

City of Sacramento
Disabilities Advisory Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-00624

3/4/2026

Sacramento Valley Station Project Update (T15029000)

File ID: 2026-00624

Location: 401 I Street, District 4

Recommendation: Review and comment.

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Department of Public Works

Presenter: Greg Taylor, Supervising Architect, (916) 808-5268, gtaylor@cityofsacramento.org,
Department of Public Works

Attachments:

1-Description/Analysis

2-Presentation

Description/Analysis

Issue Detail: The Sacramento Valley Station (SVS) has received substantial grant funding from the state Transit and Intercity Rail Capital Program (TIRCP) in three successive rounds since 2022 which focus on improving access to, and within, the station area. This was made possible by a strong partnership with Capitol Corridor Joint Powers Authority (CCJPA) which enables the city to access these funds as a non-certified transit agency.

The projects which have been funded will implement components of the 2021 SVS Area Plan and also fulfill state goals for SVS as the Northern California rail and transit hub. Funded projects that will improve pedestrian access and accessibility within or directly adjacent to the station property include:

SVS-Railyards North Entrance to the Steve Cohn Passageway - This project will construct a new entrance to the passenger tunnel and rail platforms via the conversion of the emergency egress exist to a bi-directional accessible ramp and separated stairway. It will include a well-lighted and landscaped area and incorporate art and historic references to the historic shops history. The project is in construction as part of the Central Shops Entertainment District project by the owner/developer Downtown Railyards Ventures, LLC (DRV).

Relocation of SacRT Light Rail Station - Sacramento Regional Transit (SacRT) is in final design for the relocation of their light rail station to a north/south alignment lying west of the rampway to the Steve Cohn Passageway. This location has been planned since 2003 and will allow the city to construct other improvements in the current track location, which include the final segment of the storm drain line that will allow for the elimination of two storm detention basins on parcels that are designated for transit-oriented development; and a new Pick-up / Drop off access situated between the light rail station and the tunnel entrance.

SVS Pick-up/Drop-off (PU-DO) Loop - The front of the historic station currently serves as the pick-up and drop-off zone for the SVS site. The distance from this location to the center of the tunnel foyer leading to the ascending ramps and stairs is over 1,000 ft. The new PU-DO will halve that distance for passengers. Amtrak operates a passenger shuttle from the northside of the station building to the tracks, and that vehicle service will continue. The City will coordinate with Amtrak on accessible access.

Western Connector - The city completed the Western Tunnel in 2012 as part of the Phase 1 Track Relocation Project which built the new platforms and passenger tunnel. Subsequently the City embarked on improvements to construct the connecting ramps and stairs to the tunnel on the north and south side of the tunnel, which were completed in 2015. The southern end was connected to the new western parking lot which provides an accessible route to 2nd Street and into the Old Sacramento Waterfront. However, the northside connection, without the extension of Bercut Street, was unable to connect to the public way and as a result the entire project has remained closed and fenced.

The Railyards developer has progressed more than \$30 million in infrastructure and street improvements, including Bercut Street to the intersection of Telegrapher Avenue. The City received a \$4 million construction grant from TIRCP in 2024. DRV is in the engineering design phase and will construct the street extension which will include the remaining Class IV bikeway and 8 ft sidewalk to the top of the existing ramp and stairway. This project is anticipated to be completed in 2027.

Projects that improve access off-site with improved bus connections include:

SVS Regional Bus Stop Consolidation Project - The project will construct 17 new enhanced bus stops serving the region's bus commute service agencies to/from Downtown Sacramento. The current condition finds an inefficient and uncoordinated grouping of individual transit agencies with their own routes and stops throughout the downtown, none of which connect directly to passenger rail at the Sacramento Valley Station. From 2021 to 2022, with funds from TIRCP Cycle 4, the Sacramento Area Council of Governments (SACOG) conducted a study for route consolidation that integrates the regional commuter routes into a unified route that serves both the Sacramento Valley Station and the planned Valley Rail service Midtown Station. The study was the basis for the TIRCP Cycle 5 application for implementation of the routes and bus stop improvements.

Policy Considerations: The actions requested herein are consistent with the Sacramento 2040 General Plan goals and key policies that accommodate and promote safe and convenient travel for all users. The project will enhance healthy transportation system options with active transportation infrastructure (M-1.3), increase walking and biking activity (M-1.11), improve multi-modal access to activity centers such as schools and parks (M1.17), and improve the safety of pedestrians and people bicycling at intersections and crossings (M-1.18).

Economic Impacts: Not applicable.

Environmental Considerations: The projects presenting have were environmentally cleared under requirements set for under the California Environmental Quality Act (CEQA).

Sustainability: The project is consistent with the City's General Plan goals to promote walking and bicycling and reduce reliance on automobiles, and to create a healthier urban environment by eliminating barriers for non-motorists with the construction of safe active transportation facilities.

Commission/Committee Action: Receive and comment.

Rationale for Recommendation: The SVS Regional Bus Stop Consolidation Project is early stages of engineering design and will be proceeding to final design in March 2026. The PU-DO project will commence engineering design in June 2026. Community and commission feedback is an important part in formalizing the scope of the project before further designing both projects.

Financial Considerations: Not applicable.

Public/Neighborhood Outreach and Comments: None.

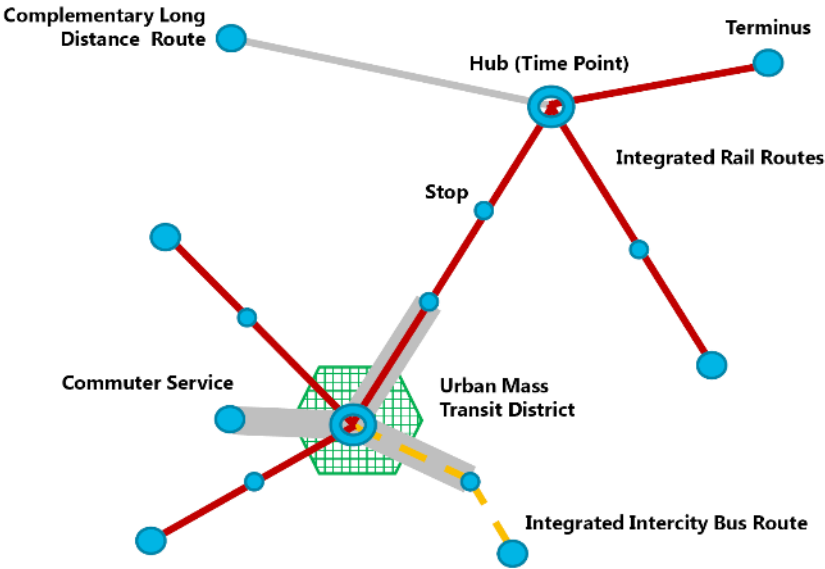


Building a New Sacramento Station District



STATE RAIL PLAN – Hub Transfer System

Integrated Statewide Rail Network



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California Service (2040 Vision)

Service Categories

- Rail Service - Operating Speed Over 125 Miles Per Hour
- Rail Service - Operating Speed Up To 125 Miles Per Hour
- Express Bus /Urban Rail Transit Network
- Amtrak Long Distance Trains

