



# VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon  
Community Working Group  
Follow Up Meeting

August 1<sup>st</sup>, 2024

# Agenda

- Welcome & Introduction
- Diridon BART Station Design Update
- Diridon Intermodal Station Connection to BSV Design Update
- Questions & Answers
- Next Steps

# Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrissey, *Arena Authority*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Miranda**, *San José Chamber of Commerce*

# Upcoming Meetings



- Upcoming CWG Dates
  - Downtown-Diridon CWG Meeting: August 20, 2024
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - Board of Directors' Meeting: August 1, 2024, 5:30 PM
  - VTA's BSVII Oversight Committee: August 8, 2024, 12:30 PM
  - Board of Directors' Meeting: September 5, 2024, 5:30 PM
- Diridon Intermodal Facility
  - Diridon JPAB: August 14th, 2024, 3:00pm
  - Fall public outreach (pop-ups, meetings, new website) on two alternatives
- Kristen will email alerts for other meetings





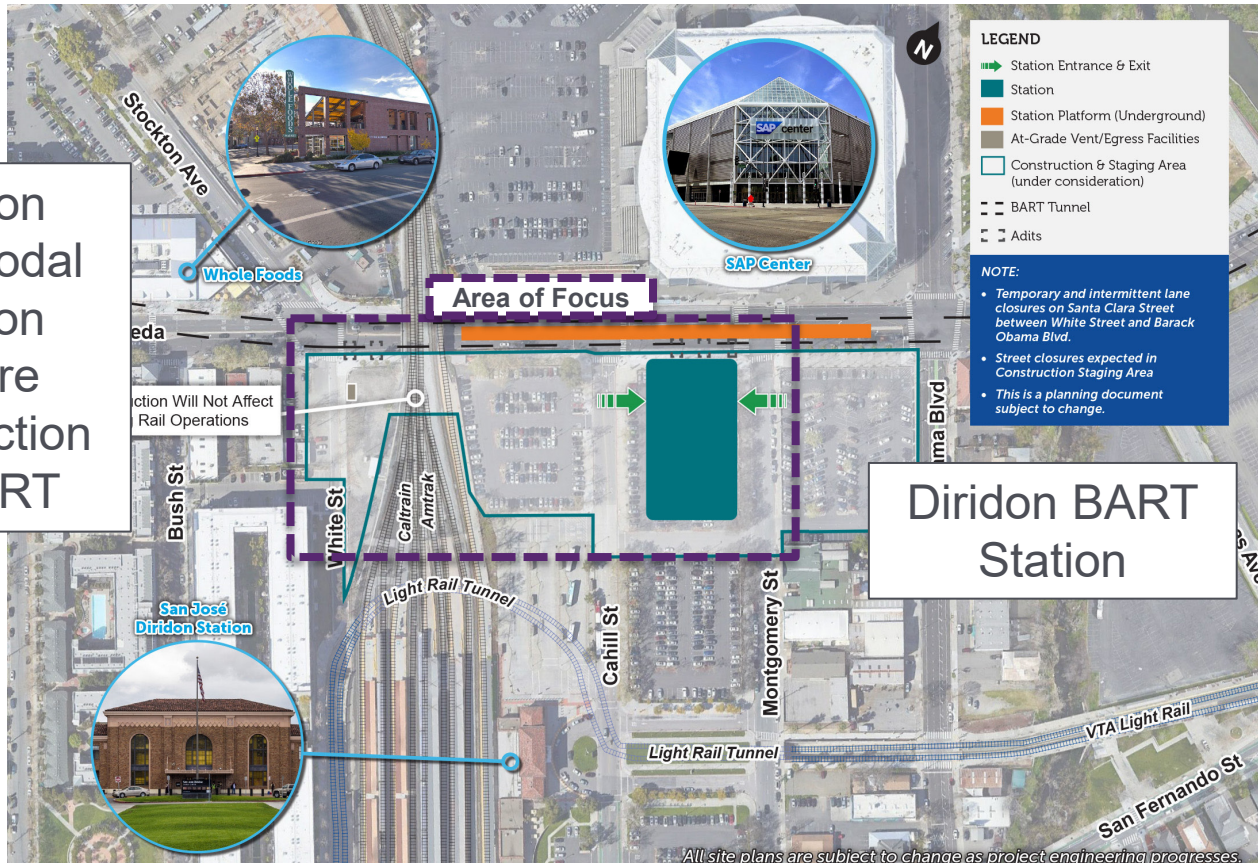
# Diridon BART Station Design Update

Greg Thiebaut, VTA

# Diridon BART Station Site Plan



Diridon Intermodal Station Future Connection to BART



All site plans are subject to change as project engineering progresses.



- Three Diridon BART Station Configuration Options:
  - Underground
  - Underground with Expanded Station Footprint
  - Above Ground
- Three Diridon Intermodal Station Direct Connection Options:
  - Above Ground
  - Below Ground into BART Primary Entrance
  - Below Ground into BART Tunnel

# Criteria Evaluating Diridon BART Station Options



**Stakeholder & Community  
Feedback**



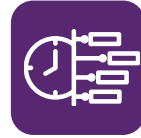
**Cost Indicators**



**Construction Impacts**



**User Experience**



**Schedule Effects**



**Property Usage**

# Station Infrastructure Facilities Required Above Ground



- Emergency Ventilation Shaft
- Emergency Management Panel & Fire Alarm Panel Rooms
- Battery Rooms
- HVAC Units & Fan Exhaust Stack Structure
- Fire Department Valve Rooms
- Trash Storage
- Transformer Courtyard
- Egress Stairs (Emergency)
- BART Police
- Station Agent Booth
- Elevator Cab Access
- Train Control Room
- Restrooms
- Bicycle Station

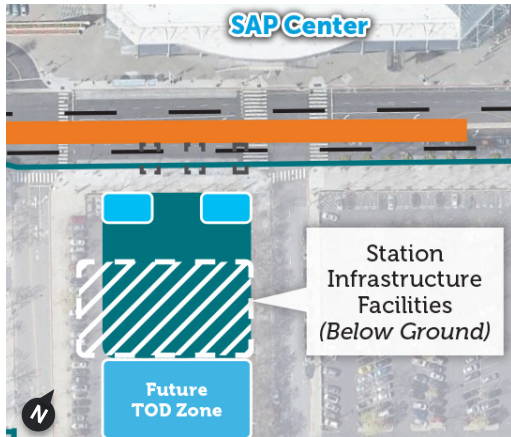


# Diridon BART Station Configurations

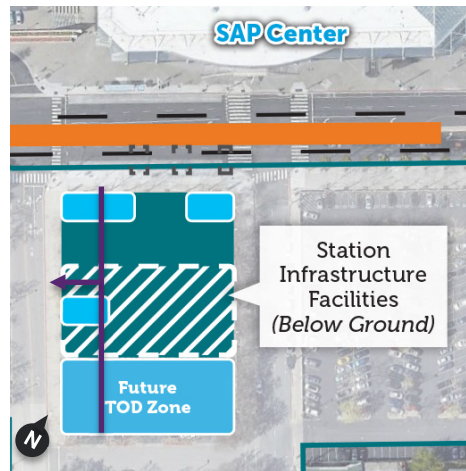
# Diridon BART Station Configuration Options



