

# VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon  
Community Working Group Meeting

September 13<sup>th</sup>, 2022



# Agenda

- Welcome & Introduction
- Recent Engagement Summary
- Proposed CP2 Innovations
- Station Refinements
- CWG Member Report Out
- Next Steps

# Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrisey, *Arena Authority*
- Dana Grover, *Horace Mann Neighborhood Association*
- Derrick Seaver, *San José Chamber of Commerce*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- Fred Buzo, *SPUR*
- Jeffrey Buchanan, *Working Partnerships USA*
- Jim Goddard, *Sharks Sports & Entertainment*
- Larry Clark, *The Alameda Business Association*
- Scott Knies, *San José Downtown Association*

# Upcoming Meetings



- Upcoming CWG Dates
  - November 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup> 2022
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - Board of Directors' Workshop Meeting: September 16, 2022, 9:00 am
  - Board of Directors' Meeting: October 6, 2022, 5:30 PM
  - Board of Directors' Meeting: November 3, 2022, 5:30 PM
- Kristen will email alerts for other meetings



# Recent Engagement Summary

Adriano Rothschild, VTA

# Station Refinement Evaluation Framework

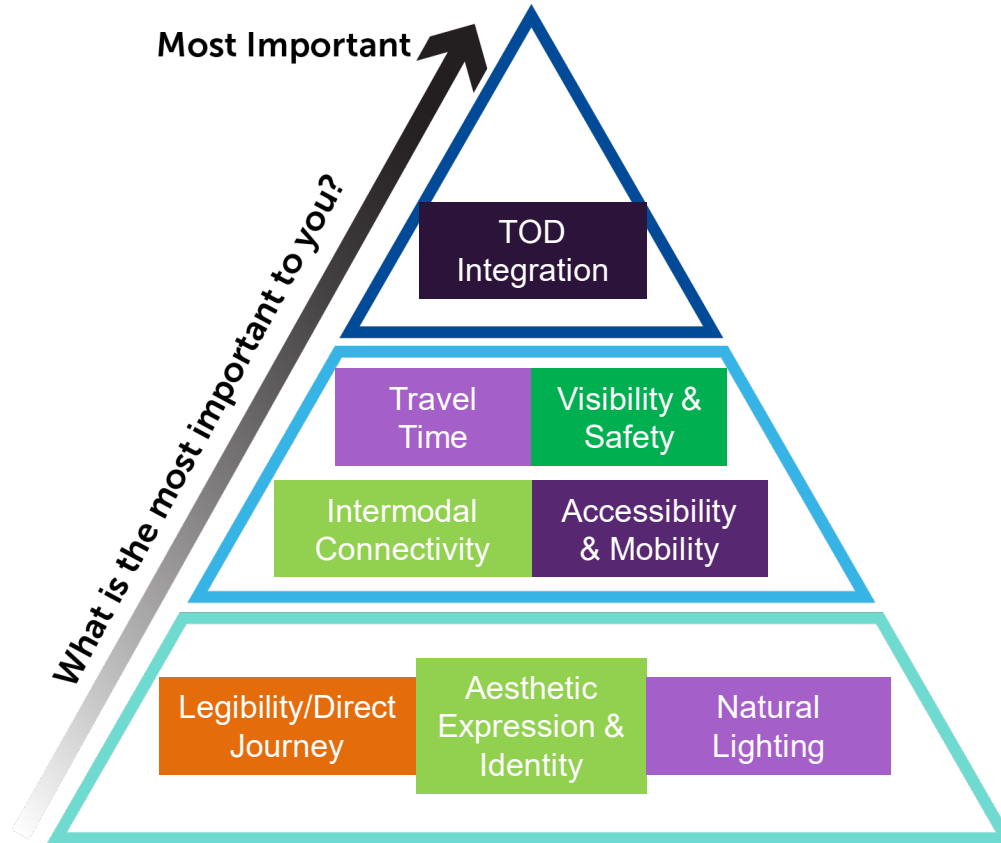


Draft Station Options (DTSJS) June 2022	
Station Option	Key Assumptions/ characteristics
<b>Current Scheme (CS)</b>	Headhouses embedded in Streetscape. Circular shaft primary headhouse with escalator VT, Secondary Headhouse with elevator VT. Vertically stacked side platforms within 00' diameter tunnel
<b>CS + Rectilinear Headhouse (RHH)</b>	As CS but with narrower rectilinear Primary Headhouse plus fewer escalator switchbacks

Passenger Experience & TOD Integration Evaluation Criteria											
Urban Design Issues				Passenger Experience Issues						Indicative Outcome	
TOD	Station Urban Integration	Intermodal connectivity	Alignment with Urban Pedestrian Demand	Legibility/ Direct Journey	Travel Time	Accessibility & Mobility	Visibility and safety	Aesthetic Expression & identity	Daylight & Artificial light	Overview Score	Comment
											Project's current design serves as a baseline (Neutral)
											Scoring for refinements to be conducted in collaboration with CSJ, BART, SPUR

