2018 California State Rail Plan & High Speed Rail Station Area Planning

Active Transportation and Livable Communities Advisory Group

February 18, 2016

Caltrans

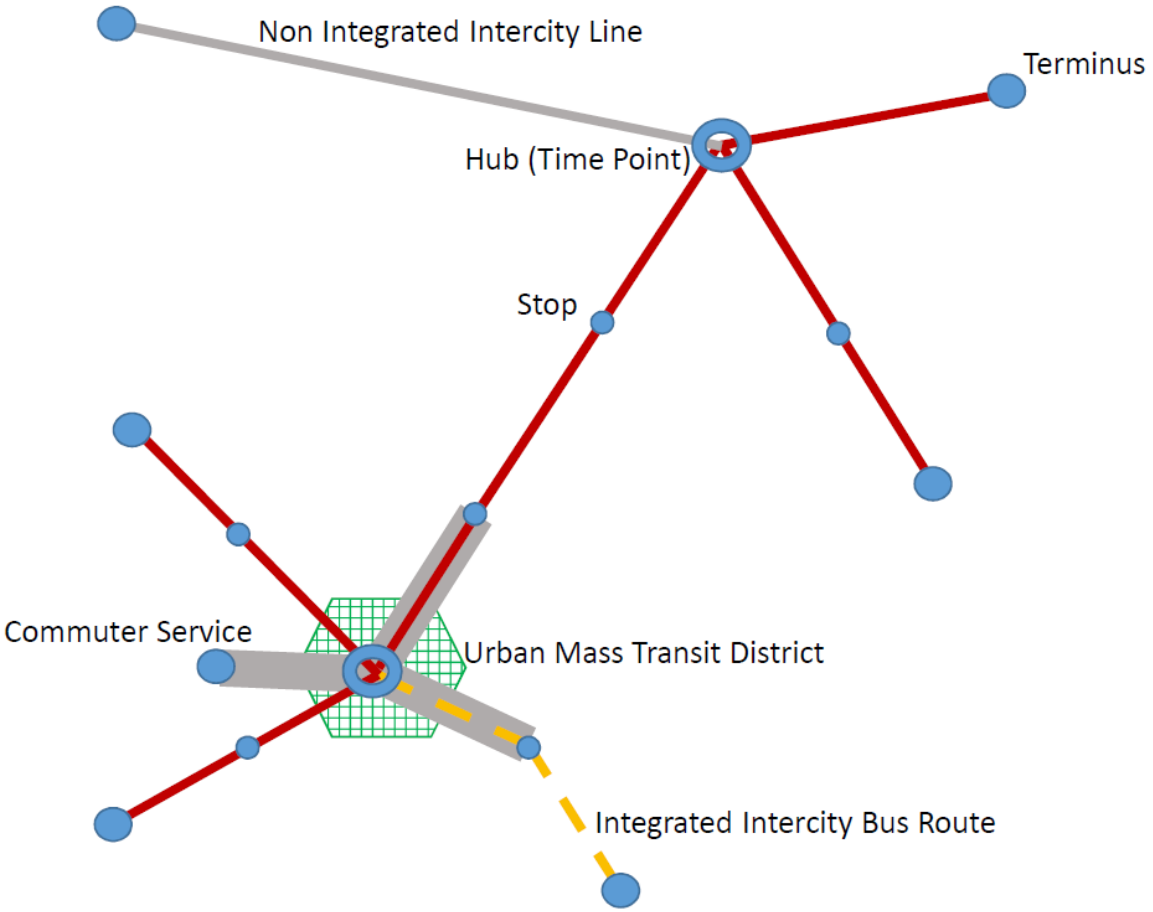
CALIFORNIA High-Speed Rail Authority

2018 california state rail plan

2018 CSRP – Overview of Scope

- **Statewide rail network "vision"**
- **Rail Investment Program**
  - **Short Term:** 4 year Project-Specific Program
  - **Long Term:** 2040 Corridor-Level Vision
- **Network Integration Strategic Service Plan**
  - CalSTA & Caltrans initiative

2018 CSRP – Network Integration



2018 CSRP – Station Planning

- **Coordination with state & regional plans**
- **Consideration of First & Last Mile Connections**
  - Commuter & intercity rail station inventory
  - Land use and station area plan summary
  - Desired "customer-oriented" station features
  - CHSRA station area planning activities
  - ATLC – feedback from you!

