

APPENDIX D:

COMMUNITY MEETING SUMMARIES



San José Diridon Integrated Station Concept Plan

SUMMARY OF COMMUNITY MEETING #1

*December 10, 2018, 6:00 pm - 8:00 pm
Westminster Presbyterian Church
1110 Shasta Avenue, San Jose, CA 95126*

MEETING OVERVIEW

On Monday, December 10, 2018, the City of San Jose, CalTrain, Santa Clara Valley Transportation Authority (VTA) and the California High-Speed Rail Authority (Partner Agencies) hosted a community meeting to share information and receive input on the Diridon Integrated Station Concept Plan (Concept Plan). Approximately 75 community members attended the meeting, including residents of the Diridon Station Area, transit riders, local business owners, elected officials, students and faculty from San José State University, and other interested stakeholders.

The objectives of the meeting were to:

- inform the community about the purpose, scope, schedule, and decision-making process of the Concept Plan, including the high-level project vision statement and preliminary objectives for the future of the station
- educate the community about the significance of Diridon Station to the city, region, and state; the complex and integrated nature of this planning effort; and how the Concept Plan relates to individual transit improvement projects by the Partner Agencies
- gather feedback on the preliminary, high level vision statement and objectives for the station to help the Partner Agencies understand the range of community perspectives and verify the major concerns and aspirations, building upon input received to date

The meeting offered light refreshments, supervised activities for children, and live interpretation services in Spanish and Vietnamese. The meeting commenced with a short open house to allow community members to read information and talk to Partner Agency staff. The available information included:

- Concept Plan Overview and Context boards
- A Rotterdam Station case study board prepared by SPUR
- Fact Sheets on the Concept Plan, the California High-Speed Rail Project, VTA's BART Silicon Valley Phase II Extension Project, Caltrain's Electrification Project, and Caltrain's Business Plan Update.
- "What We Have Heard During Previous Efforts" and "Preliminary Vision and Key Objectives" handouts

At 6:20, Lori Severino (City of San José, Civic Engagement Program Manager for the Diridon Station Area) welcomed the audience and introduced Partner Agency staff who attended the meeting. Next was a presentation by Eric Eidlin (City of San José, Department of Transportation) to share background information about the Concept Plan. Lori then provided instructions for a small group exercise.

Following the presentation, staff collected questions from the audience written on cards. Following a short break, meeting participants divided themselves into six small groups of between 8 and 15 people community members. Prior to beginning the small group exercise, Eric addressed the questions received. Next, Partner Agency staff and consultants facilitated a discussion on the future of Diridon Station, taking down the comments from meeting participants on flip charts. The discussion questions were:

1. What train stations do you find inspiring for Diridon?
2. What does the Vision and station objectives mean to you?
3. What other aspirations do you have?
4. What concerns do you have?
5. How could transportation connections and station access be improved?

The following section summarizes the key themes of participant comments for each question. Next is a summary of the major questions raised by community members during the meeting and a conclusion with the key take-aways from the meeting. Appendix A includes a transcription of all participant comments, and Appendix B includes photos of all the notes taken on flipcharts.

The Partner Agencies are considering the feedback from community members during preparation of the Concept Plan.

SUMMARY OF SMALL GROUP DISCUSSIONS

Question 1: *What train stations do you find inspiring for Diridon?*

Below is a list of train stations around the world that community members found inspiring for Diridon. Overall, participants agreed the new Diridon Station should be fully integrated in the neighborhood, easy to navigate, have high-quality architecture, have plentiful park, plaza, and open space, and include diverse retail options.

North America

- Penn Station (New York, NY)
- Grand Central Station (New York, NY)
- Union Station (Los Angeles, CA)
- Buenavista Station (Mexico City)
- King Street Station (Seattle, WA)
- Cleveland Amtrak (Cleveland, OH)
- Union Station (Kansas City, MO)
- Union Station (Washington D.C.)
- Union Station (Denver, CO)

- Boston

Europe

- Oslo Station (Oslo, Norway)
- King's Cross Station (London)
- Frankfurt Airport and Train Station (Frankfurt, Germany)
- Paris E-st Station (Paris, France)
- Amsterdam Centraal (Amsterdam, Netherlands)
- Milano Centrale (Milan, Italy)

Asia

- Kowloon (Hong Kong)
- Victoria Terminus (Bombay, India)
- Tokyo Station (Tokyo, Japan)

Question 2: *What does the Vision and station objectives mean to you?*

Definition of terms

- **World-class.** The station should be an international model for a transit station.
- **Catalyst.** The station could be a catalyst for more urban development.
- **Futureproof.** The design should be flexible for any future expansion of the station and should consider future modes of transportation.
- **Destination.** Hold events at the station to make it a destination and not just a place people filter through.
- **Seamless flow.** The vision emphasizes the desire for seamless connections and transfers. The station should have a seamless pedestrian flow to and within the station.

Suggested Additions:

- **Local culture and character.**
 - o There should be an objective to acknowledge the unique identity of the local community.
 - o The design of the station should have a "San Jose vibe".
 - o Local art should be included into the station design to acknowledge San Jose's unique culture and identity.
- **Neighborhood transitions.** The vision and objectives should include how the station will be integrated with the surrounding neighborhood.
- **Retail/Services.** The objectives should call for greater neighborhood services within the station, such as a grocery store, restaurants, and shops.
- **Vibrant.** The vision should include more descriptive language such as making the station and station area a "vibrant" place to live, work and experience.
- **Equity.** Equity is missing from the vision and objectives. A plan of how equity will be incorporated into the design and engagement process should be included.

Question 3: *What other aspirations do you have?*

Track Configuration

- **Elevated tracks.** Provide an alternative that shows an elevated track system, (about 15') to allow for clear views and use of space at grade.

Station Layout and Design

- **Ticketing.** Introduce an integrated fare and ticketing system.
- **Human scale.** Incorporate human scale design elements to create a walkable environment.
- **Historic preservation.** Preserve some elements of the existing station.
- **Architecture.** The design and architecture of the station should be unique and high quality. The station building should be iconic and instantly recognizable.
- **Light and Air.** The building design should be light and airy with natural air light, large public spaces, and free-flow of pedestrians. It should not feel cramped or crowded.
- **Sense of place.** Create a sense of place by incorporating public art, unique architecture, and neighborhood amenities.
- **Passenger amenities.** Provide wifi and phone/computer charging stations.

Access

- **Connectivity.** Enhance connectivity for cyclists and pedestrians, including protected paths and clear signage.
- **Walkability and bike-ability.** Increase walkability through safe pathways, high-quality landscape, and separated paths for pedestrians, cyclists, and cars.
- **All modes.** Accommodate all modes of transportation including bikes, scooters, and walking.
- **Wayfinding.** Ensure good wayfinding in and around the station to help visitors navigate themselves.
- **Accessible to everyone.** Provide multi-language signage and affordable prices to ensure everyone is included.
- **Bike parking.** Provide secure bike parking and repair stations.
- **Traffic.** Keep high volume traffic and parking entrances away from residential uses
- **Connections.** Create intentional connections to other parts of the City including Downtown, Los Gatos Creek, and San Pedro Square.
- **Airport.** Provide a shuttle or other form of transit to the San Jose airport.

Urban Integration

- **Safety and Security.**
 - o Incorporate Crime Prevention through Environmental Design (CPTED) design principles to maximize safety.

- Provide security and police capabilities throughout the entire station.
- Ensure safe and accessible paths and bicycle/pedestrian networks.
- **Service hours.** Run transit 24/7 to maximize human presence and 'eyes on the street'.
- **Mix of uses.** Include retail, housing, and park/open space in and around the station.
- **Neighborhood amenities.**
 - Provide a variety of neighborhood amenities such as a small grocery store, dry cleaners, restaurants, postal service, shops etc.
 - Include a variety of food options.
- **Public Spaces.**
 - Increase the park and plaza space.
 - Include a large, central plaza near the station where people can gather.
- **Affordable housing.** Provide affordable housing near the station.

Question 4: *What concerns do you have?*

- **Equity.** Ensure equity is included into the plan outcomes and the planning process.
- **Homeless population.** The station could attract the homeless population.
- **Affordability.** Tickets could be too expensive. Discounted tickets should be provided for students, seniors, and low-income populations.
- **Safety and crime.** The station could be un-safe during non-commuting hours.
- **Density.** The station could be too dense and negatively affect surrounding neighborhoods.
- **Traffic.** Traffic could become worse in the area.
- **Operations.** Train operations might not be reliable.
- **Dividing the City.** Future tracks could divide the City and neighborhoods.
- **Noise.** Noise could disturb surrounding neighborhoods.
- **Accessibility.** The station might not be fully accessible to seniors and handicapped populations.
- **Construction time.** The station could take too long to build, disrupting commutes.
- **Reduced bus service.** The station could take away from local bus service.
- **Pets.** Determine whether they are allowed. If so, amenities should be provided.
- **Accountability.** There needs to be accountability to make sure the project is delivered on-time and on-budget.
- **Parking.** Planning for station parking should consider both the short-term and long-term demand for vehicle parking, as well as the effects on other stations within the system.

Question 5: *How could transportation connections and station access be improved?*

- **Downtown.** Create a connection between the station and Downtown San Jose.

- **Kiosks.** Provide kiosks with detailed information about each train.
- **Shuttles.** Offer a free shuttle service to and from the station.
- **Lighting.** Install distinct lighting at all major entrances for wayfinding.
- **Bike share.** Install bike share at multiple locations.
- **Building design.** When designing the station, make sure to include multiple entrances and plenty of windows to help people navigate themselves.
- **Los Gatos Creek.** Create a direct connection between Los Gatos Creek and Diridon station.

QUESTIONS FROM PARTICIPANTS

The Partner Agencies are developing a Frequently Asked Questions document that will address these questions.

1. If the high-speed rail gets cancelled, how would this effect your plan?
2. Do we assume high-speed rail will be “elevated” or “at-grade” through the station?
3. Is all rail going to occur at surface level?
4. Why aren’t Google and BART at the table?
5. How many of the representatives of HSR, CalTrain, City of San Jose, and VTA been working on the project? 5 years or more? 10 years or more?
6. Did you say Diridon is expected to have 140,000 passengers a day in 2040? One of the flyers says “Diridon Station at a Glance – 9,600 daily passengers projected in 2035”. Please reconcile.
7. How will potential VTA service cuts impact traffic and congestion in the area?
8. Did you consider placing the station in all those vacant parcel south of the airport, thereby making it easier for the train to stop at the airport?
9. Are you considering Amtrak alignment to and from the south of Diridon, which is slightly elevated at the station and stays elevated and threads the 280/87 interchange and avoids Delmas Park, Gardner and North Willow Glen residential and parkland areas?
10. Why are no Hudson yards solution with housing particularly BMR housing over the tracks so service workers can take an elevator to transit?
11. What is the focal point or the central part of the Diridon Plan? Will it be like Grand Central in NYC?
12. You have the convergence of Caltrain, BART, light rail, etc. What are the phases? Timeline of phases? For example, Caltrain and light rail already exist – is this phase 1? And BART is phase 2?
13. Will there be spread out parking lots and free shuttles to Diridon?

During small group discussions:

- What if the agencies can't agree on a Concept Plan or one of them doesn't follow through?
- How will the Partners evaluate whether we are meeting the objectives during the planning, construction, and operation phases?
- Who makes decisions for how the project gets built, and what is the accountability to make sure it is delivered on-time and on-budget?
- Will there be a Crisis Communications officer to share important info with the public?

CONCLUSION

Meeting participants were generally excited about the opportunities created by the Concept Plan and the future potential of the station. Community members seemed to recognize that change is coming to the Diridon area, and are wanting to inform that change. They shared their "big ideas" for making the station work better into the future. The major aspirations are summarized as follows:

First and foremost, the station needs to work well for the passenger. The station should be easy to use and the "best example" of a multi-modal, multi-use station. Seamless integration between modes needs to include fares, schedule, and ticketing coordination. The station needs to consider safety, security, and accessibility. The station should have a beautiful design, but aesthetics should not undermine the station's functionality.

The station should function as a community hub. Meeting participants generally want the station to have activity 24/7 to provide neighborhood amenities and create a safe station environment during off-hours. The station should integrate seamlessly and transparently with the neighborhood and city, rather than serve as a barrier. The station design should balance the goal to be an internationally iconic station with the goal to serve as a local destination, such as by providing small shops.

The station should reflect the cultural diversity of San José through its design, art, accessibility, and mix of amenities. The station should preserve historic elements, but include modern amenities. It should feel welcoming to all. It should also be an iconic building with an innovative architectural design.

The station should be easy to get to from anywhere in the city. This includes the transit feeder system, in addition to pedestrians, bikes, and cars. There should be good bike access and plenty of bike parking.

APPENDIX A: TRANSCRIPTION OF COMMENTS

Below is a transcription of all comments written on the flip chart paper from each small group. The City's project team organized comments by question, and in some cases moved comments from one question to another if a comment was more appropriate for that topic.

Group #1

What train stations do you find inspiring for Diridon?

- Design with people in mind first
- Glass, open, inclusive
- Original building intact (historic preservation)
- Connectivity → all nodes (bike, ped, train, etc.)
- Accessibility
- Can access parking (strategic)
- Wayfinding (ie grand central)
- Amenities and cultural integration
- Affordability
- Context
- Intermodal

What does the Vision and station objectives mean to you?

- Extended hours of opening
- Connection to SF airport and share services
- Grand Central → compact/dense
- Union Station (LA)
 - Beautiful, aesthetics and architecture
- Architecture presence
 - Iconic and functional (i.e. Mexico City)
- Cultural vibrancy
- 408 flavor
- Local art
- Micromobility
 - TNC stops
 - ADA steps

- Equity built into process
- Housing next to station (affordable)

What other aspirations do you have?

- Intentional connection to other parts of city
 - i.e. Atlanta Airport
- Optimize for ped/bike (balance safety)
 - Signal lights
 - Crosswalks
 - Details matter
- Security by design
- Critical transit connections at Diridon
- Human-scale
- Guadalupe River, St James, San Pedro Square connection
- Sound containment on both sides of train/rail entrance
- Integrated hub
- Lighting design → wayfinding, safety
- Children playground
- Sense of place
- Light tower → make historic plans available to architects
- Energy neutral station work together
 - Parking strategy
 - Consider wide strategic plan and amenities
- Digital engagement for trains
 - Multi-language
 - Accessible to everyone
- Consider future transit modes. Re: parking
- Future proofing and flexibility of land use
- Parking structure off of market
- Retrofitting capabilities
- Hyperloop

- Solve the need now . Responsive to current population
- Visit adjacent neighborhoods in person
 - Evaluate walkability and experience
- Designated scooter parking and other modes
- Equity strategy
 - Housing
 - Amenities
- Anti-gentrification
- Security cameras and police capabilities

What concerns do you have?

- Equity
- Homeless population
- Cultural concerns (ie. 106 plan in London)
 - Affordability for home ownership
- Commercial hub vs housing balance
- How to prevent less desirable users coming to stations
- Safety
- Density of project
 - Design needs to reflect diverse community
- Shuttle services (free)
 - Coordinate with train schedule
 - To and from station
 - ADA compliant

How could transportation connections and station access be improved?