Scoring Range	
Current	
Better	
Neutral	
Worse	

# Station Priority Pyramid Group Exercise – Summary



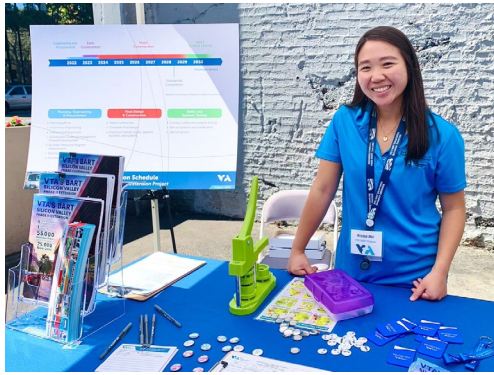


# Community Social

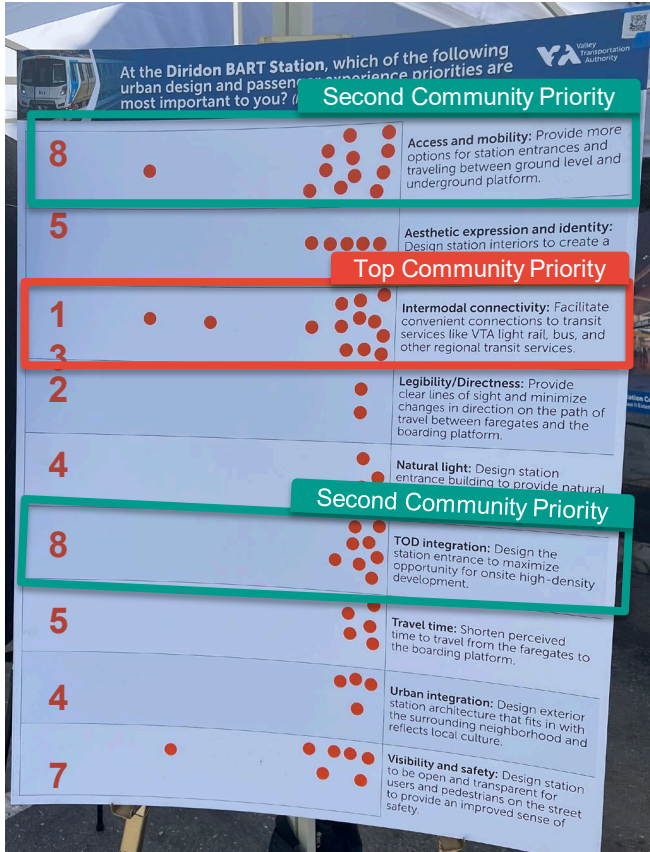




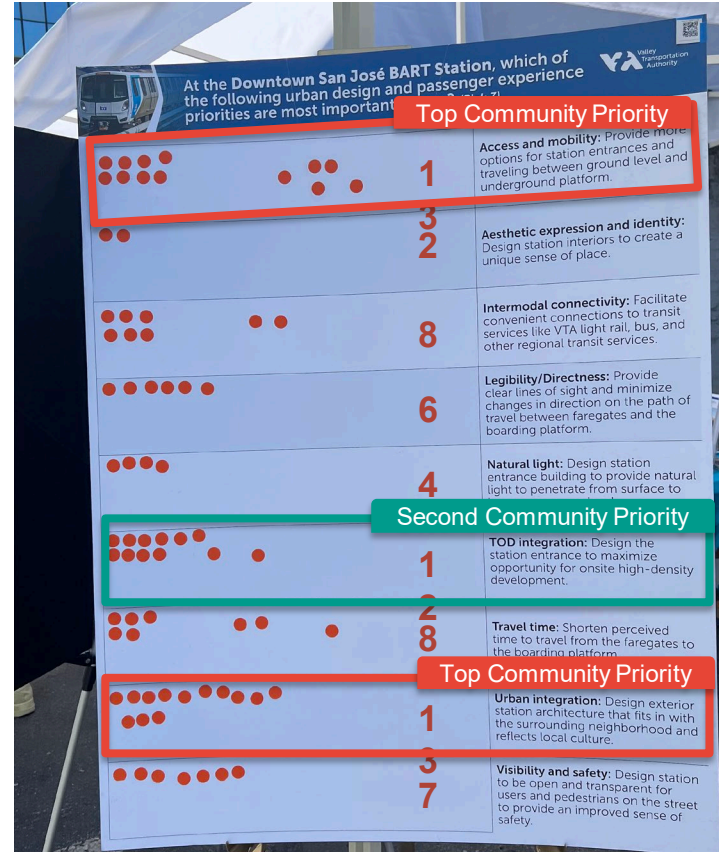
# Community Social



# Community Social Feedback



Diridon Rank	DTSJ Rank
2 (tied)	1 (tied)
5 (tied)	9
1	4 (tied)
9	7
7 (tied)	8
2 (tied)	3
5 (tied)	4 (tied)
7 (tied)	1 (tied)
4	6

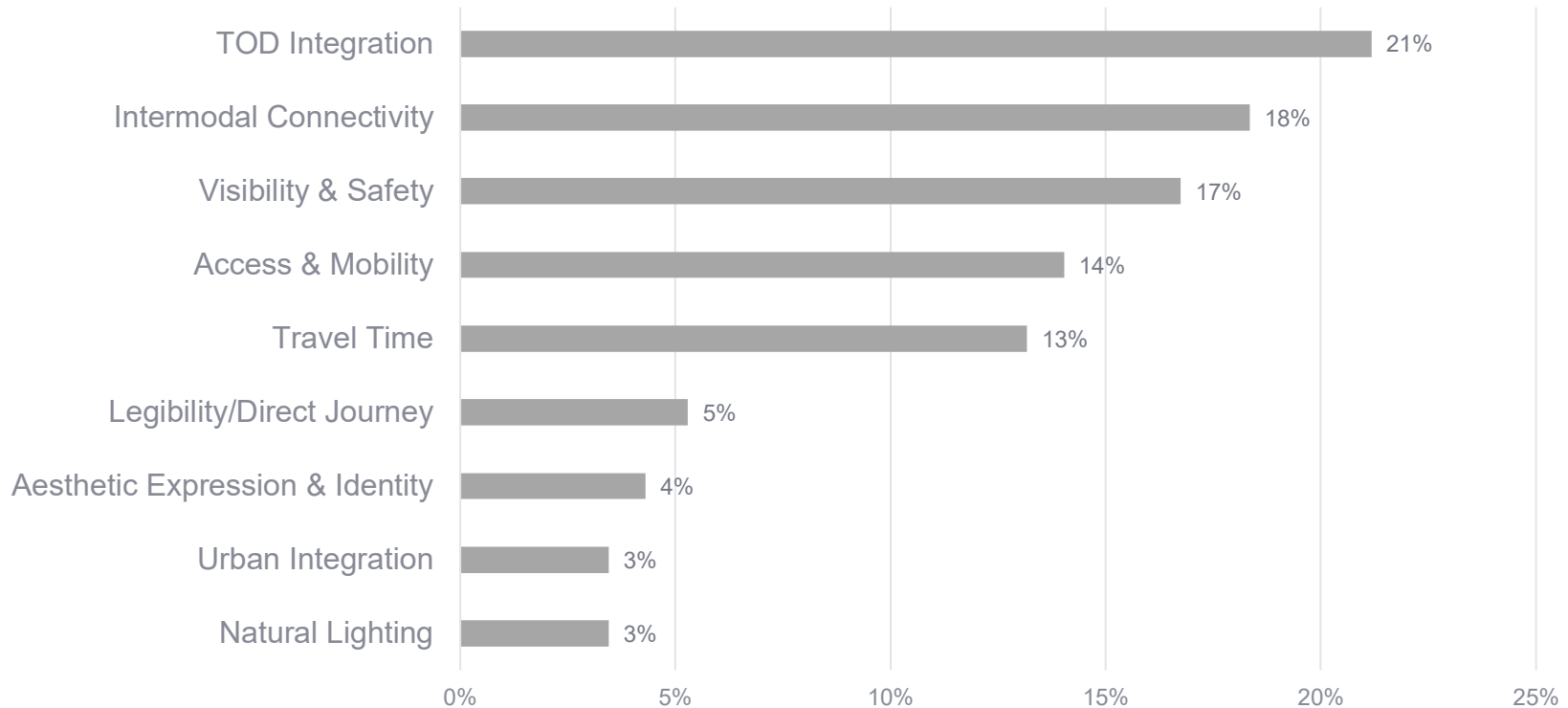


CURRENT as of 9/13/22 – FOR DISCUSSION ONLY

# Diridon Station Community Feedback



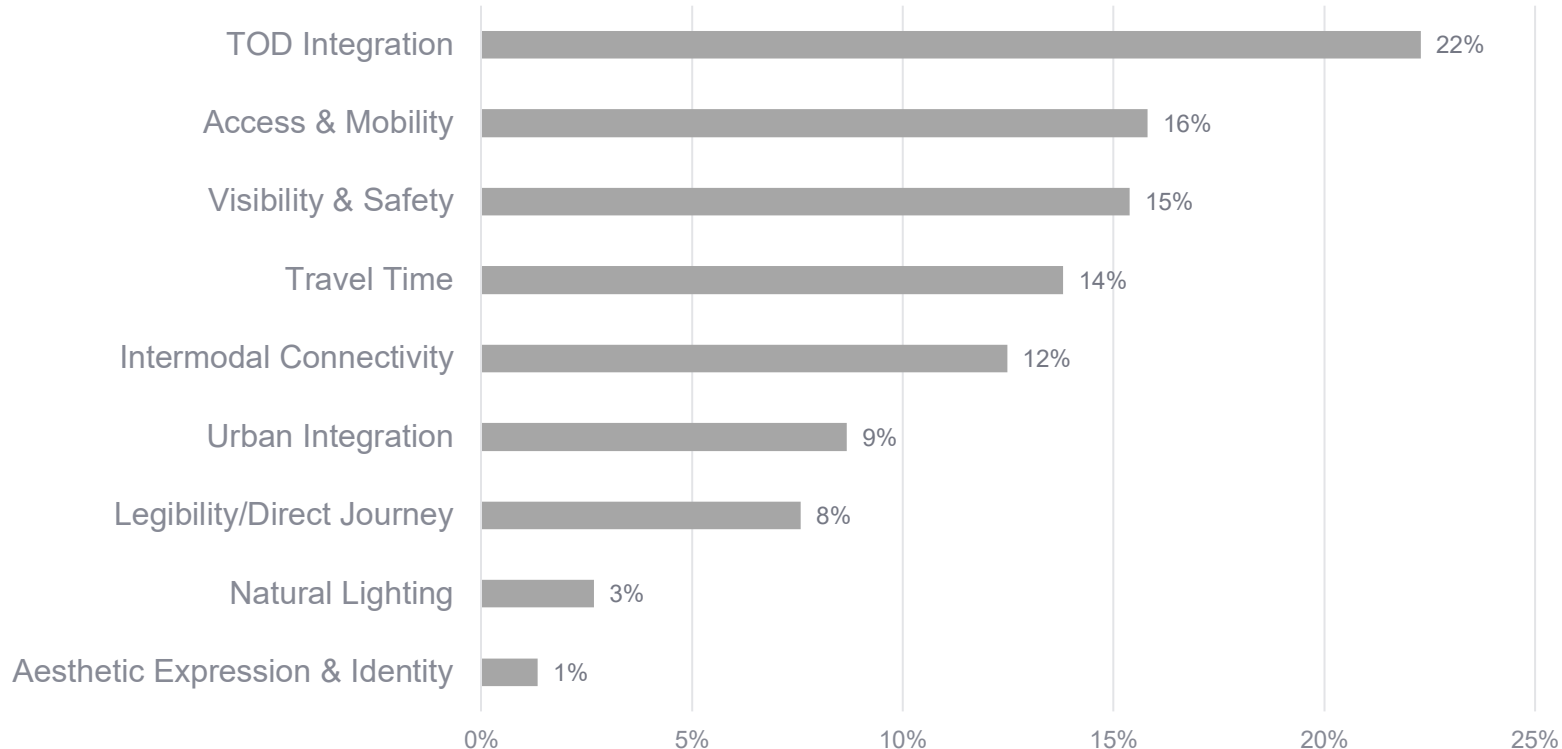
Diridon Station Community Feedback, Averaged (2022)



