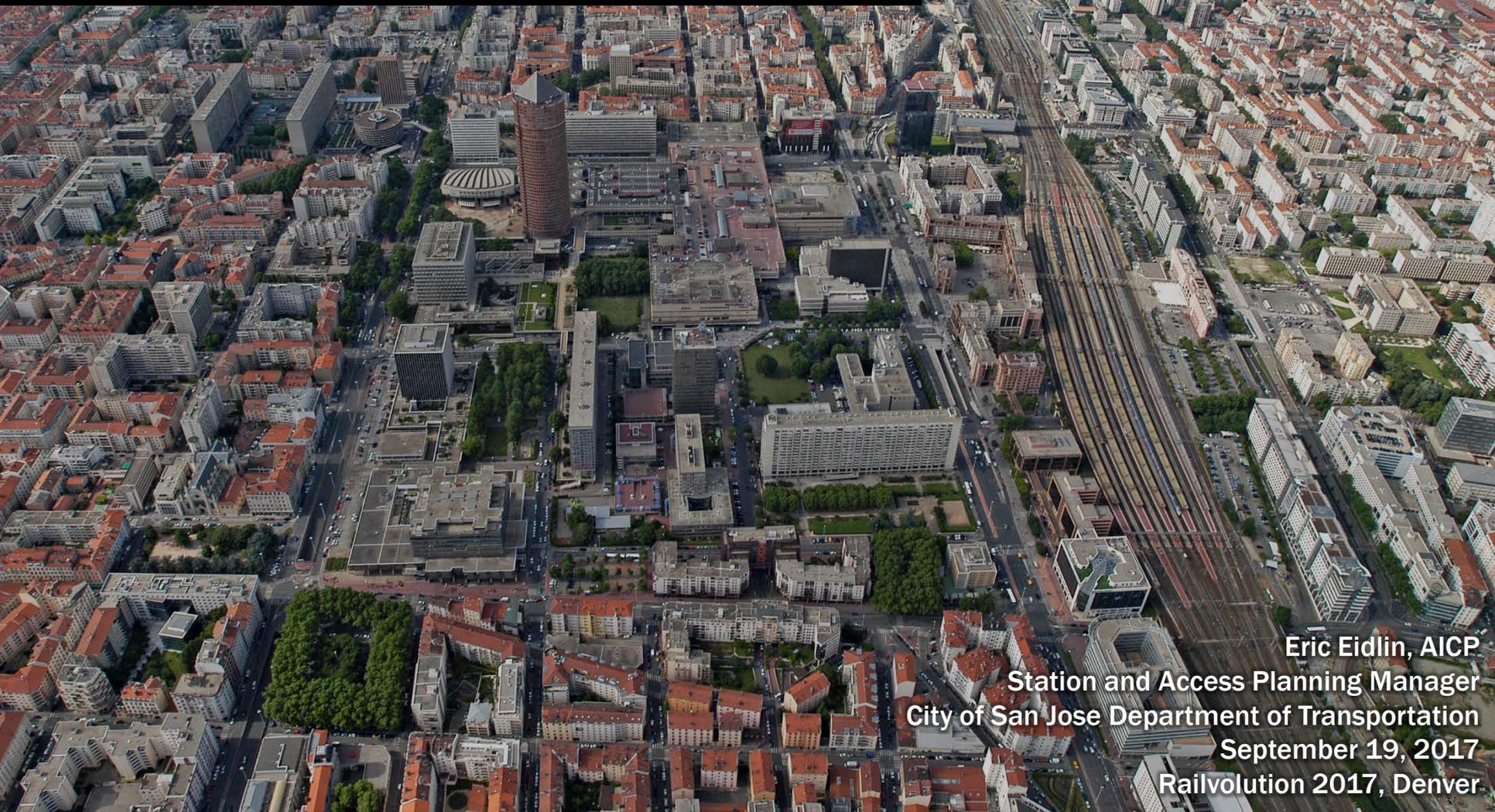


Common Wisdom from Europe on Train Stations and Cities



Eric Eidlin, AICP
Station and Access Planning Manager
City of San Jose Department of Transportation
September 19, 2017
Railvolution 2017, Denver



