Open House Structure

**INFORMATION BOARDS**
- Transit District
- What are the Opportunities?
- Development Parcels
- Train Service in Redwood City
- Equity through Sustainability
- Benefits of TOD

**ABOUT TRANSIT DISTRICT PLANNING**
- Caltrain Service Vision
- Dumbarton Rail Corridor
- Grade Separations
- What does a multi-track station look like?

**COMMUNITY BENEFITS**
- Building a Better Street Experience
- Building Height for Urban Vitality

**TRANSPORTATION IMPROVEMENTS**
- Benefits of TOD

**IDENTITY AND CHARACTER**

**WAYS TO PARTICIPATE**
- Survey
  - Items requesting feedback. See survey station for questions.
- General Comments
  - Click the “FEEDBACK” button on the Lower Right Hand Corner of the Virtual Open House Screen

**Upcoming Dates**
- **Open House:** October 19 - November 8
- **Virtual Town Hall:** November 20
- **Live staff Q&A for Grade Separations:**
  - December 9th
  - December 15th/17th
  - (focus on Maple, Main, and Chestnut crossings)
  - (focus on Whipple, Brewster, Broadway crossings)
- **Council Meeting:** Tentative January 2021
**What is the Transit District?**

The Transit District is a sub-area of the Downtown Precise Plan, which generally includes the Sequoia Station Shopping Center, bus depot, train station and the surrounding public parking. The Transit District would plan for how much residential, office, and retail space should be built next to the station, what the building heights should be, and set aside land for open space, train tracks, bus and train station(s) and station amenities such as cafes, bike parking, and pickup and drop-off locations. The Transit Plan would also improve car, bike, and walking connections between the Downtown and surrounding neighborhoods.

**Why are we planning the Transit District now when there are so many other priorities?**

The City has an exciting opportunity to meaningfully plan for Redwood City's transit needs. With the proposal at Sequoia Station Shopping Center, we have an opportunity to consider redevelopment next to the station that will create affordable housing and jobs, and maintain retail shopping while dedicating additional space for track expansion and transit center improvements. The long-term success of our community and our downtown relies on people being able to use high-quality transit service instead of driving themselves for all trips. This planning work will help define how much space is needed around the railroad tracks to build grade separations and/or a new transit center. Even if we don’t plan to build these projects now – having the space and the long-term plan is critical for Redwood City.

**Doesn’t COVID-19 mean that people won’t be taking trains or buses, but driving alone?**

In the short-term, yes. Many offices have approved telework plans, reducing commuters and causing a steep decline in transit ridership. Americans have also been encouraged to protect transit for essential workers, and to avoid riding on trains or buses unless necessary. Long-term, this trend is unlikely to continue as the regional economy relies on the movement of people and goods. There simply isn’t enough space on our roadways for everyone to drive themselves, doing so would cause significantly worse congestion than we felt before the pandemic. Environmental goals such as reducing greenhouse-gases rely on transit as a way to reduce car emissions, one of the largest contributors to global warming. The planning and construction of major transit projects take many years, if not decades, to complete. It is smart planning to continue to create long-term plans for transit, particularly when they are critical to meeting our climate and economic goals.
What are the Opportunities?

**Existing**

- **Existing Buildings Constrain Caltrain Expansion**
- **Downtown Separated by Train Track**
- **Car-oriented Shopping Plaza + Surface Parking Lots**

**Opportunities**

- **Redevelopment Enables Increased Train Service**
- **A Connected Public Realm through Downtown**
- **Transit-oriented Development with Activated Ground Floor**

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**Existing Buildings Close to Track**

**Conceptual Expanded Caltrain Right-of-Way Requiring Redevelopment**

**Existing Buildings Constrain Caltrain Expansion**

**Downtown Separated by Train Track**

**Car-oriented Shopping Plaza + Surface Parking Lots**

**Transit Center location and design is conceptual, to be determined by transit service needs and grade separation study findings**

**OPT2: Alternative Station Location (if 4 tracks)**

**OPT1: Current Station Location**
Development Parcels

**Perry Parcel**
Ownership: Peninsula Corridor Joint Powers Board (JPB) (Caltrain)
Site Area: 2.5 ± Acres

**Transit Center**
Ownership: Peninsula Corridor JPB (Caltrain), Tift, Terry L Family Trust (A-1 Party Rental)
Site Area: 3 ± Acres

**Sequoia Station Shopping Center**
Ownership: REG8 Sequoia Station (Regency Centers), Safeway, Inc., San Mateo Co Transit Dist (SamTrans)
Site Area: 12 ± Acres

Mixed Use Opportunities
Provide your feedback in survey!

