

TECHNICAL MEMORANDUM

March 14, 2024

Project# 28476

To: Ozzy, Arce
Palo Alto Office of Transportation

From: Kittelson & Associates, Inc.

RE: Seale vs Kellogg Grade Separated Rail Crossing Assessment

Seale vs Kellogg Grade Separated Rail Crossing Assessment

The BPTP Update consultant team evaluated the merits of each location (Seale and Kellogg) for a grade separated rail crossing based on the following assessment topics:

- Prior analyses and plans
- Proximity to alternative routes
- Landing location
- Network connectivity
- Community input

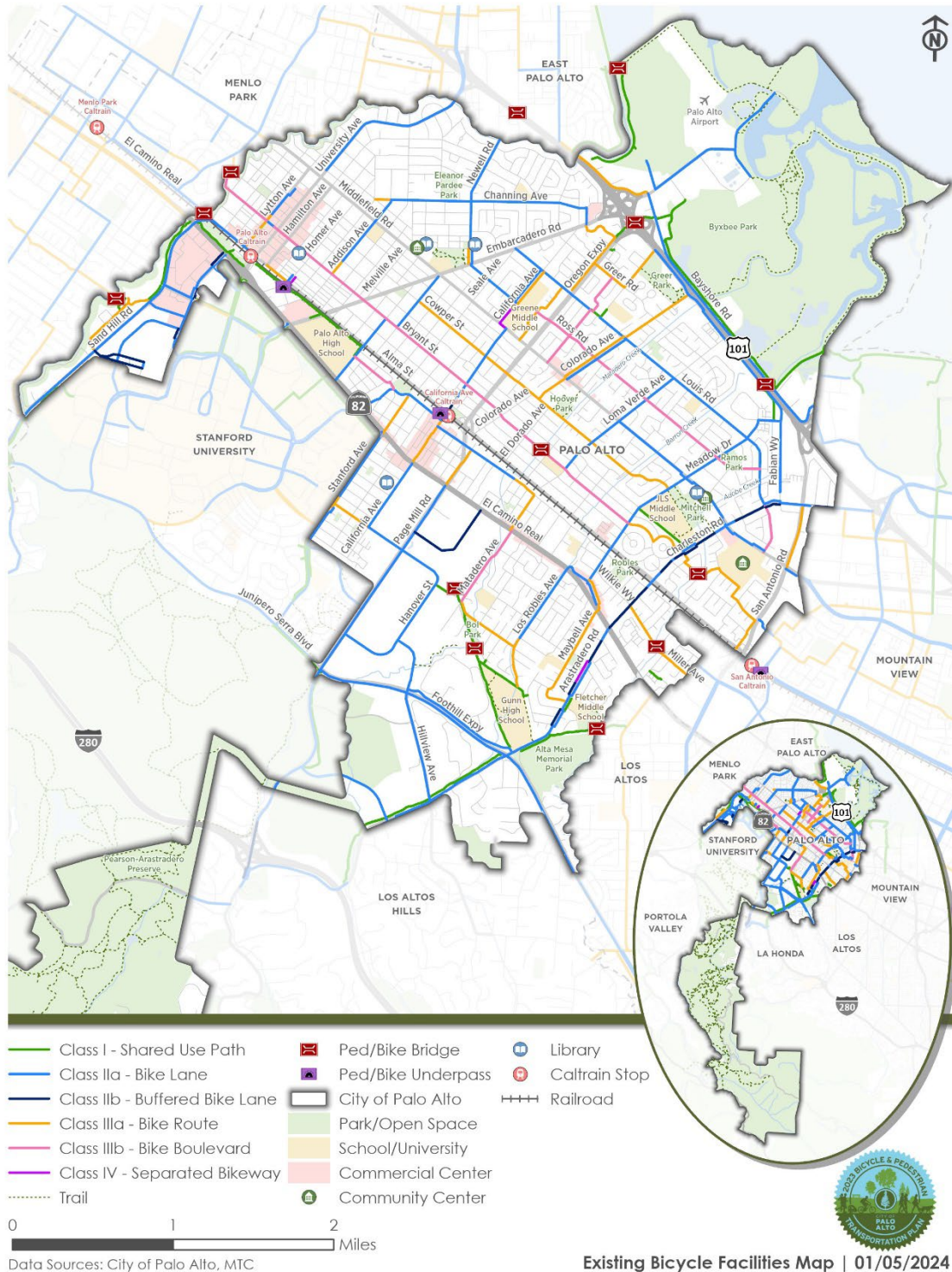
The findings of the assessment are presented in Table 1.

