San José BART
Station Access Planning
Final Report

April 2016

NELSON
NYGAARD

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1 INTRODUCTION

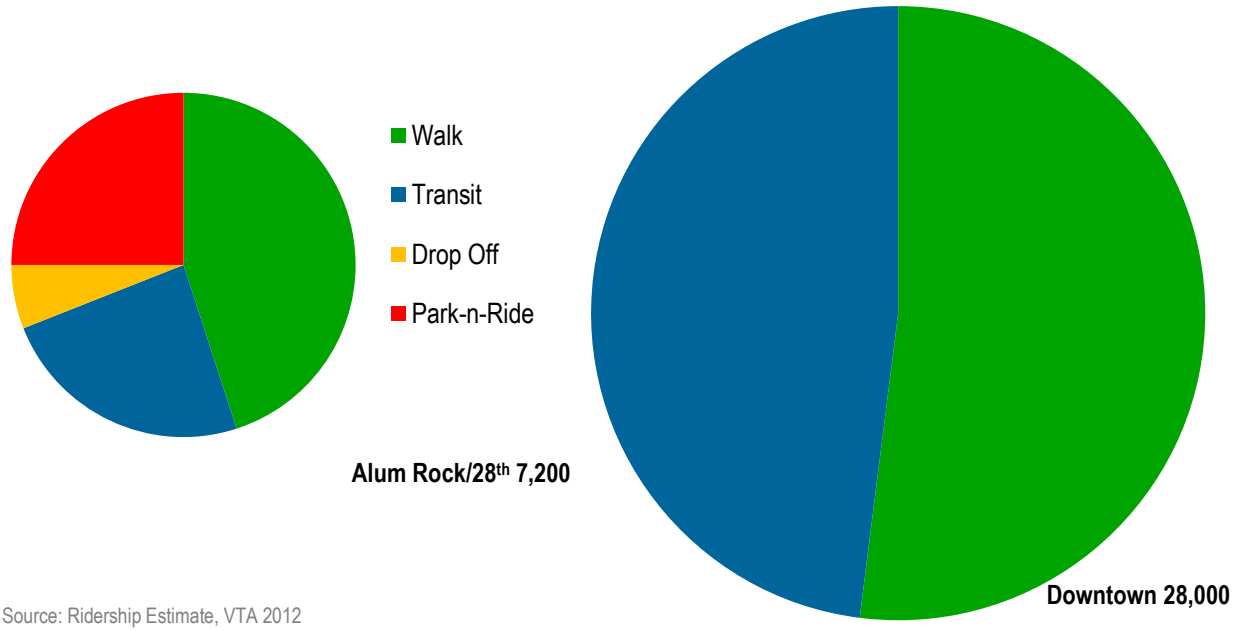
BART TO SILICON VALLEY

The Santa Clara Valley Transportation Authority (VTA) is extending the Bay Area Rapid Transit (BART) system from Warm Springs in Alameda County to destinations in Santa Clara County. Two of the future stations along the BART extension to Silicon Valley are located in Alum Rock/28th Street and Downtown San José. The Downtown station location may be at one of two potential locations either between Market Street and 3rd Street (the west station option) or between 2nd Street and 4th Street (the east station option).

New BART services to Alum Rock/28th Street and Downtown San José will dramatically enhance transit connections between the City of San José and the rest of the San Francisco Bay Area. By improving transit access and providing an opportunity for complementary street design, the service may also enhance placemaking, walking, and commercial activity in the San José station areas. New BART service also has the potential to increase the use of alternative modes throughout Silicon Valley by providing a rapid transit connection to a high density hub of non-motorized, feeder transit, and shared mobility options that serve the wider region.

According to VTA ridership estimates, the Downtown station will have the highest ridership of all the BART Silicon Valley stations. A large proportion of access and egress trips are likely to occur on foot (or bicycle, which was not modeled) and transit. These estimates are shown in Figure 1.

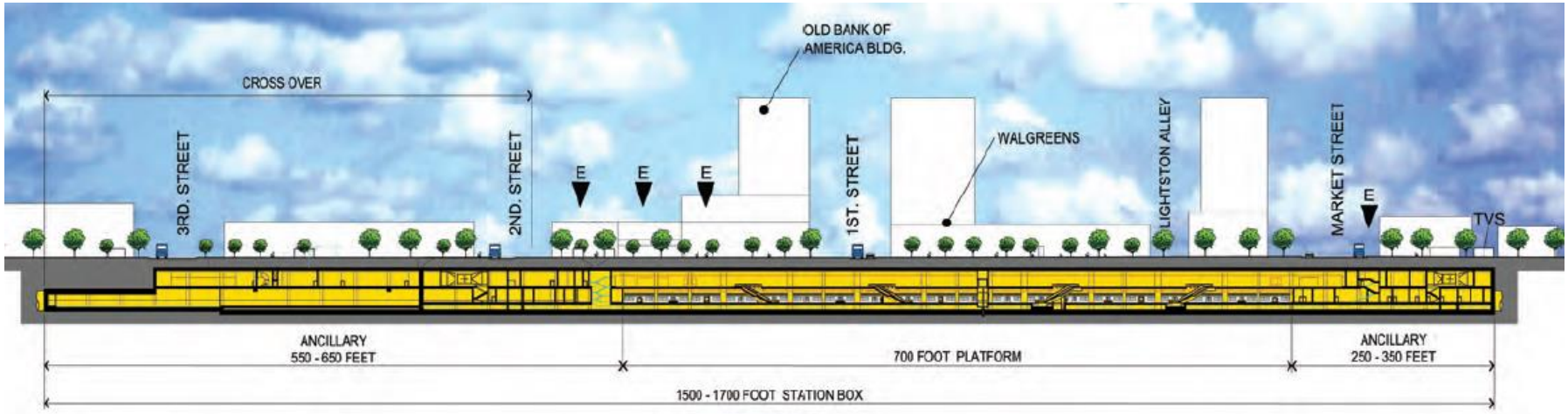
Figure 1 2035 Ridership Estimates by Access/Egress Mode



Source: Ridership Estimate, VTA 2012

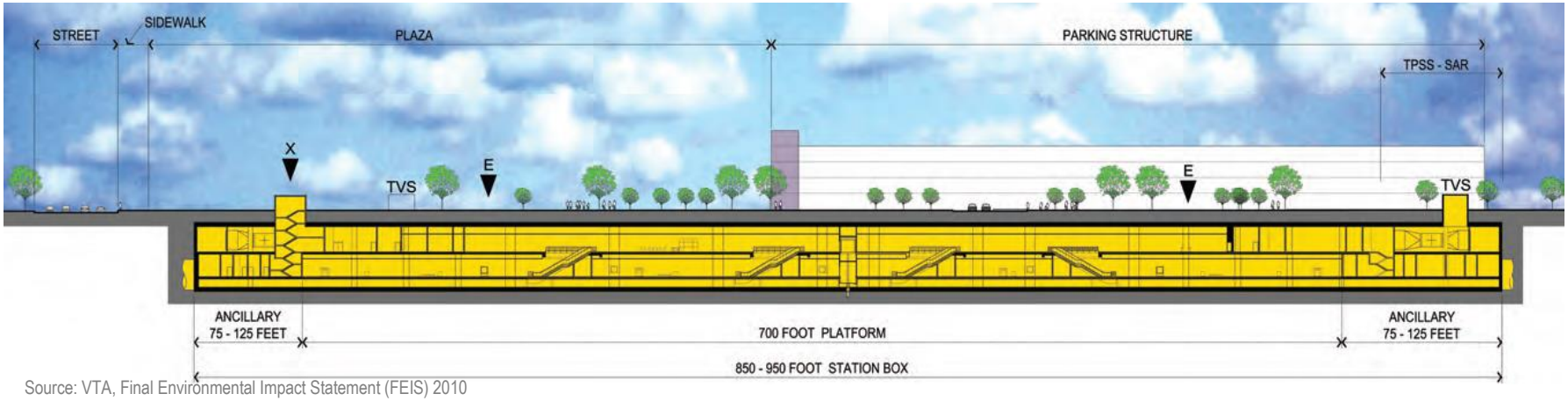
VTA is currently working to refine design elements of BART Silicon Valley including station alignment, station design, and placement of station entrances for each station along the extension. Figure 2 through Figure 5 provide longitudinal sections and plan view diagrams of the stations. The proposed Alum Rock/28th St. station includes development of a street level plaza and 1,200 parking spaces.

Figure 2 Downtown Station Longitudinal Section (West Option, facing south)



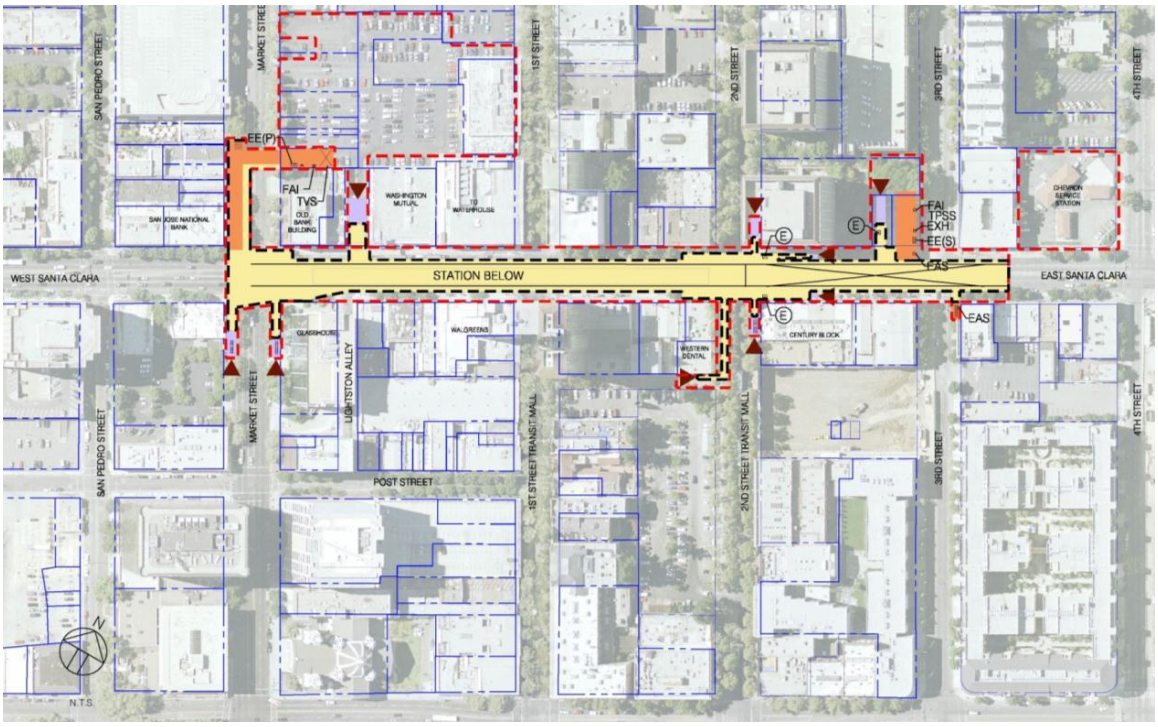
Source: VTA, Final Environmental Impact Statement (FEIS) 2010

Figure 3 Alum Rock/28th St. Station Longitudinal Section (facing west)



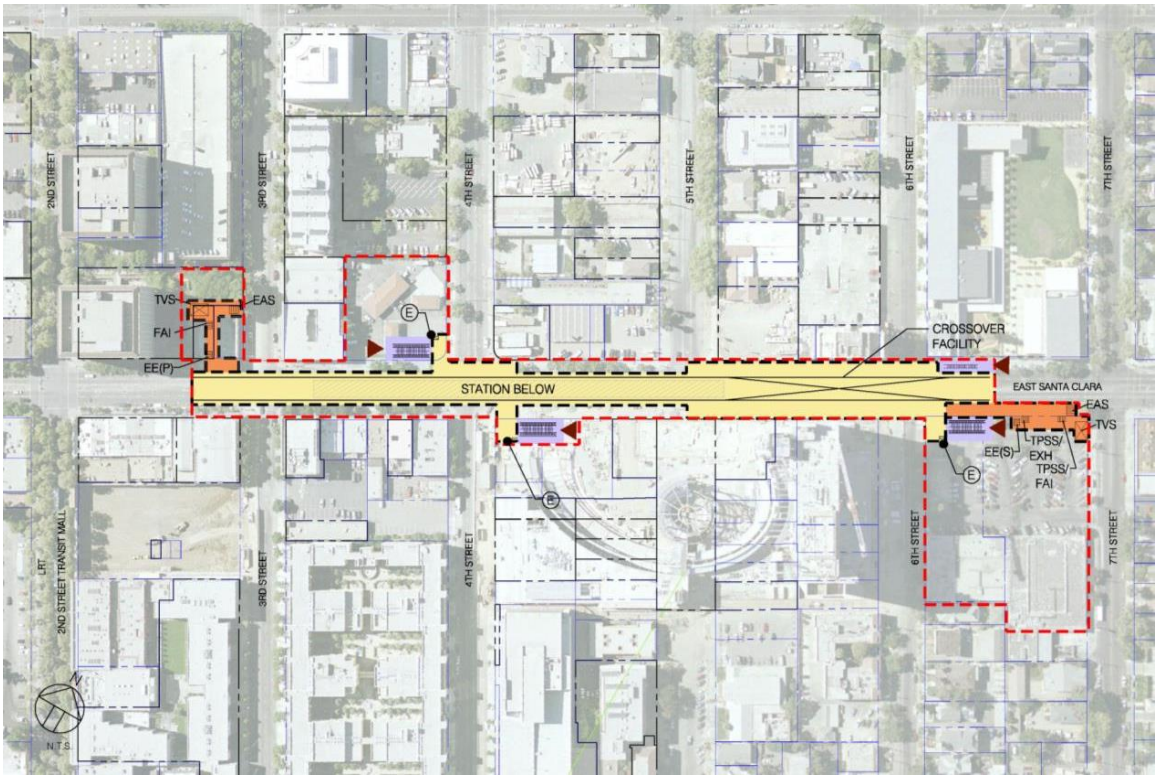
Source: VTA, Final Environmental Impact Statement (FEIS) 2010

Figure 4 Potential Station Layout for Downtown Station (West Option)



Source: VTA, Diagrams provided at the charrette, 2015

Figure 5 Potential Station Layout for Downtown Station (East Option)



Source: VTA, Diagrams provided at the charrette, 2015

Figure 6 Conceptual Site Plan for Alum Rock/28th St. Station

Source: VTA, Final Environmental Impact Statement (FEIS), 2010

Figure 7 Potential Station Entrance and Station Access Conditions for Alum Rock/28th St. Station

Source: Nelson\Nygaard based on City of San José street network and parcel boundary files; aerial image from ESRI; and VTA concept design.

