

Study Purpose

研究目的

Propósito del estudio

Recommending Evans or Oakdale as the Single Location for Advancing a New Caltrain Station in the Bayview

Prior to 2005, Caltrain served a station in the Bayview at Paul Avenue, though operational factors and low ridership led to the closure of this station in 2005. Since then, a number of planning efforts have advanced to restore direct access to Caltrain to and from the Bayview. At the conclusion of the most recent study, the Southeast Rail Station Study, in 2022, two options remained – one at Evans Avenue and one at Oakdale Avenue. The information presented at this meeting shows the results of a comparison between the two options.

建議從Evans或Oakdale兩個場址選出一個，推動灣景的新建Caltrain車站

2005年之前，Caltrain曾在灣景的Paul Avenue設有一座車站，但由於營運因素和客流量低迷，已於2005年關閉。此後，進行了多項規劃工作，以恢復灣景與Caltrain之間的直達交通。在2022年完成的最新研究《東南鐵路車站研究》中，保留了兩個備選方案：一個位於Evans Avenue，另一個位於Oakdale Avenue。本次會議的資訊展示了對這兩個備選方案的比較結果。

Recomendar a Evans u Oakdale como la ubicación única para promover una nueva estación de Caltrain en Bayview

Antes de 2005, Caltrain prestaba servicio a Bayview con una estación en Paul Avenue, aunque factores operativos y el bajo número de pasajeros llevaron al cierre de esta estación en 2005. Desde entonces, se han dirigido una serie de esfuerzos de planificación para restaurar el acceso directo para llegar y salir de Bayview en Caltrain. Al concluir el estudio más reciente, el Southeast Rail Station Study en 2022, quedaron dos opciones: una en Evans Avenue y otra en Oakdale Avenue. La información presentada en esta reunión muestra los resultados de una comparación entre las dos opciones.

Refining Station Designs

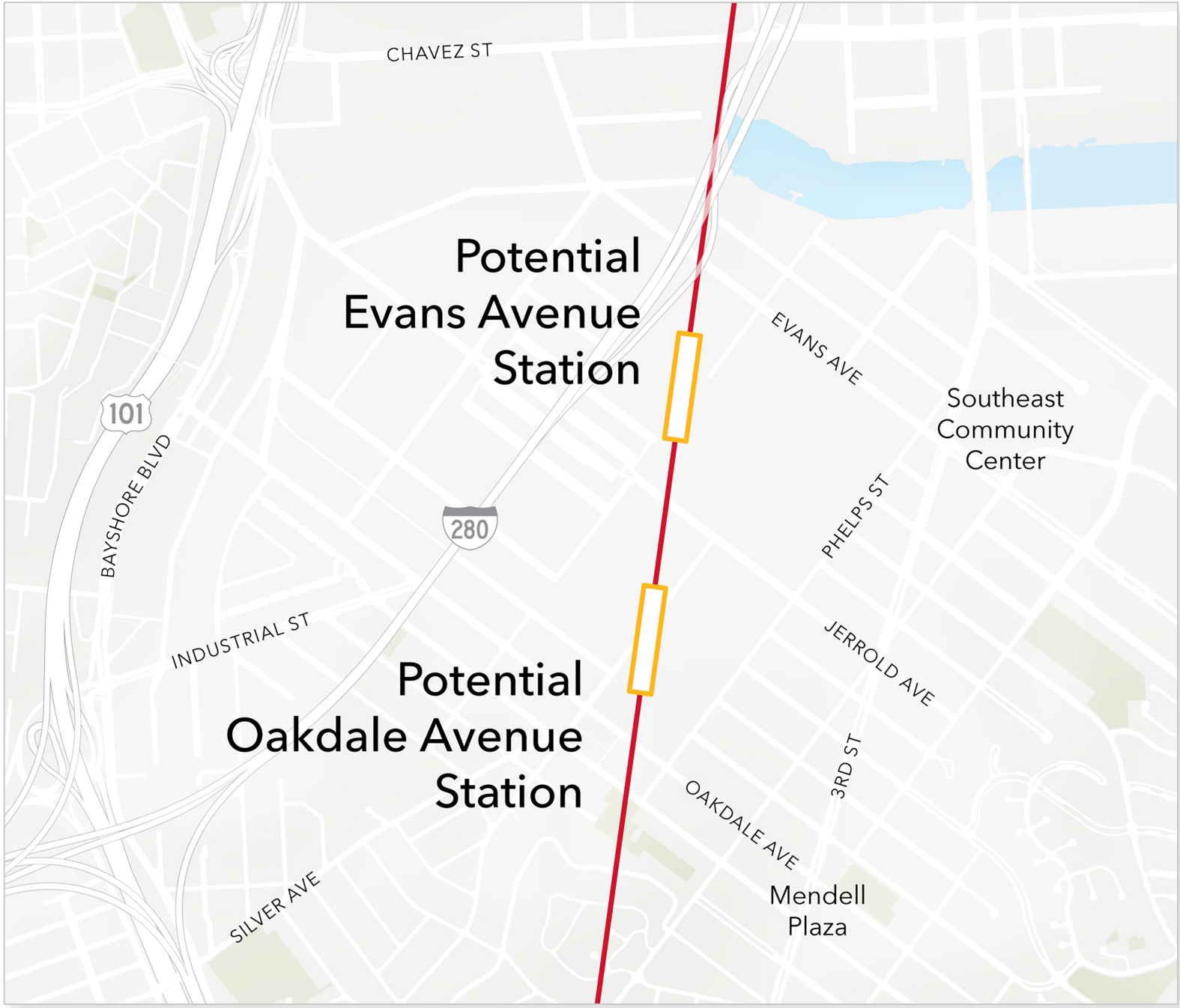
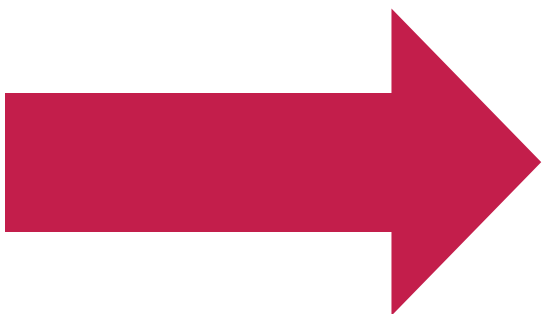
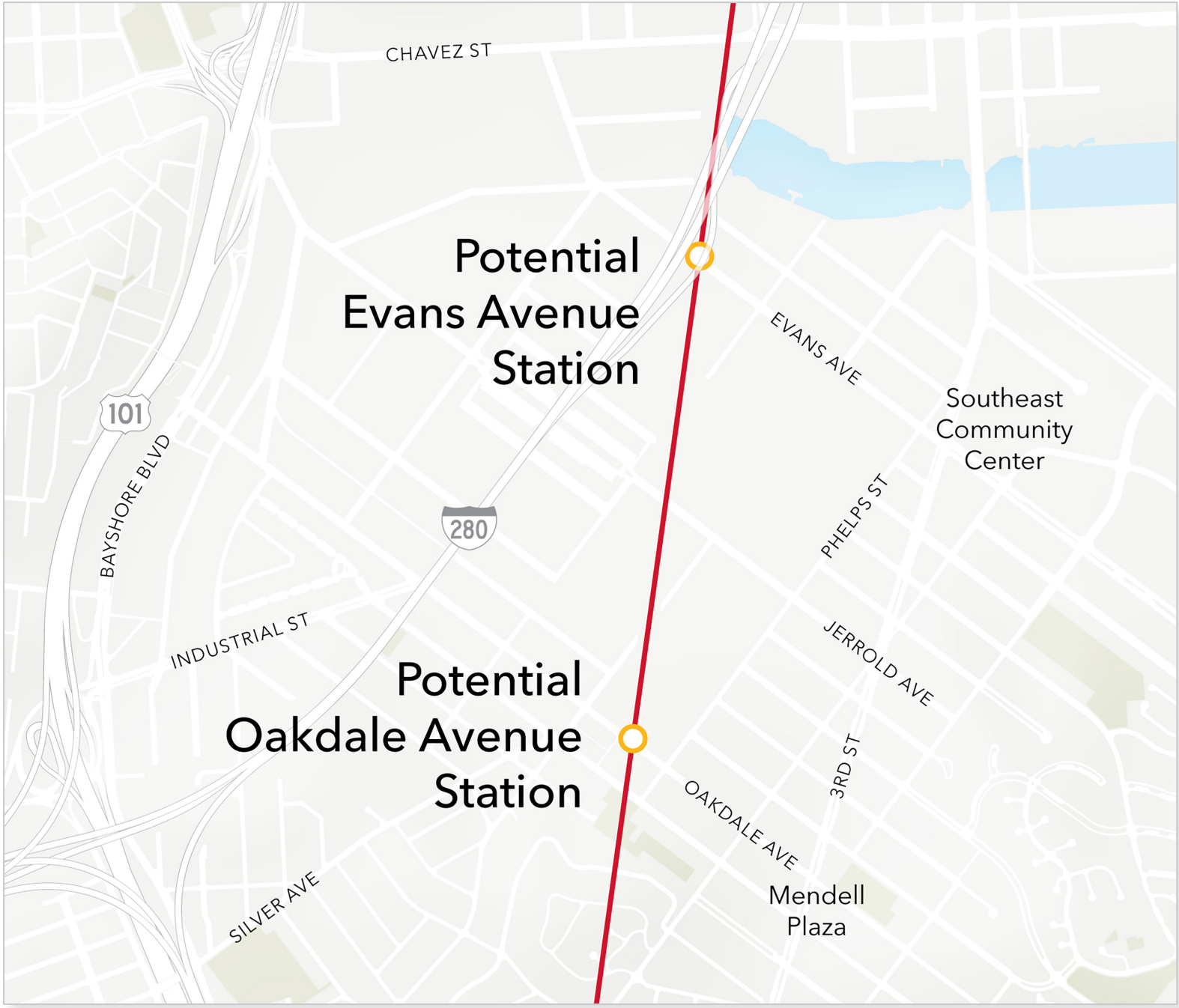
完善車站設計