# Downtown Station Community Feedback



Downtown Station Community Feedback, Averaged (2022)



CURRENT as of 9/13/22 – FOR DISCUSSION ONLY



# Proposed CP2 Innovations

Tony Bauer, VTA





Tunneling Methodology Peer Exchange  
Contract Package 2 - Tunnel and Trackwork Innovations  
Station Design Refinements

Joint VTA/BART Working Committee Meeting – August 26th  
VTA Board of Directors – September 1st  
VTA Board of Directors Workshop – September 16th

# Innovation Phase: Goals & Criteria



1



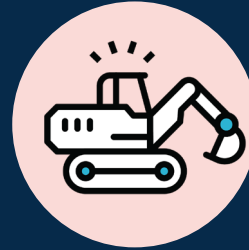
Operations  
Maintenance  
Safety

2



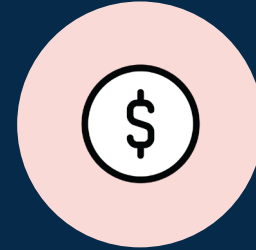
Passenger Experience

3



Constructability

4



Improve Cost and  
Schedule





38 innovations initially developed and further consolidated into 16 innovations through a series of collaborative technical workshops with VTA, BART and CP2 Contractor (Kiewit Shea Traylor Joint Venture)

Innovations/Optimizations were ranked into the following groupings:

- High, Medium and Low Value and Retired

Limited Notice to Proceed period issued with a 90-day Innovation Phase for further design development, evaluation and estimating of 16 innovations

# Key Innovations



- 4 Single Bore Tunnel w/ Side-by-Side Tracks & Center Platform
- 8 28th Street/Little Portugal Station Reconfiguration
- 2 Ventilation Optimization



