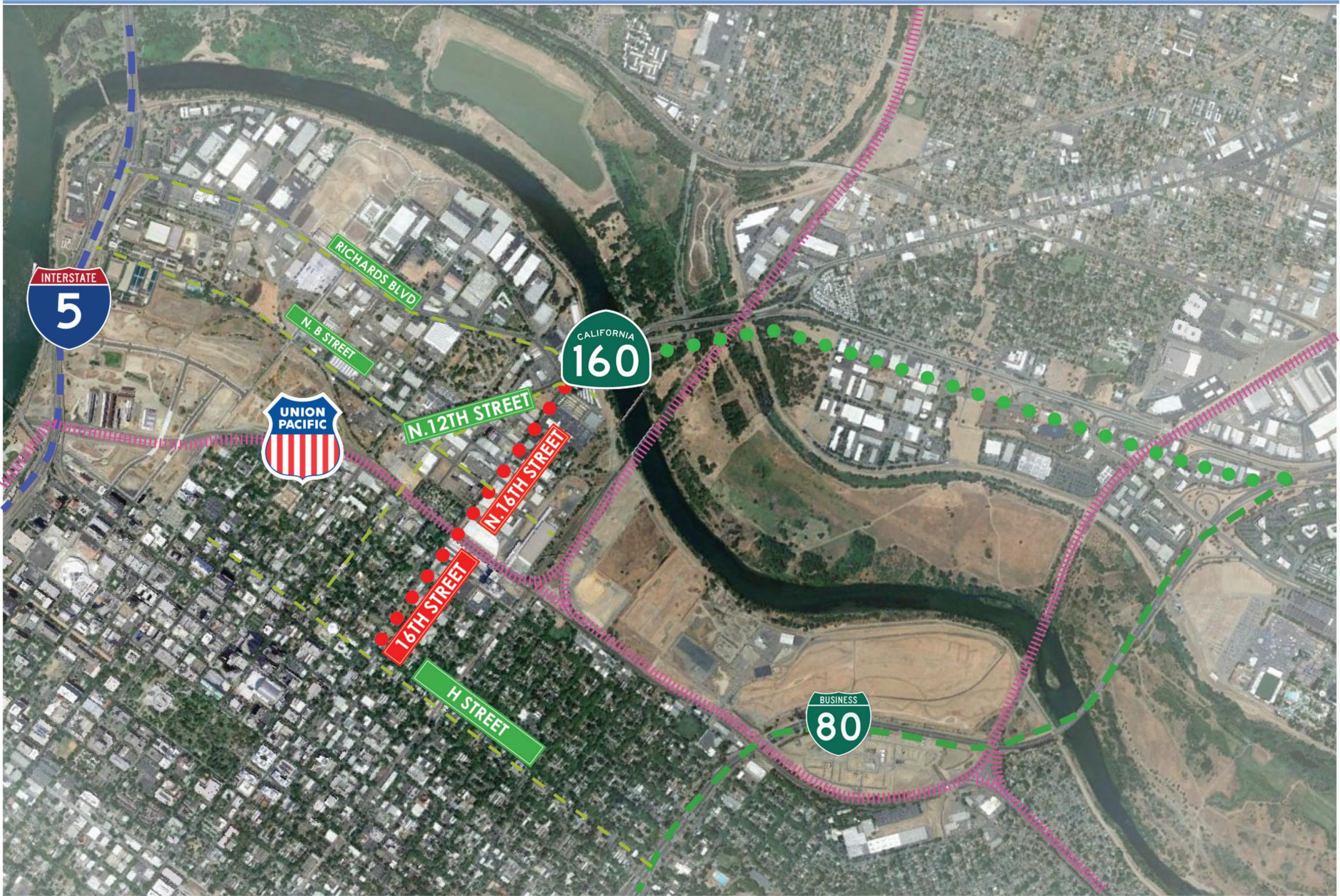
Steve Peterson, AICP, LEED AP, Environmental Planning lead

Brian Grattidge, AICP, Environmental Planning,
Project Manager

Purpose of today's meeting...

AGENDA

- Plan area and limits
 - Project goals
 - Site analysis: What did we see?
 - Community feedback from Questionnaire
 - Conceptual improvements
 - Q&A
-



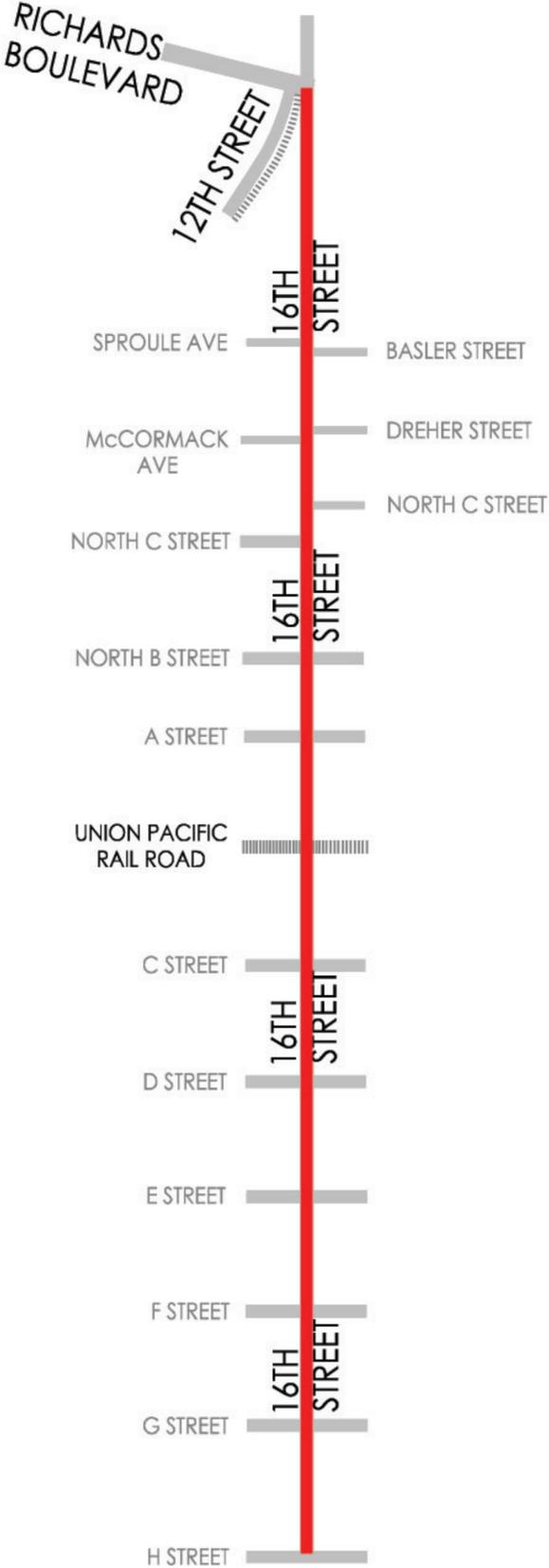
16TH STREET



N. 16TH STREET



NORTH 16TH STREET PLAN AREA



16th Street/N. 16th Street developed as part of the original Lincoln Highway. It was (and still is) the primary route to head north out of downtown. Because of its history as a highway, and its current importance as a vital route out of downtown, it has developed as a street that is geared for commuters, not community. It's not a friendly place to walk, work or visit. This Plan seeks to change that.

Why is this project needed?
Who benefits from an improved
streetscape on North 16th?

City of
SACRAMENTO

Project Goals

- Upgrade sidewalks
 - Improve tunnel crossing
(short-term and long-term visioning)
 - Enhance landscaping
 - Provide pedestrian-scale lighting
 - Provide on-street parking (where feasible and appropriate)
-

Site Analysis

The preliminary phase of the urban design processes dedicated to the observation of climatic, geographical, historical, legal, and infrastructure components of a specific site.

Site analysis results in a summary that depicts an area or built environment, the result of which is used as a starting point for the design process. This is what we'll be sharing with you today.



