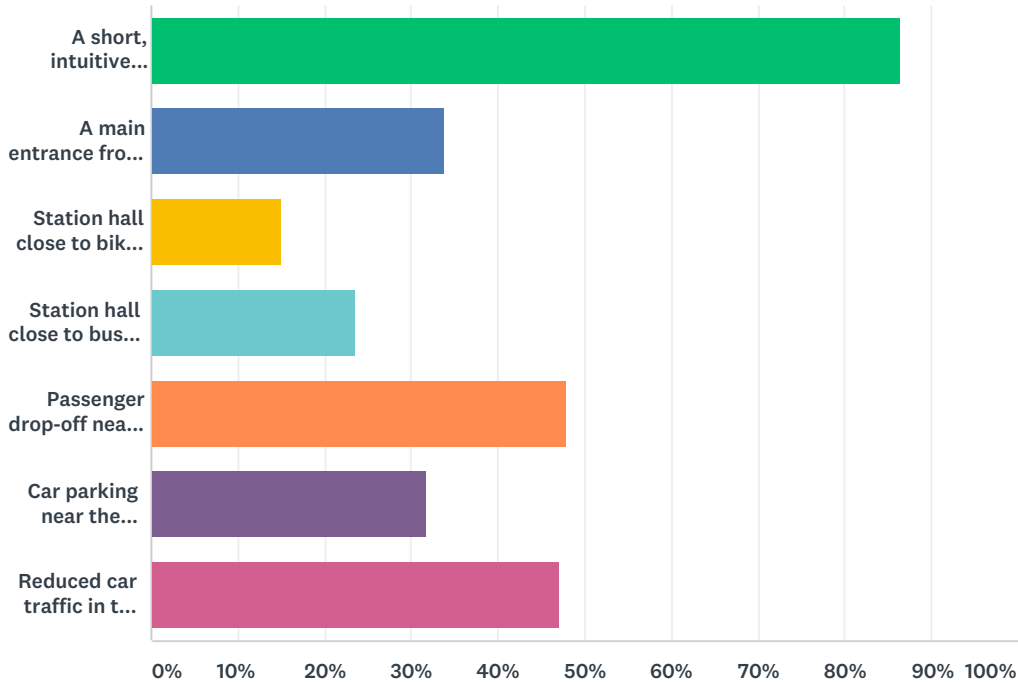


Q1 Access-Related Please select your top 3 priorities.

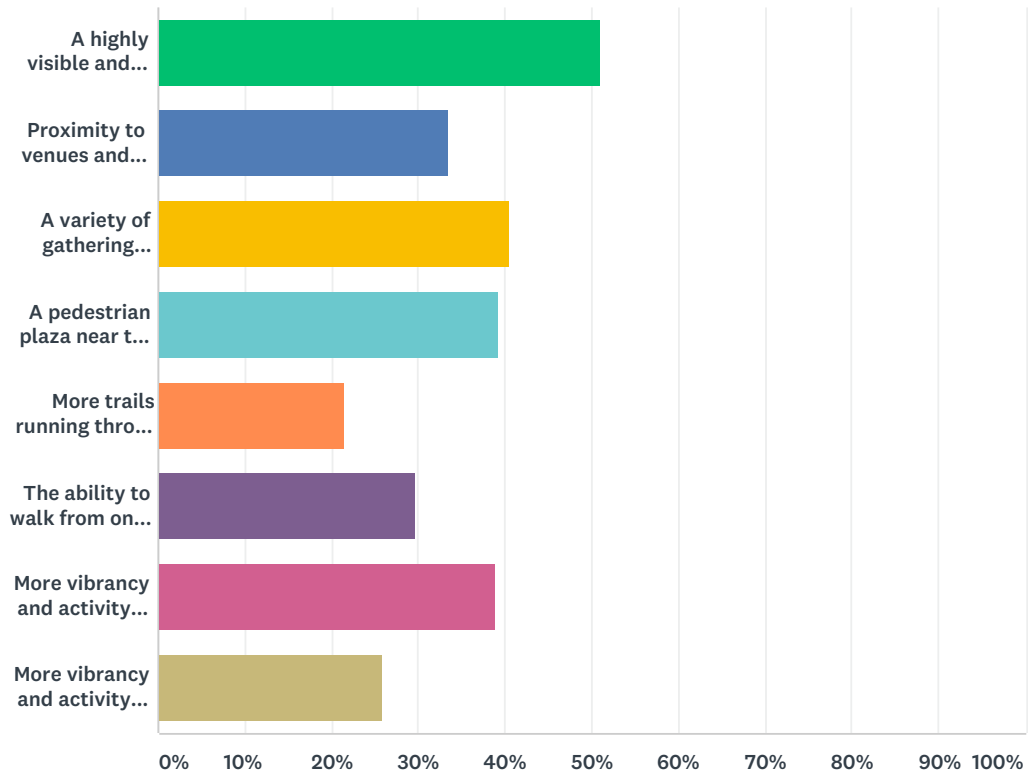
Answered: 792 Skipped: 0



ANSWER CHOICES	RESPONSES
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)	86.36% 684
A main entrance from the west, as well as from the east (facing downtown)	33.84% 268
Station hall close to bike routes on San Fernando Street	15.03% 119
Station hall close to bus routes on Santa Clara Street	23.74% 188
Passenger drop-off near the station entrance for personal and ride-share vehicles	47.98% 380
Car parking near the station	31.82% 252
Reduced car traffic in the station area, allowing for more bikes and walking	47.10% 373
Total Respondents: 792	

Q2 Urban Integration-Related Please select your top 3 priorities.

Answered: 792 Skipped: 0



ANSWER CHOICES	RESPONSES	
A highly visible and iconic station	51.14%	405
Proximity to venues and shopping on Santa Clara Street	33.46%	265
A variety of gathering spaces and activities inside and outside of the station hall	40.66%	322
A pedestrian plaza near the station entrance	39.27%	311
More trails running through the station area	21.46%	170
The ability to walk from one side of the tracks to the other without going through an underpass	29.67%	235
More vibrancy and activity along Santa Clara Street	38.89%	308
More vibrancy and activity along San Fernando Street	25.88%	205
Total Respondents: 792		

Q8 What is the zip code of your residence?

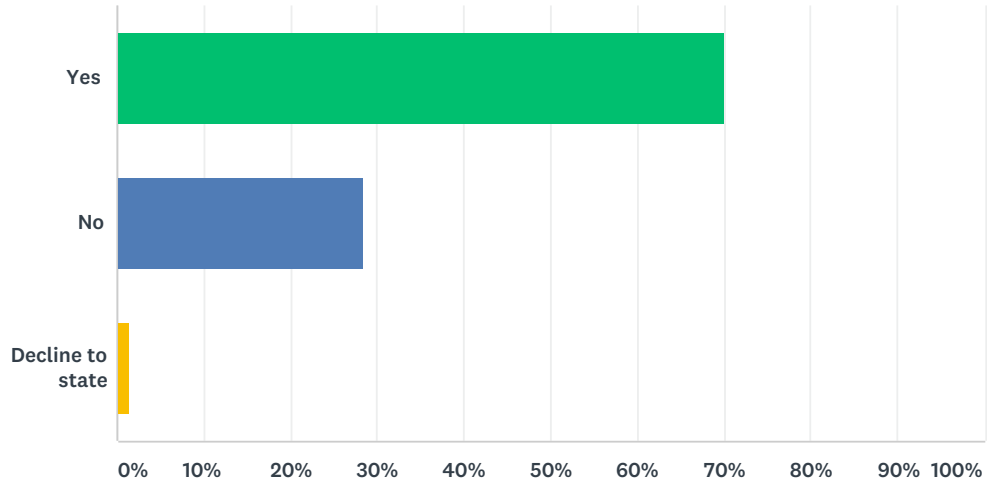
Answered: 428 Skipped: 364

Q8 What is the zip code of your residence?

95113 94062 95111 94041 95127 95050 95133 94043 95008 95117
95123 94010 95110 94025 95126 95035 95112
95148 95125 94086 95120 94085 95128 95119 95116 94107
95124 95130 95118 94105 94306 95122 94403

Q9 Do you live in the City of San José?

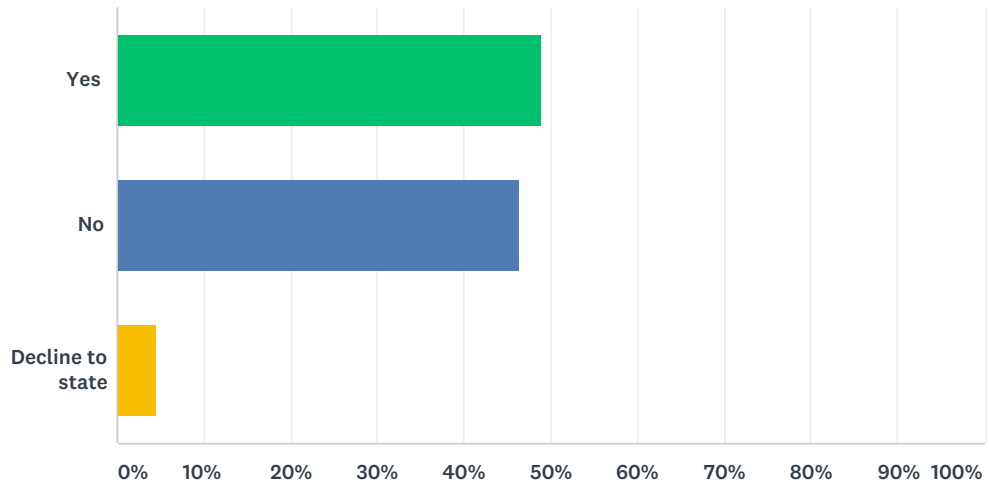
Answered: 419 Skipped: 373



ANSWER CHOICES	RESPONSES	
Yes	70.17%	294
No	28.40%	119
Decline to state	1.43%	6
TOTAL		419

Q10 Do you work or go to school in San José?

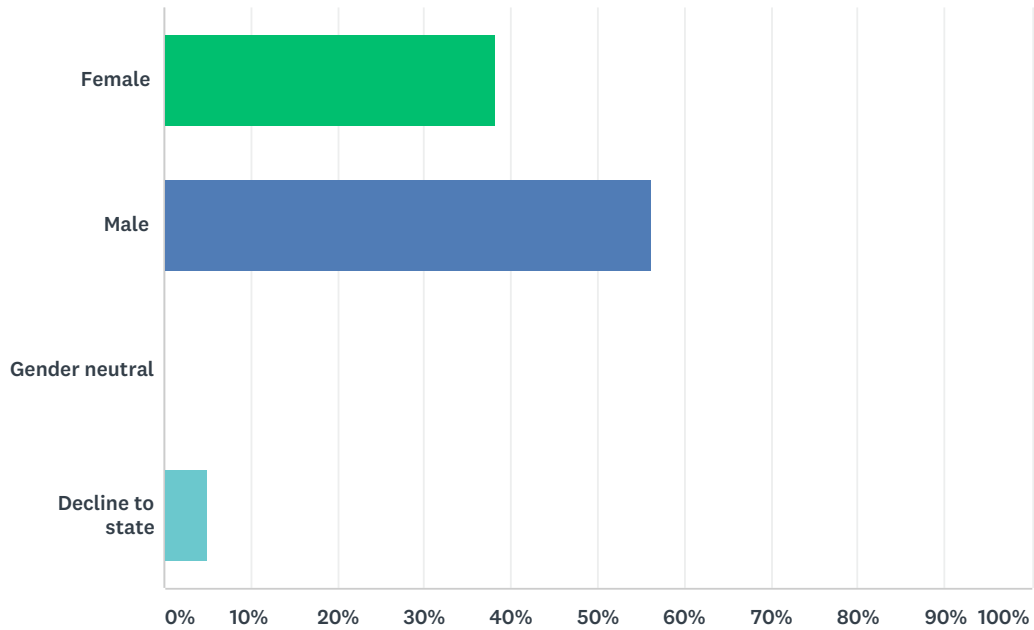
Answered: 416 Skipped: 376



ANSWER CHOICES	RESPONSES	
Yes	49.04%	204
No	46.39%	193
Decline to state	4.57%	19
TOTAL		416

Q11 Sex/gender

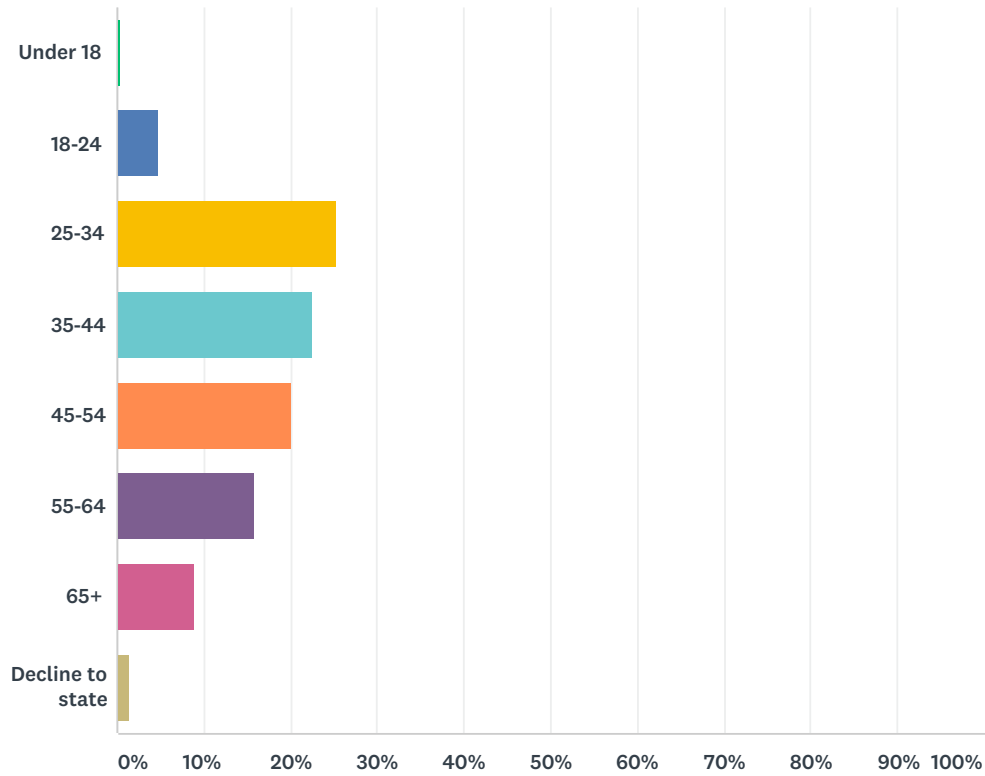
Answered: 412 Skipped: 380



ANSWER CHOICES	RESPONSES	
Female	38.35%	158
Male	56.31%	232
Gender neutral	0.24%	1
Decline to state	5.10%	21
TOTAL		412

Q12 What is your age range?

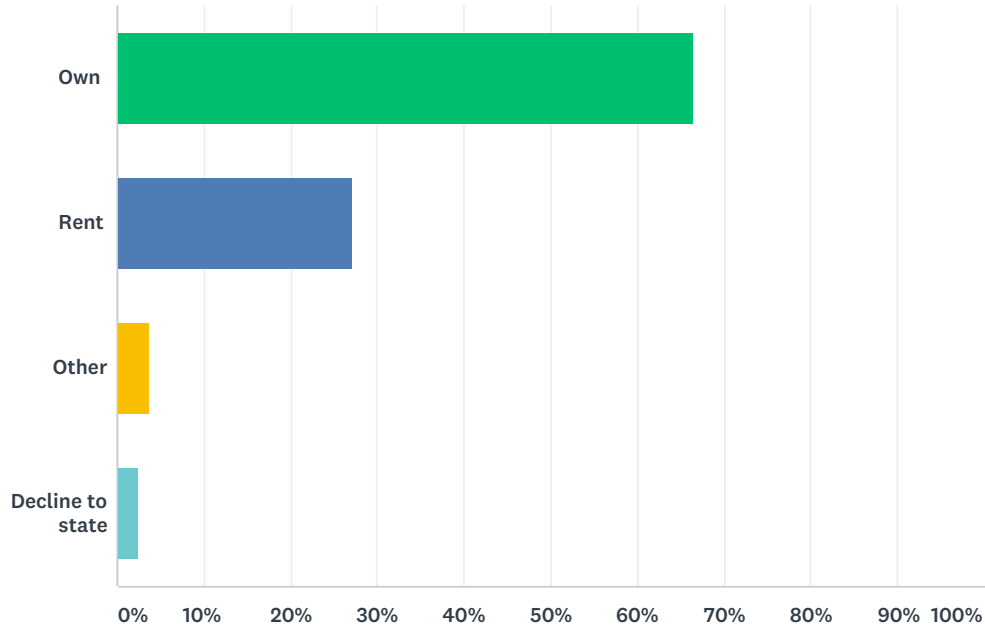
Answered: 407 Skipped: 385



ANSWER CHOICES	RESPONSES
Under 18	0.49% 2
18-24	4.91% 20
25-34	25.31% 103
35-44	22.60% 92
45-54	20.15% 82
55-64	15.97% 65
65+	9.09% 37
Decline to state	1.47% 6
TOTAL	407

Q13 Do you rent or own the home you live in?

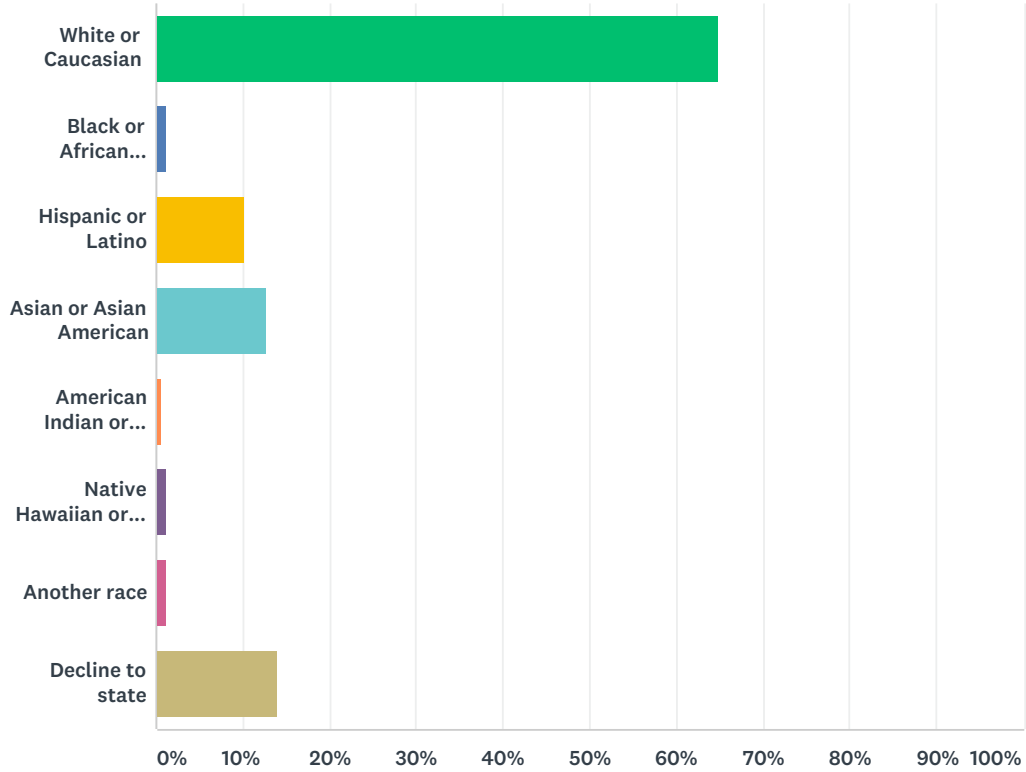
Answered: 414 Skipped: 378



ANSWER CHOICES	RESPONSES	
Own	66.43%	275
Rent	27.29%	113
Other	3.86%	16
Decline to state	2.42%	10
TOTAL		414

Q14 Race/Ethnicity

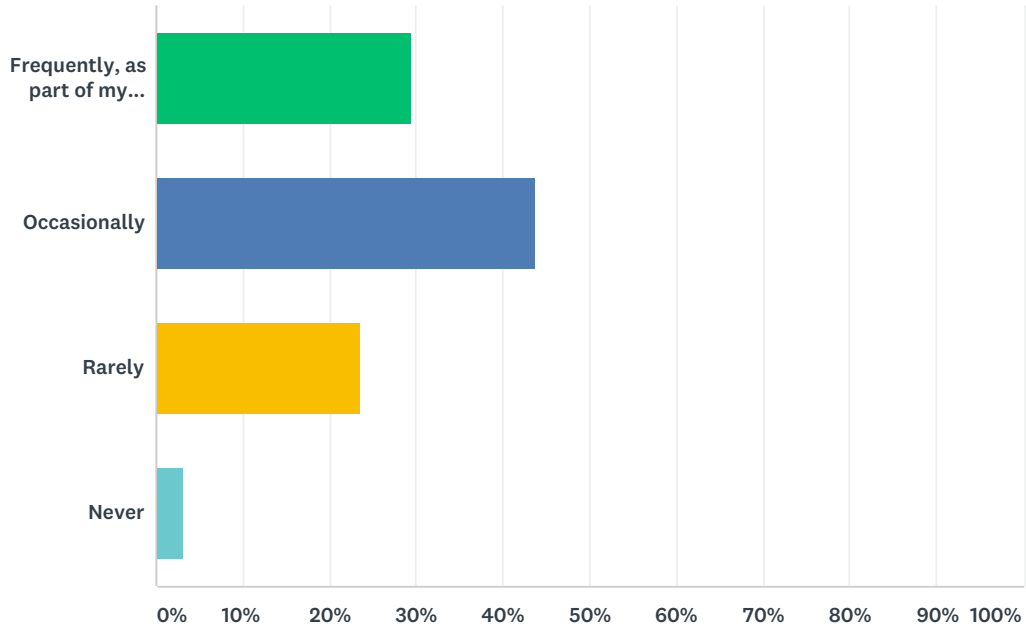
Answered: 412 Skipped: 380



ANSWER CHOICES	RESPONSES	
White or Caucasian	64.81%	267
Black or African American	1.21%	5
Hispanic or Latino	10.19%	42
Asian or Asian American	12.86%	53
American Indian or Alaska Native	0.73%	3
Native Hawaiian or other Pacific Islander	1.21%	5
Another race	1.21%	5
Decline to state	14.08%	58
Total Respondents: 412		

Q15 How often do you use Diridon Station?

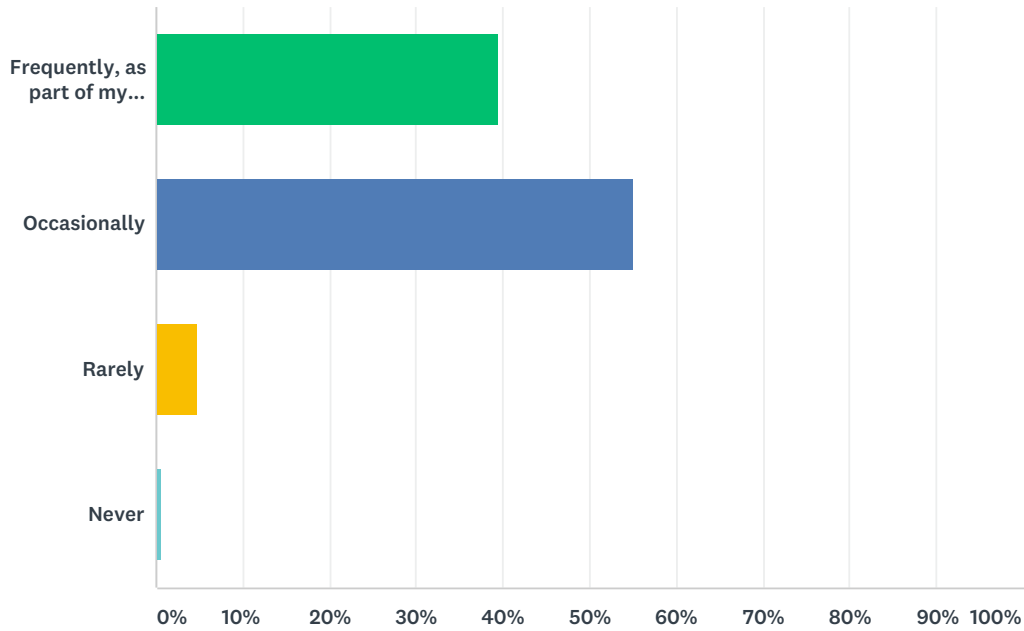
Answered: 417 Skipped: 375



ANSWER CHOICES	RESPONSES	
Frequently, as part of my commute	29.50%	123
Occasionally	43.65%	182
Rarely	23.74%	99
Never	3.12%	13
TOTAL		417

Q16 Once the planned transit services are added (e.g., BART), how often do you anticipate using Diridon Station?

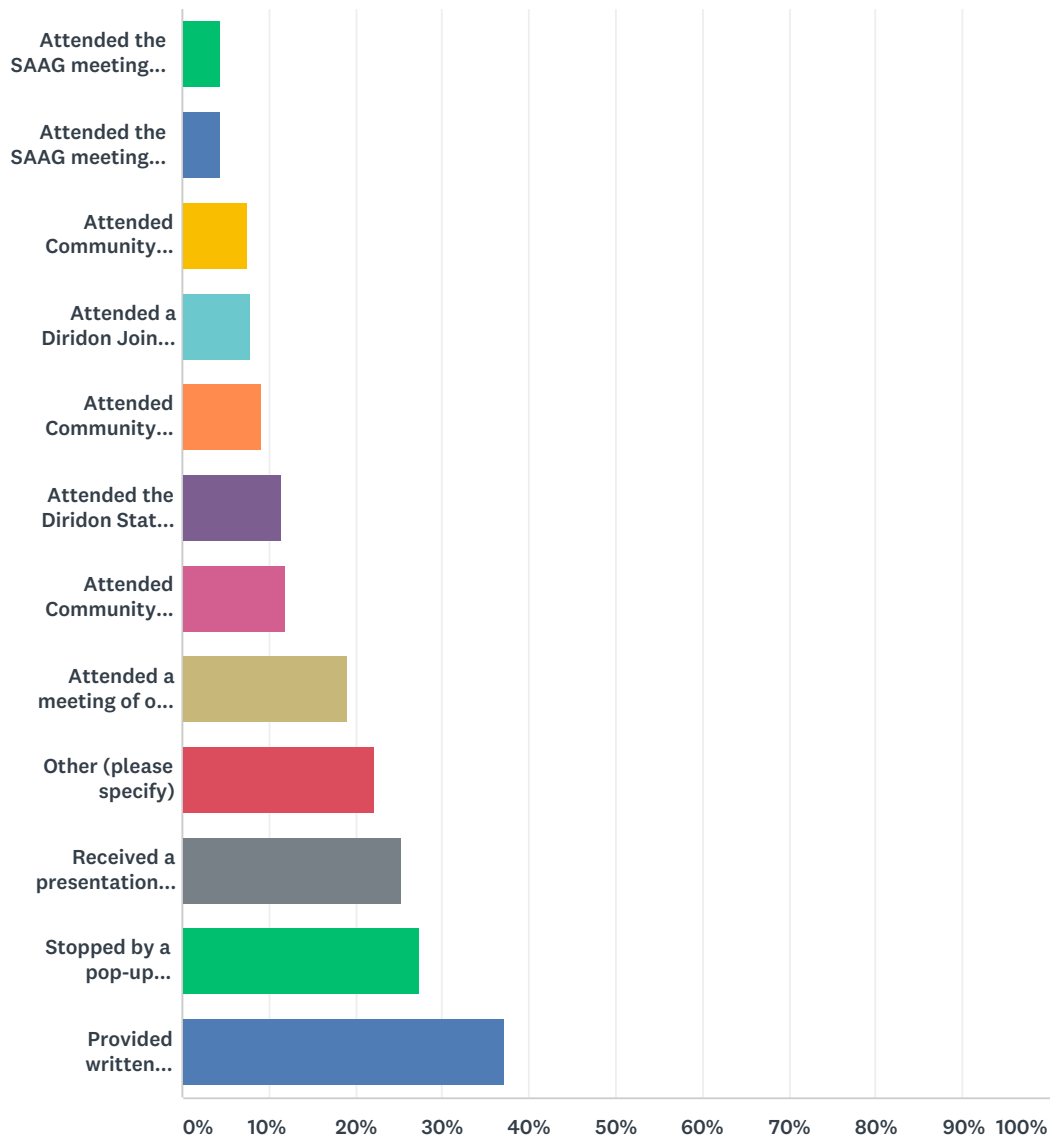
Answered: 415 Skipped: 377



ANSWER CHOICES	RESPONSES	
Frequently, as part of my commute	39.52%	164
Occasionally	54.94%	228
Rarely	4.82%	20
Never	0.72%	3
TOTAL		415

Q17 What Concept Plan engagement activities have you participated in? (Check all that apply):

Answered: 226 Skipped: 566



ANSWER CHOICES	RESPONSES
Attended the SAAG meeting on March 11, 2019	4.42% 10
Attended the SAAG meeting on May 22, 2019	4.42% 10
Attended Community Meeting #3 on the Concept Plan on June 10, 2019	7.52% 17
Attended a Diridon Joint Policy Advisory Board (JPAB) meeting hosted by VTA in the last year, at which the Partner Agencies provided an update on the Concept Plan	7.96% 18
Attended Community Meeting #2 on the Concept Plan on March 25, 2019	9.29% 21
Attended the Diridon Station Area Advisory Group (SAAG) meeting hosted by the City of San José on October 18, 2018	11.50% 26
Attended Community Meeting #1 on the Concept Plan on December 10, 2018	11.95% 27

San José Diridon Station Area Concept Plan Feedback

Attended a meeting of one of the Partner Agency boards (San José City Council, VTA, Caltrain, or CHSRA), at which the Partner Agencies provided an update on the Concept Plan.	19.03%	43
Other (please specify)	22.12%	50
Received a presentation on the Concept Plan at a community group meeting	25.22%	57
Stopped by a pop-up informational table at Diridon Station or a community event	27.43%	62
Provided written comments	37.17%	84
Total Respondents: 226		

Q3 What do you like most about Layout 1?

