Meeting Summary

Project team members that attended the Mobility Stakeholder Focus Group Meeting are as follows:

Greg Taylor, City of Sacramento
Hinda Chandler, City of Sacramento
Geeti Silwal, Perkins + Will
Luca Giaramidaro, Perkins + Will
David Fields, Nelson Nygaard
Meghan Weir, Nelson Nygaard
Ellen Martin, EPA
Anthony Bruzzone, ARUP
Gladys Cornell, AIM Consulting
Nicole Porter, AIM Consulting
Andrea Palladino, AIM Consulting

Representatives from the following organizations that attended the meeting included:

Amtrak
Breathe Sacramento
California High Speed Rail
California State Transportation Agency
Caltrans District 3
Capitol Corridor Joint Powers Authority (CCJPA)
Coach USA
El Dorado Transit
MV Transportation, Inc.
Rail Passenger Association of California and Nevada (RailPAC)
Roseville Transit
Sacramento Area Bicycling Advocates (SABA)

Sacramento Area Council of Governments (SACOG)
Sacramento Metropolitan Air Quality Management District (SMAQMD)
Sacramento Regional Transit
Sacramento Transportation Management Association (Sac TMA)
San Joaquin Regional Rail Commission (SJRRC) Central Valley Rail Policy Working Group
San Joaquin RTD
Union Pacific Railroad (UPRR)
WALK Sacramento
Yolo County Transportation District (YCTD)

Stakeholder Representative Group Process

The Sacramento Valley Station Master Plan's public outreach program includes facilitated discussions throughout the planning process with key stakeholders representing mobility and placemaking interests. Mobility interests include public transportation agencies, transit providers, active transportation organizations, and transportation advocacy groups. 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.



Stakeholder representatives introducing themselves and their interest in the project.

Following the first set of two separate stakeholder focus group meetings, the project team will conduct a pop-up workshop in late March to reach out to transit riders and the Sacramento community. A second stakeholder meeting will take place in early June.

Twenty-four representatives attended the first Mobility Stakeholder Focus Group Meeting for the Sacramento Valley Station Master Plan. Below is a discussion summary.

The meeting objectives included:

- Introduce the Sacramento Valley Station master plan and City's vision
- Present key findings from the site analysis
- Identify the transit providers' future projections for ridership demands and anticipated changes in service levels at the station
- Discuss community visions, potential improvement opportunities, and current barriers to improvements at the station

Project Overview

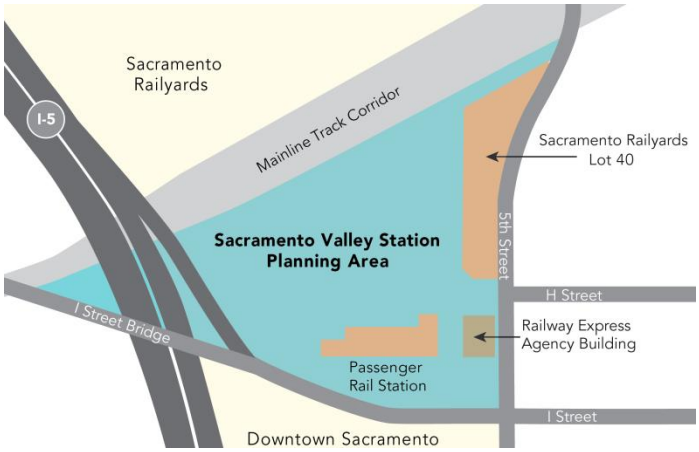
As downtown Sacramento becomes more densely populated and the Railyards begins to develop, the Sacramento Valley Station will become a central destination for both community members and transit riders across the region. More information about this is available in the Northern California Megaregion Report.

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 36 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 has established three principles for a successful station area:

- Placemaking – 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 will guide the project team as they analyze key findings from the site analysis, gather input from key stakeholders and the community, and develop conceptual alternatives for the station.

Key Site Analysis Findings

The project team conducted an initial site analysis of the transit network, bicycle network, pedestrian walkshed, and collision data within a ¼-mile radius around the Sacramento Valley Station master planning area. Identified planned transportation infrastructure for this area includes:

- 4 passenger tracks
- 2 freight tracks
- A rail operational area of 1300’ x 215’
- 25’ track separations

- A light rail station
- A Regional Transit bus stop
- An 8-berth bus station
- Taxi facilities
- Parking units

The project team also analyzed the existing conditions for vehicular accessibility into and around the station, within a ¼-mile radius. The team found that improvements could be implemented to create safer and more accessible pedestrian-friendly paths. In addition, the team also reviewed the City of Sacramento's Sac Grid 3.0 Report to project future conditions at the station to 2040.

Future Conditions

The Sacramento County population is anticipated to increase by 51%, the Yuba-Sutter area population is expected to increase by 43%, and Placer and San Joaquin Counties' populations are forecasted to increase by 36%.

Based upon these population projections and each transit provider's current plans or considerations, the following are projected daily departure limits for each transit provider that connects to the station to be in place by 2040:

- Capitol Corridor: 90 trains daily, 4 each hour / Currently 36 trains daily
- San Joaquin / ACE: 100 trains daily, 8 each hour / Currently 4 trains daily
- Other Amtrak: 2 trains daily / Currently 2 trains daily
- High Speed Rail: 2 each hour / Currently no service
- Intercity Bus: 30 buses each day, 4 each hour / Currently 4 buses hourly
- Regional Bus: 50 buses each day / Currently 16 buses hourly



Stakeholder representatives discussing future transit services at the station.

Based upon these projections, the project team forecasts the number of total hourly rail passengers will increase from about 250 passengers every hour each day to 4,000 passengers every hour. Meanwhile, the number of total hourly bus passengers will grow from 200 per hour to 1,000 per hour by 2040. These projections assume each vehicle has reached at least a third of its capacity.

Station Program

Station programming can contribute to more "balanced" jobs-to-residents ratios and increased density. The project team studied station programs from other transit hubs to identify potential strategies to foster a healthier balance of jobs-to-residents and contribute to the area's density.



Stakeholder representatives identifying key potential connections around the site.

The project team shared precedent imagery of other regional transportation hubs including the Kings Cross Station in London, England, Southern Cross Station in Melbourne, Australia and Denver Union Station in Denver, Colorado. Examples of each station's programming illustrated how space was allocated for key station components including concourse circulation, transit loading areas, station support structures, station amenities, and retail.

When developing conceptual alternatives for the master plan, the project team will consider how both transit passengers and people who live and work around the station will interact with the site. The community's vision and functional needs of the station will determine where the key station components are placed and how they interact.

Opportunities and Constraints

Following the presentation of precedent imagery, the project team shared potential opportunities and constraints identified for the master planning area.

Opportunities: The project team has identified 5th Street as a potential "scenic street" that could provide key connections between the future Railyards development, through the station master planning area, to the Golden 1 Arena. This road would connect through the city from Broadway to the American River.

4th Street between the future Railyards development and the Golden 1 Arena has been identified as a potential pathway to connect pedestrians on the north-south route. For an east-west pedestrian pathway, the project team has identified K Street from Old Sacramento to the Golden 1 Arena – this connection would also provide access through the Downtown Commons to the riverfront. There is also an opportunity to make I Street in front of the station a stronger civic street. H Street, on the station site, will also be studied for potential linkage within the study area for improvements to the waterfront and Old Sacramento.

Constraints: The project team identified that within a ¼-mile of the station master planning area, there are several constraints surrounding mobility in and around the master planning area.

Overhead bridges, while high enough to not pose a barrier to pedestrian connections, do pose environmental and noise concerns and perceptively are challenging to pedestrians but will be mitigated with future development that engages the street edge. Identified unfriendly and non-accessible pedestrian connections include I Street connecting to Old Sacramento, the right of way of 4th Street through Chinatown, 5th Street between Railyards Boulevard and G Street, 6th Street between Railyards Boulevard and G Street. In addition, several "edges" – access points around the station – currently only provide entry to the station and not an exit.

These identified constraints contribute to the existing mobility conditions around parcels including the depot and nearby area under Interstate 5. Another constrained parcel is Lot 40; it is bordered on 3 sides by light rail tracks and sits along an embankment of 5th Street.

Meeting Discussion

The following is a discussion summary from the meeting.

Rail Projections and Station Requirements

- *Comment:* From Regional Transit's perspective, we currently have four layover trains per day. Our expectation is that those trains will move somewhere else in the future.
- *Comment:* CCJPA is building upon what we can do on an hourly basis. We are also providing capacity for the freight rails. This is a key point because there are specific sizes and dimensions we need to operate as a through station.
- *Comment:* The San Joaquin RTD corridor we run will ultimately be a high speed rail corridor. We hear CCJPA is working towards a similar corridor, separated from freight rails, but expect it will be different from ours. We are working on a planning study to try to get a high speed rail service up to Sacramento by 2040 or earlier. We hope to see a larger number of passengers for high speed rail than the current ridership numbers for San Joaquin RTD trains. However our focus is not solely devoted to increasing our ridership. It is important we work on improving our current model as well. We are working on a forecast for this and coordinating how it will fit within the statewide rail program. We are also looking to link to high speed rail with the statewide rail program to receive higher ridership numbers.
- *Question:* In regards to the number of tracks increasing, is that for the platforms or freights?
    - *Response:* There are currently four platform (passenger) tracks and two freight tracks. We are assuming the four platform tracks will not change.
- *Comment:* An increase in freight capacity in the future is important to include for the station's master plan.
- *Comment:* Long-distance Amtrak trains park in Sacramento and cannot leave until they consume their "station dwell time," that is an important factor to consider.

Bus Projections and Station Requirements

- *Question:* Looking at the presentation slides, the projection of 20 trains and 60 buses each hour arriving at and departing from the station seems too high. The projected number may be more feasible for rail lines, but if they are correct for bus lines, will we really want all these buses coming to the station?
    - *Comment (from a stakeholder):* There have been requests to make better and more direct connections to the station. Speaking from the Yolo County Transportation District perspective, it would be good to have that demand but we not sure if that demand will happen. This is especially true as we see increased regional connections, because we would serve more as feeders to these routes.
    - *Response (from the project team*): Right now, during the peak hours of intercity and regional bus services, there are already about 60 trips that take place. That is the total number of buses coming into the city, not just the Station. We are assuming that due to train extensions, the number of bus trips will not grow substantially as train service will absorb the new demand.
- *Comment:* We want to create a statewide system that connects to regional buses; there are operational considerations included with this. All of these buses will be convening in the train station every hour. So that has an effect on whether or not we can have as many buses as projected. The buses may not run every 6 minutes, as they may want to be at the station for one train that is arriving and departing within a short timeframe.
- *Comment:* As a regional bus provider, we plan on coming in and out of the station frequently as demand requires. On occasion we have the need for layovers to allow for connections to trains. At a basic level, we need easy access to break facilities and restrooms - even if they are public. We also need ADA accessibilities and curbs that allow our vehicles to layover for 5-6 minutes to allow for occasional vehicle squats or transfer connection times.



Luca Giaramidaro, Perkins + Will, discussing bicycle connections in and around the station with a stakeholder representative.

- *Comment:* Spaces that provide for bus layovers should factor in the future of electric buses and their needs, such as charging stations.
- Comment: I would like to see drop-off zones for buses that are quick to access so they do not get caught in the regular vehicular traffic.

- *Comment:* Ideally, bus providers would like special designated lanes for mass transit vehicles. We want to make sure the walkways and pathways from the train pathways are smooth, easy, and direct. They should lead directly to the bus loading locations. At some stations these pathways are confusing or circuitous.
- *Comment:* When the train pathways are close to the bus drop-off and pickup zones, it is easier for transit riders. People do not want to have to walk far to catch their bus.
- *Comment:* CCJPA doesn't typically use this station to connect trains to local buses. Our riders usually utilize technology to leave the station via their own mode of transportation. However, when luggage is handled on our trains, we need to consider the proximity of getting transit riders from their mode of transportation – probably a vehicle drop-off – to the train platform with their luggage. That connection should be different from the connection for people who park and ride.

