

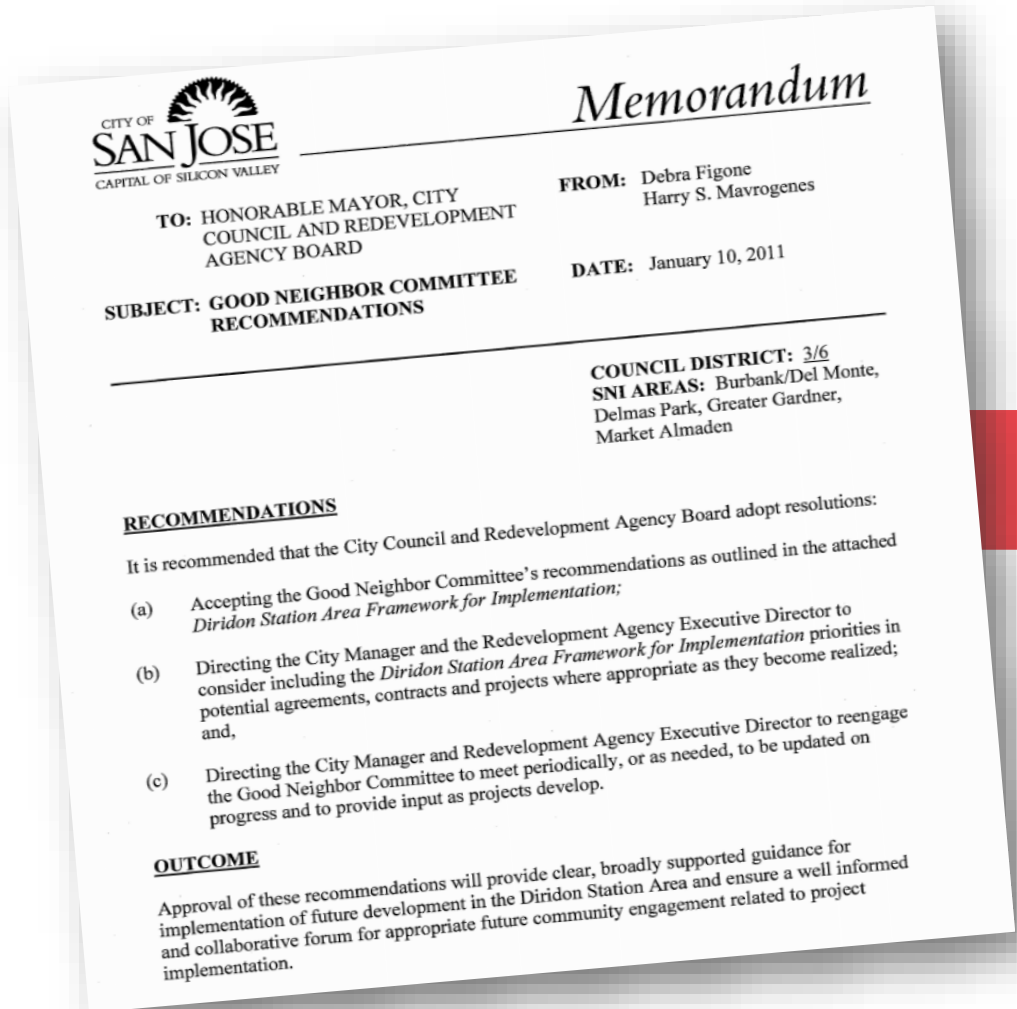


November 15, 2019

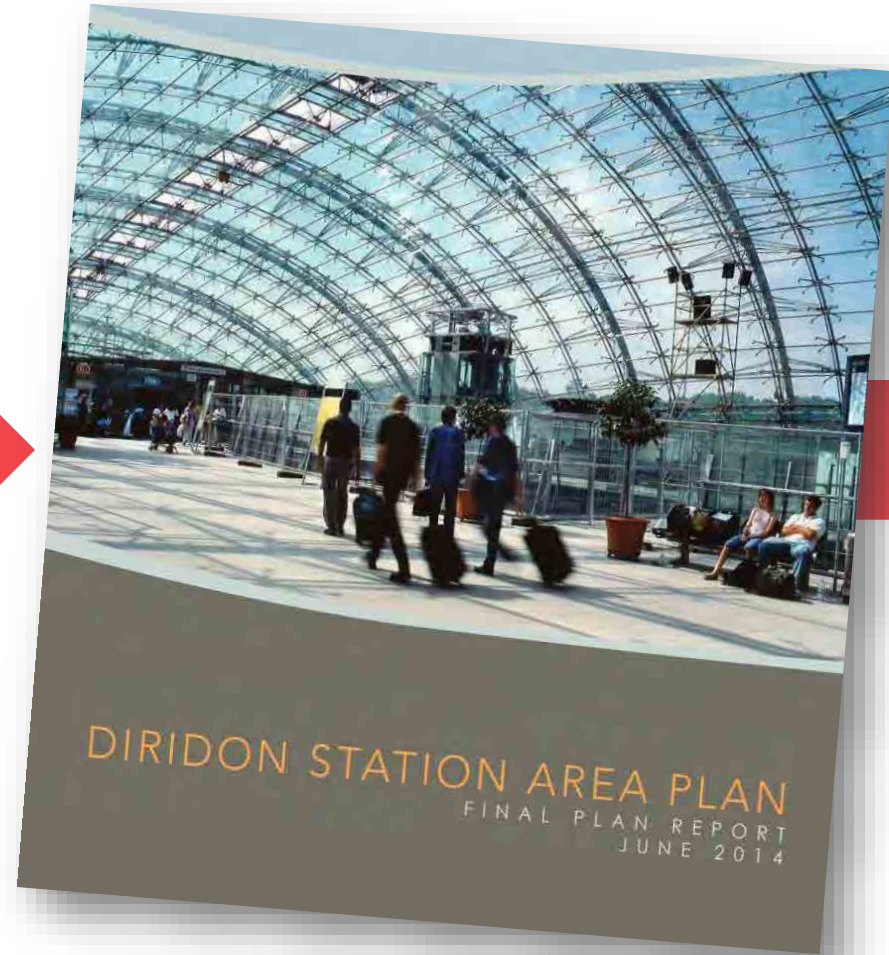
INTEGRATED CONCEPT PLAN
**JOINT POLICY
ADVISORY BOARD**



Community Interest in Diridon Station's Future



2011



2014

”

**Need to step up
your game at
Diridon Station.**

”

**I think we can do better with
connectivity at Diridon to make
transfers easy and help passengers
find their way around.**

”

**Better signage would
help first time riders.**

”

**Needs to
coordinate
with VTA.**

Major Land Development on the Horizon

The Mercury News Q

Business > Economy

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

283

June 6, 2017



Google Plans Massive Office Expansion In San Jose

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

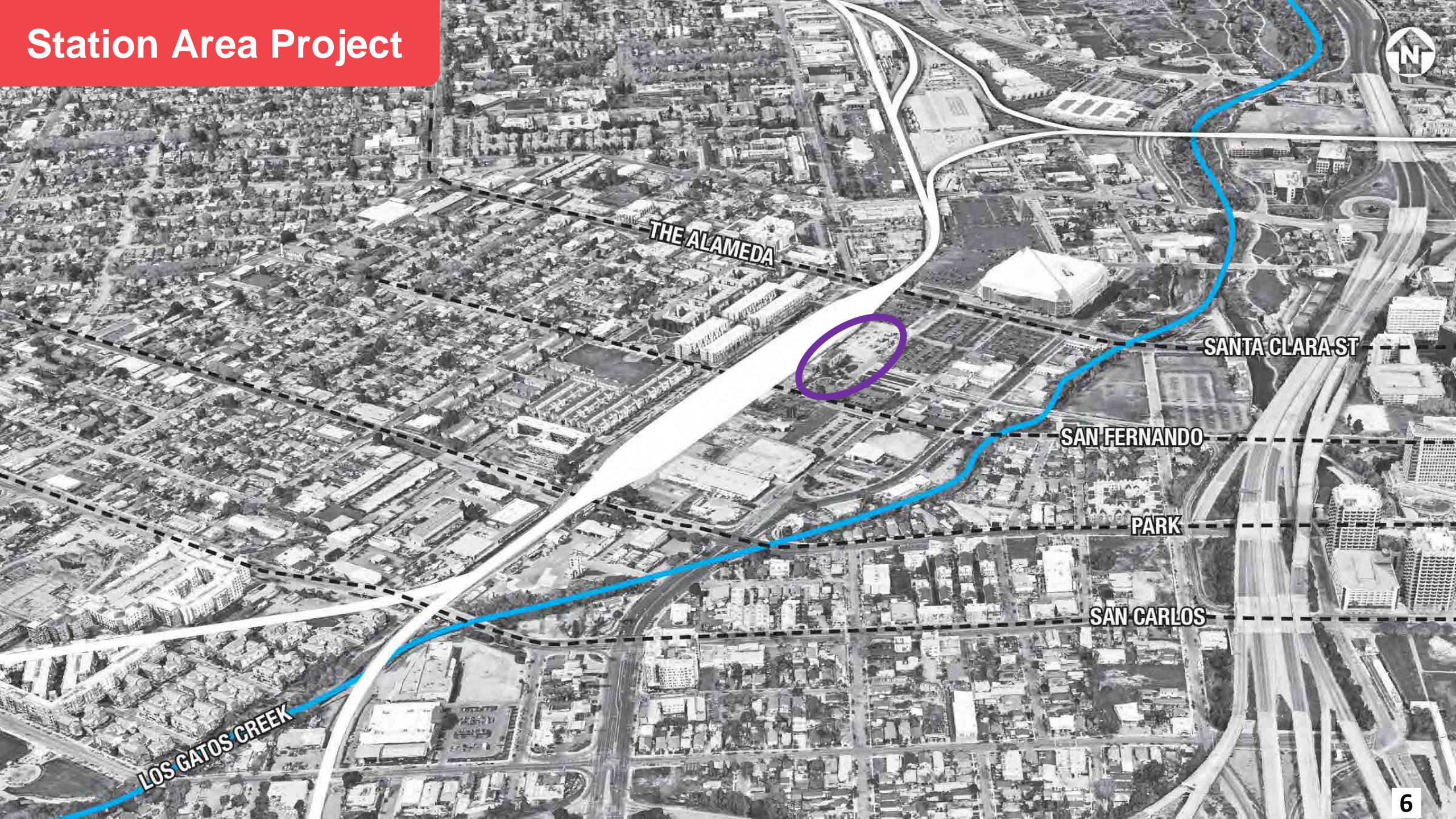
Source: Santa Clara County property records, City of San Jose memos

BAY AREA NEWS GROUP

PARTNER PROJECTS INTERSECTING AT DIRIDON

- **Caltrain:**
 - Electrification
 - Business Plan
- **VTA: BART Silicon Valley Phase II Extension Project**
- **California High-Speed Rail:**
 - San José – Merced Project Segment
 - 2018 Business Plan
- **City of San José: Station Area Development**

Station Area Project



THE ALAMEDA

SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK

Station Area Project

Caltrain Electrification

THE ALAMEDA

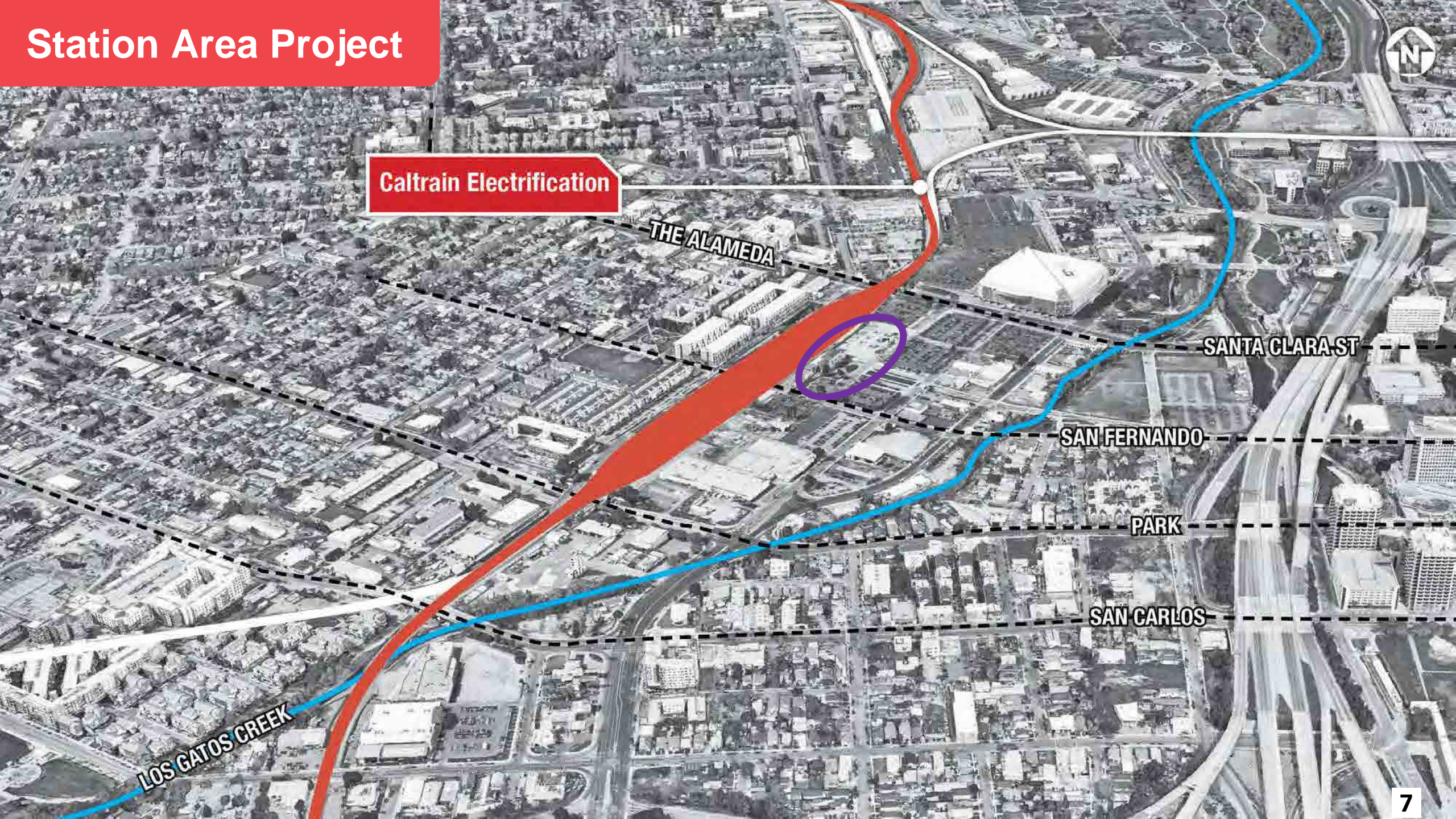
SANTA CLARA ST

SAN FERNANDO

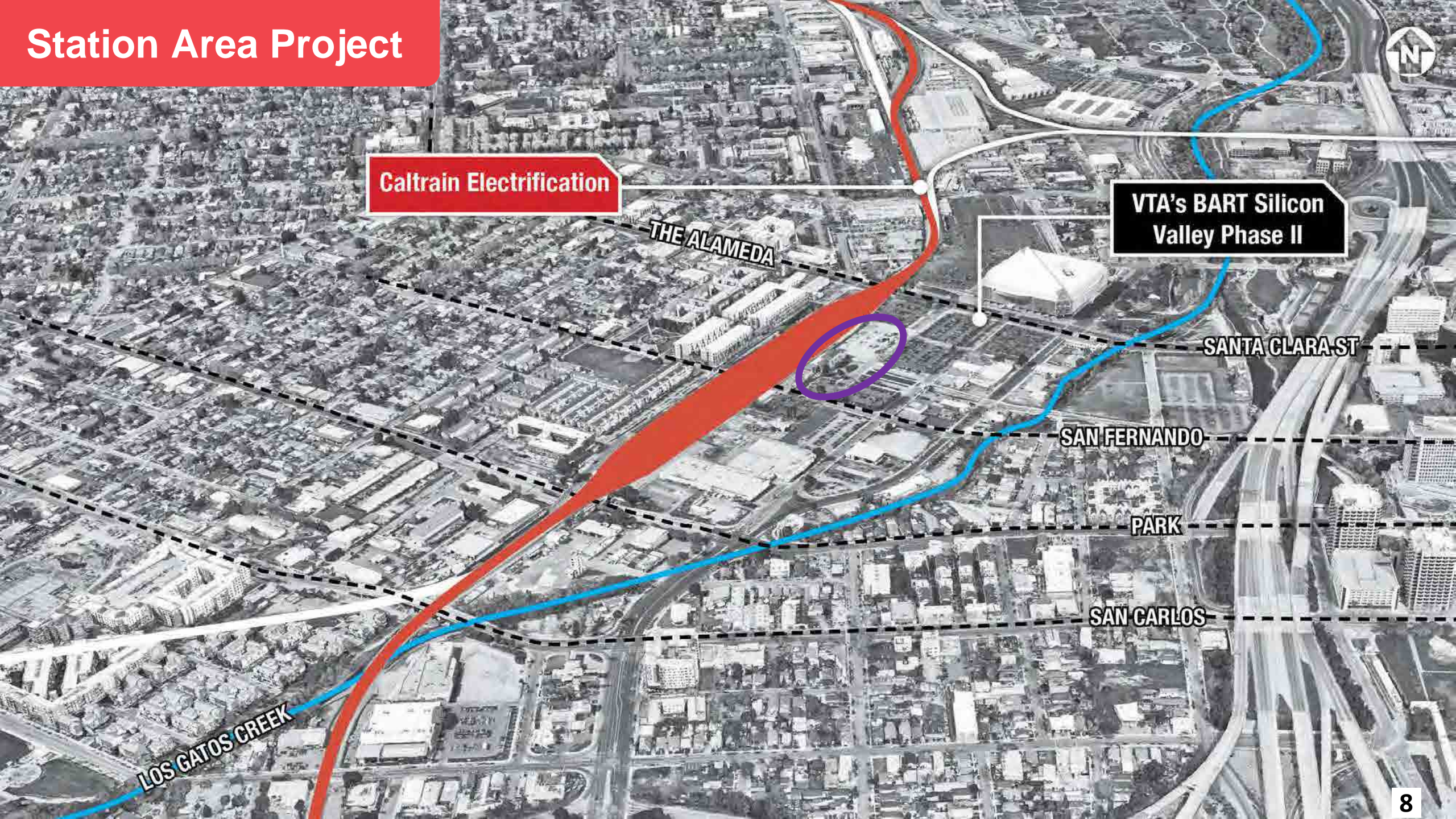
PARK

SAN CARLOS

LOS GATOS CREEK



Station Area Project



Caltrain Electrification

VTA's BART Silicon Valley Phase II

THE ALAMEDA

SANTA CLARA ST

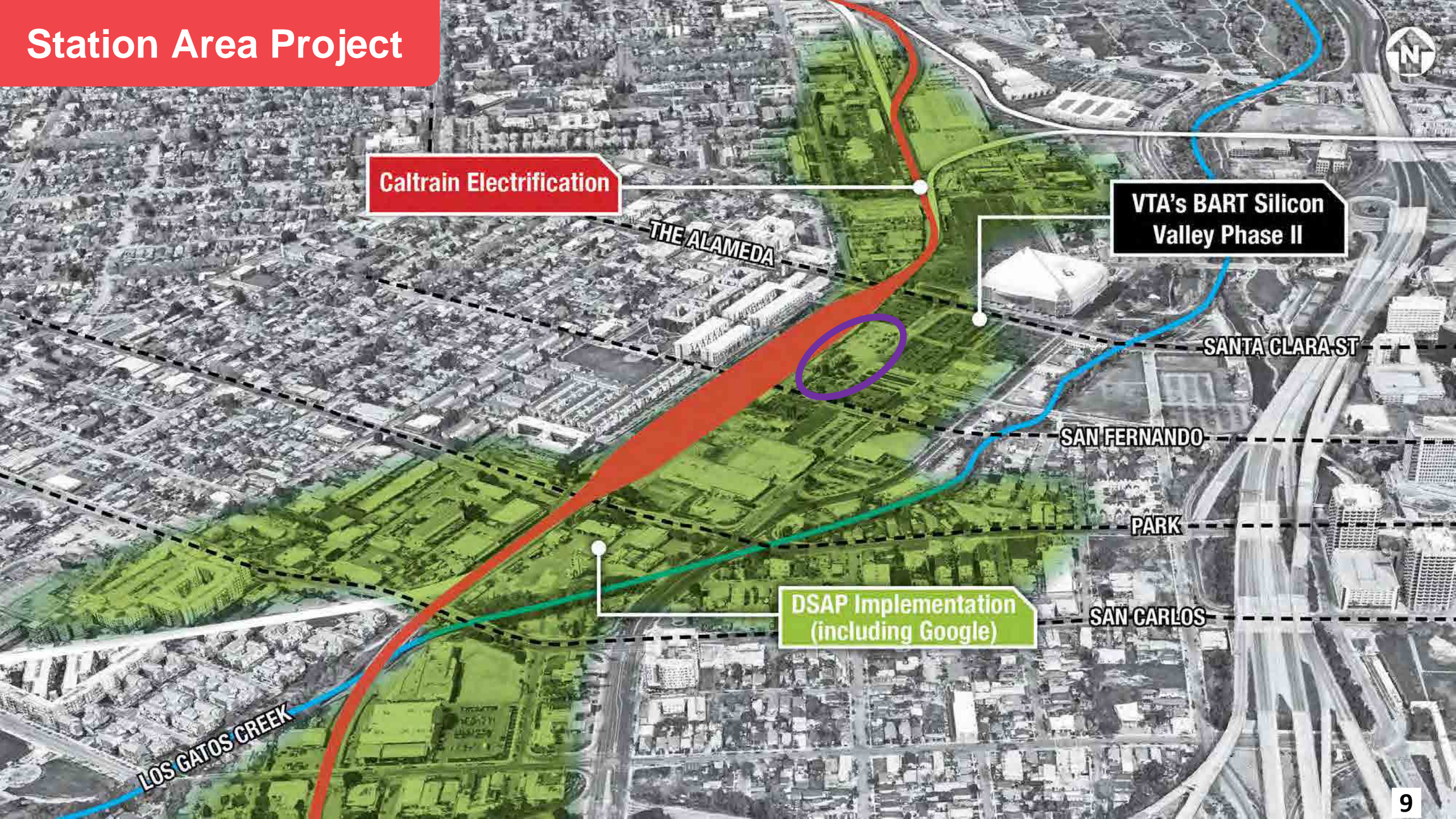
SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK

Station Area Project



Caltrain Electrification

VTA's BART Silicon Valley Phase II

THE ALAMEDA

SANTA CLARA ST

SAN FERNANDO

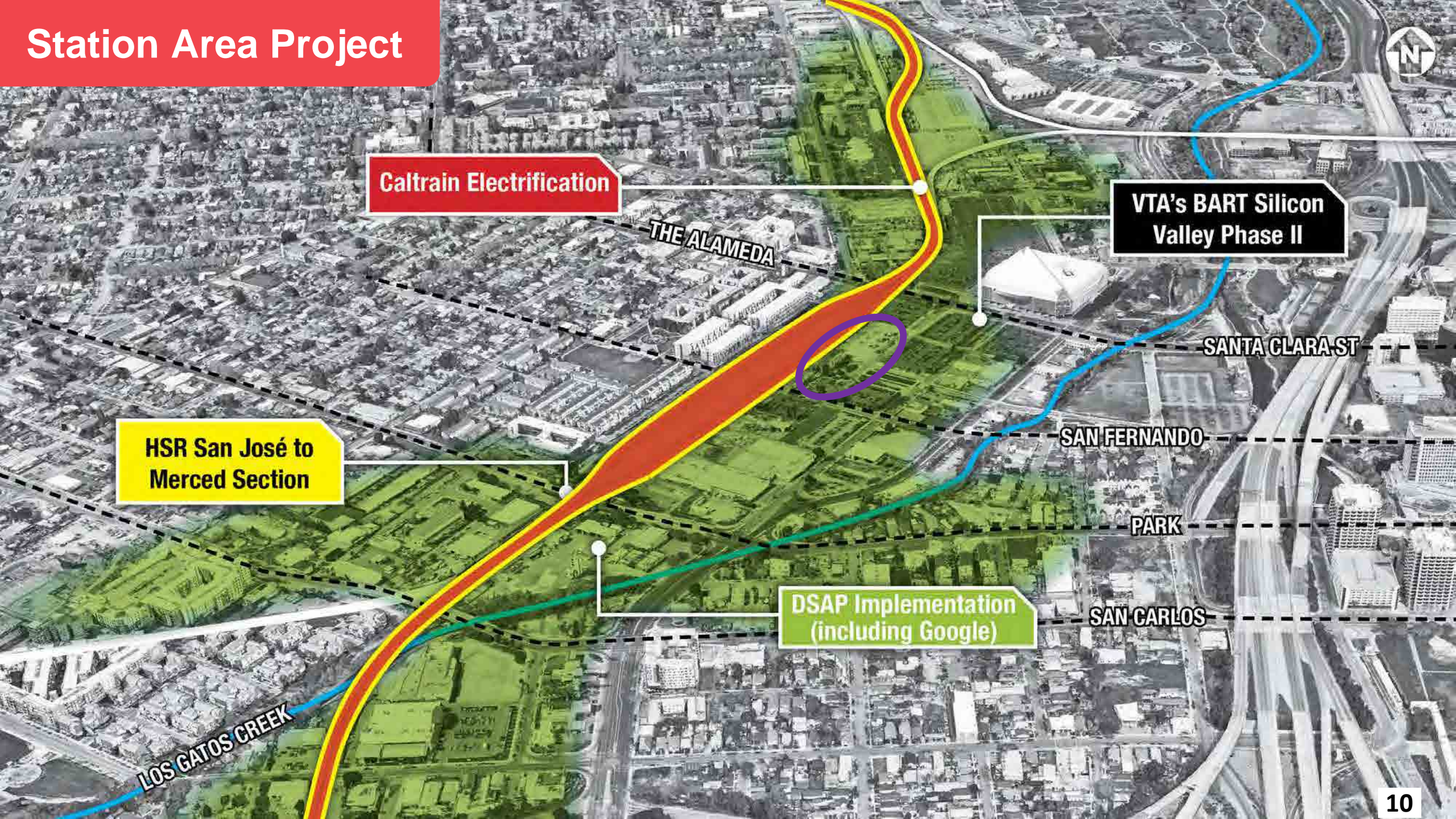
PARK

SAN CARLOS

DSAP Implementation (including Google)

LOS GATOS CREEK

Station Area Project



Caltrain Electrification

VTA's BART Silicon Valley Phase II

HSR San José to Merced Section

DSAP Implementation (including Google)

THE ALAMEDA

SANTA CLARA ST

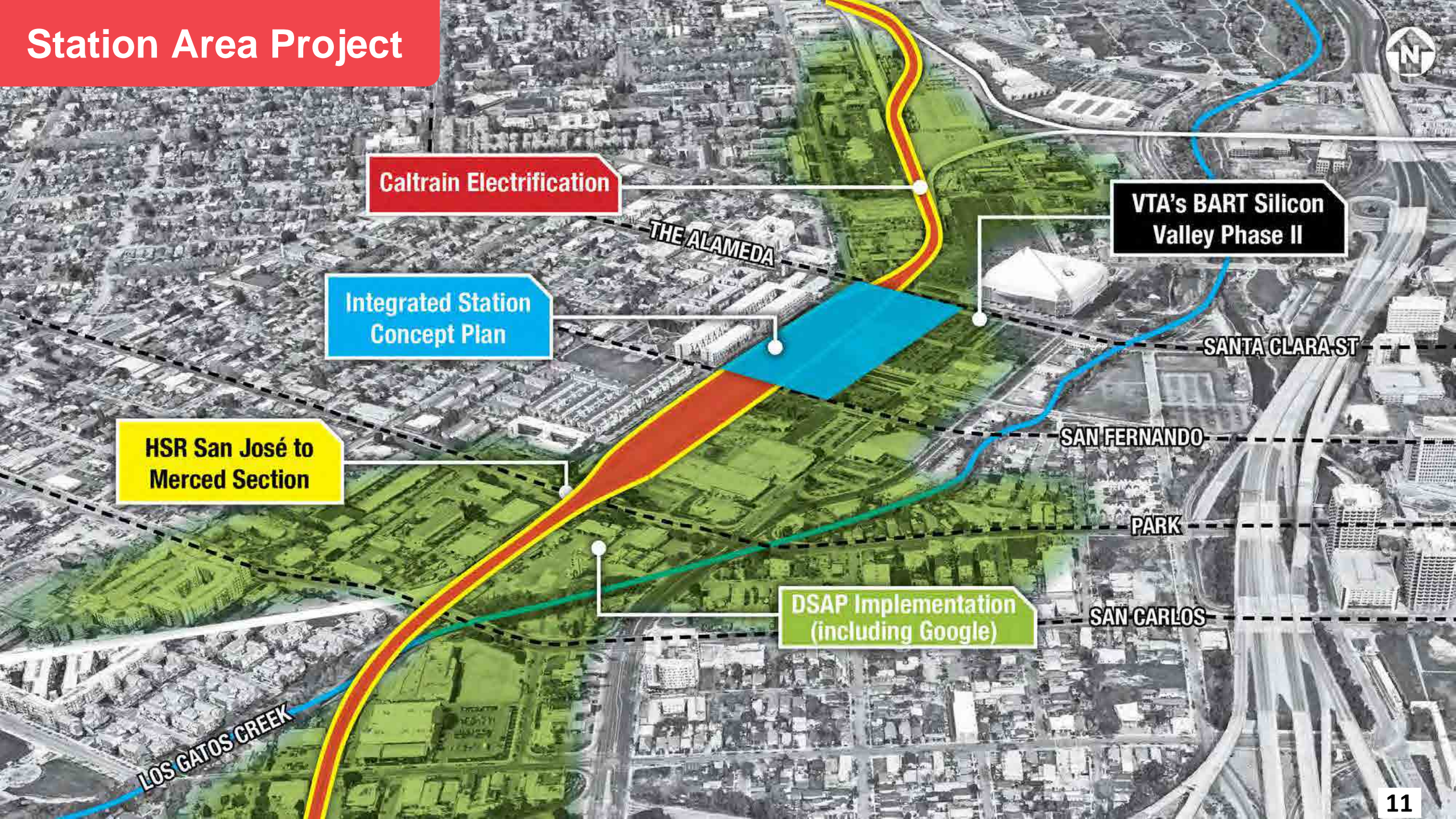
SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK

Station Area Project



Caltrain Electrification

VTA's BART Silicon Valley Phase II

Integrated Station Concept Plan

HSR San José to Merced Section

DSAP Implementation (including Google)

THE ALAMEDA

SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK

Advocates Investigate the Opportunity



Remaking Diridon: Principles to Plan and Grow By

By Laura Tolkoff, San Jose Policy Director, and Teresa Alvarado, San Jose Director

June 22, 2017



View of downtown San Jose from Caltrain leaving Diridon Station. Photo by [Suzuki Risa for SPUR](#).

Over the next decade, more than \$10 billion of transportation investments will start to remake San Jose's Diridon Station into the first high-speed rail station in the country and the busiest transportation hub west of the Mississippi. This historic opportunity has the potential to reshape not just San Jose but the entire Silicon Valley: San Jose recently announced it will negotiate exclusively with Google for up to 8 million square feet of office space.

Lessons for Diridon: Denver's Success Story That Almost Didn't Happen

By Laura Tolkoff, Alex Shoor and Kenichiro Suzuki

April 5, 2017



Image courtesy of East West Partners.

Since Denver Union Station reopened in 2014, it has become one of the nation's best examples of a modern intermodal train station embedded in a transit-friendly urban neighborhood. What was once a dilapidated station with poor transit service in a largely abandoned neighborhood is now a focal point of downtown in a neighborhood that is thriving. As planning gets underway for remaking San Jose's Diridon Station into a major transportation hub with the country's first high-speed rail station, SPUR is looking at other stations around the world for best practices and cautionary tales. Along with Rotterdam Central and Toronto's Union Station, Denver has some important lessons for Diridon.

Lessons for Diridon: Rebuilding Rotterdam Centraal Station

By Laura Tolkoff and Deike Peters*

September 22, 2016



Rotterdam Central is the city's center for mobility and connections. Its many parallels to San Jose's Diridon Station offer important lessons for Diridon's upcoming redevelopment. Photo by [Jannes Linders](#).

Over the next decade, San Jose's Diridon Station will be remade into the first high-speed rail station in the country and the busiest transportation hub west of the Mississippi. Throughout the world, hubs that connect local and regional transportation have had transformational impacts on cities and regions. It takes a lot to deliver on that promise, however. Over the next few months, SPUR will be taking a look at other stations and station districts around the world for best practices and cautionary

July 2017 European Stations Tour



July 2017 European Stations Tour - Rotterdam



July 2017 European Stations Tour

Pedestrians prioritized within station area



July 2017 European Stations Tour

Strong sense of place



July 2017 European Stations Tour - Amsterdam



Amsterdam Ce

July 2017 European Stations Tour

Multi-modal connectivity to and through station



July 2017 European Stations Tour

Multi-modal connectivity to and through station



Four Agencies Enter a Cooperative Agreement



**INTEGRATED
PROJECT**

VISION FOR THE FUTURE STATION

Deliver a world-class transportation hub that provides a seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown.