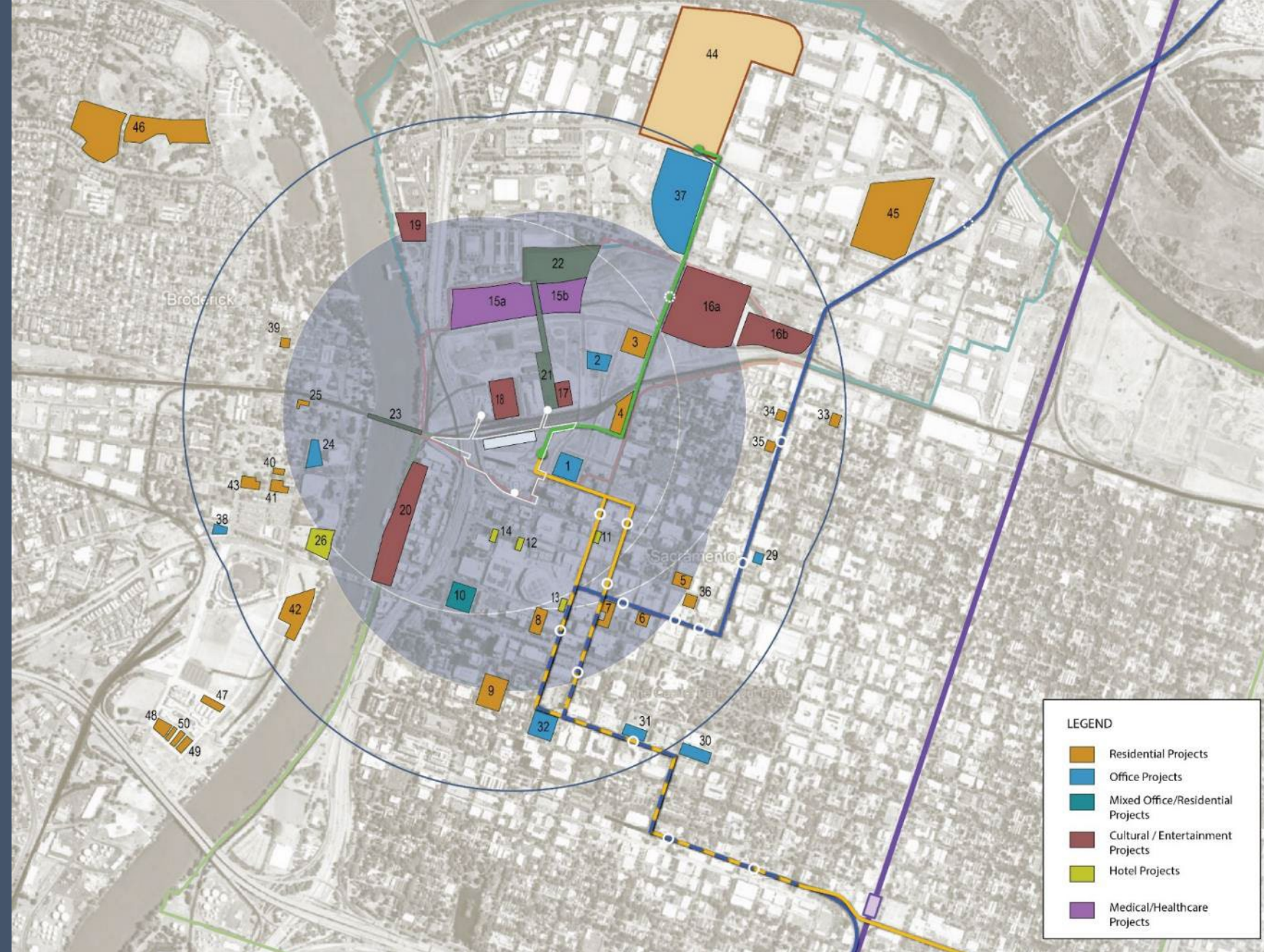


Project Context

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





SVS-Railyards North Entrance
to the
Steve Cohn Passageway



New Entrance
to Open Winter 2027



Capitol
Corridor
←

Looking North to Future Entrance



Shops Buildings at Rail Platforms

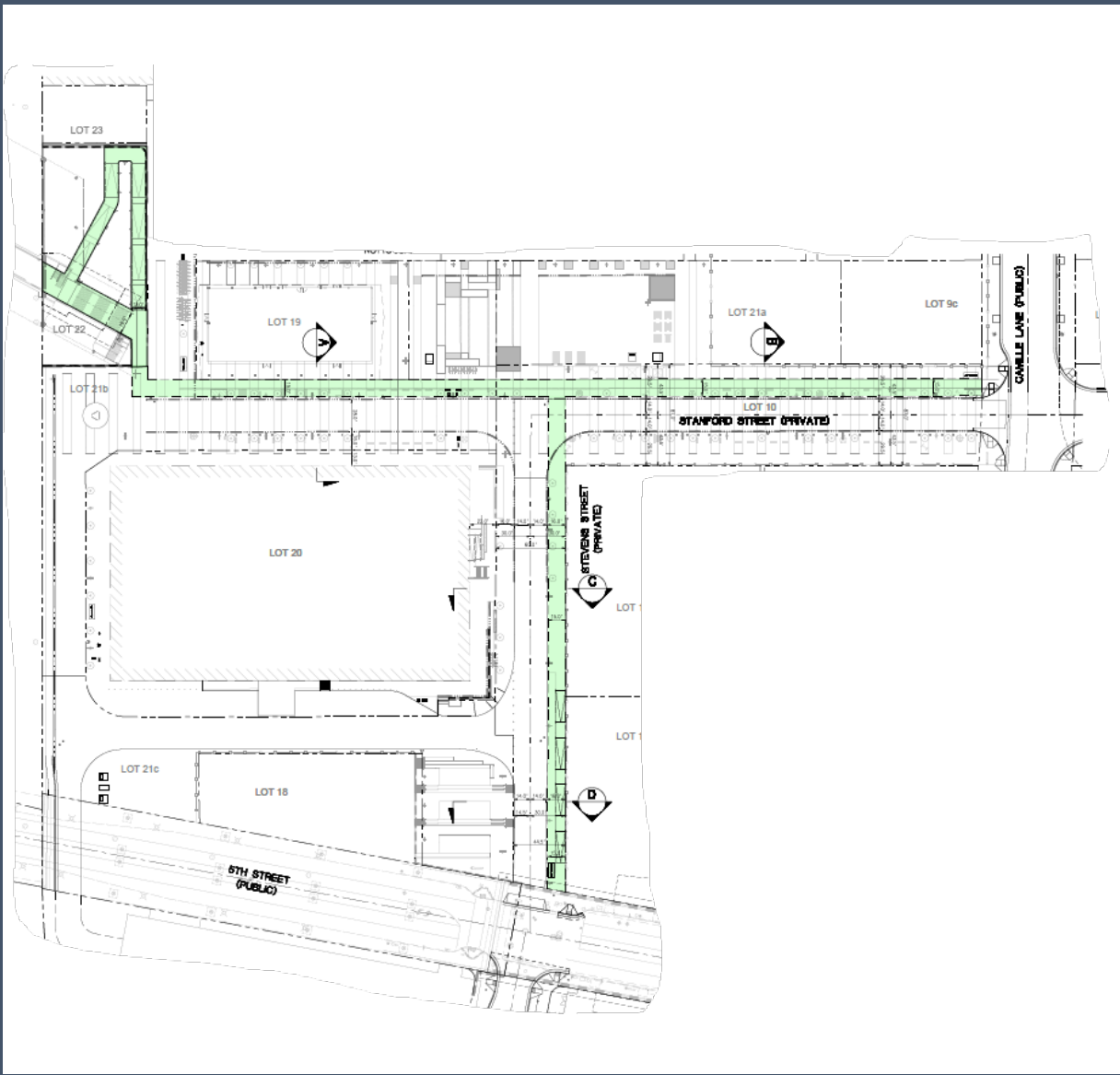
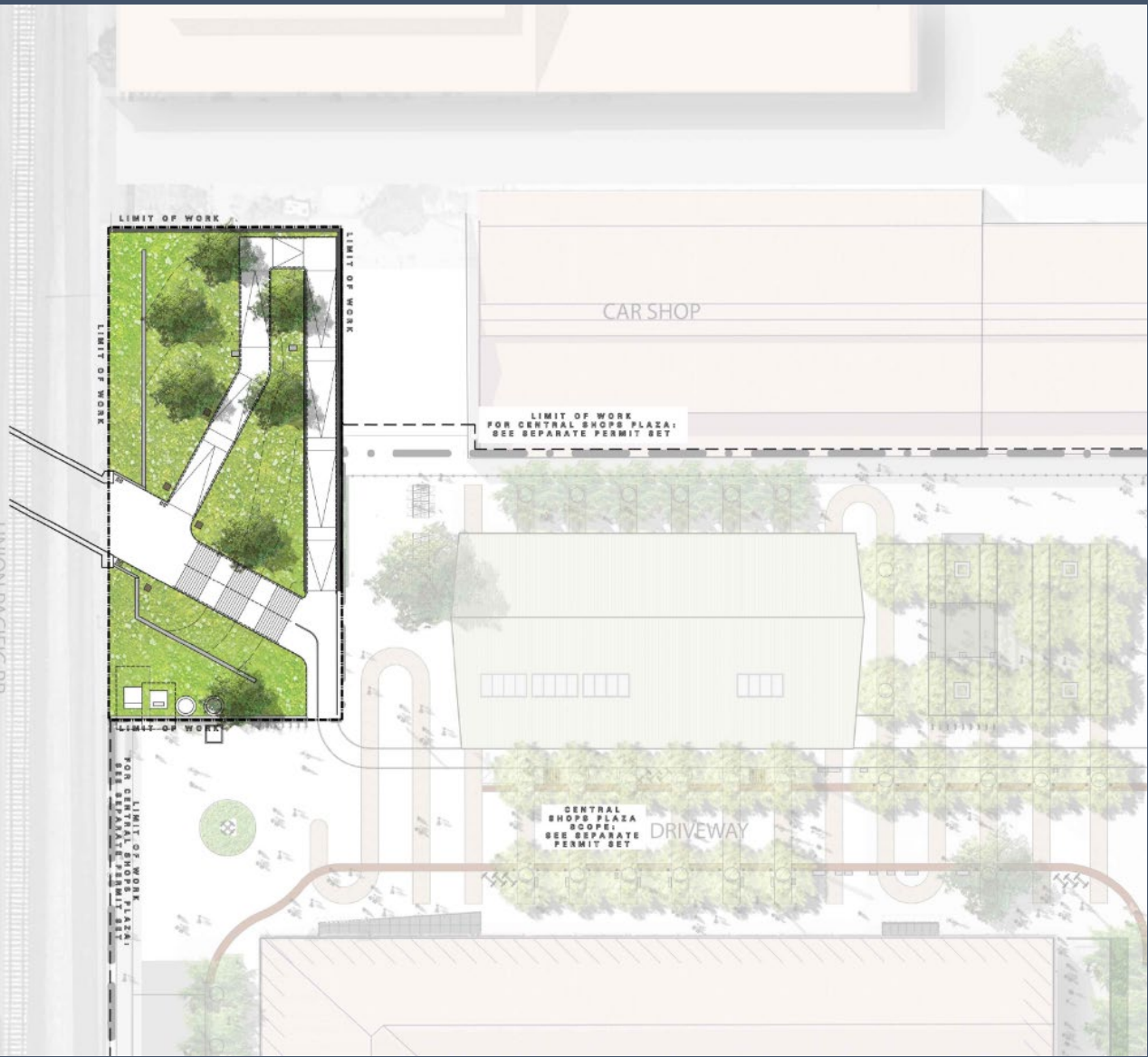


