

Summary

Background

In March 2017, the City of Sacramento hosted a pop-up workshop for the Sacramento Valley Station Master Plan. The workshop took place on March 31, 2017 at the Sacramento Valley Station between 4:00 and 6:00 p.m. Attendees at the workshop were asked to share input about their origins and destinations to and from the station, and what types of amenities and programming they would like to see at the station in the future. To gather input from train riders and community members who were unable to attend the workshop, the City provided an online version of this questionnaire. The online questionnaire ran for two weeks, from Friday, March 31 through Friday, April 14.

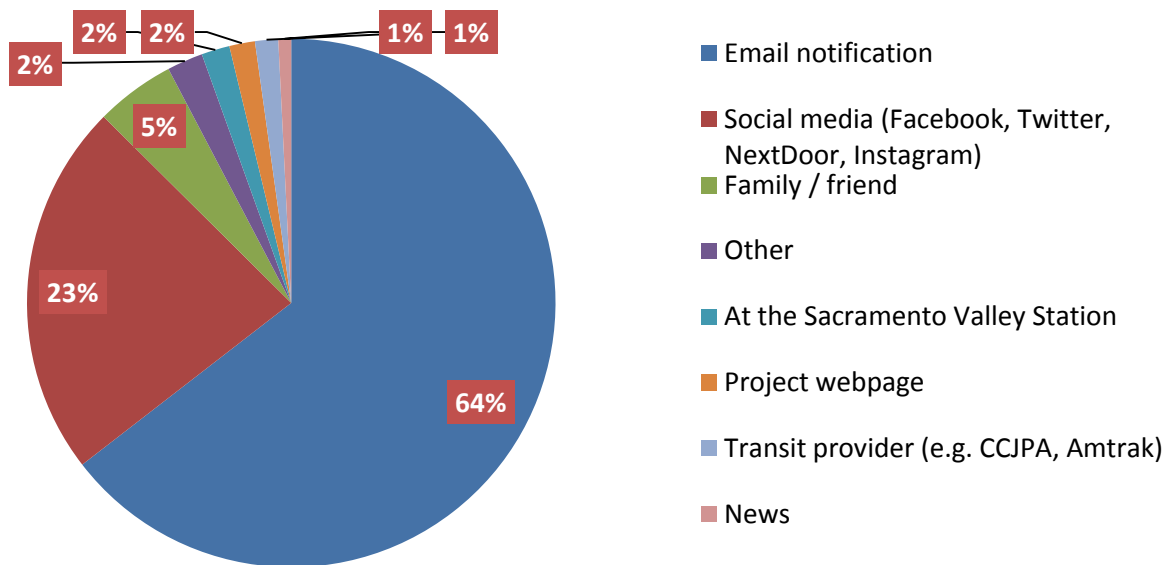
Community Notification

Email notifications were sent to more than 4,400 Sacramento community members. The following groups shared information about the online questionnaire through posted flyers, email newsletters, and social media posts on Facebook, Twitter, Instagram, and NextDoor:

- Amtrak
- Capitol Corridor
- SSJPA
- Sacramento City Council District 3
- Sacramento City Council District 4
- Sacramento Railyards
- Sacramento Regional Transit
- Sacramento Area Bicycling Advocates
- AIA Central Valley Chapter
- American Planning Association Young Planners Group
- Marshall New Era Neighborhood Association

Sacramento Valley Station Master Plan Community Online Questionnaire

The chart below illustrates how the online questionnaire respondents heard about the questionnaire.



“Other” Comments:

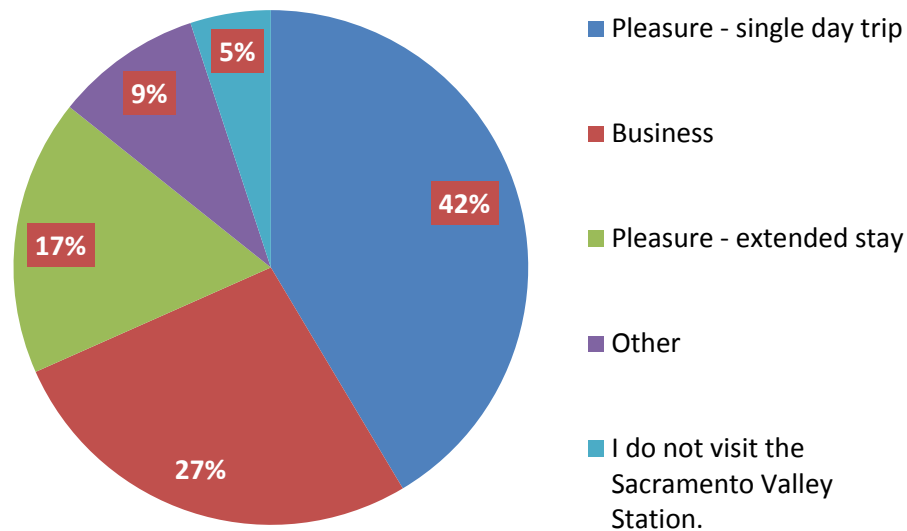
- Sacramento Area Bicycling Advocates
- AIA Central Valley Chapter
- American Planning Association Young Planners Group
- Sacramento Railyards website
- Marshall New Era neighborhood association newsletter

Community Feedback

A total of 598 respondents provided input on the online questionnaire. Of the respondents, 96% are Sacramento residents. Approximately 3% of the respondents said they reside in the Bay Area, 1% in Southern California, and less than 1% said they lived in Tahoe, San Joaquin Valley, or out of the state.

Below is a summary of all input gathered through the online questionnaire.

1. Do you visit the Sacramento Valley Station? If so, what is the purpose of your trip?



“Other” Comments

- Vacation.
- Pick up my mom from the train.
- Pick up visitors (out of state).
- Travel.
- I have picked up passengers disembarking and I drive by it nearly every day but have not had the opportunity to travel from/to it.
- To create art GRIDdriven.com.
- Pick-up friends who are visiting.
- To pick people up riding Amtrak.
- To pick up friends arriving at the station.
- Pass through to Old Sacramento.
- School.
- Amtrak Bus.
- Train transfer.
- To pick-up & drop-off others.
- I live nearby.
- To pick-up visitors.
- To use light rail.
- To wander through. I live nearby.
- Checking out Amtrak for travel plans.