Table 1 Seale vs Kellogg Grade Separated Rail Crossing Assessment

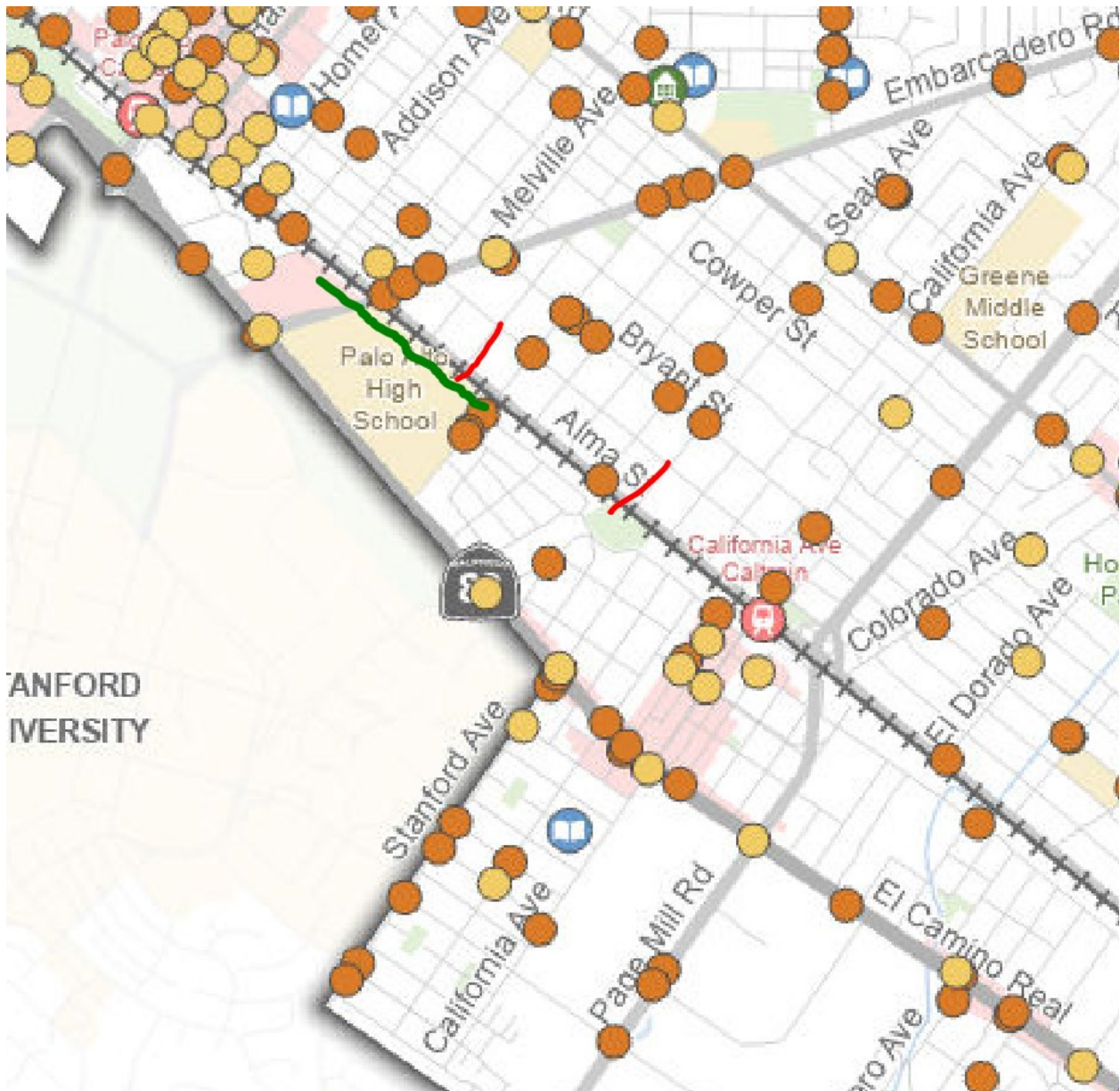
Assessment Topic	Seale	Kellogg
Prior analysis and plans	<p>The 2012 BPTP identifies Seale Avenue as a recommended location for an across barrier connection.</p> <p>The 2013 Palo Alto Rail Corridor Study identified Seale Avenue a potential crossing location.</p> <p>The 2021 XCAP Report identified the addition of a bike/ped crossing at Seale as a general potential mitigation for the Churchill grade separation. This option was selected with mitigation.</p>	<p>The 2012 BPTP does not identify Kellogg Avenue as a recommended across barrier connection or location for a grade separated rail crossing.</p> <p>The 2013 Palo Alto Rail Corridor Study identified Kellogg Avenue a potential crossing location.</p> <p>The 2021 XCAP Report included a ped/bike tunnel as part of concept designs for the Churchill Avenue Partial Underpass. This option was not selected.</p>
Proximity to alternative routes	<p>Seale Avenue is located about 1,700 feet north of the Cal Ave Tunnel and about 1,850 feet south of the at-grade rail crossing at Churchill Ave.</p>	<p>Kellogg Avenue is located about 450 feet north of the at-grade crossing at Churchill and about 1,200 feet south of the grade-separated rail crossing at Embarcadero.</p>
Landing locations	<p>There is space available at Peers Park for a landing.</p>	<p>There is limited space available for a landing at Paly High School.</p>
Network connectivity	<p>Seale Avenue connects to the Serra Street/Park Boulevard and Stanford Avenue east-west bikeways (along with the north-south Castilleja-Park-Wilkie Bicycle Boulevard) across Caltrain.</p>	<p>Kellogg Avenue connects to the Embarcadero Bike Path and Bryant Street Bike Boulevard. Kellogg Avenue terminates at Waverley Street three blocks east of the rail line, limiting utility of this route as a through connection.</p>
Community input	<p>Comments received on the interactive map during the BPTP Update indicate a strong demand for a grade-separate bike/ped crossing of Alma and the rail line. Ideas proposed for a new crossing include an</p>	<p>While comments received on the interactive map during the BPTP Update indicated demand for grade separated crossings, they did not identify Kellogg as a preferred alignment.</p>

