



# **System Access Policy Principles**

Transit-Land Use Committee

June 14, 2017

# **Sustainability and Station Area Development Policies Provide Basis for Developing an Access Policy**

---

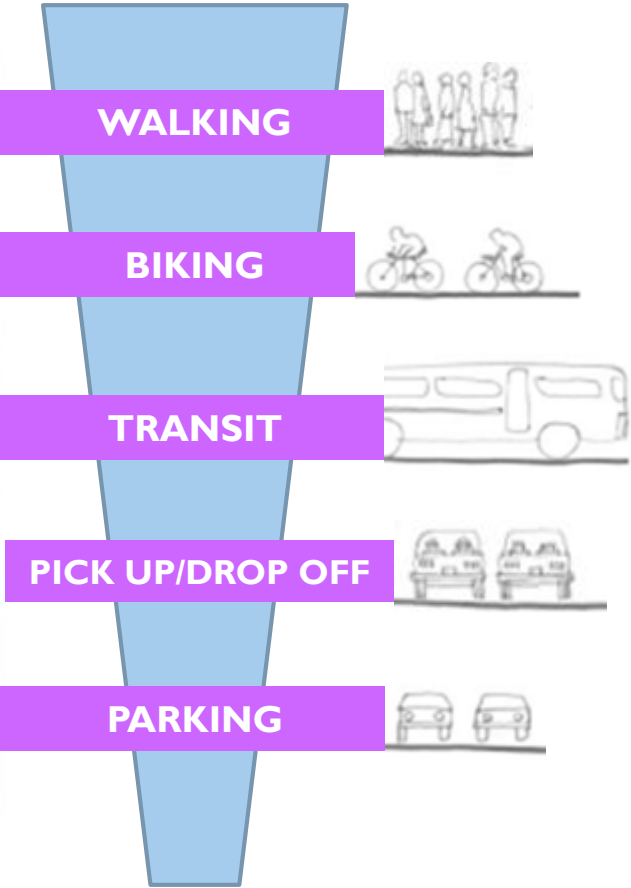
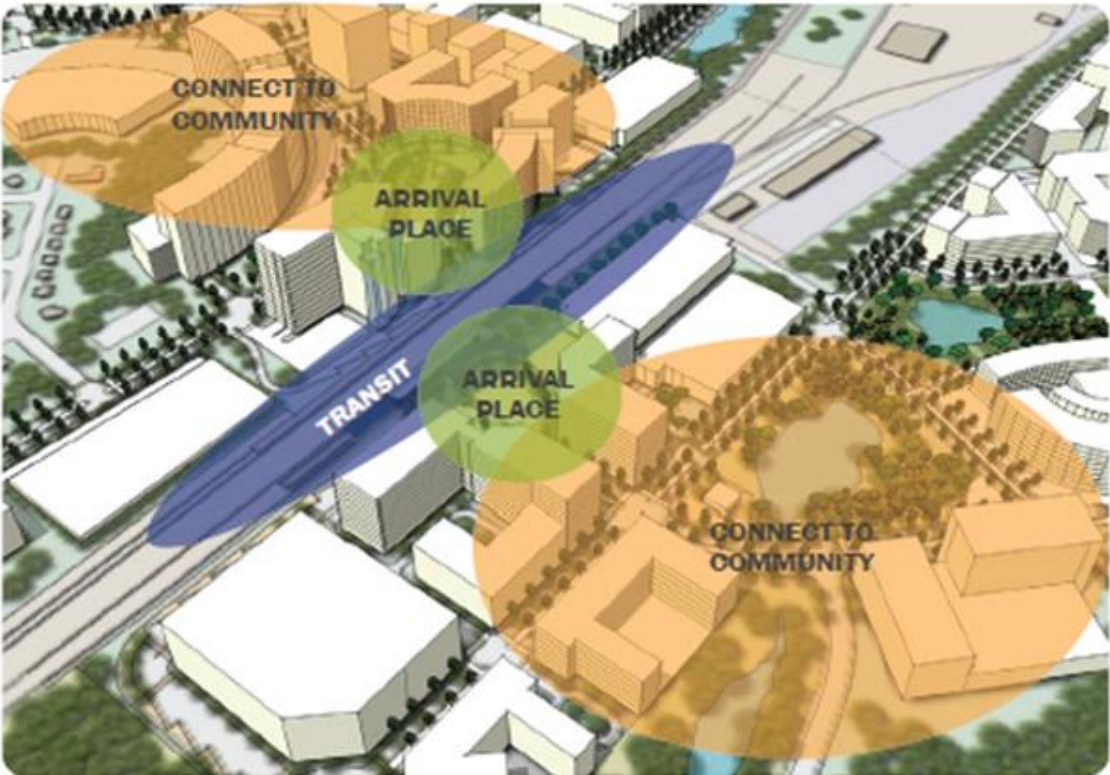
## **Sustainability Policy**

