



Downtown-Diridon Community Working Group Meeting

Date of Meeting: May 12, 2020 (4:00 p.m. to 5:00 p.m.)

Location: GoToWebinar – Virtual Meeting

Attendees:

Members in Attendance: Charlie Faas, Chris Morrisey, Teresa Alvarado, Bert Weaver, Alan Williams, Jeffrey Buchanan, Jim Goddard, Scott Knies, Larry Clark, Carol Austen, Adina Levin, Elizabeth Chien-Hale, Nikita Sinha

Members not in Attendance: Dana Grover

Speakers: Gretchen Baisa (VTA), Ronak Naik (VTA), Bernice Alaniz (VTA)

Project Team in Attendance: Joseph Clayton (VTA); Jill Gibson (VTA), Adriano Rothschild (VTA)

Project Team not in Attendance: Kate Christopherson (VTA), Erica Roecks (VTA), Eileen Goodwin (Apex Strategies)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Phase I Update
- Phase II Update
- Next Step

Follow-Up Items:

- VTA to share link for the first SPUR forum with City on Parking Discussion
- VTA to follow up on progress of the following requests and questions:
 - Tunneling from east to west
 - Opening minimum operable segment
 - Terminating at Diridon
 - Feasibility analysis of southern entrance from Downtown
 - Consideration for escalators at Downtown
 - Duration of road closures for cut-and-cover construction

Comments, Issues and Questions	Response
Follow-Up Items	
Request to hold Ad Hoc meetings to inform CWG members in advance of major changes to allow CWG members to assist, control and guide the conversation with members of the public.	The April Board Meeting contained information needs to go to our board members before we can bring it to a community. But the project team understands the importance of this request and is moving toward that direction, including holding an additional CWG meeting in July.
CWG Member Report Out	
First SPUR forum with the City on Parking Discussion will be on May 21st at 12:30 p.m. Information can be found on spur.org/events	Noted.
Phase I Update	
Will VTA re-send slides with the updated BART service map?	Handout attached in Webinar has the updated BART map that just got published.
Phase II Update	
The thinking has been to simultaneously do the tunneling from East and the West End. Could we look to instead go from east to west sequentially and consider the minimum operating system operable segments approach. I just want to see if you guys can incorporate this into your analysis early on to get a sense of the feasibility.	<p>The east end has right-of-way constraints that constrain tunneling from the east to the west. There are other environmental, ridership, funding, and physical constraints that lead of towards launching the tunnel boring machine from west where we have the staging area to accommodate a single bore tunnel starting at the west portal and going east.</p> <p>The minimal operating system is a different project than we currently have right now. We don't have any current cost analysis that there would be benefits to the project without creating a different project.</p>
<p>Does west to east mean putting the tunnel boring machine in at Santa Clara and all the way to Berryessa in order to have a working project?</p> <p>Are there any additional option being considered to reduce costs or conclude the project at Diridon station? Encourage considering no longer doing the duplicate segment from Diridon to Santa Clara which does duplicate Caltrain which is being electrified.</p>	Noted – project team will bring questions to program management that are not present in the group.
Is Concept 2 (twin-bore) dead?	Last week Board Meeting the decision was made to pursue optimization of Concept 1. Due to other obstacles and challenges, and feedback received, VTA is no longer advancing Concept 2.

<p>If two BART trains can run side-by-side in a 48-foot tunnel, why was a 56-foot tunnel even looked at. If the 48-foot side by side is a new thing, what changed to make that a legitimate option now?</p>	<p>The 56-foot diameter tunnel was required to accommodate a 24-foot station platform which is a larger size. The 48-foot diameter tunnel at 13th Street and Stockton can accommodate 16-foot emergency egress platforms between the tracks. The required platform width is different for emergency platforms than for a station platform.</p>
<p>This new design of Stockton and the 13th Street stations have become more important when you're going to switch over from the side by side to stacked. Is there the potential for these sites to become stations or will they continue to be ventilation facilities?</p>	<p>The ventilation structures and are being optimized to provide more use than before, including emergency platforms. These will not be converted to become passenger station as they are being designed and constructed to meet different NFPA and building code requirements than would be required for a full station. These will continue to serve as emergency egress-only facilities.</p>
<p>So now that you've got the shallower single-bore tunnel, are you thinking about where the entrances are going to be and are you going to be able to get an entrance to the Downtown Station on the south side of Santa Clara Street?</p>	<p>For the 48-foot single-bore station configuration at Downtown, there is the second entrance which is on the north side of Santa Clara Street. The second entrance at the location of John V's. Currently there is not an entrance from the south side of Santa Clara, but VTA will further evaluate the feasibility and implications of providing such an entrance.</p>
<p>What is the path forward for to further analyze the feasibility of a southern entrance?</p>	<p>Staff will follow-up with the Program Chief, who has been made aware of this request.</p>
<p>In the deeper tunnel, we don't have escalators. We only had high-speed elevators accessing the station. Are escalators back in the head house in this proposed Concept 1?</p>	<p>The Project has not definitively determined these details. There was plan to have a combination of escalators and elevators at Diridon. The stacked platform configuration has slightly different requirements than the previous configuration. VTA is evaluating whether elevator-only access is the best approach.</p>
<p>Since you've got the big powerful ventilation facilities now at Stockton and at 13th Street, does that change the way you have to ventilate at Diridon and Downtown station and minimize the initial ventilation facilities that were going to be at street level for those two stations?</p>	<p>The mid tunnel facilities are for the tunnel itself and the facilities that we've shown on Diridon and Downtown are station ventilation. So those requirements will remain the same.</p>
<p>So on the 13th Street construction, is it still looking at nine months of construction based on the estimate based on the LA Metro experience?</p>	<p>TBD on that. Still early in the engineering process.</p>
<p>Does the new Concept 1 eliminate BART concerns, or do the concerns still exist, but are being addressed/reduced?</p>	<p>There are still portions of the alignment where the tracks are stacked. Optimized Concept 1 does reduce the concerns to only have two locations</p>

	where track are side-by-side, compromised to work through the egress release station at the ventilation ends.
If and when Santa Clara Street is closed for cut-and-cover, neighborhoods on both sides are concerned that there will be cars and buses diverted through the neighborhood.	We will be advancing the construction transportation management plan (CTMP) which would address circulation as we progress forward. We anticipate bringing it to the community working groups in September.

Next CWG Meeting:
July (TBD), 4:00 p.m. Virtual Meeting

Prepared by: Gina Nguyen (VTA)
Concurred by: Joe Clayton (VTA)

Distribution:
 CWG Members
 Project Team
 City Staff
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