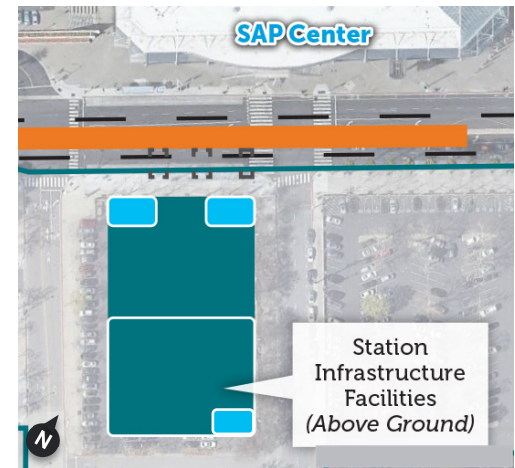
## Underground



## Underground with Expanded Station Footprint



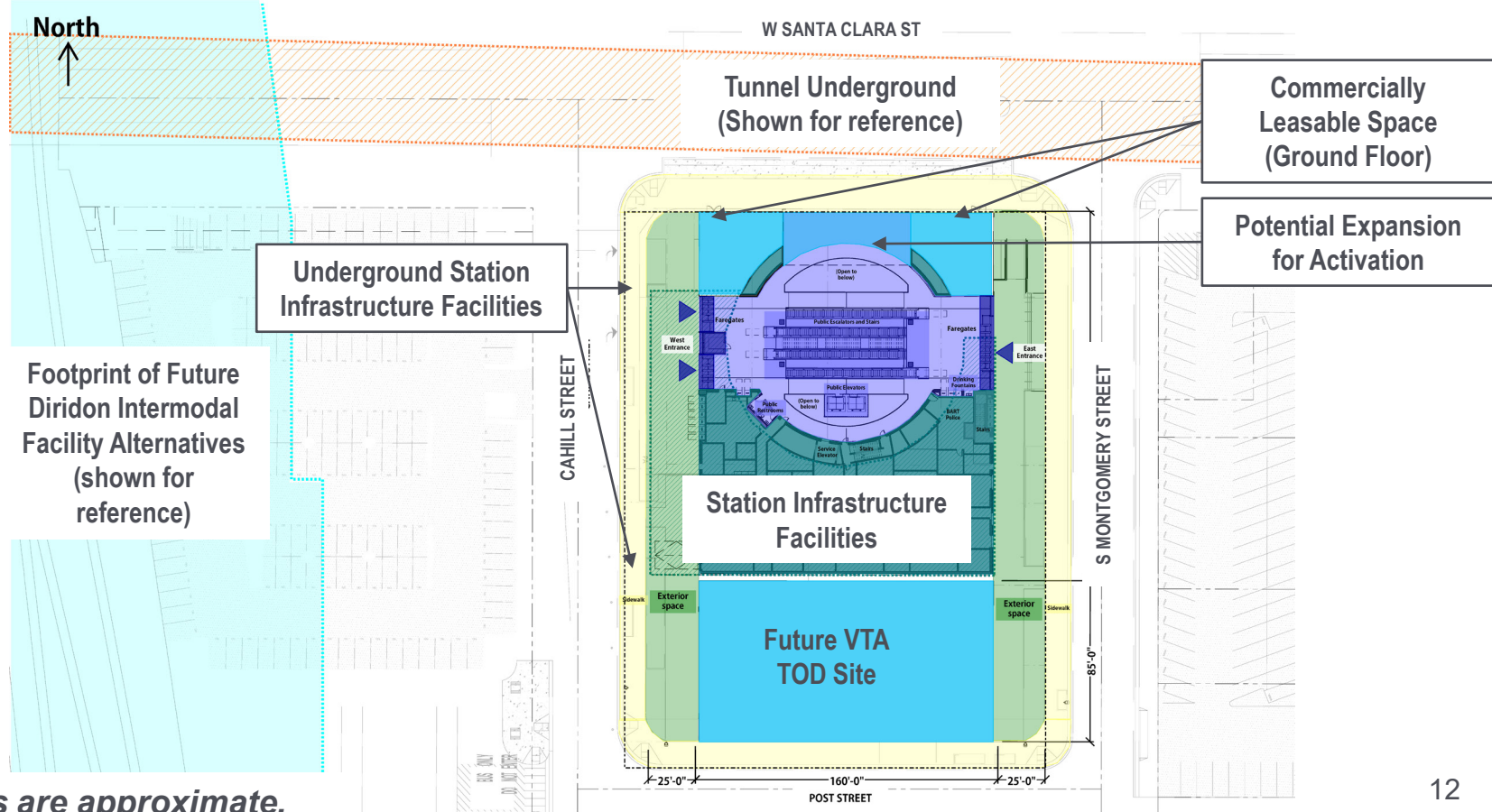
## Above Ground





# Diridon BART Station Opening Day Configuration

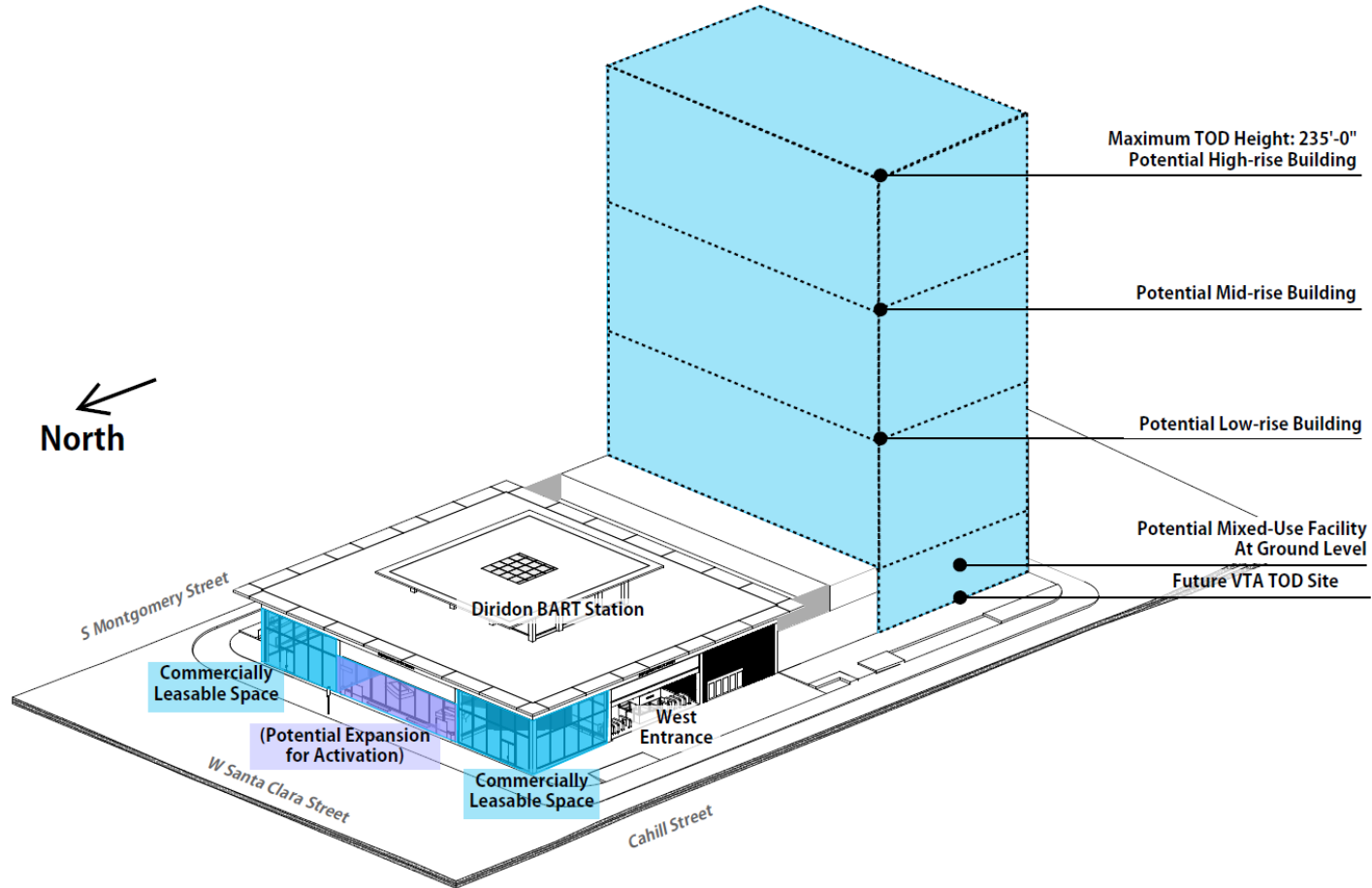
## Option: Underground





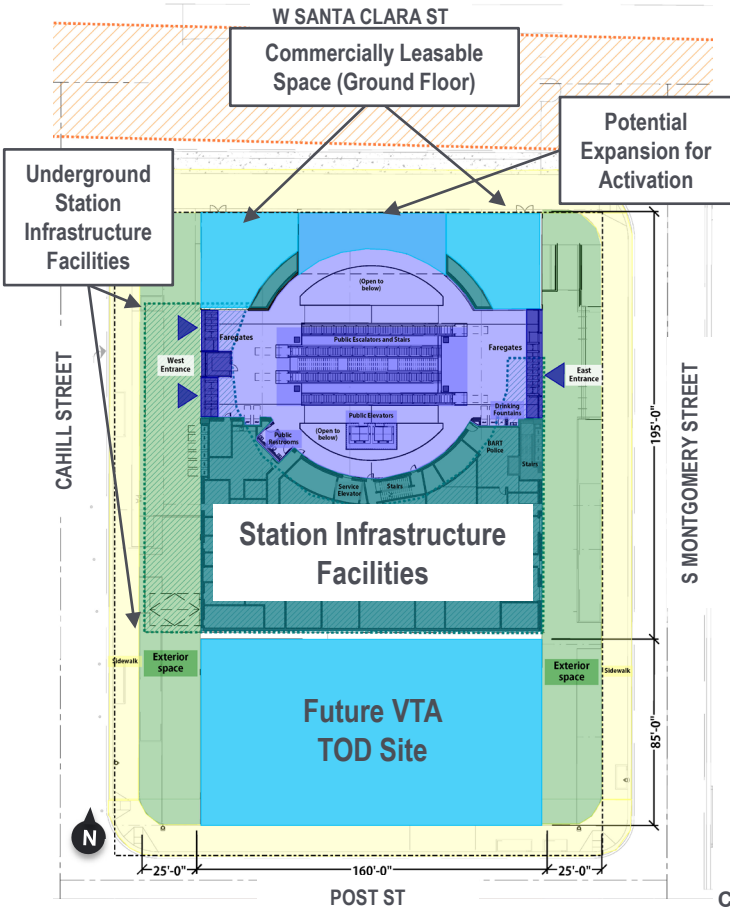
# Diridon BART Station Opening Day Configuration

