SACRAMENTO VALLEY STATION MASTER PLAN
STAKEHOLDER MEETING#2 - 09/27/2019
Figure 3.9-3 Preferred Transit Network
Fehr & Peers, 2017; ESA, 2017

PREFERRED TRANSIT NETWORK FROM CCSP
AGENDA

Presentation and Discussion

- Public Realm Framework
- Circulation Framework
- G Street Connection
- LRT and Bike Tunnel Connection
- F Street Connection
- Bus / Mobility Center
JOURNEY & DESTINATION

Placemaking

Experience

Mobility

Sustainability
STATION CONNECTIVITY

Grade (+0’) & Concourse level (+32.5’)

Journey Moments:
- Railyard Landscape, Plaza
- Plaza Concourse
- Station Plaza
- Art Experience (Walkway)
- Walkable Env. (Doco DT)
- Immerse in nature (Crocker Park)

Bus Terminal
Station Concourse
SITE PLAN

PROPOSED LIGHT RAIL
PROPOSED STATION CONCOURSE
18-BAY REGIONAL BUS FACILITY & PARKING GARAGE
4 ST
HISTORIC STATION
REABUILDING
SITE PLAN
FRAMEWORK - TRANSIT ACCESS

Legend
- Purple: Regional Bus
- Green: Light Rail
- Light Green: Potential Street Car
- Pink: Local Bus Stop
- Light Pink: Local Bus Layover
Questions

1. We are proposing that the southbound local bus stop at 5th and G Street should be located within the intersection, as close as possible to the pedestrian desire line to access the station along G Street extension. Are there any operational challenges associated with this location?
FRAMEWORK - PICK-UP & DROP-OFF

Legend
- Access
- PU/DO Zone for Station
- PU/DO Zone for development
BIKEWAY CLASSIFICATION

- Bike Path (Class I)
- Bicycle Lane (Class II)
- Separated Bicycle Way (Class IV)
PROPOSED LIGHT RAIL STATION CONCOURSE
18-BAY REGIONAL BUS FACILITY & PARKING GARAGE
HISTORIC STATION REBUILDING

Legend
- Bike Hub
- Bike Path (Class I)
- Bicycle Lane (Class II)
- Separated Bicycle Way (Class IV)
- Bicycle Access in Plaza
- Grade Change Bicycle Access
BIKE FACILITIES

PARKING STRUCTURE BIKE HUB:
• Secure long-term parking facilities (i.e. people leaving their bikes at the station, rather than bringing on train/bus)
• 1,800 square feet, 200 spaces, small retail space/bike workshop

PLAZA HUB & RAILYARDS HUB:
• Short term parking / parking for bikeshare bikes
• 15 racks (space for 30 bikes) each location
• Easy to add capacity if Jump Bikes continue to grow in popularity
• Signage/wayfinding to secure bike parking

OPTIONAL:
• Option to add individual electronic bike lockers to current unprogrammed space between plaza and Light Rail
• Can be added if/when demand for parking in parking structure hub runs out of capacity
Questions

1. What and how many bicycle facilities should be provided in the station area? Which of the desired amenities should be included within the proposed bike facility at the tunnel level (-15’-0”)?
   • Bike Racks
   • Parts and Repair Shop
   • Lockers?
   • Showers (assuming these will be provided by the operator of the bike establishment)?

2. Do you agree with the proposed locations for bicycle facilities?
G STREET CONNECTION
G STREET CONNECTION

The Goods Line, Sydney, Australia

Highline, New York, NY

UC Berkeley, Berkeley, CA
Questions

1. What are the requirements for:
   - Ticket Machines
   - Shading and Seating

2. What flexibility will the design team have with respect to design of wayfinding, bus shelters, incorporation of advertising etc. as part of an overall design package for the multi-modal station area, if this deviates from SacRT standards?