VISTA PARK

Kaiser Medical Campus

SOCCER

SVS/Railyards North Entrance





SVS North Entrance Steve
Cohn Passageway to Railyards
Central Shops Plaza



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

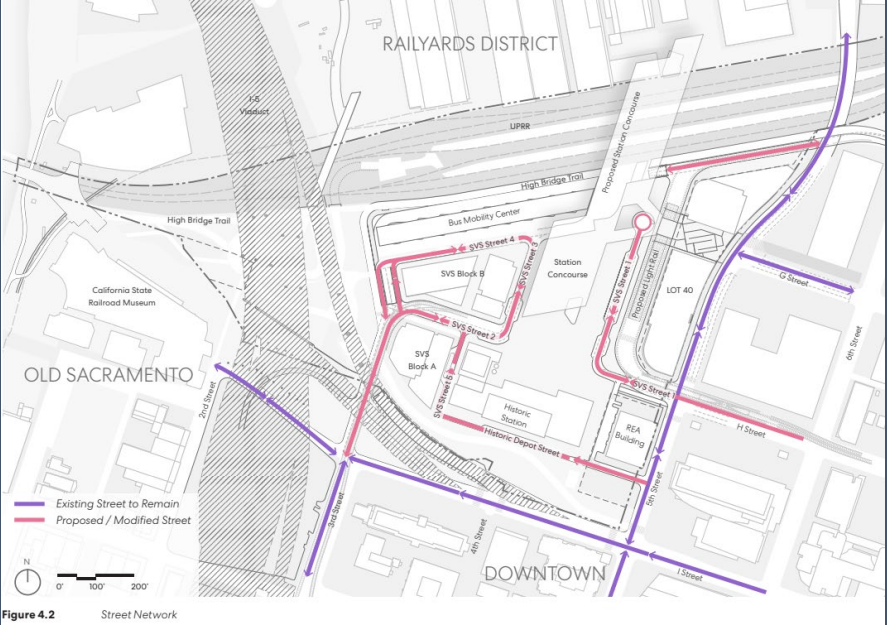


Diagram of Interim Circulation

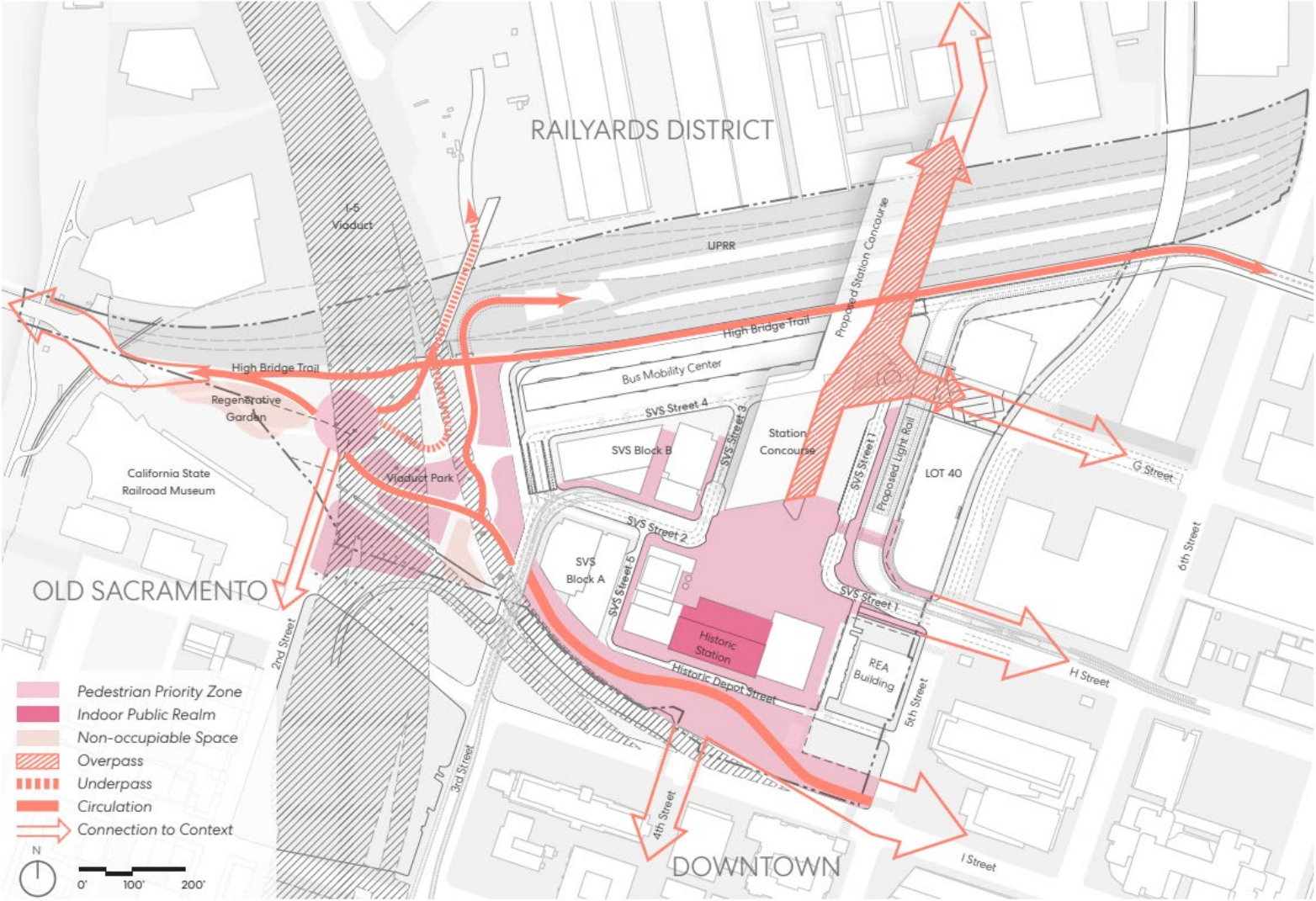
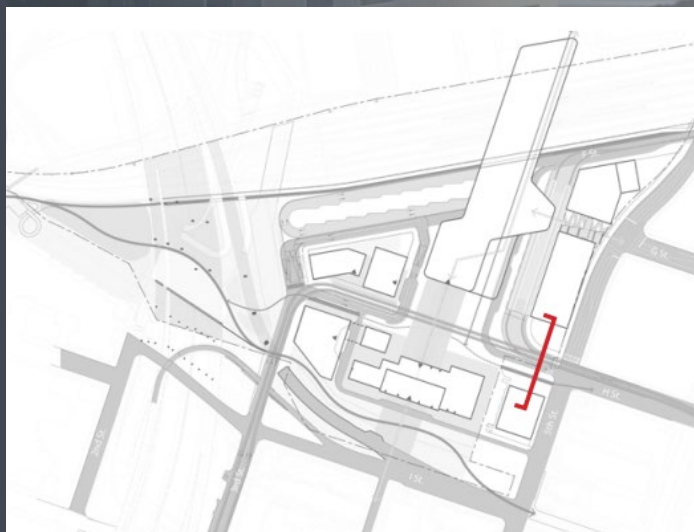
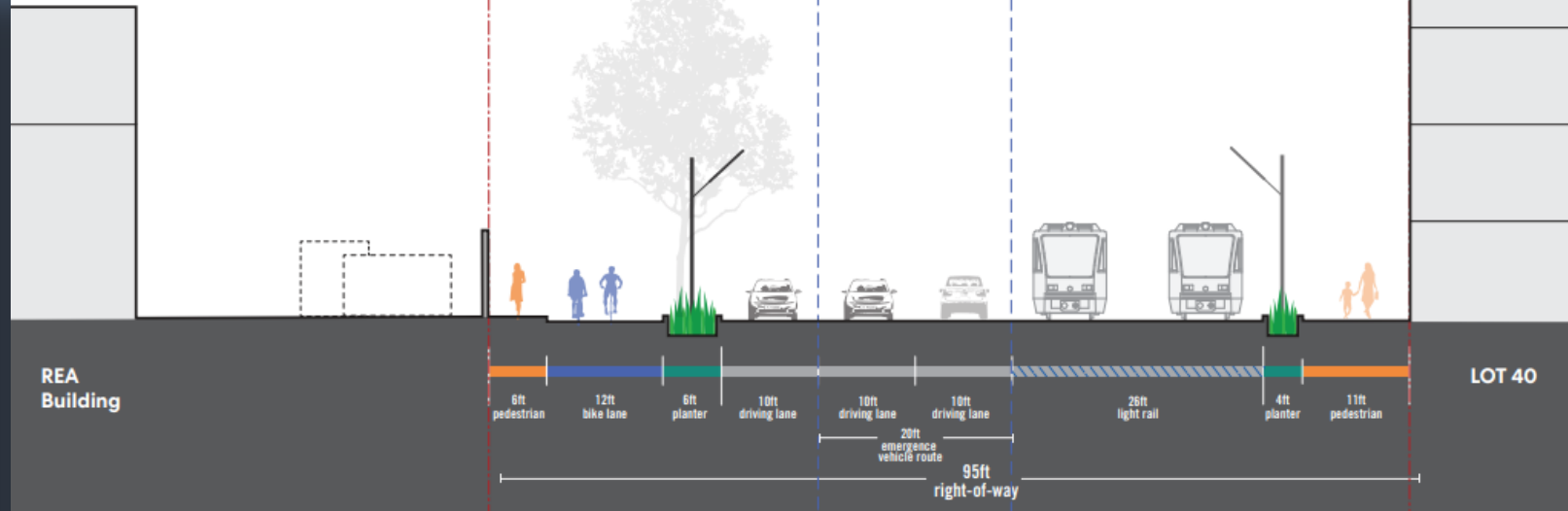