Key Objectives for the Concept Plan



**A Multi-Modal,
Integrated, and
Human-Centered Station**



**The Station as
Catalyst for the Urban
Environment**



**The Station
as a Destination**



**A Compelling Vision
for the Future of the
Diridon Station**



**A Futureproof,
Flexible, Adaptive, and
Innovative Station**



**Partnership
Organization**

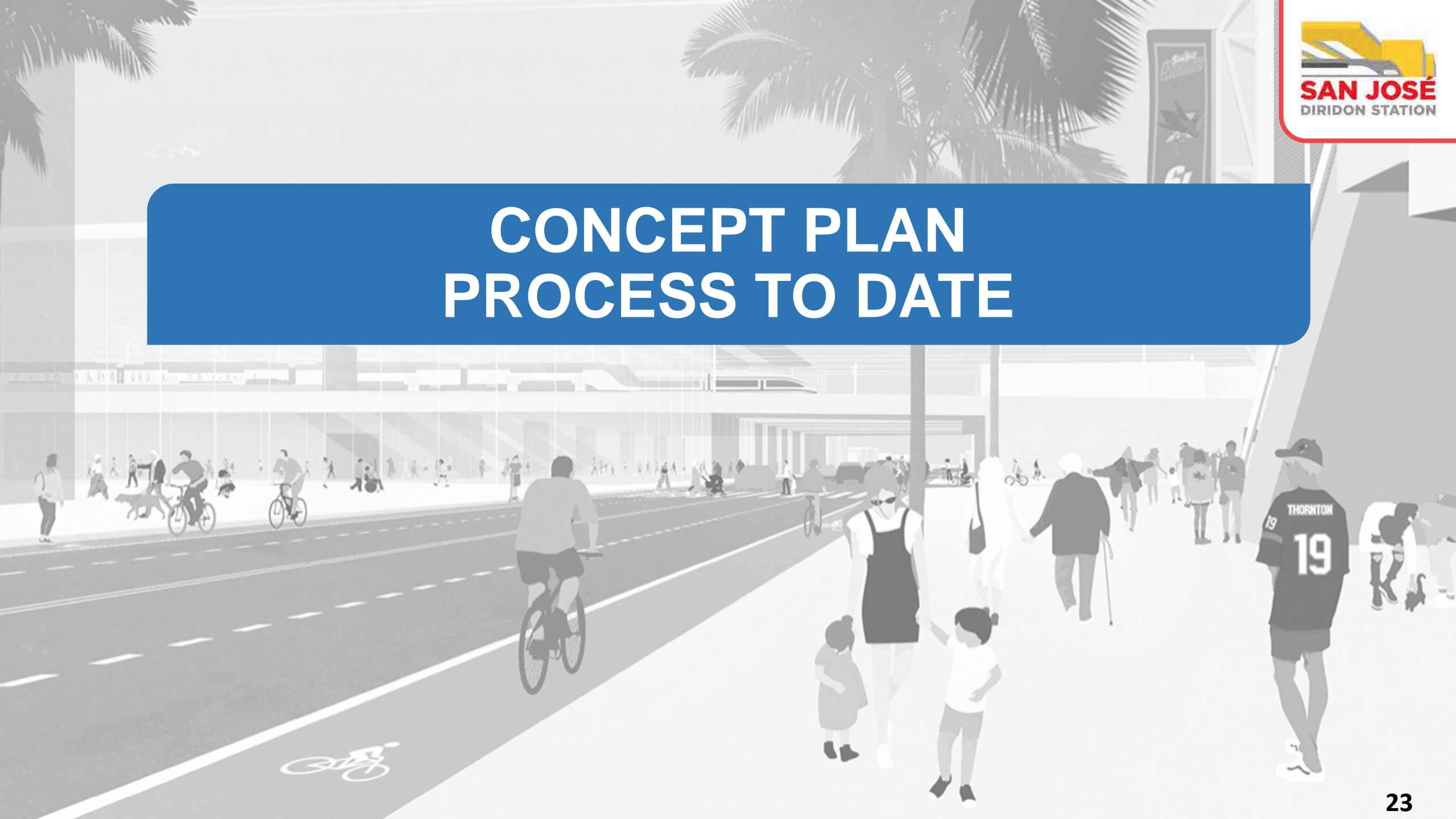


**Internal & External
Stakeholder**



**Funding Objectives and
Risk Management**

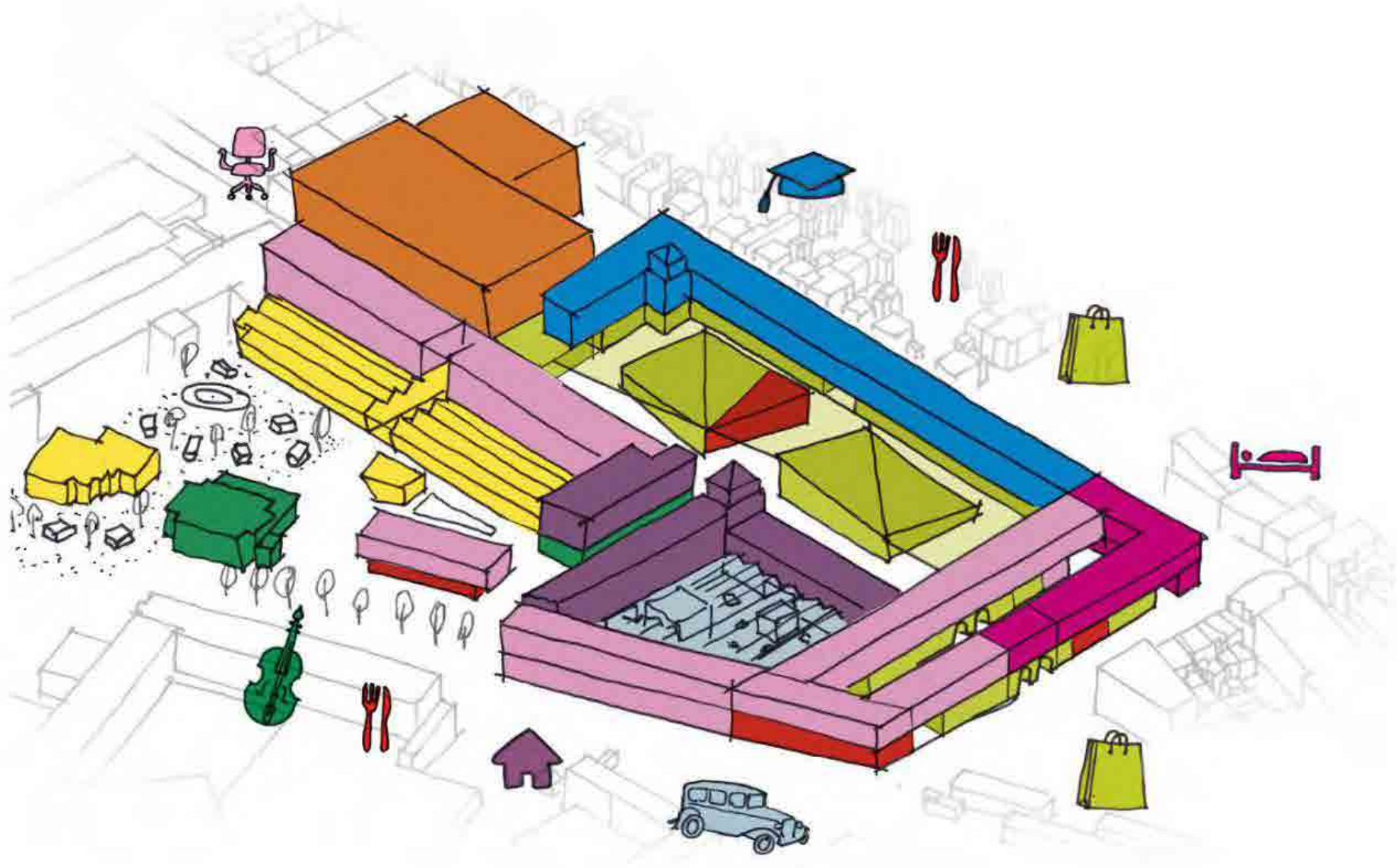
CONCEPT PLAN PROCESS TO DATE



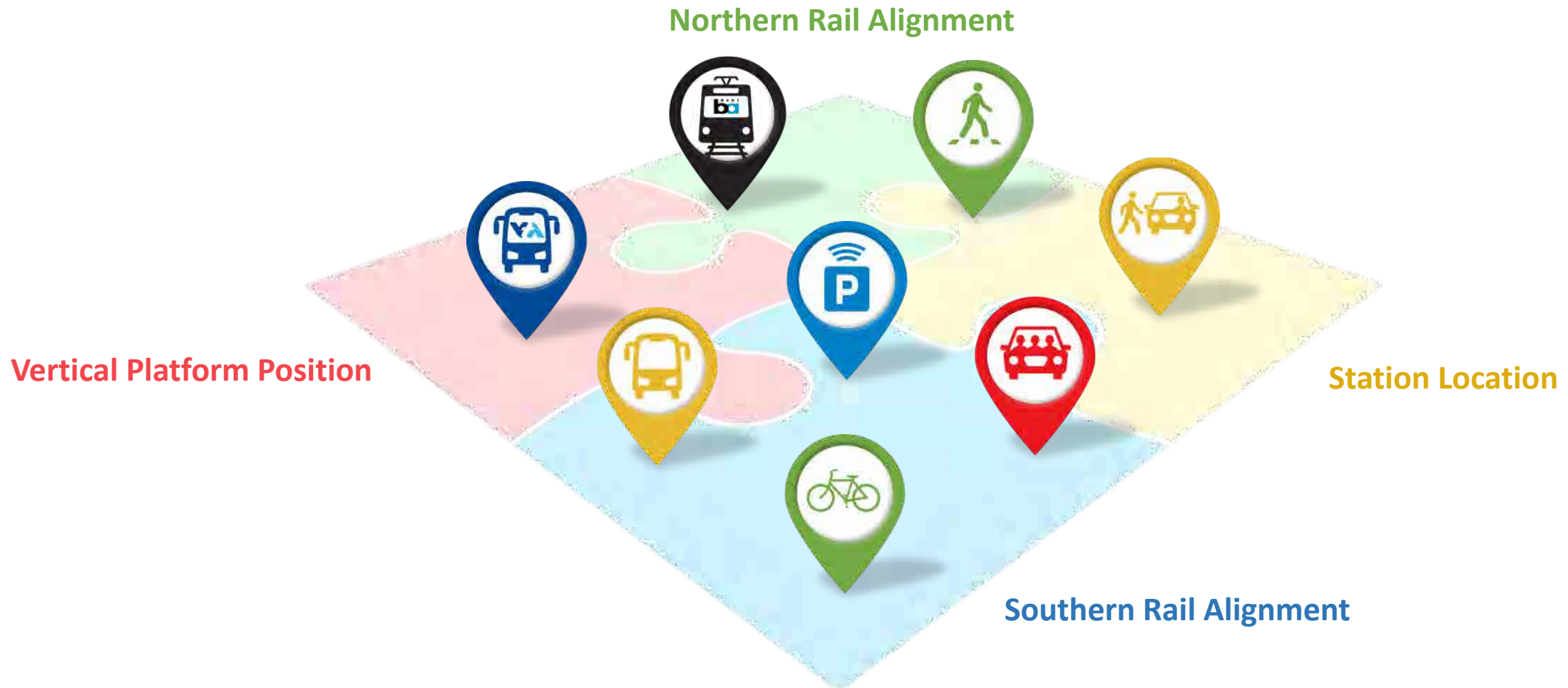
Phase I Process & Outreach Rounds



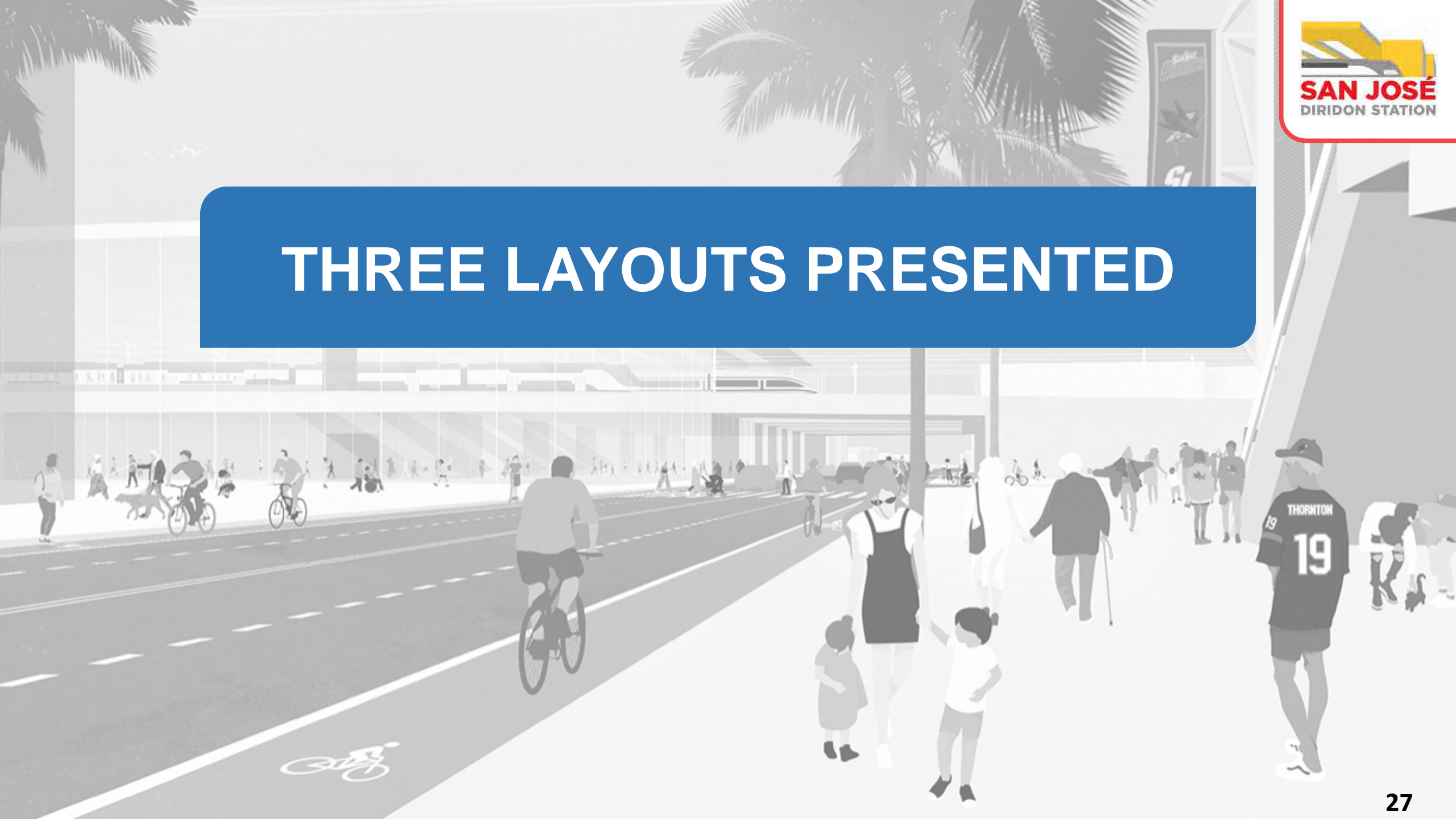
What Is a Concept Plan?



Big Moves & Kit of Parts

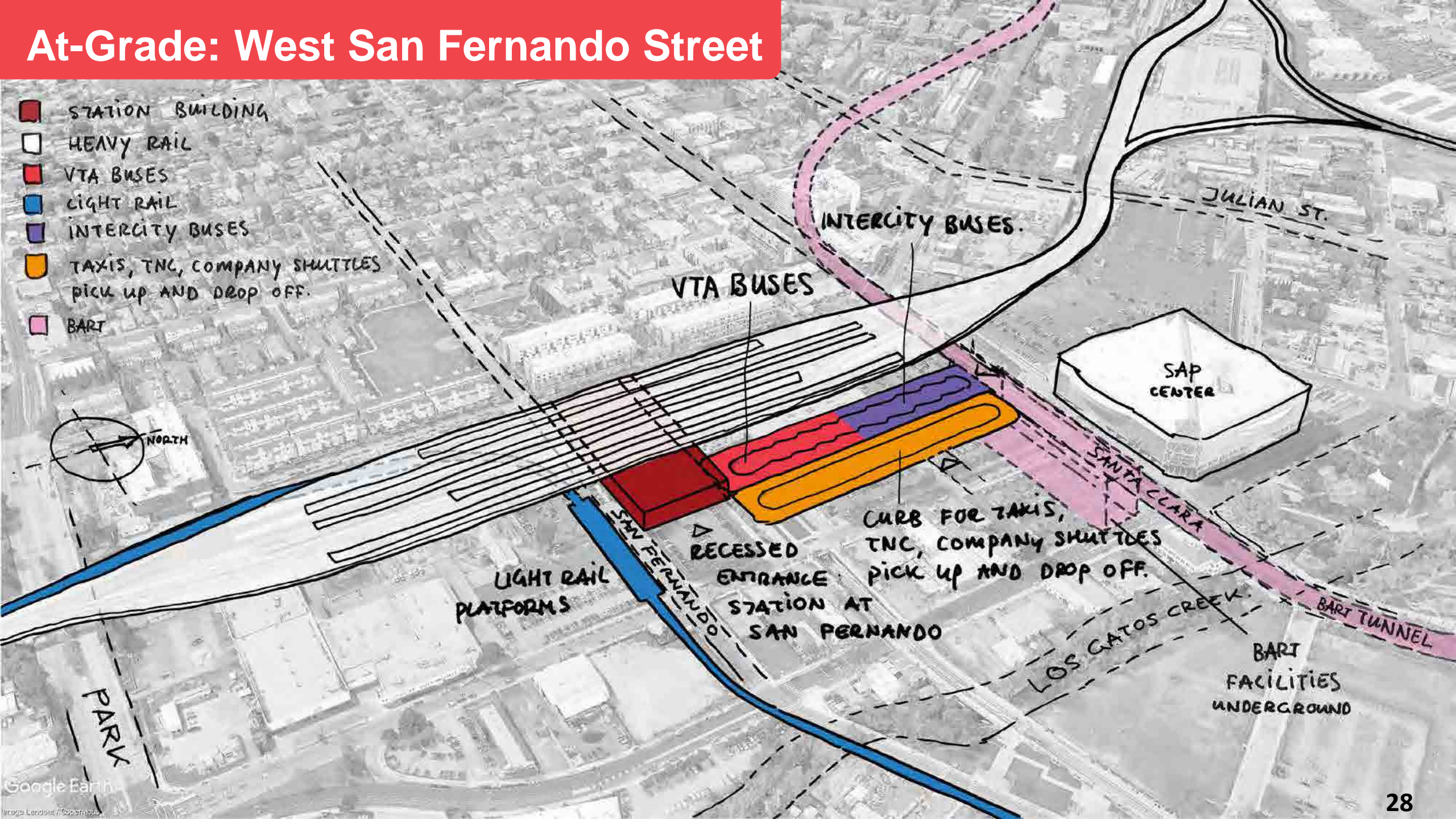


THREE LAYOUTS PRESENTED

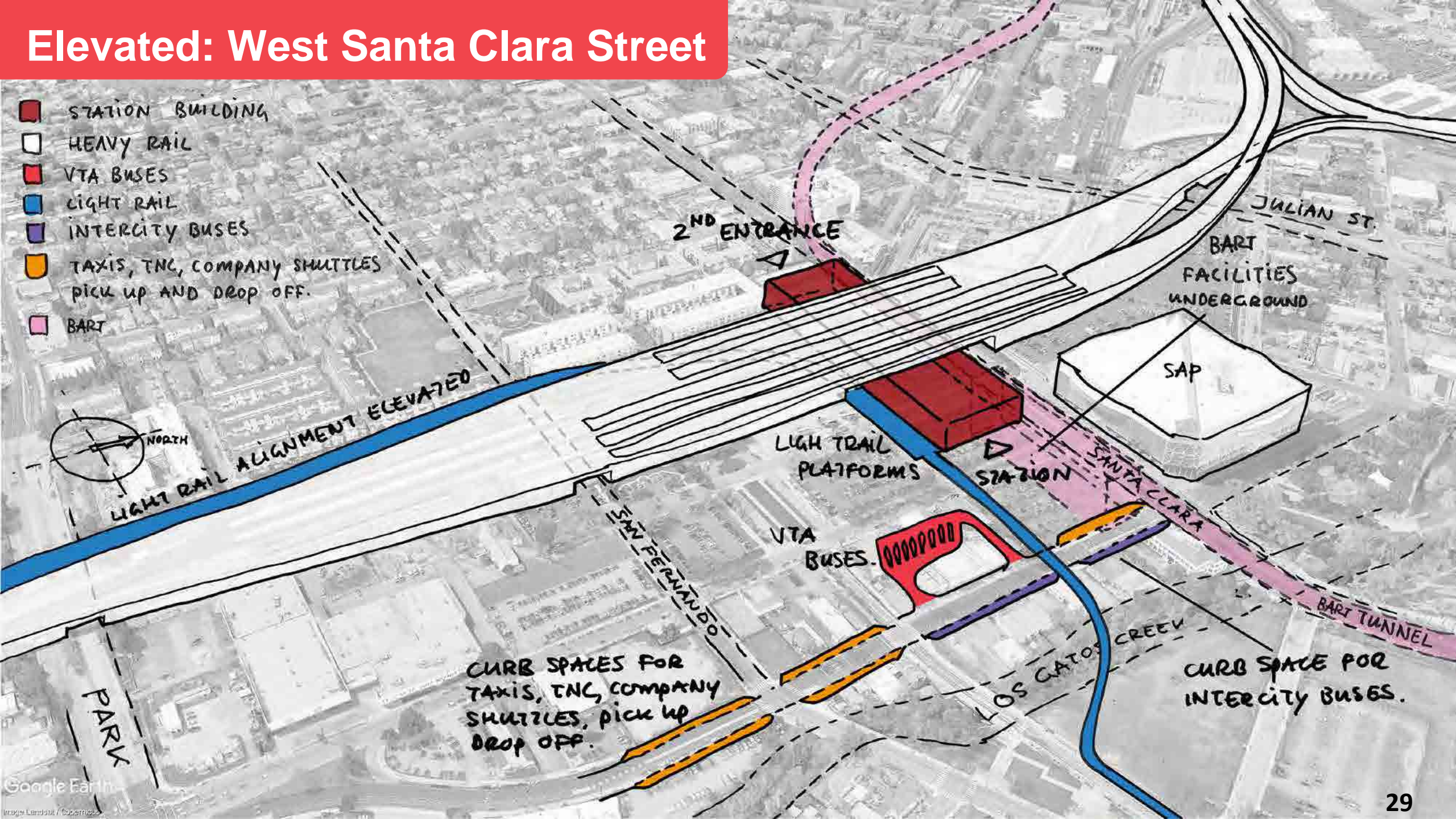


At-Grade: West San Fernando Street

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



Elevated: West Santa Clara Street



- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



LIGHT RAIL ALIGNMENT ELEVATED

2ND ENTRANCE

JULIAN ST.

BART FACILITIES UNDERGROUND

SAP

LIGHT RAIL PLATFORMS

STATION

SANTA CLARA

VTA BUSES

BART TUNNEL

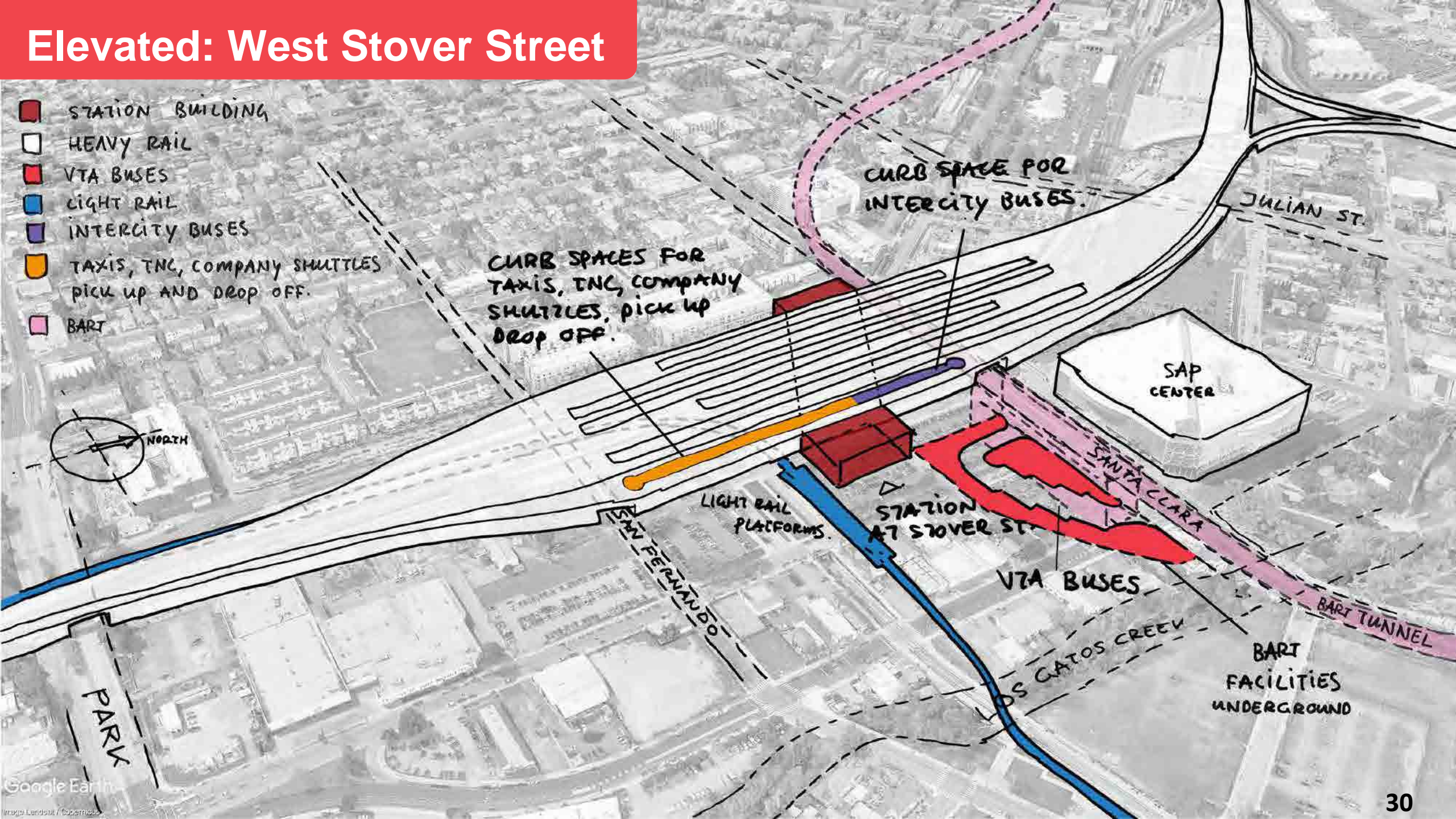
CURB SPACES FOR TAXIS, TNC, COMPANY SHUTTLES, PICK UP DROP OFF.

CURB SPACE FOR INTERCITY BUSES.

