Meeting Summary

On Thursday, July 25, the City of Sacramento held a stakeholder focus group meeting for the Sacramento Valley Station Master Plan. The meeting took place from 10:00 a.m. – 12:00 p.m. at the station, located at 401 I Street in Downtown Sacramento.

The following project team members attended the stakeholder meeting:

City of Sacramento	Perkins and Will	Grimshaw Architects	ARUP	Nelson Nygaard	AIM Consulting
Greg Taylor	Geeti Silwal	Christina Tung	Anthony Bruzzone	Magnus Barber	Gladys Cornell
	Luca Giaramidaro	Hoang Nguyen	Mathew Bamm		Nicole Porter
					Elise Brockett

Eighteen representatives from the following organizations attended the meeting:

Amador Transit	Paratransit, Inc.
Auburn Transit	Roseville Transit
California Department of Transportation	Sacramento Area Council of Governments
Capitol Corridor Joint Powers Authority	Sacramento Regional Transit
Coach USA	San Joaquin RTD
Fairfield Suisun Transit	Shasta Regional Transportation Agency
Greyhound	Yolo County Transportation District

The meeting objectives included:

- Provide a project update on the Sacramento Valley Station Master Plan effort
- Review key highlights from the recent transit-oriented development roundtable
- Share what the City heard from stakeholders and community members in the past year
- Present new concept elements and considerations for Option 1 and Option 2
- Discuss and gather input on the station's bus facility configuration and access, opportunities

The project team discusses the station's mobility framework with stakeholders

and constraints related to creating a safe and comfortable bicycle network at the site, and ideas for rail and station programming.

Project Overview

In 2018, the City concluded work on an initial conceptual planning that resulted in two master plan concepts. In 2019, the City will refine these two concepts to develop a preferred option plan and multi-phase implementation plan. In 2020, key elements of these plans will be incorporated into the Railyards Specific Plan to provide a pathway for expanding regional transportation services and developing the SVS site with land uses supportive of transportation. In addition, the Bus Center will move forward to 30% for construction funds grant application.

The plan area will be designed for sustainable principles on the City-owned site under the framework of the International Living Futures Institute Living Community Challenge.

Meeting Format

Gladys Cornell, AIM Consulting, began the meeting by welcoming attendees and thanking them for their participation. Each stakeholder representative introduced themselves and the agency / organization they were representing. Greg Taylor, City of Sacramento, continued the meeting by providing a project update on the master plan effort, and sharing key takeaways from a recent transit-oriented development roundtable discussion which took place in June 2019. Then Geeti Silwal, Perkins and Will, shared key input the project team received from both stakeholders and community members in the previous stage of the master plan effort. Geeti also presented new concept elements and considerations for the preferred master plan concepts.

The stakeholders divided into breakout groups

Following the presentation, project team members facilitated small group discussions at three tables. Each table focused on a separate transportation topic. Stakeholder representatives were split into three groups and took turns at each table. After each group visited the three tables, project team members shared key takeaways from their table's discussions with the whole group.

Discussion

Below is a summary of the small group discussions, organized by topic.

Rail and station programming

Bus

- Most local and regional bus transfers at the site occur with the light rail system. Priority should be given to this transfer mode.
- Dynamic boarding operations does not work with Greyhound and Coach based on past experiences. Departing buses need dedicated space for operations to work; if dynamic boarding is considered, it can only work for arriving buses.
- Greyhound buses can have up to 30-minute layovers, and Coach buses can have 10-minute layovers.
- Bus and light rail transfers are important to plan for, especially as there are various regional buses stopping at the site.
- Greyhound may need a ticket kiosk.

Gladys Cornell, AIM Consulting (left) and Luca Giaramidaro, Perkins and Will (right standing), leading the group discussion

Ticketing

- State rail operations are moving towards a gateless check-in and ticketing process.
- Today, passengers are interfacing via mobile devices. There is an emphasis on providing good digital connectivity and up-to-date information and communication. There needs to be Wi-Fi throughout the station, perhaps on the trains as well.
- Bus operators are also transitioning to a gateless process.

Programming

- There needs to be wi-fi at the station!
- Include comprehensive bike services within the station precinct. This should include a bike repair/maintenance shop, storage, lockers, and a shower if possible.

Other

- Separate car and TNC (transportation network companies such as Uber and Lyft) access from pedestrian and bicyclists paths.

- The station must provide universal accessibility for all types of users. Operational priority should be given to individuals with disabilities.
- There needs to be a clear and legible wayfinding strategy within the station precinct. It should extend beyond the project site boundary for all users including buses, private vehicles, TNCs, pedestrians, and cyclists.
- Be ambitious with creating a destination for the station via the integration of revenue generating retail/commercial components. These can include a supermarket/grocery offering, food/beverages shops, florists, etc.

Bicycle network

Overall, there was broad support from stakeholders for bike access from all sides of the station. Representatives expressed a preference for physically separated bike paths/cycle tracks wherever possible.

- There needs to be a route connecting F Street through the station, especially for those cycling from the east or the Railyards.
- 80% of Amtrak / Capitol Corridor riders bicycling to the station bring their bikes on the train. This leaves a demand for secure bike parking at the station for the remaining 20%.
- The bike network design should clearly separate people walking and bicycling to minimize conflict with strollers, dogs, etc.
- Safety on the F Street extension bike path behind the bus terminal needs to be considered. There should be good lighting and permeability to the station/parking garage.
- Regional bus companies carry mostly commuters. Some of these commuters carry bikes on the bus and need to exit the station to get downtown.
- Major employers see the potential for their employees to use shared bikes to finish their commute – there need to be shared bikes available for them to use at the station.
- The Railyards will have direct access to the Sacramento River Trail north of the train tracks. They will also have an existing tunnel under the tracks west of the station.

Geeti Silwal, Perkins and Will (middle), leading the group discussion

Bus facility

Local and regional bus plans

- Megabus currently has no planned bus connections to San Joaquin trains.
- Greyhound has no plans to close the Richards Station and switch to the Sacramento Valley Station terminal once it comes online.

- Sacramento Greyhound riders typically connect to the Richards station by car, not trains or local buses.
- Shasta Regional Transportation Agency (SRTA) buses (the Salmon Runner) would exit the bus bay via F Street when heading Downtown.
- Sacramento Airport is the primary destination of SRTA bus riders. They will typically connect by SacRT and Amtrak transit.
- SRTA is looking at a future stock of e-buses and the potential for offsite charging stations.

Magnus Barber, Nelson Nygaard (middle), leads the group discussion

- SacRT is planning to bring more buses to the station; nearly 80 buses during the peak hour. To accommodate this, their bus traffic will go to 5th Street to reduce demand on 3rd Street.
- The station will serve Yolobus' Davis Express bus and local service to West Sacramento.
- Auburn Transit riders typically connect to trains, local jobs, Sacramento Airport, and places north of the Sacramento Valley Station.
- Auburn Transit riders prefer to make just one transit connection when going to the airport (i.e. at the site).
- Roseville Transit is looking at potential sites at W and X Streets, south of Downtown Sacramento.
- Roseville Transit prefers longer layover space allocated somewhere, perhaps in a place with charging stations and driver restrooms.

Bus facility options

- For bicyclists, Bus Option 1 is preferred – where SacRT stops at 5th and H Streets. This keeps SacRT stops closer to Downtown (which is desirable to cyclists).
- For transit riders, Bus Option 3 is preferred. This puts all SacRT buses at G Street and is more intuitive to riders.
- Need to clarify transfer points between regional buses and SacRT services.

Street planning

- F Street should primarily serve transit, with car traffic reserved for emptying the garage only after major events at night. The garage will hold up to 125 cars.
- Primary entry/egress to the nearby parking garage for cars will be via 3rd Street.
- At H Street, Caltrans prefers to keep car pickup/drop-off zones away from bus and pedestrians to minimize conflicts.
- Agencies anticipate using F Street for bus entry.

- Examine if there can be fewer loops entering and exiting the bus facility. This is more convenient for bus operations.
- There may be challenges with 3rd Street having high traffic demand.
- In the future, there could be a need for on-demand services on G Street.

Other

- Move the I-5 northbound ramp (at 3rd and I Street).
- There are ADA concerns with the bus layover at 5th Street (north of H Street).
- Explore the possibility of coded / locked storage facilities available for bus drivers.
- Keep buses and cars away from bike paths to minimize conflicts.
- A robust wayfinding plan will be needed to connect users between transit modes.
- Will there be private restrooms available to drivers?
- The master plan needs to consider safety concerns at the station (e.g. at night), especially in regard to elderly passengers.

Appendix

- Meeting invite
- Presentation

The Master Planning effort for the Sacramento Valley Station (SVS) continues!

Join us for the next focus group meeting as we build upon the draft plan and discuss important rail, bus, and bicycle considerations for the SVS site.

Thursday, July 25
10:00 a.m. – Noon
Sacramento Valley Station
401 I Street
Downtown Sacramento

At this meeting we will discuss:

- How to plan for seamless transfers between all transportation modes;
- What would contribute to a successful bus facility serving regional and local buses;
- How we can create safe and comfortable connections for bicyclists entering, exiting, and traveling through the site; and
- Potential ideas for rail and station programming which could include retail, restaurants, and office space.

Please RSVP by Friday, July 19
Email Ariela Cuellar at acuellar@aimconsultingco.com or call (916) 442-1168.

www.sacramentovalleystation.org

SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MOBILITY MEETING - 07/25/2019

GRIMSHAW TRANSIT DESIGN

JOURNEY

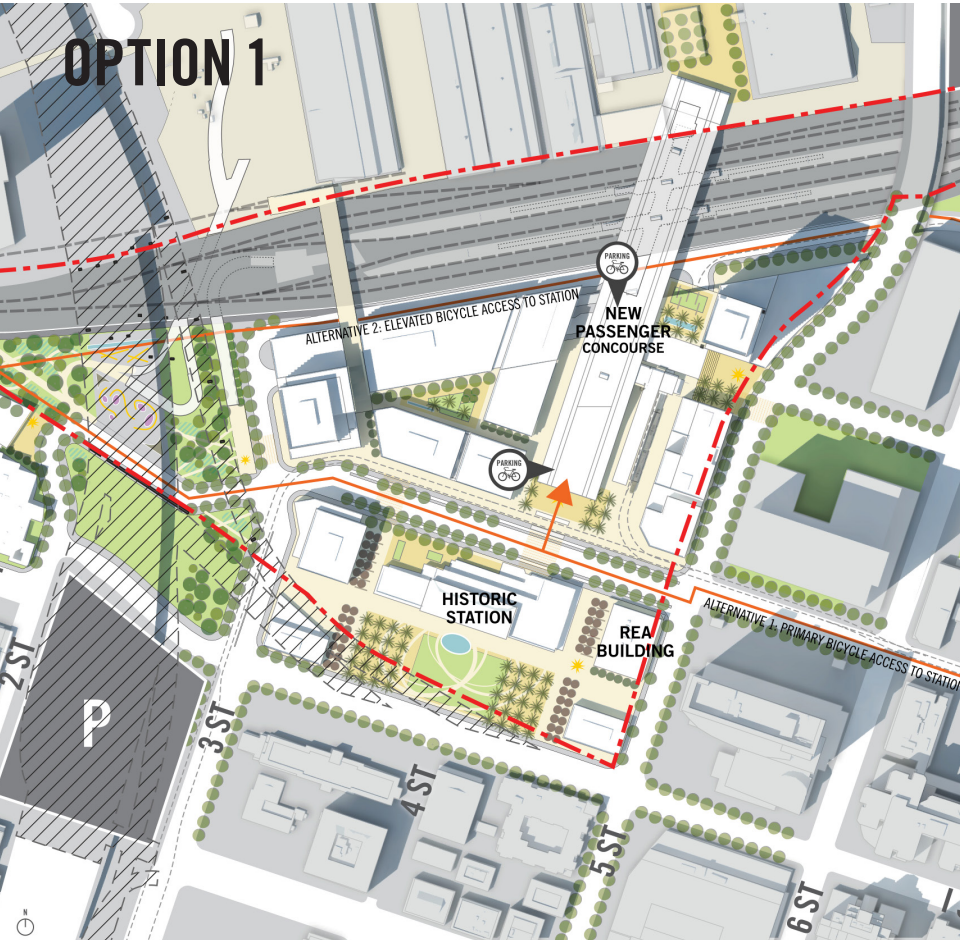
PERKINS+WILL URBAN DESIGN

DESTINATION

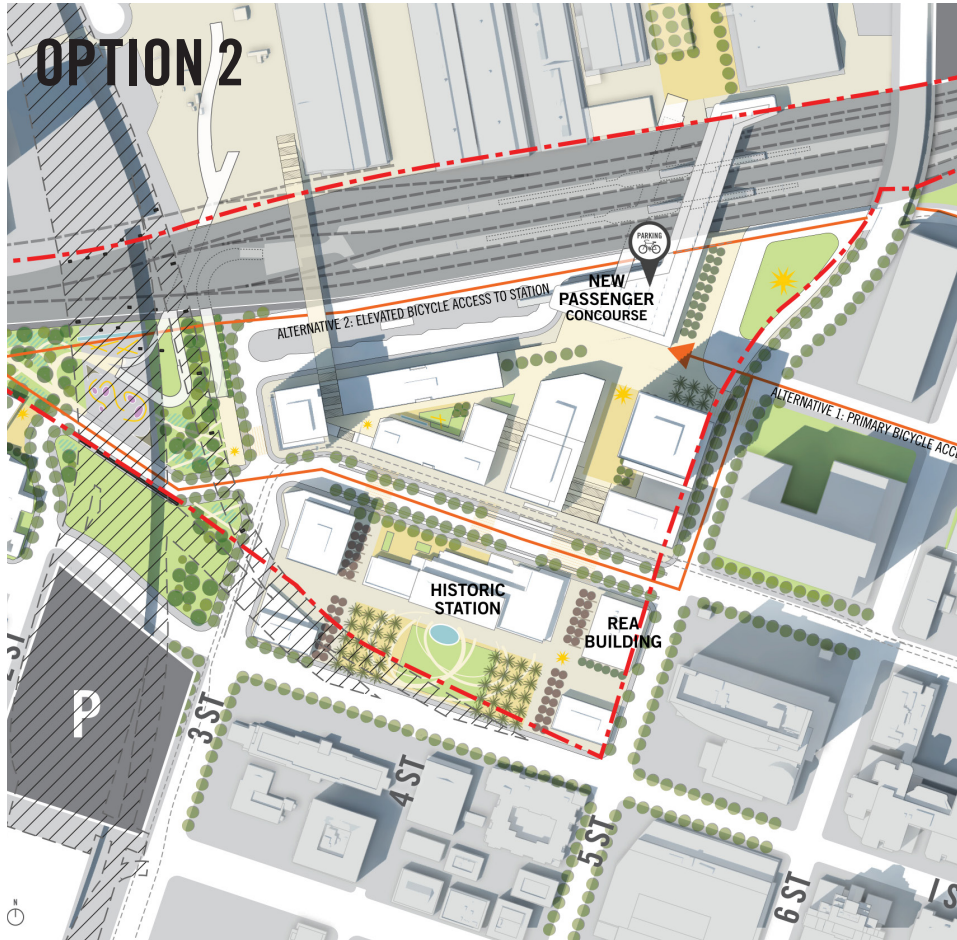
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

PHASE 1

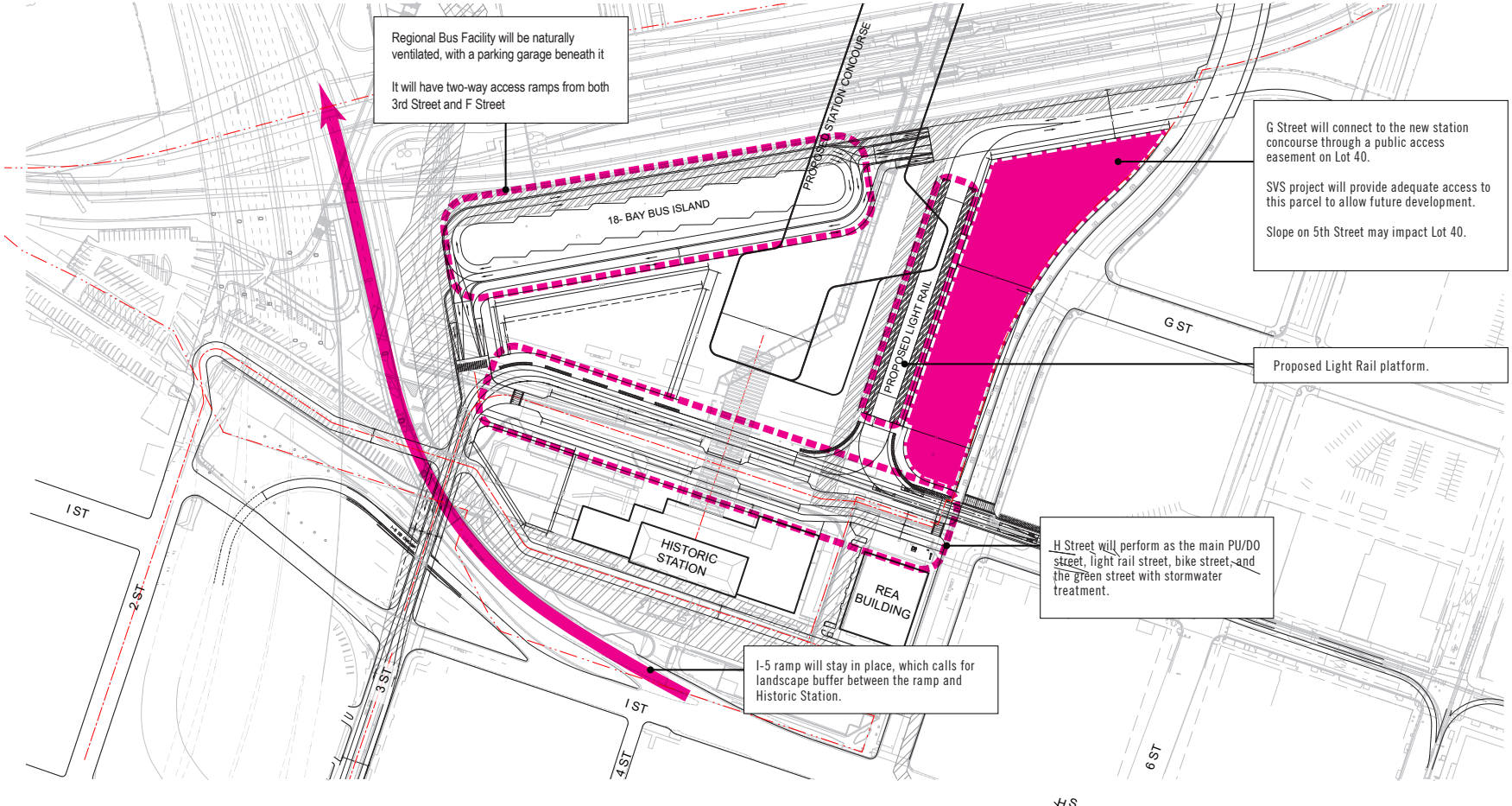
OPTION 1



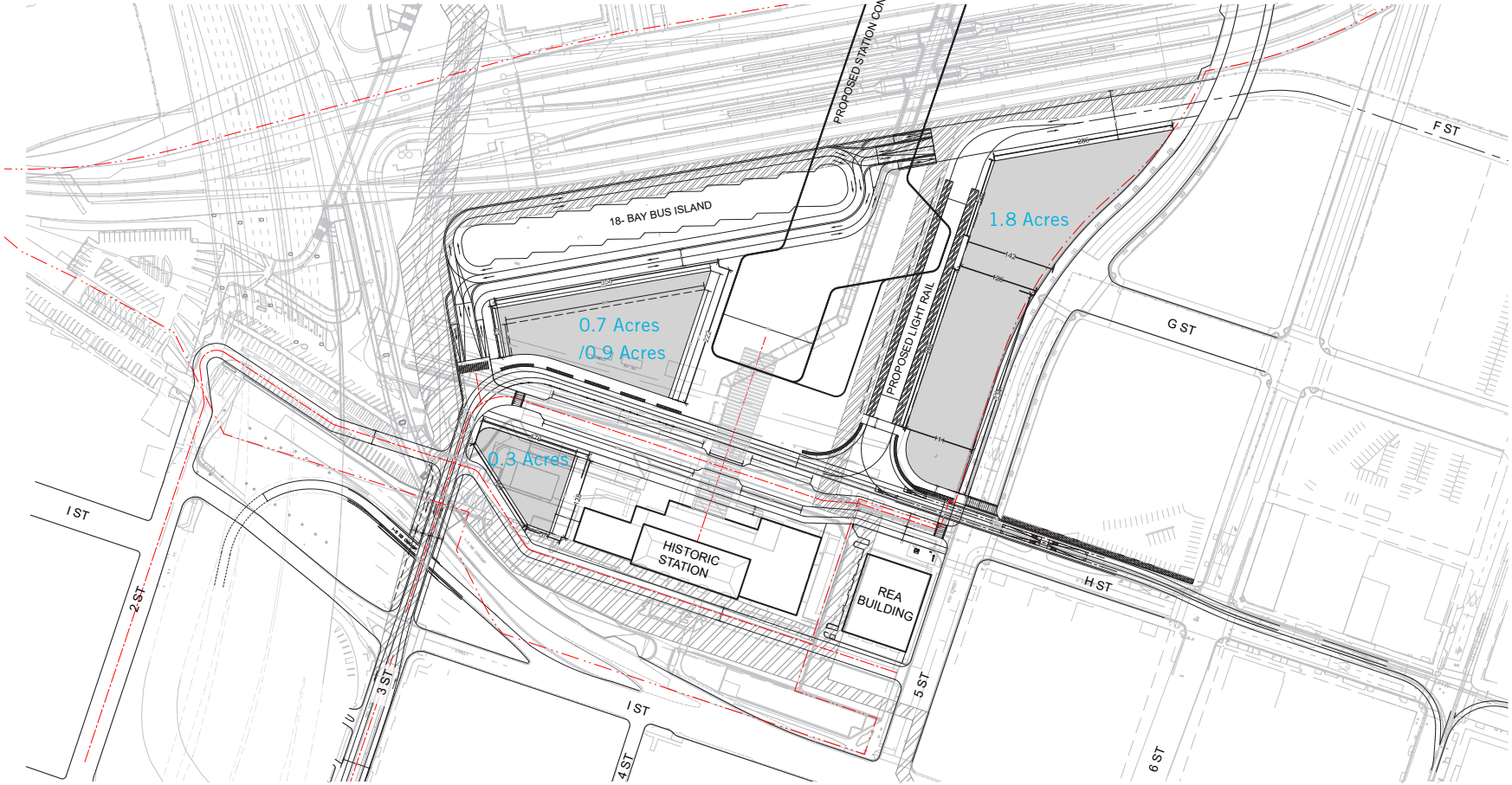
OPTION 2



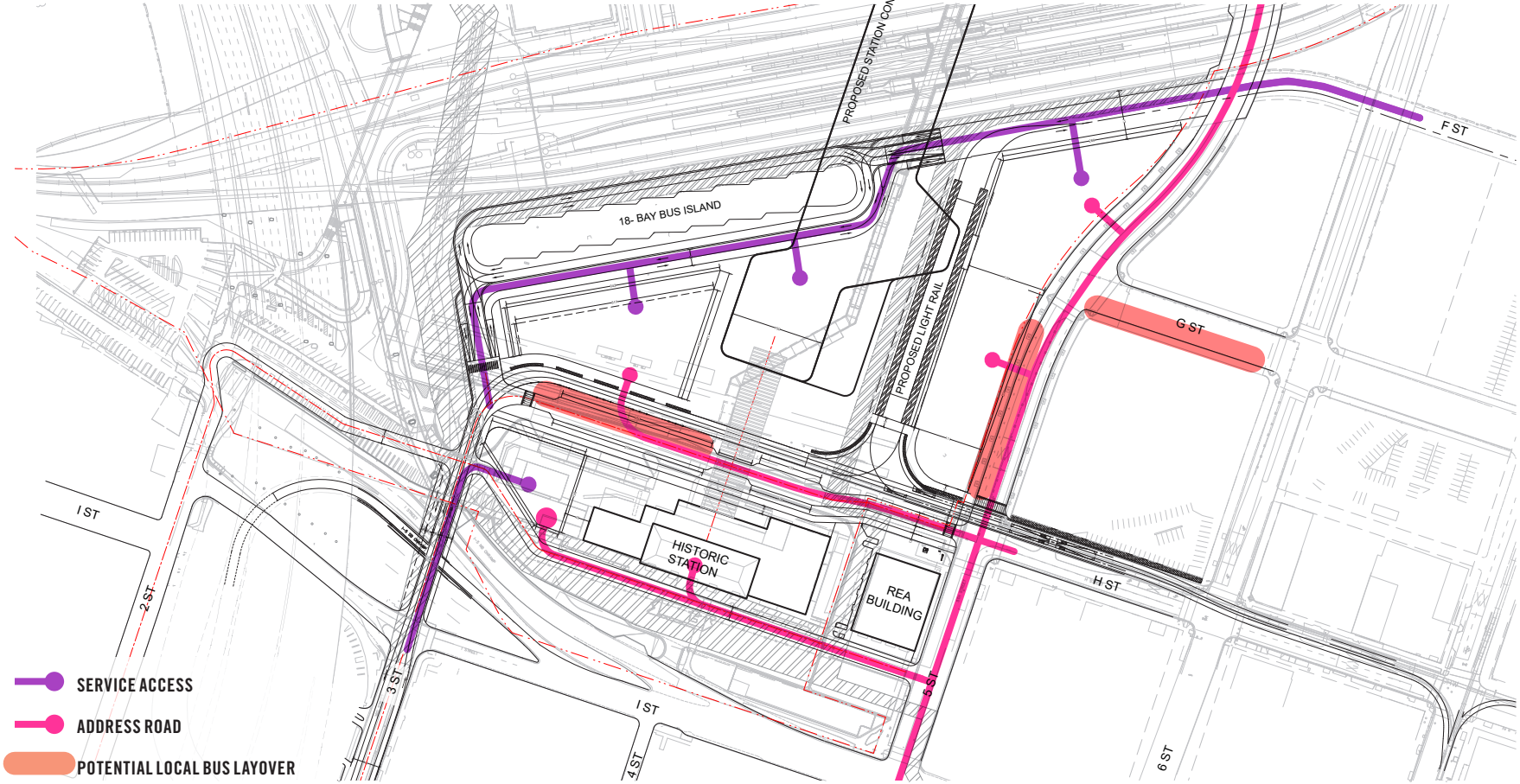
PHASE 2 WORK-IN-PROGRESS



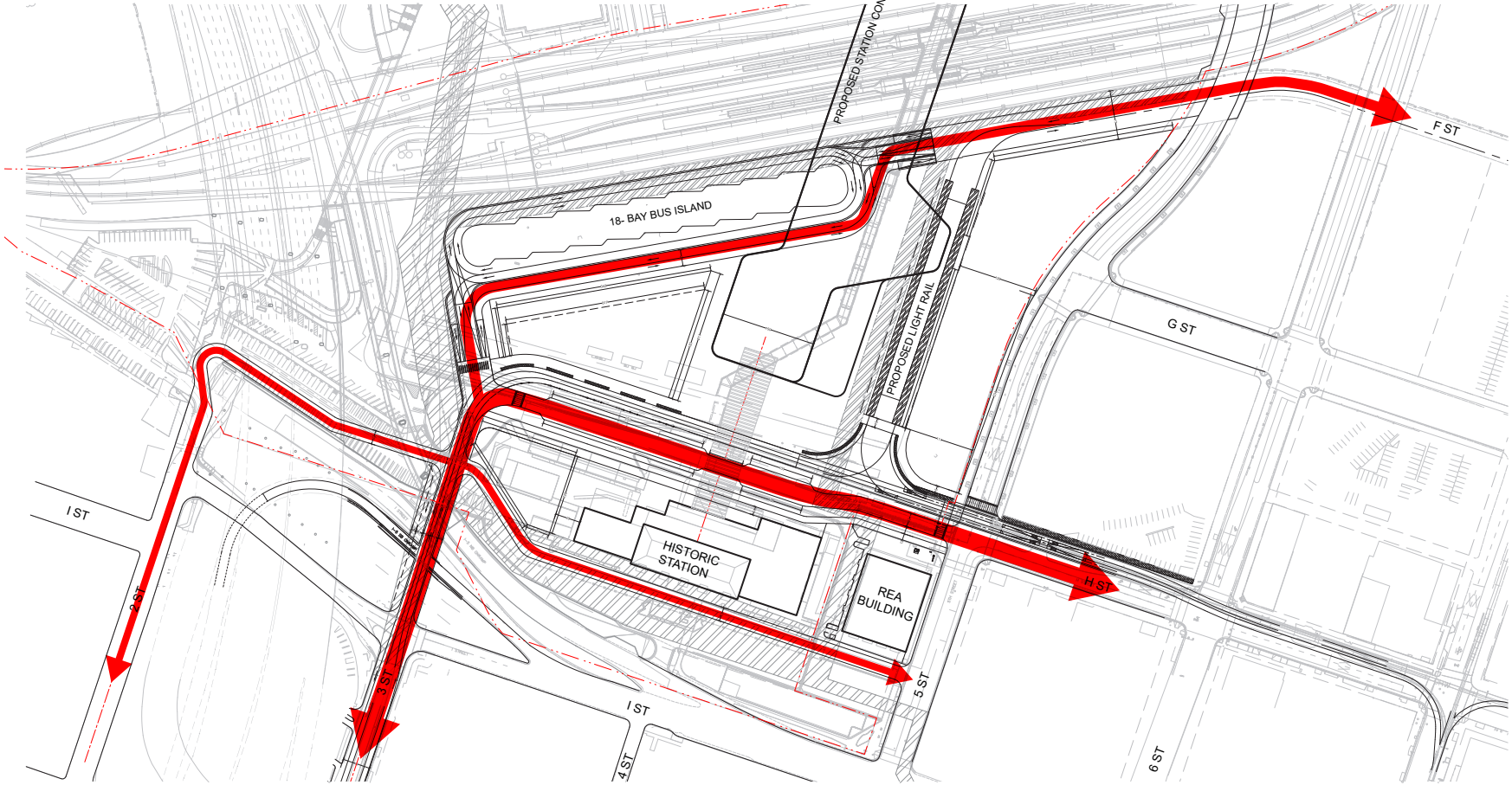
DEVELOPABLE PARCELS



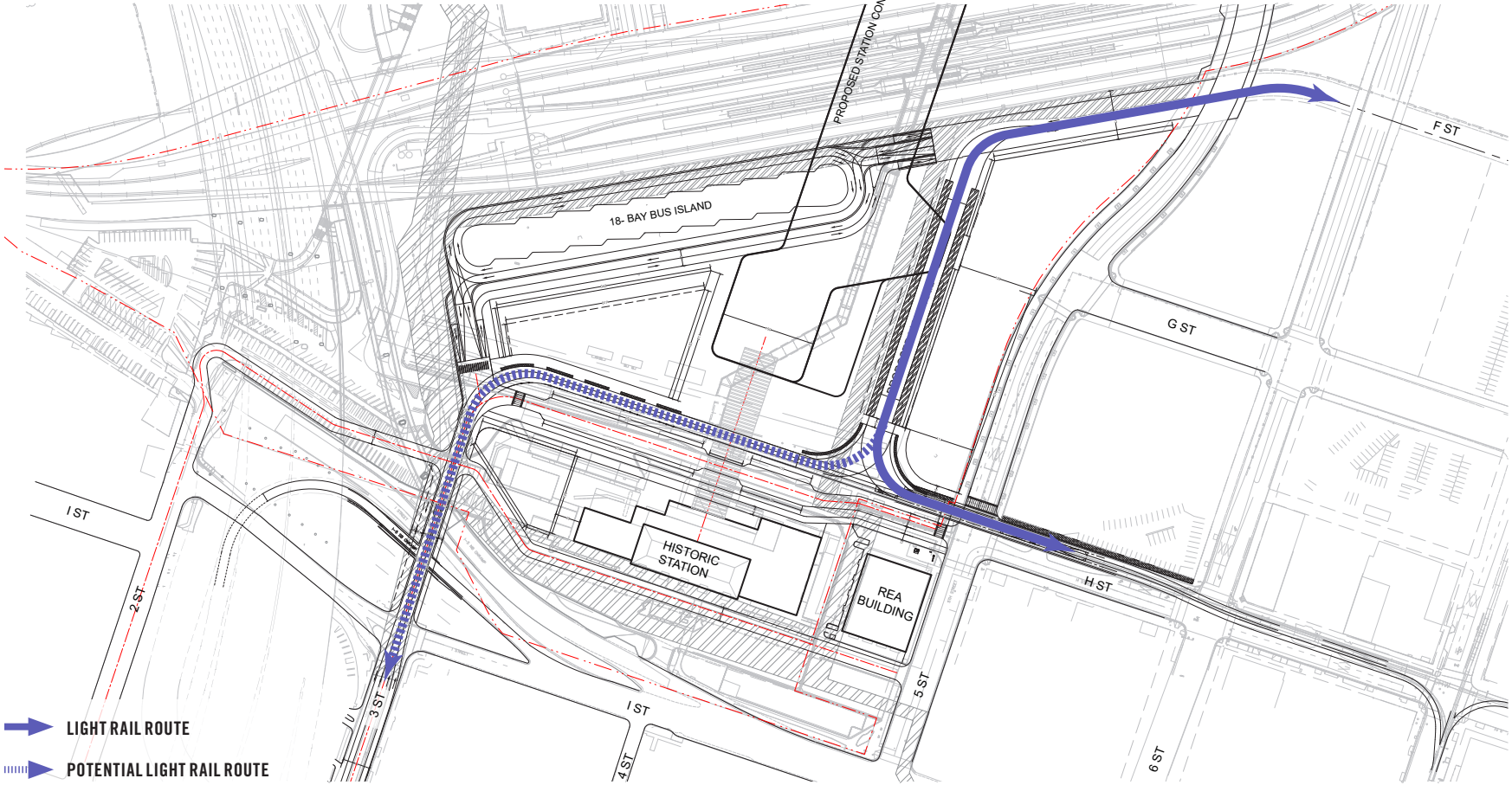
SERVICE ACCESS AND ADDRESS ROADS



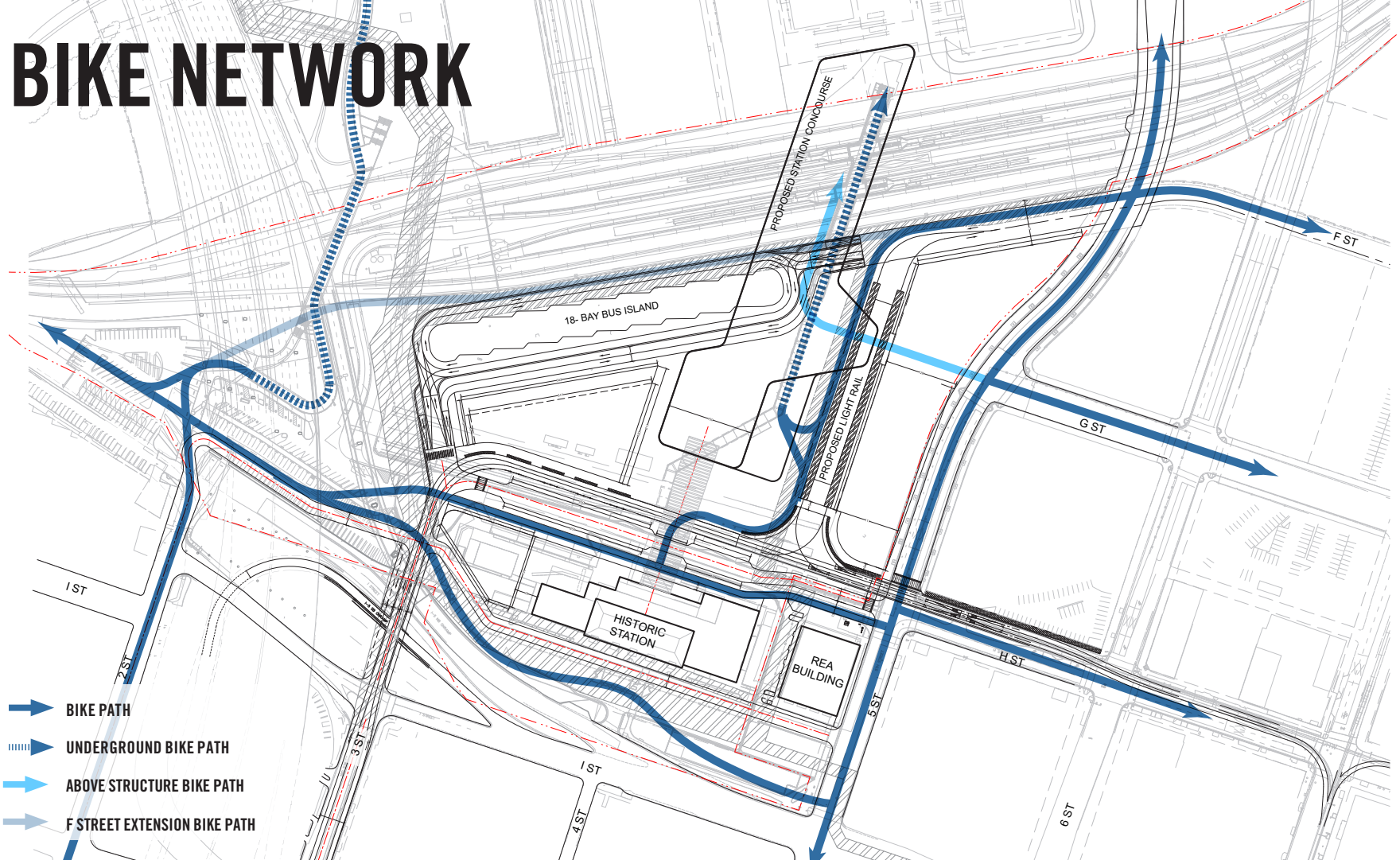
STREET FRAMEWORK



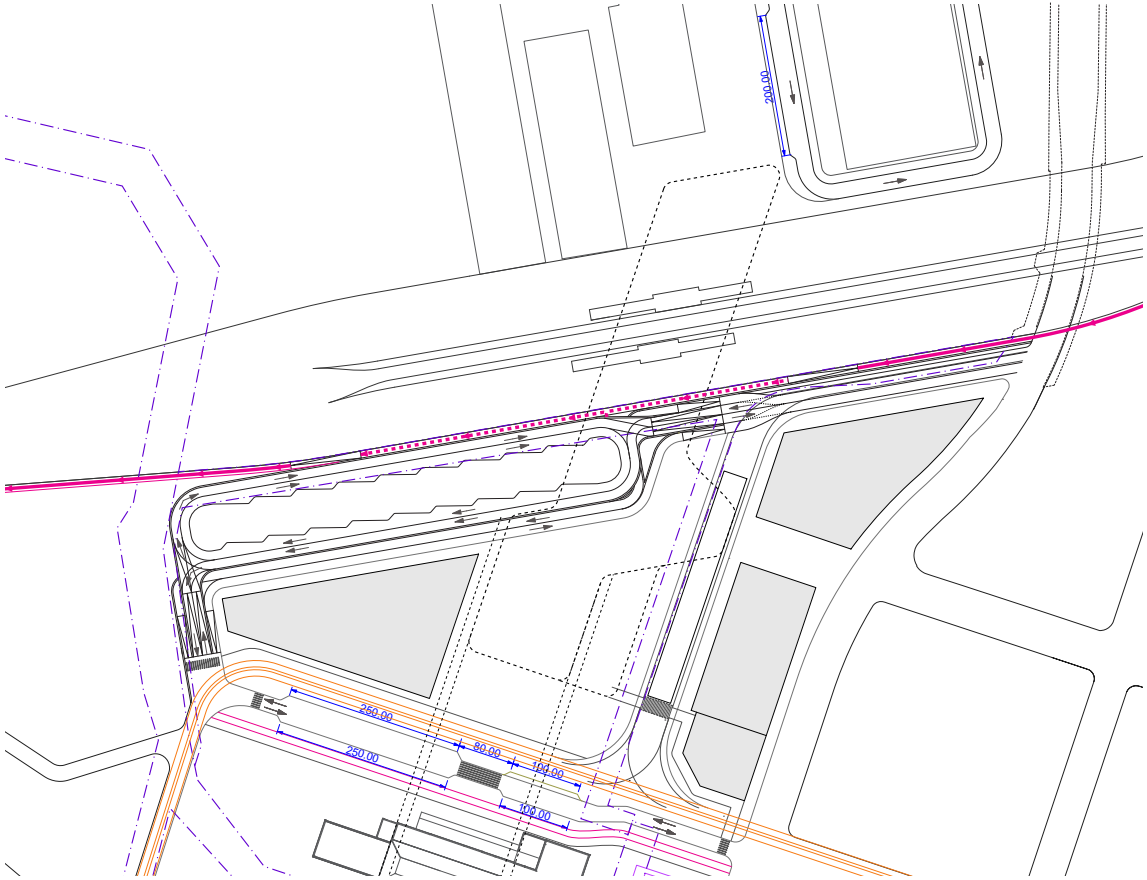
LIGHT RAIL


PROPOSED STATION CONCOURSE
18- BAY BUS ISLAND
F ST
G ST
H ST
I ST
2 ST
3 ST
4 ST
5 ST
6 ST
HISTORIC STATION
REA BUILDING
LIGHT RAIL ROUTE
POTENTIAL LIGHT RAIL ROUTE

BIKE NETWORK



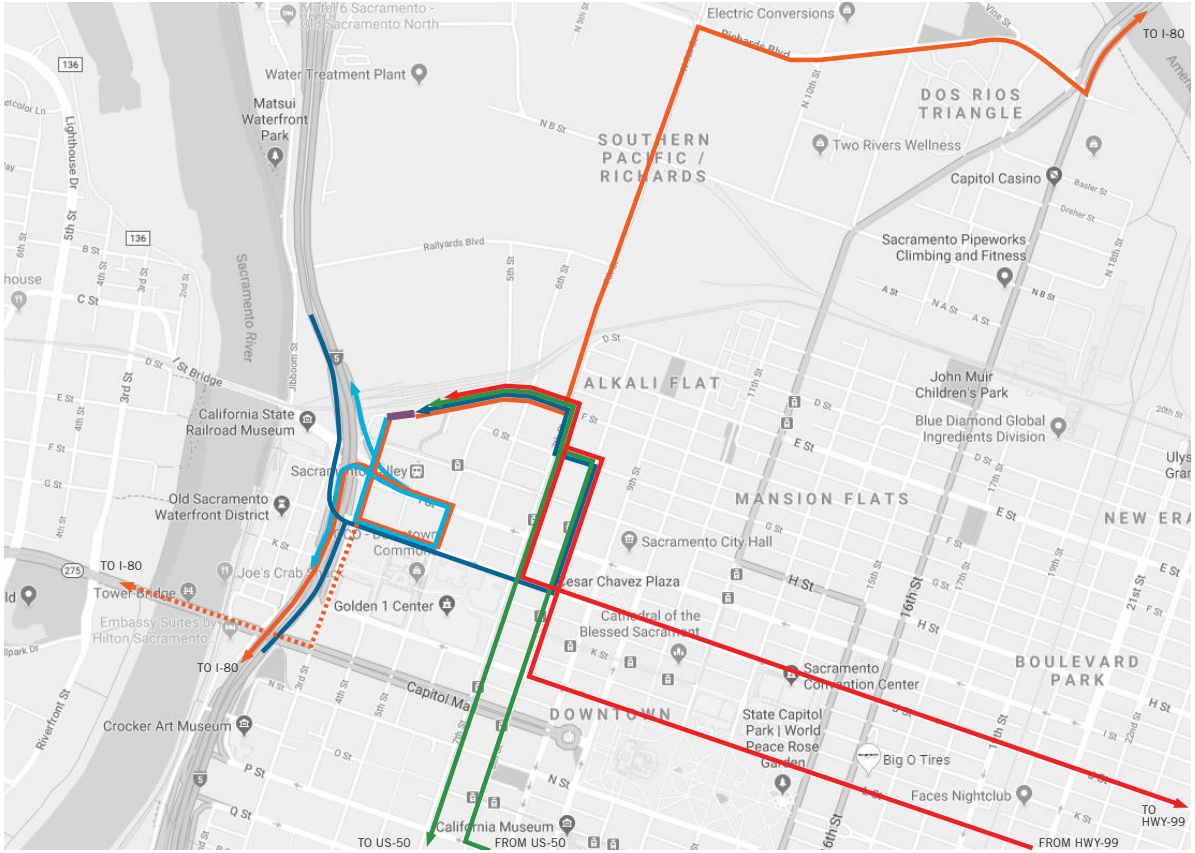
REGIONAL BUS FACILITY



* 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

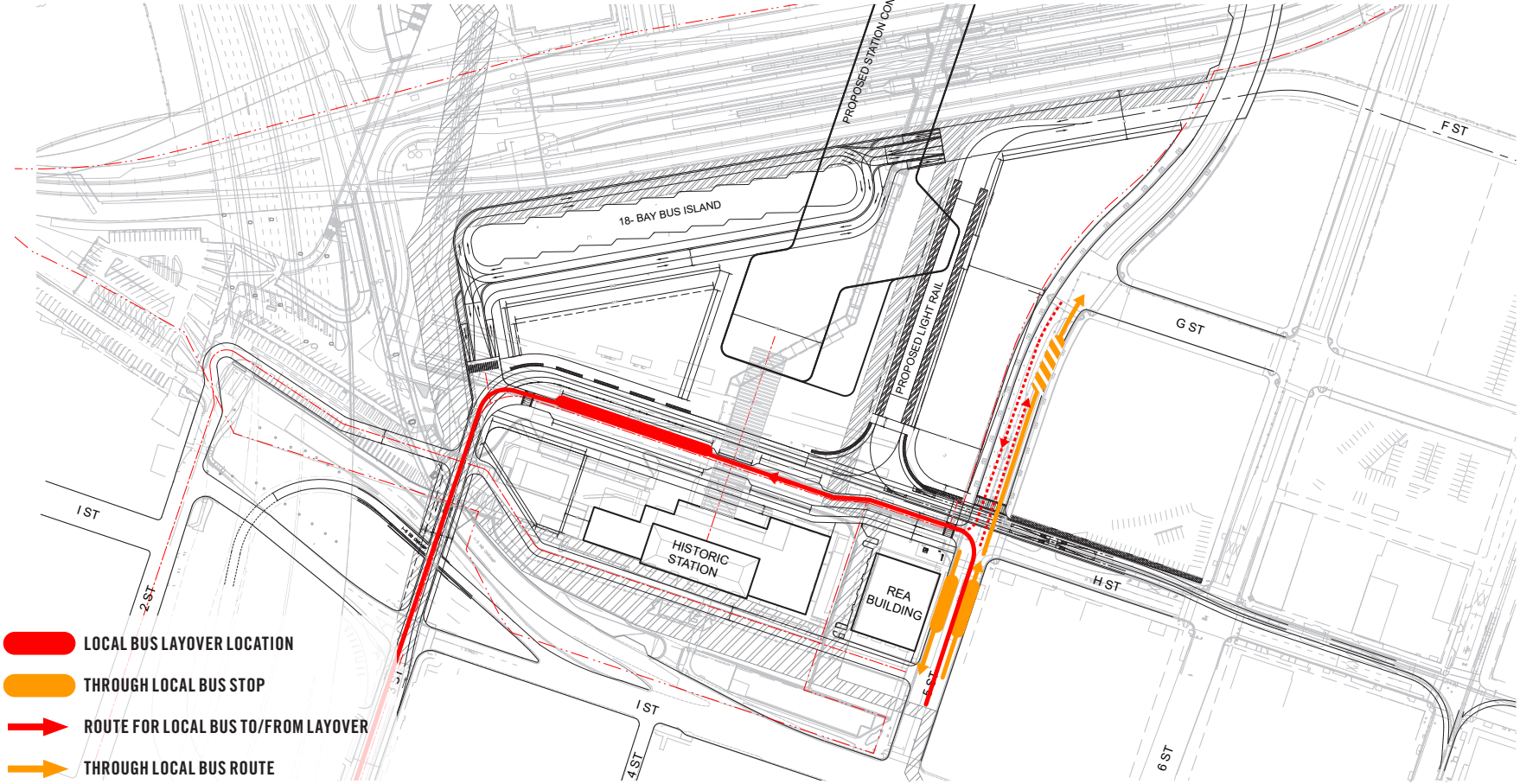
US-50

- 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

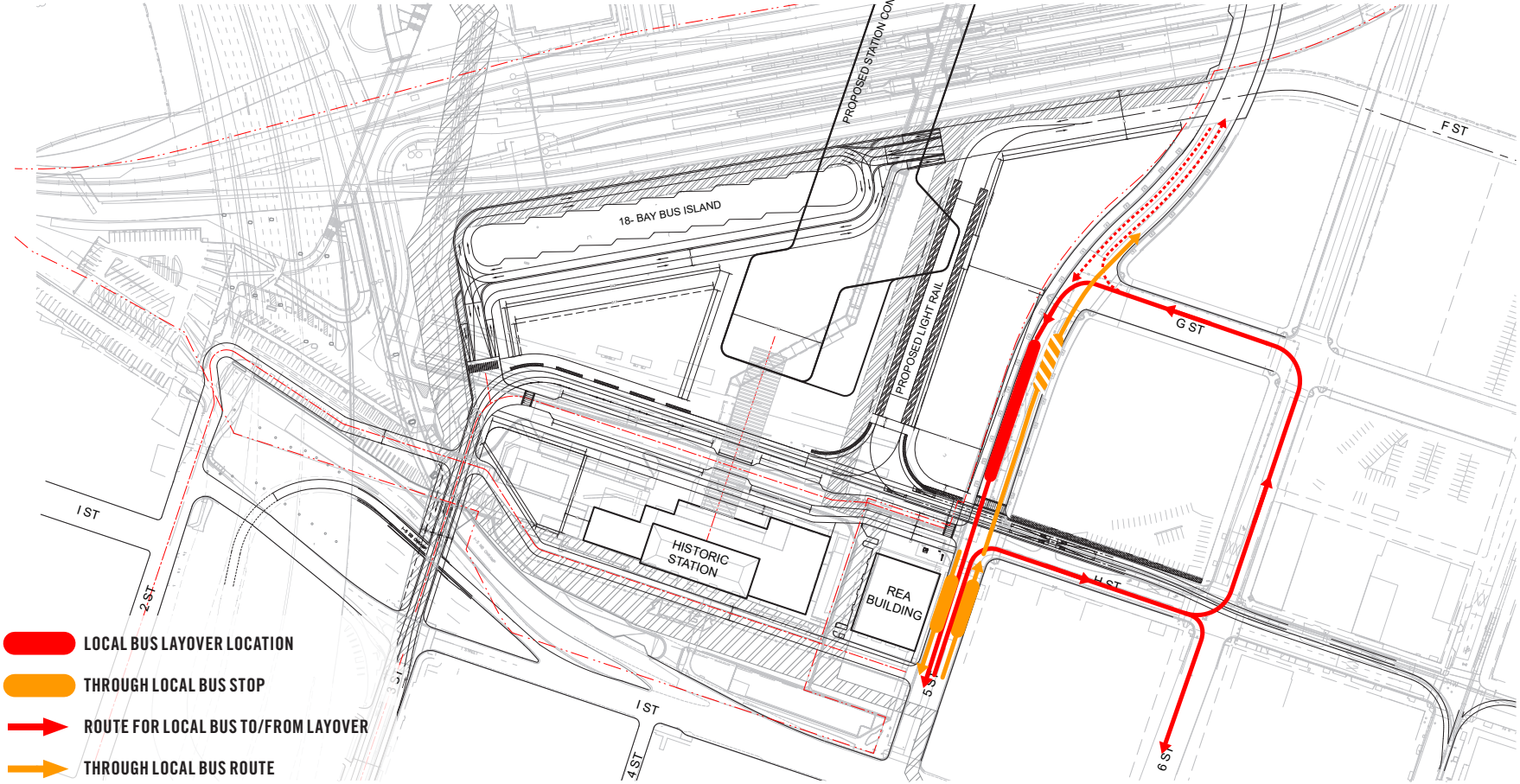
Hwy-99:

- 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

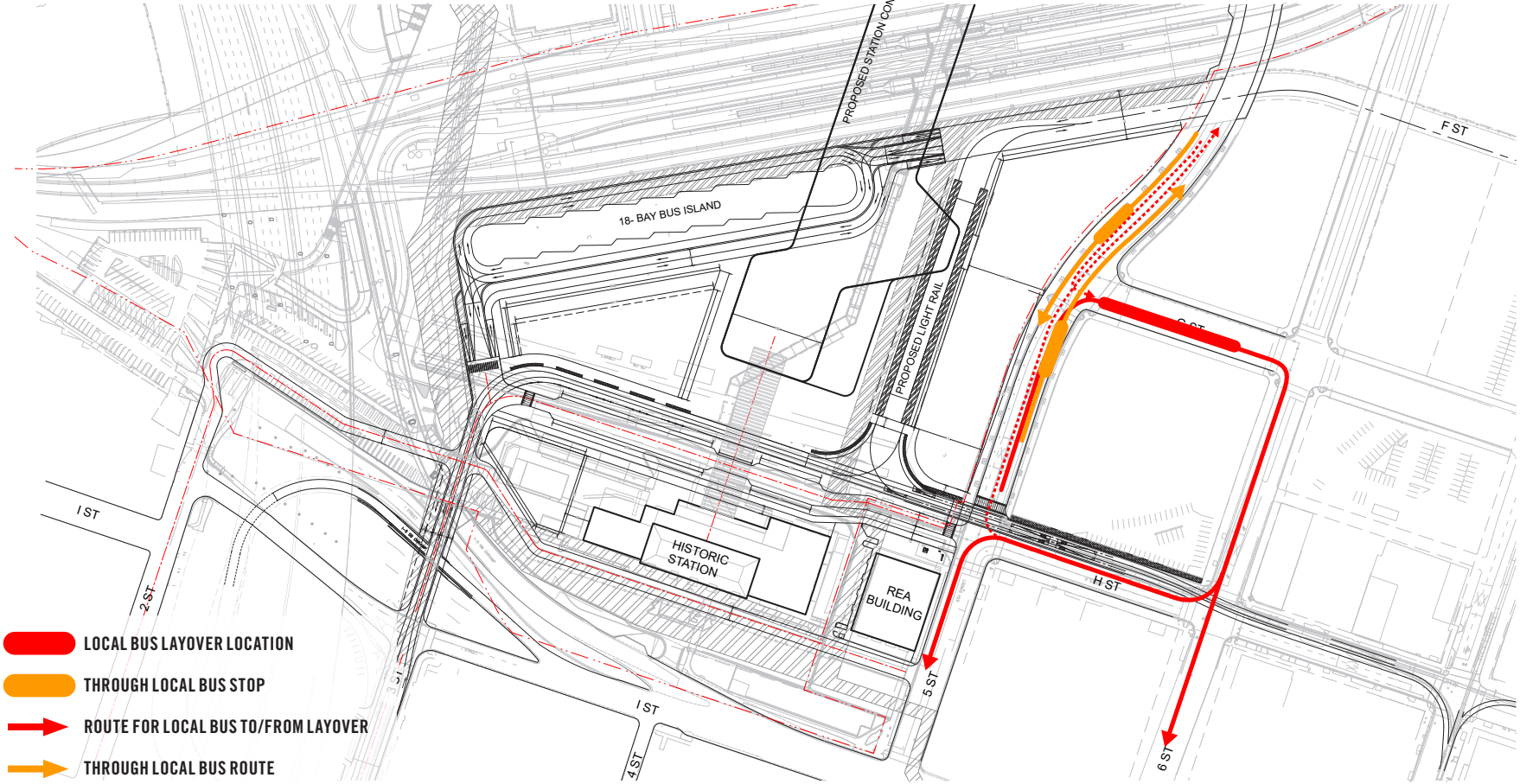
LOCAL BUS STOP - OPTION 1



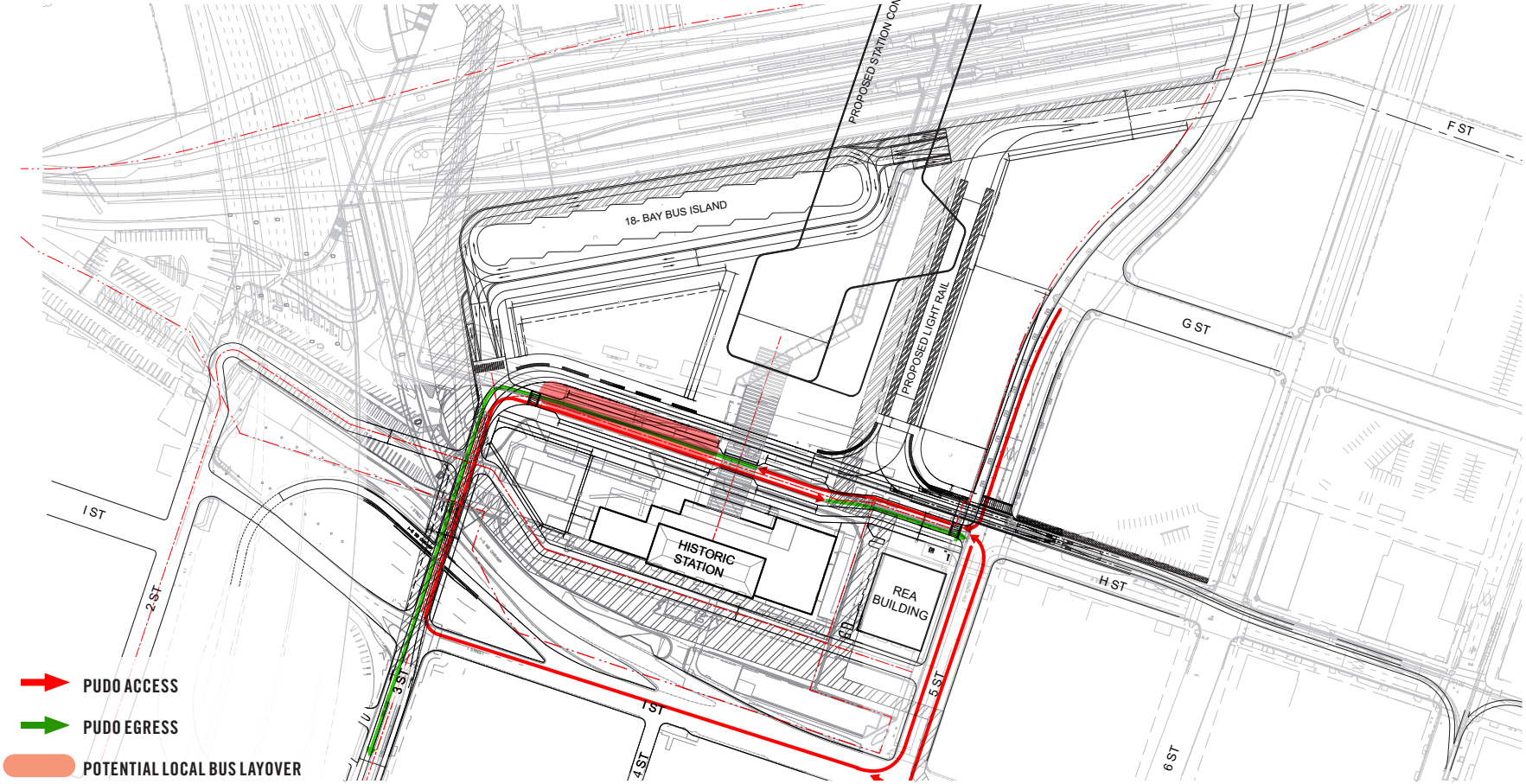
LOCAL BUS STOP - OPTION 2



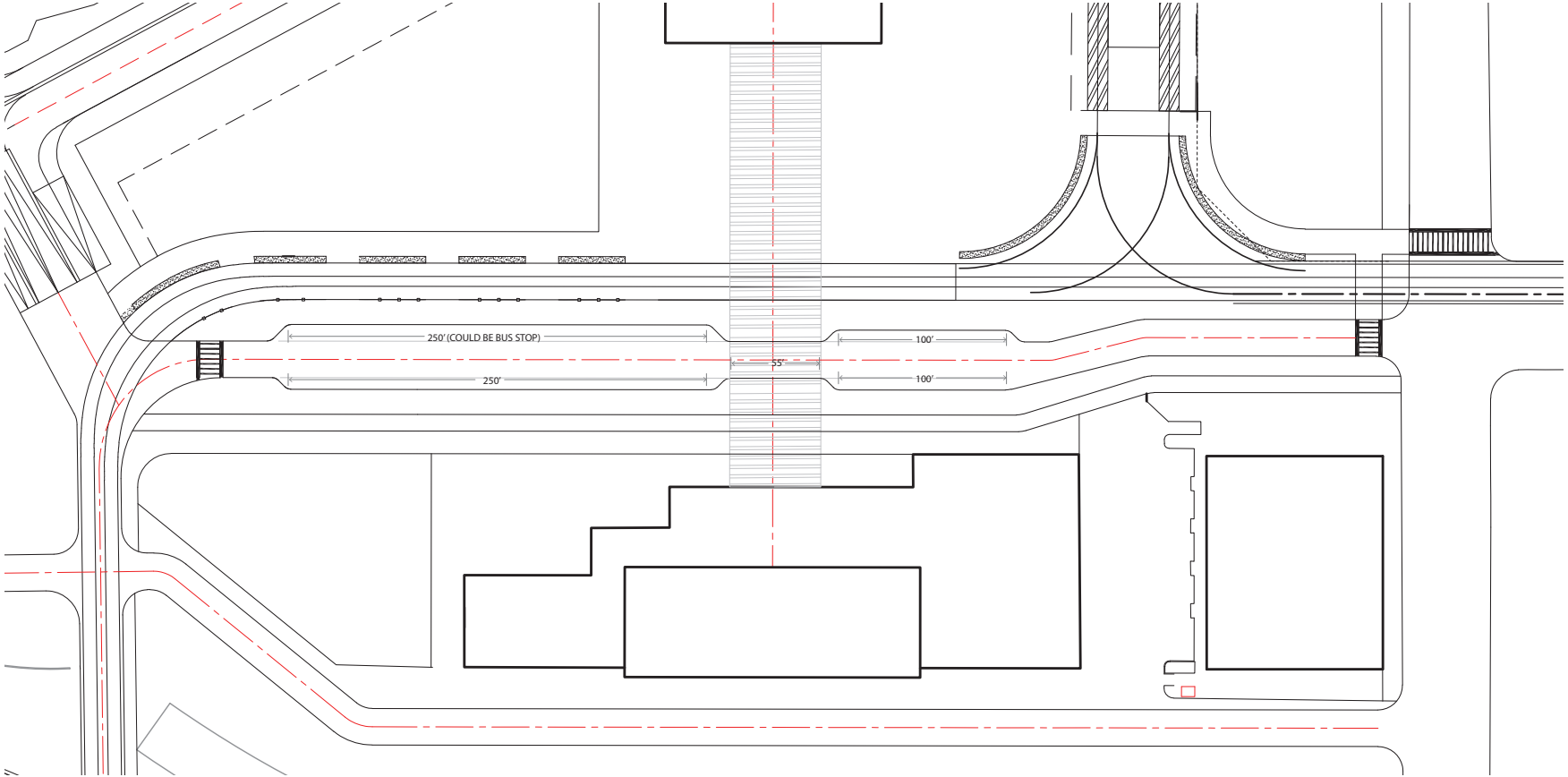
LOCAL BUS STOP - OPTION 3



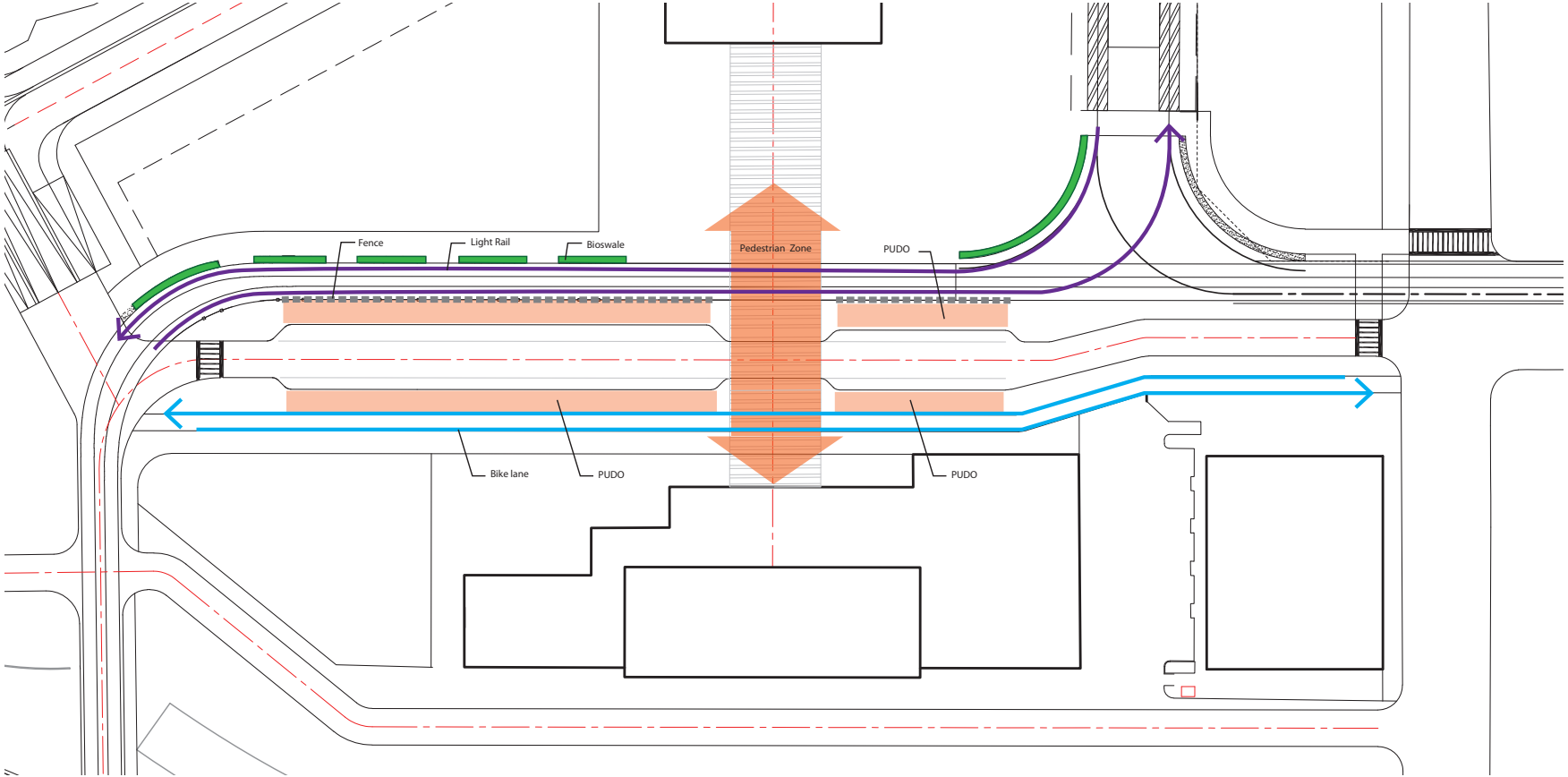
PUDO ACCESS & EGRESS



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

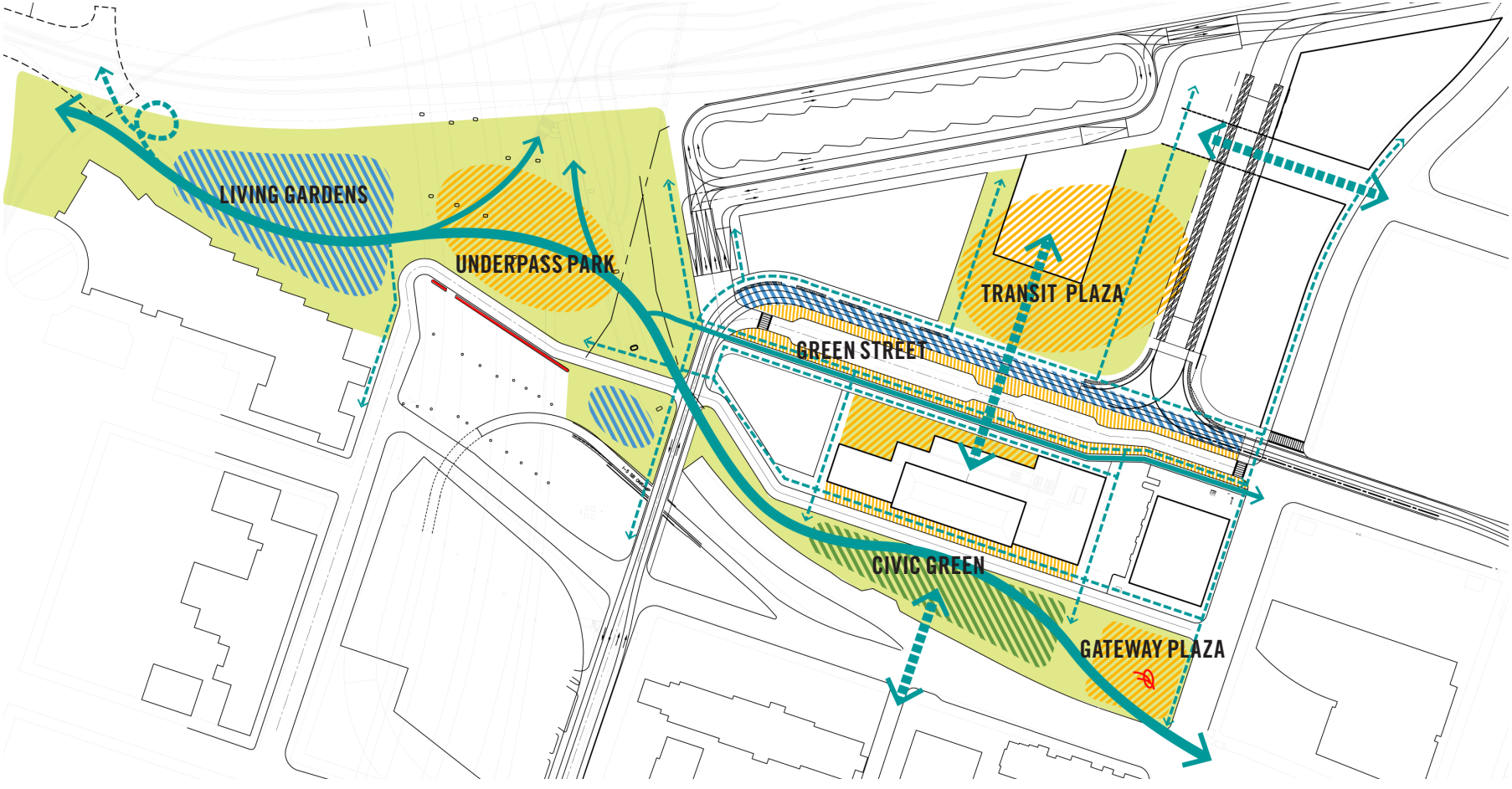
JOURNEY

PERKINS+WILL URBAN DESIGN

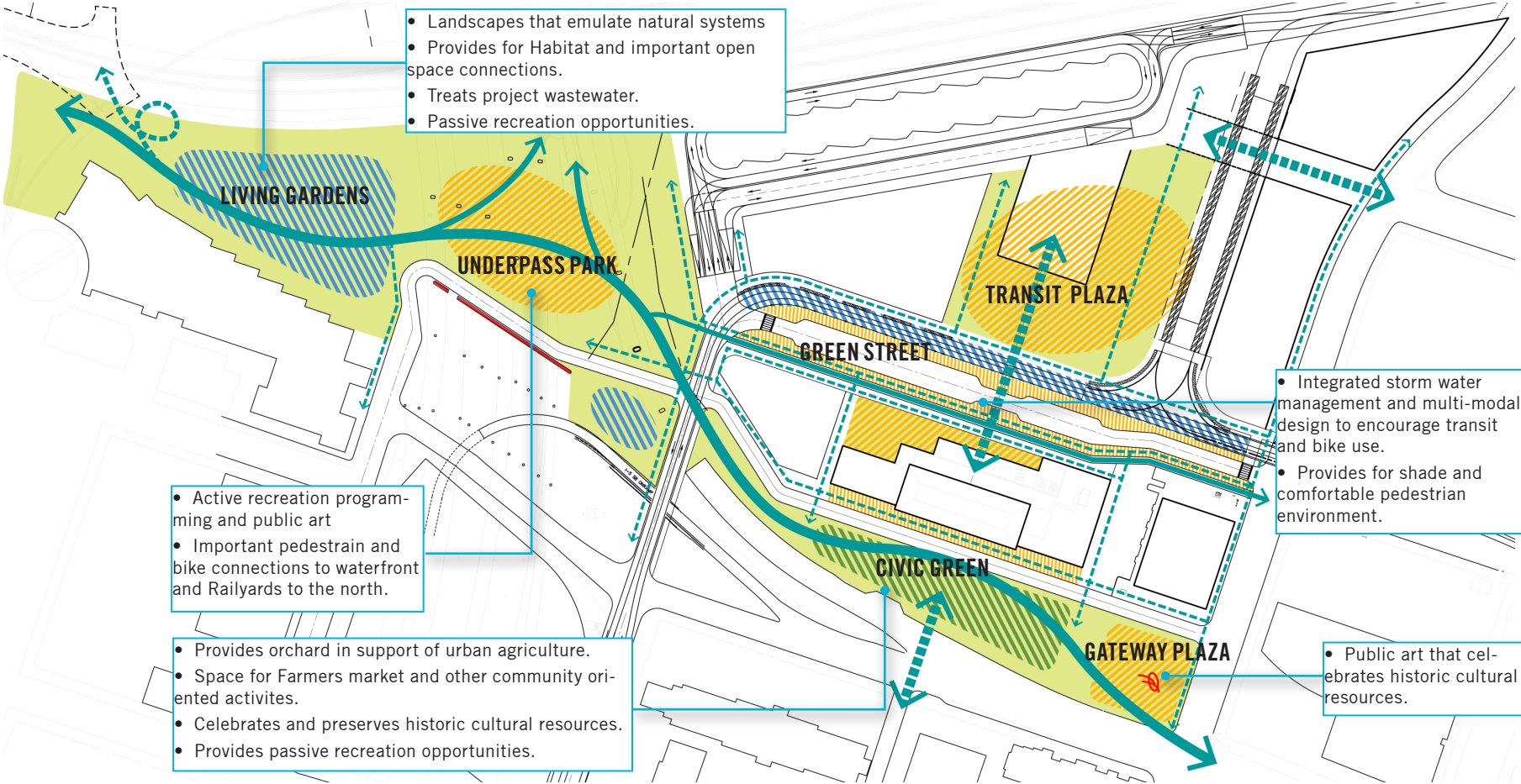
DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

OPEN SPACE FRAMEWORK



OPEN SPACE - INTEGRATED WITH LCC



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

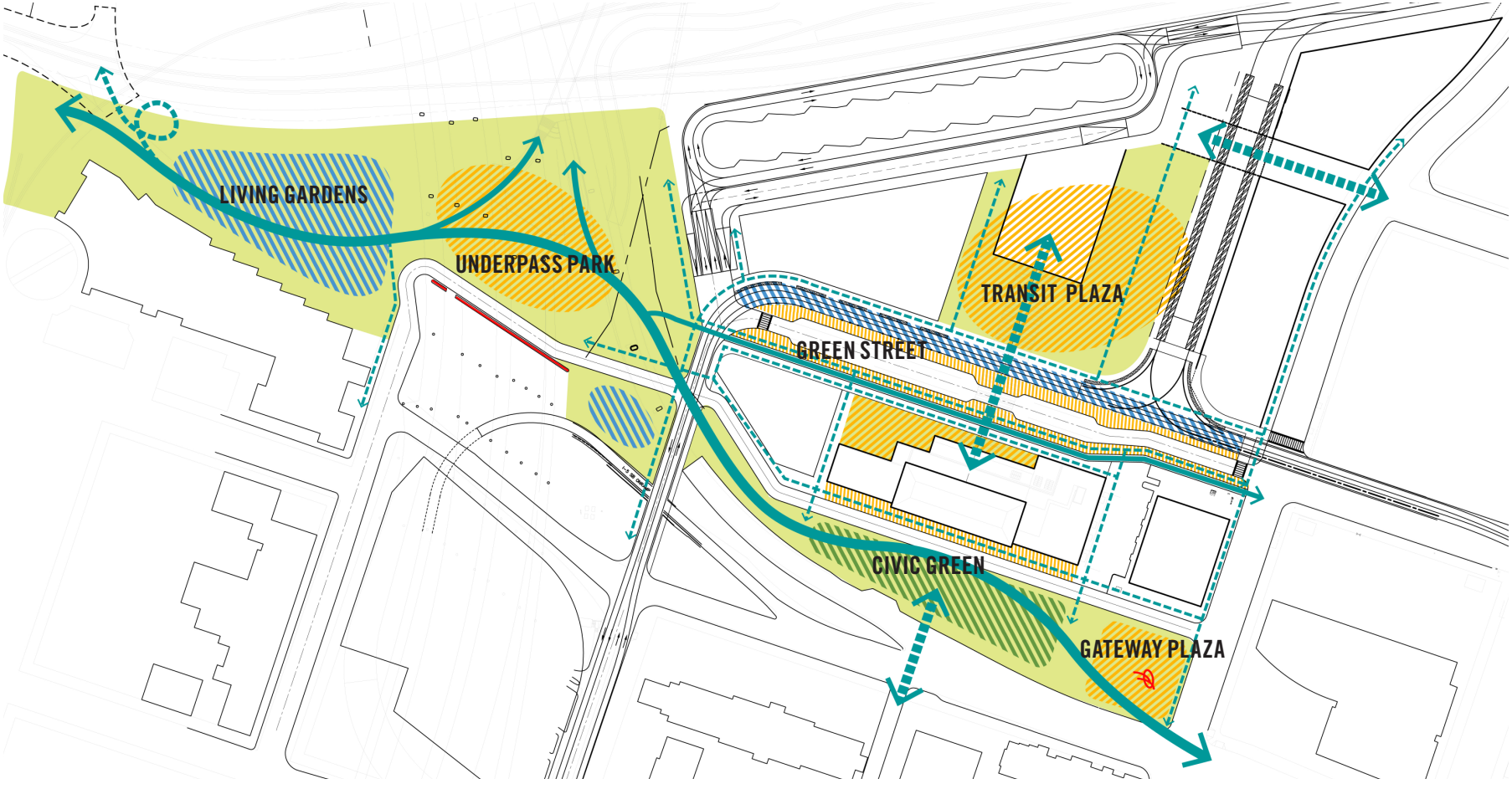
PERKINS+WILL URBAN DESIGN

DESTINATION

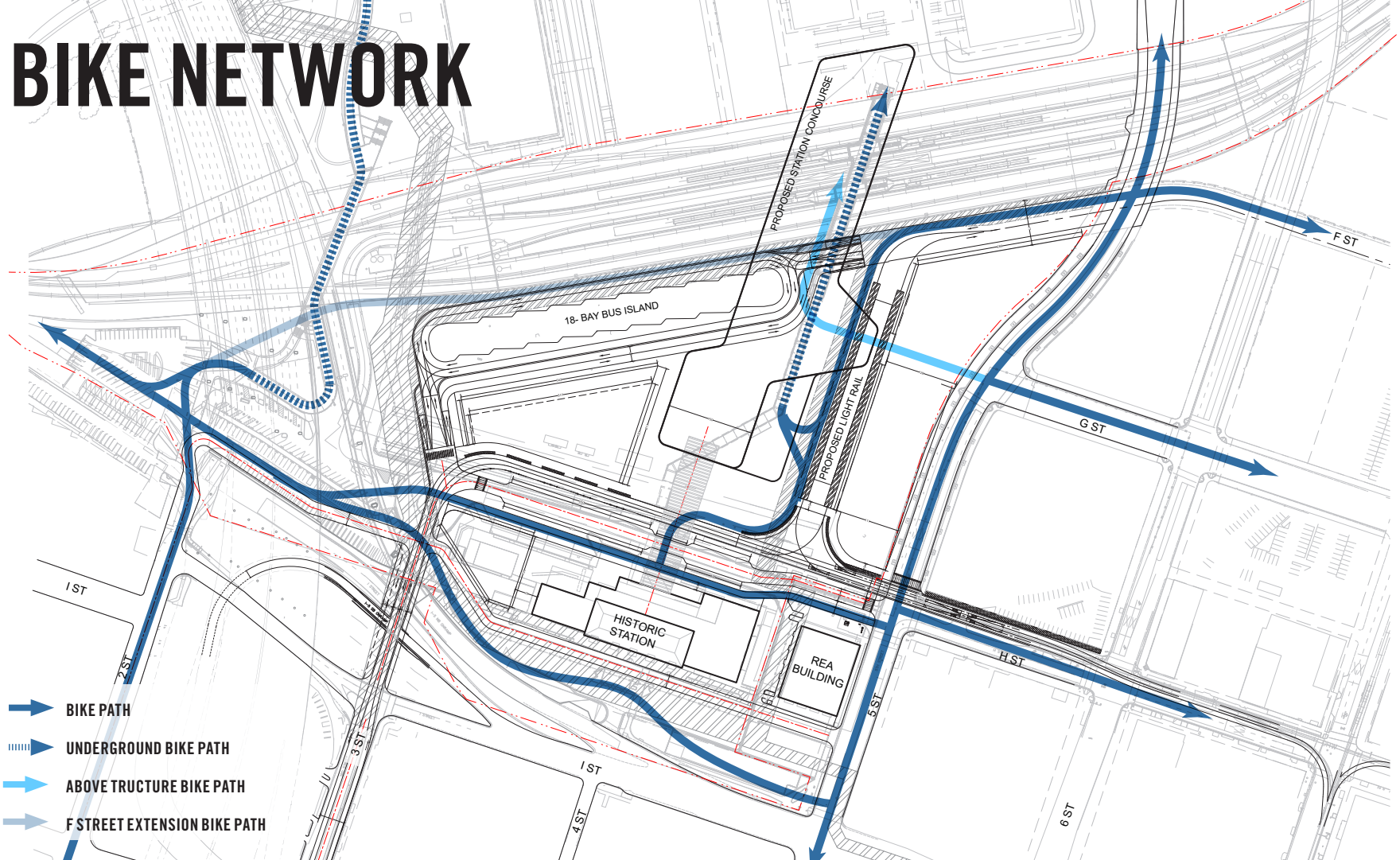
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

