

Project Fact Sheet - Refined Grade Separation Alternatives

Attachment 2

Why a Grade Separation?

The Castro Street grade-crossing of the Caltrain tracks is a current source of significant congestion, delay and conflict. Train crossings limit the ability of autos, pedestrians, and bicyclists to use Castro Street to enter/exit downtown Mountain View. They also impact the operations of the Castro Street/Moffett Boulevard & Central Expressway intersection, causing long queues and delays. The number of train crossings is planned to increase from a peak of 10 per hour today to as many as 20 per hour in the next 10 to 15 years with Caltrain electrification and high-speed rail. 28 more trains per day are anticipated to stop at the Mountain View Caltrain station in the near future. With the additional train activity, railroad gates will block Castro Street movements, including pedestrians and bicycles, every three to four minutes during the morning and evening peaks.

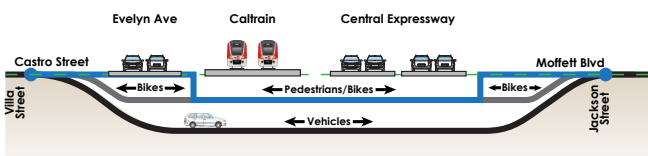
A grade separation (or re-routing of Castro Street at the rail tracks) will eliminate this conflict between the rail tracks and the roadway. It will also improve safety and access across the tracks and across Central Expressway for pedestrians and bicyclists. Grade separation concepts include additional space and separated pathways for pedestrians and bicyclists. They also may improve traffic flow into and out of downtown Mountain View and the Mountain View Transit Center.

An initial set of four grade separation alternatives was refined to the two alternatives shown below and on back after the first community meeting and City Council study session.

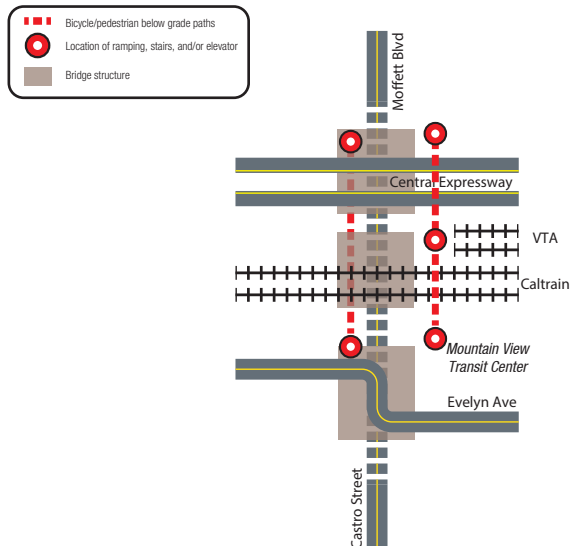
Alternative 1

- Castro Street/Moffett Boulevard crosses underneath Caltrain and Central Expressway
- Central Expressway remains at-grade and access maintained with Moffett Boulevard
- Evelyn Avenue connects across Castro Street at-grade
- Pedestrians and bicycles cross underneath Caltrain and Central Expressway
- Frontage road along Moffett Boulevard provides frontage access to businesses and apartments

Cross-Section:



Plan View:



Overview, looking northeast



Castro/Moffett Underpass



Castro Avenue, looking north from Villa Street



Overview, looking northeast



Access to Pedestrian Undercrossing at Stierlin Road



Bicycle/Pedestrian Underpass

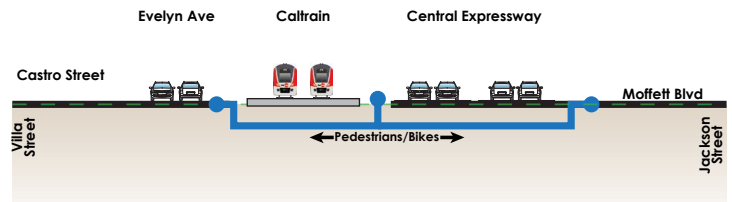


Castro Avenue, looking north from Villa Street

Alternative 4

- Redirect traffic on Castro Street at Evelyn Avenue
- Movements allowed across Castro Street on Evelyn Avenue
- Ramp from Evelyn Avenue to Shoreline Boulevard and new signal at intersection
- Central Expressway remains at-grade
- Pedestrians and bicycles cross below Caltrain and Central Expressway via an undercrossing

Cross-Section:



Plan View:

