

# Broadway Grade Separation Project

Summary for Community Meeting #1

March 11, 2015



**BROADWAY GATEWAY**



**AECOM**

1333 Broadway, Suite 800  
Oakland, CA 94612-1924  
(510) 893-3600

**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).

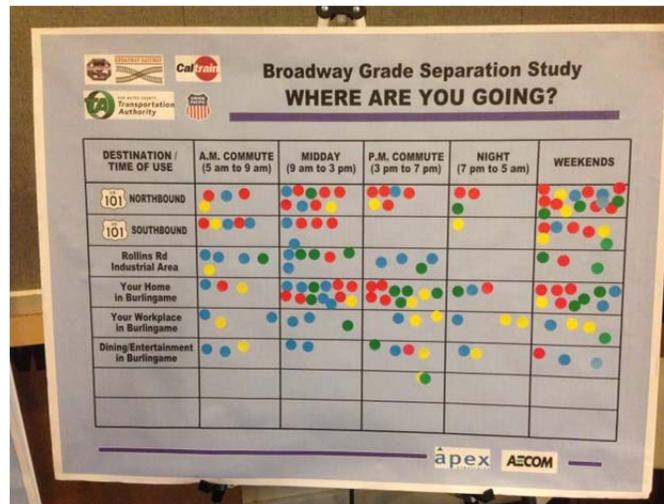
Attendees also were asked to place dots on two boards. The first board asked the attendees about the time of day and week they were in the grade separation area. A grade separation is a bridge that allows the public to travel under or over a railroad, in this case the Caltrain tracks and Broadway Avenue. 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~~ Street
- More information on what US101/Interchange improvements will do.
- Look at HSR beat vs subway
- Reduce noise (train not louder)
- HSR 

table

(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 - ~~will~~ consider Milbrae to Pen (SunMate)
- 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 1

## 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 / <sup>non-wall</sup> 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 \*

## - Kilston 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 <sup>Bart/</sup>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

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## 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 <sup>amp</sup>
5. Establish New Freeway Exit <sup>amp</sup>  
~~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 ACCES  
EAST TO WEST. PED WALKING  
  - PEOPLE OFF TRACKS
  - CARS OFF TRACKS
3. ELEVATED SYSTEM  
CREATES BARRIER PHYSICAL & PSYCHOLOGICAL P  
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 <sup>(GS)</sup> 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

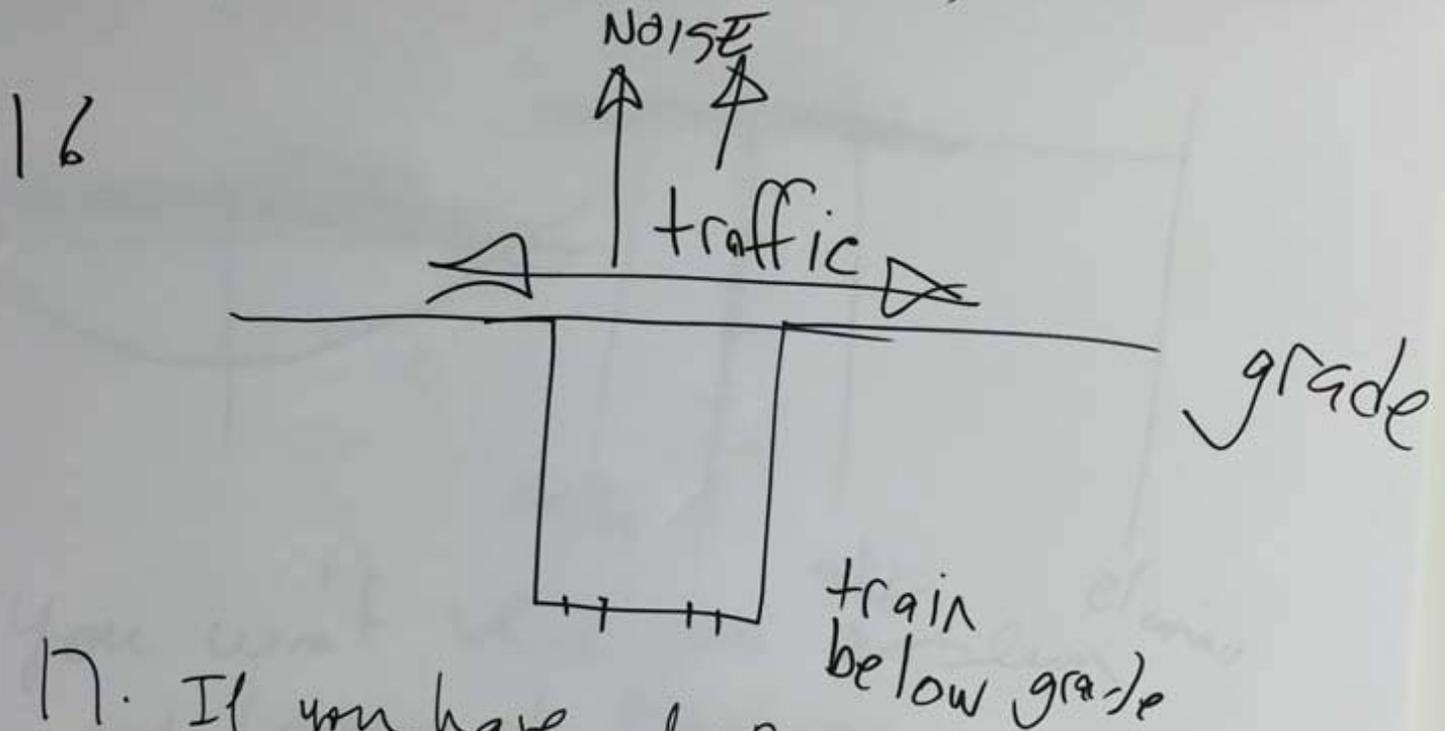
4. Doing GS won't help the congestion  
may address the Safety Concern

5. Broadway Station should re-open functions  
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 Burlington & leaves open the option of utilizing the air rights over the tracks
11. Encourage Citizens / Stakeholders to visit the San Bruno station (Brutal ~~and~~ architecture)
12. <sup>DON'T</sup> 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. ~~Drop~~ Engineering difficulties of dropping train right of way (flooding)

