Broadway Grade Separation Project

Summary for Community Meeting #2

September 16, 2015

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Broadway Grade Separation Study
Community Meeting #2
September 16, 2015
Meeting Summary Report

The City of Burlingame hosted the second of three community meetings for the public to learn about the new Broadway Grade Separation Study.
The meeting was held on September 16, 2015 from 6:30 to 8:30 p.m. in the Lane Community Room at the Burlingame Public Library, 480 Primrose Road in Burlingame.

Photo 1 – Meeting Introduction and Agenda

After a brief introduction by the meeting facilitator who also reviewed the meeting agenda and introduced the project team and elected officials, the City's Mayor Nagel welcomed the community members. She highlighted the safety and congestion relief context for the project and explained the funding expectations and process. She introduced the Public Works Director who gave a brief history of the project and the purpose of the Study effort. He introduced the Burlingame Police Chief and Fire Chief who both gave brief presentations regarding the need for reliable access across the railroad tracks. Following his remarks, the facilitator reviewed the agenda and format for the evening and introduced the AECOM Project Manager who presented the project alternatives utilizing a PowerPoint presentation (See Attachment A). At the conclusion of the presentation, the audience had approximately fifteen minutes of general questions with the project team and then adjourned to the five interactive stations for discussions regarding project alternatives and the evaluation matrix. Then after a half hour the group was reassembled for a station report out and the facilitator closed with next steps and a review of the schedule, there were additional questions asked of the team prior to adjournment. The general questions and the answers provided at the meeting are captured below.

The station discussions were conducted by project team staff at maps and boards around the perimeter of the room (See Attachment B). There were five stations that reported out. The questions, concerns, suggestions and comments are summarized below.

Photo 2 - Open Discussion after Presentation

The meeting was noticed through “e blasts” from the Burlingame staff to the broad city “e blast” distribution list and special distribution to attendees of the first meeting. The notice was also posted on the city website (See Attachment C). Approximately 80% said they received the email notice. No other notifications were noted.

When the attendees arrived they were asked to sign in to become part of a database for notification of future meetings (See Attachment D).

Approximately 20 people attended the meeting. One local business owner identified himself as such the remainder of the attendees indicated they were project neighbors. No one indicated they were a commuter who rides Caltrain.

The questions received during the general session question period are as follows the answers given are shown:

Question	Response
General	
Will the Toyon Drive crossing access be eliminated?	This is the pedestrian access also referred to as Morrell Avenue pedestrian crossing. Alternatives that are selected for more evaluation and further consideration will also evaluate the impacts to this pedestrian crossing.

Question	Response
Will the Oak Grove crossing be eliminated?	The crossing will not be impacted for Alternatives A, B, C and D. It would be impacted under Alternatives E and F.
There is funding form Cap and Trade that is being given to Caltrain. Can it pay for this project?	This money has been given to Caltrain and it is not anticipated this project would receive any of the funds.
How will this project relate to potential projects up and down the corridor?	This project is a stand-alone project. There is limited funding for grade separations along the corridor and only three are likely to see funds. The City of San Mateo has some projects ahead of this one. It is hoped that this project would be the third one in line for funding.
This project is expected to last at least thirty years, there will be many right-of-way changes in that time. If we are planning for today's right-of-way uses, how will it impact what can happen? It sets the tone for what can happen. Taking into account today's businesses' impact during construction may be overweighting this criteria and setting up the wrong alternative.	Any alternative that is advanced for further study would also need to look at planned uses and projects when evaluating designs. Construction impacts and length of construction are one of the evaluation criteria considered in the alternative analysis.
Can you clarify where berms and landscaping might be?	There are limited opportunities for berms and landscaping in each Alternative. However, there are more opportunities under Alternatives A and B due their hybrid nature.
Is the design being considered in the traffic study?	A traffic study of the three intersections along Broadway has been conducted for current traffic and projected traffic in 2040. For future projections in 2040, the study looked at the "no build" option and a grade separation option with left-turn lane improvements. These were presented in the presentation.
Can Oak Grove stay in Alternatives A and B?	Yes.
Please explain how the gas stations could remain in Alternatives A and B.	The differential elevations in Alternatives A and B could be addressed by re-grading the driveways as was done in other hybrid-type grade separations, such as Holly Street and El Camino Real in San Carlos.

Question	Response
	Refinements to the railroad profile for Alternatives A & B will be considered in the next (preliminary engineering and environmental study) phase to further minimize impacts to not only the gas stations, but other adjacent business and residential driveways.
It would be helpful to have better visuals.	Comment noted. Visual simulations will be developed for the next meeting on a selected alternative.
Who decides which alternative moves forward?	The City Council.
At what point do the alternatives with fatal flaws get dropped?	At the next Council presentation the ones that do not look promising could be dropped. By the end of the study, the goal is to have a preferred alternative that will be advanced into the preliminary engineering and environmental study phase.
Is the new sewer at Oak Grove in the cost estimate as the project moves forward?	Any impacts to utilities will be considered in design development and the cost estimates.

The report outs from the stations discussions were given by project members and these community notes and comments taken on flip charts are identified below.

Question	Response
Alternatives A and B Stations	
The community is sensitive to impacting adjacent at-grade crossings… at Oak Grove, for example.	Comment noted. One advantage to Alternatives A and B is that they do not impact the Oak Grove Avenue at-grade crossing.
Does Burlingame have a strategy for future alternatives and future grade separations?	Funding is limited for grade separations along the Caltrain corridor. The grade separation at Broadway is best positioned for funding at this time.
View from Carolan up Broadway—What would be the view with these Alternatives?	Comment noted. Visual simulations will be developed for the next meeting on a selected alternative.
What is the noise difference of the trains now versus raised or depressed?	Noise measurements at the site were conducted to measure current noise and they were presented at the first

Question	Response
	community meeting. Additional noise studies would be conducted as part of the environmental and preliminary engineering phase on alternative(s) that are recommended for further consideration. Whether the rail or roadway is elevated, there are mitigation measures that could be implemented to reduce noise.
What is the difference on the view of the electrical poles and other elements between the elevated and depressed alternatives?	Comment noted. Visual simulations will be developed for the next meeting on a selected alternative.
Is there an opportunity to place other pedestrian crossings while doing this project?	Yes there are opportunities but funding is limited. Alternative A would require underpass type crossings and Alternative B would require overpass structures above the overhead catenary poles and wires.
What is the height of the catenary (Caltrain electrical system) poles?	Approximately 25 feet, measured from the top of the rail.
Follow up question: If the catenary poles are 25 feet high, how can the grade depression for the railroad be only 18 feet?	The 25-foot pole height is relative to the rail elevation. Example 1: If the rail is depressed 18 feet below existing ground, the top of the pole will be 7 feet above existing ground. Example 2: If the rail is elevated 5 feet above existing ground, the top of the pole will be 30 feet above existing ground.
How will the view be from Juanita Avenue looking at the railroad?	Comment noted. Visual simulations will be developed for the next meeting on a selected alternative.
Any thought of improving traffic situation at Oak Grove crossing because of projected traffic? (This question is related to traffic information presented at the previous meeting)	Traffic improvements could be evaluated at this location with design refinement of alternative(s).
How will pedestrian access be maintained at Morrell Avenue?	In Alternative A, a pedestrian undercrossing could be a feasible

