

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

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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

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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***

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Project Area Map



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Existing At-Grade Crossing



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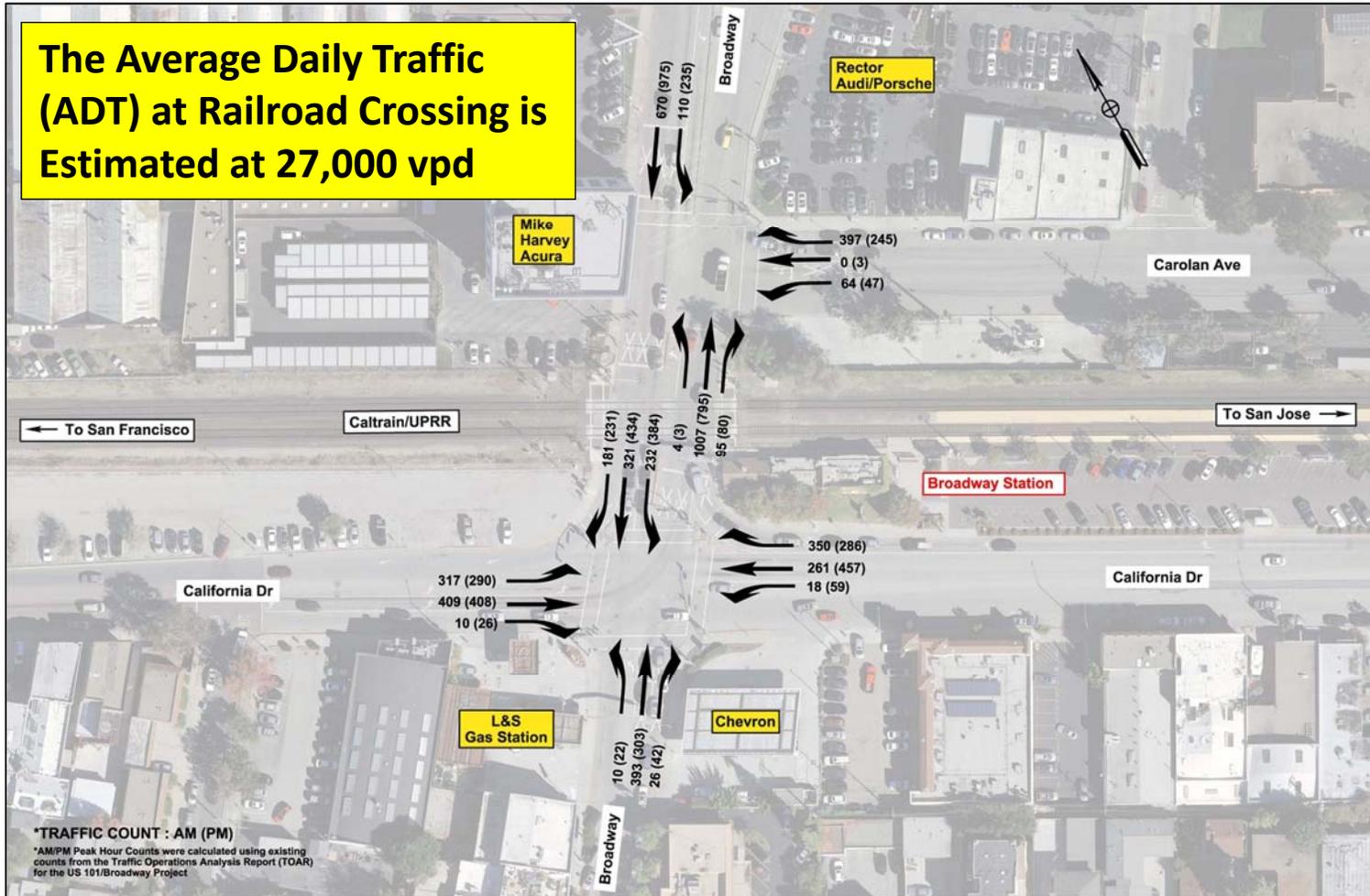
Existing Traffic Conditions



