



MOUNTAIN VIEW TRANSIT CENTER

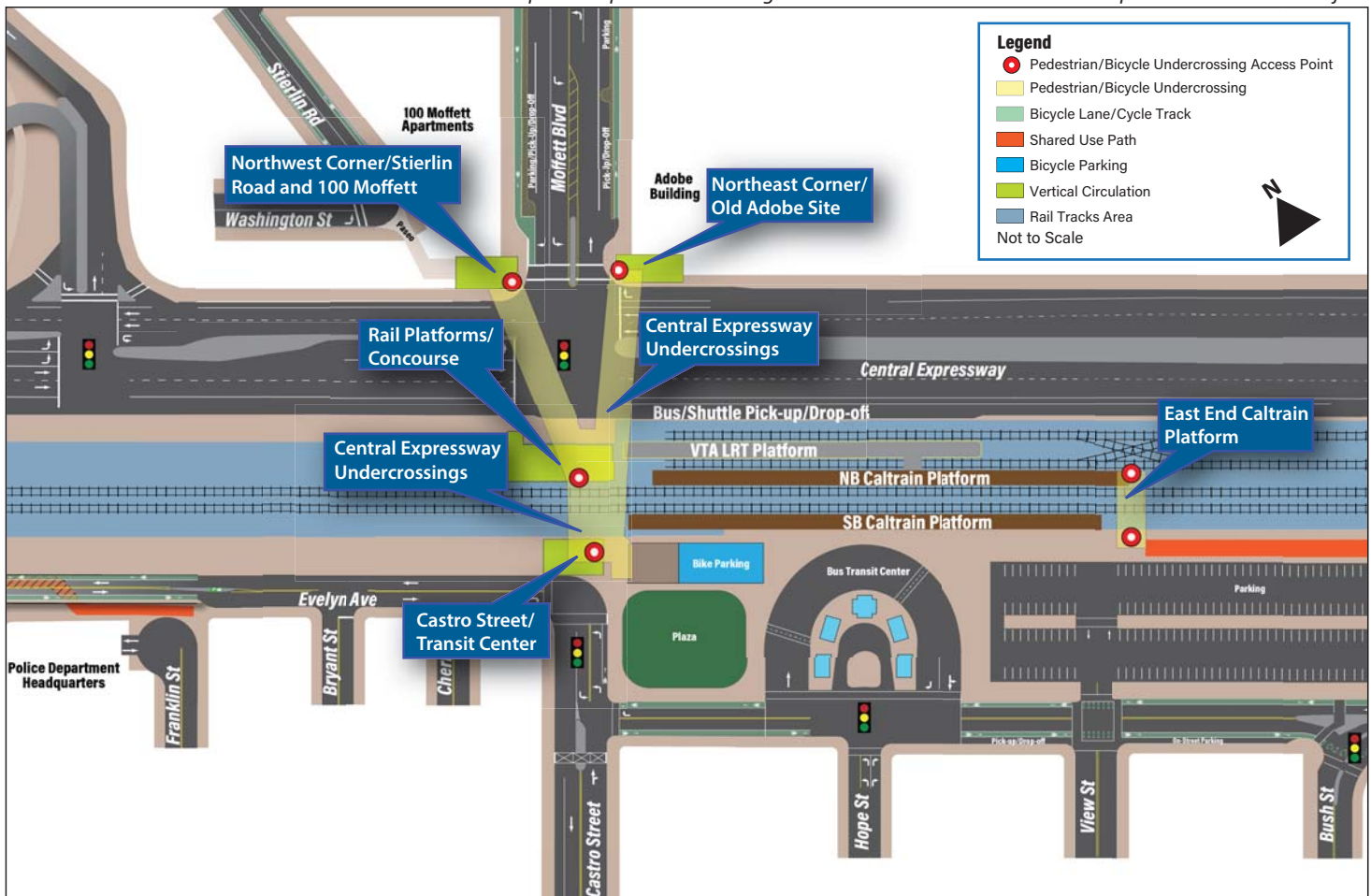
GRADE SEPARATION AND ACCESS PROJECT

The Mountain View Transit Center Grade Separation and Access Project will improve safety, capacity, and multimodal access to the Transit Center and Downtown Mountain View. The project is focused on the Castro Street/Moffett Boulevard/Central Expressway intersection and the Castro Street crossing of the railroad tracks. This intersection is congested today and impacted by frequent railroad gate interruptions, limiting pedestrian, bicycle, and vehicle movements across Central Expressway. Over a thousand pedestrians and bicyclists use this location daily. The project will present them with a safer crossing of Central Expressway and fewer delays.

