



STAFF REPORT

AGENDA ITEM NO: 6.b

MEETING DATE: December 11,
2025

To: Traffic Safety and Parking Commission

Date: December 11, 2025

From: Andrew Wong, Senior Engineer – (650) 558-7230

Subject: Broadway Grade Separation Update: Pedestrian and Bicycle Access

RECOMMENDATION

Staff recommends that the TSPC receive a presentation with an update on the Broadway Grade Separation Project (BBGS), specifically the proposed pedestrian and bicycle access/crossing options.

Following the presentation, staff requests that the TSPC not only provide feedback, but also a motion of support for the staff recommended Option B.

BACKGROUND

The Broadway Grade Separation Project (BBGS) had previously proposed five access/crossings of the Caltrain railroad track. These included Broadway (north and south), Cadillac Way, Carmelita Avenue, and a pedestrian undercrossing near Majilla Avenue to replace the at-grade crossing currently near Morell Avenue. The proposed access/crossings at Broadway were to be significantly wider to accommodate the Broadway Station's entrance plaza.

In 2023 the BBGS underwent a "Construction Manager/General Contractor" (CM/GC) process to assist in lowering project costs and speed up construction. Unfortunately, through this process the project's estimated cost escalated to over \$615 million dollars.

With this significant increase in costs, the project had to pivot to bring construction costs down; this included value engineering to determine what elements could be downsized or even removed from the design. Currently the project is under a 65% redesign with these major changes:

- Removal of the Broadway Caltrain Station.
- Narrowing the structure to reduce right-of-way impacts/costs.
- Reducing the number of track crossings.

DISCUSSION

The design team generated multiple alternatives regarding track crossing options in the vicinity of Broadway. The design team and City staff discussed and identified three potential options as being the most viable. While all three options continue to provide a crossing along Broadway, these will be reduced in width compared to what was previously proposed with the inclusion of the Broadway Station entrance plaza.

All three options are also now proposing to have Class I (multi-use path) facilities along segments of Broadway, Carolan Avenue and California Drive. Some of these segments are in areas that were previously allocated for either parking or plaza space. With these new facilities, the existing on-street bicycle facilities along the previous “station frontage” along California Drive would be removed.

Lastly, as part of all the options, the at-grade pedestrian crossing at Morrell Avenue would be removed. The project’s intent is to “grade separate” all crossings, including pedestrian crossings.

The three proposed options are as follows:

- **Option 1: Sanchez Avenue Only**

As stated above, this option continues to have access/crossing along Broadway with an enhancement of a proposed Caltrain service crossing at Sanchez Avenue to allow pedestrians and bicyclists use. As currently proposed, this access/crossing would also include a new mid-block crossing on Carolan Avenue and could potentially install a new traffic signal at Carolan Avenue/Cadillac Way.

- **Option 2: Cadillac Way and Sanchez Avenue**

This option not only adds Cadillac Way to Option 1 as an additional access/crossing but includes a traffic signal at Cadillac Way/Carolan Avenue to facilitate transportation modes through the intersection.

- **Option 3: Carmelita Avenue and Sanchez Avenue**

This option does not have a crossing at Cadillac Way, only on Broadway, Sanchez Avenue and Carmelita Avenue. While this option currently shows a new traffic signal at Carolan Avenue/Cadillac Way, this may or may/not occur as proposed.

While Option 1 along with Broadway does add another access/crossing, it limits the connectivity for pedestrians or bicyclists crossing California Drive or Carolan Avenue.

Option 3 provides a crossing so that pedestrians or bicyclists using the signalized intersection of Carmelita Avenue/California Drive have a convenient crossing under the tracks with the ability to access Carolan via a Class I path. With this option, there would be three crossings of the track within a quarter mile.

Staff recommends Option 2 as it also provides a 3rd crossing within a quarter mile, and it would promote an important connection point to the Rosalie O'Mahony Bicycle & Pedestrian Bridge over US 101 and access to the Bay Trail. With this option, the need for a traffic signal at Cadillac Way/Carolan Avenue is increased related to all transportation modes.

ATTACHMENTS

Exhibit A: Presentation