

Mountain View Transit Center Master Plan - Transit Center Concept Evaluation

Criteria	Concept 2		Concept 3		Concept 4	
	Rating	Explanation	Rating	Explanation	Rating	Explanation
<i>Bicycle/Pedestrian Circulation</i>						
Access between Transit Center and Major Bike Corridors	5	- Direct bike access to both platforms from both Stierlin and Stevens Creek, with ramp and stair options	4	- Direct bike access to both platforms. Requires elevated crossing of Caltrain tracks to access/egress northbound Caltrain and VTA platforms to/from east not as desirable as underground access.	5	- Direct bike access to both platforms from both Stierlin and Stevens Creek, with ramp and stair options
Access between Transit Services	3	<p>- Underground crossings allow for safe access beneath Caltrain tracks. At-grade crossings of light rail tracks provide a connection between the VTA LRT platform, the NB Caltrain platform, and the Central shuttle area.</p> <p>- Some connections to public bus/shuttle services may require crossing bus aisle(s).</p> <p>- Longest transfer distances due to bus/shuttle users having to walk east or west to access undercrossings to northbound platform and light rail.</p>	4	<p>- Underground crossings allow for safe access beneath Caltrain tracks. Includes at-grade crossing of light rail tracks to provide access to light rail from garage and shuttle area.</p> <p>- Relocated Caltrain station platforms and a centralized below-grade concourse result in shortest transfer distances between LRT, Caltrain, and bus platforms.</p> <p>- Access to private shuttles may require crossing roadway for eastbound shuttle area</p>	5	<p>Underground bicycle/pedestrian crossings allow for safe access beneath Caltrain tracks. At-grade crossing of light rail tracks provide a connection between the VTA LRT platform and the NB Caltrain platform</p> <p>- Shorter transfer distances due to shifted platforms and bus/shuttle area centered on platforms</p> <p>- Access to private shuttles may require crossing bus/shuttle road if using western undercrossing</p>
		<p>Bus/Shuttle - LRT transfer distance: 425-900 feet</p> <p>Bus/Shuttle- Caltrain Transfer Distance: 50-1000 feet</p> <p>Caltrain - LRT transfer distance: 250-900 feet</p>		<p>Bus/Shuttle - LRT transfer distance: 600 feet</p> <p>Bus/Shuttle- Caltrain Transfer Distance: 50-425 feet</p> <p>Caltrain - LRT transfer distance: 375-650 feet</p>		<p>Bus/Shuttle - LRT transfer distance: 925 feet</p> <p>Bus/Shuttle- Caltrain Transfer Distance: 50-850 feet</p> <p>Caltrain - LRT transfer distance: 200-900 feet</p>
Bike Parking <i>Note: All concepts have 7,000 square feet of bike parking identified</i>	3	- Bike parking convenient for bus/shuttle users and those coming from downtown. Bike station not as convenient for users accessing from north, requiring some out-of-direction travel and mixing with pedestrians	4	<p>- Bike station is highly accessible from both north and south sides of transit center due to location in main concourse.</p> <p>- Eastern bike parking requires moderate walk from platforms to access.</p>	3	<p>- Bike station and parking relatively further from bus/rail platforms.</p> <p>- Bike parking located along primary access routes, making it most accessible for local users.</p>

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<i>Bus/Shuttle Operations</i>						
Curb Space for Public/Private Bus and Shuttle Needs	3	- VTA Bus & Public Shuttles - 610 feet - Private shuttles - 665 feet - Total (including pick-up/drop-off): 2240 feet	4	- VTA Bus & Public Shuttles - 640 feet - Private Shuttles - 650 feet - Total (including pick-up/drop-off): 2540 feet	5	- VTA Bus & Public Shuttles - 600 feet - Private Shuttles - 880 feet - Total (including pick-up/drop-off): 2560 feet
Bus/Shuttle Circulation	4	- Consolidated transit center with signalized access limits conflicts with autos. - Bus/shuttle area provided on Central would be more efficient for some routes	4	- Bus only direction through transit area, but some potential for illegal auto activity. Some out-of-direction travel required for some routes to access transit center - Median-separated Central shuttle area may shorten routing for many shuttles	4	- Consolidated transit center with signalized access limits conflicts with mixed flow vehicles. - No bus/shuttle area on Central Expressway results in longer access routes for some shuttles.
Connectivity between Bus and Rail Modes	3	- Direct line-of-sight between bus/shuttle area and platforms. - However, long transfer distance to LRT and NB Caltrain platforms (see above).	5	- Direct platform access for all bus/shuttle areas and direct line-of-sight - Short transfer distance between bus/shuttle and rail services	4	- Direct line-of-sight between bus/shuttle area and platforms. - Long bus/shuttle area results in longer transfer distance to LRT and NB Caltrain platforms for some users.

