

**June 2018 CWG Meetings  
Summary of TOD/Access Related Comments/Questions**

**I. Downtown/Diridon CWG**

**Station Naming (Jill Gibson, VTA, Eileen Goodwin, Apex)**

- Jill provided overview of VTA's station naming process, and best practices.
- Eileen facilitated discussion on station naming for all four stations, though primary discussion revolved around Downtown and Diridon Stations
  - Diridon Station – discussion around calling it “Central”, “Union”, or “Metro” Station. Some CWG members were apprehensive about continuing to name it “Diridon”, would prefer it revert back to its historic name of “Cahill Station”. Some discussion on
  - Downtown Station – Generally, CWG felt that we should not need to have “San José” in ever station name. “Downtown” may not be as specific as we would like, as the downtown area is growing to include Diridon/Google developments. Name the station after cross-streets (“First”, “Market”, “Second”, etc.). Some discussion around whether “/SJSU” should be part of the title.
  - Overall, CWG felt that generally “San José” should not be in the name of the stations.

**Diridon Integrated Station Concept Plan (Dennis Kearney, VTA)**

- CWG Member Comments/Questions:
  - How does this effort relate to the SAAG?
    - DISC will concentrate on the Station itself, while the SAAG is looking at the greater area surrounding the station.
  - Will DISC include bike/trail connections?
    - They will be a consideration, but not part of the scope's focus.
  - How does this relate to HSR?
    - HSR is one of the Concept Plan partners
  - How does this effort fit in with the City's Mobility, Streetscape, and Public Life Plan?

**TOD Development Strategies and Access Planning (Dennis Kearney, VTA, TOD & Access Consultants)**

- CWG Member Comments/Questions:
  - Housing discussion should also include displacement
    - This is being included in ongoing analysis
  - What would be the timeframe for a revised value-capture opportunity?
    - This is part of the Study's final phase – Fall to Spring 2019
  - Transportation – bike/scooter access is probably higher than what is studied and included in the model. Trails should be mainstream portion of the access network. Wayfinding should include trails, and should be signed as part of the urban transportation network
  - There are curb management problems already existing today – how can we take some of the work that is/will be done and implement some short-term solutions now?
  - What methodologies are being used for Value Capture?
    - Not there yet, doing a market study to understand current and future potential for development.

## **II. Alum Rock/28th Street CWG**

### **Station Naming (Jill Gibson, VTA, Eileen Goodwin, Apex)**

- Jill provided overview of VTA's station naming process, and best practices.
- Eileen facilitated discussion on station naming for all four stations, though primary discussion revolved around Alum Rock/28<sup>th</sup> Street Stations
  - The area has been referred to as "Little Portugal" for over 140 years. The UV calls for "Little Portugal Town Square". When considering place-making, this is a place with a cultural identity – naming the station accordingly would raise the profile. Station location doesn't scream "Little Portugal", but development can be made to provide that image.
  - 28<sup>th</sup> Street is more intuitive to drivers/people. There is precedent for putting street name first (28<sup>th</sup> Street/Little Portugal). However, people will learn to recognize Little Portugal as an area of San Jose.
  - "East San Jose" used to be its own city prior to incorporation into San Jose. Naming the station this would be preferable because it doesn't segregate other neighborhoods (there is more than just Little Portugal in the area).

### **TOD Strategies and Access Planning (Dennis Kearney, VTA, TOD & Access Consultants)**

- CWG Member Comments/Questions:
  - Bike/Ped connection to the north should end line at Silver Creek to connect to Coyote Creek Trail (VTA has said they would not repurpose existing rail bridge).
  - Would the extension of St. John Street require property acquisition? Previously the City had discussed dead-ending St. James Street at the existing railroad corridor. There are concerns that these two streets would result in vehicular traffic that is disruptive to the surrounding neighborhood.
  - The City is considering looking at alternatives to San Antonio for bicycle crossing of US 101 – possibly using 33<sup>rd</sup> Street to go up to Santa Clara (the flattest of the connections) and then back down. There is a need to identify level connection from Downtown to Berryessa Station and across US 101 – the existing railroad bridge is the only level crossing of US 101.
  - There are some projects missing from Affordable Housing maps:
    - At N 21<sup>st</sup> Street, adjacent to Roosevelt Park; NW corner of Alum Rock & King Road; 1936 Alum Rock Avenue
  - New City Park has been established on S 31<sup>st</sup> Street from Alum Rock to San Antonio
  - Rename to "24<sup>th</sup> Street/E Williams Street" Urban Village Plan (Not William Ct.)
  - CSJ currently does not require contribution to public amenities. How is that money going to be generated, especially with high affordable housing requirement?

## **III. Santa Clara CWG**

### **TOD Strategies and Access Planning (Dennis Kearney, VTA, TOD & Access Consultants)**

- CWG Member Comments/Questions:
  - Large footprint will be required to accommodate new bus depot needs
  - CSJ was looking at connecting station area to Guadalupe River Trail – this connection is important.

- The University's bike network should be a big part of the Station's access network.
- Need to talk about how to improve Campbell Avenue for pedestrian access.
- How will autonomous vehicles and e-bikes be considered?
  - Best practices of station layout will address many of these mode's needs, but certainly want to build in some flexibility.
- General plan calls for increased density here. However, City may produce density by the Stadium.
- Planning Commission is working on developments across the street
- There is developable land in San Jose. However, CSJ (residents?) want to retain industrial/commercial money-generating land uses to help fund fire/police/etc. San Jose is job poor compared to surrounding cities, and should concentrate on generating more taxes rather than land uses that will require more public services (such as housing).