

Broadway Grade Separation Project

Summary for Community Meeting #1

March 11, 2015



AECOM

1333 Broadway, Suite 800
Oakland, CA 94612-1924
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apex
STRATEGIES

**Broadway Grade Separation Study
Community Meeting #1
March 11, 2015
Meeting Summary Report**

The City of Burlingame hosted the first of three community meetings for the public to learn about the new Broadway Grade Separation Study project. The meeting was held on March 11, 2015 from 6:30 to 8:30 p.m. at the Social Hall at the Burlingame Recreation Center, 850 Burlingame Avenue in Burlingame (See Photo 1).

Photo 1 - Panoramic View from Back of Social Hall



After a brief introduction by the meeting facilitator who also reviewed the meeting agenda, the City Staff Project Manager welcomed the community members and introduced the project team and elected officials. He also gave a brief history of the project and the purpose of the Study effort. Following his remarks, the AECOM Project Manager presented the project's existing conditions utilizing a PowerPoint with video links of existing traffic. At the conclusion of the presentation, the audience had approximately fifteen minutes of general questions with the project team and then adjourned to the interactive table discussions for the second part of the evening. The general questions and the answers provided at the meeting are captured below.

The table discussions were conducted by project team staff at tables of approximately a dozen people each. There were seven tables that reported out. The first part of the table discussion centered on what the community saw as constraints, issues or challenges related to the grade separation today or in the future. The second part of the table discussion focused on opportunities for improvement and suggested solutions. Approximately 45 minutes in total was spent in table discussion. The questions, concerns, suggestions and comments are summarized below. The individual table discussion meeting notes appear as Attachment A.

The meeting was noticed through the mailing by a flyer (See Attachment B) to the potentially impacted property owners and tenants in the project area bounded by Mills Avenue to the north, US 101 to the east, Palm Drive to the south and El Camino Real to the west ; through e-blasts from the Burlingame staff to the broad city e-news distribution list, special distribution to project stakeholders including the Business Improvement District and the area car dealers as well as postings on the city website.

When the attendees arrived they were asked to sign-in to become part of a database for notification of future meetings. (See Attachment C) The attendees were given the option of picking up a comment card to make comments. Comment cards received that evening have been made part of the record (See Attachment D).

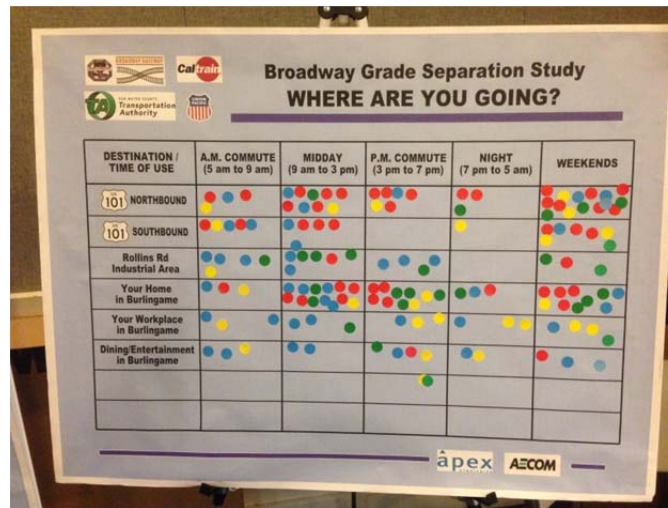
Attendees also were asked to place dots on two boards. The first board asked the attendees about the time of day and week they were in the grade separation area. A grade separation is a bridge that allows the public to travel under or over a railroad, in this case the Caltrain tracks and Broadway Avenue. The attendees were also asked to dot whether they were in a car, on a bike, or walking (See Photo 2). The attendees were asked to indicate whether they were in a Caltrain, or riding a bus, or shuttle. The results show most attendees utilize cars and light trucks in the area, a few indicated they were on bikes or walking. No one marked the shuttle or bus option and only two indicated they took Caltrain. Both Caltrain dots were on the weekend because the train station is only open on weekends. The car use was evenly distributed across time of day and the day of the week. There was more bicycle use indicated in the Study area during the weekend.

Photo 2 - Existing Railroad Crossing Use



The second board asked attendees to place dots where they were going when they went through the grade separation study area and also asked about the time of day (See Photo 3). The results of those inputs indicate a travel pattern very spread out by time of day and week, although slightly fewer attendees indicated that they were in the area at night. The destinations of north and southbound Route 101, the business district and residential areas were all well represented.

Photo 3 - Where are you going?



Approximately 100 people attended the meeting. Approximately eighty percent (80%) said they had received a meeting notice flyer, fifty (50%) indicated they had received the city e-blast, 25% indicated they also were told about the meeting from someone else. One-quarter of the attendees indicated they saw an article about the meeting in the local paper. In addition to the Mayor, Terry Nagel, a number of City Council members were present including Ann Keighran, Michael Brownrigg, Ricardo Ortiz and John Root.

The questions received during the general session question period are as follows the answers given are shown:

Question	Response
What is the relationship between this project and the Caltrain Modernization Project?	They are separate projects. However, the Electrification Project and the High Speed Rail project will be taken into consideration when evaluating future traffic conditions, i.e., there will be more trains in the future which will have an adverse effect on traffic if a grade separation is not constructed.
How much are we spending on this effort that is duplicating previous research?	None, those were different efforts and some of the information gathered before is outdated.
What is the electrification interface?	The Caltrain electrification project will be considered in the design of this proposed project. Also, see response to Question #1.
When will the noise stop on the interchange project?	The pile driving activities, which do create a lot of noise, will be completed very soon.
When the Caltrain electrification project is completed and they are running the	Yes.

electric trains will it be quieter?	
Is there information being gathered about Millbrae area traffic?	The full scope of the traffic study has not been finalized at this time. However, any traffic from the Millbrae area that is diverted to the Broadway area will have to be considered.
How will the high speed rail project be coordinated with? That project cannot be done in isolation. They have specific engineering and grade requirements for the high speed train tracks.	The Broadway grade separation alternatives will be developed under the assumption that high speed rail trains will be operating along the Peninsula corridor by 2030. In other words, the engineering requirements for high speed trains will be met with this project study.
There is a lack of entry at the Millbrae overpass. Regional needs and regional traffic must be considered. The project team should be looking at a broader set of traffic numbers. The real issue is traffic.	Comment noted. The project team will take this under advisement.
What are the boundaries for this study? Does the scope include a bigger travel pattern?	The boundaries are still being set. The scope of the traffic study is currently being evaluated.
Ralston is a good example of a grade separation.	Comment noted. The project team will evaluate Ralston to see how features from that design can be applied to Broadway.
Where will the tracks be relocated to during and after construction?	The final (horizontal) track alignment will likely remain where they exist today. The location of temporary tracks during construction will be evaluated with the upcoming study.

The information from the table discussions was given by community members for six of the seven tables. The last table was summarized by a project team member since it was the last table reporting out and the community members at that table had all left the meeting.

A summary of the report out themes appears below:

Concerns/Constraints/Challenges:

- Number one concern is safety
- There will be more gate down time when the Broadway Station comes back on-line

- Design coordination with the future rail corridor (Caltrain electrification and High Speed Rail)
- There is speeding in the neighborhoods
- Hard to get to the US 101 pedestrian/bicycle bridge overcrossing
- Safety for cars and for children important
- Design coordination with the 101/Broadway interchange
- Concerns about Carolan Avenue and California Drive neighborhood areas
- Bicycle and pedestrian safety issues
- Will noise bounce off any future soundwalls?
- Do not care for the San Bruno grade separation or Hillsdale station
- Need to know construction details as part of design especially track shooflies and traffic detours
- Design would need to be sensitive to the historic train station
- Concerned about keeping business impacts to a minimum
- Tree removal is not desired
- Do not want eminent domain utilized
- Do not want a design that takes the track or road above ground
- Do not create a design that will increase traffic on Broadway
- Define what happens to overflow traffic
- Make sure designs minimize opportunities for suicides and deaths by train
- Make sure traffic impacts are understood and traffic is not increased on Broadway
- Define potential construction impacts to business prior to making a decision
- Do not divide city
- Develop real alternatives
- Discourage truck traffic on Broadway

Suggestions/Improvements:

- Make north to south traffic patterns better
- Underground Caltrain
- Provide better signage especially at California Drive
- Do better speed enforcement in crossing area
- No barriers—this is a very tight area for right-of-way
- The area must feel welcoming—no visual barrier
- Do a trench or a tunnel design for the rail line
- Need to look at traffic signal synchronization
- Add additional access points through the area
- Look at non-wall alternatives
- Consider the ½ up and ½ down design—look at examples such as Holly and Ralston
- Designate bike route/bike lanes through the area
- Put the train above ground

- Consider weight limits on Broadway to eliminate trucks cutting through
- Preserve the Broadway arch as a gateway feature
- Reduce speed limits
- Open Broadway station for more use
- Look for opportunities to add crossings for pedestrians like the one at Morrell Avenue
- Look for opportunities to add additional vehicular crossings to distribute the traffic more efficiently
- Look at broader circulation patterns (from Millbrae Avenue to Peninsula Avenue)
- Restore train station
- Keep trees and add landscaping
- Aesthetics are important
- Underground Peninsula Avenue below the tracks—coordinate with City of San Mateo
- Add US 101 exit between Broadway and Millbrae, especially needed for trucks

Attachments:

Attachment A – Table Discussion Meeting Notes
 Attachment B – Meeting Notice
 Attachment C – Sign-In Sheets
 Attachment D – Hand Written Comment Cards
 Attachment E – Comments via Email
 Attachment F – Exhibit Boards
 Attachment G – PowerPoint Presentation

Meeting summary distributed by AECOM and Apex Strategies on April 9, 2015.


ATTACHMENT A

TABLE DISCUSSION MEETING NOTES

Table 1

CONCERNS / ISSUES

①

- Speed of trains
80 mph too fast
- HSR done deal?
- Grade separation needs to dovetail into Caltrain plans
- Don't just look at the one grade crossing at Broadway
• ~~Grand~~ ~~Dak~~ Street
- More information on what US101 Interchange improvements will do.
- Look at HSR but vs subway
- Reduce noise (train not louder)
- HSR 

able!

(2)

- Too many traffic lanes dumping into Broadway by the shops (Business District)
- Encourage Hotel businesses to use downtown Broadway
- More ped/vehicle cross tracks

Cal to Carol

- Make sure we look "BIG" picture - ~~all~~ corridor Milbrae to Pen (S/Mate)
- Be sure to include horizontal alignment north of Milbrae

Table 1

(3)

- Stop development - stop high density
- reduce congestion.
- Alternatives to keep traffic
off Broadway Downtown
- Do not restore service to Broadway
Caltrain station

Lower trackway below grade

Table!

Opportunities

- Get better circulation by looking at "BIG" Picture and opportunities for all crossing to alleviate congestion on Broadway
- Opportunity to add landscaping - trees
 - noise mitigation
 - keep old eucalyptus tree!
-
- Restore old train station to its original use as a train station
- Lower trackway below grid ~~at~~

Table 2 Concerns/Questions

①

1. Safety of Existing Crossing - Needs Improvement.
2. Need additional ped' crossing North of Broadway [like the one south of Broadway]
3. Clearance: Trucks need to clear
4. Tie-in with HSR, electrification
5. Impact on Cal. Dr = North/South Traffic must continue
6. Impact on Broadway Business Dist. [Make a traffic problem worse as more cars use street for East-West traffic]
7. Impact on Parallel streets to Broadway, e.g. Grove, Castile, as ~~street~~ motorists use alternatives
8. # of trains underestimated due to increases in demand/construction in S.F.
9. When Broadway station is reactivated Weekday trains will impact Broadway much more due to stopping there
10. If separator - make sure truck clearance for commercial area

-: Solutions :-

1. Underground Caltrain [ideally entire corridor]
2. Underground Caltrain just to keep Broadway at-Grade
3. Better signage and multi-turn lanes from Broadway to Cal. Dr.
4. Greater traffic enforcement at existing grade crossing so motorists "don't learn the hard way" how to navigate the crossing.

= solution Whatever decision is made should be done assuming HSR is coming. (e.g. HSR/tracks underground)

- Retaining wall

- aesthetics * Set aside money / ^{non-wall} alternatives *
- do not want wall like San Bruno

- Will tracks be moved

* temporary tracks / roadway *

- How will train station be affected

* minimize = don't raise or lower tracks *

* move station *

- Kilsten in Belmont good example on Holly St

* consider during study *

- How will business ambience be affected

* minimize = don't move roadway * * underground *

- Will trees be removed @ Carolan / California

* don't shift tracks

- What is the plan for pedestrian crossing

* Connectivity to 101 Ped. crossing?

* Bike lane / sidewalk * Bike route via Carolan *

- Impacts to business/residential? trench

* eminent domain? * HSR underground *

- Construction Schedule & noise

- weekdays only?
- weekends?
- evenings?