LOS GATOS CREEK

PARK

Elevated: West Stover Street



COMMUNITY OUTREACH & EVENTS



Completed: Pop Ups at Diridon Station



Completed: Online Survey with 796 Responses



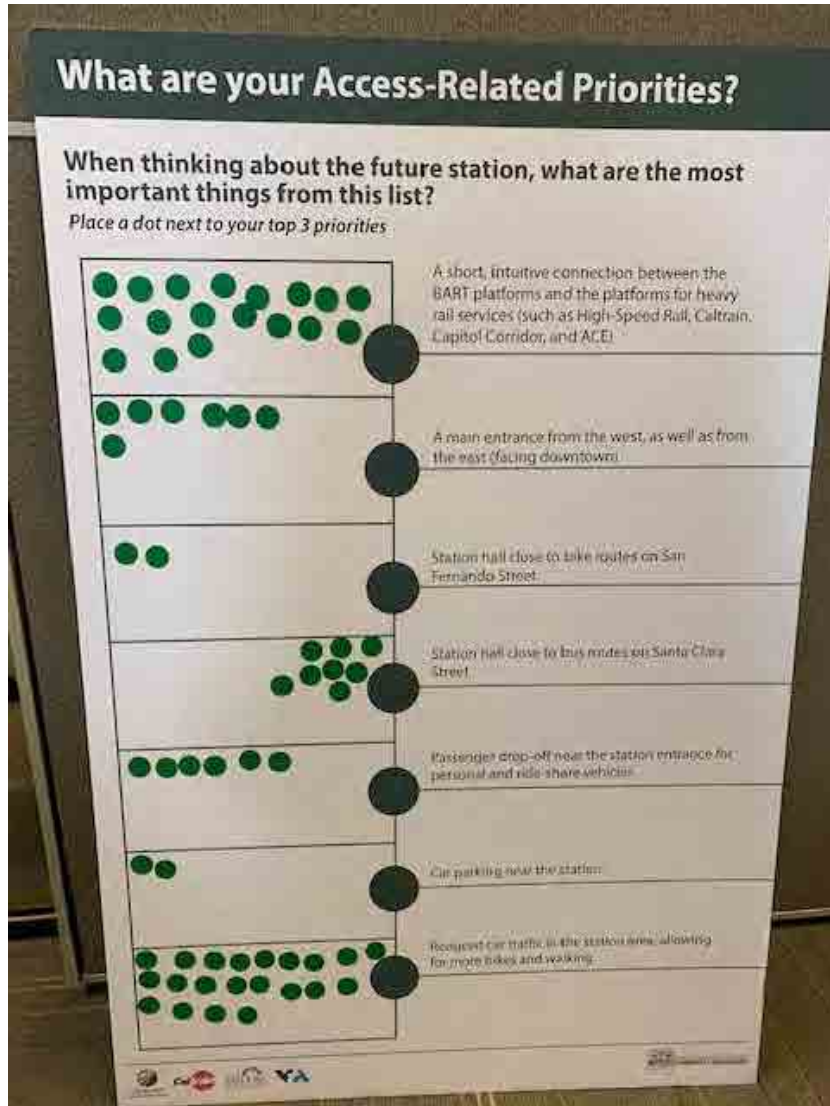
The following lists include some of the potential benefits and features of the station project. The lists are not meant to capture all of the considerations that are part of the planning process. Rather, the intent is to help the Partner Agencies weigh trade-offs associated with certain design decisions at this stage of the process.

* Access-Related

Please select your top 3 priorities.

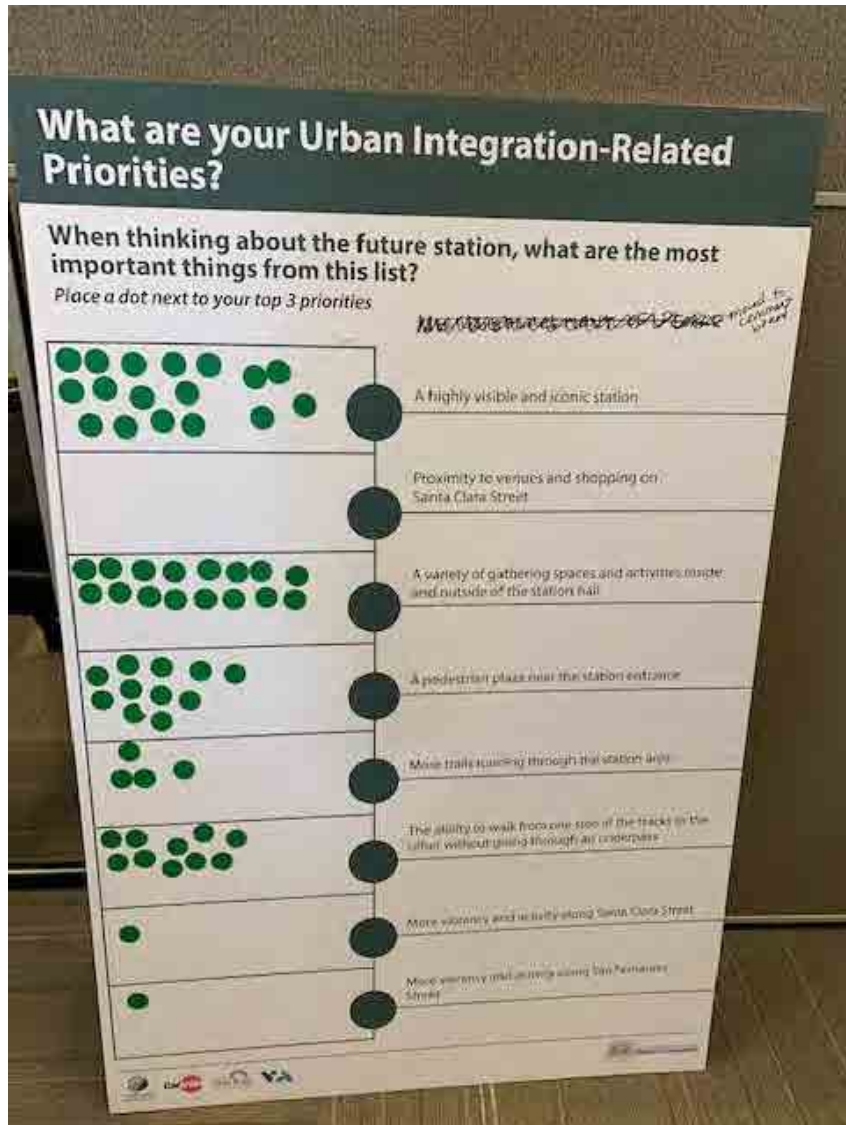
- A short, intuitive connection between the BART platforms and the platforms for heavy rail services (such as High-Speed Rail, Caltrain, Capitol Corridor, and ACE)
- A main entrance from the west, as well as from the east (facing downtown)
- Station hall close to bike routes on San Fernando Street
- Station hall close to bus routes on Santa Clara Street
- Passenger drop-off near the station entrance for personal and ride-share vehicles
- Car parking near the station

What We Learned: Top Priority



Easy, well-timed connections between modes – particularly a short, direct, and intuitive connection between BART and the commuter rail services

What We Learned: General Community Aspirations



Improved transit serving the station



A highly visible and iconic station



Activity center near Santa Clara Street



Vibrant indoor and outdoor public spaces



Street, pedestrian, and bike connectivity

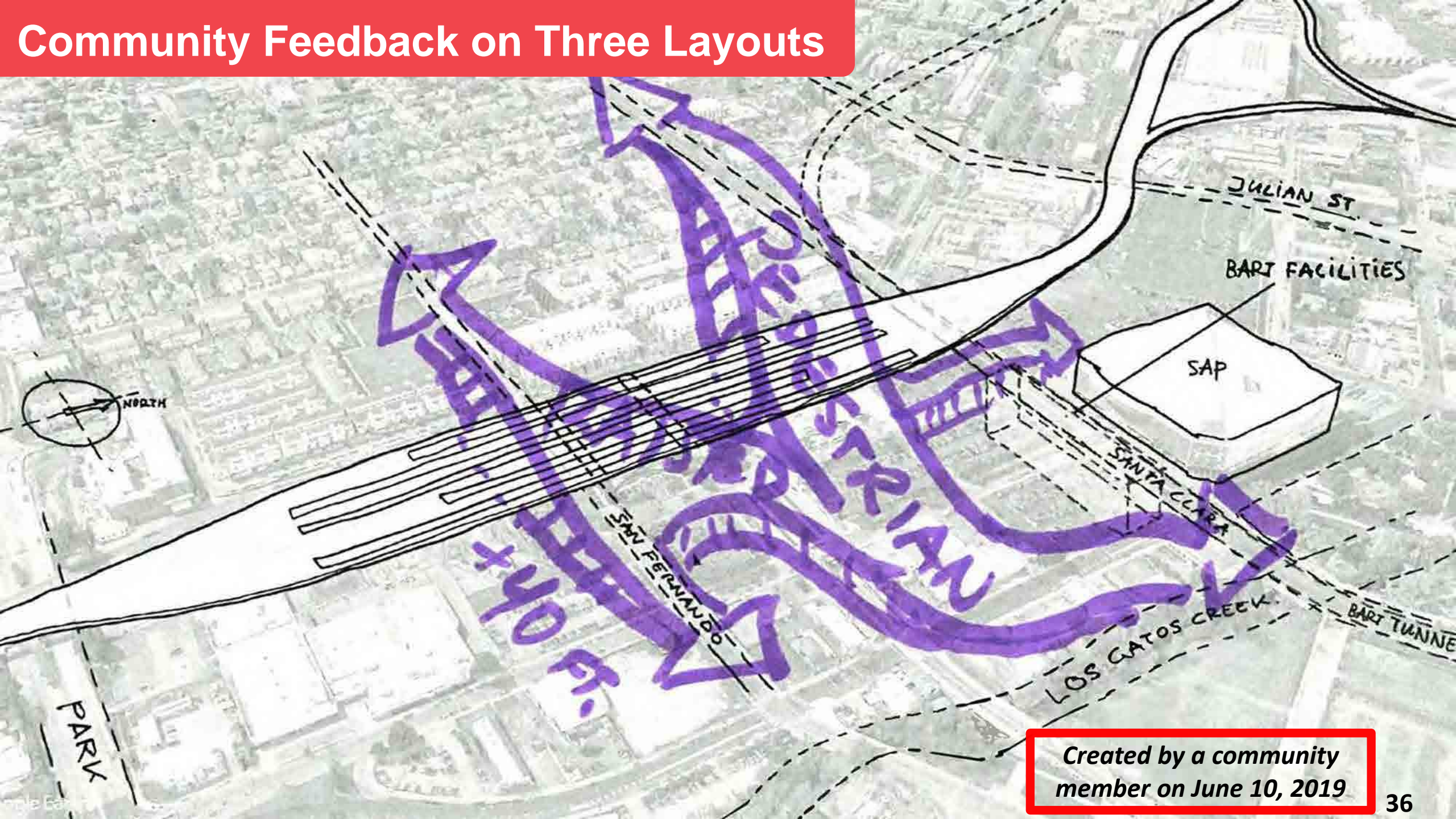


Reduced car traffic



Potential for future transit oriented development

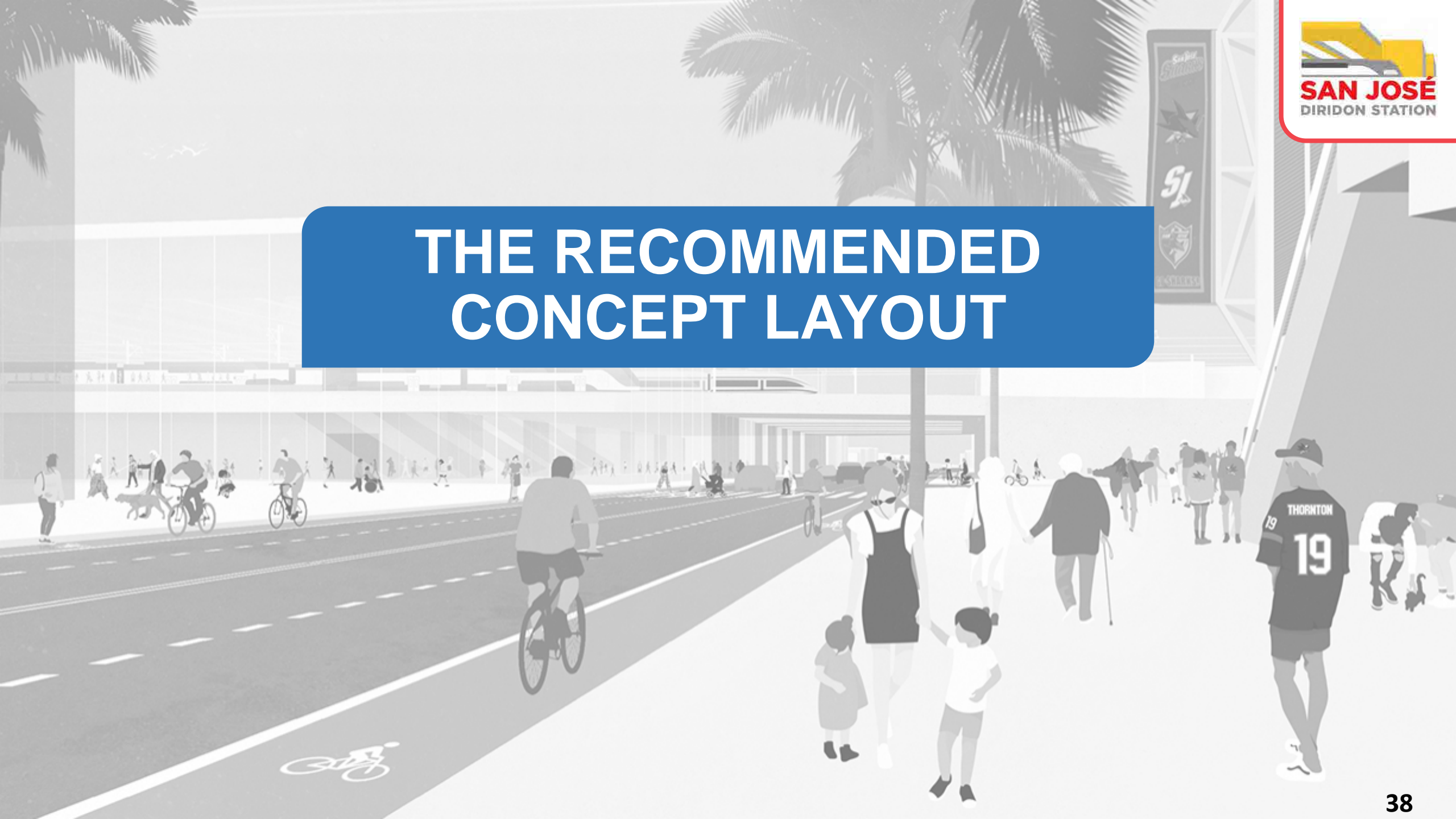
Community Feedback on Three Layouts



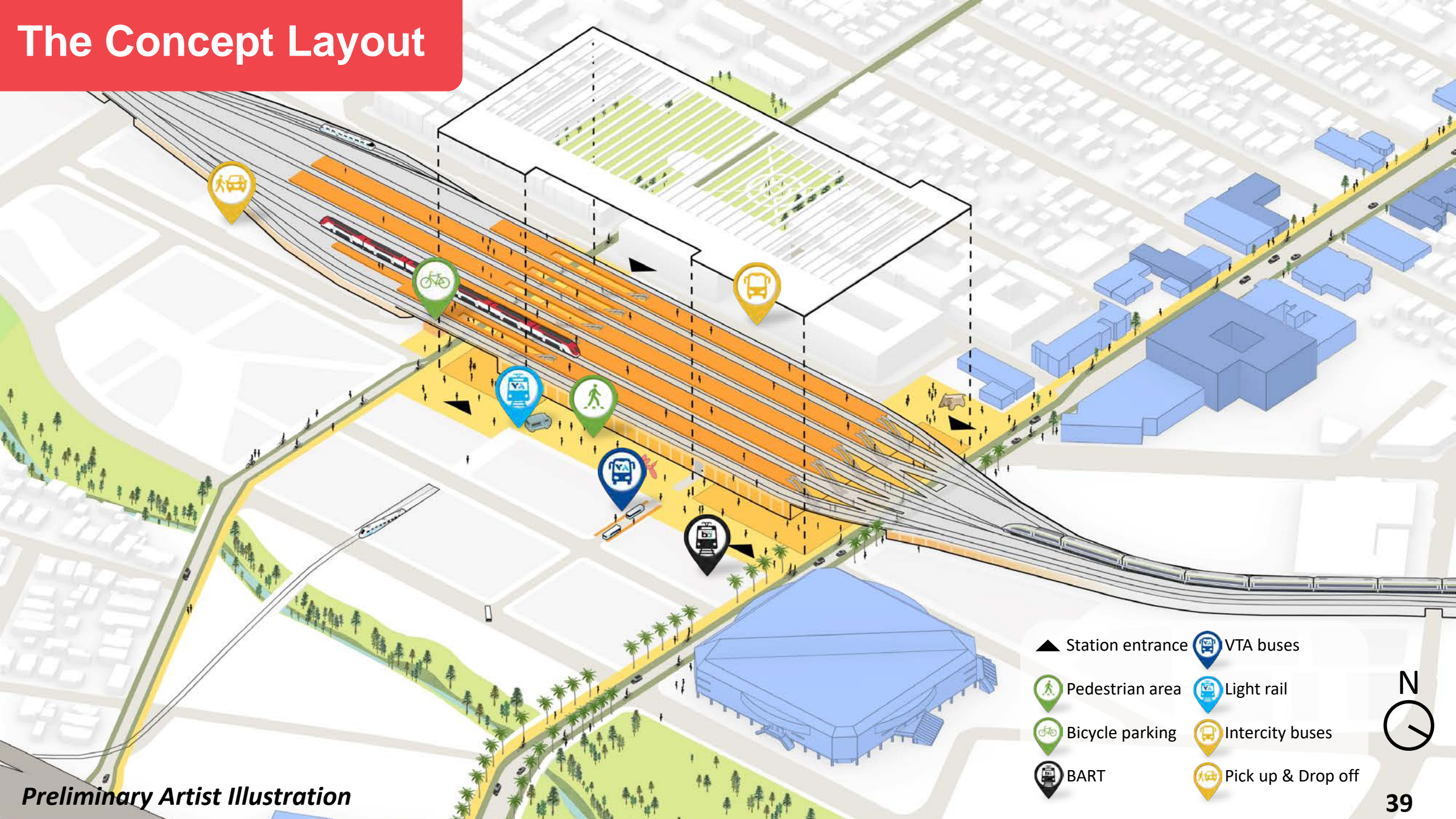
Created by a community member on June 10, 2019

- Will increased train volumes have potential property impacts or create circulation/safety concerns with at-grade crossings?
- Will construction and increased activity result in potential disruption to nearby neighborhoods?
- Will the expansion of Diridon Station lead to the displacement of nearby residents?
- Community members also frequently ask about the High-Speed Rail project, parking, the historic depot, the Google project, and a direct airport connection

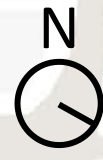
THE RECOMMENDED CONCEPT LAYOUT



The Concept Layout

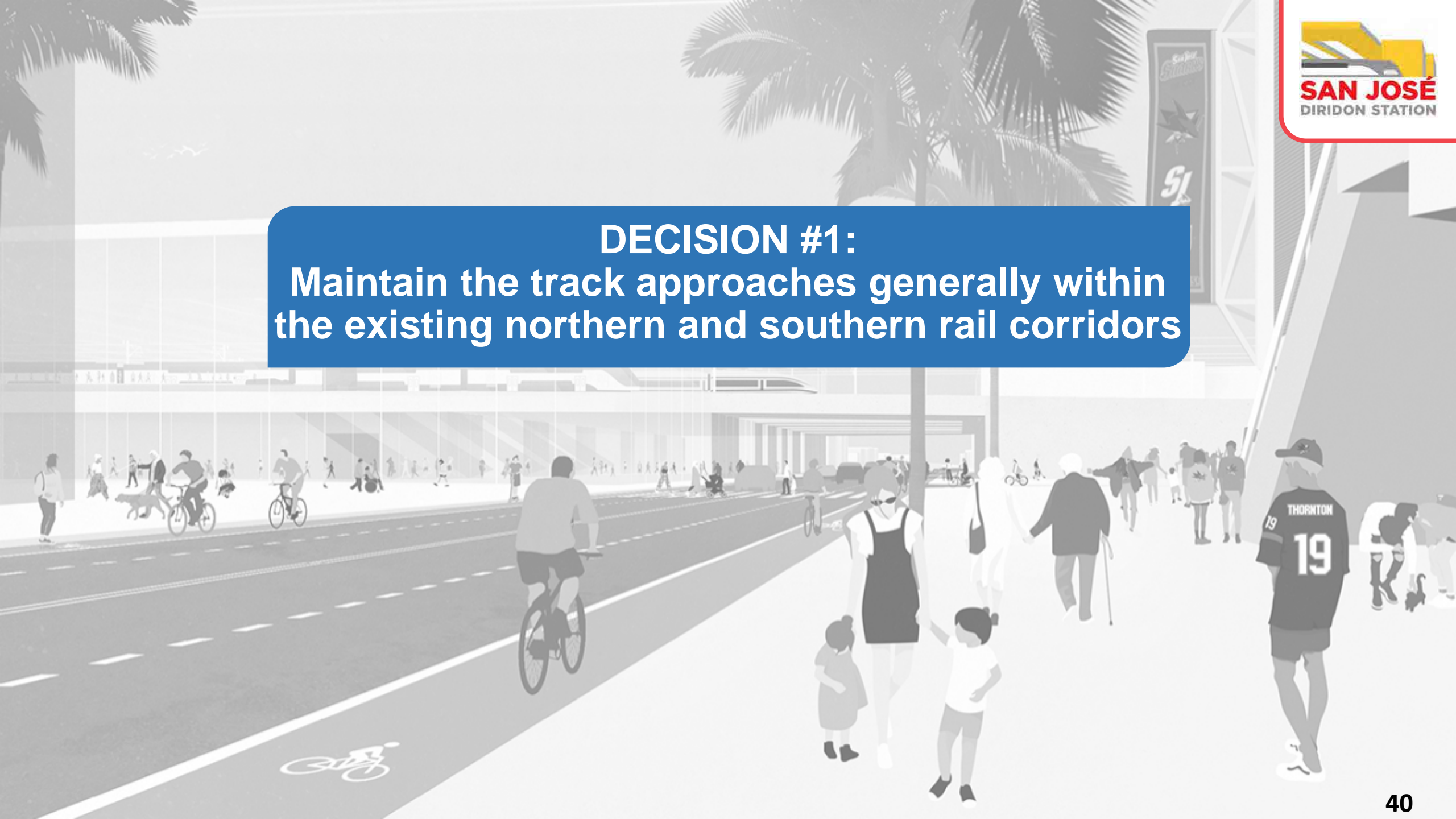


- ▲ Station entrance
- 🚗 VTA buses
- 🚶 Pedestrian area
- 🚊 Light rail
- 🚲 Bicycle parking
- 🚌 Intercity buses
- 🚆 BART
- 👤 Pick up & Drop off

