

SCVTA - URBAN DESIGN ANALYSIS

May 2018

RELM



1. Defining a Mobility District
2. District Elements
3. Station Area Assessment
4. Recommendations



Defining a Mobility District



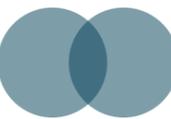
Transit districts are compelling gateways for urban living. In composition, they include residential, commercial, and retail offerings, complete with high-quality public space that occupy, not straddle, transit. They are immersive projects that foster public life. To be successful, transit districts employ leading first/last mile strategies to ensure seamless connectivity within and outside their property line. They must celebrate a destination unto itself and encourage the porosity of development and connectivity to the surrounding neighborhood.

Any joint development project must embrace development as attractor, anchor, and connector to various needs and modalities of transit. Connection to the light rail is as important as the branding of the project and the more integrated these objectives are—envisioned as one goal—the more successful the joint development will be.



Identity

- Public Spaces
- Public Arts
- Street Trees
- Pedestrian Lights
- Street Furniture
- Underpass Treatment
- Bus Stop Improvements
- Signage



Connected

Connectivity

- Crosswalk Improvements
- Sidewalk Improvements
- Bike Lane Improvements
- New Pedestrian Linkage
- New Bike Lane Linkage
- Bike Share + Bike Racks
- Lockers+Charge+Repair
- Real-time Info

Defining a Transit District



District Elements

Public Space

- Define a contiguous public realm differentiated from vehicular surfaces to prioritize pedestrians and cyclists
- Connect all project components with public space strategy
- Communicates and extends station/district identity



Public Art

- Provides visual cue and interest in prioritize public areas.
- Reinforces station/district identity



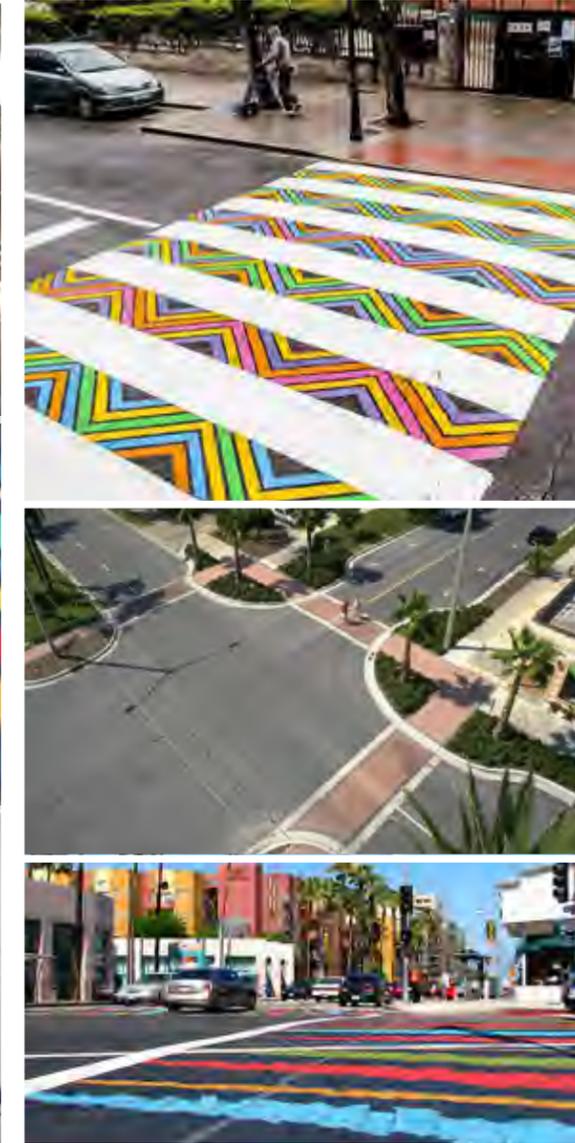
Underpass Enhancement

- Increase pedestrian, bicycle and personal mobility safety and comfort
- Incorporate visually engaging elements that make for a more friendly street and lead active transportation users to and from the station area
- Communicates and extends station/district identity.



Enhanced Crosswalk

- Protect pedestrians and active transportation users when crossing vehicular traffic
- Enhance the visual presence of crosswalks to slow approaching vehicles
- Communicates and extends station/district identity



Enhanced Bus Stop

- Increase transit riders' level of comfort
- Improve safety for users by increasing visibility
- Communicates and extends station/district identity
- Ensure easy transit transfers through clear and obvious visual connections between bus stop locations and other transit connections through direct lines of sight wherever possible



Street Trees/Landscape/ Sidewalk Improvements

- Provide refuge from the sun
- Provide pleasant and safe pathways and resting spaces for transit users.

Pedestrian Lighting

- Increase safety and aid in night navigation for active transportation users along district corridors
- Communicates and extends station/district identity

Street Furniture

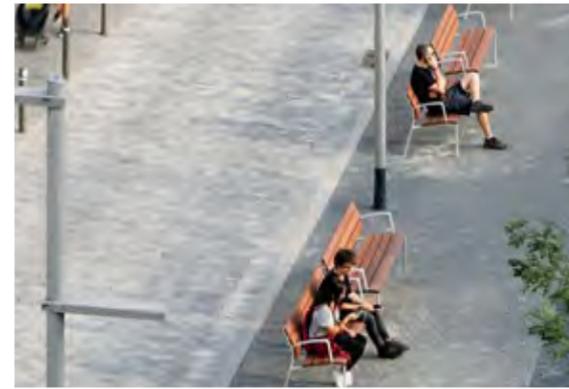
- Provide amenities to make active transportation users comfortable while traveling
- Increase number of eyes-on-the-street by providing places for people to sit/congregate

District Signage+ Maps

- Increase legibility of the urban landscape
- Increase visibility and awareness of proximity to transit station
- Display paths of travel to station and local destinations
- Provides helpful navigation and information on distance and time to get to the station
- Communicates and extends station/district identity and boundaries

Pedestrian + Bike Linkage

- Provide more direct and fully accessible connection to and from the station
- Utilize materials that are attractive and inviting to varying age groups and abilities
- Highlight bike lanes to spatially differentiate within the district.



