



# The City of Burlingame

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November 15, 2010

Mr. Roelof van Ark  
Chief Executive Officer  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Traffic Circulation and Parking Impacts from the proposed Millbrae High Speed Train.

Dear Mr. van Ark,

Along with a member of our City staff, I attended the recent Millbrae High Speed Train Station community workshop where the High Speed Rail Authority's proposal for a high speed rail (HSR) train station in Millbrae was discussed. As an abutting community we are keenly interested in learning about the number of vehicular trip generations, traffic congestion and parking supply and demand impacts from the proposed new station.

Based on the information provided at this study session, we understand that the new HSR station is anticipated to generate significant parking demand and vehicular trip generation in the surrounding area, including Burlingame. However, we were told at the meeting that the High Speed Rail Authority does not plan to provide the required parking supply at the Millbrae station, nor is it planning to mitigate potential traffic congestion impacts. According to the presentation, by the year 2035 there will be an increase of 5,400 daily auto trips to the station, but there will be no additional parking provided at the station, as parking is supposed to be accommodated by existing parking supply within three miles of the station.

Existing neighborhoods, including residential, commercial and industrial areas, are already developed and there is no additional capacity available for parking and vehicular traffic on the local streets. The local streets within Burlingame within the close proximity of the proposed station are currently operating at capacity with level of service (LOS) ranging from D to F. These streets include El Camino Real, California Drive, Broadway and Rollins Road. We believe that any additional traffic and parking will result in significant adverse environmental impact to the quality of life in Burlingame and appropriate mitigation measures will be required to lessen the impacts.

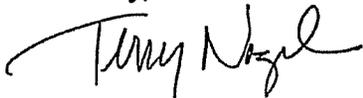
The City requests that, in accordance with CEQA, a comprehensive parking and traffic study be conducted to identify the project parking demand and traffic circulation needs with the existing background conditions. The City further requests that the Authority address the project traffic circulation needs and parking demand by providing additional capacity on the roadway as well as additional parking.

In compliance with CEQA law that the project must provide the necessary parking to meet its needs, as well as mitigate any traffic congestion created by the project. Appropriate planning and mitigation measures must be incorporated into the Draft Environmental Impact Report to address any impacts to the City of Burlingame.

If you have already completed the parking and traffic study, please provide a copy to the City of Burlingame as soon as possible for review and comments.

We would appreciate your prompt response to this request.

Sincerely,



Terry Nagel  
Mayor

Cc: City Council, City of Burlingame  
Board of Directors, High-Speed Rail Authority  
Robert Doty, Director of the Peninsula Rail Program  
Ron Popp, Public Works Director, City of Millbrae  
Peninsula Corridor Joint Powers Board  
Mike Scanlon, San Mateo County Transit District CEO  
Jim Nantell, City Manager  
Syed Murtuza, Public Works Director  
Gus Guinan, City Attorney  
Bill Meeker, Community Development Director  
Congresswoman Jackie Speier  
Assemblymember Jerry Hill  
State Senator Leland Yee

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