# Single Bore: Side-by-Side Tracks w/ Center Platform

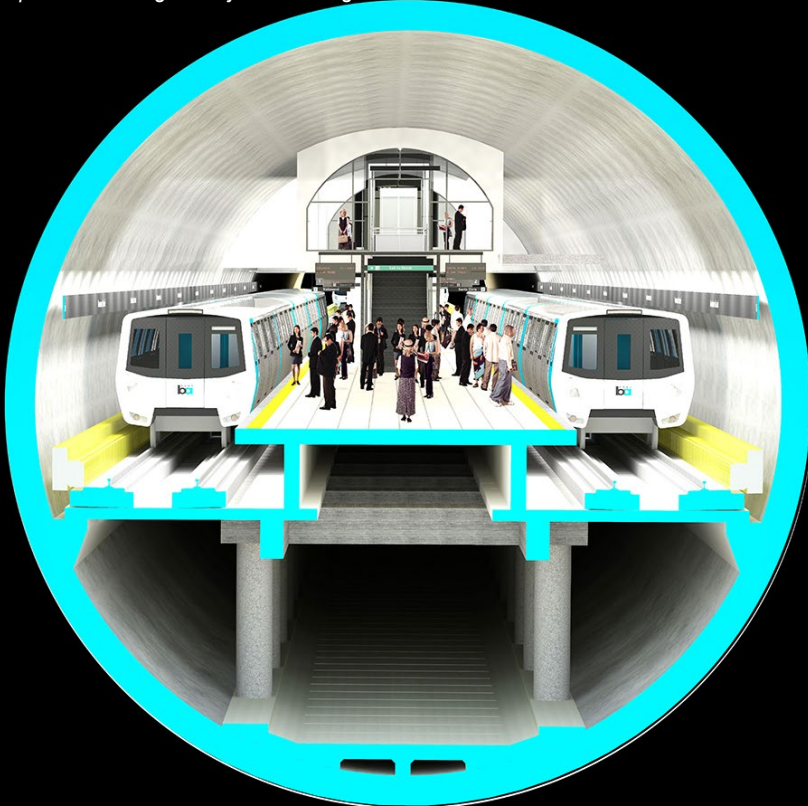


ORIGINAL DESIGN



PROPOSED INNOVATION

*Conceptual Rendering – Subject to Change*



# Single Bore: Side-by-Side Tracks w/ Center Platform

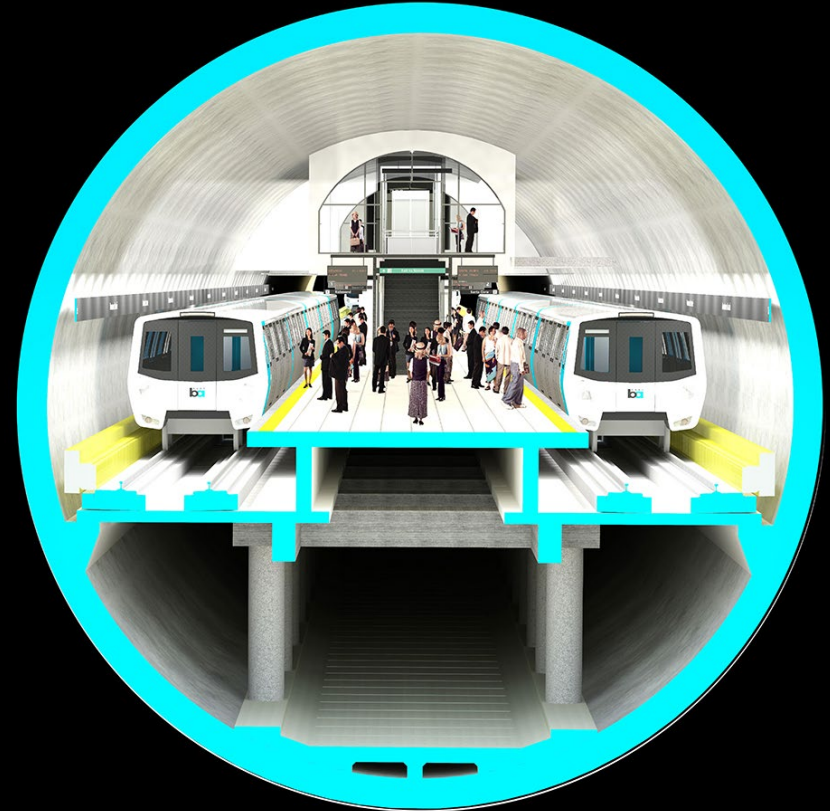


## Solutions & Improvements:

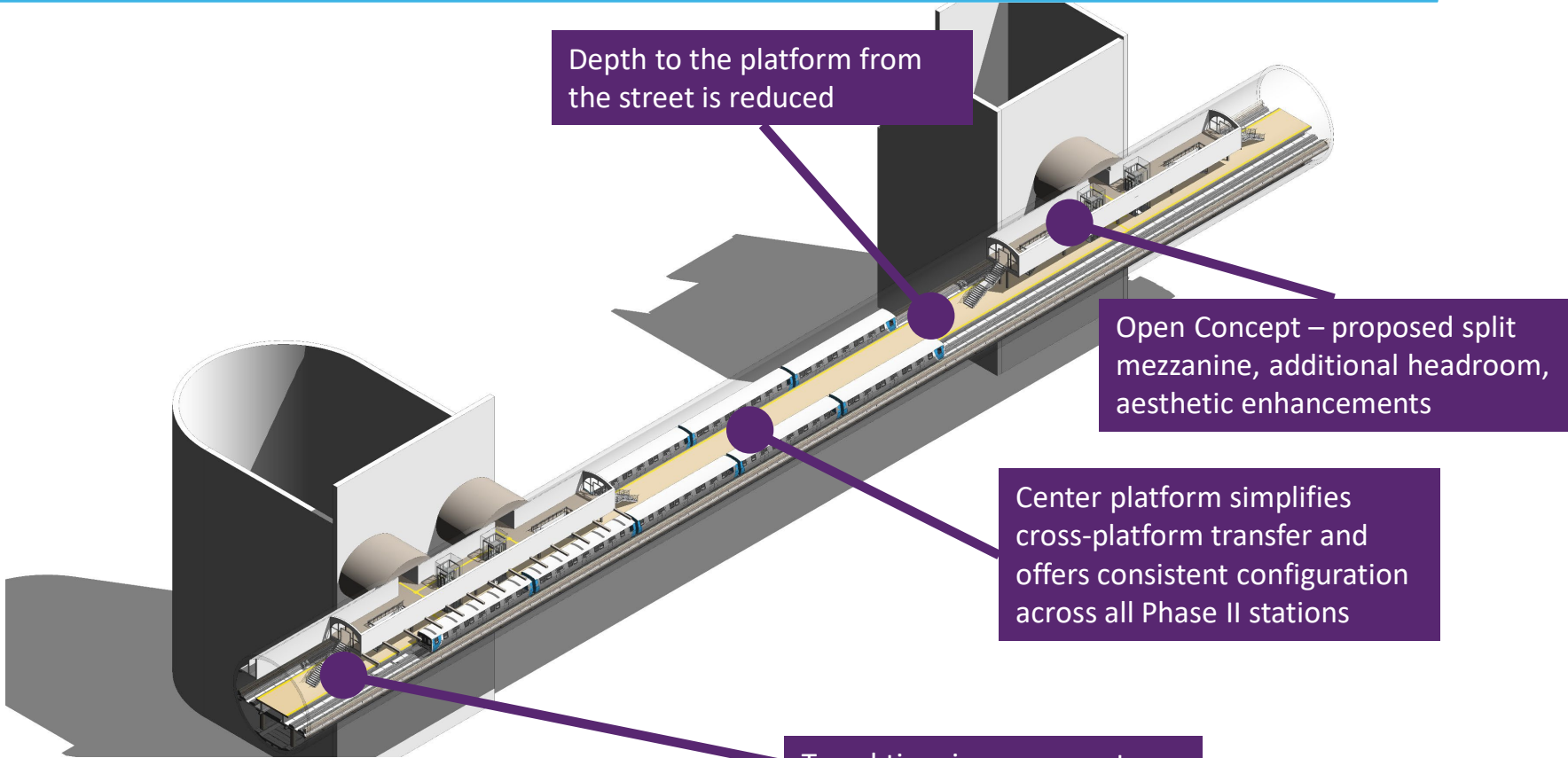
- Operational flexibility – better cross over locations and opportunity for future access
- Passenger Experience is improved with:
  - Standardized wayfinding
  - Simplified path of travel & reduced depth of station entrance building
  - Center platform and mezzanine
  - More intuitive emergency egress and shorter distance to point of safety
- Improves construction schedule and sequencing
  - Reduces operations within interior buildout steps
- Optimizes size and location of adits (connection between the tunnel & station entrance building)

## PROPOSED INNOVATION

*Conceptual Rendering – Subject to Change*



# Downtown San Jose Station Layout



Depth to the platform from the street is reduced

Open Concept – proposed split mezzanine, additional headroom, aesthetic enhancements

Center platform simplifies cross-platform transfer and offers consistent configuration across all Phase II stations

Travel time improvements



# Single Bore Side-by-Side Tracks w/ Center Platform Summary



## CRITERIA

 Improved  Neutral



OPERABILITY

- Side-by-side is more conventional from an operations standpoint and it improves headways over the Original Design



MAINTAINABILITY

- Simplified interior structures and trackwork leading to easier maintenance than Original Design



SAFETY

- Enhanced safety through consistent egress to non-incident tunnel. Simpler for emergency responders to address issues



PASSENGER EXPERIENCE

- Center platform and side-by-side configuration simplifies passenger experience compared to stacked station configuration



RISK

- Increased tunnel diameter, balanced by simplified interior build-out construction



COST

- Reduced cost compared to stacked configuration



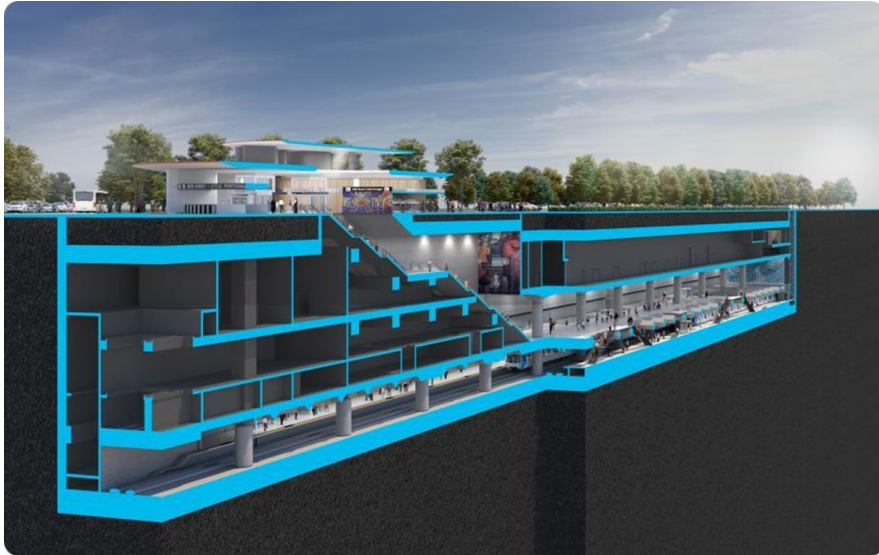
SCHEDULE

- Allows for efficiencies in tunnel construction including interior build-out, which are challenged by stacked configuration during tunneling

# 28th Street/Little Portugal Station Reconfiguration



## ORIGINAL DESIGN



## ORIGINAL DESIGN - CONSTRUCTION



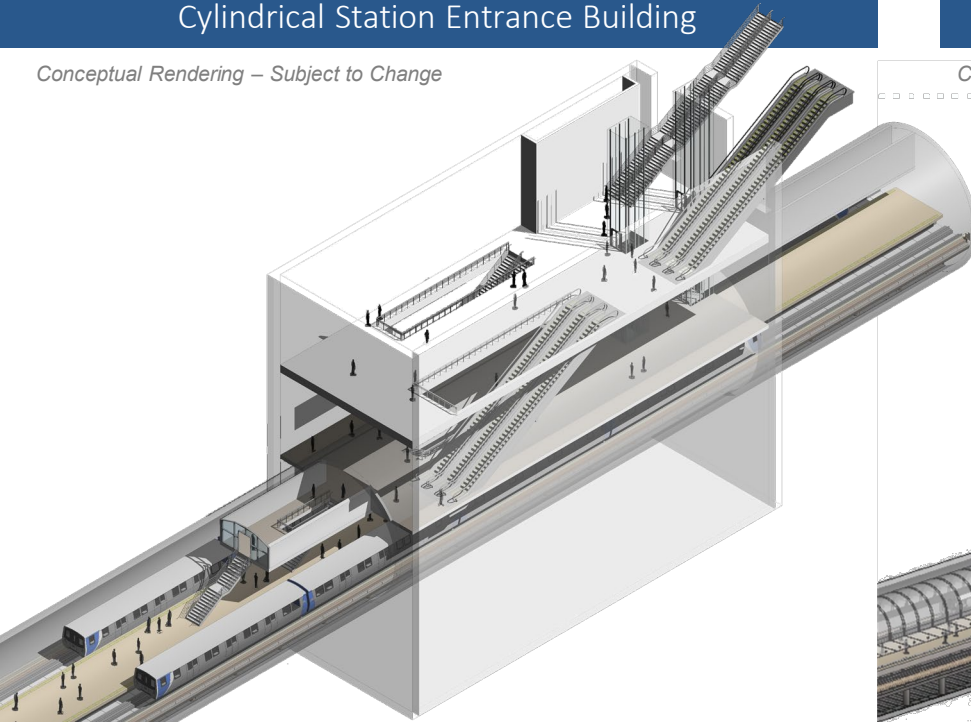


# 28th Street/Little Portugal Station Proposed Innovations



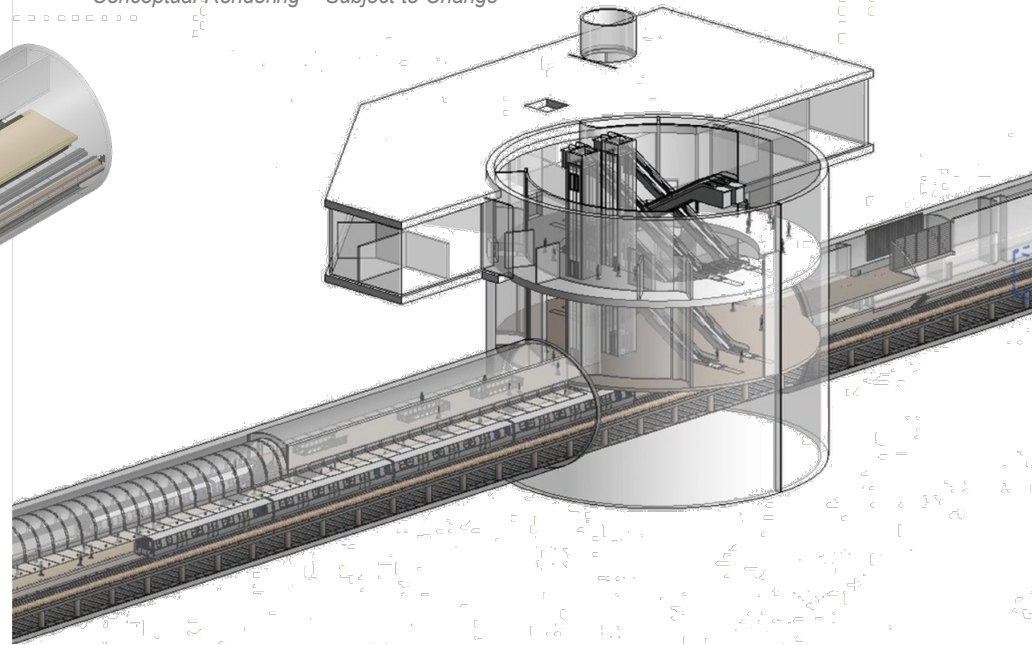
## Option 1 – Rectangular Excavation of Station Shaft with Cylindrical Station Entrance Building