Existing Conditions

1. Perry Parcel
2. Caltrain Station Platform Looking Northwest with Transit Center on Left
3. Caltrain Station Platform Looking Southeast
4. Little River Park
5. James Avenue Looking North
6. Jefferson Avenue Looking North
7. El Camino Real Looking Northwest
Transit in Redwood City Today
Caltrain and SamTrans provide transit service in Redwood City and surrounding communities. Caltrain operates 76 daily trains during the weekdays that serve Redwood City, and SamTrans currently operates 18 bus routes in the City.

Average weekday boardings: 1,521

**Redwood City Transit Center**

- **Caltrain Lines and Stations**: 270, 276, 277, 278, 279, 397, 398, ECR, KX

**Average Daily Weekday Ridership**
- 0-100
- 101-500
- 501-1,398

**Other Amenities**
- Parks
- Schools
- Public Facilities

**Caltrain**
- Riders Living in the City: 1,285
- Riders Working in the City: 1,350
- Residents or Employees Riding 5+ Days Per Week: 54%
- Resident Riders Per Capita: 1.5%

**Daily Caltrain Riders in RWC**
- 2006: 1,870 (73% Growth)
- 2015:

**Population Growth**
- 2006: 78,100
- 2015: 81,400

**SamTrans**
- Average weekday boardings: 1,521
- 5% of residents take transit to work today
- Over 20% of survey respondents stated they would be interested in commuting by public transit

Local shuttle network ridership is over 2,500 riders per month and provides connection for job centers to Caltrain stations.

Source: Caltrain Business Plan, RWCmoves Transportation Plan (July 2018), Reimagine SamTrans (November 2019)

Transit in Redwood City in the Future
Both Caltrain and SamTrans envisions a better transit system that will be more effective and responsive to the needs of riders and the community, through Caltrain Business Plan and Reimagine SamTrans.

**Caltrain**
- **Increased Service**
  - The Caltrain Business Plan envisions how Caltrain will help meet regional mobility goals over the next 20 to 30 years. The Caltrain Board adopted a Service Vision that includes increased train service over that time with new local and express trains.

**Additional Space for Tracks**
- To allow more trains, a station with passing tracks is needed in Redwood City. Space for such a station will require more land alongside the tracks and changes to nearby streets and intersections to allow for additional trains without substantial interference to car, bike, and pedestrian traffic.

**Redevelopment of Sequoia Station**
- Enables this expansion of the railroad by shifting the existing Safeway and CVS buildings away from the tracks.

**Reimagine SamTrans**
- Reimagine SamTrans is an in-depth study that comprises State of SamTrans, Market Research and Public Outreach. It will result in a redesigned bus network in 2021.

Possible improvement includes:
- More frequent service
- Earlier/ More midday/ Later bus service
- More weekend service
- Service to new areas
- Faster routes with fewer stops
- Timed transfers to regional transit
- More bus stop shelters
- Improved real-time Information
Equity through Sustainability

**2030 Climate Action Plan**
Actions and opportunities identified to reduce greenhouse gas (GHG) emissions within the community and City operations to meet and exceed the State target of 40 percent below 1990 levels by 2030, with a target of 50% below 2005 levels by 2030.

**Transit Taking Cars Off of Streets**
Today, Caltrain carries 4 freeway lanes worth of people during rush hour. Caltrain’s 2040 vision adds the equivalent capacity of 5.5 new freeway lanes.

**New Development Promotes Biking and Walking**
Instead of a superblock with surface parking that exists today, new development could feature a grid of bikeable and walkable streets that connect residents to the transit center and Downtown.

**Caltrain Electrification**
Electrification of the Caltrain corridor is underway and will allow Caltrain to run faster, more frequent service while reducing noise and emissions.

**Electrification for New Construction**
San Mateo County has adopted All-Electric Energy Code Ordinance. Building electrification will encourage safer, healthier buildings meeting advanced climate goals.

**RWCmoves**
Promote the best travel experience possible for everyone in Redwood City by creating and maintaining a safe, multimodal, and accessible transportation network.

Assumes 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour
Benefits of Transit-oriented Development (TOD)

Transit-oriented development (TOD)
Contemporary transit planning is centered on creating vibrant walkable neighborhoods surrounding mass transit stations, called Transit Oriented Developments (TODs). TODs promote equity and sustainable living. These developments offer a mix of uses close to transit to support public at all income levels, as well as high quality public space, amenities such as retail and dining. By connecting communities, destinations, and amenities through improved access to transit, TODs promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; reduce traffic; and reduce greenhouse gas emissions.