## Option: Underground

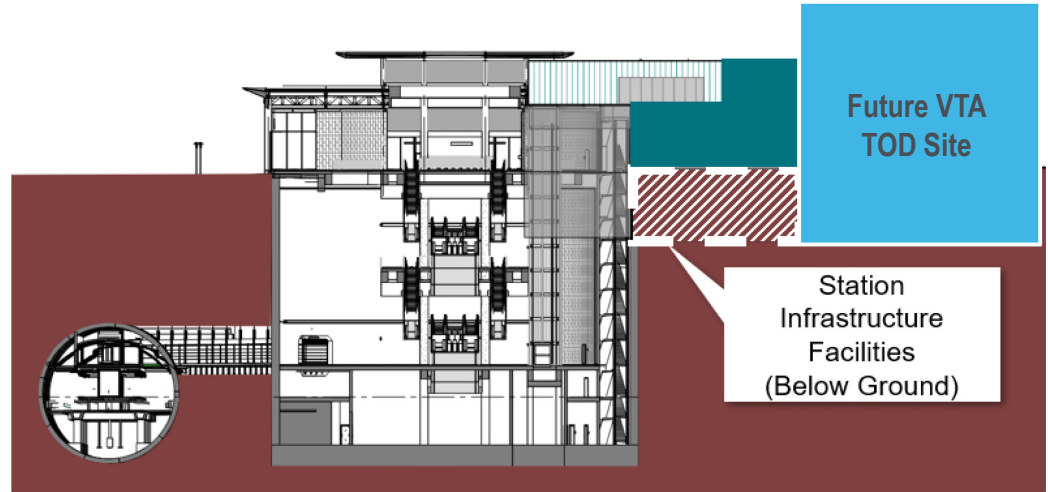


# Diridon BART Station Opening Day Configuration

## Option: Underground



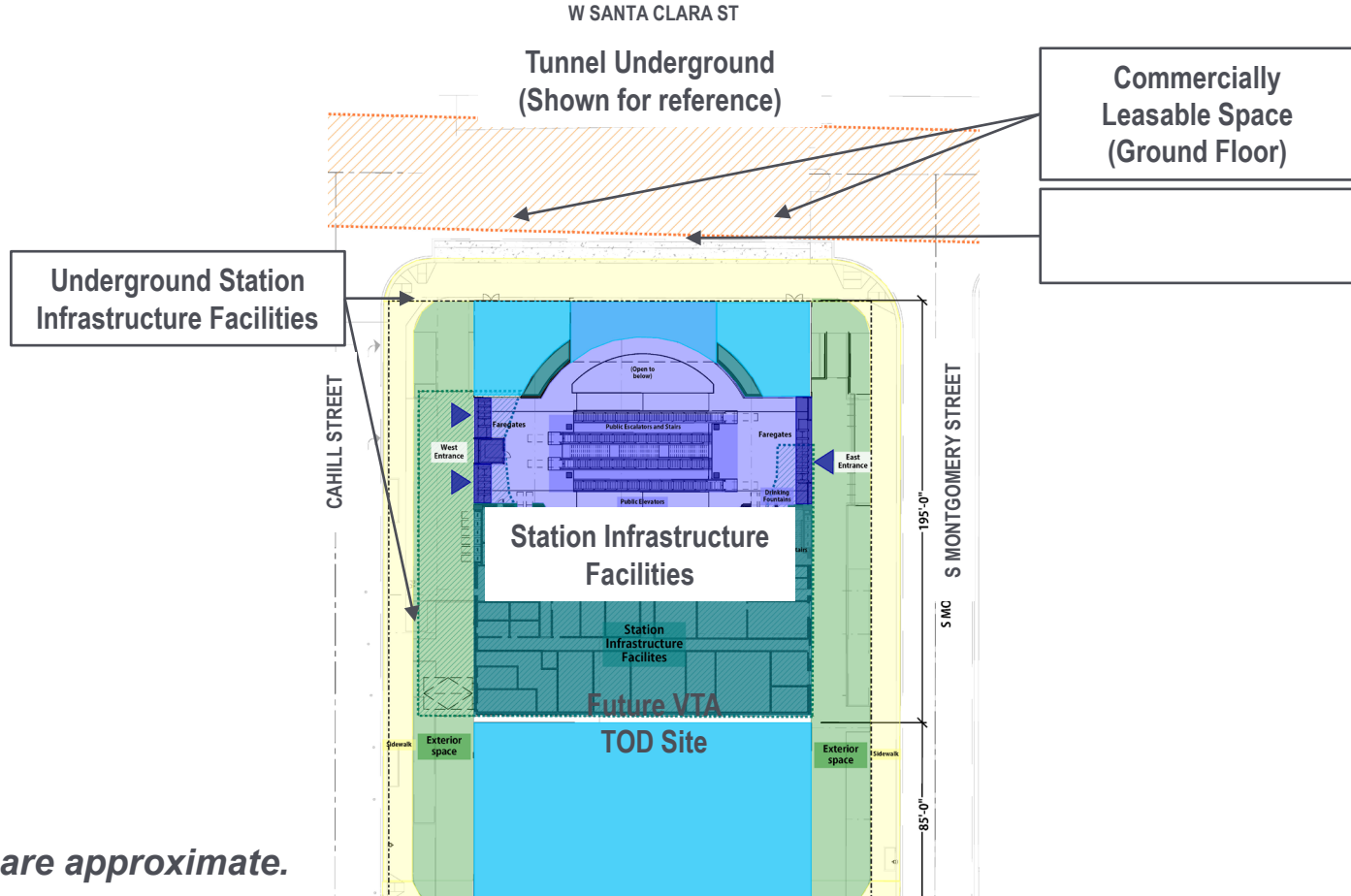
- Station infrastructure facilities below ground (1 level) & above ground (2 levels)
- Provides setback from Cahill Street for future Diridon Intermodal Station plaza and event pedestrian traffic queuing
- Accommodates future VTA TOD site south of the station
- 45% below ground and 55% above ground
- Commercially Leasable Space (Ground Floor): ~3,000 Sq. Feet
- Future VTA TOD Site Footprint Available: ~13,600 Sq. Feet



