Community Meeting #3 Notes

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

Meeting Overview

On Monday, June 10, 2019, the California High-Speed Rail Authority, Caltrain, City of San José, and Santa Clara Valley Transportation Authority (VTA) – collectively referred to as the Partner Agencies – hosted a third community meeting to share information and receive input on the Diridon Integrated Station Concept Plan (Concept Plan). Approximately 50 community members attended the meeting.

The objectives of the meeting were to:

- Provide an update on the progress completed to date on the Diridon Integrated Station Concept Plan
- Report back on input received during the previous two rounds of outreach and clarify remaining outreach opportunities for Phase 1
- Share information about three possible layouts for the station and gather input
- Provide an opportunity to converse with project staff (including representatives of each Partner Agency)

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

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

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

Following the workshop, attendees reconvened for a report back on the input received. Approximately five members of the public shared their thoughts and feedback on the workshop. Lori Severino (City of San José, Civic Engagement Program Manager for the Diridon Station Area) then offered closing remarks and provided information regarding upcoming outreach events and opportunities.

**SUMMARY OF FEEDBACK**

This section summarizes the feedback received at each of the workshop stations, as well as from the report-back at the end of the meeting and comment cards submitted. The appendix includes photos of the notes and comments, and suggestions.

**“Ask the Project Team” Station**

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

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

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

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

| Station Location | • Prefer Stover with southern divided approaches, compact layout, and better integration (6)  
|                  | • Santa Clara does not allow for enough flexibility—Caltrain and HSR should be able to use all platforms (2)  
|                  | • Prefer the 280 alignment (2)  
|                  | • Stover is not liked  
|                  | • If light rail is moving, move San Fernando station too—keep spacing  
|                  | • Great opportunities to activate Santa Clara Street and also opportunities for placemaking in from of the main station entrance |
| Elevated vs. At Grade | • Elevated structure for buses (not TNC) (2)  
|               | • Like/want more at grade access across tracks (2)  
|               | • Elevated is liked / elevated TNC to reduce friction (3)  
|               | • In elevated tracks options, W. Virginia St. and Auzaire Ave. become grade separated, and San Carlos, Park, and Santa Clara are flat underpasses, EXCELLENT, I love it!  
|               | • Keep platforms of each service together (easier for the customer)  
|               | • Keep platform height at same level as trains – minimize stairs  
|               | • Prefer an elevated station with passenger trains over 280/87  
|               | • Why can’t pedestrian connections/paths be raised? |
| Access/Connections | • Seamless transition between modes (4)  
|                  | • Like having the light rail station be as close to this BART station as possible (2)  
|                  | • Santa Clara too far from TNC (2)  
|                  | • LRT and BART and heavy rail close to each other  
|                  | • Close proximity of connecting lines between HSR, BART, and Caltrain  
|                  | • Optimize connecters between rail systems  
|                  | • Provide simple instructions for riders… i.e., Connecting lines of BART, HSR, and Caltrain since there’s lots of people from different countries here  
|                  | • Prefer taxi/TNC on Autumn St. because better for pedestrians in station  
|                  | • Don’t add more kinks to light rail; don’t slow it down  
|                  | • Speed up VTA rail through San Jose downtown  
|                  | • Need to think more about connection to airport  
|                  | • Bike riders young and older more experienced will follow the quick and less cluttered route – Alum Rock – not San Antonio Street, which is not safe. |
| Design Elements | • Tie in architecture from surrounding context  
|                  | • Natural light and green walls (e.g. Madrid)  
|                  | • Glass between track under overpass  
|                  | • Retail and food services (e.g. Tokyo)  
|                  | • Natural light in concourse between tracks  
|                  | • Integration of different areas across tracks most important  
|                  | • Prefer escalators instead of elevators (gradual slopes) |
| General Comments/Questions | • Ensure sufficient parking for daily commutes (2)  
|                          | • Bus should have less pedestrian impact |
Priorities Station

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

What are your Access-Related Priorities?

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

What are your Urban Integration-Related Priorities?

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A highly visible and iconic station</td>
<td>17</td>
<td>28%</td>
</tr>
<tr>
<td>A variety of gathering spaces and activities inside and outside of the station hall</td>
<td>16</td>
<td>27%</td>
</tr>
<tr>
<td>A pedestrian plaza near the station entrance</td>
<td>11</td>
<td>18%</td>
</tr>
<tr>
<td>The ability to walk from one side of the tracks to the other without going through an underpass</td>
<td>10</td>
<td>17%</td>
</tr>
<tr>
<td>More trails running through the station area</td>
<td>4</td>
<td>7%</td>
</tr>
<tr>
<td>More vibrancy and activity along Santa Clara Street</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>More vibrancy and activity along San Fernando Street</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>Proximity to venues and shopping on Santa Clara Street</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>
The following represent additional comments and feedback from participants related to the Priorities above.