STATION AREA PLANNING

The City of San José owns and manages streets, bike facilities, sidewalks, and parking, and regulates building form and land uses in the vicinity of the future stations. The City is therefore a key player affecting the success of the BART extension by ensuring its seamless integration into the urban fabric and local transportation networks. Successful rapid transit service, in turn, affects the success of the City in achieving its social, economic, and development goals. For this reason, the City is interested in station area planning to make the most of the multimodal and placemaking opportunities around the future Downtown San José and Alum Rock/28th St. BART stations.

Nelson\Nygaard Consulting Associates collaborated with the City and SPUR on a 3-day charrette to guide future station area planning. Building off of existing plans and policies, and collaborating with a wide range of stakeholders, the charrette helped identify the following:

- Station area design improvements and policy choices to grow ridership at the planned stations (e.g. station access, development design priorities)
- Pros and cons of the two potential Downtown locations from the perspective of multimodal access, placemaking, and development
- Station entrance locations for Downtown San José station that best serve land use and transportation demands, connect to and activate the urban environment, and have sufficient pedestrian space and capacity
- Alternate City or VTA investments and policies to increase ridership and improve functionality at each proposed station (e.g. fare policies, parking policies, design for placemaking, customer comfort and security)
- Street design or performance standards that hinder multimodal access in the station areas, and recommended improvements to these guidelines or standards

CHARRETTE PROCESS

From July 21, 2015 to July 23, 2015, Nelson\Nygaard led a charrette for Downtown San José and Alum Rock areas in coordination with SPUR and the City of San José. Attendees included over 75 agency and community-based organization representatives including the following agencies:

- VTA
- BART
- City of San José
- Caltrans District 4
- Metropolitan Transportation Commission
- Federal Housing and Urban Development (HUD)
- Federal Transit Administration (FTA)
- Santa Clara County Public Health Department
- Silicon Valley Leadership Group
- Diridon Good Neighbor Committee
- Transform
- Silicon Valley Bicycle Coalition

- Greenbelt Alliance
- CommUniverCity.

Figure 8 Charrette Participants

The three-day charrette process allowed stakeholders to have a hands-on interaction with the project. The multiple-day iterative charrette fostered diverse and locally sourced design ideas for each study area among an array of stakeholders. While the charrette is a rigorous and inclusive planning process, various break-out sessions, continuous design development, pin-ups, and collaborative discussion allowed brief input by stakeholders to continuously evolve to implementation recommendations without exhausting participants.

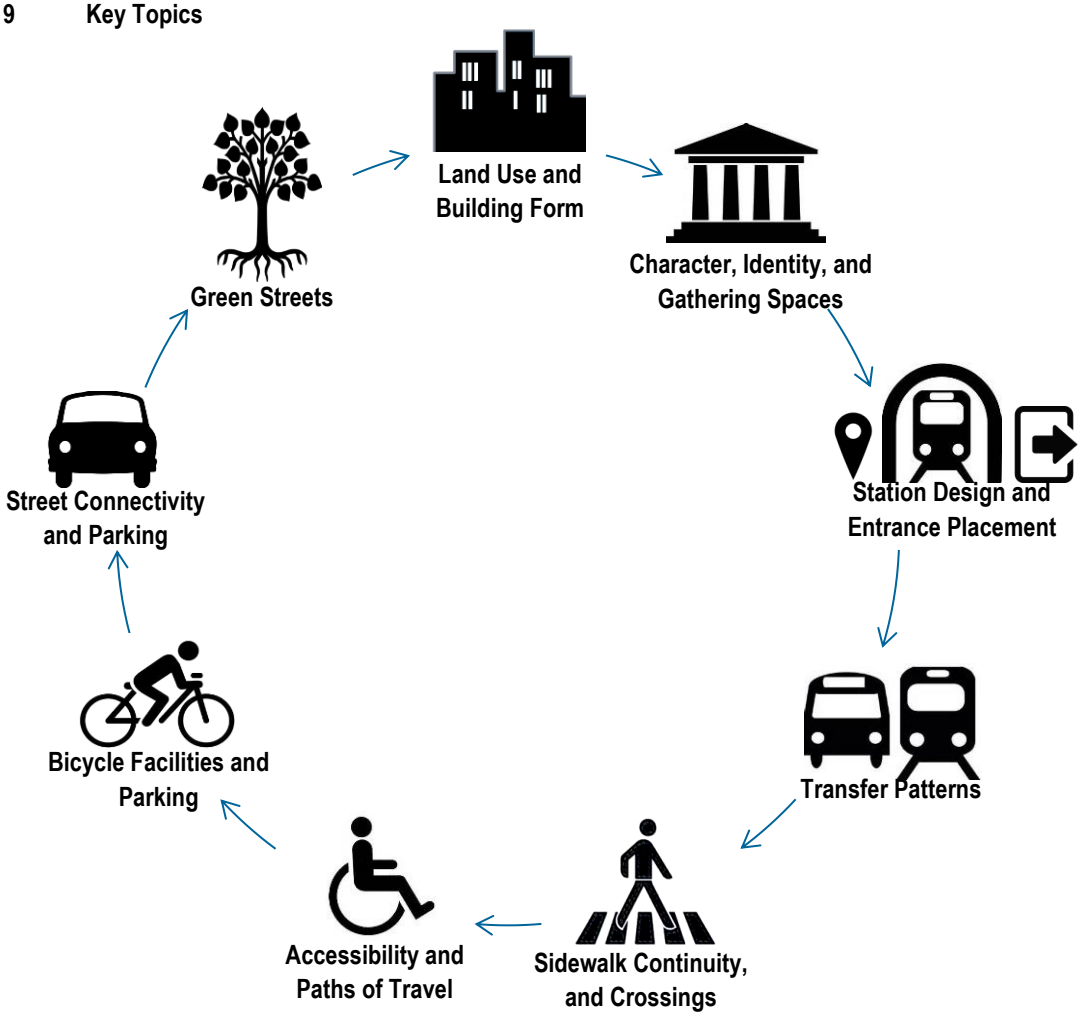
Key principles of the design charrette included:

- Involving all key stakeholders, whether they are supportive or in opposition
- Developing project designs across all disciplines concurrently, including planning, engineering, economics, accessibility, landscape architecture, safety, human factors, urban design, residents, businesses, and developers

- Using short feedback loops that advance designs through proposal, review, changes, and follow-up review in the span of hours and not weeks to avoid misperceptions that develop between typical outreach steps
- Developing detailed designs that address all potential concerns simultaneously

Nelson\Nygaard and City of San José staff moderated the charrette and led design development. The charrettes were conducted at SPUR and Portuguese Band of San José within the study area to be accessible to stakeholders for the walking and biking audits. During the walking and biking audits, stakeholders were asked to observe and discuss land use and multimodal transportation issues as listed below:

Figure 9 Key Topics



2 EXISTING CONDITIONS

Nelson\Nygaard prepared a series of boards and handouts to understand existing conditions and build upon ongoing work in the area. The following boards were created for both the Downtown and Alum Rock areas:

- Station location
- Zoning, including boundaries for various planning efforts
- Traffic circulation, parking, and TDM
- Bicycle and pedestrian access
- Transit transfers and connections
- Station entrances and station access close up

Attendees were invited to provide their feedback on the boards and in person.

DOWNTOWN SAN JOSÉ

Existing conditions in the vicinity of the Downtown San José BART station are summarized below.

Station Location

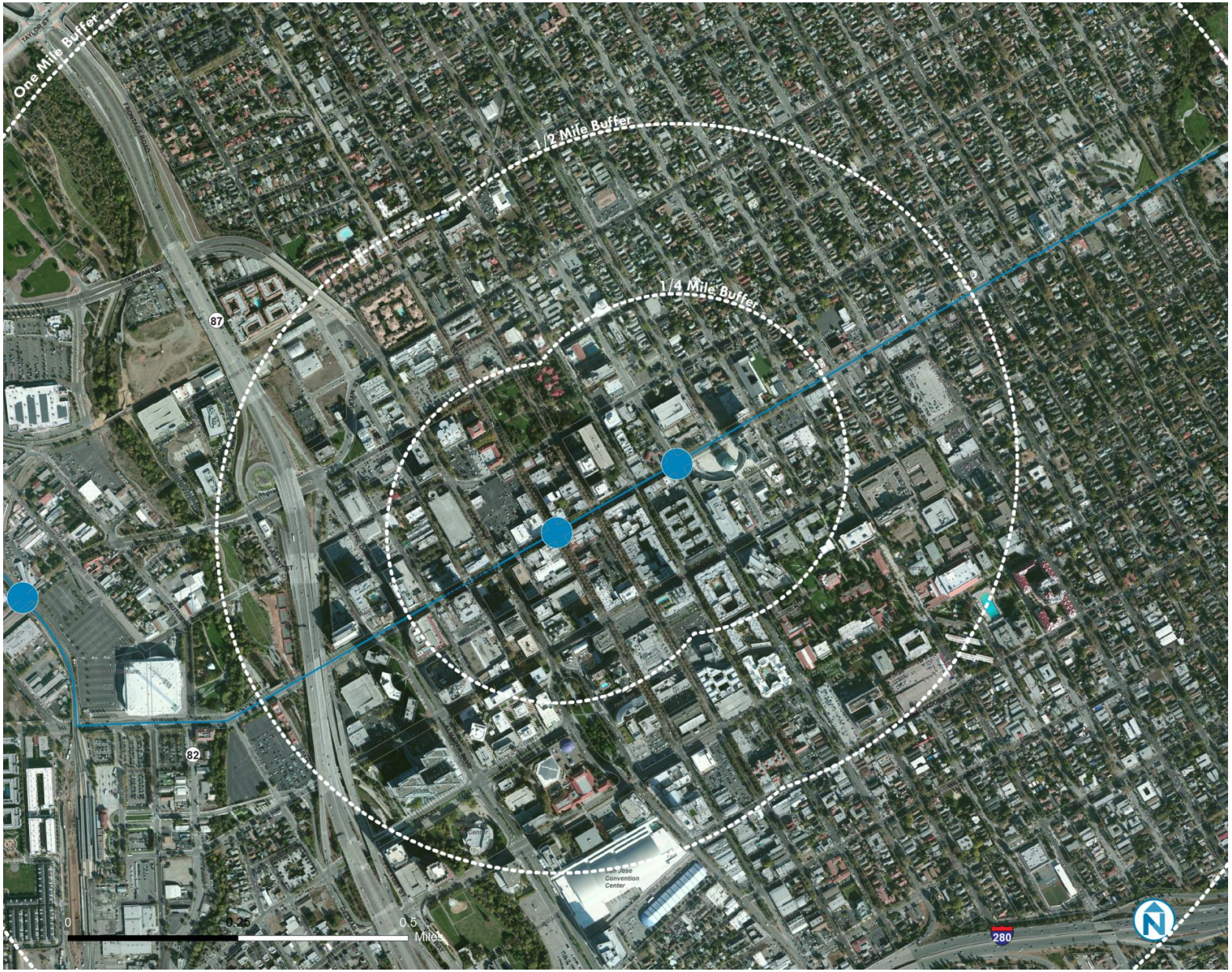
Two possible locations are under consideration for the Downtown station.

The west station option extends underneath Santa Clara Street between Market Street and 3rd Street. For this option, construction staging would occur on VTA property within the Mitchell block, which is bounded by Market Street, St. John Street, 1st Street, and buildings on Santa Clara Street. Additional construction staging areas will be located on the northwest corner of Santa Clara and 3rd Streets as well as the northwest corner of Santa Clara and 4th Streets at the existing Chevron station.

The east station location option extends underneath Santa Clara Street between 2nd Street and 4th Street. Construction staging for this option would occur in the Grocery Outlet block between 6th and 7th Street, within the Mitchell block, and on the northwest corner of Santa Clara and 3rd Streets as well as the northwest corner of Santa Clara and 4th Streets.

These station location options are displayed in Figure 10, along with a quarter-mile and half-mile radius.

Figure 10 Downtown San José Station Location Options showing Quarter- and Half-Mile Loci



Source: Nelson\Nygaard based on City of San José GIS files for BART extension tracks; aerial image from ESRI.

Land Use Zoning

Land uses in the vicinity of the Downtown station locations are primarily zoned for Downtown Commercial uses as well as Public uses that include San José State University and City Hall. To the northeast of the downtown lie residentially zoned areas.

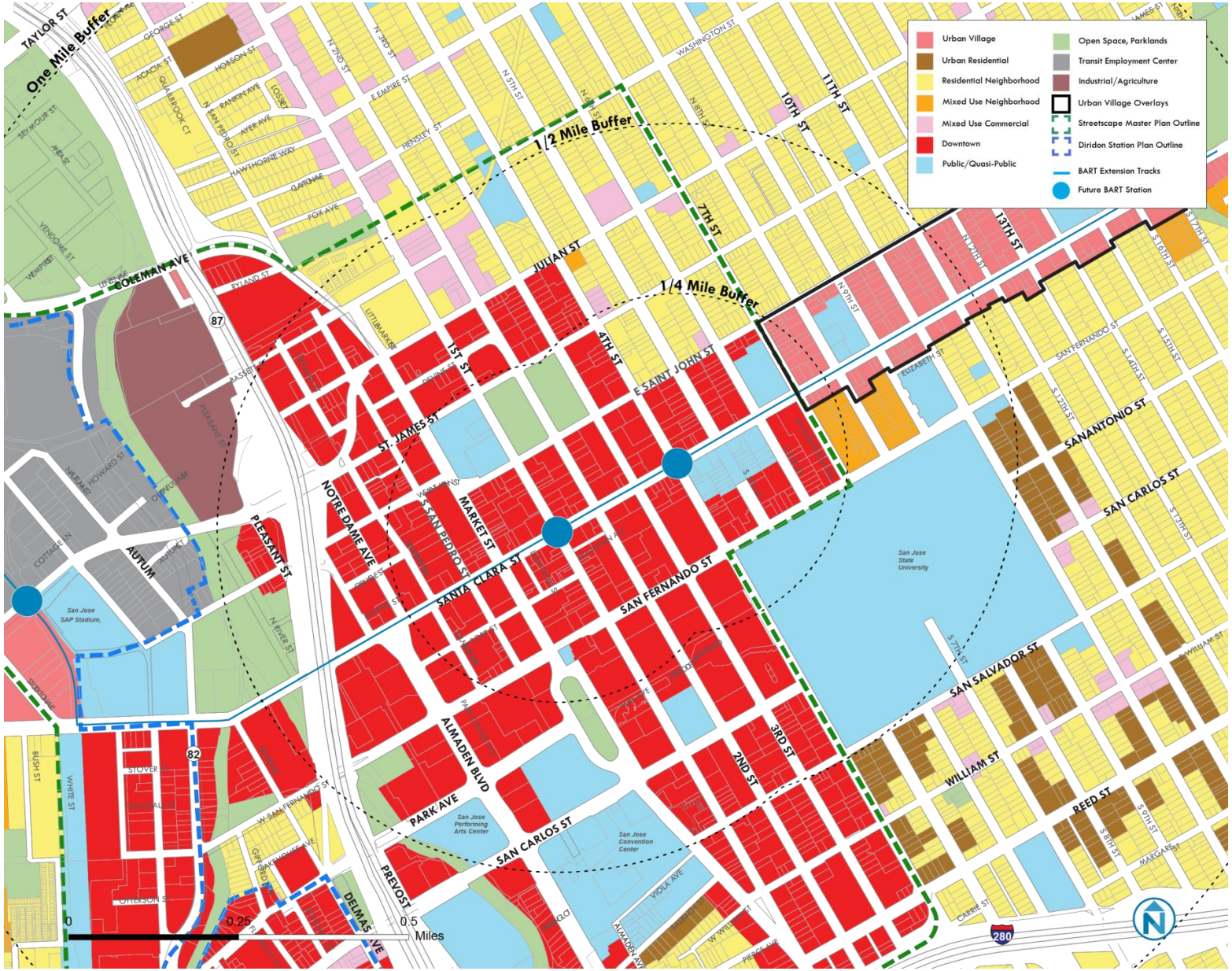
Land use zoning in downtown San José is displayed in Figure 11, along with the quarter-mile and half-mile radii. The quarter-mile and half-mile radii are used as heuristic planning measures for walking distance. These distances are also the recommended zones for the highest density development around stations. For high speed regional transit services such as BART or Caltrain, research has found that people will walk much longer distances to stations if there are walkable conditions along the way.[1]

As shown in Figure 11, the quarter-mile radius of the west station option is almost entirely zoned for downtown commercial uses, which means that the areas closest to the station may be developed to high land use intensities. Within half a mile of the west station option zoning is also characterized by Downtown Commercial land uses in addition to key public uses such as San José State University and some residential uses.

