

From: [Eidlin, Eric](#)
To: [Mendez, Zacharias](#); [Madou, Ramses](#)
Subject: RE: Long Term Park Ave Plans?
Date: Wednesday, June 10, 2020 5:19:09 PM

Sounds good Zak.

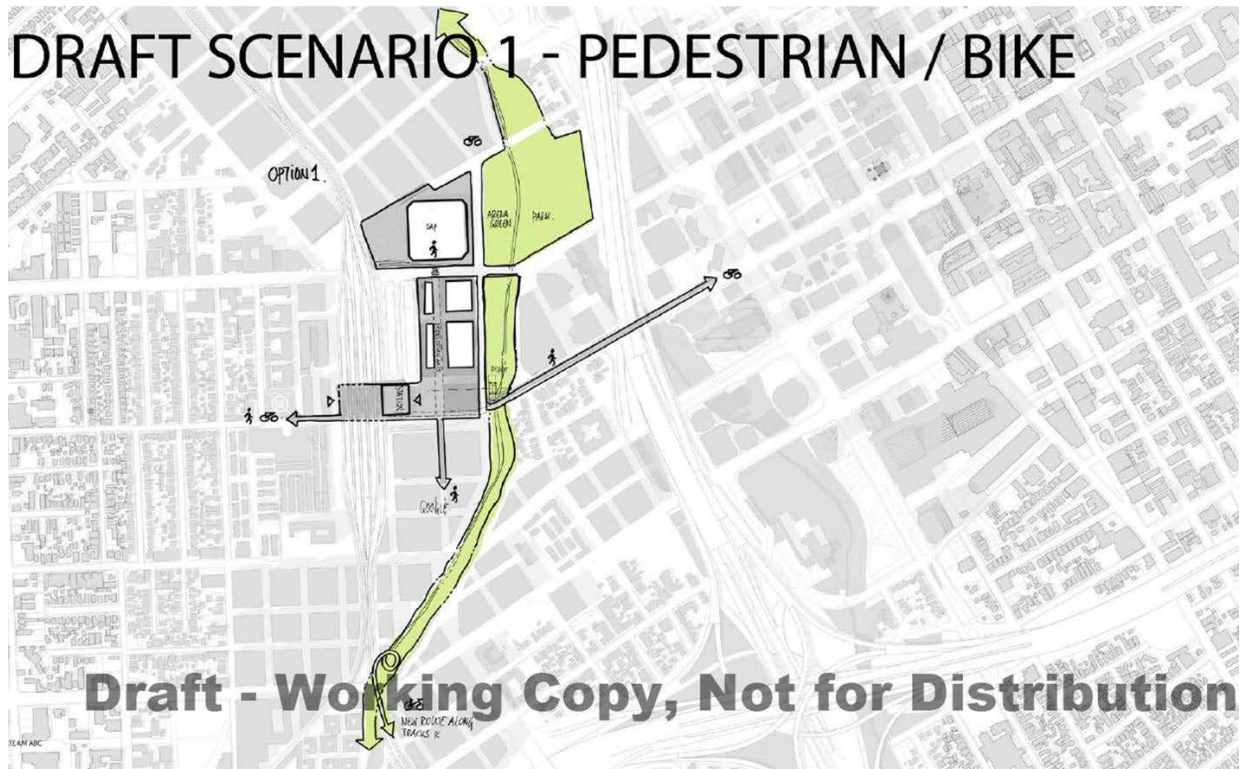
I dug up some of the slides from the workshops in which we talked about a potential trail connection alongside the tracks.

