

VTA's BART Silicon Valley Phase II Extension Project

BART Bicycle Advisory Task Force

June 5, 2022



Agenda

- Project Overview
- Access and Circulation in the Stations and Station Areas
- Next Steps

Phase II Project



6-Mile Extension of BART Service

Single-Bore Tunnel

- 5-mile subway tunnel
- 1-mile at ground level

4 New BART Stations

- 3 underground platforms with above-ground station entrance buildings
- 1 ground level platform

2 Mid-Tunnel Facilities

Newhall Yard & Maintenance Facility







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
Construction

Major
Construction

2023

2024

2025

2026

2027

2028

Based on preliminary schedule for planning purposes.

Stations Design

Request Entry into
FTA New Starts
Engineering

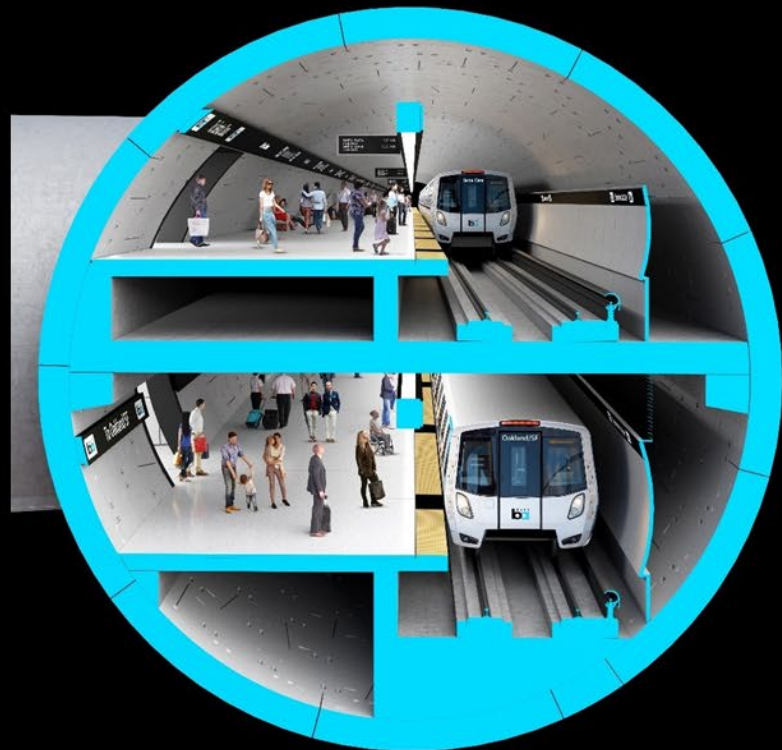
Anticipated Procurement
of Stations Contractor

Anticipated Full
Funding Grant
Agreement (FFGA)

Single Bore: Tunnel Innovation

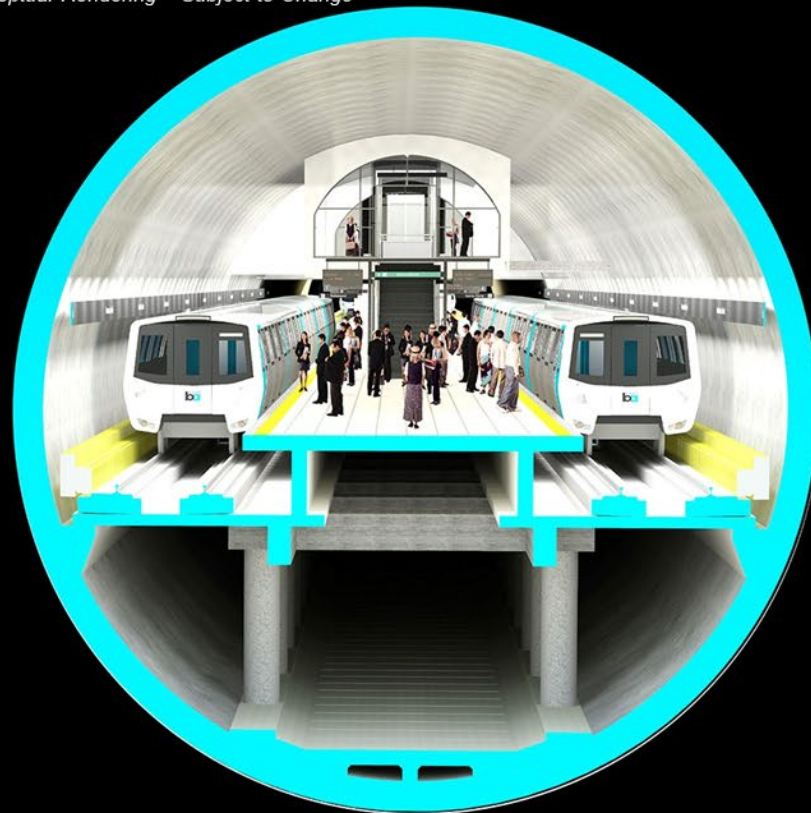


Original Design



Current Design

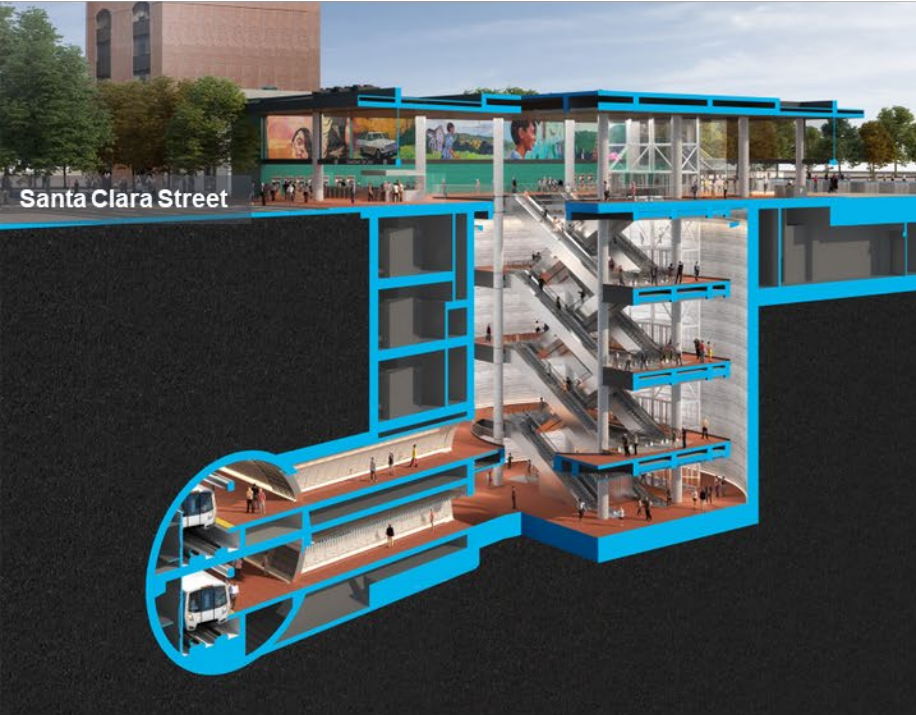
Conceptual Rendering – Subject to Change