* Resident / business input on schedule *

Table 3
page 1 of 2

- Will Broadway Station reopen weekdays
*Caltrain says yes w/ electrification
- If road goes under, how will water drainage be affected?
potential pump station
- Noise from train post construction
- Impacts to adjacent crossings
 - Oak grove
- Additional Clearings Needed for electrification of Caltrain
- How will the choice affect ^{Bart/}HSR?
(prejudice)
 - positive
 - negative
- Look at possibility of making Broadway & Carmelita one way - B'way westbound only & Carmelita eastbound to facilitate traffic movement & flow.

Table 3
page 2 of 2

1. Overflow Traffic in Neighborhood
2. Morning Traffic jam getting to Freeway
3. Death / Suicide
4. Grade Separation:-

A. More Traffic
B. Better Flow of Traffic

5. Length of Construction
6. Business Impact
7. Dividing the City
8. Grade Separation Throughout the City
9. Pedestrian & Bike Safety
10. Traffic in Downtown Broadway

#4

11. Grade Separation Aesthetics

Solutions

1. Grade Separation = ^{A.} Less Danger
^{B.} Blowing off Horn
2. Improve Traffic Flow
3. Maybe Reinstate Daily Stop
4. Elevate Train Tracks ~~through~~ Thru out Burlington
5. Establish New Freeway Exit ~~at~~ between Millbrae & Broadway Going Southbound

~~Limit~~ Weight Limit For

6. 18 wheeler & Heavy Trucks
7. Preserve "Broadway Arch"
8. Lower Speed Limit
9. Enforce Traffic Laws

TABLE #5

CONCENS:

1. INTEGRATE TRAFFIC FLOW INTO NEIGHBORHOODS
 - DON'T INCREASE TRAFFIC SPEEDS
2. SAFETY - IMPROVE ~~TO~~ PEDESTRIAN ACCESS
EAST TO WEST. PED WALKING
• PEOPLE OFF TRACKS
• CARS OFF TRACKS
3. ELEVATED SYSTEM
CREATES BARRIER PHYSICAL & PSYCHOLOGICAL
BETWEEN NEIGHBORHOODS E → W
4. IS THERE ROOM BETWEEN B CALIF & CAROLYN?
TO ACTUALLY ACHIEVE

SOLUTIONS/GOALS

TRENCH - SAFETY AESTHETICS NOISE - NO BARRIER
(REDUCE)

CA TUNNEL
o

TABLE # 6

1. Grade Separation^(GS) is a symptom
not a Problem

2. GS is a means of getting across
Broadway but can't be considered
in isolation from Millbrae & Burlingame
— Train Engineering

3. Grade Separation at Peninsula is the
confluence of everyone's interest.

- Caltrans
- Downtown Burlingame
- San Mateo

4. Doing GS won't help the congestion
may address the Safety Concern

5. Broadway Station should re-open fulltime
no matter what the end result is

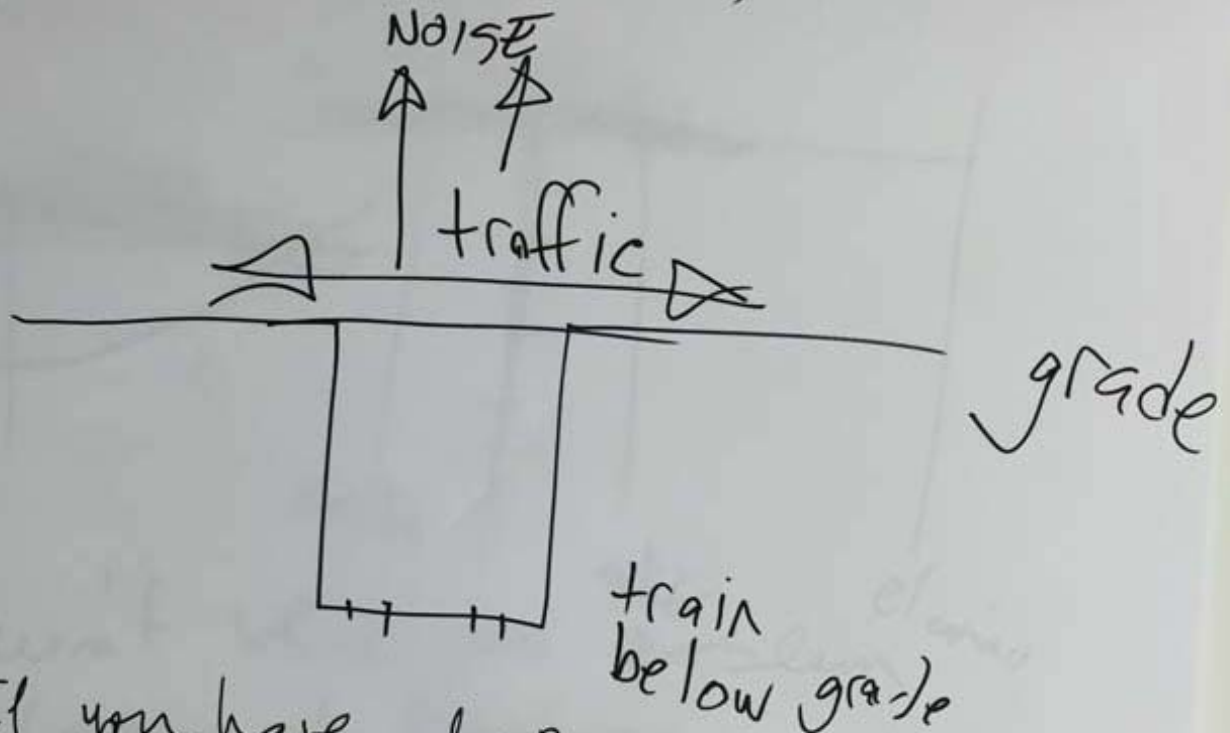
6. "North bound 101 to Burlingame is a issue."

6. NO overpass on Broadway
7. Concerned about de-railment of the trains
so may not eliminate every safety concern
8. Cons were not addressed by the team
9. — AS may run all the way to Oakgrove
10. De-fenced railroad ~~corridor~~ Corridor has the advantage of no visual wall between opposite sides of the track. It allows views & a gateway from East to West side of Burlingame & leaves open the option of utilizing the air rights over the tracks
11. Encourage Citizens / Stakeholders to visit the San Bruno station (Brutal ~~art~~ architecture)
12. ^{DON'T} Increase traffic flow capacity through Broadway
13. NOT ONE PERSON AT THIS TABLE WANTS TO INCREASE TRAFFIC FLOW THRU BROADWAY
(divert thru Peninsula corridor)

14. Need viable alternatives

15. ~~Draw~~ Engineering difficulties of dropping train right of way (flooding)

16

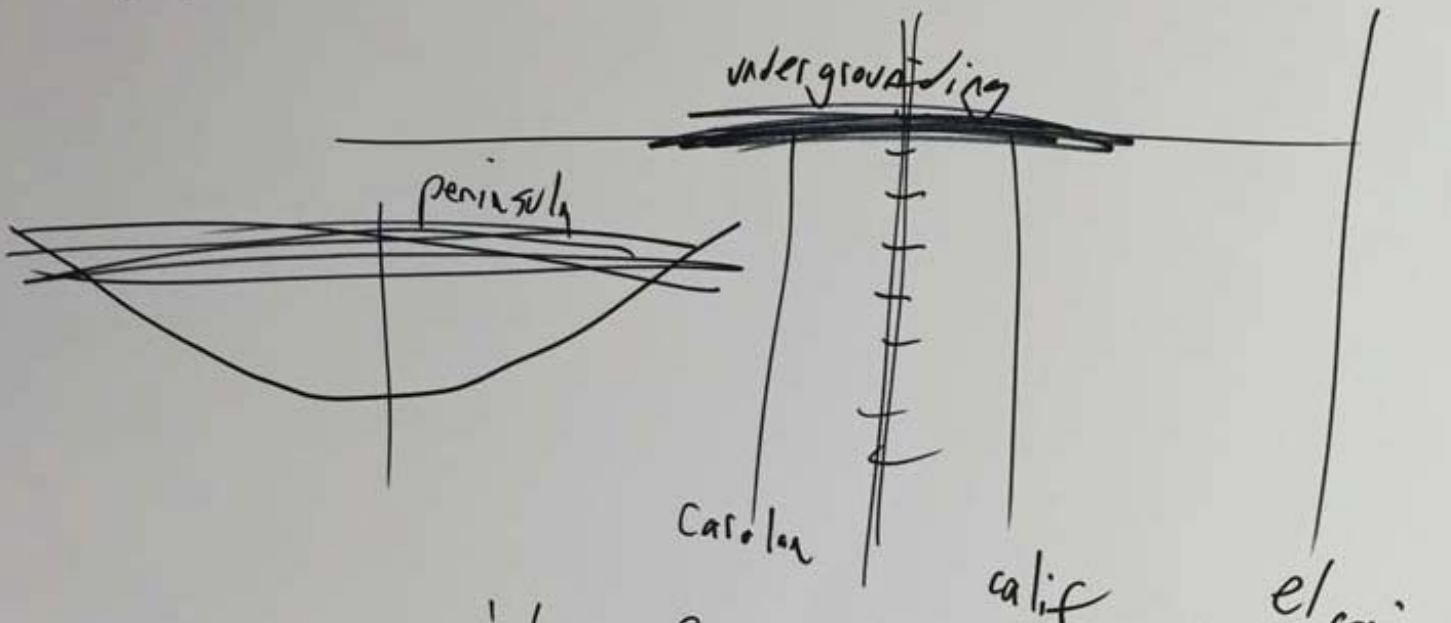


17. If you have depressed train right of way with semi-raised crossings you have the option of using air rights over the train to create Parks, Kiosks & other amenities flanking the crossings over the tracks

18. Overpassing train from S.M. to Burlingame station, then dropping to grade north, with peninsula as the traffic throwaway

19. Underground Peninsula underpass (go under train at grade)

20. go underground under Peninsula
all the way & meet at Millbrae
21.



You won't solve the problem
just looking at Broadway
need to take Millbrae & Burlingame
into consideration.

22. Improving the Peninsula corridor entry
will improve commerce into/out of the
downtown Burlingame Ave commercial district.
23. Peninsula corridor is traffic service to
the Burlingame train station

ATTACHMENT B

MEETING NOTICE

COMMUNITY MEETING

BROADWAY GRADE SEPARATION STUDY

We need your input on the BROADWAY GRADE SEPARATION STUDY

What: Community Meeting
When: Wednesday, March 11, 2015, 6:30 pm
Where: Social Hall Burlingame Recreation Center
850 Burlingame Avenue
Burlingame, CA

You are invited to attend the first of three community meetings to learn about the new Broadway Grade Separation Study. The project purpose is to develop and evaluate options for a grade separation at the Broadway / Railroad Crossing in Burlingame.

Broadway is a major gateway to the City of Burlingame with direct connections to commercial, retail and hotel services and Highway 101. The high traffic volumes at the at-grade railroad crossing result in some of the worst traffic congestion in the region. This at-grade railroad crossing needs improved traffic safety and circulation; reduced congestion; and increased operational efficiency. **YOUR OPINION MATTERS!**

The community meeting will be interactive and gather input on concepts for design, traffic safety and aesthetic concerns as well as bicycle and pedestrian issues. Learn about the study and give us your feedback on existing conditions and issues as well as your suggestions for improvements in the future.

For more information contact:

Email address: broadwaygradesep@burlingame.org

Public Works Department
City of Burlingame
(650) 558-7230

City of Burlingame
c/o AECOM
1333 Broadway, Suite 800
Oakland, CA 94612

POSTAGE



ATTACHMENT C

SIGN-IN SHEETS



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
1 Ellis Schoichet			
2 Glenn Harvey			
3 Gennady Dzjuba			
4 Betsy + Brian McGinn			
5 Alex Daskalakis			
6 Rickard Holsten			
7 Eric Klein			
8 LINDA PETER FAIRCLOUGH			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



	Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
9	Shari's Mary Moore			
10	Suzanne Bitter			
11	DON SABATINI			
12	John Root			
13	MICHAEL BROWN R166			
14	Edward Eisenman			
15	Alena Gromova			
16	John Kevranian			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01
March 11, 2015
SIGN-IN SHEET



Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
17 Rich Kenny			
18 Mary-Helen McMahon			
19 Jennifer Colvin			
20 SARAH SMAN			
21 Tracy Hughes			
22 Rob Backus			
23 WAYNE COTARKE			
24 DAVID HARRIS			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01
March 11, 2015
SIGN-IN SHEET



	Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
25	JEFF LONDER			
26	Denise McDonald			
27	David Brew			
28	Jeff DeMartini			
29	RICARDO ORTIZ			
30	Margaret Fanning			
31	Barbara Jewett			
32	Alex Davis			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



	Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
33	David Adams			
34	Ken Allen			
35	Dean Peterson			
36	Jordan Long			
37	Tamra Scalese			
38	K. Pencer			
39	BOB & ELVIRA SCHNEIDER			
40	KATHY UHL			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01
March 11, 2015
SIGN-IN SHEET



	Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
41	Steve & Judy Baer			
42	Darryl Wilson			
43	Pete & Kathy Scapazzi			
44	Philip Kahn			
45	ERIC STOREY			
46	Jennifer PRATT			
47	KEN & CHRISTINA GRANGER			
48	BOSS BRUCE			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



	Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
49	Tom Simpson			
50	Helen Schubert			
51	Helen Stevens			
52	Ziinga Pfaf			
53	Omur Chetty			
54	Rudolph & FARRIS HORAN			
55	CHARLES VOLTZ			
	MARY HUNT MARY			
56	John Root			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
57 ANDY HUGHES			
58 Terry Nagel			
59 Betty Wolff			
60 Mark Jackerman			
61 Diane Geer			
62 John Geer			
63 DAN PARKER-KING			
64 			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01

March 11, 2015

SIGN-IN SHEET



Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
65 Jeanne Patterson			
66 IRVIN Dawid			
67 Alex Schubert			
68 DIRIG BATTAGLIA			
69 NIRMALA BANDRABALLU			
70 Ann Sabatini			
71 DEAN SCHOLZ Marian Chon			



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**Broadway Grade Separation Study
Project Study Report Phase**

Community Outreach Meeting #01
March 11, 2015
SIGN-IN SHEET



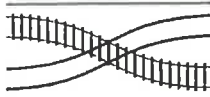
Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
72 WAYNE GERKE			

ATTACHMENT D

HAND WRITTEN COMMENT CARDS



BROADWAY GATEWAY



SAN MATEO COUNTY
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Community Meeting

Wednesday, March 11, 2015

BROADWAY GRADE SEPARATION STUDY

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed or emailed to:

Broadway Grade Separation Study
City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: Helen Schubert Date: 3/11/15

Affiliation (if applicable): _____ Email: _____

Address: 1105 Grove Ave Bgame Phone: _____

Comment/Question: Would it be within the

scope of this project to include
a pedestrian/bicycle crossing ~~between~~
of the railroad tracks between Broadway
Ave and Millbrae Ave, similar to the
crossing at Morell st. between Broadway
and Burlingame Ave? That would increase
car-free access to Western Burlingame
in that area.

