

Downtown Railroad Pedestrian Crossing Feasibility Study

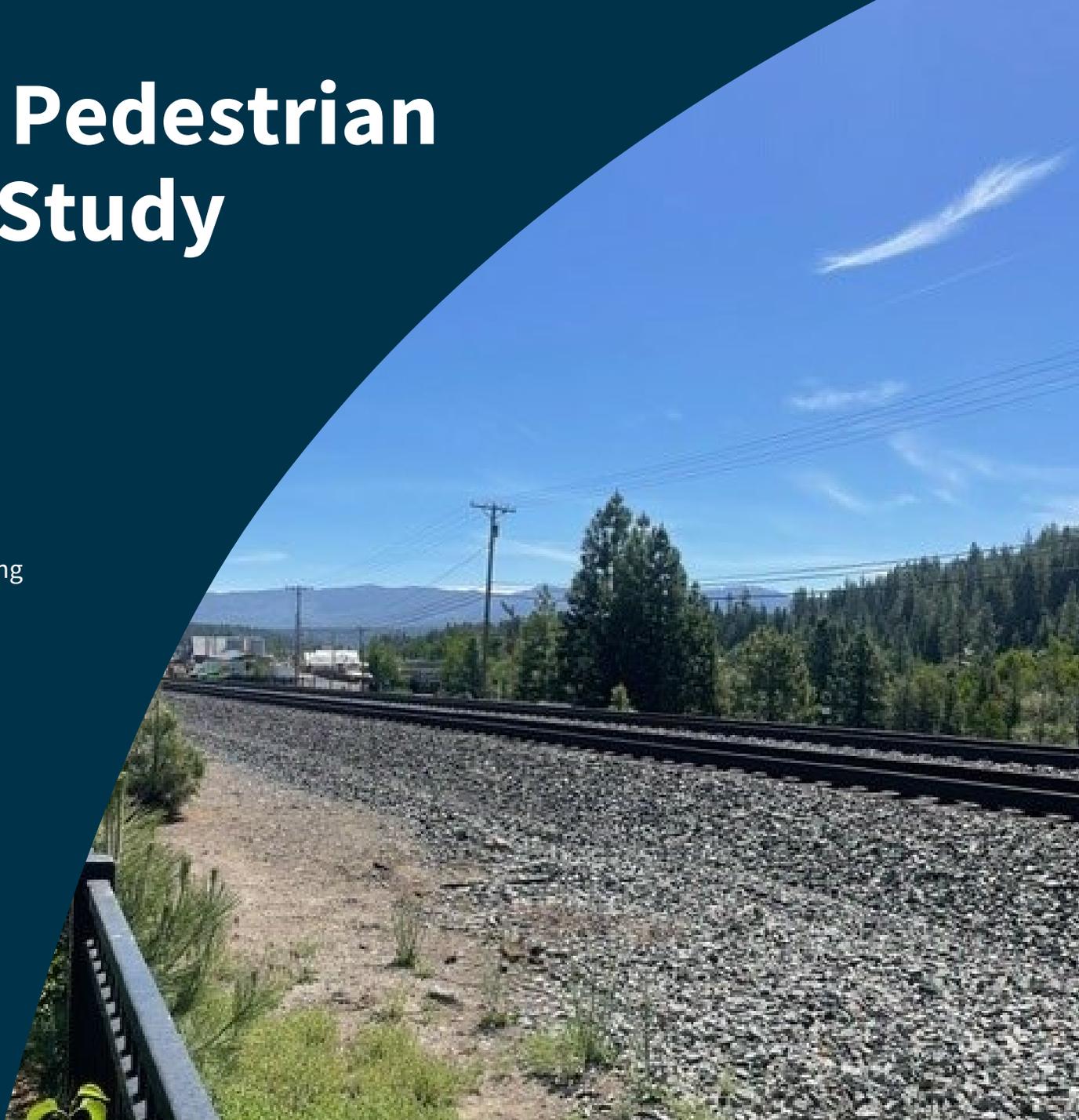


Technical Advisory Committee (TAC)

