



MOUNTAIN VIEW TRANSIT CENTER

GRADE SEPARATION AND ACCESS PROJECT

The Mountain View Transit Center serves as the City's key multimodal transportation node. Currently, over 12,000 transit riders arrive at or leave the station each day. That number is forecast to grow as transit services increase in the future with the electrification of Caltrain.

In response to current and future transportation needs, the City Council approved a Master Plan for the Transit Center in 2017. This plan identifies a vision for the future of the Transit Center.

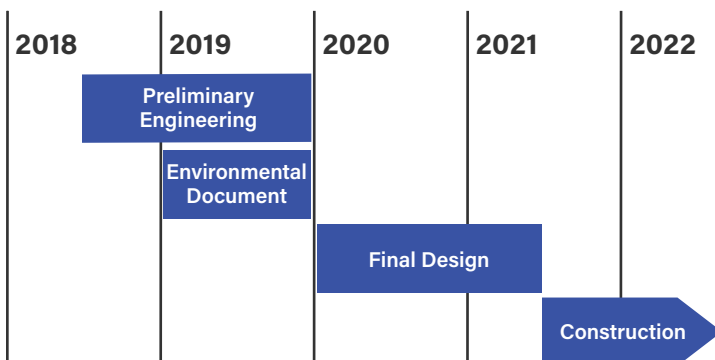
GRADE SEPARATION AND ACCESS PROJECT

The Transit Center Grade Separation and Access Project, identified within the Master Plan, 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. Conditions are expected to degrade further with the plans for increased Caltrain and new High-Speed Rail train service, making it more difficult to cross 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.

An additional benefit of the project will be a reduction in frequency of noise from train horns currently required at the Castro Street crossing.

CURRENT STATUS AND TIMELINE



STAY CONNECTED

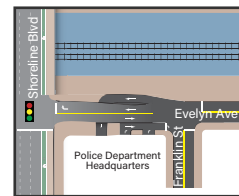
Community meetings and other outreach to neighborhoods and businesses will be conducted throughout the project.

Visit the website: www.MountainViewTransitCenter.com
 Subscribe to updates: www.MountainView.gov/mymv
 (Check "Transit Center" under "My Notifications")

CONSTRUCTION STAGING

A detailed construction schedule and staging plan will be developed during the project design phase. Currently it is envisioned that construction would take place over a 24 to 30 month timeframe, but would occur in phases.

Phase 1 - New Ramp



A new ramp connecting Evelyn Avenue to Shoreline Boulevard will be constructed. During this phase, work will be concentrated along Evelyn Avenue between Franklin Street and Shoreline Boulevard.

Phase 2 - Closure of Rail Crossing



Once the new ramp is open to traffic, a short phase will close the Castro Street rail crossing and modify the Evelyn Avenue/Castro Street intersection. Interim pedestrian and bicycle provisions for crossing the tracks will be implemented.

Phase 3 - Pedestrian Undercrossings



Undercrossings will be built below the tracks and Central Expressway. Construction will be confined to the railroad and Central Expressway right-of-way. Accommodations to preserve Caltrain service and Central Expressway will be provided during this stage.

