

Downtown Railroad Pedestrian Crossing Feasibility Study

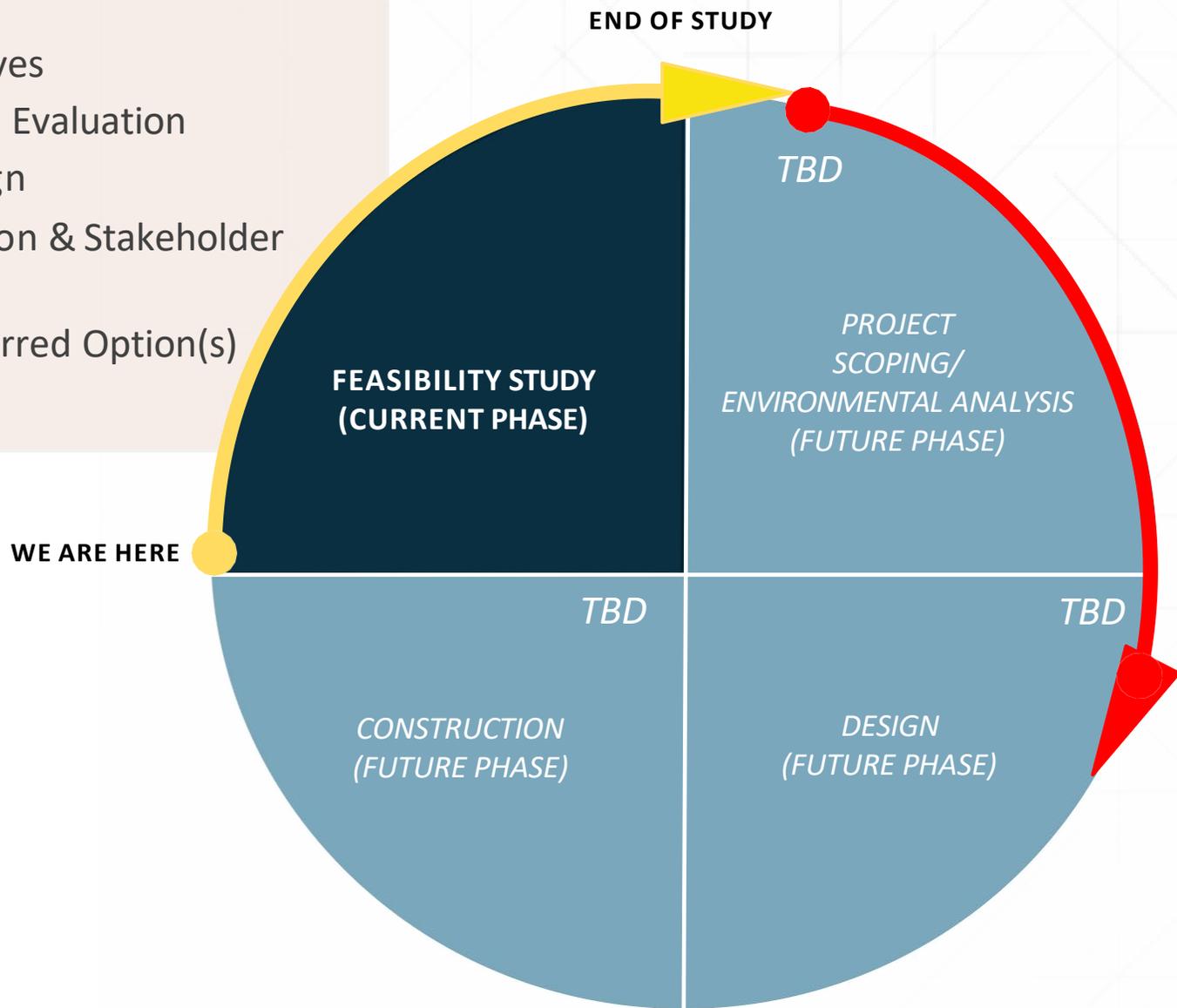


Truckee Town Council Meeting –
November 24, 2025





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



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.



STUDY PURPOSE



Bridge Street At-Grade Crossing



Provide better connectivity



The study will evaluate alternatives for a new railroad crossing that enhances accessibility and connectivity for pedestrians and bicyclists in historic Downtown Truckee.

- Improve pedestrian and bicycle safety in Downtown by assessing the feasibility of a new rail crossing.
- Maintain or improve pedestrian and bicycle circulation with or without a train present at the Downtown station.
- Improve access for residents and visitors to both sides of Downtown and new community features like parks and the Truckee River.
- Protect the historic character and buildings in Downtown Truckee.

RELATIONSHIP TO TOWN PLANS, GOALS, AND POLICIES

The Downtown Railroad Pedestrian Crossing Feasibility Study is rooted in existing plans and goals for Truckee’s Historic District detailed in:

Downtown Area Plan (2040 General Plan)	Railyard Master Plan	Trails and Bikeways Master Plan
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This study is one piece of a multi-project effort to enhance Downtown Truckee and provide better connectivity for the travelling public, economic growth opportunities, and revitalized spaces, while preserving town Truckee’s historic integrity. Other related projects include:

West River Site Project / DEWBEYÚMUWE? PARK	Jibboom Street Sidewalk Feasibility Study and Improvement Project	Reimagine Bridge Street
Brickelltown Historic District	Truckee River Legacy Trail & New Truckee River Pedestrian Crossing	West River Street Streetscape





General study limits

EXISTING UNDERPASS
(ROAD AND SIDEWALK
UNDER RAILROAD)

MID-POINT BETWEEN
EXISTING CROSSINGS

LANDSCAPE
TOWN-LEASE
AREA

PRIVATE
PARKING LOT

1440'

