

December 6, 2018 Community Meeting

MOUNTAIN VIEW TRANSIT CENTER GRADE SEPARATION AND ACCESS PROJECT COMMUNITY MEETING

Summary of Community Meeting Thursday, December 6, 2018

The City of Mountain View hosted a community meeting on December 6, 2018, from 6:00-8:00 p.m. to discuss the Transit Center Grade Separation and Access Project. The meeting was held at the Old Adobe, 157 Moffett Boulevard in Mountain View. Approximately twenty-five (25) community members attended the meeting.

City staff Dawn Cameron, Assistant Public Works Director, and Jim Lightbody, Project Manager, attended the meeting. Adam Dankberg Kimley-Horn Project Manager and Eileen Goodwin, Apex Strategies, Community Outreach lead represented the project team. There was also a representative from Caltrain JBP in attendance, Daniel Krause.

This was the first meeting with the community regarding this phase of the project. However, during the previous phase of the project several community meetings were held for the community as well as separate meetings for downtown businesses. The purpose of this community meeting was to provide a project update and to get input from the community on the seven variations of bicycle and pedestrian access under Central Expressway between the transit center area and points to the east. As a result, the presentation and hand-out materials focused on the variations and the various project attributes and trade-off between them. The community was asked to indicate their preferences with thumbs up, down or neutral at the end of the meeting.

The following summary of the meeting was prepared by Eileen Goodwin, Apex Strategies, who facilitated and documented the meeting.

Meeting Summary:

The meeting started at 6:00 p.m. In addition to the personnel there to answer questions and present information, approximately twenty (25) members of the public attended. About 35% of the attendees said the City's e-blast was how they found out about the meeting. A post on OMVA Talk was acknowledged by most in attendance as something they saw that brought them to the meeting. Nextdoor was acknowledged by one person. No one saw the other social media posts. The e-lists for the 100 Moffett Apartment Complex sent out an e-blast. Approximately half of the attendees indicated they had attended a meeting regarding the previous phase of the project.

After a brief introduction by the City's Project Manager, the Kimley Horn project manager spoke to a power point presentation. The presentation was given to orient the attendees to the purpose of the project, proposed alternatives related to the bicycle and pedestrian access under Central Expressway, as well as construction staging and best-case project schedule.

To close the presentation, the Kimley Horn Project Manager presented the process and a schedule of next steps. During and after the presentation many questions, suggestions and opinions were offered to the staff and project team. The comments and responses offered during the meeting are captured below in the order they were given.

This meeting summary also includes tally of the feedback used to get input of the project variations to connect to the Old Adobe Corner/Northeast Corner and separately connect to the 100 Moffett/Northwest Corner/Stierlin Road on the east side of Central Expressway. The comments are listed at the end of the table below:

| Comment/Question | Response |
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| Will there be bathrooms at the plaza? | Not determined at this time, but not part of this project. |
| Is underground parking being considered? | No, not part of this project. |
| What about the Old Adobe parking garage? | The Old Adobe is a historic structure. All of our variations keep the structure and the current courtyard intact. The wall and landscaping are parking lot are not historic and therefore we looked at variations that might change those configurations on some of the options. |

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| <p>Why aren't you looking at a rail trench? Has that decision been made and when?</p> | <p>The costs for a trench is in excess of \$300m just for Mountain View. The Stevens Creek is a challenge to work around. A depressed rail alternative was studied previously and the City Council in May 2017 directed staff to pursue the at grade options you see tonight.</p> |
| <p>Are other neighboring cities pursuing trenches?</p> | <p>Sunnyvale is not but they have not finalized their planning. Palo Alto has not finalized their planning either. The initial estimate in Palo Alto for trench alternatives was in the billions.</p> |
| <p>Taking pedestrians and bikes under the Expressway does not seem to be very connecting of the two neighborhoods to me.</p> | <p>Comment noted.</p> |
| <p>Is Google going to be asked to pay for these grade separations?</p> | <p>The City does received money from Google and other employers in the form of traffic impact fees and with the recent employers tax there will be more funding coming in. The VTA's sales tax has funds set aside to fund grade separations in Sunnyvale, Mountain View and Palo Alto. That funding plus the city's require local match and expected funds from the state Public Utilities Commission which contributes to grade separation projects will fund this project at its current scope. The Rengsdorf undercrossing project is also expected to be funded with a similar funding mix. It is the City's hope to get these projects constructed before additional Caltrain and High Speed Rail service come on line.</p> |
| <p>What about noise impacts?</p> | <p>That will be studied in the environmental document for this project.</p> |
| <p>Can the tracks be dropped down and short walls built to decrease the wheel noise of the trains?</p> | <p>As was previously mentioned, the project assumes we leave the tracks as they are today. However, the horn noise will decrease and the electric trains Caltrain will be using in the future are much quieter than the current diesel trains.</p> |

