

MAKING THE MOST OF HIGH-SPEED RAIL IN CALIFORNIA

Lessons from France and Germany

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Podcar City Conference, Mountain View, CA | November 5, 2015



U.S. Department of Transportation
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REPORT

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

June 11, 2015

Eric Eidlin

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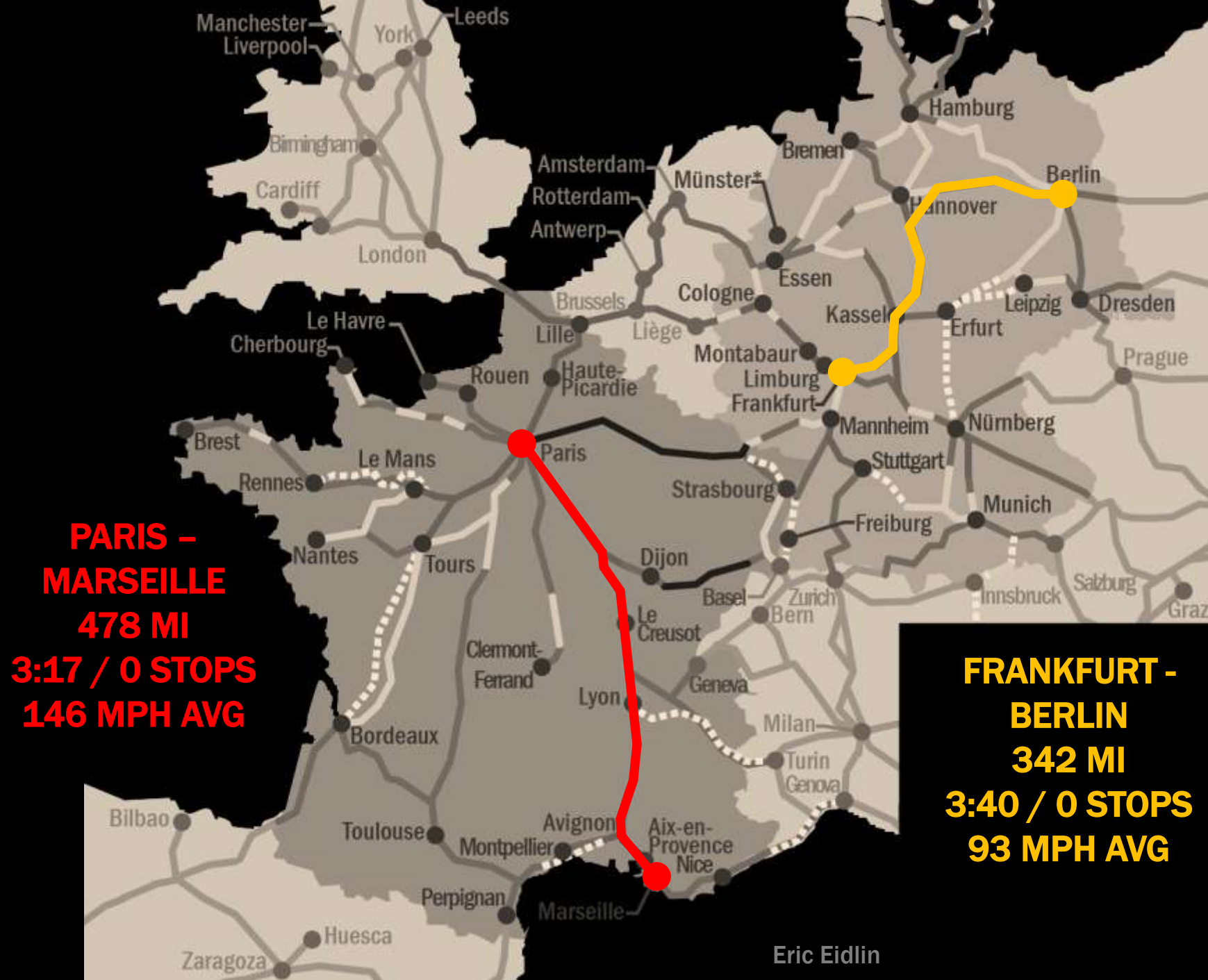
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Speed Versus Connectivity

High speeds should be prioritized in sparsely populated places, while maximizing connections should be the primary concern in densely populated areas.