Question	Response
	solution. For Alternative B, a pedestrian bridge over the proposed overhead catenary poles and wires would be required but would be more expensive and complex.
Please explain the ways in which this project may limit any future projects in the area or nearby roads and overcrossings.	Alternatives A, B, C & D leave the options open at future crossings, such as Oak Grove Avenue. Alternatives E & F limit these options. For example, Alternative E would likely force a design that has the roadway over the railroad for a future grade separation at Oak Grove.
How will this project hold up/what will we do in the "worst case" scenario (aka flooding and power outages)?	Alternative A is one of the alternatives that best addresses the issues associated with drainage and maintaining and/or improving the drainage patterns across the railroad corridor.
Explain the ways the project will affect the surrounding traffic.	The grade separation project would not increase traffic capacity along Broadway but would improve efficiency. Traffic studies that could be conducted in the next stage of the project with a preferred alternative could evaluate a larger traffic model and include surrounding projects to evaluate potential changes in traffic patterns.
Alternatives C and D Stations	
It would be desirable for this project to include a dedicated bike lane on California Avenue.	This comment is seen as relating to any alternative chosen. There is an opportunity to create better bike access with this project along Broadway. Bike lanes and other improvements on California would likely be studied as a separate project just as the City is currently planning to make improvements along Carolan.
Alternatives E and F Station	
For Alternative F, why is the maximum fill height north of Broadway and not at Broadway?	There are plans to have a train station just south of Broadway. Caltrain requires that the railroad profile be on a constant grade of less than 1% through

Question	Response
	the station. This pushes the vertical curve to the north and thus, forces the crest (high point) of the curve to be well north of Broadway.
Why is the Railroad operations control point a fatal flaw?	The control point south of Millbrae Station is used to regulate the movement of trains from one track to another. If the existing control point is impacted, it would require relocation elsewhere in the project limits that would allow Caltrain to maintain their operations in a safe and prudent manner. Due to tight geometric constraints, there is insufficient room to provide the required space for a control point within the limits of the project should the existing one be impacted. Additionally, the control point cannot be moved any closer to Millbrae station as the existing curvature of the track south of Millbrae Station excludes this option. Lastly, there is insufficient room to construct the temporary tracks required to maintain Caltrain operations should the railroad mainline impacts encroach into the control point.
Matrix Station	
From an aesthetics point of view, depressing the railroad seems to be more desirable. As a result, Alternative A should be orange and Alternative B should be yellow.	Comment noted.
Interested in seeing real life examples of Alternative B	The project team will attempt to show some “Alternative B” examples for the third meeting. Alternative B is harder to find examples of because most of the grade separations along the existing Caltrain corridor are similar to Alternative A.

Photo 3 - Discussion of Alternatives A & B

Attachments:

Attachment A – PowerPoint Presentation
Attachment B – Exhibit Boards
Attachment C – Meeting Notice
Attachment D – Sign-in Sheets
Attachment E – Additional Photos

Meeting summary distributed by AECOM and Apex Strategies on September 25, 2015.

ATTACHMENT A

POWERPOINT PRESENTATION

Welcome

Broadway Grade Separation Study

Community Meeting

September 16, 2015

Agenda

- Welcome
- Introductions
- Project Background
- Grade Separation Alternatives
- Q&A
- Breakout Stations
- Station Reporting
- Next Steps

Project Area

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY
September 16, 2015

Emergency Access Routes Exhibit

Community Meeting
March 11, 2015

Why Are We Here?

- Improve Traffic Circulation/Mobility
  - ✓ Reducing Traffic Delays
  - ✓ Alleviate Traffic Congestion (Existing and Projected Peak Hour)
  - ✓ Improve Traffic Flow across Railroad Crossing
- Increase Public Safety (vehicular, bicycle, and pedestrian)
  - ✓ Improve Pedestrian and Bicycle Access
- Offer an Opportunity for a Gateway treatment to Broadway

Definitions

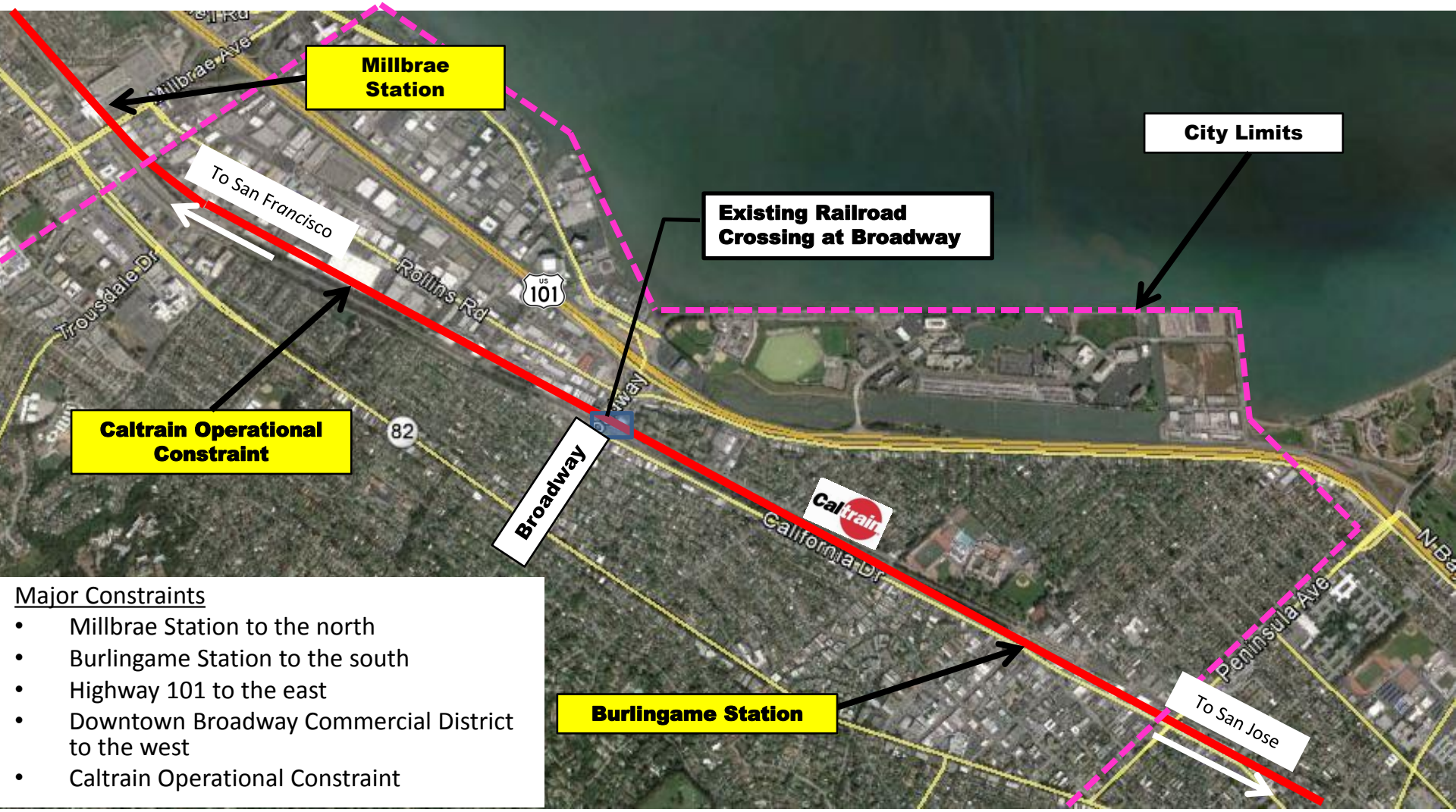
What is an “at-grade crossing”?

Also known as a “railroad crossing”… a location where a roadway and sidewalk cross railroad tracks at grade (same level as the street). Drop-down gates and red flashing lights are used to stop traffic when a train approaches.

What is a “grade separation”?

A bridge that allows the public to travel under (or over) the railroad or a railroad to travel under (or over) the roadway.

