

## 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 1<sup>st</sup> 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”



# APPENDIX B: PHOTOS OF FLIPCHART NOTES