



# BERNARDO AVENUE UNDERCROSSING PROJECT

Community Meeting  
Cities of Sunnyvale and Mountain View  
Videoconference, February 2, 2023

# Introductions

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## City of Sunnyvale

- ◆ Angela Obeso, Principal Transportation Engineer

## City of Mountain View

- ◆ Ria Lo, Transportation Manager

## Project Team Consultants

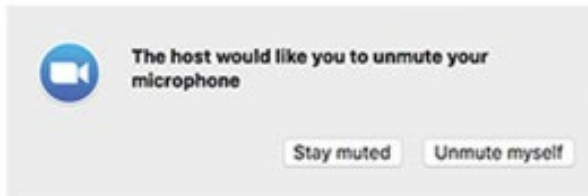
- ◆ Dave Dickinson, WMH – Project Manager
- ◆ Scott Dwyer, WMH – Civil Design Lead
- ◆ Anthony Richardson, BCA – Structure Design Lead

# Introductions

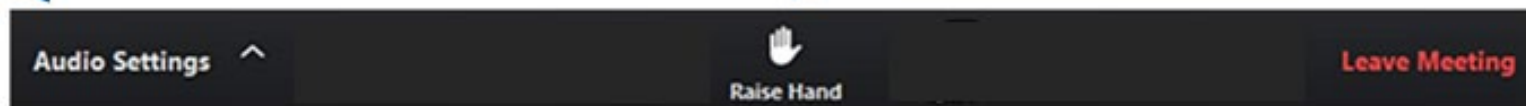
## How to Participate Today

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# Agenda

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## **I. PROJECT INTRODUCTION**

II. PROJECT ALTERNATIVES

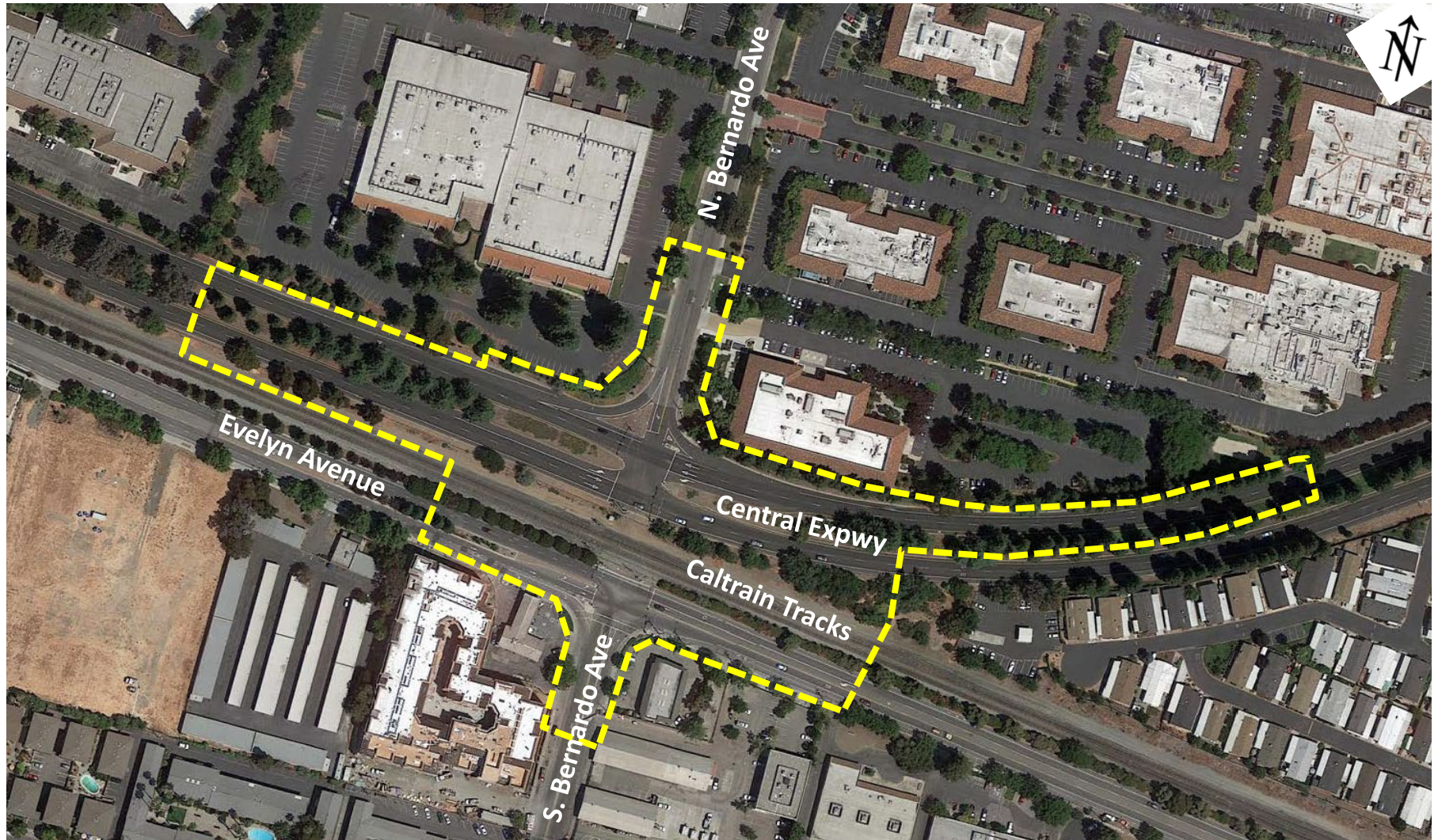
III. DESIGN FEATURES TO ENHANCE USER EXPERIENCE

IV. NEXT STEPS

V. DISCUSSION



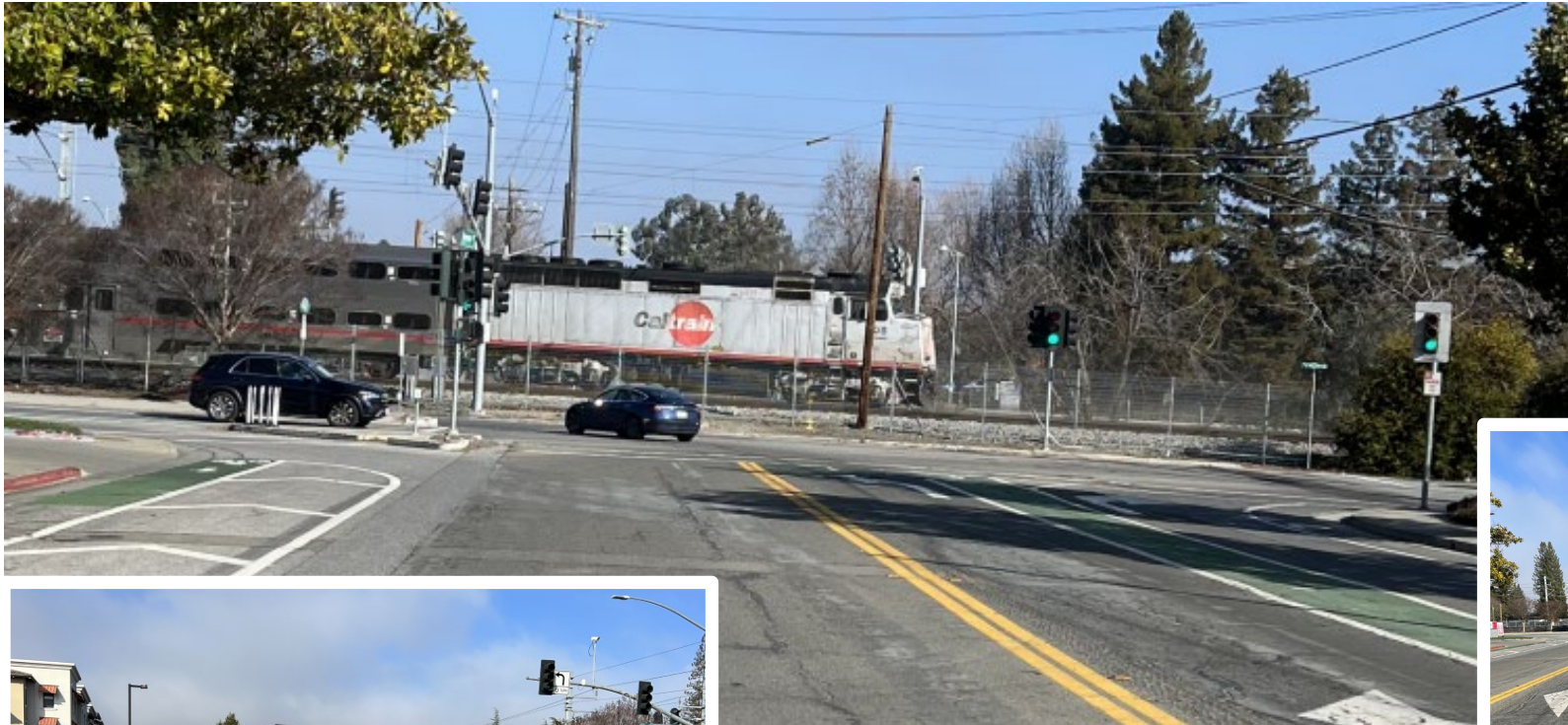
# Project Purpose and Limits





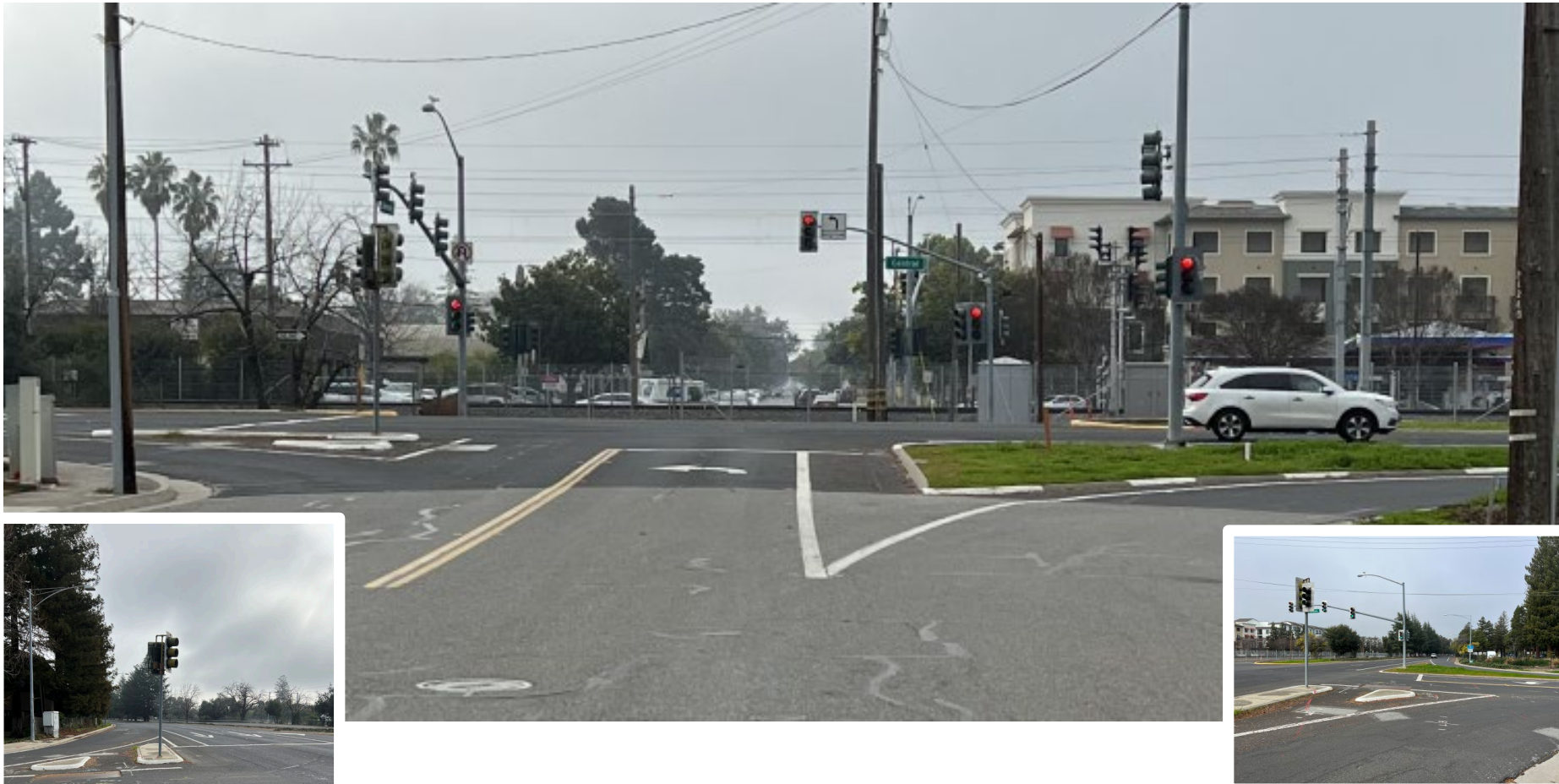
# Project Purpose

## Existing Access – Evelyn Avenue Intersection



# Project Purpose

## Existing Access – Central Expressway Intersection





# Project Purpose

## Existing Bicycle and Pedestrian Routes

### Pedestrian Route



1.6 miles, 25 min

### Bicycle Route



1.5 miles, 8 min



# Project Description and Partners



Central Expressway  
Undercrossing



Caltrain  
Undercrossing

# Work Performed to Date

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- Sunnyvale and Mountain View agreement
- Measure B funding
- Developed conceptual options
- Joint Bicycle and Pedestrian Advisory Commission/Committee (BPAC) Presentation
- Caltrain/Joint Powers Board approved Use Variance
- On-going agency coordination
  - Caltrain
  - County of Santa Clara
  - Mountain View
  - VTA
- Alternative refinements from feedback

# Agenda

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**II. PROJECT ALTERNATIVES**

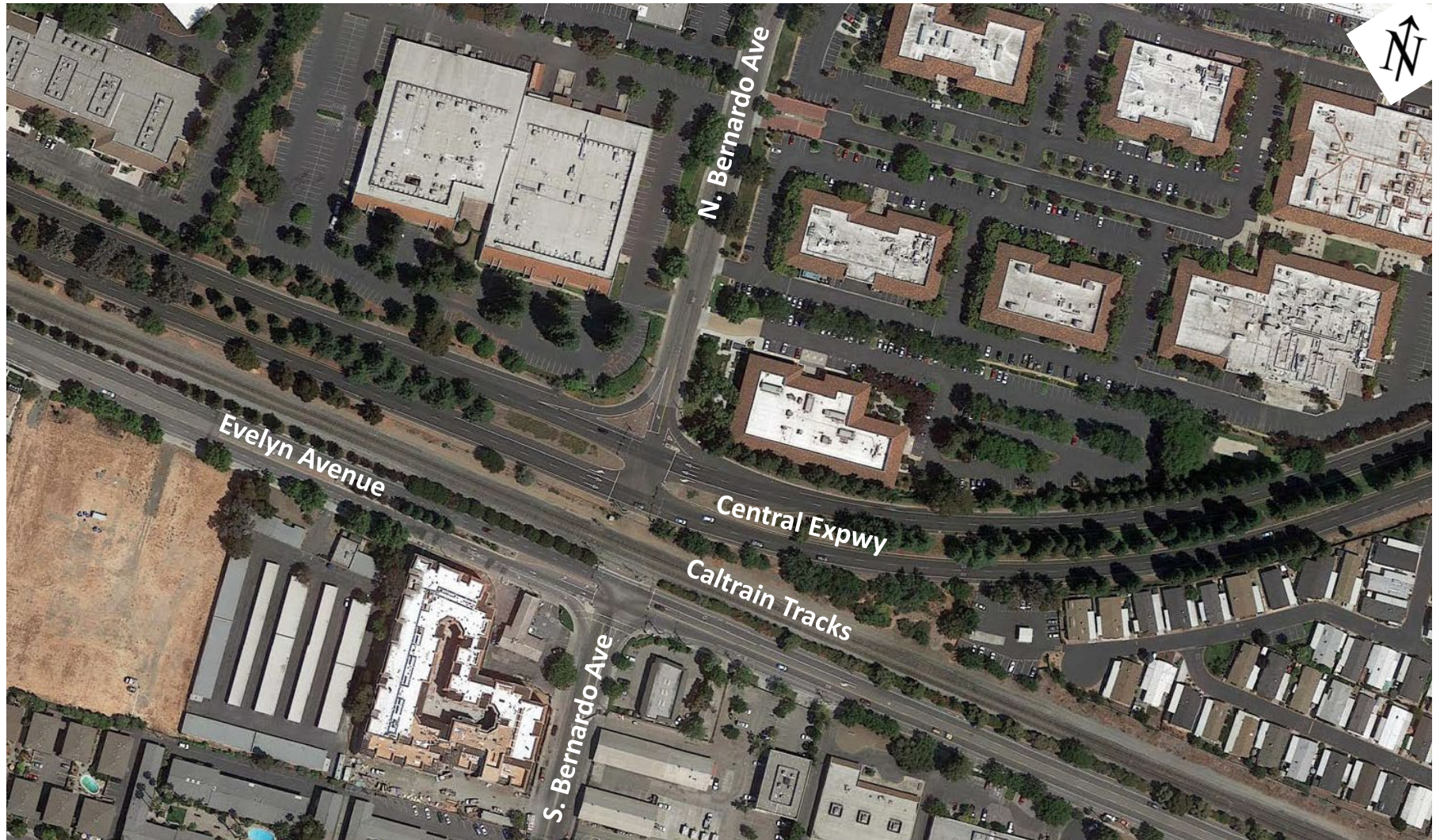
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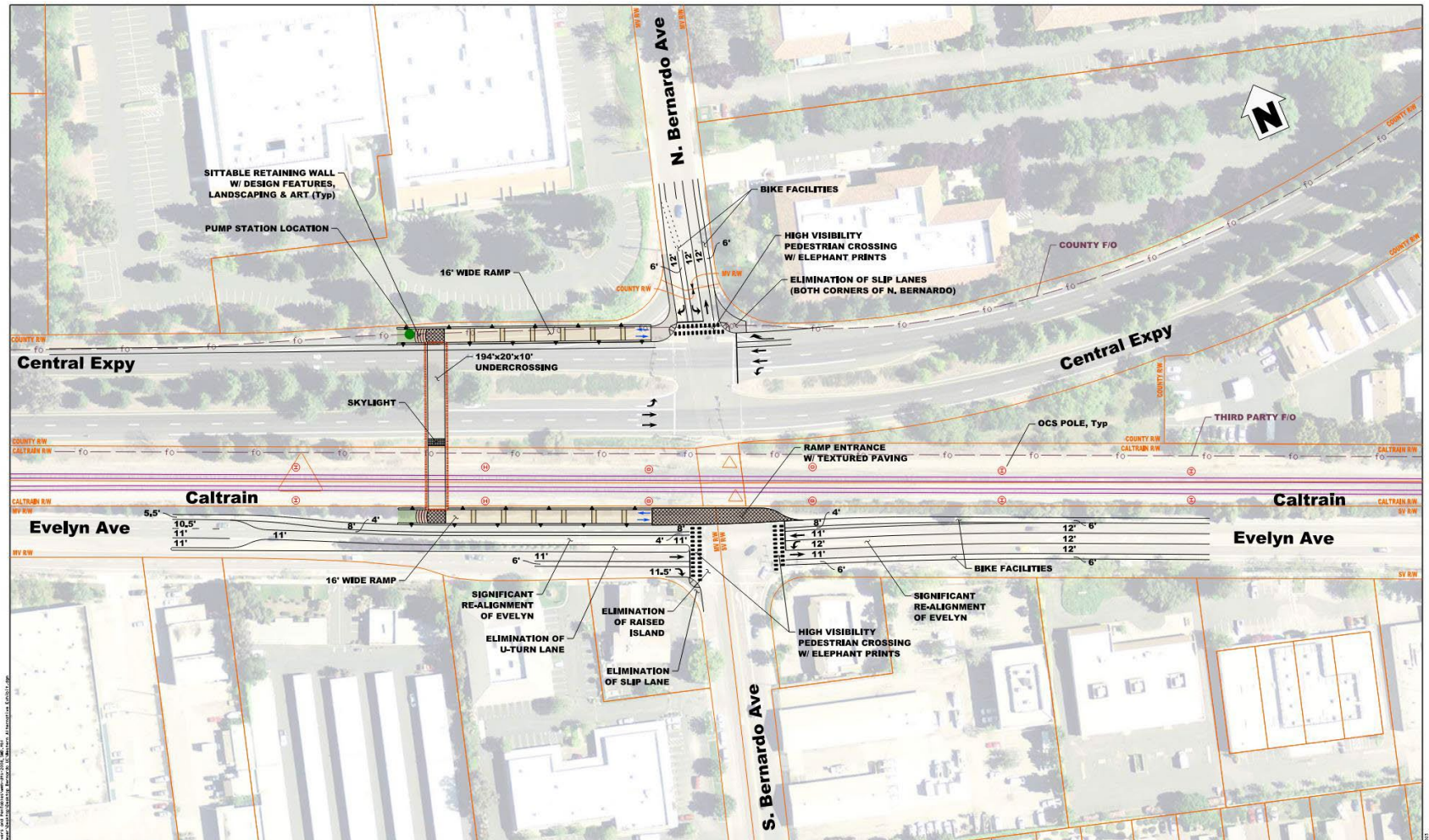
# Project Alternatives