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| <p>What plan are you talking about?</p> <p>This speaker then went on to discuss opinions about the larger Station Area planning effort that was not the subject of the meeting.</p> <p>The concerns were noted to be related to lack of parking, a deficit of total parking spots in the station area, hotel development impacts, aesthetics and placemaking, traffic patterns for cars from the east side to parking on the westside of the tracks, conflicts between bicyclists and car doors on Central Expressway, drop off areas, need for easy car pick up areas for Caltrain passengers and a desire to meter those areas, and a desire for vibrant retail</p> | <p>Comments noted.</p> |
| <p>There should be more direct outreach to 100 Moffett.</p> | <p>A community member responded that she was from that address and that there had been notification done yet her neighbors chose not to attend. She indicated she would write up a meeting summary to get the word out.</p> |
| <p>A Willowgate resident indicated that the neighborhood was not currently very walkable so having a ramp entrance facing that area as shown on one of the variations was not really going to work unless neighborhood improvements were made to encourage walking and</p> | <p>Comment noted.</p> |

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| <p>access. Specific upgrades on lighting were also mentioned.</p> | |
| <p>It was also noted that the ground floor corner apartments at 100 Moffett were hard to rent so any variations that put stairs and public facilities directly in front of those windows would make them even more so.</p> | <p>Comment noted.</p> |
| <p>The straight shot ramp on the northwest side seems like a good idea since ramps that are switch backs are hard for bicyclists to use. Due to speed perhaps a bike stop sign should be considered so they stop before the sidewalk and plaza stairs area where pedestrians might gather.</p> | <p>Comments noted.</p> |
| <p>Disagreement with previous speaker, don't make it easy for drivers. I moved to the 100 Moffett complex specifically because it is close to transit. Both my husband I use transit rather than cars. We all need to do more in this regard.</p> | <p>Comment noted.</p> |
| <p>I am walker and I cross Central Expressway two to three times a week. It is not difficult in fact it is easy and I am 72 years old. I also use Shoreline pedestrian overcrossing. I do not want a new ramp. The traffic</p> | <p>Comments noted.</p> |

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| pattern is easy today. Why change it? | |
| What is the staging of this Castro project and the Rengstorff project? | That is being worked on. There are close options such as San Antonio to help the traffic flow during construction. We will be coordinating staging and phasing between the two projects as well as the Caltrain construction to make this effort as painless as possible and minimize impacts. |
| These vertical access ramps will they be marked to keep the bikes and others separate? | No. The width does not allow for that in many cases. The underground plaza area will have some delineation. Also, the city will be looking at designating some of this area as “walk your bike” areas but enforcement is always challenging. |
| Will the plaza variation at the Old Adobe be open to the public? | That is likely but that will be a future Council decision if that plan variation is the one that moves forward. |
| There will need to be ADA parking spots near the Old Adobe if all of the parking is taken away. | Yes, we will need to look into those details. |
| When will construction in the downtown occur? | Starting in 2022 at the very earliest. There are several steps in between and also the city needs to get all of the funding in place. |
| How can this project and the Master Plan project be better coordinated? | The timing of the Master Plan has not yet been determined. It will be spearheaded by the Community Development Department. This effort on access is being led by the Public Works Department and we are hoping to finish getting ourselves ready for the Measure B funding as quickly as possible, so we can get the improvements in the ground before train service is increased. |
| I think the Y on the graphic should be filled in instead of having two tunnels which will be long and skinny let’s | The tunnels will be 25’ by 70’ so they are not that skinny, opening up the area would necessitate the use of pillars which we are trying to avoid. |