Bicycle Connections

- *Comment:* The Capitol Corridor system has the highest bicycle access rate of any passenger rail system in the United States. The Sacramento Valley Station should take advantage of this. Right now there is no southbound route for bicyclists to take from the station. Going west from the station requires cyclists to ride on the street adjacent to rail lines. When accessing streets to the east of the station, cyclists have to use I Street. I Street is a street with vehicles driving at high speeds towards freeways. To capitalize on the high rate of bicyclists who ride Capitol Corridor and the success of bike share programs, we need to give more attention to providing a bike trail to and from the station – especially going south from the station. Imagine arriving at the station, checking out a bike from a bike share system, and riding the bike to the State Capitol. Currently the only option is to take either I Street or J Street, both of which are challenging.
- *Comment:* I find 4th Street is the most difficult street to travel on by bicycle.
- *Comment:* In terms of how the master plan will be phased in, it is important to pay attention to other future landmark destinations around the station. These destinations will provide context for existing bicycle infrastructure and what other land uses will be around in terms of businesses and other locations where you can walk to and from. Other than the Kaiser medical offices, I am not getting a good sense of what will be around the station in the future.
- *Comment:* If we make it easy for people to walk or bike, we will see a huge benefit in our region's quality of life and the economic stability of surrounding areas.
- *Comment:* Those of us who bike around as well as to and from the station have our own workarounds. We don't have many options going south. 5th Street is the only real option right now. 3rd Street is intense and out of the way. Building that north-south connection is going to be a challenge. 7th Street going south is a good potential route, but there are currently no bike lanes. H Street is another huge opportunity. Right now it is identified as a transit priority street, but it is would be the easiest street to take by bike

going east out of the station. We could take H Street to go to midtown or East Sacramento. If you get to the station at 8:30 in the morning and walk around, everyone is on H Street. So we just need to figure out how to make H Street better for all modes of transportation.

- *Comment:* I street access is important; it is the only west-bound street going directly to the station. We have a limited inventory of streets that need to work for everybody.
- *Comment:* Today, bicyclists who want to travel to Old Sacramento use the I Street pathway route, not the street. But we encounter signs stating "no biking" and "no bike parking." It is a completely intuitive route to take from the station but it is not being utilized because of these signs. There is no way I am going to try to pass the I Street ramps at 8 or 9 in the morning.
- *Comment*: Trying to cross the I-5 ramp by bike is impossible. Only a bold cyclist will be willing to do that. We already know those types of cyclists ride in the area, but we want other people who do not usually bike to be able to connect to the station and Old Sacramento.

Pedestrian Connections

- *Comment:* We are being presented with a lot of new opportunities as new land uses come to the Grid. It should be a priority to get pedestrians close to their bikes, then public transit, then their vehicles. The project team should look at stations in the Netherlands and Sweden, where they have 40% mode shares for two stations. The project team will need to identify parking and other needs associated with this.
- *Comment:* If you want to create destination, it would be wise to create a loop for pedestrians to and from the station and include Old Sacramento. That connection is important and will help create an important destination. One of the best parts of Sacramento is its history and what it has to offer.
- *Comment:* I want to emphasize the importance of pedestrian access throughout City, not just on the north-south route to and from the station. Make sure that as a whole we are thinking about ways people are getting to and from the station. I want to see what the environments will look like and identify high energy networks already existing
- *Comment:* There are about 7,000 housing units that will be built in the Railyards. A lot of the residents moving in there will be walking to the station and taking advantage of the stations' amenities. That has a huge impact on the street network.
- *Comment*: Often times we focus on ¼-mile or ½-mile radius around a location, but sometimes there are farther locations that are just as critical. It would be good to identify those key locations in terms of rail usage. Please keep in mind this is a good market to capture.
- *Comment:* I would walk to a lot of destinations farther than a ½-mile away, even if there is a bus that could take me there from the station. If you are able-bodied it is just as quick to walk to destinations farther than a ½-mile away or more.

- *Comment:* There should be a path leading to Old Sacramento, from the Railyards Central Shops. There is one now but it is impossible to find unless you know about it. We could incorporate history into the walk to create a walking museum, so people could come here and make that a part of their daily trip.

Considerations for Future Station Needs

- *Comment*: Electric buses are on the horizon. We should make sure to have charging stations at the Station that provide either an overnight charge or hourly charge option.
- *Comment:* We want the future bike share system to be an electric system. There is an opportunity to upgrade all of our bikes in the next few years. So it is important to plan parking, access, and solar connections to charge them. Planning for future technologies to ensure the future of bikeshare is critical. Riders may need to extend their trip that first or last mile.
- *Comment:* Autonomous vehicles should be a consideration too. We need to look at how to develop parking for new types of vehicles, including Zipcars and autonomous. There will be different types of parking needs and we need to cut it down to size. A lot of that depends on if there is better access from I-5 dedicated to drop-offs, so these cars don't have to enter the street grid system. That would help ensure this mode of transportation does not interfere with the flow of traffic. Maybe there could be a multi-level access approach for different vehicles.

Connectivity with Other Destinations

- *Comment:* 5th Street is an essential street to call out. It connects you to the Grid, to the Railyards, to the Golden 1 center. It may be the most important connection on the west side of the City.
- *Question:* West Sacramento is a growing community. Has the project team looked at connectivity with it? For bicyclists, pedestrians, and drivers?
    - *Response:* Yes, the project team is looking to include connections with West Sacramento in the master plan. The team is also incorporating input gathered from the I Street Bridge Replacement Project.
- *Comment:* We don't have to look at the street design from a street-centric perspective. We should look at where the destinations are around the station and City and then identify what would be the best routes to get to these destinations.
- *Comment:* The connection with the depot is important in regards to the Golden 1 Center. The master plan should look at the bicycle and pedestrian connections from light rail at the station to the stadium and back.

Placemaking

- *Comment:* Right now I live in downtown Sacramento and it is perfect. I can walk everywhere I want to go. But if I lived out of downtown in the County and I didn't want to drive, I could take a bus to the station, get my coffee at Starbucks, and walk to R

Street. The R Street arches help create a beautiful corridor, and beautiful corridors are a big quality of life factor that can attract people to get out of their cars.

Other Questions / Comments

- *Question:* Is there a phasing or implementation strategy that goes with the master plan? Or will it be implemented all at once?
    - *Response:* There will be a phasing implementation plan to go with the master plan.

Feedback

The following is a summary of all the input received through feedback forms submitted at the meeting or within the next two weeks.

1. What improvements are needed to meet your anticipated ridership demands and changes in service?
    - AMTRAK would like to be kept informed on growth and increased population projections.
    - First mile / last mile is critical. If this is not a pleasant / safe environment, I'm far less likely to take transit. Adding holistic access to other (farther distances) locations in Sacramento and West Sacramento will have a huge impact on transit rider activity. Is it enjoyable to stay around and explore areas near the station or are they catching their train and leaving right away?
    - Everything was discussed I think (although nothing from MegaRide was said).
    - Intercity bus access should be in decent proximity to both regional transit and Kiss & Ride location. Overnight parking not a huge priority.
    - Bus bay access that allows 11 - 15 minute dwell time for departing schedules (SF bound schedules mainly)
    - Most are external but operational space needs to be preserved.
    - The commuter (Regional) buses should use the J Street corridor (no change to existing operation). No reason the slowdown of operation of these buses by re-routing them into the Sac Valley Station.
    - Local and Intercity buses are different.
    - Ideally there would be bike / pedestrian access from the 5th Street overcrossing to the train platform.
    - Concur with comments regarding the need for charging stations / facilities for electric vehicles – if not here then nearby. Perhaps combine with a transit layover area.
    - Customers need ease of access – want lighting, wayfinding, next bus, etc. arrival announcements with message boards, lack of physical barriers, minimize conflicts with vehicle traffic.
    - Ensure sufficient bus stop space for regional (YCTD) vehicles. While a primary goal may be to keep vehicles moving, some buses may need to layover to allow for transfers and connections.

- The 2040 total of riders is ambitious, but what happens even though it's not 2040, when the system breaks. You need to have a plan/place for passengers to wait while the problem is fixed. Usually, people have very limited patience when they need/want to be somewhere and they are unable to complete the journey in a timely manner. How do you make their "waiting time" more palatable?

2. What are current barriers to meeting your anticipated ridership demands and changes in service?
   - Currently this area is not pedestrian / bike friendly.
   - Money
   - Ridership fell once we moved from Old Town to current 65th Street light rail station.
   - Expect that ridership will increase and schedule frequency will increase from 8 to 10/12 daily.
   - Track capacity outside the station to allow for rail service increase - but his is largely external to this project. Mixing modes of access to platforms for an ever-expanding slew of vehicle access, parking, drop-off, but more so how to get bike / pedestrians to have priority to safe access.
   - Funding stability. Meeting the changes in demand and increased traffic on existing infrastructure.

3. Any additional comments?
   - Is the City still considering relocating the SVS to the previously proposed location?
   - Nice job!
   - Making it about the experience and quality of life improvements. This station has huge potential to incentivize public and mass transit throughout the region. Making it a destination is essential and connecting it to the city for pedestrians and bikers will be imperative, as well.
   - Frequency goals versus other trade-offs? More than double 2040 upward capacity transit buses
   - Look up Grid 3.0 Projections. Placemaking. No south biking. 5th Street equals a complete street. Electric bus charging.

Appendix

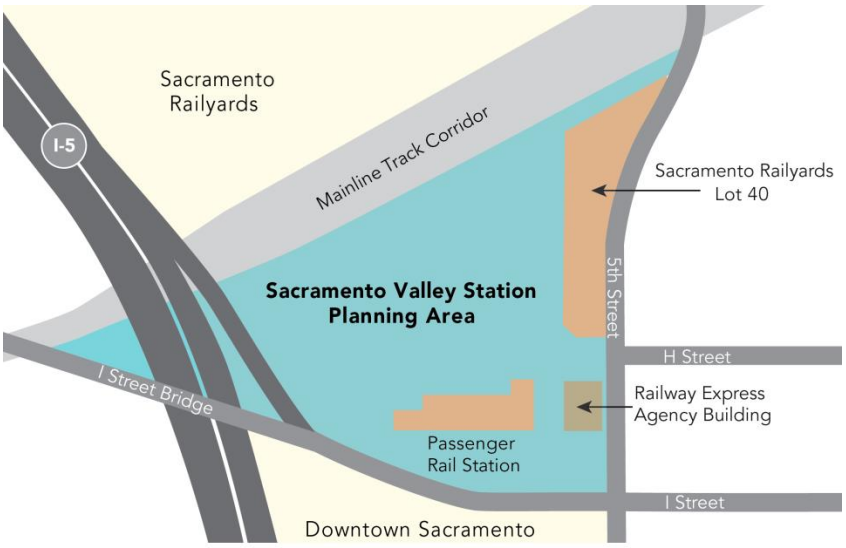
- Meeting invite
- Meeting agenda
- Presentation
- Board Displays
- Feedback form

Appendix

You're invited to a Stakeholder Meeting for the Sacramento Valley Station Master Plan

Wednesday, March 15, 2017
9:00 – 10:30 a.m.
Stanford Gallery
111 I Street, Sacramento 95814

The City of Sacramento is embarking on the initial phase of a master plan for the Sacramento Valley Station (SVS) planning area. Below is a map of the 36-acre planning area.



Building upon the SVS restoration, track relocation and the newly adopted Sacramento Railyards Specific Plan, the master plan will be a key opportunity to set the stage for an expanded regional transportation hub, to integrate transit-oriented development and to envision conceptual alternatives that optimize the site. The master plan will identify a strategic vision and tools necessary for development of the project area on a conceptual level.

As a key stakeholder representative, we are interested in hearing from you. The project team is hosting the first in a series of five stakeholder meetings over the next 10 months. At this first meeting we will discuss the City's overall goals and approach for the master plan. The project team will also present a site analysis and facilitate a discussion on opportunities and issues within the plan area, including prospects for continued growth in rail and transit ridership at the SVS site.

Please click this link to view an informational video which will provide you with an understanding of the project team's approach to the master plan.

