SAN JOSÉ DIRIDON STATION

Cooperative Agreement

- Work as a cohesive group
- Shared vision for a fresh, bold look
- Co-create an integrated project (i.e., tracks, station, development)
- Partner resources & commitments (funding, grants, etc.)
- “You won’t get everything you want, but you will get more than you expected!”

[Logos of California High-Speed Rail Authority, Caltrain, City of San Jose, VTA]
Expanding Rail Service at Diridon
Planned Major Regional Rail Services San Jose Diridon

Projects & Timing

- **Integrating Station Concept Plan**
- **Caltrain Electrification**
- **VTA's BART Silicon Valley Phase II**
- **HRB San Jose to Milpitas Section**
- **Google Mixed Use Development**
- **Caltrain Business Plan**
Key Objectives

- A Multi-modal, Integrated, and Human-centered Station
- The Station as Catalyst for the Urban Environment
- The Station as a Destination
- A Compelling Vision for the Future of the Diridon Station
- A Futureproof, Flexible, Adaptive, and Innovative Station

Phase I Process & Outreach Rounds

1. Ambitions/Objectives - Fall 2018
2. Options for Key Elements - Winter 2019
3. Possible Layouts - Spring 2019
4. Draft Vision - Summer 2019
Big Moves

Vertical Platform Position
- At grade
- Elevated

Station Location
- San Fernando Street
- Santa Clara Street
- Stover Street

North Alignment
- Existing Northern Corridor
- New Northern Corridor

South Alignment
- Existing Southern Corridor
- I-280 & Existing Southern Corridor
The Kit of Parts

- Pedestrian & bikes
- Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Parking
MIXING AND MATCHING
EXAMPLE

Vertical Platform Position
- Platform At Grade
- Platform Elevated

Station Location
- San Fernando
- Santa Clara
- Stower St.

North Alignment
- Existing Northern corridor
- New Northern corridor

South Alignment
- Existing Southern corridor
- I-880 & Existing Southern corridor

VTA Bus
- Bus platform on Calh St.
- Bus platform under building at Autumn
- Bus platform under building at Santa Clara

InterCity Bus
- Access on Autumn St.
- Access to Calfornia St.
- Access between Calh and Autumn

Taxi, TNC/AUV, Pick up/Drop off
- On Frierer and inside adjacent building
- On Frierer
- In tunnel and inside building

BART
- Entrance on Santa Clara St.

Light Rail
- Platforms on level 1
- Platforms at grade

LAYOUT 1: SAN FERNANDO STREET

SAN JOSE DIRIDON STATION
LAYOUT 2: SANTA CLARA STREET

STATION AREA TODAY

- Station Building
- Heavy Rail
- VTA Buses
- Light Rail
- Intercity Buses
- Taxis, TNC, Company Shuttles Pick Up and Drop Off

Light Rail Platforms

BART Station

Intercity Bus Stop

Company Shuttles Pick Up and Drop Off
### Comparing Layouts

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<thead>
<tr>
<th></th>
<th>Layout 1: San Fernando St.</th>
<th>Layout 2: Santa Clara St.</th>
<th>Layout 3: Stover St.</th>
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<tbody>
<tr>
<td>Vertical Platform Position</td>
<td>At Grade</td>
<td>Elevated</td>
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<tr>
<td>North Alignment</td>
<td>Existing corridor</td>
<td>Northern corridor</td>
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<tr>
<td>South Alignment</td>
<td>Existing corridor</td>
<td>I-280 &amp; existing</td>
<td>Existing corridor</td>
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<td>Concourse</td>
<td>In tunnel</td>
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<td>City Bus</td>
<td>On platforms on Cahill St.</td>
<td>Under building at Autumn St.</td>
<td>Under tracks and building at W Santa Clara St.</td>
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<td>Intercity buses</td>
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<td>Taxis</td>
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<td>At curbs on Autumn St</td>
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<td>TNC and AV</td>
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<td>On flyover in between San Carlos / Julian</td>
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<td>Pick up/drop off</td>
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### Next Steps: Layout Optimization

- Partner agencies evaluate layouts
- Incorporate public input into mixing and matching
- Identify opportunities for mixing and matching
- Develop draft Vision
- Seek additional public feedback
- Present to the Partner Agency Policy boards

- [www.diridonsj.org/](http://www.diridonsj.org/)
- Take a survey: [www.diridonsj.org/disc](http://www.diridonsj.org/disc)