- Face east to avoid neighborhood impact
- Keep lunch counter
- Affordable transit. Accessible to all.
- Destination (restaurants)
- Bike repair and parking
- Education component @ station
 - Learn about affordable housing
- Transit info services – walking tours
- Bike rental

- Community meeting area (civic component)
- Co-working space (affordable)
- Bank (everyday services)
- Pharmacy
- Urgent care services
- Connection between station and downtown san jose
- Integration with San Jose airport (direct transfers)
- Senior center
- Childcare center
- Universal ticketing/ payment system
 - Improve clipper
- Kiosks -> destination
- Trip planning across ALL modes
- Good lighting
- Police presence, Safety, CEPTED
- Corners
- Project homeless services
- Train signage and platform signage
- Ticketing machine (universal)
- “no more tapping”
- In-house bone integration
- High quality services
 - Reliable
- Consider traveling with pets
 - Amenities allowed?
- Emergency services
 - Cal OES
 - Urgent care
 - Earthquake
 - Ie. King Cross Station
- Look at stations that also serve diverse populations
 - Study Asian stations
- Oslo Station
 - Plaza open space
 - Connected to municipal rail

Group #2

What train stations do you find inspiring for Diridon?

- Both stations in NYC
 - Both stations are completely integrated. The station was completely part of the fabric.
- New Penn Station
- Ownership rights for retail
- Hong Kong – Kaloon HSR – focus on other activities; roof top garden
- NYC: Frictionless flow, inviting (grand central), chaotic (Penn Station)
- Barcelona: Public space; not just a station; garden
- Seamless integration between modes
- Technology for travelers/friendly for users/wayfinding
- Ease of information
- Complete integration

What does the Vision and station objectives mean to you?

- What's missing: How does the station integrate into the neighborhood
- Equity: missing in this vision
 - How do we integrate equity?
 - How do we define social equity, quality of life in neighborhoods
- Reach of station/transportation access
- Bicycle/Scooters
 - Prep for future modes
- Safety/Ease of entrance and egress
- Open air stations? Play to the strengths of San Jose
- LRT → How do light rail tracks adjust

What other aspirations do you have?

- Elevating public modes/prioritizing public transportation modes instead of uber, lyft, etc.
- Public art: impressive train station in the world; identity; signature
- Placemaking landmark
- Sustainability: connection to nature
- Inspiring/grand/not unsafe/dark
- Safety (passive safety)
- Entertainment/public space
- Decent restaurants
- Destination for more than travelers
- Public services
- On-site hotel
- Medical needs
- Accessibility
- Governance
- Security
- Accountability of Delivery of Project
- Part of the City, transitional

What concerns do you have?

- Connectivity
- Passenger amenities
- Crime
- Pedestrian friendly (not like tamian)
- Noise
- Tracks dividing the city/neighborhoods
- Creation of wasted space/blight
- Accessibility for seniors/handicapped
- Accessibility to west side of station
- Help solve traffic problems
- Be aware of footprint so as not to impact opps for Tojd
- Wages/living wages for future workers in station area
- Concerns about future operations and expansion
- Diridon/DT to Valley Fair/Santana Row and Airport

- Google – what if they withdraw?
- Growth along capital corridor/ACE

Group #3

What train stations do you find inspiring for Diridon?

- Frankfort, Germany Airport
- Grand Central Terminal
 - Big, grand
 - Multiple connections
 - Moving connections
 - Moving trains underground opened up the ground space
- Victoria terminals, Mumbai
 - Many lines + connections
 - Large, beautiful
- Historic context
- Seattle Station
 - Difficult to navigate
- Cleveland
 - Railroad not integrated
- Kansas City, Missouri
 - Creative reuse

What does the Vision and station objectives mean to you?

- Add vibrant
- Omits acknowledging the local community
- Priority to #1 and #5
- Add retail
- Catalyst to urban/vibrant development
- Potential to price people out (google)
- Moving people
 - Getting people from one place to another
 - Accessibility and mobility are important objectives
- Concern high speed rail is not representing vision
- VTA and Caltrain not as present

- Community is an institutional memory

What other aspirations do you have?

- Hub should have safety and comfort waiting areas
- Security
- Cleveland station – dormitories
- Hub is a destination
- Things to do

What concerns do you have?

- Meeting only minimum outreach (high speed rail)
- Concern about transparency

How could transportation connections and station access be improved?

- Involve other community members
 - Activity, shows, performances
- Volunteer station hosts
- Porous building
 - Connect east and west
 - Create community
- Access to the station
- World-class
 - Need functionality over style
 - Term sounds like style without function
- Don't care for "world-class"
- Need to design for use and people
- Frequent drop off stops
- Relationship between Diridon and downtown
- Flexibility
- Seamless and integrated
- Futureproof
- Identity as separate neighborhoods

Group #4

What train stations do you find inspiring for Diridon?

- Munich (airport connection= seamless)
- Boston – good connections
- Denver (union)- good public space, cultural center
- Like height at stations
- NYC – grand central station
 - Food
- DC Union Station
 - Bike station
- LA Union
 - Restaurants
 - Architecture
- East Station (Paris)
 - Shops/transit connections/food amenities

What does the Vision and station objectives mean to you?

- Bike path connection (Amsterdam)
 - With open space/park system
- Preserve historic assets/value including current station
- Seamless connections/transfers
 - Better clipper/fare payment system
 - Timed transfers
 - No tagging on/off
 - Smart/go pass for students and low income
 - Add modern amenities (charging stations/wifi)
- Vision of it being a 24-hour city
- Promote the culture of San Jose
 - Activities
 - Sites
- “Meet me at the station”
 - A place where this meeting could actually happen

- Connected to the entire city
- Vision should be flexible but should also be focused so it is not doing too much, not well

Objectives:

- Improve connection to station from any location in San Jose
- Enhances open space/park access
- Efficient transit amenities
 - Less interference from other amenities and activities
- Safety
- How does objective 4 fit with overall vision
- Service planning coordination with partner agencies
- Integrated fares/signage and wayfinding
- Engage university/college students and high school students
- Affordable

What concerns do you have?

- Walkability/wayfinding for elevators
- Not enough bike infrastructure
- Reduced bus service and coverage to the station and increased traffic
- Time it will take to do projects
- Law suites
- Agencies need communications/crisis management and staff
- How are city planners planning for an increased amount of visitors/residents/employees

Group #5

What train stations do you find inspiring for Diridon?

- Amsterdam
- Boston

- Milan – visually stunning, mix of uses/transit, connectivity, easy
- London – Kings Cross, cultural center, adds to art and music experience
- Grand Central, NYC – Restaurants, events, mix of uses, encourages adoption
- Tokyo – multiuse
- Union Station, DC
- With San Jose... surrounding area/neighborhoods area already developed. Must be aware of eminent domain

What other aspirations do you have?

- How to get people to station?
- General amenities
- Easy to use for all modes
- Universal payment system
- Multi-modal – everything under one roof
- Consolidation of transportation providers
 - No rapid transit into the airport currently
 - Very costly – transit is subsidized
- Architecturally interesting – make a statement and put san jose on the map
- Lets get beyond our car culture
- Need adequate parking or it could burden surrounding neighborhoods
- Consider autonomous vehicles to reduce parking
- Consider shared parking
- Look at geography – seems like multi-level station is needed because limited egress
- Consider 1st last mile
- At least three levels needed in constrained environment
- Don't want barriers between station and neighborhoods for ticketing
- Multi-language wayfinding
- Food options – different services
- Setting ourselves up for 24-hour operation
- Having service running during additional hours will encourage ridership

- People may not use station 24 hours per day if no transit service 24/7
- Try to consider rotating maintenance so transit service doesn't shut down
- Consideration for cross-agency support – establish synergy
- Agency staffing, prepared staff contributes to customer experience
- Future-proofing – consider car and truck design for efficiency

Improvements:

- Dedicated exits off highways that go directly to station, purpose-built
- No bike parking today – needs to be supplied for future
- Encourage pedestrians, elevate value of walking
- Scooters can be dangerous – should be wearing helmets!
- Dedicated scooter lane?
- Be sensitive to all modes
- Good wayfinding
- Strong online presence
- Integrate without creating barrier
- Many of these example stations do not have at grade tracks
- Cultural identity
- Consider parking underground

What concerns do you have?

- More local transit – such as Portland streetcars
- Safety should be incorporated into design
- Widen median of Hwy 87, utilize for light rail, to airport for example
 - It would be higher speed, increase ridership for VTA
- Consider noise on transit and in surrounding communities

How could transportation connections and station access be improved?

- Reconsider regional transit – anything that goes across county borders
 - Transit service would be more efficient, economical
- Consolidation of electric signage – showing all services
- Support local businesses – such as ferry building (san jose or larger bay area)
 - San Pedro parking lot “pop-ups” that rotate and feature local businesses

Group #6

What train stations do you find inspiring for Diridon?

- Kyoto, Japan
 - Modern, beautiful
- Mediterranean (like climate)
 - Madrid
- Denver Union
 - Good integration of new and historic
- Rotterdam
 - Open space
- Shinjuku (do not model after this)
- European tend to be more functional

What does the Vision and station objectives mean to you?

- Station as a destination
 - Mixed use
 - Open/public space
- Connections by trail (Los gatos creek and Gaudalupe)
 - Connecting to neighborhoods
- How are we evaluating whether objectives are being met?

- Don't want it to be a barrier (dead zone) when not busy
- Use station building to provide connection over/across tracks
- Multimodal connections to Downtown, airport, neighborhoods
- Open and with no impediment
- Focus on wayfinding and signage
 - City starting pilot wayfinding with City ID
- Integrate local lessons learned
- Seamless and covered connection to BART
- Pedestrian ground-level connection below tracks
- Flexibility for future (big enough to accommodate expansion if necessary)
- What is the role of residents in this multi-agency partnership?
 - Steering committee to engage community

What concerns do you have?

- How to partners decide how much to spend on each station?
- Prioritize pedestrians
- 300+ trains/day... Viaduct is the way to go to reduce impacts to neighborhoods along corridor
- What are options for airport connection?

What other aspirations do you have?

- Financially self-sufficient (development and air-rights)
- Exciting, active space 24-hours/day
- San Jose/Silicon Valley and inter-regional architecture/environment
- Remove excuses to not use it
- Smart station to go with Smart City
- Engage more than just the “usual suspects”

San José Diridon Integrated Station Concept Plan

COMMUNITY MEETING #2 SUMMARY

March 25, 2019, 6:00 pm - 8:00 pm

Gardner Community Center (520 W Virginia Street, San José)

MEETING OVERVIEW

On Monday, March 25, 2019, the California High-Speed Rail Authority, Caltrain, City of San José, and Santa Clara Valley Transportation Authority (VTA) – collectively referred to as the Partner Agencies – hosted a second community meeting on the Diridon Integrated Station Concept Plan (Concept Plan) to share information and receive input. Approximately 60 community members attended the meeting.

The objectives of the meeting were to:

- Inform the community about the purpose, scope, schedule, and decision-making process of the Concept Plan
- Report back on input received at the previous public workshop on December 10, 2018
- Provide a progress update on options under consideration for key station elements (the vertical position of the platforms and station location) and a Potential Evaluation Framework that the Partner Agencies will use to help narrow down the options into a single preferred configuration
- Obtain feedback that will assist the project team in preparing the Concept Plan

The meeting offered light refreshments, supervised activities for children, and live interpretation services in Spanish and Vietnamese. The meeting commenced with a short open house to allow community members to read information and talk to Partner Agency staff. The available information included:

- Concept Plan Overview and Context boards
- Preliminary Concepts board illustrating the Vertical Position of the Platforms and the Station Location options under consideration
- Potential Evaluation Framework board
- Fact Sheets on the Concept Plan, the California High-Speed Rail Project, VTA's BART Silicon Valley Phase II Extension Project, Caltrain's Electrification Project, and Caltrain's Business Plan Update.

At 6:30, Lori Severino (City of San José, Civic Engagement Program Manager for the Diridon Station Area) welcomed the audience and went over meeting logistics. Next was a presentation by Liz Scanlon (Program Manager for the Diridon Integrated Station Concept Plan) to describe the Concept Plan's purpose, scope, process, and key objectives. Lori then provided an overview of outreach completed to date and summary of emerging themes from the community input received. Liz continued the presentation with describing the Concept Plan elements, the options under consideration for the station location and vertical position of the platforms (see box on following page), and the Potential Evaluation Framework that the Partner Agencies intend to use to help narrow down the options into a single preferred configuration.

For reference, the options presented and discussed at the Community Meeting include:

Vertical Position of the Platform options:

- At-grade: Keep the platforms at the same level as the ground surface
- Elevated: Elevate the platforms to about 20 feet above the ground surface

Station Location options:

- North side of San Fernando Station
- South side of Santa Clara Street
- Between San Fernando and Santa Clara Streets

To conclude the presentation, Dave Javid (Principal with Plan to Place, the community engagement consultant hired by the City to assist with the outreach) gave instructions for the small group exercise intended to gather input on the information that was presented. Following the presentation, staff collected questions from the audience written on cards. After a short break, Liz and Eric Eidlin (City of San José, Department of Transportation) answered the questions (see Appendix A for list of questions).

Meeting participants then moved into seven groups of 8-10 people. Partner Agency staff, City staff, and consultants facilitated small group discussions, first taking down the comments from meeting participants. The small group exercise was generally organized as follows:

1. Introductions; clarifying questions and answers
2. Discussion on the Potential Evaluation Framework
 - a. What seems missing?
 - b. What is most important?
3. Selection of a persona
4. Discussion on station location and vertical position of platform options

Meeting participants were asked to provide feedback based on their own perspective and the perspective of a “persona” that they randomly picked from the following 10 options:

1. Late night downtown worker that takes bus to and from Diridon Station
2. Convention Center visitor from Southern California arriving by High-Speed Rail and transferring to Light Rail
3. Resident of nearby neighborhood - parent pushing a stroller and walking with a toddler
4. Sharks game attendee
5. Commuter in wheel chair that transfers between Caltrain and BART
6. A family with small children taking High-Speed Rail to LA for a weekend trip
7. An SJSU student who takes a scooter between Diridon Station and campus
8. An older adult coming to downtown for dinner, arriving by Caltrain
9. Teenager who rides their bike to the station, uses all transit modes to get around the city and region
10. Non-English speaker arriving on BART for work in the Diridon area

For the discussion on the possible station locations and vertical position of platforms, the facilitators took notes on pre-printed matrices. General comments and questions, as well as input on the Potential Evaluation

Framework, were taken on flipcharts or notepads. Refer to Appendix B for photos of the notes taken during the small group discussions and Appendix C for photos taken of the event.

SUMMARY OF INPUT

Discussion of Potential Evaluation Framework

The most commonly raised topic was efficient access to and through the station, with the desire for seamless transition between modes. Most of the groups identified the desire to split Community Effects and Environmental Effects into two separate categories for the Potential Evaluation Framework. Other commonly raised topics include: housing, homelessness, and anti-displacement; safety; wayfinding and signage; community gathering spaces; and providing access for all.

Below are detailed notes organized by key themes, as well as by persona. The number in the parentheses denotes the number of groups (out of the 7 total) that discussed that theme. The bullets below each of the key themes are related comments/input that support that theme.

