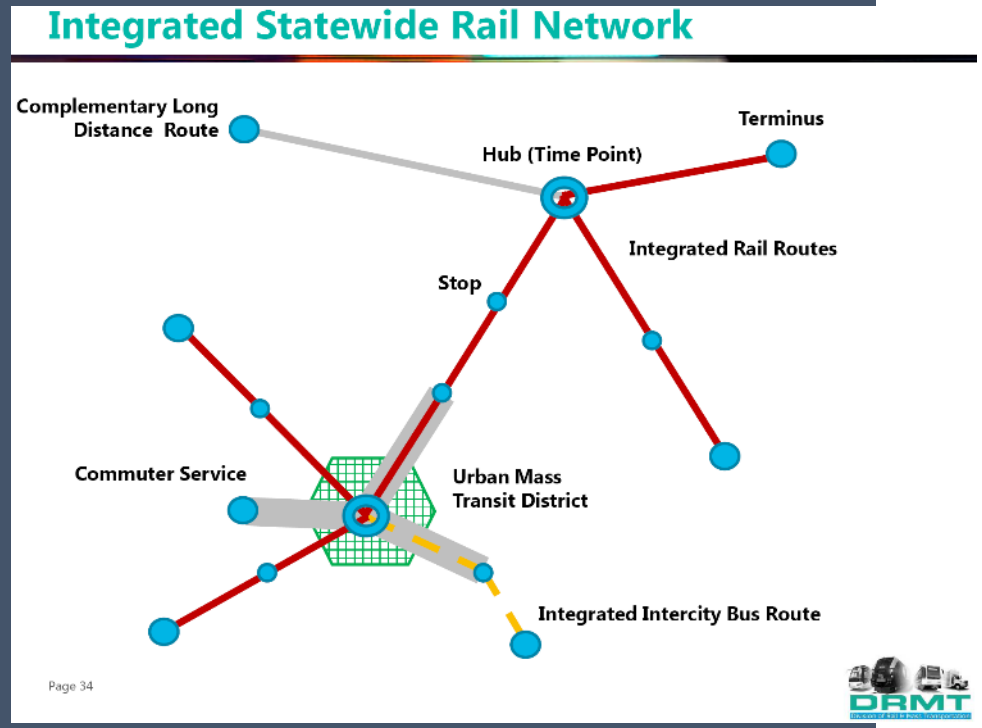
Building a New Sacramento Station District

City of Sacramento – Disabilities Advisory Commission
March 4, 2026

Steelblue for City of Sacramento/Perkins & Will

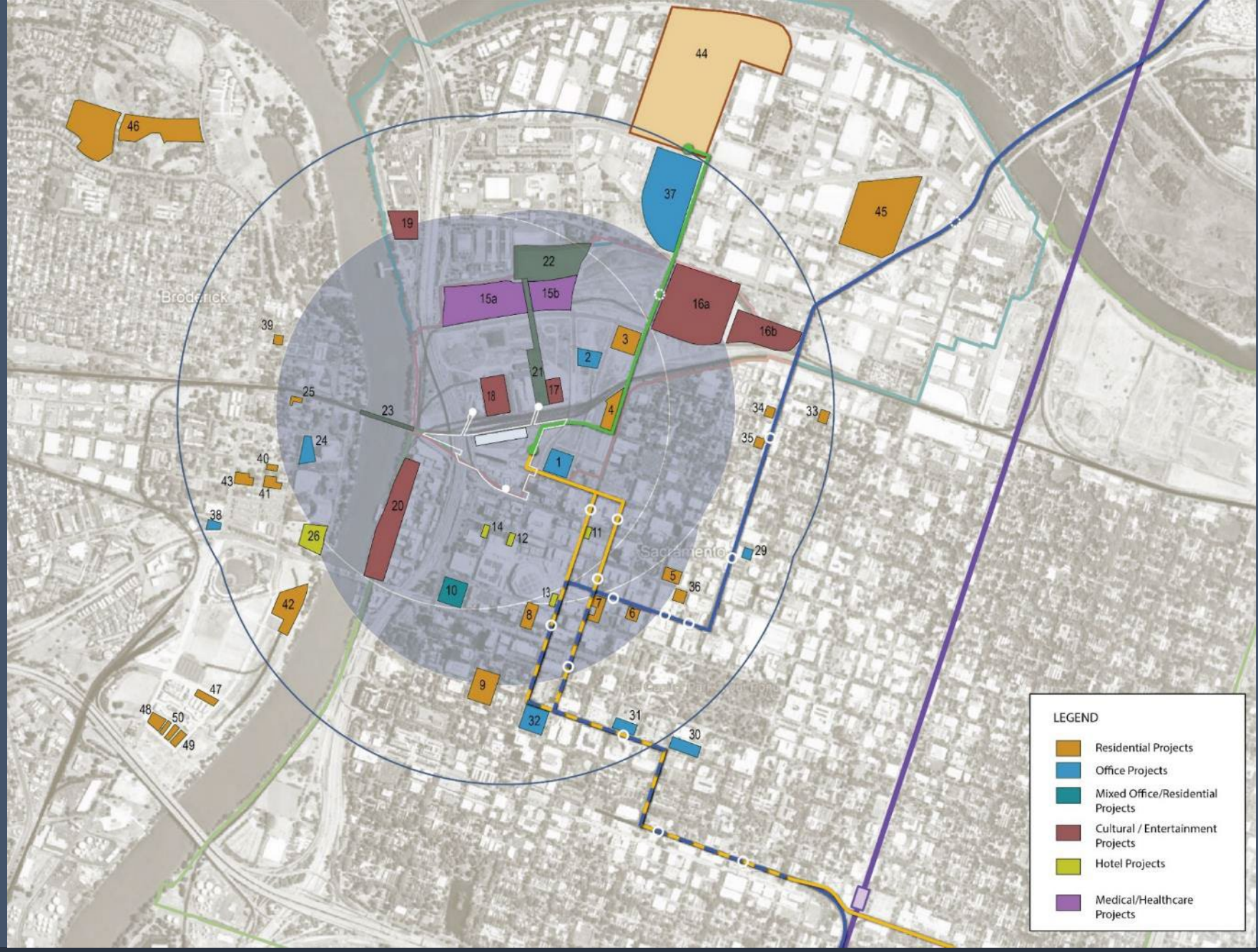
STATE RAIL PLAN – Hub Transfer System



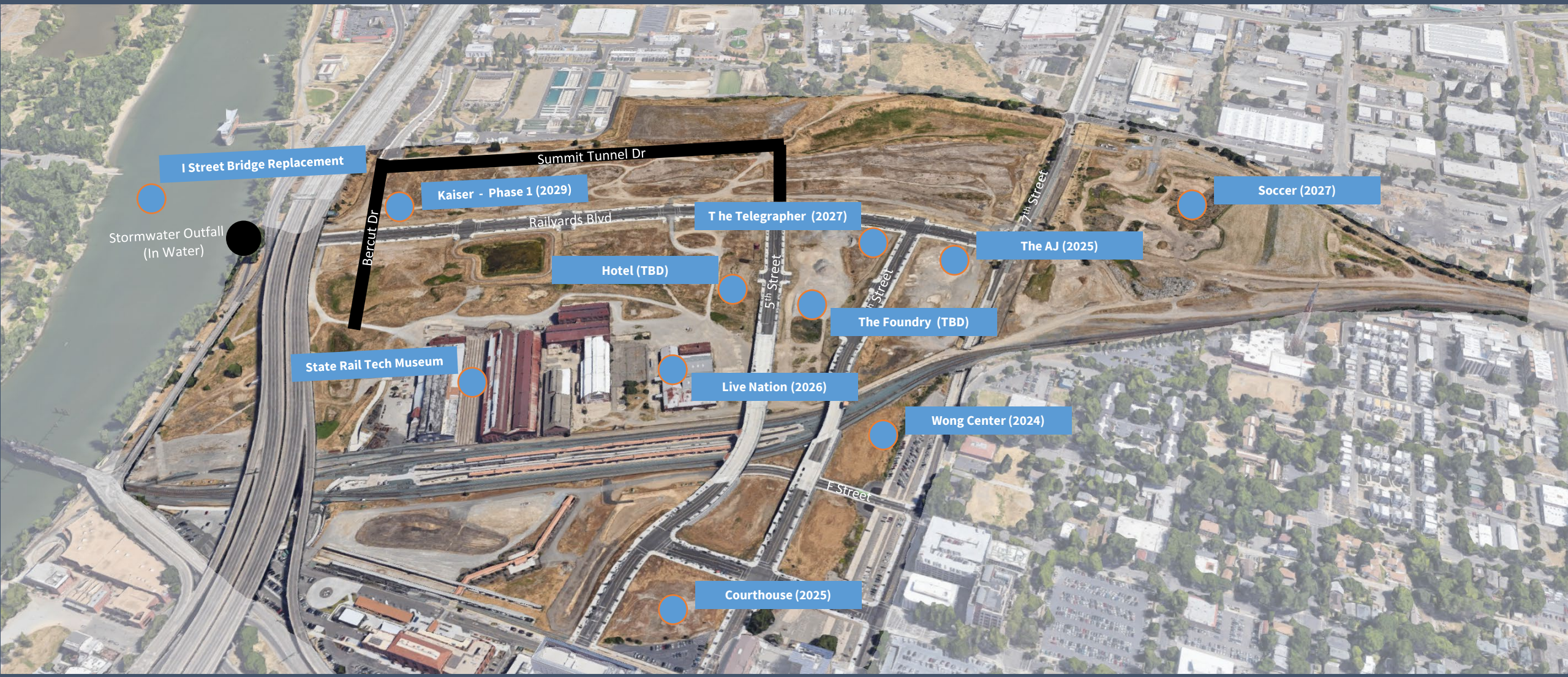
Project Context
Railyards Development Pipeline Projects

Unlike California's other big cities, Sacramento can undertake large growth projects in parts of the downtown core that are currently undeveloped. This includes the Railyards – an area that is sixteen times larger than the New York's recently completed Hudson Yards.

