

VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon
Community Working Group Meeting

August 16, 2022



Agenda

- **Welcome and Introductions**
- **Project Benefits**
- **Station Design Refinements**
- **Polling Questions**
- **Small Group Station Design Discussions**
- **CWG Member Report Back**
- **Next Steps**

Downtown & Diridon CWG Members



- 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*

Project Benefits



Annual reduction of carbon footprint the equivalent of a forest the size of Oakland, CA



Elimination of 3.9 million auto trips every year in support of CA 2030 climate goals



Connecting 1.7 M transit-dependent riders to resources every year



VTA buses will continue to serve **44,000 weekday riders** during construction



Providing equitable transit for low-income communities



Activation of station sites and streets that **foster walkability, vibrancy, activity, and cultivate a sense of community**



Intermodal connection to commuter, intercity, light rail, and regional bus service



Limited disruption and impact to local businesses as a result of single-bore construction methodology



2 M people in Santa Clara County will gain access to → **3.5 M Bay Area Jobs**



An average travel **time savings of 30 minutes** for a 50-mile commute



60 M sq ft of new development and housing



5,600 student riders (San Jose State University/Santa Clara University) are projected to use the system daily

BSV Phase II Timeline



Voter Approval

2000-2018

- Major Investment Study
- Project split into two phases
- Environmental review
- Public involvement
- VTA Board approval



WE ARE
HERE

Planning, Engineering, & Procurement

2018-2022

- Planning efforts
- Preliminary Engineering
- Federal funding process
- Construction Outreach Management Program development
 - Construction Education and Outreach Plan
 - Construction Transportation Management Plans
 - Emergency Services Coordination Plan
- Business Resource Program development
- Real Estate Acquisition
- Procurement and contracting

Final Design & Construction

2022-2028

- Select contractors
- Full Funding Grant Agreement with FTA
- Complete final design
- Construct tunnel, tracks, stations, facilities, and systems

Safety and Systems Testing

2028-2030

- Conduct safety and systems testing
- Rail acceptance and certification
- Start of service



- Current Project Timeline:
 - FTA issued Letter of Intent to fund the Project
 - 2-year window to advance design and contracts
 - Tunneling & Trackwork Contract (CP2) 90-day Innovation Period
 - Concurrent with Independent Peer Review
- Goals (from May 2022 VTA Board Direction):
 - Explore and evaluate opportunities to improve passenger experience and station access.
 - Explore and evaluate opportunities to maximize TOD that can be accommodated above station entrances.



