



Downtown Diridon Community Working Group Meeting

Date of Meeting: February 9, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Alan Williams, Bert Weaver, Eyedin Zonobi , Scott Knies, Deborah Arant, Bruce Friesen, Laura Tolkoff , Victor Gomez

Members not in Attendance: Adina Levin, Charisse Lebron, Jim Goddard

Other Speaker Attendees: Casey Fromson (Caltrain), Ben Tripousis (HSR) Janice Soriano (VTA), Tom Fitzwater (VTA), Krishna Davey (VTA), John Ristow (VTA) Rosalynn Hughey (CSJ) Paul Smith (CSJ)

Project Team in Attendance: Brent Pearse (VTA), Kevin Kurimoto (VTA), Ray Salvano (CSJ), Eileen Goodwin (Apex)

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

NOTE: There was a conflicting City of San Jose Council Agenda Item that impacted some of the same staff and stakeholders—the San Jose Council item took longer than expected and so several people who had planned to attend this meeting were not able to.

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
- Caltrain Electrification Update-Caltrain
- High Speed Rail Update—High Speed Rail
- Economic Analysis Surrounding BART Stations-City Staff
- Access Planning Study Wrap Up-City Staff
- Crossover Location-VTA Staff
- VTA Projects within BART Corridor—VTA Staff
- BART’s Station Naming Policy-Facilitator
- Next Steps –Facilitator

- Review Action Items and Next Meeting Date (April 12, 2016 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
None noted	
Schedule Update	
Has there been a change to the EIR Schedule?	No, there is no change to the EIR Schedule since the last presentation.
Caltrain Electrification Update	
Is bike ridership 10%?	Caltrain bike ridership is now at 11%
Will diesel trains still run to Gilroy and back?	Yes. There will be a conversion to 75% of the fleet to electric but there is a funding issue to support the longer 8 train sets due to the need to lengthen the platforms. The goal is to have a fully electric future by 2020.
Will there be an increase in capacity with the signal project?	Not really.
When you have the six trains per hour per peak direction will it be all baby bullet service?	That has not been determined yet.
Will there be more weekend service?	Caltrain gets a lot of questions about additional mid-day service, night service and weekend service. Yes, all of these increases are on the table but first Caltrain needs to do the electrification and CBOSS projects.
Downtown Extension should be made more clear that it refers to downtown San Francisco and not downtown San Jose.	Comment noted.
What is the length of the San Francisco downtown extension?	1.5 miles
Has Caltrain tracked the City of San Jose proposed plan for the ballot measure? Did you notice there is no money for Caltrain? What does Caltrain think about that?	Caltrain hopes that the agency has made the case for the need for additional funding for our projects. Caltrain provides a great service and is hopeful that the final plan will contain a good mix of additional funding for Caltrain as well as other important projects.
High Speed Rail Update	
How fast will the HSR trains go in the blended corridor? Will they be faster than the 79 mph today?	Yes, HSR will be able to run at 110 mph with blended service.

Will HSR electrify the track to Gilroy? Can Caltrain ultimately run their trains on that?	The tracks between San Jose and Gilroy are shared with the UP Railroad. UP is not enthusiastic about electrifying that section due to the overhead catenary which would potentially limit their ability to have flexibility in serving their clients with double decker train cars. HSR is working with UP to see what might be done.
Will the HSR network be used to accommodate the Diesel trains?	HSR has not spoken to that issue.
What is a quad gate?	It puts gates at all four sides of a grade crossing to make it harder for cars and pedestrians to “go around.”
Can you speak to the rumor that San Jose may see HSR service before Southern California?	The new HSR Business Plan will have more details and it will be released soon. HSR plans to continue to work on all aspects of the line between San Francisco and Anaheim to get service throughout the corridor as fast as possible. HSR is looking at a meaningful service operating segment and will look at how to use the available dollars in an efficient way. This is not a north versus south situation. HSR plans to build the entire system. The timeline remains to have the EIR for this completed by end of 2017 and revenue service by 2014-2015 timeframe.
I thought there would be no grade crossings when HSR came through why are we talking about quad gates?	The trigger for fully grade separating would be at 125mph which is faster than HSR will run on the Caltrain Corridor. You might be thinking about the previous HSR project prior to blended service option. The previous project would have been on a separate grade separated track, likely on a viaduct, and would have separated the HSR track but not necessarily Caltrain. That option is no longer under consideration. We are only planning on the blended system at this point.
Will blended system be at grade?	That is what we are looking at.
Will the HSR come in to Diridon at grade?	In and out at grade is the HSR plan. Caltrain is evaluating whether this will work for their service since the track area is constrained.
Will community working groups for HSR be prioritizing grade separations?	Yes.