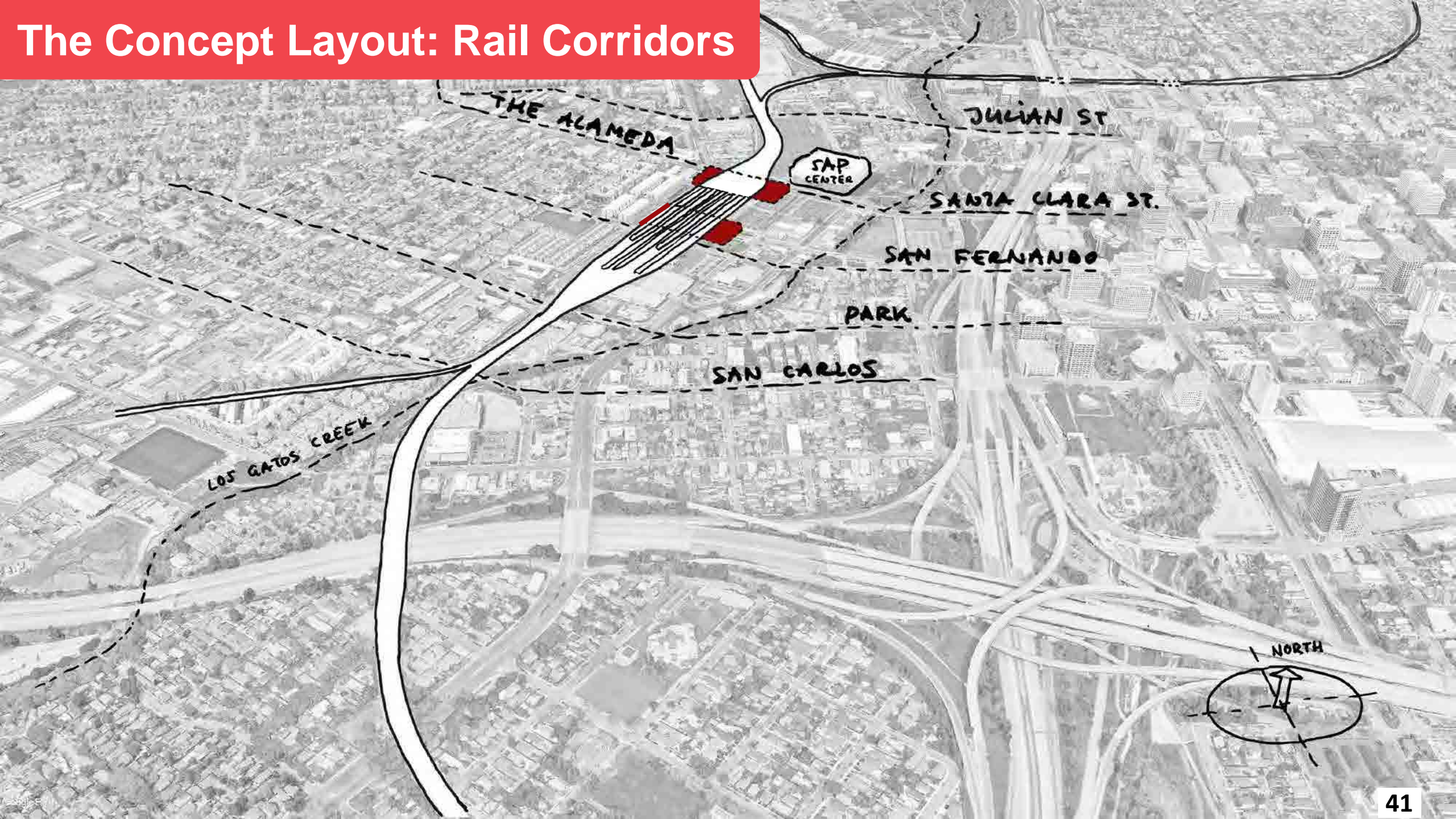


Preliminary Artist Illustration

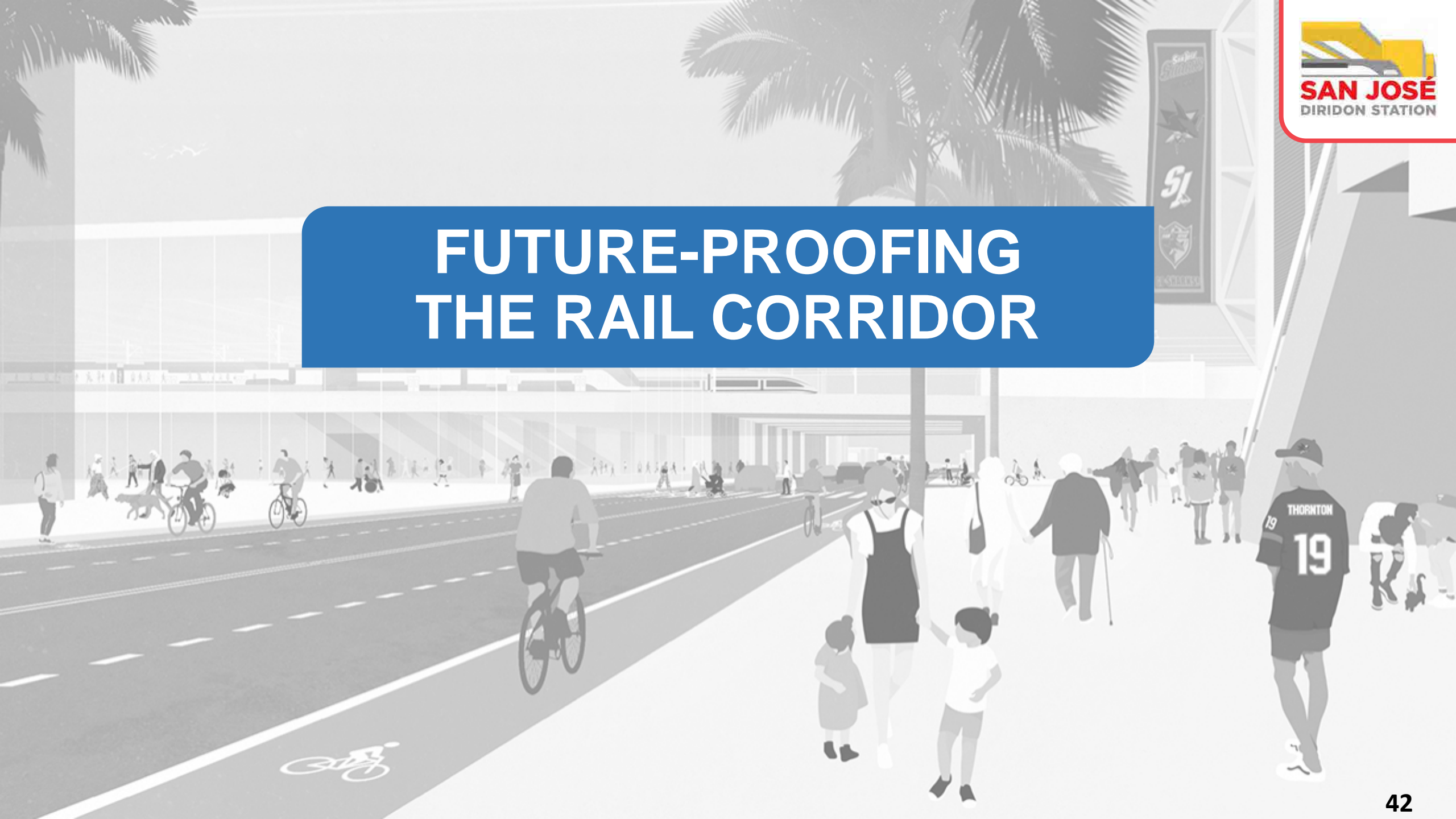
DECISION #1:
Maintain the track approaches generally within the existing northern and southern rail corridors



The Concept Layout: Rail Corridors

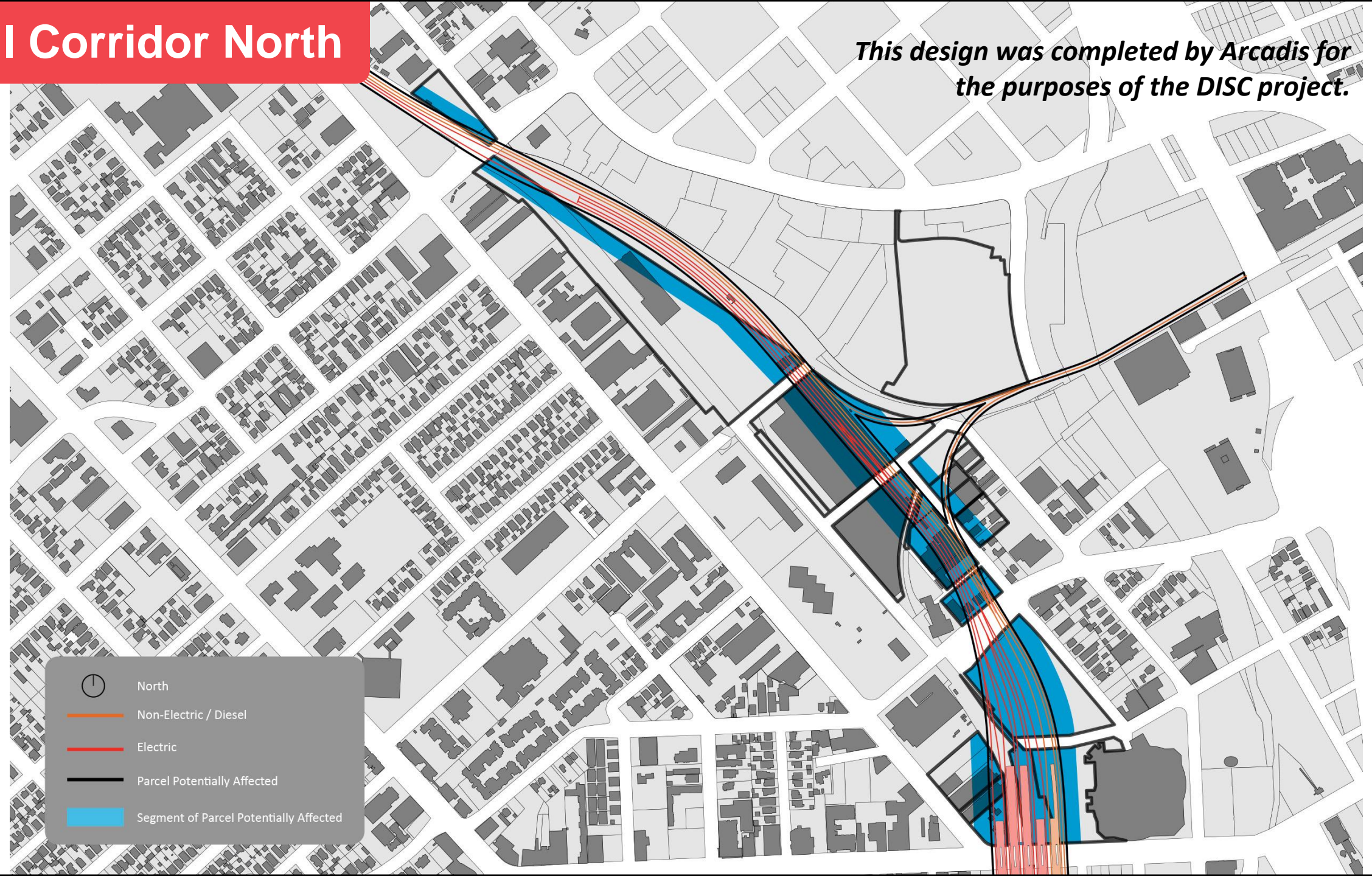


FUTURE-PROOFING THE RAIL CORRIDOR



Rail Corridor North

This design was completed by Arcadis for the purposes of the DISC project.



Rail Corridor South: 3 Tracks

This design was completed by Arcadis for the purposes of the DISC project.



Rail Corridor South: 4 Tracks

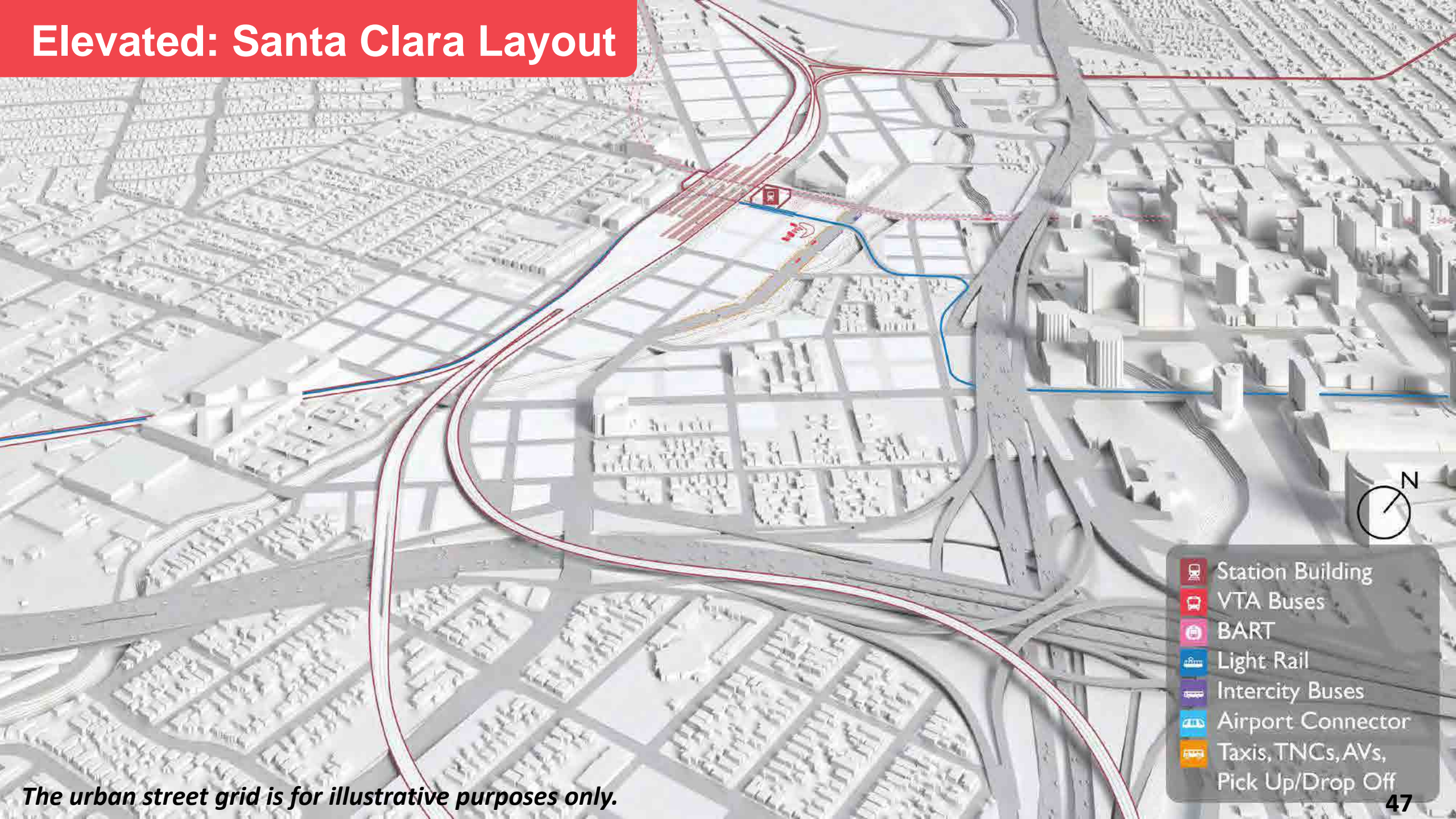
This design was completed by Arcadis for the purposes of the DISC project.










INVESTIGATING THE I-280 VIADUCT



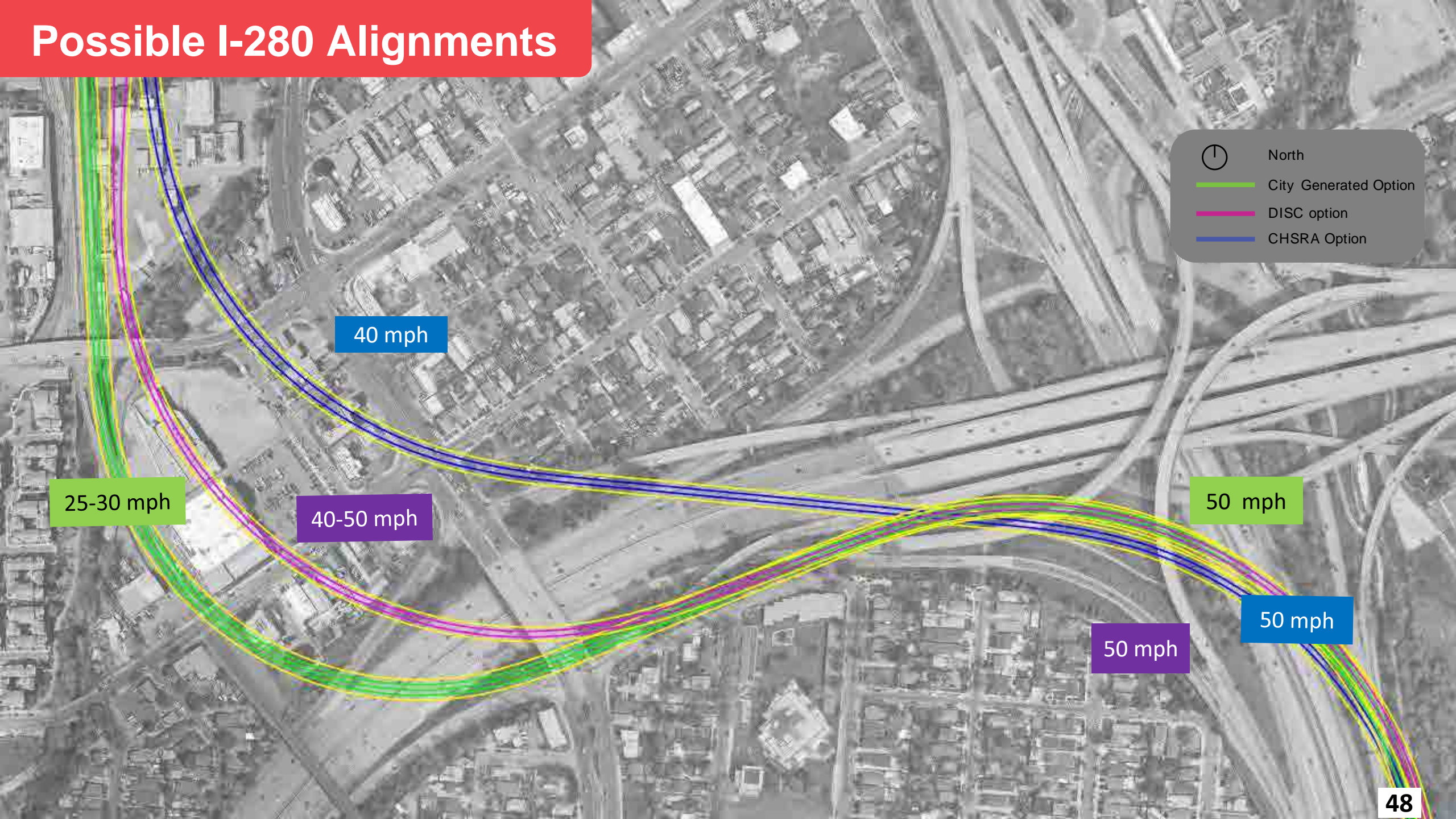
Elevated: Santa Clara Layout



-  Station Building
-  VTA Buses
-  BART
-  Light Rail
-  Intercity Buses
-  Airport Connector
-  Taxis, TNCs, AVs,
Pick Up/Drop Off

The urban street grid is for illustrative purposes only.

