SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MEETING#2 - 09/27/2019

GRIMSHAW TRANSIT DESIGN

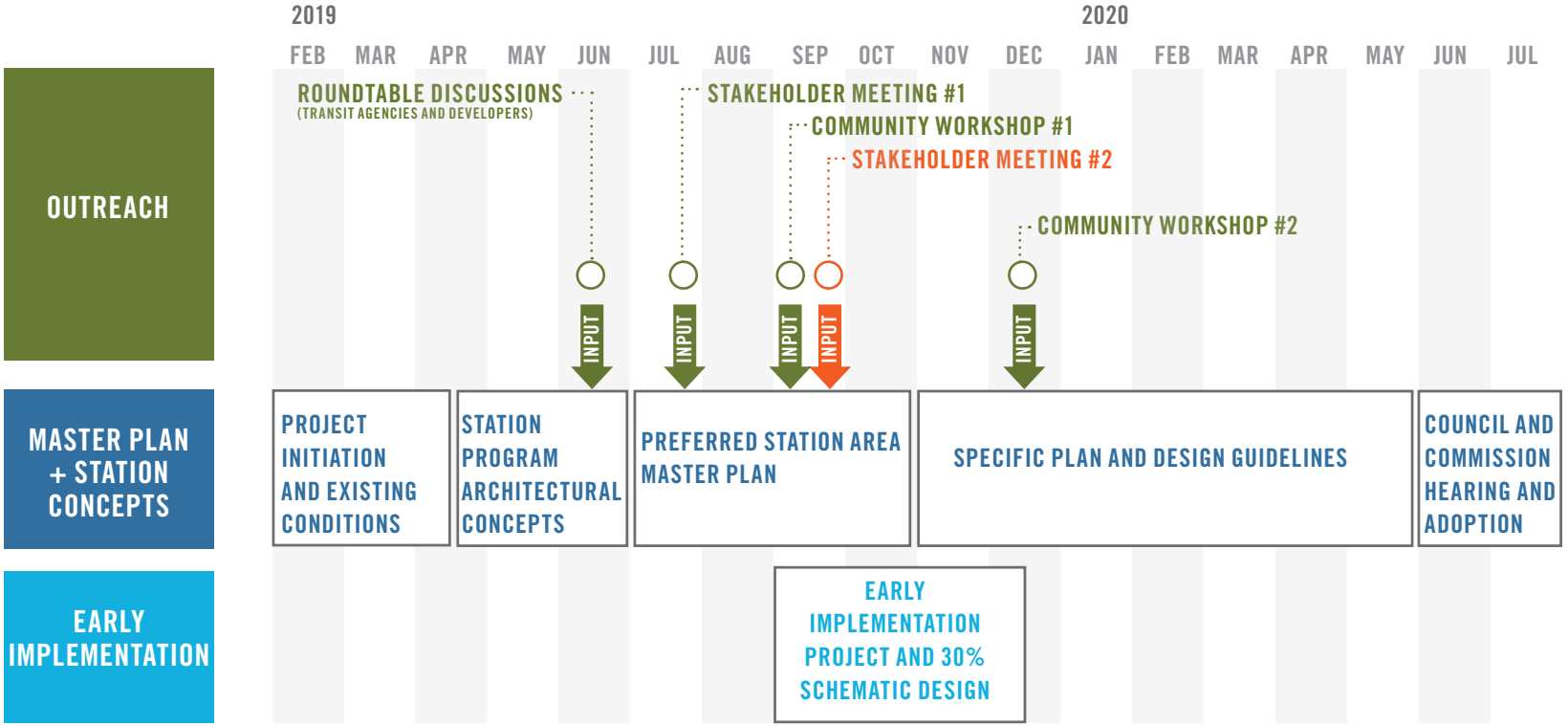
JOURNEY

PERKINS+WILL URBAN DESIGN

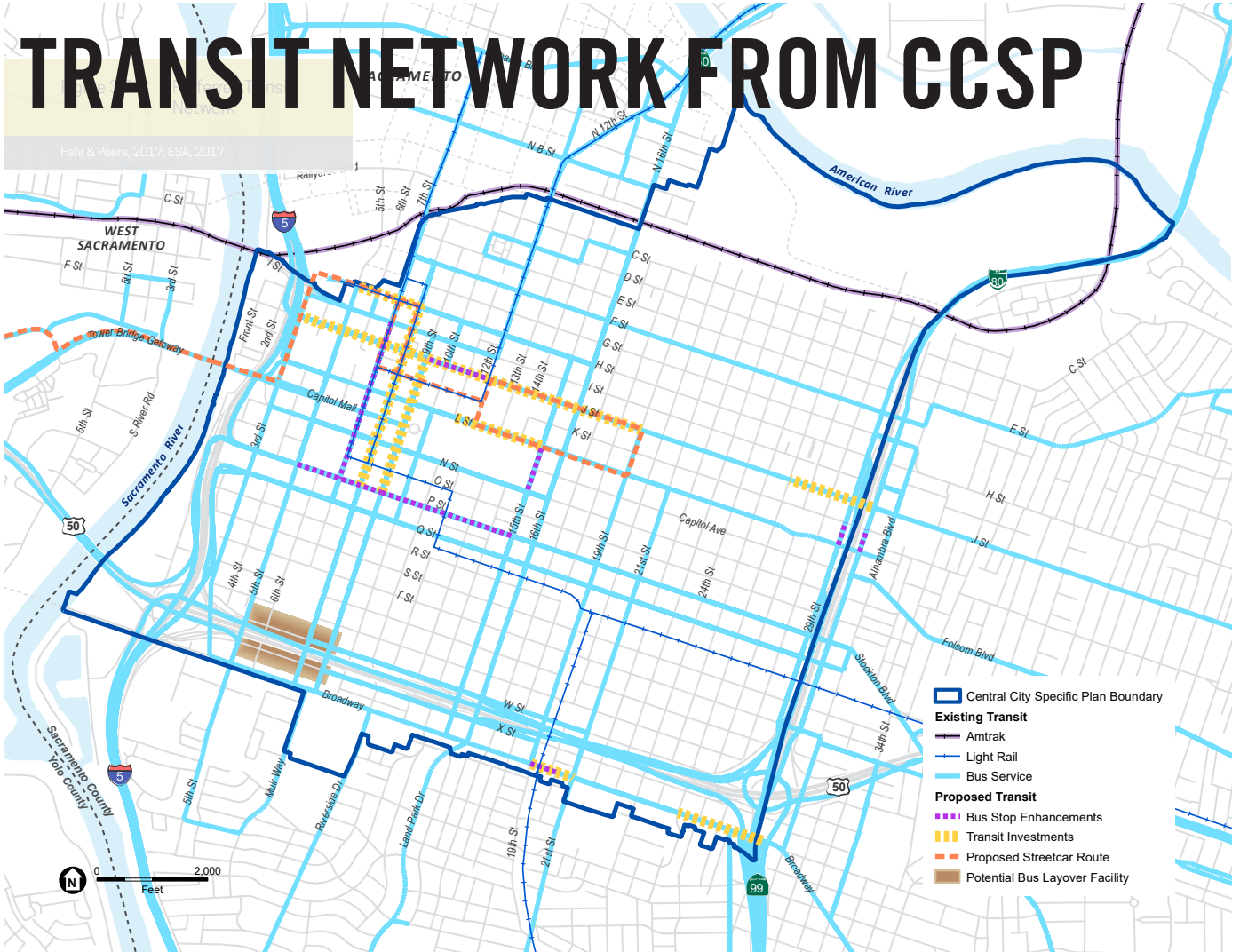
DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

PROCESS


2019
2020
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
JUL
OUTREACH
ROUNDTABLE DISCUSSIONS
(TRANSIT AGENCIES AND DEVELOPERS)
STAKEHOLDER MEETING #1
COMMUNITY WORKSHOP #1
STAKEHOLDER MEETING #2
COMMUNITY WORKSHOP #2
INPUT
INPUT
INPUT
INPUT
INPUT
MASTER PLAN + STATION CONCEPTS
PROJECT INITIATION AND EXISTING CONDITIONS
STATION PROGRAM ARCHITECTURAL CONCEPTS
PREFERRED STATION AREA MASTER PLAN
SPECIFIC PLAN AND DESIGN GUIDELINES
COUNCIL AND COMMISSION HEARING AND ADOPTION
EARLY IMPLEMENTATION
EARLY IMPLEMENTATION PROJECT AND 30% SCHEMATIC DESIGN

PREFERRED TRANSIT NETWORK FROM CCSP

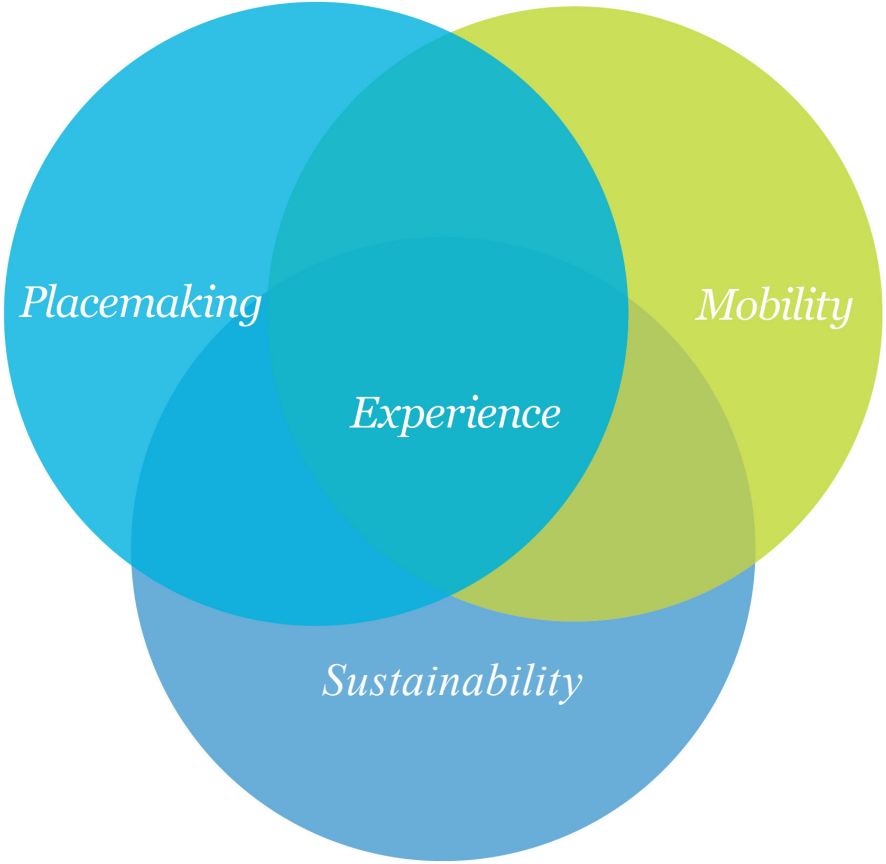


AGENDA

Presentation and Discussion

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

JOURNEY & DESTINATION



PUBLIC REALM CONNECTION

STATION CONNECTIVITY

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

Station Plaza


Art Experience (Walkway)


Walkable Env. (Doco DT)


Immerse in nature (Crocker Park)

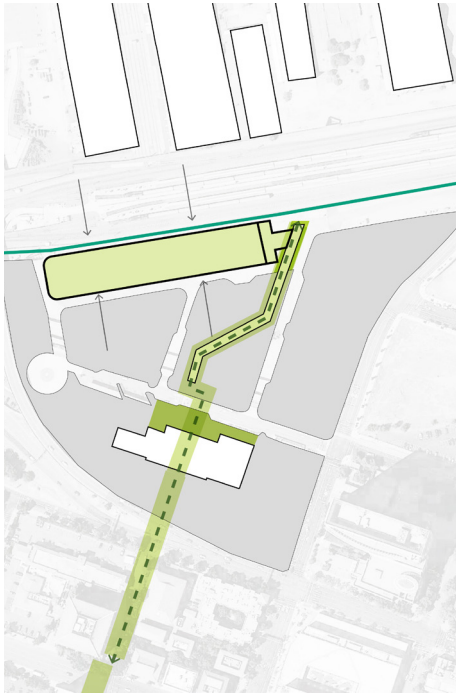
Journey Moments:


Railyard Landscape Plaza

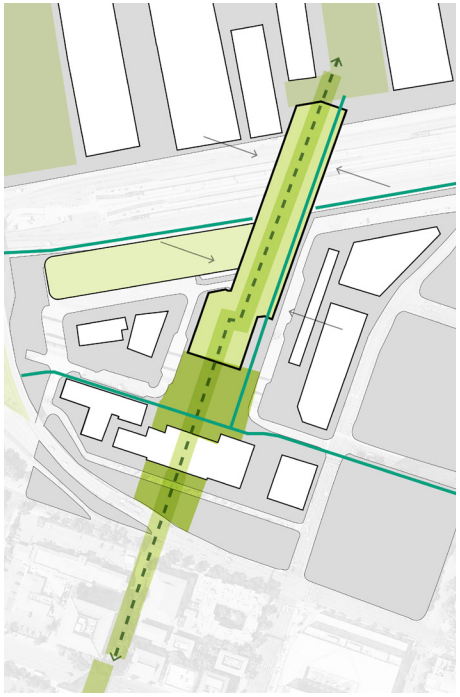

Plaza Concourse


Station Plaza

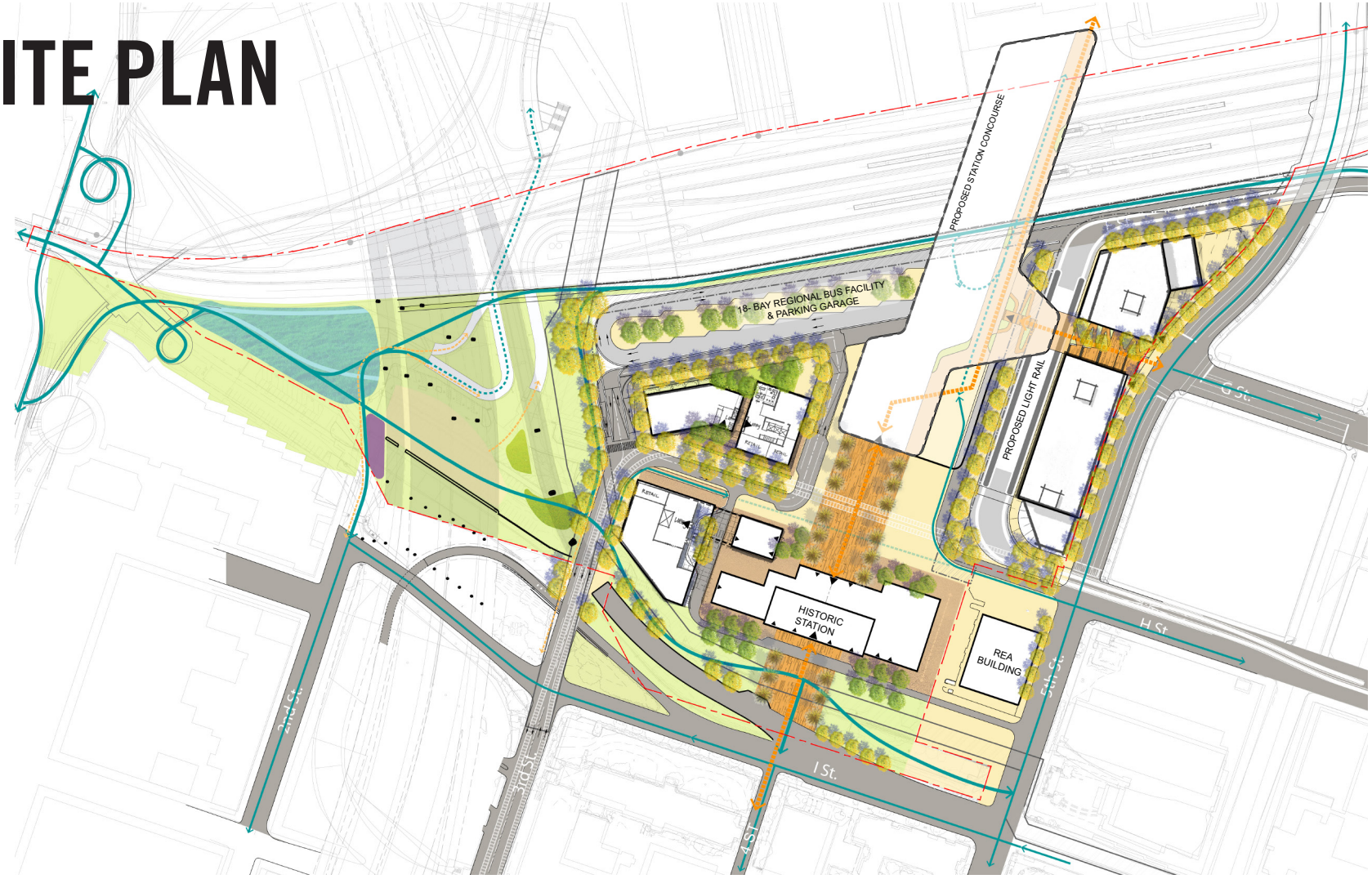
Bus Terminal



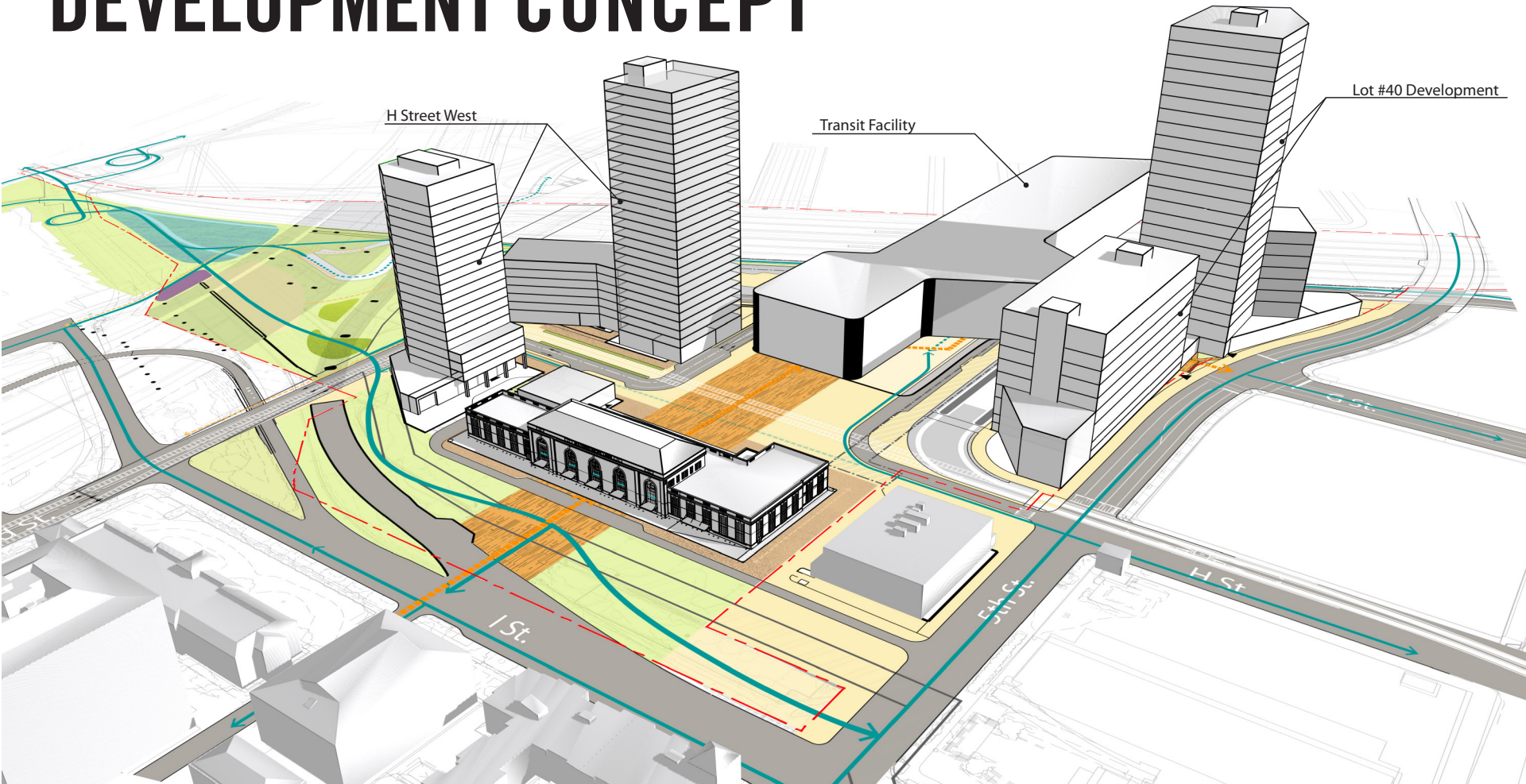
Station Concourse



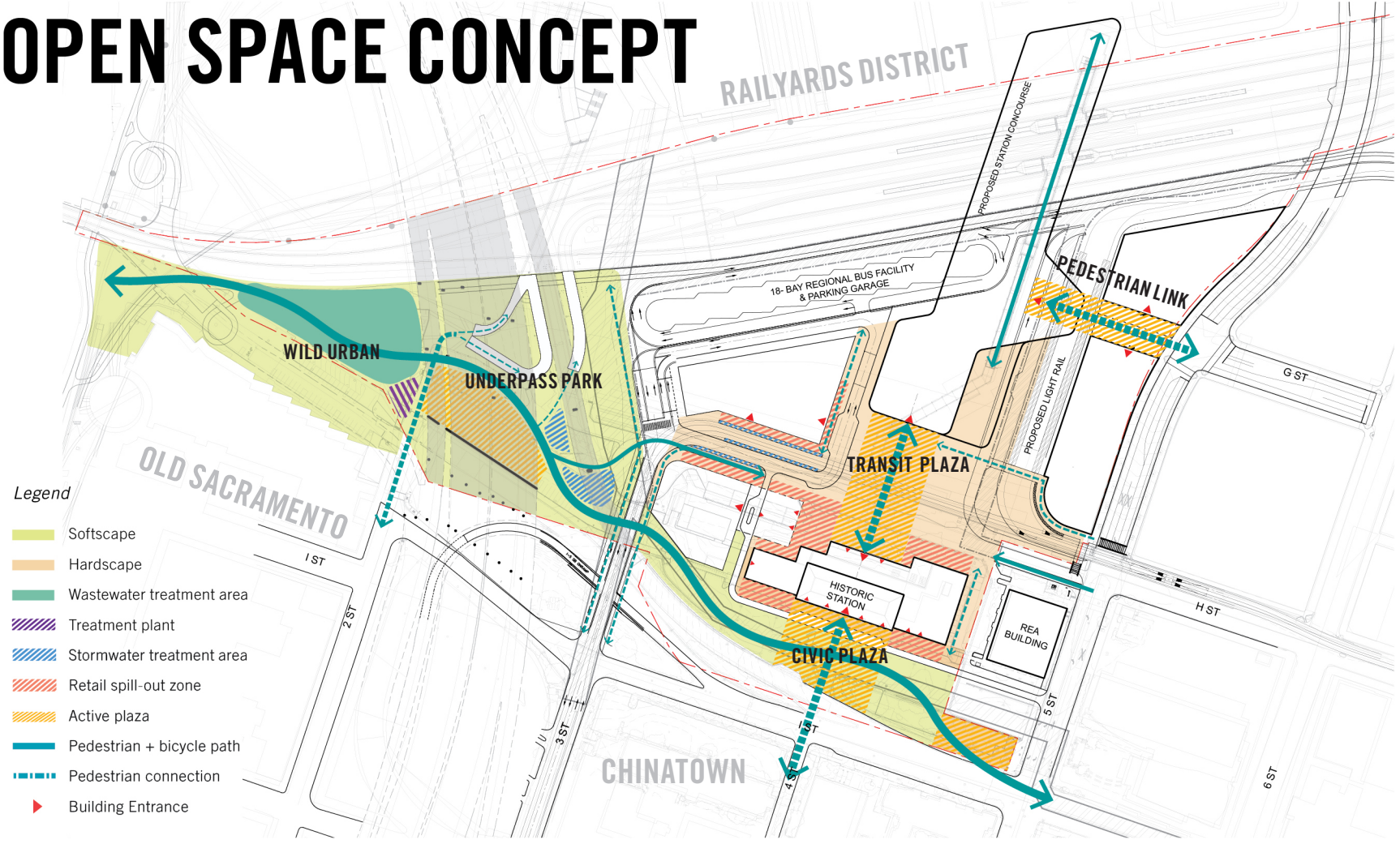
SITE PLAN


PROPOSED STATION CONCOURSE
18- BAY REGIONAL BUS FACILITY & PARKING GARAGE
PROPOSED LIGHT RAIL
G St.
HISTORIC STATION
REA BUILDING
H St
5th St.
2nd St.
3rd St.
I St.
I St.

