



Eastridge to BART Regional Connector Stakeholder Working Group

Orientation

August 27, 2020 6:30 p.m.

*This event is being recorded by
VTA for posting on vta.org*



Solutions that move you

Meeting Overview

- Welcome & Zoom Meeting Housekeeping
- Review the Stakeholder Working Group (SWG) Process
- Introductions
- Project Overview
- Community Outreach
- Open Discussion
- Wrap up

Zoom Webinar

- Webinar is being recorded
- Microphones on mute
- Use your real name
- One person speaks at a time
- Raise hand to speak
- Host will un-mute you
- Code of Conduct - Respectful

SWG Process and Role

- Members were nominated by the EBRC Policy Advisory Board
- Membership Criteria
- Role of the Stakeholder Working Group
- Roles of the Stakeholder Working Group Member

VTA Project Staff

Community Outreach and Public Engagement

- Kathleen Podrasky – Community Outreach Supervisor
- David Lovato – Public Communications Specialist

Engineering and Program Delivery

- Ven Prasad, P.E. Project Manager
- Hassan Basma, Transportation Engineering Manager
- Ken Ronsse, Deputy Director, Rail & Facilities
- Ziad Dweiri, Project Engineer

SWG Members

- **Ernesto Barajas** – Cassel Neighborhood Association, District 5
- **Sandy Flores** – Capitol Park Goss Dobern Neighborhood Association, District 5
- **Karen Martinez** – Capitol/Capitol, District 5
- **Julie Nunes** – Lyndale Neighborhood Association, District 5

- **Laura Arechiga** – Welch Park Neighborhood Association, District 8
- **Jeremy Barousse** – District 8 Roundtable, District 8
- **Craig Ferguson** – Thompson Creek Neighborhood Association, District 8
- **Andres Solomonoff** – Brahms/Edgeview Neighborhood Association, District 8

- **Jessica Molina** – Catholic Charities, First 5
- **John Petersen** – Eastridge Mall

Big Picture Overview

- Called Eastridge to BART Regional Connector (EBRC)
- EBRC is part of the 2000 Measure A Transit Improvement Program
- Previously called Capitol Expressway Light Rail Project (CELR)
- Overall project has been implemented in phases
 - ✓ Phase 1: Pedestrian and Bus Improvements
 - ✓ Phase 2: Eastridge to BART Regional Connector (EBRC) is the light rail