- Increased Service
- More Housing and Jobs
- Retail and Restaurants
- Affordable Housing
- Open Space (Ex. Event Plaza, Green Park)
- Farmer’s Market
- Community Services (Ex. day-care center, senior center)
- Health & Wellness Facilities (Ex. gym, yoga studio, bike hub)
- Comfortable and safe walking and biking paths through the site that also connect to Downtown
- Mobility Hub (Ex. bike parking, bike shop, e-scooter)
- Family-oriented Entertainment (Ex. bocce, bowling alley, mini-golf)
- Safe, well-lit, and convenient parking
Building a Better Street Experience

El Camino Real Improvements

Improvements are recommended to make walking along El Camino Real safer, more pleasant and enjoyable. Safe pedestrian crossings are provided at all Activity Centers and at conveniently spaced intervals in between.

Recommended Improvements include:
- Frontage Improvements (sidewalk expansion, infill canopy trees, pedestrian oriented street lighting)
- New crosswalk with pedestrian signal and median refuge
- Add median canopy trees and replace existing conifers and/or small trees.
- Protected bike lanes

Development Opportunities

Neighborhood Retail

Building on top of the existing successful Safeway and CVS, new development has the opportunity to deliver an active ground floor with neighborhood-serving retail.

Better Transit Experience

Transit-oriented retail could be provided to create a better transit experience while waiting for trains.

Pedestrian Street and Open Space

Pedestrian-oriented or pedestrian-only street that connects to the train station would promote walking and create a safer environment.
Caltrain Service Vision

Caltrain has developed three long-range service scenarios that illustrate different choices for how the railroad could grow over time. Each of these scenarios incorporates and builds on the existing projects and policy commitments in the corridor. Although these scenarios are illustrative, they have been developed at a high level of detail to provide a realistic and nuanced picture of how rail service in the corridor could grow and what kinds of trade-offs might be required.

Weekday Ridership Demand Over Time

Potential Impact to the Transit District

Implementation of the illustrative “Moderate Growth” 2040 Service Scenario would require the construction of several 4-track stations throughout the corridor including the construction of a 4-track station in Redwood City. Implementation of the illustrative “High Growth” 2040 Service Scenario would require up to 13 miles of new 4-track segments along the Caltrain corridor including a potential 4-track segment running from Hayward Park in San Mateo south to a 4-track station in Redwood City.

Dumbarton Rail Corridor

Project Overview

The proposed Dumbarton Rail Corridor Project would provide a new mass transit system between the San Francisco Peninsula and the East Bay, connecting the Caltrain Sequoia/Redwood City station to the Union City BART station. Between Redwood City and Newark, the Project would primarily utilize an existing railroad right-of-way owned by the District. East of Newark, the Project would either enter a railroad corridor owned by Union Pacific Railroad, or utilize a new, dedicated corridor within public right-of-way. The alignments under study would support one of several potential electric transit technologies, including commuter rail, light rail, and other mass transit technologies.

Estimated Ridership

- 24,000 trips/day
- 7.3 million annual trips

How does Dumbarton Rail affect Redwood City?

The activation of Dumbarton Rail corridor has been studied many times over the last few decades. Most recently, a mass transit system between Redwood City and Newark is being evaluated through a public-private partnership. The goal of the project would be to enhance mobility between the East Bay and the Peninsula, reduce vehicle miles traveled / greenhouse gas emissions and accommodate anticipated population and employment growth.
Grade Separations

What are grade separations?
Grade separations are when train tracks or the crossing street are raised or lowered so they don’t cross at the same level. These allow for car, bike, and pedestrian to cross over or under the tracks without having to wait. For example, the Jefferson Avenue underpass allows the street to pass under the railroad tracks. The Woodside Road overpass carries the street over the Caltrain tracks, removing any train related delays to people driving on Woodside. With more trains, grade separations increase safety and reduce delays for people crossing the tracks.

How do grade separations relate to station location?
Grade separations are critical for determining the location and design of a future train station. For example, if the tracks are raised to go over Whipple, there is a limited distance for the tracks to return to grade-level at the current Redwood City Transit Center. (Trains can only go downhill or uphill gradually.) Depending on the design of grade separations, streets may need to be grade separated or closed. Depending on the number of tracks at the station, the boarding platform may need to be shifted to minimize impacts to adjacent property. Similarly, if there are four sets of tracks at the Transit Center, grade separations or street closures are mandated by the Federal Railroad Administration to meet safety regulations.

Safety
Over 80 collisions occurred at Caltrain’s grade crossings in the 10 years from 2009-2018. 60 of the grade crossings had collisions, and more than 30 of these collisions involved a fatality.

Peak Hour Auto Crossings
Crossing Gate Downtime (min/peak hr)
Gate down times shown are indicative projections extrapolated from existing crossing performance. They are examples of “worst case” gate downtimes that could occur if no grade separations or grade crossing improvements were made. The three long-range service scenarios are described in the Caltrain Service 2040 Vision.

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N/A - Grade Separation required due to 4 track segment