*\*Dimensions are approximate.*

# Diridon BART Station Opening Day Configuration

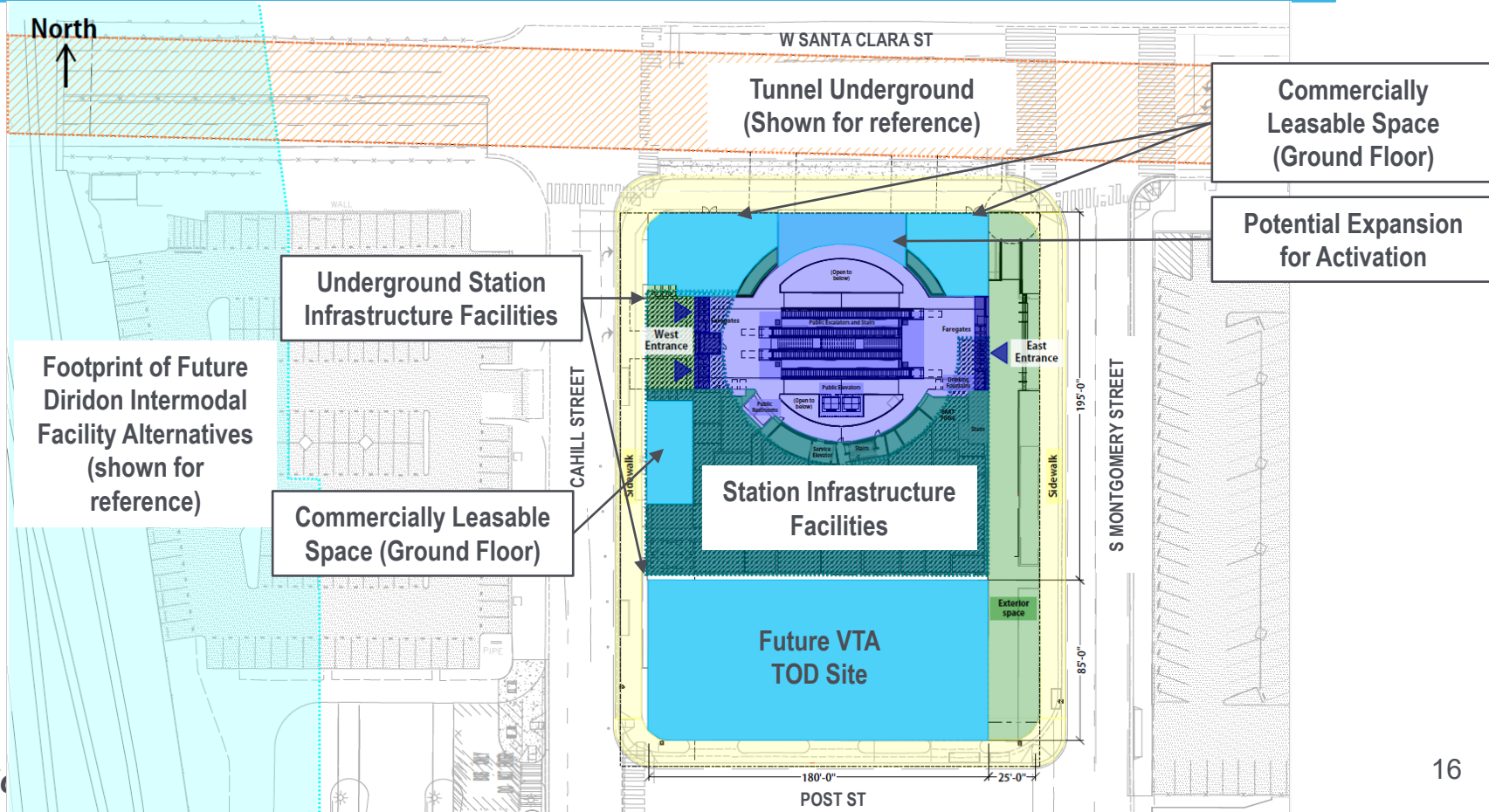
## Option: Underground



*\*Dimensions are approximate.*

# Diridon BART Station Opening Day Configuration

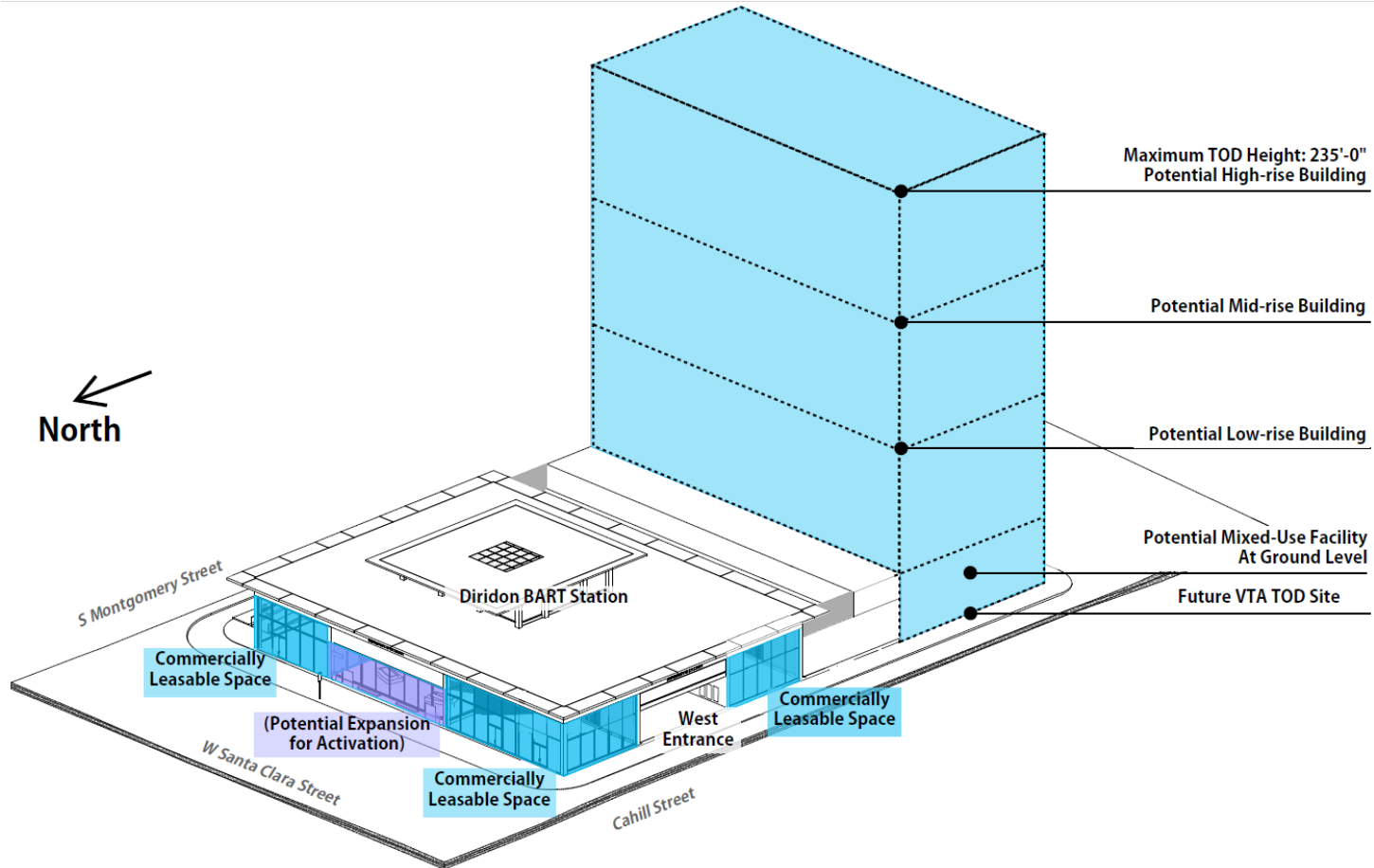
## Option: Underground with Expanded Station Footprint



\*Dimension

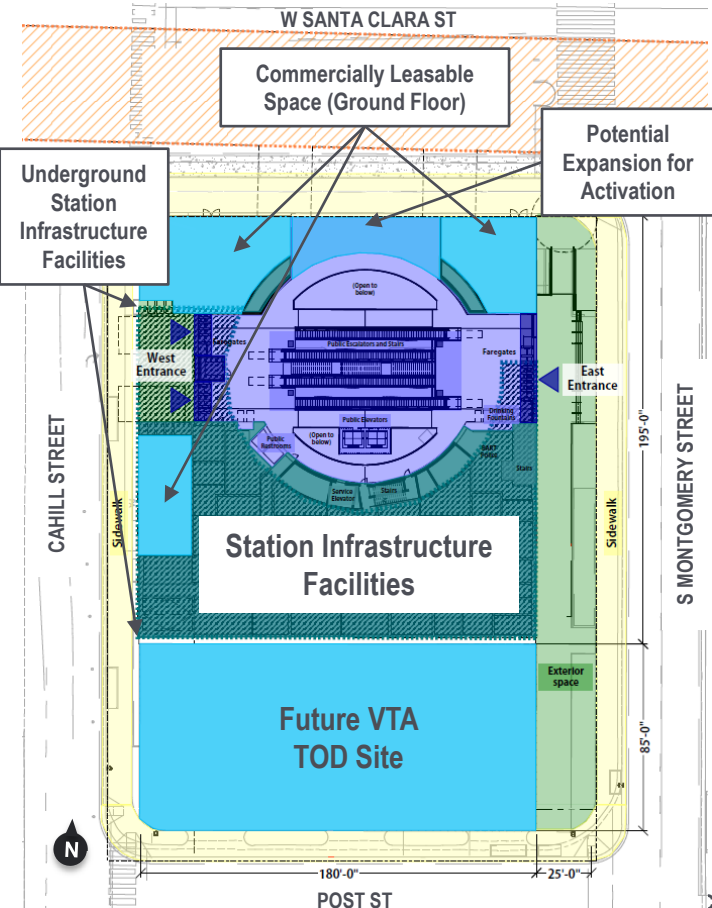
# Diridon BART Station Opening Day Configuration

## Option: Underground with Expanded Station Footprint

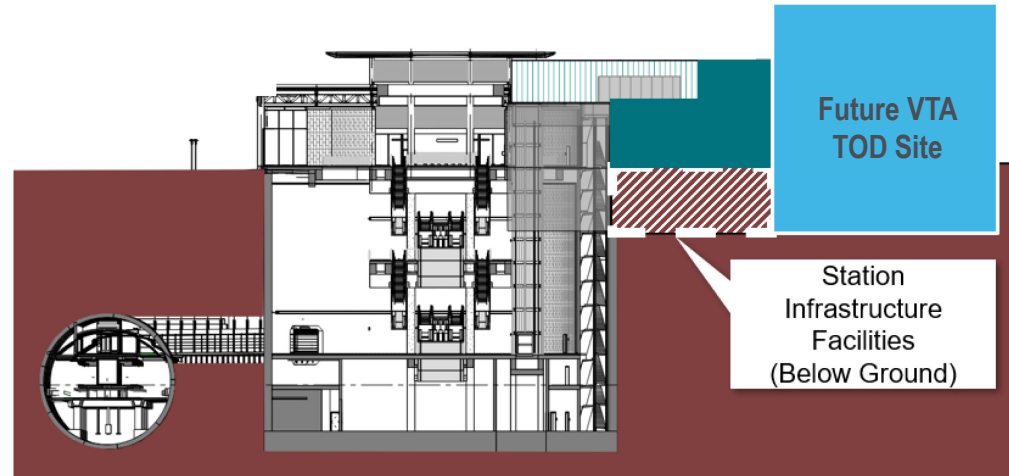


# Diridon BART Station Opening Day Configuration

## Option: Underground with Expanded Station Footprint



- Station infrastructure facilities would be located below ground (1 level) & above ground (2 levels)
- Station footprint expanded 25 feet towards Cahill Street
  - Additional integrated activation, eliminates open space along Cahill
- 40% below ground and 60% above ground
- Commercially Leasable Space (Ground Floor): ~5,400 Sq. Feet
- Future VTA TOD Site Footprint Available: ~15,300 Sq. Feet