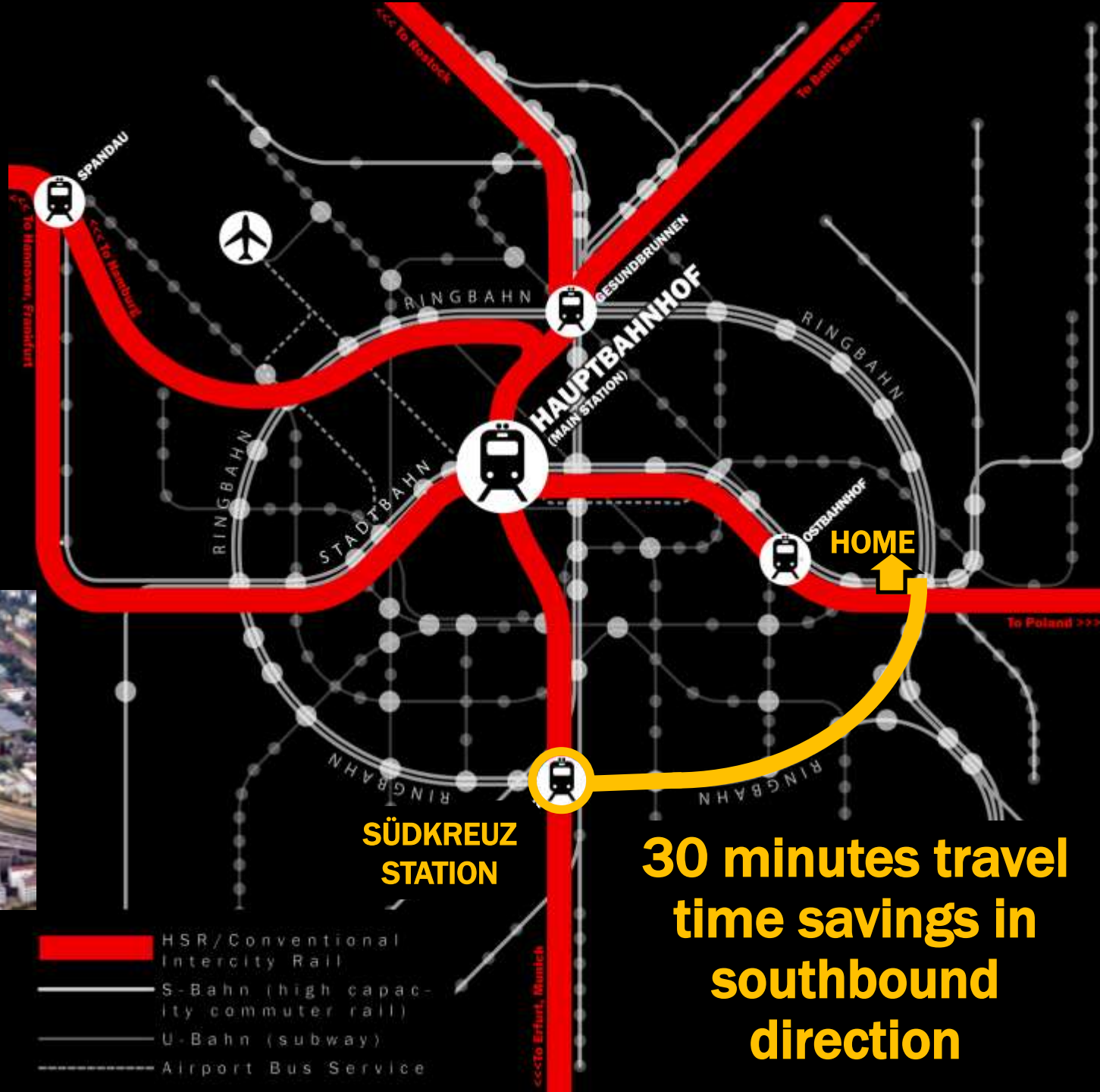
**PARIS –
MARSEILLE**
478 MI
3:17 / 0 STOPS
146 MPH AVG

