

# VTA's BART Silicon Valley Phase II Extension Project

28<sup>th</sup> Street Little Portugal  
Community Working Group Meeting

September 14<sup>th</sup>, 2022



# Agenda

- Welcome & Introduction
- Recent Engagement Summary
- Proposed CP2 Innovations
- Station Refinement Process for Downtown & Diridon
- CWG Member Report Out
- Next Steps

# 28<sup>th</sup> Street / Little Portugal



- Bill Rankin, *Friends of Five Wounds Trail*
- Carlos Diaz, *Alum Rock Business Network*
- Chris Patterson-Simmons, *East Santa Clara Street Business Association*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- Davide Vieira, *Five Wounds Portuguese National Parish*
- Dee Barragan, *Roosevelt Park Neighborhood Association*
- Elma Arredondo, *Alum Rock Urban Village Advocates (ARUVA)*
- Ed Berger, *Northside Neighborhood Association*
- Helen Masamori, *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Justin Triano, *Ride East Side San José (Ride ESSJ)*
- Marcos Manriquez, *Cristo Rey San José Jesuit High School*
- Matt Gustafson, *Somos Mayfair*
- Ricardo Agredano, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Terry Christensen, *CommUniverCity*

# 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



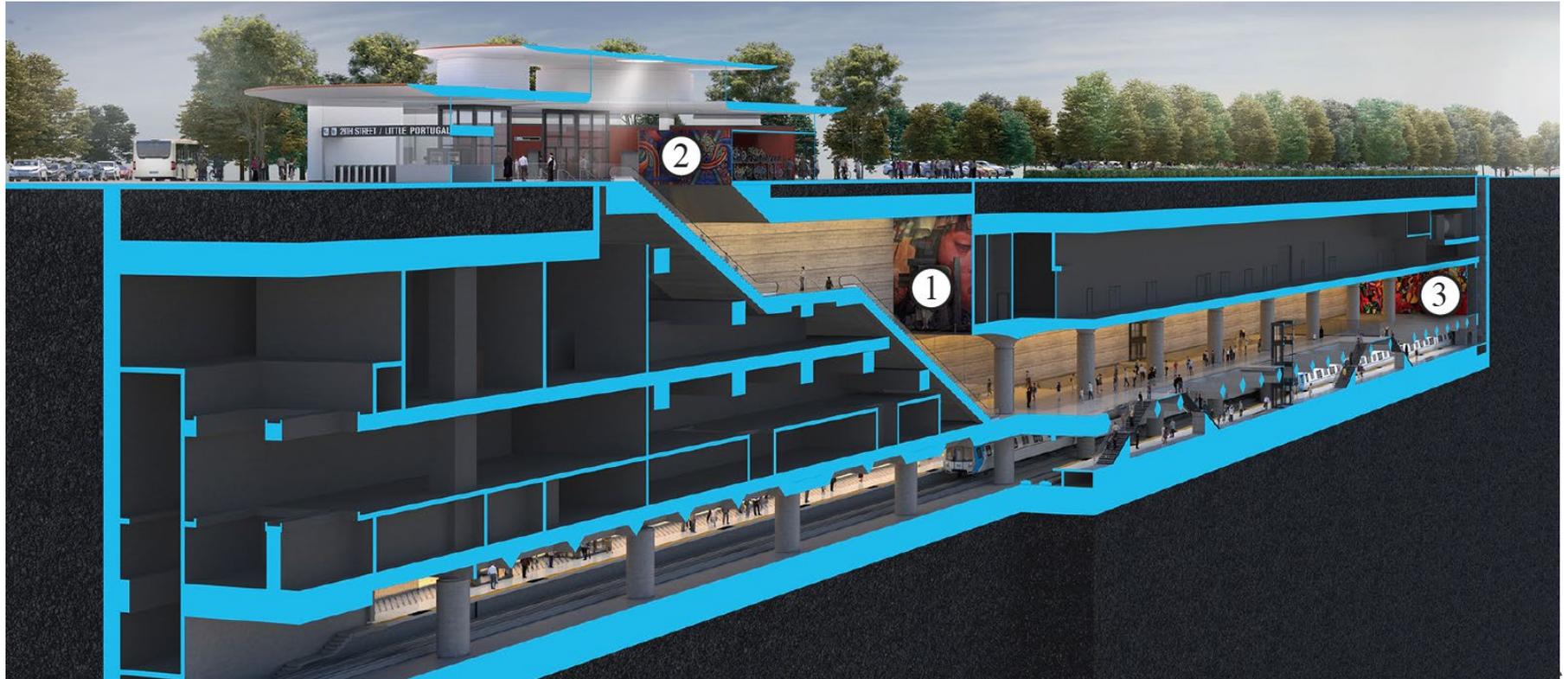
# Recent Engagement Summary

Doug Moody, VTA

# Locations for Art



Community feedback ranked the following locations as the preferred locations for art



# What should be represented in art at the station?



Heritages to be considered include Portuguese, Latinx/Mexican, multicultural, agriculture, and transportation

Some ideas:

- Use Portuguese azulejo to tell a historic local story
- Agricultural history could cover topics like:
  - Portuguese, Latinx/Mexican, and indigenous heritages
  - Cesar Chavez and farm workers
  - Orchards, ranches, farms (including dairy)
  - Canneries and fruit packing labels



# Portuguese Azulejo



# Who should we work with?



- Not downtown-focused groups (keep 28<sup>th</sup> Street / Little Portugal Station unique)
- To inform ideas
  - Cristo Rey San Jose Jesuit High School
  - San Jose High School
  - Local elementary schools and community orgs
- To develop the art (options)
  - School of Arts and Culture at Mexican Heritage Plaza
  - SJSU
  - Local business associations/organizations
  - Empire 7
  - Local East San Jose muralists (e.g., Paul Gonzales, Carlos Rodriguez, Jose Meza)
  - Joao de Brito (Portuguese artist who lives in Northern California)

alum rock biz network  
arund students  
school of arts culture  
posso  
san jose high school  
san jose high  
cristo rey jesuit high  
christo rey  
small biz dev center  
sjsu  
cristo rey san jose  
school arts and culture  
mexican heritage plaza  
luna  
san jose state  
joao brito port artist  
muralist carlos rodriguez  
church of five wounds  
macia  
local mayfair artists



# 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



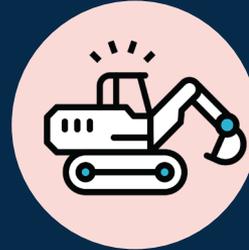
Operations  
Maintenance  
Safety

2



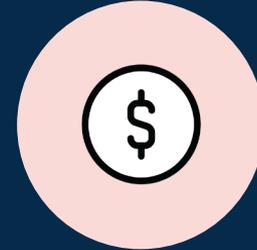
Passenger Experience

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:

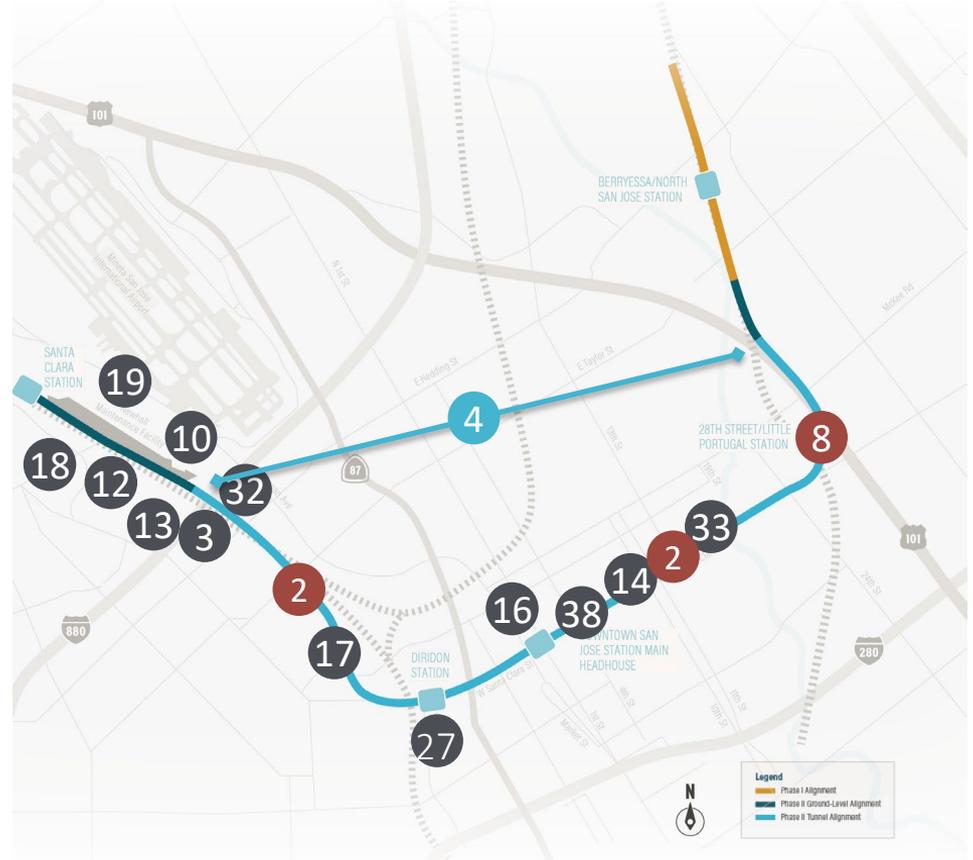
- High, Medium and Low Value and Retired

