

CITY COUNCIL UPDATE ON THE PLANNING STUDY FOR THE SOUTH LINDEN AVENUE AND SCOTT STREET CALTRAIN GRADE SEPARATION PROJECT

City Council
November 26, 2019

Public Works Department



PROJECT DEVELOPMENT TEAM

- City of San Bruno
- City of South San Francisco
- Caltrain
- Consultants
 - AECOM (Lead Technical)
 - APEX (Public Outreach)
 - CDM Smith (Traffic)



AGENDA

- Goal for This Presentation
- Background
- Project Options
- The Future of Rail on the Peninsula
- Community Engagement
- Community Feedback
- Staff Recommendation
- Answer Questions
- Receive Direction

GOAL FOR THIS PRESENTATION

- **Select an option for further study**
 - Update the City Council
 - Staff Recommendation
 - Receive Direction from the City Council

THREE OPTIONS

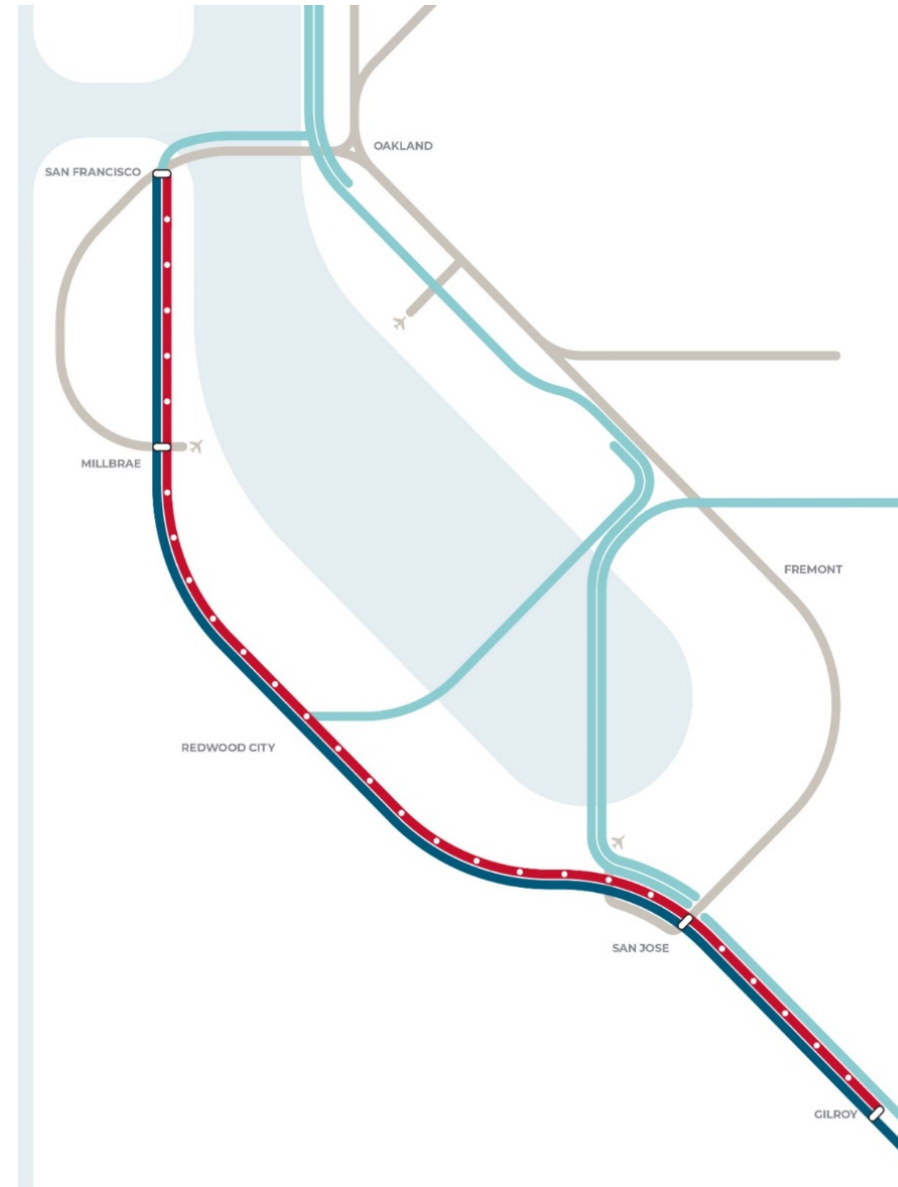
- A: No grade separation at Scott Street
- B: Scott Street grade separated for pedestrians and bicycles but closed to motor vehicles
- C: Scott Street grade separated for pedestrians, bicycles, and motor vehicles

Staff Recommendation:

Staff recommends Option B, which closes the Scott Street crossing to vehicular traffic and builds a grade separated pedestrian and bicycle crossing, should be studied further by the Project Development Team.

CALTRAIN CORRIDOR: CURRENT PLANNING EFFORTS RELEVANT TO SAN BRUNO

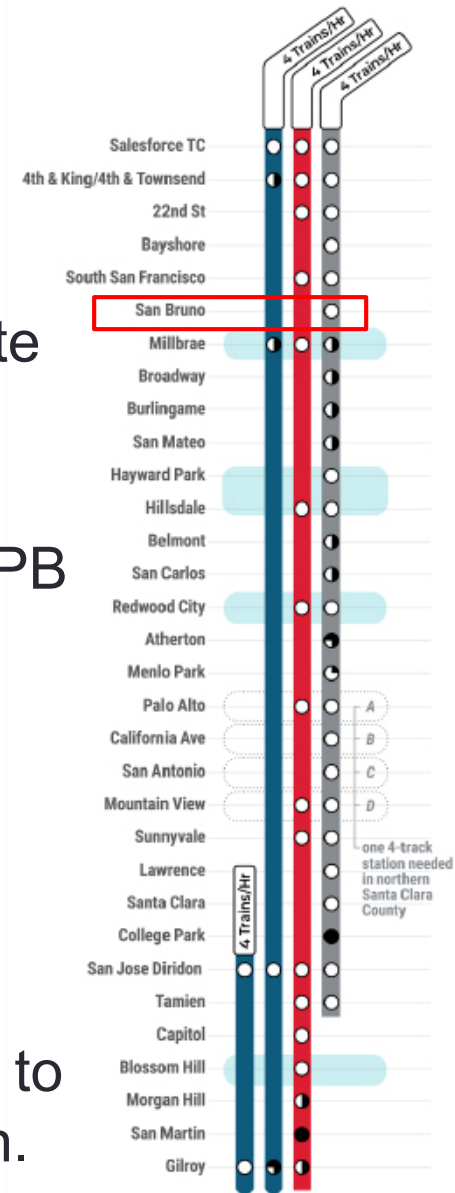
- **Caltrain Business Plan Effort**
- **City-Led Grade Separation Efforts**
- **California High Speed Rail Project**



CALTRAIN BUSINESS PLAN EFFORT

Caltrain Business Plan Objectives

- Develop a Long Range Service Vision
 - Planning Horizon through 2040.
 - 3 Scenarios Examines: Baseline, Moderate Growth and High Growth.
 - Long Range Service Vision, based on Moderate Growth Scenario, adopted by JPB Board in October 2019.
 - Accommodates 12 trains per “peak” hour/per direction (TPHPD)
 - 8 Caltrain TPHPD
 - 4 High-Speed Rail TPHPD
- Determine necessary infrastructure upgrades to accommodate the Long Range Service Vision.



