CALIFORNIA
High-Speed Rail Authority

Developing a System Access Policy

Transit-Land Use Committee

January 31, 2017

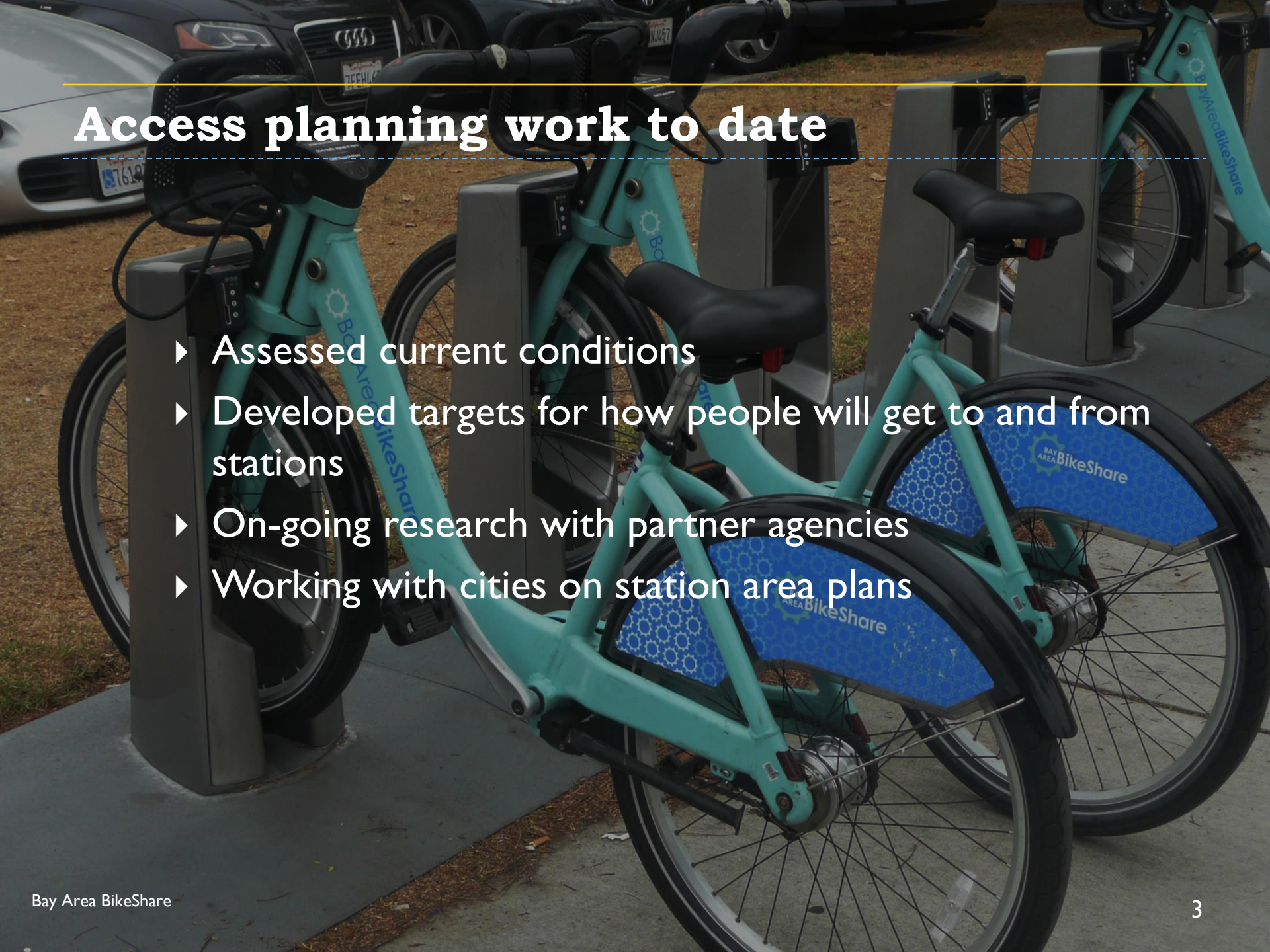
Purpose of today's discussion

- Summarize access planning work to date
- Set the table for further discussion of criteria for access investments
- Propose a process & schedule for achieving access investment outcomes

CALIFORNIA High-Speed Rail Authority

Millbrae BART Station

Access planning work to date



- Assessed current conditions
- Developed targets for how people will get to and from stations
- On-going research with partner agencies
- Working with cities on station area plans