Figure 4.4 Pedestrian Network



#1 LRT/ Pick-up/Drop-Off

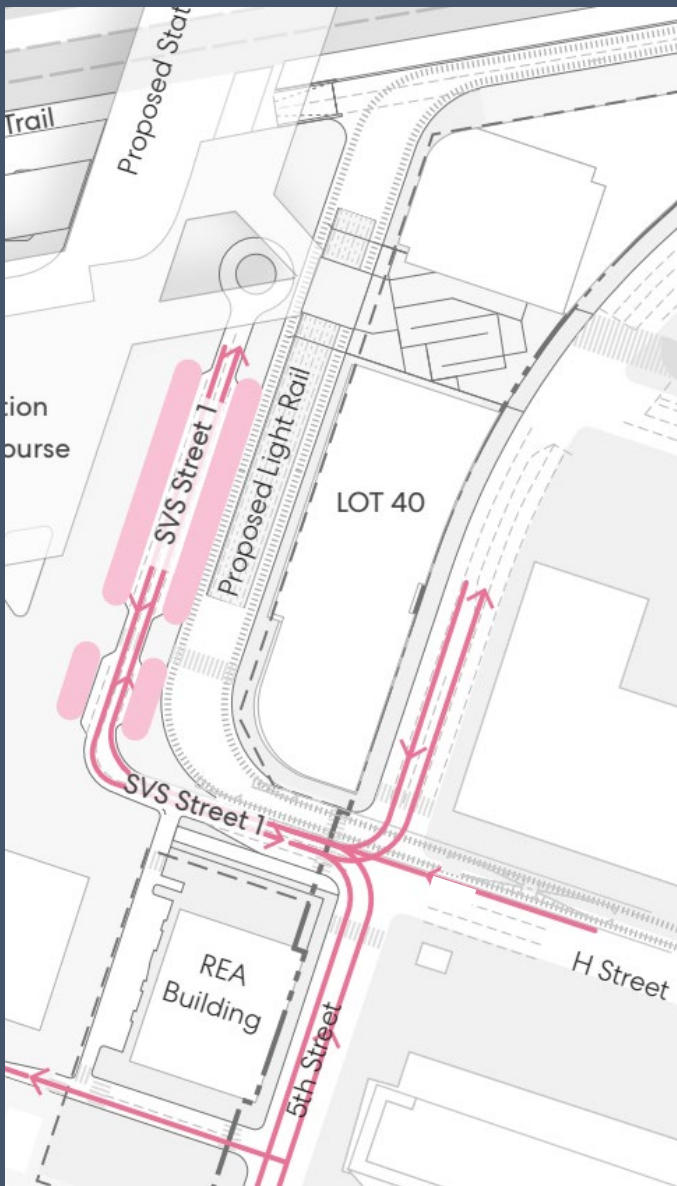


Diagram of Final Circulation

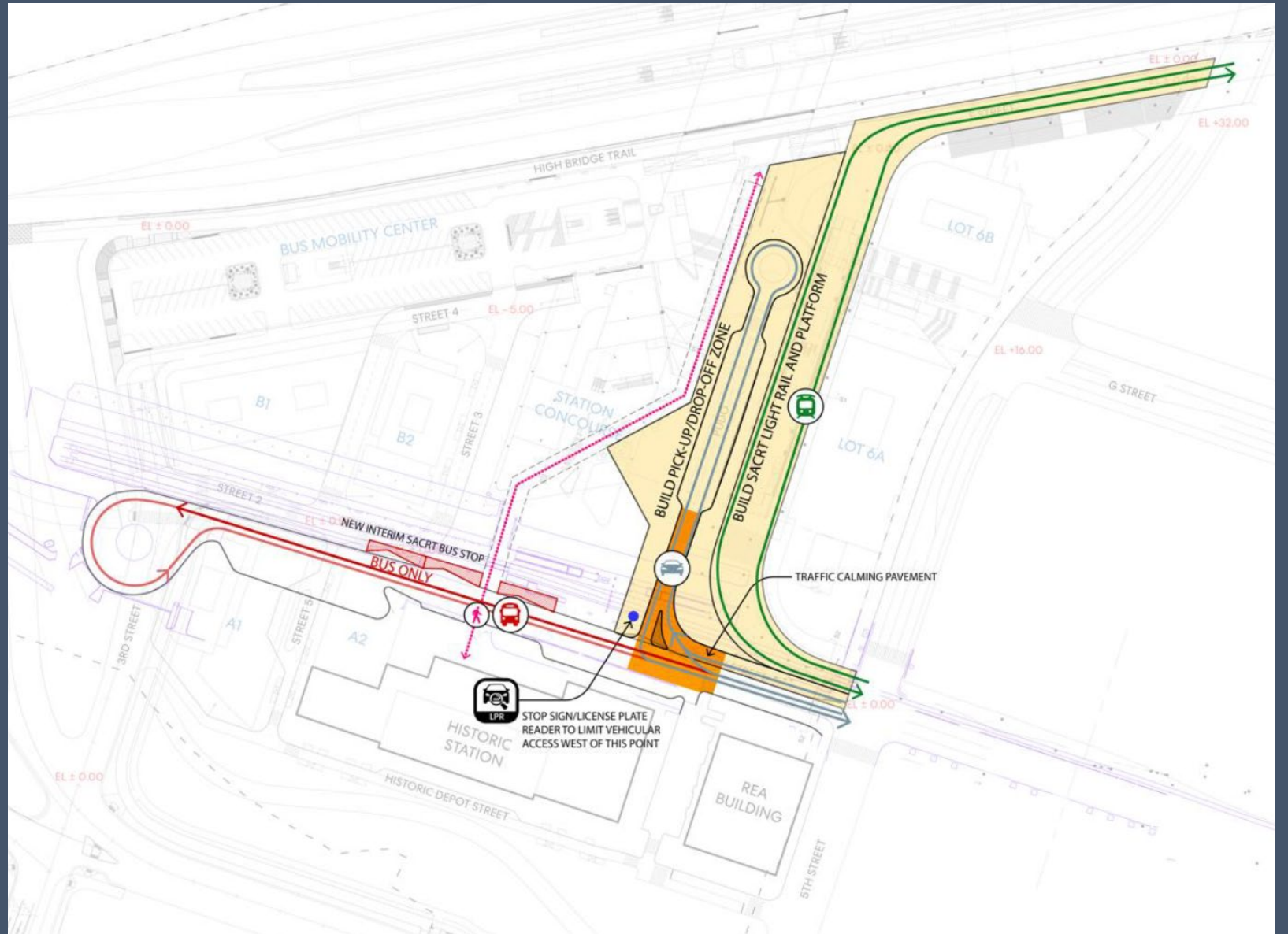
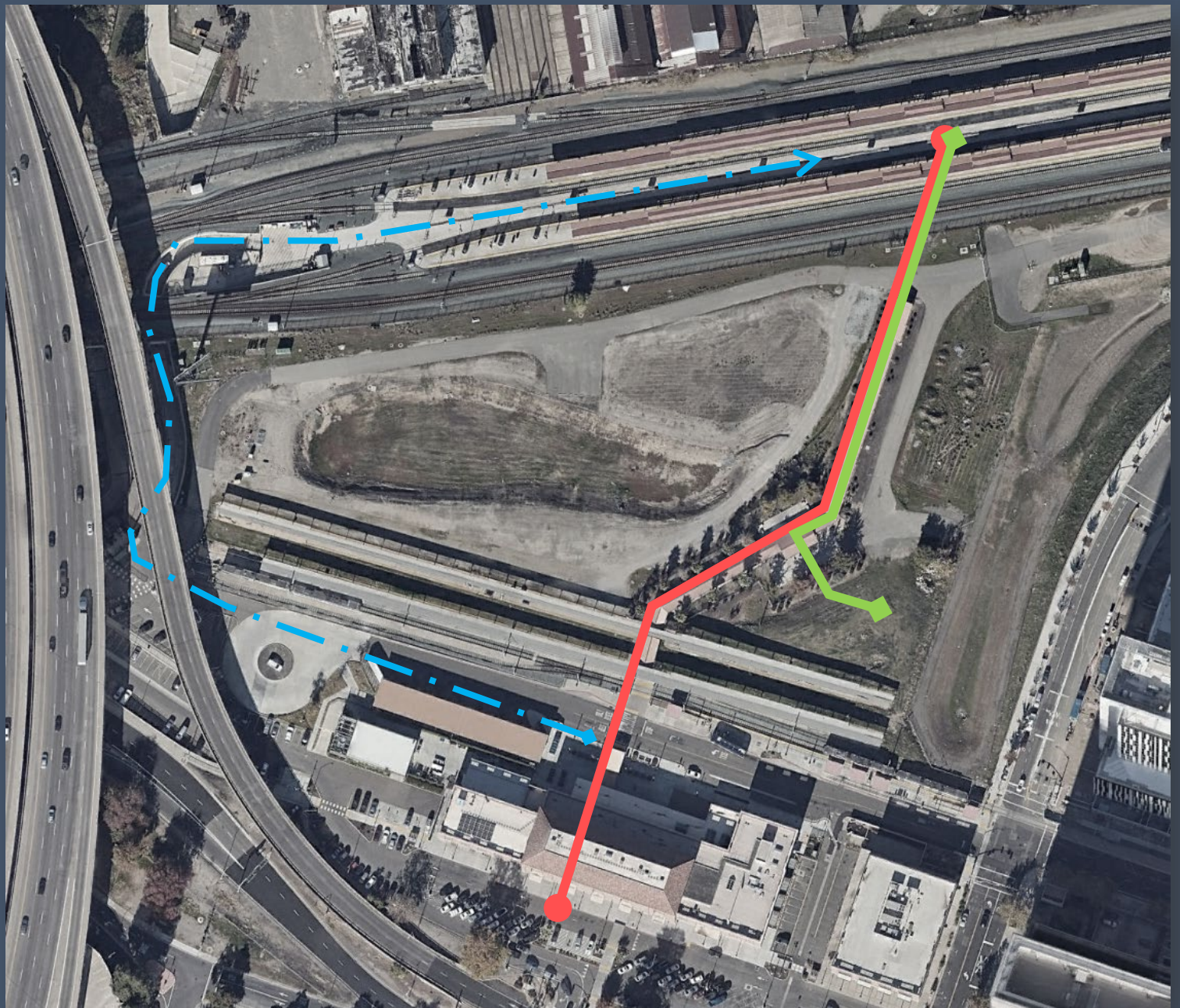


