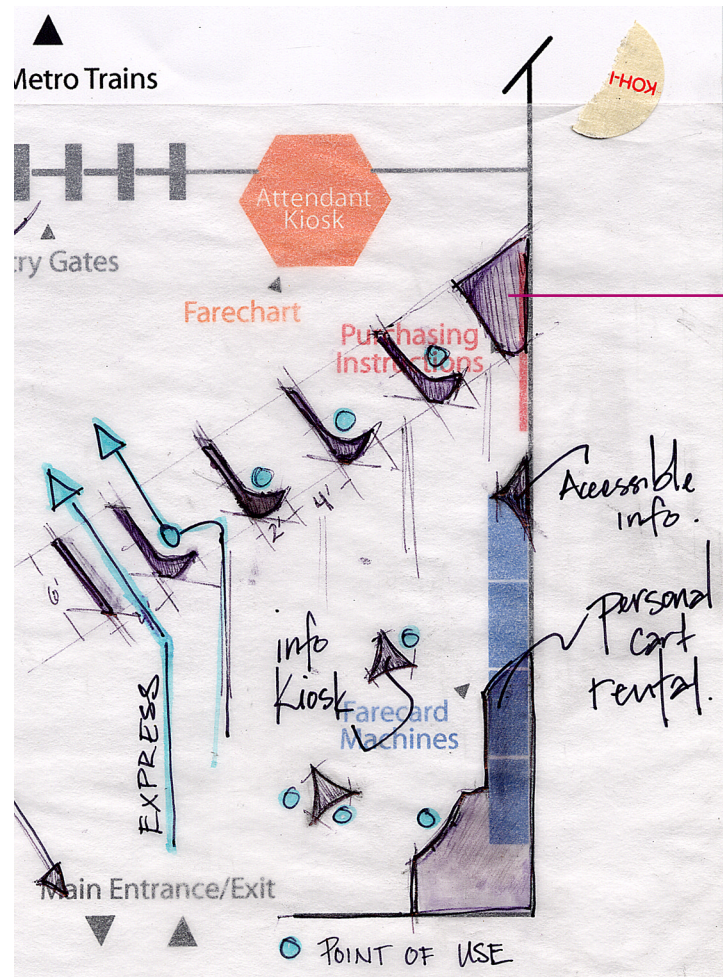




Design Strategy

fig 82

In this work, ideas for the set-up of new system components inside an existing station were sketched out on paper. From my previous floor plan studies of the existing AFCS system, it was known that the designs' forms needed to better relate to ways in which people move through the station interior. The goal was to create a more intuitive system for riders of all ability levels in order to eliminate heavy reliance on the station staff. The floor plan format was used again because it was helpful for establishing certain parameters for the cooperation among new components.

Arriving users will also need information as they exit the station. These stations provide street maps, connecting transit sources, etc.