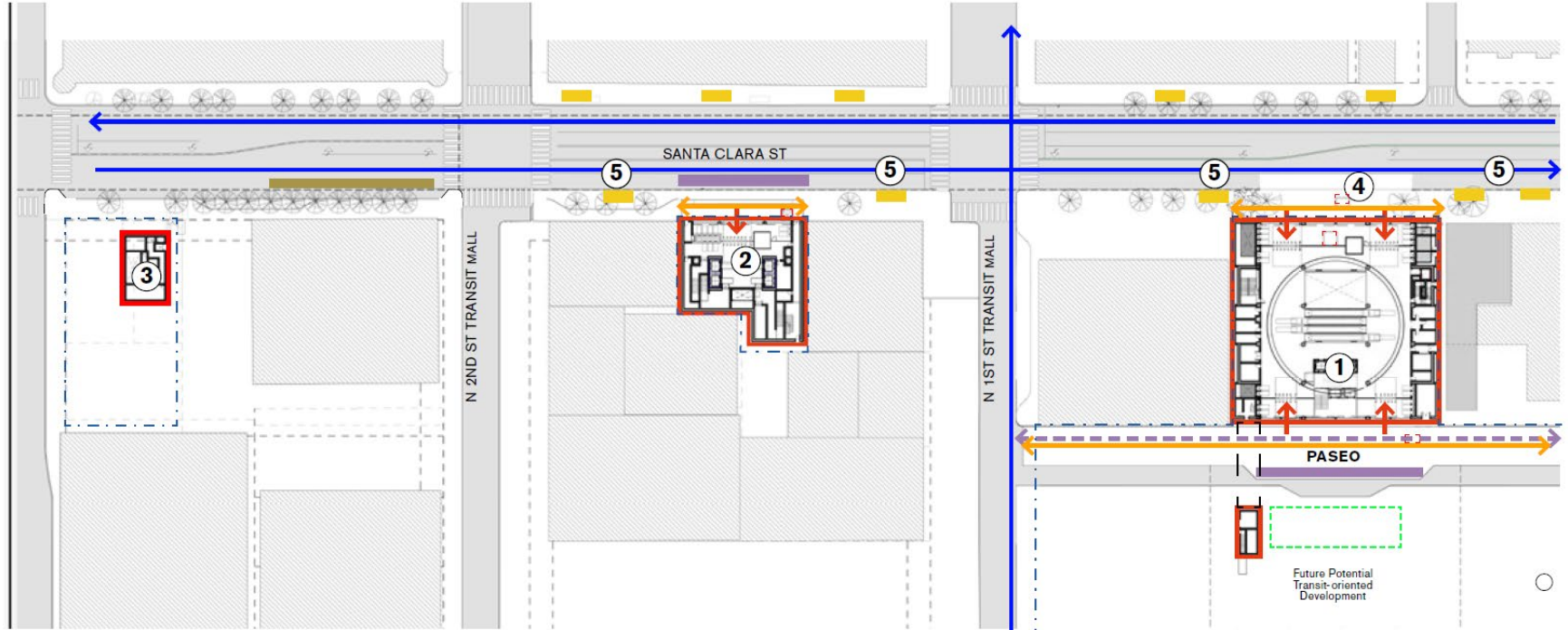
Current Station Design

Station Framing Concepts



- The Downtown San Jose and Diridon BART stations will be “Urban Stations”, primarily designed for users to access them on foot, bike, and transit
- In addition to paid passenger-facing areas, stations require ~50k square feet of back-of-house (BOH) space for operational equipment needs
- Consideration of future maintenance requirements, including street-level access to equipment
- Station entrances consider accommodations for on-site TOD, where feasible
- Accommodations for TOD are included as optional items for bid

Downtown Station Context



Site Plan

Legend

- 1 Station Primary Headhouse
- 2 Station Secondary Headhouse
- 3 East Vent and Egress Structure
- 4 Maintenance Access Hatch
- 5. VTA Bus Stop

Site Circulation Requirements

- VTA Bus Route
- Emergency Vehicular Access
- Pedestrian Access
- Station Entry
- Bicycle and Micro-mobility Facilities
- Required Station Location

