Best Practices in Station Area Planning

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Presentation Flow

• Corridor planning considerations
  – Where, what, how – and how much
• Intro to station area planning best practices
• Visualizing the station area
• Some recommendations & lesson learned
Corridor Planning Considerations

- Ridership
- Defining an alignment and station locations
- Connections to major trip generators
- Directness, speed, safety, access
- Constructability & Construction impacts
- Systems integration (ops / transfers)
Corridor Planning Considerations

- Operating configurations [segments]
  - Setting – speed, access, safety
  - Priority operating
- Integrate with community/setting
- First/last mile connections

Ultimately - it’s about the Station Area
What Makes a Good Station Area?

• Varies by location characteristics
• Common design elements
  – Pedestrian scale
  – Visible, active areas
  – Well lit and organized with good access
  – Design invokes safe feeling
  – Design integrates/compliments surroundings
• Stations must complete the urban mosaic; not detract
What Makes a Good Station Area?

Marco Principles (From VTA CDT Manual)

1. Create a sense of orientation & organization
2. Consider the form and scale of surroundings
3. Make security and safety a priority
4. Create community identity
5. Provide a well maintained station area
What Makes a Good Station Area?

**Practices** (From VTA CDT Manual)

- Establish a sense-of-place for transit (1)
- Create a sense of entrance (1)
- Create visual cues and line-of-sight guides (1)
- Orient development to pedestrians (1)
- Provide transit and community information (1)
- Provide transit-supportive land use density (2)
- Use unifying architectural features & materials (2)
- Create activity and ‘safe space’ (3)
- Urban design elements / reflect community (4)
- Provide local information and activities (4)
- Develop maintenance programs/partnerships – reduce need (5)
Visualizing Station Areas
Light Rail Station Area as Neighborhood focal point
Light Rail Station Area as Neighborhood focal point
Light Rail Station Area as Neighborhood focal point
Light Rail Station Area as Neighborhood focal point
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
North First Street (Bona Ventura Station)
Lessons Learned / Recommendations

• Early, early, early
• Clear goals and priorities
• Bring agency staff, elected and community along in the process
  – Develop champions and alliances
  – Public & Policy Awareness Campaign
  – Document meetings
• Communicate
  – Early, clearly and ongoing
  – Use Guidelines / Policies
COMMUNITY PLANNING FOR STATION AREAS

- Change land use policy to promote activities, housing, services, and better support walking, transit use, and the surrounding community.

STATION AREA DESIGN

First and foremost, station areas must be a place for transit and the community. They should support transit-oriented, low-speed traffic, and encourage walking and bicycling, and well-behaved pedestrians. They must also be pedestrian-friendly and have human-scale details in buildings and streetscapes, and have visual cues that signal the community focal point and the station to the community. And they should be architecturally appealing, areas that are used as safe and secure places that reflect community values.

Station Area Best Practices

Successful station area design is contingent on the context of its location—whether it is a residential neighborhood, a business district, a local park, or a major activity center—and in the interactions of other station design elements in the area such as a common area or local area-based design and development practices must also consider the quality, safety, and safety of local areas, and the arrangement and organization of these areas. Even if the areaurple and scale of individual buildings are attractive, a poorly arranged and oriented with their surroundings they can fail to establish the necessary ties into the community and transit system.

Integrate station planning, best practices design features, and public space to create the pleasant forms necessary to stimulate the activities that make station area "place-able."" Tools for creating desirable station area qualities, are expressed in the principles, practices, and actions which follow.

The station's definition does what a station area does: use a line with the function of a "place." stations and rights-of-way design establishes a memorable, and unique, identity for an attractive area of activity for surrounding homes and businesses. For the example, traditional transit-oriented stations, as

Chapters 3, 4, and 5 provide...
Bicycle Technical Guidelines

VTA TRANSIT SUSTAINABILITY
SERVICE DESIGN GUIDELINES
Adopted February 2007

Table 7 Recommended VTA Station and Facility Design Guidelines (continued)

<table>
<thead>
<tr>
<th>Station and Facility Design Element</th>
<th>Recommended Characteristics</th>
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<tbody>
<tr>
<td>Transfer Facilities</td>
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<td>Stations shall be physically integrated with major transit facilities nearby (such as heavy rail and commuter rail stations) to the extent possible to facilitate transfers. Figure 28 shows Mountain View Station, where BART, local bus, and commuter rail services converge.</td>
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<tr>
<td>Stations shall provide appropriate facilities for station transfers to local bus and BART, as well as other modes, where appropriate. This may include:</td>
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<td>• Appropriate signage and transfer information.</td>
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<td>• Pedestrian crossings, transfer corridors, and walking paths.</td>
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<td>Passenger waiting areas.</td>
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<td>• Loading/unloading car spaces for buses.</td>
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<td>• Bicycle bays.</td>
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<td>Accessibility and Urban Design</td>
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<td>Stations shall be well integrated into the community with supporting land uses and datelines, and pedestrian-oriented and transit-oriented developments around stations.</td>
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<td>Stations shall have direct pedestrian and bicycle links to nearby communities.</td>
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<td>Stations shall possess sufficient facilities to meet Park and Ride demand at suburban stations where there is/are:</td>
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<td>• Available space for recommendations (such as shared on-street management for parking access).</td>
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<tr>
<td>• Appropriate access roads, and</td>
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<td>• Demand for auto trips.</td>
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<td>Suburban stations having physical constraints/presence of implementation of Park and Ride facilities at stations where there is/are:</td>
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<td>• Available curb space and sidewalk width for pickup and dropoff zones.</td>
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<tr>
<td>• Appropriate access roads, and</td>
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<td>• Demand for auto trips.</td>
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<td>Downtown stations shall also offer Kiss and Ride facilities, if demand warrants, and existing curb space and sidewalk areas are not physically constrained.</td>
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Lessons Learned / Recommendations

• Shoot for the best
  - Take to long view

• Plan and Design for ridership
  - Plan and Design for pedestrians
  - Density

• Fully understand trade-offs and impacts – both short and long term

• VE – not the same as cost cutting

• Deliver on promises
Building Livable Communities with Transit

Discussion