- ▶ Maximize station access for pedestrians, cyclists, and transit riders
- ▶ Stations shall be located in areas with good access to local mass transit or other modes of transportation
- ▶ Integrate station access and amenities into the fabric of surrounding neighborhoods
- ▶ Stimulate multimodal connectivity and thereby increases options for affordable, convenient access to goods, services and employment
- ▶ Promote local and regional transit connectivity to high-speed rail stations

## **Station Area Development Policy**

- ▶ A grid street pattern and compact pedestrian-oriented design that promotes a walking, bicycle and transit access with streetscapes that include landscaping, small parks, and pedestrian spaces
- ▶ Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit and bicycle access and walkability.
- ▶ Sufficient train passenger parking would be essential to the system viability, but this would be offered at market rates (not free) to encourage the use of access by transit and other modes.

# Priority is Given to Non-Vehicular Access in Station Development Planning

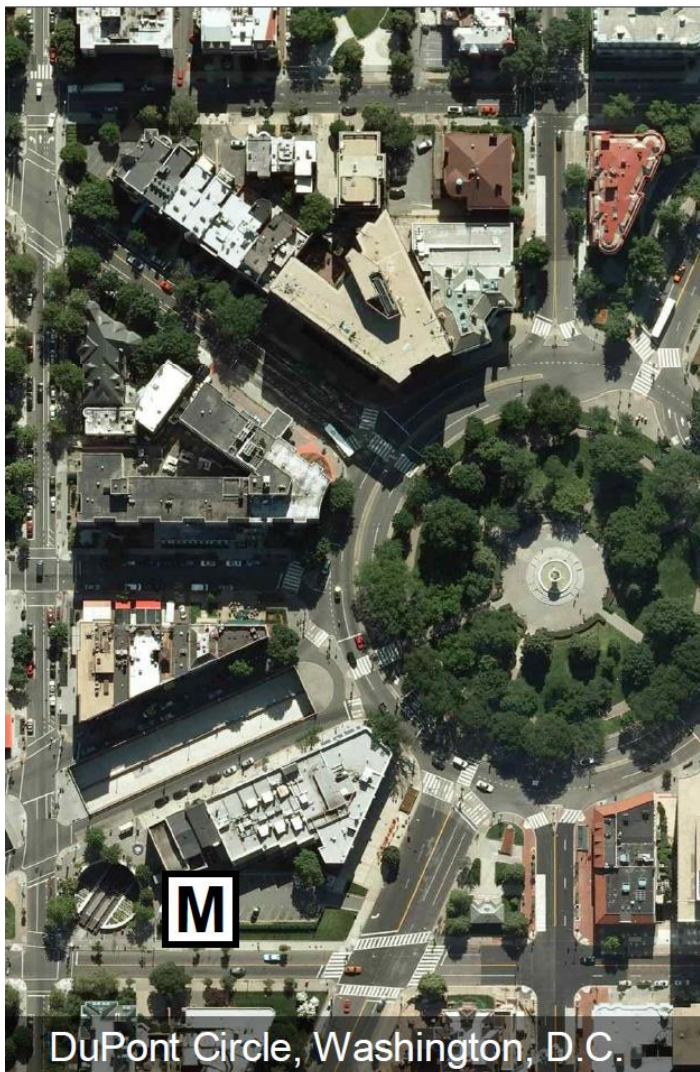


# Auto-Oriented \ Development-Oriented Station Areas





# Development Can Bring More Revenue and Ridership than Parking



DuPont Circle, Washington, D.C.