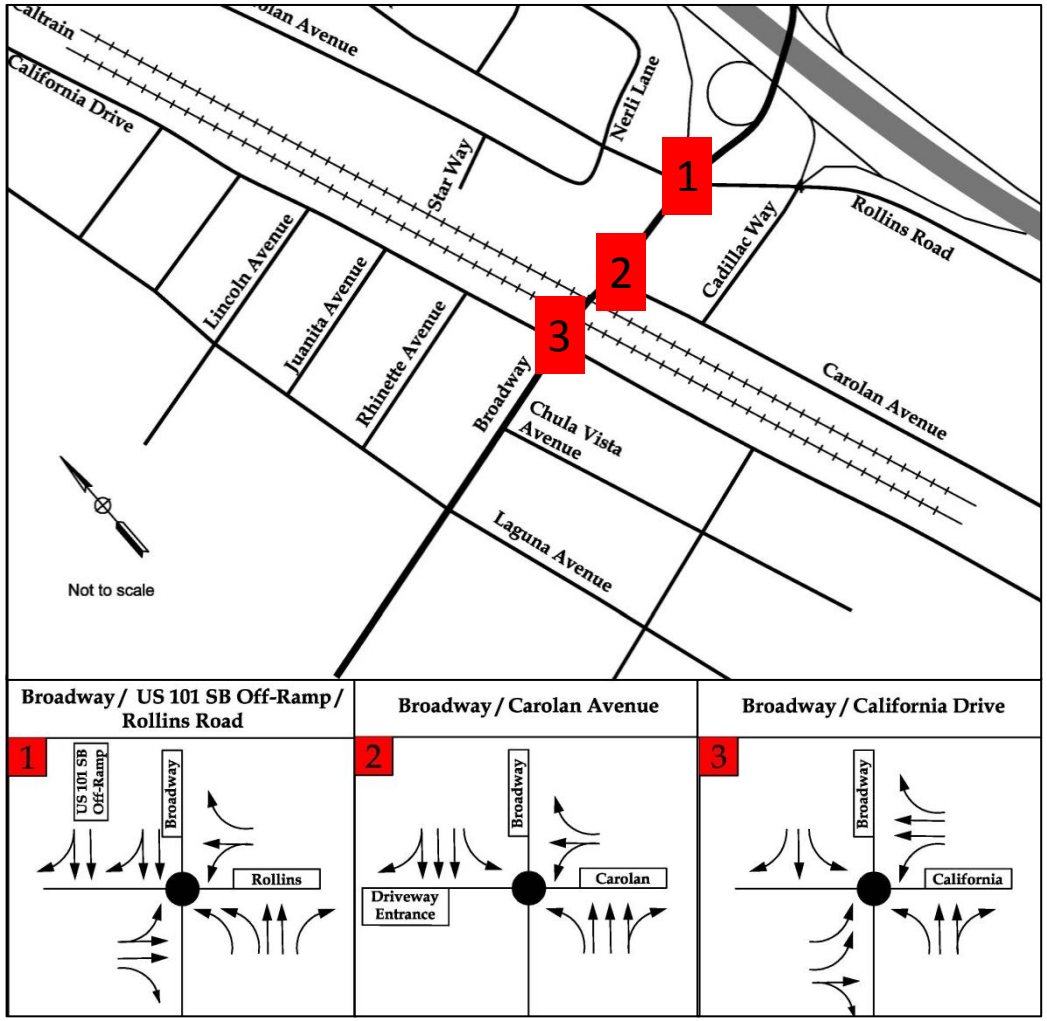
Project Area



Major Constraints

- Millbrae Station to the north
- Burlingame Station to the south
- Highway 101 to the east
- Downtown Broadway Commercial District to the west
- Caltrain Operational Constraint

Grade Separation Improvements

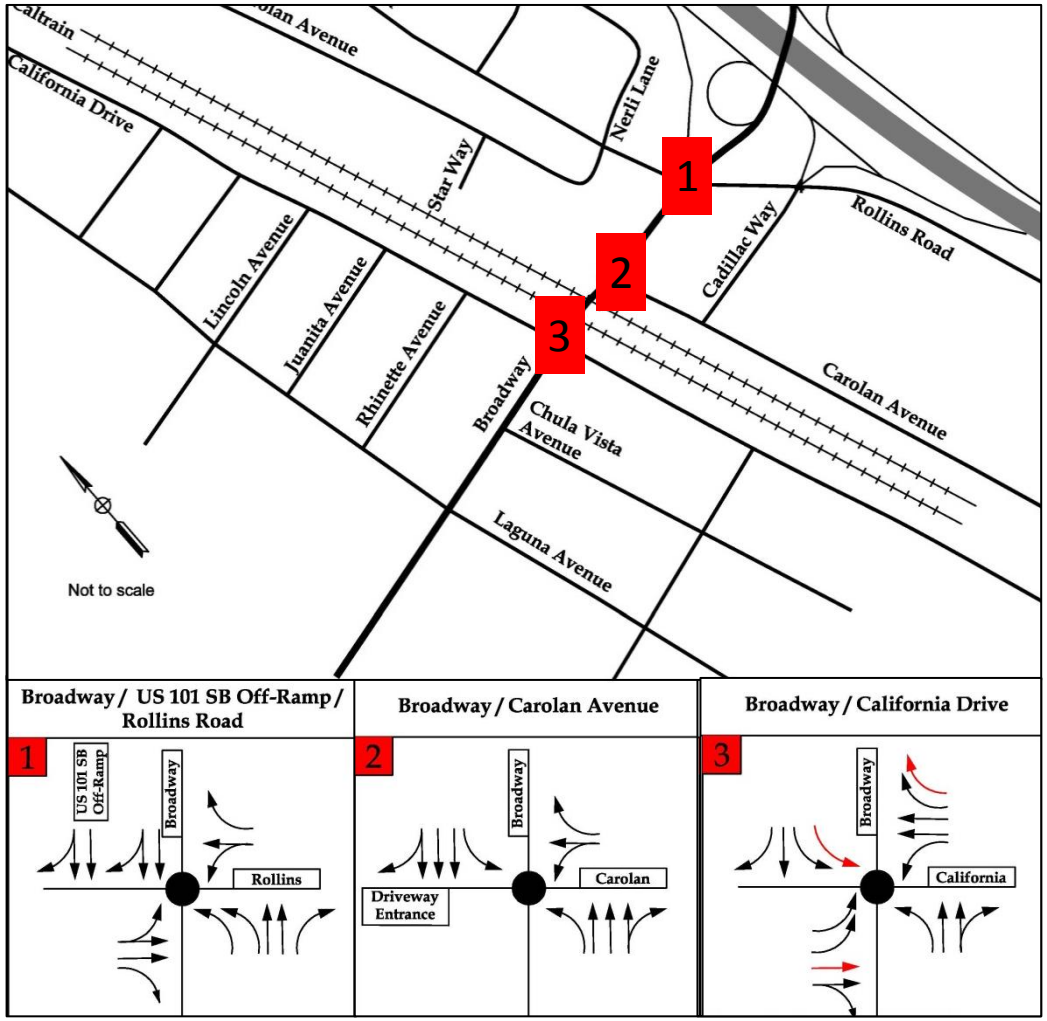


Existing Condition - Traffic Delays

Intersection	Existing [2015] Delay: Weekday AM	Future 2040 Delay: Weekday AM	Existing [2015] Delay: Weekday PM	Future 2040 Delay: Weekday PM	Existing [2015] Delay: Weekend (Midday)	Future 2040 Delay: Weekend (Midday)
	Delay* (sec)		Delay* (sec)		Delay* (sec)	
Broadway/US 101 Off-Ramp/ Rollins Road	65	249	243	744	153	381
Broadway/ Carolan Avenue	26	207	21	37	23	38
Broadway/ California Drive	68	550	60	452	69	431

