



Mountain View Transit Center Grade Separation and Access Project (GSAP)

Caltrain Bicycle and Active Transportation Advisory Committee
January 20, 2022

Existing Transit Center & Crossing



Background

- Current: 104 trains per weekday
- Pre-pandemic: 92 trains per weekday
- 2024: 174 trains / weekday – Caltrain Electrification
- 2040: 398 trains/weekday – Caltrain Electrification and California High Speed Rail

Objectives

- Improve safety for all modes of travel
- Improve overall traffic flow
- Reduce traffic delays caused by gate down times
- Support the pedestrianization of downtown including the Transit Center and Castro Street

Transit Center Master Plan Concept



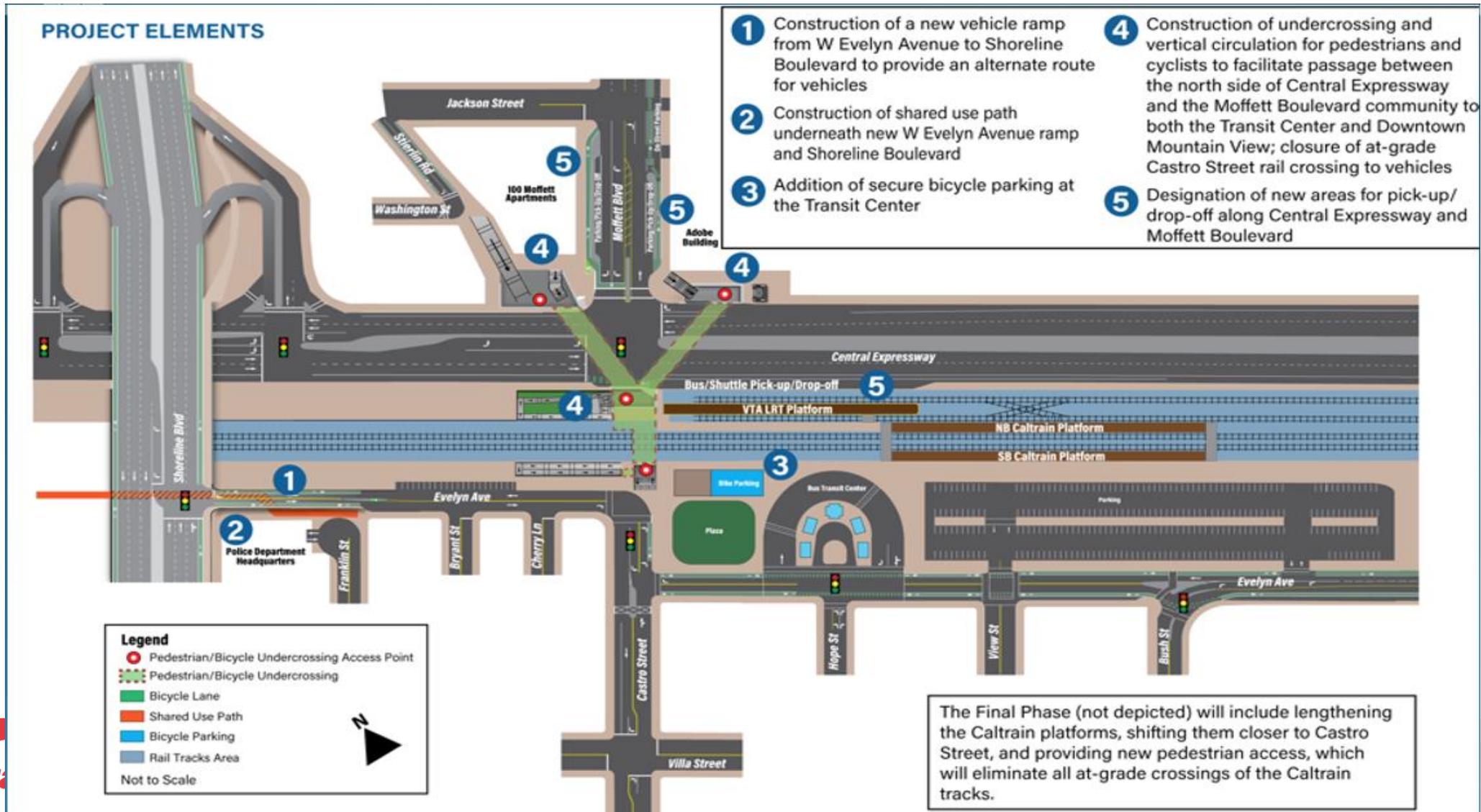
Phase 1 - GSAP

- City funded and managed Grade Separation and Access Project (GSAP) preliminary design and environmental clearance – completed in 2020/21
- City, VTA, and Caltrain agreement to fund Final Design under Caltrain management – completed in March 2021

