

VTA's BART Silicon Valley Phase II Extension Project

Caltrain Bicycle and Active Transportation
Advisory Committee (BATAC)

July 20, 2023



Agenda





- VTA's BART Phase II Project Overview
- Station Access Overview
- Diridon BART Station and Station Area Specific Information
- Santa Clara BART Station and Station Area Specific Information
- Next Steps

VTA & BART Partnership







Santa Clara County is not part of the BART District. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.

Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs associated with the extension
-  Contracting/Procurement
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

Bay Area Rapid Transit (BART) Responsibilities

-  Technical assistance
-  Operations
-  Maintenance
-  Service Planning

Five Year Look Ahead



Engineering and
Procurement

Early Work
Construction

Tunneling and
Heavy Construction

2023

2024

2025

2026

2027

2028

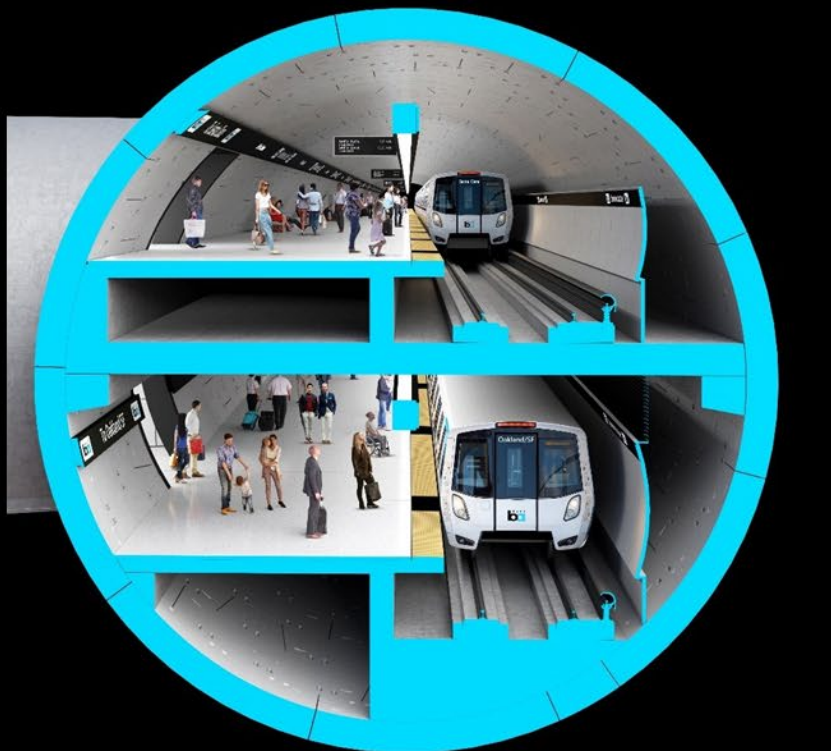
Based on preliminary schedule for planning purposes.

Stations Design

Single Bore: Tunnel Innovation

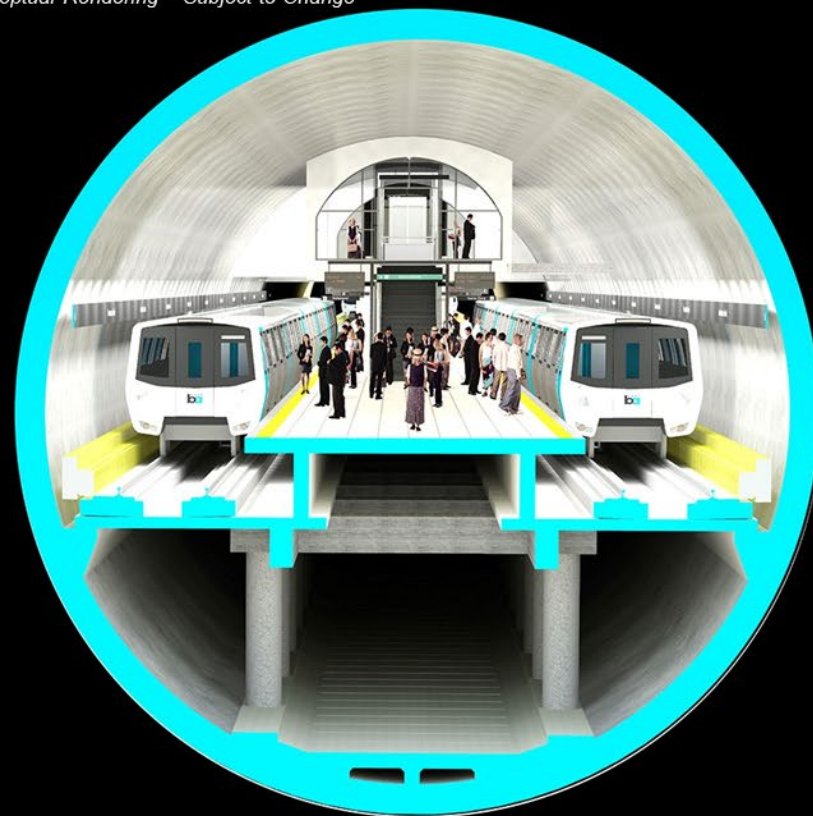


Original Design



Current Design

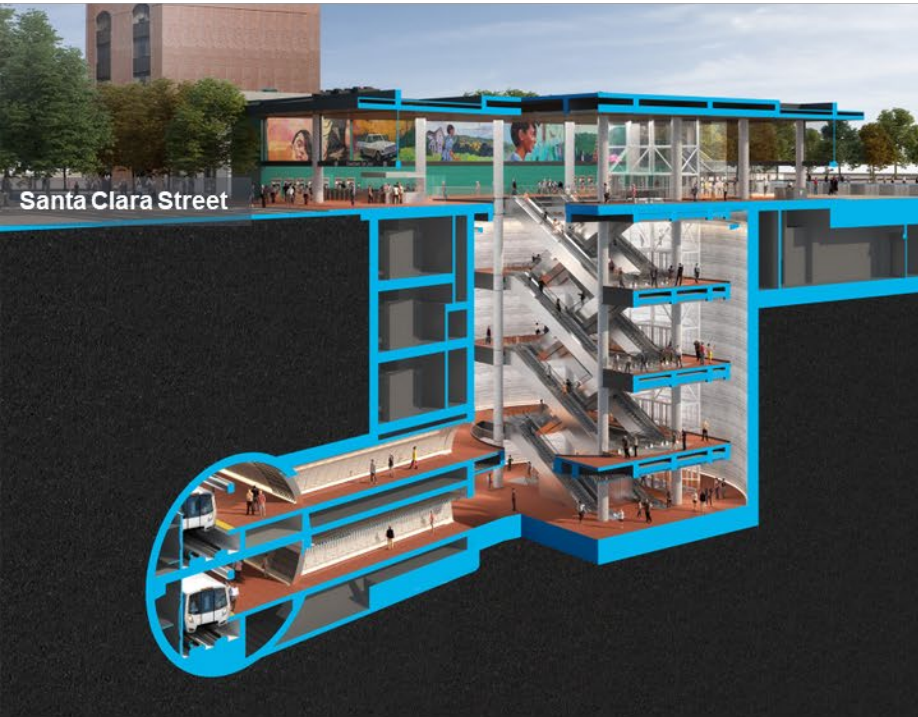
Conceptual Rendering – Subject to Change



