



*Solutions that move you*

## **Downtown/Diridon Community Working Group Meeting**

**Date of Meeting:** June 11, 2019 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Bert Weaver, Jaime Fearer, Alan Williams, Chris Morrissey, Teresa Alvarado and Asn Ndiaye

Members not in Attendance: Matt Quevedo, Dana Grover, Jaye Bailey, Eddie Truong, Michelle Azevedo, Adina Levin, Larry Clark, Carol Austen, and Jim Goddard

Other Speaker Attendees: Jaclyn Tidwell (Kimley-Horn), Doug Moody (CSJ), Corinne Winter (Winter Associates), Marc Asnis (Perkins + Will), Nadine Fogarty (Strategic Economics), Jill Gibson (VTA), and Gretchen Baisa (VTA)

Project Team in Attendance: Erica Roecks (VTA), Charla Gomez (CSJ), Eric Eidlin (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance:

**Location:** San José City Hall Wing Rooms 118/119, San José, CA

### **Summary:**

#### **The Meeting agenda included:**

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Diridon Integrated Station Concept Plan
- Phase II Update
- Construction Education and Outreach Plan
- Downtown Transportation Plan
- Transit-Oriented Communities Strategy Study
- Review Action Items and Next Meeting Dates

#### Next CWG Meeting:

Downtown/Diridon Working Group: September 10, 2019 4:00-6:00 p.m.  
City Hall Wing 118/119 Meeting Rooms, 200 E. Santa Clara Street, San José, CA

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow Up</b>	
Where did the \$2.8 million interest from the 2016 Measure B program delayed start go?	Back into the program funds.
<b>CWG Member Report Out</b>	
We have been following SB 127 complete streets/active transportation bill and SB 5 the infrastructure financing district bills.	We will be speaking about SB5 during our Transit-Oriented Communities Strategy Study agenda item.
The Arena Authority meets once a month. We would like a DISC presentation.	The City of San José will presenting to the Arena Authority on DISC at the end of June.
My neighborhood is very interested in what will happen to the ventilation facility buildings.	This topic will be covered in the Phase II update.
<b>Diridon Integrated Station Concept Plan</b>	
Can we take the survey?	Yes, the survey is here: <a href="https://www.surveymonkey.com/r/BTS2BNH">https://www.surveymonkey.com/r/BTS2BNH</a>
I am disappointed the design takes so long and the project would not be complete until 2029. That seems too long. Access is difficult today. With CalMod and BART coming in before, is there a chance to phase this and deliver more sooner?	Yes, we will be looking at phasing as part of project delivery. It is also important that we plan to do our improvements while we keep the station operational.  Each project is looking at access on an interim basis, and this project will include how the pieces fit together in the long run. This will include an analysis of how to maintain access and keep the station running during the interim while facilities are being constructed.
The I-280 plan helps make sure the Gardener neighborhood isn't cut off. Access is so important to all neighborhoods.	Comment noted.
When I went to the DISC Community meeting, I learned that south of the station tracks would be elevated to go over I-280 and would eliminate at-grade crossings at Virginia Street and Auzerais Street. However, the freight trains would stay on the existing tracks through Gardener and not be on the new fly-over at 280.	Yes, this is correct.
I think the elevation of the tracks over Virginia, Auzerais and other local streets will help traffic circulation and that is a good thing. There would be benefits to the north of the station as well, now that Park Avenue and San Carlos Street could be at-grade.	Comment noted.
Does the station design incorporate High	Yes, they are part of the Partnership planning the