Project Schedule

- Advertise RFP Final Design: January 2022
- Board Award: June 2022
- Final Design: July 2022 to July 2024
- Utility Relocations: January 2023 to January 2025
- Construction: February 2025 to June 2027

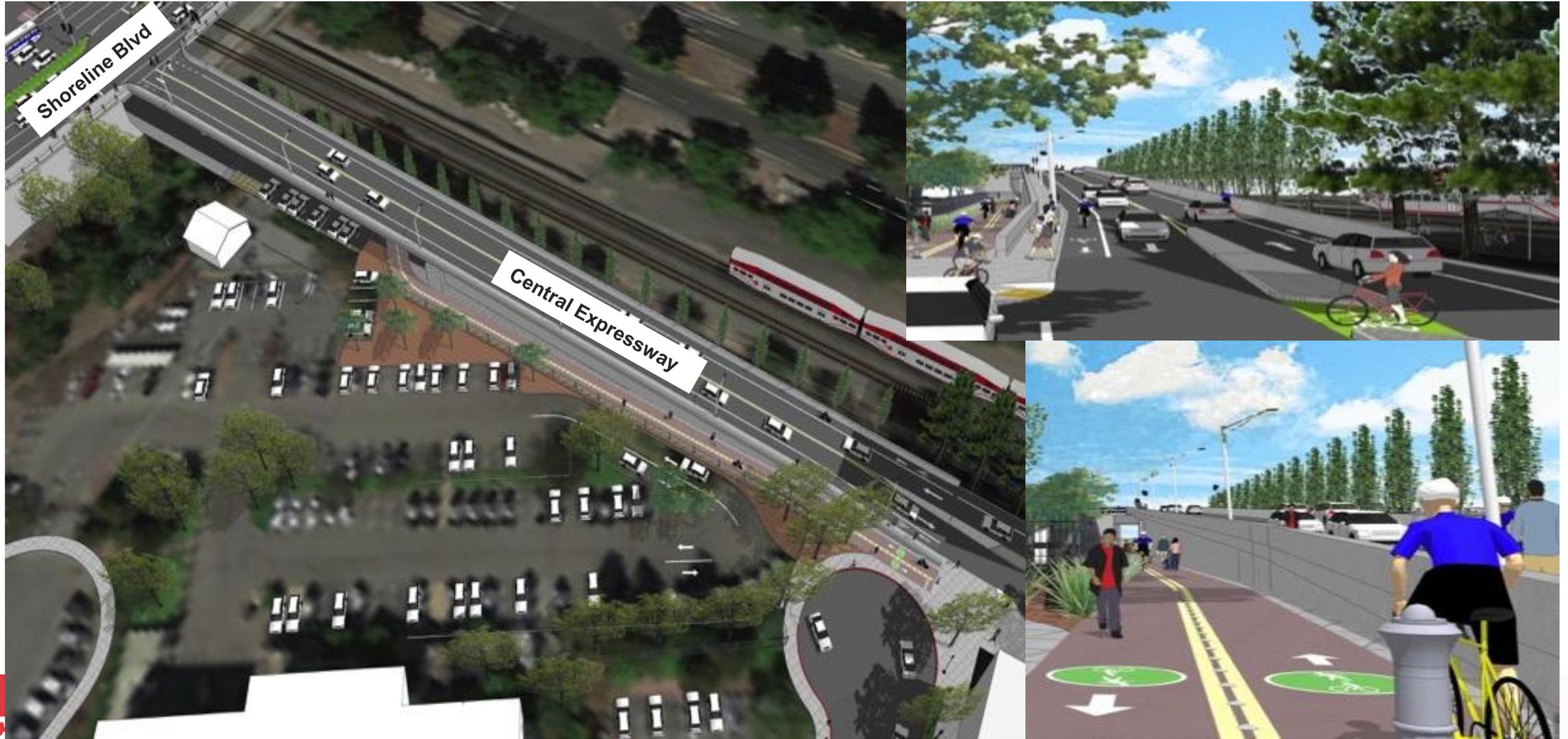
Project Elements



Project Elements

- Evelyn ramp to Shoreline Boulevard (to reroute traffic and allow vehicle closure at tracks)
- Pedestrian and bicycle undercrossing
 - Castro entrance and Evelyn intersection
 - Track undercrossing and concourse
 - Central Expressway undercrossings to Stierlin and Adobe Bldg.
- Moffett Blvd improvements and new shuttle loading
- Bike parking improvements (separate project)