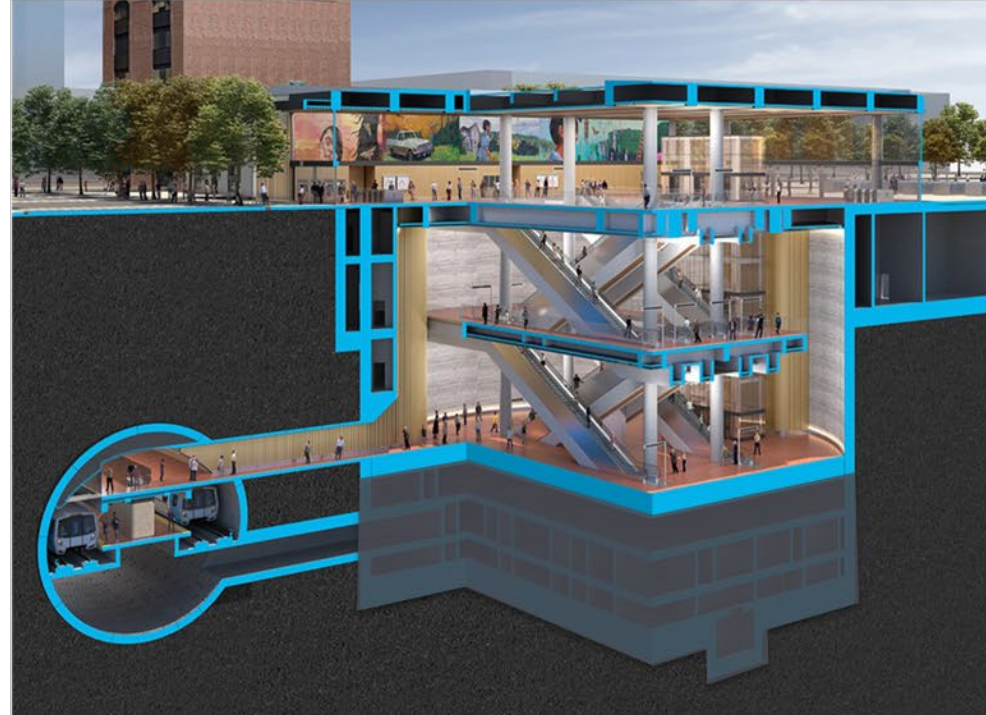
Recent Station Design Refinement



Baseline Design



Refined Concept

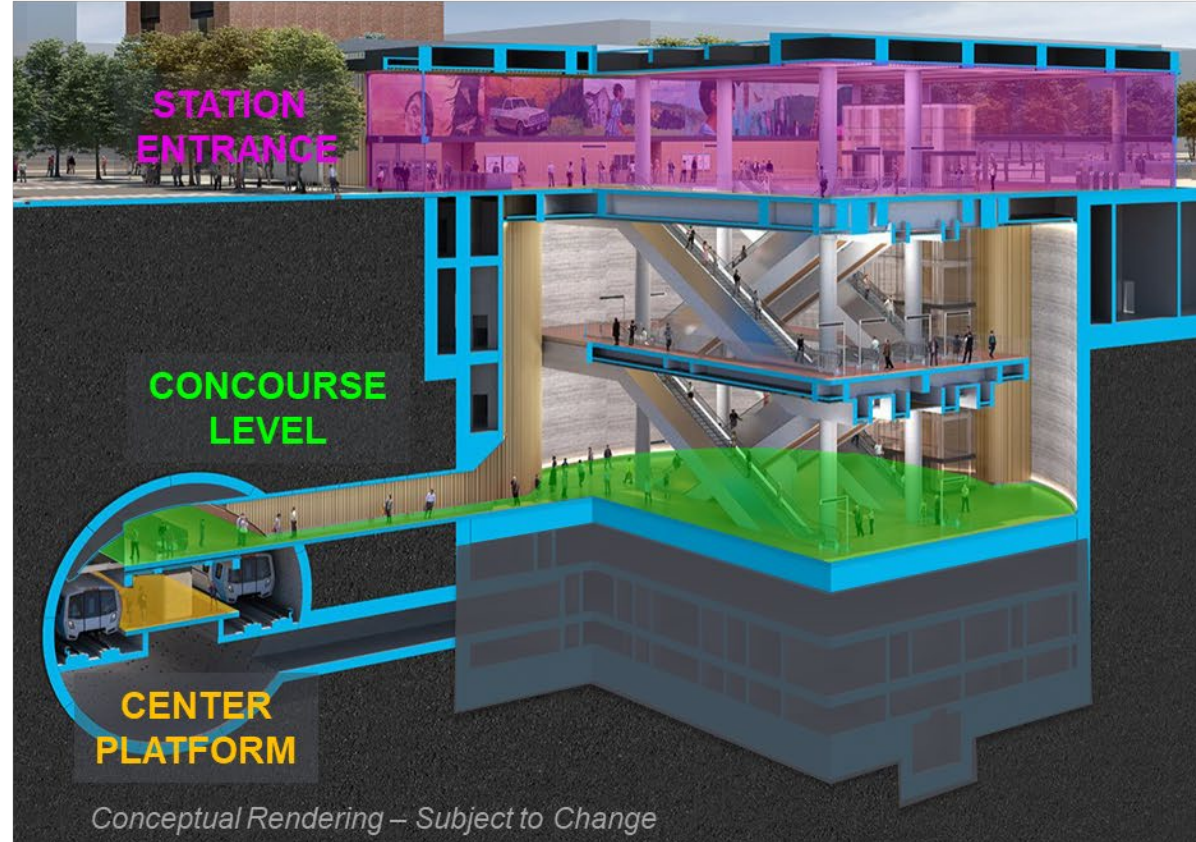


conceptual diagrams

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

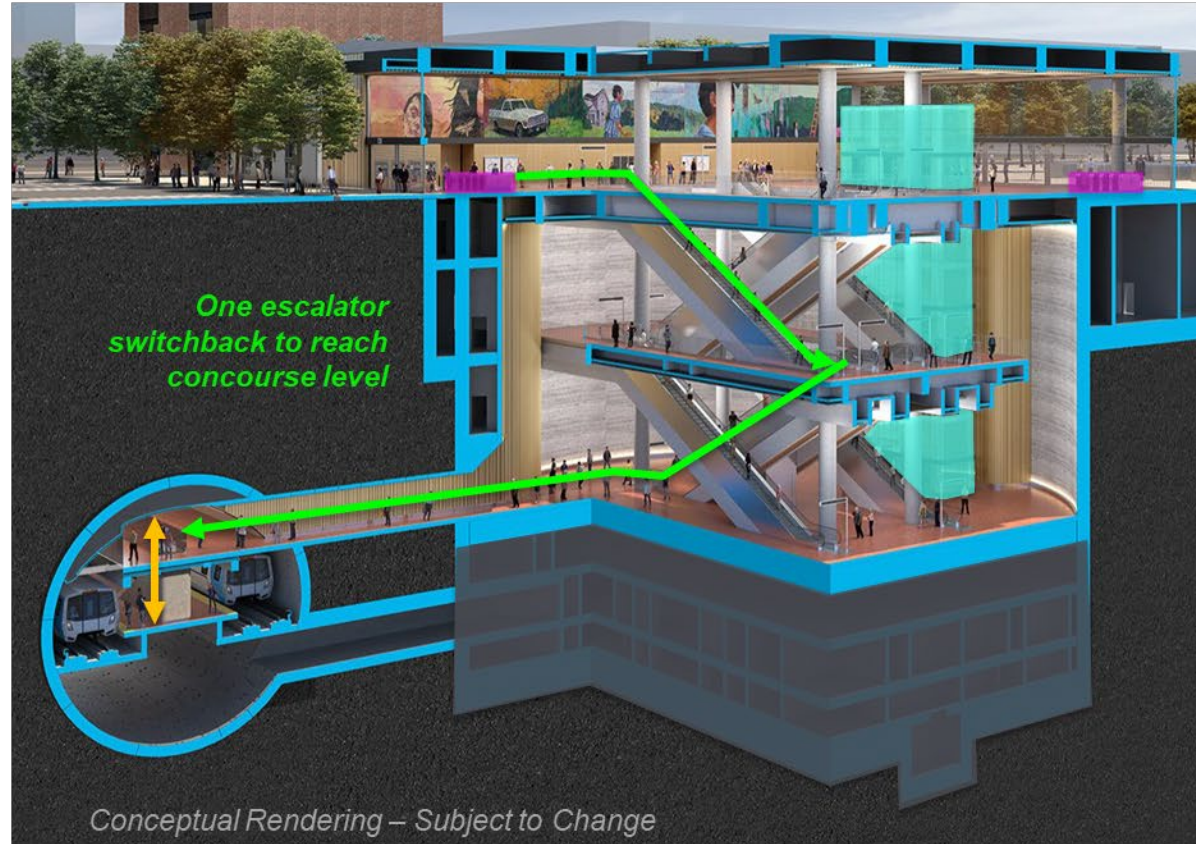


Underground Stations: Typical Circulation



- ❖ 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

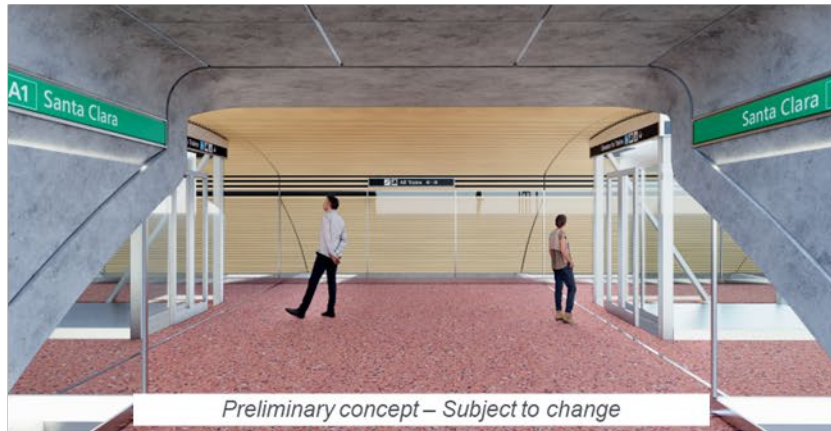
**At 28th Street/Little Portugal Station, high-speed elevators will provide direct connection from street-level to platform.*



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



Apr 2019 – Nov 2019

Station Access
Concept
Development

- Identified circulation & access principles and concepts

Mar 2020 – Mar 2021

Revised
Station Design

- Revised track & platform configurations, entrance locations, and ridership forecasts

Mar 2021 – Jan 2022

Station Access
Facility Design

- Revised bicycle & auto access needs and identified future access improvements

June 2022 – Dec 2022

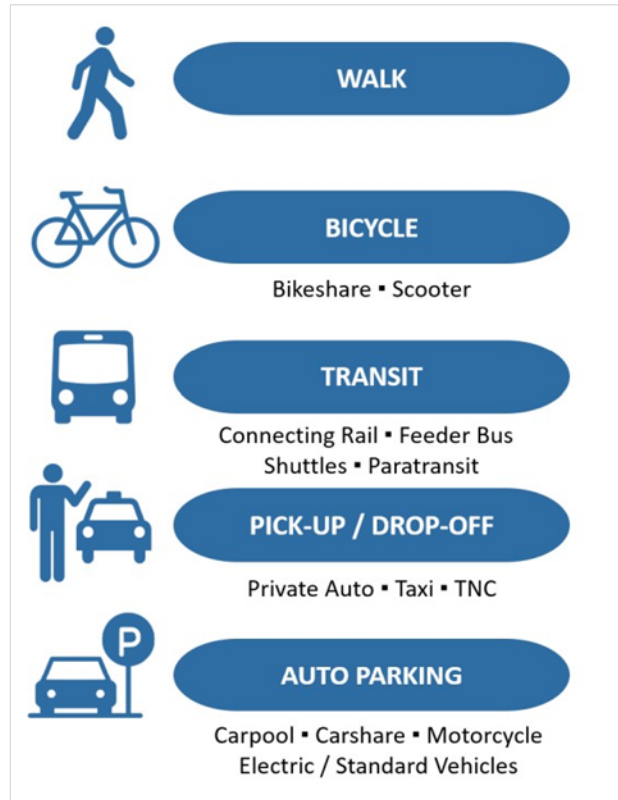
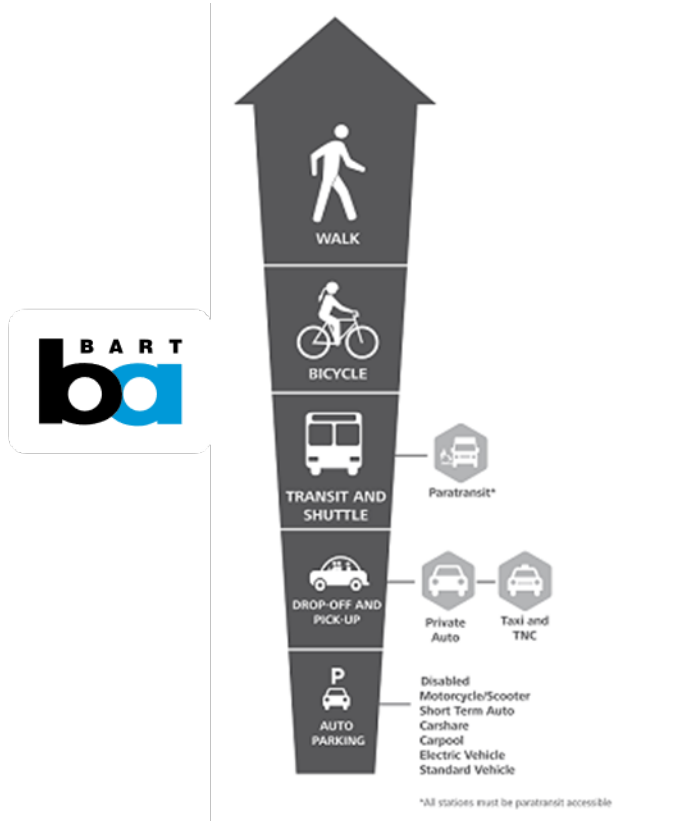
Station Design
Refinements

- Revised vertical circulation following adoption of side-by-side tracks with center-running platform

Starting in Late 2023/Early 2024

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

Station Access Hierarchies

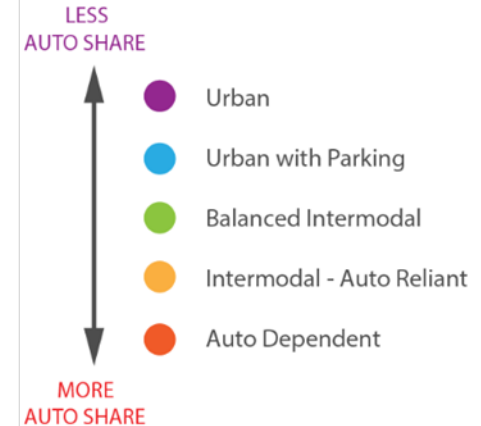


BSVII Stations Overview



Station	Projected # of Riders in 2040	Underground or Ground Level Station?	Platform Configuration	<i>potential</i> BART Station Access Typology
28th Street/ Little Portugal	6,700	Underground	Center (NEW!)	Balanced Intermodal
Downtown San José	27,900	Underground	Center (NEW!)	Urban
Diridon	9,900	Underground	Center (NEW!)	Urban
Santa Clara	10,100	Ground Level	Center	Balanced Intermodal or Urban w/Parking