2018 CSRP – More Information

- Project Website: **www.californiastaterailplan.com**
- Public Survey open through **March 4, 2016**
- Contact us:

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CALIFORNIA
High-Speed Rail Authority

Connecting and Transforming California

Melissa Elefante DuMond, AICP, Director of Planning & Integration

Active Transportation and Livable Communities

February 18, 2016

CONNECTING CALIFORNIA

- Phase I:
  - » 520 Miles
  - » San Francisco to Los Angeles/Anaheim
- Phase II:
  - » Extends 300 Miles
  - » Connections to Sacramento & San Diego

HIGH-SPEED RAIL: Transform Cities

- Ties Economies Together
  - » San Jose to Fresno = 50 Minutes
  - » Bakersfield to Los Angeles = 60 Minutes
  - » San Francisco to Los Angeles = 2 Hours 40 Minutes
- Connects With and Reinforces Local Mobility
- Foundation for Sustainable Growth
- Opportunities for Revitalization in Downtown Cores

HIGH-SPEED RAIL STATIONS: Vision & Goals

- Vision:
  - Transform Cities & Create Community Hubs
  - Part of an Enterprise
  - Iconic

- Goals
  - Achieve Sustainable Development (SB 375)
  - Reduce Greenhouse Gas Emissions (AB 32/Executive Orders)
  - Maximize System Performance
    - Financial & Operational
  - Create Economic Engine for Communities

STATION COMMUNITIES: Working with Our Partners

- Executed Station Area Planning Agreements
  - » Merced
  - » Fresno
  - » Bakersfield
  - » Gilroy
  - » Palmdale
  - » Burbank

- Provides:
  - » Market and Financial Analyses
  - » Governance
  - » Development Scenario Analysis
    - Private Investment Potential
  - » Implementation Planning

STATION COMMUNITIES: Working with Our Partners

- Work together to develop a clear set of investments

- Certainty for Investors:
  - » Vision for the station district
  - » Opportunities timeline to prioritize investments
  - » Access planning
  - » Coordinated infrastructure plan
  - » High performance design of the station and into the surrounding district

STATION COMMUNITIES: Working with Our Partners

- Implementation:
  - Land assembly, joint development
  - Leverage funding opportunities
  - Financing and partnerships

- Challenges:
  - Density of development
  - What the market will support
  - Timing of investments

PROCUREMENTS

- RFQ #HSR 15-93 High-Speed Rail System-wide Vision Plan for Stations (Released November 18, 2015)
  - » Toolkit of Common Elements
  - » Common Principles
  - » Guidance on how to Build on Existing International Examples
  - » Embrace Sustainability, Architecture & Urbanism
  - » Progression of Station Growth, Market Growth & Technology
  - » Steps to Achieve State's Goals of Sustainability
  - » California Specific Identity

- Detailed Architectural Design of Stations in the Central Valley (Spring 2016)
  - » Merced, Fresno, Kings/Tulare, and Bakersfield

THANK YOU

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MAKING THE MOST OF HIGH-SPEED RAIL IN CALIFORNIA

Source: Wikimedia Commons, Ninostar

Lessons from France and Germany

Eric Eidlin, AICP | FTA/CAHSRA
German Marshall Fund Urban and Regional Policy Fellow
Caltrans Alternative Transportation and Livable Communities Committee Meeting | November 18, 2016

U.S. Department of Transportation
Federal Transit Administration

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STRENGTHENING TRANSATLANTIC COOPERATION

California state rail plan

REPORT

Making the Most of High-Speed Rail in California: Lessons from France and Germany

June 11, 2015

Share:

Eric Eidlin

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Station Types

Central city stations maximize the economic development and mobility benefits of HSR.

Groupe SERL

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“Gare Betterave”

Exurban - Le Creusot

Opened: 1981

3 Small towns of 10,000-15,000 nearby

2,740 passengers/day

750 parking spaces

4 tracks (2 pass-through)