CALTRAIN BUSINESS PLAN EFFORT

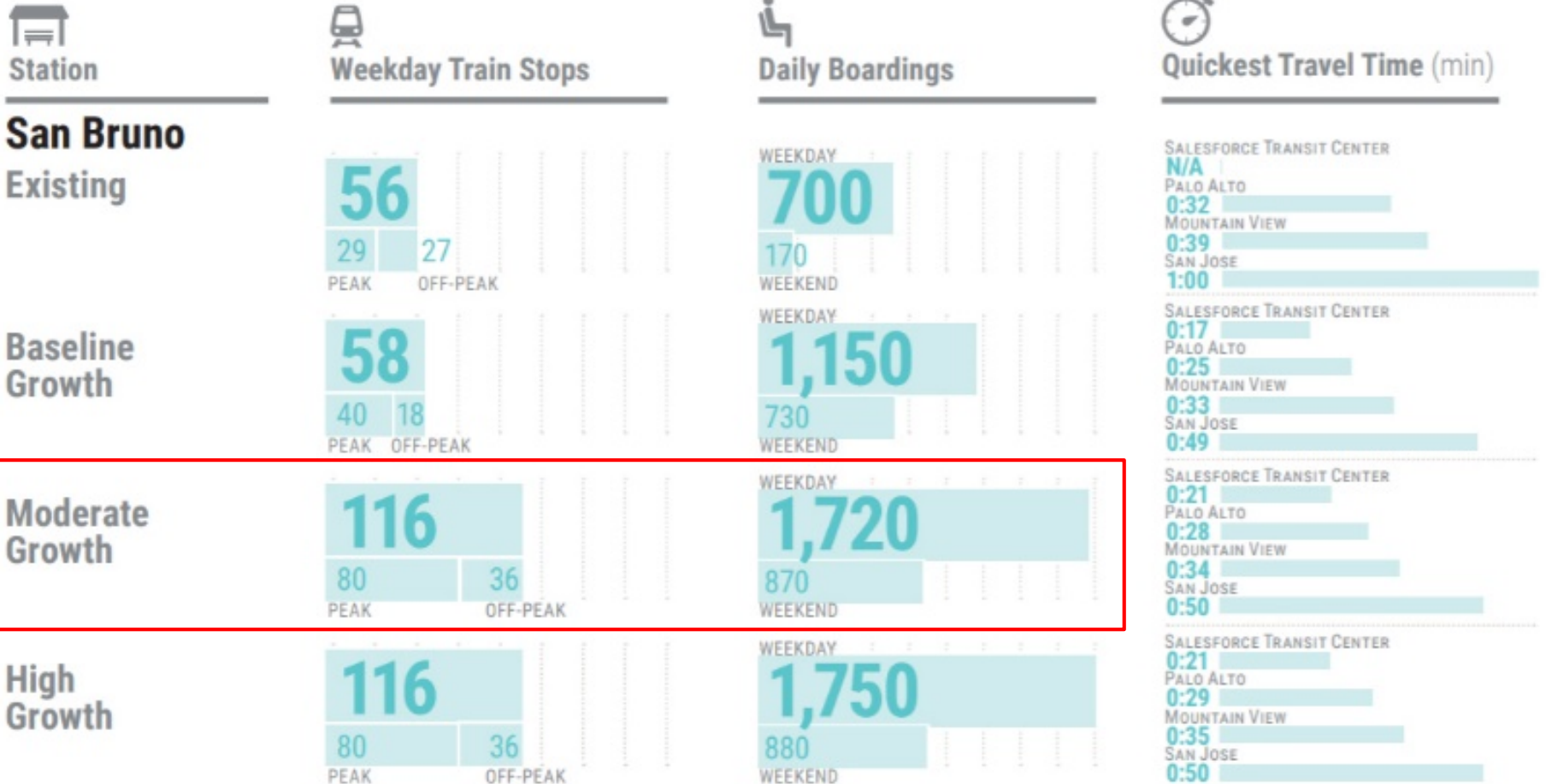


Potential Higher Growth Level of Service

- Board also gave direction to continue planning for a “potential higher growth level of service as well as potential new regional and megaregional connections.”
- Higher growth level of service could accommodate up to 16 (TPHPD).
 - 12 Caltrain/Other Rail Services TPHPD
 - 4 High-Speed Rail TPHPD
- A higher growth level of service may include a 4-track section through San Bruno.

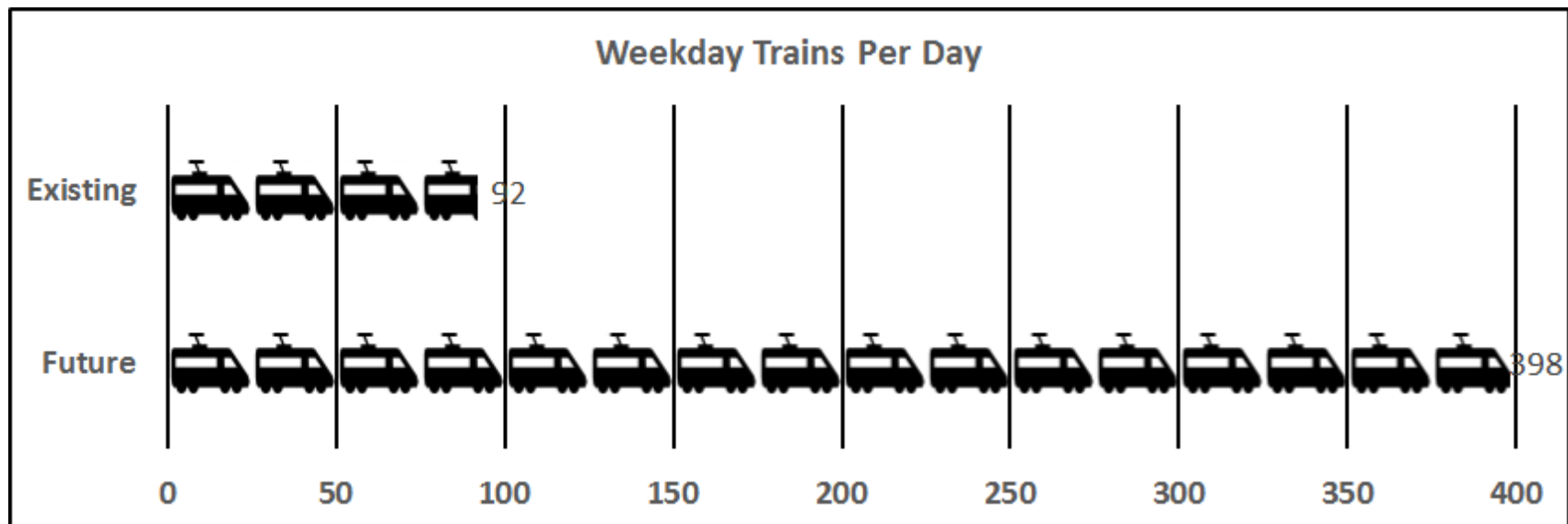
CALTRAIN BUSINESS PLAN EFFORT

SERVICE CONCEPTS IN SAN BRUNO



CALTRAIN BUSINESS PLAN EFFORT

Long Range Service Vision (Adopted Moderate Growth Scenario): Weekday Trains Per Day

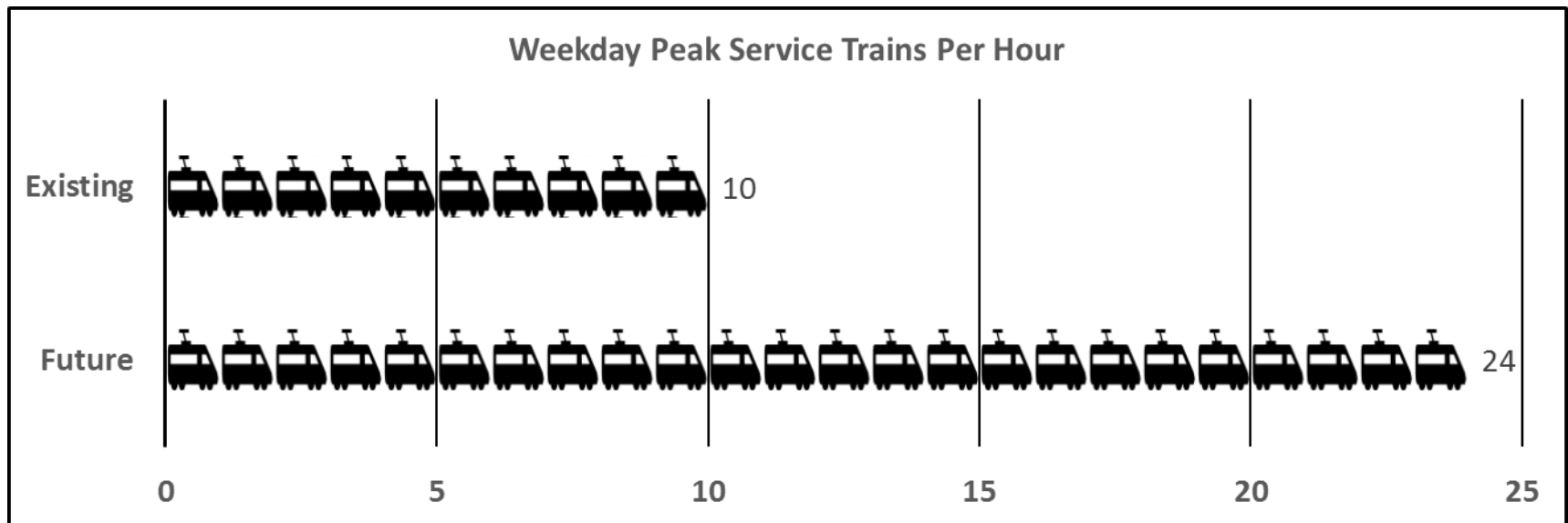


Potential Higher Growth Level of Service: Weekday Trains Per Day

- Could go as high as 478.

