



Downtown Diridon Community Working Group Meeting

Date of Meeting: November 15, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Alan Williams, Adina Levin, Eyedin Zonobi, Bruce Friesen, Scott Knies, and Bert Weaver

Members not in Attendance: Laura Tolkoff, Charisse Lebron, Deborah Arant, Victor Gomez, and Jim Goddard

Other Speaker Attendees: Jim Unites (VTA), Liz Brazil (VTA), Tom Fitzwater (VTA) and Margaret Simmons-Cross (VTA)

Additional Project Team in Attendance: Leyla Hedayat (VTA), Kevin Kurimoto (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: 101 W. Santa Clara Street, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- Work Plan Update – Facilitator
- Project and Schedule Update and update on Diridon Station Options – 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 I Design – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Dates:
 - Regular CWG Meeting February 7, 2017 4 p.m.-6 p.m.) Location: San Jose Chamber of Commerce, 101 W. Santa Clara St, San Jose – Facilitator
 - Special Meeting for CWG Members only Prior to SEIR Public Hearing January 30, 2017 5 p.m-6 p.m. at San Jose City Hall Rooms 118-120

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
No comments or questions	
Work Plan Update	
This agenda seems to be a lightweight one. Where are the issues we want to discuss such as tunnel options, vent structures, station option recommendations? They seem to be getting pushed out further and further. This is not as useful as it has been unless we start to address those issues.	You are correct. These items have been pushed out since the schedule has changed. We wanted to bring the items you referenced back to the CWGs once the environmental document is released so that information can inform the discussion.
CWG members want to impact the process and address these items in time to influence the decisions that get made.	Understood. Having the information from the environmental document will allow us to talk both qualitatively and quantitatively. However, we can look to move the topics up in the work plan.
We want to see the data and the facts to help inform our decisions and recommendations on Downtown station location.	We can bring facts such as costs and other factors to the discussion but the group should be aware that the options are very close together so there are not big differences showing up in the analysis. The options are only a few blocks apart.
Can we discuss the station information in February?	We can add it to the work plan.
Can we also move up as far as possible a discussion of the Diridon Station options?	Yes, we can look into that.
Is the High Speed Rail planning being taken into account when looking at the Diridon options?	Yes, absolutely. The team is coordinating with High Speed Rail and tracking their decisions and timeline.
Project Update	
When will Diridon access study happen? Friends of Caltrain can add valuable data into the Study.	Summer 2017 it will start. It has not yet been scoped out. The outreach plan is also not yet defined but there will be an opportunity to get community input. Diridon Transportation Facilities Master Plan Update on tonight's agenda for their Phase II effort will also have opportunities for the community to weigh in.
How will the new President and his administration impact the financing for VTA and these projects.	We do not yet know about the new administration's priorities. We are happy our local Measure B passed which makes all of the eligible projects in that list compete well for other funding.
Does the BART Phase II TOD and Station Access Planning Study have City of San Jose coordination?	The current VTA effort is focused on access within the envelope of the station area and is completely separate from what the City studied earlier this year. The City's Access Study did the first phase of studying how people will access the station from the

	surrounding area. You received a few presentations on that study and it is posted on-line. That City lead access effort will be further refined by the City moving forward.
What type of firm does a “risk assessment” study?	There are specialty or niche firms that perform this work for interested organizations.
Can you post a link to the scope for that study?	Yes. www.vta.org/bart/PhaseIICWGs and click on “ Independent Risk Assessment RFP ” under Phase II CWG Links on the right side
Who is doing the single bore study work?	The firm HNTB. They have representatives here this evening.
Diridon Station Options Update	
What is timing for the Tramwell Crow development?	They are expected to start construction very soon.
Why do the single bore and twin bore maps have the BART project stop before the Caltrain tracks? Do you think people will want to go down and around to cross over the Caltrain tracks? Current access won't be available in the future.	That comment is appropriate to provide for the SEIS/SEIR when it is released.
Measure B Update	
Can you give us the schedule again?	We do not have it fully itemized yet but the Board will be getting updates starting on December 8 th and monthly through July 2017.
Is bonding part of the discussion?	Yes, the Board will discuss the assumptions regarding bonding and how they relate to project delivery.
Diridon Transportation Facilities Master Plan Update	
When will the draft be available for review?	Summer of 2017. There will be public comment at that time and we can bring the information to the CWG then.
I am confused on timing. You will have work done this spring but we won't have chosen a station location for Downtown, High Speed Rail design is not known etc. how does that work? If you don't know how can you plan?	There are elements that are common that can be worked on and the Study will be developing and reviewing alternatives related to some of these design decisions. Some of these decisions may end up impacting our schedule for the Master Plan.
Is VTA the lead for the Master Plan or is High Speed Rail?	VTA.
Is the VTA the lead staff for the Joint Powers Authority (JPA)?	Yes.
How does the parking question get figured out? The City has Transportation Demand Management (TDM) goals - are these being considered?	The agencies are coordinating so there is a coherent coordinated plan for parking at Diridon. Yes, there are TDM goals for both the short term needs during the construction of BART as well as the long term TDM goals once the additional transit

