

# San José Diridon Integrated Station Concept Plan

## COMMUNITY MEETING #4 NOTES

*September 23, 2019, 6:00 pm - 8:00 pm*

*Poor House Bistro*

*91 S Autumn St, San José, CA 95110*

### MEETING OVERVIEW

On Monday, September 23, 2019, the California High-Speed Rail Authority (CHSRA), Caltrain, City of San José, and Santa Clara Valley Transportation Authority (VTA) – collectively referred to as the “partner agencies” – hosted a fourth community meeting to share information and receive input on the Diridon Integrated Station Concept Plan. Approximately 65 community members attended the meeting.

The objectives of the meeting were to:

- Provide an update on the progress completed to date on the Diridon Integrated Station Concept Plan
- Present information about four possible layouts for the station and their respective northern/southern alignments
- Allow the community to engage in a small group conversation about each layout and its related “big moves”
- Facilitate the public to converse with project staff of each Partner Agency

The meeting offered light refreshments, supervised activities for children, and live interpretation services in Spanish. The meeting commenced with a short open house to allow community members to review meeting material and talk to Partner Agency staff.

At 6:15, Lori Severino (City of San José) welcomed the audience and provided an overview of the meeting agenda. Next was a presentation by Liz Scanlon (Diridon Program Manager) to share progress of the project and the four layouts that have been developed. She then shared an overview of the key themes from community input thus far, as well as the Phase I Process and Outreach Rounds. Liz then walked through the team’s research on the possibility of a southern I-280 viaduct and implications of each respective alternative. Lastly, she presented possible sound and visibility enhancements to the existing southern corridor.

After the presentation, project staff hosted four tables with a layout at each respective table. Each table had a 3D-model of the layout, facilitated by a staff member from a Partner Agency, to garner feedback on the elements of each respective configuration. The stations included the following:

- Layout 1 - San Fernando (at-grade)
- Layout 2 – Santa Clara Street
- Layout 3 – Stover Street

- Layout 4 - Dual Concourse

Following the workshop, Lori Severino (City of San José) offered closing remarks and provided information regarding upcoming outreach events and opportunities.

## SUMMARY OF FEEDBACK

This section summarizes the feedback received at each of the workshop stations, as well as from the comment cards submitted. The appendix includes photos of the 3d models with post-it notes, comment cards, and a list of noticing methods used to advertise the Community Meeting.

The following table includes selected comments and feedback to illustrate those comments given by the public on all four layouts, along with general comments about the overall project.

|  |  |
|--|--|
| <b>Layout 1:<br/>San<br/>Fernando<br/>Street</b> | <ul style="list-style-type: none"> <li>• “I don’t think this will work. Area is too congested.”</li> <li>• Add a second entrance at Santa Clara.</li> <li>• Human engineering is mission. Not sure this accomplishes that.</li> <li>• The layout is not acceptable. It is the status quo.</li> <li>• Access to west San Carlos Street would be difficult.</li> <li>• This layout does not develop an iconic station.</li> </ul>  |
| <b>Layout 2:<br/>Santa Clara<br/>Street</b>      | <ul style="list-style-type: none"> <li>• Prefer the center of gravity to be on Santa Clara street.</li> <li>• Prefers dual concourse but likes Santa Clara Street layout as well.</li> <li>• San Fernando Street must be well lit under station.</li> <li>• “I like all the modes being in one area and like the one grand station rather than random places.”</li> <li>• Finding a way to make light rail faster and straighter would take this layout from good to great.</li> </ul>   |
| <b>Layout 3:<br/>Stover Street</b>               | <ul style="list-style-type: none"> <li>• I like that this has the quickest transfer times.</li> <li>• I like the elevated rail layout.</li> <li>• Flyover vehicle traffic is a good idea.</li> </ul>   |
| <b>Layout 4:<br/>Dual<br/>Concourse</b>          | <ul style="list-style-type: none"> <li>• Two concourses give you more possibilities.</li> <li>• Both concourses should be connected.</li> <li>• Like the use of space underneath the tracks</li> <li>• Fix the LRT alignment.</li> <li>• Historic Depot needs to be kept.</li> </ul>   |
| <b>General<br/>Comments/<br/>Questions</b>       | <ul style="list-style-type: none"> <li>• Creative thought to public outreach is needed.</li> <li>• At grade southern alignment will “destroy” the Gardner community.</li> <li>• Concerned about the historic depot needing to be relocated.</li> <li>• Put all electrified trains on viaduct, elevate Tamien.</li> <li>• Elevated station platforms are a good use of land with tucking the busses underneath. Parking lot in front of station is wasted land. Does not want to see a lot of parking in the station area.</li> <li>• Want an iconic building concept.</li> <li>• Want great bike/ped access.</li> <li>• Will Los Gatos trail be an at-grade cross walk?</li> <li>• Question about uncertainty of development directly in front of station</li> </ul> |

