

Appendix I Comments Received on Draft EIR/EIS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

July 27, 2021

Yolanda Rivas
California Department of Transportation
District 4, Office of Environmental Analysis
P.O. Box 23660, MS 8B
Oakland, California 94623-0660

Subject: Draft Environmental Impact Statement for the El Camino Real Roadway Renewal Project on State Route 82, San Mateo County, California (EIS No. 20210072)

Dear Yolanda Rivas:

The U.S. Environmental Protection Agency has reviewed and provided comments for the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The California Department of Transportation proposes a project along a 3.6-mile segment of State Route 82, El Camino Real, in San Mateo County to rehabilitate the roadway and sidewalks, improve safety and visibility, remedy drainage issues, and upgrade curb ramps to be in compliance with the Americans with Disabilities Act. The project would remove and replant between 300 and 350 mature trees including 250 trees in the historic Howard-Ralston Eucalyptus Tree Rows. Up to 27 sites have been determined to be eligible for the National Registry of Historic Places.

On January 2, 2021, the EPA provided scoping comments for Caltrans to consider while preparing the Draft Environmental Impact Statement for the El Camino Real project. We appreciate that Caltrans has incorporated many of our prior comments regarding project scope and independent utility, potential impacts to air quality, environmental justice, and Complete Streets. Please consider the attached additional recommendations regarding Historic Preservation and Complete Streets as the Final EIS is being prepared.

The EPA appreciates the opportunity to provide feedback to Caltrans following our review of the Draft EIS. Please send the Final EIS/ROD to EPA when it is completed. If you have any questions, please contact me at (415) 947-4167, or contact Zac Appleton, the lead reviewer for this project, at (415) 972-3321, or appleton.zac@epa.gov.

Sincerely,

for Jean Prijatel
Manager, Environmental Review Branch

Enclosure: EPA Detail Comments
cc via e-mail: Brenda Powell-Jones, Caltrans

EPA’s DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE EL CAMINO REAL ROADWAY RENEWAL PROJECT, JULY 27, 2021

Historic Preservation

The Draft Environmental Impact Statement reports that the proposed project would remove and replant between 300 and 350 mature trees including 250 trees in the historic Howard-Ralston Eucalyptus Tree Rows. Up to 27 sites have been determined to be eligible for the National Registry of Historic Places. The Draft EIS states that an existing Memorandum of Agreement with the State Historic Preservation Office governs the replacement of trees along the historic Howard-Ralston Eucalyptus Tree Rows stretch of El Camino Real, and that Caltrans is pursuing ongoing consultation with SHPO for all the proposed tree replacements and the prospective 27 Registry-eligible sites in the project area. We note that the City of Burlingame is supportive of undergrounding utility lines, and that action could inform the height limits for new replacement trees.

Recommendations: The EPA recommends Caltrans complete the consultation and any resulting agreement with the State Historic Preservation Office before completing the combined Final EIS/Record of Decision for this project. We further recommend that any Memorandum of Agreement reached with the State Historic Preservation Office relating to this project include flexibility on height restrictions on replacement trees where undergrounding utilities are completed.

Complete Streets

The Draft EIS reports that the project’s build alternative will incorporate a number of Complete Streets design elements connected with drainage improvement, rehabilitated sidewalks, and ADA-compliant curb ramps. The project will add three pedestrian hybrid beacon crossings at Bellevue Avenue, Willow Avenue, and Palm Drive, and will consider pedestrian median refuge islands where space in El Camino Real allows. The City of Burlingame’s Comprehensive Pedestrian and Bike Plan 2020 identifies the parallel California Drive as the preferred bike route between similar logical termini as the proposed project on El Camino Real, and identifies Class III bike route crossings of El Camino Real. The City’s plan also identifies pedestrian and bicycle buffer areas that support school access. We offer the following recommendations to improve the environmental outcomes of these proposed Complete Streets features.

Stormwater Design

The EPA has previously supported efforts on other sections of El Camino Real to implement Complete Street and sustainable street design elements, as part of the Grand Boulevard Initiative. We note Caltrans will incorporate bioretention and biofiltration devices on up to 24.4 acres of replaced impermeable surfaces to comply with the Caltrans National Pollutant Discharge Elimination System permit.

Recommendation: The EPA encourages Caltrans to describe the specific green infrastructure design elements it may include in this build alternative, and to further consider permeable surfaces as part of the rehabilitated sidewalks if practicable.

Bicycle Connectivity

The City of Burlingame’s Comprehensive Pedestrian and Bicycle Plan identifies Ray Avenue and Carmelita Avenue as two existing Class III bicycle routes with bicycle crossings over El Camino Real and between the logical termini of the proposed project. The Ray Avenue Class III bike route is identified in Burlingame’s plan as within a quarter-mile buffer supporting access to Lincoln Elementary

School. The City’s plan also identifies Carmelita Avenue as a route with an elevated number of pedestrian and bicycle collisions, including the segment overlapping with the project area.

Recommendations: The EPA recommends the Final EIS 1) clearly describe which intersections along El Camino Real will host bicycle crossings in support of the City of Burlingame’s plan, and 2) describe what specific bicycle facilities and road treatments, such as bike boxes or bike traffic lights, will be included to facilitate safer and efficient use of these crossings over El Camino Real.

Pedestrian Connectivity

The proposed action commits to adding pedestrian hybrid beacon crossings at Willow Drive, Palm Drive, and Bellevue Avenue, supporting safer routes to educational and religious facilities, including McKinley Elementary School and St. Paul’s Nursery School. The Bellevue Avenue crossing would also support pedestrian access to adjacent retail sites in the Downtown Burlingame area.

Recommendation: The EPA recommends Caltrans consider pedestrian crossing improvements on and along El Camino Real at Broadway Avenue to support safer pedestrian access to another retail business hub and destination for residents adjacent to the project area.

Bus Stop Structures

Samtrans maintains a bus route with two service lines in the project area of El Camino Real, and many bus stop seating areas lack shade structures. Attracting transit ridership, particularly after construction phase service disruptions, is a critical part of achieving the transportation goals for communities and agencies all along the El Camino Real, as documented in the Grand Boulevard Multimodal Transportation Corridor Plan. The project’s tree removals may adversely impact the shade offered for waiting bus riders and that part of their transit experience.

Recommendation: The EPA recommends the El Camino Real rehabilitation action for the project area commit to preserving, replacing, or improving bus stop shaded seating, and to document any commitments for increased shading, and the responsible parties, in the Record of Decision.

From: Fedman, Anna <AFedman@sfgwater.org>
Sent: Thursday, July 29, 2021 1:08 PM
To: ECRProject@DOT
Cc: Lopez, Alejandro@DOT; Rando, Casey; Feng, Stacie; Leung, Tracy; Wong, Christopher J; Rodgers, Heather; Read, Emily; Wilson, Joanne; Revelli, Lindsay
Subject: SFPUC Comments on Caltrans DEIR/EIS for the El Camino Real Roadway Renewal Project
Attachments: ElCaminoReal_SFPUCPipelines_Section1.pdf; ElCaminoReal_SFPUCPipelines_Section2.pdf; ElCaminoReal_SFPUCPipelines_Section3.pdf; ElCaminoReal_SFPUCPipelines_Section4.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Yolanda Rivas:

Thank you for the opportunity to review the Caltrans Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the El Camino Real Roadway Renewal Project. I reviewed the document and have a few comments regarding **section 3.1.4. Utility/Emergency Services:**

- The San Francisco Public Utilities Commission (SFPUC) requests that Caltrans describe the SFPUC's pipelines as part of the existing conditions at this site. The SFPUC has two water transmission pipelines located in the public right-of-way (ROW) directly under El Camino Real from East Santa Inez Avenue, in the City of San Mateo to Millbrae Avenue, in the City of Millbrae. Please note that, Crystal Springs Pipeline (CSPL) #1 is an inactive line, but CSPL #2 is an active pipeline for the Hetch Hetchy Regional Water System. For your reference, the attached maps show the approximate locations of CSPL #1 and #2.
- The SFPUC also requests that Caltrans describe potential impacts to CSPL #1 and #2 and include a statement that the project sponsor will work with the SFPUC to coordinate any future utility work/connection that involves working over, under or about the CSPLs in the public ROW. This coordination would involve distributing engineering plans to the SFPUC for review during preliminary and detail design.

Please note that any proposed improvements on SFPUC infrastructure must comply with SFPUC ROW policies and must be reviewed through the SFPUC's Project Review process. All proposed projects and activities on SFPUC lands must be reviewed by the SFPUC's Project Review Committee (committee) to determine whether a proposal is compatible with SFPUC adopted plans and policies prior to obtaining written authorization from the SFPUC. During Project Review, the committee may require modifications to the proposal and/or require implementation of avoidance and minimization measures to reduce negative impacts and to ensure that the proposal conforms to applicable plans and policies. Therefore, it is important to schedule projects for review at the earliest opportunity to address any potential project issues.

To initiate the Project Review process, please visit the SFPUC's Project Review Committee webpage at <http://sfgwater.org/ProjectReview> to download a copy of the current Project Review application. Once the application is completed, please email your application and supporting attachments (project description, maps, drawings and/or plans) to projectreview@sfgwater.org. Completed applications with required attachments are scheduled in the order they are received for the next available Project Review Committee meeting date.

Thank you for your time and attention.

Anna

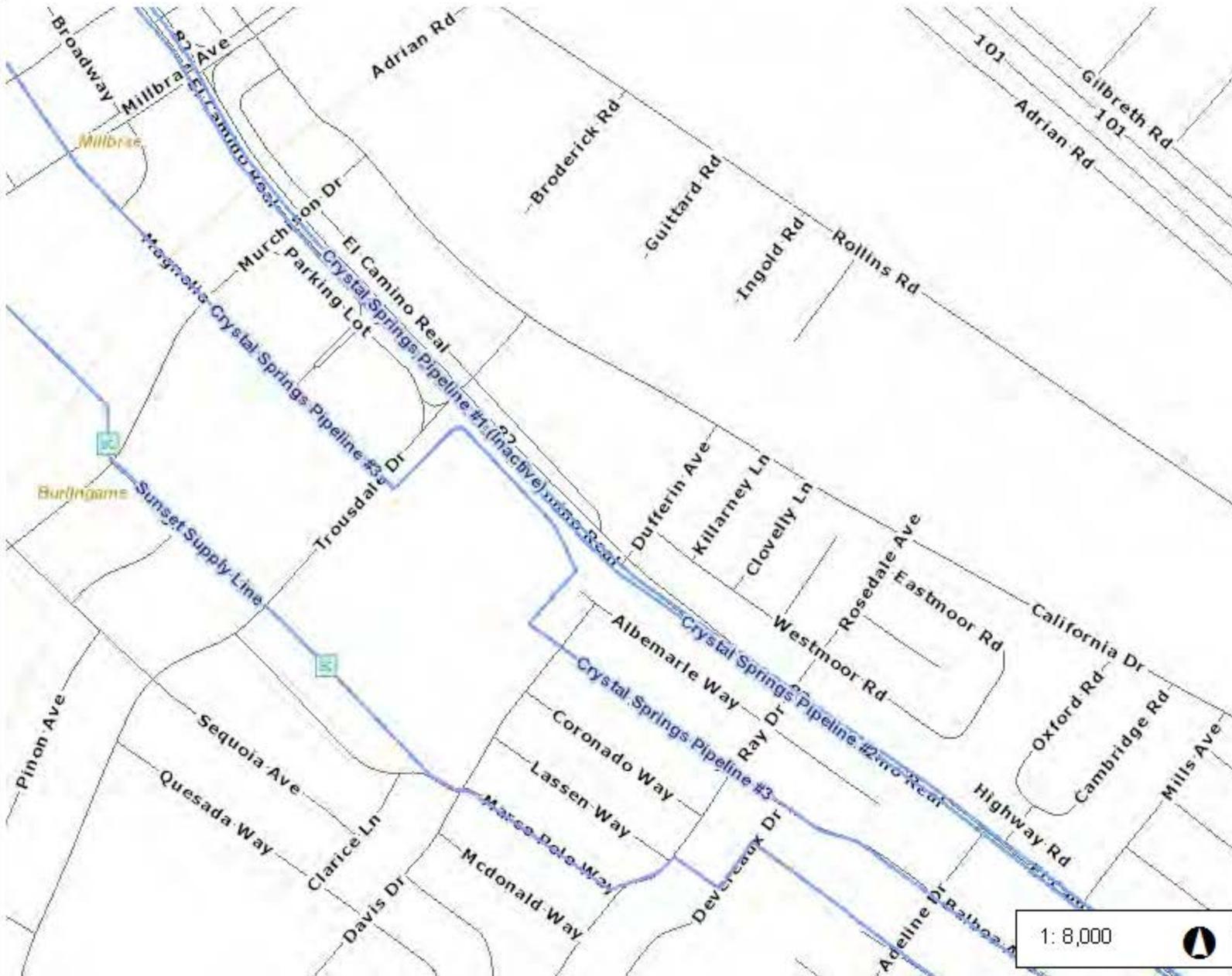
Anna Fedman
Environmental Compliance Planner

Natural Resources and Lands Management Division
office: (415) 554-3281
cell: (415) 816-9743 (preferred)
sfpuc.org

Please note I am out of the office on Fridays



El Camino Real - SFPUC Pipelines



Legend

- Service Connections
- Dams
- Adits and Shafts
- Treatment Plants
- Transmission Lines
 - Perstock
 - P-pelle
 - Spion
 - Tunnel
- Access Roads
- SFPUC Reservoirs
- Cities

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Date Created 02/04/2020

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Notes

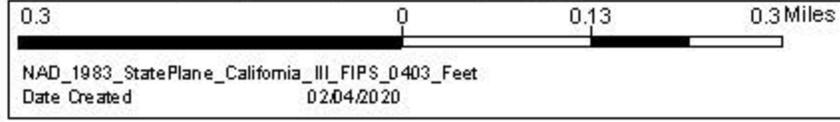
El Camino Real - SFPUC Pipelines



Legend

- Service Connections
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- Treatment Plants
- Transmission Lines
 - Perstock
 - Pipeline
 - Spill
 - Tunnel
- Access Roads
- SFPUC Reservoirs
- Cities

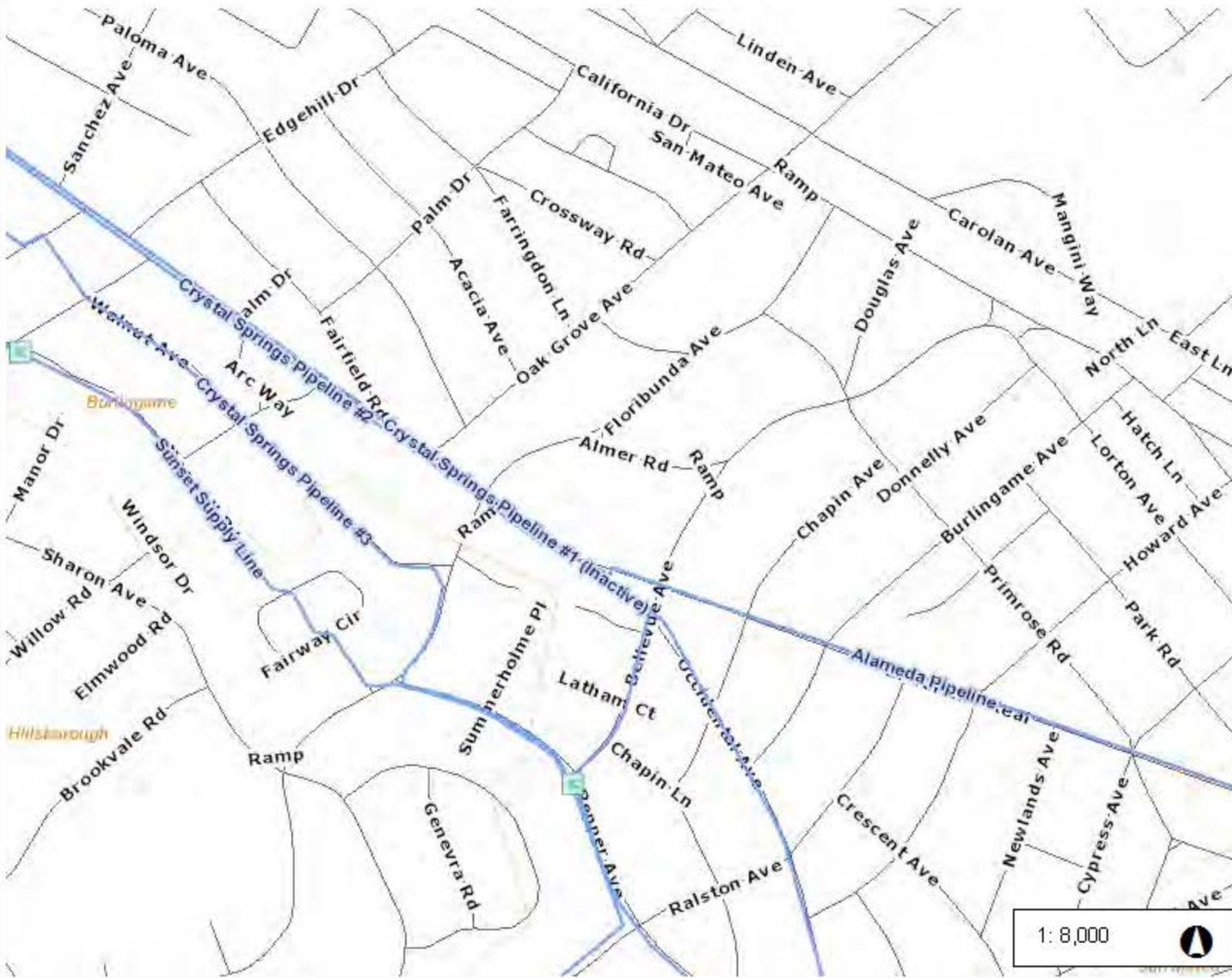
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El Camino Real - SFPUC Pipelines



Legend

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 - Pipeline
 - Spillover
 - Tunnel
- Access Roads
- SFPUC Reservoirs
- Cities

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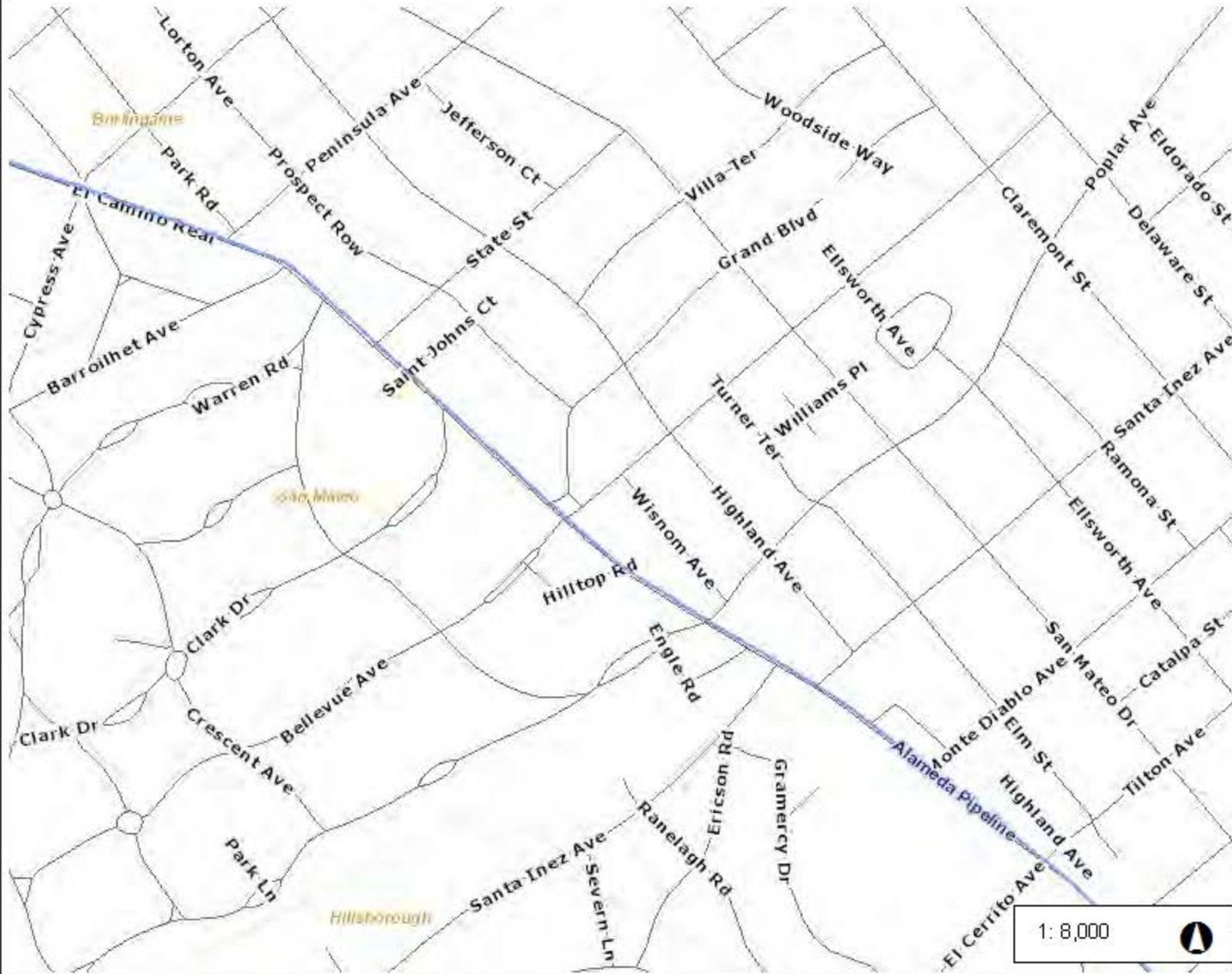
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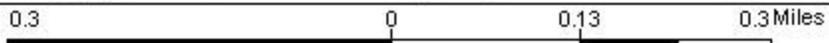
Notes

El Camino Real - SFPUC Pipelines



- Legend**
- Service Connections
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Notes



CITY OF SAN MATEO
PUBLIC WORKS DEPARTMENT
Azalea Mitch, P.E., Director

330 W. 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org
(650) 522-7300

August 2, 2021

Department of Transportation District 4
Attn: Yolanda Rivas
P.O. Box 23660, MS 8B
Oakland, CA 94623-0660

Sent via email to:
ecrproject@dot.ca.gov

Re: ***City of San Mateo Comment Letter to the El Camino Real Roadway Renewal Project
Environmental Impact Report***

Dear State of California, Department of Transportation:

The City of San Mateo has prepared this letter to provide comments on the Draft Environmental Impact Report (EIR) of the El Camino Real Roadway Renewal Project. Attached to this letter is the full list of comments from the City regarding the EIR.

Sincerely,

Matthew Zucca, P.E.