3. Are any enhancements to the pedestrian crossings at the G Street and 5th Street intersection appropriate, such as raised crosswalks, change of materials etc?
TRANSIT PLAZA CONNECTION

- New Station Concourse
- 9th Street Connection
- Lot 40 Development
- Pick Up Drop Off
- Light Rail
- Pedestrian Crossing to Pick Up/Drop Off & Light Rail Platform
- 2 Way Bike Lane
- Ped/Bike Tunnel to Train Platform
- Transit Plaza
LRT, BIKE TUNNEL CONNECTION
BUS / MOBILITY CENTER
BUS TERMINAL FACILITY
PHASE 01 - ACCESS & BUILDING COMPONENT

Exiting Canopy structures
Existing Entrance
Bus Station Entrance
Ramp Connection

Bus Terminal Canopy
Openings to Above/To Concourse Level
Canopy Columns
Escalators & Elevators
Waiting Room & Seating
BOH
Office/Storage/Retail
Bike Hub
Existing Tunnel
BUS TERMINAL PLANNING
PHASE 01 - PARKING LEVEL PLAN PROGRAMMING

TUNNEL LEVEL
- BIKE FACILITY
- TOILETS
- DRINKING FOUNTAIN
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

PARKING & DROP-OFF LEVEL
- MICRO TRANSIT SHUTTLE DROP-OFF/PICK-UP
- VENDING KIOSKS (2) OR SPACE FOR RETAIL CART
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)
- NO OF TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- PARKING OFFICE?

BOH
- MAINTENANCE
- MEP
- STORAGE

PARKING & DROP-OFF LEVEL
- MICRO TRANSIT SHUTTLE DROP-OFF/PICK-UP
- VENDING KIOSKS (2) OR SPACE FOR RETAIL CART
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)
- NO OF TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- PARKING OFFICE?
Questions

1. We are proposing ticketing machines, but not a staffed ticket office, at the parking level in order to accommodate ticketing for passengers who either park in this new structure or are dropped off here. Will this suffice?

2. Are there additional amenities relating to rail services you would like to see integrated within the expanded tunnel passage? Currently, we are proposing toilets and vending machines.
**BUS TERMINAL PLANNING**

PHASE 01 - BUS CONCOURSE LEVEL PROGRAMMING

CONCOURSE
- TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- (4) VENDING MACHINES
- DRINKING FOUNTAIN
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

WAITING ROOM (670 SF)
- SEATINGS (36-40 PAX)
- VENDING KIOSKS (2)
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

BOH ROOM (350 SF)
- MEP
- JANITOR
Questions

1. What program components are required at the bus concourse level?

- Toilets – need to confirm number per gender (planned at expanded tunnel level)
- Ticket Machine/Kiosks – need to confirm number of kiosks and for which services
- Vending Machines (provision for 4)
- Waiting Room – capacity to be confirmed (no. of seats, no. of digital information displays, amenities) and ventilation strategy (natural vs. mechanical)
- Bus Operators Breakroom – waiting, restrooms (shared with passengers)
- Storage Requirements
Questions

1. Several transfers between travel modes involve multiple changes of level, moving both up and then down again (or vice versa) via a combination of stairs, ramps, escalators and elevators, to accommodate existing conditions and proposed multi-level facilities. Do you anticipate any challenges with this set of movements?

2. Given that the LRT platforms will need to accommodate vertical circulation elements from the rail concourse above, what impact will this have on platform layout and/or operations?

3. Should bicycles be allowed to access the upper level concourse and pedestrian promenade?

4. What type of bicycle access should be provided at the railyard site (e.g. ramps, elevators)
CANOPY STRUCTURE
EXTENT OF PROPOSED CANOPY ADDITION

MODULAR CANOPY SYSTEM

BUS CONCOURSE CANOPY
WALKWAY CANOPY
LRT PLATFORM
H STREET
BIOPHILIC INTEGRATION
BIOPHILIC INTEGRATION
BUS CONCOURSE DESIGN

PLANTING TO EXTEND THROUGH/BETWEEN CANOPY

PLANTING TO EXTEND DOWN INTO LOWER PARKING LEVEL

EDGE TREATMENT TO INTEGRATE PLANTING
Questions ?