## Post-It Comments on Layouts

- Layout 1 - At Grade Tracks – W. San Fernando St.
  - “Wasted surface space”
  - “Consider the impact of airport level security like TSA.”
  - “This is the existing condition on steroids. This wastes a lot of opportunities.”
  - “Seems too cheap”
  - “East west ped/bike not ideal. Limited”
  - “The entrance seems like it could be a serious bottleneck”
  - “Inefficient use of space”
  - “Major road block”
  - “Doesn’t seem future-proofed for population + traffic”
  - “Noise, traffic congestion”
  - “Run trains along 280”
  - “When one goes from 50 train/day to 250 trains/day, this makes the quality of life way lower through Gregory plaza, Gardner + north Willow Glen. Horrible option!”
  - “Must see impact to the neighborhood”
  - “No to at grade”
  - “This option should still be considered w/ google development”
  - “Where is the tunnel??”
- Layout 2 - Elevated Tracks – West Santa Clara Street
  - “We like this one the best!”
  - “No to the 280 flyover.... Too many visual impacts”
  - Best alternative we have seen tonight. Find money to raise Tamien for Caltrain”
  - “I am here for my grandmother. This is the best one - they are the ones that will benefit from this one.”
  - “At grade light rail cuts off pedestrian other connections why raise the tracks?”
- Layout 3 - Elevated Tracks – Stover St.
  - “My top 2: Stover, for the flyover car/bus lane to prevent congestion, while keeping access to san Fernando. Dual concourse, for access from everywhere and a lot of space under the tracks”
- Layout 4 - Elevated Tracks – Dual Concourse
  - “Still a major road block”
  - “Still a bad idea! Divides these neighborhoods”
  - “Don’t like this at all. Families are important, but it looks like they don’t hear what we say!”