Pedestrian and Bus Improvements

EBRC Phase 1 of pedestrian and bus improvements complete



Sidewalk and landscape
along Capitol Expressway



Expanded and reconfigured Eastridge Transit Center



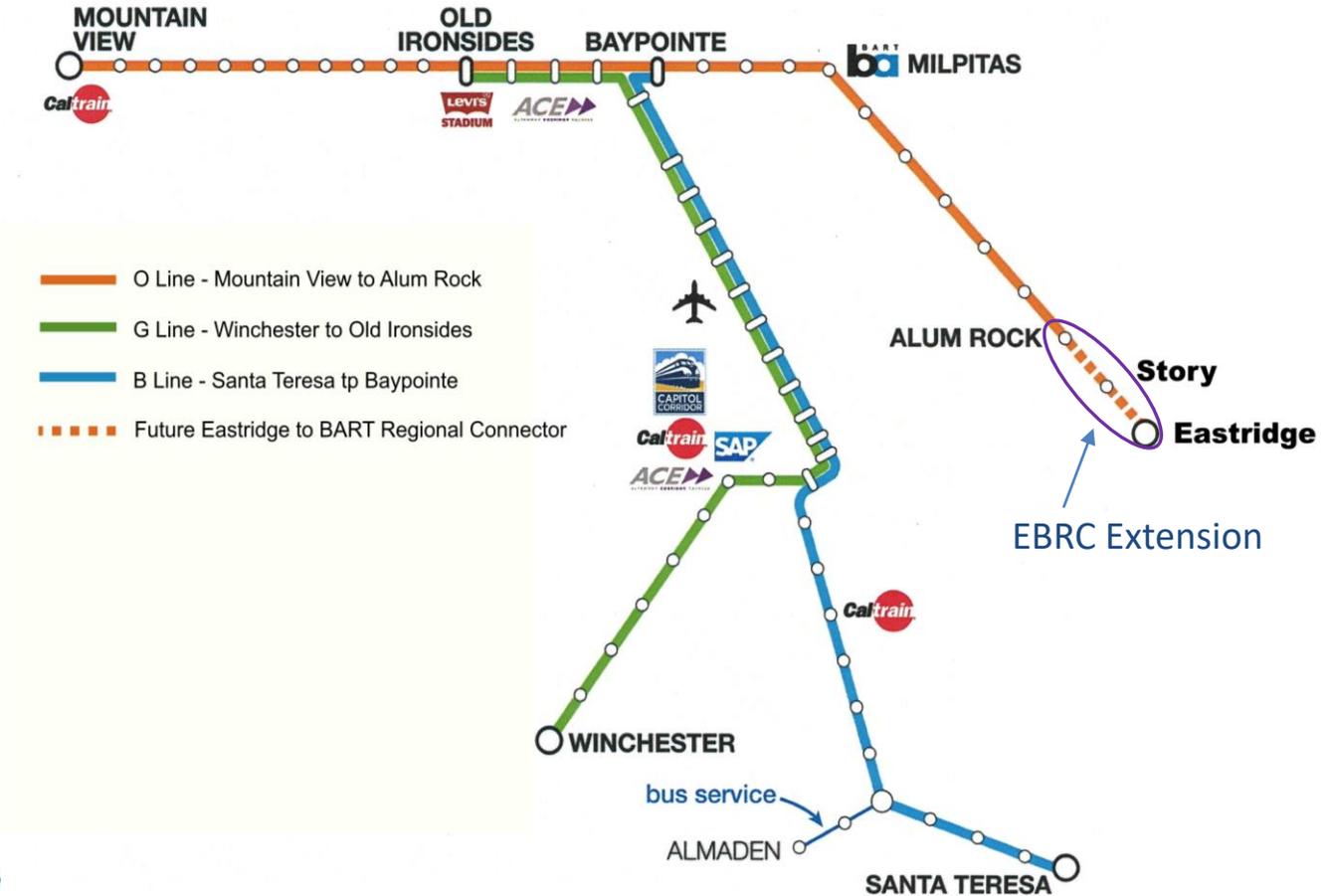
Completed Projects on Capitol Expressway

- 2012 – Pedestrian Improvements (sidewalk, lighting and trees)
- 2015 – Eastridge Transit Center was expanded and reconfigured
- 2017 – Bus Rapid Transit (BRT) to the Eastridge Transit Center
- 2018 – Pedestrian Access Improvements across Capitol Expressway to the Eastridge Transit Center

EBRC Project Benefits

- Improve public transit service
- Enhance regional connectivity to BART
- Increase mobility options
- Improve regional air quality
- Support local economic/land use goals
- Accommodates light rail, bus, automobiles, bicycles and pedestrians

