



January 13, 2022

VIA EMAIL

San Joaquin Regional Rail Commission
949 E. Channel Street
Stockton, CA 95202

RE: Elk Grove Station Project DEIR Comments

Dear San Joaquin Regional Rail Commission Team:

Thank you for providing Civic Thread (formerly WALKSacramento) the opportunity to comment upon the future Elk Grove station servicing ACE passenger rail service. The project is a great alternative to expanding regional auto infrastructure which we know only prolongs and exacerbates the issues it attempts to solve.

Per the station design, please find our comments and recommendations below:

Our primary concern is the lack of safe or direct access for pedestrians, primarily cyclists, as Laguna Boulevard is characterized by 3 lanes in each direction and supports high speeds, while only offering a Class II lane for bicycle travel. Per the city official during the DEIR meeting on January 11, 2022 and [Elk Grove 2021 Bicycle, Pedestrian, and Trails Master Plan, Appendix D-7](#), Laguna is set to receive priority Class I bike lane upgrades. Without a confirmed construction date, it is our recommendation that the Rail Commission team and officials at the City of Elk Grove collaborate to complete the Laguna Boulevard lane improvement to coincide with the completion of the station. In the event that a lack of resources makes the coinciding completions unavailable, we recommend a slight increase to the bike lane width with an addition of temporary flexible bollards until the Class I path can be developed.

Concerning the long-term bicycle parking amenities, we recommend utilization of the [Bike Link](#) systems. These systems are secure, intuitive, highly affordable for users, and are currently utilized throughout the region at transit stations and city owned parking complexes contributing to ease of use through system wide user recognition. Secure long-term bike parking located at commuter transit hubs is critical to encouraging cycling to and from stations. Additionally, by providing secure parking systems in companion with diverse first and last mile solutions such as bike or mobility share, demand is reduced for on-train bicycle storage, easing cabin spatial burdens for the rail service providers.

In recognition of those travelling to the Elk Grove station, we recommend partnering with bike share programs to locate a system at the station further encouraging opportunities for people to travel by alternative modes than cars.

Further infrastructure improvements to the bike and pedestrian infrastructure surrounding the development include conflict paint on the northbound travel lane leading to the parking lot on Dwight Road and should a traffic signal be installed, ensure it is provided with bicycle specific lighting. To better support potential passengers traveling from the residential land uses located south of the station, we recommend coordination with the City to implement a Class II buffered bike lane along Babson Drive from Renwick Avenue to Laguna Boulevard. Given the significant width of the intersection on Laguna Boulevard, we advise coordination with the City of Elk Grove to implement pedestrian safety islands at both the east and west leg of the intersection.

Critical to supporting not only local improvements to traffic safety, climate action plans, and growing congestion, but regional improvements as well, we recommend the utilization of transportation demand management systems throughout the site. Complementing the above recommendations for bike and pedestrian access measures, we recommend including the minimum provision of automobile parking spaces, implementing parking fees that encompass the full cost and externalities of driving to and parking at the station, and close coordination with transit providers. In acknowledgment of the significant cost savings associated with the provision of bicycle parking when compared to vehicle parking, we recommend the project team explore the idea of discounted tickets or incentives to those travelling by cycling, walking, or mobility assisted devices.

Civic Thread is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify Civic Thread of future routings or notices for this project.

Sincerely,

David Moore
Project Coordinator