The German Marshall Fund
of the United States

STRENGTHENING TRANSATLANTIC COOPERATION



Rail~Volution

Building Livable Communities
with Transit

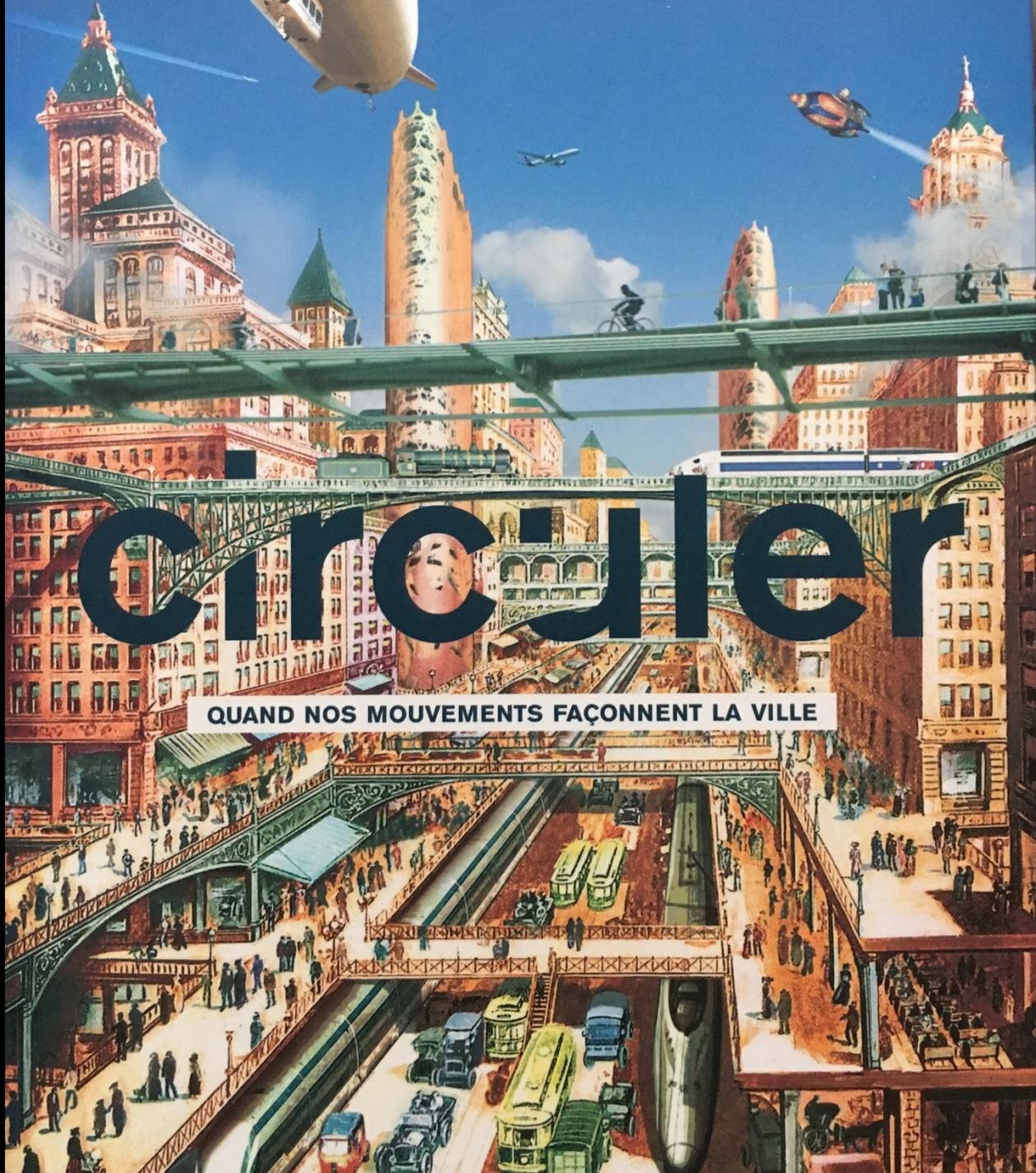
SAN FRANCISCO, 2016

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



Rotterdam



CENTRAL STATION

APL

Service
OVB
Dwarsplein
Lijnbaan

Metro
Stationsplein

Conradstraat

Rotterdam

Transportation infrastructure can often divide neighborhoods



Paris - Pleyel



Stations should be designed to connect rather than divide neighborhoods



Paris - Pleyel

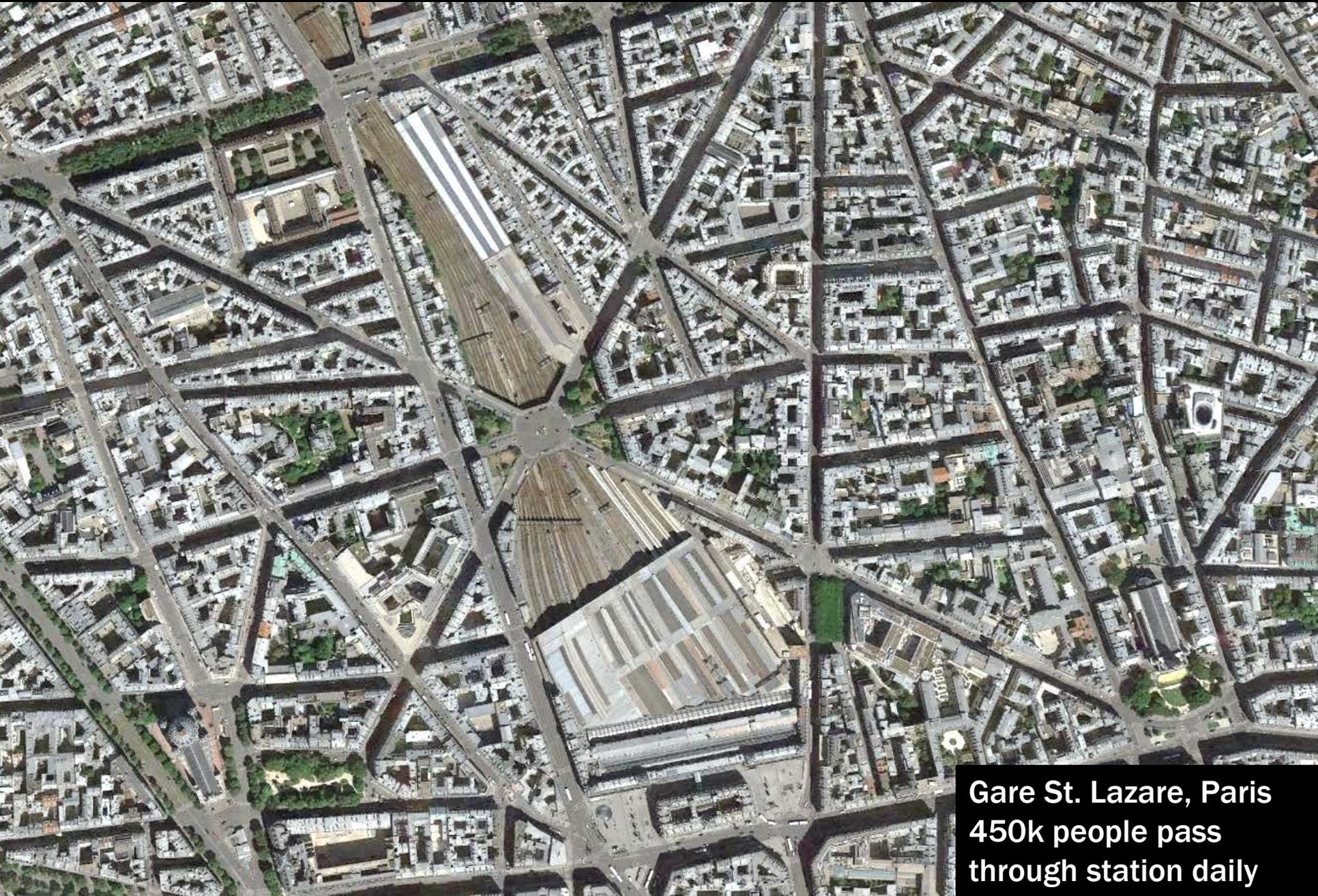
HSR is space-efficient mode of intercity transportation that can be inserted into dense urban environments

