



Downtown Diridon Community Working Group Meeting

Date of Meeting: June 14, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Eyedin Zonobi, Scott Knies, Deborah Arant, Bruce Friesen, Laura Tolkoff, and Bert Weaver

Members not in Attendance: Alan Williams, Victor Gomez, Adina Levin, Charisse Lebron, and Jim Goddard

Other Speaker Attendees: Ron Golem (VTA), Krishna Davey VTA, Ron Drake, EPC, Tom Fitzwater (VTA), Brent Pearce (VTA),

Additional Project Team in Attendance: Leyla Hedayat (VTA), Kevin Kurimoto (VTA), Janice Soriano (VTA), Jessica Zenk (CSJ), Rosalynn Hughey (CSJ), Paul Smith (CSJ), Eileen Goodwin (Apex)

Project Team not in Attendance: Michael Brilliot (CSJ)

Location: San Jose Chamber of Commerce, 101 W. Santa Clara Street, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- Project Update—VTA Staff
- Schedule Update – VTA Staff
- Environmental Updates—VTA Staff
- Construction Methodology-VTA Staff
- Joint Development-VTA Staff
- Construction Outreach Best Practices Research Summary Update-VTA Staff
- Next Steps –Facilitator
- Review Action Items
- Next Meeting Date (September 13, 2016 4 p.m.-6 p.m.) – Location: San Jose Chamber of Commerce, 101 W. Santa Clara Street in San Jose – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
Add discussion of Diridon Station staff recommendation to November CWG agenda	We can add that.
Is the Diridon work scope available? Can the CWG get a copy of it?	<p>Yes. The RFP can be accessed by following these steps:</p> <ol style="list-style-type: none"> 1. Visit http://www.vta.org/about-us/procurement 2. Click on the link titled "S16053 San Jose Diridon Transportation Facilities Master Plan" 3. Provide a valid email address and click the "Check" button. This will prompt you to fill out a short form that will appear on the same page. Viewing the RFP requires registration with your full name and company, at minimum. 4. Check the inbox of the email address you entered and click on the provided link to verify registration. 5. The link will lead you back to the page linked in Step 2. All attachments for the RFP are now available for download. Click the "Download" link for the first attachment listed to access the RFP document. 6. To access the download links again, repeat Steps 1 through 3. Registration is only required once.
Project Updates: Schedule and Environmental Updates	
No comments or questions noted	
Construction Methodology	
Will the decision about twin bore or single bore be a VTA Board decision?	Yes. That decision will not be brought to the VTA Board until next Spring.
Does a single bore cause bottlenecking? I have heard it is an issue on the existing BART alignment in the East Bay. Will future demand for service be met?	The VTA is looking at a large single bore design that would allow more multiple tracks to be accommodated. The existing BART system does not have a single bore tunnel, but the section that may have been referenced does not accommodate

	<p>multiple tracks and therefore does cause issues for BART operations. VTA's preliminary discussions with BART operations staff have generated positive comments about VTA's proposal to date. Even if the VTA were to provide a four track system there would still be potential for the existing BART two track system to cause operational issues but that is beyond the VTA's project area. VTA is planning on capacity to accommodate ridership projections out twenty years not just on demand at opening of the new system.</p>
<p>How old is the Barcelona system? Why is this single bore being looked at now?</p>	<p>Barcelona has been an operating system for a couple years now. VTA has been looking at the potential for a single bore system since 2012-2013 timeframe. The analysis and study first needed to be done to assess whether there were potential upsides to looking at this technology and there are. That is why VTA has been studying it and is proposing to do further evaluation at this time. The industry has evolved since the twin bore decision was made..</p>
<p>Some of the community have been waiting 8-9 years for a technology to be proposed that would eliminate the need for cut and cover in the streets of downtown San Jose. This is fantastic. Please clarify whether cut and cover will be needed for the stations.</p>	<p>The cut and cover methodology will be utilized outside of the street right-of-way to build features such as station entrances. The stations will still require a large excavation.</p>
<p>How does this single bore option impact the existing LRT line in the West Station option? If there is no impact that should be shown as an additional benefit of this construction methodology.</p>	<p>There would be minimal impacts to the LRT according to this first feasibility study—however, that finding will need to be confirmed before we list it as a benefit/advantage.</p>
<p>The deep stations shown on this graphic is a concern. People will not want to be that far in the ground. Can something be done to make the stations less deep?</p>	<p>The geotechnical analysis will indicate what can and cannot be done with regards to station placement and depth. The hope is to minimize station depth.</p>
<p>Can stations be accommodated on either side of the tunnel?</p>	<p>Yes.</p>
<p>Explain how the tunnel and station come together to minimize risk.</p>	<p>There will be some mining done to connect the two structures, with . The</p>