Meeting #3: Review Comparison of Alternatives and Alternatives Ranking

August 6, 2025

TRANSYSTEMS



Downtown Railroad Pedestrian Crossing Feasibility Study

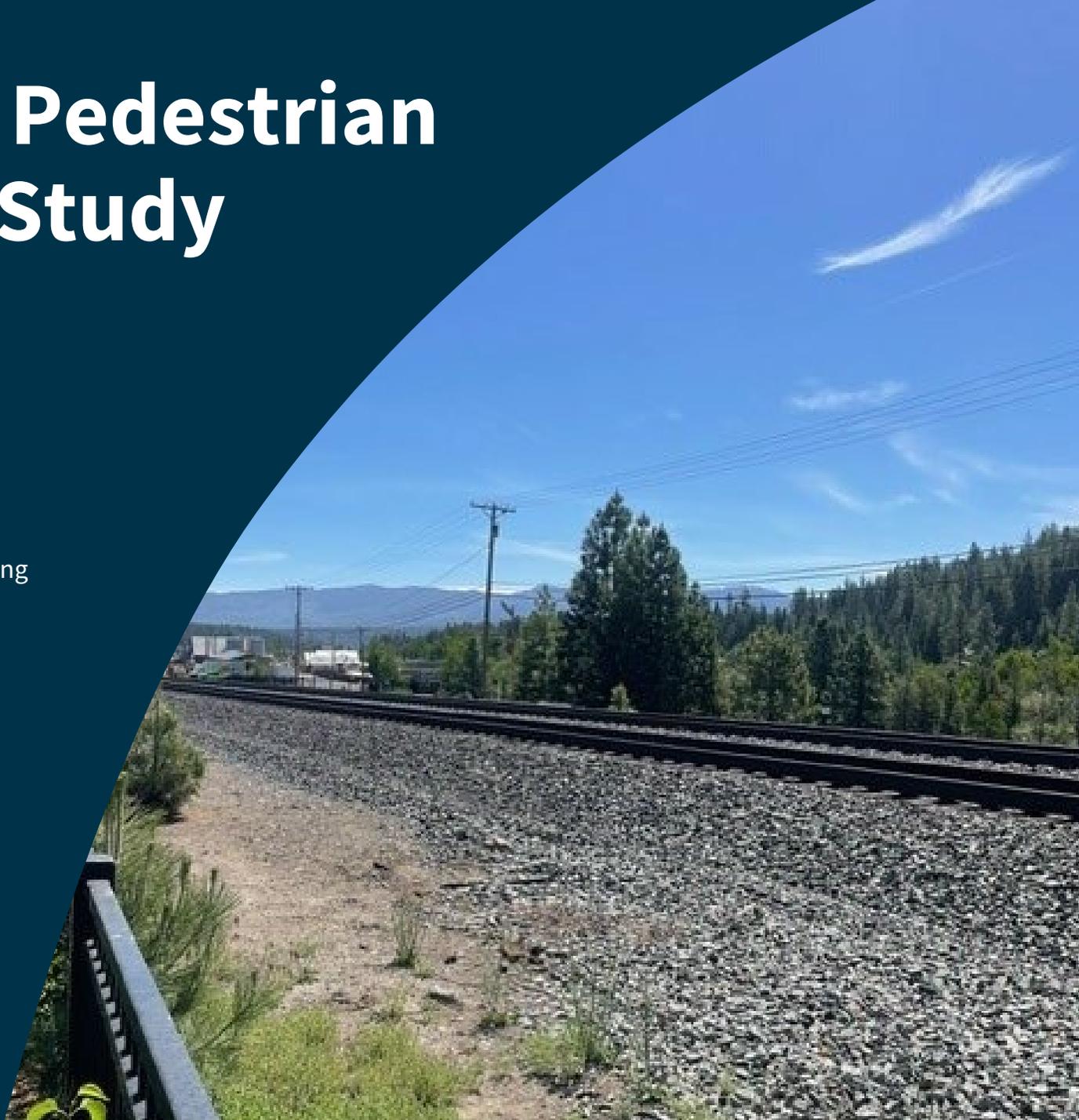


Community Review Committee (CRC)

Meeting #3: Review Comparison of Alternatives and Alternatives Ranking

August 13, 2025

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› MEETING GOAL

- Summary of Committee Input & Ranking Review
- Present Rough Order of Magnitude Costs
- Present Overcrossing Architectural Rendering
- Finalize Committee Input to Town Council



