

SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MOBILITY MEETING - 07/25/2019

GRIMSHAW TRANSIT DESIGN

JOURNEY

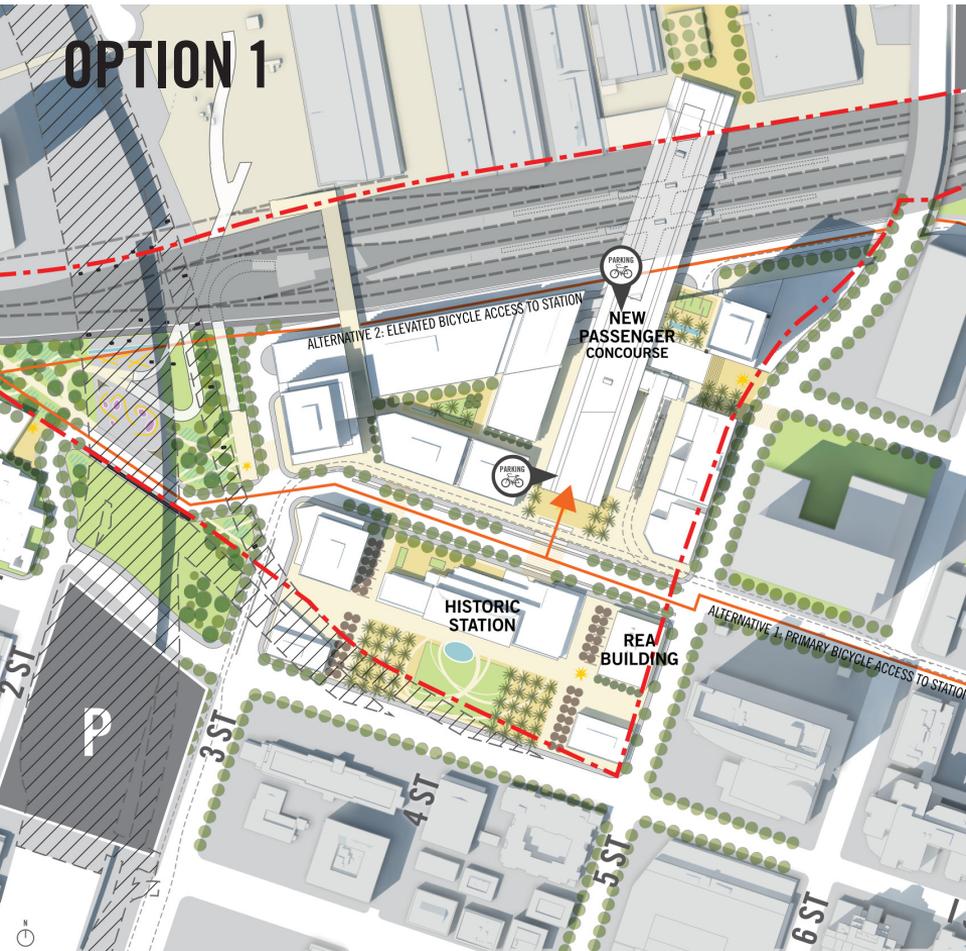
PERKINS+WILL URBAN DESIGN

DESTINATION

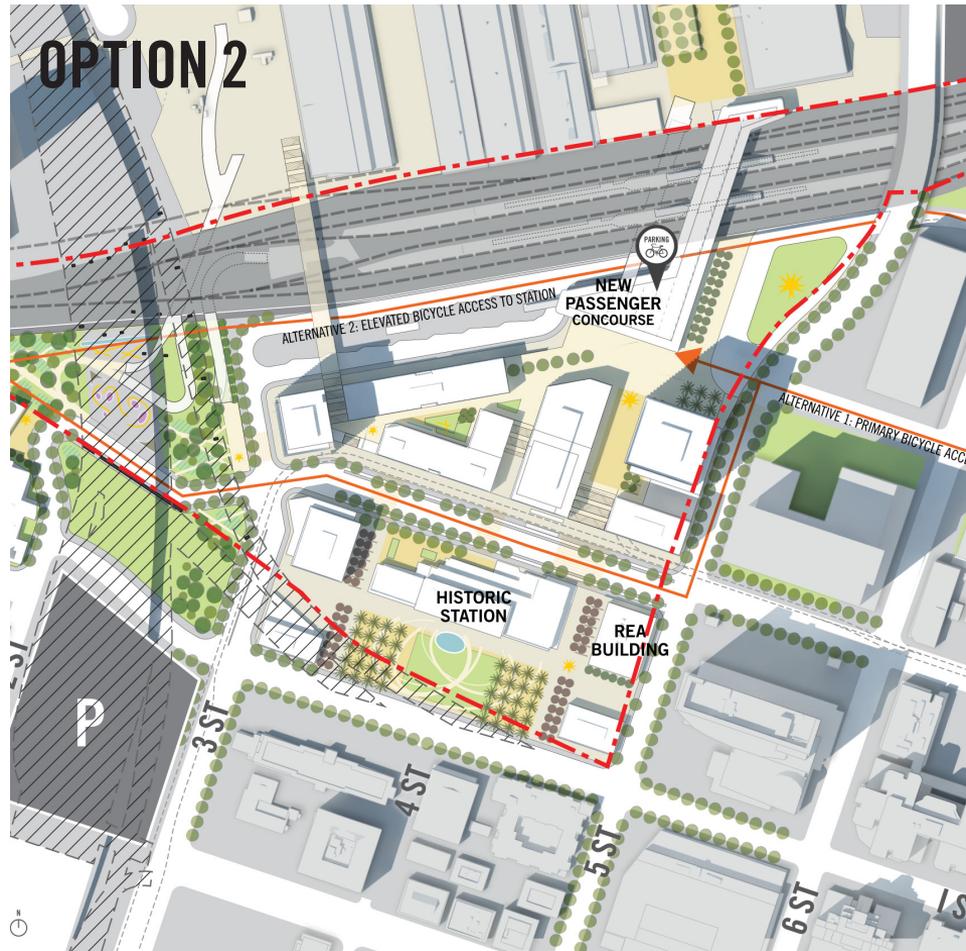
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

PHASE 1

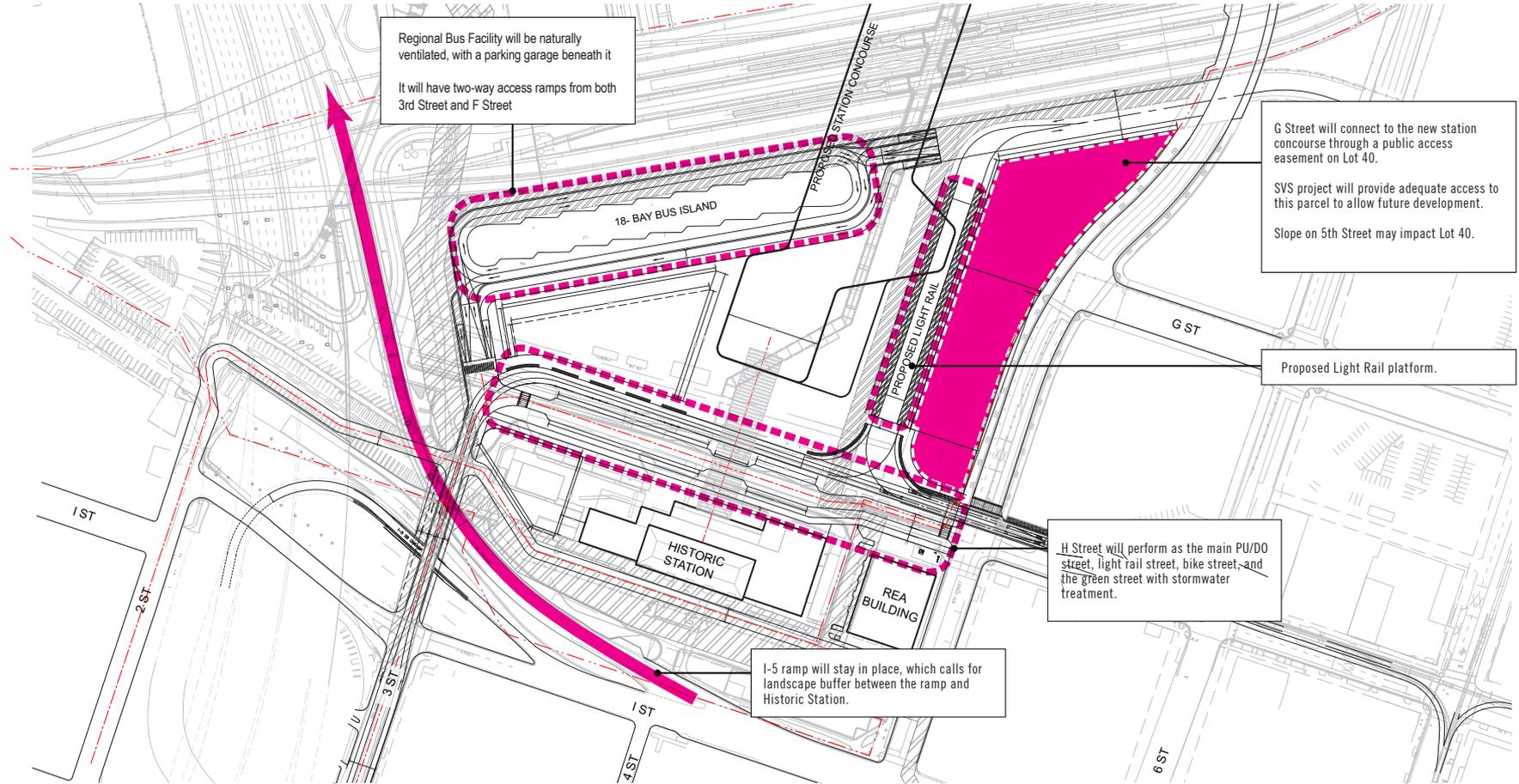
OPTION 1



OPTION 2



PHASE 2 WORK-IN-PROGRESS



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

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

SVS project will provide adequate access to this parcel to allow future development.

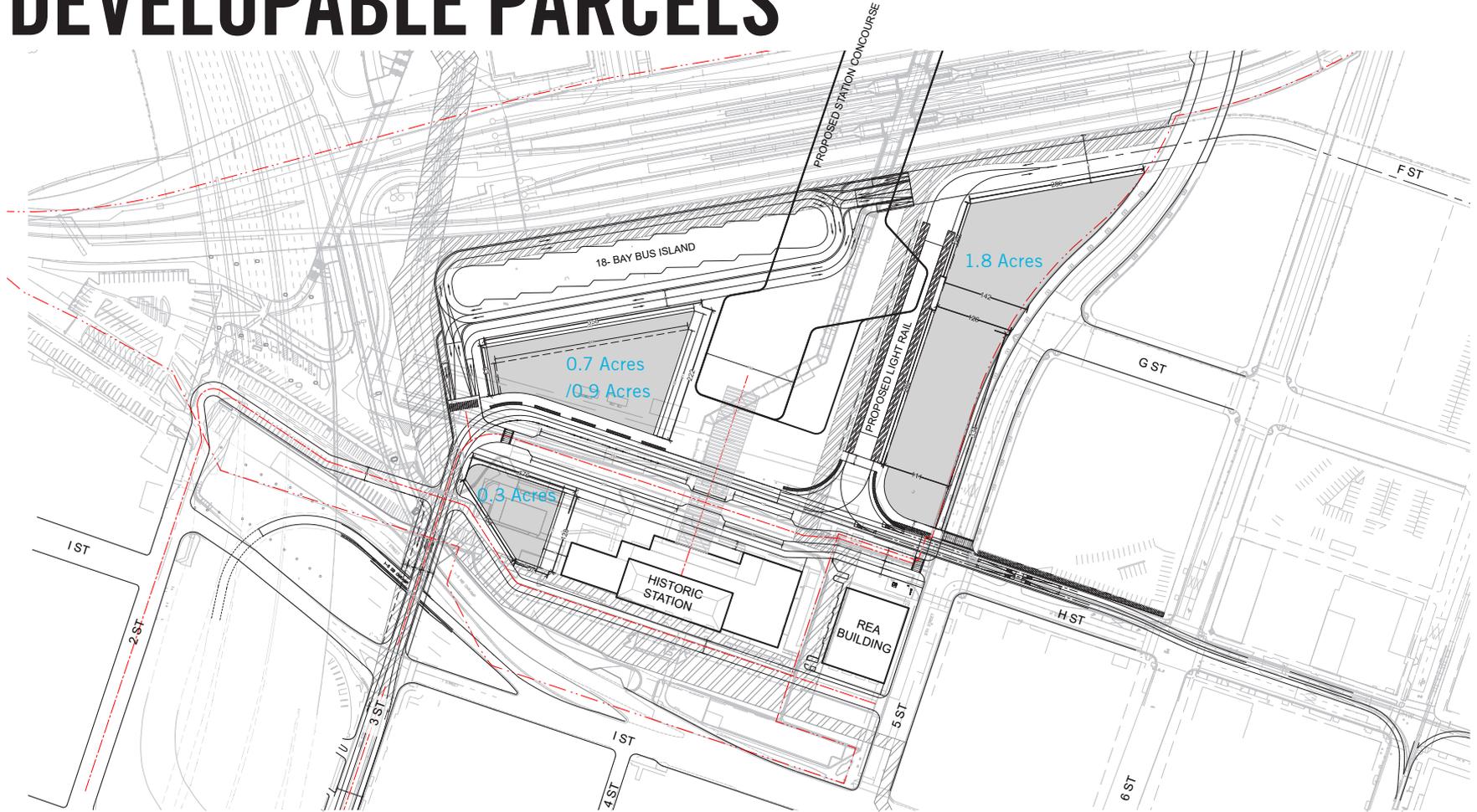
Slope on 5th Street may impact Lot 40.

Proposed Light Rail platform.