Answered: 265 Skipped: 527

#	RESPONSES	DATE
1	+ Reasonably compact, except for BART heavy rail transfer. + Using land within station for essential elements/access is preferable to a design spreading out access to accommodate broad plazas or other non-essentials.	7/5/2019 12:41 AM
2	Nothing	7/4/2019 3:33 PM
3	pedestrian entrances	7/4/2019 12:19 PM
4	Likes: - uses appear more dense/walkable than the other layouts in relation to each other and to core station for transfer to rail from other modes - potential lower cost / ease of construction Dislikes: station core is too far away from Santa Clara, which should be the main urban design / streetscape design focus	7/4/2019 8:33 AM
5	Maintains existing alignment, potential to preserve historic station structure.	7/3/2019 6:34 PM
6	It is familiar	7/3/2019 5:04 PM
7	Less expensive	7/3/2019 3:20 PM
8	Minimal distance between all modes of transit (with the exception of BART). This means faster transfer times.	7/3/2019 3:00 PM
9	seems less expensive	7/3/2019 2:37 PM
10	Less expensive to build.	7/3/2019 2:30 PM
11	Looks like it has reasonable connectivity with VTA light rail and buses, but the amount of land right next to the station that is consumed for bus loops and vehicle pickup/drop off seems like a missed opportunity	7/3/2019 9:33 AM
12	The major advantage of this plan is that it efficiently uses the space between the Caltrain and BART stations for a concentrated bus / dropoff area. This is advantageous because it keeps these services together and away from the street, which would probably be confusing for patrons.	7/3/2019 9:12 AM
13	Potentially less expensive and challenging to build.	7/2/2019 11:52 PM
14	Not much	7/2/2019 10:48 PM
15	Buses are close to rail for people who have trouble walking	7/2/2019 9:03 PM
16	As a 30-year resident of the St. Leo's Neighborhood immediately to the west of the station, the at-grade tracks provide a buffer, if you will, from the rest of downtown. We already have a high volume of property crimes and undesirable foot traffic due to our downtown location, so I would prefer to have the tracks remain at grade.	7/2/2019 2:04 PM
17	* Less expensive to build * Easy to transfer to BART	7/2/2019 12:14 PM
18	Light rail platforms are conveniently located.	7/2/2019 11:33 AM
19	This one lacks what a grand station should have, which is a station that provides a strong visual presence.	7/2/2019 11:14 AM
20	Less expensive to build	7/2/2019 10:59 AM
21	I like that the light rail and bike facilities on San Fernando are right next to the station.	7/2/2019 10:42 AM
22	Compact layout and access to modal shifts without a lot of walking, and cars father away.	7/2/2019 9:33 AM
23	Bus bays, two entrances to the station (east entrance and north entrance), realigned light rail station on west side of terminal	7/2/2019 8:53 AM

San José Diridon Station Area Concept Plan Feedback

24	I hate layout 1 because to get from the station to BART you have to walk a long way across bus and car stuff, which is not intuitive and will be intimidating, confusing and discouraging to people expecting this to feel like an intermodal station. It won't feel combined at all, so it will be expensive and not have achieved the point, which is to link everything for riders and make it EASY for normal people who aren't transit nerds.	7/2/2019 8:45 AM
25	Better Light Rail alignment.	7/2/2019 7:09 AM
26	Proximity of taxi, shuttle and ride share	7/2/2019 4:36 AM
27	Light rail station seems closer to heavy rail entrance.	7/2/2019 1:42 AM
28	I like being able to access the tracks via tunnel; safer than having to cross tracks outside at grade, especially in bad weather. (I only lose connection to whatever I'm listening to on a radio app in my phone for just a few minutes.)'	7/2/2019 12:58 AM
29	It's cheap and less challenging to build.	7/1/2019 11:37 PM
30	Reduce vertical transfer distance between heavy rail modes and BART	7/1/2019 10:05 PM
31	Don't like it. Seems to prioritize ride-shares over pedestrians and BART	7/1/2019 9:53 PM
32	Keeps much of the existing layout. Seems easiest to build and navigate.	7/1/2019 9:34 PM
33	It will work and it is AFFORDABLE. Far superior to layouts 2 and 3. I assume the heavy rail platforms will be high level: no stairs to climb into the cars (or down from). My career out of college started as a track engineer for the Pennsylvania Railroad.	7/1/2019 9:28 PM
34	easy to go fast.	7/1/2019 9:08 PM
35	cost - but not a great design at all	7/1/2019 7:57 PM
36	nothing much different than what it is now.	7/1/2019 7:22 PM
37	What are estimated walk times? Particularly, HSR, Capital Corridor to/from BART or company shuttles. How does this tie in with the Santa Clara station connection? Perhaps that relieves this as a transfer between BART and Caltrain. What are forecasts of likely use as a transfer point to another transit choice as opposed to this station being the final destination?	7/1/2019 7:14 PM
38	Easier and less expensive to build. Bus, BART, and drop off areas close together. At grade platforms. Everything close together and convenient for transfers.	7/1/2019 7:03 PM
39	Very little change to the existing for people who is already familiar with the existing station layout.	7/1/2019 5:40 PM
40	I like the relocation of the light rail platform to the east side of the Caltrain tracks - especially if this can be used as an opportunity to straighten out the LRT alignment and speed up the route a bit. I don't like the amount of space dedicated to buses, taxis and TNCs, especially close to Santa Clara Street.	7/1/2019 5:40 PM
41	Cost Vehicle drop-off zone	7/1/2019 5:36 PM
42	At grade platforms	7/1/2019 5:07 PM
43	Less expensive to build.	7/1/2019 5:03 PM
44	Probably the cheapest option.	7/1/2019 4:49 PM
45	Less challenging and expensive to build. Local transit (bus, light rail, and shuttles) are all close to the station, reducing transfer time.	7/1/2019 4:39 PM
46	Proximity to BART but not going to the other side of the tracks.	7/1/2019 4:01 PM
47	looks easy to build	7/1/2019 3:34 PM
48	BART connection!! Best use of current space.	7/1/2019 3:33 PM
49	Not much. Layout could have direct connections from EACH platform directly to BART and VTA LRT, but it does not. Bus layout requires through routes to wind into site to access depot instead of easier curb-side loading along bus route. Intercity buses are too far from platforms for State Rail Plan pulse system. It is folly to funnel all passengers through a grand hall at the expense of transfer and urban connections.	7/1/2019 3:29 PM
50	Cheapest option.	7/1/2019 3:17 PM
51	realigned light rail	7/1/2019 3:11 PM

San José Diridon Station Area Concept Plan Feedback

52	Strong multi-modal integration	7/1/2019 3:11 PM
53	Potential to be constructed more quickly	7/1/2019 3:06 PM
54	San Jose State University is one of the major users of Caltrain riders coming to Diridon. Most of them go on to campus using either the DASH Shuttle (which will be discontinued) or the 64 Bus. They will be the big users of the new line along Santa Clara. They already will have to walk a block from campus to get to and from the bus. Having the busstop closest to Caltrain and the other trains is the major plus of this layout. There will be some students coming from Fremont, but not as many as from the Peninsula. Other plusses here are the use of the traditional site of the station (although this dates only from the 1930s, the original station being on Fourth Street.) Moving the light rail next to the station is a big plus, but is present in all plans. The less expense and more horizontal layout is also a plus.	7/1/2019 3:06 PM
55	Minimal impact to existing infrastructure.	7/1/2019 2:51 PM
56	Buses, shuttles, taxis and light rail moved closer to entrance; vehicle drop-off moved away from station hall. Train station closer to San Fernando which seems to be a more direct route for many who work in downtown (i.e.,Adobe, SJSU, City Hall). Improves multi-modal circulation.	7/1/2019 2:50 PM
57	Bus stops along dedicated loop Light rail realignment	7/1/2019 2:41 PM
58	The drop off point is moved further from the entrance. But overall does not seem like a major improvement from existing infrastructure.	7/1/2019 2:12 PM
59	At-grade platforms do not create more overpasses / dark underpasses for pedestrians near the downtown	7/1/2019 2:01 PM
60	I like the idea that the drop-off zones are in close proximity to the station hall. Also like that the light rail is realigned with the station hall.	7/1/2019 1:49 PM
61	Location of light rail platform Less expensive Laurel Grove entrance	7/1/2019 1:23 PM
62	Only if it keeps the historic depot station.	7/1/2019 11:59 AM
63	Everything is close together.	7/1/2019 11:51 AM
64	Cheaper	7/1/2019 10:18 AM
65	Less expense, trains at grade level.	7/1/2019 10:09 AM
66	Relocated light rail near to east side of station, reduces redundancies between stop at Diridon and stop on San Fernando. Ample space dedicated to bus facilities. Seems to be low cost.	7/1/2019 9:46 AM
67	Everything seems to be close to each other, potential for traffic and too congestion.	7/1/2019 9:04 AM
68	I don't like this layout at all.	7/1/2019 8:04 AM
69	I like that the light rail is close to the entrance. Easy access.	7/1/2019 7:53 AM
70	I like the proximity of the light rail. Least favorite.	7/1/2019 7:26 AM
71	light rail alignment	7/1/2019 7:16 AM
72	Seems easiest (although less impact).	7/1/2019 6:55 AM
73	At grade platforms	7/1/2019 6:30 AM
74	It appears to be spread out and it doesn't seem to be congested.	7/1/2019 6:05 AM
75	Not much. Hard connection to Bart. Buses and taxis don't need that much space. Current setup is a long walk to Santa Clara Street for pedestrians. It's very parking lot centric.	7/1/2019 1:13 AM
76	Bus stop dedicated loop	7/1/2019 12:36 AM
77	Continuous bike lane along San Fernando to the west of the station.	6/30/2019 11:19 PM
78	BART to Rail transfer too far. Like closeness of auto dropoff/pickup.	6/30/2019 10:34 PM
79	Not much, better connection to buses and Bart	6/30/2019 8:46 PM
80	It may be completed faster since the plan is less challenging to build.	6/30/2019 8:44 PM

San José Diridon Station Area Concept Plan Feedback

81	Looks like it's the least expensive and most risk-averse option, and in my experience, that means "most likely to be completed as designed", "most likely to be delivered as designed", and "least likely to end up in a never-ending cost-overflow nightmare, seasoned with lawsuits by every participant suing every other participant."	6/30/2019 8:19 PM
82	I like the close drop off zones.	6/30/2019 7:36 PM
83	Looks do-able without extreme cost overruns.	6/30/2019 6:25 PM
84	Cost and simplicity to build	6/30/2019 5:56 PM
85	Easily accessible and reduced distance to Bart	6/30/2019 5:43 PM
86	Very little.	6/30/2019 5:25 PM
87	Sorry ... not iPhone friendly. Can't see enough to comment	6/30/2019 4:47 PM
88	Fewer transitions for passengers Below grade transitions to rail lines, like most rail stations everywhere	6/30/2019 4:34 PM
89	Separates travelers from BART and Caltrain. If they were closer to each other, it might get too congested. Large area for drop off	6/30/2019 4:14 PM
90	Closest to the current layout; good location for drop-off and pick-up that looks like it could reduce car congestion (and be practical for both SAP events and trains). What happens to the historic train station? We should keep that in some role! This plan being the fastest & cheapest is a significant bonus too.	6/30/2019 3:53 PM
91	Least costly solution likely fastest (maybe) to improve	6/30/2019 3:00 PM
92	Hard to answer because I can't tell where bike Lanes or parking are	6/30/2019 2:50 PM
93	At grade may be more accessible for people of various ability. Feels like various interchanges are more compact and accessible to one another over layout 2	6/30/2019 2:29 PM
94	Seems the least work and cheaper option. I really don't care about vertical transfer distance.	6/30/2019 1:39 PM
95	Light rail realignment	6/30/2019 1:31 PM
96	I don't	6/30/2019 1:29 PM
97	Reduced vertical transfer distance	6/30/2019 1:28 PM
98	It's doable, not a dream.	6/30/2019 1:21 PM
99	close light rail transfer	6/30/2019 1:20 PM
100	Less expensive	6/30/2019 12:56 PM
101	I like this layout since it has the potential to save the facade of the current historical building. Also it will not slow down traffic on Santa Clara like the second layout will.	6/30/2019 12:45 PM
102	SHORTER WALK TO THE STATION FOR HANDICAPPED. SOME OF US HAVE TROUBLE WALKING 1 BLOCK. WHAT HAPPENS TO THE HISTORIC BUILDING?	6/30/2019 12:43 PM
103	That it has minimal impact/change of the area	6/30/2019 12:41 PM
104	Sounds like it would happen faster	6/30/2019 12:24 PM
105	Keeps traffic off Santa Clara street	6/30/2019 12:05 PM
106	Less expensive	6/30/2019 11:57 AM
107	Seems basic	6/30/2019 11:55 AM
108	It seems compact and simple.	6/30/2019 11:48 AM
109	Seems most cost effective. Would allow continued use of existing depot in creative ways - like a large glass enclosure over it. Seems like it allows you to easily settle Shark lawsuit over parking. Like a shared station entrance. Seems like safest design. Please integrate a CalTrain bike path along Cal Train, Light Rail and Bart rail lines to get bicyclists flowing in and out of station organically.	6/30/2019 11:41 AM
110	emphasis on san Fernando - esp as google and adobe upgrade the experience further down the street bike/bus and pedestrians separate as flow downtown picks up	6/30/2019 11:38 AM
111	All buildings in close proximity, good use of space, cost considerations	6/30/2019 11:27 AM

San José Diridon Station Area Concept Plan Feedback

112	Easier BartCaltrain transfer	6/30/2019 11:18 AM
113	Bigger drop off area.	6/30/2019 11:07 AM
114	seems good to me, and I like that it costs less and would hopefully take less time to build	6/30/2019 10:58 AM
115	Less expensive and less challenging to build	6/30/2019 10:54 AM
116	Maintains what we already have in place	6/30/2019 10:50 AM
117	More structured	6/30/2019 12:11 AM
118	Filling the empty parking lot with a new station	6/29/2019 8:20 PM
119	Less challenging to build and phase, good vehicle dropoff	6/29/2019 7:38 PM
120	No stairs or escalators... like in Millbrae... that helps avoid problems when rushing between a BART train which decided to stop for 5 minutes near the airport - seemingly for no reason - just so it can pull into Millbrea station at the same time the Caltrain arrives, and forcing a commuter to run up stairs, and down stairs just to catch a Caltrain just as it is about to close the doors - otherwise having to wait a whole hour for the next train.	6/29/2019 7:26 PM
121	I like that I can walk over to Laurel Grove and avoid the east side of station with the SAP center chaos if my family is picking me up in the evening. I am really worried about how I would get into the station in the morning, coming up Bird from Willow Glen. How do I cross the light rail tracks? Montgomery to San Fernando access is not clear.	6/29/2019 7:26 PM
122	Cheaper and quicker	6/29/2019 6:56 PM
123	Station at grade means lower cost. proximity to bike trail on san Fernando st.	6/29/2019 6:33 PM
124	Bart close to SAP.	6/29/2019 5:50 PM
125	Simplicity, lower cost	6/29/2019 3:05 PM
126	Only at grade makes sense, but to reroute VTA / LightRail wouldn't BART come over on to the Lightrail platform. Safety and discouraging car transport should be highlighted	6/29/2019 2:14 PM
127	Simpler, less expensive to build. Lots of consolidated space for company shuttles and buses.	6/28/2019 10:32 PM
128	All in one spot.	6/28/2019 6:31 PM
129	Buses are close to station	6/28/2019 11:32 AM
130	Light rail realigned by the station hall;	6/28/2019 9:41 AM
131	Nothing - there is nothing about this layout that is good. Parking at SAP is farther from the entrance. The crossing treatment across Santa Clara sucks. Even light rail is father walking distance from Santa Clara st.	6/28/2019 8:28 AM
132	The station is closer to San Fernando, which minimize congestion to Santa Clara St., which is a major downtown artery already. Elevated platforms, can sometimes be eyesores, and provide visual/subconscious barriers, not unlike what Highway 87 is to downtown and the Guadalupe River Trails.	6/28/2019 12:53 AM
133	Cost is lower, but I have to say I don't particularly care for this plan.	6/27/2019 11:37 PM
134	simplicity	6/27/2019 7:22 PM
135	Organized - seems easy to get to/find where you need to go	6/27/2019 4:51 PM
136	The original building can be saved and incorporated into the new transit center. At grade platforms. Should be less expensive to build, which means it might actually happen. There is potential to keep the existing open spaces (grass).	6/27/2019 4:48 PM
137	My primary concern is for access by riders using wheelchairs and strollers. I am very concerned about BART's recent installation of hazardous gates designed to prevent fare jumping; they closed down on several disabled riders, including my friend, and narrowly missed hitting a child in a stroller. Access for all should be a priority. Design must show care for elders and disabled people (of many different kinds who make up 20% of US population).	6/27/2019 1:57 PM
138	Convenient light rail location and short connection to other transit services since it'll be next to the station building.	6/27/2019 1:13 PM

San José Diridon Station Area Concept Plan Feedback

139	Its lower cost and complexity, and thus the chance that it might actually get built and opened someday. Everything else about this sucks.	6/27/2019 1:04 PM
140	Less expensive to build.	6/27/2019 12:13 PM
141	Seems to fit current configuration easily. Cost effective is always good	6/26/2019 11:05 PM
142	Maximizes existing station and roadway use	6/26/2019 8:59 PM
143	That it's less expensive	6/26/2019 8:37 PM
144	It's cheaper, so that's good.	6/26/2019 7:06 PM
145	Light rail directly attached to station	6/26/2019 6:10 PM
146	Compact, large support for busses and other transit options.	6/26/2019 5:18 PM
147	I don't like the large amount of land for bus, shuttle, & taxi being so prominent along Santa Clara.	6/26/2019 4:18 PM
148	I'm not good at looking at these and therefore have no comment.	6/26/2019 3:59 PM
149	At grade platforms	6/26/2019 3:13 PM
150	not much. also, I believe what is labeled Los Gatos Creek is actually the Guadalupe River?	6/26/2019 3:06 PM
151	It is cost effective and can be completed quicker	6/26/2019 2:30 PM
152	Cost	6/26/2019 1:45 PM
153	• Lowest cost • Easiest to construct • Keeping tracks at grade • Keeping current at-grade Gardner alignment to the south, avoiding needless, ridiculous, costly HSR viaduct over/along I-280 & Hwy 87 • Least impact on Tamien station • Station proximity to San Fernando bike corridor, LRT & rubber-tired transportation (buses, TNCs)	6/26/2019 1:18 PM
154	Like that it has the circular loops for traffic pick up drop off circulation. At grade platforms.	6/26/2019 1:14 PM
155	Light Rail realignment/	6/26/2019 12:35 PM
156	Cost is less	6/26/2019 10:29 AM
157	Easy access from Cahill park area. Preserves existing historic train station building?	6/26/2019 8:45 AM
158	I guess it would be the least disruptive to conduct. I am very concerned about how this will impact traffic in the future. The area is already very congested and has minimal parking. Do you really believe that people who are coming or going from the station are going to use buses and bikes to complete the first or last mile of their commute? This just doesn't seem realistic. Plans need to consider ways to increase vehicular traffic and improve traffic flow through the area. You cannot keep building and not increasing capacity on the roadways; at this rate, San Jose is going to end up being an overbuilt hell hole.	6/26/2019 8:10 AM
159	Nothing.	6/26/2019 12:44 AM
160	Taxis and ride share are not picking up from out front of main entrance!	6/25/2019 9:32 PM
161	Nothing	6/25/2019 8:51 PM
162	On grade. At platforms.	6/25/2019 7:48 PM
163	Less congestion.	6/25/2019 6:17 PM
164	Seems to be cheaper to construct.	6/25/2019 5:16 PM
165	Buses remain close and convenient to all the rail stations. They should not be an afterthought.	6/25/2019 5:15 PM
166	Keeps everything to the east of SAP- closer to the freeway (87) and easier to divert traffic away from Stockton and Julian.	6/25/2019 4:58 PM
167	best design	6/25/2019 4:36 PM
168	Parking and drop off is too far from station	6/25/2019 4:24 PM
169	Nothing	6/25/2019 4:07 PM
170	Feels the most condensed and concentrated as a transit center	6/25/2019 4:06 PM
171	Easiest pick-up/drop-off	6/25/2019 3:53 PM
172	Least challenging layout	6/25/2019 3:50 PM

San José Diridon Station Area Concept Plan Feedback

173	Simplicity / low cost	6/25/2019 3:48 PM
174	Layout 1 looks like it will provide the least amount of impact along Santa Clara street during the construction phase.	6/25/2019 3:37 PM
175	Puts bus transfers closest to the station. BART transfers could be eased with passageways from north end of existing platforms. Least complicated and cheapest option, but will still go billions over budget like everything in the Bay Area.	6/25/2019 3:35 PM
176	Capacity for heavy rail	6/25/2019 3:29 PM
177	Close proximity to SAP center, big drop off area	6/25/2019 3:19 PM
178	Access to VTA	6/25/2019 3:14 PM
179	More space for buses. Dedicate clear area for light rail passengers	6/25/2019 3:14 PM
180	at-grade platforms, western pedestrian entrance	6/25/2019 3:07 PM
181	Amount of footprint dedicated to public transit (removal of parking spaces, etc.)	6/25/2019 3:07 PM
182	Not as difficult to build hopefully means it will be done quicker than other options.	6/25/2019 3:04 PM
183	Layout 1 maintains a larger amount of developable land around the neighboring parts of the Station Area, which will be crucial to creating a mixed-use, vibrant urban neighborhood.	6/25/2019 10:16 AM
184	Layout 1 is not acceptable. Transfers are far from each other, particularly from light rail and the train platforms to BART (up 3 blocks). This layout increase walking distances and connection times, which will make it difficult for all people but in particular families, seniors, people with disabilities. Imagine trying to navigate the transfers when it's 95 or 100 degrees outside, like it was earlier this month. The people using this facility include commuters, travelers with baggage, senior citizens and children and people with mobility limitations. How long will it take them to make transfers? Long transfers also increase the possibility for missing connections which could result in lengthening total travel time by 15 to 60 minutes. Long walkways and scattered waiting locations also create safety and security issues. The temporary ease of construction should not be a major factor when this facility is designed to last a century or more. In addition, what happens to the historic Diridon Station Building under this layout? Does it get destroyed? Is it moved somewhere else on the site? It is a valuable landmark and should be preserved under all circumstances. There are so few remnants of the Valley's past.	6/24/2019 10:27 PM
185	Reduce vertical transfer distance between heavy rail modes and BART.	6/24/2019 9:36 PM
186	Seems the least complicated to complete. No property impacts. Closer to Bart	6/24/2019 5:31 PM
187	Nothing! Just awful	6/24/2019 5:23 PM
188	purportedly cheaper, though I bet realigning light rail will be expensive	6/24/2019 4:51 PM
189	Layout 1 looks to be the most cost efficient design. That is the only aspect of this design that I like.	6/24/2019 3:26 PM
190	Compact Don't need close BART to others except bus and LRT	6/24/2019 3:03 PM
191	Good opportunities for easy transit connections.	6/24/2019 2:54 PM
192	It's most "familiar" i.e. looks the most like current layout. I like buses near station entry. Moving LRT station away from existing location on a residential street makes sense. Inexpensive is good.	6/24/2019 2:49 PM
193	I like the bike/ped access from the West via Laurel. It is relatively close to bike lanes on San Fernando, but this is a really unimportant aspect! Bicycle riders can easily cover the distance from any of these options to San Fernando St.	6/24/2019 2:47 PM
194	Cost and ease of building it	6/24/2019 2:44 PM
195	Being at-grade, it would be the most conventional layout and therefore easiest to grasp for newcomers, as well as cheapest. But mostly the cheapest. This layout is the most conservative and, therefore, the least likely to provide the growth that San Jose needs.	6/24/2019 1:38 PM
196	it keeps the existing historic station building.	6/24/2019 12:27 PM
197	reduced distance between BART and heavy rail If its less expensive to build hopefully money can be spent on an innovative world-class design	6/23/2019 10:06 PM
198	Simple and cost effective are highly desirable in a city where people are very wary of govt spending. May have more support.	6/23/2019 12:47 PM

San José Diridon Station Area Concept Plan Feedback

199	not much.	6/23/2019 12:33 PM
200	Less expensive, less challenging to phase out	6/22/2019 8:05 PM
201	Likes: Lightrail station realigned Dislike: Excessive amount of vehicular surface space that negatively impacts pedestrians. Dislike: Poor connection between BART and Rail station.	6/22/2019 8:02 PM
202	better connection between heavy rail modes and Bart	6/22/2019 5:00 PM
203	Potential cost savings At grade platforms	6/22/2019 10:32 AM
204	It's the least disruptive to regular commuters and the neighborhood while still adding BART nearby. Parking is closer than it is with Layout 2 or Layout 3.	6/22/2019 12:14 AM
205	Everything is in one compact area so I can find my way to whichever service I need without getting lost.	6/21/2019 4:48 PM
206	Keeping the platforms at grade seems the least disruptive and least expensive option.	6/21/2019 3:08 PM
207	It looks like it will be the cheapest and easiest to construct and hence is most likely to be completed soon.	6/21/2019 3:08 PM
208	* potentially less cost * potentially less challenging to build and phase in * close vehicle drop off	6/21/2019 3:02 PM
209	This solution helps with the ease of using bus transportation. Due to the station hall is between the light rail and buses it provides an easier transportation to the station. However; the BART station is further away from the station hall which will make residences in the East Bay less inclined to use Diridon station as their transport solution. Furthermore, this option does not provide a better east/west connection and focuses more on road solutions than on pedestrian or rail options.	6/21/2019 11:48 AM
210	Better accessiblity from drop off to tak train for the disabled; easier to achieve.	6/21/2019 9:25 AM
211	seamless connection of rails and buses	6/21/2019 8:25 AM
212	just like the current station layout	6/21/2019 7:52 AM
213	It's cheap, affordable, and does everything it needs to do.	6/20/2019 9:51 PM
214	Easy access from curb to station	6/20/2019 9:21 PM
215	WIdens that incredibly narrow old bridge over Santa Clara.	6/20/2019 9:26 AM
216	Ease of pick up and drop off.	6/20/2019 7:07 AM
217	Ability to potentially retain part or all of the old existing station, incorporate the existing station into the design. Less costly of proposals.	6/20/2019 6:22 AM
218	I use the station quite a bit. It works well to have it easily accessed from San Fernando. I think San Fernando provide much better pedestrian and bike connections to downtown, and will be much further enhanced with the Google project. There needs to be breathing room for buses, ubers, etc. This plan has that, and tucks it along the tracks. It would be nice to improve the linkage to BART in this plan. Perhaps an underground connection? Or a covered, wide and straight shot surface connection. There should be a public, safe route to get under or over the tracks.	6/19/2019 9:59 PM
219	This is the best layout	6/19/2019 8:05 PM
220	I like that it's probably the least expensive design	6/19/2019 7:57 PM
221	Relocated light rail platforms on the east side of the tracks— transfers between light rail, heavy rail, and buses look easier. Current light rail platform location complicates transferring between modes.	6/19/2019 7:51 PM
222	Nothing. Looks like shit.	6/19/2019 7:47 PM
223	gives easy access from both trains to buses	6/19/2019 7:45 PM
224	Cheap and quick	6/19/2019 5:44 PM
225	Larger space for pick ups and drop offs	6/19/2019 5:41 PM
226	The station seems centralized and in one major location.	6/19/2019 5:33 PM
227	The cost is cheaper and less complicated	6/19/2019 5:29 PM

