SACRAMENTO VALLEY STATION MASTER PLAN
STAKEHOLDER MOBILITY MEETING - 07/25/2019

GRIMSHAW TRANSIT DESIGN

JOURNEY DESTINATION

PERKINS + WILL URBAN DESIGN

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS
PHASE 1

OPTION 1

NEW PASSENGER CONCOURSE

HISTORIC STATION

REAR BUILDING

OPTION 2

NEW PASSENGER CONCOURSE

HISTORIC STATION

REAR BUILDING
H Street will perform as the main PU/DO street, light rail street, bike street, and the green street with stormwater treatment.

Proposed Light Rail platform.

SVS project will provide adequate access to this parcel to allow future development. Slope on 5th Street may impact Lot 40.

Regional Bus Facility will be naturally ventilated, with a parking garage beneath it. It will have two-way access ramps from both 3rd Street and F Street.

I-5 ramp will stay in place, which calls for landscape buffer between the ramp and Historic Station.

G Street will connect to the new station concourse through a public access easement on Lot 40.

PHASE 2 WORK-IN-PROGRESS
DEVELOPABLE PARCELS

- 0.3 Acres
- 0.7 Acres / 0.9 Acres
- 1.8 Acres
SERVICE ACCESS AND ADDRESS ROADS
STREET FRAMEWORK
LIGHT RAIL

PROPOSED LIGHT RAIL

POTENTIAL LIGHT RAIL ROUTE
BIKE NETWORK

PROPOSED LIGHT RAIL

PROPOSED STATION CONCOURSE

18- BAY BUS ISLAND

HISTORIC STATION REBUILDING

BIKE NETWORK

BIKE PATH

UNDERGROUND BIKE PATH

ABOVE STRUCTURE BIKE PATH

F STREET EXTENSION BIKE PATH
* Integrated Bus/Parking/Bike on F
* Two-way entrances at both 3rd & F Streets
* Entrance roadways shared with Bus, Private Car to Parking Garage, Loading Vehicles, and LRT
* Ramps (8%) up to Bus Facility
* Ramps down to parking at -5.0'
I-5 Outbound:
- Northbound: Leave bus facility via 3rd Street, left at J Street, left at 5th Street, left at I Street, take I-5 northbound ramp
- Southbound: Leave bus facility via 3rd Street, left at J Street, left at 5th Street, left at I Street, take I-5 southbound ramp
- I-5 Inbound: Exit I-5 via J Street, left on 8th Street, left on G Street, right on 7th Street, left on F Street into the bus facility

I-80 Outbound:
- Westbound: Leave bus facility via 3rd Street, left at J Street, left at 5th Street, left at I Street, take I-5 southbound ramp
- Westbound Alternate Via Tower Bridge: Leave bus facility via 3rd Street, right on Capitol Mall, take Tower Bridge to I-80
- Eastbound: Leave bus facility via F Street, left on 7th Street, right on Richards Blvd to Hwy-160, to I-80 east

I-80 Inbound:
- Westbound: Hwy-160 to Richards Blvd, left on 7th Street, right on F Street
- Eastbound: East on Tower Bridge to Capitol Mall, left on 8th Street, left on G Street, right on 7th Street, left on F Street

US-50
- Inbound: West on P Street, right on 8th Street, left on G Street, right on 7th Street, left on F Street
- Outbound: Leave bus facility via F Street, right on 7th Street, left on Q Street

Hwy-99
- Inbound: West on L Street, right on 8th Street, left on G Street, right on 7th Street, left on F Street
- Outbound: Leave bus facility via F Street, right on 7th Street, left on J Street to Hwy-99
LOCAL BUS STOP - OPTION 1

- LOCAL BUS LAYOVER LOCATION
- THROUGH LOCAL BUS STOP
- ROUTE FOR LOCAL BUS TO/FROM LAYOVER
- THROUGH LOCAL BUS ROUTE
LOCAL BUS STOP - OPTION 2

HISTORIC STATION

PROPOSED LIGHT RAIL
18-BAY BUS ISLAND

LOCAL BUS LAYOVER LOCATION
THROUGH LOCAL BUS STOP
ROUTE FOR LOCAL BUS TO/FROM LAYOVER
THROUGH LOCAL BUS ROUTE
LOCAL BUS STOP - OPTION 3

- LOCAL BUS LAYOVER LOCATION
- THROUGH LOCAL BUS STOP
- ROUTE FOR LOCAL BUS TO/FROM LAYOVER
- THROUGH LOCAL BUS ROUTE
PUDO ACCESS & EGRESS

Diagram showing PUDO access and egress routes.
SACRAMENTO VALLEY STATION MASTER PLAN
TAC MEETING FOR UTILITIES - 07/25/2019
2:00 PM TO 3:00 PM

JOURNEY
DESTINATION

GRIMSHAW TRANSIT DESIGN
PERKINS+WILL URBAN DESIGN

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS
OPEN SPACE FRAMEWORK
• Provides orchard in support of urban agriculture.
• Space for Farmers market and other community oriented activities.
• Celebrates and preserves historic cultural resources.
• Provides passive recreation opportunities.

• Landscapes that emulate natural systems
• Provides for Habitat and important open space connections.
• Treats project wastewater.
• Passive recreation opportunities.

• Integrated storm water management and multi-modal design to encourage transit and bike use.
• Provides for shade and comfortable pedestrian environment.

• Active recreation programming and public art
• Important pedestrian and bike connections to waterfront and Railyards to the north.

