

City Council Update on the Planning Study for the South Linden Avenue and Scott Street Caltrain Grade Separation Project

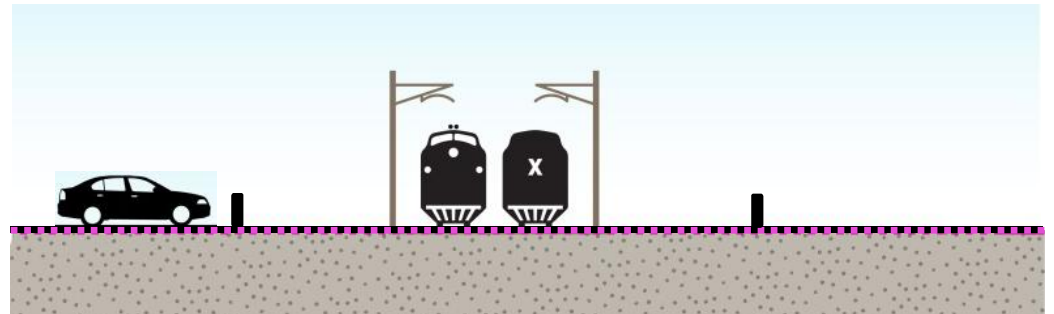
Michael Kato, P.E.
Public Works Department
October 9, 2018



Rail Crossings

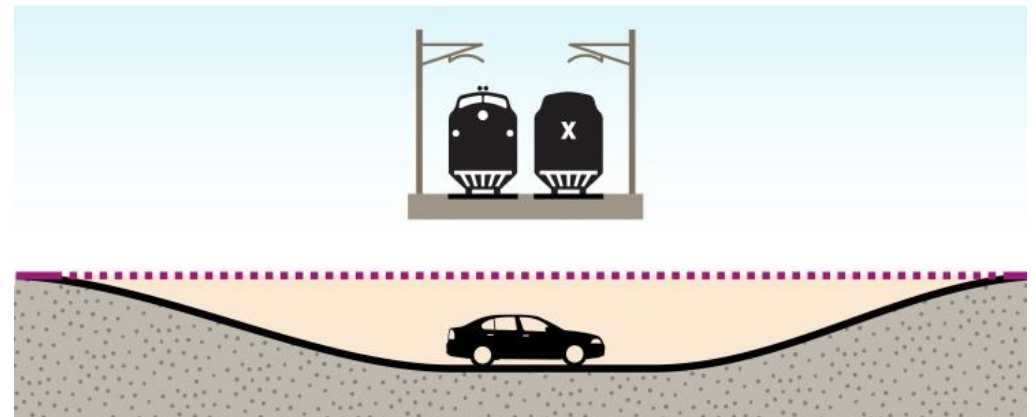
At-Grade:

Road and train tracks are at the same elevation.



Grade Separated:

Road and train tracks are at different elevations.



Benefits of Grade Separated Crossings

- Improved traffic flow on the roadway
- Increased safety for vehicles, pedestrians and bicycles
- Quiet Zone



Value of these benefits will increase as train traffic increases on the corridor.

Project Background

Grade Separations:

- Benefit the roadway users more than the trains.
- Typically initiated by local agencies, not by Caltrain

This project:

- Initiated in September 2013.
- Joint grant application by San Bruno and South San Francisco
- San Bruno sought grade separation without elimination of vehicle connection at Scott Street.

Project Background

Planning Study:

- Funded by Measure A grant from SMCTA
- Memorandum Of Understanding signed in April 2016
- Project Development Team formed in January 2018

Project Development Team Members:

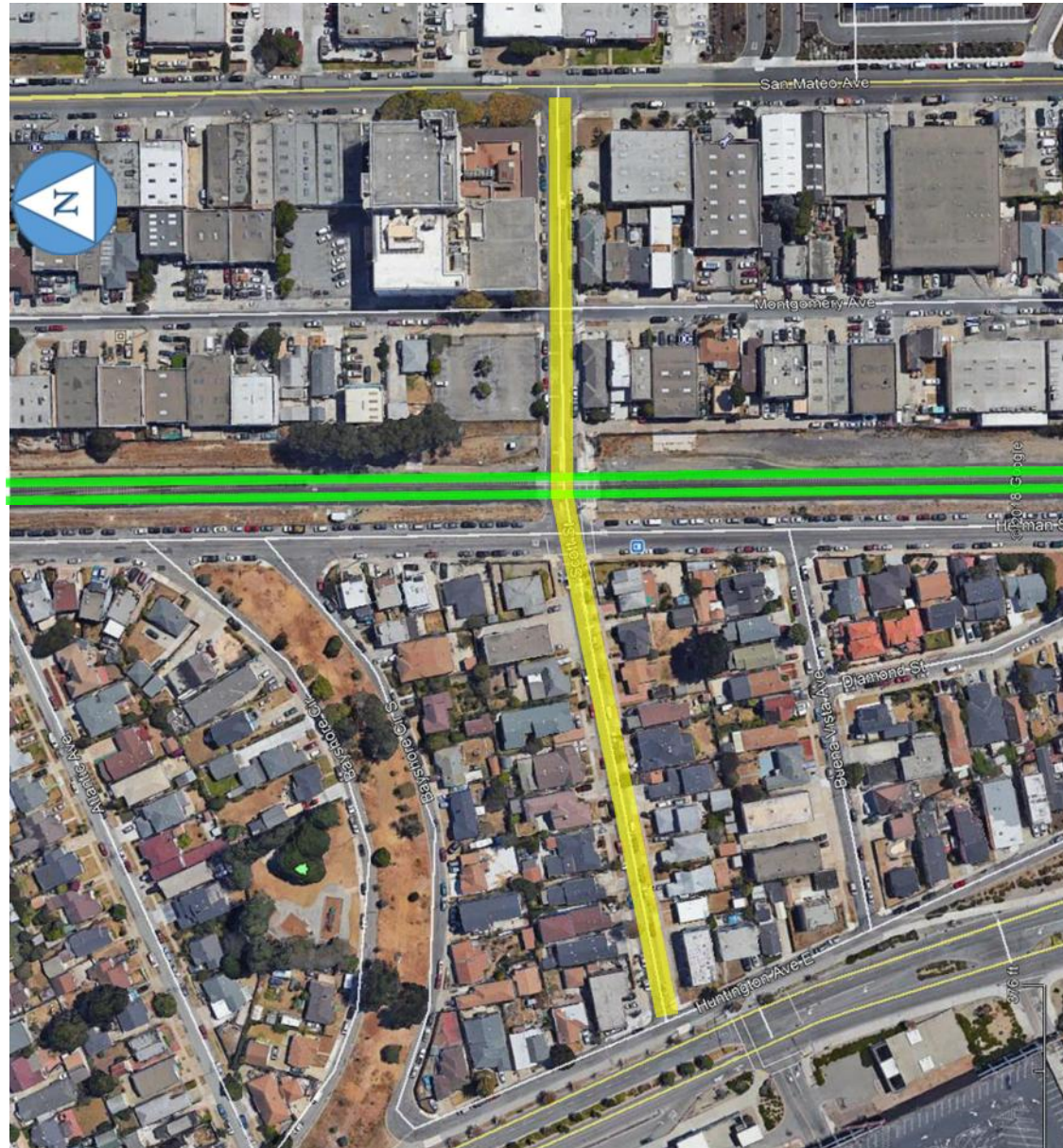
- City of San Bruno
- City of South San Francisco
- Caltrain
- Apex Strategies
- AECOM