CALTRAIN BUSINESS PLAN EFFORT

Long Range Service Vision (Adopted Moderate Growth Scenario): Number of Weekday Trains at “Peak” Hours

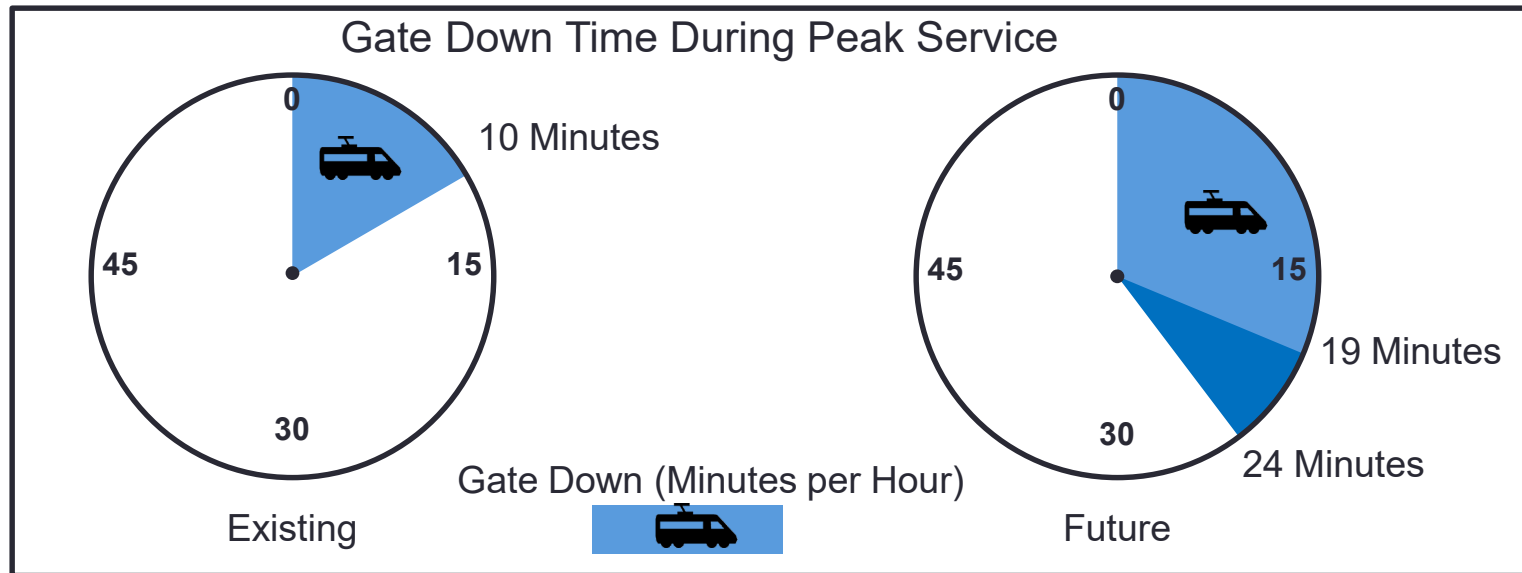


Potential Higher Growth Level of Service

- Could go as high as 32 trains/peak hour.

CALTRAIN BUSINESS PLAN EFFORT

Long Range Service Vision (Adopted Moderate Growth Scenario): Gate Down Times at Peak Hours



Gate Down Times During Peak Service Hours:

Existing	10 minutes each hour
Moderate Growth*	19 minutes each hour
High Growth*	24 minutes each hour

Trains will be passing through San Bruno every few minutes.

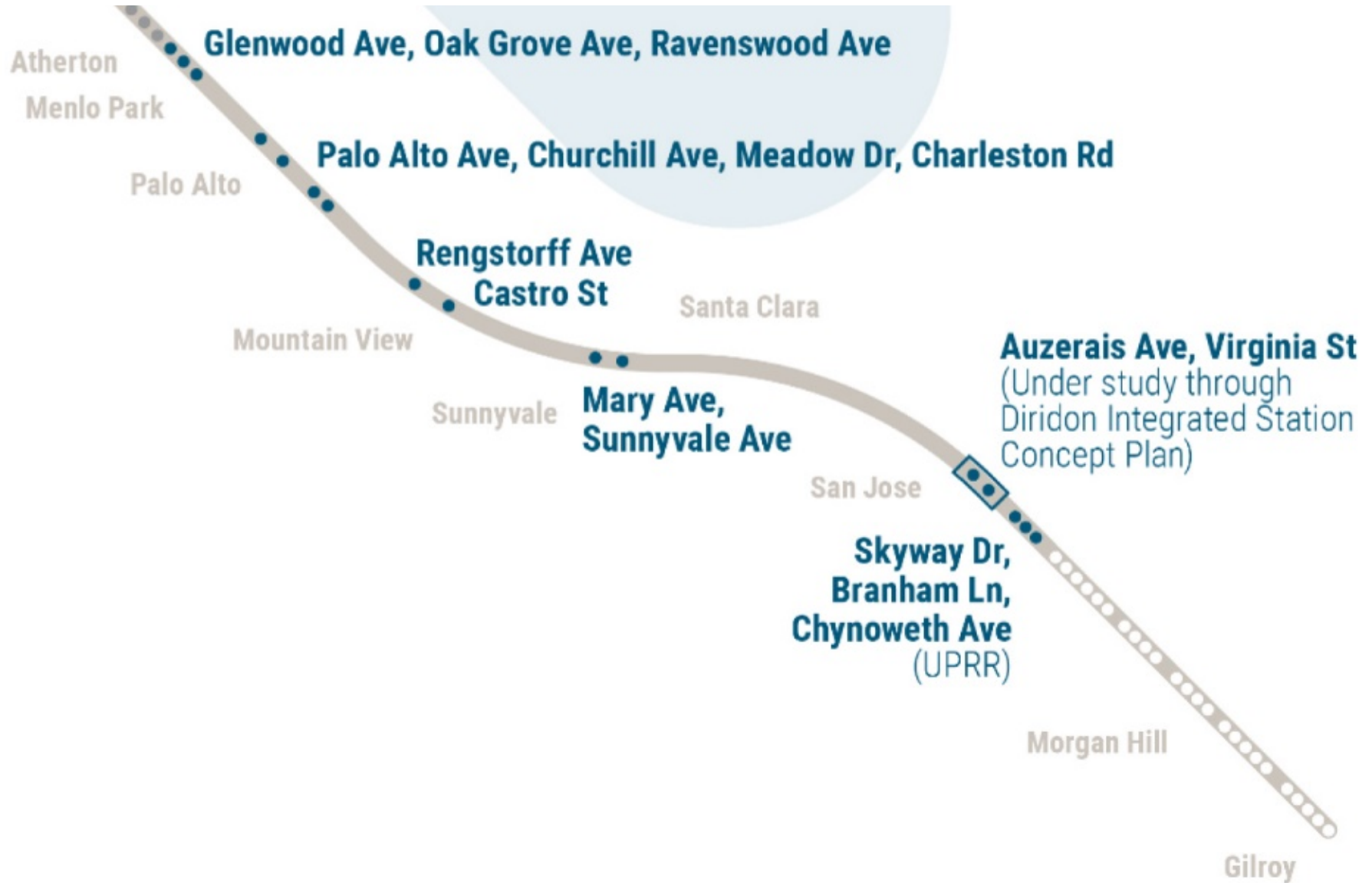
CITY-LED GRADE SEPARATION EFFORTS

- Currently, numerous City-led grade separation projects underway and at various stages of development.
- Cities currently compete with each other for limited funding and priority.

CITY-LED GRADE SEPARATION EFFORTS



CITY-LED GRADE SEPARATION EFFORTS



CALIFORNIA HIGH SPEED RAIL PROJECT

Project-Level EIR/EIS Underway for San Francisco-San Jose Section

- On September 17, California High-Speed Rail Authority Adopted Alternative A as their preferred alternative.



WHY BUILD A GRADE SEPARATION?