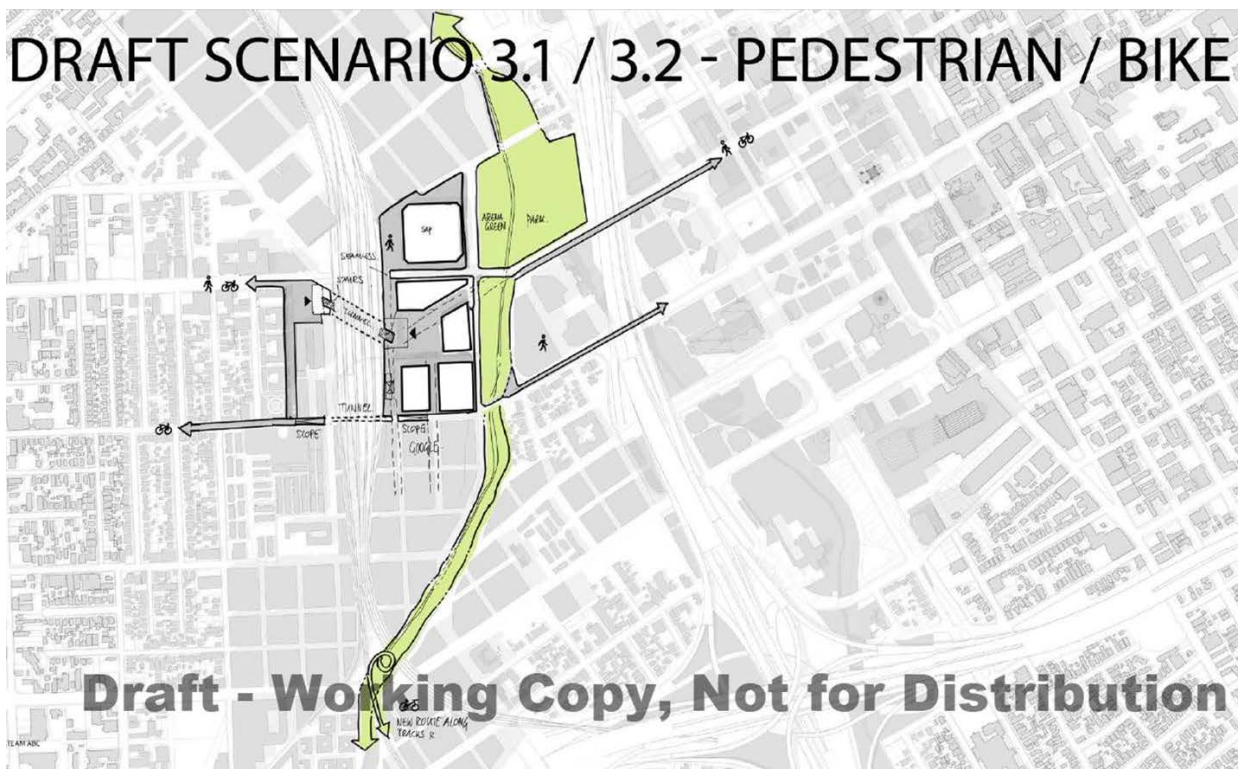
See slides below from the presentation

(<https://www.dropbox.com/s/z74225ojk91wazq/20190219%20Urban%20Integration%20%26%20Station%20Configuration%20-%20DRAFT.pdf?dl=0>), which show roughly the same trail connection for the three station concepts that we were considering back in February of last year.

I think it could be good for us to chat about how compatible or not these concepts are with PRNS' thinking about Los Gatos Creek Trail and Google's trail investments?

Thanks,
Eric





From: Mendez, Zacharias
Sent: Wednesday, June 10, 2020 10:04 AM
To: Eidlin, Eric <eric.eidlin@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>
Subject: Re: Long Term Park Ave Plans?

Hey Eric,

I think it would be great to be able to listen in to the design thought as it goes along. Should we look to connect the current terminus of the Los

Gatos Creek Trail at Dupont Street through to the station parallel to the rail, we would likely seek an undercrossing at Park Ave when the street is brought to grade.

As for Cahill, I personally don't think the interface would be too much of an issue. We will just need to make sure we have the narrative straight to communicate to the community when we do present the idea. Strong design and community engagement should help us navigate the conversation.

Thanks,
Zak

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From: Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Sent: Tuesday, June 9, 2020 4:42 PM
To: Mendez, Zacharias <Zacharias.Mendez@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>
Subject: RE: Long Term Park Ave Plans?

All sounds good Zak. Will do on keeping you in the loop on the trail parallel to the tracks idea. Maybe even bring you into those design sessions if that seems doable?