Will there be environmental work done for grade separations?	Yes.
What is the plan if the HSR gets stopped by a lawsuit on Thursday?	No comment on the lawsuit.
Economic Analysis	
Is there any research on whether elevated rails are worse for the neighboring property values than underground?	No data on that issue specifically. What the research has shown so far is one of the at grade projects that was noisy and slow was negatively impacting values, however most projects cause the values to go up between 5%-20% depending on the project and proximity of the project.
You mentioned a developer forum for Alum Rock but no equivalent outreach for downtown area or Diridon. Please let us know what the consultant's assumptions are for the profile of HSR at Diridon. What are the assumptions for the downtown core? Which station site? How do these assumptions impact value? What are development restrictions that are impacting development? Surprised to hear this report is almost done and there has been no outreach.	City staff will answer these questions and if members of the CWG want to be interviewed as part of the process they should let Rosalynn know. The consultant is reviewing all alternatives.
Zoning bonus and related incentives should be considered. Is the City considering them? The City should look at the height ordinance in downtown as it is too restrictive.	Comment noted.
Are the consultants speaking with the Diridon GOOD Neighbor Committee?	They may. They have been interviewing the staff that worked with that group. Later stages of the Diridon Intermodal Study will engage with the neighborhood organizations, and initial stages of the Diridon Study will be shared with the CWG. Staff will pass on this suggestion.
People in the downtown area will want to walk along San Fernando Street and Santa Clara Street to get to the stations. Is someone looking at making those streets more retail friendly?	Yes, absolutely place making is key.
Access Planning	
When will plan be available for review?	Soon. City will post it and CWG members will be sent the link.
Can this effort also make the streets "more friendly" around the station?	Yes, working on various strategies to make the station areas inviting.

Crossover Location	
Where is the crossover proposed to go?	In both cases immediately east of the station chosen.
What if the segment was just Alum Rock to Diridon—where would a crossover be located then?	This crossover is not placed for the segment but for the best location for the whole system.
Are you just proposing one alternative?	Yes, this crossover has been located to optimize efficiency.
We will need to elevate this decision to your higher ups.	Comment noted.
VTA Projects	
Is VTA working with other counties on regional bus service or does it rely on train service for that link?	Yes, and yes. VTA does look at express service for inter-county service and yes VTA does rely on Caltrain and BART to move people throughout the region.
Does VTA think about the employer buses that seem to go everywhere?	Yes, but VTA cannot always compete with them as they are free and pick people up wherever they choose.
Any plans to improve the Almaden Valley end of light rail? Any plans to alternate lines?	VTA has looked at various options including alternating service but essentially leaving things alone on the Almaden spur for now. Development has not progressed as rapidly at this location as originally planned.
How will passengers transfer between modes at the Diridon station?	That will be covered in the study and is dependent upon some decisions about HSR profile.
Before designing Diridon don't you need to know HSR plans (if HSR is at grade or below grade)?	Yes. We are purposefully following their schedule and Caltrain's as well to identify viable alternative designs. The timing is good.
What about the private sector development efforts such as SAP, Tramwell Crow etc.?	It is not the intent of the Diridon Plan to rethink the City's land use plans. That said, this study may identify development sites immediately around or above the station area.
For place making beyond transit—such as plaza, public spaces, amenities—where does that fit in?	Those are all elements that will be looked at—not to design them aesthetically but to find a place for them within the Diridon area space.
Will Greyhound and other service be considered?	Yes, Greyhound, local and regional buses will come in and out of the area is very important.
For the TRIP services outlined—it is good you are looking at full network.	Yes, it is. We will want the help of the community and elected leaders to help us with the design. There will be a lot of

	community outreach and engagement. VTA wants input on transit planning assumptions from the public.
The access planning has been pushed out a year for the intermodal facility.	Some of the access planning will be concurrent with work on the Diridon effort. There will be assumptions that come out of the Diridon work that will make sense to have the access plan follow it. Also, the VTA Board will be defining the final project at the end of 2016 so beginning the access plan once the definition is approved makes sense as well. That is why the access planning will move to the first part of 2017.
Station Naming	
Downtown San Jose makes sense.	Comment noted.
Maybe we should rethink using Diridon name since it doesn't describe San Jose or market San Jose at all. It is all about marketing.	Comment noted.
Confusion will happen if the other modes that use Diridon don't use the BART Station name if it isn't Diridon—it won't be obvious it is the same place.	Comment noted.
It is too confusing to change—keep it the same.	Comment noted.
If it changes it should only do so if it covers the full facility and all the other modes.	That seems to be the consensus to even consider changing the name only do so if the whole place is rebranded—not BART standing alone.
Let's keep discussing.	We will have this topic on the April Agenda.
Next Steps	
Do we have transit validation?	Yes, as previously mentioned, VTA provides transit tokens for people who take transit to this meeting.
Access planning should be discussed at the next meeting. How do these efforts fit together? Who is in charge of knitting the efforts together?	VTA is ultimately responsible for bringing this all together and specifically Leyla Hedayat is the key staff person who "owns" this effort.

Follow-Up Items:

- City staff to answer the following questions related to the economic impact study:
What are the consultant's assumptions for the profile of HSR at Diridon?
What are the assumptions for the downtown core? Which station site is

assumed? How do these assumptions impact value? What are development restrictions that are impacting development? Will there be a Developer Forum for downtown?

- City staff to ask economic consultants to interview Diridon working group members.
- City staff to post the Station Access Report on-line so the CWG members can view it as soon as it is available.
- Diridon Intermodal effort should be added to the CWG Work Plan.
- Add discussion of the access planning efforts to the April CWG effort. Identify lead entity.
- Add station naming to April Agenda.

Prepared by: Eileen Goodwin, Apex Strategies

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