San José Diridon Station Area Concept Plan Feedback

228	I like that the connection with Cahill Park and St Leo's week be preserved or even improved. I like that the buses stay close to where they are now, which is convenient. I like that it isn't super expensive.	6/19/2019 5:20 PM
229	The at-grade platforms fit in with the local area, especially for residents nearby. The large amount of space used for bus, taxi, and shuttle circulation is actually a good thing.	6/19/2019 5:15 PM
230	Curbside for drop-offs	6/19/2019 4:46 PM
231	I like that the light rail station has moved to the east side of the station to facilitate easier transfers to bart and buses. Transfers to heavy rail platforms will actually be longer though. There's too much emphasis put on buses and cars here as well. The design needs to take trains into consideration first.	6/19/2019 4:14 PM
232	Easier transfers is nice I guess. Really don't like all the bus and taxi/car space	6/19/2019 4:12 PM
233	Cheapest and fastest.	6/19/2019 3:55 PM
234	It seems simple. It's hard to say what I like about it when I would love to see other things. What I'd really like to see is more green space. Something like the Salesforce Transit Center or The California Academy Of Science's rooftop.	6/19/2019 3:54 PM
235	Ease of design/building and lower costs; good connections between heavy rail and buses/local "last mile" options.	6/19/2019 3:20 PM
236	Good / close connections of all the main routes of transport	6/19/2019 3:03 PM
237	Connecting San Fernando Street on both sides of the tracks.	6/19/2019 2:54 PM
238	I like the current layout (I ride the trains daily and take busses from work to train station), so this one appeals to me the most because I'm used to it (not the best reason to choose something, I know).	6/19/2019 2:52 PM
239	Like the at grade and easier to build	6/19/2019 2:48 PM
240	test	6/19/2019 12:45 PM
241	Nothing. First off, good luck convincing the Lakehouse neighbors to accept that hypothetical LRT alignment because they were not thrilled with the dust and noise of the original construction. Speaking more generally, the problem is moving the station entrance this far south. Doing so makes access worse, making for a long walk from W Santa Clara or BART. The upside for day-to-day users, meanwhile, is unclear.	6/19/2019 11:48 AM
242	I like that it reduces traffic when walking towards the station. Currently it is a bit stressful crossing the intersection to get to the train station. I like that pedestrians can avoid crossing the busy bus/taxi driveway and cross safely at a pedestrian only location. I like that it is reduced costs and reuses existing features. This should be the ideal method. I don't see it being an issue to have the rail concourse far from BART since most people will be using one or the other to commute, not likely a combination of both. Not to mention there likely won't be timed transfers, or they should be offset to account for this.	6/19/2019 11:21 AM
243	Unlike layouts 2 and 3, no property impacts are noted around the station	6/19/2019 10:59 AM
244	Dedicated loop for buses, light rail realignment	6/19/2019 8:39 AM
245	The station entrance both from the east and west.	6/18/2019 4:17 PM
246	I like the layout of the Light Rail next to the train station. Looks like there isn't a lot of change to existing station.	6/18/2019 4:13 PM
247	Not much, no substantive change for me or how I get through that area.	6/18/2019 3:12 PM
248	Easier access to station from all forms of transportation and local drop-off and pick-up. Lower costs.	6/18/2019 10:05 AM
249	Light rail station moved to the east of the station, on the downtown side -- a location that will be ore intuitive for users.	6/17/2019 5:00 PM
250	Heavy rail platforms are at grade. The train station is located at the southern end of the site.	6/17/2019 2:45 PM
251	I don't like it. The platform should be raised to allow pedestrian traffic to pass underneath.	6/17/2019 2:11 PM
252	Not my preference because heavy rail too far from BART. I suppose at-grade platforms is a small plus.	6/17/2019 11:42 AM

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253	vehicle drop off zone in front of terminal	6/17/2019 9:19 AM
254	It concentrates activity on the SAP side of the station and keeps the neighborhood feel of the west side of the station without encroaching further on residential homes and Cahill Park.	6/17/2019 8:52 AM
255	I'm using this as a comments section, versus answering the question. Seems like yet another train station. Don't like it. Seems the historic building is gone? There's no obvious airport connection. I struggle to understand how this is any better than what we currently have?	6/17/2019 8:31 AM
256	nothing	6/17/2019 8:13 AM
257	All drop-off locations are in the same area.	6/17/2019 8:01 AM
258	I do not believe that this is the type of technical decision that should be vetted in a community meeting. The City should be asking for urban design outcomes not design decisions from the public.	6/17/2019 6:32 AM
259	East-West connection in underpasses is not an encumbrance, as it is right now. No need to address it At-grade platforms would not interfere with W side Diridon current and future housing. Concourse is underground. But it needs to preserve and highlight current historical Diridon Station building Realignment of VTA along San Fernando allows an extra track platform on the Diridon Station without major disruptions to the W neighborhood. Caltrain maintenance yard can still be moved South and free-up some land on the North end.	6/16/2019 10:23 PM
260	Not much.	6/16/2019 9:59 PM
261	seems to be best transportation integration	6/16/2019 5:40 PM
262	Light rail realigned as the current setup is dangerous (people have to cross the tracks to get to the station from the west side)	6/16/2019 3:44 PM
263	Not much.	6/16/2019 2:07 PM
264	Nothing. The Historic station building is gone and the connection between Caltrain, BART and the light rail could not possibly be worse. Why are we wasting taxpayer dollars on people who come up with this kind of mess???	6/16/2019 12:12 PM
265	Light rail is more accessible	6/16/2019 11:22 AM

Q4 What do you like most about Layout 2?

Answered: 270 Skipped: 522

#	RESPONSES	DATE
1	+ Easiest BART to heavy & light rail transfer - Least compact. Transfers other than BART & rail take more walking than other designs - 2- 4 blocks is too far for any access element; 1 block is acceptable - Favors shorter transfers for light rail at expense of bus & especially taxis, etc. I would guess that the volume of light rail transfers is significantly less than the other two. - Do you really need a large west hall entrance. Seems like vast majority of people would enter from the east.	7/5/2019 12:41 AM
2	Layout 2 is good	7/4/2019 10:19 PM
3	Close to BART Close to SAP The only service and only location I care about.	7/4/2019 3:33 PM
4	elevated platforms	7/4/2019 12:19 PM
5	Likes: Primary focus is on Santa Clara and support for streetlife/urban design on that corridor Dislikes: Distance and spread from TNC to station core	7/4/2019 8:33 AM
6	Elevated platforms & northern track alignment.	7/3/2019 6:34 PM
7	Looks like long distances for walking. Not good for disabled	7/3/2019 5:04 PM
8	Closer to Santa Clara Street. At-grade pedestrian tunnel is more people-friendly than dark/damp/scary underground tunnel.	7/3/2019 3:20 PM
9	Station house proximity to Santa Clara Street, and BART station proximity.	7/3/2019 3:00 PM
10	street life, close to bart	7/3/2019 2:52 PM
11	This layout seems most accessible for pedestrians	7/3/2019 2:37 PM
12	Bring heavy rail concourse closest to BART.	7/3/2019 2:30 PM
13	I like the compactness of the design and proximity to BART and Santa Clara Street. Leaves the land next to the station available for productive uses rather than dedicating a big swath of pavement for buses/cars	7/3/2019 9:33 AM
14	This is the best overall layout in my opinion, since it (a) gives access to both sides of the tracks, (b) brings the three rail services closer together, and (c) appears to provide the most space in the station building, allowing for more retail and other services that would activate the space and strengthen the transit-land use connection at this facility.	7/3/2019 9:12 AM
15	Heavy rail concourse closest to BART	7/2/2019 11:52 PM
16	Trains close to bart	7/2/2019 10:48 PM
17	San Fernando bike path through the station. Rail based transportation is closer together. East / West entrances	7/2/2019 9:03 PM
18	Having all stations for the various modes (BART, Light rail, CalTrain, etc.) clustered at Santa Clara Street provides for the most seamless user experience.	7/2/2019 2:04 PM
19	* Rail is close to BART	7/2/2019 12:14 PM
20	Integration with BART.	7/2/2019 11:33 AM
21	The layout utilizes Santa Clara Street which will look amazing with the uplit palm trees lined along the street. Seems like it would give off a great visual appearance similar to stations in San Francisco, San Diego and Los Angeles.	7/2/2019 11:14 AM
22	Heavy rail close to Bart.	7/2/2019 10:59 AM
23	Light rail, Caltrain, and BART all right next to each other.	7/2/2019 10:42 AM
24	Compactness, but elevation and remote VTA connections not good.	7/2/2019 9:33 AM

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25	Close connection for those changing from light rail to heavy rail to BART . . . passengers should be able to leave the every form of rail transportation and use an underground passage way to get to the next form of rail transportation.	7/2/2019 8:53 AM
26	I love the intermodalism of having the station close to CalTrain, Light Rail and BART. You must succeed at that. However, the vehicle drop-off zone is too far away. Visitors unfamiliar with the area and people with suitcases will want Uber/Lyft/taxis/friends to drop them right at the station. I understand you want to promote walking/biking, but don't do it at the expense of sensible drop-offs that are conveniently located to move choice riders out of those cars and into transit.	7/2/2019 8:45 AM
27	Nothing	7/2/2019 7:09 AM
28	I don't care for loss of existing station.	7/2/2019 4:36 AM
29	All the stations look closer to each other. Looks like the well developed station.	7/2/2019 1:42 AM
30	I don't like any of it! Too many connections are more awkward. Catching a train or bus becomes difficult if one has to walk 1-4 blocks after getting out of a car, etc.	7/2/2019 12:58 AM
31	BART and Light Rail are close together and easy to transfer. Busses and taxis stay close or on the street, spread out linearly, and away from the core station. Elevated heavy rail platforms allow for a larger concourse. Potentially can wait indoors in the concourse for light rail, as opposed to outside. Better street life on Santa Clara Street.	7/1/2019 11:37 PM
32	Option to operate some electrified rail over I-280	7/1/2019 10:05 PM
33	My favorite of the three, but VTA busses should actually have direct access/come into the main building.	7/1/2019 9:53 PM
34	Everything closer to Santa Clara St. and BART.	7/1/2019 9:34 PM
35	Nothing; a building nightmare and where do you think the money would come from? Please reflect on the mess that HSR has got itself into and the consequences.	7/1/2019 9:28 PM
36	easy to find BART	7/1/2019 9:08 PM
37	better design, but why elevate the tracks? Keep the tracks at grade and build the station above it like Shinjuku station in Japan. With above grade station, you can easily add retail without having to do more digging.	7/1/2019 7:57 PM
38	What are estimated walk times? Particularly, HSR, Capital Corridor to/from BART or company shuttles. How does this tie in with the Santa Clara station connection? Perhaps that relieves this as a transfer between BART and Caltrain. What are forecasts of likely use as a transfer point to another transit choice as opposed to this station being the final destination?	7/1/2019 7:14 PM
39	Elevated platform and electrification.	7/1/2019 5:40 PM
40	Elevated platform seems to make better use of land in the area - minimize land required for TNCs and taxis. I am concerned that the realignment of the light rail tracks in this area will further slow down the route.	7/1/2019 5:40 PM
41	Vehicle drop-off zone	7/1/2019 5:36 PM
42	Good east west connection	7/1/2019 5:21 PM
43	Proximity of light rail, heavy rail, bart, and sap to each other	7/1/2019 5:07 PM
44	Creates a more urban environment	7/1/2019 5:03 PM
45	I like how the tracks are elevated, and that pedestrians don't need to descend into the pit of hell to cross the tracks to the platform. The at-grade light rail is nice, but the light rail must preempt the car traffic signals on Autumn St (transit priority). Good connection with BART is also nice. Bringing Santa Clara St out from the dip under the tracks is also nice. What is the purpose of the elevated tracks above 280/87? There's more than enough room on the existing Caltrain path to put in 2 more tracks. Just close Auzerias and West Virginia Streets, and call it done.	7/1/2019 4:49 PM
46	Nothing, Layout 2 is not good. This station is only as useful as its local connections to employment and housing, so it needs to be close to all local transit (including buses).	7/1/2019 4:39 PM

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47	The key to any multimode station is ease of transfer--think Penn Station NY before it was wrecked in the 60s. Putting the current light rail platforms where one can directly change to Caltrain/HSR/Amtrak by simple escalator/elevator/stairs from the transverse platforms is the best. Moving them as close to the BART station as possible, for the same sort of quick/easy transfer potential is the right path. Make NO provisions for T(housands) S(tanding) A(round) or any other security theater nonsense--this is mass transit.	7/1/2019 4:29 PM
48	Close to BART but buses need to be integrated.	7/1/2019 4:01 PM
49	station moves closer to Santa Clara better transfer access between Light Rail and BART	7/1/2019 3:34 PM
50	This layout is great, but if there is too much opposition and too many challenges to overcome, is a viable plan?	7/1/2019 3:33 PM
51	Better. Connections from BART to rail platforms could be simple. Connections to buses still seems bad. Really, the entire underside of the elevated track area should be used for buses, light rail, and vehicle pickup/drop-off with multiple points of access to the platforms.	7/1/2019 3:29 PM
52	Closest and fastest BART transfer.	7/1/2019 3:17 PM
53	San Fernando continuing to other side of track.	7/1/2019 3:11 PM
54	Fosters street life. Would like the BART connection, but the more complicated vertical transfers makes it sound difficult.	7/1/2019 3:06 PM
55	This is the least desirable from the perspective of SJSU (and others commuting downtown). It is also the most costly option. While it would be an advantage for those changing from BART to Caltrain, this is probably less important than the bus transfer (as train schedules are more reliable and so rushing to catch a train less of a problem).	7/1/2019 3:06 PM
56	Love the east and west entrances connecting the neighborhoods and the alignment on Santa Clara Street where the station would be at grade and Santa Clara is no longer depressed under the tracks. Great opportunity to activate the frontage on Santa Clara. Very easy connection to BaRT that is intuitive.	7/1/2019 2:51 PM
57	Proximity of train station to BART station. Elevated tracks provide better separation of heavy rail lines from pedestrian activity.	7/1/2019 2:50 PM
58	Light rail realigned Northern track alignment pedestrian entrance	7/1/2019 2:41 PM
59	in addition to the drop off point being moved. I like the second entrance to an emerging neighborhood. This will allow the neighborhood to be part of the station and will bring more business to the Alameda.	7/1/2019 2:12 PM
60	Opportunity for strong pedestrian activity and connections to Alameda and downtown along Santa Clara Street; station in a more visible location and closer to SAP offers more opportunity to be a key and connected focal point / landmark within the downtown area. The station can be the pedestrian link from one side of tracks to the other and so it will not feel like an 'underpass' to pedestrians.	7/1/2019 2:01 PM
61	The most important part about Layout 2 is that it fosters street life along Santa Clara Street.	7/1/2019 1:49 PM
62	nothing	7/1/2019 1:23 PM
63	Only if it keeps the historic depot station.	7/1/2019 11:59 AM
64	Easier access	7/1/2019 10:18 AM
65	Better incorporation with Santa Clara street, electrified rail across the 280.	7/1/2019 10:09 AM
66	Unsure of the need for the flyover of eastern tracks north of station over the wye. Also unsure and unclear what problem is being solved by the alignment over the 280/87 interchange. However, I like how close it brings all rail services to each other and how the TNC spaces are located farther from the station. We should do more to convenience cyclists and peds and transit riders rather than those who are dropped-off/picked-up	7/1/2019 9:46 AM
67	Allows for some hierarchy in the spaces. BART and Caltrain are the more important points, while allowing for buses and VTA to have its own breathing area. Seems less congested and more pedestrian friendly.	7/1/2019 9:04 AM

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68	The combined transit hall for all modes of transportation, this seems like the most efficient way for passengers to transfer between modes without confusing way finding and stress over making connections. It also seems like it would have the added benefit of consolidating ticketing especially for Clipper card users. I would propose that the VTA buss station be brought directly adjacent to the transit hall for the reasons above especially if the Greyhound busses are included in this area.	7/1/2019 9:01 AM
69	I love the location of the station at Santa Clara St, especially with easy proximity to BART and the arena. It will be beautiful!	7/1/2019 8:04 AM
70	I like the idea of fostering street like along Santa Clara st.	7/1/2019 7:53 AM
71	The second entrance. Closer to Santa Clara and high capacity building. Okay layout of transportation services. Second choice.	7/1/2019 7:26 AM
72	Street life on Santa Clara	7/1/2019 7:16 AM
73	Close alignment with BART.	7/1/2019 6:55 AM
74	Location of buses & taxis, activity level along Santa Clara.	7/1/2019 6:30 AM
75	Better connection to Bart. Entrances East and West. Big improvement over current.	7/1/2019 1:13 AM
76	2nd pedestrian entrance	7/1/2019 12:36 AM
77	It extends closer to downtown and along Santa Clara. Continuous bike lane along San Fernando to the west of the station.	6/30/2019 11:19 PM
78	Brings Bart and rail closest. Still an opportunity for a strong visual presence. 2nd entrance close to Alameda biz district. Should create more opportunity for a business corridor. Don't like distance of vehicle drop off zone.	6/30/2019 11:04 PM
79	Poor layout for bus-to-BART transfer. Car pickup/dropoffs too far from station.	6/30/2019 10:34 PM
80	Better integrated, less priority for TNCs, hide those!!!	6/30/2019 8:46 PM
81	That it will foster a nicer street atmosphere on Santa Clara Street.	6/30/2019 8:44 PM
82	Offers good integration with Santa Clara Street, BART, and Caltrain.	6/30/2019 8:19 PM
83	I really like the location of the light rail platforms.	6/30/2019 7:36 PM
84	I don't like anything about this one, awkward layout, very spread out, doesn't really feel integrated.	6/30/2019 6:25 PM
85	Space-efficient design	6/30/2019 5:56 PM
86	Layout close to Santa Clara and Bart	6/30/2019 5:43 PM
87	2nd entrance, easy connection to Bart and heavy rail.	6/30/2019 5:25 PM
88	Nada	6/30/2019 4:34 PM
89	Two entrances. Not so much emphasis on buses. Seems like Sta Clara st May get revitalized but could be overwhelming	6/30/2019 4:14 PM
90	I like nothing about this plan. Most of the drop-off curbs are so far away nobody will use them; the light rail move across los gatos creek looks impractical and like it would interfere with other development plans; and the 1 block move to the north of the heavy rail terminal just doesn't seem worth it. I think people will walk the extra 1 block when getting off of heavy rail.	6/30/2019 3:53 PM
91	Expands the current footprint	6/30/2019 3:00 PM
92	Hard to answer because I can't tell where bike Lanes or parking are	6/30/2019 2:50 PM
93	Bart/heavy rail distance	6/30/2019 2:29 PM
94	this seems like the most sensible longterm wise for the future of downtown development, that if we spend a fair amount now we could have something that stands unchanged for a hundred years due to its efficiency. While the buses will be further, the benefits of each line having its own sections within the main station will make it less confusing for travelers. This also allows for a more grander station which, if properly selected to be both architecturally modern, cost efficient, and have a natural aesthetic of blending society and nature(think sort of "7 wonders of the ancient world" sort of grand, hanging gardens, etc), could become a landmark in itself. Perhaps a plaza/park built next to the station could work too.	6/30/2019 2:03 PM

San José Diridon Station Area Concept Plan Feedback

95	Nothing really. It looks more costly and spreads out the connections (but realistically people commuting from SJ using Caltrain drive to the station as there are no usable public transport options from most of SJ to get to Diridon).	6/30/2019 1:39 PM
96	Station building location	6/30/2019 1:31 PM
97	The electric trains. Approaching a more pedestrian friendly module.	6/30/2019 1:29 PM
98	Heavy rail closest to Bart	6/30/2019 1:28 PM
99	close light rail transfer	6/30/2019 1:20 PM
100	Entrance on Santa Clara	6/30/2019 12:56 PM
101	Connects two parts of the city	6/30/2019 12:41 PM
102	Aligning the track over 87 and 280	6/30/2019 12:41 PM
103	Dual entrances and proximity to the venues and BART	6/30/2019 12:31 PM
104	That it would bring more vibrancy to Santa Clara	6/30/2019 12:24 PM
105	Not much	6/30/2019 12:05 PM
106	Fostering of new street life Closer proximity to BART	6/30/2019 11:57 AM
107	Seems like the right one	6/30/2019 11:55 AM
108	I like that there are two entrances.	6/30/2019 11:48 AM
109	Gives nod to "The Alameda" as San Jose's first road. Why not build massive office tower above train station? Why not bring bus bay underground? Lightrail should be aligned in underground tube with bart tracks below. This would follow the same way SF's Muni is stacked on top of Bart at their downtown stations. There should be an elegant IM Pei glass dome entrance with spiral ramp instead of costly to maintain escalators and elevators. There should be bike tunnels alongside the tracks to make it super easy to bike directly off HSPR, CalTrain, ACE, Amtrak, Capital Corridor, VTA Light Rail, Buses and Bart. Getting protected bike path from Tamien to Santa Clara station would let neighbors easily access station without driving. Getting bike tunnel via Bart from City Hall to DTSJ stop to Diridon underground would be huge.	6/30/2019 11:41 AM
110	a west and east entrance however the bus/pedestrian cross traffic is a problem as people walk downtown.	6/30/2019 11:38 AM
111	Not much	6/30/2019 11:27 AM
112	Fosters street life on Santa Clara St	6/30/2019 11:18 AM
113	Above ground station building.	6/30/2019 11:07 AM
114	don't like how far the drop off zone is, sorry	6/30/2019 10:58 AM
115	East West entrance, accessibility to Bart	6/30/2019 10:54 AM
116	Everything seems more close together in a bigger station. I really like the station being along Santa Clara St.	6/30/2019 10:53 AM
117	Nothing	6/30/2019 10:50 AM
118	Closer to SAP center.	6/30/2019 12:11 AM
119	Proximity to Santa Clara	6/29/2019 8:20 PM
120	Would a new southern alignment offer new stops? That would be the only think I'd like about this plan. Hate the vertical elevated platforms when rushing between BART and Caltrain (like in Milbrae)	6/29/2019 7:26 PM
121	electrified trains over 280 seems like a good idea. Looks like this is still somewhat bike friendly? I guess like I like that if I am waiting for a train, I might be able to get to Whole Foods and back. Currently it's a time crunch. Seems like it pushes more traffic closer to the SAP center.	6/29/2019 7:26 PM
122	Street life on Santa Clara	6/29/2019 6:56 PM
123	proximity to bart. This is the worst option. 280 alignment is a gigantic waste of money for minimal benefit.	6/29/2019 6:33 PM
124	Ease of interconnection, Santa Clara focus Western entrance	6/29/2019 5:50 PM

San José Diridon Station Area Concept Plan Feedback

125	Think of the elderly, disabled and visitors they would be so confused and likely to get hurt in this layout. I have seen so many individuals suffer at the current design it appears cruel to make them walk further for public transit. A wheelchair is not easy to maneuver currently at the station so try better.	6/29/2019 2:14 PM
126	The buses would be really far away.	6/28/2019 6:31 PM
127	Much more compressed and pedestrian friendly; further car dropoffs help ensure that the station's surrounding areas are pedestrian friendly	6/28/2019 11:32 AM
128	Short transfers between rail modes, entrances on both sides of the station and overall logical design.	6/28/2019 10:28 AM
129	- option to operate over 280 - rail concourse to BART	6/28/2019 9:41 AM
130	I like that the station entrance and light rail is closer to the SAP.	6/28/2019 8:28 AM
131	Nothing.	6/28/2019 12:53 AM
132	Heavy rail and BART are closer together and there is still a pedestrian entrance that facilitates street life.	6/27/2019 11:37 PM
133	Nothing. It destroys the original building.	6/27/2019 4:48 PM
134	More complicated vertical transfers between BART platforms and station hall sounds like increased barriers for people who use wheelchairs and strollers. My primary concern is for access by riders using wheelchairs and strollers. I am very concerned about BART's recent installation of hazardous gates designed to prevent fare jumping; they closed down on several disabled riders, including my friend, and narrowly missed hitting a child in a stroller. Access for all should be a priority. Design must show care for elders and disabled people (of many different kinds who make up 20% of US population).	6/27/2019 1:57 PM
135	rail platform to platform transfers appear to be closer and more efficient than others.	6/27/2019 1:25 PM
136	Rail services are really close together. Bus gets the shaft, though.	6/27/2019 1:04 PM
137	Street life. Everything looks close together which seems nice but I can't tell if that's a good thing from this macro view	6/27/2019 12:29 PM
138	Elevated Platforms	6/27/2019 12:13 PM
139	1. Underground parking for city buses save spaces 2. Possibility of light rail over 280 is future thinking which is definitely needed by the way	6/27/2019 11:58 AM
140	Too much separation of uses. Focus on one multi modal hub is good but not included in this option	6/26/2019 8:59 PM
141	That it has a west entrance, is close to Bart, and shuttle busses are far away. Would like orange space near Santa Clara/Bart to be Lyft and taxis, not shuttle buses.	6/26/2019 8:37 PM
142	Bart is closer to the station that seems smart. I like the idea of electrified rail over 280.	6/26/2019 7:06 PM
143	All rail options tightly packed together for easy transfers	6/26/2019 6:10 PM
144	Good for street life, and hopefully pedestrians.	6/26/2019 5:18 PM
145	Preferred, for all the reasons listed.	6/26/2019 4:29 PM
146	I like more street life on Santa Clara St; I like light rail close to station hall, BART I'm worried about so many buses next to the Creek. Is that good for future of activating creek? I'm worried about elevated light rail at townhomes west of station. Will that be too disruptive or loud?	6/26/2019 4:18 PM
147	Same as above.	6/26/2019 3:59 PM
148	heavy rail close to bart, activity on santa clara	6/26/2019 3:13 PM
149	fosters life on esc elevated platforms 2 entrances	6/26/2019 3:06 PM
150	Has the station closer to Bart and bus routes on Santa Clara	6/26/2019 2:30 PM
151	Tight connection to BART; gives cyclists and pedestrians ground-level crossings.	6/26/2019 1:45 PM
152	* Station is closest to BART & Santa Clara St. Strong dislike: Autumn St. intercity bus, taxi/TNC zone is ridiculously and unacceptably far from all rail services ... imagine Amtrak or HSR or elderly/disabled passengers having to negotiate that distance with luggage or in inclement weather ... or even in nice weather. Even the transit bus area is not very close.	6/26/2019 1:18 PM