Sacramento can actively shape a transit first future rather than attempting to chip away at auto-centric land use.



Railyards Pipeline Projects




PAINT SHOP


PAINTSHOP


MONGIOCENTER


SACRAMENTO REPUBLIC FC

SVS-Railyards North Entrance
to the
Steve Cohn Passageway

New Entrance
to Open Winter 2027

Looking North to Future Entrance

Shops Buildings at Rail Platforms

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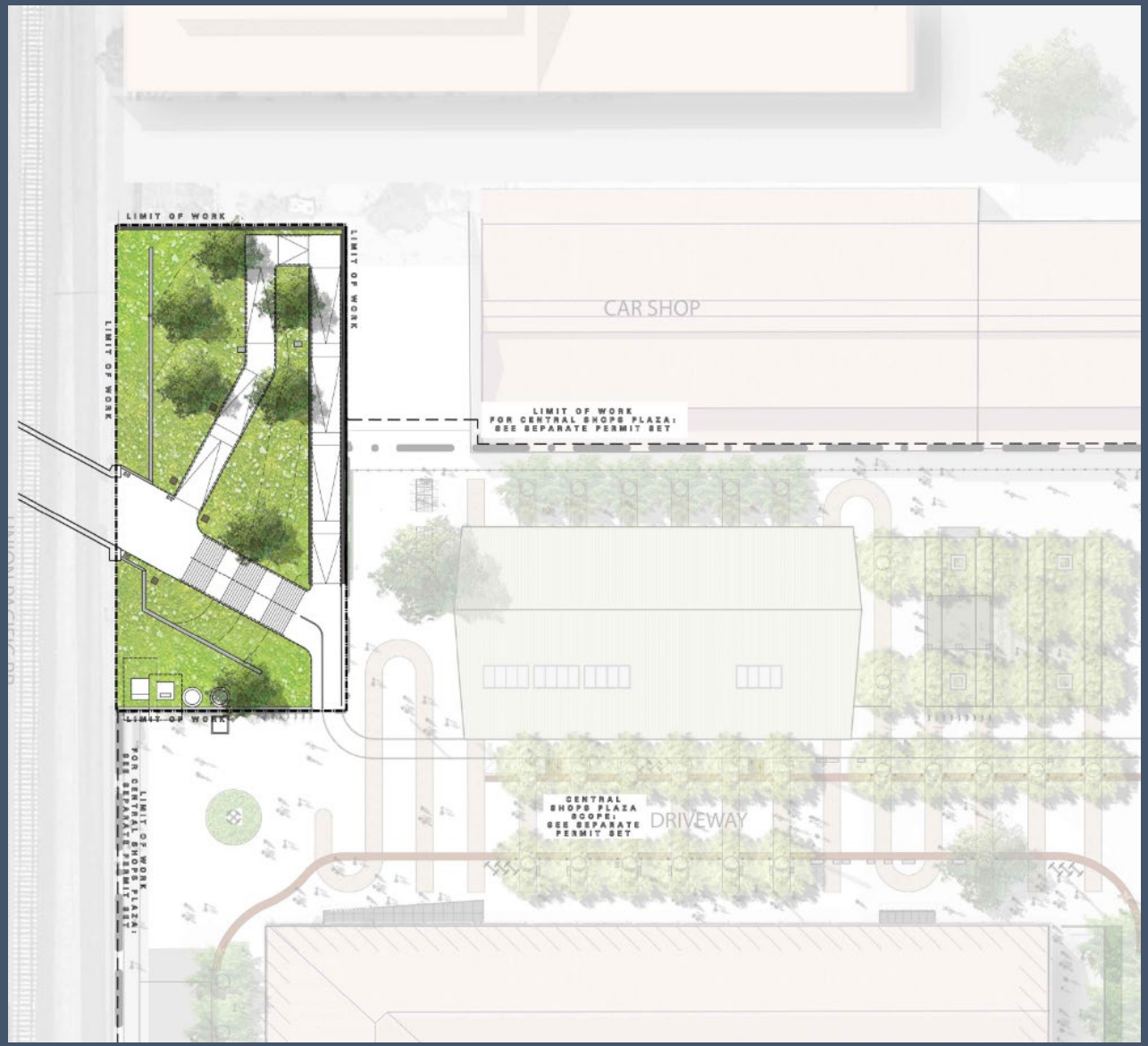
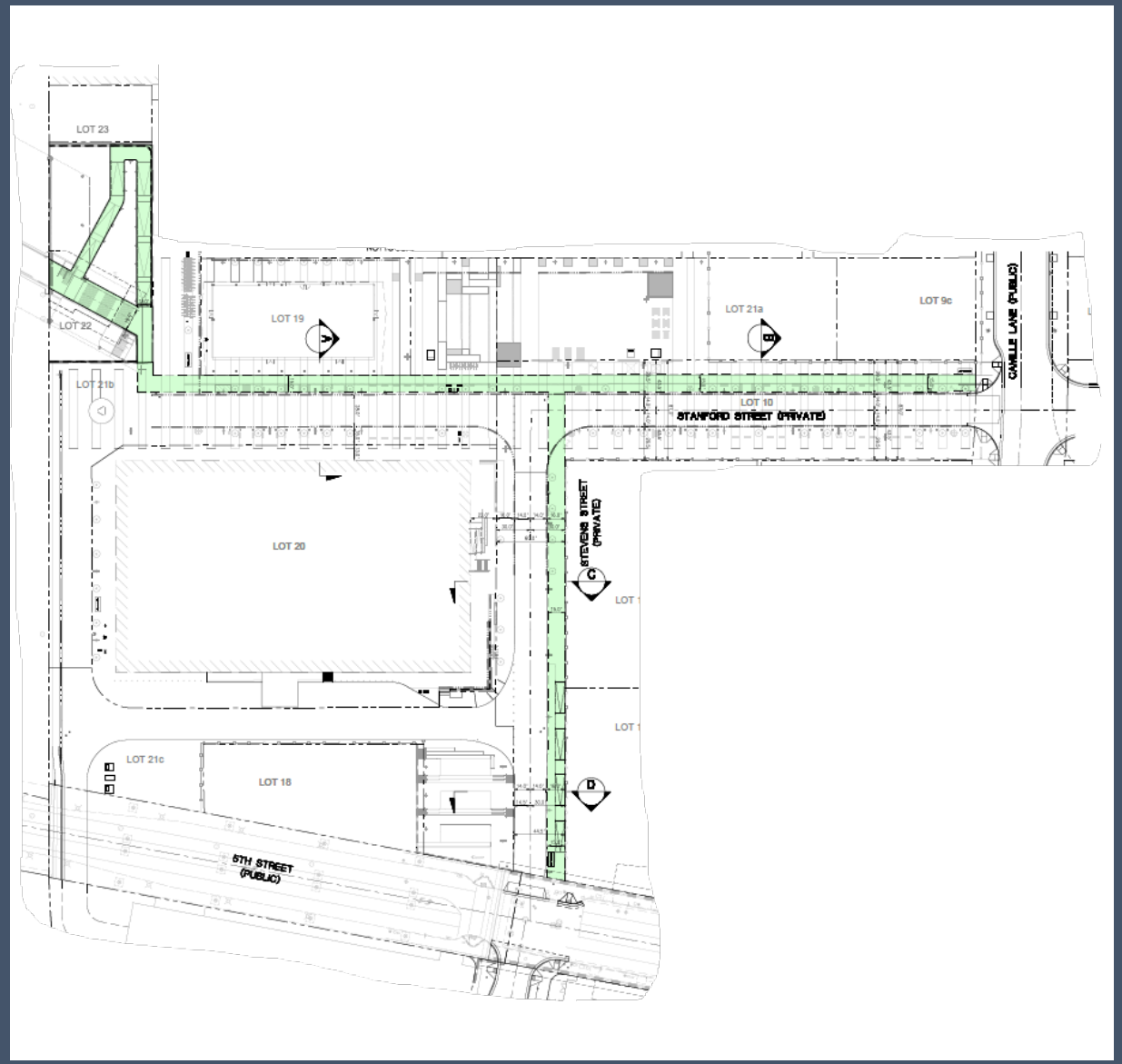

LIMIT OF WORK
LIMIT OF WORK
LIMIT OF WORK
CAR SHOP
LIMIT OF WORK
FOR CENTRAL SHOPS PLAZA;
SEE SEPARATE PERMIT SET
LIMIT OF WORK
CENTRAL
SHOPS PLAZA
SCOPE;
SEE SEPARATE
PERMIT SET
DRIVEWAY


LOT 23
LOT 22
LOT 19
LOT 21a
LOT 9c
CAMELLE LANE (PUBLIC)
LOT 21b
LOT 10
STANFORD STREET (PRIVATE)
LOT 20
STEVENS STREET
(PRIVATE)
LOT 21c
LOT 18
5TH STREET
(PUBLIC)

SVS North Entrance Steve Cohn Passageway to Railyards Central Shops Plaza

SacRT Lightrail Station Relocation
and
Pick-up / Drop-off Loop

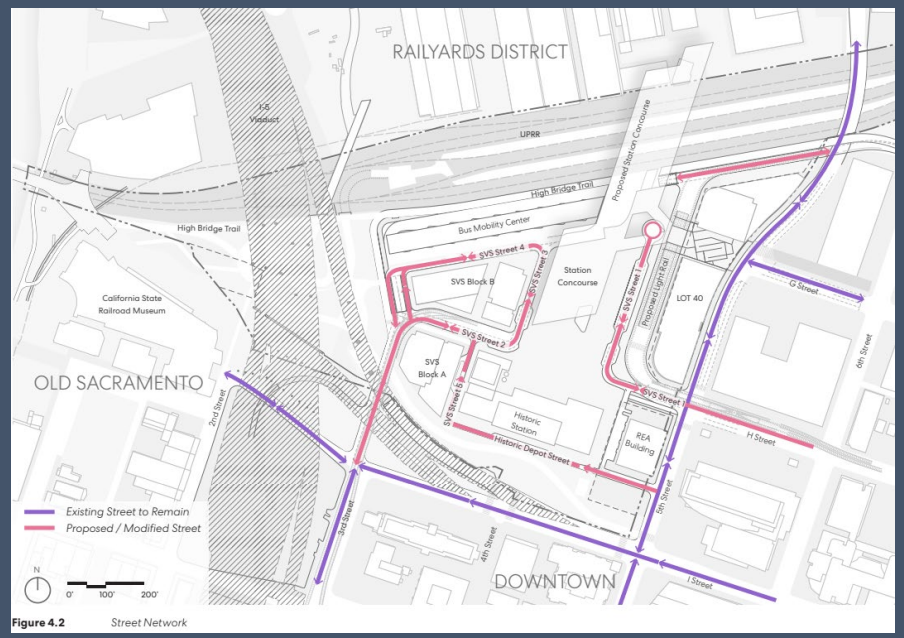


Figure 4.2 *Street Network*

Diagram of Interim Circulation

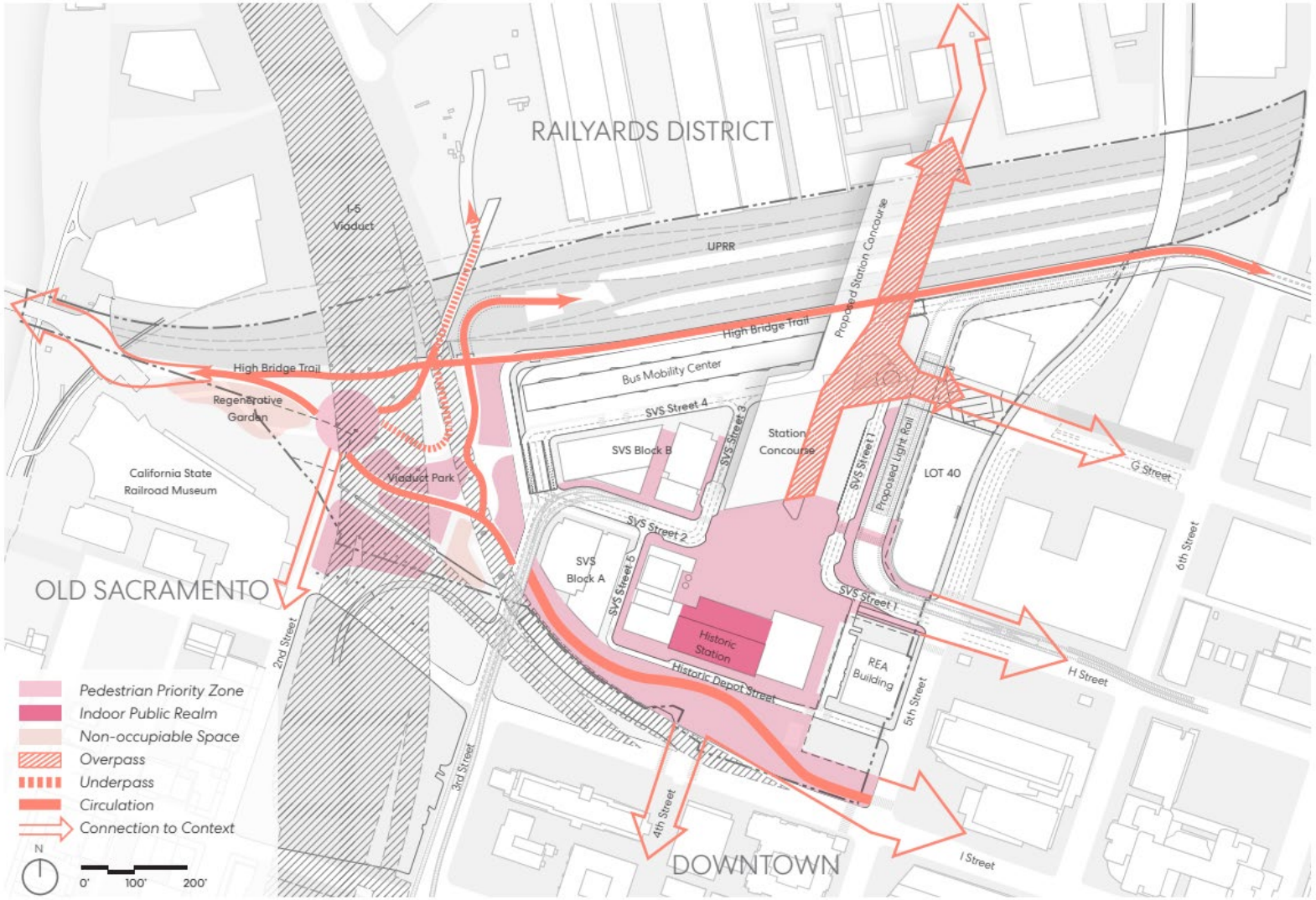
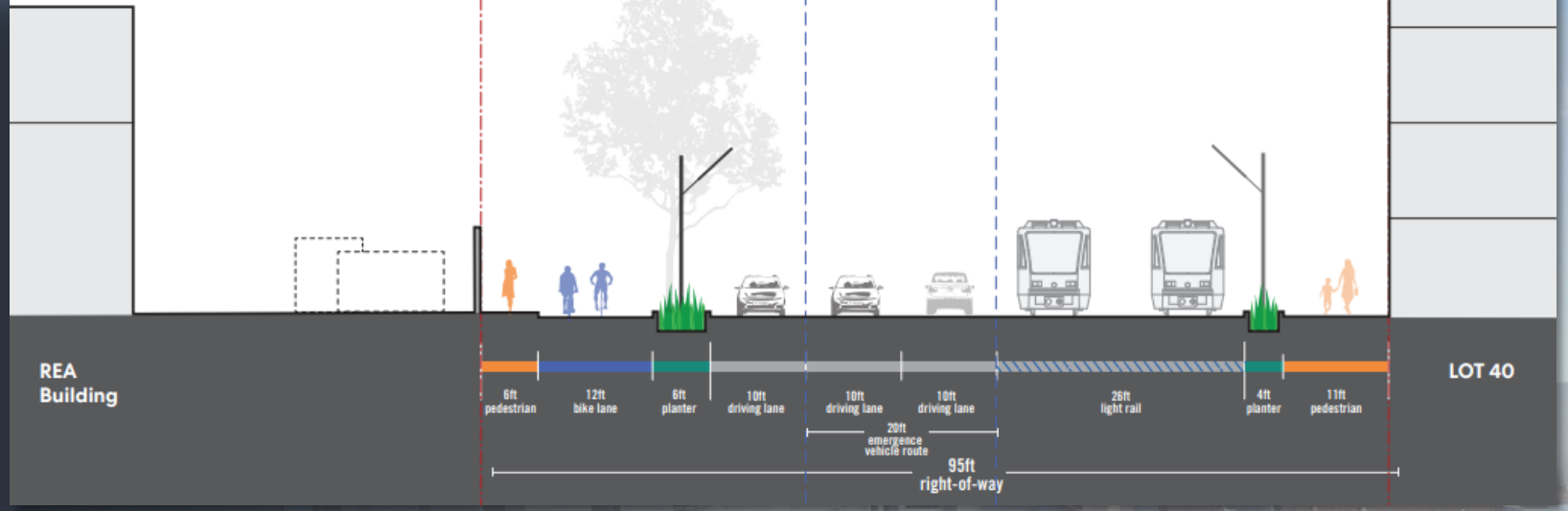
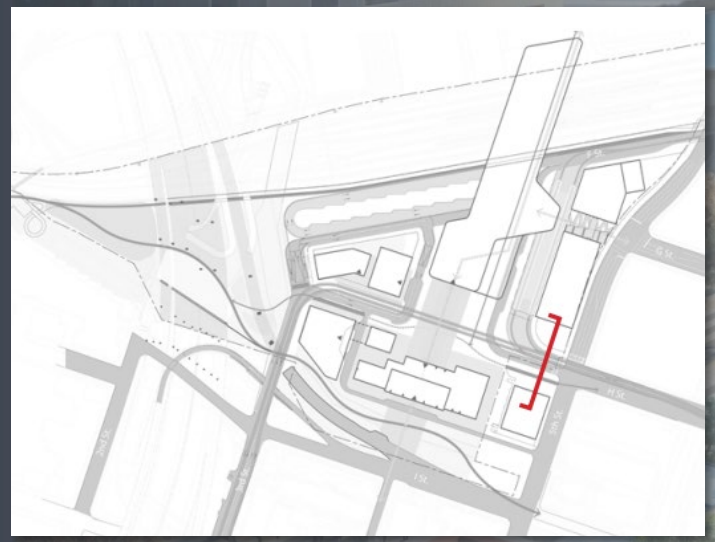


