



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting on Thursday, March 13, 2025

The meeting minutes are intended to provide a high-level summary and action items. The official record is the meeting recording, which can be found on the City's website or the City's YouTube Channel:

<https://www.burlingame.org/201/Traffic-Safety-Parking-Commission>

<https://www.youtube.com/@cityofburlingame3486>

1. CALL TO ORDER 7:01 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Brown, Cauchi, Israelit, Martos

MEMBERS ABSENT: Johnson

4. APPROVAL OF MINUTES

a) January 9, 2025 Regular Meeting Minutes

A motion to approve the meeting minutes was made by Commissioner Brown and seconded by Vice-Chair Cauchi. The minutes were approved by unanimous consent.

b) February 13, 2025 Regular Meeting Minutes

A motion to approve the meeting minutes was made by Commissioner Brown and seconded by Vice-Chair Cauchi. The minutes were approved by unanimous consent.

c) October 13, 2022 Regular Meeting Minutes

A request was made by a resident to remove personal information from the meeting minutes. The reapproval of minutes was specifically for the requested redaction. The minutes were reapproved by unanimous consent.

5. PUBLIC COMMENTS – NON-AGENDA

No public comments received.

6. DISCUSSION/ACTION ITEMS

The Commission agreed to start with item 6.b given the majority in attendance were for the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project update.

a) North Rollins Road Bicycle & Pedestrian Improvement Project

To be completed prior to approval of meeting minutes.

b) Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project Update

Mr. Wong provided a presentation regarding the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project. He went over the goals for the discussion and reviewed the project status table before going into the proposed project alternatives and staff preferences as summarized below.

Murchison Drive

Alternative 1: Buffered Class II Bike Lane (STAFF RECOMMENDED ALTERNATIVE)

This design includes a standard Class II bike lane with an added buffer zone between the bike lane and the adjacent vehicle travel lane. The buffer, typically marked with painted striping, provides additional separation to increase rider comfort and safety.

Key Benefits:

- Maintains existing curbside parking, minimizing impacts on residents and businesses.
- Improves cyclist safety by creating a dedicated space while preserving road capacity.
- Easier to implement within the existing roadway footprint, reducing construction complexity.
- Offers more flexibility for emergency vehicles and delivery access.

Considerations:

- Cyclists remain exposed to moving traffic, as there is no physical barrier.
- Potential for vehicles to encroach into the bike lane, especially at driveways and intersections.
- Drivers must remain vigilant to avoid dooring incidents when parking along the curb.

Alternative 2: Class IV Separated Bikeway (Protected Bike Lane)

This option introduces a Class IV protected bike lane, where on-street parking is relocated to a new position between the bike lane and the vehicle travel lane. This configuration creates a

physical separation between cyclists and moving vehicles, significantly enhancing safety.

Key Benefits:

- Provides a higher level of protection than a standard Class II facility for cyclists by using parked cars as a buffer from traffic.
- Encourages broader bicycle use, including by less experienced riders and families.
- Reduces the risk of dooring incidents, as passengers exiting vehicles step onto a buffer zone instead of directly into the bike lane.
- Aligns with best practices for urban bicycle infrastructure, improving long-term safety and sustainability.

Considerations:

- Requires modifications to curbside access, which may affect loading zones and short-term parking needs.
- Drivers must adjust to the new parking configuration, which may initially create confusion.
- Potential sightline challenges at intersections, requiring additional safety measures such as daylighting or curb extensions.
- Impacts emergency vehicles' ability to turn at intersections
- Parked vehicles impact drivers' ability to pull right when emergency vehicles are in-route to an incident.

Both alternatives prioritize safety and mobility while supporting the City's Bicycle and Pedestrian Master Plan goals.

Trousdale Drive: Project Scope Adjustments

Alternative 1: Road Diet with Buffered Class II Bike Lanes

This alternative introduces a road diet that will reduce the number of travel lanes from four lanes to two with a buffered Class II bike lane, while maintaining on-street parking. To maintain access to properties on both sides of the street, a two-way left-turn lane is also included into the proposed design.

Key Benefits:

- Maintains existing curbside parking, minimizing impacts on residents and businesses.
- Improves cyclist safety by creating a dedicated space with a buffer.
- Easier to implement within the existing roadway footprint, reducing construction complexity.

Considerations:

- Cyclists remain exposed to moving traffic, as there is no physical barrier.
- Reduces roadway capacity going from four lanes to two lanes.
- Potential for vehicles to encroach into the bike lane, especially at driveways and intersections.

- Drivers must remain vigilant to avoid dooring incidents when parking along the curb.
- Increased delay at Trousdale/Quesada during A.M. peak period from LOS C to LOS F.
- Due to the emergency services need for the existing dual westbound left-turn lanes into Mills-Peninsula Hospital, there is not enough street width to implement this alternative between El Camino Real and Magnolia Avenue.

Alternative 2: Four Travel Lanes with Buffered Class II Bike Lanes, and No On-Street Parking

This alternative maintains the existing travel lanes and introduces a buffered Class II bike lane, but eliminates on-street parking.

Key Benefits:

- Maintains existing street capacity and operation.
- Is an improvement for bicyclists as a dedicated space is created.
- Easier to implement within the existing roadway footprint, reducing construction complexity.

Considerations:

- Cyclists remain exposed to moving traffic, as there is no physical barrier.
- Potential for vehicles to encroach into the bike lane, especially at driveways and intersections.
- On-street parking is removed on both sides of the street.
- Due to the emergency services need for the existing dual westbound left-turn lanes into Mills-Peninsula Hospital, there is not enough street width to implement this alternative between El Camino Real and Magnolia Avenue.

Alternative 3: Four Travel Lanes, Class II Bike Lanes, with On-Street Parking

This alternative maintains the number of travel lanes, on-street parking, and includes a Class II bicycle lane. This is done by reducing the widths of the lanes, parking strip, and bike lanes to design minimums.

Key Benefits:

- Maintains existing street capacity and roadway operation.
- Includes a Class II bike facility.
- Easier to implement within the existing roadway footprint, reducing construction complexity.

Considerations:

- Cyclists remain exposed to moving traffic, as there is no physical barrier.
- Increased potential for drivers to open doors into the bicycle lane.
- Increased level of stress for bicyclists being closer to both the vehicular travel lane and parked vehicles.
- Potential for vehicles to encroach into the bike lane, especially at driveways and intersections.
- Due to the emergency services need for the existing dual westbound left-turn lanes into Mills-

Peninsula Hospital, there is not enough street width to implement this alternative between El Camino Real and Magnolia Avenue.

After community outreach efforts, staff obtained feedback for Alternatives #1 and #2 regarding parking loss and significantly reduced level of service operations during the morning peak period. Additionally, there was no strong support for Alternative #3 due to the close proximity of bicycles between the vehicular travel lane and parked vehicles. Furthermore, there is not enough street width to include any on-street bicycle facility in the section between Ogden Drive and El Camino Real due to potential conflicts with Mills-Peninsula Hospital operations. In response, staff recommended that the segment from Castenada Drive to El Camino Real be removed from the proposed improvements. However, the City will proceed with bicycle and pedestrian improvements between El Camino Real and California Drive, ensuring enhanced connectivity and safety in this key corridor.

Davis Drive

Proposed Enhancements:

For Davis Drive, speed cushions will not be installed at this time. Instead, the project will focus on implementing edge lines, high-visibility crosswalks, and quick-build bulb outs to slow traffic, enhance pedestrian safety, and provide better roadway definition. These improvements aim to create a safer environment for all users while minimizing traffic disruptions.

In closing, Mr. Wong went over the public outreach efforts for this project and reiterated the following staff recommended concepts.

- **Murchison Drive:** Alternative 2 (buffered bicycle lanes) with Class III on Ogden Drive between Murchison and Trousdale Drives.
- **Trousdale Drive:** Remove the portion between Castenada Drive to El Camino Real from the project with a Class II bike facility from El Camino Real to California Drive.
- **Davis Drive:** Phased approach starting with green-backed sharrows, roadway edge lines, in-street pedestrian signs, quick-build bulb outs, and a high-visibility crosswalk. No speed cushions are proposed at this time.

Chair Martos opened it up to Commissioner questions and clarifications before opening the public comment period.