Refinación del diseño de las estaciones

While we might think of the potential station locations as dots on a map, the platforms are actually up to 700 feet in length. These platforms, and the access to them, must be placed to fit within the constraints of each site: the bridges at Oakdale Ave, Jerrold Ave, and Evans Ave, plus the tunnels south of Palau Ave, the freight rail spur line that serves the Port, the I-280 overpass piers, and the tunnel north of Cesar Chavez St.

雖然我們可能只將這些潛在選址視為地圖上的一小點，但實際月台長度可能長達700英尺。這些月台和進出的通道必須能夠符合每個場地的空間約束，包括Oakdale Ave、Jerrold Ave和Evans Ave的橋樑，以及Palau Ave以南的隧道、服務港口的貨運鐵路支線、I-280高架橋橋墩，以及Cesar Chavez St以北的隧道。

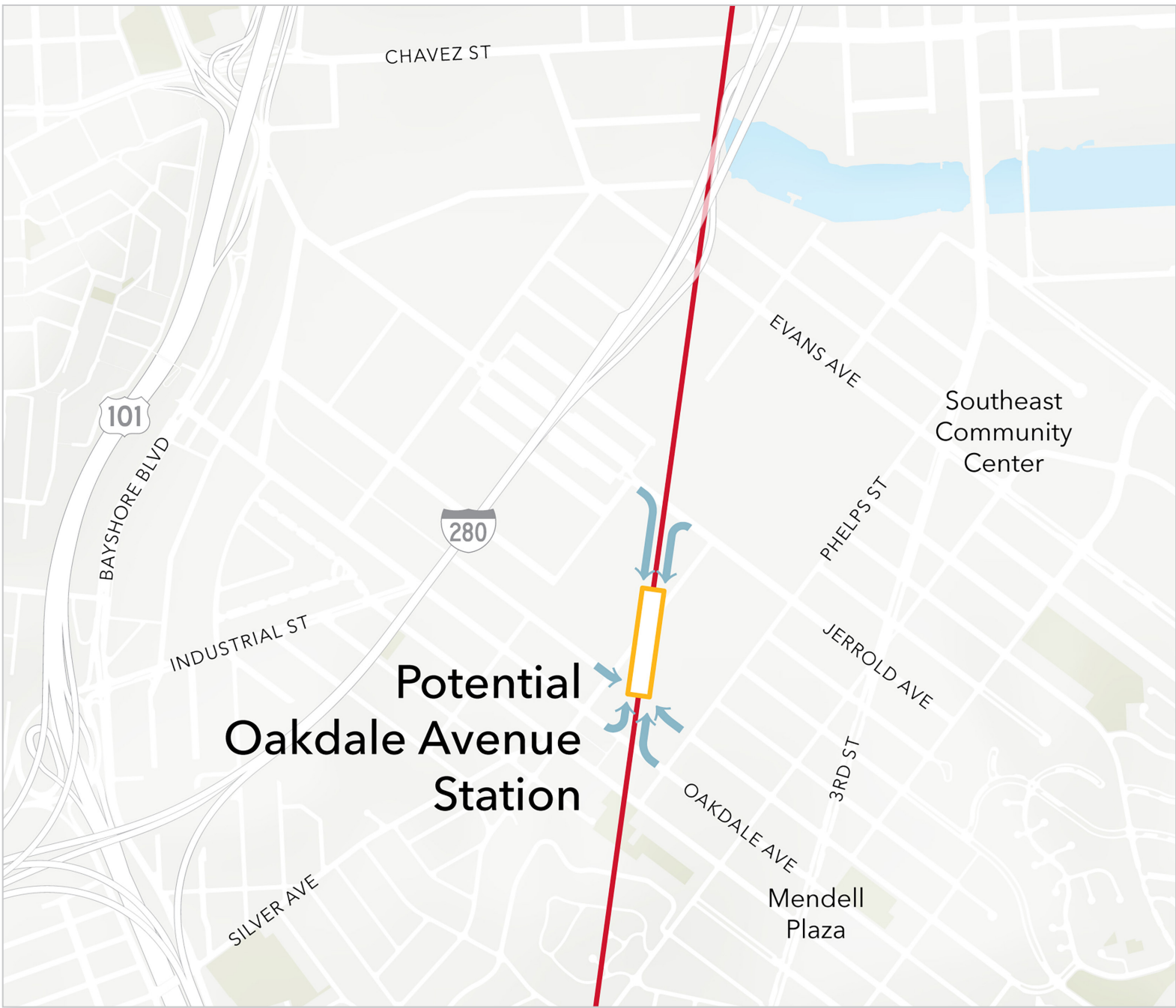
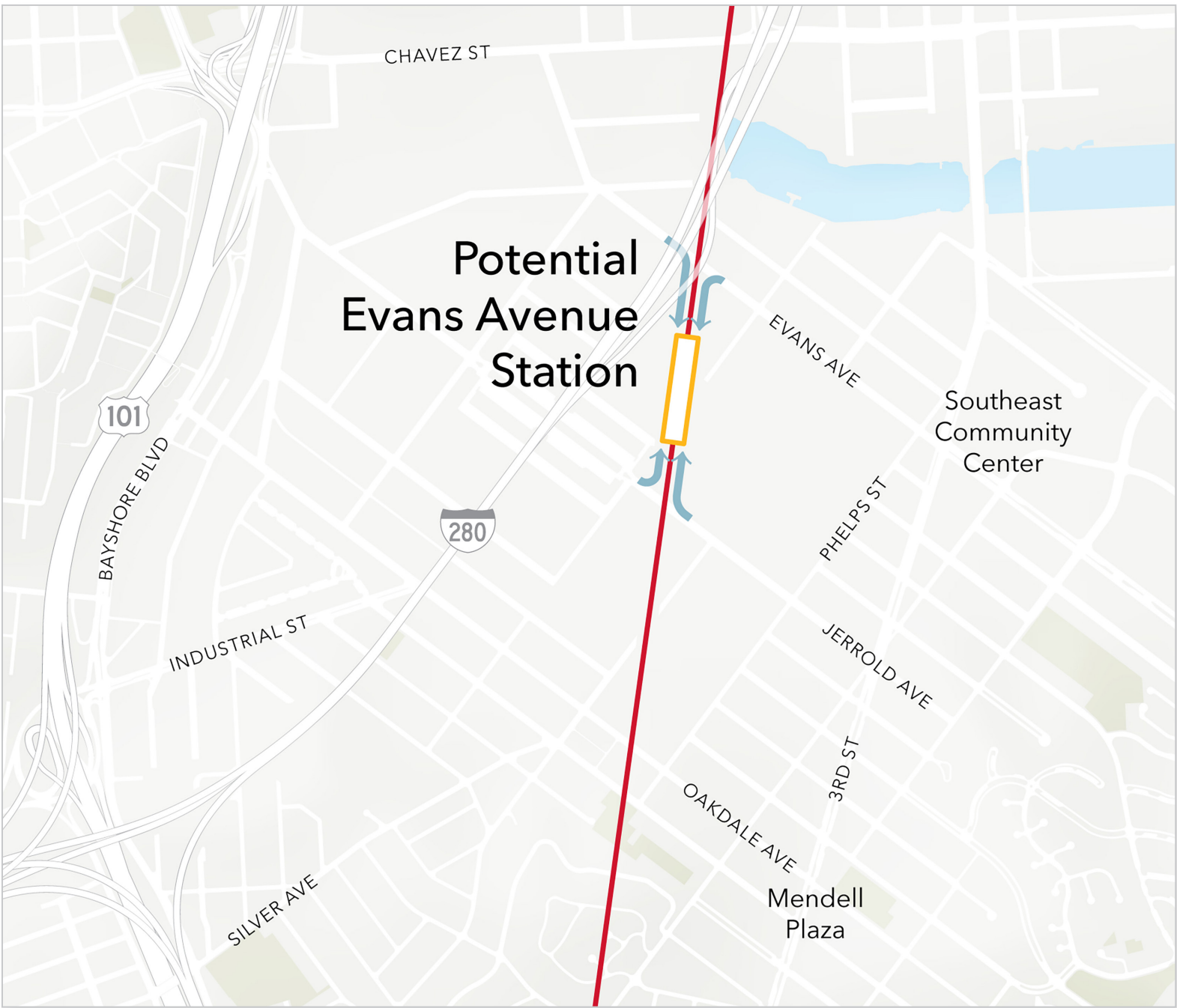
Aunque podamos pensar que las posibles ubicaciones de la estación son puntos en el mapa, en realidad las plataformas tienen una longitud de hasta 700 pies. Estas plataformas y el acceso a ellas deben ubicarse para que encajen dentro de las limitaciones de cada sitio: los puentes en Oakdale Ave, Jerrold Ave y Evans Ave, más los túneles al sur de Palau Ave, la rama corta de la vía de trenes de carga que presta servicio al Puerto, las columnas del paso a desnivel de la I-280 y el túnel al norte de Cesar Chavez St.