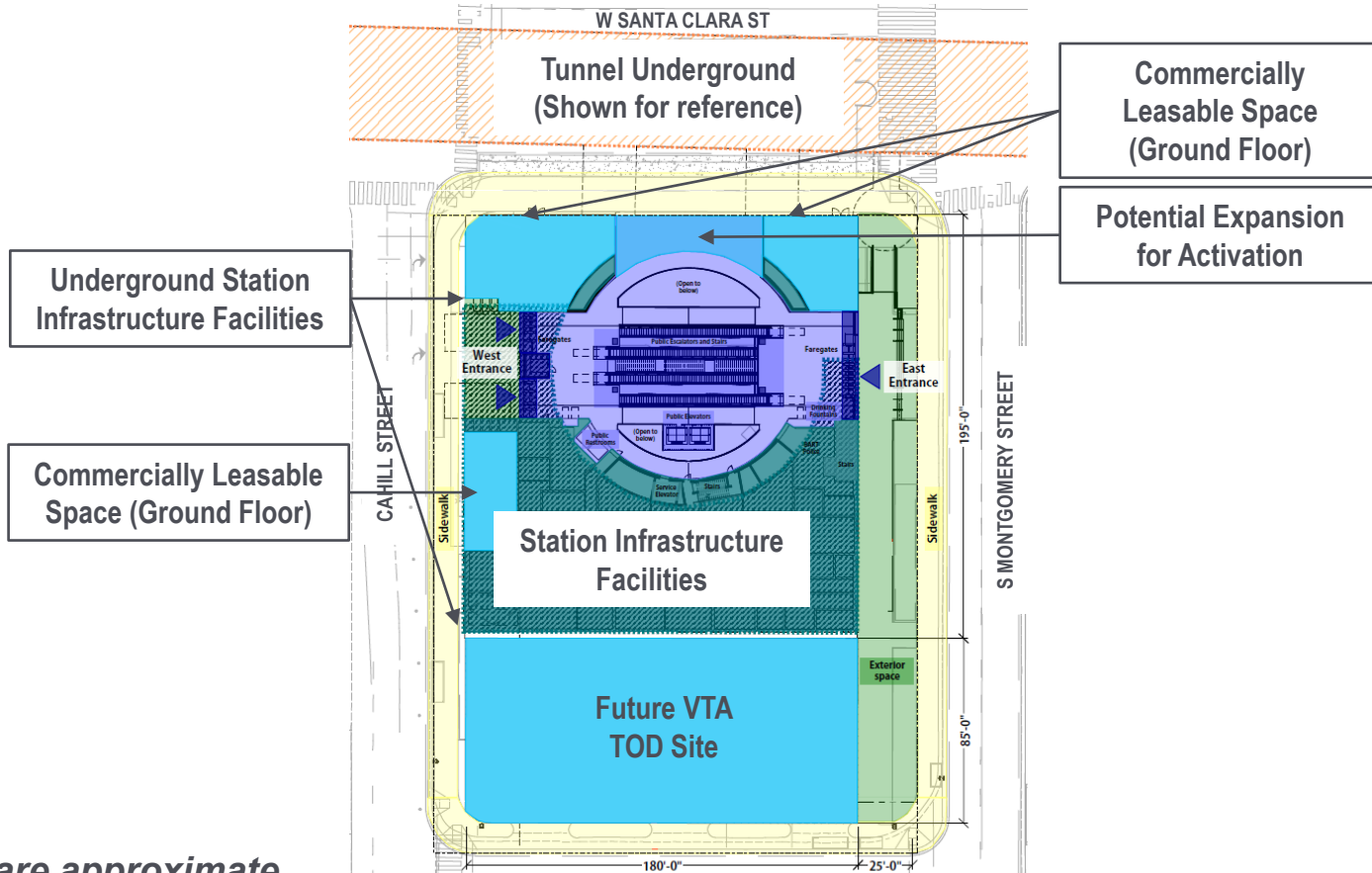


*\*Dimensions are approximate.*



# Diridon BART Station Opening Day Configuration

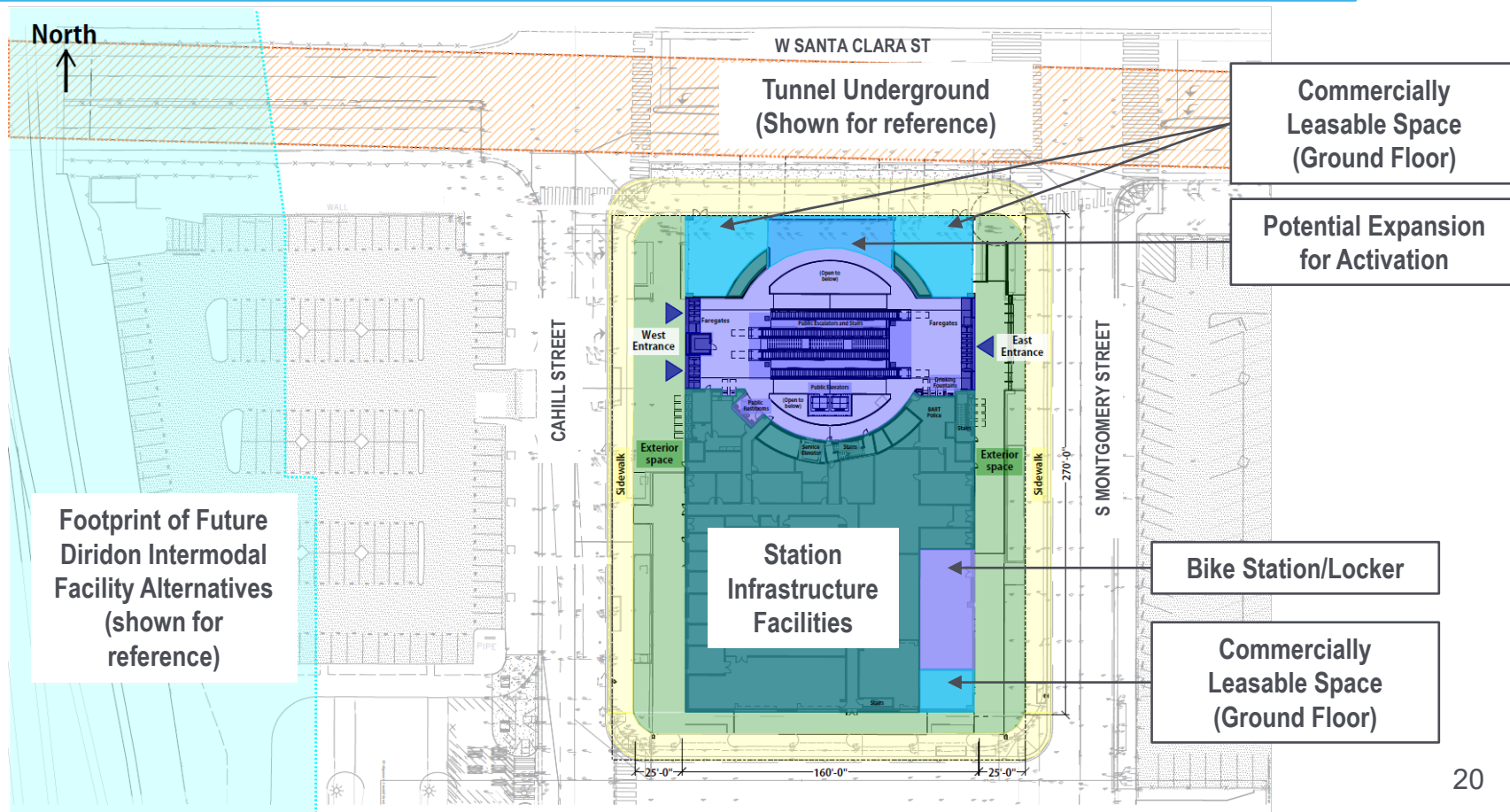
## Option: Underground with Expanded Station Footprint



