PROJECT MISSION AND GOALS

1. Improve the legibility of Metro’s rail system through design of the stations and making them more “user-friendly.”

2. Improve the maintainability of the stations by employing more continuous design elements and materials.

3. “Raise the bar” of station design to keep pace with other world-class systems.
CURRENT STATE OF METRO STATION DESIGN

Observations from meetings with Metro departments and station field visits.

- Field visit documentation at 12 stations (North Hollywood, Hollywood/Vine, Wilshire/Vermont, Wilshire/Normandie, Memorial Park, Mission, Mariachi Plaza, East LA Civic Center, Firestone, Imperial/Wilmington, Willow, Expo/Crenshaw) and review of 96 existing stations.
MAINTAINABILITY

The choice and variation of materials in a single station and across the system have led to the inability to properly maintain the stations and ultimately their quick deterioration.
MAINTAINABILITY

There are many variations of individual components (e.g., trash cans, lighting, railings and fences) contributing to the inconsistency of the system and making the components more difficult to maintain and replace.
MAINTAINABILITY

Landscape is poorly maintained and plants are not selected to survive with little maintenance and the specific station environments.
SAFETY

Platforms should be open and designed with security in mind -- avoid dark and hidden places. Safety, lighting, and signage are the three most frequently cited issues by community groups.
PASSENGER INTERFACE

Many of the components are made ineffective through their placement on the platforms, often due to sunlight, glare, or height.
VISUAL FIELD

The addition of retrofit components and signage creates visual clutter and lacks a hierarchy, making the stations difficult to understand and navigate.
LESSONS LEARNED

How do we “raise the bar” of station design to keep pace with other world-class systems in:

- Architecture
- Materials and Maintenance
- Identity and Wayfinding
- Site and Connectivity
- Design Process
ARCHITECTURE
- Design Excellence
- System Wide Identity
- Legibility
- Universality
- Functionality and Adaptability

MATERIALS & MAINTENANCE
- Durable Finish Materials
- Limited Materials Palette
- Functionality
- Redundancy
IDENTITY AND WAYFINDING
- Scale and Impact
- Color
- Universal Communication
- System Signage Continuity

SITE AND CONNECTIVITY
- Establish a “Big Picture”
- Integrate Landscape with the Big Picture Vision
- Translate the Big Picture into a Palette
- Stitch the Station into the Neighborhood
- Spatial Configuration for Ease of Navigation
DESIGN PROCESS

- Reframe the Process
- Accountability
- Defensibility
- Managing Community Expectations
- Transition to Design/Build
BEST PRACTICE WORLDWIDE

What does LA Metro need to be doing to keep pace with the best metro systems worldwide?

Case study examples:
- Zurich, Switzerland
- Porto, Portugal
- Bilbao, Spain
- Washington, DC
- New York City
- Singapore
- Copenhagen, Denmark
- Heilbronn, Germany
8 BEST PRACTICES

Eight international station examples that exemplify the best practices in metro station design worldwide.

ZURICH, SWITZERLAND
PORTO, PORTUGAL
BILBAO, SPAIN
WASHINGTON DC, USA
NEW YORK CITY, NEW YORK, USA
SINGAPORE, REPUBLIC OF SINGAPORE
COPENHAGEN, DENMARK
HEILBRONN, GERMANY
DESIGN OBJECTIVES

1. To understand and accommodate *performance* requirements and ongoing *maintenance* efficiencies in a broadly applicable “kit of parts” for future station design.
   - Portal conditions for underground stations
   - Light rail platforms (at grade and aerial) with center, side, and split platform conditions

2. To create a system that is *user-friendly* and visually *legible*.

3. To design the elements of that system to be *world-class* in architectural quality and standards of performance.

4. To resonate in the design those qualities that define a sense of place in Los Angeles:
   - Light and air (in all senses of those words)
   - Abundance of natural materials
   - Focus on health, well-being and a kind of optimism
A “less is more” philosophy should be a design directive.
A “less is more” philosophy should be a design directive.
KIT OF PARTS COMPONENTS

- TVM
- TRASH RECEPTACLE
- MAP CASES
- PUBLIC TELEPHONE
- SPEAKERS
- STATION FARE PANEL
- FARE GATES
- ASH RECEPTACLE
- PTEL
- PYLON
- ROLL UP GATE
- SAFETY BARRIERS
- TAP
- VMS- EMP
- ETEL
- VMS- EDS
- SURVEILLANCE CAMERAS
- BENCH
PORTAL CONFIGURATIONS

PORTAL- UNDERGROUND TICKETING

PORTAL- ABOVE GROUND TICKETING
PORTAL - ABOVE GRADE TICKETING
ART PROGRAM OPPORTUNITIES
PORTAL - ART OPPORTUNITIES

A - 34' 10" x 31' 0" x 6' 0";
SURFACES OF GLASS EXTERIOR WALL;
DOUBLE SIDED OPTION

B - 14' 7" x 10' 0";
SURFACE ON EXTERIOR FACE OF CONCRETE WALL

C - 25' 10" x 11' 2" x 6' 0";
VOLUME ABOVE STAIRWELL SUSPENDED BELOW CANOPY
PORTAL = ART OPPORTUNITIES

A - 34' 10" x 51' 2" x 6' 0" SURFACES OF GLASS EXTERIOR WALL - DOUBLE SIDED OPTION

B - 14' 7" x 10' 0" SURFACE ON EXTERIOR FACE OF CONCRETE WALL

C - 23' 10" x 11' 2" x 6' 0" VOLUME ABOVE STAIRWELL SUSPENDED BELOW CANOPY
MATERIALS