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

Phone: (650) 558-7230



SAN MATEO COUNTY
Transportation
Authority



Community Meeting

Wednesday, March 11, 2015

BROADWAY GRADE SEPARATION STUDY

COMMENT CARD

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Broadway Grade Separation Study
City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: BOB + ELVIDA SCHNEIDER Date: 3-11-15

Affiliation (if applicable): _____ Email: bob and veeder@yahoo.com

Address: 1120 CAPUCHINO AVE Phone: 344-8161

Comment/Question: NO MATTER WHAT WE COME UP WITH
TONIGHT (MIGHT BE THE BEST PLAN EVER) IF IT DOES NOT
FIT INTO HIGH SPEED RAIL WE ARE WASTING OUR
TIME.

NOTE IF YOU WANT TO ALLEVIATE TRAFFIC FLOW
AT THIS INTERSECTION AND ALL OTHERS, STOP DEVELOPING
EVERY SQ INCH OF BURLINGAME INTO HIGH DENSITY HOUSING.
WHERE IS THE INFRASTRUCTURE, RESOURCES (WATER) COM-
ING FROM??

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

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Community Meeting

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Broadway Grade Separation Study
City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: OMAR CHATZY Date: 3-11-15

Affiliation (if applicable): _____ Email: Freemotorist@minispring.com
Address: 251 Vineyard Drive Phone: 408 972-4119

Comment/Question: _____

Please plan the Grade Separation in
such a way to be able to handle
B.A.R.T. ⁱⁿ addition, or, as
an alternate with Caltrain/HSR.
I support BART around The Bay! - with
or without HSR!

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

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City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: SButton Date: 03/11/15

Affiliation (if applicable): - Email: Casatuttle@aol.com

Address: 1016 Capockino Phone: 650-343-9040

Comment/Question: _____

① Has anyone thought of restricting new ^{development} housing in
Burlingame

② Have you thought of putting it all under ground
from the City to San Jose?

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

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City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: Gromova's family Date: 3/11/2015
Affiliation (if applicable): _____ Email: algromova@yahoo.com
Address: 1016 Toyon Dr. Phone: 650 458 3033

Comment/Question: _____

1. We agree, traffic problem needs to be solved
2. a) Underpass seems to be more compatible with the rail road
3. b) or all tracks need to be lowered for overpass.
- c) lower R/R tracks - less noise from train
3. Especially problematic (traffic-wise) is left turn from
Carolan north to Broadway east.
4. Off-topic: can train ~~honk~~ honking be prohibited? 110 dB at night
lack of sleep takes lives too if you consider number of people
affected

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

Phone: (650) 558-7230

see other side →



SAN MATEO COUNTY
Transportation
Authority



Community Meeting

Wednesday, March 11, 2015

BROADWAY GRADE SEPARATION STUDY

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed or emailed to:

Broadway Grade Separation Study
City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: Pete & Kathy Scopazzi Date: 3/11/15

Affiliation (if applicable): _____ Email: K.Scopazzi@att.net
P.scopazzi@att.net

Address: 1113 Summer Ave Burlingame Phone: USD 348 5505

Comment/Question: a good example of what would
work well in Burlingame is the
Ralston, Belmont (without the station on top)

Please remember that this decision
impacts the decisions of HSR 1.

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

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City of Burlingame
Public Works Department
501 Primrose Road
Burlingame, CA 94010-3997
Email: broadwaygradesep@burlingame.org

Name: Boss Bruce Date: 3/11/15
Affiliation (if applicable): B-way Merchant Email: boss-bruce@y-hov.com
Address: 500 Alameda Rd, Burlingame Phone: 650-342-2075
Comment/Question: Broadway interchange
style looks good
I say the grade separation
is a good idea - keep
the style consistent.
Have the trucks go over the Broadway.
Start increasing altitude at midline
and drop down about 0.4K wave
to avoid Berlin wall effect.

Thank you for your participation.

For more information visit: <https://www.burlingame.org/broadwaygradesep>

Phone: (650) 558-7230

ATTACHMENT E

COMMENTS VIA EMAIL

From: broadwaygradesep <broadwaygradesep@burlingame.org>
Sent: Wednesday, March 04, 2015 9:06 AM
To: PW/ENG-Gomery, Jane; DeStefano, Peter
Subject: FW: Broadway Grade Separation Study

From: Tom Feeney
Sent: Wednesday, March 04, 2015 9:05:11 AM
To: broadwaygradesep
Subject: Broadway Grade Separation Study
Auto forwarded by a Rule

As a resident I share the frustration of congestion caused by Caltrain at this intersection. I am aware there is a public meeting on March 11. I notice that the notice for the upcoming meeting talks about “reduced congestion and increased operational efficiency”. However, I hope that the planning for this area can take into account various other considerations:

1. The area surrounding Broadway is a residential neighborhood.
2. Currently Broadway is used by trucks as the main entry into downtown Burlingame and even Millbrae. (This includes numerous delivery trucks headed for Burlingame Avenue and Howard Ave. It is also used by trucks going to OSH and other businesses in Millbrae.)
3. With or without the grade separation, this should be discouraged/prohibited by redirecting this traffic (by signage and enforcement) south along California, Carolan or Rollins and north along California or Rollins.
4. There is currently a City planning process to allow more restaurants and other improvements along Broadway.
5. Constant noise and fumes from large trucks is a major reason for the poor quality, high vacancies and low property taxes along Broadway. Outdoor dining (like Burlingame Ave.) is impossible as long as this condition persists.
6. Eliminating through trucks on Broadway would significantly increase property and sales taxes for the City from this commercial district.

Tom Feeney

From: broadwaygradesep <broadwaygradesep@burlingame.org>
Sent: Sunday, March 08, 2015 2:46 PM
To: PW/ENG-Gomery, Jane; DeStefano, Peter
Subject: FW: Comunity Meeting..

From: R & F Horak
Sent: Sunday, March 08, 2015 2:45:10 PM
To: broadwaygradesep
Subject: Community Meeting..
Auto forwarded by a Rule

To Burlingame Public Works, Thank you for the invite to the Wed Mar 11 6:30 PM Meting.. I will attend. I have been noticing that the traffic on HWY 101 Southbound lane from San Bruno has been delayed about 5-10 minutes to Poplar since the construction started on SR 101. That's "100's of thousands" of vehicles every day from about 2:30 PM to 8 PM.

I'd ask if CALTRANS can put up Informational Signs from San Bruno to Poplar asking Motorists to Maintain Construction Area Speeds of 25 MPH. I think that would be a BIG Help !!!

Rudy Horak, Burlingame Resident.

From: broadwaygradesep <broadwaygradesep@burlingame.org>
Sent: Wednesday, March 11, 2015 4:29 PM
To: PW/ENG-Gomery, Jane; DeStefano, Peter
Subject: FW: Information

From: Francois Bernaudin
Sent: Wednesday, March 11, 2015 4:28:29 PM
To: broadwaygradesep
Subject: Information
Auto forwarded by a Rule

Good afternoon,

I would have loved to come by tonight to hear about it but I have to work.

I'll make it for the next session.

In the mean time, do you have any documents to give us yet or do we just share our concerns with you through email ?

Thank you Kindly,

Sincerely,

Francois

From: broadwaygradesep <broadwaygradesep@burlingame.org>
Sent: Tuesday, March 17, 2015 11:59 AM
To: PW/ENG-Gomery, Jane; DeStefano, Peter
Subject: FW: comments about Broadway grade separation study

From: Jennifer Colvin
Sent: Tuesday, March 17, 2015 11:58:12 AM
To: broadwaygradesep
Subject: comments about Broadway grade separation study
Auto forwarded by a Rule

Hello,

I attended the meeting on March 11 about the Broadway grade separation study. It seemed as though planning for the separation was happening without taking into consideration the surrounding area. For example, how will the new freeway on/off ramps at Broadway impact the options for the grade separation? What constraints will high-speed rail impose? How will the choices for the Broadway grade separation impact the future Burlingame grade separation? Does the Millbrae grade separation choice limit what can be done at Broadway?

I'd like to see more planning done in the context of the wider community, taking into account the Millbrae grade separation, the new freeway on-off ramps at Broadway, and potential impacts down the line at Burlingame.

Thanks,

Jennifer Colvin

From: broadwaygradesep <broadwaygradesep@burlingame.org>
Sent: Wednesday, March 18, 2015 6:53 PM
To: PW/ENG-Gomery, Jane; DeStefano, Peter
Subject: FW: Broadway Caltrain issues and thoughts

From: Bill Williams
Sent: Wednesday, March 18, 2015 6:52:14 PM
To: broadwaygradesep
Subject: Broadway Caltrain issues and thoughts
Auto forwarded by a Rule

Hi there,

I just found out that the City of Burlingame is studying grade separation for Caltrain at the Broadway station. As a Burlingame resident who lives within walking distance of this station and rides Caltrain almost every day, I am highly supportive of this project and have many thoughts about how it should proceed.

First off, one major concern: I only found out this project exists today, while searching the city's website for information about the Broadway station potentially regaining weekend service. Putting up fliers about the project at the Broadway, Burlingame Avenue, and Millbrae Caltrain stations would be incredibly helpful in reaching out to the transit riders who would benefit most from the project.

I moved to Burlingame last year from San Bruno, which also recently completed a grade separation project. The main goal of eliminating collisions was certainly achieved, but the design limits express train speeds to 80 mph (which will greatly hurt future high-speed rail service), will be difficult to adapt for level boarding and quad-tracking, both of which are being pursued in the mid-to-long-term future by Caltrain, and makes it difficult to change between platforms or access on foot or bicycle from street level.

Burlingame also has several other grade crossings within a short distance of the Broadway station. The Oak Grove crossing seems the most dangerous after Broadway; despite being a cautious driver, I've nearly been in several collisions with other motorists on the Carolan Avenue side of the crossing because of how difficult it is to gauge oncoming traffic coming across the tracks. Because of these factors, I'm strongly of the opinion that any project should be scoped to allow the option of completely eliminating grade separations in the city.

I don't have any opinion about whether tracks should be elevated or placed in a trench or tunnel. San Bruno's grade separation is elevated and looks just fine - better than even elevated BART tracks, for that matter. Whichever option is chosen, maximizing the ease with which people walking and riding bikes can access stations should be a priority. Elevated tracks might even create the possibility of a new north-south bike trail across town, which would be useful and good.