*\*Dimensions are approximate.*

# Diridon BART Station Opening Day Configuration

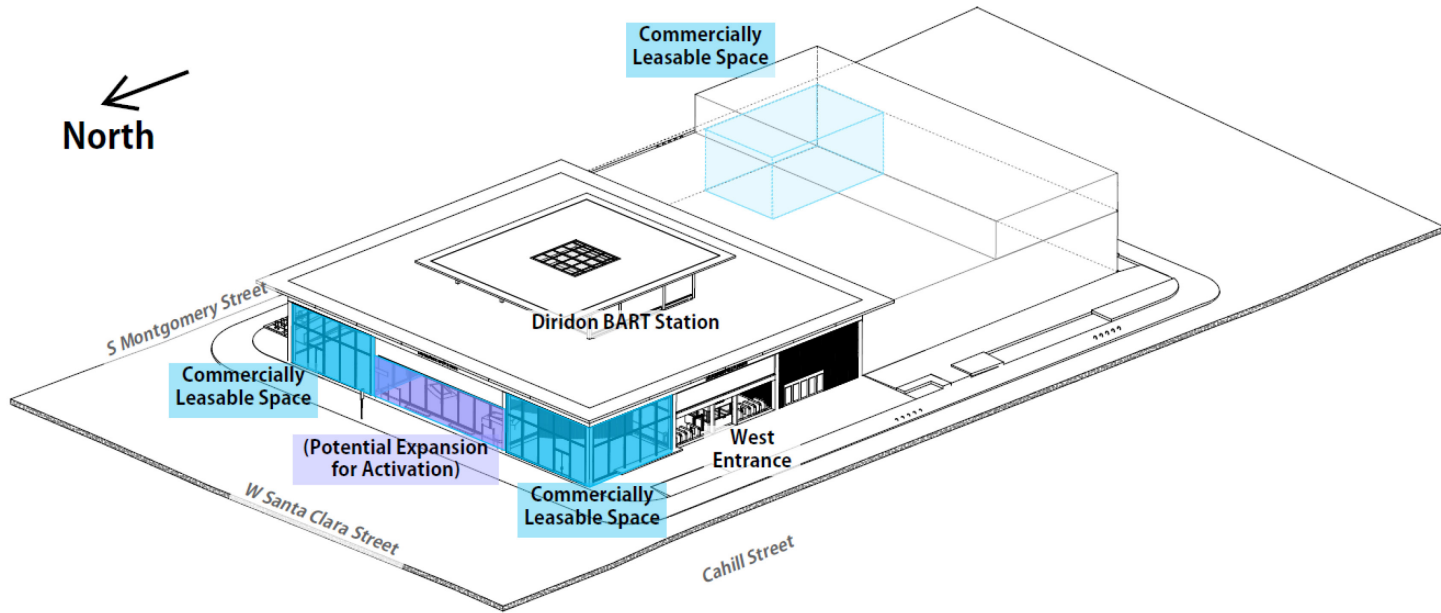
## Option: Above Ground





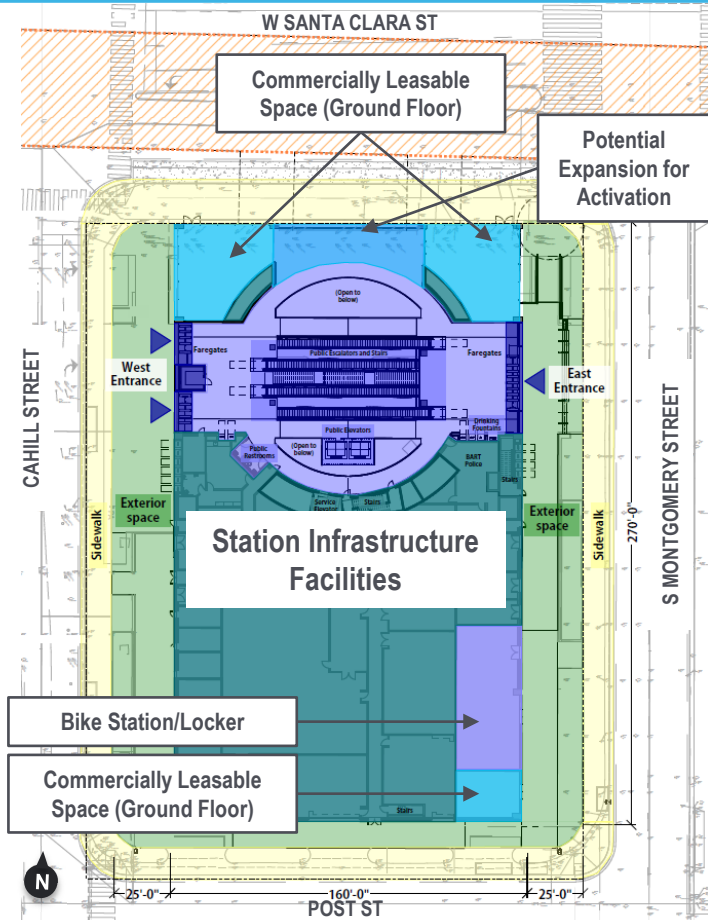
# Diridon BART Station Opening Day Configuration

## Option: Above Ground

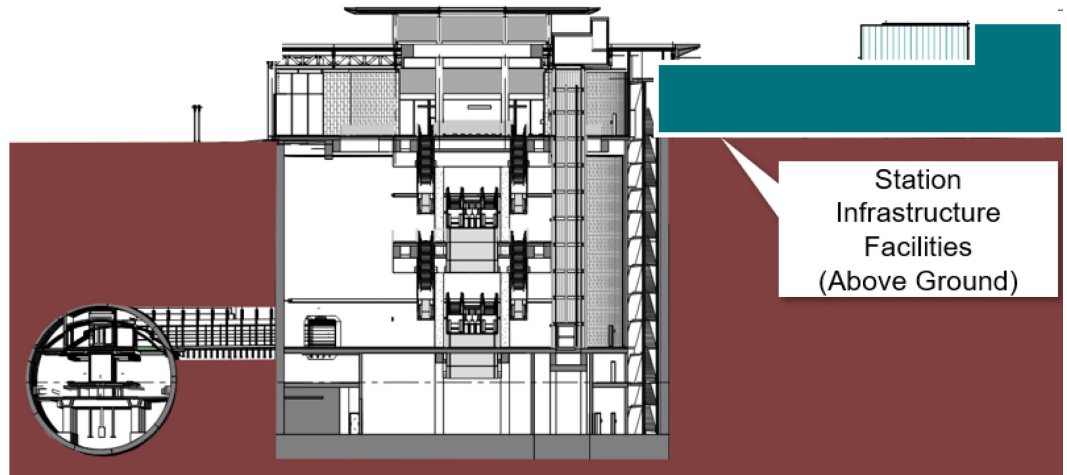


# Diridon BART Station Opening Day Configuration

## Option: Above Ground



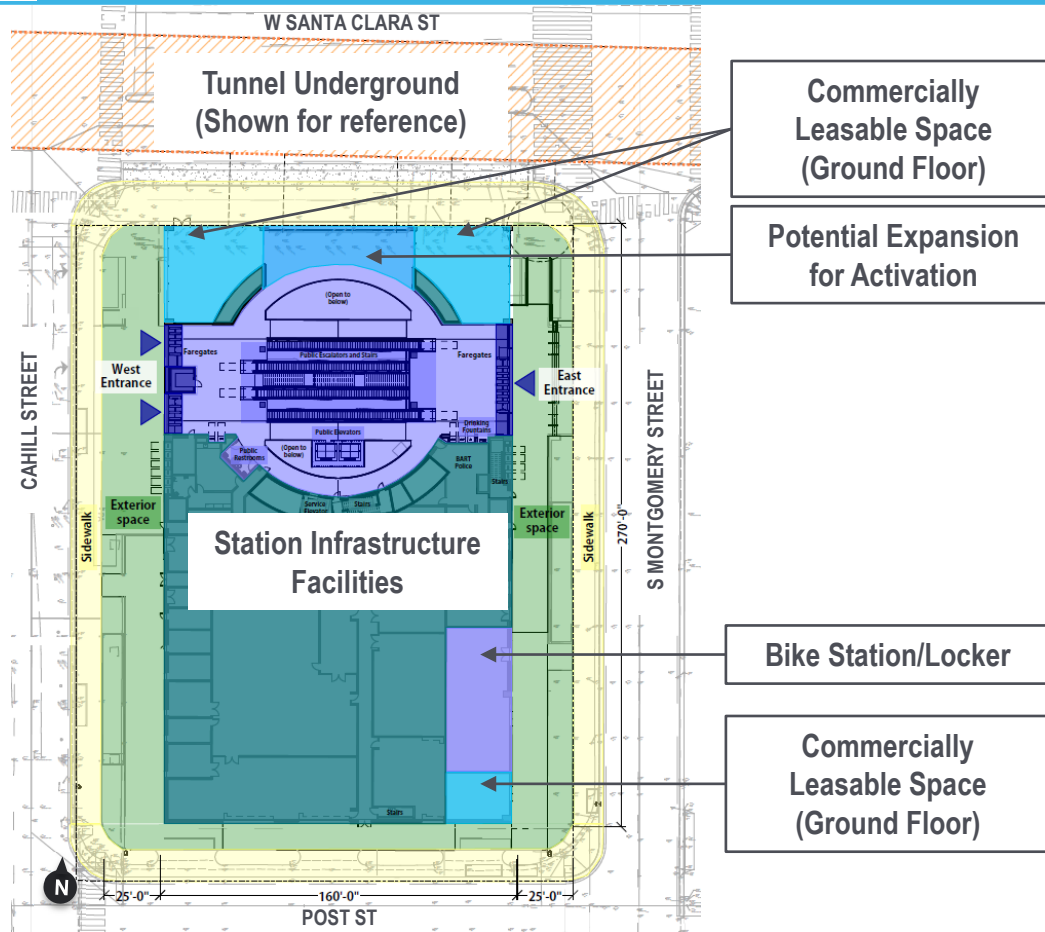
- Station infrastructure facilities would be located above ground
- Station entrance building to accommodate integrated activation
- Provides for setback from Cahill Street for future intermodal station plaza
- 0% below ground and 100% above ground
- Commercially Leasable Space (Ground Floor): ~3,600 Sq. Feet (potential for future bike station conversion; +1,500 Sq. Feet)
- Future VTA TOD Site Footprint Available: None