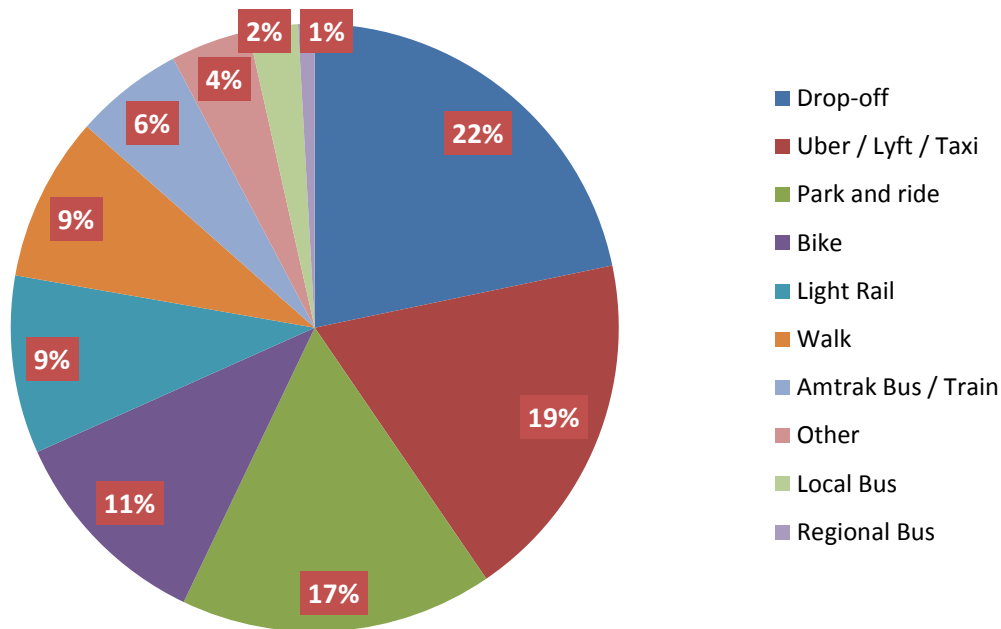
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- Use Amtrak and work down the street.
- To pick up and drop off passengers riding the train.
- I volunteer with Sacramento Area Bicycle Advocates.
- To pick-up & drop off train riders.
- To pick-up visitors.
- Bicycle access to the river.
- To pick-up visitors.
- Visiting the Federal Building.
- To pick-up passengers.
- I've dropped people off to catch a train... both daily commuters and one-off trips.
- To travel to the bay area for events and visiting friends.
- College.
- To pick-up guests coming from the Bay Area.
- Getting coffee at Starbucks or cutting through to Old Sacramento by bike.
- As CSRSM docent, I show some visitors station and mural.
- To pick up visitors.
- Coffee, they have the closest Starbucks.
- Bike tour meet-up location.
- To pick-up passengers from time to time.
- Roseville Transit uses the bus parking area for Game Day Express service (passenger drop-off/layover/passenger pick-up) to the Golden 1 Center.
- I've taken several friends there.
- Picking up visiting friends, family, and colleagues.
- Starbucks.
- I travel through the planning area by bike to reach Old Sacramento from Midtown.
- Transit .
- To pick-up and drop-off.
- To pick-up / drop-off Amtrak riders.
- Drive by / through to the Railyards and North Sacramento area.
- Open house tours.
- General public transportation use.
- Drop-off friends.
- I live across the street.
- Picking up other train riders.
- I live nearby.
- To pick-up and drop-off passengers.

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- To drop-off or pick-up family members.
- Passenger pick-up / drop-off.
- I want to visit / use the station more often.
- I walk over to get coffee at the Starbucks.
- Sacramento is my hometown; I use the station sometimes when coming home to visit.
- I'm a musician visiting for gigs. I stay overnight and take the train back to San Francisco the next morning.
- Family visits.
- To travel to SF Giants games.

2. How do you primarily get to the Sacramento Valley Station?



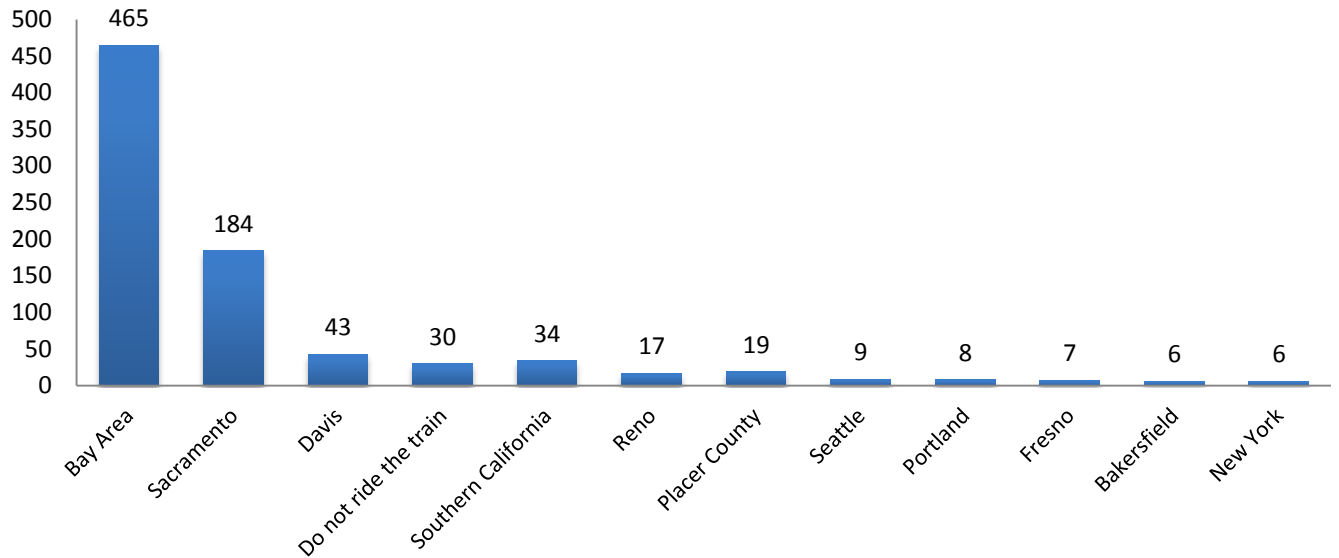
“Other” Comments:

- I don't visit the train station.
- I don't visit the train station.
- I don't visit the train station.
- No primary way. Totally depends on time I have to catch the train and what time I'm coming back to town. I will Uber / Lyft from home, get dropped off, or walk from my office.
- Half the time I get dropped off and the other half of the time I walk.
- I park, but if public transit was better I would consider that option.
- Extend light rail to the airport.
- There needs to be a place to lock your bike like you park your car for a few days.
- Bus / light rail combination or taxi.
- I don't go to the train station or downtown. It is too inconvenient and too expensive to park in the City.
- If I went, I would likely walk.
- My grandparents drop me off.
- I don't visit the train station.
- I Uber / Lyft for my trips and drive to pick-up guests.
- Even combination of Lyft, Light Rail, Park and Ride.
- I don't visit the train station.

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- Park and ride and Lyft.
- Drop-off or park and ride at the station.
- Local Bus, Regional Bus, Light Rail, Amtrak Bus, Amtrak Train, and walking.
- I park nearby the station.
- Equal combination of buses / light rail.
- I drive to pick-up friends, and take light rail when I going to ride the train.
- Even though I'm a strong, confident, and nearby bicyclist, I frequently drive to the station because the bicycle routes to the station are frightening and there are no places I consider safe to leave my bicycle when going for an extended trip.

3. Where do you take the train to / from?*



*The origins and destinations shown in the above graph were mentioned at least six or more times by respondents. This number represents approximately 10% of the total responses received.

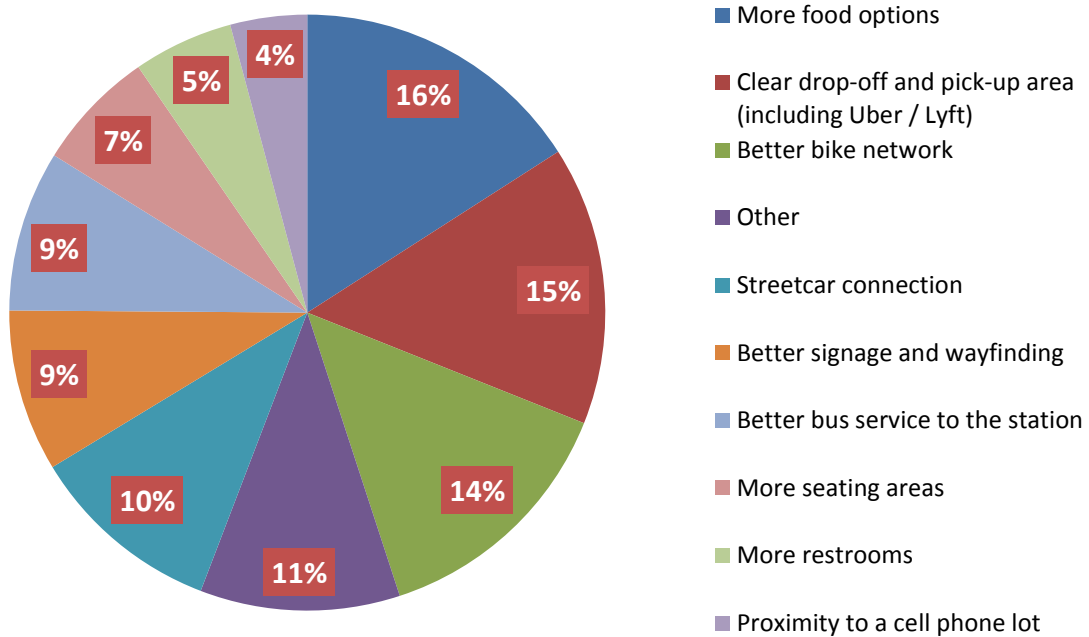
“Other” Comments:

- Allensworth State Historic Park
- Boston
- Chicago
- Chico
- Denver
- El Dorado Hills
- Elk Grove
- Folsom
- Humboldt
- Lodi
- Mather
- Modesto
- Oregon
- Salt Lake City
- Santa Cruz
- Stockton

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- Suisun
- Tacoma
- Tahoe
- Texas
- Truckee
- Turlock
- Wasco
- Wisconsin

4. What would improve your transit experience accessing the Sacramento Valley Station?



“Other” Comments:

Parking

- Better parking.
- Safe overnight bike parking.
- Secure bike parking.
- Crime-free overnight bike parking.
- Additional on-site parking.
- Parking. Taxi service.
- A more accessible and affordable park and ride lot.
- Better parking at station.
- Better parking.
- More parking.
- Better vehicle parking without excessive fees (free for patrons of the site).
- Better parking lot layout and more spaces. Parking ticket dispenser placement is also problematic due to poor visibility.
- Better bike parking – your racks are nearly unusable due to improper placement next to a fence.