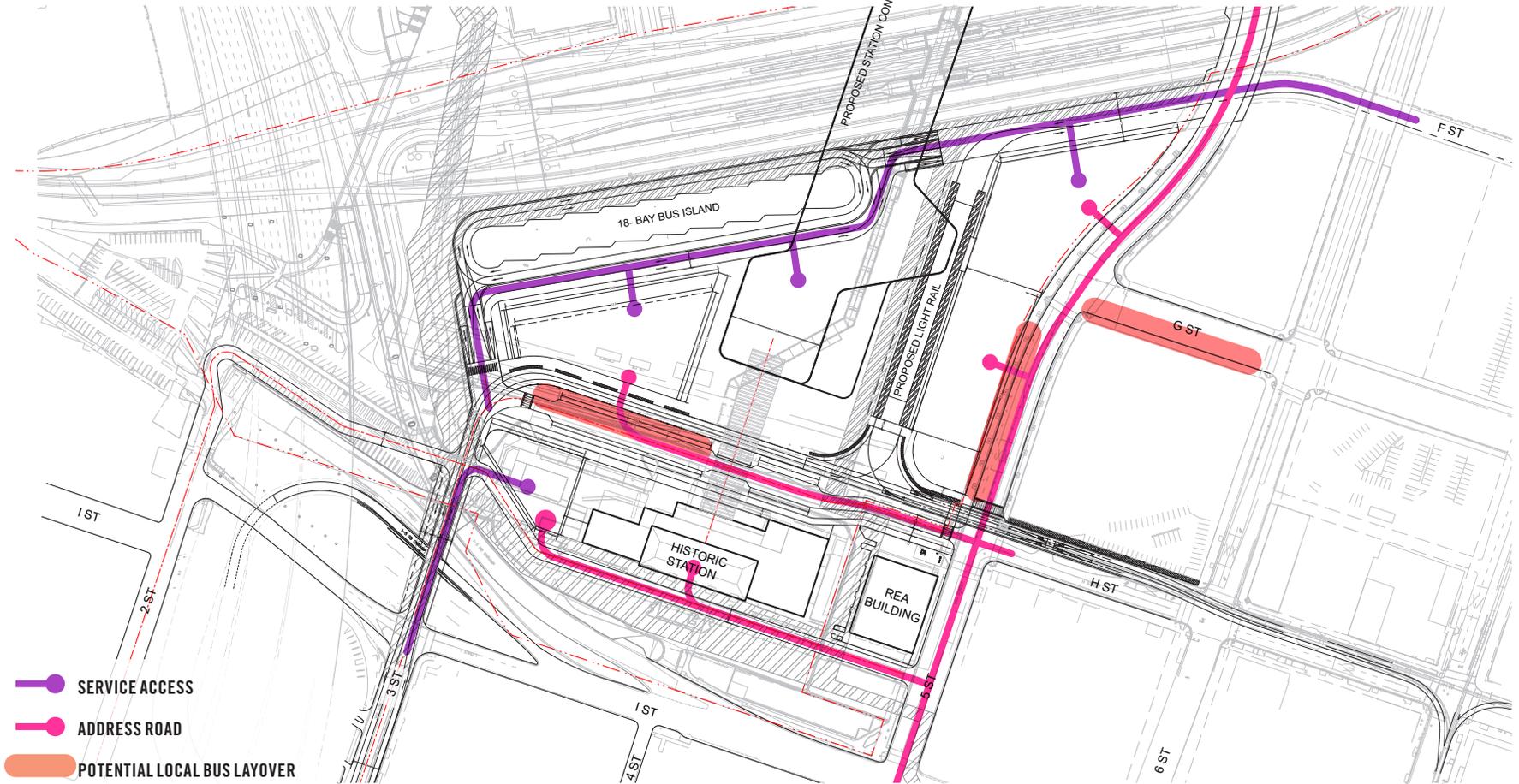
H Street will perform as the main PU/DO street, light rail street, bike street, and the green street with stormwater treatment.