In regard to Davis Drive, Commissioner Israelit said that they know edgelines help slow speeds based on their experience with the Lyon Hoag Traffic Calming Project. She confirmed with Mr. Wong that the Davis edgelines will go up to Albemarle Way. Commissioner Israelit also expressed concern with the lack of pedestrian walkway near the offset intersection if the school children cross from the south. She requested a pedestrian walkway which would also allow the students to cross at Clarice. If a sidewalk at that location is not feasible, Commissioner Israelit requested

another crosswalk at Marco Polo Way. Mr. Wong stated he would look into the requests.

Commissioner Brown inquired about Alternative 1 on Murchison and stated the configuration is similar to what was done on California Drive. Commissioner Brown inquired if there has been additional usage of the California Drive bike lane because if that is the case, he said we know the configuration in Alternative 1 works. Mr. Wong indicated they are currently obtaining counts but did not have the information readily available at this time.

At Murchison Drive and Trousdale Drive, Vice-Chair Cauchi requested we consider the green stripes through the intersections at California Drive instead of stopping at California Drive. She stated bicyclists are most vulnerable to vehicular speeds when crossing an intersection. Mr. Wong stated staff can explore that request on California Drive as part of the project but indicated the portion of El Camino Real is under Caltrans' jurisdiction. Mr. Wong stated they would provide comments to Caltrans regarding the green striping request for El Camino Real as part of the El Camino Real Renewal Project.

Additionally, Vice-Chair Cauchi requested the bike line on Murchison continue into Mills High School where the bike racks are located. Mr. Wong stated staff looked into that but said the roadway narrows and provided an alternative route to the "horseshoe" through campus. Vice-Chair Cauchi suggested to work with school staff on clarity for the preferred bike route into campus.

Since the proposal is to remove the work on Trousdale Drive, west of El Camino Real, Vice-Chair Cauchi inquired how the funds will be redistributed. Mr. Wong said staff have contacted our funding partner and they will be presenting them with a revised plan. He stated we may lose some of the funding, but some of it may also go towards additional improvements to Murchison and Davis Drives. Vice-Chair Cauchi stated that the Trousdale segment is a critical part of the Bike and Pedestrian Master Plan and asked if they would be able to revisit this segment again in the future to find a solution. Mr. Wong said yes, there could be another opportunity in the future and also pointed out that could also include revisions to the Bike and Pedestrian Master Plan.

Vice-Chair Cauchi stated she likes the proposed alternative routing students up Davis Drive because she felt it was a calmer street. However, she noted it is an uphill street. Vice-Chair Cauchi shared that she watched an enlightening YouTube video of a student riding up Davis Drive and noted how hard he was working to bike up the street while cars were coming really close to him. She stated that it is a very unpleasant sensation as a bicyclist. Vice-Chair Cauchi requested that students biking have priority during school drop off and school pick up. Mr. Wong indicated that Davis was selected because the adjacent street (Balboa) is even steeper. He went on to say that the idea is for greenback sharrows and pedestrian improvements to heighten awareness of the bicycle and pedestrian area. Mr. Wong also stated they could include bicycle boulevard signage. Vice-Chair Cauchi stated we should make bikes a priority and that greenback sharrows do not provide the needed protection for bicyclists, especially children.

Vice-Chair Cauchi also inquired about a bike lane from Marco Polo Way into the hospital, especially given the removal of the bike lane on Trousdale Drive. She also said she has experienced no available parking at the hospital multiple times and felt alternative ways to reach the hospital is something to think about. Mr. Wong said that isn't something staff looked into, that it is hospital property, and he thought that route was off the table for the hospital.

Commissioner Israelit inquired about permanent bump outs on Davis Drive with the funds that won't be used for Trousdale Drive. Mr. Wong said that might be a possibility.

Chair Martos stated he did a site survey at all three locations and has some concerns. For Murchison Drive, he expressed concern about the narrowness of a portion of the project limits and couldn't see how either alternative would work during that stretch of road. Additionally, he didn't feel parking was necessary in the east section with all the commercial properties. Mr. Wong explained that from El Camino Real going west towards the school, the road narrows. For that block, Mr. Wong said we are looking at a Class III transition. For clarification, Mr. Wong explained that between Sequoia and Ogden where the road narrows, it would more than likely be a Class III bike lane with the greenback sharrows. From Ogden to California Drive, he stated it would be a Class II facility.

Chair Martos inquired if the delineated area in the middle of Murchison could be a two-way turn lane instead. Mr. Wong said they could look into that, but it would come at the expense of the bike lane or buffer widths. Mr. Wong also clarified that the edgelines on Davis Drive will go all the way up to Quesada Way.

Chair Martos opened the floor for public comments.

Yooki Park stated he is a Burlingame resident and bike commuter to the Bart/Caltrain Station and appreciates all the work that has gone into this project. He said he is very excited about the improvements to Murchison and Davis Drive. Yooki Park said he speaks with the crossing guards at the school regularly and they are all happy about the bulbouts on Davis Drive. He stated there is a Class III bike lane on Quesada Way, with a great new facility proposed for Murchison Drive and a potential facility on Ogden Drive but pointed out there is no connectivity between them. Although he stated he understood why there would not be a facility on Trousdale between Ogden and El Camino Real, the one or two blocks between Quesada and Sequoia or Ogden are the critical piece of connection from Quesada's Class III bike lane to the bike facility on Murchison. Mr. Park asked if there was anything we could do for those two blocks to improve the safety of connecting those two routes.

Jennifer Samuelson stated she lives in the area and walks and drives the vicinity daily. She said her first thought for Davis Drive and the connection to Marco Polo Way is the crosswalk installation, which is a huge improvement because there is no sidewalk there currently. Ms. Samuelson pointed out that Clarice is now a one-way street during drop-off and pick up times. As a result, she didn't think we should have kids walking and biking up a street that all of the traffic

is funneling down. She suggested students bike all the way up to Quesada. For Trousedale, Jennifer agreed with the staff recommendation because of the severe traffic impacts with a lane reduction, emergency vehicle needs, and the number of long-term care facilities that require emergency services consistently.

Michael Swire thanked the Commissioner and stated he is the Chair of the C/CAG Bicycle and Pedestrian Advisory Committee which helps fund projects throughout the County, and he has spent a lot of time in the project area. Mr. Swire stated he didn't think the project was nearly aggressive enough if we are serious about getting kids to walk and bike to school. He said we've built out a system over the last 100 years where people expect to have convenient and free parking in front of their house but if we really want to end congestion, we need to make it safe for children to walk and bike a half mile to and from school. Mr. Swire stated that people in fact do use California Drive for biking and that it's only as good as the network. He pointed out the recent fatality on Trousedale a few days ago. Mr. Swire said we have an opportunity to change our reliance and structure now and what he is hearing is "let's kick the can down the road." In closing he touched on induced demand and encouraged the protected system on Murchison, a facility on Trousedale, and better improvements to Davis. He explained that sharrows are symbolic and misleading, indicating that C/CAG is considering no longer funding them as they are a false promise.

A resident from Burlingame Hills stated the Sutter Medical Center/Peninsula Hospital supports a large area between Daly City and San Mateo. She stated she has spent a lot of time at the medical facilities on Trousedale and said most of the people at the hospital are seniors and those visiting people and biking there does not make sense unless you work there. The resident said Trousedale is the main artery that connects Burlingame Hills, Burlingame Estates, Hillsborough, and Mills Estate for emergency services and those residents should have access to emergency services in a timely manner. She stated the many seniors and disabled people in the area do not ride bikes. In her closing comments, she said she would hate to think that someone is in need of emergency help but cannot get through Trousedale because we've narrowed the roadway for bikes.

Margarita Heris said she has lived on Trousedale for the last 23 years and is proud to be a Burlingame resident. She stated there is not a day or night that goes by where there are not at least three ambulances traveling up and down Trousedale Drive within a five-minute period. Ms. Heris also shared that she has children, and they walked to school most of the time (Franklin, BIS). She said she did not see a reason other than sports to take Trousedale by bike. Ms. Heris felt it was very irresponsible to allow a child to bike on Trousedale and said it is a good idea to stop the project on Trousedale. Ms. Haris did not have an opinion about the proposed improvements to Murchison, but she said she thought Davis Drive was a very good idea for bikes. Additionally, Ms. Heris said we need to teach parents how to drive because they are always in a hurry and running late without consideration for the kids on bikes.