Re. the possible bifurcation of the Park, via a bikeway, I don't think this should be a huge concern. I think it can be designed to avoid that. Even if it's wide, it is nothing like a road. You won't be able to play soccer or baseball across it, but I doubt that you could/would do that today?

Best,
Eric

From: Mendez, Zacharias
Sent: Tuesday, June 9, 2020 4:38 PM
To: Eidlin, Eric <eric.eidlin@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>
Subject: Re: Long Term Park Ave Plans?

Hey Eric,

Thanks for that clarification, it helps greatly. We are exploring the pros and cons of a rail parallel trail connection to Diridon, but Nicolle was intrigued leaving the Park Advocates meeting. I will follow up with you when we dive into the conversation some more.

Regarding Cahill Park, that was exactly the thought. The advocates expressed concern over the bifurcation of the park should the bikeway go directly through the park. I agree that we will need to think carefully about the implementation. Can you keep us in the loop as the planning process continues?

Thanks,
Zak

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From: Eidlin, Eric <eric.eidlin@sanjoseca.gov>
Sent: Tuesday, June 9, 2020 4:03 PM
To: Mendez, Zacharias <Zacharias.Mendez@sanjoseca.gov>; Madou, Ramses <ramses.madou@sanjoseca.gov>
Subject: RE: Long Term Park Ave Plans?

Hi Zak,

This is how I'd respond to your first question:

- Our station design consultants have floated the idea of making a connection from south of 280 to the Diridon Station Area alongside the tracks. I'd say that the staff of the Diridon Partner Agencies (VTA, Caltrain, HSR and City) were generally in favor of this proposal. But I'd also say that we didn't

pursue the idea very far. Not for any very good reason, but rather because we have been focusing more on some of the core station elements.

- I personally think that a connection alongside the tracks would be a great idea. It would also be a means to address some of the concerns / request of our community for better and safer ped/bike connections across 280. It seems that adding a bike/ped connection to the track corridor could potentially have more legs than building a stand-alone bike/ped crossing between Gardner and Delmas Park as some have suggested. And I think it would be safer.

As for your question about the interaction between Cahill Park and the San Fernando bike/ped connection underneath the tracks, I assume that the question is mostly about how we would connect Laurel Grove Lane to San Fernando west of the park? This is something that obviously requires detailed design thought, but I assume that we will want to turn the sidewalk currently shown in the Google streetview below into a full-fledged bikeway/ped facility for that block.



And I'm sure you've seen this rendering showing the view back toward downtown from Laurel Grove Lane.



Does this help?

Thanks,

ERIC EIDLIN, AICP

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From: Mendez, Zacharias

Sent: Tuesday, June 9, 2020 11:19 AM

To: Madou, Ramses <ramses.madou@sanjoseca.gov>; Eidlin, Eric <eric.eidlin@sanjoseca.gov>

Subject: Re: Long Term Park Ave Plans?

Hey Ramses,

Thanks for the clarification. We had a conversation with the Park Advocates last night and the concept of a station connector along the raised

rail line directly from Los Gatos Creek was brought up. I am looping Eric into this conversation as well.

Does DOT/DISC planning have any thoughts on the viability of this kind of connection?

Also, they brought up the bikeway connector that will go under the raised station and directly toward Cahill Park. Has any thought been put toward how the bikeway will interact with the park?

Thanks,
Zak

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From: Madou, Ramses <ramses.madou@sanjoseca.gov>
Sent: Tuesday, June 9, 2020 8:23 AM
To: Mendez, Zacharias <Zacharias.Mendez@sanjoseca.gov>
Subject: Re: Long Term Park Ave Plans?

Hey Zack that's idea

Ramses Madou

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From: Mendez, Zacharias <Zacharias.Mendez@sanjoseca.gov>
Sent: Monday, June 8, 2020 7:47:50 PM
To: Madou, Ramses <ramses.madou@sanjoseca.gov>
Subject: Long Term Park Ave Plans?

Hey Ramses,

Was is the long term plan for the rail crossing at Park Ave? When the rail gets raised, is Park planned to come to grade?

Thanks,
Zak

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