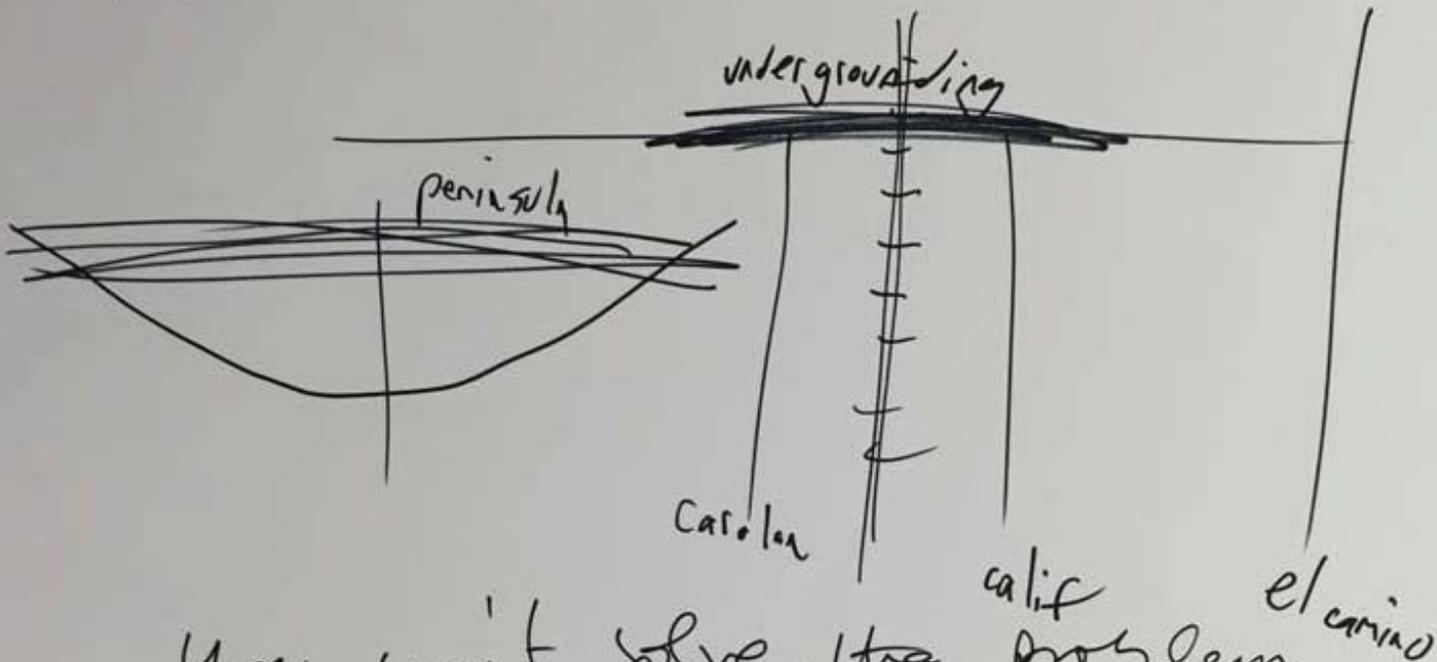


17. If you have depressed train right of way with semi-raised crossings you have the option of using air rights over the train to create parks, kiosks & other amenities flanking the crossings over the tracks

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

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](mailto: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**



**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 Dzubba			
4 Betsy + Brian McGinn			
5 Alex Daskalakis			
6 RICHARD HOLSEN			
7 Eric Klein			
8 LINDA PETER FAIRCLOUGH			



**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 <i>Stacy Mary Moore</i>			
10 <i>Suzanne Bitter</i>			
11 <i>DON SABATINI</i>			
12 <i>John Root</i>			
13 <i>MICHAEL BROWN R166</i>			
14 <i>Edward Eisenman</i>			
15 <i>Alena Gromova</i>			
16 <i>John Kevranian</i>			



SAN MATEO COUNTY  
Transportation  
Authority



**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 GEARKE			
24 DAVID HARRIS			



SAN MATEO COUNTY  
Transportation  
Authority



**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 Farnsey			
31 Barbara Jewett			
32 Alex Davis			



**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 [Signature]			
37 Tamra Scalese			
38 K. PEREZ			
39 BOB & ELVIRA SCHNEIDER			
40 KATHY UHL			



**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 Scopazzi			
44 Philip Kahn			
45 ERIC STOREY			
46 Jennifer PRFF			
47 KEN & CHRISTINA GRANER			
48 BOSS BRUCE			



**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 Zingya Pfaf			
53 Omar Chetty			
54 Rudy & FARRIS HORAN			
55 CHARLES VOLTZ MARY HUNT MARY			
56 John Root			



SAN MATEO COUNTY  
Transportation  
Authority



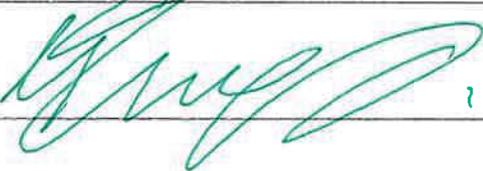
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**SIGN-IN SHEET**



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 			



**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 <del>DIANE BATTAGLIA</del>			
69 NIRMALA BANDRABALLU			
70 Ann Sabatini			
71 DEAN SCHOUL Marian Chin			



SAN MATEO COUNTY  
Transportation  
Authority



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

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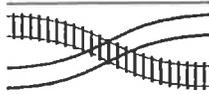
Name and Affiliation (If Applicable)	Address	City, Zip	Phone / E-mail
72 WAYNE GEARKE			

**ATTACHMENT D**

**HAND WRITTEN COMMENT CARDS**



BROADWAY GATEWAY



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](mailto: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

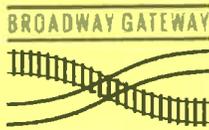
car-free access to Western Burlingame

in that area.

*Thank you for your participation.*

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

Phone: (650) 558-7230



**Community Meeting**  
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 City of Burlingame  
 Public Works Department  
 501 Primrose Road  
 Burlingame, CA 94010-3997  
 Email: [broadwaygradesep@burlingame.org](mailto:broadwaygradesep@burlingame.org)

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

Affiliation (if applicable): \_\_\_\_\_ Email: bob and veederoy@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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 Email: [broadwaygradesep@burlingame.org](mailto:broadwaygradesep@burlingame.org)

Name: OMAR CHATY 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. <sup>in</sup> 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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 Email: [broadwaygradesep@burlingame.org](mailto:broadwaygradesep@burlingame.org)

Name: SButton Date: 03/11/15

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

Address: 1016 Capockino Phone: 650-343-9040

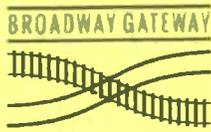
**Comment/Question:** \_\_\_\_\_

① Has anyone thought of restricting new <sup>Development</sup> 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>  
 Phone: (650) 558-7230



**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](mailto: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:** \_\_\_\_\_

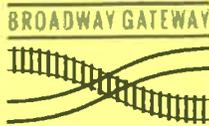
1. We agree, traffic problem needs to be solved
2. a) Underpass seems to be more compatible with the rail road
3. b) or all tracks need to be covered for overpass.  
 d lower R/R tracks - less noise from train
3. Especially problematic (traffic-wise) is left turn from  
 Carolan north to Broadway east.
4. Off-topic: can train ~~horns~~ 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 →



## Community Meeting

Wednesday, March 11, 2015

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Email: [broadwaygradesep@ Burlingame.org](mailto:broadwaygradesep@ Burlingame.org)

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

Affiliation (if applicable): \_\_\_\_\_ Email: K.Scopazzi@att.net

Address: 1113 Summer Ave Burlingame Phone: P.scopazzi@att.net  
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 HSE 1.

Thank you for your participation.

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

Phone: (650) 558-7230



Community Meeting
Wednesday, March 11, 2015

BROADWAY GRADE SEPARATION STUDY
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Burlingame, CA 94010-3997
Email: [broadwaygradesep@burlingame.org](mailto:broadwaygradesep@burlingame.org)

Name: Ross Bruce Date: 3/11/15

Affiliation (if applicable): B-way Merchant Email: ~~ross~~ ross-bruce@y-computer.com

Address: 500 Alameda Rd, Burlingame Phone: 650-342-2075

Comment/Question: Broadway interchange style looks good. I say the grade separation is a foul idea - keep the style consistent. Have the tracks go over the Broadway. Start increasing altitude at mill drive and drop down about Oak Grove 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?