Deputy Director of Public Works

Enclosures

cc: Chron/File

TABLE 1
COMMENTS TO EL CAMINO REAL ROADWAY RENEWAL PROJECT DRAFT EIR/EIS
City of San Mateo, California

Document Location	City Comment on EIR/EIS
General Comments	The City did not receive sufficient coordination from Caltrans for a project of this size. One letter to the San Mateo Planning Department is insufficient coordination with an affected agency. Community meetings and engaged stakeholder discussions should be held during future phases of the project.
	The EIR does not consider the City of San Mateo Sustainable Streets Plan.
	The City requests the opportunity to review, comment, and provide input on design of any facilities or improvements, particularly those where the City would be responsible for maintenance under existing or proposed maintenance agreements.
Section 2 – Project Alternatives	
Page 2-2	Pedestrian Improvements. The EIR states that the sidewalk will be upgrade to widths of 5 – 6 feet. The specified width is not consistent with the adopted “overall sidewalk width” of the City’s adopted Pedestrian Master Plan.
Page 2-2	Based on the lack of proposed pedestrian improvements in the City of San Mateo limits, it does not appear that Caltrans has incorporated City of San Mateo adopted Pedestrian Master Plan.
Page 2-3	The EIR does not specify the type of “lighting upgrades” that will be provided. Per the City of San Mateo Pedestrian Master Plan, El Camino Real from Peninsula Avenue to Santa Inez is a designated for pedestrian-scale lighting. See Appendix F of the City of San Mateo’s Pedestrian Master Plan.
Page 2-4	In Figure 2.1.1.2, the EIR shows the sidewalk will be upgrade to widths of 5 – 6 feet. The specified width is not consistent with the adopted “overall sidewalk width” of the pedestrian master plan.
Page 2-5	Under construction lane closures and detours, the EIR does not specify whether detours will impact residential roads and neighborhoods.
Page 2-5	Page 2-5 states “The project design also includes permanent BMPs to avoid the potential for project-related storm water discharges to substantially alter drainage patterns, violate water quality standards, or substantially degrade water quality. Permanent BMPs proposed for the project include bioretention or biofiltration devices. The placement of each will be determined during final design.” Specify that the City of San Mateo will be included in

TABLE 1
COMMENTS TO EL CAMINO REAL ROADWAY RENEWAL PROJECT DRAFT EIR/EIS
City of San Mateo, California

	document/plan review for design and location of bio-retention facilities within the City of San Mateo city limits, and clarification on any features within project limits for which City is responsible for maintenance.
Page 2-7	City requests to be included in review of Transportation Management Plan (TMP) during final design development. TMPs shall not directly or indirectly divert traffic onto residential roadways.
Page 2-11	Design Standards. Caltrans does not show conformance to the City of San Mateo’s Pedestrian Master Plan design guidelines. The EIR is inconsistent with pedestrian design guidelines within the City of San Mateo.
Section 3 - Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	
Page 3-4	The EIR states that areas surrounding the project limits are subject to several community, regional, and transportation plans. The plans discussed do not include an evaluation of the conformance or applicability with the City’s Green Infrastructure Plan. Caltrans should document its evaluation of the project potential for inclusion of green infrastructure elements consistent with the City of San Mateo Green Infrastructure Plan.
Page 3-7	The Build Alternative option is not consistent with the City of San Mateo Pedestrian Master Plan as its defined improvement does not meet the design guidelines outlined in the plan.
Page 3-7	The EIR does not include the development of high quality and pedestrian accessible transit stops on the corridor. The EIR is inconsistent with the City of San Mateo’s Pedestrian Master Plan Objective 1.C.
Page 3-16	The EIR is silent as to whether the project Build Alternative will impact City wastewater conveyance system components or not.
Page 3-18	3.1.5 Visual/Aesthetics. The EIR does not adequately describe, evaluate, and address the visual aesthetic impact of tree removal within San Mateo. It is not possible from information provided to determine the number of trees impacted in San Mateo.
Page 3-67, 68	Pages 3-67 and 3-68 states that “the project will provide storm water treatment (i.e. bioretention or biofiltration devices) up to 24.4 acres to be in compliance with Caltrans NPDES permit requirements....Construction details for these design features will be incorporated into the final project design documents.” Specify that the City of San Mateo will be included in document/plan review for design and location of bio-retention facilities within the City of San Mateo city limits, and clarification on any features within project limits for which City is responsible for

TABLE 1
 COMMENTS TO EL CAMINO REAL ROADWAY RENEWAL PROJECT DRAFT EIR/EIS
 City of San Mateo, California

Page 3-67, 68 (continued)	maintenance.
Page 3-68	<p>The EIR does not appropriately identify the impairments of receiving waters from stormwater discharges from the project area. This project drains to San Mateo Creek, which is on the 303(d) list as an impaired waterbody for trash. One major source of trash is roadway litter entering the City’s storm drain system and draining to the creek. CalTrans has identified the El Camino Real project segment as not a significant trash generating area and thereby not requiring full trash capture. The City of San Mateo has conducted Trash Assessments in the area of this segment, and determined the area is a moderate trash generation area. The City is required to fully control moderate trash generating areas.</p> <p>The Municipal Regional Stormwater Permit requires the City to meet 100 percent trash load reductions or no adverse effects from storm drain discharges to surface waters using capital improvements such as full trash capture devices. The Regional Water Board encourages CalTrans to partner with local municipalities installing stormwater treatment facilities for impaired waterbodies. To the extent CalTrans is discharging trash at any level to the City’s storm drainage system, the City requires CalTrans to coordinate with the City of San Mateo to evaluate the installation and maintenance of full trash capture devices, which would benefit both CalTrans and the City of San Mateo.</p>
Page 3-83	<p>Section 3.4 Construction Impacts (Noise). The EIR does not establish a baseline noise level against which to compare the impacts of construction-related noise particularly in residential areas. Estimated noise is compared against Caltrans’ own specifications, which is an inadequate threshold for comparing estimated impacts. Given the potential for work at night, the EIR should compare construction noise impacts against the change in noise rather than Caltrans’ self-established threshold. Proposed mitigation measures do not include public notification. City requests Caltrans include a public outreach requirement as a mitigation measure, to be included in the construction contract, to ensure contractor adequately notices the surrounding residents, especially for night work.</p>
Page 3-83	<p>Construction Impacts. The EIR does not adequately address temporary construction impacts such as the effect on parking associated with construction and workers. The EIR should identify whether staging areas will accommodate worker parking to avoid unnecessary impact to parking in neighborhoods.</p>



The City of Burlingame

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July 30, 2021

Ms. Yolanda Rivas
Senior Environmental Planner
California Department of Transportation, District 4
ATTN: Draft Environmental Impact Report Comments
P.O. Box 23660, MS 8B
Oakland, CA 94623-0660
Sent via Email to: ECRproject@dot.ca.gov

RE: City of Burlingame Comment Letter – Draft Environmental Impact Report/Environmental Impact Statement and Draft Section 4(f) Evaluation for the El Camino Real Roadway Renewal Project

Dear Ms. Rivas,

The City of Burlingame (“City”) appreciates the opportunity to submit comments to Caltrans in response to the Draft Environmental Impact Report/Environmental Impact Statement and Draft Section 4(f) Evaluation (“DEIR”) for the El Camino Real Roadway Renewal Project (“Project”) prepared by the State of California, Department of Transportation (“Caltrans”) dated June 2021. Additionally, the City would like to thank Caltrans for collaboratively working with City staff and the Community Taskforce over the last several years to participate in a stakeholder process to provide input in the development of this very important project. The purpose of the Project is to explore and develop mutually agreeable recommendations and implement solutions to address various traffic, pedestrian, and bicycle safety infrastructure, and preserve the historic character and natural resources along this section of the El Camino Real Corridor. Listed below are City comments in response to the DEIR.

1. Table S-1: Summary of Impacts and Avoidance, Minimization and/or Mitigation Measures

1.1 Utilities/Emergency Services

The Build Alternative would require temporary relocation of overhead electrical lines during construction that would be restored above ground for the Build Alternative without inclusion of the design option, and underground with the inclusion of the design option. This statement

fails to account for and address significant cost savings to the project's budget if utilities are placed underground prior to implementation of the Project where temporary relocation of overhead facilities are no longer necessary.

1.2 Visual/Aesthetics Impacts

VIS-2 provided in the DEIR is general in nature. The statement mentions "sight distance standards" which are understood to be generally restrictive for Caltrans. Replacement planting species and size is referenced to be determined during final design without providing specific information. The DEIR should include more specific information as required to mitigate 1:1 ratio and reestablish the Howard-Ralston Eucalyptus Tree Rows. The DEIR should include planting species and size and conformance to the historical grove requirements. A detailed map of locations of tree removals and tree replantings should be included and made available for review as part of the DEIR process.

Furthermore, the City has concerns with the aesthetics inconsistency from the mismatch of different species and sizes of trees. The City of Burlingame must be involved in decisions regarding tree replacement planting species and size.

VIS-3 fails to address long-term health of existing trees to remain. The DEIR should include an evaluation of the conditions of the remaining trees to ensure their establishment and long-term health. This includes installation of irrigation system and soil amendment for existing trees. Furthermore, the DEIR should include details of future impacts of remaining trees to the newly constructed infrastructure and address mitigation of any trees that may be a safety concern.

1.3 Cultural Resources

Mitigation measures are general in nature, make no significant recommendations, and do not make any specific and/or significant commitments. The City requests that the DEIR include Caltrans' commitment and recommendations.

1.4 Construction Impacts (Noise)

The Project anticipates nighttime construction. This section of El Camino Real is a high-density residential district. Given historical response to any night construction, nighttime construction should be done only when absolutely necessary. In addition, lane closures/reductions could result in significantly less complaints from the community compared to nighttime construction. Caltrans should consider the benefits of seasonal construction near the vicinity of McKinley Elementary.

Consideration should also be given to other Construction Impact factors. Construction activities must take into account and maintain continued and unimpeded access to schools, businesses, residences, and emergency services at all times. Additionally, heritage tree removals are potentially the most impactful phase of the work to traffic on El Camino Real. Further details

of what will occur, such as anticipation of full roadway closure and estimated timeframes should be included in the DEIR.

2. Chapter 2 Project Alternatives

Section 2.1 Project Description

2.1. Roadway Rehabilitation (2-1)

To address structural inadequacy of the roadway, the entire pavement structural section (as shown in Figure 1.3.2-2) would be removed and reconstructed between East Santa Inez (PM 12.3) and Murchison Drive (PM 15.8). However, the DEIR does not address potential conflicts with shallow utilities that may be in conflict with the structural section of the roadway. The DEIR should include measures addressing shallow utilities encountered during subgrade reconstruction.

2.2. Drainage Improvements (2-2)

The City strongly recommends that the drainage system should be designed with redundancy to account for flow blockage over stormwater inlets. The DEIR should include locations of existing storm drainage system and new storm drainage system. The DEIR should also provide sufficient calculations related to sizing of the storm drainage system, address concerns of flooding, and provide structural integrity analysis of existing box culverts and necessary mitigation measures.

2.3. Pedestrian Improvements (2-2, 2-3)

The DEIR addressed sidewalk improvements from East Santa Inez Avenue (PM 12.3) in the City of San Mateo to Dufferin Avenue (PM 15.3) in the City of Burlingame, but fails to address pedestrian improvements north of Dufferin Avenue. The City disagrees with the statement that the “sidewalks north of Dufferin Avenue in the cities of Burlingame are already compliant with ADA standards.” In addition, the City disagrees that “the only portion of the project limits that currently lacks sidewalks is along the southbound side of El Camino Real from Bellevue Avenue to Floribunda Avenue.” There are several locations along the El Camino Real corridor with gaps in sidewalks and/or need ADA improvements that must be addressed

The DEIR should identify the lack of sidewalks and the gaps in pedestrian access along the west side of El Camino Real between Ray Drive and Dufferin Avenue. The DEIR should also consider improving and enhancing the existing trail/path on the east side of El Camino Real north of Highway Road to a Class I facility. Furthermore, consideration should be given to close proximity of adjacent crossings from El Camino Real intersections at Oxford Road/Cambridge Road and at Trousdale Drive.

In addition, the DEIR should consider bicycle access from side streets at signalized intersections such as green “bike boxes” with video cameras or Type D loops for detection.

2.4. Utilities (2-4)

The undergrounding of utilities is a critical requirement for historical tree mitigation. For this reason, the DEIR should address the need to plan and coordinate the utility undergrounding operation, if performed by outside PG&E contractor; with the construction sequencing of the project to limit cost impacts.

2.1.1.1 Design Option to Underground Utilities

The DEIR did not address lighting as part of the utility undergrounding option as part of the Build Alternative. As part of the option with utility undergrounding, installation of new lighting standards where current lighting is situated on the utility poles must be addressed in the DEIR.

2.5. Construction Lane Closures and Detours (2-5)

Caltrans anticipates project construction activities to occur both during daytime and nighttime hours and over a period of three years. The DEIR should address Project public outreach, including but limited to: an outreach plan with a designated single point of contact for City staff and the City of Burlingame community. The outreach plan should consist of a noticing process and advance notification of changes in traffic circulation.

As previously mentioned, this section of El Camino Real is a high-density residential district. Given historical response to any night construction, nighttime construction should be done only when absolutely necessary. In addition, lane closures/reductions could result in significantly less complaints from the community compared to nighttime construction.

3. Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

3.1. Traffic and Transportation/Pedestrian and Bicycle Facilities (3-2)

The DEIR should also consider improving and enhancing the existing trail/path on the east side of El Camino Real north of Highway Road to a Class I facility. Consideration should also be given to enhancement of bicycle facilities on El Camino Real north of Mills Avenue. The DEIR should also include bicycle access improvements from side streets at signalized intersections such as green “bike boxes” with video cameras or Type D loops for detection.

As mentioned, consideration should be given to close proximity of adjacent crossings from El Camino Real intersections at Oxford Road/Cambridge Road and at Trousdale Drive. In addition, the DEIR should identify pedestrian improvements due to the lack of sidewalk and gap in pedestrian access along the west side of El Camino Real between Ray Drive and Dufferin Avenue.

Section 3.1 Human Environment

3.2. Existing Visual Resources (3-19)

A detailed map of locations of tree removals and tree replantings should be included and made available for review as part of the DEIR process.

3.3. Key View 1 Resource Change (3-27, 3-28)

The City is concerned with the inconsistency in the aesthetics from the mismatch of different species and sizes of trees. The City of Burlingame must be involved in decisions regarding the tree replacement, and be allowed to comment on planting species and size.

The DEIR does not provide details related to Caltrans' commitment to maintain newly planted trees. Stated in the May 5, 2021 Memorandum "Per Departmental Policy, Caltrans does not provide funding or maintenance for highway planting on conventional highways except for functional or safety purposes such as headlight glare screening or erosion control." This is inconsistent with community expectations and input gathered as part of the collaborative community engagement process for the future of ECR.

3.4. 3.1.5.4 Avoidance, Minimization, and/or Mitigation Measures VIS-2 (3-37)

As previously stated, the City of Burlingame must be involved in decisions regarding the tree replacement and be allowed to comment on planting species and size.

Section 3.4 Construction Impacts (Noise)

- 3.5.** Every effort should be made to avoid night construction. The DEIR should address efforts to mitigate traffic diversion during construction as detours could potentially be significant. The City offers the following to be added to the DEIR: *All traffic detour routes shall be developed in coordination with (approval of) the City of Burlingame.*

Please contact Art Morimoto, Assistant Public Works Director at amorimoto@burlingame.org for any questions regarding this letter. The City of Burlingame looks forward to continue working collaboratively with Caltrans to minimize impacts and address community concerns and move forward to implement this important project as quickly as possible.

Sincerely,



Syed Murtuza
Director of Public Works

C: Lisa K. Goldman, City Manager
Kevin Gardiner, Community Development Director



The Burlingame Historical Society P.O. Box 144, Burlingame, CA 94011 Ph. 650-340-9960 Tax ID #: 94-2411929

COMMENTS RE: ECR RENEWAL PROJECT – DEIS /DEIR

To whom it may concern:

Thank you for Caltrans' efforts from each department that have gone into this draft document. The photo simulations seem to be as transparent as possible in illustrating a moderate-high visual impact/effect expected with the Build Alternative, at least for the next 20 years after the project is complete.

The following comments include suggestions for additional mitigation/minimization measures that could help further reduce the significant visual impacts of the Build Alternative going forward, not only towards maximizing areas appropriate for tree replacements, but also towards accelerating the pace of growth, and general health and well-being, so that the negative visual impacts are minimized and reversed as quickly as possible.

PG iii RE *Environmental Justice* –

As long as the Howard Ralston Eucalyptus Tree Rows Historic Tree Rows thrive, (either in the Build or No Build Alternative), the Resource will continue to provide visual character, health and environmental benefits to all residents, regardless of race, status or income level.

PG. 10 RE *Community Character and Cohesion*:

The DEIR Summary of Impacts rates the Built Alternative (both options) as resulting in *Moderate change* to Community Character.

I think it would be more accurate (assuming the undergrounding option remains viable) to add a qualifier to the assessment, ie: “...*moderate change, albeit on a largely temporary basis, while tree replacements of similar scale and like-species have re-established their presence in the Howard Ralston Eucalyptus Tree Rows*”.

PG. 11 RE: **VISUAL/AESTHETICS**:

The evaluation acknowledges a moderate-high to high degree of visual change, as shown in the various simulation scenarios. Yet the dominant characteristics that define the look and feel of the Tree Rows as one traverses through El Camino Real in Burlingame were not included in this report. This omission is of concern to the Board of the Burlingame Historical Society.

Specifically, these overarching characteristics should emphasize the upright majestic heights of evergreen eucalyptus with tunnel-forming deciduous elms poking through providing color and seasonal interest.

Unfortunately, there is no real ability to properly assess Caltrans mitigation in this report as long as it remains uncertain if the utilities will be buried, as well as the replacement species being unspecified.

There is mention of a big public meeting to select tree types next summer, however without specific parameters that currently (and historically) have defined the Tree Rows, such a meeting has a high likelihood of creating a hodge-podge patchwork of trees that strays far from the Rows' signature characteristics.

Design modifications: Please include in the DEIR DEIS clarification (and consideration) of exceptions to specifications to include min. allowable width and maximum allowable widths for conformed curb-cuts along the highway, going forward. In most instances, these are residential properties, not business properties, so it should be easy to refine these standards, thereby creating more of a defined sidewalk for pedestrians with a buffer of plantings.

- Burlingame's General and Downtown Specific Plans specify minimizing the number of driveway contours on city streets; these were written specifically with El Camino Real in mind; these policies have helped to preserve extant trees as well as creating space for planter strips for trees wells.
-
- If a typical driveway is about 12 ft. wide, could Caltrans weigh in allowing a slightly reduced (ie.10.5 or 11 ft contour). Cumulatively, every cut for a driveway egress negatively impacts the public sidewalk and planter areas; if cuts into the curbs are done judiciously, these could help create space to accommodate additional tree wells in each block, while decreasing impervious materials. Additional communal benefits of a narrower driveway curb contours would be:

decreasing egress/ingress activity (points of conflict) with flowing traffic and oncoming cars, as well as between pedestrians using the sidewalks who must contend with cars entering or exiting properties at various points in each block.

Additionally, please assess defunct, super-wide driveway cuts where planter strips and trees were eliminated decades ago.

There are a number of very old, extremely wide driveways along the highway—a combination of driveways associated with long defunct gas-stations and old apartments where rows of driveways were conjoined, long ago:



(Photo above: Today's Any Car Services- 1 Park Rd. located in a pie-shaped parcel at Park Road, ECR and Peninsula Avenue).

1 Park Road is an example of a long defunct driveway from an early gas station that should be eliminated on El Camino Real, as it has been accessible from Park Road for decades. Caltrans needs to recapture areas like these for new tree-wells and a finished, safe sidewalk with curb.

This same issue is particularly notable in the blocks near Broadway (see the 1100 block – southbound near Carmelita and Broadway). A number of adjacent, conjoined driveways with few remaining curbs have created an enormous treeless swath eliminating what used to function as a safety barrier to traffic.

The result is a poorly defined egress and ingress. Designers/engineers need to examine all similar areas and recapture Caltrans' property which is public property. Please restore your highway curbs, paying particular attention areas where non-essential and/or overly wide driveway widths have morphed into de facto, impervious parking surfaces, some of which overlap with the Caltrans ROW, including the sidewalk. By doing so, new planter strips and tree wells can re-establish themselves and contribute to the Tree Rows, while also helping pedestrians by clarifying auto ingress and egress.

(See comparison photos below: 1970s vs 2021 of the 1100 block southbound, on the westside north of Carmelita Avenue. Note that the properties shown are the same in both photos, but the landscaping and original tree wells have been paved over for de Facto parking lots).



1970s



2021

Careful design and planning of the new infrastructure here and in similar areas should strive to restore long gone curbs, planter strips and trees to mitigate tree removals, elsewhere.

Finally, please define driveway contour standards for this historic stretch, so that widths can be reduced to that which is necessary for egress clearance of a vehicle. These standards need to be uniformly followed for encroachment permits, keeping in mind that each additional or too-wide driveway effects the safety of pedestrians, and reduces opportunities for new tree wells. This information should be conveyed to the Burlingame Public Works Department so applicants know the standards as they relate to (re-)establishing new tree plantings areas, while safeguarding older plantings.

In any case, the common goal should be to create safer driveway/sidewalk egress while also facilitating new tree wells within the Howard Ralston Eucalyptus Tree Row district.

(cont. VIS-1) Minimization measures incorporated:

SOIL AMENDMENTS:

Regarding actual plantings and growing conditions—*There needs to be a commitment to add soil amendments and various planting aids to all planter strips, not just in those areas damaged during construction; this was our understanding during the Task Force meetings, as it can work together with irrigation to improved vigor of extant trees should contribute to a generally healthier grove going forward.*

VIS-2 –

Is the intention to replace all (300-350) trees removed trees with new replacements somewhere in the Grove or only those considered contributory? There are about 600 trees within the Howard Ralston Tree Rows and the overarching goal should be to replace each of the removed trees along the Highway ROW within the historic boundaries, with special emphasis on closing up the treeless gaps that have existed in certain areas for a number of years.

“REPLACEMENT PLANTING SPECIES AND SIZE TO BE DETERMINED DURING FINAL DESIGN.”

The above statement from the DEIR/DEIS, however, makes no commitment to the replanting of historically relevant, appropriately scaled species that comprise the Howard Ralston Eucalyptus Tree Rows. The preferred dominant species was recommended during the ECR Task Force sessions (at least 70% of which should be elm and eucalyptus--ideally roughly in equal proportion, with no more than 30% “other” types to provide species diversity).

The Tree Rows themselves ARE the HISTORIC RESOURCE. So, how can a mitigating strategy, MOU, and subsequent treatment plan be prepared and submitted to SHPO lacking these specifics?

NOTE: It remains vitally important that the Howard-Ralston Eucalyptus Tree Rows (a Historic designed landscape) retain its listed status in the National Register of Historic Places.

National Parks Service Bulletin 36: *“Protecting Cultural Landscapes – Planning, Treatment and Management of Historic Landscapes”* should be a guide going forward

-a few excerpts follow:

Site Analysis: *Integrity is a property's historic identity evidenced by the survival of physical characteristics from the property's historic or pre-historic period. The seven qualities of integrity are location, setting, feeling, association, design, workmanship and materials. On ground, evidence should then be studied, including character-defining features, visual and spatial relationships. By reviewing supporting materials from historic research, individual features can be understood in a systematic fashion that show the continuum that exists on the ground today.*

Treatments for Cultural Landscapes:

For all treatments, the landscape's existing conditions and its ability to convey historic significance should be carefully considered. For example, the life work, design philosophy and extant legacy of an individual designer should all be understood for a designed landscape...prior to treatment selection....

Without specific guidelines with regard to tree species and target ratios specifying dominant and secondary tree types, it will become challenging, if not impossible for both Caltrans, and the City of Burlingame to uniformly and properly follow a treatment plan in keeping with SHPO defined mitigation strategies.

Furthermore, it cannot be left up to adjacent property owners/developers to select tree types for this historic resource, yet this is precisely what will happen over time if there is too broad of a tree palette. The result will transform a visually largely uniform canopy into a hodgepodge collection of various species, sizes and shapes that will not meet even minimal standards required to remain listed in the Register.

There needs to be an agreement put in place to periodically document the number of trees in the Rows-- their health, structure, need of trimming/pruning, etc. Moreover, this should be used to confirm that the plantings in the tree rows have retained their agreed upon, targeted ratios in each block from Peninsula to Ray Drive. This is the only way to re-establish a similar character-defining canopy over time.

Developing a Preservation Maintenance Plan and Implementation (NPS Bulletin36):

*Throughout the preservation planning process, it is important to ensure that existing landscape features are retained. Preservation maintenance is the practice of monitoring and controlling change in the landscape to ensure that its historic integrity is not altered and features are not lost. This is particularly important during the research and long-term treatment planning process. To be effective, the maintenance program must have a guiding philosophy, approach or strategy; an understanding of preservation maintenance techniques; and a system for documenting changes in the landscape...
For vegetation, the preservation maintenance program would also include thresholds for growth or change in character, appropriate pruning methods, propagation and replacement procedures.*

(cont.) VIS-2-

As concluded on page 3-20 (Viewer Response) and as evident in the simulations developed by CalTrans, removal of much of the tree canopy reveals a stark visual change in relation to the typical views experienced by pedestrians and commuters. Notably there will a diminished canopy and far less shade, thus more glare through the windshields of cars. Nearby residents in adjacent properties will likely experience more bright light reflected from the cars. At night, there will likely be a significant increase in illumination emanating from residences (and limited commercial properties) across the highway effecting residents on both sides. For this reason, it is essential to incorporate large, regularly spaced evergreens (ie. the lemon-scented eucalyptus) into the replacement plan that will contribute to the reforestation of a contiguous tree canopy, and rehabilitate the visual buffer over time.

VIS-3-

There are a number of extant replacement elms that still need irrigation!! Irrigation for the new trees is essential, however, there should be a commitment to include irrigation of the young extant elms that have been planted a few years ago, but have not thrived due to poor soil and lack of water. Please commit not only to irrigating the new trees, but also to the irrigation of the extant elm saplings that still need water, and please amend the soil so they can really thrive and start growing; Years of drought have been hard on them and it's possible they won't make it, and you'll end up having to replace them anyhow.

VIS-4 – Compliance? Who shall be responsible (from Caltrans) for follow-through on possible damaged and missing trees, irrigation systems, regular pruning, etc. Unfortunately, tree replacements and other maintenance follow-through has not worked at all (for the past 25 years).

We need to have an agreement stating that new developments along the highway include sufficient trees and planter strips (with the appropriate tree species, and in-ground irrigation). This needs to be codified with Public Works and Parks, and monitored so that we don't develop new gaps in the canopy, unapproved replacement species, or that we unnecessarily lose new and/or established trees.

VIS-5- The 20-year commitment is quite laudable, and really should be helpful towards the goal of re-establishing a mature, healthy Grove. However, the same questions and concerns remain regarding CalTrans ability and commitment to follow-through, so that replacements or other necessities happen in a timely manner. The tree rows are a *living resource* that require care and attention, or they will be lost, one tree at a time, resulting in *demolition by neglect*.

New tree tags are needed marking each tree that will create a baseline ***for periodic visual tracking***. Tracking should be conducted by foot, as Caltrans has done in the past, and recorded. It is essential to establish a regular monitoring program where the **aerial maps** showing tree location and type become part of the historic record for SHPO, for the knowledge of CalTrans Cultural Resources and Maintenance and for the City of Burlingame and Burlingame Parks Department, and Burlingame Historical Society, where health, structural issues, missing or damaged trees can be noted for regular replacement, **followed by timely tree replacement**.