BART Station Access Typologies



BSVII Bike Program on 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*

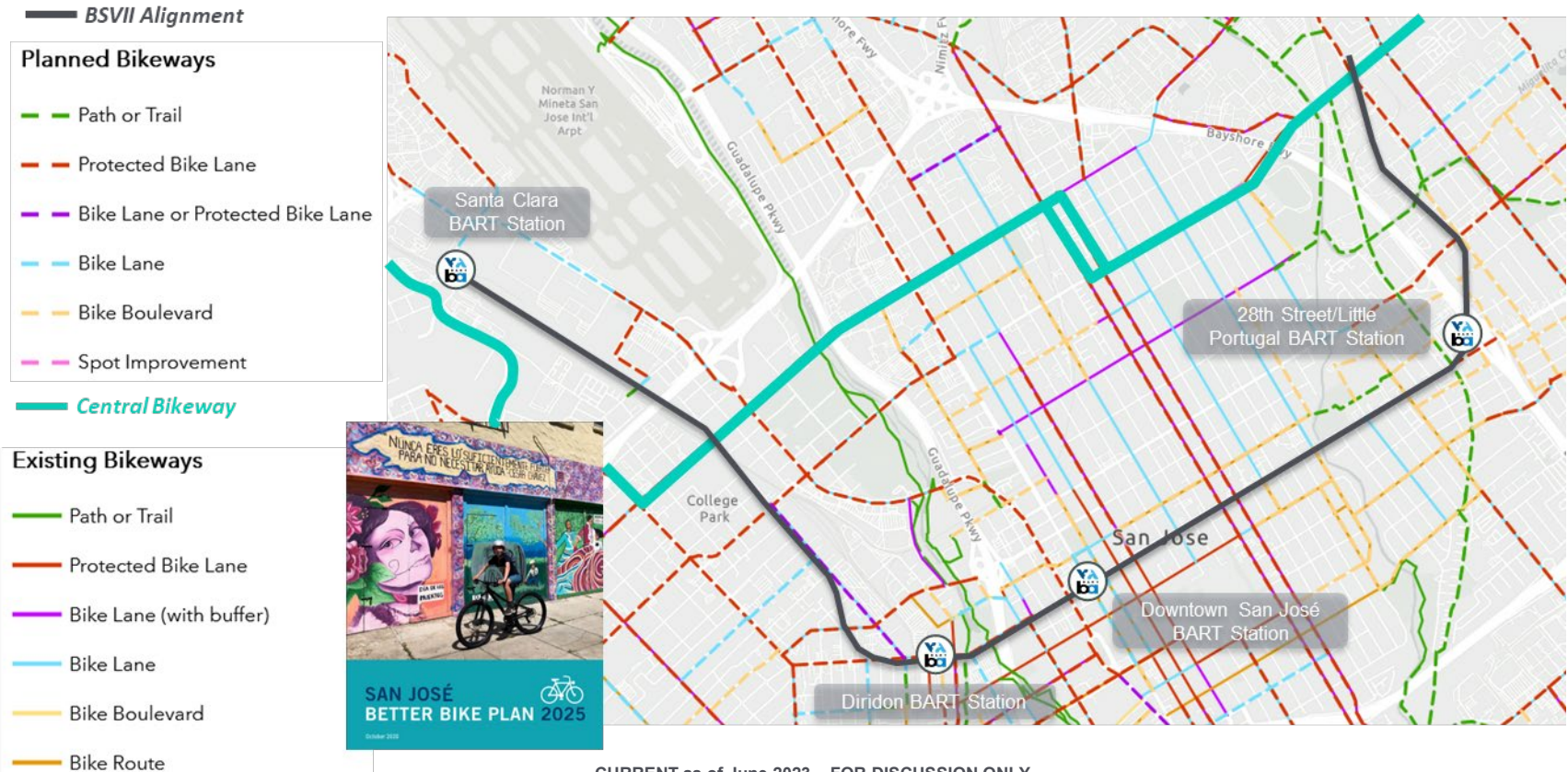
VTA may provide additional bicycle parking in the future

Station & Station Area Specific Information

City of San José Better Bike Plan



In October 2020, the San José City Council approved Better Bike Plan 2025




CURRENT as of June 2023 – FOR DISCUSSION ONLY

28th Street/Little Portugal BART Station Access

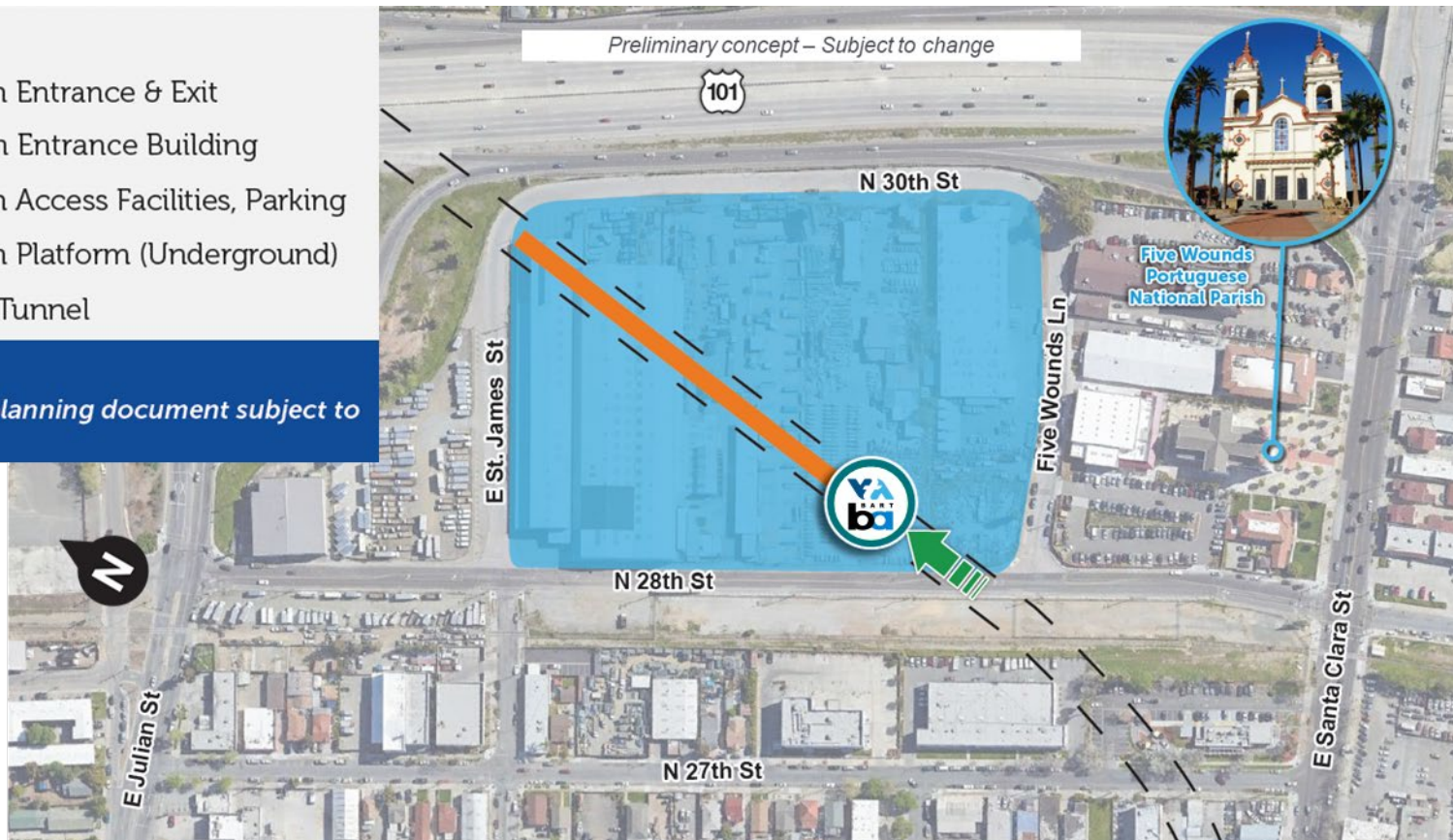


LEGEND

- ➔ Station Entrance & Exit
-  Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

NOTE:

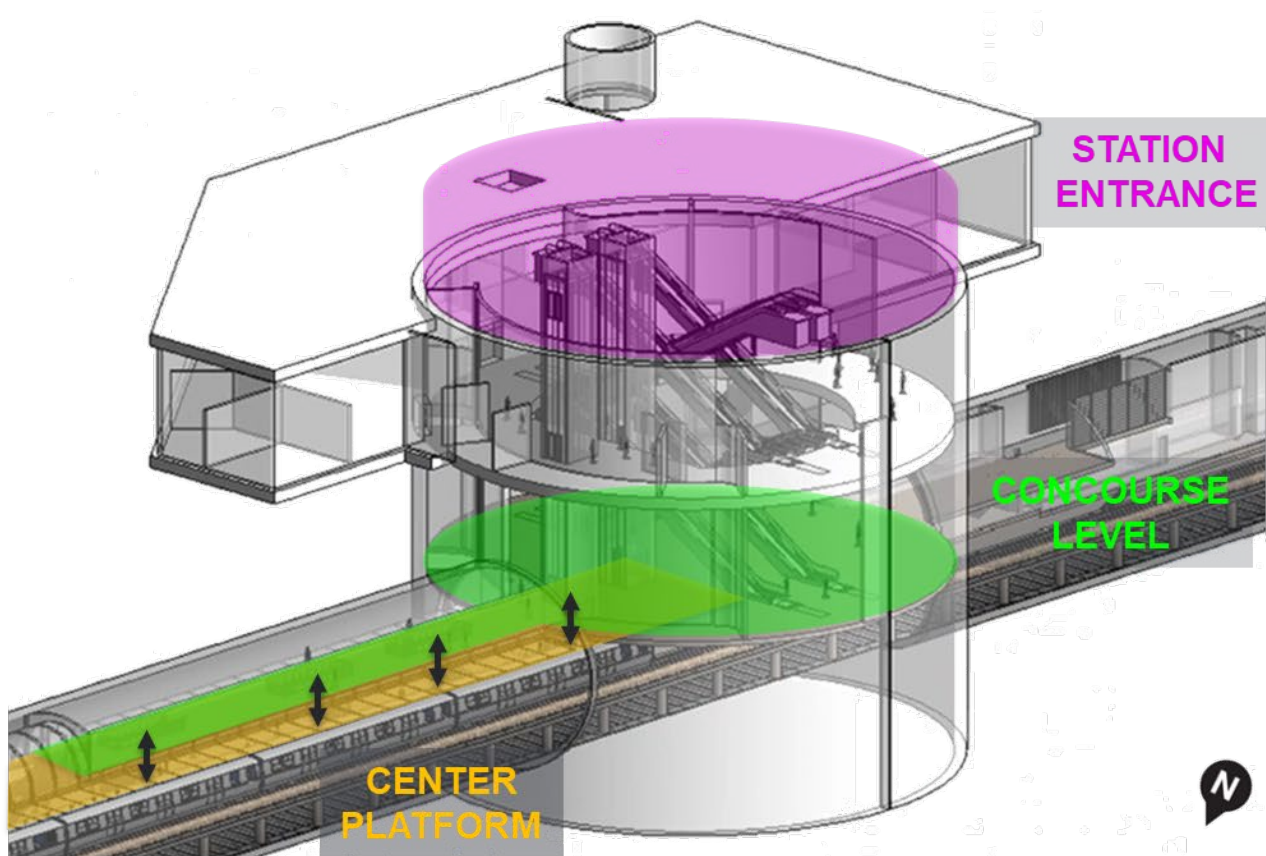
- *This is a planning document subject to change.*



28th Street/Little Portugal BART Station Layout



- Street-level **station entrance** with faregates, station agent, add-fare machines, etc.
- **Concourse level** below ground extends from station building into tunnel
- **Center platform** below concourse within the tunnel