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- The parking at this station is horrendous. Trying to get into or out of the lot from 5th street is very difficult with traffic jams. The lot is extremely tight; people don't know where they're going, as well as block the through road while waiting for returning passengers. It's a daily experience I truly dislike.
- Better parking that gives Handicap holders free parking. Try free parking or discounted parking for riders.
- Free parking.
- Better parking options.
- Secure bike parking (for people to leave their bikes while on a day trip).
- More parking, better access for people with disabilities especially wheelchairs, mobility devices, and the visually impaired.
- More space designated for pick-up. I live downtown and often pick up my husband who commutes by train to SF once a week, or my daughter who attends college in Santa Cruz. A full train's-worth of people unloads and almost as many cars are arriving at once, trying to pick up their loved ones. No one wants to park because we're only there for three minutes. So waiting cars are in the fire lanes and double-parked. It's a mess. I hope the new area will provide a large short-term lot, first 15 minutes are free. I don't mind paying for parking if I arrive early or the train is delayed, but I will feel resentful if I have to go through the hassle of paying when I can be in and out with my picked-up passenger in 5 minutes.
- More parking such as a parking structure owned by the city that would be used for new Major League Soccer stadium, Golden 1 Center, and Sacramento Valley Station.
- More parking.
- Better and cheaper parking.
- Better parking payment.
- Cheaper parking.
- Clearer process for paying for parking.
- Improved Short and Long Parking with reasonable rates.
- Parking lot is confusing and payment system sometimes doesn't work.
- Plenty of parking.
- More parking
- Better and more parking! You have to get there crazy early in the morning to get a parking spot – and it's awful when you can't find a place to park, especially an affordable place. Some of us would even take public transportation if there were decent areas to dine while we wait for our train (just the one always-packed Starbucks is not enough).
- Better ways to pay for public parking. Sometimes you have to walk a long ways to pay for parking. Not good when people are rushed to get to trains.

- Cheaper parking.
- Free parking.
- Less parking at the front to improve pedestrian access.
- Shuttle service or more cheap parking.
- Less parking directly out front.
- User-friendly parking.

Bicycle & Pedestrian Connections

- A formal entrance to the station is needed from I Street with substantially improved pedestrian access. I street is hostile to pedestrians.
- Ability to ride my bicycle to the train through the long tunnel, even just one clear bike lane.
- Shorter walk from the station to the train.
- There must be a direct bicycle and pedestrian connection under I-5 between the Sacramento River Parkway Path and the end of H Street. Riding through the dirt lot in front of the museum is unacceptable. Bicyclists should also be allowed to ride through the luggage cart tunnel to the track platform.
- The walk in to the tracks is way too long. This needs to be fixed.
- Much shorter walk between station and Capitol Corridor trains. The existing situation is outrageous.
- The walk from the ticket counter to the platform is excessively long. Future improvements should provide direct links from 5th & 6th street overpasses to the train platform. Forcing disabled passengers to use a special tunnel & tram is a poorly considered way to accommodate the ADA, & demeaning to those that have to use it.
- Not having to walk a mile to the train.... stupid!
- Why is the station so far from the tracks? Have the planners ever visited Europe or Japan to see how it's done well?
- The stress of crossing I Street to the Station by bike or on foot is a deterrent. I would use the train more, and visit the area more if it was comfortable to bike and walk there. Too many wide one way streets and speeding drivers.
- Seriously, make it possible to bike ride to the platforms -- walking the bike all the way from the station is insane. There's a perfectly good ramp at the west end of the station, let us use it. Or put a bike lane down the existing wide tunnel. But there's no connectivity right now, and it's frustrating.
- Easier access to trains.
- Easier pedestrian connections to a safer step-on step-off belt like at the airport would be cool.

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- Clear bicycle and pedestrian routes into and out of the station with bike-sensitive traffic signals. Also, more direct access to the platform area to avoid having to walk all the way from the station.
- For a customer, it feels like the path to the platform is through the station building, which is a really long walk to the platform. Make the experience feel more certain, multi-purpose, safe, enjoyable for time-constrained travelers, not an exploration of best routes to get to the platform.
- Better connection to the tracks -- the walk is too long and adds additional time. I would like to see a bike path to get us closer to the actual train.
- Bike trail to platform. Wider tunnel to platforms.
- Better pedestrian access / circulation.
- Better pedestrian access.
- Make the station closer to the train tracks. It's an added 10 minutes each direction with walking time. Those 20 minutes a day are a total waste of 1 hour 40 minutes a week for day-commuters. Disaster! Worst decision ever, it was done to help with congestion and avoid delays but no one was suffering 1 hour 40 minutes in delays each week as a result of the old track location.
- Walking so damn far to get on the trains is exhausting. It was much better before. Align the light rail to the trains as well.
- Move the tracks back to where they used to be next to the station.
- Better pedestrian connections between Old Sacramento parking structures under I-5 to the station, and to downtown - pedestrian experience disjointed and station seems isolated
- Realigning light rail to come into the train boarding area instead of long walk. I always miss that connection.
- Bike trail to platform. Wider tunnel to platforms.
- Easier connection to train platforms, bike link parking for leaving a bike overnight.
- Train tracks closer to the station.
- Better pedestrian connection to surrounding areas.
- Make the pedestrian tunnel less boring/beige with art, murals, kiosks, funded by advertising in the tunnel.
- Shorter walk from the station to the trains.
- Drop off next to the train platform.
- Currently there is no safe way to ride my bike westbound all the way to the station (I Street is a death trap) and bike parking is also needed.
- There are multiple no-biking signs and I find this very unwelcoming and feel as though you are discouraging bicycles.

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- Bike parking closer to platforms. Ability to ride bike close to platforms.
- Safer walking paths from downtown, especially street crossings to the station.
- Shorter walk to train/ Less wait for baggage claim.
- The long walk from the station to the platform is ridiculous. People should not be yelled at or ticketed when using a bike, skateboard or kick-scooter for that "final mile" when they're about to miss their train.
- Closer walk to the train platforms.
- The only improvement I want is impossible - that the trains would be close to the station.
- That's easy: move the tracks back to near the station. I have had to lug heavy musical equipment all that way to the station, for no apparent purpose. It is absurd.
- An easier trek, or NO trek, to get to the trains. It's a long walk, and steep, and having luggage makes it extremely difficult.
- Shorter schlep from curb to trains.
- Bike lockers that can be reserved ahead of time online.
- Have the people reading this or on the planning committee been to the station for more than five minutes? Moving the train tracks back so that they are closer to the station and that so train riders can actually use the station while waiting for the train should be number one. The whole "design" of the station for train travelers sucks.
- A tram or automated walkway from the platform to the station.
- Better communication (or work with Google and other direction apps) to get the travel time to the platform correct - many people miss trains because they arrive at the station on time, and don't realize there's a 10 minute walk from the station building to the actual train platform
- Better proximity to the Amtrak platforms.
- Easier / faster to get to the train platforms.
- More exits to the street from the platforms for daily commuters are needed to make it more convenient for those walking to their final destination, rather than funneling everyone back to the main Depot.
- Bicycle (riding NOT walking) access to platform, shorter walk between depot and platform, wider pedestrian tunnels, gaps in the monolithic bannister.
- Clear separation of vehicles from bike / pedestrian facilities. Priority of access / connectivity to and from the station for bicycle, pedestrian, and transit over vehicles.
- More transportation from the station to the gate. There is only one cart and it is difficult pulling luggage up and down the very long ramps. Moving the tracks made it very difficult for older people to travel by train.

