



## **Alum Rock Community Working Group Meeting**

**Date of Meeting:** November 16, 2016 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, Geoff Hatchard, RJ Castro, Carlos Diaz

Members not in Attendance: Craig Chivatero, Kathy Ericksen, David Dickey, Matt Bell, Kelly Daugherty, Justin Triano, Charisse Lebron

Other Speaking Attendees: Jim Unites (VTA), Liz Brazil (VTA), Olga Medina (VTA), Tom Fitzwater (VTA), Brandi Childress (VTA), and Margaret Simmons-Cross (VTA)

Project Team in Attendance: Leyla Hedayat (VTA), Kevin Kurimoto (VTA), Janice Soriano (VTA), Erica Roecks (VTA), Angela Sipp (VTA), Jessica Zenk (CSJ), Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: John Ristow (CSJ) and Rosalynn Hughey (CSJ)

**Location:** Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose CA

### **Summary:**

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

- Welcome and Introductions
- Follow up items – Facilitator
- Work Plan Update – Facilitator
- Schedule Update – VTA Staff
- Project and Schedule Update – VTA Staff
- Measure B Update – VTA Staff
- Diridon Transportation Facilities Master Plan Update – VTA Staff
- Environmental process: How to Comment – VTA Staff
- VTA Business Diversity Program – VTA Staff
- Technology Integration in BART Phase 1 Design – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Dates:
  - Regular CWG Meeting February 8, 2017 4 p.m.-6 p.m. Location: Mexican Heritage Plaza, 1700 Alum Rock Ave., San Jose
  - Special Meeting for CWG members only prior to SEIR Public Hearing January 25, 2017 5 p.m-6 p.m. at Mexican Heritage Plaza

**Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow up items – Work Plan Updates</b>	
No comments or questions noted	
<b>Project and Schedule Update</b>	
No comments or questions noted	
<b>Measure B Update</b>	
No comments or questions noted.	
<b>Diridon Transportation Facilities Master Plan Update</b>	
<p>Very concerned about design criteria and who is making those decisions. Existing VTA facilities do not seem to be safe for disabled and blind users. The Downtown Transit Mall is a good example. There are also elements that are not right such as nowhere for people to sit while they wait for the bus at San Jose City Hall for example. I want to make sure these types of things do not continue to be the case such as no level boarding for BRT and no benches. I am very concerned and interested in making this better for pedestrians. There are horrible things that happen to pedestrians. Pedestrian safety needs to be a criteria. It seems that VTA has done a good job keeping cars safe but needs to prioritize pedestrians more.</p>	<p>Comments noted. Pedestrian safety and comfort will definitely be a concern and focus of this Master Plan effort.</p>
<b>Environmental Process Update</b>	
No comments or questions noted.	
<b>VTA Business Diversity Program</b>	
Is “certification” the act of verifying or proving situations?	Yes.
How does a small business ensure they can compete and not just be beaten out by corporate interests. There was a recent case against the Small Business Administration where it was proven that despite these types of programs big companies still get the work.	VTA offers workshops and trainings. You and your association members should sign up to be automatically notified of VTA’s bids.
This a challenge we have not gotten much from VTA at all. The RFPs are sent to people from out of town. There should be a local effort. What gets spent here in San	VTA can come to your Association and speak to your members directly so they can get certified and become part of our process. We can get them added to our

Jose on San Jose forms stays in our economy.	notification email group.
The link on the PowerPoint does not work on my phone.	We can look into that. The correct links are: <a href="http://www.vta.org/about-us/procurement/become-a-vendor">http://www.vta.org/about-us/procurement/become-a-vendor</a> and <a href="http://www.vta.org/about-us/procurement/vendor-settings?action-register">http://www.vta.org/about-us/procurement/vendor-settings?action-register</a>
<b>Technology Integration in BART Phase I Design</b>	
<b>Parking</b>	
Impressed with what Valley Fair has recently done with their new parking garage with the green lights above the empty parking spaces.	Yes, that is a new technology that is being used by malls and other garages with high turn-over. We will not be providing that technology at the BART parking garages since our riders come and park for long periods.
For these license plate readers has VTA had any negative feedback due to privacy concerns? Are other systems using this technology?	The VTA garages for Phase I are not operational yet. This technology is now being used elsewhere. VTA has also discussed this technology and other Lessons Learned topics with BART staff. DMV will give VTA only the address associated with the license plate so citations can be sent if necessary.
Is VTA making this privacy disclosure part of the sign up to be part of the parking system?	We will look into this and get back to you.
<b>Solar</b>	
What is the maximum power output for solar at the station?	We will look into this and get back to you.
<b>Charging Stations</b>	
What is 730?	The Contract number of the BART Phase I Parking Garages contract.
If someone is plugged in are they taking the station for the whole day?	Yes, potentially that is true.
<b>Intermittent Escalators</b>	
Although it saves energy is it harder on the equipment with all the changing of speeds? Will operations and maintenance costs go up?	We hope that is not the case. This technology has been used for a while now. Bugs seem to be worked out.
I am concerned that there will be a smooth transition between the speeds and concur with not choosing the full stop option.	Comment noted.

<b>BikeLink Bike Parking</b>	
How does the pricing for parking get set?	The vendor is setting the price. It is not being subsidized. That said, VTA is responsible for the maintenance of the racks.
Will there be accommodation for odd sized bikes?	Yes.
How many bikes will be accommodated?	Milpitas has 180 typical sized spaces in the bike room and 40 lockers. Berryessa has 120 typical sized spaces in the bike room as well as an area to accommodate odd-sized bicycles and 40 lockers.
<b>Follow Up Item</b>	
When will we discuss the renaming of the station?	After the Downtown station option decision goes to the Board in the summer. We are likely to discuss this at the September CWG meeting.

**Follow-Up Items:**

- Create new binders for 2017 CWG meetings
- Send 2017 CWG meeting dates along with Meeting Summary
  - February 8, 2017 from 4 p.m - 6 p.m.
  - April 5, 2017 from 4 p.m - 6 p.m.
  - June 14, 2017 from 4 p.m - 6 p.m.
  - September 13, 2017 from 4 p.m - 6 p.m.
  - November 15, 2017 from 4 p.m - 6 p.m.
- Clarify PowerPoint link for Business Diversity slide – included in summary above
- Follow up on legal disclaimer question related to license plate technology.
- Research maximum solar power output at the station.
- Research bike parking space size and number – included in summary above.

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

**Distribution:**

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