Curb Program

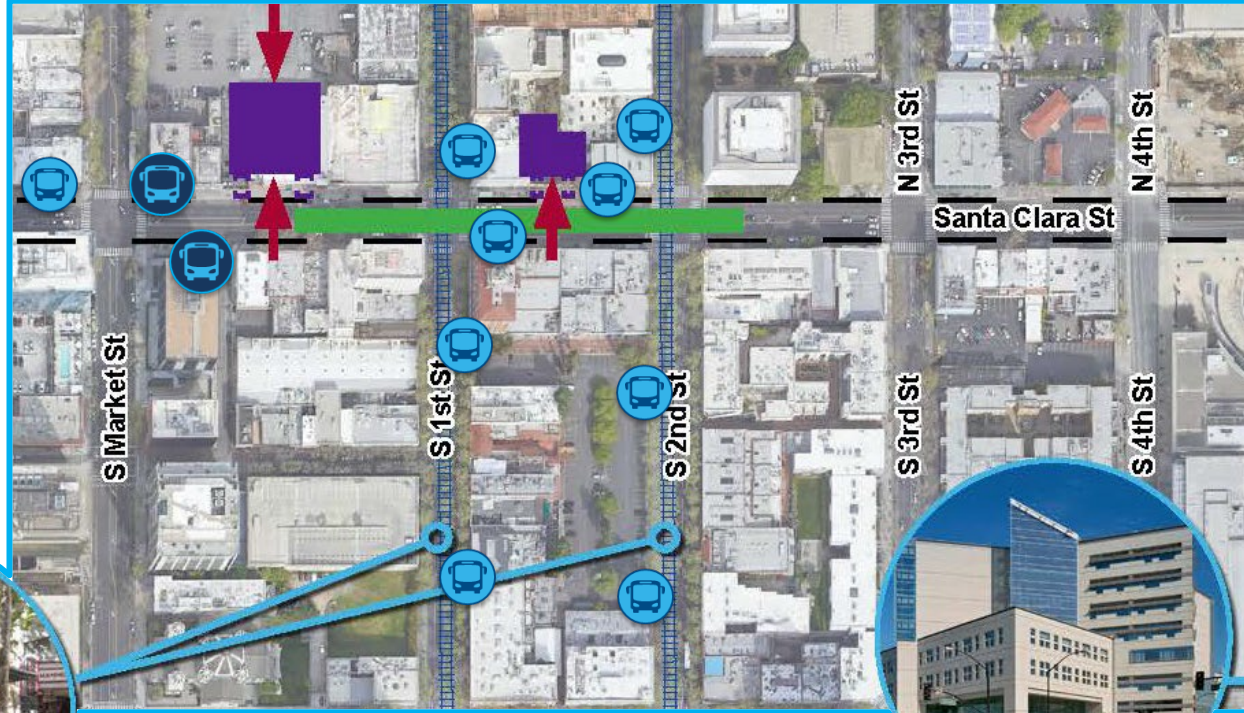
- Articulated Bus Stop
- Emergency Vehicle Parking
- VTA Bus Stop

Architecture

- Access Hatch
- VTA BSVII Property Lines

Draft as of August 2022 – FOR DISCUSSION ONLY

Connect with Surrounding Transit



Unique Sense of Identity



Preliminary – Subject to change

Sense of Openness and Visual Connectivity



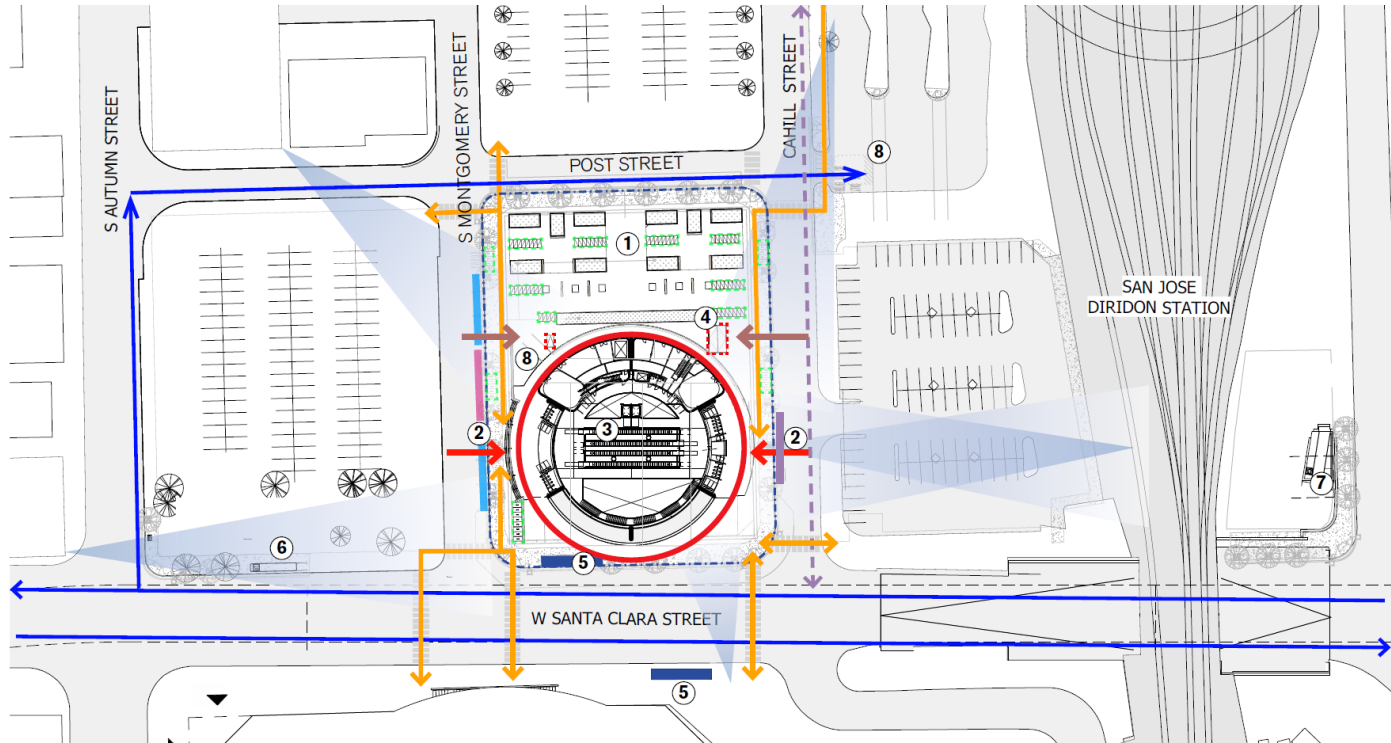
Preliminary – Subject to change

Unique Sense of Arrival



Preliminary – Subject to change

Diridon Station Context



Site Plan

Legend

- 1 Station Plaza
- 2 Station Entrance
- 3 Station Headhouse
- 4 Biotreatment Planting Area
- 5 VTA Bus Stop
- 6 East Emergency Egress Stair
- 7 West Emergency Egress Stair and Vent Shaft
- 8 VTA Transit Center

Site Circulation Requirements

- VTA Bus Route
- Emergency Vehicular Access
- Pedestrian Access
- Station Entry
- Bicycle Facilities and Micro-mobility Facilities
- Sightlines
- Maintenance Access

Curb Program

- Passenger Drop-off Space
- Vehicular Street Parking Space
- Emergency Vehicle Parking
- VTA Bus Stop

Architecture

- Access Hatch
- VTA BSVII Property Line
- Required Station Location



Connect with Surrounding Transit



Unique Sense of Identity



Preliminary – Subject to change

Intuitive Wayfinding and Identity



Preliminary – Subject to change

Sense of Openness and Visual Connectivity



Preliminary – Subject to change

Sense of Openness and Visual Connectivity



Preliminary – Subject to change



Design Refinements

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





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 Refinements Under Consideration



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

Station Refinement Considerations



Urban Design	Station Experience	Implementation
<ul style="list-style-type: none">• TOD integration• Station design integration• Intermodal connectivity• Pedestrian demand	<ul style="list-style-type: none">• Legibility/directness• Travel time• Visibility and safety• Aesthetic expression/Identity	<ul style="list-style-type: none">• Cost• Constructability• Construction impacts• Right-of-way impacts• Environmental & schedule impacts

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.

Station Refinement Timeline



June

July

August

September

Station Refinement Workshops

Public
Engagement

VTA Internal
Review

VTA Board Meetings
& Workshops

Example Evaluation Criteria



Accessibility & Mobility – Accessible to all types of riders including seniors and people with disabilities



Aesthetic Expression & Identity – Unique and memorable station design



Intermodal Connectivity – Convenient connections to existing transit services like VTA light rail and bus



Legibility/Direct Journey – Clear and easy paths of travel from the faregates to boarding platform



Natural Light – Stations that are well-lit naturally through open station design



Transit Oriented Development (TOD) Integration – Onsite housing, offices, retail, etc. to encourage ridership