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

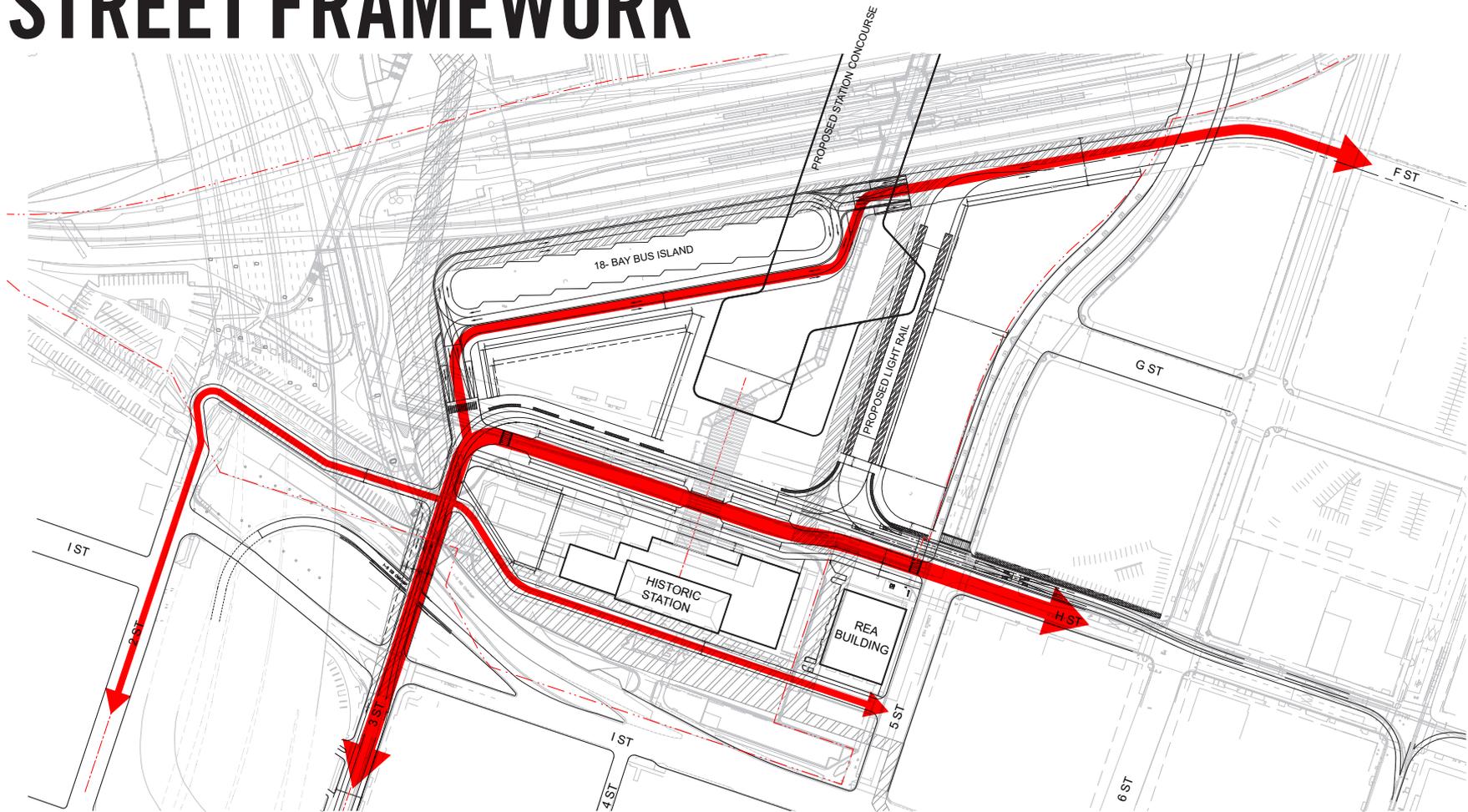
DEVELOPABLE PARCELS



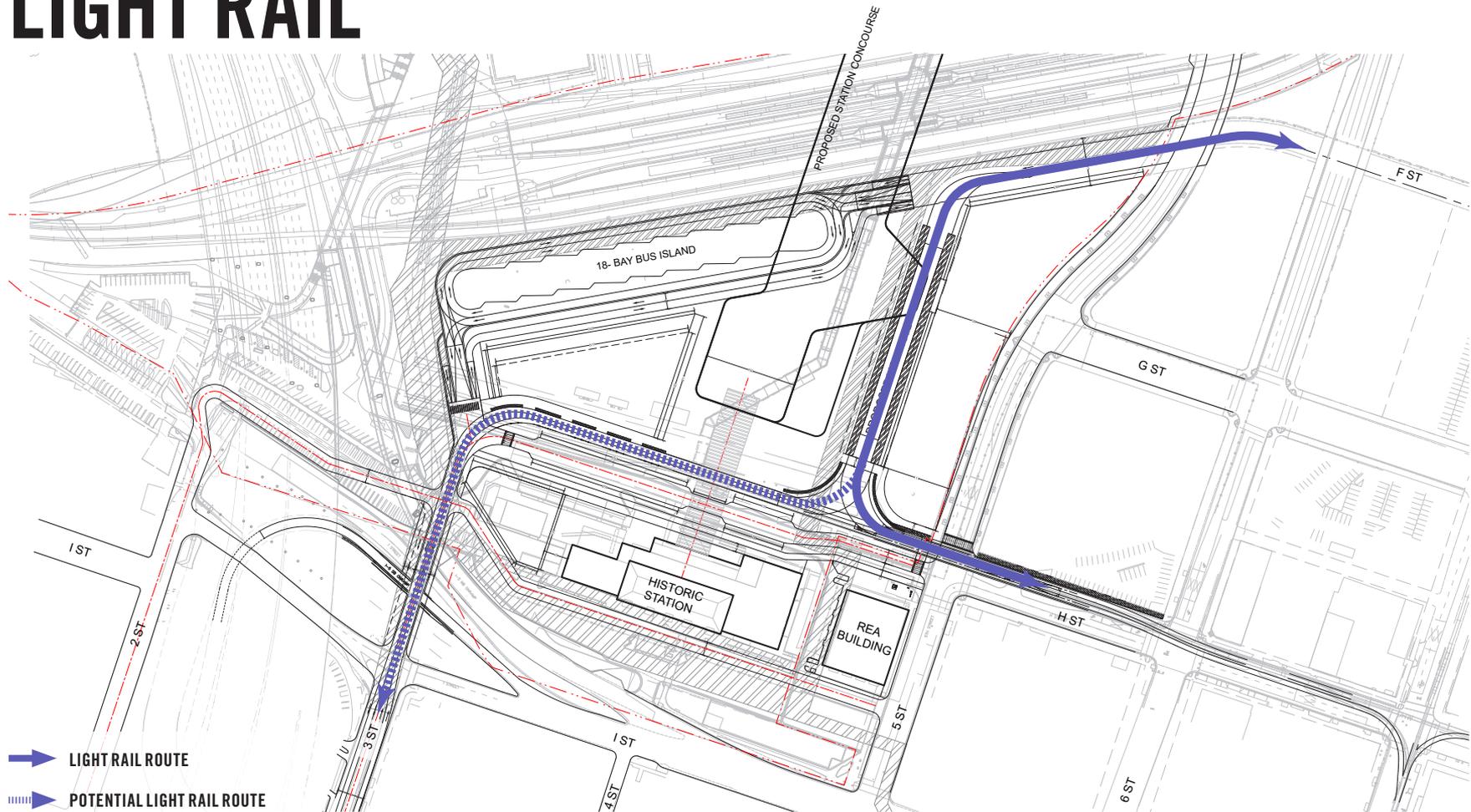
SERVICE ACCESS AND ADDRESS ROADS



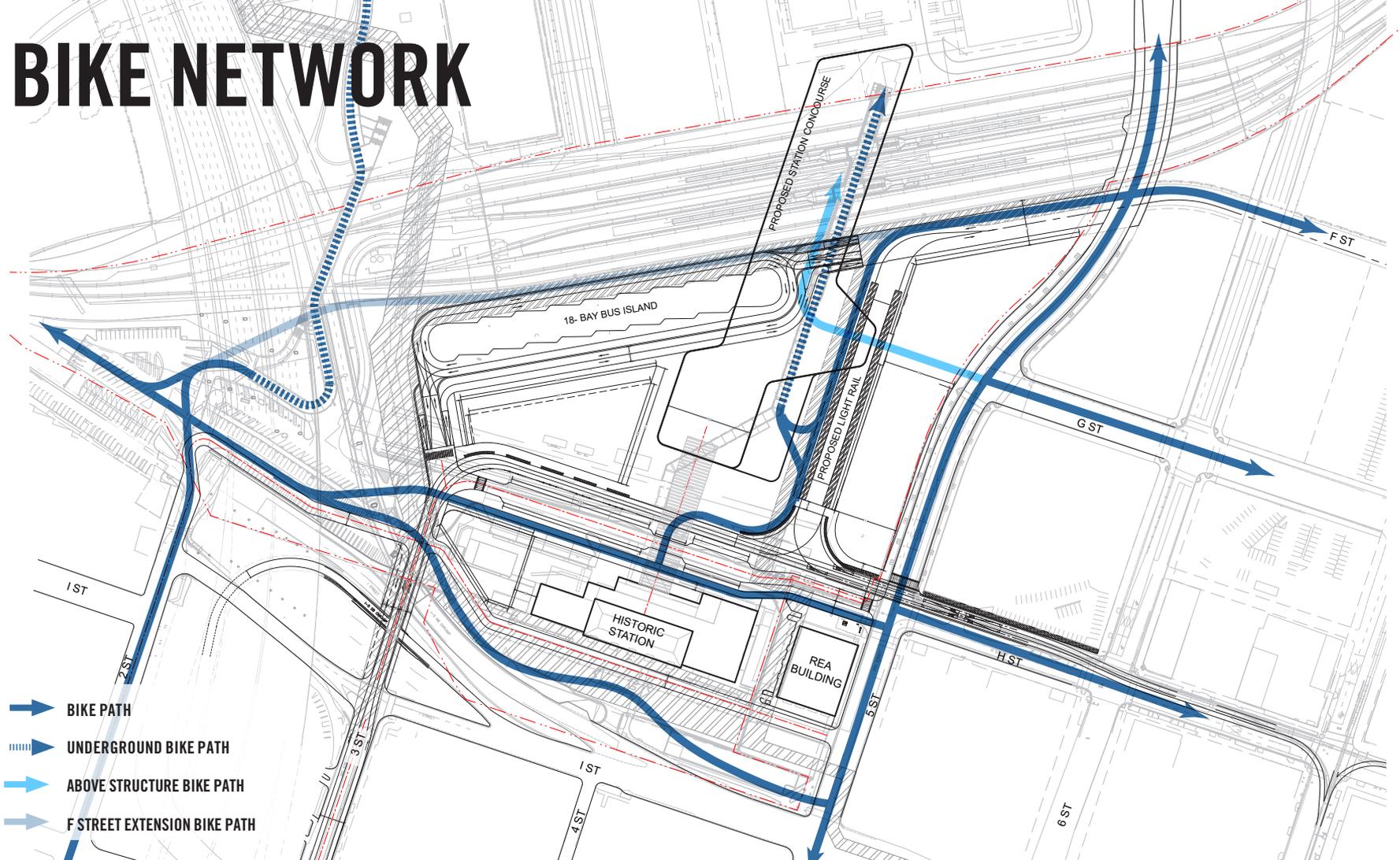
STREET FRAMEWORK



LIGHT RAIL

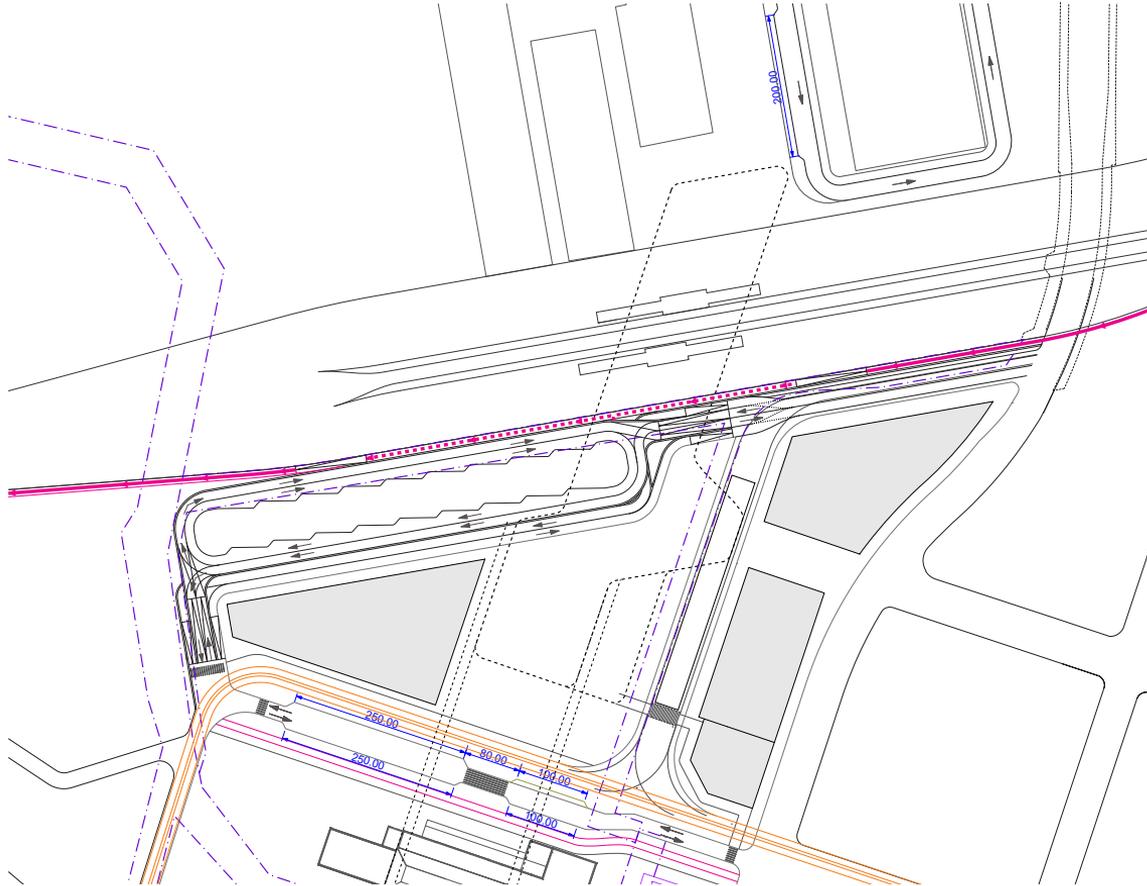


BIKE NETWORK



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

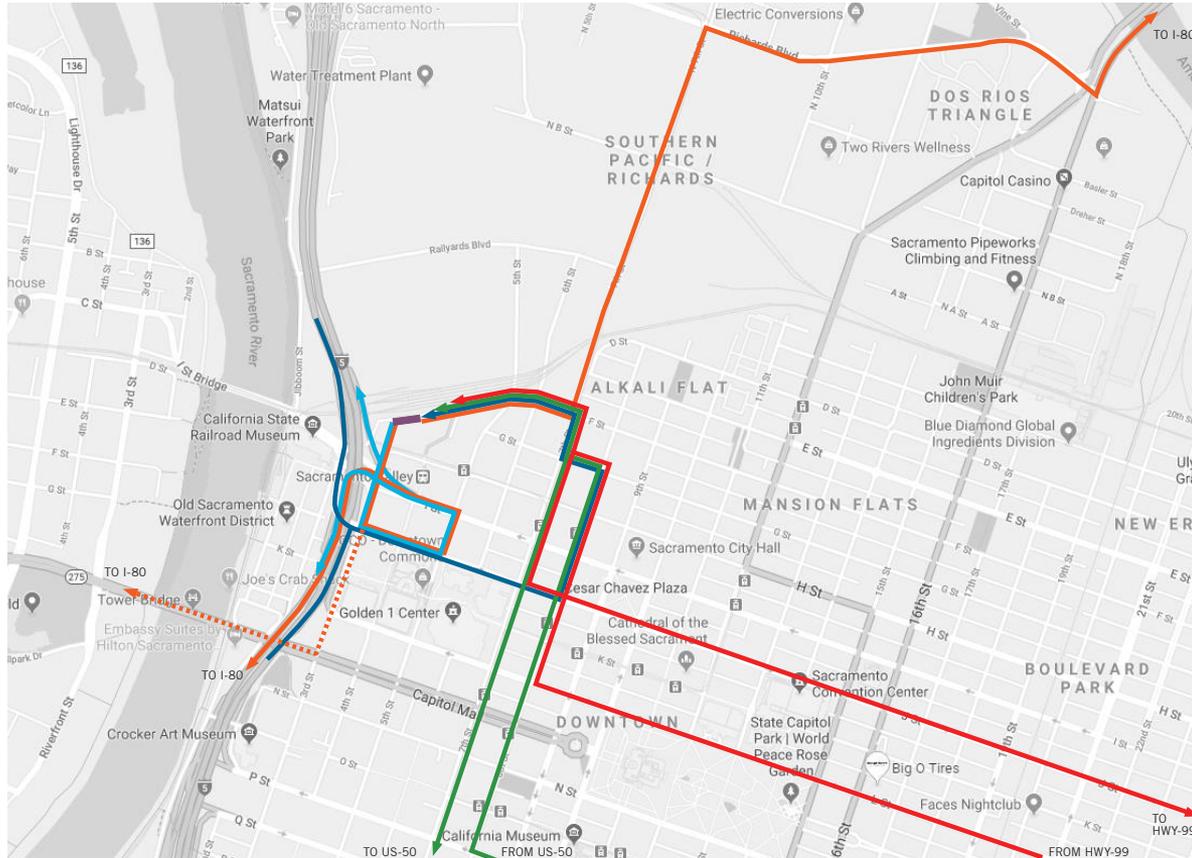
REGIONAL BUS FACILITY



- * 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'

— BIKE ROUTE AT GRADE
- - - BIKE ROUTE BELOW GRADE

REGIONAL BUS TERMINAL ACCESS



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

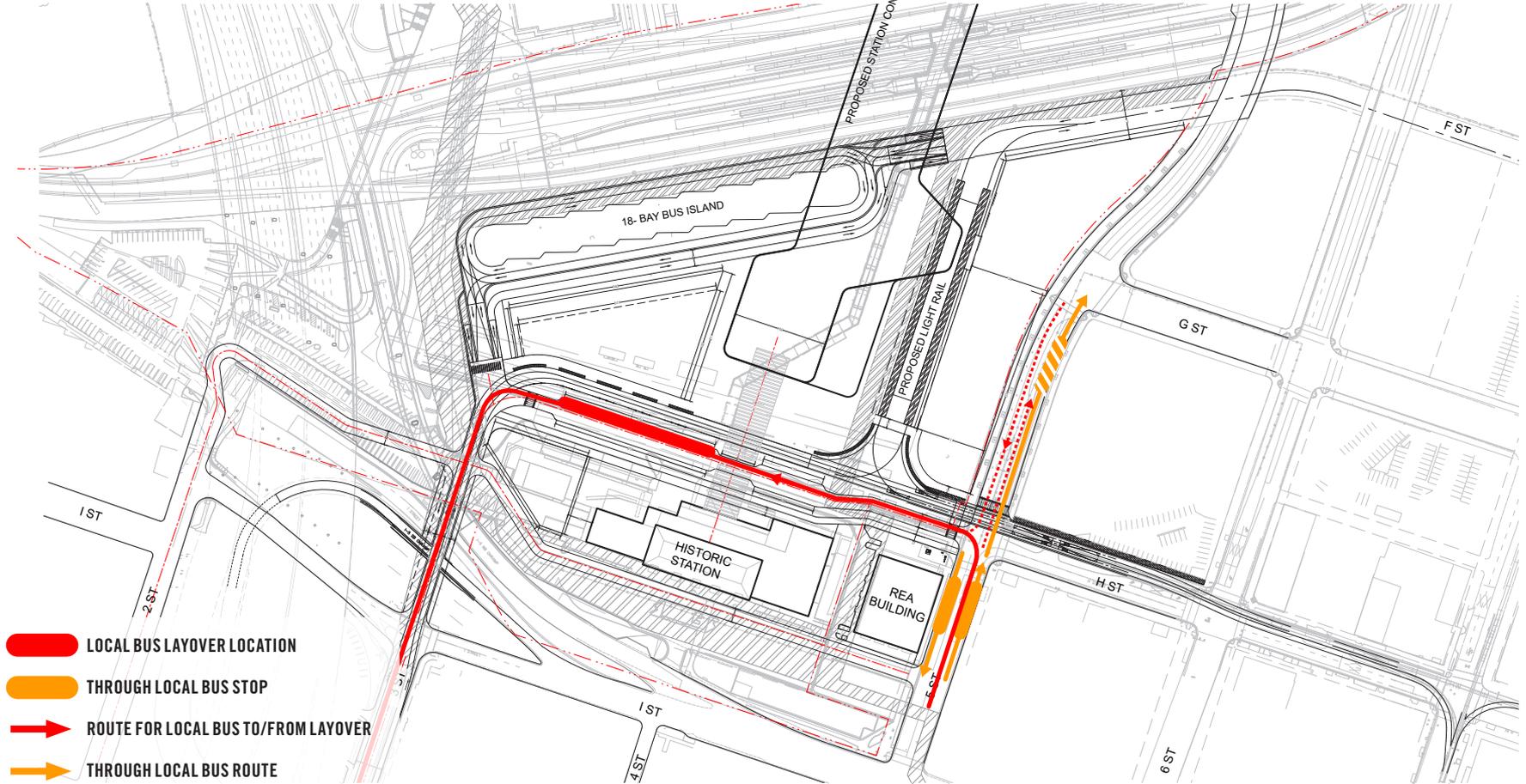
US-50

- 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

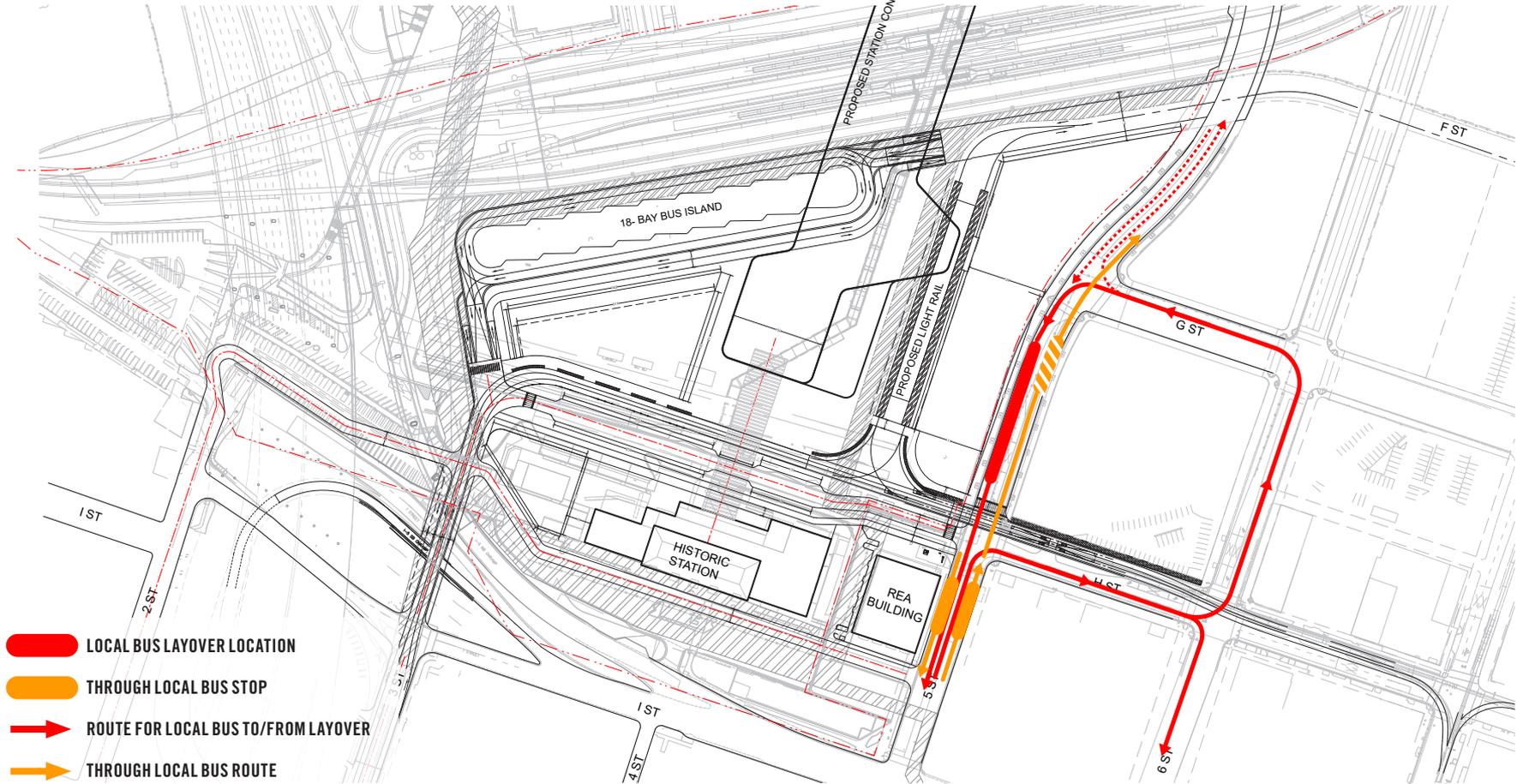
Hwy-99:

- 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

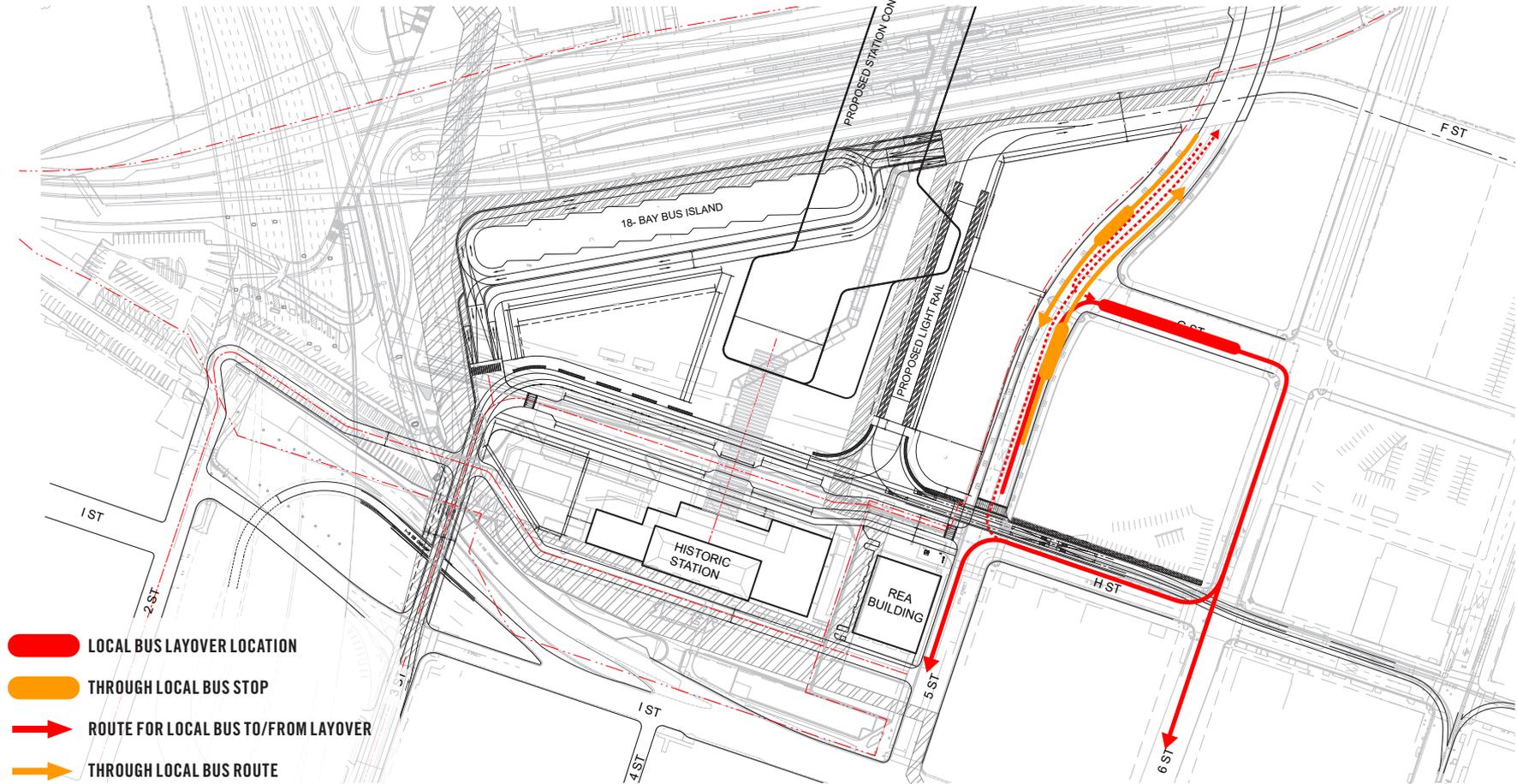
LOCAL BUS STOP - OPTION 1



LOCAL BUS STOP - OPTION 2



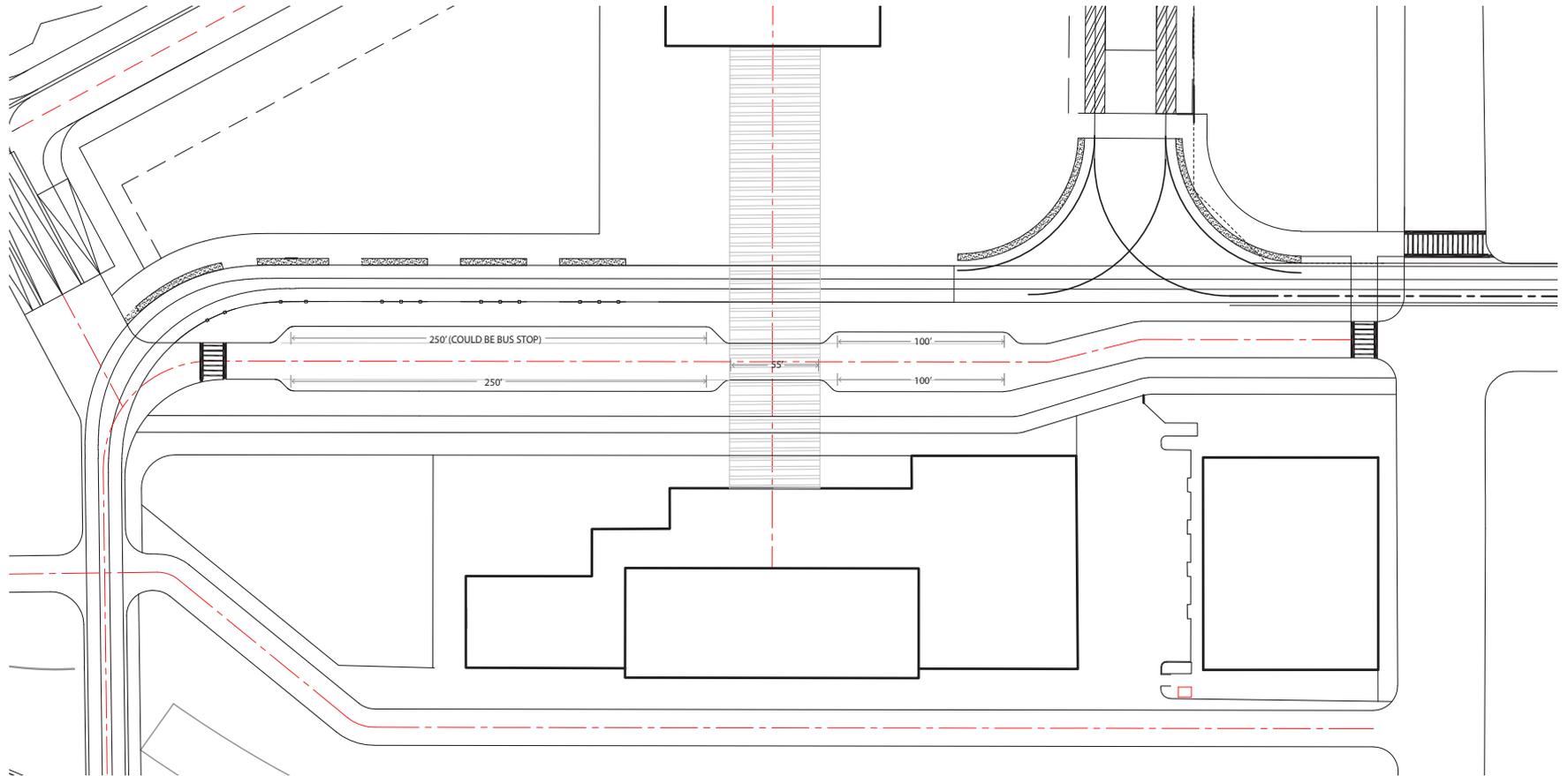
LOCAL BUS STOP - OPTION 3



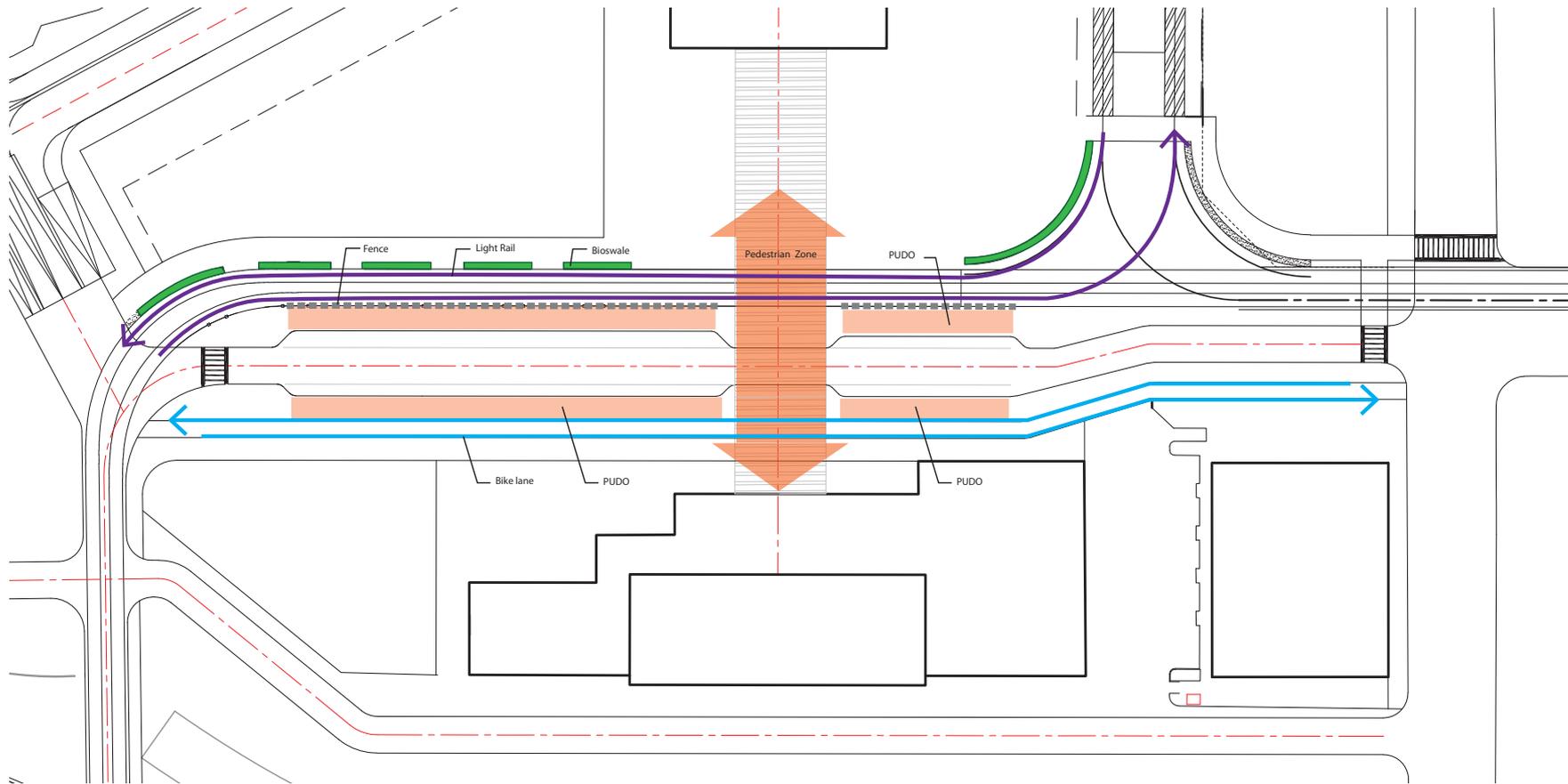
PUDO ACCESS & EGRESS



H STREET - PUDO



H STREET - PUDO



SACRAMENTO VALLEY STATION MASTER PLAN

TAC MEETING FOR UTILITIES - 07/25/2019

2:00 PM TO 3:00 PM

GRIMSHAW TRANSIT DESIGN

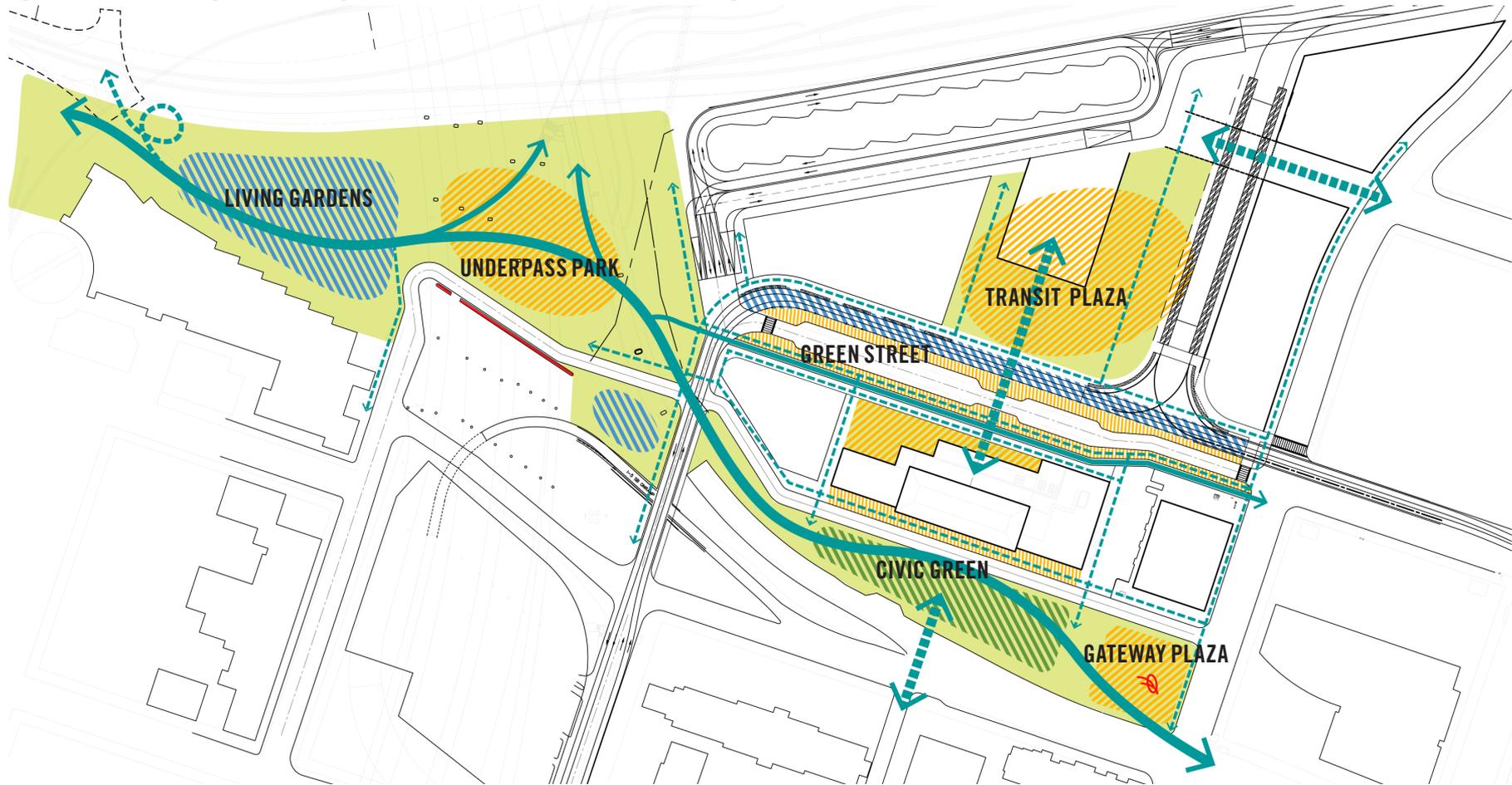
JOURNEY

PERKINS+WILL URBAN DESIGN

DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

OPEN SPACE FRAMEWORK



OPEN SPACE - INTEGRATED WITH LCC

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

LIVING GARDENS

UNDERPASS PARK

TRANSIT PLAZA

GREEN STREET

CIVIC GREEN

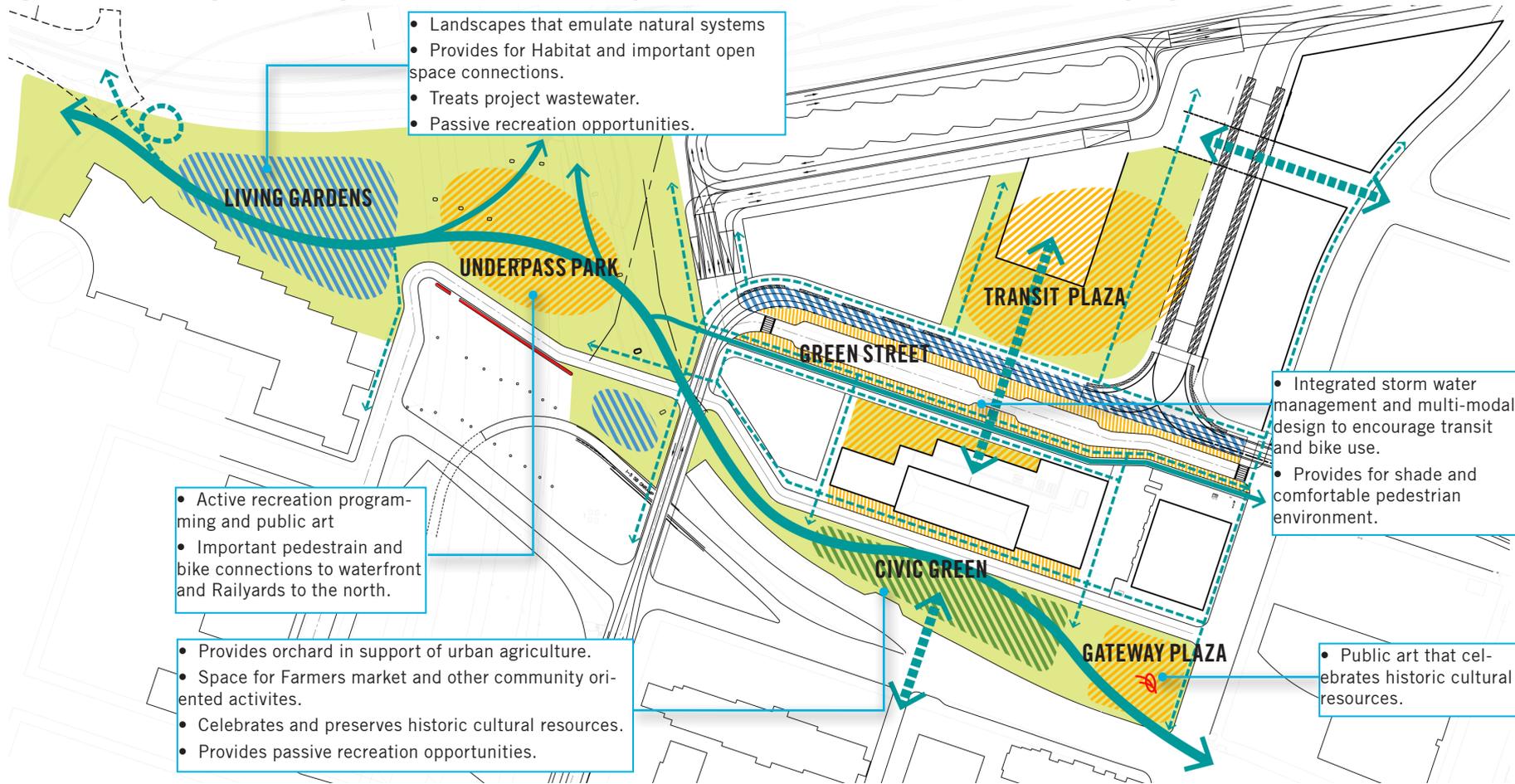
