

From: [Mendez, Zacharias](#)
To: [Eidlin, Eric](#); [Madou, Ramses](#)
Subject: Re: Long Term Park Ave Plans?
Date: Tuesday, June 9, 2020 4:37:35 PM

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 Nicole 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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