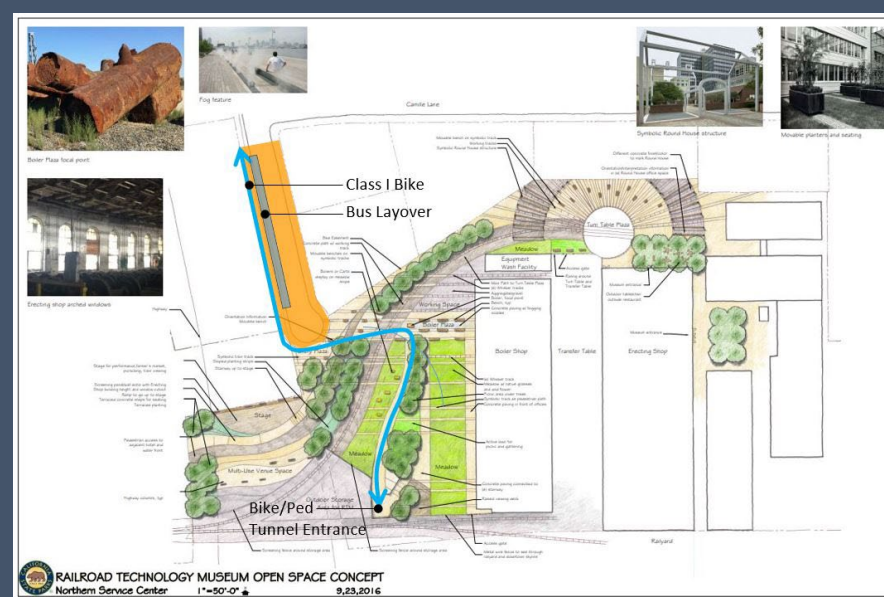
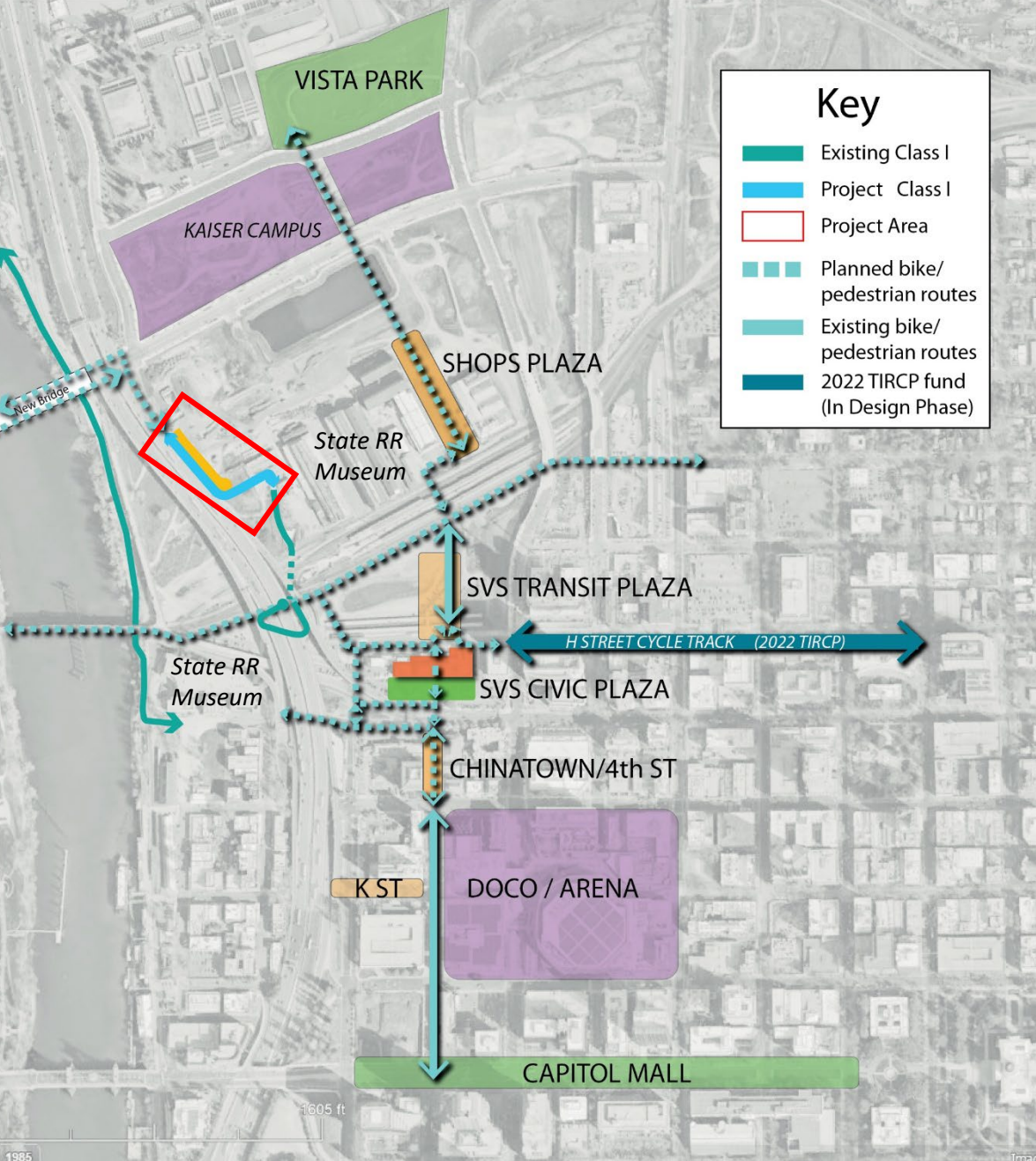
Diagram of Interim Circulation

