



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: February 12, 2020 (4:00 p.m. to 6:00 p.m.)

Location: Roosevelt Community Center, 901 E Santa Clara Street in San José

Attendees:

Members in Attendance: Ricardo Agredano, Elma Arredono, Terry Christensen, Carlos Diaz, Mimi Fernandez (on behalf of Connie Alvarez), Helen Masamori, Chris Patterson-Simmons, Bill Rankin, Justin Triano, and Davide Vieira

Members not in Attendance: Danny Garza, Kathy Ericksen, Jeff Levine, Cobán López, and Eric Thacker

Other Speaking Attendees: Gretchen Baisa (VTA), Jill Gibson (VTA), Marcy Kamerath (VTA), Ramses Madou (CSJ), Jeremy Nelson (VTA), and Aaron Quigley (VTA)

Project Team in Attendance: Joseph Clayton (VTA) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Kate Christopherson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Government Affairs
- Recurring Status Updates
- Phase II Update & Related Planning Efforts
- Construction Education and Outreach Plan
- VTA Block Design Development Framework
- San José Airport Connector
- Next Steps and Review Action Items

Follow-Up Items:

- Send link to BART Phase II video – [Video Link](#)
- Send link to playbook once finalized – *Noted*
- Send date for Santa Clara Council Meeting TOC Workshop Presentation – *Tuesday, March 17th, 6pm, City Hall Council Chambers 1500 Warburton Avenue Santa Clara, CA 95050*
- Send the small business survey link to Small Business Task Force for beta testing – *Sent on Feb. 28, 2020*
- Provide link to Airport RFQ responses in meeting summary – [Responses Link](#)

Comment, Issues, and Questions	Response
Follow-Up Items	
No comments or questions noted.	
CWG Member Report Out	
There have been 10 development projects started recently in the area. About half are affordable housing projects. In the various community meetings for these projects transportation and parking are always raised as concerns.	
People are excited about the TOC playbooks approval.	
I hear more about Phase I questions than Phase II in my neighborhood right now due to the disappointing news about the delay in opening.	
I posted the good news about the name change being official. It posted to 4,046 people. 672 engaged in the post. 43 shared it, and there were about 50 comments. The comments were positive.	
The business community still isn't very knowledgeable about the project. There are some upcoming meetings where we can change that.	
Parking is a big deal in my network. Transportation options are critical. Traffic and parking are issues. People do see this BART project as a service that is coming.	
I hope we do better than we did with the BRT project. I look forward to working together to get the word out. Our active business group just held a loan workshop. Our group is doing outreach to businesses between 17 th Street and Interstate 680. We are concerned about displacement. Most businesses we have spoken to get their staff and customers within a mile of the business.	
Echo the comment about Phase I being more top of mind than Phase II in my network as well.	

I have been meeting with California Walks San José representatives. I have shared the TOC playbook and its vision. I am trying to spread the word about the BART project and the TOC vision.	
Our business group is also doing an assessment of business health along the corridor. There is excitement about BART but concern regarding the construction and “in between time.” How will this affect and impact businesses? There are concerns.	
Government Affairs	
No comments or questions noted.	
Recurring Status Updates	
No comments or questions noted.	
Phase II Update & Related Planning Efforts	
Where will muck come out?	In the Newhall Yard area in Santa Clara at the west end of the project.
Where were the contractors from that went to the event?	They were from all over, including internationally. They were big and small firms.
I think the project should give the construction work to local people first.	Comment noted.
Will there be a local preference?	The specific contracting requirements have not yet been finalized.
The video shows that some of the VTA owned parcels won't be needed. Can we get the Five Wounds trail built sooner?	If the project is done with the CSA parcels you're referring to early, we can look at making it available for the trail project earlier.
Will the VTA service office downtown need to relocate?	Yes. We hope to move to another similarly prominent location.
If there are delays could the construction start at both ends to speed things up.	Tunnel boring machines are very expensive. It is unlikely that there would be two working on the project. The current thinking is west to east only.
Will we see the details of the Construction Transportation Management Plan?	We are working on the plan now, and we plan to bring it to all of the CWGs.
What was the document your referred to on the TOC from Carrasco?	It wasn't a document but a focus group she pulled together.
Has VTA declared a climate emergency? Did they defund road projects?	The Board did declare an emergency, but there was no action taken to defund any transportation projects.