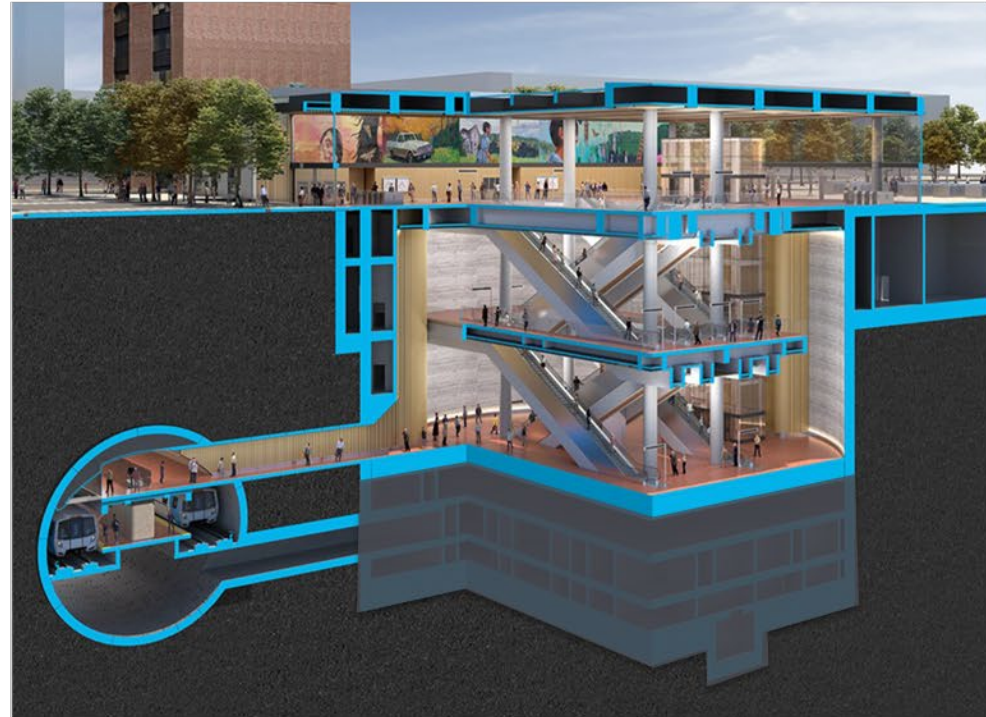
Recent Station Design Refinement



Baseline Design



Refined Concept

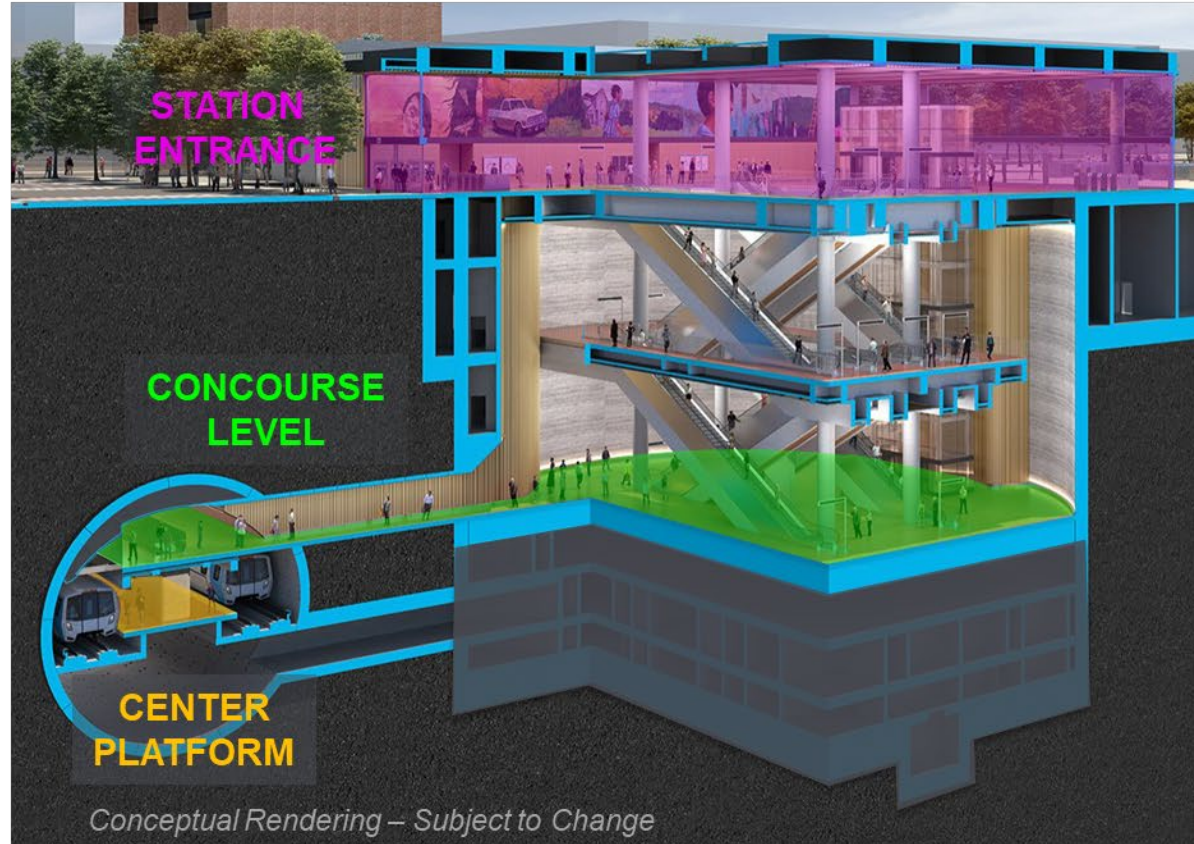


conceptual diagrams

Underground Stations: Typical Layout



- Street-level **station entrance** with faregates, station agent, add-fare machines, etc.
- **Concourse level** below ground spans from station building to underground tunnel
- **Center platform** within the tunnel provides access to trains in both directions