TRUCKEE TRAIN DEPOT

UNION PACIFIC RAILROAD

WEST RIVER FRONTAGE
PARKING LOT - PROPOSED

WEST RIVER JAX PARKING LOT

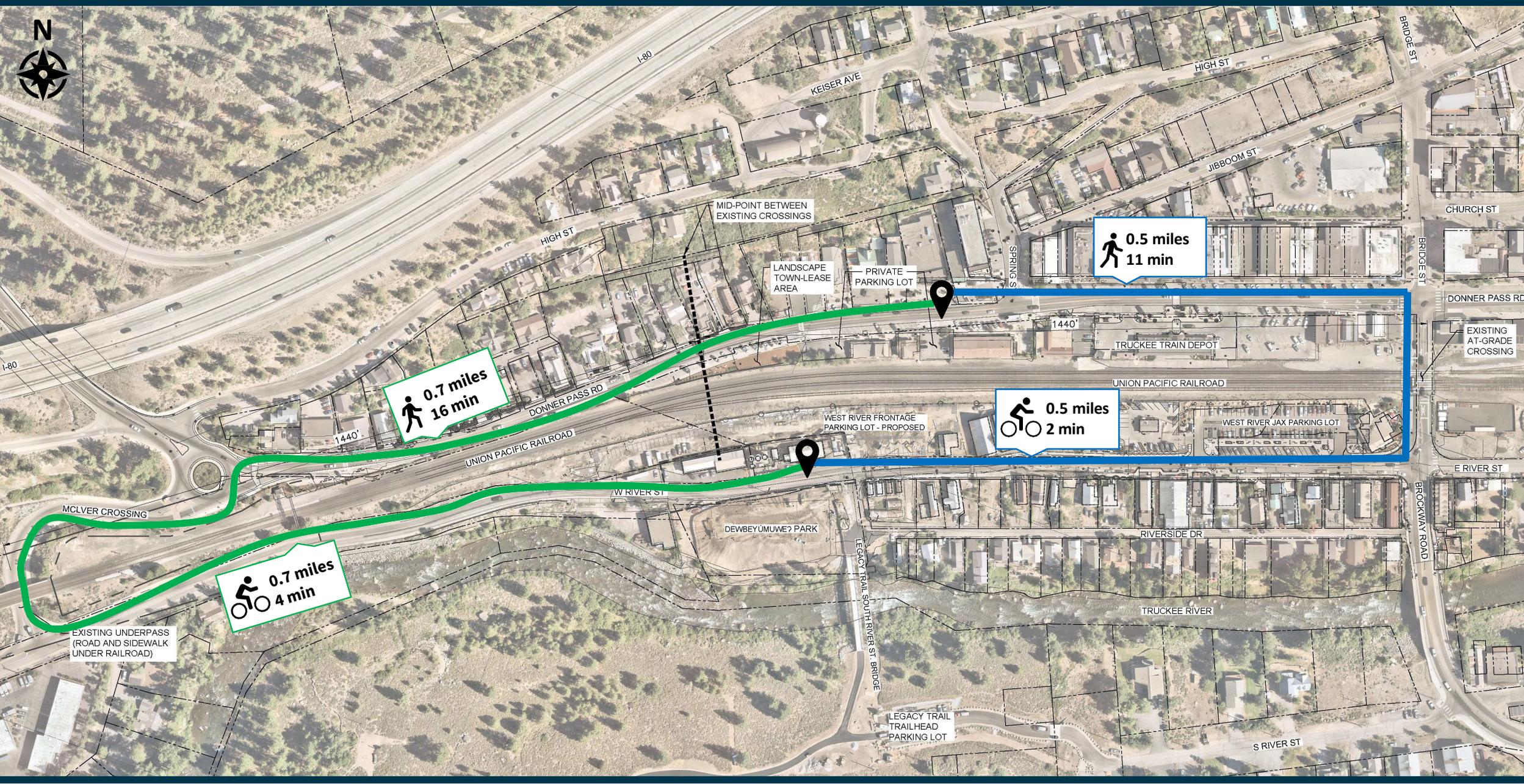
EXISTING
AT-GRADE
CROSSING

TRUCKEE RIVER

LEGACY TRAIL
TRAILHEAD
PARKING LOT

S RIVER ST

STUDY AREA



0.7 miles
16 min

0.7 miles
4 min

0.5 miles
11 min

0.5 miles
2 min

MID-POINT BETWEEN EXISTING CROSSINGS

LANDSCAPE TOWN-LEASE AREA

PRIVATE PARKING LOT

1440'

TRUCKEE TRAIN DEPOT

UNION PACIFIC RAILROAD

WEST RIVER FRONTAGE PARKING LOT - PROPOSED

WEST RIVER JAX PARKING LOT

EXISTING AT-GRADE CROSSING

MCLVER CROSSING

EXISTING UNDERPASS (ROAD AND SIDEWALK UNDER RAILROAD)

DEWBAYUMUWE? PARK

LEGACY TRAIL SOUTH RIVER ST. BRIDGE

LEGACY TRAIL TRAILHEAD PARKING LOT

TRUCKEE RIVER

S RIVER ST

I-80

KEISER AVE

HIGH ST

JIBBOOM ST

BRIDGE ST

CHURCH ST

DONNER PASS RD

E RIVER ST

BROCKWAY ROAD

RIVERSIDE DR

HIGH ST

DONNER PASS RD

UNION PACIFIC RAILROAD

W RIVER ST

BRIDGE ST

SPRINGS

I-80

1440'

1440'

PRELIMINARY POTENTIAL CROSSING LOCATIONS



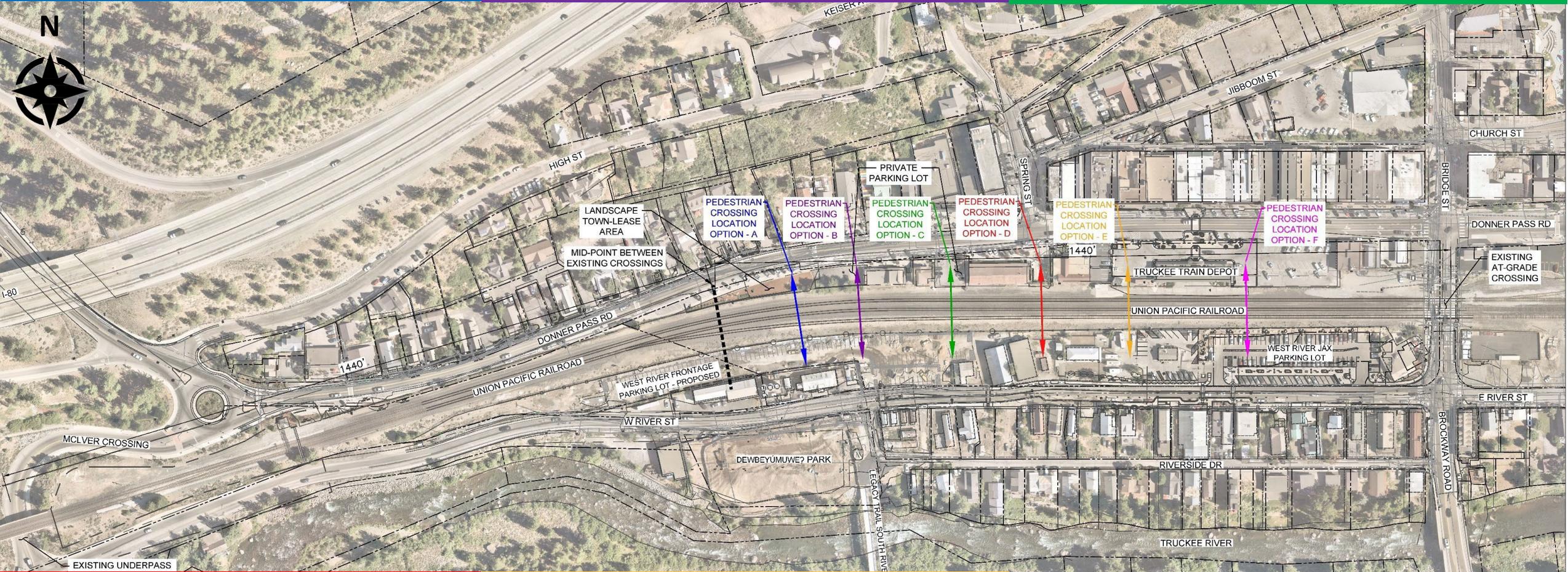
Criteria for the potential crossing locations selected:

- Safe and accessible.
- Aligned with Downtown pedestrian and bicycle circulation.
- Minimal impact to existing structures, environment.
- Located between the existing crossings at Bridge Street and the underpass east of the McIver roundabout.
- Provides connections from Downtown Truckee to recreational areas, trails, and local businesses.

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.

CONCEPTUAL CROSSING OPTIONS

OVERPASS

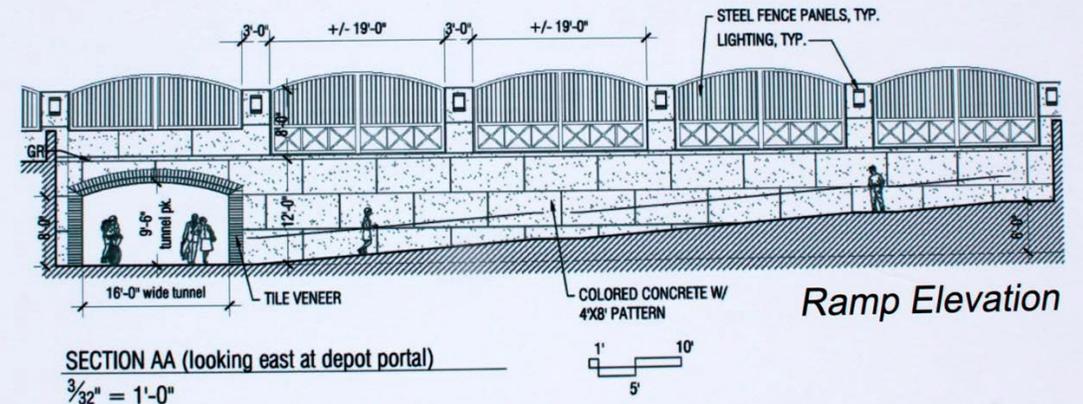
A structure that crosses over the tracks.

UNDERPASS

A tunnel that passes under the tracks.

AT-GRADE CROSSING

Involves safety measures and devices all crossing at the same level as the tracks.



AT-GRADE CROSSING

- › Typically, involves safety measures and devices that direct the flow of traffic and/or pedestrians at the same level as the tracks.
- › May not achieve the future project goals for safety and accessibility.
- › Unfortunately, new at-grade pathway crossings are not favored by UP and CPUC.

6.2 Bicycle/Pedestrian Pathways

UP does NOT allow new At-Grade Pathway Grade Crossings. Alternative plans should be considered to avoid crossing Railroad tracks at-grade. The addition of a bicycle lane or separate pedestrian Pathway should be reviewed for inclusion in the Highway-Rail Grade Crossing immediately adjacent, similar to a Sidewalk. Pathways parallel to the Railroad (inside the Railroad ROW) are not allowed. UP does not allow the use of the Railroad Access Roads for Pathway purposes.

UP will NOT permit any stand-alone recreational Pathways to cross the Railroad tracks at grade for safety reasons.