Andrew Peceimer stated he has been a resident for over 30 years. He said this is probably one of the most incomplete studies he has ever seen. Mr. Peceimer said he attended the community

meeting at the Recreation Center and a lot of questions went unanswered, and he said they were not answered tonight either. He asked how much as a taxpayer is he paying for an incomplete study. He provided examples such as Chair Martos' questions about Quesada Drive and suggested the use of an ariel photo for the proposals. In regard to the statistics, Mr. Peceimer said he asked how many cyclists and cars were on the streets and he was told by the Public Works Director that the count included 11k vehicles and 11 cyclists. Based on those numbers, he asked why we are doing this project as he felt it was ridiculous. Mr. Peceimer also inquired about collision statistics and how often bicyclists are at fault. He asked if we are always assuming it's the car's fault. Mr. Peceimer asked what the cost is for the Engineer that put the project together and the cost of the bike improvements as that hasn't been disclosed. He went on to talk about the California Bike lanes and stated he has spoken to 50 to 100 people that cannot stand them. In his closing comments, he noted the bike lane already on Carolan Avenue and said this reminds him of people that have too much money to spend and free time. Mr. Peceimer suggested the funding go toward the Broadway Grade Separation Project.

Mr. Glass stated he attends BIS and bikes to school every day and described the experience as terrible and terrifying. He said there are always cars coming up on him very fast and sometimes he must swerve to let a car pass. Mr. Glass said the vehicles get very close. He also stated that riding down Trousdale is terrifying and said you have to either ride close to the moving cars or parked cars and risk getting hit by a door. When he bikes home, Mr. Glass said he takes Davis, and the cars are always going fast. He described riding on Davis drive as dangerous and unpleasant. Mr. Glass suggested the use of speed bumps on Davis Drive to force the cars to go slower. For Trousdale, he said he felt the option with no parking was best.

Lesley Beatty said she does not see a lot of people biking on Trousdale because most people would consider it insane. She stated there are a lot of use cases for biking on Trousdale, such as someone wishing to commute from home to the train station or children that bike from BIS to the Burlingame Plaza. Ms. Beatty stated that the Commissioner is aware that kids are far more likely to be injured or killed by cars when on bikes. She said adding bike lanes doesn't just address the needs of cyclists, it slows down the speed of traffic making it easier for people to cross the street. Ms. Beatty also stated the Commission is aware that elderly people are the most likely to be injured or killed while on foot. She said speed kills and shared she learned that 145 people were injured in traffic collisions in Burlingame over the last year, and 13 of those resulted in serious injury or death. Ms. Beatty pointed out Trousdale is a high priority in the Bike and Pedestrian Master Plan as needing additional safety measures. In regard to the Davis Drive design, she stated she is profoundly disappointed. She said cars travel at extremely high rates of speed up and down Davis Drive. Ms. Beatty felt that painting sharrows and directing children and parents who don't know any better to use that route to bicycle to school is reprehensible. She encouraged the Commission to do the right thing and not adopt the sharrows and just say we are unable to create a safe route for our kids to bike to BIS.

Mr. Heriz indicated he has resided on Trousdale Drive for 22 years and suggested that staff stop by the area during school drop off and pick up for Franklin and BIS to observe the traffic. He stated

that every ten minutes it feels like there is a fire truck or ambulance on Trousdale. He felt this plan would block access for emergency vehicles.

Mr. Caccia stated he agrees with the staff recommendation of Trousdale not being involved in the project. He shared he lives in the area and takes Trousdale everyday and has children that attend BIS and Franklin. Mr. Caccia said they ride their bikes on Trousdale. He felt the bike plan or more education will not solve the problem of aggressive driving and parents rushing when they are late. Mr. Caccia stated we should put our resources into a future vision of bikes and cars sharing the road, but Trousdale is a circumstance where we have police, fire, and ambulances going up and down Trousdale coupled with high cluster times for school drop off and pick up. He encouraged the Commission to continue doing good work and make biking safer in other places.

Andrea Baroni said he lives in the area and thanked the Commission for considering the safety of the children and the community. Mr. Baroni asked why there is no consideration for bike lane times during peak time usage if the purpose of the bike lanes is for commuting to schools. He suggested removing one lane and having a shared lane for biking and parking on the right or left side of the street at determined times, with appropriate signage. For example, he said no parking from 7 am to 9 am to allow for the bike commuters. Overall Mr. Baroni felt it could be a community collaboration for safety.

Chair Martos closed the public comment period.

Commissioner Brown asked what the current speed limit is on the project streets and mentioned there is no consideration of lowering the speed limits as part of the proposals. He wondered if lowering the speed limit could be a consideration as part of the project. Mr. Wong explained how speed limits are determined and shared that through Vision Zero, we may have another mechanism to lower the speed limits.

Chair Martos suggested the Commission discuss each street individually and make a motion one at a time as opposed to lumping it into one motion. Below is a summary of Commissioner comments and requests, including the formal motions.

Murchison Drive

Commissioner Israelit stated she is leaning towards the staff recommendation of Alternative 2 with the buffered bike lanes. She felt emergency vehicle turn movements are imperative for that corridor. She also requested the yellow striped center area be considered as a left turn lane. Commissioner Israelit stated the bike lanes look very wide and wondered if they could use some of the space for the turn lane consideration. If that is not possible, she stated she is okay with Alternative 2 as it has been presented.

Commissioner Brown agreed with Commissioner Israelit but said he wanted to understand what that would mean for the bike lanes—he wants to make sure everyone feels safe in the bike lanes.

Vice-Chair Cauchi asked for the number of driveways along Murchison. She stated we need to take Murchison Drive to a Stress Level 1 since we are encouraging this to be a family and student friendly route. Since cars are traveling over 30 MPH, she said we need to make sure we have that buffer. Vice-Chair Cauchi said she does not want to see a center turn lane at the expense of reducing the bike lanes and buffers. She said her vote is for Alternative 1, but she would support Alternative 1 or 2 in order to move forward as both are a step in the right direction. Vice-Chair Cauchi said she would not support Alternative 2 if the buffers were reduced.

Chair Martos said there is never a perfect solution and choosing the best solution can be challenging. Chair Martos stated he supported Alternative 2 with a center turn lane as long as we still keep it safe for the bicyclists.

Mr. Wong clarified that on Murchison Drive there are five driveways between Magnolia and Ogden and four driveways between El Camino Real and Magnolia. He also pointed out that the goal would not be to eliminate the buffers, but to look at reducing the travel lanes.

Commissioner Israelit pointed out that the center turn lane also gives emergency vehicles an opportunity to use it as a travel lane without vehicles having to completely pull off into the bike lane for them to pass.

Commissioner Israelit made a motion to approve staff's recommendation of Murchison Drive Alternative 2 with the addition of a center turn lane acquired by the reduction to a very small degree the bike lane and car travel lane. The motion was seconded by Commissioner Brown. The motion passed 3-1.

Trousdale Drive

Vice-Chair Cauchi said Trousdale Drive is a critical part of the connected streets and has been defined in the Bike and Pedestrian Master Plan. She said we spent over \$400K and spent several years with lots of community input to create the plan and felt it is important to follow the plan. With that, Vice-Chair Cauchi said we can do a better job of educating the community about the plan and that even if you don't bike, you still benefit from getting people out of their cars and on bikes. In order to do that, she said we need connected streets. Vice-Chair Cauchi was in favor of Alternative 2 for Trousdale Drive and in favor of Alternative 3 by the Police Station.

Commissioner Brown agreed that we need to take the bikers into consideration and if there is one person that wants to bike on Trousdale, it should be safe. He said he was in favor of Alternative 2 as well because it leaves two lanes of traffic and narrowing the roadway will help slow cars to make it safer.

Commissioner Israelit said she agreed with the staff recommendation of not building a bike facility on Trousdale Drive due to the nature of the roadway. She stated she is in the area daily and both

east and west travel lanes are always utilized, it is heavily trafficked, and it is the link to and from 280. Commissioner Israelit did not think we should eliminate parking on Trousdale Drive and noted the parking difficulties in the area with the various housing, business, and medical care facilities. As a physician that worked at the hospital, Commissioner Israelit said there are ambulances coming and going at all times. She stated that although it would be nice to have a safe bike route on Trousdale, the fact is there are other parallel streets that are much safer that we can continue to enhance. Commissioner Israelit didn't believe a bike lane is necessary on every major thoroughfare especially when emergency vehicles should take priority on this stretch of road—people's lives depend on it. She felt very strongly that Trousdale Drive is not the correct place for a bike facility.

