



## **Alum Rock/28<sup>th</sup> Street Community Working Group Meeting**

**Date of Meeting:** November 15, 2017 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Davide Vieira, Kathy Ericksen, Terry Christensen, Geoff Hatchard, Carlos Diaz, and Bob Van Cleef

Members not in Attendance: Craig Chivatero, Justin Triano, Kelly Daugherty, RJ Castro, Emily Cunningham, and Asn Ndiaye

Other Speaking Attendees: Jill Gibson (VTA), Brandi Childress (VTA), Oxo Slayer (VTA), Zahir Gulzadah (CSJ), Gretchen Baisa (VTA), Tom Fitzwater (VTA)

Project Team in Attendance: Erica Roecks (VTA), Alex Shoor (VTA), Adriano Rothschild (VTA), Tyla Treasure (VTA), Karen Gauss (VTA), Ahmad Qayoumi (CSJ) and Eileen Goodwin (Apex Strategies)

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

**Location:** Mexican Heritage Plaza, 1700 Alum Rock Avenue, 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
- Project Updates
  - Status of Phase II Real Estate Acquisition
  - Status of Federal Involvement and Related Issues

- Status of Construction Activities
- Review Action Items and Next Meeting Dates:

Next CWG Meeting:

CWG Meeting February 7, 2018 Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow Up</b>	
None noted	
<b>Phase I</b>	
How does City differentiate who is parking where?	It is hoped that by limiting the parking to 2 hour time limit in residential areas and 4 hour time limit in the business areas and implementing a Residential Parking Permit zone adjacent to the Berryessa/North San Jose station that is enforced 24 hours a day the commuters won't use the spaces. The local residents could use these spaces or business customers from out of the immediate area.
How will the City enforce this time limit?	We have enforcement officers who can write tickets.
Will the enforcement staff be increased or just taken from somewhere else?	As more residential parking permit zones are added, the City will evaluate if more officers are needed and if so, the hope is that the budget can be enhanced so there can be more enforcement officers, if needed.
Please let us know how and where to advocate for this type of parking program. I for one am willing to raise my taxes to get a handle on our existing parking problems and clean up our bike lanes.	Thank you. It is always helpful when someone comes to Council to express their support.
What about the details around Berryessa, King and Maybury. Will the time restrictions be placed in the light industrial areas?	No, just residential.
What about Las Plumas?	We can look at it and report back after the station is opened.
Can the City look into waving towing fees for businesses in the area if they have illegal commuter parking?	Action Item.
Can the City circulate the results of the	Action Item.

recent traffic survey to the CWG?	
Is the City ensuring for a nice bike experience on the Taylor Street Bridge?	Yes. It will be a complete street.
Will there be pedestrian scale lighting?	Yes. That is part of the plan. The City lighting group is working on that.
Eastridge Transit Center is not safe for pedestrians. At McKee and 33 <sup>rd</sup> Street the signal is not safe for pedestrians.	Comments noted but beyond the scope of the BART project.
Will there be a survey of the streets prior to BART opening to compare against?	Yes.
For fines that are paid in enforcement what does the City receive back? Is this sustainable?	Action Item.
What is quickest timeframe to implement a residential parking permit program?	Three months would be the fastest. Most efforts take slightly longer due to community outreach timing.
What is typical zone for the residential parking permit area?	About a ¼ mile is the minimum. The exact areas vary by project.
<b>Phase II</b>	
No comments noted	The Peer Review Findings and Recommendations presentation was emailed to CWG members on 11/28/17.
<b>San Jose Diridon Integrated Station Concept Plan</b>	
North or South options?	North is the staff and City recommendation.
Do you know how deep the station needs to be? How can you plan with the unknowns?	VTA will know tunnel methodology by February. The team starting as a result of the RFP won't get started until March so they will know what to assume.
<b>Two Year look Ahead</b>	
When can we discuss the naming of 28 <sup>th</sup> Street Station?	As shown on our work plan, we will discuss after the Record of Decision so we can continue to focus on environmental topics associated with the SEIS/SEIR until then.
When will the Full Funding Grant Agreement be signed?	End of 2019.
Why is station naming taking so long?	VTA would like to do all the stations together. Downtown and Diridon stations have options so discussion of names can't occur until after the options have been selected. VTA is working on the specifics with BART to get concurrence as well. So,

	this area's station is being coordinated along with all the other stations.
VTA should strike the Alum Rock reference in the environmental document.	The VTA's history of calling it the Alum Rock Station makes it a reference point in multiple documents and previous outreach efforts. The VTA is open to renaming the station and understands the community's concern that the name is not accurate. We have added the reference to the 28 <sup>th</sup> Street name to the document so the document contains both names for the station.
BART Staff: Update on FTA Grant for transit oriented development?	The VTA will go the Board at the December meeting with consultant contract. The consultant would begin work in January. It is already on February CWG agenda for update.
<b>Developing a Future Outreach Plan</b>	
Can the CWG be a larger group?	Yes.
Will CWG members sit as a roundtable and give feedback on the proposed members and other topics?	Yes.
Will there have to be by-laws?	Not necessarily. That can be a topic of discussion.
When will field office be open?	There will be multiple field offices ultimately. They will be opened in phases. The first one is likely to be open in third quarter of 2018. It is likely the first office will be downtown since VTA already has office space.
Can we get an update on the funding plan?	Yes. We can add it to the February agenda.
Will the new bike path be lit?	Unlikely since the one you are referring to is along a creek and we need to be sensitive to the habitat.

**Follow-Up Items:**

- Add Zahir's and Oxo's notes to meeting Summary (See attached)
- Add Zahir to future CWG agenda for update once the Station is opened at Berryessa
- City to respond to request for waving business' towing fees.
- Circulate results of recent traffic survey to CWG
- City to provide enforcement fine split percentages whether or not the portion the City receives back is sustainable
- Add Funding Strategy Update to CWG agenda for February

**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