Burlingame Broadway Grade Separation Project Update
Community Open House
November 19, 2019

Agenda

• Welcome
• Presentation
• Q&A
• Open House
Background & Purpose

Existing Conditions

- 28,000 average daily vehicle counts on Broadway
- 92 Caltrain weekday trains use crossing in addition to frequent freight trains
- At-grade crossing increases vehicular congestion and train delays
- Highest ranked on state’s Grade Separation Priority List
Project Goals

- Improve safety for pedestrian, bicyclist, motorist, and trains
- Enhance east-west connectivity
- Improve traffic flow and reduce congestion and emissions
- Safe rail operations
- Improve customer experience with new station
- Eliminate holdout rule and restored weekday service

Project Overview
Project Location

North of Oxford Rd. to North of Oak Grove Ave. ~ 1.5 miles

Project Elements

- Railroad to be partially elevated and adjacent roadways (Broadway, Carolan and California) to be partially lowered
- New station with centerboard platform, ADA ramps and stair access
- Station parking on east side of tracks with access to/from Carolan Ave.
- Temporary shoofly tracks east of the existing mainline
- Grade separated vehicular, ped/bike crossing at Broadway
- New ped/bike underpass at Carmelita Ave.
- Grade separated ped/bike crossing at Morrell Ave.
Project Elements

- Broadway Bridge
- Carolan Ave
- Ped Station Entrance
- California Dr
- Center Board Platform
- Access Ramp
- Larkspur Dr/Morrell Ave Xing
- Stair Access
- Carmelita Ave
- Access Ramp
- Broadway

Project Cost & Schedule
## Project Cost

<table>
<thead>
<tr>
<th>Phase</th>
<th>Est. Cost (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Study Report</td>
<td>$1,000</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>$4,550</td>
</tr>
<tr>
<td>Final Design/Environmental Permits</td>
<td>$19,838</td>
</tr>
<tr>
<td>Right of Way/Utilities&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$24,000</td>
</tr>
<tr>
<td>Construction&lt;sup&gt;1,2&lt;/sup&gt;</td>
<td>$277,302</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$326,690</strong></td>
</tr>
</tbody>
</table>

<sup>1</sup> Costs are dependent on future funding allocations, escalation, and coordination with other corridor projects and resources

<sup>2</sup> Construction costs are based on midpoint of anticipated work per estimated expenditure schedule.

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## Project Schedule (Funding Dependent)

<table>
<thead>
<tr>
<th>Description</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Study Report</td>
<td>Jan 2014</td>
<td>Jan 2017</td>
</tr>
<tr>
<td>Preliminary Engineering/ Environmental Review</td>
<td>Mar 2017</td>
<td>June 2020</td>
</tr>
<tr>
<td>Final Design</td>
<td>Mid 2020</td>
<td>Mid 2022</td>
</tr>
<tr>
<td>Right of Way/Utilities&lt;sup&gt;*&lt;/sup&gt;</td>
<td>Mid 2021</td>
<td>Mid 2023</td>
</tr>
<tr>
<td>Complete Design, Advertise &amp; Award&lt;sup&gt;*&lt;/sup&gt;</td>
<td>Mid 2022</td>
<td>Early 2024</td>
</tr>
<tr>
<td>Construction&lt;sup&gt;*&lt;/sup&gt;</td>
<td>Early 2024</td>
<td>Early 2027</td>
</tr>
</tbody>
</table>

<sup>*</sup> Dependent on future funding and coordination with other corridor projects and resources
Project Overview

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.

Grade Separation

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.
Grade Separation: Broadway & California Dr.

Conceptual Rendering

Grade Separation: Broadway (North)

Conceptual Rendering

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.
Station Improvements: Center Board Platform

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.

Pedestrian Entrance (East)

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.
Pedestrian Entrance (West)

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.

New Station Parking Lot (East)

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.
New Station Parking Lot (East)

Conceptual Rendering

Elevated Tracks

Conceptual Rendering
Pedestrian Underpass: Larkspur Dr./Morrell Ave.

Conceptual Rendering

Renderings are schematic only. Project aesthetic (color, finishes, and furniture) will be defined during final design.

Anticipated Construction
Anticipated Construction Impacts

- Utility Relocations
- Right of Way (temporary/permanent construction & access easements, partial acquisition)
- Temporary Shoofly
- Construction (retaining wall, bridge, permanent tracks, roadway changes, station)
Anticipated Traffic Impacts

When Caltrain’s permanent tracks are constructed and trains are operating on both new tracks and the RR bridge, the following activities and roadway closures will be required:

- Temporary Shoofly tracks will be removed
- Broadway, California Dr. (partial), and Carolan Ave. (partial) anticipated to be closed at various times during a ~8 to 12 month duration
  - Traffic will be detoured from Broadway to Oak Grove Ave.
  - Roadways will be lowered
  - Permanent roadway infrastructure will be constructed

Construction: Public Outreach

- Weekly Construction Updates
- Construction Notices
- Website and Social Media
- Project Distribution List
- Public Meetings (prior to start of construction, Broadway closure and major milestones)
Follow-Up Items

- Additional roadway width provided for bicycle facilities
- Bicycle facilities will be developed as part of the City’s Bike Master Plan
Carmelita Underpass

- Public asked about underpass alignment with Carmelita crosswalk
- Project team evaluated options
  - Alternative #1: Shift station entrance north ~100 feet
  - Alternative #2: Extending station entrance to current crosswalk
  - Alternative #3: Extending sidewalk to Sanchez

Carmelita Underpass: Alternatives #1 & 2

Alternative #1 (not feasible) National Fire Protection Association 130 requirement to evacuate the platform will not be fulfilled with extended length of ramp.

Alternative #2 – Extend the station entrance bridge by 100 ft, may add $6M to project, will change the design elements.
Carmelita Underpass: Alternative #3

Alternative #3 under evaluation

Additional Ped/Bike Crossing (north of Broadway)

- Project creates three grade separated ped/bike crossings
- Public asked about additional ped/bike east-west connections north of Broadway
- Project team evaluated options
  - Option #1: Undercrossing at Easton Creek
  - Option #2: Undercrossing at Star Way
  - Option #3: Overcrossing east of tracks
  - Option #4: Overcrossing west of tracks
Additional Ped/Bike Crossing (north of Broadway)

Option #1: Undecrossing at Easton Creek
- Limited Public ROW
- Subjected to flooding
- Safety Concerns
- Added Cost of $5M (ROW cost not included)

Option #2: Undecrossing at Star Way
- Privately owned
- Safety Concerns
- Added cost of $11M (ROW cost not included)

Option #3: Overcrossing (East)
- More ROW to be acquired
- Obstruct potential future passing tracks
- Added cost of $10M (ROW cost not included)

Option #4: Overcrossing (West)
- ¼ mile of California will be realigned
- Additional ROW Impacts
- Approx 12 business will be impacted
- Added cost of $44M (ROW cost not included)

Project Next Steps

- Environment Clearance
- 65% Design
  - Public Feedback on aesthetics/landscaping options
- Community Meetings
- Initiate Final Design
- Procurement of Funds for Next Phase
Open House Stations

Attendees are encouraged to visit the following Stations:
  ▪ Project Overview (Conceptual Renderings)
  ▪ Bicycle/Vehicular Configuration
  ▪ Pedestrian/Bike Access

Questions
## Contact Information

**Caltrain**
- www.caltrain.com/BBGS
- Phone: 1 (800) 660-4287
- Email: BBGS@caltrain.com

**City of Burlingame**
- Phone: 650-558-7230
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