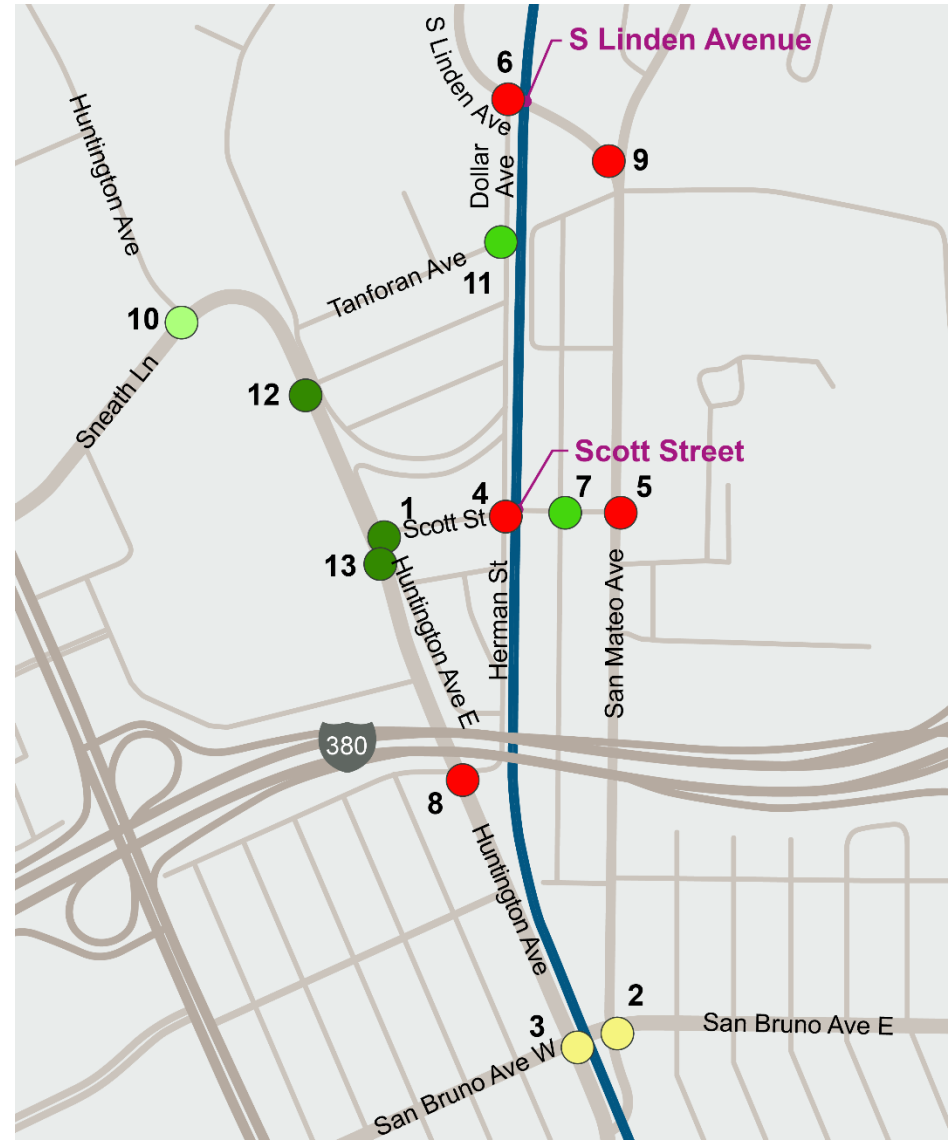
To protect the City of San Bruno, its residents, and its neighborhoods from the impact of more trains.

- Safety
- Congestion
- Noise

LOS – EXISTING ROADWAY NETWORK (AM PEAK)

Existing Volume

Option A 2045 Volume – Moderate Growth



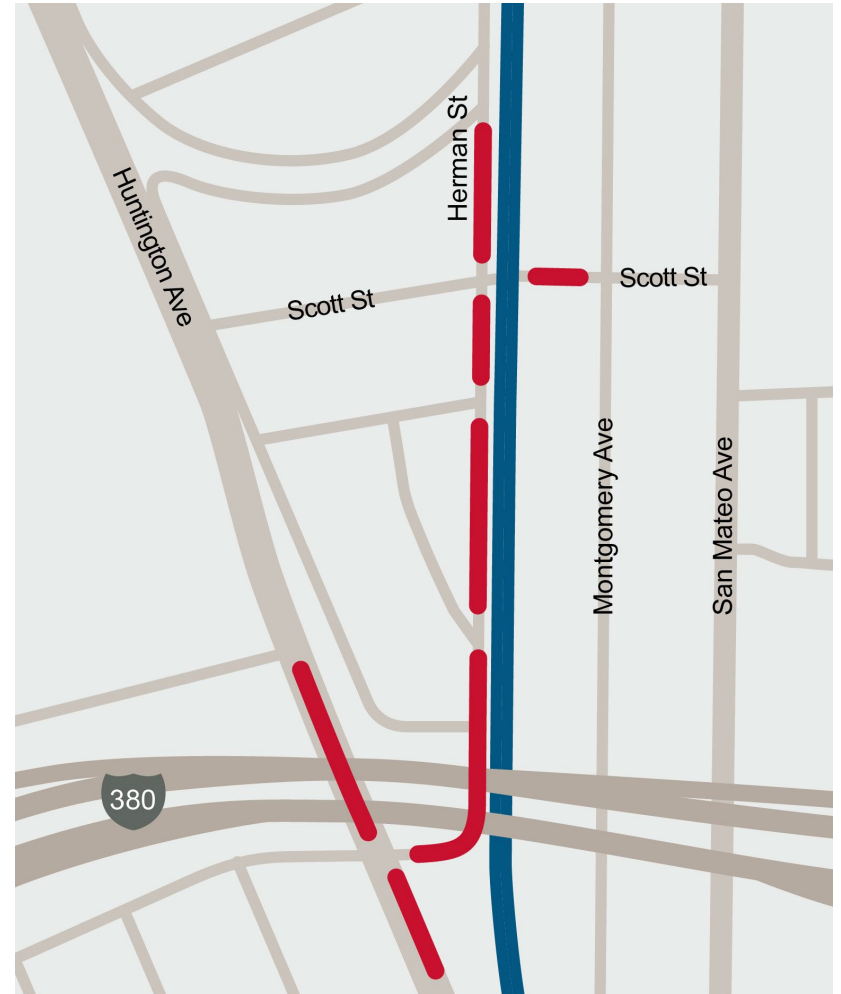
QUEUES – EXISTING ROADWAY NETWORK (AM PEAK) SCOTT STREET

Existing Volume

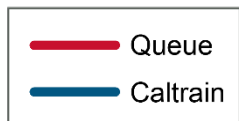


Source: Consultant Team's SimTraffic Analysis.

2045 Volume – Moderate Growth

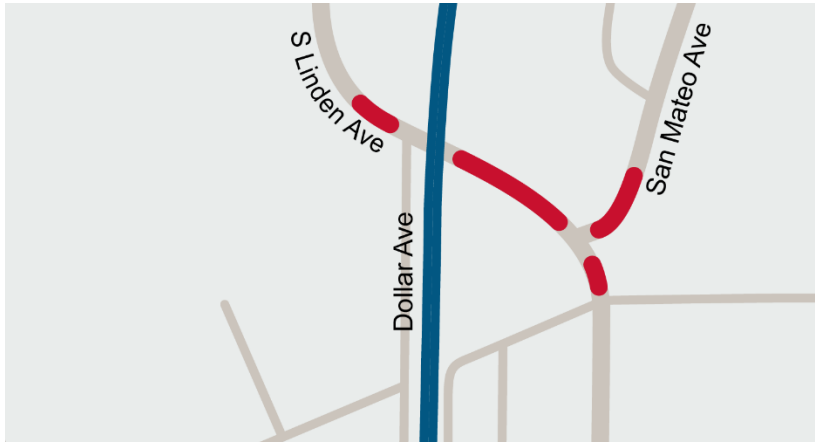


Source: Consultant Team's SimTraffic Analysis.



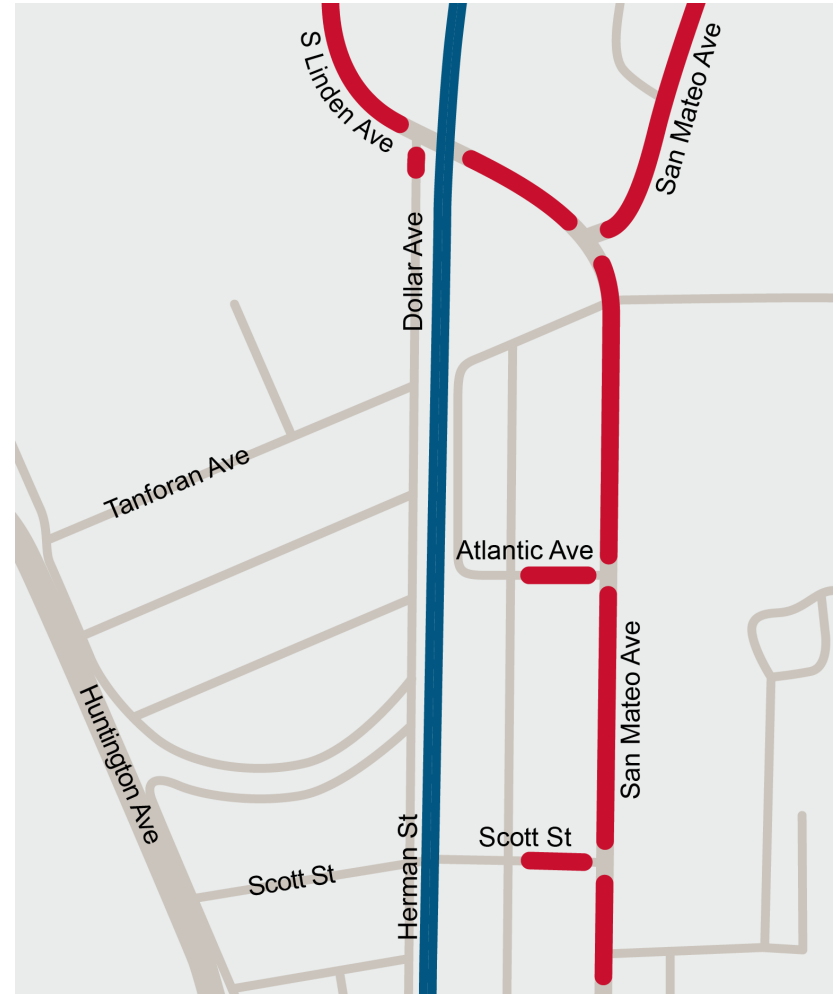
QUEUES – EXISTING ROADWAY NETWORK (PM PEAK) S. LINDEN AVENUE

Existing Volume



Source: Consultant Team's SimTraffic Analysis.