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<i>Flexibility and Adaptability</i>						
Flexibility in Curb Space	3	<ul style="list-style-type: none"> - Can adjust curb space assignments within transit center as needs shift. - Limited opportunity to expand transit center or provide additional shuttle space south of tracks 	4	<ul style="list-style-type: none"> - Can adjust curb space assignments in transit area as needs shift - Can shift pick-up/drop-off areas to shuttle space if the needs arise - Lots of space in Central shuttle area, but may be under-utilized 	5	<ul style="list-style-type: none"> - Can adjust curb space assignments within transit center as needs shift - Retains opportunity to provide shuttle space along Central or on Evelyn if needed
Flexibility in Facilities	5	<ul style="list-style-type: none"> - Development sites have physical separation from other elements of the transit center, allowing for modification of transit center sites even after development occurs 	3	<ul style="list-style-type: none"> - Space for additional future facilities limited due to additional roadway area - Garage size is flexible 	4	<ul style="list-style-type: none"> - Integration of development opportunity sites may limit future modifications to transit center after development occurs, although large plaza space is preserved
Potential to Accommodate Additional Tracks	4	<ul style="list-style-type: none"> - Would require elevating/undergrounding light rail to allow for 4 tracks 	2	<ul style="list-style-type: none"> - Provision of 4 tracks would eliminate Central bus/shuttle area. May also impact garage flyover from Central 	4	<ul style="list-style-type: none"> - Would require elevating/undergrounding light rail to allow for 4 tracks
<i>Safety and Wayfinding</i>						
Safe Integration of all Transport Modes	4	<ul style="list-style-type: none"> - Eliminates all at-grade crossing of Caltrain tracks. Still maintains one at-grade crossing of both light rail tracks. - Bus/shuttle islands in bus transit center could create pedestrian conflicts 	3	<ul style="list-style-type: none"> - Eliminates all at-grade crossing of Caltrain tracks. Still maintains one at-grade crossing of one light rail track. - Pick-up/drop-off passengers and downtown users will have to cross one or two roadways to access transit center. - Modified roadway network could 	5	<ul style="list-style-type: none"> - Eliminates all at-grade crossing of Caltrain tracks. Still maintains one at-grade crossing of one light rail track. - Minimizes conflicts between pedestrians and vehicles; peds can access trains without crossing vehicle traffic from all drop off points.
Convenient Wayfinding and On-Site Circulation	2	<ul style="list-style-type: none"> - Multiple bus/shuttle areas could be confusing to users - Undercrossings at either end of platforms may require additional wayfinding and walk distances - Parking garage in middle of site could inhibit visual orientation for many users 	3	<ul style="list-style-type: none"> - Multiple bus/shuttle areas could be confusing to users - Connections between services are centralized at the underground concourse, which facilitates more convenient access between services and easier wayfinding - Line-of-sight to all uses 	4	<ul style="list-style-type: none"> - One consolidated transit area is most desirable - Elevated development opportunity site could limit some visual orientation - Activity areas centered around undercrossings to enhance ease of circulation

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<i>Integration with downtown Mountain View and Moffett Boulevard Change Area</i>						
Pedestrian Access and Circulation	3	<ul style="list-style-type: none"> - Grade-separated access provided between both sides of Moffett Boulevard and foot of Castro. - Access to Central undercrossing on downtown side further from downtown than other alternatives, somewhat obscured by existing replica building, and requires crossing Evelyn. Would be addressed by removal of building and extension of plaza 	3	<ul style="list-style-type: none"> - Grade-separated access provided between both sides of Moffett Boulevard and foot of Castro and plaza area. Requires crossing through concourse. - Access to platforms from downtown requires crossing two roadways instead of just one - Access to Central undercrossing on downtown side requires crossing Evelyn, but not bus area 	4	<ul style="list-style-type: none"> - Grade-separated access provided between both sides of Moffett Boulevard and plaza area. Requires crossing through concourse. - Access to Central undercrossing on downtown side requires crossing Evelyn
Parking	5	<ul style="list-style-type: none"> - Between 600 and 750 parking spaces provided - Parking garage closer to downtown than other alternatives 	2	<ul style="list-style-type: none"> - Between 600 and 750 parking spaces provided - Parking garage further from downtown than other alternatives and across from residential uses 	4	<ul style="list-style-type: none"> - Between 600 and 750 parking spaces provided - Parking footprint much larger than other alternatives, but underground
Transit-Oriented Development Opportunities	4	<ul style="list-style-type: none"> - 64,000 square feet of ground-floor development space - Development area located further from downtown than other alternatives - Development sites self-contained and separated from transit center uses 	3	<ul style="list-style-type: none"> - 45,000 square feet of ground-floor development space, plus opportunity to integrate with parking garage - Ground floor retail integration with parking garage may be less desirable due to garage location - Development may be more desirable due to Central vehicle connection - Portions of development integrated with transit area 	5	<ul style="list-style-type: none"> - Amount of development area dependent on opportunities for air rights over transit facilities, but may be up to 76,000 square feet of ground-floor space - Closest development area to downtown - Development could potentially occur after transit facilities - Development may be more desirable due to Central vehicle connection
Public Space	3	<ul style="list-style-type: none"> - Retains and slightly expands existing plaza with adjacent retail at ground-floor of garage 	2	<ul style="list-style-type: none"> - Existing plaza area retained, but plaza located between two roadways 	4	<ul style="list-style-type: none"> - Potential for larger plaza than existing, with opportunities to activate with retail along Castro