Light Rail Connections

- Better light rail connection.
- Light rail ticket deals.
- Light rail to my zip code.
- Better light rail service.
- Extended light rail service hours.
- Coordinated light rail service with Amtrak.
- Closer light rail to track proximity.
- A better light rail connection.
- Timed connections between light-rail and bus service. Currently, catching a 30 bus connection to downtown is only achievable from Amtrak platform for fast walkers. Light rail should also be timed with Amtrak arrivals.
- Extend light rail to the airport.
- More light rail stations in town so I could take it there.
- Better light rail frequency.
- Better timed transit connections.
- Light rail service to the station and to the airport.
- More frequent light rail, and better integration of light rail into the station interior and wayfinding, especially since the RT platforms are right outside while the Amtrak platforms are more distant.
- More frequent light rail service.
- More frequent light rail service.
- Easy connection with light rail.
- More efficient transfers from other light rail lines to the Green Line service at the station!
- Better light rail connections from downtown (specifically around the capitol), clearer signage about parking lot restrictions.

Other Connections

- Maintain clear bus parking opportunities in close proximity to nearby regional attractions such as Golden 1 Center. Maintain amenities for visitors/customers.
- More later night and / or early schedules to and from the Bay Area
- Ground connections to the airport.
- Development of Central City Transit System.
- Expanded Capitol Corridor service.
- Better Amtrak routes.
- Amtrak operating safely and transparent.

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- Include Greyhound as part of the Sacramento Valley Station.
- Better schedules to the San Joaquin Valley.
- Make mass transit less expensive, more frequent and give out TRANSFERS! It will never be viable with the middle class until you make it convenient and affordable.
- More route options.
- Move MegaBus from 65th Street Station to Sacramento Valley Station. Move Greyhound from Richards Boulevard to the Sacramento Valley Station, add low cost carrier - BoltBus - to Sacramento, serving the Sacramento Valley Station.
- Need to plan for how / where future high speed rail station will be located and how passengers will get to and from high speed to regular trains, buses and the Historic Depot. If the distances are too long, it will discourage people from taking trains and other mass transit.
- Improvements and more funding for regional transit (not streetcar – a shuttle is okay).
- Closer proximity of Multi-Model to intercity/regional passenger rail service.
- Less confusing auto exit onto I Street - that wide right turn you need to head west on I Street to get to 3rd Street is a doozy the first few times you try it!

Amenities

- The restrooms are filthy and scary to go into. I would like to see cleaner restrooms and a security person in the area to insure safety.
- Clean and safe restrooms & facilities overall.
- Some padding on the seats in the lobby area.
- The station needs to be modern, clean, and safe.
- More bars and food.
- Better security and keep transients from lingering in and around the property.
- Signs which tell passengers which trains are departing and arriving.
- Drop-off and pick up areas (including Taxi and possibly Uber and Lyft).
- More lighting, cameras, security, other safety enhancements.
- Better acoustics - the echo is so bad in the station you can't understand anything being said. Also, you have to hope you have the right train, the trains carry out of date numbers if you can even find them. Even the signs at the tracks are not updated.
- Better outdoor lighting.
- Bars and cafés.
- Visible security.
- More protection from the weather on the platform.
- Sell magazines for your trip!

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- We need restrooms and heat in the tunnels.
- Fast food kiosks in the tunnels would provide a real service for passengers.
- Enclosed shelters on the platform are needed to protect passengers from the elements with comfortable seating and heating/cooling while they wait.
- Improved signage with accurate and current information on train track arrivals is needed to ensure passengers; especially the elderly and handicapped do not have to make needless trips to the wrong platform.
- More restrooms closer to the existing platforms are a necessity and needs to be a high priority.
- Improved shelter from the summer heat and winter rain / wind / cold on the platforms is needed.
- The overall feeling inside the station feels better after renovation but the Amtrak signage destroys the character of the historic feel. The vending machines do the same. The front parking area configuration and handicap flat grade feels odd. Honestly, the walkway and subway tunnel experience feels cheap and uninspired.
- Understandable PA system.
- Restrooms by the trains.
- Better signage.
- An enclosed first-class passenger lounge with baggage storage and attendant.
- Information center.
- You all quit selling magazines. I guess they weren't selling well, but I would buy them from time to time.
- Art exhibits that change regularly.
- More bench seating on the platform. Water for riders on the platform.
- The P. A. system always sounds garbled. I can never understand what is being said. Maybe the people speaking need to speak slower. I am able to understand in other stations.
- Restrooms, Wi-Fi, seating and some vending machines on platform.
- Central Shops re-use and other new development that would create more of an urban departure and arrival experience and provide more opportunities and reasons for visiting SVS (beyond boarding or disembarking a train) and staying longer.
- More comfortable seating in the lobby.
- Warmer Lighting – the current lights are bright and obnoxious.
- Cleanliness.
- Allow small pets in the lobby.
- A better bus bench with coverage from the elements, such as the sun and rain.
- Pop-up dining options. Marketing genius. Google it.

- Handicap accessible / parking / restrooms.
- If I used it, cleanliness would be important.
- The acoustics are horrible in the station. Please put some sound absorbing material in it, the echo is so bad you cannot understand anything over the PA and it hurts to listen to it.
- Needs some landscaping, pots, flowers.
- In need of a nice restaurant.
- Healthier options for food and dining opportunities.
- Services at the platform tunnels!!! Especially bathrooms!!!
- Luggage checks near the platform and on-site rental vehicle lots.
- Shopping like the Ferry building.
- Small bookstore to buy a book.
- Secure bicycle lockers.
- Bike lockers please!!
- Free bike lockers.
- Bike share!
- Airport type facilities like computer/phone work/charging stations and free internet.
- Design of walkway to tracks and overall site design to honor quality (but not necessarily style) of historic property.
- Please sell tickets for bike lockers at the station.
- More secure bike storage. Later evening and earlier morning service on Route 30 or 34.