For the east station option, a lower proportion of the quarter-mile radius falls within the Downtown Commercial land use zone. Instead, some portions of the quarter-mile radius are zoned for transit residential and public uses. Within half a mile of the east station option, large portions of the area are zoned for low density residential uses. This reduces that potential for transit-oriented development around the east station option.

[1] Park, Sungjin. "Defining, Measuring, and Evaluating Path Walkability, and Testing its Impacts on Transit Users' Mode Choice and Walking Distance to the Station". Berkeley, California: eScholarship, University of California, 2008.

Figure 11 Downtown San José Zoning



Source: NelsonNygaard based on City of San José GIS files for street network, parcel boundaries, BART extension tracks, and zoning

Circulation, Traffic and Parking

In the vicinity of the Downtown station, the street network is characterized by a fine-grained historic street grid. Interstitial pathways, alleys or paseos further boost pedestrian and bicycle connectivity and network density by providing paths between blocks.

The fine-grained network of downtown streets provides a high level of connectivity and considerable route flexibility for road users including motorists, pedestrians and cyclists. Recent traffic counts indicate that Santa Clara Street, Market Street, and South Almaden Boulevard currently carry the largest traffic volumes within the downtown. Some of the highest directional peak hour traffic volumes within the downtown occur at the following locations:

- Santa Clara Street, which carries 1,200 eastbound vehicles per hour at South Almaden Boulevard during the AM peak
- South Almaden Boulevard which carries 1,360 northbound vehicles per hour at Park Avenue during the AM peak
- Market Street, which has 1,100 northbound vehicles per hour at San Fernando Street during the AM peak

Street network, traffic volumes and parking facilities locations are displayed in Figure 12.

Unlike many traditional downtown areas, Downtown San José features a very large volume of parking, which consumes large quantities of downtown real estate including considerable surface and structured parking in the vicinity of the future BART station. Some of the nearby surface parking is located within the Mitchell block (between Market, 1st, St John and Santa Clara streets), which is largely owned by the VTA and may be used a construction staging area.

Figure 12 Downtown San José Street Network, Traffic Volumes, and Parking Supply

Source: Nelson\Nygaard based on City of San José GIS files for street network, parcel boundaries, buildings, BART extension tracks, curbs, and downtown parking data; traffic counts from city engineer (most data from single collection days for an hour between ~7:30am - 9am in Spring 2013 and Fall 2014).

Pedestrian and Bicycle Access

Given the large mode share of bicycle and pedestrian access to future BART stations, non-motorized access is a key concern around each of the stations.

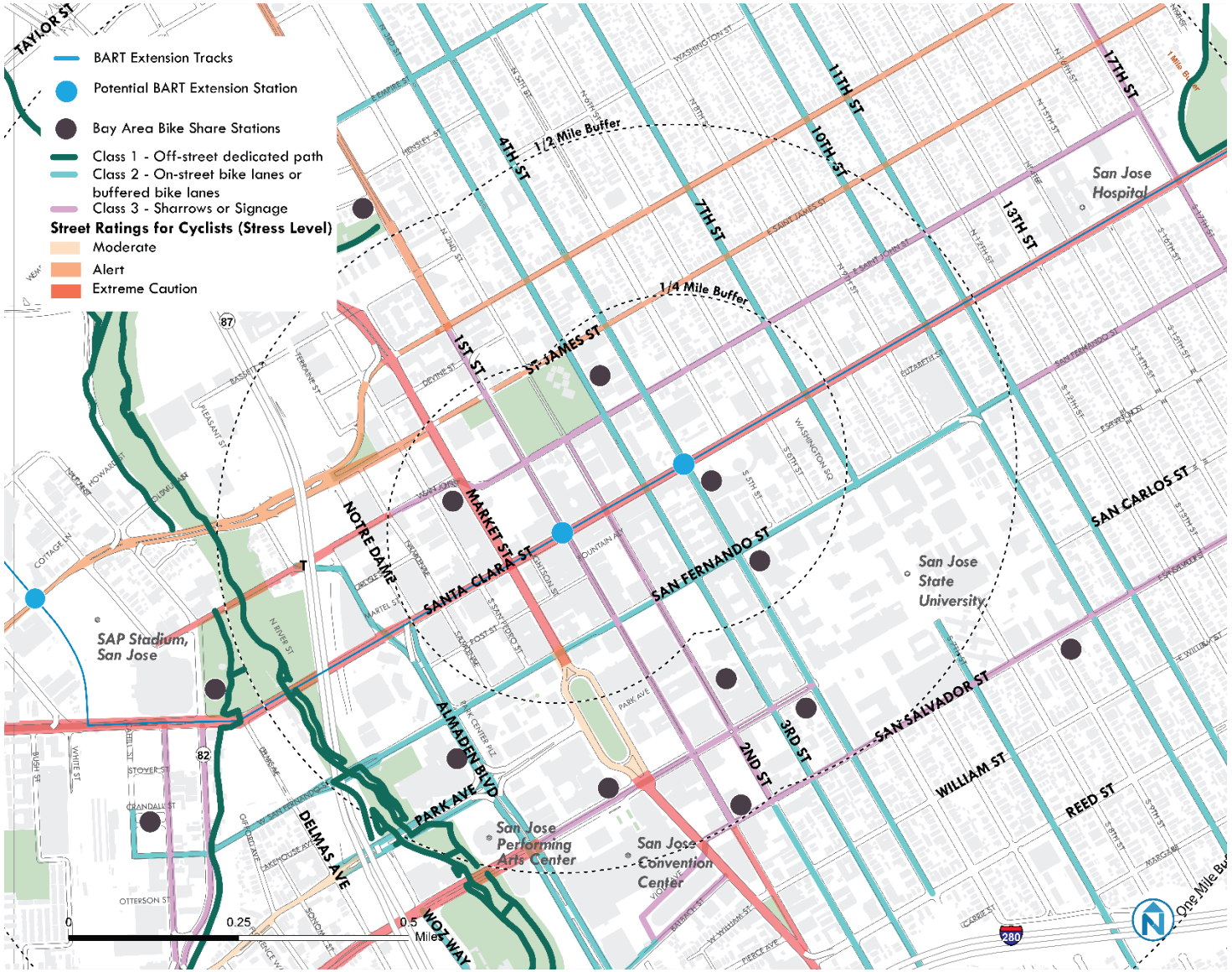
As shown in Figure 13, the bicycle network in the vicinity of the future Downtown station includes limited connections in both the east-west and north-south direction. East-west facilities include buffered bicycle lanes on San Fernando and Park Streets, which cross the 87 and connect to the Guadalupe Parkway. North-south facilities include one-way buffered bike lanes along 3rd, 4th, 10th and 11th Street, bike lanes along South Almaden Boulevard and 7th Street, and a multiuse trail along the Guadalupe River. Facilities along 7th, 10th and 11th Streets cross the 280 to the south.

While the above facilities provide high quality bicycle access, a lack of complete streets design on most other routes reduces bike connectivity and creates stressful conditions for cyclists. The Santa Clara Valley Bikeways Map from 2011 indicates that stressful cycling conditions existed along most other east-west routes including San Carlos Street, Santa Clara Street, St. John Street, St. James Street and Julian Street. In the north-south direction, stressful conditions were indicated along Market and 1st Street. There were also limited opportunities for cyclists to cross the 87 and 280 freeways, which pose significant barriers to non-motorized movements. Since 2011, street reconfiguration, sharrows, new bike lanes, and new buffered bike lanes along several streets have helped to alleviate stressful biking conditions in the Downtown.

For pedestrians, sidewalk facilities are present along most block faces, with the exception of St. John Street between San Pedro and Market Streets. Some areas in the vicinity of the Downtown station are highly walkable with active street frontages and human scaled elements. Examples of walkable and/or active pedestrian areas include San Pedro Square, 1st Street Mall, San José State University and Cesar Chavez Park. In other areas, barriers to walkability are created by parking facilities, blank walls and opaque glass.

Figure 13 illustrates the current pedestrian and bicyclist network in the study area, as well as stress levels reflected in the VTA Bikeways Map, and auxiliary non-motorized transportation facilities including Bay Area Bike Share pods in the area.

Figure 13 Downtown San José Bicycle and Pedestrian Access



Source: Nelson\Nygaard based on City of San José GIS files for street network, building footprints, BART extension tracks, Bay Area Bike Share stations, and bicycle network; street ratings for cyclists (stress level) comes from Santa Clara Valley Bikeways Map 2011.

Transit Access

Downtown San José is a local and regional hub of transit services including light rail, and core, express, and local bus services. Some of these services have very attractive frequencies and some are even slated to be converted to bus rapid transit (BRT) routes. Most of the transit services are located in the immediate vicinity of the west BART station option. If the east station option were selected, a slightly longer and more disconnected walk would be required to connect to other transit services.

Available transit services in the area are listed below along with associated headways. Headways of 15 minutes or better are generally considered high quality transit service. Other important considerations are travel speed and directness which are not addressed in this table.

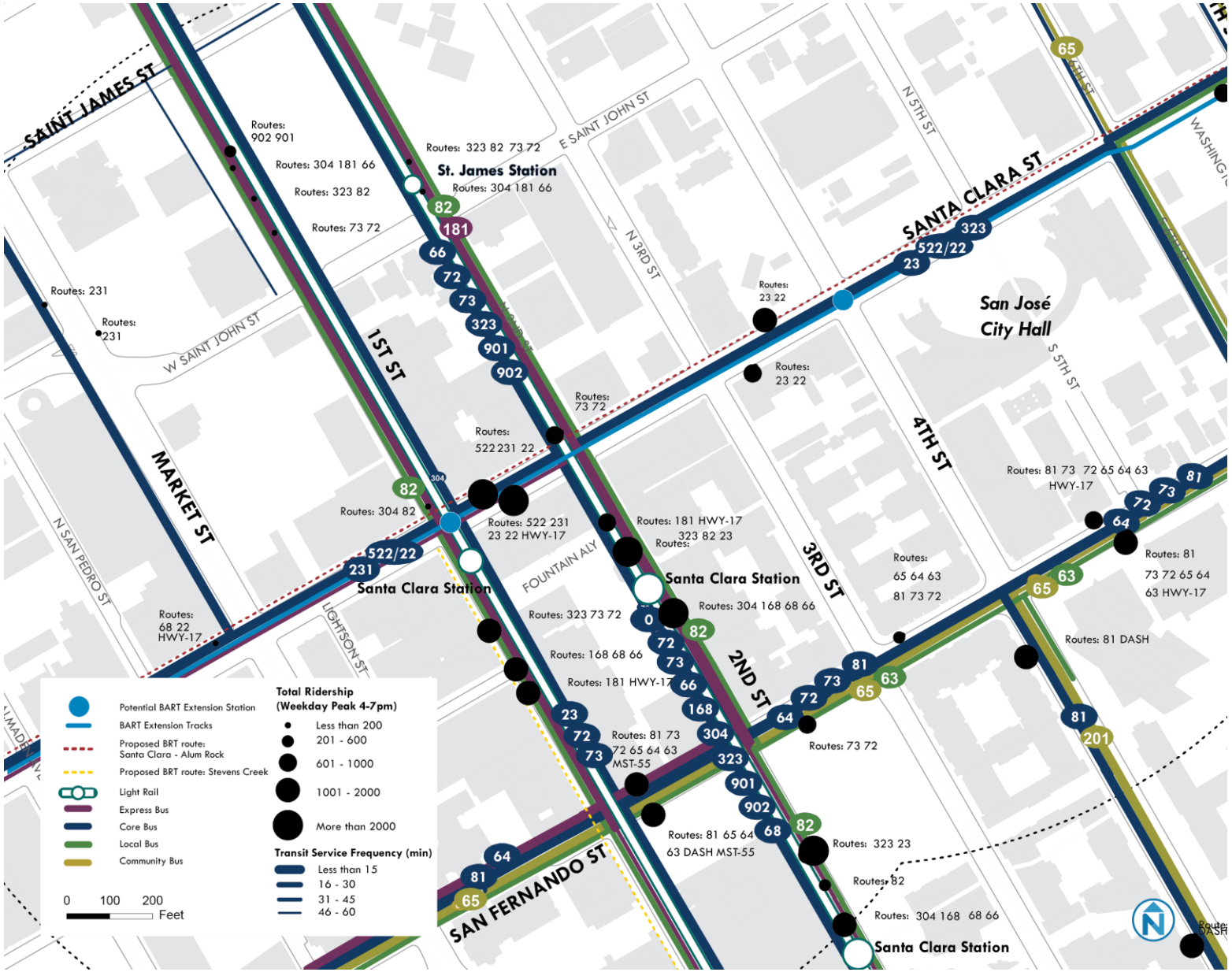
Figure 14 Transit Services Adjacent to Future Downtown BART Station

Type	Route	Description	Weekday Frequency	
			Peak	Off-Peak
LRT	901	Santa Teresa to Alum Rock	12	15
LRT	902	Mountain View to Winchester	15	30
Core	22	Palo Alto Transit Center to Eastridge Transit Center	12	12
Core	23	De Anza College to Alum Rock Transit Center via Stevens Creek	12	12
Core	66	Kaiser San José to Milpitas/Dixon Road via Downtown San José	15	20
Core	68	Gilroy Transit Center to San José Diridon	20	20
Core	72	Senter/Monterey and Downtown San José	15	20
Core	73	Snell/Capitol and Downtown San José	20	20
Core	323	Downtown San José to De Anza College	15	15
Core	522	Palo Alto Transit Center to Eastridge Transit Center	15	15
Local	63	Almaden Expressway, Camden and San José	30	45
Local	64	Almaden LRT, McKee and San José	30	30
Local	81	San José State University to Vallco	30	30
Local	82	Westgate and Downtown San José	30	30
Express	168	Gilroy Transit Center to San José Diridon	6 trips	--
Express	181	Fremont BART station to San José	15	15
Express	Hwy17	Santa Cruz to San José State University via Highway 17	40	60
Limited	304	South San José to Sunnyvale Transit Center	8 trips	--

Source: VTA 2015

Ridership levels on existing services are displayed in Figure 15 in terms of the number of boardings and alightings at each stop. A particular concentration of boardings and alightings occurs along 1st, 2nd, Santa Clara and San Fernando Streets. Smooth and convenient connections between future BART services and these services will enhance the attractiveness of transit access.

