



**Broadway Grade Separation
Community Outreach Questions & Comments
Meeting Date: November 19, 2019**



Responses to Community Questions

1) *Can a passenger drop-off area be added on the west side of the tracks?*

As design advances, the project team will perform additional analysis to determine the feasibility of including an additional drop-off area.

2) *What is the noise factor associated with the grade separation? Will the sound be reduced by the grade separation?*

Yes, the Broadway Grade Separation Project will significantly reduce the need for trains to sound their horn as the train approaches Broadway Station. Additionally, the electrification of Caltrain will result in quieter trains by eliminating the noise associated with diesel engines.

3) *The presentation mentioned that there is no funding identified for construction. Where will funds come from?*

A specific funding plan is being developed by the project team which will likely include Local, Regional, State and Federal Sources.

4) *The large grove of Eucalyptus trees along California Drive south of Broadway screen the tracks. Will the trees be removed or impacted by the project?*

The project has been designed to avoid impact to the existing Eucalyptus grove along California Drive south of Broadway.

5) *Will all utilities be underground?*

Utilities that are currently underground are proposed to remain underground. Those that are currently overhead are anticipated to remain overhead. A detailed utility relocation plan is being developed.

6) *The need to relocate utilities has caused delays to other Caltrain projects. Can the tracks be raised enough so Broadway/Carolan/California don't have to be lowered (preventing utilities relocation)?*

From a technical standpoint, the tracks could be raised a few feet but not to the extent required to avoid lowering the roadway. However:

- In order to comply with Caltrain requirements and satisfy the railroad operational speeds, it is not feasible to raise the tracks to provide sufficient vertical clearance at Broadway while avoiding impact to rail facilities to the north and Oak Grove to the south
- The Project Study Report (PSR) evaluated Alternative "F" as an option which would address the question. That alternative was rejected in the final PSR due to several fatal flaws, including the following:
 - Alternative "F" was not favored by the public due to concerns about disruption to local businesses and visual impact.
 - Alternative "F" was determined to have a greater environmental impact than the selected alternative (Alternative "A" from which the 35% design is based).
 - The estimated Order of Magnitude Cost for Alternative "F" was approximately twice that of Alternative "A".

7) Concerns about rerouting traffic, including detour on Oak Grove Ave which has a high school near intersection. Have any traffic studies been conducted?

Traffic detours will be further evaluated and refined during final design. Concerns about impact to the high school are noted and will be considered in evaluation.

8) Will the Facebook campus be impacted on the west side of the existing tracks?

The Facebook campus is not expected to be impacted by the Broadway Grade Separation Project.

9) How does elevating the track help alleviate traffic congestion?

The project will reduce traffic delays as vehicles will no longer need to stop at the tracks as the train and vehicular/pedestrian traffic will be separated. The separation of rail and vehicular/pedestrian traffic also eliminates the potential for collisions between vehicles and trains at the crossing.

10) Will there be impacts of Millbrae Transit Center?

No, this project will not impact the Millbrae Transit Center. The Transit Center is not within the project footprint or impact area.

11) Is there a residential parking program to help address the increase in parking (Tag/meter parking)?

The Caltrain parking lot is expected to have adequate parking for customers. The City does have a residential permit parking program to address parking impacts generated by this project.

12) What is will happen to the left hand signal at Carmelita?

The southbound left-turn lane on California Drive at Carmelita Avenue would be eliminated with the project. The northbound left-turn lane onto Carmelita Avenue would remain.

13) The project should minimize utility relocation that would result in delays/costs.

The comment is noted. A detailed utility relocation plan is being developed and will be included as part of the final design.

14) Why can't the station entrance be aligned with the Carmelita crossing? Why can't the bridge be lengthened to line up with the crosswalk at Carmelita?

The project will continue to review opportunities to address the station's entrance at Carmelita Avenue.

15) Why can't bike lanes on Broadway be implemented at the same time as the grade separation project?