Project Design Concept

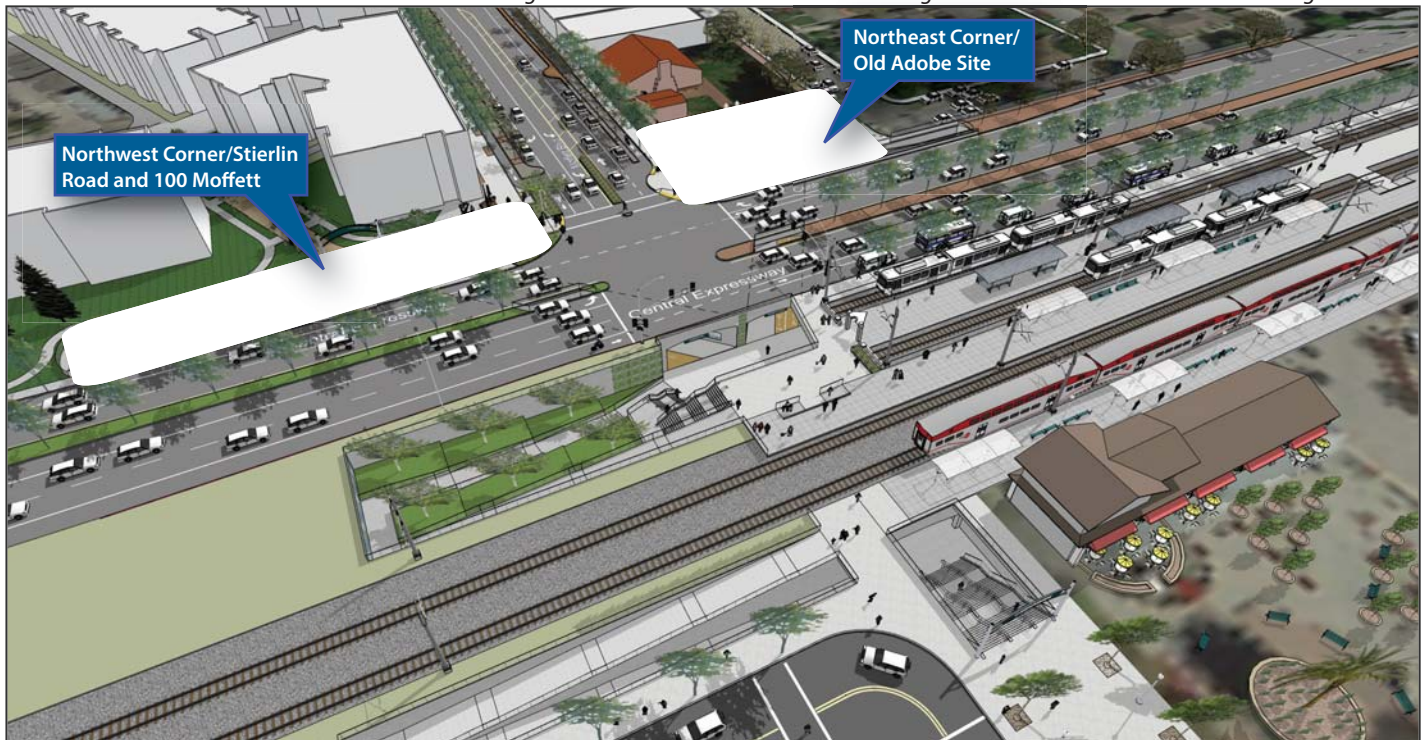
The project team developed a design concept for the undercrossing tunnels and the undercrossing entrances. There are two proposed undercrossings: a western crossing that connects Castro Street, the rail platforms, and the north side of Central Expressway; and an eastern crossing that connects across the Caltrain tracks at the east end of the platforms. The western undercrossing is composed of three tunnel segments that form an irregular “Y”, with the branch point at the undercrossing concourse. The east branch extends between the concourse and the northeast corner of the intersection adjacent to the Adobe Building. The west branch extends between the concourse and the northwest corner of the intersection adjacent to the 100 Moffett residential complex. The base of the “Y” extends beneath the Caltrain tracks to the concourse. Four vertical entry locations are proposed; one at each end and at the midpoint of the “Y”.