**FRANKFURT -
BERLIN**
342 MI
3:40 / 0 STOPS
93 MPH AVG

Paris Transit and HSR



Berlin Transit and HSR



Station Design and Land Use

**HSR stations should celebrate their
non-transportation functions.**



Hannover Main Station

The Multiple Roles of Stations



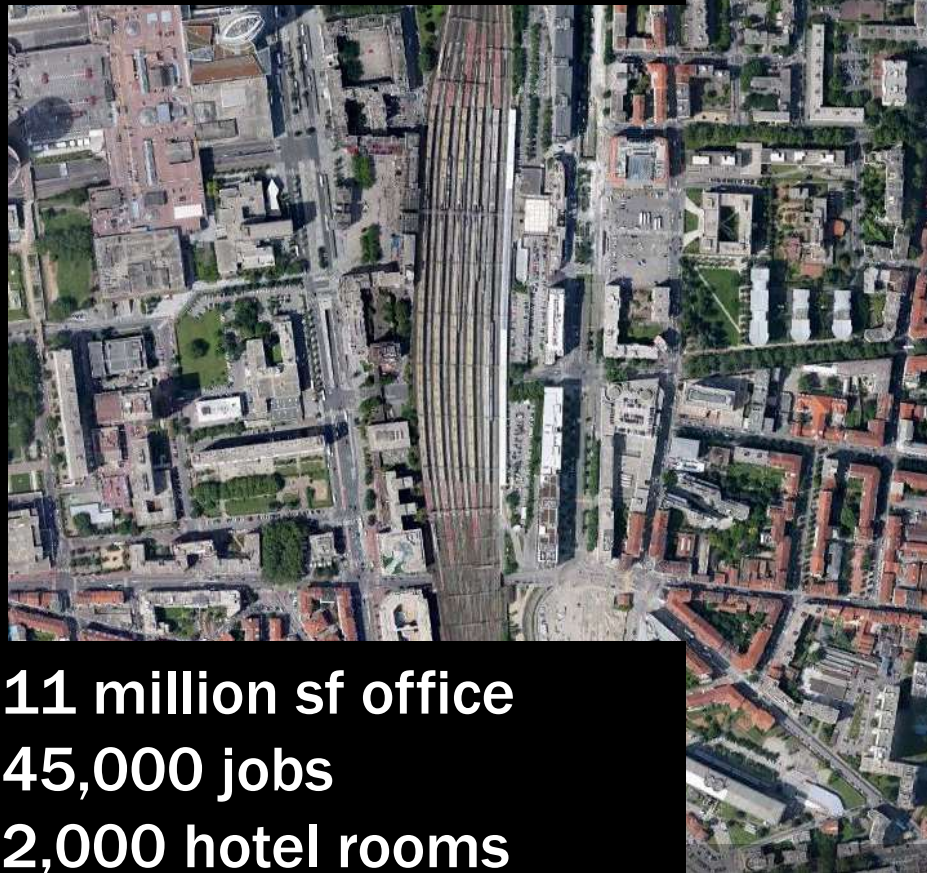
The Multiple Roles of Stations

Lyon Part-Dieu HSR

26 million passengers in 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

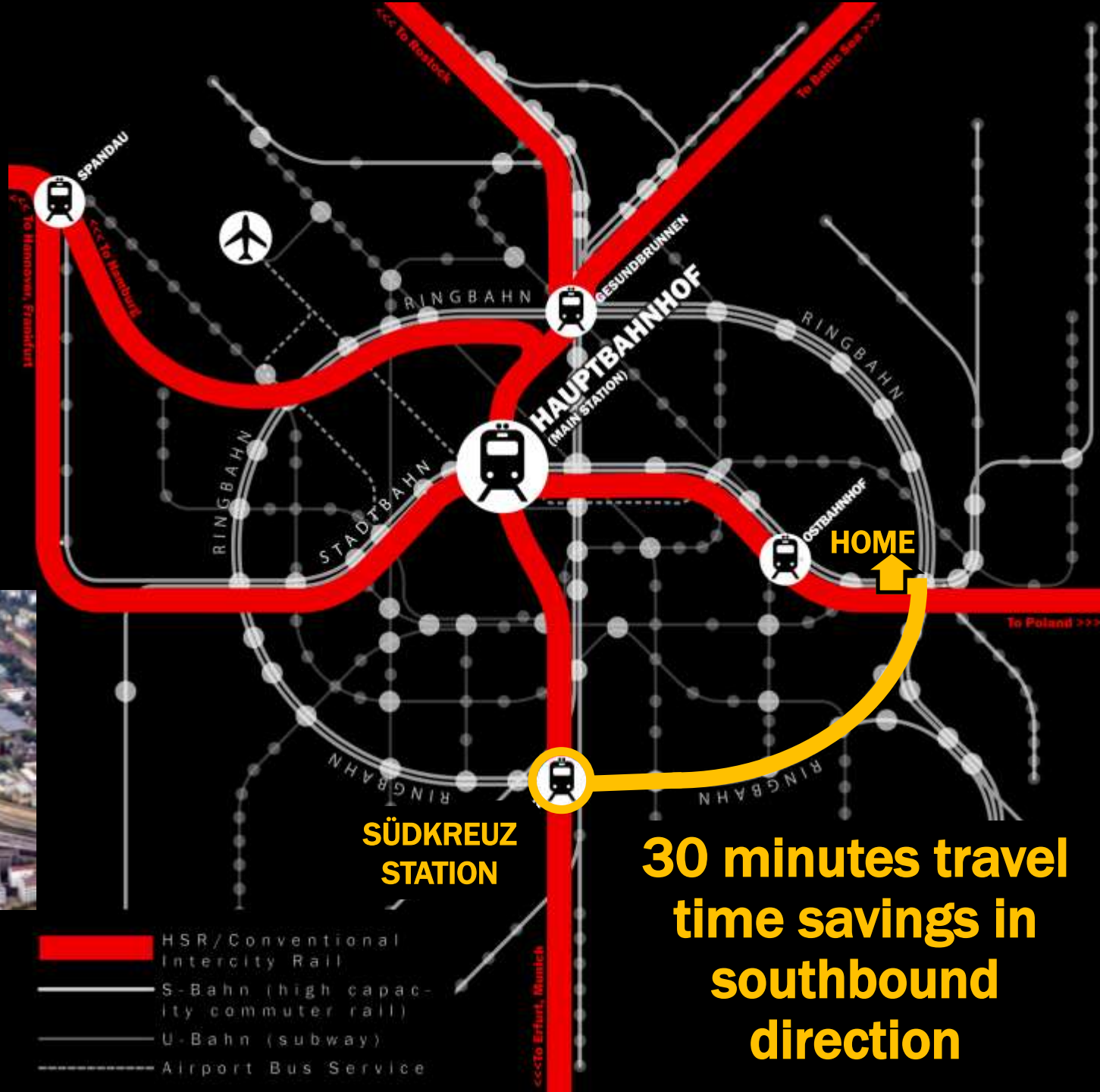
HSR Stations and Space-Efficiency



Christoph Büscher

Compatibility with Dense Cities

Berlin Transit and HSR

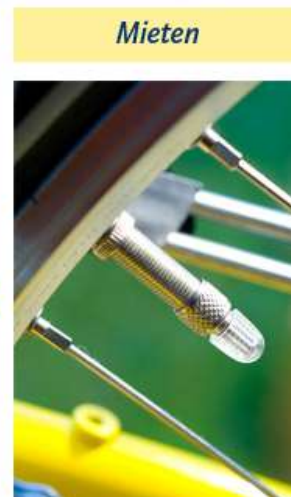


Space-Efficient Access Modes

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



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



Münster Bike Station



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Intermodal Connections

Within HSR stations, first-rate intermodal physical connections between HSR and non-auto access modes are essential.