Elevators

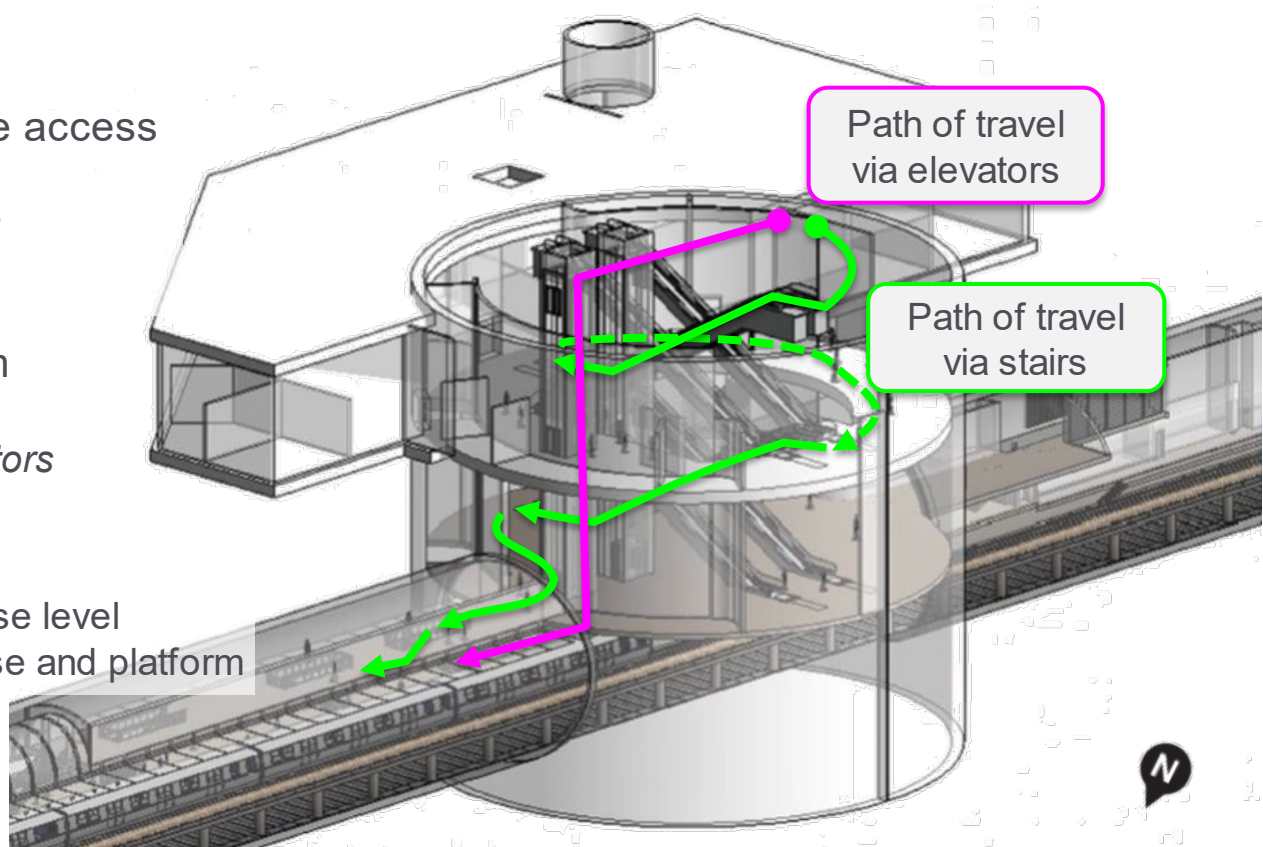
- 2 high-speed elevators provide access from entrance to platform
 - *Accommodate Cargo Bikes*

Escalators

- 2 escalators per direction from street to concourse level
- Note: bikes not permitted on escalators*

Stairs

- 1 Stairway from street to concourse level
- 5 sets of stairs between concourse and platform



Planned CSJ Bikeways in 28th Street/Little Portugal Area



28th Street/Little Portugal BART Station Access Plan

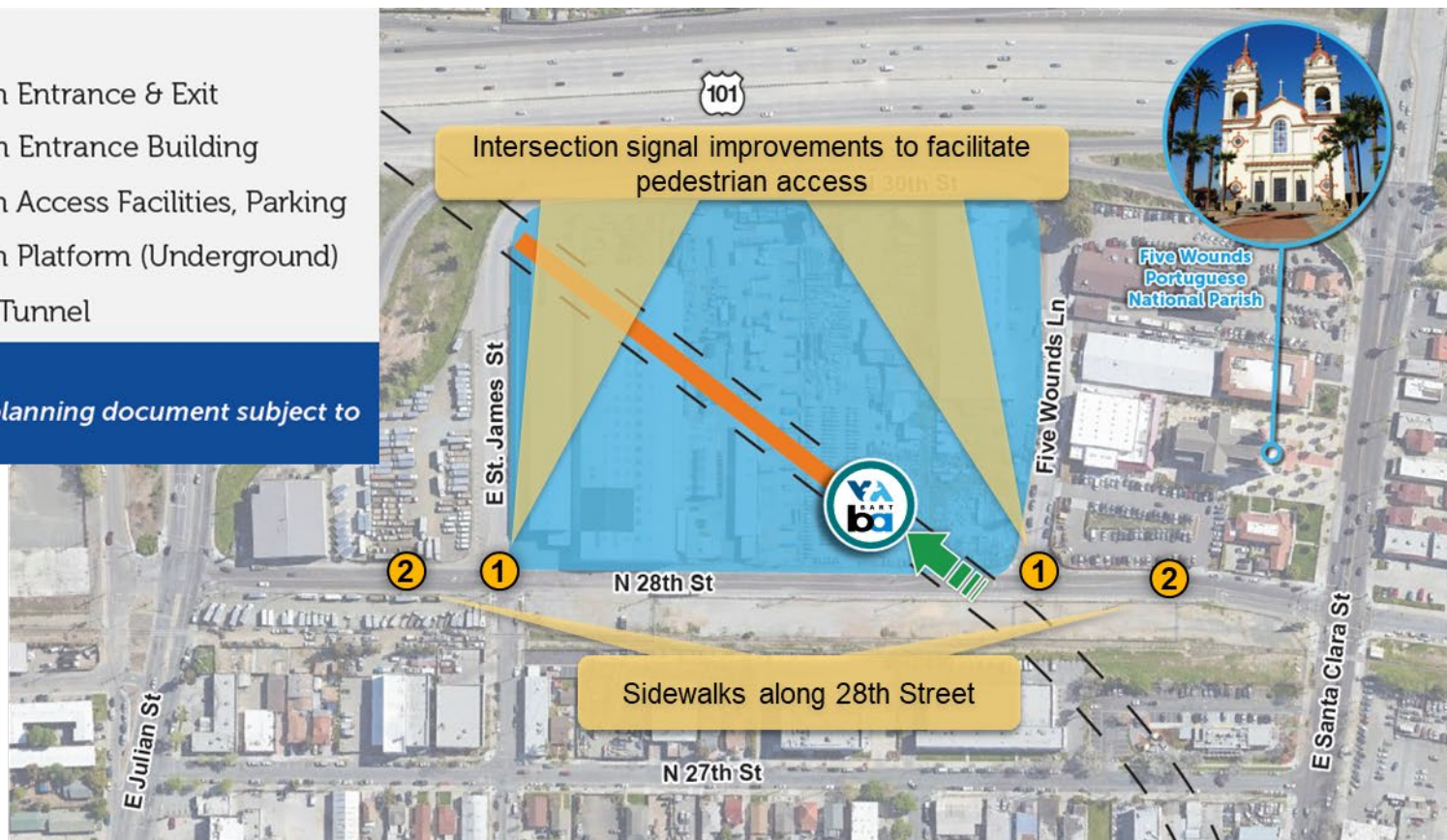


LEGEND

- ➔ Station Entrance & Exit
- 🚶 BART Station Entrance Building
- 🟦 Station Access Facilities, Parking
- 🟠 Station Platform (Underground)
- BART Tunnel

NOTE:


- This is a planning document subject to change.



28th Street/Little Portugal BART Station Access Plan

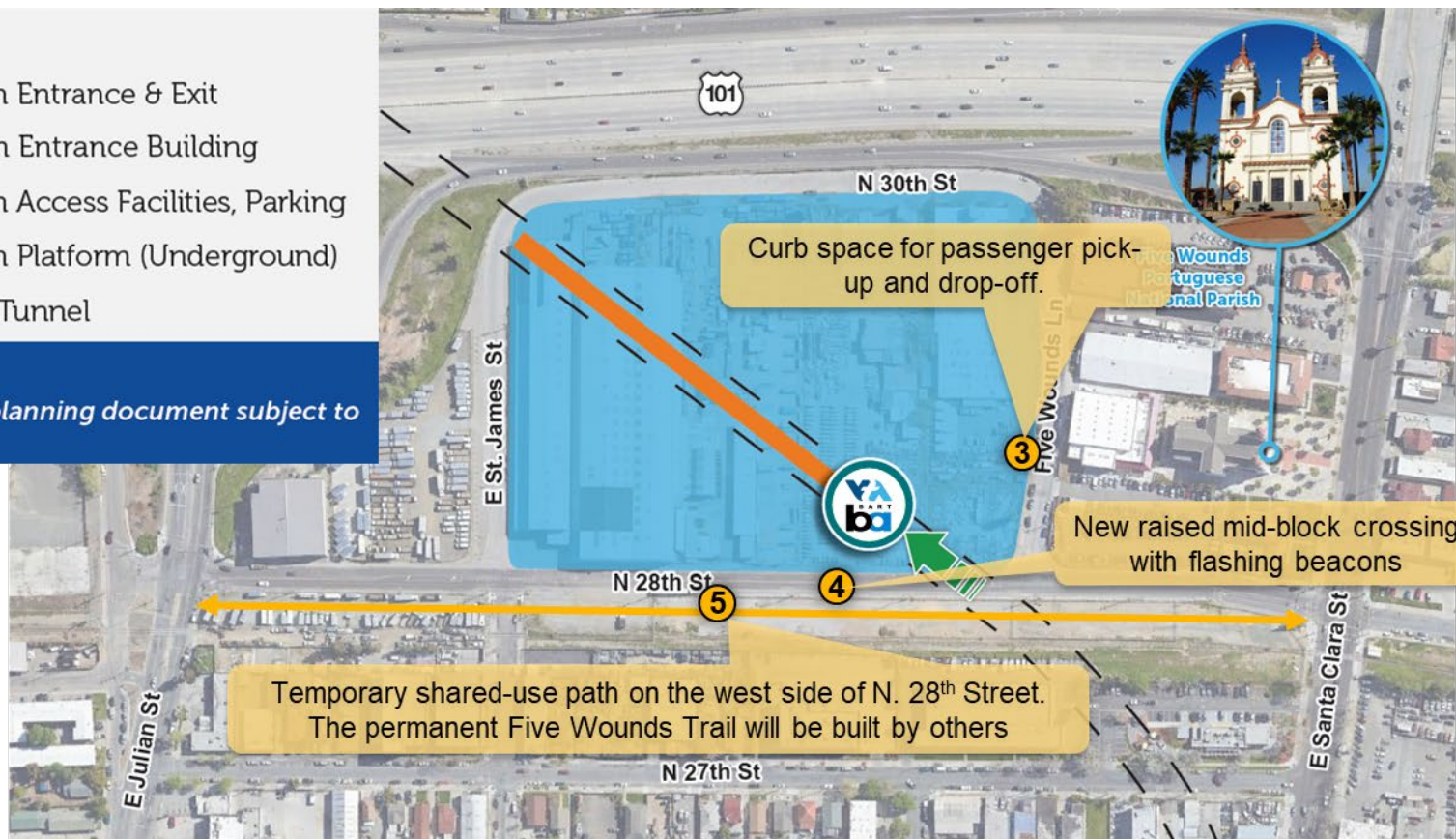


LEGEND

- ➔ Station Entrance & Exit
-  Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

