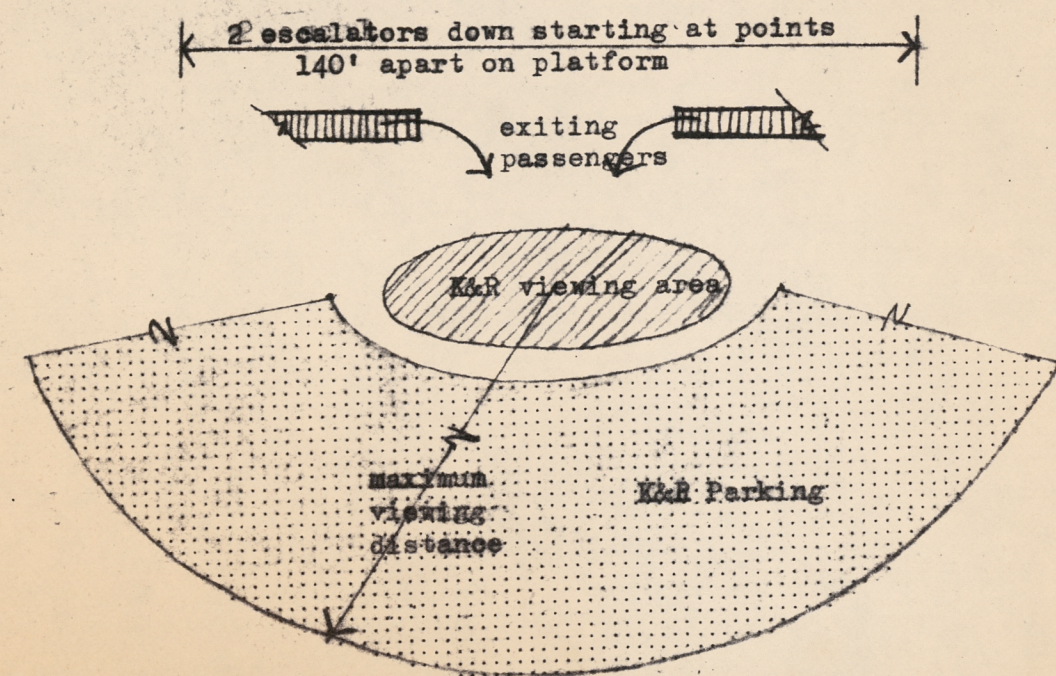


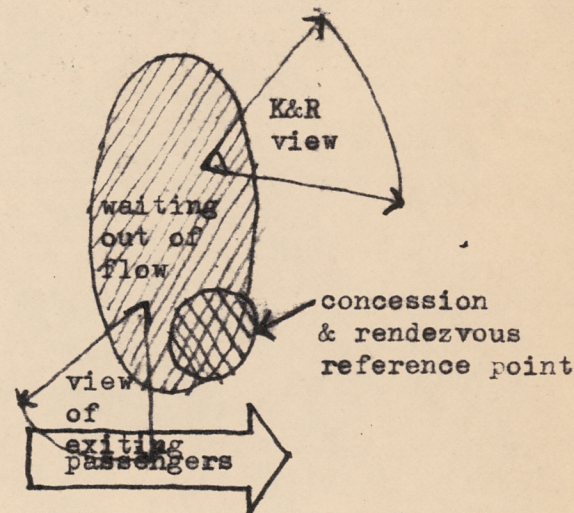
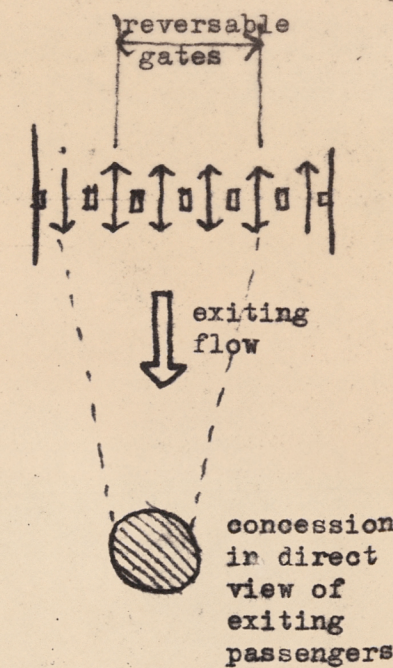
This system contains issues related primarily to the needs of passengers at a suburban station. Two problems are the rendezvous with the K & R auto driver and store and concession needs of exiting passengers.

To avoid confusion between the passenger and the person who is meeting the passenger, the K & R parking needs to be in one location that can be completely surveyed at some point by alighting passenger, (246). This surveillance point must be elevated in addition to being within the required visibility distance of all the K&R cars. Due to limited time spent in the stations, which results in part from the desire of most passengers to get out of the system as quickly as possible (381), the platform and escalators would not be adequate for meeting this need; although from a height standpoint, a side platform could be very good. In terms of speeding up flows through the stations and the general smoothness of passenger movement you could not have people stopping randomly to look for their car. Therefore the exiting escalators and stairs must drop people at an elevated viewing platform central to the K & R parking, from which they can move directly to their waiting car (67).

With this configuration the problem of making the distance from the train to a car a minimum (64) is more difficult since all escalators are coming to one central point. However, this problem is somewhat modified by the fact that people tend to choose their train car such that they minimize their walking distance at the station where they will alight (49). This means that you could have one exit point and the passengers would choose their train car accordingly. If the station volumes justify two escalators they would best be placed leaving the platform from points 140 feet apart, which would center them on a four car train. At off peak hours, when one of the escalators might be shut down, a two or four car train would stop centered on the operating escalator.