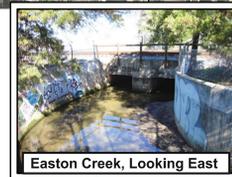
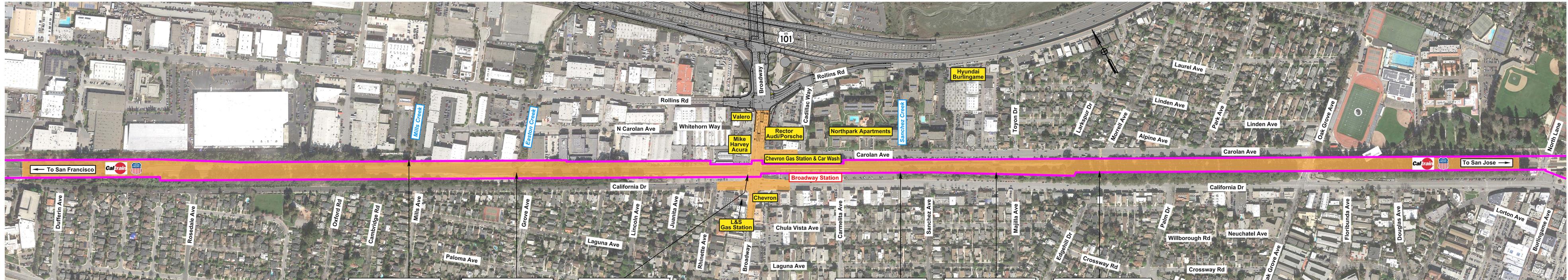
Thanks in advance for your reply, and have a good day.