Possible I-280 Alignments



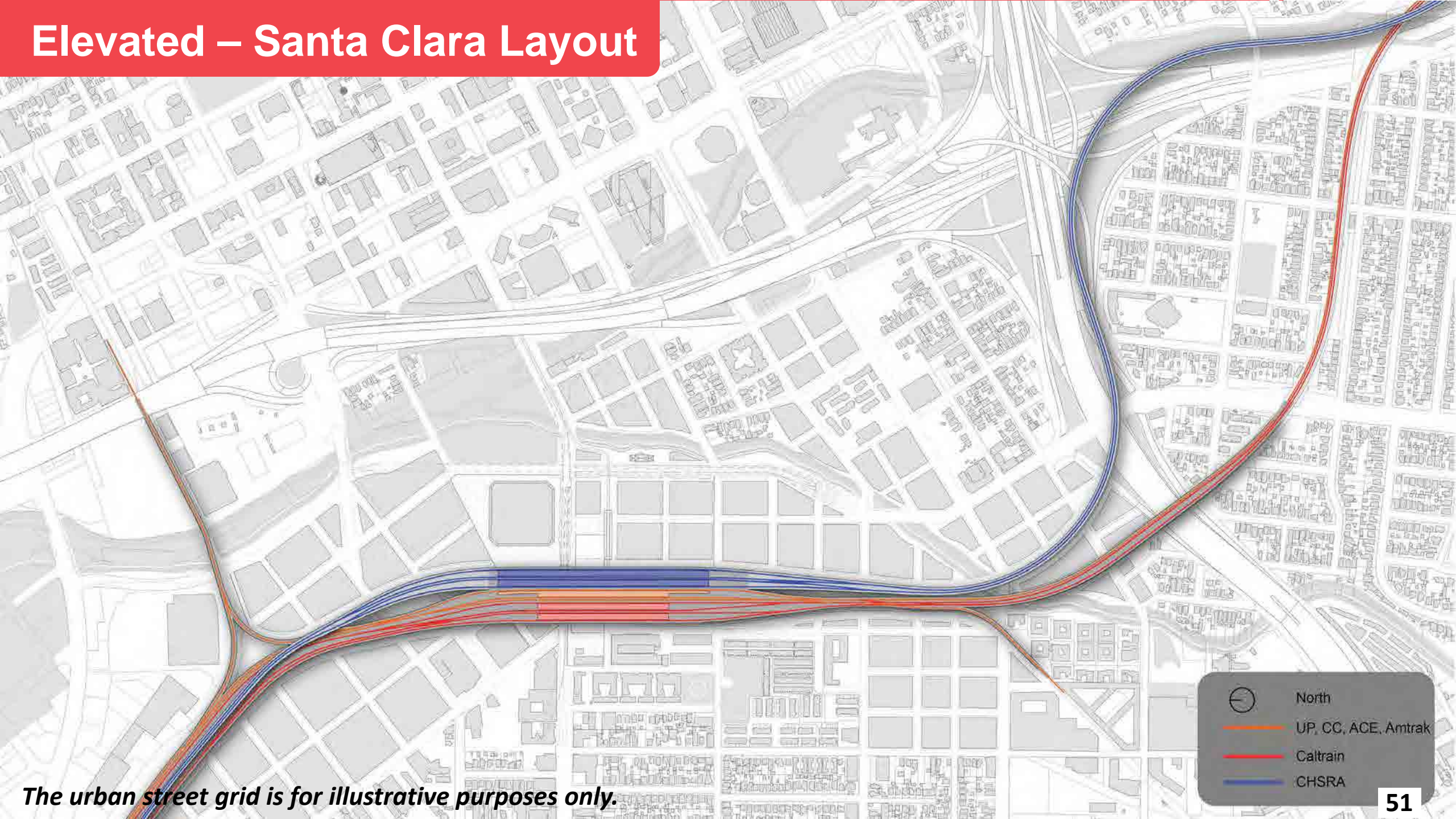
Community Workshop



Community Workshop



Elevated – Santa Clara Layout



North

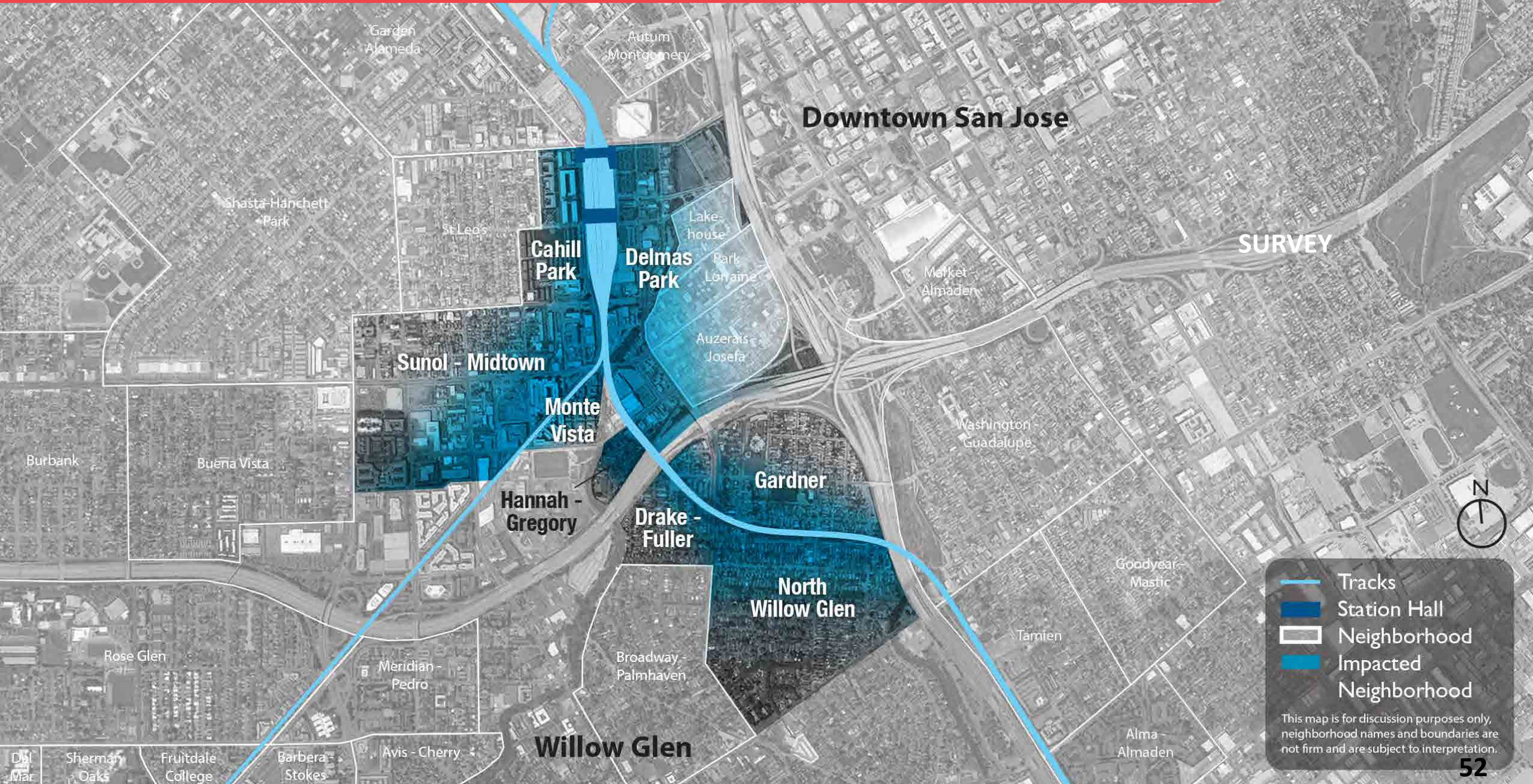
UP, CC, ACE, Amtrak

Caltrain

CHSRA

The urban street grid is for illustrative purposes only.

Neighborhoods Affected by Existing Southern Corridor



SURVEY

Downtown San Jose

Cahill Park

Delmas Park

Sunol - Midtown

Monte Vista

Hannah - Gregory

Drake - Fuller

Gardner

North Willow Glen

Willow Glen

- Tracks
- Station Hall
- Neighborhood
- Impacted Neighborhood

This map is for discussion purposes only, neighborhood names and boundaries are not firm and are subject to interpretation.



Neighborhoods Affected by I-280 Track Alignment



- Tracks
- Station Hall
- Neighborhood
- Impacted Neighborhood

This map is for discussion purposes only, neighborhood names and boundaries are not firm and are subject to interpretation.

Example of electric rail viaduct:
France



Illinois Avenue looking north



GARDNER
ELEMENTARY
SCHOOL

Possible View of I-280 Viaduct – *Illinois Avenue looking north*



GARDNER
ELEMENTARY
SCHOOL

Corner of Brown & Willis Street looking north

GARDNER
ELEMENTARY
SCHOOL



Possible View of I-280 Viaduct – *Corner of Brown & Willis Street looking north*

GARDNER
ELEMENTARY
SCHOOL



West William Street looking northeast



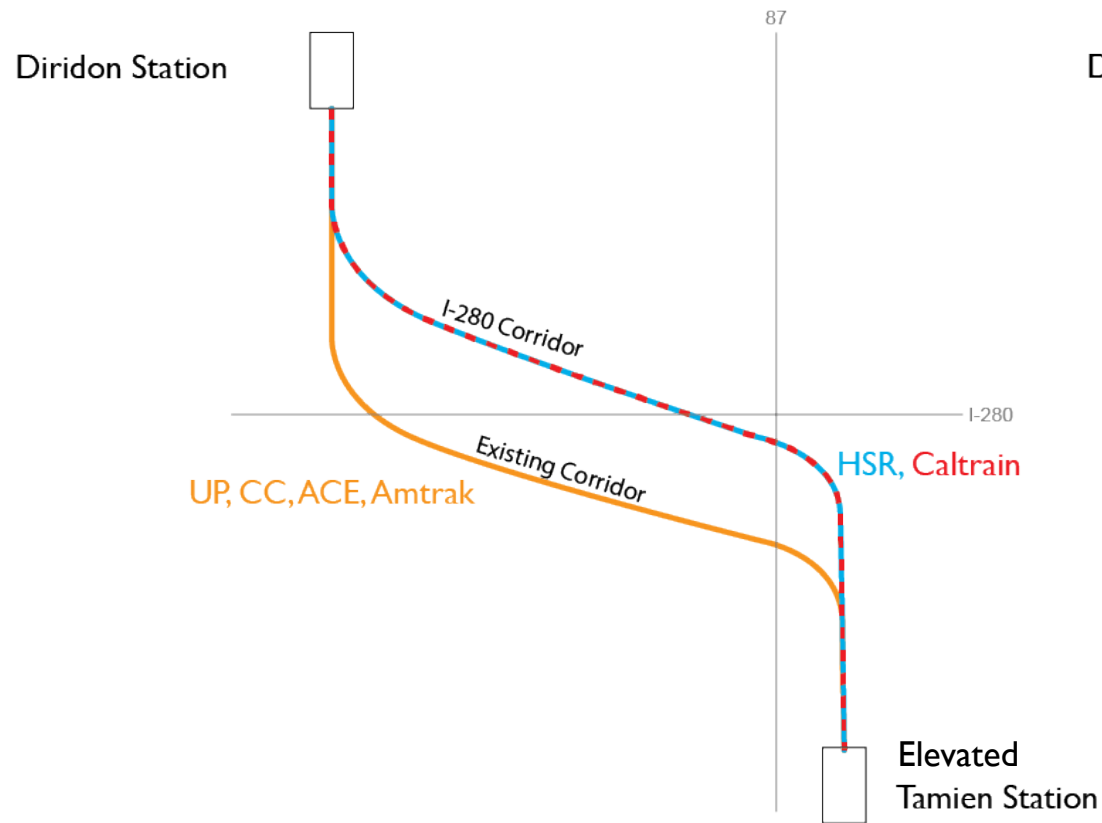
ESTRELLA
FAMILY
SERVICES

Possible View of I280 Viaduct – *West William Street looking northeast*

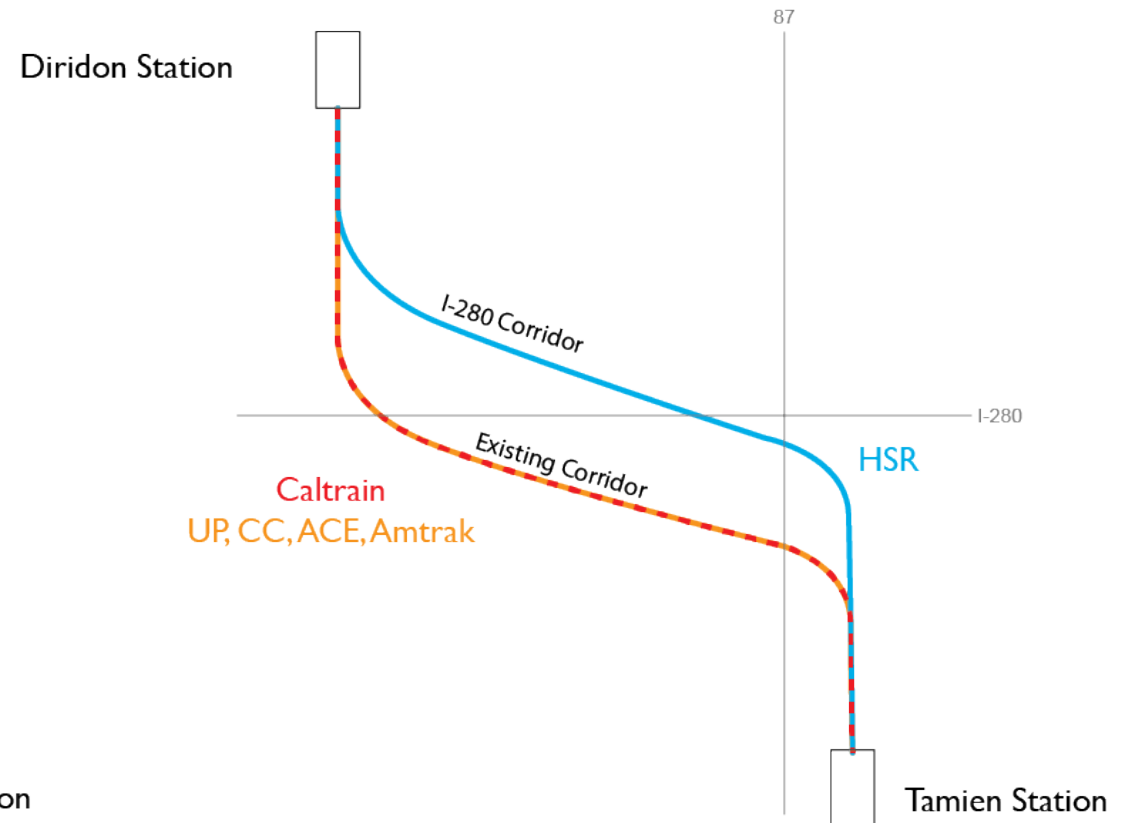


ESTRELLA
FAMILY
SERVICES

I-280 Alignment – Train Pathways



Electrified services
over I-280



HSR over I-280

Guadalupe River Trail looking south



Possible View of I280 Viaduct –

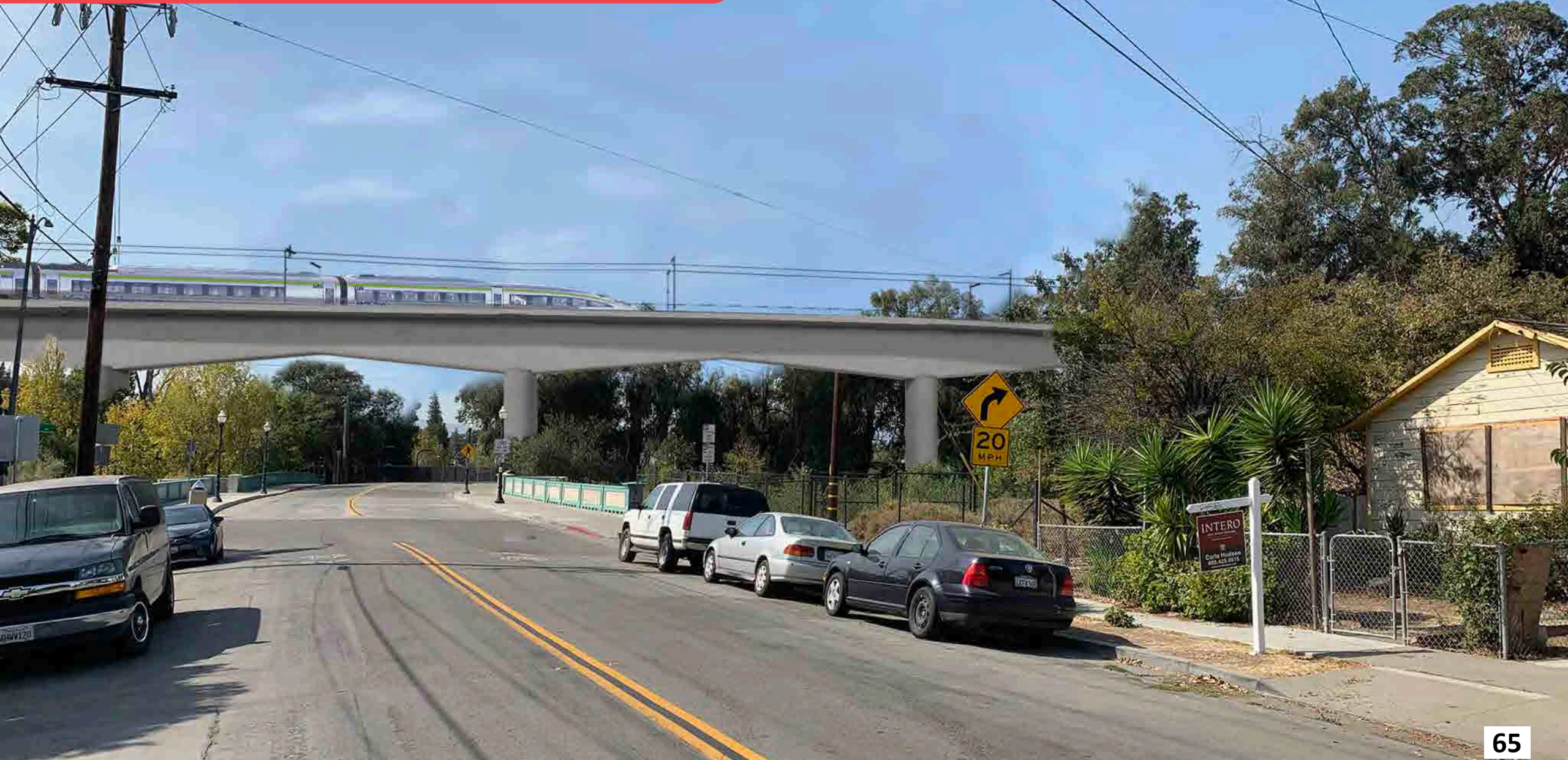
Guadalupe River Trail looking south



West Virginia Street looking west










Possible View of I280 Viaduct – *West Virginia Street looking west*



Summary of Benefits and Trade-Offs

Existing Rail Alignment vs. the Addition of the I-280 Rail Viaduct



	Area of Concern	Existing Rail Alignment in 2040	Existing Rail Alignment <u>Plus</u> I-280 Rail Viaduct Addition in 2040
	Train Volumes	Overall Increase	Overall Increase
	Neighborhoods Affected	Same as Today	Same as Today Plus Additional Neighborhoods
	Infrastructure Footprint	Modest Increase	Significantly More
	Noise and Vibration	Expected to Increase	More Overall Affecting Larger Groups of Population
	Visual	Modest	Significant Change to Visual Landscape
	Environmental	Some	Significantly More (Incl. Guadalupe River)
	Maintenance	Modest	High

POSSIBLE IMPROVEMENTS TO EXISTING RAIL CORRIDOR



Possible Improvements: Sound & Visibility



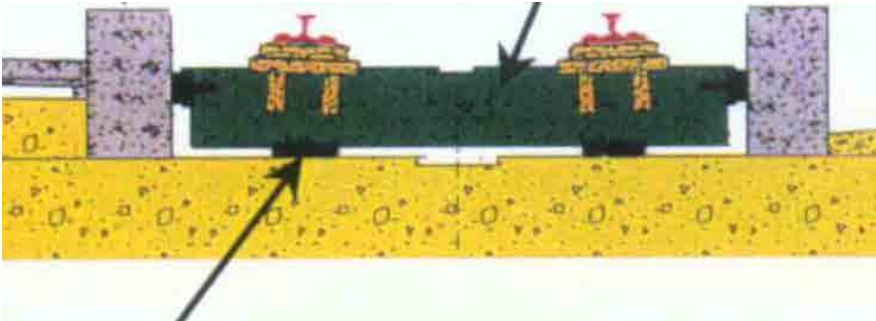
Possible Improvements: Sound & Visibility