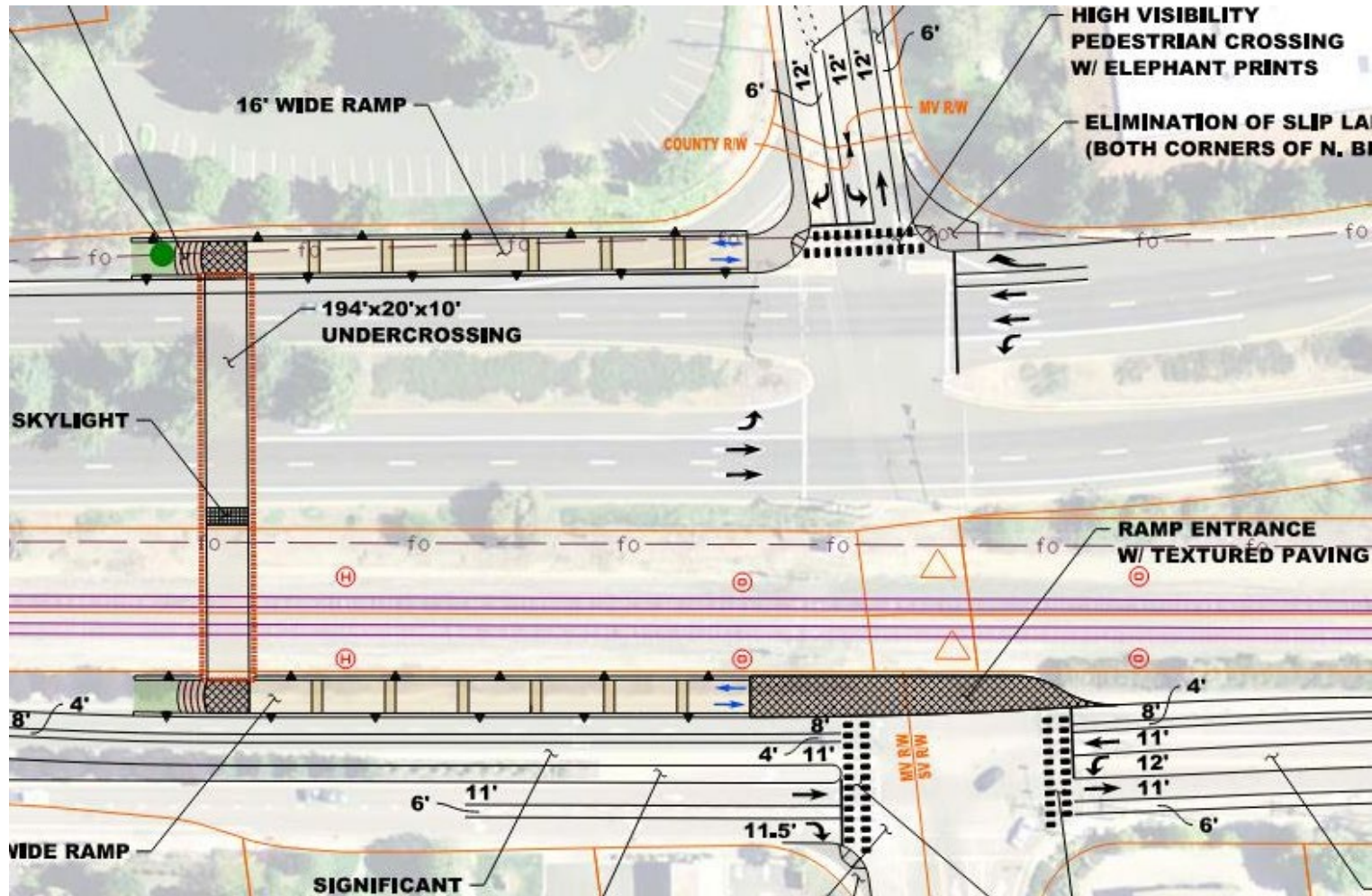
# Project Alternatives

## Western Alternative



# Project Alternatives

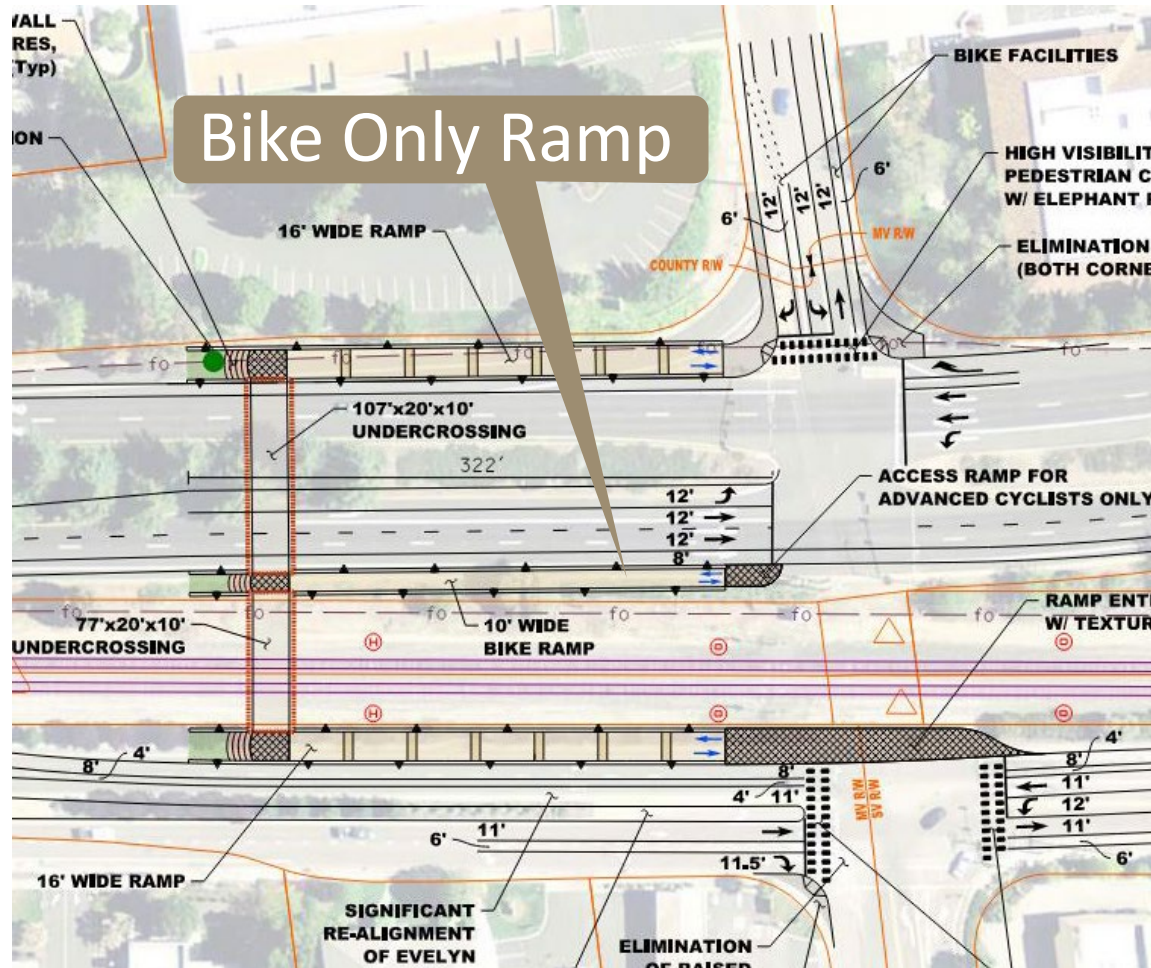
## Western Alternative





# Project Alternatives

## Western Alternative with Intermediate Bike Ramp



### Benefits:

- More direct access for EB Central Expressway cyclists to Bernardo Avenue

### Concerns:

- Potential for unintended pedestrians usage that leads to intersection with no pedestrian facilities
- Central Expressway – suitable for advanced cyclists only
- Requires realignment of EB Central Expressway and reduction of median width
- Not supported by Caltrain
- Not supported by County – do not want pedestrians at signal
- Additional Cost

# Eastern Alternative





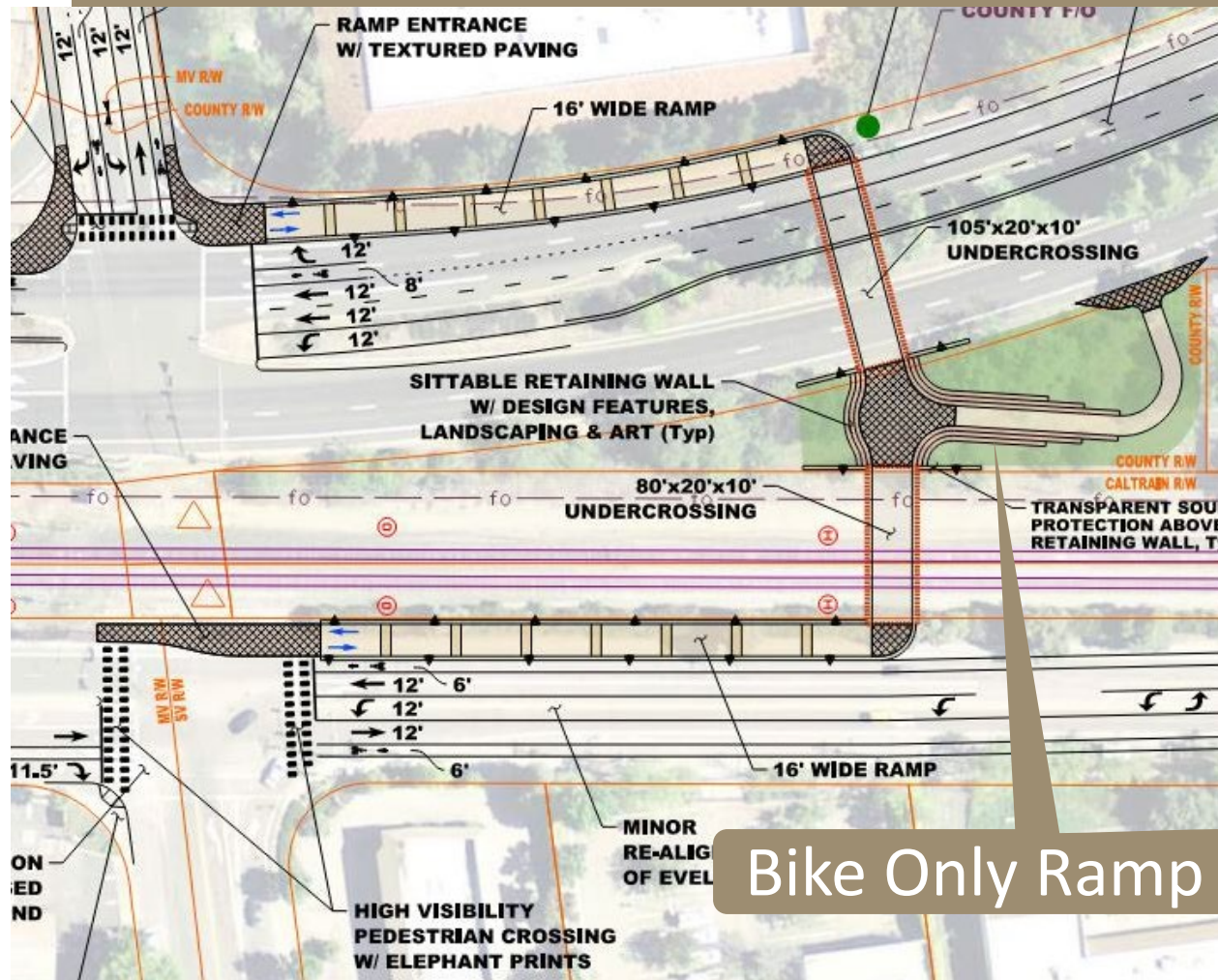
# Eastern Alternative





# Project Alternatives

## Eastern Alternative – with Intermediate Bike Ramp



### Benefits:

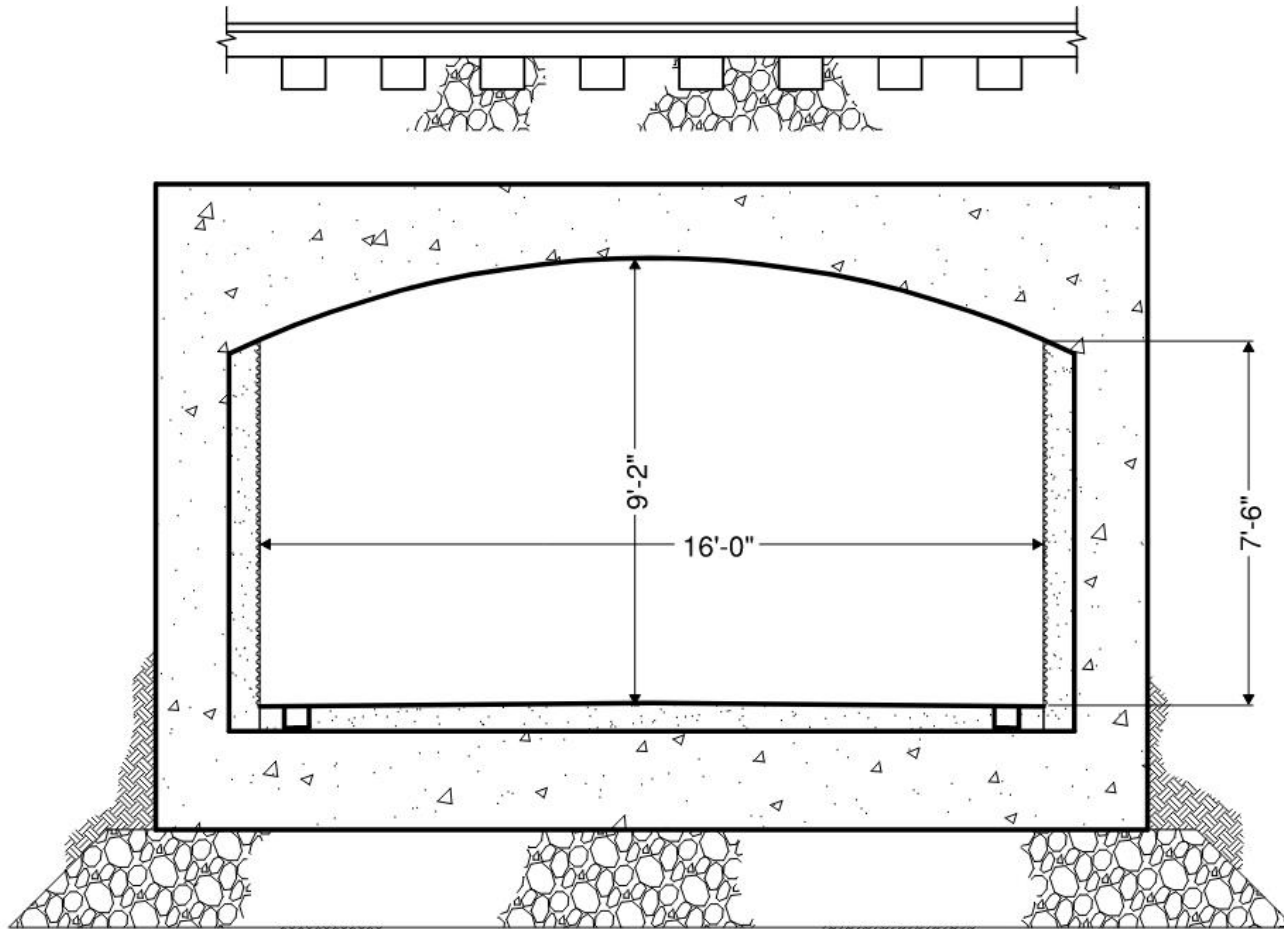
- More direct access for EB Central Expressway cyclists to Bernardo Ave.

### Concerns:

- Potential for unintended pedestrians usage that leads to Central Expressway with no pedestrian facilities
- Central Expressway suitable for advanced cyclists only
- Additional Tree loss
- Additional Cost

# Project Alternatives

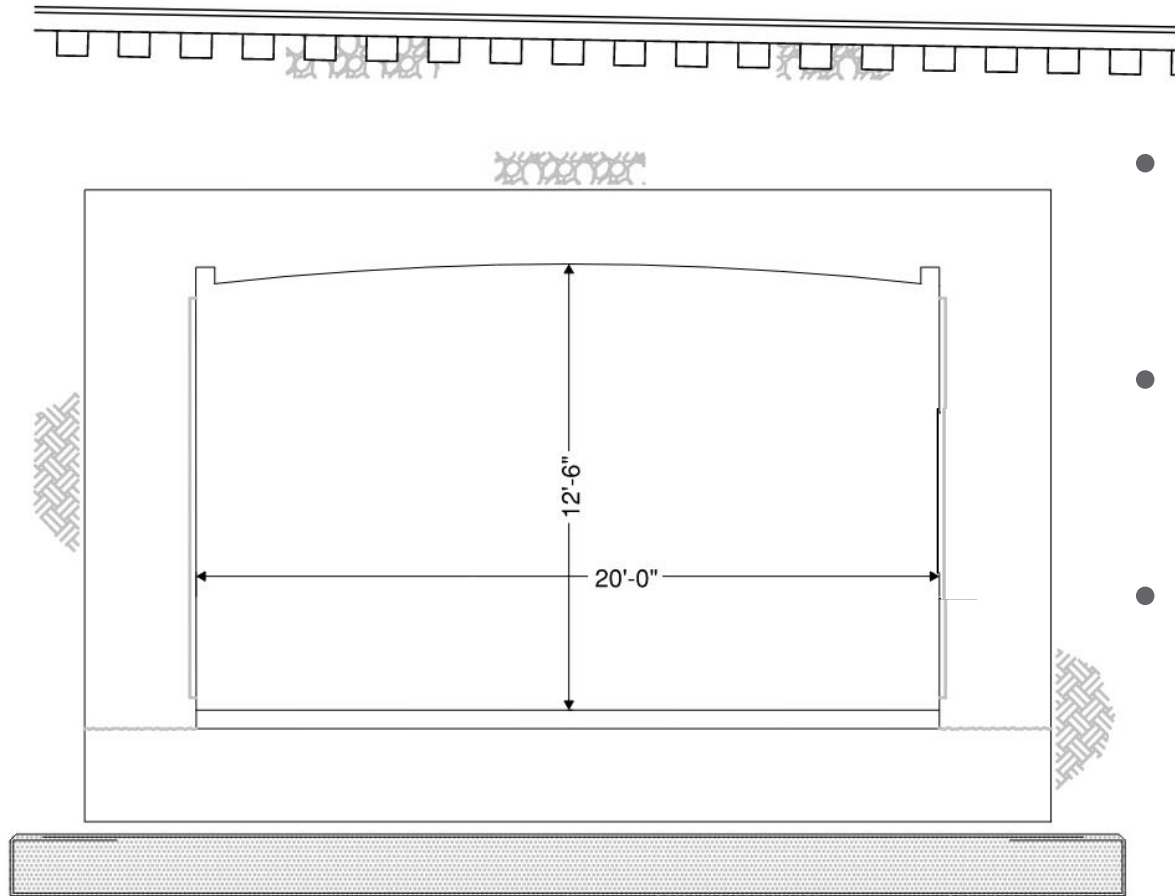
## Undercrossing Cross-Section Options



Santa Clara Caltrain Station

# Project Alternatives

## Undercrossing Cross-Section Options




- Larger Dimensions
- Arched Roof
- Recessed Lighting

**Burlingame (currently in Design)**



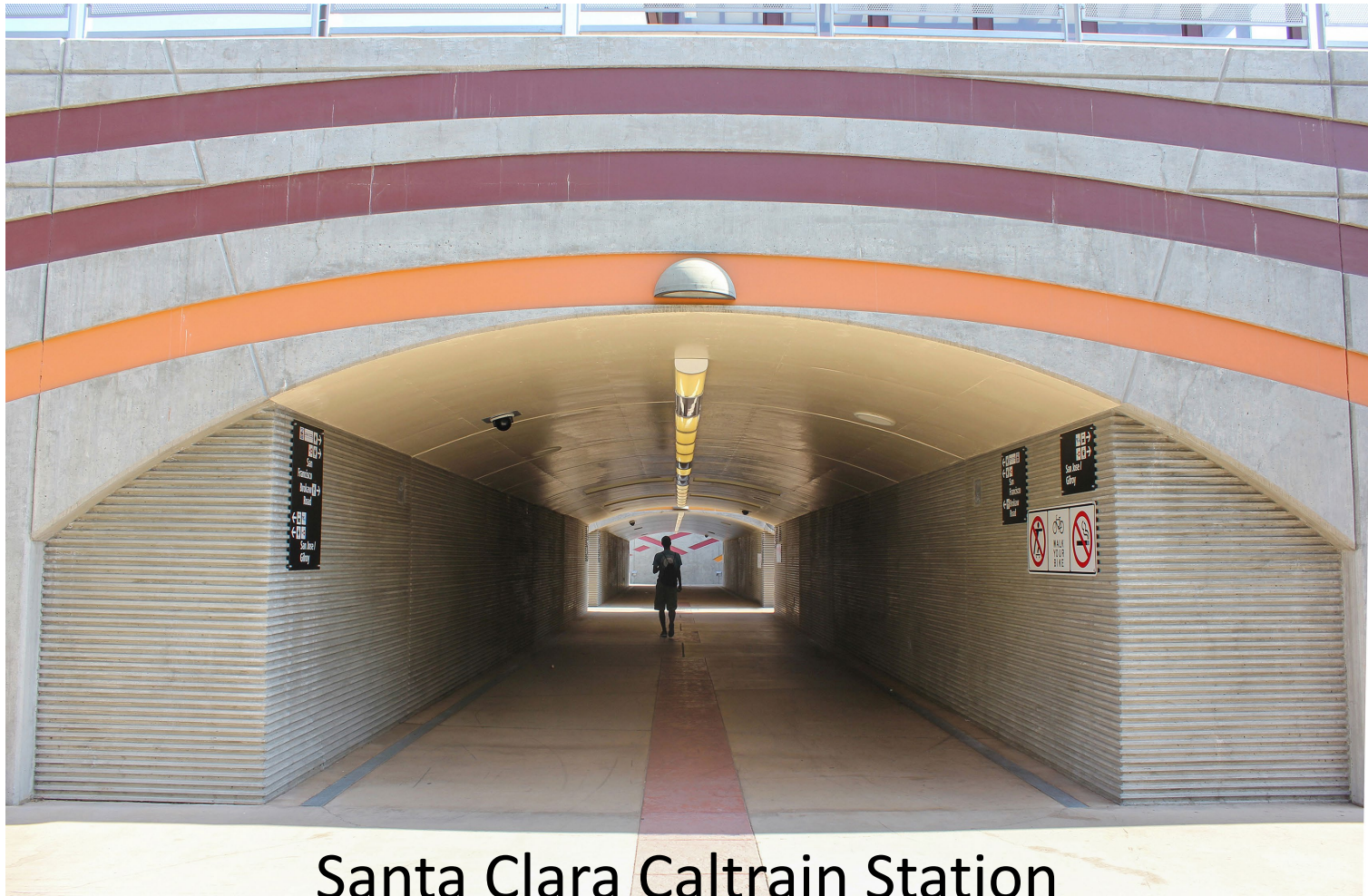
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# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.



Santa Clara Caltrain Station

# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.



Santa Clara Caltrain Station



# Design Features to Enhance User Experience



- Architectural Treatment
- Mirrors
- Good Lighting

Santa Clara Caltrain Station

# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.



- Convenient, direct access
- Artwork - Mural

California Avenue PUC (Palo Alto)



# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.



California Avenue PUC (Palo Alto)

# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.



- Wide Undercrossing
- Good Lighting

Homer Avenue (Palo Alto)



# Design Features to Enhance User Experience

Comfort, Accessibility, Lighting, etc.




- Good Lighting
- Nice alternative to crossing El Camino Real

Stevens Creek Trail @ El Camino (Mountain View)

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# Environmental Approval Objectives

## Primary Goal – Select Alternative

- Alternative Selection – Western or Eastern
- Project for environmental clearance
- Project footprint
  - ◆ Tunnel dimensions
  - ◆ Depth of tunnel
  - ◆ Length of ramps
  - ◆ Construction method options

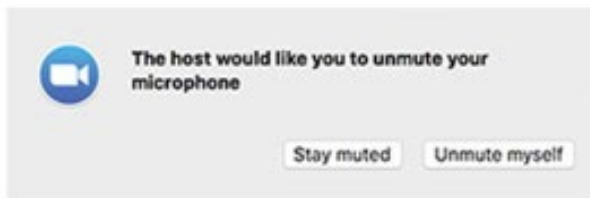
# Additional Opportunities for Community Input



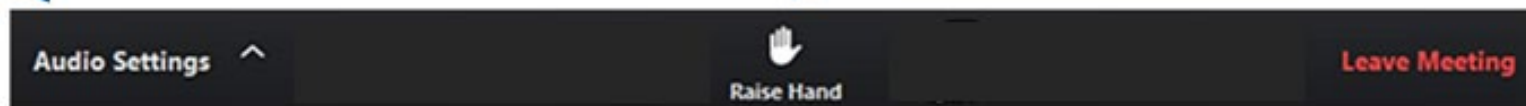
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# BERNARDO AVENUE UNDERCROSSING PROJECT

## DISCUSSION

Which Alternative Do You Prefer:  
WESTERN OR EASTERN?