## Comment Cards

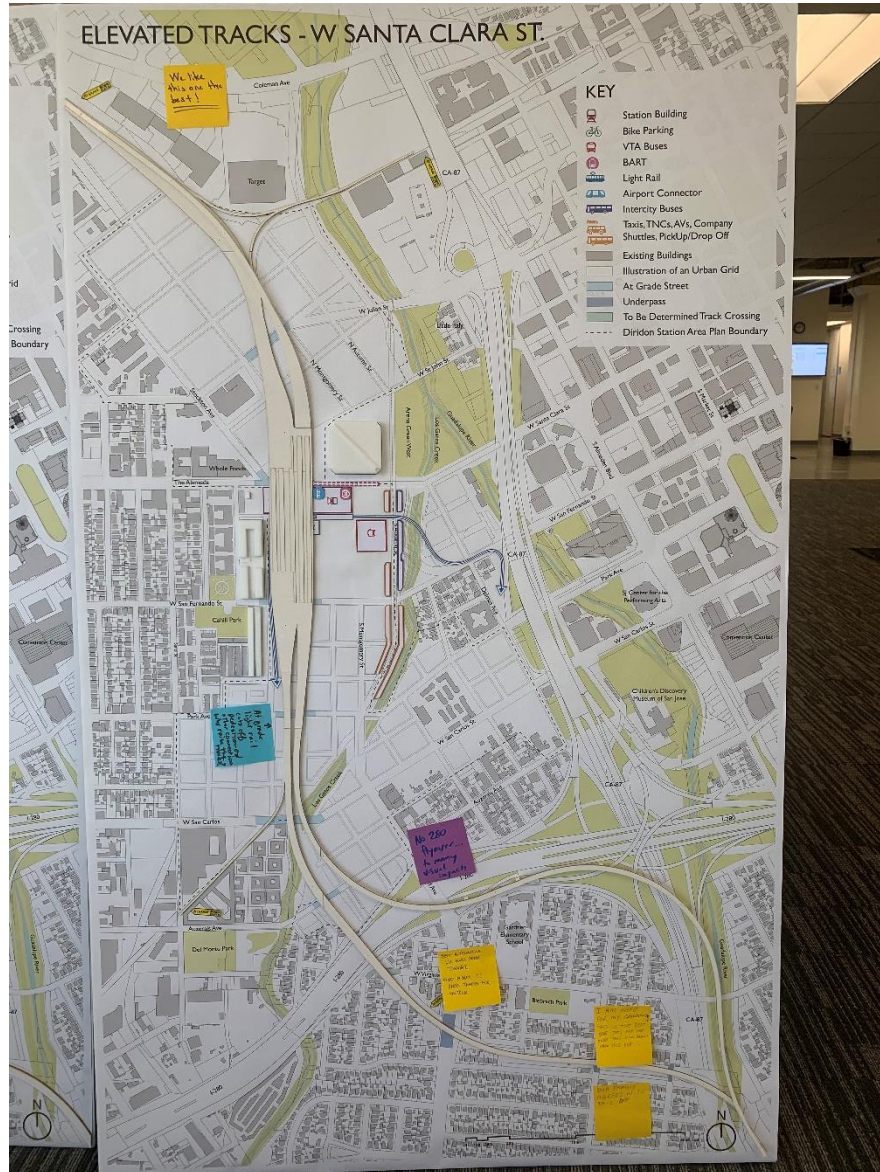
Six comment cards were submitted. The following list summarizes the comments received:

- Preference of Santa Clara or dual Concourse options. Suggest the connectivity along the Alameda is critical to neighborhood success
- Existing Diridon (depot building) should face east side of the terminal
- Suggests getting rid of the San Fernando option as it’s mediocre and the status quo
- Suggest a bold design, rather than San Fernando
- At grade is not preferred, must have grade separation
- San Fernando at grade is underwhelming
- Suggestions to maximize bike parking

- Suggestions to create a pedestrian bridge between the bridge and the SAP Center
- Suggestions that the elevated track options allow for much more appealing options
- The idea of the dual concourse that's not connected is not ideal, should be connected
- Suggestions of coloring the viaduct concrete columns with murals and wayfinding would activate the space
- Prefers less times between transfers
- Prefers taxi and pickup flyover but realizes it will be costly
- Suggests using existing southern corridor to save costs
- Prefers Stover layout
- Suggests adding I-280 Viaduct adds negative impacts to additional neighborhoods (including disadvantaged communities like Washington)

# APPENDIX: PHOTOS OF 3D MODELS WITH POST-IT NOTES ON THE LAYOUTS, COMMENT CARDS, AND NOTICING METHODS FOR THE COMMUNITY MEETING

Layouts Stations:



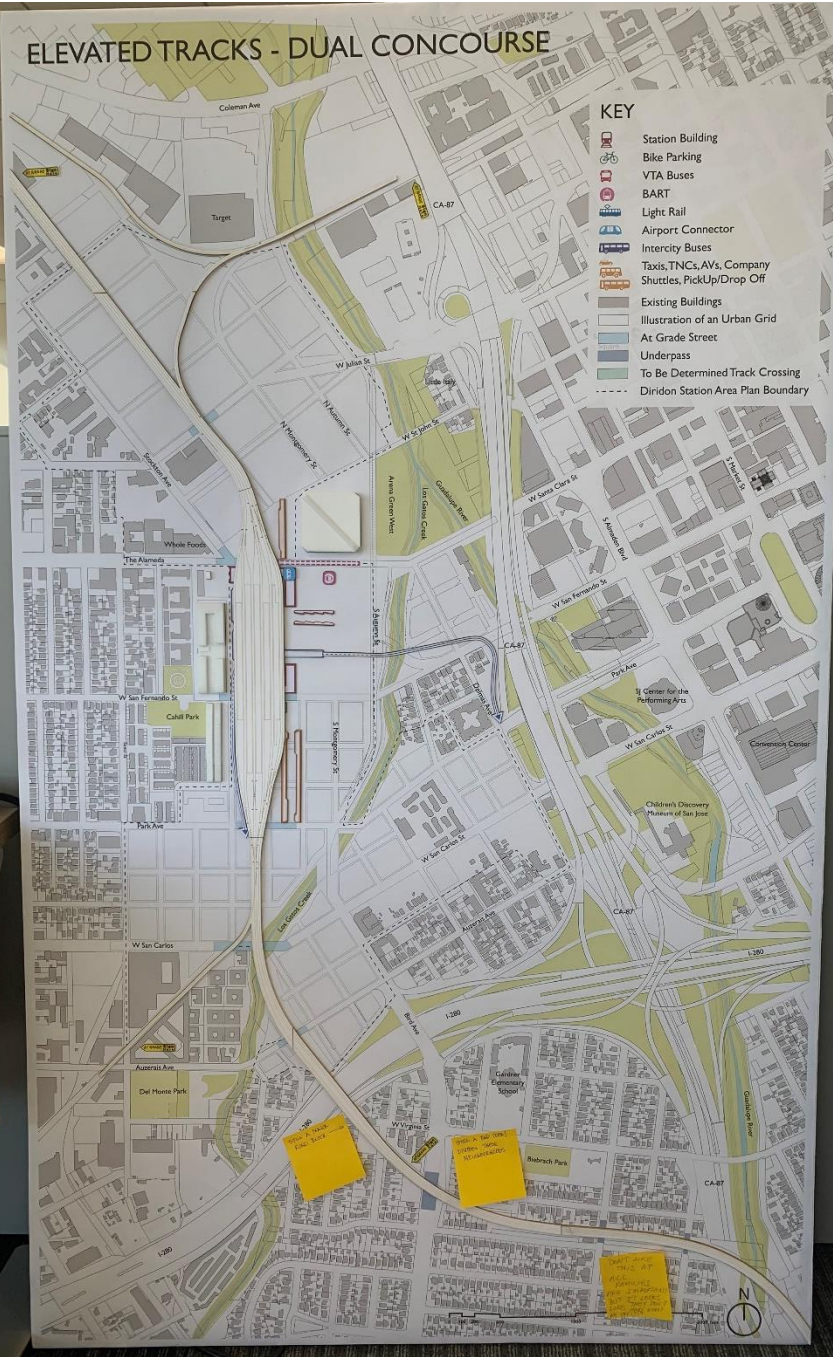


# ELEVATED TRACKS - DUAL CONCOURSE

ELEV

## KEY

- Station Building
- Bike Parking
- VTA Buses
- BART
- Light Rail
- Airport Connector
- Intercity Buses
- Taxis, TNCs, AVs, Company Shuttles, PickUp/Drop Off
- Existing Buildings
- Illustration of an Urban Grid
- At Grade Street
- Underpass
- To Be Determined Track Crossing
- Dividon Station Area Plan Boundary