Figure 15 Downtown San José Transit Transfers and Connections



Source: Nelson\Nygaard based on City of San José GIS files for street network, building footprints, and BART extension tracks; VTA data for ridership (4-7pm for September 2014).

ALUM ROCK/28TH ST.

Existing conditions in the vicinity of the Alum Rock station are summarized below.

Station Location

The proposed Alum Rock/28th St. station is located on 28th Street between East Santa Clara Street and Julian Street. The currently proposed alignment passes diagonally across the superblock between St James Street, N 30th Street, Five Wounds Lane and N 28th Street, before turning right to the west to travel underneath Santa Clara Street toward downtown San José.

The development site is currently characterized by large industrial uses which would be ultimately replaced by transit-oriented development after BART completion. During construction, staging would occur within the large station development property.

The following figure displays the station location in context, as well as the quarter and half mile radius of the station. In contrast to the high number of commercial and active uses within a short radius of the Downtown station, Alum Rock/28th St. station is largely surrounded by residential neighborhoods.

In addition to residential neighborhoods, there is a limited strip of commercial uses along Santa Clara Street and Alum Rock Avenue. As can be seen in the following aerial view, this commercial activity is generally one parcel deep on either side of the corridor. Several community-serving destinations are located further to the west (between 17th Street and 24th Street). These destinations include San José Community Middle and High Schools, Roosevelt Park, Roosevelt Youth Center, and East San José Carnegie Branch Library.

Neighborhoods within a half mile radius to the east of the station are separated from the station by US-101 which poses a substantial barrier to non-motorized access to the station itself. Neighborhoods to the east are generally characterized by lower median incomes than those closer to the downtown. Key destinations on the eastern side of the freeway include the Mexican Heritage Plaza on Alum Rock Avenue near King Road.

Areas within a half mile radius to the northeast of the future station are even more inaccessible from the station due to severance by US-101 as well as hostile conditions over the McKee Road overpass. Key origins and/or destinations in this area include the Anne Darling Elementary School and medium density housing.

Figure 16 Alum Rock/28th St. Station Location

Source: Nelson\Nygaard based on City of San José GIS files for BART extension tracks; aerial image from ESRI.

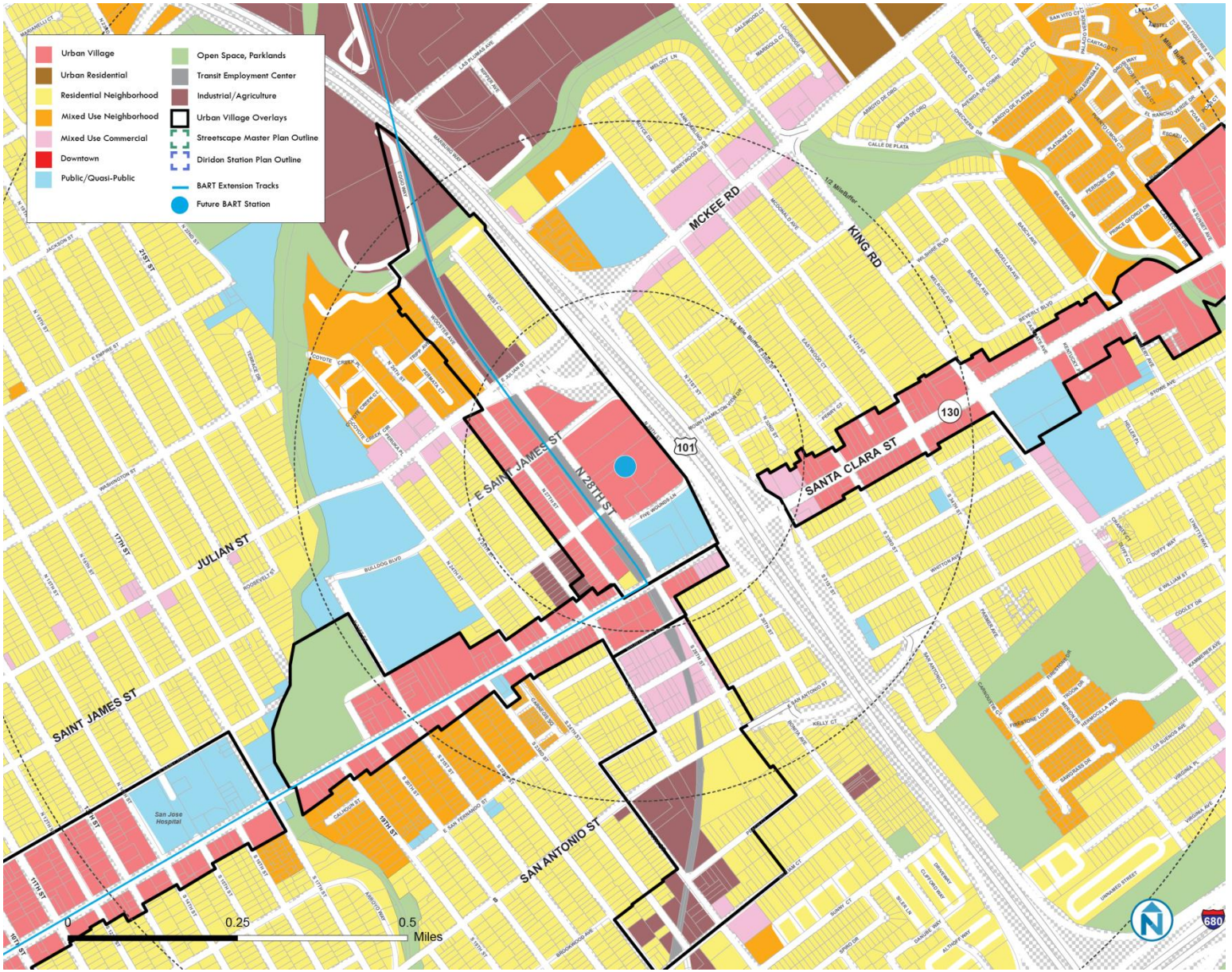
Land Use Zoning

As discussed above, existing land uses in the vicinity of Alum Rock are primarily residential neighborhoods with industrial uses around the rail right-of-way and neighborhood commercial development along Santa Clara Street – Alum Rock Avenue. Much of the area within a quarter-mile and half-mile radius of the future station is low-density residential neighborhoods and a considerable portion of the walkable radius is separated from the station by the US-101 freeway, which increases the effective walking distance and creates community severance impacts.

Future land uses are described in municipal zoning documents, urban village plans, and the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan as part of the Strong Neighborhoods Initiative (SNI). These documents were developed in consultation with the local community and various stakeholders. Plans that have been developed in the vicinity of the future Alum Rock station recommend higher density "urban village" development around the station site as well as along Santa Clara Street and Alum Rock Avenue. Five Urban Village Plans have been completed or are underway for the following areas:

- **Five Wounds**. This area includes the station and areas along US-101 to the north of Santa Clara Street. The area is centered on the station, which is envisioned as a town square, with maximum building heights that generally fall between 50 and 70 feet, but range from 40 feet next to existing residential areas to 120 feet in the transit employment zone between the station and US-101. A key feature of the urban village plan is the Five Wounds Trail open space corridor along the former rail right-of-way.
- **Roosevelt Park**. This urban village area is centered along Santa Clara Street to the west of the station as far as Coyote Creek. This area includes several public or quasi-public areas such as schools, public libraries and parks. Other areas are designated as urban village land uses with maximum building heights that range from 55 to 85 feet.
- **Little Portugal**. This area is centered along Alum Rock Avenue to the east of the station on the other side of US-101 and is slated to include neighborhood/community commercial and urban village uses up to a height of 50 to 70 feet. The urban village area also includes the Mexican Heritage Place which is a quasi-public land use.
- **24th and Williams**. This area is centered on the Five Wounds Trail to the south of the station. The area establishes mixed use commercial zones between 26th Street, Shortridge Avenue, 28th Street and Whitton Avenue, and new urban village zones in the vicinity of Five Wounds Trail between San Antonio Street and Sunny Court. Building height limits for these zones are set at between 55 and 65 feet while some residential zones within the area will have height limits of 35 feet.
- **East Santa Clara**. This area is focused along Santa Clara Street to the west of 17th Street. The draft plan proposes streetscape improvements along Santa Clara to create a more walkable district with higher density land uses along the corridor.

Figure 17 Alum Rock/28th St. Zoning



Source: Nelson\Nygaard based on City of San José GIS files for street network, parcel boundaries, BART extension tracks, and zoning

Circulation, Traffic and Parking

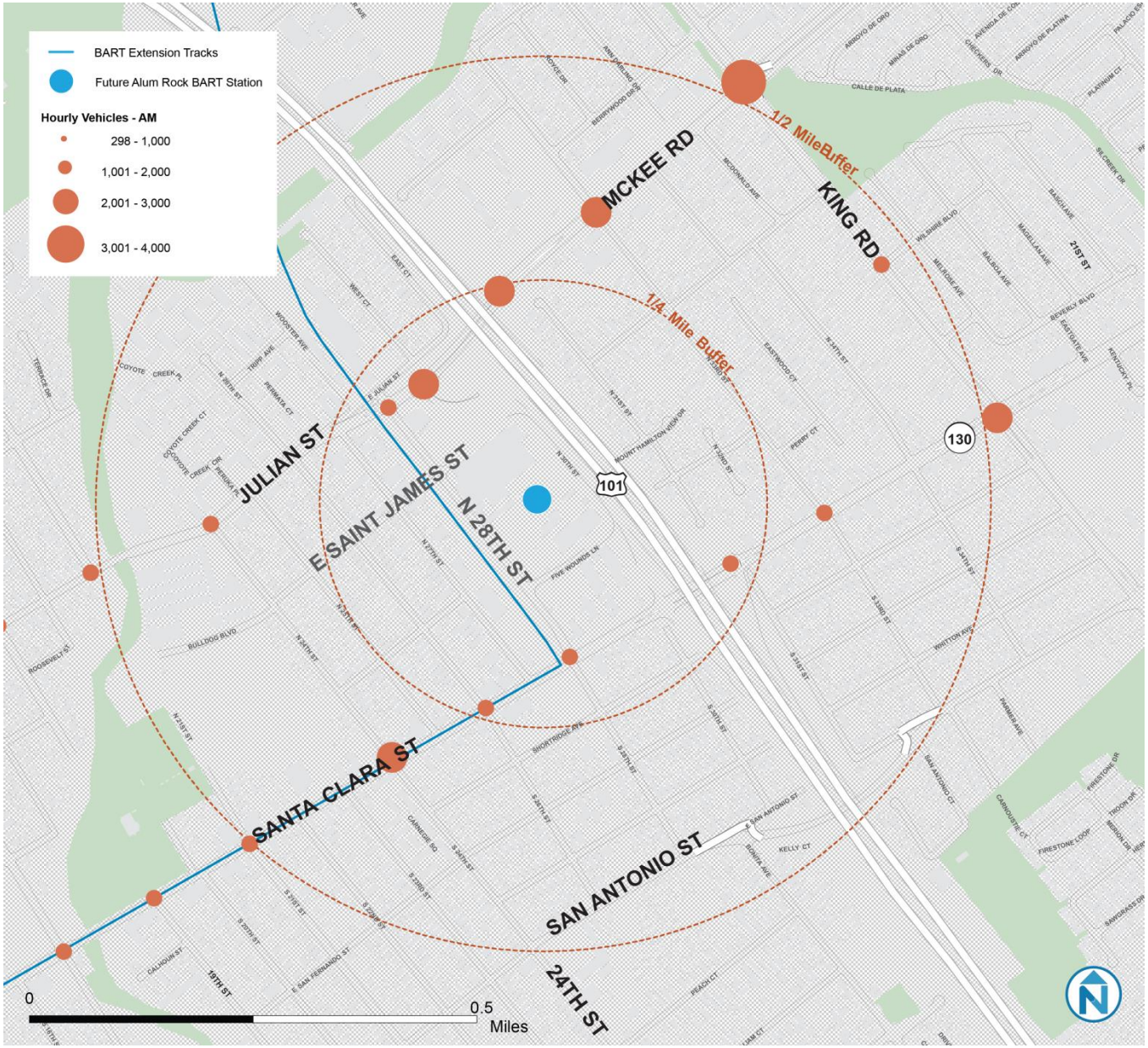
In contrast to the fine-grained grid pattern in the Downtown, the Alum Rock/28th St. immediate station area is currently characterized by industrial superblock street layout with limited access across US-101 at only the following locations:

- Santa Clara Street – Alum Rock Avenue, which carries 1,000 westbound vehicles per hour during the AM peak
- Julian Street – McKee Road, which carries 1,000 westbound vehicles per hour during the AM peak
- San Antonio Street, which is located further to the south and provides more local access over US-101

A fine grained grid pattern resumes in neighborhoods further from the station in each direction. This network of streets and paths is broken up by waterways such as the Coyote Creek and Silver Creek as well as corridors such as US-101 and the rail right-of-way. The street network and intersection traffic volumes are displayed in Figure 18.

Given the residential and neighborhood commercial character of the area, current parking supply includes on-street and off-street parking associated with low-density housing and local retail. An accurate inventory of parking supply within the area is not available, but approximate parking rates may be estimated based on City parking ratios and typical levels of provision for older land uses.