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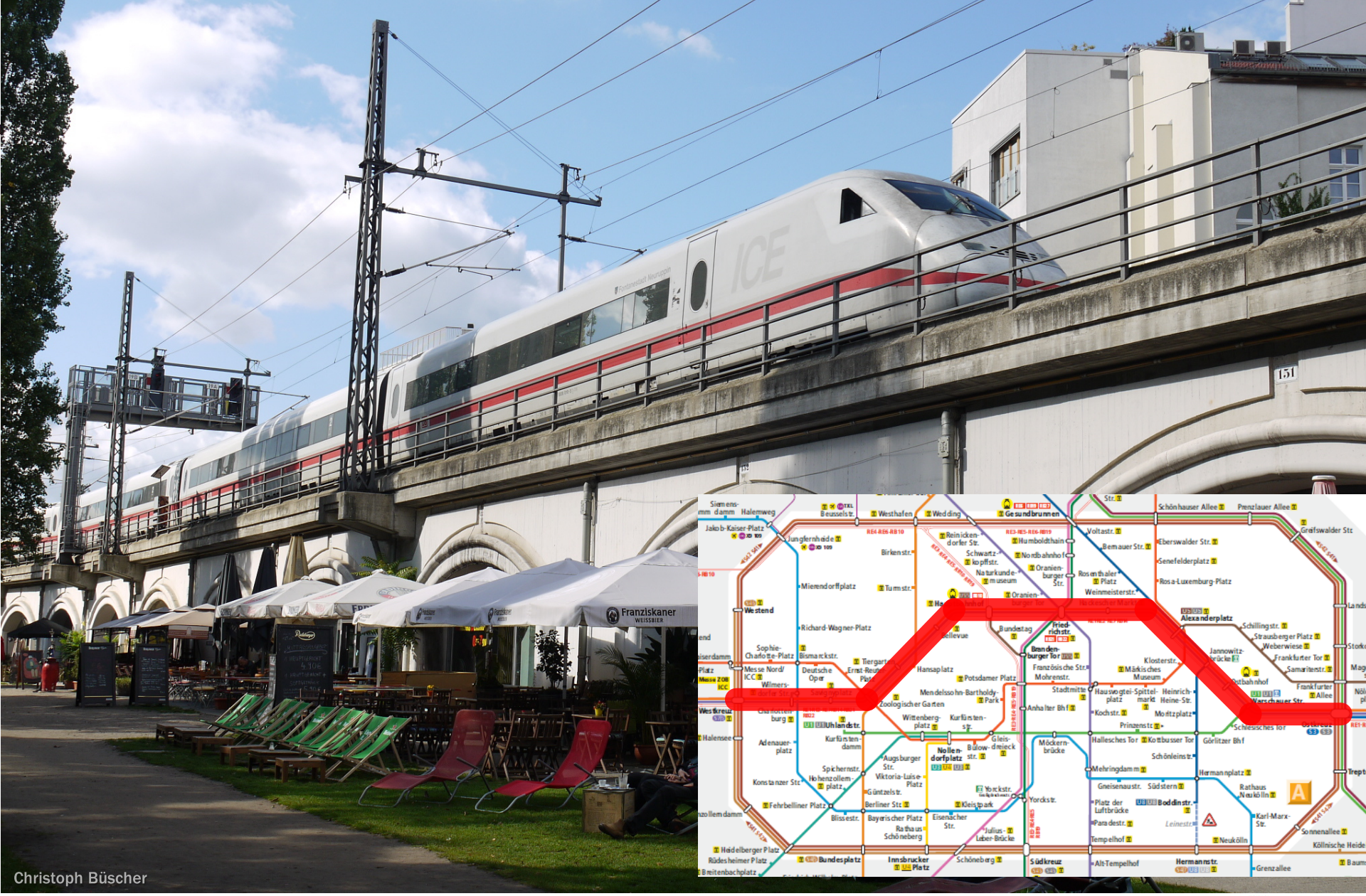
Station Design

HSR stations have inherent urban design advantages over other types of transportation facilities. California should recognize and take full advantage of these.