GATEWAY PLAZA

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

- 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.

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

- Public art that celebrates historic cultural resources.



EASEMENT

UTILITY SLIDES FROM ARUP

SACRAMENTO VALLEY STATION MASTER PLAN

TAC MEETING FOR ACTIVE MODES - 07/25/2019

3:00 PM TO 4:00 PM

GRIMSHAW TRANSIT DESIGN

JOURNEY

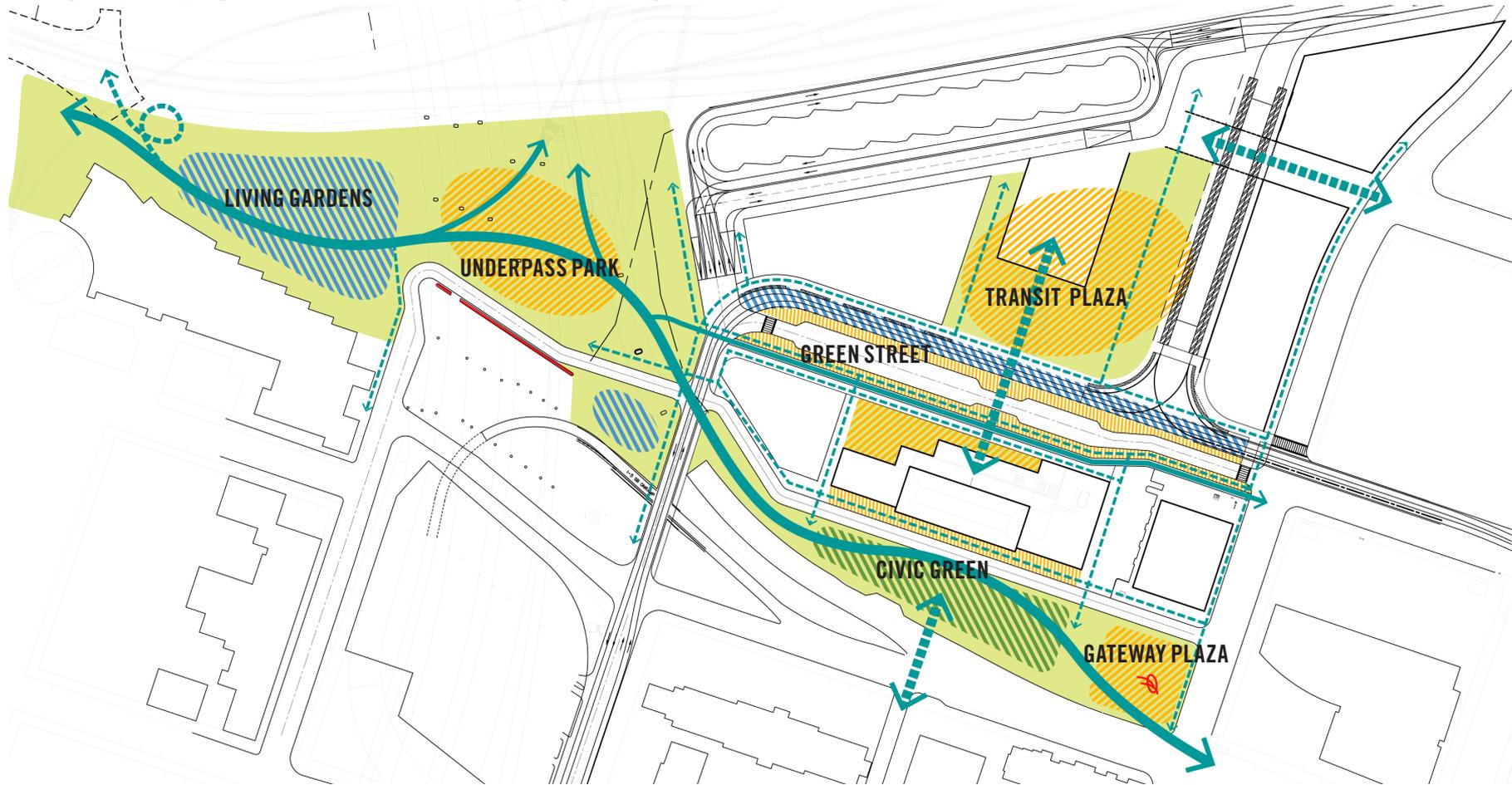
PERKINS+WILL URBAN DESIGN

DESTINATION

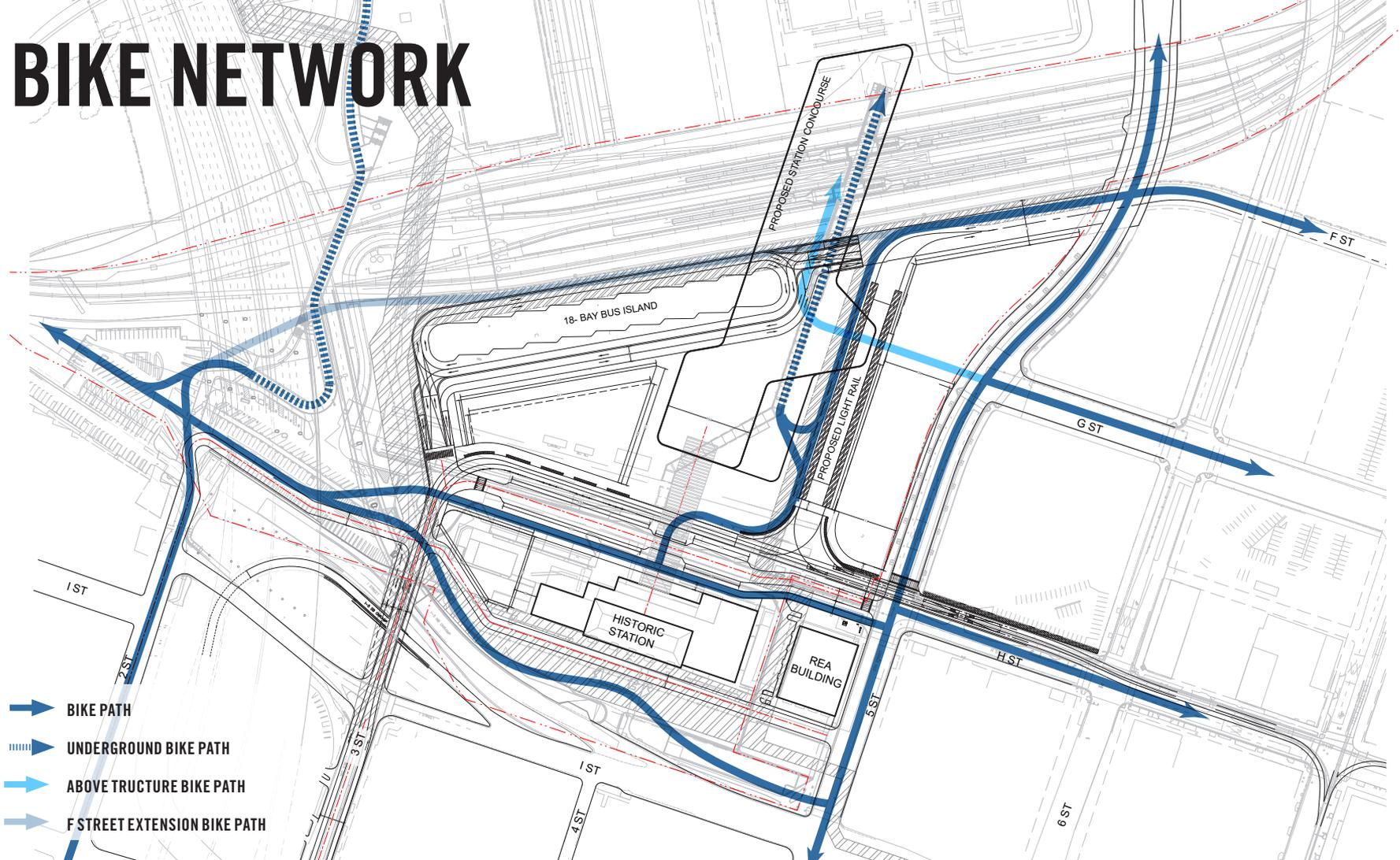
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

BIKE AND PEDESTRIAN EXPERIENCE

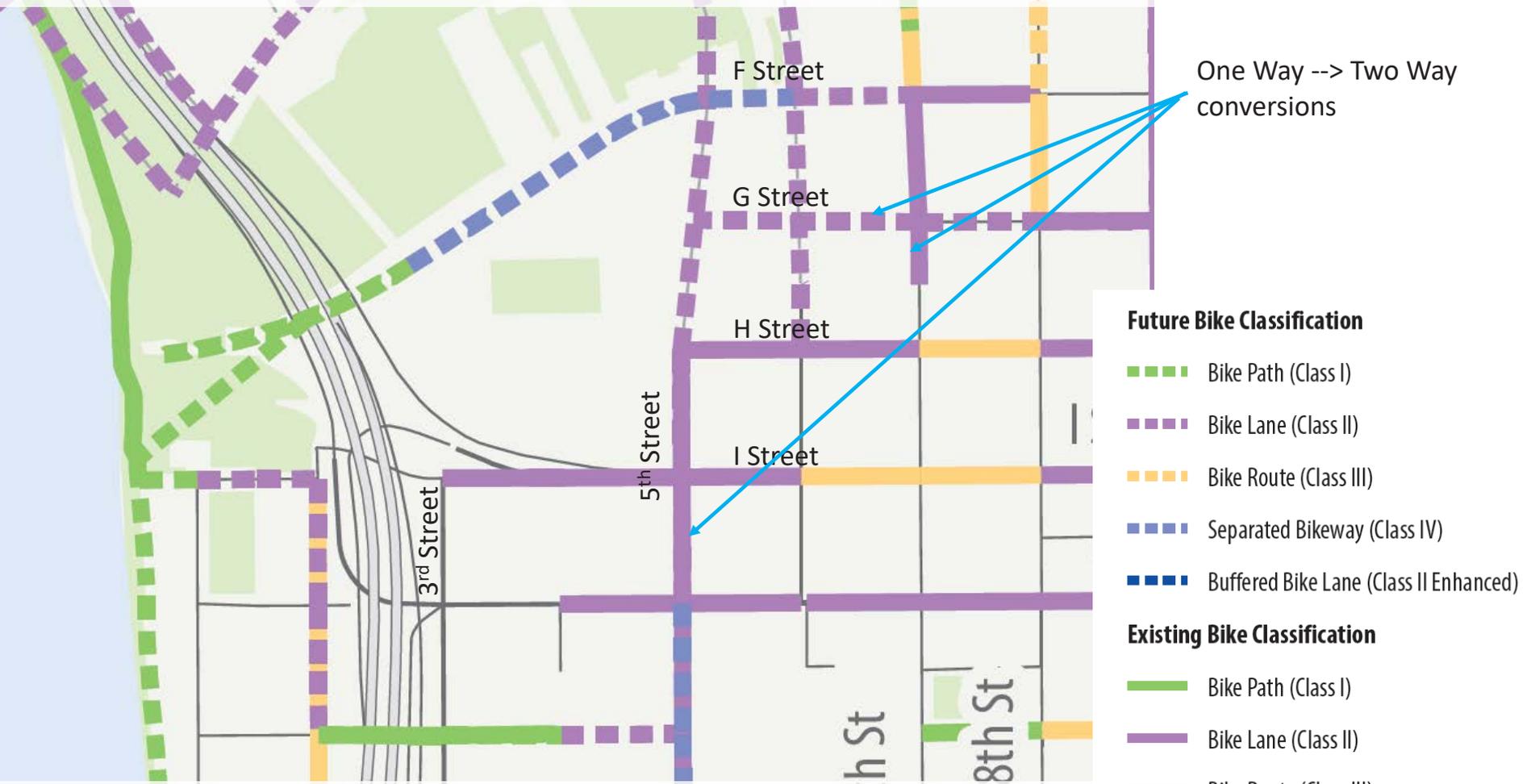
PUBLIC REALM CONCEPT



BIKE NETWORK



Planned Bike Network: GRID 3.0



(Sacramento Bicycle Master Plan 2016 retains this)