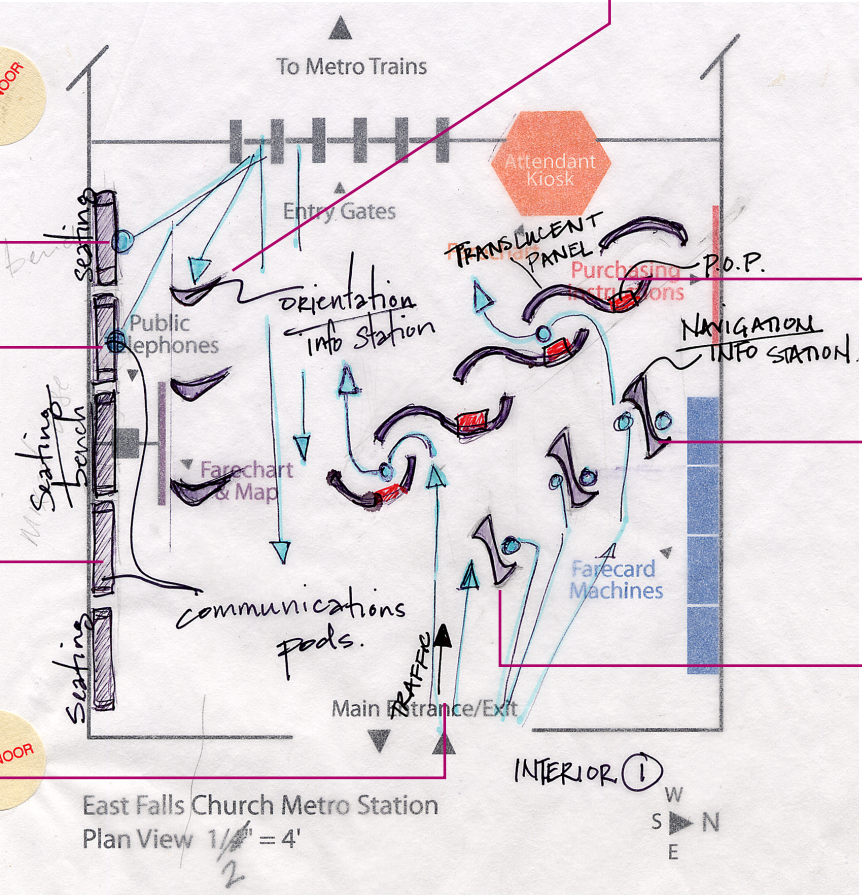
Floor Plan Studies

Some seating is available for waiting people; accessible and out of the way of station traffic.

To provide more up-to-date communications equipment, the Hub provides wireless web access and pay telephones with video phone options.

Communications Hub: accessible from only one side, slim profile of 3 feet, located so that station staff can see users inside it.

Should entering riders be able to immediately see the station staff's booth? Should they be more, or less, readily available?



This design allows for privacy, but still gives station staff a view of the purchase area.

Double-sided information station placed to help direct traffic to the ticketing area. Wide enough for 2-3 people to view at once, slightly curved for a sense of personal space.

Placement may obscure in-coming riders' view of the station.

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fig 83

fig 84



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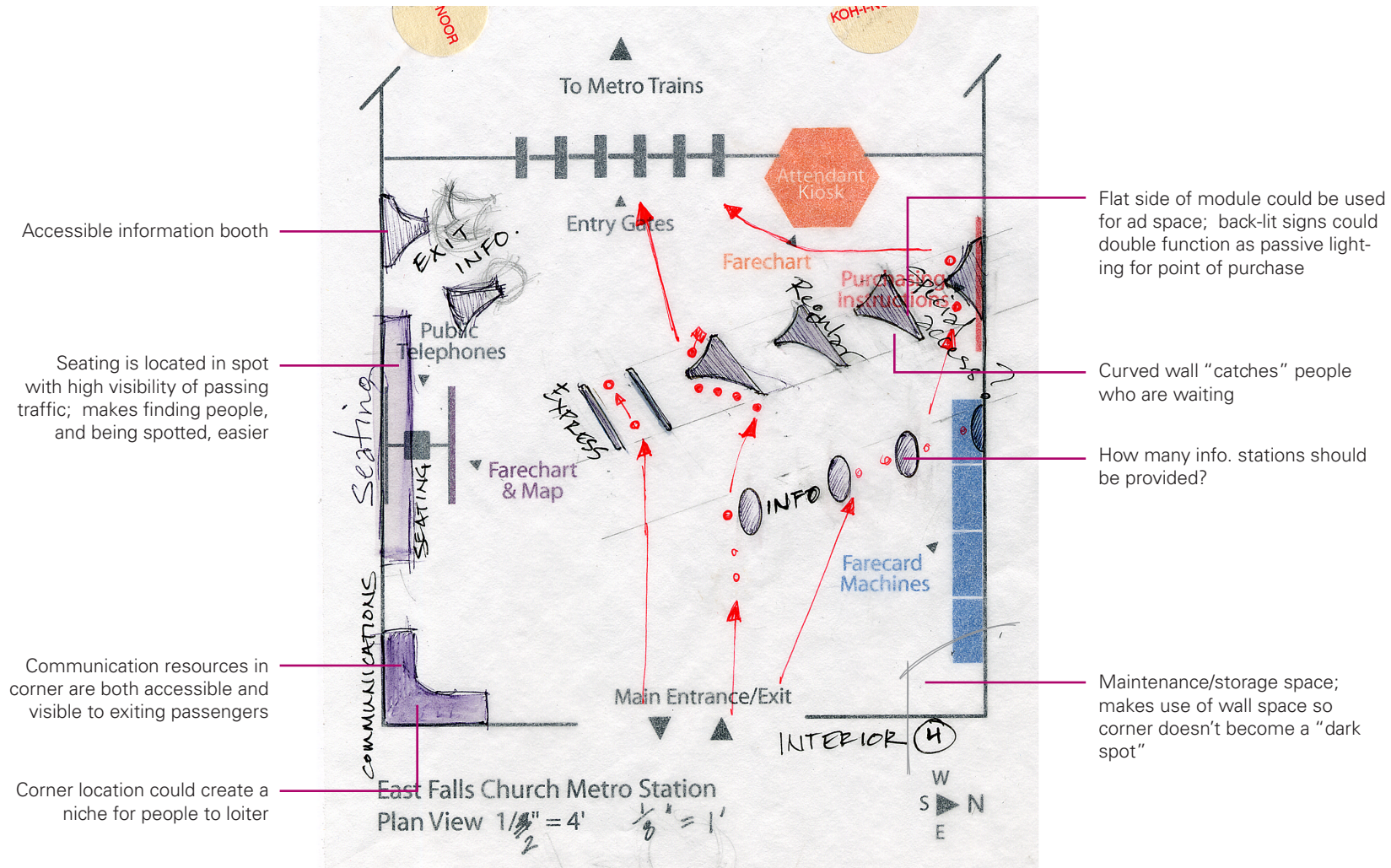