---

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

**Project Area Map**  
**Existing Features**



San Bruno Avenue, San Bruno

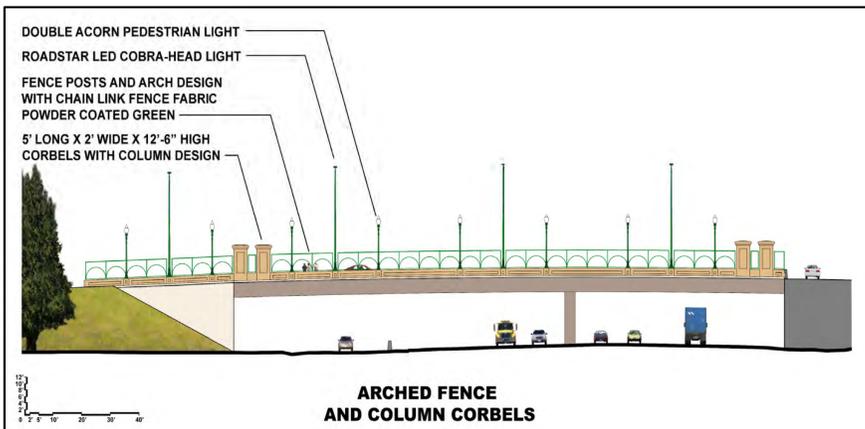


Brittan Avenue, San Carlos

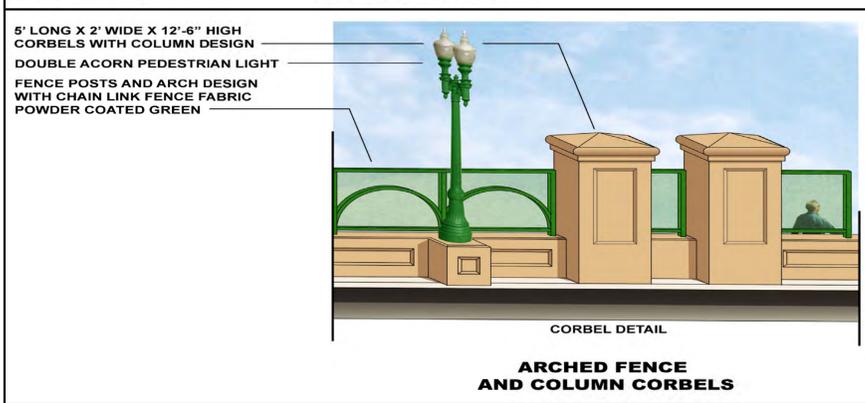


Holly Street, San Carlos

**UNDERPASS (ROADWAY UNDER RAILROAD) EXAMPLES**



**ARCHED FENCE AND COLUMN CORBELS**

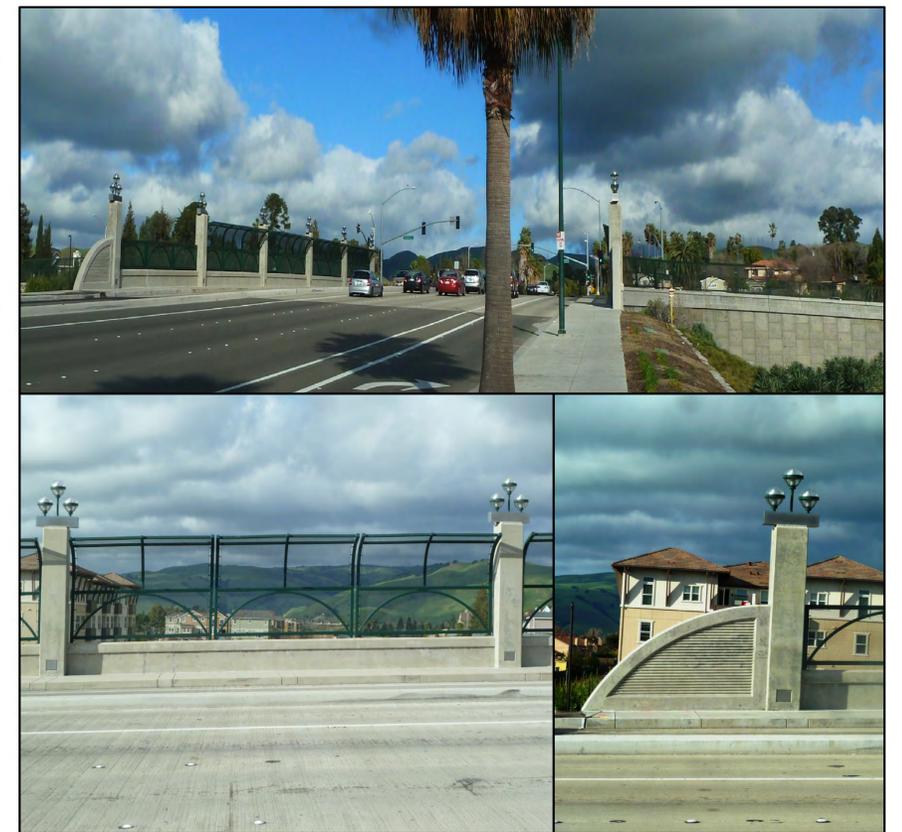


**ARCHED FENCE AND COLUMN CORBELS**

**US 101/Broadway Interchange, Burlingame**



Shellmound Street, Emeryville



Washington Boulevard, Fremont

**OVERHEAD (ROADWAY OVER RAILROAD) EXAMPLES**

# Broadway Grade Separation Study

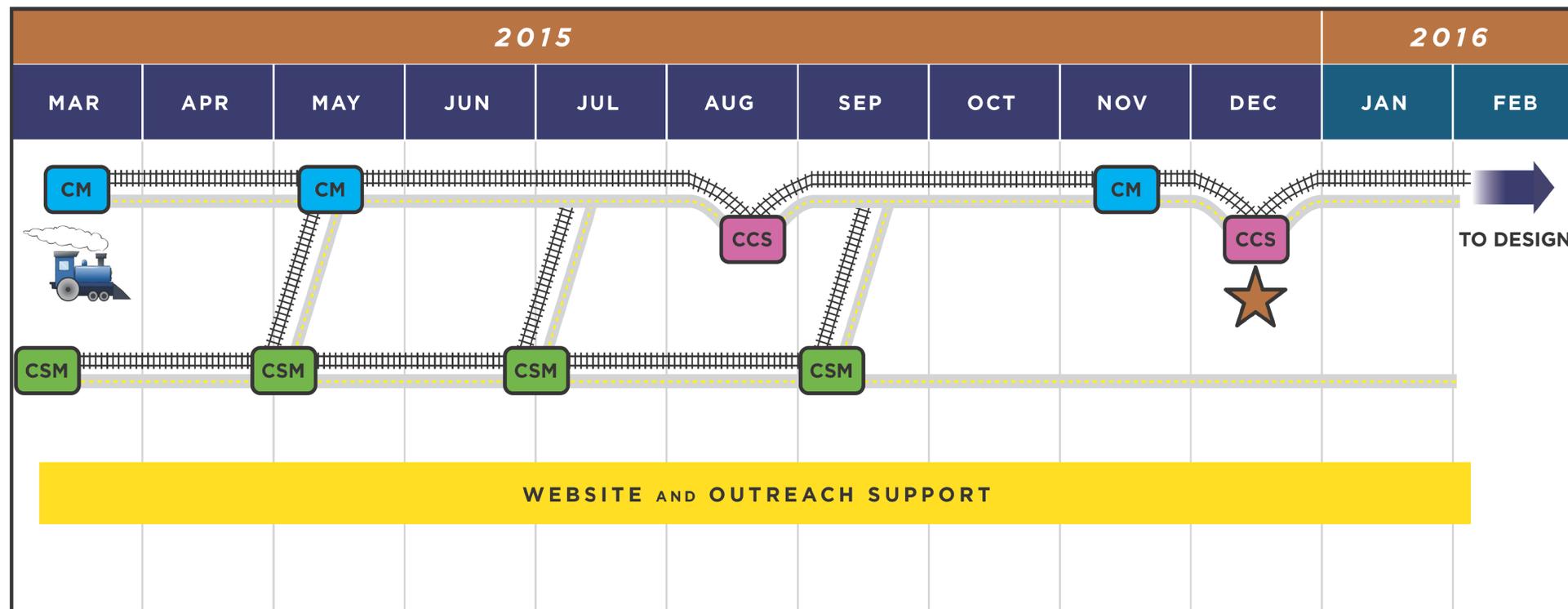
**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
March 11, 2015



**Structure Aesthetics  
Project Examples**



# COMMUNITY OUTREACH SCHEDULE



-  Community Meeting (3)
-  City Council Session (2)
-  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](mailto: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<sup>^</sup>)

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

<sup>^</sup> 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) <b>Total*: 18 (16)</b>	AM: 4 (4) PM: 14 (12) <b>Total*: 18 (16)</b>	AM: 9 (8) PM: 27 (24) <b>Total*: 36 (32)</b>
Caltrain (2020 Projection)	<b>Total: 18 (16)</b>	<b>Total: 18 (16)</b>	<b>Total: 36 (32)</b>
Caltrain + High Speed Rail (2030 Projection +)	<b>Weekend numbers are unknown at this time</b>		
Union Pacific	<b>3</b>	<b>3</b>	<b>6</b>

(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

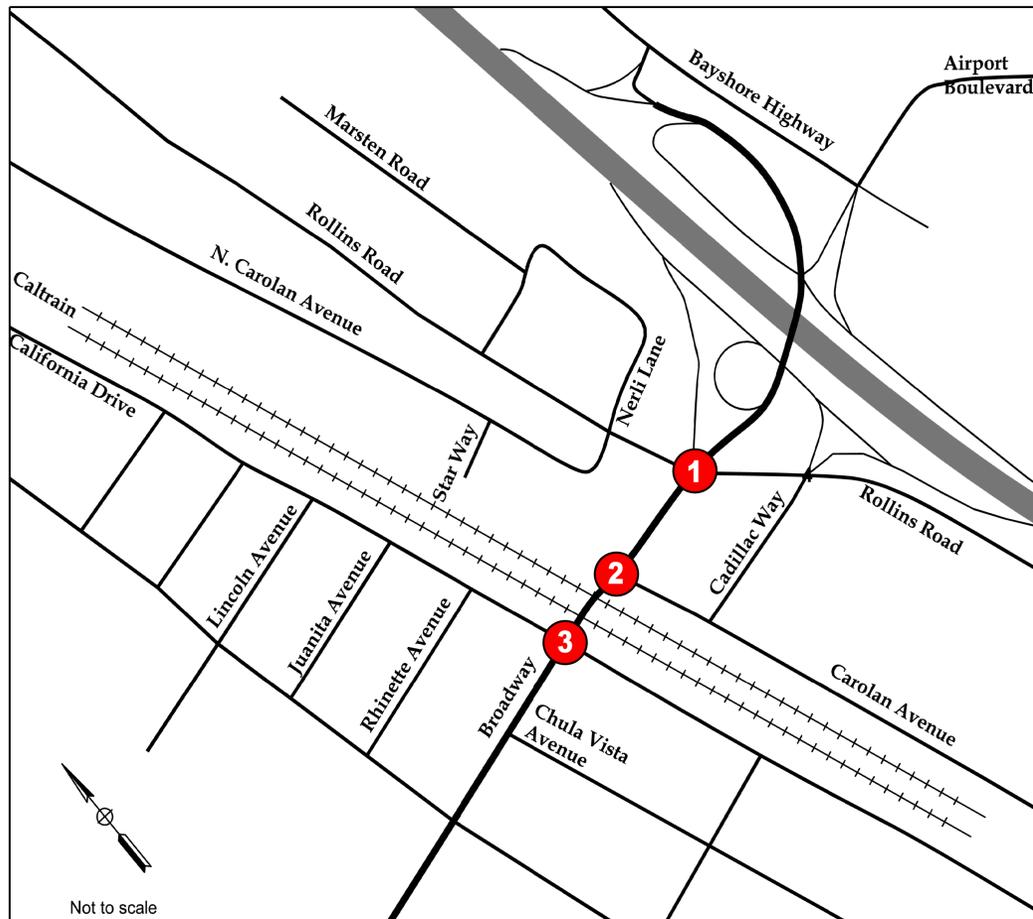
# Broadway Grade Separation Study

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
March 11, 2015



**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
<b>1</b> Broadway/US 101 Off-Ramp/Rollins Road	7	1	1	0	3	8	0	2	2	<b>24</b>
<b>2</b> Broadway/Carolan Avenue	2	0	2	3	0	4	0	0	0	<b>11</b>
<b>3</b> Broadway/California Drive	6	5	2	2	2	12	3	2	0	<b>34</b>