* Union Pacific Public Policy Manual, Section 6.2
Bicycle/Pedestrian Pathways (6-32)

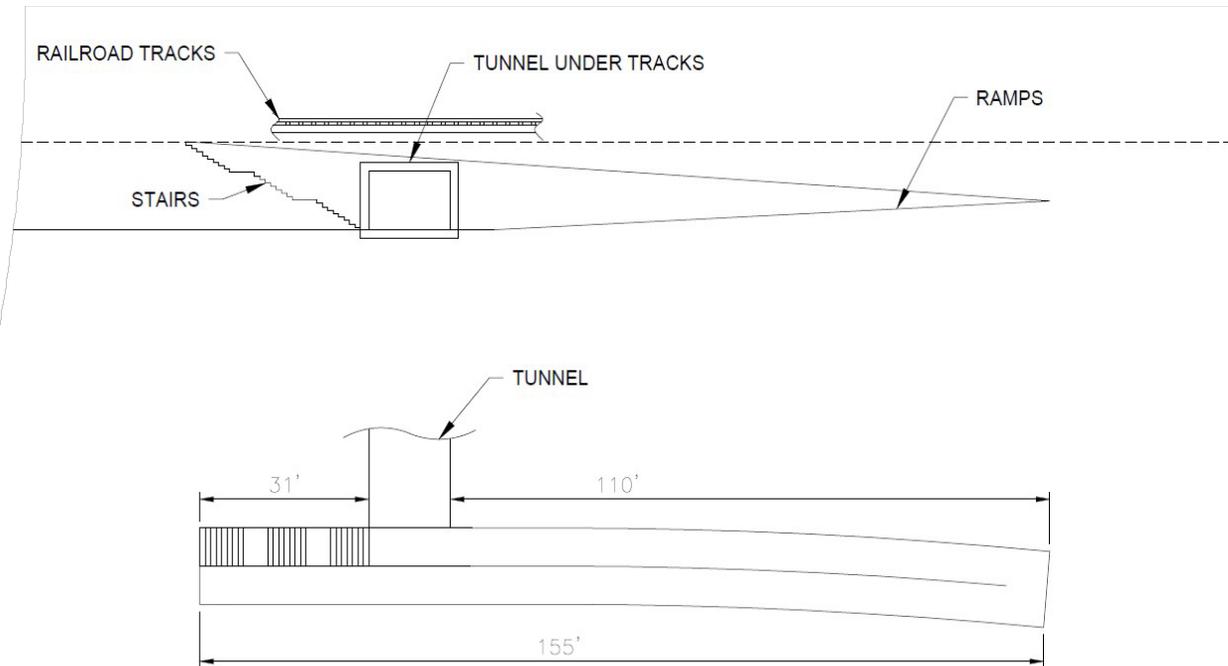
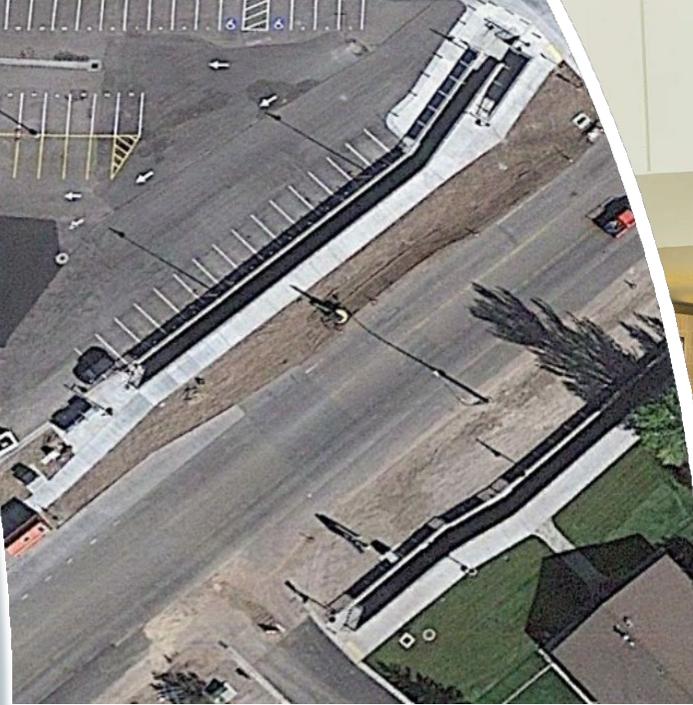
OVERPASS

- A structure that crosses over the tracks.
- Allows pedestrians and cyclists to travel over the tracks.
- Must “clear-span” the railroad right of way.
- Must provide 23ft, 4in clearance over the tracks.
- Structure may be about 35ft over tracks at highest point.
- Cannot interfere with railroad signal sightlines and visibility.
- Requires ramps, steps, and/or elevator access on each side.