Bicycle Parking

- Provide safe, easy-to-access and recognizable bicycle parking adjacent to building front doors, sidewalks, crossings and corridors



Bike Share

- Increase connectivity to transit stations
- Increase low-cost public transportation options
- Reduce Vehicle miles of Travel/Greenhouse gas emissions
- Reduce car traffic
- Encourage physical activity
- Increase retail exposure and enhance near-by commercial areas



Bicycle Lockers

- Provide amenities that encourage active transportation choices, comfort and convenience.



Real-Time Signage + App

- Use phone App to facilitate a bus to rail transfer and allow transit users to pick the best transit option
- Warn of expected delays
- Encourage use for first-time transit users
- Incorporate smart technology



Alternate Technologies

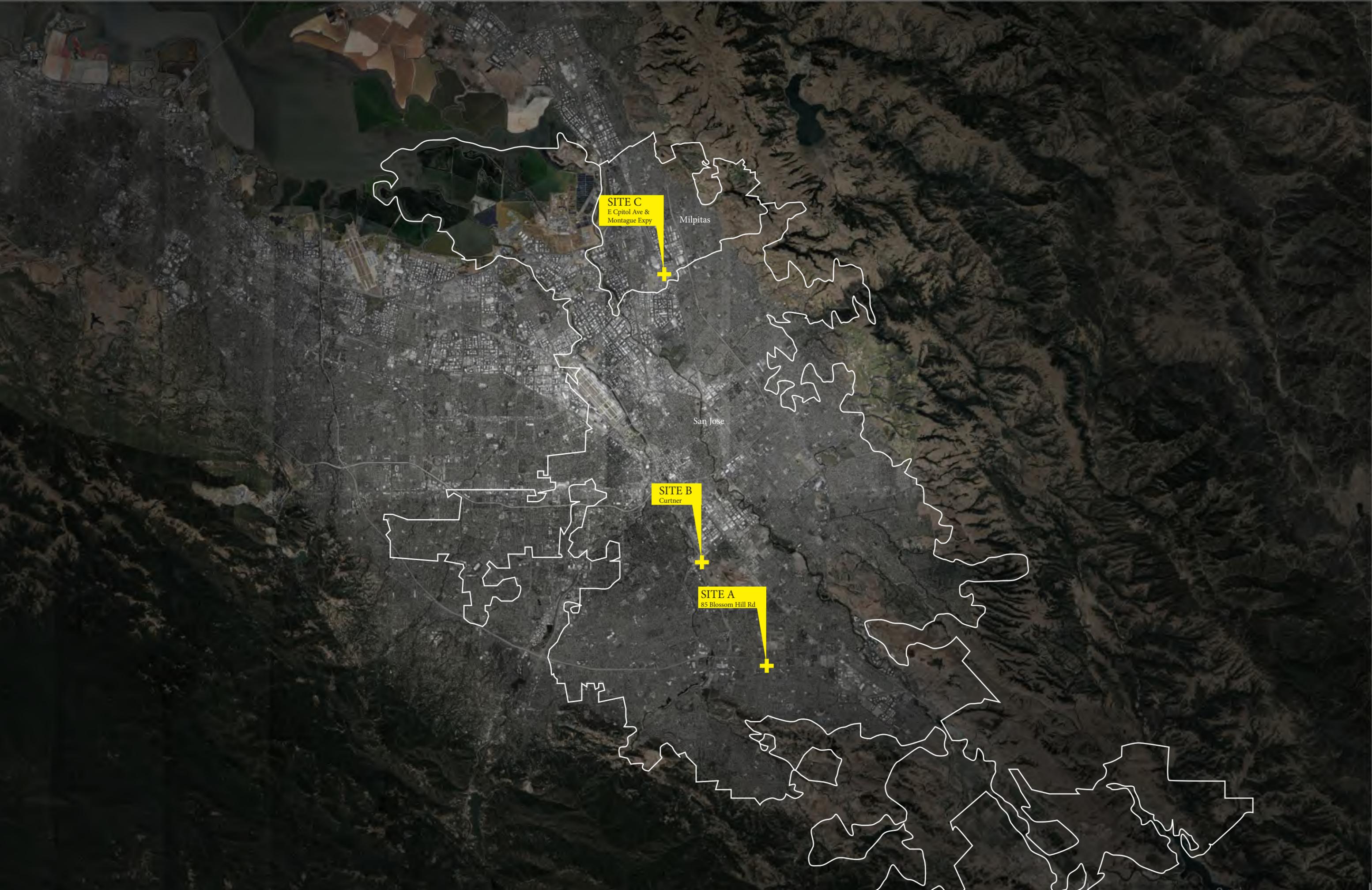
- Support integrated access solutions including CarShare, EV Charging Stations, feeder bus and Rideshare while prioritizing transit operational needs