The City's Bike Master Plan is expected to be completed prior to the grade separation final design. Recommendations from the Master Plan will be incorporated into the grade separation design.

16) *Instead of the long walls, can project construct one long elevated bridge?*

A viaduct approach was discussed as part of California High Speed Rail Authority's (CAHSR) proposal for which the community expressed strong opposition (see comment 10 from Appendix F of PSR). A viaduct approach for the Broadway Grade Separation project would be expected to cost about three times more than the current project. The current project partially raises the tracks and partially lowers the roadways and has retaining walls along the majority of the tracks and bridges at roadway, station, Ped/Bike, and drainage channel crossings.

17) *High speed trains speed bypassing the station will create wind and debris resulting in an unpleasant situation for passenger waiting at the station on an adjacent platform. Side platforms would provide a buffer that the center platform doesn't accommodate. Can the project construct side platforms instead of center board platform? Caltrain could then construct express tracks on outside or provide physical barrier to protect passengers as high speed trains pass.*

Centerboard platforms are Caltrain's current preferred configuration to accommodate ease of passenger use, maintenance, and efficient facility improvements (eliminating need for redundant items such as passenger shelters, CCTV, stairs/ramps, lights, mini-high, etc.). As per the Caltrain Business Plan, there is no 4 track section within the project limits. The centerboard platform and outboard platform has the same effects when high-speed train passes the station.

18) *Are we planning for 4 tracks at Broadway?*

No, the current Caltrain Business Plan does not include a 4 track section within the project limits.

19) *Will funding be available for the project?*

20) A specific funding plan is being developed by the project team which will likely include Local, Regional, State and Federal Sources.

21) *What options are available for the aesthetic of wall from exterior side?*

The detailed design on the wall aesthetics will be incorporated as part of final design.

22) *Will the project impact local businesses?*

Businesses adjacent to the project will be consulted to identify options to reduce temporary construction and permanent impacts. Any impacts will be further evaluated during the final design.

23) *What visual buffers are proposed to screen the tracks and retaining walls?*

The landscaping aesthetic will be considered as part of the final design.

24) *Has the project considered shifting the track alignment to the east side, away from Downtown Burlingame and move the parking lot to west side?*

Early in the design process various options were evaluated, including shifting the tracks to the east side with the shoofly (temporary) tracks on the west side (opposite of the current proposal). However, it was determined that there were significantly more permanent environmental impacts, primarily to creeks, channels, and other water resources, as a result of the shifted alignment. The environmental review necessitated that the west side track alignment be selected.

25) Can street trees be added on California Avenue sidewalks (similar to median trees on Carolan Ave sidewalk?)

The landscaping aesthetic will be considered as part of the final design

26) Are drainage elements being considered? For example, street runoff being used for landscape areas via a curb cutout.

Stormwater treatment is included in the project design. Landscape areas will be used to treat stormwater where feasible.

27) To reduce the length of the walls and reduce the elevated tracks, why can't the track grade be increased to 2%?

1% grade is the maximum allowed by Caltrain standards and was recommended as part of the preliminary design evaluation. Increasing the track grade would:

- Require a longer vertical curve length (at the top of slope and bottom where new track conforms to existing track).
 - The vertical curve length would nominally double if the rate of change is double.
 - The longer vertical curves would increase the total project length. This would cause additional impacts to the existing at-grade crossing at Oak Grove Ave and would require modifications to the tracks approaching the Millbrae Station.
- There would be insufficient vertical clearance at Larkspur or Morrell avenues. This would require that the pedestrian crossing be moved several blocks north.
- In the locations where the retaining walls are not obscured by existing trees (to remain) such as near Broadway, the retaining wall height would be the same regardless of a maximum track slope of 1% or 2% as the total height is necessitated by the bridge clearance needed over Broadway.

28) Question about the traffic signal at Carolan Ave and parking lot driveway exit.

This will be reviewed and addressed in the final design phase.