Conceptual Rendering – Subject to Change



## Option 2 - Cylindrical Excavation of Station Shaft with Cylindrical Station Entrance Building

Conceptual Rendering – Subject to Change



# 28th Street/Little Portugal Station Reconfiguration Summary



## CRITERIA

↑ Improved    = Neutral

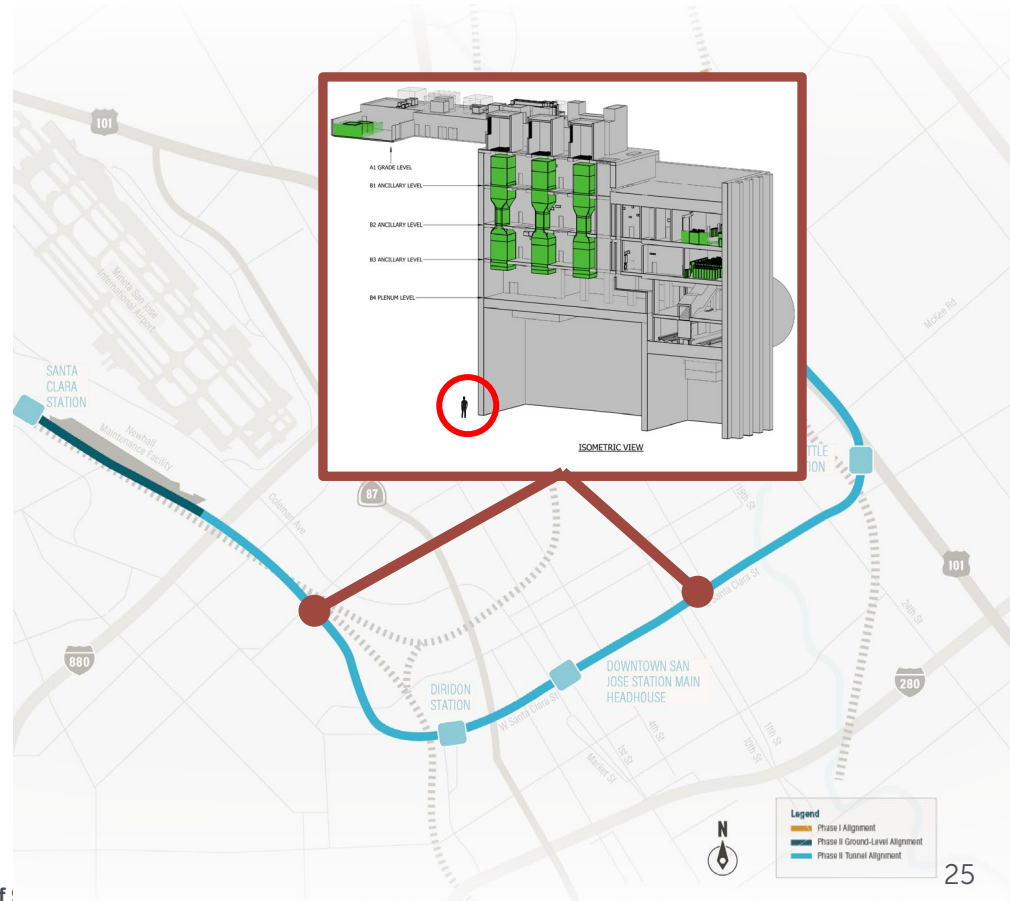
- |                        |  |
|------------------------|--|
| ↑ Operability          | <ul style="list-style-type: none"><li>• Take advantage of similarities to DTSJ and Diridon Stations</li></ul>  |
| ↑ Maintainability      | <ul style="list-style-type: none"><li>• Enhances maintainability through consistent configuration for all three underground stations</li></ul>   |
| ↑ Safety               | <ul style="list-style-type: none"><li>• Passenger safety enhanced with standard center platform configuration similar to DTSJ and Diridon”</li></ul>   |
| ↑ Passenger Experience | <ul style="list-style-type: none"><li>• Center platform with simplified access from headhouse</li><li>• Simplified wayfinding</li></ul>  |
| ↑ Risk                 | <ul style="list-style-type: none"><li>• Significantly reduces excavation volume and simplifies interface between CP2 and CP4</li><li>• Smaller footprint enhances worker safety and impacts to surrounding community</li></ul> |
| ↑ Cost                 | <ul style="list-style-type: none"><li>• Reduced cost compared to Original Design open-cut approach for station construction</li></ul>  |
| ↑ Schedule             | <ul style="list-style-type: none"><li>• Reduced overall construction duration at this site</li></ul>   |

