

**Sacramento Valley Station Master Plan  
Stakeholder Focus Group Meeting – Mobility**  
Wednesday, January 10, 2018 | 1:30 – 3:00 p.m.  
Stanford Gallery, 111 I Street, Sacramento

Meeting Summary

On Wednesday, January 10, 2018 the City of Sacramento held the final set of stakeholder focus group meetings for Phase I of the Sacramento Valley Station Master Plan. The set of meetings included separate meeting for mobility and land use / placemaking interests. The mobility meeting took place from 1:30 – 3:00 p.m. at the Stanford Gallery, located at 111 I Street in Sacramento.

Project team members that attended the mobility stakeholder focus group meeting are as follows:

Greg Taylor, City of Sacramento
Geeti Silwal, Perkins + Will
Luca Giaramidaro, Perkins + Will
David Fields, Nelson Nygaard
Anthony Bruzzone, ARUP
Gladys Cornell, AIM Consulting
Nicole Porter, AIM Consulting
Taylor Coover, AIM Consulting

Sixteen representatives attended from the following organizations:

Amador Transit
Amtrak
California High Speed Rail
California Department of Transportation (Caltrans) District 3
Capitol Corridor Joint Powers Authority (CCJPA)
Coach USA / Megabus
Greyhound
Rail Passenger Association of California (RailPAC)
Roseville Transit
Sacramento Area Bicycling Advocates (SABA)
Sacramento Council of Governments (SACOG)
Sacramento Metropolitan Air Quality Management District (SMAQMD)
Sacramento Regional Transit (SacRT)
Downtown / Riverfront Streetcar

## Project Overview

As downtown Sacramento becomes more densely populated and the Railyards begins to develop, the Sacramento Valley Station will become a central destination for both community members and transit riders across the region. More information about this is available in the [Northern California Megaregion Report](#).

The goal of the initial phase of the Sacramento Valley Station Master Plan is to develop two conceptual alternatives for a future expanded regional transportation hub, which includes 38 acres of property surrounding the station. The master plan will integrate transit-oriented development and catalyze a sustainable downtown Sacramento Community. The completed plan will lead to the development of a transit center of infill and compact development, revitalized urban and community centers and reduced automobile usage and fuel consumption, and ultimately reduced greenhouse gas emissions.

The 38-acre Sacramento Valley Station Master Plan site consists of:

- The existing passenger rail station on City Property of approximately 17-acres
- The mainline track corridor of approximately 17-acres
- Adjacent undeveloped land
- A 1-acre privately-owned Railway Express Agency parcel at the eastern side of the station between H and I Street
- A 2-acre privately-owned Sacramento Railyards Lot 40 situated between the SVS and 5th Street north of H Street

## Master Plan Guiding Principles

The project team established three principles for a successful station area:

- *Placemaking/Land Use* – create a vibrant destination; catalyze new development; create an iconic landmark and a welcoming gateway to the City
- *Mobility* – ensure a diverse mix of programming; preserve the culture and build a distinct identity
- *User Experience* – provide ease of connectivity in, out and through the station; create an efficient multimodal hub; ensure parking is minimized and managed

These three principles guided the project team as they analyzed key findings from site analysis, gathered input from key stakeholders and the community, and developed two conceptual alternatives for the station.



## **Stakeholder Engagement Process**

The Sacramento Valley Station Master Plan’s public outreach program included facilitated discussions throughout the planning process with key stakeholders representing mobility and placemaking interests. Land use / placemaking interests include business interests, community-based organizations, cultural amenities, infill developers, and neighborhood associations, property and business improvement districts (PBIDs), and properties within a ¼-mile radius of the planning site. Mobility interests include public transportation agencies, transit providers, active transportation organizations, and transportation advocacy groups.



The City held the first set of stakeholder focus group meetings in March 2017. Two meetings were held during this time; one with land use / placemaking interests, and one with mobility interests. In June 2017, the City held an all-hands third focus group meeting with both areas of interests. The final set of focus group meetings, held in January 2018, included two meetings; one with mobility interests and one with land use / placemaking interests.

## **Stakeholder Focus Group Format**

The beginning of the meeting was held in an open house format, where stakeholder representatives were provided with an opportunity to review display boards highlighting the two conceptual alternatives, the proposed transit network and street hierarchy, the open space network, station layout, and site programming.

The project team then gave a brief presentation to provide stakeholder representatives with an overview of the two conceptual alternatives developed for the master plan. Following the presentation, stakeholders discussed key elements of the conceptual alternatives and project phasing.

The meeting objectives included:

- Review the project objectives and City’s vision for the master plan.
- Provide an overview of and gather input on key elements of the two conceptual alternatives.
- Identify stakeholders’ goals, current projects, and upcoming projects; the timeline of these goals and projects; and how they may impact the success of phasing the Sacramento Valley Station Master Plan.
- Discuss stakeholder expectations of the future SVS master planning site.

## Stakeholder Discussion

The following is a discussion summary. Discussion questions and comments have been categorized by topic.

### Connectivity within the Site

- All the different transit connections need to be centralized at the station.