Evelyn Ramp to Shoreline



Castro Entrance



Track Undercrossing



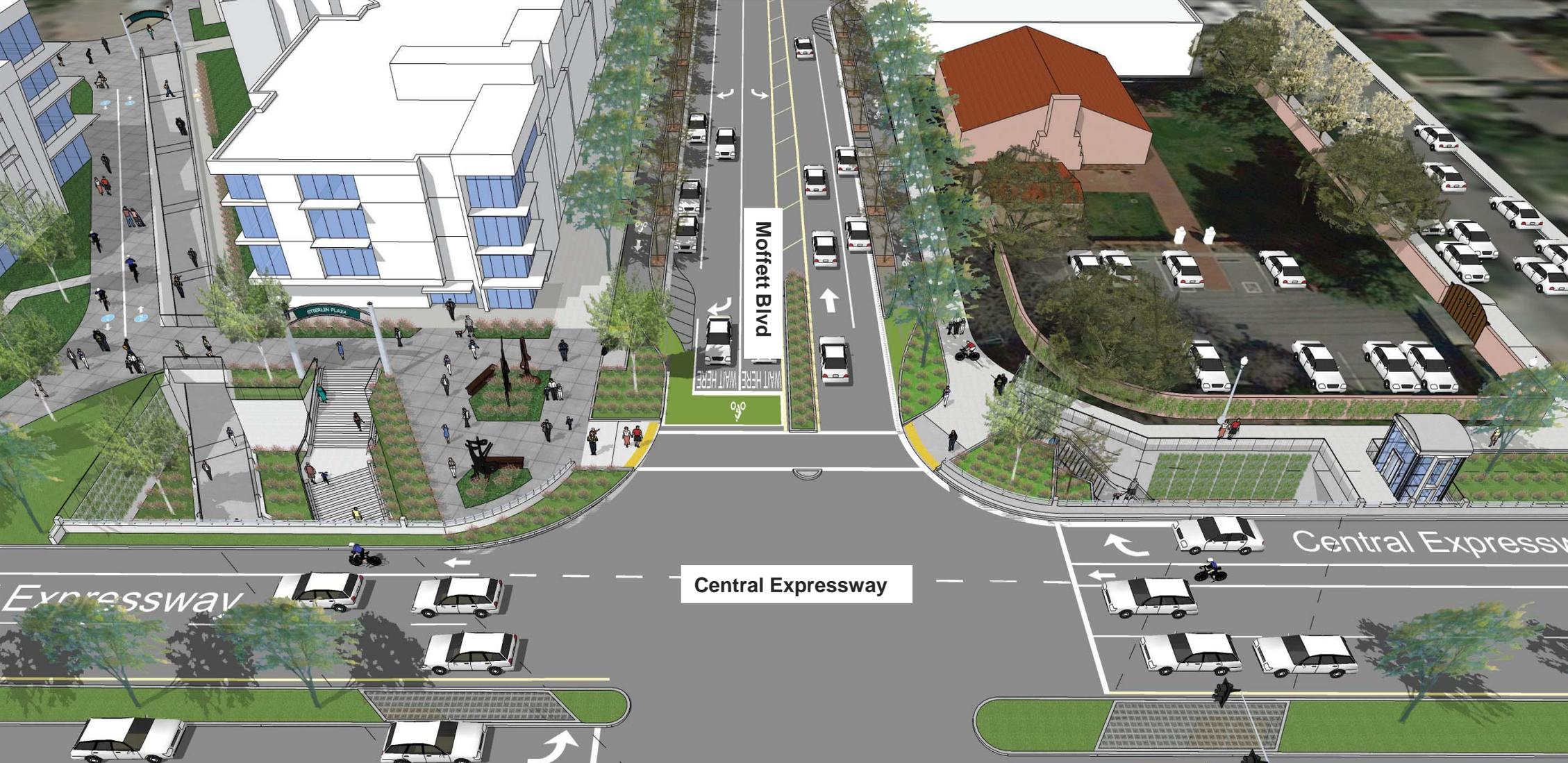
Concourse



Vertical circulation at the Stierlin/100 Mo. entrance.



Stierlin / Adobe Entrances



Questions