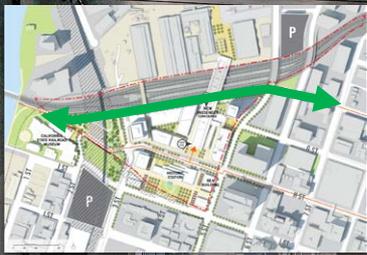
F Street: Through Route A & Station Access

Advantages

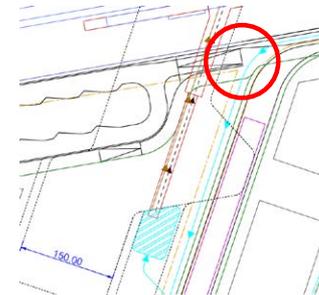
- Direct – if coming from east or northeast
- Extends existing infrastructure on F
- Can connect to I Street Bridge

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



(Image: Wikipedia)



(Image: Grimshaw)

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

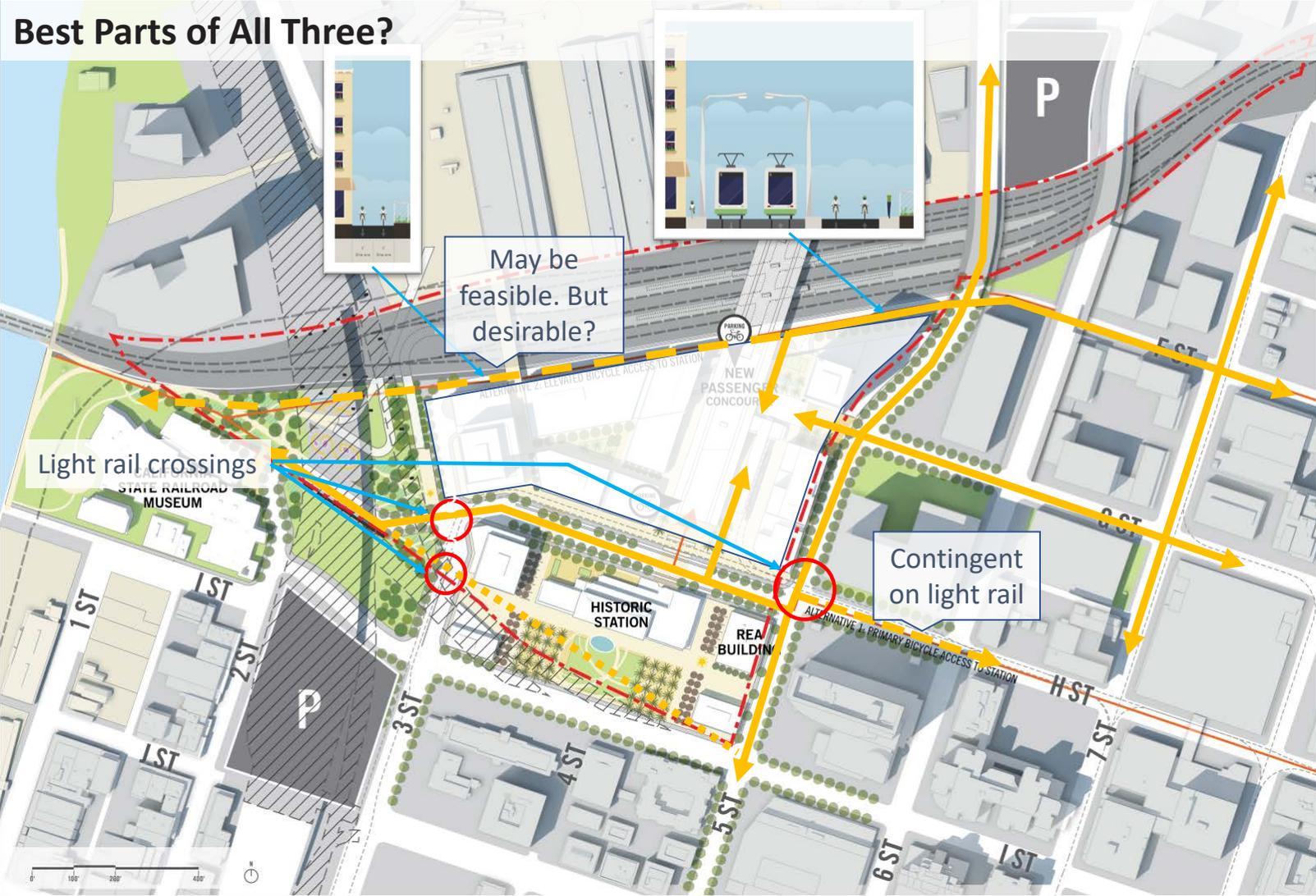
Disadvantages

- 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



(Image: NACTO)

Best Parts of All Three?



May be feasible. But desirable?

Light rail crossings

Contingent on light rail

Summary:
Ideally all three routes to accommodate cyclists arriving from all directions

Legend:
Existing & proposed on street



Proposed off street



Proposed, tentative



H Street

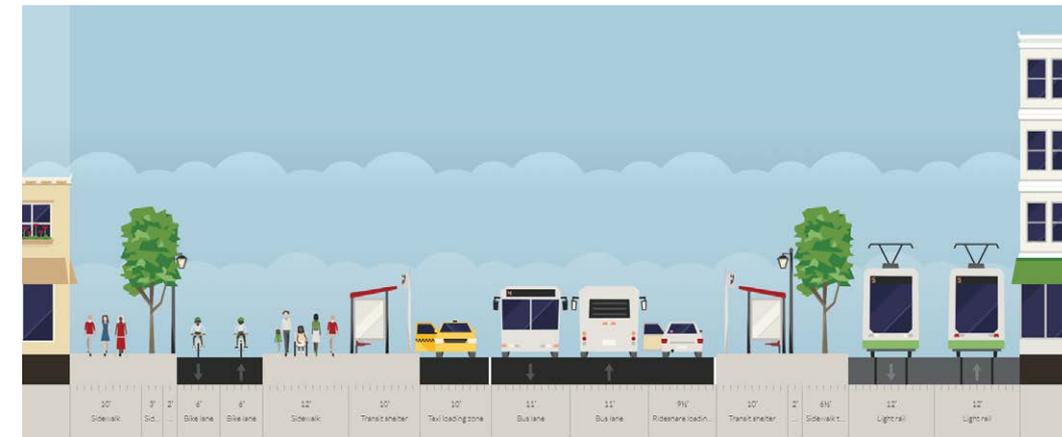
H Street at 5th Street



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

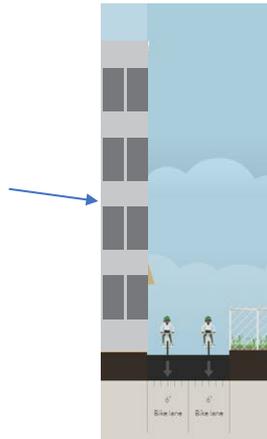


Light rail ROW shown shared with modes:

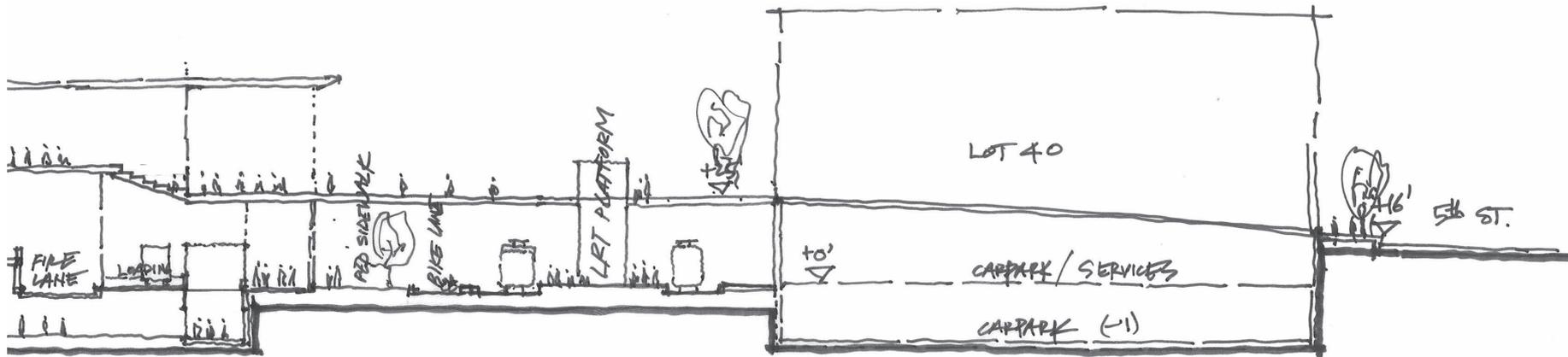
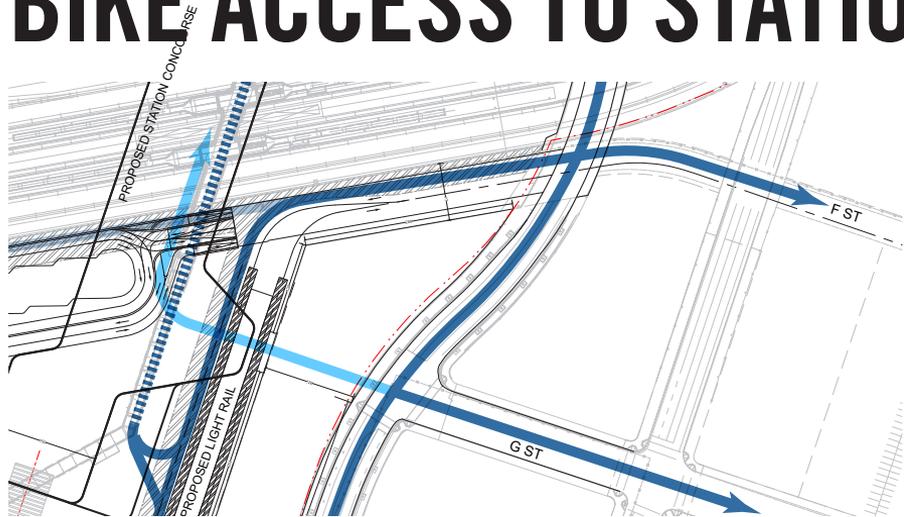
- Light rail
- bus
- Deliveries
- Possibly private vehicle access to parking