2045 Volume – Moderate Growth



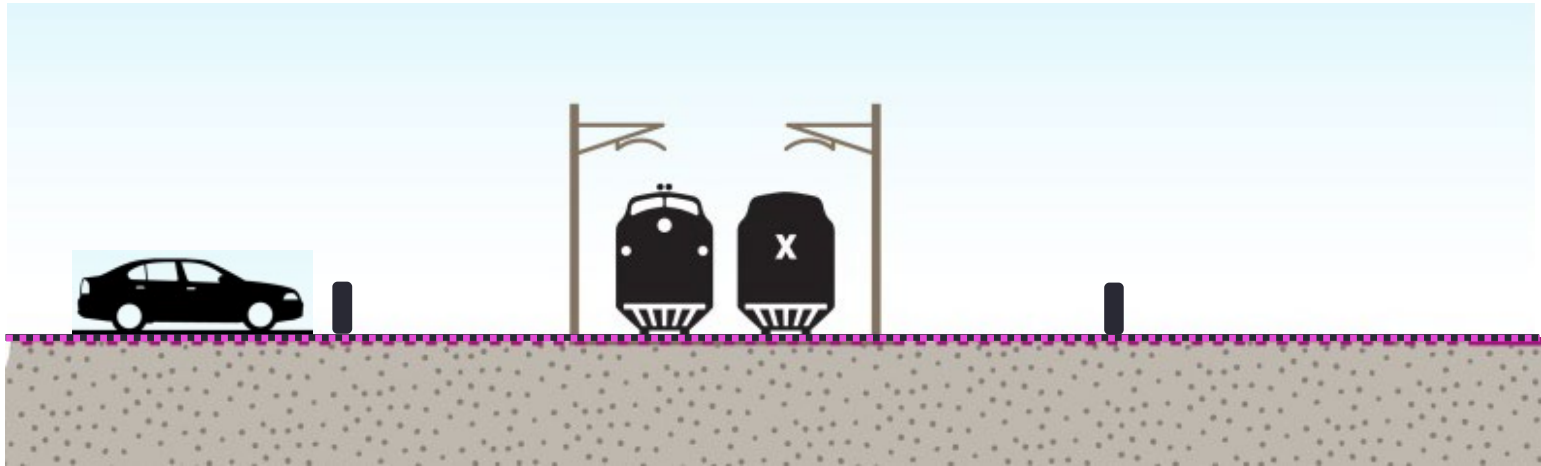
Source: Consultant Team's SimTraffic Analysis.



THREE OPTIONS

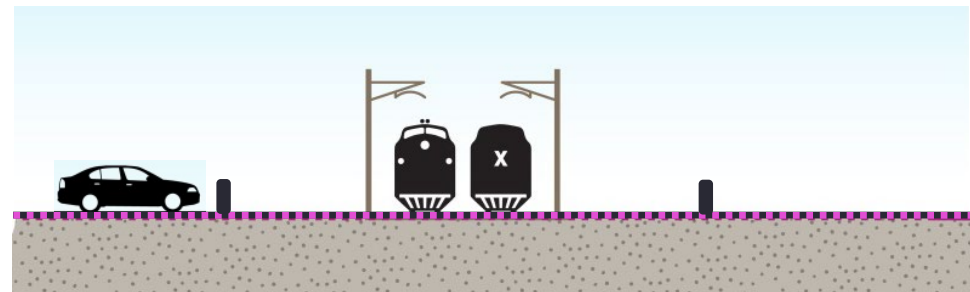
- A: No grade separation at Scott Street
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OPTION A No grade separation at Scott Street



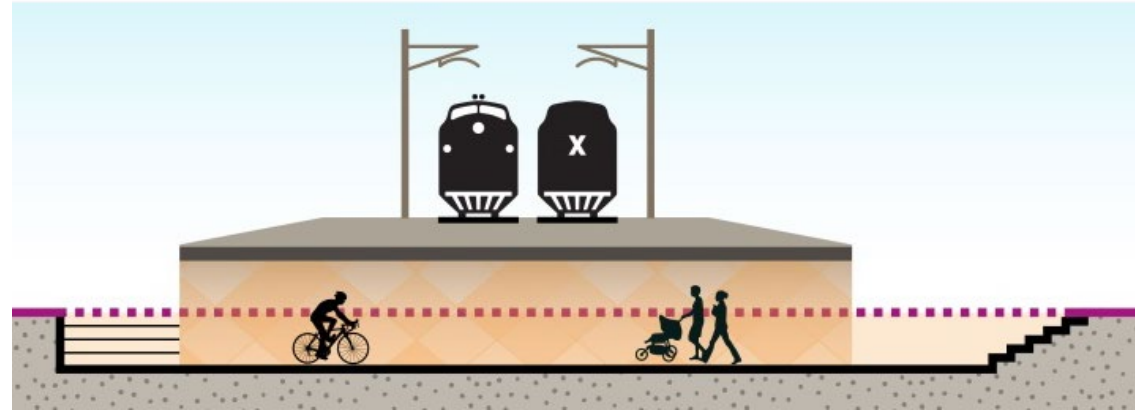
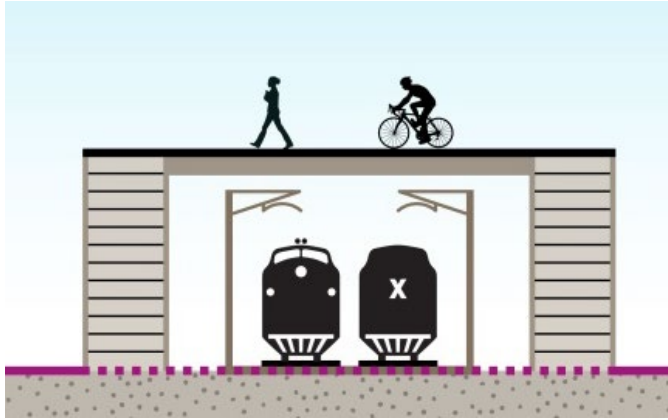
OPTION A No grade separation at Scott Street

- Crossing open to all modes of travel
- No safety improvement
- No mitigation of congestion
- No mitigation of noise



OPTION B

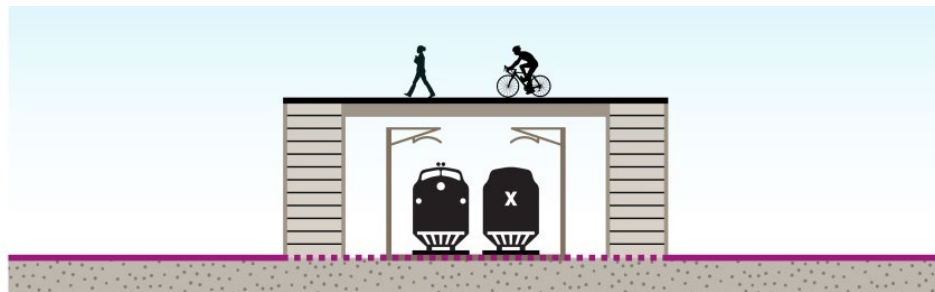
Grade separation for pedestrians and bicycles but closed to motor vehicles