	<p>alignment at Seale under the tracks to Peers Park.</p> <p>Churchill Avenue, the crossing nearest to Seale, was flagged as stressful for cyclists and pedestrians, indicating a lower stress route is desired. A grade separated crossing at Seale would provide an alternate low-stress facility.</p>	
Overall	<p>The Seale Avenue crossing is supported by prior plans and analyses, would fill a longer gap between alternative crossing locations, appears to have adequate space for a landing location, would increase connectivity to the transportation network, and has been identified as a potential alignment for a grade-separated rail crossing in public involvement efforts for the BPTP Update.</p>	<p>The Kellog Avenue crossing would not fill as long a gap between crossing locations and have limited utility in terms of increasing network connectivity.</p>

REFERENCES



■ BTP Update – Existing Bicycle Facilities Map



Yellow = pedestrian-involved collisions

Orange = bicycle involved collisions

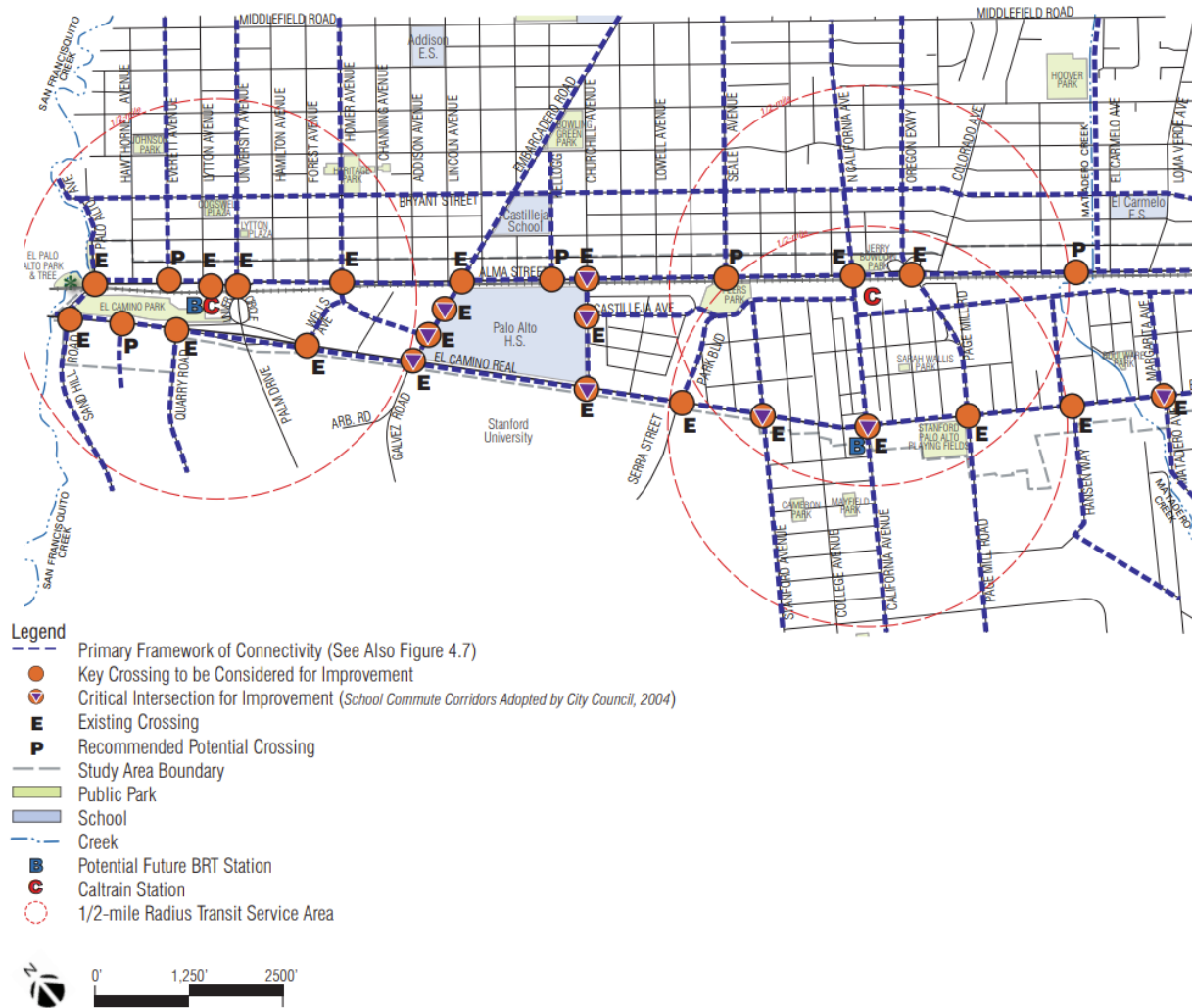
Red line = Kellogg (northwest) and Seale (southeast) crossing locations

