Eastridge to BART Regional Connector Stakeholder Working Group

Next Generation Technology & Ocala Area History

November 19, 2020 6:30 p.m.

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

• Welcome & Zoom Meeting Housekeeping
• Rollcall and SWG Members Update
• August Meeting Minutes
• Next Generation High-Capacity Transit Study
• Video
• Ocala Area History
• Project Status Updates (Includes Utility Relocation, Trees, and Traffic)
• Community Outreach (Includes Schools Matrix)
• Future Topics and Work Plan Through 2021
• Open Discussion
Zoom Webinar

- Webinar is being recorded
- Microphones on mute
- Use your real name
- One person speaks at a time
- Raise hand to speak*
- Code of Conduct - Respectful
Zoom Meeting Code of Conduct

• Treat all participants with kindness, respect and consideration
• Value a diversity of views and opinions
• Communicate openly, critiquing ideas rather than individuals
• VTA will not tolerate demeaning, discriminatory or harassing behavior and speech. VTA staff will remove participants who refuse to adhere to this code.
• **Ask for (and accept) help. Embrace the moment and try something new.**
• **Mute** your audio when you aren’t speaking.
• **Raise your hand** if you’d like to speak and lower your hand after speaking.
SWG Members

• Ernesto Barajas – Cassel Neighborhood Association, District 5
• Sandy Flores – Capitol Park Goss Dobern Neighborhood Association, 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 – Edgeview/Brahms Neighborhood Association, District 8
• Jessica Molina – Catholic Charities, First 5
• John Petersen – Eastridge Mall
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
August 27, 2020 SWG Minutes - Overview

• Welcome & Zoom Meeting Housekeeping
• Review of the Stakeholder Working Group Process
• Introductions
• Project Overview
• Community Outreach Overview
• Open Discussion
• Wrap up – Next Meeting Date
Next Generation High-Capacity Transit Study
Next Generation High-Capacity Transit Study

Questions the Study is trying to Answer

- What is current and future context for the Light Rail corridor?
- Is there a more efficient and cost-effective way of operating service?
- How does VTA compare to other Light Rail systems nationwide?
- How will a different technology impact our system?
- What is our actual timeline for implementation of a new system?
Next Generation High-Capacity Transit Study

Scope and Schedule

Task 1 – Strategic Assessment
Task 2 – State of the Industry
Task 3 – Next Generation Fleet Scenarios
Task 4 – Collaborative Review of Findings

Study estimated to be complete early 2021
Next Generation High-Capacity Transit Study

Strategic Assessment

• One of the largest systems in the country (top 3rd in terms of track miles)
• One of the most expensive systems in the country (top 3rd)
• Relatively low ridership
• Serves a much less dense geographic area than other peer agencies
• Average operating speeds above average, but still slower than driving
• Well maintained fleet and infrastructure
Next Generation High-Capacity Transit Study

How will technology help?
• Automation will reduce vehicle operating costs and more frequent service
• New technology may not improve ridership or speeds

What is our actual timeline for implementation of a new system?
• Useful life of existing fleet – 10 to 12 years left
• Decision on how to move forward will need to be made within the next few years
Next Generation High-Capacity Transit Study

Technology Review

• Focused on existing and emerging modes and technologies.
• Existing modes includes Bus, Light Rail, Automated Guideway Transit, Personal Rapid Transit, etc.
• Technologies assessed include autonomous operations and propulsion technologies
• Innovative technologies that were part of the San Jose Airport-Diridon-Stevens Creek connector were also assessed at a high level
Next Generation High-Capacity Transit Study

Technology Trends

• Many innovative technologies are proprietary, fully autonomous, and require full grade separation
• Technologies with the most promise are either rubber tired or traditional rail
• Many new technologies offer some benefits but have a lot of risks and unknowns
• Many non-standard technologies have not had a large scale implementation
• Automation is advancing quickly on all standard modes (Auto, Bus, Light Rail)
Next Generation High-Capacity Transit Study

Technology Review Findings
• No single mode stands out
• Standard modes (Light Rail and Bus) generally meet VTA's capacity and frequency needs
• Non-standard modes offer some potential benefits, but also some significant risks
• Some technologies may not be ready for near term implementation, but may be ready for future consideration
• Autonomous operations will likely come to all modes in near to medium term future
Next Generation High-Capacity Transit Study

Next Steps

• Develop up to three scenarios for how VTA could move forward
  – Scenarios will detail different ways VTA can replace, upgrade, and integrate the existing VTA Light Rail system with a different technology (Bus/PRT/shuttles/Modern Light Rail vehicles)

• Scenarios will be presented to VTA Capital Program Committee early 2021

• Study will be completed mid 2021
Questions?
Video
Ocala Area History
Improvements being built in phases

- Pedestrian and bus phase complete
- Includes sidewalk through Ocala Ave. intersection without any private property acquisition
- BRT platform built at Ocala
- Light rail currently in engineering
Existing Ocala Intersection

- 4 through lanes each direction
- 2 left turns each way from Capitol Expressway
Original Ocala Station Concept

- Light rail platform between Ocala Ave. and Cunningham Ave.
- Located in the median, center platform and at grade
- Included *single* left turn lane in each direction
Original Concept Challenges

• Included residential property acquisition

• Low ridership at Ocala; 250 boardings per day when 600 per day is minimum standard for new light rail station

• Total daily boarding for the light rail extension with the Ocala light rail station and BRT is 11,271. This increases to 11,346 without the Ocala light rail station.