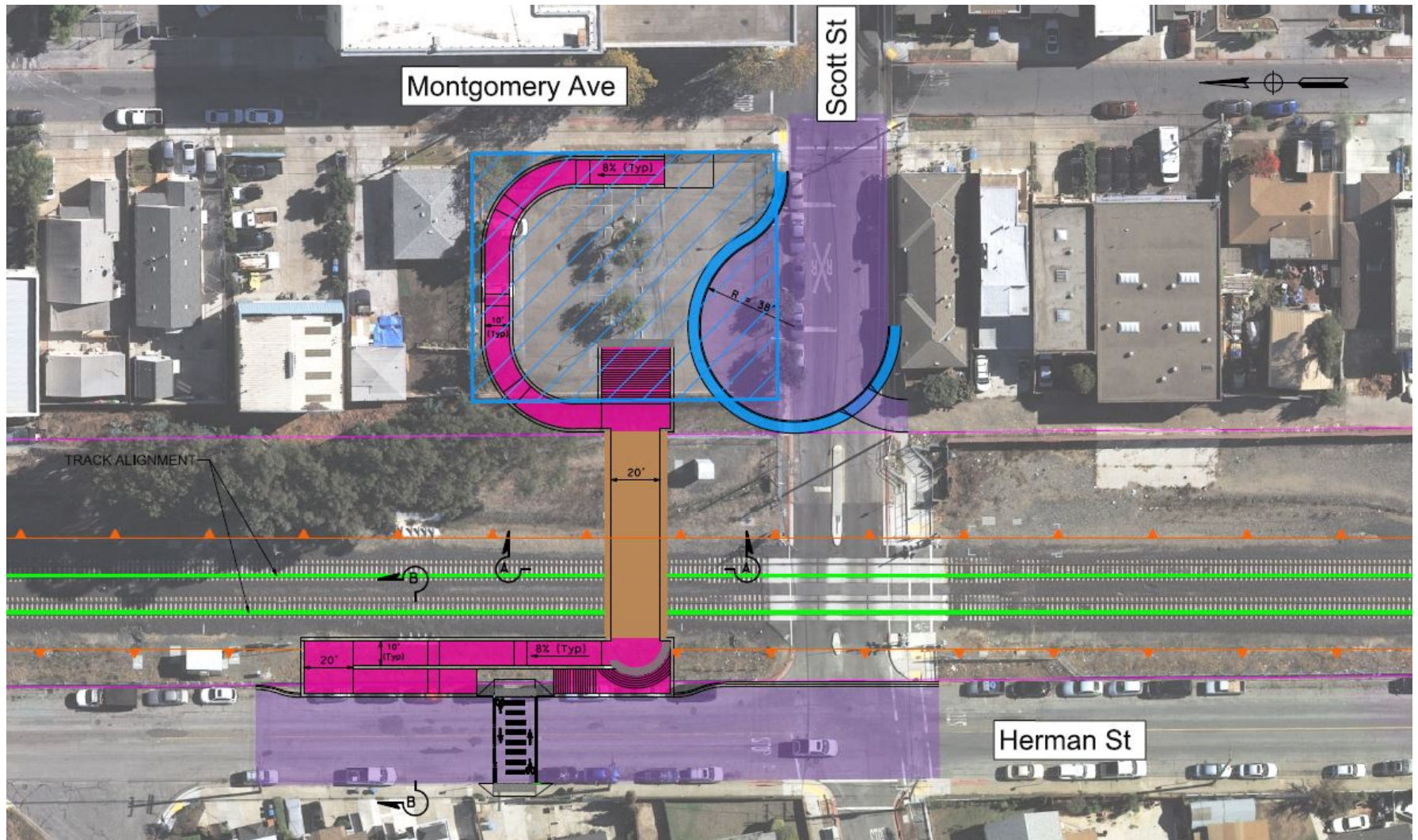
OPTION B

Grade separation for pedestrians and bicycles but closed to motor vehicles

- Pedestrians and bicycle cross tracks using overpass or underpass
- Motor vehicles cannot cross tracks
- Motor vehicle traffic is diverted but overall congestion levels are better than Option A in the future
- Eliminates conflicts between trains and other modes of travel
- Trains no longer have to sound horns



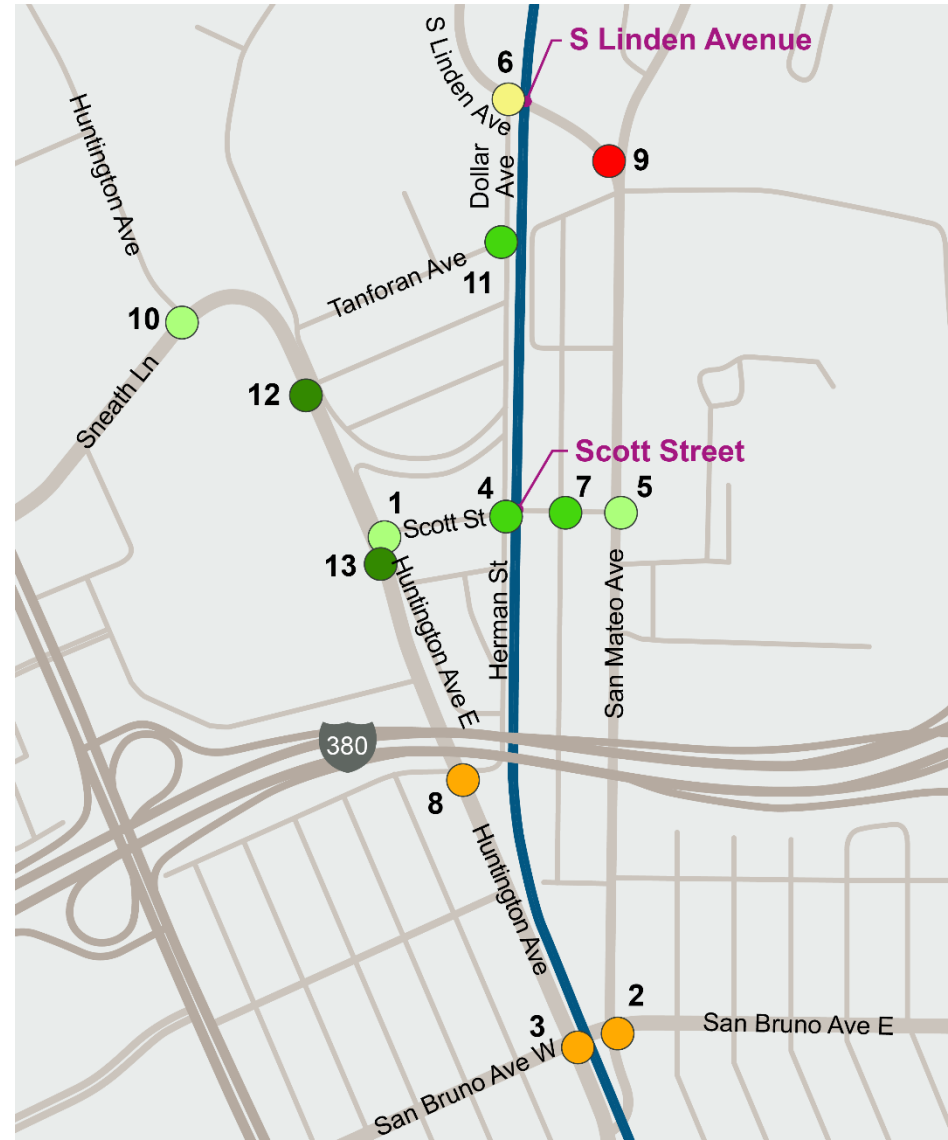
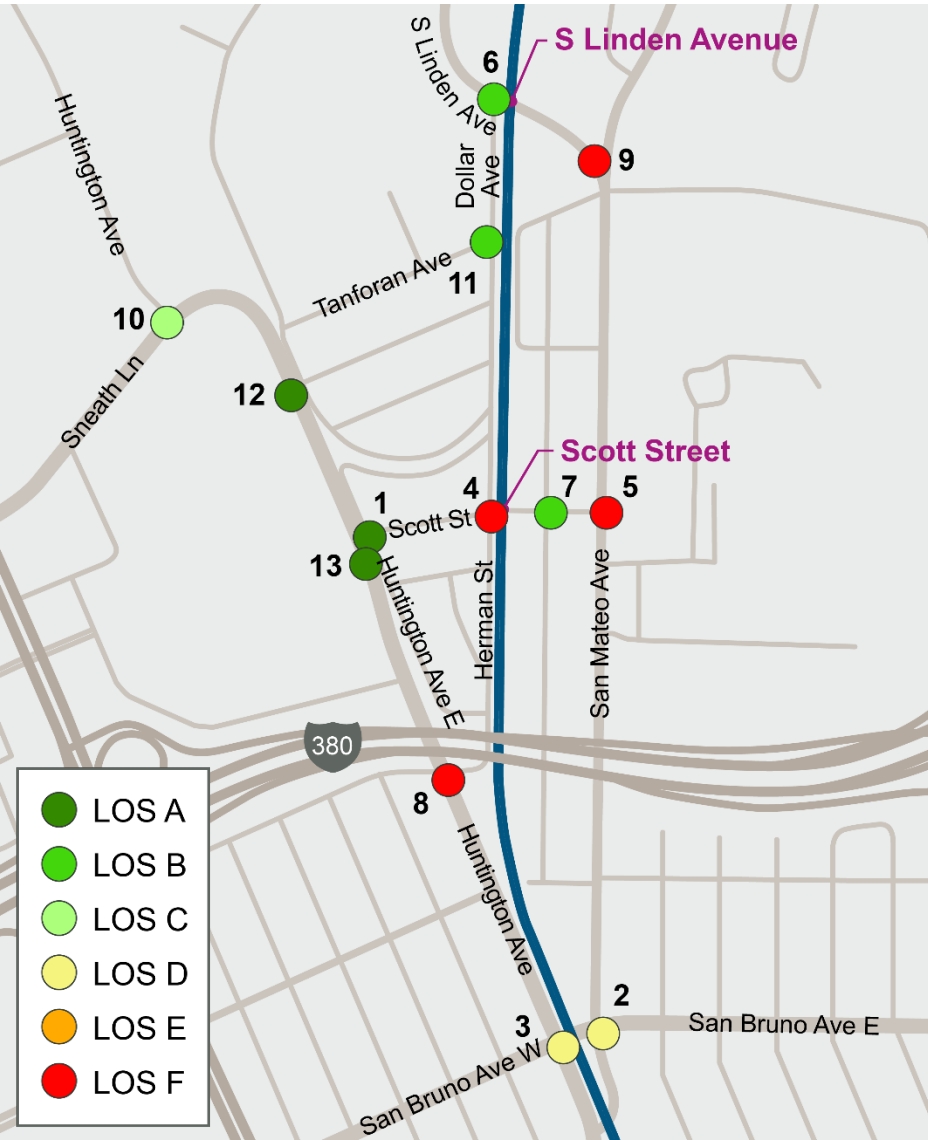
Option B: Conceptual Plan of Ped/Bike Crossing



