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
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

- O Line - Mountain View to Alum Rock
- G Line - Winchester to Old Ironsides
- B Line - Santa Teresa to Baypointe
- Future Eastridge to BART Regional Connector
- EBRC Extension

Locations:
- Mountain View
- Old Ironsides
- Baypointe
- Milpitas
- Alum Rock
- Story
- Eastridge
- Winchester
- Almaden
- Santa Teresa

Bus Service: Almaden
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.
North End Retaining Wall

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

Bus Rapid Transit Stop
S. Capitol Avenue

Elevator
Stairs

S. Capitol Avenue

Emergency egress
Local Bus Stop - 25

Story Road

Kollmar Drive

Bus Rapid Transit Stop
Pedestrian Overcrossing (Bridge)
Elevated Story Station

Photo simulation Capitol Expressway at Story Road (looking east)
Eastridge Station
Eastridge Station

Photo simulation Capitol Expressway (looking west to Eastridge)
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

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure A</td>
<td>$314 Million</td>
</tr>
<tr>
<td>Regional Measure 3 Funds</td>
<td>$130 Million</td>
</tr>
<tr>
<td>Other</td>
<td>$15 Million</td>
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<tr>
<td>Senate Bill (SB) 1</td>
<td>$9 Million</td>
</tr>
<tr>
<td>Total Estimated Cost of the Project</td>
<td>$468 Million</td>
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</tbody>
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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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