Conceptual map of undercrossings and vertical circulation with Grade Separation and Access Project



Rendering of Transit Center and Design Elements

Aerial rendering of Mountain View Transit Center showing northwest and northeast undercrossing entrances



Architectural Design Elements

- **Undercrossing Tunnels** – Tunnels would be straight with no bends, so users can see through to the other side. Width is planned to be 40' to 50' for the Caltrain/Castro undercrossing, 25' for each Central Expressway undercrossing and 20' for the East End Caltrain Platform. An arched ceiling with 10' high walls and a 12' high ceiling is planned. Depth of undercrossing below the surface ranges from 14' to 20'.
- **Stairs/Bike Channels** – Stairs would be provided at all undercrossing access points. Stairs would have bike channels adjacent to the wall on both sides.
- **ADA-Compliant Ramps** – Ramps would be provided at all undercrossing access points. Signage provided to encourage cyclists to dismount. Width of most ramps would vary 10-15', with 6' being the minimum width.
- **Entrances** – Placemaking elements used to enhance facility use and safety. Stair/ramp designs are preliminary and may still be modified. Entrances orient users to destinations in ways that are clear and attractive.
- **Walls and Wall Surfaces** – All walls straight with minimal recesses that could provide hiding places and/or litter traps.
- **Lighting** – Concourse and undercrossing lighting a combination of indirect ceiling and recessed wall fixtures, employing soft white color range. Above-grade lighting will conform to City and Caltrain policies. Undercrossings will be open to air above where possible (such as median of Central Expressway and between Central Expressway and Caltrain) to increase light and airflow.
- **Landscape** – Planters at all undercrossing daylight locations. Plants at concourse and undercrossing levels are low-growing ornamental shrubs or vines to minimize visual obstruction. Plants in terraced planters and at street level to consist of low-growing shrubs and high-branching deciduous trees for visibility.

Castro Street/Caltrain Undercrossing

The Castro/Caltrain undercrossing tunnel is partially a subgrade plaza approximately 140 feet long and 40-50 feet wide. Pedestrians and dismounted bicyclists mix and cross paths; as such there are no specially-designed paving surfaces. The undercrossing has a large concourse located north of the Caltrain tracks. The Castro Street/Transit Center Entrance to the south connects at the surface to Castro Street, the southbound platform, and other transit center uses.

A grand stair is oriented north-south to provide a direct connection to Downtown Mountain View, immediately south of the southbound Caltrain platform and adjacent to the Depot Building. The stair and the foyer area are open to the sky above. Just west of the Castro stair is an ADA-compliant scissors ramp down to the track undercrossing. The Rail Platforms/Concourse entrance provides access to the northbound Caltrain platform, VTA light rail platform, Central Expressway shuttle frontage, and east and west Central Expressway undercrossings.



Rendering of concourse stairs and Caltrain undercrossing

Central Expressway Undercrossings

This west tunnel, leading to Stierlin Road/100 Moffett, would be approximately 140 feet long and the east tunnel, leading to the Old Adobe Building, would be approximately 110 feet long. Both are proposed with arched ceilings 10-12 feet in height and 25 feet wide, divided between a 15-foot wide bicycle surface and a 10-foot wide pedestrian surface. The pedestrian walkway could be at the same grade as the bicycles or raised slightly.