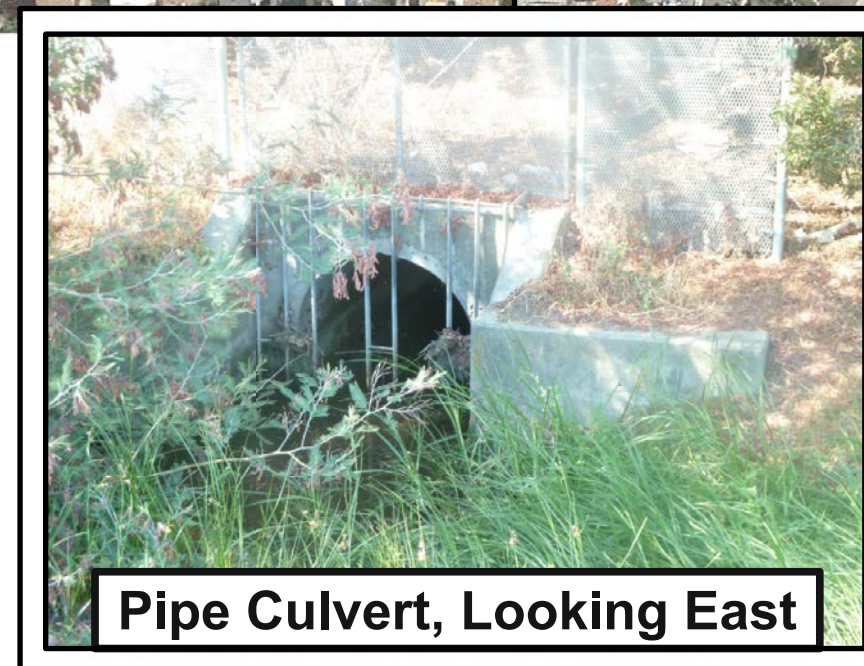
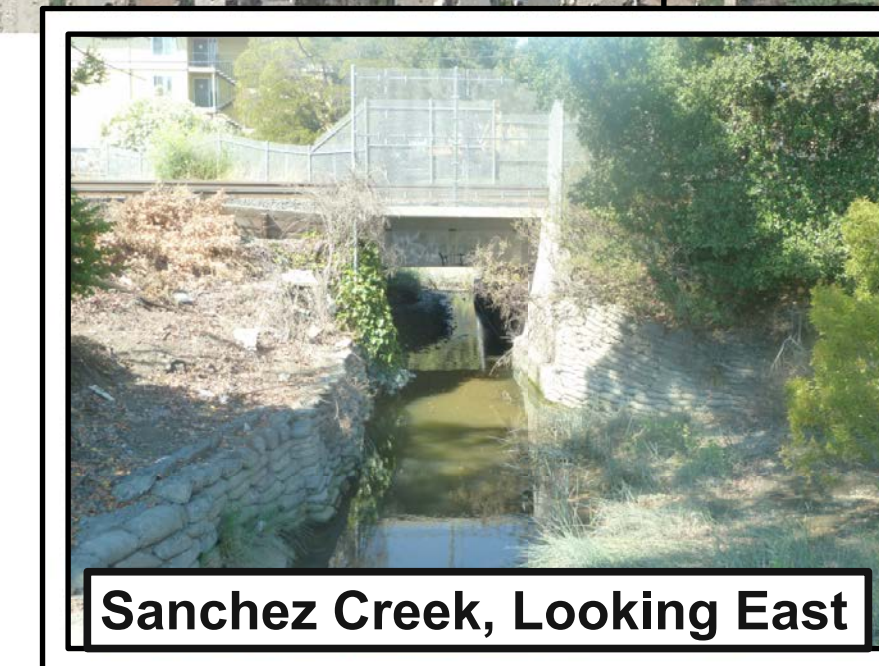
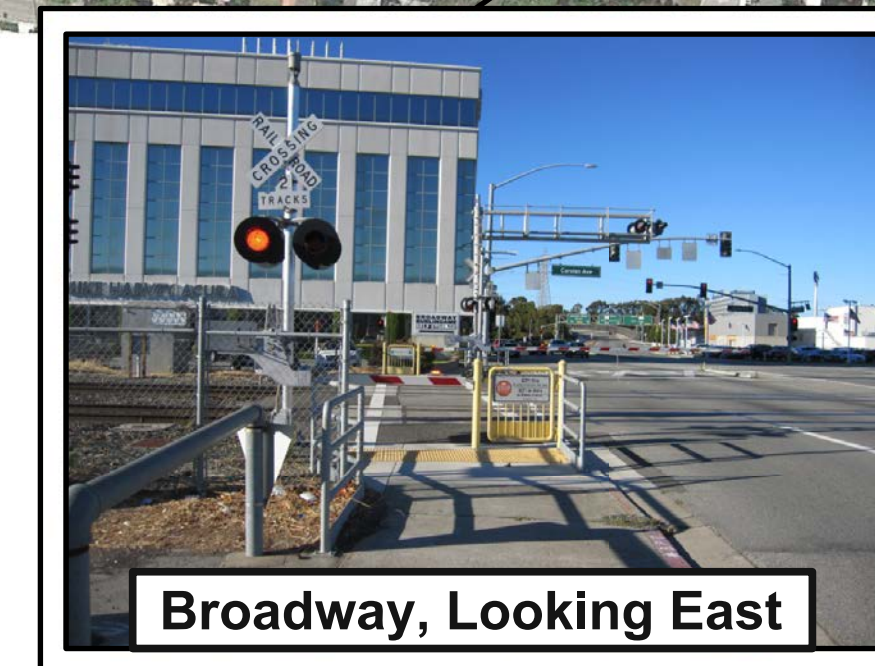
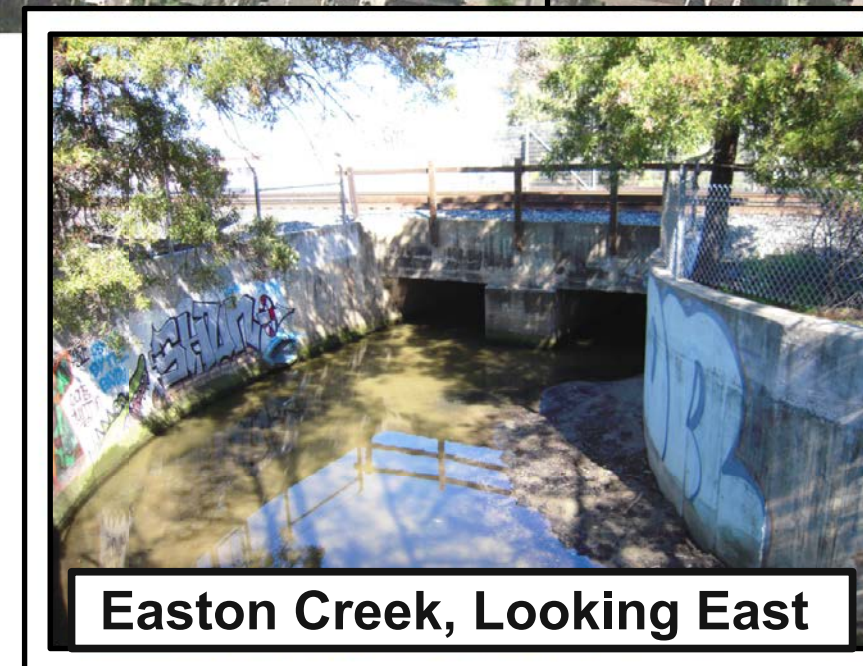
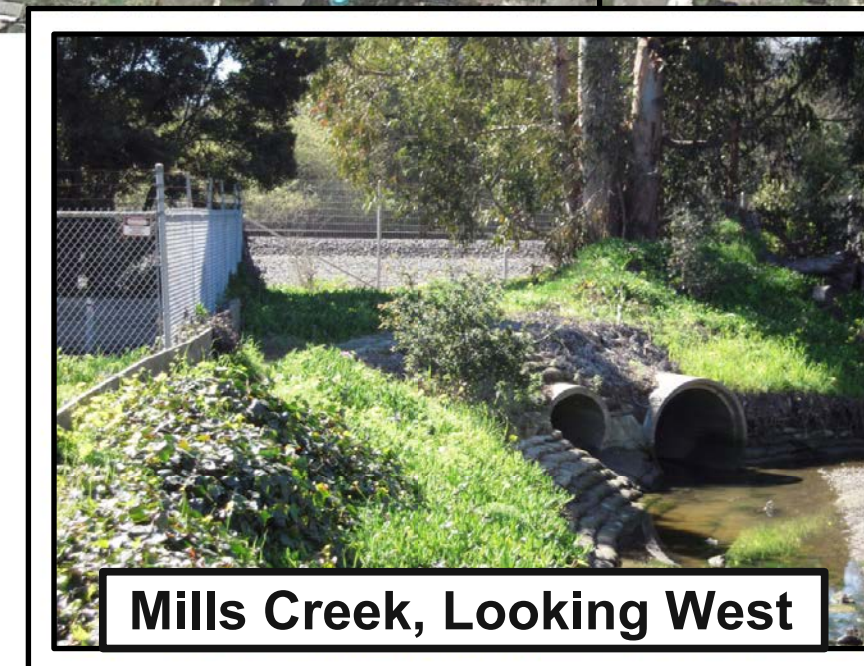
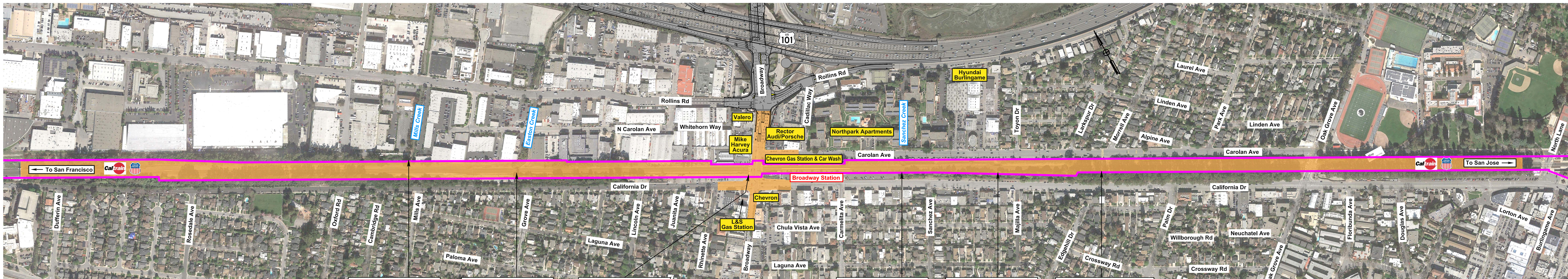
I would like to attend public meetings about this project in the future. Could you please respond with the date and location of the next meeting, and add me to any mailing lists about transit and bicycle projects in the city?

Thanks in advance for your reply, and have a good day.