# Ventilation System Optimization

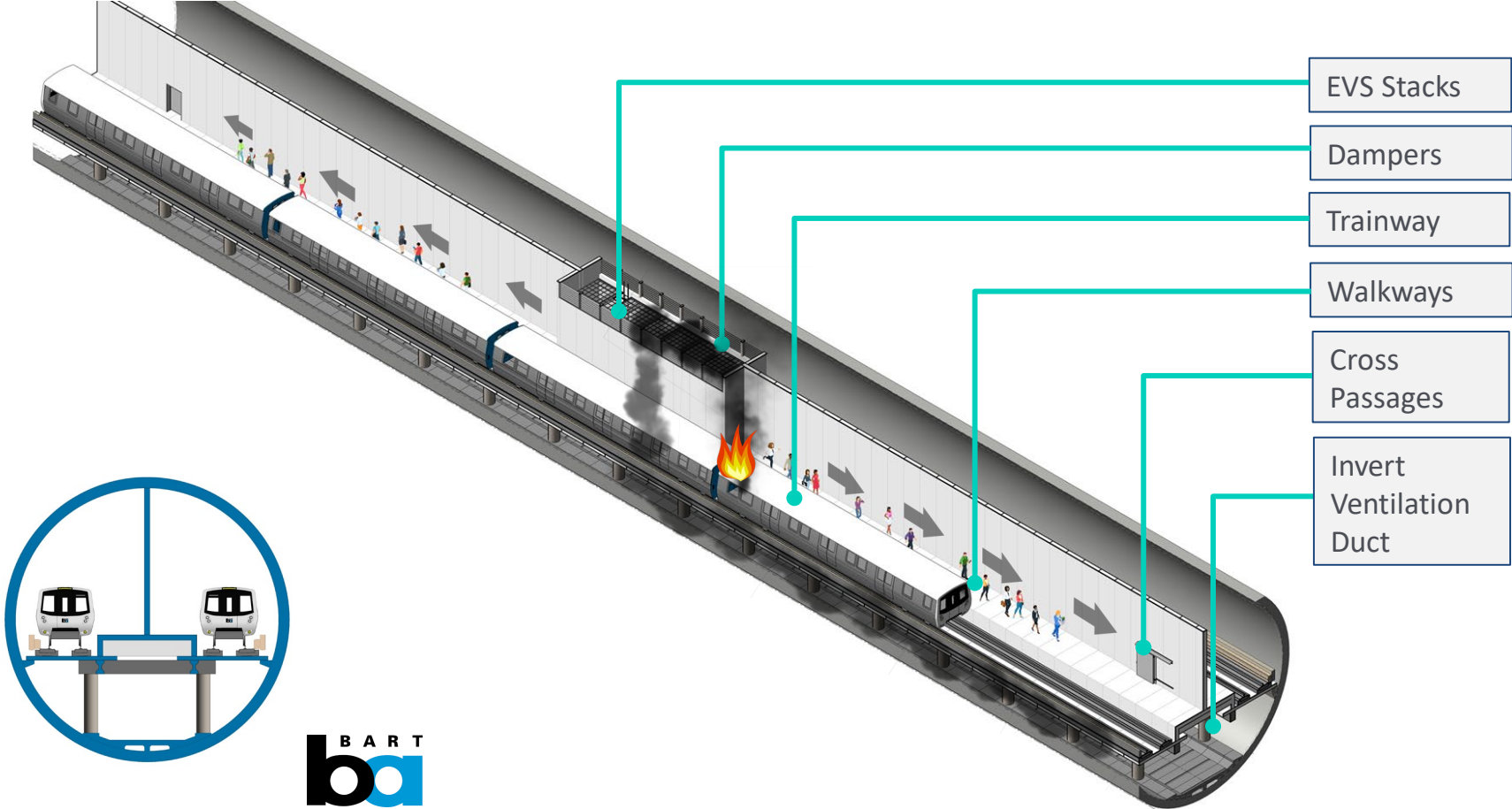


## Identified Challenges with Mid-Tunnel Facilities:

- Additional fans required with original design
- Real estate acquisition and business displacements
- Complicated utility relocations
- Significant cost to construct
- Impacts to neighborhoods & traveling public



# Ventilation System Optimization



# Innovation Phase: Goals & Criteria



1



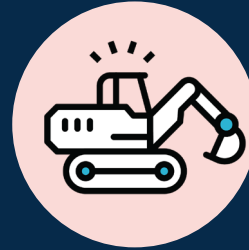
Operations  
Maintenance  
Safety

2



Passenger Experience

3



Constructability

4



Improve Cost and  
Schedule

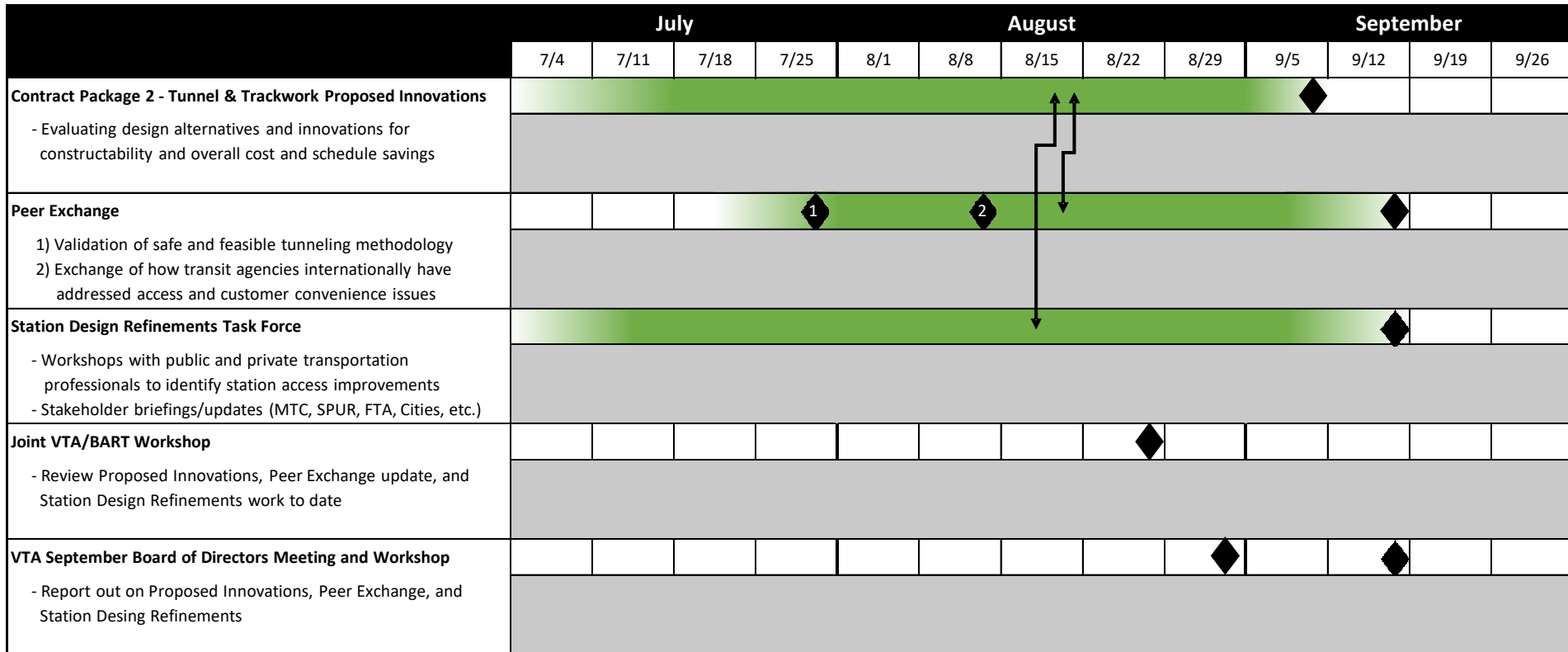
# Future Anticipated CP2 VTA Board Updates/Actions



Anticipated VTA Board Updates/Actions for Tunnel/Track Contract (CP2)	2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Ongoing Updates</b>												
<b>Awarded Stage 1 Services</b> <i>(Innovations, programming services, engineering design, construction planning, etc.)</i>		◆										
<b>Innovations Overview</b>			◆									
<b>Early Work Package #1</b> <i>(TBM order, utility relocations, building demolitions, site prep and portal)</i>												
<b>Early Work Package #2</b> <i>(Enabling works, site prep and concrete structures)</i>												
<b>Stage 2</b> <i>(Heavy Construction)</i>												

\*anticipated schedule dependent on peer review and station refinement outcomes

# BART Silicon Valley Phase II: Recent and Upcoming Coordination



Ongoing Activities



Key Meeting/Completion of Effort



Input to effort







# Station Refinements

Adriano Rothschild, VTA

# Station Design Refinement Overview



- The VTA Board requested that the Project “explore and make public the findings and trade-offs explicit in critical design options for the BART station design at Downtown and Diridon Stations” that are:
  - within the extents of the currently approved project including exploration of accommodations for future project elements, and
  - within the timelines determined by the Federal Transit Administration (FTA) that will enable the Project to move forward with a full funding grant agreement (FFGA).
- Goals
  - Improve connectivity & access
  - Improve passenger experience & circulation
  - Optimize TOD integration



Urban Design	Passenger Experience	Implementation
<ul style="list-style-type: none"><li>• TOD integration</li><li>• Urban integration</li><li>• Intermodal connectivity</li><li>• Pedestrian demand</li></ul>	<ul style="list-style-type: none"><li>• Legibility/directness</li><li>• Travel time</li><li>• Access and mobility</li><li>• Visibility and safety</li><li>• Aesthetic expression/Identity</li><li>• Natural light</li></ul>	<ul style="list-style-type: none"><li>• Constructability</li><li>• Construction disruption</li><li>• Right-of-way availability</li><li>• Environmental limitations</li><li>• Schedule impacts</li><li>• Cost</li></ul>