The same constraints listed above also influence how passengers could access a station. The routes people might use are illustrated in these diagrams. Fire codes and the Americans with Disabilities Act (ADA) combine to require 1) ramps for access and 2) two points of access/egress from each platform. As a result, each potential station location will likely include a secondary access point at Jerrold Ave.

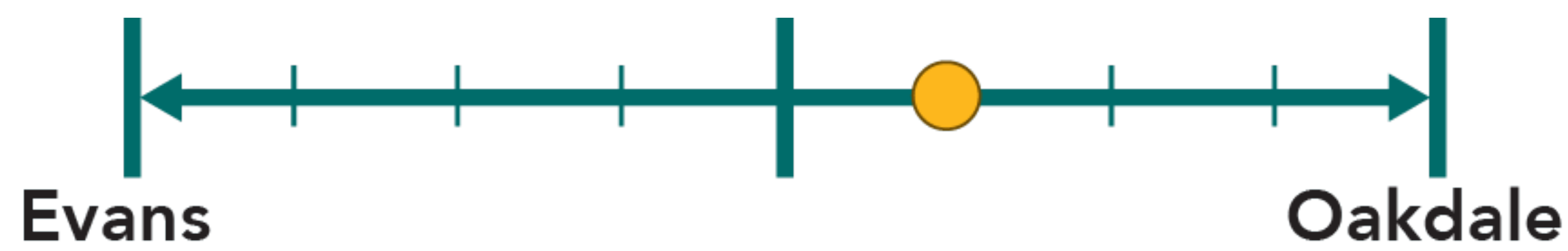
上述的同樣約束也會影響乘客進出車站的方式。這些圖表顯示了人們可能使用的路線。消防法規和《美國殘障人士法案》（ADA）共同要求：1）設置無障礙坡道；2）每個月台必須設有兩個進出口。因此，每個潛在的車站選址可能都會在Jerrold Ave設置一個次要入口。

Las mismas limitaciones indicadas anteriormente también influyen cómo los pasajeros pueden tener acceso a una estación. Estos diagramas ilustran las rutas que las personas podrían usar. Los códigos contra incendios y la Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act o ADA) se combinan para exigir 1) rampas de acceso y 2) dos puntos de acceso/ salida de cada plataforma. Debido a eso, cada posible ubicación de la estación probablemente incluya un punto de acceso secundario en Jerrold Ave.