Chair Martos agreed with the staff recommendation for Trousdale Drive and suggested adding the route on Ogden that connects Murchison to BIS at Trousdale Drive as also stated in the staff recommendation.

Commissioner Israelit made a motion to accept the staff recommendation of not building a bike lane on Trousdale Drive. Chair Martos seconded the motion. The motion failed 2-2. No additional motions were made.

Davis Drive

Commissioner Brown noted the requests for further bump outs, crosswalks, and curbs to cross safely. He stated he supported the staff recommendation for Alternative 1 with the caveat that the bump outs are considered.

Commissioner Israelit stated she was a part of the BIS safety study and is happy with the staff recommended concept. She said we know the edgelines slow down traffic from the Lyon Hoag project and liked the sharrows that are white on green because they pop more. In regard to making the route bikes only during school commute times, Commissioner Israelit felt it would be unsafe given the experience with what was done on Clarice and drivers still not adhering to the rules of the road.

Vice-Chair Cauchi indicated she liked the edgelines and added crosswalks but wanted to continue to push for the bike priority because there have been several reports that the sharrows don't provide safety to bicyclists. She clarified that the state no longer provides grant funding for sharrows because it doesn't provide the safety, they hoped it would. With the decision on Trousdale, she felt Davis Drive would be used more and said she would like to see us be open minded with the bike priority on that street.

Chair Martos acknowledged community comments from Mr. Glass and from folks encouraging the Commission to be more aggressive. He said he also heard that we may have additional funding available without the work on Trousdale. Chair Martos noted that biking on Davis Drive is dangerous and said he would support Alternative 1 with some upgrades including something else

besides the bulbouts and paint—perhaps pylons and or speed humps to slow vehicles.

Commissioner Brown made a motion that we use staff recommended concept one for Davis Drive. The motion was seconded by Commissioner Israelit. The motion passed 4-0.

Before closing this discussion item, Mr. Wong explained the next steps to City Council and Ms. Brewer provided a summary of public comments received via email from the following people: Anne Nannini, Eric Chan, Takeski Yamashita, Gay Vanderleest, Kristin Jacobson, Y. Cheng, Manito Velasco, Sean Moran, Jerry Peil, and David Cauchi. The emailed public comments are also attached to the meeting minutes.

7. INFORMATION ITEMS

a) Public Comments Related to Informational Items

No comments.

b) Community Group Updates

No update.

c) Police Department Reports

To be completed prior to approval of meeting minutes.

d) TSPC Chair/Commissioner's Communications

To be completed prior to approval of meeting minutes.

8. COMMITTEE REPORTS

a) Public Comments Related to Committee Reports

No comments.

b) Hillside Drive Safety and Traffic Calming (Israelit/Johnson)

To be completed prior to approval of meeting minutes.

c) Key Performance Indicators (Brown/Cauchi)

To be completed prior to approval of meeting minutes.

d) ECR Renewal (Brown/Israelit)

To be completed prior to approval of meeting minutes.

9. FUTURE AGENDA ITEMS

No specific items suggested.

10. ADJOURNMENT 10:36 p.m.

DRAFT

Public Comments

Traffic Safety and Parking Commission

Regular Meeting of March 13, 2025

From: [Anne Nannini](#)
To: [Public Comment](#)
Subject: 6B Murchinson Drive, Trousdale Drive, Davis drive bicycle improvement project.
Date: Monday, March 10, 2025 8:05:40 PM

My name is Anne Nannini and I am writing this email on behalf of my husband David Nannini and I, with hope that the Traffic Safety and Parking Commission reject this project and vote against the implementation of the bike project.

It is bad enough that drivers on Trousdale don't stop at stop signs and now you are going to allow bike lanes installed in a heavily traffic section of Trousdale/Murchinson with schools, assisted living units, hospital zone, shopping center, etc.

It doesn't matter how long it's been since California Dr was re-zone to allow bikes, people are still riding their bikes going south on California and holding up traffic. We can only imagine what traffic will be like on Trousdale /Murchinson. A night mare, we are sure. Please vote No

Thank you

Anne and David Nannini

Sent from my iPhone

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March 13, 2025

Traffic Safety and Parking Commission
City of Burlingame
501 Primrose Road
Burlingame, CA 94011

RE: Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project Update

Dear Honorable Members of the City Council,

I am writing regarding the proposal to reduce Trousdale Drive from two lanes to one lane in each direction to accommodate a dedicated bike lane.

As a 40-year resident of the Burlingame Hills, I have unique insight into our local traffic patterns from multiple perspectives: as a former Franklin Elementary student, a daily commuter on Trousdale Drive, and a parent who has transported children to Franklin Elementary.

I strongly oppose the proposed lane reduction for the following reasons:

1. Trousdale Drive serves as a critical thoroughfare for commercial trucks traveling between Highway 280 and El Camino Real.
2. Emergency vehicles regularly use this route to access the hospital and senior care facilities, where response time is critical.
3. Bicyclists have access to alternative parallel streets with significantly less vehicular traffic that would provide safer routes.
4. The precedent set by changes to Hillside Drive—particularly the addition of numerous stop signs in recent years—has negatively impacted traffic flow on a key route through our hills.
5. Delivery vehicles, from FedEx to Amazon as well as DoorDash and UberEats already cause congestion from frequent stops with less than optimal parking. Furthermore, I have witnessed, first-hand, a rear-end car accident, due to an improper stop in the roadway for a food delivery.

Our community needs to maintain efficient traffic corridors while ensuring safety for all. I respectfully urge you to preserve Trousdale Drive in its current configuration and explore alternative solutions that don't compromise this essential traffic artery.

I appreciate your consideration of my perspective based on four decades of firsthand observation of our neighborhood's evolving traffic patterns.

Respectfully,

Eric Chan
Burlingame Hills Resident

From: [Takeshi Yamashita](#)
To: [Public Comment](#)
Subject: Bicycle Lanes Trousdale
Date: Tuesday, March 11, 2025 1:25:44 PM

Given the miniscule number of bicycle riders per day versus the significant number of vehicle traffic, the bicycle project will cause a significant disruption to the commuter vehicle traffic flow. The benefit cost ratio of the bicycle project is significantly less than 1.0. If the bicycle lane project is constructed, it will be a classical case of a tyrannical government implementing a project that will negatively impact a significant portion of the tax paying voters. It will do nothing to impact global warming. The elected government should not impose a project that will negatively impact the citizens with the taxpayers money.

Takeshi Yamashita



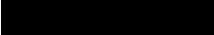
Burlingame, CA

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From: [Gaetana Vanderleest](#)
To: [Public Comment](#)
Subject: Bike lanes
Date: Tuesday, March 11, 2025 7:53:43 PM

I would like to comment on the proposed bike lanes on Trousdale. It's not a good idea considering the hospital, emergency access both coming and going, the schools with drop offs and pick ups and has anyone studied the amount of bike usage on that stretch? It's pretty nonexistent. Before spending money and causing unnecessary upheaval, think of the residents. Just because you put in bike lanes, people won't magically hop on a bike to do errands, commute to work, drop off children, tote groceries or go to Costco. Think about elderly or disabled who can't bike. Find a less used road for a bike lane if you must, but be mindful. Look at the mess on California, where Fire Engines can't easily maneuver or get out in a timely manner or the lack of bike usage, or the bikes on the sidewalks and in the traffic lanes. I'm not sure the eagerness to cater to bikes leads to balanced planning for all Burlingame citizens. It's very frustrating to see what's happening. How about something more pressing, like the grade separation at Broadway? Put your efforts into finding monies and grants to make that a priority. Put it to a vote. Actually leave it out for us to voice our opinion.

Gay Vanderleest



Sent from my iPad

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From: [Kristin Jacobson](#)
To: [Public Comment](#)
Subject: Bike Lanes on Trousdale and Murcheson
Date: Wednesday, March 12, 2025 6:50:34 AM

To whom it may concern:

I'm strongly against the bike lanes on Trousdale and Murcheson, especially Trousdale. There is already a LOT of traffic and the lanes will not be widely used and will reduce car lanes to one each way. It will add significant delays to already crowded conditions caused by the hospital, shopping center, and 2 schools.