Bill Williams

ATTACHMENT F

EXHIBIT BOARDS



PLAN

Broadway Grade Separation Study

LEGEND:
Caltrain R/W
Project Limits
US 101/Broadway Improvements

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015

0 150 300 ft



Project Area Map
Existing Features



San Bruno Avenue, San Bruno

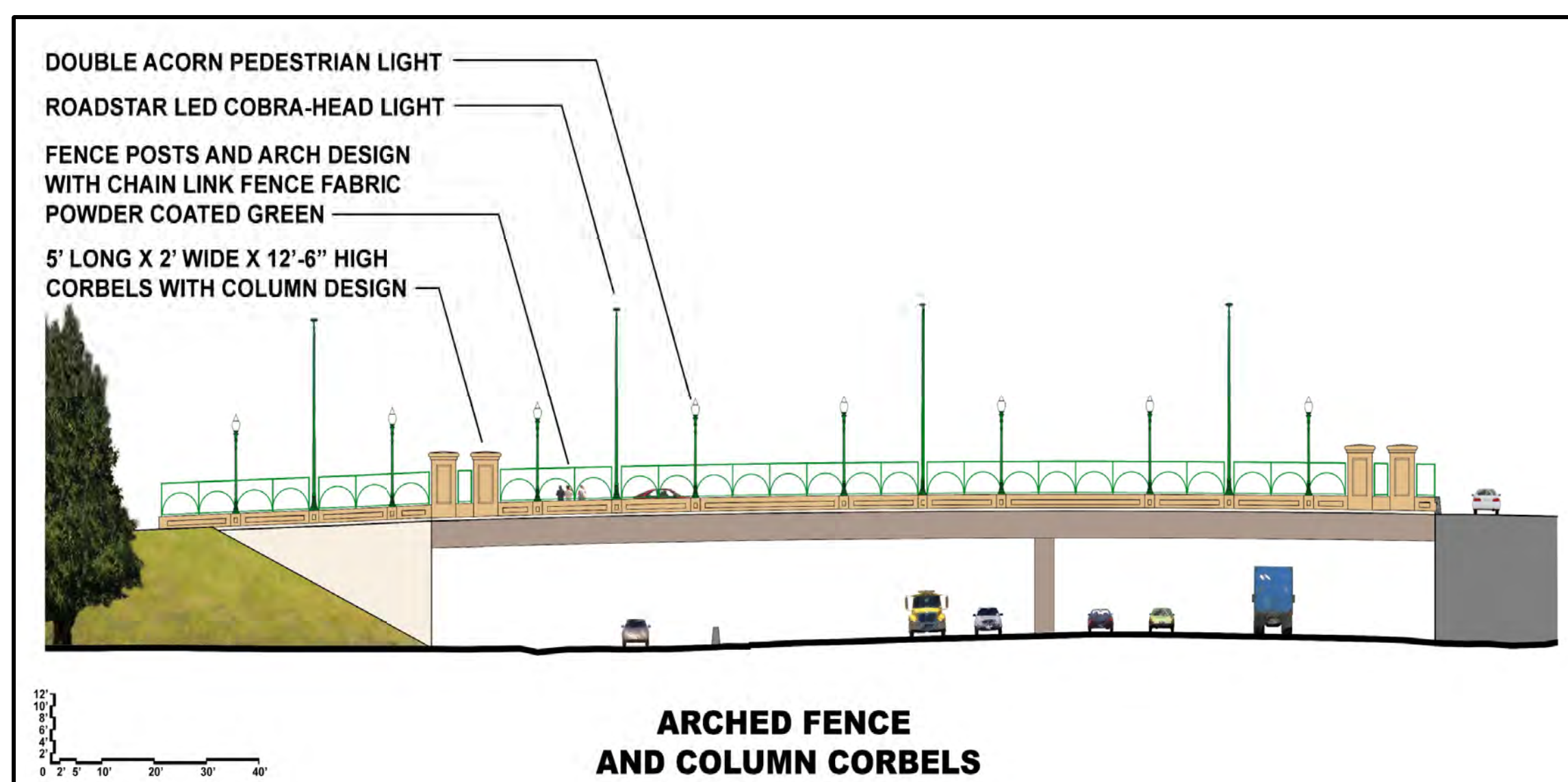


Brittan Avenue, San Carlos

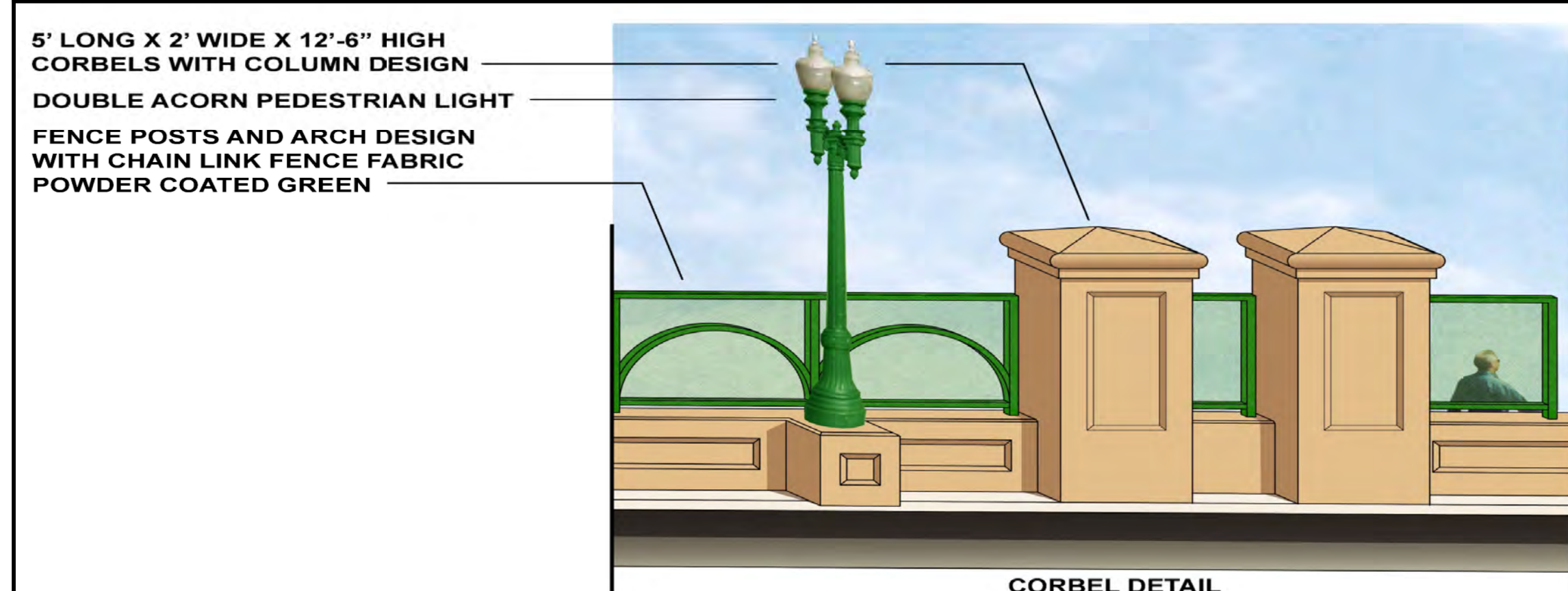


Holly Street, San Carlos

UNDERPASS (ROADWAY UNDER RAILROAD) EXAMPLES



ARCHED FENCE AND COLUMN CORBELS



ARCHED FENCE AND COLUMN CORBELS

US 101/Broadway Interchange, Burlingame



Shellmound Street, Emeryville



Washington Boulevard, Fremont

OVERHEAD (ROADWAY OVER RAILROAD) EXAMPLES

Broadway Grade Separation Study

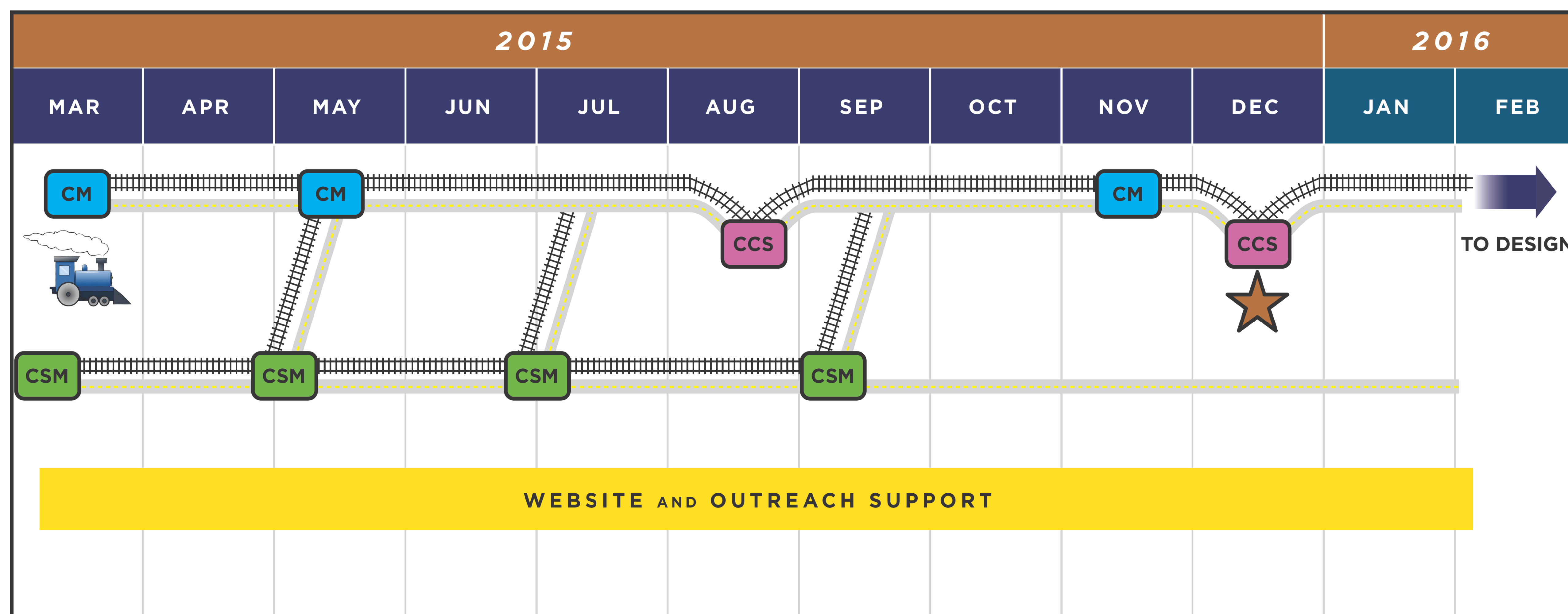
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015



**Structure Aesthetics
Project Examples**



COMMUNITY OUTREACH SCHEDULE



- CM** Community Meeting (3)
- CCS** City Council Session (2)
- CSM** Community Stakeholder Meetings (4)
- ★ Recommended Alternative—Advance to Environmental Clearance
- 🚂 Today's Meeting (March 11, 2015)

GOALS FOR TODAY'S MEETING:

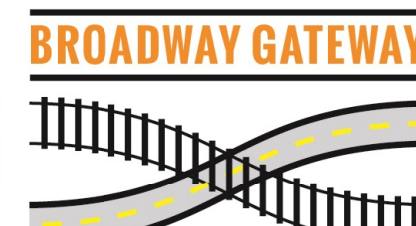
- Educate the public about the Broadway Grade Separation Study
- Share existing noise measurements, traffic and accident data
- Share sample aesthetic from grade separation projects
- Answer your questions about why a grade separation is needed
- Obtain your input before preliminary engineering begins

For more info, visit us on the web at: <https://www.burlingame.org/broadwaygradesep>

For comments or questions, e-mail us at: broadwaygradesep@burlingame.org

Broadway Grade Separation Study

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015



SAN MATEO COUNTY
Transportation
Authority

AECOM

Total Number of Trains (per Weekday^)

	Northbound (NB)	Southbound (SB)	Total
Caltrain (2015)	AM: 20 PM: 26 Total: 46	AM: 20 PM: 26 Total: 46	AM: 40 PM: 52 Total: 92
Caltrain (2020 Projection #)	57	57	114
Caltrain + High Speed Rail (2030 Projection +)	110	110	220
Union Pacific	3	3	6

^ Note: No trains stop at the Broadway Station during the week.

2020 Projected Values Based on Completion of the Peninsula Corridor Electrification Project (from FEIR, December 2014) (Prototypical Schedule)

+ 2030 Projected Values Based on Blended Service and Completion of the High Speed Rail Project and 2014 CHSRA Business Plan

Total Number of Trains (per Weekend day)

	Northbound (NB)	Southbound (SB)	Total
Caltrain (2015)	AM: 5 (4) PM: 13 (12) Total*: 18 (16)	AM: 4 (4) PM: 14 (12) Total*: 18 (16)	AM: 9 (8) PM: 27 (24) Total*: 36 (32)
Caltrain (2020 Projection)	Total: 18 (16)	Total: 18 (16)	Total: 36 (32)
Caltrain + High Speed Rail (2030 Projection +)	Weekend numbers are unknown at this time		
Union Pacific	3	3	6

(xx) = Value in parentheses represents number of trains that stop at the Broadway Station

* Numbers shown based on a Saturday schedule. There are four fewer trains on a Sunday (2 NB, 2 SB)

+ 2030 Projected Values Based on Blended Service and Completion of the High Speed Rail Project

Broadway Grade Separation Study

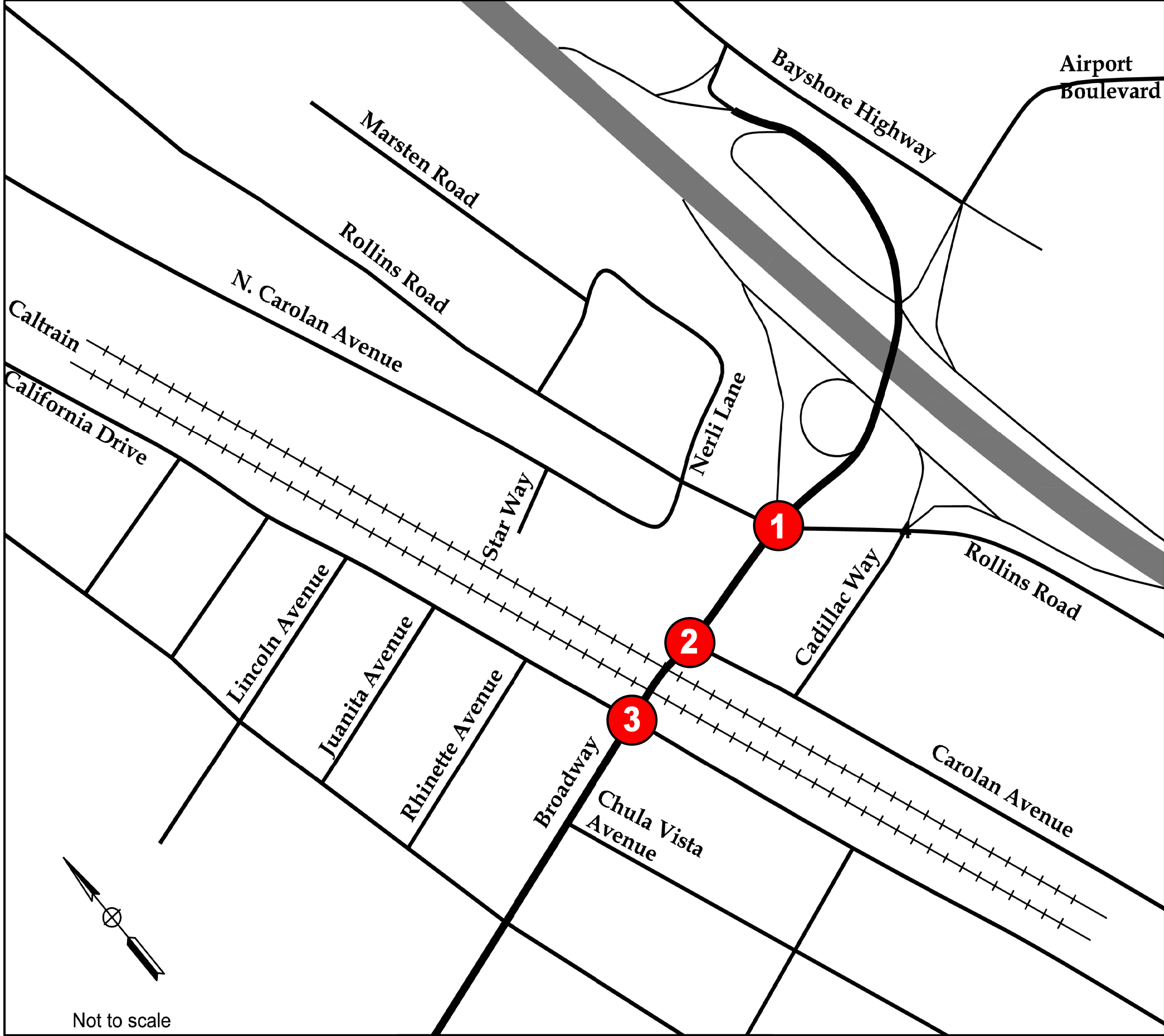
PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015