Ridership

Potential future ridership was analyzed using a regional travel demand model. In 2050, it is projected that an Oakdale station would serve approximately 4,600 riders per day, of which 1,200 would be new Caltrain riders, while an Evans station would serve 3,300 riders per day, of which 700 would be new Caltrain riders. Based on regional travel patterns, it is anticipated that 40% of riders using these potential stations would be neighborhood residents.



Climate Resiliency & Environment

Resilient Station Design: Any future station would be designed to modern seismic standards and to offset changing climate impacts to the extent feasible, but the station design can only control so much. This assessment also considered situations when a station is inaccessible because of adjacent flooding or event damage.

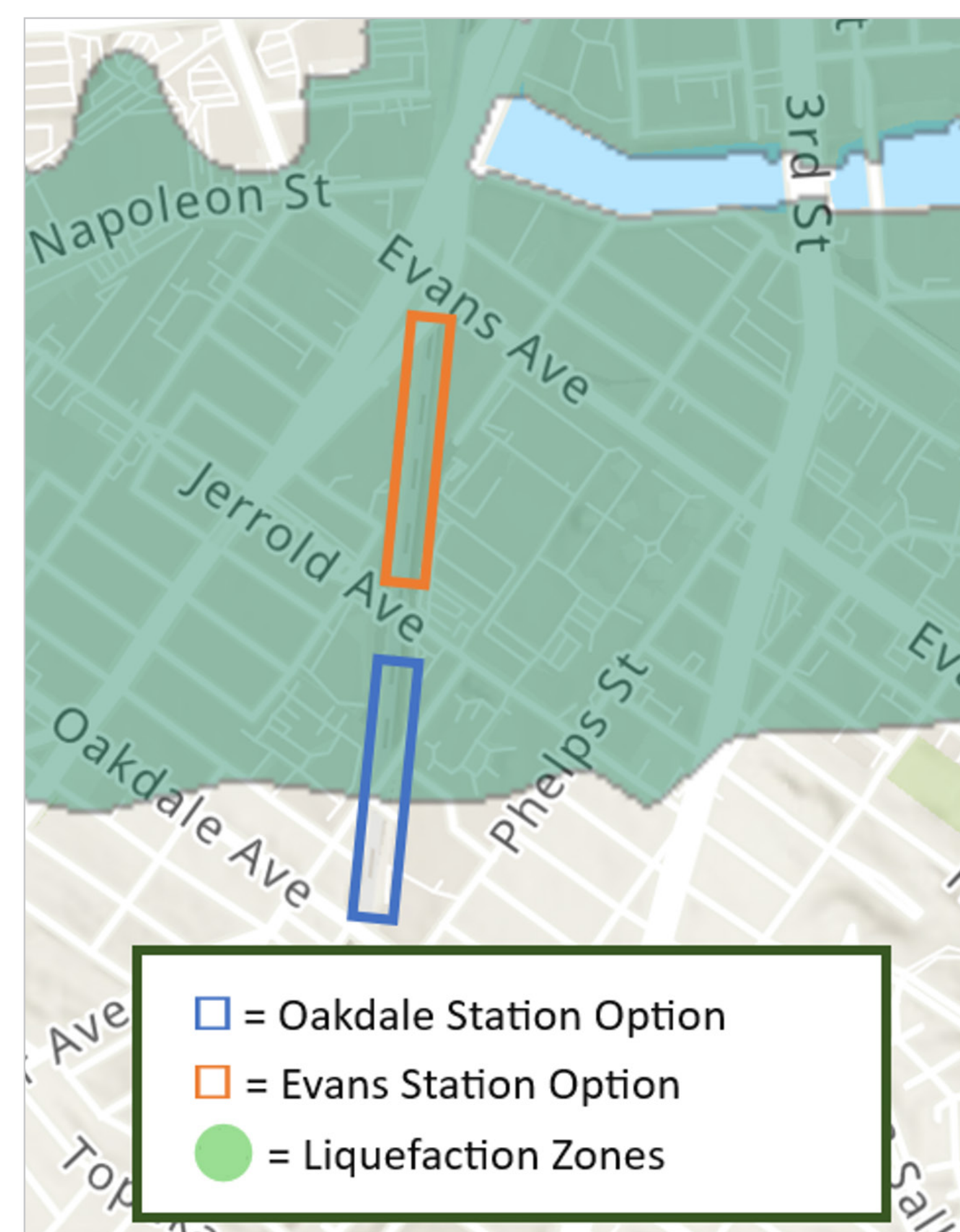
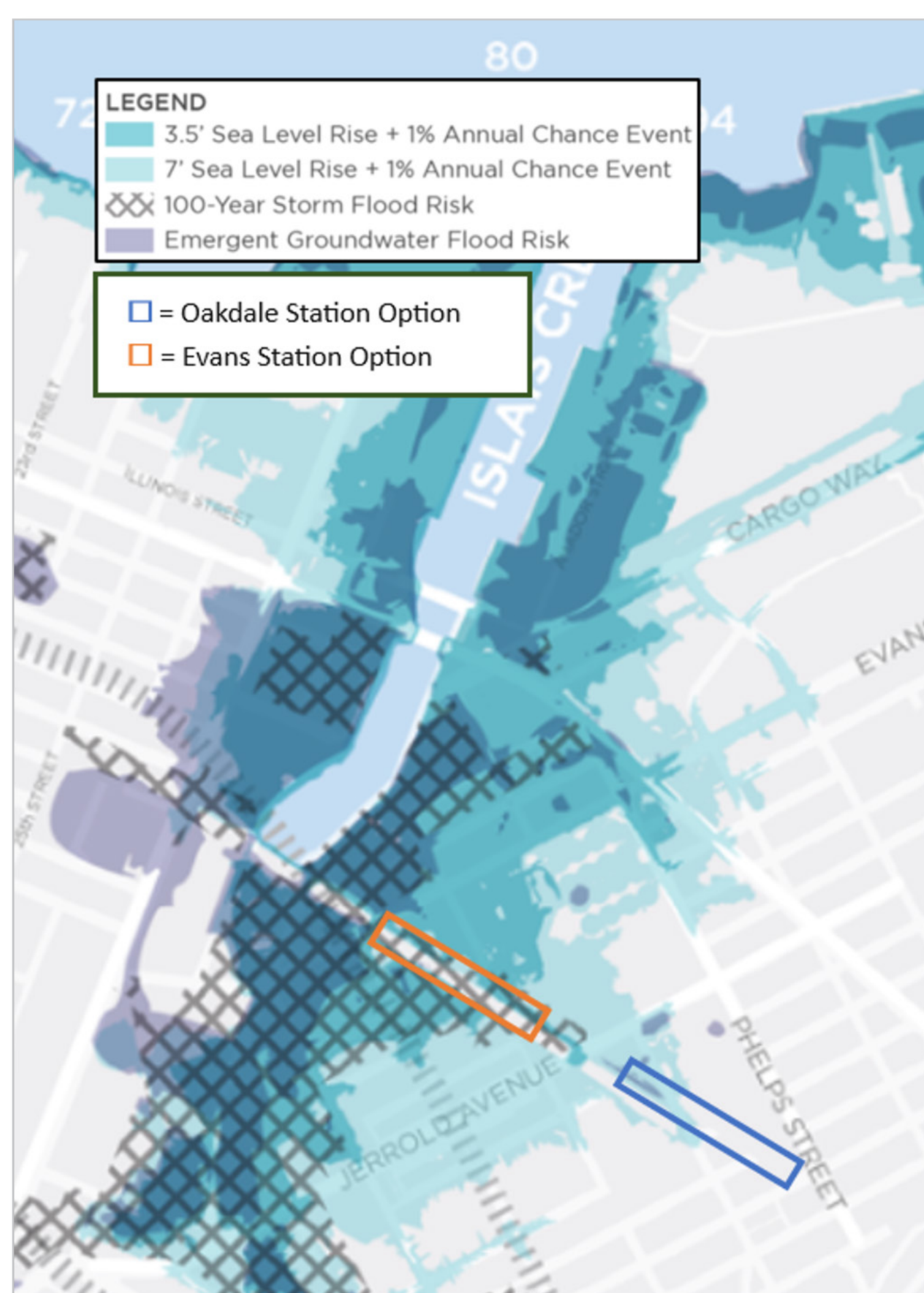
Sea Level Rise & Flooding