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| <p>have a big safe plaza underneath. More opportunities for retail that way as well. The columns could be wrapped with retail.</p> | |
| <p>What did the speaker mean by certain elements to get ready for funding?</p> | <p>This effort on access is being led by the Public Works Department and we are hoping to finish getting ourselves ready for the Measure B funding as quickly as possible, so we can get the improvements in the ground before train service is increased. There is a risk that the Measure B funding for smaller projects will need to have a pause due to the cashflow needs of the BART tunnel we do not want to wait 20 or more years for funding.</p> |
| <p>In the future will there be two times or three times as many users?</p> | <p>We anticipate at least a doubling of current use.</p> |
| <p>I want to talk about a vibrant downtown art, parking, bathrooms, etc.</p> | <p>Those discussions will be part of the Master Plan and overall downtown approach project we mentioned. There will be separate outreach meetings for that effort. Sign-in on our list to be on the email invite list. We are not doing anything in the access project to preclude options for the bigger effort.</p> |
| <p>I like the idea of the bigger y space and pillars are ok. In other stations they are wrapped with information and video displays. I would like that if it doesn't add too much cost.</p> | <p>Comments noted.</p> |
| <p>Switch backs are difficult for bicyclists to negotiate especially with other types of users also on the ramps.</p> | <p>Comment noted.</p> |
| <p>What is the status of the bike</p> | <p>No, they are not part of the access project. The</p> |

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| paths on Stierlin and Shoreline? Are they part of this effort? | path has several elements and they are funded and construction will start next year. |
| Ramps will be a safety concern. Bike rider wear cleats and may not be able to unclip in time. I am concerned about accidents. Also, when bike riders need to walk their bikes wearing cleats we need to make sure they have a surface that is not too slippery or that will be a hazard as well. Bike riders like to go fast, I know I used to do that myself. We are asking for trouble to combine bike riders and wheel chair users. I am concerned about the wiggle in the bike path near the Old Adobe. | Comments noted. |
| How will the tunnels merge will bike riders have to cross each other? I think the whole project should be a walk your bike area. | It is expected that the merge will occur in the open plaza which will be a walk your bike zone. |
| Will this project touch the train depot building? | No, this project will not. The previously mentioned Master Plan effort could consider options that would change the depot. |
| How many times is the Adobe facility used in a year? | Approximately 220 times with most of those community events occurring on weekends. The City uses the facility during the day for trainings and during weeknight evenings for community meetings like this one. |
| The City should do more outreach about his project. They City should get a booth at the Farmers Market and | Comments noted. |

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| the Art and Wine festival to promote the project. | |
| Don't skimp on these improvements, these walkways will be here a long time. You should also consider placement of charging stations. | Comments noted. |

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| Feedback on 100 Moffett/Northwest/Stierlin Corner Variations | |
| Variation number 2 with the straight ramps is the most popular due to its lack of ramp switch backs. Variation 3 was the least popular with the group. Variation 1 had many neutral indications. | |
| Feedback on Old Adobe/Northeast Corner Variations | |
| The community members viewed 1a and 1b as very similar with no preference between the two. Option 2 with the modified parking and wider ramp had the most indications of support. Taking all of the parking in variation 3 was the least popular. | |

Meeting Summary by Apex Strategies.

MOUNTAIN VIEW TRANSIT CENTER GRADE SEPARATION AND ACCESS PROJECT – OPEN HOUSE

Summary of Project Open House

Wednesday, February 20, 2019

The City of Mountain View hosted a public open house on February 20, 2019, from 6:30-8:30 PM to provide updates on the progress of the Mountain View Transit Center Grade Separation and Access Project. The meeting was held at the Mountain View Senior Center, 266 Escuela Avenue in Mountain View. Approximately sixty-five (65) community members attended the meeting.