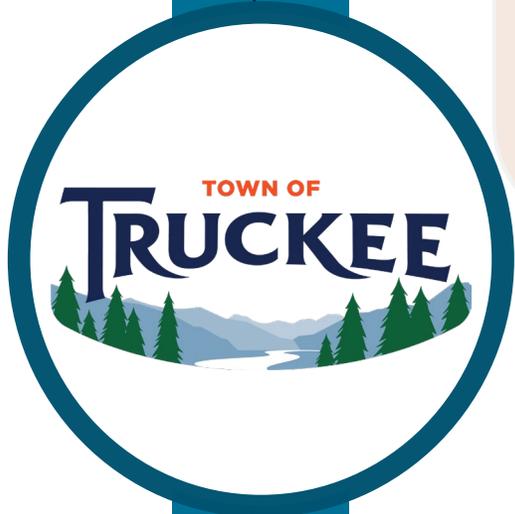
AGENDA

1. Welcome
2. Recap of the Site Walk on May 1, 2025
3. Summary of Committee Input & Ranking Review
4. Present Rough Order of Magnitude Costs
5. Present Overcrossing Architectural Rendering
6. Committee Input to be Provided to Town Council
7. Next Steps
8. Q&A

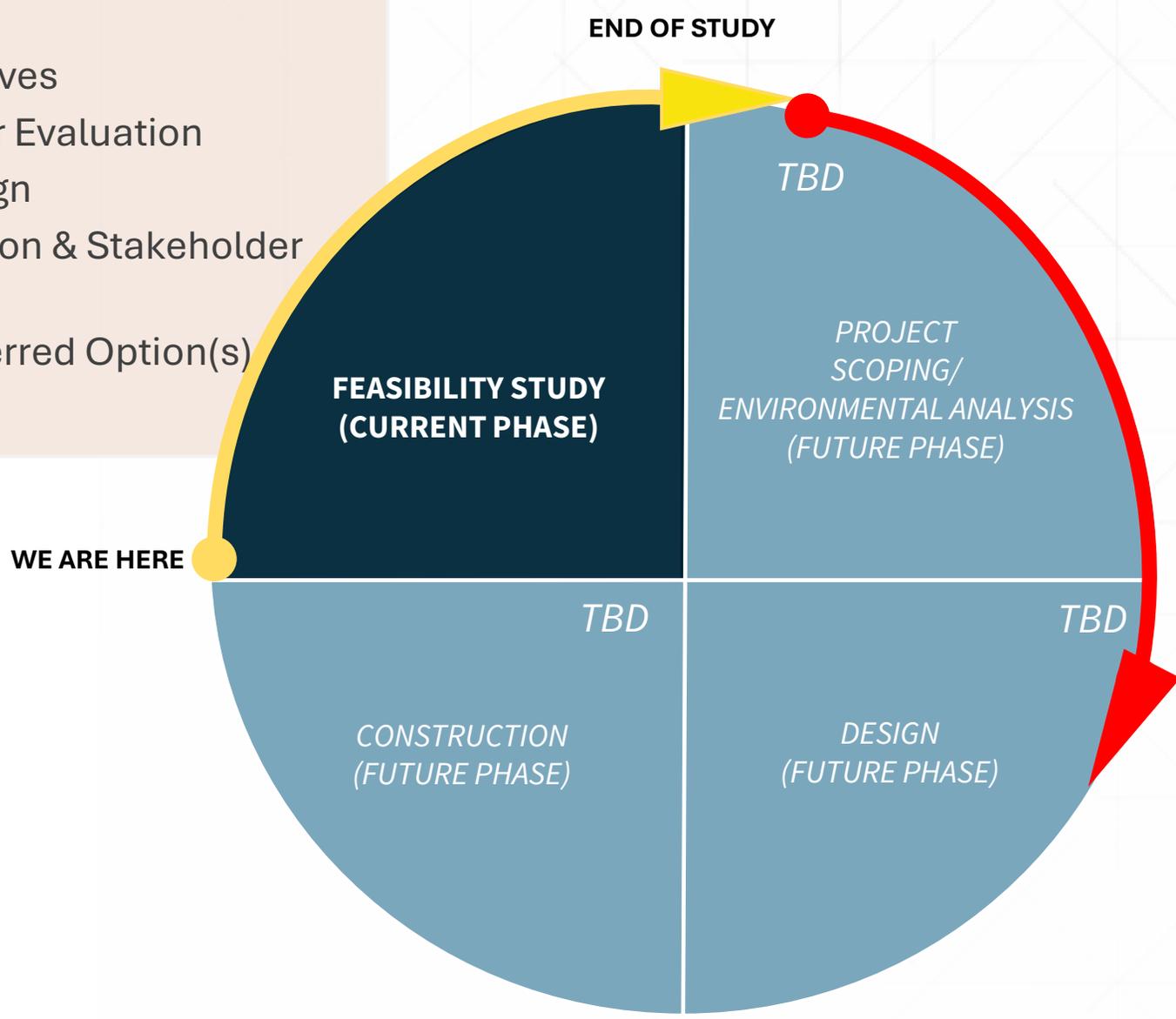
Project Overview

The study is evaluating alternatives for a future new grade-separated railroad crossing providing accessibility and connectivity for pedestrians and bicyclists in central Downtown Truckee. Potential alternatives included an overcrossing, an undercrossing, or an at-grade crossing.





- Grant Award
- Develop Alternatives
- Define Criteria for Evaluation
- Conceptual Design
- Public Consultation & Stakeholder Engagement
- Selection of Preferred Option(s)



Recap of the Site Walk on May 1, 2025

- On May 1, 2025, the Town convened the second CRC meeting, bringing together 18 committee members to review and discuss the proposed options in person.