Please RSVP by March 8th to Nicole Porter at nporter@aimconsultingco.com or calling 916-442-1168. If you have any questions regarding this meeting, please contact Gladys Cornell at gcornell@aimconsultingco.com or at 916-442-1168.

For more information about the Sacramento Valley Station Master Plan, please visit the project webpage.

Sacramento Valley Station Master Plan
Stakeholder Focus Group Meeting – Mobility
Wednesday, March 15 | 9:00 – 10:30 a.m.
Stanford Gallery, 111 I Street

Meeting Agenda

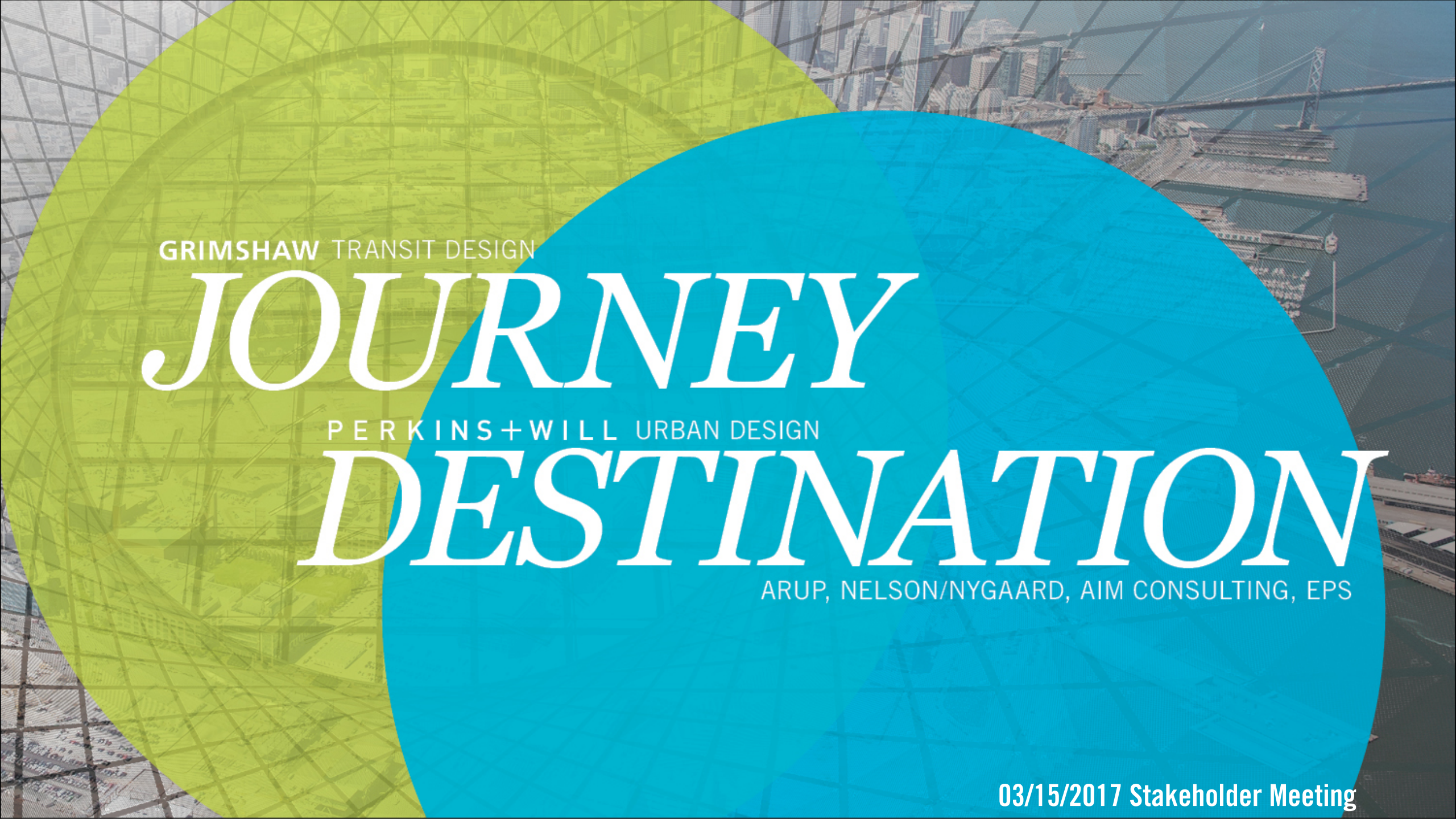
I. Welcome and Introductions

II. Project Background and Vision

III. Key Findings

IV. Discussion

V. Next Steps



GRIMSHAW TRANSIT DESIGN

JOURNEY

PERKINS+WILL URBAN DESIGN

DESTINATION

ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

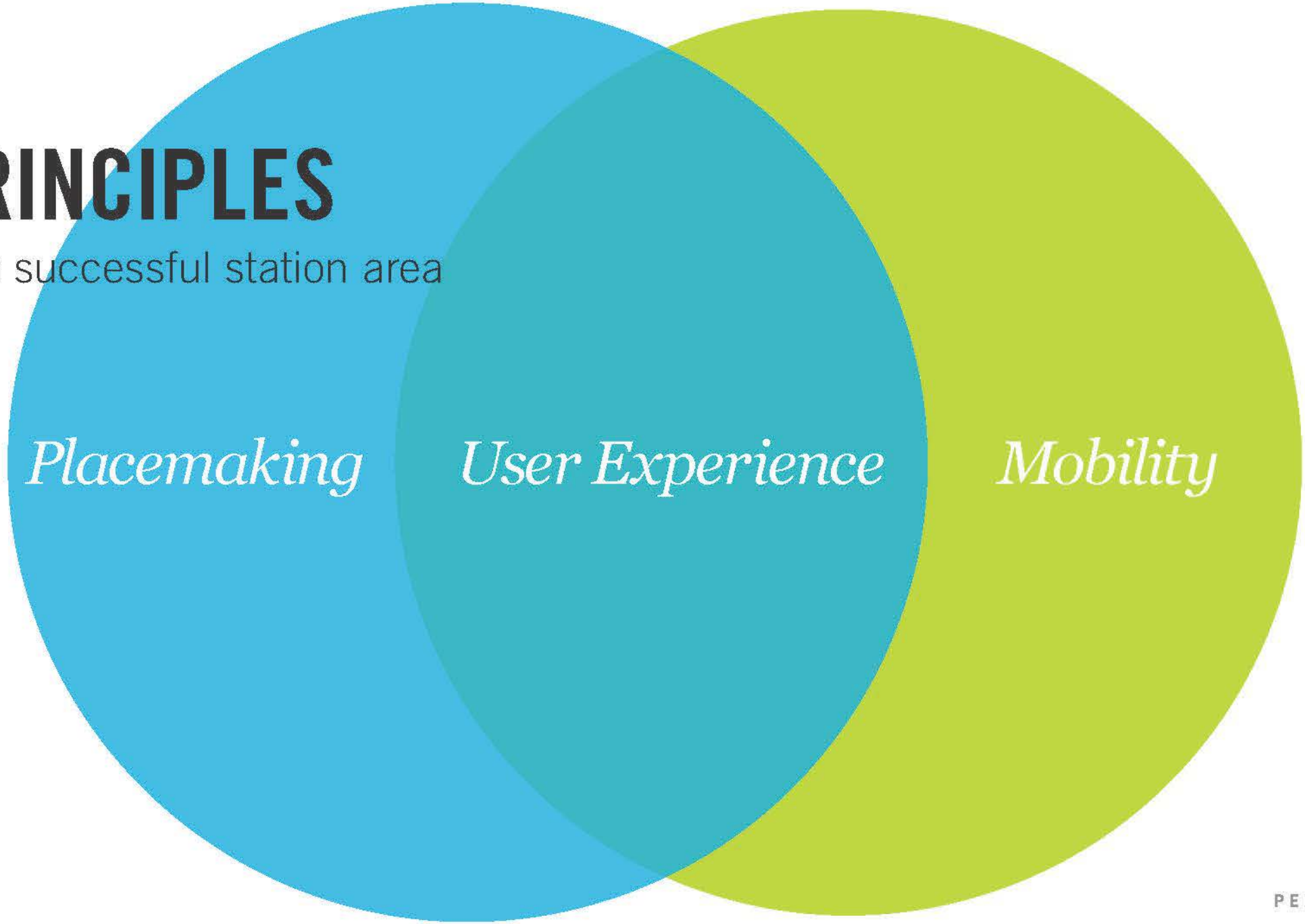
03/15/2017 Stakeholder Meeting

Stakeholder Focus Group Meeting - Mobility

1. Introduction
2. Project Background & Vision
3. Key Analysis Findings
4. Discussion
5. Next Steps

PRINCIPLES

for a successful station area

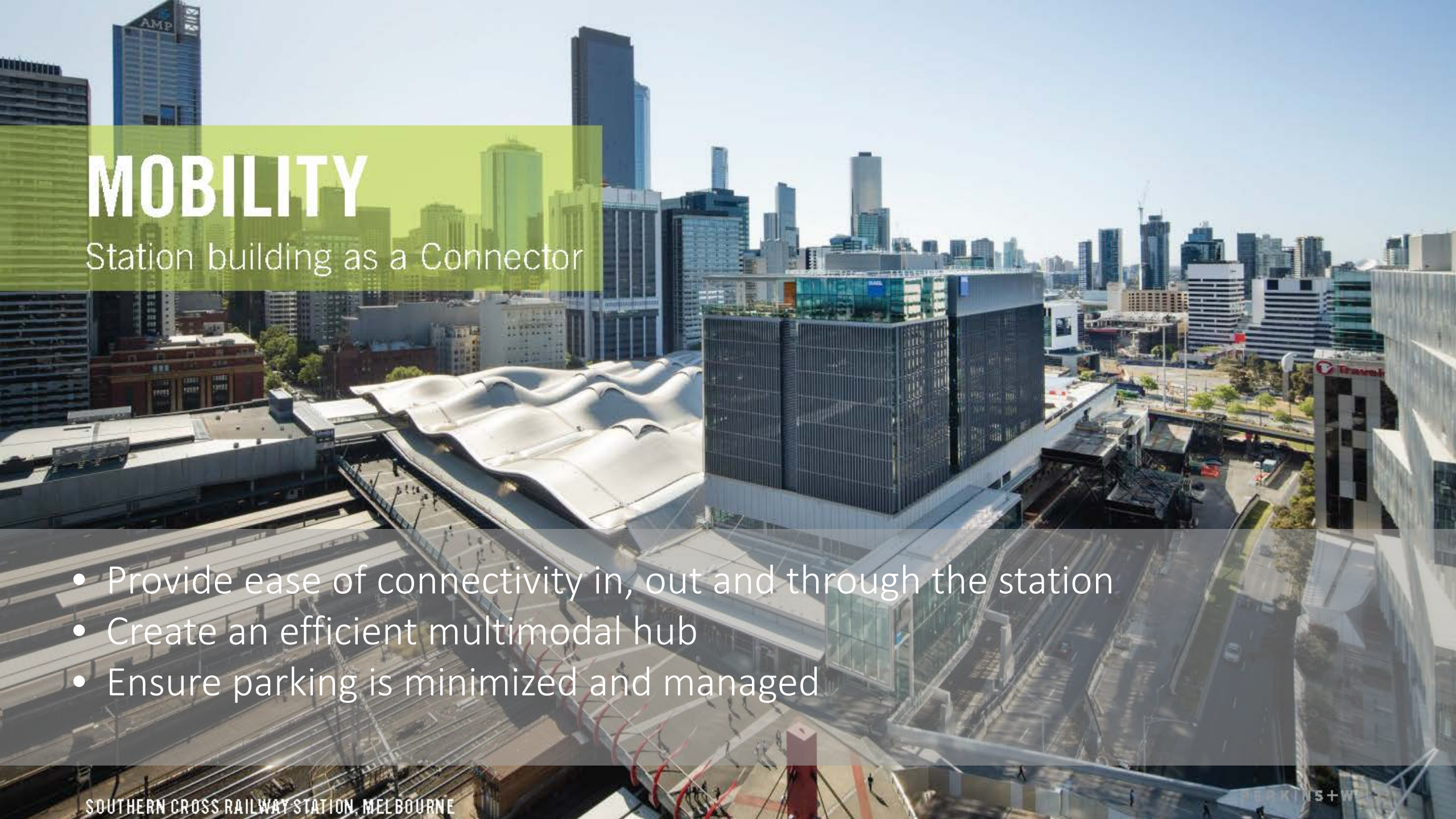




PLACEMAKING

Responding to existing context

- Create a vibrant destination
- Catalyze new development
- Create an iconic landmark and a welcoming gateway to the City