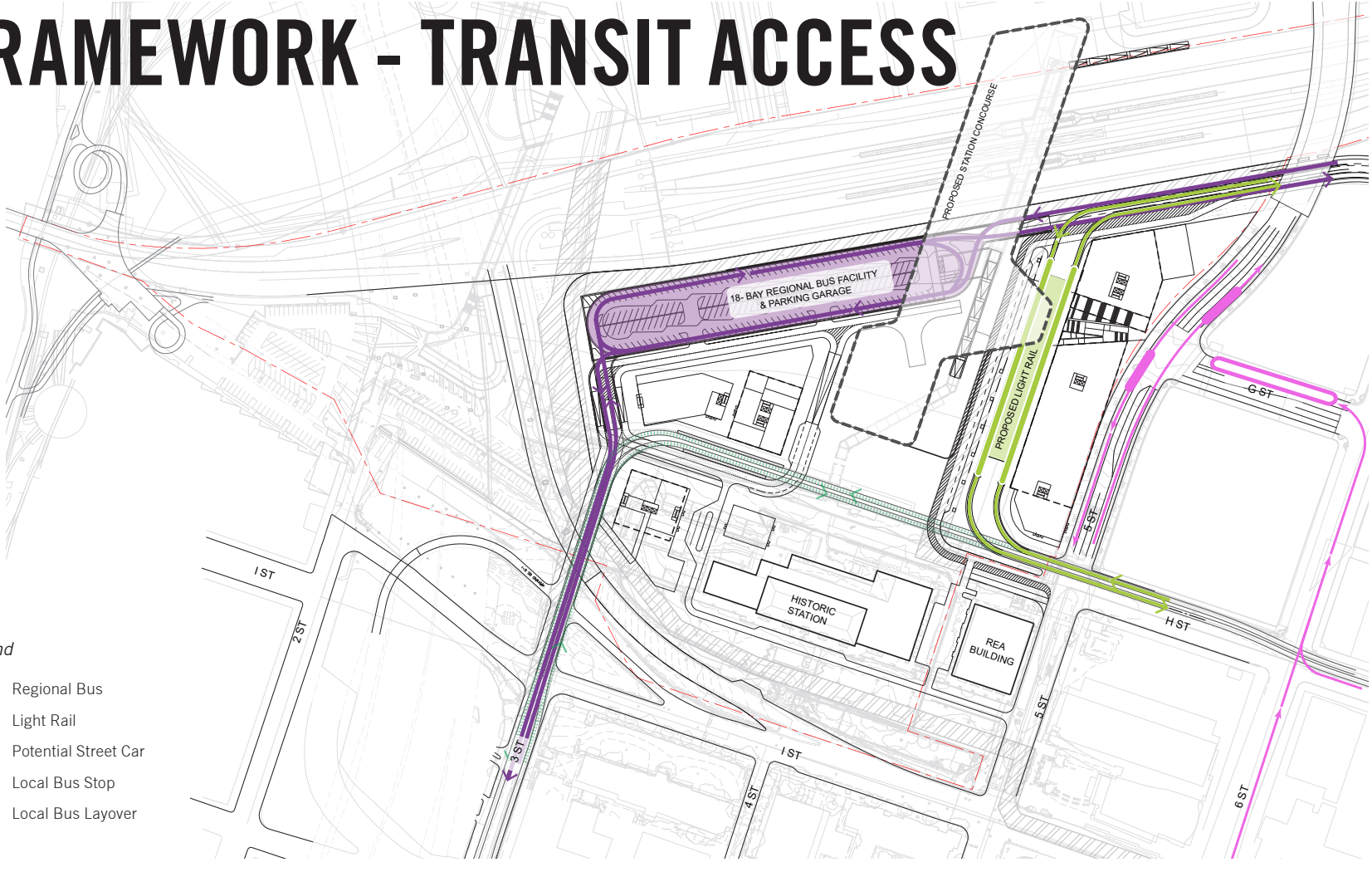
DEVELOPMENT CONCEPT



OPEN SPACE CONCEPT



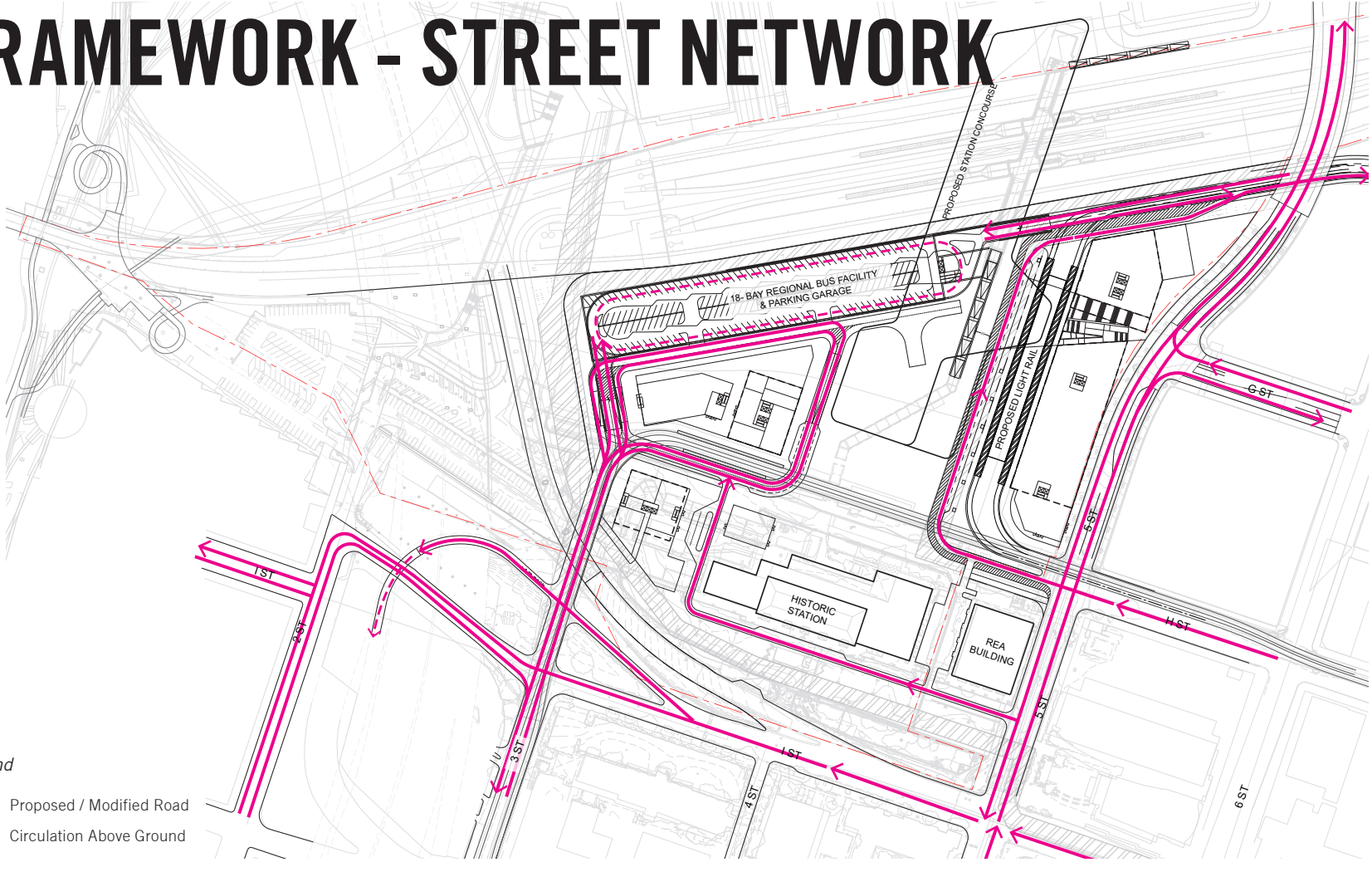
FRAMEWORK - TRANSIT ACCESS



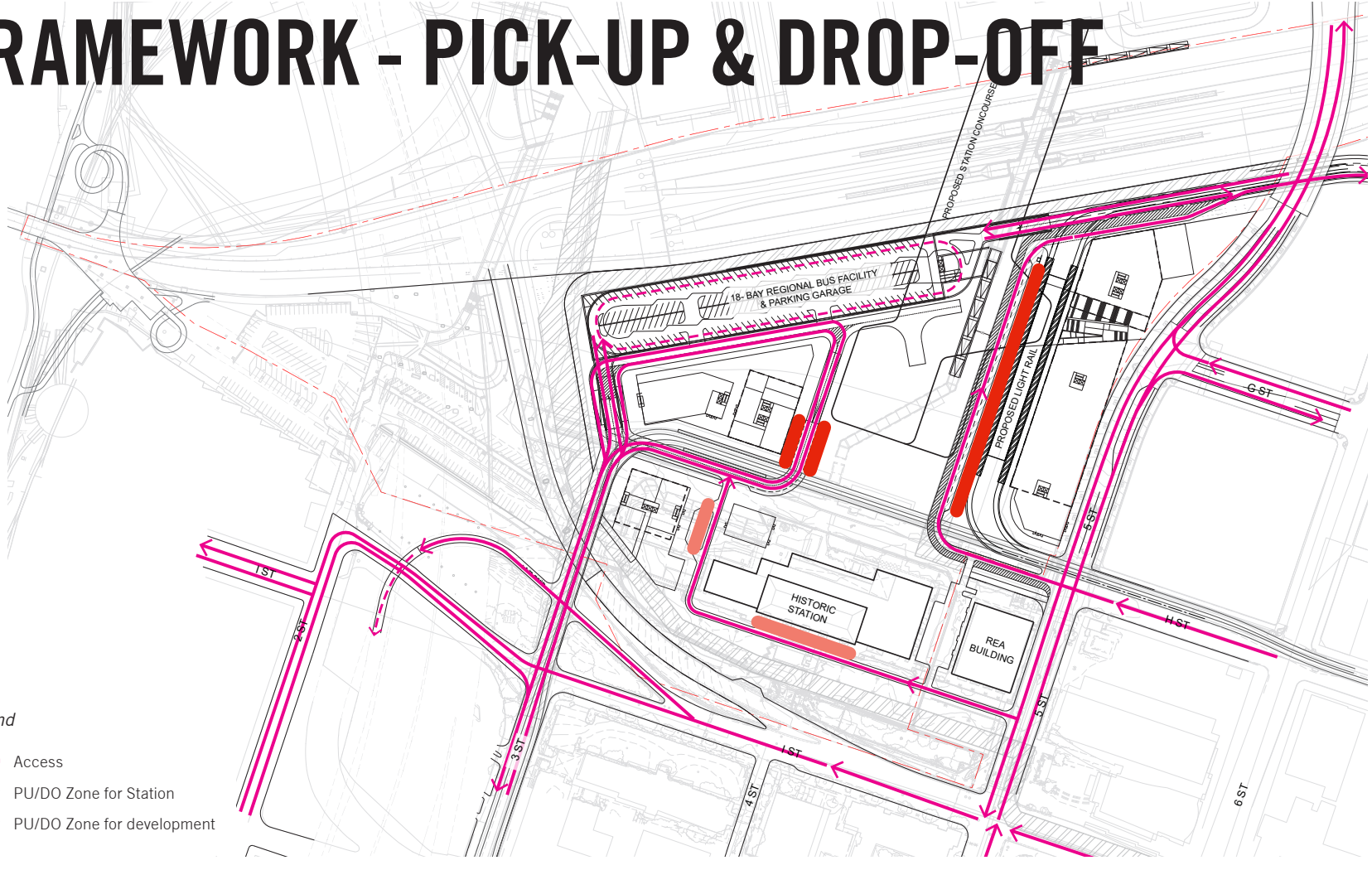
Questions

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 - STREET NETWORK

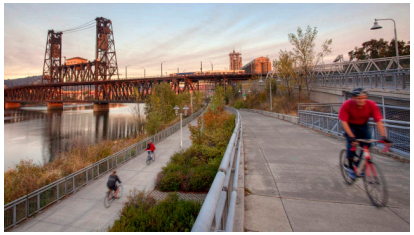


FRAMEWORK - PICK-UP & DROP-OFF



BIKEWAY CLASSIFICATION

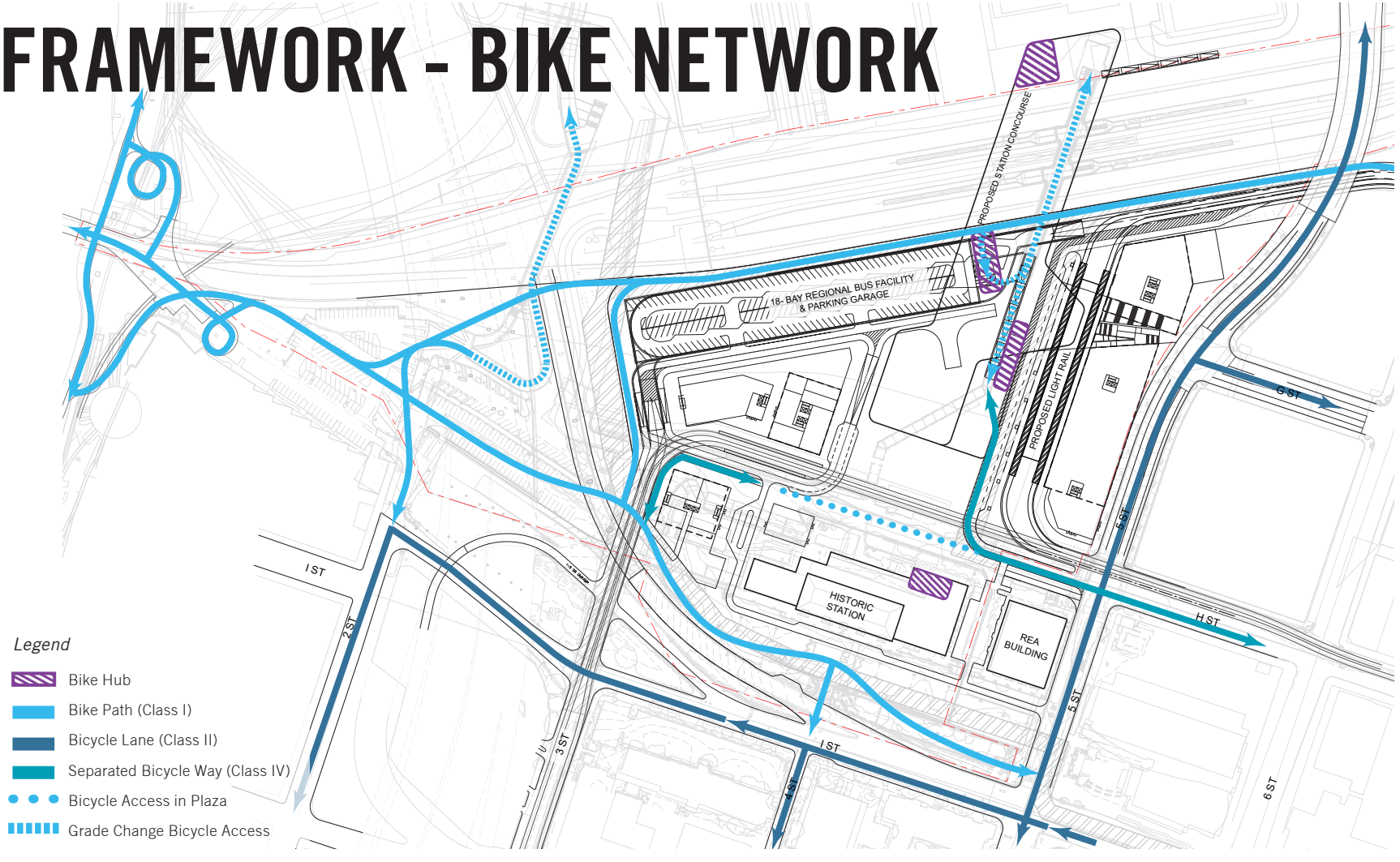
- Bike Path (Class I)



- Bicycle Lane (Class II)

- Separated Bicycle Way (Class IV)

FRAMEWORK - BIKE NETWORK



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

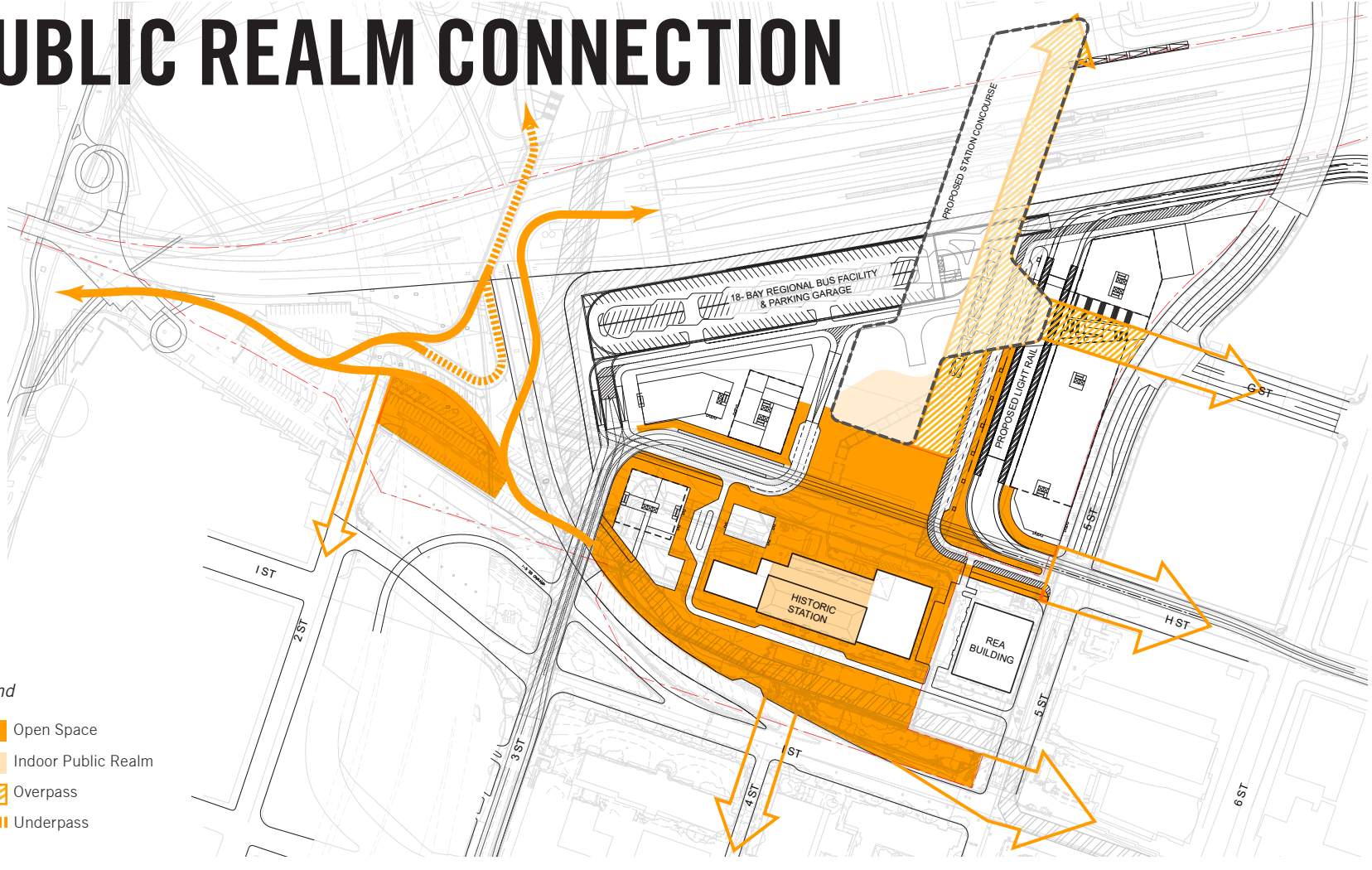
Questions

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")?