Kristin Jacobson

[REDACTED]

Burlingame, CA 94010

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From: [Gay Vanderleest](#)
To: [Public Comment](#)
Subject: Re: Bike lanes
Date: Thursday, March 13, 2025 11:44:04 AM

I would like to add an important observation. While at the Peninsula Health Care Gym on Trousedale, yesterday, I observed 8 emergency vehicles (ambulances and fire engines) responding to emergencies at the hospital, senior housing and rehabilitation center. That was in one hour. How reducing lanes will allow these services to operate efficiently and safely is a mystery. I hope that this is the first consideration. We don't need another planning travesty like the one on California. Please plan smarter.

Thank you.

Sent from my iPhone

> On 11 Mar 2025, at 7:53 PM, Gaetana Vanderleest <gaetanasv@yahoo.com> wrote:

>

> I would like to comment on the proposed bike lanes on Trousedale. It's not a good idea considering the hospital, emergency access both coming and going, the schools with drop offs and pick ups and has anyone studied the amount of bike usage on that stretch? It's pretty nonexistent. Before spending money and causing unnecessary upheaval, think of the residents. Just because you put in bike lanes, people won't magically hop on a bike to do errands, commute to work, drop off children, tote groceries or go to Costco. Think about elderly or disabled who can't bike. Find a less used road for a bike lane if you must, but be mindful. Look at the mess on California, where Fire Engines can't easily maneuver or get out in a timely manner or the lack of bike usage, or the bikes on the sidewalks and in the traffic lanes. I'm not sure the eagerness to cater to bikes leads to balanced planning for all Burlingame citizens. It's very frustrating to see what's happening. How about something more pressing, like the grade separation at Broadway? Put your efforts into finding monies and grants to make that a priority. Put it to a vote. Actually leave it out for us to voice our opinion.

> Gay Vanderleest



>

> Sent from my iPad

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From: [Y.Cheng](#)
To: [Public Comment](#)
Subject: Public Comments for March 13 meeting
Date: Thursday, March 13, 2025 11:48:42 AM

Dear City of Burlingame and the Traffic Safety and Parking Commission,

I am writing in reference to the Trousdale Drive Bicycle improvement project that will be discussed during the March 13,2025 Meeting.

As a burlingame resident with children that go to Franklin Elementary school, I strongly oppose the proposed changes to Trousdale Dr. I do support bike lanes in the right setting, but all 3 proposals change Trousdale to a single lane in each direction, which is going to cause significant delays on Trousdale, particularly during school pick-up and drop-off hours at both BIS and Franklin Elementary.

1) I do not believe that a significant portion of attendees to BIS and Franklin bike to school. In fact, bike traffic on Trousdale is fairly limited. Therefore, I am not sure how much additional benefit a dedicated bike lane will add. Proponents of the bike-lane believe that the bike lanes will boost biking numbers to school. However, the location of both BIS and Franklin (basically at the border of Burlingame) means that most children come from either further up the hill (towards I-280) or from the direction of Ray park (via Quesada way). We would not expect many children to bike up the steep hill to get to/from school; even avid bicyclists have difficulty biking up this hill. There is a very small pocket of homes that would actually use the bike lane; the ones that do are within walking distance.

2) Traffic during school drop off and pick up is already very congested. There is a line of cars going into Franklin elementary school parking lot, which is completely clogging one lane of eastbound Trousdale. Even after leaving Franklin and continuing eastbound on Trousdale, both eastbound lanes are completely clogged heading towards Quesada. Eliminating one eastbound lane on Trousdale will make drop off/pick up even more difficult and delayed than it already is.

Pro-bike lane advocates argue that the bike lanes will encourage more parents to bike/walk. While this is certainly an ideal that many shoot for, the reality of the situation is that parents are often rushing off to work or picking up kids to go to a tightly-scheduled after school activity. It is also exceedingly difficult to transport sports/music equipment without a vehicle. This also willfully neglects that fact that BIS students come from all corners of Burlingame and biking/walking from areas further away from BIS may not be feasible. Many of these BIS students would have to walk 2-3 miles and cross busy streets (eg El Camino Real or Broadway) or Train tracks. Remember that these would be children age 11-13 years. Furthermore, the single-lane traffic caused by the proposed bike lanes would cause delays while turning from ECR onto Trousdale, which would further encourage drivers coming from that direction to cut through the Ray Park and Easton addition neighborhoods where many children walk to school, elevating the risk of car vs pedestrian accidents.

In summary, I strongly believe that the current proposals for bike lanes on Trousdale Dr are going to cripple traffic and the ability for parents to drop off/pick-up children at BIS and franklin elementary school. There is seemingly very little upside to the bike lanes as bike traffic appears minimal on this stretch of Trousdale. I hope that the City of Burlingame will re-

consider this proposal and if wishing to proceed, will re-design the proposals to make less of an impact on the myriad of Burlingame residents that will be directly and adversely impacted on a daily basis.

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From: manitov@gmail.com
To: [GRP-TSP Commissioners](#)
Subject: FW: Bicycle Improvement Project Update
Date: Thursday, March 13, 2025 2:32:49 PM
Attachments: [image001.png](#)
[Burlingame_TDA-Article-3-FY-22-23-Application \(1\) \(1\).pdf](#)
[5_Letters of Support \(1\).pdf](#)

I write to express concerns with the Trousdale/Murchison/Davis bike safety project.

I understand the City is intent on deleting scope that it agreed to do when it submitted the TDA grant application and subsequently signed the grant agreement to implement this project. The City made statements on that grant application about safety and network connectivity. It made the correctly compelling case that the current configuration is unsafe for bicyclists and pedestrians. For it, to then come back and withdraw from that project betrays the city's commitment to safety and Vision Zero. It also is putting the City in a legally fraught situation of admitting the safety deficiency of the Trousdale corridor. Any bicycle injuries and fatalities that happen now going forward will leave the city exposed. Pls see the attached grant application and letters of support, including one from TSPC itself.

All because the consultant who was hired was unable to develop a solution that doesn't have punitive parking and congestion impacts. A solution exists, and I've offered to meet on site with staff and even with commissioners with no response unfortunately.

The Murchison design is OK. But the lack of measures that physically slow down Davis drivers and parents going up to BIS is a glaring liability and safety issue for the City. I hope it reconsiders.

Manito

- b. Describe how the project promotes safety for people walking or cycling. Justify the project by describing what the needs are and how this project will meet those needs. Cite relevant crash history data within the last five years (2015-2019, or more recent if available) from the Statewide Integrated Traffic Records System (SWITRS) or speed data from data analytics platform such as StreetLight Data.

Over a five year period, there have been 11 recorded crashes involving either pedestrian or bicyclist along the project routes. These crashes are mostly reported involving visible injuries, with at least one reported as severe injury. It is worth noting that within the City of Burlingame, while active transportation involved collisions accounted for 18% of the city's roadway collisions, only 5% of the city's commuters use a form of active transportation, representing a disproportionate share of the city's roadway collisions. Severe and fatal injuries involving bicyclists and pedestrians are even less proportional to usage. Active transportation users represent 39% of all severe and fatal collisions and 100% of all fatal collisions. In order to promote more forms of active transportation, this project starts at a much needed area, serving students, employees, medical patients, and those that rely on transit to access a high activity center.

See Exhibit D for additional data collected, including speed data from StreetLight Data.