MOBILITY

Station building as a Connector

- Provide ease of connectivity in, out and through the station
- Create an efficient multimodal hub
- Ensure parking is minimized and managed

SOUTHERN CROSS RAILWAY STATION, MELBOURNE



USER EXPERIENCE

Programming

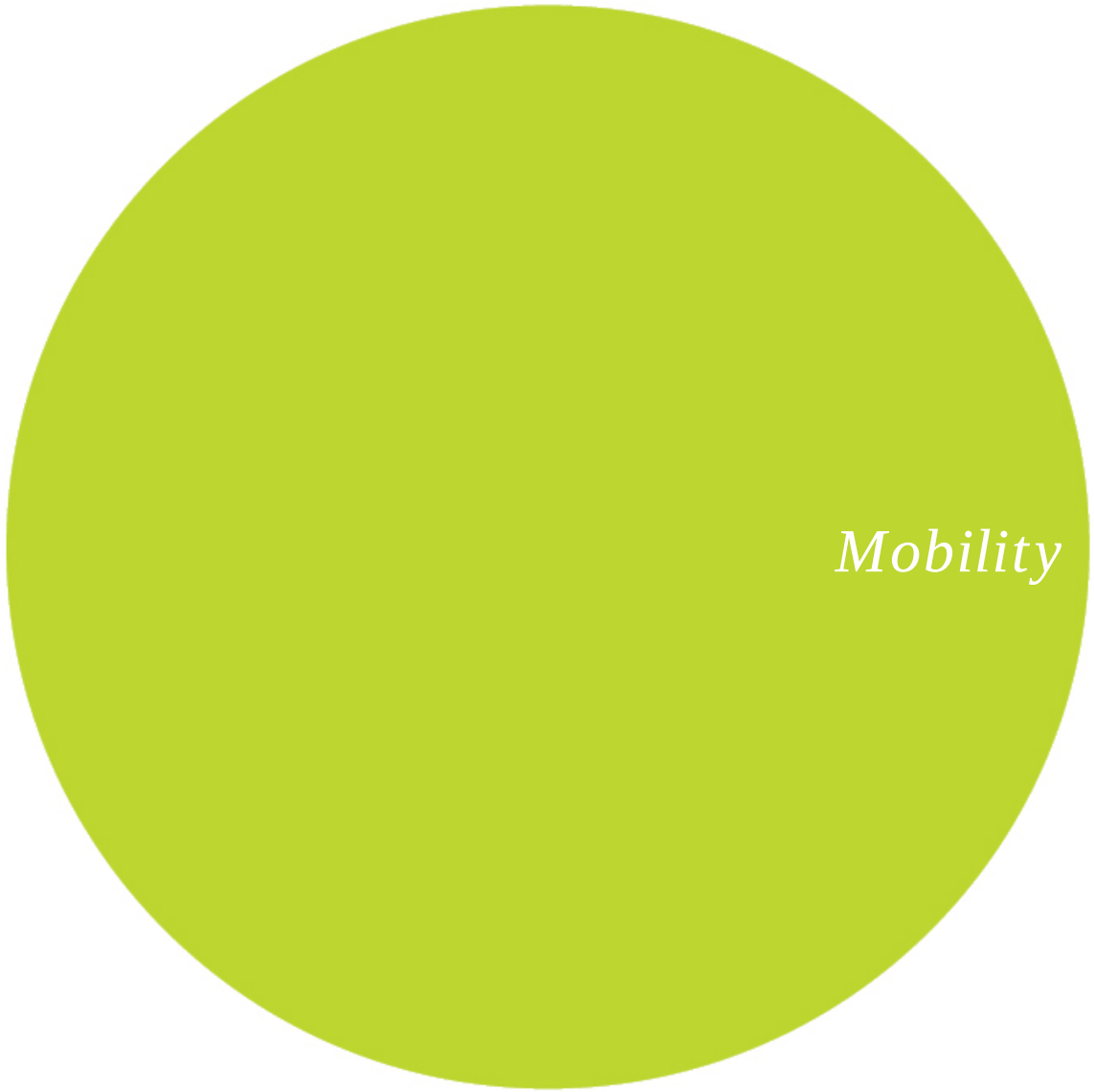
- Ensure a diverse mix of programming
- Preserve the culture and build a distinct identity

PRINCIPLES

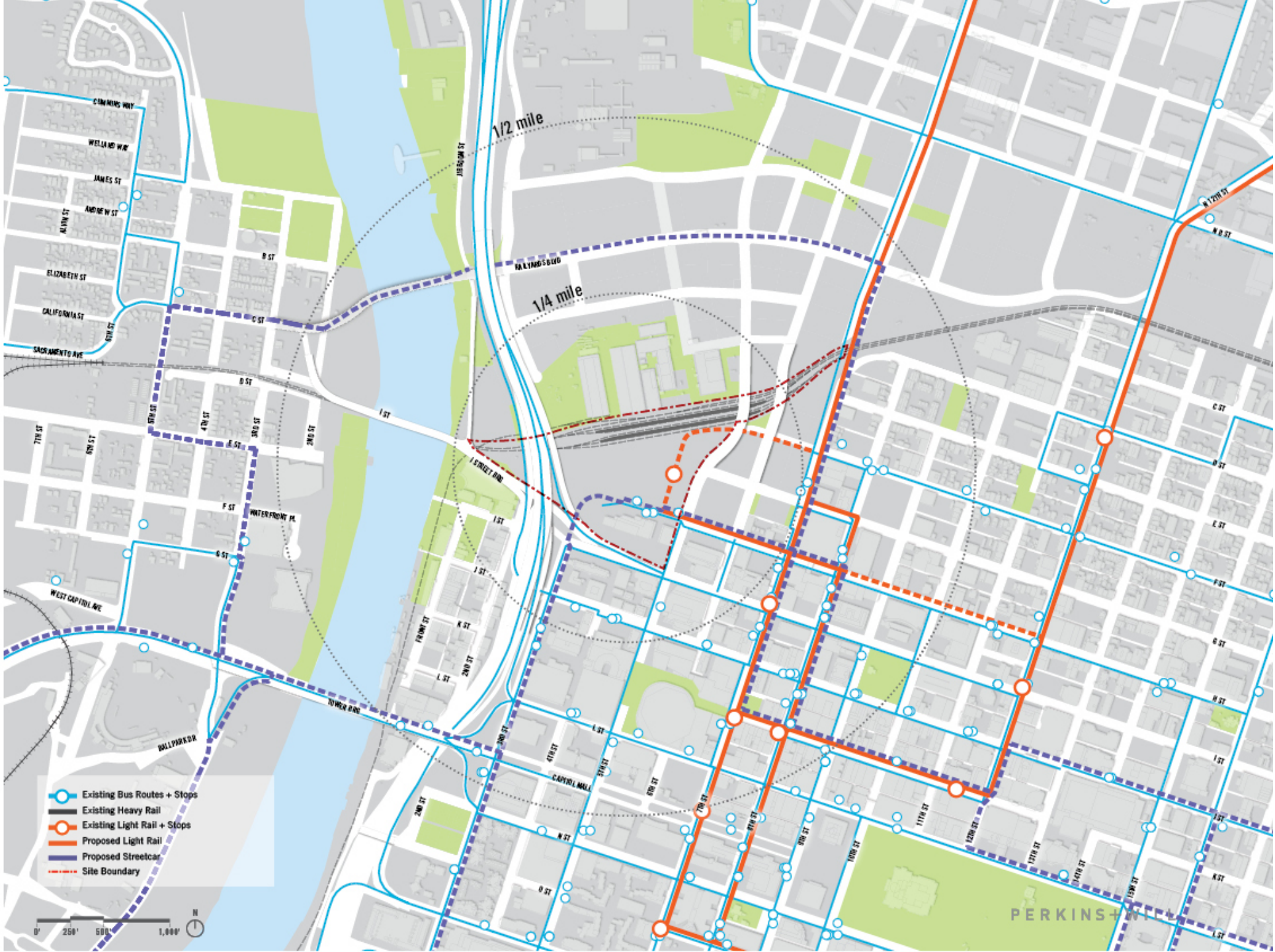
for a successful station area



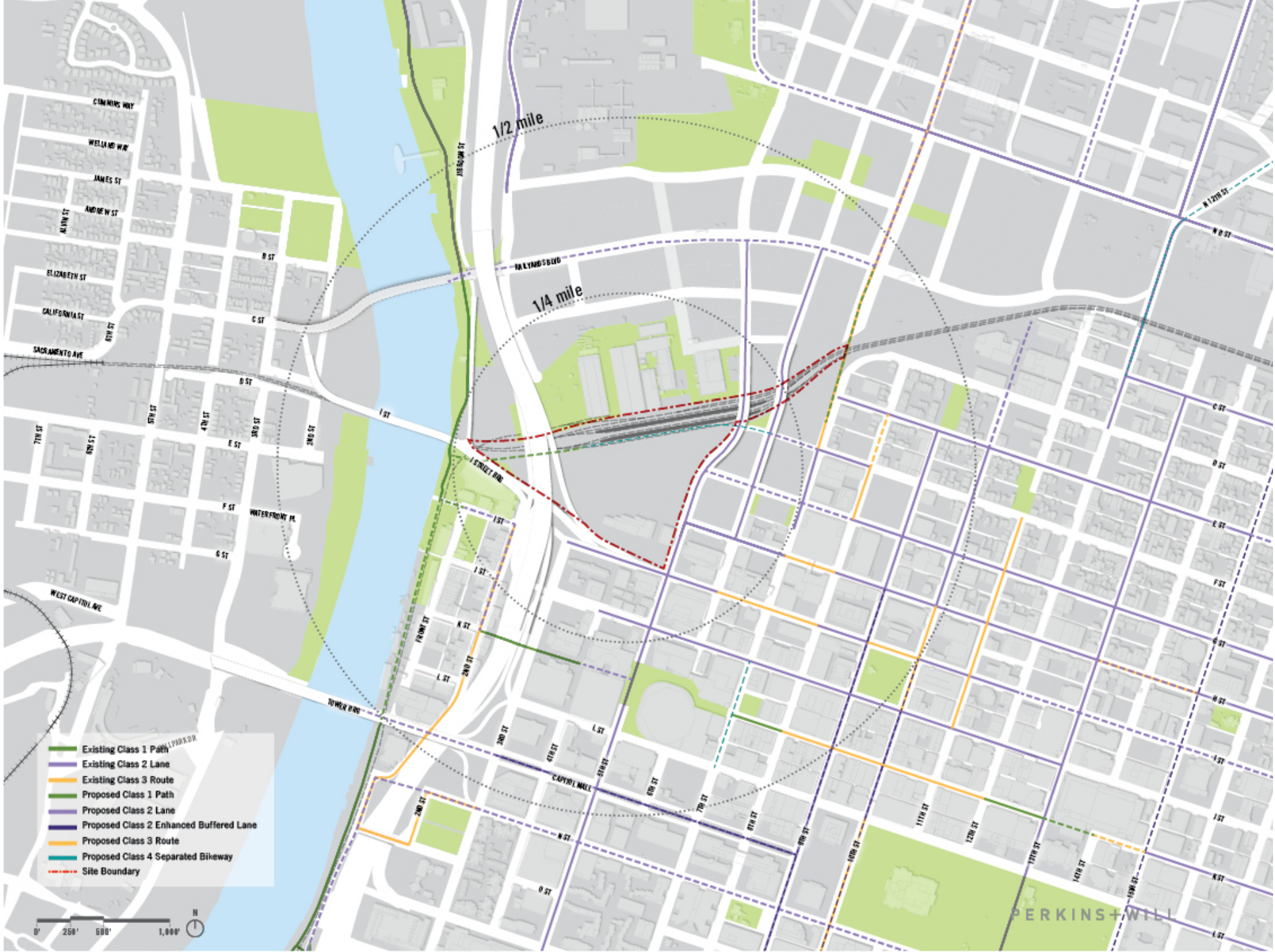
- Prioritize health and well-being of the people
- Reduce greenhouse gas emissions
- Protect and enhance ecosystems


