Are High Speed Rail Stations an opportunity to create Livable Places?

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California High Speed Train in Los Angeles County

- 3 HST Segments
  - Los Angeles/Anerheim: Phase 1, ARRA Eligible
  - Los Angeles/Palmdale: Phase 1
  - Los Angeles/San Diego: Phase 2

- Los Angeles Union Station & Palmdale area set by statute

- 7 HST Station candidates based on alignment
  - One intermediate station per segment
Key Questions for High Speed Rail and Livable Places

- Key issues:
  - Is the station **Integrated** with its surroundings?
  - Is there good **Access** to and from the train station?
  - Is there good **Connectivity** to places outside the station area?
Los Angeles Union Station
A Livable Place is a Community

- Where priority is given to people
- Where people feel safe and secure
- Has minimal hazards
- Has maximum amenities & beauty
- Is internally well-connected
- Is well-connected to other places without need of a car
To Many...

A “Livable Place”

Is the same as

Transit Oriented Development.

Is it?
**TODistrict**

- Is an entire area, usually defined as between ¼-½ mile of a transit rail station
- Includes all existing and future development in the district
- Relates all new infrastructure and buildings to transit
- Reduces vehicle use

Metro
TODevelopment

- May not have any relationship to transit other than proximity
- May or may not give priority access to pedestrians and transit
- May or may not enhance livability
- May or may not be in a TODistrict
Branford St. HST Station Site
Proposed Industrial Park near Branford HST Station Site
Midway Yard Development Concept
Transit Village in the Making
Realities

- TOD is an incremental process that will take decades to achieve.
- Successful transit oriented communities require tools used together to achieve objectives.
- Amenities are necessary to create a cohesive community to support transit use.
Realities, cont.

- TOD residents must be able to make most routine personal trips by foot or uncomplicated transit trips.
- No one single design approach works for all transit corridors and stations.
- Existing development standards must be updated to achieve TOD goals.
Proposed City of El Monte Transit Village
Principles for HST Station Development
Relationship

- Set station area density and vehicle trip reduction goals
- Should not degrade traffic conditions
- Should extend community linkages
- Must access transit
- Should reduce greenhouse gas emissions
Accessibility

- **Minimize** parking available at the station
- Move parking to **Remote** facilities supported by express transit or shuttle service
- **Reduce** vehicle trips in the HST station area by **linking** drop-off, pick up sites with transit or shuttle service
- **LAST BLOCK:** give pedestrian **priority** with in the last 500 feet
Strategies to Move Forward

- Establish Supportive Policies, Regulations, and Programs
- Improve Coordination and Collaboration Among Public and Private Entities
- Increase Pedestrian Priority in Transit Oriented Districts