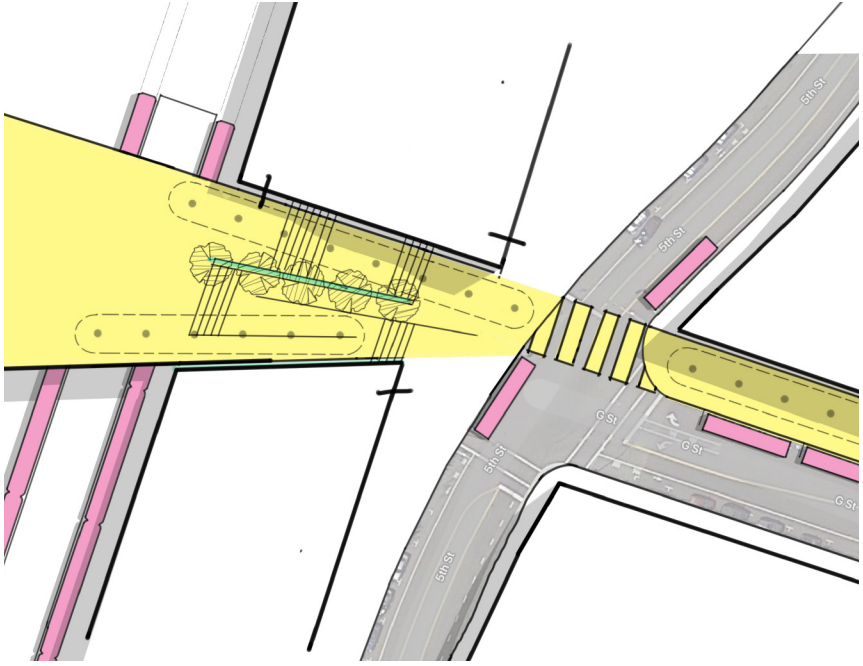
- Bike Racks
- Parts and Repair Shop
- Lockers?
- Showers (assuming these will be provided by the operator of the bike establishment)?

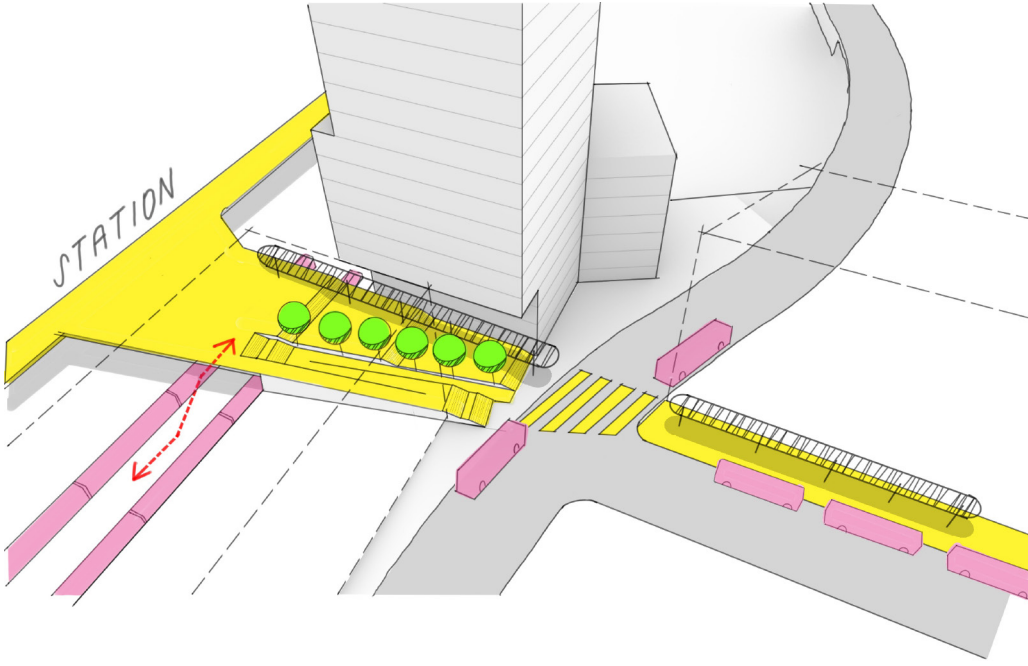
2. Do you agree with the proposed locations for bicycle facilities?