Speed Rail needs?	facility.
How are you communicating the challenges and opportunities related to financial and technical issues? Are costs being used as part of the decision making?	There is a matrix, and criteria are used. The community has been and will be able to see how decisions are being made and have input into the process at multiple points. The discussion of costs is in the next phase.
What is happening with the station and the historic building and facade?	We are hearing a lot of concern from the community about preserving that structure. The station area needs to be wider, and due to the residential impacts that widening is expected to take, the station area will grow on the east side. The team is aware that the station is on the National Historic Register. The team is exploring options. We are not at the architectural phase yet. There will be a lot of thoughtful consideration given.
What are the plans for access, especially for bikes and pedestrians, from the south to the station area during construction?	We are not to that level of detail yet, but access from all directions is being considered for all modes.
Public Comment: Freight is an issue at 1% grade in San Carlos. Cars will need to wait. I like the Santa Clara option but with at-grade similar to the Embarcadero in San Francisco. I am concerned that the City looks at primarily Google property impacts. A guiding principle should be to retain the historic building. Burying the LRT could be a solution. There could be different levels for taxis etc.	Comments noted.
Public Comment: Concern regarding Diridon not showing up as a station on the drawings. We don't want to get rid of it.	Comment noted.
Can the historic building be moved? I have seen that in other projects such as the Fallon House, Montgomery and other structures.	That would be a major undertaking.
Maybe keep the façade and work that into the station area.	Comment noted.
Where will the secure bike parking be?	We are looking at options. We think about that a lot.
Public Comment: Does the facility need all that width? It looks like double the space. Will the access for high speed rail work with these S curves that are part of the proposed options?	Yes, the HSR team are part of the Partnership planning the facility.
<b>Phase II Update</b>	
Will the tracks be side by side the whole	Yes, even in the cross over areas.

way?	
Will the width be 55' the whole way? Too bad we didn't have this design earlier.	Yes, the diameter is 55' the whole way.
How wide will the platforms be?	Working on the specifics but roughly 24'.
Will the tunnel boring machine be larger?	Yes.
Will it be a deeper tunnel?	Yes, slightly deeper.
What is the timeline for EPD? Will it be in the next 18 months?	Yes, VTA will apply within the next 18 months. We plan to submit end of next summer/fall (2020) and the FTA has 120 days to tell us whether we will get the federal funding.
Public comment: I predicted this outcome in my 2017 letter to the VTA. These BART platforms will be deep in the ground. Connectivity to Caltrain is an issue. A supplemental EIR should be done to disclose impacts. There are more costs with this configuration, and it won't work at Diridon. The GEC has built stations in London. They should review this. Liverpool is a good example.	Comments noted.
<b>Construction Education and Outreach Plan</b>	
I like the new web design, but the timelines should go from most recent backwards That is more user friendly. Put the opening date information for both phases on main home page—people really want to know that information the most. It would be great to offer and alter for any date changes.	Comments noted.
How are you partnering with community organizations and with whom on the internship and other outreach? We do not want the BRT example to happen again on the eastside where not enough outreach was done.	Job Corps, Cristo Rey School, and SOMOS Mayfair are some current partners.
<b>Downtown Transportation Plan</b>	
Where does improved bike parking fall among all these projects you just listed?	Bike parking is included in this scope.
Will there be wayfinding for bike parking?	Yes.
There should be a placeholder for whatever comes out of the pedestrian plan that is being worked on. That effort needs to be coordinated with.	Yes, we agree.
Is there engagement with businesses planned? They will care about parking.	Comment noted. There is both an equity and a business focus group planned.
Is this effort coordinating with VTA with	We are looking at train speeds.

regard to speeding up LRT through downtown?	
How long is this effort?	It planned to be 18-24 months.
Public Comment: The scope should also take the airport and the Airport People Mover into account.	Yes, we agree.
<b>Transit-Oriented Communities Strategy Study</b>	
Is an EFID like the old RDA?	Yes, EIFDs are similar to the old RDAs. However, this would be a new entity and would avoid previous issues that RDAs faced.
I like these ideas, and I like the idea of advocacy for them. I like the community partnership models. I am interested in the corridor concept, district station and transit shed. Is that what is being looked at?	Yes, a broader area than just the stations themselves – typically looking at improvements and development up to 0.5-1.5 mile from the station.
For the Mission Bay example with 30% affordable - was that planned ahead and integrated into the development?	Yes.
Public comment: We are too conservative with the 10-20 stories. The rest of the world is at 30-40 stories. We need to figure this out and look at examples like Montreal and Tokyo.	The Plan is recommending higher densities. The densities shown in the slide deck are not necessarily representative of the heights and densities that are being recommended in the final report. There will be a map where you can see that in the report.

**Follow-Up Items:**

- Provide link to online DISC survey – link added to summary

**Prepared by:** Eileen Goodwin, Apex Strategies

**Distribution:**

CWG  
 Project Team  
 City Staff  
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