June 6, 2019 – Item #13

SAN JOSÉ DIRIDON STATION
Peninsula Corridor Joint Powers Board
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!”
Expanding Rail Service at Diridon
Planned Major Regional Rail Services San Jose Diridon
The vision is to deliver a world-class transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and downtown.

Projects & Timing

- Integrated Station Concept Plan
- Caltrain Electrification
- VTA’s BART Silicon Valley Phase II
- HSR San Jose to Merced Section
- DSAP Planning & Implementation
- Google Mixed Use Development
- Caltrain Business Plan

The timeline spans from 2019 to 2029, indicating stages of planning, environmental, pre-construction, construction, system testing, and opening.
STATION AREA PROJECTS
STATION AREA PROJECTS

Caltrain Electrification

VTA's BART Silicon Valley Phase II

THE ALAMEDA

SANTA CLARA ST

SAN FERNANDO

PARK

SAN CARLOS

LOS GATOS CREEK
STATION AREA PROJECTS

- Caltrain Electrification
- HSR San Jose to Merced Section
- DSAP Implementation (including Google)
- VTA's BART Silicon Valley Phase II
STATION AREA PROJECTS

- Caltrain Electrification
- Integrated Station Concept Plan
- HSR San Jose to Merced Section
- VTA's BART Silicon Valley Phase II
- DSAP Implementation (including Google)
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

Partnership Organization
Internal & External Stakeholder
Funding Objectives and Risk Management
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

- Direction from Partner Agency Boards
  - Fall 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

Vertical Platform Position
- Platform At Grade
- Platform Elevated

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

North Alignment
- Existing Northern corridor
- New Northern corridor

South Alignment
- Existing Southern corridor
- I-280 & Existing Southern corridor

VTA Bus
- Bus platform on Cahill St.
- Under building at Autumnn St.
- On Santa Clara St.
- Under building at Santa Clara St.

Intercity Bus
- Bus platform on Cahill St.
- At curbs on Autumnn St.
- North of Santa Clara under tracks
- On flyover and inside adjacent building
- On flyover between San Carlos/Julian
- Under building at Autumnn St.

Taxis, TNC/AV, Pick up/Drop off
- Platform on Cahill St.
- At curbs on Autumnn St.
- On flyover and inside adjacent building
- On flyover between San Carlos/Julian
- In tunnel and inside building

BART
- Entrance on Santa Clara St.
- Entrance in station hall
- Entrance in other building

Light Rail
- Platforms on level -1
- Platforms at grade
- Platforms on level +1

Mix and Match Round 1
### MIXING AND MATCHING

**Example**

<table>
<thead>
<tr>
<th>Vertical Platform Position</th>
<th>Station Location</th>
<th>North Alignment</th>
<th>South Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platform At Grade</td>
<td>Platform Elevated</td>
<td>Existing Northern corridor</td>
<td>Existing Southern corridor</td>
</tr>
<tr>
<td>Platform Elevated</td>
<td>San Fernando</td>
<td>New Northern corridor</td>
<td>L-280 &amp; Existing Southern corridor</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>Stover St.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### VTA Bus

- **Bus platform on Cahill St.**
- Under building at Autumnn St.
- On Santa Clara St.
- Under building at Santa Clara St.

### Intercity Bus

- **Bus platform on Cahill St.**
- At curbs on Autumnn St.
- North of Santa Clara under tracks
- On flyover and inside adjacent building
- On flyover between San Carlos/Julian
- Under building at Autumnn St.

### Taxis, TNC/AV, Pick up/Drop off

- **Platform on Cahill St.**
- At curbs on Autumnn St.
- On flyover and inside adjacent building
- On flyover between San Carlos/Julian
- In tunnel and inside building

### BART

- Entrance on Santa Clara St.
- Entrance in station hall
- Entrance in other building

### Light Rail

- Platforms on level -1
- Platforms at grade
- Platforms on level +1
LAYOUT 1: SAN FERNANDO STREET
STATION AREA TODAY

- Station Building
- Heavy Rail
- VTA Buses
- Light Rail
- Intercity Buses
- Taxis, TNC, Company Shuttles
  Pick up and Drop off.
ELEVATED: SANTA CLARA – ALL ACCESS MODES

- **Station Building**
- **Heavy Rail**
- **VTA Buses**
- **Light Rail**
- **Intercity Buses**
- **Taxis, TNC, Company Shuttles**
  Pick up and drop off.
- **BART**

*Google Earth*
LAYOUT 3: STOVER STREET
ELEVATED: STOVER – ALL ACCESS MODES

- Station Building
- Heavy Rail
- VTA Buses
- Light Rail
- Intercity Buses
- Taxis, TNC, Company Shuttles

Curb spaces for taxis, TNC, company shuttles, pick up and drop off.

Curb space for intercity buses.
## Comparing Layouts

<table>
<thead>
<tr>
<th></th>
<th>Layout 1: San Fernando St.</th>
<th>Layout 2: Santa Clara St.</th>
<th>Layout 3: Stover St.</th>
</tr>
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<tbody>
<tr>
<td><strong>Vertical Platform Position</strong></td>
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<td>Elevated</td>
<td>Elevated</td>
</tr>
<tr>
<td><strong>North Alignment</strong></td>
<td>Existing corridor</td>
<td>Northern corridor</td>
<td>Northern corridor</td>
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<tr>
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<td>I-280 &amp; existing</td>
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<tr>
<td><strong>Concourse</strong></td>
<td>In tunnel</td>
<td>At grade</td>
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<td>Under tracks and building at W Santa Clara St.</td>
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<td><strong>Intercity buses</strong></td>
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<td><strong>Pick up/drop off</strong></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