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

# Key Innovations



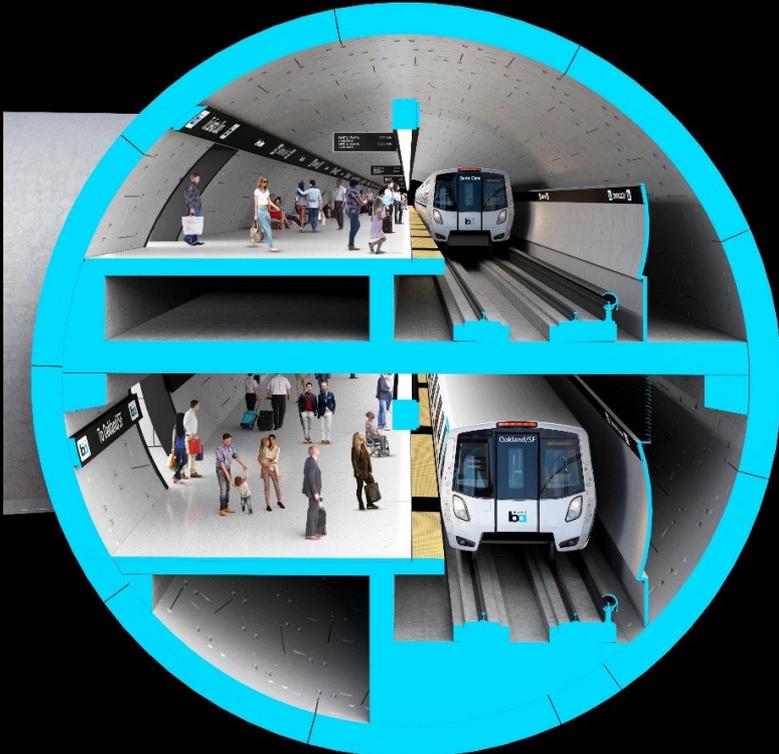
- 4 Single Bore Tunnel w/ Side-by-Side Tracks & Center Platform
- 8 28th Street/Little Portugal Station Reconfiguration
- 2 Ventilation Optimization