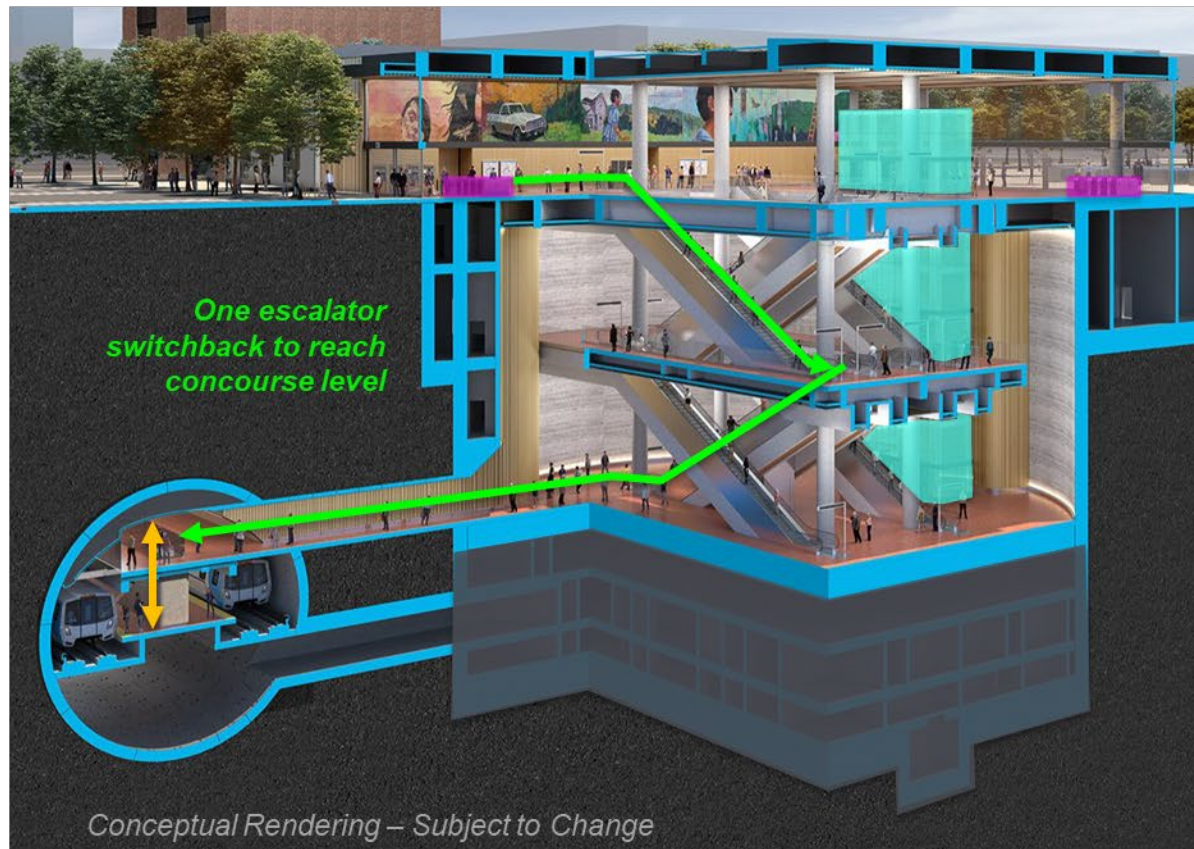


Underground Stations: Typical Circulation



- ❖ Faregates at street-level building entrances
- ❖ Escalators and stairs to access concourse level.
- ❖ High-speed elevators to access concourse level*
- ❖ Stairs and elevators* for access between concourse level and platform

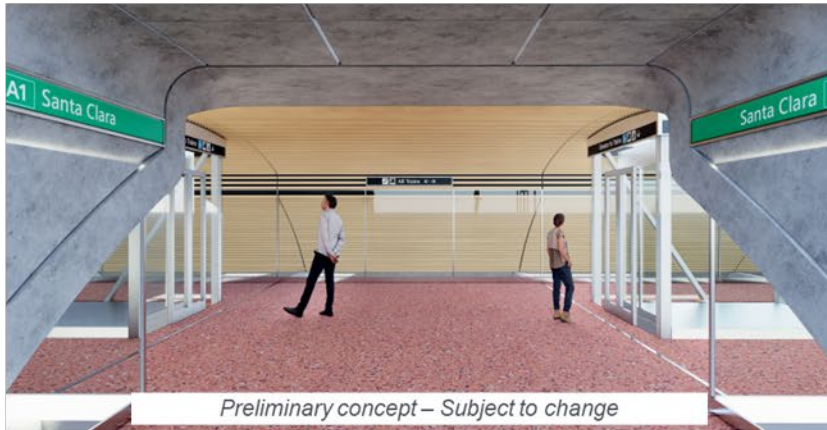
**At 28th Street/Little Portugal Station, high-speed elevators will provide direct connection from street-level to platform.*



Typical Primary Bicycle Path of Travel



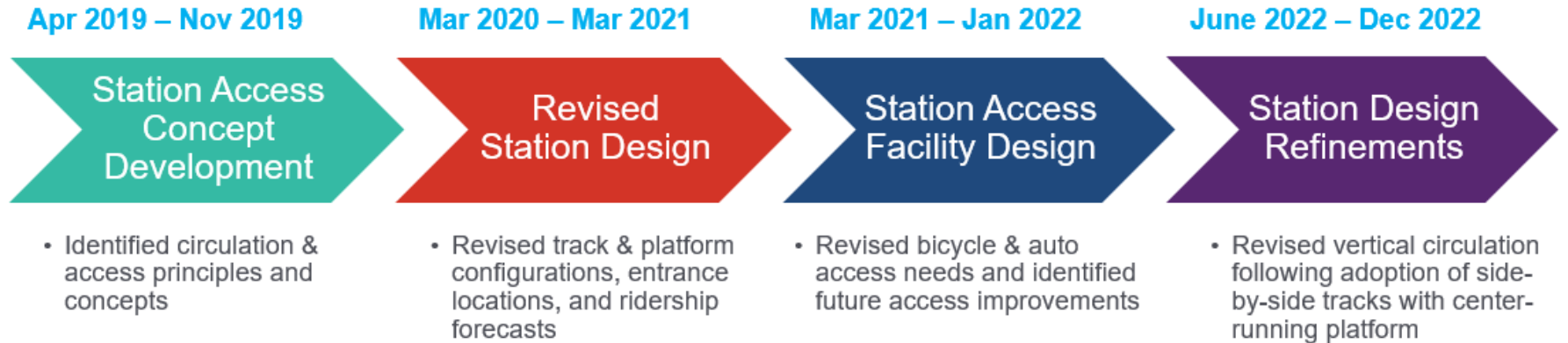
- All elevators are large enough to accommodate gurney (stretcher)
 - Preliminary design exceeds BART Facility Standards to accommodate cargo bikes
- Elevators at platform levels have doors added on both sides to better accommodate bikes





