

Redwood City Grade Separation Feasibility Study

March 2, 2023

Board of Directors



Background and Goals

- Study initiated in May of 2019
- Cooperative planning effort between Caltrain and the City of Redwood City
- Funded by the San Mateo County Transportation Authority and City of Redwood City
- **Study Goals:**
 - Analyze feasible alternatives for remaining six at grade crossings
 - Decide on a long-term strategy for grade separations (which crossings when)
 - Prepare a conceptual level design for the first phase grade separation project



Redwood City Grade Crossings

- Eight crossings of the Caltrain corridor
- Two grade separations already
- Separations are needed to:
 - Reduce traffic delays due to anticipated future growth in vehicle traffic, increased Caltrain service, and the future high-speed rail
 - Reduce pedestrian, bicycle, and motor vehicle conflicts with trains



Source: BKF for San Mateo County Transportation Authority, "Grade Separation Program Footprint Study, City of Redwood City" (September 2009), p. 1

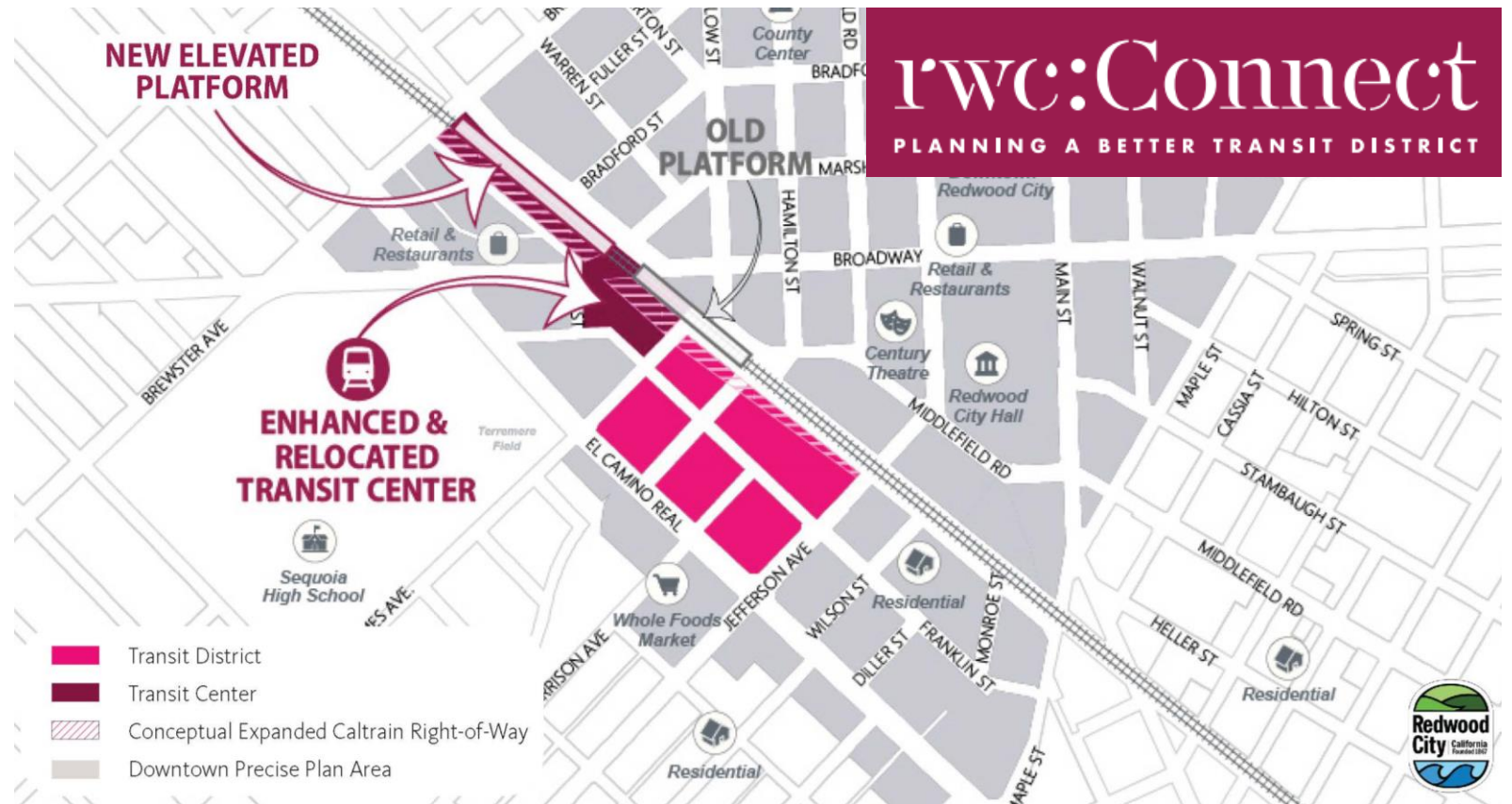
Public Outreach

- Outreach was conducted in two phases, October 2020 to May 2021 and January 2022 to June 2022
- Virtual and in-person bilingual engagement
- Key components of the outreach included:
 - An interactive Project website
 - Project newsletter (Spanish and English)
 - Multiple surveys
 - Virtual question and answer sessions
 - Recorded presentations
 - Door to door canvassing and pop-ups (Spanish and English) *added scope*



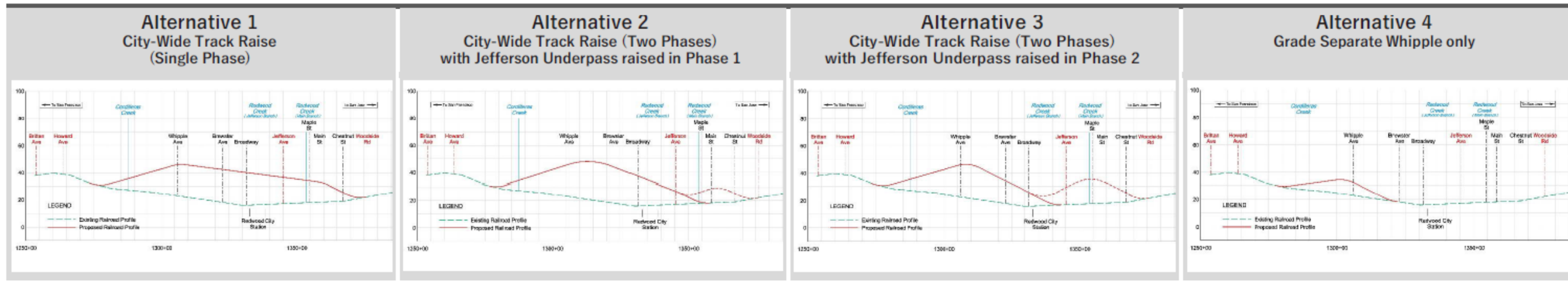
Evolving Downtown

- Transit District & new development
- Four sets of tracks
- Grade separations
- New transit center



Initial Alternatives

- Alternatives built on 2009 Footprint Study (SMCTA)
- Assumed new, four-track Caltrain mid-peninsula hub station
- 15 initial options were screened over the course of three workshops



Evaluation

- Public input
- Technical criteria
- New Transit Center needs
- Narrowed to two alternatives differentiated by design of southern crossings