Finally, what is the plan in year 21 if a tree disappears, is vandalized run over or simply dies. We need an agreed-up process, who reports to whom, which department is responsible for following through promptly on the replacements, etc. or we will find ourselves with a neglected historic resource that disappears one tree at a time. The MOA needs to “*future-proof*” the legacy of the Tree Rows.

CULTURAL RESOURCES-

CUL-2, CUL -3

Since the build alternative involves removal of approximately 250 trees considered contributory to the Resource, it would be important for future generations to document and photograph the resource before the project begins (HABS/HALS etc.). In this same vein, the Howard-Ralston Eucalyptus Tree Rows is best experienced from a vehicle (125 years ago, it was in a horse and buggy). For this reason, still photos, alone, cannot convey the essential atmospheric, 3-dimensional feel.

We'd suggest that a film (video) also be made from a car that documents what a drive north, and southbound feel like through the historic tree canopy, because it was this tunnel forming view of the majestic trees that impressed visitors so much, promoting early tourism and investment in the area.

Finally, there should be a tangible educational component to this project, as part of mitigation, that conveys the long history of the grove in this community. This could be done with interpretive signs but also in the form of a "history walk" with metal plaques embedded into the new sidewalks. In this way, the history and quality of life reflected by the existence of the Tree Rows will remain relevant while the public patiently waits for the saplings to grow that recreate the original grove atmosphere.

HYDROLOGY AND FLOODPLAIN / STORM WATER RUNOFF

There does not seem to be a mention of the importance of having the trees in this particular area of Burlingame, which has 7 creeks running through it that can cause localized flooding in certain years. The tree roots are able to help absorb runoff that accumulates from the geographical slope of hillier areas coming off of the west side. Together with the upgraded drainage, new trees will be crucial to minimizing excess water on the highway.

CLIMATE CHANGE AND POLLUTION:

The Tree Rows have created a microclimate along the highway for more than a century. The canopy-sheltered quality of the Grove helps to moderate the air temperature, winds, and particulate matter from vehicle exhaust. The shade canopy also reduces the heat generated by the asphalt highway.

BIOLOGICAL ENVIRONMENT:

Though the report mentions the presence of various bird species that forage and nest in the Tree Rows, it fails to mention the importance of the tall stature trees, predominantly the eucalyptus, known to provide habitat for migrating monarch butterflies.

In December 2020, the Monarch butterfly became a candidate for listing under FESA. On July 16, 2021, The High Speed Rail Authority released a revised DEIR with revisions to their planned Millbrae Station a mile away from The Howard Ralston Eucalyptus Tree

Rows. The revisions produced a reduced project footprint variant, so as to lessen impacts on the Monarch species.

“The presence of the monarch butterfly is assumed in the area, based on historical records and existence of suitable habitat to the species” (July 16, 2021, Serge Stanich, Director of Environmental Services for HSR, as related to nearby eucalyptus groves along California Drive).

This ECR Renewal project will remove roughly 250 eucalyptus trees, substantially more than the anticipated tree removals near the future Millbrae HSR station, in roughly the same geographical area (Cumulative impacts). Considering the proximity to the Millbrae HSR station, one might consider that the Eucalyptus Tree Rows in Burlingame also contribute to Monarch Butterfly habitat.

Curiously, under the Build Alternative, the DEIR makes no mention of said tree removals having any adverse impacts, nor how to best mitigate the habitat loss for the birds, bees, and other insects, and there is no mention of butterflies in the area at all:

“No avoidance, minimization or mitigation is required.”

Considering the large number of anticipated eucalyptus removals in the Tree Rows, it would seem as if what are likely to be significant impacts on bird, bee and other insect habitat(s) should be looked into more thoroughly than what has been presented in this report.

Sincerely yours,

Jennifer Pfaff - President
The Burlingame Historical Society

July 28, 2021

From: [Jennifer Pfaff](#)
To: ECRProject@DOT
Cc: Schierenbeck, Frances@DOT; [PARKS-Bob Disco](#)
Subject: Wonder if you could add this one?
Date: Saturday, July 31, 2021 5:11:51 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Alejandro,

I realized today as I drove along the highway, that I forgot to include the issue of removal / grinding of stumps and roots. Perhaps this goes in the MOA or Maintenance agreement, but I figured best to mention it, now.

As you probably are aware, there are still a number of stumps from previous removals that were never ground out, it looks very bad, and also renders those areas defunct as far as contributing visually or otherwise, and so I'd just like to make sure that this is also included. This has been an ongoing issue, and one that will continue beyond the 20 years.

Thanks, and I'm sorry I neglected to remember this on my other document.

Thank you.

Jennifer Pfaff
Burlingame Historical Society

From: Brian Benn
Sent: Monday, August 2, 2021 4:49 PM
To: ECRProject@DOT
Subject: El Camino Real Roadway Renewal Project Comments on Draft Environmental Impact Report / Environmental Impact Statement

EXTERNAL EMAIL. Links/attachments may not be safe.

Yolanda Rivas, Senior Environmental Planner
Caltrans District 4
Oakland

Ms. Rivas:

Please accept my comments on the draft EIR/EIS for the ECR Roadway Renewal Project captioned above.

1. Place Utilities Underground: The Design Option to Underground Utilities as noted in section 2.1.1.1 is strongly preferred, assuming the subsurface utilities will not be vulnerable to flooding.
2. Maintain >70% Elm and Eucalyptus Species: Replacement tree species and target ratios should be specified *now* as recommended during the ECR Task Force sessions – that at least 70% should be elm and eucalyptus with no more than 30% other species. The Task Force recommendations were carefully considered to emphasize historically-relevant, appropriately-scaled species consistent with the current visual aesthetic.
3. Maximize the Canopy: Minimize tree removals and, after necessary removals, maximize the number and health of replacement trees by:
 - Restoring planter strips that have been paved;
 - Minimizing the number and width of driveways;
 - Creating natural stormwater infiltration areas to nourish trees;
 - Adding soil amendments and irrigation for both replacement trees and those to be preserved; and
 - Providing long-term monitoring and maintenance for the trees, in accordance with the target ratio of species specified by the Task Force.
4. Traffic Lights for Pedestrian Safety: For pedestrian crossings identified for hybrid beacons (Bellevue Avenue, Willow Avenue and Palm Drive), use standard traffic lights instead of hybrid beacons. From experience on ECR in Millbrae, drivers are routinely confused and drive through the flashing red lights after they think the pedestrians have crossed their side of the road. Hybrid beacons create a hazardous situation for pedestrians as many drivers fail to yield appropriately.

I appreciate Caltrans' attention to this project and consideration of my comments.

Brian Benn
Burlingame Friends of the Trees

From: Lynn Israelit
Sent: Thursday, July 15, 2021 3:12 PM
To: ECRProject@DOT <ECRProject@dot.ca.gov>
Subject: Comments on the ECR presentation and the draft EIR/EIS

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

Thank you for the great Zoom presentation last evening. It was super helpful and very well organized. The graphics and schematics made it easier to envision the various changes Caltrans discussed.

I want to make a few comments for the record:

- There are several blocks near the ECR/Broadway intersection where there are almost no trees or sidewalk planters. It appears that the apartment buildings there have paved over the planting area and have been using it for either parking or the equivalent of a super-wide driveway (ie, at least 2-3 lanes wide). As part of the renovation of this ECR corridor, it will be important to return those public areas to use by the public, not the adjacent landowners. **Planter strips should be reinstated and trees must be replanted** on these blighted, tree-less blocks.

- I am **VERY** concerned the Caltrans keeps stating that tree types will be selected based on sustainability and climate change issues. While I understand that many of the heritage eucalyptus trees will need to be removed for this project and that trees will be replaced, **I don't think you are hearing that the community here wants trees that are of similar majestic height.** There are various reasons for that need:
 1. Most importantly, it is because the very character of this tree corridor is integral to our town's identity. Though it will be irrevocably changed by the ECR project, **Burlingame residents still adamantly want replacement trees of a similar stature.**
 2. The height of the trees blocks sun during commuting hours and makes a very big difference in driving safety.
 3. Tall trees also provide privacy and screening for the many apartment dwellers who live facing El Camino Real.
 4. Your landscape designers may feel that other types of trees will look great and thrive along this stretch of highway, but they should not be choosing lower height trees with a completely different canopy and feel. That will **not** be giving us back a landscape like what is being removed and that is **not** what

Burlingame wants. Caltrans doesn't have the right to make that choice for us. I can't emphasize that enough.

Thanks for listening, and I look forward to future planning sessions. Please add my name and email address to future notices regarding tree planning.

Sincerely,
Lynn Israelit
Burlingame Traffic, Safety, and Parking Commissioner

From: Kat Wortham
Sent: Tuesday, July 27, 2021 3:52 PM
To: Pardo, Rommel@DOT <rommel.pardo@dot.ca.gov>
Subject: Public Comment for Burlingame Caltrans El Camino Real Roadway Renewal Project Draft EIR

Caltrans Senior Project Manager Rommel Pardo,

Dear Caltrans El Camino Real Roadway Renewal Project Team,

I am writing as an individual aligned with the comments from Resilient El Camino Real. I utilize El Camino Real from Burlingame to San Jose almost every single day.

I believe that the existing EIR is inadequate, and that roadway configuration options including the following should have been studied and included as alternatives in the environmental impact report:

1. Transit-only lane in either the northbound or southbound direction, accompanied by a 4-to-3 lane road diet
2. Shared use path for bicyclists

I respectfully request that the above alternatives be evaluated, and that a written response be provided. Further I would like to see this body answer the questions that Resilient ECR have put forward. They are as follows:

1. In the EIR, no TORR nor TEPA is included. There is no collision analysis made available to the public, if one was conducted. Please inform the public as to the existence of a TORR or TEPA. Please comment on the existing collision rates along the corridor in the project area, and how these rates compare to existing rates on similar roadways in the state of California. If a collisions analysis was conducted, please define the impact of the alternative on collisions of the following types:

- a. Midblock collisions
- b. Collisions at intersections
- c. Collisions specifically involving ingress/egress from driveways, whether midblock or near intersections
- d. Collisions involving bicycles
- e. Collisions involving pedestrians

2. To what extent will vehicle miles traveled (VMT) be reduced in each of the alternatives (road diet and existing lane configuration) in accordance with state goals?

3. How does this project contribute to Caltrans' stated goals of achieving increased shifts to non-auto transportation?

4. How many additional street trees are expected to be preserved by not completing the sidewalk network between Bellevue and Floribunda Avenues, compared to not adding in a sidewalk, assuming that all other roadway repaving activities called for in the preferred build alternative are still implemented? How many trees are being preserved in order to justify actively choosing to endanger pedestrian safety by failing to complete the sidewalk network on the corridor?

5. Please comment on the draft San Mateo County Bicycle Master Plan:

https://static1.squarespace.com/static/5dcdea09b844e23fcd271961/t/60244f9c0c69a804fa2533b1/1612992562693/CCAG+CBPP+Public+Draft+02.10.2021_lowres.pdf

On page 44 of the plan, in the Countywide Bicycle Backbone Network Project List listed as Project ID 7.03, a bicycle facility of undetermined type is called for. This includes the entire section of El Camino that this environmental impact report is supposed to encompass. In the EIR, Caltrans wrote, "The Draft San Mateo Countywide Bicycle and Pedestrian Plan does not include designated bicycle facilities along the roadway within the majority of the project limits." Was Caltrans incorrect when it claimed consistency with the plan in the Draft EIR? Will Caltrans please view page 44 of the draft report, and notify the public if it has incorrectly assessed the draft plan? Will it please issue a correction in the environmental document that the Draft San Mateo County Plan does, in fact, list as a project with a unique project id, a bicycle facility of undetermined type in the entirety of the project area, and that a bicycle facility is intended to be studied on the corridor? How is Caltrans' refusal to study bicycle facilities on this stretch as part of the EIR consistent with the San Mateo County Draft Bicycle Master Plan?

6. Will induction loop sensors capable of detecting bicycles be used for vehicle detection at signals?

7. Is it the intent of the project to upgrade signal systems at the intersections? Please list all planned upgrades, and whether any signals will be relocated at any intersections. We ask this question to determine whether or not signals can be placed differently in order to accommodate safer intersections for bicyclists.

8. El Camino Real in the project area is a residential street (has residential uses). Please describe in detail how cyclists, under the current no build and preferred build alternatives, should cycle to and from destinations on El Camino Real. Is it safe for them to bike on the roadway? Is it safe for them to bike on the sidewalk? What is the collision rate on this stretch of the corridor, and does it justify Caltrans not studying the corridor for bicycle safety?

9. Please provide recent (less than 2 years old) bicycle counts on El Camino Real that justify not studying the roadway for bicycle improvements.

10. Please provide recent (less than 2 years old) transit rider and transit speed data that justifies not studying a transit-only lane given 2040 congestion growth scenarios.

11. In the Caltrans Mode Share Action Plan 2.0 (<https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/caltransmodeshareactionplan20final-002.pdf>), the agency explicitly stated under its first goal (1.1) that it intends to "Support district efforts to invest State Highway Operation and Protection Program (SHOPP) or other funds (Interregional Transportation Improvement Program (ITIP), Active Transportation Program (ATP), Senate Bill 1 (SB 1) competitive programs, etc.) in active transportation facilities on, across, or adjacent to the State Highway System (SHS). How does this environmental impact report take into account the needs of bicyclists, who represent a crucial active transportation contingent on the corridor?

12. Caltrans had adopted a mode share goal of 4.5% trips made by bicycle by 2020. Did Caltrans meet this goal, and how does this project help Caltrans move towards its stated goal?

13. Does Caltrans have a public transportation mode share goal? If so, how does this project help Caltrans meet that goal? Are there any elements in the project that will help increase transit ridership?

Thank you for the consideration of my comments.

Kat Wortham

Sunnyvale, California 94087

From: Diane E. Condon, CPA

Sent: Friday, July 30, 2021 5:39 PM

To: Lopez, Alejandro@DOT <alejandro.lopez@dot.ca.gov>

Subject: Re: ECR Draft Environmental Document Comment Period Closing on August 2!

EXTERNAL EMAIL. Links/attachments may not be safe.

I definitely want to comment.

May I ask a question, since I cannot obtain the answer in the documents presented to the public.

Is it true that only 30% of the existing Eucalyptus Trees will remain? Of those remaining most are the ones recently planted that are not Blue Gum and are rather dismal?

I would appreciate a clear answer on this?

Diane E. Condon CPA,

PRIVILEGED AND CONFIDENTIAL

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On Friday, July 30, 2021, 05:17:11 PM PDT, Lopez, Alejandro@DOT <alejandro.lopez@dot.ca.gov> wrote:

Thank you for your email. The project team has been communicating the project timeline for several months through a series of emails, social media posts, and a virtual and in-person meeting.

Your email address, is on the project stakeholder list. You were sent an email on June 10 (2:56 PM) and a reminder email on July 9 (10:50 AM) announcing the availability of the public comment period as well as the planned public meetings.

If you would like to submit a project comment, I would be happy to include it.

Thank you,

Alejandro

From: Diane E. Condon, CPA _____
Sent: Friday, July 30, 2021 4:41 PM
To: Lopez, Alejandro@DOT <alejandro.lopez@dot.ca.gov>
Subject: Re: ECR Draft Environmental Document Comment Period Closing on August 2!

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Alejandro,

Based on your email, we have only two days to review this AND research AND express an opinion. Why wasn't this made available earlier?

Also, I am very concerned about the display at Burlingame High School. The corner of Oak Grove & Carolan had a sign saying the " area was closed for a School event."

I later found out that it was in the stands. Poor communication. Even the police department didn't know where it was except at "Burlingame High School."

Cal Trans seems bent on doing everything to **not** include the public and to keep the response small.

This is very unfortunate and promotes lack of faith in Cal Trans. This entire episode is so against the mission statement of CAI Trans.

Diane E. Condon CPA,

PRIVILEGED AND CONFIDENTIAL

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DISCLAIMER

Any accounting, business or tax advice contained in this communication, including attachments and enclosures, is not intended as a thorough, in-depth analysis of specific issues, nor a substitute for a formal opinion, nor is it sufficient to avoid tax-related penalties. If desired, CW Financial Services would be pleased to perform the requisite research and provide you with a detailed written analysis. Such an engagement may be the subject of a separate engagement letter that would define the scope and limits of the desired consultation services.

On Friday, July 30, 2021, 02:10:04 PM PDT, Lopez, Alejandro@DOT <alejandro.lopez@dot.ca.gov> wrote:



The Caltrans Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the El Camino Real Roadway Renewal Project is now available for public review. You can review the complete document and its attachments on the [Caltrans website](#). We welcome your feedback on this document, and offer three methods for submission:

- Email to ecrproject@dot.ca.gov
- [Electronic comment card](#) through the project website
- US Mail to:

Yolanda Rivas, Sr. Environmental Planner

Caltrans District 4

PO Box 23660, MS 8B

Oakland, CA 94623-0660

The current request for comment on the Draft EIR/EIS differs from previous requests for comment on scoping materials in 2 major ways: 1) The Draft EIR/EIS summarizes technical studies and preliminary design information that was not previously available; and 2) Caltrans will be responding to your comments in the Final EIR/EIS expected Spring 2022. The deadline to submit your comments on the Draft EIR/EIS is **August 2, 2021**. Comments received by this date will be considered by Caltrans' ECR Roadway Renewal Project Development Team in recommending whether to approve the proposed project.

Your thoughts are important to us and we look forward to hearing from you! To learn more about this project and review all past public meeting materials, please visit www.ElCaminoRealProject.com.

To receive project updates in alternative formats or for language preferences, please contact Alejandro Lopez at 510-385-6856 or ecrproject@dot.ca.gov.

2021-07-14T05:51:26Z

Davis Turner

"I think it is great that Caltrans is considering a much-needed ECR renewal. With sidewalks and roads cracking and a massive increase in pedestrian accidents along the corridor, it is time changes are made to ECR in Burlingame and San Mateo. As a frequent rider of SamTrans, particularly the ECR, I find it shocking that in none of the plans studied and included are proposals for a transit-only lane in either direction. The ECR is SamTrans' busiest route and suffers from major delays due to traffic and poor road conditions, wrecking havoc on the system. Transit-only lanes would increase average speed for buses and improve rider experience—and many proposals in the past have shown that car traffic would not be made worse. My own SamTrans experience on the ECR is very mixed—seldom are buses not delayed, and crossing the street to go south is always a struggle against time with long lights and speeding cars (sometimes through red lights) prompting a slower walk to keep eyes on the road. Further, Caltrans should have considered another shared-use path that bicyclists can use. The current road has no cycling infrastructure in place aside from small sidewalks which I have tried to bike on and it is certainly not a pleasant experience. Finally, maintaining greenery is important, and the trees on ECR threaten the safety of drivers, cyclists, and pedestrians alike; Caltrans' decision to go ahead with slow tree removal while planting new ones is a step in the right direction.

Thanks for your consideration."

2021-07-26T03:29:22Z

Bill Matters

Please do the underground utilities. It's an opportunity to ensure weatherproofing and safety. We do not want downed powerlines starting a fire.

2021-07-15T01:50:59Z

Natalie Cookson

El Camino and Oak Grove along McKinley Elementary needs to have concrete pillers/balls to protect the children from possible cars crashing into the school. It is a safety tragedy waiting to happen.

2021-07-15T01:33:48Z

Mark Graham

"Your priority selection choice is excellent

of:

- Preserve and extend the life of the roadway and improve ride quality;
- Improve drainage efficiency to reduce localized flooding;
- Enhance user visibility and safety; and
- Enhance pedestrian infrastructure and bring it into compliance with Title II of the Americans with Disabilities Act (ADA).

Both bus-only lanes and bike-only lanes would be disastrous for El Camino Real in Burlingame.

Also combined Bus-bike only lanes would also disastrous.

These ""only"" lanes would cause vehicle overflow to California Drive which could not handle the increased capacity.

Your priorities have been correctly set and should be the main focus of the project."

-----Original Message-----

From: Matthew Stenberg

Sent: Tuesday, July 27, 2021 2:28 PM

To: ECRProject@DOT <ECRProject@dot.ca.gov>

Subject: Public Comment on Burlingame ECR Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello-

I am writing to provide public comment on the current draft proposals for reconstruction on El Camino Real in Burlingame. The existing proposals are completely inadequate at protecting the existing tree canopy that is (correctly identified as) an historic resource. Caltrans and PGE too readily want to find the cheapest alternative -- cutting down trees -- instead of working to find solutions that might require a little more effort but will have long term positive impacts for residents. I implore you to do more to preserve historic trees and to minimize tree loss. Your current alternatives are woeful in this regard.

In the draft environmental impact report, all three options for tree removal are quite frankly unacceptable, but the view at Figure 3.1.5-7 at least is the closest to maintaining the integrity of the existing, and should be considered a starting point for your process. But vastly more care should be taken to minimize the reduction in mature trees.

Mature trees are important not only for their visual historical character but also for climate change mitigation -- both in their large cooling canopies and their greater ability to process co2.

Your commitment to replacement trees "our goal is to plant a replacement tree for every tree removed. The types and locations will be determined during the design phase" is again, completely inadequate, and provides a lot of wiggle room for you to value engineer away tree replacement.

You need to have a commitment to vastly minimize mature tree loss -- retaining far more trees than you currently do --, and to replace the canopy that is lost with mature trees, something that is inadequately present in the report as present. Both Caltrans and PGE have a history of inadequately considering the long term impacts on local communities to cut costs in the present, and this report is highly indicative of that.

-Matthew Stenberg

From: Robert Ruth
Sent: Wednesday, July 28, 2021 9:50 AM
To: ECRProject@DOT
Subject: comments

EXTERNAL EMAIL. Links/attachments may not be safe.

Good Morning

In watching the webinar presentation, I was impressed by the following decisions:

< Undergrounding utilities which provided better alternatives for other community considerations.

< Replacing eucalyptus trees with trees which still provide drivers and pedestrians with a park-like environment similar to the existing one. This environment is calming and, in my opinion, helps drivers to be more respectful of other drivers and pedestrians. (Since many of the eucalyptus trees are approaching their life span of 100 years, they would have to be replaced in a few years anyway to provide for safety of vehicles, pedestrians and structures.)

< Reviewing structures to identify those with historical significance.

Thank you for your hard work in looking at all alternatives and providing a creative solution for this project.

Robert Ruth

From: Edward Catlin
To: ECRProject@DOT
Subject: Public Comment for Burlingame Caltrans El Camino Real Roadway Renewal Project Draft EIR
Date: Tuesday, July 27, 2021 8:55:53 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

ECR Roadway Renewal Project Caltrans D4,

Dear Project Team,

I am writing to voice my support kid-safe, multimodal streets, fast and frequent transit, and vibrant neighborhoods with abundant housing and lush greenery.

Throughout the history of the El Camino Roadway Renewal project in Burlingame, much has been done to study and mitigate the impact that a roadway renewal project would have on the Ralston Tree Rows. However, it seems to me that Caltrans has not adequately taken into account the needs of transit riders or bicyclists.

Transit riders typically have lower incomes than drivers, and transit speeds on El Camino in the project section are slow. It is imperative for seeking an equitable corridor to have better transit. Similarly, this section of El Camino Real is used by bicyclists, and is incredibly unsafe for bicycle use. People of all ages regularly ride on El Camino's road and sidewalks. Instead of studying bicycle infrastructure, Caltrans abdicated its responsibility to do so in order to avoid coming up with alternatives that made the roadway safer for bicycles. In an era where Caltrans has explicitly adopted a goal of mode shift, this lack of study is an unquestionably irresponsible decision that will maintain the dangerous status quo for bicycles.

I would encourage the team to explore the following:

1. Transit-only lane in either the northbound or southbound direction, accompanied by a 4-to-3 lane road diet
2. Shared use path for bicyclists

Below are additional specific comments/questions that I have, in conversation with other concerned individuals and organizations:

1. To what extent will vehicle miles traveled (VMT) be reduced in each of the alternatives (road diet and existing lane configuration) in accordance with state goals?
2. How does this project contribute to Caltrans' stated goals of achieving increased shifts to non-auto transportation?
3. Please comment on the draft San Mateo County Bicycle Master Plan:

https://static1.squarespace.com/static/5dcdea09b844e23fcd271961/t/60244f9c0c69a804fa2533b1/1612992562693/CCAG+CBPP+Public+Draft+02.10.2021_lowres.pdf

On page 44 of the plan, in the Countywide Bicycle Backbone Network Project List listed as Project ID 7.03, a bicycle facility of undetermined type is called for. This includes the entire section of El Camino that this environmental impact report is supposed to encompass. In the EIR, Caltrans wrote, "The Draft San Mateo Countywide Bicycle and Pedestrian Plan does not include designated bicycle facilities along the roadway within the majority of the project limits." Was Caltrans incorrect when it claimed consistency with the plan in the Draft EIR? Will Caltrans please view page 44 of the draft report, and notify the public if it has incorrectly assessed the draft plan? Will it please issue a correction in the environmental document that the Draft San Mateo County Plan does, in fact, list as a project with a unique project id, a bicycle facility of undetermined type in the entirety of the project area, and that a bicycle facility is intended to be studied on the corridor? How is Caltrans' refusal to study bicycle facilities on this stretch as part of the EIR consistent with the San Mateo County Draft Bicycle Master Plan?