Safety

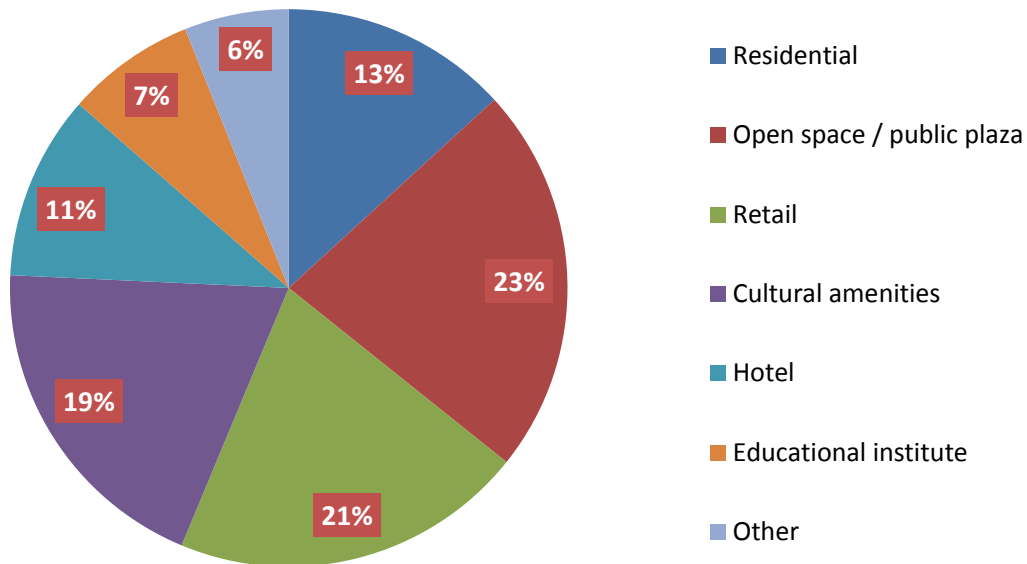
- Better lighting.
- Clean up the street people!
- Feeling safer from sometimes violent mentally ill transients, better cleanliness.
- Better lit. Focus on safety at the station.
- When the late train comes in, have the station stay open longer to give passengers a safe place to wait for rides.
- No homeless in the bathrooms.
- Better, more visible security in tunnels and on platforms to give passengers a sense of personal safety.

Other

- A better understanding of the value for wherever the train may take me... what are its routes? Megabus is only \$5.00 to the bay area and does not have a million stops.
- Great improvements since the renovation of the historical station.

- The best station that we have seen is in Denver.
- I don't really have any qualms.
- I have no problem accessing the station.

5. The Sacramento Valley Station Planning Area will get developed in the future. What type of uses would be ideal here?



“Other” Comments:

Recreation

- City park.
- Urban gardens.
- Art maker spaces.
- Public Market.
- Nature area/park.
- Art.
- Music.
- Dog Park.
- Park, zoo, and or historical space – we have enough of the other stuff elsewhere.
- Nature Center.
- Entertainment.
- Community garden.
- Public art.
- When Downtown Plaza was razed, we downtown dwellers lost the only convenient access we had to basic retail shopping. Now if I need shoes or underwear, I only have 2

choices downtown--Macy's or Target. It is cruel to make me drive through traffic hell to get to Arden Fair Mall for these necessities. I hope the new development will recognize and replace some of the basic shopping opportunities that we lost.

- Train museum or something related in the Railyards.
- A park.
- A place that is inviting to the public rather than making you want to stay away: Maintained public restrooms, drinking fountains, security, stroller, and bicycle friendly. Warm night time lighting.
- Virtual reality arcade!
- Parks, farmer's markets, performances.
- Public market.
- Include shade! Sacramento is too hot in the summer. And green space appropriate for our climate.
- Educational institute focusing on food in Railyards.
- Small movie theater with art house movies.
- Great public art, please! Clean, safe areas to have a picnic while waiting for the train.
- Also, a first-class lounge for their use while on lay-over.
- Pedestrian-friendly paths.
- Retail at street level, offices and residential on upper floors.
- Dense mixed use to compliment activity of the station.
- Uses the market demands.
- Open space only if it kept clean, safe and vagrant free.
- Music, Live Theatre and Movie Venues.
- Would love to mirror the Oxbow Public Market in Napa.
- Safer and more accessible waiting area.
- Event venue (e.g., sport/entertainment).
- Stage/amphitheater/outdoor event space.
- Lot 40 could be a digging playground for kids.
- Mix of uses.
- Arts and Crafts for the people by the people from locals and surrounding areas.
- No more residential, the city has plenty. Put something in that appeals to all demographics. Some kind of various entertainment options.
- This would be a great area for a contemporary skate park.
- Please do NOT build yet another stadium. It takes up too much space, increases traffic beyond capacity.
- Theater.
- More department stores.

- The soccer stadium is a waste of space.
- The Denver station should be the model.
- Zone the area for high density, multi-uses. Everything should be close to this transit, including K-12 educational buildings, a retirement community, and a dog park.
- Skate board park!
- Event spaces
- Bike share
- Artwork (see the Washington, D.C. train station).

Food

- Restaurants.
- Grocery.
- Grocery store.
- Beer tap room.
- Restaurants, food markets.
- Bars and restaurant.
- Bars, Cafes, Restaurants.
- Casual restaurant.
- Restaurant.
- Restaurants.
- Restaurants, grocery store.
- Local food and drink options, less national chains.
- Restaurants/Bars.
- Food.
- Trader Joe's.
- Bars and nightlife.
- Farmers/Public Market (e.g. Ferry Building, Emeryville public market, Napa Oxbow Public Market).
- Restaurants.
- Restaurants, a la Union Station in Washington, D.C.
- Food.
- Restaurants/cafes.
- Food service.
- Places to eat both fast food and sit down.
- Restaurants.
- Restaurants for long-distance travelers.