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



PHX
Phoenix Sky Harbor
International Airport

Primavera

R&S MATTRESS
SHOP
SAVE

46

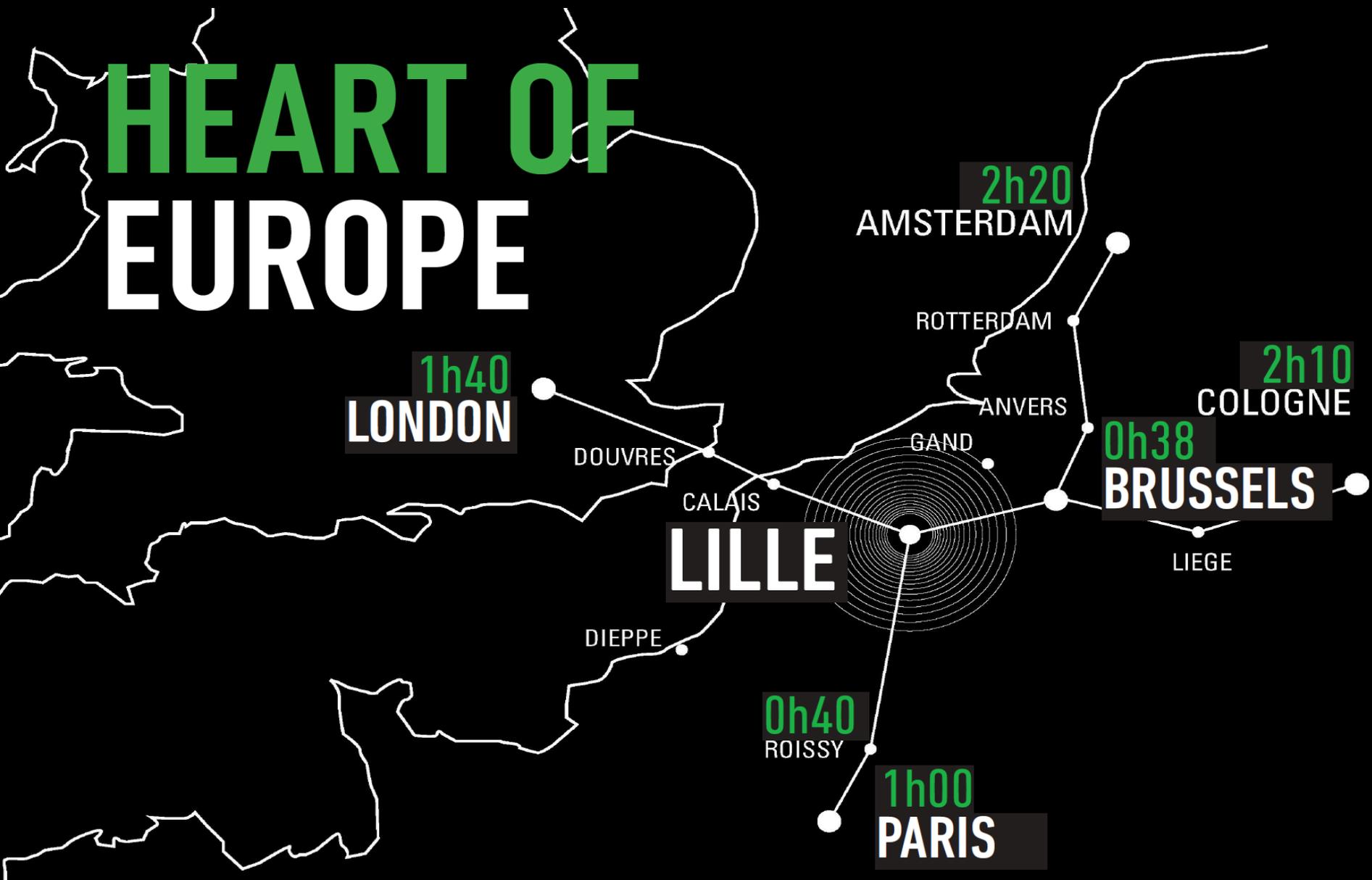


Los Angeles

**Train stations must facilitate
mobility across scales**



HEART OF EUROPE



1h40
LONDON

2h20
AMSTERDAM

2h10
COLOGNE

0h38
BRUSSELS

LILLE

1h00
PARIS

0h40
ROISSY

DIEPPE

CALAIS

DOUVRES

GAND

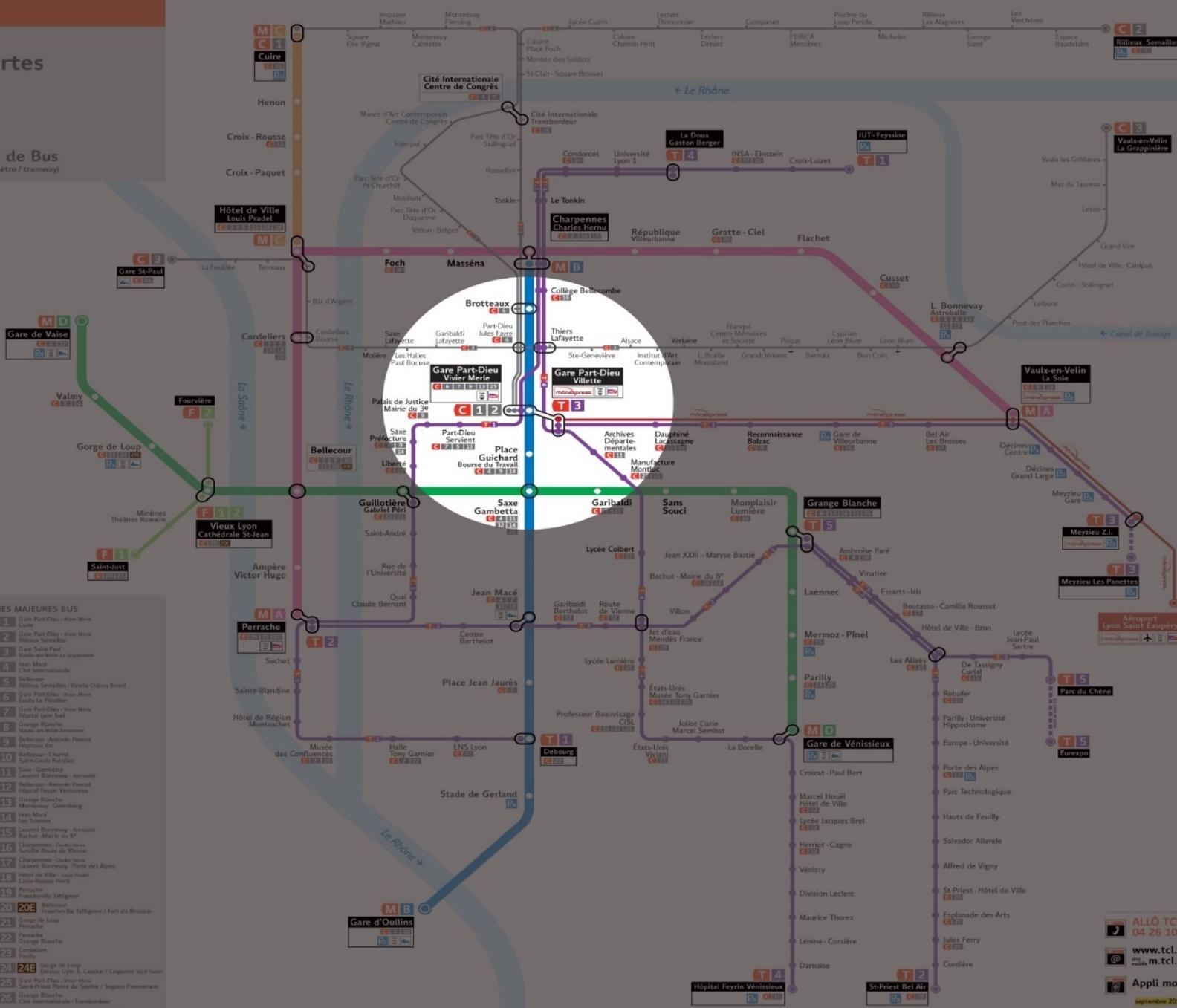
ANVERS

ROTTERDAM

LIEGE

Plan lignes fortes

- M** Métro
- T** Tramway
- F** Funiculaire
- C** Ligne majeure de Bus
(en correspondance avec métro / tramway)



MÉTRO

- M A** Perrache - Vaclas - Vieux La Soie
- M B** Charpentiers - Châteauneuf - Gare d'Orléans
- M C** Hôtel de Ville - Louis Pradel - Cuire
- M D** Gare de Vaise - Gare de Vieuxlaux

LIGNES MAJEURES BUS

- C 1** Gare Part-Dieu - Vieux-Mercé - Luce
- C 2** Gare Part-Dieu - Vieux-Mercé - Rhône - Semelles - Gare d'Orléans
- C 3** Gare Saint-Paul - Vaise - Vieux-Mercé - La Grappe - Gare d'Orléans
- C 4** Jean-Macé - Cité Internationale
- C 5** Bellevue - Rhône-Semelles - Vieux-Château-Brunet
- C 6** Gare Part-Dieu - Vieux-Mercé - Écully - Le Nord - Hôtel Lyon-Sud
- C 7** Gare Part-Dieu - Vieux-Mercé - Hôtel Lyon-Sud
- C 8** Grange-Blanche - Vieux-Mercé - Écully - Le Nord
- C 9** Bellevue - Arsonn - Poncelet - Hôpital - Est
- C 10** Bellevue - Charrier - Saxe-Corinthe - Barthes
- C 11** Saxe-Gambetta - Laurent-Bornavey - Arsonn
- C 12** Bellevue - Arsonn - Poncelet - Hôpital - Feyzin - Vieux-Mercé
- C 13** Grange-Blanche - Montesson - Gutenberg - Jean-Macé
- C 14** Jean-Macé - Les Sources
- C 15** Laurent-Bornavey - Arsonn - Bachelot - Marie du 8^e
- C 16** Charpentiers - Ovale - Louis - Sunelle - Route de Vaise
- C 17** Charpentiers - Ovale - Louis - Laurent-Bornavey - Porte des Alpes
- C 18** Hôtel de Ville - Louis Pradel - Croix-Rouge - Nord
- C 19** Perrache - Franchetville - Taftignen
- C 20** Bellevue - Franchetville - Taftignen / Parc de Brévaux
- C 21** Gorge de Loup
- C 22** Perrache - Grange-Blanche
- C 23** Condoles - Parilly
- C 24** Gorge de Loup - Centre - Clem. E. - Crotin / Capennes - Vieux-Pharm
- C 25** Gare Part-Dieu - Vieux-Mercé - Saint-Priest - Plaine de Sayette / Sigalet - Promoteurs
- C 26** Grange-Blanche - Cité Internationale - Transbordeur

FUNICULAIRE

- F 1** Hôtel Lyon - Cathédrale - Strian - Saint-Jean
- F 2** Hôtel Lyon - Cathédrale - Strian - Saint-Jean

TRAMWAY

- T 1** Debourg - Hôtel de Région - Monrochet - IUT - Feyzin
- T 2** Perrache - Saint-Priest - Bel Air
- T 3** Gare Part-Dieu - Vieux-Mercé - Meyzieu - J. J.
- T 4** Hôtel Feyzin - Vieuxlaux - La Doua - Gorge de Loup
- T 5** Grange-Blanche - Parc du Chêne - Europe - des pays de saône