**NORTH 16TH STREET
@ H STREET**

LIGHTING
BLOCKED BY
TREE
CANOPY

BUS STOP IN
PLANTER

SIGNS
TOO TALL

ONE
WAY
→

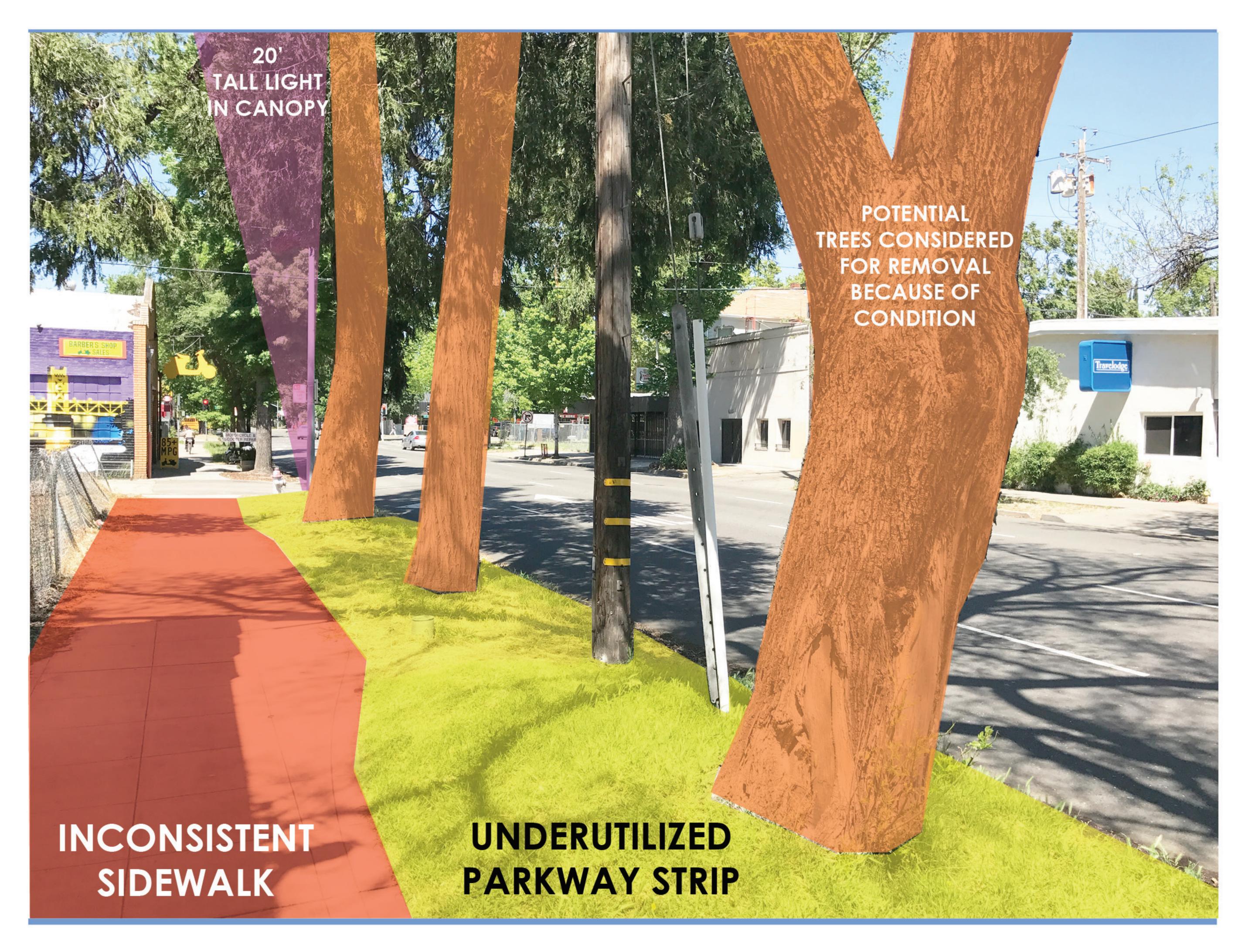
INCONSISTENT
SIDEWALK

UNDERUTILIZED
PARKWAY STRIP





**LOOKING NORTH
@ FAT ALLEY**



20'
TALL LIGHT
IN CANOPY

POTENTIAL
TREES CONSIDERED
FOR REMOVAL
BECAUSE OF
CONDITION

**INCONSISTENT
SIDEWALK**

**UNDERUTILIZED
PARKWAY STRIP**



**LOOKING NORTH
@ C STREET**

**POTENTIAL
TREES CONSIDERED FOR
REMOVAL
BECAUSE OF
CONDITION**

**HISTORIC
BUILDING AND
POTENTIAL
LANDSCAPE
SPACE**

**UNDERUTILIZED
PARKWAY STRIP**





**LOOKING NORTH
@ UNION PACIFIC RAILROAD**



NARROW WALKWAY
AT PEDESTRIAN
TUNNEL
ENTRANCE

PEDESTRIAN TUNNELS
ARE DARK,
UNSANITARY,
POORLY MAINTAINED,
AND NOT SURVEILLABLE

LIGHT FIXTURE SEEMS
TOO TALL

UNDERUTILIZED POTENTIAL
LANDSCAPE AREA



10
**LOOKING SOUTH
@ THORNTON AVE.**

**POOR
DELINEATION
OF PEDESTRIAN
RIGHT OF WAY**

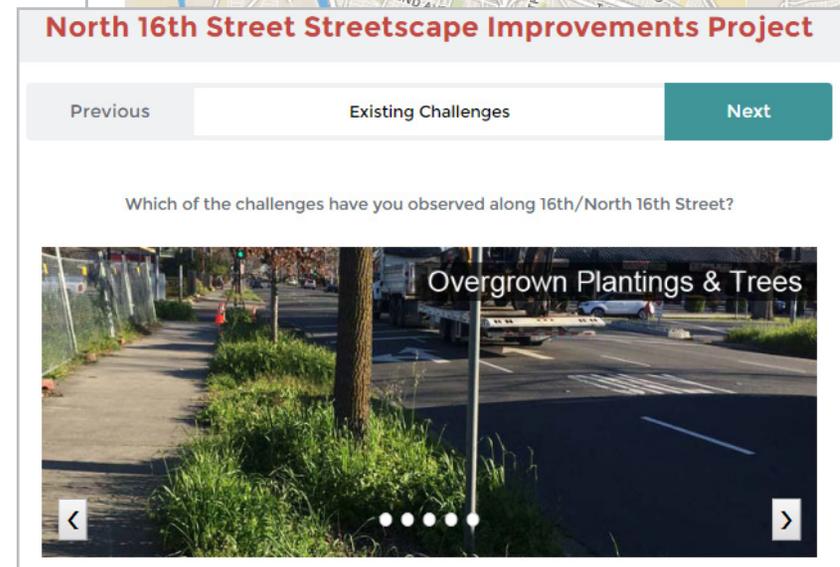
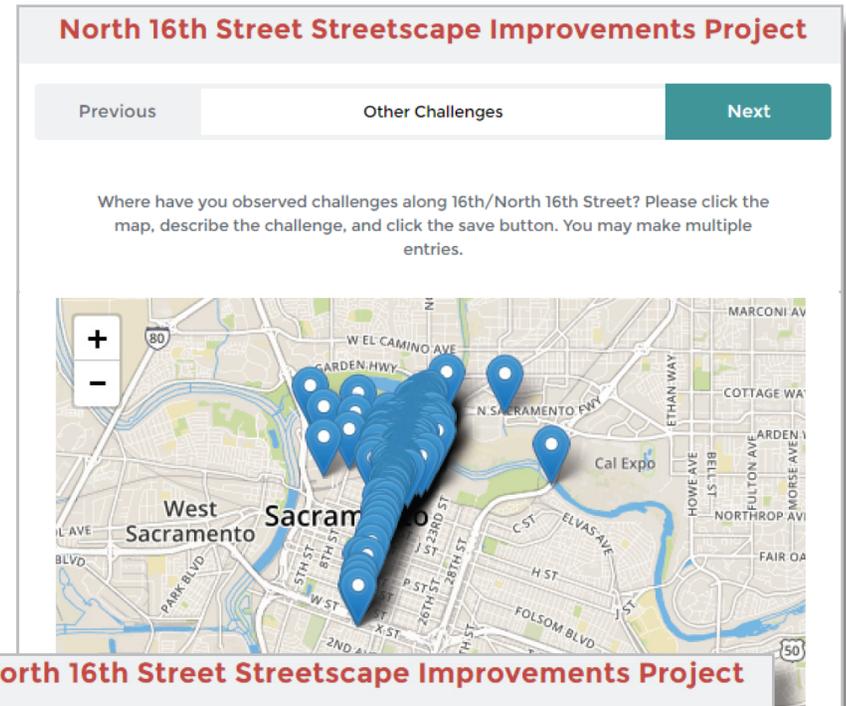
**POOR
DELINEATION OF
PARKING, CURB,
GUTTER AND TRAFFIC LANE**

**FAILED
HARDSCAPE**

What did the community say?

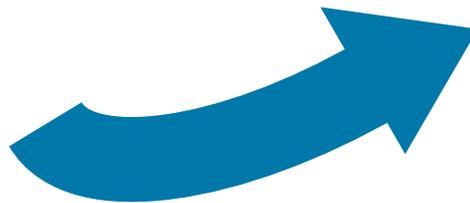
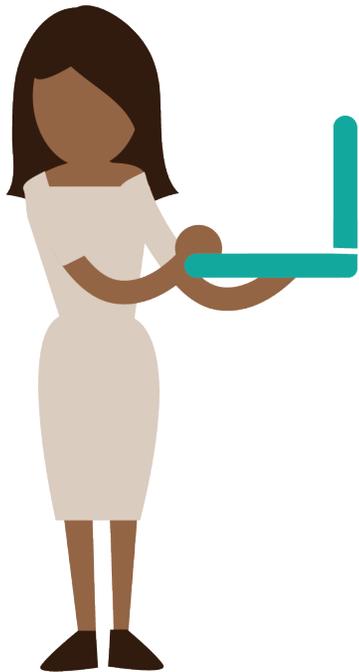
Purpose of the Questionnaire

- Obtain early input from the community
- Understand travel choices and frequency of trips
- Identify what they like about the corridor
- Identify perceived issues with the corridor
- Identify the types of preferred improvements



What did the project team do with the results of the questionnaire?