Project Background

PROJECT TIMELINE	
Preliminary Design and Alternatives	2 years upon funding
Environmental Documents	3 years upon completion of Preliminary Design
Right-of-Way	3 years upon completion of Environmental Documents
Design	3 years upon completion of Environmental Documents
Construction	5 years upon funding

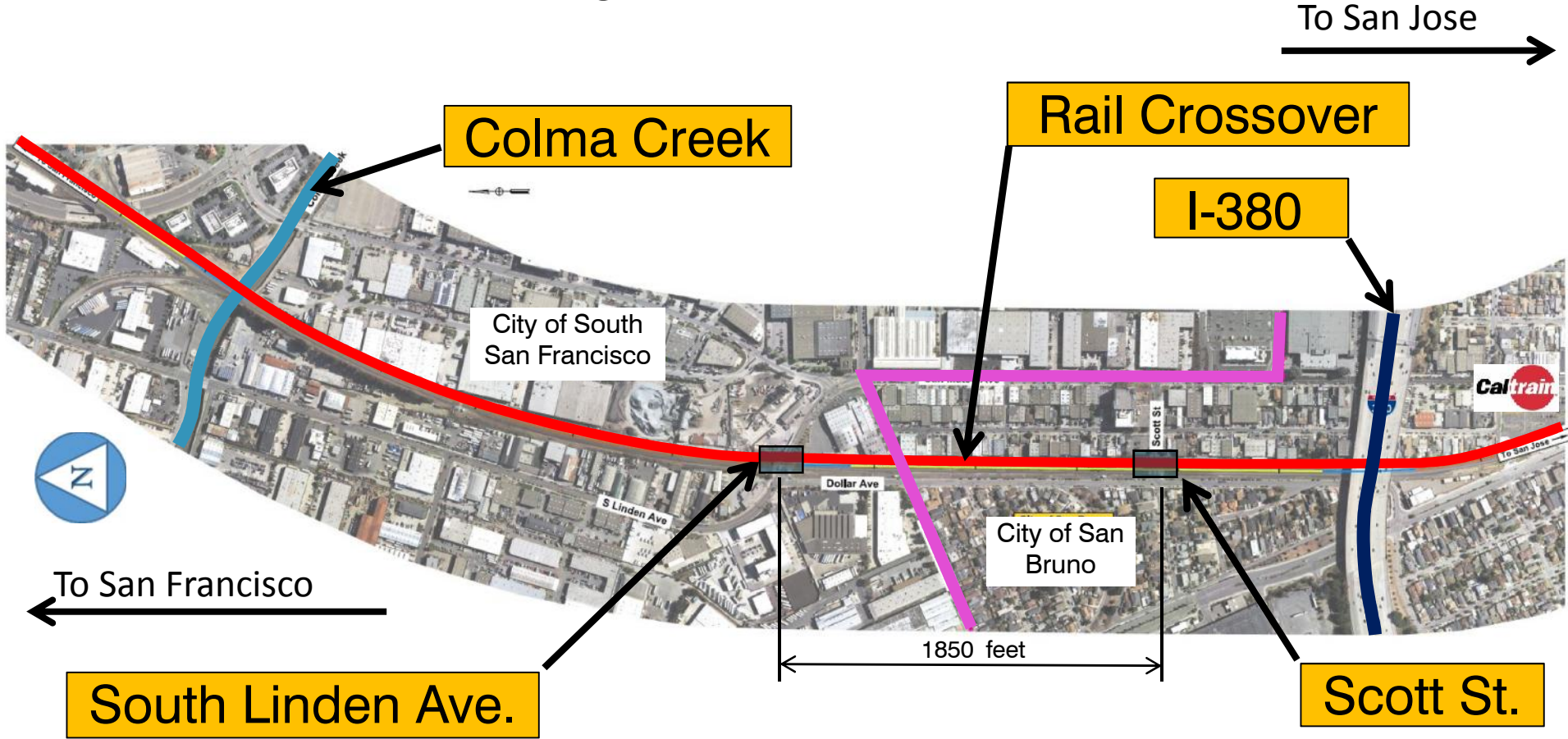
Scott St. Caltrain Crossing



Scott St. Caltrain Crossing



Project Location

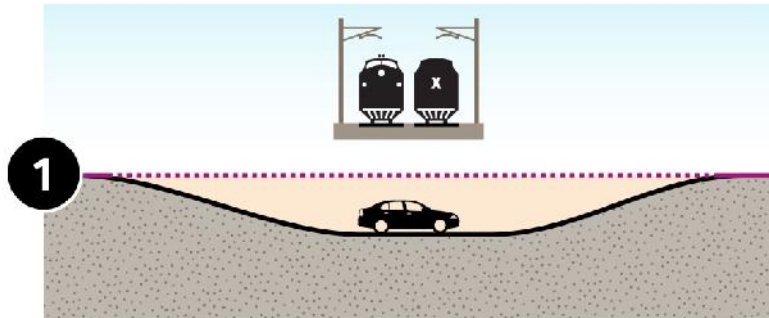


LEGEND

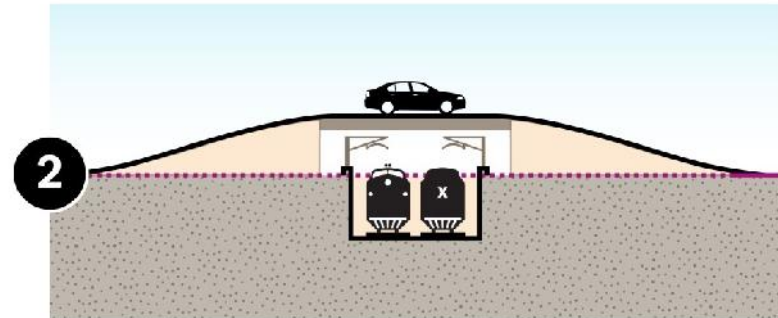
- Caltrain Tracks
- Colma Creek
- I-380
- City Limits

Four Alternatives to Evaluate

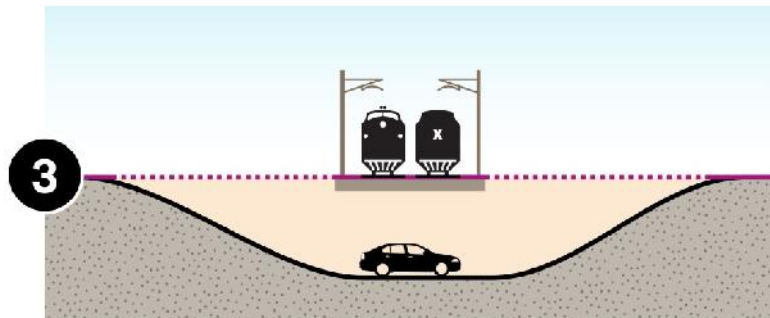
Alt 1: Hybrid - Track Raise/Road Lower



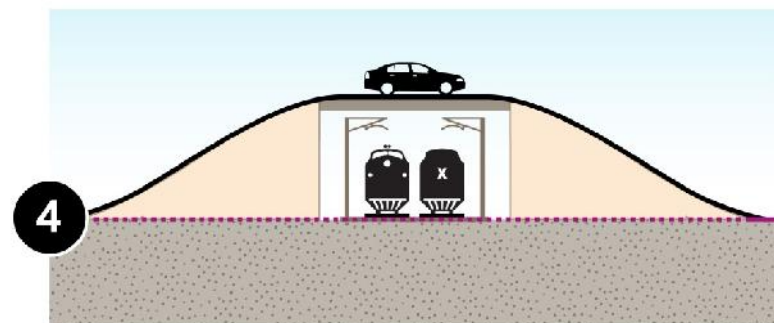
Alt 2: Hybrid - Road Raise/Track Lower