	service is in place post 2026.
Then ultimately there will be better TDM programs.	Yes.
Does the Master plan also include planning to enhance the enjoyment and lingering in the Station area?	Yes. Our vision for Diridon is more than just a place to make transit connections we want it to have more of its own essence and be a destination in itself like other successful stations around the world.
As the JPA moves forward do you see it becoming a Joint Powers Board (JPB) and more formal?	That is a possibility. That concept is under consideration.
Will all four options be carried all the way through?	Probably not as information becomes available during the process. The big item is where is High Speed Rail going to be, that has the most impact on the designs.
Environmental Process	
If a person makes a comment at the draft stage can it influence anything?	Yes, VTA has changed things as a result of public comments at the draft stage. It does happen.
Will the CWG session ahead for the community meeting be “on the record?”	No, comments will need to be made in the public session or emailed/mailed in to be part of the record.
Will the comment period stay open until mid-late February?	Yes, approximately three weeks after the community meetings.
When will document be finalized?	By the end of 2017.
EIRs are not ideal for the planning process. What if our comments are not environmental but still relevant.	VTA strives to answer all comments and those that are not strictly related to environmental issues are best brought directly to the VTA Board. Last document for the project received 1,000 comments. We do try to answer everything and alert the Board to themes we are seeing.
Will this document stand alone? It is a supplemental document do I have to go back and look at previous documents?	No, this document is being written to stand alone.
Will single bore be covered?	Yes from an environmental perspective not a technical analysis.
VTA Business Diversity Program	
I applaud you for exceeding your goals.	Thank you.
Technology Integration in BART Phase I Design	
Do these apply to Phase II as well?	Perhaps.
Parking	
Is there an intent to use Clipper cards for parking?	Not at the moment but in Clipper 2.0 that will be a possibility. Clipper 2.0 is likely to be in place in 2019.
Is there interest to share BART parking with other uses?	Yes. VTA is open and in fact is even looking at having some business utilize the capacity for a short time before opening for storage of vehicles.

Can the public get access to the parking utilization and other information can this be shared as open data?	We will look into this and get back to you.
Clipper integration is critical. There is a program at Westfield Stratford City everyone should be aware of here is the link: Here is information on Park Assist M3 https://uk.westfield.com/stratfordcity/services/all-services/parking-services/712	Thank you.
Electric chargers	
Will they be wireless?	No plug in.
Intermittent Escalators	
In London they stopped using just two: one up and one down years ago. They always have three so maintenances can be performed and there is extra capacity in the peak direction during peak times. That should be considered for Phase II especially at Diridon.	Thank you. We can look at that.
Intermittent power is a great idea.	Comment noted.
BlkeLink Bike Parking	
This system seems to be for casual users not regulars. Regulars like bike lockers that rent by the month. Is this room system in addition to bike lockers?	We will look into this and get back to you.
Capacity increases should be built in like you are for electric vehicle charging more people will be using bikes as our network gets built out.	Comment noted.
Can you use Clipper for this bike parking as well?	It is a separate system at this time. The BART Board is interested in expanding use of the Clipper card to include bicycle parking and vehicle parking in the future.
Can we get BART bike locker occupancy information? Bike lockers that are rented monthly are not efficient unless everyone is used every day otherwise it is wasted capacity.	It happens that Mountain View is updating its Transit Center Plan, and the staff memo for that plan has data on the utilization of key bicycle lockers at Mountain View station, which is the #3 utilized station on the Caltrain line (after San Francisco and Palo Alto, just ahead of Diridon). According to that staff memo, the key lockers "are fully rented, but it is estimated that only about 10 percent to 20 percent are used on a daily basis." The staff memo can be found at www.vta.org/bart/PhaseII CWGs and click on

	<p>“Mountain View Transit Center Master Plan Study Session Memo” under Phase II CWG Links on the right side</p>
<p>There have been bike thefts at 4th and King whatever system is used should be safe. Card security is key only the card that placed the bike should be able to remove it.</p>	<p>Comment noted.</p>

Follow-Up Items:

- Send 2017 CWG meeting dates with Meeting Summary
 - February 7, 2017 from 4 p.m - 6 p.m.
 - April 4, 2017 from 4 p.m - 6 p.m.
 - June 13, 2017 from 4 p.m - 6 p.m.
 - September 12, 2017 from 4 p.m - 6 p.m.
 - November 14, 2017 from 4 p.m - 6 p.m.
- Add station location item to February agenda.
- Move up the Diridon station options discussion as far as possible in Work Plan.
- Add Diridon Transportation Facilities Master Plan Update to summer 2017 CWG meeting agenda
- Add link to meeting summary for scope of tunnel Risk Analysis effort – included in summary above
- Research open data request for parking data information.
- Research bike locker strategy.
- Research bike locker utilization statistics – included in summary above
- Create new binders for 2017.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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 Project Team
 City Staff
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