Considerations & tradeoffs

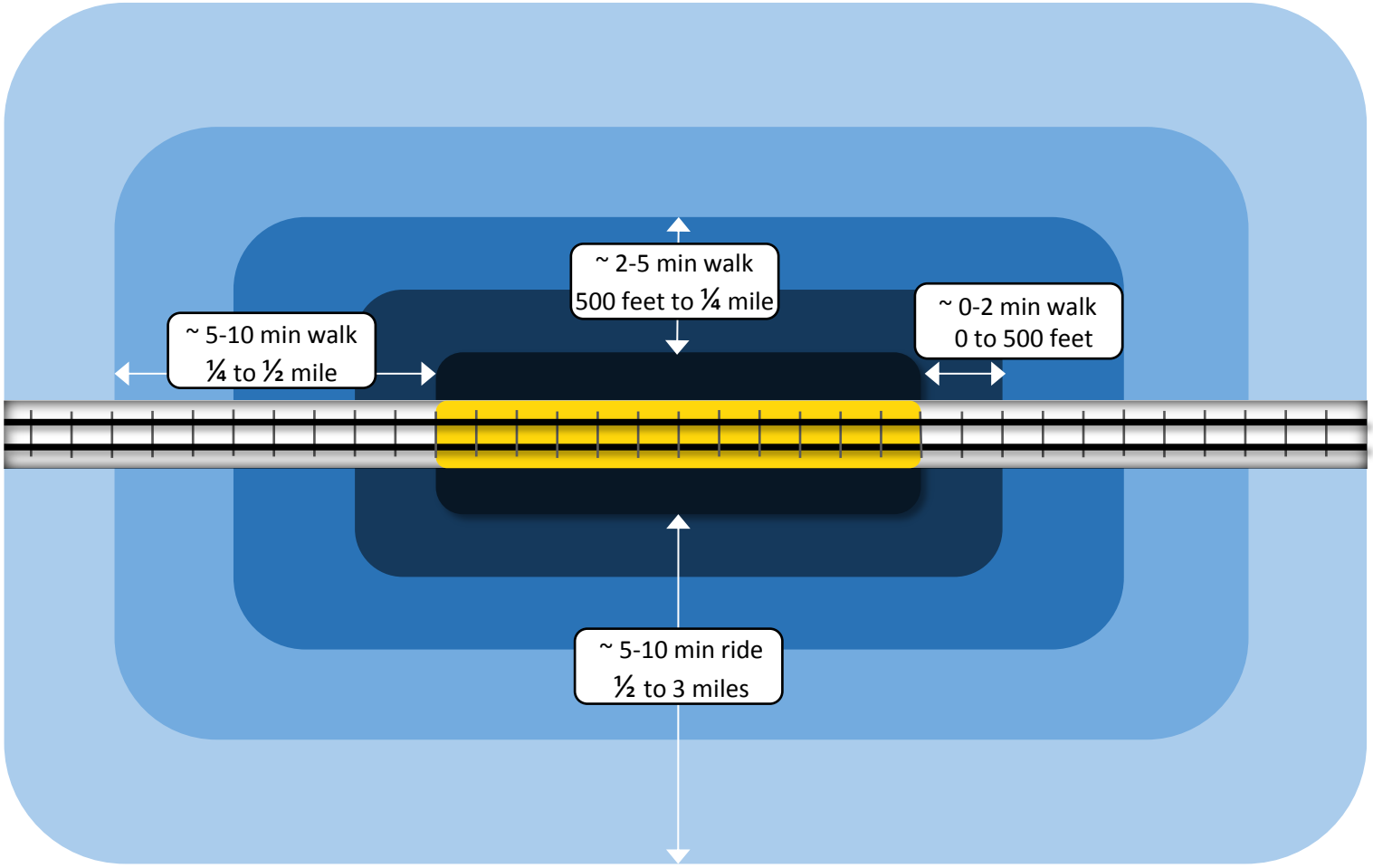
- Station ownership & space availability
- Local conditions and HSR system needs
- Funding opportunities
- Market-based and service-oriented solutions
- Character and uniqueness of station communities
- Evolution of access behavior over time