Yellow sticky note: [Illegible handwritten text]

Yellow sticky note: [Illegible handwritten text]

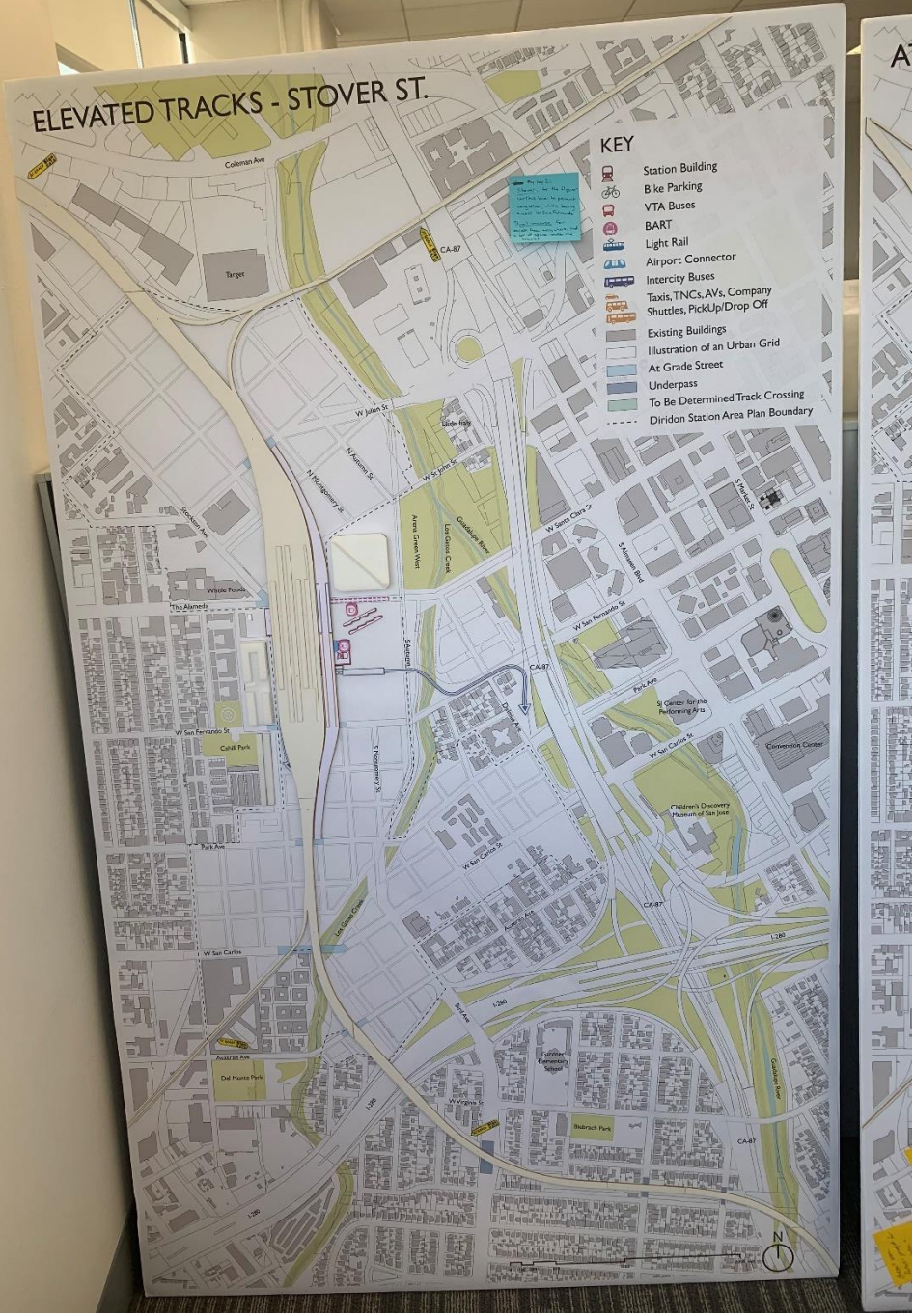
Yellow sticky note: [Illegible handwritten text]