- The Evaluation Criteria Matrix was shared with CRC members to gather their feedback, insights, and preferences regarding the various alternatives.





Exceeds Criteria	5
Meets Criteria	4
Somewhat Meets Criteria	3
Poorly Meets Criteria	2
Does not Meet Criteria	1

Railroad Crossing Feasibility Study
Criteria for Selecting Preferred Concept(s)

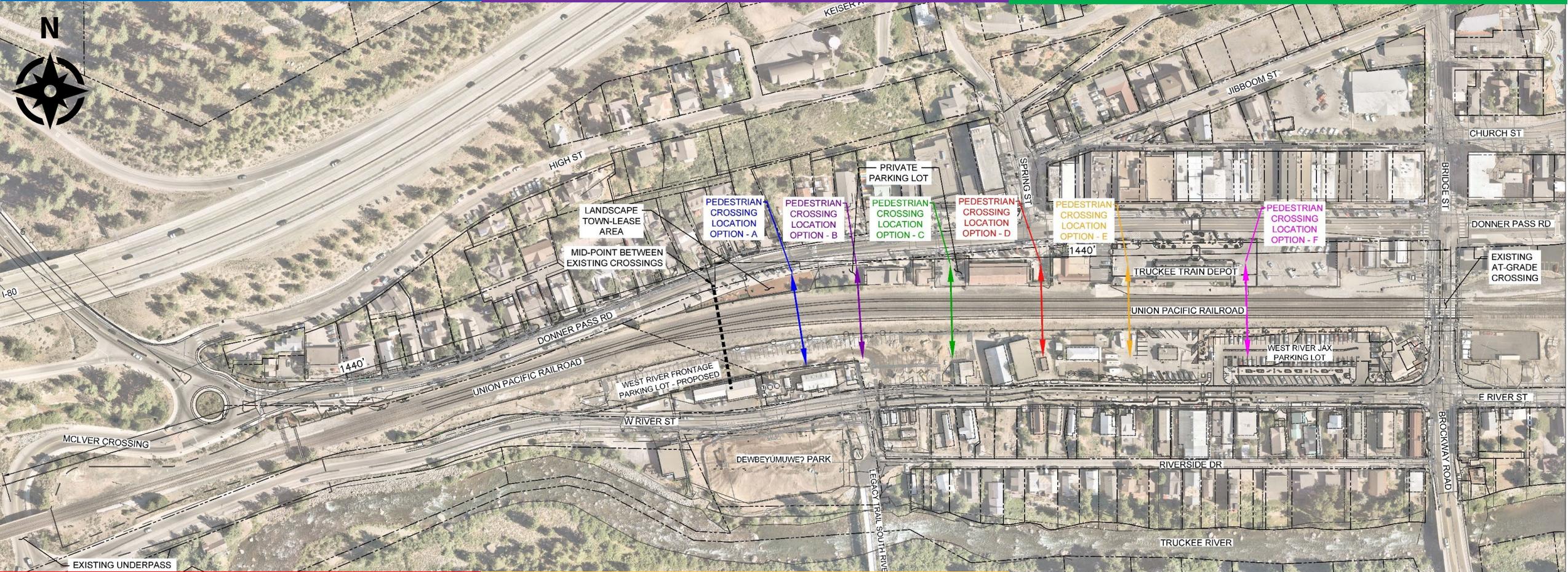
Tier 1 Criteria - Structure Type		Overhead Crossing with Ramps	Overhead Crossing with Elevator	Underpass with Ramps	Underpass with Elevator	Considerations
Feasibility	Ability to Gain Key Stakeholder Approval (UPVC/PUC)					
	Length of Crossing (end to end)					
	User Experience/Comfort					
	Safety/Potential for Crime Risks/Incidents					
	Visual Context within Historic Downtown					
	Constructability /Ease of Construction					
	Construction Cost					
	Weather-related Maintenance (e.g., Snow) and Functionality					
General Maintenance Costs						
Other Suggested Criteria to be Considered						