Alt 3: Road Under



Alt 4: Road Over

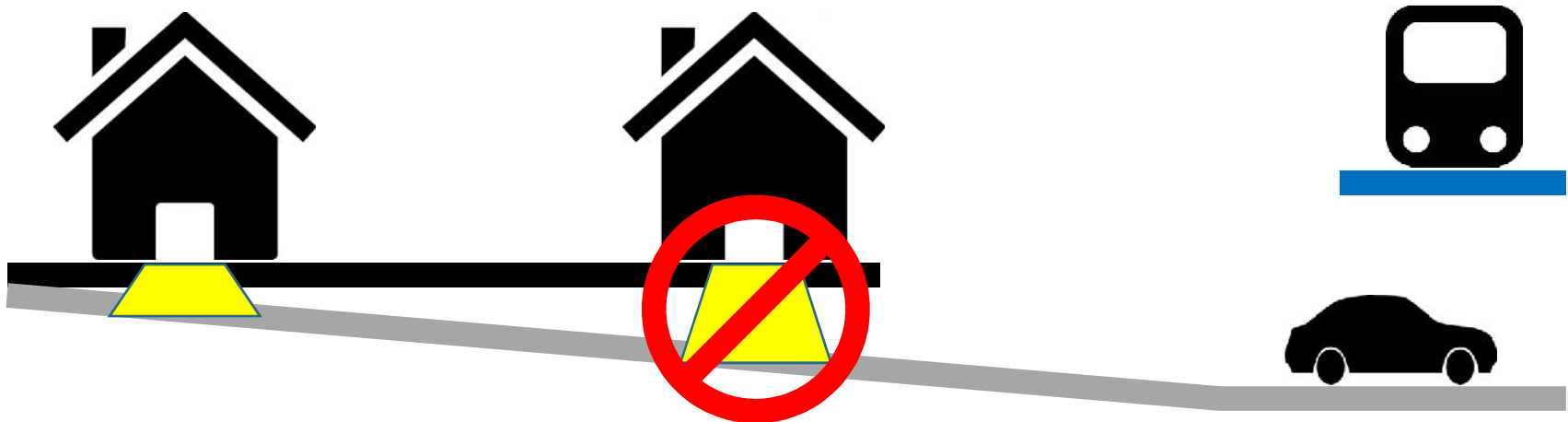


Elevation of existing crossing
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Raising or Lowering the Road Affects Nearby Properties



AT-GRADE CROSSING



GRADE SEPARATED CROSSING

Property Impacts at Scott Street (Alt 1)



Impacted Roadway



Impacted Property



Train Tracks

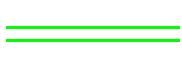
Property Impacts at S. Linden Ave (Alt 1)



Impacted Roadway



Impacted Property



Train Tracks

Three Options for Scott Street

1. Scott Street is grade separated and remains open to vehicles
2. Scott Street is grade separated and closed to vehicles. Pedestrian and bicycle crossing can be provided.
3. Scott Street remains an at-grade crossing.