- **Transit Service, Station Access, and Connections:**
  - Need a straight bike route from East Valley Hills to the Station
  - Any VTA light rail modification should improve speed efficiency, no extra kinks
  - Middle of the day: need more Caltrain service
  - Make sure bike lanes and transit link all of Santa Clara County
  - Bring back bus route that have been cut and Bus Rapid Transit (BRT) - make these options viable
  - Focus on transit that is safe and fast
  - Please make mode transfers as easy as possible
  - Special priority venue for public transit. Street loading for TNC or shuttle.
  - Pedestrian ground plane! No asphalt bus lot!
  - Two-level station passenger freight

- **Station Design:**
  - What would make Diridon a destination?
  - Hook them with things like shopping and walkways
  - Better spaces to wait (e.g., Iconic, Outlets for phones, Clean, Wifi)
  - Preserve/incorporate historic station building
  - Look at Grand Central- what would they have done differently back when they were planning?
  - Design for emergency (e.g., Police, Crowds, Constraints)
  - Hudson Yard
    - Massive walls on tracks to enclose/open spaces for events and flexible
  - With all the conversation of public space like Europe, where’s the chart with that focus? It looks like best places are VTA & Bus parking. Where can people just hang outside and not smell fumes and other disturbing views.
  - Preserve/incorporate Historic Building Station
  - Will you learn from the UPRR debacle and elevate tracks so the homeless can’t camp on the right-of-way? Did you see Council’s lawsuit?

- **Southern Alignment:**
  - No trains through Gardener trapping communities
  - No passenger trains through Gardener
  - Bypass Gardener
    - Build a station that will accommodate an elevated route for the future
  - Electrical trains bypass Gardener Gregory Plaza and NW Glen to protect W. Virginia crossing and save Fuller Park and protect homes south of Diridon
  - Get as many trains as possible out of neighborhoods
    - Passenger trains over 280/87 structure
    - Been bearing brunt for long time
  - Passenger trains south via 280/87
  - All passenger trains over 280/87
  - I cannot understand how the elevated south approach was in a report as the preferred environmentally sound route and now you say “no!”

- **No displacement of people (3)**
Mix and Match Station

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

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

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

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

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

Design Studio Station

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

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

- Station Design:
  - LEED certified
  - Keep historic station
  - Local examples: McDonalds at Lamden/Curtner, Willow St Pizza on Willow
  - Extend plaza out toward DTSJ
    - Entice walking to DT and SJSU

- Access and Connections:
  - Connect BART to SAP Center and Diridon underground
  - Important to have close connection between heavy rail and BART
  - Two-minute walk area
  - Multiple trail access points
  - Consider trails as diagonals across street greed
  - Move LRT platform to east side

- Southern Track Alignment:
  - Tracks go to 87/280 overpass—important for North Willow Glen

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

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

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

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

“Ask the Project Team” Station:

- Have easy access for other cities for a bus to the station.
- More bike lanes or bus routes from various parts of the station.
- Easy access to rental cars.
- Airport connections.
- More integration to off and on.
- Increased passenger density.
- Design for wayfinding.
- Improved safety.
- More student to have a say.

Summary of Community Meeting #3 | June 10, 2019
Layouts Station:

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

Place a dot next to your top 3 priorities

- A short, intuitive connection between the BART platforms and the platforms for heavy rail services (such as High-Speed Rail, Caltrain, Capitol Corridor, and ACE)
- A main entrance from the west, as well as from the east (facing downtown)
- Station hall close to bike routes on San Fernando Street
- Station hall close to bus routes on Santa Clara Street
- Passenger drop-off near the station entrance for personal and ride-share vehicles
- Car parking near the station
- Reduced car traffic in the station area, allowing for more bikes and walking
What are your Urban Integration-Related Priorities?

When thinking about the future station, what are the most important things from this list?
Place a dot next to your top 3 priorities

- A highly visible and iconic station
- Proximity to venues and shopping on Santa Clara Street
- A variety of gathering spaces and activities inside and outside of the station hall
- A pedestrian plaza near the station entrance
- More trails running through the station area
- The ability to walk from one side of the tracks to the other without going through an underpass
- More vibrancy and activity along Santa Clara Street
- More vibrancy and activity along San Fernando Street
Drawing Station:
Mix and Match Station:
COMMENT CARD

Poor Bike Access

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

Thank you.

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

Bike riders both young and older more experienced riders will follow the quick and less cluttered Route - Alum Rock.

Not San Antonio Street.

San Antonio is “Not” Safe. It is small and Dangerous. Bridge over I-880 is too steep for children and Seniors to ride over.

Optional (Please provide your contact information below. Please PRINT.)
The Station option is very good. It is very well integrated for transit with good transfers between BART, VTA, Caltrain, and light rail. It also adds great neighborhood connectivity with at-grade connections under the tracks. There is great opportunity for activation on Santa Clara St and also opportunities for placemaking in front of the main station entrance. The only criticism is the VTA bus bays; they could potentially be placed in a different way (and why does it seem to work? Montgomery & Alum Rock?). The BART 8 in-kind has potential. It is great to keep car traffic away from the street immediately adjacent to the station, making the area more pedestrian-friendly.

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

The TK & BART on Autumn St are too far from the station hall.

Moving朝向 the Capital Drive is not ideal. It would greatly help the operation of the station to reduce delays and keep the tracks as flexible as possible so that different operators can use every platform (if possible) to keep operations flexible.

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