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Traffic Volumes



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Sample Grade Separations



Shellmound Street Overhead
Emeryville



Holly Street Underpass
San Carlos



Washington Blvd Overhead
Fremont

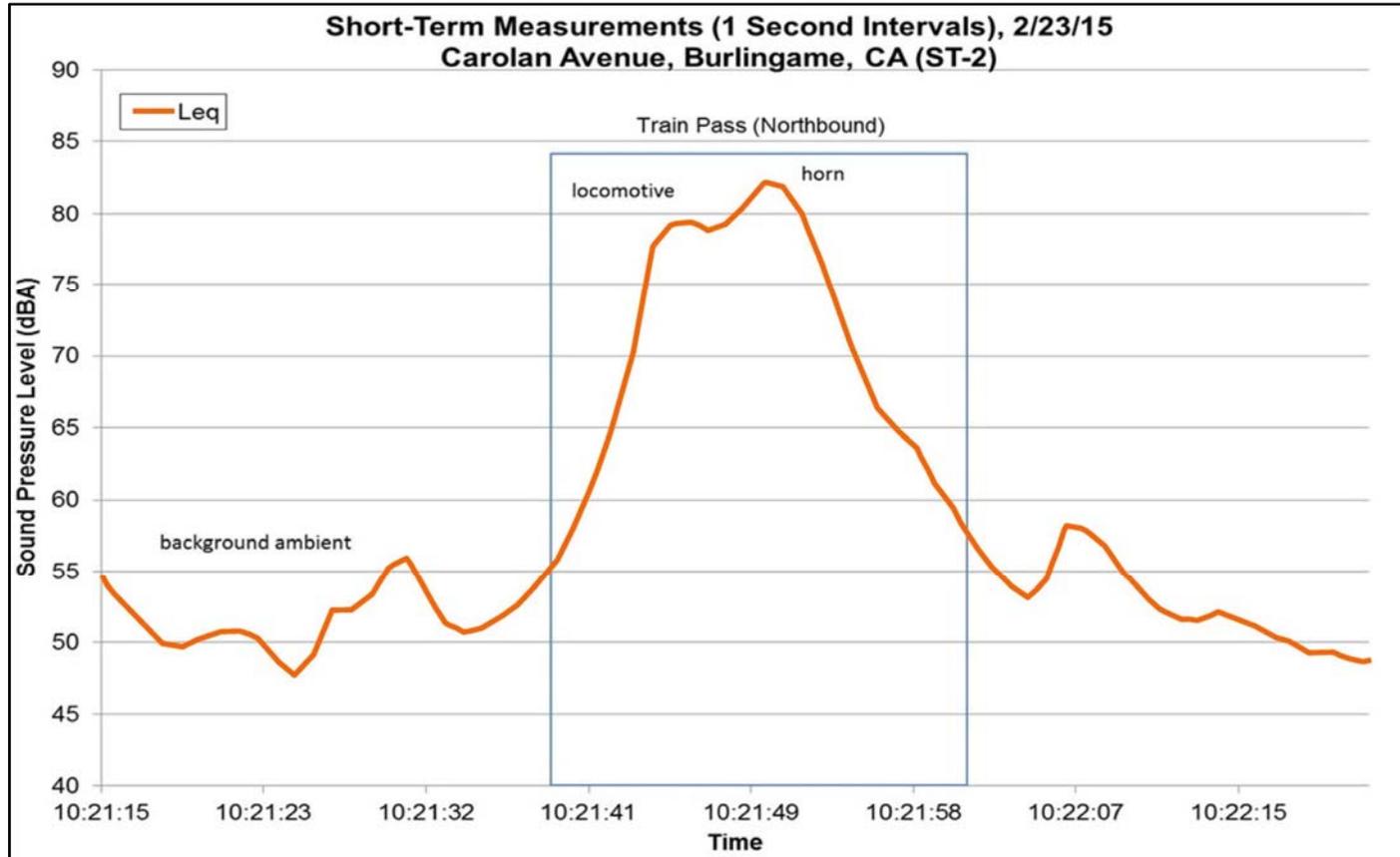


San Bruno Ave Underpass
San Bruno

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Noise Measurements

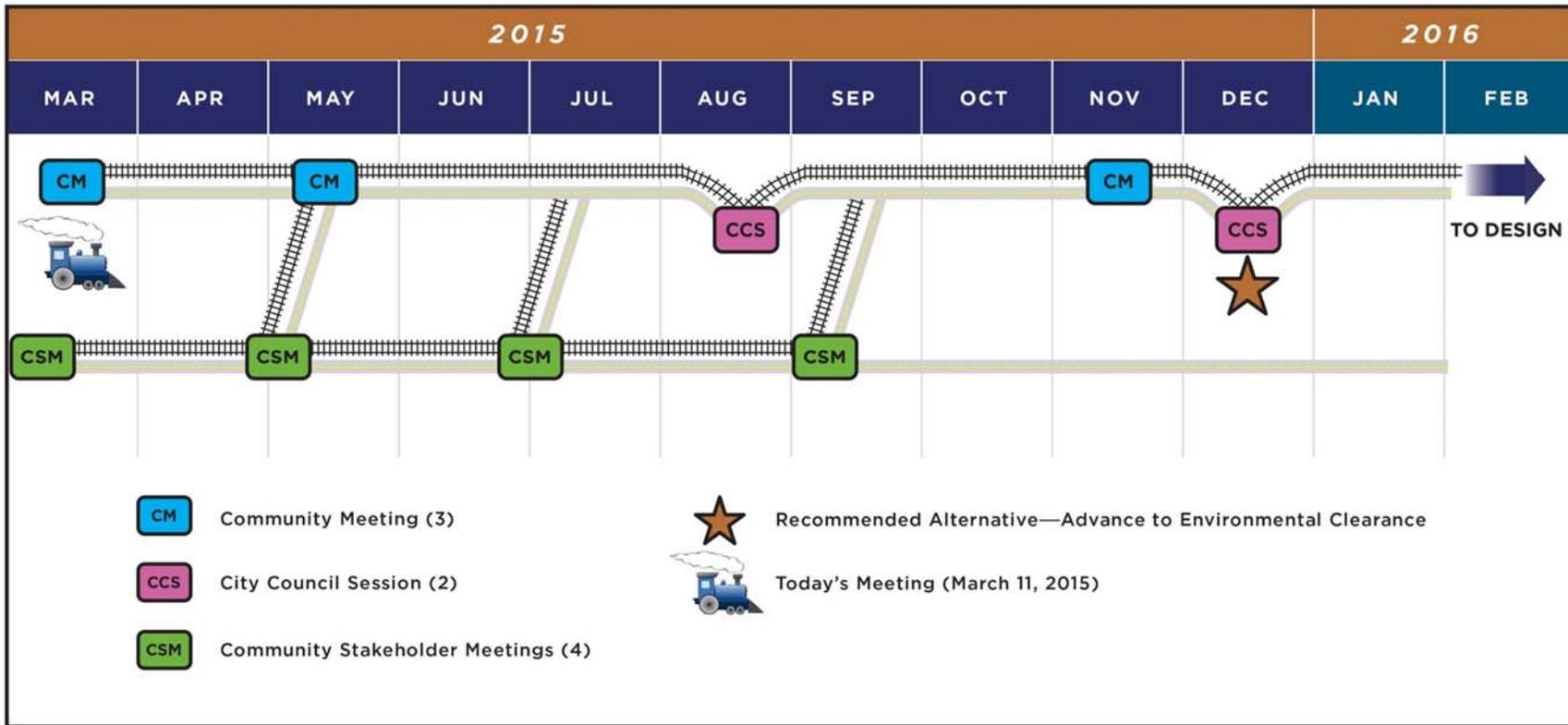


Note: Measurements taken from Carolan Avenue, $\frac{1}{4}$ mile south of Broadway.

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Project Schedule



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Comments or Questions?

For More Information:

Visit Us at: www.burlingame.org/broadwaygradesep

Email Us at: broadwaygradesep@burlingame.org

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Meeting Summary

Reporting back from break-out sessions

Next Steps:

- Develop Design Alternatives
- Perform Traffic Study

Next meeting in **May 2015**

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Thank you for Attending...

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