

Comment Letters



March 17, 2017

Jim Lightbody
C/o City of Mountain View
500 Castro Street
Mountain View, CA 94041

Subject: Mountain View Transportation Management Association (MTMA) comments on the Mountain View Transit Center Master Plan Concepts

Dear Jim,

Thank you for engaging our organization in the conceptual review of the Mountain View Transit Center Master Plan. As the provider of the MVgo public shuttle service, the MTMA has a vested interest in the development of the future transit center to ensure our service needs are considered to maximize operational efficiency and ridership potential.

As previously noted in our review discussions, the MTMA's particular interests include:

1. Sufficient curb space within close and visible proximity to the Caltrain platforms, designated for a minimum of 5 MVgo shuttles.
2. Efficient routing potential to minimize travel time and maximize accessibility to/from the Transit Center.
3. Safe pedestrian access to/from the designated MVgo shuttle stops.

While we are generally supportive of all of the concepts proposed, Concept 4 appeared to be the most favored by the TMA Members involved in the review process, though we would suggest shuttle access on Central Expressway be included in Concept 4 for efficient routing to and from Sunnyvale.

We thank you for your consideration of our interests and look forward to our continued involvement in this process.

Sincerely,



Veronica 'Roni' Hatstrup
Executive Director

County of Santa Clara

Roads and Airports Department



101 Skyport Drive
San Jose, California 95110-1302
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May 10, 2017

James Lightbody
City of Mountain View
500 Castro Street
Mountain View, CA 94041

SUBJECT: Mountain View Transit Center Master Plan

Dear Mr. Lightbody:

The County of Santa Clara Roads and Airports Department appreciates the City of Mountain View's efforts to keep us informed and engaged in the Transit Center Master Plan process. We are impressed with the City's vision for improving mobility for bicyclists, pedestrians, and transit users in a manner that also improves traffic flow on the expressway. The County's Expressway Plan 2040 identified grade separating Castro Street and the train tracks combined with a grade-separated bicycle/pedestrian crossing of Central Expressway as a high priority. The City's concept to close the Castro Street crossing of the tracks and turn Central Expressway/Moffett Boulevard into a T-intersection with a convenient, attractive bicycle/pedestrian undercrossing of Central Expressway is an elegant solution. The County fully supports this concept.

We have reviewed the concept alternatives currently being studied and have the following comments:

- Concept #4 with all shuttle stops located within the Transit Center and off of Central Expressway is the superior option for Central Expressway operations.
- If there will be shuttle stops on Central Expressway, Concept #2 with the shuttle stops on the east side of the intersection adjacent to the LRT platform is recommended over Concept #3 with the shuttle stops on the west side of the intersection. Concept #2 will allow departing shuttles to take advantage of breaks in eastbound Central Expressway traffic and not be dependent on a traffic signal. The County is prepared to work with Mountain View to develop a U-turn location on Central Expressway for those shuttles that would need to head westbound.

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County Executive: Jeffrey V. Smith



- Concept #3 with shuttle stops on the west side of the intersection would add a fourth leg back to the signalized intersection. This would negate the expressway operational benefits created by closing Castro and converting the intersection into a T-intersection. The addition of a traffic signal phase to serve the new shuttle stop access will introduce additional delay at the intersection and cause queue lengths for all approaches to increase. This may prevent a shuttle from accessing the drop-off area during the peak periods of traffic and could create safety and operational issues at the intersection.
- For both Concept #2 and Concept #3, consideration needs to be given to how to limit the use of the shuttle areas to shuttles only. If the shuttle area on the expressway is used as a kiss-and-ride or for ridesharing services (e.g., Uber or Lyft drivers), there may not be room for arriving shuttles, causing queues to form in the through traffic lane on the expressway and/or interfering with bicycle use of the expressway shoulder.

We look forward to continuing to work with the City of Mountain View on the development and implementation of the Mountain View Transit Center Master Plan, including the reconfiguration the Central Expressway/Moffett Boulevard intersection.

Sincerely,



Dawn S. Cameron
Deputy Director, Infrastructure Development Division



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May 11, 2017

Mr. Michael Fuller
Public Works Director
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Subject: Mountain View Transit Center Master Plan

Dear Mr. Fuller:

This letter is in regards to the City of Mountain View's comprehensive master planning work for the station area encompassing the Caltrain Mountain View Station. We have worked closely over the past months with your project team on the various elements of the master plan, including particular system needs for Caltrain operations. The transit center provides not only front-door access to downtown Mountain View, but is a key multi-modal node including Caltrain, Santa Clara Valley Transportation Authority (VTA) light rail, and myriad public buses and private shuttles. The usage is expected to increase significantly with expanded Caltrain and light rail service and increased employment and housing in the North Bayshore area. The JPB views this as an exciting project and opportunity for partnership to create both multi-modal transportation improvements and also opportunity for public/private development partnership.

The Peninsula Corridor Joint Powers Board (JPB) offers the following specific comments on the Transit Center Master Plan:

- Regarding the various concepts imagined for the transit center, the JPB's operational and passenger needs, including station parking, have been contemplated and included. The JPB appreciates the early coordination done on these elements to ensure that they are reflected in the final master plan. The JPB will continue to work closely with the project team in the next phase to further plan and design these elements.
- The JPB understands the City's desire to close Castro Street at the railroad tracks, and construct grade separated facilities for bicyclists and

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pedestrians. Continued coordination with JPB but also VTA and other pertinent agencies will be required in the next phase, particularly in regards to funding partnerships as well as technical coordination.

- JPB also understands that the specific location, configuration (side vs. center), and precise dimension of the Caltrain platforms, as part of the larger vision for the transit center, needs further planning and design. It is important that the master plan elements continue to be conceptually compatible with the Peninsula Corridor Electrification Project, as well as current California High Speed Rail blended system planning work. The JPB requests that the project team continue very close coordination on these elements.
- JPB has concerns about phasing of construction work that could impact rail operations and/or Caltrain passengers. The JPB's preference is for the grade separation elements, and any platform or other station construction work (i.e., any that impacts passengers and/or rail operations) to be completed during a single construction phase.
- As you are aware, the JPB is the land-owner of the Caltrain station area except for the city-owned Centennial Plaza. The potential for Transit Oriented Development (TOD) at this site is significant. JPB is very interested in engaging with the City in further discussions regarding the opportunities for joint development and TOD at this site. As part of these discussions, JPB also would like to work with the City regarding appropriate zoning or other related policies needed to support development. TOD has the potential to generate both increased ridership and income for the JPB, which both increase overall revenues to help improve JPB's financial stability.

The JPB offers its support to the Transit Center Master Plan. This effort is consistent with the JPB's goals for improving station access, improving safety, and opportunities for both ridership and revenue growth in the corridor visa vie exploring TOD potential. While there are many details yet to be resolved, JPB is pleased with the direction of the study and is looking forward to continued collaboration with the City going forward.

If you have any questions, or would like to discuss further, please don't hesitate to contact me at scanlone@samtrans.com or 650-295-6867.

Sincerely,



Elizabeth Scanlon
Manager, Caltrain Planning

Mr. Michael Fuller
Page 3, May 11, 2017

Cc:

Michelle Bouchard, Caltrain
Melissa Jones, Caltrain
Brian Fitzpatrick, Caltrain
Jim Lightbody, Project Manager
Adam Dankberg, Kimley-Horn