• Therefore, Ocala platform deleted from project in 2014
More Challenges at Ocala Intersection

- Traffic analysis update requires 2 left turns from Capitol Expressway each way
- At grade light rail with 2 left turn lanes requires property acquisition
- Concern about at grade conflict with light rail, automobiles and pedestrians
Change to Aerial Guideway

- Decision to change to aerial guideway to avoid property acquisition and light rail conflict in 2019
Environmental Approval History

1. May 2005
   Original Project Approval
   Final Environmental Document (FEIR)
   Including Ocala Station

2. August 2007
   Supplemental EIR (SEIR)
   • Eliminate Nieman Extension
   • Change tunnel to aerial at Tully Road
   • Changes at Story Station

3. June 2010
   Addendum to SEIR
   • Phase Pedestrian & Bus Improvements

4. March 2014
   Initial Study/Mitigated Neg. Dec.
   • Remove Ocala light rail station
   • Eliminate property acquisition from Foxdale Drive to Ocala Avenue

5. June 2019
   2nd SEIR
   • Geometry change near Story Road
   • Extend aerial alignment entire project, including at Ocala Avenue
To introduce aerial station at Ocala causes

- Significant property acquisition
- Loss of both left turns

Widening to gain left turns
Impact to Add Platform Now

• To introduce aerial station at Cunningham causes
  ➢ Utility conflict with 3 high pressure PG&E gas lines or impact to protected creek
Distance From Property

- 2600 ft
- 2700 ft
Project Status Updates

• Utility Relocations
• Tree Removal and Remediation
• Advanced Minor Construction
• Traffic Discussion
Utilities Relocation

• PG&E Electric Transmission Relocation – 1st Quarter 2021
• PG&E Underground Electric & Gas – 1st Quarter 2021
• San Jose Water Line Relocation – 1st Quarter 2021
• AT&T, Verizon / MCI, Comcast, Zayo, Crown Castle - 1st Quarter 2021
PG&E Transmission Tower Relocations
Ocala Avenue to Quimby Road

- Relocate 10 TSPs

* TSP = Tubular Steel Pole
Utility Relocation Layout

Proposed condition
• Light rail horizontal location in place of current PG&E transmission line

Locations for Tree Removal

1. Existing PG&E Line
2. Proposed PG&E Line
3. Proposed Light Rail Structure

⑼ Locations for Tree Removal
Existing Street Trees

1. Along Capitol Expressway from Ocala To North of Tully (public right of way)

2. Just North of Tully (private property)

3. Just South of Tully (private property)
Advanced Minor Construction

*Anticipated construction duration: Two months*

- This work is needed for widening of the road
- This work is to accommodate future relocated utility facilities
- Areas of Work – On Capitol Avenue, Intersection of Story and Capitol Expressway
- Remove seven trees
- Irrigation and minor civil work
Traffic during construction

Anticipated construction duration: up to 5 years

- Periodically reduce Capitol Expressway to 1 lane in one direction
- 3 travel lanes in each direction expected to stay open during peak hours of travel
- Nighttime Work
- Complete roadway closures at night possible for work at intersections and over live traffic
- Detours through City Streets
Community Outreach

• SWG Members Survey
• Schools Matrix
• Videos
• Newsletter
Schools Matrix
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<td>293</td>
<td>14275 Candler Drive, San Jose, CA 95127</td>
<td>Jose Gonzalez</td>
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<td>Teresa Marquez</td>
<td>(408) 937-2800</td>
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<td>556</td>
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<td>Mia Cruz</td>
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<td>590</td>
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<td>Paula Alli</td>
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<td>Charter</td>
<td>586</td>
<td>2960 Story Road San Jose, CA 95127</td>
<td>Amy Filsinger</td>
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<td>NA</td>
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<td>Jennifer Schmedding</td>
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14 School Districts in total.
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Future Topics and Work Plan Through 2021
## 2020-2021 Work Plan

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Open Discussion
Upcoming Meetings for 2020
• EBRC-PAB: December 16, 2020, 4:00 p.m.

Stakeholder Working Group 2021 Dates
• February 25, 2021, 6:30 p.m.
• May 27, 2021, 6:30 p.m.
• August 26, 2021, 6:30 p.m.
• November 18, 2021, 6:30 p.m.

Information Posted [www.vta.org/eastridgetobart](http://www.vta.org/eastridgetobart)
• Recording of webinar will be available VTA’s YouTube channel and linked on the project page.
VTA Community Outreach

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