San José Diridon Station Area Concept Plan Feedback

153	Would this perhaps reduce congestion between buses and private vehicles?	6/26/2019 1:14 PM
154	Western entrance; proximity to E. Santa Clara Street.	6/26/2019 12:35 PM
155	Easy access from light rail to Bart	6/26/2019 10:29 AM
156	more visibility on Santa Clara St. 2 entrances	6/26/2019 10:24 AM
157	I like the design but strongly disagree that it will “foster street life” on Santa Clara. This will be a high volume commuter area. Do you know who wants to hang out in train stations? No one except for mentally ill homeless people and we don’t need more of those. Also, what will happen to vehicular traffic on Santa Clara? I’m especially concerned about the impact of construction on traffic for this plan. And where are commuters supposed to park? I see that existing parking will be removed by this plan and I don’t see any notes about parking being added. It is ridiculous and utterly naive for you to assume that all station patrons will suddenly have the ability to bike, walk, or bus to the station.	6/26/2019 8:10 AM
158	Continuous concourse/station building connecting both sides of the track, close access to Santa Clara St, potential for straightforward connections to/between BART and VTA light rail.	6/26/2019 12:44 AM
159	Double entrances and it backs up to BART.	6/25/2019 9:32 PM
160	Bart, VTA and Diridon are close to each other.	6/25/2019 8:51 PM
161	Confusing	6/25/2019 7:48 PM
162	Appears safer for SAP Center access.	6/25/2019 6:17 PM
163	Closer to Bart and keeps bus traffic away.	6/25/2019 5:16 PM
164	It has a more accessible entrance. Don't need to cut through a bunch of streets and go through an underpass anymore. It also provides more space for private bus transit, which will do a better job of alleviating traffic issues when going through the current drop-off.	6/25/2019 5:08 PM
165	Also keeps things on the West side of Diridon. However- I've lived on Julian /Stockton for decades, and I take Caltrain to and from SF everyday for work. Julian is already more congested every year and stays that way almost year-round thanks to the Sharks games, SAP events/concerts and random marathons/races that shut down our street and make it impossible to get out without a police escort. On top of that, three separate lots on Julian and Stockton are undergoing extensive demolition and development of high-rise apartments which will only increase the amount of traffic (foot and car) on Julian. Please keep this in mind as we are already very frustrated with how impacted our street is because it's “close” to SAP and Caltrain.	6/25/2019 4:58 PM
166	too much climbing not convenient	6/25/2019 4:36 PM
167	Too much impact	6/25/2019 4:24 PM
168	Nothing	6/25/2019 4:07 PM
169	Best connection between BART and VTA light rail/buses.	6/25/2019 3:53 PM
170	Closest to BART	6/25/2019 3:50 PM
171	Electrified rail option over 280	6/25/2019 3:48 PM
172	Um, it is good for Sharks fans?	6/25/2019 3:35 PM
173	Multiple heavy-rail alignments entering the platform area which can prevent bottleneaking; BART being closest to the main platform area is also a big plus	6/25/2019 3:29 PM
174	I like the option for the extra corridor. Expanding transport options is a key advantage	6/25/2019 3:25 PM
175	Close proximity wise Caltrain and Bart, has potential to create life on Santa Clara.	6/25/2019 3:19 PM
176	Access to BART	6/25/2019 3:14 PM
177	Multiple entrances to station, clear lightrail area, bus and shuttle area are more spread out (presumably less congestion compared to now), fosters street life	6/25/2019 3:14 PM
178	only BART proximity	6/25/2019 3:07 PM
179	How clustered together all forms of transit are. With proper signage, could be the easiest to transfer between lines.	6/25/2019 3:07 PM
180	Electric rail over I-280	6/25/2019 3:04 PM

San José Diridon Station Area Concept Plan Feedback

181	The connection between the tracks on Santa Clara Street could increase vibrancy of the area.	6/25/2019 10:16 AM
182	I prefer Layout 2 for ease of switching transit modes, better pedestrian access from all sides, and the opportunity to open up space under the tracks for various uses.	6/25/2019 9:40 AM
183	I like the fact that all the major rail platforms are close to each other to facilitate transfers. Vertical transfers may be "more complicated", but this can be handled through elevators and escalators. It is much more important that the transfers are physically close to shorten transfer times and reduce the number of missed connections. Please explore other ways to integrate the bus bays (transit and intercity buses) into the site so as to reduce the transfer distance. In addition, what happens to the historic Diridon Station Building under this layout? Does it get destroyed? Is it moved somewhere else on the site? It is a valuable landmark and should be preserved under all circumstances. There are so few remnants of the Valley's past.	6/24/2019 10:27 PM
184	I like creating a larger station hall area. The integration design at Denver's Union Station works well so I think that can work here - connecting BART underground to at grade and elevated transit. I'd like to see the busses as close as possible. Prioritize mass transit in the integration design. Use of private autos needs to be disincentivized.	6/24/2019 10:11 PM
185	Includes western pedestrian entrance (with elevated platforms) -and- Fosters street life on Santa Clara Street.	6/24/2019 9:36 PM
186	Close to Bart	6/24/2019 5:31 PM
187	Shortest possible distance between all rail platforms. Adds all kinds of possibilities for improving Santa Clara street. Clearly the winner in my books	6/24/2019 5:23 PM
188	Station is on Santa Clara street rather than positioned as an afterthought in a sea of car lanes	6/24/2019 4:51 PM
189	This is my favorite layout. The station should be along Santa Clara Street.	6/24/2019 4:17 PM
190	Linking Bart and Caltrain seems like a great strategy for getting more long-distance commuters through the transit system. I also like that it gives a real sense of presence to the station at Santa Clara St.	6/24/2019 4:01 PM
191	I really like the proximity of the main concourse to the BART station, and the concentration of rail services (light, heavy, BART) converging in one place. This seems to offer an opportunity for a wonderful architectural design with a great plaza out front, very visible as it is right on Santa Clara St. I imagine a lot of people bustling about (in a good way), especially when there is an event at the SAP center. I also like the entrances from east and west. This could activate public life on both sides of the station rather than having The Alameda function as a "back side" to the new station.	6/24/2019 3:50 PM
192	Layout 2 is the most promising version. It provides an opportunity for an iconic train station adjacent to Santa Clara Street and moves most of the auto-oriented uses to the periphery, which is desirable for an urban multi-modal station. I prefer layout 2.	6/24/2019 3:26 PM
193	Prob OK Old station better preserved as a layover/meetup place	6/24/2019 3:03 PM
194	Not much, it's a really long walking distance for intermodal connections. 280/87 flyover is cool though.	6/24/2019 2:54 PM
195	I love the idea of moving the station building along Santa Clara Street. TNCs can suck it, so those vehicle drop offs a couple of blocks away is good.	6/24/2019 2:49 PM
196	Everything seems closer together, especially Rail / BART / Santa Clara St. Bus lines (22 / 522). Important that 22 and 522 do not divert into the station, and better if even more buses could use Santa Clara St, instead of the diversion into the station. I like the access through the area on San Fernando. I think bike access would tend to be via San Fernando, but that is not far, but not clear if the Light Rail stop could be crossed by bikes. Wish the other VTA bus stops were closer. Shouldn't passengers be able to get to either side of Santa Clara Street, without crossing Santa Clara St. at grade, either via BART station, or via rail platforms?	6/24/2019 2:47 PM
197	Don't like it	6/24/2019 2:44 PM
198	Three different rail-based transportation systems link up at one station, in one building: BART, Caltrain/HSR, VTA Lightrail. This means a person only has to navigate the one station, where all the information and transfers are located, to access the Peninsula, East Bay, San Jose, and all points beyond with Caltrain. With so many different modes of transportation, bringing them all together in one station (without the buses) removes a level of complexity for the traveler.	6/24/2019 1:38 PM
199	Light rail and BART immediately next to heavy rail	6/24/2019 1:00 PM

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200	Station proximity to SAP center and close connection between all modes of transit.	6/24/2019 12:37 PM
201	I like this one the best	6/24/2019 12:35 PM
202	Love that the station has 2 entrances western and eastern, ties the neighborhoods together Rail over 280 can be iconic in its own separate way from the station. Street life on Santa Clara feed off the shark tank could possibly activate the 1-4 block walk to car drop off from station hall (innovative art, lighting, paseo, food trucks) Could we turn a complicated transfer into something of an experience? bits of SJ history along the way. Mexican, Japanese and Viet artworks? a Museum walk of sorts that changes out every so often?	6/23/2019 10:06 PM
203	Would this prevent Caltrain from becoming electrified?	6/23/2019 12:47 PM
204	* HSR and the frequent passenger trains are routed thru the 87/280 interchange rather than disrupting life in established residential communities * Station is close to both BART and VTA: easy interconnects * VTA is rerouted: will be able to retrofit old alignment into a "grand boulevard" to entice passengers to walk to/from downtown SJ and the nearby SJSU campus. * Buses are parked along the road: don't waste passenger's time as the bus maneuvers sharp turns getting into/out of parking lots. * 2nd Station Entrance will enhance vibrancy along Santa Clara St. * Nice that San Fernando is made as a thru walkway: will enhance area's connection to downtown.	6/23/2019 12:33 PM
205	Don't love it	6/22/2019 8:05 PM
206	Like: Limited ground floor space for vehicular uses. Best layout for pedestrians. Like: BART to rail station connection Like: Highly visible station near SAP Dislike: Kinks in lightrail line. Minimize sharp lightrail turns!!! Kinks make lightrail go very very very slow (San Carlos/Delmas, Delmas/San Fernando, San Fernando Los Gatos Creek, Los Gatos Creek/mid block, WTF?) Coordinate with Google to straighten the route. Coordinate station locations to minimize close stations (San Fernando Station and Diridon) Dislike: Empty unactivated space below elevated tracks. Build retail spaces like Transbay Terminal! Dislike: Dark passages below elevated tracks. Unsafe!!!	6/22/2019 8:02 PM
207	The light rail realignment	6/22/2019 5:00 PM
208	Street life on Santa Clara	6/22/2019 10:32 AM
209	The second entrance is convenient for access to the West side of the tracks.	6/21/2019 4:48 PM
210	This is the best station location. Station directly connected to BART and Caltrain platforms is great for connections. West station entrance connects to lively and attractive Alameda area.	6/21/2019 3:08 PM
211	It seems a very good use of space and raises the station up to open up some vertical space underneath the station that would otherwise go to waste. It also centralizes the bus station a bit further from the station itself so that there's not such a traffic mess. Better connectivity to Santa Clara street is always a good thing as well. Letting San Fernando through is also a very good idea for the traffic mess currently around the station.	6/21/2019 3:08 PM
212	* entrance on both eastern and western sides	6/21/2019 3:02 PM
213	Layout 2 is my personal favorite option because it provides a large station hall which will resemble many European main stations. The large station hall will allow for Diridon station to be a larger transit hub where people can shop and feel comfortable while waiting on their transit solution. BART and Light Rail stations are next to the Station Hall which will encourage more people to use public transportation for their last mile solution. People generally prefer to use rail transportation over bus services so it is more important to have the light rail and BART stations closer to the Diridon Station Hall. The elevated platforms help improve an east/west connection and will make San Jose area more integrated with each other which will improve the livelihood of neighbors next to the station. The improved rail lines will also allow this station to be more useful, profitable, and long-lasting because of its capacity. This option also is the most friendly to High-Speed Rail and may receive more funding by the High-Speed Rail Authority than the other options.	6/21/2019 11:48 AM
214	Santa Clara street would benefit.	6/21/2019 9:25 AM
215	more curb space used avoiding buses blocking each other	6/21/2019 8:25 AM
216	would make street traffic more difficult than it already is	6/21/2019 7:52 AM
217	It's a great plan for future expansion after CAHSR is running to LA.	6/20/2019 9:51 PM
218	2nd entrance close to street	6/20/2019 9:21 PM

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219	Most visible and accessible station location. Closest transfer from Bart to heavy rail. Smooths out rail alignment to the north for higher speeds. Preserves more land for redevelopment. Brings light rail station closer to Santa Clara Street and Bart.	6/20/2019 12:43 PM
220	Not much.	6/20/2019 9:26 AM
221	The connected look of the building	6/20/2019 7:07 AM
222	Distance between different rails (Bart, vta, and Caltrain) are within close proximity to each other. It's also nice having an east and west entrance to the train station.	6/20/2019 1:32 AM
223	Would be an impressive presence on Santa Clara but it also cuts up the development opportunity east toward the creek. I see greater opportunity for other uses in here. The station will be a major feature in this area, but I don't think we should design the whole area around it. Plus, this is a very ambitious plan, I want to a project get built!	6/19/2019 9:59 PM
224	I like the station building being right on Santa Clara street making for a more urban feeling station. I also like that Caltrain, light rail, and BART would be easy to transfer between. Not mentioned here, but it would be nice to do away with the ugly parking lots.	6/19/2019 7:57 PM
225	Love this! I don't know why the slide says transfers are "more complicated" — it looks like the BART platforms are almost directly beneath the station hall, shortening transfer distances. Love how close light rail is with the station hall and BART station entrance. This would be a huge improvement. The elevated alignment is great too for east-west connectivity Fill in the Park Boulevard underpass and make it a human-scale street again. Why can't the bus bays be closer to the station building? TNC's are further away but I think that's an acceptable trade-off.	6/19/2019 7:51 PM
226	No big surface parking lots and bus depots. Those are the worst. Santa Clara St. should be our main street.	6/19/2019 7:47 PM
227	farthest away from existing station	6/19/2019 7:45 PM
228	Entrance to station is same on east and west sides.	6/19/2019 5:44 PM
229	New track is nice however difficult to navigate and many people use pick up and drop off stations. Moving pick up drop off stations further may create more pedestrian traffic. Do not recommend layout 2	6/19/2019 5:41 PM
230	The two entrances	6/19/2019 5:33 PM
231	The station is in the middle of the all the platforms	6/19/2019 5:29 PM
232	Almost nothing. Hate it. Hate the movement of the light rail and bus stops especially, though for different reasons.	6/19/2019 5:20 PM
233	More space for servicing the different populations that use the train. Also the two train entrances is good.	6/19/2019 4:46 PM
234	this would definitely create the easiest rail to rail transfers. riding an escalator up/down a few flights is less daunting mentally for passengers than walking 1000' through a station or across a plaza. The west station entrance is nice as well for passengers coming and going from neighborhoods to the west. why not move the bus/taxi/rideshare areas from autumn to montgomery in this situation though? that way montgomery would serve as an inter-station roadway similar to what cahill does now and station traffic wouldn't interfere with normal traffic on autumn. it's also nice to re-connect san fernando to the cahill park neighborhood on the west of the station. i'm not sure why it's necessary to move the heavy rail platforms so far to the north though.	6/19/2019 4:14 PM
235	Activity on Santa Clara street would be fantastic	6/19/2019 4:12 PM
236	Proximity to SAPCenter and Santa Clara Street. Single station with 2 entrances from east/west.	6/19/2019 3:55 PM
237	The access to the station from the East and West. I also like having it right on Santa Clara. I still think rooftop trees and gardens would be awesome. However, the more I think about it, I am starting to wonder if building green spaces on roofs would divide us more. Only the busy and wealthy could enjoy nature. Would the city slow disappear underground? You all have a big responsibility here. I don't envy your jobs. To bring it back around, I think you should build in some housing for the homeless and struggling. Living in a transit center could be a good way for someone with nothing, get to work or get anywhere easily. To help, some kind of special pass to get discounted or free travel.	6/19/2019 3:54 PM
238	This design only favors BART-to-train connections. Buses, car drop-off and rideshares all too far from trains.	6/19/2019 3:20 PM

San José Diridon Station Area Concept Plan Feedback

239	I don't like much other than the Santa Clara Street life. (Seems more difficult and expensive to build than Option 1, seems less integrated of a plan between the transport options)	6/19/2019 3:03 PM
240	Connecting San Fernando Street on both sides of the tracks.	6/19/2019 2:54 PM
241	I don't like this one. The transfer from bus to train looks more difficult for people.	6/19/2019 2:52 PM
242	Northern alignment	6/19/2019 2:48 PM
243	test	6/19/2019 12:45 PM
244	Layout 2 means both Santa Clara Street and San Fernando Street can be brought to grade, making for better neighborhood connectivity and better pedestrian access. It is unclear why the VTA buses and drop-offs are along Autumn instead of Montgomery. If there's an identified reason for this, it should be made clear what that reason is. It is counter-productive and right now that layout seems arbitrary. Vertical transfers do require more thought by the design team in terms of locating stairs and elevators and having good wayfinding. For end users, it should be easier to navigate because there's only three levels and everything is aligned vertically. Go down one flight and you're at the station concourse and W Santa Clara Street. Go down one more (admittedly long) level and you're on the BART concourse. No winding tunnels to figure out like Shinjuku Station.	6/19/2019 11:48 AM
245	This honestly looks like a nightmare. Pedestrians will constantly have to cross the bus path. Not safe. The street where the buses/taxis will use as a thoroughfare, this will create lots of blind spots where pedestrians will be trying to cross and will be very unsafe for those of us who walk to the station.	6/19/2019 11:21 AM
246	Elevated platforms, fosters street life on Santa Clara, western pedestrian entrance	6/19/2019 10:59 AM
247	Pedestrian entrance on Santa Clara, option for future electrified train access	6/19/2019 8:39 AM
248	Elevated platforms 280/87 southern alignment Raised tracks providing grade separated crossings at W. Virginia and Auzerais and removing San Carlos St overpass and Pak Ave and Santa Clara St underpasses. Western pedestrian entrance to station	6/18/2019 4:17 PM
249	I like the extension of the station under the tracks, which is also something I'm not totally sold on.	6/18/2019 4:13 PM
250	LOVE having an entrance on the North Side (The Alameda Side)!	6/18/2019 3:12 PM
251	Nothing. Difficult for drop off/pick-up for City residents to get to station.	6/18/2019 10:05 AM
252	Station on Santa Clara Street near SAP and the BART station.	6/17/2019 5:00 PM
253	Relocation of the Caltrain Maintenance Facility south to a location by Tamien Station.	6/17/2019 2:45 PM
254	Layout 2 makes the most sense with raised platforms and passenger trains arriving by way of a viaduct over 280/87. The viaduct is the only way to future-proof trains coming into Diridon. If a third track is added through Gardner and Delmas Park and the Caltrain Storage area at Lenzen is moved south to the Curtner area then 100's of trains will be coming through those neighborhoods. The viaduct is the only way to protect environmental justice in these neighborhoods which have been historically harmed by highways, airport traffic, and railroad traffic	6/17/2019 2:11 PM
255	i like this picture great because get in or get drop at station that is close enter or exit than one or three layout between is too far from stop station like rail or bus also bart too.. it is too far i unlike but this layout 2 is more close or near enter or exit from station like rail or bus or bart is help to catch route to where people want to (blank)...rail or other bus or shuttle or bart ect than walk to too far to(blank) from drop at stop bus space on autumn that is need little close than far sideways ... you know what i mean i guess iam vote that if some people want vote to layout 1 or 3 than 2 that is ok it is awful idea i like to see great idea with layout 2 but need more fix some thing that is all :)	6/17/2019 12:05 PM
256	This is my preferred because (1) brings heavy rail concourse closest to BART; (2) fosters street life on Santa Clara; and (3) vehicle drop-off zones are outside station building area making that area more a friendlier, human-scaled, pedestrian oriented.	6/17/2019 11:42 AM
257	Western Pedestrian entrance at Santa Clara Street is great idea	6/17/2019 9:19 AM
258	Enhances street life on Santa Clara Street.	6/17/2019 8:52 AM
259	Better connection to Santa Clara street, which hopefully does foster street life. What happens to the current historic station? Is there a sense of a European style rail station here? What about a connection to the airport? I like this option generally, but same can be said about option 2 as well.	6/17/2019 8:31 AM

San José Diridon Station Area Concept Plan Feedback

260	Western entrance to station, compact layout with short walking distance between rail platforms and BART entrances	6/17/2019 8:13 AM
261	The train station is on Santa Clara St making it visible.	6/17/2019 8:01 AM
262	I do not believe that this is the type of technical decision that should be vetted in a community meeting. The City should be asking for urban design outcomes not design decisions from the public.	6/17/2019 6:32 AM
263	I dislike the elevation of 25 feet (3 stories high, isn't it?; an eyesore). Similar to the Guadalupe parkway, it will create a visible barrier to the downtown from The Alameda. The 'pedestrian' at grade E-W transit will not be welcoming if tracks are elevated. I know... I walk to downtown, walk my dog and lived in the W side of Diridon area for a while. I prefer the track underpass walk on Santa Clara, than the at-grade Guadalupe Parkway sidewalk when I head downtown. There is truly a misconception. At-grade pedestrian sidewalks are not necessarily pedestrian friendly.	6/16/2019 10:23 PM
264	I like this option the best. I think it's really important to collocate BART and Caltrain as close as possible. People will be switching between the 2 at this station. Also, I like the fact that the station would be right along Santa Clara.	6/16/2019 9:59 PM
265	Improved street life/urban integration, and proximity of BART to rail concourse.	6/16/2019 5:51 PM
266	Seems to promote a more pedestrian friendly environment	6/16/2019 5:40 PM
267	Entrance from East and West of the station improving crossing between the 2 sides	6/16/2019 3:44 PM
268	Elevated rail creates better pedestrian and bike access from either side of the station, and sending trains along 280/87. Rail and BART close.	6/16/2019 2:07 PM
269	Dedinitely less bad than layout 1 but why does this need to be "elevated"??? This station is 1/4 of a mile long. Why does it have a single entrance??? Why are buses and drop offs more than one block from a station entrance??? Why are you adding even more rail alignments through downtown San Jose than currently when the rest of the world is going underground???	6/16/2019 12:12 PM
270	Bart close to heavy rail, activated Santa Clara St.	6/16/2019 11:22 AM

Q5 What do you like most about Layout 3?

Answered: 256 Skipped: 536

#	RESPONSES	DATE
1	+ Most compact, i.e. shortest distance between most elements. - Station entrance visual presence should have much lower priority than other considerations.	7/5/2019 12:41 AM
2	Nothing	7/4/2019 3:33 PM
3	elevated platforms & street life	7/4/2019 12:19 PM
4	I prefer this layout most to #1 and #2. Likes: - Best balance of core uses and distance / convenience - Focuses urban design / streetscape on Santa Clara Street - Good density of uses near station - Good BART to rail transfer - Appears to have western entrance in addition to eastern entrance	7/4/2019 8:33 AM
5	Maintains current street alignment, allows more Santa Clara Street activation, northern track alignment, and places services in close proximity to one another.	7/3/2019 6:34 PM
6	Ease of going East to West	7/3/2019 5:04 PM
7	At-grade pedestrian tunnel is more people-friendly than dark/damp/scary underground tunnel.	7/3/2019 3:20 PM
8	Minimal distance between all modes of transit (including BART). This means faster transfer times.	7/3/2019 3:00 PM
9	street life, strong visual presence	7/3/2019 2:52 PM
10	Fostering street life is very important.	7/3/2019 2:37 PM
11	Potential for less complicated vertical transfer between BART platforms and station hall.	7/3/2019 2:30 PM
12	Probably easier transfers than Layout 2, and more compact than Layout 1 (Layout 1 is my least favorite)	7/3/2019 9:33 AM
13	As with Layout 2, I like that this layout provides access to both sides of the tracks; as with Layout 1, using the area between the Caltrain and BART stations for VTA buses helps strengthen the bus connection here.	7/3/2019 9:12 AM
14	Vehicle drop off zone accessed via flyover adjacent to heavy rail platforms	7/2/2019 11:52 PM
15	This one seems to have the best flow for the passengers. Both those transferring from one Royal to another or bark or a bus and for those who arrive or depart San Jose proper	7/2/2019 10:48 PM
16	East / West entrances. Various methods of transportation close to each other	7/2/2019 9:03 PM
17	The flows and transfers seem smoother.	7/2/2019 4:31 PM
18	Good connections to BART	7/2/2019 4:14 PM
19	The secondary western entrance to the station is interesting, but isn't a reason in and of itself to support this very disjointed option.	7/2/2019 2:04 PM
20	* Buses close to BART	7/2/2019 12:14 PM
21	Visual presence for station entrance.	7/2/2019 11:33 AM
22	Fostering street life on Santa Clara Street and also creating a strong visual presence for the stations entrance. This is essentially my strongest favorite layout among the other 2 options. Santa Clara Street is already beautiful because you have the SAP Center right across the street and all the landscaping with palm trees that line the streets give it an added big city feel. I hope you guys consider the same landscaping when you build the Diridon Station as well.	7/2/2019 11:14 AM
23	Bart transfer	7/2/2019 10:59 AM
24	Not my favorite layout...	7/2/2019 9:33 AM
25	VTA busses can enter and leave the bus bays more easily than in any other plan.	7/2/2019 8:53 AM

San José Diridon Station Area Concept Plan Feedback

26	Don't put the buses in between the station and BART. Normal people don't want to walk past all the bus stuff to get from one rail line to another. Bus stuff should be the farthest away. People who ride buses know what they're doing and will be able to find the buses. Occasional/choice riders will ride rail but not buses and need to easily and conveniently find their way from one platform to another so that it isn't overwhelming or intimidating for them and the friends they tell to try it because it's easy and safe and convenient.	7/2/2019 8:45 AM
27	Nothing	7/2/2019 7:09 AM
28	I don't like view of buses along Santa Clara Street. Does not contribute to urban scene. Buses should be st a lower level.	7/2/2019 4:36 AM
29	Entrance looks standing out.	7/2/2019 1:42 AM
30	I don't like this one, either. None of the alternatives to the existing layout shows where BART would fit the configuration, nor how they make space for BART that the existing layout doesn't allow.	7/2/2019 12:58 AM
31	Strong visual presence sounds good. Less complicated BART transfer sounds good, but not clear from the drawing.	7/1/2019 11:37 PM
32	Elevated platforms	7/1/2019 10:05 PM
33	Appears simple, but a little like each option is disconnected.	7/1/2019 9:53 PM
34	Cabs, bus and car drop off next to tracks. Don't like the buses constantly coming entering and exiting onto Santa Clara...Too congested.	7/1/2019 9:34 PM
35	Just as bad if not worse than Layout 2.	7/1/2019 9:28 PM
36	none	7/1/2019 9:08 PM
37	ok - but the same comment as layout 2 - I prefer to see the station above with connections to both east and west. Wide, tall station so it's not so claustrophobic as the small stations presented in all 3 layouts. We will have many people flowing through here - much easier to accommodate with above ground station.	7/1/2019 7:57 PM
38	There is potential with an artistic design that could make this station iconic. Easy transition/connection to other transit options is key.	7/1/2019 7:22 PM
39	What are estimated walk times? Particularly, HSR, Capital Corridor to/from BART or company shuttles. How does this tie in with the Santa Clara station connection? Perhaps that relieves this as a transfer between BART and Caltrain. What are forecasts of likely use as a transfer point to another transit choice as opposed to this station being the final destination?	7/1/2019 7:14 PM
40	Convenience of BART, buses, and drop off points near the stations for easier transfer.	7/1/2019 7:03 PM
41	The way everything comes together is very nice. Less complicated transfer between BART and other trains means people who's in a rush to transfer can do it in an efficient way. For example, Millbre Caltrain to BART station.	7/1/2019 5:40 PM
42	Elevated platform seems to make the better use of the land in the area - minimize land required for TNCs and taxis. I also like the configuration of the VTA bus area, assuming that the angled side (south/east side) can also be used as a wide, pleasant pedestrian walkway to the station hall.	7/1/2019 5:40 PM
43	Less complicated transfer between BART platforms and station hall	7/1/2019 5:36 PM
44	Central station presence	7/1/2019 5:07 PM
45	More urban and lively environment	7/1/2019 5:03 PM
46	I like how there is no 280/87 Flyover tracks - these are not needed. What is the purpose of bringing cars up to the track level? People exiting trains need to go down, walk under the tracks, then walk back up to Uber/buses? Also, keep buses and Ubers far away from each other! I don't particularly like this option.	7/1/2019 4:49 PM
47	All connecting transit modes (light rail, bus, BART, shuttles) are close to the station.	7/1/2019 4:39 PM
48	This layout provides the greatest ease of expansion of train service. Other major cities in the world have many more platforms. Beijing has 35 platforms. Vienna and Paris stations have 17+. Unless there is basic plan to limit the size of San Jose or the Silicon valley population and jobs in the future the current layouts will need to be enhanced.	7/1/2019 4:28 PM