NOTE:

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28th Street/Little Portugal BART Station Access Plan



LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

NOTE:

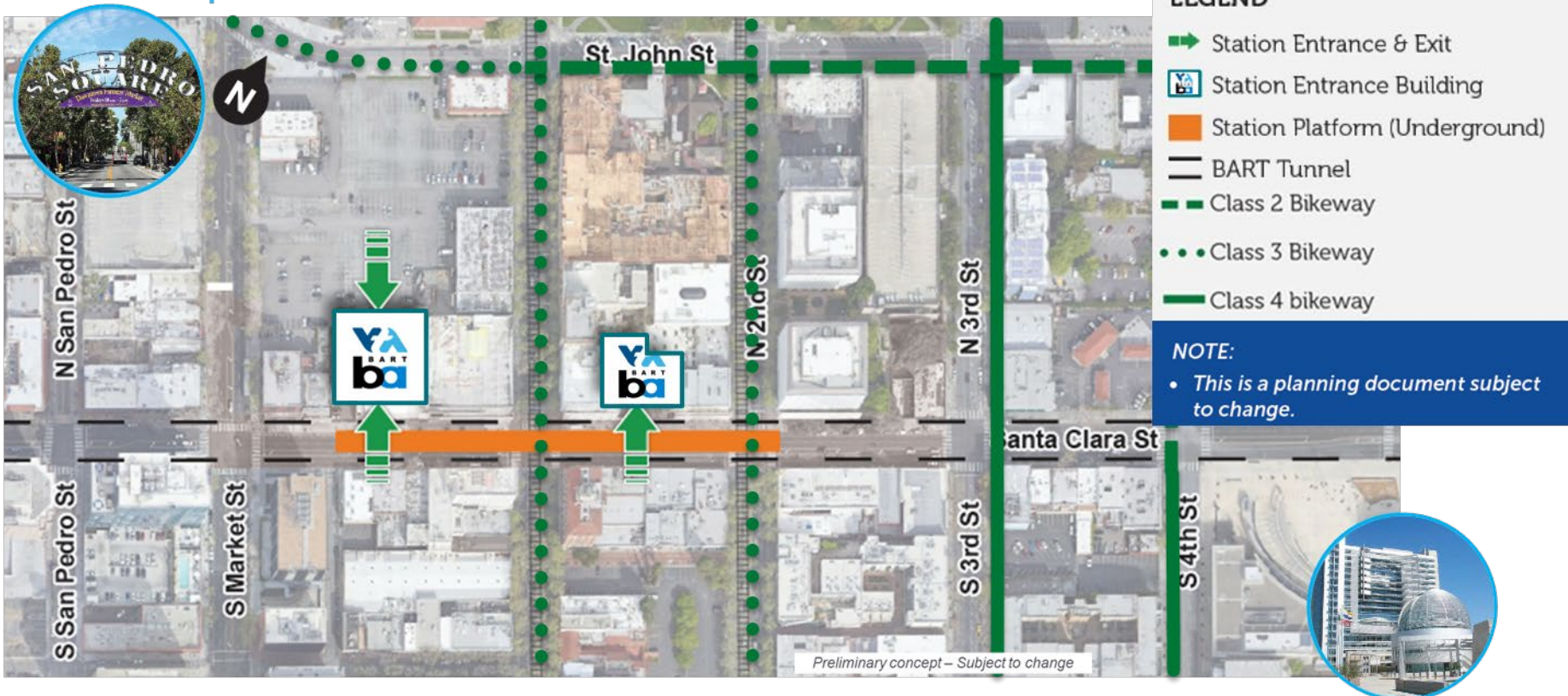
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Downtown San José BART Station Access



San Pedro Square



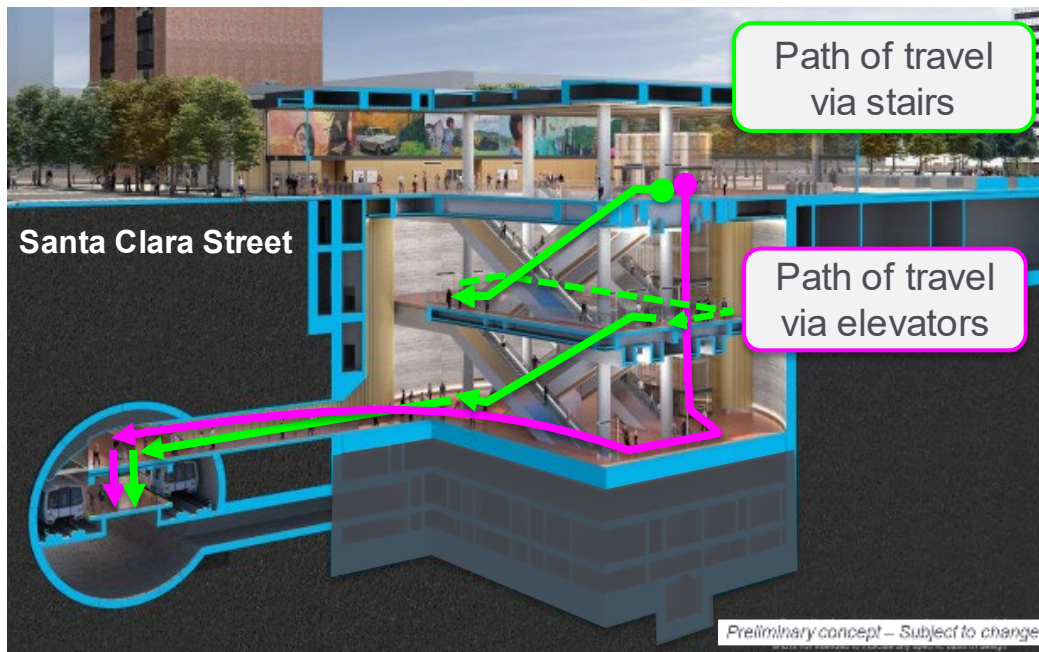
Primary Entrance

Entrance → Concourse

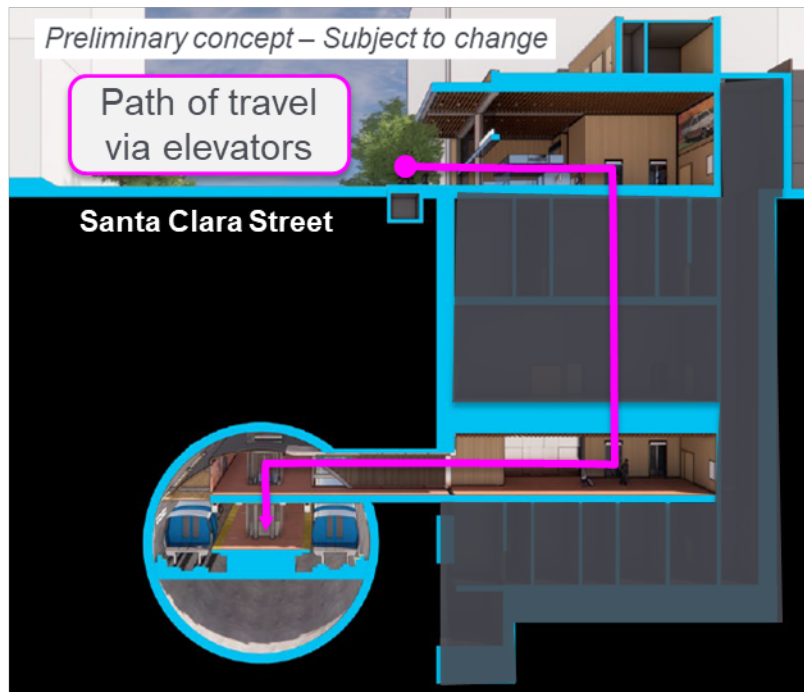
- 3 high-speed elevators
 - *Accommodates Cargo Bikes*
- Stairs