Seamless Connections - Erfurt



Deutsche Bahn AG

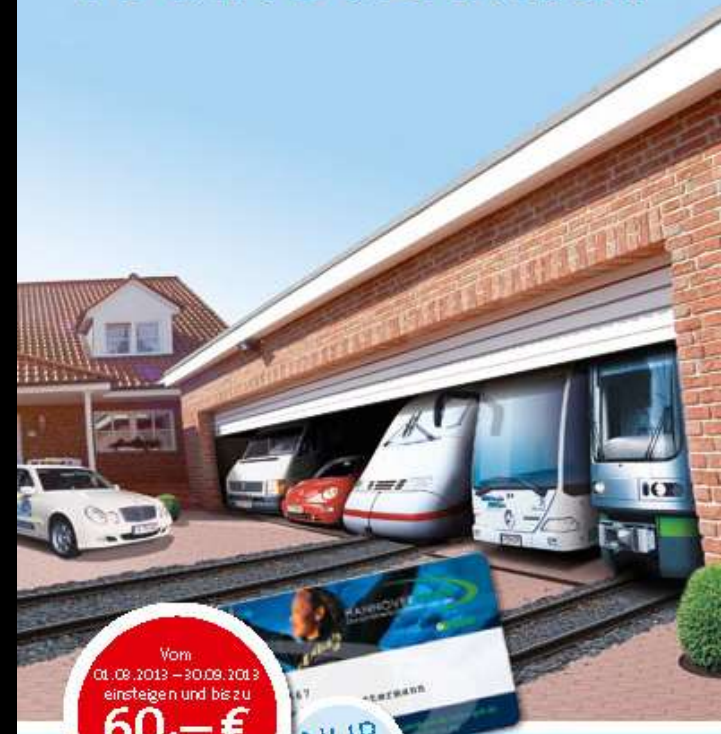
Blended Stations

Intermodal Connections and Payment Systems

**It should be easy to pay to use
sustainable and space-efficient
local access modes to HSR
stations.**



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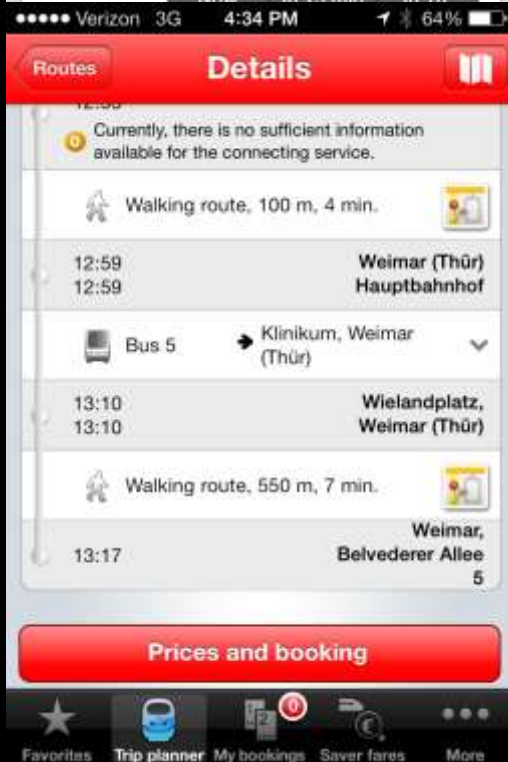
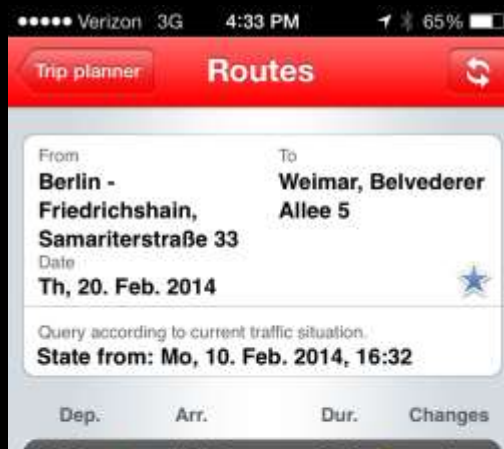
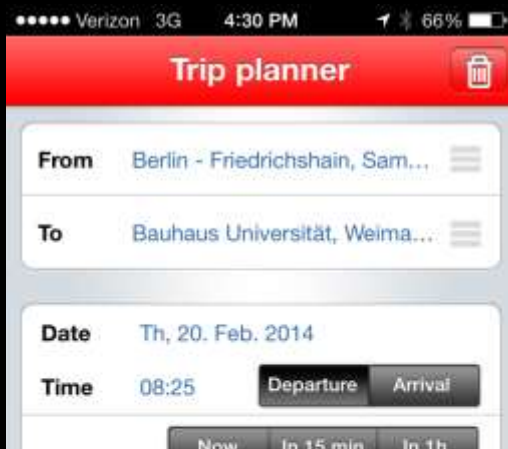
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Mobility Services



Integrated Navigation and Ticketing

Conclusions



HSR can be transformational in terms of development.



Most of California's planned HSR stations are in places that are centrally located, have significant development potential, and are anticipating rapid population growth.



California's HSR system will not mature for many decades. The way in which we travel in 50 years will likely be different from the way in which we travel today.

Opportunities/Challenges for California

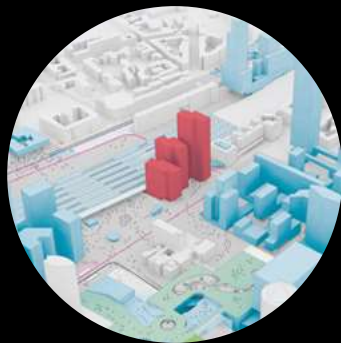
The Importance of Vision

It is essential to articulate vision for project first and then figure out how to realize vision within constraints.





Powerful champions who can forcefully advocate for their visions for HSR stations and station areas are essential.



Carefully-conceived phasing plans that will foresee how station areas will evolve over time into more urban, compact, and economically dynamic places are essential.



Each station area should establish a cross-cutting governance entity (such as a joint powers authority) to lead station and station area design efforts as early in the design process as possible.

The Importance of Vision

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