Fresno Amtrak Station

Responding to changing access behavior

	Primary access modes today				Future emphases with HSR			
Station	***Drive & Park***	***Drop-off & Pick-Up***	***Rail & Bus***	***Bike & Walk***	***Drive & Park***	***Drop-off & Pick-Up***	***Rail & Bus***	***Bike & Walk***
San Francisco			◊	◊		◊	◊	◊
Millbrae	◊		◊			◊	◊	
San Jose	◊	◊				◊	◊	◊
Gilroy	◊			◊	◊	◊		
Merced		◊			◊	◊		◊
Fresno		◊				◊		◊
Kings-Tulare	◊	◊				◊		
Bakersfield		◊				◊		
Palmdale	◊				◊	◊		
Burbank	◊				◊	◊		
Los Angeles		◊	◊			◊	◊	◊
Norwalk	◊				◊	◊		
Fullerton	◊	◊				◊	◊	◊
Anaheim	◊	◊				◊	◊	

Station access priority framework



Platform Zone: pedestrians and rail-to-rail transfers

Station Zone: pedestrians and commercial delivery access

Edge Zone: pedestrians, bicycles, public transit & private transit/for-hire/private auto pick-up/drop off (PU/DO)

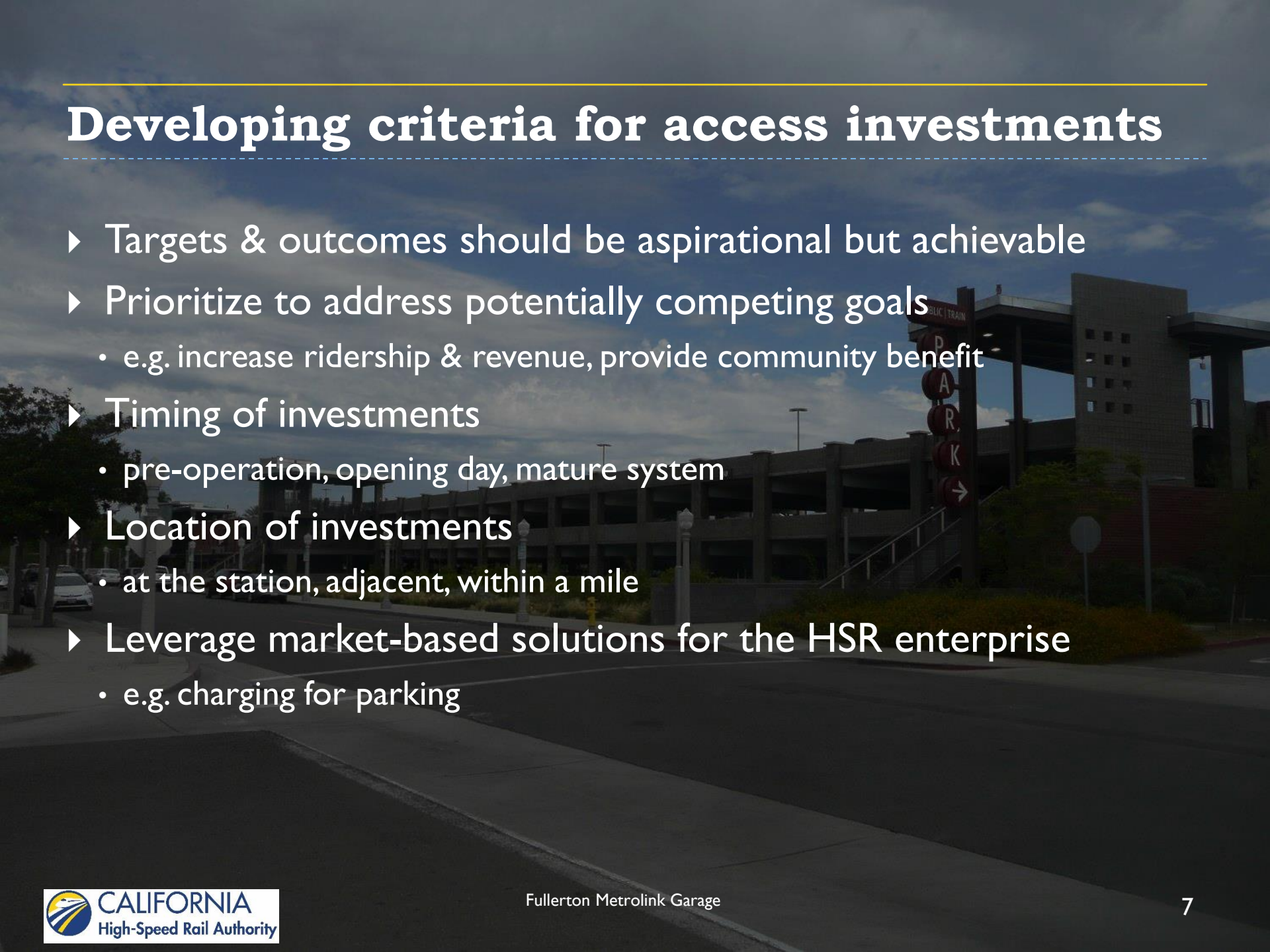
TOD Zone: pedestrians, bikeshare/carshare/HOV parking, private transit/for-hire queueing for PU/DO, highest cost parking

