

Summary Presentation

Comprehensive Safety Action Plan (CSAP)

Vision Zero Action Plan (VZAP) | Local Road Safety Plan (LRSP)



City Council Meeting | February 2, 2026

Agenda

1 | Setting the Stage

2 | Collision Data &
Analysis

3 | Roadmap to Zero

- Opportunities for Reducing Speeds
- E-Micromobility Safety
- Citywide Lighting Enhancements

4 | Progress Tracking

5 | Next Steps

6 | Discussion

ONE

Setting the Stage



Our Commitment to Safety

- Burlingame received a federal SS4A grant to develop a Comprehensive Safety Action Plan, strengthening the City’s commitment to a “Safety First” approach.
- **Building on past investments and guided by data, analysis, and collaboration, the plan sets a clear Vision Zero goal of eliminating serious injury and fatal collisions on local streets.**



Our Commitment to Safety

The City of Burlingame sets a goal to eliminate traffic deaths and serious injuries by 2040.

The Comprehensive Safety Action Plan reinforces Burlingame's ongoing commitment to safety, building on our recently completed and in design safety projects shown on the map.



What We Heard

The Comprehensive Safety Action Plan is built on community voices. Here is how the community participated:

Engagement by the Numbers

NEARLY

1,500

 Website visits to the Vision Zero project page

100+

 Community members engaged at each in-person pop-up event

650

 Contributions to the virtual map survey

5

 City and County departments were represented on the project Task Force

14

 Community Advisory Committee members provided input throughout the project

5

 Public presentations were given to City Council and the Traffic, Safety, & Parking Commission

What We Heard

Community input through online and in-person outreach consistently focused on *where* safety improvements would be most impactful and *what* would make community members feel safer.



2 out of 3

comments expressed a desire for **Safer Crossings for People Walking or Biking**



1 out of 4

comments highlighted the need for **Fewer Vehicles on the Road**



1 out of 5

comments emphasized **School Safety**



1 out of 5

comments called for **Slower Vehicle Speeds**

What We Heard



Vehicle Speed is a Top Priority

Community Insights

- Community members identified speeding as a top safety concern, citing excessive speeds and unsafe driving behaviors.
- Community members supported infrastructure upgrades and targeted enforcement to improve safety.

What The Data Tells Us

- Speeding is a key factor in Burlingame's most severe collisions.
- 4 of 6 fatal collisions from 2020-2024 occurred on roadways with 35 mph+ speed limits.
- 64% of serious injury collisions from 2020-2024 occurred on roadways with 35 mph+ speed limits.

Why This Matters



If a pedestrian is hit by a vehicle driving at:

20 MPH



13%

Risk of death to the pedestrian

30 MPH



40%

Risk of death to the pedestrian

40 MPH

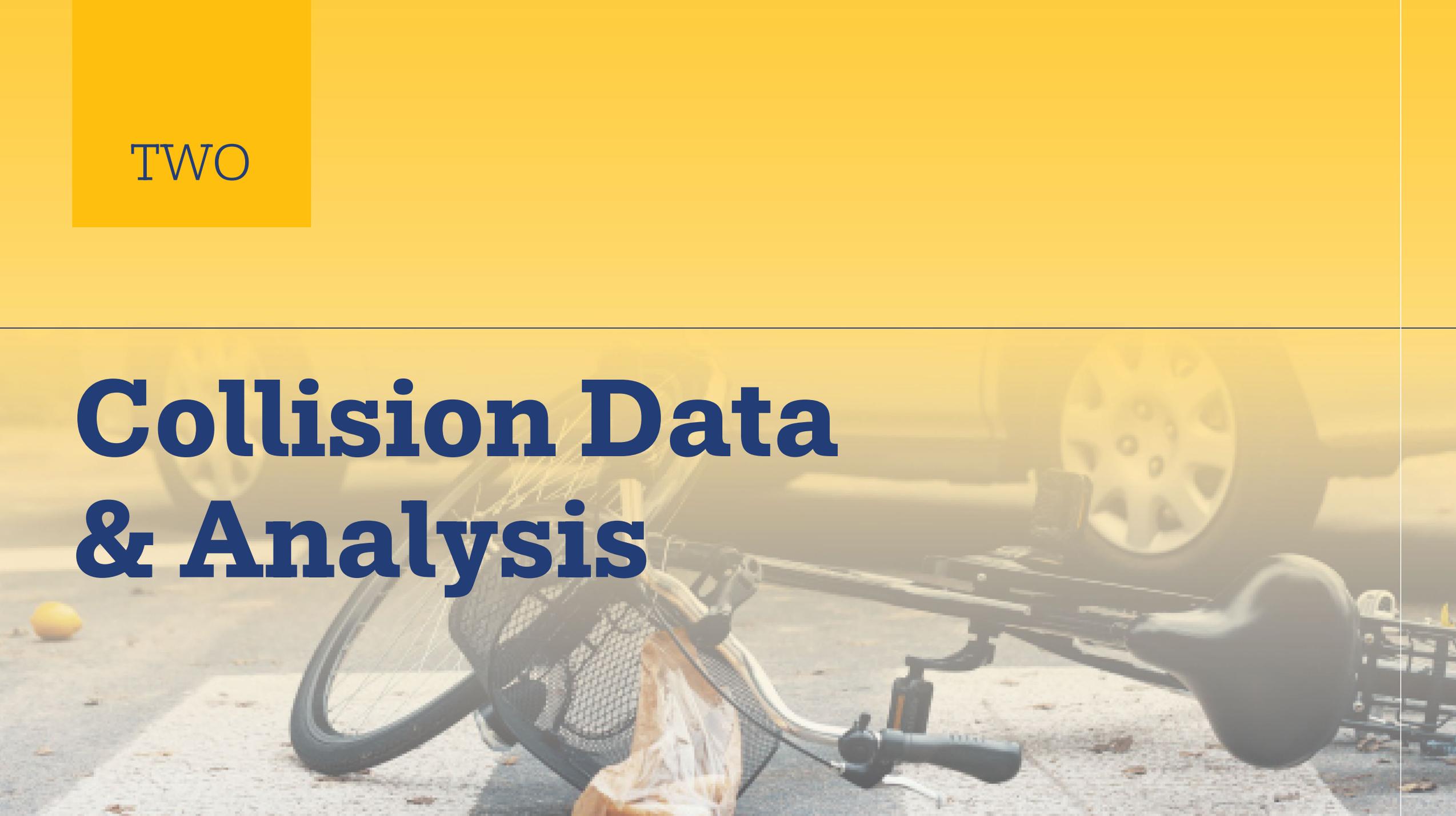


73%

Risk of death to the pedestrian

TWO

Collision Data & Analysis

The background image shows a bicycle lying on its side on a paved surface. A car wheel is visible in the background, suggesting a collision. The bicycle has a black seat, handlebars, and a front basket. A brown paper bag is on the ground near the front of the bicycle. The overall scene is dimly lit, possibly at dusk or dawn.

High Injury Network

A High Injury Network highlights the streets with the greatest opportunity for safety enhancements.



THREE

Roadmap to Zero



Safe Speeds

- **Comprehensive Speed Management Plan**
- American Public Works Association (APWA) Compliance
- Automated Enforcement



Safe Road Users

- **E-Micromobility Safety**
- Public Safety Campaign
- Targeted Enforcement
- Safe Routes to School Program



Safe Roads

- **Citywide Lighting Enhancements**
- Vision Zero Program Coordinator
- Grant Funding
- Safety and Complete Streets Checklist
- Capital Improvement Program Audit
- Project Evaluation Framework
- Residential Traffic Calming Program
- Vision Zero Quick Build Toolkit
- Construction Detours
- Safety Impact Assessments
- Curbside Management Safety



Safe Vehicles

- AV Readiness
- City Fleet Safety Enhancements



Post-Crash Care

- Rapid Response Team
- Crash and Roadway Data
- Job Rotations
- Data Linkage



Strategy Spotlight

Reducing Speeds

Strategy Spotlight

Reducing vehicle speeds is a key safety opportunity.

