



CITY OF BURBANK

COMMUNITY DEVELOPMENT DEPARTMENT

275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459

www.ci.burbank.ca.us

August 31, 2004

California High Speed Rail Authority
Attn: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Authority Board Members,

Thank you for the opportunity for the City of Burbank to comment on the Draft Program EIR/EIS for the proposed high speed rail project. As all of the proposed alignments would pass through the City of Burbank, we would like to submit the following comments on the draft report:

- We would like to recommend the "Combined UPRR/MetroLink & I-5 Alignment" be removed from consideration due to its high impacts on established residential neighborhoods and its high visual, aesthetic, and noise impacts due to the use of a 50-60 ft high elevated structure over existing freeway overpasses as the line passes through Burbank, between Buena Vista Street and the southern city limits.
- We request that the Authority address and review the current and future ADT counts reported on Burbank arterials in the "Bakersfield-to-Los Angeles Traffic, Transit, Circulation, and Parking" Technical Evaluation for both Burbank stations. The E and F Levels of Service shown on Figure 4.1-5 and 4.1-6, with the possible exception of Hollywood Way, do not represent current conditions as shown by current traffic counts. Based upon these inflated base conditions, the future, without project conditions shown in the station analysis for both stations are considerably higher than the City's traffic model predicts. For future baseline (2020) programmed improvements to the highway network within one mile of either Burbank Station options, the report fails to include the I-5 HOV project, included on the California State Transportation Improvement Program.
- We request that any traffic analysis of future stations be done in close concert with city staff to ensure that traffic impacts at proposed stations satisfy the city's traffic impact guidelines, and ensure that access improvements are planned to minimize impacts to local streets.
- If the Burbank Downtown Station is selected as the preferred alternative, we

ADMINISTRATION

818.238.5176

PLANNING

818.238.5250

BUILDING

818.238.5220

REDEVELOPMENT AGENCY

818.238.5180

HOUSING & GRANTS

818.238.5160

TRANSPORTATION

818.238.5270

LICENSE & CODE SERVICES

818.238.5280

WORKFORCE CONNECTION

818.238.JOBS



CITY OF BURBANK

COMMUNITY DEVELOPMENT DEPARTMENT

275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459

www.ci.burbank.ca.us

would request that station designs emphasize and encourage pedestrian, bicycle, and transit connections to the City Center and existing transit facilities. If the Burbank Airport Station is selected as the preferred alternative, we would request future station studies develop methods to connect to Burbank Airport, the existing Metrolink Station, and any other future transit stations that may be developed.

- We request that future studies of noise and vibration mitigate all “high” or “medium” impacts to “low” impacts, especially adjacent to residential neighborhoods, schools, parks and sensitive commercial businesses (such as sound recording studios, etc).
- As you may be aware, there is an extensive widening and HOV project in design for Interstate 5 through the San Fernando Valley. As part of this project, a grade separation of the UPRR/Metrolink tracks at the Buena Vista Street grade crossing is planned, as well as a new street crossing and grade separation proposed south of Buena Vista. It does not appear that the UPRR/Metrolink Alignment alternative takes this project into consideration. The “Alignment Configurations and Cross Sections Report” included in the “Statewide Technical Reports” shows this alignment option to be built at grade at these locations, which appears to be in conflict with the Interstate 5 widening project designs.
- We request the EIR/EIS include a more detailed description of the alignment characteristics through Burbank as it progresses from trench (outside of Burbank) to at-grade, to aerial, and back to at-grade under both alternatives. These alignment changes are closely spaced in one of the most constrained portions of the entire rail corridor, and must accommodate a number of existing structures. The alignment descriptions in the technical appendices are not clear exactly how this is accomplished within existing constraints.

Thank you again for allowing the opportunity to comment on the Draft Program EIR/EIS for the High Speed Rail Project. If you have any questions or require clarification please do not hesitate to contact our city’s Transportation Division Staff at 818.238.5270 or via email at dkriske@ci.burbank.ca.us.

Sincerely,

David L. Kriske
Transportation Analyst
City of Burbank Community Development Department

ADMINISTRATION

818.238.5176

PLANNING

818.238.5250

BUILDING

818.238.5220

REDEVELOPMENT AGENCY

818.238.5180

HOUSING & GRANTS

818.238.5160

TRANSPORTATION

818.238.5270

LICENSE & CODE SERVICES

818.238.5280

WORKFORCE CONNECTION

818.238.JOBS