# AT GRADE TRACKS - W SAN FERNANDO ST.



# ELEVATED TRACKS - STOVER ST.





## San Jose and Diridon Station Area Comment Card

name (optional)

Greg

email (optional)

- The at grade option should be eliminated from consideration.
- To save costs and to lessen the visual impacts, please use the existing southern corridors.
- The dual concourse is interesting but doesn't work well without connecting to each other.
- Thus, my opinion is that the stack option seems best so far.
- The 280 flyover adds impacts to additional neighborhoods (including ~~the~~ disadvantaged communities like Washington)



## San Jose and Diridon Station Area Comment Card

name (optional)

John Vu

email (optional)

- I do not like the "At Grade" option
- I value lesser time between transfers
- I live in the Midtown - Sunol area and appreciate less construction issues
- Overall, if I have to choose, I'm interested in the double station to alleviate traffic.
- I also like the taxi and pick up flyover but that sounds costly.



## San Jose and Diridon Station Area Comment Card

name (optional) Local Color

email (optional)

Does it have to be concrete colored? You might have heard some gasps across the room when you showed the renderings of these overpasses going through the neighborhood.

I know there are some structural reasons why concrete is not painted. However, its not impossible, and its just paint.

Adding art can transform spaces, adding some color can also be functional as well as beautiful by acting as neighborhood markers of celebration, wayfinding, safety, etc.



## San Jose and Diridon Station Area Comment Card

name (optional) Jason King

email (optional)

- San Fernando at Grade is underwhelming

- The Elevated track options allow for much more appealing options

- Dual Concourse - I like the idea of spreading out congestion but I don't like that the station is separated.



## San Jose and Diridon Station Area Comment Card

name (optional) Lola Torrey

email (optional)

- At-grade is a non-starter. Need to have grade separation. Either Dual Concourse or Spover. I prefer keeping Light Rail underground or designed in a way to avoid "at-grade" pedestrian crossings of Light Rail.
- With Dual, consider pedestrian bridge from SJP to ~~Station~~ station to avoid crossing Santa Clara.
- Maximize bike parking as much as possible.



## San Jose and Diridon Station Area Comment Card

name (optional) YOUNG

email (optional)

I PREFER THE SANTA CLARA OR DUAL OPTIONS. THE CONNECTIVITY ALONG THE ALAMEDA IS CRITICAL TO NEIGHBORHOOD SUCCESS. EXISTING DIRIDON SHOULD FRONT EAST SIDE OF A TERMINAL. PLEASE PURSUE THE SAN FERNANDO OPTION AS IT IS MEDIOCRE BY CONTINUING THE STATUS QVO. LET US BE BOCCOPE!





#### Summary of advertisement in advance of Community Meeting #4:

- Flyering: 380 homes in neighborhoods immediately north and south of I-280.
- VTA BART CWGs
  - Immediate Distribution lists: approximately 300 people (Alum Rock/28th Street, Downtown/Diridon, Santa Clara) – city staff, leaders of organizations, neighborhood associations, members of public AND asked them to distribute to their lists
  - Presented at 3 VTA BART CWG September 10-13 and announced meeting
  - Posted in VTA Newsletter: 4,300 People
- Announced meeting at Diridon Joint Policy Advisory Board on August 30, 2019
- Passed out flyers at Viva Calle on September 22, 2019
- HSR distribution for San José area: 104 People
- SAAG membership: 38 members with 120 emails in distribution list and asked them to spread the word to their constituents
- City's DISC Distribution List: 700 people
- Twitter Post that included City of San José, VTA, HSR, Caltrain, Poor House Bistro, City's OED (sjeconomy),