fig 86

This kiosk geometry works well with traffic flow and the location that it is in.

Moving the seating and communications areas together creates extra room for the exit kiosk

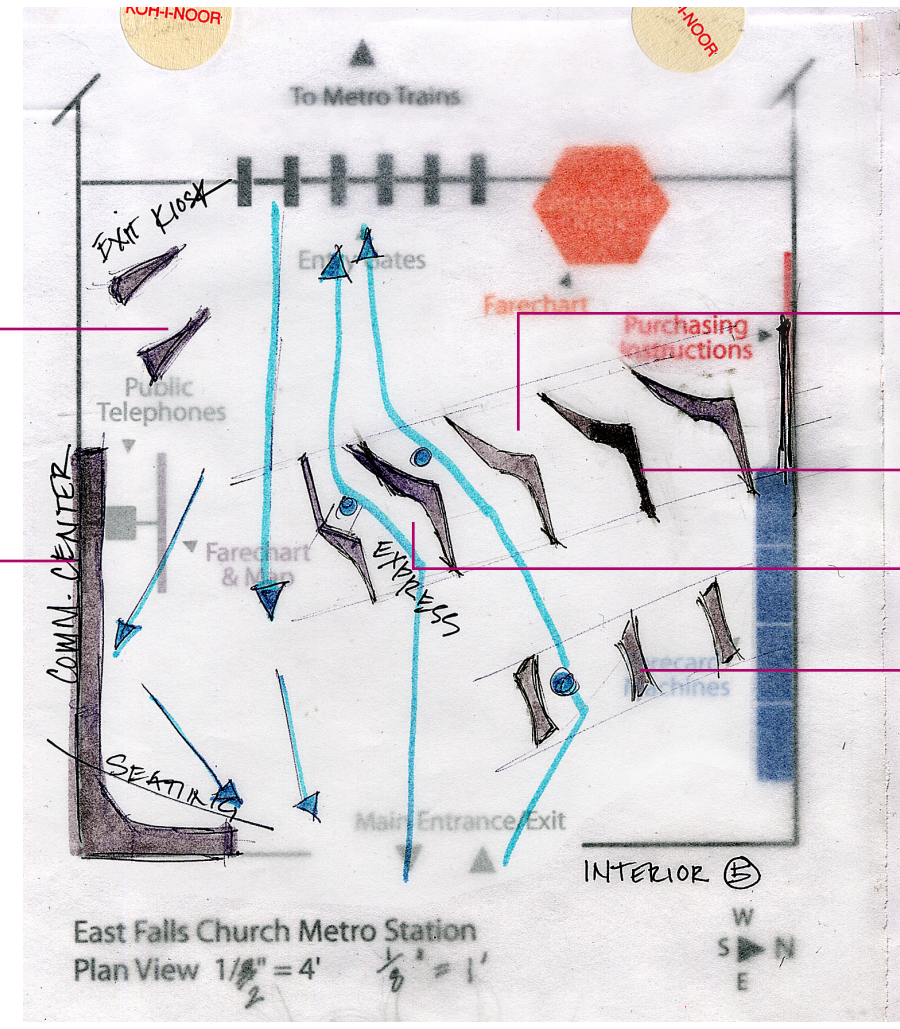


fig 87

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