City staff attending the meeting included Dawn Cameron (Assistant Public Works Director), Jim Lightbody (City Project Manager), Ria Lo (Transportation Manager), Nathan Baird (Mobility Planner). The project management team was represented by Adam Dankberg (Kimley-Horn Project Manager), Eileen Goodwin (Apex Strategies, Community Outreach Lead), Elizabeth Chau (Kimley-Horn Transportation Engineer), and Warren Wells (Kimley-Horn Transportation Analyst). Caltrain representative Daniel Krause and VTA representative Jason Kim were also in attendance.

This was the second meeting with the community regarding the Grade Separation and Access Project, though several community meetings were held during the previous phase of the project (the Transit Center Master Plan).

Purpose

The purpose of the meeting was to provide a project update, covering the project elements, timing, and process, as well as receive feedback from the community on the project, including undercrossings alternatives, bicycle connections, traffic circulation, and the Evelyn Avenue ramp. Poster boards describing the above elements, as well as the project background/purpose and the Transit Center Master Plan, were placed around the room with city and consulting staff to answer questions.

Attendees were asked to sign in with mailing and email addresses to ensure that they received notice of future meetings, and were encouraged to indicate their relationship to the transit center and the frequency with which they use the services there (e.g. Caltrain, VTA light rail, VTA bus, shuttles, and bike parking).

Handouts included a project fact sheet, which provides a high-level view of the project purpose, timeline, and elements, and a more detailed description of the undercrossing alternatives.

At approximately 6:45 PM, the Kimley-Horn Project Manager provided a 15-minute presentation, explaining the purpose and components of the Grade Separation and Access Project, the project's relationship with the Transit Center Master Plan previously adopted by the City Council, the staging of the project, and the timeline going forward. The presentation was provided again at approximately 7:45 PM for those attendees that arrived after the first presentation.

Attendee Information:

At the check-in desk, attendees were asked to place stickers on a board indicating their relationship to the transit center and the frequency with which they use the transit center's services. Attendees could place multiple stickers if they felt more than one role applied.

Relationship to Transit Center

Of the 65 meeting attendees, approximately:

- Two-thirds are residents of the area and shop in Downtown Mountain View
- Half are users of the Transit Center and local recreational trails
- Only three people indicated that they are employed in the project area

Transit Center Use

Of the 65 meeting attendees, approximately:

- One-third are occasional Caltrain users and nine ride several times a week
- One-third are occasional VTA light rail users while only one rides several times a week
- Few people indicated that they use VTA bus or shuttles more than several times a year
- Nine people indicated they use bike parking at least a few times a month

Public Feedback:

Attendees were encouraged to provide feedback by leaving post-it notes on large poster boards. Below is a summary of feedback received, organized by subject.

Transit Center Master Plan

- This is not a "Master Vision"
- Interest expressed in realigning Evelyn Avenue to connect the segments east and west of Castro Street
- Public restrooms are needed

- Current crossing is inconvenient for pedestrians. This change is very welcome
- Questions about where farmers' market will go

Accessibility

- Seeing eye dogs are trained to follow the left wall. How would this interact with cyclists in the undercrossing? There should be tactile information to allow blind transit user to know where the train platforms are
- Tactile strips on ground necessary for cane users
- Concerns about removal of the at-grade pedestrian crossings of the tracks requiring elderly/disabled to have to use the undercrossings

Vertical Circulation Access Points

- For the Adobe corner, the support for different options varied. Several people said Option 3 (replace all parking with plaza) was the best as a pedestrian – while a smaller number of people expressed concern about the parking impacts of that option. Multiple people liked the idea of the plaza – one thought it would not be a safe space.
- For the 100 Moffett corner, Option 1 (East-West Ramp) was noted by one person as the best for blind pedestrians. The other two options were noted as inconvenient for bicyclists coming from the bike lanes on Moffett. Others noted though that most cyclists are on Stierlin Road and not Moffett and thus the option that had the most direct connection to Stierlin Road (Option 3) was preferred.