- **Efficient access to and through the station; seamless transition between modes (x6)**
 - Add “Intuitive” and “Convenient” and safe, particularly for non-motorized modes
 - Efficiency – shortest path
 - Access: Like to see estimates of travel by mode
 - Access → highlight uses separation for other modes
 - People mover to airport?
 - Seamless transition between modes
 - Experience of getting in and out of station should be seamless, easy and effortless
 - We have to make it easier to get to Diridon than driving alone
 - Pedestrians mixing with cars, trains, bikers, are difficult. Separate them to keep them safe and efficient
 - Integrate transit passes with the use of Diridon to make it easier to use the station
 - Multi-modal very important as we look at growth
 - Walkability improved
 - Buses and shuttles on a different level so don’t need to cross traffic
 - Importance of secure bicycle cages/storage bike share
 - Extend bike lanes around station
 - Entrances
 - Have multiple entrance on west side
 - Don’t consider just one entrance
 - North west and South West entrance
 - Side and back entrances that are not in conflict of everyone access and intersects
 - Other integration most important
 - ADA accessibility
 - Priority for daily transit riders (not Sharks riders)
 - Underground connection: Airport/High Speed Rail/(prepass?)
 - Think of first/last mile connections like scooters and how to integrate them with stations
 - Minimizing cars
 - Car-free – congestion management needs to limit cars / carfree zone

- Want to discourage cars at the station
- **Consider splitting Community from Environmental Effects as those are two different topics; highlight potential Neighborhood Impacts (x4)**
 - Noise impacts
 - Concerned about impact on neighborhood
 - Can't assess neighborhood impacts without more information
 - Need to protect the creeks
 - Biological issue – Guadalupe River
 - Consider ecological aspects into station
 - Bird safe design
 - Native vegetation
- **Address the concept of displacement and homelessness; consider social justice (x4)**
 - Consider low-income housing within Diridon and how it will impact the existing area around the station
 - Plan for enough housing integrated in areas near the station
 - Social justice – Latinos already suffered 280 and 82
- **Safety considerations (x3)**
 - Safety to Downtown (lighting)
 - Safety while transferring from one mode to another
 - Fixtures LED that can be programmed
 - Should include safety where interest shows
- **Wayfinding and Signage (x3)**
 - Really good, easy to understand signs
 - Sign design for people who don't speak English or have the signs multilingual
 - Kiosks that can translate multiple languages
 - Wayfinding and directional signage
 - Good acoustics for platform announcements
 - Timeline and scheduling about next train; don't want to waste time in the station
- **Community gathering space and access for all (x3)**
 - Space for families to relax: playground
 - Make it work for the largest number of people
 - Have food and family-oriented services close or at Diridon
 - Late night bathrooms
 - Nice amenities, good bathrooms
 - Late night/24-hour service
 - Inside train, seats should be comfortable to fit two people sitting beside each other
 - Placemaking needs to be considered
- **Other Miscellaneous comments**
 - The impact of Diridon Station is way more than Google project
 - Remember future urban context of the station

- Locate a hotel nearby
 - Choose whichever scenario works best technically
 - Can't move station or Google leaves
 - Serious ramifications for these decisions
 - 360-degree view of the station, connection to existing and future developments like views to and from restaurants
 - What is the ongoing innovation component of the station? If it's not clear, the evaluation framework should be constant and ongoing.
 - Best practices
 - Worldwide benefits – look at other station / lessons learned
- **Comments organized by Persona**
 - Convention visitor
 - Wayfinding
 - Open, bright, seamless know you have arrived
 - Easy connections
 - LRT is confusing
 - Parent with Children
 - Ramps/elevators
 - Safety-walkways
 - Mom with Stroller: Safety and no grade changes
 - Wheelchair
 - Good transfer between BART/Caltrain
 - Platforms no stairs or ramps
 - Safety
 - SJSU Student
 - Travel Time
 - Scooter user
 - Bike/scooter parking
 - Lighting in train should not be harsh
 - Protected bike lane from station to SJSU
 - HSR Vocation User: Weekend
 - Good bus connections
 - Safety
 - Ease of ticketing
 - Play area
 - Retailer that are kid friendly
 - Wayfinding
 - Family Restroom
 - Older Adult
 - Wayfinding
 - Ease of transfer
 - Retail
 - Ease of getting through station
 - Late Night Worker

- Late night service
- Good frequency
- Safety
- Available transfers
- Non-English Speaker
 - Understandable signage
- Sharks Game Attendee
 - Direct access to SAP skipping Santa Clara
- Commuter in wheelchair
 - Level boarding with trains
- Family with kids going to SoCal:
 - luggage storage and stroller access, play space for kids, signage
- Additional People to consider:
 - Teenager with Bike: Signage
 - Family with kids going to SoCal:
 - Nightworker: safety, lighting; if women. Safety issues
 - Older Diner on Caltrain: Immediately in Downtown, lights restaurants outdoor dining immediately outside station
 - Japanese: 19 stories above the tracks
 - Active spaces: Buildings lining square with active uses – Santana Row without parking garages

Discussion of the Vertical Position of the Platform options and Station Location options

Following the discussion on the Potential Evaluation Framework, meeting participants were asked to identify the possible pros and cons of the Vertical Position of the Platform and Station Location options. Similar to the section above, the input is organized by key themes, with the number in the parentheses denoting the number of groups (out of the 7 total) that discussed each of theme and the bullets showing the comments/input that support that theme. The exercise highlighted trade-offs associated with each of the options.

VERTICAL POSITION OF PLATFORMS		
	Pros	Cons
At-grade: Keep the platforms at the same level as the ground surface	<ul style="list-style-type: none"> ● Cheaper to construct / More affordable (x6) <ul style="list-style-type: none"> ○ More budget for other amenities ● Ease of use currently (x3) <ul style="list-style-type: none"> ○ Easy to integrate ● Development over tracks should have daylight instead of platform ● Between BART and HSR decreased ● It works ● Hard to separate activities ● For someone in wheelchair, ground-level access might be better 	<ul style="list-style-type: none"> ● Safety concerns; Less safe for pedestrians (x3) ● Not great for people ● Not intuitive how you get through the station ● Move historic station ● Adding more tracks going south at grade create bottleneck ● Lot of spaces (less land efficient) ● Impedes travel (mixing modes)

		<ul style="list-style-type: none"> • Bad visuals • Too many at grade crossings
<p>Elevated: Elevate the platforms to about 20 feet above the ground surface</p>	<ul style="list-style-type: none"> • More space for amenities, connectivity between sides (x5) <ul style="list-style-type: none"> ○ Like them in the air – ground for people and other modes ○ Adds more usable space ○ Better connect community and urban fabric ○ Opportunity for other uses under the trains ○ Elevated grade allows more ground floor Usage ○ More options for access ○ Potential to be more iconic and visible • Safety, Safer for pedestrians and bikes on ground plane, better flow of ped and bike traffic (x5) <ul style="list-style-type: none"> ○ Easier to access more permeable ○ Opportunity to have more light/safety ○ Access for pedestrian / bike • Accessibility to the station (wheel chair and ADA) • More iconic; More unique + attractive • Will be hidden by buildings • Does not hold “neighborhood prison” • Remove damp tunnels to platforms • Importance of areas for passengers to stay beyond platforms • Bring Santa Clara and other streets flat instead of undercrossing • Major streets would not have to dip down • Minimize level changes • No signal; grade separate • Wildlife corridor less impact • 2,000 ft impact on each side of the station • People can go through, isolate modes, people can see and go through • Hard to access stations • Building up instead of out, maybe noisier when it’s higher 	<ul style="list-style-type: none"> • Higher costs, More difficult/costly to impairment (x3) <ul style="list-style-type: none"> ○ Retrofit, raising tracks is expensive • Multiple levels difficult to access (x2) <ul style="list-style-type: none"> ○ Intimidating for disabled • Visual impact (x2) <ul style="list-style-type: none"> ○ tunnel effect for pedestrians • Only elevate if you need space/tracks • Energy efficiency – from grade changes • Consider effects of tracks to N + S – ecology • Exchange time between transit lines will be longer • Not aligned with HSR
<p>General Comments</p>	<ul style="list-style-type: none"> • Berlin station is fabulous – very intuitive • Which trains above grade? Caltrain, high speed rail? • In user experience design, we should think of different criteria for Station Access/Design versus tracks and accessible design • Development over the tracks 	

STATION LOCATION		
	Pros	Cons
North side of San Fernando Station	<ul style="list-style-type: none"> • Maintains existing entry, less confusing to users (x3) • Distance from residential (x3) <ul style="list-style-type: none"> ○ Less impact on surroundings during construction ○ Least eminent domain / impact on housing • Access (x3) <ul style="list-style-type: none"> ○ Use the existing foot traffic, encourage people to use transit, more efficient and use the existing assets ○ Parallel to tracks and connects to Santa Clara ○ Accessibility to the station (wheel chair and ADA) • Too much chaos on Santa Clara • First option puts heavy rail at far point • Intuitive wayfinding over time • Terminus and access to SAP • Don't over emphasize SAP while considering North option • Direct access from north might be better for late-night users 	<ul style="list-style-type: none"> • Farthest from the BART – hard on transfers for daily commutes (x4) <ul style="list-style-type: none"> ○ Greatest walking distance to SAP/BART ○ Greatest transfer distance between heavy rail and BART • Residential neighborhood impact (x3) <ul style="list-style-type: none"> ○ More congestion in neighborhood • Safety – emergency switch, too many at grade crossing (x3) <ul style="list-style-type: none"> ○ Bad visuals • Too far south (not enough activity) • Western entrance cramped • Gregory plaza cutoff • Access far from the Alameda (transit corridor center of gravity?)
South side of Santa Clara Street	<ul style="list-style-type: none"> • Accessible: Proximity to SAP center and destinations (x6) <ul style="list-style-type: none"> ○ Direct connection between platforms (Caltrain w/ BART) and SAP to avoid crossing Santa Clara ○ ACE + CAP corridor patronage small compared to BART : locate nearest to BART station ○ Western Station: northern, most thing closet to SAP and User traffic ○ Western entrance on Santa Clara is better than San Fernando ○ All transit lines close to SAP ○ Access (close) to the Bay Area transit spine ○ Added foot traffic • Most human-centered for multi-modal • Use St. John for bicycle access • In the middle • Passive policing -> idea of eyes on the street • Most ADA friendly 	<ul style="list-style-type: none"> • Santa Clara already very congested; having station entrance there would exacerbate (x3) <ul style="list-style-type: none"> ○ Major rework of Santa Clara St overpass ○ Too far north and congested with SAP • Too much negative impact on neighborhood (x2) <ul style="list-style-type: none"> ○ Too much land taking ○ Eminent domain • Farthest from “tram” / lightrail • Operationally more constrained • Over-emphasis of SAP • Recent construction

<p>Between San Fernando and Santa Clara Streets</p>	<ul style="list-style-type: none"> • Good access from both streets / shorter distance (x4) <ul style="list-style-type: none"> ○ Connects to BART ○ Best access from Alameda ○ Foot traffic not to far north ○ Closer to BART ○ Smart access point at the Alameda, across from Whole Foods ○ Better bike access ○ Close to Google/new development • Oblique allows for integrating open space connections (x3) <ul style="list-style-type: none"> ○ Pedestrian amenities like public art/ spaces blend together ○ Place space more conducive • Main station entrance • Parkland and surrounding railyard • Has growth potential • Probably existing station can remain operational during construction • Closer where downtown and SAP • Close enough to the north to have foot traffic but can help growth to the south • Better visuals • Keep station where it is with multiple entrances 	<ul style="list-style-type: none"> • Confusing; Alameda/Santa Clara from both side • Consider access from south • More money • Will take longer • Too much into already built area
<p>General Comments /Questions</p>	<ul style="list-style-type: none"> • Which of these stations would have better connection to airport? • You want to connect people to place of commerce, not residences • Question: Data assessment that where people on bikes along trails are coming from? <ul style="list-style-type: none"> ○ From north or south? ○ Get riders behaviors data • Is historic station immovable / John Allen better performing station • Removing current tunnels: crowded, damp from rains • Cheaper to replace, or move than renovate • Direct connection from platforms to SAR rom Caltrain and BART • How important is location between SF and SC 	

APPENDIX A: GENERAL QUESTIONS AND COMMENTS

QUESTIONS RECEIVED ON NOTECARDS BEFORE SMALL GROUP DISCUSSION

- Displacement of homeless environmental impacts on Guadalupe River?
- Why is a western entrance to train station required when each option will require destruction of existing property?
- What role does development of affordable housing on public land play in the DISC plan
- Why isn't deutschebahn at the table?
- You talk about an integrated system but why doesn't BART go between San Jose and Millbrae?
- Major concern about western entrance from San Fernando St. area already impacted?
- As a project that will be funded entirely by public dollars what kind of thought has already been devoted to the quality of jobs at the station both and construction as well as wants the station is operational?
- Re options for tracks : You showed options for recess of land stacked and elevated tracks - have those options been (back leveraged?) In favor of 1) at grade and 2) elevated primarily because of cost? Some of the other options provide more sophisticated and walkable/aesthetically pleasing features?

COMMENT RECEIVED ON COMMENT CARDS ON THE BACK OF AGENDAS

- If the fare system for all of the transit agencies is united, can you please consider offering student discounts? Many students at SJSU and other universities are interested in using Caltrain, BART, and HSR but the fares are often too high. I would also like to see more engagement with students because we will be using the station for longer than some of the older people who usually attend these meetings.
- Hello, my name is Dashiell Leeds and I am a volunteer environmental advocate for Santa Clara Valley Audubon Society. The Diridon Station Area is close to the Los Gatos Creek and Guadalupe River, two major riparian habitats. The structures of this station will likely see more migratory bird activity than other places in the city that are further from these waterways. We ask that you include guidelines for bird-safe design into the plan to make sure that migratory birds and other wildlife are not harmed by the structures. This is a great opportunity to improve the ecological habitat. We recommend the use of native plants, and consideration of other habitat restoration opportunities. This plan should also include measures to reduce light pollution, protecting humans and wildlife. Such measures include programmable LED fixtures, as well as lights in a warm color temperature (2,700 Kelvin). Community impacts and environmental impacts should be their own independent sections (instead of combined, as the currently are). Both of these topics are extremely important and are evaluated using very different methods. Thank you for all of your hard work!

APPENDIX B: PHOTOS OF FLIPCHART NOTES


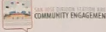
Vertical Position of Platforms: What do you think? Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>At-grade: Keep the platforms at the same level as the ground surface.</p>	<p>- Cost</p>	<p>- less safe for peds - easier to delineate neighborhood to e</p>
<p>Elevated: Elevate the platforms to about 20 feet above the ground surface. 😊</p>	<p>- Safety - opportunity for other uses under the trains - adds more usable space - safer for peds on ground plane with flow of ped traffic</p>	<p>- visual impact (tunnel effect for peds)</p>

Station Location: What do you think? Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>North side of San Fernando Street</p>	<p>MAINTAIN EXISTING ENTRY, LESS CONFUSING TO USERS EASIER TO WALK TO DOWNTOWN SINCE CLOSER TO SAN FERNANDO</p>	<p>• MORE CONGESTION IN NEIGHBORHOOD • EASIER TO</p>
<p>South side of Santa Clara Street</p>	<p>ALL TRANSIT LINES CLOSE TO SAP MUST ADA FRIENDLY ACCESS (CLOSE) TO THE BAY AREA TRANSIT SPINE (BART) ARE + CAP CORRIDOR PATRONAGE (MALL GARAGES) + BART - LOCATE NEAREST BART STATION.</p>	<p>• MAJOR REWORK OF SANTA CLARA ST ONE PASS • OPERATIONALLY MORE CONSTRAINED</p>
<p>Between San Fernando and Santa Clara Streets</p>	<p>• EXISTING STATION REMAINS OPERATIONAL DURING CONSTRUCTION</p>	

X Have multiple entrance on west side

Vertical Position of Platforms: What do you think?

Diridon Integrated Station
Community Workshop #2

	Pros	Cons
At-grade: Keep the platforms at the same level as the ground surface.	When BART & High speed Rail decrease Cheaper to construct Easy to integrate	Lot of space loss (and efficient)
Elevated: Elevate the platforms to about 20 feet above the ground surface.	Accessible to disabled minimize level change no signal grade street crossing easier to build more permeable	Better connection to BART More difficult/costly to implement Exchange time between transit lines will be longer

Station Location: What do you think?