Parking Zone: private auto queueing for PU/DO; moderate cost parking

Remote Access Zone: rental car facilities; lowest cost parking

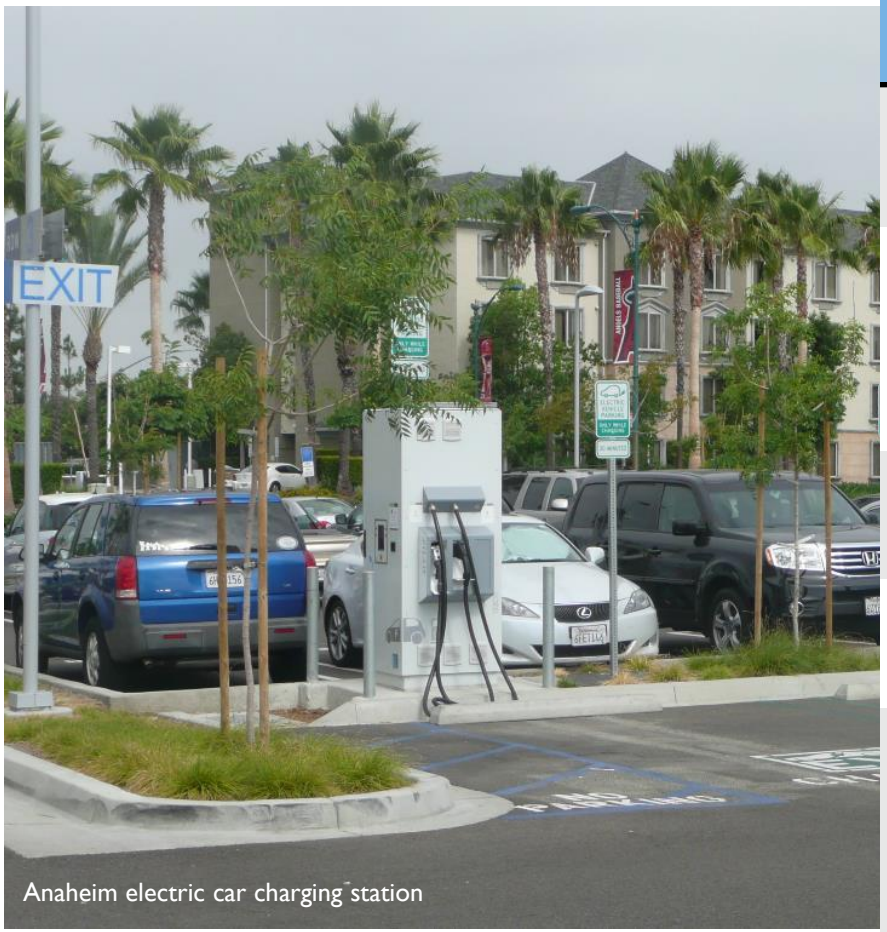
Developing criteria for access investments

- Targets & outcomes should be aspirational but achievable
- Prioritize to address potentially competing goals
  - e.g. increase ridership & revenue, provide community benefit
- Timing of investments
  - pre-operation, opening day, mature system
- Location of investments
  - at the station, adjacent, within a mile
- Leverage market-based solutions for the HSR enterprise
  - e.g. charging for parking



Fullerton Metrolink Garage

Developing criteria for access investments



Anaheim electric car charging station

January	•	Introductory discussion
February	•	Present initial policy language & rationale
March	•	Revise policy to reflect committee direction
	•	Continue discussion of criteria, targets & best practices
April-May	•	Solicit review and feedback
June	•	Summarize feedback and present to the committee
After June	•	Revise policy to reflect feedback & TLU direction
	•	Recommend final policy to Board
	•	Board adopts policy

Questions?

THANK YOU

Matt Shelden, AICP
Access Planning Lead
(206) 382-5282 *matt.shelden@hsr.ca.gov*

Melissa Elefante DuMond, AICP
Director of Planning & Integration
(916) 403-2583 *melissa.dumond@hsr.ca.gov*