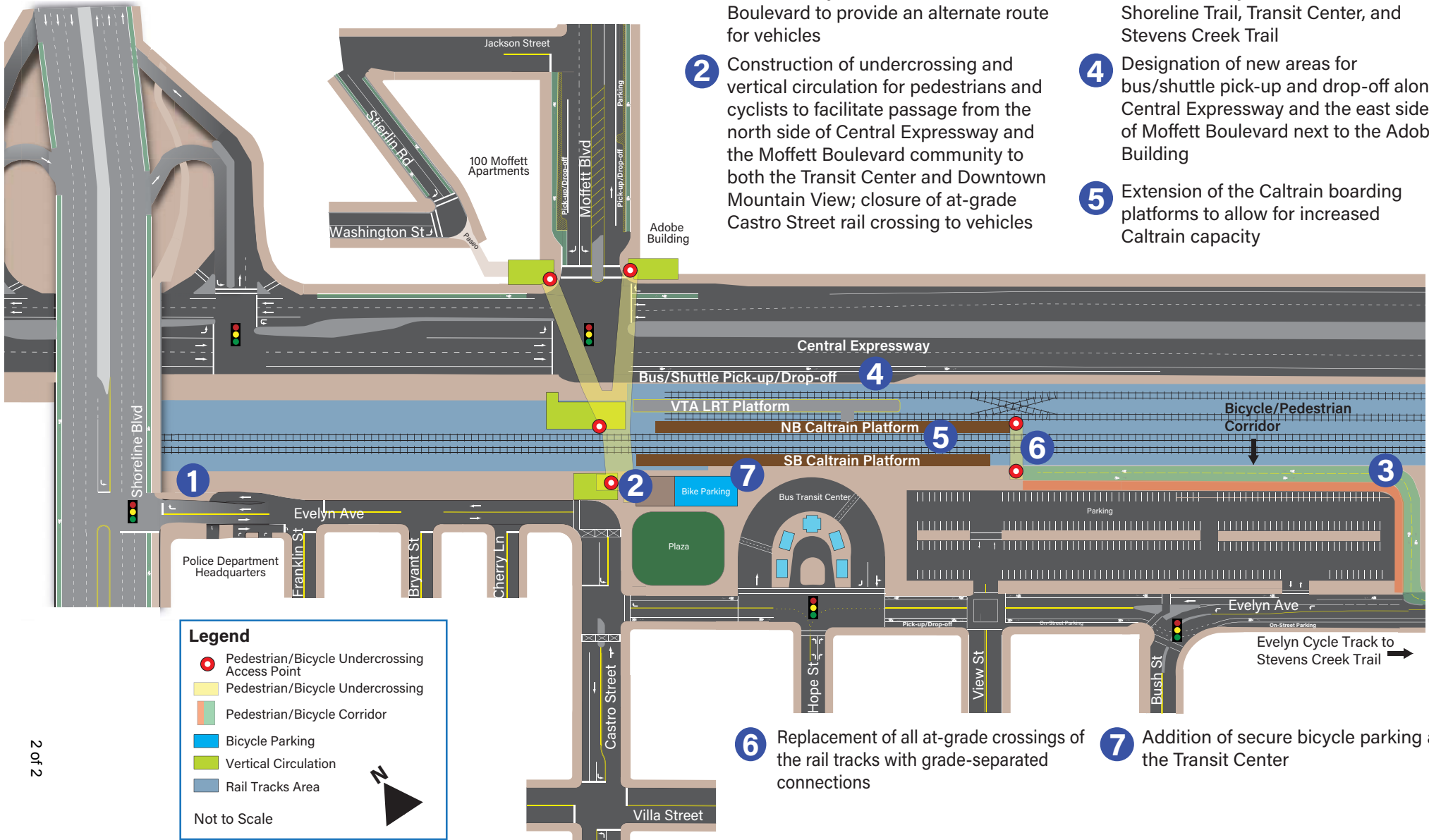
Final Phase - Expansion of Caltrain Platforms



The Caltrain platforms will be shifted and expanded. This work will occur within the Caltrain right-of-way on a schedule determined by Caltrain.

PROJECT ELEMENTS

- 1 Construction of a new vehicle ramp from W Evelyn Avenue to Shoreline Boulevard to provide an alternate route for vehicles
- 2 Construction of undercrossing and vertical circulation for pedestrians and cyclists to facilitate passage from the north side of Central Expressway and the Moffett Boulevard community to both the Transit Center and Downtown Mountain View; closure of at-grade Castro Street rail crossing to vehicles
- 3 An enhanced bicycle connection across W Evelyn Avenue between the Shoreline Trail, Transit Center, and Stevens Creek Trail
- 4 Designation of new areas for bus/shuttle pick-up and drop-off along Central Expressway and the east side of Moffett Boulevard next to the Adobe Building
- 5 Extension of the Caltrain boarding platforms to allow for increased Caltrain capacity



Legend

- Pedestrian/Bicycle Undercrossing Access Point
- Pedestrian/Bicycle Undercrossing
- Pedestrian/Bicycle Corridor
- Bicycle Parking
- Vertical Circulation
- Rail Tracks Area

Not to Scale