Travel Time – Short travel times from the faregates to boarding platform

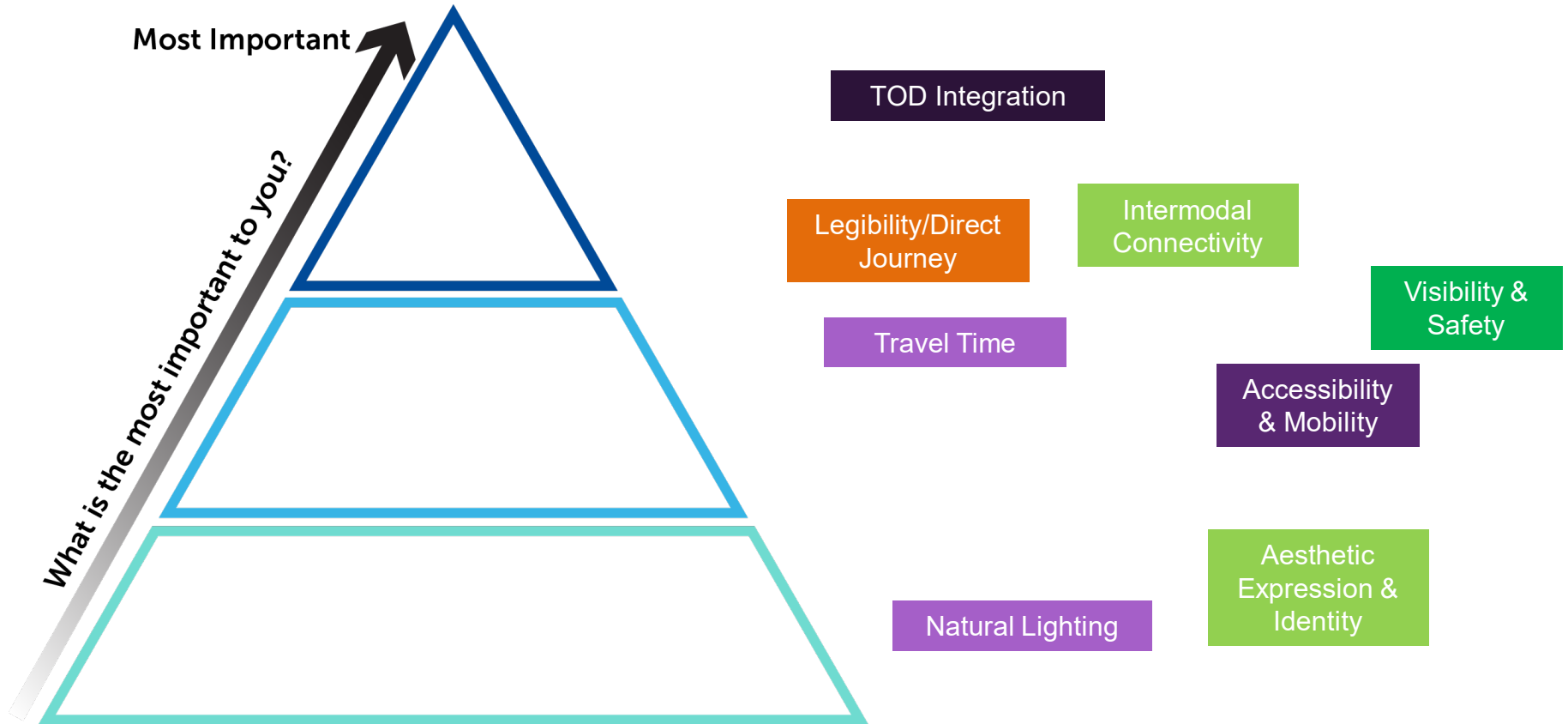


Visibility and Safety – Feeling safe throughout the station



Small Group Station Design Discussions

Station Priority Pyramid Group Exercise





CWG Member Report Back



Next Steps

Upcoming Community Engagement Opportunities



Summer Community Social - August 27th, 10a-2p at VTA Customer Service Center in Downtown San José



Upcoming Opportunities for Input



Joint VTA/BART Working Committee Meeting – August 26th

VTA Board of Directors – September 1st

Next Downtown-Diridon CWG Meeting – September 13th

VTA Board of Directors Workshop – September 16th

Stay Involved with the Phase II Project!



- Subscribe to Updates
www.vta.org/bart
- Follow us on Facebook and Twitter @bartsv
- Look out for survey postcard from VTA to gather contact information for construction activity updates along the alignment!