UNDERPASS

- Tunnel that passes under the railroad right of way/tracks.
- Allowing pedestrians and cyclists to travel under the tracks.
- Access must be outside the fenced railroad right of way.
- Approximately 15ft x10ft size opening, with 1-6ft structure thickness for people.
- Typically needs 8ft of structure depth to support the track.
- Involves excavation under the tracks and extensive coordination with the railroad.
 - **Good news:** The existing UP railroad track in Truckee is 4-5 feet higher than the road on either side, requiring less digging/grade than expected.
- Requires ramps, steps, and/or elevator access on each either side.



LOCATION A

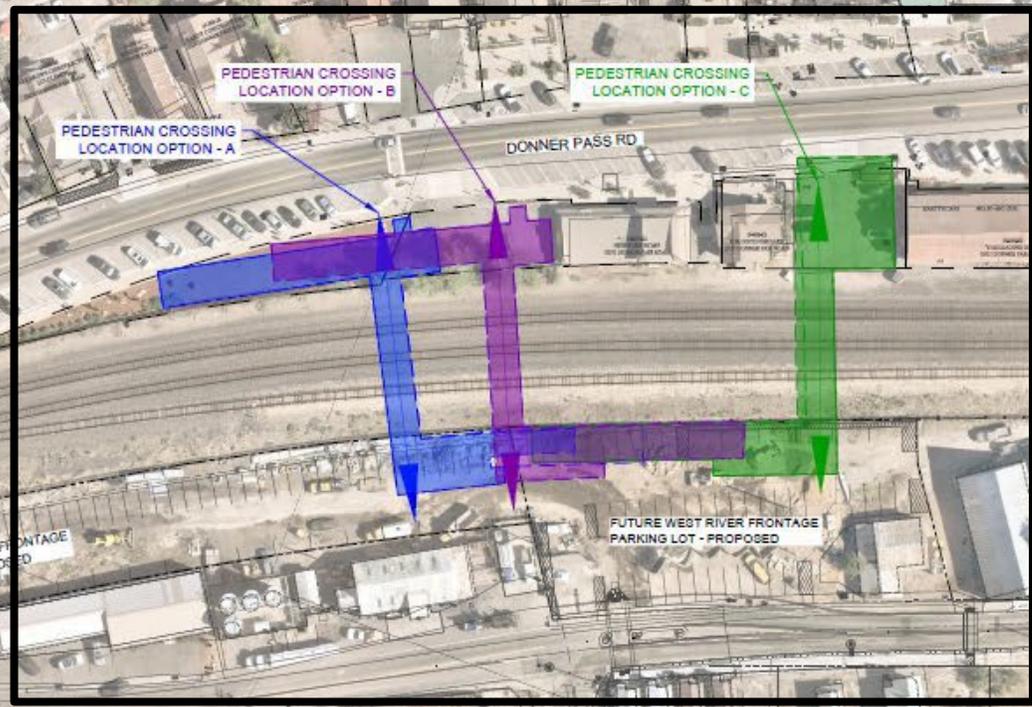
Utilize existing landscape area to

LOCATION B

Utilize existing parking lot to connect to new parking lot

LOCATION C

Utilize existing parking lot to connect to new parking lot.



May 1, 2025 SITE WALK

- 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.



						
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 (UP/CPUC)					
	Length of Crossing (end to end)					
	User Experience/Comfort					
	Safety/Potential for Cross-Interactions					
	Visual Context within Historic Downtown					
	Constructability/Ease of Construction					
	Construction Cost					
Other Suggested Criteria to be Considered	Weather-related Maintenance (e.g., Snow) and Functionality					
	General Maintenance Costs					

Tier 2 Criteria - Location		Location A	Location B	Location C	Considerations
Feasibility	Connectivity to Existing BluePrint Systems				
	Minimize Impacts to Existing Parking				
	Minimize Impacts to Properties				
	Visual Context within Historic Downtown				
Other Suggested Criteria to be Considered					

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.