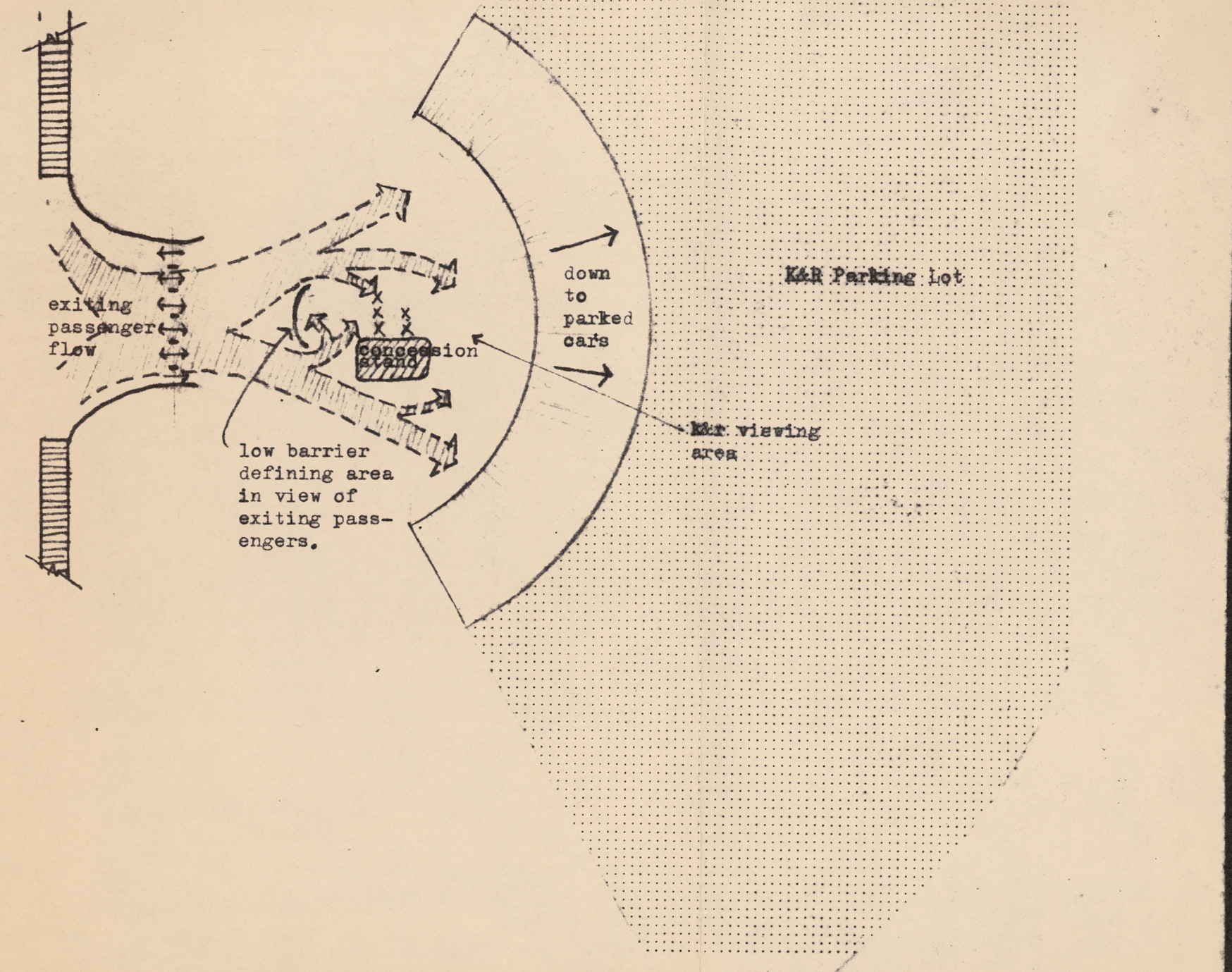
Note: Numbers in parentheses refer to requirements



In order to allow passengers to rely on habit (269) all stations (suburban at least) should have this same basic organization so that the pattern a person establishes using one pair of stations is not disrupted when one or both of these stations change.

In order to easily reverse flows (74) the gates need to be in a single bank with the center reversible to meet changes in volumes throughout the day. In order to get the maximum number of exiting ticket gates, reducing delays to exiting passengers (381), and to achieve greater utilization of the machines, the gates should all be placed in one location. This is necessarily from the concessionaire's viewpoint so that the concessions will be exposed to the maximum flow at suburban stations, which have relatively low passenger volumes (115). From the concessionaire's standpoint it would be ideal to locate their stands just opposite the exit gates to catch people at a time when they are open to suggestion (117,383). This means that there would be only one concessionaire, which is all that the typical suburban station could sustain economically, especially if he is carrying anything of the wide variety of things that people are likely to want (123).

Those people who arrive at the viewing at the viewing platform and find that their car has not arrived should be able to grab a cup coffee, newspaper or cigarettes without leaving the place from which they can view the lot (125). In the case of the person who drives to the station to meet someone and arrives early he must find a similar concession facilities and a place to wait in full view of the stream of passengers so he can spot the person he is meeting (247, 125). For the benefit of irregular users, which such meeting would involve, this place must be easily identifiable as a rendezvous point (328). If there were but one concession stand, as other requirements discussed in the next paragraph suggest, this would be an unmistakable reference point. (If there were but one exit point as required by the previous diagram there would never be any problem of people finding the right exit, (237), to get to the concessions stand where they are to meet someone.



CONCESSIONS IN RELATION TO STATION EXITS

PRELIMINARY

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