Concourse → Platform

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



Secondary Entrance



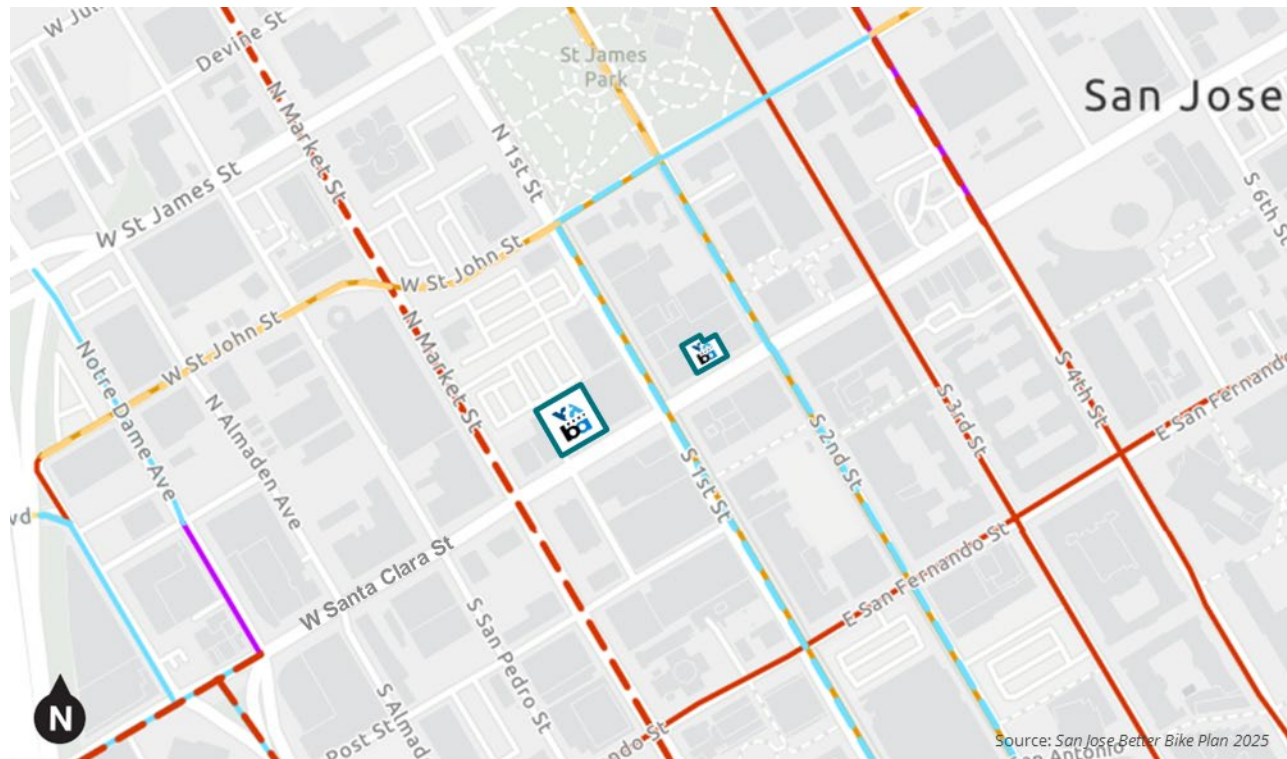
Entrance → Concourse

- 4 high-speed elevators
 - Accommodates Cargo Bikes

Concourse → Platform

- 2 elevators
 - Accommodates Cargo Bikes
- 4 sets of stairs

Planned CSJ Bikeways in Downtown San José



Planned Bikeways

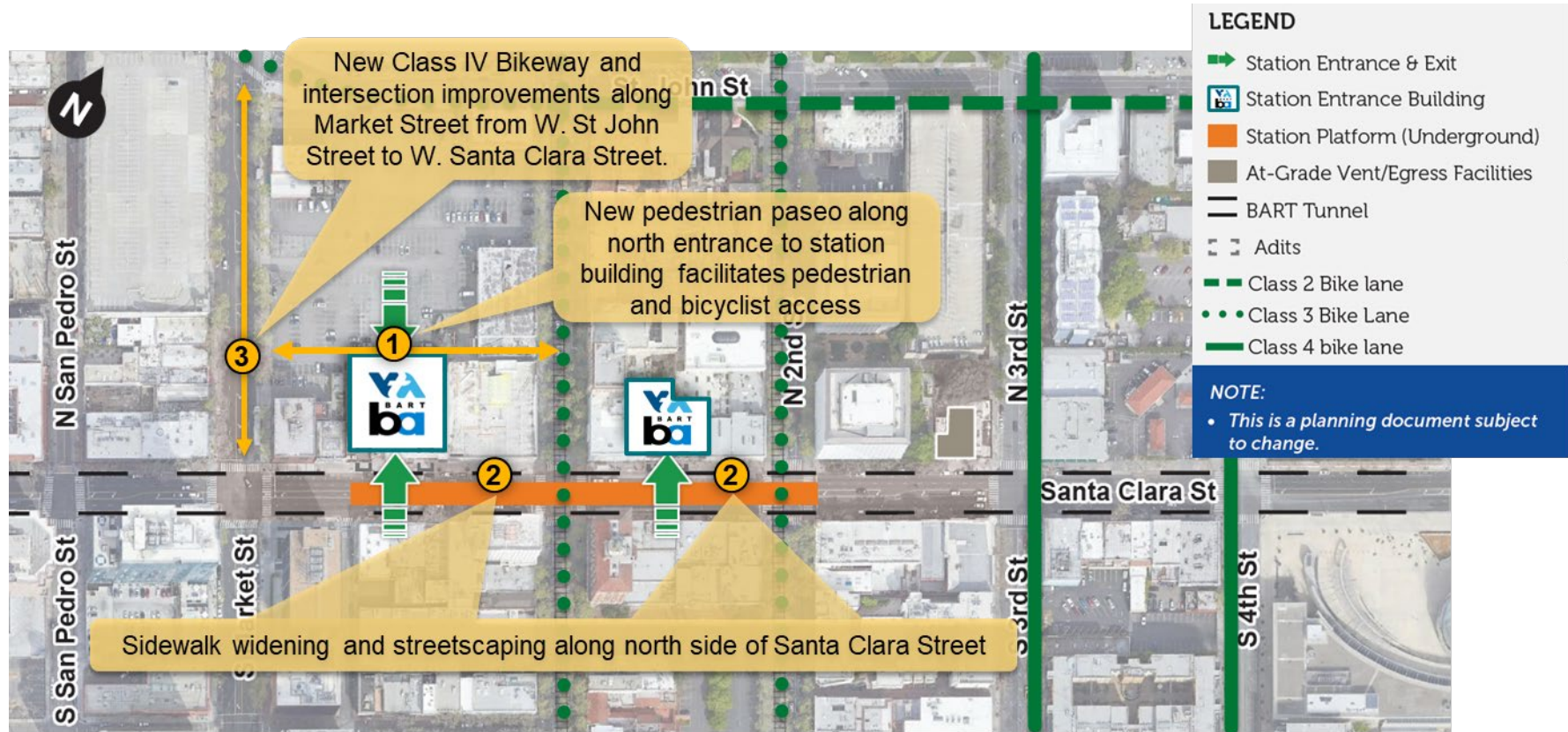
- Path or Trail
- Protected Bike Lane
- Bike Lane or Protected Bike Lane
- Bike Lane
- Bike Boulevard
- Spot Improvement

Existing Bikeways

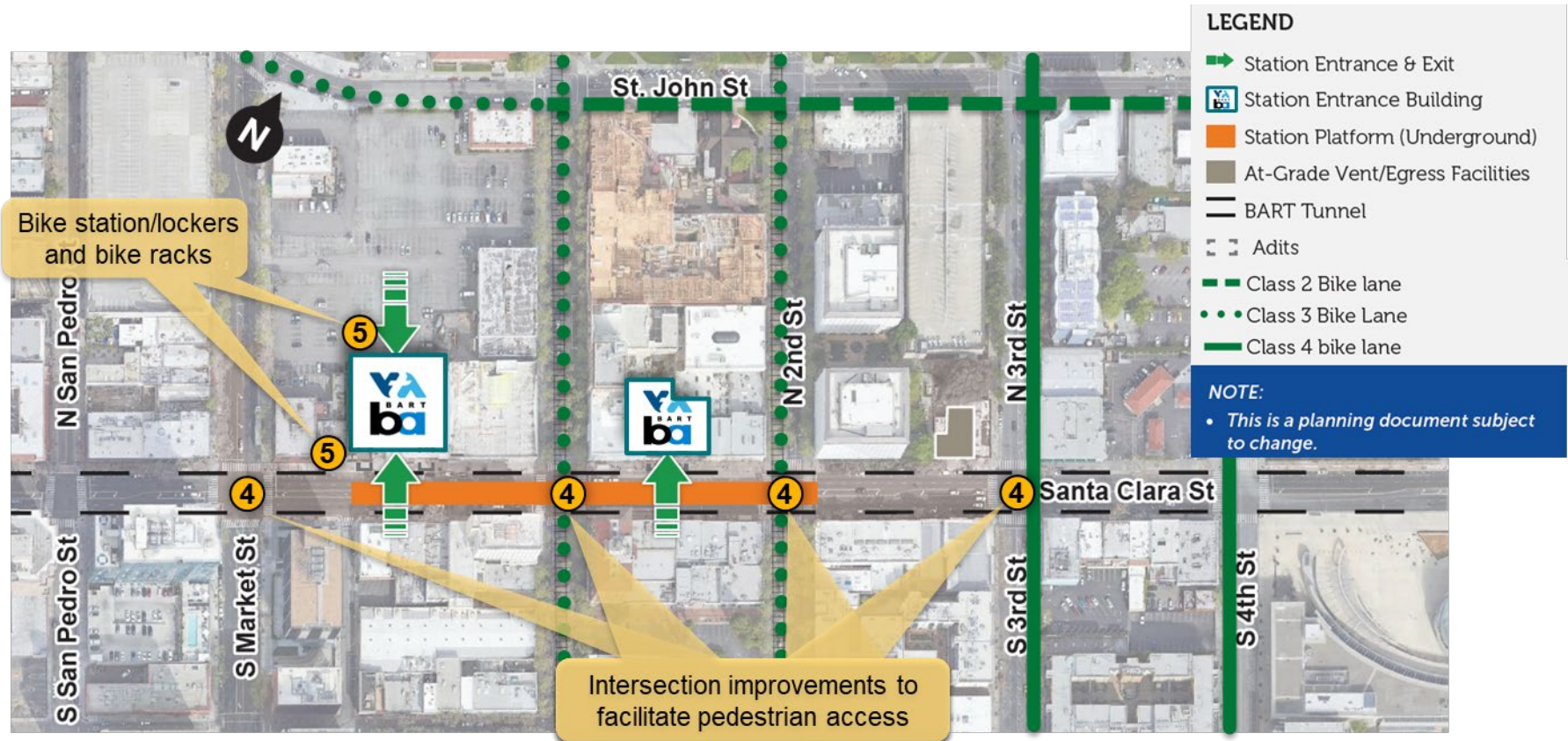
- Path or Trail
- Protected Bike Lane
- Bike Lane (with buffer)
- Bike Lane
- Bike Boulevard
- Bike Route

Source: San Jose Better Bike Plan 2025

Downtown San José BART Station Access Plan



Downtown San José BART Station Access Plan



Diridon BART Station Access



LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Platforms (Underground)
- BART Tunnel
- Class 2 Bikeway
- Class 3 Bikeway
- Class 4 bikeway

NOTE:

- This is a planning document subject to change.