Branch Ave, suburban Washington



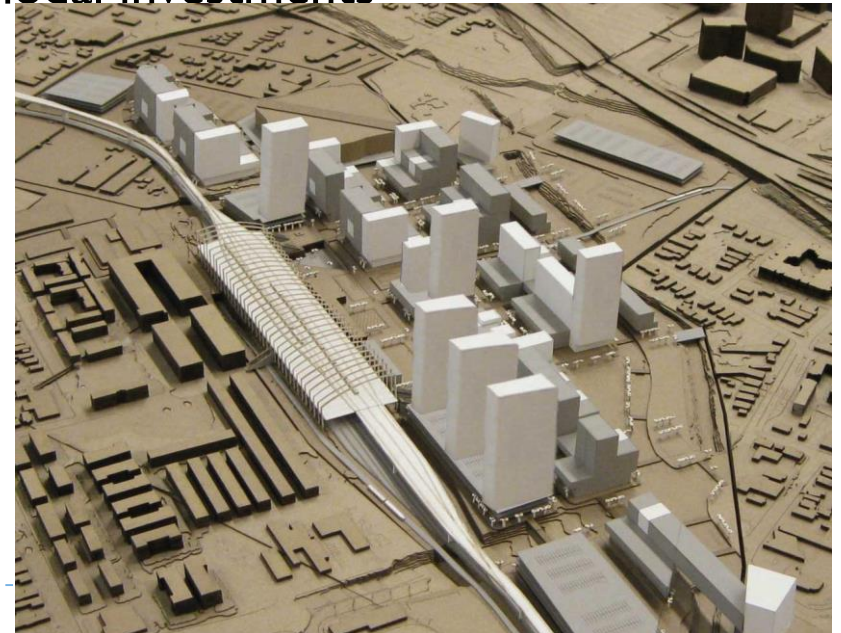
# Bringing it all together... Orenco, Oregon



# Why Do We Need a System Access Policy?

---

- ▶ To guide investments in other modes because parking and geometric roadway improvements can't do it all
- ▶ To inform decisions and actions during planning and development phase
- ▶ To provide clarity on how the Authority will develop criteria to evaluate alternative investments, set priorities and form partnerships
- ▶ To produce a more robust portfolio of modal investments

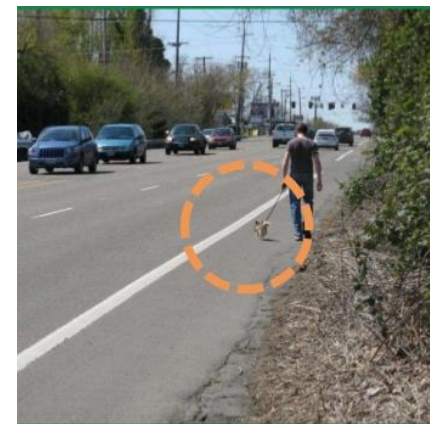




# We Will Use the Access Policy to Guide Investment Decisions

---

- ▶ Prioritize investments that balance multimodal access to stations and address network gaps
- ▶ Optimize HSR access investment needs by:
  - Leveraging investments by others wherever possible (e.g., shared parking)
  - Encouraging private sector development
  - Seeking grant funding
- ▶ Phase investments to support changing HSR access demands, highest and best land use and new technologies

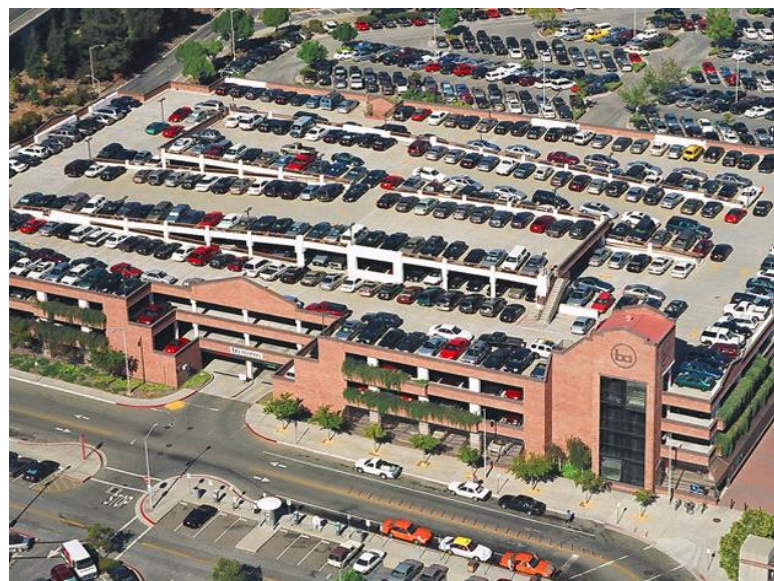




# Considerations for Parking as Part of the Access Policy

---

- ▶ Use available capacity before building more spaces (including shared parking)
- ▶ Prior to building parking, ensure parking is highest and best land use for ridership and revenue (compared to HSR station area development)
- ▶ Compare costs/benefits of constructing parking spaces with investments in other access modes
- ▶ Provide parking at market rates phased with development



---

# Questions?

---

**THANK YOU**

**Ken Zatarain**

Access Planning Lead

(971) 344-3690 [ken.zatarain@hsr.ca.gov](mailto:ken.zatarain@hsr.ca.gov)

**Melissa Elefante DuMond, AICP**

Director of Planning & Integration

(916) 403-2583 [melissa.dumond@hsr.ca.gov](mailto:melissa.dumond@hsr.ca.gov)