### Bus Service

- Which bus providers will use the bus loop?
  - *Project team response:* Amtrak, Greyhound, and local bus providers will use the bus loop.
- Amador Transit currently has two buses coming to Sacramento every day. We receive requests constantly to increase bus service to Sacramento because of the medical services in the area. We also receive requests to connect to Amtrak and Greyhound, but we want all these connections to be consolidated in one location. This transportation hub is crucial for us, as a rural bus service.
- Amador Transit's route to Sacramento stops at the 65<sup>th</sup> Street light rail station, downtown along L Street, and the Sutter General Hospital. We have elderly people who need to go to hospitals for medical services.
- Greyhound needs a staging area; our buses' dwell times can be anywhere from 20 minutes to one hour. We have a garage across the river in West Sacramento where our buses can dwell.
- Will there be a connection from the Sacramento Valley Station to the Sacramento Airport in the future?
  - *Project team response:* Yes, Sacramento Regional Transit is working on the Green Line to the Airport project, which will provide a light rail connection from the station to the airport.
- Greyhound wants to support intermodal transportation; it is more convenient for us and more convenient for the community. We are trying to get rid of that standalone facility concept. We want to be where the people are.
- Roseville Transit is receiving requests to transport commuters to Downtown Sacramento and the airport. We would rather have our buses go from Roseville to the Sacramento Valley Station, and then have riders transfer to another service that takes them from the station to the airport.
- Sacramento Regional Transit (SacRT) is undertaking a Route Optimization Study this year. We will be taking a fresh look at all of our bus routes and stops to identify where people want to go. We will also be looking at potential new bus services.

### Light Rail Service

- When the streetcar is built and comes online, it will create some operational issues with timing at the beginning.

### High Speed Rail Service

- There needs to be more discussion about what the tracks and platform need for High Speed Rail in the future.
- The state rail plan is looking for funding for a high speed rail substation. Service needs to increase at the Sacramento Valley Station before any high speed rail connection comes to Sacramento. I anticipate high speed rail will have some connection to the SVS site eventually, either via a separate structure or a diamond junction.

### Storage for Heavy Rail, Light Rail, Buses, and Bicycles

#### *Heavy Rail Storage*

- I think it is reasonable for this project to consider making this station a “through station.” I also think the City can look at a trail track, which allows trains to park off the main line; high speed rail and other rail lines coming through will need storage space.

#### *Light Rail Storage*

- For SacRT’s operations to be efficient, we need storage for light rail vehicles in the Downtown Sacramento area. Without it, we would see problems on event days and especially during Golden 1 Center days. We can’t have our light rail cars clogging the streets.

#### *Bus Storage*

- How many bus parking spaces are required for the area?
  - *Project team response:* Currently the City is planning for 14 bus parking spaces.
- The City needs to consider bus storage; where can bus providers store their buses during the holidays?
- Is there room for expansion on the number of bus parking spots in the future? You have 14 spots planned now, but what if this becomes a huge intermodal hub? There should be room for growth.
  - *Project team response:* Based upon experience and technical analysis, the City and project team approached growth at the station by planning an efficient bus terminal. Today there are eight bus parking spaces at the station; we have added about 50% more spaces. What we want to happen in the future is, buses will not be parked at the terminal for more than five minutes at a time. If you have 14 spaces and turn them over ten times every hour, you can accommodate 40-50 buses each hour. When the volume of buses reaches that number, then the City would need to look for other storage options. Based on future projections, it will be a long time before that number of buses is reached.
- If a train is late, we may need a place to store buses while they wait for the train to arrive. The station should consider having a place where we can keep five to seven buses if they need to stay for about a half hour.

- *Project team response:* Thank you for your suggestion. If the demand for transfers among transportation modes increases, the City will consider pursuing grant funding to explore options for additional bus storage.
- If the bus terminal is going to be underneath a building, the City needs to keep in mind that buses need at least 14-foot clearance.
- The City should have a charging station and waiting area for electric buses.
- Megabus needs minimal storage space for bus equipment.
- The City should reach out to rural counties to see what their projected bus needs are, before deciding the number of bus parking spots needed at the station.

### *Bike Storage*

- There is a ton of pressure on the City and on Capitol Corridor to accommodate bicyclists who are planning to ride the train. Good bike parking and a good bikeshare system are ways to minimize the number people taking their bikes on a train. Once there are safe and secure bike lockers at the Sacramento Valley Station, I will be happy to leave my bike at the station. But until then, I will take my bike with me.

### **Bicycle Connections**

- H Street is currently the only navigable street for bicyclists, so the City needs to consider that H Street won't be viable for bikes to the east of the station in the future; there will be too many tracks. Once you get past 7<sup>th</sup> street, it only gets worse.
- Going east from the station, J Street is too difficult for people to bike on and G Street goes the wrong way.
- It is important that the City considers bicycle access as an integral part of this master plan.
- As the City thinks about where to locate bicycle access and amenities, thinking about how bicyclists will get onto other streets. For instance, if you take away the Interstate 5 ramps on I Street and convert I Street into a two-way street, there will be other impacts to consider.
- SacRT is looking at installing a Class IV bicycle path on 8<sup>th</sup> Street and 12<sup>th</sup> Street, adjacent to light rail.
- When it comes to bike access, context matters a lot. Capitol Corridor riders access our system by bicycle; most of these riders access the train in Davis or Berkeley, but there is still a high percentage of riders that access the train by bike here in Sacramento. I want to see Capitol Corridor take full advantage of that capacity.
- Looking at where residential and office spaces will be located in both options; the City needs to consider that they may be attracting companies that will hire people from San Francisco and other areas where they do not have cars to come to the station with. They will be dependent on rail.
- Most people live south of the grid, so it is important to consider how they will access the station by bike.
- Keep in mind how people from northwest of the station will access it by bicycle.