	mining will be done from the station side. and
Is the twin bore option at the Diridon Station part of the analysis? Can it be added if it is not?	Technical studies for the single-bore cover the length of the tunnel, including all three underground stations. ,
Why is single bore more efficient?	It allows for faster headways which makes the system more efficient. The cross-over speeds between tracks is faster.
How will this be built? Is it similar to Big Bertha and the Chunnel technology?	Yes. It is utilizing an earth pressure balance technology, similar to the twin
Would the single bore accommodate the same number of entrances and exits?	Yes. This system would have flexibility to accommodate various entrances and exits.
Is VTA going to look into the London station examples and mining?	That has been looked at and it is not economically feasible due to soil conditions.
Will fire safety be taken into account?	Yes. VTA is meeting all federal, BART and any other relevant standards for safety requirements in all of its designs.
What will the station depth be at Diridon? There is concern about any interface with high speed rail trains and plans.	The station depth under the single bore option is not defined at this time. More study will need to be done. Thank you for highlighting the interface with high speed rail.
How will Lower Silver Creek interface with the single bore design? Will the creek bed be impacted? Is it strong enough?	There should be no impacts. Should there be design concerns it is always possible to do pre-excavation grouting and other techniques..
Joint Development	
Are these policies new to VTA? They seem really great but previous TOD by VTA was quite ugly and did not follow this guidance.	VTA has had a lot of policy pieces in play. The VTA efforts now are focused on best practices and bringing these pieces together so they really influence good design of the VTA projects.
Parking policy will be key. Is there a VTA policy?	No, VTA is going with a case-by-case approach since the sites are very different and what might work in one place is not appropriate in another. VTA agrees that parking is a key element and VTA does not want to have an over-abundance of parking as it is so expensive to develop. VTA does not want "wasted" parking.
VTA does not have a track record of good development. Is VTA coordinating with the City of San Jose planning staff? Mitchell Block is a key site. The area	Yes, VTA is working closely with City of San Jose staff on all of the parcels in the City. VTA is a key member of the JPA effort at Diridon along with the City, High

<p>around Diridon is key as well. What is VTA doing to coordinate at Diridon? There is no confidence for VTA to go it alone.</p>	<p>Speed Rail Authority and Caltrain. VTA will not be doing these developments without coordinating with other agencies.</p>
<p>Construction Outreach</p>	
<p>Poll Results: CWG results (total responses in parenthesis) -</p> <ol style="list-style-type: none"> 1. Which social media outlets would you prefer VTA to engage with you? A: NextDoor 67% Instagram 33% (A: Twitter 14%, Facebook 14%, Nextdoor 57%, Instagram 14%) <i>Total 7 responses</i> 2. Of the marketing programs presented, which do you think are more effective in a local business marketing campaign? A: Rewards 80% Business Development training 20% (A: Access to business dev training 11%, loyalty program 11%, branding 11%, rewards program 67%) <i>Total 9 responses</i> 3. Which tool listed would serve the community to plan for construction impacts? A: Google Maps 100% (A: VTA website 10%, Google maps, 70%, Waze 0%, Email 20%, Social Media 0%) <i>Total 10 responses</i> 4. What is most important role for the CWG's during construction? A: Advocacy role 100% (A: Reporting project issues 11%, advocating for community 67%, input on contractor incentives 22%) <i>Total 9 responses</i> 5. How effective is current CWG process? A: Somewhat effective 100% (A: Very effective 22%, Somewhat effective 56%, Not effective 22%) <i>Total 9 responses</i> 	

<p>6. What is the most valued function of community outreach to you? A: 33% regular updates, 0% public meetings, 33% direct contact with project reps, 33% fast response on issues affecting community (A: Regular updates on project 57%, public meetings 0%, direct contact with project reps 14%, fast response on community issues 29%) <i>Total 7 responses</i></p> <p>7. Do you consider public meeting mailers an effective tool for creating awareness? A: 33% yes, 67% no (A: Yes 44%, No 56%) <i>Total 9 responses</i></p>	
<p>Please develop a survey where we can vote more than once and rank choices not just pick one answer for a question.</p>	<p>We can develop that. We'll investigate potentially what questions could be drilled down into more detail.</p>
<p>Our organization (SPUR) would be happy to get a survey up on-line on our website so the broader community can weigh in as well.</p>	<p>Thank you. We will consider that.</p>
<p>Diridon North Station Option</p>	
<p>Will the tunnels be at the same depth?</p>	<p>Both of the twin tunnels are at the same depth. The actual depth of the single bore has not yet been determined for under the Diridon Station area.</p>
<p>The north station area looks longer is it?</p>	<p>No, that is just how this graphic makes it look due to color choices. The stations are the same length in both options.</p>
<p>Would the station require cut and cover in the single bore option?</p>	<p>Yes, off-street.</p>
<p>Is either option superior with regard to place making and intermodal access related issues? Is one better for ridership?</p>	<p>Either option is flexible as to how the connectivity to other modes will occur. There may be a slight advantage to the north option with regard to integration. There is no difference in ridership between the two options.</p>
<p>The station is not directly under Santa Clara Street in the north option?</p>	<p>Yes, that is correct.</p>
<p>Please explain what will be in the environmental document.</p>	<p>There will be three figures in the document. A Diridon North twin bore option, a Diridon North single bore option,</p>

	and a Diridon South with the and single bore options. For the South option the single and twin bore options are the same footprint.
What is the purpose of the South option?	It is the historic alignment and still being considered.
What is the location of the box for the single bore option? Is it not in the street? That is great.	The necessary cut and cover construction would take place off the street.
Shouldn't there be a new CEQA scoping process for this option?	That is not necessary. These options are allowed under CEQA.
Under single bore will the station need cut and cover?	The station entrances would require cut and cover construction but the station itself would not since it would be within the tunnel structure.

Follow-Up Items:

- Add Diridon Station staff recommendation discussion to November CWG
- Provide link to the Diridon RFP in meeting summary (see "Follow-Up Items" Response above)
- Conduct construction community outreach poll with CWG members that allows for more detailed responses and feedback.
- Consider doing a publically available on-line poll to ask community members about construction communication tools.
- Add the Diridon Station options discussion to the September CWG agenda. Create graphics to help explain the options.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

- CWG
- Project Team
- City Staff
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