Mobility

TRANSIT


1/2 mile
1/4 mile
Existing Bus Routes + Stops
Existing Heavy Rail
Existing Light Rail + Stops
Proposed Light Rail
Proposed Streetcar
Site Boundary
0'
250'
500'
1,000'
N

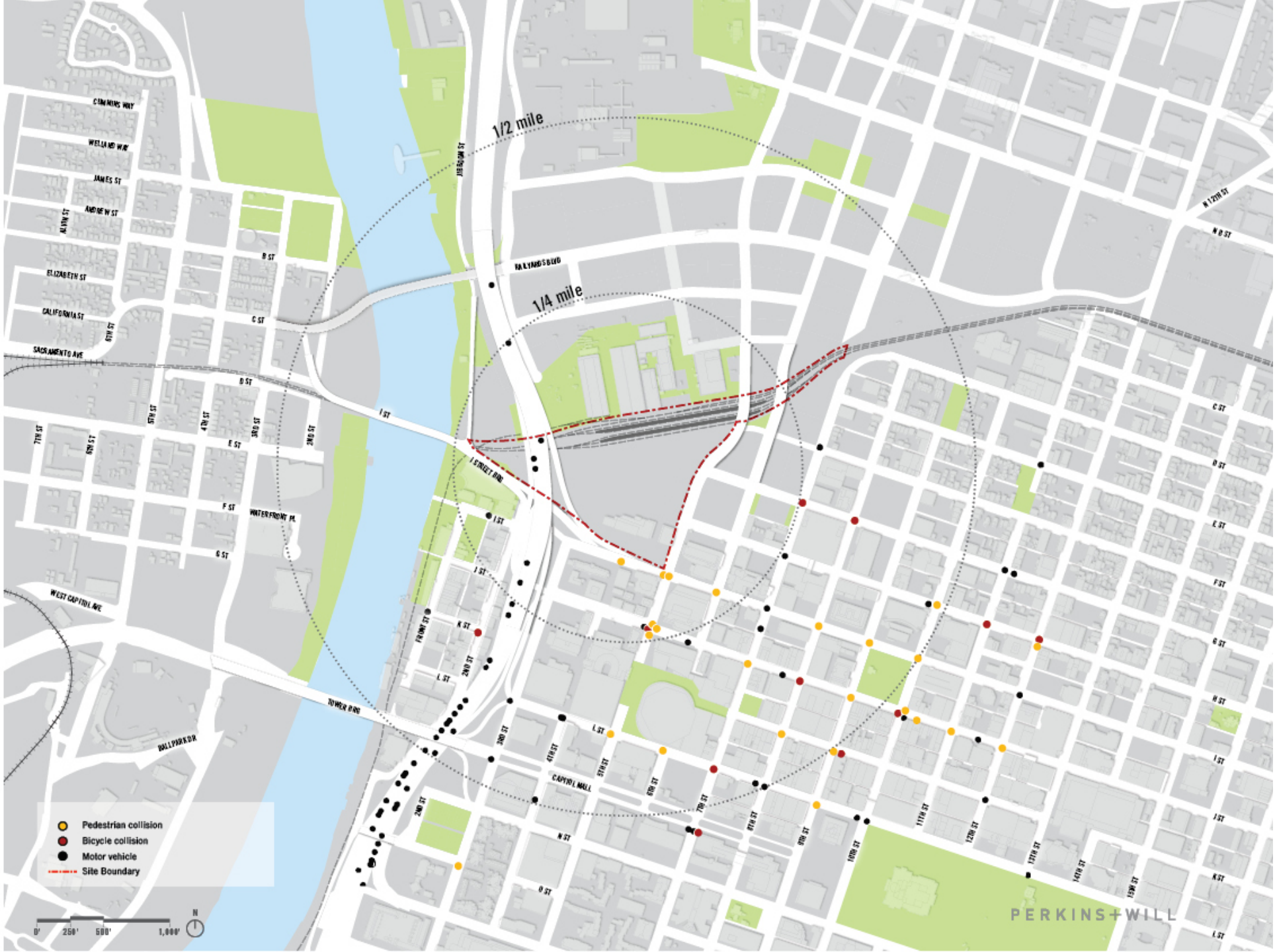
BICYCLE NETWORK



PEDESTRIAN WALKSHED



COLLISION DATA



TRANSPORTATION INFRASTRUCTURE

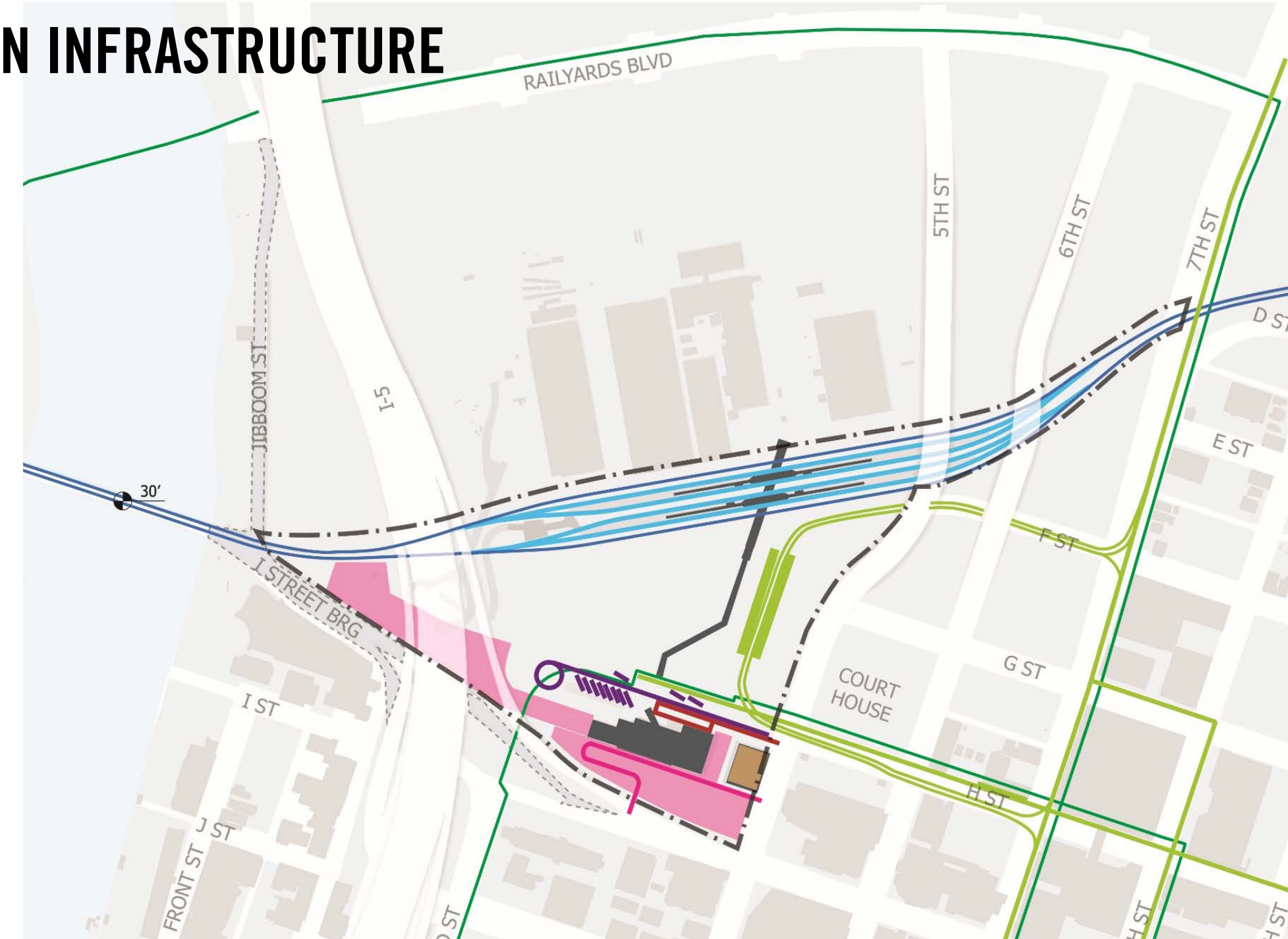
PLANNED

4 Passenger Tracks
2 Freight Tracks

Rail Operational Area
1300’ x 215’

25’ track separations

LRT Station
RT Bus Stop
8 Berth Bus Station
Taxi Facilities
Parking



VEHICULAR ACCESSIBILITY



ACCESS AND EDGE CONDITIONS



Future Conditions

Planning for Growth

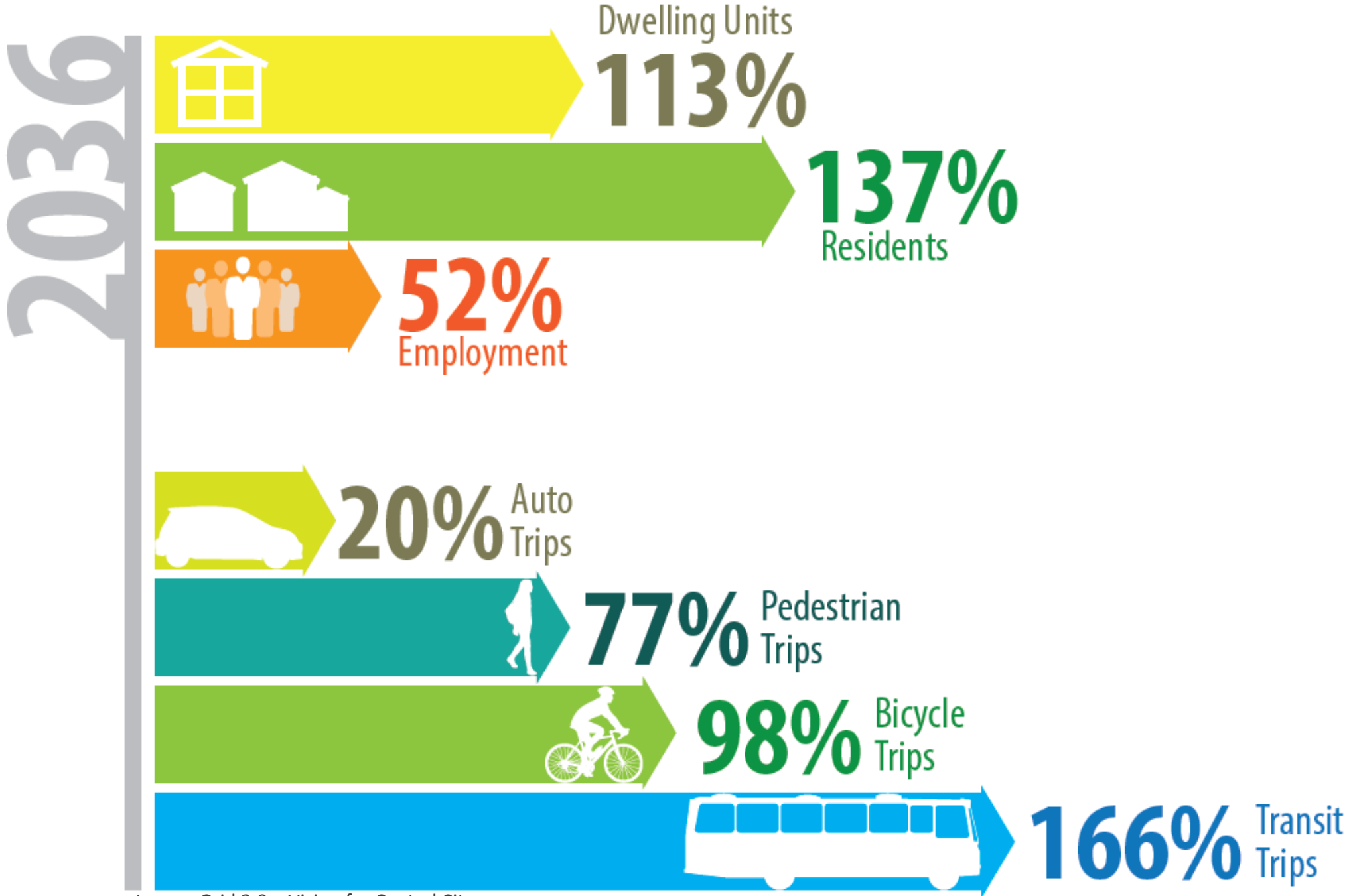


Image: Grid 3.0 – Vision for Central City

Future Conditions – To Year 2040

Jurisdiction	Current Commuters	Current Population	Forecast % Increase
Sacramento County	N/A	3,000,000	51%
Placer County	42,000	510,000	36%
San Joaquin Cty	7,700	1,050,000	36%
Yuba City MSA	6,000	250,000	43%

Possible most of job access could be on transit due to lack of highway capacity

Future Conditions – To Year 2040

Operating Protocols:

All trains "run-through"

- Eastbound trains continue to Roseville or a tail track east of station.
- Westbound/Northbound trains continue to Davis or tail track in West Sacramento

Outcome: More station capacity (factor 3x/4x)

Future Conditions – To Year 2040

Capitol Corridor Vision

15 Minute Electric Train Service/
~90 departures daily to Bay Area

Possible direct SF trains via new Transbay Tube into Transbay Transit Center

Future Conditions – To Year 2040

San Joaquin/ACE
Additional undefined service increases, possibly to Capitol Corridor Vision.

