

# VTA's BART Silicon Valley Phase II Extension Project

Santa Clara  
Community Working Group Meeting

July 21, 2022



# Agenda

- **Welcome and Introductions**
- **Station Goals, Requirements, and Design History**
- **Small Group Station Priorities Discussions**
- **CWG Member Report Back**
- **Next Steps**

# Santa Clara CWG Members



- Ana Vargas-Smith (Chair), *Reclaiming Our Downtown*
- Christian Malesic, *Silicon Valley Central Chamber of Commerce*
- Curtis Leigh, *Hunter Storm*
- David Schoenwetter & David Cajigas, *Santa Clara University*
- Jack Morash, *South Bay Historic Railroad Society*
- John Urban, *Newhall Neighborhood Association*
- Jonathon Evans, *Old Quad Residents Association*
- Luke De Vogelaere, *San José Earthquakes*
- Ron Miller, *Bellarmino College Preparatory*

# Project Benefits



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



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



**Connecting 1.7 M** transit-dependent riders to resources every year



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



**Providing equitable transit** for low-income communities



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



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



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



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



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



**60 M sq ft** of new development and housing



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



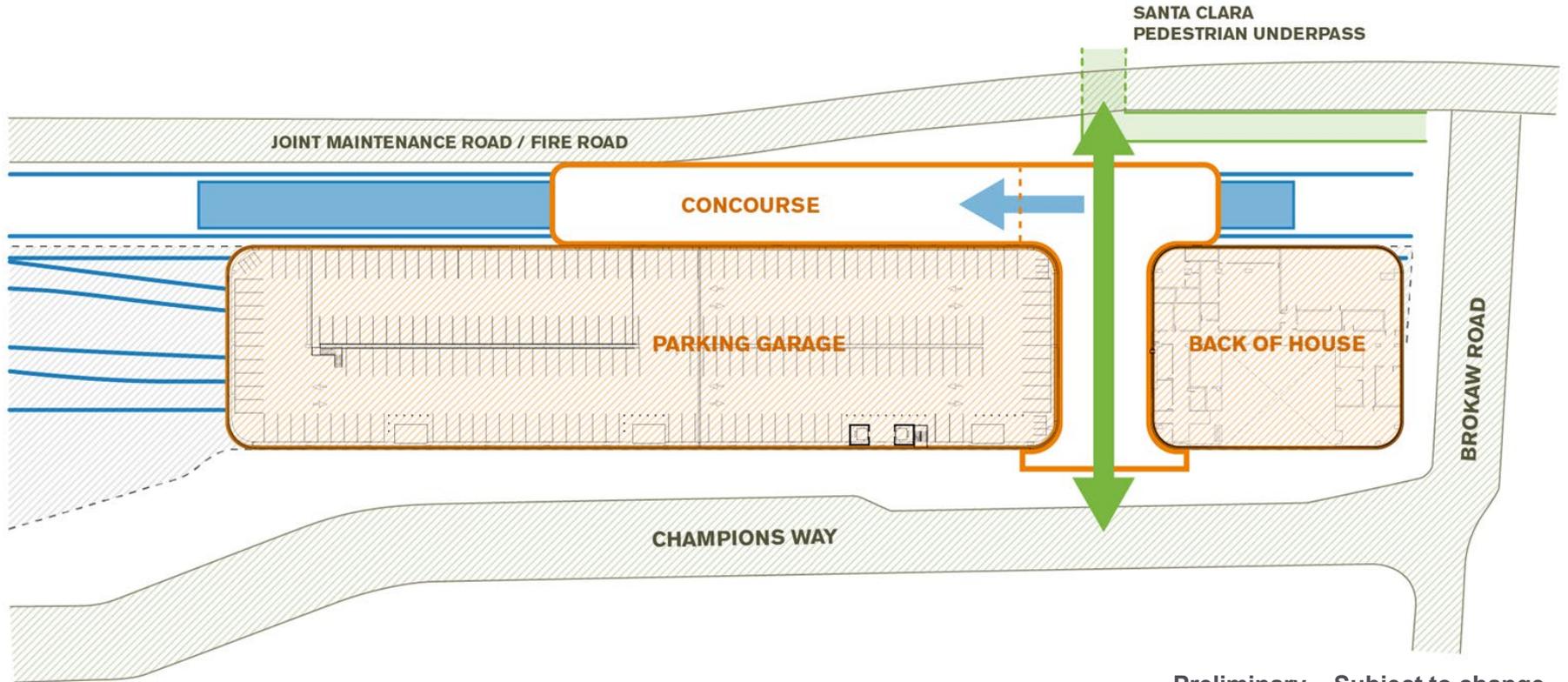
# Station Goals

# High Quality User Experience



Preliminary – Subject to change

# Direct, Quick, and Intuitive Routes



Preliminary – Subject to change

# Unique Stations that Support Wayfinding



Preliminary – Subject to change

# Connect & Integrate with Surroundings



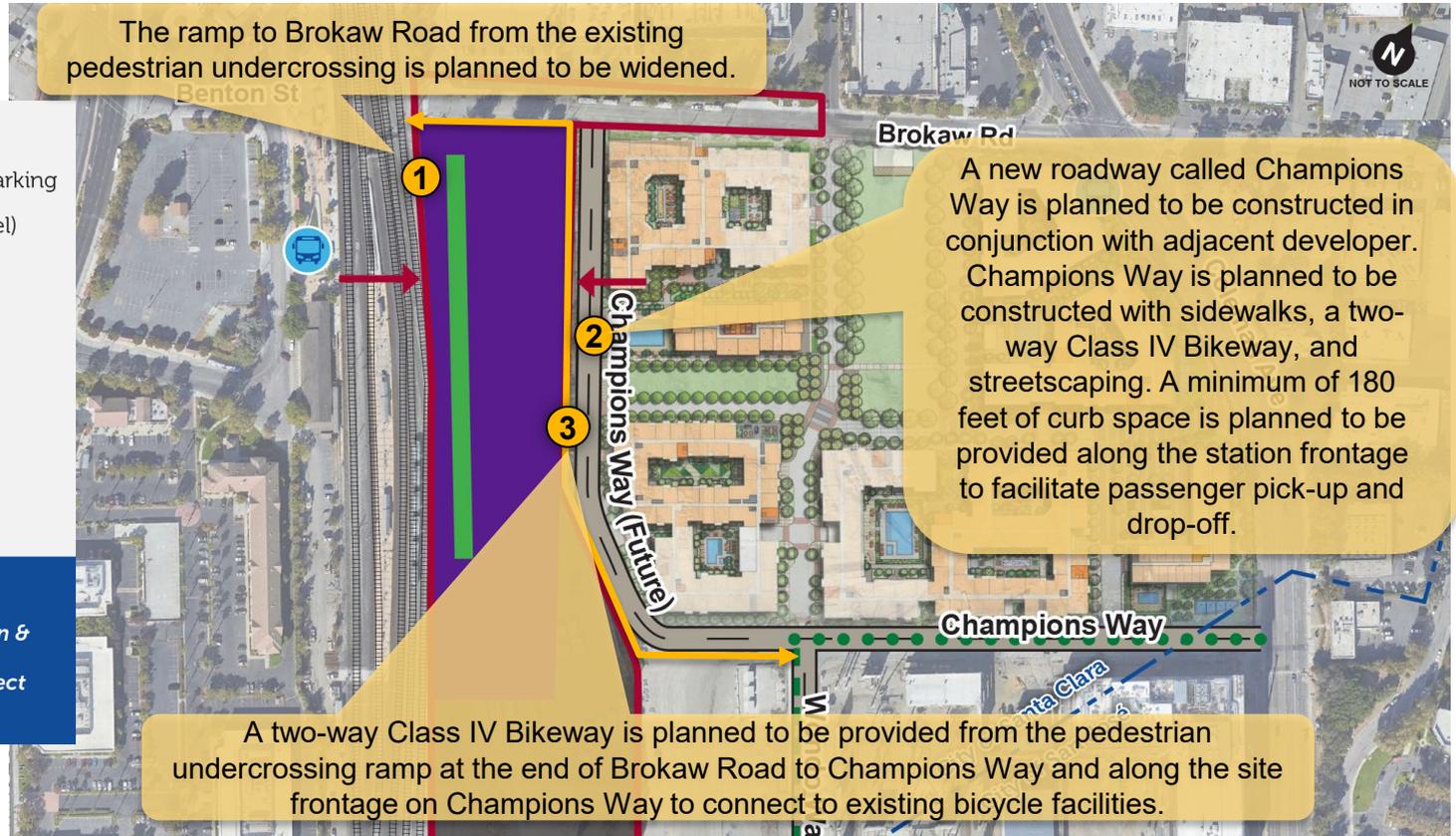
The ramp to Brokaw Road from the existing pedestrian undercrossing is planned to be widened.

