

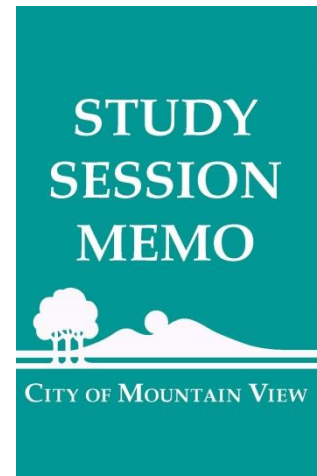
DATE: November 22, 2016

TO: Honorable Mayor and City Council

FROM: James Lightbody, Project Manager
Linda Forsberg, Transportation and Business
Manager
Michael A. Fuller, Public Works Director

VIA: Daniel H. Rich, City Manager

TITLE: **Mountain View Transit Center Master Plan**



PURPOSE

The purpose of this Study Session is to solicit City Council input and direction on conceptual alternatives and key issues for development of the Mountain View Transit Center Master Plan.

BACKGROUND

The City Council approved the development of a comprehensive Master Plan for the Caltrain Station and Transit Center in November 2014 as a next-step action item from the Shoreline Corridor Study.

Based on direction provided by the Council at March 3, 2015 Study Session, the master planning effort is being conducted in two phases. The first phase, the identification of a preferred grade separation alternative for the Castro Street rail crossing, was completed on June 22, 2016, with Council's approval of a preferred grade separation plan that calls for rerouting Castro Street vehicle traffic at the rail tracks.

The second phase, the development of a plan for improved Transit Center services and facilities, is under way. One critical element of the Phase 2 planning effort, parking facilities, was discussed at an October 18, 2016 Study Session. Other elements of the Transit Center improvement plan, including station platforms, bus/shuttle facilities, bicycle and pedestrian access, bicycle storage, and other elements, along with preliminary Transit Center concept plan alternatives, will be discussed during this Study Session.

Based on the City Council direction provided at the Study Session, the concept alternatives will be further refined and additional outreach will be conducted. Refined

conceptual Master Plan alternatives for the Mountain View Transit Center is scheduled for presentation to the City Council in the first half of 2017.

It is important to note that the Transit Center (except for Centennial Plaza) is owned and operated by the Peninsula Corridor Joint Powers Board (Caltrain) and is not controlled by the City. The Master Plan is being developed in coordination with Caltrain and, once approved by the City Council, will be the basis of further conversations with Caltrain about the scope of improvements, funding, responsibilities of the various stakeholders, and other matters. Caltrain has several system needs (e.g., longer boarding platforms, level boarding, and access improvements) that are being addressed in this project and may incentivize their participation in funding and implementing the final Master Plan.

DISCUSSION

Existing and Future Passenger Activity at the Transit Center

The current Mountain View Transit Center and Caltrain Station (Transit Center) was jointly planned and developed by the Santa Clara Valley Transportation Authority (VTA), Caltrain, and the City in the late 1990s (Figure 1). The design was based on ridership estimates for 2010 and assumed approximately 1,000 riders in the morning three-hour peak period. Currently, the Transit Center serves more than three times that number during the same period. Nearly 4,300 boarding Caltrain riders and 1,300 VTA light rail riders pass through the Transit Center each weekday. An additional 1,000 daily riders are served by other transportation services at the Transit Center, including: VTA buses, Caltrain shuttles, Transportation Management Association (TMA) MVgo shuttles, private employer shuttles, and the Mountain View Community Shuttle.



Figure 1 – Mountain View Transit Center

Current passenger activity and modes of access can be divided into two primary service markets in the morning peak period (before 10:00 a.m.):

- Commuters living in Mountain View and nearby areas and taking Caltrain north to jobs or school in San Francisco and the Peninsula (nearly 1,600 boarding passengers). A much smaller number of riders (about 100) commute south to San Jose. Approximately 33 percent of these commuters drive and park at or near the station. Other access modes include light rail (4 percent), bicycle (15 percent), walking (23 percent), and drop-off (21 percent). About one-half of those who drive and park live in Mountain View, and nearly all who bike (80 percent) and walk (90 percent) are City residents.
- Commuters traveling to Mountain View (primarily from the north) to access local employment (about 1,800 riders). These Caltrain riders primarily connect to shuttles (40 percent) and light rail (18 percent). Other egress modes include bicycle (15 percent) and walking (24 percent). The majority of these riders are destined to employment areas in Mountain View (60 percent), the remainder primarily to jobs in Santa Clara and Sunnyvale.

For both of these commuting markets, a substantial number of those connecting by bicycle (80 to 90 percent) bring their bike with them on the train.

The combined morning (a.m.) activity (both arriving and departing passengers) at the Transit Center is shown in Table 1. Access to Caltrain from the connecting modes is well distributed and each mode serves an important transit market. It should be noted

that there are additional light rail riders (approximately 500 each day) who directly access the Caltrain system by walking, adding to activity at the Transit Center.