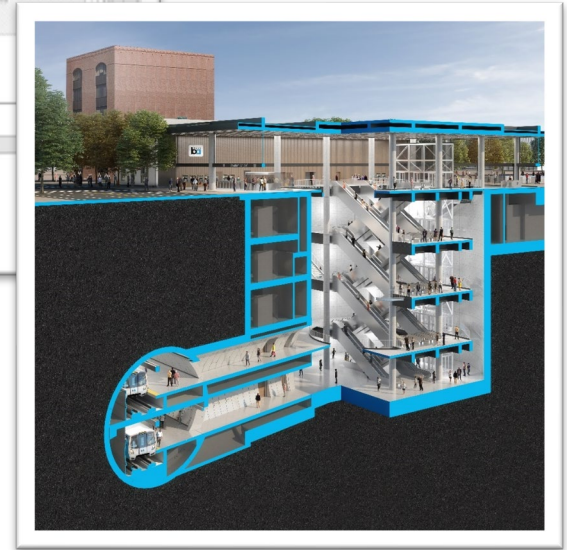
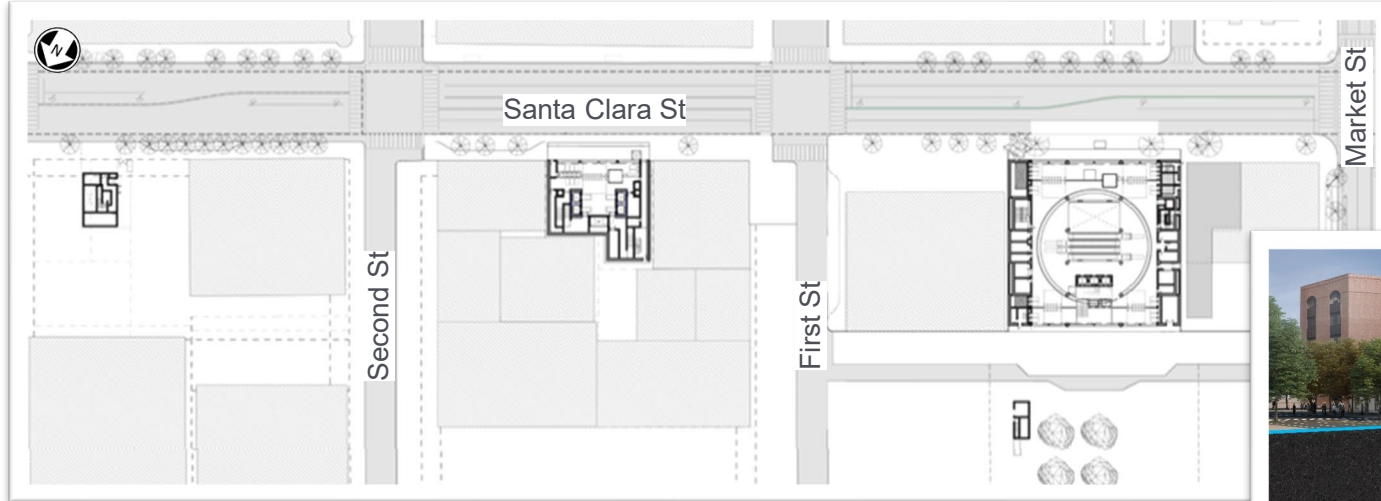
## Additional considerations

- **Rider Groups:**
  - Regular riders
  - Occasional riders
  - First-time riders
- **Rider Sub-groups:**
  - Foreign language speakers
  - Seniors
  - Persons with disabilities
  - Families
  - Travelers
  - Cyclists
  - Etc.



# Downtown San José Station Current Design

# Downtown Station - Current Design





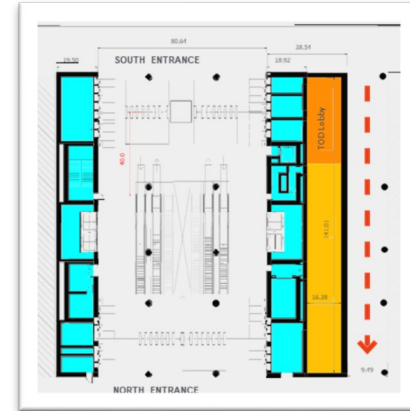
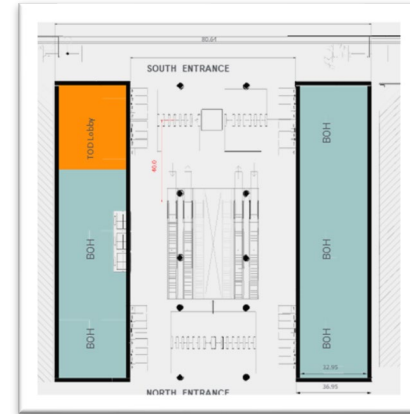
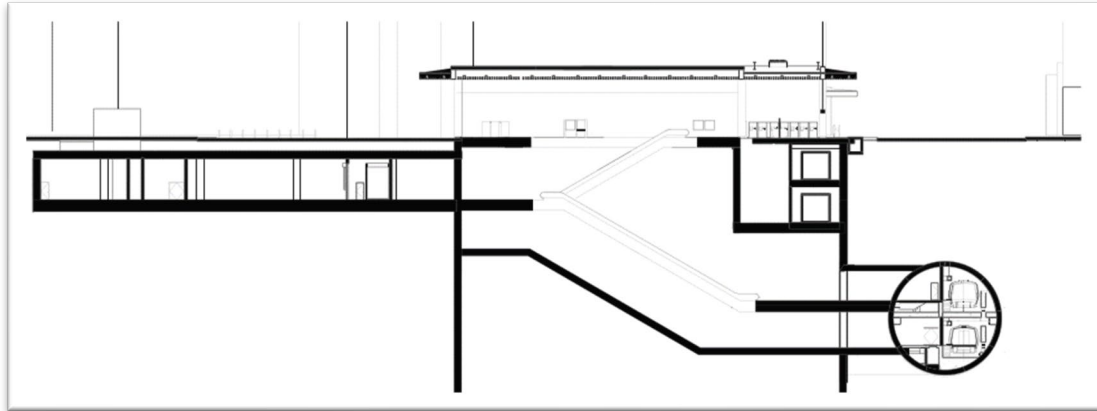
# Downtown San José Station Refinements Under Consideration

# Downtown Station Primary Entrance



## Key refinement elements:

- Reduce number of escalator switchbacks
- Maximize potential for on-site and high-density TOD
- Explore opportunities for ground floor commercial

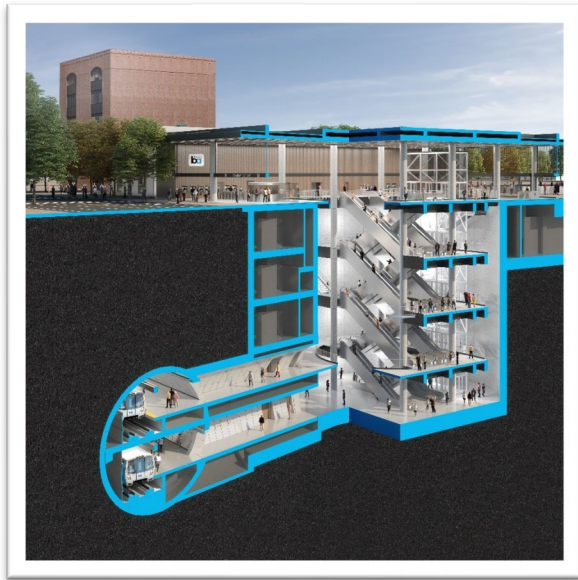




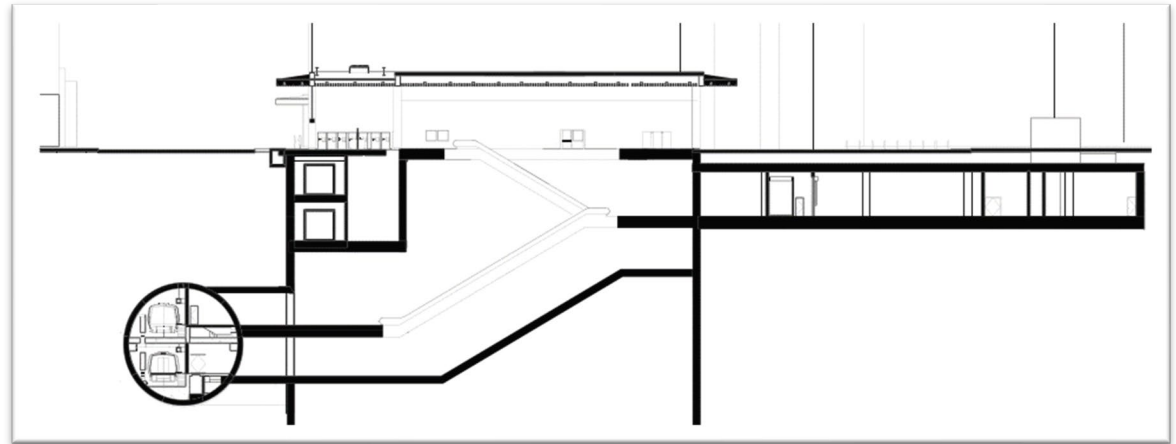
# Primary Entrance Comparison



Baseline Design



Design Refinement Plan View



# Downtown Station South Entrance

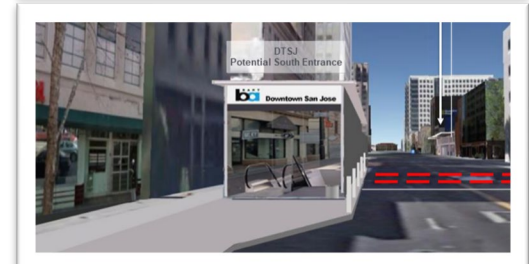
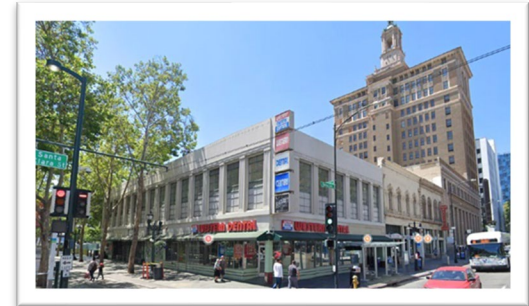