The results of this assessment show that the potential Evans location is currently at risk of flooding, with an even higher risk in the long-term future. The potential Oakdale location was found to have no risk of flooding currently, with a moderate risk in the long-term future.



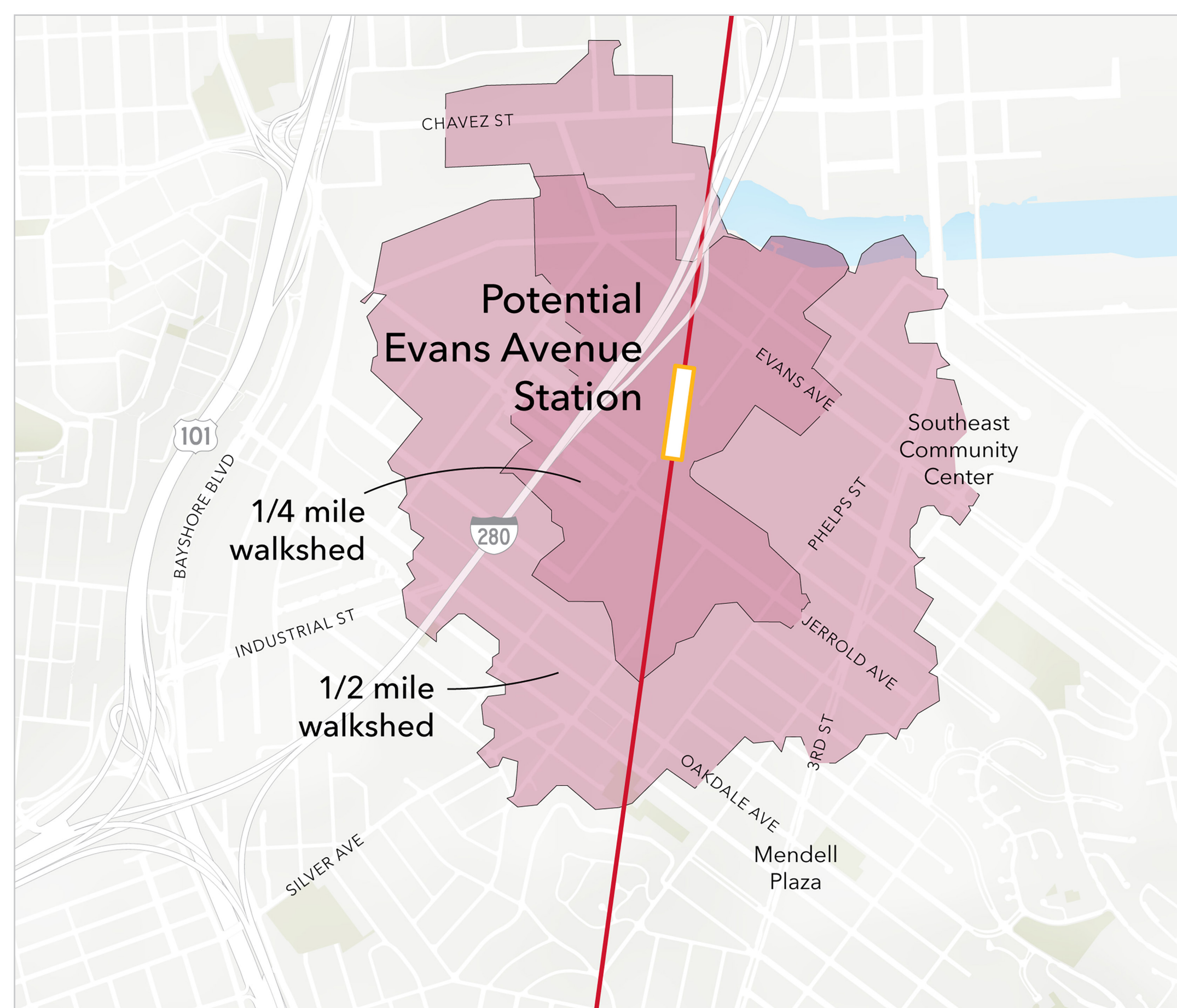
Earthquake Vulnerability

The results of this assessment show that the potential Evans location is located entirely on unstable soil and has a high risk of earthquake damage. The risk at the potential Evans location will worsen as groundwater levels continue to rise due to rising sea levels. The potential Oakdale location is partially on unstable soil and has moderate risk of earthquake damage.