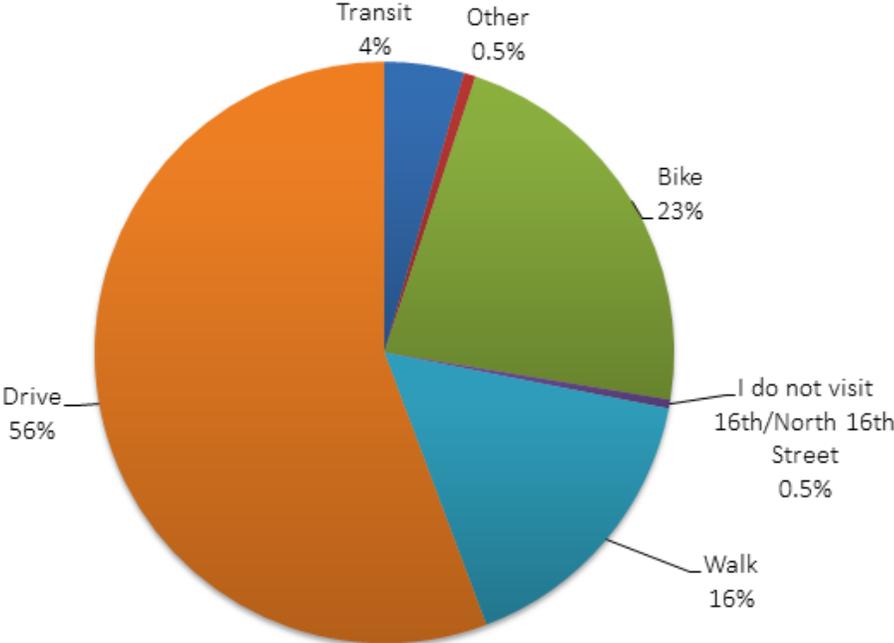
1,150
responses



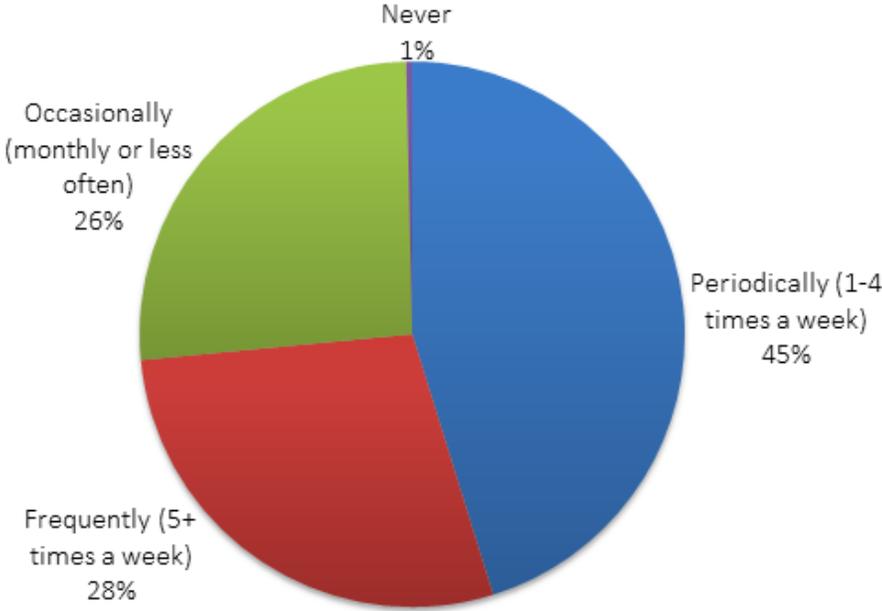
What we heard...

Travel Behavior

How do you currently travel on 16th / North 16th Street?



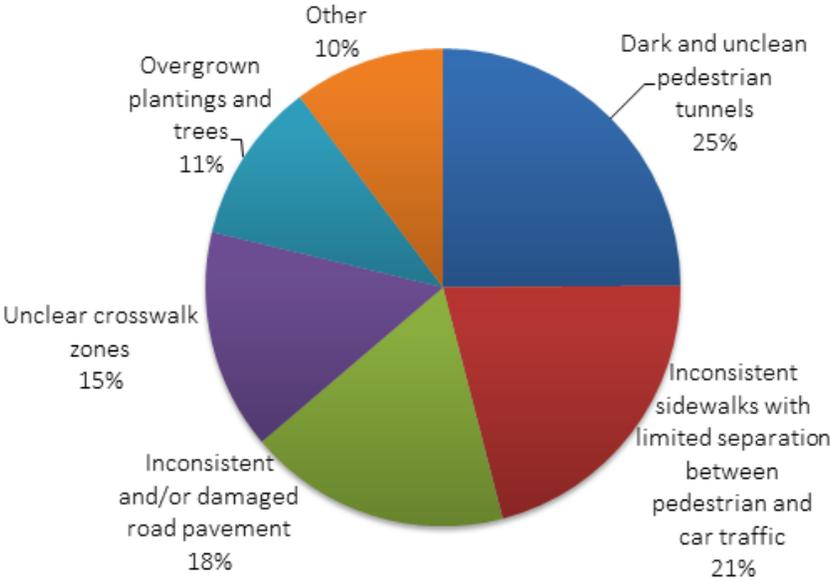
How often do you travel to or on 16th / North 16th Street?



What we heard...

Corridor Challenges

Which of the following challenges have you observed along 16th / North 16th Street?



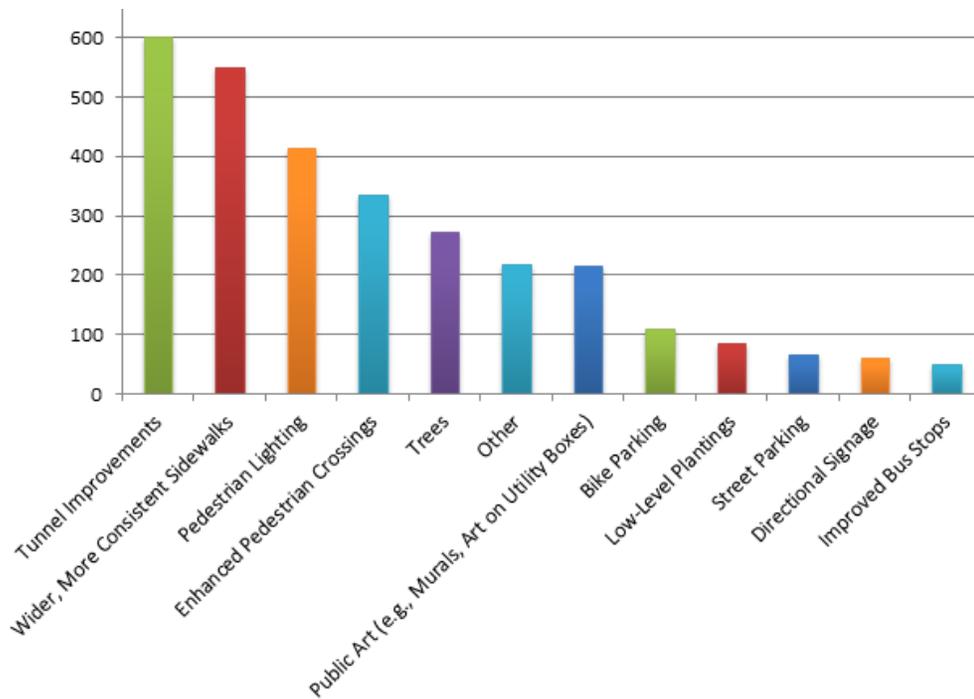
- Tunnel Safety: 370
- Transients: 196
- Bike Safety: 137
- Traffic: 122
- Pedestrian Safety: 185

*Each pin shows the number of respondents that dropped a pin in that area.

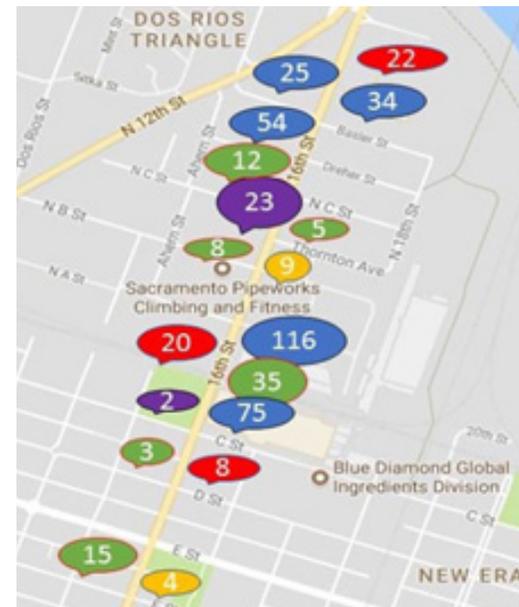
What we heard...

Potential Improvements

What are the top three potential streetscape improvements you would like to see on 16th / North 16th Street?



Where would you like to see streetscape improvements on 16th / North 16th Street?

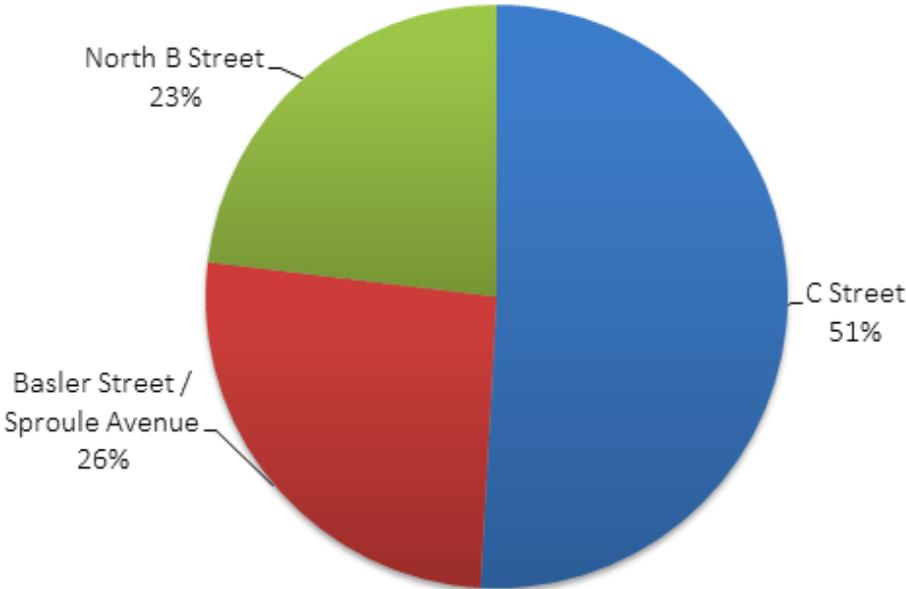


- Wider, More Consistent Sidewalks: 304
- Public Art: 50
- Low-Level Plantings: 25
- Parklets: 14
- Trees: 74

*Each pin shows the number of respondents that dropped a pin in that area.

What we heard...

Potential routes for Cyclists



What we heard...

Business Owners

Where do your delivery trucks usually park?



1. North A Street and 16th Street.
2. North C Street and 16th Street: Business deliveries park on the street and slow traffic.
3. McCormack Avenue and 16th Street.
4. F Street and 16th Street: The traffic lane runs immediately next to the sidewalk in front of my building at 614 16th St. Delivery vehicles park in the alley or sometimes simply stop in the traffic lane.
5. North A Street and 16th Street: When our small parking lot is full, this is where we have to park.
6. North C Street and 16th Street.
7. North 10th Street and Richards Boulevard.
8. North C Street and 16th Street.
9. Dreher Street and 16th Street.
10. North C Street and North 12th Street.
11. North C Street and 14th Street.
12. North C Street and 16th Street.
13. Dreher Street and 16th Street.
14. Dreher Street and 16th Street.