SERVICES

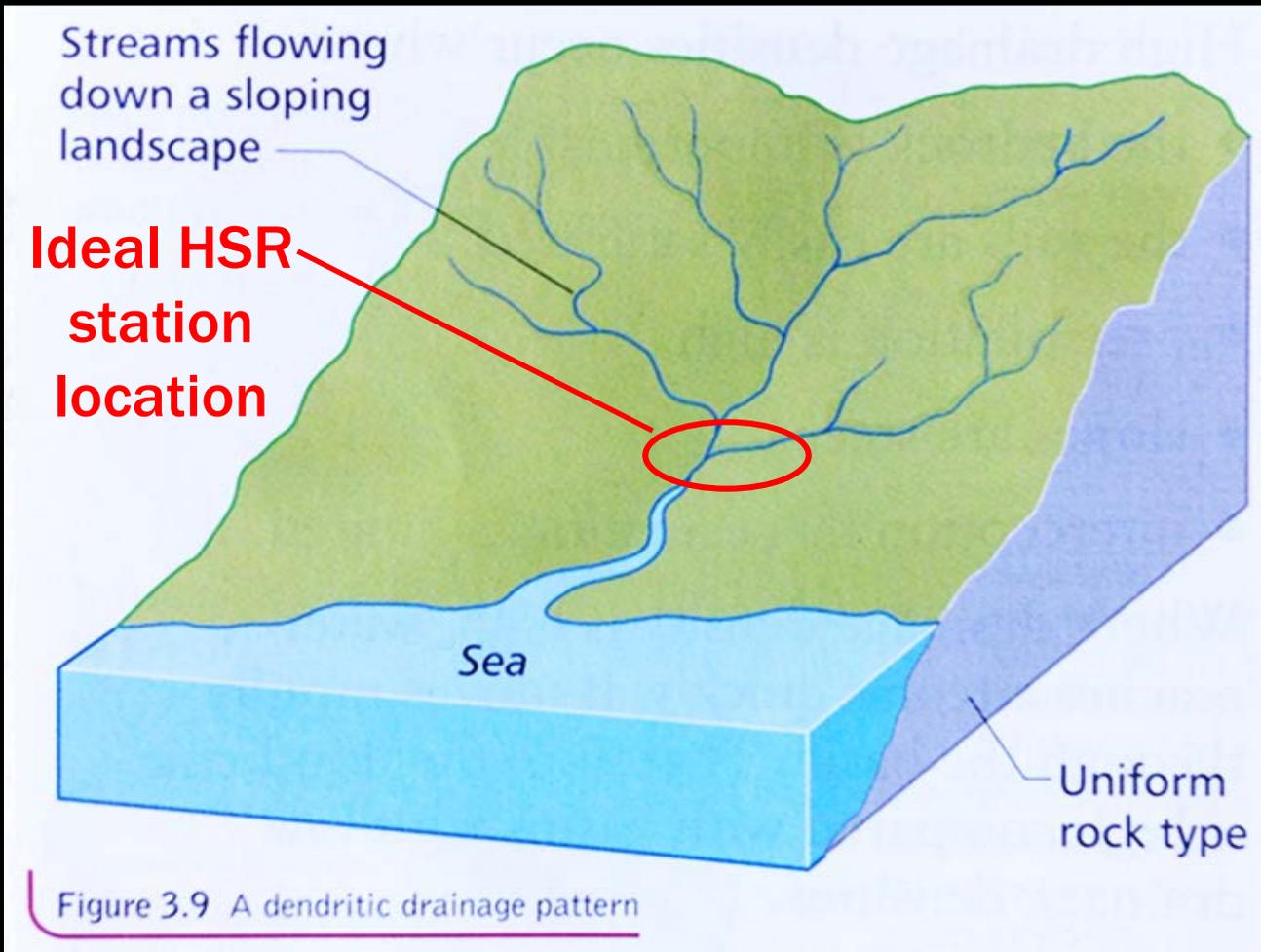
- R** Parc relais TCL
- A** Descente aéroport - Simplification handicap
- A** Aéroport
- S** Gare ferroviaire
- Toutes les stations de métro, tramway et voirbus C1-C2-C3 sont accessibles à l'exception de la station Croix-Paquet. Pour connaître la disponibilité des ascenseurs, appelez le 04 26 10 12 12 ou consultez l'application accessible.

Pour les autres lignes de bus, consultez nos plans détaillés

ALLÔ TCL Service Client
 04 26 10 12 12
www.tcl.fr
 Appli mobile TCL

Great train stations balance their “place” and “node” functions







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



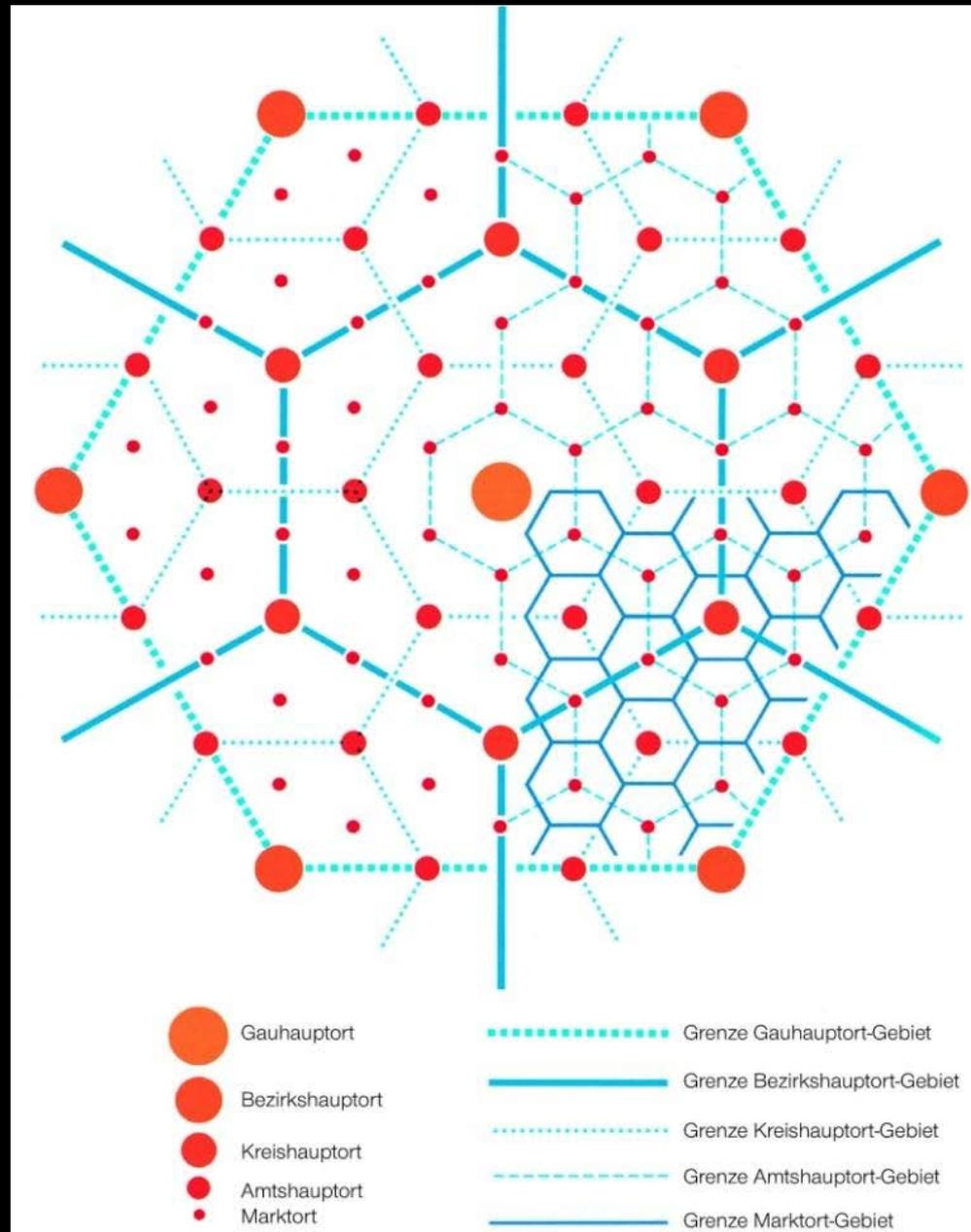
ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR



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



Berlin

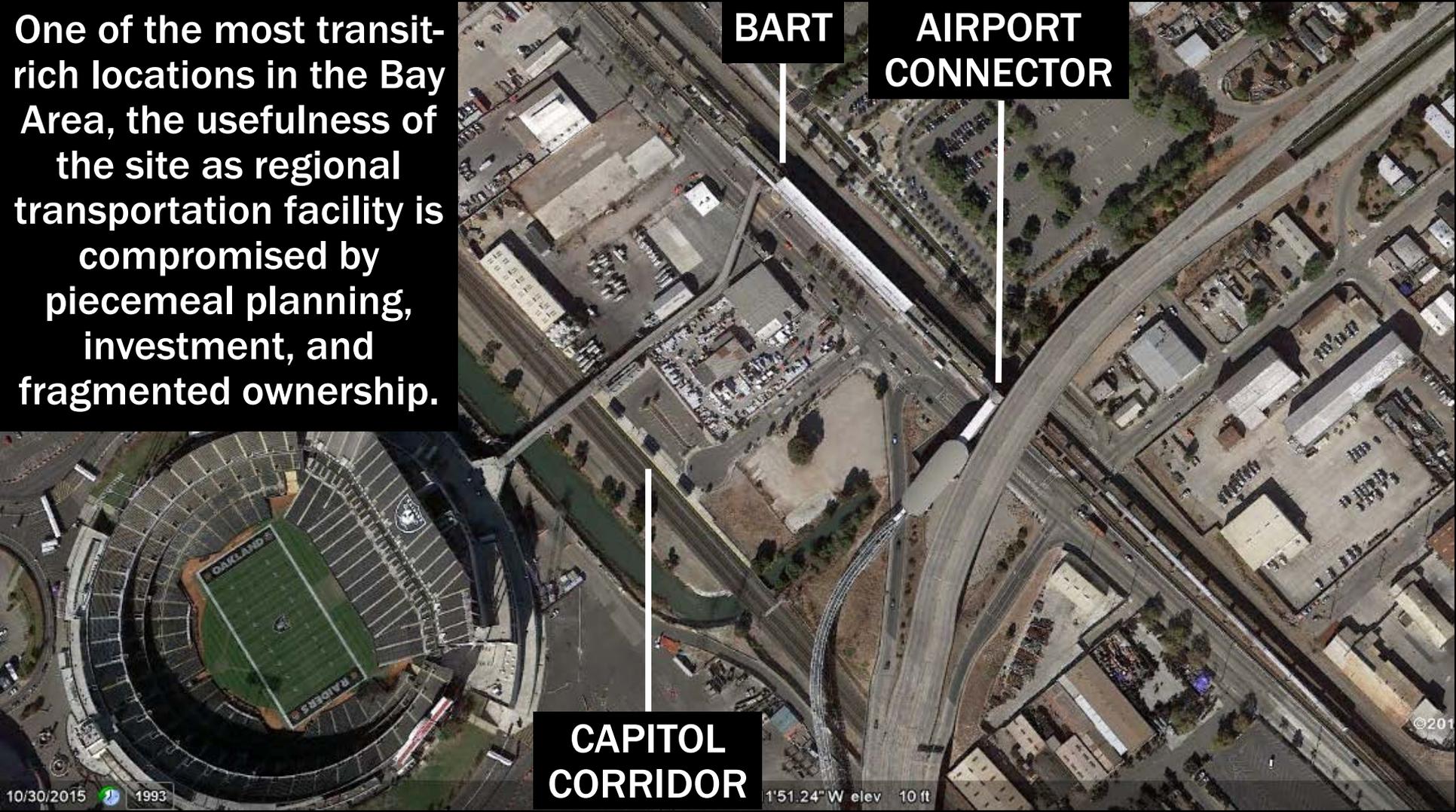
Holistically-designed projects need not be expensive



Freiburg

Kyle Gradinger

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.