* Average delay per vehicle

Grade Separation Improvements



2040 Traffic Delays

Future [2040] Delay without Grade Separation				Future 2040 with Grade Separation
Intersection	Weekday AM	Weekday PM	Weekend (Midday)	
	Delay* (sec)	Delay* (sec)	Delay* (sec)	
Broadway/US 101 Off-Ramp/ Rollins Road	249	744	381	37 / 48 / 24
Broadway/ Carolan Avenue	207	37	38	43 / 22 / 15
Broadway/ California Drive	550	452	431	38 / 41 / 33

* Average delay per vehicle

Travel Time Savings

- Future Caltrain Service increase weekday trains from 92 to 114 trains
- Future High Speed Rail to increase trains
- Users save 680,000 hours in annual delays

Description	Average Annual Impact	Average Annual Benefit
Travel Time Savings	680,000 hrs.	$7,730,000

Fuel Savings & Air Quality Benefits

- Reduction of 395,000 ga/yr of idling fuel use
- $805,000/yr cost savings for drivers
- Greenhouse gas emissions and criteria air pollutants emission reductions valued at $116,000

Description	Average Annual Impact	Average Annual Benefit
Fuel Use Savings	**395,000 gal**	**$805,000**
GHG Emission Reduction	4,736,000 lbs	$85,000
CAP Emission Reduction	22,000 lbs	$31,000
	EMMISIONS BENEFITS	**$116,000**

Safety Benefits

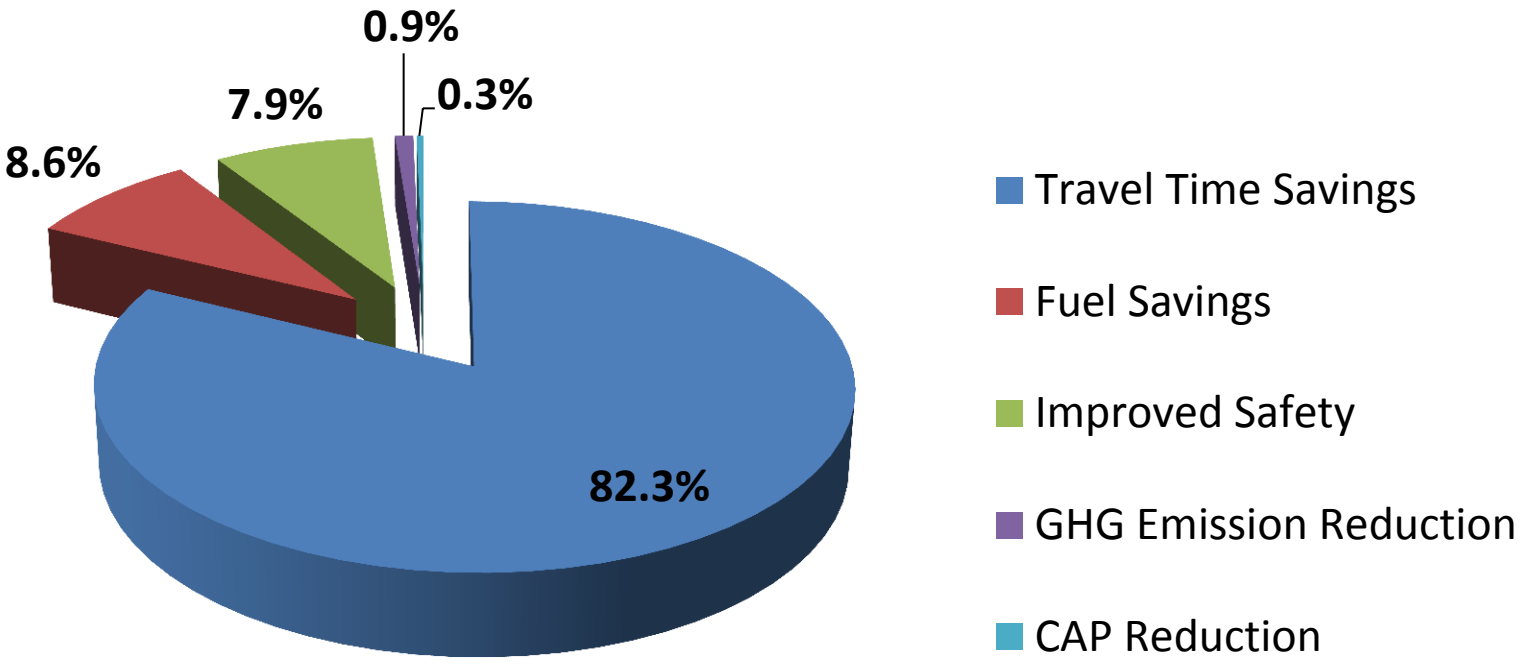
Accidents

- Average of 23 accidents per year at the adjacent Broadway intersections – 7 with injuries.
- Total accident cost estimated to be $970,000

Emergency Response

- Reduced response times for police
- Reduced response times for emergency services

Distribution of Quantified Benefits



Alternative Analysis

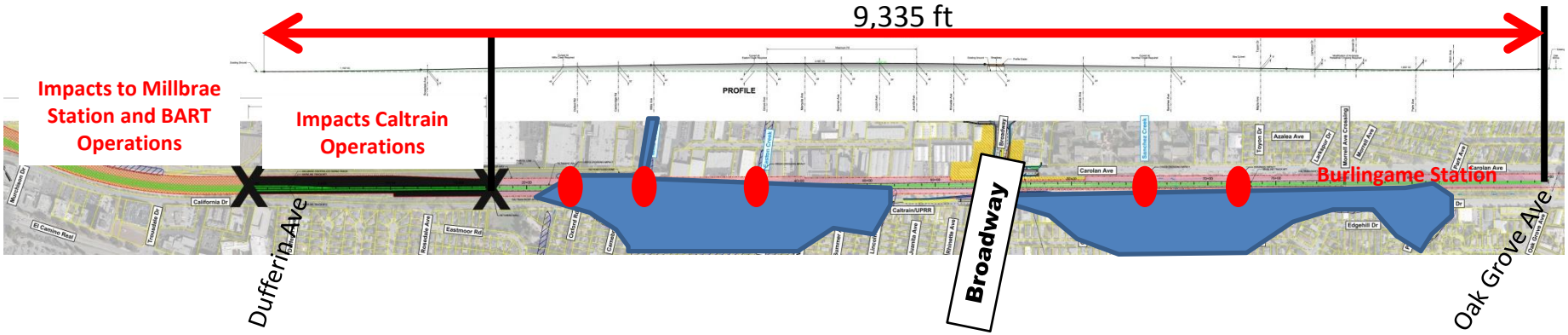
- 6 Alternatives Evaluated
- Preliminary Costs Range from $160M to $600M

Alternative F

Cost Range*
$180M to $240M

Rail Fully Elevated and Roadway At-Grade

Maximum Fill Height = 29 ft



Major Constraints and Cons:

- Impacts to Caltrain Operations
- Impacts to Millbrae Station and BART Operations
- Requires significant Caltrain track closure for construction
- Within 100-year Floodplain with significant impacts to existing natural drainage and culverts – potential flooding issues
- Visual Impact

Major Constraints and Cons:

- Complex construction
- Temporary Closure of Broadway
- Eliminated Broadway Parking Lot
- Impacts to existing utilities

* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Alternative E

Cost Range*
$500M to $600M

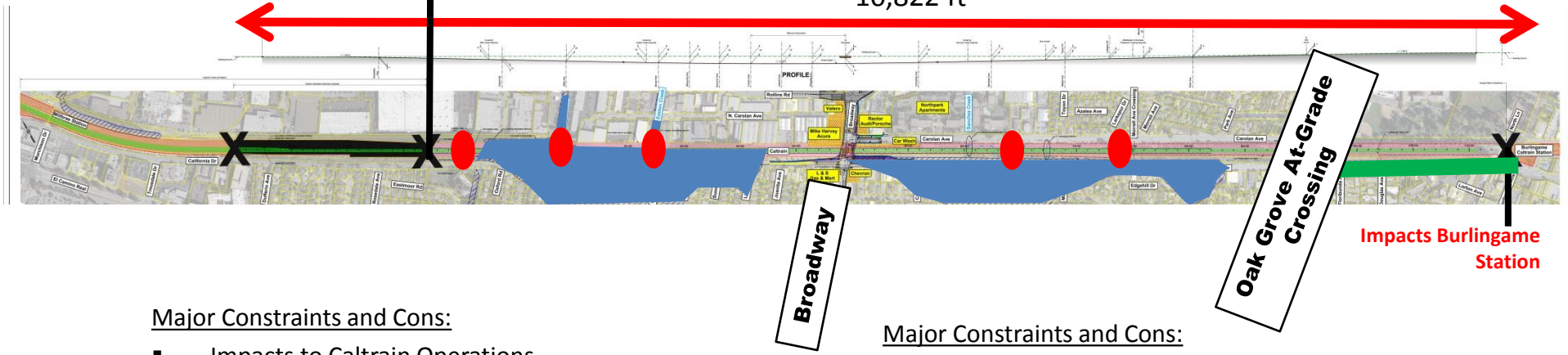
Maximum Excavation Depth = 33 ft

Rail Fully Depressed and Roadway At-Grade

Impacts to Millbrae Station and BART Operations

Impacts Caltrain Operations

10,822 ft



Impacts Burlingame Station

Major Constraints and Cons:

- Impacts to Caltrain Operations
- Impacts to Millbrae Station and BART Operations
- Impacts to Burlingame Station
- Caltrans closure required for construction
- High groundwater will require deep cutoff walls that will impede natural drainage across corridor - potential flooding issues
- Tree removal
- Impacts Oak Grove At-Grade Crossing

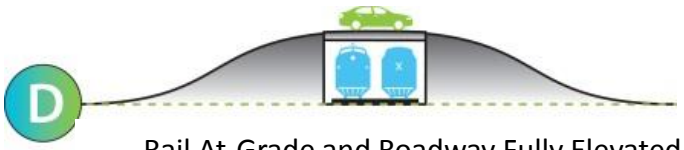
Major Constraints and Cons:

- Impacts to historic Burlingame Station
- Impacts to existing utilities and infrastructure

* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Alternative D

Cost Range*
$120M to $210M

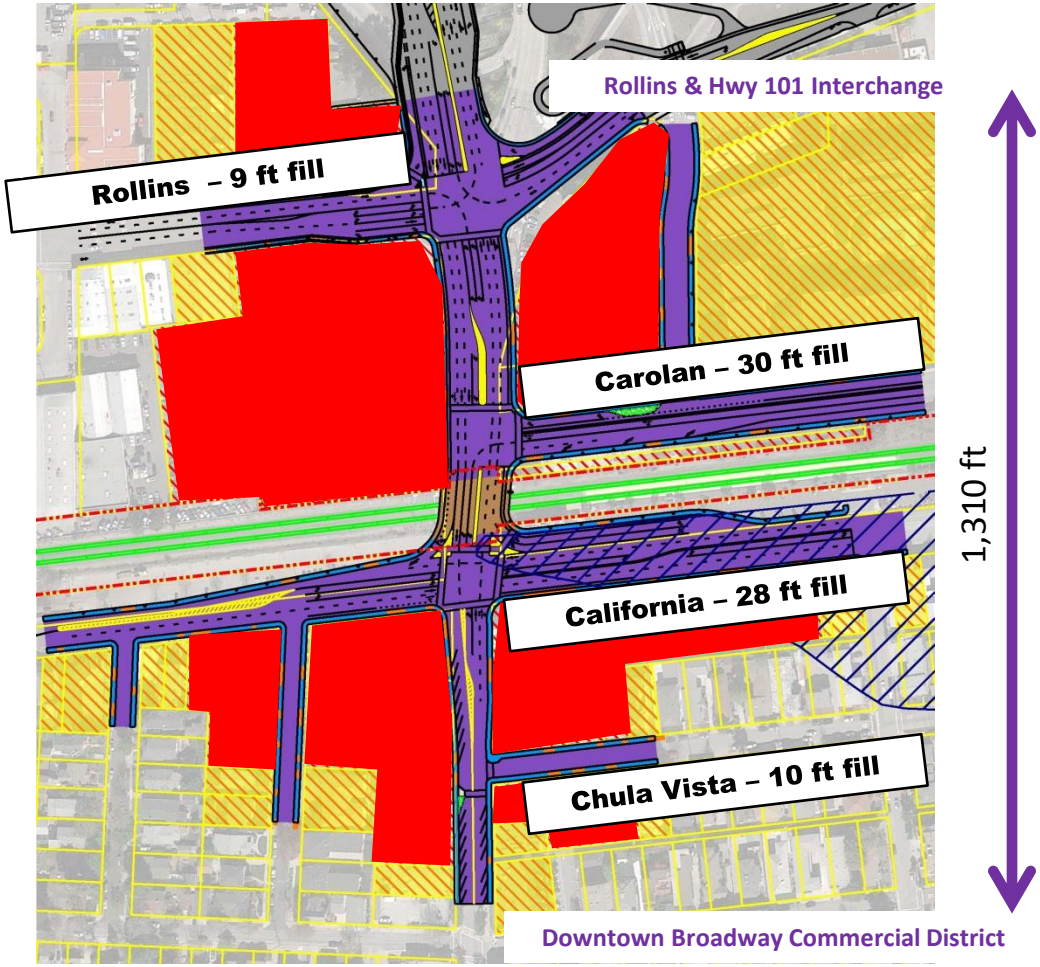


Rail At-Grade and Roadway Fully Elevated

Maximum Fill Height = 32 ft

<u>Major Constraints & Cons</u>

- Significant profile modification to Broadway, California, Carolan and Rollins
- Significant property takes
- Severe impact to adjacent business and residences
- Visual Impacts
- Significantly impacts to Broadway Station Access
- Eliminates Broadway Station Parking
- Significant impact to existing utilities
- Complex construction staging



* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Alternative C

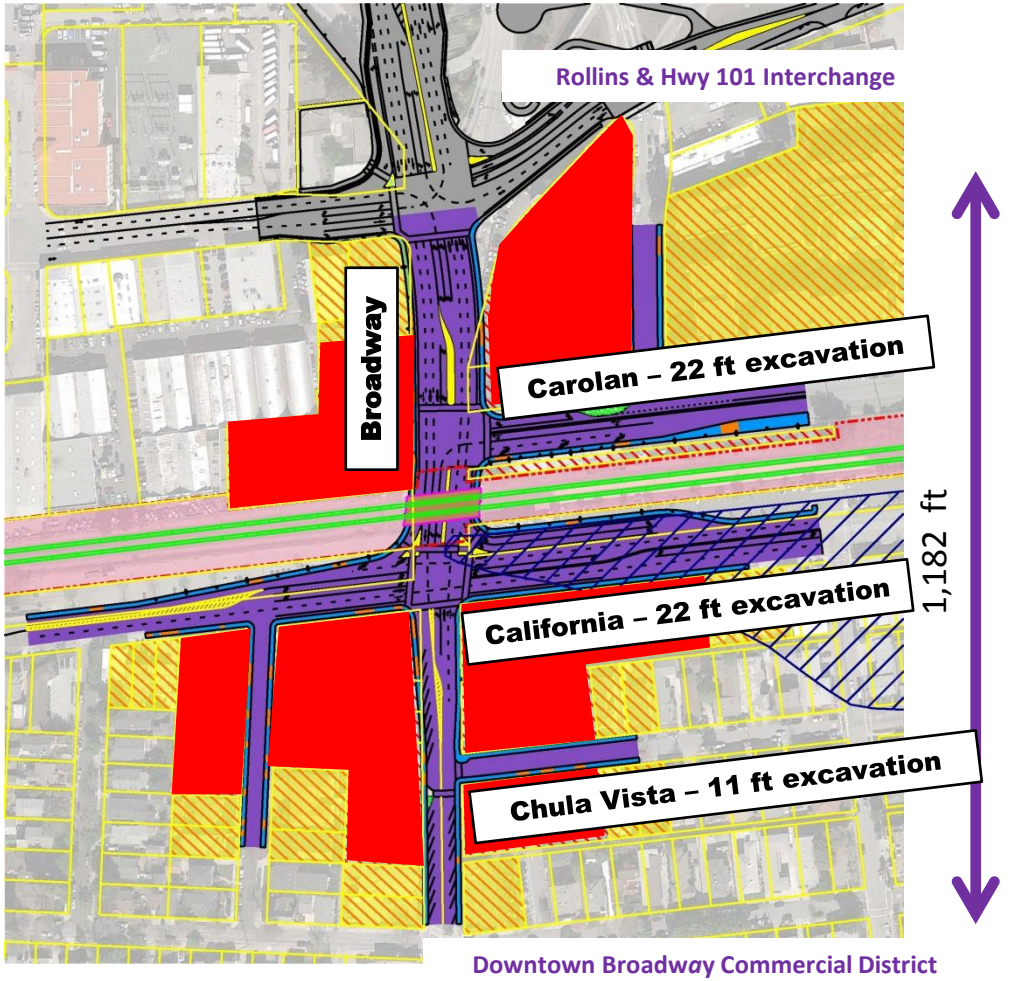
Cost Range*
$160M to $250M

Rail At-Grade and Roadway Fully Depressed

Maximum Excavation Depth = 28 ft

Major Constraints & Cons

- Significant profile modification to Broadway, California, Carolan and Rollins
- Significant property takes
- Severe impact to adjacent business and residences
- Significantly impacts Broadway Station Access
- Eliminates Broadway Station Parking
- Significant impact to existing utilities
- Constructions staging will require lane closures
- RR structure will required temporary RR service outage

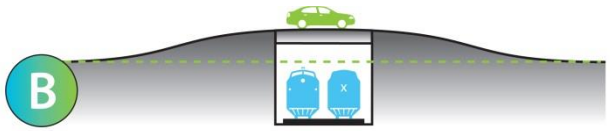


* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Alternative B

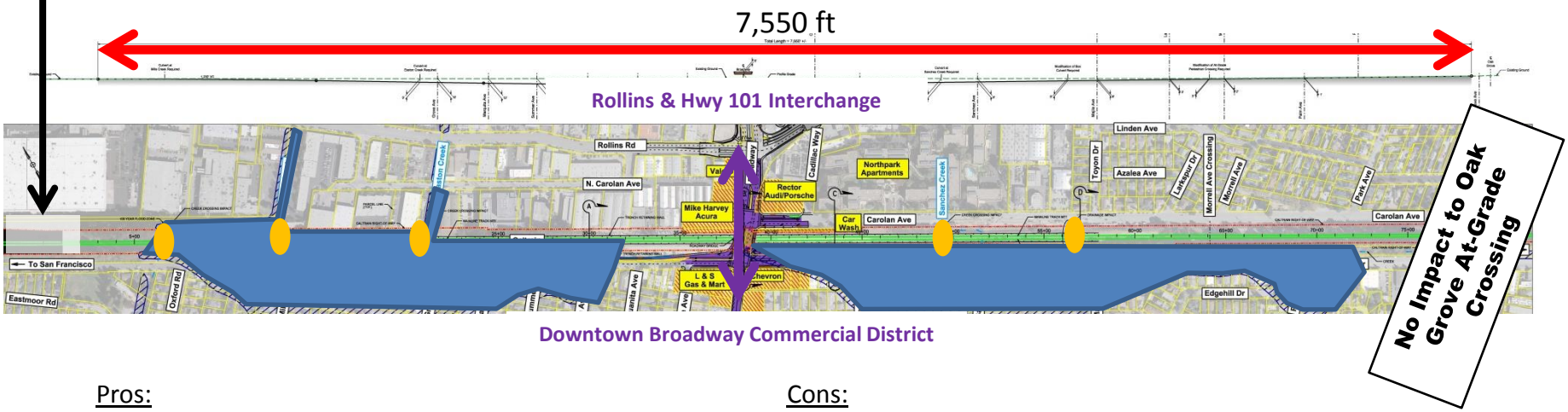
Cost Range*
$330M to $400M

No Impact to Caltrain Operational Constraint, Millbrae Station or BART Operations



ALTERNATIVE B
RAIL PARTIALLY DEPRESSED / ROADWAY PARTIALLY ELEVATED

Maximum Rail Excavation Depth = 17 ft
Maximum Roadway Fill Height = 18 ft



Pros:

- No Impacts Caltrain Operational Constraint
- No impacts to Millbrae Station or BART Operations
- Minimized impacts to Downtown Broadway Commercial District and Rollins / Hwy 101 Interchange
- Minimal Right-of-Way Takes
- Minimal Visual Impact
- Maintains existing Oak Grove Crossing

Cons:

- High groundwater will require cutoff wall construction required along railroad corridor – significant impact to natural creeks and drainage facilities – potential flooding issues
- Complex construction staging
- Impacts to existing utilities and infrastructure

* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

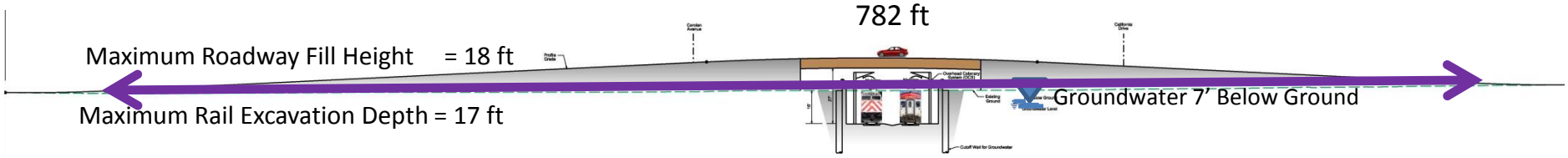
Alternative B – Sectional Views

782 ft

Maximum Roadway Fill Height = 18 ft

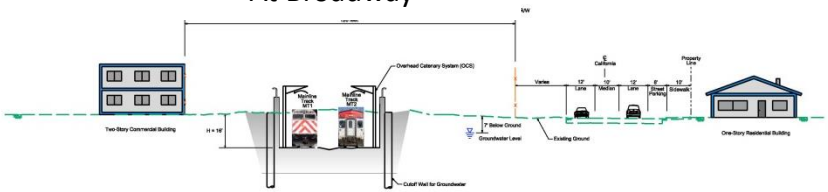
Maximum Rail Excavation Depth = 17 ft

Groundwater 7’ Below Ground



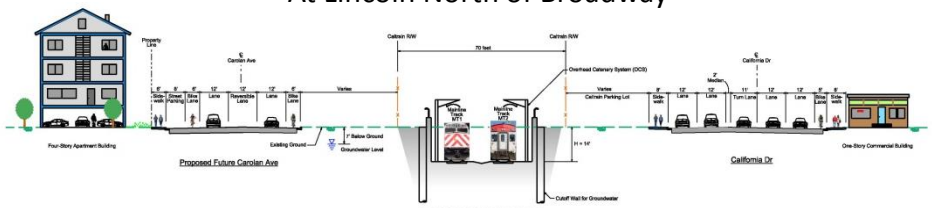
At Broadway

Excavation Depth = 16 ft



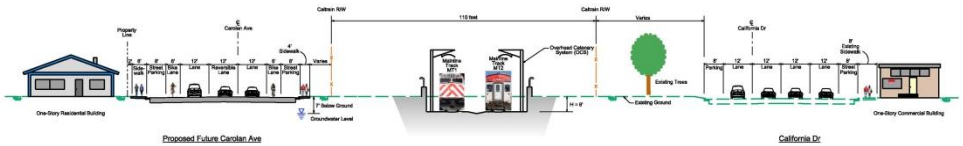
At Lincoln North of Broadway

Excavation Depth = 13 ft



At Northpark Apartments South of Broadway

Excavation Depth = 6 ft



At Toyon Drive South of Broadway

Alternative A

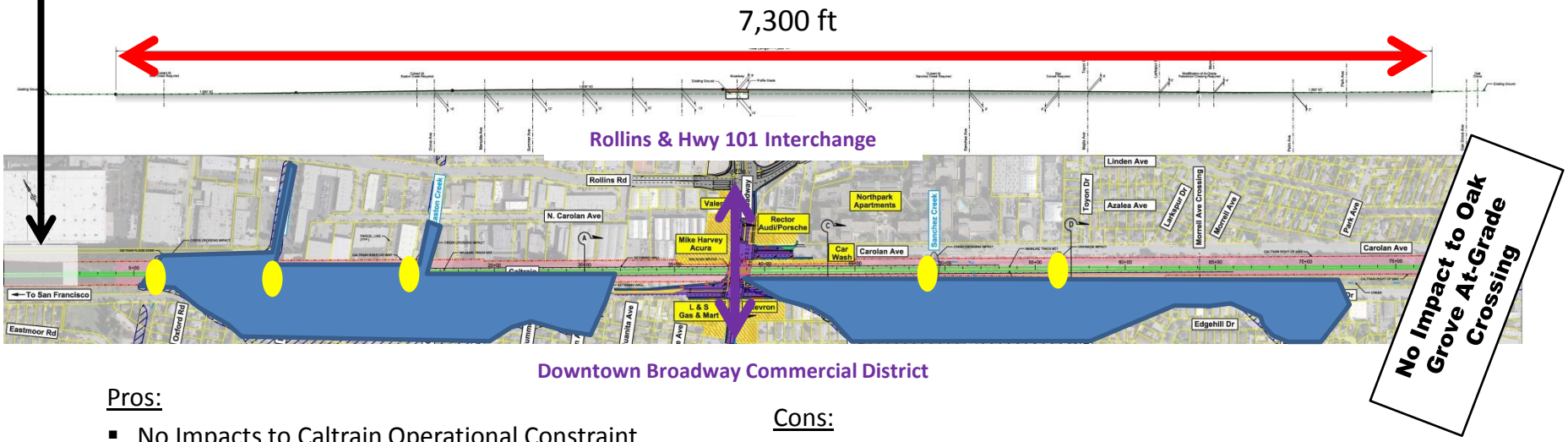
Cost Range*
$210M to $260M

Maximum Rail Fill Height = 13 ft

Maximum Roadway Excavation Depth = 13 ft

No Impacts to Caltrain Operational Constraint, Millbrae Station or BART Operations

ALTERNATIVE A
RAIL PARTIALLY ELEVATED / ROADWAY PARTIALLY DEPRESSED



Pros:

- No Impacts to Caltrain Operational Constraint
- No Impacts to Millbrae Station and BART Operations
- Minimized impacts to Downtown Broadway Commercial District
- Minimal Right-of-Way Takes
- Minimal Visual Impact
- No Impacts to Oak Grove At-grade Crossing

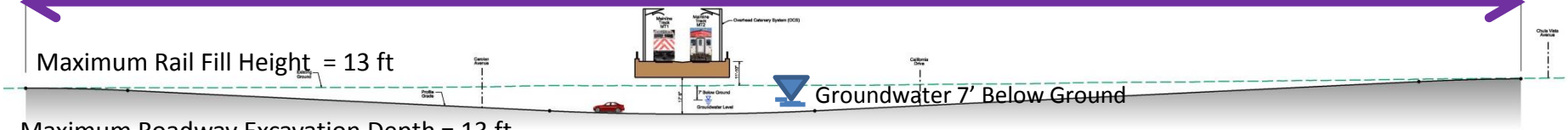
Cons:

- High groundwater will require cutoff wall construction – only required around Broadway area
- Complex construction staging
- Impacts to existing utilities and infrastructure

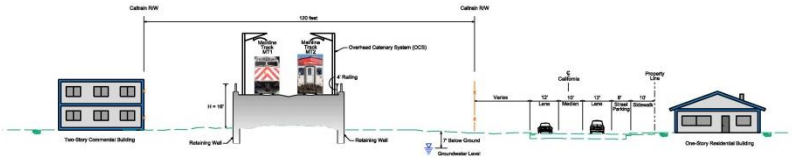
* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Alternative A – Sectional View

733 ft

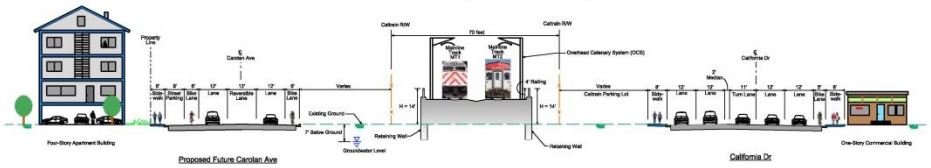


At Broadway



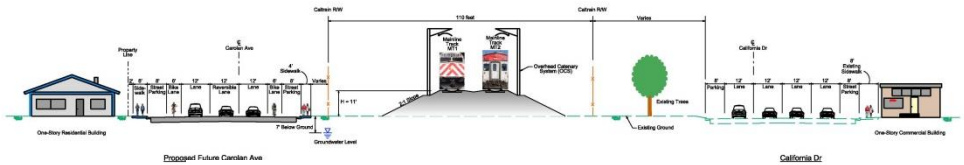
Fill Height = 12 ft

At Lincoln North of Broadway



Fill Height = 10 ft

At Northpark Apartments South of Broadway



Fill Height = 6 ft

At Toyon Drive South of Broadway

Impact Matrices

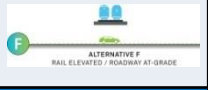
- Color coded rating system
- Ratings based on qualitative assessment and quantitative assessment (when possible).