## LEGEND

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

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.



A new roadway called Champions Way is planned to be constructed in conjunction with adjacent developer. Champions Way is planned to be constructed with sidewalks, a two-way Class IV Bikeway, and streetscaping. A minimum of 180 feet of curb space is planned to be provided along the station frontage to facilitate passenger pick-up and drop-off.

A two-way Class IV Bikeway is planned to be provided from the pedestrian undercrossing ramp at the end of Brokaw Road to Champions Way and along the site frontage on Champions Way to connect to existing bicycle facilities.

# Connect & Integrate with Surroundings

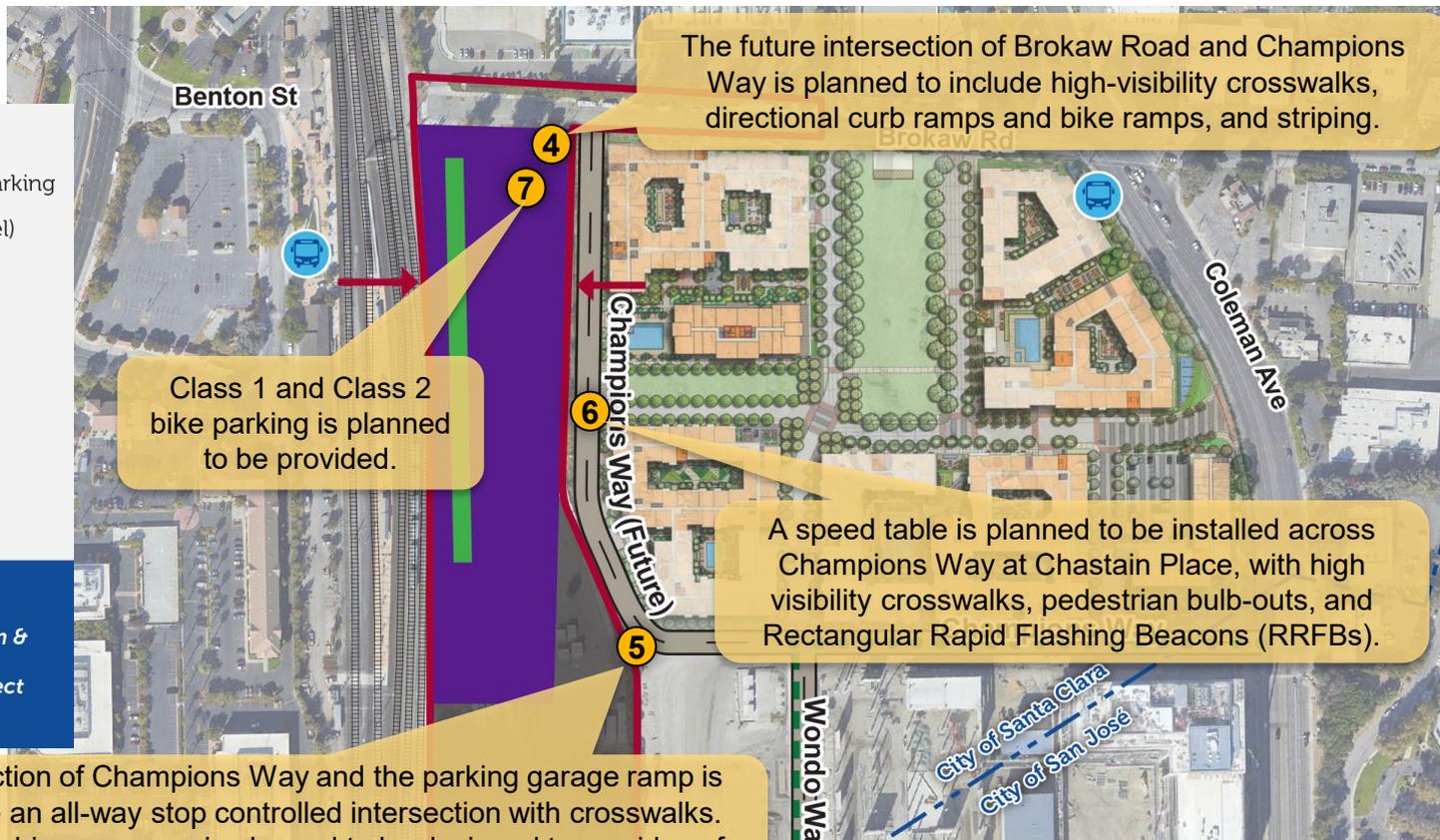


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The future intersection of Brokaw Road and Champions Way is planned to include high-visibility crosswalks, directional curb ramps and bike ramps, and striping.

Class 1 and Class 2 bike parking is planned to be provided.

A speed table is planned to be installed across Champions Way at Chastain Place, with high visibility crosswalks, pedestrian bulb-outs, and Rectangular Rapid Flashing Beacons (RRFBs).

The future intersection of Champions Way and the parking garage ramp is planned to provide an all-way stop controlled intersection with crosswalks. The parking garage driveway ramp is planned to be designed to provide safe pedestrian and bicyclists crossings of the driveway.

# Meet Technical Requirements and Achieve Goals



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



# Unique Goals for the Santa Clara Station



Establish a new landmark that represents the history and diversity of Santa Clara that strikes a balance between modern and historic Santa Clara



# Community Feedback that has been Incorporated



- Incorporated less-reflective **wood-like materials**
- Provided spaces for **retail** in the station (e.g. concourse retail kiosks)
- Provided infrastructure for **solar panels** to be added to garage roof
- Provided parking spaces for **electric vehicles**
- Incorporated **wayfinding** elements, and will continue to develop
- Provided more **greenery**, including native and low-water consumption plant species
- Included more **color**





- Establish a **sense of place** in and around the station
  - *A dynamic, multi-colored façade with more lighting options*
  - *Add a building-mounted or freestanding sign visible to those accessing the station area*
  - *Further incorporate and integrate art and wayfinding*
- **Activate** the station for a vibrant, enjoyable experience
  - *Provide places for retail and patron seating*
  - *A performance space, particularly for university students to use*