Figure 18 Alum Rock/28th St. Traffic Circulation



Source: Nelson\Nygaard based on City of San José GIS files for street network, parcel boundaries, buildings, BART extension tracks, curbs, and downtown parking data; traffic counts from city engineer (most data from single collection days for an hour between ~7:30am - 9am in Spring 2013 and Fall 2014).

Pedestrian and Bicycle Access

Few bicycle access facilities exist in proximity to the future BART station at Alum Rock/28th St.

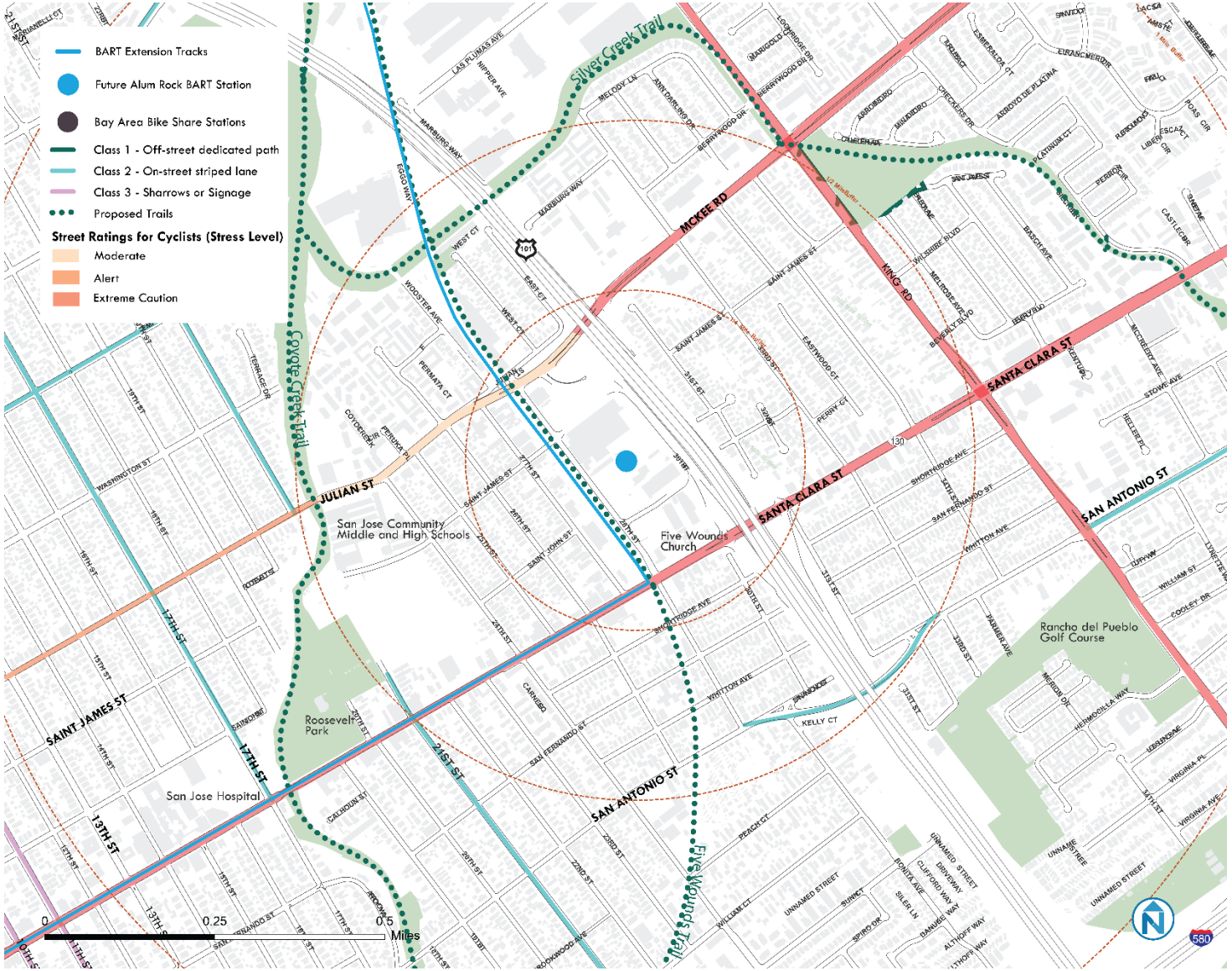
There are no high quality bicycle facilities in the east-west direction and key regional access routes along Santa Clara Street and Julian Street are characterized as high stress environments for cyclists. While low traffic residential streets provide some segments of calm parallel routes, they are interrupted US-101 and Coyote Creek, which pose significant barriers to bicycle movement in the east-west direction. This lack of continuity means that cyclists, who might prefer to use quiet neighborhood streets as parallel routes, are required to converge with motor vehicle traffic on high stress facilities at their most dangerous points across freeways and narrow bridges.

To the south of the study area, San Antonio Street provides a single east-west route across the freeway. At the freeway overpass, bicycle access is enhanced by bicycle lanes, however, bicyclist comfort is diminished by the need to share space motorized traffic in other portions of the street including a narrow bridge over the Coyote Creek. This freeway crossing point is also less attractive to some cyclists due to the relatively steep ascent to the overpass.

In the north-south direction, there are very few bicycle facilities. Bicycle lanes exist along 21st Street north of Julian Street and south of Santa Clara Street, as well as 17th Street north of Santa Clara Street. While these bike lanes are a good initial step, they are discontinuous and do not form part of a wider network of facilities suitable for people of different ages and abilities. In particular, there are almost no safe bicycle accommodations at the most dangerous points in the street network including intersections, high traffic volume streets, and freeway overpasses. Planned facilities along the Coyote Creek, Silver Creek, and Five Wounds Trails would improve bicycle access in the north-south direction with facilities that appeal to both commuter and recreational cyclists, however, these services would need to be complemented by a comprehensive network of interlinked bicycle facilities serving all sorts of destinations and users.

Existing bicycle facilities in the vicinity of the future BART station at Alum Rock/28th St. are displayed in Figure 19.

Figure 19 Alum Rock/28th St. Bicycle and Pedestrian Access



Source: Nelson\Nygaard based on City of San José GIS files for street network, building footprints, BART extension tracks, Bay Area Bike Share stations, and bicycle network; street ratings for cyclists (stress level) comes from Santa Clara Valley Bikeways Map.

Transit Access

Currently several transit services operate in the vicinity of the future Alum Rock/28th St. BART station. Services along Santa Clara Street and Alum Rock Avenue include some of VTA's high ridership and high frequency bus routes #22, 23, 323, and 522. This corridor is currently under development for a future bus rapid transit line, which will provide high speed service along the corridor, with a station at Santa Clara Street and 24th Street.

To the north of the station, an additional local bus service #64 operates along Julian Street and McKee Road.

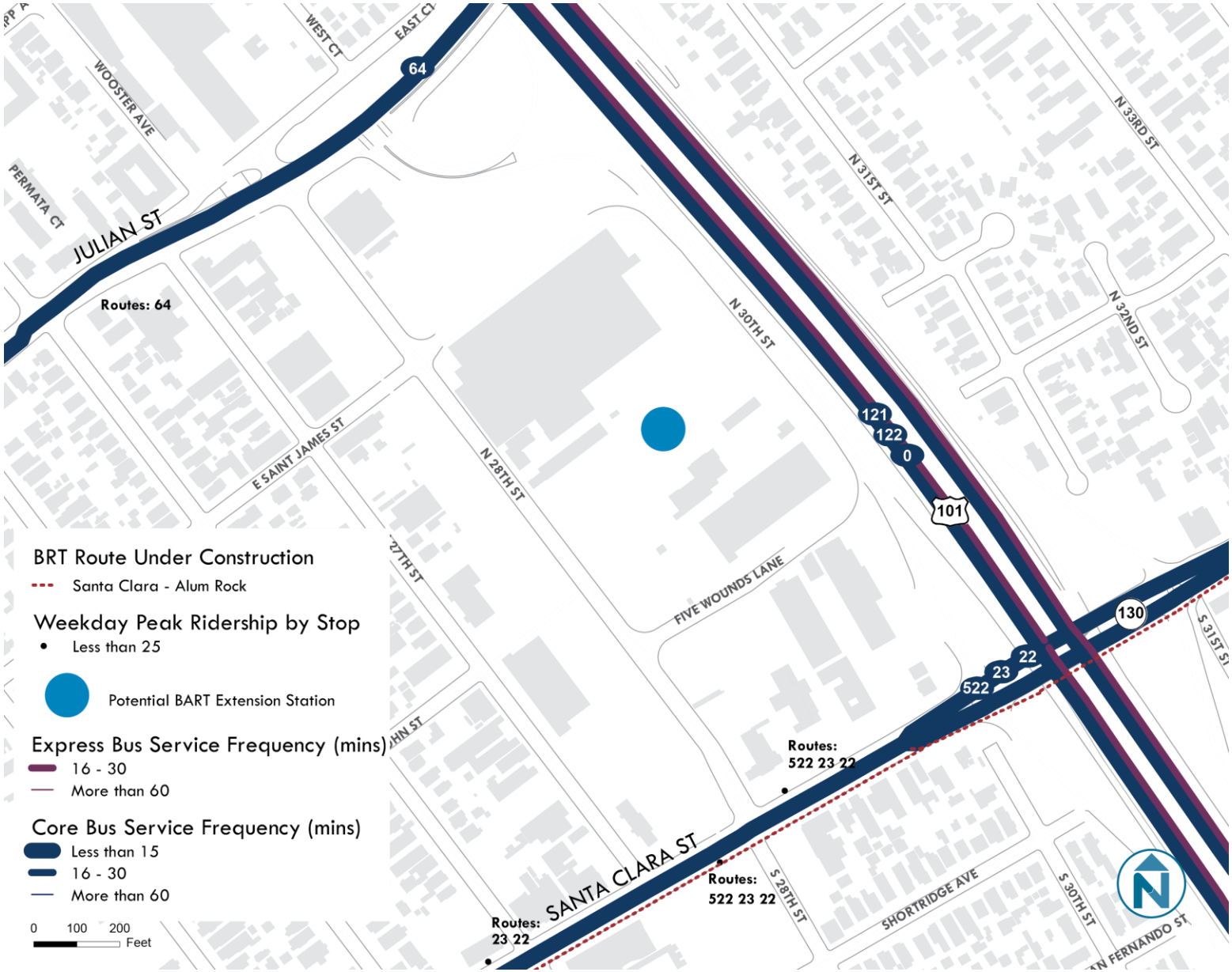
Figure 20 Transit Services Adjacent to Future Alum Rock/28th St. BART Station

Route	Description	Weekday Frequency	
		Peak	Off-Peak
Core Network			
22	Palo Alto Transit Center to Eastridge Transit Center	12	12
23	De Anza College to Alum Rock Transit Center via Stevens Creek	12	12
323	Downtown San José to De Anza College	15	15
522	Palo Alto Transit Center to Eastridge Transit Center	15	15
Local Network			
64	Almaden LRT, McKee and San José	30	30

Source: VTA 2015

Figure 7 is the current proposed station area planning diagram for the Alum Rock/28th St. BART station. Of note, parking is planned for this station, as well as access for passenger drop off, transit vehicles, bicycles, and pedestrians.

Figure 21 Alum Rock/28th St. Transit Transfers and Connections



Source: Nelson\Nygaard based on City of San José GIS files for street network, building footprints, and BART extension tracks; VTA data for ridership (4-7pm for September 2014).

3 CHARRETTE INPUT

More than 50 attendees participated in the walking audits of areas around future BART stations in Downtown and Alum Rock/28th St. These participants provided feedback and input through charrette boards, group presentations, and discussions. This feedback is presented below:

DOWNTOWN

Several themes emerged from the workshop in relation to station access and station area planning at Downtown San José station.

Station Location

During the walking audit, participants provided clarification of the proposed station locations and associated entrance options, which had changed from that illustrated in previous planning forums. Current alternatives under consideration by VTA are located along Santa Clara Street between Market Street and 3rd Street (the west option), and between 2nd Street and 4th Street (the east option).

Most participants indicated that the west station option was preferred because it better connected to other transit services and placed passengers and new pedestrian activity in the heart of the downtown rather than at the edge.

On the other hand, a number of participants raised questions regarding potential overlap between the catchment for this location and a future Diridon BART station, and therefore whether better coverage could be achieved by adopting the east station option.

Decision Making Process and Criteria

Charrette participants expressed a desire for more clarity and transparency on VTA's decision-making criteria and processes with respect to the siting and design of stations, entrances, and other key transit-related investments.

In relation to key investment decisions such as station location, attendees also indicated that the long-term vision, functionality and integration of the station in the urban fabric should be weighted more heavily than construction-stage issues and costs.

Collaborative Process

Participants expressed gratitude for the opportunity to participate in the charrette process and interact with key stakeholders. They requested a collaborative and innovative process for determining station and station entrance location alternatives be continued. In particular, participants suggested the need for stakeholder discussion regarding tradeoffs between different alternatives, and identification of funding sources for elements that are a high priority to the city and community.

Entrance Placement

Participants noted the importance of station entrance placement to the connection between BART and the city in enhancing wayfinding, orientation, sense of place, and perceived or actual safety and security both above and below ground. Key considerations that were discussed in relation to entrance placement include the following:

- eliminating dead zones[2] underground
- creating active spaces above and below ground
- allowing passengers to maintain a continuous direction as they exit from platform to concourse to street
- building upon and supporting existing nodes of pedestrian and retail activity along 1st Street, 2nd Street, and San Pedro Street
- reinforcing connections between different transit services.

Participants generally favored the use of Santa Clara Street and Fountain Alley for downtown entrance locations serving a station centered at 1st Street and Santa Clara Street.

Street Design

Charrette participants highlighted a number of features that were considered important in enhancing pedestrian experience. These features include the following:

- wider sidewalks
- traffic calming along high volume streets
- trees and shade
- protected bicycle facilities
- entrances/exits on Santa Clara Street

Some participants indicated that it would be appropriate to eliminate some left turn lanes in order to provide more space for BART station entrances.

Participants discussed the importance of paseos and pathways in providing a high level of pedestrian network connectivity. On the other hand, drug-related activity along some paseos and dull urban design along others highlights the importance of designing paseos to be vibrant, active and interesting spaces.

Parking and Connectivity

Many participants commented on the very large amount of parking in the downtown area and the potential to redevelopment surface parking lots such as that adjacent to Fountain Alley and the back of the Mitchell block for more high intensity uses.