Transit Center Access

- Support for pick-up/drop-off on the north side of Central Expressway to reduce cars coming into downtown Mountain View
- Requests for additional pick-up/drop-off space on the downtown side of the transit center

Bicycle Connections

- Consistent support for protected and separated bike lanes, especially connecting to the Stevens Creek Trail
- Evelyn ramp will create another location for bicycle/vehicle conflict along Shoreline, which is heavily used by bicyclists
- Support for shared use path beneath Evelyn ramp to connect underneath Shoreline

- Request for improved through-bicycle connections between Stevens Creek Trail and Stierlin Road

Parking

- Support expressed for residential parking program in nearby neighborhood
- Concern over reallocating parking space in the Adobe Building and resulting parking impacts to the neighborhood
- Concern about whether Moffett Blvd. business need parking currently planned for pick-up/ drop-off curb space
- Will the existing 90-degree parking on Evelyn Ave east of the ramp affect traffic flow?

Traffic Circulation

- Westbound vehicles traveling on Central taking the ramp to travel southbound on Shoreline would have a hard time making it across traffic to take the eastbound left onto Evelyn Ave
- Both support for and against the Evelyn ramp, with many understanding the need for it and others wondering if this project would work without it due to its cost
- Some concerns about spacing between Evelyn and Villa intersections with Shoreline

Undercrossings

- Concern over lighting, surveillance, and cleanliness of tunnels, particularly later on in the evening
- Questions about the mixing of bicycles and pedestrians in the tunnels and providing adequate space for both
- Concerns about transient populations sleeping in tunnels

Pedestrian Access

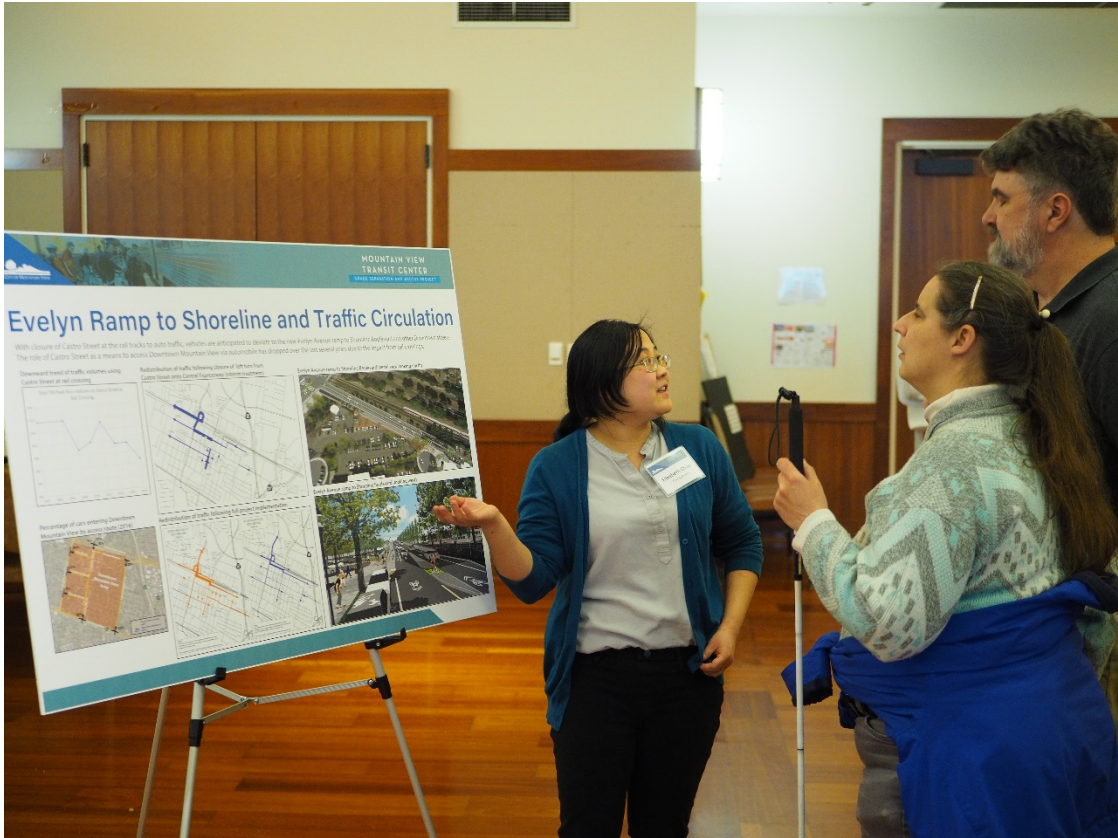
- Multiple people expressed positive feelings toward being able to cross Central Expressway more easily