Figure 4.4 *Pedestrian Network*





#1 LRT/ Pick-up/Drop-Off

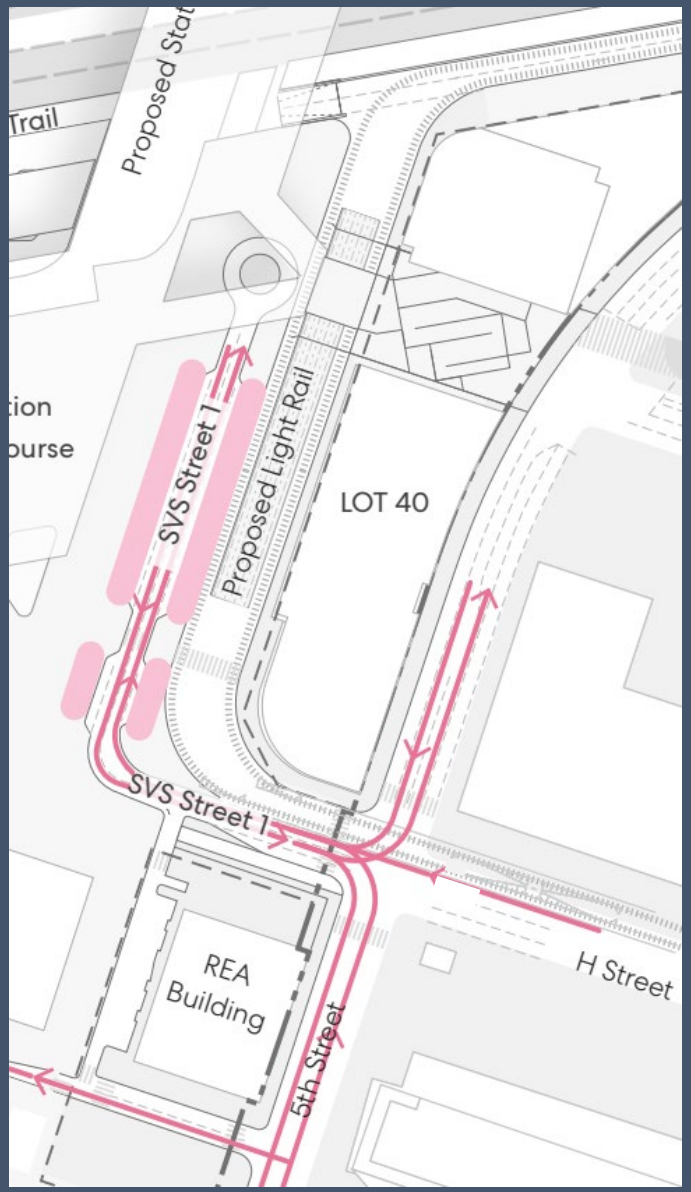


Diagram of Final Circulation

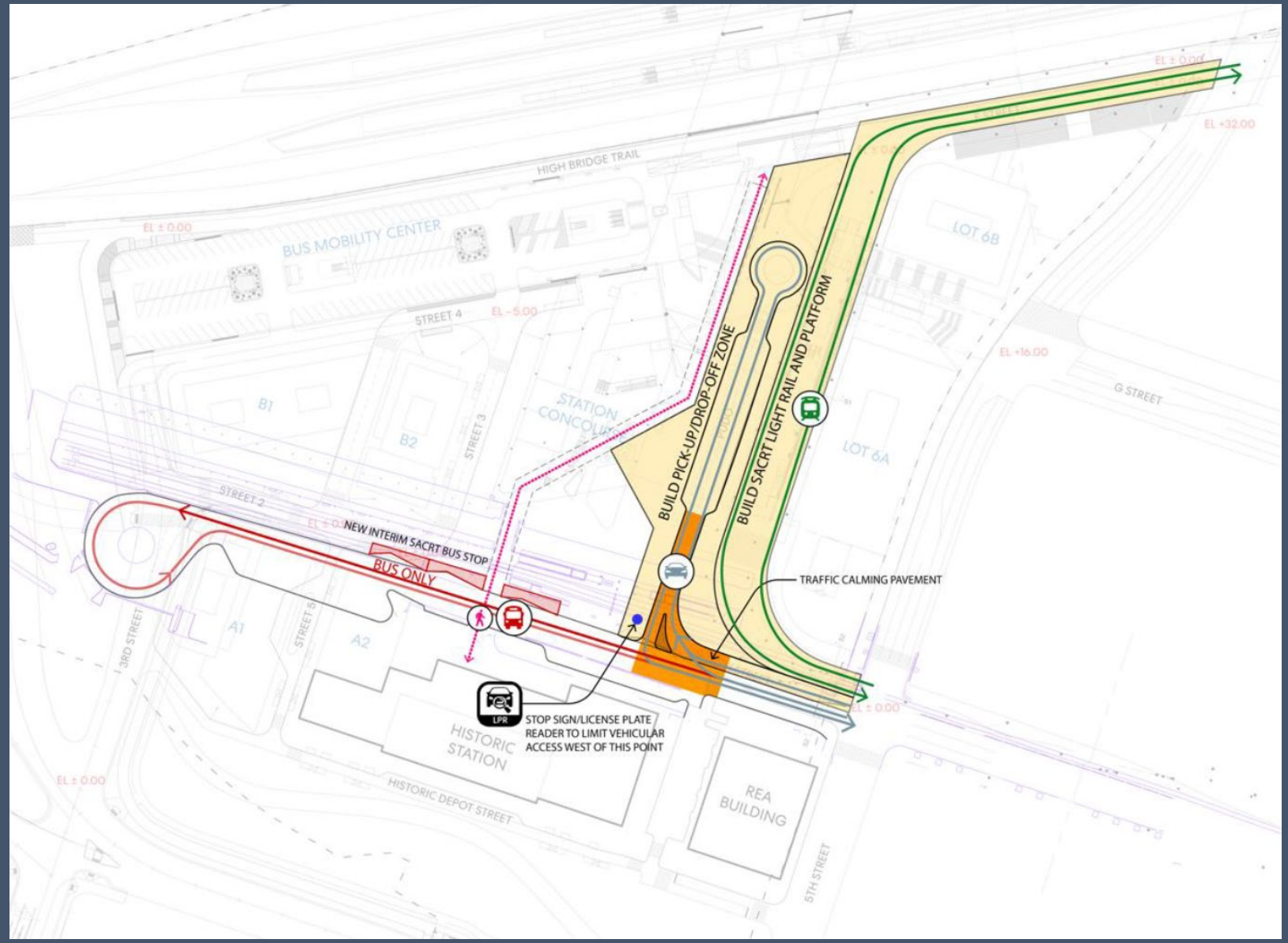


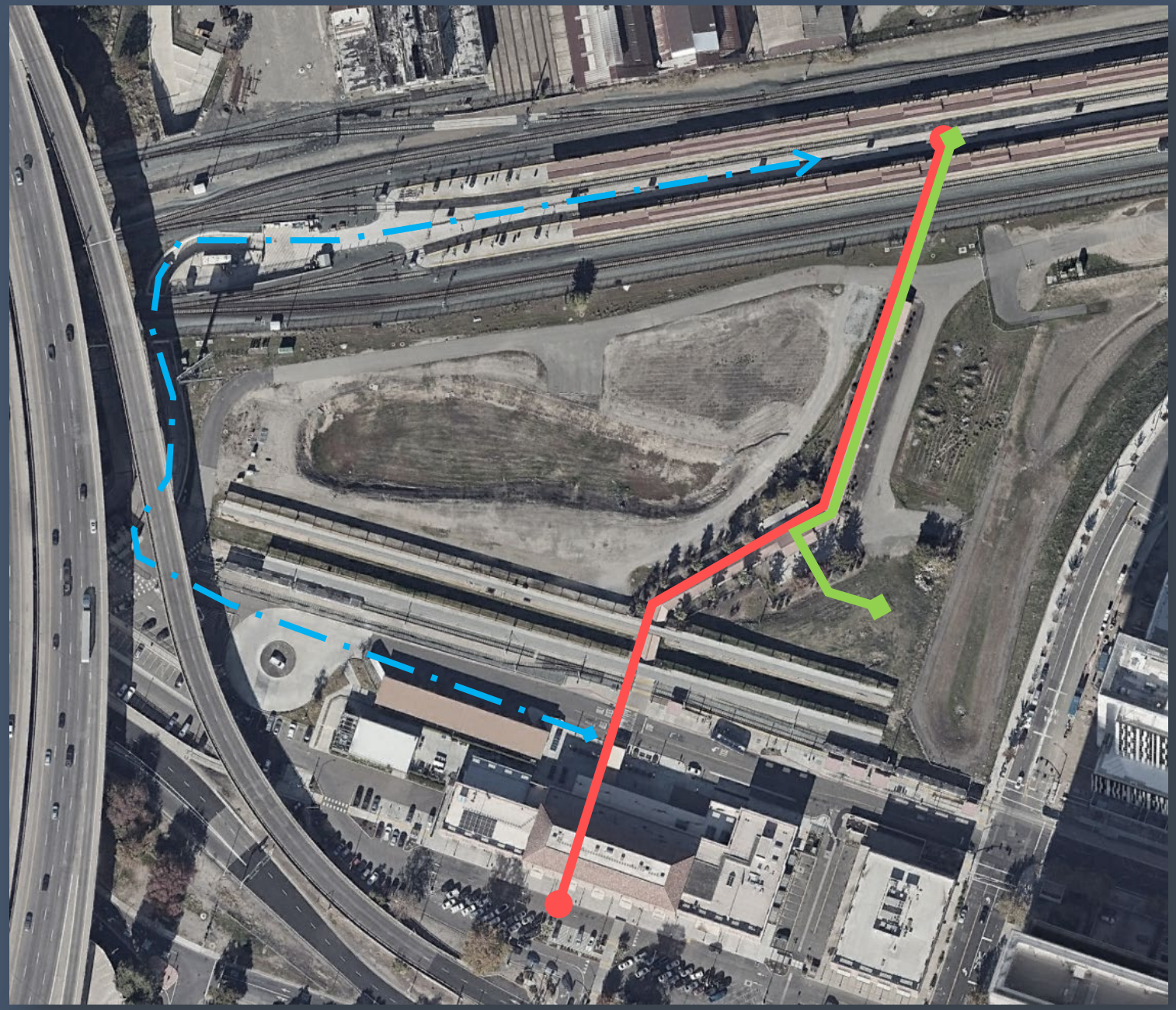
Diagram of Interim Circulation

SVS Pick-Up/Drop-Off Loop

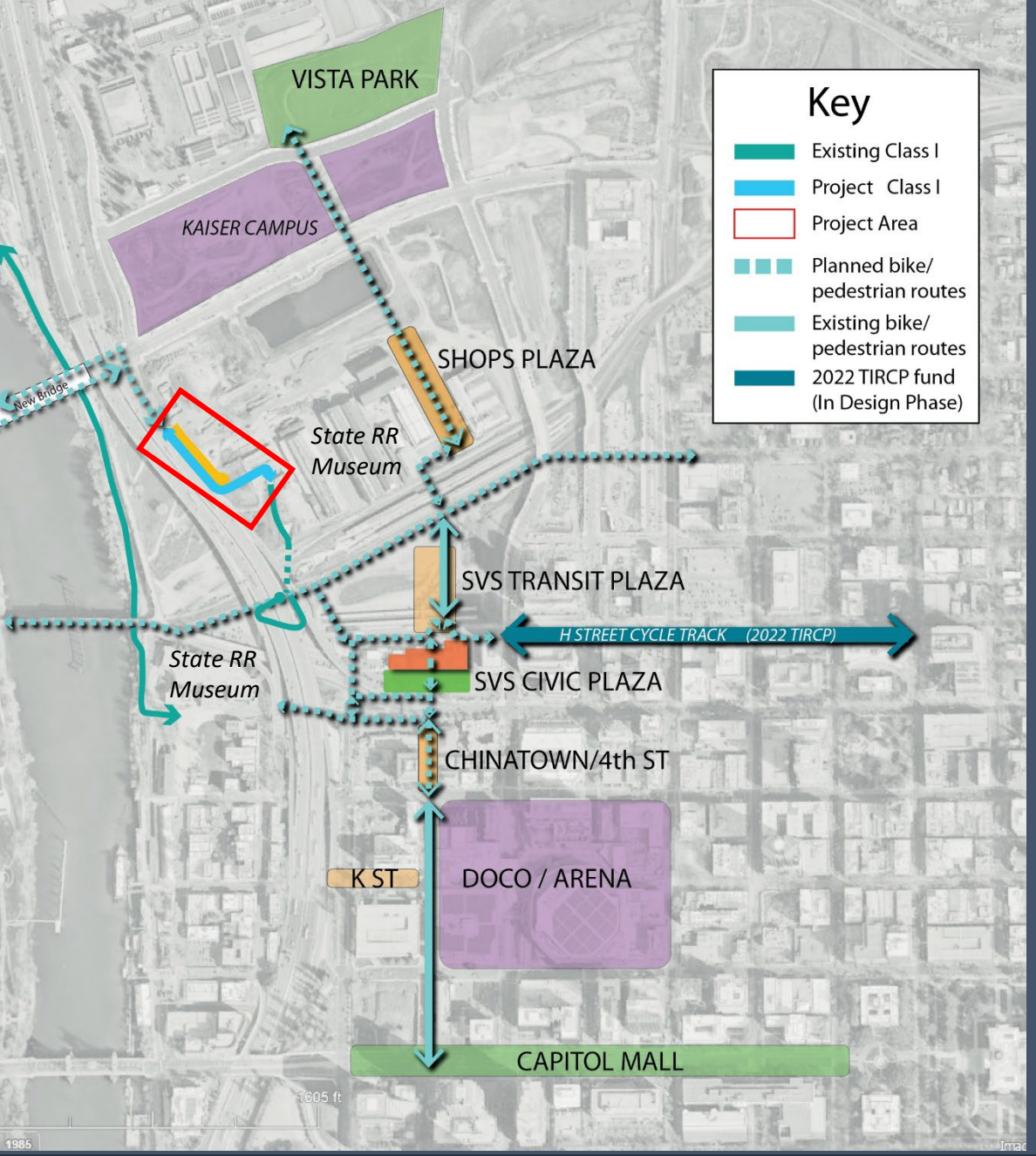
Existing Drop-off 980 ft

New Drop-off 540 ft

Existing Amtrak Shuttle
To Remain

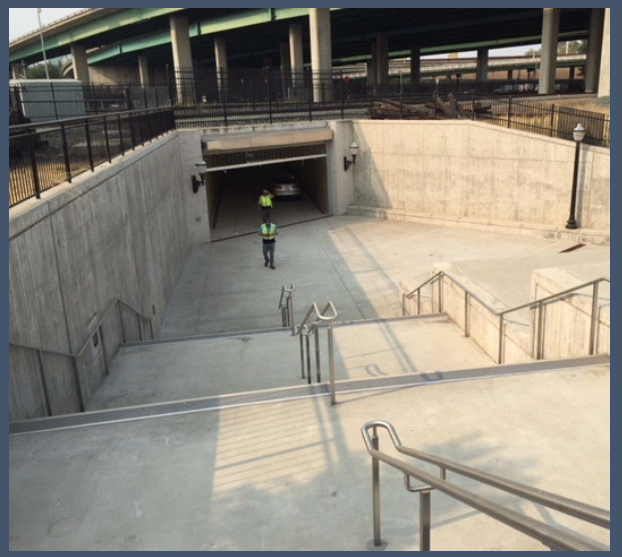


SVS-Railyards Western Connector
Bercut St. Extension with Class IV Bike to SVS



State Parks Conceptual Plan – latest scheme, will be updated

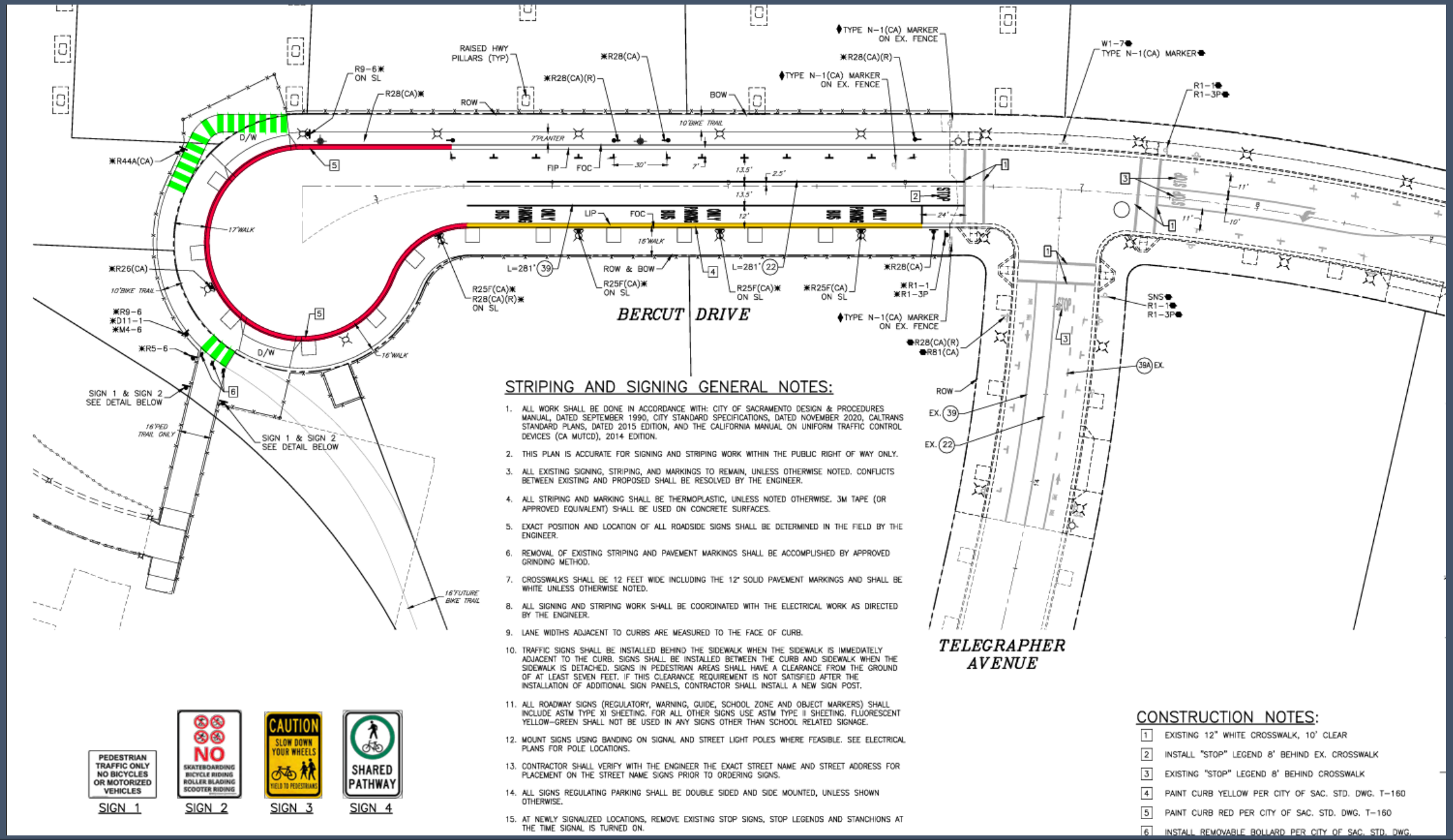
Bercut Class IV Bikeway



North of Tracks Stair and Ramp

South of Tracks Stairs and Vehicle Ramp

Westside Access– Station as Destination and Connector



STRIPING AND SIGNING GENERAL NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL, DATED SEPTEMBER 1990, CITY STANDARD SPECIFICATIONS, DATED NOVEMBER 2020, CALTRANS STANDARD PLANS, DATED 2015 EDITION, AND THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), 2014 EDITION.
2. THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK WITHIN THE PUBLIC RIGHT OF WAY ONLY.
3. ALL EXISTING SIGNING, STRIPING, AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED. CONFLICTS BETWEEN EXISTING AND PROPOSED SHALL BE RESOLVED BY THE ENGINEER.