Bicycle Access and Feeder Transit Connections

Participants also emphasized the importance of connecting BART to other modes of transportation. Transfers to other transit services should be visible and intuitive when exiting BART stations. Amenities to encourage bike access to and from the station are also important

[2] Dead zones are passageways or spaces with no active land uses, no shop frontages, and views that are terminated by blank corners rather than views of active station areas or light from the street level

including a network of high quality bicycle facilities around the station as well as a bike share pod and bicycle parking including racks and secure bicycle lockers at the station.

Land Use

Attendees noted the importance of developing intensely around station entrances. In addition, some suggested that a mix of commercial and housing development would allow for 24-hour presence near stations.

Viewsheds and Wayfinding.

Participants noted the importance of visual cues and inherent wayfinding. Iconic buildings are inherent wayfinding tools, and can be used an enhanced to provide visual cues and orientation. Participants also argued that stations should feel like places.

Participants recommended that the future station entrance at Fountain Alley should maintain a viewshed of the transit connections on 1st and 2nd Streets, and some recommended that the entire block between 1st Street, Santa Clara Street, 2nd Street and Fountain Alley be treated like a subway with integrated transit signage, wayfinding and information.

Participants noted that in some areas such as west side of San Pedro Street, urban design features (like gateway treatments, café seating, and varied building forms) enhanced sense of place and pedestrian activity. In other places such as parts of the Paseo de San Antonio, the east side of San Pedro Street, and 2nd Street north of Santa Clara Street, urban design reduced the attractiveness of the area for pedestrians. Features that were identified as contributing negatively to walkability included: long blank walls at eye height, poor quality materials, wide buildings with few openings, reflective glass, wide driveways and a lack of retail activity.

ALUM ROCK/28TH ST. STATION

Several themes emerged from the walking/biking audit and workshop focused on station access and station area planning around the future Alum Rock/28th St. BART station.

Pedestrian Access and Street Design

The most prevalent issue that emerged in workshop conversations regarding Alum Rock/28th St. Station related to concerns about pedestrian and bicycle access to the station. Participants emphasized the need to make the new station area walkable and bike-friendly.

Many participants commented on the need for safe, convenient non-motorized transportation connections between BART and neighborhoods east of US-101 to the BART station. Specific concerns included the large “pork chop” and slip lane on Julian Street near Wooster Street; narrow sidewalks along Julian Street over US-101; and very long crossing distances at freeway on and off ramps. Other street design issues relating to walkability included a lack of trees for shading and comfort; dark nighttime conditions along 31st Street; a lack of pedestrian-scale lighting on Santa Clara Street; and concerns about walkability throughout the BART station area.

Participants appreciated the character of establishments along Santa Clara Street and wished to ensure that these businesses were supported by more walkable street design.

Bicycle Access

Bicycle access was a prevalent concern among participants. As with pedestrian access, participants expressed dissatisfaction with the lack of safe and convenient bicycle facilities over US-101 at both Julian Street and Santa Clara Street.

Participants also recommended the development of the Five Wounds Trail as a multiuse path with direct connection to BART from the north and south.

They also expressed concern about the quality of cycling conditions along Santa Clara Street, and they supported the idea of creating a parallel non-motorized route to connect Alum Rock/28th St. station area with Downtown San José.

Transit Connections.

Participants noted the importance of connecting the future Alum Rock/28th St. BART station to current and future transit services including the VTA routes 522/22 and 323/23 along Santa Clara Street and route 64 along Julian Street.

Participants expressed a strong preference for development of a BRT station at Santa Clara and 28th Street in the vicinity of the Five Wounds Trail.

Vehicle Access and Parking

Attendees discussed vehicle circulation, access, and parking that would not pose difficult challenges for other modes of transportation.

Particular attention was given to minimizing the negative impacts of automobiles on neighborhoods.

Parking Management

Many participants highlighted issues relating to parking management at the BART station as well as the surrounding area.

Some participants questioned the need for such a large parking structure at the future BART station, and recommended that the VTA design parking supply based on policy choices about access mode split rather than facilitating projections of auto-orientation.

Some participants recommended that smaller dispersed parking garages would be preferable to a large centralized parking because it would allow for phased construction that more closely aligned with demand.

Many participants also suggested shared use parking arrangements to maximize parking efficiency and minimize the need for new parking supply.

Participants raised concerns about potential spillover parking from the BART station into neighboring areas. Some suggested exploring a residential parking permit program to prevent potential spillovers to the neighborhood.

Character

Many participants commented on the importance of the Five Wounds Church to the character and history of the area. Other features that participants highlighted as important include the railroad tracks, residential and industrial character of area, and existing businesses.

Participants emphasized the importance of considering these elements and vistas in area planning. For example, views of the Five Wounds Church are currently blocked in both directions by large billboards. This is shown in the images below.

Participants also expressed strong support for design and development of the Five Wounds Trail in a manner that retained views of the church as well as railway related artifacts or infrastructure.

Figure 22 Billboard-affected vistas of Five Wounds Church from the west (top) and east (bottom)

Business Success and Community Character

Participants noted their desire to encourage the success of existing businesses on Santa Clara Street, and preserve the existing character of the area including some production or light industrial uses around the station. Some participants express concern that economic development meet the needs of new populations living and working in the area. Others expressed a desire to animate the Alum Rock area, and prevent displacement of residents and commercial businesses.

4 RECOMMENDATIONS

Recommendations relating to San José BART station access are categorized below in terms of those that relate to the future Downtown station, Alum Rock/28th St. station, and more general recommendations.

DOWNTOWN SAN JOSÉ

Key recommendations that relate to the Downtown BART station are outlined below:

Focus on the West Station Option

The current BART proposals offer one of two potential downtown locations along Santa Clara Street either between Market and 3rd Streets (west option), or between 2nd and 4th Streets (east option). The quarter mile radius around the west option offers access to opportunities for the most intense uses within the Downtown area. Meanwhile, the quarter and half mile radius around the east option primarily serves lower density neighborhoods, which is not typically conducive to high transit ridership or urban placemaking.

To capitalize on existing transit assets, downtown jobs, and commercial spaces, the west option is the preferred station location. This location is also preferable from the perspective of potential for successful economic development along access routes as well as enhancing regional transit connections.

Determine Priority Station Entrance Locations and Characteristics

Figure 23 illustrates preferred entrance locations for the west option, as well as additional suggested entrance location options. The final entrance locations, number, quality and characteristics should be determined through further analysis. The following entrance locations are recommended for further analysis:

- A new westbound entrance along the northern side of Santa Clara Street between Market Street and San Pedro Street would strengthen the connection to jobs and retail activity in the San Pedro Square Market area. This entrance could be achieved by extending the sidewalk into the parking lane to create a bulb-out and to allow additional space for pedestrians to comfortably access and egress the station in this pedestrian rich area.
- At least one southbound entrance along Market Street south of Santa Clara Street would provide access to new employment nodes within the Downtown. An entrance on the west side of the Market Street is of secondary importance.
- A southbound entrance on 2nd Street is important in providing connections to Downtown destinations and transit connections along 1st Street and 2nd Street. Preferably, this entrance could be accommodated in the sidewalk on the west side of the street if a

contingency were in place to require an additional setback for future redevelopment of the parking lot.

- A new entrance could be located within Fountain Alley with a caveat that future development include active below-ground uses in this location. This entrance would serve transit connections along 1st and 2nd Street and function as part of a transit hub with consistent transit and wayfinding cues. Active uses are recommended to address safety and security concerns.
- Eastbound entrances along Santa Clara Street east of 2nd Street would be important for connecting to San José State University, City Hall and nearby residential neighborhoods.
- Northbound entrances along 2nd Street, 3rd Street and the Mitchell block alley would provide access to the north. The 3rd Street entrance could be accommodated within the sidewalk and VTA facilities parcel. The 2nd Street entrance should align with the paseo between 2nd and 3rd Streets.

Figure 23 Downtown San José Entrance Locations Sketch

Several development opportunities are associated with the proposed entrance locations. For the location within the Mitchell block, the parking lot is a prime opportunity for development. Demolition and redesign of the brick building along Santa Clara Street could allow for a more interesting street frontage that takes advantage of pedestrian flows expected as a result of BART. It could also provide a construction staging area for the BART development. Development of the

Mitchell block as well as the 2nd Street surface parking lot should feature short block lengths, paseos, active uses along street and paseo frontages, and other features discussed in relation to urban design.

Designate Santa Clara, 1st and 2nd Streets as Transit-Priority Routes

Based on charrette input, existing conditions, and geometric constraints, it is recommended that the City of San José adopt a strategic approach to modal hierarchy along different streets within the study area. The recommended modal hierarchy is illustrated in Figure 24.

As seen in Figure 15, Santa Clara, 1st and 2nd Street are corridors that connect to the larger region and serve key regional transit routes including VTA core bus routes #522/22, 323/23, 181, and VTA light rail routes #901, and 902. These streets are therefore logical corridors to serve as transit priority routes. 1st and 2nd Street already serve as transit malls with fixed light rail infrastructure and services.

Figure 24 Modal Hierarchy in the Downtown Station Area

Assess Potential Center-Running Transit Lanes on Santa Clara St

The Downtown segment of Santa Clara Street plays a pivotal role in relation to within this transit priority route and affects the performance and reliability of transit throughout the County as part of proposed bus rapid transit (BRT) projects along El Camino Real, Santa Clara Street and Alum Rock Avenue. For this segment, the City should assess the potential to implement transit priority using dedicated, center-running dedicated transit lanes.

A potential streetscape design for dedicated transit lanes as well as BART entrances along Santa Clara Street is illustrated in Figure 25 through Figure 27. These facilities could be accommodated through lane conversion and the elimination of some left turns. Bike lanes would be accommodated on the two parallel routes of Saint John Street to the north and San Fernando Street to the south.

Figure 25 Downtown San José Streetscape Design Feasibility Sketch

Figure 26 Potential Cross Section for Santa Clara Street between 1st and 2nd Streets

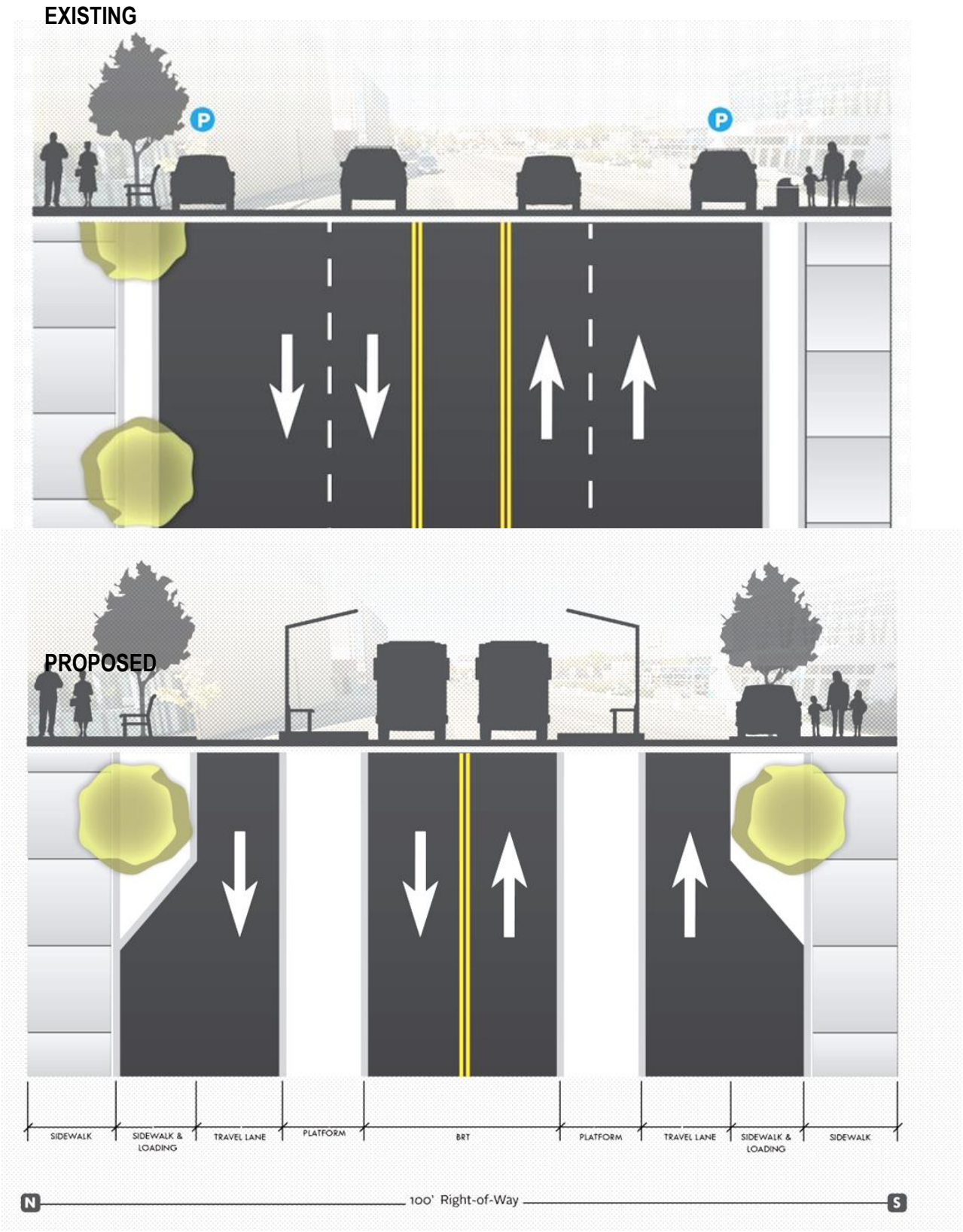
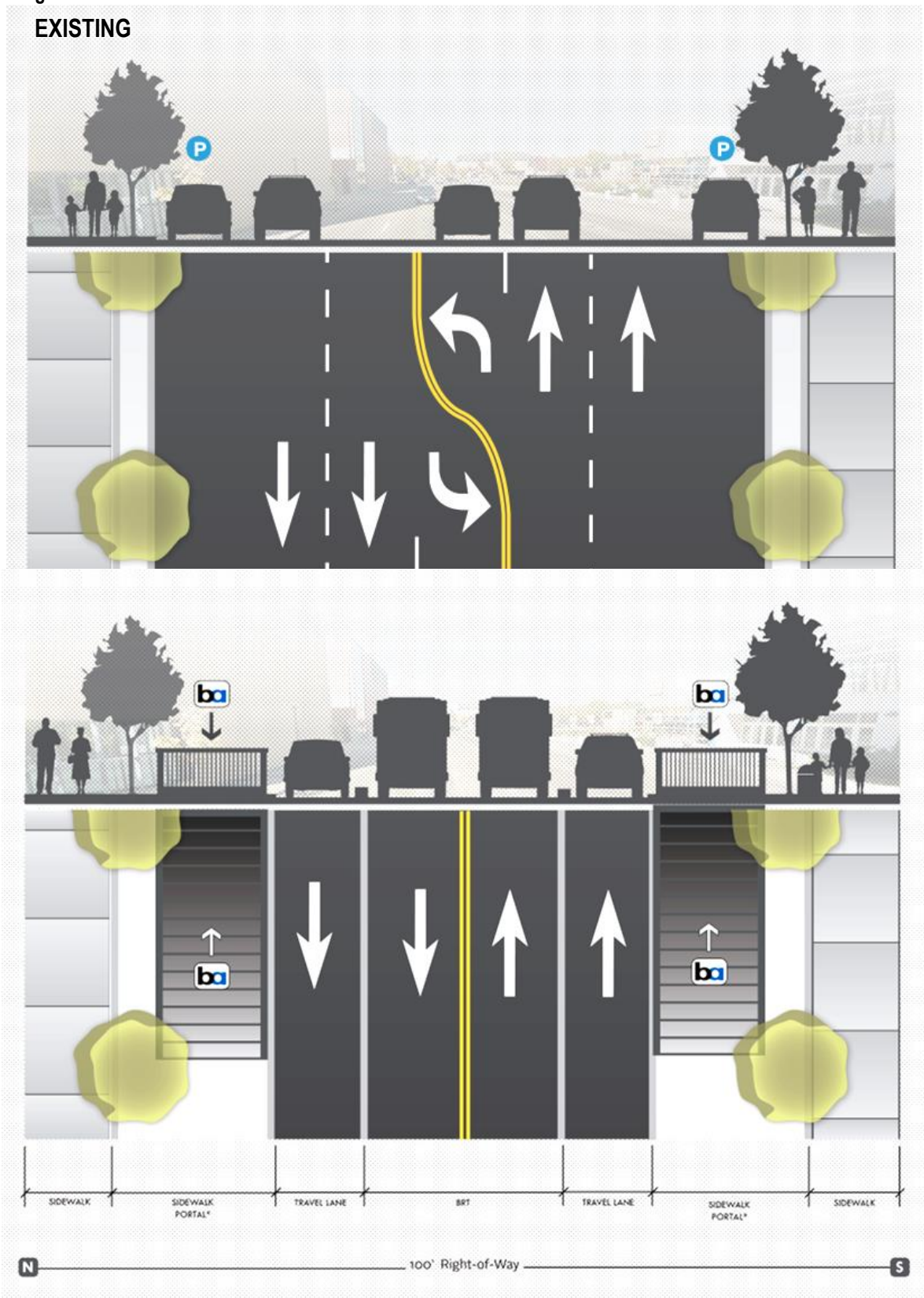