# Potential Performance Space



## Potential Art Integration

Programmed Types - Small Events / Performance Space



Busking Corner



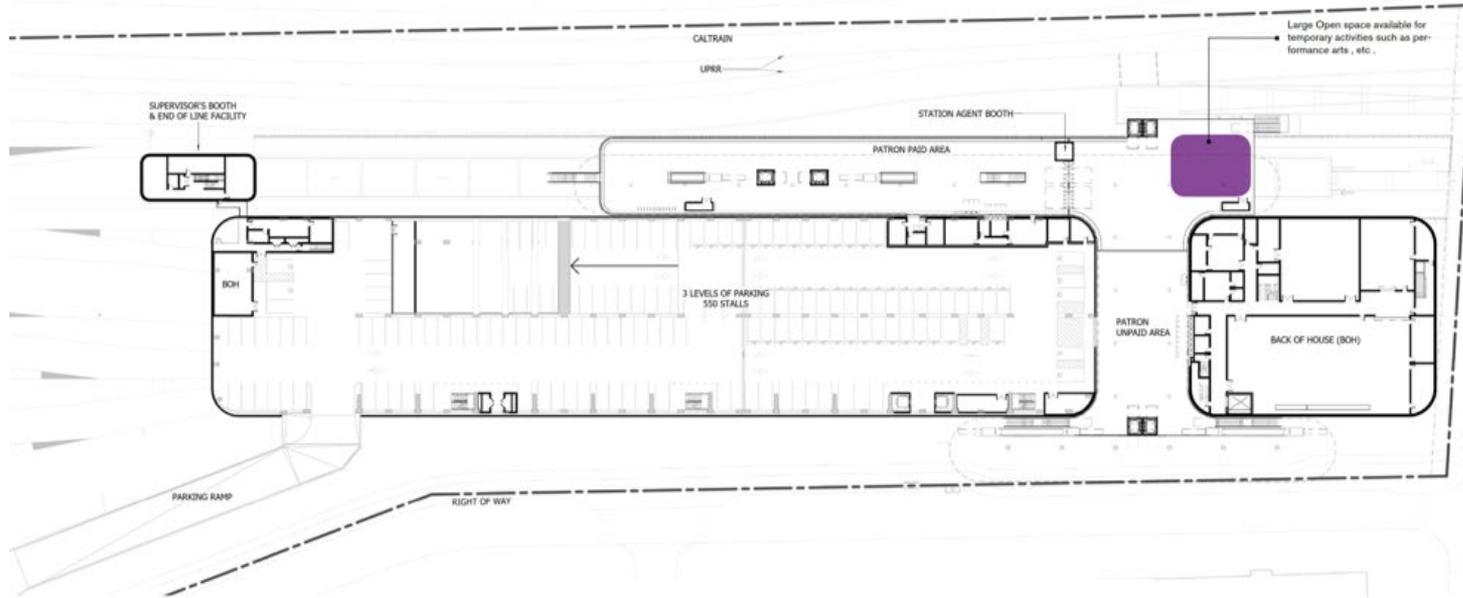
"Play me" - Street Pianos

# Potential Performance Space



## Art Placement

Small performance/event space



DRAFT AS OF September 2021

51

Draft as of July 2022 – FOR DISCUSSION ONLY

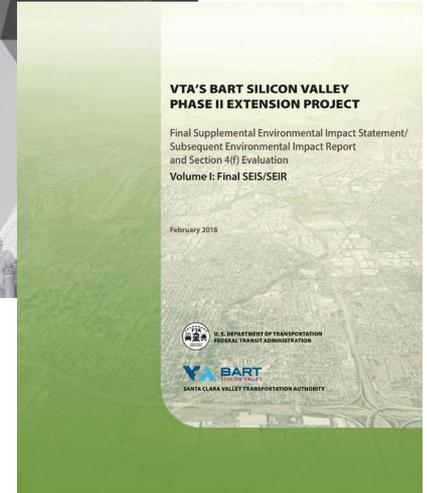


# Station Design

# Design Requirements & Constraints



- 2018 BSVII Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) project description and commitments
- Federal environmental approval
- BART operational requirements