Station Access Overview

Station Access Concepts - Process



Starting in Next Six Months

- *Confirming station access and circulation plans*
- *Incorporate latest City plans as applicable*

VTA's BSVII Stations Overview



Station	Projected # of Riders in 2040	Platform Location	Platform Configuration
28th Street/ Little Portugal	6,700	Underground	Center
Downtown San José	27,900	Underground	Center
Diridon	9,900	Underground	Center
Santa Clara	10,100	Ground Level	Center

VTA's BSVII Bike Program - Opening Day



Station	Total Bike Parking	Class 1: Locker Spaces or Bike Station Spaces (75%)*	Class 2: Rack Spaces (25%)*
28th Street / LP	250	190	60
Downtown San José	270	200	70
Diridon	190	140	50
Santa Clara	240	180	60

*Note: Percentage based on *VTA Bike Technical Guidelines*

VTA may provide additional bicycle parking in the future



Diridon BART Station & Station Area Specific Information

Diridon BART Station Bicycle Route



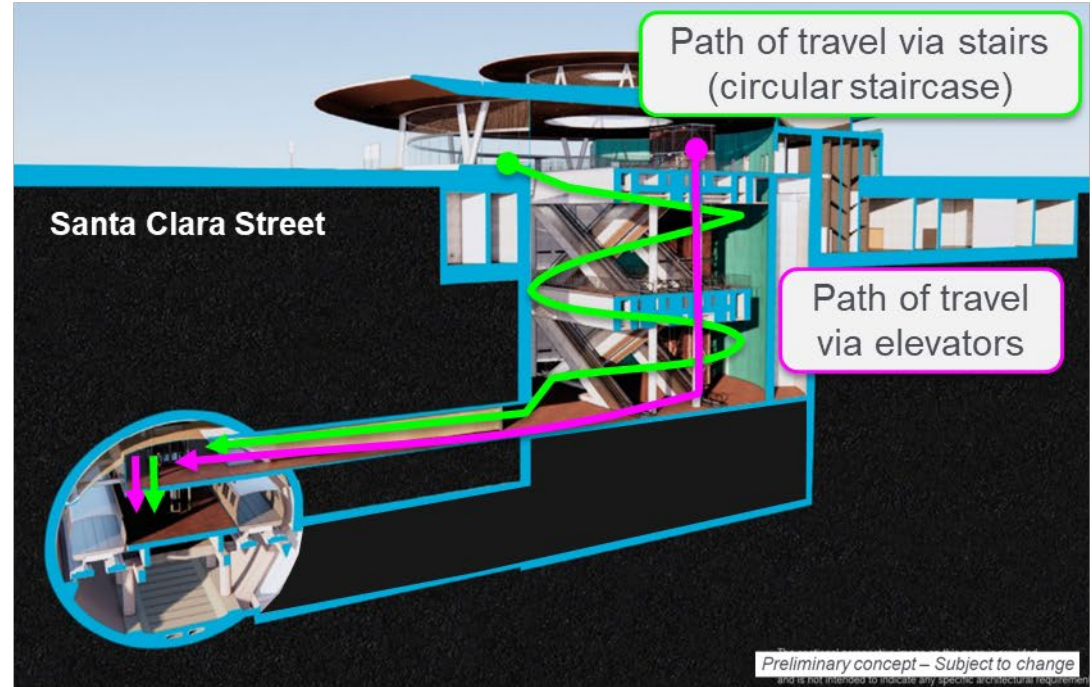
Entrance → Concourse

- 2 high-speed elevators
 - *Accommodates Cargo Bikes*
- Stairs