Can staff share the video from the Industry Forum?	Video link: https://bit.ly/2IsKJ7n
Construction Education & Outreach Plan	
The curbs are being painted red along the streets. Is that being considered?	Yes, the Construction Transportation Management Plan will consider current transportation conditions and parking availability.
What is the specific area that the VTA is doing business surveying?	VTA is targeting 500 foot radius but up to 0.25 mile around the construction staging areas.
Will VTA also survey along the corridor?	No, because the tunnel boring machine will be deep in the ground. There won't be any digging to make disruptions.
I support the enhanced construction fencing ideas. Where can we advocate for this?	The CWGs will be the appropriate place to express support for various strategies.
Will I be able to limit what hours text messages come to my phone? I don't want anything late at night.	Yes, we are hoping we can design our system in such a way that users can make limits and specifications when they sign up.
When will the small business survey be on the street?	VTA is planning for late Feb./early March.
Can we test the survey for how easy it is to do and whether we think it hits the correct topics?	We will send a link to the Small Business Task Force so they can beta text this survey before it is final.
VTA Block Design Development Framework	
How would the stacked car system work? Has this been implemented elsewhere?	There would need to be valet service. It is not expected that people would be operating the system themselves. Yes, it has been done elsewhere.
That long parking garage in the video is in the wrong place and would block mountain views that are specified in the Urban Village Plan.	The video was just to show there would be a station headhouse and parking at the site. It was not intended to indicate where on the site.
If there is greenspace in the downtown block, is it public or private?	There would be three likely types of space: fully open to the public such as a plaza, quasi-public such as a bar or restaurant and fully private such as residential condo balcony.
The San Francisco Transbay Terminal is a good example of new public open space.	Comment noted.

Who makes up the “engagement group” you work with?	Property owners, developers, city staff, community groups such as Working Partnerships and Downtown Residents Association, and associations such as the SVO, SPUR, and SJDA.
Will you come to the CWG with suggestions for a similar group for 28 th Street/Little Portugal?	Yes, when the process is being kicked-off we will be asking CWG members who we should include, along with City staff.
Is SJSU involved in the Downtown stakeholder group?	They are not on the engagement group, but they have a member on the CWG for Downtown-Diridon so they are engaged through that process.
San José Airport Connector	<i>This update and the responses below were provided by a representative of the City of San José.</i>
Why can't the route to the airport use BART to Santa Clara then go to the airport?	That has been studied. It is challenging to go under or over the airport.
Why such a focus on the different mode? Why not just expand BART or light rail systems?	Mostly the time and cost to get those systems up and functional. The City and the Mayor would like something that is faster and cheaper to implement. Trying to find something 4-10 times cheaper if possible.
Don't forget there are lessons already learned from the existing technologies that should be factored in.	Comment noted.
Are you assuming the same ticket price for this new system?	Ticket price has not yet been factored in, but yes, we want something that can be accessed by all not just people with a lot of money. The City is very focused on equity concerns.
My advice is to make the tickets relatively equal across all technologies.	Comment noted.
What is the timeline?	If public involvement and funding is required, it is at least ten years out. Some privately funded proposals are saying they could be in place within four years.
Can staff share the responses to the Airport Connector RFI?	Link to responses: https://bit.ly/2vxxcsH
Public Comment: The light rail is just a few blocks from the airport now. Why not extend that train link?	There is a bus link now and a transfer is required. That existing route does not show a lot of ridership.

Next CWG Meeting:

May 13, 4:00 – 6:00 PM, Mexican Heritage Plaza, 1700 Alum Rock Av, San José

Prepared by: Eileen Goodwin (Apex Strategies)

Concurred by: Erin Sheelen (VTA)

Distribution:

CWG

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