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

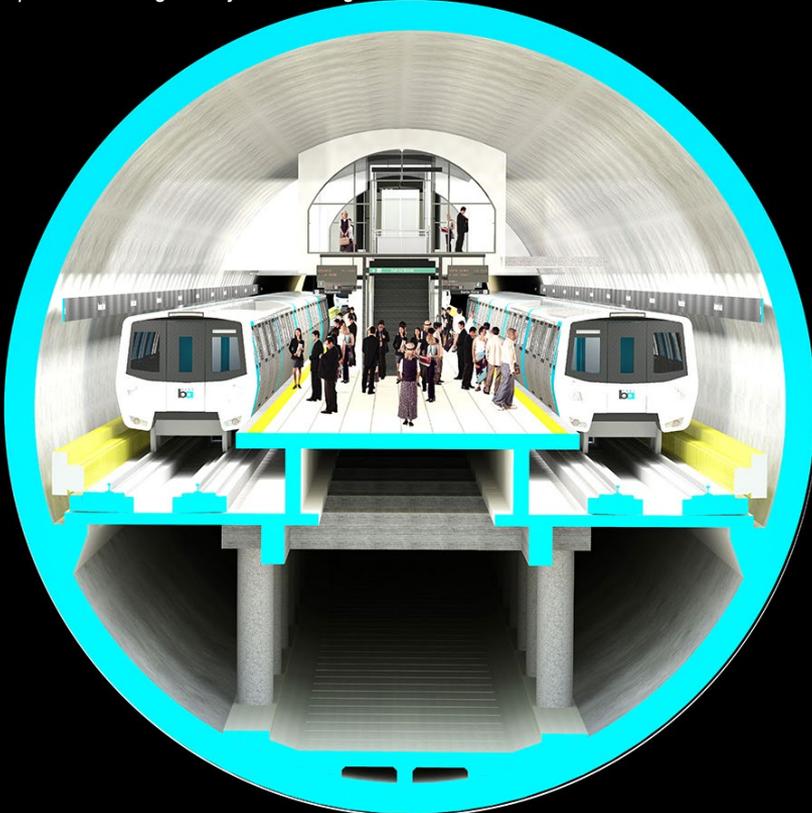


ORIGINAL DESIGN



PROPOSED INNOVATION

*Conceptual Rendering – Subject to Change*



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

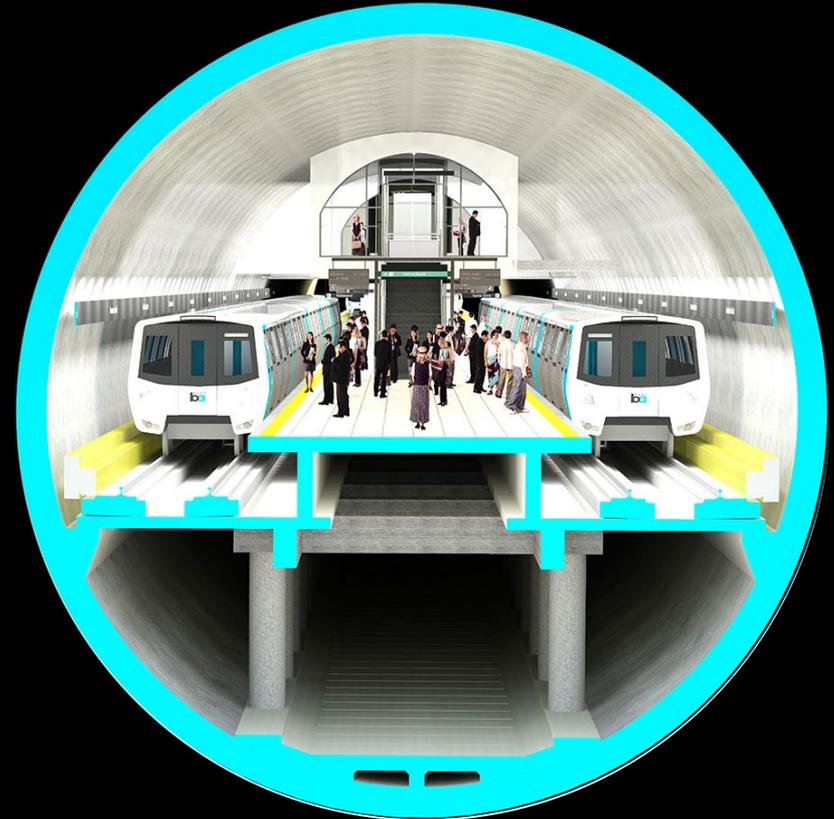


## Solutions & Improvements:

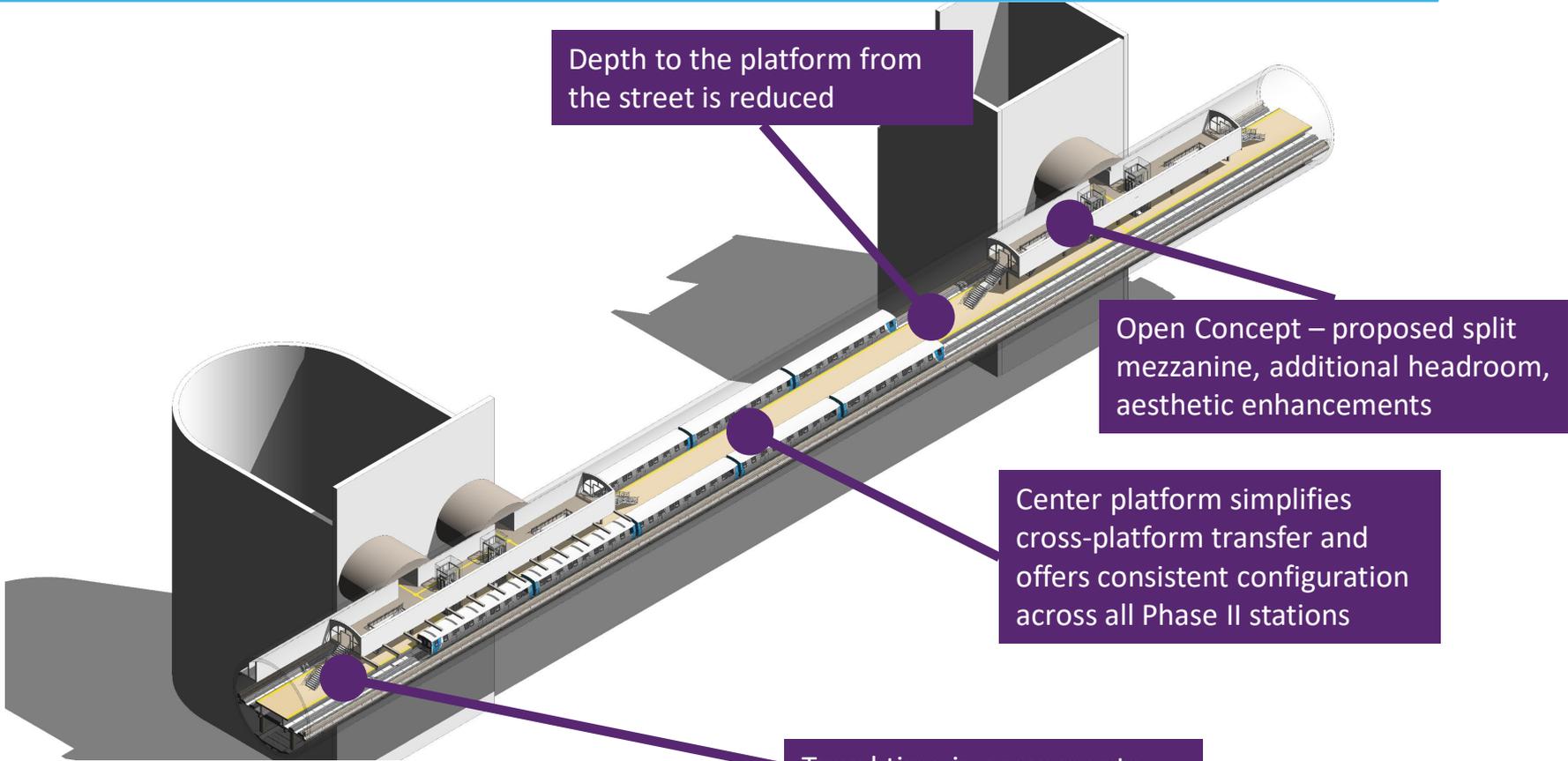
- Operational flexibility – better cross over locations and opportunity for future access
- Passenger Experience is improved with:
  - Standardized wayfinding
  - Simplified path of travel & reduced depth of station entrance building
  - Center platform and mezzanine
  - More intuitive emergency egress 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

