MEETING NOTES
The Alameda: San Jose

Meeting Date:	November 16, 2009
Location:	Downtown College Prep
Subject:	Community Meeting #2
Attendees:	Councilmember Pierluigi Oliverio, District 6 San Jose Redevelopment Agency Staff City of San Jose Staff Community Members BMS Design Group, Kimley-Horn, Apex Strategies *(See sign-in sheets at end of Notes)*
Prepared by:	Paige Martin
Date Prepared:	December 8, 2009

Agenda:
The agenda included the following main topics:

1. Introduction
2. Community Input Review and Survey Results
3. Visioning Imagery
4. Small Group Visioning Session
5. Next Steps / Close

Key discussion points include:
Introduction
Oliverio gave an introduction and mentioned the Mayor was unable to attend because he was attending a budgetary meeting for the City. Oliverio encouraged community members to evaluate where they want funds to be allocated and advise their councilmember. He spoke of the community's desire to have a vibrant retail neighborhood and encouraged them to support those businesses. He gave an example of a lunchtime restaurant he went to earlier in the week and there was only one person there. Finally, he informed his constituents that he is working on a medical marijuana ordinance which will allow the City to regulate the number and location of outlets, and more importantly, to collect taxes on the shops if they are built.

Barbara Maloney introduced the project to the community and informed the group that the project is currently in the visioning phase. This community meeting will conclude the consultant team's work for visioning and the team will use the information generated at the meeting to inform the design process.

Community Input Review and Survey Results
The results were discussed from the community survey that was distributed and available online. Nearly two hundred people responded with 81 responses online and 117 written. The issues of most concern were pedestrian environment, building condition and character / condition of the street, whereas, transit service and traffic were less important. Rating the

importance of improvements, the community chose attract more/new business and improved street crossings as very important, whereas, additional parking and straightening Race Street intersection as less important. The final question addressed neighborhood areas and shopping districts the community enjoys and Willow Glen, Santana Row, Los Gatos and Castro Street in Mountain View were the favorites. In analyzing the community survey and input thus far, the design team concluded there were six key issues: pedestrian safety, vehicular traffic, bicycle facilities, image/identity, The Alameda as local and regional destination and streetscape improvements.

BMS Design Group is working with DOT and SJRA on technical elements that will inform design parameters such as, roadway functionality, traffic calming, Race Street intersection and transit. The elements the design team would like community input are: improved street crossings, street trees, lighting, public gathering spaces, bike facilities, parking and gateways.

Vision Imagery – Great Streets
A selection of images of great streets was presented to introduce the group to the visioning workshop. The design elements that create a great street were indicated through imagery and discussion. Street examples include: Cours Mirabeau in France, Omotesando in Tokyo, Embarcadero in San Francisco, Shattuck Avenue in Berkeley, Telegraph Avenue in Oakland, and A Street in Lake Oswego. Images of neighborhood retail streets that the community stated they liked in the survey were shown and elements of the streets were discussed that make them successful. Willow Glen in San Jose, Santana Row in San Jose, N Santa Cruz Avenue in Los Gatos and Castro Street in Mountain View.

Street Elements
Specific elements of the streets were discussed with an array of images and solutions shown to provide the community with ideas for their creative work session.

Small Group Visioning Session
The community broke into ten groups and was provided an overall plan of The Alameda and a box of tools that included all the design elements listed above. The groups worked for 40 minutes and at the end of the session individual groups reported back to the larger group.

Small Group Visioning Session Summary
The following summary evaluates the comments and drawings generated by group and then analyzed. In most categories the results were evaluated in terms of the Historic Way (880-Lenzen) and the Business District (Lenzen to Diridon). Specific notes follow after the summary.

Design Elements
Pedestrian Crossings: The majority of the groups, **50%** or higher, designated seven pedestrian crossings that need improvement: University, Emory, Naglee, Magnolia/Pershing, Hanchett/W Julian, Martin/Race, and Morrison.

Street Trees: 50% of the group would like planted median for the full length of Historic Way portion and **30%** would like planted median only in specific areas along the Historic Way. Only **30%** of groups wanted planted medians in the Business District with an additional **20%** wanting planted median only in specific areas.

Pedestrian Lighting: 7 out of 10 groups commented on pedestrian lighting on plans or in notes. **2 of the 7** groups requested historic lighting along the entire corridor, whereas the remaining groups commented on specific areas of lighting need such as, both sides between University and Emory, both sides at Stockton, between Race and Sunol, and between Emory and Lenzen.