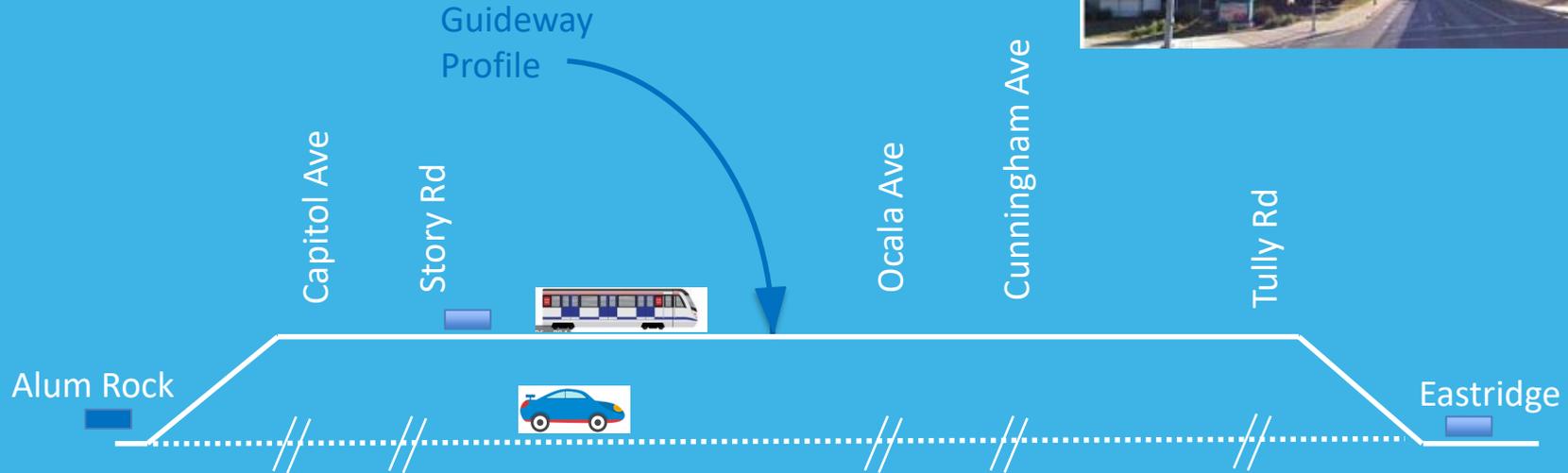
Project Location



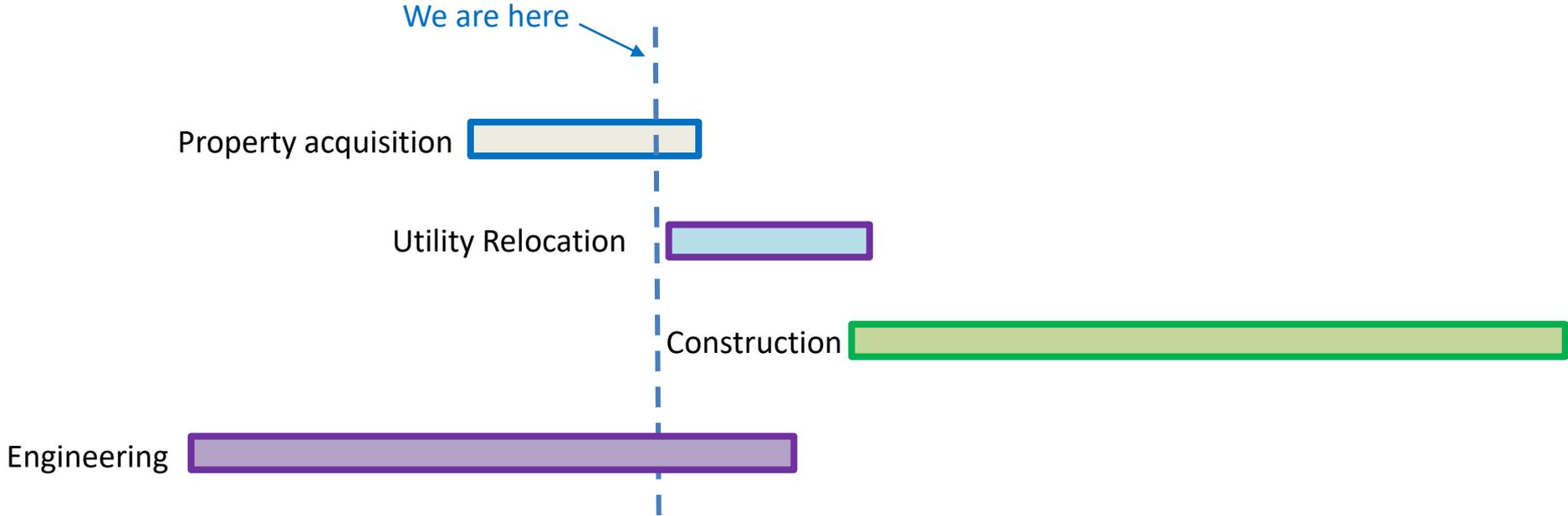
Project Highlights

- Extends light rail from the Alum Rock Station on Capitol Avenue to the Eastridge Transit Station
- 2.4 miles long with two stations (Story Road and Eastridge)
- Located in the median of Capitol Expressway with side running through Tully Road to the Eastridge Transit Station
- Elevated structure to avoid conflicts with pedestrian or vehicular traffic at grade crossings. This is the fastest and safest operation along the expressway.