- BSVII Design Criteria Manual
- National Fire Protection Association (NFPA-130), and others
- Emergency Access Requirements (e.g., CA Building Code as provided by Santa Clara Fire Department, including by accounting for equipment available)



# Framing Concepts



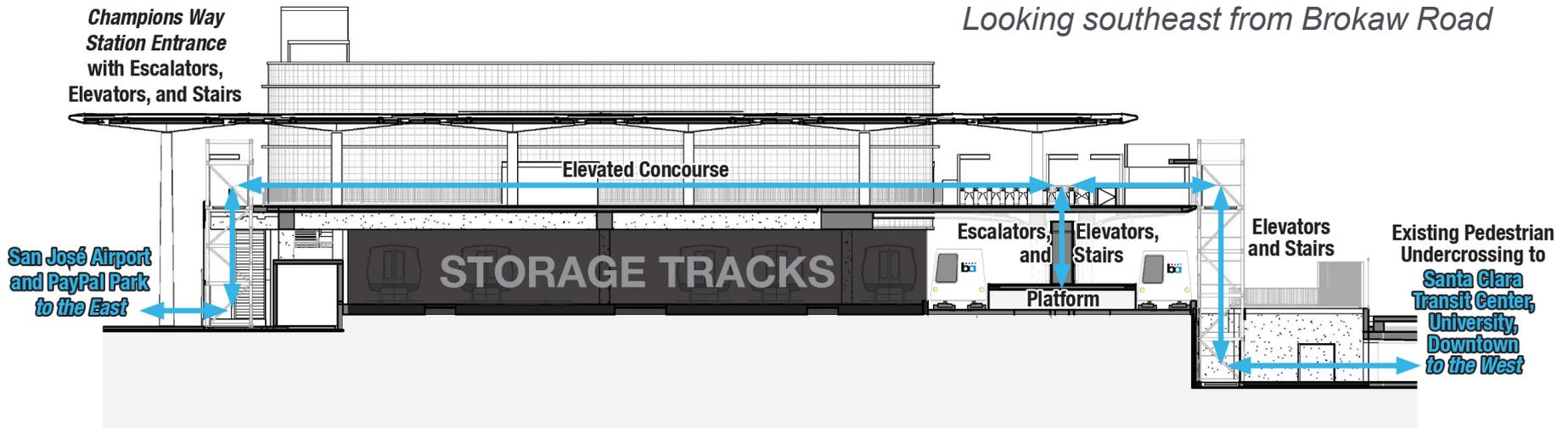
- This end-of-the-line station requires a train storage and maintenance facility with specific requirements
- Space required for the yard has been optimized to fit within the smallest footprint possible
- Designing to optimize both the station and the yard is a balancing act
- The yard and the station cost roughly the same