*Each pin shows where respondents dropped a pin.

Improvements Menu

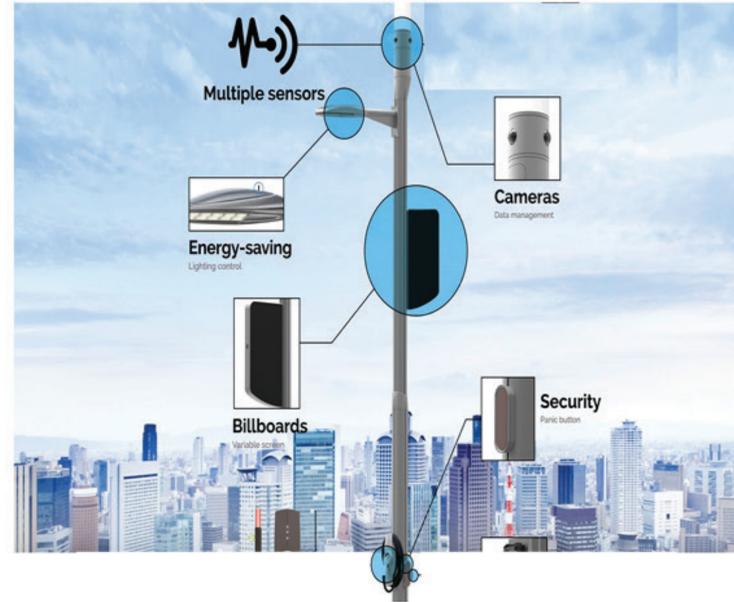
Street lighting



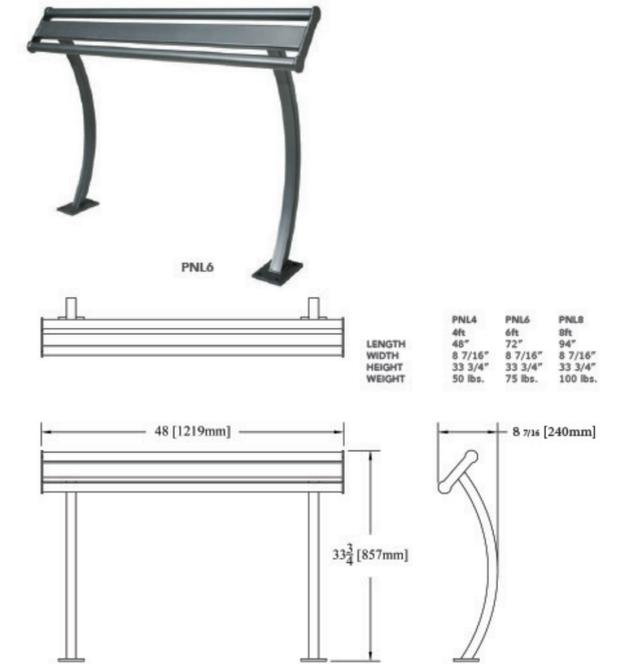
Tunnel lighting



Security and surveillance



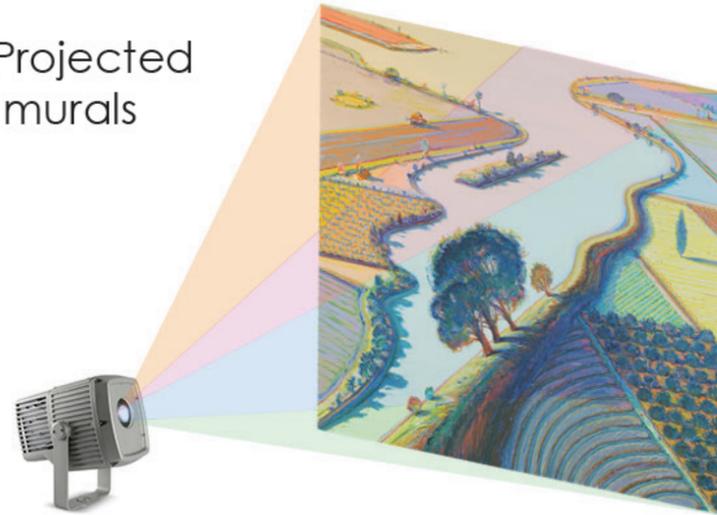
Non-traditional seating



Etched sidewalk



Projected murals



Murals



Art on utility boxes

Theme trees & green infrastructure

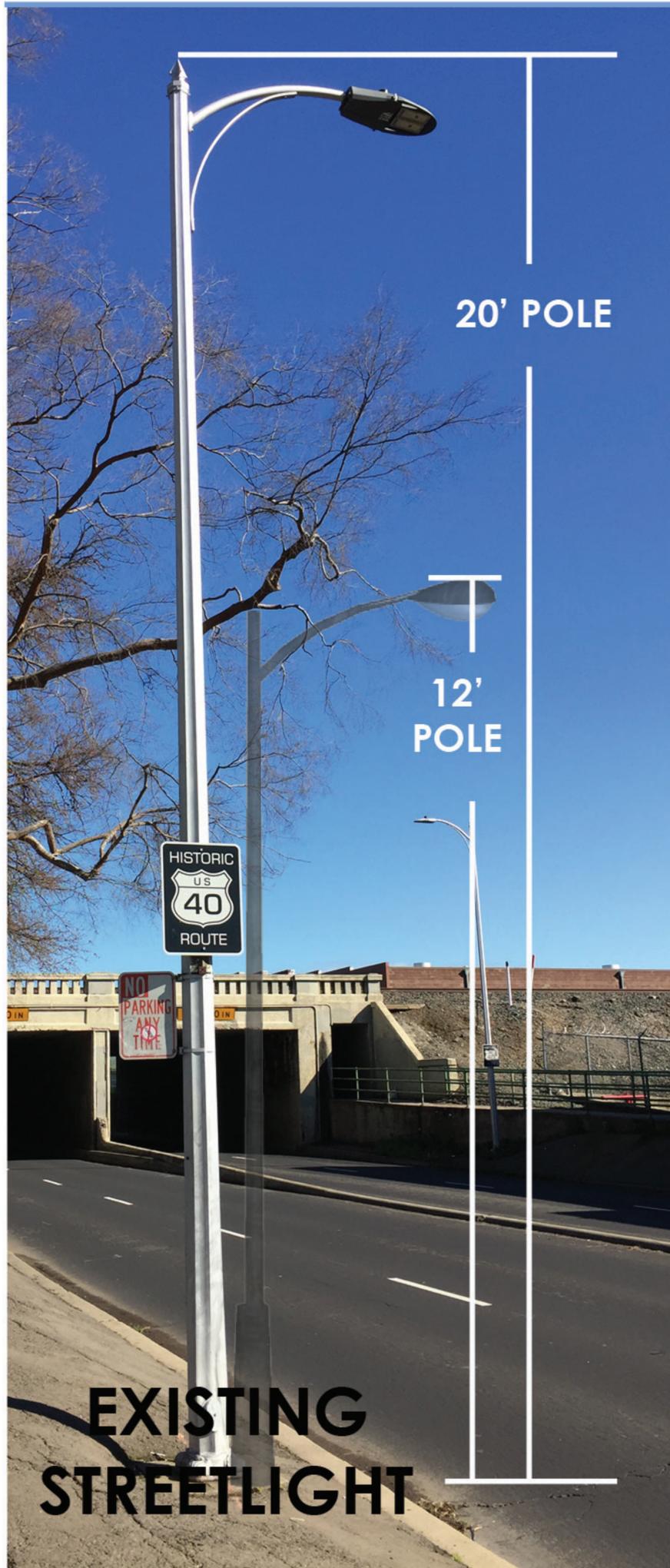


Rationale for Proposed Design Features

Respond to City's goals

Respond to questionnaire responses

Respond to the comments you all offer today



PROPOSED LIGHTING