*\*Dimensions are approximate.*

# Diridon BART Station Opening Day Configuration

## Option: Above Ground



*\*Dimensions are approximate.*

# Diridon Station Infrastructure Facilities Options Compared to Current Project Design



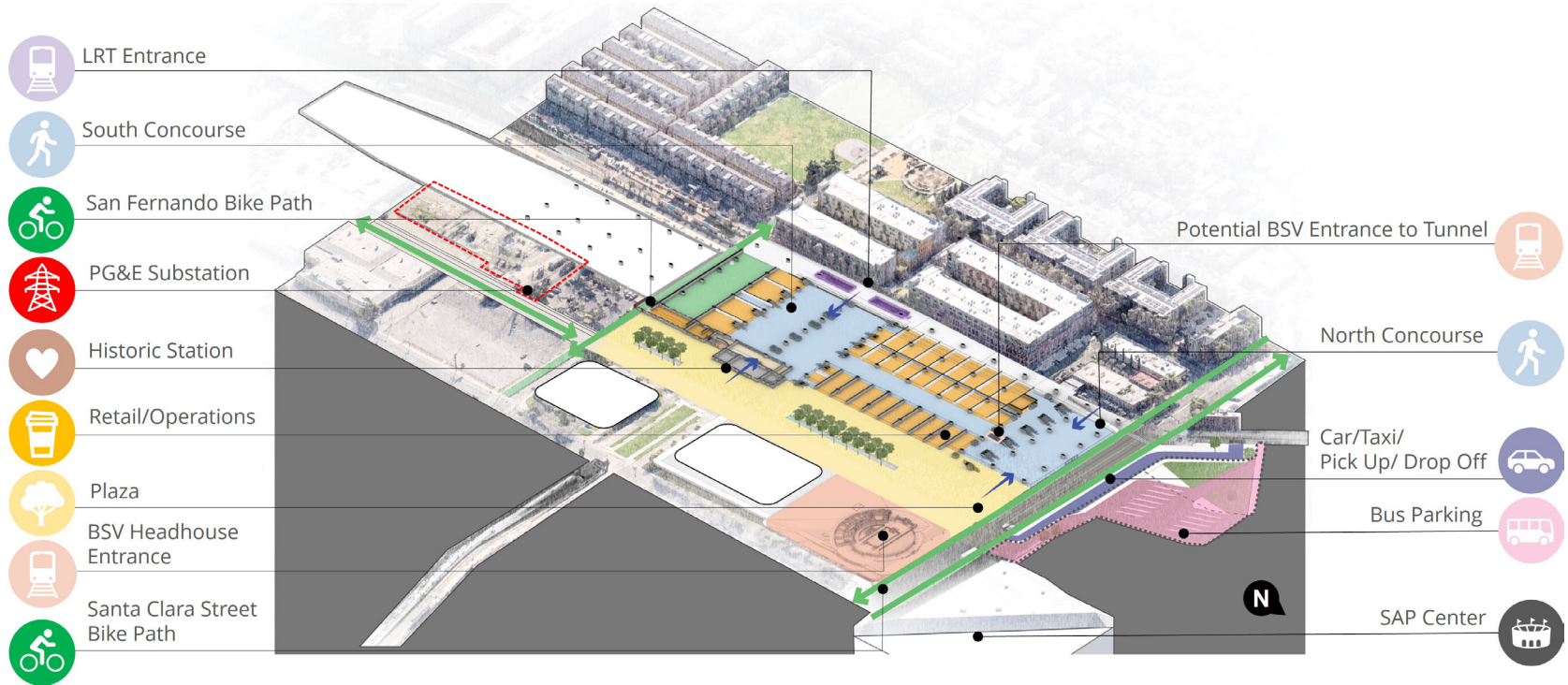
Diridon SIF Options	Underground	Underground with Expanded Station Footprint	Above Ground (Current Project Design)
Additional Program Costs	+\$\$\$	+\$\$\$\$\$	Current Project Design
SIF Location	<ul style="list-style-type: none"> <li>Below ground (1 level) &amp; above ground (2 levels)</li> <li>North of future VTA TOD site</li> </ul>	<ul style="list-style-type: none"> <li>Below ground (1 level) &amp; above ground (2 levels)</li> <li>+25 feet towards Cahill</li> <li>North of future VTA TOD site</li> </ul>	<ul style="list-style-type: none"> <li>Above ground</li> </ul>
SIF Percent Below & Above Ground	<ul style="list-style-type: none"> <li>Below ground: 45%</li> <li>Above ground: 55%</li> </ul>	<ul style="list-style-type: none"> <li>Below ground: 40%</li> <li>Above ground: 60%</li> </ul>	<ul style="list-style-type: none"> <li>Below ground: 0%</li> <li>Above ground: 100%</li> </ul>
Commercially Leasable Space (Ground Floor)	~3,000 Sq. Feet	~5,400 Sq. Feet	~3,600 Sq. Feet
Future VTA TOD Site Footprint Available	~13,600 Sq. Feet	~15,300 Sq. Feet	None
Station Exterior Space	~25 feet active & open exterior space provided along Cahill	No exterior space provided, sidewalk only	~25 feet active & open exterior space provided along Cahill
Amenities	Bike station/lockers and restrooms		

Notes: SIF stands for station infrastructure facilities.  
\$ = \$10M.



# Diridon Intermodal Station Connection to BSV

# Future Diridon Intermodal Station





- **Above Ground**
  - At grade, walkable route
- **Below Ground into BART Primary Entrance**
  - Subsurface tunnel route to station entrance area
- **Above & Below Ground Directly into BART Tunnel**
  - Direct tunnel connection

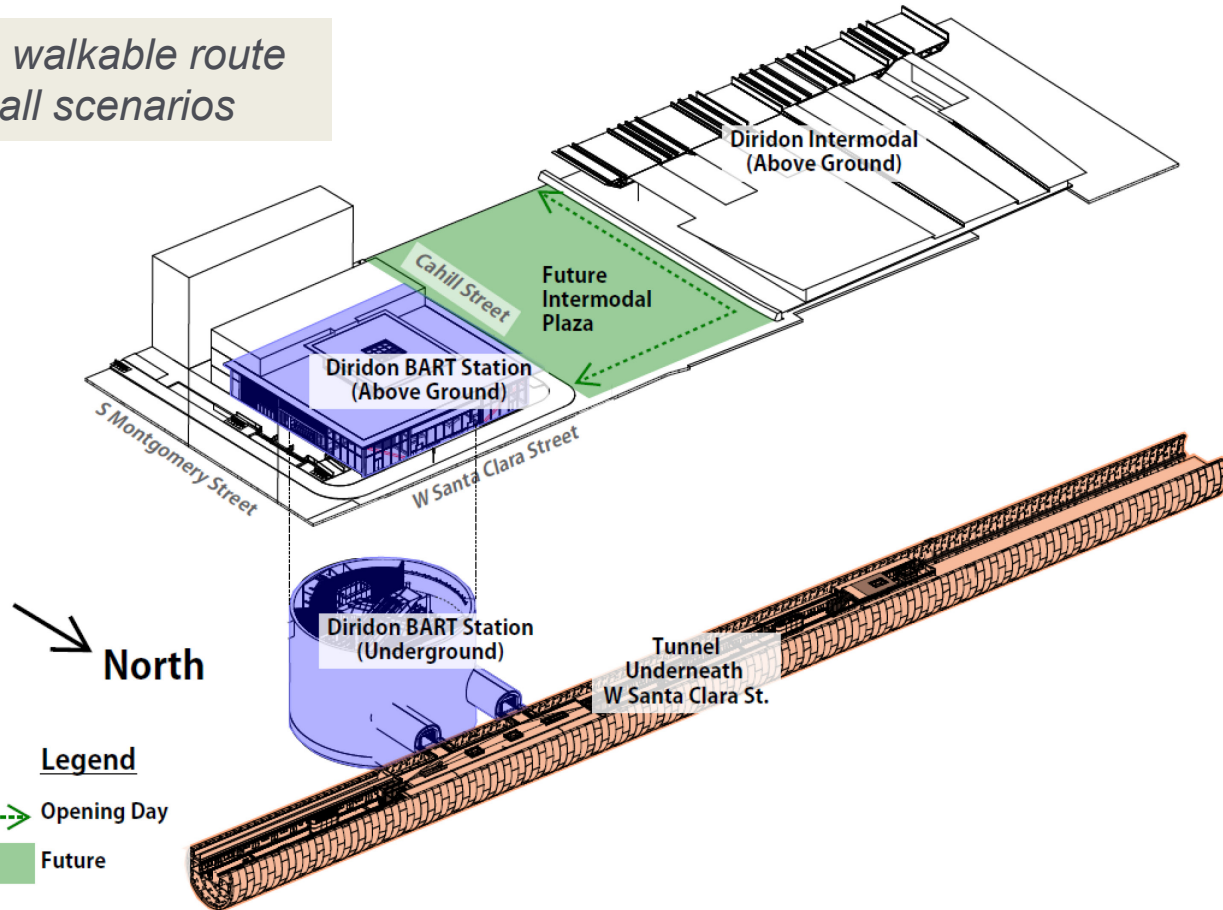
*At grade, walkable route available in all scenarios*