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**TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BICYCLE AND
PEDESTRIAN PROGRAM CALL FOR PROJECTS
FISCAL YEAR 2022/23
CAPITAL PROJECT APPLICATION**

I. Project Name and Funding Request

a. Applicant Agency:	City of Burlingame
b. Funds Requested:	\$ 400,000
c. Project Title:	Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route
d. Brief Project Summary:	The project will implement approximately 1.3 miles of bicycle facilities in support of Safe Routes to School. The project, along Murchison Drive, Trousdale Drive, and Davis Drive, will enhance connectivity and improve safety, comfort, and attractiveness of bicycling for people of varying ages and abilities.
e. Are you partnering with another agency?	<input checked="" type="radio"/> Yes <input type="radio"/> No
If YES, please provide Partnering Agency information and describe the roles of both the lead agency and partners:	
f. Partnering Agency Name:	City of Millbrae
g. Project Type:	<input checked="" type="checkbox"/> Capital/Quick Build: Pedestrian and Bicycle Facility <input type="checkbox"/> Capital/Quick Build: Bicycle Facility Only <input type="checkbox"/> Capital/Quick Build: Pedestrian Facility Only

II. Project Screening

- a. Is the project sponsor the County of San Mateo, a City in San Mateo County or a Joint Powers Agency operating in San Mateo County? Answer must be "Yes" to continue.
☒ Yes ☐ No
- b. Project meets Caltrans Standards: ☒ Yes ☐ No

Brief description of project elements meeting Caltrans Standards:

All design elements of the project will comply with the latest Caltrans Highway Design Manual, Caltrans Standard Plans and Standard Specifications, and the California Manual on Uniform Traffic Control Devices (CAMUTCD).

- c. Received California Environmental Quality Act (CEQA) approval?

☒ Yes ☐ No ☐ Not Applicable

Date of CEQA Approval:

10/20/2021

Note: CEQA document must be submitted as an attachment to the application.

- d. City /Town BPAC established as a standing committee or the equivalent that is supportive of the project? ☒ Yes ☐ No

- e. Does the project adhere to [MTC qualifications](#)? ☒ Yes ☐ No

III. Project Description

Describe the project elements (Indicate location, length, scope, facility type, size or extent. Please note that the MTC guidelines state that Class 3 bicycle facilities on roadways with speed limits posted 25 MPH or below are ineligible for TDA Article 3 funding.)

The proposed project scope includes the implementation of approximately 1.3 miles of bicycle facilities along Murchison Drive, Trousdale Drive, and Davis Drive. The project aims to support Safe Routes to School, enhance connectivity, and improve safety and comfort for people of varying ages and abilities. For planning and funding purposes, the following design concept has been identified. Details of final design will be analyzed and vetted as part of the design process involving community outreach and feedback.

- Murchison Drive between Ogden Drive and California Drive, 0.17 miles Class 2 or better bicycle facility and 0.15 miles of Class 3 bicycle facility;
- Trousdale Drive between Martinez Drive and California Drive, 0.73 miles of Class 2 or better bicycle facility;
- Davis Drive between Albemarle Way and Quesada Way, 0.32 miles of bicycle boulevard network using signs, pavement markings, and traffic calming measures to create safe and convenient bicycle route.

Additional improvements include intersection enhancements and wayfinding signage for bicycle and pedestrian safety. Funding requested will be utilized for the construction phase of the project only.

See Exhibit A for preliminary concepts developed as part of the 2020 Bicycle and Pedestrian Master Plan.

IV. State of Readiness

- a. Right-of-Way certification required?

☐ Yes ☐ No ☒ Not Required

- b. Permits/Agreements approved?

☐ Yes ☒ No ☐ N/A

List all required permits and/or agreements. Clearly indicate the date it was approved. Also list the required permit that are still pending, indicate the expected date of approval.

Name of Permit/Agreement:

Date approved/obtained/expected:

Caltrans Encroachment Permit	Staff to obtain prior to construction

c. Describe the degree to which design is complete (PS&E: 0% - 100%, Quick Build: State timeline)

Project Conceptual Design per Adopted Bicycle and Pedestrian Master Plan. PS&E has not started.

d. Describe the project's anticipated schedule including major milestones, and construction start and end dates. Describe any factors that may influence the project schedule in any way (i.e. anticipated conflicts, expedited timeline, etc.).

The City of Burlingame is confident that this project can and will meet the grant expenditure time line of no later than June 30, 2025. Construction for this project could start as early Summer 2023 and completed in Fall 2023. Conceptual design and initial outreach for this project have been completed as part of the City's 2020 Bicycle & Pedestrian Master Plan. The proposed project has received overwhelming support from the public as a priority in addressing safety and mobility around schools and transits. Major milestones will include design details, which will be vetted through continued community engagement, as well as meetings with stakeholders, all of which the City staff is equipped with implementing. After community feedback, the project will go straight into 65%, 95% and 100% Plans, Specifications, and Estimate. The City has a list of qualified design consultants for selection. We do not anticipate any issues with obtaining a Caltrans Encroachment Permit for minor striping improvements at the intersections of Murchison Drive/El Camino Real and at Trousdale Drive/El Camino Real. We anticipate full support from Caltrans as these intersections are high priorities under Caltrans' El Camino Real Roadway Renewal Project.

V. Community Support

a. Bicycle and Pedestrian Advisory Committee (BPAC): Applicant agency has a designated BPAC that is a standing committee and has approved the proposed project. (Note: a BPAC is required prior to award of TDA Article 3 funds)

☒ Yes ☐ No

If the agency does not have a BPAC, please describe the equivalent committee that has reviewed and approved the proposed project:

The City of Burlingame Traffic Safety & Parking Commission (TSPC) serves as the City's equivalent of a Bicycle and Pedestrian Advisory Committee to review and approve pedestrian and bicycle projects. The TSPC composes of five (5) members who live or work in Burlingame. All members of the TSPC are appointed by the City Council, with City staff designated by the City Manager to provide administrative and technical support to the Commissioners.

b. Project has been approved by other organized group(s) and relevant partner agencies with demonstrated knowledge of walking and bicycling needs (see instructions):

☐ Yes ☐ No

Names of other group(s):

Type of support: (e.g., letters, resolutions)

Burlingame Traffic Safety & Parking Com	Letter of Support
Community Bicycle and Pedestrian Advis	Letter of Support
Burlingame School District	Letter of Support
City of Millbrae	Letter of Support

If you are partnering with another agency, please confirm you have attached a letter of support from the partnering agency.

☒ Yes, it is attached. ☐ N/A

- c. Describe the Public Outreach that has been conducted for the project and include relevant attachments:

Initial outreach for this project have been introduced as part of the City's comprehensive 2020 Bicycle & Pedestrian Master Plan efforts. See Exhibit B - Initial Outreach.

VI. Meets Program Objectives/Project Needs

- a. Describe the existing site conditions and active transportation need that this project aims to address. Support narrative with photos and photo captions, a video, a vicinity map, and/or a site map.

The project consists of quick-build improvements along three roadways in the City of Burlingame. Murchison Drive, between Ogden Drive and California Drive is a two-lane, east-west arterial whose centerline represents the city limit with the City of Millbrae. This segment of Murchison Drive is primarily high-density residential with commercial, Mills High School, Spring Valley Elementary School, and shopping plaza in close proximity.

Trousdale Drive from Martinez Drive and California Drive is a four-lane arterial, also in the east-west direction. The roadway is fully improved with curb, gutter, and sidewalks on both sides of the street. The land use fronting this section of Trousdale Drive is diverse. There is commercial (Burlingame Plaza), residential, Mills-Peninsula Hospital, Franklin Elementary School, Burlingame Police Station, a large concentration of senior assistant living facilities, and medical and dental facilities.

Murchison Drive and Trousdale Drive serves not only Burlingame and Millbrae communities, but also the greater San Mateo County communities who rely on transit, such as SamTrans El Camino Real bus or BART and Caltrain from the nearby Millbrae Bart/Intermodal Station, to get to the shopping plaza, Mills Peninsula Hospital, and medical and dental facilities concentrated in this area.

Lastly, Davis Drive between Albemarle Way and Quesada Way is surround by single-family dwellings and connects to Franklin Elementary School, Burlingame Intermediate School, Lincoln Elementary and Ray Park. Davis Drive, two-lane collector street, is a 25 MPH route heavily utilized by Burlingame students to access the one middle school that serves the City.

See Exhibit C - Existing Site Conditions for additional description, as well as submitted video.

- b. Describe how the project promotes safety for people walking or cycling. Justify the project by describing what the needs are and how this project will meet those needs. Cite relevant crash history data within the last five years (2015-2019, or more recent if available) from the Statewide Integrated Traffic Records System (SWITRS) or speed data from data analytics platform such as StreetLight Data.