Meeting Format/Suggestions

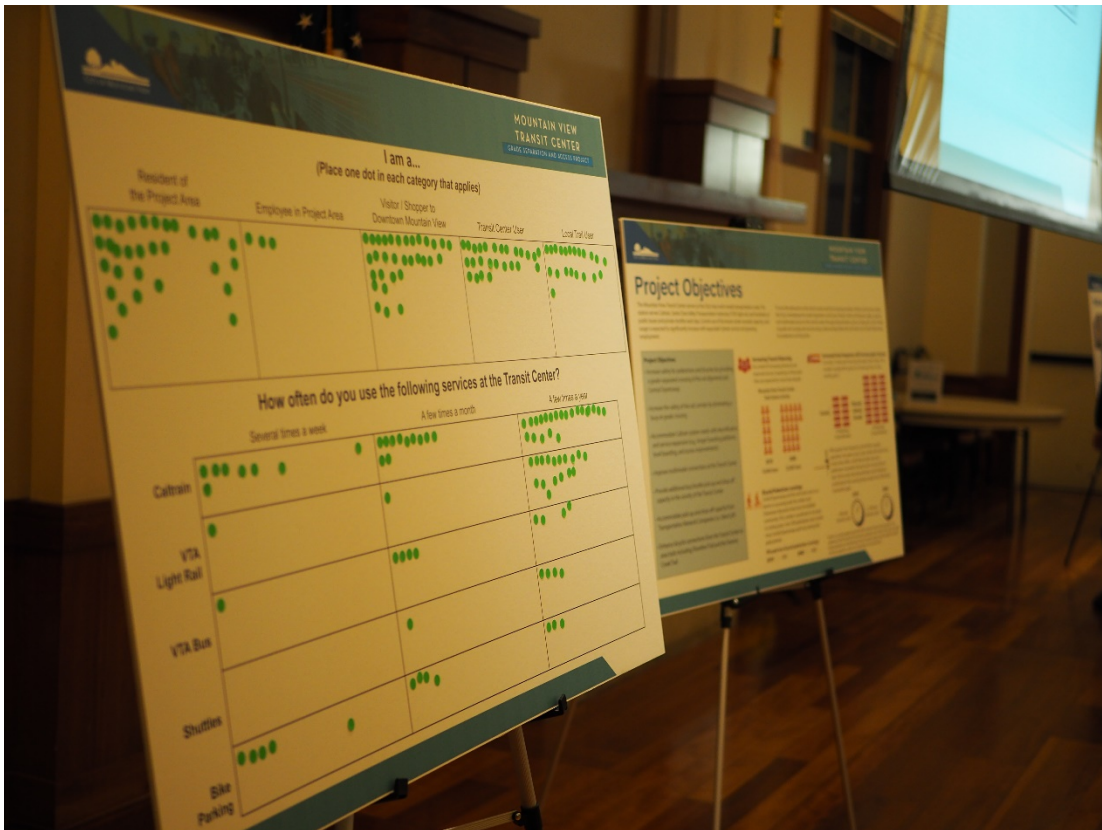
- Provide seats for next meeting
- Show changes in transit connections
- Show grade change so people can see it – provide pedestrian level visual renderings
- Some people liked the meeting format

