

## Scott Street Grade Separation FAQs

Q: What does “at-grade crossing” mean?

A: The phrase at-grade crossing is used to describe a location where a roadway crosses train tracks at the same elevation. The intersection of Scott Street and the Caltrain tracks in San Bruno is an example of an at-grade crossing.



Scott Street at-grade crossing

Q: What does “grade separation” mean?

A: The term grade separation is used to describe a location where a roadway and train tracks cross each other at different elevations. The intersection of San Bruno Avenue and the Caltrain tracks in San Bruno is an example of a grade separation, with the road going under the tracks.



San Bruno Avenue grade separated crossing

Q: Why is San Bruno considering a grade separation at Scott Street?

A: San Bruno is seeking to mitigate the effects of growth within the city and increased train traffic on the Caltrain rail alignment. A grade separation will improve safety by eliminating conflicts between trains and auto, bicycle, and pedestrian traffic. A grade separation will also reduce congestion caused by the crossing gates being down.

Q: How much is train traffic expected to increase?

A: Based on projections from the long range service vision recently adopted by the Peninsula Corridor Joint Powers Board, the number of trains passing by Scott Street will increase from 10 per hour to 24 per hour during peak service times, and the daily total will increase from 92 trains per day to 398 trains per day on weekdays. Those numbers include Caltrain trains and High Speed Rail trains.

Q: How will a grade separation affect train noise?

A: If Scott Street is grade separated at the Caltrain tracks, trains will not have to sound their horns when passing through the area.

Q: Is the City of San Bruno doing this because of the recent fatality at the Scott Street crossing?

A: No. The City has been considering options for the Scott Street crossing at least as far back as 2005 when the San Bruno Avenue grade separation was being planned. The application for the funding from the San Mateo County Transit Authority that is paying for the current study was submitted in September 2013.

Q: Is San Bruno going along with this project simply because the City of South San Francisco wants to grade separate the South Linden Avenue crossing?

A: No. The City of San Bruno is interested in grade separating Scott Street because it will benefit the residents and businesses in San Bruno by improving safety and reducing peak hour traffic congestion.

Q: Why is the City of San Bruno considering displacing residents and businesses as part of the grade separation project?

A: There are three options for the grade separation project which are:

Option A: Do not build a grade separation at Scott Street.

Option B: Build a grade separation at Scott Street that accommodates pedestrians and bicycles. The crossing will be closed to motor vehicles.

Option C: Build a grade separation at Scott Street that accommodates pedestrians, bicycles, and motor vehicles. To build this option the City would have to displace an unknown number of residents and businesses from properties near the crossing.

Of the three options only Option C requires displacement of residents and businesses. Option C is being considered because it is important that the City consider all of the options as part of a thorough and transparent process for selecting the preferred alternative for the project.