

# Broadway Grade Separation Project

Summary for Community Meeting #1

March 11, 2015



**BROADWAY GATEWAY**



**AECOM**

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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).

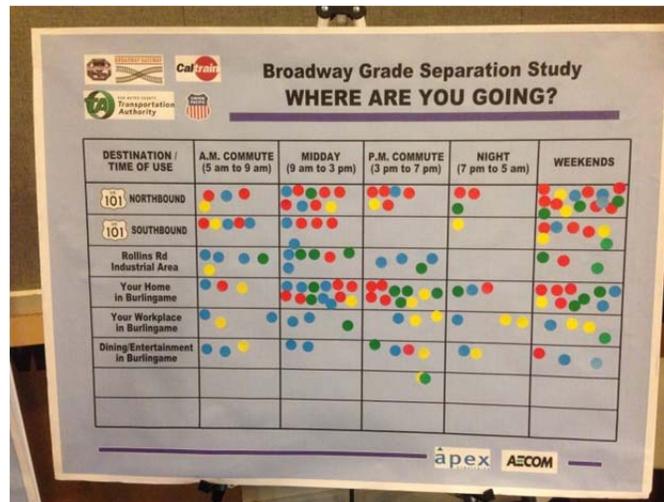
Attendees also were asked to place dots on two boards. The first board asked the attendees about the time of day and week they were in the grade separation area. A grade separation is a bridge that allows the public to travel under or over a railroad, in this case the Caltrain tracks and Broadway Avenue. 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~~ 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~~ corridor

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 \*

## - Kailston 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 @ Carolean / California

\* don't shift tracks

## - What is the plan for pedestrian crossing

\* Connectivity to 101 Ped. crossing? \* Bike lane / sidewalk \* Bike route via Carolean \*

## - 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

#6

## TABLE # 6

1. Grade Separation <sup>(GS)</sup> is a symptom  
not a Problem

2. GS is a means of getting across  
~~the~~ 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

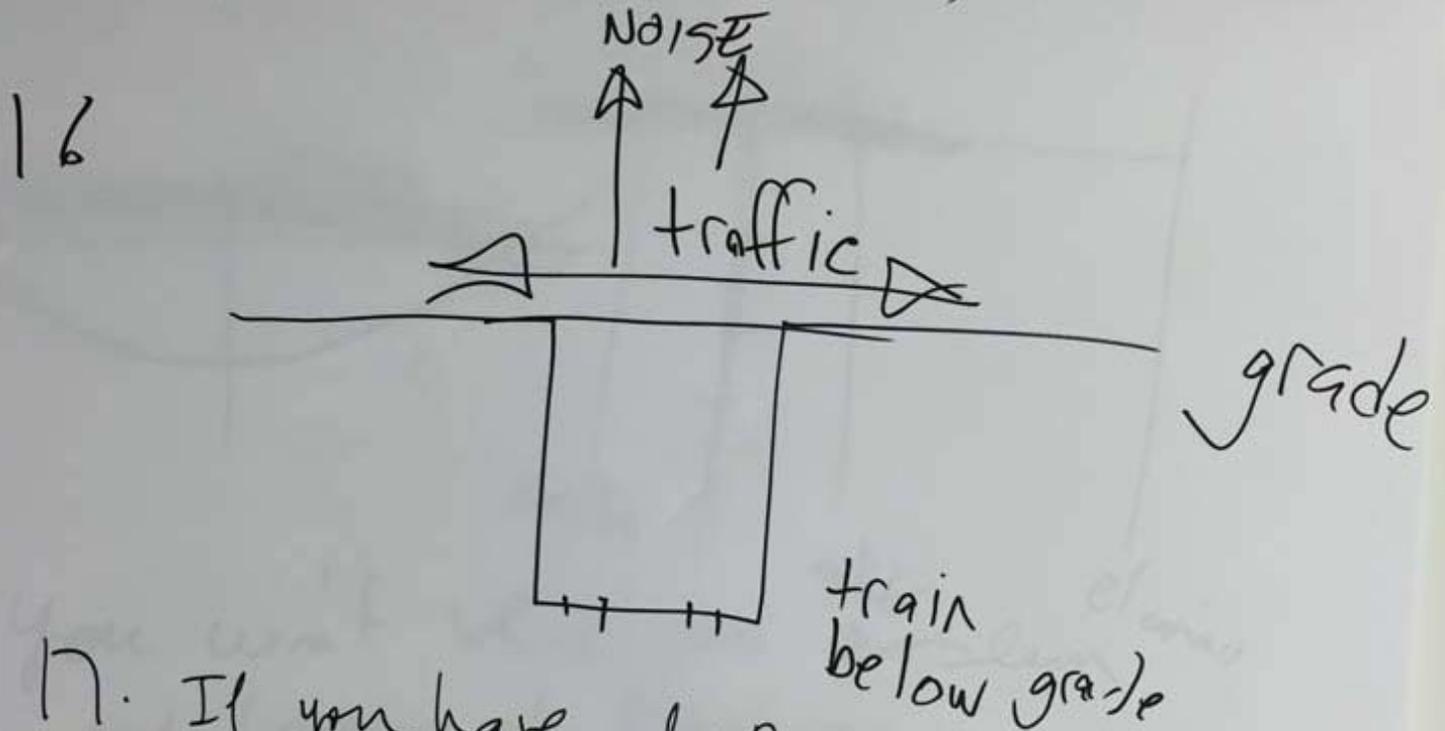
4. Doing GS won't help the congestion  
may address the Safety Concern

