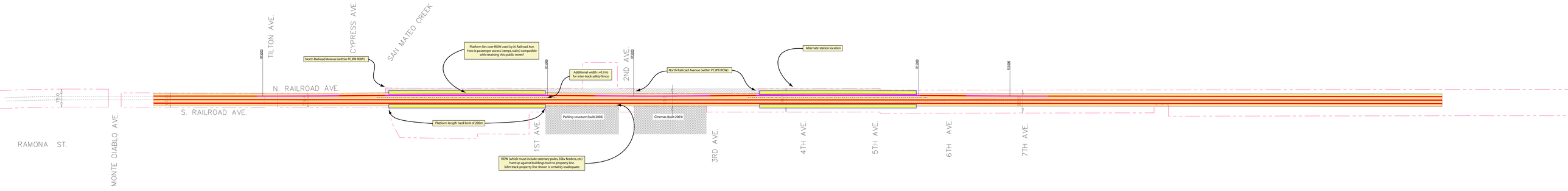
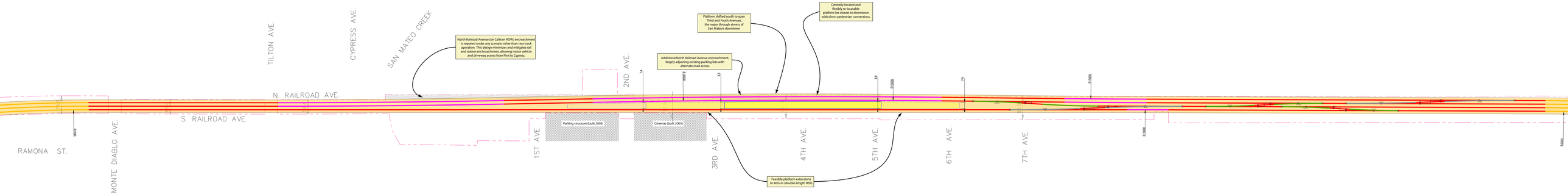

TILTON AVE.
CYPRESS AVE.
SAN MATEO CREEK
North Railroad Avenue (within PCJPB ROW)
Platform lies over ROW used by N. Railroad Ave. How is passenger access (ramps,stairs) compatible with retaining this public street?
Additional width (+0.7m) for inter track safety fence
2ND AVE.
North Railroad Avenue (within PCJPB ROW)
Alternate station location
N. RAILROAD AVE.
S. RAILROAD AVE.
Platform length hard limit of 200m
Parking structure (built 2003)
Cinemas (built 2003)
ROW (which must include catenary poles, 50kv feeders, etc) hard up against buildings built to property line. 3.8m track-property line shown is certainly inadequate.
RAMONA ST.
MONTE DIABLO AVE.
1ST AVE.
3RD AVE.
4TH AVE.
5TH AVE.
6TH AVE.
7TH AVE.


TILTON AVE.
CYPRESS AVE.
SAN MATEO CREEK
North Railroad Avenue (on Caltrain ROW) encroachment is required under any scenario other than two-track operation. This design minimizes and mitigates rail and station encroachment,allowing motor vehicle and driveway access from First to Cypress.
Platform shifted south to span Third and Fourth Avenues, the major through streets of San Mateo's downtown
Centrally located and flexibly re-locatable platform lies closest to downtown with direct pedestrian connections.
Additional North Railroad Avenue encroachment, largely adjoining existing parking lots with alternate road access
2ND AVE.
N. RAILROAD AVE.
S. RAILROAD AVE.
Parking structure (built 2003)
Cinemas (built 2003)
Feasible platform extensions to 400+m (double-length HSR)
RAMONA ST.
MONTE DIABLO AVE.
1ST AVE.
3RD AVE.
4TH AVE.
5TH AVE.
6TH AVE.
7TH AVE.