



# San Mateo Parking Track Community Meeting October 8, 2019

## Meeting Goals

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**Thank you for attending tonight's meeting**

- Deliver an update to the community on the parking track location options
- Provide information to the community on the collaborative process for selecting the options
- Collect feedback from the community on those options
- Advise of San Mateo City Council meeting date for this item



## Agenda

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- I. Project Background Information
- II. Alternatives Analysis
- III. Break-Out Areas
- IV. Reconvene & Next Steps
- V. Questions



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## Background Information

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### 25th Avenue Grade Separation Project - Purpose

- Improve safety for pedestrians, cyclists, and motorists
- Improve traffic flow
- Reduce train horn noise
- Improve customer experience with new Hillsdale Station
- Support Caltrain Electrification which will reduce noise and vibration



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## Background Information

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### 25th Avenue Grade Separation Project - Roles

- Sponsor: City
- Implementation: Caltrain

The City is responsible for securing all costs for all phases to complete the Grade Separation Project through final completion and placement into service



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## Parking Track Replacement

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- A parking track (also known as a set-out track) is used for ensuring reliable commuter rail service
- San Mateo Parking Track in existence prior to Caltrain becoming operator of passenger service (used by Caltrain for 25 years)
- Grade separation project required removal of existing San Mateo Parking Track (located in Bay Meadows) in late 2017

### Roles

- Sponsor: City
- Implementation: Caltrain



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## General Parking Track Description

- Temporary storage space for train equipment
- Equipment moved from parking track to corridor location for track repairs and tie replacements due to wear and tear
- Allows for efficient use of limited work windows to keep railroad functioning properly
- Supports capital projects, such as 25th Avenue Grade Separation Project and Caltrain Electrification
- May be used on rare occasion for breakdowns to clear trains off mainline
- Not a maintenance facility



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## Parking Track Is Not a Maintenance Facility

	Parking Track	Maintenance Facility
<b>Size</b>	Spur of track (approx. 1,000 feet) and access road	Multi-acre facility with multiple tracks and structures, including maintenance pits, cranes, train washing equipment, waste oil/water storage, fuel farms, control facilities
<b>Purpose</b>	Temporary storage of train equipment	To perform mechanical maintenance on trains and to clean interior and exterior of rail vehicles
<b>Activity Occurs</b>	On corridor tracks Not on site	At facility On site
<b>Frequency</b>	Possibly 1-2x a week during occasional (construction) periods	Daily



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## Other Parking Track Locations

Location	Adjacent Area
San Francisco (3)	Commercial & Former Yard
Millbrae	Residential
Burlingame	School
San Mateo	Removed for Grade Sep, Replacement Needed
San Carlos	Residential
Palo Alto (2)	Commercial & Residential
Mt. View	Expressway
Sunnyvale	Commercial
Santa Clara (2)	Commercial
San Jose	Future Residential

## Originally Proposed Location of Replacement Parking Track

### History

- Environmental: July 2017 to Spring 2018
- Soil Distribution: Late Spring 2019
- Community Concerns: Late Spring/Early Summer 2019
- Community Meeting: June 11, 2019
- All associated parking track work paused

## Response to Community

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- Created Working Group: Caltrain + City
- Outreach Expansion: email distribution list, expanded mailer radius, website event calendar, shared social media channels
- Alternative location suggestions from community, City and Caltrain gathered
- Alternatives Analysis/Feasibility Assessment conducted
- Return to community with assessment results (today)



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## Alternative Analysis (Operational)

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- Parking track necessary, solution required
- Examined 28 options/suggestions from Community, City, and Caltrain
- Evaluated each options for
  - Constructability
  - Minimum requirements (design standards posted on webpage)
  - Comments from engineering, design, and operations



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## Alternative Analysis (Operational Criteria)

1. All parking tracks shall have a minimum storage capacity of 950 feet. Parking tracks shall be double ended with derails at both mainline turnout entry locations.
2. All parking tracks shall be electrified. Current Peninsula Corridor Electrification Program (PCEP) design standards shall be incorporated for all elements.
3. All parking tracks shall include a means of access for rubber tire trucks (40' tractor trailer trucks) for deliveries and pickups.
4. When relocating and/or removing a parking track, construction staging shall be implemented to allow for maintenance of way access to the set out track at all times.



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## Alternative Analysis (Operational Criteria)

5. Avoid relocating a parking track to a different mainline track. Set out tracks shall be relocated to the same main line when possible.
6. All parking tracks shall include a remote controlled (via CCF) power switch machine.
7. All turnouts for new parking tracks shall be constructed using flange bearing or "jump" frogs.
8. Parking tracks shall be located a maximum of 3 miles from each adjacent (north and south) set out track.
9. Turnout should not be constructed on curved track due to excessive maintenance issues on the switch.



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## Alternatives Analysis (Financial)

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- Original Budgeted Parking Track Cost: \$2M
- Estimates created for operationally viable alternatives
- Considerations of fiscal responsibility

## Feasible Locations

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- . Option #27: Move parking track to just north of the Hayward Park Station, where the majority of the area is zoned for commercial use (new environmental and design required)
- . Option #9: Keep parking track in the current location but provide significant screening. (Space available for screening such as fencing, sound wall, vegetation with moderate canopy size)



## Recap

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- Tonight provide update and opportunity for feedback
- City Council Study Session  
October 21, 2019 at 5:30 p.m.  
City Hall, Room C

## Remainder of the Meeting Tonight

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- Break-Out Areas (~45 minutes, circulate between them)
- Reconvene
  - Report out from areas
  - Answer any additional questions (fill out a card)

## Breakout Areas

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1. Feasible Alternatives
  - Questions about the two options
2. Non-Feasible Alternatives
  - Questions about the other 20+ options that were evaluated
3. Preference between Feasible Alternatives
  - Place your dot on your preferred option



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## Project Contact Information

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Customer Service: 1-800-660-4287

Email: [construction@Caltrain.com](mailto:construction@Caltrain.com)

Website: [www.caltrain.com/SM\\_Set-OutTrack](http://www.caltrain.com/SM_Set-OutTrack)



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