Three Options for Scott Street

1

Scott Street is grade separated and remains open to vehicles.

Pros

- Gain benefits of grade separation.

Cons

- Properties near the crossing affected by changes to roadway elevation.



Three Options for Scott Street

2

Scott Street is grade separated and closed to vehicles.

Pros

- Gain benefits of grade separation for pedestrians and bicycles.
- Properties near the crossing not affected by changes to roadway elevation.

Cons

- Vehicles no longer able to cross tracks at Scott Street.



Three Options for Scott Street

3

Scott Street remains an at-grade crossing.

Pros

- Crossing remains open to vehicles.
- Properties near the crossing not affected by changes to roadway elevation.

Cons

- No benefits gained from grade separation.



Three Options for Scott Street

Scott Street remains an at-grade crossing.

Additional Considerations:

- From August 5, 2003 to August 5, 2013 there were 6 collisions between trains and vehicles or trains and pedestrians
- Calendar years 2014, 2015, and 2016 saw no collisions involving trains
- It may be possible to improve the gate system
 - Could enhance safety
 - Might enable Quiet Zone
- Grade separations provide the highest level of safety and better chance for a Quiet Zone
- Increased train traffic will mean more potential conflicts between roadway traffic and trains

Three Options for Scott Street

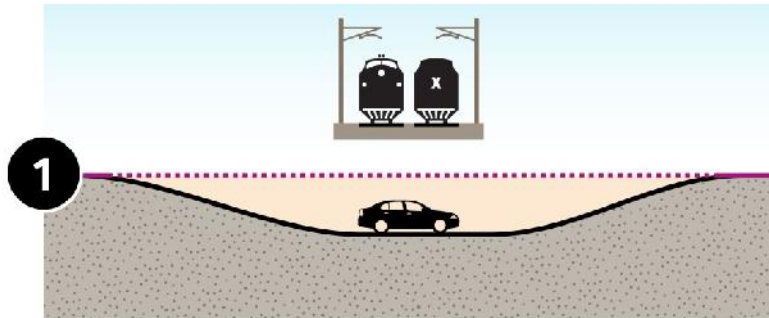
Scott Street remains an at-grade crossing.

Additional Considerations (Continued):

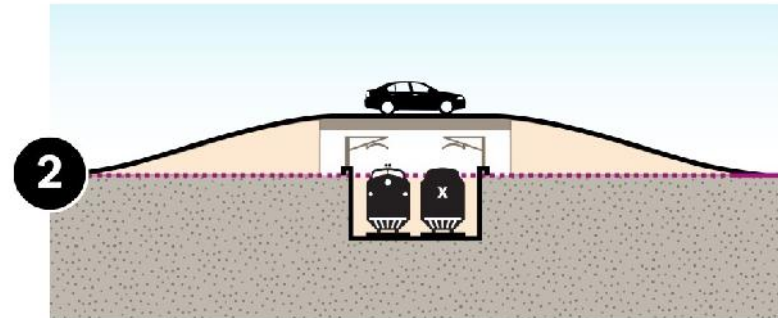
- Increased train traffic will mean more disruptions to roadway traffic
- Lose our opportunity for a joint project
- Funding could be harder to find
- Design options could be more limited in future
- San Bruno's choice could also negatively affect funding and design options for South Linden Avenue.
- Cumulative construction costs and impacts could also be greater if the two projects are constructed separately rather than together.