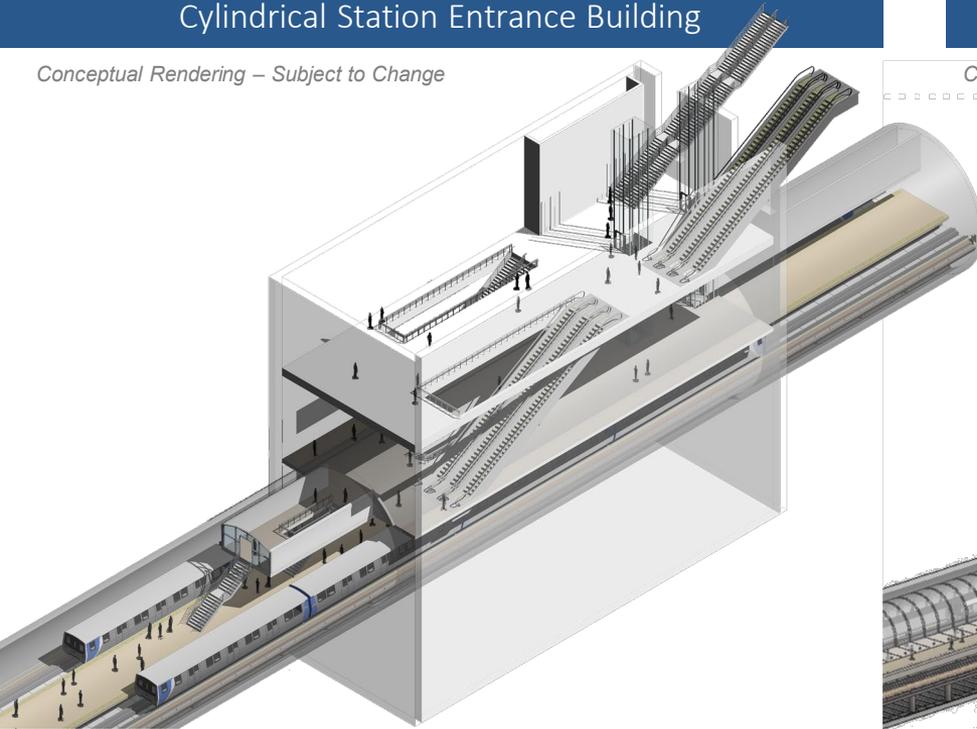


# 28th Street/Little Portugal Station Proposed Innovations



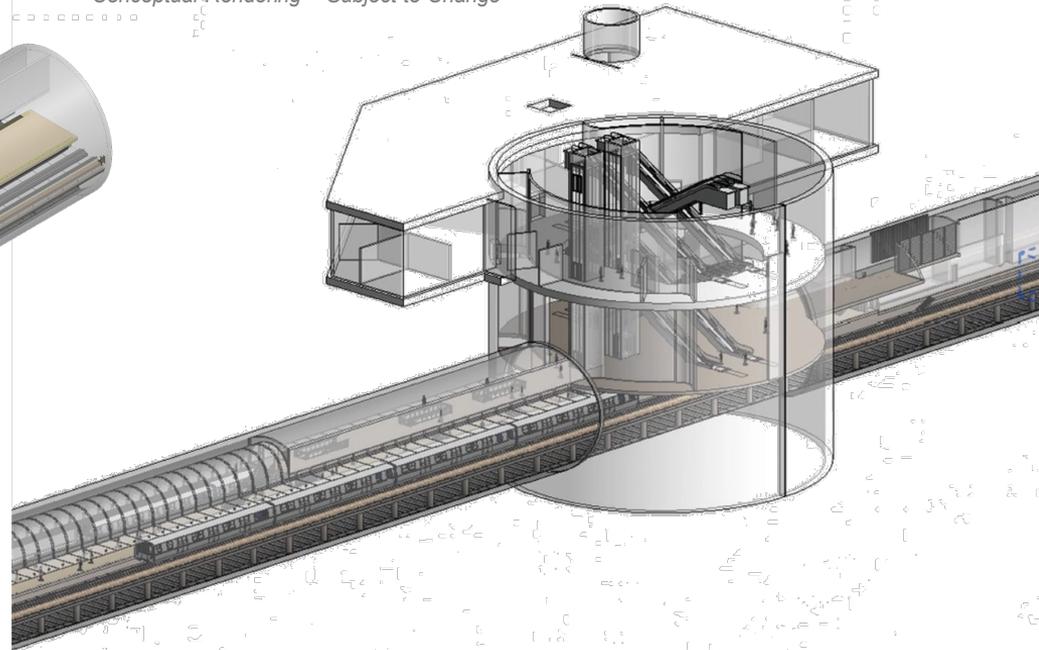
## Option 1 – Rectangular Excavation of Station Shaft with Cylindrical Station Entrance Building