Total Points per Concept (Structure Type)

Note: A total of 8 completed matrices were completed and returned to the Town

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 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. this summary, a

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

Initial Design Concepts and Footprint Overhead Crossing– Location A (Aerial View from Spring Street/Commercial Row)



Initial Design Concepts and Footprint Overhead Crossing– Location A (Aerial view from North Side of Tracks, approximately 400 ft east)



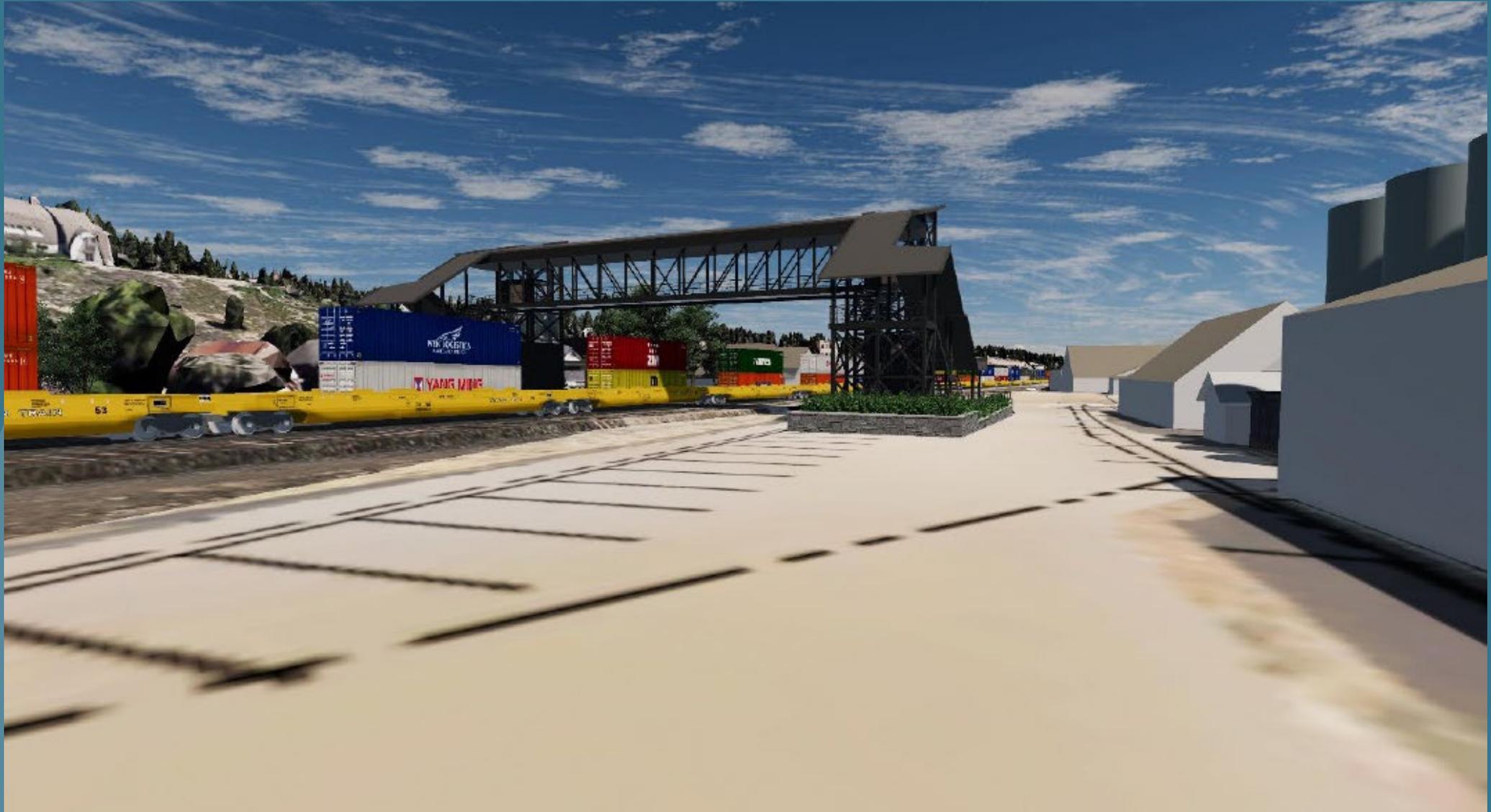
Initial Design Concepts and Footprint Overhead Crossing– Location A (Aerial View North Side of Tracks Immediately Adjacent)



Initial Design Concepts and Footprint Overhead Crossing– Location A (North side street view immediately west)