F Street west of bus terminal

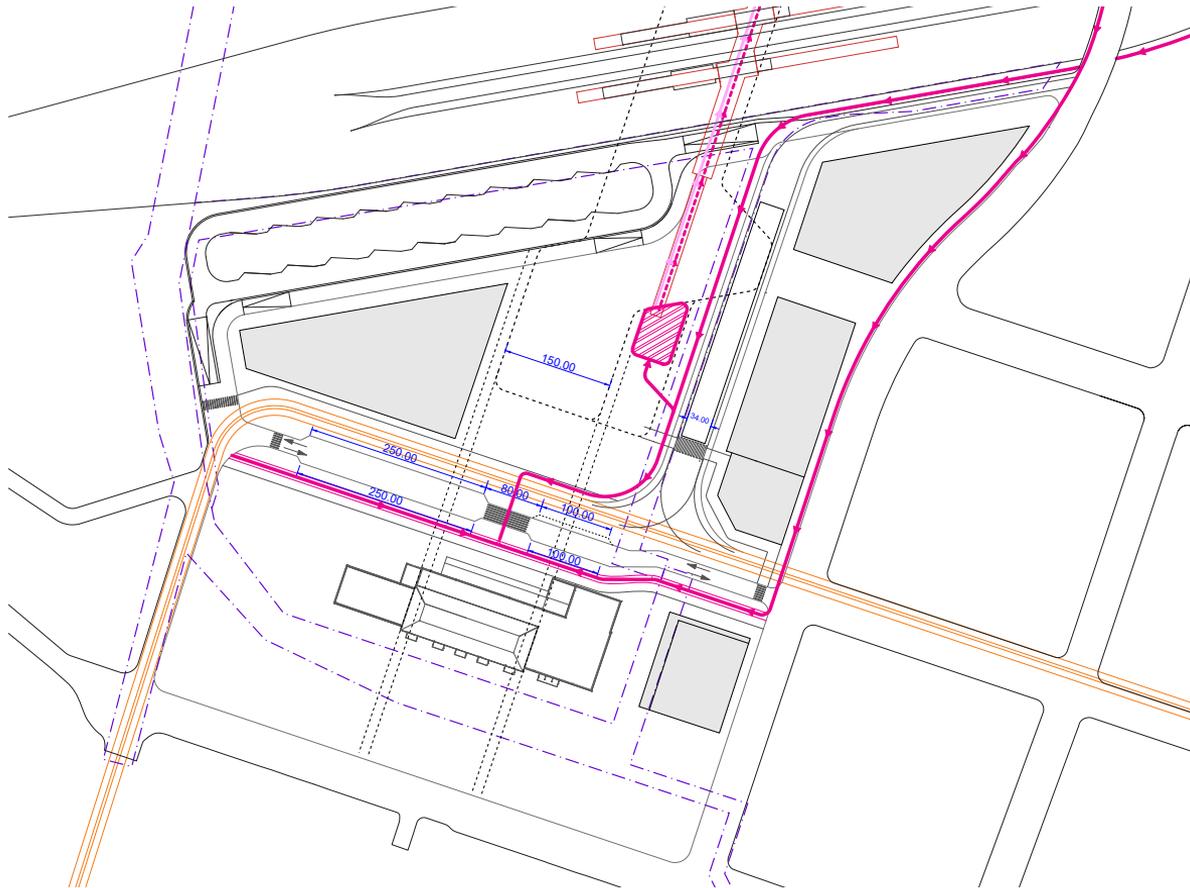
Bus terminal/
parking garage



BIKE ACCESS TO STATION - G STREET BRIDGE



STATION BIKE HUB OPTIONS



PROS

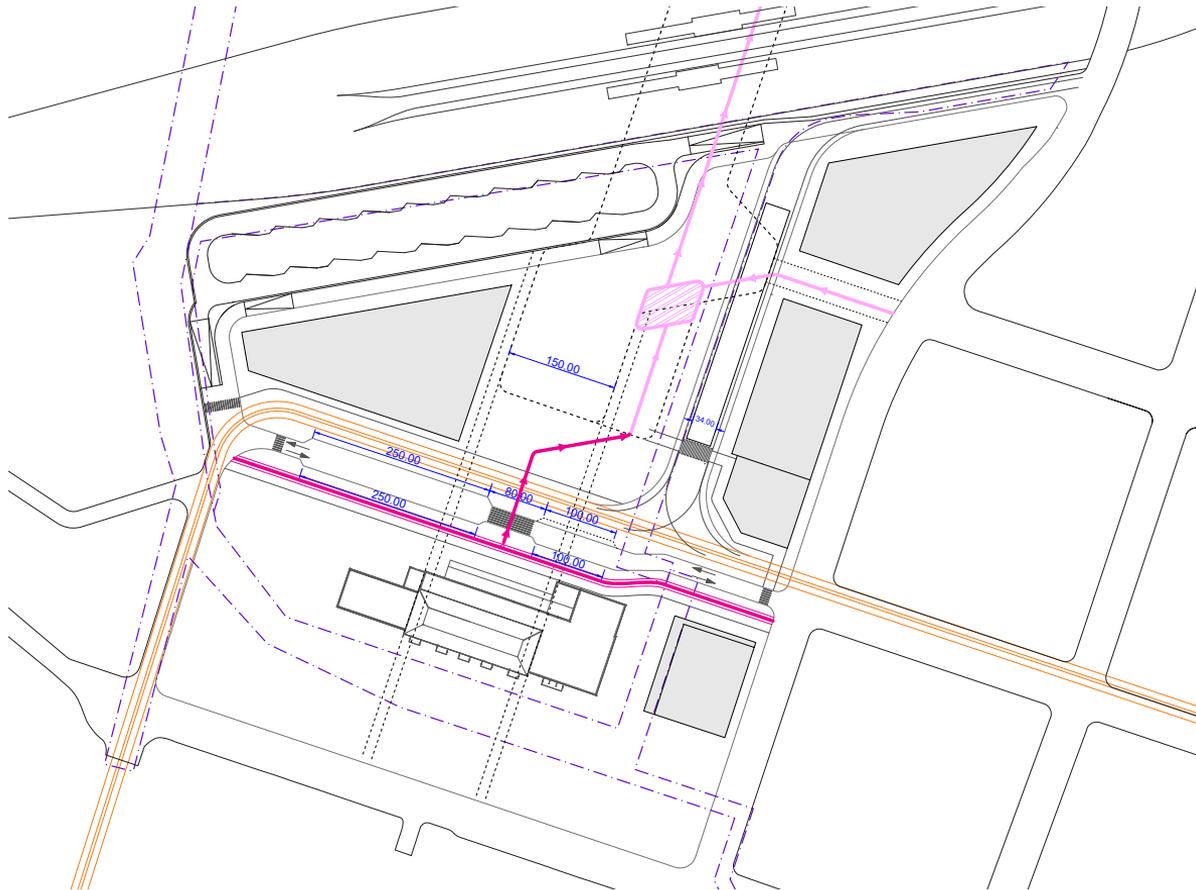
- *Access from F and H street
- *Utilizes existing tunnel to keep bikers using the station separate from pedestrians
- *Simplifies travel distance and complications for bikers to reach transit
- *They can also use the main paths of travel through the concourse above

CONS

- *Cyclists going West must dismount at Main crosswalk when coming through F street

— BIKE ROUTE AT CONCOURSE
— BIKE ROUTE AT GRADE
- - BIKE ROUTE BELOW GRADE

STATION BIKE HUB OPTIONS



PROS

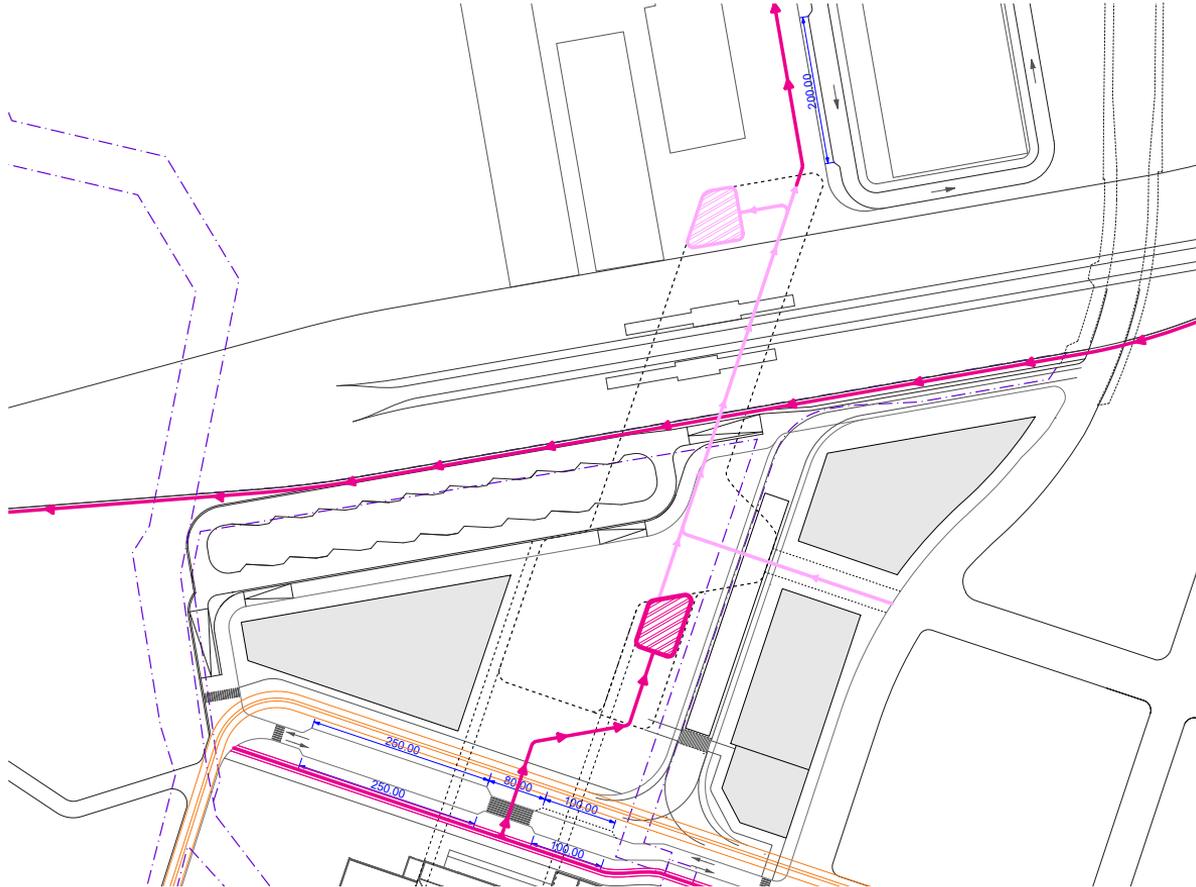
- *Access from G and H street to justify large entryway from G

CONS

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

— BIKE ROUTE AT CONCOURSE
— BIKE ROUTE AT GRADE
- - BIKE ROUTE BELOW GRADE

STATION BIKE HUB OPTIONS



PROS

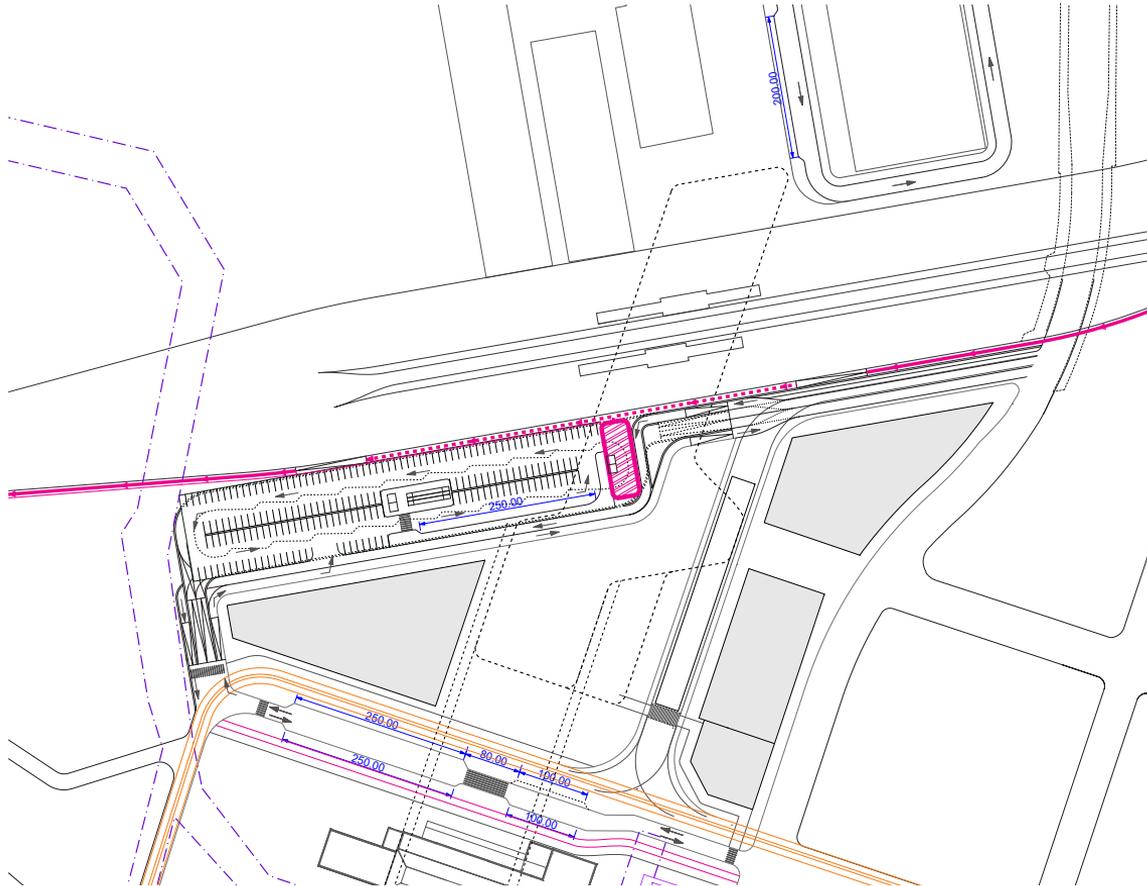
- *Addresses users from the North and South
- *Access from G and H street to justify large entryway from G
- *Access from both levels
- *Thruway on F

CONS

- *Cyclists have to go up to go down, will require increase in VT footprints
- *No access from F street