4. ALL STRIPING AND MARKING SHALL BE THERMOPLASTIC, UNLESS NOTED OTHERWISE. 3M TAPE (OR APPROVED EQUIVALENT) SHALL BE USED ON CONCRETE SURFACES.
5. EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. REMOVAL OF EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY APPROVED GRINDING METHOD.
7. CROSSWALKS SHALL BE 12 FEET WIDE INCLUDING THE 12" SOLID PAVEMENT MARKINGS AND SHALL BE WHITE UNLESS OTHERWISE NOTED.
8. ALL SIGNING AND STRIPING WORK SHALL BE COORDINATED WITH THE ELECTRICAL WORK AS DIRECTED BY THE ENGINEER.
9. LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
10. TRAFFIC SIGNS SHALL BE INSTALLED BEHIND THE SIDEWALK WHEN THE SIDEWALK IS IMMEDIATELY ADJACENT TO THE CURB. SIGNS SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK WHEN THE SIDEWALK IS DETACHED. SIGNS IN PEDESTRIAN AREAS SHALL HAVE A CLEARANCE FROM THE GROUND OF AT LEAST SEVEN FEET. IF THIS CLEARANCE REQUIREMENT IS NOT SATISFIED AFTER THE INSTALLATION OF ADDITIONAL SIGN PANELS, CONTRACTOR SHALL INSTALL A NEW SIGN POST.
11. ALL ROADWAY SIGNS (REGULATORY, WARNING, GUIDE, SCHOOL ZONE AND OBJECT MARKERS) SHALL INCLUDE ASTM TYPE XI SHEETING. FOR ALL OTHER SIGNS USE ASTM TYPE II SHEETING. FLUORESCENT YELLOW-GREEN SHALL NOT BE USED IN ANY SIGNS OTHER THAN SCHOOL RELATED SIGNAGE.