Figure 27: Potential Cross Section for Santa Clara Street between 2nd and 3rd Streets



Designate Bicycle Priority Routes

In order to enhance bicycle access to BART, bike priority should be encouraged along Saint John Street, San Fernando-San Antonio corridor, as well as 3rd and 4th Streets and Almaden Boulevard. With limited upgrades and improvements, these routes show the greatest promise as priority bike routes in the Downtown station area.

Given the spatial constraints along Santa Clara Street and the need to provide improved bicycle access in all directions, it is recommended that parallel routes be selected as bicycle priority routes. These routes should provide safe, direct, convenient, and high quality bicycle access to a variety of destinations including employment, educational institutions, and housing. They should also feature conditions that are amenable to a wide range of cyclists including avid cyclists, less experienced cyclists, and children. Recommended improvements associated with these routes are discussed below:

Saint John Greenway

Saint John Street provides pleasant east-west connectivity through some low traffic and residential portions of the city, however bicycle amenity is compromised by discontinuous conditions near Market Street and a lack of thoughtful accommodation of bicycles in other segments. In order to serve as an effective bike route, bike lanes should be installed within the downtown including an improved connection under the 85, slip lane removal at Market Street, and back-in angle parking adjacent to Saint James Park. Other improvements to the east are discussed in relation to Alum Rock/28th St. station.

San Fernando Street, San Antonio Street and Paseo San Antonio

The San Fernando-San Antonio corridor already features a number of bicycle assets including connections to and across the heart of Downtown San José and San José State University, access to the Guadalupe Trail and across the 87 in the west, and access across the Coyote Creek Trail and even US-101 in the east. Further improvement of this route for cyclists could include improved crossings under the 87 freeway as well as the Coyote Creek bridge.

3rd and 4th Streets

Buffered bike lanes have already been installed along 3rd and 4th Streets, and parking protected bicycle lanes have been installed along portions of 4th Street. In September 2015, buffered bike lanes along 3rd Street were also extended to the south under the I-280. Bicycle priority treatments along these routes should address the safety and continuity of facilities along street through intersections.

Focus Pedestrian Improvements on Transit and Retail Streets

The final element of modal hierarch encompasses targeted pedestrian priority treatments. These pedestrian improvements should occur on existing transit priority routes and retail streets. It is essential to also ensure good urban design and building form along pedestrian routes. Good urban design includes human scaled elements, activity at eye-level instead of blank walls, transparent rather than reflective glass, quality materials, and trees for shade and comfort.

Integrate City and Transit Wayfinding

In order to enhance wayfinding to and around the station area, an integrated approach to wayfinding should be implemented. This topic is being explored further through a parallel effort with the City of San José. In relation to BART station access, key wayfinding elements include:

- providing orientation by allowing people to exit from the transit station in a consistent direction
- enhancing vistas of key landmarks and multimodal corridors along access routes and upon exit from the station
- encouraging consistent, highly visible (i.e. not silver on silver) transit-related signage within the Fountain Alley / Bank of America block
- integrating wayfinding information and maps between the various transit providers, the city and other agencies such as Bay Area Bikeshare and San José State University
- providing regional orientation and information on transportation connections to other destinations across Silicon Valley and the Greater Bay Area

Optimize Views of the Bank of America Building

Part of effective wayfinding for the area is optimizing on visual assets and viewsheds. In the case of the future Downtown BART station, the most iconic landmark associated with the station is the historic Bank of America building located on the corner of 1st Street and Santa Clara Street. As the City undertakes streetscape planning and permits development, views of this iconic building should be preserved in order to enhance local identity and integrated wayfinding. In particular, views of the building should be optimized at entrance locations and along multimodal BART access routes such as streets and interstitial paths within a quarter mile radius of the station.

Figure 28: View of the Bank of America building from Fountain Alley

Amend Downtown Parking Requirements

The shift toward more walkable, transit-oriented environment around the Downtown BART station area should be reflected in parking requirements that reflect a more urban and multimodal character.

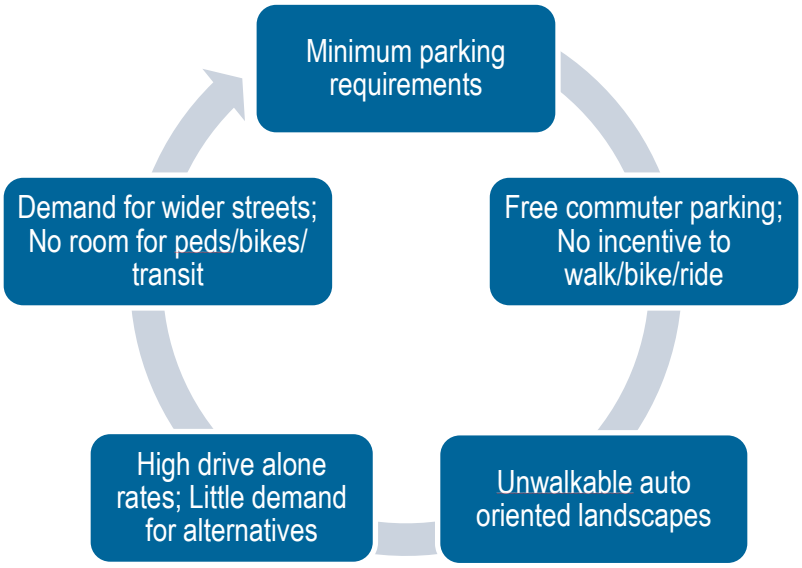
Excessive amounts of underpriced parking within Downtown San José detract from walkability by disrupting street frontage with driveways, diminishing the quality of urban design through unsightly or inactive facilities at eye height, severing activity zones within the city, and increasing walking distances between destinations. An excess parking supply is driven by minimum parking

requirements, which were based on historic, observed parking demand in suburban, single-use areas with little to no transit and ample free parking. As shown in Figure 29, these requirements tend to result in a self-fulfilling cycle of automobile dependency which is counterproductive in a transit-rich, urban area.

In order to encourage more human scaled urban design and more multimodal travel patterns, minimum parking requirements should be reduced or eliminated in the Downtown, and the City should consider imposing maximum parking requirements.

Additionally, the City should adopt an areawide approach to parking management that considers all parking within the Downtown as a shared resource and that implements variable pricing and travel demand management (TDM) strategies to maintain peak parking utilization rates of 85% across all parking facilities and block faces in the Downtown.

Figure 29: Cycle of Parking Requirements and Impacts



Enhance the Property Based Improvement District (PBID)

Some parking and TDM strategies that support transit and business success in the area could be implemented through the Downtown Property Based Improvement District (PBID) that was formed in 2007. These strategies could include areawide incentive tools, such as a parking cashout program, universal transit passes for employees and residents, membership to bikeshare and carshare programs, and improvements to sidewalks, streetscape, bike facilities and lighting.

ALUM ROCK/28TH ST.

Many community members and stakeholders have been deeply involved with the Alum Rock area as seen with the Strong Neighborhood Initiative, Urban Village Plans, and CommUniverCity efforts. We encourage capturing the momentum and spirit behind these plans, and to integrating past and ongoing work with existing plans. Key recommendations that relate to the Alum Rock/28th St. BART station are outlined below:

Locate Station Entrances to allow Station Egress in a Continuous Direction

In order to improve orientation as passengers exist the train platform to the street, the platform exits, faregates, and street exits should allow for movement in a continuous direction between the platform and street. Additionally, the southern exit should be oriented to allow unobstructed views of Five Wounds Church and Santa Clara Street as passengers exit to the south.

Designate Santa Clara Street as a transit-priority route

As with the Downtown station area, the City of San José should adopt a strategic approach to modal hierarchy along different streets within the study area. The recommended modal hierarchy for streets within the station area is illustrated in Figure 30.

Within this hierarchy, Santa Clara Street – Alum Rock Avenue is the logical transit priority route and therefore street design should optimize for transit service and pedestrian access to transit.

Figure 30: Modal Hierarchy in the Alum Rock/28th St. Station Area

Locate a BRT station at 28th and E Santa Clara Streets

Santa Clara Street is currently under construction as a BRT corridor, which will support the success of the route as a transit priority route. Currently, however the closest planned station is at Santa Clara and 24th Streets, which would require a four block walk to connect to the future BART station at Alum Rock/28th St. In order to improve the success of the station area, BART, and regional transit performance, it is recommended that a BRT station be built at Santa Clara and 28th Street to connect easily to the future BART station.

Develop Five Wounds, Silver Creek, and Coyote Creek Trails

As displayed in Figure 30, priority bike routes within the station area include a number of multiuse trails as well as potential on-street facilities. Multiuse trails with potential to enhance BART access and non-motorized amenity within the station area include Five Wounds railroad right-of-way, Silver Creek Trail, and Coyote Creek Trail.

Five Wounds Trail

Five Wounds Trail would provide critical north-south access that connects directly to the BART station. It is recommended that design of this trail should emphasize views of the Five Wounds Church and retain historic elements such as railroad crossings or paraphernalia. Clear right-of-way should be communicated where the trail meets city streets, and bicycle priority treatments such as raised crosswalks and stop signs should be installed at minor streets such as Shortridge Avenue, San Fernando Street and Whitton Street. At major intersections, such as Santa Clara Street and Julian Street/McKee Road, enhanced bicycle and pedestrian crossings should be implemented.

Coyote Creek Trail

The Coyote Creek Trail provides access to important destinations such as San José Community Middle and High Schools, and Roosevelt Park and Community Center. As with the Five Wounds Trail, attention should be paid to enhancing non-motorized safety at street crossings (such as Julian Street) and maximizing connectivity through linkages and pedestrian-bike bridges as perpendicular streets, most particularly including Saint John Street.

Silver Creek Trail

The Silver Creek Trail would also contribute positively to station area bicycle access. Key features of this trail should include safety improvements at street crossings, a seamless connection to bicycle facilities along Saint James Street (east of US-101), and pedestrian-bicycle bridges in key locations such as the vicinity of Saint James Street.

Designate Bicycle Priority Routes

In addition to the multiuse trails discussed above, a number of on-street facilities are recommended as designated as priority bicycle routes. These routes would provide high quality bicycle access between BART and other areas of San José for bicyclists with a range of abilities.

Saint John Greenway

Firstly, continuation of the Saint John Greenway in the Downtown area should be facilitated by four key improvements. Firstly, there is a need for on-street bicycle facilities such as bike lanes, advisory bike lanes or sharrows along the length of Saint John Street between Downtown and Alum Rock. Secondly, in the vicinity of 17th Street, a new pedestrian/bike (only) bridge across the Coyote Creek would provide critical access across what is currently a barrier to non-motorized access and safety in the area. This bridge would link the on-street facilities with the proposed Coyote Creek Trail, Roosevelt Park and the Middle and High School. To the south of the school sports facilities, a new pedestrian/bike easement across school district land is recommended to allow a continuation of the greenway to Saint John Street in the east. And finally, between 27th Street and 28th Street, a new easement between two potential development sites would facilitate the final approach to the new BART station.

San Antonio Street

A second east-west corridor is recommended along San Antonio Street between San José State University and neighborhoods to the east of US-101. Development of this corridor would require further investigation of elements such as traffic calming features, expansion of the Coyote Creek Bridge at San Antonio Street, bicycle friendly intersection improvements at King Street and other locations, and enhanced bike lanes over US-101.

101 Overpass on Santa Clara Street

One of the most challenging points within the bicycle network is the Santa Clara Street overpass across US-101. For this reason, a critical piece of non-motorized access to the future BART station is the provision of safe crossing options over US-101. In addition to the southern access at San Antonio Street, a multiuse path or robust on-street bicycle facilities should be provided between 28th Street and 31st Street, with bicycle friendly intersection improvements at the intersections of Santa Clara Street/28th Street and Santa Clara Street/31st Street. These improvements would reflect the type of bicycle facilities available at these locations, but could include elephant print striping through the intersection, bicycle boxes, and mixing zones or modified protected (Dutch) intersection treatments. A very preliminary streetscape concept for this segment is shown in Figure 31.

Improve Non-Motorized Access via McKee Road

Another challenging road segment for pedestrian and bicycle access to the future BART station is the McKee Road crossing of US-101. In this location, squaring off and narrowing the excessively wide off-ramp lanes would substantially improve non-motorized access across the overpass. Other recommended improvements include removal of the slip lane at Wooster Street, and installation of high visibility pedestrian and bicycle crossings at the intersection of 28th Street and McKee Road. These improvements are illustrated in Figure 32.