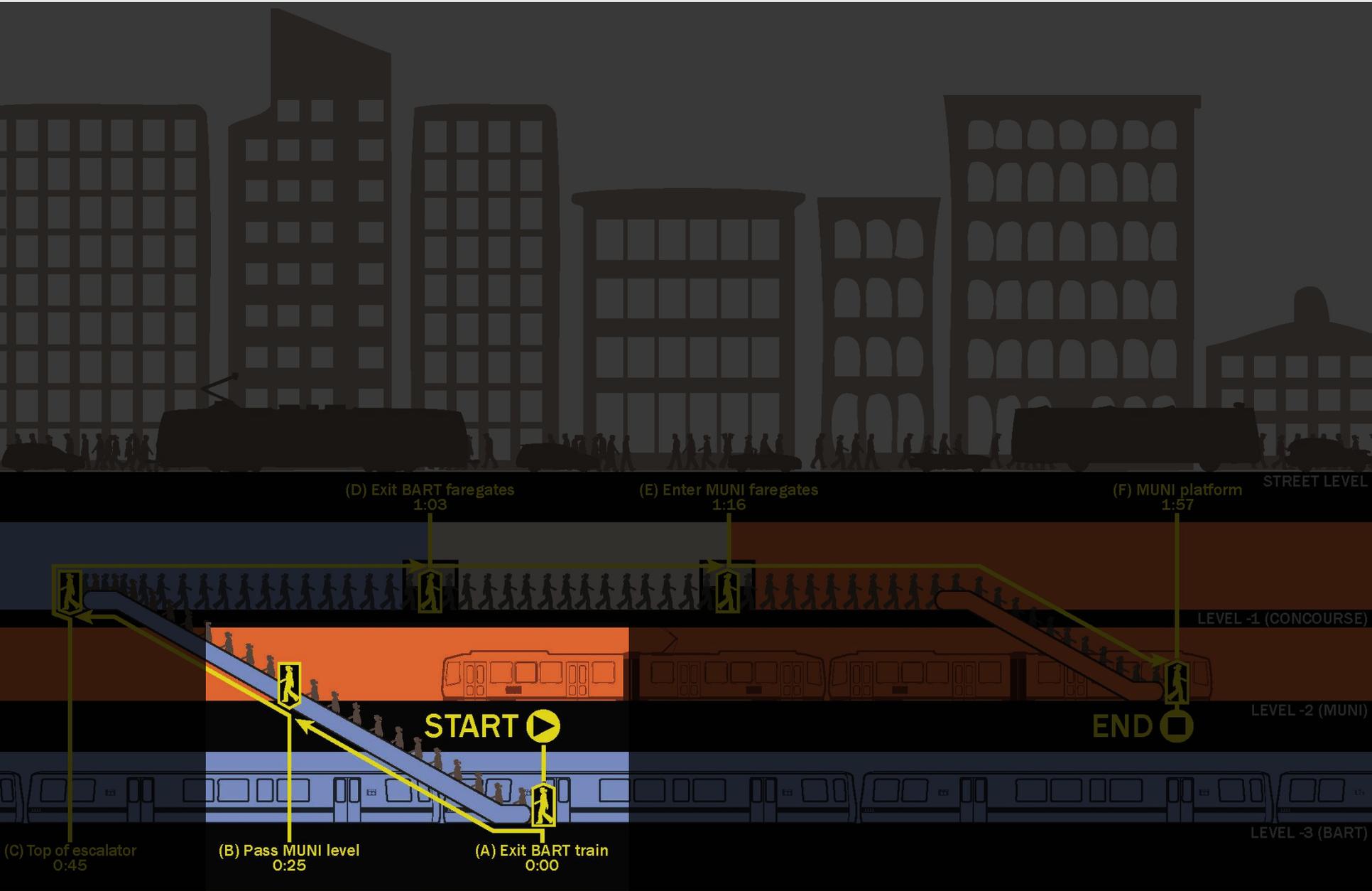


10/30/2015 1993

1'51.24" W elev 10 ft

Oakland Coliseum

To go from A to B, you need to go all the way to F



■ BART Fare Zone ■ MUNI Fare Zone ■ Open Access Zone

Opportunity in San Jose



TODAY
60 mph by car

San Jose > San Francisco: 30min

San Jose > Fresno: 58min

San Jose > LA: 2hrs 10min



2030

220 mph by High-Speed Rail

San Jose



All Modes Converge at Diridon Station

Planned Major Regional Rail Services San Jose Diridon-2026

 *HSR*



 *BART*



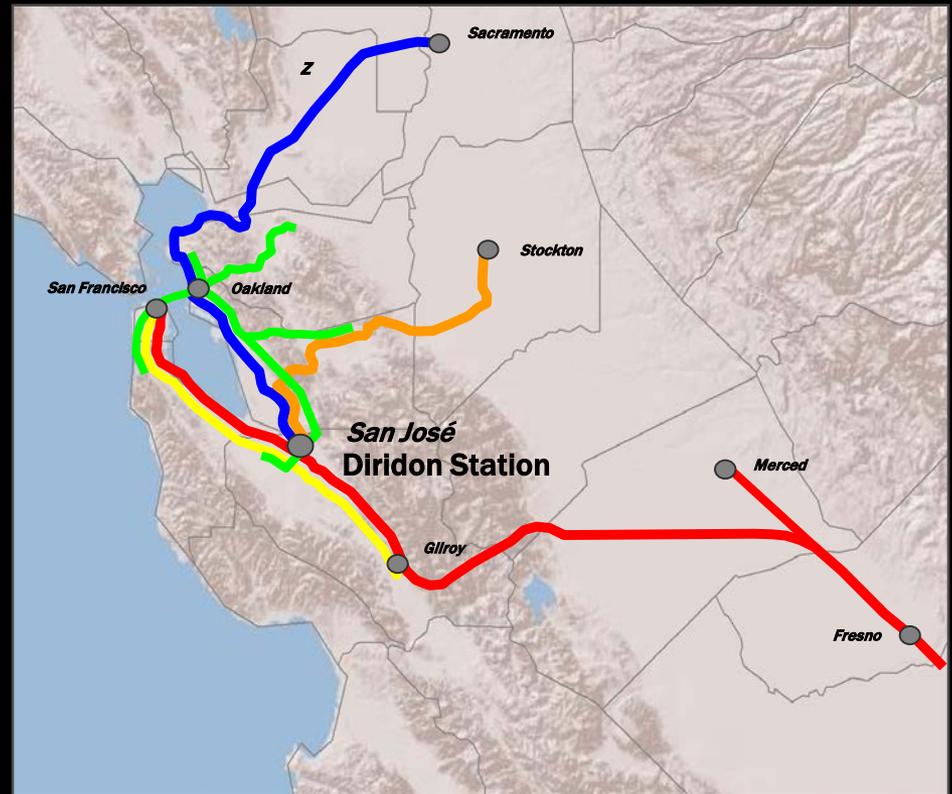
 *Caltrain*



 *ACE*



 *Capitol*

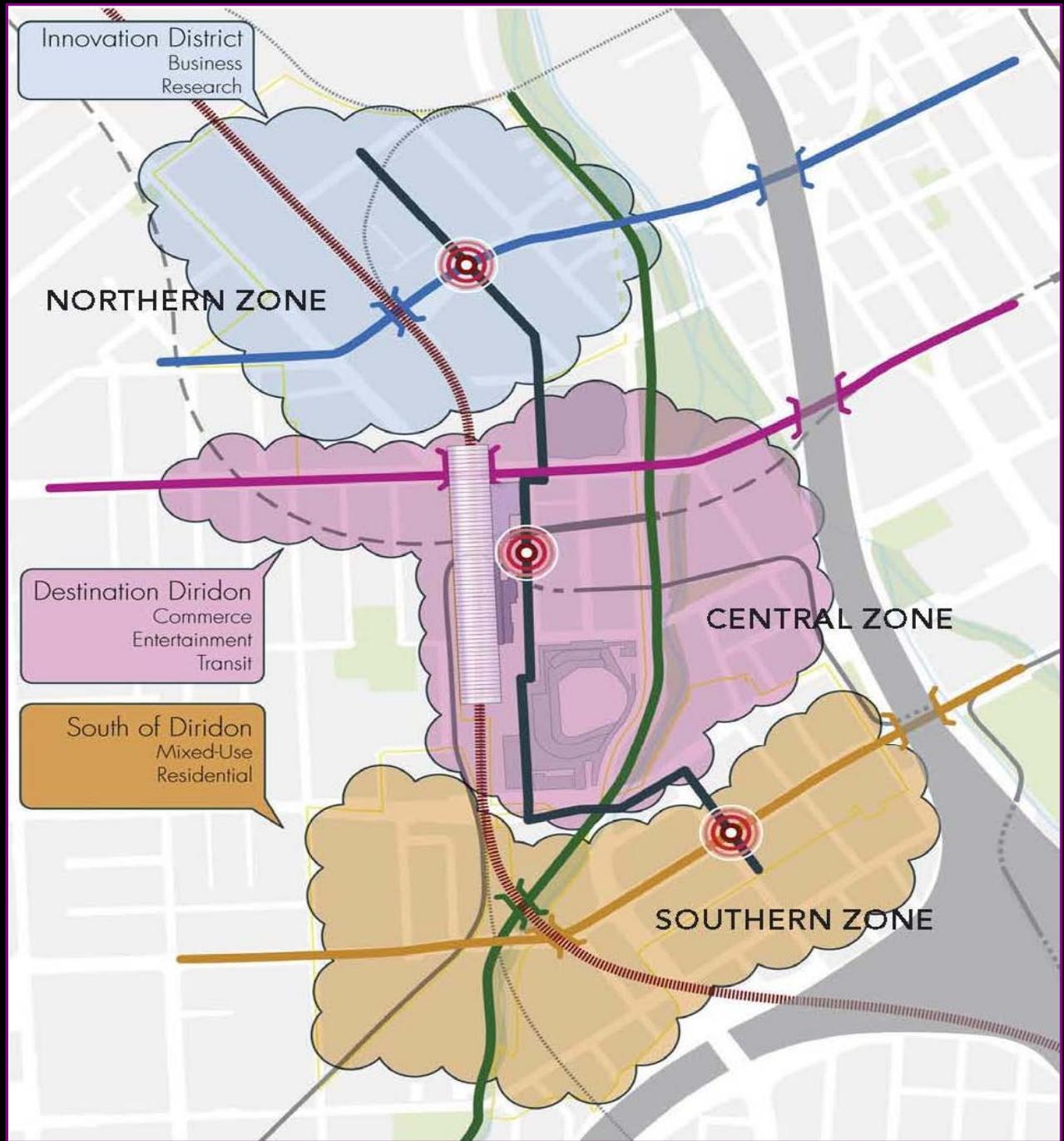


Diridon Station Area Plan 240 Acres

North:
Innovation District

Central: Destination
Diridon

South:
Mixed-use
Residential



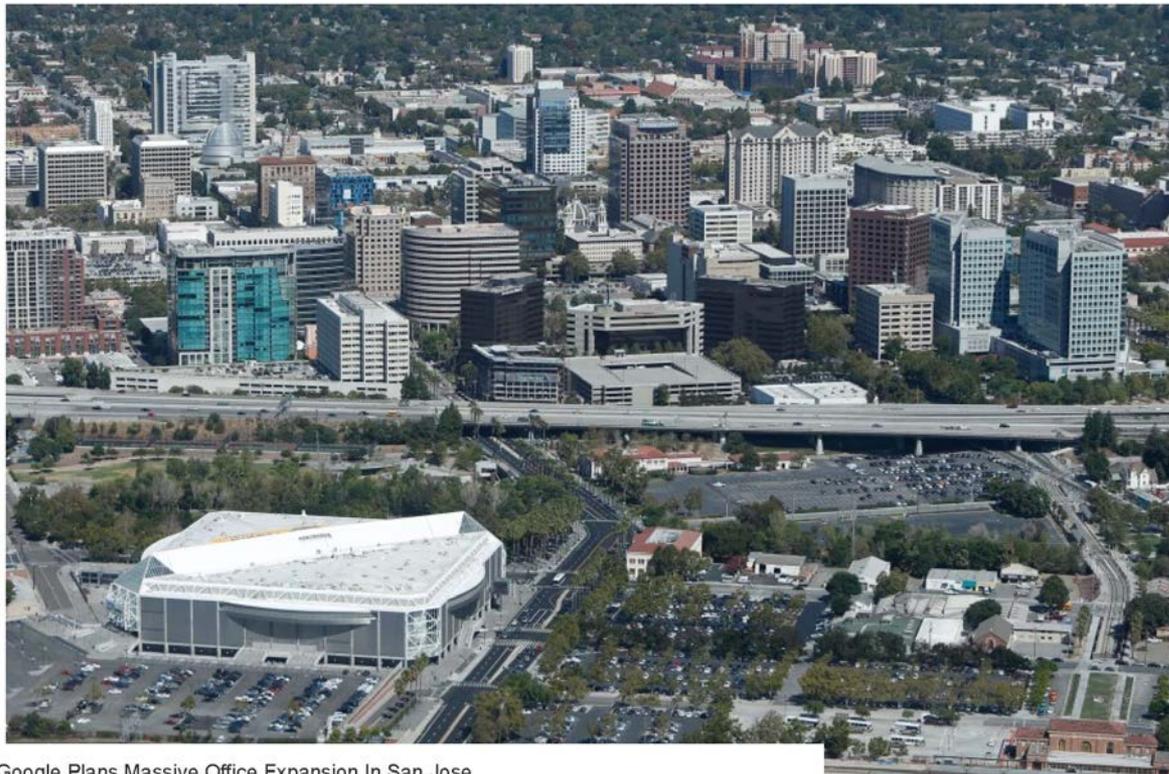
The Mercury News Q

Business > Economy

Google, San Jose plan search giant's downtown expansion; up to 20,000 jobs possible

June 6, 2017

283



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.

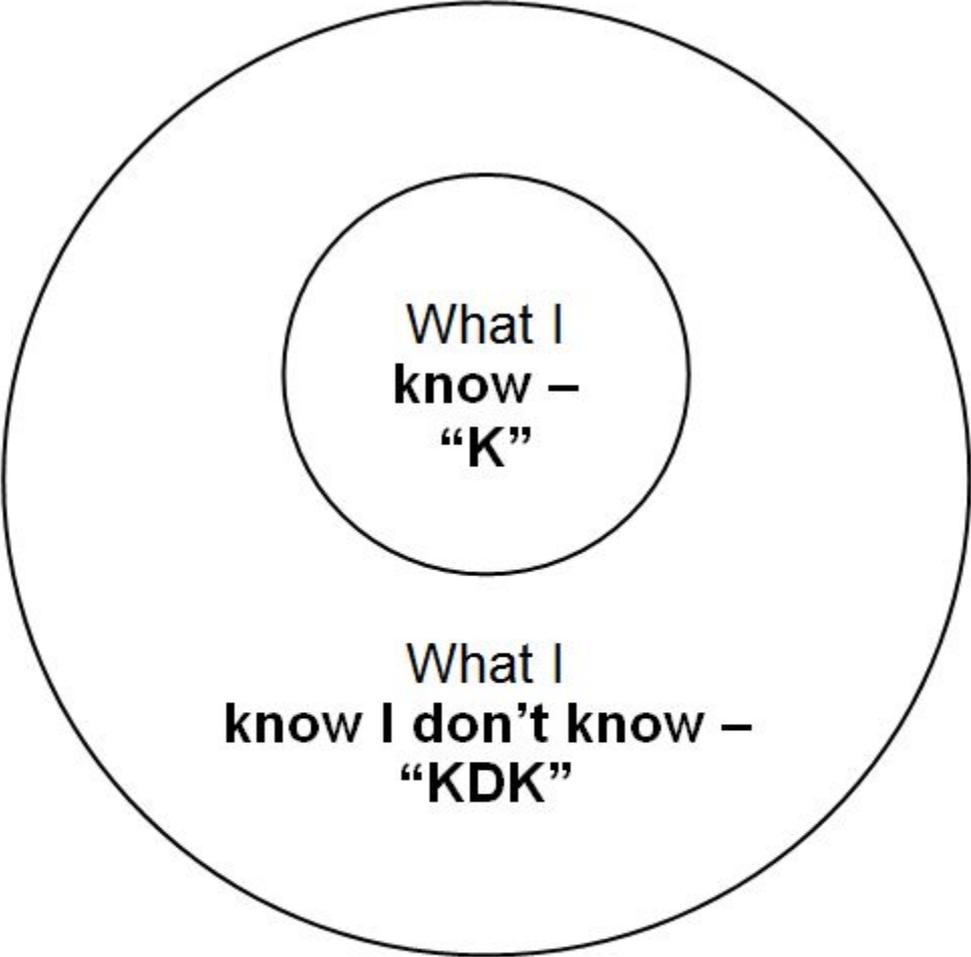