For estimating future demand, the model projections from the Caltrain Electrification Project Environmental Impact Statement were used. These estimates (for 2040) nearly double current ridership to 8,850 daily boardings and significantly increase the number of riders arriving in the morning to reach local employment centers. Also shown in Table 1, estimates of the total future activity by connecting mode were developed. These estimates, following Caltrain policy, show a shift away from park-and-ride access to other modes. They also assume that proportionally fewer bikes are taken on-board, resulting in higher demand for bike parking at the Transit Center.

	Caltrain Riders			Connecting Modes (Estimated)						
	Number of Trains	On	Off	Auto Park & Ride	Light Rail	Shuttle & Bus	Pick-Up & Drop - Off	Bikes Taken On-Board	Bikes Parked / Bike-share	Walk
Current Station Activity (Ons & Offs)										
Total a.m. Peak Activity (Ons & Offs)	26	1,688	1,823	550	400	800	410	430	100	820
% of Total a.m. Activity				15.7%	11.4%	22.8%	11.7%	12.2%	2.8%	23.4%
Daily Total (Ons & Offs)	80	4,570	4,387	1,400	1,300	2,000	1,000	1,100	250	2,100
Estimated Future Station Activity (Ons & Offs)										
Total a.m. Peak Activity (Ons & Offs)	32	2,300	5,000	670	1,100	2,250	850	570	470	1,400
% of Total a.m. Activity				9.2%	15.1%	30.8%	11.6%	7.8%	6.4%	19.2%
Daily Total (Ons & Offs)	110	8,850	8,850	1,600	2,500	5,400	2,000	1,500	900	3,500

Table 1 – Current and Estimated Future a.m. Caltrain Ridership and Access Modes

Alternative Transit Center Concept Plans

Four concepts have been developed to illustrate options for improving and reconfiguring the Transit Center. It is expected that the final Transit Center plan would incorporate elements from several of these concepts. All of the concepts address the key needs or opportunities at the Transit Center, including improved boarding platforms with grade-separated crossings, expanded capacity for buses and shuttles, more curb space for pick-up and drop-off needs, additional parking, better bike parking facilities, and opportunities for joint development. However, the concepts approach these needs in different ways and have varying impacts (such as the future of Centennial Plaza and the approach to joint development).

1. Concept 1

Concept 1 (Figure 2) envisions the least amount of change from the existing Transit Center configuration. The off-street bus/shuttle area would be enlarged into the area currently used for surface parking and a parking structure would be constructed in the remaining portion of the current surface parking area. Grade-separated pedestrian crossings of the rail tracks would also be provided. A more detailed summary of the key design features/elements is provided in Table 2.

2. Concept 2

Concept 2 (Figure 3) shares several similarities with Concept 1, but shifts the parking structure over the bus/shuttle facility and increases the development potential on the remainder of the site. Table 3 provides additional details regarding the features/elements of Concept 2.

3. Concept 3

Concept 3 (Figure 4) reflects a more significant reimagining of existing Caltrain and Transit Center facilities/operations and Evelyn Avenue. The Caltrain boarding platforms are focused on Castro Street, with new curb areas for buses, shuttles, and pick-up/drop-off activity developed adjacent to the platforms. Transit access from Central Expressway is also envisioned. A summary of the features/elements of Concept 3 is provided in Table 4.

4. Concept 4

Concept 4 (Figure 5) maximizes the amount of potential development space by placing parking underground. The bus/shuttle facilities will be in a linear

configuration adjacent to the platforms. An expanded, two-level plaza is envisioned. Additional details regarding Concept 4 are provided in Table 5.



Figure 2 – Concept 1

Table 2 – Summary of Concept 1 Design Features/Elements

Design Features/Elements	Description/Details
Passenger Boarding Platforms	<ul style="list-style-type: none"> • Two (2) 700' side Caltrain platforms, extended towards Castro Street. • Direct access to southbound platform. • Grade-separated pedestrian access to northbound platform. • VTA Light Rail platform is unchanged.
Bus, Shelter and Pick-Up/Drop-Off Facilities	<p>Consolidated bus/shuttle off-street facility:</p> <ul style="list-style-type: none"> • 2 public bus/shuttle aisles, 1 aisle designated for private shuttles. • Flexible space assignments. • Pick-up and drop-off space along Evelyn Avenue.
Vehicle Parking	<p>Multi-level parking structure:</p> <ul style="list-style-type: none"> • Approximately 750 parking spaces on 3 parking levels. • 90,000 square foot footprint.
Centennial Plaza	<ul style="list-style-type: none"> • Relatively unchanged from existing. • Train station building modified for larger bike parking facility. • Plaza footprint slightly increased (to 39,500 square feet) from Castro Street rerouting. • Could include new retail space.
Pedestrian/Bicycle access and Bicycle Parking	<ul style="list-style-type: none"> • Bike/pedestrian undercrossing of Central Expressway to both sides of Moffett Boulevard. • Bike/pedestrian corridor along perimeter of Transit Center connecting to undercrossing. • Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail also possible. • Two bike parking locations: <ul style="list-style-type: none"> – Bike Station incorporated into station building. – Within parking garage, next to bike/pedestrian corridor.
Potential for Joint Development	<ul style="list-style-type: none"> • Potential development opportunity integrated with parking structure (90,000 square foot footprint). • Additional parking in structure may be required for an integrated development. • Retail development opportunity adjacent to plaza.