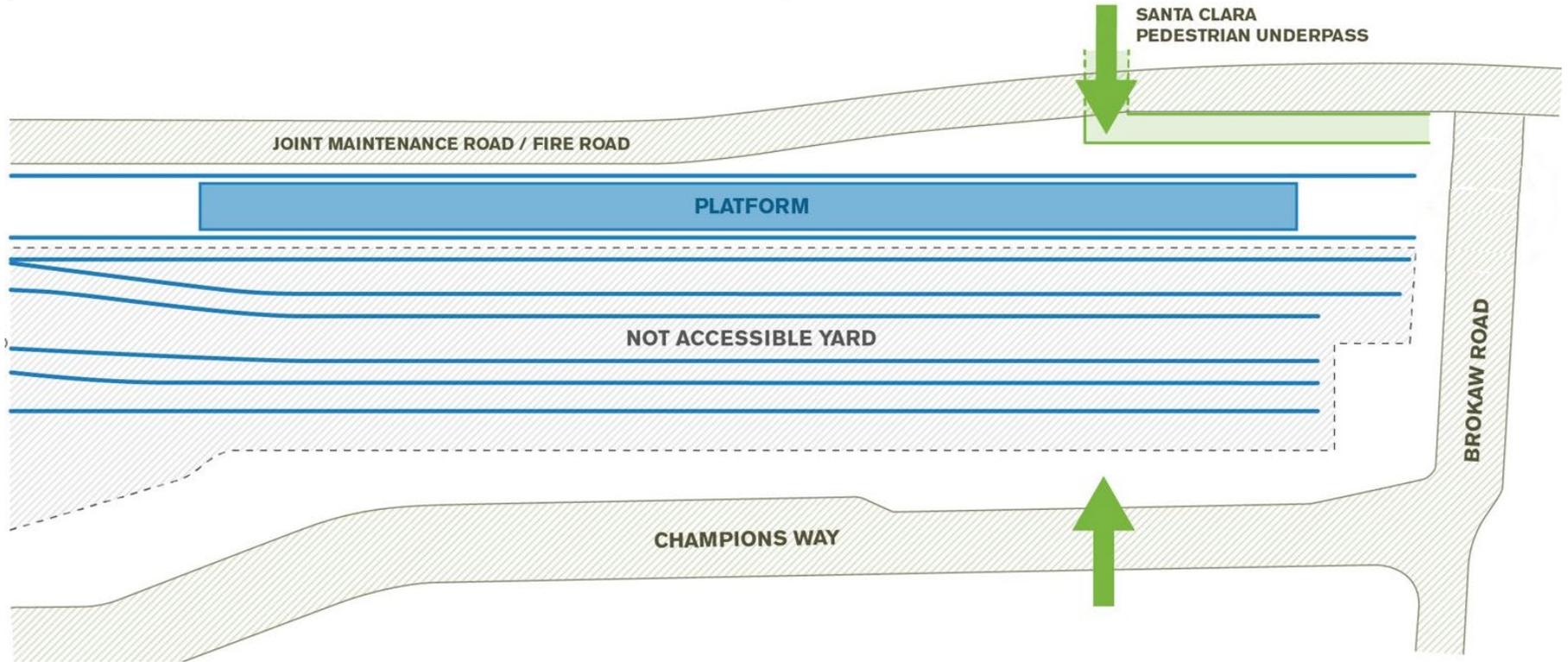
# BART Operational Requirements



- Platform length to **accommodate a 700 foot 10-car train**
- A **single, center platform** with two mainline tracks so **passengers can intuitively board the next train leaving** (trains leave in the same direction from either side of the platform)
- Serve as a terminal station – **this is a very unique and important station where trains will start and end their trips**

