



MEETING MINUTES

TECHNICAL WORKING GROUP (TWG) MEETING #5

Phone and WebEx | 01-26-17 – 10:00 – 11:30 AM

ATTENDEES

Mike Behen
Michael Dieden *
Rob Bruce
Kari Blackburn
Brian Kuhn
Carlene Saxton
James Purtee
Sindre Fredsvik *
City of Palmdale

Roland Genick
Aida Banihashemi *
Celeste Milam
Bob Scales
Parsons Team

Ben Lichty
Karl Fielding
Tony Mendoza
Rick Simon *
CAHSR

Erika Monroe
AVTA

Ron Mathieu
SCRRA

Andrew Mack
Xpress West

Steve Fox *
SCAG

Brian Balderram
Xpress West

Richard Ramirez *
CBRE

Maxt Thelander *
LA County Planning

* participation by phone

Welcome:

- Mike Behen provided introductory remarks, thanked participants for their time and welcomed everybody to the meeting

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Agenda

- Roland Genick provided a brief overview of the structure of the meeting it intends to cover 3 major areas:
 1. Updates on what has been completed for the project so far
 2. Technical discussion on multi-modal connectivity; update on implementation strategy for Palmdale Station Area Specific Plan (PTASP)
 3. Coordination needs, particularly with respect to the integration of Xpress West

Project Update – Public Survey Results

- Roland Genick provided an overview of the results of the public survey regarding the project. Survey findings that are of particular importance to the project are highlighted below:
 - Over 1,260 unique visitors to the survey have provided feedback
 - 12 percent of participants indicated that “train” is the preferred mobility mode, which indicates a mode-split well above county average and is an encouraging indicator for mode splits after introduction of HSR service.
 - Majority of responders consider protected bike lanes an important part of the multi-modal circulation network
 - Majority of respondents see the station area as an opportunity for growth and the chance to create a new downtown

Ron Mathieu asked whether or not the elevated tracks would be beneficial or detrimental to the station area. Roland responded that the quality of the connectivity across the tracks is what is important to the development of the SAP.

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Project Update – Southern California HSR Ridership Projections

- Roland Genick introduced the fact that a study into the overall ridership potential of a Southern California HSR system was currently underway. Andrew Mack clarified that the study is a joint study between CAHSR, Xpress West, SANDAG, Metro, HDC.
 - The study evaluates ridership potential for a comprehensive SoCal system with a 4-phase build out.
 - Phase 0: An initial system between Las Vegas and Victorville
 - Phase 1: A system between Palmdale and Las Vegas with connections to the Palmdale Metrolink network
 - Phase 2: A system that includes all of the above plus service to Burbank
 - Phase 3: A system that includes service to Anaheim, Los Angeles Union Station, and the remainder of the CAHSR system.
- Xpress West could assume service up to 7 years ahead of CAHSR (2022 vs. 2029)
- TWG concluded that the Palmdale HSR SAP needs to accommodate potentially phased implementation of HSR service into consideration
- Ridership projections should be available publicly shortly.

Project Update – Economic Development Strategies

- Roland Genick informed TWG members that the *Economic Development Case Studies*, the *Economic Development Demand Analysis*, and the *Economic Development Strategy* have been completed and will be available on the project WebSite shortly after they have been accepted by the City of Palmdale
- Four key take-aways from the Case Studies are:
 - The importance of placemaking, particularly for the initial development components
 - The quality of the connectivity across the HSR alignment is critical to the economic development of the areas adjacent to the HSR alignment
 - Station area planning is critical
 - Implementing a dedicated entity that can administer the governance of the station area is critical in that to join public and private interests
- The Economic Development Strategy envisions the implementation of a 3 phased strategy
- Andrew Mack agrees with the phased implementation strategy and suggests that there should be an additional phase that would acknowledge the potential early arrival of Xpress West (prior to CAHSR)
- Tony Mendoza inquired whether or not the economic development studies had accounted specifically for the additional economic development demand that was generated by implementing connectivity across the HSR alignment. Roland responded that such a study had not yet been completed but that Parsons would explore with the City whether or not a direct correlation could be established.

Technical Discussion – Multi Modal Connectivity

- Roland Genick presented a series of potential crossing alternatives and illustrated the benefits and drawbacks for each of them. The alternative perceived to be most beneficial to the City of Palmdale and best suited to support the economic development potential in the City is a trench configuration that does not impede connectivity across the HSR alignment and allows for the potential future overbuild of the tracks and utilization of the airrights above the ROW.
- Michael Dieden supported a trench configuration for the HSR alignment and stated that, from an urbanistic standpoint a grade separated configuration appears to be most beneficial for the City. Michael highlighted the example of Solana Beach which has taken advantage of a revised, trenched alignment of the
- Rick Simon stated that a trenching option would need to be further studied by CAHSR and that final evaluation of the feasibility of such an option would require additional engineering.
- Mike Behen explained that the trench option is not a new concept but much rather one that the City has been suggesting for a number of years and represents the City's preferred
- Tony Mendoza inquired into the importance of the Palmdale Boulevard crossing.
- Both Mike Behen and Jim Purtee confirmed that the potential north south division of the City and the detriment it imposed on the development of a new downtown constituted a major concern with regards to the required Palmdale Boulevard overpass. Both commented that various successful case studies have utilized below grade alignment options and the development opportunities that come from it to their advantage.

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Technical Discussion – Update to Palmdale Transit Area Specific Plan (PTASP)

- Roland Genick explained that the boundary of the PTASP has been revised slightly in order to facilitate ease of environmental clearance.
- Bob Scales added that the revisions to the roadway network associated with the multi-modal circulation element will have to be environmentally cleared through an amendment to the current environmental document for the HDC project. City confirmed that the circulation plan developed for the Palmdale HSR SAP represents the City's preferred configuration and Parsons should move forward communicating that preference to Caltrans.

Information Required – HSR/Xpress West Station Footprint

- Roland Genick expressed the need to understand the requirements of both CAHSR and Xpress West at the station with respect to required tracks, station support facilities, and surface areas needed to implement parking facilities.
- Tony Mendoza indicated that the plan for the station footprint for CAHSR presented during the meeting was very close to the current configuration and a final plan would be shared with the City.
- Andrew Mack indicated that the station plans developed for the Xpress West station at Victorville was very close to what Xpress West would expect to be needed at the Palmdale Station.

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