



Downtown/Diridon Community Working Group Meeting

Date of Meeting: November 14, 2017 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Alan Williams, Deborah Arant, Charlie Faas, Bert Weaver, Jim Goddard, Adina Levin, Scott Knies, and Jaclyn Tidwell

Members not in Attendance: Asn Ndiaye, Bruce Friesen, and Derrick Seaver

Other Speaker Attendees: Jill Gibson (VTA), Brandi Childress (VTA), Oxo Slayer (VTA), Jim Ortbal (CSJ), Zahir Gulzadah (CSJ), Leyla Hedayat (VTA), Tom Fitzwater (VTA)

Project Team in Attendance: Erica Roecks (VTA), Alex Shoor (VTA), Erin Sheelen (VTA), Tyla Treasure (VTA), Adriano Rothschild (VTA), Dennis Kearney (VTA), Gretchen Baisa (VTA), Ahmad Qayoumi (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Jessica Zenk (CSJ), Rosalynn Hughey (CSJ), and Michael Brilliot (CSJ)

Location: City View Plaza Tower Conference Room, 100 W. San Fernando St. # 340, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Phase I Update
- Phase II Update
 - Environmental Update
 - Project Decision Making Process
 - Program Management Services Update
- San Jose Diridon Integrated Station Concept Plan
- Two-Year look Ahead
- Developing a Future Outreach Plan
- Review Action Items and Next Meeting Dates:

Next CWG Meeting:

Downtown/Diridon Working Group: February 6, 2018 City View Plaza Tower
Conference Room, 100 W. San Fernando, #340 San Jose CA

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
None noted	
Phase I	
Retail at the stations? What is VTA doing about that?	We can have someone update the CWG at the next meeting in February.
Please send out Milpitas General Plan Zoning requirements related to retail at Milpitas Station.	Action Item.
Public comment: What is ridership at Warm Springs Station?	Approximately 2,750 average daily exits at Warm Springs, for a net of approximately 900 new riders to the system as of September.
Please send the details reported on by Zahir to us in writing.	See attached.
With budget challenges with Measure B lawsuit will Phase I be delayed?	No, Phase I is funded by Measure A, not Measure B.
Confirm expected travel time between Downtown San Jose and Berryessa/North San Jose BART Station on the 500 bus route.	The expected travel time from 1 st Street/Santa Clara Street in downtown San Jose to the Berryessa/North San Jose Transit Center is approximately 15 minutes.
Is the statistic 3,000 “exits” at Warm Springs?	Projected to have 3,000 average daily exits during opening year, currently 2,750 average daily exits.
Phase II	
Will the CWGs know about results of peer review?	Yes, we will send out information as soon as it is available. The Peer Review Findings and Recommendations presentation was emailed to CWG members on 11/28/17.
Will peer review results control the VTA decision?	No. It is one more data point in the process from the operations lens.
Will a delay in the decision impact FTA schedule?	At this juncture, VTA has no intention of delaying the Record of Decision timeline.
If the peer review chooses the twin-bore would VTA, Downtown Association or SPUR change their minds about which station location option they would recommend or their support for the project overall?	No. (Each entity referred to confirmed that at the meeting) VTA stated that there are site plans for each station option for each tunneling methodology, so all options were considered.
If VTA chooses the twin-bore then the budget will have to go up for construction mitigation.	Agreed.
Has BART put forth any fatal flaws to single-	Each issue that BART has raised to date has been