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49	I would need more information on how Santa Clara Street would work. It is already difficult in getting to SAP. Might not be worth the cost.	7/1/2019 4:01 PM
50	Feels more compact Better Access for BART to VTA transfer West Entrance feels more central compared to Layout 2 even though they are in essentially the same location Better TNC etc access being above grade.	7/1/2019 3:34 PM
51	I like the strong visual presence and incorporating a city street - it seems more cohesive and integrated.	7/1/2019 3:33 PM
52	Not sure what's so great about this one. It makes Santa Clara pretty bad for pedestrians. Put the buses under the tracks.	7/1/2019 3:29 PM
53	Elevated platforms. Potential easier BART transfers. Encourages street life near station.	7/1/2019 3:18 PM
54	Buses are close to the concourse	7/1/2019 3:17 PM
55	This is the best one. Strong visual presence for station entrance.	7/1/2019 3:11 PM
56	Reasonable compromise that still supports multi-modal use well	7/1/2019 3:11 PM
57	- Fosters street life + less complicated connection to BART that isn't quite as far.	7/1/2019 3:06 PM
58	As the "compromise" this would be my second choice.	7/1/2019 3:06 PM
59	Less impact to the rail going north and still maintains a station to the west side of the tracks. This is certainly my favorite option. BaRT connection is less intuitive but people moving systems can mitigate the distance traveled between modes and nodes of transportation. West Pedestrian entrance needs to be grand and not some after thought!	7/1/2019 2:51 PM
60	East side entrance in the center of the site allows for good access from Santa Clara Street (and BART station) and San Fernando Street.	7/1/2019 2:50 PM
61	pedestrian entrance light rail realignment	7/1/2019 2:41 PM
62	Layout 3 is the best option! Go big or go home! this is our chance to connect downtown to the surround west neighborhoods and beyond!	7/1/2019 2:12 PM
63	Not much benefit to this scheme that I can see	7/1/2019 2:01 PM
64	I like that the appearance of the station will be visible. San Jose lacks appearance and I think we should incorporate this. We should also strongly consider adding palm trees, Washingtonia robusta and Canary Island date palm as these bring original character to the city of San Jose. They also give off a big city feel in terms of appearance, which San Jose is greatly lacking. The idea of fostering street life on Santa Clara Street also makes me favor Layout 3 the most.	7/1/2019 1:49 PM
65	bus and taxi dropoff close to station	7/1/2019 1:23 PM
66	Only if it keeps the historic depot station.	7/1/2019 11:59 AM
67	I like this the best. Cost should not be a concern for such an important building for San Jose.	7/1/2019 10:18 AM
68	Better incorporation with Santa Clara street.	7/1/2019 10:09 AM
69	Bus plaza directly off Santa Clara.	7/1/2019 9:46 AM
70	It's visual presence for a major metropolitan area is significant. Integration of all transit systems into city life is important for urban development.	7/1/2019 9:22 AM
71	Seems like it's less infrastructure and more about program adjacencies. Lots of space for buses, wonder if that's really necessary?	7/1/2019 9:04 AM
72	I don't like this layout.	7/1/2019 8:04 AM
73	I like how the station entrance is featured more prominently, iconic.	7/1/2019 7:53 AM
74	Quick access to all transportation options from the station and multiple ways to arrive. Easy transitions. Clear sections for each transportation. Open space. My personal favorite.	7/1/2019 7:26 AM
75	Strong visual presence. Street life.	7/1/2019 7:16 AM
76	Simplifies BART transfer	7/1/2019 6:55 AM
77	Do not like	7/1/2019 6:30 AM
78	best one balances tradeoffs best	7/1/2019 2:39 AM

San José Diridon Station Area Concept Plan Feedback

79	Buses don't need to displace the downtown facing entrance away from Santa Clara Street. Option 2 is better but this is ok. Better than existing or option 1	7/1/2019 1:13 AM
80	All of the benefits	7/1/2019 12:36 AM
81	It extends closer to downtown and along Santa Clara. Continuous bike lane along San Fernando to the west of the station.	6/30/2019 11:19 PM
82	Vehicle drop off zone on flyover, cleans up street and is a good use of space. Not sure how that affects traffic flow and how passengers enter the terminal. Creates strong visual presence. Don't like bus parking splitting Bart and rail.	6/30/2019 11:04 PM
83	Like bus integration. Like auto area separated from buses.	6/30/2019 10:34 PM
84	Too expensive, extra flyover seems excessive.	6/30/2019 8:46 PM
85	I's love to see the station have a strong visual presence.	6/30/2019 8:44 PM
86	Best "fit" with the site -- travel modes, Santa Clara St and station. Best public space. This is the most attractive option, cost and risk notwithstanding.	6/30/2019 8:19 PM
87	This one has the best placement of bus stops.	6/30/2019 7:36 PM
88	I like that the flow is from Santa Clara street, seems like a sensible layout.	6/30/2019 6:25 PM
89	Larger extent of fostering street life	6/30/2019 5:56 PM
90	Proximity to bart	6/30/2019 5:43 PM
91	this is the best and most efficient layout. Easy connections is of utmost importance. Prominence of the station front is very important.	6/30/2019 5:25 PM
92	Nada	6/30/2019 4:34 PM
93	Seems to have a better flow, better organization of transit	6/30/2019 4:14 PM
94	I don't understand the drop-off curb in this picture. This also looks like a huge structure that would cover lots of ground, which seems bad. Better than layout #2, at least.	6/30/2019 3:53 PM
95	Looking to benefit the area as much as possible, foster all blocks down to San Carlos if possible. Whatever provides the most benefit south of SAP and the station.	6/30/2019 3:49 PM
96	Too close to Sap - congestion when there's events?	6/30/2019 3:00 PM
97	Hard to answer because I can't tell where bike Lanes or parking are	6/30/2019 2:50 PM
98	Seems like better pick up/drop off access than layout 2 Feels like various interchanges are more compact and accessible to one another over layout 2 Creating better street life experience	6/30/2019 2:29 PM
99	I like the fact that drop off/pick up is closer to entrance, building has stronger presence and more activity along Santa Clara street.	6/30/2019 2:28 PM
100	Western entrance might be attractive.	6/30/2019 1:39 PM
101	Santa Clara St. access	6/30/2019 1:35 PM
102	Western entrance	6/30/2019 1:31 PM
103	It seems to be the one that fosters pedestrian movement and street life the best. I think it also allows for the best option to create an architecturally beautiful and iconic statement building, which San Jose would greatly benefit from. It opens up the entire area to greater mixed use potential. It seems transit friendly and the best base model for future expansions as well as a solid investment in the future of San Jose as a hub and destination city.	6/30/2019 1:29 PM
104	Western pedestrian entrance at Santa Clara street.	6/30/2019 1:28 PM
105	best overall connections, appears most efficient for mix of modes	6/30/2019 1:20 PM
106	Not much	6/30/2019 12:56 PM
107	Elevated platforms are nice	6/30/2019 12:41 PM
108	Favorite option. Though most costly brings more possibilities to downtown.	6/30/2019 12:24 PM
109	Strong visual presence	6/30/2019 11:57 AM
110	Seems complicated	6/30/2019 11:55 AM

San José Diridon Station Area Concept Plan Feedback

111	The bart tunnel is in Santa Clara street	6/30/2019 11:48 AM
112	If buses went underground and you had bike paths/tunnels along tracks this could work. Car pickup/drop off mirrors San Jose airport design. Cements San Jose's self drive car as dominant form of transport. Maybe make a set of Highway 87/280 off ramps for cars to the station and SAP center and back on without need for traffic lights. Least favorite as it puts emphasis on vehicle over human form.	6/30/2019 11:41 AM
113	this seems to be the strongest; most visible; great for all users and their flow patterns!	6/30/2019 11:38 AM
114	Not much	6/30/2019 11:27 AM
115	Improves Santa Clara St life while also having good transfers	6/30/2019 11:18 AM
116	The drop off zone is separated from VTA buses.	6/30/2019 11:07 AM
117	not enough of a benefit over #1 to justify the cost and time	6/30/2019 10:58 AM
118	Flyover access for vehicles	6/30/2019 10:54 AM
119	Nothing	6/30/2019 10:50 AM
120	Closer and structured	6/30/2019 12:11 AM
121	Location of busses	6/29/2019 8:20 PM
122	Less complicated transfer between other public transports	6/29/2019 7:38 PM
123	Strong visual presence	6/29/2019 6:56 PM
124	best mix of proximity to bart and sane station approaches. proximity of busses is convenient too. still not thrilled about elevated station.	6/29/2019 6:33 PM
125	Does not discourage car useage and causes major problems for neighbors to move the station completely.	6/29/2019 2:14 PM
126	Just like an airport. :)	6/28/2019 6:31 PM
127	Closer bus transfers	6/28/2019 11:32 AM
128	- fosters street life and urbanism a lot of pedestrian and drop off zones	6/28/2019 9:41 AM
129	I like that all the transit (bus and rail) alteratives are closer to Santa Clara street and the SAP.	6/28/2019 8:28 AM
130	Nothing.	6/28/2019 12:53 AM
131	Seems to do the best job of balancing the need for various types of transit to meet up without one group being asked to hike a loooong way. Would be a unique visual feature of the city when completed.	6/27/2019 11:37 PM
132	Nothing. It destroys the original building.	6/27/2019 4:48 PM
133	Does "property impacts to the station area and other neighborhoods north of the station" mean eminent domain and displacement? If yes, then I'm opposed to layout #3.	6/27/2019 1:57 PM
134	Like easier transfers between BART and Station hall. Activates Santa Clara Street	6/27/2019 1:13 PM
135	Preferred	6/27/2019 1:09 PM
136	Best street integration with bus services, fewer neighborhoods impacted, all transit modes reasonably close and auto traffic mostly removed from the immediate area. Brilliant!	6/27/2019 1:04 PM
137	Elevated Platforms	6/27/2019 12:13 PM
138	Wow! Rails look really wide. Not sure if that is just visual. Not sure about Bart connection. Does it really work for oed and bike?	6/26/2019 8:59 PM
139	Intercity bus and VTA are both very close to Bart, also like addition of west entrance and how it blends into the neighborhood more than other layouts	6/26/2019 8:37 PM
140	Bart is closer to the station, that's good.	6/26/2019 7:06 PM
141	Separated area for vehicle drop-off	6/26/2019 6:10 PM
142	Street life, pedestrians, easy transfer from BART to Caltrain	6/26/2019 5:18 PM

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143	I like more street life on Santa Clara St; I like a stronger visual presence for the entrance. This layout appears more compact. It appears to make more sense, though I'm not 100% sure how.	6/26/2019 4:18 PM
144	Same as above.	6/26/2019 3:59 PM
145	not sure	6/26/2019 3:13 PM
146	strong visual presence for station entrance	6/26/2019 3:06 PM
147	Station is closer to Bart and buses on Santa clara	6/26/2019 2:30 PM
148	Gives cyclists and pedestrians ground-level crossing.	6/26/2019 1:45 PM
149	Sort of a "middle-ground" which actually keeps everything closer together overall (yes, BART is a bit further than in Layout 2 ... but everything else is closer). The elevated TNC/intercity bus ramp is extravagantly and needlessly long (therefore costly) and there will need to be a way to ensure private vehicles do not mix in with the TNCs and that it does not become jammed.	6/26/2019 1:18 PM
150	W Ped access. Feels like more of an intuitive layout for regular and new travelers. VTA buses outside. Unsure about the flyover.	6/26/2019 1:14 PM
151	Western entrance. Light rail stop adjacent to station.	6/26/2019 12:35 PM
152	Light rail convenient to Bart and SAP	6/26/2019 10:29 AM
153	don't like this layout	6/26/2019 10:24 AM
154	I don't like this plan at all. I think it applies all the negative aspects of Layouts 1 and 2. It's poorly conceived from a design standpoint and seems impractical from a construction standpoint. Again, you have failed to consider parking and are upholding the misconception that "if you build it, they will come"— building a transit station will not foster street light. Having a community that has unique local businesses and affordable housing will— both of those things will be driven out by long term construction and heavy traffic.	6/26/2019 8:10 AM
155	Continuous station concourse/building under tracks.	6/26/2019 12:44 AM
156	Nothing.	6/25/2019 9:32 PM
157	nothing	6/25/2019 8:51 PM
158	Confusing	6/25/2019 7:48 PM
159	Seems to be a blend of both safe and less congestion	6/25/2019 6:17 PM
160	Designated drop off curb away from main entrances of station	6/25/2019 5:16 PM
161	cost too much dont build	6/25/2019 4:36 PM
162	Do this!! Least impact and best bang for buck	6/25/2019 4:24 PM
163	Nothing	6/25/2019 4:07 PM
164	Compact, with great VTA bus access.	6/25/2019 3:53 PM
165	Visually appealing	6/25/2019 3:50 PM
166	All modes of transit (bus, heavy rail, light rail, BART, taxis) tightly integrated.	6/25/2019 3:48 PM
167	It has better bus connections than option 2, but worse than option 1.	6/25/2019 3:35 PM
168	Ability to drop off from a car closest to the station	6/25/2019 3:29 PM
169	Good compromise between 1&2	6/25/2019 3:14 PM
170	Easier and closer proximity between train, light rail, Bart, buses	6/25/2019 3:14 PM
171	elevated platforms, western pedestrian entrance, close bus stops, proximity to BART	6/25/2019 3:07 PM
172	Good activation of West side entrance.	6/25/2019 3:07 PM
173	Visual distinction/presence for entrance and passenger drop-off zone	6/25/2019 3:04 PM
174	The connection between the tracks on Santa Clara Street could increase vibrancy of the area.	6/25/2019 10:16 AM

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175	Generally, Layout 3 is slightly better than Layout 1, but not preferable to Layout 2. The light rail to BART transfer is still 2 blocks, which introduces the likelihood that connections will be missed. How will the BART entrances be incorporated into the bus bays? Taxis, company shuttles and particularly TNCs should not get preferential space adjacent to the train platforms. These are lower capacity forms of transportation. If you are going to widen the rail platform envelope, then it should be for an additional train platform, which has far more capacity than a TNC or taxi. In addition, what happens to the historic Diridon Station Building under this layout? Does it get destroyed? Is it moved somewhere else on the site? It is a valuable landmark and should be preserved under all circumstances. There are so few remnants of the Valley's past.	6/24/2019 10:27 PM
176	This version gets the busses closer to BART and the heavy and light rail. That's good. Connection East- West in the station hall is highly desirable in terms of placemaking.	6/24/2019 10:11 PM
177	Fosters street life on Santa Clara Street and in adjacent blocks -and- Potential for less complicated vertical transfer between BART platforms and station hall -and- Includes western entrance at Santa Clara Street (with elevated platforms).	6/24/2019 9:36 PM
178	Elevated platforms	6/24/2019 5:31 PM
179	Somewhat short connections between all train tracks. Not as good as #2	6/24/2019 5:23 PM
180	Looks like a rail station in a major European city / accessible to all.	6/24/2019 4:51 PM
181	I like that it draws people up to Santa Clara St and I like the strong presence of the station with the elevation.	6/24/2019 4:01 PM
182	Removing cars from the ground-level transit activity.	6/24/2019 3:50 PM
183	The angled station of layout 3 has its benefits -- however the bus terminal facing SAP Center is not appealing from a streetlife perspective. Perhaps the bus terminal could be reduced in size to mimic layout 2 or moved across the street. Layout 3 would reduce iconic opportunities for the station design.	6/24/2019 3:26 PM
184	Can put HSR below ground similar to LRT BART and HSR?	6/24/2019 3:03 PM
185	Proximity of connections, but I think it's a mistake to include the intercity bus connections at the same level as the railway. That extra space should be reserved for trains to maximize the amount of trains that could stop at the station.	6/24/2019 2:54 PM
186	Looks like easier transfer between BART, heavy rail, and buses. I like that.	6/24/2019 2:49 PM
187	Not much. Do not like distance from rail platforms to Bus or BART. Do not like diversion of all buses off Santa Clara. Better to have a way to walk to the other side of the street, not at grade, either through the BART station, or the rail platform.	6/24/2019 2:47 PM
188	Don't like it	6/24/2019 2:44 PM
189	While this layout provides an overly-prodigious amount of space for the VTA buses, the idea of closer drop-off/pick-up curb adjacent to the station is good. However, having it at-grade on the elevated tracks just adds to the cost, complexity, and makes it more like an airport with singular lanes that inevitably get ground to a halt. Better to have the curbside areas adjacent to the station, not the tracks.	6/24/2019 1:38 PM
190	Please no layout 3 please. If Entrance is from Santa clara street, it would create havoc to passengers on game/concert days in SAP center.	6/24/2019 11:24 AM
191	STRONG VISUAL WORLD CLASS PRESENCE ease of transferring from bart to station hall	6/23/2019 10:06 PM
192	* It's a little better than option 1. * I like the San Fernando walkway: connect housing to downtown. * Also the west-side entrance on Santa Clara: enliven the street.	6/23/2019 12:33 PM
193	Eh	6/22/2019 8:05 PM
194	Like: Ground floor pedestrian connections Like: BART/ rail station connection Dislike: Large ground floor vehicular space. Negatively affect pedestrians Dislike: Public funds spent for special elevated private lane. Taxis, TNC, Tech shuttles are lowest priority for public spending!!!! Dislike: Visibility of station from SAP Dislike: Dark passages below elevated tracks. Unsafe!!! Dislike: Wasted space below elevated tracks. Build retail spaces like Transbay Terminal!	6/22/2019 8:02 PM
195	The airport connection.	6/22/2019 5:05 PM
196	light rail access	6/22/2019 5:00 PM

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197	Brings VTA closer to SAP	6/22/2019 10:32 AM
198	It's OK too. I like the other two a bit more.	6/21/2019 4:48 PM
199	Well located VTA bus area convenient to BART and Caltrain, otherwise not much to like about this layout.	6/21/2019 3:08 PM
200	I do like the idea of having the drop-off zone built close to the tracks themselves and the fact that San Fernando goes through the station. The VTA station looks a little more cramped than 2 but it's still a good improvement over our current situation. I still like the elevated platform and am optimistic that the southern track alignment staying the same will reduce costs.	6/21/2019 3:08 PM
201	* entrance on both sides of station * close bus stop * vehicle drop-off * light rail proximity to station entrance * visual presence of station	6/21/2019 3:02 PM
202	The large station hall is a huge plus and will provide a better east/west connection and The large station hall will allow for Diridon station to be a larger transit hub where people can shop and feel comfortable while waiting on their transit solution. This option is also more bus friendly yet it is also rail friendly (to BART and light rail). This is also one of my favorite options, because of the potential of how this station could look. The major downside to Layout 3 is the elevated curb spaces. The elevated portions of Diridon station should be only used for regional and High-Speed rail not taxis and buses.	6/21/2019 11:48 AM
203	Same as 2	6/21/2019 9:25 AM
204	not too much	6/21/2019 8:25 AM
205	nothing, seems to fit like it forced into the layout	6/21/2019 7:52 AM
206	It's a great plan for future expansion after CAHSR is running to LA.	6/20/2019 9:51 PM
207	More spread out	6/20/2019 9:21 PM
208	Doesn't move light rail - there's no need to!	6/20/2019 9:26 AM
209	Looks the most integrated and respects the street life of the area	6/20/2019 7:07 AM
210	This one puzzles me the most. Lots of buses area out on Santa Clara, I don't like that. I don't see a lot of value in the light rail relocation.	6/19/2019 9:59 PM
211	I like how the entrance is in Santa Clara street which gives it a nice urban feeling.	6/19/2019 7:57 PM
212	The diagonal station is interesting; I like tying both Santa Clara and San Fernando into the station building. It seems overkill to elevate taxi circulation at the track level. That level of investment should go towards transit. Also, the small block pattern is interrupted.	6/19/2019 7:51 PM
213	A lot. It is hte best. Don't cheap out - do it right. Grand Central Station didn't cheap out. Dont' cheap out.	6/19/2019 7:47 PM
214	still gives buses pretty easy connection to trains- not as much as #2. kind of small area for intercity buses is not great.	6/19/2019 7:45 PM
215	Most compact yet significant, simple with everything next to each other.	6/19/2019 5:44 PM
216	Extra entrances into the station	6/19/2019 5:41 PM
217	Light rail proximity	6/19/2019 5:33 PM
218	Not much. Like that the distance to bus and light rail is ok, and the concentration of buses on Santa Clara.	6/19/2019 5:20 PM
219	Again the space that is developed for the different ttypes of transportation that one takes to get to the train.	6/19/2019 4:46 PM
220	switch the vta bus area with the light rail platforms and now you're onto something! i also like the idea of elevating the vehicle and intercity bus zones so the traffic is removed from santa clara street. i still don't see why the heavy rail platforms are so far north though. impacting the neighborhoods to the south won't be as expensive as neighborhoods to the north since they're mostly slated for redevelopment anyway. the development has already began to the north.	6/19/2019 4:14 PM
221	Santa Clara activation Do not like the bus terminal	6/19/2019 4:12 PM
222	Visual presence of station. Compact nature. Brings life to Santa Clara Street.	6/19/2019 3:55 PM

San José Diridon Station Area Concept Plan Feedback

223	Yeah, this one is cool. I like how it pulls it all into the station. This is the one I was originally thinking of for the green rooftops. However, whatever you do I feel it is important to put some housing in there too. It's brutal out there and I have had to say goodbye to a lot of friends.	6/19/2019 3:54 PM
224	Makes the most sense.	6/19/2019 3:24 PM
225	A compromise design, and those elevated tracks will have the same effect on "ease of movement between west and east" as the 87 overpasses did when they were built: awful.	6/19/2019 3:20 PM
226	Access to BaRT is closer	6/19/2019 3:03 PM
227	Connecting San Fernando Street on both sides of the tracks.	6/19/2019 2:54 PM
228	I like that the lightrail looks easier to get to than the current layout.	6/19/2019 2:52 PM
229	Northern alignment	6/19/2019 2:48 PM
230	test	6/19/2019 12:45 PM
231	Layout 3 is the best balance of access to the station, and improves the current situation in many regards. Bike access from downtown is maintained via San Fernando Street, as a couple hundred additional feet to get from the street to the station means little on a bike. Pedestrian access from downtown is maintained via Stover Street and W Santa Clara Street. Access is maintained from The Alameda area. San Fernando Street and W Santa Clara are brought to grade, making for easier connections between the areas East and West of the tracks. I particularly like the exit ramp for intercity buses and pick-ups being on Julian Street, as this gives optimal access to highways 87 and 280 in all directions and unloads that traffic from local streets. Presently, for instance, Amtrak buses have to wind their way through the neighborhood. Location of the on-ramp for these buses and pick-ups would need to be carefully selected to minimize these vehicles wandering through the neighborhood coming from the freeways.	6/19/2019 11:48 AM
232	This seems to flow very well. This one seems to be the ideal layout. perfectly arranged. However, if cost is an issue, perhaps layout 1.	6/19/2019 11:21 AM
233	Elevated platforms, fosters street life on Santa Clara, western pedestrian entrance, less complicated transfer between BART and station hall	6/19/2019 10:59 AM
234	Pedestrian access from Santa Clara, vehicle drop-off zone, visual presence, access to BART	6/19/2019 8:39 AM
235	Elevated platforms 280/87 southern alignment (not shown above but could be possible, according to DISC engineers) Raised tracks providing grade separated crossings at W. Virginia and Auzerai and removing San Carlos St overpass and Pak Ave and Santa Clara St underpasses. Pedestrian entrance to station on west side My opinion: This is the best option.	6/18/2019 4:17 PM
236	I don't like it	6/18/2019 4:13 PM
237	LOVE having an entrance on the North Side (The Alameda Side)!	6/18/2019 3:12 PM
238	The elevated plan to me is a must. I like having the VTA buses separate from other cars and buses. Putting the East entrance between light rail, buses and Caltrain/Bart seems to make sense, but not clear on this design element.	6/18/2019 12:22 PM
239	Nothing.	6/18/2019 10:05 AM
240	Station, BART, and light rail are all close together without light rail curving too much.	6/17/2019 5:00 PM
241	Relocation of the Caltrain Maintenance Facility to a location near Tamien Station.	6/17/2019 2:45 PM
242	I don't like it. There is no 280/87 viaduct	6/17/2019 2:11 PM
243	station is between rail and bart is too far for walk to enter station if outside is cold or rain i guess awful is idea bart is close bus space but till awful for walk is too far some people feel unlike this way	6/17/2019 12:05 PM
244	Not my preference because heavy rail too far from BART. Two pluses: Street life on Santa Clara and less complicated vertical transfer.	6/17/2019 11:42 AM
245	creates strong visible presence for station entrance	6/17/2019 9:19 AM
246	This is my preferred layout of the three. Creates a strong presence aligned with SAP and Santa Clara Street. Minimizes impacts on neighborhood/residential and Cahill Park on the west side of the station.	6/17/2019 8:52 AM
247	Same comments as those on option 2.	6/17/2019 8:31 AM

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248	Best integration of rail, BART and light rail, view of station from Santa Clara Street	6/17/2019 8:13 AM
249	Buses are isolated from other drop off vehicle areas.	6/17/2019 8:01 AM
250	I do not believe that this is the type of technical decision that should be vetted in a community meeting. The City should be asking for urban design outcomes not design decisions from the public.	6/17/2019 6:32 AM
251	I don't see any pluses on this design	6/16/2019 10:23 PM
252	Visual impact of station entrance.	6/16/2019 5:51 PM
253	seems to provide great opportunity for iconic plaza between the transportation options	6/16/2019 5:40 PM
254	Entrance from East and West of the station improving crossing between the 2 sides	6/16/2019 3:44 PM
255	Why are we wasting taxpayer dollars on people who come up with this kind of mess???	6/16/2019 12:12 PM
256	?	6/16/2019 11:22 AM

Q6 Do you have any other comments about the possible layouts?