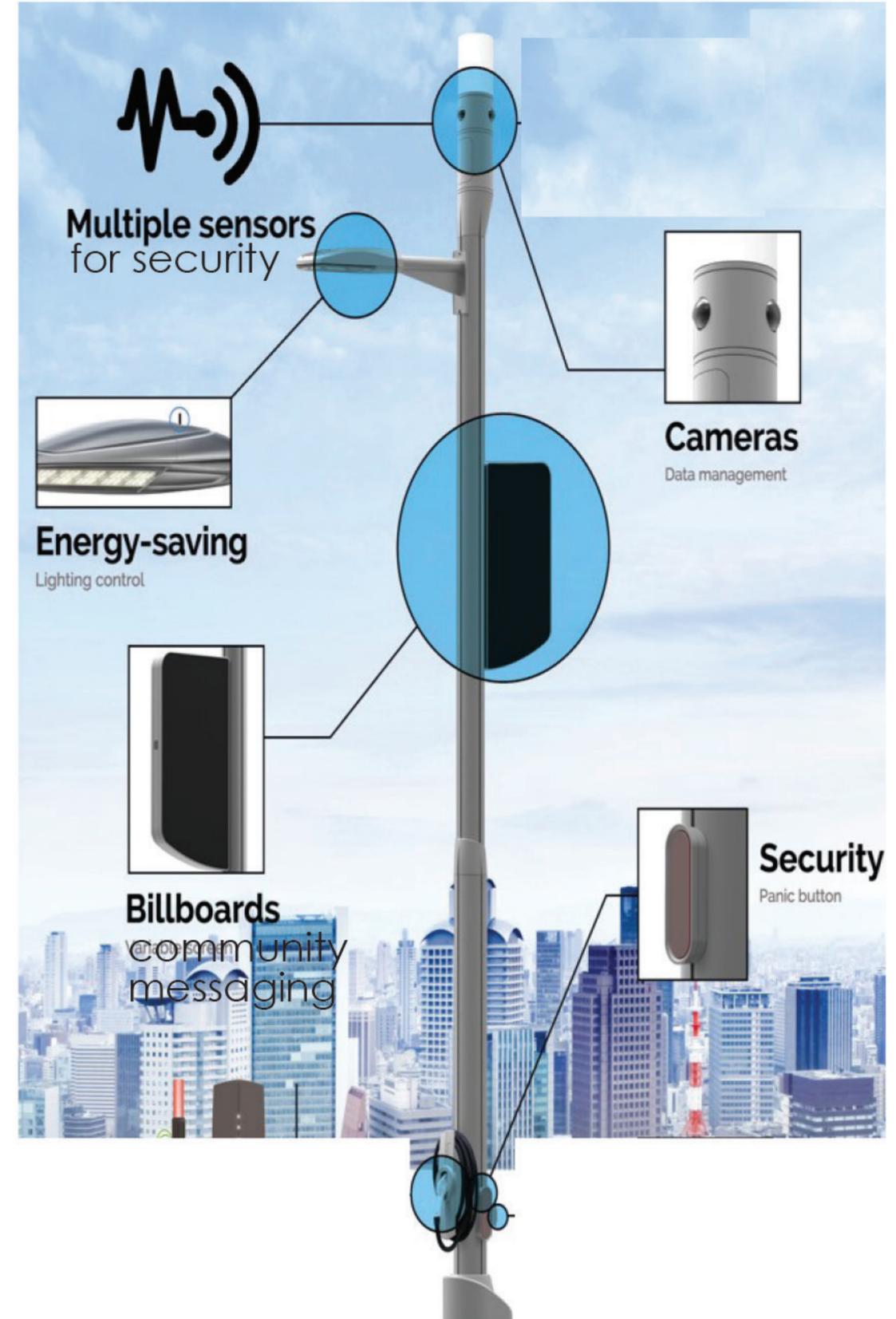
Street lighting, 12' tall



Vandal resistant tunnel lighting



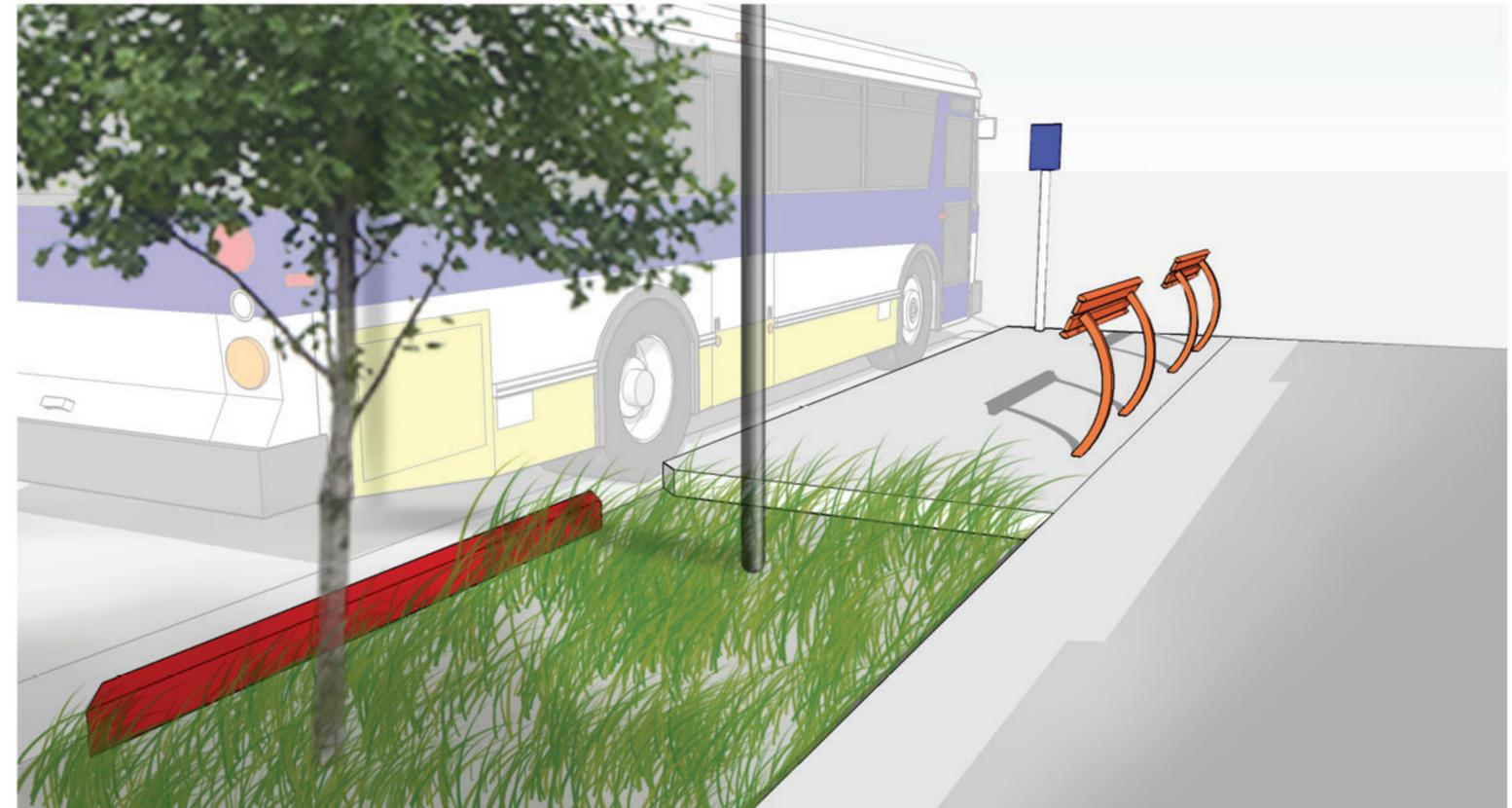
Security and surveillance at tunnel entrances and specific street corners



PROPOSED UPGRADED BUS STOPS



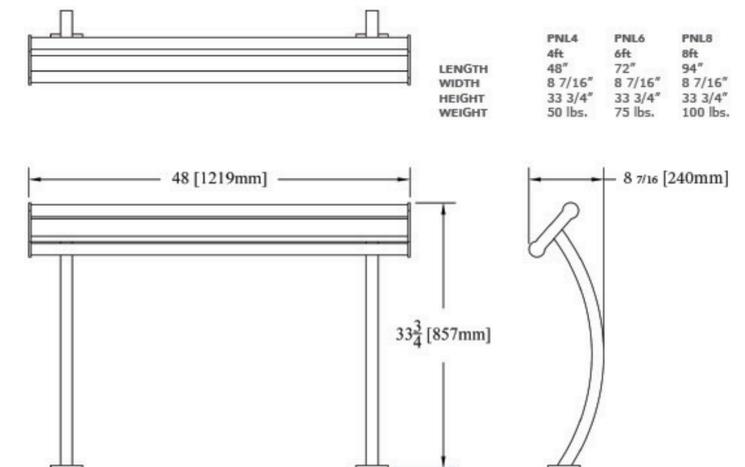
**EXISTING
BUS STOP IN
PARKWAY STRIP**



Non-traditional seating



PNL6





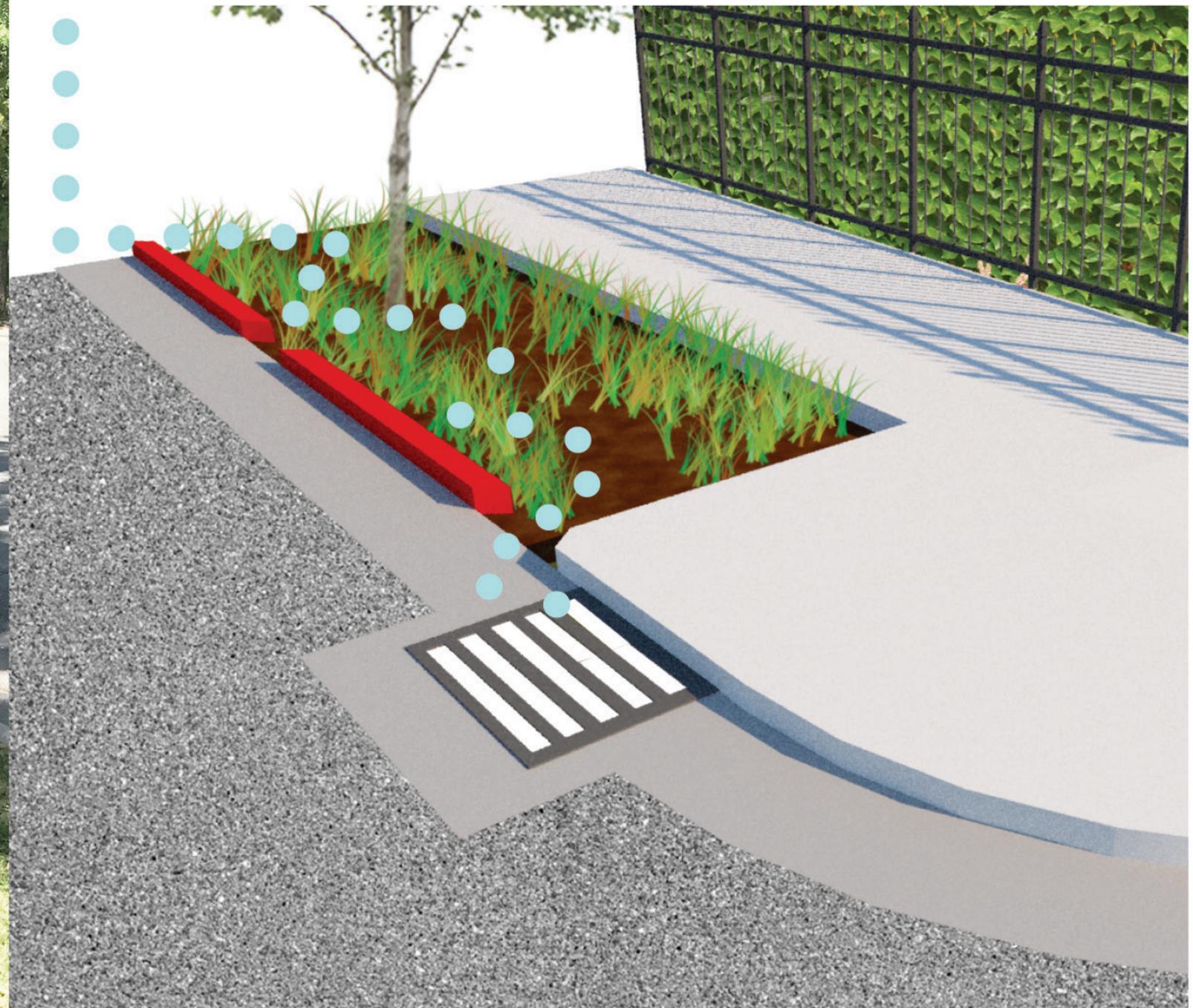
**ART ON
UTILITY BOXES**



**PUBLIC
ART**

PROPOSED GREEN INFRASTRUCTURE

- Flow through planters intercept storm water and filter pollutants while not compromising the existing drainage system



