HOW WILL THE STATIONS WORK?

The role that each station fulfills is related to its surroundings, which may change over time. The site selected for a station must be able to support its evolving role. Initially transit users may take a bus or drive from home and use the park and ride lots at the station, therefore it serves as the parking origination of their trip. When they reach the station at which they disembark, they may be able to walk or take a shuttle to their destination, such as their job, class or an appointment. Ultimately stations will function in a variety of ways so that transit users will be getting on and off at stations for a variety of reasons, throughout the day and week. The locations identified for the 16 Phase I stations include environs that will support walk to transit, drive to transit and combination types of access.

Park & Ride Stations

Initially many commuters may drive to the train stations, and use the park and ride lots. For these parking origination stations to work well they must be able to support certain key elements:

- direct roadway connections extending out 1 to 3 miles
- the ability to handle traffic on and off the station site without disrupting businesses and neighborhoods
- space for sufficient on-site parking, kiss and ride, shuttle, feeder, local, and/or regional bus service
- good barrier-free access for pedestrians and bicyclists

Walk to Transit Stations

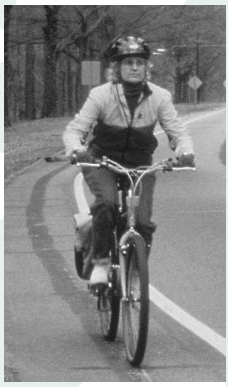
Stations in downtowns and those close to (or within) campuses, medical facilities, neighborhoods, offices and other activity centers may support more walk to transit options. To function well, these pedestrian origin or destination stations will be characterized by:

- barrier-free networks of safe and convenient paths and connections such as sidewalks, mid-block connections and other visible and appropriate routes
- feeder, shuttle, and local bus service supported by on-street bus stops, and kiss and ride or other drop-off zones
- comprehensive system of bike routes, supporting on-street and off-street access for different types of bicyclists

A Livable Environment

High quality transit service like the regional rail system is often seen as a means to enhance economic development and focus growth by providing better access to activity centers. By transporting large numbers of people to and from locations (without their cars) the development around transit stations ultimately can and needs to be more intense, diverse and supportive of pedestrians particularly within a 3/4 to 1-mile radius of the station -- the station area. Successful transit station areas around the country are characterized by the following:

- A mixture of complimentary land uses at higher levels of density where appropriate
- Safe and adequate access for pedestrians and bicyclists
- Efficient, comfortable bus service connections
- Interconnected streets, that accommodate pedestrians, bicyclists and two-way traffic with on-street parking



- Buildings placed close to the street, with entrances oriented to the public street to minimize pedestrian travel distances
- Parking that is visually unobtrusive and pedestrian friendly, placed beside and behind buildings or in a parking garage.
- A safe, attractive and orderly stations area environment, with well-planned streetscapes and urban activity areas.

The locations selected for regional rail stations and the development intensity appropriate for each station will depend on a variety of conditions including natural features, location, mixture of existing and anticipated land uses, the nature of the surrounding neighborhood, types of access, development potential and market conditions. Some station may be primarily (75% or more) residential or primarily employment in character, while others may be most appropriately developed as mixed-use.