Station Area Assessment





SITE C
F Capitol Ave &
Montague Expy



SITE B
Curtner

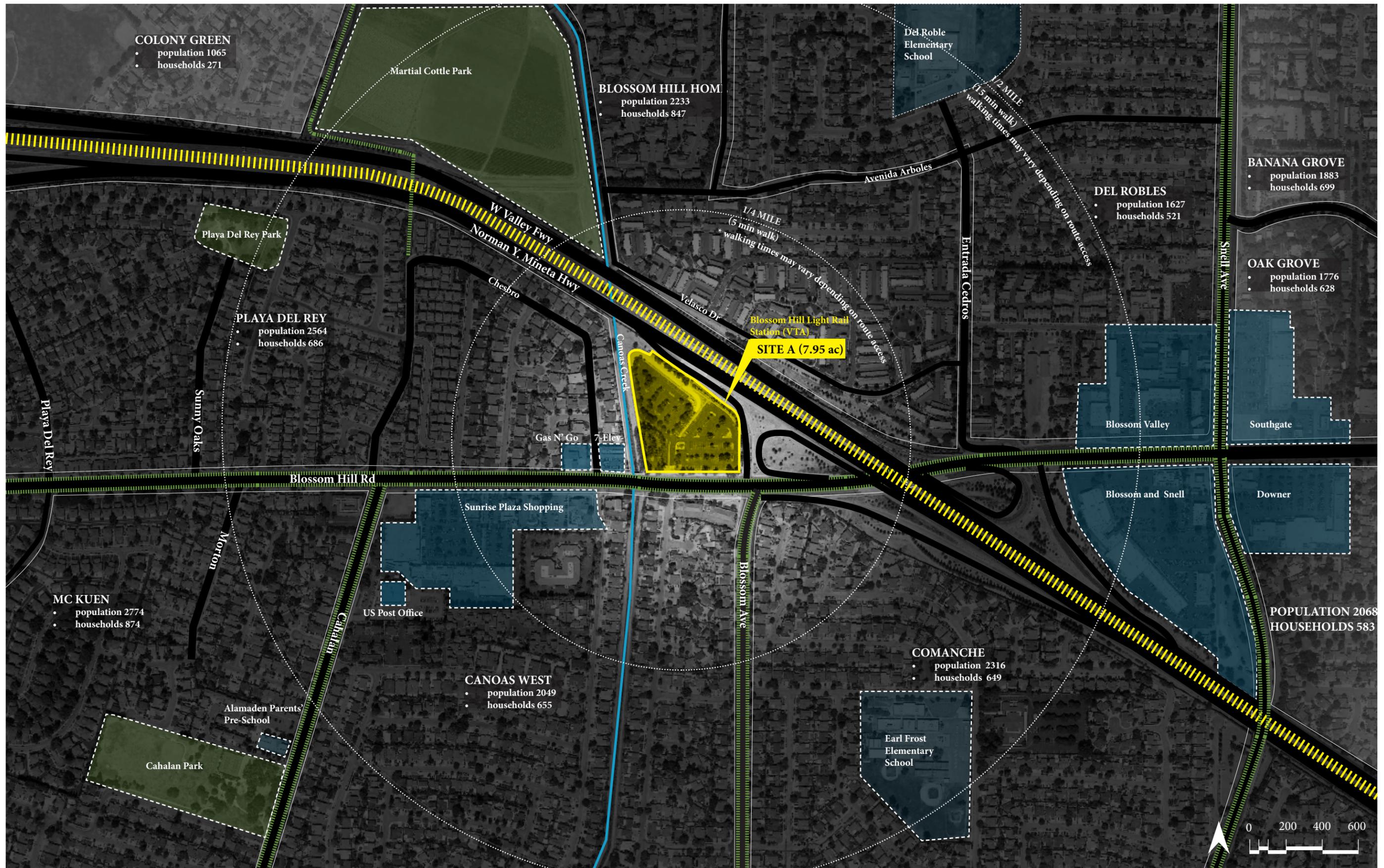


SITE A
85 Blossom Hill Rd



An aerial photograph of a residential neighborhood, showing a grid of streets and numerous houses. A prominent road intersection is visible in the center. The text 'SITE A: 85 Blossom Hill' is overlaid on the image, centered horizontally and vertically.

SITE A: 85 Blossom Hill



Site Context



Sidewalks:

- Narrow or non-existent
- Disconnected
- Poor condition



Bus Stops:

- No shelter/shade
- Lacking signage or visual cues
- Lack of loading space



Crosswalks:

- Do not prioritize pedestrians over motorists
- Lack of visual clarity



Streetscape:

- Limited street tree canopy/shade
- No furniture
- No pedestrian lighting



Median:

- Paved
- No trees or understory where sufficiently wide



Bike Lane:

- Lacks visual clarity
- Does not acknowledge cyclists and motorist equally



Site Conditions



District Plan

LEGEND

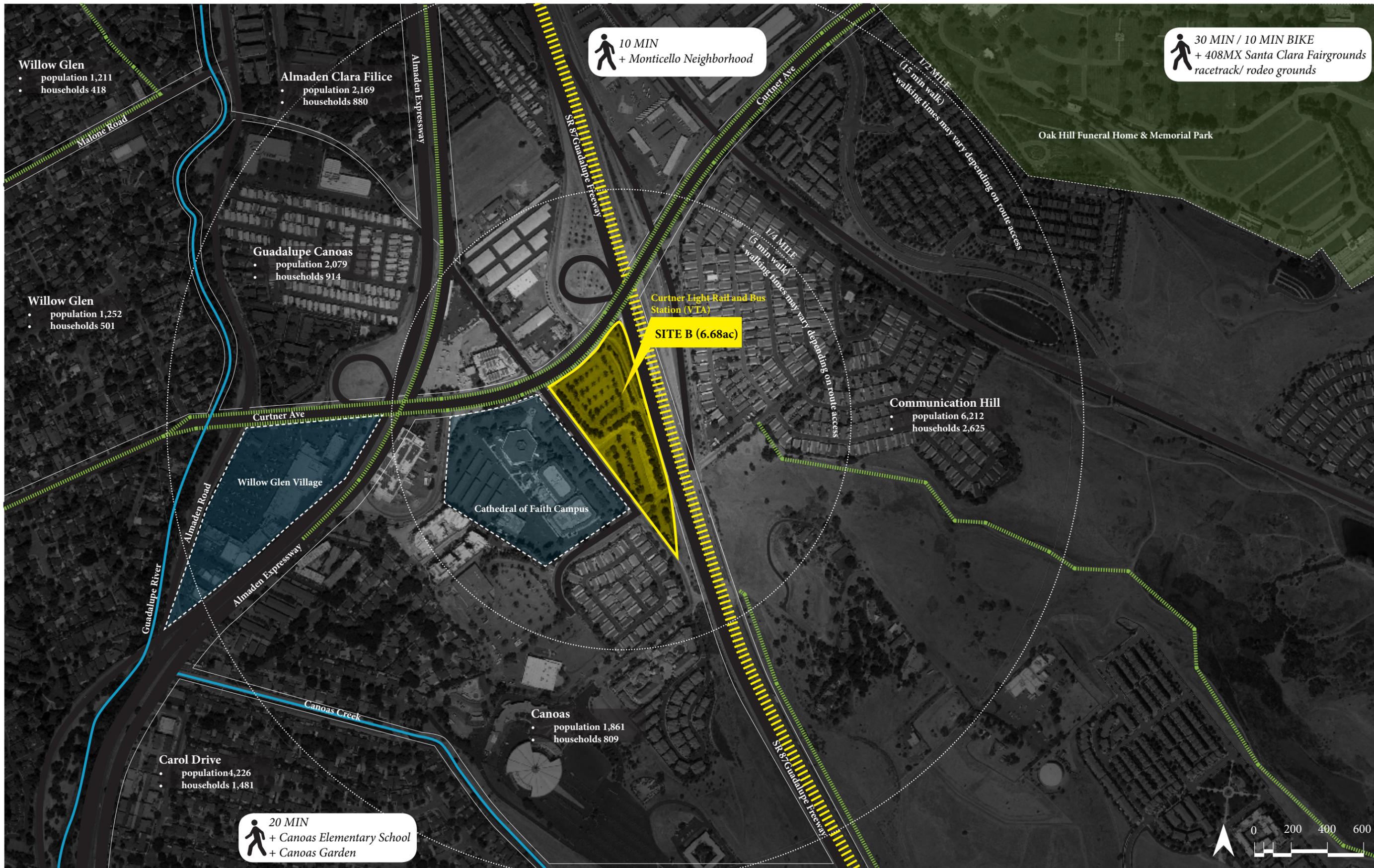
- ① Transit District Signage
- ② Bus Stop Improvements
- ③ Graphic/ High Visibility Crosswalks
- ④ Pedestrian Lights
- ⑤ Street Trees/ Landscape Improvements
- ⑥ Underpass Enhancements
- ⑦ Consistent/ Expanded Groundplane
- ⑧ Consisted Street Furniture
- ⑨ Public Art
- ⑩ New Pedestrian / Bike Connection to SR 87 Bike Path
- ⑪ Sidewalk Improvement
- ⑫ Bikeshare
- ⑬ Bike Racks/ Lockers/ Repair
- ⑭ Real Time Transit Information
- ⑮ High Visibility Bike Lane



Station Plan



SITE B: Curtner



Site Context



Sidewalks:

- Narrow or non-existent
- Disconnected
- Poor condition



Bus Stops:

- No shelter/shade
- Lacking signage or visual cues
- Lack of loading space



Crosswalks:

- Do not prioritize pedestrians over motorists
- Lack of visual clarity



Streetscape:

- Limited street tree canopy/shade
- No furniture
- No pedestrian lighting



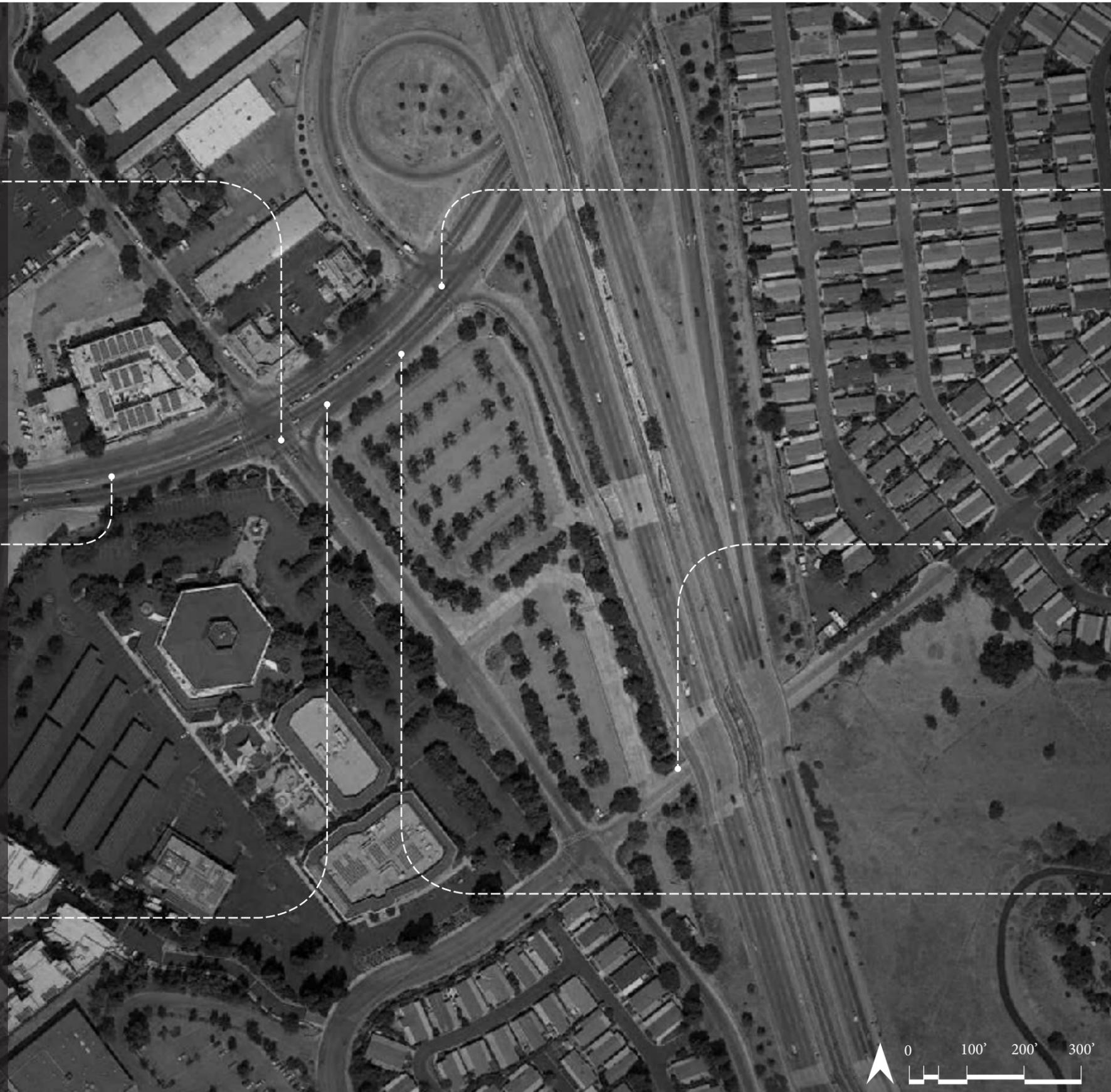
Underpass:

- Poorly lit and uncomfortable
- Deterrent to pedestrian circulation
- Narrow or non-existent side-

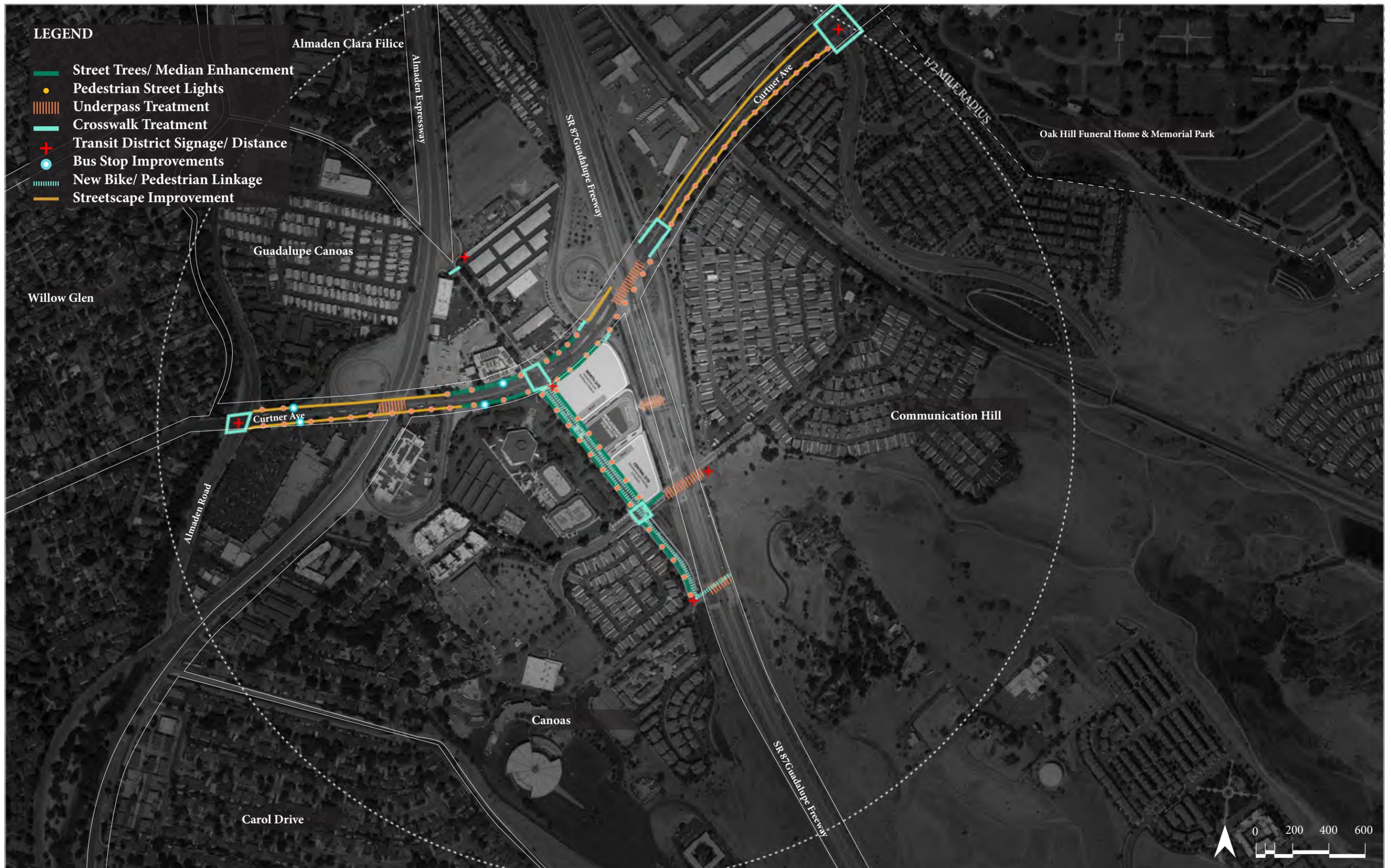


Bike Lane:

- Lacks visual clarity
- Does not acknowledge cyclists and motorist equally



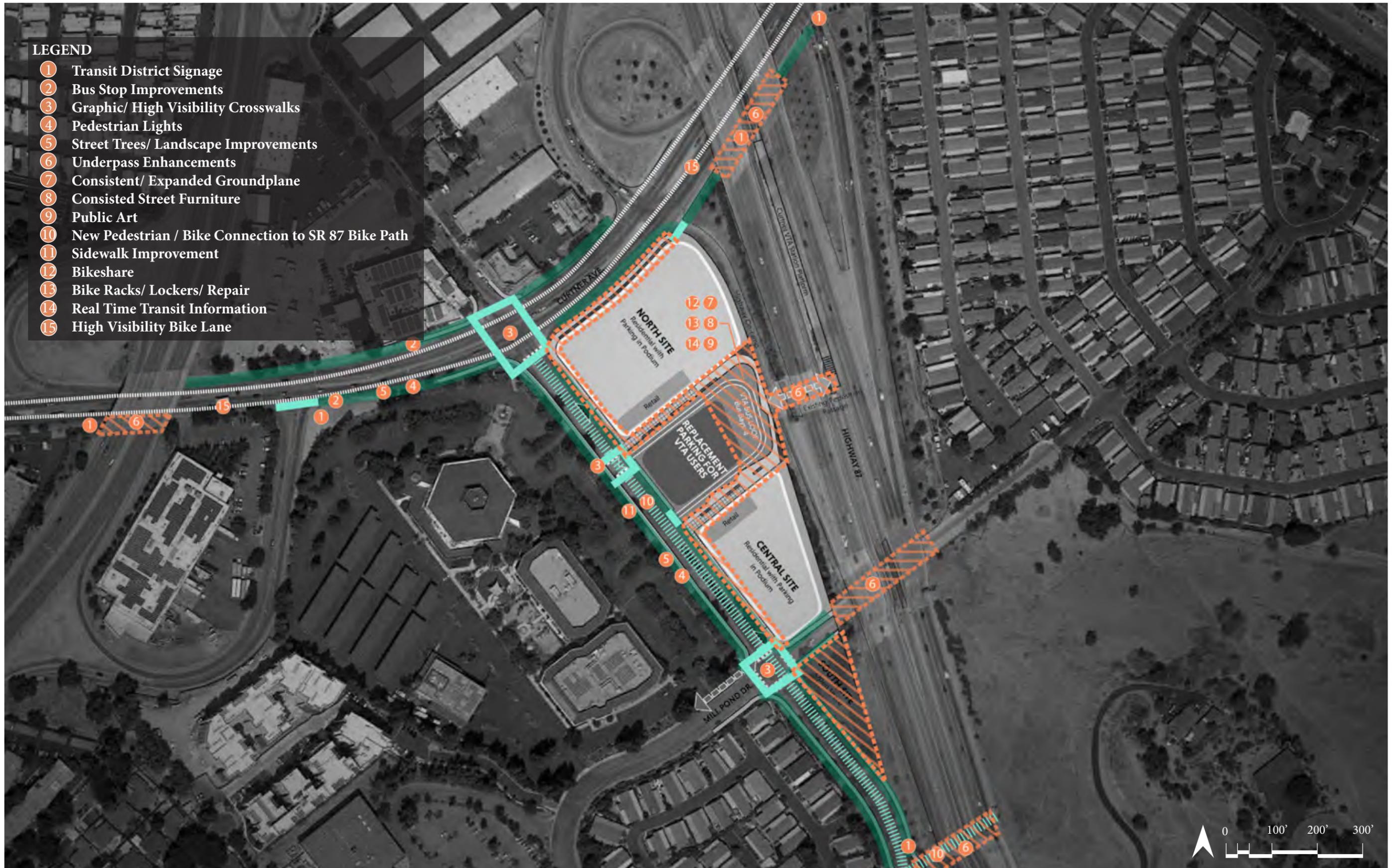
Site Conditions



District Plan

LEGEND

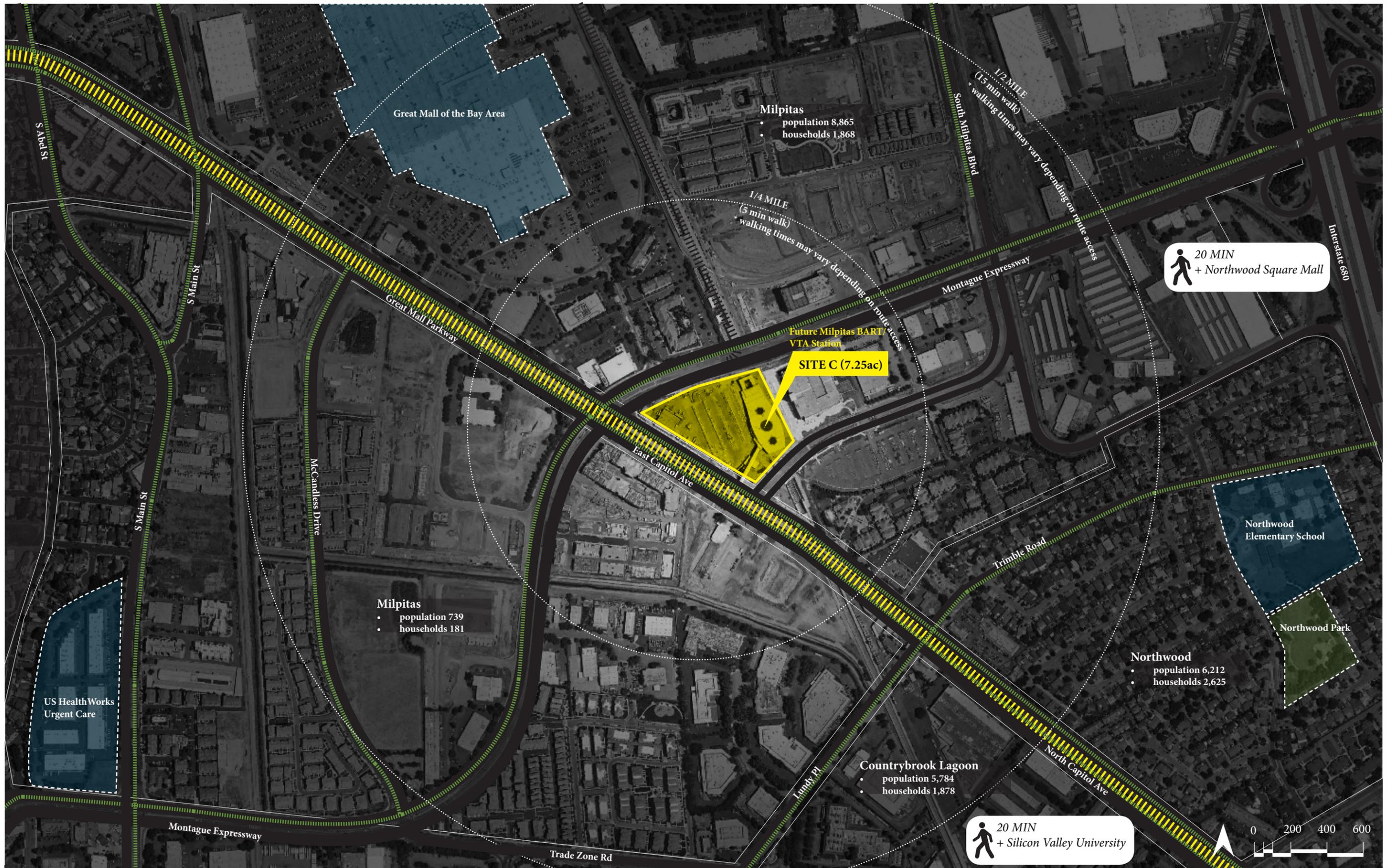
- ① Transit District Signage
- ② Bus Stop Improvements
- ③ Graphic/ High Visibility Crosswalks
- ④ Pedestrian Lights
- ⑤ Street Trees/ Landscape Improvements
- ⑥ Underpass Enhancements
- ⑦ Consistent/ Expanded Groundplane
- ⑧ Consisted Street Furniture
- ⑨ Public Art
- ⑩ New Pedestrian / Bike Connection to SR 87 Bike Path
- ⑪ Sidewalk Improvement
- ⑫ Bikeshare
- ⑬ Bike Racks/ Lockers/ Repair
- ⑭ Real Time Transit Information
- ⑮ High Visibility Bike Lane