Answered: 182 Skipped: 610

#	RESPONSES	DATE
1	+s & -s both shown above; not just +'s	7/5/2019 12:41 AM
2	Switch the positions of the pick-up/drop-off area and light rail. Or even better - add electric bikes where you have light rail. Light rail is totally useless - too slow and too infrequent to even be a last resort.	7/4/2019 3:33 PM
3	We should strive to maintain historic structure for entry into the station, while improving track alignments and ensuring close proximity of bus, tnc, ride-share services to station.	7/3/2019 6:34 PM
4	Pleasant surroundings Destination for dining	7/3/2019 5:04 PM
5	Prefer layout 2 or 3.	7/3/2019 3:20 PM
6	All Caltrain/Amtrak/ACE/HSR platforms should include vertical circulation on the northern end of all platforms that tie directly into the BART station concourse level. This will help to substantially minimize transfer times.	7/3/2019 3:00 PM
7	this presentation is super confusing. It would be better to see some 3d renderings, and to be able to see them all next to each other. It's not that clear what the major differences between 2 and 3 are	7/3/2019 2:37 PM
8	No.	7/3/2019 2:30 PM
9	In Layout 1, I am concerned about the greater distance between the VTA and BART stations. If this plan is chosen, a clear pedestrian-friendly connection between these two (that is not just using the street) is critical to making this useful for patrons. In Layout 2, it is not entirely clear why the proposed VTA / dropoff areas are located where they are, as opposed to between the VTA / BART right of way, which would make more sense and improve this plan. In Layout 3, the proposal to place the shuttle / TNC dropoff alongside the tracks is interesting, but I'm not sure it's a good idea -- it seems that it would be more cost effective to include this at ground level near the VTA bus area.	7/3/2019 9:12 AM
10	Thinking about the BART-Caltrain station in Millbrae (which I use often) the thing that the Station is missing is any kind of station. It is freezing to wait for the train there at night and awful if it's raining or cold there is just no shelter, few seats, little to look at. The current station is beautiful although small it has amenities (during the day at least) Caltrain and Bart have proven that they cannot or will not coordinate schedules so if you take one and want to transfer to the other you're going to have to wait there a while so please have something in the station to keep you warm to let you sit down and keep you interested.	7/2/2019 10:48 PM

San José Diridon Station Area Concept Plan Feedback

11	<p>Suggestions: Add elevated, solar-powered Group Rapid Transit (GRT) transfer stations -- at least one, and possibly up to one each for high speed rail, Caltrain, large parking lot area (if any), BART, and pedestrian / bicycle / other active last-mile transportation entry / collector point. Group Rapid Transit can be installed prior to station re-location, and later changes to accommodate the final inter-modal facility design can be relatively easy, fast and inexpensive. GRT is the best solution for a dense (perhaps 1 mile or less between lines, for under half-mile walking distance), affordable network that can pull as much as half of all trips from street traffic to GRT, and much of the rest to active transportation. Bi-directional, elevated GRT affords close headways and 50 to 65 mph speeds, with no need to stop at intersections. Stations are on sidings, so other coaches do not need to wait for stopped coaches. It is built in a network topology, and it can serve as ribs to a BART or Caltrain spine. It can also serve as a spine over freeway medians and over arterials. It is amenable to autonomous control, and to passengers being guided to coaches going to their destination, or on a route that works for them, in real time, by high-capacity scheduling software similar to that used by Uber. Besides modern, clean construction, riding the GRT and personal active transportation on this elevated system would be a refreshing, liberating experience, bringing the urban forest and the surrounding mountains into people's days in a big way. It would be a far more pleasurable experience than bus, BART, light rail or passenger car. Ultra-light-weight, composite construction of columns and beams for the elevated GRT make it inexpensive and fast to construct. It can be constructed in sections off-site, and the sections can be placed by crane at night, to minimize interruptions of other uses. The construction system used for the GRT guideway can also be used for separate paths for high-speed and low-medium-speed bicycles, pedestrians, and other active transportation such as scooters. They can be on a separate elevated guideway system where GRT is not needed, and they can be located above GRT along its network. The GRT coaches are also ultra-light-weight and very strong, made with a phenolic honeycomb composite system proven on vehicles and offshore race-boats. Google has said it wants GRT from the Mountain View transit center to its campus north of 101. The same technology could connect to its San Jose campus and to Diridon Station, if that is included in the planning for both. Designing the GRT and active transportation network as a system of related projects in which all coaches and guideways are ordered simultaneously will result in very substantial reductions in the cost per mile and per coach. Ideally this would extend to Facebook's Dumbarton Rail Bridge and Corridor project, and other major employers' needs. I expect it would not take too many years for the savings from the shuttle buses they use now, and revenue from other passengers, to pay for the cost of the GRT system. Use moving sidewalks to move people among the Diridon Station's different mode staging areas. Powers Design International, which has tooling for the GRT coaches in storage, also has a moving sidewalk design that may be less expensive than those used in airports.</p>	7/2/2019 4:31 PM
12	<p>I think keeping drop-off locations nearer the station is good. Activating Santa Clara Street is a must and so is aggregating all modes in one location. A plan must be included for the adaptive re-use and relocation of the historic current station; demolition is NOT an option.</p>	7/2/2019 2:04 PM
13	<p>Bus access should be reconsidered, as BART and other future mobility options such as bike lanes will eventually take people into the downtown area. Busses should be electric only. Needs direct access to San Jose Airport. Caltrain and light rail already provide access to neighboring towns so additional busses are not needed at the station. Parking for cars should be limited to encourage other transit options, such as taking an Uber or light rail to and from the station. Parking areas should instead be converted into green spaces.</p>	7/2/2019 11:33 AM
14	<p>Among all 3 layouts, I'd say layout 3 is the best option for a big city. Santa Clara Street seems to be fully utilized which is a major thoroughfare in San Jose. The entrances on both east and west also will give San Jose's grand central station a big city feel. Elevated platforms will allow visitors to see the San Jose skyline with palm trees against the newer buildings popping up all over the city. Can't wait to see this project built!</p>	7/2/2019 11:14 AM
15	<p>Please consider how people biking on San Fernando and Santa Clara Street are able to access the BART and Caltrain stations.</p>	7/2/2019 10:42 AM
16	<p>No.</p>	7/2/2019 9:33 AM
17	<p>When getting off Caltrain, Amtrak, Capitol Corridor, or ACE trains, a passenger should not have to leave the Diridon Station to endure the weather to get to BART; it should be accessed via an underground passageway.</p>	7/2/2019 8:53 AM
18	<p>Appreciate the neighborhood revitalization interests but those should be secondary benefits gained by attractive amenities at the station. The primary drivers for the layout itself should be easy, seamless intermodalism.</p>	7/2/2019 8:45 AM
19	<p>Where? O, Where are the bike lanes?</p>	7/2/2019 8:01 AM

San José Diridon Station Area Concept Plan Feedback

20	Too much parking for single occupancy vehicles, (unless more dedicated space for EV charging) No SJC connector improvements evident (this is a major International airport without ANY simple connection ton for travelers. Shuttles largely used by transit employees. #10 route a disincentive for air travelers to use. Options 2 and 3 call for way too much concrete to be poured.	7/2/2019 7:09 AM
21	Concepts appear to not contemplate a subway connection from SJC to station. Survey doesn't explain if plans have been reset since HSR is no longer an active project. The preference for "more trails in station area" didn't make sense since Los Gatos Creek Trail is a well defined resource and not scalable.	7/2/2019 4:36 AM
22	Nothing I haven't said above about the overall layout. Caltrain platforms should have more seating besides blue benches in the 'boarding assistance' boxes for disabled passengers.	7/2/2019 12:58 AM
23	Prioritize ease of transfer between modes	7/2/2019 12:20 AM
24	It is not clear how the vertical transfer in Layout 2 is more complicated than Layout 3 from the drawing. The flyover for taxis in Layout 3 is unclear, the taxis need to plan to get on a ramp far far away on Julian street? Why put the taxis closest to the rail? It's also not clear why Layout 3 would have a strong visual presence beyond it's oblique design, the facade looking from the street is independent of whether the building is oblique or rectangular.	7/1/2019 11:37 PM
25	I would like to see a layout that supports bulk bicycle storage and check in/out, similar to bike storage facilities found at Dutch train stations. This would allow a person to leave their bike at the station and rent a bike (theoretically) at their destination, thus freeing up space on the trains for more transit riders.	7/1/2019 10:05 PM
26	I like the focus near the station for peds/bikes. Car users should be able to be dropped off - but doesn't have to be next to the station.	7/1/2019 7:57 PM
27	Layout 2: looks awkward, how will people recognize the hub without a landmark?	7/1/2019 7:22 PM
28	What are estimated walk times? Particularly, HSR, Capital Corridor to/from BART or company shuttles. How does this tie in with the Santa Clara station connection? Perhaps that relieves this as a transfer between BART and Caltrain. What are forecasts of likely use as a transfer point to another transit choice as opposed to this station being the final destination? This would be useful information to have meaningful comment. I read the memo, but I still don't see good backing for calling something trade-off/challenge, though some I believe I understand.	7/1/2019 7:14 PM
29	The concept of a "station building" or of A (ONE, SINGULAR) "concourse" it totally fucking insane. Trains stations are 1300 foot long objects. HUMAN BEINGS DO NOT NEED TO BE FUNNELED THROUGH "THE" "THE" concourse of "THE" "great hall" or "THE" "civic self-promotion we're a real city just like San Francisco grand archway" or whatever bullshit. Tracks go in the air, just enough to allow *buses* and people to proceed easily from one side of the *POROUS* site to the other. Large numbers of stairs and escalators provide access *directly* from the streets to the platforms. Nobody wants to and nobody needs to detour through a "concourse" or a "grand hall" -- this isn't 1890. Trains stop. People get on and off the train through doors that are evenly distributed over 400 yards. They filter up and down to the street level, and go about their business. Checked luggage? What the hell is this? The 19th century? You people need to visit REAL, FUNCTIONAL passenger transportation facilities, especially in Central Europe and stop modeling a disastrous useless expensive "future" on NY Penn Station or some other hellhole of inaccessibility and inconvenience. The idea that human beings need to walk half the length of the train (and potentially back) so that they can be coralled through a Festive Dramatic Sense of Arrival Civic Enrichment Grand Diridon chokepoint is *100% INSANE*. Everything wrong with all of this proceeds from this totally wrong assumption. You need stairs and escalators and elevators. You need ticket machines. You need the buses and taxis (not illegal uninsured destructive TNC scum) to be *RIGHT UNDERNEATH* or *DIRECTLY ADJACENT* to the vertical access points to the platforms. You need good signage. That's it. Done. You need to GET RID OF OBSTACLES, not erect them -- at a cost of billions. There isn't "a" concourse. There isn't "a" "station building" (What purpose does *any* "station building" serve? Coal deliveries? Railway Parcel Dispatch? Re-enacting movies from the 1930s?) There are trains above streets, and there are really good ways and simple and fast ways to get from the trains to the streets and GET WHERE YOU'RE GOING. ALL of the plans are fundamentally wrong. Are you using the total fucking disaster of the SF Transbay Terminal (which appears based on the worst of NY Penn) as your guide or something? It's hard to do worse than that, but you're trying so very very very hard. Get out of the USA or London and *LOOK AROUND*.	7/1/2019 6:53 PM
30	No.	7/1/2019 5:40 PM

San José Diridon Station Area Concept Plan Feedback

31	Overall, I'd like to see greater emphasis placed on straightening out and speeding up the VTA light rail alignment through here. If the light rail tracks, platform(s) and potentially tunnel are going to be reconstructed as a part of this project, we might as well leverage the opportunity to straighten out and speed up the line. And we should especially avoid adding more curves to the light rail alignment, as the second option seems to do.	7/1/2019 5:40 PM
32	Highest priority on easy and quick access between heavy rail, light rail, and bart. Car Parking should be further away from Santa Clara St than current layout. A visually distinctive central station, with lots of grassy area in front	7/1/2019 5:07 PM
33	Maybe elevating the tracks by half, sinking the great hall and cross streets by half is a cheaper option.	7/1/2019 4:49 PM
34	Engineering should be kept as simple and cheap as possible, prioritizing functional service and customer experience over flashy architecture.	7/1/2019 4:39 PM
35	See above. Ease of general access, and critically between modes are the overriding criteria. This means pedestrian access from all directions, convenient and WELL signed bus bays. This station needs to be able to sponge up crowds from the arena as well as redistribute riders from all of the modes.	7/1/2019 4:29 PM
36	The layouts are sized for a short sighted future. Think 100 years from now.	7/1/2019 4:28 PM
37	The more integration, the better, like all big cities. Potentially better than San Francisco's.	7/1/2019 4:01 PM
38	Layout #2 should be the r preferred alternative. Expanded Station building as close to Santa Clara as possible.	7/1/2019 3:50 PM
39	Transfers that are shorter and easier will encourage true mode shift. Essential that fare integration and schedule integration work to improve throughput. (Understand this in not so much in scope but still should be identified as a key success factor.)	7/1/2019 3:34 PM
40	All of these need to envision a much more open station with multiple access points to the platforms from Santa Clara AND San Fernando. Most bus lines should run past the station on Santa Clara with curbside loading and minimal on-site platforms. Such platforms should be for intercity buses and should be as close the platform access as possible. BART should shift to be completely below the platforms to minimize transfer distances. Same for VTA light rail.	7/1/2019 3:29 PM
41	Layout 1: terrible idea, leaving the platforms at grade. Layout 2: I do not think it is desirable that light rail would use 280 as a route (at least I hope not), so do not see the value of this in layout 2. Seems impractical to trade off easier Bart and Bus transfers. Also, impacts the neighborhood negatively without offering benefits like Layout 3 does in fostering street life. Layout 3 is the best one.	7/1/2019 3:18 PM
42	Prioritize transfer timings/speed.	7/1/2019 3:17 PM
43	In any case, I hope that the SP station will be maintained, either as part of the new station or for other purposes. It would make a nice San Jose History Museum!	7/1/2019 3:06 PM
44	Don't like preference for shuttles, intercity buses. Hope that moving walkways are part of plan where buses, parking is at a distance.	7/1/2019 2:41 PM
45	One thing that I always wanted to see in San Jose is the old trains running through downtown. The light rail will never be the number one choice fro transportation, especially through down town, I would love to see some old trollies and street cars running through the downtown area. Make riding trains cool again! This might be a request for VTA but worth bringing up when given the opportunity. thanks, Ryan Devincenzi Melander	7/1/2019 2:12 PM
46	Layout 3 seems to be the best in my opinion. It may be costly, but now is the time to make big city changes and build a city that gives off beautiful character. We need to strongly incorporate the long standing characteristics of San Jose. Keeping the original style of the Diridon Station by also adding palm trees, which are common among corridors throughout major city streets in San Jose. San Francisco and Los Angeles have done this and the cities are both looking beautiful now.	7/1/2019 1:49 PM
47	Do not want impact on Cahill neighborhood. Do not want increased traffic on Santa Clara. Do not want to separate The Alameda from Downtown.	7/1/2019 1:23 PM
48	Please keep the historic depot station.	7/1/2019 11:59 AM
49	I think the station should be iconic. I believe in Google making a skyscraper above the whole place.	7/1/2019 10:18 AM

San José Diridon Station Area Concept Plan Feedback

50	Options 2 and 3 would turn Santa Clara street and San Fernando into tunnels, which would require policing to remain safe.	7/1/2019 10:09 AM
51	Don't like the flyover for access to TNC's/intercity buses from layout 3. I don't think the investment is justified and while I can see the ramp connecting to Julian Street, I'm unsure of where it would connect in the south and why it's justified, as well as to what benefits it would actually bring to circulation. Any additional space that can be found in that elevated ROW should be for heavy rail and more platforms rather than for cars/buses.	7/1/2019 9:46 AM
52	This has a potential to integrate public art into the plan, on both sides, Santa Clara and st. Fernando.	7/1/2019 9:22 AM
53	I wish it was possible to not make cost a factor. This station will live on for decades, we want it to be a source of pride for the City. We should invest everything it takes to do it right.	7/1/2019 8:04 AM
54	This is a chance to create a transportation hub that will add to San Jose's identity for years to come. Make the entrance iconic. Have lots of people gathering places, and try not to have other drop offs a mile away so it's a hassle getting there through public transportation. Make local people want to use it and not dread having to go there.	7/1/2019 7:53 AM
55	Save any historic buildings	7/1/2019 7:16 AM
56	3	7/1/2019 2:39 AM
57	Get rid of surface parking, add tons of pedestrian retail fronting on all of these streets. All of these designs move the station around and assume SAP will always be where it is. Stadiums in other cities have moved. SAP could too. The station is longer lasting than the stadium. Don't make choices around SAP or its parking.	7/1/2019 1:13 AM
58	Would be better if layout 2 had ride share/car drop off on flyover to bring car riders closer to the station.	6/30/2019 11:04 PM
59	ELIMINATE connection to rail tracks north of Julian Street into downtown. Those are not needed for citizens or public transit -- only serves corporate trains which torture residents.	6/30/2019 10:34 PM
60	Why aren't we showing bike parking on these maps and pedestrian areas?	6/30/2019 8:46 PM
61	Please please please make it bike-friendly, as in, someone can bike up without risking their life by crossing a heavy-traffic lane full of distracted Uber drivers on their phones.	6/30/2019 6:25 PM
62	Property impacts displacing lots of people.	6/30/2019 5:45 PM
63	Layout 1 seems to be the most affordable and provides equal access to the community whilst also encouraging a developing neighborhood near the station	6/30/2019 5:43 PM
64	The most beautiful stations in the world have below grade, walking, transitions and do not force passengers, many of who are schlepping luggage, up elevators or escalators. For passengers needing assistance, as I did when traveling with an elderly relative, there are carts. We were driven in Chicago and NYC.	6/30/2019 4:34 PM
65	Preserve the existing Diridon building! Supplement it as required, and yes a "destination" is nice, but so is some open space, and the ability to easily walk through the area to reach various transportation. Nothing is easier to walk through (especially in our climate) than open space. So much better than corridors (mazes) full of loud "shopping"!	6/30/2019 3:53 PM
66	Where are bike lanes? Where is Caltrain parking and can it be expanded? Where do Bart and Caltrain connect (light rail is clear)	6/30/2019 2:50 PM
67	#2 is my least favorite	6/30/2019 2:29 PM
68	I think having the station front Santa Clara St across from SAP Center is best idea. I like the idea of all modes being centrally accessible as well.	6/30/2019 1:31 PM
69	I think the top priority should be building a station that gives San Jose not just a smart-city transit layout, but also an integrated hyper-urban and alluring station area that is geared towards attractive street life and pedestrian interest. Architecture, beauty, and an iconic and classic design that will still be attractive and appreciated in 100+ years is something San Jose so desperately needs.	6/30/2019 1:29 PM
70	My office is at 1 Almaden BLVD. I live in Almaden. Would love to have easy transit options from Almaden to Diridon/Santa Clara Street including but not limited to improving the bike route from Almaden to downtown. The 87 bike way is trashed out with homeless people, plus it is not continuous and is confusing. I did it once but not again. Feels unsafe.	6/30/2019 1:28 PM

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71	Make space for a full bar and maybe restaurant in the station.	6/30/2019 12:45 PM
72	Really, these visuals are hard to read I'd like better graphics.	6/30/2019 12:41 PM
73	Do what's best for the city. It's going to be crazy for a while, but we should focus on long term quality.	6/30/2019 11:55 AM
74	Preserve Cahill Diridon station by building glass building over it (like an Apple store). Use it as waiting room and ticket sales. Have massive iconic spiral ramp corkscrew that lets folks walk up to trains and down underground to buses and Bart. Keep lightrail at surface and smooth out gentle track curve to create postcard photo of station, corkscrew ramp and massive train deck wall with decorative pattern, San Jose logo and greenery.	6/30/2019 11:41 AM
75	after reviewing, option 3 is a clear benefit to the community and users. i'm not sure the others should even be considered now that I see this one.	6/30/2019 11:38 AM
76	I don't see any of these layouts specifically stating keeping the historic part of this. My suggestions is to build around it - I believe there is a building to the left of the terminal that could be used as a museum. Make this a destination for kids and families to see and remember the history of the railroad and everything that has come after it. The historic station may not be Grand Central Station, but it was important. As I travel around the world, it is the history of the city that pulls me close and creates a connection. We have lost so much of ours. We had better not lose this. Keep the historic station. Build an interactive museum that will become a destination. Make easy access for bike, scooters, cars, bus lines, BART, etc. Keep the modern up and over the old,	6/30/2019 11:35 AM
77	All 3 layouts still devote a ridiculous amount of land for parking private cars. Car parking or car dropoff points should take the lowest priority after buses, larger sidewalks, and protected bike lanes.	6/30/2019 11:18 AM
78	#1 is my favorite, close drop off and least expensive and quickest option	6/30/2019 10:58 AM
79	No	6/30/2019 10:50 AM
80	2 and 3 are best because no subway under tracks	6/30/2019 9:33 AM
81	more entrances to other side of rails.	6/30/2019 12:11 AM
82	Good benefit is easy to locate and find parking	6/29/2019 7:38 PM
83	As a commuter, events like concerts or a Sharks game add congestion to our transfer points. The planners seem to take this as lively, but it's not so fun for us. As a bicyclist, these plans are confusing. It's very hard to tell what impact the Light Rail will have on our ability to get to the station. The other thing I am not sure if the plans cover is that in the winter, if you miss your train, it's UNPLEASANT. The stations are cold and windy (if not damp) with nowhere to sit. They seem to assume no one ever waits in the stations long in iffy weather. Try sitting on concrete in 50 degree weather when the system is shut down. You will figure out the issue.	6/29/2019 7:26 PM
84	Build 1 or 3. Evaluate if something similiar to 3 can be done at grade. Station concourse itself need not be massive. Do not build 2 and especially the 280/87 approach, it's a massive waste of taxpayer funds for minimal benefit.	6/29/2019 6:33 PM
85	In my view, a transit station should serve transportation needs only, and there is no need to build for street life or any form of public gathering, especially when such construction negatively impacts the surrounding neighborhoods and increases cost.	6/29/2019 3:05 PM
86	Level the damn thing, move all the parking three to four blocks away, have bus and light rail take the same priority as BART with dedicated entrance and exit. Move enterances two blocks away, provide ample services inside the station not retail but transit related from currency exchange to what is at the airport..heck put immigration help in there along with a police and medical popup clinic ...	6/29/2019 2:14 PM
87	I like the Millbrae station because it's easy to come out and find the right shuttle to get on with having to cross a lot of tracks or wade through traffic.	6/28/2019 10:32 PM
88	I want our station to be iconic but quickly switch between other modes of transportation.	6/28/2019 6:31 PM

San José Diridon Station Area Concept Plan Feedback

89	Yes, I think the Santa Clara option is best, but with modified bus stop locations. One thing I have seen at Umeda station in Osaka (yellow north south road through station area on google maps) is a design where the bus spaces are quite literally under the tracks themselves, along a perpendicular street. For example, along the edges of Santa Clara street passing through the station area. This would have very positive effects on transfers. Almere Centrum, NL also has a design where the local buses stop immediately under the tracks, moreso in a classic bus terminal facility. The need for an actual terminal for local buses is questionable since after all the planned bus changes only the 68 will need to terminate.	6/28/2019 10:28 AM
90	Layout 3 looks the best and looks most pedestrian friendly and (really with the times) but I can see how it would be really costly and not feasible to build which would then delay the timeline even more	6/28/2019 9:41 AM
91	I like plan #3 the best and think it would serve the needs of many different members of the community rather than focusing on or prioritizing one type of transit.	6/27/2019 11:37 PM
92	Major problem with all new options: Why can't we keep the historical structure? Layout 2 is horrible. It is too close to a major thoroughfare and will interfere with SAP events.	6/27/2019 5:11 PM
93	Incorporate disabled people in the design process. Reach out to KPFA's 94.1 "Pushing Limits" and seek input from disability justice folk who are great problem solvers because they face and navigate through obstacles in public transportation all the time.	6/27/2019 1:57 PM
94	1) Think 2060, 2080, 2100. This is the west coast hub for the rest of this century. 2) Start with people flow... 1000s/min... -- rail first... from Peninsula, East Bay, Central Valley, south counties to the above and all local including the airport. -- size and spec them based on the relative possible peak volume from-to-through the hub. -- other modes next... prioritize and design capacity flow and connectio -- do all this in the shortest, simplest, efficient, intuitive manor possible. -- model, test, improve this for the highest capacity and efficiency possible -- make it work. this will be the engine. make it run smooth. -- humans are the fuel. make it run efficient. make it last. THEN put this on the wall. Plan around it. LIKE the processor and chips in you phone; the more humans that can seamlessly flow through this space /sec, the more it will be used. The more productive it will be. The longer it will last. David Dearborn	6/27/2019 1:25 PM
95	Do not slow down the rapid bus lines on Santa Clara street. They already suck and need lots of help to speed up.	6/27/2019 1:04 PM
96	Its not apparent why Design 3 allows for a stronger visual presence	6/27/2019 12:29 PM
97	I would like to see this done in a cost effective manner!	6/27/2019 12:13 PM
98	It really depends on other things such easements and track layouts most important is just to start fresh and knock down existing station	6/26/2019 10:59 PM
99	Layout 2 is by far the most ideal for transfers. Would be even better if we could build more of the rail underground (stacked on top of each other)	6/26/2019 6:10 PM
100	Transit only works well if it is well integrated. Try to prioritize connections with buses, BART, etc and the ability for people to get between them over inefficient cars in the area surrounding the station.	6/26/2019 5:18 PM
101	Is there a 4th option? Which one will have the best opportunity to create a grand looking station? That's what we/San Jose needs!	6/26/2019 4:18 PM
102	no	6/26/2019 3:59 PM
103	I favor vehicle drop-off being placed further away from platforms. Also, we need ample, secure, affordable at-station bicycle parking.	6/26/2019 1:45 PM
104	To keep costs down all layouts should use the existing Gardner alignment connecting to Tamien to the south. The Gardner-appeasing viaduct is ridiculous "overbuild" (gold-plating), especially since the existing at-grade Gardner alignment will still have plenty of trains and freight and can *easily* be widened to 4 tracks with relatively minimal impacts and costs with some mitigations (such as vine-encrusted sound walls) for the neighborhood. Since all passenger trains can easily handle grades well in excess of 1%, such steeper grades should be used/exploited for the non-UP-owned/controlled track wherever possible or desirable for added design flexibility and to reduce ramping distances and costs.	6/26/2019 1:18 PM
105	Without spending a lot of time researching proposed plans, it's difficult to visualize. 3D renderings or videos would help.	6/26/2019 1:14 PM

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106	I would love to see a large beautiful train station like so many cities have. It could contain restaurants and services for travelers. And just be a nice place to be. Not just a place you pass through to get to your train.	6/26/2019 9:43 AM
107	Why not move the Bart line to San Fernando to better co-locate with the existing Diridon facilities in Layout #1?	6/26/2019 8:45 AM
108	Preserve some of historic current station.	6/26/2019 8:32 AM
109	You all seriously need to take existing vehicular traffic and parking in to consideration. There is not enough parking to support the station's existing users and traffic is awful, especially during evening rush hour. It will be a seriously missed opportunity if you do not consider both of these issues when designing the new station. As a daily Caltrain commuter, I am filled with apprehension after seeing these designs. It will likely take me longer to complete the last mile and a half of my commute from the station to my home than it will take me to get from the peninsula to San Jose on the train. If you do not address traffic, San Jose will end up being a gridlock nightmare like San Francisco.	6/26/2019 8:10 AM
110	Too complex for a lay person to understand.	6/25/2019 7:48 PM
111	None of the layouts improve parking. It would be great to support electric vehicle charging and parking to help the environment.	6/25/2019 6:23 PM
112	All need to reinforce utility from Downton SJ to the station!	6/25/2019 6:17 PM
113	Join the concepts of 2 and 3.	6/25/2019 5:16 PM
114	Please avoid adding more congestion to Julian / Stockton. We have had too much growth too fast (and our permitted parking for Garden/Alameda residents is NEVER enforced) so I have to fight to park my own car near my own house at this point. I can't imagine what more traffic will do in the future	6/25/2019 4:58 PM
115	Don't know why can't just improve access to tracks and build a huge parking garage on top of where the existing parking is	6/25/2019 4:24 PM
116	No	6/25/2019 4:07 PM
117	All three are great plans. I think one of the biggest barriers to more people taking public transit is the first-mile/last-mile problem, so I think easy connections to VTA bus and light rail are important.	6/25/2019 3:53 PM
118	Bart shouldn't take priority over Caltrain and VTA buses. The current station takes 3-5 minutes to walk between trains and Cahill St, so, any improvements to reduce the amount of time it takes to transfer from Caltrain to VTA would be the best option!	6/25/2019 3:50 PM
119	Options 2 and 3 could be done without elevating the heavy rail tracks/platforms, saving significant money. Moving light rail a few dozen feet is a waste of money. The existing RoW is fine. The BART station should be positioned so that the west end is just at the heavy rail station, letting the east end of the BART station be as close as possible to downtown.	6/25/2019 3:35 PM
120	The lack of parking and increase of homeless/transients need to be addressed.	6/25/2019 3:09 PM
121	option 2 is vastly inferior for pedestrian traffic from anywhere other than downtown San Jose (E Santa Clara St) and would interfere with open space near SAP Center. 3 is the best option, but 1 is likely more cost-effective and has similar benefits.	6/25/2019 3:07 PM
122	Not clear that layouts 2-3 are any closer to BART, given the additional vertical travel.	6/25/2019 12:19 PM
123	The property impacts of the different layouts should be weighted heavily. Reduced developable land around the station will reduce the ability to make the entire Station Area a walkable, mixed-use urban area. It's important to think about how the different layouts would impact the location of housing near the station. Integrating housing, commercial, and offices spaces right out of the station will be key to creating vibrancy, or else the neighborhood will just remain a pass-through to the downtown.	6/25/2019 10:16 AM
124	For each layout, could you please provide the public with a matrix showing the platform-to-platform transfer distances and walking times for people with disabilities? For example, for layout 1: BART to light rail - 1,300 feet - 10 minutes For example, for layout 2: BART to light rail - 450 feet - 3 minutes	6/24/2019 10:27 PM