Investigate a Potential Pedestrian/Bike Bridge over US-101

In addition to overpass improvements, the City may wish to investigate the advantages and disadvantages of a potential pedestrian/bike bridge over US-101 between the future BART station and E Saint James Street .

Figure 31 Preliminary Streetscape Design Concept for Santa Clara Street Overpass

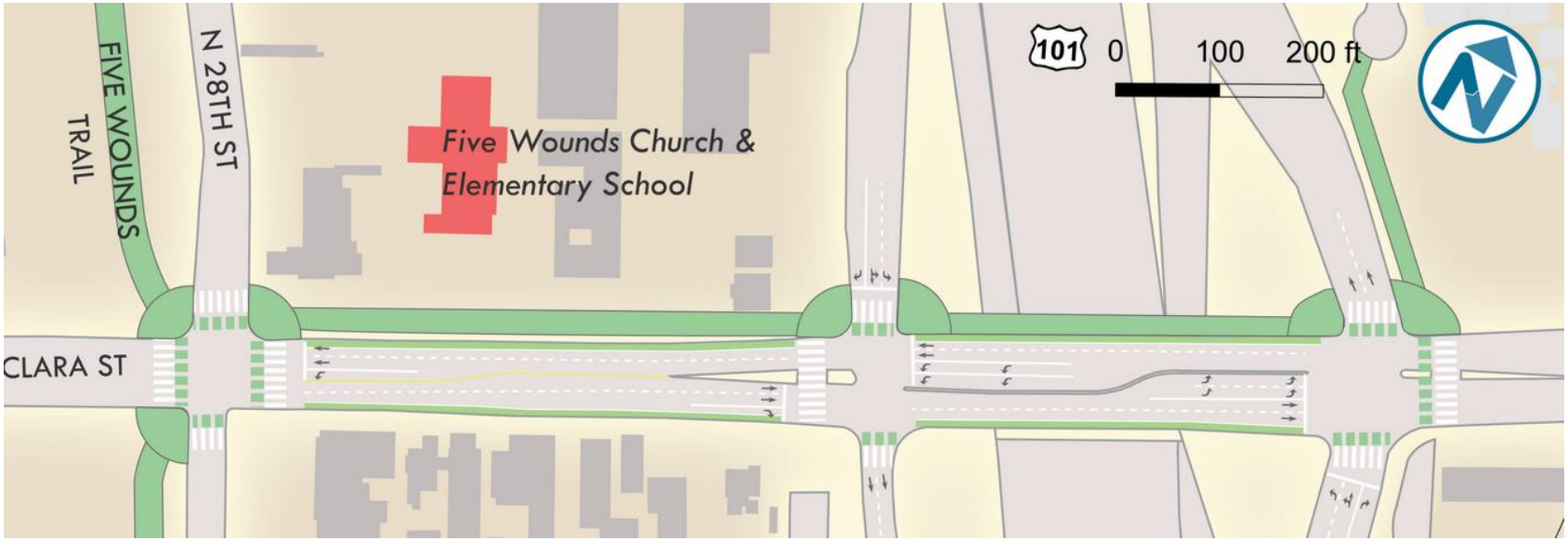


Figure 32 Preliminary Streetscape Design Concept for Julian/McKee Road Access

Integrate City and Transit Wayfinding

As discussed in relation to the Downtown San José station, integrated wayfinding is an important element of multimodal access to Alum Rock/28th St. station. This strategy entails integration of information between different transit agencies as well as integration with a more city-wide or regional perspective on destinations that may be reached from Alum Rock/28th St. station.

Optimize Views of Five Wounds Church at Entrances and Access Routes

Five Wounds Church is a valuable historic asset, an important identity-building element, and a potential wayfinding tool for the future BART station. For this reason, streetscape planning and permitting of elements such as buildings and billboards within the station area should aim to restore and preserve views of this landmark. Currently views of the church are severely compromised by unsightly billboards to both the east and west of the building. As the Five Wounds Trail is developed and buildings are permitted within the urban village areas, views of the church should be considered and preserved.

Encourage Building and Urban Design that Reflects Local History

New developments in the vicinity of the Alum Rock/28th St. BART station should also reflect and respond to the local history and design aesthetic of the area. More general urban design considerations are discussed further in the following section on General Recommendations.

Capitalize on the Existing Social Capital and Incentivize Local Retail Businesses

Currently, many small, locally-serving businesses operate along Santa Clara Street, Alum Rock Avenue, and the light industrial area of Five Wounds. These businesses play an important role in providing jobs, economic vitality, and local identity within the area. For this reason, the City should examine zoning requirements, permitting processes, and other systems to ensure that local small businesses are incentivized rather than discouraged as the area develops.

Locate the Plaza to Maximize Pedestrian Activity

An important element of the station area design is the presence of a plaza, which was recommended by community members through a number of planning processes. This plaza should be located to maximize pedestrian activity including retail activity, and paths of travel between retail, transit, work, homes, and parking.

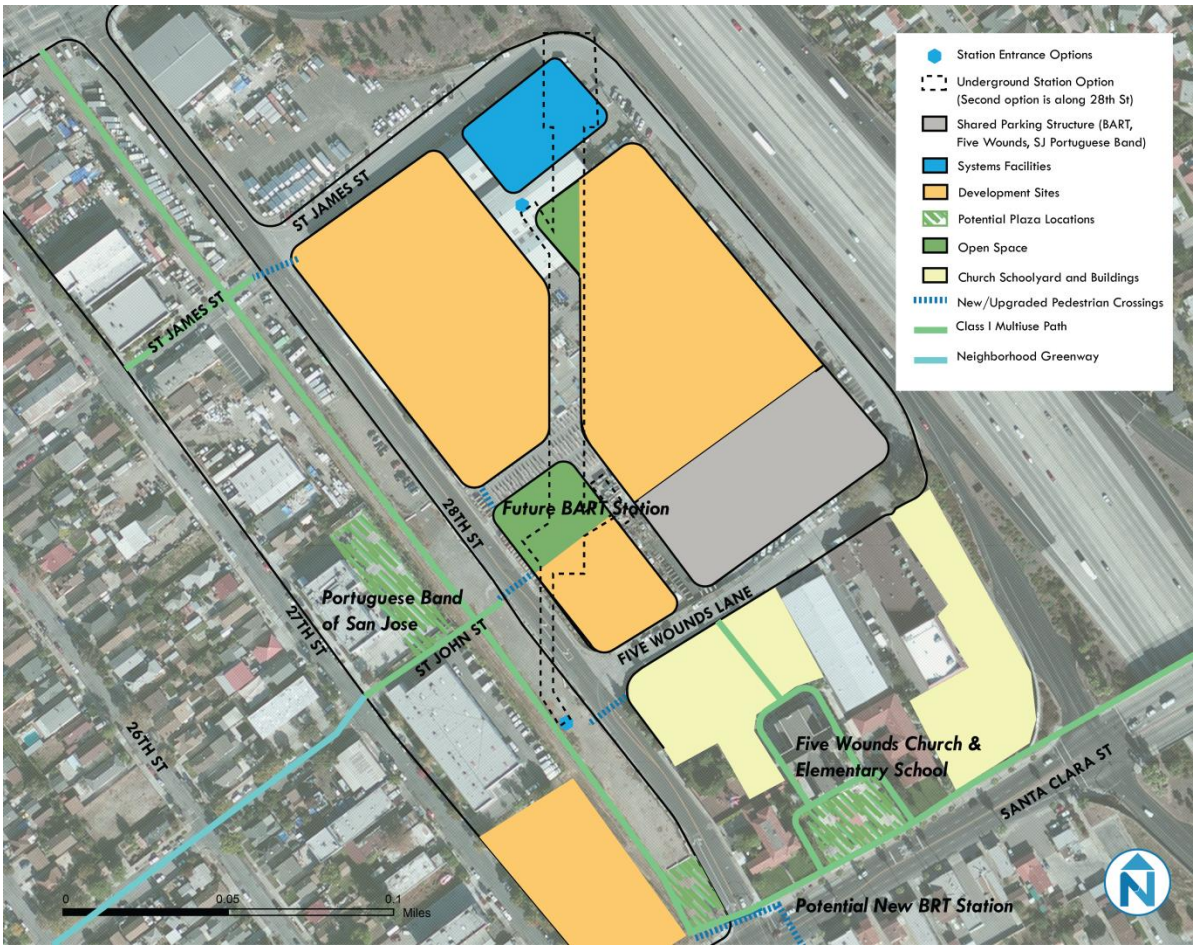
Explore Opportunities for Joint Development of the Station Area and Plaza

In the immediate vicinity of the future BART station and plaza, a number of joint development opportunities are apparent. These opportunities include the VTA land surrounded by Saint James Street, Five Wounds Lane and 28th Street as well as potential development at the corner of 28th Street and Santa Clara (opposite the church).

In these locations, appropriate transit-oriented developments could include mixed use developments combining employment, housing, ground floor retail, and other community serving uses. Further development of school and childcare related uses within the church property are also appropriate for this location since they reduce the need for parental trip chaining on the way to transit.

In addition to providing opportunity for development, street layout in the immediate station area should accentuate views of the church, provide active public spaces, and avoid elements that will be perceived as adding to developer risk (such as developing over a tunnel alignment). Well placed outdoor seating, dark sky compliant lighting, and other urban design details may also enhance sense of place, sustainability, and livability. Based on the current alignment of the VTA/BART line, a potential layout of the area is suggested in Figure 33.

Figure 33 Alum Rock/28th St. Station Area Development Sketch



Implement Parking Management Policies

In conjunction with this development, areawide parking management should be implemented.

Shared Parking

One key element of a parking management plan for the area is shared parking arrangements between complementary uses such as BART (which has peak usage used during weekdays), the Five Wounds Church (which peaks on Sundays and at night), and Portuguese Band Hall (which peaks on weekend evenings). These arrangements would allow more efficient use of parking supplies in the area, and free up church land for educational uses.

Phased construction of parking facilities is also recommended to allow for parking development to reflects actual parking demand, rather than which inducing excess demand by providing all the parking at once.

Wayfinding and Parking Pricing

As parking resources are developed, areawide parking wayfinding should be implemented along with pricing strategies that encourage even distribution of parking demand between on-street and off-street supplies. Meter and structured parking prices should vary by time of day and day of the week to reflect parking availability in the area.

Residential Parking Permit Program

To avoid spillover parking to the adjacent residential neighborhoods, the above strategies should be implemented alongside a residential parking permit program that protects neighborhood streets from excessive BART spillover effects.

GENERAL RECOMMENDATIONS

Finally, a number of general recommendations are recommended in relation to San José BART station access. These recommendations are outlined below:

Collaborate and Clarify Funding Responsibilities

As discussed previously, a number of station access functions have substantial effects on urban function. These items include the placement and design of entrances, station locations, and staging areas. In order to enhance the long term benefit to both BART services and the City, relevant agencies should collaborate on these items and clarify any shared funding responsibilities or necessary arrangements such as development contingencies.

Transition to Multimodal Transportation Performance Metrics

In order to optimize multimodal access, the City must institute and measure multimodal transportation performance metrics, and not just automobile level of service (LOS). Multimodal access plans that are not supported by multimodal metrics will be undermined by conventional metrics that favor automobiles and exclude consideration of people, pedestrians, bicyclists, or passenger movements.

Schedule and Fare Coordination for Transit

Transit fares, schedules and information should also be coordinated across agencies, particularly in the Downtown location where more agencies are offering services. This transit coordination should encompass publicly accessible information on free transit services or shuttles that operate in the area.

Develop Urban Design Guides

Finally, multimodal station access will benefit from urban design guidelines that emphasize walkable and transit-oriented design elements such as the following:

- Human scale
- Transparency and ground floor legibility (rather than reflective glass or opaque surfaces)
- Activity at eye height (rather than inactive uses such as parking or blank walls)
- Quality materials that are compatible with area character and historic elements
- Shade trees and enclosure that is provided by building forms

These urban design elements will help to minimize the phenomenon of dead space or disconnection between transit stations and active areas of the city.

SUMMARY

The extension of BART service to San José provides immense opportunities to the City and wider region of Silicon Valley in terms of placemaking, livability and multimodal transportation access. In order to capitalize on these opportunities and provide greatest benefits to the community, economy, and environment, a number of specific and general strategies are recommended as summarized below:

Figure 34: Summary of Recommendations

To Be Pursued	Needs Further Study
Downtown	
Focus on the west station option, and emphasize connectivity, density, economic development, and placemaking Designate Santa Clara, 1st and 2nd Streets as transit-priority routes Designate Saint John, San Fernando, San Antonio Street, Almaden Boulevard, 3rd and 4th Streets as bicycle priority routes Focus pedestrian improvements on transit priority and retail streets Integrate city and transit wayfinding Optimize views of the Bank of America building at entrances and access routes	Determine priority entrance locations and characteristic Consider installation of dedicated, center-running transit lanes on Santa Clara Street Amend parking requirements to reduce or eliminate parking minimums and introduce parking maximums Enhance the PBID to include area-wide TDM strategies or TMA functions
Alum Rock/28th St	
Locate entrances to allow station egress in a continuous direction Locate the plaza to maximize pedestrian activity associated with paths of travel between retail, transit, work, homes, and parking Designate Santa Clara Street as a transit-priority route Locate a BRT station at 28th and E Santa Clara Streets	Investigate pros and cons of a ped/bike bridge over 101 between the future BART station and E Saint John Street Explore opportunities for joint development of the Alum Rock station area and plaza

Develop multiuse trails along Five Wounds railroad right-of-way, Silver Creek, and Coyote Creek Designate Saint John, San Antonio Streets, 101 overpass on Santa Clara Street and multiuse trails as bicycle priority routes Integrate city and transit wayfinding Optimize views of Five Wounds Church at station entrances and access routes Capitalize on the existing social capital and incentivize local retail businesses along Santa Clara St – Alum Rock Ave Encourage building and urban design that reflects local history and design aesthetic	Implement parking management policies including shared parking, premium on-street meters near BART, paid structured parking, and a residential permit program
General Recommendations	
Transition to multi-modal metrics of transportation performance Coordinate transit schedules, fares and information Develop urban design guides	Collaborate and clarify funding responsibilities for elements that affect urban function

The above elements have been recommended based on best practice station area planning, as well as generous input and engaging interaction with numerous stakeholders involved in the charrette process as well as other earlier planning efforts. The contributions of all those involved in this station area planning effort is gratefully acknowledged as they enhance the future success and sustainability of BART Silicon Valley, the City of San José and Silicon Valley more broadly.