Permeable Station – Berlin Stadtbahn

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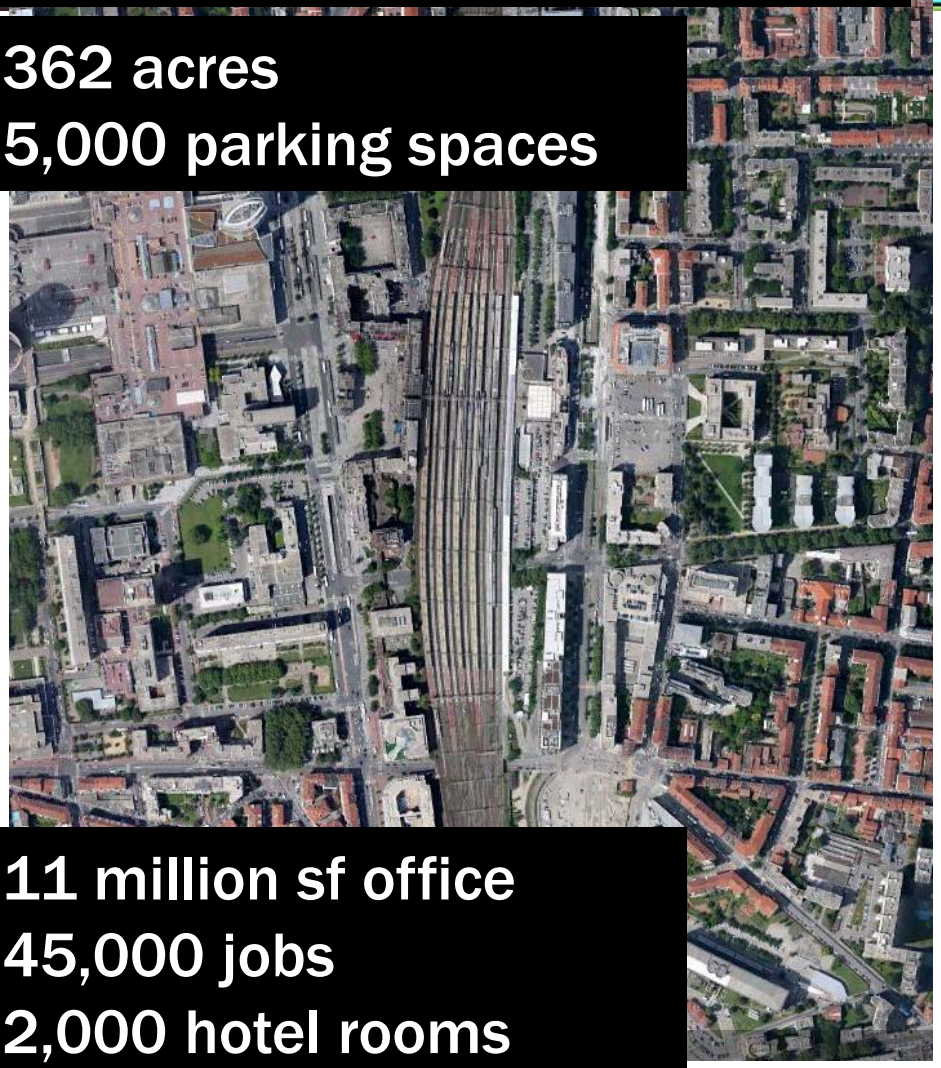
Lyon Part-Dieu HSR

26 million passengers (2011)

362 acres

5,000 parking spaces



11 million sf office

45,000 jobs

2,000 hotel rooms

Lyon St. Exupéry Airport

8 million passengers in 2011

5,000 acres (approx.)

16,000 parking spaces

11,000 sf office

5,500 jobs

245 hotel rooms

HSR Station vs. Airport

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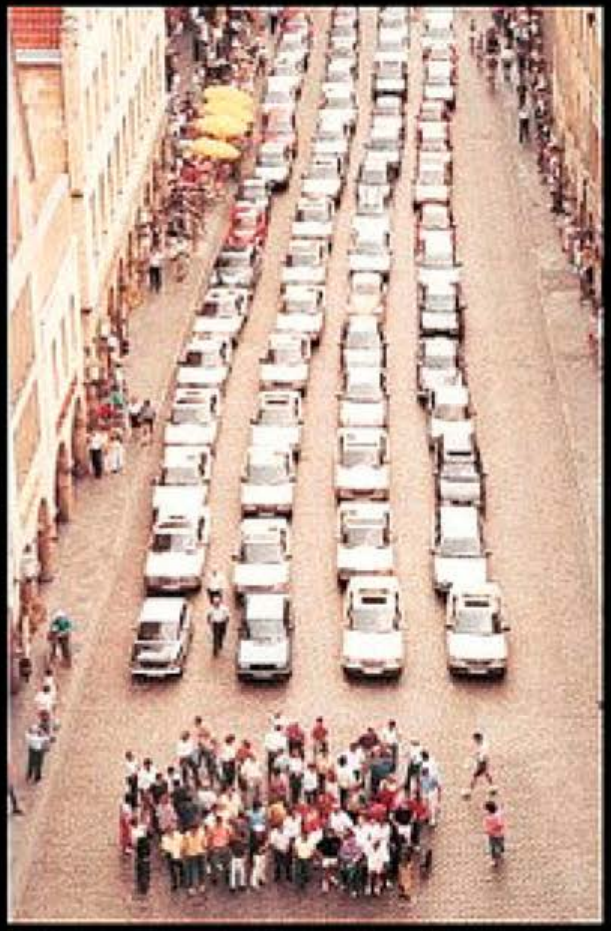
Downtown Station / Mall - Hannover

Space-Efficient Access Modes

Access to stations by space-efficient modes of transportation, including walking, transit, bicycling, taxi and carshare should be prioritized.

space required to transport **60 people**



car

bus

bicycle

- 3,300 bike parking spaces (largest garage in Germany)
- Importance of intermodalism

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Münster

Münster

Innovations in Bicycle Technology

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Lessons from France and Germany

Source: Wikimedia Commons, Ninostar

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