Diridon BART Station Bicycle Route



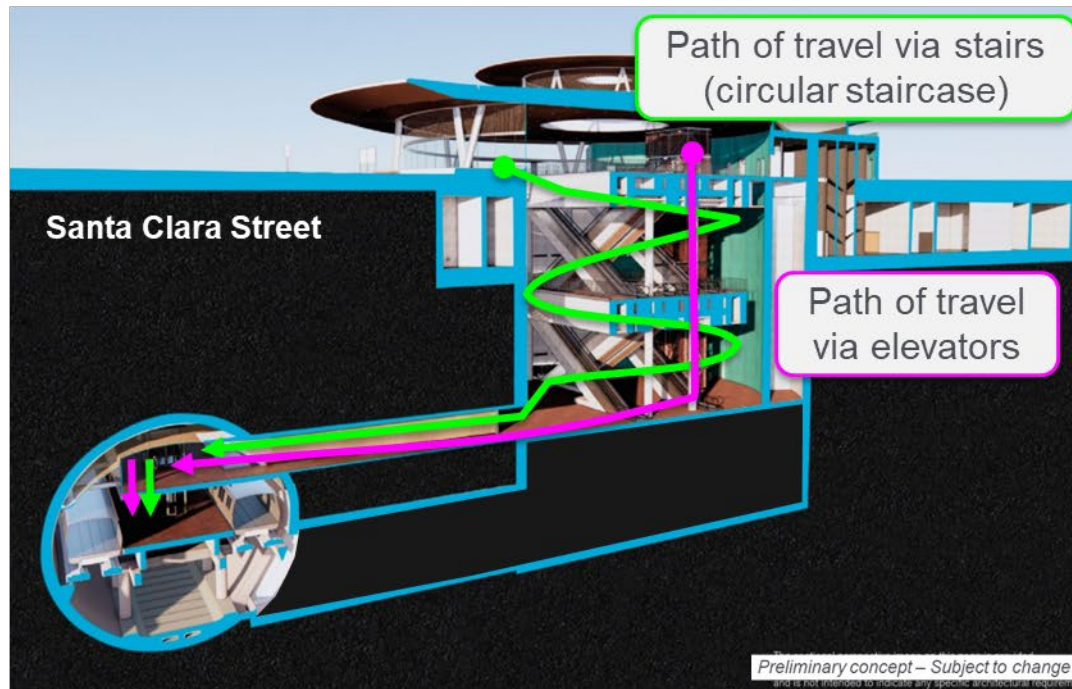
Entrance → Concourse

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

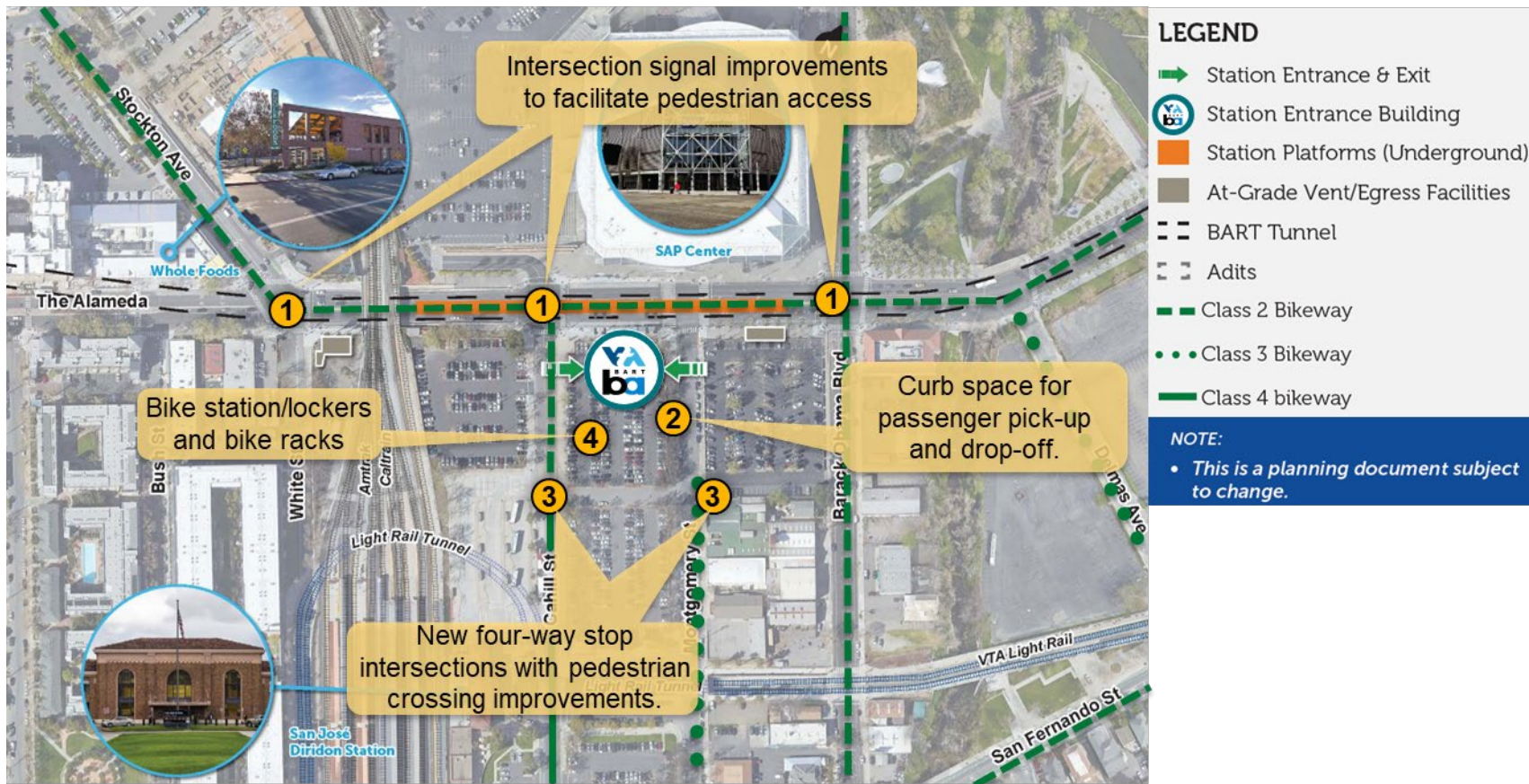
Concourse → Platform

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

Primary Entrance



Diridon BART Station Access Plan



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.

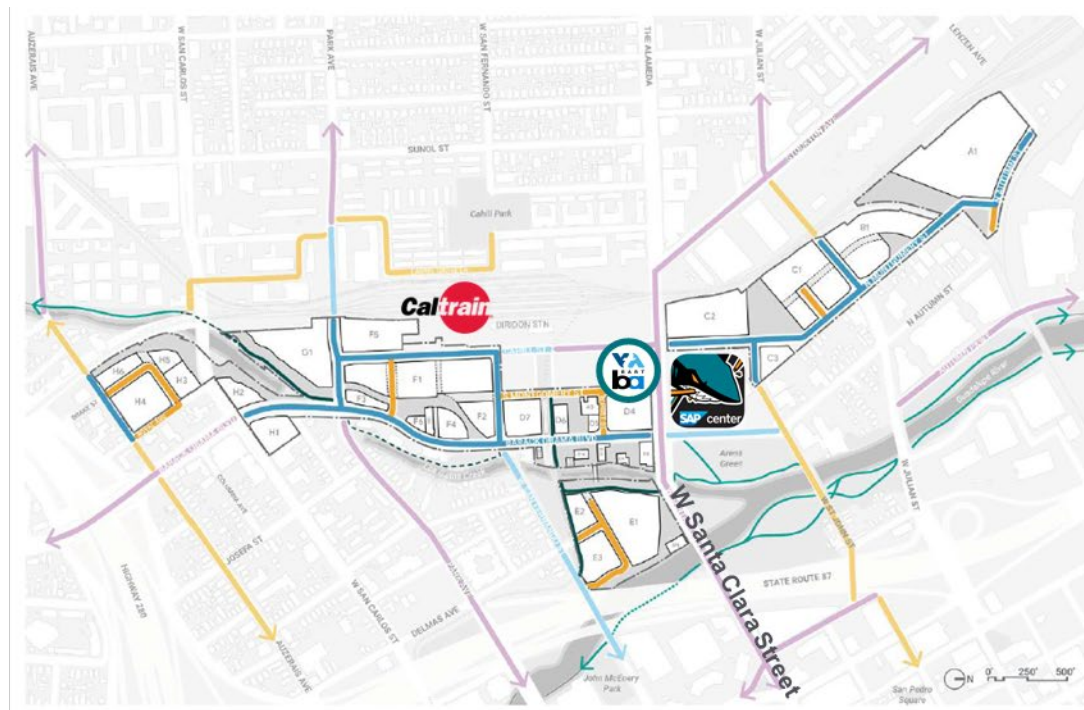


FIGURE 6.13: Bicycle and micro-mobility network

- 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 Access

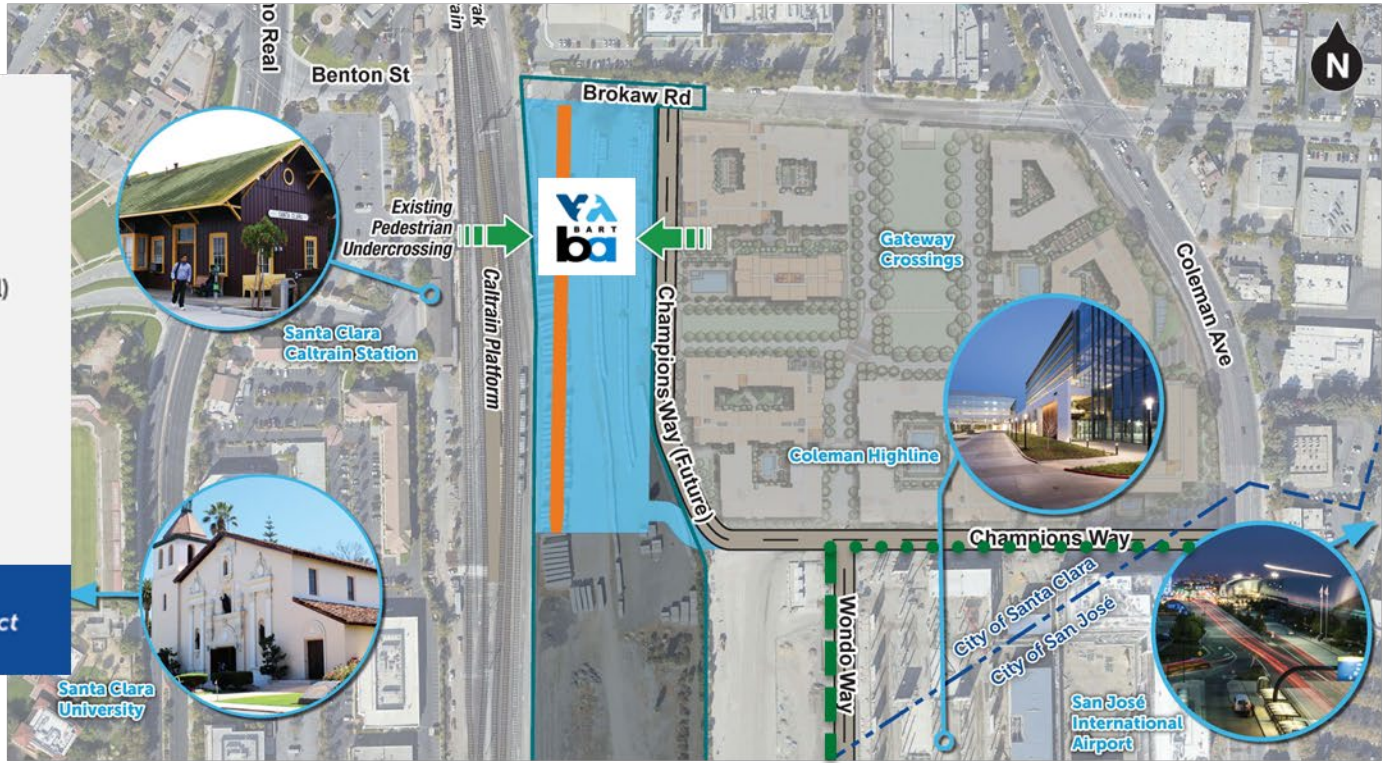


LEGEND

- ➡ 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:

- This is a planning document subject to change.



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
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



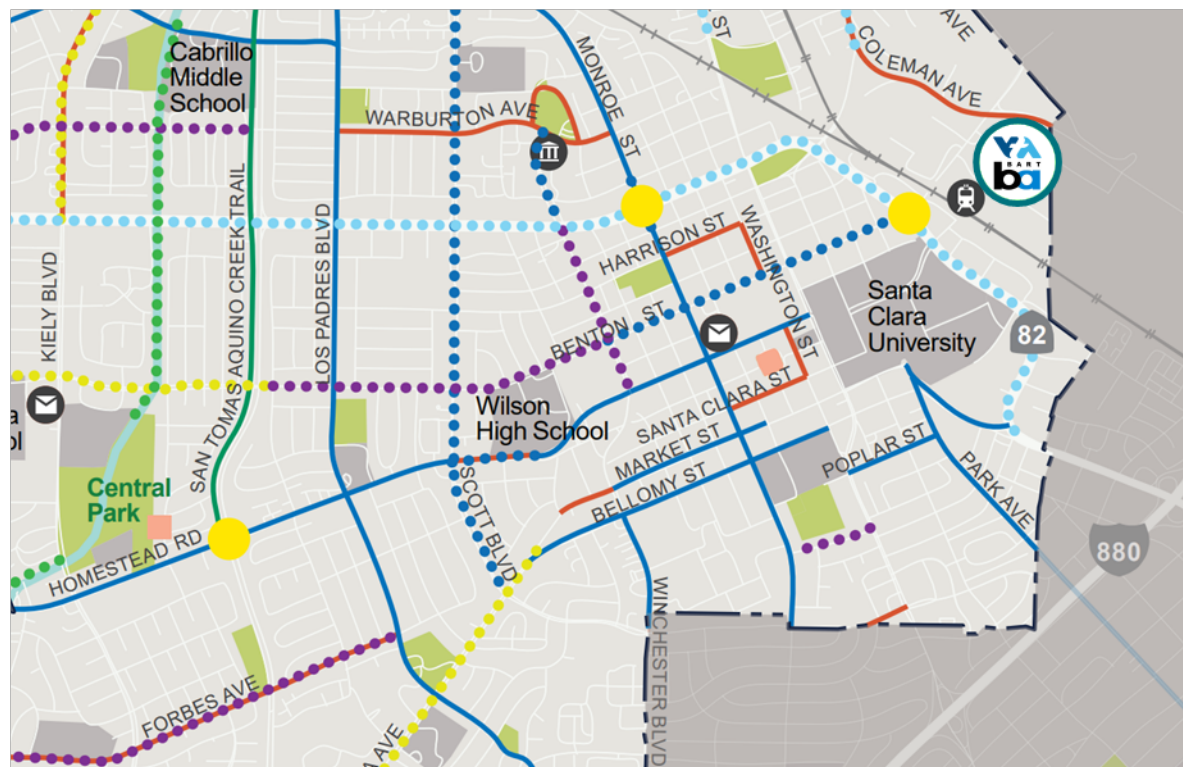
Conceptual View of Santa Clara BART Station Concourse