Tier 1 Criteria - Location		Location A	Location B	Location C	Considerations
Feasibility	Connectivity to Existing Bike/Ped Network				
	Minimize Impacts to Existing Parking				
	Minimize Impacts to Properties				
	Visual Context within Historic Downtown				
Other Suggested Criteria to be Considered					

LOCATION A
Utilize existing landscape area to connect to new parking lot

LOCATION B
Utilize existing parking lot to connect to new parking lot

LOCATION C
Utilize existing parking lot to connect to new parking lot.



LOCATION D
Utilize checkboard area and connects to existing industrial area.

LOCATION E
Utilize existing parking lot at Station to connect existing industrial area.

LOCATION F
Utilize existing parking lot at Station to connect to existing parking lot.

LOCATION A

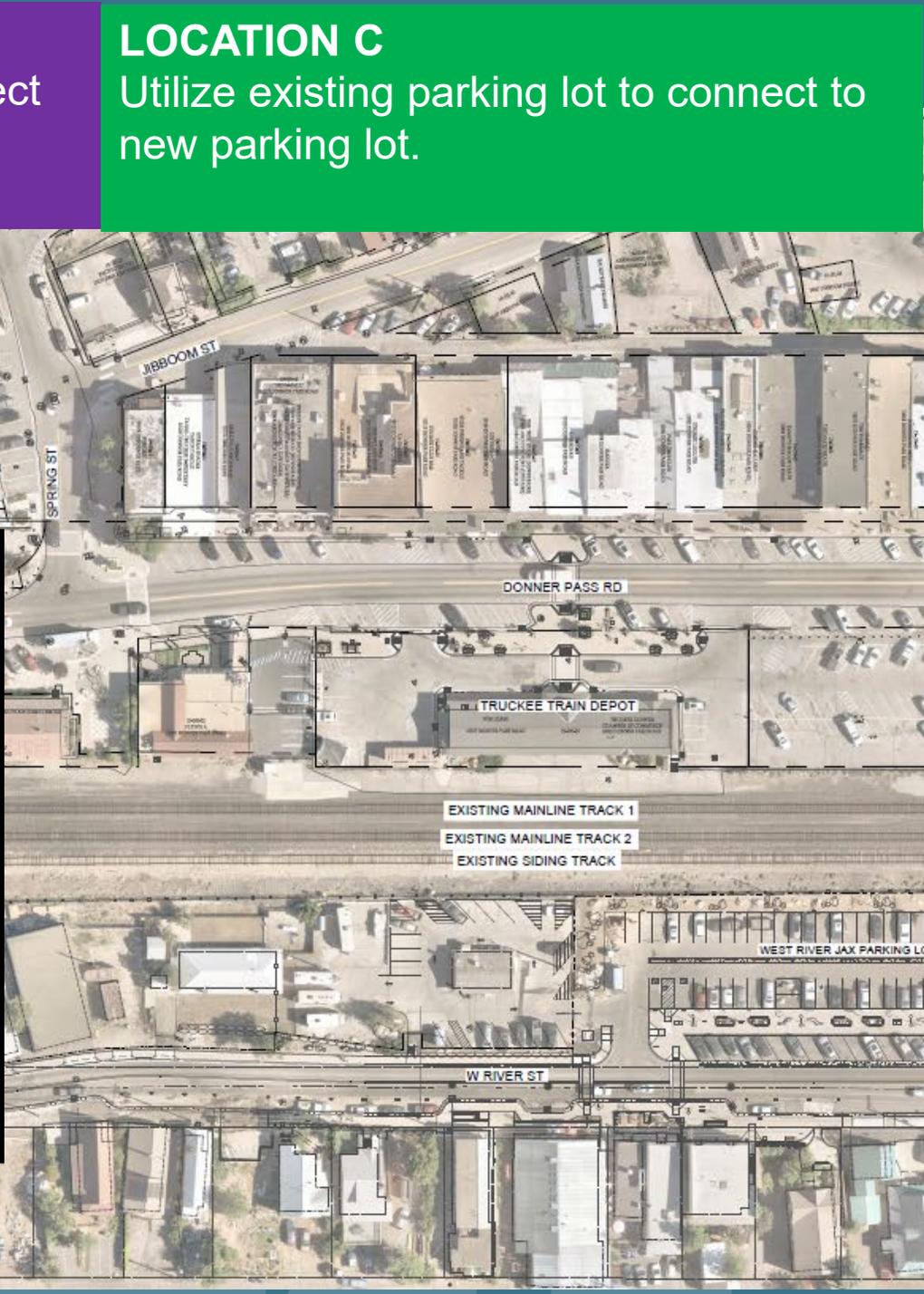
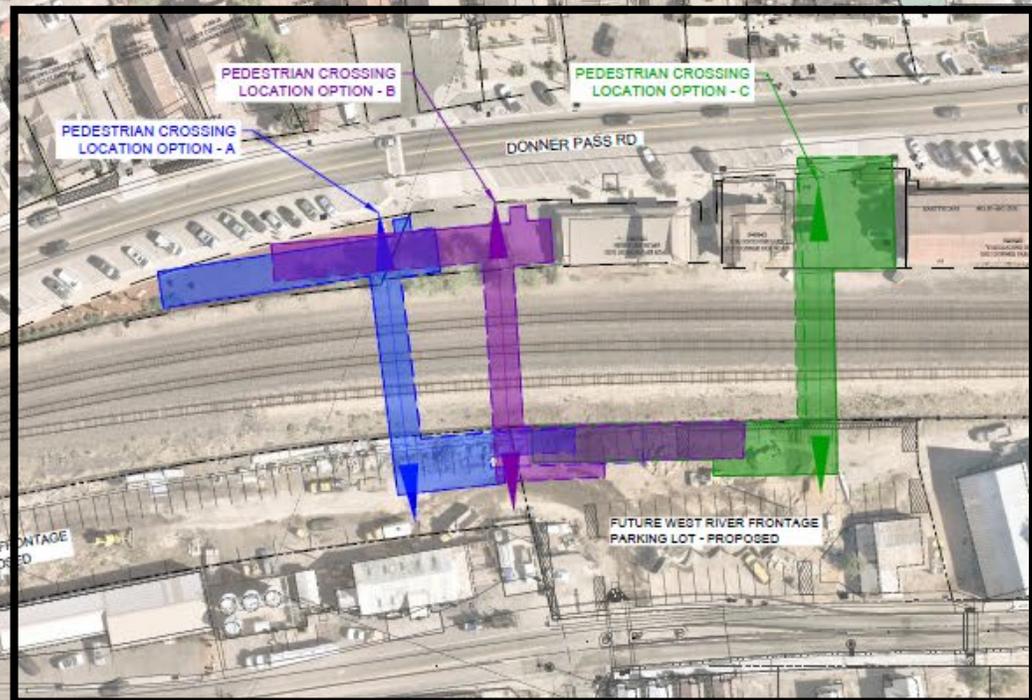
Utilize existing landscape area to

LOCATION B

Utilize existing parking lot to connect to new parking lot

LOCATION C

Utilize existing parking lot to connect to new parking lot.



Summary of Committee Input

- At-Grade alternative was not carried forward for further consideration due to clear limitations, including lack of stakeholder acceptability and failure to meet the project's Purpose and Need.
- Overhead Crossing with Elevator option scored best overall for structure type. It benefits from a shorter crossing length, improved user comfort and safety, and reduced surface maintenance.
- Location A scored the best due to its minimal impacts on parking and adjacent properties, as well as its strong alignment with the surrounding context.
- Location B was assessed to be similar to Location A, with some adverse impacts to parking.
- Location C was noted for one committee member as a potential integration with Amtrak services.
- High construction cost is a universal issue; however, an overcrossing is anticipated to be less expensive than an undercrossing.
- Undercrossing options were identified as functional, with concerns for UP approval and personal safety risks, with reduced visibility of the structure.
- Overhead options, were identified as functional, with concerns for changing the visual character of the historic district.
- Ramps are noted to create long walking distances, and to significantly increase the footprint of the structure.
- A hop-on hop-off trolley service was suggested by one committee member as an alternative to the pedestrian connection.
- A gondola service was also suggested by one committee member as an alternative to the pedestrian connection.