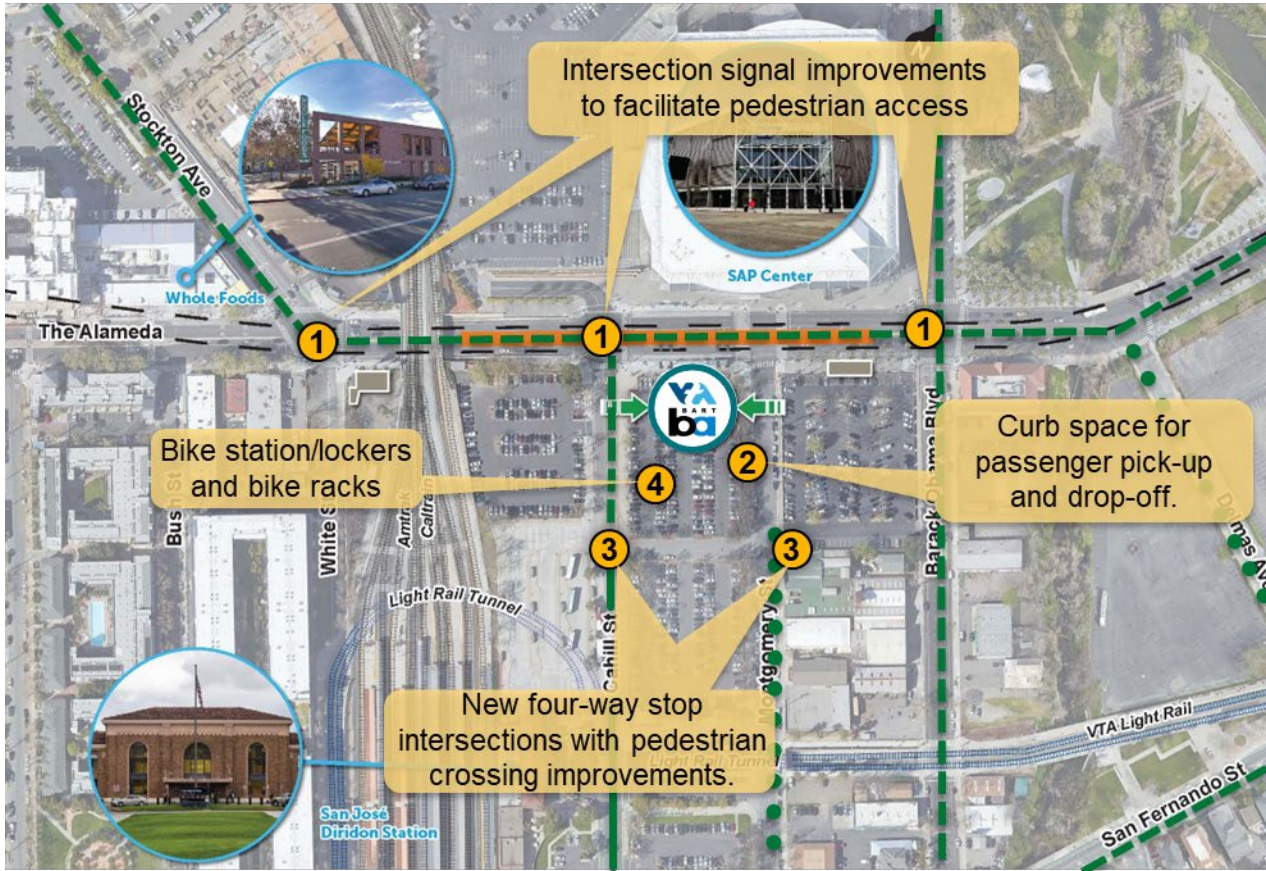
Concourse → Platform

- 2 elevators
 - *Accommodates Cargo Bikes*
- 5 sets of stairs

Primary Entrance



Diridon BART Station Access Plan



LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Platforms (Underground)
- At-Grade Vent/Egress Facilities
- BART Tunnel
- Adits
- Class 2 Bikeway
- Class 3 Bikeway
- Class 4 bikeway

NOTE:

- This is a planning document subject to change.

Planned Bikeways in the Diridon Station Area



In May 2021, San José City Council approved Google's Downtown West.

Downtown West Design Standards and Guidelines (DWDSG) are requirements in their development permit.

This is the bikeway network in the DWDSG.

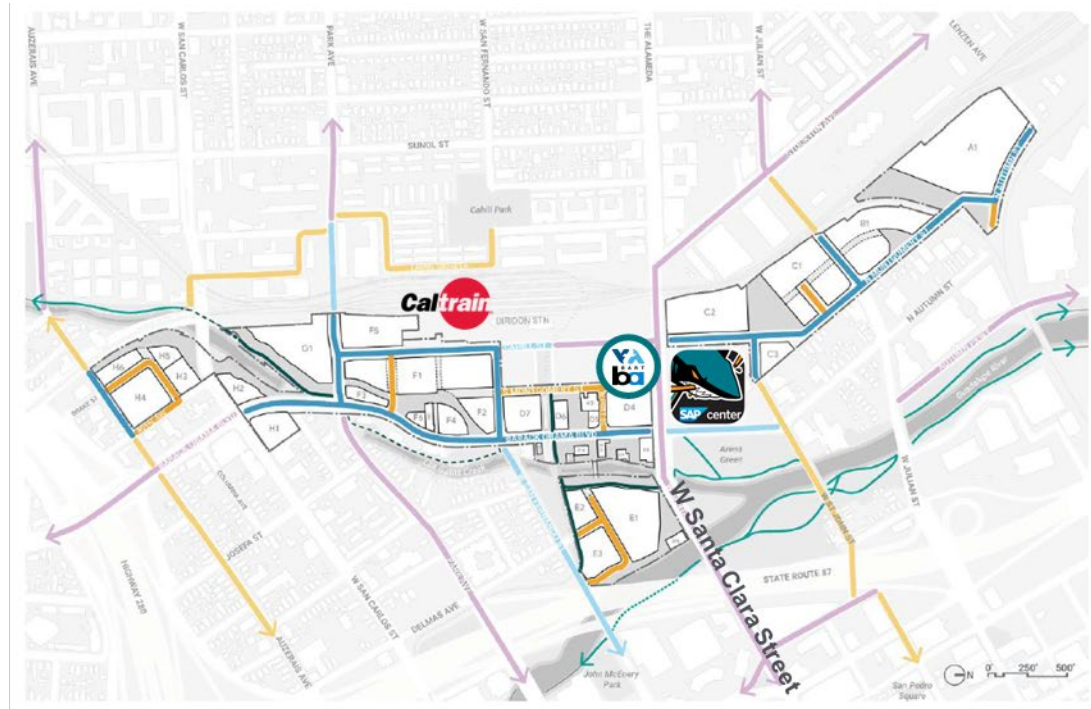


FIGURE 6.13: Bicycle and micro-mobility network

- Multi-use trails and shared-use paths (Class I)
- Protected bicycle lanes (Class IV)
- Shared lanes (Class III)

- Existing trails
- Approved City trail connections
- Existing protected bicycle lanes (Class IV)

- Existing on-street bicycle lanes (Class II)
- Existing shared lanes (Class III)