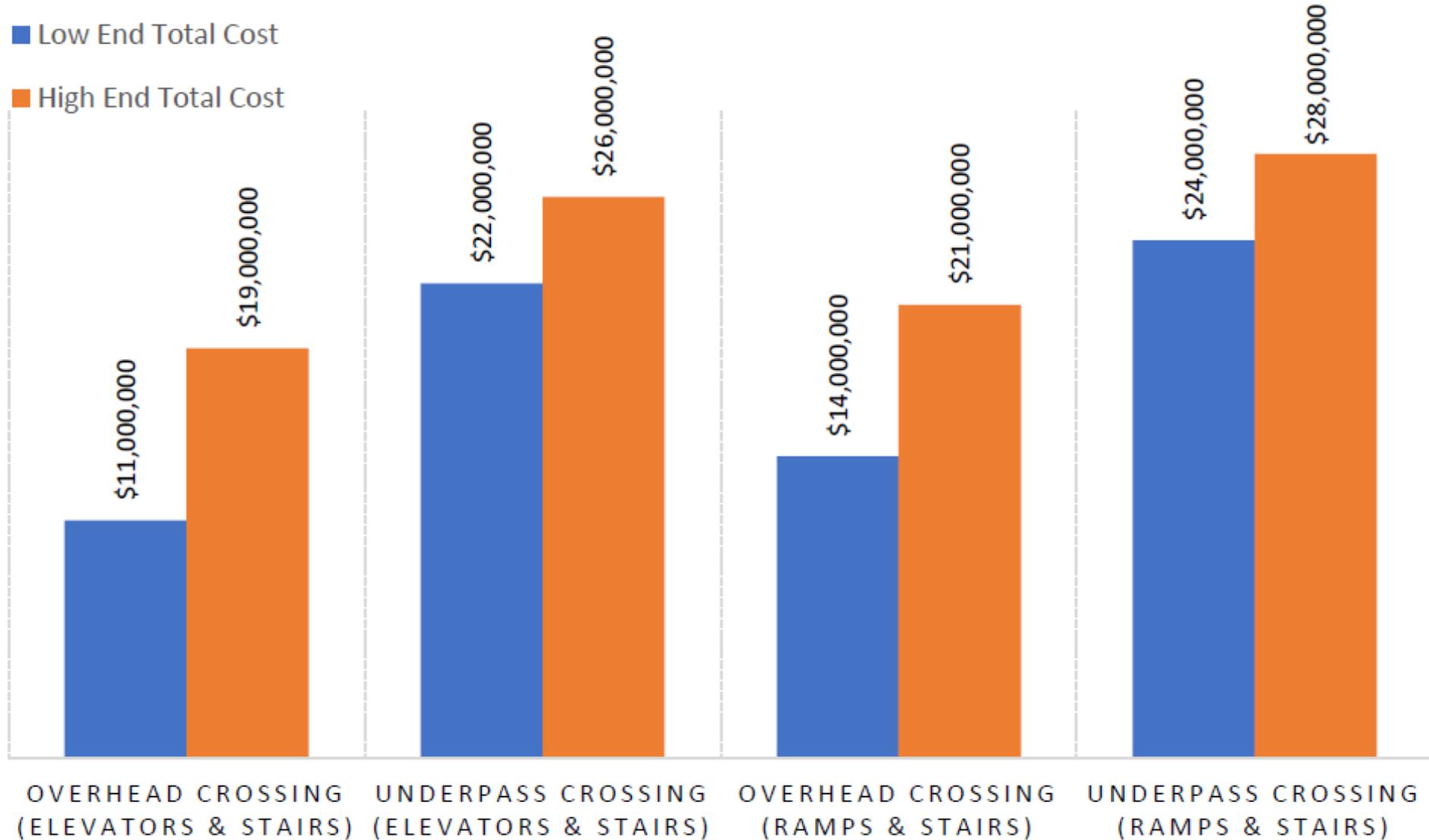
Initial Design Concepts and Footprint Overhead Crossing– Location A (South side street view from future parking lot area)



Initial Design Concepts and Footprint Overhead Crossing– Location A (South side street view from West River looking NW)



ROUGH ORDER OF MAGNITUDE COSTS



ROUGHT ORDER OF MAGNITUDE COSTS – Cont.

KEY COST 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.



NEXT STEPS TO COMPLETE FEASIBILITY ANALYSIS

- Admin Draft Feasibility Report Preparation (Completed)
- Committee Review of Draft Feasibility Report (Completed)
- Final Draft Feasibility Report and Recommendation to Council (January 2026)
 - * *Town Council Accept Report and Direction to Pursue Project or Not*
- Submit Final Deliverables to Caltrans to Close out Grant (April 2026)

THANK YOU!

TOWN OF
TRUCKEE