PUBLIC REALM CONNECTION



G STREET CONNECTION



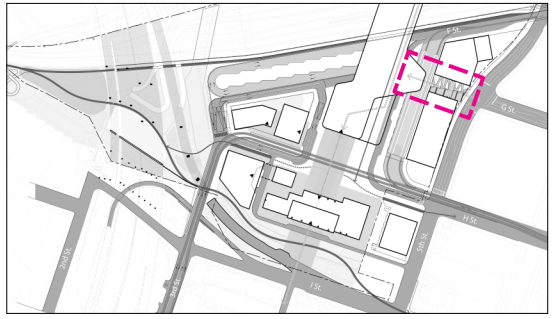


G STREET CONNECTION

The Goods Line, Sydney, Australia

Highline, New York, NY

UC Berkeley, Berkeley, CA



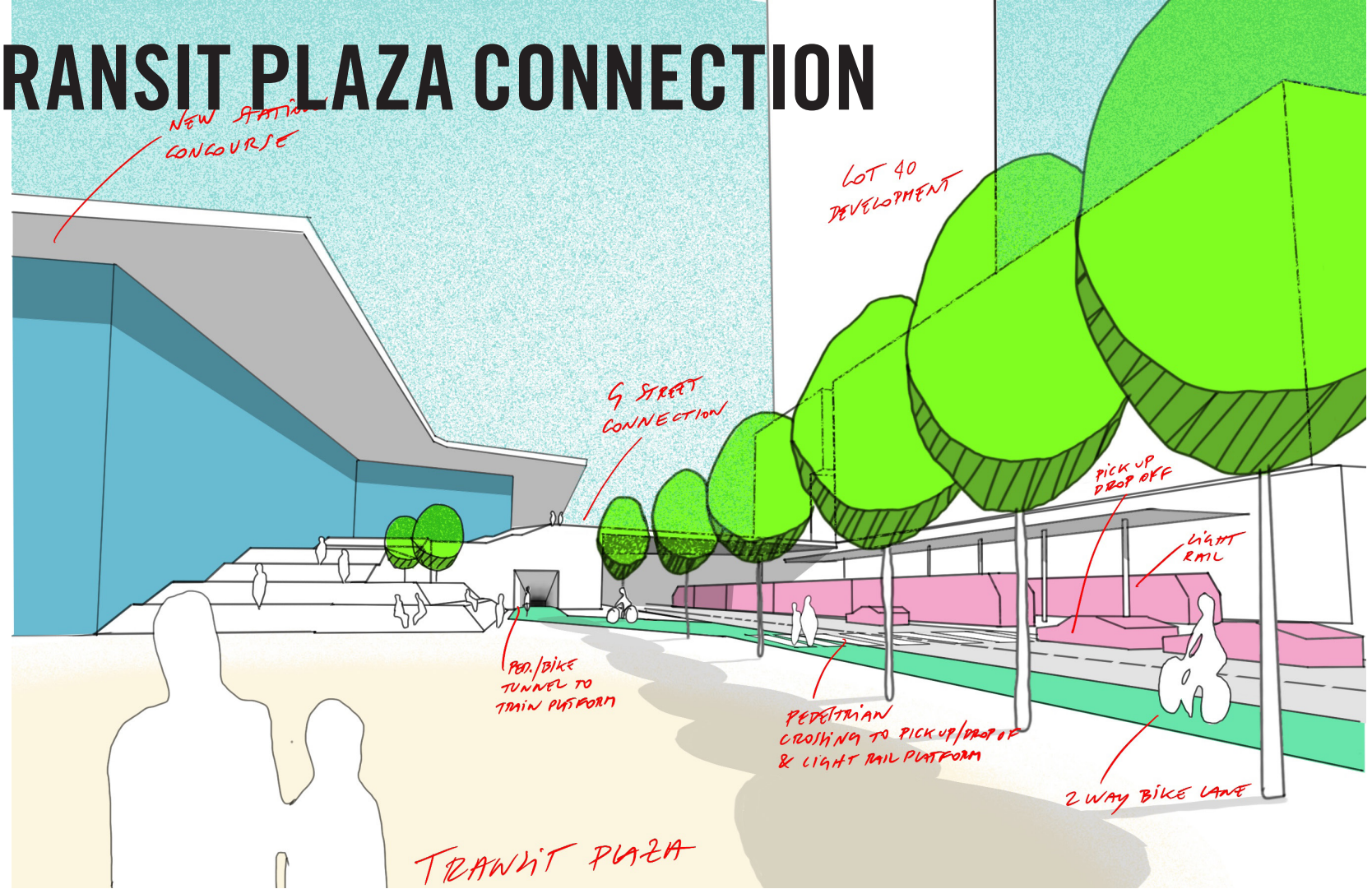
Questions

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

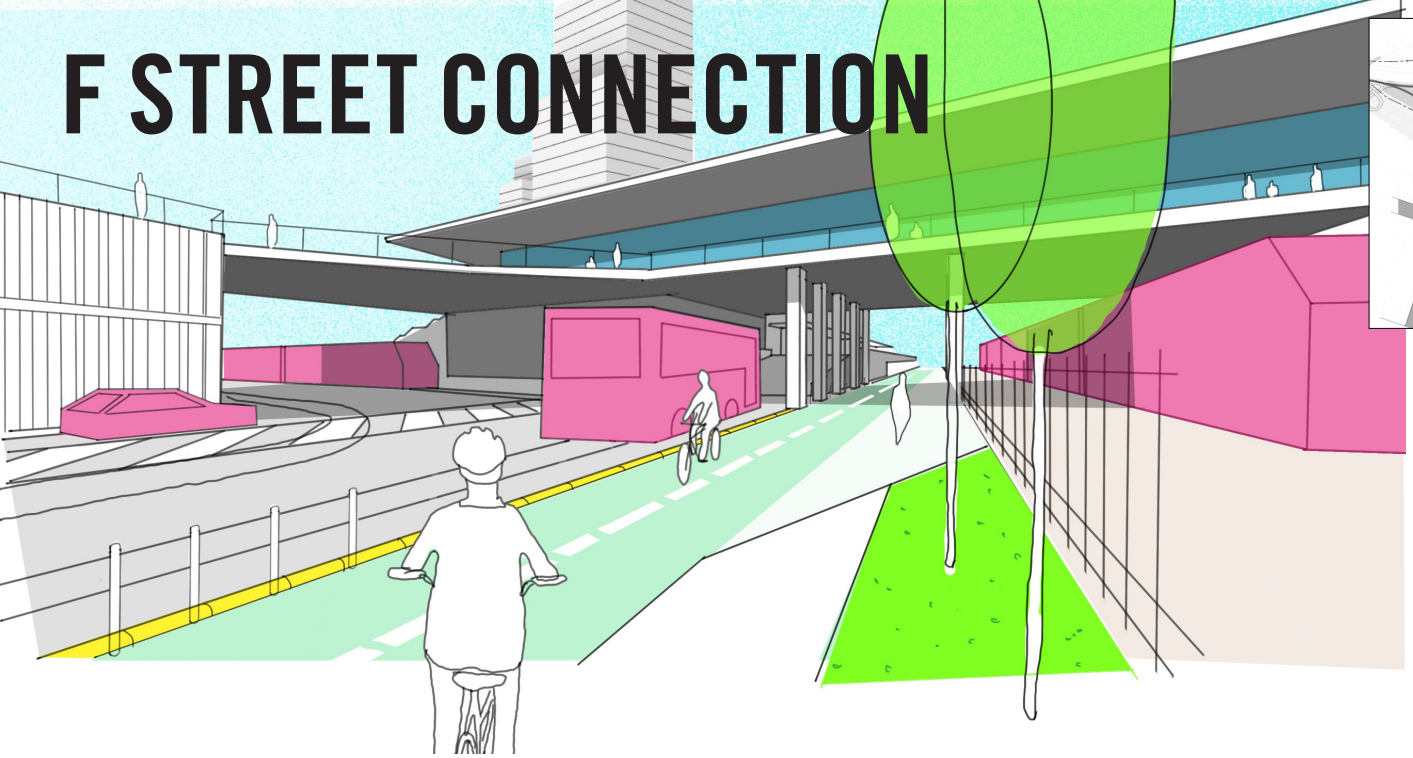


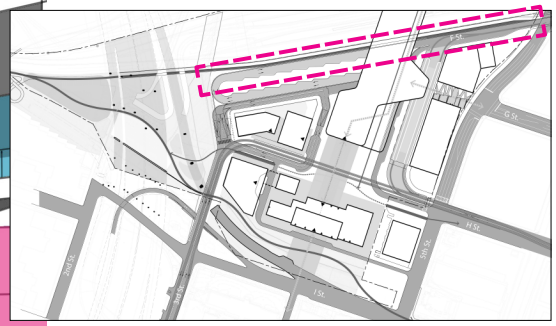
LRT, BIKE TUNNEL CONNECTION

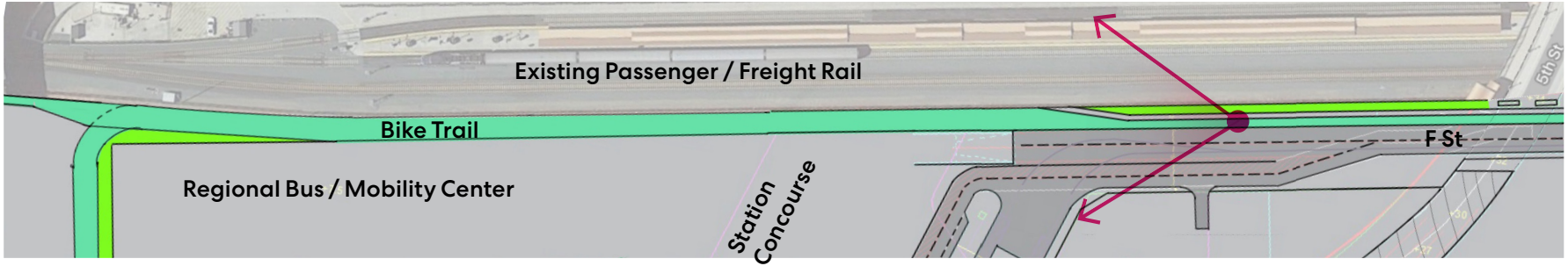
Legend

- Utility Easement
- LRT
- Potential Street Car
- Bike Route
- Pedestrian Circulation

F STREET CONNECTION





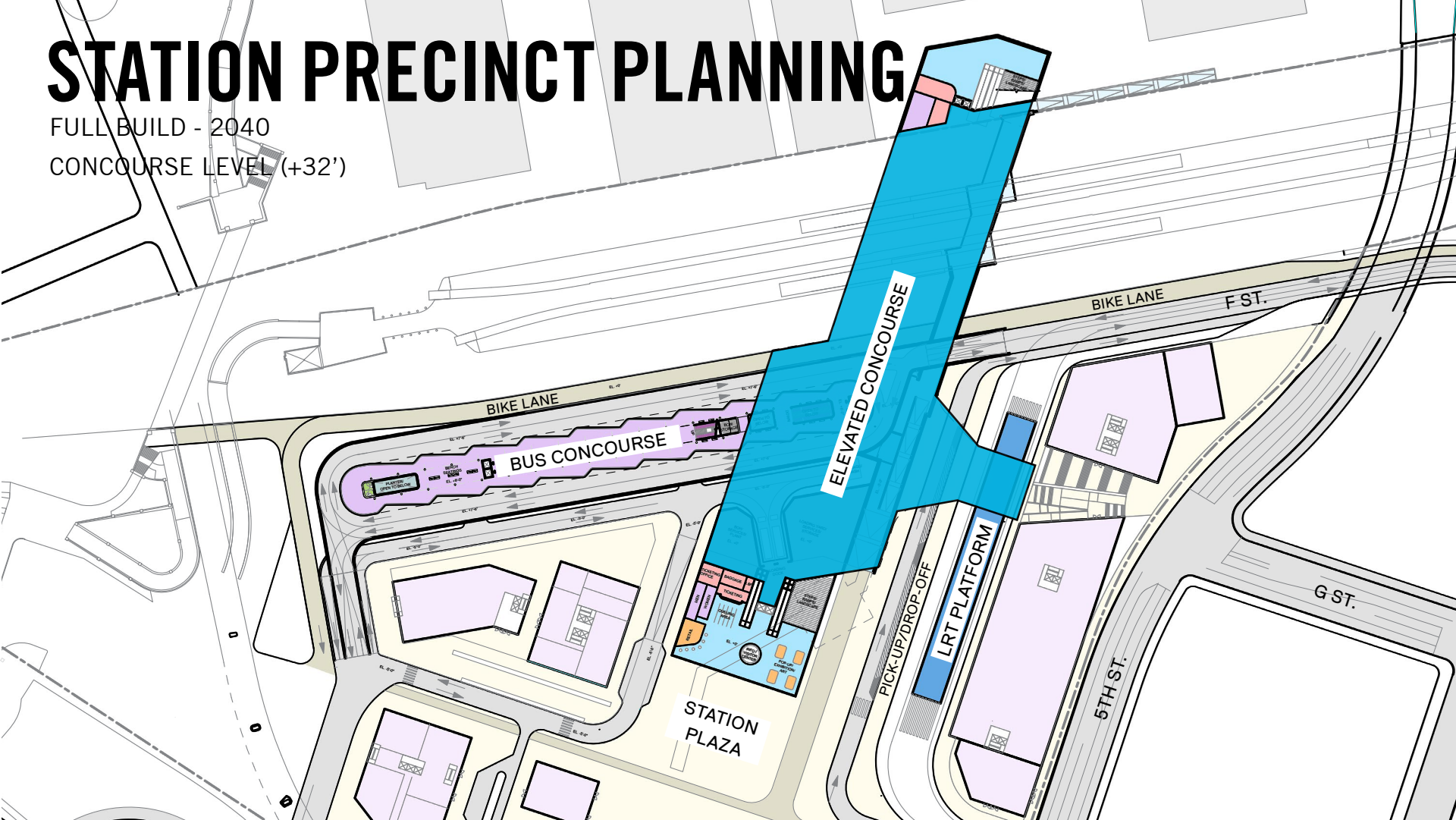


BUS / MOBILITY CENTER

STATION PRECINCT PLANNING

FULL BUILD - 2040

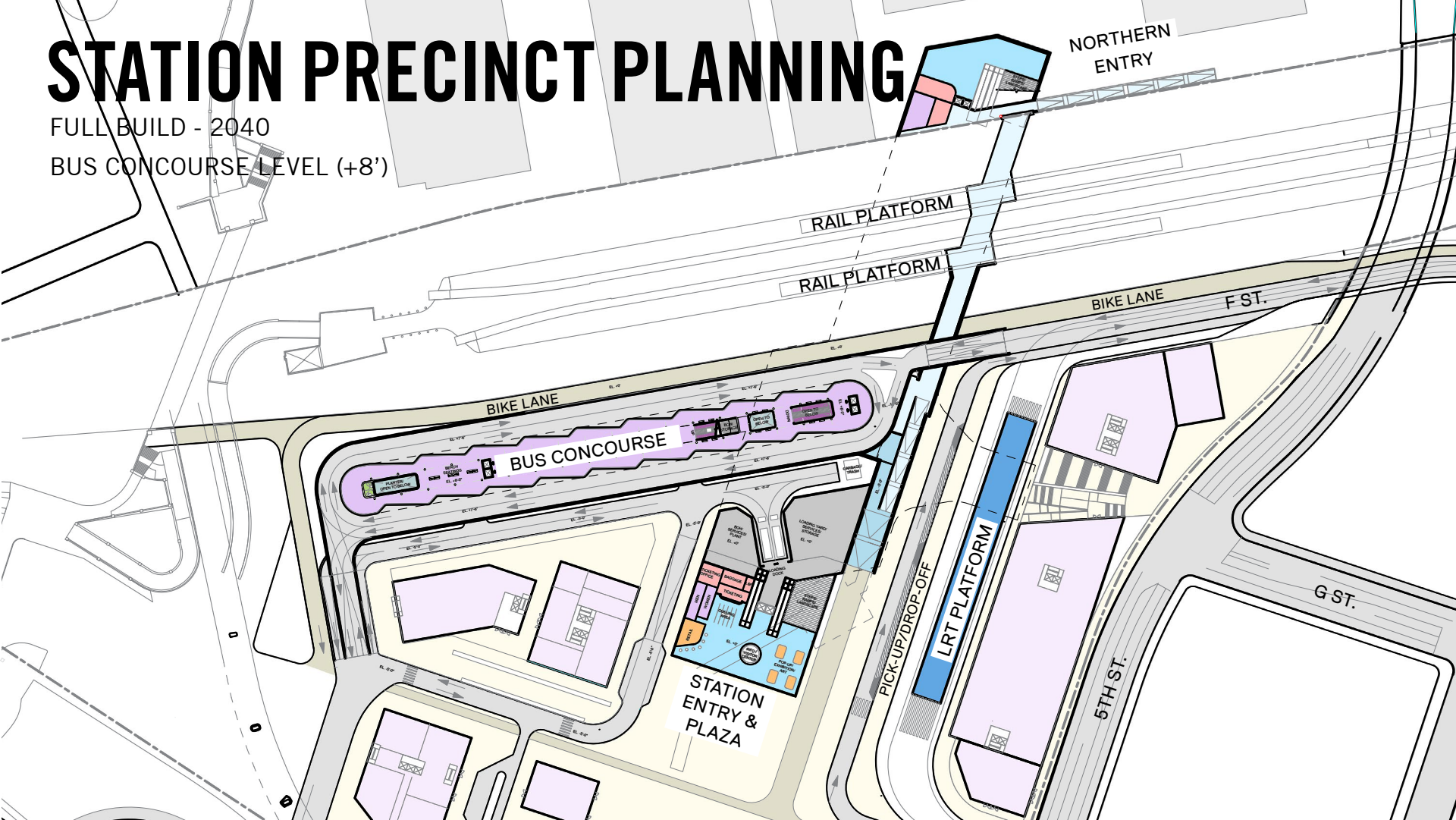
CONCOURSE LEVEL (+32')



STATION PRECINCT PLANNING

FULL BUILD - 2040

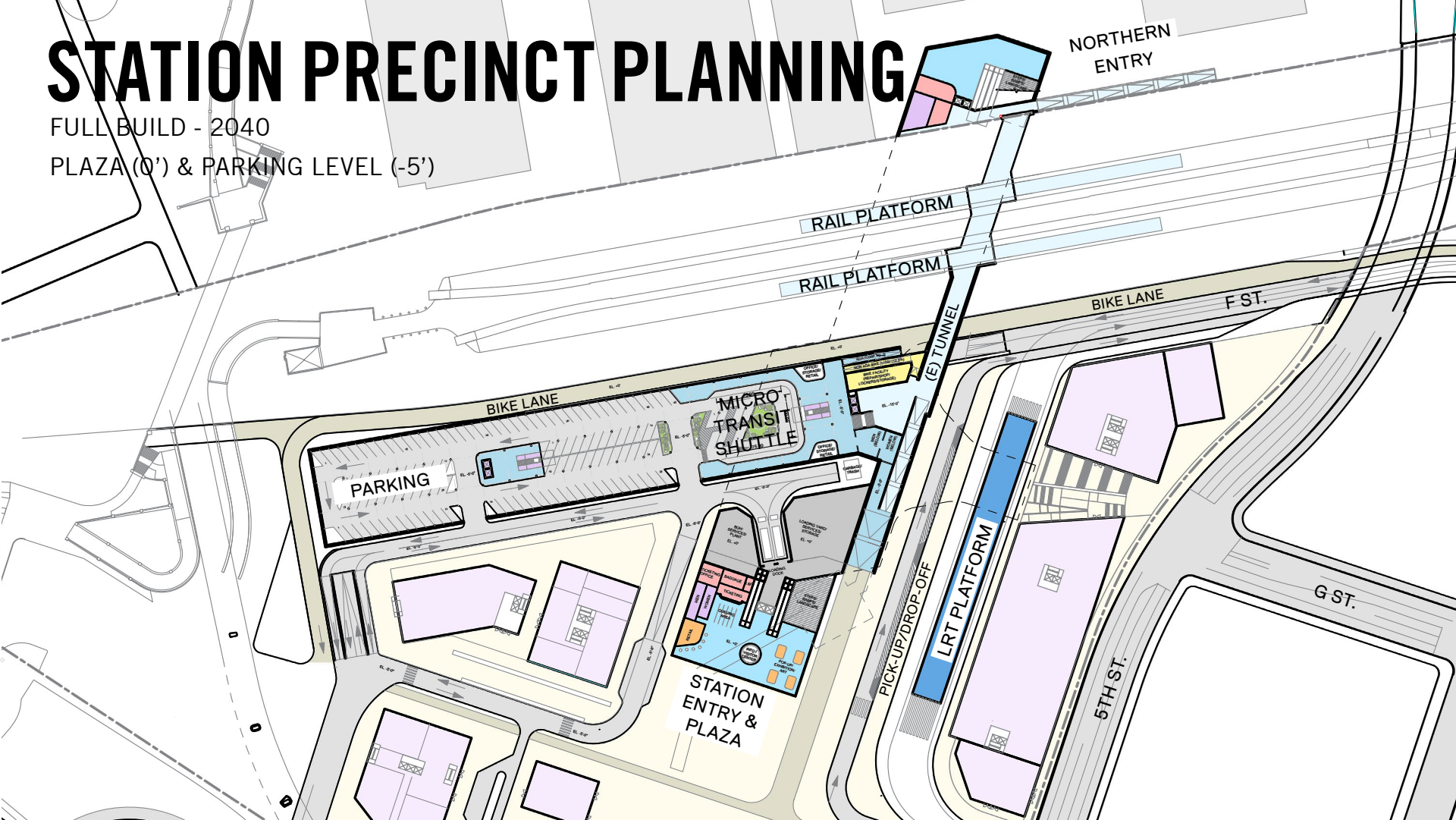
BUS CONCOURSE LEVEL (+8')