Over a five year period, there have been 11 recorded crashed involving either pedestrian or bicyclist along the project routes. These crashed are mostly reported involving visible injuries, with as least one reported as severe injury. It is worth noting that within the City of Burlingame, while active transportation involved collisions accounted for 18% of the city's roadway collisions, only 5% of the city's commuters use a form of active transportation, representing a disproportionate share of the city's roadway collisions. Severe and fatal injuries involving bicyclists and pedestrians are even less proportional to usage. Active transportation users represent 39% of all severe and fatal collisions and 100% of all fatal collisions. In order to promote more forms of active transportation, this project starts at a much needed area, serving students, employees, medical patience, and those that rely on transit to access a high activity center.

See Exhibit D for additional data collected, including speed data from StreetLight Data.

- c. Describe how the project promotes network connectivity (connection to schools, transit, high-use activity centers, parks, etc.). Include the number of schools, transit centers, activity centers, or parks within ½ mile of the proposed project.

Improvements to these three important networks, Murchison Drive, Trousdale Drive, and Davis Drive, aims to improve transportation options in an area with a mix of residential, commercial, employment, transit, schools, and other high-density activity centers. City of Millbrae and City of Burlingame communities rely on Murchison Drive to connect them to Mills High School, Spring Valley Elementary School, and Burlingame Plaza shopping center. Millbrae Station - intermodal transit station serving Bay Area Rapid Transit and Caltrain.

Trousdale Drive not only serves City of Millbrae and Burlingame communities to Franklin Elementary, Burlingame Police Station, Burlingame Intermediate School, and shopping plaza, it also serves the greater Peninsula community, closing first and last-mile gaps to Mills Peninsula Hospital, senior centers, and medical and dental facilities concentrated in the area.

Davis Drive, a collector street, serves as a major connection to most of Burlingame students attending the only middle school that serves the City of Burlingame, Burlingame Intermediate School. It also serves students and family accessing Franklin Elementary School, Lincoln Elementary and Ray Park. The City has observed a welcoming increase in school children using bicycles and has received consistent community feedback that it needs to improve safe routes to schools. The proposed project will improve the safety and mobility as more parents and children are opting to walk and bike instead of driving, which will also promote a better community.

Please also reference Project Location Maps for additional description.

- d. Describe how the project advances equity. Cite relevant Equity data including one of the following:

☐ the project is in an [MTC Equity Priority Community](#)

☐ the project is in a [CalEnviroscreen](#) 3.0 census tract with a score in the top 25%

☒ the project is in a census tract with an [Equity Focus Area](#) score of 6 or higher

Project will enhance bicycle and pedestrian safety as well as a connection between high pedestrian generators; including schools, hospital, medical facilities, and commercial centers and residential neighborhoods. The project would equalize access as the improvements can be used by all social economic levels and blended together.

- e. This project includes pedestrian facilities: ☒ Yes ☐ No

Describe the pedestrian amenities (if applicable):


Crosswalk enhancement; intersection improvements, red curbing for visibility.

- f. Degree to which this project improves conditions for bicycling and/or walking for transportation purposes:

☒ Primarily Transportation

☐ Transportation & Recreation

☐ Primarily Recreation

Estimate the typical distances of walking and/or bicycling trips that will use this facility and, if available, demographic characteristics: 1/2 mile from residential to 

- g. Does the project fall along or in the San Mateo County Comprehensive Bicycle and Pedestrian Plan Countywide Backbone Network or Pedestrian Focus Area?

☒ Yes ☐ No

If yes, please include the Project ID or Pedestrian Focus Area corridor:

78 (see attachment)

- h. Project is consistent with local and/or regional plans (add lines, if necessary)

Type of Plan:	Name and Year of Plan and Page No. (if applicable)
Circulation element of general plan	Envision Burlingame, Chapter 6 - Mobility
2021 San Mateo County Comprehensive Bicycle & Pedestrian Plan	Table 5 (page 54)
Other bicycle, pedestrian, or complete streets plan(s):	2020 Bicycle and Pedestrian Master Plan; City of Millbrae Active Transportation Plan

VII. Funding and Local Match

- a. Enter total Project cost, totaling funds from all sources here: \$ **1,025,000**

TDA Funds requested:	\$ 400,000
Local Cash Match:	\$ 625,000
Match Percentage:	61 %

To calculate % Local Cash Match Percentage, use the following equation:

$$\frac{\text{Local Cash Matching Funds}}{\text{Total Project Cost}} = \text{Local Match Percentage}$$

Note: Local Match must be in the form of cash only and cannot include prior funding sources received from other grants. A minimum 10% local cash Match is required. In-kind match is ineligible.

- b. Can the project be partially funded or divided into phases? ☒ Yes ☐ No
- c. Have you received funding from the TDA Article 3 Grant Program in the past 10 years?
☐ Yes ☒ No
- d. Do you currently have an active TDA Article 3 Grant from a previous funding cycle?
☐ Yes ☒ No

If yes, when do you expect to complete the project? Do you anticipate conflicts with staff capacity to administer the TDA Article 3 FY 2022/23 project in time?

VIII. Is there any additional information you would like to include? Do you have a project site video attached to this application?

The Burlingame School District supports the City of Burlingame (City) in improving and promoting bicyclist safety and access along designated school routes. A letter of support from the School District is included as well as a copy of the District's recent safety assessment conducted in May 2021 and recommendations for bicycle and pedestrian improvements.

Please also see attached project site video.

IX. Single Point of Contact Information

Name and Title: Andrew Wong, P.E., Senior Civil Engineer

Agency: City of Burlingame

Telephone: 650-558-7230

Email: awong@burlingame.org

X. Confirmation

Project Engineer Confirmation

“City of Burlingame (Name of jurisdiction), hereby attests that the project cost estimate and design specifications are recent and accurate and are shown in the attached detailed cost proposal with information including consultant costs, capital costs, etc.”

X 

Title: Senior Civil Engineer

Date: 11/15/2021

Data Collection Confirmation

“City of Burlingame (Name of jurisdiction), agrees to submit data collection information upon project completion, including but not limited to, bike and pedestrian counts, collision data, speed data, and photos.”

X 

Title: Senior Civil Engineer

Date: 11/15/2021

MTC Guideline Confirmation

“City of Burlingame (Name of jurisdiction), confirms that the proposed project meets and adheres to MTC guidelines (seen here: [MTC qualifications](#))”

X 

Title: Senior Civil Engineer

Date: 11/15/2021

Project Application Checklist

Attachments		Application Question	Content Description
<input checked="" type="checkbox"/>	California Environmental Quality Act (CEQA) Documentation	II(c)	Provide CEQA documents as necessary
<input checked="" type="checkbox"/>	Project Location Maps	VI (a)	Provide a vicinity and a site map indicating project location*.
<input checked="" type="checkbox"/>	Policy Consistency Documentation	VI (h)	Documentation of the Plans and Policies with which the project is consistent.
<input checked="" type="checkbox"/>	Local Cash Match	VII(a)	Documentation or resolutions which detail responsibilities and contributions towards the project
<input checked="" type="checkbox"/>	Letters of Support	V (b)	Letters indicating stakeholder support.
<input checked="" type="checkbox"/>	Detailed Cost Proposal	X	Project Engineer Confirmation showing a detailed cost proposal

* The maps provided should show the project's relationship to local transit services including Caltrain, BART, SamTrans, or other local operators.



Letters of Support



City of Burlingame **Safety & Parking Commission**

City/County Association of Governments of San Mateo County
Attn: Sean Charpentier
555 County Center, 5th Floor
Redwood City, CA 94063
Re: City of Burlingame - Bicycle Facilities in Support of Safe Routes to School

To Whom It May Concern:

On behalf of the Burlingame Traffic Safety & Parking Commission, as the current outgoing Chair, I write to support the City of Burlingame's grant application for 1.3 miles of Safe Routes to School Bicycle Safety Improvements to enhance connectivity and improve safety, comfort, and attractiveness of bicycling for people of varying ages and abilities along Murchison Drive, Trousdale Drive and Davis Drive.

The City of Burlingame (City) has identified preliminary design concepts for the following routes:

- Murchison Drive between Ogden Drive and California Drive, 0.17 miles Class 2 or better bicycle facility and 0.15 miles of Class 3 bicycle facility;
- Trousdale Drive between Martinez Drive and California Drive, 0.73 miles of Class 2 or better bicycle facility; and
- Davis Drive between Albemarle Way and Quesada Way, 0.32 miles of bicycle boulevard network using signs, pavement markings, and traffic calming measures.