4. Will induction loop sensors capable of detecting bicycles be used for vehicle detection at signals?
5. Is it the intent of the project to upgrade signal systems at the intersections? Please list all planned upgrades, and whether any signals will be relocated at any intersections. We ask this question to determine whether or not signals can be placed differently in order to accommodate safer intersections for bicyclists.
6. El Camino Real in the project area is a residential street (has residential uses). Please describe in detail how cyclists, under the current no build and preferred build alternatives, should cycle to and from destinations on El Camino Real. Is it safe for them to bike on the roadway? Is it safe for them to bike on the sidewalk? What is the collision rate on this stretch of the corridor, and does it justify Caltrans not studying the roadway for bicycle improvements?
7. Please provide recent (less than 2 years old) bicycle counts on El Camino Real that justify not studying the roadway for bicycle improvements.
8. Please provide recent (less than 2 years old) transit rider and transit speed data that justifies not studying a transit-only lane given 2040 congestion growth scenarios.
9. In the Caltrans Mode Share Action Plan 2.0 (<https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/caltransmodeshareactionplan20final-002.pdf>), the agency explicitly stated under its first goal (1.1) that it intends to "Support district efforts to invest State Highway Operation and Protection Program (SHOPP) or other funds (Interregional Transportation Improvement Program (ITIP), Active Transportation Program (ATP), Senate Bill 1 (SB 1) competitive programs, etc.) in active transportation facilities on, across, or adjacent to the State Highway System (SHS). How does this environmental impact report take into account the needs of bicyclists, who represent a crucial active transportation contingent on the corridor?
10. Caltrans had adopted a mode share goal of 4.5% trips made by bicycle by 2020. Did Caltrans meet this goal, and how does this project help Caltrans move towards its stated goal?
11. Does Caltrans have a public transportation mode share goal? If so, how does this project help Caltrans meet that goal? Are there any elements in the project that will help increase transit ridership?

Please view the above and provide a timely response, and I very much appreciate the work you all are engaging in and hope you take these comments/questions with the good intention I provide them with!

Edward Catlin

San Mateo, California 94402

From: Laura Hesselgren
Sent: Monday, July 26, 2021 2:16 PM
To: ECRProject@DOT <ECRProject@dot.ca.gov>
Subject: comments

I would just like to put in a word for pre picking the trees that will be used on El Camino. I know a lot depends on undergrounding the utilities as this will have a HUGE impact on the project and make a tremendous difference in aesthetics. I feel that you should stay with Eucs and Elms that will continue to contribute to the character of El Camino throughout Burlingame. Once you open it up for discussion, everyone will have an opinion and everyone will want a different tree on different blocks. It's all about the character and this street needs to stay listed on the National Register of Historic Places. Thank you. Laura

Laura Hesselgren

Burlingame, CA 94010

From: Dennis Mitchell
Sent: Thursday, July 29, 2021 12:43 PM
To: ECRProject@DOT
Subject: Burlingame

EXTERNAL EMAIL. Links/attachments may not be safe.

We love the trees in Burlingame along El Camino Real.

Please don't change the appearance of that precious corridor by removing dozens of Eucalyptus trees.

I've lived here for several decades and appreciate that today's roadway is relatively identical in appearance as it was in the days of my grandparents.

A bit of work needs to be done on the sidewalks in some places and the pavement needs renewing.

DENNIS MITCHELL

From: Soykala
Sent: Wednesday, July 14, 2021 9:55 PM
To: ECRProject@DOT
Subject: Trees for ECR Project

EXTERNAL EMAIL. Links/attachments may not be safe.

I listened tonight and posted a comment about the blinding early morning and late afternoon sun facing drivers on El Camino.

Burlingame is a City of Trees not “bushes” and I think using large evergreen trees or maybe the eucalyptus Citrodera should be considered. Southern California from Carlsbad to San Diego use them everywhere. And I was the one, many years ago, that suggested them for Easton Drive and other city streets, which they did.

Thank you

Leslie McQuaide

Resident for 50 years

Sent from my iPhone

From: [Lopez, Alejandro@DOT](mailto:Lopez,Alejandro@DOT) on behalf of ECRProject@DOT
To: [Rivas, Yolanda@DOT](mailto:Rivas,Yolanda@DOT); [Pardo, Rommel@DOT](mailto:Pardo,Rommel@DOT); [Clark, Catherine L \(Oakland\)](mailto:Clark,Catherine.L@DOT); [Rebecca Krawiec](mailto:Rebecca.Krawiec@DOT); [Kay, Michael](mailto:Kay,Michael@DOT)
Subject: [EXTERNAL] FW: El Camino Real project Environmental impact report
Date: Thursday, June 24, 2021 12:20:27 PM

From: Adrienne Leigh
Sent: Tuesday, June 22, 2021 5:12 PM
To: ECRProject@DOT <ECRProject@dot.ca.gov>
Subject: El Camino Real project Environmental impact report

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

As resident of Burlingame I would like my comments included in the Environmental Impact Report for CA 82.

1. Removal of 300-350 trees impacts on Animal Life. NONE is erroneously stated in the draft report. Please include the following potential species of birds living in the 350 trees slated to be removed. Removal of all trees must respect the nesting habits and avoid all impact on the birds lifecycles. Trees must individually be evaluated for the following species. This list may not be fully comprehensive.

Chestnut beak chickadee

Mourning dove

California Towhee

American Robin

Anna's hummingbird

Golden Crowned sparrow

Northern Mockingbird

White crowned sparrow

American Kestrel

House finch

Yellow rumped Warbler

Dark eyed Junco

California Scrub Jay

California Barn Owl

Western Blue Bird

California Woodpecker

Trees cannot be removed during nesting season. Any tree found to have a bird's nest, all attempts must be made to wait until birds have permanently left the nest of their own choosing.

2. Burlingame Bicycle and Pedestrian Plan calls for complete and continuous sidewalk system on both sides of El Camino Real the entire length of the highway.

Currently, across the street from an elementary school, one block of sidewalk is omitted. I believe

this is due to Hillsborough's objections. This NIMBY attitude should not reduce the ability of persons to walk along a state highway. People's pedestrian safety is being greatly reduced by the lack of sidewalk between Bellevue and Floribunda on the west side of El Camino because pedestrians are forced to cross streets three times to continue in their planned direction of North or Southbound along west side.

The plan says the reason a sidewalk is not included in this one block is due to saving trees. This is false. It is due to Hillsborough and their reluctance to build sidewalks in their community. However, school children and seniors and everyone all walk along the dirt now as shown by the well traveled dirt path. INCLUDE A SIDEWALK system everywhere and definitely across the street from a school. This project should not progress without it.

3. This is not a Complete Street design in this urban area unless sidewalks are complete along all sides of El Camino.the entire length of the project.

Burlingame has adopted Complete Streets principles in their city plans. This project must follow those guidelines.

Adrienne Leigh

Burlingame CA
94010

From: Sue Hamilton

Sent: Saturday, July 10, 2021 9:17 AM

To: ECRProject@DOT <ECRProject@dot.ca.gov>

Subject: ECR Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you for starting this project! El Camino Real through Burlingame, both the streets and the sidewalks, are in dire need of an overhaul.

The Eucalyptus Trees have caused incredible damage and made the roads and sidewalks unsafe in many areas. It would be nice to replace them with some native trees that are more attractive and cause less damage to the streets.

Thanks for addressing this issue!

Greatly appreciated.

Sue H.

2021-07-15T00:42:37Z

Jonathan Buenemann

I'm an avid cyclist living in San Francisco, regularly visiting my parents-in-law by bike in San Mateo. El Camino is the traditional way to travel north-south on the Peninsula, but a hazard for bicycles - the only time I was able to use it was at the beginning of the pandemic when there were much fewer cars on the road. I believe the EIR should have studied the following alternatives:

1. Transit-only lane in either the northbound or southbound direction, accompanied by a 4-to-3 lane road diet.
2. Shared use path for bicyclists.

Thank you for your consideration,
Jonathan Bünemann

2021-07-21T02:04:27Z

S Coleman

As a resident of Burlingame for over 30 years, I strongly support putting utility poles underground and replacing only the unhealthy trees. Save as many trees as possible. Replace sickly trees with tall, robust healthy trees that will form a canopy over El Camino such as corymbia maculata spotted gum tree (See El Camino in Santa Monica, CA). Keep as many old growth trees as possible. Replace trees in abundance. Do not just replace one tree for three lost; that is not satisfactory. Preserve the design of Burlingame's historic grove of trees. The simulated graphics of what the road scape (Ex. Hillside and El Camino) will look like with utility poles standing and tree plantings on the building side of the sidewalk in 20 years looked shockingly barren, concrete and ugly along what was the precious, historic row of tall trees. Do not turn Burlingame into an indistinctive, concrete landscape with lollipop trees spread far apart. Trees offer beauty, fresh air, greenery, privacy, shade, noise reduction and a habitat for birds. Please take this to heart and consider seriously.

From: [Bryan Laird](#)
To: ECRProject@DOT
Subject: Possible extension to Monte Diablo???
Date: Saturday, July 3, 2021 10:45:44 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I noticed that the project ends at E. Santa Inez...

The intersection of Monte Diablo and ECR is very dangerous...it's one block south of E Santa Inez.

The ECR dips before hitting monte diablo in the slow lane going northbound, then is raised and then dips again...a semi with a trailer of bark went over this hump and it's trailer rocked left, then right and fell flat on the sidewalk...!!!!
Needless to say, it would have killed anyone walking there...
Luckily it didn't!

Additionally, the crown of the ECR is quite high from E Santa Inez to Tilton, one block down from Monte Diabo...there have been SO many accidents on the southbound slow lane, where cars routinely sideswipe the parked cars...these folks usually hit the cars and drive on...

I've been waiting decades for this type of project and feel that one or two more blocks south would be a huge improvement from a safety standpoint!!!

Bryan Laird
24 year ECR resident

From: [Madeline Frechette](#)
To: [COUNCIL-Emily Beach](#); [COUNCIL-Michael Brownrigg](#); [Burlingame City Council](#); [Rivas, Yolanda@DOT](#); [Lopez, Alejandro@DOT](#); [Pardo, Rommel@DOT](#); [adrienne.john@dot.ca.gov](#); [ECRProject@DOT](#)
Subject: Public Comment: Draft EIR Burlingame El Camino Real Renewal Project
Date: Monday, August 2, 2021 9:12:48 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To the Caltrans D4 project Staff, Burlingame City Council, and Sergio Ruiz,

I'm sad and disappointed (but not surprised) that Caltrans and the Burlingame City Council are living up to their reputations and doing absolutely nothing to protect and serve vulnerable road users and to curb CO2 emissions from driving with this ECR Roadway Renewal Project.

This recent EIR from Caltrans centers motor-vehicle throughput along the corridor, and that is unacceptable. This opportunity comes around once in a lifetime, and it cannot exclude making the corridor better for everyone (which is a stated goal of this project, even though the output so far is not considering all road users). When potholes and major street surface issues are fixed, it will be easier for drivers to speed and be less cautious of their surroundings. Does Caltrans have any plans for mitigating that? I haven't seen them in the EIR.

Making the road better for everyone entails prioritizing transit users and bike riders and pedestrians. It means studying a dedicated bus lane and a multi use path for pedestrians and bicycle riders. It means figuring out how much you're willing to trade off children's lives as they try to cross El Camino Real to get to school. That is what improving the roadway for everyone would mean. If we don't do these things, then we are not working our way towards a more sustainable, climate friendly, and less violent El Camino Real for everyone. Which generation will finally see rapid transit on ECR, and fully protected bicycle infrastructure? Will it be my unborn child, or my unborn child's children?

Caltrans is famously worried (and Burlingame Public Works and City Council too) about car backup from things like stop signs or physical road improvements like dedicated bus lanes, but they don't want to talk about how the current road configuration on ECR only induces demand for driving, which is a problem that compounds every minute of every day. I want Caltrans to start talking about it, and I want answers: how much demand for driving is our current configuration of ECR inducing? What is the opportunity cost of foregoing a solution that helps make transit and bicycle riding and walking the more attractive modes of transportation?

I don't know what's in people's minds and hearts, and I know there are very well intentioned people at Caltrans and on the Burlingame City Council working on making Burlingame and California a better place. But outcomes are what matter, not the intention. For all the hard work and improvements Burlingame and Caltrans think they're making in regards to safe streets and combating climate change, it is not nearly enough and it is all decades too late because there is no political will to actually move ahead with the transformative multi-modal roadway changes needed that are known to influence human behavior in the ways that would have meaningful positive impacts on our ability to curb climate change and save lives. There is no political will to do these things because they require a change to the status quo, and politicians like Michael Brownrigg and Emily Beach are more concerned with their future campaigns and not ruffling who they know for certain are a large segment of their electorate than they are with catalyzing meaningful progress. This is unacceptable.

I'm disappointed that so far in this project Caltrans and Council Members Emily Beach and Michael Brownrigg have done nothing to serve all road users. The online public comment forums by Caltrans earlier in the year are bursting with comments asking for safe bicycle infrastructure solutions and bus rapid transit like a dedicated bus lane. [There is regional demand for a resilient, safe accessible El Camino Real that prioritizes transit and bike riding too.](#) Caltrans and the council members on the task force are ignoring the loud and clear needs of all road users. It is an abhorrent display of the status quo that has induced demand for driving, and in turn perpetuates traffic violence and the acceleration of climate change. Everyone with a hand in this project is complicit in that outcome.

The decisions being made on this project have a direct impact on whether or not vulnerable road users die preventable deaths or suffer injuries. The decisions being made on this project have a direct impact on our region's ability to curb its largest source of CO2 emissions by encouraging more sustainable and efficient modes of transportation like taking the bus. The Task Force, headed by Emily Beach and Michael Brownrigg (who are both eyeing seats in higher office where they would have more regional responsibilities) was woefully unrepresentative-- with concerns about the Eucalyptus trees dominating the public discourse because the demographics who have the time and ability to show up and participate (namely white, home-owning, and wealthy residents living west of El Camino Real) were the loudest in the room. When confronted earlier in 2021 with the lack of representation and the voices from sensitive communities who rely on transit being left behind, Council Members Emily Beach and Michael Brownrigg did nothing to right this wrong. A once in a lifetime opportunity, and Emily Beach and Michael Brownrigg couldn't be bothered.

At multiple points in this project like at a 2020 public meeting and at a virtual meeting hosted by Burlingame CEC and in emails, Emily Beach perpetuated misleading statements at best and lies at worst about who uses ECR: using a personal anecdote about only seeing a couple people ride bikes on ECR in her whole time living in Burlingame and suggesting California Drive is an appropriate bike route alternative to ECR. Two statements communicating, in so many words, that ECR does not need to accommodate bike riders. Forget the piles of public comments across the region in SMC showing demand and need for safe bike infrastructure on ECR, and traffic collision statistics and average vehicle speeds, heck even the collision statistics involving bicycles on ECR— apparently that doesn't matter because Emily Beach says she's only ever seen two people riding on ECR. Since the beginning of June I have been emailing counts of bike riders I observe when I happen to be along ECR in Burlingame to Emily Beach. Without fail, every time I'm on the road walking or on the bus I see more than one bike rider (and in a span of 10 minutes or less) either in the traffic lane or using the sidewalks. It is exhausting to have elected leaders willfully perpetuate misinformation about bike usage on ECR, especially to serve an agenda. Not once has Emily Beach publicly walked back her previous inaccurate statements, nor has the notion that "California Drive is an acceptable alternative bike route to ECR" been endorsed by Burlingame's BPAC or SVBC members. Once again, the public comments submitted early in 2021 on the Caltrans forum for this roadway renewal project prove there is significant demand for safe bicycle infrastructure on ECR. Beach's attempt at massaging away raised flags about this project excluding bicycle riders and other multi-modal needs only make sense in the context of who she is favoring in this act— the eucalyptus preservationists. And for what? The trees have to come out anyway.

The task force and much of the work on behalf of Caltrans courted the concerns about preserving a specific type of tree: the Eucalyptus. This particular concern about eucalyptus preservation is *not* serving a fundamental human need, but is rooted in deeply classist models of historic preservation and conservation movements in the United States that

have disregarded the needs of more vulnerable, disenfranchised communities when it comes time for urban renewal projects. That is what has played out here in Burlingame with this ECR renewal project. It is a shameful reminder that we have not learned from our Country's ugly history of urban renewal that spawned from white flight, suburban sprawl, and the resulting demand for privatized motor-vehicle use. Many state DOTs and elected representatives at all levels were complicit in the outcomes of mid century urban renewal that impoverished, segregated, poisoned, shortened the life expectancies of and disenfranchised the poor and commonly black and brown neighborhoods where these renewal projects were happening. Current State DOTs and City Councils are still complicit to this day by not righting those wrongs or by doing better in the renewal opportunities we have in front of us like with ECR in Burlingame.

I'm sure you're all well aware that ECR in Burlingame is home to one of the longest continuous stretches of multi unit housing in the city, conveniently buffering neighborhoods west of El Camino Real (where the median home price is nearing 3 million and the white population dramatically shoots up to as high as 80 or 90% on some blocks) from noise, pollution, and traffic violence. Simply repairing the roadway surface will not change the fact that ECR is fundamentally a residential street that Caltrans and Burlingame City Council allows to function like a dangerous, polluting highway. I heard Michael Brownrigg virtue signal once at a city council meeting about Burlingame not having any stake in big oil, and that the city has a good moral and clean investment portfolio. But I imagine if oil executives learn about how projects like the Burlingame ECR roadway renewal project pan out, they get a good laugh.

Trees are an important aspect of any city, sustainability, and certainly equitable access to helpful climate cooling urban design. However there is no need to bend over backwards for the most dangerous, fire-hazardous, destructive and invasive type of tree like the Eucalyptus. The Eucalyptus being on the national register of historic resources means nothing to me when my main concern is using a street without being killed by a driver. Or having to use an unreliable, infrequent transit system to get to essential services like my doctor's office (which by the way, takes an hour and twenty-five minutes each way by bus, but just twenty-five minutes by car). The eucalyptus being on the historic register is only a reality today because a handful of very privileged residents of Burlingame—who don't worry about waiting for a bus to get to the doctor or being taken out while on two wheels by a driver—had the time to investigate and pursue a potential legal solution to preserving the invasive tree. The Eucalyptus are not a resource serving pressing human needs of today. The meaning and value preservationists place on them is purely a personal belief, and I would expect Caltrans project members and Burlingame City Council working on this project to treat it as such. Instead they have treated this as "gospel," another upsetting reminder of just who our governing bodies choose to represent— even if it's just the public theatre part.

The discourse around the trees and the lack of emphasis on safe sustainable streets for everyone is a stain on the Burlingame community and it is an embarrassment to the entire state. Especially as we enter into what will most likely be the driest, hottest, most violent fire seasons any of us have experienced. There's never a bad time to do the right thing, but issues like climate change and curbing preventable traffic deaths and injuries require immediate action. Not waiting until multiple people die or are injured to take some action and ban a left turn lane on ECR (as Michael Brownrigg gloated about at the CEC virtual meeting when confronted with statistics about traffic collisions on ECR), and not waiting until transit service is so dismal and unusable that the public loses faith entirely and the mode switching that we need fades into a pipe dream. Perhaps some elected leaders feel content in being able to buy a

new electric vehicle while approving new parking garages on scarce public lands downtown near transit. Or widening 101 under the guise of an “equity” program. But I’m paying attention and I’m not fooled by greenwashing or by politicians like Emily Beach and Michael Brownrigg cow-towing to an old-timey, wealthy segment of their electorate at the expense of everyone else and our environment. Handfuls of others who logged on to submit a comment earlier this year with Caltrans don’t seem to be fooled either. A better world is possible and all it requires is a bit of political will. I have seen none with ECR in Burlingame.

I can only hope we have assembly members and state senators that continue to partner with our region's coalitions and advocacy groups in housing and transportation to craft meaningful laws that would force Caltrans and local city councils to do the right thing in their renewal projects, much in the same way we have ADA laws requiring sidewalks to be maintained as accessible. This project is a reminder that when left to their own devices, state dots and local governments rarely do what’s best for the most vulnerable communities and for our environment. The ECR Roadway renewal project has proven to be a run of the mill cautionary tale in white environmentalism, political cowardice, and an overabundance of selective hand-holding of the most privileged community concerns (not needs) among us.

There is still time in this project for me to be proven wrong in this assessment, and I hope I am. However it is deeply regrettable, upon review of this draft EIR and it's exclusion of moving forward with any improvements for bicycle riders and transit users, or any significant street design improvements to calm traffic and encourage more sustainable modes of transportation, that I feel compelled to say you all have failed your most vulnerable constituents. Folks who are sad about the Eucalyptus will continue on with no material change to their basic needs being met day to day, but transit reliant communities and other multi-modal groups will continue to be forced into a losing position when they use El Camino Real in Burlingame.

Kind Regards,

Madeline

From: [Katharine Moore](#)
To: ECRProject@DOT
Subject: ECR Draft EIR/EIS comment
Date: Sunday, August 1, 2021 5:08:15 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern:

I was glad to see that Caltrans' preferred option is two lanes of vehicular traffic in each direction. I was concerned, based upon the preliminary work, that the number of traffic lanes would be reduced.

To the extent feasible, undergrounding is a preferred alternative.

I remain concerned that all of the invasive eucalyptus trees are not being removed. The state spends millions of dollar annually removing invasive species - including blue gum eucalyptus. - at various locations state-wide. It is inconsistent with state-wide policy to leave any of these trees intact. The reasoning appeared biologically dubious, although I will acknowledge that I am not a biologist. The Oakland fire showed how dangerous these trees are in a fire.

Thank you for your time and consideration.

Katharine Moore

From: [Kristie Eglsaer](#)
To: ECRProject@DOT
Subject: Public Comment for El Camino Real Roadway Renewal Project Draft EIR/EIS
Date: Sunday, August 1, 2021 12:51:37 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Caltrans El Camino Real Roadway Renewal Project Team,

Thank you for the opportunity to comment on the Draft EIR/EIS for the El Camino Roadway Renewal project. Thank you for making pedestrian safety a top priority. I think there is a missed opportunity, though, for making El Camino Real a complete street and one that supports multi-modal use.

The report shows that the proposal is not consistent with the Grand Boulevard Multi-Modal Transportation Corridor Plan or the San Mateo County or relevant cities' Bicycle and Pedestrian Plans (p. 49/207). These multimodal plans should be considered in the Cumulative Impacts on p. 133/207 for the current alternative; however, additional alternatives should be added to include safe and effective options for multi-modal transportation so that the roadway renewal project supports fast, frequent bus service and a safe route for transit riders, bicyclists and pedestrians.

Regarding the Environmental Justice section of the document (p. 56/207), the report does not acknowledge the adverse impacts the project will have on minority and low-income communities by not making this road a complete street that prioritizes multi-modal transportation. It is imperative for seeking an equitable corridor to have better transit and a safe corridor for all modes of transportation.

This section of El Camino Real is used by bicyclists, yet is very unsafe for bicycle use. It is not enough to say that California Drive could be used by bicyclists instead. This road may be parallel, but it is not near enough to be a viable alternative and El Camino is a major enough road that people want to travel along it to reach the many destinations that are along ECR. In future alternative analysis, please consider how to detect bicycles at signals and signal placement for safer intersections for bicyclists.

In the Energy and GHG sections (p. 116/207 and 157/207), the report should discuss to what extent vehicle miles traveled will be reduced with additional alternatives that consider multi-modal transportation to contribute to Caltrans' goals of achieving increased shifts to non-auto transportation and the goals in Caltrans Mode Share Action Plan 2.0. This is an opportunity! We should take full advantage of the opportunity to achieve the agency and state's goals.

It seems the conclusion that is being drawn in the CEQA Transportation section on p. 166/207, is that this plan would maintain the VMT status quo. So all this construction will be done, time and money spent, and it will not have gotten us any closer to our goals. That seems like a real missed opportunity!

Alternatives need to be reviewed so that the sidewalk network between Bellevue and Floribunda Avenues can be completed to ensure pedestrian safety and this should also be addressed on p. 166/207 in the CEQA Transportation section.

In order to meet the Environmental Justice, Energy, GHG, Transportation and Climate Change and other aspects of the EIR/EIS, Caltrans must study alternatives that incorporate safe and reliable transit and bicycle lanes.

Roadway configuration options should be studied and included as alternatives in the environmental impact report that look at a transit-only lane in either the northbound or southbound direction, accompanied by a 4-to-3 lane road diet and shared use path for bicyclists.

Thank you very much for the opportunity to comment and I look forward to seeing plans going forward that help us achieve a multi-modal future!

Sincerely, Kristie Eglsaer

August 2, 2021

Yolanda Rivas, Senior Environmental Planner
Caltrans District #4
P.O.Box 23660, MS 8B
Oakland, CA 94623-0660

82 EL CAMINO REAL RENEWAL PROJECT DEIR/EIS

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report and Environmental Impact Statement for the El Camino Real Renewal Project.