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125	I'd like to see public space and natural area included in the layouts. I want a sense of how a human would experience the place within the context of the various adjacencies. I have traveled through enough multimodal stations to know that human scale experience NEEDS to be considered now. Able bodied people can walk a block to make a connection. Providing support for those less able is critical and offers a different perspective on design considerations. As people wait for connections having a pleasant, safe space to linger in is important. I don't want to see busy busses backed up to busy trains with people hurtling between with no sky and/or art and/or nature.	6/24/2019 10:11 PM
126	Easy access to the station, easy connections between transportation modes, and accommodating gathering spaces / street life are the factors that I would prioritize.	6/24/2019 9:36 PM
127	Love #2. Shortest connection between all rail modes, and everything close to Santa Clara street and SAP	6/24/2019 5:23 PM
128	If the elevated platforms can be done in an elegant way that doesn't create dark, ominous underpasses, excessive noise, and a big ugly mass in the sky (I'm optimistic), then I strongly prefer that route. In the long-run, when there are thousands of pedestrians moving around this area, we want to preserve east-west connectivity and not create a massive barrier between two vibrant neighborhoods. As someone who bikes a lot, I'd much prefer to stay at-grade than go down into a tunnel to cross the tracks. I also think the proximity of BART and heavy rail platforms will be important in simplifying people's routes of travel — I think BART-Caltrain (and vice-versa) is a transfer that will be made often.	6/24/2019 3:50 PM
129	Layout 2 is the most promising.	6/24/2019 3:26 PM
130	It's really hard for me to judge motor vehicle traffic flow from the layouts. I want to say I like Layout 1 for convenience between modes of transportation but I can't tell where cars and busses would be driving. I'm generally on a bike.	6/24/2019 3:04 PM
131	Where is the airport shuttle?	6/24/2019 3:03 PM
132	People are lazy, so you should try to keep all walking transfers as short as possible. If a transfer from BART to CalTrain or Bus is part of an everyday commute, then 2 blocks is way too far.	6/24/2019 2:47 PM
133	Use the less expensive option and use savings to upgrade building and grounds and encouraging bike and ped use	6/24/2019 2:44 PM
134	Neither layout 2 or 3 are absolutely perfect, but aspects of both combined into a new layout could be best. From Layout 2: Keeping the station closer to Santa Clara street will concentrate car traffic, and decrease car traffic into the Diridon neighborhood area, which is part of the goal of creating a more pedestrian-friendly urban center. Additionally, the station will anchor a corner of the neighborhood with a dominant structure that is accompanied by the SAP Center across the street. This will serve as an impressive "gateway" visual for travelers on Santa Clara Street. Having services on one end of the neighborhood will provide clearer space to the south for development. Buses, though a vital link to other parts of San Jose, aren't as a key goal as encouraging the use of VTA Lightrail, BART, and Caltrain/HSR. People who take the bus to the station would walk the last hundred yards, but that's not much different from the lengths people sometimes have to walk at larger airports. Perhaps curb space for pick-up/drop-off can be in a concentrated large area similar to the space for buses, rather than distributed along a street. From Layout 3: Bringing the drop-off/pick-up zones nearer to the station is ideal. But the space for buses is extreme and not ideal to have the zones at grade with the train tracks. Have travelers be dropped off and funnel them through the station to the tracks. It will give them a sense of forward progress with milestones of curb-station-track as well as opportunities for the city to shine in more of their experience via the station.	6/24/2019 1:38 PM
135	Option 1 has far too much space dedicated to VTA bus layout. Compact the bus zone. Option 3 gives critical potential mixed-use space across the street from SAP center to more parking lot. That's not the purpose of this redevelopment.	6/24/2019 12:37 PM
136	Should Absolutely keep the Historic building intact.	6/24/2019 12:27 PM
137	this is a once in a lifetime opportunity, please spend the money on design and ease for the passengers. This will likely be a symbol for SJ for generations to come. INVEST IN IT so that we the residents can be PROUD of it and OWN it!	6/23/2019 10:06 PM

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138	<p>* I don't like the width of the tracks in these illustrations: it will require moving or demolishing the historic Diridon Station. Instead, double-deck the tracks: freight at ground level, passengers above, allowing the station to be ~5 tracks wide rather than 10. Idea: slightly depress the freight lines, and have Station and also San Fernando St. pass between the lower freight and the upper passenger levels. * It's critical that the electrified passenger line (and future HSR) go the 87/280 alignment: otherwise, the planned increased service and track paralleling and aligning would destroy the historic Gardner/North Willow Glen neighborhoods, and also would greatly inconvenience the new high-density housing along Auzerais. * Keep the historic Train Station. It can be modified and adapted into a larger station construct: see the main station in Oslo Norway. Diridon could be gutted and transformed into an entrance chamber w/ restrooms. More local (but smaller) examples: the Arched McDonalds on Old Almaden at Curtner (the original building is now just seating and an entrance), or the Willow St. Pizza on Willow at Lincoln (where the new "WG Square" complex surrounds the historic building without diminishing it). * Improve trail connections! Complete the Los Gatos Crk Trail and make convenient access from trail to station. Provide >safe< bike parking, and convenient access for bikes on train/BART/VTA. * Connection to SJC airport! Important both for train users to get to airport, and airport users to get to BART and VTA, but also for rental car and long-term parking: share the lots rather than wasting valuable real estate duplicating those functions here.</p>	6/23/2019 12:33 PM
139	<p>Worried about the communities it could disrupt in layouts 2 and 3.</p>	6/22/2019 8:05 PM
140	<p>Rail connections and pedestrian experience come first! Think about the customers, not cars. No wasted, unactivated spaces. Space below tracks should be utilized. Station should take advantage of San Jose sunshine with lots of daylight at station tracks. Make a great impression on visitors and riders!!!!!!</p>	6/22/2019 8:02 PM
141	<p>Do not go cheap. Do it right the first time. It may not be able to be fixed later</p>	6/22/2019 5:00 PM
142	<p>They all need A LOT more parking to accommodate the changes. Without the addition of a parking garage, adding new transit options is going to be an unmitigated disaster. I live on the East Side and commute to work via Caltrain. The only practical way for me to get to the station from where I live is by car, and as it is the parking is nearly gone before 7am. Bike is too far, bus takes far too long, lightrail doesn't stop even remotely close to my house, and I'm far from the only one in that situation. Until the Eastridge lightrail extension is built, I have no choice but to drive, and San Jose needs to realize that we need to PARK before we can park and ride, which means more parking structures. Diridon needs to have a multi-story parking structure to accommodate all of this transit AND Google.</p>	6/22/2019 12:14 AM
143	<p>PLEASE provide a lot of car parking.</p>	6/21/2019 4:48 PM
144	<p>Not sure that elevating the tracks will connect the sides better as there will still be a tunnel to walk through. The freeway (87) still acts as a barrier even though it is elevated. Santa Clara location would still work well even if the tracks were at grade and the station was underneath. A slightly recessed west entrance could provide a wide underpass to replace the existing narrow sidewalks on Santa Clara St. and provide direct access to the Caltrain platforms and deep BART station from the west. Adjacent industrial properties on the west side could be acquired to provide drop-off and taxi/TNC access via Stockton St/ White st. If there is to be a phased implementation approach, please consider carefully how well the intermediate plans will work as we may be stuck with them much longer than anticipated, For an at grade Santa Clara station, an early solution could be to extend platforms 1-5 north to Santa Clara St., maybe while widening the existing rail bridge, to allow access from new station below. All 3 concepts include 10 platforms which seems excessive and drives expensive infrastructure decisions like moving the LRT line which is fine where it is already. We should question the need for so many platforms and identify less expensive options with fewer platforms as near term solutions.</p>	6/21/2019 3:08 PM
145	<p>I'm interested in knowing what happens beyond the station in terms of improving the neighborhood and providing a social and commercial space. I'm also more interested in 2 and 3 because lifting the station seems to provide a great deal of space underneath that could later be used for other purposes.</p>	6/21/2019 3:08 PM
146	<p>I really appreciate all of the detail presented, both visual and written, to help me better understand each of the options and the process the team has gone through to this point. I will share this info with my nephew, his family and others I know who will live to see its completion.</p>	6/21/2019 3:02 PM
147	<p>A combination of Layout 2 and Layout 3 may result in the best/most viable option because the two Layout 3 allows for a VTA bus terminal close to the station hall; however, it includes an expensive bus and taxi overpass. Layout 2 is very rail friendly (BART and light rail) and would maximize the amount of people using the station; however, it is harder to access road solutions.</p>	6/21/2019 11:48 AM

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148	Moving pick up and drop off farther away from the station would disadvantage people with limited mobility	6/21/2019 9:25 AM
149	more trails to the station will be nice and maybe a bike locker	6/21/2019 8:25 AM
150	above ground, high platforms, multi-levels	6/21/2019 7:52 AM
151	Build the BART station in such a way where tracks could wye off south to go under San Carlos Street, and build the Caltrain tracks such that future service to Los Gatos (or Santa Cruz via a rebuilt SPCR tracks) is plausible. The latter requires keeping a switch to the existing freight spur, and is only present in option #1.	6/20/2019 9:51 PM
152	What about using all that vacant land in front of the station that's just parking right now?	6/20/2019 9:26 AM
153	Generally, the layout should foster urban activity (walking, biking) and not have very large drop off areas or parking lots. This will allow Diridon to become a central hub in San Jose	6/19/2019 7:57 PM
154	To encourage transit use and make the station building more human scale, consider secondary entrances to the heavy rail platforms that don't require access through the train hall. An example is Copenhagen's main train station which has a main station building and simple secondary access from a street immediately south of the station building: https://goo.gl/maps/jJfpPHEDk73fF6cy6 Please don't let abstract "security concerns" dismiss this idea— most Caltrain, Capitol Corridor, and ACE stations are simple, but functional stations that have multiple entrances and few security barriers. Tickets are all proof of payment, so fare gate issues are not relevant.	6/19/2019 7:51 PM
155	Just get the cars out of the area. The parking lots are terrible Make it green, and easy to walk, bike, and lively 24 hours/day.	6/19/2019 7:47 PM
156	do all of these plans include demolition of the existing station? i think that's a terrible idea in light of the other major that tech companies are bringing to this neighborhood- other u.s. cities who are responding more conscientiously to upheavals like this are refurbishing their historical buildings and incorporating them into new designs. but i guess none of us who live on san fernando st. will have houses to live in here by then anyway. please don't destroy diridon station.	6/19/2019 7:45 PM
157	Why is the light rail access moved so far in all layouts? I use the light rail to access Santa Clara street businesses as well as catching my Caltrain, and the worst part of it is that when the vta runs a little behind, I have to run from the VTA stop, under the underpass, and then up the stairs to try and catch my caltrain. Moving the VTA platforms even further away from the trains is wild; you're making it more convenient for Google HQ and not existing commuters.	6/19/2019 5:39 PM
158	People are far far far more likely to transfer from heavy rail to light rail and bus, and from BART to light rail and bus, so please prioritize those connections, not BART to heavy rail.	6/19/2019 5:20 PM
159	The options with elevated platforms will make the local area for residents and pedestrians very much worse. I hope neither of these options are selected.	6/19/2019 5:15 PM
160	i think there's a 4th possible layout that combines the best aspects of 2 and 3 that should ultimately be selected. while rail transfers need to be as seamless as possible, the station should be a destination station importing commuters rather than sending them elsewhere. bus transfers should be a secondary priority and don't need to take up prime real estate in the station area. parking should be the least of the worries. if people want to drive to the station, they should be prepared for a walk. you'd never see bart building a parking garage on market street in san francisco, right? also, shift those heavy rail platforms further south. passengers tend to get on the train at the nearest point to the station hall regardless of where the station hall is in relation to the platforms. smarter passengers won't mind to walk the extra distance on the platform while the newbies cram into one car. this solution looks like it would save considerable cost as well.	6/19/2019 4:14 PM
161	Everything should be built with future personal transportation in mind (bikes, scooters, etc) not cars. Proximity and visibility from the downtown perspective matters a lot, perspective from the west does not matter at all.	6/19/2019 4:12 PM
162	This is an opportunity for San Jose to have an iconic center for traveling and meeting. We have the opportunity to help people and house them. Also, adding green spaces that are open to the public would be a very refreshing change to all the concrete and steel. Good luck.	6/19/2019 3:54 PM
163	Please consider noise pollution as a factor to those of us living near the station. Ways to mitigate this structurally are very much appreciated from afar, and also for those commuting daily, feels less hectic when it isn't so loud!	6/19/2019 3:03 PM

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164	I want to make it strongly clear that the historic station building should be saved to the fullest extent possible. It's been explained that there is an intent to widen the track area (number of platforms) through this area, and expanding to the west would be more difficult due to proximity of residential buildings—so expanding east would be easier to do, but that would mean demolishing the existing station building. If the track expansion is unavoidable, the building itself could be moved, or the facade could be saved and integrated into a new building. Please do whatever is possible to save this historically designated and registered (https://npgallery.nps.gov/AssetDetail/NRIS/93000274) building.	6/19/2019 2:54 PM
165	Keep it simple	6/19/2019 2:48 PM
166	test	6/19/2019 12:45 PM
167	Layout 1 or 3 are best. Layout 2 is an absolute mess please do not do this one, consider the safety of those of us who walk to the station	6/19/2019 11:21 AM
168	Property impacts of layouts 2 and 3 are significant concerns. If those could be minimized, I would greatly prefer elevated platforms to eliminate safety concerns related to trains crossing at grade.	6/19/2019 10:59 AM
169	The most important features are raised platforms at the station, raised tracks south of station to allow grade separated crossings, 280/87 elevated viaduct to get as many trains as possible out of Gardner neighborhood, entrances to the station from both east and west, intuitive pathways to transfer between modes. Option 2 is best and Option 3 is a close second. Option 1 is not acceptable.	6/18/2019 4:17 PM
170	As long as there is an entrance on The Alameda side I can live with just about anything.	6/18/2019 3:12 PM
171	These don't show how passengers get to and from the station from their drop off and pick up points. Will there be shuttles, covered walking areas, escalators, elevators? How long will it take to get to station from these points? Will station have enough seating for wait time between transfers? Will there be ease of movement between transfer sites? This is a transportation site, social events here would hamper movement between transfer sites.	6/18/2019 10:05 AM
172	Which of these concepts is expected to provide the best experience for transit riders?	6/17/2019 5:00 PM
173	I live near Diridon Station and train noise is a very big problem. I would like to the the heavy rail tracks enclosed within the new station, especially if the tracks are to be elevated.	6/17/2019 2:45 PM
174	There are new large housing developments being built between Auzerais and San Carlos, in addition to the developments already there. Creating housing near transit is a good thing but Auzerais is the only way in and out to some of these developments. If the gates for rail traffic are down for long periods of the day because of the 100's of trains that potentially will be coming through, then the auto traffic on Auzerais and the neighborhoods will be severely impacted. Please do the right thing and build the viaduct.	6/17/2019 2:11 PM
175	layout 2 is better way but fix some thing sound wall on bridge or light rail should two track like turn left to south but why not add turn right to north like south go to campbell and north go to santa clara also el camino real to p.a. or stop at street which one i guess that would get help more room than bus is problem on el camino real rail is fast time than bus route is take long min what do you think rail need add track for right turn to north... that is all	6/17/2019 12:05 PM
176	No	6/17/2019 9:19 AM
177	Needs to connect to the airport. Needs a European/shopping style aspect/aesthetic.	6/17/2019 8:31 AM
178	Yes. The City's community process should focus on the types of questions you asked in the beginning of this survey not on technical decisions that are most appropriately made by urban designers and the City's planning staff.	6/17/2019 6:32 AM
179	Thank you for your good work in developing option plans	6/16/2019 10:23 PM
180	Layout isn't super clear on what elevated station really means. The station should be "covered" to reduce nuisance to neighborhoods from the increased traffic regardless of the layout selected. Quieter area will make the place also more attractive to entertainment etc... (no one wants to hangout next to a loud train).	6/16/2019 3:44 PM
181	None of the three layouts currently under consideration will ever work.The only viable layout is AT GRADE WITHIN THE EXISTING STATION FOOTPRINT with multiple station entrances including an overpass on Park and a concourse above the light rail and BART on Santa Clara. The bus stop on Santa Clara goes on the VTA parcel above the BART concourse.	6/16/2019 12:12 PM

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Please make Bart/Caltrain transfers as easy as possible. Make the station area walkable and activated with street life.

6/16/2019 11:22 AM

Q7 Do you have any other questions or comments you would like to share with the Partner Agencies about the Concept Plan?

Answered: 170 Skipped: 622

#	RESPONSES	DATE
1	While we want an attractive design, we should not sacrifice utility for jazzy designs that waste space and are less effective for the main purpose, i.e. transit trip initial or final locations and transit connections. For example putting drop off space further from the actual terminal to make space for overly large open spaces, parks, retail, etc. is counter to the main purpose.	7/5/2019 12:47 AM
2	This was a useless survey and I think experts should be making these decisions	7/4/2019 10:19 PM
3	Why am I subsidizing such an expensive, slow, and untimely system as light rail?	7/4/2019 3:34 PM
4	Please favor long-term benefits over short-term. This station will exist for decades to come.	7/3/2019 3:21 PM
5	Strong focus needs to be placed on minimizing transfer times and walking distance between all modes of transportation within Diridon. At the same time, vertical circulation should be minimized to the greatest extent possible.	7/3/2019 3:03 PM
6	would like to feel safe at Diridon and have a place to sit and wait for the train or bus inside, a café would be nice or restaurant, or shopping, or just a clean area.	7/3/2019 2:53 PM
7	No.	7/3/2019 2:30 PM
8	Excited about this plan. Pedestrian connectivity and ease of transfer is a top priority -- patrons must always know where to go. I would also encourage the planning team to look for ways to maximize space for retail and services within the station area, with the goal of keeping the facility an active space even outside of commute hours. This is the operating model for successful stations in Europe and Asia.	7/3/2019 9:17 AM
9	You might consider a pedestrian bridge to the SAP center. Parking is an interesting question, do you build a huge parking structure? Or just encourage people to take the bus or taxi? Please leave capacity for future services - train to Santa Cruz, much higher capacity on the Amtrak service, and of course high-speed rail. Things we don't know about today that will come to us in the future	7/2/2019 10:52 PM
10	I would like to come in and meet with the design team to go into depth on points which I just touched on here, and on the construction and power technologies which can greatly enhance the system, compared to today's conventional construction and power approaches. Regards, Mark Roest Director, Marketing & International Development Sustainable Energy Inc. Advisor to Bosch Captive Column, Asante' UHPC, Powers Design International, & American Transit Vehicles Inc. MarkLRoest@gmail.com 650-888-3665	7/2/2019 4:40 PM
11	I realize this is an enormous undertaking with many moving parts and multiple considerations. Please don't discount the concerns of the St. Leo's Neighborhood and the impacts to the Plant 51 and Cahill communities.	7/2/2019 2:06 PM
12	The station needs dedicated bike/pedestrian lanes for easy access from Los Gatos creek trails. Entire area should be more pedestrian friendly like cities such as Amsterdam, including dedicated walkways and bikeways into downtown San Jose. In general, all areas around the station need reserved pick off and drop off points for ride-sharing vehicles, including future autonomous shuttles.	7/2/2019 11:38 AM
13	I hope these comments are greatly considered as I'll be attending some of the planning meetings to see if they're discussing the feedback of San Jose's long standing residents.	7/2/2019 11:15 AM
14	Bike, bike share, and e-scooter parking should be considered.	7/2/2019 10:43 AM
15	No.	7/2/2019 9:33 AM

San José Diridon Station Area Concept Plan Feedback

16	I see little attention being paid to parking. Will all new building in the Diridon Station area be required to have underground public parking for commuters? VTA is not a reliable transit agency. San Jose residents will not take a VTA bus to get to Diridon. The bus competes with traffic and you can miss your train connection, the busses do not run frequently, and there is limited bus service at night. San Jose residents want to drive to the station to park and then take the train or eventually BART. But even today, after 9AM, it is difficult to find parking at Diridon Station.	7/2/2019 8:57 AM
17	Partners must determine who will commit to attracting superior vendors, and funding security and janitorial services to make the station attractive. Support for those operational costs are just as important as whatever capital funds are budgeted for this project. I currently don't feel safe at the Diridon Station. The building is beautiful yet the coffee/news stand is gross, the bathrooms are disgusting (or closed altogether) and the people hanging around while I wait to get picked up at the circle in front of the door make my husband try to discourage me from using the station whenever he picks me up.	7/2/2019 8:47 AM
18	No information on level boarding for Caltrain/HSR No information on decent Airport connection. No commitment to promote EV use. This is a location that would benefit from expanded retail options inside/outside the station and nearby. Today it is a terrible station if one is waiting for a service. Hardly a destination in its own right. Look at one of the London, UK terminals for examples e.g. St. Pancras .	7/2/2019 7:13 AM
19	Why can we have retail stores in the station like the train stations in Tokyo to make the station more vibrant?	7/2/2019 1:43 AM
20	The diagrams are too busy. The gray markings representing buildings, other than the station hall and the SAP Ctr., make the annotations hard to read.	7/2/2019 1:01 AM
21	Build housing on-site	7/2/2019 12:20 AM
22	Please don't go with the cheapest option (Layout 1). Expanding in the vertical direction is better, adding on a 3rd basement level for cars/taxis, rentals/zipcars, or even retail space in the basement should be considered. BART already needs a tunnel, so continue to expand under the ground. Or a rooftop for retail above the elevated tracks.	7/1/2019 11:49 PM
23	I wish you well. Our children, and grandchildren if still in California, may get to see this actually happen. The Partner Agencies have to understand why HSR is in such trouble so they don't make the same mistakes. All the loose ends have to be solved and tied up before you let a single contract. CalTrain is already making a hash of the planned new train cars by not listening to and accommodating bike riders.	7/1/2019 9:38 PM
24	best wishes for a quick change.	7/1/2019 9:08 PM
25	Please think about the growth that will occur in San Jose in the next 5, 10, and 20 years. What you decide today will need to consider the rise in use.	7/1/2019 8:21 PM
26	What are estimated walk times? Particularly, HSR, Capital Corridor to/from BART or company shuttles. How does this tie in with the Santa Clara station connection? Perhaps that relieves this as a transfer between BART and Caltrain. What are forecasts of likely use as a transfer point to another transit choice as opposed to this station being the final destination?	7/1/2019 7:14 PM
27	See above. Everything about these conceptual layouts is broken. Put trains up, the minimum amount compatible with good pedestrian and transit access *through* the inherently long and skinny station site. Make the station site as porous as possible east-west at as many well-spaced places as possible. Stop with the "concourse" and "station building" anachronistic bullshit. If you want to spend money on architecture, make the platforms nice. (Make them WIDE ENOUGH TO BE USEFUL, for starters.) Make the many escalators nice. Make the platform canopies nice. Make the environment under the platforms nice. There's lots of work that can be done. Or just COPY WHAT PEOPLE WHO KNOW WHAT THEY'RE DOING ALREADY DO, all through eastern and central Europe in particular. (More relevant than Asia because of much lower passenger volumes - and don't you delude yourselves that Berlin or Zurich or Antwerp or Stuttgart or Lyon or ... are below your Captial of Silicon Valley league.) Make train operations work. Make pedestrian accessibility work. Make mode transfers simple. Put in TVMs and signs and lighting. Done. That's all there is to it.	7/1/2019 6:59 PM
28	No. Thanks for all the hard work. It's a difficult task!	7/1/2019 5:40 PM
29	Retain the old building. Preserve it.	7/1/2019 5:37 PM
30	If there is a solution that reasonably cheap and that we can make happen quickly, I'd prefer that over the "perfect" solution.	7/1/2019 5:21 PM

San José Diridon Station Area Concept Plan Feedback

31	Please keep this simple, cheap, and focused on the transit customer experience; do not repeat the Transbay Terminal's expensive and irreversible mistakes.	7/1/2019 4:39 PM
32	When in doubt make it simpler. Make connections easy. Develop GOOD wayfinding signage. Sending a survey on 1 July announcing a mtg. on 26 June is lame.	7/1/2019 4:33 PM
33	The station is like a house or a building, how many trains/people will it accommodate 50 or 100 years from now?	7/1/2019 4:30 PM
34	Keep up the good work. Make the local companies part of the solution.	7/1/2019 4:02 PM
35	Real change to transportation has to happen soon and would make San Jose an enjoyable city to work and live, not just a city where people live but leave daily to work in another city.	7/1/2019 3:37 PM
36	Look at Bijlmer Amsterdam https://grimshaw.global/projects/bijlmer-arena-station/ NOT Berlin Hauptbahnhof	7/1/2019 3:32 PM
37	Just so excited about the possibility of a new station. I do want to comment: Can we please (please) not put a big parking lot near this station. Parking lots in city centers are a depressing and bleak waste of space, but that goes doubly so for transit parking. It's time to encourage alternative ways to get to the train. A whole lot of housing next to a gorgeous train station (something along the lines of Penn Station NYC circa 1920) would be just the thing.	7/1/2019 3:21 PM
38	Not at this time.	7/1/2019 3:18 PM
39	It would be great to extend the Light Rail through San Jose State's campus and to the south between the Winchester and Santa Theresa Line. Ultimately, it would be great to run a BART line sought from Colma/Daly City through the 280 Corridor and connect to Diridon from northwest.	7/1/2019 3:11 PM
40	Needs to have a western entrance. Large or medium sized. You need to put as much in the main station on the level. Since trains are going through the best option is to have the platforms above the walkway connections. Up and down by elevator and escalator. Get those in place right from the beginning. Many places in Europe have stairs and escalators together. Also in lower use areas the escalator goes both ways. It stops when not in use and is triggered by the first person to it. To create more space push bus stops out a bit further. Allow space for small retail and food locations. There should be enough traffic to support coffee shops and Bakeries. This also helps pay for the building.	7/1/2019 3:09 PM
41	1) Convert San Fernando Street from the station to 10-11th Street to a bus only route with dedicated bike lanes with hardscape barriers between passenger bus lanes and the bike lanes. Remove all buses from Santa Clara Street unless they are part of a high frequency free downtown shuttle service. This will vastly increase vehicle throughput and actually allow for rapid transit from Diridon to SJSU and bypass busy Santa Clara street. 2) Get rid of light rail from Diridon to downtown and replace with a high frequency free shuttle service loop instead which provides great frequency and flexibility to changing demands such as time of year when SJSU is in as well as convention traffic. 3) Connect Diridon to SJ International Airport via an elevated monorail loop like Vegas using the Guadalupe River corridor.	7/1/2019 3:01 PM
42	I ride ACE train every work day into and out of Diridon. Efficient and safe circulation of all transportation and pedestrian modes is vital to the site. Integration of trains, buses/shuttles/taxis and BART station as well as pedestrian pathways is also necessary. And, adequate signage and wayfinding should be mandatory in any design.	7/1/2019 2:56 PM
43	Connecting rail, BART, bus, bike, pedestrian activities to Santa Clara St, SAP center and downtown mixed use areas is key!	7/1/2019 2:02 PM
44	I want you to keep in mind that there are many characteristics of San Jose that are dramatically disappearing and a good example is a lot of cultural neighborhoods are vanishing. Please keep in mind, we would love to see beautiful public art, murals and palm trees similar to what the city added in the early 90's during the San Jose Downtown Redevelopment era. Please don't let San Jose lose it's character!	7/1/2019 1:51 PM
45	PLEASE keep the historic depot station.	7/1/2019 11:59 AM
46	Maybe this would be a great opportunity for us to re-create San Jose's light tower that shines bright high above San Jose.	7/1/2019 10:21 AM
47	Hopefully light rail can transfer at Diridon as well - currently transfers between lines have to be done some ways away, at City Center, which slows down a lot of travel.	7/1/2019 10:10 AM