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



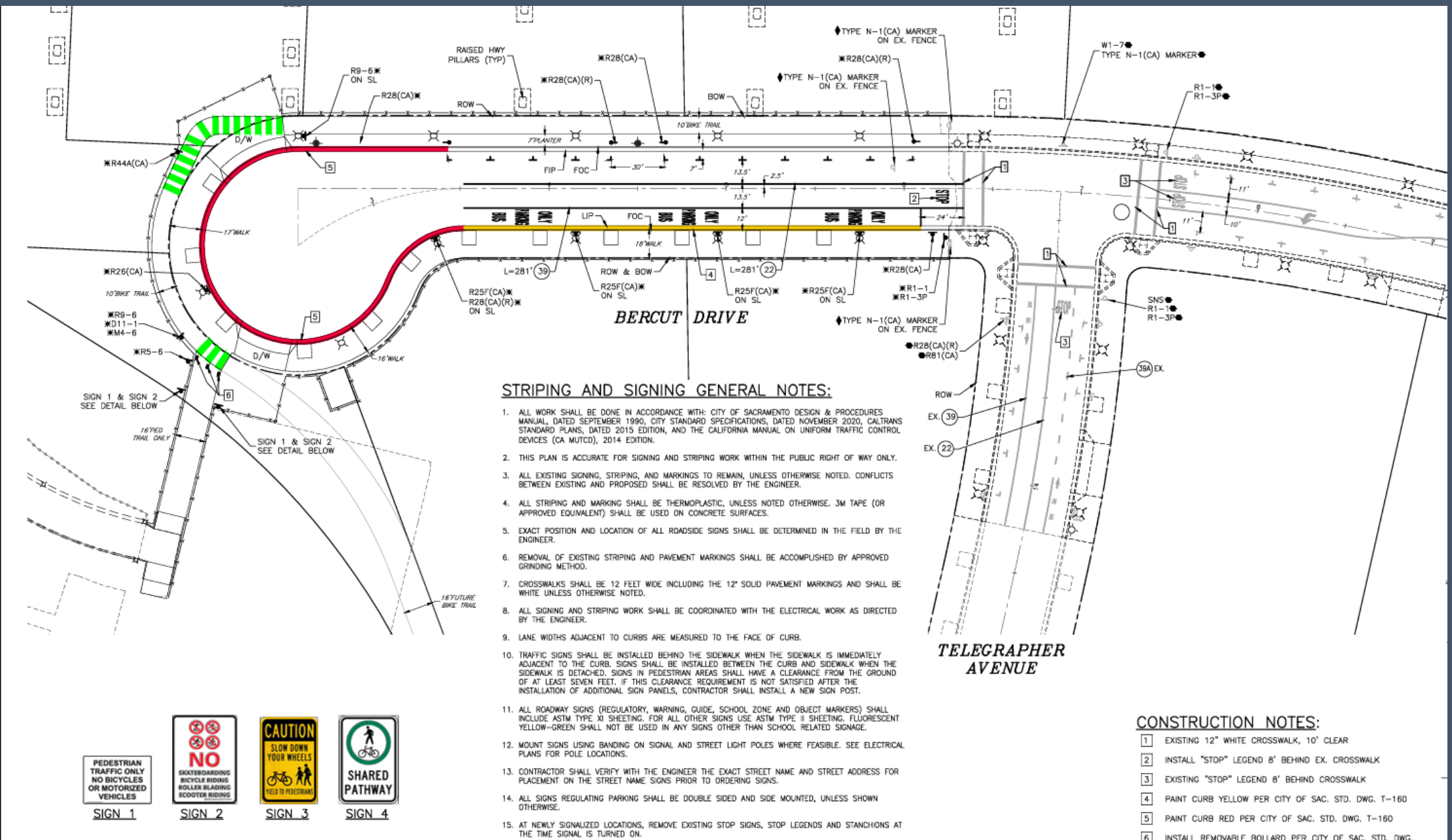
Bercut Class IV Bikeway



North of Tracks Stair and Ramp



South of Tracks Stairs and Vehicle Ramp



PEDESTRIAN
TRAFFIC ONLY
NO BICYCLES
OR MOTORIZED
VEHICLES

SIGN 1



SIGN 2



SIGN 3



SIGN 4

SVS Regional Bus Stops Consolidation Project

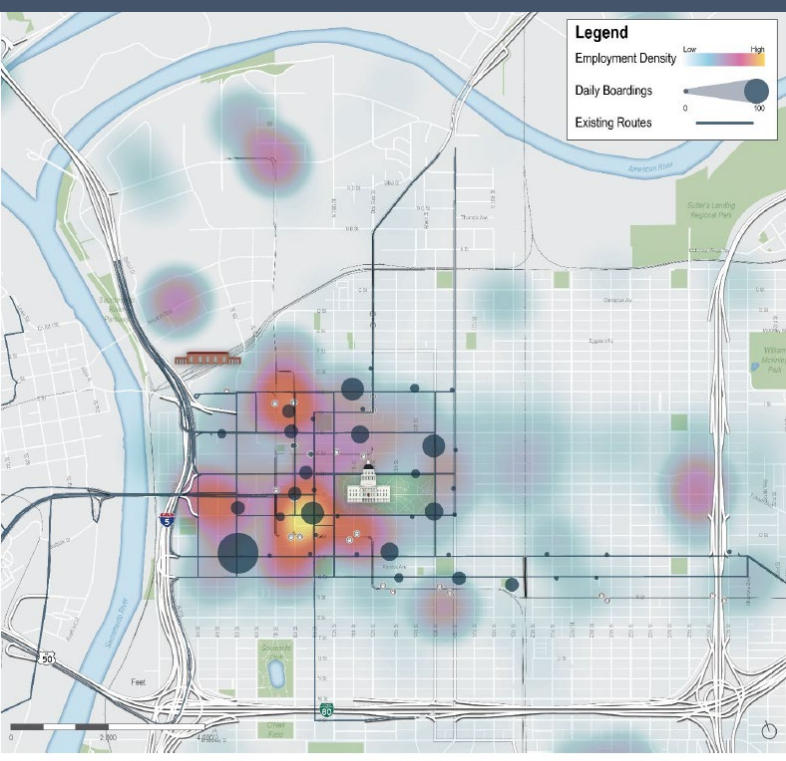


Figure 2 - Existing Regional Bus Routes and Stops: Activity and Employment Density

