



*Solutions that move you*

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

**Date of Meeting:** February 5, 2019 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Chris Morrissey, Charlie Faas, Bert Weaver, Dana Grover, Alan Williams, Michelle Azevedo, Jaime Fearer, Eddie Truong, Adina Levin, Matt Quevedo, Deborah Arant, and Teresa Alvarado

Members not in Attendance: Asn Ndiaye, Larry Clark, and Jim Goddard

Other Speaker Attendees: Jill Gibson (VTA), Mark Ramsey (VTA), Greg Parks (Caltrain), Gretchen Baisa (VTA), Dennis Kearney (VTA), and Adriano Rothschild (VTA)

Project Team in Attendance: Erica Roecks (VTA), Charla Gomez (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Eric Eidlin (CSJ)

**Location:** Dr. Martin Luther King Jr. Library, 150 E. San Fernando Street, Room 225, San José, CA

### **Summary:**

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

- Welcome and Introductions
- Follow-up Items and 2019 Work Plan
- Caltrain Electrification Update
- Phase II Update
- Construction Education and Outreach Plan
- Diridon Station Integrated Concept Plan
- Transit-Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

#### Next CWG Meeting:

Downtown/Diridon Working Group: April 16, 2019 4:00-5:30 p.m. City Hall Wing  
118/119 Meeting Rooms 200 E. Santa Clara Street, San José, CA TOD Workshop 5:30 to 6:30 p.m.

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow Up and Work Plan</b>	
No comments noted	
<b>Caltrain Electrification</b>	
Did you have to take right-of-way for the poles?	Most of the poles are in Caltrain's existing right-of-way.
Why isn't the UP track being electrified?	Caltrain doesn't own the tracks south of Tamien, and UP is not currently interested in electrifying that part of the corridor.
You have shown the status of phases 2 and 4. When do phases 1 and 3 start?	After Phases 2 and 4 are completed. Phases 1 and 3 are in preconstruction now.
Caltrain is electrifying 75% of its fleet. Why will you still have so many diesel locomotives?	We need them for Gilroy service and because we do not yet have enough electric engines in the fleet.
Will the hotline be available 24 hours a day in case there's an issue in the middle of the night?	Yes. That said, we cannot guarantee action will be taken that night. We work to make sure corrective action is taken the next day.
Are station or train length changes a part of this project?	The length of the trains is related to the length of the platforms. There is no platform work in this project. That is a separate project Caltrain is working on.
What about fare integration and rationalization? I don't like paying full fares twice when I transfer between BART and Caltrain at Millbrae.	Those types of issues will be considered as part of the Caltrain Business Plan, not the Electrification Project.
When will Hillsdale Station be shut down?	Fall 2019
Are there negotiations to electrify to the south eventually?	Yes, as part of the High-Speed Rail effort.
How will High-Speed Rail be integrated into San Francisco?	High-Speed Rail and Caltrain are working on plans now. There are plans to do improvements that will not compromise what can be done in the future.
What about the seats versus bikes issue? We need more space for bicycles.	That issue will be part of an outreach effort that kicks off in March 2019. Please sign up through the CalMod and Caltrain websites to be notified of all future efforts.
Public Comment: Caltrain should be aware that Monterey-Salinas Transit released an RFP to study rail service to Salinas and Gilroy. Caltrain should be participating in that planning.	Comment noted.
<b>Phase II</b>	
Will this funding strategy cover all the costs?	We won't be able to answer that until April 2020 when we have our updated cost estimate completed.
Public Comment: How can I find out more	Please go to the website and look at the materials