- Restaurants.
- Restaurants.
- Bars.
- Restaurants.
- As long as there are snacks.
- Anything with appropriate density and use to utilize the Amtrak service.
- Grocery/food options.
- Restaurants.
- Cafés.
- Restaurants.
- Pubs.

Office / Educational

- Meeting / conference spaces.
- Co-working spaces.
- If educational the fare structure between Davis and Sacramento would need to be re-evaluated.
- Office space and educational institute would be great.
- Work station spaces.

Housing

- Affordable housing.
- Sacramento needs Residential downtown that's affordable – there are lots of state workers that work downtown.
- Micro-hotels, affordable housing.
- Some low-income housing to offset the skyrocketing midtown prices.
- Part of it should be affordable worker housing.
- It's downtown, make it an urban neighborhood.
- Affordable housing, a public venue like the Barn, safe bike lanes, public transportation.
- Affordable (Subsidized) Housing.
- Affordable residential – we have enough soulless new high-end apartments that don't serve the community.
- Senior housing.
- Affordable housing.
- Uses that encourage weekend and evening activities....including residential.

Transportation & Connections

- Rental cars.
- Multiple points of pedestrian access.
- It is a train station. No one has any reason to go there if they are not taking a train. How about making it more convenient for train travelers? No one taking a train can use anything in the station because we have wait for and board trains two blocks from the station.
- High speed rail connection; interregional links.
- Better access, not so blocked off.
- Build a new station closer to the platform. The long walk from the station drop-off to the platform discourages many elderly passengers.
- Long term bike storage (like in the Bay Area bike park).
- Multi-modal transit hub!
- 1.5 million people pass through the station yearly; it is first and foremost a train station not to be turned into a strip mall.
- There are enough offices and business parks, along with cars we don't need. They are the death of city life. Bring in things to do and places to go with GREAT TRANSIT for best results. While you're at it, transit needs to be MUCH cheaper and bring back TRANSFERS! Plan for the future and not some rosy past where cars had all the space. The past sucked. Cars are not the future; people are. Make this a good place for people to be.
- Connection to SMF airport and SFO airport (long-term).
- A true multi modal station. Interlink light rail, Amtrak, Greyhound, E-Tran, etc.
- Bus service that runs as late as the last train arrival (Coast Starlight).
- Bicycle access to River.
- Train tracks beside the actual train station. The way it is now is an embarrassment to the city.
- Greyhound, other bus services.
- Extend light rail to the airport.
- Bus transportation center (for local buses from throughout Sacramento and surrounding counties, similar to San Francisco's Transbay Terminal).
- Bike friendly, pedestrian friendly activities for adults and families.
- An all ages/ability bike route to the station would be nice. Currently it's very difficult / hazardous to bike to the train.
- Provide closer access to tracks.
- The area should remain completely dedicated to rail transit and the station house must remain a waiting room for railroad passengers.

- Better connectivity to the Railroad Museum and Old Sacramento.
- Future high speed rail terminal site is the most important use for this space, rather than other uses such as retail, office space, etc. The site could be used as open space/public plaza until such time that a High Speed Rail station is constructed.

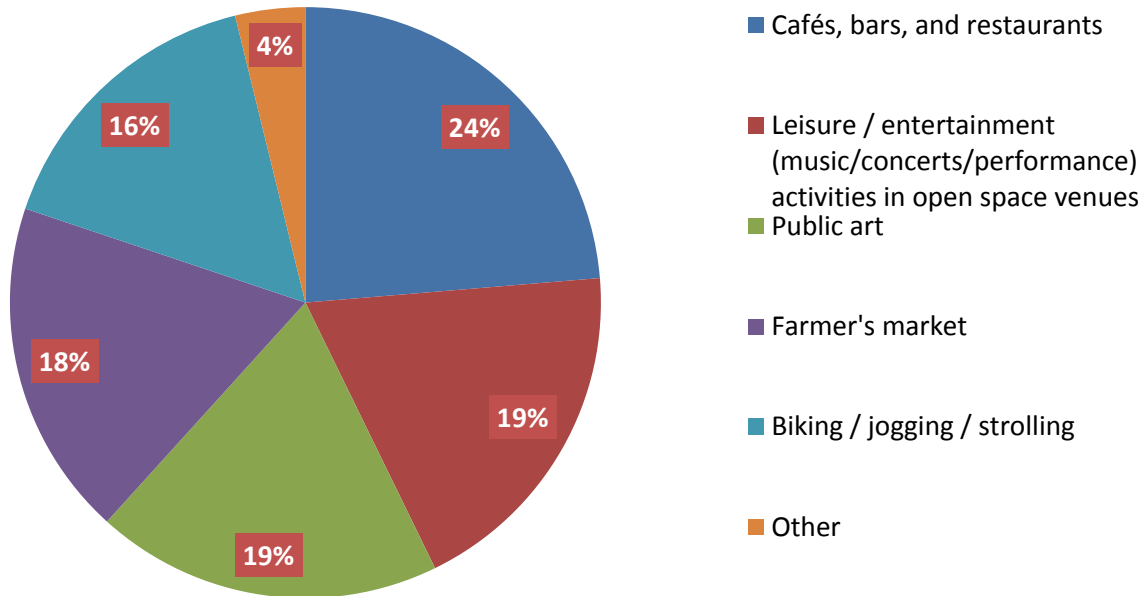
Parking

- Adequate parking for office tenants and clients.
- More parking.
- There's no free parking to go to Starbucks. How are people supposed to stop and buy coffee without a place to quickly park?
- Adequate parking for drivers that leave their car while on an Amtrak trip-business or pleasure.