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



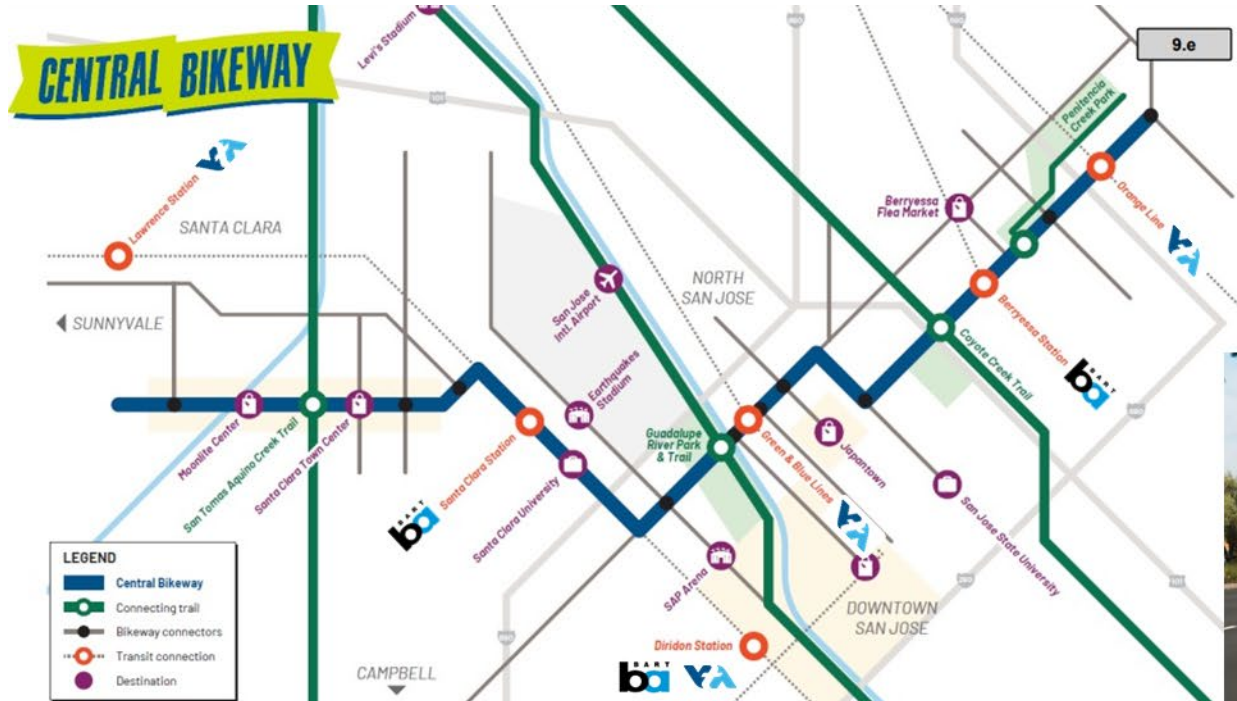
Recommended Bikeways

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

Destinations + Boundaries

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

VTA's Central Bikeway Project



VTA Board of Directors approved on May 4th



Santa Clara BART Station Access Plan

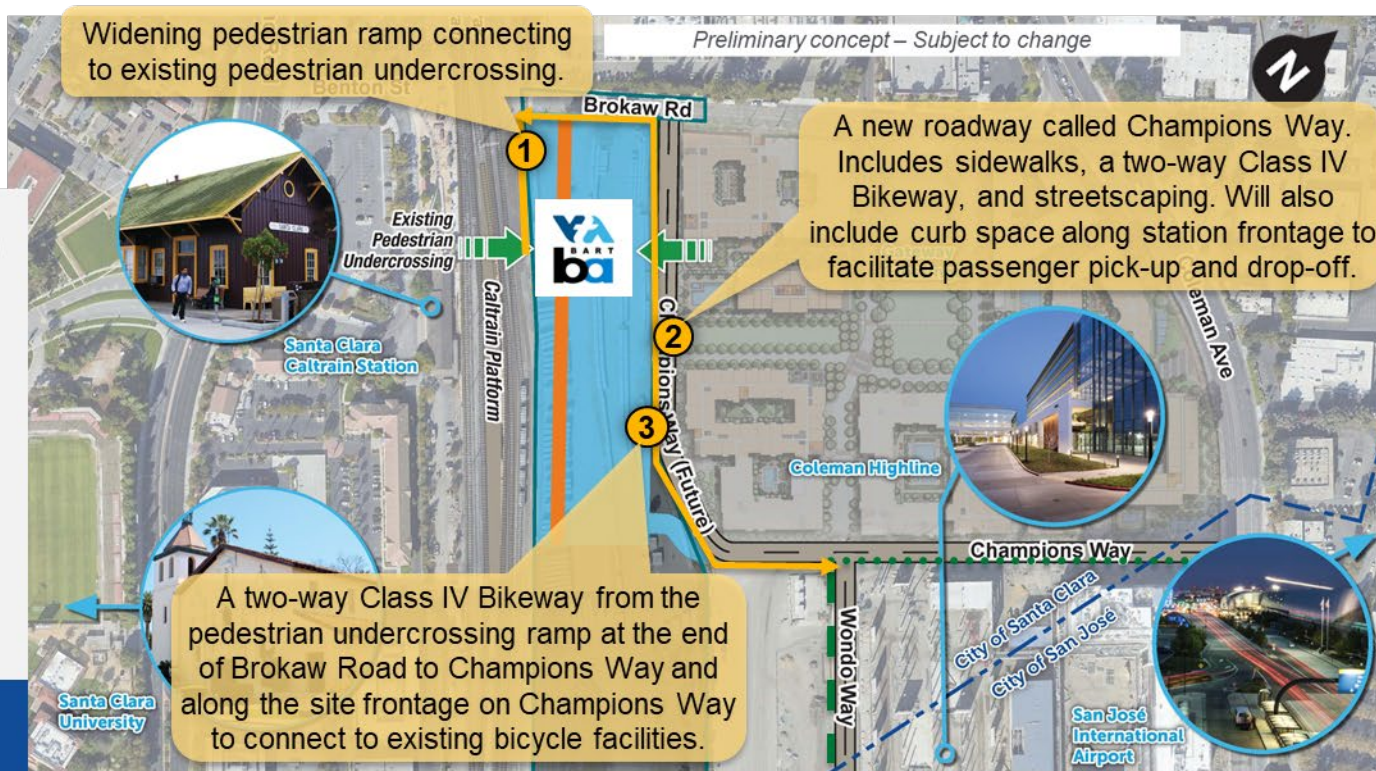


LEGEND

- 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 Access Plan

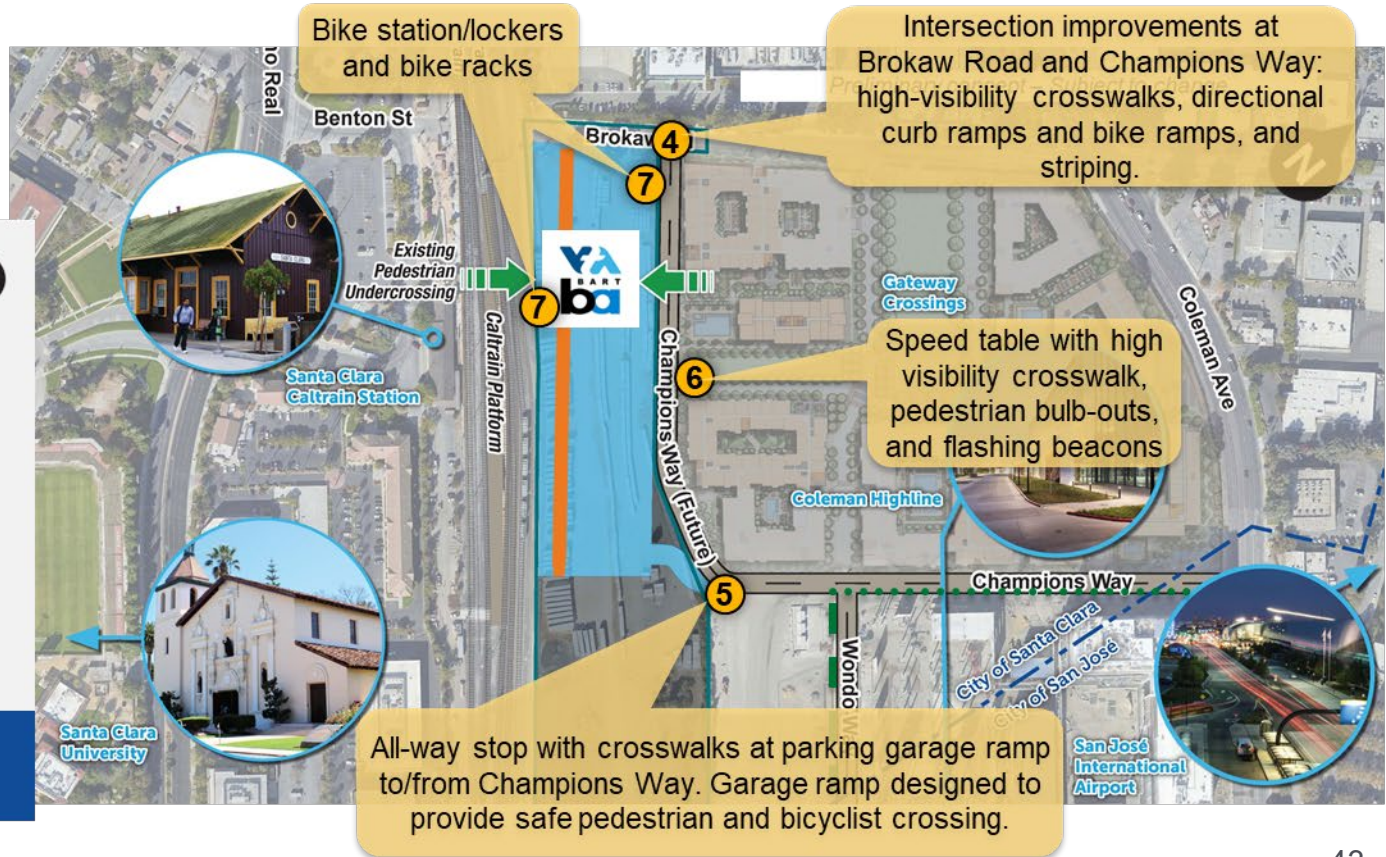


LEGEND

- 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:

- This is a planning document subject to change.



Next Steps

Next Steps



Starting Late 2023/Early 2024

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

- We expect to meet with you again as design advances, before design is finalized.



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://facebook.com/bartsv)

Instagram: [@ascvta](https://instagram.com/ascvta)