Green line = bike/ped path access to Paly

■ BTP Update – Draft Technical Analyses

- Five-Year (2018-2022) Collisions TIMS

Figure 4.1: Framework of Crossings & Connectivity

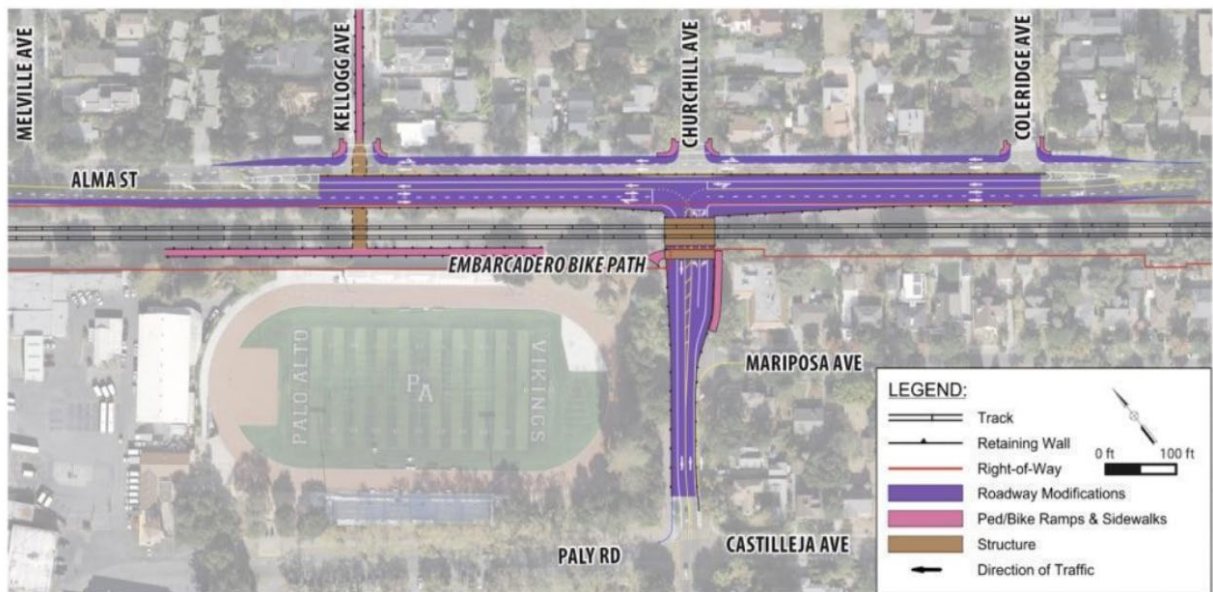


- Rail Crossing Study
 - Figure 4.1

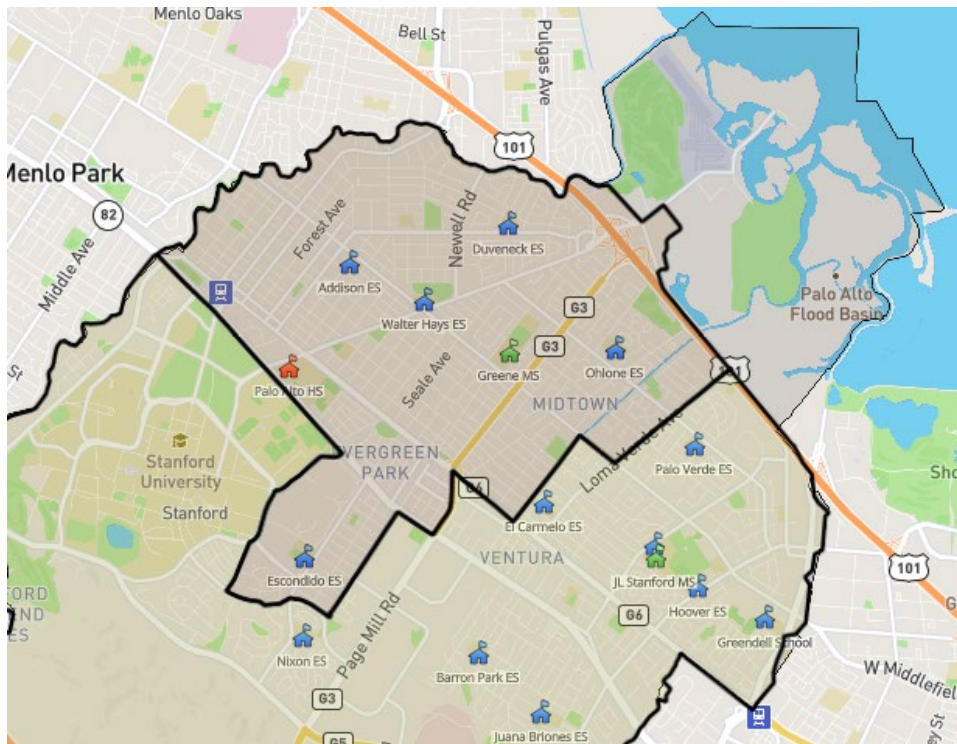


Street Level View of Entrance to Proposed Kellogg Avenue Bike/Pedestrian Tunnel from Old Palo Alto

- 2021 Report of the Expanded Community Advisory Panel (XCAP) on Grade Separations for Palo Alto, page 57



Churchill Avenue Partial Underpass Aerial (Plan)



- School Catchment Area Maps - <https://locator.pea.powerschool.com/?StudyID=171992>