*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

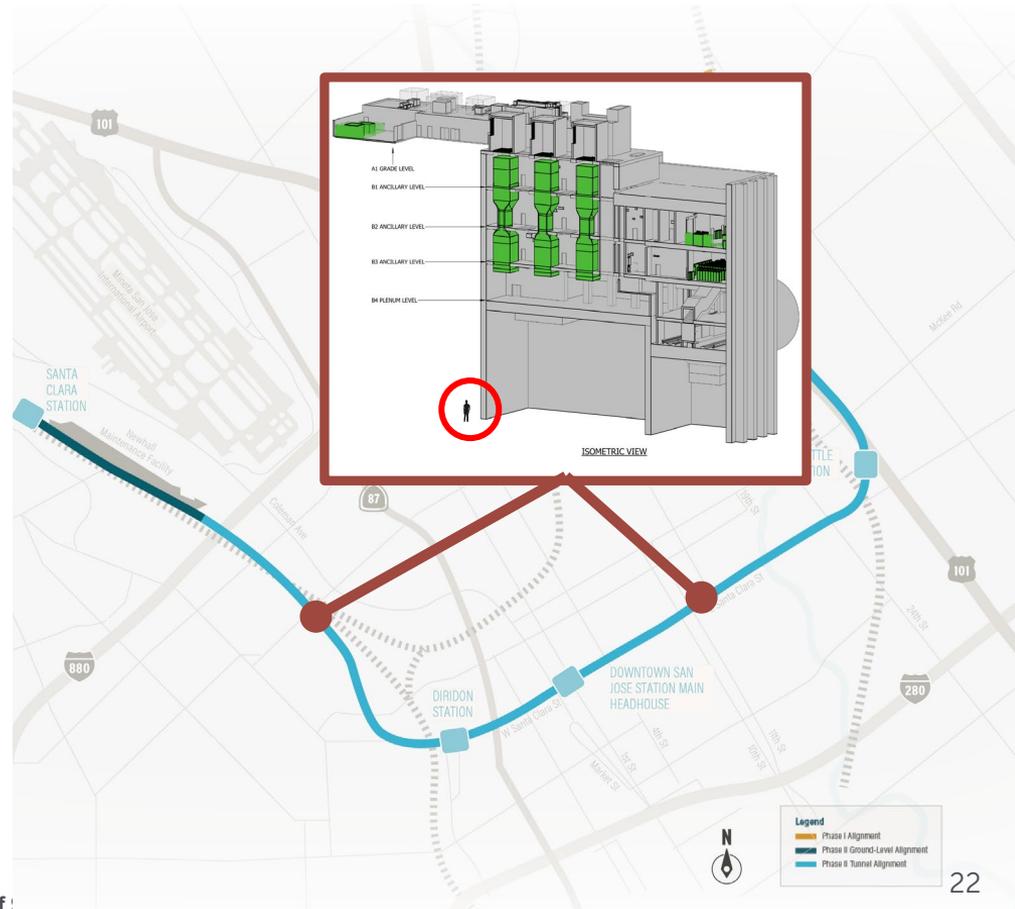
- |                        |  |
|------------------------|--|
| ↑ Operability          | <ul style="list-style-type: none"><li>• Take advantage of similarities to DTSJ and Diridon Stations</li></ul>  |
| ↑ Maintainability      | <ul style="list-style-type: none"><li>• Enhances maintainability through 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