Total Points per Location

Criteria	Location A	Location B	Location C
Connectivity to Existing Bike/Ped Network	3	4	3
Minimizes Impacts to Existing Parking	4	4	2
Minimize Impacts to Properties	4	2	1
Visual Context within Historic Downtown	2	2	1
Total Score	13	12	7

Ranking

- Primary Preferred Location: Location A
- Second Preferred Location: Location B
- Least Preferred Location: Location C

Scoring in this summary has been inverted from the format used in the originally distributed evaluation matrix. In this summary, a score of 1 represents the lowest performance, while a score of 5 represents the highest performance. This adjustment was made to simplify interpretation, as higher scores in this version indicate more favorable or preferred options.

- A total of 8 completed matrices were completed and returned to the Town.

Total Points per Concept (Structure Type)

Criteria	Overhead Ramp	Overhead Elevator	Undercrossing Ramp	Undercrossing Elevator
Ability to Gain Key Stakeholder Approval	2	3	1	1
Length of Crossing (end to end)	1	4	1	3
User Experience/Comfort	2	3	3	2
Safety/Potential for Crime	2	3	2	1
Visual Context within Historic Downtown	1	1	3	3
Constructability /Ease of Construction	2	2	1	1
Construction Cost	1	1	1	1
Weather-related Maintenance	2	3	2	3
General Maintenance Costs	2	3	2	3
Total Score	15	23	16	19

Ranking

- Preferred Option: Overhead Crossing w/ Elevator
- Second Preferred Option Undercrossing w/ Elevator
- Third Preferred Option: Undercrossing w/ Ramp
- Least Preferred Option: Overhead Crossing w/ Ramps

Scoring in this summary has been inverted from the format used in the originally distributed evaluation matrix. In this summary, a score of 1 represents the lowest performance, while a score of 5 represents the highest performance. This adjustment was made to simplify interpretation, as higher scores in this version indicate more favorable or preferred options.