Note: Data collected from January 1, 2011 to December 31, 2013

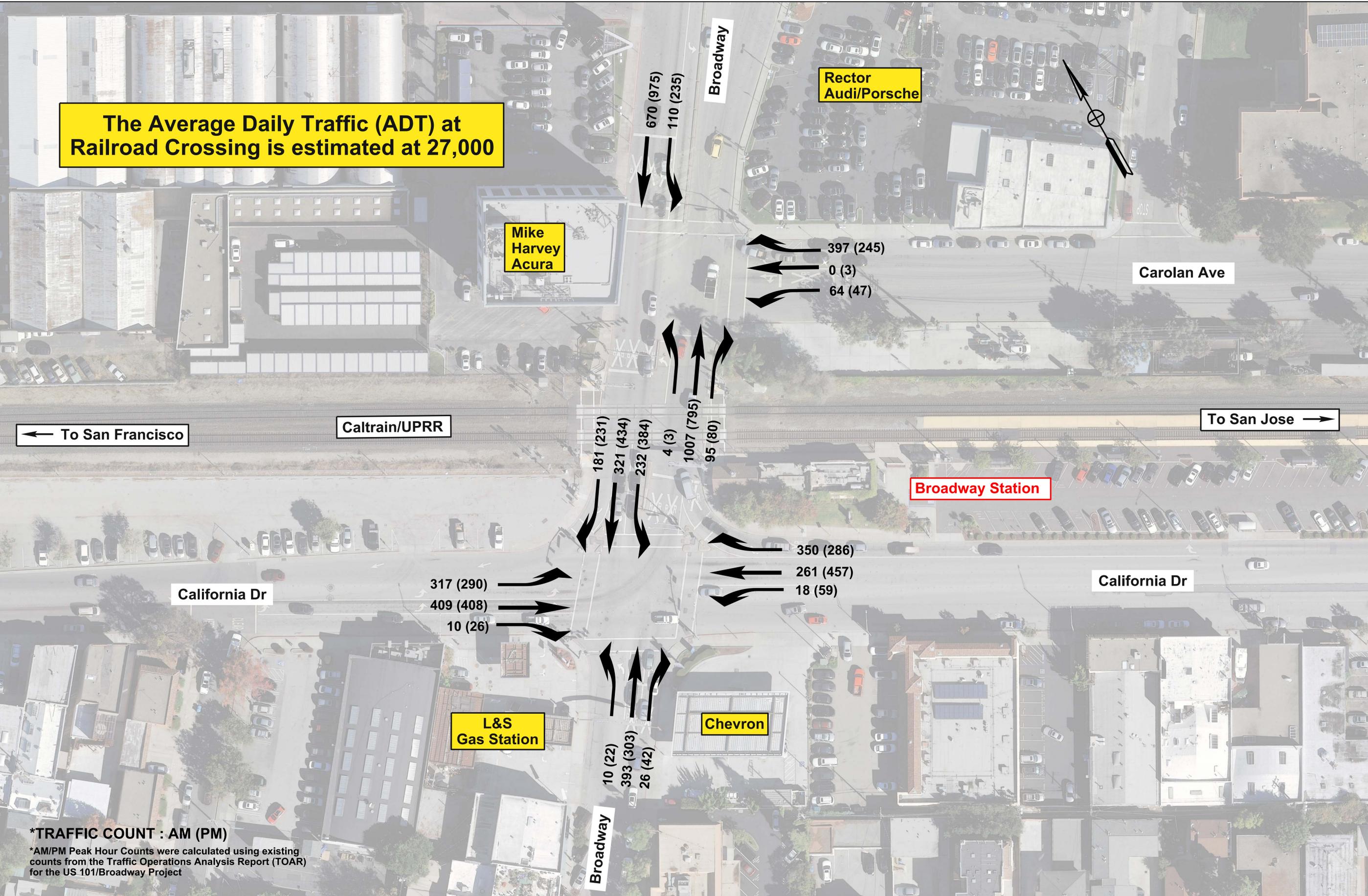
# Broadway Grade Separation Study

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
March 11, 2015



**Accident Data**

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



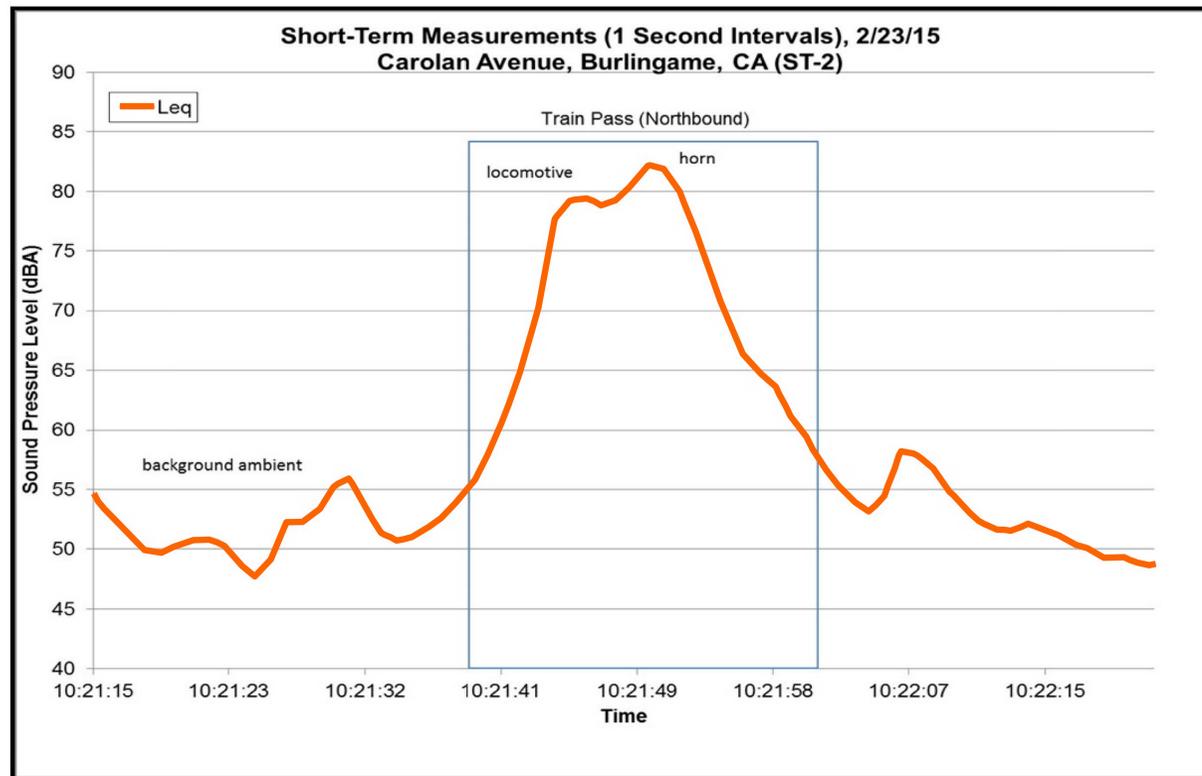
\*TRAFFIC COUNT : AM (PM)  
 \*AM/PM Peak Hour Counts were calculated using existing counts from the Traffic Operations Analysis Report (TOAR) for the US 101/Broadway Project