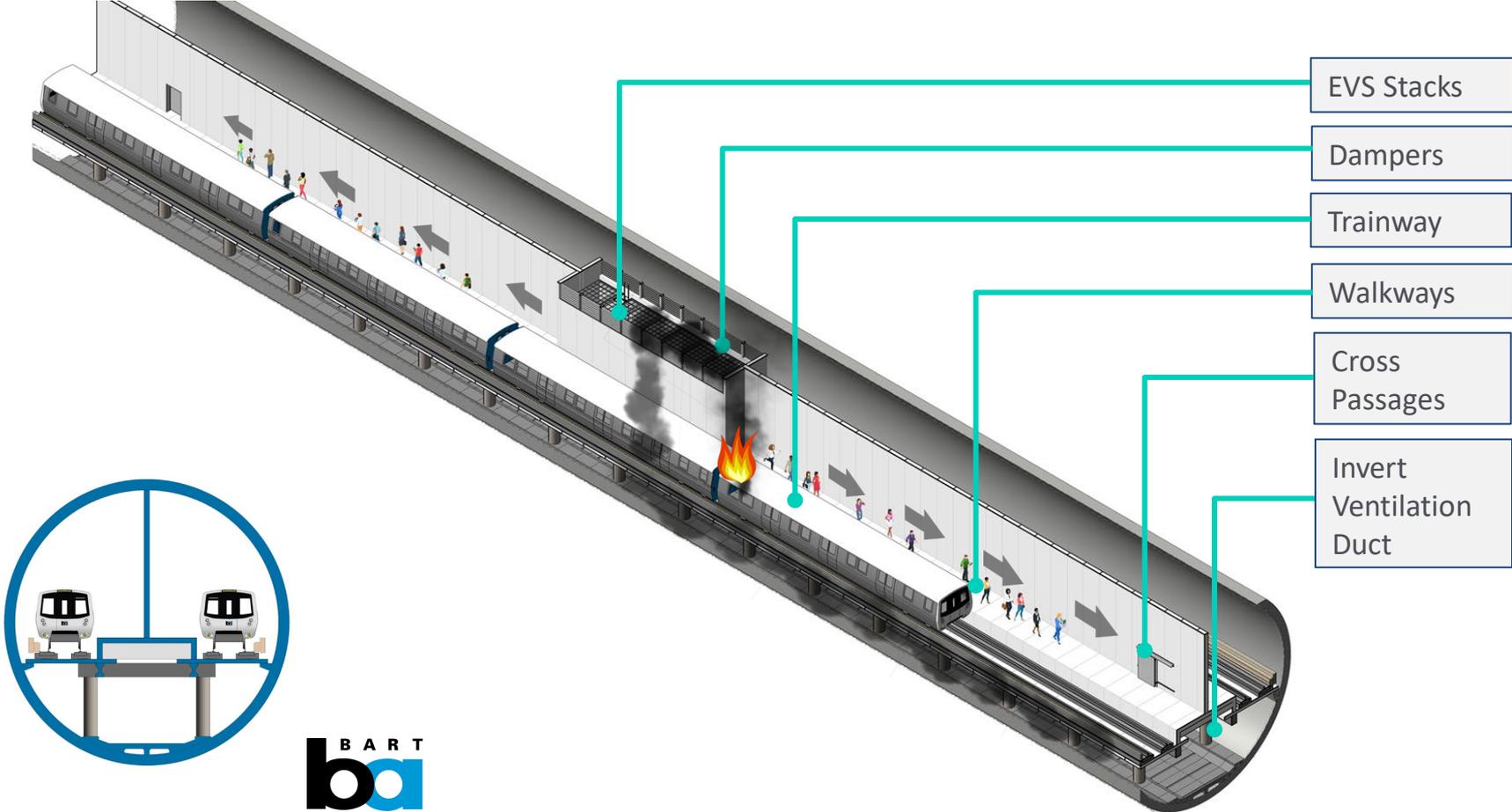


## Identified Challenges with Mid-Tunnel Facilities:

- 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



# Ventilation System Optimization Summary



## CRITERIA

↑ Improved = Neutral

|   |                      |  |
|---|----------------------|--|
| ↑ | OPERABILITY          | <ul style="list-style-type: none"><li>• Consolidates operational elements to the stations</li></ul>  |
| ↑ | MAINTAINABILITY      | <ul style="list-style-type: none"><li>• Less infrastructure to maintain, back-of-house elements are consolidated to the station locations</li></ul>                                    |
| ↑ | SAFETY               | <ul style="list-style-type: none"><li>• Reduces access points to the system improving threat vulnerability</li><li>• Wider emergency walkways along the length of the tunnel</li></ul> |
| = | PASSENGER EXPERIENCE | <ul style="list-style-type: none"><li>• N/A</li></ul>  |
| ↑ | RISK                 | <ul style="list-style-type: none"><li>• Significantly reduces excavation and impacts to adjacent properties in the dense urban environment around the MTFs</li></ul>                   |
| ↑ | COST                 | <ul style="list-style-type: none"><li>• Elimination of large buildings and significant excavations</li><li>• Eliminated four emergency ventilation fans</li></ul>                      |
| ↑ | SCHEDULE             | <ul style="list-style-type: none"><li>• Improves schedule by reducing the amount of infrastructure needing to be constructed</li></ul>   |