about project design?	and sign up for the email notification list at <a href="http://www.vta.org/phase2info">www.vta.org/phase2info</a> . VTA is planning to sponsor community meetings this year to discuss the design and other topics.
<b>Construction Education and Outreach Plan</b>	
Is there a plan to have a downtown office during construction?	Yes, once construction is under way we will have several field offices along the corridor.
How can we measure what doesn't happen economically (i.e. opportunity lost) during construction?	We will ask the consultant how we might track that.
The Downtown Association will be doing its own effort to reach out to other business groups in other cities to see what programs they have used during similar construction projects. We are looking forward to working with VTA on this effort.	Thank you.
<b>Diridon Station Integrated Concept Plan</b>	
Where does fare integration fit in? MTC has a workshop on 2/8. Is anyone attending? This is important as Diridon will be an intermodal hub.	MTC is part of the partnership effort. A goal would be to have seamless integration. We can provide an update at a future CWG.
Is platform sharing being considered?	Based on input from High-Speed Rail and Caltrain staff, dedicated platforms are needed. This is a "tracks out" effort. Everything must work from an operational perspective for the transit operators and passengers.
Are pedestrian movements being considered? It is not ped friendly for example to walk under Route 87 today. Is something like that being considered?	Yes, absolutely. The consultants are considering all barriers and connectivity issues. There will be more information at our April CWG. You can sign up for updates at the project website at <a href="http://diridonsj.org">diridonsj.org</a> .
SJSU has people who currently use the VTA bus who will have to use BART, and BART is so much more expensive. We really need to look at that issue. VTA discounts fares, BART does not. This is hard on students, low income residents and the elderly.	Equity is an issue the transit agencies think about and discuss. BART does offer discounted fares for youth between 5-18 years old and seniors (65 years and older). There are no discounts for university students. BART's fare policy was discussed at the September 2017 CWG, which you can access here: <a href="http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/9-12-17-DowntownDiridon%20CWG%20Presentation.pdf">http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/9-12-17-DowntownDiridon%20CWG%20Presentation.pdf</a>  We will put this topic on the agenda at a future CWG.
Some schools do offer transit passes at deep discounts or free.	It depends on the school and the agency.
Are the City and the VTA BPACs being	Yes, these groups will be consulted when the

consulted?	designs are further along, so they have something to react to.
The consultants should add a 15-minute bike shed to their graphic.	Comment noted.
Disability and accessibility need to be considered. It should be seamless access for all, including visually and hearing impaired.	Yes, all of the facilities will be ADA compliant. These issues will be considered at a later stage of the project in further detail.
Are private shuttles being considered?	Yes.
LA's Union Station planned for at least a one-mile walk and bike shed. We should be looking at that radius.	Comment noted.
Parking was raised at the JPAB. What is the concept for parking?	The Concept Plan is planning for multi-modal access, including parking. For more information, the JPAB presentation can be accessed here: <a href="http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/diridon_pab_013119.pdf">http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/diridon_pab_013119.pdf</a>
We should not be planning for today. We should be planning for future conditions.	Comment noted. One of the goals of the effort is to make the station "future proof"
Slide 84 - passengers and visitors need to be accommodated not just the daily traffic. We should look at Denver as a good example of station retail. We should look at SPUR's efforts on seamless transit and fare integration.	SPUR's paper on Seamless Transit: <a href="https://wwwspur.org/publications/white-paper/2019-01-03/finding-transit">https://wwwspur.org/publications/white-paper/2019-01-03/finding-transit</a>
<b>Transit Oriented Development Strategy and Access Planning</b>	
Land use policy is important to neighborhoods. How can we get information ahead of time, so we can come to the April meeting prepared to contribute?	We will try to get it out as early as possible.
Will you present the final report to the City's Planning Commission? Will the City's General Plan be updated to incorporate all of the suggestions and strategies?	The team is working with the City. It is the hope that the City will update their documents although it may not happen immediately.

**Follow-Up Items:**

- Consider development of a lost opportunity measurement for the Small Business Assistance Study
- Provide an update on fare integration efforts
- Add a 15-minute bike shed to Diridon graphics
- Provide link to SPUR's Seamless Transit paper – included in summary above
- Provide TOD implementation strategies prior to April workshop

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

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