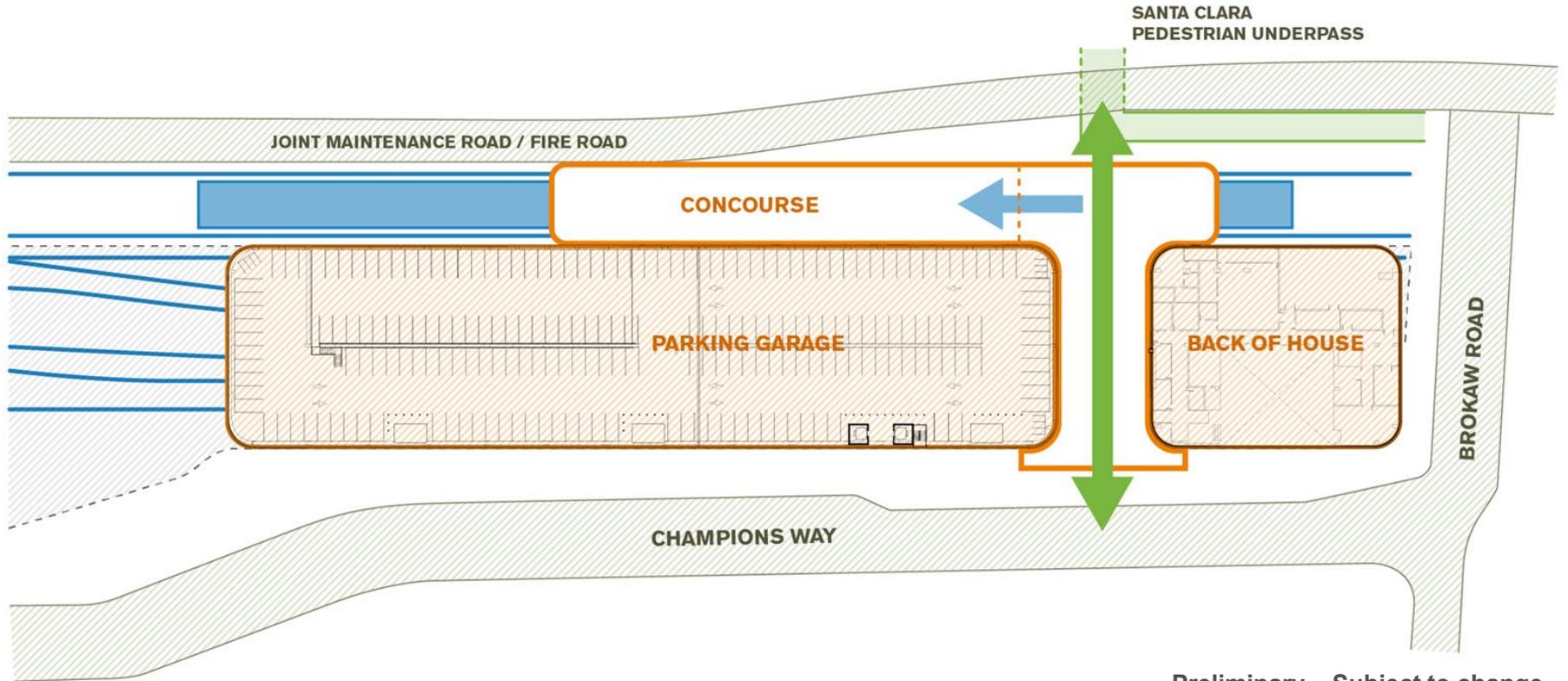


# Form of the Santa Clara BART Station



Preliminary – Subject to change

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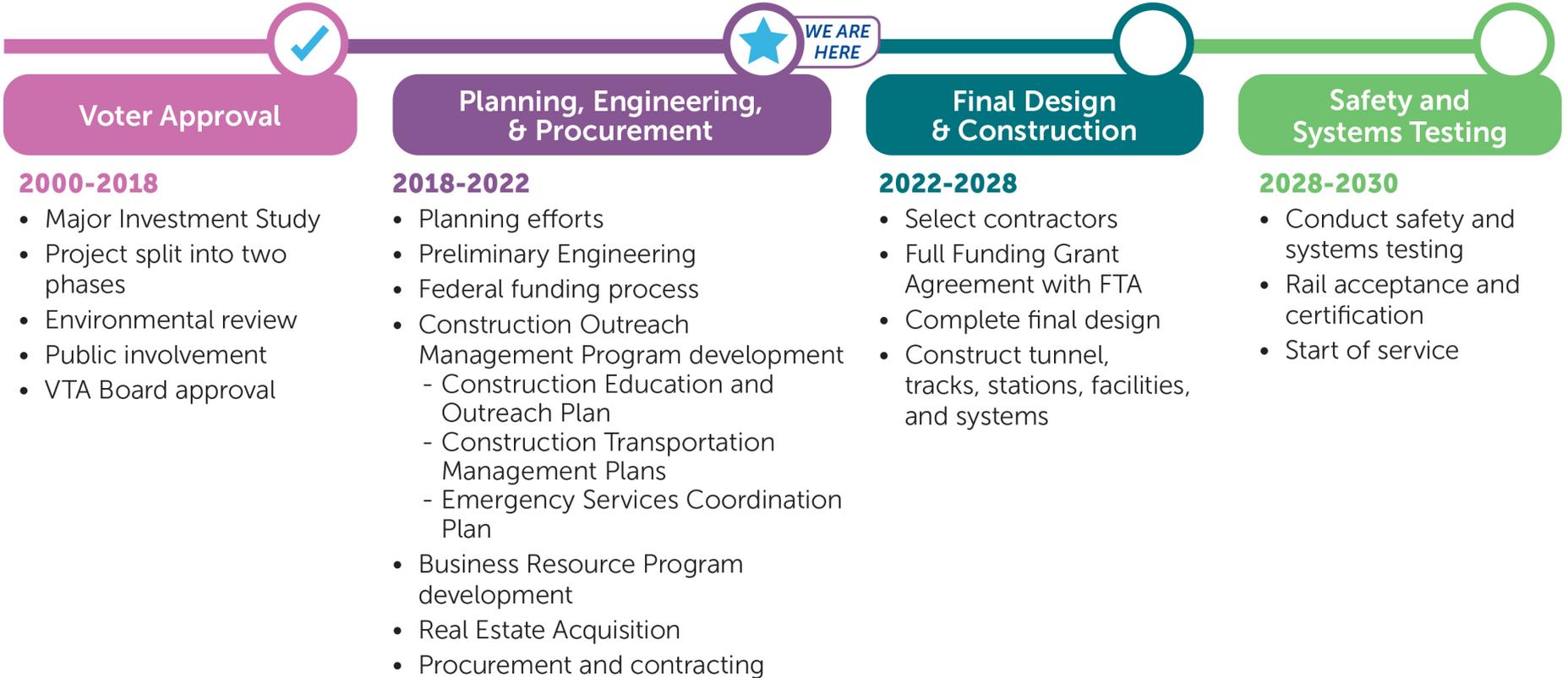
Preliminary – Subject to change

# Santa Clara Station Concepts



	Distinguishing Features	Reasons Concept Was or Was Not Advanced
Opt A	Underground concourse	<b>Safety and security issues</b> associated with underground areas, especially when people can access them without having to pay a fare
Opt B	Ground-level concourse	<b>Not possible to fit all required facilities at-grade</b> within the project boundary
Opt C	Elevated concourse with garage to the north of concourse	<p><b>West entrance not aligned with existing undercrossing</b></p> <p><b>Emergency vehicle and service access via Brokaw Road would be constrained</b></p> <p>Parking garage would need to be taller</p>
Opt D	Elevated concourse with garage to the south of concourse	<b>Concept of current design is acceptable by VTA, BART and Fire, Life, Safety and Security Committee and is included in the RFP</b>

# BSV Phase II Timeline





# Polling Questions



# Small Group Station Design Discussions



# CWG Member Report Back



# Next Steps

# Upcoming Community Engagement Opportunities



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





## Next Santa Clara CWG Meeting – September 15th

### Design Review Committees – Next Round

- Approximately 6 to 12 months after station and yard contractor is on board (anticipated in Q2 2023)
- Potential topics
  - Establish a **sense of place** in and around the station
  - **Activate** the station for a vibrant, enjoyable experience
    - Including art location and selection
  - **Integrate** the station into the surrounding community

# Stay Involved with the Phase II Project!



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