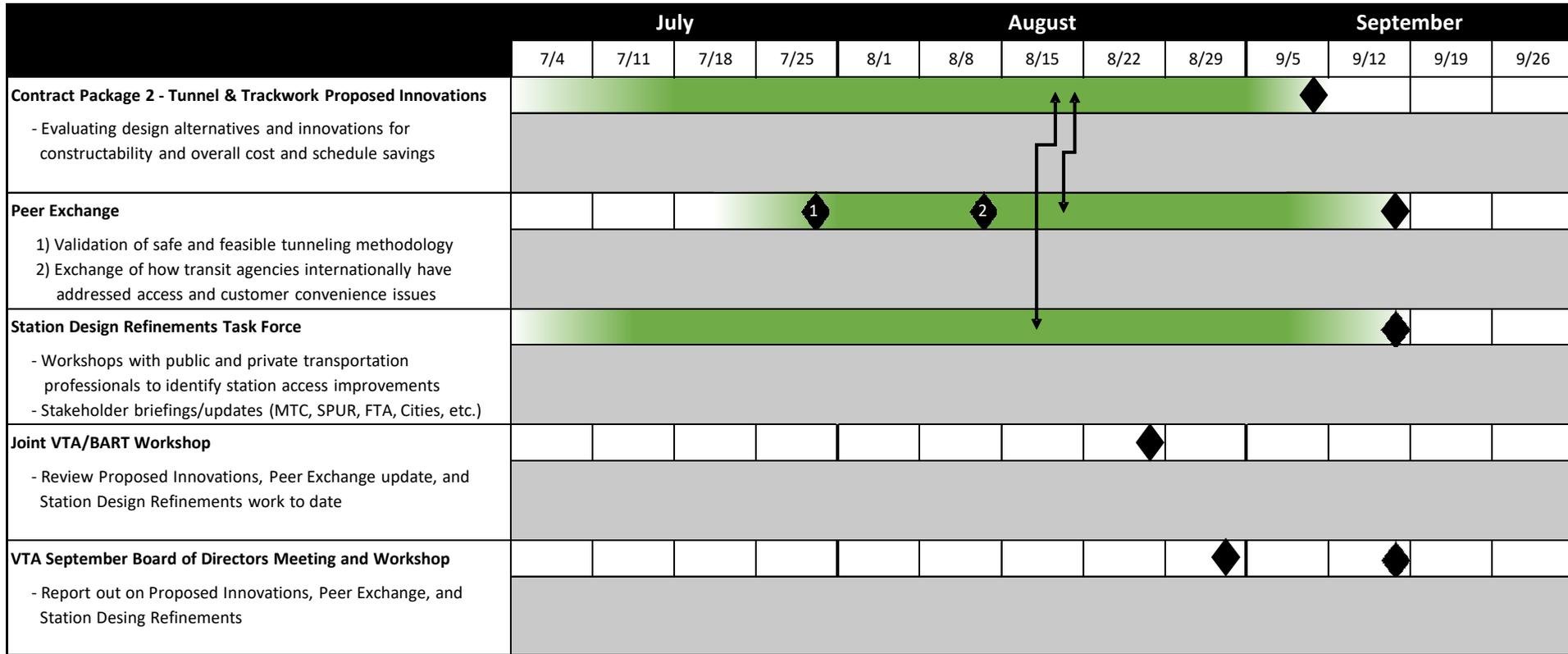
# Future Anticipated CP2 VTA Board Updates/Actions



| 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><br><i>(Innovations, programming services, engineering design, construction planning, etc.)</i> |      | ◆  |    |    |      |    |    |    |      |    |    |    |
| <b>Innovations Overview</b>  |      |    | ◆  |    |      |    |    |    |      |    |    |    |
| <b>Early Work Package #1</b><br><i>(TBM order, utility relocations, building demolitions, site prep and portal)</i>            |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Early Work Package #2</b><br><i>(Enabling works, site prep and concrete structures)</i>                                     |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Stage 2</b><br><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 Refinement Process for Downtown & Diridon

Adriano Rothschild, VTA



3. Consistent with the unanimous December 2021 recommendation of the San Jose City Council, explore and make public the findings and trade-offs explicit in critical design options for the BART station design at Downtown and Diridon Stations, 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), specifically to:
  - a. Improve connectivity for riders between transit systems connect at Diridon Station
  - b. At the Downtown Station, both (a) improve access and further enhance safety for pedestrians entering the Downtown Station from both sides of Santa Clara Street, and (b) improve boarding and circulation on that platform
  - c. At both stations, improve the integration of the station design with very high-density transit-oriented development

[Link to VTA BOD Packet](#)

# Station Refinement Considerations



| Urban Design   | Station Experience  | Implementation   |
|--|---|--|
| <ul style="list-style-type: none"><li>• TOD integration</li><li>• Station design 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>• Visibility and safety</li><li>• Aesthetic expression/Identity</li></ul> | <ul style="list-style-type: none"><li>• Cost</li><li>• Constructability</li><li>• Construction impacts</li><li>• Right-of-way impacts</li><li>• Environmental &amp; schedule impacts</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.

# Meet Technical Requirements and Achieve Goals



- Stay within parameters of approved project
  - Project footprint
  - BART facility requirements
  - Fire/life/safety requirements
- Be buildable, operable, and maintainable
- Budget and cost effectiveness (capital, operations, maintenance costs)
- Sustainability



# Station Refinements for Downtown & Diridon



|   | Benefits & Challenges  |
|---|--|
| <b>Primary Entrance Building Shaft Shape &amp; Size</b> | <p><b>Circular shaft</b> provides structural integrity for excavation and reduces costs by eliminating need for internal bracing.</p> <p><b>Rectangular shaft</b> provides for potential expansion of headhouse downtown, and provides better opportunity for TOD integration.</p> |
| <b>Secondary Entrance Locations</b>                     | <p><b>Diridon:</b> exploring opportunities for additional/ future entrances to be more integrated with future DISC concourse.</p> <p><b>Downtown:</b> exploring opportunities for entrances south of Santa Clara Street. Cultural (Historic) resources are primary constraint.</p> |



# CWG Member Report Back

# Report Back – 28<sup>th</sup> Street / Little Portugal



- Bill Rankin, *Friends of Five Wounds Trail*
- Carlos Diaz, *Alum Rock Business Network*
- Chris Patterson-Simmons, *East Santa Clara Street Business Association*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
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- Ricardo Agredano, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Terry Christensen, *CommUniverCity*

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 16<sup>th</sup>**
  - Phase II Update
  - Real Estate Update
  - Community Engagement
  - CWG Member Report Back