Diridon Integrated Station
Community Workshop #2

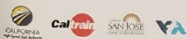
	Pros	Cons
North side of San Fernando Street	Red action plan along with at the end Innovative (disruptive)	Greatest walking distance to SFP / BART Greater distance between BART, Muni, and F BART Western Entrance Cramped
South side of Santa Clara Street	Permitted to stop Santa Clara Active station - a lot of eyes on the street Western station: most easy access to SFP & local traffic	Santa Clara already used Cramped; parking structure; bus lanes; traffic with BART/BART
Between San Fernando and Santa Clara Streets	Main station entrance would be (from main lot) Subsidized to surrounding subject Baseline building foot structure into open space (unobstructed)	Connecting through Santa Clara from both side



Vertical Position of Platforms: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
At-grade: Keep the platforms at the same level as the ground surface.	<p>- MORE BUDGET FOR OTHER IMPLEMENTS</p>	<p>IMPROVES TRAVEL (PLANNING THROUGH)</p>
Elevated: Elevate the platforms to about 20 feet above the ground surface.	<p>MORE CONVI</p> <p>WILDLIFE CORRIDOR LEAS IMPACT</p> <p>MORE UNIQUE + INTERESTIVE</p> <p>ACCESS FOR PEDE BIKE (SQUARE MORE)</p> <p>MORE OPTIONS FOR ACCESS</p>	<p>VISUAL IMPACT</p> <p>INTIMIDATION FOR DISABLED</p> <p>MULTIPLE LEVELS DIFF TO ACCESS</p>



SAFETY CONSIDERATION

EFFICIENCY SHORTEST PATH

NOISE IMPACTS



Station Location: what do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
North side of San Fernando Street	<p>TERMINUS + ACCESS TO SAP (MORE EFF)</p> <p>IMPACT ON SUBURBAN DURING CONST.</p>	<p>TOO FAR SOUTH (NOT ENOUGH ACTIVITY)</p> <p>RESIDENTIAL NEIGH IMPACT.</p>
South side of Santa Clara Street	<p>ADDED FOOT TRAFFIC</p> <p>BETTER ACCESS</p>	<p>TOO FAR N. AND CONGESTED W SAP</p> <p>OVER-EQUIPMENT OF SAP</p>
Between San Fernando and Santa Clara Streets	<p>FOOTPATH NOT TOO FAR N.</p> <p>HAS GROWTH POTENTIAL (CONV. TO)</p> <p>BETTER BIKE ACCESS</p>	<p>CONSIDER ACCESS FROM SOUTH</p>



DON'T CONSIDER JUST ONE ENTRANCE

N. WEST + S. WEST ENTER.

PLAZA SPACE MORE CONDENSE



Vertical Position of Platforms: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
At-grade: Keep the platforms at the same level as the ground surface.	<p>Costs less</p>	<p>Accessibility issues</p> <p>Accessibility issues</p> <p>Accessibility issues</p>
Elevated: Elevate the platforms to about 20 feet above the ground surface.	<p>Costs more</p> <p>Accessibility issues</p> <p>Accessibility issues</p>	<p>Costs more</p> <p>Accessibility issues</p>



Accessibility issues

Accessibility issues



Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
North side of San Fernando Street	<p>Accessibility issues</p>	
South side of Santa Clara Street	<p>Accessibility issues</p>	<p>Accessibility issues</p> <p>Accessibility issues</p>
Between San Fernando and Santa Clara Streets	<p>Accessibility issues</p> <p>Accessibility issues</p>	<p>Accessibility issues</p>



Accessibility issues

Accessibility issues

Accessibility issues

Vertical Position of Platforms: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>At-grade: Keep the platforms at the same level as the ground surface.</p>	<p>more accessible</p>	<p>Not great for people</p>
<p>Elevated: Elevate the platforms to about 20 feet above the ground surface.</p>	<p>tie them to the city ground for people & other modes</p> <p>more space for walking connections between streets</p> <p>major streets could not cross under station</p>	<p>only elevated if you need special tracks</p> <p>energy efficiency from grade changes</p> <p>setback, having them is expensive</p> <p>underpasses for tracks to have a crossing</p>

Station Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>North side of San Fernando Street</p>	<p>away from residential</p>	<p>Farthest from BART - hard entrance for daily commuters</p> <p>Access far from the Alameda Corridor mode (every 3 years)</p>
<p>South side of Santa Clara Street</p>	<p>in the middle</p>	<p>Farthest from "tram" / light rail</p>
<p>Between San Fernando and Santa Clara Streets</p>	<p>good access from both streets</p> <p>spread out where you can board</p> <p>Best access from Alameda, Altice company</p> <p>pedestrians use public rail/spaces joined together</p> <p>connect across part of the Alameda access from vehicle mode</p> <p>close to corporate/new development</p>	<p>Make it work for the best set of people</p> <p>Priority for locally transit riders that share values</p>



Vertical Position of Platforms: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
At-grade: Keep the platforms at the same level as the ground surface.	<ul style="list-style-type: none"> When 2 AM & 11 PM gates decrease Cheaper to construct Easy to integrate 	<ul style="list-style-type: none"> Lot of spaces less land efficient
Elevated: Elevate the platforms to about 20 feet above the ground surface.	<ul style="list-style-type: none"> Accessibility - ADA, ADA, ADA more level changes Better customer Community of URBAN PUBLIC Final grade allows more of ways to get to station no 5' grade Grade is good Station to station more possible 	<ul style="list-style-type: none"> More difficult/costly to implement Exchange time between platforms will be longer

Station Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
North side of San Fernando Street	<ul style="list-style-type: none"> old station plus Heavy Rail at San Jose Intuitive (Visualizing Over-Air) 	<ul style="list-style-type: none"> GREATEST WALKING DISTANCE TO TAP / BART Greatest transfer distance btw. heavy rail - BART WESTERN ENTRANCE CHANGED
South side of Santa Clara Street	<ul style="list-style-type: none"> Proximity to city center more level changes Western Station: not too close to San Jose Union Traffic 	<ul style="list-style-type: none"> San Jose Union Traffic VISIT CONSIDERED / AVAILABILITY THROUGH BART / BART
Between San Fernando and Santa Clara Streets	<ul style="list-style-type: none"> Main Station Entrance - (Close to both) Proximity to surrounding neighborhood OBSCURE BEHIND FOOT LAMPPOSTS - DO NOT SCALE CAPABILITIES 	<ul style="list-style-type: none"> Confusing - (Main, Santa Clara from both side)

→ Building out into the surrounding area (Main Station)

Slightly elevated transfer by train and BART to station

Vertical Position of Platforms: What do you think?

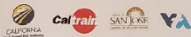
Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>At-grade: Keep the platforms at the same level as the ground surface.</p>	<p>Ease of use currently</p>	<p>not intuitive how you get through the station</p> <p>Move historic station</p> <p>Adding more tracks going south out grade change interfere</p>
<p>Elevated: Elevate the platforms to about 20 feet above the ground surface.</p>	<p>Opportunity to have more light/safety</p> <p>Does not hold "noise" but "power"</p> <p>will be hidden by buildings</p> <p>Berlin station is fabulous. Very possible & intuitive</p>	<p>Not aligned with #5R</p>

Station Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
<p>North side of San Fernando Street</p> <p>↳ This one, pick it HARVEY says...</p>	<p>too much chaos @ Santa Clara!</p> <p>parallel to tracks & connects to Santa Clara - San F</p>	
<p>South side of Santa Clara Street</p>	<p>closer to destinations</p>	
<p>Between San Fernando and Santa Clara Streets</p>	<p>connects to BART</p>	



Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
North side of San Fernando Street	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	
South side of Santa Clara Street	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	<p>Cons:</p> <ul style="list-style-type: none"> Close to downtown Easy access
Between San Fernando and Santa Clara Streets	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	<p>Cons:</p> <ul style="list-style-type: none"> Close to downtown Easy access

Logos: CALIFORNIA High-Speed Rail Authority, Caltrain, SAN JOSE COUNTY OF ALBUQUERQUE, VIA

Location: What do you think?

Diridon Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

	Pros	Cons
North side of San Fernando Street	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	
South side of Santa Clara Street	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	<p>Cons:</p> <ul style="list-style-type: none"> Close to downtown Easy access
Between San Fernando and Santa Clara Streets	<p>Pros:</p> <ul style="list-style-type: none"> Close to downtown Easy access 	<p>Cons:</p> <ul style="list-style-type: none"> Close to downtown Easy access

Logos: CALIFORNIA High-Speed Rail Authority, Caltrain, SAN JOSE COUNTY OF ALBUQUERQUE, VIA

What do you think?

Mountain Integrated Station Concept Plan
Community Workshop #2 - March 25, 2019

<p>At-grade: Keep the platforms at the same level as the ground surface.</p>	<p>Pros</p> <p>Build cost</p>	<p>Cons</p> <p>- Safety - Strong winds - Bad air quality</p> <p>Preventing signals keeping - Safety, keeping noise - Keeping train out of</p>
<p>Elevated: Elevate the platforms to about 20 feet above the ground surface.</p>	<p>Cost not a problem and noise not have noise level of the same level</p> <p>Less noise - noise level is lower</p> <p>It's preferred in the middle for transportation</p>	<p>More off</p> <p>will have more</p>

Logistics of station
location - noise
preparation

Preparation of
station site during

CALIFORNIA High-Speed Rail Authority | Caltrain | SAN JOSE OFFICE OF TRANSPORTATION | VTA | COMMUNITY ENGAGEMENT

Location: What do you think?

APPENDIX C: PHOTOS OF EVENT



San José Diridon Integrated Station Concept Plan

COMMUNITY MEETING #3 NOTES

*June 10, 2019, 6:00 pm - 8:00 pm
Gardner Community Center
520 W Virginia Street, San Jose*

MEETING OVERVIEW

On Monday, June 10, 2019, the California High-Speed Rail Authority, Caltrain, City of San José, and Santa Clara Valley Transportation Authority (VTA) – collectively referred to as the Partner Agencies – hosted a third community meeting to share information and receive input on the Diridon Integrated Station Concept Plan (Concept Plan). Approximately 50 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
- Report back on input received during the previous two rounds of outreach and clarify remaining outreach opportunities for Phase 1
- Share information about three possible layouts for the station and gather input
- Provide an opportunity to converse with project staff (including representatives of each Partner Agency)

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

At 6:30, Matt Raimi (Principal with Raimi + Associates, one of the City's community engagement consultants) welcomed the audience and provided an overview of the meeting agenda. Next was a presentation by Liz Scanlon (Program Manager for the Diridon Integrated Station Concept Plan) to share background information about the Concept Plan process. She then provided an overview of outreach completed to date, and themes from the community input received so far, specifically from the previous two Community Meetings. Liz then walked through the progress to date, including the development of three (3) station layouts, to give context to the station workshop following the presentation. Dave Javid (Principal with Plan to Place, one of the City's community engagement consultants) then provided an overview of the workshop format, to gather input on the information that was presented.

After the presentation, project staff hosted an open house-style workshop, with stations for meeting attendees to interact with and offer feedback on a variety of topics. The stations included the following:

- “Ask the Project Team”— project overview, process, Evaluation Framework, and previous Evaluation Framework, hosted by project staff
- Existing Conditions and three potential Layouts of the new station — to gather input on station elements
- Priorities Exercise — to identify the participants’ top Access-Related and Urban Integration-Related priorities
- Mix and Match — interactive station with a digital mix-and-match tool to explore varying station layouts
- Design Studio — drawing station for attendees to sketch out station layout and access ideas

Following the workshop, attendees reconvened for a report back on the input received. Approximately five members of the public shared their thoughts and feedback on the workshop. Lori Severino (City of San José, Civic Engagement Program Manager for the Diridon Station Area) then 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 report-back at the end of the meeting and comment cards submitted. The appendix includes photos of the notes and comments, and suggestions.

“Ask the Project Team” Station

This station included boards that gave an overview of the Diridon Integrated Station Concept plan, the context, relationship between the technical and community engagement processes, review of feedback from previous community meetings, and the current Evaluation Framework.

The following is a summary of comments and questions posed by participants, grouped into four categories:

- Access:
 - Easy access for intercity/regional buses to the station
 - More bike lanes or buses from various parts of San José that connect to the station
 - Intercity buses with local and regional buses share luggage area with trains
 - Easy access to rental cars, airport connector
- Community Effects:
 - What is the impact of moving CEMOF on train volumes?
 - Environmental justice to the neighborhoods that HSR runs through needs to be a bigger priority
- Station design:
 - What is the plan for the historic station?
 - Safety and security
 - Design security into the building rather than as an after thought
- Process:
 - As an older person, trouble with the rapidity of the talk and some of the photos on the handout, especially the mix and match slides
 - Engage more students to have a say

Station Layouts Station

This station included boards that provided the existing context and characteristics, and three possible station layouts. Participants were asked to provide feedback on what they liked best about each layout, and the related potential benefits and tradeoffs. The following is a list of the participant input received organized by major topics. Numbers in parentheses (x) reflect the number of times a certain comment was heard.

Station Location	<ul style="list-style-type: none"> • Prefer Stover with southern divided approaches, compact layout, and better integration (6) • Santa Clara does not allow for enough flexibility—Caltrain and HSR should be able to use all platforms (2) • Prefer the 280 alignment (2) • Stover is not liked • If light rail is moving, move San Fernando station too—keep spacing • Great opportunities to activate Santa Clara Street and also opportunities for placemaking in from of the main station entrance
Elevated vs. At Grade	<ul style="list-style-type: none"> • Elevated structure for buses (not TNC) (2) • Like/want more at grade access across tracks (2) • Elevated is liked / elevated TNC to reduce friction (3) • In elevated tracks options, W. Virginia St. and Auzerais Ave. become grade separated, and San Carlos, Park, and Santa Clara are flat underpasses, EXCELLENT, I love it! • Keep platforms of each service together (easier for the customer) • Keep platform height at same level as trains – minimize stairs • Prefer an elevated station with passenger trains over 280/87 • Why can't pedestrian connections/paths be raised?
Access/ Connections	<ul style="list-style-type: none"> • Seamless transition between modes (4) • Like having the light rail station be as close to this BART station as possible (2) • Santa Clara too far from TNC (2) • LRT and BART and heavy rail close to each other • Close proximity of connecting lines between HSR, BART, and Caltrain • Optimize connectors between rail systems • Provide simple instructions for riders... i.e., Connecting lines of BART, HSR, and Caltrain since there's lots of people from different countries here • Prefer taxi/TNC on Autumn St. because better for pedestrians in station • Don't add more kinks to light rail; don't slow it down • Speed up VTA rail through San Jose downtown • Need to think more about connection to airport • Bike riders young and older more experienced will follow the quick and less cluttered route – Alum Rock – not San Antonio Street, which is not safe.
Design Elements	<ul style="list-style-type: none"> • Tie in architecture from surrounding context • Natural light and green walls (e.g. Madrid) • Glass between track under overpass • Retail and food services (e.g. Tokyo) • Natural light in concourse between tracks • Integration of different areas across tracks most important • Prefer escalators instead of elevators (gradual slopes)
General Comments/ Questions	<ul style="list-style-type: none"> • Ensure sufficient parking for daily commutes (2) • Bus should have less pedestrian impact

	<ul style="list-style-type: none"> • No giant bus parking with asphalt. Not pedestrian friendly. No photo examples show that. • Do not take Shark's Parking lot • No giant asphalt areas. Park buses elsewhere and have them pass through the area. No toilets here for drivers • PG&E substation and AT&T trunk line impacts? • Moving CEMOF to the Capitol Drive would greatly help the operation of the station and reduce layovers • Keep track flexible so different operators can use every platform • Elevations and more graphics are needed • Are elevated tracks elevated high enough for San Carlos to go under?
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Priorities Station

At this station, participants were asked to identify which potential station features and project benefits were most important, by placing a dot next to their top three priorities related to how visitors could access the future station and how the station integrates into its surrounding. The following results represent the total number of dots each priority received, organized from high to low.

What are your Access-Related Priorities?

