



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

**Date of Meeting:** September 15, 2020 (4:00 p.m. to 5:30 p.m.)

**Location:** Zoom

### **Attendees:**

Members in Attendance: Carol Austen, Jeffrey Buchanan, Elizabeth Chien-Hale, Charlie Faas, Scott Knies, Michael Lane (on behalf of Teresa Alvarado), Adina Levin, Chris Morrisey, Nikita Sinha, Bert Weaver, and Alan Williams

Members not in Attendance: Larry Clark, Jim Goddard, and Dana Grover

Other Speaker Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Eric Eidlin (City of San José), and Wilson Tam (City of San José)

Project Team in Attendance: Kate Christopherson (VTA) and Joseph Clayton (VTA)

Project Team not in Attendance: Jill Gibson (VTA)

### **Meeting Agenda:**

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Downtown Transportation Plan
- Phase II Update
- Community Outreach
- Review Action Items and Next Meeting Dates

### **Follow-Up Items:**

- Send Downtown Transportation Plan website link
- Schedule meeting with San José State University to discuss the southern entrance.

Comments, Issues and Questions	Response
<b>Follow-Up Items</b>	
When will the neighborhoods will allowed to comment on the fire station/mid-tunnel vent facility?	This is still at a preliminary phase. VTA and the City of San José are still gathering information/inputs and determining whether the fire station and mid-tunnel ventilation facility can share this site. Once this is determined and concepts are developed then we will share them for public comment.
Naglee Park Neighborhood Association is concerned with actual layout/design and construction impacts of the fire station/mid-tunnel ventilation facility site.	For this project, VTA is developing a Construction Transportation Management Plan. VTA will be engaging businesses and institutions to understand circulation and access needs.
[Public] Does VTA/City of San José have environmental clearance for the 13th Street mid-tunnel?	This same member of the public has submitted a request through the Public Records Act. VTA will let this question go through that process.
<b>CWG Member Report Out</b>	
In August, the Arena Authority Board sent letters to High-Speed Rail. San José on their San José to Merced and San José to San Francisco EIR. Our message in both was an ask for collaboration around SAP Center, the surrounding neighborhoods, and San José Downtown Association.	Comment noted.
Friends of Caltrain has received feedback from transit riders supportive of additional entrances at Diridon. Also interested in hearing options for lowering the cost of VTA's BART Phase II.	Comment noted.
[Public] For the San Francisco to San José High Speed Rail segment EIR, there were two violations of 2008 Prop 1A. One was the trip time between San Francisco and San José, which was supposed to be 30 minutes and not 48 minutes. The other violation was that the end of the line is the Transbay Terminal, not the 4th and King rail yard.	Comment noted.
<b>Downtown Transportation Plan</b>	
Is the City recommending street closures/restrictions prior to the plan's data showing density impacts on circulation and access downtown?	<i>This update and the responses below were provided by representatives of the City of San José.</i> We are looking at circulation and any possible street closures together -- in concert with each other, with the appropriate data and analysis.
A few months ago, the City proposed closing the Santa Clara Street off ramp from Hwy 87 without utilizing the plan's modeling or data. If the plan's stated goal is to improve access	We admit the announcement wasn't communicated as well as we planned because we had to change our communication plan to a pre-recorded presentation and distribute it online due to COVID-