The pavement of ECR, correction of drainage issues and pedestrian safety improvements are long overdue. I am in support of these concepts. However, I am disappointed that the proposed project has been designed without the inclusion of multi-modal transportation facilities or clear linkages to such facilities and cannot support the project as designed. The ECR is a vital transportation corridor that is regional serving and is important to meet the transportation needs associated with the existing and future growth and development (state residential mandates) of the Peninsula communities. The project should be redesigned to include multi-modal facilities, Grand Boulevard Initiative, San Mateo plans and include a greater range of stakeholders including corridor residents in San Mateo and Millbrae, and transit, bicycle pedestrian and multi-modal advocates.

In general the DEIR/EIS is incomplete and needs to be amended and recirculated. The project proponents have stated a couple of public meetings that the project is a work in progress, that some key corridor information and/or evaluation has not been disclosed (e.g. trees) and that a lot of the evaluation and design of improvements will not be known until the design stage, well after public hearings and the FEIR/EIS certification.

This is akin to a proponent submitting a development proposal for discretionary approval by a local agency for development without including any conceptual plans. Without conceptual plans a proposal cannot be considered a project, no meaningful environmental review can take place and the proposal would be rejected as incomplete.

The ECR project description is too general and is incomplete. The description does not include scaled and dimensioned conceptual plans of the existing and proposed project especially at intersections. Detailed conceptual plans are vital in facilitating not only the understanding of the project, but to fully identify and evaluate the associated impacts. The proposal should be expanded to include, but not limited to, the following information - existing and future utilities, roadway and sidewalks, pavement markings and intersection improvements.

Key relevant and available corridor information is not included (e.g. location, size, condition of trees and identifying the trees to be removed). The impact analysis is too narrowly focused on the project impacts in Burlingame to the exclusion of information regarding impacts in Millbrae

and San Mateo (e.g. mature trees also in San Mateo but this information is not included except at very conceptual manner and no visual evaluation performed). The DEIR/EIS contains inaccurate statements which form the apparent basis of inaccurate impact ratings (e.g. project compliance with San Mateo Plans is limited to a couple of policies but leaves out numerous relevant policies included several plan documents that would necessitate potential design revisions to the proposed project). Potential significant conflicts between Federal, State and local policy issues related to non-native and non-native invasive species which under pin the proposed project are not identified nor evaluated.

Attached are more detailed comments that expand on this summary. Should you need clarification of any of my comments please do not hesitate to contact me. I look forward to working with you. Again thank you for the opportunity to comment.

Regards,

Steve Carlson

San Mateo, CA 94401

I understand the proposed project to include the reconstruction and/or re-pavement of ECR, reconstruction of curb gutter and sidewalks to comply with Caltrans and ADA standards, upgrading existing signalized intersections (including installation of pedestrian countdown signals at signalized intersections and the installation of 3 hybrid crosswalks), upgrades to the ECR drainage systems to eliminate localized temporary flooding (primarily or exclusively in Burlingame), and the conservation of as many trees as possible within the ECR corridor (at least in Burlingame).

The project need appears to be associated in part with persistent localized flooding along portions of ECR (largely in Burlingame) during inclement weather, damage to the traffic roadbed, storm drainage and sidewalks due to age, flooding and numerous large size trees lining ECR.

As noted in the DEIR/EIS a significant number of the trees located in Burlingame have long since been a nuisance and hazard to motorists and pedestrians. Due to the size and proximity to the roadbed and sidewalks the larger trees have intruded into the roadbed and disrupted sidewalk. Many of the larger and older trees are apparently no longer in good condition or are nearing the end of their life span.

Burlingame has long sought to preserve ECR as a landscaped corridor and has taken the extraordinary measure of identifying many of the trees within the Burlingame corridor as official historic cultural resource (2012) (even though the land owner is Caltrans). For a few decades both Burlingame and Caltrans have long discussed the corridor safety improvements, but have only recently agreed in principle on tree preservation (where feasible) tree replacement (where needed) and long-term maintenance.

The need to improve the safety of travel for motorists and pedestrians is essential and is long overdue. However, since the project was first conceived many circumstances have changed. Over these same decades, Peninsula communities have significantly grown in size as have traffic along the north south highway corridors - US Highway 101 and SR 280 - that have carried the bulk of north-south traffic load. Traffic along ECR has also grown significantly during this period, and as the major highways are at times heavily congested ECR has become a vital north-south traffic corridor and an important alternative with the increasing congestion on the major corridors.

Development in the Peninsula communities is being pressured by public and private interests to significantly intensify over the near to mid-term for both housing and commercial resulting increased travel demand.

The State of California has only recently mandated that each community significantly increase housing development and given communities little opportunity to opt out. When combined with the need to expand commercial development and employment opportunity increased medium to high density housing will only add travel demand to an overburdened system. The major north-south corridors are congested and with the exception of the addition a US 101 toll lane, no new capacities will be added and no new freeways will be constructed. Transit and rail capacity are limited, and while Caltrain electrification may be able to increase train service, it cannot alone

accommodate the increased development. Bus transit is limited in San Mateo County as funding sources are limited.

Nearly a decade ago, Peninsula communities acknowledging these development trends, travel infrastructure constraints and travel demand challenges developed the Grand Boulevard Initiative (GBI). The GBI set forth to reimagine and reinvent ECR as a regional serving multi-modal transportation corridor focused on bus, bicycle and pedestrian travel modes, but also accommodating vehicles. The proponents and stakeholders recognized that the current width of the corridor was narrow in a couple of communities and that this would present a unique challenge to meet the needs of a regional corridor. Most of ECR corridor is 6 lanes and can readily accommodate multi-modal travel (dedicated bus lane, bicycle lane and traffic lane in each direction. The ECR Renewal project right-of-way is only approximately 70 feet in width allowing the current 4 travel lanes with adjacent sidewalks and landscaping areas. This right-of-way width appears to extend from Millbrae to San Mateo (terminus at Tilton Avenue just outside the ECR Renewal project boundary by a couple of blocks).

Caltrans officials currently estimate the proposed project to cost in the neighborhood of \$100,000,000 (2021 - assuming no cost overruns due to material prices, inflation and unforeseen subsurface field conditions?), not including undergrounding utilities proposed by Burlingame officials to cost an estimated additional 25,000,000+ (2021). Even without the utility undergrounding, the ECR Renewal project appears to be one of the costliest such projects in the Bay Area Region. Paraphrasing from Caltrans representatives own words, given the cost and the time it has taken to get to this point in the project, this is a unique once in a lifetime opportunity. I concur. It is unlikely that after an expenditure of this magnitude and planting of permanent replacement trees, that opportunities to revisit this portion of ECR for multi-modal uses will be imposing. ECR is in an optimal location on the Peninsula to provide increased travel capacity to accommodate growth. No other north-south street corridors can be retrofitted (at reasonable cost both social and economic) to accommodate the existing and projected regional travel demand.

If both the Federal and State governments are considering devoting this much taxpayer money into a single road reconstruction project with primarily local serving, but limited regional benefits, then project objectives need to be broadened and updated to reflect the regional changes that have occurred over the past several decades and the GBI vision, and refocus the project on benefiting the regional community travel needs.

The proposed project needs to be re-thought and expanded to include multi-modal. It is possible that even without expanding the right-of-way width, that multi-modal needs can be included and that Burlingame's desire to provide trees can be accommodated.

Burlingame's desire to preserve a tree lined corridor without expanding opportunities for other forms of travel serving the needs of the Peninsula community is a local luxury.

DEIR/EIS

The DEIR/EIS is incomplete and should be revised to incorporate key project and environmental data essential to defining the project and to evaluate the impacts. The DEIR/DEIS text is uneven,

unbalanced and incomplete and the project evaluation is too focused on one area to the exclusion of other key areas. Based on project representatives As such, the DEIR/EIS should be considered a Preliminary DEIR/EIS.

The project description is very general and is too limited in details regarding both existing and proposed conceptual plans. Details regarding infrastructure both underground and above ground are not provided. Scaled and dimensions plans of the corridor are not included. Data which lends itself to being presented in tables and matrices and linked to maps (e.g. light poles, trees) which would facilitate comprehension of the project are not included even though Caltrans representatives stated that the data exists but was not provided.

Impacts identification and evaluation are largely focused only the community of Burlingame (to the near exclusion of both Millbrae and San Mateo even though they comprise a 1/3 of the project's 3+ mile length). The exclusion of key stakeholders, including but not limited to corridor residents in San Mateo and Millbrae, representatives of lower income areas and communities of color, and transit, pedestrian, bicycle and multi-modal advocates is glaring.

The project's southerly boundary appears to be arbitrarily terminated at East Santa Inez Avenue, when similar conditions exist in San Mateo south to Crystal Springs Road. The reasoning for excluding this area is based on inaccurate information that the area already complies with Caltrans and ADA standards.

Information is lacking or inaccurate regarding the project's compliance with local plans - leading to incorrect impact assessment. The DEIR/EIS does not identify key and relevant plans and policies that significantly affect the project's design.

Identification of and evaluation of pedestrian improvements at several San Mateo corridor intersections are not included. Potential Federal, State and local policy conflicts regarding protection or removal of non-native and non-native invasive trees is absent.

Scant attention is included regarding trees, intersection, infrastructure, pavement markings, corridor lighting

The EIR/EIS project description is far too general and makes it impossible for reviewers to clearly understand the project nor the impacts. The DEIR/EIS project description should be presented in sufficient detail that reviewers can understand the full scope of the project

Relevant key information needs to be provided so that reviewers can understand the project impacts, understand the facts leading to the project proponent's impact conclusions and equally important so that reviewers can draw their own conclusions based on the same evidence.

The description is lacking in details regarding the existing and proposed roadbed improvements, intersection design, utilities, sidewalks, nearby bicycle facilities and trees.

For example, the project identifies approximately 700 trees line the ECR corridor and that 100 of these trees are located in the communities of San Mateo and Millbrae. Nowhere is a scaled map included or a matrix provided that provides an inventory of the trees, their location, species, diameter, height, age, condition nor value. In the impact analysis it is noted that 300 trees will

need to be removed and possibly more depending on project design details which will not be developed until after the EIR/EIS is self-certified by Caltrans. Similarly, it is mentioned that trees in Millbrae and San Mateo will need to be removed, but none are identified. The project design should be detailed sufficiently that reviewers can understand the impacts and opportunities for alternative solutions.

In that regard, it is important for Caltrans to include the following information:

1. A scaled and dimensioned map of the entire corridor that includes a delineation of the right-of-way and adjacent properties and improvements, the existing improvements within the right-of-way including roadbed, pedestrian sidewalks, ADA compliant and non-compliant ramps, intersections, location of all utilities (both above ground and below ground), lights, pavement striping (including stop bars and cross walks), intersection control signs, signals and appurtenant devices.
2. A scaled and dimensioned corridor map that includes a delineation of the right-of-way and adjacent properties and improvements, the proposed improvements within the right-of-way including roadbed, pedestrian sidewalks, ADA compliant ramps, intersections, location of all utilities (both above ground and below ground), lights, pavement striping (including stop bars and cross walks), intersection control signs, signals and appurtenant devices.

The project description should identify areas along the roadway that are in disrepair and/or do not meet Caltrans current design standards. In this regard the text should be modified to include the following information:

An inventory of portions of sidewalks not in compliance with the ADA and Caltrans standards for obstructions, width, surface irregularities, cracks, offsets, curb height, and ramp design and placement.

In this regard, it is important for the EIR/EIS to include the following information:

1. A scaled and dimensioned diagram of the existing roadbed and pedestrian sidewalks showing existing and proposed gradients and cross slope. The diagram should be keyed to a matrix that provides much greater detail of the gradient and cross slope at regular intervals and for each intersection.
2. A scaled and dimensioned corridor plan showing road bed and pedestrians walkways and ramps that are not in compliance with Caltrans standards and with ADA standards.

The design does not need developed to a level of ready for contract. Communities throughout California routinely review public and private project proposals that are of sufficient conceptual design details to be able to evaluate the impacts of a particular proposal. Caltrans approach is akin to a developer submitting a proposal for a building including only a few sketches and without including and information regarding floor plans building exteriors and landscape plans

and advising the Community that they will work out the design at the Building Permit stage. Such projects would be rejected as an incomplete project.

Without knowing which trees, especially those in San Mateo, are to be removed a reviewer is left to conjecture – changing the impact rating to Unknown.

The analysis underlying the impacts and Mitigation Measure is uneven, limited and does not appear to be closely linked to facts and data included in the DEIR/EIS. Replacing mature 75 foot tall trees with 5 gallon trees that will never approximate the height nor width of the existing trees and that the impact will not be mitigated until the new trees have grown over a 20 year time span is contrary to the notion of adequate mitigation. The visual effect of mature trees cannot be “mitigated” in the short term, unless replaced with a mix of trees of more mature size providing more immediate visual impact (e.g. a mix of 15 gallon, 24 inch, 36 inch, and 48 inch box trees). Considering the turnover of local population and high median age few will be present in 2045 to witness and benefit from the tree growth.

The ECR Renewal Project proposal focuses largely on the corridor portion in within Burlingame and Hillsborough town limits and does not devote the same level of attention to San Mateo and Millbrae communities.

Alternatives

The DEIR/EIS does not accurately identify that City of San Mateo Bicycle Mast Plan does identify ECR as a bikeway that needs further review and community participants in the formulation of the San Mateo Plan identified ECR as a desirable bikeway. The GBI also explicitly identifies ECR as a primary multi-modal corridor opportunity which should include a bicycle travel. Because Caltrans allows bicyclists to use ECR it stands to reason that any roadway improvement should provide for needs and/or increased safety of bicyclists. Caltrans needs to revisit the Alternatives and reimagine ECR along the lines of the GBI with a multi-modal solution.

The Road Diet Alternative is not terribly realistic and appears more fabricated - it should be revised to include both pedestrian and bicycle facilities and maintain 4 travel vehicle travel lanes. In my experience having worked with local governments on the Peninsula with SamTrans, SamTrans cannot guarantee that its drivers will use bus turnouts (they will simply stop in the travel lane). In the past SamTrans representatives have taken the approach of informing communities that it will relocate a bus stop to a designated location, rather than working in advance with a community in a collaborative manner to plan routes and stops. In the long run, the turnouts in the long run would thus be a waste of resources.

The Alternatives should include a plan that provides more realistic multi-modal transportation improvements. This should be developed in collaboration with important stakeholders notably Bicycle and Pedestrian advocacy groups, GBI representatives and SamTrans representatives and representatives of all affected communities not just city officials and city staff.

The multimodal alternative could include all existing 4 travel lanes with a two-way 8 foot wide bicycle path on one side of the street and a 5 foot wide pedestrian sidewalk on the opposite (or an

expanded 8 foot wide pathway on both sides of ECR combining pedestrians and bicyclists. Landscaping, including trees would be accommodated as a secondary objective.

The EIR/EIS does not provide clear explanation why the Millbrae portion of the project (0.7 miles in length) and a 6 lane median divided roadway, cannot be designed to include bicycle safety improvements – even if only 4 foot wide stripped limit line on each side of the roadway.

Trees

The DEIR/EIS provides extensive tree information but it is summarized in a form that reviewers cannot determine which trees are likely to be removed.

An inventory of all trees within the corridor or likely to be affected by the proposed ECR project should be included in the DEIR/EIS.

In this regard, it is important for the EIR/EIS to include the following information:

1. A scaled and dimensioned corridor map that includes a delineation of the right-of way and adjacent properties and improvements showing all trees. All trees should be numbered and a symbol identified if they are preliminarily slated for removal. This information should be keyed to a matrix or table of all the trees with information including identifying the specie and whether native or non-native, age, size, condition, and removal likelihood.

Based on project proponents representatives comments this information already exists, but has not been included in the DEIR/EIS.

Non-native Species

Burlingame community's efforts to continue to protect portions of the ECR Trees is both legally and environmentally questionable. The Eucalyptus trees on Caltrans property were designated as a Historic Resource in 2012. At some point the Eucalyptus trees have been identified as a non-native species and some as invasive species. It is my understanding that both Federal and State policy is to have the non-native and especially invasive species including trees, removed to improve the advantage of biodiversity and restore the native flora and fauna. In this sense, removal is an environmental imperative - meaning that the trees cannot be protected as a Historic Cultural Resource. To do so would be counterproductive to eradication efforts, is not environmentally sustainable and would establish an unwise environmental precedent.

Caltrans needs to immediately contact the appropriate Federal and State agencies regarding the Eucalyptus trees and resolve the apparent legal issues before proceeding with the project into the public hearing and certification process.

Caltrans needs to provide a clear policy basis and legal basis on which it can override the apparent environmental objectives and policies of other Federal and State agencies. The text should be modified to include identification of Federal and State Agencies with relevant environmental policies and/or permitting authority and meet and confer with their representatives to resolve this apparent issue.

The impact of removal of the Eucalyptus trees should be revised to No Impact. The DEIR/EIS needs to be revised to include this information and recirculated.

San Mateo ECR Intersections

The DEIR/EIS does not provide information regarding several project area intersections situated in the City of San Mateo that have hazardous conditions and without improvements are unsafe for pedestrians. The intersections of concern are as follows:

1. ECR/Peninsula Avenue
2. ECR/Barroilhet Avenue
3. ECR/Warren Road
4. ECR/Clark Drive (both hook ramps)
5. ECR/St. Johns Court
6. ECR/Poplar Avenue
7. ECR/Bellevue Avenue
8. ECR/East Santa Inez
9. ECR/Monte Diablo Avenue

ECR/Peninsula Avenue

The intersection is unusual in that it is somewhat offset and integrates three streets. This condition is complicated by existing and future heavy volume of traffic travelling along ECR and Peninsula Avenue. The ECR crosswalk at Peninsula is 60 feet in width. The intersection is adjacent to a Senior Citizen Assisted Living Residential Facility and the adjacent medium density residential areas to the east, west and south have a larger portion of low income families and older residents. These families are more likely to be reliant on public transit provided on ECR by SamTrans the nearest south bound stop situated south on ECR approximately 700+ feet (not including the crosswalk). Local policies require the installation of high visibility crosswalks adjacent to the senior citizen facilities and increased travel time allotted for seniors at crosswalks. The DEIR/EIS does not indicate the current crosswalk timing, if the crosswalks at ECR/Peninsula Avenue will have high visibility crosswalks, or if the signal timing will be adjusted for seniors.

The San Mateo Bike Master Plan identifies Peninsula Avenue as bike lanes between Peninsula Avenue overpass at US Highway 101 and Highland Avenue. The EIR/EIS does not reflect this information.

The DEIR/EIS text should be amended to address the special needs of senior pedestrians at this intersection and given the width of the crosswalks evaluate if the Caltrans standards for seniors will be adequate or if a slower rate is required. Diagrams indicating the proposed type of crosswalk markings and additional features such as advance stop bars on ECR will be provided.

The DEIR/EIS needs to be amended to discuss how the proposed project will comply with the San Mateo Bike Master Plan. Because bicycles are allowed to utilize ECR and that Highland Avenue is only 650 approximately feet east of ECR, the proposed plan should include at a minimum wayfinding signage indicating the Peninsula Avenue bicycle lanes.

ECR/Barroilhet Avenue

The curb-to-curb width of Barroilhet Avenue is approximately 28 feet – but the pedestrian crosswalk is approximately 60 feet nearly 1.5 times as wide as ECR. Complicating this is that the intersection design is at a shallow angle and on a partial curve approximately 150 feet from the ECR Peninsula Avenue intersection which appears to restrict vehicle sight line. This intersection design allows southbound ECR traffic to exit onto Barroilhet Avenue at speed and makes it difficult for pedestrians. This is a challenging if not hazardous condition for pedestrians to cross especially those headed south along ECR. The current condition is compounded by the lack of an ADA compliant ramp and that the street surface at the curb gutter is substantially lower than the roadbed leading to a steep gradient from gutter to crown of the road bed.

Because of the restricted sight line motorists attempting to make a left turn onto northbound ECR creep out across the pedestrian crosswalk area making crossing more challenging.

The DEIR/EIS needs to be amended to address this hazardous condition. The text needs to be amended to include an evaluation of the current condition and solutions developed to improve pedestrian safety. A scaled and dimensioned plan of the existing and proposed preliminary design of the improvement should be included for review (e.g. a landscaped median island/refuge could be created combined with reworking the north corner to provide a 90 degree corner return requiring exiting vehicles to slow down to negotiate the turn). The plans should include high visibility pavement markings and street lighting at sufficient brightness to aid pedestrian crossing during the hours of darkness and inclement weather.

ECR/Warren Road

The curb-to-curb width of Warren is approximately 90 feet – nearly twice as wide as ECR. Complicating this is that the curb design is shallow (reflecting more of a landscape plan of the original residential subdivision dating back as far as the 1890's). This intersection design allows southbound ECR traffic to exit onto Warren Road at speed. This is a challenging if not hazardous condition for pedestrians to cross especially those headed south along ECR. The current condition is compounded by the lack of an ADA compliant ramp and that the street surface at the curb gutter is substantially lower than the roadbed leading to a steep gradient from gutter to crown of the road bed.

The DEIR/EIS needs to be amended to address this hazardous condition. The text needs to be amended to include an evaluation of the current condition and solutions developed to improve pedestrian safety. A scaled and dimensioned plan of the existing and proposed preliminary design of the improvement should be included for review (e.g. a landscaped median island/refuge could be created combined with reworking the north corner to provide a 90 degree corner return requiring exiting vehicles to slow down to negotiate the turn). The plans should include high visibility pavement markings and street lighting at sufficient brightness to aid pedestrian crossing during the hours of darkness and inclement weather.

ECR/Clark Drive

Clark Drive was the original project entry to an exclusive large lot low density residential development in the late 19th century, but also provides access to portion of the Town of Hillsborough. The entry is split into two shallow angle “hook” ramps that are each two-way and intersection at ECR in shallow curves. The curb-to-curb width of each street is approximately 19 feet to 20 feet, however the crosswalks parallel to ECR are nearly 90+ feet – nearly twice as wide as ECR. Complicating this is that the curb design is shallow (reflecting more of a landscape plan of the original residential subdivision dating back as far as the 1890’s). This intersection design allows southbound and northbound ECR traffic to exit onto Clark Drive at speed. The crosswalk distance, the exit speed, two way traffic make these two streets a challenging, if not hazardous, condition for pedestrians to cross. The current condition is compounded by the lack of an ADA compliant ramps and that adjacent to each of the intersections are multi-family residential developments that have two way driveways at the intersections of ECR and Clark Drive.

While the two hook ramps are approximately 250 feet apart (and 250 feet from Bellevue Avenue intersection with ECR) the configuration requires that motorists travel against the traffic to access the hook ramps. This is a vehicular hazard for traffic on ECR.

The EIR/EIS needs to be amended to address these hazardous conditions. The text needs to be amended to include an evaluation of the current condition and solutions developed to improve pedestrian safety. A scaled and dimensioned plan of the existing and proposed preliminary design of the improvement should be included for review. Various solutions including relocating the pedestrian crosswalks a few feet away from ECR to cross Clark Drive at a 90 degree angle incorporated with relocating or adding a stop sign before the crosswalk, providing a landscaped median island/refuge, converting the hook ramps into one way streets – the northerly street being the entrance and the southerly street being the exit onto ECR. One of the multi-family buildings could be restricted to a single driveway rather than the current drop off u-shape two driveway configuration. The plans should include high visibility pavement markings, advance stop bars, location of stop signs, and street lighting at sufficient brightness to aid pedestrian crossing during the hours of darkness and inclement weather.

ECR/St. Johns Court

Hybrid crossing should be established at St. John Court and ECR. The ECR is lined with apartments and medium density multifamily rentals to the immediate west and east. This is a neighborhood with a larger concentration of immigrants, low income households, older and non-white working class households. Are families are more likely to utilize ECR transit provided by SamTrans going north and south – and one of the few all night bus transit routes. In the last couple of years SamTrans relocated the northbound bus stop from Bellevue Avenue to St. John’s Court to more closely align with the southbound stop on ECR and to increase distance from the Poplar Avenue northbound stop. While the bus stop location makes sense from a transit operation, without a controlled crosswalks, pedestrian are exposed to an unsafe condition. The alternative of requiring pedestrian to walk 700+ feet to the Peninsula Avenue intersection and double back another 700+ feet is not a suitable solution considering ECR is only 46 feet inwidth.

An illuminated pedestrian crosswalk (across ECR at St. John's Court) would greatly enhance pedestrian safety. From personal experience during commute hours it has a constant stream of traffic in both directions making it difficult to cross at this location without running across the roadbed in between several signal cycles. The signal cycles at Peninsula and Bellevue Avenues do not appear to include the pedestrians into the signal timing. During commute hours in particular pedestrians often need to wait several cycles until there is sufficient break in the traffic to safely venture across. However, slower paced seniors or others would not likely be able to safely cross the street in time to avoid the traffic. The DEIR/EIS should be revised to include a Hybrid signal at this T-intersection and provide appropriate plans showing the proposed improvements.