12. MOUNT SIGNS USING BANDING ON SIGNAL AND STREET LIGHT POLES WHERE FEASIBLE. SEE ELECTRICAL PLANS FOR POLE LOCATIONS.
13. CONTRACTOR SHALL VERIFY WITH THE ENGINEER THE EXACT STREET NAME AND STREET ADDRESS FOR PLACEMENT ON THE STREET NAME SIGNS PRIOR TO ORDERING SIGNS.
14. ALL SIGNS REGULATING PARKING SHALL BE DOUBLE SIDED AND SIDE MOUNTED, UNLESS SHOWN OTHERWISE.
15. AT NEWLY SIGNALIZED LOCATIONS, REMOVE EXISTING STOP SIGNS, STOP LEGENDS AND STANCHIONS AT THE TIME SIGNAL IS TURNED ON.

SIGN 1 SIGN 2 SIGN 3 SIGN 4

CONSTRUCTION NOTES:

1. EXISTING 12" WHITE CROSSWALK, 10' CLEAR
2. INSTALL "STOP" LEGEND 8' BEHIND EX. CROSSWALK
3. EXISTING "STOP" LEGEND 8' BEHIND CROSSWALK
4. PAINT CURB YELLOW PER CITY OF SAC. STD. DWG. T-160
5. PAINT CURB RED PER CITY OF SAC. STD. DWG. T-160
6. INSTALL REMOVABLE BOLLARD PER CITY OF SAC. STD. DWG.

SVS Regional Bus Stops Consolidation Project

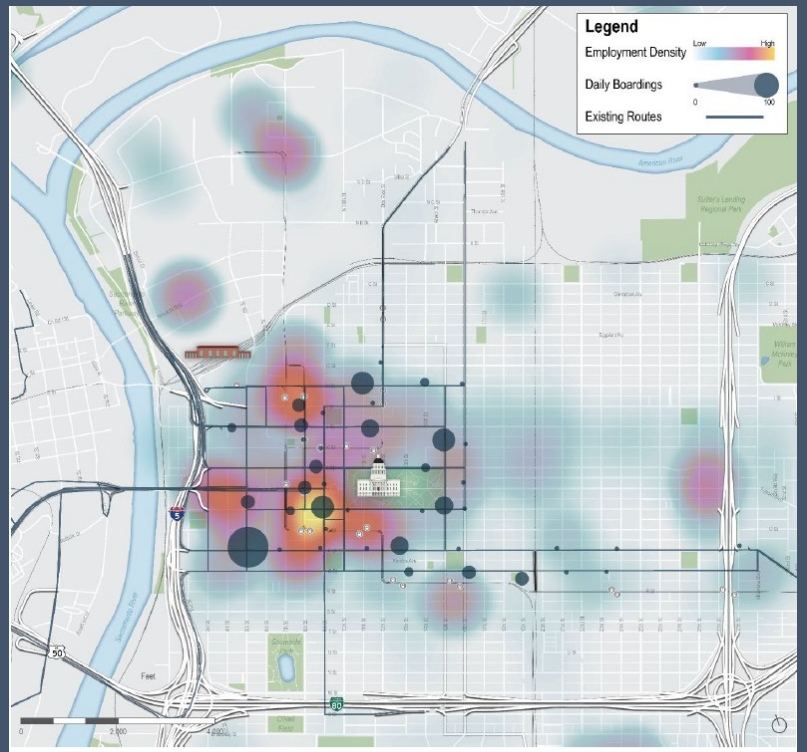


Figure 2 - Existing Regional Bus Routes and Stops: Activity and Employment Density

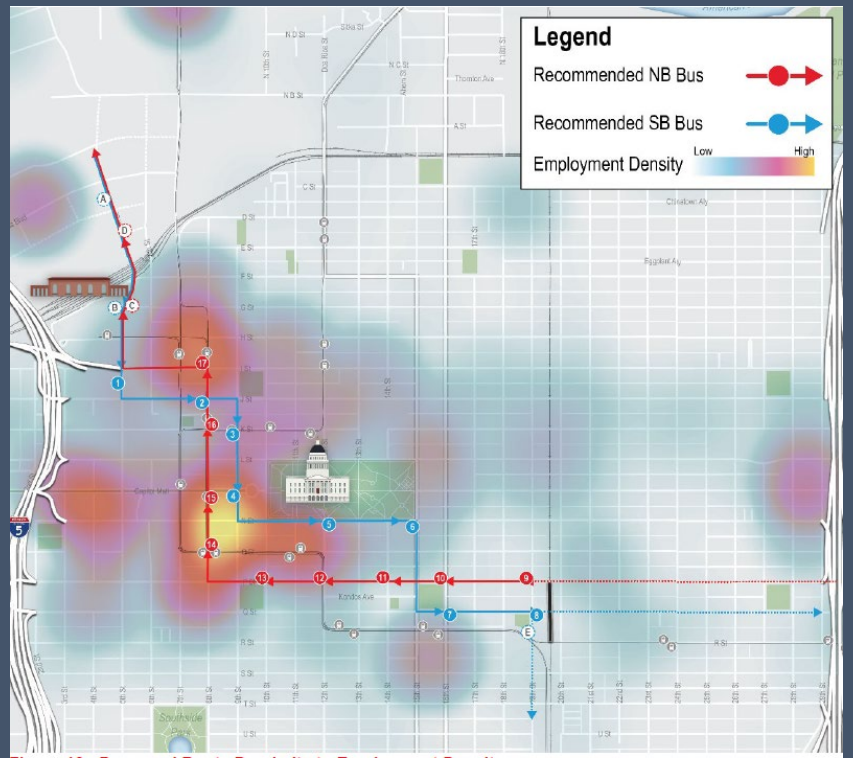


Figure 12 - Proposed Route Proximity to Employment Density

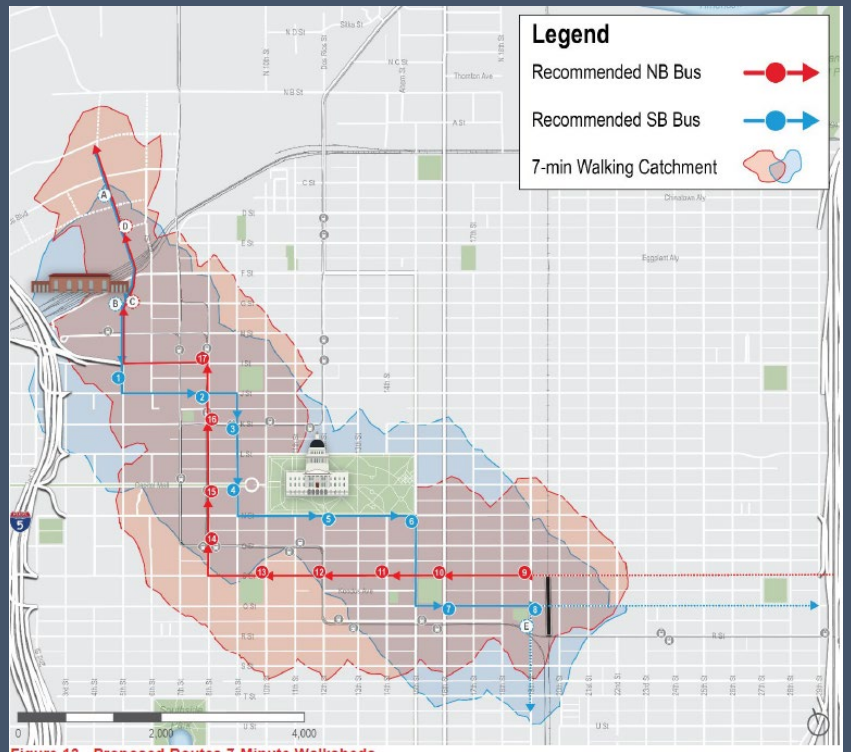
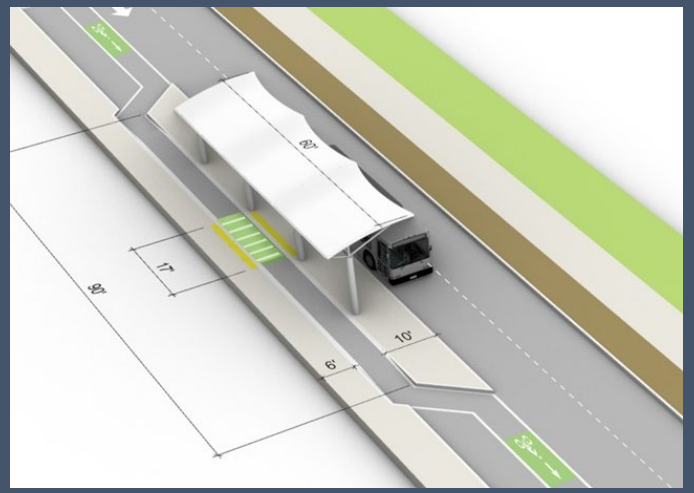