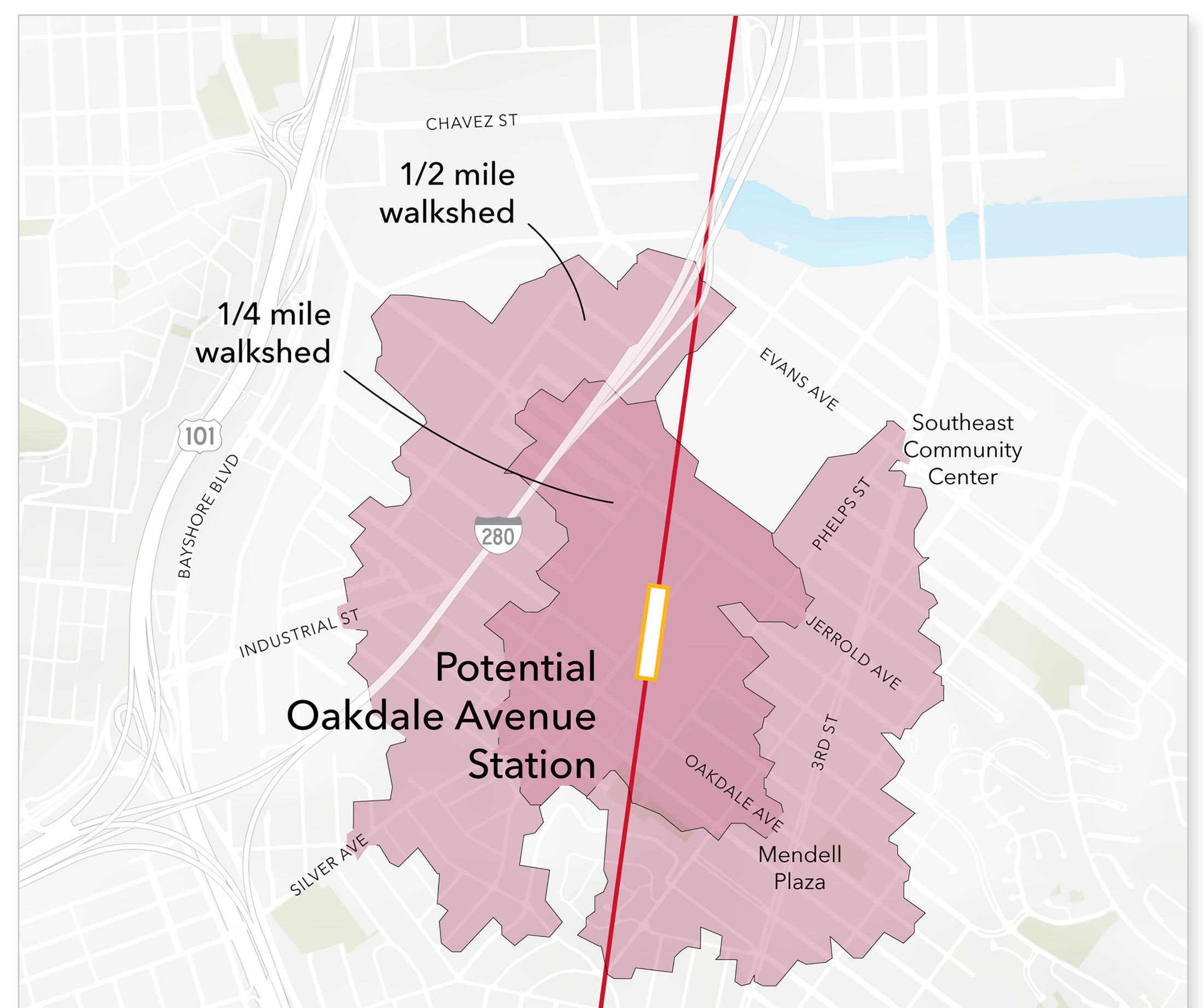
Station Access - Quantitative

The potential Evans station would be within ¼ mile of 0 households and 70 businesses, and within ½ mile of 1,040 households and 440 businesses. The potential Oakdale station would be within ¼ mile of 810 households and 110 businesses, and within ½ mile of 2,930 households and 460 businesses.



Station Access - Qualitative

Streets leading to the potential Evans station have a greater number of conflicts for people walking (e.g., driveways, railroad crossings, etc.) and a lower-quality/higher stress walk and bike experience based on vehicle speeds, sidewalk completeness, visibility, and physical separation. Streets leading to the potential Oakdale station have fewer conflicts for people walking and a medium- to high-quality walk and bike experience.



Muni Connections

The potential Evans location has 1 Muni connection within a ¼ mile walk, and 9 Muni connections within a ½ mile walk to the proposed station entrances. The potential Oakdale location has 6 Muni connections within a ¼ mile walk, and 9 Muni connections within a ½ mile walk to the proposed station entrances.



Potential Plaza Quality

The potential Evans location could only accommodate small plazas with limited amenities (such as for bike racks, drop-off, or benches). The potential Oakdale location may also only accommodate small plazas with limited amenities; however, the potential future reconfiguration of 1800 Oakdale may provide an opportunity to create a larger plaza and accommodate other community priorities, such as public art or small retail space.



Station Visibility

The potential Evans location cannot accommodate clear sightlines to the platform from Evans Avenue, as grade differences and freeway columns block the ability for clear sightlines. The potential Oakdale location creates the possibility for good visibility from Oakdale Avenue and Phelps Street. Visibility to the Oakdale location from Quint Street would be less clear but adequate from Jerrold Street.



Potential Pick-Up/Drop-Off

The potential Evans location has limited curb length and no off-street opportunity for pick-up and drop-off. The potential Oakdale location could accommodate a larger pick-up and drop-off area located near the station site, though this may require property acquisition.



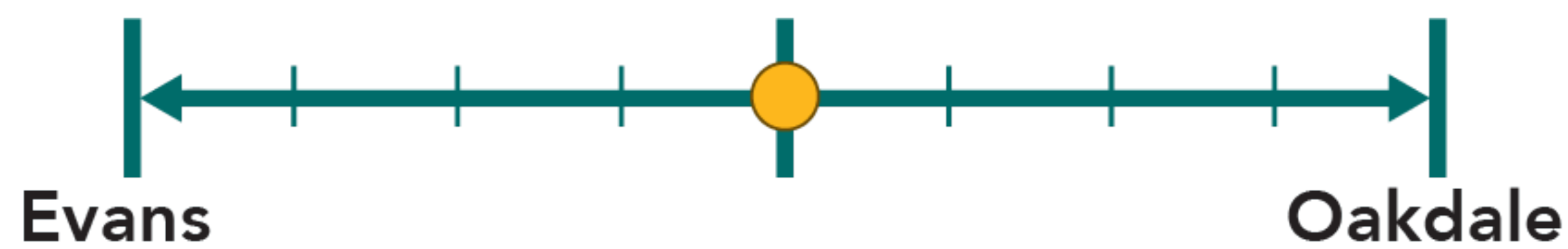
Implementation Timeline

Both station locations have a similar timeline for further project development, engineering, environmental clearance, and other approvals. Additionally, either station location may require right of way acquisition and/or the development of an access easement agreement depending on the final design configuration. The necessary approvals at Evans may be more straightforward given the size and scope of these preliminary needs.



All-In Cost

The preliminary cost estimates for both potential station locations are comparable.