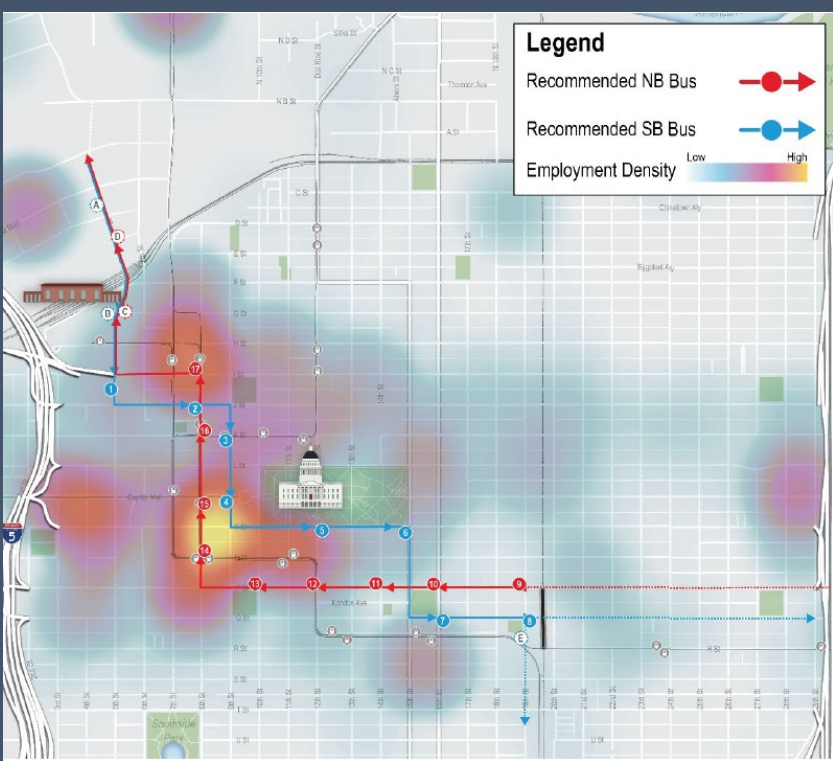


Figure 12 - Proposed Route Proximity to Employment Density

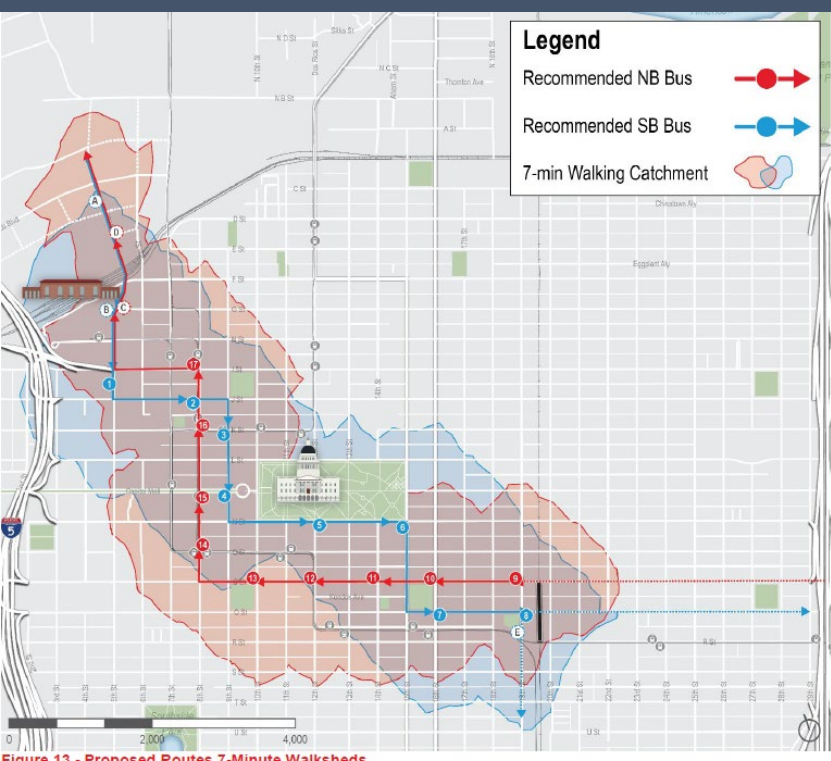


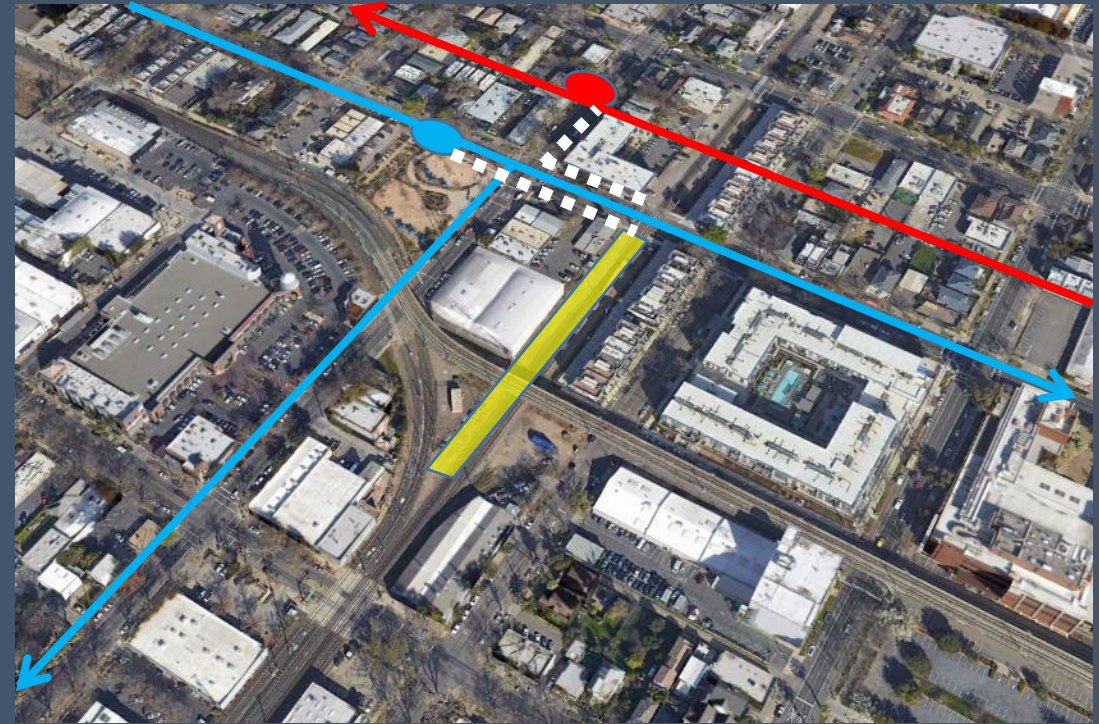
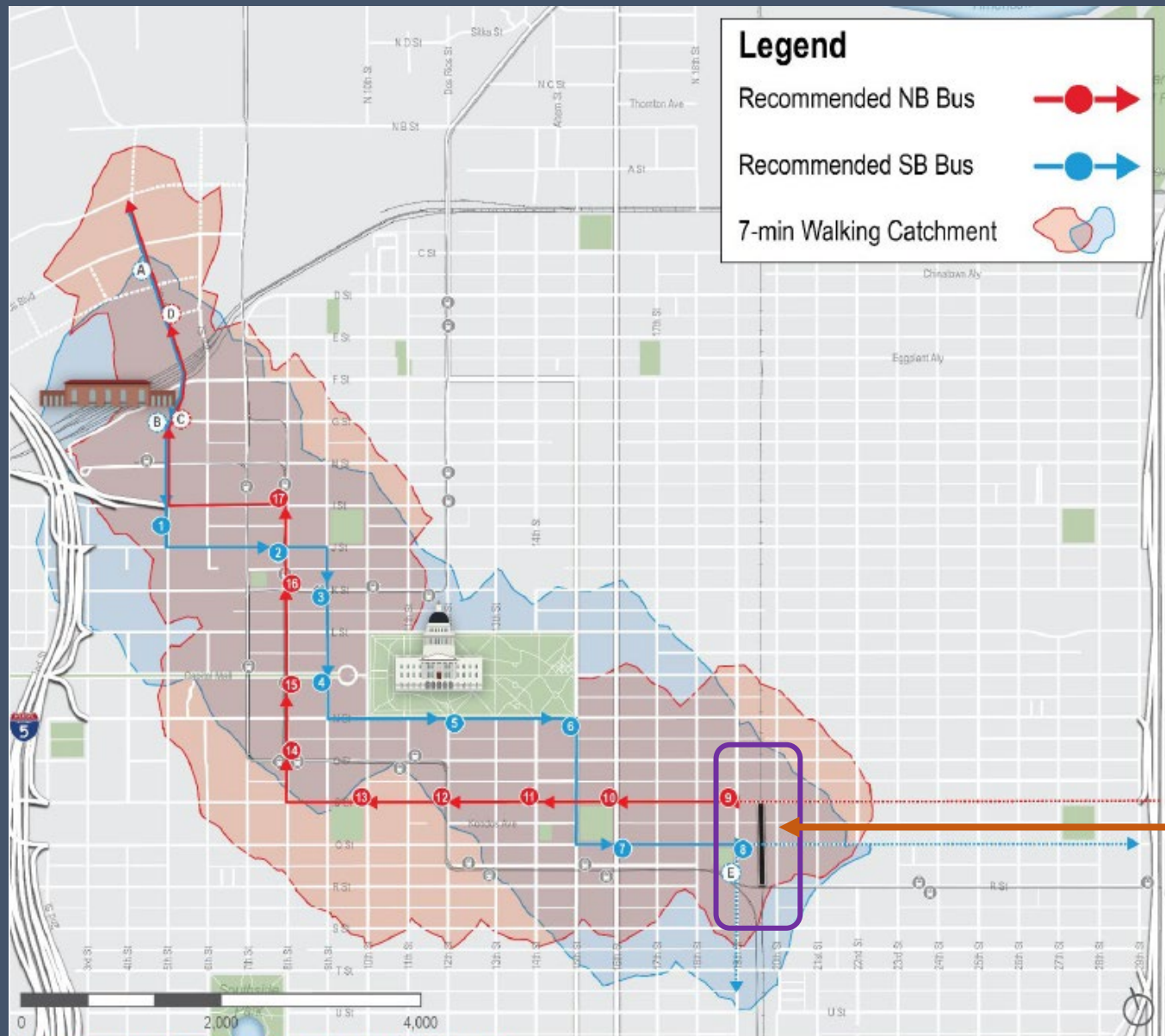
Figure 13 - Proposed Routes 7-Minute Walksheds