Station Plan



SITE C: E Capitol Ave & Montague Expy



Site Context



Sidewalks:

- Narrow or non-existent
- Disconnected
- Poor condition



Bus Stops:

- No shelter/shade
- Lacking signage or visual cues
- Lack of loading space



Crosswalks:

- Do not prioritize pedestrians over motorists
- Lack of visual clarity



Streetscape:

- Limited street tree canopy/shade
- No furniture
- No pedestrian lighting



Median:

- Paved
- No trees or understory where sufficiently wide

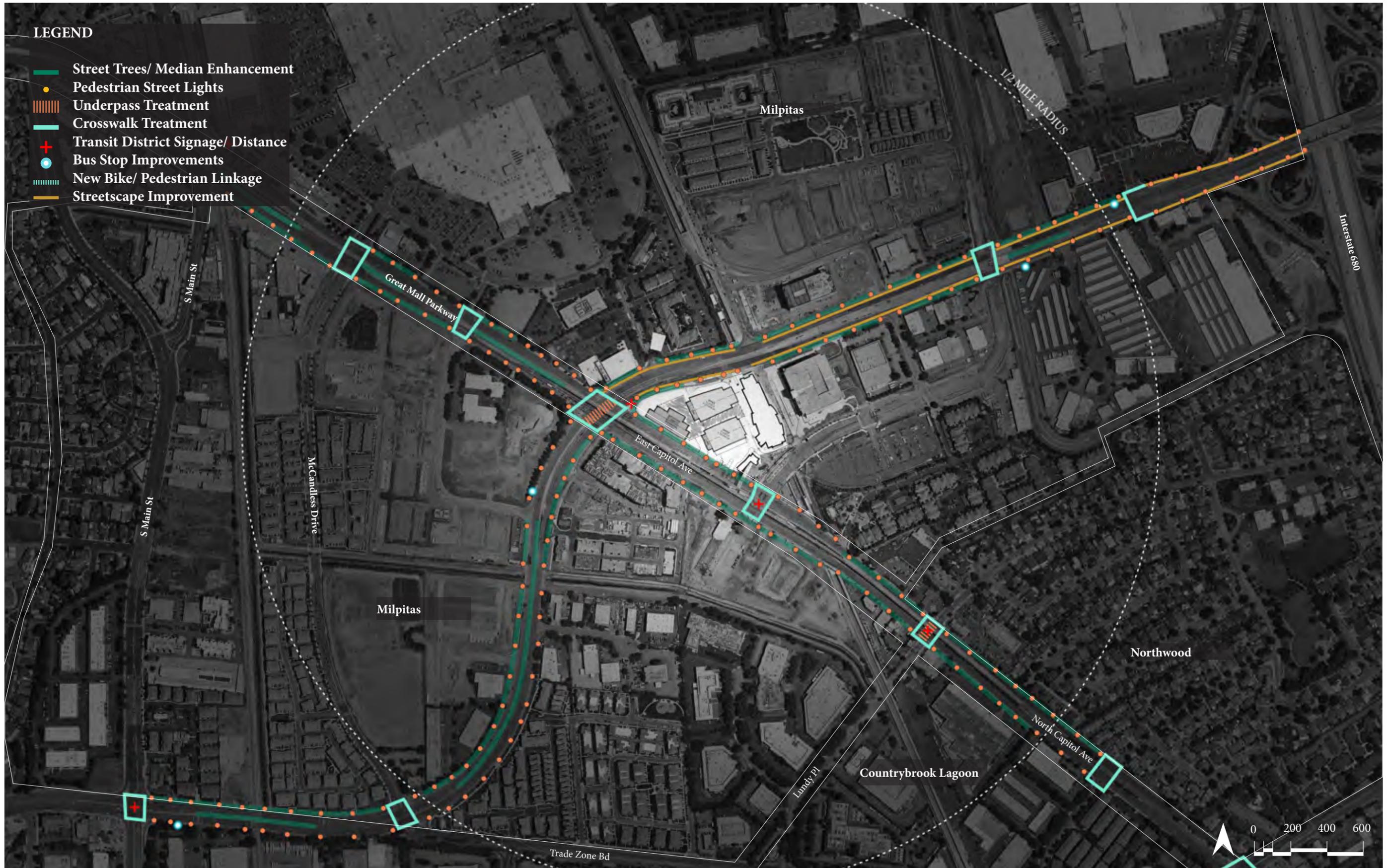


Bike Lane:

- Lacks visual clarity
- Does not acknowledge cyclists and motorist equally



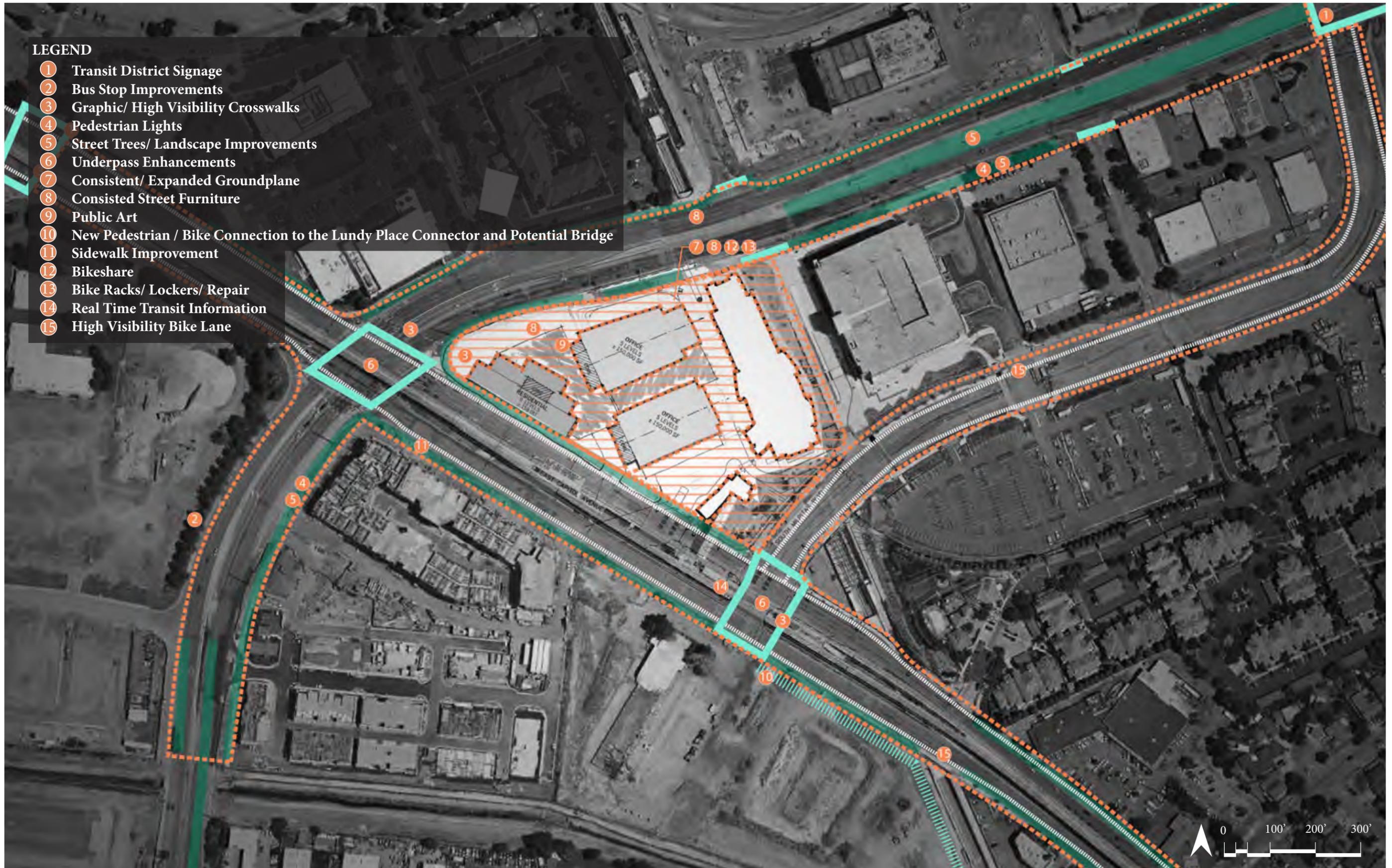
Site Conditions



District Plan

LEGEND

- ① Transit District Signage
- ② Bus Stop Improvements
- ③ Graphic/ High Visibility Crosswalks
- ④ Pedestrian Lights
- ⑤ Street Trees/ Landscape Improvements
- ⑥ Underpass Enhancements
- ⑦ Consistent/ Expanded Groundplane
- ⑧ Consisted Street Furniture
- ⑨ Public Art
- ⑩ New Pedestrian / Bike Connection to the Lundy Place Connector and Potential Bridge
- ⑪ Sidewalk Improvement
- ⑫ Bikeshare
- ⑬ Bike Racks/ Lockers/ Repair
- ⑭ Real Time Transit Information
- ⑮ High Visibility Bike Lane



Station Plan



Recommendations



1

Define a high-quality public plaza/landscape as a central organizing element within the development that prioritizes pedestrian colonization in addition to transit mode transfer. Introduce seating, shading, landscape, outdoor dining, public art, lighting, and programming to create compelling destinations for residents and riders alike.

2

Connect the development's central public space to the district's larger public realm. The more cohesive a unified public realm is, the more iconic the transit district will be received by the community. Considering extending the following elements one-half mile from the development's key catchment routes: pedestrian lighting, street trees, landscape, high quality bicycle connections, sidewalk improvements, and district signage.

3

Where possible, connect to adjacent parcels to achieve an expanded gateway experience – specifically at Blossom Hill—try to engage the parcel on the South side of Blossom Hill Road.

4

Curate active uses (retail, food & beverage) along street frontages and public space edges to drive development as destination. Capture the footfall of the transit riders in addition to the residents.

5

Establish a graphic brand identity that can be expanded beyond the property line. I.E. Consider the treatment of all key intersections and mid-block crossings. Painted graphic treatments can reinforce projects branding and help users navigate different modals entry and exit sequences.

6

Populate public space with features that support active transportation and First-Last Mile strategies (identified on plans for each parcel).

SCVTA - URBAN DESIGN ANALYSIS

May 2018

RELM