HSR
Beyond plan horizon; however considered

Future Conditions – To Year 2040

Total Daily Departures – Rail – *Upper Limit*

Capitol Corridor:	90	daily
	4	hourly
San Joaquins/ACE	100	daily
	8	hourly
Other Amtrak	2	daily
HSR	U/K ~ 2	hourly

Total Potential:

~200 departures

Total Hourly:
~ 20
(i.e., 10/track)

Future Conditions – To Year 2040

Total Daily Departures – Bus

Intercity:	30 daily 4 hourly
Regional:	~50 hourly

Total Potential:

Total Hourly:
~ 60

Future Conditions – To Year 2040

Total Hourly Passengers		*NOW*
Rail:	4,000 hourly*	*~250 hourly*
Bus:	1,000 hourly*	*~200 hourly*

*Note: *Assumes ~1/3 of total vehicle capacity*

STATION PROGRAM


DENVER UNION


SF TRANSBAY

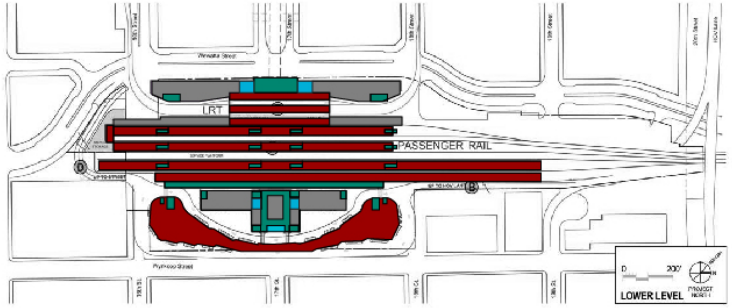

LONDON KINGS CROSS

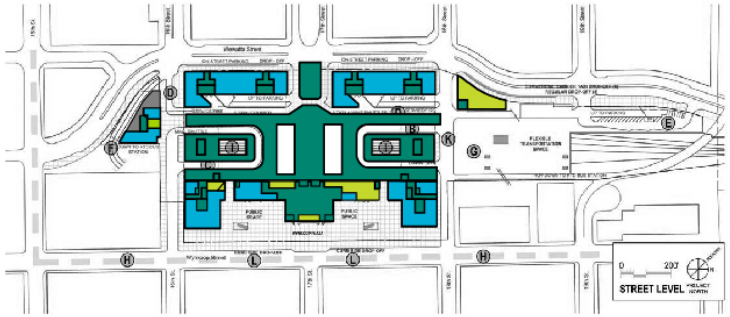

LONDON ST PANCRAS

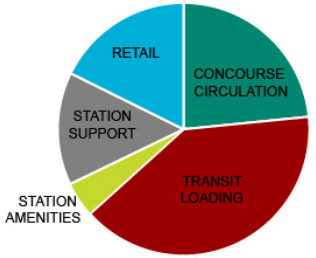

MELBOURNE SOUTHERNCROSS

STATION PROGRAM

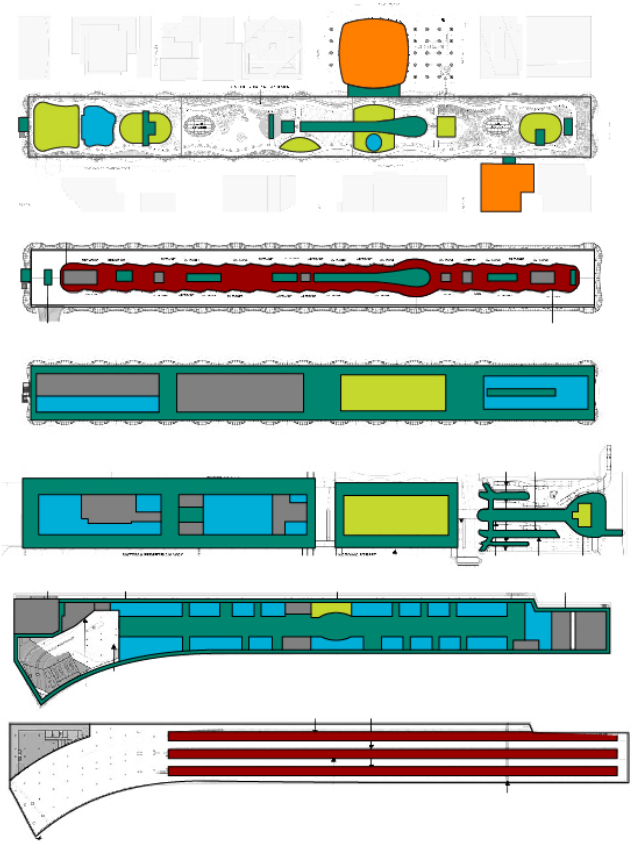
DENVER UNION

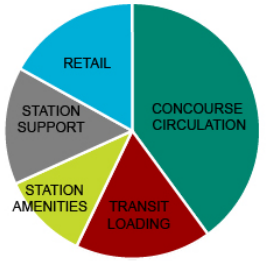






SF TRANSBAY

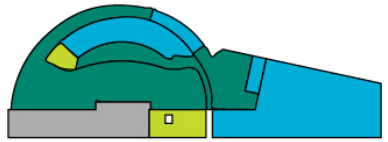


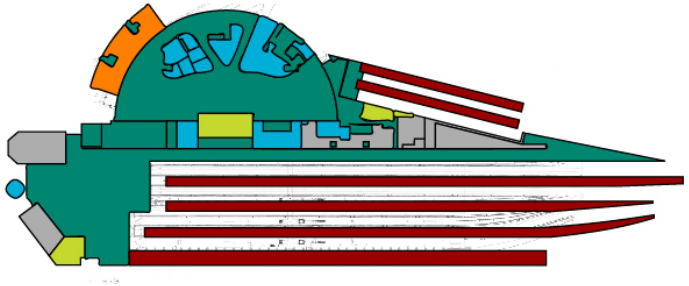


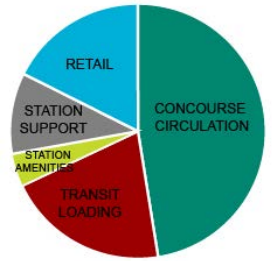
* This comparative station analysis may be missing some Back-of-House information, and so may have a margin of error.