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<i>Auto Access and Circulation</i>						
Access to Pick-up/Drop-off Area and Parking	2	<ul style="list-style-type: none"> - No pick up/drop off area on the north side of the transit center. Could be addressed with Moffett area as in Concept 4 - No auto access to transit uses from Central - Only one access/egress point to the parking garage - Fewer pick-up/drop-off areas than other alternatives 	3	<ul style="list-style-type: none"> - Potential for pick up/drop off area along Central depending on discussions with County - Auto access to parking garage from Central as well as from Evelyn - Pick-up/drop-off areas accessible from all directions 	5	<ul style="list-style-type: none"> - Pick up/drop off area along Moffett accessible from both directions of Central, but limited in length - Auto access to parking garage from Central as well as multiple access points from Evelyn - Pick-up/drop-off areas accessible from all directions
Traffic Impacts to Neighborhood	3	<ul style="list-style-type: none"> - Lack of pick-up/drop-off or parking access on north side of tracks could effect neighborhoods. Could be addressed with Moffett pick-up/drop-off area as in Concept 4 - Parking garage accessed via Bush, across from residential uses 	4	<ul style="list-style-type: none"> - Potential for pick-up/drop-off and parking access on north side of tracks (would require County approval) may reduce impacts to neighborhoods - Parking garage accessed via Bush, across from residential uses 	5	<ul style="list-style-type: none"> - Potential for pick-up/drop-off and parking access on north side of tracks reduces impacts to neighborhoods - Primary parking garage access via View or Central

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<i>Cost and Funding</i>						
Construction Cost	5	\$146 Million	4	\$197 Million	3	\$237 Million
Transit Operating Costs	4	<ul style="list-style-type: none"> - Enclosed parking structure may require additional operating cost for comfort and security - Opportunity for some shuttles to use Central for pick-up/drop-off and layover may reduce operating costs 	4	<ul style="list-style-type: none"> - Opportunity for some shuttles to use Central for pick-up/drop-off and layover may reduce operating costs 	3	<ul style="list-style-type: none"> - Some VTA routes may experience longer travel times compared to existing, although MVgo routes may have reduced travel times
Opportunities for PPP and Other Funding Mechanisms	3	<ul style="list-style-type: none"> - Preserves development opportunity sites - Development opportunity sites have limited spatial integration with transit uses 	3	<ul style="list-style-type: none"> - Below grade concourse presents opportunity for integrating retail - Opportunities for development to contribute to plazas and parking - Development opportunity may be less than other concepts 	4	<ul style="list-style-type: none"> - Opportunities for development to contribute to parking and transit facilities - Greatest potential for development area

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<i>Construction Impacts and Implementation</i>						
Impacts to Existing Transit Center Operations	5	<ul style="list-style-type: none"> - Concept may be easiest to phase with temporary relocation of bus/shuttle and parking uses - Limited impact to existing plaza space 	2	<ul style="list-style-type: none"> - Shifting of platforms may assist in construction staging - Could be significant loss of parking during construction of roadway and garage elements - Underground concourse likely to create longer Caltrain impacts than other alternatives 	2	<ul style="list-style-type: none"> - Underground parking area will require several phases to minimize site impacts - Garage underpass from Central will have more significant effects on Central - Significant effects on existing plaza
Ability for Implementation to be Phased	5	<ul style="list-style-type: none"> - Grade separation, transit facilities, and development can be implemented separately on different schedules 	3	<ul style="list-style-type: none"> - Grade separation could be implemented separately from other elements. However, may require some re-work if not in conjunction with other transit facilities - Development integration potential must be identified prior to construction of garage and shuttle road to preserve joint development opportunities 	3	<ul style="list-style-type: none"> - Construction of underground garage will likely require close coordination between development and garage to provide adequate structures and parking count, limiting phasing opportunities - Eastern undercrossing ties into garage, so may require some re-work if built in initial phase