Option	Count	% of Total
Reduced car traffic in the station area, allowing for more bikes and walking	21	33%
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)	18	28%
Station hall close to bus routes on Santa Clara Street	8	13%
A main entrance from the west, as well as from the east (facing downtown)	7	11%
Passenger drop-off near the station entrance for personal and ride-share vehicles	6	9%
Station hall close to bike routes on San Fernando Street	2	3%
Car parking near the station	2	3%
Total	64	100%

What are your Urban Integration-Related Priorities?

Option	Count	% of Total
A highly visible and iconic station	17	28%
A variety of gathering spaces and activities inside and outside of the station hall	16	27%
A pedestrian plaza near the station entrance	11	18%
The ability to walk from one side of the tracks to the other without going through an underpass	10	17%
More trails running through the station area	4	7%
More vibrancy and activity along Santa Clara Street	1	2%
More vibrancy and activity along San Fernando Street	1	2%
Proximity to venues and shopping on Santa Clara Street	0	0%

Total	60	100%
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The following represent additional comments and feedback from participants related to the Priorities above.

- **Transit Service, Station Access, and Connections:**
 - Need a straight bike route from East Valley Hills to the Station
 - Any VTA light rail modification should improve speed efficiency, no extra kinks
 - Middle of the day: need more Caltrain service
 - Make sure bike lanes and transit link all of Santa Clara County
 - Bring back bus route that have been cut and Bus Rapid Transit (BRT) - make these options viable
 - Focus on transit that is safe and fast
 - Please make mode transfers as easy as possible
 - Special priority venue for public transit. Street loading for TNC or shuttle.
 - Pedestrian ground plane! No asphalt bus lot!
 - Two-level station passenger freight
- **Station Design:**
 - What would make Diridon a destination?
 - Hook them with things like shopping and walkways
 - Better spaces to wait (e.g., Iconic, Outlets for phones, Clean, Wifi)
 - Preserve/incorporate historic station building
 - Look at Grand Central- what would they have done differently back when they were planning?
 - Design for emergency (e.g., Police, Crowds, Constraints)
 - Hudson Yard
 - Massive walls on tracks to enclose/open spaces for events and flexible
 - With all the conversation of public space like Europe, where's the chart with that focus? It looks like best places are VTA & Bus parking. Where can people just hang outside and not smell fumes and other disturbing views.
 - Preserve/incorporate Historic Building Station
 - Will you learn from the UPRR debacle and elevate tracks so the homeless can't camp on the right-of-way? Did you see Council's lawsuit?
- **Southern Alignment:**
 - No trains through Gardener trapping communities
 - No passenger trains through Gardener
 - Bypass Gardener
 - Build a station that will accommodate an elevated route for the future
 - Electrical trains bypass Gardener Gregory Plaza and NW Glen to protect W. Virginia crossing and save Fuller Park and protect homes south of Diridon
 - Get as many trains as possible out of neighborhoods
 - Passenger trains over 280/87 structure
 - Been bearing brunt for long time
 - Passenger trains south via 280/87
 - All passenger trains over 280/87
 - I cannot understand how the elevated south approach was in a report as the preferred environmentally sound route and now you say "no!"
- **No displacement of people (3)**

Mix and Match Station

The Mix and Match station offered participants an opportunity to, using the Station Mix and Match Tool on a tablet, select a combination of station elements. The tool would then highlight which layout best aligned with their choices. Participants could select from multiple options for the following elements:

- Light Rail
- Intercity Bus
- Taxi/TNC/AV Pickup and Drop off
- VTA Bus
- Bart Entrance
- Bike Parking

The Mix and Match tool would then show them their resultant combination of vertical platform position, station location, north alignment, and south alignment.

The selections of all four (4) participants resulted in the same combination for the vertical platform position (Elevated), station location (Stover), and northern alignment (New Northern Corridor). Three (3) of the four participants selected the same South Alignment option (I-280 and Existing Southern Corridor). The following is a summary of the comments noted by the staff members that facilitated the tool.

- Connectivity and ease of access from one mode to another is important
- Other countries do a good job at way-finding around stations
- Having the tracks elevated gives more opportunities, and it is easier for users to access different levels than walk along a station
- What are the benefits of the new alignment?
- What is split electrification with the I-280 option?
- There will be lots of trains going through Gardner existing neighborhoods if we don't do I-280
- There is a need for a good airport connection and the new station should be designed for that
- Need to preserve the historic depot structure
- Like the flyover option because it keeps traffic off and keeps the streets more walkable
- Add the airport connection as an option in the mix and match tool
- Put taxis and TNCs on curbs to allow for changes in technology in the future
- It's important to understand the tradeoffs with the different alternatives when doing the mix and match tool.

Design Studio Station

The Design Studio station offered participants the opportunity to draw on maps and over the proposed station layouts as a way of conveying their ideas and feedback on travel to and through the station area, and the integration of the station into the surrounding area. The following list represents the feedback received, organized into categories.

- **Airport Connection:**
 - The #10 bus is an airport connector from Diridon.
 - Airport connector must be faster than LRT
 - Keep rental cars at airport
- **Bus Design:**
 - Buses near/on Santa Clara, including Greyhound and Megabus
 - Amtrak/Greyhound should share luggage
 - Cover bus depot!

- Solar panels
 - Good ventilation
 - Consider under tracks
- **Station Design:**
 - LEED certified
 - Keep historic station
 - Local examples: McDonalds at Lamden/Curtner, Willow St Pizza on Willow
 - Extend plaza out toward DTSJ
 - Entice walking to DT and SJSU
- **Access and Connections:**
 - Connect BART to SAP Center and Diridon underground
 - Important to have close connection between heavy rail and BART
 - Two-minute walk area
 - Multiple trail access points
 - Consider trails as diagonals across street grid
 - Move LRT platform to east side
- **Southern Track Alignment:**
 - Tracks go to 87/280 overpass—important for North Willow Glen

Report-Back

At the end of the workshop, attendees were invited to share their thoughts with the overall group. Approximately five people participated, and the following list represents the ideas heard.

- Why are you not considering a “Santa Clara at-grade” layout? It could be like the Embarcadero in San Francisco.
- We don’t want to displace people in the process.
- The project should come talk to and help dislocated neighborhoods.
- VTA needs a network analysis to ensure good access by light rail and bus from areas to the south.
- There needs to be a straight, safe bike connection from the east foothills.
- Appreciate drawings and would like 3D models in the future.
- Want elevated 280 alignment, but what will happen to the PG&E substation? Want to take better advantage of that area.

Comment Cards

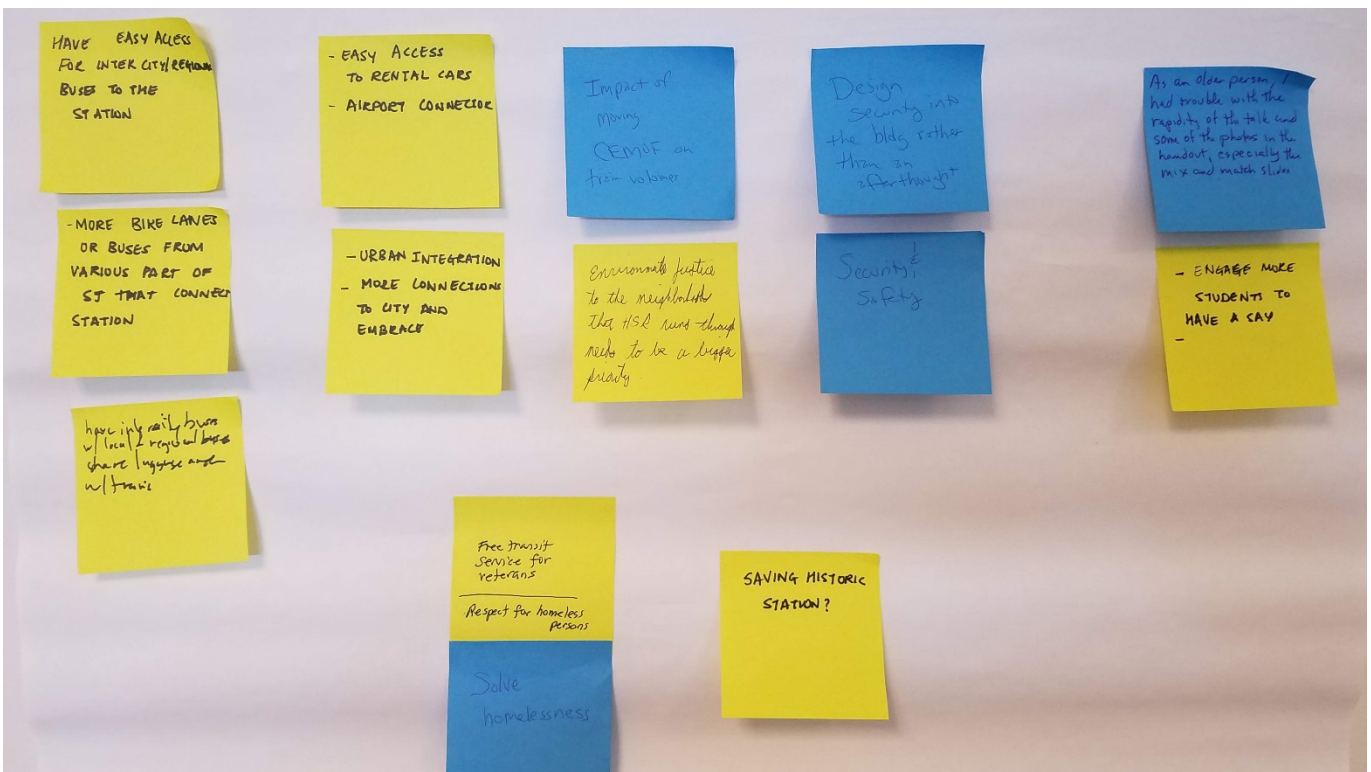
Three comment cards were submitted. Comments were related to the following topics:

- Desire for a bike path from the east foothills through the Diridon Station Area on Santa Clara Street, avoiding San Antonio Street
- Preference for Stover Street layout because it shows easy transfers between transit modes, great neighborhood connectivity with at-grade connections under the tracks, and opportunities for activation and place-making on Santa Clara Street and in front of the station. The TNC flyover is great for keeping car traffic away from the station area.
- Suggestion to place the VTA bus bays differently in the Stover layout.
- Suggestion to relocate CEMOF to the Capitol Drive area to improve station operations
- Suggestion to keep the tracks as flexible as possible so that different operators can use every platform
- Desire for public involvement opportunities for Google’s mixed-use development

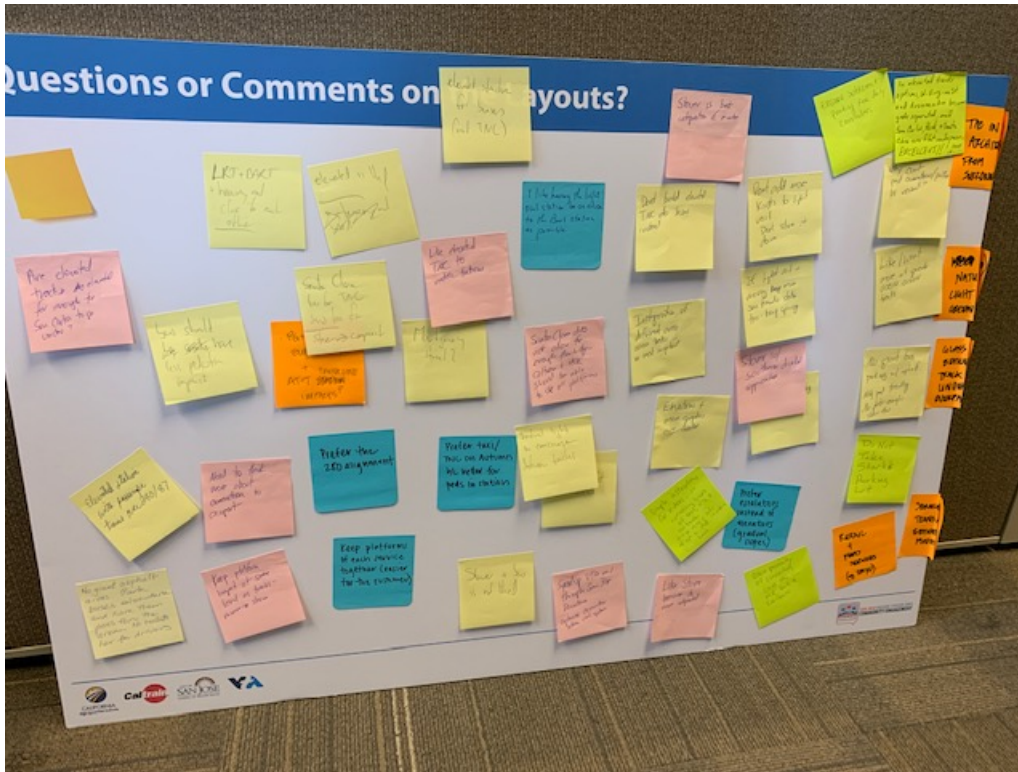
APPENDIX: PHOTOS OF MEETING, NOTES, DRAWINGS, MIX-AND-MATCH RESULTS, AND COMMENT CARDS



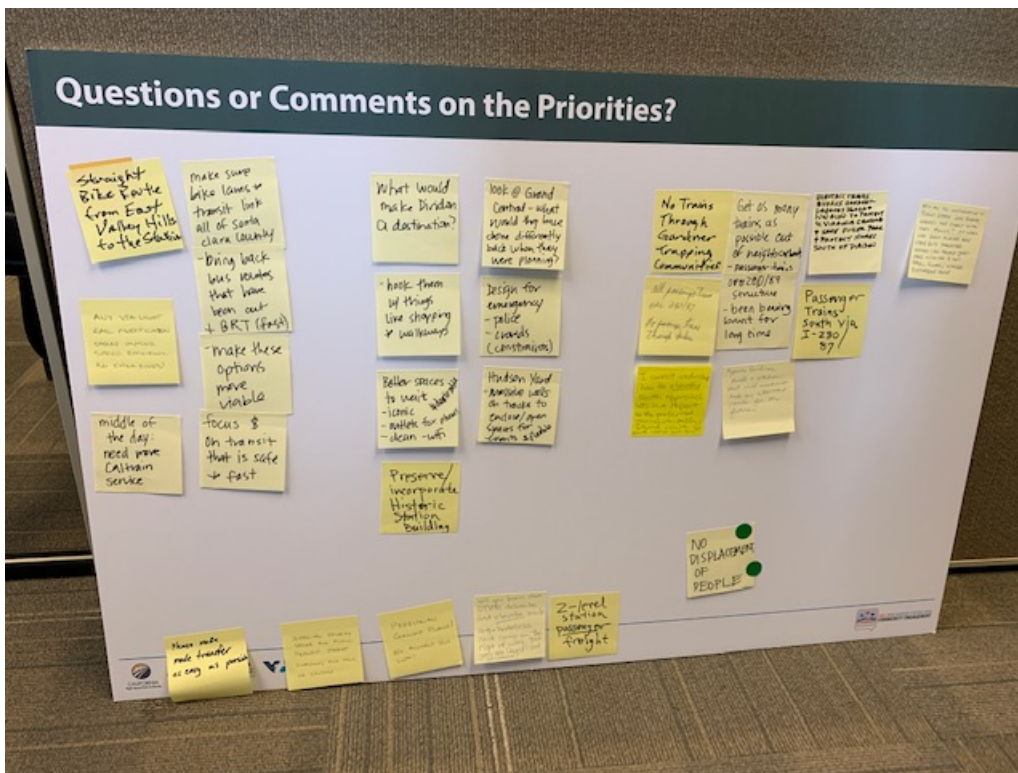
“Ask the Project Team” Station:



Layouts Station:

















Priorities Station:

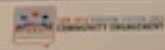


What are your Access-Related Priorities?