- BIKE ROUTE AT CONCOURSE
- BIKE ROUTE AT GRADE
- - - BIKE ROUTE BELOW GRADE

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

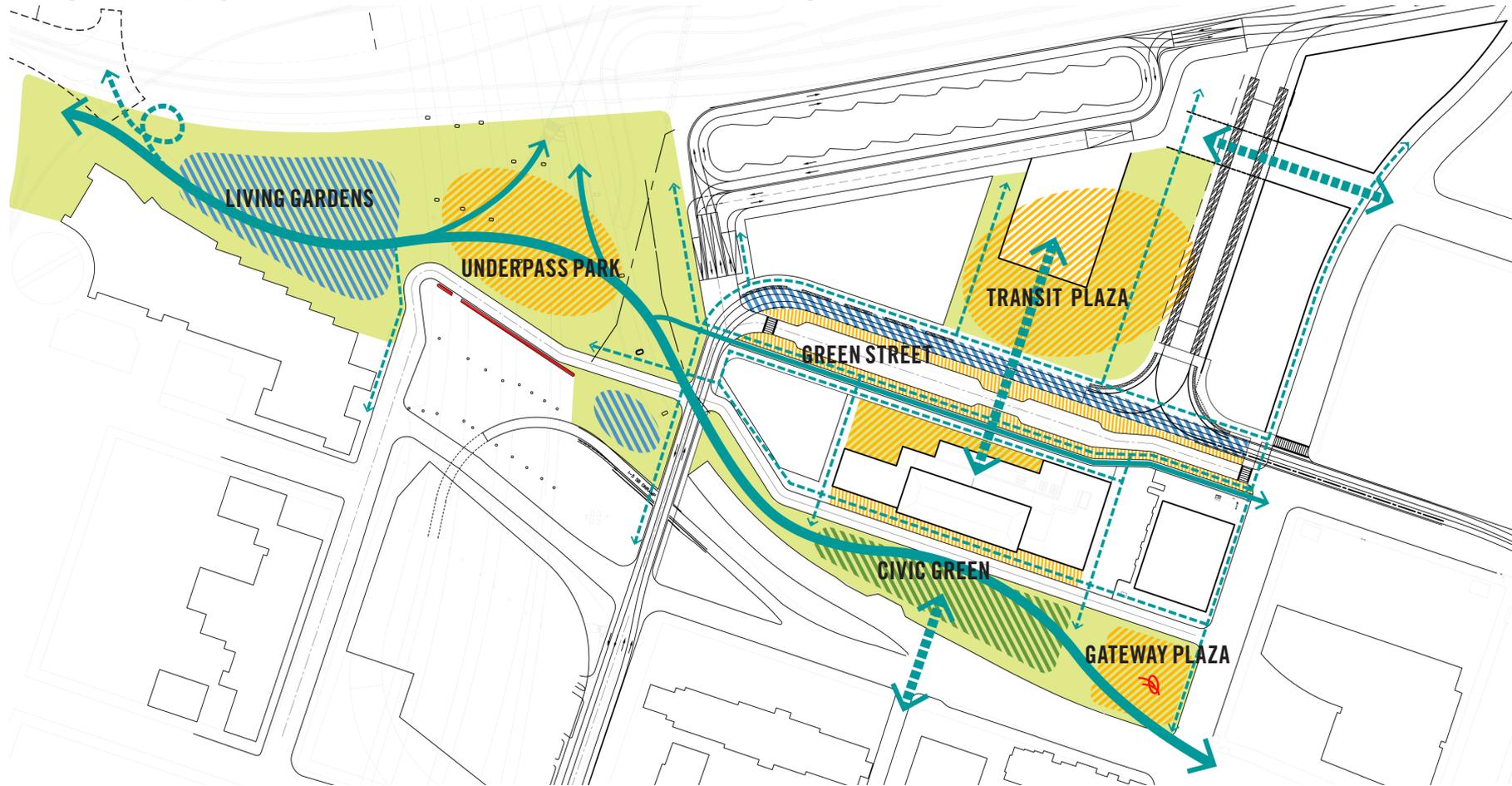
CONS

- * Bike Facility hidden within the Station

— BIKE ROUTE AT CONCOURSE
— BIKE ROUTE AT GRADE
- - BIKE ROUTE BELOW GRADE

PUBLIC REALM

PUBLIC REALM FRAMEWORK

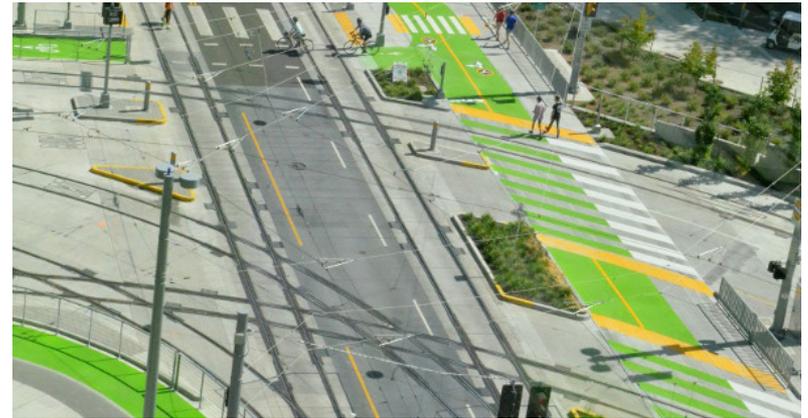
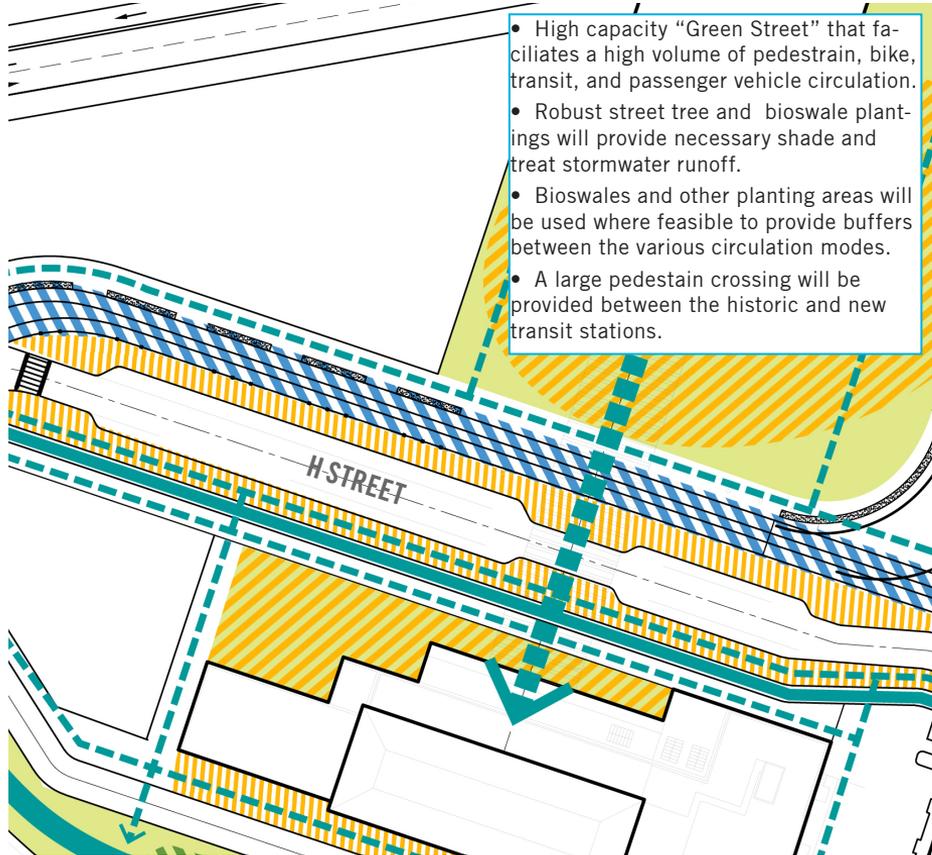


GATEWAY PLAZA

- 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.

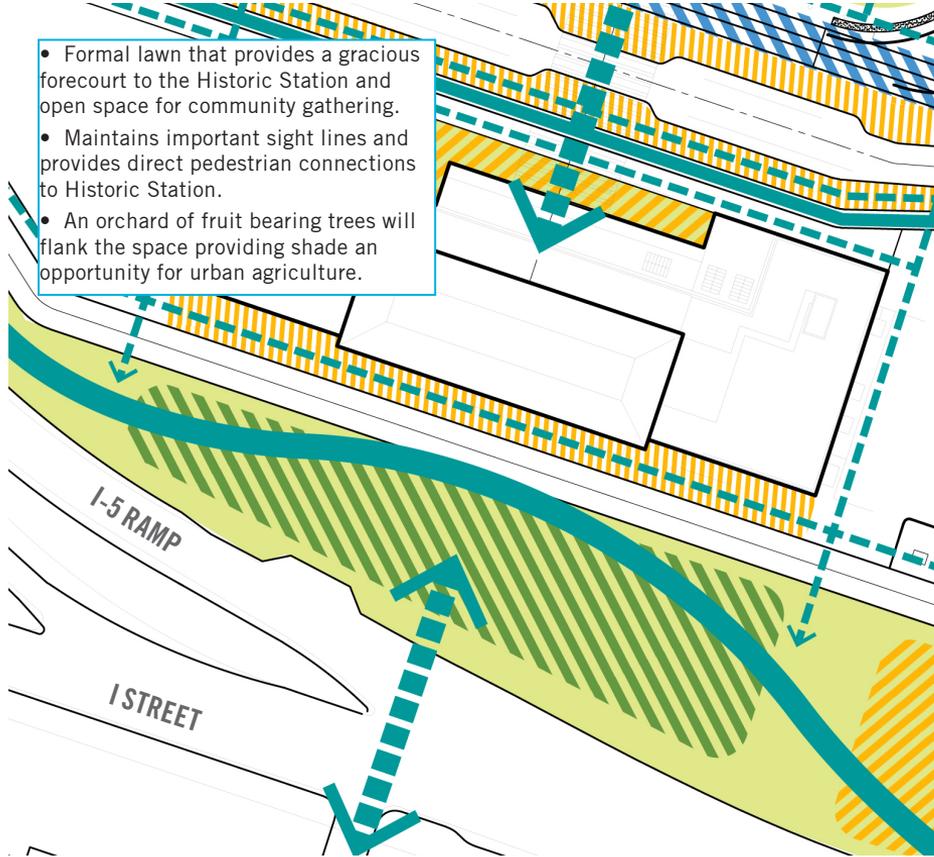


GREEN STREET

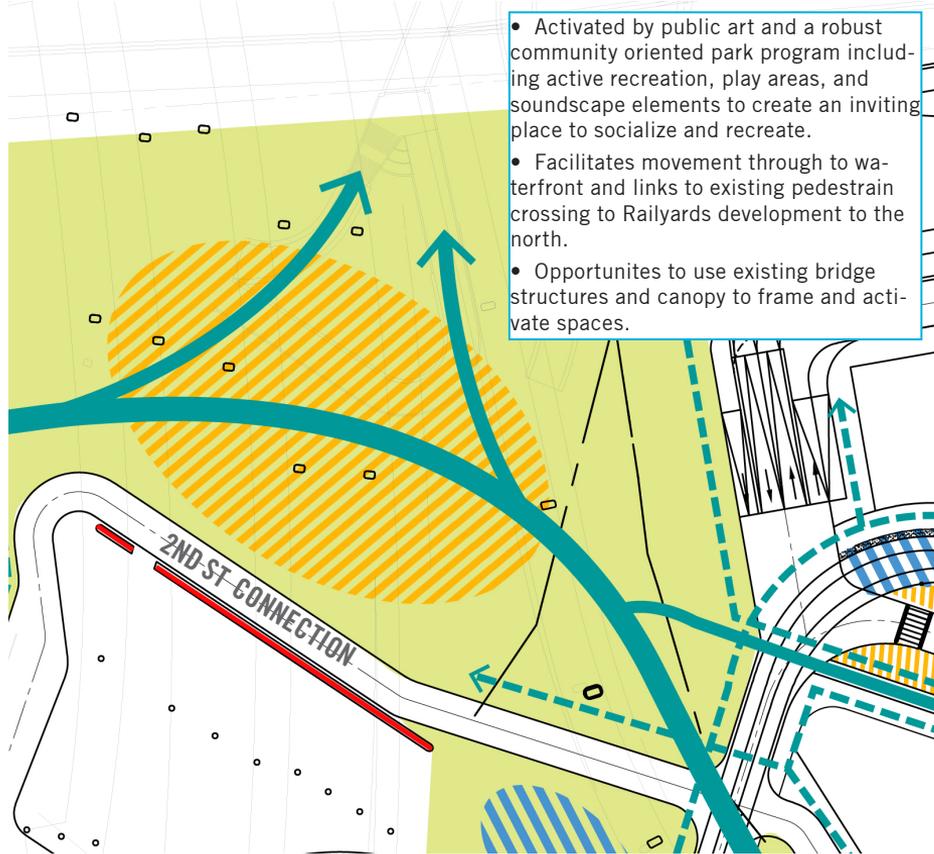


CIVIC GREEN

- 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 and an opportunity for urban agriculture.



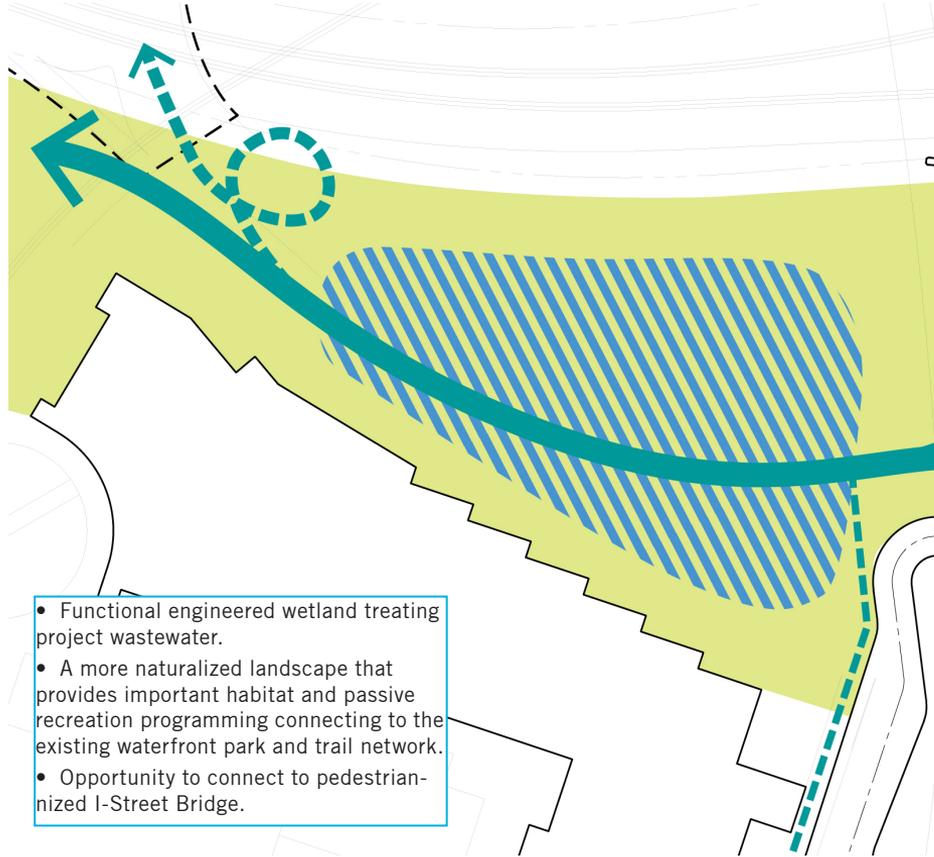
UNDERPASS PARK



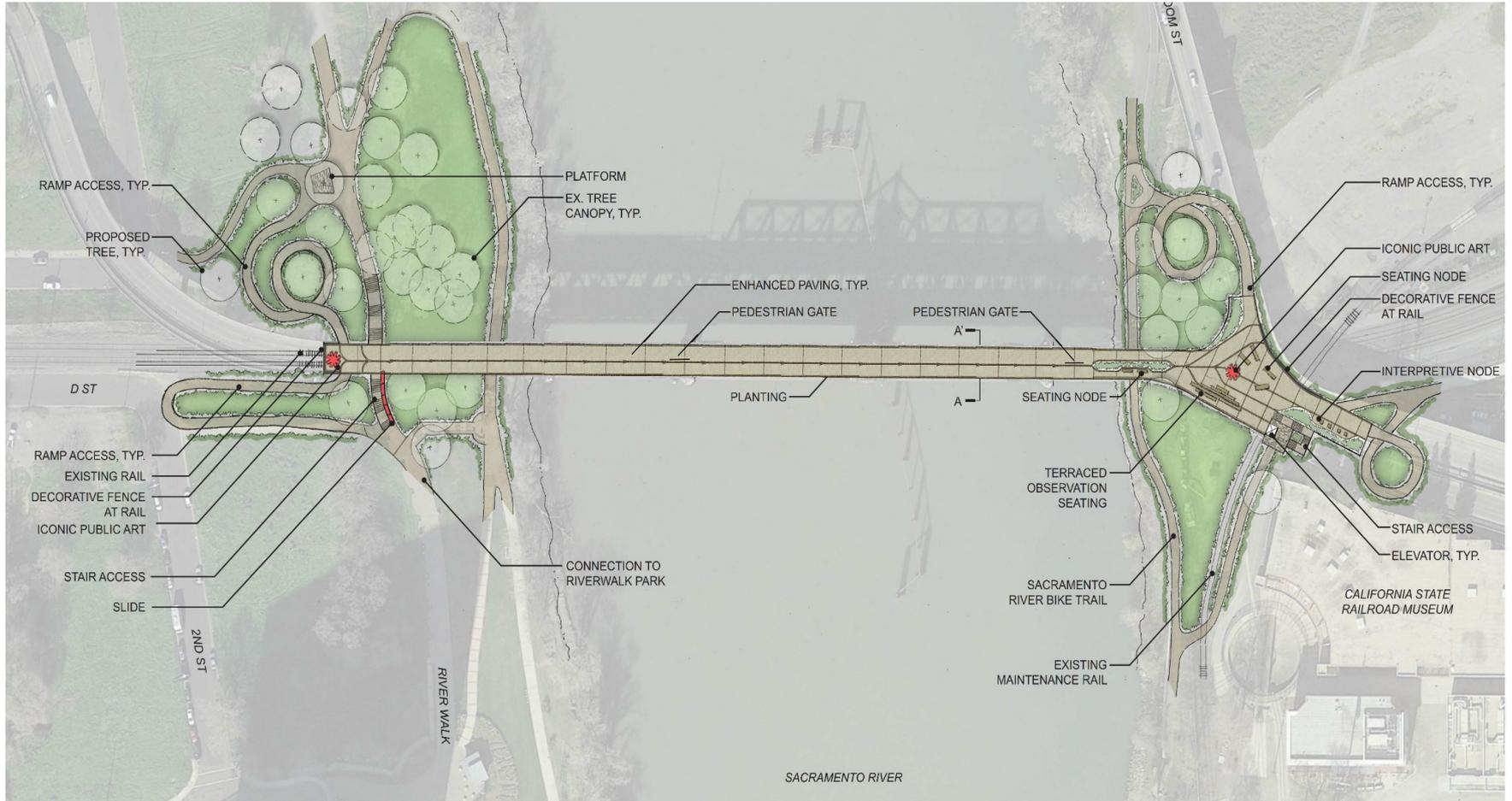
- Activated by public art and a robust community oriented park program including active recreation, play areas, and soundscape elements to create an inviting place to socialize and recreate.
- Facilitates movement through to waterfront and links to existing pedestrian crossing to Railyards development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



LIVING GARDENS



I STREET BRIDGE PROJECT



THANK YOU