Figure 13 - Proposed Routes 7-Minute Walksheds

Portland, OR Example



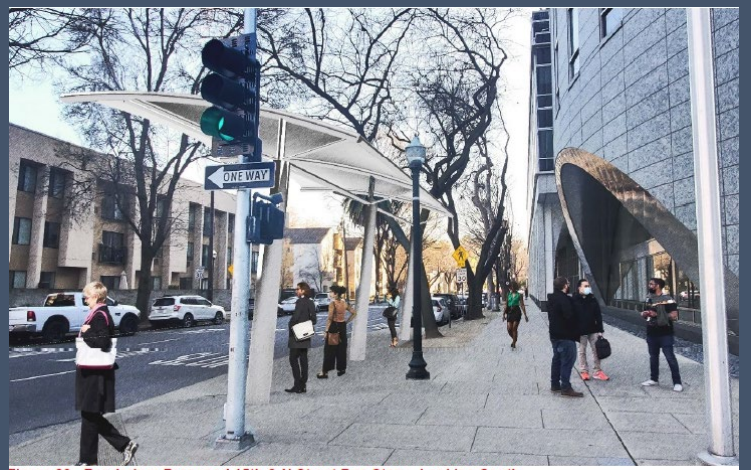


Figure 20 - Rendering: Proposed 15th & N Street Bus Stop – Looking South

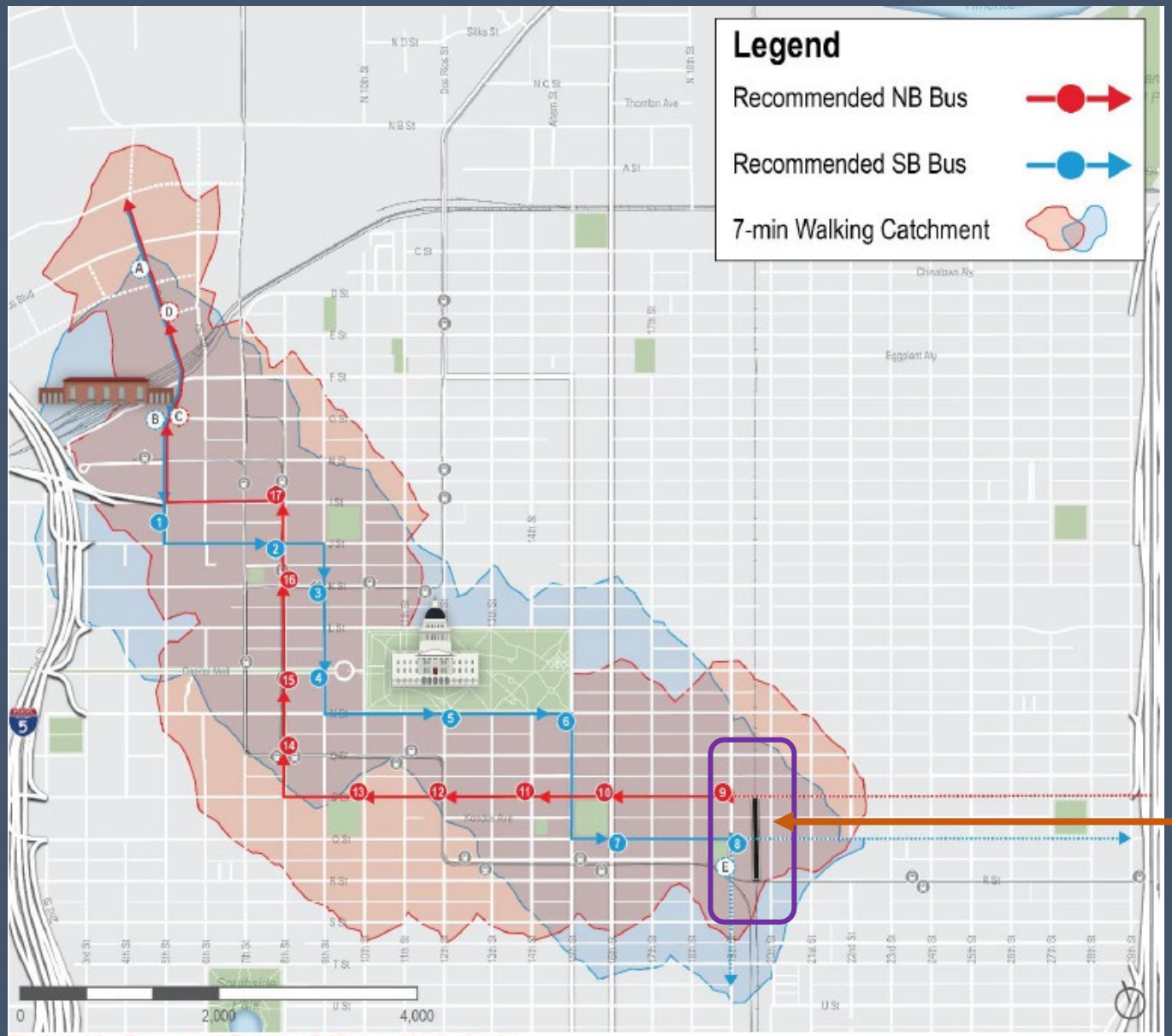
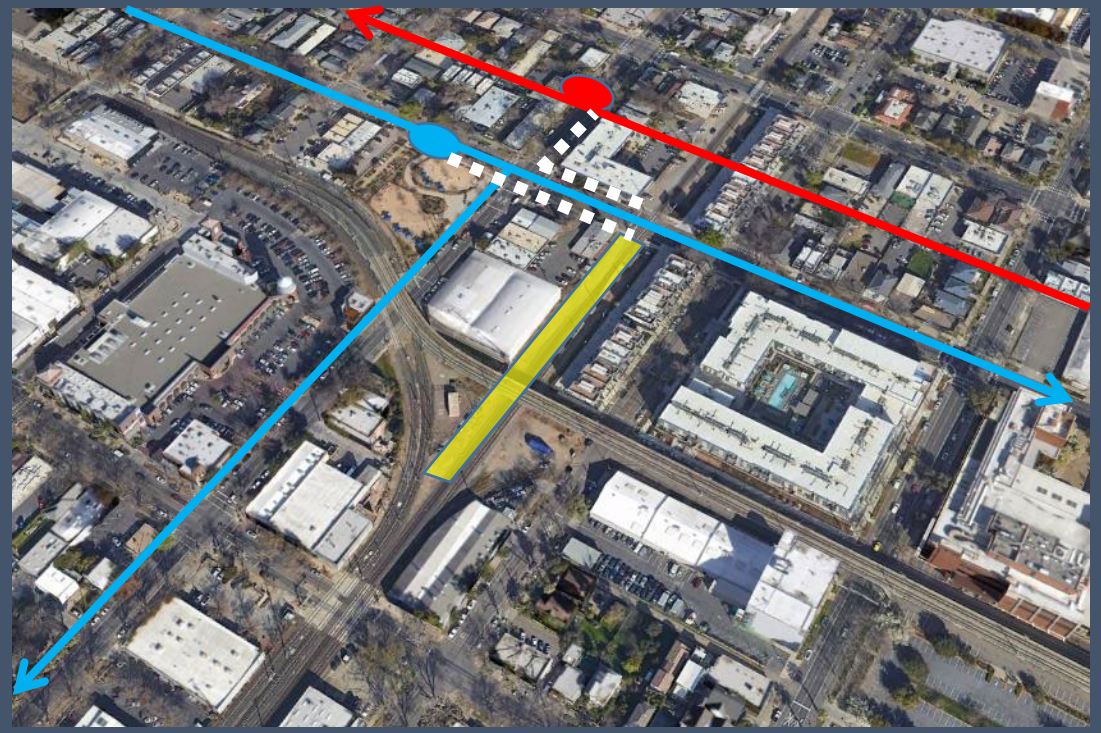