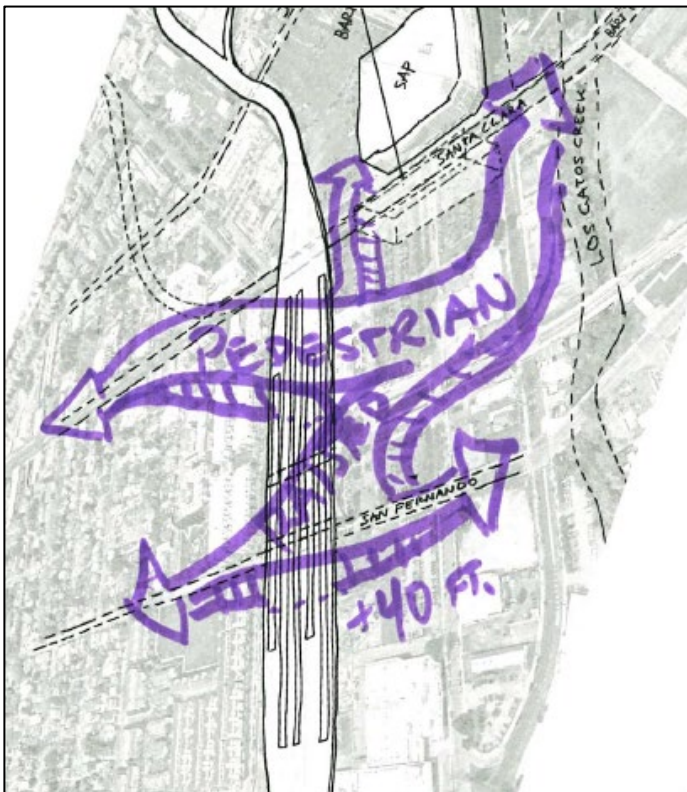
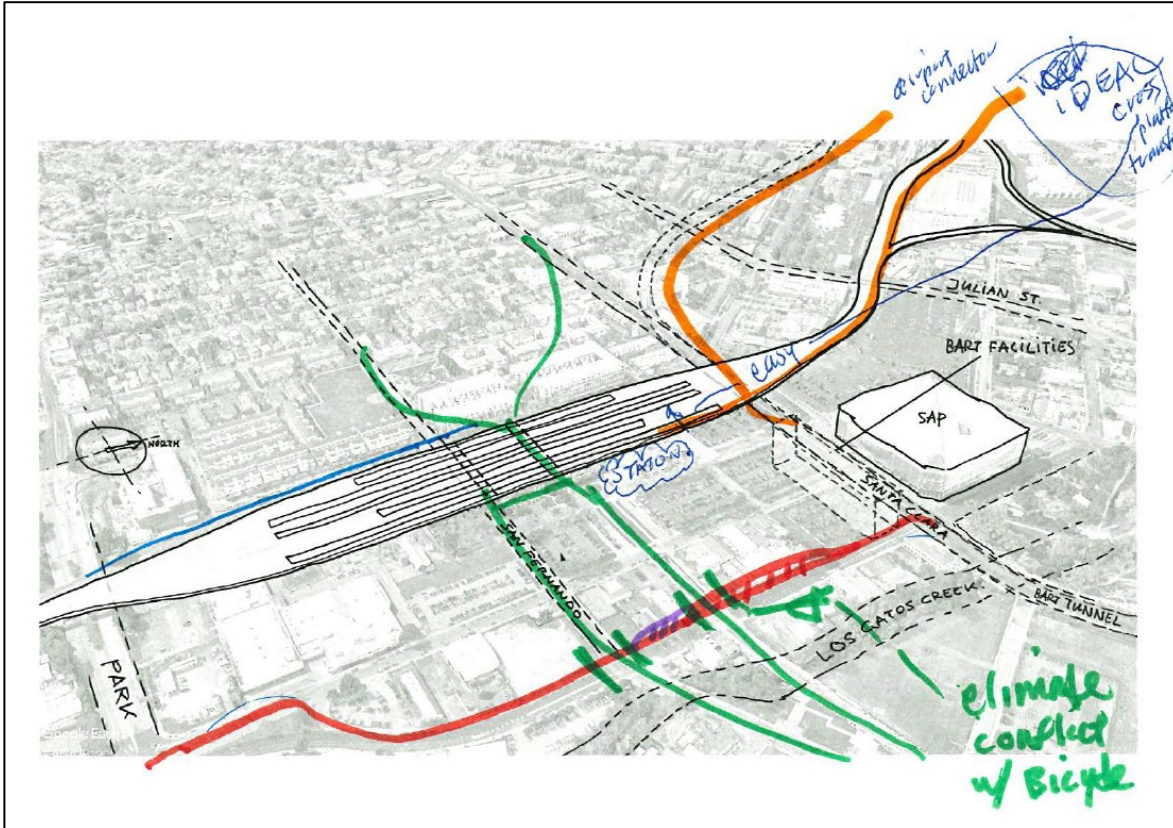
When thinking about the future station, what are the most important things from this list?

Place a dot next to your top 3 priorities

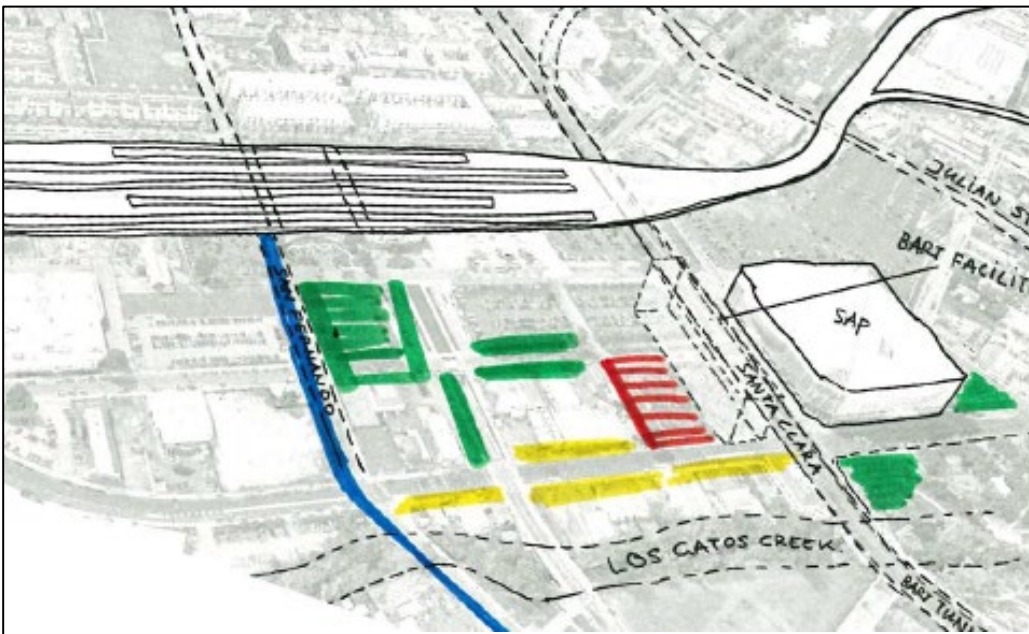
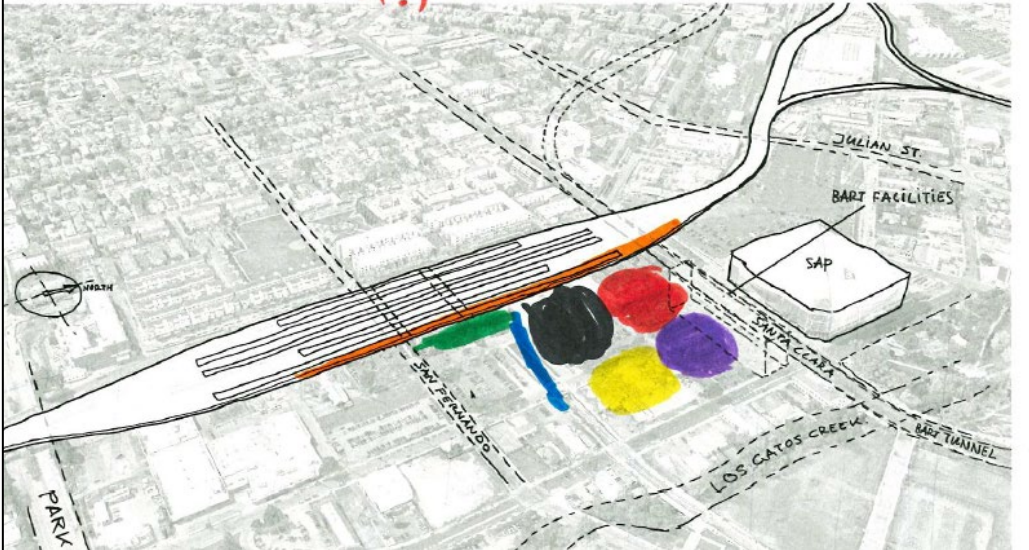
		A short, intuitive connection between the BART platforms and the platforms for heavy rail services (such as High-Speed Rail, Caltrain, Capitol Corridor, and ACE)
		A main entrance from the west, as well as from the east (facing downtown)
		Station hall close to bike routes on San Fernando Street
		Station 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
		Reduced car traffic in the station area, allowing for more bikes and walking

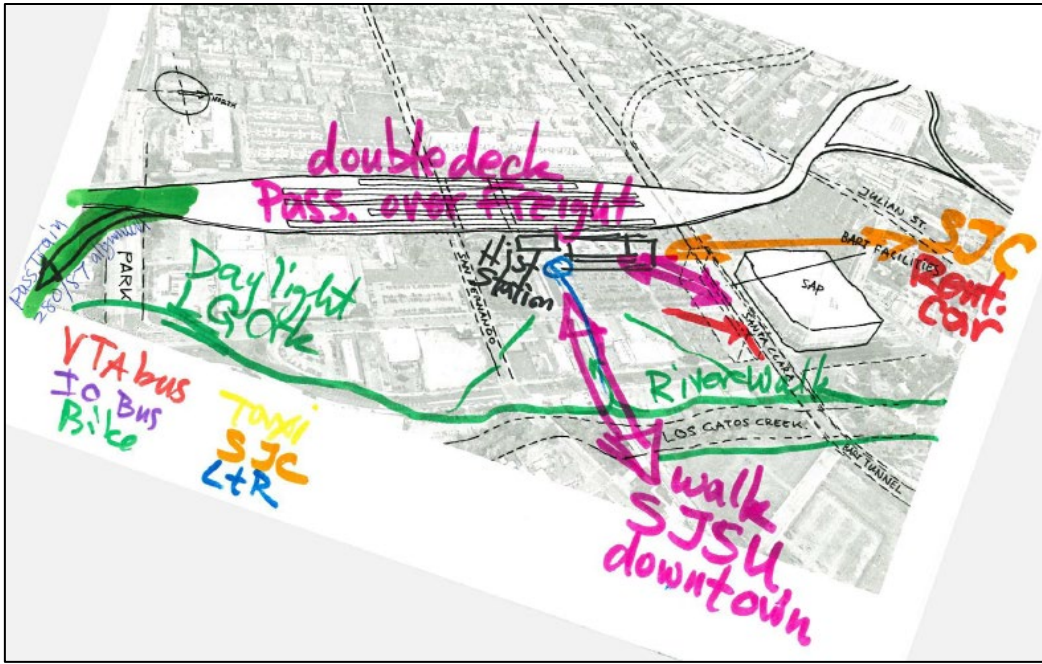


Drawing Station:



Eugene B. (have buses of all types in area covered part of D., ~~at~~ Santa Clara St.)





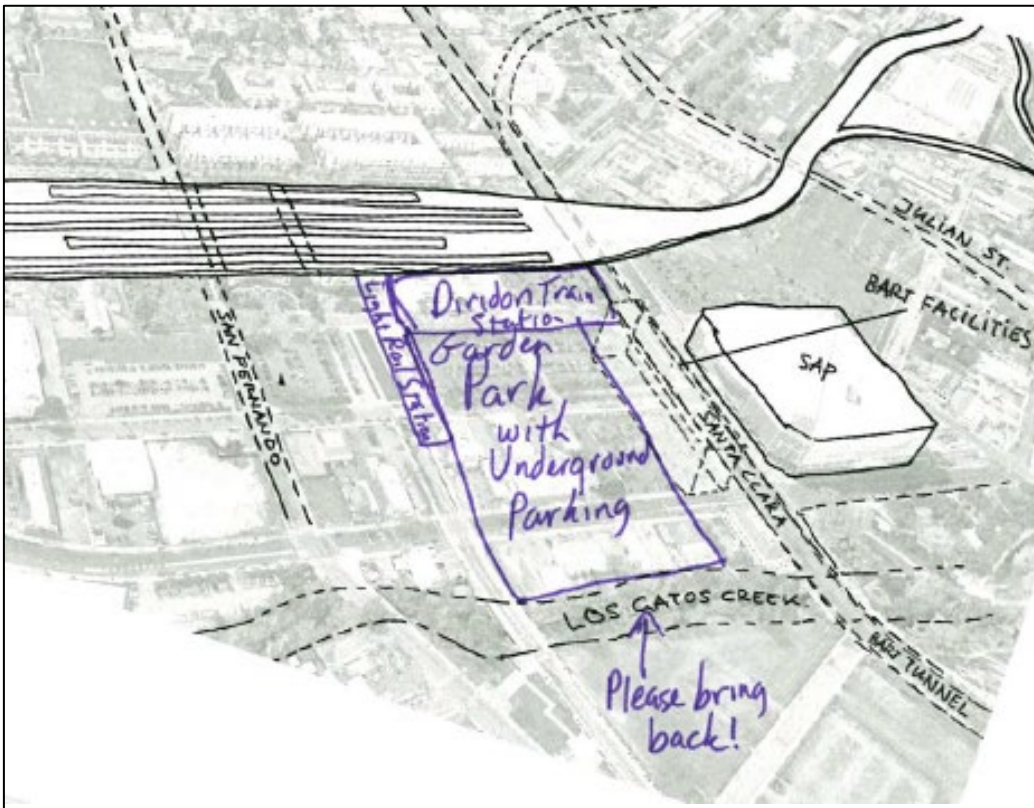
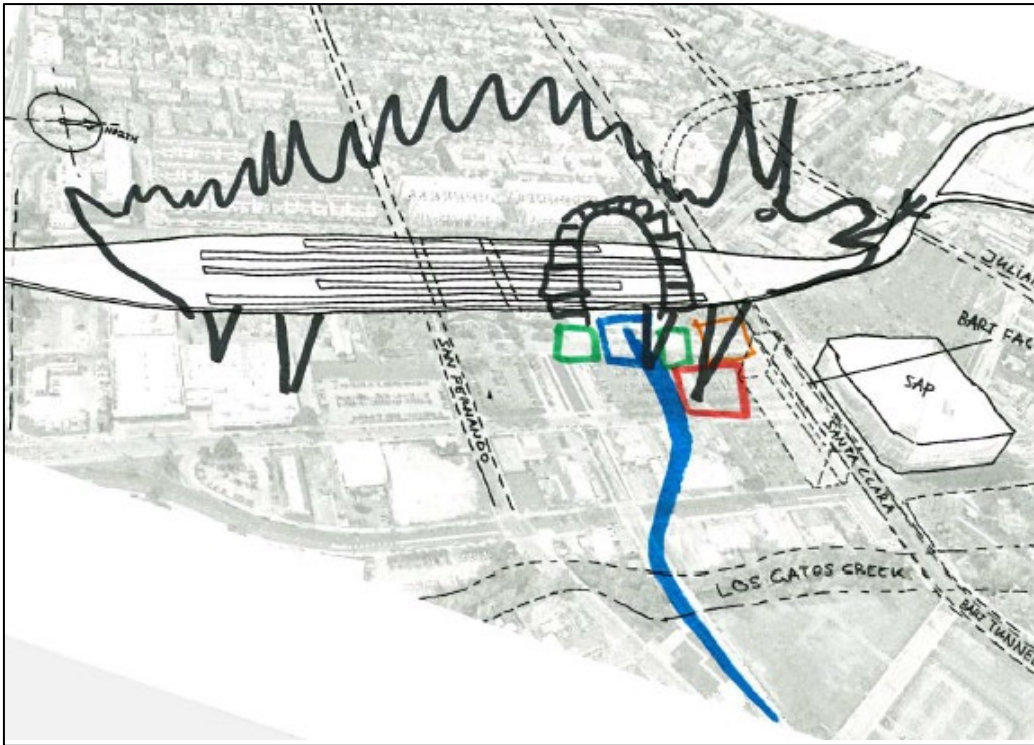
How intensify buses use luggage facilities Amtrak // Exit for stations
 need certified? BART tunnel to SAP
 Underground Connection from BART to Diridon