Guideway Profile



Project Sequence of Activities

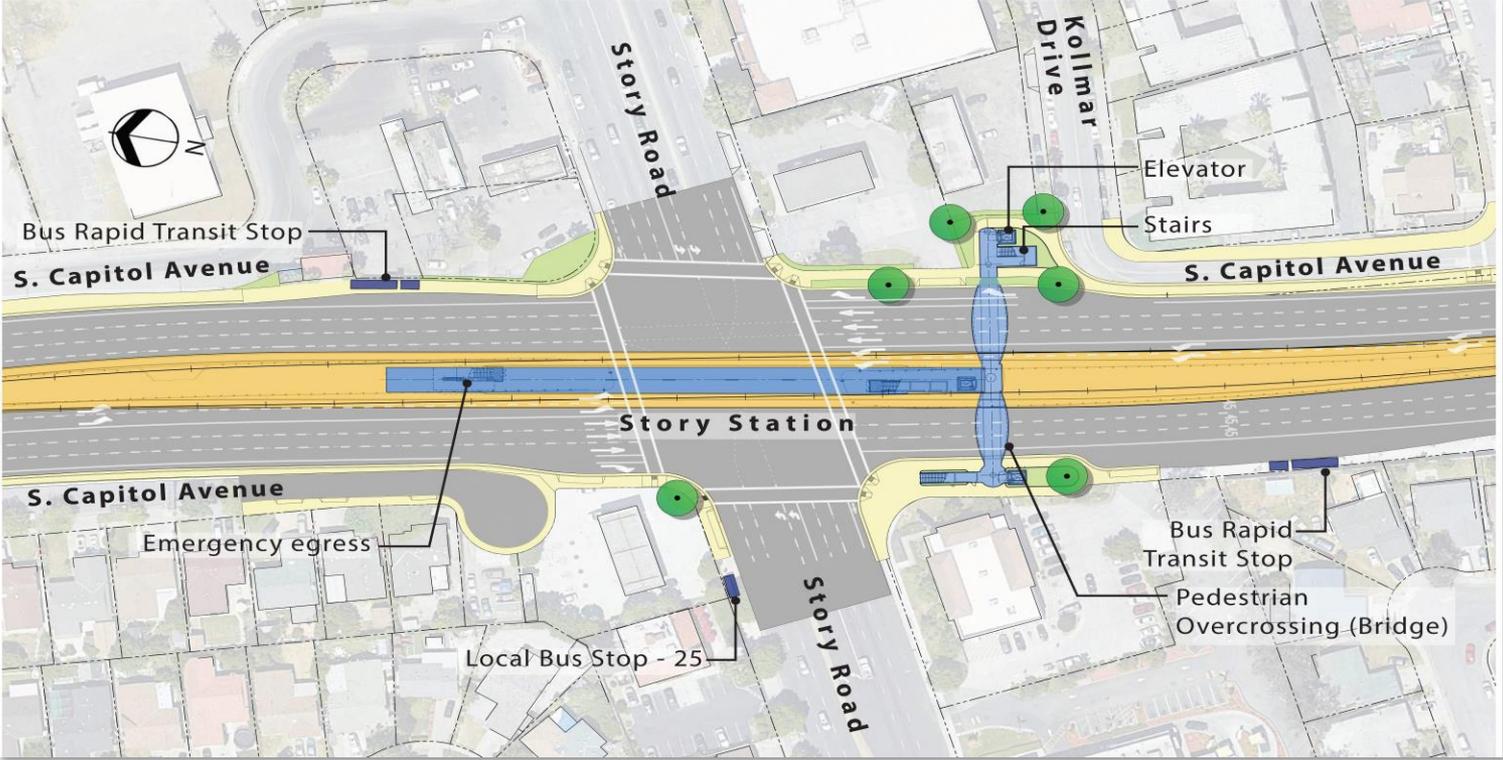


North End Retaining Wall



Photo simulation Capitol Avenue south of Capitol Expressway