- Parcels bought by Google/Trammel Crow team
- City agency parcel sales being negotiated

Source: Santa Clara County property records, City of San Jose memos

BAY AREA NEWS GROUP

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?**
 - **What comes first? Vision? Governance? Financing?**
- **Urgency brought by Google**

Challenges

- **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**

Challenges

Few good domestic examples



© 2014, RYAN DRAVITZ
WWW.RYANDRAVITZPHOTOGRAPHY.COM

Denver



Diridon Study Tour July 2017



Ideas + Action
for a Better City



**KNIGHT
FOUNDATION**

- **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 Fresh and Focused Look at Diridon



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

A project of statewide significance

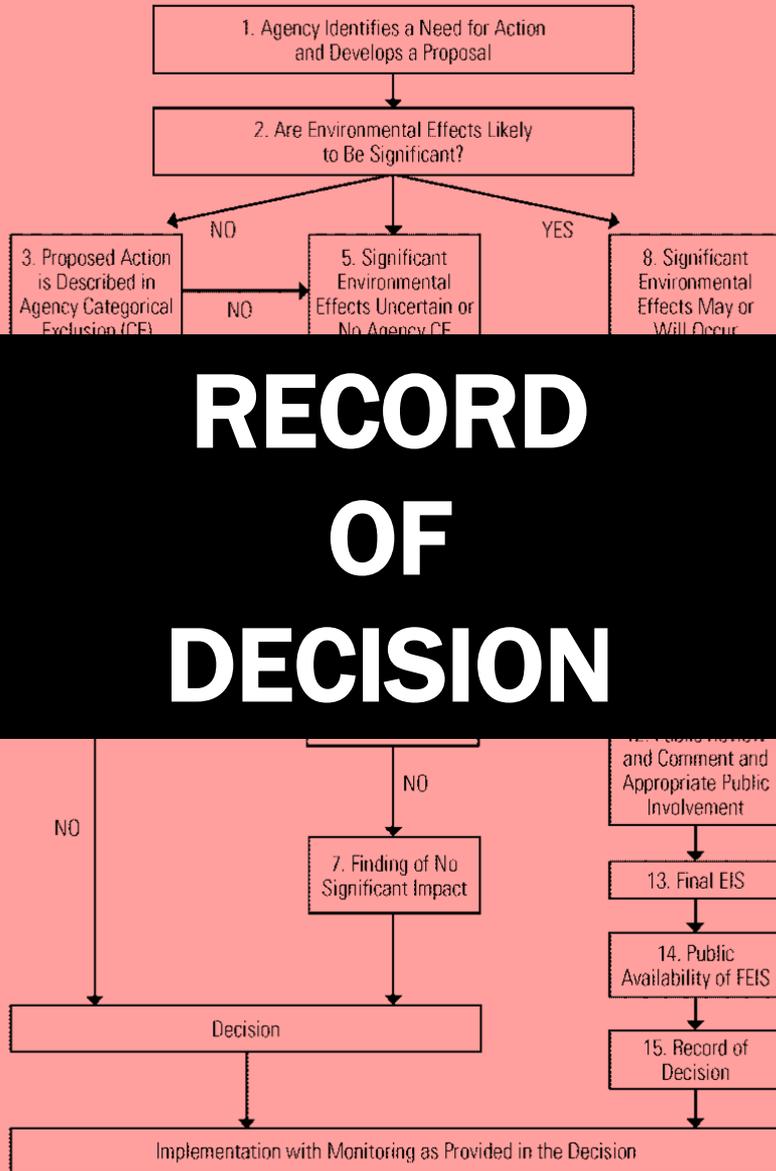


“Environmental impact assessments of [capital] projects are often restricted to checklisting procedures that stress well-established knowledge of local impacts, while ignoring interregional, systemic or long-term effects.”