Significant Improvement
No Improvement
Minimal Impact
Moderate Impact
Severe Impact
Fatal Flaw

Impact Matrices

- Impacts grouped by category:
  - Users
  - Environmental
  - Local Issues and Right-of-Way
  - Railroad Operations

Users

Alternatives F → A	F	E	D	C	B	A
						
Safety						
Community Connectivity						
Pedestrian & Bike Access						
Fuel Use						
Reliability						
Traffic Delays (During Construction)						
Traffic Delays (After Construction)						

Environmental

	F	E	D	C	B	A
Alternatives F → A						
Greenhouse Gas Emissions						
Criteria Air Pollutants						
Noise						
Groundwater						
Eucalyptus Tree Removal						
Historic Structures						
Aesthetics						

Local Issues & Right-of-Way

	F	E	D	C	B	A
Alternatives F → A						
Parcels with Potential R/W Issues	1	1	23	21	19	15
Parcels with R/W Takes	7	7	39	32	0	0
Traffic in Local Neighborhoods						
Business Disruption (During Construction)						
Resident Disruption (During Construction)						
Existing Utility Infrastructure						
Flooding & Groundwater Issues						

Railroad Operations

Alternatives F → A	F	E	D	C	B	A
						
Service Outage During Construction						
Burlingame Station Closure						
Caltrain Operational Impacts						
Long Term Maintenance						
Accommodates Broadway Station						
Caltrain Electrification						
Accommodates HSR						
Existing Pedestrian Xing at Morrell						
Potential for Other Pedestrian Xings						

Alternatives

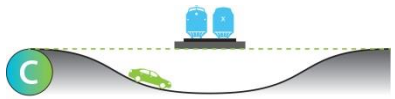
ALTERNATIVE A
RAIL PARTIALLY ELEVATED / ROADWAY PARTIALLY DEPRESSED

$210M to $260M*

ALTERNATIVE B
RAIL PARTIALLY DEPRESSED / ROADWAY PARTIALLY ELEVATED

$330M to $400M*

Promising Alternatives



ALTERNATIVE C
RAIL AT-GRADE / ROADWAY DEPRESSED

$160M to $250M*

ALTERNATIVE D
RAIL AT-GRADE / ROADWAY ELEVATED

$120M to $210M*

ALTERNATIVE E
RAIL DEPRESSED / ROADWAY AT-GRADE

$500M to $600M*

ALTERNATIVE F
RAIL ELEVATED / ROADWAY AT-GRADE

$180M to $240M*

Alternatives with Significant Constraints

* Approximate cost ranges based on numbers from a 2009 Grade Separation Program Footprint Study

Stations Breakout

Alternative A
Alternative B
Alternative C
Alternative D
Alternative E
Alternative F
Evaluation Matrix

For More Information:

Visit Us at: www.burlingame.org/broadwaygradesep

Email Us at: broadwaygradesep@burlingame.org

Meeting Summary

Reporting back from stations

Next Steps:

- Refine Alternatives

Next meeting planned for **November 2015**

For More Information:

Visit Us at: www.burlingame.org/broadwaygradesep

Email Us at: broadwaygradesep@burlingame.org

Thank you for Attending…

ATTACHMENT C

MEETING NOTICE

Email Release

For Immediate Release

Contact: Augustine Chou
Title: Program Manager
Phone: (650) 558-7230

September 4, 2015

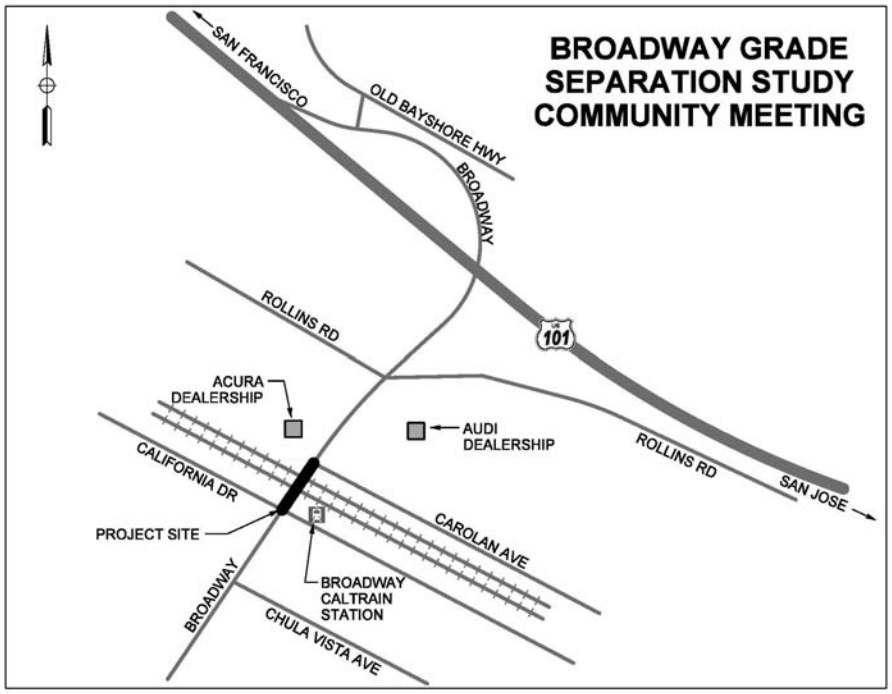
COMMUNITY MEETING # 2
BROADWAY GRADE SEPARATION STUDY

Second community meeting intended to gather public feedback to improve the Broadway/Railroad Crossing in Burlingame

The City of Burlingame is hosting an interactive community meeting on Wednesday, September 16th, 2015 at 6:30 p.m. to review and gather input on the proposed Broadway Grade Separation Study. The meeting will be held at the Burlingame Public Library, Lane Community Room, located at 480 Primrose Road, in Burlingame, CA 94010.

The City and its project team are in the process of developing and evaluating various design options based on feedback received from the first community meeting for a grade separation at the Broadway/Railroad Crossing in Burlingame. Community input is vital in the development of this project. The team will look at opportunities and constraints, while gathering local input from the community and stakeholders. The goal of the community meetings is to arrive at a consensus for a preferred alternative. This is the second of three community meetings.

Broadway is a major gateway to the City of Burlingame with direct connections to Downtown Business Districts, the Rollins Road Industrial District, numerous auto dealerships, hotels, hospitality services, and Highway 101. The concentration of these destinations generates high traffic volumes that are compounded by the at-grade railroad crossing serving Caltrain and the Union Pacific Railroad. This creates some of the worst traffic congestion in the region. This at-grade railroad crossing needs improved traffic safety and circulation, reduced congestion, and increased operational efficiency. Public participation is important to the development of alternatives process.



ATTACHMENT D

SIGN-IN SHEETS

Broadway Grade Separation Study
Project Study Report Phase

Community Outreach Meeting # 2

September 16, 2015

SIGN-IN SHEET

Name and Affiliation (If Applicable)	Address	City, Zip	E-mail
Alex Cardwell			
Syed Murtuza			
MICHAEL BROWNRIGG			
Jeff DeMartini			
EMILY BEACH			
Drew Flinders CCFD			

Project Email: broadwaygradesep@burlingame.org

Project Website: https://www.burlingame.org/broadwaygradesep

Broadway Grade Separation Study
Project Study Report Phase

Community Outreach Meeting # 2

September 16, 2015

SIGN-IN SHEET

Name and Affiliation (If Applicable)	Address	City, Zip	E-mail
Mary Hunt			
JEFF LONDER			
Ellis Schoichet			
ERIC WOLLMAN			

Project Email: broadwaygradesep@burlingame.org

Project Website: https://www.burlingame.org/broadwaygradesep

Broadway Grade Separation Study
Project Study Report Phase

Community Outreach Meeting # 2

September 16, 2015

SIGN-IN SHEET

Name and Affiliation (If Applicable)	Address	City, Zip	E-mail
Terry Nagel			
Perry Mizotl			
Tom Paine			
Casey Fromson			
Elaine Breeze			
David Harris			

ATTACHMENT E

ADDITIONAL PHOTOS

Photo 1 - Crowd Viewing Presentation

Photo 2 - Burlingame Mayor (Terry Nagel) Speaking to a Member of the Community

Photo 3 - Burlingame Fire Chief Speaking to Crowd

Photo 4 - Burlingame Public Works Director (Syed Murtuza)