STATION PROGRAM

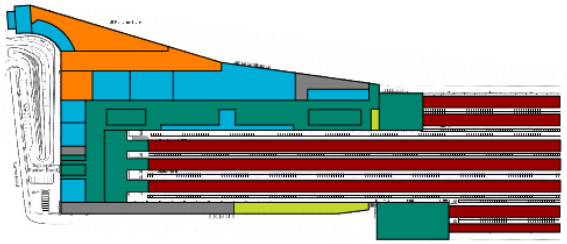
KING'S CROSS, LONDON

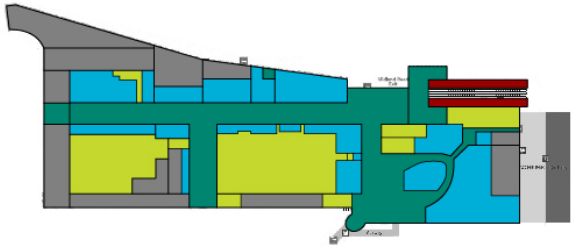


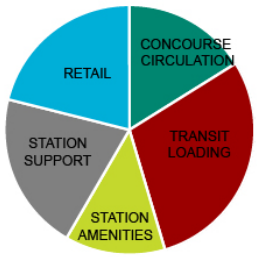




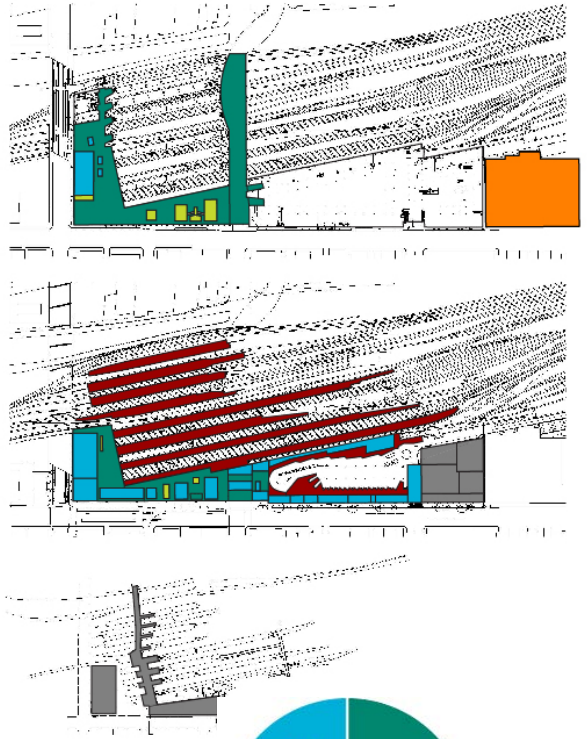
ST. PANCRAS, LONDON

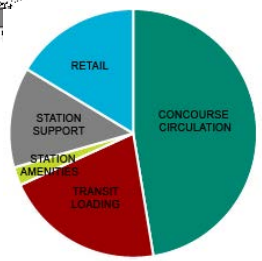






SOUTHERNCROSS, MELBOURNE





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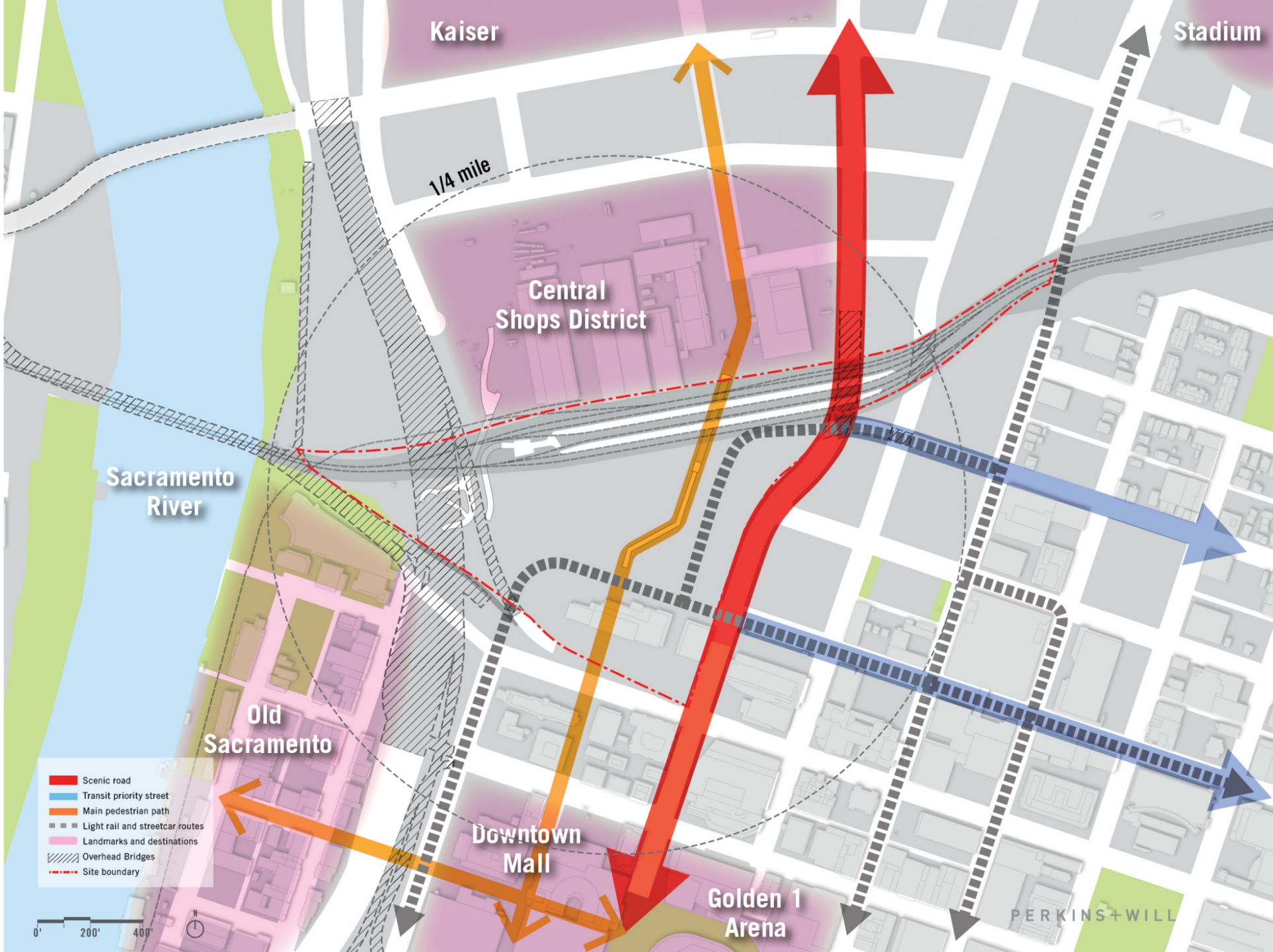
OPPORTUNITIES

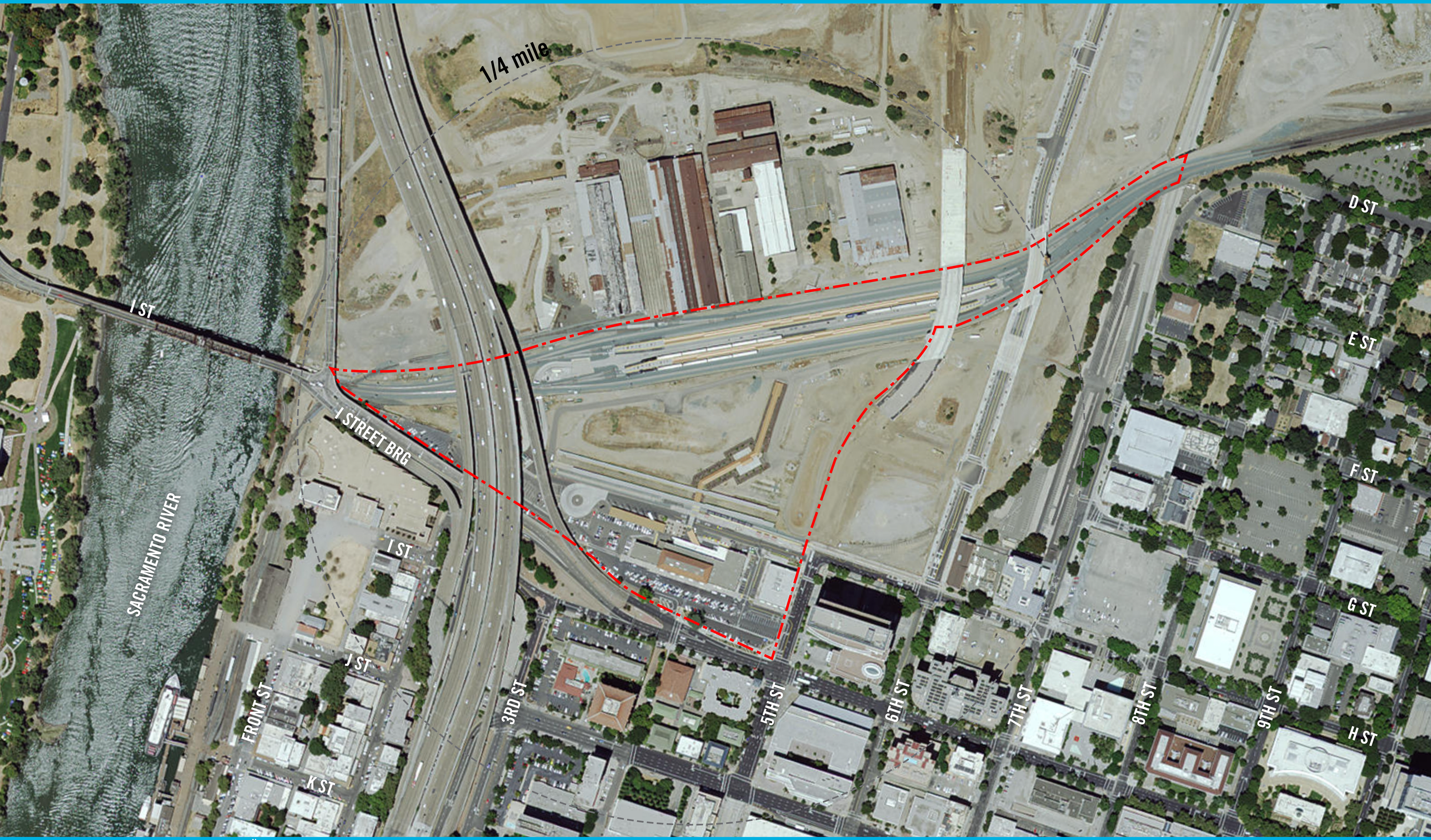


CONSTRAINTS



THANK YOU

SACRAMENTO VALLEY STATION MASTER PLAN - THE SITE



0' 250' 500' 1,000'

N

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ARUP
NELSON/NYGAARD
AIM CONSULTING
EPS

City of SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - SITE OPPORTUNITIES

1/4 mile

Central Shops District

Sacramento River

SACRAMENTO RIVER

L ST

I STREET BRG

I ST

J ST

Old Sacramento

FRONT ST

K ST

3RD ST

5TH ST

Downtown Mall

Golden 1 Arena

6TH ST

7TH ST

8TH ST

9TH ST

D ST

E ST

F ST

G ST

H ST

- Scenic road
- Transit priority street
- Main pedestrian path
- Light rail and streetcar routes
- Landmarks and destinations
- Overhead Bridges
- Site boundary

0' 250' 500' 1,000'

N

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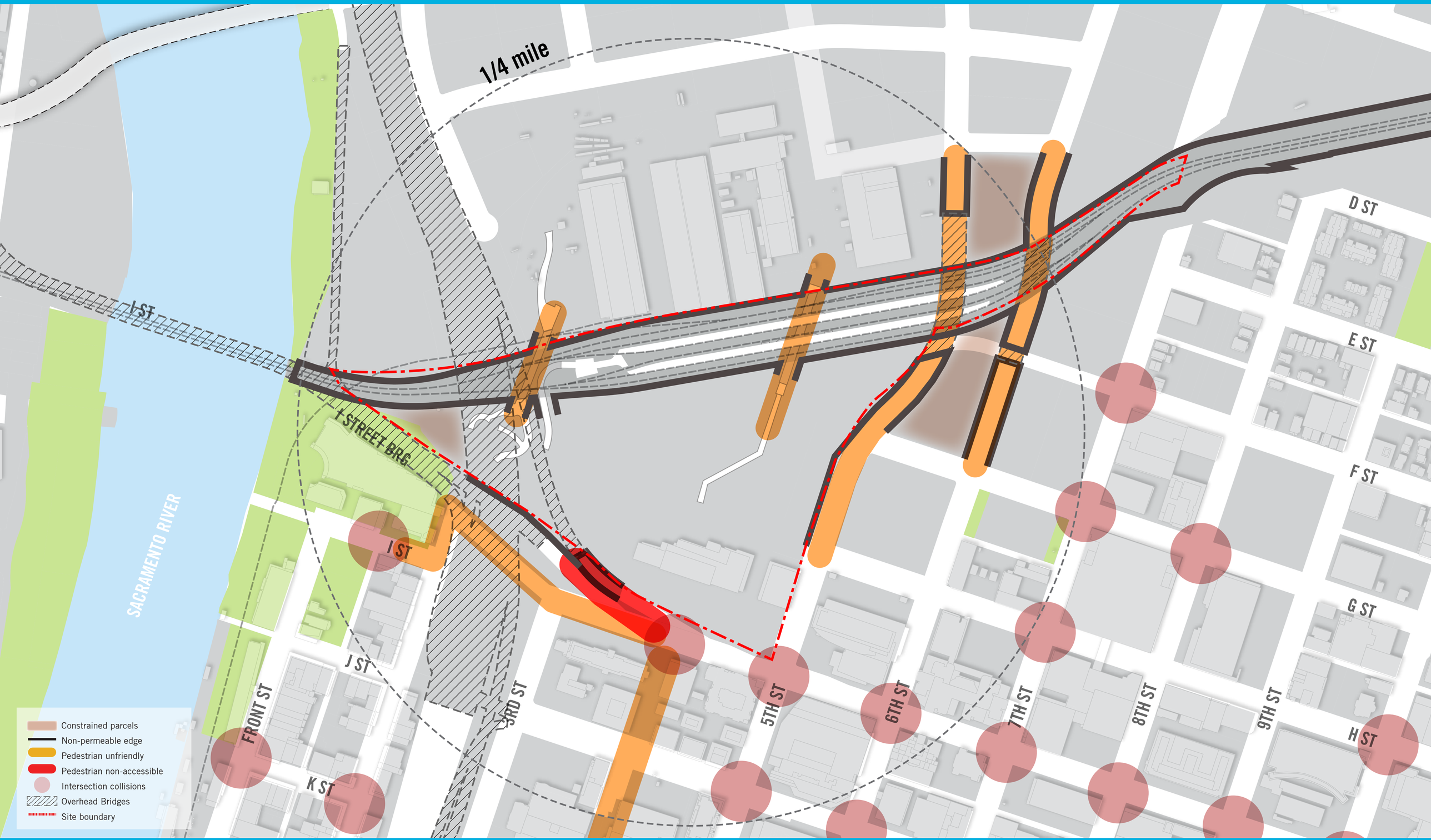
City of SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - SITE CONSTRAINTS



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City of SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: UNION STATION, DENVER

NEIGHBORHOOD ANALYSIS



Housing Units
3,300 units
6.56 units/acre

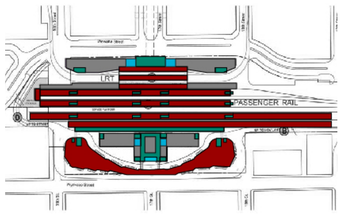
Residents
4,800 residents
6,300 people/sqmi
1.46 people/unit