Possible Improvements: Sound & Visibility



Possible Improvements: Sound & Visibility



Rubber Bearing

Fuller Park Today



Fuller Park Idea #1



Preliminary Artist Illustration

Fuller Park Idea #2



Preliminary Artist Illustration

Fuller Park Idea #3

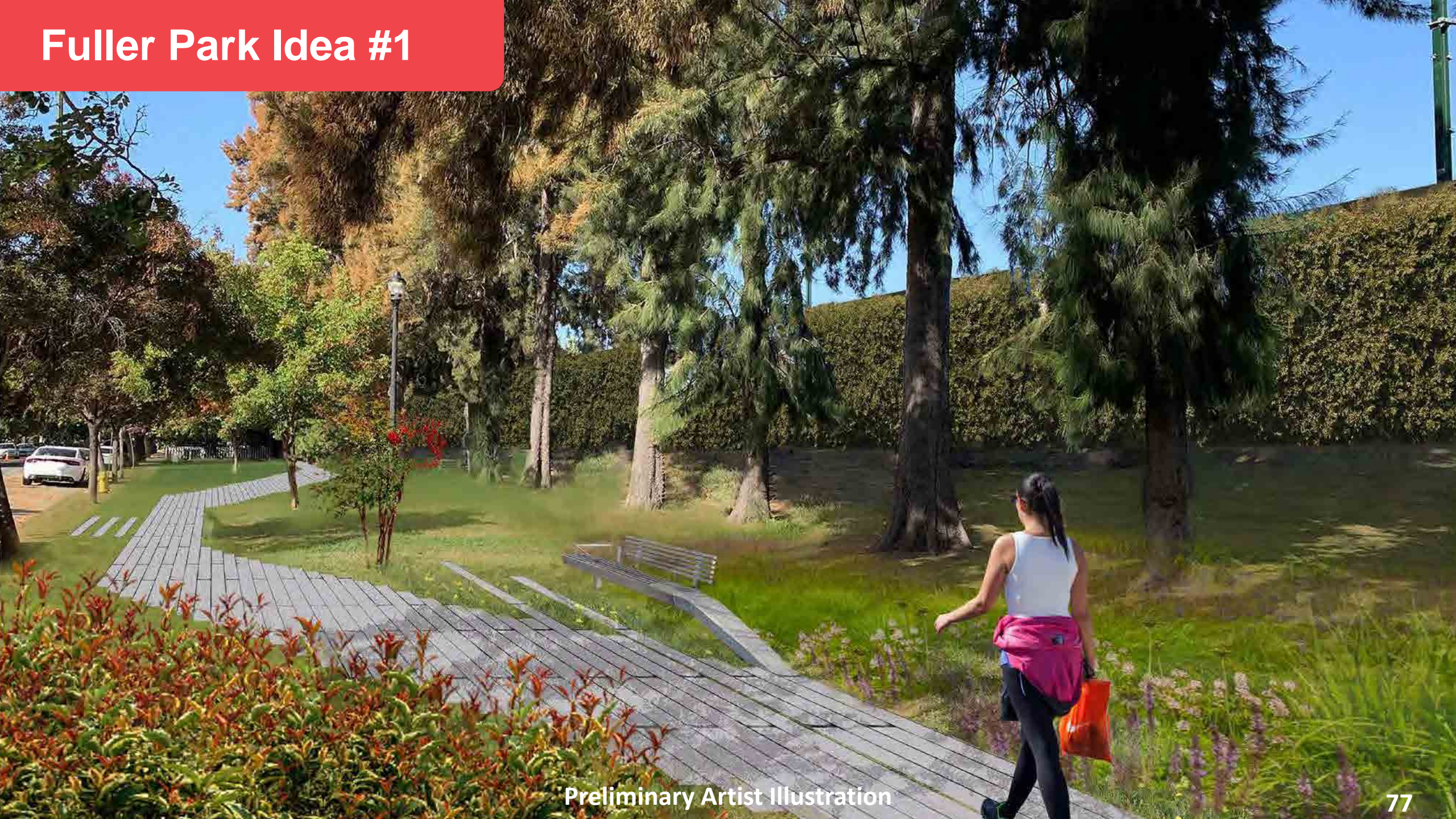


Preliminary Artist Illustration

Fuller Park Today



Fuller Park Idea #1



Preliminary Artist Illustration

Fuller Park Idea #2



Preliminary Artist Illustration

Fuller Park Idea #3

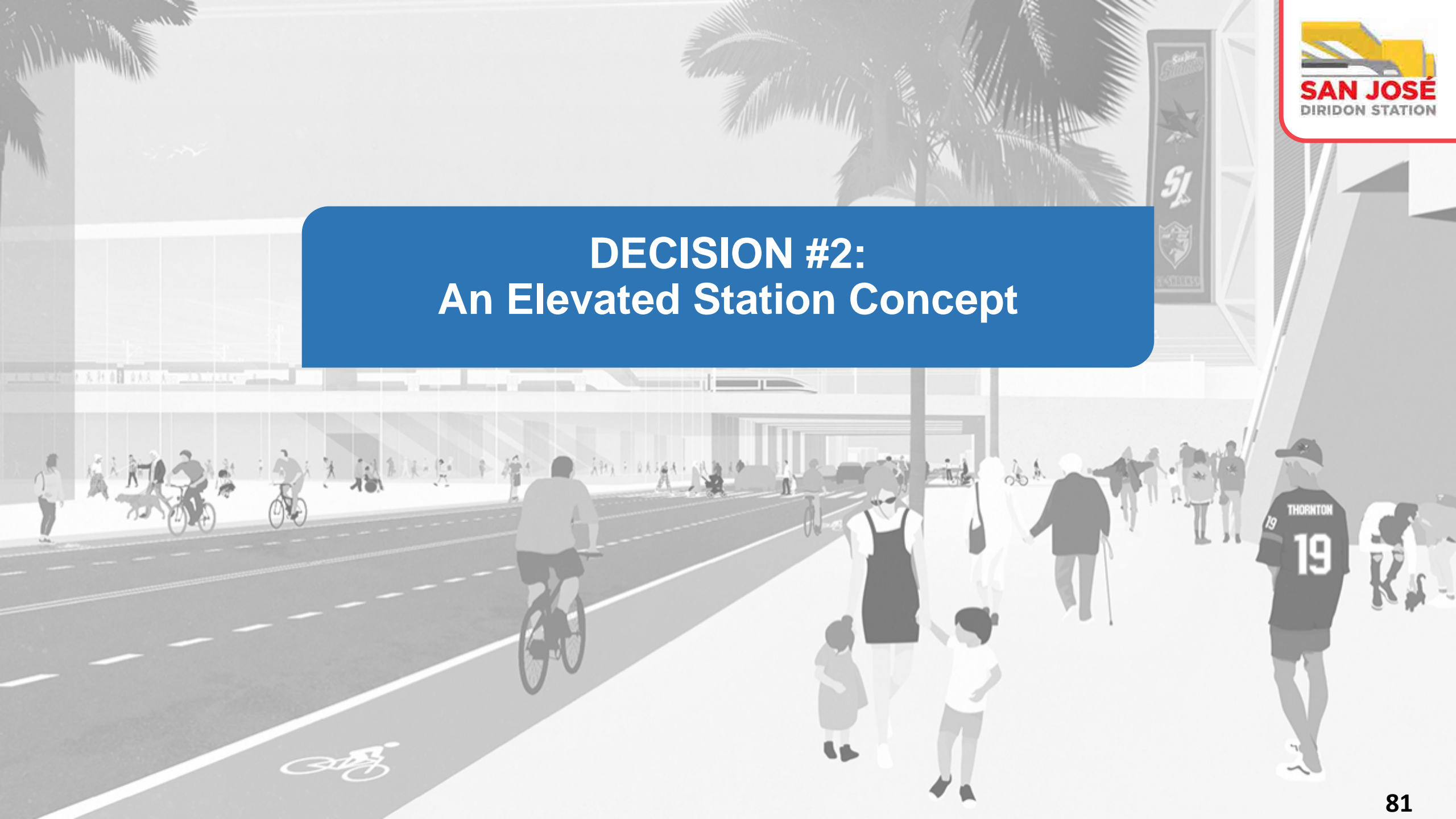


Preliminary Artist Illustration

Fuller Park: A Community Design



DECISION #2: An Elevated Station Concept



Concept Plan Goal: Connecting Communities



Connections Today



The Alameda

West San Fernando Street

Park Avenue

West San Carlos Street

West Santa Clara Street



Future Connections Through Vibrant Streets



The Alameda

West San Fernando Street

Park Avenue

West San Carlos Street

West Santa Clara Street



Example of elevated station: *Station Noord - Amsterdam*



Example of elevated tracks: *Rotterdam*



Example of elevated station: *Hackescher Markt - Berlin*



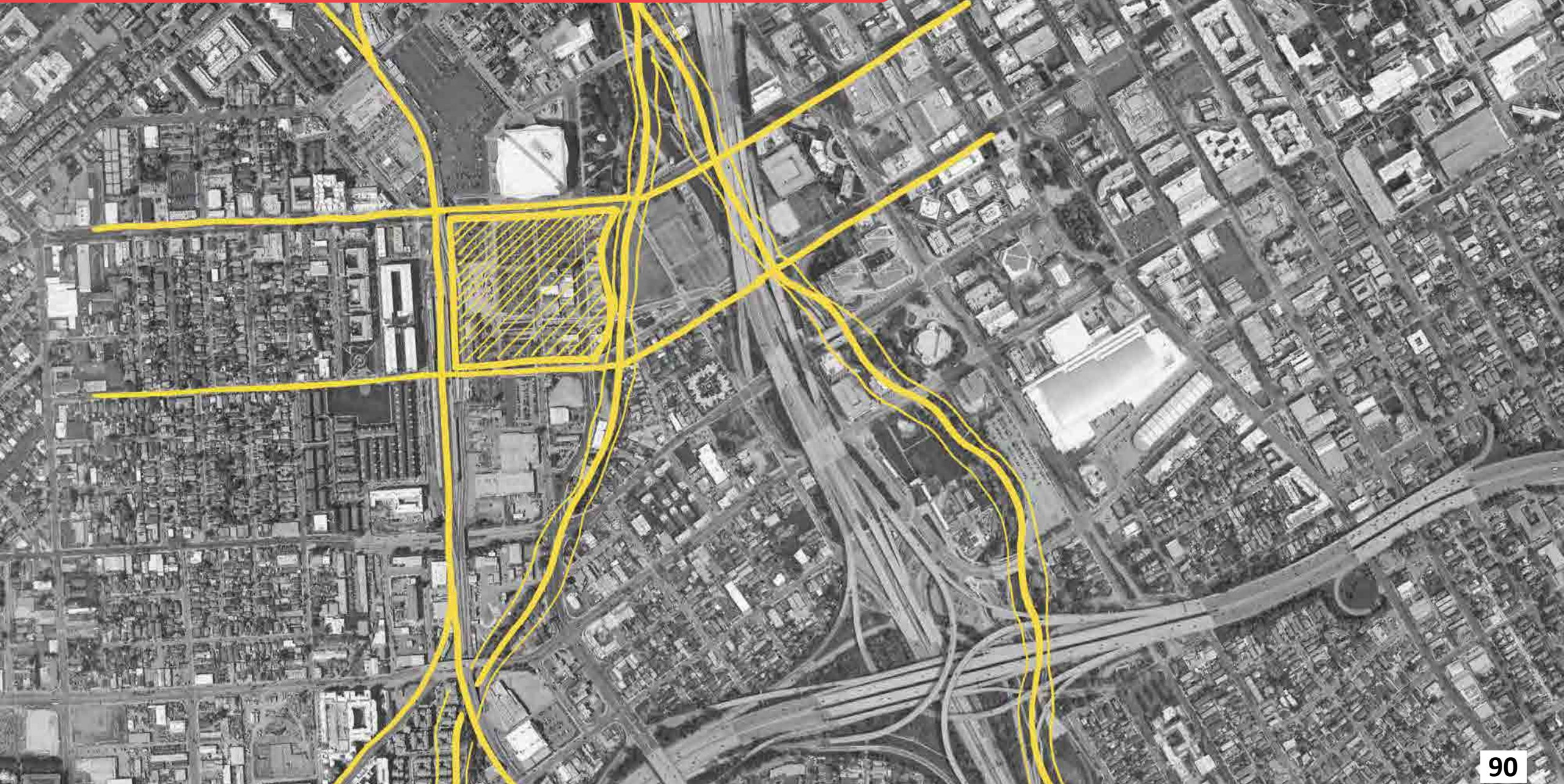
Example of elevated station:
Rotterdam



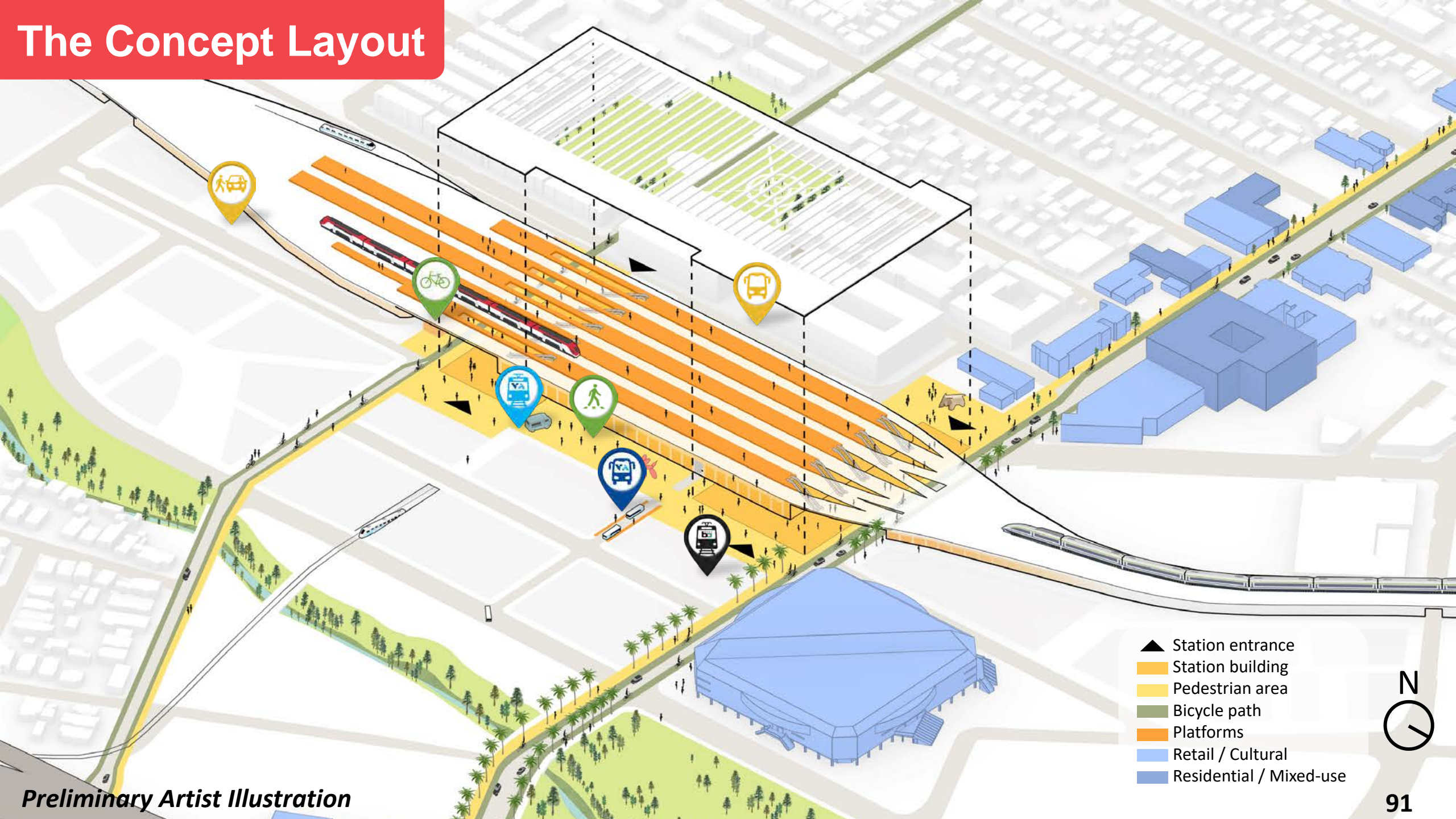
**DECISION #3:
Station Concourse Locations Oriented toward
Santa Clara Street & San Fernando Street**



Activity Center Near Santa Clara Street



The Concept Layout



- ▲ Station entrance
- Station building
- Pedestrian area
- Bicycle path
- Platforms
- Retail / Cultural
- Residential / Mixed-use



