

# Sacramento Transit Advocates and Riders (STAR) Position on Light Rail Extensions and Alignments

The SacRT portion of the failed Measure B specified the Green Line to the Airport light rail extension for major funding. However, both Measure B and recent SacRT planning have ignored the potential for other light rail extensions and re-alignments. SacRT seems to be going ahead with moving light rail from K St to H St (from 12th St to 7th/8th St), in order to accommodate a future streetcar and perhaps for other reasons, without having analyzed the move for impact on ridership and equity.

All changes to the light rail system must have as their objective:

- increasing ridership
- serving connectivity needs
- supporting neglected neighborhoods in an equitable manner

Therefore STAR takes the following positions on light rail:

1. There must be no planning for or seeking funds for extending the Green Line until all reasonable light rail extensions have been examined together and in detail, including:
  - a. northeast extension to at least American River College and potentially Folsom and/or Roseville
  - b. south extension into downtown Elk Grove
  - c. north extension to North Sacramento/South Natomas, North Natomas, and possibly the airport
  - d. west extension to West Sacramento, and eventually Davis
2. No change in the current track and route alignment in the central city should be made until all options are considered together, and analyzed for ridership and equity benefits, including:
  - a. effective service to Sacramento Valley Station
  - b. alternative routes along east-west streets, including other sections of K St
  - c. alternative routes along or parallel to north-south streets, including the Union Pacific right-of-way between 19th and 20th
  - d. reducing the number of overlapping stations between the gold, blue and green lines in order to allow wider coverage
3. The proposed Green Line crossing of the American River must be re-considered, including:
  - a. returning to the original transit/bike/walk bridge concept, which would have less impact on the Parkway
  - b. other alignments for transit including using freeway and rail corridors that are already impacted
4. Service to Sacramento State must be seriously considered, either by re-aligning the Gold Line so that it serves the edge of campus, or by creating new service to the campus.
5. Consider changing the light rail routes by combining the Blue Line northeast to Watt/I-80 and the Gold Line east to Folsom into a single continuous route. This is the main commuter route for downtown workers and it makes sense to have it a single line.
6. Consider reducing the number of stations that overlap between Gold Line and Blue Line so that the system can be converted to low-floor rail cars in two stages rather than requiring a delay until there is funding for a complete replacement.
7. SacRT and YoloBus cooperate to establish frequent bus service (15 to 30 minutes, 18 hours per day) to the airport, in order to provide necessary service before light rail is in place and to determine ridership potential.