# Broadway Grade Separation Study

**PRELIMINARY**  
 FOR DISCUSSION PURPOSES ONLY  
 March 11, 2015



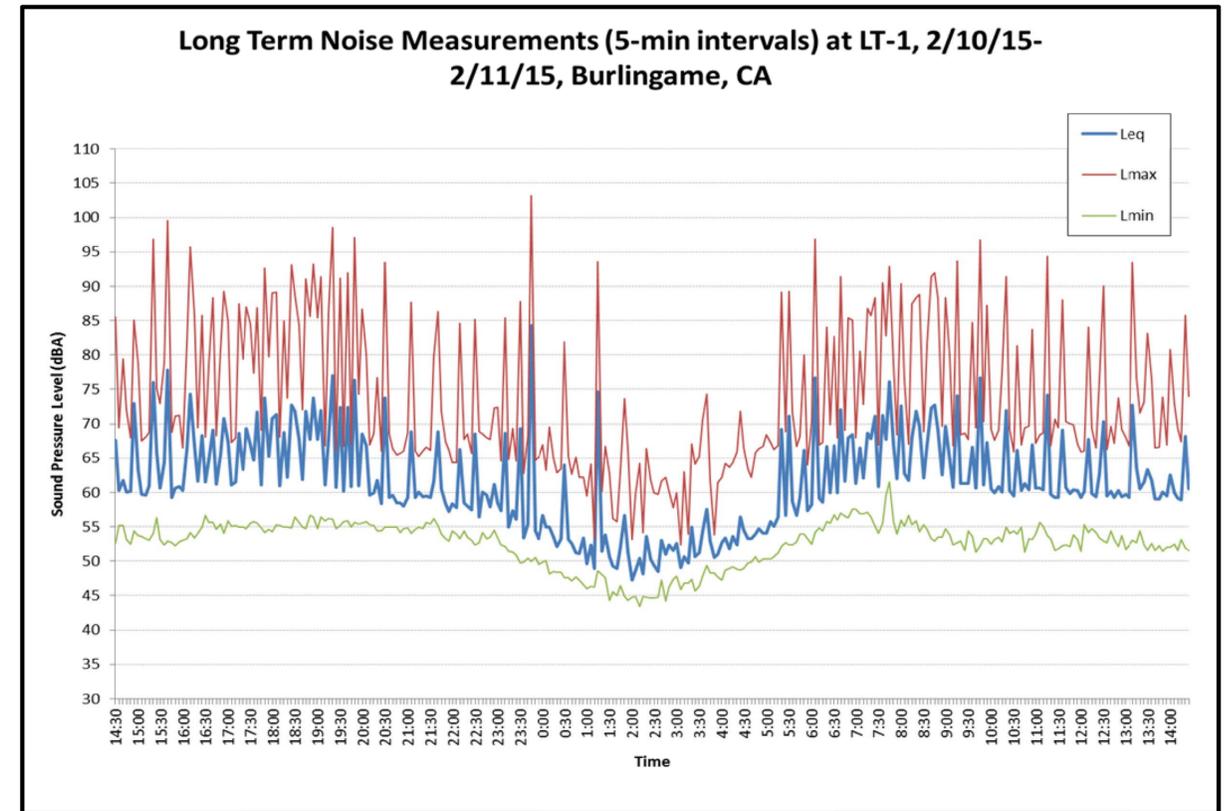
**Existing Traffic Counts**



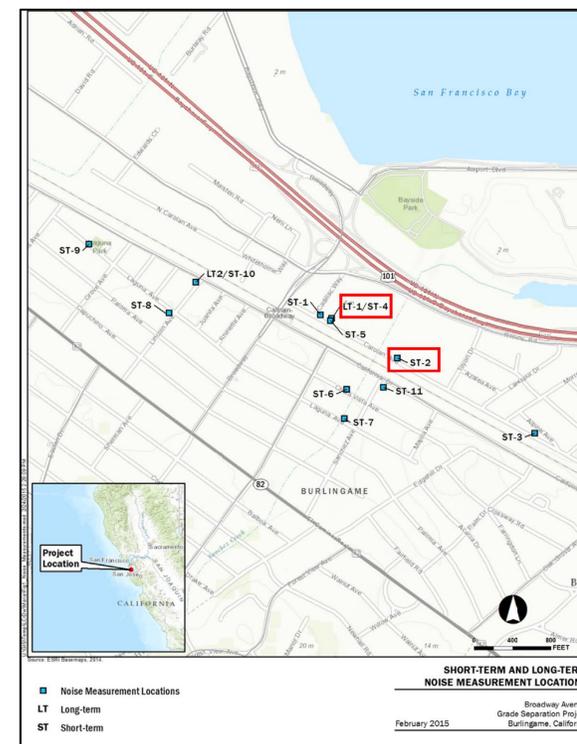
**Short-Term Noise Measurements  
(1 Minute Duration)**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at 3 feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at 3 feet
Noisy urban area, daytime	80	Garbage disposal at 3 feet
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	70	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	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
	0	