(looking west)

Story Station



Elevated Story Station



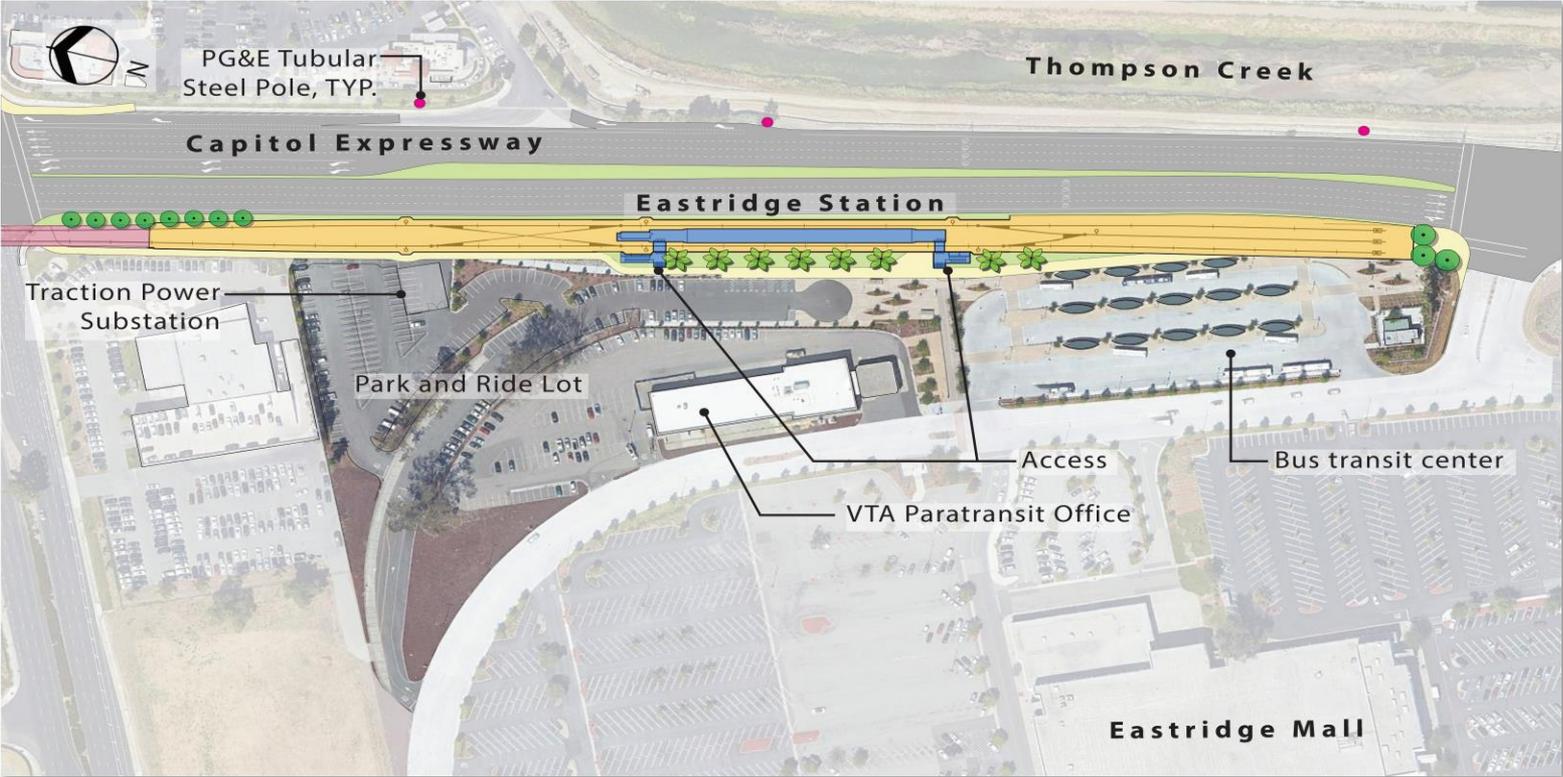
Photo simulation Capitol Expressway at Story Road (looking east)