• Public art that celebrates historic cultural resources.
BIKE AND PEDESTRIAN EXPERIENCE
PUBLIC REALM CONCEPT
BIKE NETWORK

- BIKE PATH
- UNDERGROUND BIKE PATH
- ABOVE STRUCTURE BIKE PATH
- F STREET EXTENSION BIKE PATH

PROPOSED LIGHT RAIL
PROPOSED STATION CONCOURSE
18-BAY BUS ISLAND
HISTORIC STATION
REBUILDING
BIKE NETWORK
F Street: Through Route A & Station Access

Advantages

• Direct – if coming from east or northeast
• Extends existing infrastructure on F
• Can connect to I Street Bridge

Disadvantages

• East of station: light rail/buses/loading/car parking – may be hard to create nice space
• West of station: between bus terminal and tracks
• Limited “eyes on the street” – people may feel unsafe
• Need to shift bus ramp to avoid conflict w. bus access station
Through Route B: Park

Advantages

• Direct – if coming from south or southeast
• Can also connect to I Street Bridge
• Faster than H Street, less crossing activity
• More “eyes on the street” than F Street route

Disadvantages

• Careful design needed at 3rd Street crossing, 5th Street intersection
Station Access: H Street

Advantages

• Direct – if coming from west, northwest, south or southeast
• Lots of activity = feels safer
• Can also connect to I Street Bridge
• Access to main station entrance

Disadvantages

• Indirect if coming from the east (without H east of 5th)
• H east of 5th contingent on uncertain light rail project
• Lots of activity = may be slower
• Careful design needed at light rail crossings
Summary:
Ideally all three routes to accommodate cyclists arriving from all directions

Legend:
Existing & proposed on street
Proposed off street
Proposed, tentative

Best Parts of All Three?

May be feasible. But desirable?

Light rail crossings
Contingent on light rail

Light rail crossings may be feasible. But desirable?
**H Street**

**H Street at 5th Street**

Bus ROW shown shared with modes:
- Bus
- Taxis/TNCs
- Private vehicle PU/DO
- Private vehicle access to residential/commercial

**H Street west of light rail turn north**

Bus ROW shown shared with modes:
- Bus
- Taxis/TNCs
- Private vehicle PU/DO
- Private vehicle access to residential/commercial
F Street
F Street east of bus terminal

Light rail ROW shown shared with modes:
- Light rail
- bus
- Deliveries
- Possibly private vehicle access to parking

F Street west of bus terminal

Bus terminal/parking garage
BIKE ACCESS TO STATION - G STREET BRIDGE
STATION BIKE HUB OPTIONS

PROS

* Access from F and H street
* Utilizes existing tunnel to keep bikers using the station separate from pedestrians
* Simplifies travel distance and complications for bikers to reach transit
* They can also use the main paths of travel through the concourse above

CONS

* Cyclists going West must dismount at Main crosswalk when coming through F street
STATION BIKE HUB OPTIONS

PROS

*Access from G and H street to justify large entryway from G

CONS

*Cyclists have to go up to go down, will require increase in VT footprints
*No access from F street
*No access from grade
STATION BIKE HUB OPTIONS

PROS

* Addresses users from the North and South
* Access from G and H street to justify large entryway from G
* Access from both levels
* Thruway on F

CONS

* Cyclists have to go up to go down, will require increase in VT footprints
* No access from F street
STATION BIKE HUB OPTIONS

PROS

* Centralized Bike Facility below grade in parking
* Access from F Street as thruway and portal to Station
* Portal access to Station from Bus Facility
* Flexibility in growth of parking space
* Will require a pairing of FOH Bike facilities

CONS

* Bike Facility hidden within the Station
PUBLIC REALM
PUBLIC REALM FRAMEWORK

TRANSIT PLAZA
GREEN STREET
GATEWAY PLAZA
CIVIC GREEN
LIVING GARDENS
UNDERPASS PARK
GATEWAY PLAZA

- Open hardscape plaza that facilitates pedestrian circulation and creates a welcoming gateway to the project.
- Public art that celebrates historic Chinese community.
- Maintains important sightlines and provides direct pedestrian and bike connections to historic station and greenspace beyond.
**GREEN STREET**

- High capacity “Green Street” that facilitates a high volume of pedestrian, bike, transit, and passenger vehicle circulation.
- Robust street tree and bioswale plantings will provide necessary shade and treat stormwater runoff.
- Bioswales and other planting areas will be used where feasible to provide buffers between the various circulation modes.
- A large pedestrian crossing will be provided between the historic and new transit stations.
CIVIC GREEN

- Formal lawn that provides a gracious forecourt to the Historic Station and open space for community gathering.
- Maintains important sight lines and provides direct pedestrian connections to Historic Station.
- An orchard of fruit bearing trees will flank the space providing shade an opportunity for urban agriculture.
UNDERPASS PARK

- Activated by public art and a robust community oriented park program including active recreation, play areas, and soundscape elements to create an inviting place to socialize and recreate.
- Facilitates movement through to waterfront and links to existing pedestrian crossing to Railyards development to the north.
- Opportunities to use existing bridge structures and canopy to frame and activate spaces.
LIVING GARDENS

- Functional engineered wetland treating project wastewater.
- A more naturalized landscape that provides important habitat and passive recreation programming connecting to the existing waterfront park and trail network.
- Opportunity to connect to pedestrian-nized I-Street Bridge.
THANK YOU