**Typical Noise Levels**



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



**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

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





# 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

**PRELIMINARY**  
FOR DISCUSSION PURPOSES ONLY  
March 11, 2015



**AECOM**

**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



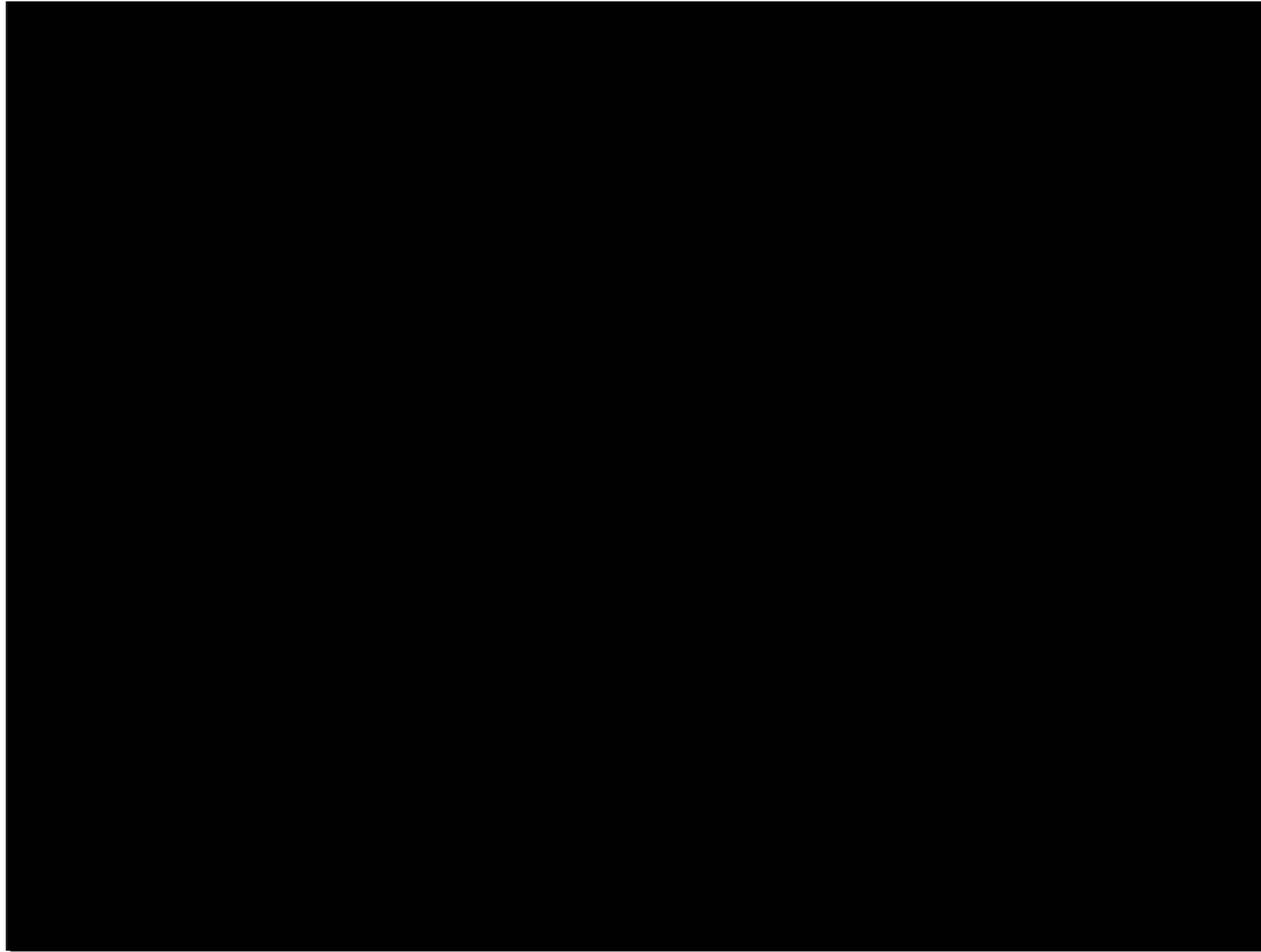
# Existing At-Grade Crossing



## Broadway Grade Separation Study



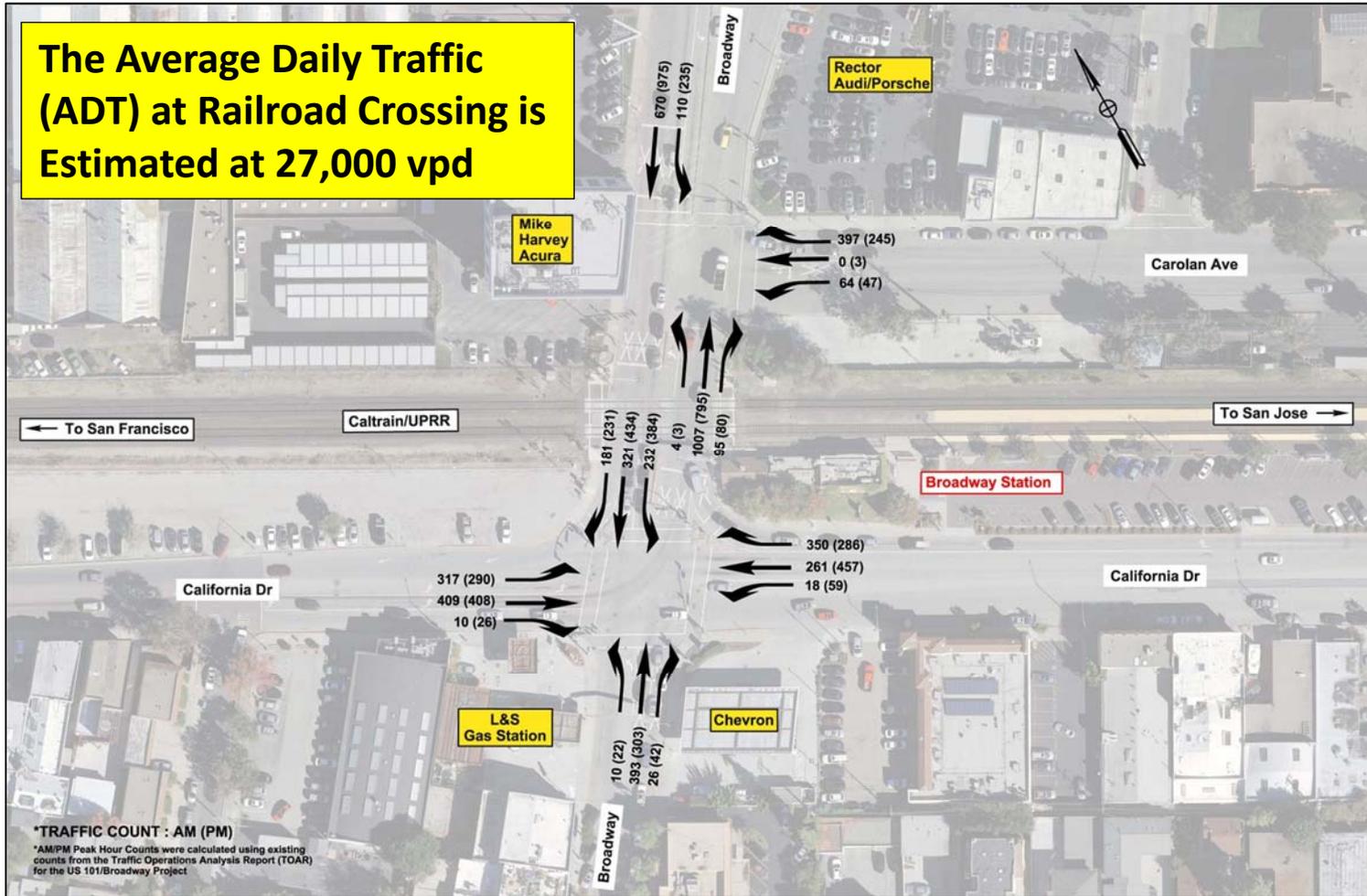
# Existing Traffic Conditions



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

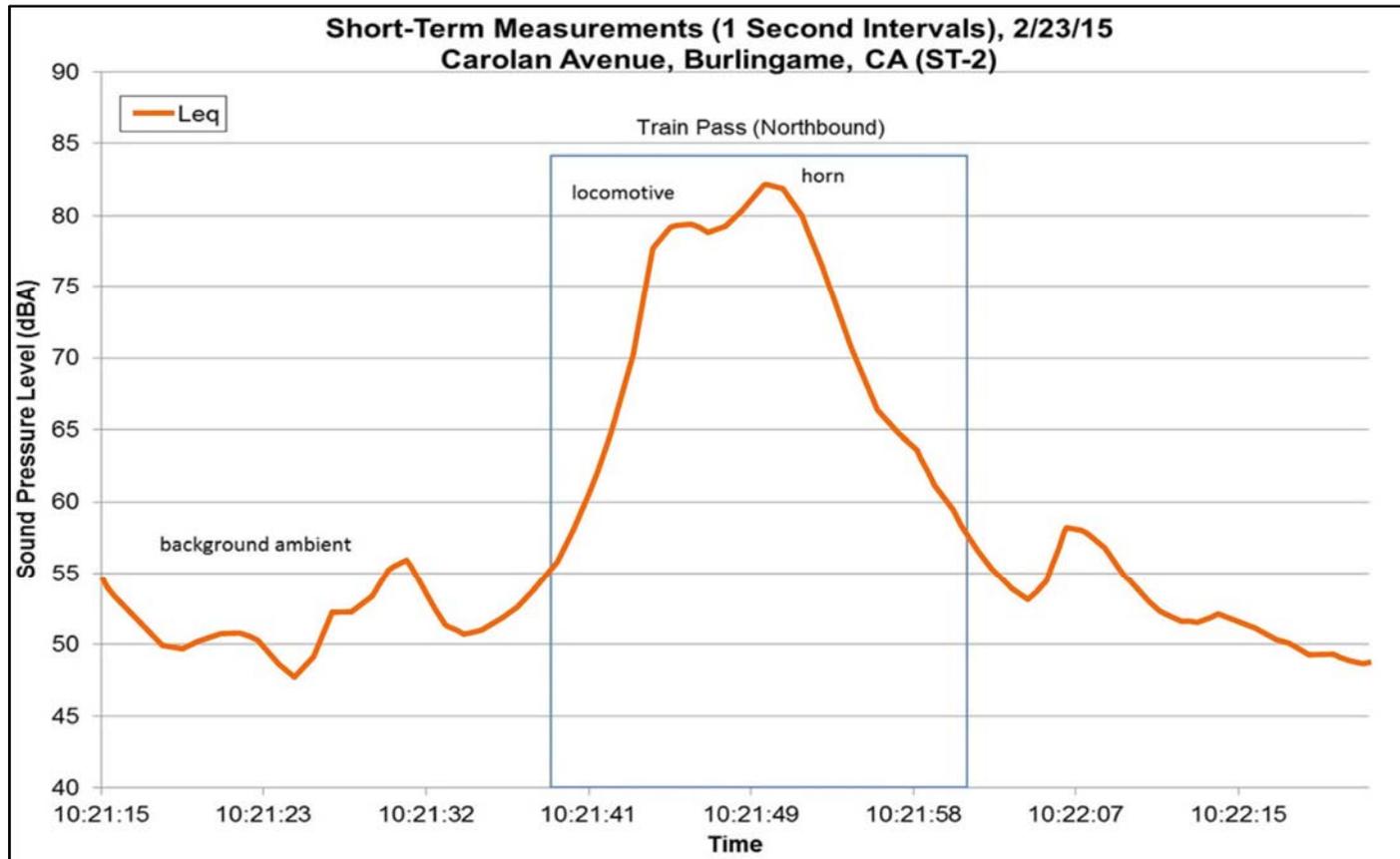


San Bruno Ave Underpass  
San Bruno

Broadway Grade Separation Study