SAN MATEO COUNTY
Transportation
Authority

AECOM

**Existing & Projected
Train Counts**



Location Map

Number of Vehicle Accidents										
Intersection	Primary Cause of Accident									
	Speeding	Unsafe/Improper Turn	Unsafe Lane Change	DUI	Red Light Crossing	Unknown	Unsafe Backing/Starting	Failure to Yield ROW	Driving Left of Double Yellow	Total
1 Broadway/US 101 Off-Ramp/Rollins Road	7	1	1	0	3	8	0	2	2	24
2 Broadway/Carolan Avenue	2	0	2	3	0	4	0	0	0	11
3 Broadway/California Drive	6	5	2	2	2	12	3	2	0	34
Note: Data collected from January 1, 2011 to December 31, 2013										

Broadway Grade Separation Study

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015



SAN MATEO COUNTY
Transportation
Authority



Accident Data

The Average Daily Traffic (ADT) at Railroad Crossing is estimated at 27,000

Mike Harvey
Acura

Rector
Audi/Porsche

← To San Francisco

Caltrain/UPRR

To San Jose →

Broadway Station

California Dr

California Dr

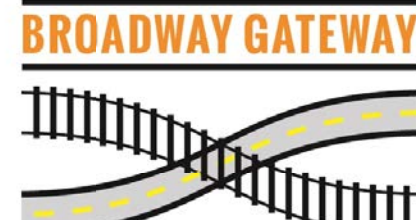
L&S
Gas Station

Chevron

*TRAFFIC COUNT : AM (PM)
*AM/PM Peak Hour Counts were calculated using existing counts from the Traffic Operations Analysis Report (TOAR) for the US 101/Broadway Project

Broadway Grade Separation Study

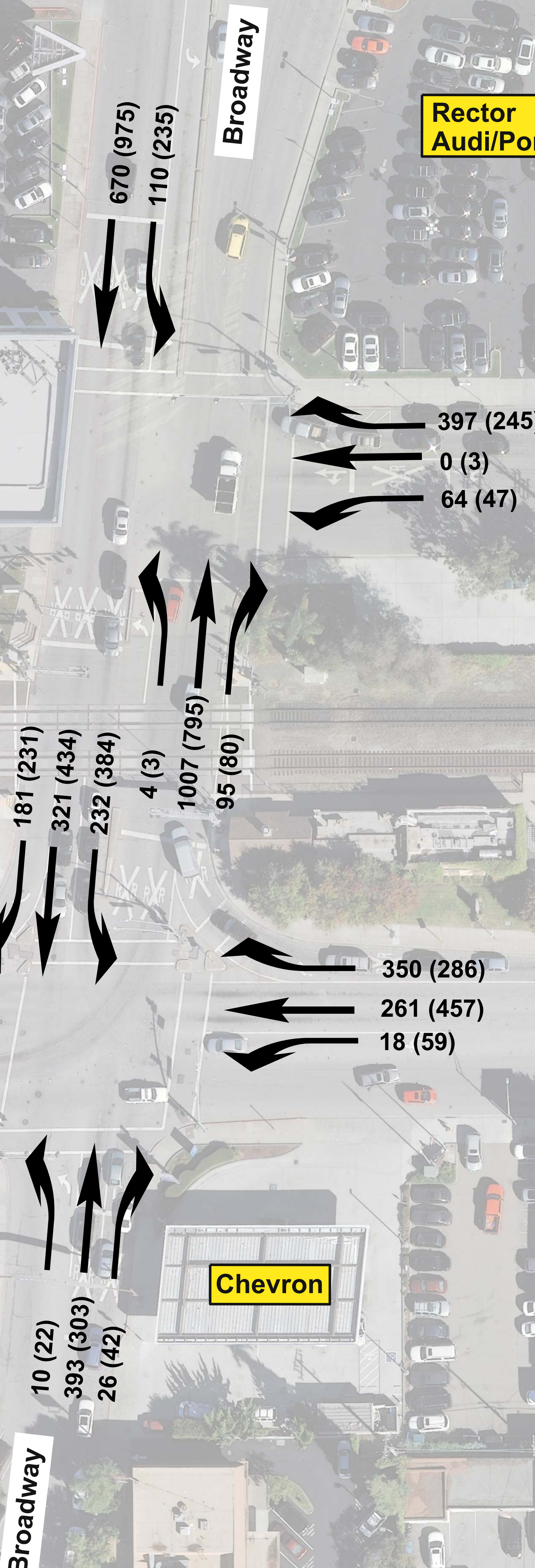
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March 11, 2015

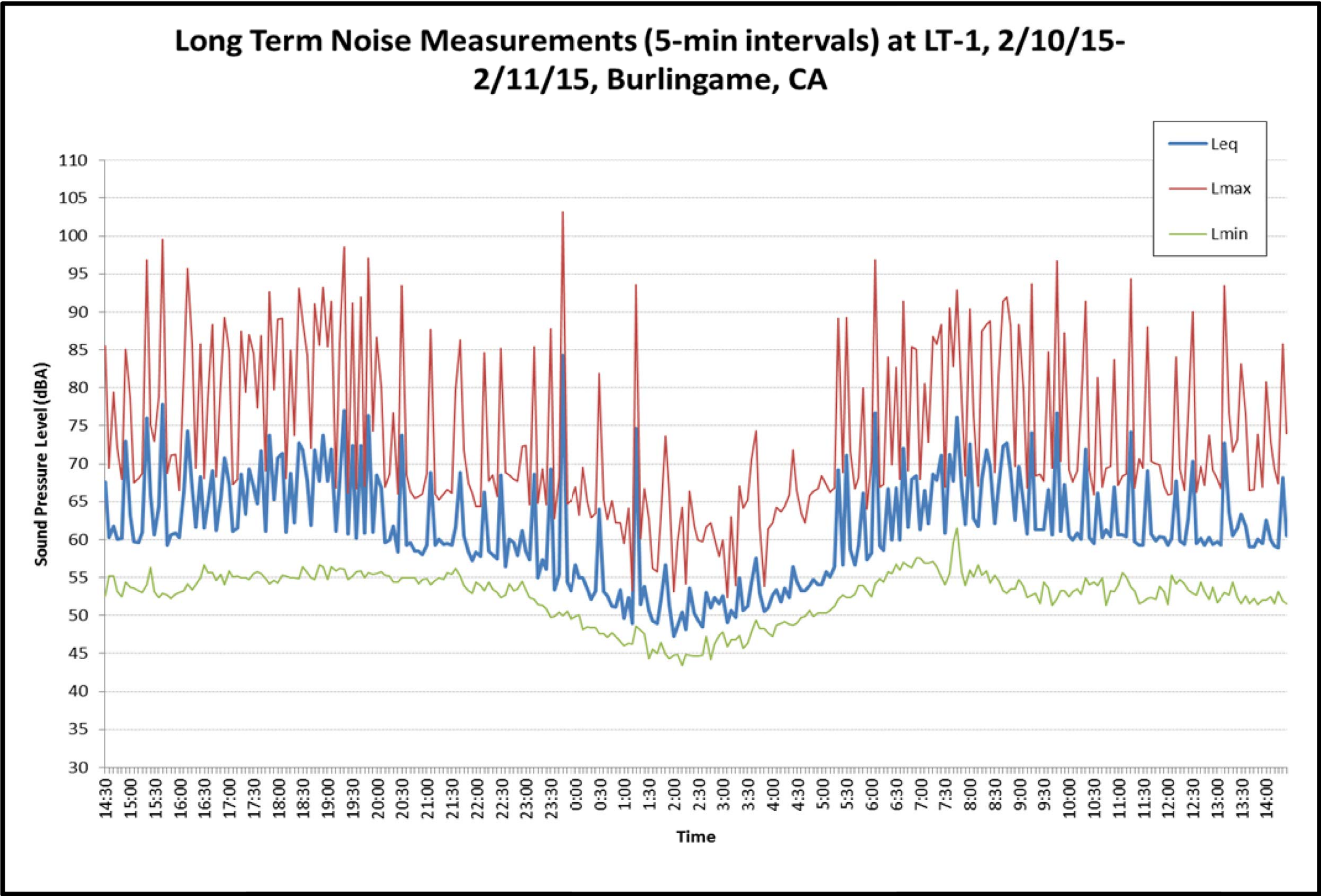
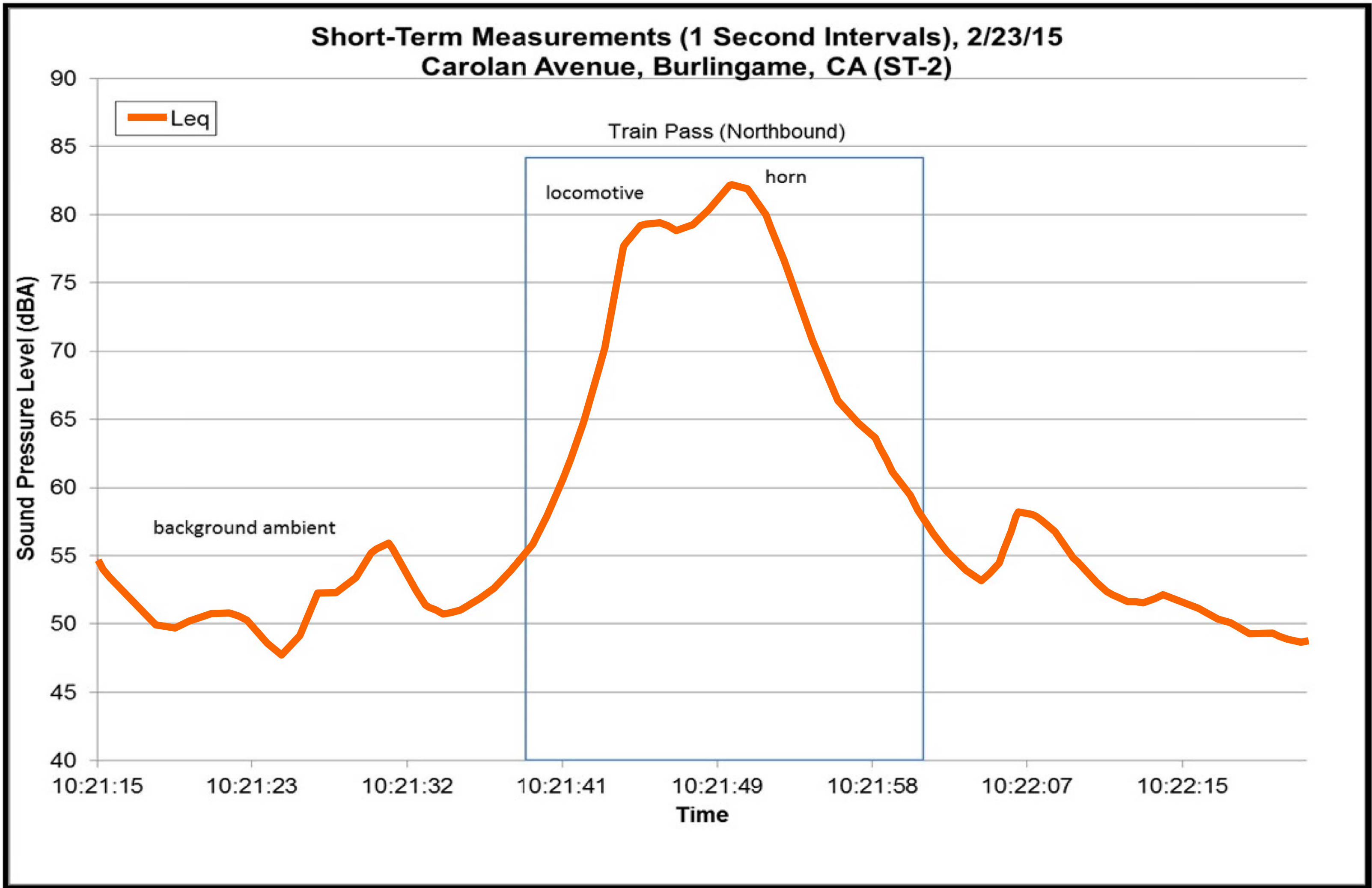