- One item to potentially consider when removing the Interstate 5 ramps is the existing traffic on J Street will then re-enter on L Street. Currently, traffic loops up to 5<sup>th</sup> Street and I Street to the freeway. Without the ramps, new traffic patterns may have an impact on bike routes.
- As the City looks to create a functional bikeshare system, please keep in mind how and where people will be accessing the station to inform where the location of the bikeshare should be.
- There is potential connectivity across the tracks to the River District. This will mainly be handled by the 5<sup>th</sup> Street and 6<sup>th</sup> Street overpasses. So I think we want to think about how 5<sup>th</sup> Street connects all the way up, and plan for facilities at the end of it.
- I don't like the idea of having a bike bridge within the concourse area. What makes me feel safe on a bike is if it is integrated in an environment. I might feel less secure if I am isolated on a bridge or riding at a different grade than what is happening on the ground.

### **Bicycle Amenities**

- Bike storage should be provided at the midway plaza, so I do not have to make an extra trip to park my bike at the historic depot and then go back to the midway plaza and concourse.
- Greyhound requires that cyclists pack their bikes. There is currently no ability to transport bikes any other way. The City should consider having a service that helps cyclists pack the bikes.
- Where a bicycle facility or amenity is located matters.
- There are bicyclists, who say they would ride their bike to the station, but it is not easy for them and they don't know how to make it work. The City should make it a seamless and stress-free experience for everyone.

### **Parking**

- Please consider when it will be the appropriate time to remove parking from the historic depot completely. Once we have autonomous vehicles, there should be no need for parking spots at the depot and civic plaza.

### **Phasing**

- Prioritize transit on H Street.
- The City should prioritize amenities on H Street and improvements to the site's infrastructure.

### **Technology in Transit**

- Greyhound now has a smart mobile device app for ticketing. I think we need to share our schedules with other transit providers, such as Amtrak and Megabus, to create a more cohesive network. I'm not sure how we can compile all of the different transit providers' schedules into one app, but I think that would be valuable to transit riders. Maybe one group could compile all the information and disseminate it.
- To offer an app that provides the schedules and transit information for each provider would be amazing.

- The state rail plan is currently trying to develop standards for data sharing and purchasing for both public and private carriers.
- Information about each transit provider should be in one app or one website. The technology is there, so we just need to organize it and make it happen.
- Amtrak’s app has an option where riders can arrange a Lyft pick-up and drop-off in relation to their Amtrak ride.

### **Additional Comments**

- How would you characterize the vision behind State Railroad Museum, if the City is going to demolish the J Street viaduct?
  - *Project team response:* That area is technically outside of the master plan boundary. However, because the City’s goal is to provide access to the master plan site for people going to the station or across the I Street Bridge, the vision for the area includes increasing the number of “eyes on the street.” This extension of the site could include an extension from the Railroad museum, such as a restaurant, that provides an open space and activates the environment.
- Consider the elderly population when organizing transit schedules and stop locations at the station. You may have an elderly community take a day trip to San Francisco; they will need time in between their connections to use the restroom and other facilities.
- I noted some of my concerns regarding the current plan to include only 14 bus bays at the Sacramento Valley Station. This issue was discussed at our Social Service Transportation Advisory Council (SSTAC) meeting this week and there was again concern that this would not be enough bus terminals to service all the feeder public and private transit and bus services that would access the station. At the stakeholder meeting, there was a comment that the bus bays could be used more efficiently with short loading times to increase its capacity. However, our transit stakeholders noted their concerns to ensure adequate ADA and luggage loading/unloading time would be available. In addition, it eliminates the availability for bus operators to enjoy the Station terminal amenities during their breaks, especially if there is currently no layover facility included in the plan. Again we are concerned that there will be an extremely high demand to connect buses into this terminal and 14 bays will not be enough to service the area, particularly during peak hours and even more so if there is no layover facility included in the plan. I hope that my comment is taken into consideration and a more thorough analysis of the bus needs for this facility is conducted.

### **Board Display Feedback**

The following is a summary of input gathered through post-it notes attached to board displays around the meeting room.

- Commercial bus parking is needed.
- Realistic parking needs to be considered.
- Either place-driven or experience-driven, the station needs to make transit more convenient.

- Accentuate transportation elements.
- Needs to be connectivity (bike, pedestrian, and transit) to the River District.
- Efficient transit connection.
- Technical analysis (circulation) to shape the plan.

## **Appendix**

- Meeting Invitation
- Display Boards
- Phasing Diagrams