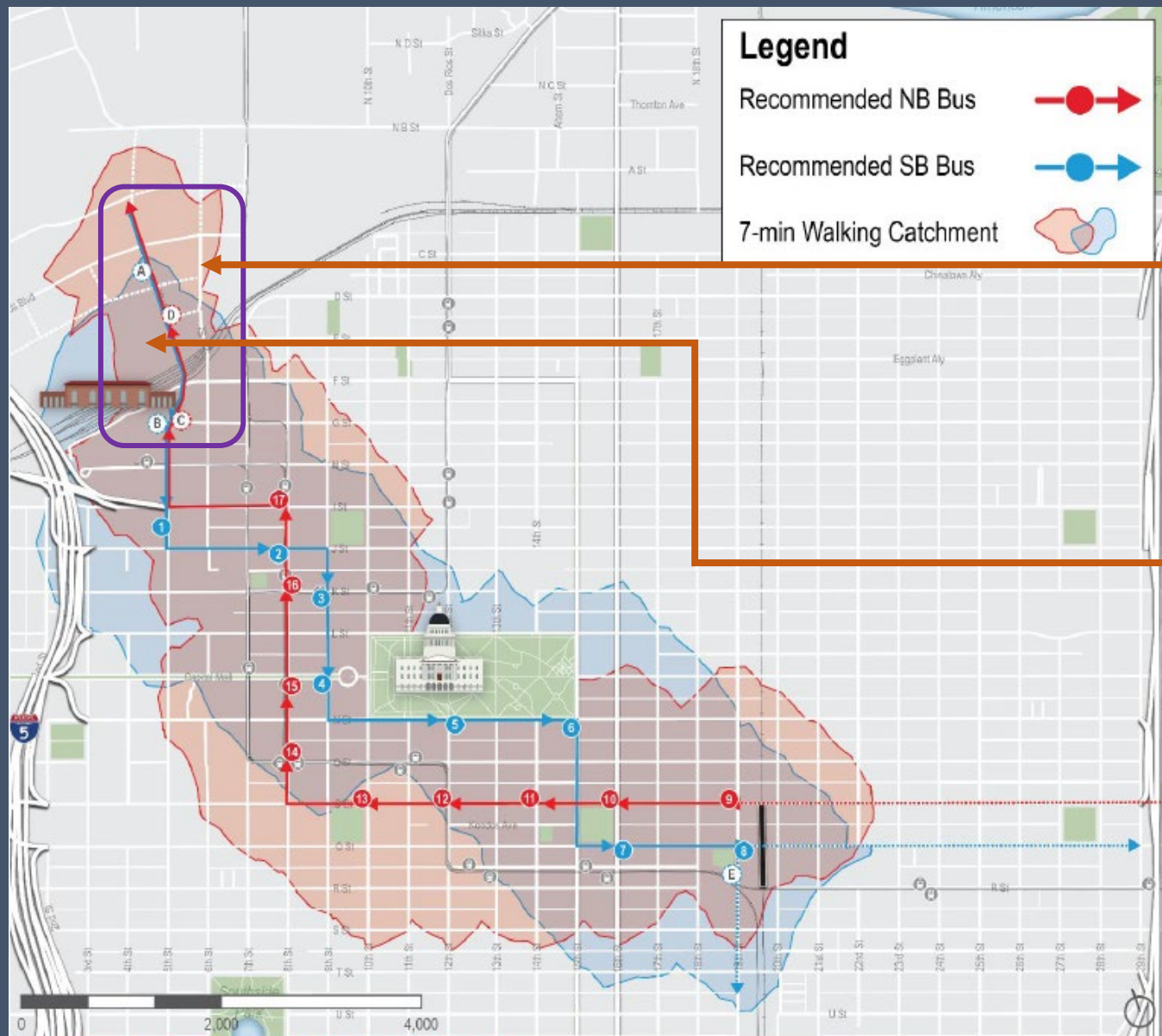


Portland, OR Example



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

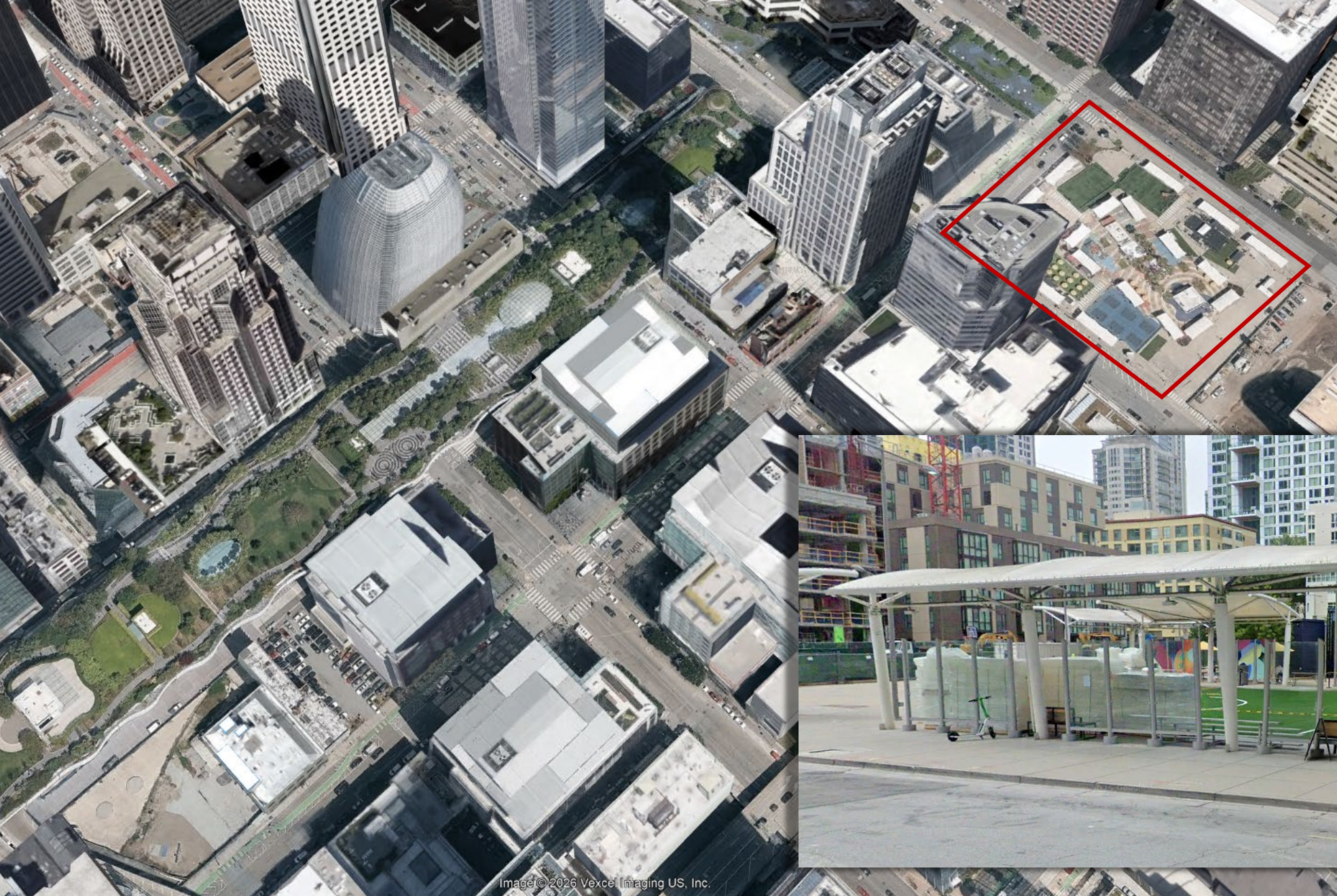




The AJ – 345 units. Completion Summer 2023



Central Shops Plaza/Live Nation. Completion Spring 2025



Canopies Reuse from
former San Francisco
Temporary Transbay
Terminal.

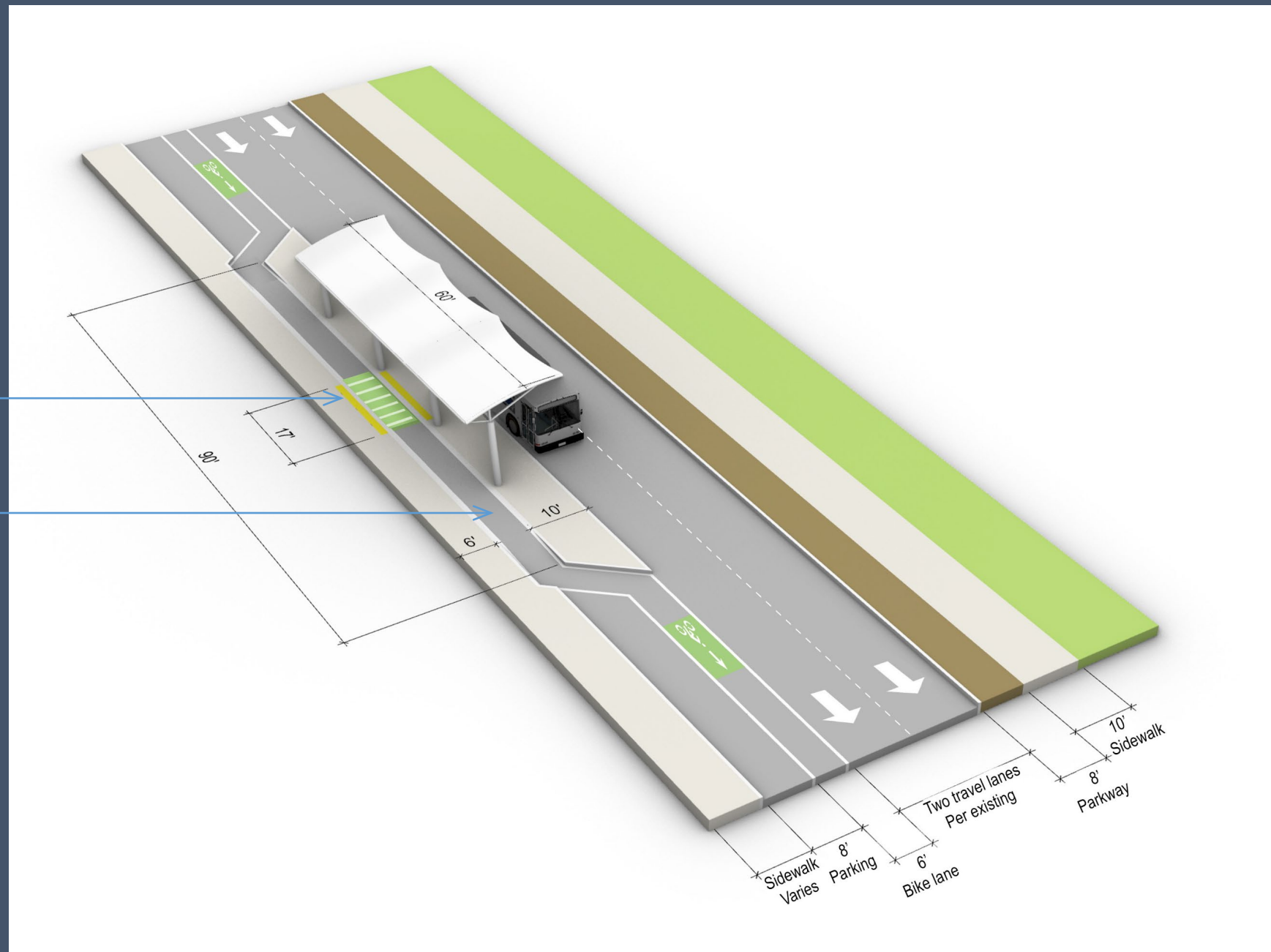
Original design intention
for reuse.

Timing availability looking
positive for transfer 2028



Image © 2026 Vexcel Imaging US, Inc.

Bikeway level with sidewalk
and station platform)



Project Timeline