Preliminary Artist Illustration

A TRAVELER'S JOURNEY



TODAY: West Santa Clara St – Looking to the west

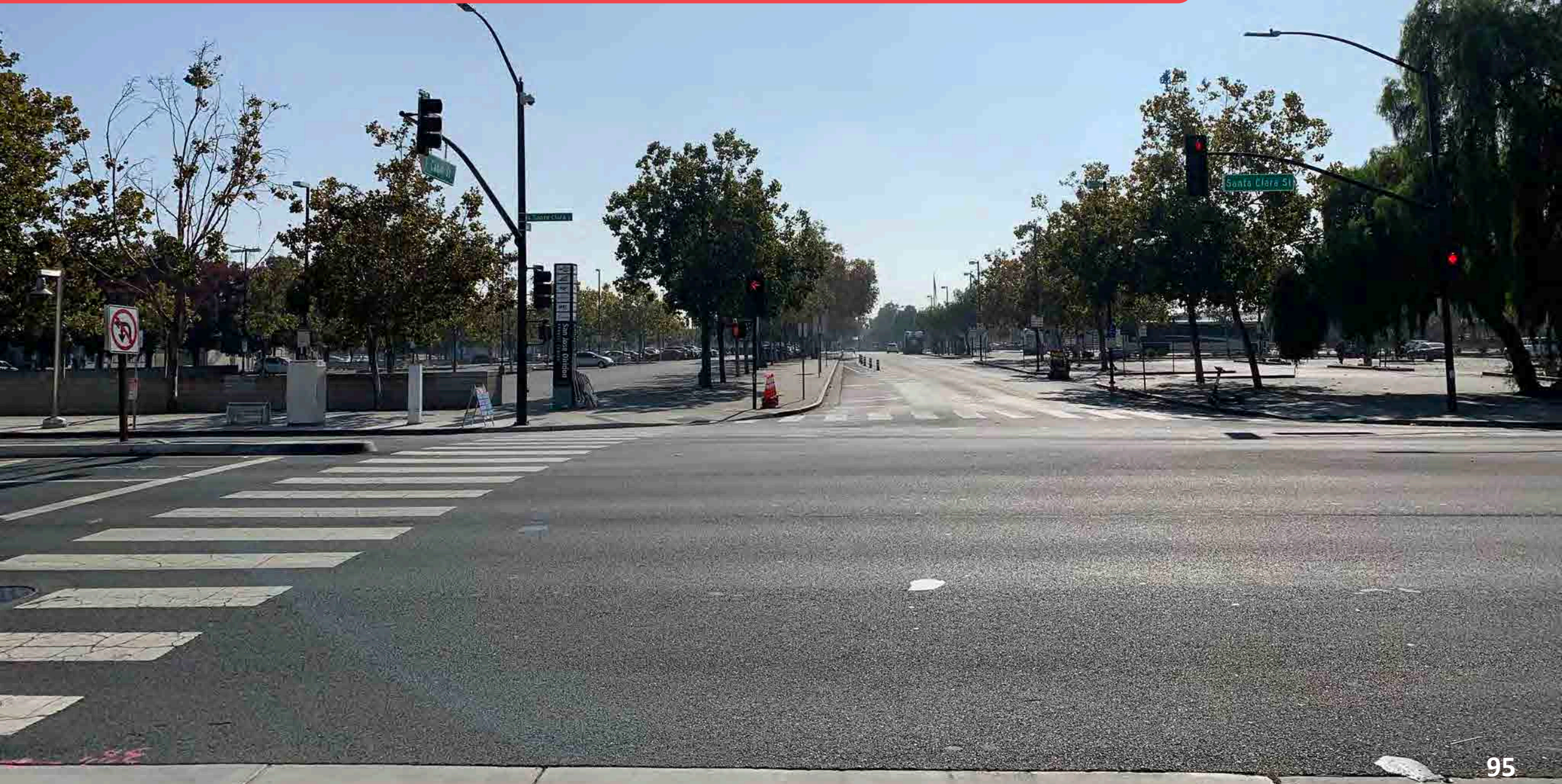


West Santa Clara St – Looking to the west



Preliminary Artist Illustration

TODAY: West Santa Clara St – Looking to the south

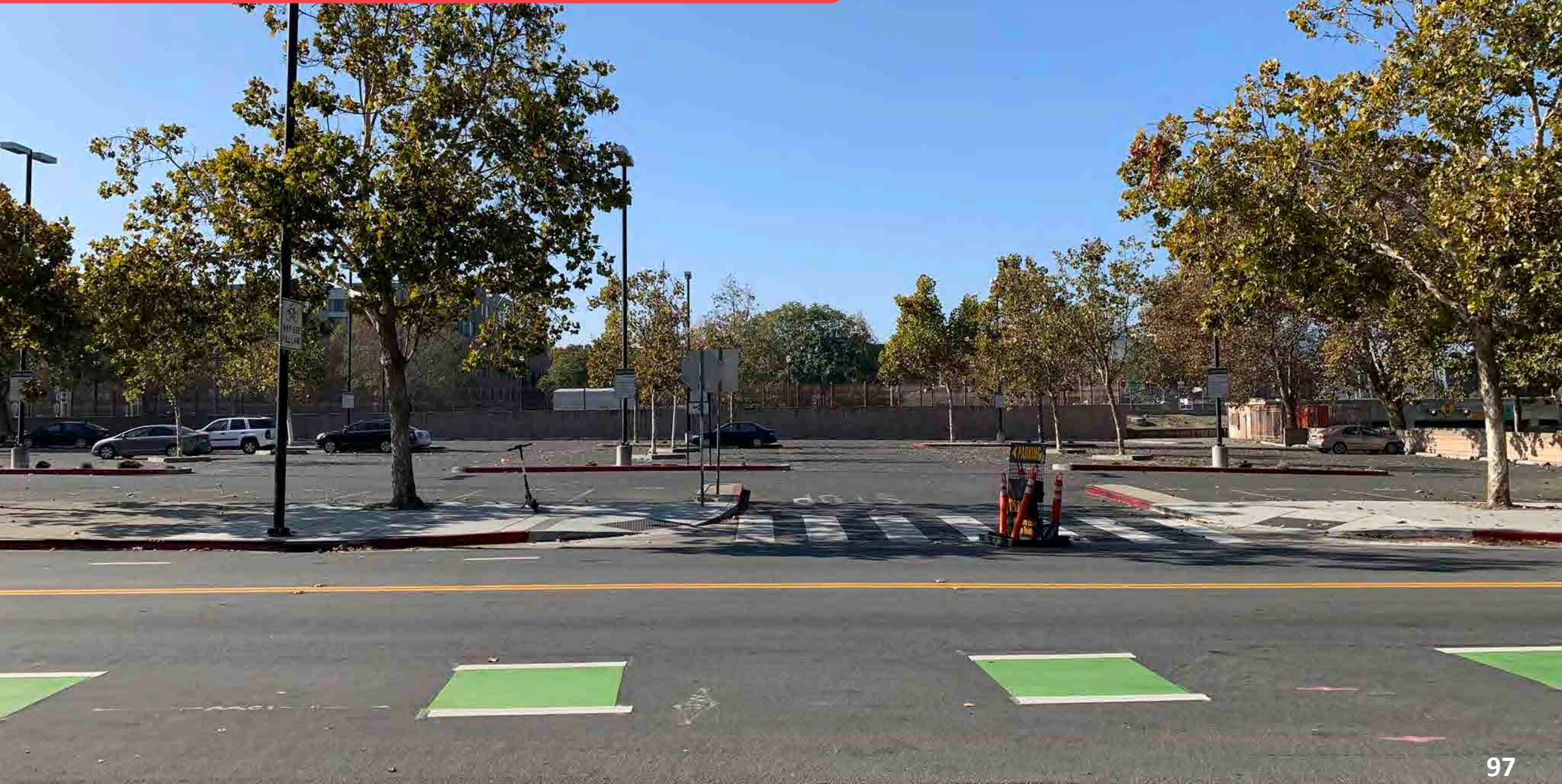


W Santa Clara St – Looking to the south

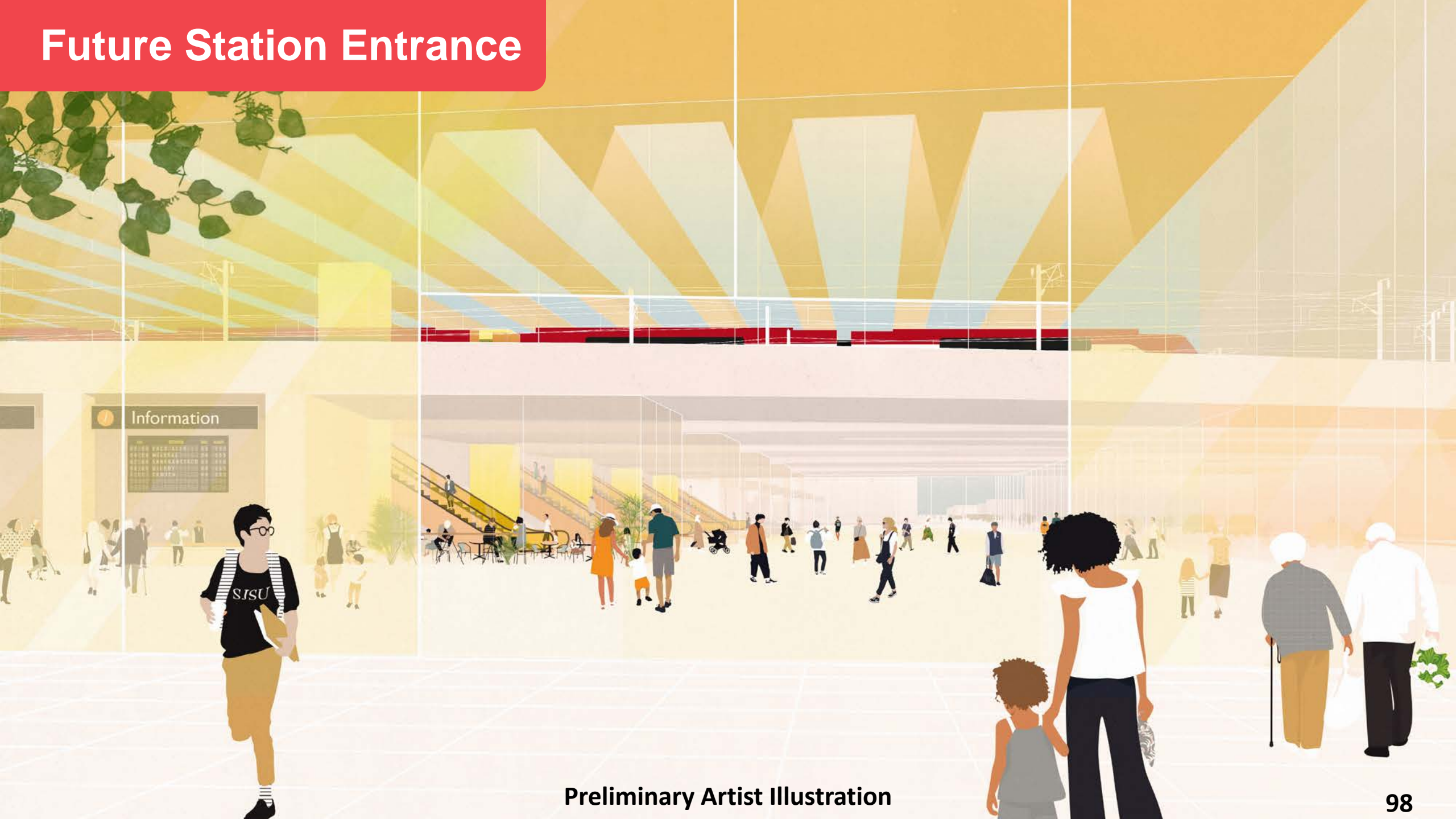


Preliminary Artist Illustration

TODAY: Cahill St looking to the west



Future Station Entrance

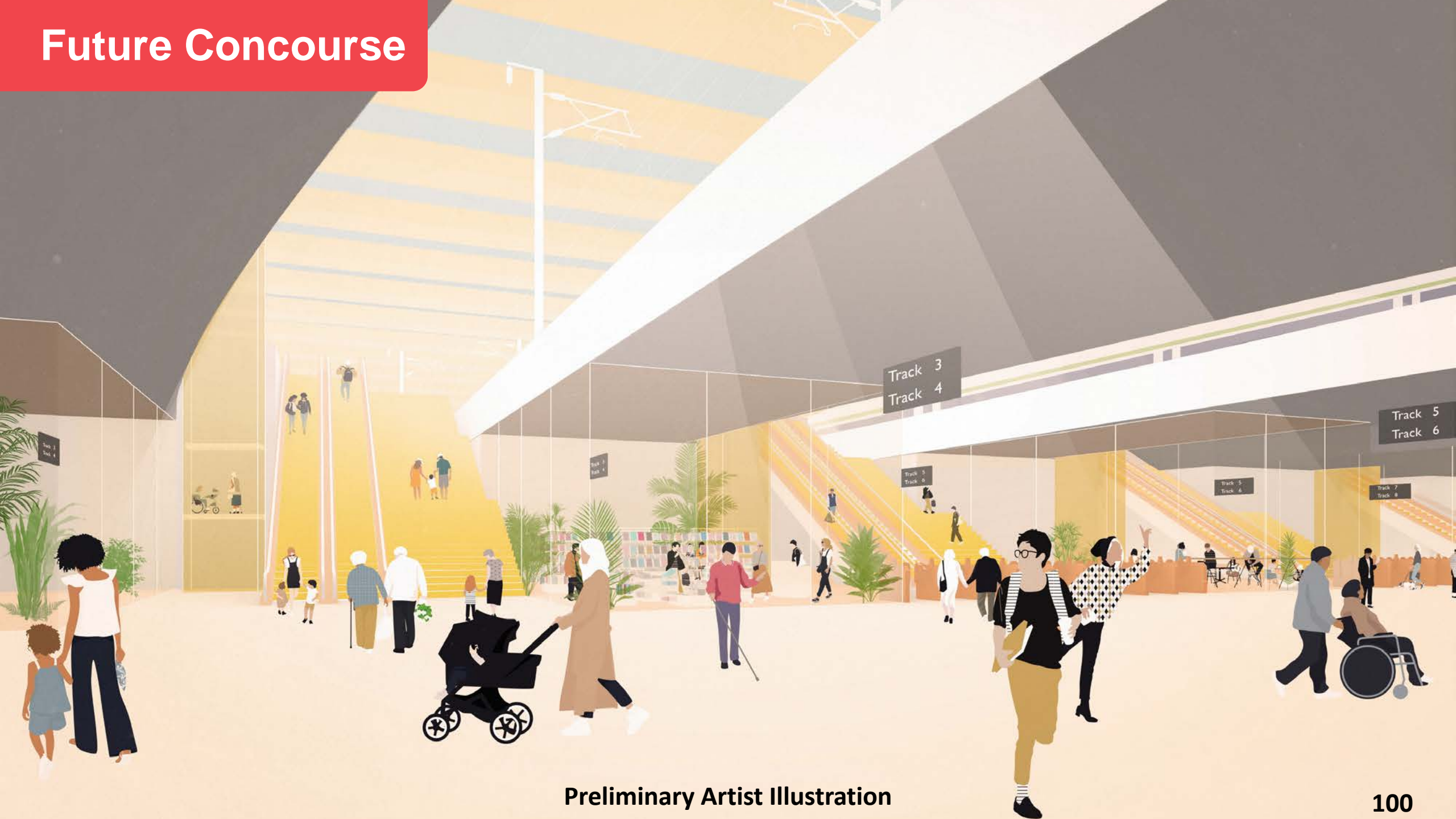


Preliminary Artist Illustration

TODAY: Inside the Concourse



Future Concourse

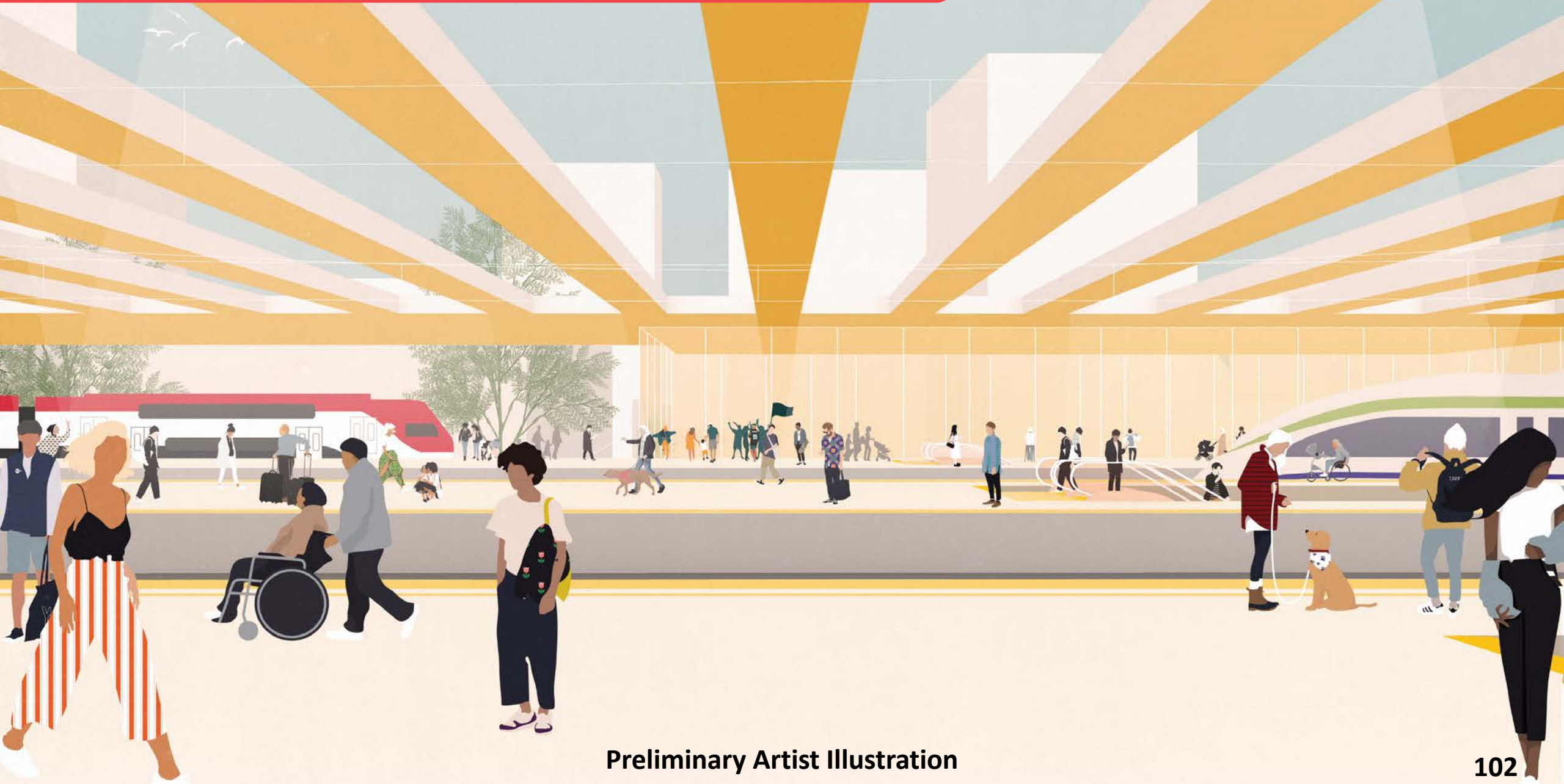


Preliminary Artist Illustration

TODAY: Platforms – Looking to downtown



Future Platforms – Looking to downtown



Preliminary Artist Illustration

TODAY: The Alameda – Looking to downtown



The Alameda – Looking to downtown



Preliminary Artist Illustration

TODAY: West San Fernando St – Looking to downtown

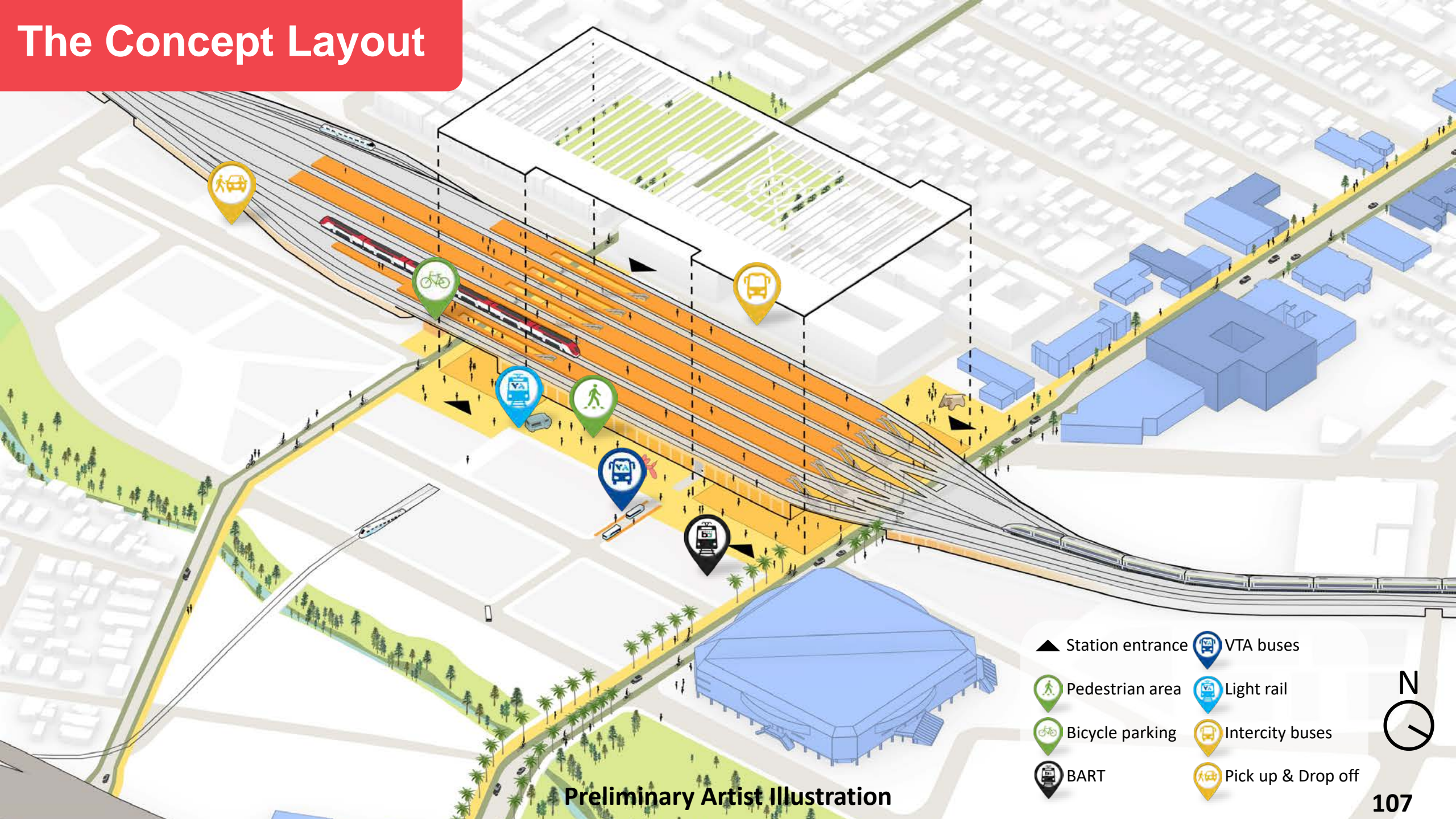


West San Fernando St – Looking to downtown



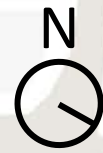
Preliminary Artist Illustration

The Concept Layout



Preliminary Artist Illustration

- ▲ Station entrance
- 🚗 VTA buses
- 🚶 Pedestrian area
- 🚲 Bicycle parking
- 🚇 BART
- 🚊 Light rail
- 🚌 Intercity buses
- 🚏 Pick up & Drop off



Upcoming Outreach Events



- Diridon Station Area Plan Community Meetings
 - November 18th at 6 pm
 - December 7th at 10 am
- Concept Plan Virtual Town Hall on November 22nd
- Agency Boards & Council December Meetings
 - San José City Council: Tuesday, December 3rd
 - Caltrain Board of Directors: Thursday, December 5th
 - VTA Board of Directors: Thursday, December 5th
 - California High-Speed Rail Authority Board of Directors: Tuesday, December 10th

Next Steps in the Concept Plan



Advancement of additional planning and conceptual design work over the next year including:

- **Continue** planning of the multimodal hub;
- **Advance** conceptual design of track alignment and rail operations;
- **Study** the best options to organize and govern the future station;
- **Build** a viable financial plan;
- **Develop** a roadmap for implementation including environmental clearance strategy;
- Plus, ongoing community and stakeholder **engagement**.

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc