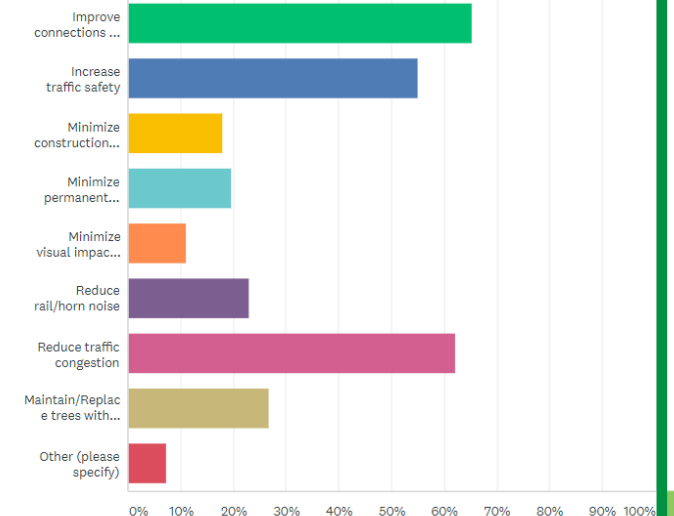
Table 4: Evaluation Criteria

Traffic/Circulation	Environmental/ Socioeconomics	Right-of-Way & Access	Cost Funding
Reduction in Delays and Congestion*	Rail Noise	Property Acquisitions (Full or Partial)	Fundability and Phasing Opportunities
East/West Ped/Bike Connectivity*	Visual Impact of an Elevated Structure	Driveway and/or Pedestrian Entrance Impacts	—
Safety for All Modes*	Creek Impacts		
Road Closures & Potential Change in Traffic Circulation	—		

*Based on community feedback received, these are the most important criteria

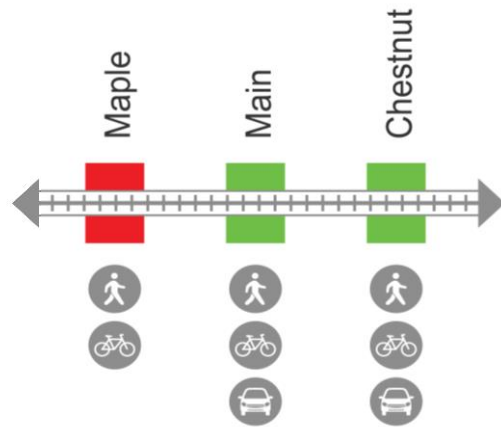
1. Please mark your top THREE priorities for grade separations.

Answered: 608 Skipped: 0

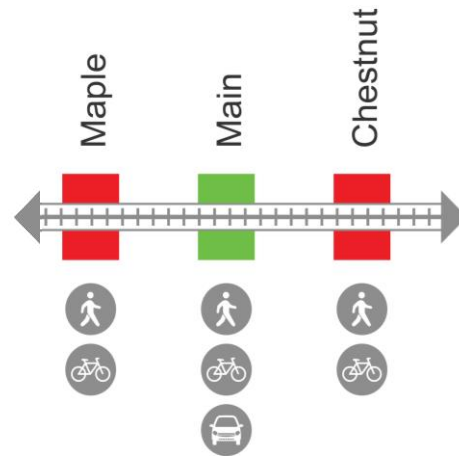


Refined Alternatives

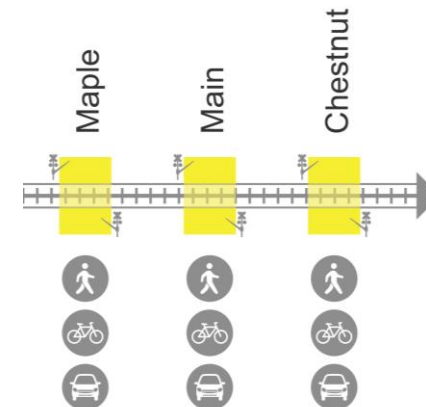
Alternative 1A



Alternative 1B



Alternative 2



■ Grade Separated

■ Road Closure, Ped/Bike Undercrossing Only

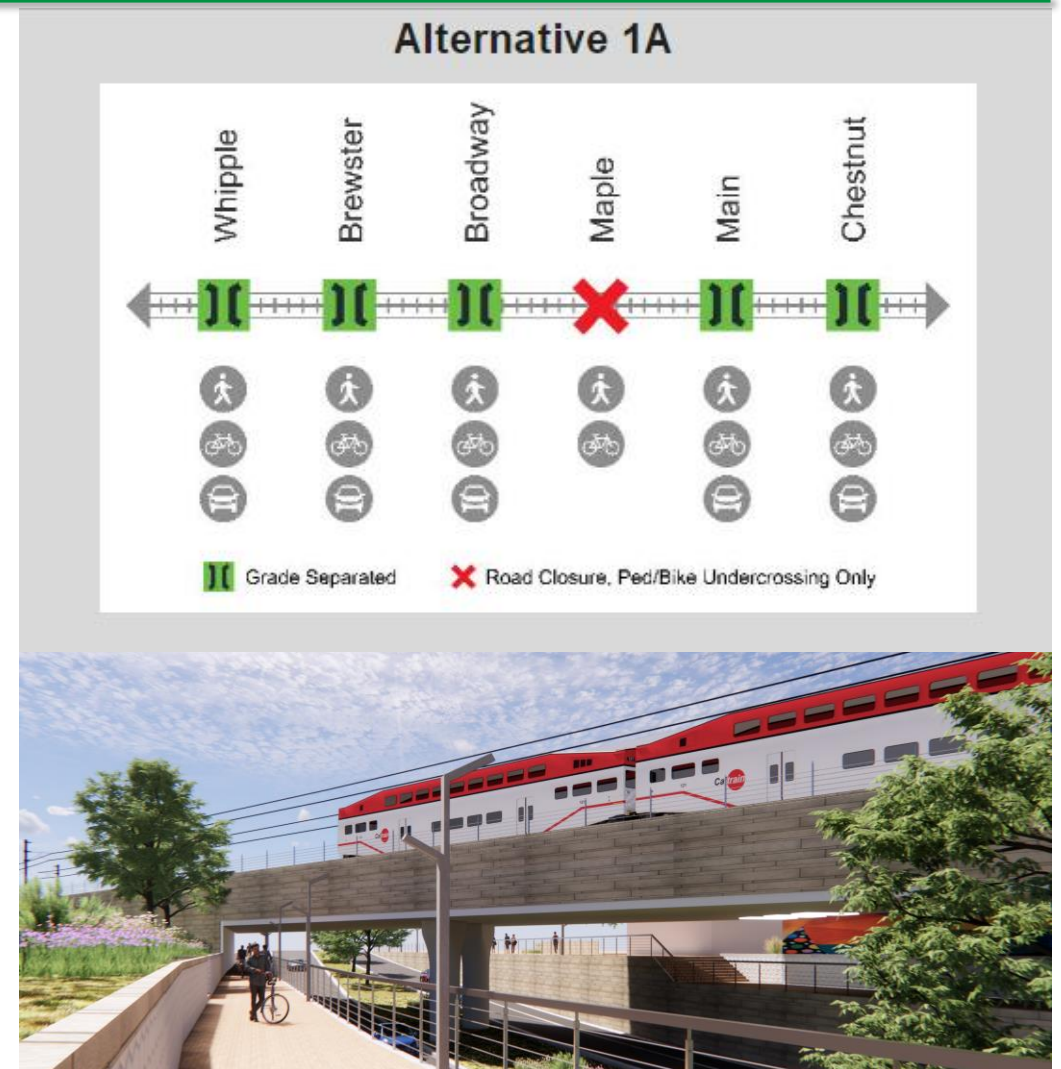
■ Crossing Remains At-Grade

All alternatives assume grade separation of Broadway, Whipple and Brewster



Recommended Alternative

- Citywide raise of the tracks with grade separations at all six rail crossings
- Maple closed to vehicular traffic (open to people walking and biking)
- Other crossings open for all modes



Next Steps

- Present findings to City Council
- Ongoing coordination with individual development projects, SamTrans and Caltrain studies
- Scope and fund Project Study Report and Preliminary Design and Environmental Phase for combined Grade Separation + Transit Center Project

MAPLE STREET
PUBLIC PROMENADE
Conceptual Design