STATION PRECINCT PLANNING

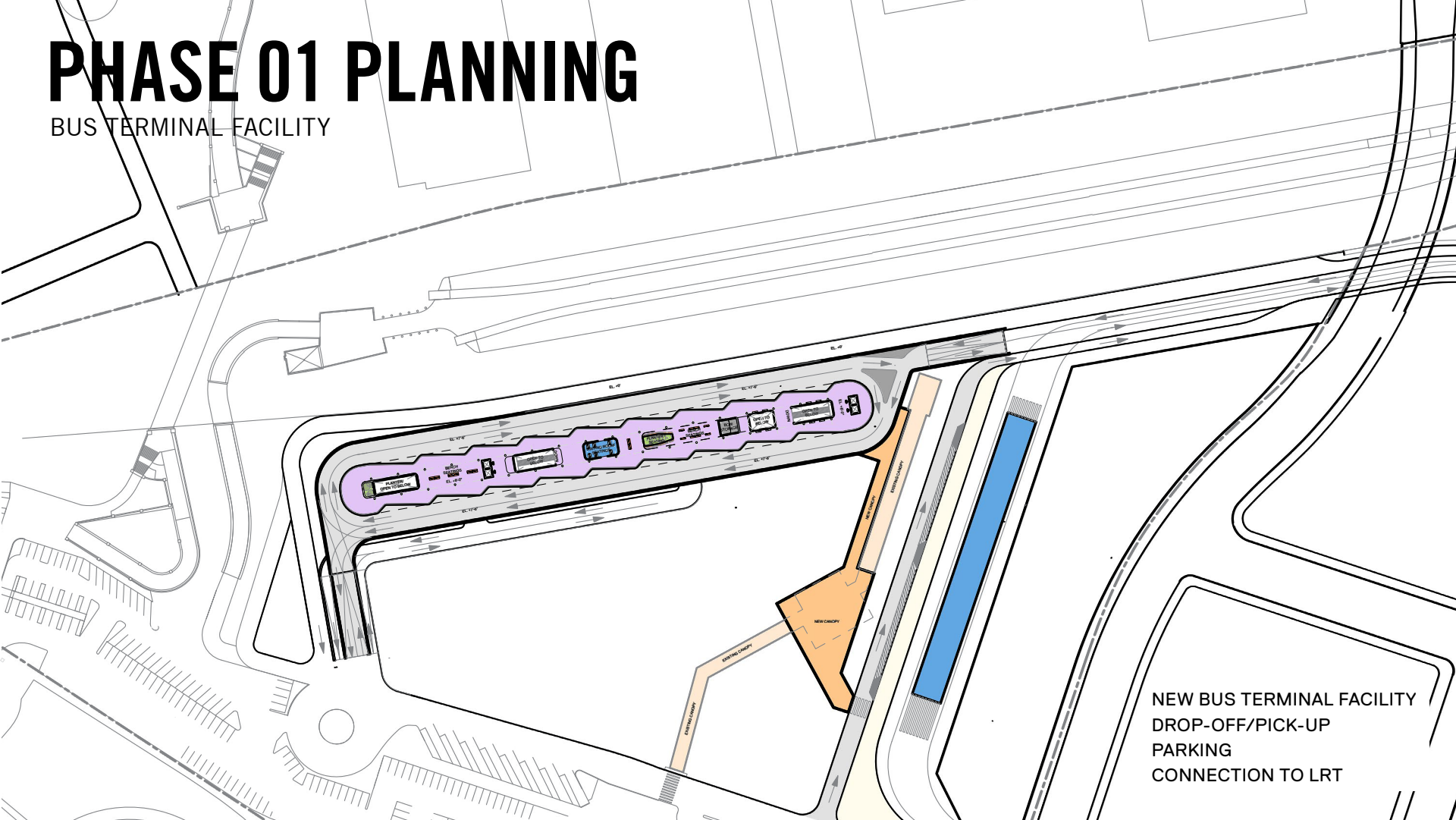
FULL BUILD - 2040

PLAZA (0') & PARKING LEVEL (-5')