San José Diridon Station Area Concept Plan Feedback

48	Do everything possible to reduce VMT and parking requirements in station area. Ensure bus facilities are closely located with rail platforms. Don't designate much land space for buses and especially TNC's though, as curb loading is faster and doesn't waste development potential on prime sites.	7/1/2019 9:49 AM
49	How do you plan the expert and public discussion on the public art concept regarding this plan? Will you do that from the beginning of planning?	7/1/2019 9:27 AM
50	Construction phasing? Traffic impacts? Noise and dust concerns (I live right by Cahill Park)? Duration of construction?	7/1/2019 9:04 AM
51	Don't forget and displace the homeless and poor families struggling in the area as San Jose continues to grow.	7/1/2019 7:28 AM
52	Look at what works well in Boston and what doesn't work in Chicago from a urban planning and neighborhood standpoint.	7/1/2019 6:32 AM
53	Extend VTA light rail to Santa Row from Diridon.	7/1/2019 4:38 AM
54	Be as pedestrian and bike centric as possible. Build greater facilities to allow greater frequencies of train service. Is there any way to put the light rail underground like Muni metro as part of this or the Bart project? It would be great if it were underground like in SF.	7/1/2019 1:16 AM
55	There has to be commercial development connecting the train station to downtown. There is currently a dead zone between the station and downtown with empty lots, homeless camps, etc.	6/30/2019 11:20 PM
56	Sharks will need a new stadium in next 20 years. Where will it go? Is there enough parking for Sharks games?	6/30/2019 11:08 PM
57	Maybe use simpler terminology when describing plans? I have no idea what vertical alignment, or whatever, means.	6/30/2019 10:18 PM
58	This survey is very technical. You should add trade off questions to break down the concepts for people who aren't technical.	6/30/2019 8:47 PM
59	Do everything you possibly can, within the law, to bring this in on time and on budget. Endless delays and cost overruns are very real threats to the project, the city, county, and state budgets, and the future of public transportation projects. So take those threats gravely and personally.	6/30/2019 8:21 PM
60	It is too hard to see the layouts on a phone	6/30/2019 7:42 PM
61	Please make it something San Jose can be proud of. It will be shown when Sharks games are televised.	6/30/2019 7:37 PM
62	Cars are great, but a project being scoped in 2019 should be car share, bike share, scooter share, bicycle, long board, rollerblade, and pedestrian first. Take a chance, make a statement, make San Jose iconic.	6/30/2019 6:27 PM
63	I think the work to complete the project mustn't be a hinderance to daily commuters but also needs to provide better track signage	6/30/2019 5:45 PM
64	Thank you for soliciting the feedback, and for the careful planning of the Diridon area!	6/30/2019 3:53 PM
65	I am a new SF commuter, these last 6 weeks. I've been Pleasantly surprised how organized and on time trains are. Parking hasn't been a problem early morning, and it's reassuring to see security every time I've been there. The trains do need to provide Wi-Fi, I am with hundreds of commuters working mostly for tech companies, Wi-Fi should be a basic amenity that's offered The terminal itself is quite old and has not kept up with everything it's surrounded by including what I just talked about as well as the overall growth,	6/30/2019 3:02 PM
66	Accessability and interchange between services need to be paramount	6/30/2019 2:30 PM
67	While the stations purpose is to get people to their intended destinations as quickly as possible, don't forget that this is also going to be a place where people are mid way through their journey and just want to rest and relax, so the biggest criticism you'll receive is efficiency and environment. If both are terrible, the project will be lauded as a failure. If only one of those is achieved, people will feel like they could have had something better but still accept what they have. But if you have both efficiency and environment, you'll create a mentality that everyone traveling will know that San Jose is the best place to travel through. That's what you want. That's what everyone wants. Good luck.	6/30/2019 2:08 PM

San José Diridon Station Area Concept Plan Feedback

68	The majority of the daily riders of Caltrain use Diridon as the starting point of their ride and commute north. Many people drive and park at Diridon because public transport from the majority of residential areas of San Jose to Diridon are completely inadequate. So the sad fact is, this plan needs to accommodate riders that drive to Diridon. The parking looks to be vastly reduced with this, and Google's expansion plans. This plan focusses on Diridon only, it doesn't seem to consider the holistic needs for public transport in the south bay. What is being done to help with the highway 85 corridor? The traffic flow shows there is a need for public transport along 85 for people who live along 85 and work in Cupertino, Sunnyvale, Mountain View and further up the peninsula. Many of those people drive to Diridon and then ride Caltrain north at the moment. A smart plan would be a plan that eliminates the need for those people to drive to Diridon completely and provide another transport alternative.	6/30/2019 1:50 PM
69	I think a people mover or light rail line connecting the airport terminals to Diridon would be a good idea. Google will be generating lots of trips from the area to the airport on a daily basis.	6/30/2019 1:33 PM
70	I like that there is community outreach regarding the future of this project. I just don't want to see more nimby complaints dumbing down and humbling what could be such a massive benefit to the future of the City of San Jose and it's vibrancy. Our city needs a stand out central station, thoughtfully and expansive integrated public transit, and a huge shift towards the urban.	6/30/2019 1:33 PM
71	I support this project. Thank you for soliciting feedback. Please improve the bike route from Almaden to San Jose :-)	6/30/2019 1:29 PM
72	find a way to keep smaller nonprofits, like arts organizations, etc, downtown as these large projects progress, and possibly make them part of this project instead of just expensive retail. the City shining at this time seems to be that downtown is too valuable and that small nonprofits and smaller arts organizations should get out of downtown and get out of the way of high cost projects. recent trend seems to be towards tap rooms and empty retail. we need life and art downtown.	6/30/2019 1:29 PM
73	I would like to see the design evoke the grand stations of the past.	6/30/2019 12:58 PM
74	Please consider: 1. handicapped access to the station. 2. Retention of the historic building. This is a fine example of 1930s architecture and WPA art, in spite of the squalor that has been allowed to accumulate at ground level. 3. Travelers by Amtrak (long-distance trains) typically have luggage, sometimes a lot of it, to manage. 4. If a tunnel option is chosen, for access to tracks, it must be open, well lighted, and have good Security presence. Trains are frequently late, or even scheduled to arrive in the small hours. Arriving and Departing passengers need to be safe.	6/30/2019 12:53 PM
75	Please save the historical front of the building. Also, add a full bar maybe a restaurant.	6/30/2019 12:45 PM
76	Needs to be a creative and social hub for the city. A place to hangout with nice parks, coffee shops and art to enjoy.	6/30/2019 12:44 PM
77	Can yo send out mailers to the community? Not everyone that will be affected is online. Plus mailers might explain and show better graphics.	6/30/2019 12:43 PM
78	Didn't see a lot of information about parking. Would be good to see those plans.	6/30/2019 12:25 PM
79	I did not read anything about accommodations for the disabled. Having to walk a long way and up grades is not accommodating. Also make it easier for those with mobility devices to board and unborn and find a place to sit.	6/30/2019 12:13 PM
80	Thanks for involving the community.	6/30/2019 11:55 AM
81	Be bold in embracing simple aesthetics. Green park space. Car free bike trails built all 4 directions that allow cycle to directly access platforms. Centralized plaza with safe public spaces, bathrooms, restaurants, hotels, offices, public events in a Cesar Chavez style park. Keep maintenance costs low by avoiding expensive to maintain escalators and elevators by use of ramps like in the biodomes at Amazon HQ and SF Academy of Science.	6/30/2019 11:53 AM
82	we need a 'mark' for San Jose. A plaza, an arrival, a destination, a place of purpose and pride. as mobility in the Bay Area becomes more and more of an issue, it will be even more important to use mass transit. we need Diridon to be the example for all cities moving into the future. I would also urge an uber/lyft waiting/drop off with new thoughts on curb experience. And are there thoughts for autonomous vehicles and where they could park vs non autonomous vehicles?	6/30/2019 11:41 AM
83	See previous	6/30/2019 11:36 AM
84	I'd like to see an effort to preserve the character of the original building.	6/30/2019 11:29 AM

San José Diridon Station Area Concept Plan Feedback

85	This is meant to be a world-class transit station, stop making compromises that favor drivers and the Sharks	6/30/2019 11:19 AM
86	please make sure to make it easy to connect from uber or lightrail, thanks!	6/30/2019 10:59 AM
87	Please maintain the original historic Diridon building.	6/30/2019 10:55 AM
88	No	6/30/2019 10:50 AM
89	Where is parking? Any plan should include more parking option for monthly pass Caltrain holders, and not places that are up to a quarter mile away from the either North or Southbound platforms (like the overflow lots in Millbrae and other places)	6/29/2019 7:27 PM
90	prioritize an at grade station approach. That rules out #2. Evaluate shuffling the layout of 1 to be more like 3 but at grade. DO NOT BUILD BART FROM DIRIDON TO SANTA CLARA. Use the flea market site for the BART maintenance yard and save over \$1 Billion of scarce transportation dollars and put it towards double tracking the Capitol Corridor route, Caltrain electrification south of Tamien, and/or other VTA improvements. Even consider using it to develop housing at a site that is not the flea market. Given that the airport connector is expected at Diridon instead of Santa Clara, and electrified Caltrain will run to Santa Clara more frequently, there is negative public benefit to extending the tunnel so far beyond Diridon. Land use around the station there isn't supportive of transit and that is unlikely to change. Spend up to an extra \$100 million dollars to fix this archaic planning oversight, and shake off VTA's very public reputation of being the most incompetent transportation organization in the country.	6/29/2019 6:45 PM
91	There should be direct and frequent rail connections between the Diridon transportation complex and the SJ airport, preferably via Bart.	6/29/2019 2:24 PM
92	It would be nice to keep the building but between current residential and entertainment you have to remove all the parking from the existing area and discourage car useage. Every sharks game there is a throng of people walking from Whole Foods to the SAP center already Light rail is packed full from Campbell and Civic Center with fans we can make the rest of the fans get out of their cars too. Dedicate VTA Bus lanes and make lanes for Amtrak / MST / Hwy 17 dedicated too The station isn't friendly to the elderly or the disabled confusion runs amok with conflicting misused digital displays versus in person assistance. The homeless and mentally ill need services and should be able to get to those services thru the station (connecting to a bus). Currently, the protection is sub par and pathetic to the traffic jams caused by pedestrians and excess vehicles.	6/29/2019 2:20 PM
93	An animated or walk through using some visualization would help people decide.	6/28/2019 6:31 PM
94	Please do a modified Santa Clara option with more optimal bus stop location. This will give more time to focus on other detail work too rather than eorking with suboptimal transfers.	6/28/2019 10:29 AM
95	I think timeline will be important, build fast and safely as this is a huge need. But, also to use quality contracting partners and to use other great metropolitan cities as examples (e.g. Portland) Also, I would love to see more focus on building 'civic life' around the stations as that will be crucial to bringing our local economy out more.	6/28/2019 9:41 AM
96	Put electronic timetable signs outside of the station at the bus and light rail platforms so people on foot and in their cars approaching the station can see the Caltrain platform arrival/departure times. Also please provide 24/7 security guards.	6/28/2019 8:31 AM
97	n/a	6/27/2019 11:37 PM
98	keep in mind there are more than just bikes, there are numerous and will be more numerous micromobility devices, so pleases to rest those as well as charge the batteries will be a necessity it'd be great to have a repair station or two with basic tools and airpumps (tethered to prevent theft of course)	6/27/2019 7:24 PM
99	There needs to be a priority on walkability and bikeability. Easy access fro San Carlos, Santa Clara, Downtown, The Alameda and Park Ave are all important. The original building should be saved and incorporated into the new transit hub. I do not see why it is necessary to realign light rail. It works where it is now.	6/27/2019 4:51 PM

San José Diridon Station Area Concept Plan Feedback

100	<p>My feedback is to expand your ideas about access planning to ensure disabled people are central to the process and outcomes. I highly recommend the Disability Visibility Project https://disabilityvisibilityproject.com/ Check out these stories: https://disabilityvisibilityproject.com/2019/06/17/interview-with-bess-williamson-accessible-america/ In a recent interview with Bess Williamson in Curbed.com, she said, "Generally speaking, there's more enthusiasm for a really cool prosthetic limb, or a disabled person on a fashion runway, than a disabled person on a public bus." I love that quote because it speaks to the emphasis of individuals and products rather than broader systems. How can we change the current narratives on access and design? What are some ways can individuals advocate for accessibility in their local communities?" https://disabilityvisibilityproject.com/2018/04/08/ep-22-public-transit/ It's easy to complain about public transit, but for so many populations, including low-income people, older adults, and people with disabilities, it's the only option available. Thanks for your consideration!</p>	6/27/2019 2:04 PM
101	<p>Would be good to send out another community survey regarding what the community wants to prioritize to be taken care of when this development starts to happen (ie; housing rights, affordable housing, ensuring no displacement occurs). This is the first time I've personally seen any survey and I work for the City</p>	6/27/2019 12:31 PM
102	<p>Build the complex so that it is usable and cost effective!</p>	6/27/2019 12:14 PM
103	<p>How much feedback is coming from nearby neighborhoods? Bart is great news. What does parking look like for these projects? Will there be underground+parking structure? Reserved parking for long distance commuters/monthly pass? How much bicycle integration will there be? What incentives are there for those who ride their bike to the station instead of driving their car? How much pavement vs. green space/garden patio sitting area will there be?</p>	6/26/2019 8:48 PM
104	<p>Explore more underground options</p>	6/26/2019 6:11 PM
105	<p>Will there be a design competition? How will I know if/how my comments have been considered?</p>	6/26/2019 4:19 PM
106	<p>no</p>	6/26/2019 3:59 PM
107	<p>How will the probable absence of high speed rail effect station plans?</p>	6/26/2019 2:30 PM
108	<p>The art should incorporate some local talent but not entirely. A collaboration that acknowledges those that have been here for a while and those that are new and yet to arrive.</p>	6/26/2019 1:47 PM
109	<p>Since through-running stations are significantly more efficient and therefore generally require less platform faces due to shorter dwell times, etc., it would be extremely smart to figure out the minimum number of platform faces needed to minimize the land footprint (overall width) of the station tracks & platforms based on actual train schedule modeling with aggressively low dwell times (3 minutes is overly long for a through-running regional/transit train). Value engineering ... do not needlessly overbuild or gold-plate! Keep costs as low as possible while still achieving the goals and required schedule-based performance standard(s). Also: consider that Caltrain plans to transition to level boarding, which means higher platforms which are envisioned to be at the same height used by future HSR to better facilitate their planned interlining all the way to the Salesforce Transit Center in SF. These higher Caltrain+HSR platforms will likely be incompatible with ACE, Capitol Corridor or Amtrak long-distance trains unless they acquire new high-platform compatible rolling stock.</p>	6/26/2019 1:31 PM
110	<p>Whatever the plan, please integrate the aesthetics so that it blends with the historic Diridon building. As a 5th generation SJ resident, preserving he building as a focal point and iconic representation of SJ are important to be just as much as the functionality. I would hate to see it drowned out by surrounding structures or create a total incongruous arquitectural aesthetic (ie eyesore). Thanks!</p>	6/26/2019 1:17 PM
111	<p>What is the timing?</p>	6/26/2019 10:29 AM
112	<p>What are you going to do to ease traffic? What are your plans for increasing parking? What will you do to keep homeless people from overtaking and trashing the station? Security is a serious issue on BART— what will you do to keep it from coming to San Jose?</p>	6/26/2019 8:11 AM
113	<p>Make it convenient to change mode of travel.</p>	6/25/2019 8:51 PM
114	<p>Plan using the concept of what would passengers want/need, not the politicians and theorists. Survey actual commuters please. Don't make mistakes like VTA where those who make decisions do NOT ride VTA.</p>	6/25/2019 7:50 PM
115	<p>Will there be better/increased group marketing attempts with the Downtown community? Possibly in person?</p>	6/25/2019 6:18 PM

San José Diridon Station Area Concept Plan Feedback

116	No	6/25/2019 5:17 PM
117	I'm looking forward to the project getting started.	6/25/2019 5:08 PM
118	Please be mindful of Alameda residents.	6/25/2019 4:58 PM
119	passenger first, dont waste \$ on show case. - make it easy to navigate & ignore artists demands	6/25/2019 4:38 PM
120	Is it possible to improve access to the Caltrain Station for buses? During rush hour, it can take as much as 5 minutes to go from Stephen's Meat to the bus stop, causing riders to miss their train connections.	6/25/2019 3:53 PM
121	Option 1 is by far the best/cheapest/easiest, but still adds pointless expenses (moving light rail right of way a few feet).	6/25/2019 3:36 PM
122	Would love if these mockups could include simulated foot and auto traffic, 2d drawings are hard to conceptualize and comment on	6/25/2019 3:15 PM
123	It's critical to weight the impact of the DISC layout on the development capacity and possibilities around the station as much as the potential efficiency of transfers and connections. It shouldn't be an either/or decision, but both. The station's success rests on whether we can create a mixed-use, walkable urban environment where people want to spend time throughout the day and night. Important to that is ensuring that the DISC process takes account of how housing, commercial, and office uses will be blended together and delivered in the Station Area.	6/25/2019 10:21 AM
124	Thank you for allowing the public to comment on the very important topic of transit connectivity at the future Diridon Station. Your ridership models may be too coarse to pick up the difference in the customer experience between the layout options. But it is real. The difference between a 5 minute and an 8 minute transfer, for example, is significant. The extra 3 minutes not only imposes a physical burden on riders, but it can also cause them to miss a train by a few seconds and have to wait 15-60 minutes. Scattering boarding locations throughout the site also reduces safety and security. It creates long, exposed walkways which makes people feel vulnerable and/or requires additional security personnel, which drives up operating costs. This is unacceptable. Also consider that many people will be hauling luggage and some will be senior citizens, families with young kids and people with disabilities. Factor in hot temperatures (like we experience every summer) and we now have a real problem. Silicon Valley is all about the "user experience". Please consider the human-centered design here. The connectivity between transit lines is the most important issue, followed distantly by temporary construction challenges or inconveniences, or even cost and aesthetics. Get it wrong (like in Layout 1, and to a lesser extent Layout 3) and future generations will wonder who planned such a disjointed "connection". Please remember who you are competing with - the personal automobile, Uber and Lyft. People have choices, and if you make the transfer inconvenient, unreliable and time-consuming, people don't have to choose transit. And that would be squandering the billions of taxpayer dollars that Santa Clara County residents have paid to bring BART to San Jose. Finally, you must save the historic Diridon Station Building itself, even if it means moving it to a different part of the station site. It is a valued part of our heritage. Where in your presentation have you addressed this?	6/24/2019 10:37 PM
125	I don't see much about airport connector. Seriously, San Jose is one of the last major cities without a decent airport connector. Get on it!	6/24/2019 5:24 PM
126	I really hope that the vision for a great station isn't compromised by the land taking necessary in designs 2 and 3. I know the owner of the SAP center can't be happy about them, but I think they will make San Jose a better city in the long run.	6/24/2019 4:08 PM
127	I hope the station designer does a lot of work to understand what San José is, what people are hoping for, and considers local history and culture in creating this new place. In the design process, I hope we learn lessons from Mexico as much as we do from the Netherlands. Transit isn't just about efficiency (a very Euro/American value). Please be thoughtful with the visual language with which we create this space. In my opinion a shiny, futuristic glass-and-metal spaceship is not a fitting architecture for San José (better for SF or Seattle). San José is a more humble place. San José is more of a communal, social, relaxed, informal kind of place. Perhaps you are already thinking about all of these things. Either way, thank you for taking our input.	6/24/2019 4:02 PM
128	Leave Cap Cor, Coast Starlight & Daylight, and Captain on same level and put HSR below ground	6/24/2019 3:05 PM
129	Please speed this up so it all happens within my lifetime. I'm currently 34 years old and am extremely pessimistic about how long transit projects take in this country compared to other countries that get this stuff done faster.	6/24/2019 2:55 PM

San José Diridon Station Area Concept Plan Feedback

130	Too bad the current station building is so far away from Santa Clara Street, and should be abandoned.	6/24/2019 2:49 PM
131	After this round of station layouts, it would be good of the agencies to create "visions" of what the rest of the area could look like, even if the Partner Agencies do not have jurisdiction over development of those areas. Illustrating potential developments such as medium-sized mixed use buildings and parks could allay the fears of residents that their concerns aren't being addressed and that their priorities are being represented - at least visually - in concept drawings and layouts. Additionally, the conceptual layouts can illustrate what areas are zoned for what, educating the community about the area. Perhaps, when the community understands more of the challenges, they will be more inclined to respect those challenges that the Partner Agencies face and will seek means to overcome them. The community has notions about what they want to see in the Diridon neighborhood, but do not have a sense of what those notions would look like, architecturally or conceptually. Using some resources to provide a baseline vision, whether a Brooklyn-dense borough or Silicon Valley Venice, will go a long way to eliciting actual opinions from the community. --- I would like to see the Diridon Station Plan's connection to the larger San Jose plan of Urban Villages. Seeing the Diridon Station as a hub for connecting all of San Jose would help establish the Diridon Station as a linchpin the larger context of San Jose's future, more than how it would benefit San Francisco or the rest of the Bay Area. --- If above-grade layouts move forward, a 3D model of the layout would benefit from artwork akin to murals, no matter how basic, on the sides of the elevations. It will be key to the perception of the Diridon Station's impact on the area that the elevated platform is a fixture of the area, rather than the walls of a fortress. ---	6/24/2019 1:54 PM
132	If there's going to be a major realignment with transit in mind, make multi-modal transit changeovers easy.	6/24/2019 12:38 PM
133	Buildings around the world that are iconic and mesmerizing are an awe to look at in both day and night. My hope is, with respect to design, that this station and its accompanying overpasses are thoughtfully created spaces that invite people even if they aren't traveling. Creating a third place, a space that is not home or work, that is as innovative and creative as the city it will represent. The original design of the new terminal at SJC had many proud, only to be reduced in its design... please don't let that happen here. Make us proud!	6/23/2019 10:12 PM
134	The goal is to reduce car use. That, to me, is what would drive me to choose one over another.	6/23/2019 12:48 PM
135	* Connect to SJC Airport * connect to downtown SJ & SJSU campus * connect to trails * minimize parking; make more room for people, nature, plazas, artwork, trails, parks: quality of life * use elevated 87/280 rail alignment to minimize impact on surrounding areas.	6/23/2019 12:35 PM
136	Build a station for efficient, high quality transit, not cars!. Minimize or eliminate cars in Diridon area! Coordinate with Google for the more efficient transit ROW. Move the CEMOF. Provide frequent service to South San Jose and Gilroy stations. Route more lightrail lines to Diridon.	6/22/2019 8:06 PM
137	No	6/22/2019 10:32 AM
138	Whatever you do, more parking needs to be a part of the plan. Parking at Diridon already overflows into the Arena lots on a daily basis. Please build a parking garage before this area of downtown gets even busier with the addition of BART and Google.	6/22/2019 12:16 AM
139	My choice is for # 3.	6/21/2019 3:25 PM
140	Thanks for providing lots of ways for the community to provide input, I hope there will be more opportunities for feedback as the concept plan is refined,	6/21/2019 3:09 PM
141	I don't have a good feel about the cost and time estimates for these things and I'm uncertain about how to get ahold of them. The cost will be a major factor in how things spin out.	6/21/2019 3:09 PM
142	Again, thanks for all of your time and effort in this project. The drawings really help to make it clear what you are describing.	6/21/2019 3:04 PM
143	As a Santa Clara County resident, this plan should be expedited so that people can enjoy this new transit hub and allow for the hub to generate more profits for the city of San Jose.	6/21/2019 11:49 AM
144	your doing a good job keeping the public involved	6/21/2019 7:52 AM
145	Tunneling San Fernando St is preferable to trying to raise the entire station, especially when a double-level station (ala the old 16th St station in Oakland or NYC's Grand Central Terminal) would be a better design than an elevated-only anyway.	6/20/2019 9:53 PM
146	Remember there are disabled, old people and families with strollers. You don't want to make walking distances too long or it won't get used for transfers.	6/20/2019 9:27 AM

San José Diridon Station Area Concept Plan Feedback

147	Expansion if services and route lines requires a significant increase to parking and better secondary transport to the station by way of bus or light rail from commuting neighborhoods.	6/20/2019 7:08 AM
148	Transfers between modes MUST be seamless, direct, and have short walking distances. We must make transit as convenient as possible if we are to reduce car dependency in the South Bay. Long walking distances and inconvenient, circuitous access pathways must be banished: they hurt the user experience and just give people another reason to drive.	6/19/2019 7:53 PM
149	The neighborhood West of the station does not have capacity for a lot of car traffic. The current bike and pedestrian only entrance is fine, and more in keeping with the idea of walkable, transit oriented development.	6/19/2019 5:23 PM
150	we can do better than these 3 options.	6/19/2019 4:16 PM
151	Station should focus on fostering pedestrian vibrancy from Santa Clara St and the East.	6/19/2019 4:13 PM
152	I know this may be outside of your workplan, but the signs for trains and lightrails are terrible at Diridon. If you take ACE, you have to stand in line to ask a station agent which track it's on, or guess it's on its usual track, when it might not be on the usual track, and there should be some sort of arrival/departure board like at an airport.	6/19/2019 2:59 PM
153	I want to make it strongly clear that the historic station building should be saved to the fullest extent possible. It's been explained that there is an intent to widen the track area (number of platforms) through this area, and expanding to the west would be more difficult due to proximity of residential buildings—so expanding east would be easier to do, but that would mean demolishing the existing station building. If the track expansion is unavoidable, the building itself could be moved, or the facade could be saved and integrated into a new building. Please do whatever is possible to save this historically designated and registered (https://npgallery.nps.gov/AssetDetail/NRIS/93000274) building.	6/19/2019 2:54 PM
154	test	6/19/2019 12:45 PM
155	Layout 2 is awful	6/19/2019 11:22 AM
156	LOVE having an entrance on the North Side (The Alameda Side)!	6/18/2019 3:12 PM
157	Will station be multilevel for easier access from each transport site? Ex. Street level for car and bus, second for Vta, Bart? Will there be enclosed entrance/exits, moving sidewalks between station and transport stops? Will there be adequate car parking available?	6/18/2019 10:10 AM
158	i offer you my idea for one thing that is all then meeting is come but i were work unable to hear meeting but thnak you for info i read that iam glad but next june 26th i not understand spanish speak iam look for english that is all you like to hear my little new idea then call me on phone 408 899 5076 than this message i guess excuse me big smile	6/17/2019 12:05 PM
159	not without further study	6/17/2019 9:20 AM
160	Thank you for the opportunity to provide feedback.	6/17/2019 8:53 AM
161	Airport connection, you should call that plan out. Also in all the comps except Layout 1, it appears the historic building is gone. That shouldn't happen. Integrate it, please.	6/17/2019 8:32 AM
162	It looks like there will be more traffic around Santa Clara St and surrounding areas no matter what configuration is accepted. The public will need to get used to the adjustment and change is usually not an easy transition. It seems the City is trying to fit the building into a tight spot. Is there any other spot in downtown the light-rail goes that could be a possibility to build a new station?	6/17/2019 8:09 AM
163	Please make public transit, bikes, and pedestrians your priorities. Create pedestrian friendly streetscapes, integrate art and employ good designers. Include trees, shade, texture, green space. Encourage retail, include adequate public restrooms. Don't ask the public to make design decisions.	6/17/2019 6:34 AM
164	I don't see how this plan relates to Google Village. It seems that plan 2 and 3 will take some land that Goggle would have had near the SAP arena. Isn't it?	6/16/2019 10:25 PM
165	Any plan on building a taller station with shops, entertainment and office on top? Maximizing the use of the station footprint would incentivize people taking public transportation and make the area more attractive than just a train station.	6/16/2019 3:48 PM

San José Diridon Station Area Concept Plan Feedback

166	I need to see these layouts in a larger format and at a meeting, and ask questions, before giving an opinion between the layouts. That said...my priorities (in no special order) are: * Preservation of at least some of the existing historic station building (facade?), even if it is embedded inside a new building, or moved * Connection of various transportation modes easy to follow and access. i.e. make it easy for people to get from anywhere to anywhere else. However, different levels are OK (connected with ramps, elevators, escalators) * Walk-ability and Bike-ability with pedestrian friendly access and gathering places * Smooth and natural integration with surrounding business/neighborhood. * Prefer station main entrance towards San Fernando Street	6/16/2019 2:17 PM
167	We need to build primarily for growth of the future regional passenger rail services while also paying attention to the City's needs. Everything else should be secondary.	6/16/2019 2:09 PM
168	Replace the HSR and VTA "partners" with BART and Google.	6/16/2019 12:14 PM
169	Seamless transfers!	6/16/2019 11:23 AM
170	Please retain some element of the history of the station. Maybe a facade wall. Interior wood benches.	6/15/2019 8:52 AM