Figure 13 - Proposed Routes 7-Minute Walksheds



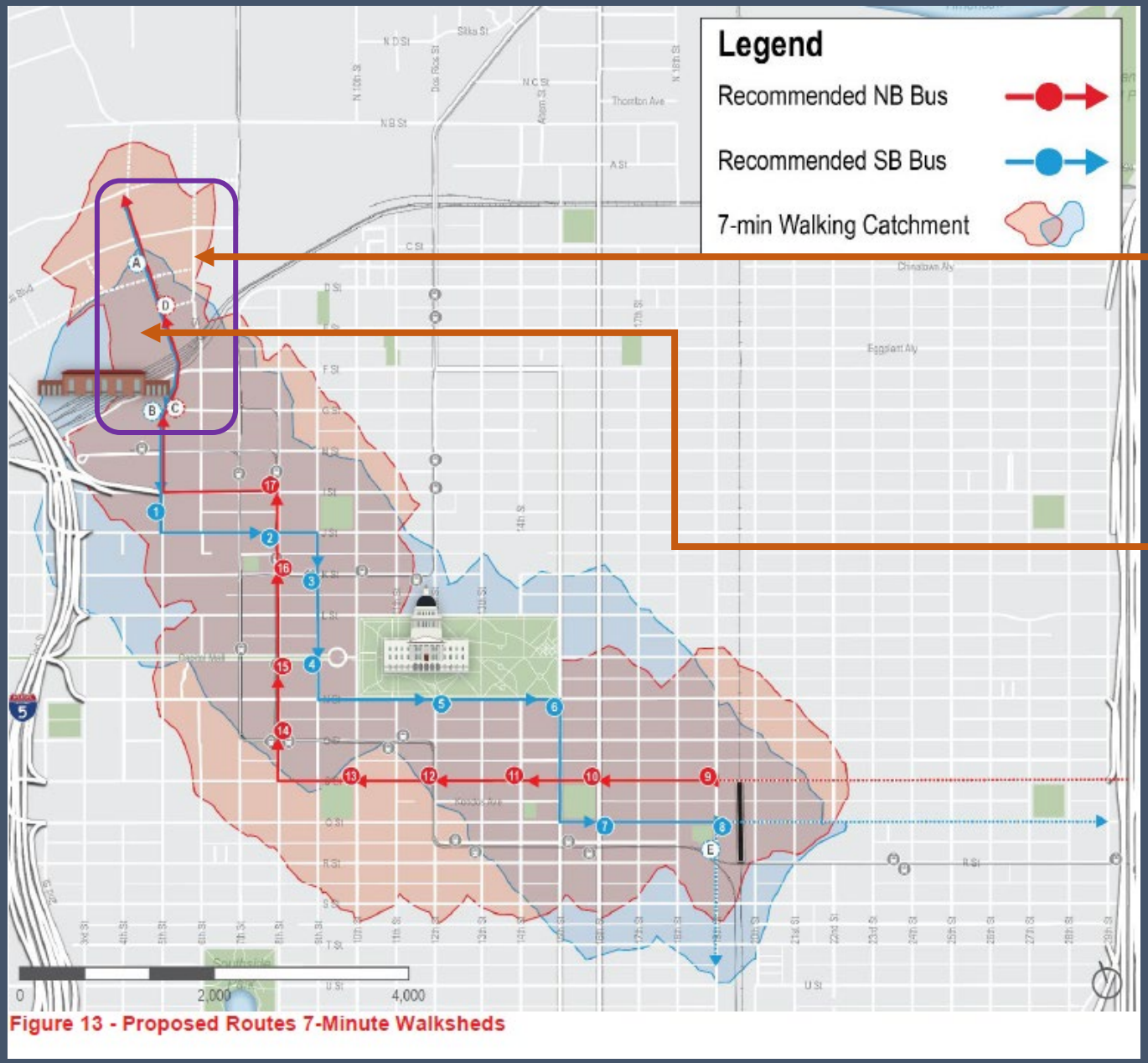


Figure 13 - Proposed Routes 7-Minute Walksheds

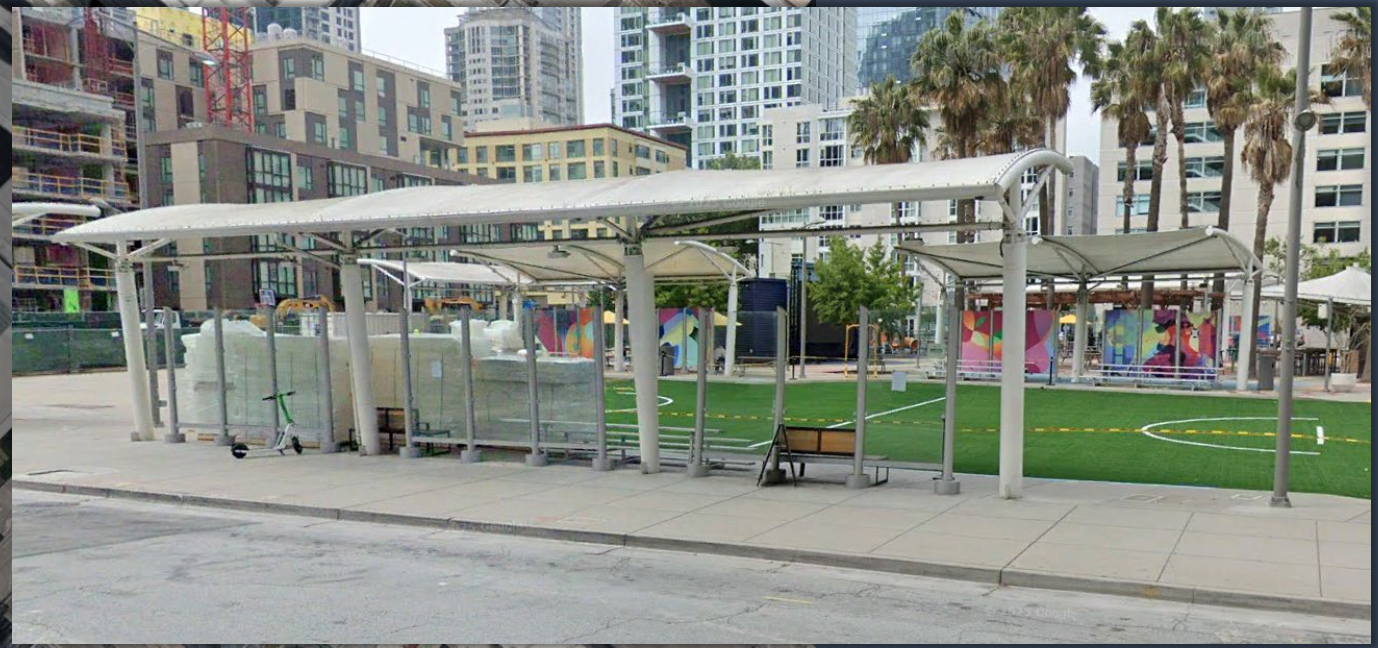
The AJ – 345 units. Completion Summer 2023

Central Shops Plaza/Live Nation.
Completion Spring 2025

Canopies Reuse from former San Francisco Temporary Transbay Terminal.

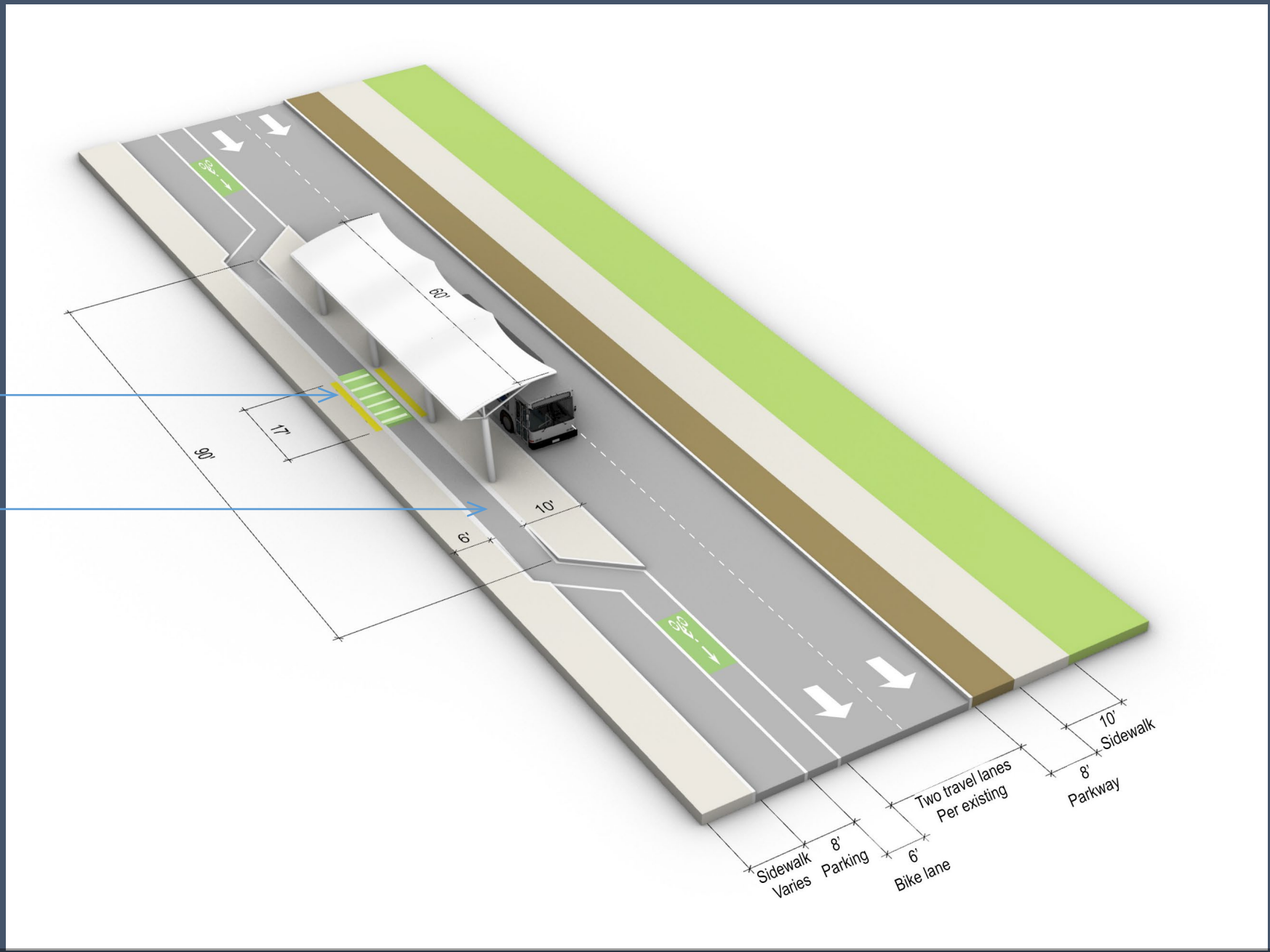
Original design intention for reuse.

Timing availability looking positive for transfer 2028



Detectable Warning Strips on each side of bikeway (yellow)

Bikeway level with sidewalk and station platform)



Project Timeline

Jan-May 2025

Preliminary design studies and site surveys

May – Mar 2026

Gathering stakeholder input and 15% Concept Designs

2026-2027

Detailed Designs

2027-2028

Construction