SAN MATEO COUNTY
Transportation
Authority

AECOM

**Existing
Traffic Counts**

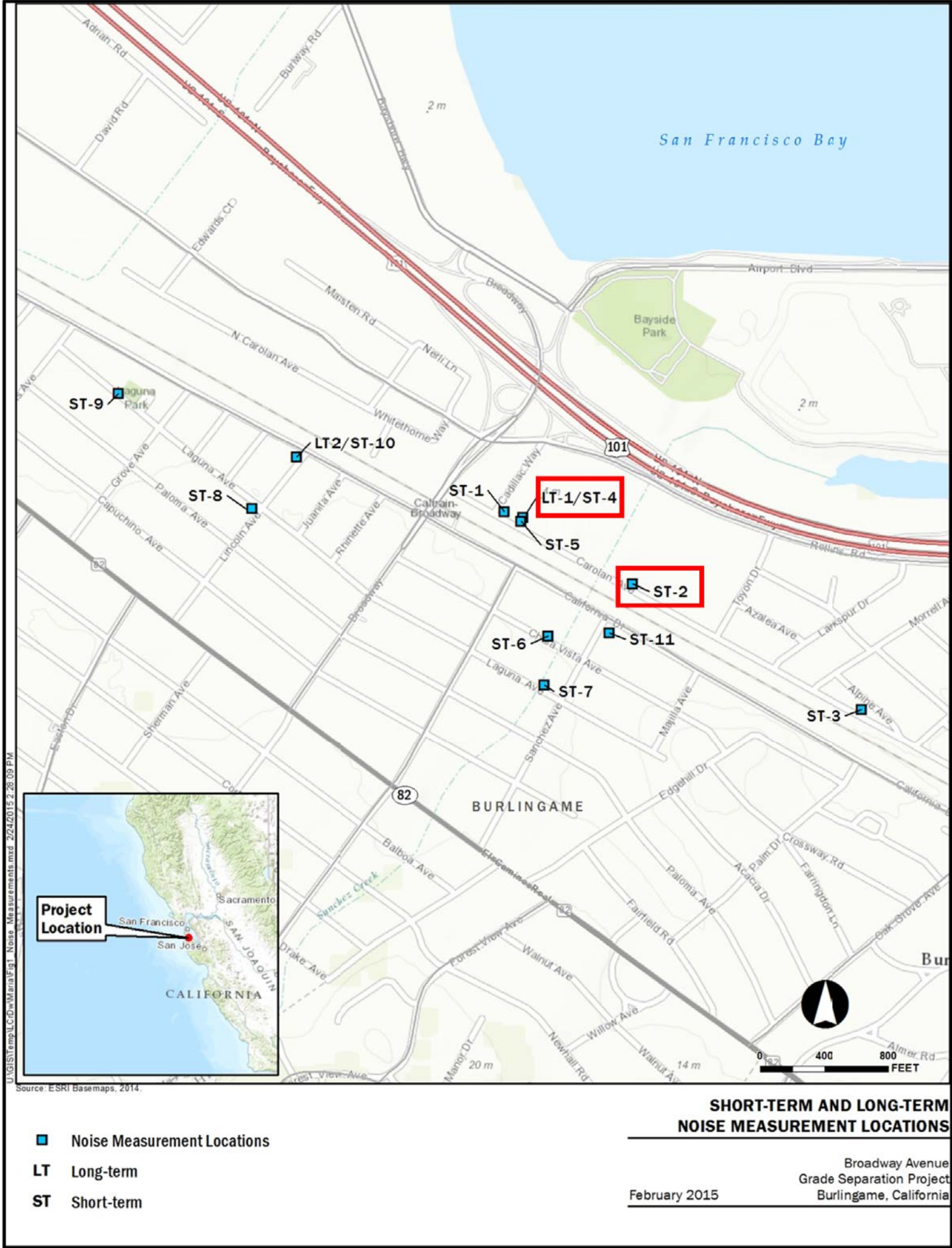




**Short-Term Noise Measurements
(1 Minute Duration)**

**Long-Term Noise Measurements
(24 Hour Duration)**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	



Typical Noise Levels

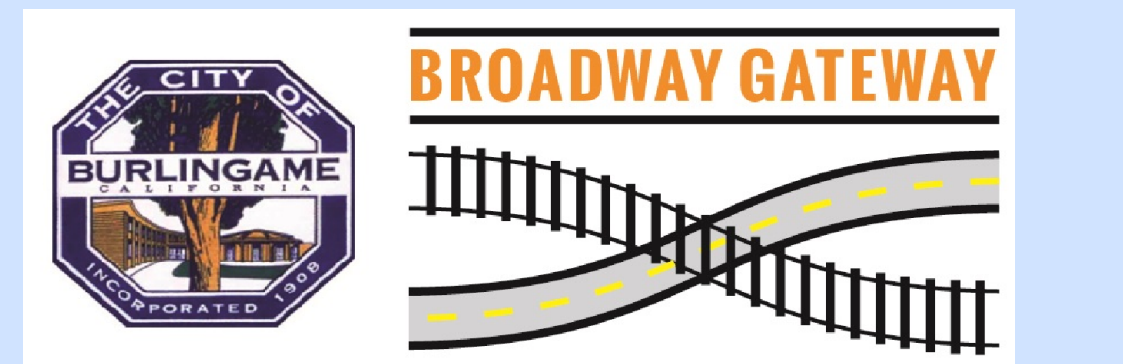
Location Map

Broadway Grade Separation Study

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
March 11, 2015



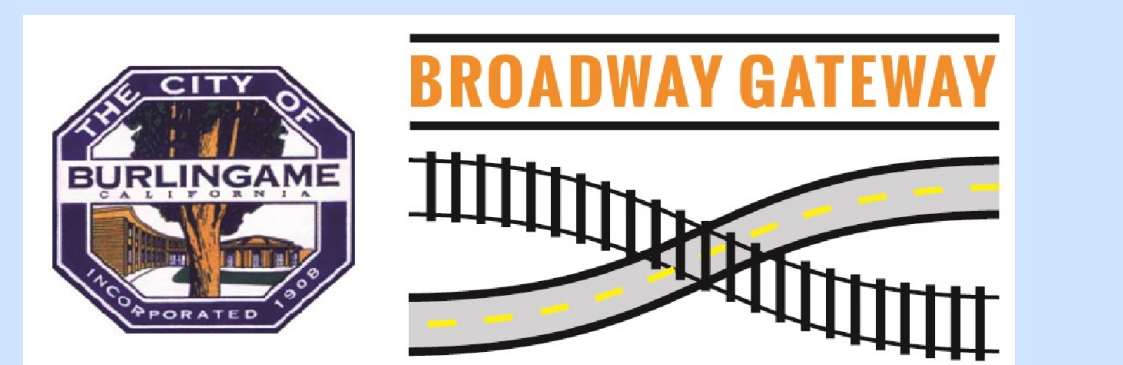
**Existing Noise
Measurements**



Broadway Grade Separation Study



EXISTING RAILROAD CROSSING USE

MODE / TIME OF USE	A.M. COMMUTE (5 am to 9 am)	MIDDAY (9 am to 3 pm)	P.M. COMMUTE (3 pm to 7 pm)	NIGHT (7 pm to 5 am)	WEEKENDS
PEDESTRIAN					
BICYCLE					
CAR / LIGHT TRUCK					
BUS / SHUTTLE					
CALTRAIN					



Broadway Grade Separation Study

WHERE ARE YOU GOING?

DESTINATION / TIME OF USE	A.M. COMMUTE (5 am to 9 am)	MIDDAY (9 am to 3 pm)	P.M. COMMUTE (3 pm to 7 pm)	NIGHT (7 pm to 5 am)	WEEKENDS
 NORTHBOUND					
 SOUTHBOUND					
Rollins Rd Industrial Area					
Your Home in Burlingame					
Your Workplace in Burlingame					
Dining/Entertainment in Burlingame					

Project Definitions

What is an “at-grade crossing”?

Also known as a “railroad crossing”... a location where a roadway and sidewalk cross railroad tracks at grade (same level as the street). Drop-down gates and red flashing lights are used to stop traffic when a train approaches.

What is a “grade separation”?

A bridge that allows the public to travel under (or over) the railroad or a railroad to travel under (or over) the roadway.

What are the benefits of a grade separation?

- Eliminates pedestrian, bicyclist and motor vehicle conflicts with the railroad... this eliminates the potential for accidents and makes it safer for everyone.
- Reduces traffic congestion... traffic does not have to stop each time a train passes.
- Safer Facility + Less Congestion = *Higher Quality of Life*

Broadway Grade Separation Study

ATTACHMENT G

POWERPOINT PRESENTATION

Welcome

Broadway Grade Separation Study Community Open House Public Overview Presentation March 11, 2015

Broadway Grade Separation Study



Agenda

Welcome & Introduction

Project Background & Purpose

Project Overview

Small Group Breakouts / Reporting

Comments / Questions

Report Out / Next Steps

Broadway Grade Separation Study



Background/History

Early 1860's: Railroad service for the San Francisco Peninsula

Early 1900's:

- Railroad line was double-tracked
- Train station at Broadway established
- Broadway grade crossing was built

1965: The City & Southern Pacific conducted grade separation studies

1977: An Environmental Impact Report (EIR) was completed for a grade separation option

1980's: Caltrain took over commuter rail service along the corridor

1998: The City and Caltrain re-initiated efforts to address issues at the Broadway grade crossing

2009: SMCTA conducted a Grade Separation Footprint Study to evaluate grade separation alternatives

Today (2015): The City to evaluate grade separation alternatives

Broadway Grade Separation Study



Why Are We Here?

Put together a Project Study Report (PSR) to address concerns regarding traffic congestion & safety at the Broadway crossing.

- ❖ Improve Traffic Circulation/Mobility
 - ✓ Reducing Traffic Delays
 - ✓ Alleviate Traffic Congestion (Existing and Projected Peak Hour)
 - ✓ Improve Traffic Flow across Railroad Crossing
- ❖ Increase Public Safety (vehicular, bicycle, and pedestrian)
 - ✓ Improve Pedestrian and Bicycle Access
- ❖ Offer an Opportunity for a Gateway treatment to Broadway

Broadway Grade Separation Study



Project Definitions

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Broadway Grade Separation Study