**EXISTING
PARKWAY STRIP**

Plant Material



QUERCUS - RUBRA,
LOBATA, AGRIFOLIA



ZELKOVA SERRATA
VILLAGE GREEN



QUERCUS ROBUR
FASTIGIATA



ACER RUBRUM



DROUGHT TOLERANT
GASSES



AGAVE SP.



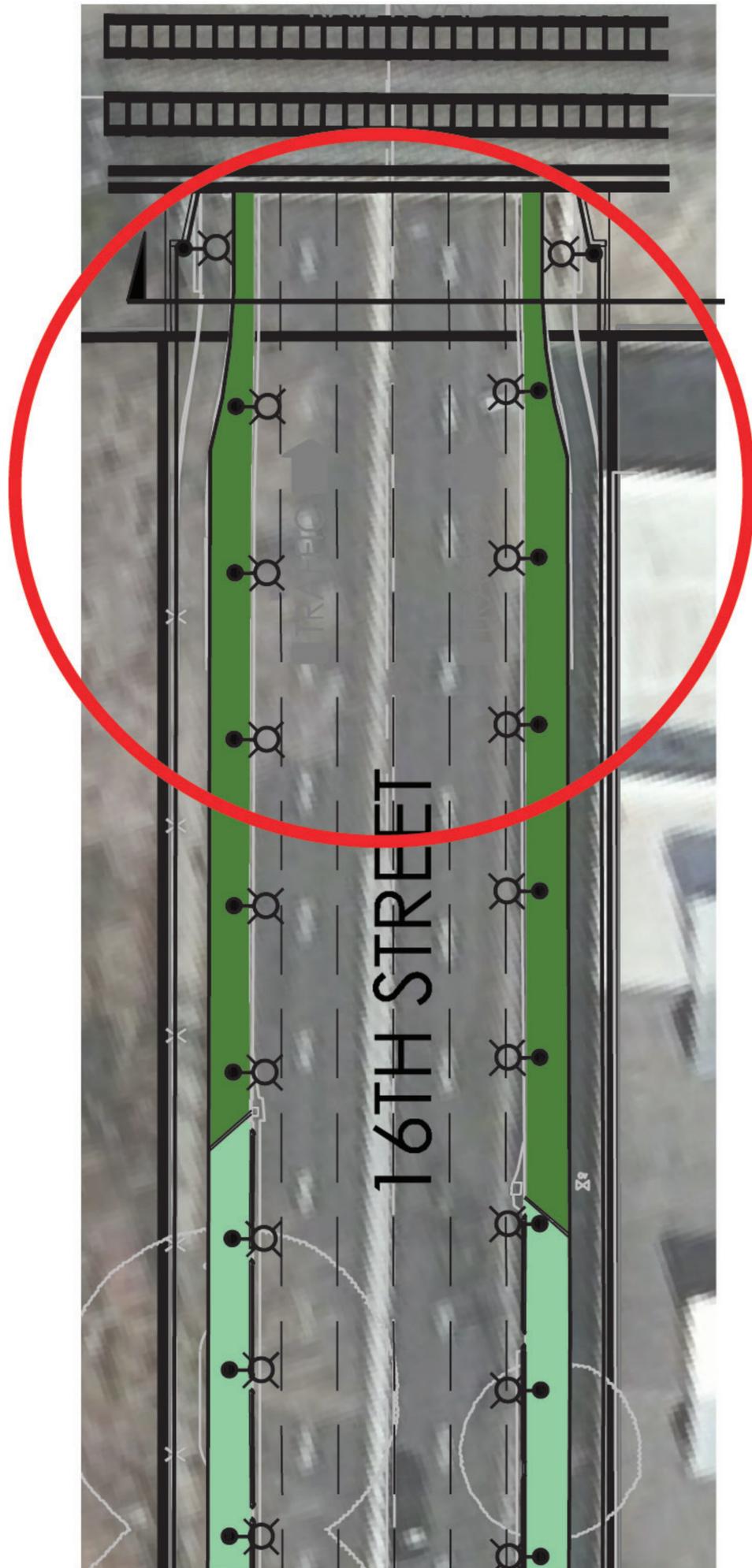
ALOE SP.



DROUGHT TOLERANT
AND FLOWERING
GROUNDCOVER

SAMPLE OF PROPOSED IMPROVEMENTS

UPRR



SITE DEVELOPMENT

SYMBOL	NOTES	QTY
	PLANTING - LID	2,107 SF
	PLANTING - PARKWAY STRIP	2,678 SF

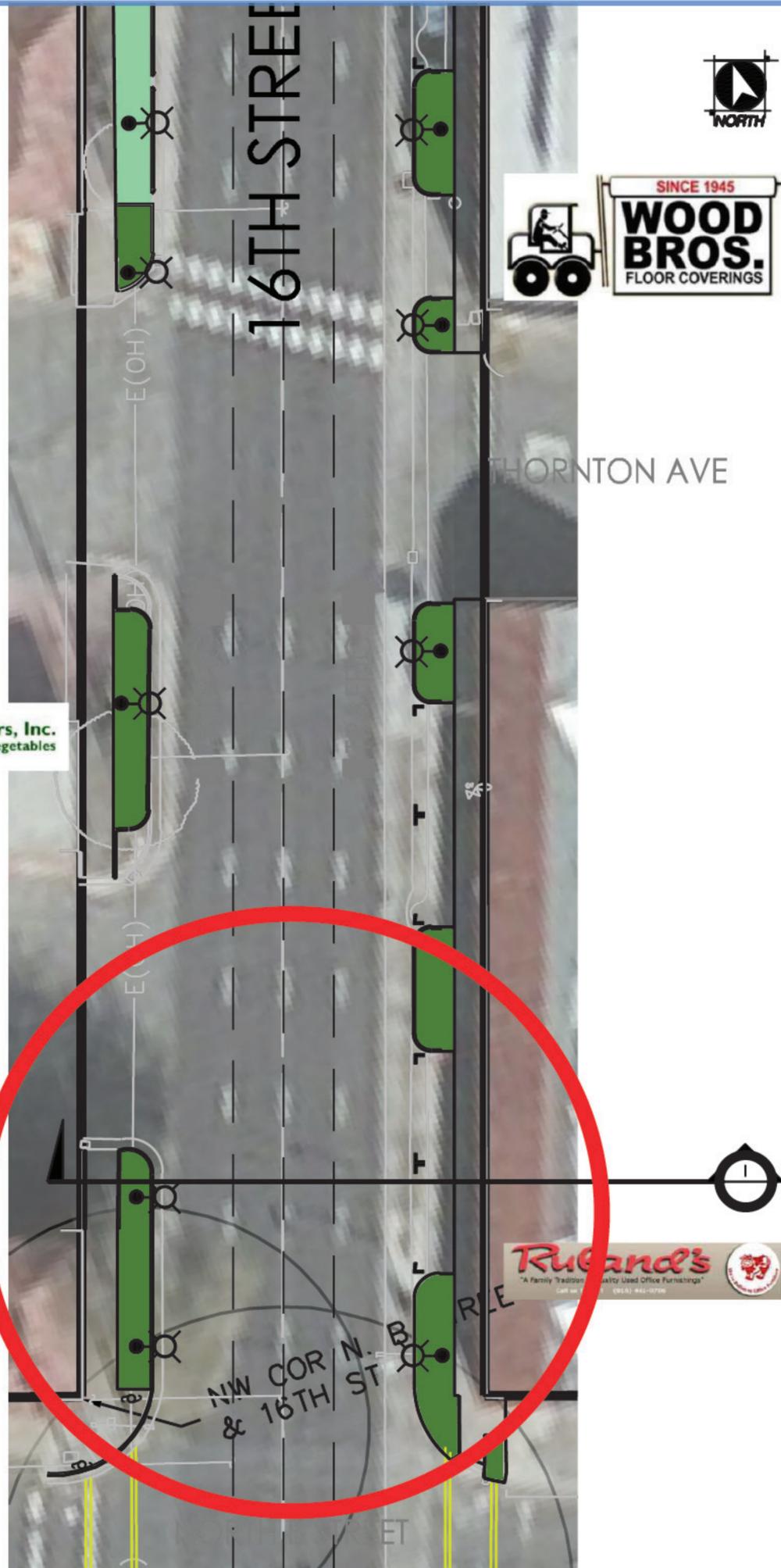
QUESTIONNAIRE ACKNOWLEDGMENT CHECKLIST

- PARKWAY STRIP -LID (FLOW TROUGH PLANTER)
- PARKWAY STRIP - PLANTING
- PUBLIC ART - PAINTED INFRASTRUCTURE
- BLOCK THEME TREE
- STREET LIGHTING • 30' OC
- ALL SIGNAGE TO BE UNIFORM IN HEIGHT
- ENHANCED CROSSWALK
- HISTORIC ROUTE 40 SIGNAGE
- HISTORIC ROUTE 40 SIDEWALK ETCH
- TUNNEL IMPROVEMENTS
 - LIGHTED
 - CORED DRAINAGE OUTLETS
 - "SMART" LIGHT POLES AT NORTH AND SOUTH ENTRANCES OF PEDESTRIAN TUNNELS.
 - VIDEO SURVEILLANCE
 - AUDIO PROJECTION