Elevated Story Station



Photo simulation Story Road (looking east)

Eastridge Station



Eastridge Station



Photo simulation Capitol Expressway (looking west to Eastridge)

Eastridge Station



Photo simulation Access to platform from parking lot (looking north)

Utilities

- PG&E Electric Transmission
- PG&E Distribution – Electric & Gas
- San Jose Water Lines
- AT&T
- Verizon / MCI
- Miscellaneous - Comcast, Zayo, Crown Castle

PG&E Transmission Tower Relocations



Before



After

Construction Cost and Funding

Measure A	\$314 Million
Regional Measure 3 Funds	\$130 Million
Other	\$ 15 Million
Senate Bill (SB) 1	\$ 9 Million
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Total Estimated Cost of the Project	\$468 Million

What to Expect During Construction

- 4 to 5 years of total construction
- General pattern of construction activities include:
 - Widen road to make room in median
 - Structure construction in median
 - Light rail construction on the structure
 - Finish roadway with overlay, striping and traffic signals

Project Issues

- Traffic impact from HOV lane removal
- Traffic impacts for additional lane closures and detours needed for construction
- Traffic impacts from left turn lane closures from Capitol Expressway to Ocala
- Traffic impacts from cut-through traffic in neighborhood streets
- Noise and vibration caused from foundation construction
- Overnight work required for certain activities

Construction Impacts



- Goal to minimize construction impacts
- Solution to minimizing impact in one area may cause impact in another area
- Adding restrictions to minimize impacts results in more time and more money
- Need to understand what constraints have the most value to implement