ECR/Bellevue Avenue

The intersection needs to be improved to achieve compliance with Caltrans and ADA standards including ramp design, high visibility and advance stop bar pavement marking and pedestrian countdown signals. This crossing is identified in the San Mateo Pedestrian Master Plan as a Safe-Routes-to-School and in the pre-covid era, the intersection was augmented with adult crossing guards. Personal observation is that the school age children and accompanying adults were not often able to cross ECR without the crossing guard in the allotted signal time. Crossing at this location is made all the more challenging during school drop-off and pick-up due to the increase traffic headed to and from San Mateo Park Elementary school and the heavier than normal left turns headed northbound. Motorists also often encroach into the crosswalk impeding pedestrian crossing.

Bellevue Avenue is identified in the San Mateo Bike Master Plan as being converted from a bike route to a bicycle boulevard. The DEIR/EIS does not appear to incorporate this information.

The DEIR/EIS needs to be amended to identify that the intersection signal will be adjusted to provide increased timing for children, that the crosswalk safety improvements will be upgraded to include high-visibility crosswalk markings and advance stop bars, that the level of illumination will be sufficiently bright to provide safe crossing, and to show how the proposed plan will comply with the San Mateo Bike Master Plan. The text should be amended to identify the type of bicycle detectors to be utilized (e.g. in-ground or camera). While there appear to be in ground detectors, they do not appear to function and especially not with carbon fiber frames. Additionally, the DEIR/EIS should indicate if bicycle detectors will be installed to facilitate safe crossing for cyclists. Plans should be included showing the proposed pavement markings and advance stop bars and bicycle pavement markings including the San Mateo bicycle boulevard pavement markings and any proposed Caltrans "greenbox" markings.

ECR/Poplar Avenue

The intersection needs to be improved to achieve compliance with Caltrans and ADA standards including ramp design, high visibility and advance stop bar pavement marking and pedestrian countdown signals. This crossing is identified in the San Mateo Bicycle Master Plan as a Class II bicycle lane extending from Delaware Avenue (east of ECR) to the intersection of Poplar

Avenue. The Poplar Avenue lanes would convert to a bike boulevard west of ECR. The City intends to improve a portion of the new bike way between Delaware Avenue and ECR in 2021.

The intersection is offset resulting in longer crosswalks and making more hazardous for pedestrians and bicyclists. Motorists, making left turns onto ECR from westbound Poplar Avenue traveling southbound on ECR, often do not yield the right-of way to pedestrians nor to bicyclists. I can personally attest as a long time experienced cyclist I am more cautious when travelling east along Poplar Avenue at this intersection because motorists making left turns often start making the left turn from the crosswalk on the east side of ECR (rather than from the middle of the intersection. Crossing at this location is made all the more challenging given the heavier traffic on Poplar Avenue (an arterial roadway connection to US 101 southbound) and the grade changes from north to south and east to west and the proximity to the intersection of Poplar and Wisnom Avenues (75 feet east of ECR).

The DEIR/EIS needs to be amended to identify the intersection unique conditions and evaluate the safety hazardous associated with the intersection and identify safety improvements to reduce traffic conflicts with other motorists, pedestrians and bicyclists. Crosswalk safety improvements should include high-visibility crosswalk markings with advance stop bars, adequate level of illumination at a brightness level to provide safe pedestrian and bicyclist crossing. Additionally, the signal phasing should be adjusted to and a left turn signals should be added for west and east bound traffic on Poplar Avenue to eliminate conflicts between east and west bound motorists and east bound traffic (including pedestrians and bicyclists).

With the exception of the eastside crosswalk across Poplar Avenue, because of the longer crossing distances for the tree remaining crosswalks (between 72 feet and 85 feet) the current and future signalized crosswalk timing should be identified and a determination if the proposed timing is adequate to allow for safe pedestrian and bicyclist crossing. The text should be amended to identify the type of bicycle detectors to be utilized (e.g. in-ground or camera). While there appear to be in ground detectors, they do not appear to function and especially not with carbon fiber frames. Additionally, the EIR/EIS should indicate if bicycle detectors will be installed to facilitate safe crossing for cyclists. Plans should be included showing the proposed pavement markings and advance stop bars and bicycle pavement markings including the San Mateo bicycle lane markings and any proposed Caltrans “greenbox” markings.

ECR/East Santa Inez

The intersection needs to be improved to achieve compliance with Caltrans and ADA standards including ramp design, high visibility pavement markings. This T- intersection is hazardous due to the use of exaggerated crown surface roadbed on both streets. The intersection is hazardous for northbound ECR traffic. At the posted speeds of 35 MPH the two crown surfaces creating abrupt gradient changes that could contribute to an accident for an unsuspecting or distracted motorist, or a compromised vehicle suspension. Inclement weather and hours of darkness only exaggerate this condition. This condition is compounded, given the close proximaty to sidewalks and adjacent occupied structures. Motorists, making right turns onto and off of East Santa Inez

Avenue from or to northbound ECR must substantially slow down to safely negotiate the turn or to access ECR.

The sidewalk ramps do not comply with ADA standards. The exaggerated crown surface roadbed does not lend itself to safe pedestrian travel as pedestrian at the base of the curb are positioned well below the roadbed facing an incline that appears to greatly exceed 2%

The DEIR/EIS needs to be amended to identify the intersection unique conditions, evaluate the safety hazardous associated with the intersection and identify safety improvements to improve motorist, pedestrian and bicyclist safety and compliance with ADA standards. Plans should be included showing the proposed intersection design including cross slopes, and crosswalk safety improvements including ADA compliant ramps, high-visibility crosswalk markings, and an adequate level of illumination at a brightness level to provide safe pedestrian crossing.

ECR/Monte Diablo Avenue

The intersection needs to be improved to achieve compliance with Caltrans and ADA standards including ramp design, high visibility pavement markings. This T- intersection is hazardous due to the use of exaggerated crown surface roadbed on both streets. The intersection is hazardous for northbound ECR traffic. At the posted speeds of 35 MPH the two crown surfaces creating abrupt gradient changes that could contribute to an accident for an unsuspecting or distracted motorist, or a compromised vehicle suspension. Inclement weather and hours of darkness only exaggerate this condition. This condition is compounded, given the close proximity to sidewalks and adjacent occupied structures. Motorists, making right turns onto and off of Monte Diablo Avenue from or to northbound ECR must substantially slow down to safely negotiate the turn or to access ECR.

The sidewalk ramps do not comply with ADA standards. The exaggerated crown surface roadbed does not lend itself to safe pedestrian travel as pedestrian at the base of the curb are positioned well below the roadbed facing an incline that appears to greatly exceed 2%

The DEIR/EIS needs to be amended to identify the intersection unique conditions, evaluate the safety hazardous associated with the intersection and identify safety improvements to improve motorist, pedestrian and bicyclist safety and compliance with ADA standards. Plans should be included showing the proposed intersection design including cross slopes, and crosswalk safety improvements including ADA compliant ramps, high-visibility crosswalk markings, and an adequate level of illumination at a brightness level to provide safe pedestrian crossing.

ECR/Baldwin Avenue and ECR/Tilton Avenue

The San Mateo Bike Mater Plan 2020 indicates that both Baldwin and Tilton will be improved with bicycle facilities. The DEIR/EIS should be amended to reflect this information and how the project will comply. Similar to the comments in the previous San Mateo intersections the text should be amended to include a brief discussion how the proposed project will comply, evaluate potential safety hazardous associated with the intersection and identify safety improvements to improve motorist, pedestrian and bicyclist safety and compliance with ADA standards. Plans should be included showing the proposed intersection design including cross slopes, and

crosswalk safety improvements including ADA compliant ramps, high-visibility crosswalk markings, and an adequate level of illumination at a brightness level (e.g. 1 foot candle at the street surface) to provide safe pedestrian crossing and bicycle pavement markings.

ECR Lighting

Neither the project description nor the DEIR/EIS identify nor evaluate the level of illumination of the existing ECR roadway, intersections and pedestrian walkways. Pedestrian and bicycle usage especially in urban areas, is more reliant on adequate street lighting for safety and security especially in more densely populated areas with more heavily traveled roadways (especially those with multiple driveways and cross streets).

The City of San Mateo Plans and policies contained in Circulation Element, Sustainable Streets Plan, Pedestrian Master Plan and Bikeways Master Plan envisions ECR as a landscaped multi-modal greenway that provides highway and pedestrian scaled light standards between Baldwin Avenue north to Peninsula Avenue. The analysis should identify how the plan will comply with the San Mateo Plan policies and identify any infrastructure constraints e.g. underground utilities.

The DEIR/EIS needs to be revised to include a scaled and dimensioned corridor map showing the current and future light standards. An illumination analysis of both current and proposed illumination levels measured at the road surface and sidewalk areas needs to be included. A diagram of lighting standards should also be included.

Exaggerated Crown Road Surface

The DEIR/EIS does not provide information regarding the exaggerated crown surface configuration of the ECR road bed and the intersecting streets of East Santa Inez and Monte Diablo Avenues that exists south of Poplar Avenue to Tilton Avenue. The crown surface is difficult to drive and this is exacerbated by the narrow lanes and heavy traffic. Driving during night hours (little street illumination) and during inclement weather is all the more hazardous. These conditions are no better for bicyclists. During the public rollout of the EIR/EIS Caltrans representatives stated that these types of road conditions would be addressed during the design process (after the EIR/EIS is certified) and that the road way would be required to comply with Caltrans standards. I have reviewed Caltrans Highway Design standards which provide a numerous engineering standards, exceptions and caveats that I cannot conclude what the new road way would look like. Caltrans needs to provide a scale and dimensioned preliminary design scheme showing the proposed roadway including cross slopes, lane widths pavement markings etc. The approach of simply trust us is not the intent of CEQA nor NEPA. Both laws require full public disclosure of key relevant information including plans so that reviewers can understand and properly evaluate a proposed project. Without at least preliminary plans, reviewers cannot accurately determine if a proposed project is compliant with current Caltrans standards and if it addresses the stated concerns.

The DEIR/EIS does not include information regarding the existing nor the proposed pedestrian markings. While the text does indicate that the new markings will meet Caltrans standards little to no information is provided for each of the intersections in the ECR corridor. Reviewers are

apparently required to be familiar with relevant Caltrans design standards (not included in the DEIR/EIS) to determine which designs are likely or appropriate. It is incumbent on Caltrans that possess the technical resources and expertise to include roadway and intersection designs that will comprise the proposed project. For example it is not clear that advance bar marking will be included in ECR plans at all or if bicycle pavement marking such as “greenboxes” are to be provided, or if wayfinding signage will be included. The EIR/EIS should be amended to provide scaled and dimensioned plans of all existing and proposed intersections with pavement markings signage and controls.

Impacts

The Impact analysis is uneven and focuses largely on the effects likely to occur in Burlingame even though 1/3 of the project corridor is outside of Burlingame.

The DEIR/EIS Summary of Plan/Policy Consistency is not completely accurate. The document identifies that the proposed project would be consistent with only Policy 1.B.1, Goal 2 and Policy 2.B.1 of the San Mateo Pedestrian Master Plan (PMP). The DEIR/EIS identifies that compliance with Policy 1.B.1 will be achieved in part because it would make numerous improvements in Burlingame and Millbrae including adding hybrid beacons at streets within Burlingame, and ADA compliant sidewalks and ramps. The analysis does not identify the Pedestrian Master Plan specific requirements for a high-visibility cross walk (with an appropriate hybrid signal given the relatively long distance to signalized intersection of the Bellevue and Peninsula Avenues) at ECR/St. John’s Court T-intersection a key SamTrans transit stop serving ECR transit corridor users of the low-income and communities of color lying to the east, nor how the project will improve the safety for pedestrians on the west side of ECR from Peninsula Avenue south to Engle Road (the intersections are not identified nor evaluated for pedestrian safety and no conceptual solutions are included (e.g. curb extensions, landscaped refuge islands, pavement markings such as advance stop bars). Numerous other pertinent PMP Goals, Objectives and Policies are not identified nor evaluate. Unless more information is included the project analysis is incomplete.

The DEIR/EIS identifies the proposed project would comply with the PMP Goal 2 Safety because it would make numerous improvements in Burlingame and Millbrae including adding hybrid beacons at streets within Burlingame, and ADA compliant sidewalks and ramps. The analysis does not identify the PMP specific requirements for a high-visibility cross walk (with an appropriate hybrid signal given the relatively long distance to signalized intersection of the Bellevue and Peninsula Avenues) at ECR/St. John’s Court T-intersection a key SamTrans transit stop serving ECR transit corridor users of the low-income and communities of color lying to the east, nor how the project will improve the safety for pedestrians on the west side of ECR from Peninsula Avenue south to Engle Road (the intersections are not identified nor evaluated for pedestrian safety and no conceptual solutions are included (e.g. curb extensions, landscaped refuge islands, pavement markings such as advance stop bars). Numerous other pertinent PMP Goals, Objectives and Policies are not identified nor evaluate. Unless more information is included the project analysis is incomplete.

The DEIR/EIS identifies that it would possible somewhat comply with Policy 2.B.1 because refuge islands might be included in the design stage after FEIR certification, if warranted. Refuge islands and curb modification may be warranted on several intersections that are substantially wider than ECR and are designed in accordance with standards dating back to the 1890s or earlier. These need to be addressed in the DEIR/EIS so that the public and decision makers can make informed evidenced based decisions. Otherwise, it is not possible to evaluate compliance.

It is inappropriate to suggest deferring evaluation of intersection safety and possible design solutions until after project FEIR certification with little or no public input or oversight. This approach neither meets the intent nor spirit of CEQA and NEPA to include relevant factual information and full public disclosure within the DEIR/EIS.

The DEIR/EIS does not include relevant goals and policies contained in the San Mateo Bike Master Plan, nor the Sustainable Streets Plan. Without enumerating the relevant Goals, Objectives and Policies and evaluating the project's compliance, a reviewer cannot conclude whether the proposed project complies with the San Mateo Plans. The impact rating should be changed to Unknown. The DEIR/EIS should be revised to include the information and analysis and the DEIR/EIS recirculated for public comment.

Community Character and Cohesion

The DEIR/EIS identifies that the proposed project will affect community character and mitigation measures VIS-2 and CUL-3 are recommended. However, this analysis is largely based on and evaluation of tree removal in Burlingame. Little information is provided on the project requirement for tree removal and effect on community character in either San Mateo or Millbrae. San Mateo has large number (50 -100 representing 10% -15% of the corridor trees) of significant sized trees in the corridor – removal of which would likely alter the community character and potentially warranting adoption of Mitigation Measures. The DEIR/EIS provides scant information regarding trees except in a generalized manner. The DEIR/EIS does not include specific tree information (e.g. location, size, age, condition, species, disposition – to be removed or retained) and no diagrams, matrices or tables are included of this information. At the public DEIR meetings project proponents representatives indicated that that had this data, but did not include it along with other project related information. Without this information reviewers have no way of assessing the impacts.

The DEIR/EIS should be revised to incorporate and disclose this information and an analysis performed identifying trees to be potentially to be removed throughout the corridor and include more detailed tree information in San Mateo. The revised DEIR/EIS should be recirculated – until such time the DEIR/EIS analysis is incomplete and the project rating should be revised the Unknown.

While a sensitive subject, it is not appropriate to deferring the determination of all tree removal until after project FEIR certification. It is understood that additional tree removal may occur during construction despite efforts to protect trees not intended to be removed. The project proponents acknowledge that a large number of trees need to be removed, but have not disclosed

which trees. The project proponents are obligated to identify which trees are to be removed in the DEIR/EIS so that the impacts can be understood. The former approach neither meets the intent nor spirit of CEQA and NEPA to include relevant factual information and provide full public disclosure within the DEIR.

Environmental Justice

The DEIR/EIS identifies that the proposed project would not affect Environmental Justice. This is not entirely accurate. Several residential neighborhoods adjacent to and along the ECR project corridor appear to be described as having a higher number of lower income households, higher number of immigrants and larger number of non-white households. Given the close proximity to ECR, these neighborhoods are more likely to experience the direct effects of the project construction over the duration of the 3 year project cycle. Including noise, fugitive dust, and both construction traffic and ECR traffic rerouted through their neighborhoods (ala internet apps despite the intentions of the project proponent to keep ECR open).

Additionally, little or no effort appears to have been extended to include representatives of these areas to help plan the project or to identify issues and concerns. In San Mateo the project does not appear to include features identified in the San Mateo Pedestrian Master Plan, San Mateo Bike Master Plan or the Sustainable Streets Plan to improve access from these neighborhoods to transit stops on ECR (e.g. at ECR/St. John's Court pedestrian crossing with lighting and intersection control), and improve pedestrian safety. At this time, without a more thorough analysis the impact rating should be revised to Unknown.

The DEIR/EIS should be revised to include more information on how the project affects these communities, and the DEIR/EIS recirculated. Project proponents should consider making a special outreach to these communities to more clearly understand their concerns and how the impacts can be mitigated.

Aesthetics

The DEIR/EIS identifies that the project would have No Impact on creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The DEIR/EIS contains little or no information to existing or proposed lighting in the ECR corridor including location of light poles, type of lighting or level of ground level illumination. Additionally, the DEIR/EIS does not identify how it will comply with several San Mateo City policies that identify the need to provide higher levels of lighting to improve pedestrian safety and to provide pedestrian scale lighting (presumably in combination with highway lighting) along the San Mateo corridor. Burlingame proposes to underground facilities, meaning new light poles will be placed. But the proposed plan provides no information in this regard except a couple of sketch plans and corridor cross sections. Without more information regarding the existing and proposed levels of illumination, type of lighting and placement of lighting, reviewers cannot evaluate whether the project will not create some new sources of light that may affect views in the area. Mitigation may be warranted that all lights be directional and cast light on the pedestrian walkways and the ECR roadbed. The type of lighting (e.g. led vs incandescent) and height of poles (e.g. pedestrian scale lighting vs highway) will make a substantial difference

in the location and number of light poles needed to achieve a level of illumination considered desirable for safety by project area residents and local officials. New or added crosswalks (e.g. ECR/St. Johns Court) and the other hybrid crosswalks in Burlingame will likely require additional lighting that may affect views.

Until this information can be included in the DEIR/EIS the rating should be revised to Unknown. The DEIR/EIS should be revised to include more information regarding existing and proposed light poles and ground illumination and the DEIR/EIS recirculated.

Air Quality

The DEIR/EIS identifies that the project will have a Less than Significant Impact to Air Quality. The DEIR/EIS identifies that construction impacts will be reduced by conformance with BAAQMD and Caltrans standards. However, the DEIR/EIS does not appear to take into account that a significant number of sensitive receptors line ECR and that in San Mateo a Senior Assisted Residential Care Facility and a small school front directly on ECR with a minimal setback of approximately 15 feet. Regarding the latter, fugitive dust can be a significant issue without constant watering during construction. The area experienced a sewer line installation on Highland Avenue that resulted in covering residences, landscaping, streets and personal vehicles with dust for days (construction watering was are required). That said, excavation of a larger area with the prevailing winds can result in fugitive dust remaining in the micro atmosphere for hours. The Scholl caters to younger children, which like older residents are more susceptible to the adverse of micro fine dust. The DEIR/EIS needs to identify how the project will affect the operation of the Assisted Living Facility and the small private school and amended to discuss if compliance with BAAQMD and Caltrans standards eliminate impacts to sensitive receptors.

Until this information can be included in the DEIR/EIS the rating should be revised to Unknown. The DEIR/EIS should be revised to include more information regarding Air Quality associated with construction and the DEIR/EIS recirculated.

Biological Resources

The DEIR/EIS identifies that the project will have a Less than Significant Impact to and No Impact on the sub components comprising Biological Resources. The DEIR/EIS identifies that construction would not impact flora and fauna. The construction of the proposed project is identified to last as long 3 years and will requires activities that appears to will likely cause some ground disturbance. These type of sustained activities can cause local mass migration of local ground dwelling animals (e.g. rodents). In this regard, and the proximately to high number residences along ECR, the DEIR/EIS should incorporate a discussion of this phenomena and how this can be addressed. A Vector Control Plan needs to be required as a Mitigation Measure so that this does not become an on-going issue during the long construction phase. Until this information can be included in the DEIR/EIS the rating should be revised to a level Less Than Significant with Mitigation Incorporated. The DEIR/EIS should be revised to include more information regarding tree and ground dwelling animals in the corridor likely to be affected by ground disturbance activities (e.g. rodents and squirrels, a Mitigation Measure added regarding Vector Control and the DEIR/EIS recirculated.

The DEIR/EIS acknowledges that the proposed project will have a less than significant impact regarding local policies protecting biological resources (i.e. the ECR trees). The DEIR/EIS while it acknowledges the Eucalyptus trees as non-native and invasive, retention of any of these trees seems to run counter to the California Governor's recent October 2020 Executive Order regarding Biodiversity if not other agencies efforts to remove non-native species. Other Federal and State Agencies have coordinated efforts to remove non-native plants (especially ones regarded as invasive). The DEIR/EIS need to be revised to include a discussion of this pertinent matter in so far it is pitting two contrary objectives. In simple order of precedence if State of California policy is to require that agencies such as Caltrans include removal of non-native invasive trees (e.g. as they have along US 101 near the SF Airport a decade or more ago) then the local policy needs to fall in line with the State's policy (all local authority is granted by the State). Federal policy needs to be reviewed regarding conflicts with Historic Cultural designations and policies to remove non-native invasive species. This is an apparent policy conflict between state and local and between federal agencies and needs to be resolved prior to the project completing the DEIR/EIS. It would be an unwise to establish that non-native species can receive protection form policies regulations to improve biodiversity and restore native habitats.

Once the policy matter is resolved, the DEIR/EIS should be revised and recirculated.

Cultural Resources

See above discussion regarding non-native trees.

Land Use and Planning

The DEIR/EIS identifies that the project will have No Impact to Land Use and Planning. The DEIR/EIS identifies that the proposed project is generally consistent with land use goals and policies. However, the proposed project is not consistent with San Mateo local plans as stated in previous sections. Moreover, should the ECR proposed project be constructed it would act to limit growth and development. Not incorporating multi-modal facilities, and fixing the number of lanes to 4 can be argued to limit the corridor's traffic capacity and limit the ability of nearby communities to develop additional housing (i.e. affordable housing) and commercial space. The lack of proposed improvements to facilitate or allow other modes of transportation along or to the corridor (e.g. pedestrian, bicycle micromobility connections) increasing the efficiency of the ECR corridor further acts to constrains it function as a regional north-sound corridor highway.

Transportation corridor capacities have long been known as a potential constraint to growth (e.g. witness the growth explosion of commercial and residential development in the Dublin-Pleasanton area during the late 1970s early 1980s once freeways were approved). No new freeways are going to be constructed and both SamTrans and Caltrans capacities are limited. Create use of remaining corridors, as envisioned by the GBI will help to mitigate some traffic congestion. The DEIR/EIS should be amended to include an analysis of the constraint that the proposed project will have on the growth and development on adjacent communities and compliance with the mandates to develop more housing. The rating should be revised accordingly and the amended DEIR/EIS recirculated.

Noise

The DEIR/EIS identifies that the project will have a Noise impact rated as Less than Significant Impact. The DEIR/EIS identifies that construction impacts will be reduced by conformance with Caltrans standards. However, the DEIR/EIS does not appear to take into account that a significant number of sensitive receptors line ECR and that in San Mateo a Senior Assisted Residential Care Facility and a small school front directly on ECR with a minimal setback of approximately 15 feet. Regarding the latter, the noise generated during construction is on the order of 86+ decibels. The stated and local regulations regarding interior classroom acoustic levels may not be achievable without substantial mitigation or modification to the project construction methods. The private school caters to younger children and has an outdoor playground. No information regarding the existing noise contours associated with the ECR corridor are provided though such information is required of each community to provide noise contours in the local General Plan. This information should be included in the DEIR/EIS to establish the base ambient noise levels.

The DEIR/EIS needs to identify how the project will affect the operation of the Assisted Living Facility and the small private school and amended to discuss appropriate Mitigation Measures to achieve and mandatory interior decibel levels. Specific Mitigation Measures should be included which require the contractor to use equipment that is state of art in terms of low noise generation (e.g. use only rubber tire vehicles, use generators that have sound shielding, use electric equipment for small work such as electric jack hammers).

Until this information can be included in the DEIR/EIS the rating should be revised to Unknown. The DEIR/EIS should be revised to include more information regarding Noise associated with construction and the DEIR/EIS recirculated.

Transportation

The DEIR/EIS identifies that the project will have No Impact and Less than Significant Impact to Transportation subcategories. The DEIR/EIS identifies that the proposed project is not proposed to expand the number of travel lanes and is therefore consistent with local programs, plans, ordinances and policies regarding the circulation system. This is not an accurate statement. The proposed project does not comply with the San Mateo transportation Goals, Objectives and Policies contained in the Pedestrian Master Plan, the Bike Master Plan and the Sustainable Street Plan (as stated in greater detail in previous sections). The DEIR/EIS needs to be revised to include the San Mateo plans and policies, the project revised to substantially comply with the local plans and the DEIR/EIS recirculated. Until this information can be included in the DEIR/EIS and the project revised, the rating should be revised to either Unknown or that it Does Not Comply.

