



SAN JOSE DOWNTOWN  
ASSOCIATION

August 5, 2020

Valley Transportation Authority Board of Directors  
3331 North First Street  
San José CA 95134

**Re: BART to Silicon Valley Phase II – Downtown Station Entrances**

Dear Chair Chavez and Directors:

We commend you and VTA staff for your ongoing commitment and work to bring BART to Silicon Valley. We know you are anxious to submit the BART to Silicon Valley Phase II extension application to the Federal Transit Administration (FTA) as the first project in the nation selected to participate in the Expedited Project Delivery (EPD) Pilot Program. It is certainly a tremendous opportunity.

**As you proceed with project planning, it is imperative that a Downtown San José station entrance on the south side of Santa Clara Street be included in the design and we formally call for this with this correspondence. In addition to the restaurants and other entertainment venues that make it a destination, major office and residential developments are currently being planned and moving forward south of Santa Clara Street and in the SoFA District and this must be taken into account in the planning process as we expect thousands of new workers, residents, and visitors in the area to drive increased pedestrian traffic and a high volume of customers at this station.**

SPUR's "Where to Put the Downtown San José BART Station: Go West" blog post from January 2017 and "Bringing BART to Downtown San José: Three Things to Consider" blog post from September of 2017 called for, among other issues addressed, a Downtown San José station that would maximize ridership through location selection, platform design, and ease of access. SJDA has also consistently advocated for station access that acknowledges future density growth downtown.

Since the project is currently at only 15 percent of design, this allows the current plan to be further improved so the design can accentuate its focus on customer service, experience and access. This should include access to the Downtown San José station from the south side of Santa Clara Street. **Safe and convenient access to transit increases ridership and station entrances**

**on both sides of Santa Clara Street are necessary to achieve these priorities. This is a common design for subway ingress and egress for systems across the country and we will see the wisdom of this approach over time as both the daytime and nighttime population of the downtown continues to increase significantly.**

As we have written previously, we think of this BART extension as “a 100-year investment” and we need to get it right. While we understand the need for “value engineering” to identify cost savings, we must also insist that the value and convenience to riders and residents not be engineered out of the final project.

We have been and will continue to be strong advocates for the BART to Silicon Valley extension. However, VTA must deliver a quality project that keeps faith with and delivers value to our riders, taxpayers, and businesses that support and sustain it – a project we can be proud of and that will serve the community well for at least the next hundred years.

Thank you in advance for your attention to this correspondence and consideration of this request.

Sincerely,

Michael Lane  
San José Director  
SPUR

Scott Knies  
Executive Director  
San José Downtown Association