Santa Clara BART Station & Station Area Specific Information

Santa Clara BART Station Access

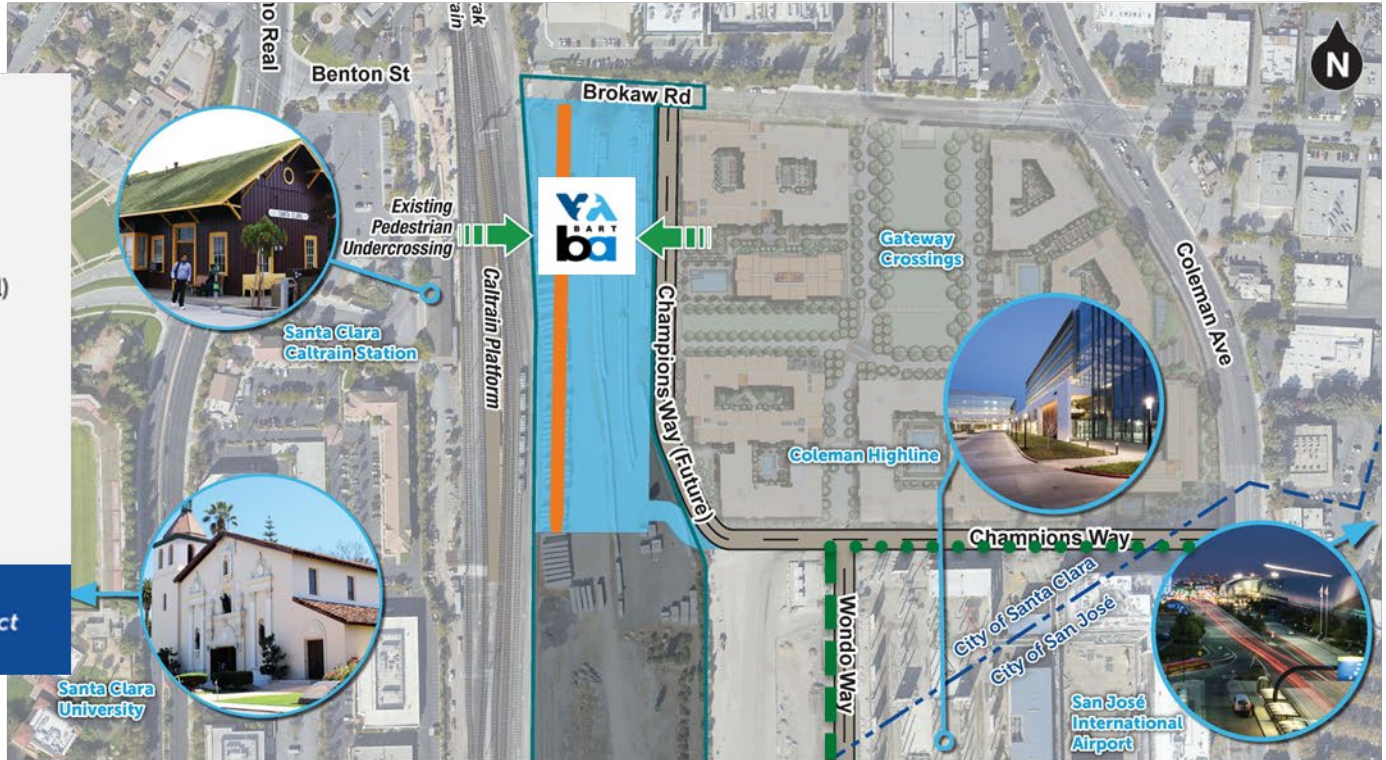


LEGEND

- Station Entrance & Exit
- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Construction & Staging Area (under consideration)
- Newhall Yard & Maintenance Facility
- Class 2 Bikeway
- Class 3 Bikeway

NOTE:

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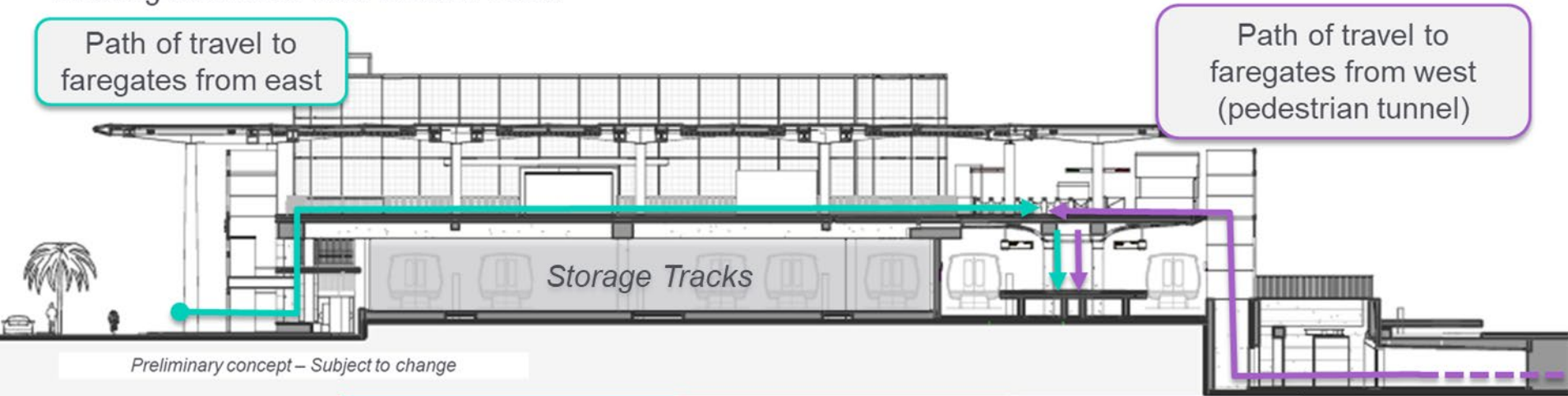
Santa Clara BART Station Circulation



Looking southeast from Brokaw Road

Path of travel to faregates from east

Path of travel to faregates from west (pedestrian tunnel)



Preliminary concept – Subject to change

	East Entrance	West Entrance	Concourse
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Elevators	2	2	2
Escalators	2	2	2
Stairs	1	1	2