Bus traffic along Santa Clara
 Crayford.
 Covered/Solar Panels/

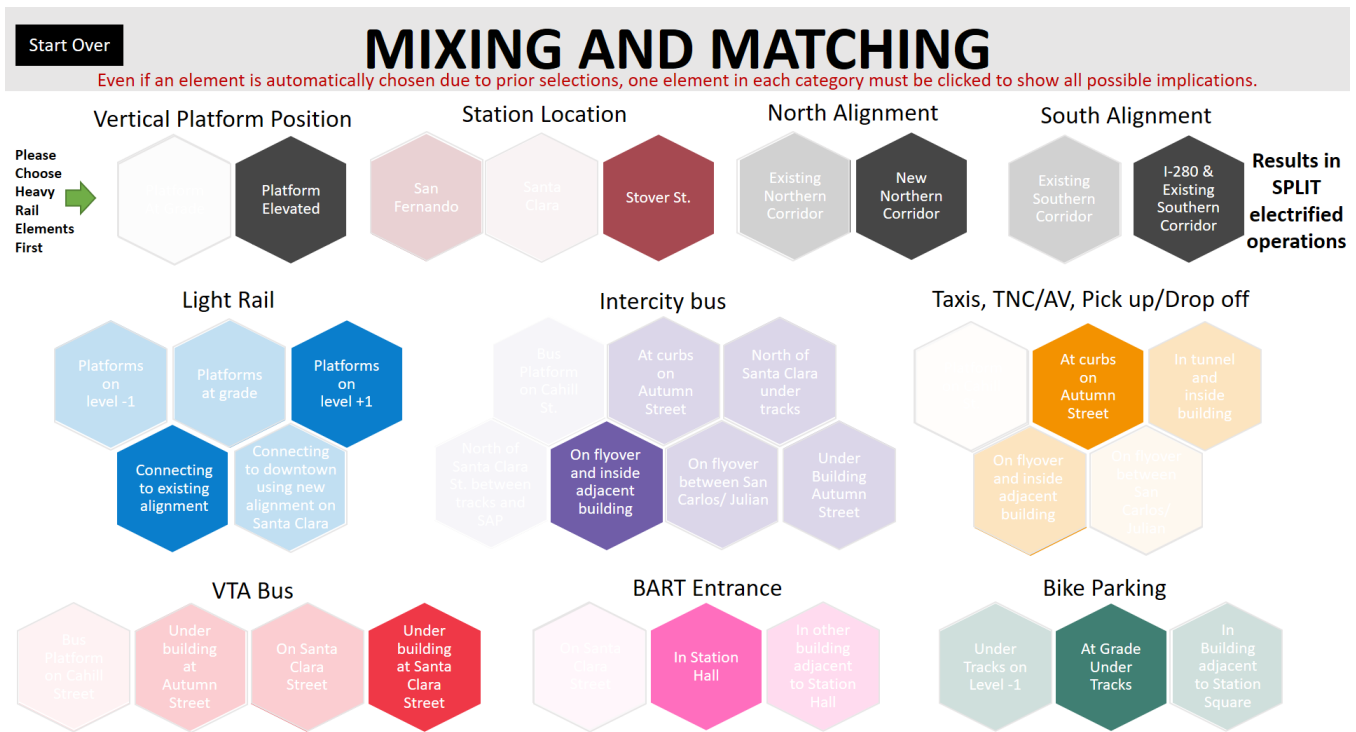
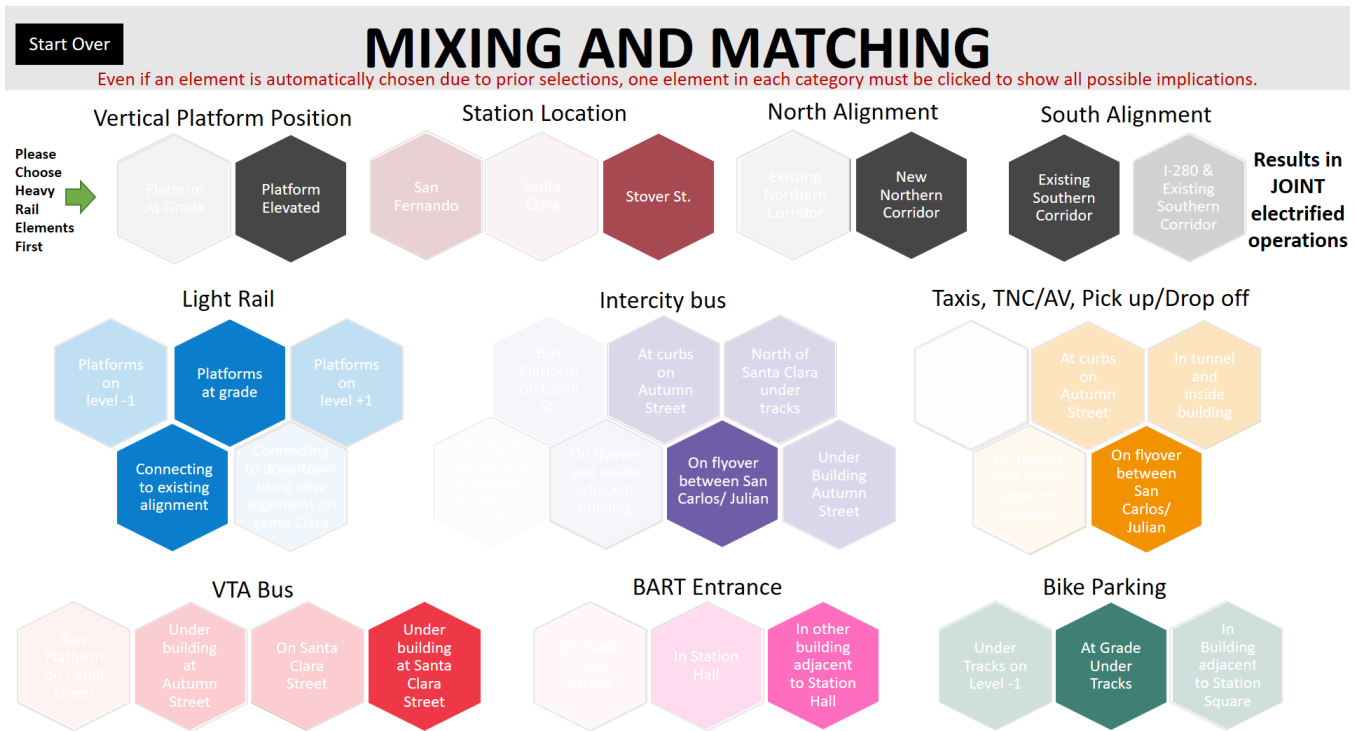
Two minute walk area
 No Substantial Shelters for bus rides
 ventilation

Pref: airport connector
 → local intensity

Possible bus under the tracks.



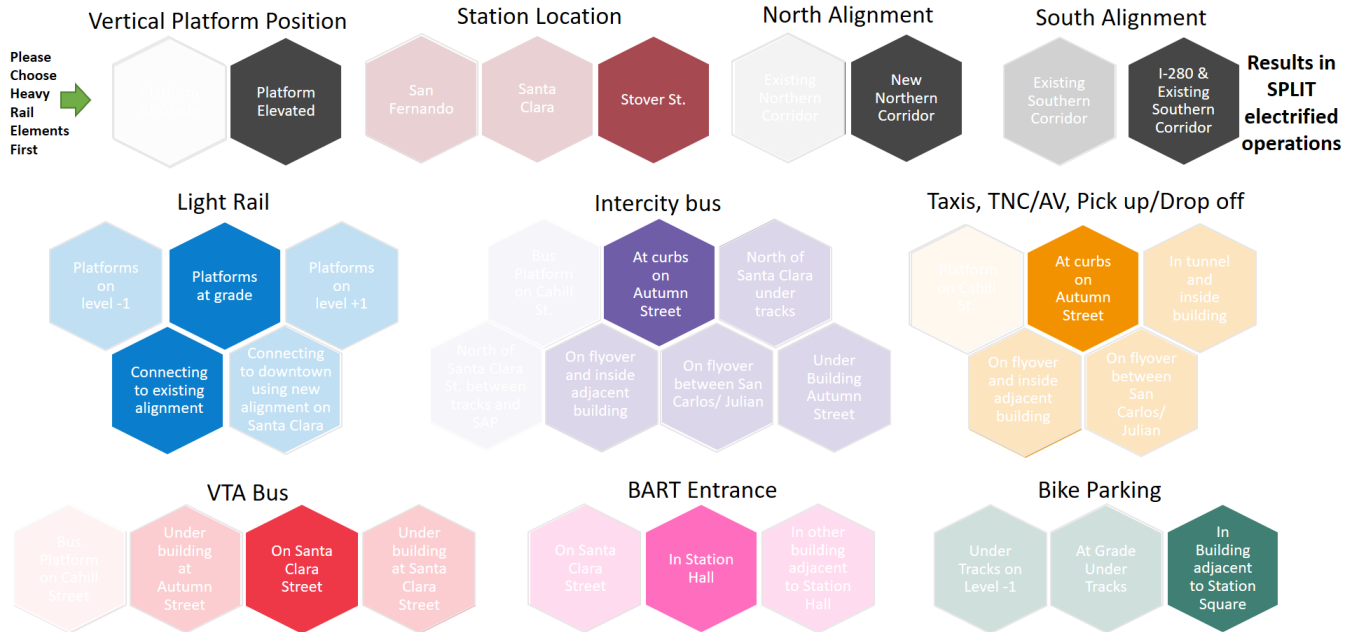
Mix and Match Station:



Start Over

MIXING AND MATCHING

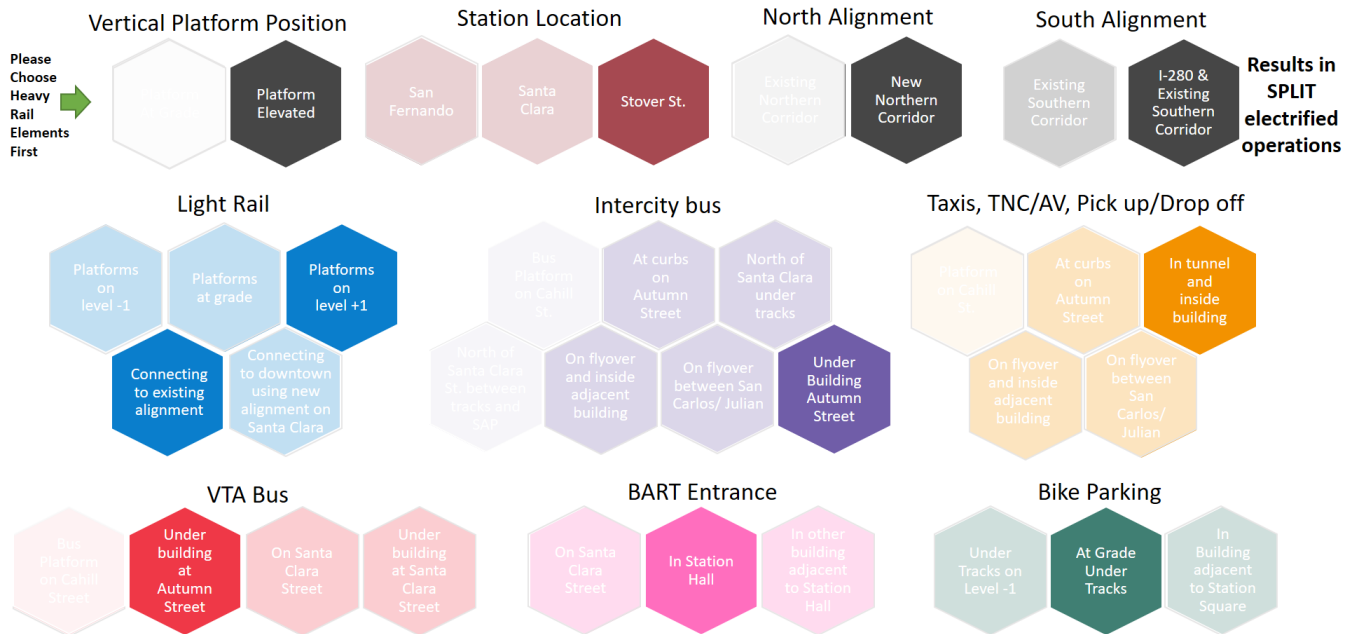
Even if an element is automatically chosen due to prior selections, one element in each category must be clicked to show all possible implications.



Start Over

MIXING AND MATCHING

Even if an element is automatically chosen due to prior selections, one element in each category must be clicked to show all possible implications.



Comment Cards:

COMMENT CARD Poor Bike Access

This comment card is provided for your convenience. Please provide any written comments below and return the completed comment card by dropping it off in the Comment Box at the Welcome Table at the end of the meeting. - Thank you

Bike Path on Alum Rock Avenue from the East Foothills to Santa Clara ~~Street~~ through to Diridon Station.

Bike Riders both young and older more experienced riders will follow the quick and less cluttered route - Alum Rock Not San Antonio Street.

San Antonio is "Not" safe. It is small and dangerous. Bridge over 101 is too steep for children and seniors to ride over.

Optional (Please provide your contact information below. Please PRINT.)

COMMENT CARD

This comment card is provided for your convenience. Please provide any written comments below and return the completed comment card by dropping it off in the Comment Box at the Welcome Table at the end of the meeting. - Thank you

The Street Street option is very good. It is very well integrated for transit with easy transfers between BART, HSR, Caltrain, bus, light rail, tnc, etc. It also adds great neighborhood connectivity with at-grade connections under the tracks. There is great opportunities for activation on Santa Clara St. and also opportunities for placemaking in front of the main station entrance. The only criticism is the VIA bus bays; they could potentially be placed in a different way (and why does it seem to block Montgomery & Antonio St?). The TNC & intercity bus flyover is great to keep car traffic away from the street immediately adjacent to the station making the area more ped & bike friendly.

The San Fernando St station main hall is too far from Santa Clara St.

TNC & buses on Antonio St are too far from the station hall.

Moving CMOF to the Capitol Drive-in area would greatly help the operation of the station to reduce delays. Keep the tracks as flexible as possible so that different operators can use every platform (if feasible) to keep operations flexible.

COMMENT CARD

This comment card is provided for your convenience. Please provide any written comments below and return the completed comment card by dropping it off in the Comment Box at the Welcome Table at the end of the meeting. - Thank you

BART - under Los Gatos Creek?

Please ensure that the public has the opportunity to give input to Google's ~~map~~ mixed use development

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.