BIKE AND PEDESTRIAN EXPERIENCE

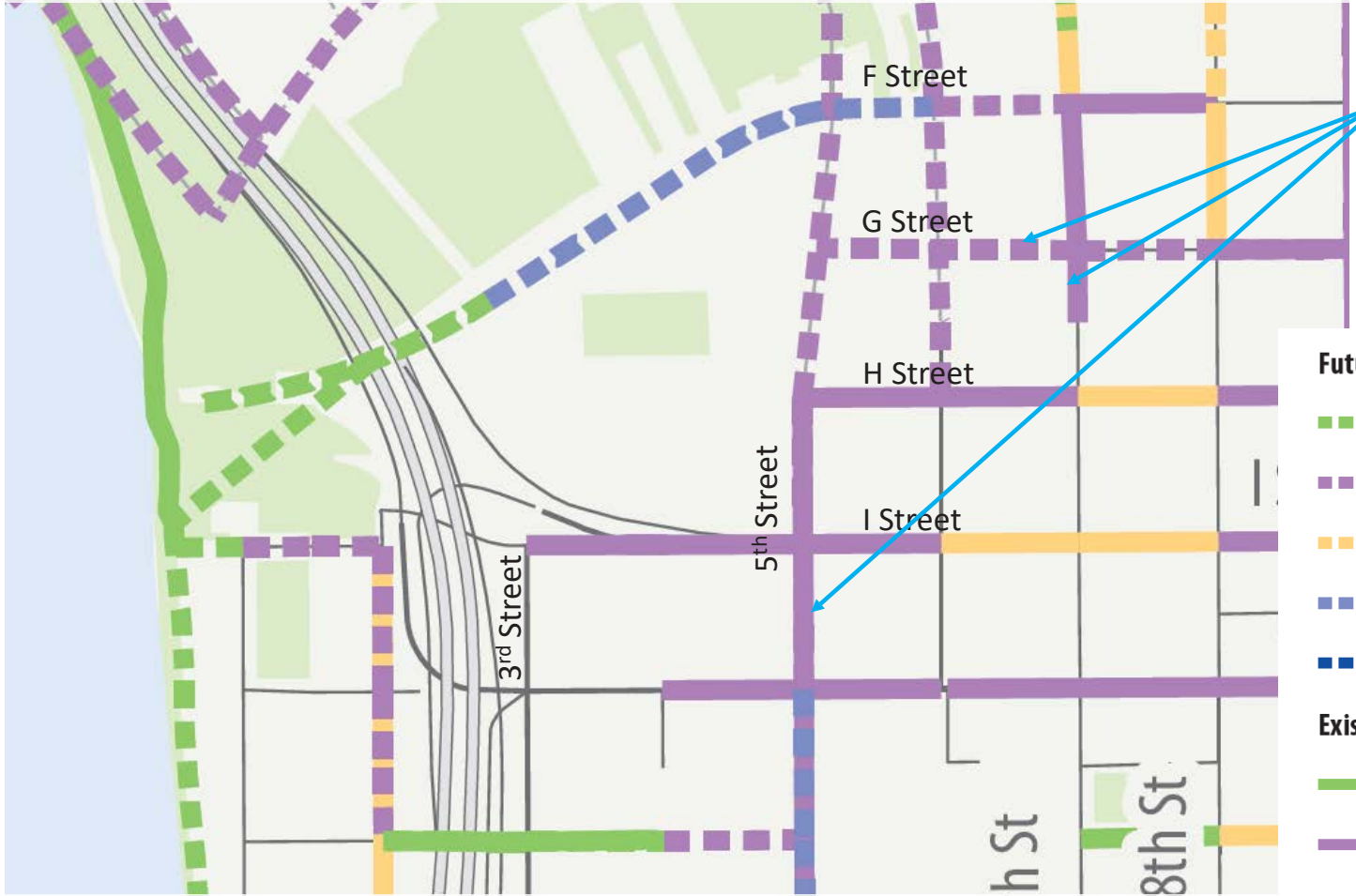
PUBLIC REALM CONCEPT



BIKE NETWORK



Planned Bike Network: GRID 3.0



One Way --> Two Way conversions

Future Bike Classification

- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- Buffered Bike Lane (Class II Enhanced)

Existing Bike Classification

- Bike Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

(Sacramento Bicycle Master Plan 2016 retains this)

(Image: Wikipedia)

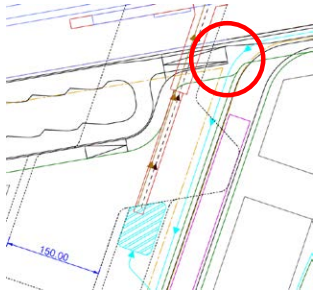
F Street: Through Route A & Station Access

Advantages

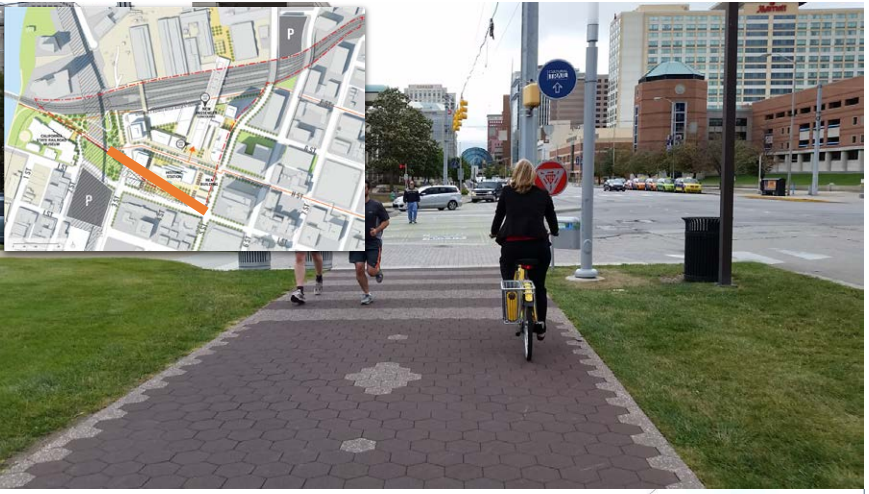
- Direct – if coming from east or northeast
- Extends existing infrastructure on F
- Can connect to I Street Bridge

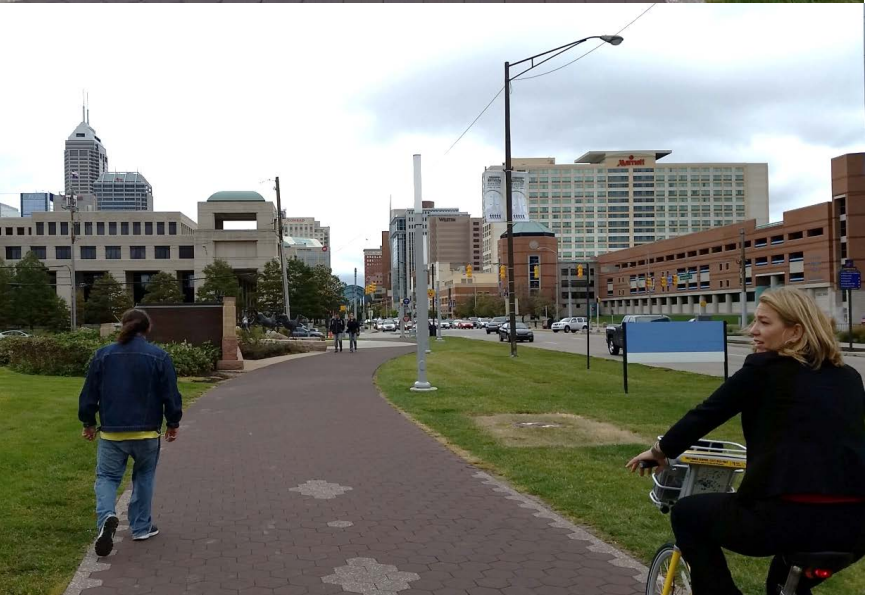
Disadvantages

- 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: Grimshaw)





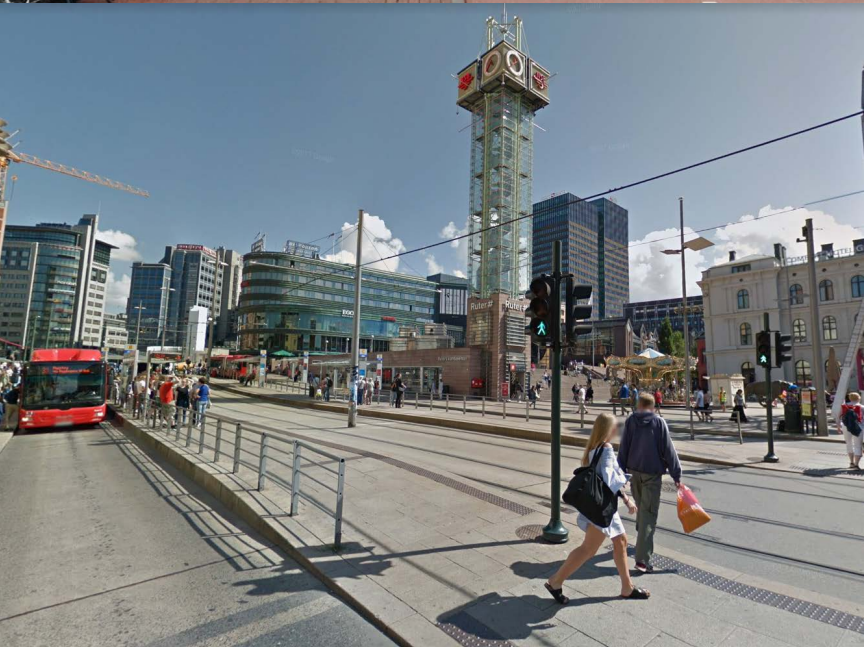
Through Route B: Park

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

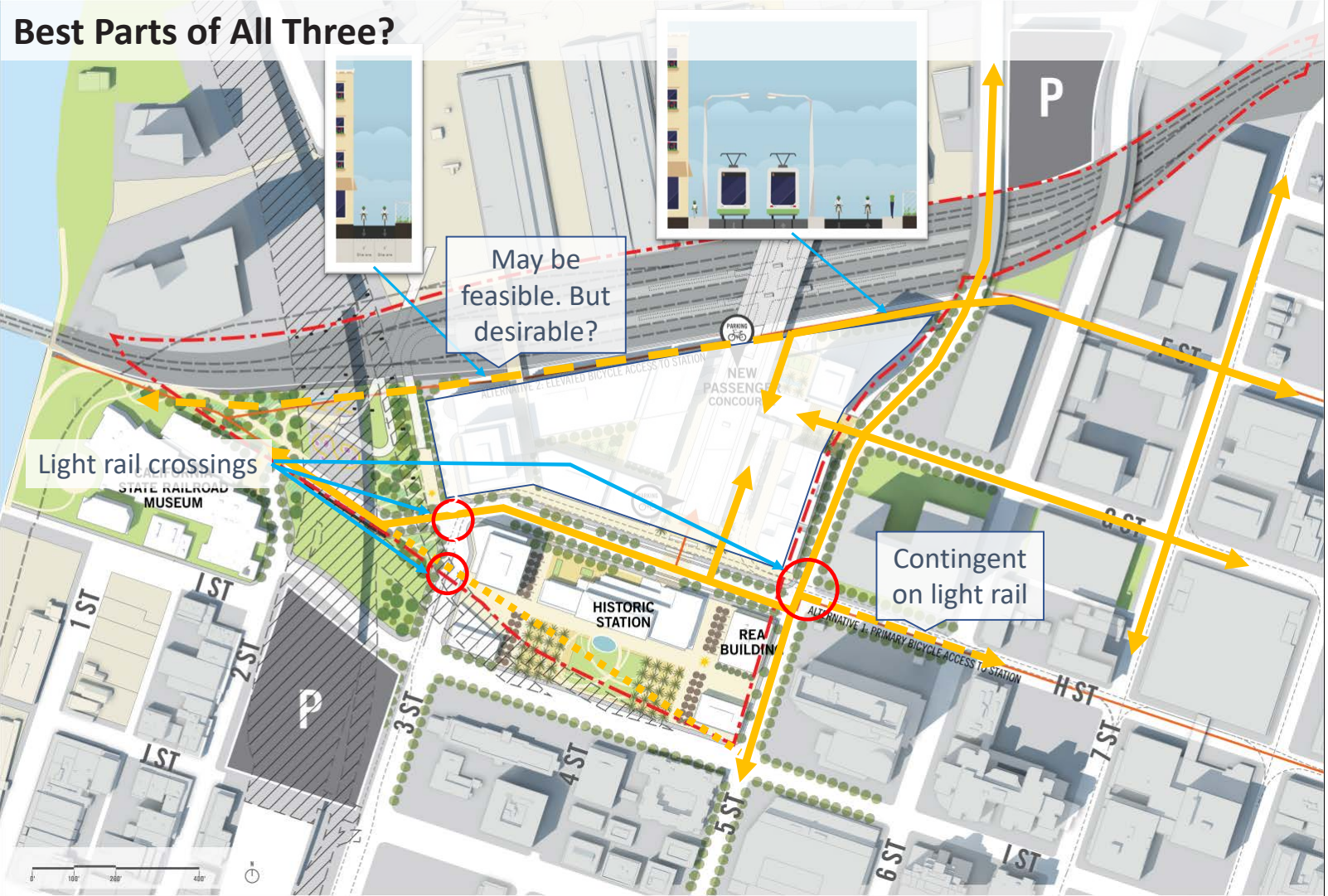
- Direct – if coming from west, northwest, south or southeast
- Lots of activity = feels safer
- Can also connect to I Street Bridge
- Access to main station entrance

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?



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

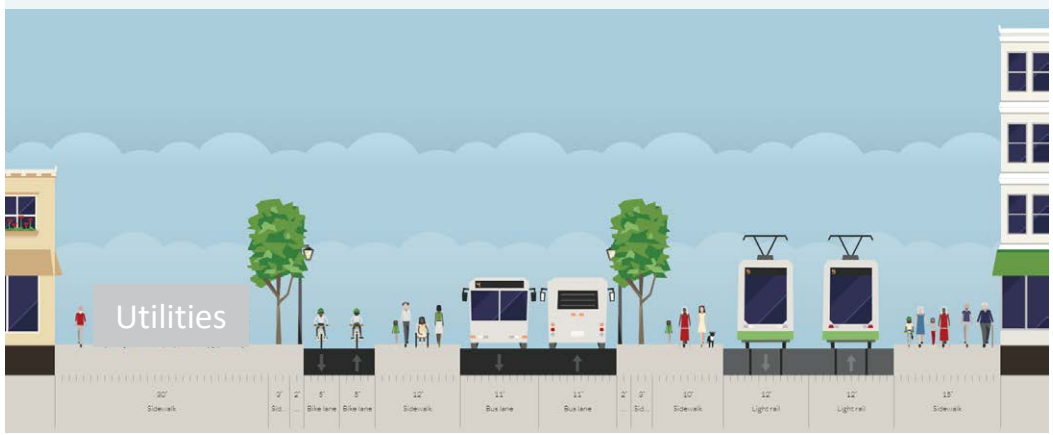
Legend:
Existing & proposed on street

Proposed off street

Proposed, tentative

H Street

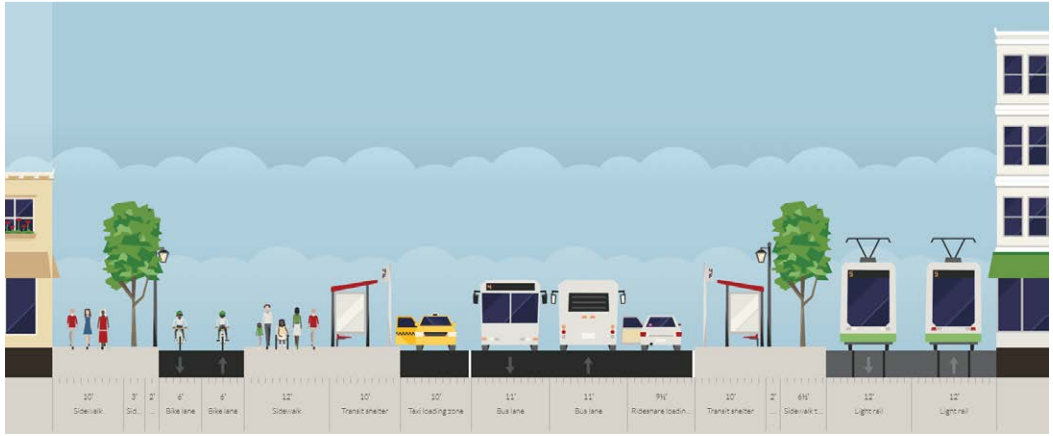
H Street at 5th Street



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

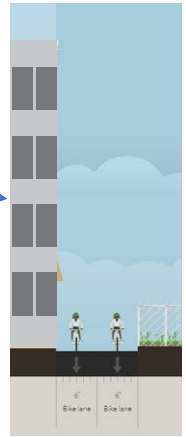
F Street east of bus terminal

Light rail ROW shown shared with modes:

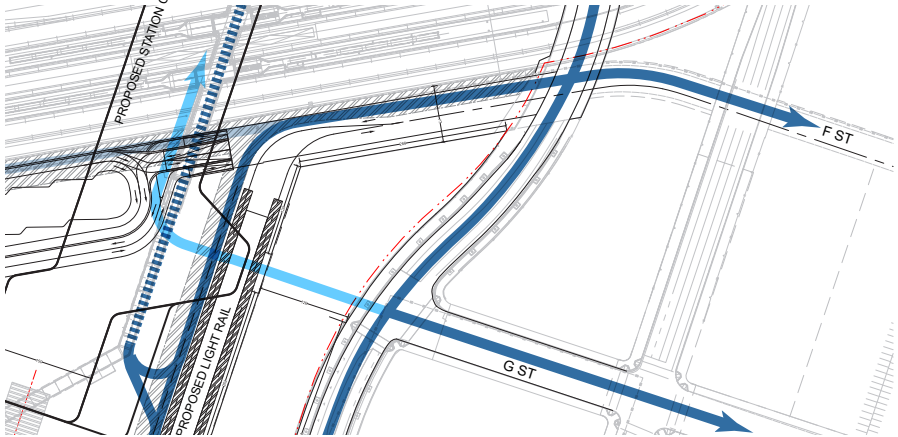
- Light rail
- bus
- Deliveries
- Possibly private vehicle access to parking

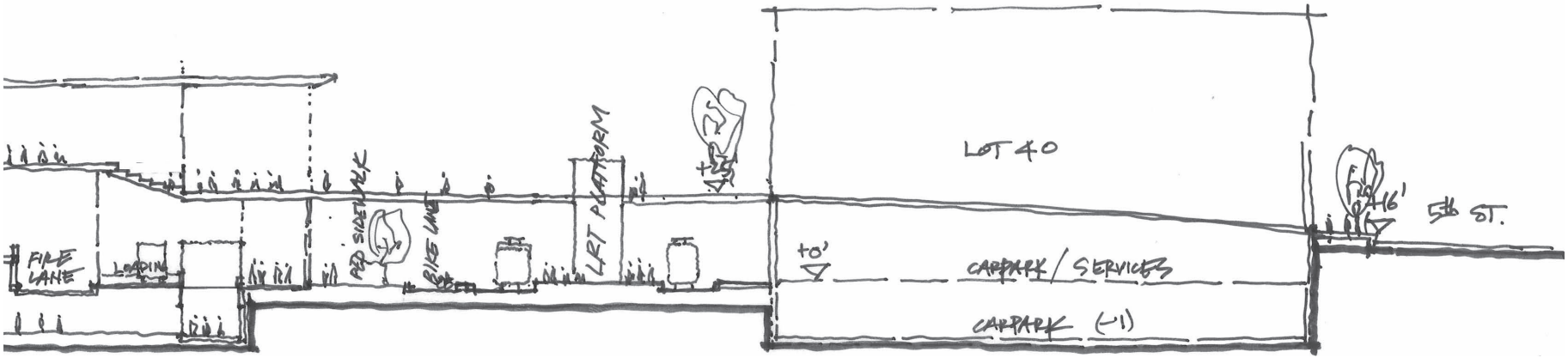
F Street west of bus terminal

Bus terminal/
parking garage

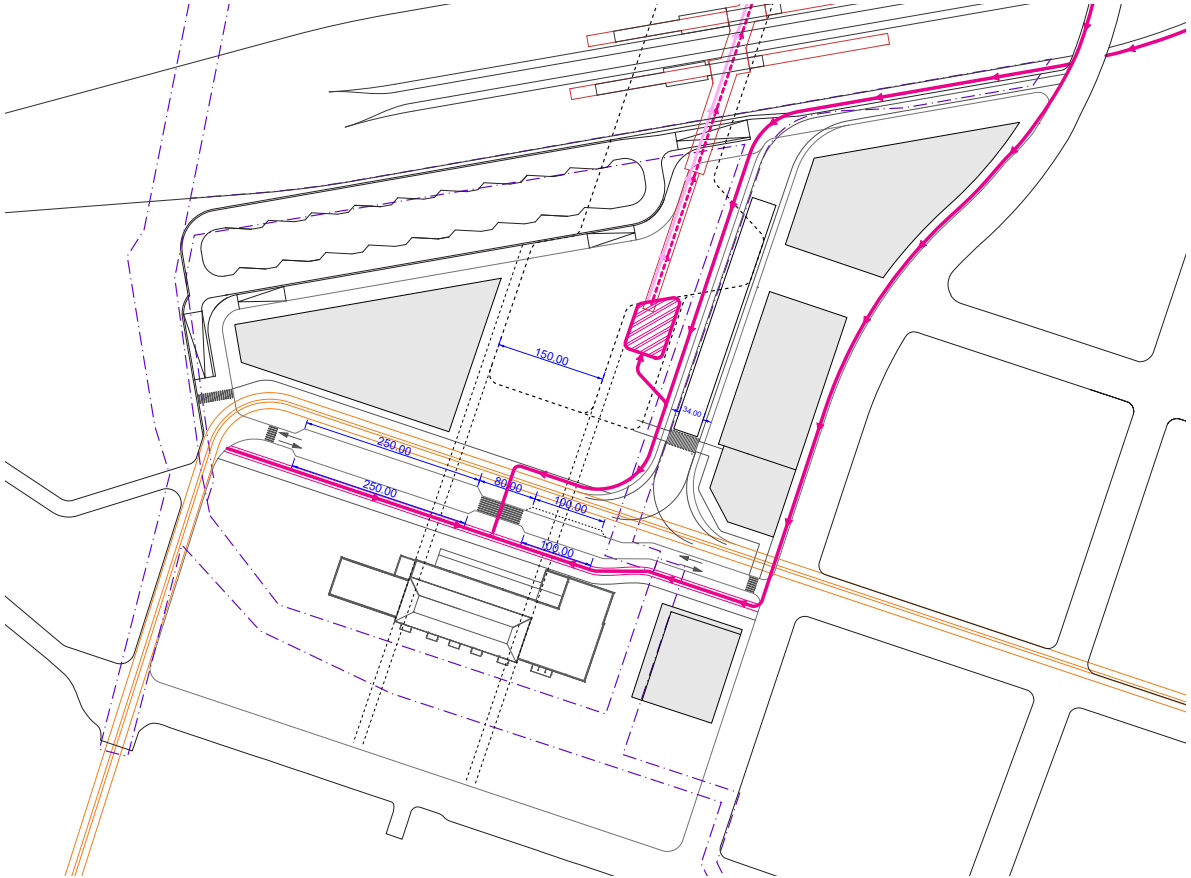


BIKE ACCESS TO STATION - G STREET BRIDGE





STATION BIKE HUB OPTIONS



PROS

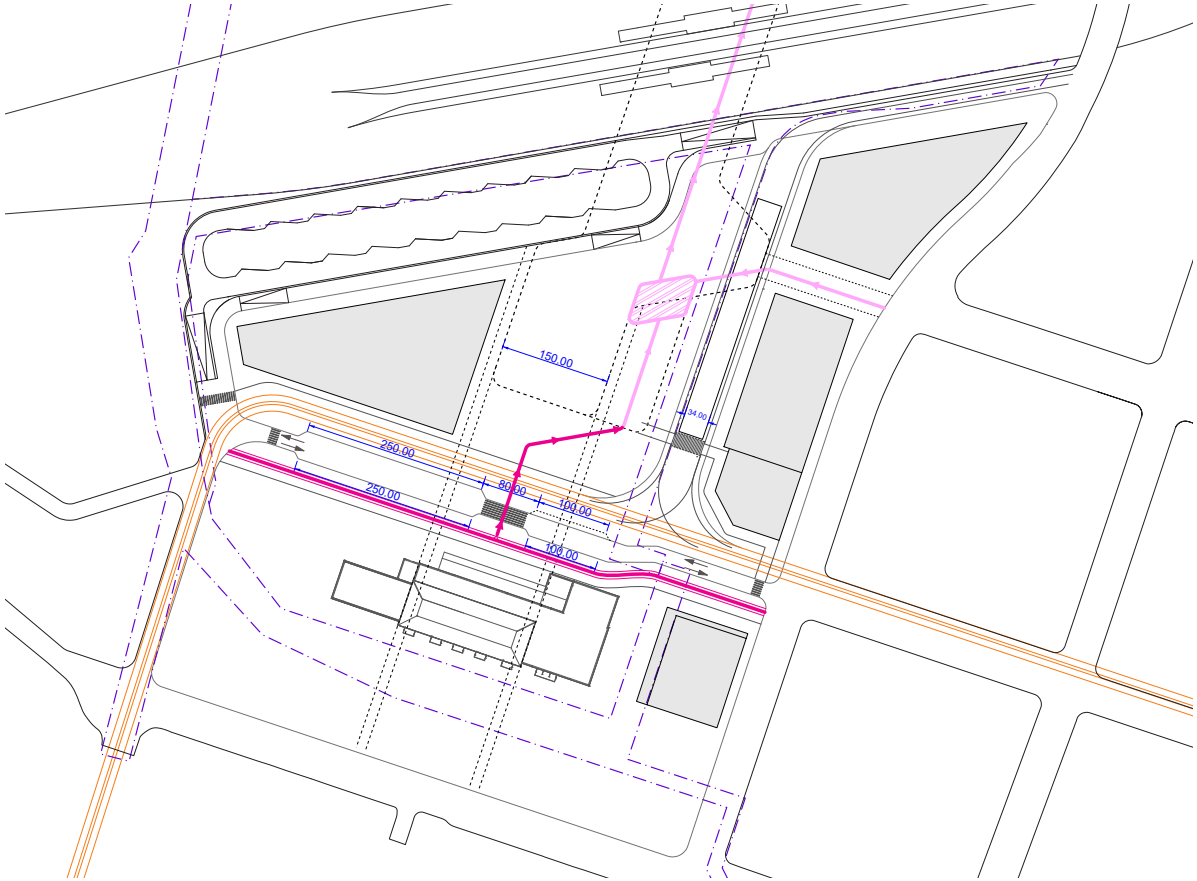
*Access from F and H street
*Utilizes existing tunnel to keep bikers using the station separate from pedestrians
*Simplifies travel distance and complications for bikers to reach transit
*They can also use the main paths of travel through the concourse above

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

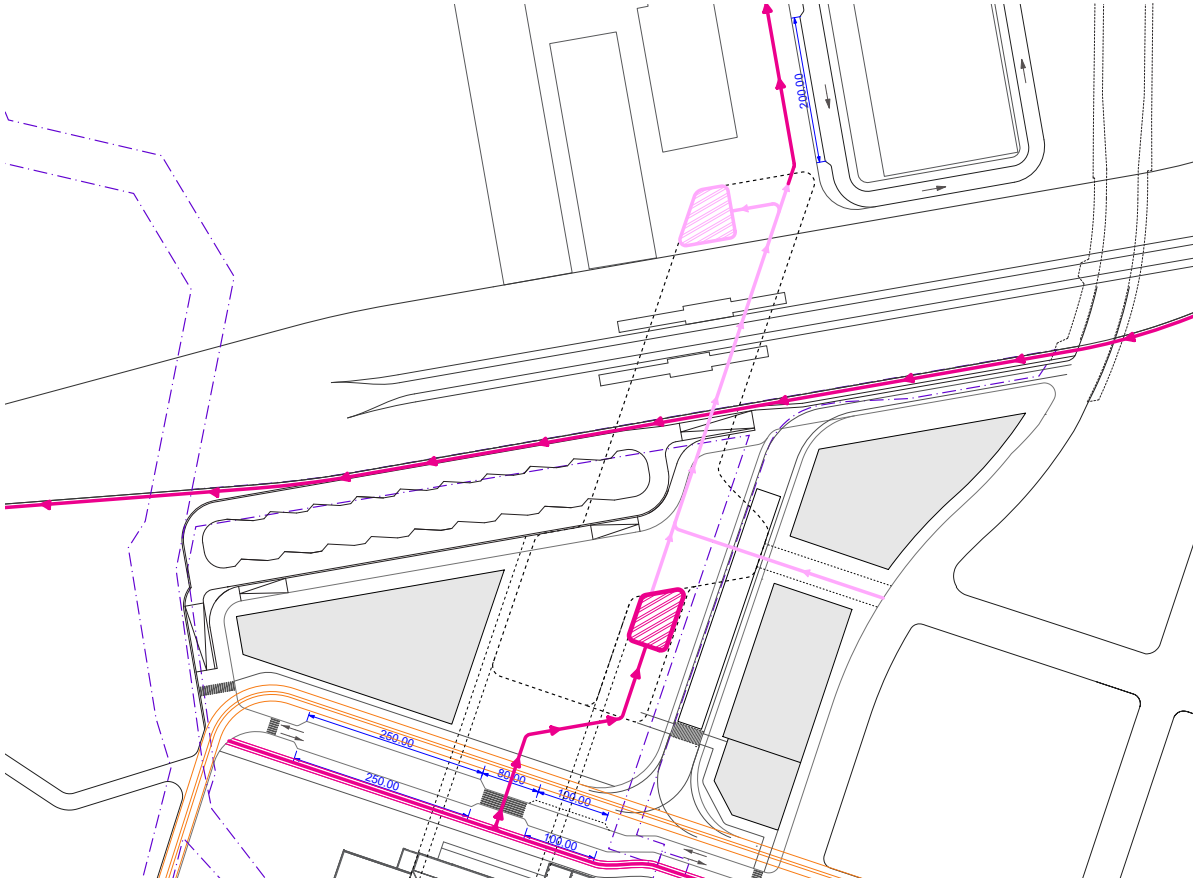
*Access from G and H street to justify large entryway from G

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

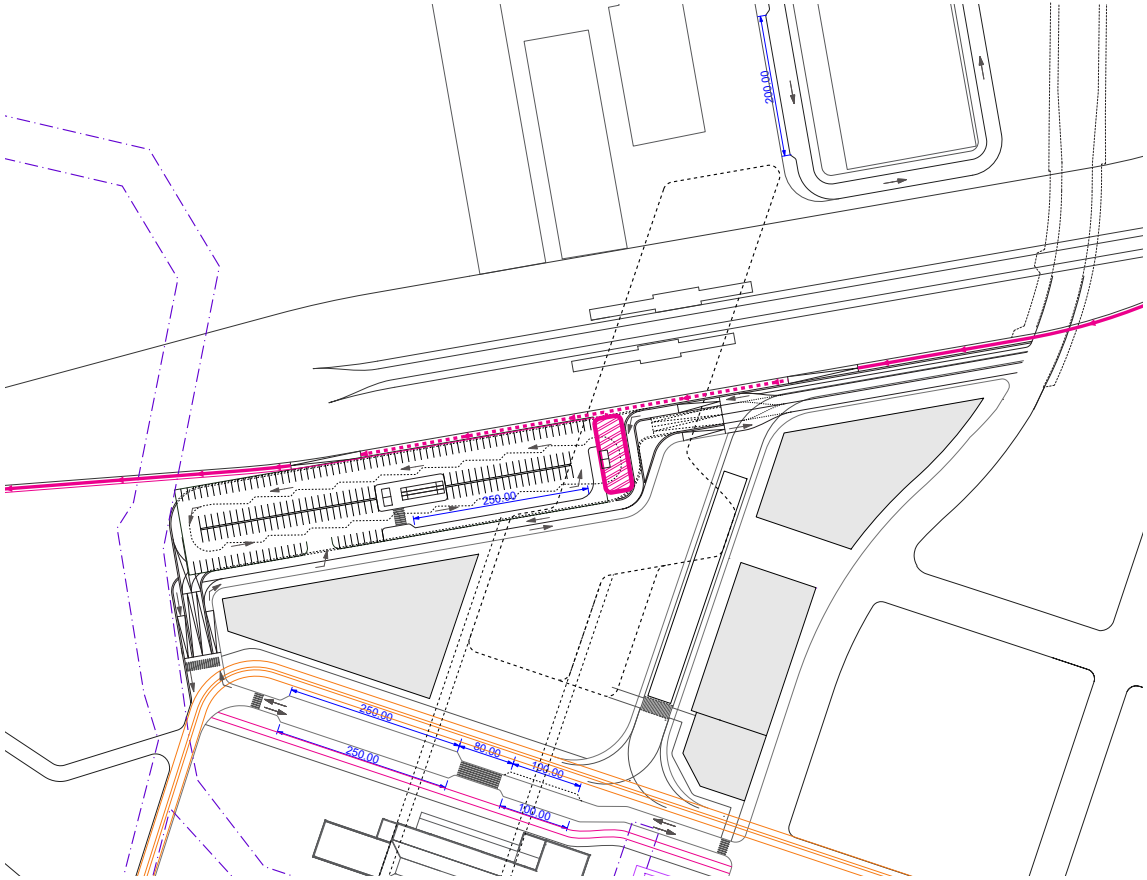
*Addresses users from the North and South
*Access from G and H street to justify large entryway from G
*Access from both levels
*Thruway on F

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
* Flexibilty in growth of parking space
*Will require a pairing of FOH Bike facilities