# Noise Measurements

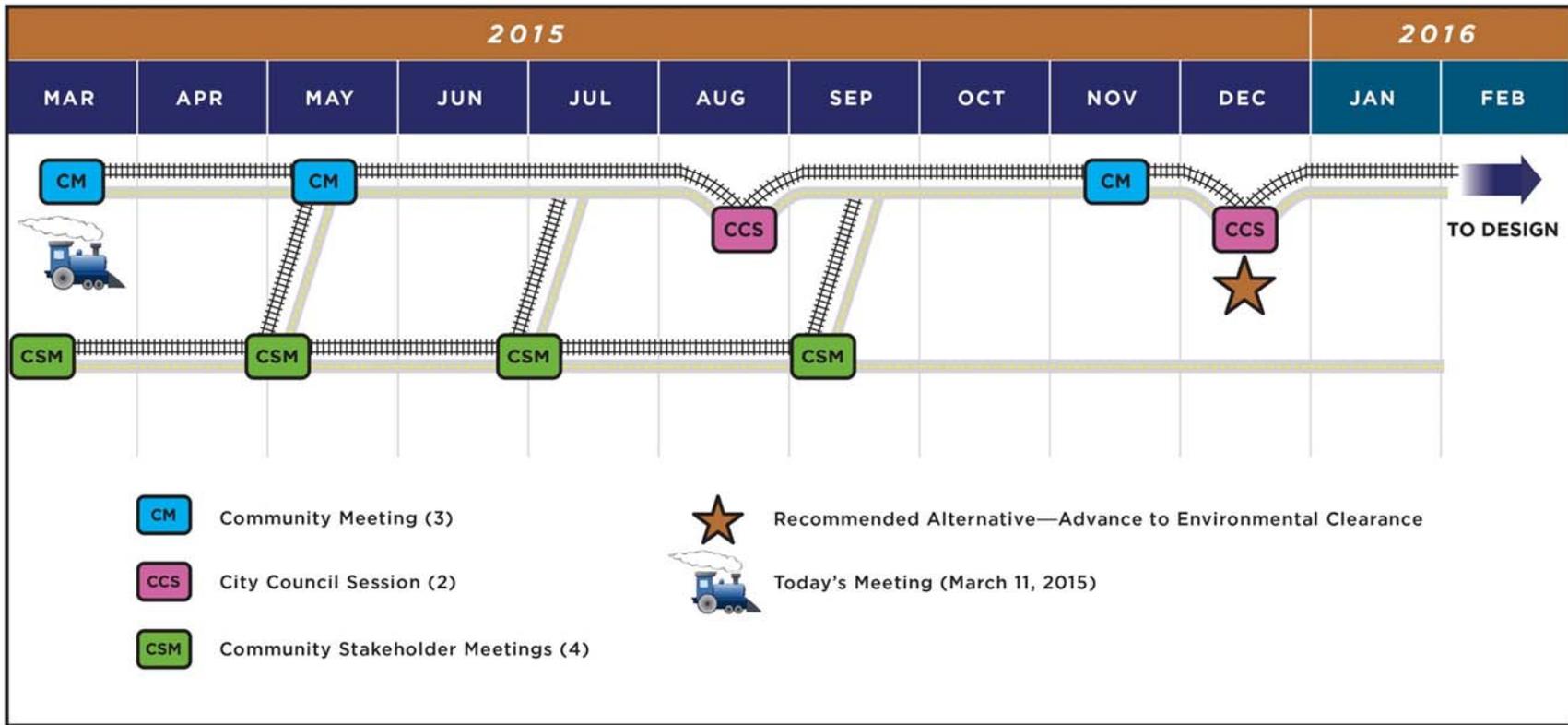


Note: Measurements taken from Carolan Avenue, ¼ mile south of Broadway.

Broadway Grade Separation Study



# Project Schedule



## Broadway Grade Separation Study



# Comments or Questions?

## For More Information:

Visit Us at: [www.burlingame.org/broadwaygradesep](http://www.burlingame.org/broadwaygradesep)

Email Us at: [broadwaygradesep@burlingame.org](mailto: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](http://www.burlingame.org/broadwaygradesep)

Email Us at: [broadwaygradesep@burlingame.org](mailto:broadwaygradesep@burlingame.org)

Broadway Grade Separation Study



# Thank you for Attending...

Broadway Grade Separation Study