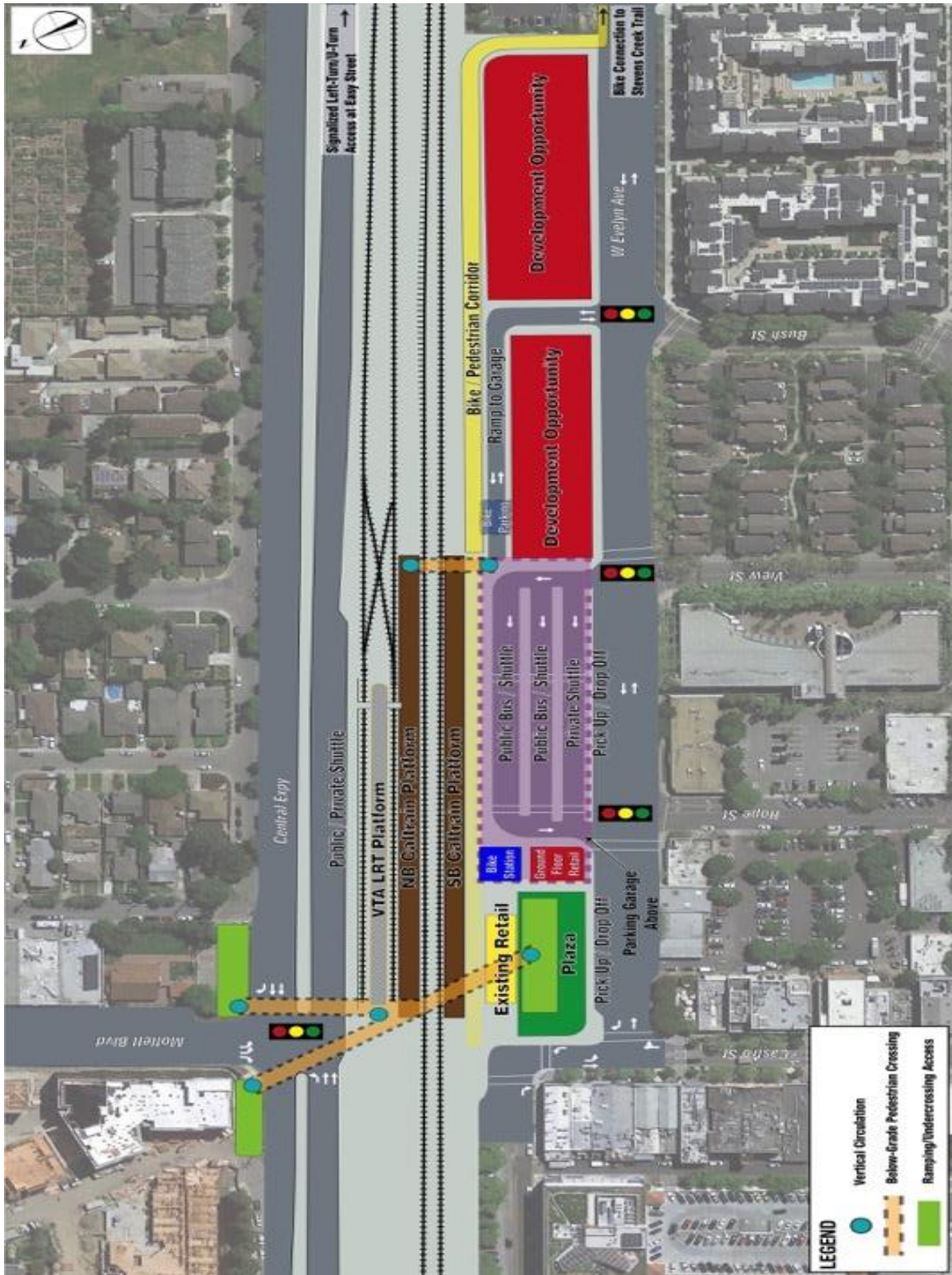


Figure 3 – Concept 2

Table 3 – Summary of Concept 2 Design Features/Elements

Design Features/Elements	Description/Details
Passenger Boarding Platforms	<ul style="list-style-type: none"> • Two (2) 700' side Caltrain platforms, extended towards Castro Street. • Direct access to southbound platform from bus/shuttle area. • Grade-separated pedestrian access to northbound platform. • VTA Light Rail platform is unchanged.
Bus, Shelter and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> • Consolidated bus/shuttle off-street facility: <ul style="list-style-type: none"> – Two public bus/shuttle aisles, one aisle for private shuttles. – Flexible space assignments. • Additional shuttle curbside pick-up/drop-off along Central Expressway. <ul style="list-style-type: none"> – Central Expressway shifts slightly north. – New median opening/signal on Central Expressway at Easy Street/State Route 85 northbound on-ramp to improve access to destinations in the north and west. • Three pick-up/drop-off curb areas along Evelyn Avenue between Castro and View Streets.
Vehicle Parking	<p>Parking structure above off-street bus/shuttle facility:</p> <ul style="list-style-type: none"> • Approximately 720 parking spaces on 4 parking levels. • Access from Evelyn Avenue at Bush Street. • 63,000 square foot footprint.
Centennial Plaza	<ul style="list-style-type: none"> • Station building retained, but plaza modified. • Bike/pedestrian undercrossing tunnels extended under station building to lower plaza level. • Plaza footprint slightly increased (to 41,000 square feet) from Castro Street rerouting. • Adjacent retail opportunity within parking structure.
Pedestrian/Bicycle Access and Bicycle Parking	<ul style="list-style-type: none"> • Bike/pedestrian undercrossing of Central Expressway to both sides of Moffett Boulevard. • Bike/pedestrian corridor along perimeter of Transit Center connecting to undercrossing. • Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail also possible. • Two bike parking locations: <ul style="list-style-type: none"> – Bike Station incorporated into station building. – Within parking structure, next to bike/pedestrian corridor.
Potential for Joint Development	<ul style="list-style-type: none"> • Two potential stand-alone development sites on existing parking lot (~66,000 square foot footprint). • Additional parking for development sites may be needed.



Figure 4 – Concept 3

Table 4 – Summary of Concept 3 Design Features/Elements

Design Features/Elements	Description/Details
Passenger Boarding Platforms	<ul style="list-style-type: none"> • 700' Caltrain center platform shifted towards Castro Street. • Platform access from below-grade concourse connecting to undercrossings serving Castro Street and extending under Central Expressway. • Elevated connection also provided from parking structure. • VTA Light Rail platform is unchanged.
Bus, Shelter and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> • Evelyn Avenue converted to one-way street configuration around plaza to provide curbside bus/shuttle and pick-up/drop-off areas. Curbside loading extended to Hope Street. • Central Expressway frontage road and loading area would be incorporated into Moffett Boulevard intersection signal to allow exit to either direction on Central Expressway or onto Moffett Boulevard. • Additional pick-up/drop-off curb areas along Evelyn Avenue between Bryant and View Streets.
Vehicle Parking	<p>Parking structure would cover much of the existing surface lot.</p> <ul style="list-style-type: none"> • Approximately 660 parking spaces on 4 parking levels. • 57,500 square foot footprint. • Central Expressway ramp connection to parking structure.
Centennial Plaza	<ul style="list-style-type: none"> • Replica train station removed or relocated to accommodate rerouted Evelyn Avenue. • Plaza can be enlarged (~43,000 square feet) or space could be used for retail/other uses.
Pedestrian/Bicycle access and Bicycle Parking	<ul style="list-style-type: none"> • Two below-grade bike/pedestrian undercrossings of Central Expressway to Moffett Boulevard, connecting to below-grade concourse. • Bike/pedestrian corridor along perimeter of Transit Center connecting to concourse. • Two bike parking locations: <ul style="list-style-type: none"> – Bike Station located in below-grade concourse. – Ground floor of parking structure, next to bike/pedestrian corridor. • Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail also possible.
Potential for Joint Development	<ul style="list-style-type: none"> • Two potential development sites (~66,000 square foot footprint). • Development could also be pursued in conjunction with parking facility. • Additional parking for development sites may be needed.



Figure 5 – Concept 4

Table 5 – Summary of Concept 4 Design Features/Elements

Design Features/Elements	Description/Details
Passenger Boarding Platforms	<ul style="list-style-type: none"> • Two 700' side Caltrain platforms shifted towards Castro Street. • Direct access to southbound platform. • Three (3) access options to northbound platform: <ul style="list-style-type: none"> – Bike/pedestrian undercrossing (west end of platform) extending under Central Expressway. – Two (2) below-grade connections to pick-up/drop-off area and parking facility. • VTA Light Rail platform is unchanged.
Bus, Shelter, and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> • Two-way, off-street aisle for bus and shuttle pick-up/drop-off. Aisle side closest to Caltrain platform designated for public transit, far side would be used by private transit operators. Access via two signalized entrances/ exits on Evelyn Avenue. • Four additional pick-up/drop-off curb areas along Evelyn Avenue between Castro and Bush Streets. • Total length of pick-up/drop-off curbs and aisles: ~2,300'.
Vehicle Parking	<p>Below-ground parking garage under much of the transit center site.</p> <ul style="list-style-type: none"> • Primary access via a ramp across from View Street. • Approximately 720 parking spaces on 2 parking levels. • 138,000 square foot footprint.
Centennial Plaza	<ul style="list-style-type: none"> • Replica train station removed or relocated to expand plaza. • Two-level plaza providing connection to undercrossing. • Retail buildings along the Castro Street frontage could further activate the space and connect to Castro Street businesses.
Pedestrian/Bicycle Access and Bicycle Parking	<ul style="list-style-type: none"> • Bike/pedestrian undercrossing of Central Expressway to both sides of Moffett Boulevard. • Bike/pedestrian corridor along perimeter of Transit Center. • Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail possible. • Two bike parking locations: <ul style="list-style-type: none"> – Bike Station adjacent to the plaza and Castro Street. – East of the bus/shuttle area, next to bike/pedestrian corridor.
Potential for Joint Development	<ul style="list-style-type: none"> • Two large potential development areas, could include construction over the bus/shuttle loading area. • Development opportunity sites would run along the length of Evelyn Avenue between Hope Street and the eastern end of the Transit Center. • Additional parking in the below-grade facility may be needed to support development uses. • Total ground-floor footprint for development: ~129,000 square feet.

Key Transit Center Discussion Issues

City Council input and direction are requested in regard to the elements illustrated in these Concept Plans. The following discussion provides additional background, trade-offs and key issues for each of the Transit Center elements.

Passenger Boarding Platforms

Caltrain staff has requested the following passenger boarding platform changes be incorporated into a new Transit Center design/facility improvements so that the platforms conform with Caltrain standards and are able to support future operations:

- Lengthen platforms to 700' to accommodate future eight-car trains and widen platforms to Caltrain standard width.
- Design platforms for future level boarding operations, which will begin after the Caltrain fleet is converted from diesel to electric trains. Level boarding at a 25" height (versus the current 8" height) will shorten boarding time for all passengers and meet Americans with Disabilities Act requirements.

Two platform options are being considered, each of which have some constraints, as discussed below:

- **Outside Boarding Platforms** – Outside boarding platforms are currently in use at the station and could be extended or shifted closer to Castro Street and widened to some degree without much difficulty. The tracks would remain in their current location. The southbound platform would be directly adjacent to the bus and shuttle area and the northbound platform would conveniently connect to the VTA light rail station. However, constraints because of the light rail alignment would limit the ultimate width of the northbound platform (the most heavily used) to less than the Caltrain standard of 20' in several locations, due primarily to the location of poles for the electrified Caltrain and VTA lines.
- **Center Boarding Platforms** – A center boarding platform would require major shifting of the tracks to accommodate the new platform. *A center platform (which would be 30' wide) would have more capacity than side platforms and would allow the rail corridor to be fully fenced for improved safety.* However, shifting the tracks to a center position will likely require a phased construction approach that could result in multiple disruptions to rail and station operations, including the potential need to temporarily close the station or construct a new temporary station.

Another platform issue, currently under investigation by the California High-Speed Rail Authority, is whether there would be a need for platform screens with higher-speed trains passing through at up to 110 miles per hour. While these screens would improve safety, they could also impact platform capacity.

Further evaluation of the platform options and discussions with Caltrain are planned, which will address issues such as the feasibility of center platforms and benefits and impacts of shifting the platforms across Castro Street.

***City Council Question No. 1:** Does the City Council have preferences in regard to the passenger boarding platform configuration that should be addressed in additional discussions with Caltrain about the future design of the Transit Center?*

Bus, Shuttle, and Pick-up/Drop-off Facilities

As discussed above and shown in Table 1, buses and particularly shuttles serve a substantial number of passengers today, mostly Caltrain riders arriving in the a.m. peak period. The largest number are carried by the Mountain View Transportation Management Association (TMA) MVgo shuttles, which carry approximately 270 riders in the a.m. peak, and a variety of private shuttles, which collectively carry nearly 400 riders. The number of riders per shuttle is relatively low (5 to 10 riders per trip), resulting in a high number of shuttles in the peak period, often exceeding available space.

To estimate future needs, discussions have been held with public and private shuttle operators, as well as the VTA. Nearly all indicated their intent to continue to serve the Transit Center and to expand service as demand warranted. Our estimate of need (see Table 1) was based on Caltrain ridership growth and implementation of City mode shift targets. We have further estimated the desired length of curb space that would provide boarding areas based on this demand. These estimates also assumed that shuttle operators would shift to larger vehicles (likely 30' in length) as demand grows.

Estimates have also been developed for future curb space for pick-up and drop-off, which includes taxis, ridesharing services (Uber and Lyft) and individual passengers. Because of evolving services, these estimates are more difficult to develop but can provide a general picture of what may be needed.

The concepts discussed above provide several options for new bus and shuttle boarding areas, which approach or meet the space needs we have estimated. Pick-up and drop-off space has also been consolidated and expanded, mostly along Evelyn Avenue.

Providing this space adjacent to Centennial Plaza may require removal or relocation of some trees along Evelyn Avenue.

Two options are also identified in Concepts 2 and 3 for a Central Expressway loading area for shuttles to help relieve demand at the Transit Center. These areas would be primarily used for shuttles serving Mountain View and Sunnyvale employment areas.

The various options will be further evaluated, in terms of meeting space needs, circulation requirements, and other factors prior to proposing final Master Plan concepts.

Vehicle Parking

Parking options at the Transit Center were initially discussed at the Council Study Session on October 18, 2016. Based on that discussion, parking structures (or below-ground parking) with a range of 500 to 750 spaces are being further evaluated. These options could provide some shared parking for downtown needs.

Several parking options are presented in the Concept Plans discussed above. In addition to the size and location of a parking facility, a key issue is how and whether the facility would be integrated with joint development plans for the Transit Center site, as discussed further below.

Concept 3 also illustrates the potential elevated ramp connection from Central Expressway to the parking structure. This potential element was proposed at previous community meetings. Further analysis is needed in regard to the cost and potential usage of this proposed connection.

Centennial Plaza

Centennial Plaza was developed in the early 1990s to complement the recently constructed Transit Center. It includes a landscaped plaza with benches and the replica Train Station Building, which houses a wine bar, the bicycle storage shelter, and restrooms for VTA operators. While the plaza provides an attractive gateway to the Transit Center, it is not actively used at this time.

Because of the potential changes to the Transit Center, it is likely that Centennial Plaza will be impacted to some, or a substantial, degree. Concept 1 retains the building and plaza, expanding it slightly to the south. Concept 2 retains the building, but reconstructs the plaza to include lower-level access to the pedestrian/bike tunnel. Concepts 3 and 4 envision the reconstruction of the plaza and removal or relocation of

the Station Building. These latter concepts would significantly expand the plaza and provide greater flexibility for doing more with/at the plaza. Several of the concepts would include a lower-level section for tunnel access and possibly the creation of a small amphitheater-type area for event use. An example (Pioneer Courthouse Square in Portland, Oregon) is shown in Figure 6.



Figure 6 – Pioneer Courthouse Square – Portland, Oregon

Another consideration for the plaza area would be the potential inclusion of public restrooms, which could be stand-alone facilities or integrated with adjacent retail facilities (e.g., a visitor information center).

An additional issue is the possible use of the larger plazas in Concepts 3 and 4 for a relocated Farmers Market, possibly in combination with some adjacent street closures.

City Council Question No. 2: *To what extent is the City Council interested in substantially modifying Centennial Plaza?*

Pedestrian and Bicycle Access; Bicycle Parking

Pedestrian and bicycle access for both downtown and Transit Center users would be provided primarily by a tunnel under the tracks and Central Expressway. One or more additional tunnels could also be needed for access to Caltrain and light rail platforms, as shown in the concept plans. In combination, these tunnels would need to satisfy ADA requirements for an accessible path. This would require ramps or, in space-constrained areas, elevators. Bikes are usually carried on stairs to and from the platforms, but could use guide rails if the stairway is wide enough (see example in Figure 7). More detail will be provided as the final Master Plan concepts are developed.

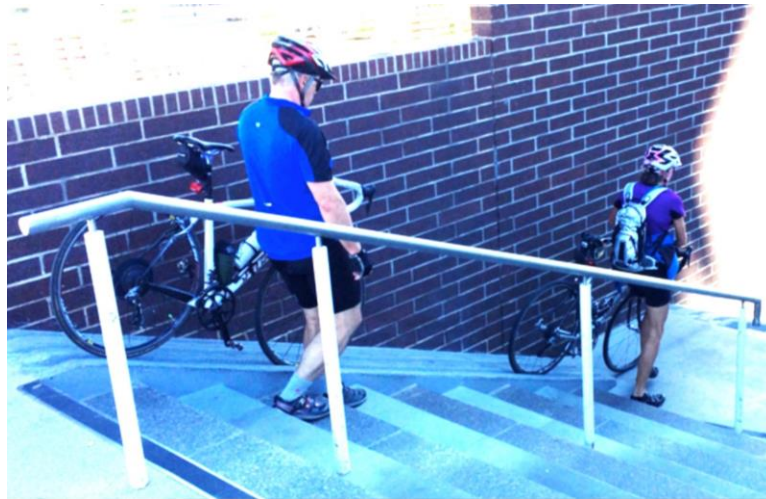


Figure 7 – Bicycle Guide Rail

The Transit Center bicycle components would connect to other elements of the City bicycle network (see Figure 8). The two primary corridors are the Shoreline Boulevard protected bike lanes (as proposed in the Shoreline Corridor Study) and the Stevens Creek Trail. The tunnel under Central Expressway would provide the primary connection to the Shoreline corridor via Stierlin Road. For the Stevens Creek Trail, the plan envisions a separated bike path on a portion of the site that would connect to Evelyn Avenue. A protected cycle track on Evelyn Avenue that would connect to the trail is also being explored.



Figure 8 – Bicycle Connection Map

As shown in Table 1, significant growth in bicycle access to the Transit Center is anticipated (two to three times current levels). While many Caltrain riders would continue to bring their bike with them on the train, it is expected that the need for bike parking at the Transit Center will increase significantly. Current options for bike parking include:

- Caltrain Bike Lockers— There are 116 lockers at the Transit Center. Rental cost is \$33 for six months, plus a \$25 refundable key deposit. They are fully rented, but it is estimated that only about 10 percent to 20 percent are used on a daily basis. The lockers take up substantial space, so it would be efficient to incorporate these bikes in some form of bike station.
- City Bicycle Shelter (in the Station Building) — The City rents out space in this room at no cost other than a refundable deposit. Currently, 111 users have rental agreements. Most (65 percent) live in Mountain View or nearby. The others commute from San Francisco and other areas, leaving a bike stored there overnight. Of the users, it appears that 10 to 15 pick up or drop off a bike on a daily basis, although many do not use the shelter every day.
- Parked at the Transit Center — Currently, about 50 to 60 bikes have been observed locked to bike racks and other poles during the mid-day.
- Bay Area Bike Share Docking Station—The current system in Mountain View serves approximately 10 users per day on average and is scheduled for removal on November 30, 2016. The City will be exploring other bike share options/ solutions in early 2017.

To consolidate and expand bike-parking options for future demand, the Master Plan concepts envision the establishment of a Bike Station, either as a stand-alone facility or integrated with the Station Building or other development. Bike Stations offers 24-hour secure, indoor bike parking facilities. Some locations are staffed during the day and include useful bike services and amenities such as day-use lockers, bike rentals and repairs, and self-repair stations. Current examples are



Figure 9 – San Francisco Bike Station

at the Palo Alto and San Francisco Caltrain stations and at several BART stations. Initially, a facility serving at least 100 to 200 bikes would be desirable, but there could be future demand for 300 or more bicycles.

Expanded Bike-Share hubs and additional bike racks or corrals would also supplement daily bicycle parking needs.

***City Council Question No. 3:** Does the City Council support the establishment of a Bike Station at the Transit Center?*

Potential Joint Development

The current Transit Center site was included in the Evelyn Corridor Precise Plan, designated for transit facilities. Since the rest of the Evelyn Corridor Precise Plan is largely completed, staff believes that if new land uses are recommended in the final Master Plan, it would be appropriate to update the Downtown Precise Plan, incorporating the Transit Center site. That update would occur at a future date and would further define the types of development and other urban design characteristics.

The Transit Center Master Plan can define potential locations for development, as shown in the concept plans, and other general strategies. Possible issues to consider include:

- Types of uses – Residential, commercial, retail, or a mixture of uses.
- Density and/or height limits – Could be the same as the Downtown Precise Plan (currently 1.85 Floor Area Ratio (FAR), 55') or could be higher, reflecting the location next to transit.
- Integration with other Transit Center elements, such as the plaza, lower-level concourses, and a parking facility.
- Coordination with Caltrain, the owner of the site.
- Implementation strategies – Stand-alone development or fully integrated with Transit Center development.

Inclusion of Transit-Oriented Development (TOD) in the Master Plan would benefit the plan by providing potential funds and making the plan more attractive for grant funding.

One possible approach to the development of the Transit Center site would be, following Council approval of the Transit Center Master Plan, to solicit development proposals for the site based on the general concepts outlined in the Master Plan. Developer proposal responses could help the City and Caltrain better define the public- and private-sector components of the Master Plan, understand the relative benefit of an integrated development approach versus stand-alone development, confirm feasible land use options, and identify the funding potential from private-sector development.

City Council Question No. 4: While only limited analysis has been conducted to date on potential development, it would be helpful to get City Council input regarding the level of interest in development as part of the Master Plan and the type of development that should be further investigated. Specific issues include:

- *General parameters regarding the amount of development that should be considered at the site.*
- *Types of uses and development density and height that would be appropriate.*
- *Whether the approach of securing development proposals should be explored further.*

With Council direction on these issues, staff can return with further information for more meaningful dialogue with both Caltrain and the City Council.

Preliminary Funding Options

Funding for the Transit Center Master Plan is likely to involve a variety of funding sources and would probably be defined through a cooperative funding and implementation agreement involving Caltrain, VTA, and the City. Several Federal and State grant programs could be utilized, with funds accessed through VTA or the Metropolitan Transportation Commission (MTC). The Federal Transportation Investment Generating Economic Recovery (TIGER) grant program may be a good funding source, particularly if the project includes TOD elements. Other local sources that could be used for specific elements or to match grant funds include:

- Measure B Caltrain Improvements – Platform expansion and other improvements, transit boarding areas, and parking facilities.
- Measure B Grade Separation Program – Pedestrian and bicycle tunnels, Shoreline Boulevard ramps, and other street improvements.
- Measure B Bicycle and Street Improvement Funds – Bicycle access elements and street modifications.

- **Joint Development Funding**—Parking structure/underground parking, plaza improvements, and potentially other transit improvements if they help allow the development to reduce parking requirements.
- **Shoreline Regional Park Funds**—Shuttle loading areas and pedestrian/bicycle tunnel to Stierlin Road.

Community Outreach

This second phase of the Transit Center Master Plan project has included the following new community outreach activities since the June 22 City Council meeting/discussion:

- **Project Website**—The project website (www.mountainviewtransitcenter.com) continues to provide information and updates regarding the master plan project. More than 200 individuals have signed up as stakeholders to receive news and event notifications. The City, through various social media outlets, has also disseminated additional information regarding the project and notifications regarding City Council discussions.
- **Business Outreach**—Project team members and City staff met with representatives from both the Central Business Association (CBA) and Chamber of Commerce to discuss how businesses can most effectively participate in the master planning process and to review preliminary design concepts for the Transit Center. A briefing to the CBA membership was held on November 17. Efforts to schedule a Transit Center Master Plan briefing with the Chamber of Commerce Business Issues and Public Policy (BIPP) Committee are currently under way, but no date has been confirmed at this time.

Two workshops were conducted with public transit and private employer shuttle stakeholders to review the conceptual design alternatives.

The Downtown Committee received an update on the master planning effort and design alternatives on November 1.

- **Community Meeting**—No communitywide meetings were held since the June Council meeting, but a community meeting to solicit input regarding the draft Transit Center Master Plan is scheduled for early 2017. Meeting participants will be asked to review a conceptual master plan incorporating both the Council-preferred grade-separation alternative for Castro Street identified in June and the other Transit Center facility and service improvements discussed by the City

Council at its October and November Study Sessions. Based on this input, refined conceptual master plan alternatives will be presented to the Council in spring 2017.

- **Partner Agency Discussions** – Several meetings have been held with stakeholder agencies with current or planned future operations at/nearby the Mountain View Transit Center, including: Caltrain, CHSRA, VTA, the Mountain View TMA, and the Santa Clara County Roads and Airports Department (which is responsible for Central Expressway).

RECOMMENDATION

Staff seeks input and direction from the City Council regarding alternatives for the Mountain View Transit Center Master Plan, specifically:

1. Does the City Council have preferences in regard to the passenger boarding platform configuration that should be addressed in additional discussions with Caltrain about the future design of the Transit Center?
2. To what extent is the City Council interested in substantially modifying Centennial Plaza?
3. Does the City Council support the establishment of a Bike Station at the Transit Center?
4. City Council input regarding the level of interest in development as part of the Master Plan and the type of development that should be further investigated. Specific issues include:
 - General parameters regarding the amount of development that should be considered at the site.
 - Types of uses and development density and height that would be appropriate.
 - Whether the approach of securing development proposals should be explored further.

NEXT STEPS

Based on Council comments and direction, City staff and the consultant team will proceed with further development of the conceptual Transit Center alternatives. During this process, discussions with partner agencies (e.g., VTA, Caltrain, CHSRA, Santa Clara County) will continue.

The consultant team will also conduct a more detailed technical evaluation of the concept plans. This evaluation will address key issues including:

- Bicycle/Pedestrian Circulation
- Bus/Shuttle Operations and Connectivity
- Auto Access and Circulation
- Cost and Funding
- Construction Impacts; Phasing Potential

Community outreach efforts will continue as the master planning effort continues. A community meeting will be held in early 2017 and other, more focused, meetings with downtown businesses and other stakeholders will also be conducted.

It is expected that the concept plans will be narrowed down to final options for further Council consideration in early 2017, leading to the adoption of a final Transit Center Master Plan later in 2017.

PUBLIC NOTICING

In addition to the City's standard agenda posting requirements, notices regarding this Study Session discussion were distributed to the more than 200 persons who have signed up on the project website for updates and information, previous business and/or community meeting participants, the Old Mountain View and other nearby City neighborhood associations, and representatives of the VTA, Caltrain, Mountain View TMA, Santa Clara County Roads and Airports Department, Central Business Association, Mountain View Chamber of Commerce, Downtown Committee, Bicycle/Pedestrian Advisory Committee, and other interested parties.

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