Fundability

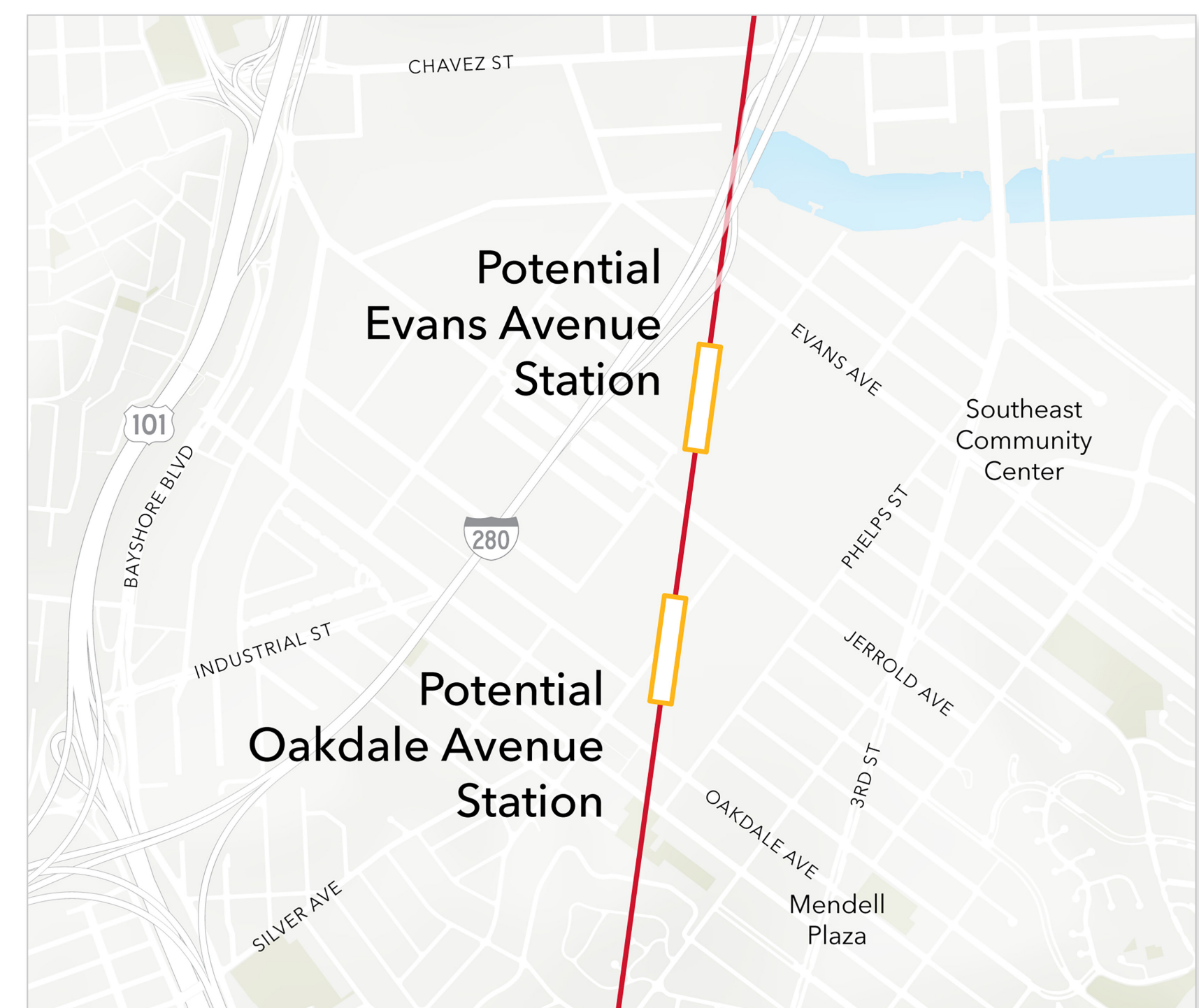
The potential Oakdale location is near the SFPUC owned 1800 Oakdale property, formerly home to a City College campus and the Southeast Community Facility. There is an opportunity for a SFPUC and community-led process to determine the future of 1800 Oakdale, which could contribute to the station's overall success. The potential Evans location does not present any similar opportunities.

The relative strengths of the potential Oakdale location demonstrated through the ridership, climate resilience, access, and community integration criteria also make an Oakdale station more competitive for grant funding.



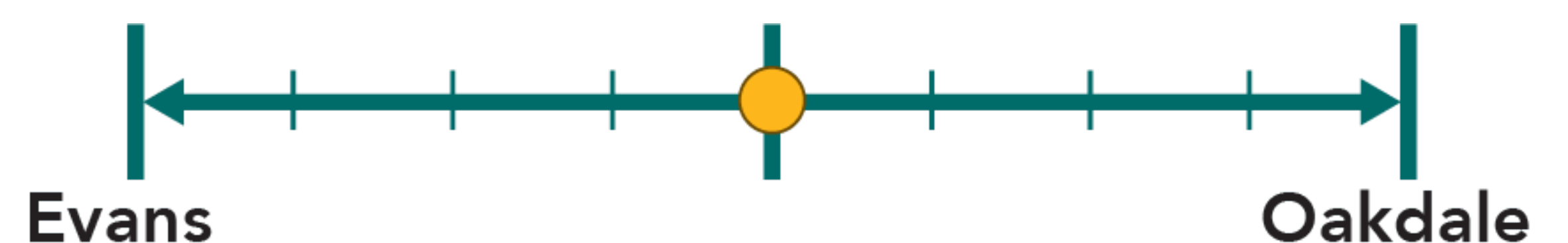
Engineering Feasibility

Both potential station locations have engineering challenges. Attempting to locate a station immediately adjacent to Evans Avenue would require the reconstruction of the rail bridge over Evans Avenue, and to avoid this reconstruction the platforms must be situated halfway between Evans Avenue and Jerrold Avenue. A station near Oakdale Avenue could be constructed closer to Oakdale itself and is not anticipated to require reconstruction of surrounding bridges, though does require adjustment of the freight spur track that diverges from the railroad at this location.



Site Contamination Likelihood

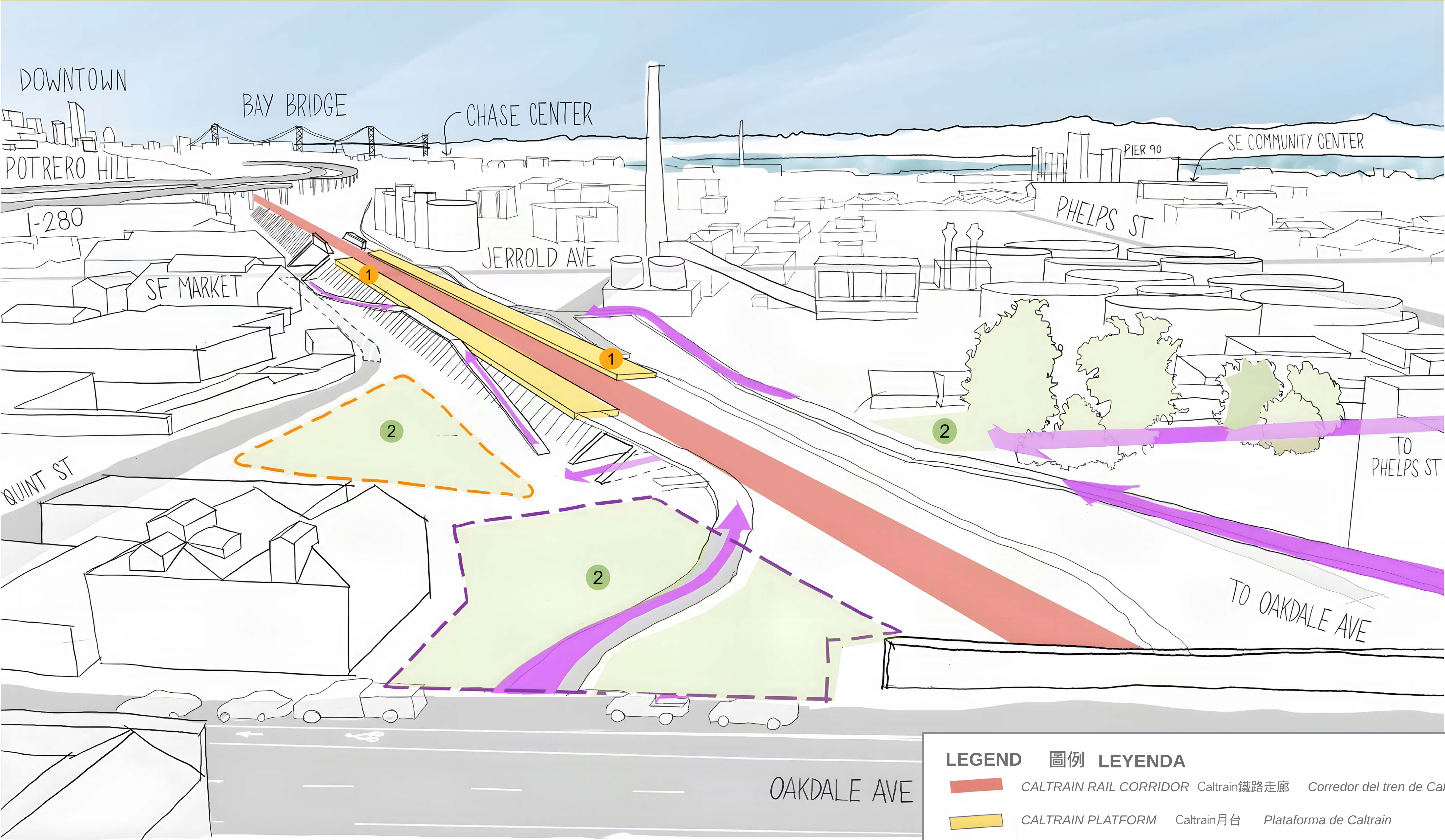
Due to the area's industrial history, there is a potential for soil and groundwater contamination, though the study's initial assessment indicates that any contamination would be typical for a longstanding railroad use and able to be mitigated using standard techniques. Both potential station locations perform equally under this metric as their risks are equal for contamination.