<p>and circulation, how was this proposal possible?</p>	<p>19. That being said, this is rapidly urbanizing downtown, and there isn't space for most people to continue using cars. We're going to have to make some tough choices and consider all trade-offs. This is why the City is studying and investing in more efficient modes that enable economic development and placemaking activation that contribute to public life. The City isn't planning to get rid of cars downtown, but it is planning for cars to not be the dominate transportation choice. The ramp closure may not happen, but other tough choices are ahead.</p>
<p>Will the City be using the study data from the plan before recommending what streets are closed/alterd in Downtown West, especially for ingress/egress to SAP Center? Sounds like city has hypothesis in place before the data is in hand and may be looking for data to support the street closures.</p>	<p>Yes, the City will be using data whenever possible. We are also reviewing community feedback. The City is focusing on reducing single-occupancy vehicles (SOV) incrementally over time. As development and density happens, the City will be looking at SOV targets before deciding to close streets to vehicles.</p>
<p>When are the upcoming Downtown Transportation Plan workshops?</p>	<ul style="list-style-type: none"> <li>• 1st Downtown Transportation Plan Workshop – Oct 7th at 5:30 PM</li> <li>• Asian Communities &amp; Transportation - Oct 9th at 12:00 PM</li> <li>• Women &amp; Transportation - Oct 19th at 6:00 PM</li> <li>• Latinx Communities &amp; Transportation is not yet scheduled.</li> </ul>
<p>Where can we find more information on the Downtown Transportation Plan?</p>	<p><a href="https://www.movesanjose.org/">https://www.movesanjose.org/</a></p>
<p>[Public] Why is CEMOF included in DISC? What is the nexus with Diridon Station? Are you raising the tracks by 20 or 30 feet?</p>	<p>The current CEMOF location results in inefficient train movements at Diridon Station. A more efficient location is south of Diridon. Yes, the DISC partners are planning to raise the tracks to improve urban connections. Diridon Station is currently a barrier, and we want it to be a connector.</p>
<p><b>Phase II Update</b></p>	
<p>SJSU is completely confused on this entrance issue. Most future riders using the Downtown San José Station will be SJSU students and city workers. The mayor and Councilmember Peralez have expressed they want a south entrance. Seniors and students will be playing frogger on Santa Clara Street. A south entrance needs to be a part of the Phase II Project.</p>	<p>As part of VTA's BART Phase II, VTA will make intersection improvements at the Downtown Station. The project will also be built to not preclude the over or under crossing(s). Those two options are still being explored with the City of San José and BART. That being said, those two options will be a separate project from the overall Phase II Project primarily due to the schedule delay needed for environmental analysis. The CPC board committee</p>

	directed staff to continue the approved Phase II Project as is and look at the over and under crossings as a separate project, just like the Milpitas Pedestrian Crossing was a separate project. We will set up a meeting with SJSU to discuss further.
What happened to the possibility of having a south entrance at Fountain Alley?	VTA's current analysis looked at direct connections across Santa Clara Street. This would require bulb outs to create the sidewalk space needed for an entrance.
Friends of Caltrain has heard a lot on the station entrance issue from the transit user community. The Milpitas BART Station is not a good example of a pedestrian friendly station and should not be replicated in Downtown San José. We understand VTA is doing what it needs to do to move the project forward, but station access needs to be one of the highest priorities. This project will last a long time. We need to do it right.	The Milpitas pedestrian bridge was used as an example of a separate project. While it has improved pedestrian access at the Milpitas BART Station, we recognize it isn't the best comparison for a downtown station.
[Public] Has the 2007 environmental clearance for the three southern entrances been rescinded and, if so, when?	Submitted to the record.
[Public] With regards to Milpitas, neither overpasses were needed if the VTA had added BART entrances on the north side of Montague and under the light rail Milpitas station at which point the \$1/2B green mushroom could have been turned over to TOD.	Submitted to the record.
[Public] What happened to the slides showing the \$2.2B cost increase since last year (total \$6.9B)?	Submitted to the record.
[Public] Will the Peer Review revisit the stacked platforms without station entrances on each side of Santa Clara Street?	Submitted to the record.
[Public] "Stations first, southern entrances later" is known as "CEQA piecemealing" which is illegal and will be handled accordingly.	Submitted to the record.
<b>Community Engagement</b>	
[Public] Is there an update to the official schedule/completion and service date?	There is not an official completion date, but we do have an updated schedule. Substantial completion is estimated for mid-2028 followed by testing.

<p>[Public] I do not see BART Phase II on Friday's workshop agenda. Did I misunderstand an earlier comment?</p>	<p>There will be an update on the Design Development Framework at the Downtown San José Station at the Friday, September 18 VTA Board workshop. <i>Note: This item was pushed to a future meeting. We will send an email with the new date once known.</i></p>
<p>[Public] With regards to DISC, why is the light rail station being treated as a separate project?</p>	<p>VTA encourages this person to reach directly to DISC staff for the answer to this question.</p>
<p>[Public] Why aren't the BART and light rail stations integrated into the DISC?</p>	<p>BART will be the first infrastructure built in the area, while the DISC components are still in the planning process.</p>

**Next CWG Meeting:** November 17, 4:00 PM, Zoom

**Prepared by** Kate Christopherson (VTA)  
**Concurred by** Joe Clayton (VTA)

**Distribution:** CWG  
Project Team  
City Staff  
Distribution list