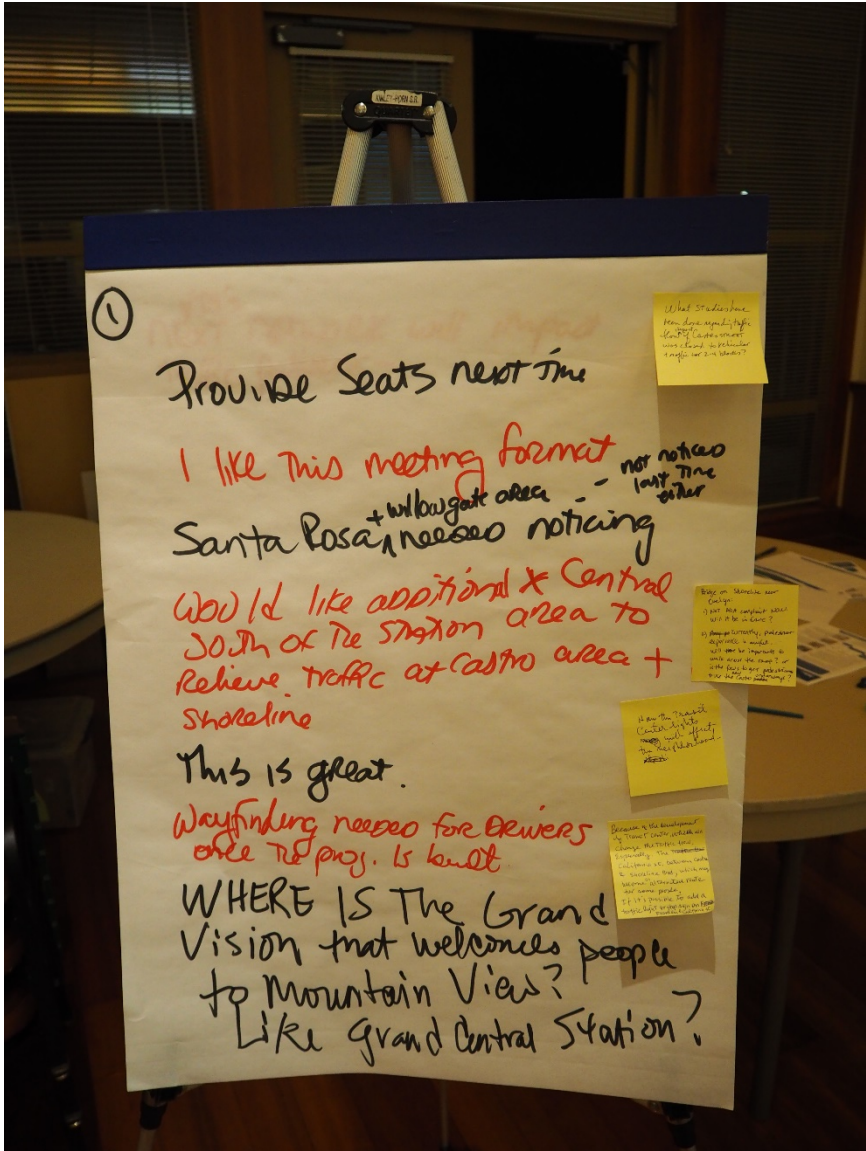
Meeting Attendees











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Provide Seats next time

I like this meeting format
+ w/budget area - not noticed last time either
Santa Rosa, need noticing

would like additional * Central
South of the station area to
Relieve traffic at Castro area +
Shoreline

This is great.

Wayfinding needed for drivers
once the proj. is built

WHERE IS The Grand
Vision that welcomes people
to Mountain View?
Like Grand Central Station?

What Studies have
been done regarding traffic
at the station area?
How many people are
using the station area?

Review the station area
and see if there are
any other areas that
need to be improved
to make the station
a better place to be.

How to make
Central Mountain
View a better place
to be.

Review the station area
and see if there are
any other areas that
need to be improved
to make the station
a better place to be.