➤ Bicycle Stair Channel

Conceptual View of Santa Clara BART Station East Entrance



Santa Clara BART Station West Entrance



Santa Clara BART Station Access Plan

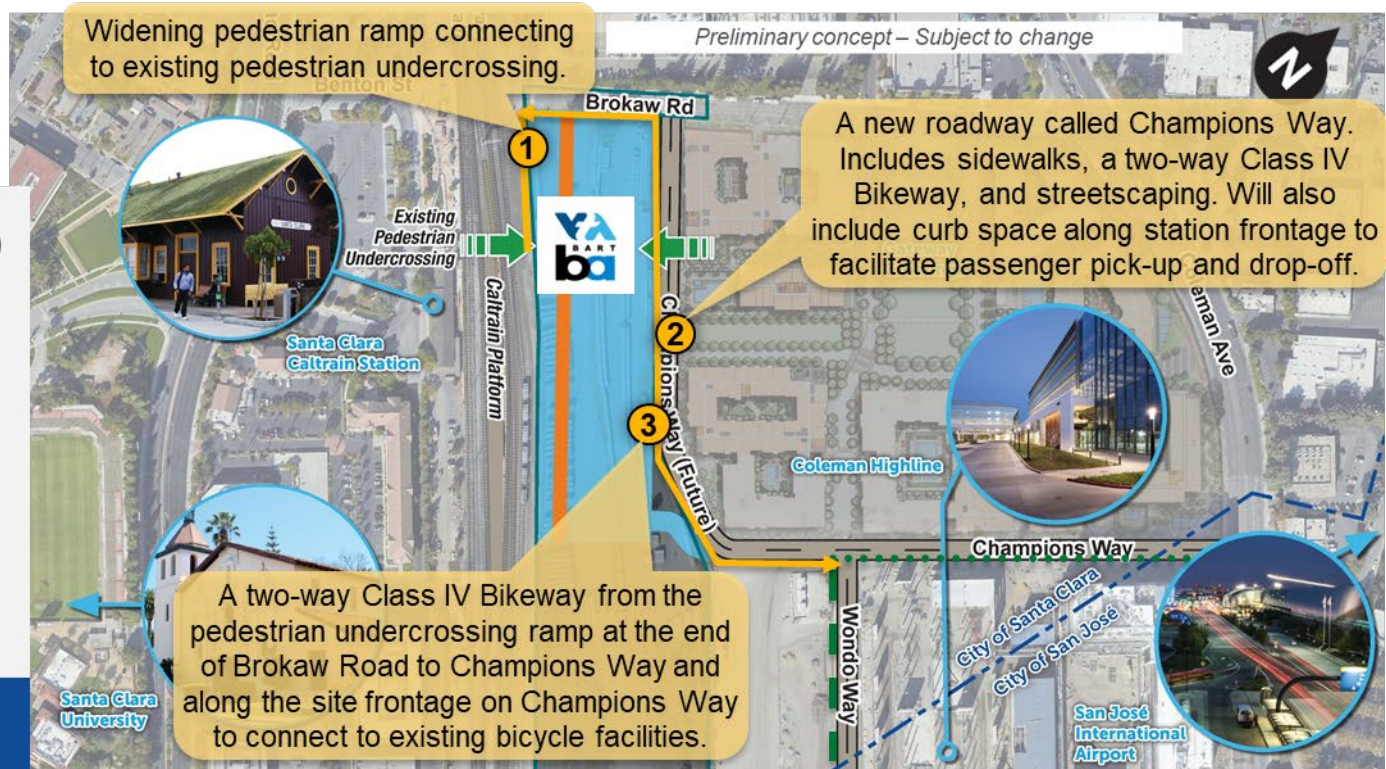


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Santa Clara BART Station Access Plan



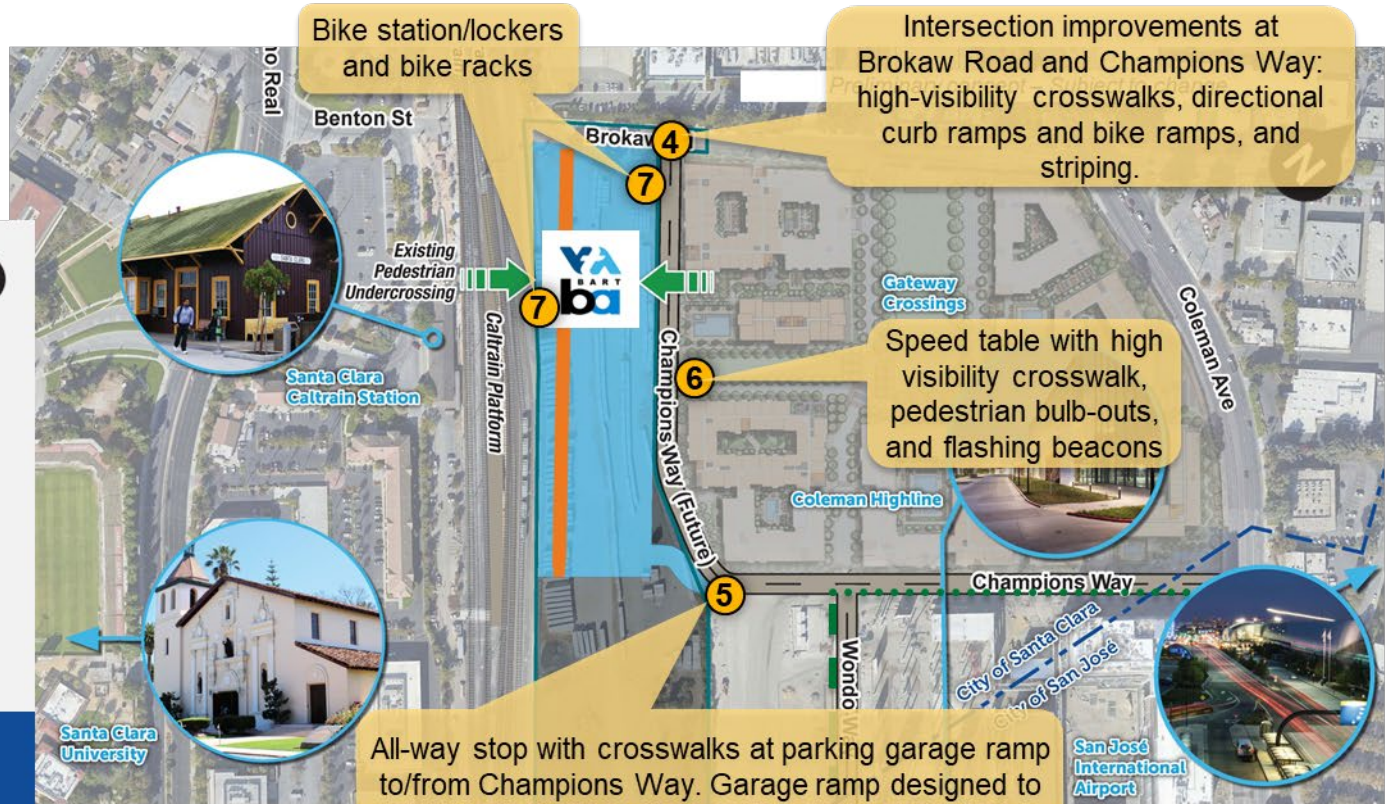
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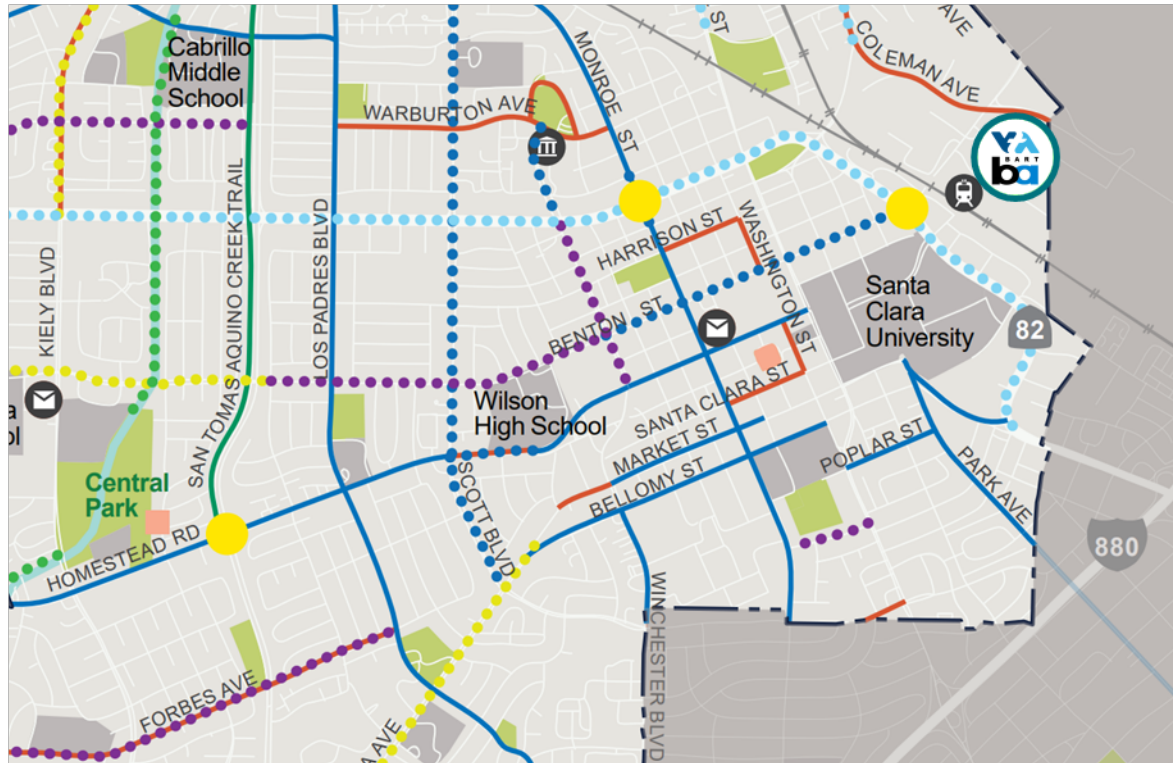
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Planned CSC Bikeways in Santa Clara Station Area