LOS – COMPARISON (PM Peak)

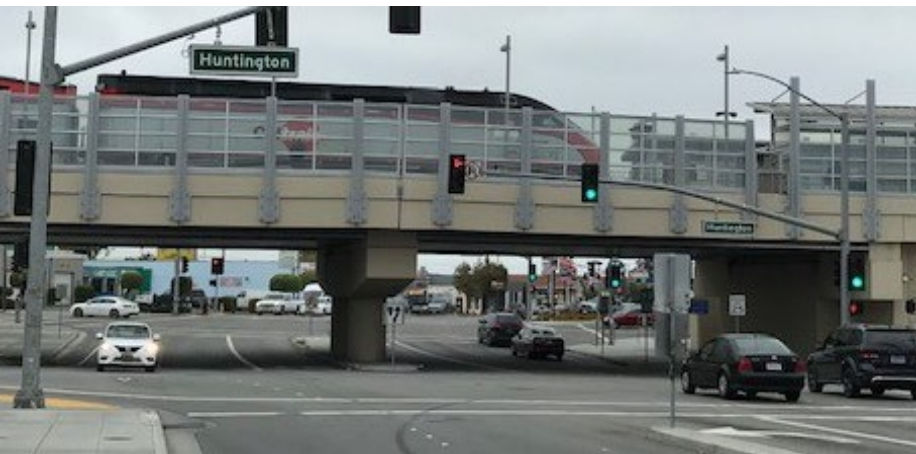
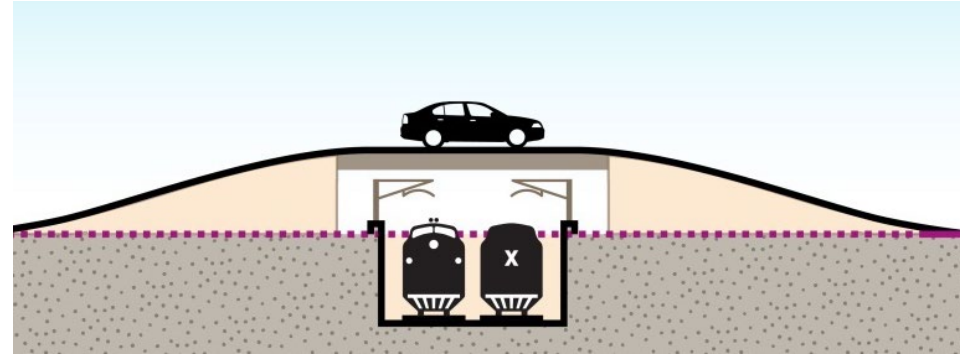
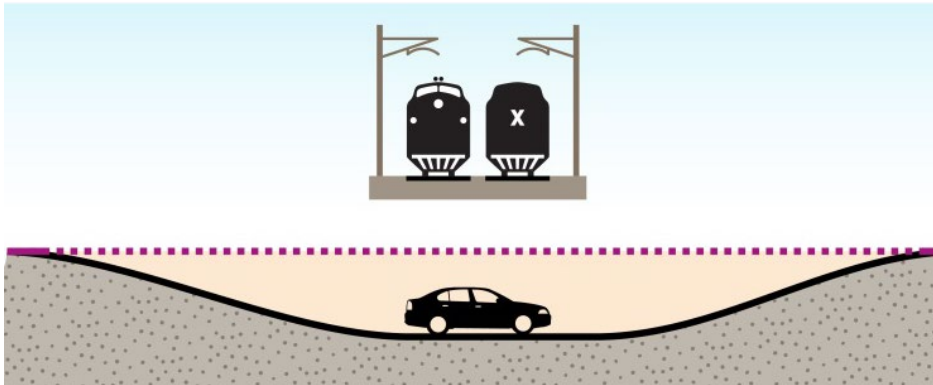
Option A: Scott At-Grade Moderate Growth

Option B: Scott Ped/Bike Grade Sep Moderate Growth



OPTION C

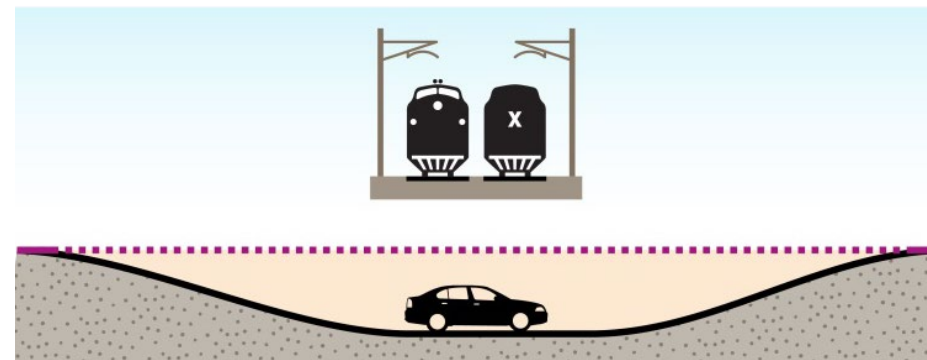
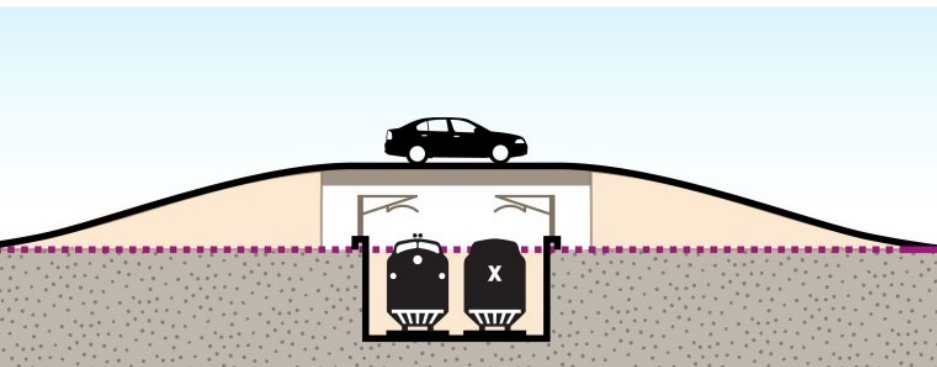
Grade separation for all modes of travel