What is the most important thing you would like to see to make Oakdale station a success?

您認為要讓OAKDALE車站取得成功，
最重要的因素是什麼？

¿Qué es lo más importante que quisiera ver para
hacer que la estación de Oakdale sea un éxito?



The design shown here is illustrative only, and any specific design details, access points/routes, plaza location/configuration details, and station amenities are subject to further engineering, identification of funding, and coordination with Caltrain, SFPUC, and community members.

此處所示的設計僅為示意圖，任何具體的設計細節、入口/路線、廣場位置/布局細節以及車站設施都需要進一步工程設計、確定資金以及與Caltrain、三藩市公用事業委員會和社區成員協調。

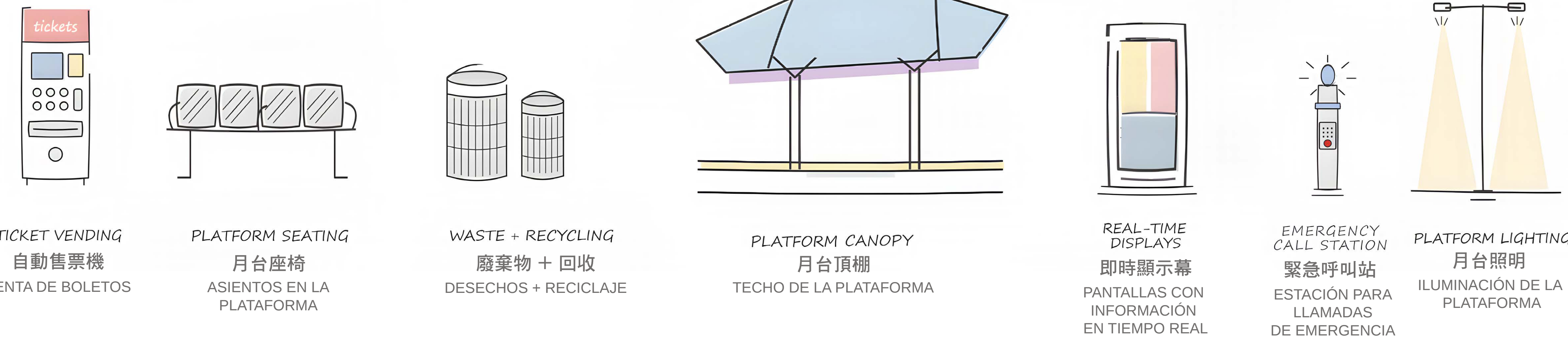
El diseño que se muestra aquí es solamente ilustrativo y cualquier detalle específico del diseño, los puntos o las rutas de acceso, los detalles de la ubicación o configuración de la plaza y las instalaciones de la estación están sujetos a más estudios de ingeniería, la identificación del financiamiento y la coordinación con Caltrain, SFPUC y los miembros de la comunidad.



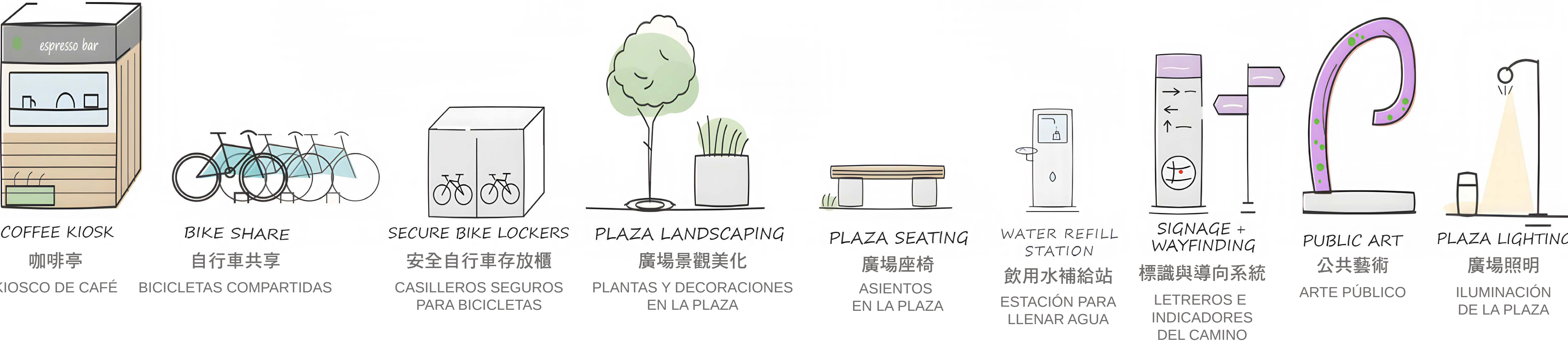
LEGEND 圖例 LEYENDA

- CALTRAIN RAIL CORRIDOR Caltrain鐵路走廊 Corredor del tren de Caltrain
- CALTRAIN PLATFORM Caltrain月台 Plataforma de Caltrain
- POSSIBLE PEDESTRIAN ROUTES 可能的步行路線 Posibles rutas peatonales
- POTENTIAL FUTURE DROP-OFF 可能的未來下車處 Posible futuro lugar para dejar pasajeros
- POTENTIAL STATION PLAZA AREA 可能的車站廣場區域 Posible área de plaza de la estación

1 Potential Platform Amenities 可能的月台設施 Posibles instalaciones y servicios en la plataforma



2 Potential Plaza Amenities 可能的廣場配套設施 Posibles instalaciones y servicios en la plaza



Add a sticky note to let us know. 添加便利貼來告訴我們。 Agregue una nota adhesiva para hacernos saber.