
SFCTA Board Item 9 SERSS Final Report

1 message

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Mon, Jul 25, 2022 at 4:23 PM

To: SFCTA Board Secretary <clerk@sfcta.org>

Cc: SFCTA CAC <cac@sfcta.org>, TJPA CAC <CAC@tjpa.org>, Transbay Info <info@tjpa.org>

Dear Chair Mandelman and Commissioners,

Please find attached a 4-slide presentation outlining the rationale for selecting 3 of the proposed new Caltrain stations. I would like to refer to this presentation during public comment on the item if possible.

Thank you in advance for your consideration.

Roland Lebrun

2 attachments



SFCTA Board Item 9 SERSS Final Report.pdf

303K



SFCTA Board Item 9 SERSS Final Report.pptx

1620K

South East Rail Station Study

Issues and potential Solutions

Issues



DTX T-bones the Salesforce train box at 90 degrees
4th & Townsend impacts railyard redevelopment

The Mariposa location is not constructible

The cost of rebuilding 22nd Street is prohibitive

The Cesar Chavez platforms are too far north

The Evans station is superfluous

The Oakdale station needs Quint Street (vacated)

The Williams station should be Armstrong/Bancroft

The Bayshore station does not intersect with the Geneva Harney extension

We must remain laser-focused on early Caltrain service to the Salesforce Transit Center

Rules of the Railroad

- **All new station platforms MUST be level-boarding** (49 CFR §§37.41-43)
- Freight tracks cannot be adjacent to a level-boarding platform (platform strikes)
- **Every station needs passing (total 4) tracks** for rail traffic over and above 12 Caltrain/HSR trains/hour (total 30 trains/hour/direction)
- Every station needs 300 feet of diverge/merge tracks north and south of the platforms (total 1,300 feet for 700-foot platforms)

Solutions

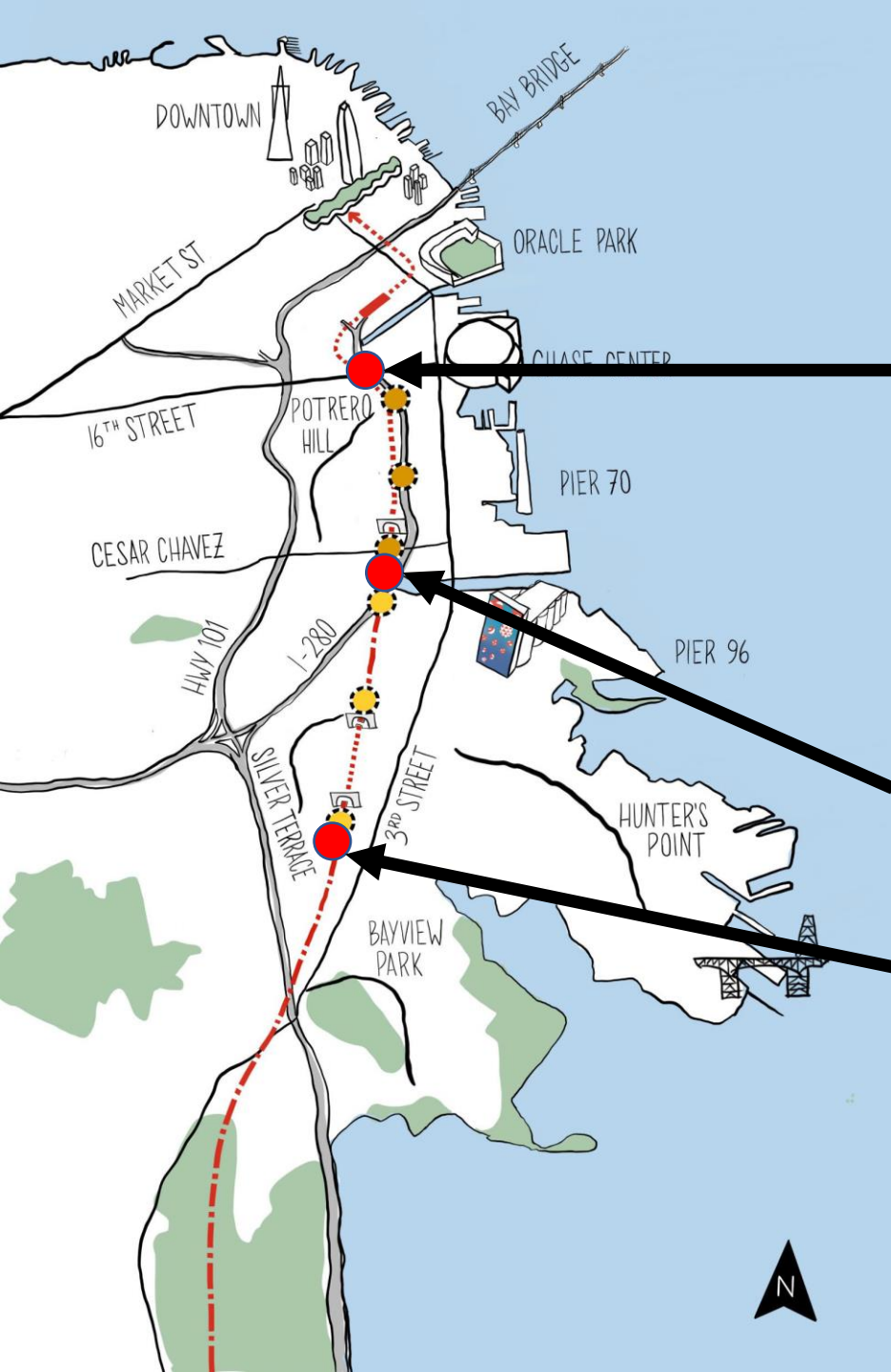
The 7th Street alignment restores the full capacity of the Salesforce train box (same capacity as 4th & King)

The 7th Street station:

- Eliminates impacts on railyard redevelopment
- Is fully integrated with the Mission Bay N/T loop
- Is potentially less expensive than 4th & Townsend

The Cesar Chavez station serves both sides of Islais Creek (Marin & Napoleon underpasses)

The Williams station is fully integrated with the T-3rd turnback (Armstrong/Bancroft loop)



Conclusions

- The 4th & Townsend station can be relocated to 7th Street at no cost, eliminating the need for a Mariposa station, regardless of the eventual DTX alignment
- The 7th Street (**Potrero North**) station is integrated with a MUNI N/T loop around Mission Bay (King, 4th, 3rd, 16th, 7th and back to King)
- The Cesar Chavez (**Potrero South**) station eliminates the need for a \$1B+ 22nd Street reconfiguration and a 10+years PAX delay
- The Cesar Chavez station eliminates the need for an Evans station
- **The Cesar Chavez AND Williams stations compensate for the lack of an Oakdale station compromised by the Quint Street vacation**
- **We must remain laser-focused on early Caltrain service to the Salesforce Transit Center**