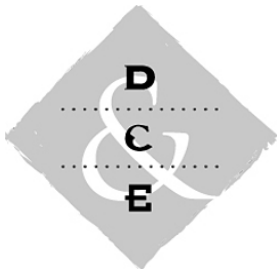


Appendix B: 31st Transit Center Alternative Program

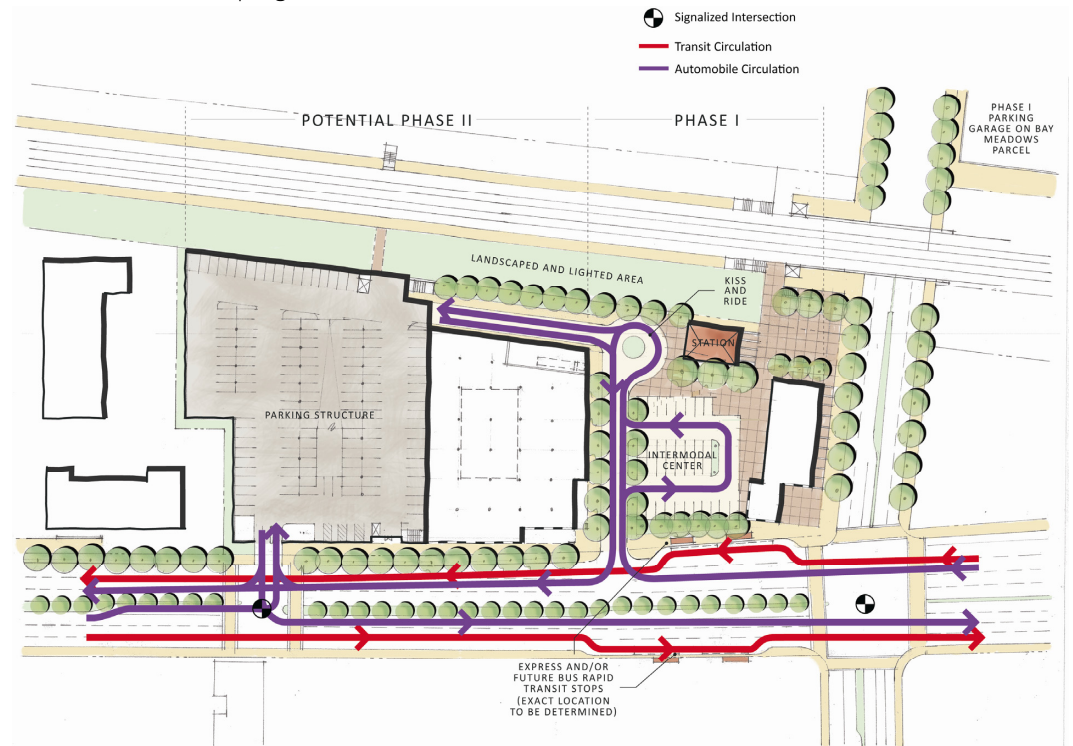


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MEMORANDUM

DATE March 3, 2011
TO Darcy Forsell
City of San Mateo
FROM Bruce Brubaker and Dahlia Chazan
RE **31st Avenue Transit Center Alternative Program**

This memorandum serves to document an alternative program for the relocated Hillsdale Caltrain station. The program is illustrated below.



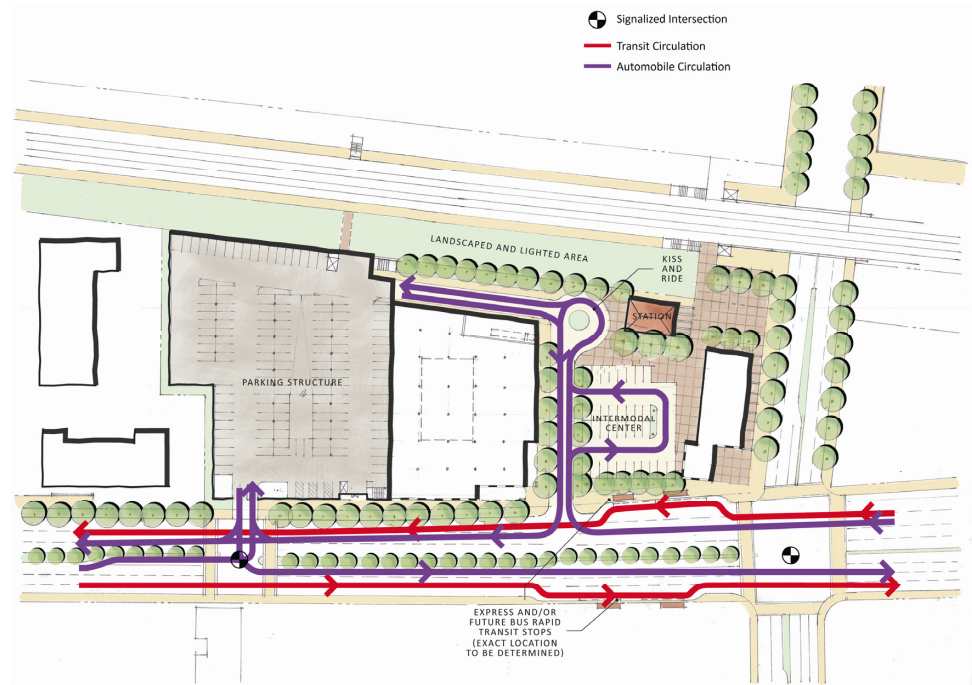
While the City's preference is for the Transit Center Program presented in the Hillsdale Station Area Plan, the 31st Avenue Transit Center Alternative Program may be considered in the future. This is because private property would need to be acquired in order to relocate the Hillsdale station. The Transit Center Program relies upon acquisition of all the parcels between the anticipated 31st Avenue extension across the train tracks and the existing Peninsula Station housing development. If it is not possible to acquire all of these parcels, the first phase of the 31st Avenue Alternative could be initiated without acquisition

of the parcel closest to Peninsula Station. This first phase would include a parking structure on the Bay Meadows Phase II side of the train tracks. A parking garage and associated residential and retail development shown there would be a second phase.