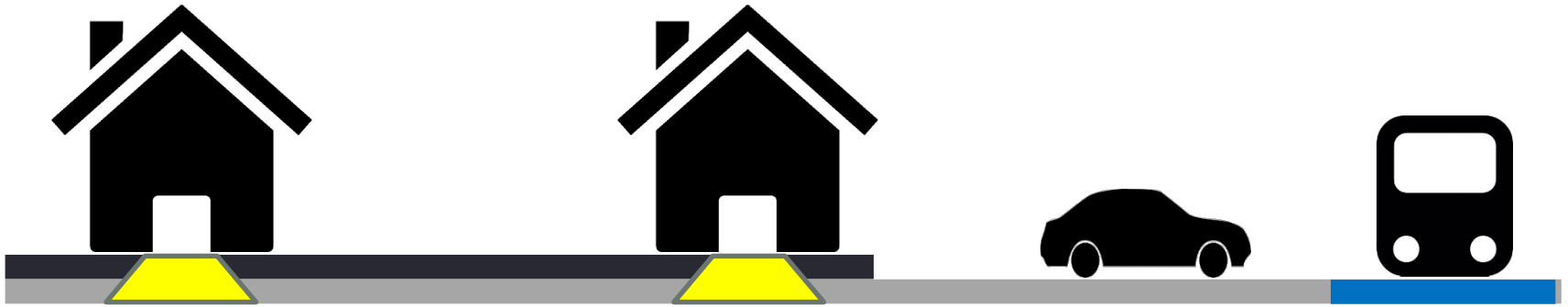
OPTION C

Grade separation for all modes of travel

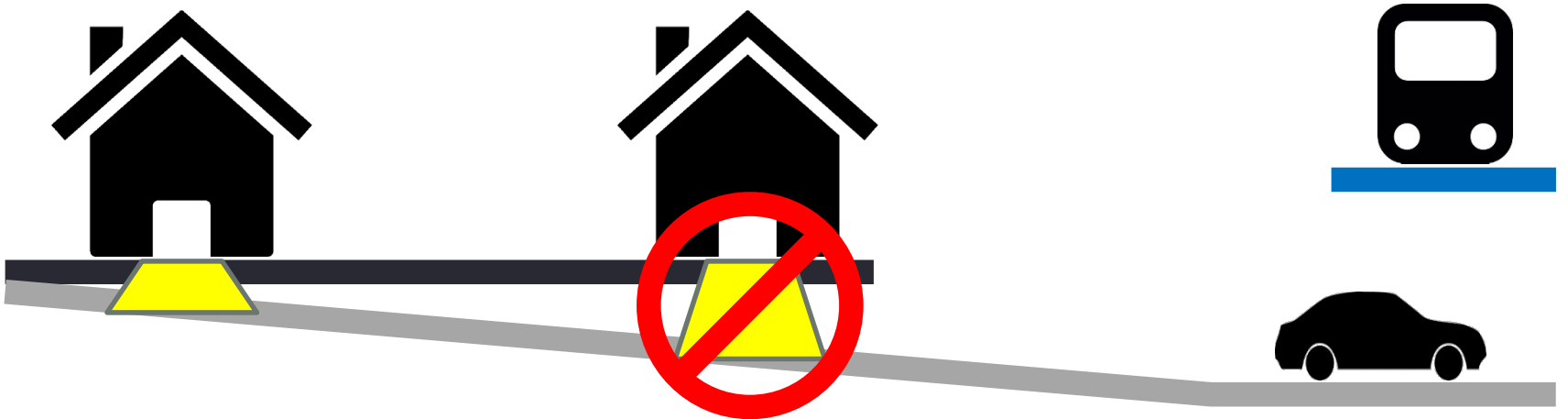
- Crossing open to all modes of travel
- No motor vehicle diversion
- Eliminates conflicts between trains and other modes of travel
- Trains no longer have to sound horns
- Results in property impacts



CHANGING THE ROAD ELEVATION CAUSES PROPERTY IMPACTS



AT-GRADE CROSSING

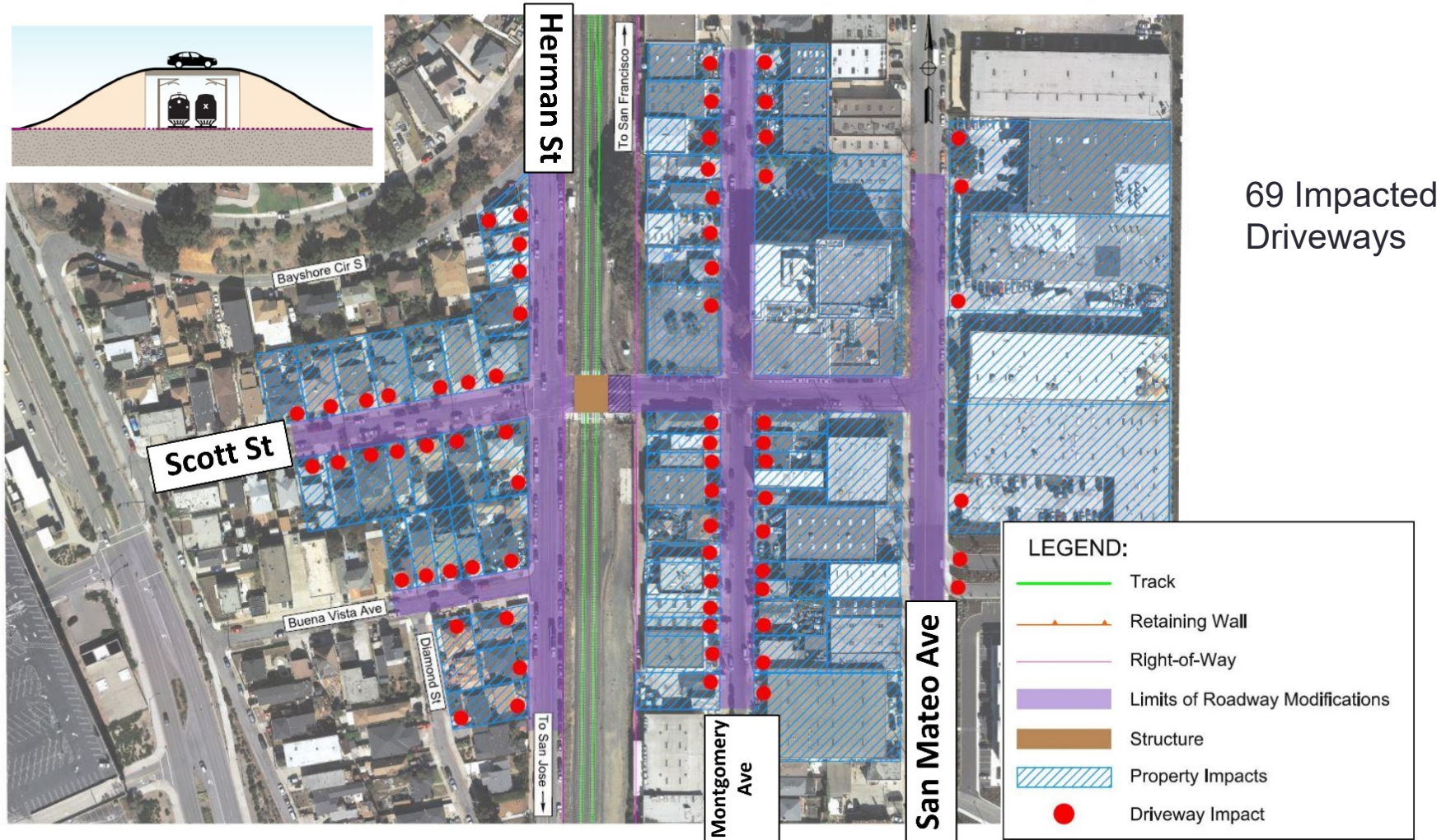


GRADE SEPARATED CROSSING

PROPERTY IMPACTS – WORST CASE

Option C-4: Rail at grade with Roadway Overpass

Scott Street Grade Separated for Vehicles, Pedestrians, Bikes



COMMUNITY ENGAGEMENT

Prior to Community Meeting #2 (August 28, 2019)

- Door-to-Door Canvas
- Postcards
- Social Media
- Caltrain Press Release
- Announcement on City Main Web Page
- Added to City Web Calendar
- Project Web Page
- Emails sent to project contact list
- Announcement at City Council Meeting

SURVEY RESULTS FROM AUG 28, 2019

Respondent Location	Options		
	A	B	C
5th Addition - In Property Impact Zone	3	2	0
5th Addition - Not In Property Impact Zone	8	8	0
Rest of San Bruno	2	1	1
Total San Bruno	13	11	1
Non-San Bruno	1	0	0

COMMUNITY FEEDBACK

- Notification process needs to improve
- Concerns about emergency service access if Scott Street is closed
- Skepticism about traffic projections
- Desire for grade separation that accommodates cars but has no vehicle impacts
- Concern about safety and homeless at ped/bike crossing
- Consider opening other crossings. (Tanforan Ave)
- Maintenance
- Concern about construction impacts
- Many questions and concerns about property impacts

COMMUNITY FEEDBACK (Cont)

- Questions about cost, where the funding will come from, and whether there are better ways to spend the money
- In favor of reducing horn noise
- Some support Option A
 - No need to do anything
 - Need to keep open to cars
- Some support Option B
 - Reduced noise
 - Separate west from east
 - Don't need to keep open to cars
- Option C is receiving almost no support

COMMUNITY PETITION OPPOSING OPTION C

105 residents have signed a petition opposing Option C

Points made in petition:

- Oppose displacement of elderly residents
- Consider Option C too radical and unnecessary
- Believe Option C will destroy the neighborhood
- Believe Option C is cost prohibitive

Staff Recommendation:

Staff recommends Option B, which closes the Scott Street crossing to vehicular traffic and builds a grade separated pedestrian and bicycle crossing, should be studied further by the Project Development Team.

QUESTIONS?



Scott Street in San Bruno

THANK YOU!



Scott Street in San Bruno