Project Area Map



Broadway Grade Separation Study



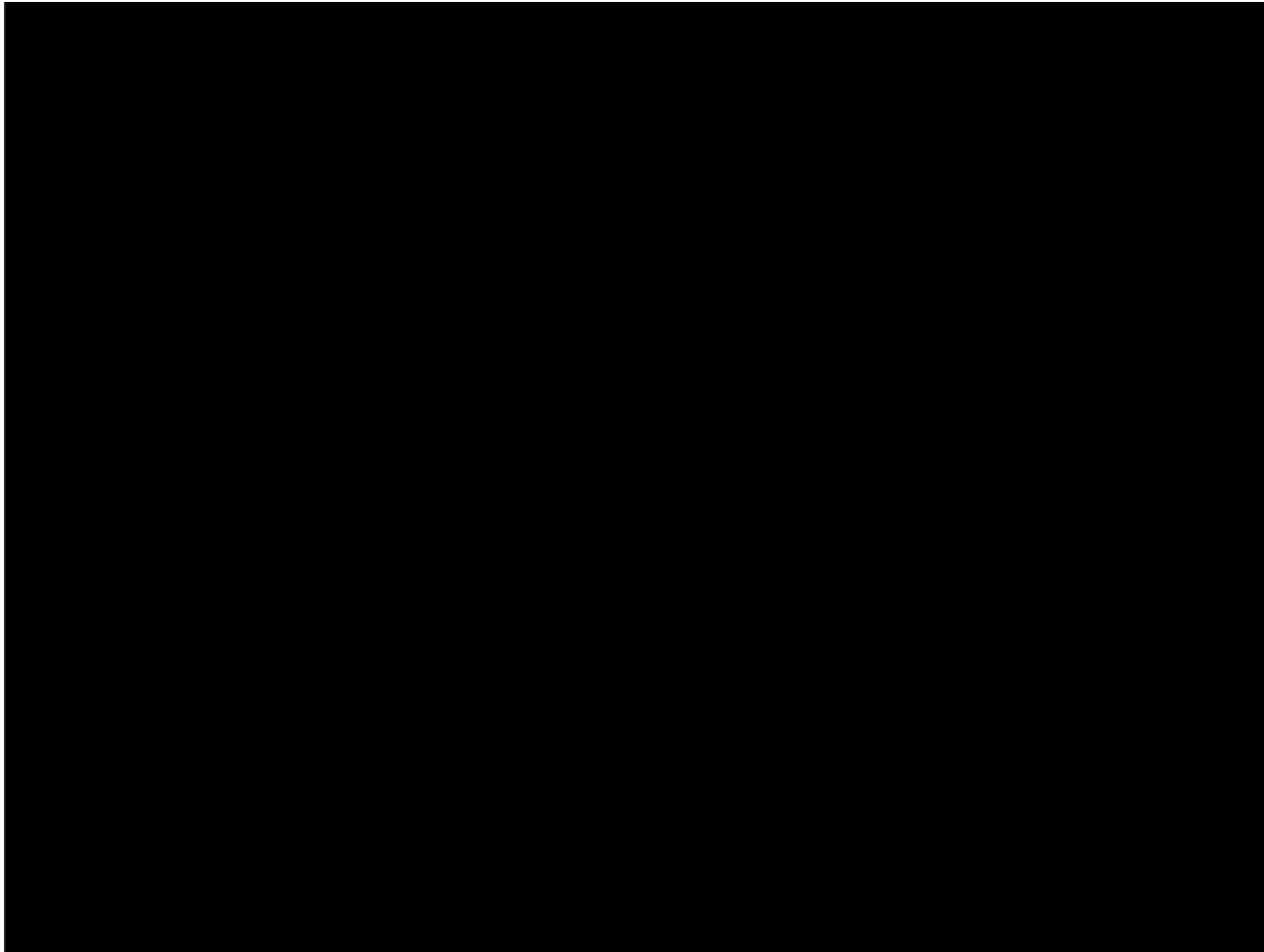
Existing At-Grade Crossing



Broadway Grade Separation Study



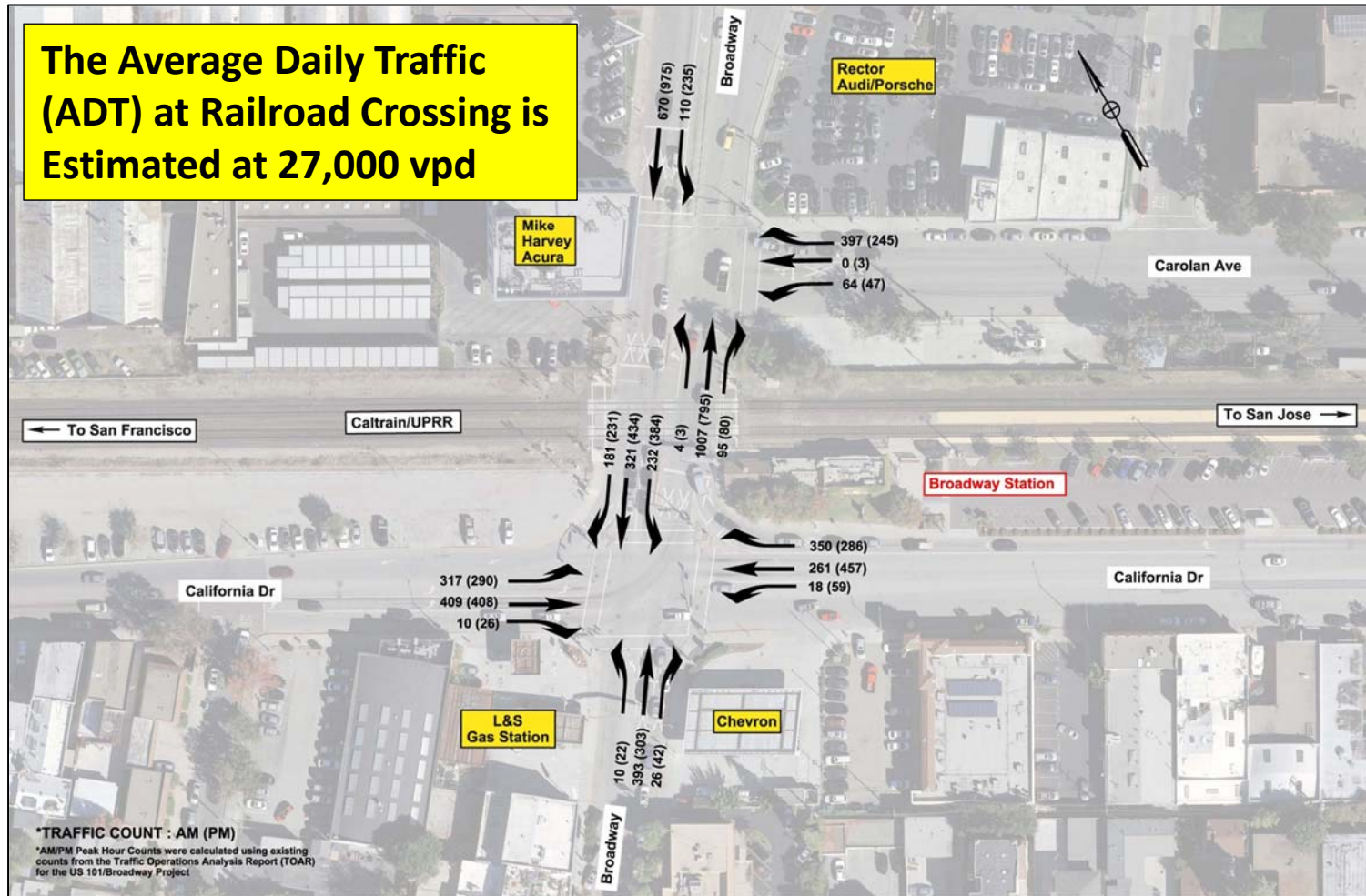
Existing Traffic Conditions



Broadway Grade Separation Study



Traffic Volumes



Broadway Grade Separation Study



Sample Grade Separations



Shellmound Street Overhead
Emeryville



Holly Street Underpass
San Carlos



Washington Blvd Overhead
Fremont

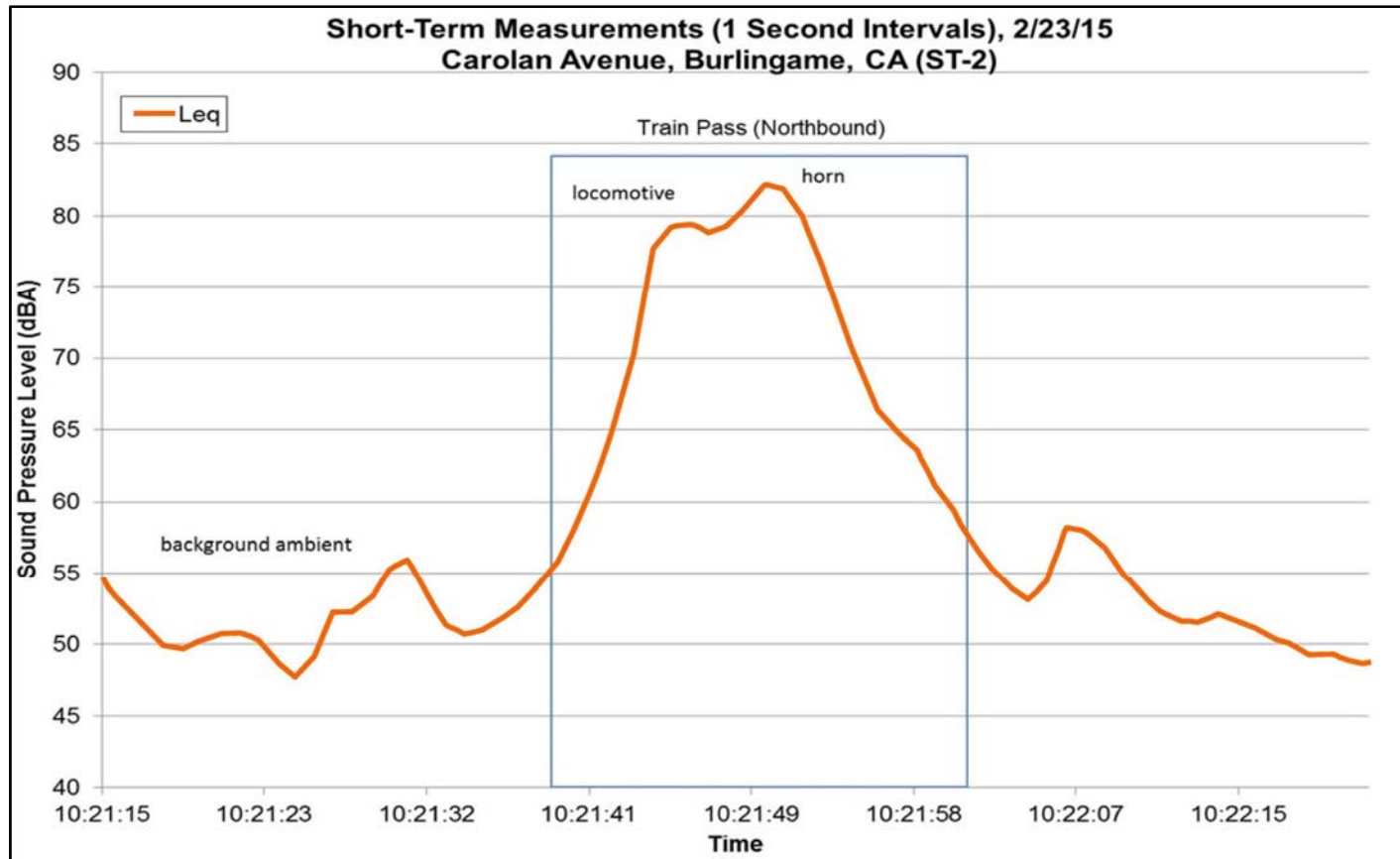


San Bruno Ave Underpass
San Bruno

Broadway Grade Separation Study



Noise Measurements

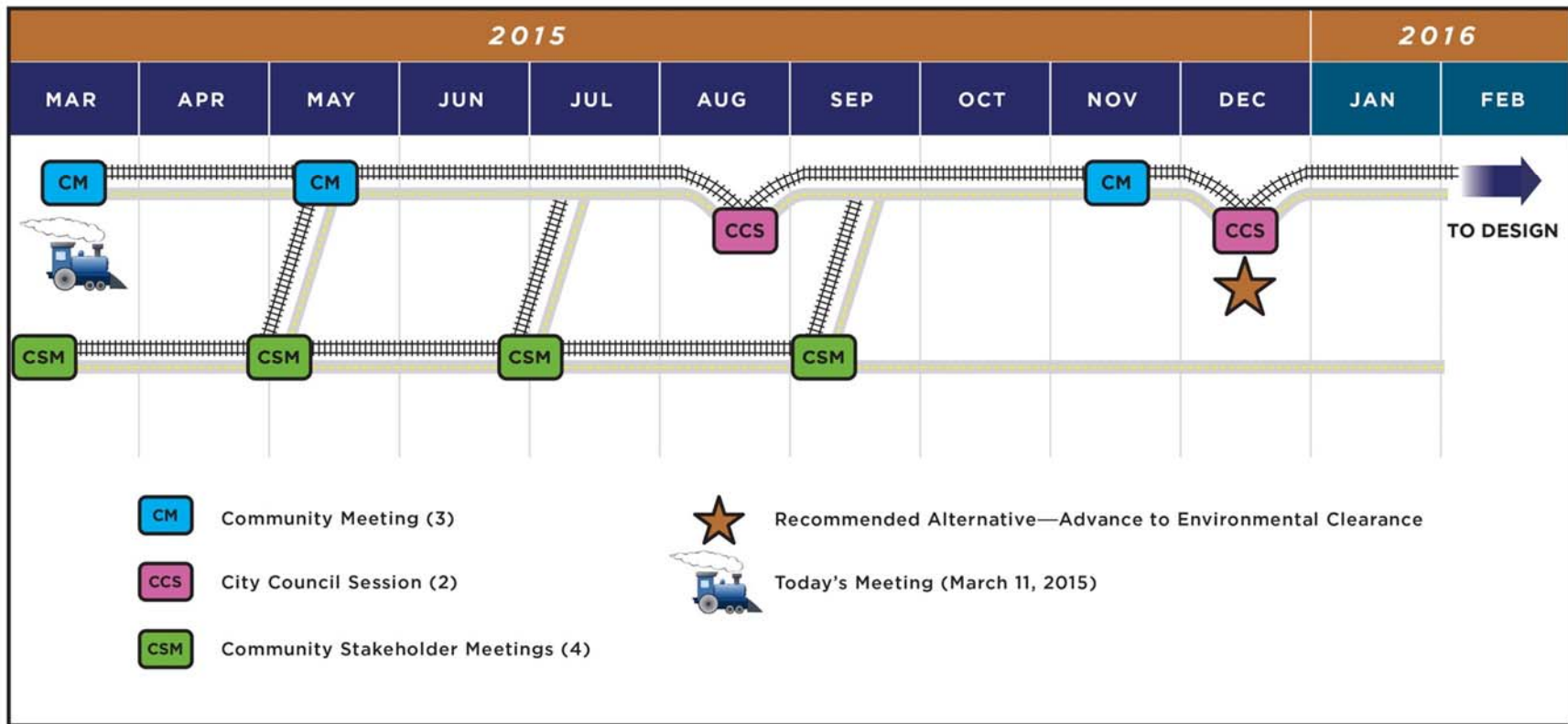


Note: Measurements taken from Carolan Avenue, ¼ mile south of Broadway.

Broadway Grade Separation Study



Project Schedule



Broadway Grade Separation Study



Comments or Questions?

For More Information:

Visit Us at: www.burlingame.org/broadwaygradesep

Email Us at: broadwaygradesep@burlingame.org

Broadway Grade Separation Study



Meeting Summary

Reporting back from break-out sessions

Next Steps:

- Develop Design Alternatives
- Perform Traffic Study

Next meeting in **May 2015**

For More Information:

Visit Us at: www.burlingame.org/broadwaygradesep

Email Us at: broadwaygradesep@burlingame.org

Broadway Grade Separation Study



Thank you for Attending...

Broadway Grade Separation Study