Four Alternatives to Evaluate

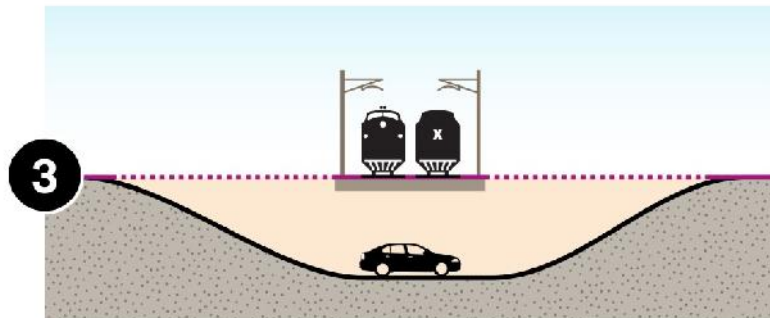
Alt 1: Hybrid - Track Raise/Road Lower



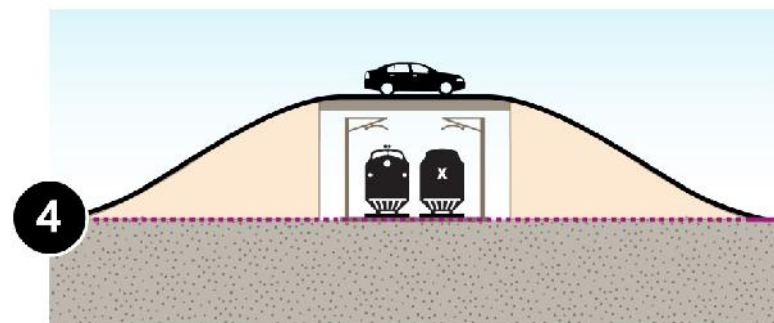
Alt 2: Hybrid - Road Raise/Track Lower



Alt 3: Road Under

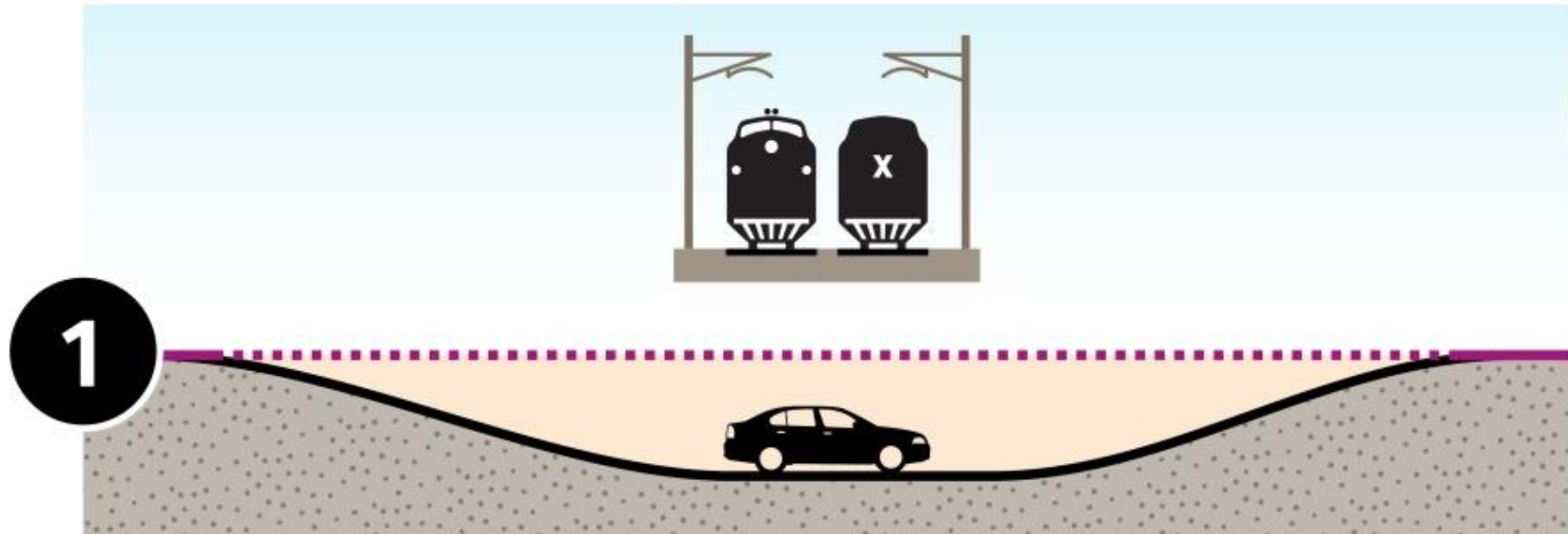


Alt 4: Road Over

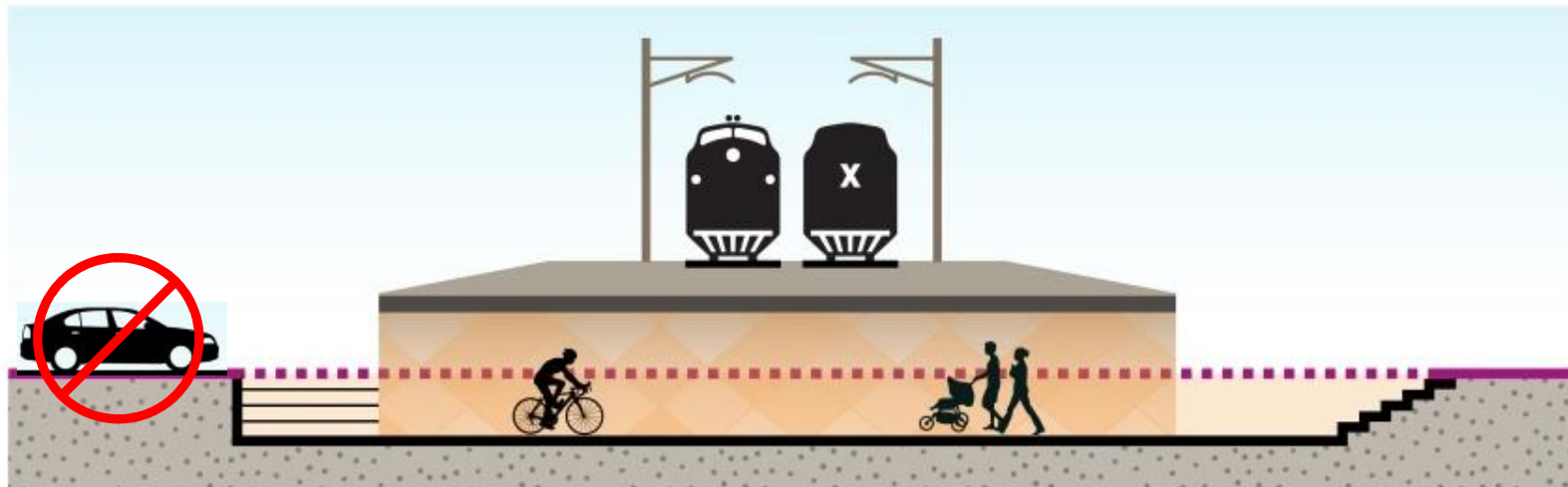


Elevation of existing crossing
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Alternative 1: Hybrid Track Raised and Road Lowered