Street Lighting: Only 5 out of 10 groups designated areas where street lighting needed to be improved with one group commented on the quality of lighting: white lights, not high or low pressure sodium that has yellow light. Street lighting was shown in specific areas: Naglee, in median between University and Magnolia, between Cleaves and Diridon Station and at Hanchett.

Public Gathering Space: 50% of the groups would like a public space developed on the vacant lot at Emory and **60%** would like a public space at the Race Intersection. One group recommended community gardens at Emory, while 4 groups recommended a public space at Downtown College Prep. Other misc areas were: W Taylor on triangular parcel, at Billy deFrank Center, Babe's muffler property and at Stockton on the future Whole Foods property.

Bike Lane: 70% of the groups would like a consistent bike lane the entire length of the corridor. One group wanted no bike lanes, another wanted lanes only in key locations along the corridor and the final group wanted bike lanes only in the business district and not along the Historic Way.

Bike Parking: 6 out of 10 groups placed a larger percentage of bike racks in the Business District with considerably fewer placed along the Historic Way. A few desired areas were at: Villa Apts, YMCA, Shasta/Hanchett parking lot, Julian, Race, Morrison and Downtown College Prep was mentioned on several plans.

Gateway: It was **unanimous** to have gateways at the NW and SE ends of the corridor. Additional gateways were placed by a few groups in the following locations: Taylor/Myrtle, between Taylor and Randol, between Randol and Villa, on Race at Garland, Martin, Lenzen, Naglee, Cleaves and Sunol.

Parking Structure: 70% of the groups placed parking structures in the Business District, whereas no groups wanted a structure in the Historic Way area. Locations for structures in the BD are as follows: Race behind shops (7 groups), Cleaves next to Billy deFrank (4 groups), Whole Foods Parcel (2 groups), behind shops by Morrison (2 groups).

Parking Improvements: Only **20%** of the groups would like to see improvements to parking areas along the Historic Way, whereas, **70%** had recommendations for improvements in the Business District. Improvements requested in the following locations: behind Avalon, behind Motel 6, behind Chipotle, at CVS, Downtown College Prep, U-haul, Whole Foods, Martin, Keeble, Cleaves, Wilson and Stockton.

Additional fill-in: Blank pieces were available for groups to fill-in however they'd like. The following is a summary of some of the fill-ins.

- Change character of Hester on both sides west of The Alameda
- Fountain at Race Intersection
- Farmers' Market at Downtown College Prep
- Concentrate retail to attract people.

Traffic concerns are listed in summary due to the importance of traffic's role in this study:

- Reduce Cut-through traffic on Myrtle Street between W. Hedding Street and Taylor Street
- Move major traffic off residential section to Coleman.
- Concern about cut thru on Myrtle between McKendrie & W Taylor, no speed bumps for calming, need "no U-turn" sign at Alameda at McKendrie, traffic calming device on residential streets perpendicular to Alameda.
- Include "No U Turn" sign at McKendrie, really want flashing dot lights for pedestrian crossing, take buses off south section of Julian/Stockton.
- Transit down Alameda route off Julian to Stockton.
- Traffic cut through Taylor to Myrtle to Ashbury St, too much back up traffic at Taylor - need right turn lane onto Alameda, buses are hazard at Ashbury and Taylor stops, passive crosswalk light like, Willow Glen at bulb out areas in sidewalk. Add diagonal parking along business district (east side with bike lane on west side of Alameda).
- Cut down through traffic and noise, signalized intersection at W Hedding, traffic calming

- Traffic light at Shasta, parking near downtown for future, trolleys going up and down street.
- Crosswalk bulb-outs

The following is a list of verbatim notes and spoken summaries from each group:
Group 1.

- Gateways
- Underpass upgrades
- Vacant lot temporary
- Bike lanes at the expense of four lanes and median
- Intersection improvements at Taylor
- Signage at nosing at refuge.
- Cut through traffic issues indicated on plan
- Martin closure plaza
- Parking structure

Group 2.

- Bikes lanes
- Planted Median with low plants, shrubs and geraniums
- 4 gateways shown on plan
- Public open space at Union Bank
- Undercrossing at Race/Alameda
- All-way traffic stop at Race Street and Alameda for pedestrians (like SF)
- Park with public and community gardens by big Victorian and Emory.
- Public restrooms in parks – take pressure off underpass
- Want lots of parking especially near Kinko's and Sushi Bar
- Parking structure next to Billy deFrank
- Roundabout at Race – fountain. Underground space for pedestrian. Timed crossing – "free for all"
- Magnolia – speed bumps
- Pershing intersection is a mess! Traffic light needed and regulate crossings
- Rent garden spaces
- Historic markers in park

Group 3.