Local Plans and Policies

The DEIR/EIS identifies that the proposed project complies with local plans and policies. The DEIR/EIS enumerates only a few a couple of select goals and policies from San Mateo Bike and Pedestrian Master Plans. I have reviewed the San Mateo General Plan, Pedestrian Master Plan and the San Mateo Bike Master Plan and the Sustainable Streets Plan. These Plan documents

contain many interrelated Goals, Objectives and Policies that pertinent to the ECR proposed project but are neither identified in the DEIR/EIS, nor does the DEIR/EIS evaluate the ECR proposed project's compliance with these policy documents. My assessment is that the proposed project does not appear to comply with many of the policies. The Impact rating should be changed to - does not comply.

The public outreach by the project proponents has been extensive over a long period to the Burlingame community (and to the exclusion of other project area residents directly affected by this project). Over the years, residents outside of Burlingame and transit, pedestrian and bicycle advocacy groups do not appear to have been invited to participate in the Task Force that has worked so closely with the project proponents (despite that approximately 1/3 of the project is situated in San Mateo and Millbrae) Similarly, communities with greater age were not included in the Task Force. No special outreach to these communities appears to have been conducted. Construction Impacts, lack of access to transit and lack of improvements to public safety are more likely to occur disproportionately to these areas

While it is no wonder that the proposed plan primarily reflects the aspirations of Burlingame residents (due to the intentional or unintentional exclusions of others). While outside the scope of the purview of the project proponent, it is this type of exclusivity that has in part lead to the City of San Mateo forced examination of District elections in 2021.

While the few public notices of the proposed project scoping and DEIR/EIS meeting to project area residents included residents and officials of adjacent communities, few residents outside of Burlingame attended the Burlingame meetings because they were not aware of the project given the lack of outreach and the project materials focused on Burlingame, and that the meetings were only conducted in Burlingame. Furthermore, the information provided at these meetings was focused virtually exclusively on the benefits and impacts to Burlingame and no City representatives from San Mateo nor Millbrae were in attendance.

Whether intentional or not the proposed ECR appears to be as serving the expectations of Burlingame residents to the exclusion of the needs of adjacent community residents and the larger regional community. ECR is a regional highway serving the needs of a much larger community. Given the significant cost of the proposed project over \$100+ million dollars, the Task Force should be revisited and reformulated to be more inclusive. Many of the improvements envisioned in the proposed project are long overdue, but the current plan fails to meet the needs of the larger community and would have benefit of more ECR stakeholders. It would provide the most optimal and efficient manner to develop a plan and or alternative the meets the needs of area residents including Burlingame's.

Grand Boulevard Initiative (GBI)

The DEIR/EIS identifies that the proposed plan only partially complies with the GBI goal of creating a multi-modal facility for pedestrians, bicyclists, other non-motorized and motorized personal equipment and vehicle motorists. The proposed plan either complies or it does not – and it does not. Given the narrow corridor width, the project proponents have identified a proposed plan that include trees at the expense of exclude other forms of transportation.

Considering that the DEIR/EIS concludes that the removal of all Eucalyptus trees will occur (including the few remaining original plantings) resulting in a Significant and Unavoidable Impact (requiring a Statement of Overriding Considerations to certify the EIR/EIS, the proposed plan is no more than a tree lined landscaped corridor. These fact lends itself to the notion that a Multi-modal Alternative is obvious, essential and warranted.

The DEIR/EIS Road Diet Alternative which was discarded because it does not appear to allow as many trees as the proposed project, is not terribly realistic and appears to have been developed without the input of transit, pedestrian and bicycle advocacy groups nor the larger area corridor residents of both San Mateo and Millbrae, nor residents (in San Mateo at least) most likely to utilize the transit in the corridor. Lower income neighborhoods and communities of color that line significant portions of the corridor and are likely to utilize alternative forms of travel do not appear to have been included in the Task Force working with Caltrans.

An Alternative should be constructed that places a priority of utilization of the corridor for multi-modal transportation and secondarily as a vegetated landscaped corridor. Landscaping can be included in a more judicious manner and perhaps hardscape and vertical sculptural forms included to enliven the corridor.

The DEIR/EIS rating should be revised to include a plan conforming Multi-modal Alternative and the text modified to identify that the proposed plan does not comply with the GBI nor City of San Mateo Plans.

San Mateo Plans

The DEIR/EIS concludes that the proposed plan complies with a couple of City of San Mateo Pedestrian Master Plan and Bike Master Plan Goals, Objectives and Policies. However, were the DEIR/EIS authors to conduct a more careful and thorough examination of all of the pertinent Goals, Objectives and Policies, they would not reach the same conclusions.

In part this lack may be attributed to the lack of outreach to the residents of San Mateo and inclusion of an equal number of stakeholders on the Task Force including transit, pedestrian and bicycle advocacy groups and local area residents (especially from residential neighborhoods adjacent to the corridor). While outreach was extended to San Mateo officials and staff, it appears that City officials expressed little interest or concern.

This approach by City officials towards the San Mateo residential areas lying to the north and east of downtown and east of ECR, extends back years. And while the current officials have been working with some groups this in not extended to all areas and is in part what may have led to the City's recent resolution to consider conversion to district elections in 2021. Because of this shifting political dynamic, the project proponents may want to revisit the need for a more broad based Task Force (including neighborhood residents from San Mateo and Burlingame and multi-modal advocates) as a first step in completing the proposed project conceptual design and alternatives, before proceeding with preparation of the FEIR, project certification and design work.

Pedestrian Master Plan (PMP) pertinent policies that need to be identified and the proposed project evaluated for compliance include the following:

Goal 1 Mobility - Objective 1.A and subordinate Policies 1.A1.a, 1.A1.b., and 1.A1.c., Objective 1.B Policy 1.B1, Objective 1.C.1 and Policy 1C.1,

Goal 2 Safety - Objective 2.A Policy 2.A.3 and Objective 2.B Policy 2.B.1.

Goal 3 Infrastructure and Support Facilities - Objective 3.C,

Goal 4 Programs - Objective 4.A, Policy 4.A.1, Objective 4.B, Policy 4.B.1, Objective 4.D Policy 4.D.1,

Goal 5 - Objective 5.A, and Objective 5.B, Policies 5.B.1 and B.5.2.

The Pedestrian Master Plan (PMP) identifies numerous Goals, Objectives and Policies that are pertinent to the ECR proposed project. The PMP identifies pedestrian and bicycle travel as the highest priority. The PMP specifically identifies the need to provide increased pedestrian safety, comfort and convenience for local streets and ECR through sidewalk and crosswalk design, ADA compliant ramps, placement of refuge islands within the ECR corridor, increased lighting and provision of amenities. The PMP specifically identifies modifying ECR into a landscaped Greenway Pedestrian Corridor (part of a City-wide network) upgraded with pedestrian scale lighting, with high visibility crosswalk improvements and to include a mid-block crossing at ECR/St. John's Court T-intersection (with appropriate intersection control providing pedestrian safety). The need for pedestrian (and bicycle) safety within the corridor is identified in virtually all of the City Plan documents associated with traffic (e.g. Circulation Element, Bicycle Master Plan, Sustainable Streets).

The DEIR/EIS needs to be amended to include the above identified Goals, Objectives, and Policies, include an evaluation of how the proposed ECR project will achieve compliance with the PMP.

Bicycle Master Plan

The Bicycle Master (BMP) pertinent Goals and Objectives that need to be identified and the proposed project evaluated for compliance include the following:

Goal 1 Connectivity, Goal 2 Safety and Comfort, Goal 3 Community, and Goal 4 Equity.

The BMP enumerates City Goals and Objectives and performance metrics to achieve a safe bicycle network accommodating local and regional needs. The BMP acknowledges ECR (and many other local bicycle designated streets (e.g. Delaware and Poplar Avenues) as a high stress facilities (owing to vehicle traffic). The BMP also identifies the need for improvements on ECR for crossing (ECR is perceived as a "traffic barrier" by many resident) as well as improvements for travel along the corridor connecting to other bicycle facilities and destinations. While not all of the Goal Objectives (not enumerated here because the BMP formatted the objectives without assignment of numbers or letters) of each Goal is pertinent to the ECR project at least one Objective for each Goal is pertinent. The BMP specifically identifies ECR as a bicycle and micro

mobility corridor that warrants improvements and further attention. The EIR/EIS does not identify the BMP Goals and Objectives, nor evaluate the proposed ECR project's compliance.

The DEIR/EIS should be amended to evaluate how the proposed project complies with the Bike Master Plan.

Sustainable Streets Plan (SSP)

The Sustainable Streets Plan (SSP) identifies numerous Goals, Objectives and Policies that are pertinent to the ECR proposed project as follows:

Goal 1 Safety and Vision Zero - Objective 1.A, Policy 1.A.2,

Goal 2 Mobility - Objective 2A, Policy 2.A.1, Objective 2.B. Policy 2.B.1, Policy 2.B.3, Policy 2.B.4, Objective 2.C, Policy 2.C.1,

Goal 3 Infrastructure and Support Facilities - Objective 3.A, Policy 3.A.1, Policy 3.A.2, Policy 3.A.3, Objective 3.B.s, and Policy 3.B.3, Objective 3.D, Policy 3.D.3, Policy 3.D.4 and Policy 3.D.7,

Goal 4 Programs - Object 4.B, Policy 4.B.1, Objective 4.C, Policy 4.C.1, Policy 4.D, Policy 4.D.1,

Goal 5 Equity - Objective 5.A, Objective 5B, Policy 5.B.1, Policy 5.B.2.

The SSP identifies incorporating complete streets and green streets principles and concepts into all streets (including ECR). The plan identifies human life and health are paramount in street design and use. The SSPP identifies ECR as a Greenway Corridor and as a pedestrian and bicycle travel as the highest priority. The SSP specifically identifies the need to provide increased pedestrian safety, comfort and convenience for local streets and ECR through sidewalk and crosswalk design, ADA compliant ramps, placement of refuge islands within the ECR corridor, increased lighting and provision of amenities. The SSP specifically identifies modifying ECR into a landscaped Greenway Pedestrian Corridor (part of a City-wide network) upgraded with pedestrian scale lighting, with high visibility crosswalk improvements.

The DEIR/ES does not identify the SSP nor evaluate the ECR propose project's compliance. The EIR/EIS needs to be amended to identify and evaluate how the proposed ECR project will comply with these pertinent Goals, Objectives and Policies.

From: manitov
Sent: Monday, August 2, 2021 4:23 PM
To: ECRProject@DOT; Pardo, Rommel@DOT
Cc: 'COUNCIL-Emily Beach'; mbrownrigg@burlingame.org; 'COUNCIL-Ricardo Ortiz'
Subject: Bicycle Facilities on and along El Camino Real project area
Attachments: ECR Landscape ROW map.pdf; ECR Bikeways.jpg

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Rommel, ECR Team,

The Draft EIR/EIS states that there's no designated bicycle facilities within the project limits. This is not true.

1. There is a multi-use ped/bike asphalt path on the east side of El Camino Real from roughly Adeline northerly towards Rosedale and continues to Dufferin. That is actively used by neighbors and Burlingame school children and families. The path is in serious disrepair and should be upgraded to a Class I path that meets Caltrans Highway Design Manual standards as part of the ECR renewal project. Burlingame has said that it does not have the ability to keep maintaining a path that has clearly reached the end of its usable life. It needs to be rebuilt with this capital project so that it can be reasonably maintained by either the state or the City in the future. In any case, pedestrians and bicyclists within the City of Burlingame clearly benefit from this path. It also has regional benefits as it does connect with the larger north-south bikeway in the Peninsula. Please confirm addition of this important safety and circulation element.

[Here's a video prepared by local Burlingame kids and families](#) for reference.

2. North of Dufferin by the hospital, there are wide shoulders on both sides of ECR all the way to Millbrae Ave. While not a designated bike route per se, the shoulders are used by cyclists with Caltrain/BART and the shopping plaza areas and the Mills Hospital as their destinations. These should be upgraded to full Class I bike lanes with buffer or other protection as part of the project. These are not mentioned explicitly in the Burlingame Bicycle, Pedestrian Master Plan because it was deferring to the ECR project to make that designation and the needed upgrade to Class II BLs. It's not fair to reference back to the BPMP when it was inferred that that work should be mentioned and done as part of the ECR project. There is no other project that can make this happen.

While it may be true that bike facilities are either challenging or not feasible to implement on ECR (I will not debate that), this ECR section where the right of way is widest has the potential for multimodal complete streets improvements. I hope this project incorporates it. It fits in with the State's stated multimodal goals ie triple bicycle trips and double pedestrian trips.

Thank you and best regards to you on this important project,
Manito

1.2 Location and History

SR 82 extends from Interstate 880 (I-880) in San Jose to I-280 in San Francisco. It is known as El Camino Real throughout much of the San Francisco Peninsula within the project limits. El Camino Real was a historic mission trail and has long been a primary travel way for the communities along the peninsula. It runs roughly parallel to the freeway, I-280, and Caltrain within the project limits.

From East Santa Inez Avenue (PM 12.3) to Ray Drive/Rosedale Avenue, El Camino Real is a four-lane, undivided highway with two lanes in each direction. From Ray Drive/Rosedale Avenue to Millbrae Avenue (PM 15.9), El Camino Real is a two-lane highway with three lanes in each direction. It provides access to businesses and services along the roadway. The posted speed limit is 35 miles per hour (mph), except in a zone near McKinley Elementary School, where it is 25 mph. SamTrans operates bus service along El Camino Real for its Number 397 line and ECR line. Bicycles are permitted on El Camino Real, but there are no designated bicycle facilities within the project limits. Sidewalks are present along the northbound and southbound sides of El Camino Real within the project limits for all areas except the southbound side from Bellevue Avenue to the end of the project.



COMPLETE BIKE NETWORK

BURLINGAME CA BIKE AND PED PLAN



Data provided by San Mateo County, Caltrans, Esri
Map produced June 2019

Bikeway Class

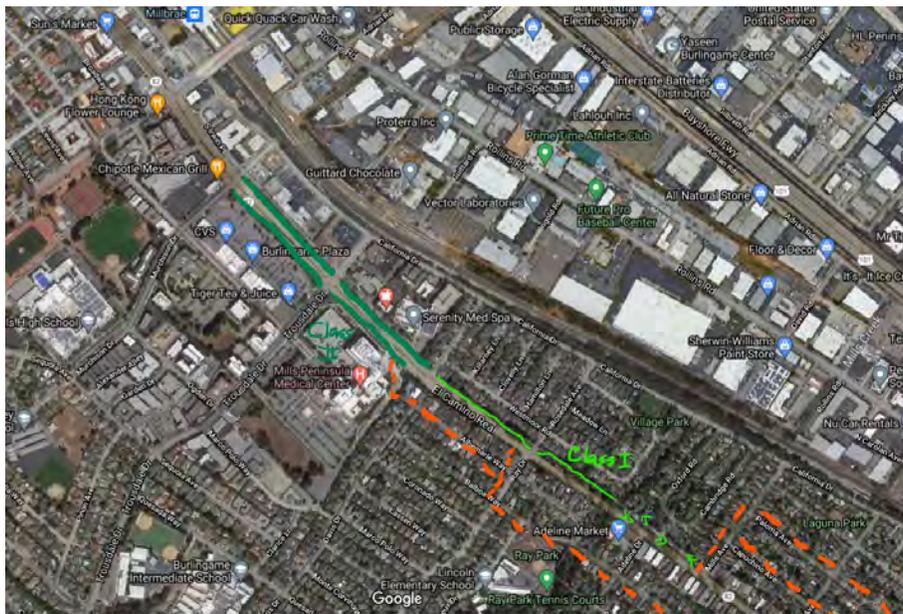
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

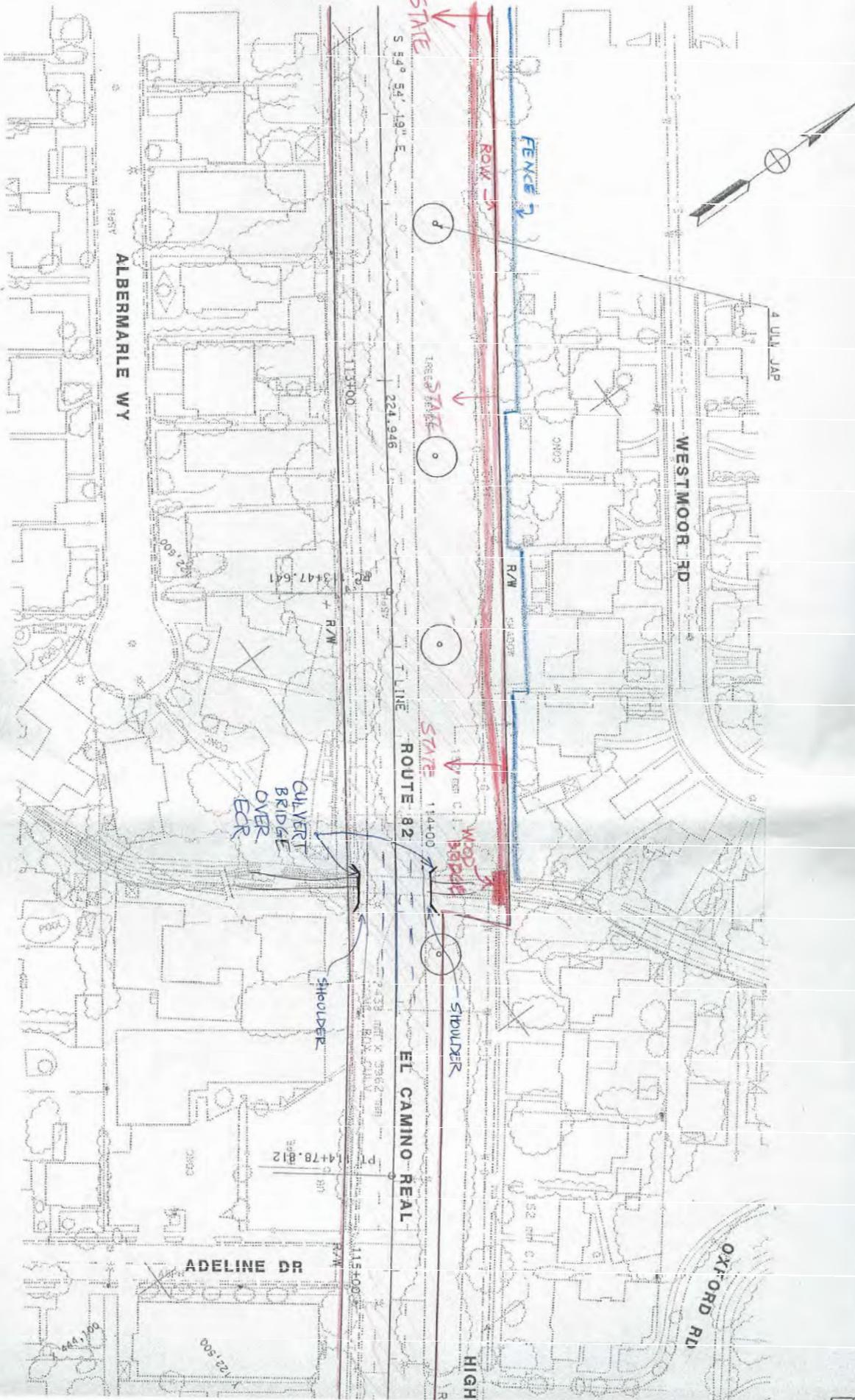
Recommended Bikeway Class

- - - Class 1 Shared-Use Path
- - - Class 2 Bicycle Lane
- - - Class 2B Buffered Bicycle Lane
- - - Class 3 Bicycle Route
- - - Class 3B Neighborhood Bike Route
- - - Class 4 Separated Bikeway

Destination

- City
- Hospital
- Library





STATE

S 54° 54' 19" E

STATE

STATE

EL CAMINO REAL

HIGH

ALBERMARLE WY

WESTMOOR RD

CULVERT BRIDGE OVER ECR

WOOD BRIDGE

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From: manitov
Sent: Monday, August 2, 2021 5:08 PM
To: ECRProject@DOT
Subject: ECR Project - New Pedestrian Hybrid Beacons

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello, ECR Team,

Thank you for putting together the EIS/EIR draft.

I write to express concerns about the proposed HAWKs on ECR. Thank you for prioritizing pedestrian safety by proposing improvements here as they are needed:

- ECR/Palm (New Life Community Church)
- ECR/Willow (Church of All Russian Saints, and MCKinley school)
- ECR/Bellevue (St Paul's Episcopal)

However, I ask that the project please consider making these actuated 3-color signals instead. From local experience observing the closest HAWKs in this neighborhood – the 4-5 in Millbrae and the one in San Mateo, those have been in for 2-3 years now and yet drivers and pedestrians are still confused on how they work. There is frequent honking and red light running at those intersections.

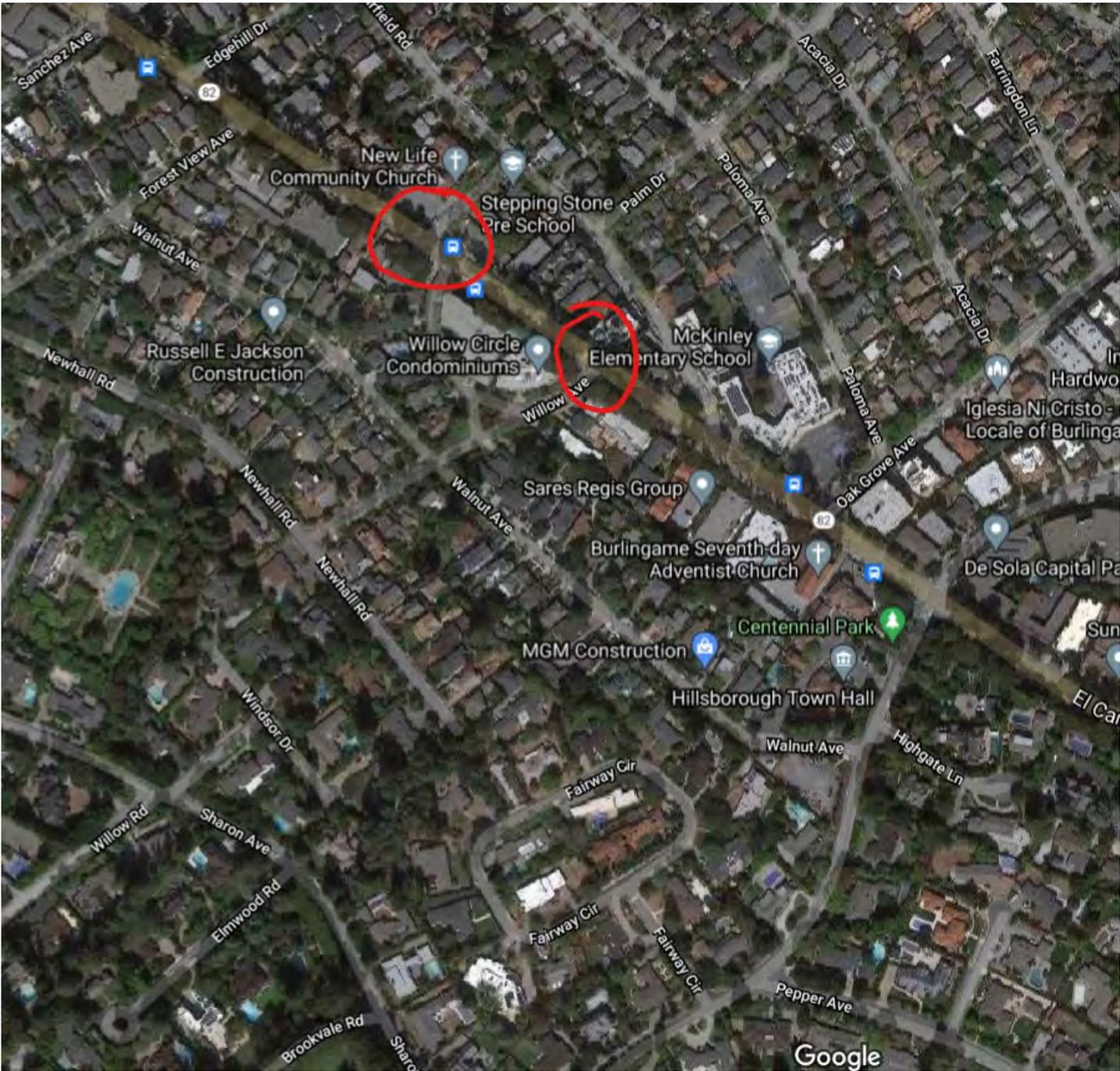
Each of these crossings are adjacent to a church/worship building so draw their share of senior citizens and their families. These folks would be more fully protected with a 3-color signal rather than relying on drivers to yield to them after the HAWKs have gone to red flash.

One of the most collision-prone intersections in this section of ECR is on Floribunda, which is a 3-color signal already. A lesser form of control in the way of just flashing beacons does not bode well for how drivers and peds will react. ECR/Bellevue in particular is only one block south of Floribunda. It is around a slight horizontal curve, so stop and go HAWK traffic there may be problematic.

Actuated 3-color signals are probably best at these locations. They're not frequently used crossings so will most of the time sit on green for ECR. Only going red during church services, school hours or rare ped xings.