<p>Layout 1: San Fernando Street</p>	<ul style="list-style-type: none"> • “I don’t think this will work. Area is too congested.” • Add a second entrance at Santa Clara. • Human engineering is mission. Not sure this accomplishes that. • The layout is not acceptable. It is the status quo. • Access to west San Carlos Street would be difficult. • This layout does not develop an iconic station.
<p>Layout 2: Santa Clara Street</p>	<ul style="list-style-type: none"> • Prefer the center of gravity to be on Santa Clara street. • Prefers dual concourse but likes Santa Clara Street layout as well. • San Fernando Street must be well lit under station. • “I like all the modes being in one area and like the one grand station rather than random places.” • Finding a way to make light rail faster and straighter would take this layout from good to great.
<p>Layout 3: Stover Street</p>	<ul style="list-style-type: none"> • I like that this has the quickest transfer times. • I like the elevated rail layout. • Flyover vehicle traffic is a good idea.
<p>Layout 4: Dual Concourse</p>	<ul style="list-style-type: none"> • Two concourses give you more possibilities. • Both concourses should be connected. • Like the use of space underneath the tracks • Fix the LRT alignment. • Historic Depot needs to be kept.

General Comments/ Questions	<ul style="list-style-type: none"> • Creative thought to public outreach is needed. • At grade southern alignment will “destroy” the Gardner community. • Concerned about the historic depot needing to be relocated. • Put all electrified trains on viaduct, elevate Tamien. • 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. • Want an iconic building concept. • Want great bike/ped access. • Will Los Gatos trail be an at-grade cross walk? • Question about uncertainty of development directly in front of station
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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!”

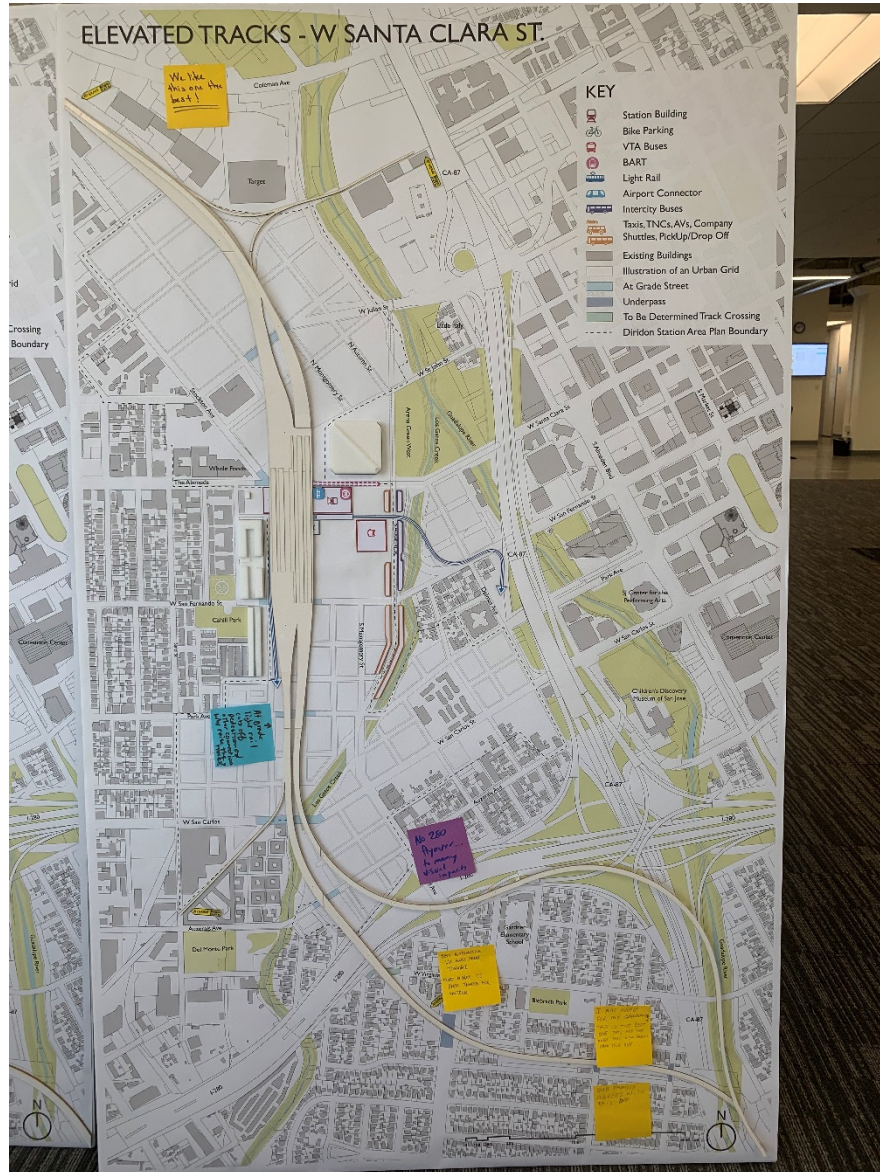
Comment Cards

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

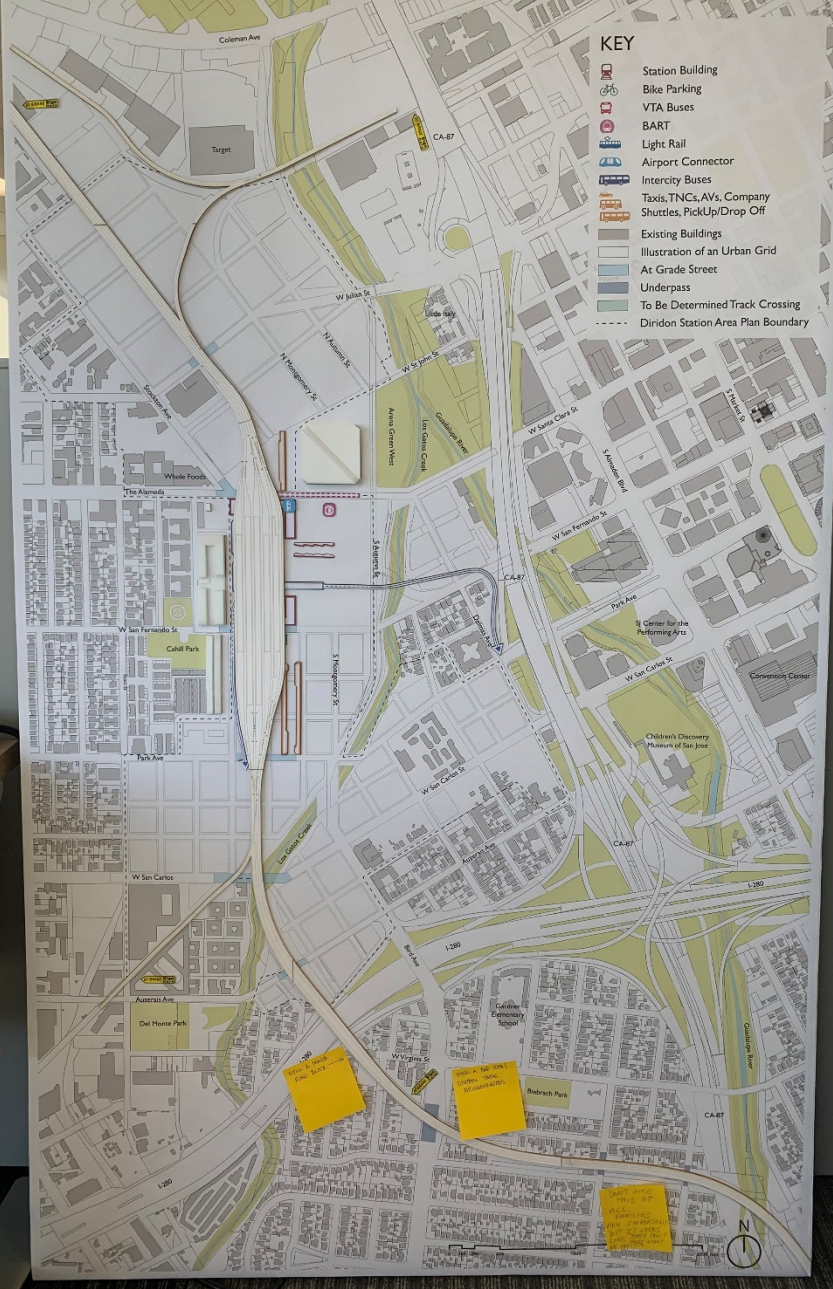
Layouts Stations:



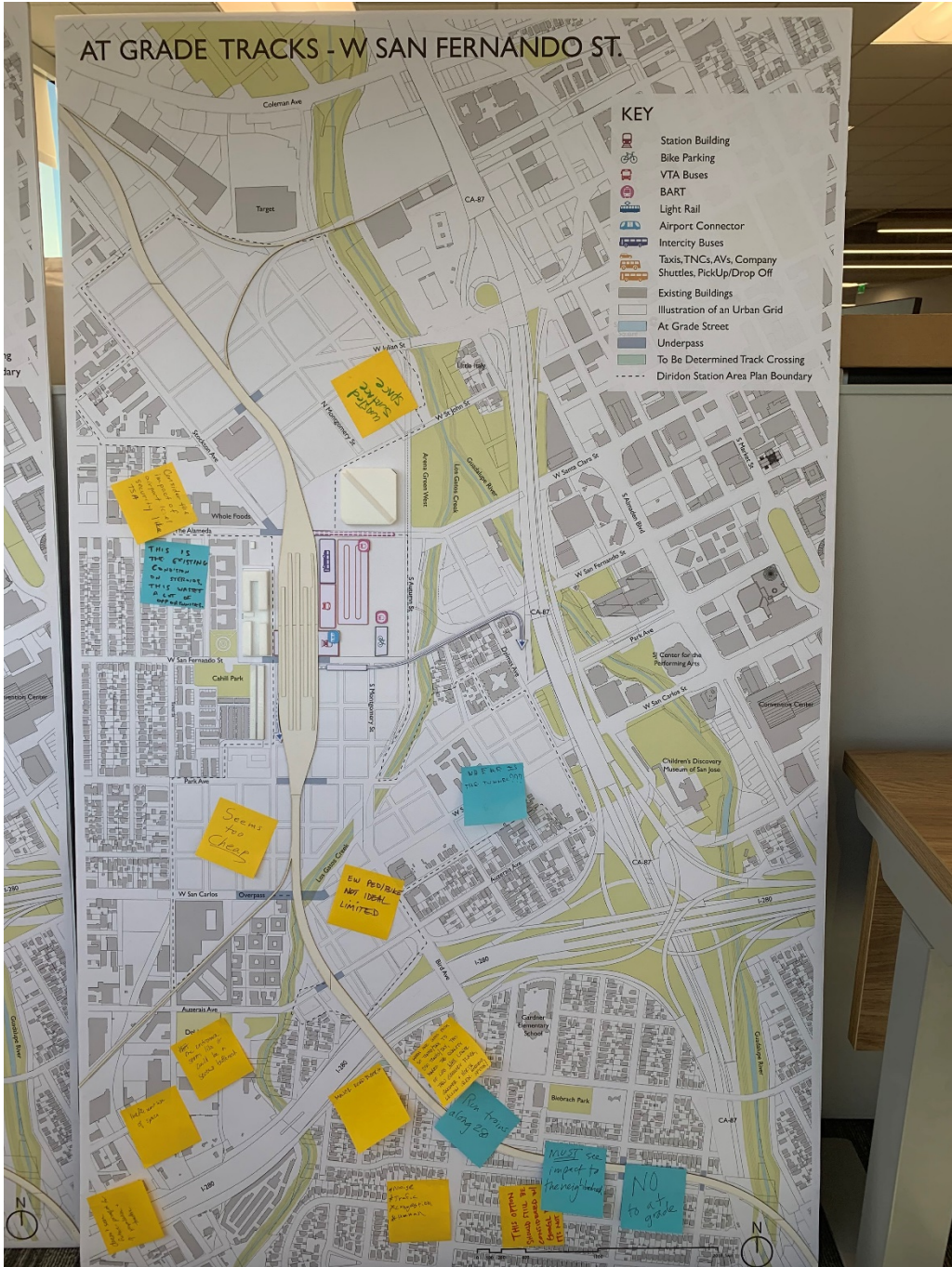
ELEVATED TRACKS - DUAL CONCOURSE

ELEV

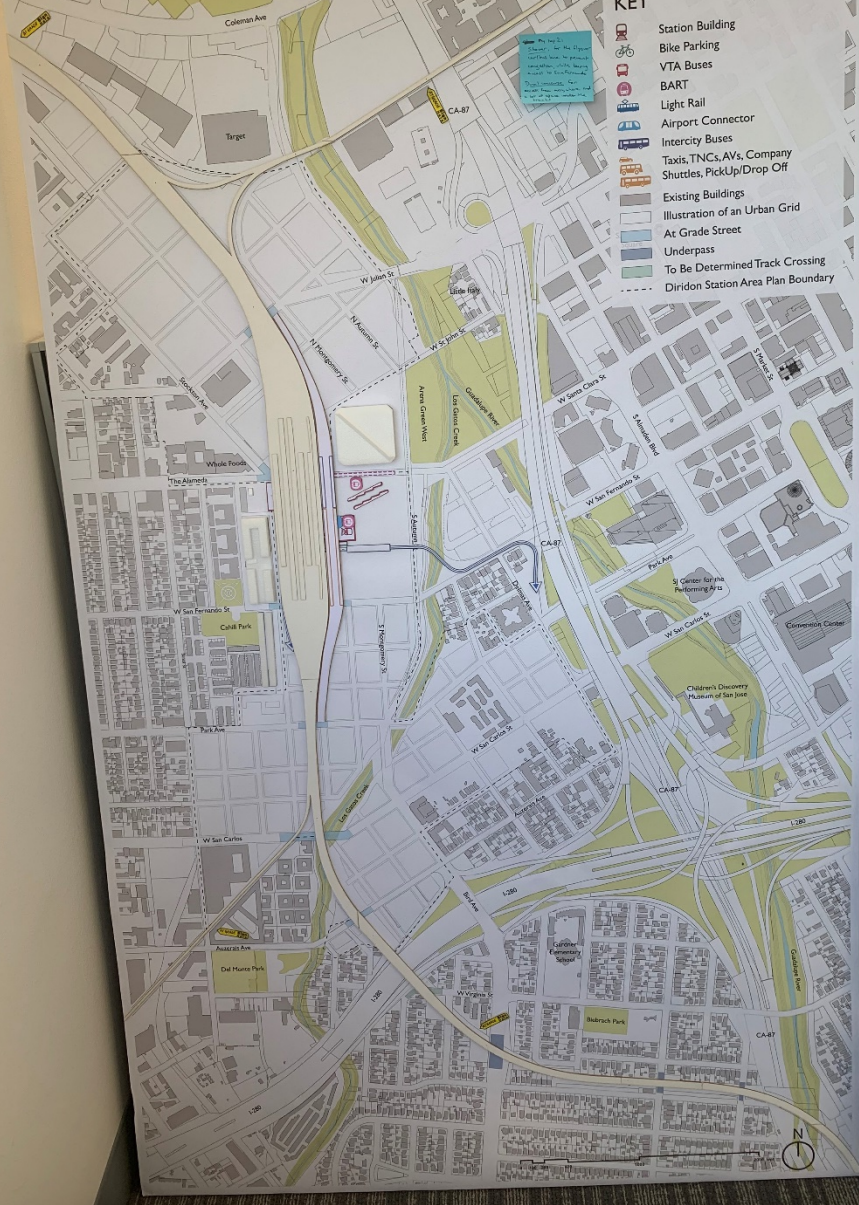
- KEY**
- Station Building
 - Bike Parking
 - VTA Buses
 - BART
 - Light Rail
 - Airport Connector
 - Intercity Buses
 - Taxis, TNCs, AVs, Company Shuttles, PickUp/Drop Off
 - Existing Buildings
 - Illustration of an Urban Grid
 - At Grade Street
 - Underpass
 - To Be Determined Track Crossing
 - Diridon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



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 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 BOYCOTT!



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),