- Neighborhood gateway – Pedestrian size markers or posts with different tops for each neighborhood.
- Median Planting: smaller to allow arch of trees to dominate, but a respite from traffic and road
- Crosswalks: bulbs where no light. Visibility enhancements at McKendrie and Lenzen
- Bus stops – architectural – maybe design contest. Mini meeting place
- Pretty up and advertise parking off Julian
- Roundabout – planters with benches, seating in area
- Built-in chess/checkers/backgammon tables in wide spots

Group 3 continued

- Underpass – make bridge also an attractive gateway
- Gazebo / park at Emory empty lot
- Fill-in trees to complete the "look"
- Auto and pedestrian lighting 880 to underpass
- No speed bumps for calming!!!
- Banner brackets along route
- Bike lanes all the way
- Bike storage at parking areas
- Parking at Whole Foods (garage?)
- Major gateway right off 880
- Green buffer between parking lots and road
- Move major traffic off residential section to Coleman

Group 4.

- Lighting Historic – integrate lighting
- Flashing pedestrian lights
- Median subtle, low, drought-tolerant
- No Trees
- Gateways
- Keep El Camino Bell
- Keep no left turn at Julian
- Pedestrian seating like University Avenue
- No low sodium lights
- Attract moms for shopping
- Fountain at Race Street
- Like getting bikes off of the Town Center

Group 5.

- Big trees both sides
- Fountain at Race Street
- Different Blvd look from 880 – Lenzen (Residential)
- Lenzen to Diridon (Business)
- Bike lanes all the way down
- Gateway 880-Naglee Taylor – Lenzen to identify business, Martin Avenue (historical side), Diridon
- Pedestrian lighting (historical) both sides – Historical AR in median
- Residential low planted median
- Historical auto lighting
- 880-Lenzen: business = refuge islands, auto lighting
- Public space and parking (as marked on plan) = roof gardens on parking
- Transit route off The Alameda to Julian and Stockton

Group 6.

- Didn't exactly have consensus
- More parking / Structure parking
- Add diagonal nose in parking along shop fronts on S. Alameda
- Close off Martin for small parking lot
- Passive crosswalk light – possibly like Lincoln Street in Willow Glen (embedded) at "bulbed out" areas on sidewalk.
- Connect with Guadalupe development
- Public space in vacant lot and wherever possible along the corridor
- Cut through traffic on Taylor because of no right turn lane on The Alameda
- Add gates on Hester underpass/walk to keep out people out who use it as a urinal
- Angle parking the length of The Alameda between Stockton and Race on one side, which may contribute to traffic calming as well.
- Other side of Alameda, bike lane
- Reverse diagonal parking for safety

Group 7.

- Bike lanes on some streets
- Public space at Mexican Restaurant and other areas
- Pedestrian connection on White – make it a pedestrian way – there is no longer open to vehicular traffic
- "Paseo" connect to parking in back
- No palm trees (lots of clapping)

Group 8.

- Trees in the center on entire length: shade, no palm. Native and tall.
- Bike lanes in the center median
- Lighted crosswalks especially at key points with businesses
- Green median strip
- Public meeting spaces in vacant lots
- Roundabout at Race and The Alameda with fountain
- Signalized intersection at Hedding for pedestrian convenience
- Upgrade under crossing tunnel and make more inviting
- Traffic calming, but not at the expense of bike safety
- Move TOD corridor to Stockton from The Alameda to make The Alameda a pedestrian priority area.
- Cut down thoughfare and noise

Group 9.

- Median
- Town Center / Transition Zone
- Refuge / safe haven
- Like gateways
- Historic landmarks give identity

Group 9 continued

- Take advantage of art – promote public art
- Block off Martin and put public space there
- Control traffic at Race intersection
- Parking is sufficient now
- Need better signage
- Bike lanes and facilities

Group 10.

- Slow traffic down
- Retail/restaurant destinations should be well known
- Median to slow traffic
- Gateways (2) – make them more substantial
- Fountain at Race
- Seating and Public Space
- Change use at Kragen and Uhaul
- No bike lanes
- Like buses on The Alameda to support businesses
- Remove Flamingo Hotel

Next Community Meeting - January 28, 2010 at Westminster Church