5. Broadway Station should re-open function  
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)

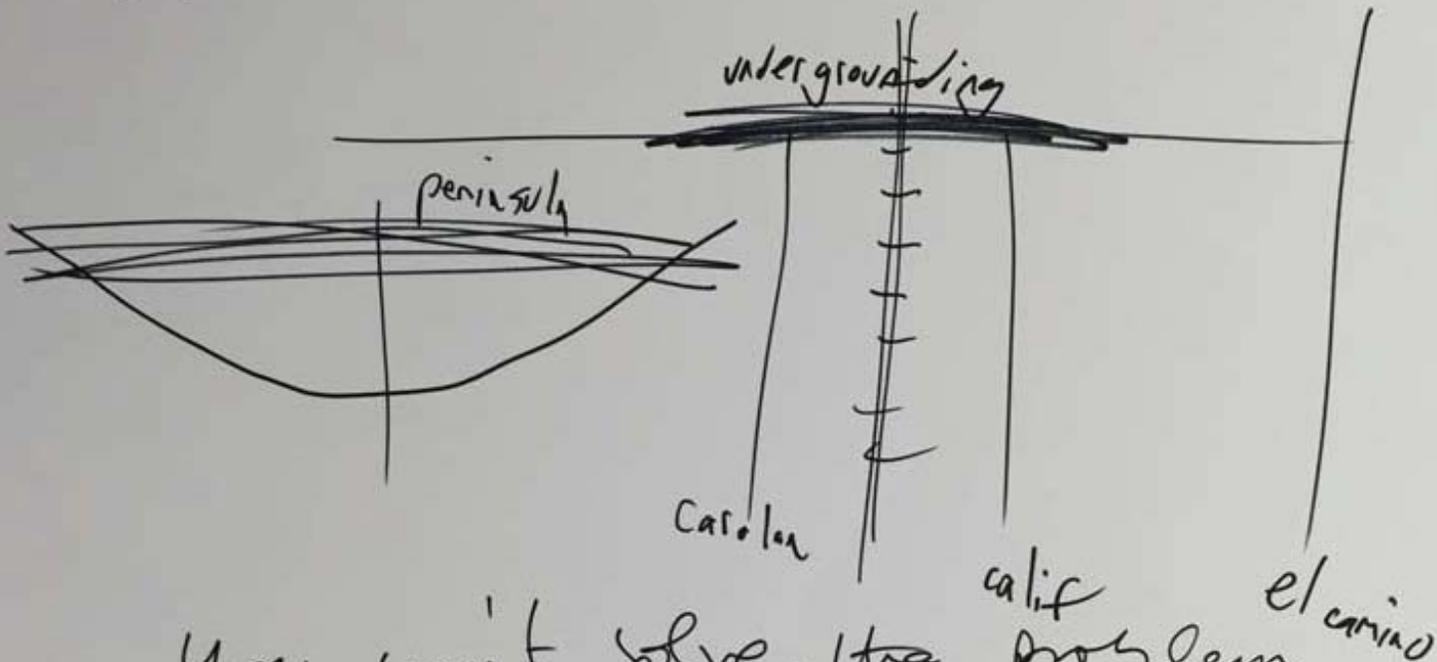


17. If you have depressed train right of way with semi-raised crossings you have the option of using air rights over the train to create parks, kiosks & other amenities flanking the crossings over the tracks

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:

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