Other Amenities

- Phone charging station.
- Public Wi-Fi.
- Dog friendly and an informational something about being prepared for disasters.
- Free Wi-Fi for transit waiting areas.
- Any of the above really. Just make sure there's 24-hours' worth of uses there to keep it active, safe, not a dead zone.
- Supply and Demand. Everything down town is expensive.
- Kaiser.
- I don't know--services--tourist resource data?
- Dog friendly and an informational something about being prepared for disasters.
- All of the above.
- Can Amtrak encourage the other rail roads to clean up their dilapidated buildings? It looks like an industrial ghetto.

6. What activities would you wish to enjoy here in the future developed Sacramento Valley Station Planning Area?



“Other” Comments:

Amenities & Activities

- A city park.
- Brew fests and other community events.
- Street artists and entertainers.
- Breweries, distilleries, vertical gardens, adult-sized playground.
- Public market!
- Historical displays (perhaps rotating) in coordination with the California Railroad Museum, which would promote the museum and pass time for waiting passengers.
- We already have a great farmers market in the area. Do not move those.
- Food market like Grand Central Market in LA or Union Market in Washington, D.C.
- Area should not only cater to commuters/travelers, but to residents as well. This needs to be a 24/7 accessible and used area for EVERYONE to enjoy.
- Outdoor adult fitness equipment.
- Railroad Museum expansion!
- A full-blown festival space (art, music, culinary, etc.)
- Railroad museum satellite, perhaps even AFTER "Shops" gets built too!

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- More art, music and dance. More sculptures and public art. Concerts (classical, world music) in the park.
- Retail.
- Sacramento FC Republic stadium.
- Historical exhibits.
- Festival area.
- Shops.
- Meeting spaces for corporate and civic groups.
- The soccer stadium is a waste of space.
- Strong history connection. Specifically Railroad.
- Major League Soccer!
- Entrance to the Region, invite, introduced to region, mini-state fair, this is our Capitol.
- Things that keep people nearby in the evening to improve safety through passive surveillance
- Improve access to the Sacramento River.
- Amenities that interface nicely with the Railyards project.
- Being able to relax in an open space/park area.
- Museums and cultural amenities.
- More recreational spaces.

Restaurants

- A Fred Harvey Restaurant.
- Vegan food.
- We don't need more chain restaurants.

Landscape & Lighting

- Dog friendly.
- Dog park.
- Nature.
- Activation of public space beyond passive public art. How can users interact with their built environment in terms of sight, sound, touch, and smell?
- Dog-friendly pathways and play areas.
- Trees, landscape/flowers, water features (park-like) for relaxing.
- Urban agriculture.
- Dog park.

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- Strolling, biking, eating, entertainment with warm, inviting night-time outdoor lighting. Lighting that is saturating our public streets makes it someplace I would want to avoid.
- Provide a clock clearly visible from the seating in the waiting room, not just the time on the arrivals and departures board.

Transportation, Connections, & Parking

- Secure covered bicycle parking.
- Biking.
- There should truly be a TRANSIT focus here with bicycle parking, connection to the Riverfront and bicycle connection at I Street Bridge across the river, high-quality transit connectivity to Streetcar and light rail with Amtrak.
- Emphasis on train ridership with all these other items, we are dealing with the parking problem.
- Multi-model transit hub efficiencies & conveniences!!!
- More parking garages.
- Bicycle parking.
- Extend light rail to the airport.
- Have the train managers ever considered having ski trains to any resorts? I hate driving in the mountains and would love that!!!
- Safer bicycle / pedestrian connections from West Sacramento, i.e. using the upper deck of the I Street for bicycle / pedestrian only and implementing the streetcar project.
- Dedicated Class 1 bicycle lanes to / from personal ran bike parking facilities.
- A skate park.
- Make this a mixed-use, walkable hub of activity with bicycle lockers and lockers for travelers' belongings.
- Remember that people have to pay big money to park Downtown.
- Connection to Golden 1 Center.
- Seriously, it's a train station. It needs to be by the tracks. That's not too much to ask is it? The rest is all just fluff. Or even a parking lot/drop off area by the tracks so we can all avoid the station altogether. Tickets can be purchased online.
- Long term parking; Shuttle to Sacramento International Airport.
- I don't care what you do to the station. I will never get to "enjoy" it because I am two blocks away on the train platform.
- Connection to Downtown, Richards Boulevard, and Old Sacramento.
- Please do not further degrade my ability to efficiently get to and from Capitol Corridor trains.

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- Don't try too hard. The Sacramento Valley Station can be just a very good, busy, and clear transport hub. There are enough transport options to fill the space with terminals, platforms, waiting areas etc. etc. You don't need to bring the circus. Just have it be what it is: a transport hub.
- Bicycle education.
- River access.
- Look at the river front opportunity, I recently visited Philadelphia, PA. They are revitalizing the Delaware Riverfront with some really great, simple ideas.
- A long-term bicycle rental system out outlying stations. For example, if I could check out a bike for 24-48 hours from the Suisan station it would make weekend trips to that area more viable.
- This is a transit hub, so keep other uses elsewhere.

Housing & Hotels

- Residential units only. Very much needed!
- A focus on hotels so that Sacramento can host events of a larger scale like an NBA All-Star Game. Hotels at train stations like Sacramento Valley Station make for a great "hook up" due to the extreme close proximity between guest rooms and getting on and off intercity rail transportation provided by Amtrak.
- I'm not really looking for other places to go to do things. I think very high density housing mixed with other office and commercial uses would be very good for Sacramento and would even consider living there.

Other

- It's a space I pass through and generally I do not wait about. If you start having other destinations there, need to make it easier to get there without requiring parking. Also, need to coordinate with what is being planned in the railyards.
- The primary focus, I believe, should be to develop the area in such a way that it is a vibrant community with residential uses supported by commercial/retail and community amenities such as parks, libraries etc. Too much emphasis on the entertainment venue without providing for development of community will leave the area hollowed out and deserted on the "off" hours.
- Hopefully a little combination of these ideas.
- I don't know.
- If the above are present, I would enjoy it all.
- We need all of this.
- Basically, all of the above!

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- Due to homeless population, Sacramento still requires barrier-to-entry amenities.
- Please, no more concerts in the open air. It drove me out of downtown. Concerts are horrible noise once you are a block or more away. Make this a space that doesn't drive away people who want to LIVE close to work and amenities.