bore?	addressed by VTA on a technical level.
Can VTA carry both options through FTA process?	No. While both options will be carried into the final environmental document, only one can be certified by the VTA Board and will be included in FTA's Record of Decision.
Please create an org chart with names so we know who is where.	As the project gets further defined and the project delivery is determined, VTA will make sure you are aware who is working on different aspects of the project. You can always reach out to VTA staff members - Jill Gibson is your technical contact and Alex Shoor is your outreach contact.
Is there a penalty clause for the HNTB contract for schedule delay?	No, HNTB is not constructing anything. They are an extension of VTA. If they do not perform well they can be removed from the project.
Where is the person on the org chart that deals with mitigation? Does that include business mitigations?	In the environmental box. The VTA Board has not yet authorized a business mitigation strategy. Part of that is dependent on the methodology chosen.
What are the options for VTA? Is VTA going political with BART?	The BART team does not want to impact downtown San Jose either. The teams are talking about various options available to minimize impacts under both options.
If it is twin-bore will the additional costs be covered in the budget? Is there enough funding?	Yes, those costs are included in the contingency budget.
Public comment: There is no nexus between cut and cover and single bore. In East London a similar project has been constructed with out these sorts of impacts. There were five stations built and no need for cut and cover. The HNTB contract is premature there is no project yet. HSR two-year delay on their environmental document will work out well for the BART project.	Comments noted.
San Jose Diridon Integrated Station Concept Plan	
Caltrain service works at Diridon Station today because it is primarily an outbound commute in the morning and in-bound in the evening. It is a very small hallway to access the trains, I have concerns about how this circulation will work once Google and other developments inspire a more in-bound commute in the morning and out-bound in the evening. It is hard to imagine how this will work. Is there an interim plan to address this prior to the full station revamp? I expect	VTA and the City are coordinating regarding BART construction impacts. The interim circulation concern is a question for Caltrain and is likely addressed in their Peninsula Corridor Electrification Project environmental document. The partnership of Caltrain, CSJ, VTA, and HSR is conducting intermodal planning to address the future capacity needs of increased transit service and future development.

<p>this to get very bad in the next four years. Are you working on this?</p>	
<p>How does the state rail plan impact the station?</p>	<p>The vision in the state rail plan is being considered by the operators as they look into the future for what their track needs are at Diridon. This is absolutely part of the process. Diridon is a critical hub in the state's rail network planning effort.</p>
<p>Will priority connections be considered? How does the special lay-out relate to that? Will the tight connections envisioned in the rail plan be able to be made at the new station? Will there be a public review of the assumptions?</p>	<p>Yes, the public will be able to review the assumptions in the Diridon Integrated Concept Plan. Yes, the team will be looking at priority connections and the timing of those connections.</p>
<p>Will fare integration be part of the planning? Different payment mechanisms will slow the transfers.</p>	<p>No. It is not specifically part of the Diridon Integrated Concept Plan but it is being worked on by VTA and other operators with the goal of getting to be seamless. The state rail plan also is recommending this integration effort.</p>
<p>Public comment: This is a good planning effort-well overdue. Instead of issuing an RFP, VTA should follow what LAMTA did and ask for proposals and give proposers stipends. That way you get everyone's best thinking in a competitive way and attract world class firms.</p>	<p>Comment noted.</p>
<p>Two-Year Look Ahead</p>	
<p>To what extent is Google involved with everything?</p>	<p>They will be involved with the Diridon effort and the City will be integrating them into their effort to plan this part of the City.</p>
<p>VTA's TOD and Google are environmentally cleared?</p>	<p>After VTA gets the ROD the VTA parcels will have environmental clearance. Google will need to go through their own environmental clearance process.</p>
<p>It seems that the two-year schedule would be different for single- versus twin-bore. VTA should show both options.</p>	<p>Comment noted.</p>
<p>The federal money is a large pole in the funding tent. Can we get an update on the current Phase II funding strategy? What is the current mix?</p>	<p>Yes. We will add it to the workplan for February.</p>
<p>Public comment: Any impacts to Phase II related to the Measure B lawsuit?</p>	<p>Not at the moment.</p>
<p>Developing a Future Outreach Plan</p>	
<p>Will there still be three CWGs?</p>	<p>Yes, that is the plan.</p>
<p>Please avoid meeting dates on religious holidays.</p>	<p>VTA does try to consider that in the scheduling. Thank you for bringing that to our attention, we are looking into it.</p>

Public Comment: Please respond to the construction techniques issue related to the cut and cover and the London example that was referenced.	That issue was responded to at the VTA Board level.
Please make that response available to the CWG members including the response to the response.	Action Item.

Follow-Up Items:

- Add retail at stations update to CWG agenda for February
- Send out Milpitas General Plan Zoning requirements related to retail at Milpitas Station
- Add Zahir's and Oxo's notes to meeting Summary (See attached)
- Coordinate with Caltrain regarding interim plan for circulation at Diridon
- Add Funding Strategy Update to CWG agenda for February.
- Circulate the cut and cover and London example issue information and all responses to the CWG.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
 Project Team
 City Staff
 Distribution list

VTA's BART Silicon Valley Phase I Mode of Access Improvements – City of San Jose

In anticipation of the opening of Berryessa BART Station in 2018, the City and VTA have partnered to develop projects to serve the Berryessa BART Station users.