PHASE 01 PLANNING

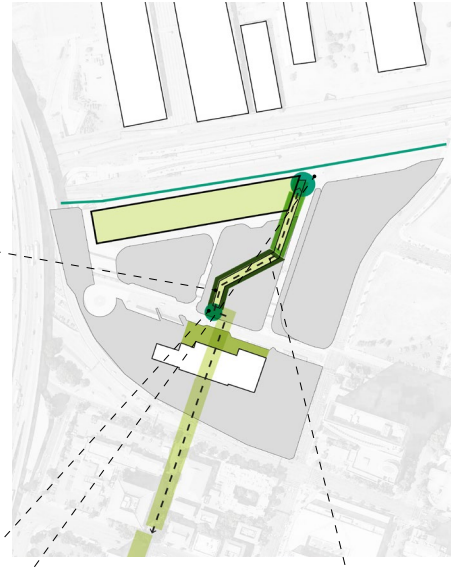
BUS TERMINAL FACILITY



BUS TERMINAL FACILITY

PHASE 01 - ACCESS & BUILDING COMPONENT

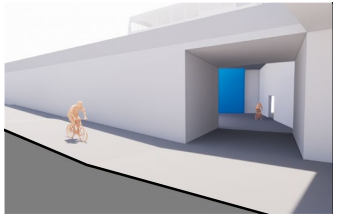
Exiting Canopy structures

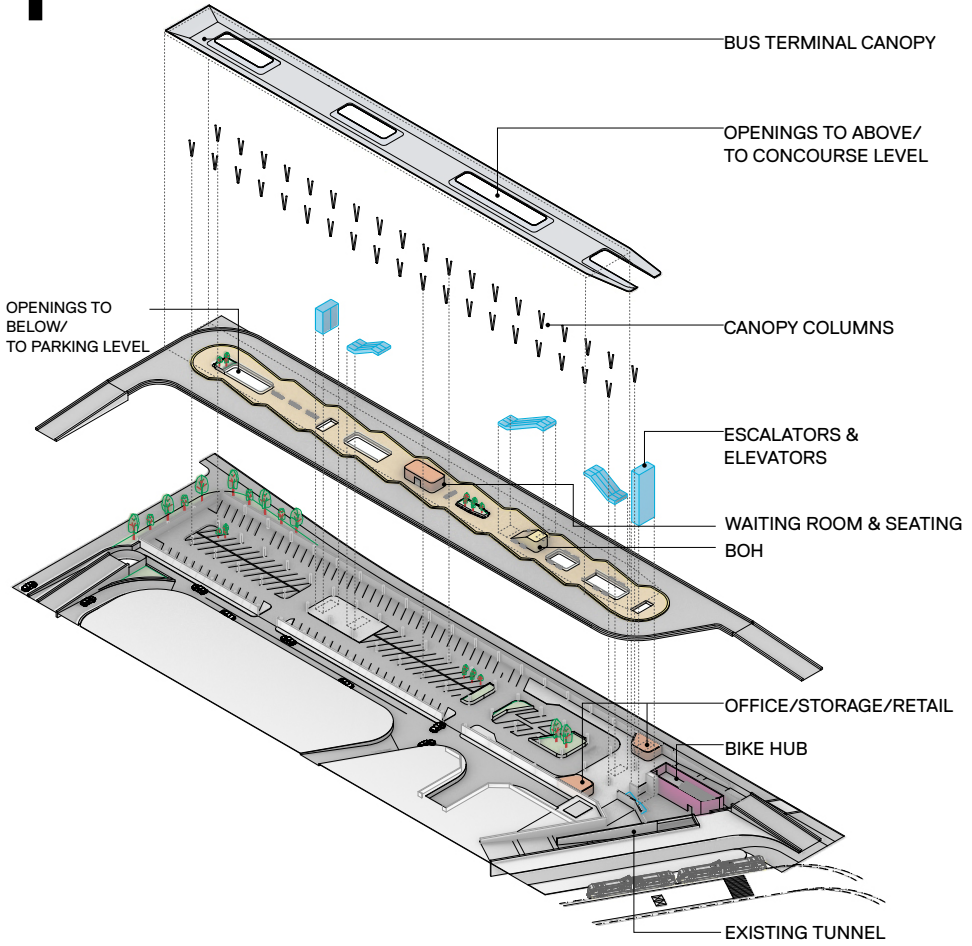


Existing Entrance

Bus Station Entrance

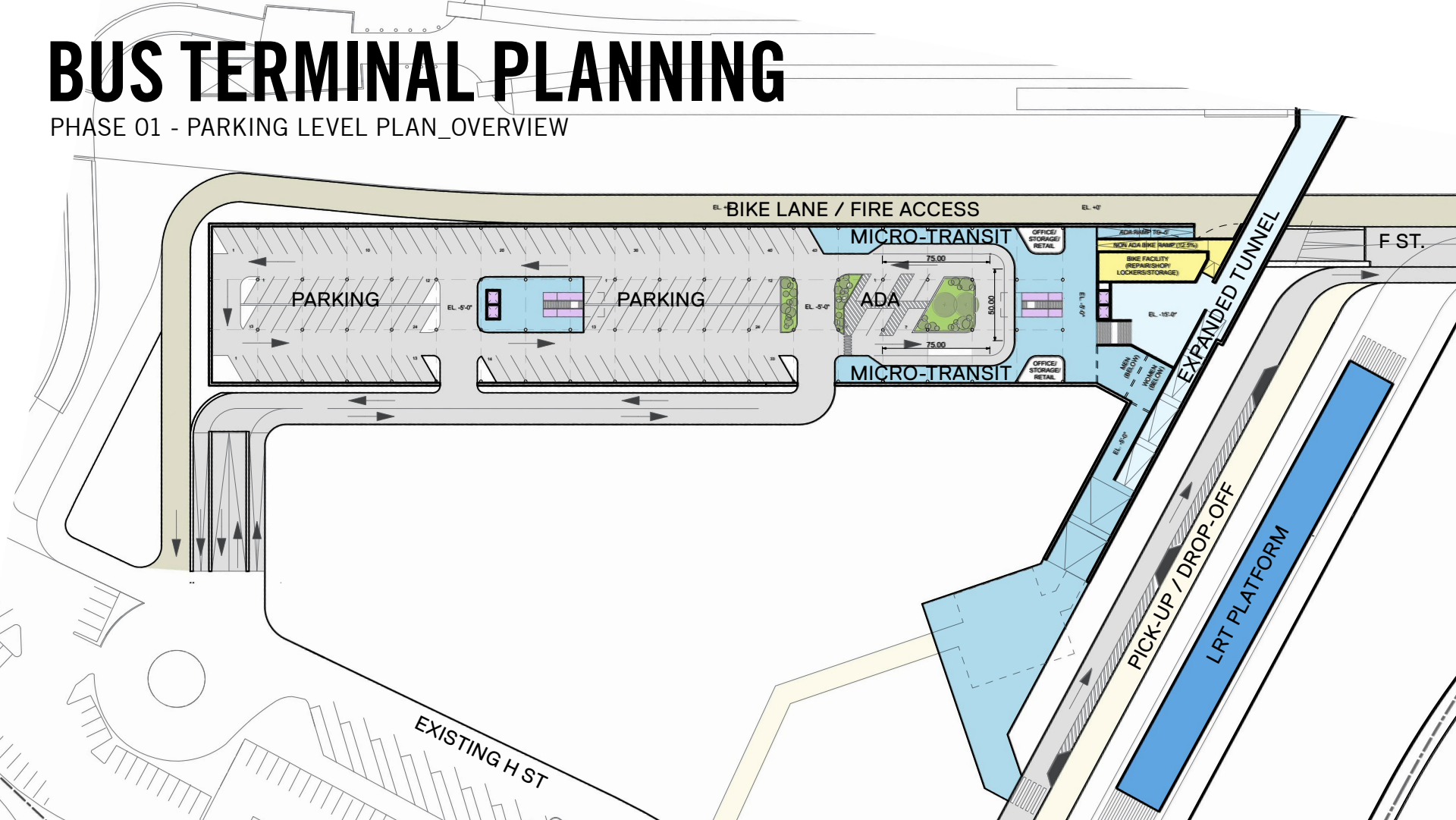
Ramp Connection





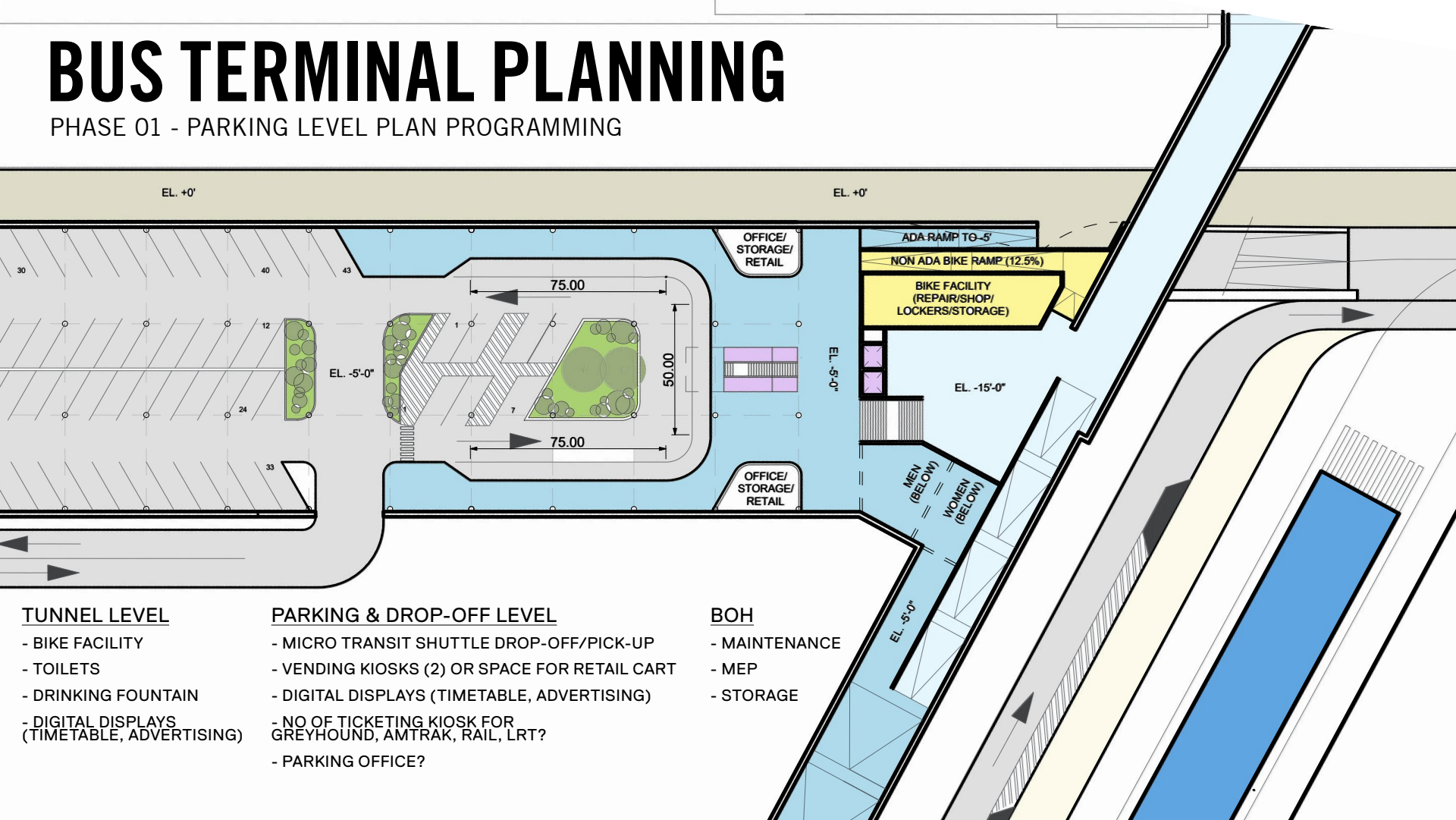
BUS TERMINAL PLANNING

PHASE 01 - PARKING LEVEL PLAN_OVERVIEW



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

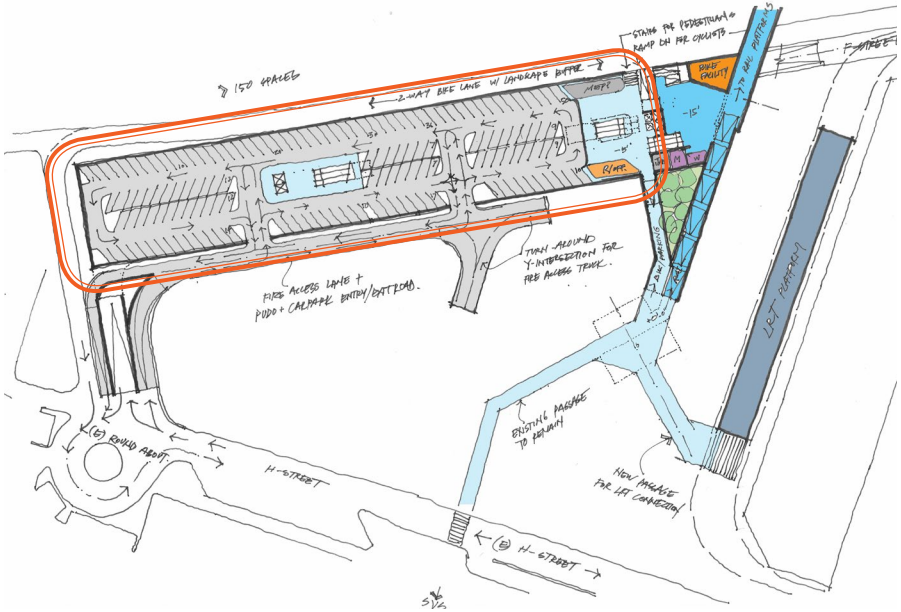
Questions

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?

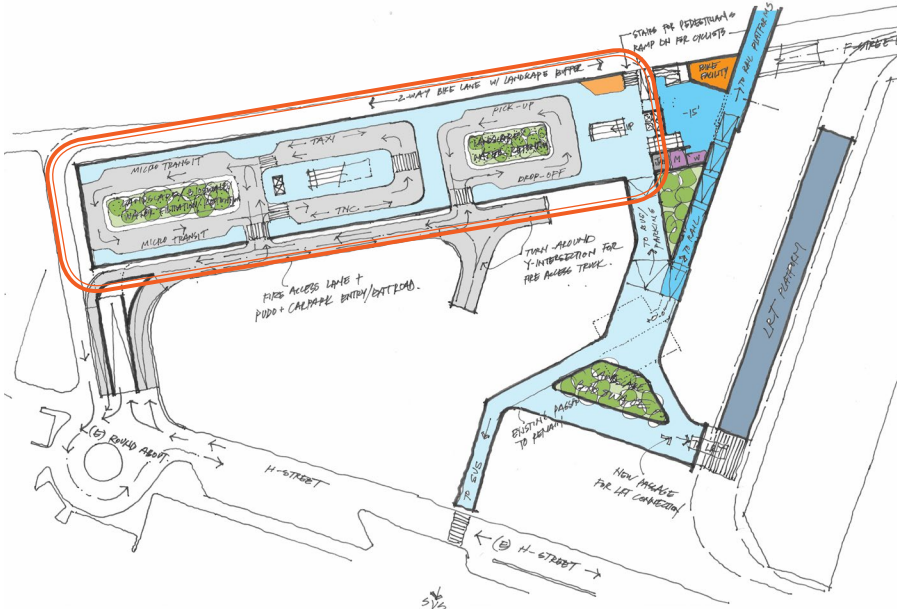
2. Are there additional amenities relating to rail services you would like to see integrated within the expanded tunnel passage? Currently, we are proposing toilets and vending machines.