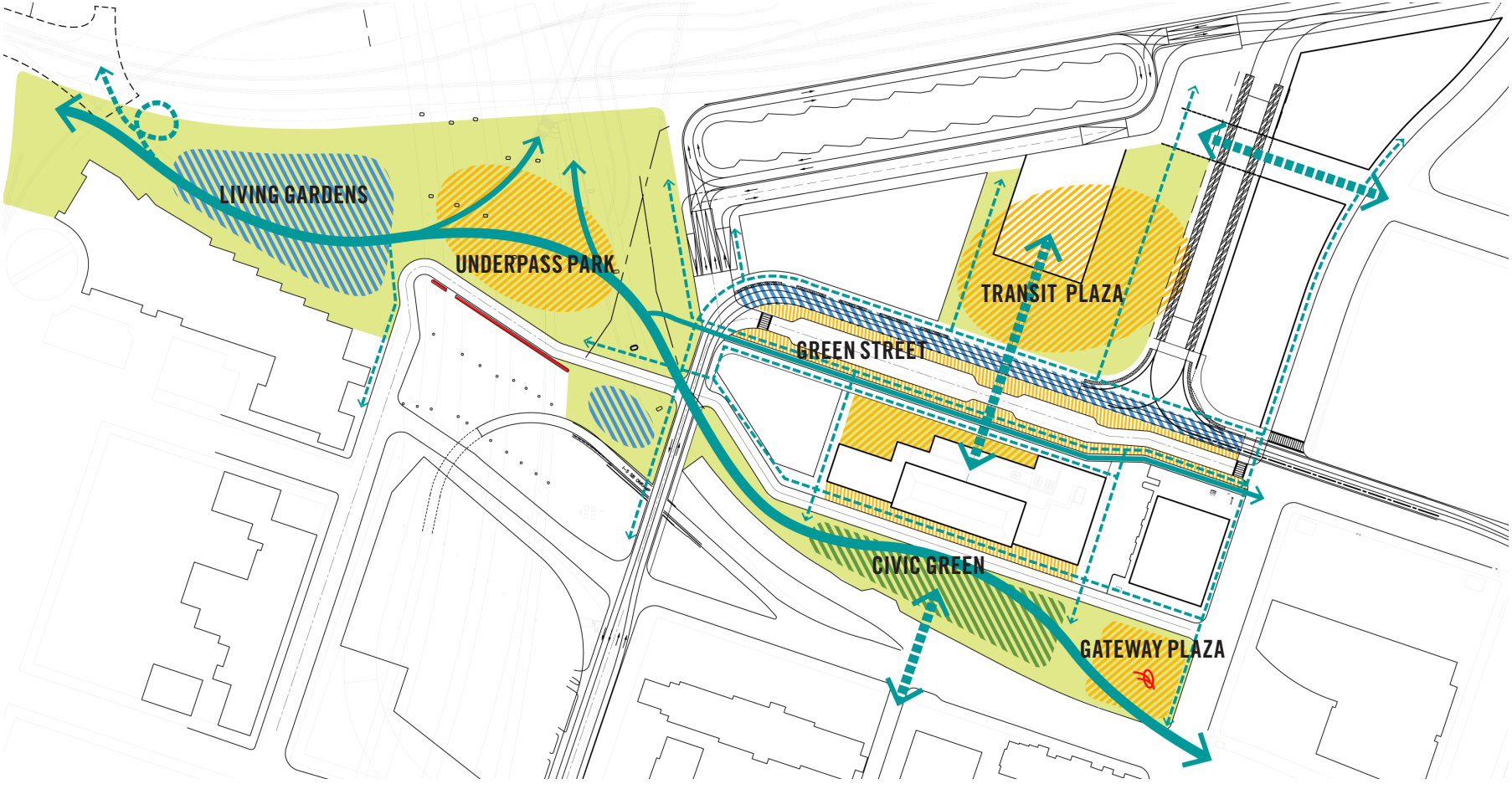
CONS

*Bike Facility hidden within the Station

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

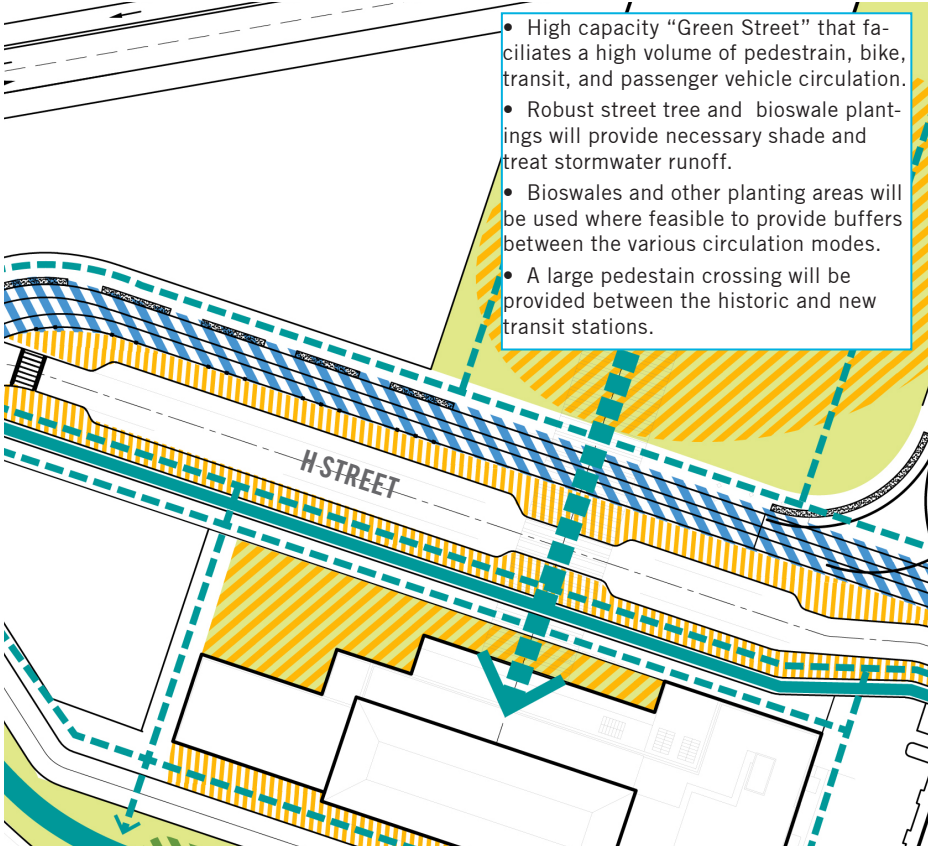
PUBLIC REALM

PUBLIC REALM FRAMEWORK

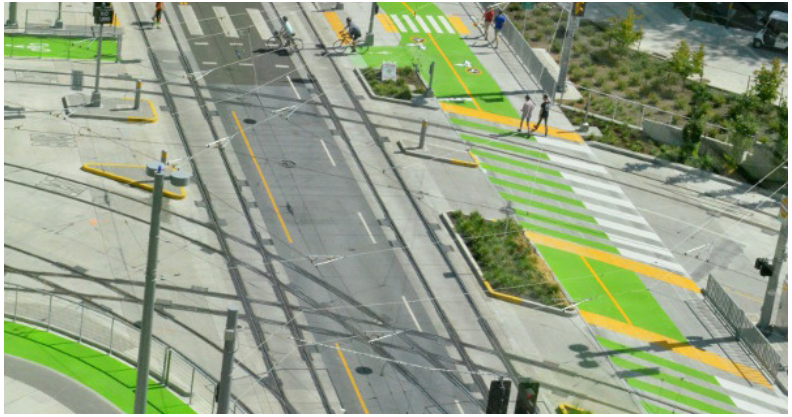


GATEWAY PLAZA

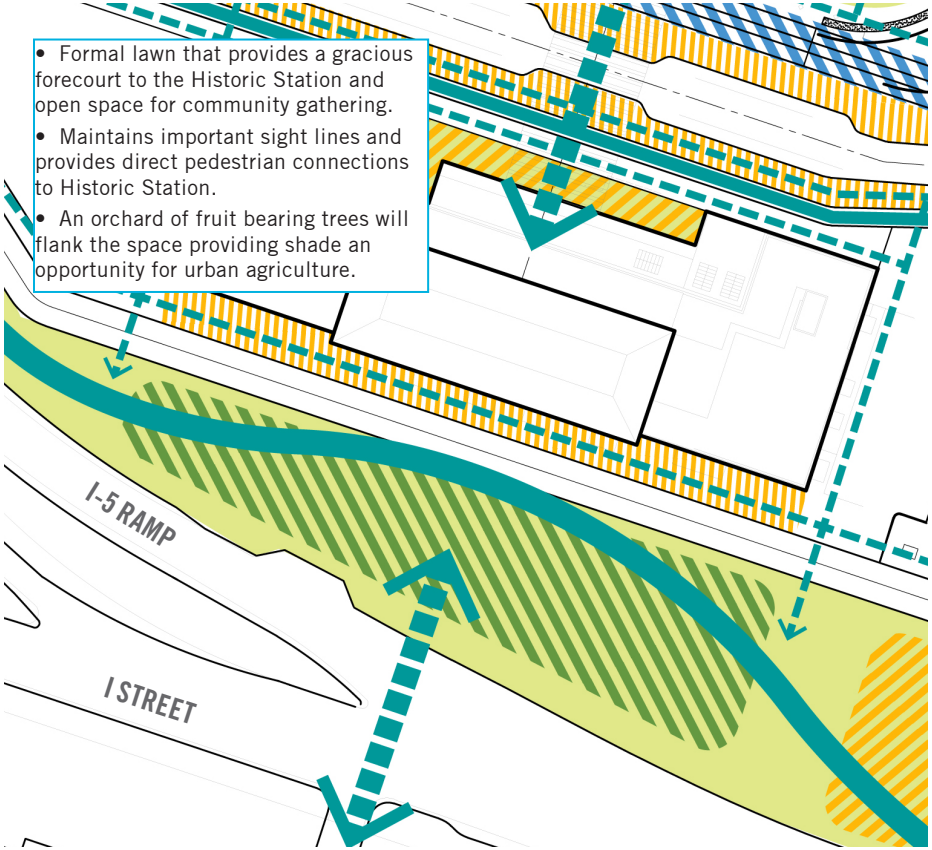
GREEN STREET



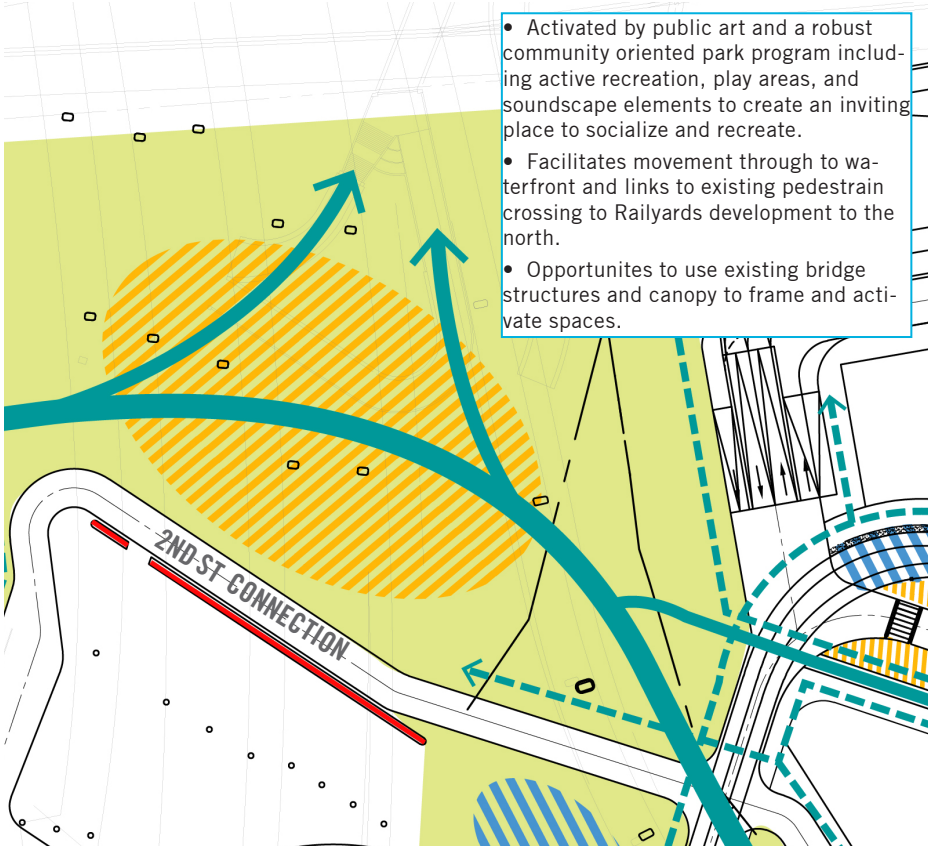
- High capacity “Green Street” that facilitates a high volume of pedestrain, bike, transit, and passenger vehicle circulation.
- Robust street tree and bioswale plantings will provide necessary shade and treat stormwater runoff.
- Bioswales and other planting areas will be used where feasible to provide buffers between the various circulation modes.
- A large pedestain 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.
I-5 RAMP
I STREET

UNDERPASS PARK

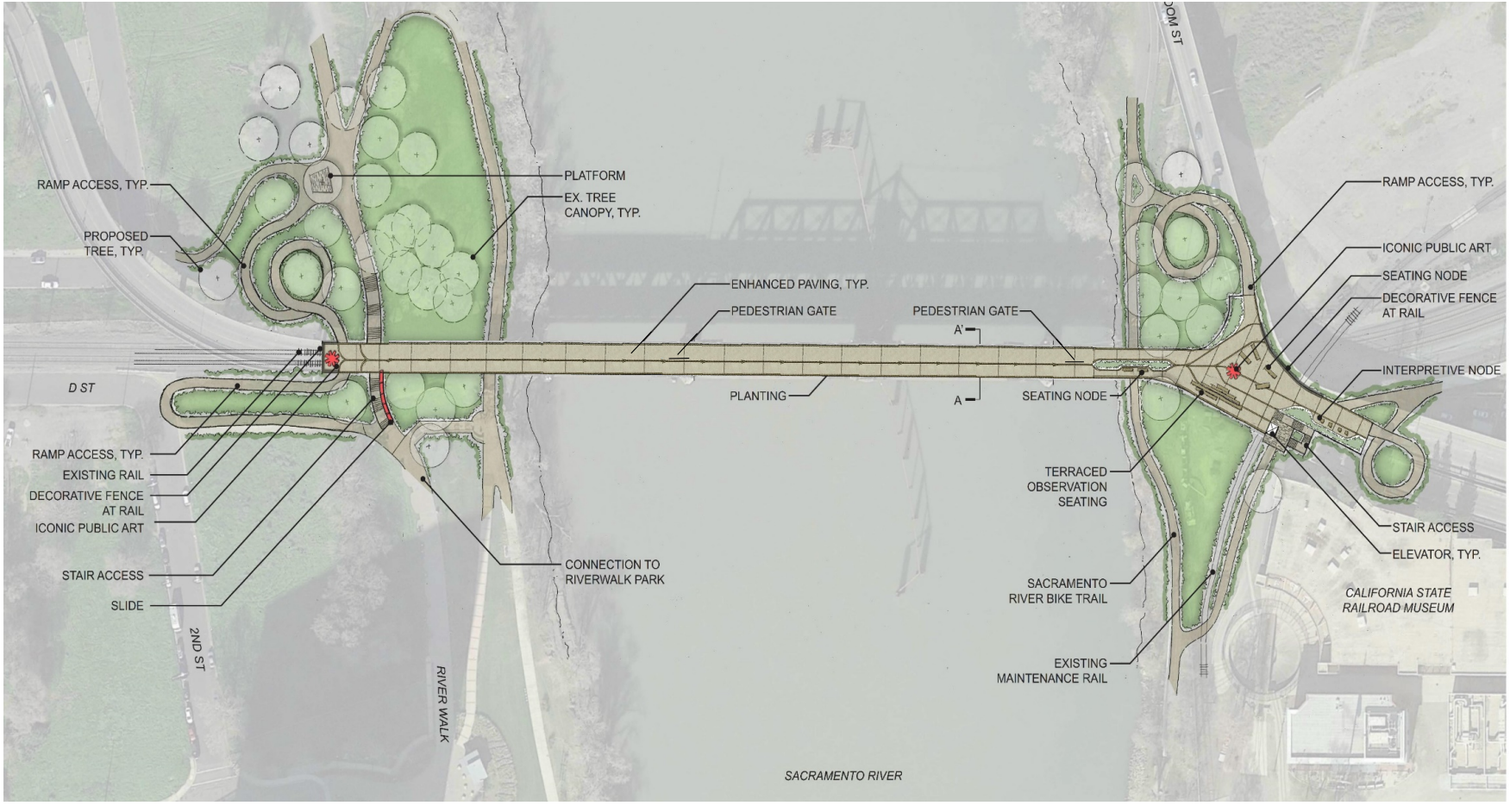


- Activated by public art and a robust community oriented park program including active recreation, play areas, and soundscape elements to create an inviting place to socialize and recreate.
- Facilitates movement through to waterfront and links to existing pedestrain crossing to Railyards development to the north.
- Opportunites 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.

I STREET BRIDGE PROJECT



THANK YOU