A skylight, if feasible, would be approximately mid-way within the Central Expressway median above, contingent on the configuration of Central Expressway. The undercrossings would be approximately 14 feet below existing ground on the north side of Central Expressway and approximately 20 feet below existing ground at the Rail Platform Concourse



Rendering inside undercrossing facing north



Rendering inside undercrossing facing south

Northwest Corner - Stierlin Road and 100 Moffett

The Stierlin Road connection to Central Expressway was vacated as part of the 100 Moffett development. The options reflect different configurations along this alignment and within the public right-of-way adjacent to Central Expressway. There are three undercrossing design options for the northwest corner of Central Expressway and Moffett Boulevard. Each has a different configuration of ramps/stairs and relationship to the 100 Moffett residential complex.

Option 1: East-West Ramp

The ADA-compliant ramp is oriented parallel to Central Expressway. Stairs and ramp access are aligned with the existing Stierlin Road pedestrian and bike paths. The ramp and stair entrances are located side-by-side and facilitate primary access from Stierlin Road, but would be clearly visible from Moffett Boulevard as well. No modifications would be made to the Stierlin Road pathways between the 100 Moffett buildings.



Option 2: Stierlin Ramp

The ADA-compliant ramp is oriented along Stierlin Road, replacing the existing at-grade bikeway. The ramp is straight with no switchbacks, providing direct access between the Central Expressway undercrossing and Stierlin Road bike lanes. There is insufficient space for a separate bicycle and pedestrian facility on the ramp. Stairs are aligned with the existing pedestrian path, with existing surface pedestrian walkways on either side retained.



Option 3: Hybrid Ramp

Represents a blending of the East - West and Stierlin Ramp options, with a shorter ramp segment along Stierlin Road linking to a shorter switchback ramp along Central Expressway. Stairs are aligned with the existing pedestrian path, with existing surface pedestrian walkways on either side of the existing bikeway retained.



Northeast Corner - Adobe Building (1 of 2)

There is limited space available for vertical circulation adjacent to the Adobe Building. Options range from providing tightly-fitted stairs and ramps in order to avoid modifying the Adobe Building parking area to eliminating off-street parking at the Adobe Building and providing a larger plaza space.

Option 1: East-West Ramp

The ADA-compliant ramp is oriented east-west along Central Expressway. Stairs are located at the corner of Central Expressway and Moffett Boulevard. A sidewalk adjacent to the Adobe Building parking lot wall preserves access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street. This option is physically constrained, with stairs and ramp extending down to the undercrossing level from different locations, a narrower-than-typical ramp, and indirect paths of travel. There is very limited space for landscaping or aesthetic treatments. A concrete barrier would be erected along the edge of Central Expressway to prevent vehicle intrusion into the ramp area. The Adobe Building parking area and wall are fully preserved.



Option 2: Expanded East-West Ramp

The ADA-compliant ramp is oriented east-west along Central Expressway and accessed near Santa Rosa Avenue/Willowgate Street. Stairs are located at the corner of Central Expressway and Moffett Boulevard and have one intermediate landing shared with the ramp. A sidewalk adjacent to a relocated Adobe Building parking lot wall provides through-access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street. Nine parking spaces are removed from the Adobe Building site to allow space for access ramps, which could be replaced with specially-designated on-street spaces along Moffett Boulevard and/or Santa Rosa Avenue/Willowgate Street. A concrete barrier would be erected along the edge of Central Expressway to prevent vehicle intrusion into the ramp area.



Northeast Corner - Adobe Building (2 of 2)

Option 3: Adobe Plaza

The ADA-compliant ramp is oriented east-west parallel to Central Expressway, with access at the corner of Central Expressway and Moffett Boulevard. The ramp is U-shaped around a central terrace, with secondary stair access from the Adobe Building site and Santa Rosa Avenue/Willowgate Street. The primary stair is located at the corner of Central Expressway and Moffett Boulevard. The perimeter wall and all 16 off-street parking spaces at the Adobe Building site are removed, with the remainder of the off-street parking lot redesigned as a plaza for events and public use. This may necessitate a change in use of the Adobe Building. Parking for the building may be available at the Transit Center, connected via the undercrossing. Parking during events may also be designated along Moffett Boulevard and/or Santa Rosa Avenue/Willowgate Street. The space provides through-access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street.