Thanks,

Manito



From: [Rosemarie Pero](#)
To: ECRProject@DOT
Subject: Trees
Date: Monday, July 12, 2021 1:26:34 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Many of us are hoping these trees that line ECR will be removed so that our sidewalks won't be a trip hazard ?

Rosemarie Pero

Burlingame

From: joyce courtney
Sent: Tuesday, August 3, 2021 12:42 AM
To: ECRProject@DOT <ECRProject@dot.ca.gov>
Subject: Public Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

I am a resident homeowner living in a condominium on the corner of El Camino and Willow Avenue in Burlingame, CA. Specifically, the entirety of my personal condominium unit runs along the El Camino side of our building, so my windows and patios face right onto El Camino, under the shade and protection of the historic Eucalyptus trees that run along the inside of our property on the west side of El Camino. These trees provide countless benefits that immensely affect my quality of life, including but not limited to shade, privacy screening, noise and pollution buffer, and wildlife and avian habitat.

Thank you for the opportunity to submit comments regarding the EIR draft. While I was pleased to see that many of my comments that I submitted in July 2020 and January 2021 were addressed in the draft, I would like to add some additional comments and pose still unanswered questions.

PDF page 10/207 (Summary page “iii”): Utilities/Emergency Services

- *The Build Alternative may require short-term, temporary interruptions of electrical service.*

Comment/Question: I'm a permanent remote worker, and any outages will directly impact my ability to perform my job. Additionally, my building has an elevator, which supports elderly residents on upper floors. Extended outages would impact residents who rely upon the elevator due to limited mobility.

- a) How do you plan to notify affected residents in advance of planned outages?
- b) How long do you expect outages to last?
- c) Will required outages be 'clean' and not partial outages or surge type outages? These types of outages cause our elevator's automatic restarting device to fail, costing our tiny association a substantial expense as restoring elevator functionality after such an outage requires manual intervention by an onsite technician.

PDF page 11/207 (Summary page "iv"): Visual/ Aesthetics

- *Trees and vegetation outside of clearing and grubbing limits shall be protected from construction operations, equipment, and materials storage.*

Question: What does Clearing and Grubbing Limit refer to?

PDF page 13/207 (Summary page "vi"): Construction Impacts (Noise)

- *The Build Alternative would require daytime and nighttime construction activities adjacent to residences and a school. These activities are anticipated to be louder than allowable noise limits.*

NOI-1. A temporary noise barrier or other control measure will be put in place in front of McKinley Elementary to attenuate noise to less than 52 dBA whenever work is planned within 500 feet of the school during regular school hours. Noise levels will be verified through noise monitoring during construction. NOI-2. The project plans will include a specification for the contractor to create and implement a Noise Control and Monitoring Plan.

Comment/Question: That's nice for McKinley Elementary, but what about residents such as myself, who live directly on El Camino? My condominium unit is on the first floor, and I already suffer daily from traffic and leaf blowers. I work from home and would like to enjoy as much of a peaceful, stress-free life. What measures will you be taking to mitigate the noise a resident like myself will have to endure? It's terribly disturbing to read that the Build Alternative will require daytime and nighttime construction activities. Put yourself into my shoes – how would you feel having construction noise 24/7, when you have to hold down a job, and cannot escape the noise during the day, but also cannot escape the noise at night??

PDF page 29/207 (page "2-2"): Figure 2-1.1-1: Build Alternative

AND

PDF page 31/207 (page "2-4"): Figure 2.1.1-2: Design Option to Underground Utilities

- *Under the Build Alternative and Build Alternative with Design Option, the roadway would maintain its existing 44- to 46-foot width including two 10- to 11-foot-wide travel lanes in each direction. All permanent improvements would occur within existing state and city/town right-of-way.*

Comment/Question: Please confirm what is the existing state and city/town right-of-way? I cannot find this information anywhere within San Mateo County Assessor maps. Basically, the maps do not show how much of each property along El Camino is private versus city/town right-of-way? Are we talking 2ft, 3ft, 6ft, 10ft? If you are upgrading sidewalks to 5-6ft, where are you going to capture the extra required space? If you don't decrease the width of the roadway, the only other place would be to take it out of the adjoining properties. We have irrigation systems, trees and vegetation running thru the property inside the sidewalk; how much of this do we stand to lose in order for the city to expand the width of the existing sidewalk and add any possible planter strip? This could bring the public 9ft into our

property and right up under all of my patios and windows, which would be absolutely horrible! How will you mitigate the loss of my personal safety, privacy and noise? I can't just pick up and move away, this is my home and my lifelong investment. This invasion and loss of privacy and personal safety will be detrimental to my quality of life. You will already be destroying the Eucalyptus trees and adjoining trees on our property (my privacy screen) to expand the sidewalk and install a planter strip.

Comment: I am okay with Underground Utilities, as long as you are committed to maximize the number and size of new replacement trees. I am not in favor of replanting small trees that provide no shade, no sound, no pollution nor privacy buffer, nor provide any suitable habitat or food supply for birds.

PDF 32/207 ("2-5"): Design Option to Underground Utilities

• *Utility undergrounding efforts are being funded, lead, and coordinated by the City of Burlingame. On June 17, 2019, the Burlingame City Council established the El Camino Real Underground Utility District to initiate proceedings for implementing the proposed utility undergrounding. The City of Burlingame estimates this work will cost \$25-30 million if done as part of the Build Alternative (Goldman 2020). The City of Burlingame will coordinate with Caltrans Design on the placement of utility infrastructure to avoid impacts to the environment. Final approval of utility undergrounding would depend upon agreements between the City of Burlingame, Caltrans, PG&E, and other utility providers. This design option would be constructed as long as necessary funding and approvals are secured by the City of Burlingame.*

Question: What would stop Burlingame from security this funding?

Page 123/207 (page 3-80): Migratory Birds

- *Construction activities (including vegetation removal) will be conducted between September 30 and January 30 or a qualified biologist will conduct a nesting migratory bird survey within 72 hours prior to construction.*
- *If active nests of migratory birds are detected within 50 feet of construction activities for passerines or within 300 feet of construction activities for raptors, the biological monitor will establish an appropriate non-disturbance buffer to avoid direct effects of construction-related disturbance until work has been completed or birds have fledged.*

Comment/Question: Regarding the BMPs outlined in this section will occur? As nice as it sounds to read that a biologist will conduct a nesting bird survey, realistically, how thorough will this search be? Our property (which adjoins El Camino) is unique along the corridor, in which there is a large setback area, very full of dense shrubs and trees. Will a biologist actually walk through all the private properties and habitats within the stated distances? In our property along El Camino, within 50ft distance of the project area, there are multiple passerine nests, with multiple broods per breeding season. I do daily bird counts and track nesting, and I know how difficult it is to locate the nests, even though I have a lot of expertise as a birder, and intimately know the plants in my property. I'm just not clear how the biologist will find all the nests. If I know the nests are in my property, how can I confirm that the biologist will be similarly aware, and take the stated actions addressed in the BMPs?

Thank you,

Joyce Courtney

Burlingame, CA 94010

2021-07-13T20:49:51Z

[jimdotlaw](#)

As a townhome owner living right on ECR in Burlingame, I feel we need the underground utility option so we can have replacement trees on both sides along with smooth sidewalks on both sides of ECR. Need a good fix that underground utilities provide. The state has a \$75 Billion surplus do the extra cost of underground utilities and relocating some of the existing eucalyptus trees should not be an issue.

2021-07-31T00:42:47Z

Joe Baylock

This project is over-designed and over-engineered for what Burlingame and the mid-Peninsula need. Both the underground and no underground alternatives are too destructive to the eucalyptus groves and the general health and safety of people who travel on and live near El Camino Real. I only want and need three things from this project. 1) Fix the drainage at the known flooding locations--there are four to six of those in Burlingame. They are well known to everyone and need immediate attention. 2) Build "Pedestrian bridges" over the worst sidewalk locations disrupted by tree roots as described on the virtual meeting of 7/14. 3) Repave the road as was partially done in October 2019 as shown here: <https://www.burlingamevoice.com/2019/10/caltrans-to-the-rescue-on-ecr.html#comments>. Anything above these three items is overkill and threatens the eucalyptus that are an existing and effective safety mechanism. During the virtual meeting, the sun screening advantages to southbound drivers was noted and needs to be retained. The eucalyptus also provide outstanding pedestrian safety as vehicle speeds can reach 50 mph and have been known to careen onto sidewalks. Please go back to the drawing board and come up with a "light build" alternative that limits the work to these three issues.

2021-07-31T03:05:59Z

Maria Moya

"I agree with many who believe that that this project is over-designed and over-engineered for what Burlingame and the mid-Peninsula need. Both the "underground" and "no underground" alternatives are too destructive to the eucalyptus groves and the general health and safety of people who travel on and live near El Camino Real.

I believe we only need three things from this project:

1) Fix the drainage at the known flooding locations--there are four to six of those in Burlingame. They are well known to everyone and need immediate attention.

2) Build ""Pedestrian bridges"" over the worst sidewalk locations disrupted by tree roots as described on the virtual meeting of 7/14.

3) Repave the road as was partially done in October 2019 as shown here:

<https://www.burlingamevoice.com/2019/10/caltrans-to-the-rescue-on-ecr.html#comments>.

Doing more than above is overkill and threatens the eucalyptus that are an existing and effective safety mechanism.

During the virtual meeting, the sun screening advantages to southbound drivers was noted and thus should be retained. The eucalyptus also provide effective pedestrian safety as otherwise vehicle speeds can reach 50 mph and have been known to careen onto sidewalks. Please go back to the drawing board and come up with a ""light build"" alternative that limits the work to these three issues.

Thank you."

2021-07-31T20:40:07Z

Ramona Raybin

"Thank you for providing the ECR Renewal Project for citizen review and comment. It is an exhausting, thorough document. I have a much clearer idea of what, I believe, of all the options considered and, in the end, what needs to be done.

As for the choices provided, we support the ""Build with Design Options"" for all three sections of the renewal. The additional trees will make a pleasing difference over time and hopefully will not reach sizes that will require them to be removed in the future. Thank you and we hope you will be permitted to move forward with the renewal soon."

2021-08-02T06:30:28Z

Thomas Richards

"Quote:

""Given how long it took to take out just one eucalyptus at Howard Ave. a couple years ago (about a week), we could be faced with a year or more of horrific traffic closures as there are 390 of them in the tree rows. The claim is that only 3% of them are in ""good condition"". And yet they go on year after year with minimal incidents. It seems like selective replacement as we have been doing is better than a wholesale removal and replacement with 7 to 14' trees.

""As for the rough sidewalks pushed up by tree roots, one of the Caltrans personnel finally said what I have been thinking for years-- why not just ""bridge over slightly raised roots"". It is apparently allowed and would work in the places that are not too bad. Throw in some serious digging at the 4 or 5 known flooding areas to clear roots and debris and rebuild the drains and you have what I would call a ""Light Build alternative"". ""

- The Burlingame Voice, July 28, 2021"

2021-08-02T06:31:36Z

Thomas Richards

"Quote:

""Given how long it took to take out just one eucalyptus at Howard Ave. a couple years ago (about a week), we could be faced with a year or more of horrific traffic closures as there are 390 of them in the tree rows. The claim is that only 3% of them are in ""good condition"". And yet they go on year after year with minimal incidents. It seems like selective replacement as we have been doing is better than a wholesale removal and replacement with 7 to 14' trees.

As for the rough sidewalks pushed up by tree roots, one of the Caltrans personnel finally said what I have been thinking for years-- why not just ""bridge over slightly raised roots"". It is apparently allowed and would work in the places that are not too bad. Throw in some serious digging at the 4 or 5 known flooding areas to clear roots and debris and rebuild the drains and you have what I would call a ""Light Build alternative"". ""

- The Burlingame Voice, July 28, 2021"

- Under the Build Alternative and Build Alternative with Design Option, the roadway would maintain its existing 44- to 46-foot width including two 10- to 11-foot-wide travel lanes in each direction. All permanent improvements would occur within existing state and city/town right-of-way.

Please confirm what is the existing state and city/town right-of-way? I cannot find this information anywhere within San Mateo County Assessor maps. Basically, the maps do not show how much of each property along El Camino is private versus city/town right-of-way? Are we talking 2ft, 3ft, 6ft, 10ft? If you are upgrading sidewalks to 5-6ft, where are you going to capture the extra required space? If you don't decrease the width of the roadway, the only other place would be to take it out of the adjoining properties. We have irrigation systems, trees and vegetation running thru the property inside the sidewalk; how much of this do we stand to lose in order for the city to expand the width of the existing sidewalk and add any possible planter strip? This could bring the public 9ft into our property and right up under all of my patios and windows, which would be absolutely horrible! How will you mitigate the loss of my personal safety, privacy and noise? I can't just pick up and move away, this is my home and my lifelong investment. This invasion and loss of privacy and personal safety will be detrimental to my quality of life. You will already be destroying the Eucalyptus trees and adjoining trees on our property (my privacy screen) to expand the sidewalk and install a planter strip.

I am okay with Underground Utilities, as long as you are committed to maximize the number and size of new replacement trees. I am not in favor of replanting small trees that provide no shade, no sound, no pollution nor privacy buffer, nor provide any suitable habitat or food supply for birds."

2021-08-03T07:30:38Z

Joyce Courtney

"PDF 32/207 ("2-5"): Design Option to Underground Utilities

- Utility undergrounding efforts are being funded, lead, and coordinated by the City of Burlingame. On June 17, 2019, the Burlingame City Council established the El Camino Real Underground Utility District to initiate proceedings for implementing the proposed utility undergrounding. The City of Burlingame estimates this work will cost \$25-30 million if done as part of the Build Alternative (Goldman 2020). The City of Burlingame will coordinate with Caltrans Design on the placement of utility infrastructure to avoid impacts to the environment. Final approval of utility undergrounding would depend upon agreements between the City of Burlingame, Caltrans, PG&E, and other utility providers. This design option would be constructed as long as necessary funding and approvals are secured by the City of Burlingame.

What would stop Burlingame's funding?"

2021-08-03T07:30:38Z

2021-08-02T16:26:50Z

Brett Poffenbarger

Please protect all of the historic Eucalyptus trees and narrow El Camino Real to three lanes of traffic to improve the road and sidewalks.

2021-08-02T20:58:16Z Gordon Foster dgkfos@astound.net 6503424656 "A couple of suggestions:

At the last virtual meeting two or three simulations were shown depicting how certain blocks would look 20 years after the project. Would it be possible to create more such simulations, especially for the blocks most heavily impacted by tree removal?

In view of the huge visual impact of wholesale tree removal on many blocks, it would be desirable to spread out tree removal over much longer than anticipated in the proposed alternatives. Otherwise it doesn't make sense to continue treating this section of El Camino Real as a historical landmark.

And of course, please save as many mature trees as possible!"

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2021-08-03T07:30:38Z

Joyce Courtney

"I am a resident homeowner living in a condominium on the corner of El Camino and Willow Avenue in Burlingame, CA. Specifically, the entirety of my personal condominium unit runs along the El Camino side of our building, so my windows and patios face right onto El Camino, under the shade and protection of the historic Eucalyptus trees that run along the inside of our property on the west side of El Camino. These trees provide countless benefits that immensely affect my quality of life, including but not limited to shade, privacy screening, noise and pollution buffer, and wildlife and avian habitat.

Thank you for the opportunity to submit comments regarding the EIR draft. While I was pleased to see that many of my comments that I submitted in July 2020 and January 2021 were addressed in the draft, I would like to add some additional comments and pose still unanswered questions.

PDF page 10/207 (Summary page "iii"): Utilities/Emergency Services

- The Build Alternative may require short-term, temporary interruptions of electrical service. I'm a permanent remote worker, and any outages will directly impact my ability to perform my job. Additionally, my building has an elevator, which supports elderly residents on upper floors. Extended outages would impact residents who rely upon the elevator due to limited mobility.

a) How do you plan to notify affected residents in advance of planned outages?

b) How long do you expect outages to last?

c) Will required outages be 'clean' and not partial outages or surge type outages? These types of outages cause our elevator's automatic restarting device to fail, costing our tiny association a substantial expense as restoring elevator functionality after such an outage requires manual intervention by an onsite technician."

2021-08-03T07:30:38Z

Joyce Courtney

"PDF page 11/207 (Summary page "iv"): Visual/ Aesthetics

- Trees and vegetation outside of clearing and grubbing limits shall be protected from construction operations, equipment, and materials storage.

Question: What does Clearing and Grubbing Limit refer to?

PDF page 13/207 (Summary page "vi"): Construction Impacts (Noise)

- The Build Alternative would require daytime and nighttime construction activities adjacent to residences and a school. These activities are anticipated to be louder than allowable noise limits.

NOI-1. A temporary noise barrier or other control measure will be put in place in front of McKinley Elementary to attenuate noise to less than 52 dBA whenever work is planned within 500 feet of the school during regular school hours. Noise levels will be verified through noise monitoring during construction. NOI-2. The project plans will include a specification for the contractor to create and implement a Noise Control and Monitoring Plan.

That's nice for McKinley Elementary, but what about residents such as myself, who live directly on El Camino? My condominium unit is on the first floor, and I already suffer daily from traffic and leaf blowers. I work from home and would like to enjoy as much of a peaceful, stress-free life. What measures will you be taking to mitigate the noise a resident like myself will have to endure? It's terribly disturbing to read that the Build Alternative will require daytime and nighttime construction activities. Put yourself into my shoes – how would you feel having construction noise 24/7, when you have to hold down a job, and cannot escape the noise during the day, but also cannot escape the noise at night??"

2021-08-03T07:30:38Z

Joyce Courtney

"PDF page 29/207 (page "2-2"): Figure 2-1.1-1: Build Alternative

AND

PDF page 31/207 (page "2-4"): Figure 2.1.1-2: Design Option to Underground Utilities

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What would stop Burlingame's funding?"

2021-08-03T07:30:38Z

Joyce Courtney

"Page 123/207 (page 3-80): Migratory Birds

- Construction activities (including vegetation removal) will be conducted between September 30 and January 30 or a qualified biologist will conduct a nesting migratory bird survey within 72 hours prior to construction.
- If active nests of migratory birds are detected within 50 feet of construction activities for passerines or within 300 feet of construction activities for raptors, the biological monitor will establish an appropriate non-disturbance buffer to avoid direct effects of construction-related disturbance until work has been completed or birds have fledged.

Regarding the BMPs outlined in this section will occur? As nice as it sounds to read that a biologist will conduct a nesting bird survey, realistically, how thorough will this search be? Our property (which adjoins El Camino) is unique along the corridor, in which there is a large setback area, very full of dense shrubs and trees. Will a biologist actually walk through all the private properties and habitats within the stated distances? In our property along, within 50ft distance of the project area, there are multiple passerine nests, with multiple broods per breeding season. I do daily bird counts and track nesting, and I know how difficult it is to locate the nests, even though I have a lot of expertise as a birder, and intimately know the plants in my property. I'm just not clear how the biologist will find all the nests. If I know the nests are in my property, how can I confirm that the biologist will be similarly aware, and take the stated actions addressed in the BMPs?

Thank you,

Joyce Courtney

Burlingame, CA 94010"

2021-07-29T19:36:25Z

Gerald Weisl

"El Camino Real in Burlingame is a treasure and has been a haven for more than 100 years. Please patch the sidewalks and leave those lovely trees in place.

Thanks."

Rommel and Yolanda,

Good to see you both at the ECR DED Meeting at Burlingame High School. I am forwarding two emails with a number of attachments of Caltrans produced drawings and some photographs documenting the flooding history and some of the mitigation measures taken by Caltrans that I had sent to Alejandro July 5, 2020. There are a few points I would like to reiterate of the drainage issues on El Camino Real at Oak Grove Avenue based on my observations over the past 19 years.

- We have had 3 flooding events since 2002, of which, two were catastrophic. News footage taken by reporter Amber Lee was shown at a Burlingame City Council Meeting in early 2003 showing the extent of the flood and damage. I imagine Burlingame can make this footage available for you to see. One flooding event occurred after the drainage enhancement work was completed by Caltrans directed by Joseph Peterson. This means our building is still very much at risk of flooding. Naturally, due to climate change this flood risk is only increasing and this should also be factored in to designing a solution to this increasing flooding risk.
- It should be noted that there has never been any documentation of anyone observing the creek on the west side of El Camino Real overflowing. The drainage culvert running under El Camino Real has always accommodated all of the runoff flowing into it from the creek. The flooding issue is due solely to runoff from Floribunda Avenue flowing north up El Camino Real over the intersection at Oak Grove Avenue (and over the drainage culvert under the intersection) and continuing uphill until the water is dispersed into some of the below street level buildings along the westside of El Camino Real and down Fairfield Avenue.
- One of the drainage enhancements designed to mitigate the large amount of runoff flowing northbound through the intersection at Oak Grove Avenue was to create a spillway over the sidewalk to divert runoff from El Camino Real into the drain culvert running under El Camino Real. Creating a spillway over a sidewalk especially across the street from an Elementary School is not within standard regulations so another alternative must be designed.
- The current 7 inlet grates on the westside of El Camino Real from Oak Grove Avenue to 735 El Camino Real lack the capacity to carry the surge of runoff flowing uphill even with some of the runoff flowing over the spillway into the drainage culvert. This is partly due to the fact that strips of eucalyptus bark constantly fall over the inlet grates effectively sealing them from functioning properly.

Solution:

- I recommend that we take advantage of the existing drainage culvert running underneath El Camino Real along with the power of gravity. Instead of transporting the runoff over the drainage culvert as is being done now, design an inlet grate that is both large enough and positioned far enough from the curb into the center of the highway. An example to think about is something along the lines that is similar to an

expansion grate you sometimes see on bridges. You can see through the grates to the water below. Realizing that there are utilities running under the highway, a large enough grate or series of grates may need to be positioned to protect the utilities. But the key is to have a large enough opening(s) and for them to be positioned far enough from the curb to prevent them being sealed by bark and debris. If the size of the grates are large enough, gravity will simply allow the runoff to fall into the drainage culvert below and prevent it from flowing over the drainage culvert north to flood the buildings on El Camino Real. Please give my proposed solution consideration. I feel it may be the easiest and most cost effective solution to prevent flooding in this area.

Thank you!

Regards,

Michael

Dear Alejandro,

Here are the photos referenced in my first email.

0925 - Fence over culvert on west side of ECR looking west showing bottom of fence cut off.

0926 - Cluster of 3 inlets on the south side of the intersection at Oak Grove Avenue looking south.

0927 - Pair of inlets on the north side of the intersection at Oak Grove Avenue looking north.

0928 - West side of the intersection at Oak Grove Avenue looking south.

0930 - Drain inlet located in front of 735 El Camino Real looking south.

Thank you again.

Regards,

Michael Wiebracht

Burlingame, CA 94010









COMMENT CARD



EL CAMINO REAL ROADWAY RENEWAL PROJECT

Burlingame, CA

What is your interest in this project?

- Area resident
- Area business owner
- Frequent visitor to the area
- Commute through this area

How did you hear about this meeting?

Caltrans Post card

Comments

IF Space Allows. Hope there are Left Turn Lane to easy Traffic Flow.

Your thoughts are important to us!

You may submit written comments during today's meeting or mail this back to the California Department of Transportation.

elcaminorealproject.com

COMMENT CARD



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EL CAMINO
REAL ROADWAY
RENEWAL

EL CAMINO REAL ROADWAY RENEWAL PROJECT

Burlingame, CA

What is your interest in this project?

- Area resident
- Area business owner
- Frequent visitor to the area
- Commute through this area

How did you hear about this meeting?

Member of TEAMC which advocates for sustainable transportation in SMC

Comments

Improved as
My perception of the project ~~improves~~ or reset of this meeting, I'm thankful
the city of Burlingame and Caltrans are committed to improve ECR. I would, however,
like to see some sort of improvement for bikers - whether that be bike boxes, improved
crosswalks (which I heard is happening) or perhaps a Class II bike lane.
I also think ECR is a major transit corridor that needs improvement. I hope
the City + Caltrans works with Samtrans to improve sheltering along the 3
mile stretch, and I'm glad the plans don't rule out a future BRT corridor
or use simply a transit-only lane. With regards to "seizing" land from
homeowners which is public land - I think this is a good idea; it will help
Caltrans increase sidewalk size which makes ECR more walkable and
helps aid Samtrans in improving sheltering. Thanks for your time and
consideration and I look forward to the completion of the project!

[email: darian@nueva.school.org]
daviturn

Your thoughts are important to us!

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elcaminorealproject.com

COMMENT CARD



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- Commute through this area

How did you hear about this meeting?

From my brother & from the Resilient El Camino Real Organization

Comments

I appreciate the commitment on making the area safer for pedestrians but I would hope that improvements can be made in the future to even better support cyclists & the Samtrans ECR route. Allowing greater access to safe cycling or increasing the speed & frequency of the ECR bus may decrease congestion to the point where only one lane of traffic is needed in one direction with separate bus & bike lanes. I would hope that a greater focus is given to the ECR bus and a potential BRT like on El Camino. Prioritizing single occupancy vehicles will continue to promote pollution and only with more lanes will the street be truly safe for pedestrians because of air quality - nobody wants to breathe in tons of exhaust.

Your thoughts are important to us!

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elcaminorealproject.com