In addition to the improvements constructed by VTA which Axo will go into in more detail, the City currently has a number of multimodal projects that have been completed and/or planned in anticipation of the station opening. The following is a summary of these improvements:

Signal Timing

- We will updated time-of-day signal timing for 121 traffic signals by end of 2017. Key corridors include
 - First Street from Rio Robles to Taylor
 - Zanker Road from Alviso-Milpitas Road to Charcot Avenue
 - McKee Road from 101 to Toyon Avenue
 - White Road form Alum Rock Avenue to Stevens Lane
- In addition, signal timing will be monitored at other key intersections and adjusted as needed during peak travel

Bike lane Installed

- Berryessa Road connecting the Station area for cyclists
- We have completed East/West Connection including on Hedding Street
- We also have a number of North/South Connection including 13th Street and 17th Street

Trail Connections

- We Completed the Penetencia Creek Trail Connection via Salmoni Court and the Connector path to Berryessa Station Way just North of Salmoni Court
- Planned to start the Coyote Creek Trail connection between Taylor to Watson Park (Construction to be done 2019/20)

Bike Share

- We have planned to install 85 Ford Go Bike Stations by spring 2018, including around the Berryessa BART Station to connect the surrounding communities and the Greater Downtown to BART.

On-street Parking Improvements

- We are Implementing west Berryessa Residential Parking Program to address parking intrusion to the adjacent neighborhood

- We are also implementing time parking to discourage commuters from using the limited on-street parking along King Road and Mabury leaving it for the surrounding residential and commercial use

Safety Projects

- We have completed The Jackson Street Bicycle/Pedestrian Safety Project
- McKee Road Bike/Pedestrian Safety Project will be constructed by 2020
- We are going to monitor Sierra Rd between Berryessa Rd and Lundy for speeding and cut-through traffic for possible Traffic Calming measures
- We have also installed LED lighting around the Berryessa BART Station to improve visibility.

Regional Improvements

- Various Improvements along Commercial Street (duel left onto Old Oakland)
- We are working on the 101/Mabury interchange
- Charcot Extension over 880 project
- 101/Zanker Interchange project
- Capital Expressway Light Rail Transit Project – Currently in design

Prior to opening day of the station, VTA and the City will take the following measures:

- Conduct extensive Public outreach highlighting the new bicycle and pedestrian facilities as well as public transit routes and parking to/from the station
- Changeable Message Sign and additional signage for wayfinding and parking will be deployed
- Enhanced Security and police enforcement will be deployed

On an ongoing basis, the City and VTA will proactively manage transportation around the station by monitoring operations, assess needed efficiencies, and then evaluate and implement improvements.

VTA's BART Silicon Valley Phase I Mode of Access Improvements – VTA

1. Removed UPRR railroad crossings at Trade Zone Boulevard, Hostetter Road, Sierra Road/Lundy Avenue intersection, Berryessa Road and Mabury Road
2. Street widening (per San Jose General Plan) at Berryessa Road and Mabury Road
3. Intersection improvements
 - a. Sierra/Flickinger – new traffic signal and bulb outs
 - b. Sierra/Lundy – reconstructed traffic signal, reduced lane on Sierra Road and bulb outs
 - c. King/Salamoni – new traffic signal and bike trail crossing
 - d. King/McKee – reconstructed traffic signal, added left turn lane
 - e. Lundy/Berryessa – fair share contribution made to City of San Jose
 - f. King/Mabury - fair share contribution made to City of San Jose
 - g. Berryessa/Berryessa Station Way – new traffic signal
 - h. Mabury/Berryessa Station Way/Lenfest – new traffic signal
 - i. Mabury/DOT Way – reconstructed traffic signal, dedicated right turn lane
4. Off Street Bike Path
 - a. Penitencia Creek Trail extension from King Road
 - b. Berryessa Station Way multiuse paths (east and west side of street)
 - c. Salamoni Court neighborhood connection
5. New VTA Bus Transit Center at Berryessa (supports Next Network)
 - a. Local routes
 - b. 523 BRT connection to downtown
 - c. New 500 BRT connection to downtown
6. Private employer shuttle loading area at Berryessa
7. 59 carpool/vanpool preferential parking stalls in Berryessa garage
8. 10'+ wide sidewalks (typical)
9. 24 (+ 95 future) electric vehicle charging stations in garage
10. Kiss and Ride loading at station entrance plaza
11. Ride hailing loading area
12. Bicycle parking facilities
 - a. 180-space indoor bicycle storage room
 - b. 40-space bike lockers
 - c. 40-space bike racks
13. Future bikeshare accommodation