- Bent Flybverg, Megaprojects and Risk

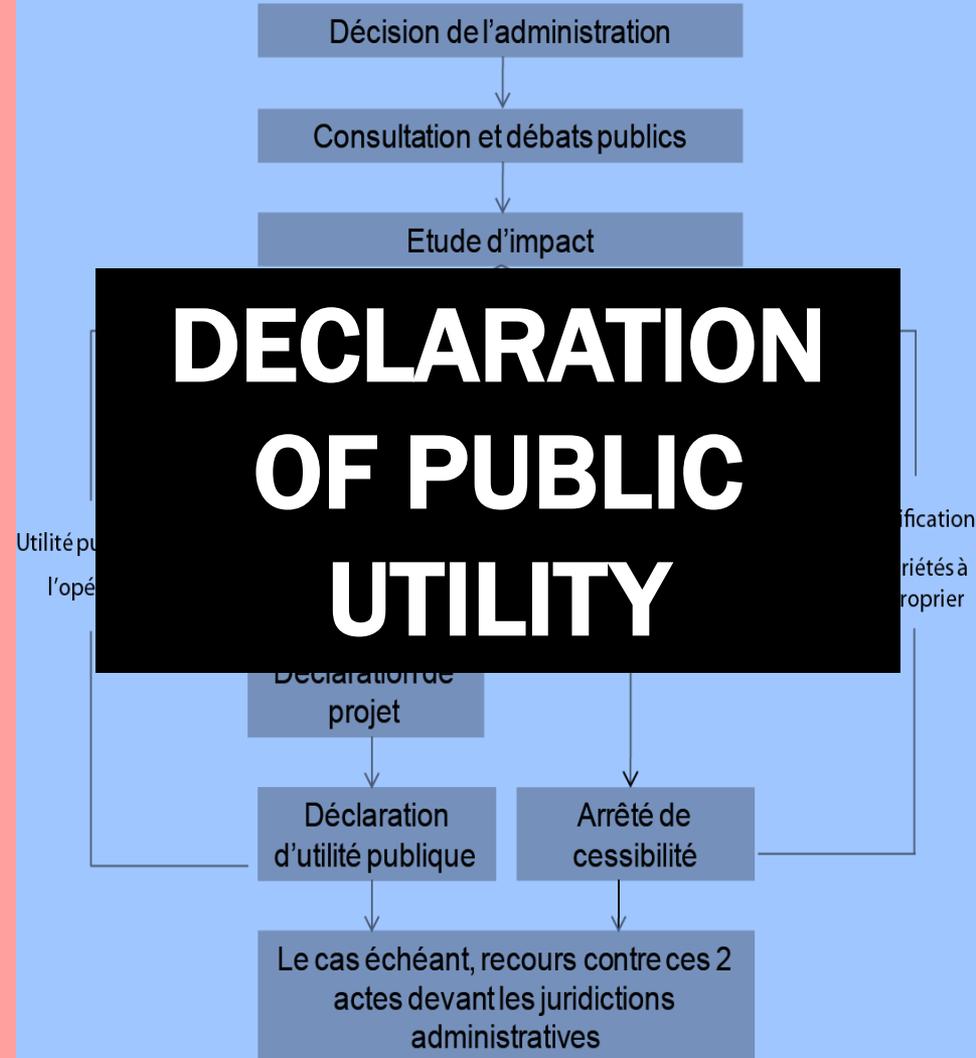
Project Evaluation: U.S. vs. France

The NEPA Process



RECORD OF DECISION

Déroulement synthétique de la procédure administrative



DECLARATION OF PUBLIC UTILITY



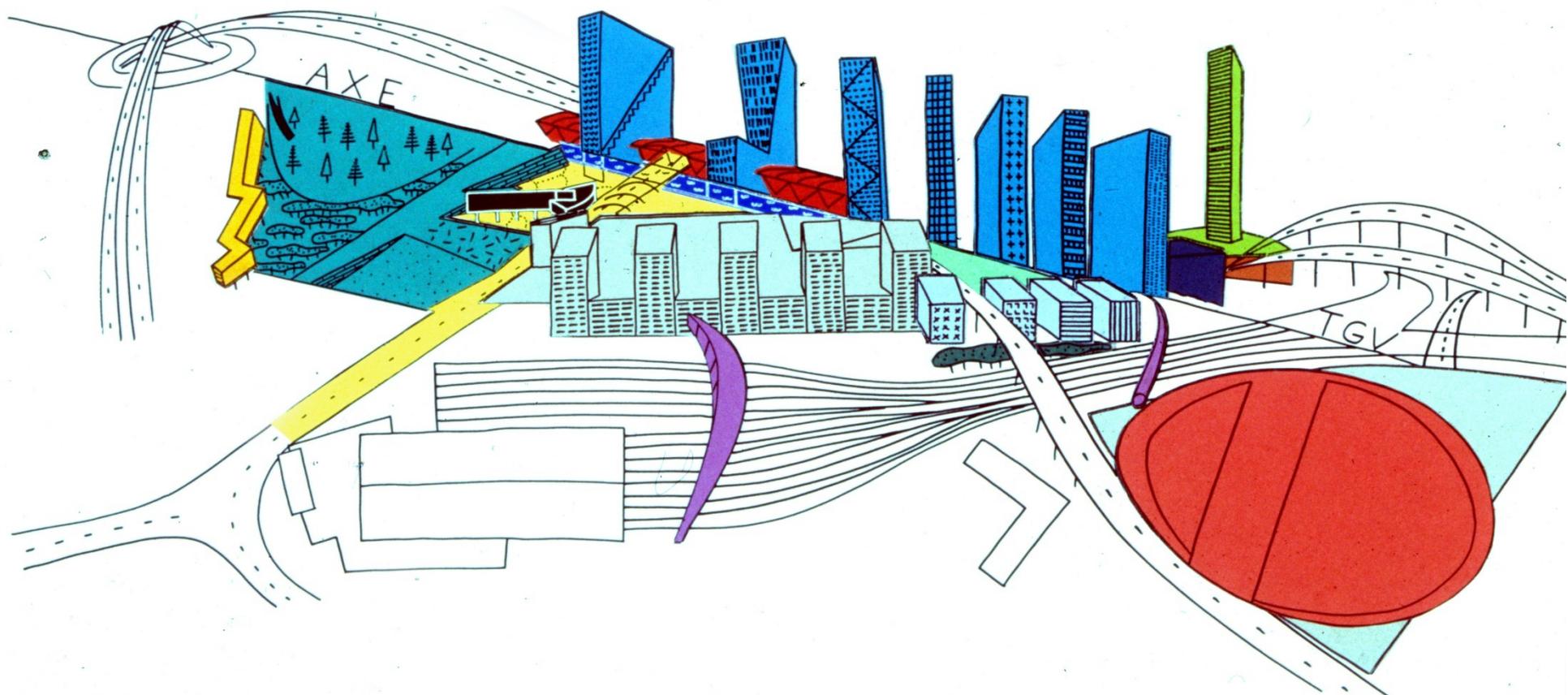
CITY OF

SAN JOSE

CAPITAL OF SILICON VALLEY



Cupertino



Lille

Common Wisdom from Europe on Train Stations and Cities



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G | M | F

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