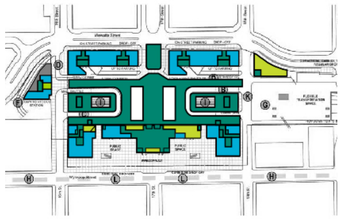
Jobs
25,900 jobs
5.38 jobs/resident

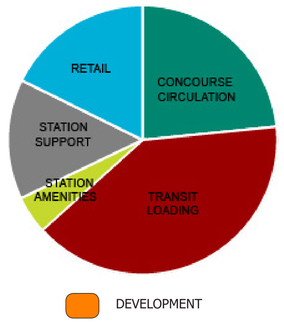
Open Space
35.0 acres of open space

Destinations
1 - Coors Field
2 - Museum of Contemporary Art
3 - Pepsi Center

STATION ANALYSIS







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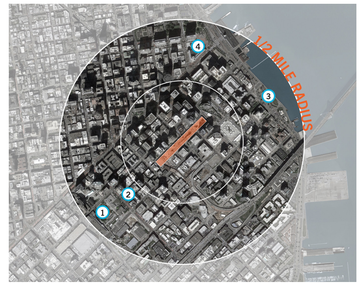
SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: TRANSBAY CENTER, SAN FRANCISCO



NEIGHBORHOOD ANALYSIS



Housing Units
9,700 units
19.22 units/acre

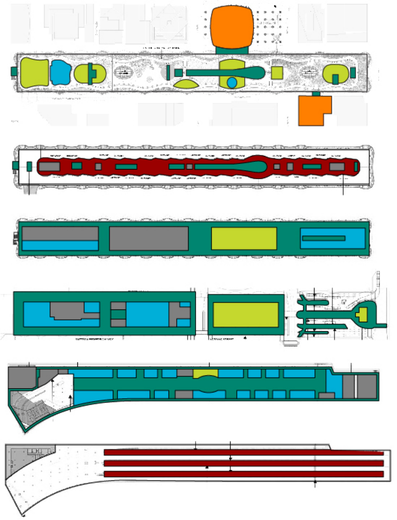
Residents
13,900 residents
18,000 people/sqmi
1.44 people/unit

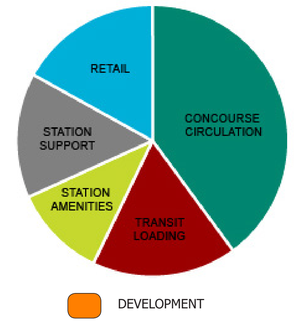
Jobs
193,800 jobs
13.93 jobs/resident

Open Space
53.3 acres of open space

Destinations
1 - Yerba Buena Center
2 - SF MOMA
3 - The Embarcadero
4 - Embarcadero Center

STATION ANALYSIS





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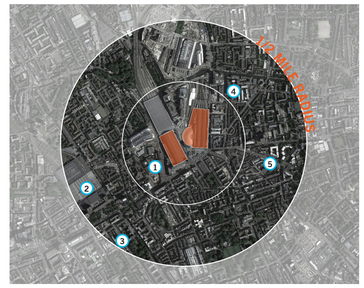
City of SACRAMENTO

SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: SAINT PANCRAS, LONDON

NEIGHBORHOOD ANALYSIS



Housing Units
10,400 units
20.73 units/acre

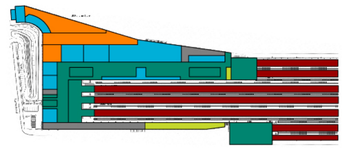
Residents
24,600 residents
31,300 people/sqmi
2.36 people/unit

Jobs
41,000 jobs
1.67 jobs/resident

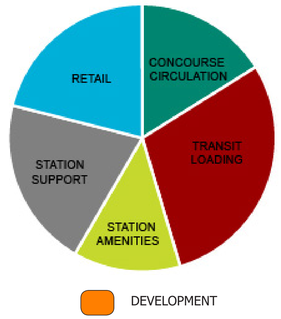
Open Space
32.26 acres of open space

Destinations
1 - The British Library
2 - Euston Station
3 - University of London
4 - London Canal Museum
5 - Gasgosian Gallery

STATION ANALYSIS



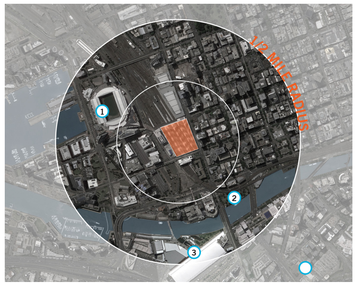




SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY: SOUTHERN CROSS, MELBOURNE



NEIGHBORHOOD ANALYSIS



Housing Units
8,700 units
17.39 units/acre

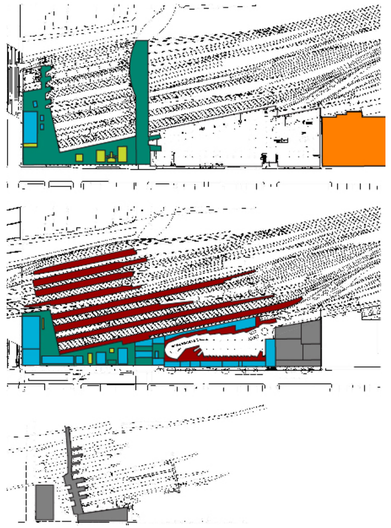
Residents
12,900 residents
18,000 people/sqmi
1.56 people/unit

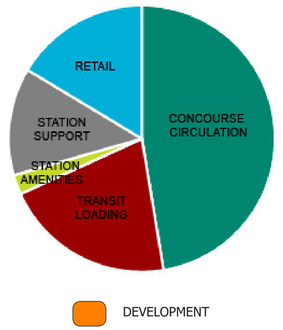
Jobs
79,077 jobs
6.11 jobs/resident

Open Space
22.6 acres of open space

Destinations
1 - Etihad Stadium
2 - Melbourne Aquarium
3 - Melbourne Convention and Exhibiton Centre

STATION ANALYSIS





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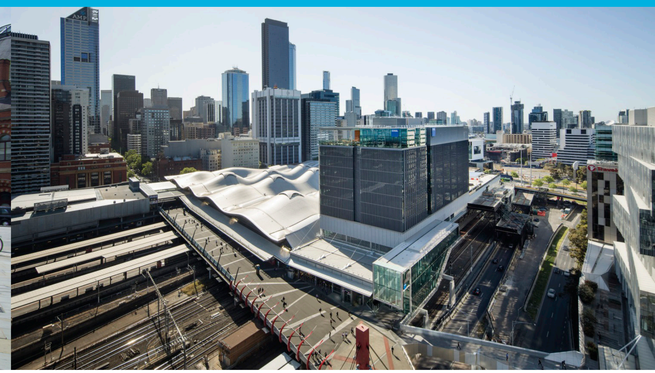
SACRAMENTO VALLEY STATION MASTER PLAN - CASE STUDY









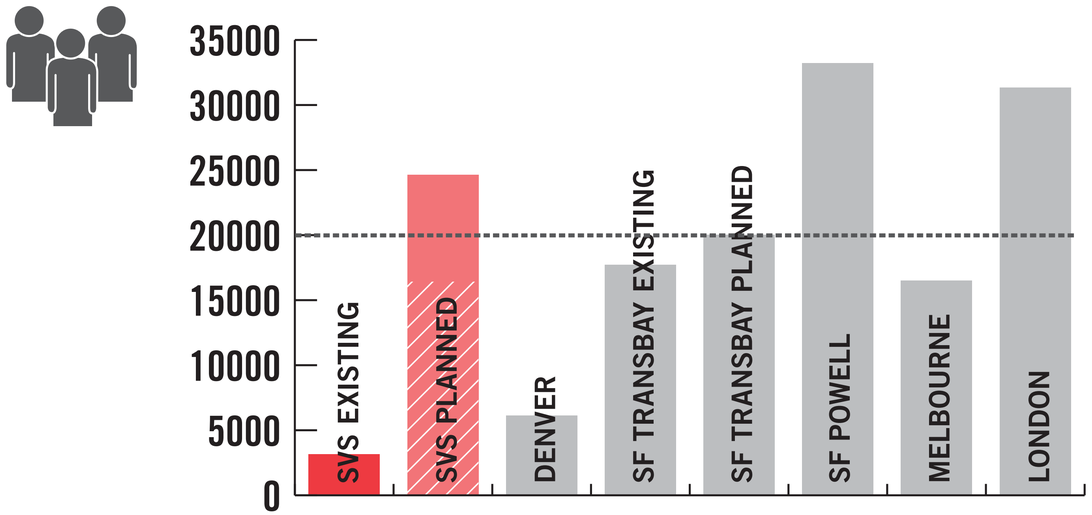
UNION STATION - DENVER

TRANSBAY CENTER - SF

SAINT PANCRAS - LONDON

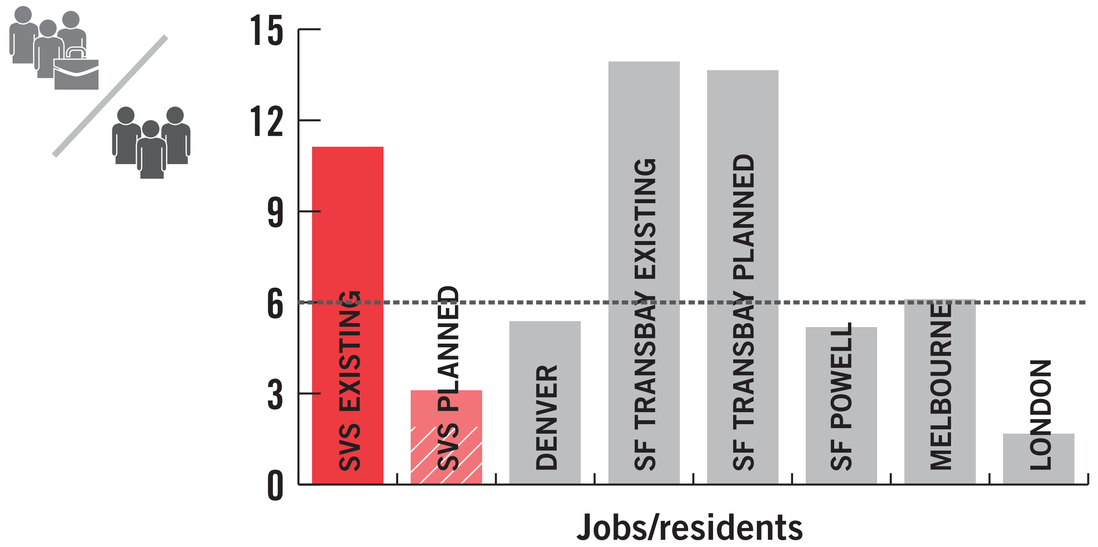
SOUTHERN CROSS-MELBOURNE

Residents



20,000 people per square mile is the baseline population density for a vibrant neighborhood.

Jobs to Residents Balance



6 jobs for every resident is the median, and therefore the desirable balance of uses.

SAC VALLEY STATION

Sacramento Valley Station Master Plan
Stakeholder Focus Group Meeting - Mobility
March 15, 2017 | 9:00 - 10:30 a.m.

Feedback Form

Please provide any thoughts, observations, or remaining questions regarding any of the following topics discussed today:

1. What improvements are needed to meet your anticipated ridership demands and changes in service?

2. What are the current barriers to meeting your anticipated ridership demands and changes in service?

3. Any additional comments:

SAC VALLEY STATION

Sacramento Valley Station Master Plan
Stakeholder Focus Group Meeting - Mobility
March 15, 2017 | 9:00 - 10:30 a.m.

Feedback Form

We strive to make each meeting valuable and results driven. We look forward to any comments and/or ideas to improve the meeting experience for you. Please feel free to provide us with your thoughts.

1. Information shared at the meeting was useful? o YES o NO

_____

_____

_____

2. Discussions were appropriately facilitated to engage all participants? o YES o NO

_____

_____

_____

3. The participants involved in the process are appropriate? o YES o NO

_____

_____

_____

4. Any other recommendations to improve the meetings?

_____

_____

_____

_____

_____

_____

Name _____ Organization _____

Email _____ Phone _____

Please submit your feedback to the project team today or send via email to nporter@aimconsultingco.com, fax at 916-442-1186, or mail to 2523 J Street, Suite 202 Sacramento, CA 95816.