**SOUTH ENTRANCE OF
PEDESTRIAN TUNNELS**



SITE DEVELOPMENT

SYMBOL	NOTES	QTY
	PLANTING - LID	730 SF
	PLANTING - PARKWAY STRIP	1,662 SF

QUESTIONNAIRE ACKNOWLEDGMENT CHECKLIST

- PARKWAY STRIP -LID (FLOW TROUGH PLANTER)
- PARKWAY STRIP - PLANTING
- NEW BUS STOP • A STREET AND 16TH STREET
- PUBLIC ART - PAINTED INFRASTRUCTURE
- BLOCK THEME TREE
- STREET LIGHTING • 30' OC
- ALL SIGNAGE TO BE UNIFORM IN HEIGHT
- ENHANCED CROSSWALK
- HISTORIC ROUTE 40 SIGNAGE
- HISTORIC ROUTE 40 SIDEWALK ETCH



**NORTH B STREET
LOOKING NORTH**

Questions / Comments

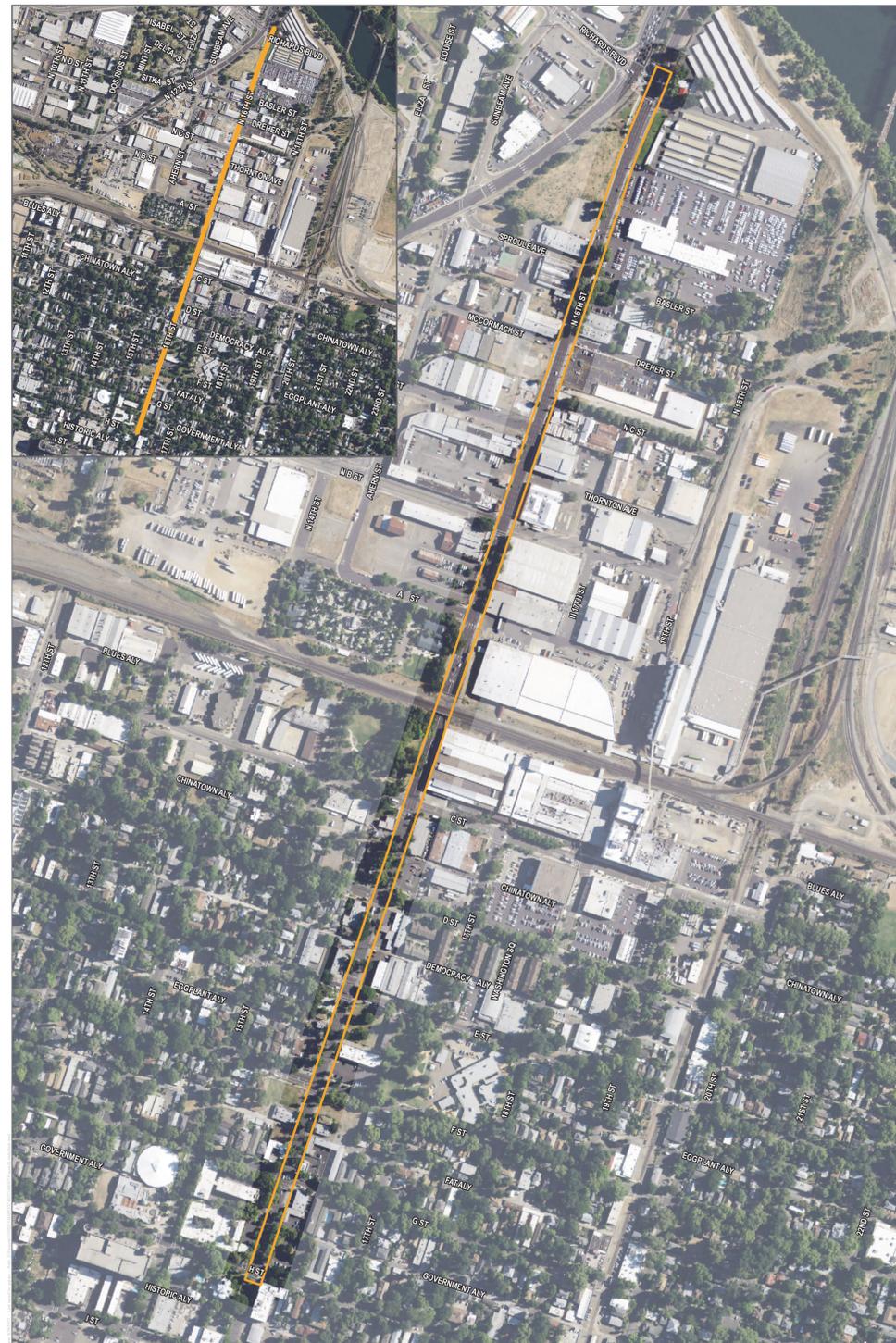
THANK YOU!

Welcome

Please sign in.

Environmental Process

Environmental Review Process



SOURCE: NADP, 2016

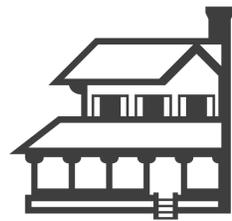
FIGURE 2
Limits of Work
North 16th Street Streetscape

DUDEK 0 175 350 Feet

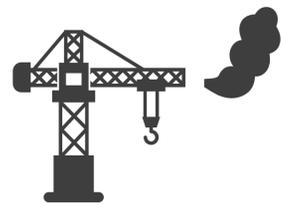
- The City of Sacramento is responsible for complying with the California Environmental Quality Act (CEQA).
- CEQA requires public agencies to consider the environmental implications of projects they propose to carry out.
- CEQA and NEPA documents identify a project's potential environmental impacts and feasible mitigation or alternatives to the project to avoid or reduce significant impacts.

Environmental Review Process

- A CEQA document will be circulated for public review and comment in the **first half of 2018**.
- Key areas of study include:



Cultural resources
(including local historic districts)



Construction air quality



Construction noise effects

Project Overview

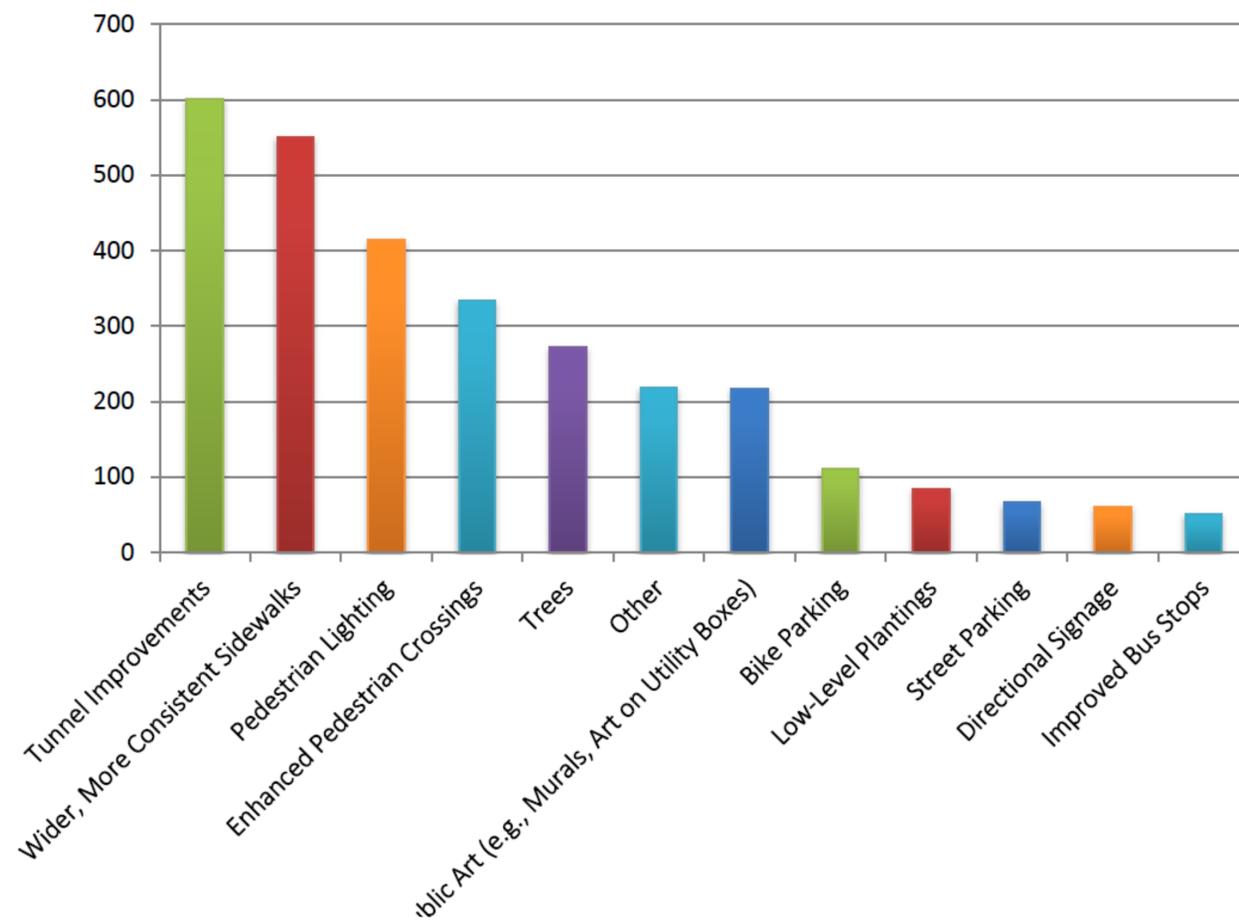
City's Goals

- Allow on-street parking on both sides of the street
- Enhance sidewalks and landscape areas and construct vertical curbs
- Enable tunnel improvements such as:
 - Lighting
 - Railing redesign
 - Deter loitering
- Add landscaping where feasible