# Diridon Intermodal Station Direct Connection

## Option: Above Ground



*Above ground, walkable route available in all scenarios*



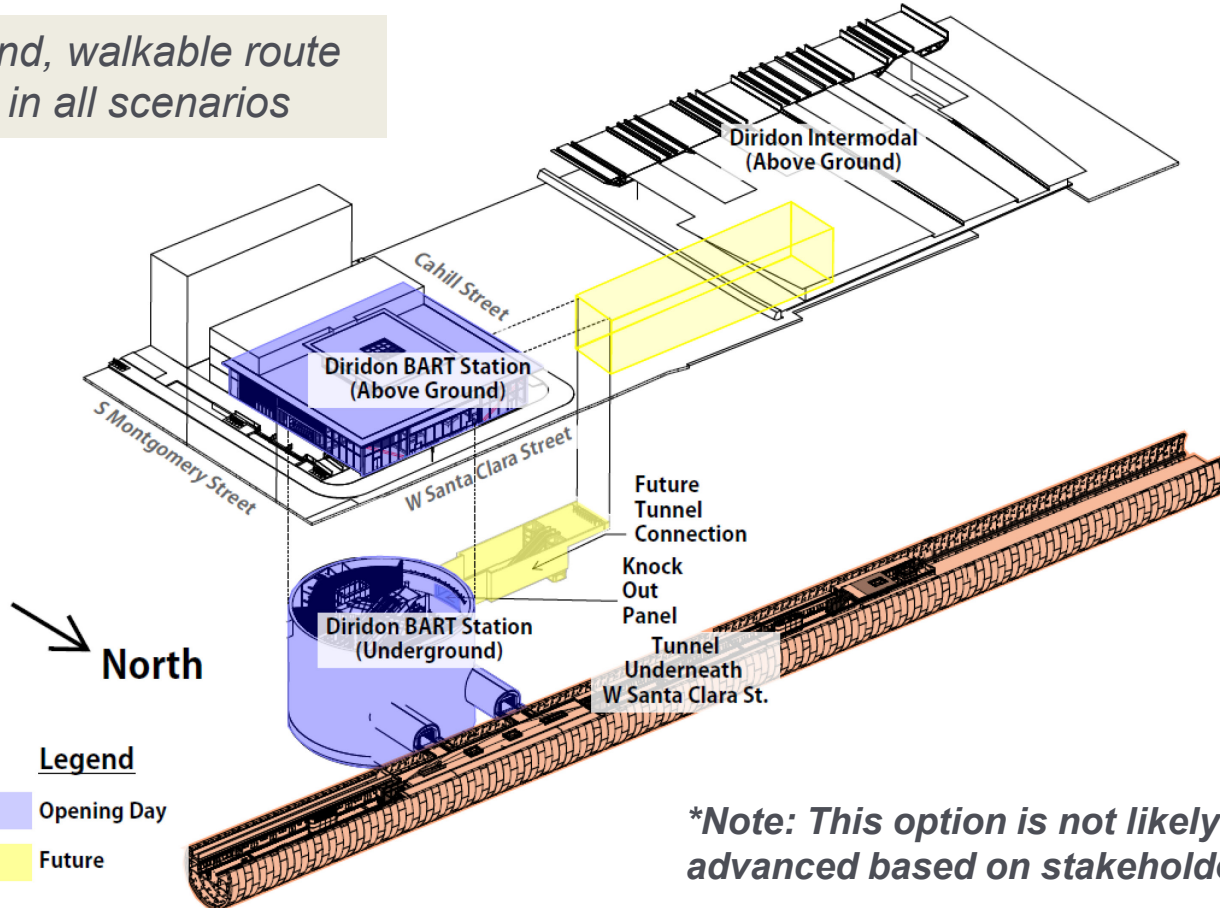


# Diridon Intermodal Station Direct Connection

## Option: Above & Below Ground into BART Primary Entrance



*Above ground, walkable route available in all scenarios*

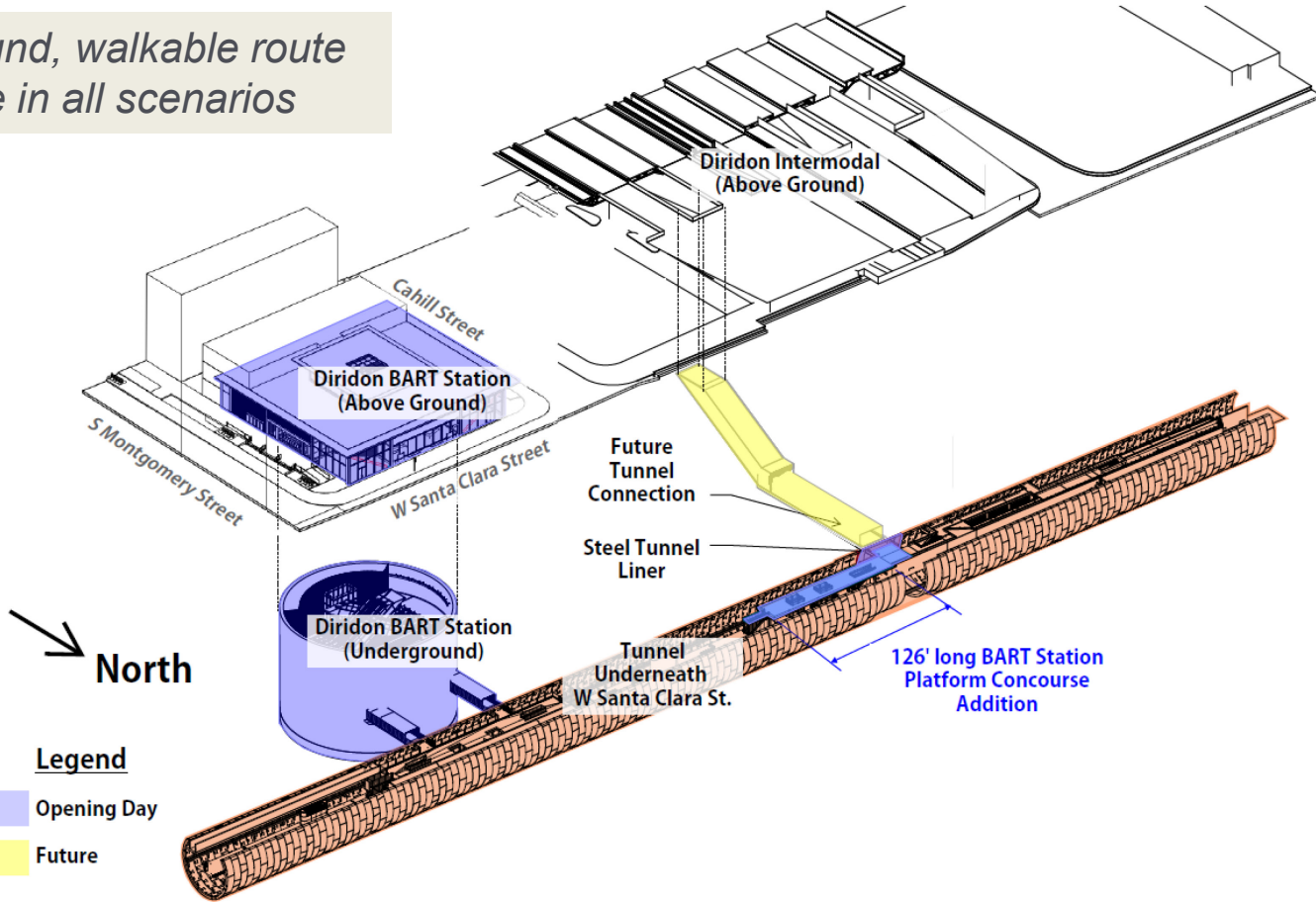


*\*Note: This option is not likely to be advanced based on stakeholder feedback.*

# Diridon Intermodal Station Direct Connection Option: Above & Below Ground into BART Tunnel





*Above ground, walkable route  
available in all scenarios*



# Diridon Direct Connection Options Compared to Current Project Design



Diridon Direct Connection Options	Above Ground (Current Project Design)	Below Ground into BART Primary Entrance	Above & Below Ground into BART Tunnel
 <b>Additional Program Costs</b>	Current Project Design	+\$\$\$*	+\$\$\$\$*
		Increase in construction and design costs. Additional future construction and O&M costs as part of Diridon Intermodal project.	
 <b>User Experience</b>			
<ul style="list-style-type: none"> <li>• <b>Public/ Exterior Space</b></li> </ul>	<ul style="list-style-type: none"> <li>⊗ Longest travel time</li> <li>👍 Wayfinding to direct passengers between stations</li> </ul>	<ul style="list-style-type: none"> <li>👍 Minimal travel time savings</li> <li>👍 More intuitive and direct route between modes</li> </ul>	<ul style="list-style-type: none"> <li>👍 Shortest travel time</li> <li>👍 Provides better connection to intermodal station experience</li> <li>👍 More intuitive and direct route between modes</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Station Interior Space</b></li> </ul>	<ul style="list-style-type: none"> <li>⊗ No weather protection</li> </ul>	<ul style="list-style-type: none"> <li>👍 Provides weather protection</li> </ul>	

Notes:

\$ = \$10M. \*Additional cost anticipated in the future for both BSV and Diridon Intermodal Station.



Please fill out the following questions  
by **11:59 pm on Friday, August 2nd**

If you submit this poll multiple times, we  
will record your latest response.

<https://forms.office.com/r/ys0KbcjwUn>



# Next Steps

- Next CWG meeting:  
**August 20th, 2024**
  - Phase II Update
  - Referral Update Including Staff Recommendations
  - Construction Update
  - Community Engagement

# Upcoming Community Meeting



## VTA's 28th Street/Little Portugal BART Station Hybrid Community Meeting

Wednesday, August 7<sup>th</sup>, 2024

Event Starts at 6:00 PM and Presentation Begins at 6:30 PM

### Roosevelt Community Center

Multi-purpose Room

901 E. Santa Clara St.

San Jose, CA 95116

*Light refreshments and activities for children will be provided.*

Scan to RSVP