Construction Impacts

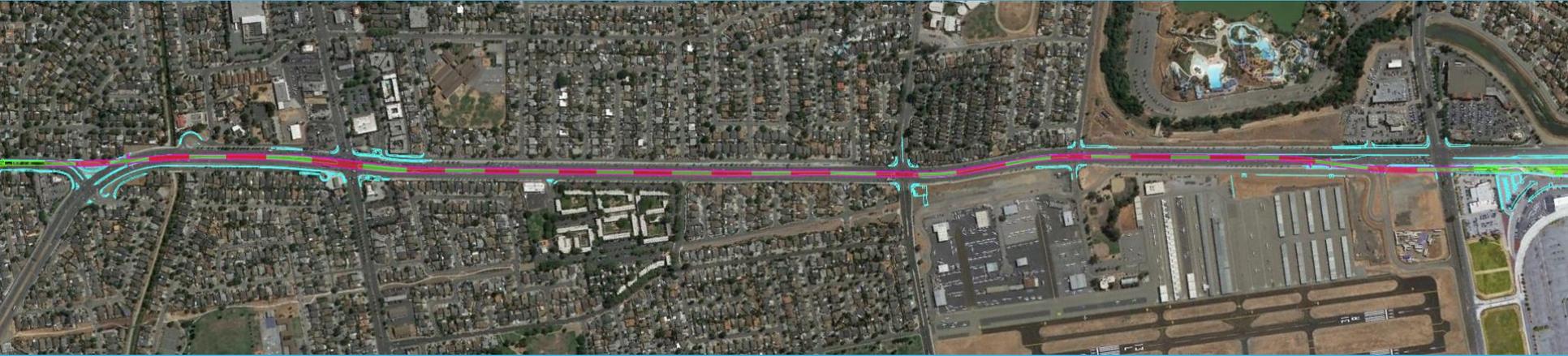
Traffic

- Temporary lane and intersection closures
- Temporary detours at night

Noise and Vibration

- Foundation Pile Driving
- Various Construction Activities

Light Rail Structure Alignment



Alignment showing the 37 bridge segments

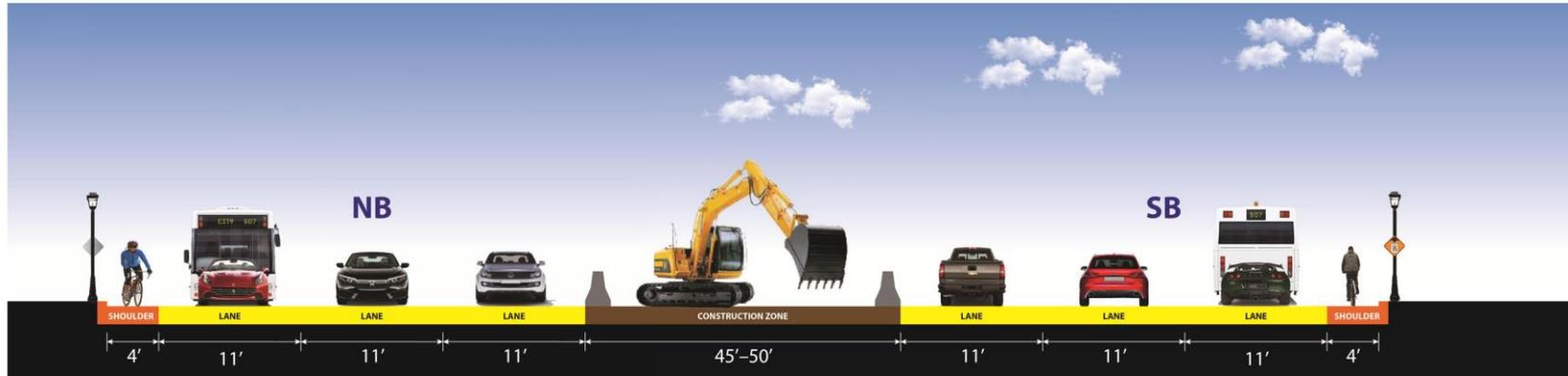
Structure Construction



Different work happening concurrently along the expressway

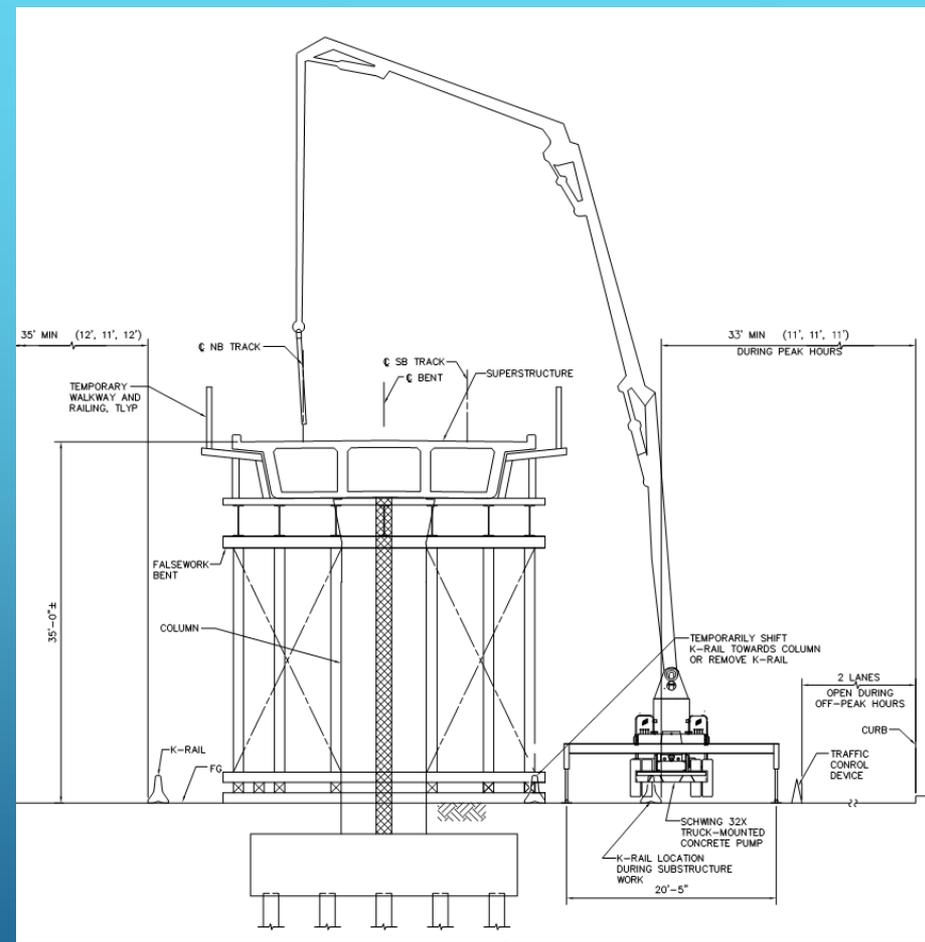
Roadway During Construction

- ▶ Approximately 45' Construction Zone in Median
- ▶ HOV Lane Removed from Capitol Ave to Tully Rd (6-lane roadway)
- ▶ Bicycle and Pedestrian Access Maintained



Lane Closures

- Lane closures required for:
 - Roadway widening
 - Krail placement
 - Deliveries
 - Pile driving and foundation
 - Falsework
 - Change traffic lane striping
 - Concrete pouring
 - Pedestrian overcrossing placement
 - Work over intersection
- Therefore, need:
 - 1 lane closure (weekday non peak)
 - 2 lane closure (weekend non peak or weekday in one direction)
 - Detours (weekend and night)
 - Night work



Construction Noise and Vibration

- Pile Driving = Driving concrete piles into soil to provide foundation support for structures.
- Approximately 2000 foundation piles
- Pile driving during daytime
- 7 -10 piles per day
- 3 - 4 days of piling at each location