## Key refinement elements:

- Provide entrance from south of Santa Clara Street
- Provide entrance to the east
- Accommodate future passenger demand



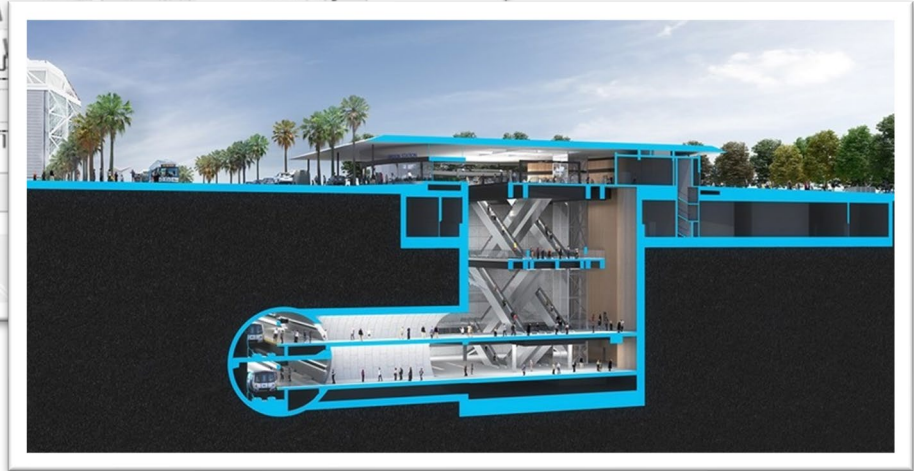
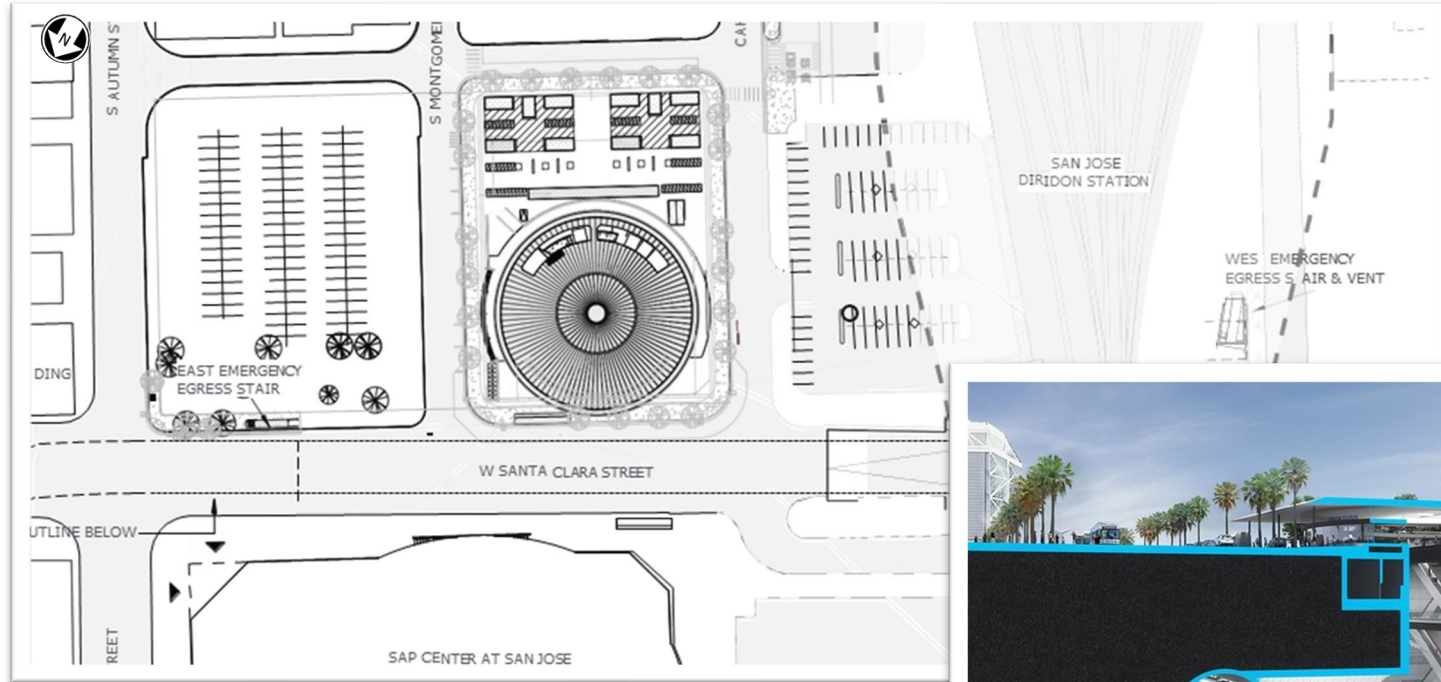
*Note: locations for south entrance are not environmentally cleared as part of the current project*





# Diridon Station Current Design

# Diridon Station - Current Design





# Diridon Station Refinements Under Consideration

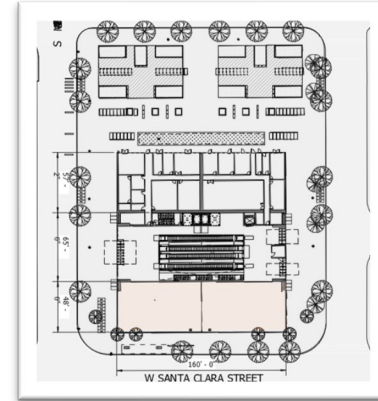
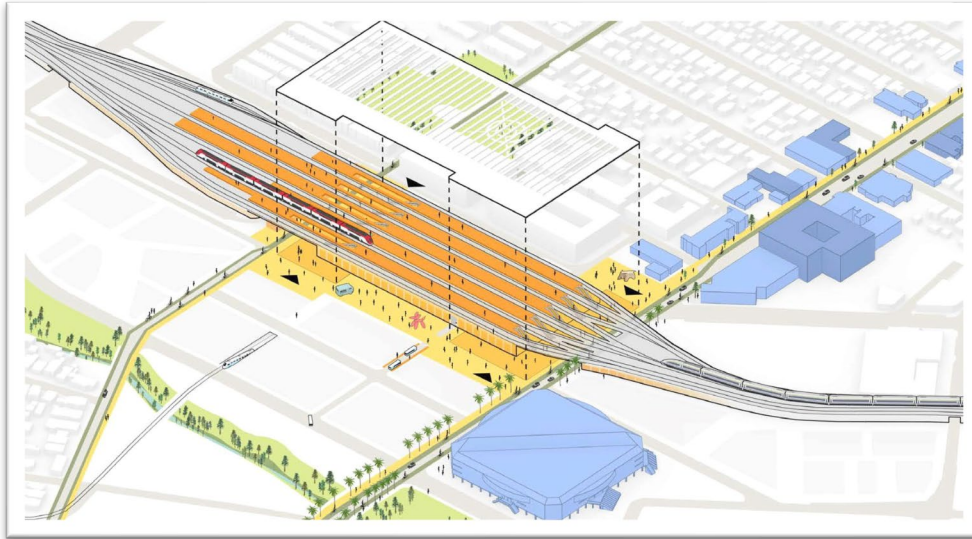


# Diridon Station Primary Station Entrance



## Key refinement elements:

- Identify opportunities for improved intermodal connectivity
- Maximize potential for on-site and high-density TOD



# Diridon Additional Entrance Options



## Key refinement elements:

- Facilitate intermodal connection
- Provide entrance to the west



*Note: locations for entrance west of White Street not environmentally cleared as part of the current project*





# Next Steps

# Evaluation Process



## Stakeholder & Public Engagement

Community Working Groups  
& Community Social Event



## Station Design Refinement Effort

Passenger Experience &  
Urban Design Evaluations



## Feasibility Evaluation

Constructability, Cost,  
Schedule, and Environmental  
Evaluation



## Preferred Concepts for Advancement



# CWG Member Report Back

# Report Back – Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
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- Scott Knies, *San José Downtown Association*

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

# Next Steps

- Next CWG meeting:  
**November 15<sup>th</sup>**
  - Phase II Update
  - Real Estate Update
  - Community Engagement
  - CWG Member Report Back