The 31st Avenue Alternative Program focuses the main entrance and Caltrain Station at a transit plaza facing the corner of El Camino Real and 31st Avenue, as shown in the illustration. Without a central transfer point, separate modes of transit are not as close to one another in this alternative program. During the first phase of the project, a second driveway restricted to right-in/right-out turns from the northbound direction accesses El Camino Real at the Transit Center. this right-in/right-out driveway would serve as its main entrance. In Phase II, a new signalized driveway provides direct access to the center's parking structure but allows vehicles to pass through the structure to access the Transit Center, passenger loading area, and surface parking located adjacent to 31st Avenue.

I. Bus and Shuttle Vehicle Access and Circulation

In the 31st Avenue Alternative Program southbound transit vehicles use a near side bus stop turnout on El Camino Real at 31st Avenue, while northbound vehicles use a far side turnout adjacent to the Transit Center separated from El Camino Real by a median. Transit vehicles remain essentially on-street, eliminating the delay associated with circulating internally in the Transit Center. However, the reduced delay is a trade-off with the greater capacity represented by the Transit Center Program included in the Plan. Shuttles enter the Transit Center area and use the same drop-off/pick-up area as kiss-and-ride vehicles.



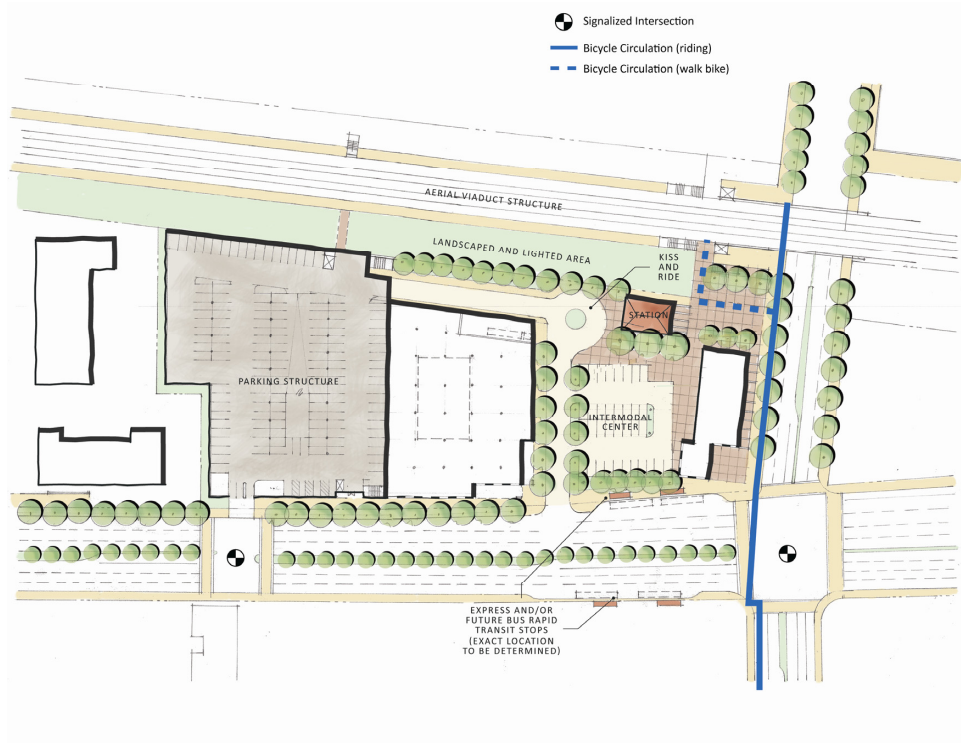
2. Automobile Access and Circulation

Vehicle access to the Transit Center only occurs on El Camino Real. The 31st Avenue Alternative Program's passenger loading function occurs off-street within the surface parking area adjacent to 31st Avenue. Vehicles access the parking structure or surface parking via internal circulation lanes.

The internal circulation also provides emergency vehicle access to the Transit Center and fire ladder vehicle access to the Caltrain platform.

3. Bicycle Access and Circulation

Bicycle access to the Transit Center for the 31st Avenue Alternative is very similar to that for the Transit Center Program shown in the Plan. Access is provided via the bicycle routes identified in the existing and planned bicycle facilities shown below. For passengers parking in the Phase I garage on the Bay Meadows Phase II property, the 31st Avenue Alternative Program provides a bridge connecting the potential parking structure on the east side of the train tracks directly to the northbound platform.



4. Pedestrian Access and Connectivity to Adjacent Development

Pedestrian access to the Transit Center for the 31st Avenue Alternative is very similar to that for the Transit Center Program shown in the Plan. Access is provided via the pedestrian facilities shown below. The crossings of the tracks are aligned with and next to the 31st Avenue undercrossing, reflecting the alternative location of the station building and plaza.