- Some other temporary noise sources
 - Jackhammers/tractors
 - Back up alarms



Community Outreach Highlights 2019

- Community Presentations (7)
- Field Work Notices
- Blogs (3)
- Door to Door outreach to identify:
 - Businesses
 - Schools and District Contacts
 - Neighborhood associations
 - Places people gather

VTA Community Outreach

- Stakeholder Working Group
- VTA EBRC Policy Advisory Board
- Presentations to neighborhood groups and organizations
- VTA hosted events
- Field Office & Door/Door
- Newsletters/Mailed Notices
- Next Door & Stakeholder Email
- Partner postings (EBRC-CELR PAB, Councilmember/Supervisor)
- Construction signage
- Changeable message boards
- Apple & Google Maps

Current Activities

- Meet with each Policy Advisory Board member office
 - Reviewed SWG
 - Review stakeholder lists
- March and June PAB Meeting Agenda
 - Presented SWG membership list
 - Reviewed SWG meeting schedule
 - Presented Draft Outreach Plan

Discussion

Wrap Up

- Upcoming Meetings for 2020
 - EBRC-PAB – September 16, 2020, 4:00 p.m.
 - Stakeholder Working Group – November 19, 2020, 6:30 p.m.
 - EBRC-PAB – December 16, 2020, 4:00 p.m.
- Information Posted www.vta.org/eastridgetobart
- Recording of webinar will be available early next week

VTA Community Outreach

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