SAN FRANCISCO, 2016

SCHEDULE OF EVENTS Wednesday October 12

CALIFORNIA DAY
Bigger and Bolder: Preparing California Communities for High-Speed Rail
Transportation projects are urban projects
circuler

QUAND NOS MOUVEMENTS FAÇONNENT LA VILLE
Transportation infrastructure can often divide neighborhoods.
Stations should be designed to connect rather than divide neighborhoods.
HSR is space-efficient mode of intercity transportation that can be inserted into dense urban environments.
Rail infrastructure can be knit into dense urban contexts.
Train stations are space-efficient intercity transportation facilities.

Gare St. Lazare, Paris
450k people pass through station daily
Train stations must facilitate mobility across scales
HEART OF EUROPE

LONDON 1h40

BRUSSELS 0h38

COLOGNE 2h10

AMSTERDAM 2h20

PARIS 1h00

DIEPPE

DOUVRES

CALAIS

LILLE

GAND

ROTTERDAM

ANVERS

LIEGE
Great train stations balance their “place” and “node” functions
Figure 3.9  A dendritic drainage pattern
PRIVATE MOTOR VEHICLES
600—1,600/HR

MIXED TRAFFIC WITH FREQUENT BUSES
1,000—2,800/HR

TWO-WAY PROTECTED BIKeway
7,500/HR

DEDICATED TRANSIT LANES
4,000—8,000/HR

SIDewALK
9,000/HR

ON-STREET TRANSITWAY, BUS OR RAIL
10,000—25,000/HR

From: NACTO Transit Street Design Guide
Beverly Center, Los Angeles
Rail reinforces central nodes
“The need for a sustainable approach in urban development has coupled the understanding of the polycentric city with the need to concentrate urban development around highly accessible nodes” [KCAP]
But only if stations are knit into the urban fabric and designed to optimize seamless connections
Optimal integration of high-capacity modes at Berlin Main Station
Holistically-designed projects need not be expensive
One of the most transit-rich locations in the Bay Area, the usefulness of the site as regional transportation facility is compromised by piecemeal planning, investment, and fragmented ownership.
To go from A to B, you need to go all the way to F.
Opportunity in San Jose
San Jose > San Francisco: 30min
San Jose > Fresno: 58min
San Jose > LA: 2hrs 10min

2030
220 mph by High-Speed Rail
All Modes Converge at Diridon Station

Planned Major Regional Rail Services San Jose Diridon-2026

- **HSR**
- **BART**
- **Caltrain**
- **ACE**
- **Capitol**
Diridon Station
Area Plan
240 Acres

North:
Innovation District

Central: Destination Diridon

South:
Mixed-use Residential
Google, San Jose plan search giant’s downtown expansion; up to 20,000 jobs possible

June 6, 2017

GOOGLE’S AREAS OF INTEREST
The company has been eyeing and buying properties with a plan to create a transit-oriented Google village in downtown San Jose.
Challenges in San Jose
What I know – “K”

What I know I don’t know – “KDK”

What I don’t know I don’t know – “DKDK”
• Many cooks in kitchen with little experience as chefs
• Understanding that integrated project will deliver more benefits to all, but
  – Who takes lead?
• Urgency brought by Google
• Lack of clarity on what a great station should do for us
• Not all recognize that project must be viewed as a combined transportation, land use, urban design, and economic development effort in order to be successful
• Not a clear recognition that project is a project in and of itself
Few good domestic examples
Diridon Study Tour July 2017
• Articulate new bold vision that all share
• Developing a new collaborative approach for rail alignments that will intersect at station
• Bringing in international expertise
• Exploring a full-time dedicated project management function for the station to work with all partners to achieve our shared vision.
• We are bringing Google into our partnership
• City has added capacity in-house
A project of statewide significance

- Increased funding
- Financing tools
- Enhanced tools for property acquisition
- Streamlined environmental review

A project of statewide significance
“Environmental impact assessments of [capital] projects are often restricted to checklisting procedures that stress well-established knowledge of local impacts, while ignoring interregional, systemic or long-term effects.”

- Bent Flyvbjerg, Megaprojects and Risk
Project Evaluation: U.S. vs. France

The NEPA Process

1. Agency Identifies a Need for Action and Develops a Proposal

2. Proposed Action is Described in Agency Categorical Exclusion (CE)
   - NO
   - YES

3. Significant Environmental Effects Uncertain or No Agency CE
   - YES
   - NO

4. Significant Environmental Effects May or Will Occur
   - YES
   - NO

5. Significant Environmental Effects Likely to Be Significant?
   - YES
   - NO

6. Finding of No Significant Impact
   - YES
   - NO

7. Decision
   - YES
   - NO

8. Final EIS
   - YES
   - NO

9. Public Availability of FEIS
   - YES
   - NO

10. Record of Decision
    - YES
    - NO

Implementation with Monitoring as Provided in the Decision

Déroulement synthétique de la procédure administrative

1. Décision de l'administration
2. Consultation et débats publics
3. Etude d'impact
4. Déclaration de projet
5. Déclaration d'utilité publique
6. Arrêté de cessibilité
7. Le cas échéant, recours contre ces 2 actes devant les juridictions administratives

Record of Decision

Declaration of Public Utility