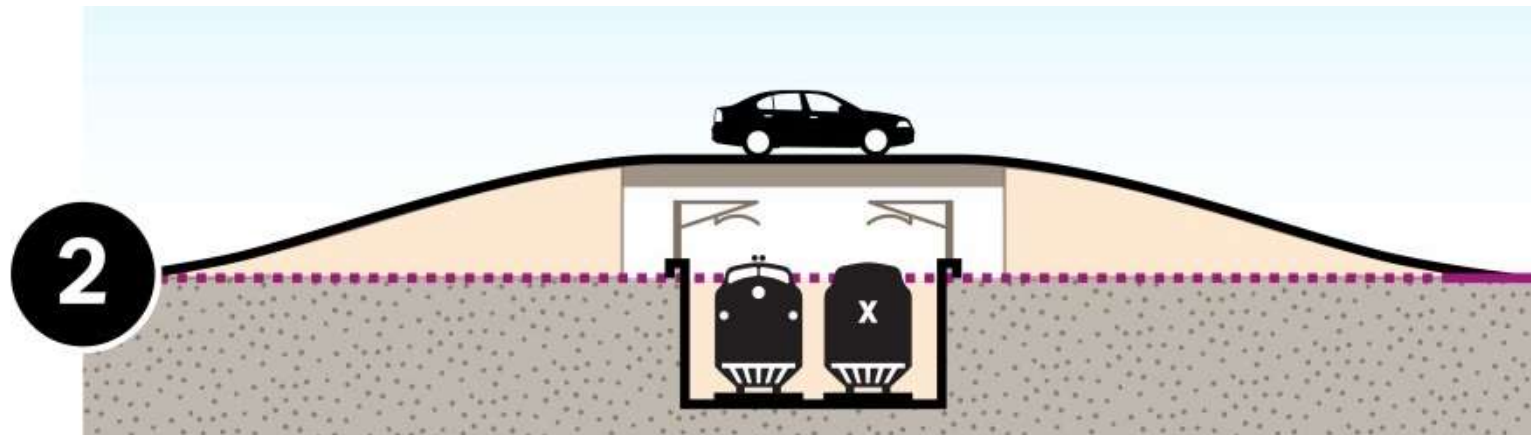


South Linden Ave: Track Raised and Road Lowered

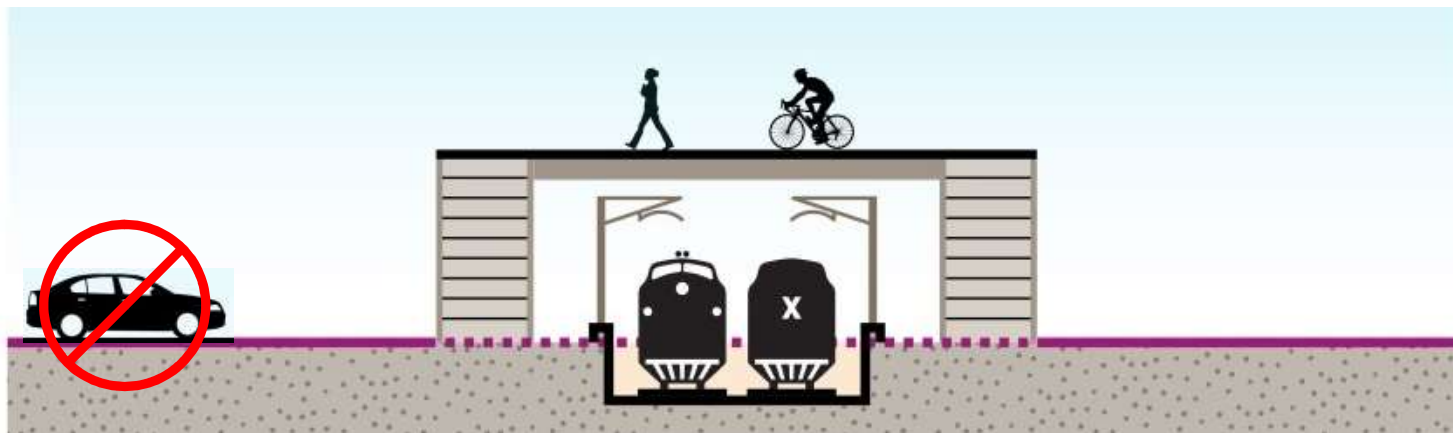


Scott Street: Ped/Bike Underpass. No Cars.