Additional improvements can include intersection enhancements for bicycle and pedestrian crossing and wayfinding. Funding requested will be utilized for the construction phase of the project only.

The City has observed a marked and rapid increase in school children using bicycles and has received consistent community feedback that it needs to improve safe routes to schools. I personally live within close proximity to the proposed project and have observed an increased number of children biking to Burlingame Intermediate School, one of many schools served by the proposed project routes. These improvements are aimed to improve the safety and mobility as more parents and children are opting to walk and bike instead of driving and engage more deeply with their community.

In our oversight of the City of Burlingame's planning of the project, we are confident that the City will continue to vet designs involving community outreach and feedback. The City will have the professional resources to implement the project and meet the grant expenditure time line of no later than June 30, 2025. We can also confirm that the project is consistent with the City's 2020 Bicycle & Pedestrian Master Plan.

Thank you for consideration of our application. If you have any questions or concerns you can reach me at hwettan@gmail.com.

Sincerely,

Howard Wettan
Chair (Outgoing)
City of Burlingame
Traffic Safety & Parking Commission



City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

ANN SCHNEIDER
Mayor

ANNE OLIVA
Vice Mayor

GINA PAPAN
Councilmember

ANDERS FUNG
Councilmember

REUBEN D. HOLOBER
Councilmember

October 28, 2021

City/County Association of Governments of San Mateo County
Attn: Sean Charpentier
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Support of City of Burlingame Grant Application under TDA Article 3 Bicycle and Pedestrian Program for the Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route Project

Dear C/CAG Board Members:

We understand that the City of Burlingame (Burlingame) is applying for the Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program funding for the Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route Project (Project). On behalf of the City of Millbrae (Millbrae), I am pleased to write this letter in support of the Project. Millbrae also supports Burlingame in seeking Capital funding to improve and promote bicyclist safety by improving bicycle and pedestrian access along designated school routes.

We strongly support the Project as it embraces similar goals envisioned in our recently approved Active Transportation Plan, prioritizing a safe, interconnected, and accessible environment for bicyclists, pedestrians, and users of evolving modes of mobility of all ages and abilities. Murchison Drive was identified as a priority east-west connection, a shared right-of-way between Burlingame and Millbrae, and also serves as a designated school route to Mills High School and Spring Valley Elementary School.

We look forward to collaborating with Burlingame, should this Project be funded. Should you have any questions regarding this letter, please contact Andrew Yang at (650) 259-2393 or ayang@ci.millbrae.ca.us

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig Centis".

Craig Centis
Director of Public Works
City of Millbrae



October 28, 2021

City/County Association of Governments of San Mateo County

Attn: Sean Charpentier

555 County Center, 5th Floor

Redwood City, CA 94063

RE: Support of City of Burlingame Grant Application under TDA Article 3 Bicycle and Pedestrian Program for the Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route Project

C/CAG Board Members:

BOARD OF TRUSTEES

Elizabeth Kendall

Lisa Mudd

Kate Reed

Deepak Sarpangal

Florence Wong

On behalf of the Burlingame School District (BSD), I am pleased to write this letter in support of the City of Burlingame Murchison Drive, Trousdale Drive, Davis Drive Bicycle Route Project. BSD supports the City of Burlingame (City) in seeking Capital funding under the City/County Association of Governments of San Mateo County Transportation Development Act Article 3 Pedestrian and Bicycle Program to improve and promote bicyclist safety by improving bicycle and pedestrian access along designated school routes.

DISTRICT ADMINISTRATION

Chris Mount-Benites
Superintendent

Marla Silversmith
Assistant Superintendent,
Educational Services

Amanda Bonivert
Chief Business Official

We strongly support this project as it embraces our goal and vision to improve the safety, health, and quality of life of our students and families through active transportation improvements that prioritize walking and bicycling near schools and parks. The project locations and proposed design are consistent with the District's recent safety assessment conducted in May 2021 and recommendations for bicycle and pedestrian improvements.

BSD fully supports this project because it will expand transportation options in the City and improve the use of active transportation by providing critical biking infrastructure that will benefit our community.

Sincerely,

Chris Mount-Benites

Superintendent

Burlingame School District

1825 Trousdale Drive
Burlingame, Ca 94010
(650) 259-3800

<http://www.burlingameschools.org>

San Mateo C/CAG
555 County Center, 5th floor
Redwood City, CA 94063

November 11, 2021

Burlingame's BPAC offers our full support for the proposed 1.3 miles of bicycle facilities in support of Safe Routes to School along Murchison Drive, Trousdale Drive, and Davis Drive.

These roads are all central to getting around Burlingame, to and among our key destinations. In particular, they provide key safe transit for our local kids - both to Burlingame Intermediate School (BIS) and Mills High School. Davis Drive is a critical piece of Burlingame's efforts to provide safe routes to school for our middle schoolers. Because BIS serves the entire Burlingame population, there are a lot of 11-13 year olds who cycle along this street to and from school. Its width and current high traffic speed make it a perfect candidate for traffic claiming and bike lanes. As parents of middle schoolers ourselves, we strongly support this improvement.

Sincerely,

A handwritten signature in black ink that reads "Lesley Beatty". The signature is written in a cursive, flowing style.

Lesley Beatty
Chairperson
Burlingame BPAC

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From: [dpw](#)
To: [Traffic Engineering](#)
Subject: FW: Murchison Drive and North Rollins Bicycle Improvement Projects
Date: Thursday, March 13, 2025 2:53:59 PM

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

From: spmoran01 <spmoran01@gmail.com>
Sent: Thursday, March 13, 2025 2:46 PM
To: dpw <dpw@burlingame.org>
Subject: Murchison Drive and North Rollins Bicycle Improvement Projects

[You don't often get email from spmoran01@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Burlingame DPW staff,

I wanted to reach out and express my support for the Murchison Drive and North Rollins Bicycle Improvement Projects.

As an avid cyclist with children who currently or previously have commuted by bike, I heavily favor additional investment in infrastructure that makes cycling both safer and more efficient. While Burlingame has better bike and pedestrian infrastructure than some of the other communities on the Peninsula, I believe we can do even better. Providing improvements for both commuters and recreational cyclists in a cohesive fashion that integrates with public transportation, addresses safe routes to school, links to adjacent communities bike infrastructure, etc., is smart urban planning for a healthier and more sustainable future.

Thank you for taking time to read my comments.

Best regards,
Sean Moran
728 Plymouth Way
Burlingame

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From: [dpw](#)
To: [Traffic Engineering](#)
Subject: FW: Bike lane improvements
Date: Thursday, March 13, 2025 2:53:50 PM

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

From: Jerry Peil <j.peil@ymail.com>
Sent: Thursday, March 13, 2025 2:15 PM
To: dpw <dpw@burlingame.org>
Subject: Bike lane improvements

[You don't often get email from j.peil@ymail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello DPW,

As a 30 year Burlingame resident and avid supporter of bikes versus cars, any improvements to existing bike lanes can only improve safety, especially in high traffic school zones.

The plans for bike lane improvements on Trousdale, Murchison, and Davis Drives' would offer a safer route for kids heading to BIS/Franklin and also allow folks on bikes to access the great shops near Lunardi's without needing to hop in their cars!

Please consider this a yes vote to move forward with the bike lane proposed.

Thanks,

Jerry Peil
330 Clarendon Road
Burlingame
Cell 650-305-0041

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From: [dpw](#)
To: [Traffic Engineering](#)
Subject: FW: Bicycle Improvement Plans
Date: Thursday, March 13, 2025 1:39:27 PM

From: David Cauchi <davidcauchi@rocketmail.com>
Sent: Thursday, March 13, 2025 12:52 PM
To: dpw <dpw@burlingame.org>
Subject: Bicycle Improvement Plans

You don't often get email from davidcauchi@rocketmail.com. [Learn why this is important](#)

To Whom It May Concern:

I would like to voice my support for the **Murchison Drive and North Rollins Bike Improvement Projects**.

I believe it is important that we have a well thought out bicycle plan and infrastructure which will help in reducing the number of cars in the future and encourage cyclist and non-cyclists (as of today) to get on their bikes for not only exercise but also for commuting and every day activities.

Please add my name to the list of advocates in support of these projects and please keep me apprised of status f these projects.

Thank you.

David Cauchi

Burlingame Resident

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