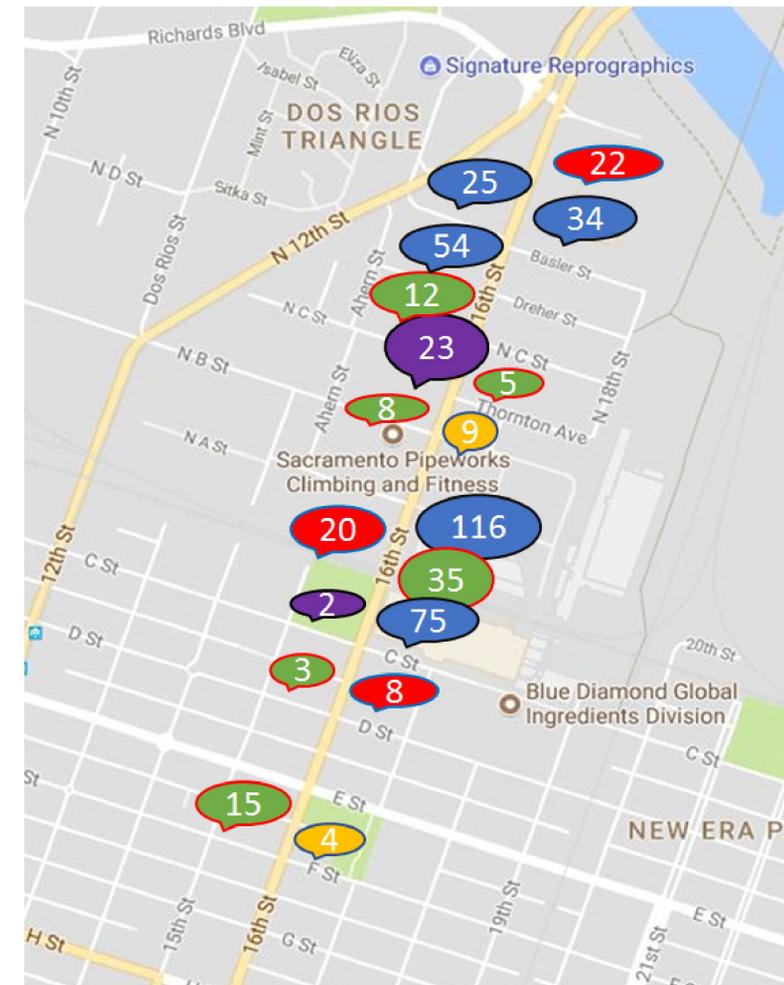


Potential Improvements

What are the top three potential streetscape improvements you would like to see on 16th / North 16th Street?



Where would you like to see streetscape improvements on 16th / North 16th Street?



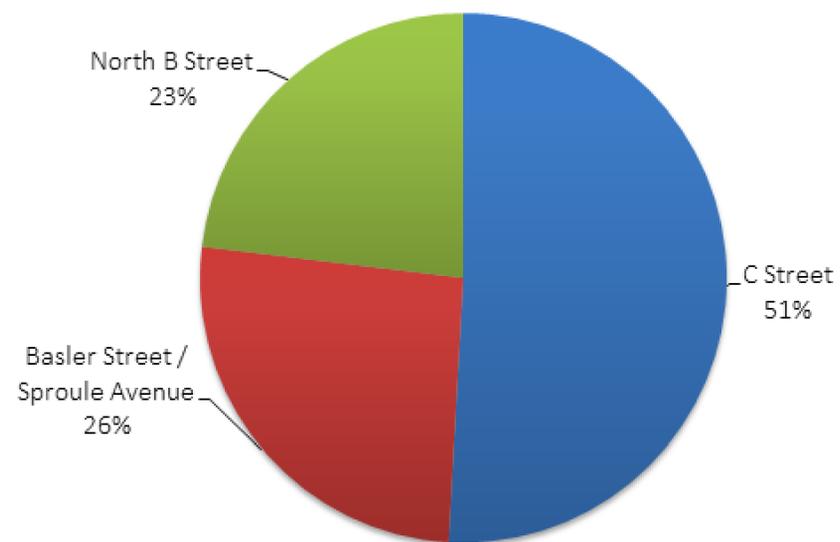
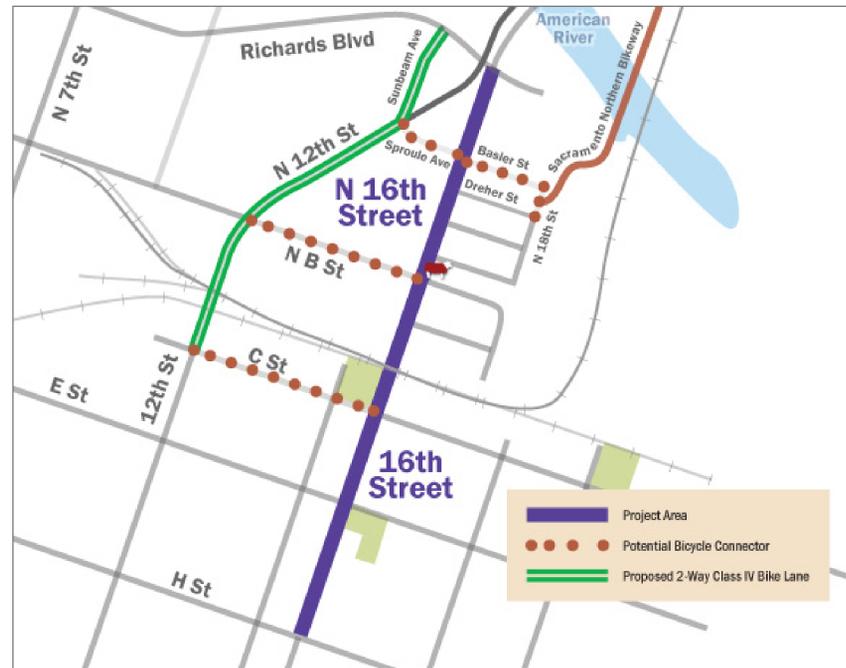
- Wider, more consistent sidewalks: 304
- Public Art: 50
- Lower level Paintings: 25
- Parklets: 14
- Trees: 74

*Each pin shows the number of respondents that dropped a pin in that area.

- 1,150 responses to a Virtual Community Dialogue

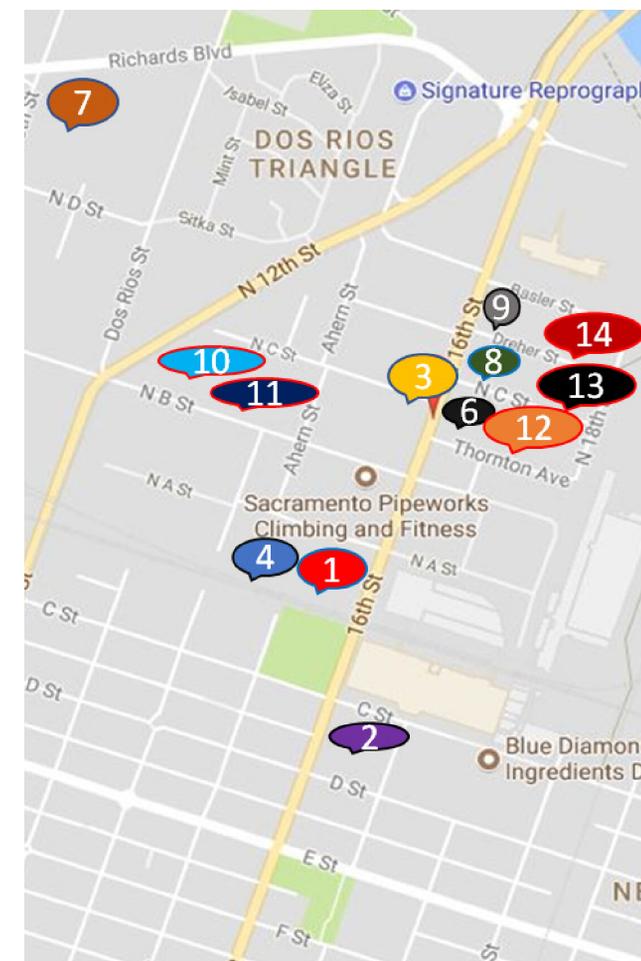
What We Heard

Potential routes for Cyclists



Business Owners

Where do your delivery trucks usually park?



*Each pin shows the number of respondents that dropped a pin in that area.

- North A Street and 16th Street
- North C Street and 16th Street
"Business deliveries park on the street and slow traffic."
- McCormack Avenue and 16th Street
- F Street and 16th Street
"The traffic lane runs immediately next to the sidewalk in front of my building at 614 16th Street. Delivery vehicles park in the alley or sometimes simply stop in the traffic lane."
- North A Street and 16th Street
"When our small parking lot is full, this is where we have to park"
- North C Street and 16th Street
- North 10th Street and Richards Boulevard
- North C Street and 16th Street
- Dreher Street and 16th Street
- North C Street and North 12th Street
- North C Street and 14th Street
- North C Street and 16th Street
- Dreher Street and 16th Street
- Dreher Street and 16th Street

- 1,150 responses to a Virtual Community Dialogue

Existing Conditions

Proposed Streetscape Improvements

Placemaking Elements



Place
postage
stamp
here

AIM Consulting, Inc.
2523 J Street, Suite 202
Sacramento, CA 95816

Visit www.cityofsacramento.org/north16thstreet for more information.