In October 2019, the Santa Clara City Council approved Bicycle Master Plan Update 2018



Existing Bikeways

- Bridge or Undercrossing
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Improvements

- Spot Improvement

City Boundary



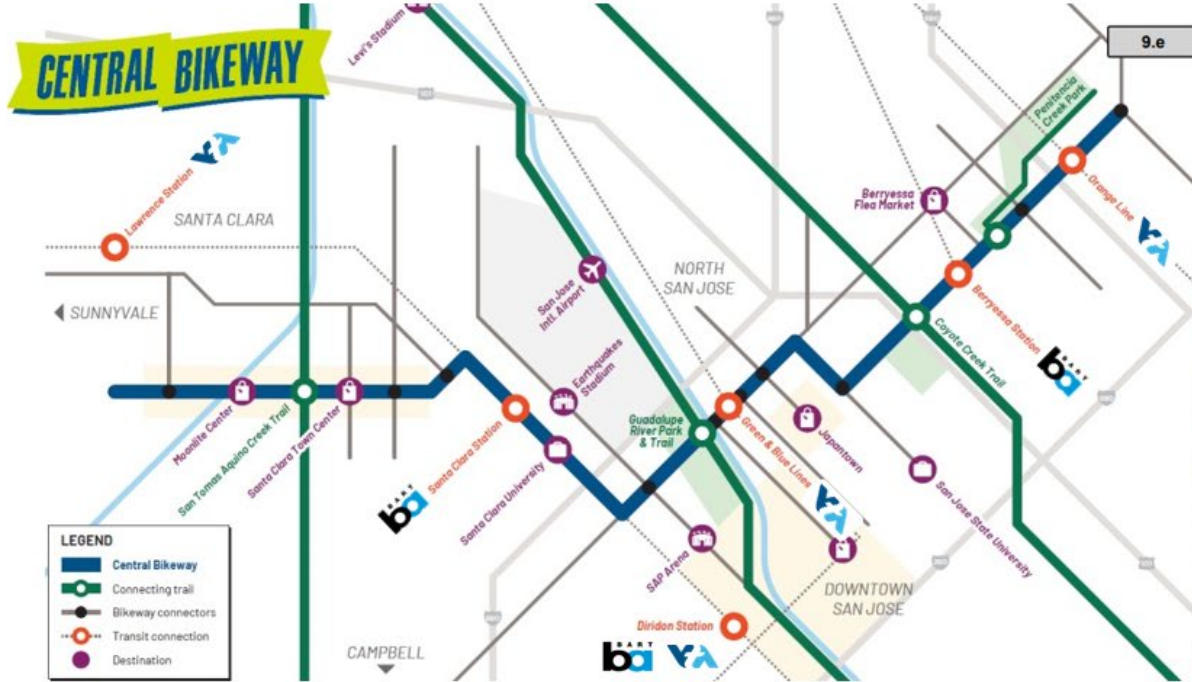
Recommended Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIIB Bicycle Boulevard
- Class IV Separated Bikeway

Destinations + Boundaries

- Ⓜ City Hall
- Ⓜ Train Station
- Ⓜ USPS Office
- Ⓜ School
- Ⓜ Hospital
- Ⓜ Park
- Ⓜ Library

VTA's Central Bikeway Project



4/4/23: VTA Board of Directors Approved Study Feasibility Final Report

5/5/23: City of Santa Clara Council Adopted Study Feasibility Final Report



Next Steps

Next Steps



- *Confirming station access and circulation plans*
- *Incorporating latest City plans as applicable*
- *Advance design of station facilities to 100%*



Stay Involved



Interactive Efforts



Tabling events throughout the year around the station areas



Community Working Group meetings



Public Meetings



Community Group Meeting Outreach

- Reach out to have us present updates at your local Community Group/Neighborhood Association/etc. www.vta.org/about/subscribe

Resources



VTA's hotline number: **408-321-2345**

- Call to learn more about specific project efforts and provide your feedback



VTA's website: vta.org/bart

Sign up to get alerted on nearby construction and find Informational Factsheets, Newsletters, and Blog Posts



Email questions to: vtabart@vtabsv.com

Social Media



Twitter: [@bartsv](https://twitter.com/bartsv)
Facebook: [@bartsv](https://www.facebook.com/bartsv)
Instagram: [@scvta](https://www.instagram.com/scvta)