BUS TERMINAL PLANNING

PHASE 01 - PARKING LEVEL PLANNING ALTERNATIVES



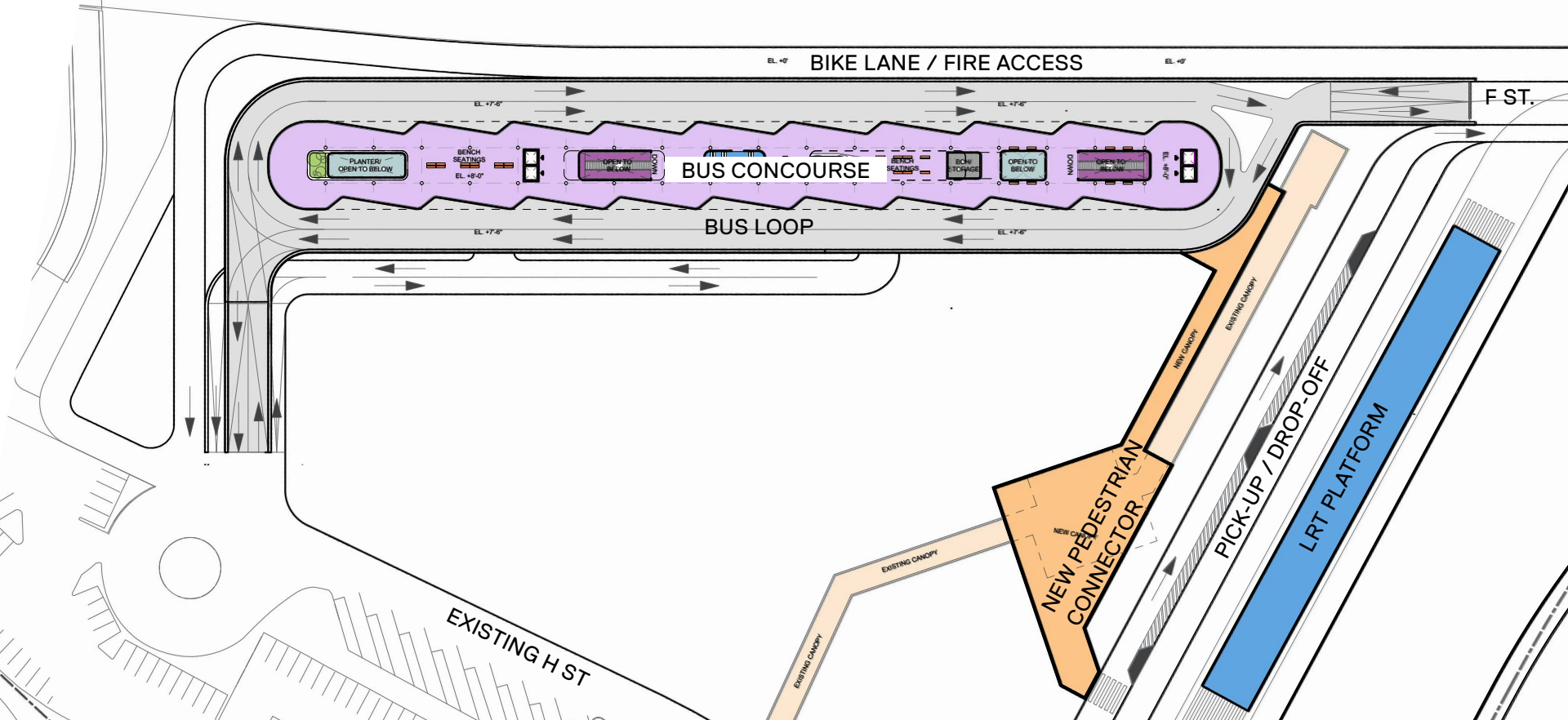
ALTERNATIVE A
ALL PARKING



ALTERNATIVE B
ALL PICK-UP & DROP-OFF

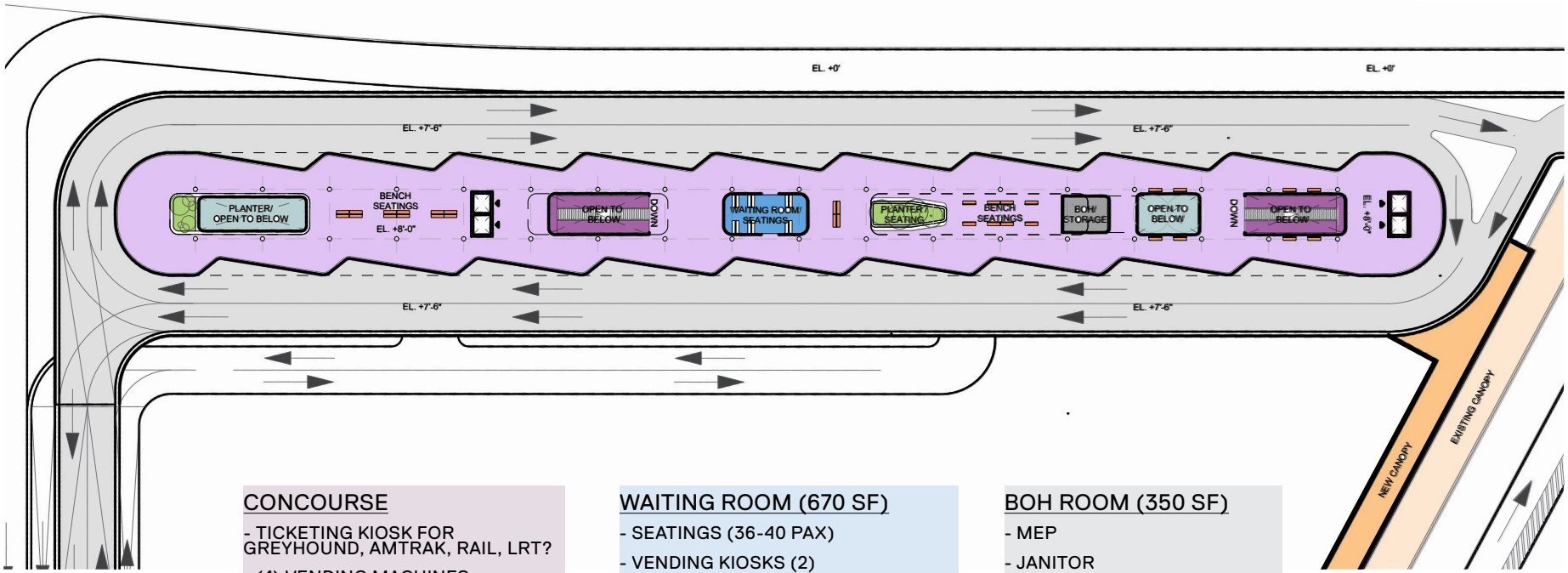
BUS TERMINAL PLANNING

PHASE 01 - BUS CONCOURSE LEVEL OVERVIEW



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

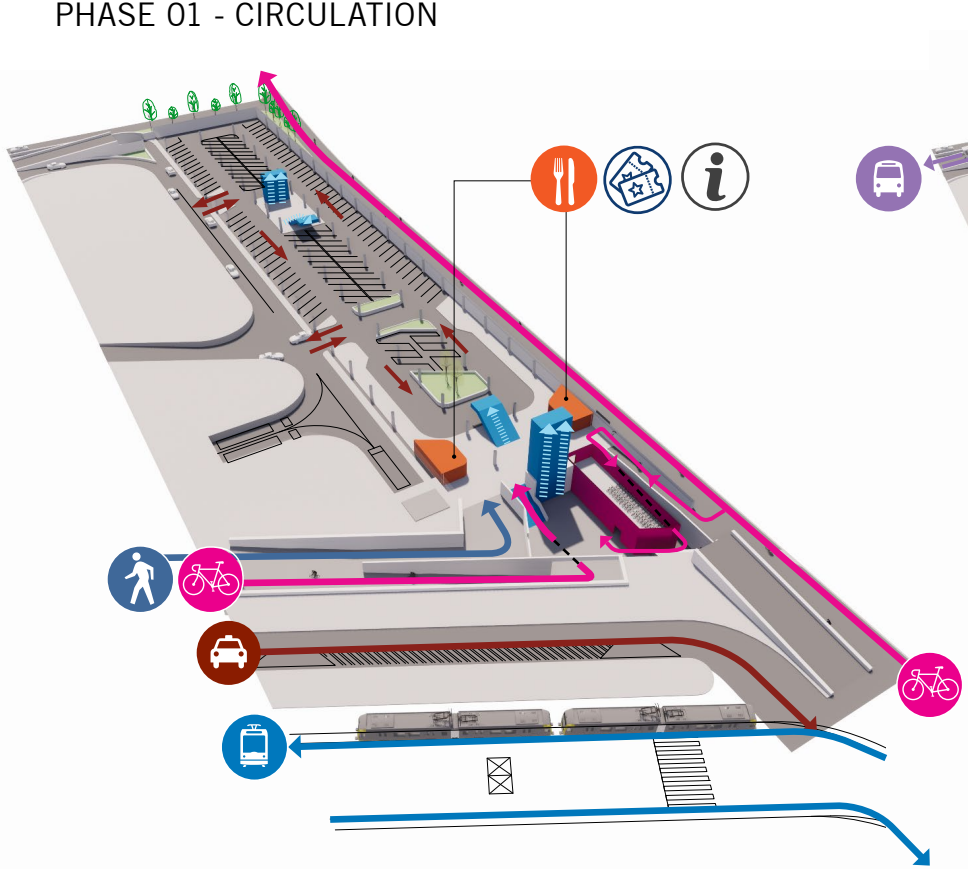
Questions

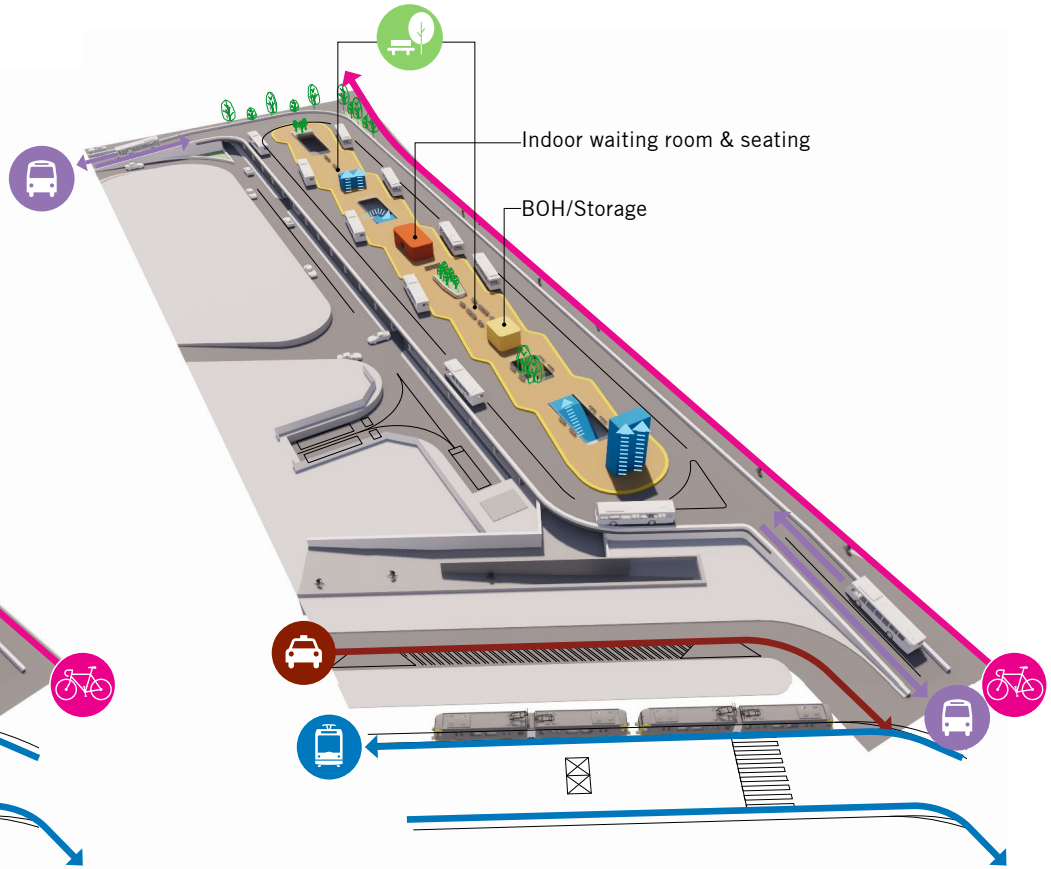
1. What program components are required at the bus concourse level?

- 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

BUS TERMINAL CIRCULATION

PHASE 01 - CIRCULATION

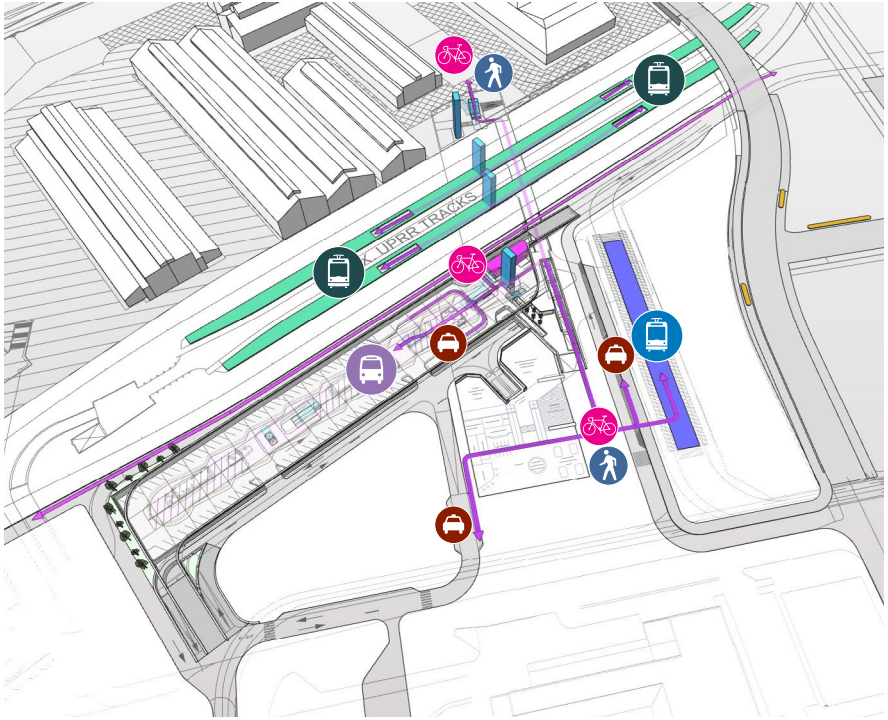




STATION CIRCULATION

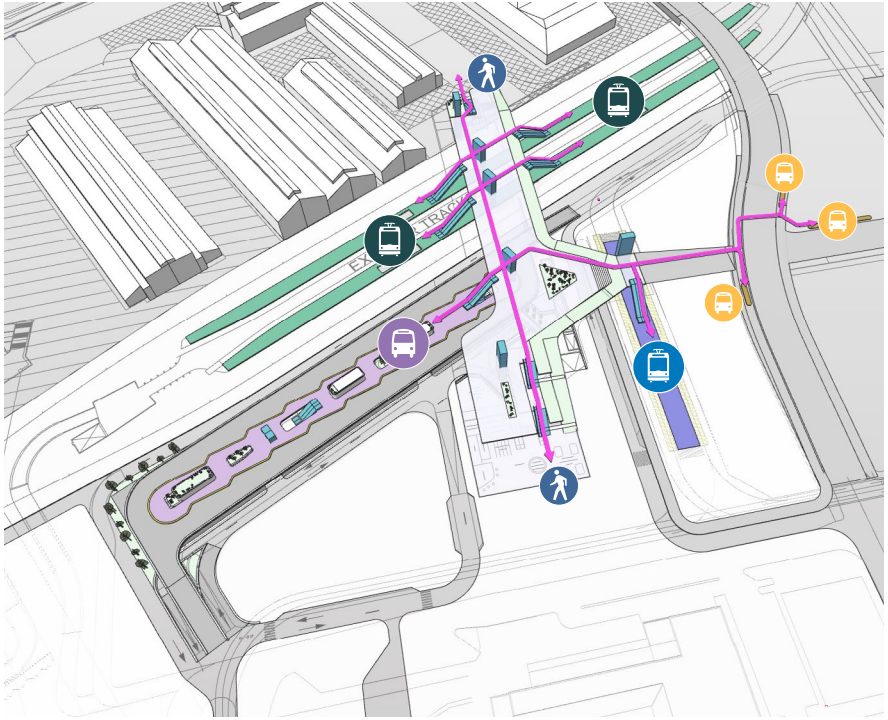
FULL BUILD - 2040

PLAZA (0') & PARKING LEVEL (-5')



FULL BUILD - 2040

CONCOURSE LEVEL (32.5')



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?

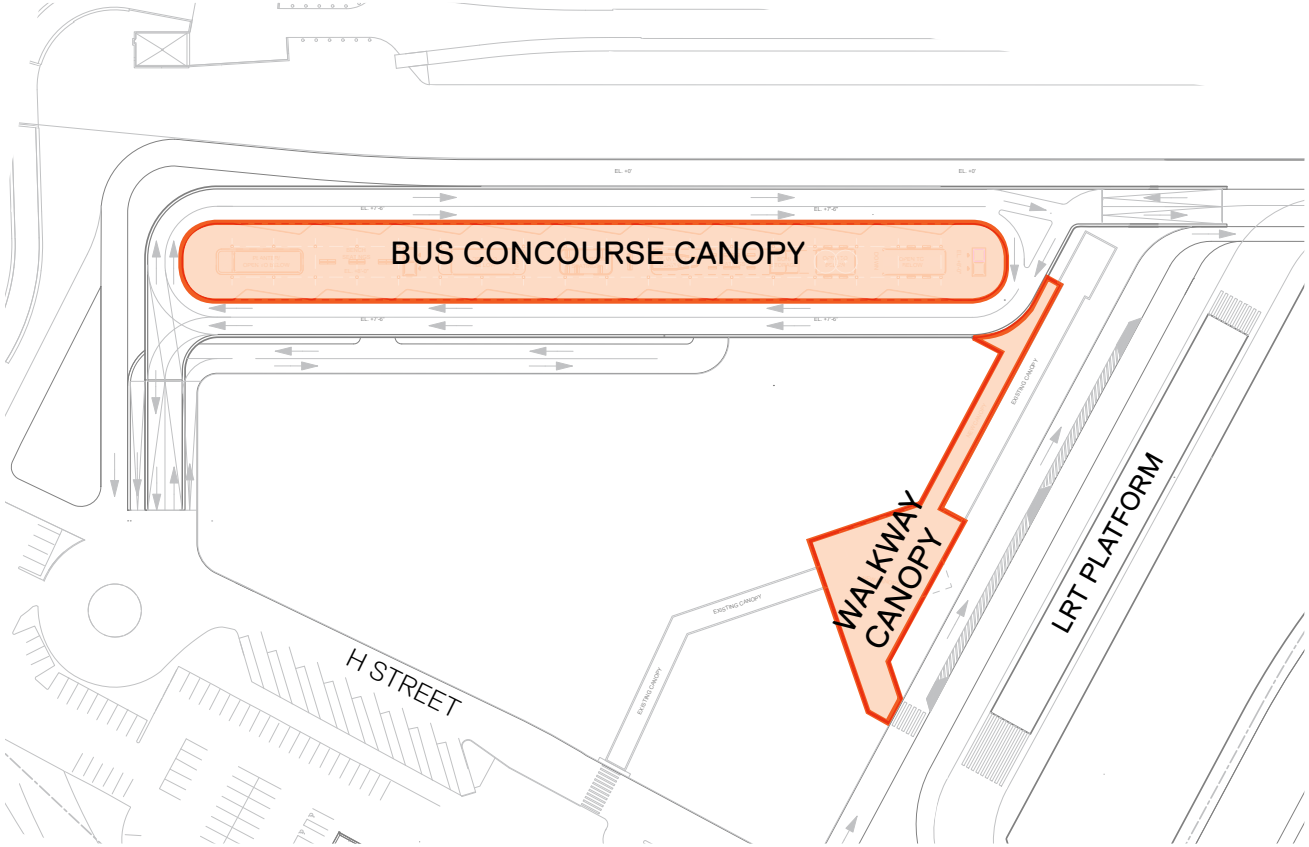
2. Given that the LRT platforms will need to accommodate vertical circulation elements from the rail concourse above, what impact will this have on platform layout and/or operations?

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

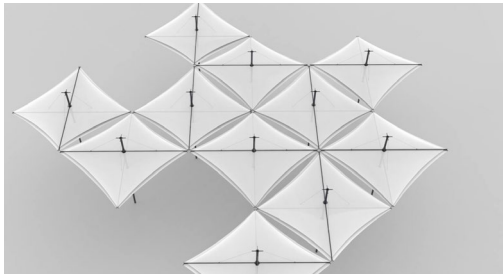
4. What type of bicycle access should be provided at the railyard site (e.g. ramps, elevators)

CANOPY STRUCTURE

EXTENT OF PROPOSED CANOPY ADDITION



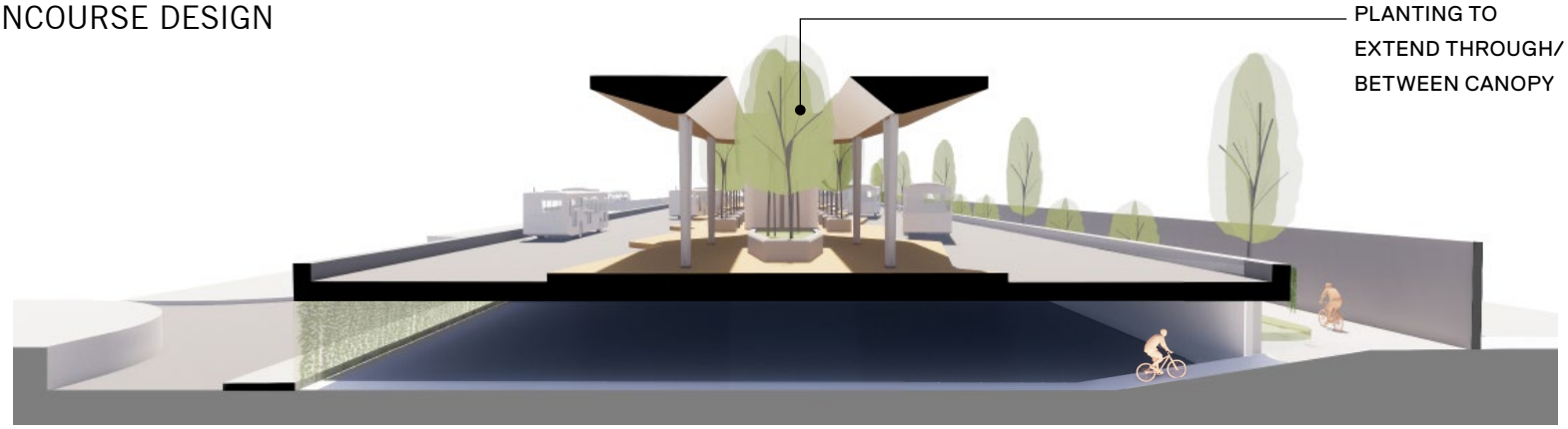
MODULAR CANOPY SYSTEM



BIOPHILIC INTEGRATION

BIOPHILIC INTEGRATION

BUS CONCOURSE DESIGN



Questions ?