Alternative 2: Hybrid Road Raised and Track Lowered

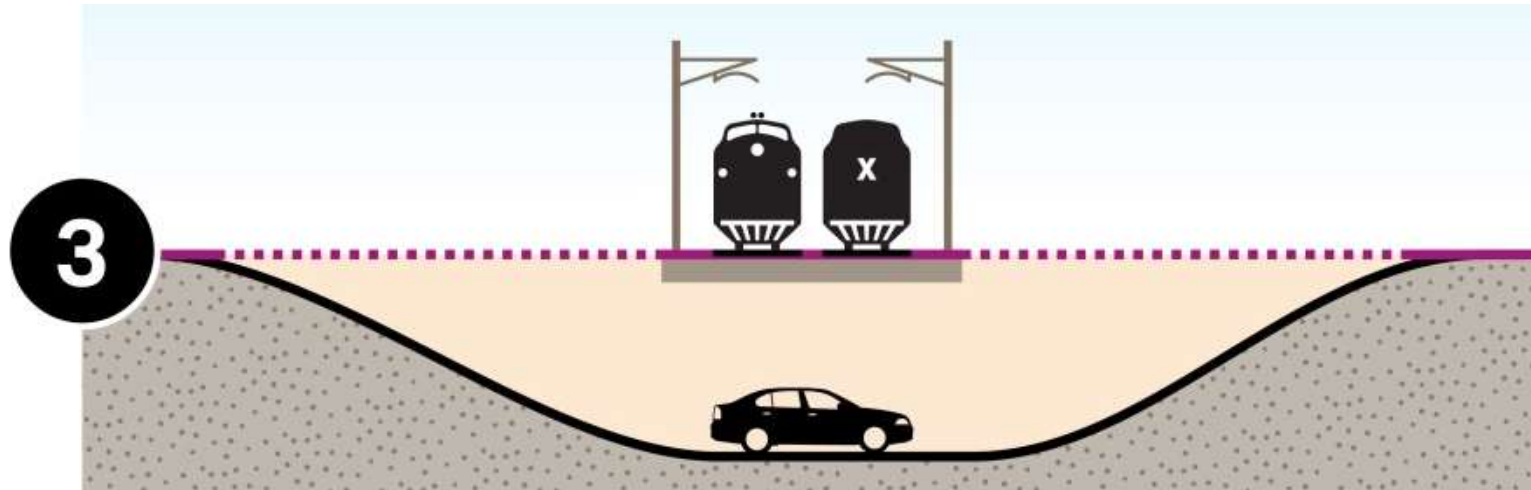


South Linden Ave: Road Raised and Track Lowered

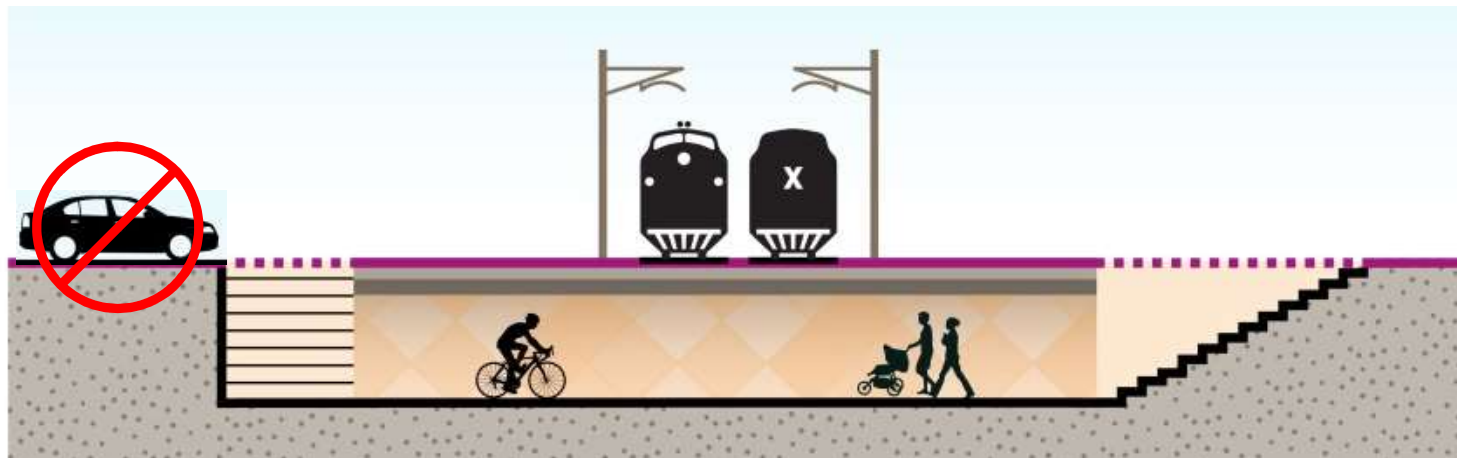


Scott Street: Ped/Bike Overpass (or Underpass). No Cars.

Alternative 3: Track At-Grade and Road Lowered

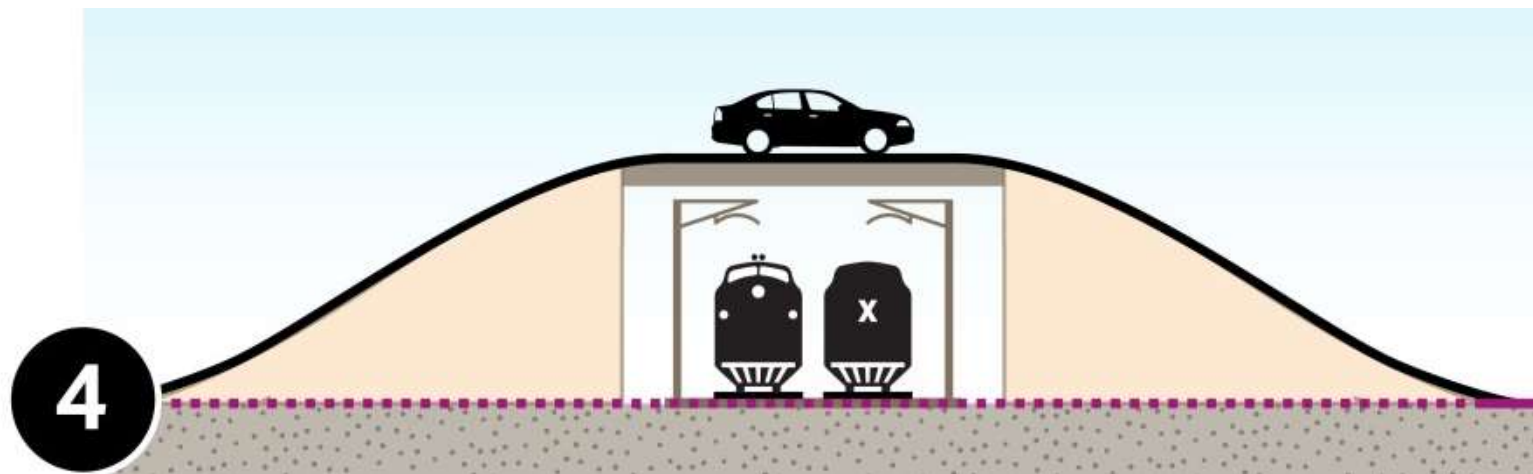


South Linden Ave: Track At-Grade and Road Lowered

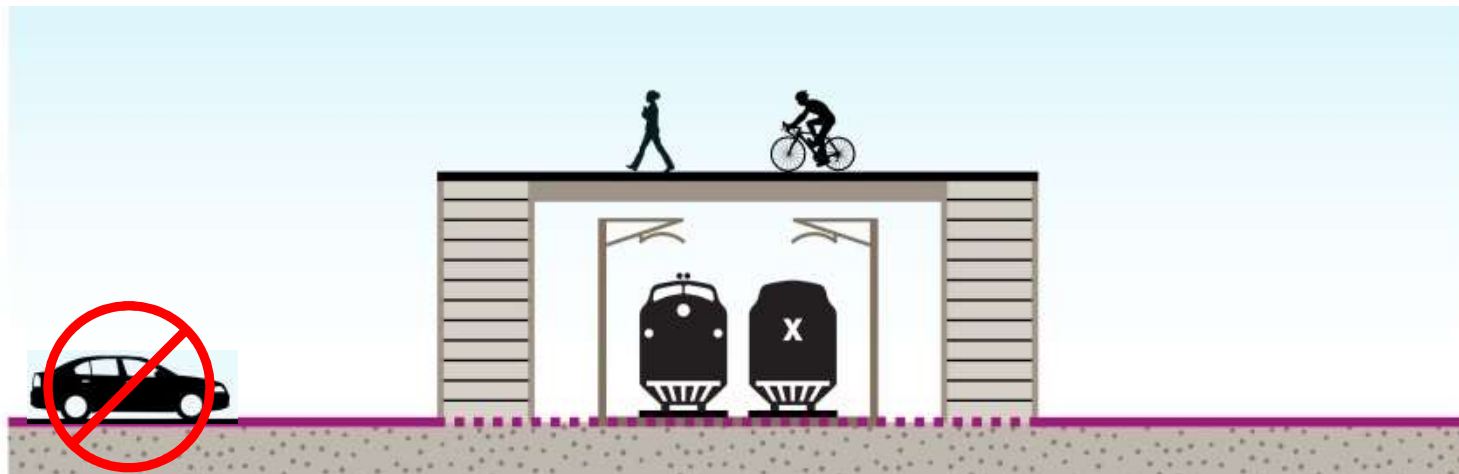


Scott Street: Ped/Bike Underpass (or Overpass). No Cars.

Alternative 4: Track At-Grade and Road Raised



South Linden Ave: Track At-Grade and Road Raised



Scott Street: Ped/Bike Overpass (or Underpass). No Cars.

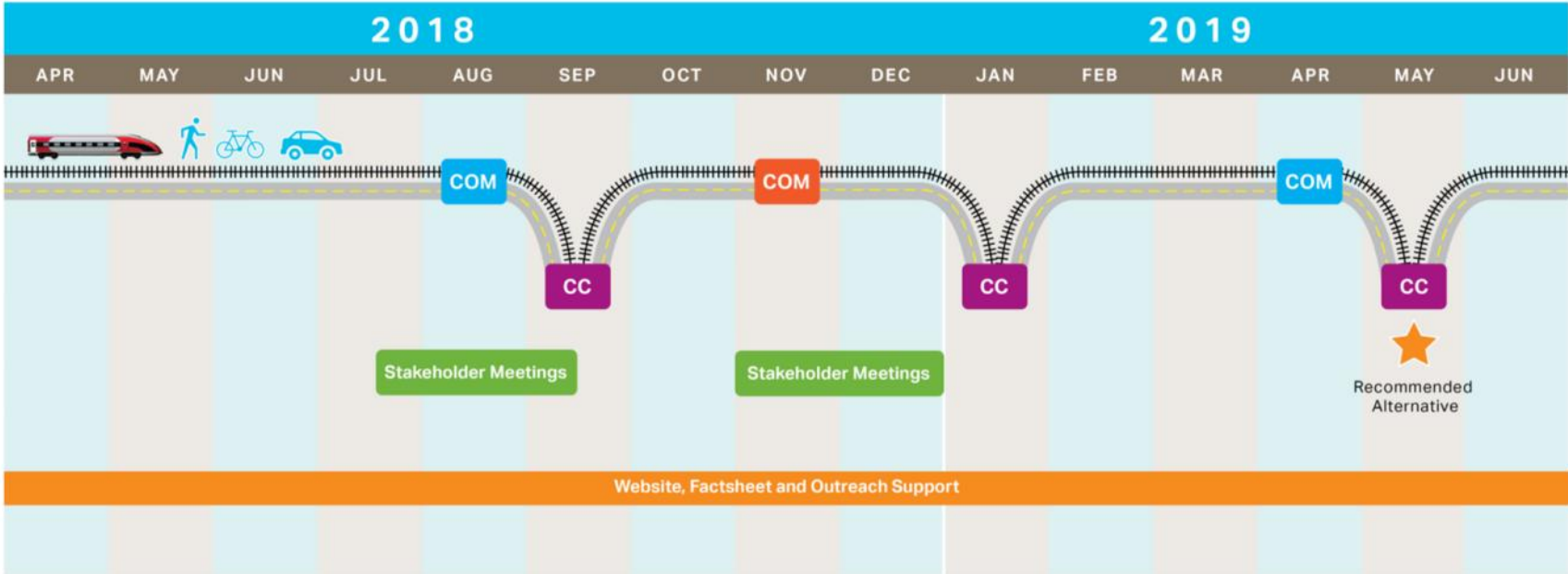
Pedestrian Underpasses



Pedestrian Overpasses



Community Engagement



- COM** Combined City Community Meeting (2, with South San Francisco **and** San Bruno)
- CC** City Council Meeting (3 each per city)
- COM** Single City Community Meeting (1 each per city)
- ★ Recommended Alternative—Advance to Environmental Clearance

Community Engagement Schedule

August 16, 2018	1 st Community Meeting
October 9, 2018 (Tonight)	1 st City Council Briefing
Late November/Early December 2018	2 nd Community Meeting
January 2019	2 nd City Council Briefing/ Study Session
April 2019	3 rd Community Meeting
May 2019	Seek City Council Approval



First Community Meeting – August 16, 2018

- Held at the South San Francisco Conference Center
- Four San Bruno residents attended.
- There was a presentation about the project.
 - The four alternatives were discussed.
 - In all cases it was assumed Scott Street would close to vehicles.
- Question & Answer period.
- Feedback from attendees was recorded.



First Community Meeting – August 16, 2018

Feedback from residents about Scott Street

- Not overly concerned about closing crossing to vehicles.
- Clean and safe.
- One resident preferred lowering tracks due to visual and noise impacts.

Overall residents preferred a pedestrian/bicycle overpass.



Provide Feedback on Scott Street Options

Grade Separate for Pedestrians/Bikes.
Closed to vehicles.



Grade Separate for all modes.



Remain at-grade