OVERHEAD CROSSING EXAMPLES



Lafayette Street pedestrian bridge
Portland, OR

Amtrak Station in Kingston
Kingston, RI

Caltrain Bayshore Station
San Francisco, CA

OVERHEAD CROSSING EXAMPLES



Jack London Square pedestrian bridge
Oakland, CA



38th and Blake commuter rail station
Denver, CO



Mine Shaft
Park City, UT

PRESENTATION OF DESIGN VISUALIZATION PLACEHOLDER



Initial Design Concepts and Footprint Overhead Crossing- Location A



Initial Design Concepts and Footprint Overhead Crossing- Location A



Initial Design Concepts and Footprint Overhead Crossing- Location A



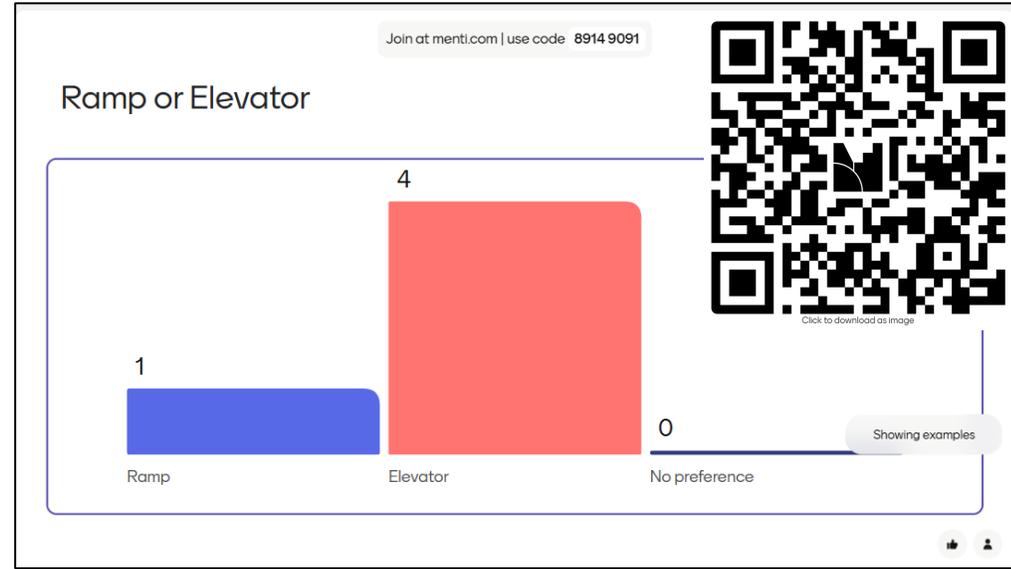
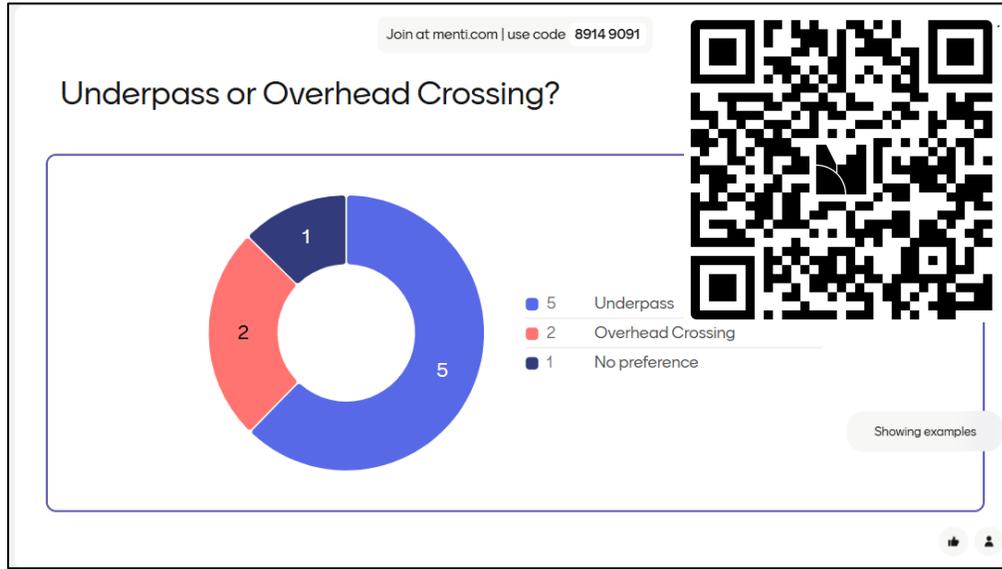
Initial Design Concepts and Footprint Overhead Crossing- Location A



ROUGH ORDER OF MAGNITUDE COSTS

- Approximate Range of Costs:
 - Overhead crossing with ramps and stairs: \$_____ to \$_____
 - Overhead crossing with elevators and stairs: \$_____ to \$_____
 - Undercrossing with ramps and stairs: \$_____ to \$_____
 - Undercrossing with elevators and stairs: \$_____ to \$_____
- Key cost estimate assumptions:
 - 2025 construction cost.
 - The approximate construction costs above include project development and design costs, UP review fees, and Town administration costs and contingency.
 - No property acquisition costs are anticipated.
 - O&M costs will be funded by Town.

Pulse Survey Questions



Pulse Survey Questions

Join at menti.com | use code 8914 9091

Mentimeter

List your questions or concerns regarding the project



Join at menti.com | use code 8914 9091

Mentimeter

What do you see as benefit offered by the project?



NEXT STEPS TO FINALIZE COMMITTEE INPUT

- Town Staff and TranSystems to Summarize Draft Committee Input to Town Council
- Draft Committee Input to be Distributed to Committee for Comments
- Final Committee Input to Town Council to be Developed (Hopefully to be done via email. Alternatively, a 4th committee meeting could be schedule to finalize the process)
- Draft Feasibility Report

NEXT STEPS TO COMPLETE FEASIBILITY ANALYSIS

- Admin Draft Feasibility Report Preparation
- Committee Review of Draft Feasibility Report
- Final Feasibility Report
- Recommendation to Town Council
- Town Council Action to Pursue Project or Not

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TOWN OF
TRUCKEE

OPEN DISCUSSION AND WORKSHOP

TRANSYSTEMS