Speed is a leading factor in traffic injuries and fatalities. Even small reductions in speed can significantly improve collision outcomes.

Under new State guidance (AB43), the following City roads are being evaluated for lower posted speed limits.

Conversations with the Police Department are underway to coordinate this effort.

Study Roadway	From Street	To Street	Recommended Posted Speed Limit	Recommended Change in Posted Speed Limit	
1	Adeline Dr	El Camino	Alvarado	20	-5
2	Adrian Rd	David	Millbrae City Limit	30	-5
3	Airport Blvd	Bayshore Hwy	Lang	30	-5
4	Barroilhet Ave	El Camino Real	Elm	20	-5
5	Bayshore Hwy	Airport	Millbrae City Limit	30	-5
6	Bayswater Ave	California	Humboldt	20	-5
7	Bernal Ave	Adeline	Devereux	20	-5
8	Bloomfield Rd	Peninsula	Rollins	20	-5
9	Broadway	Balboa	Vancouver	20	-5
10	California Dr	Peninsula	Burlingame	25	0
11	California Dr	Burlingame	Broadway	25	-10
12	California Dr	Broadway	Murchison	30	-5
13	Carmelita Ave	California	El Camino	20	-5
14	Carmelita Ave	El Camino	Vancouver	20	-5
15	Carolan Ave	Oak Grove	Broadway	30	-5
16	Chapin Ave	El Camino	Primrose	20	-5
17	Cypress Ave	El Camino	Barroilhet	20	-5
18	Easton Dr	El Camino	Alvarado	20	-5
19	Floribunda Ave	California	El Camino	20	-5
20	Grove Ave	El Camino	California	20	-5
21	Hillside Dr	El Camino	Alvarado	25	-5
22	Howard Ave	Humboldt	California	20	-5
23	Howard Ave	El Camino	Occidental	20	-5
24	Lincoln Ave	El Camino	California	20	-5
25	Marco Polo Wy	Trousdale	Davis	20	-5
26	Mills Ave	El Camino	California	20	-5
27	Murchison Dr	El Camino	Sequoia	20	-5
28	North Carolan Ave	Rollins	Edwards	20	-5
29	Oak Grove Ave	El Camino	California	20	-5
30	Oak Grove Ave	California	Rollins	20	-5
31	Occidental Ave	Barroilhet	Bellevue	20	-5
32	Peninsula Ave	El Camino	California	25	-5
33	Peninsula Ave	California	Humboldt	30	-5
34	Quesada Wy	Trousdale	Davis	20	-5
35	Ralston Ave	El Camino	Hillsborough	20	-5
36	Rollins Rd	San Mateo City Limit	Broadway	30	-5
37	Rollins Rd	Broadway	Millbrae City Limit	30	-5
38	Rosedale Ave	El Camino	California	20	-5
39	Trousdale Dr	Skyline	El Camino	30	-5
40	Vancouver Ave	Broadway	Adeline	20	-5

E-Micromobility Safety

Strategy Spotlight

Enhanced e-bike and e-scooter safety is a key opportunity.

The City is preparing an E-Micromobility Primer to:

- Summarize existing e-micromobility regulations
- Identify policy opportunities, based on a review of practices in peer communities.
- Identify additional strategies to consider to enhance safety through infrastructure and education.

Burlingame Electric Micromobility Device Policy										
Device Type	What can my device do? (1,2)		What do I need to ride? (3,4,5,6)				Where can I ride? (7,8)			
	Pedal Operated	Max Speed (mph)	Minimum Age	Driver's License Required	License Plate Required	Helmet Required	Shared-Use Path	Bicycle Lane	Bicycle Route	Separated Bikeway
Bicycle	Yes	N/A	N/A	✗	✗	18 & Under				
Class 1 E-Bike	Yes	20	N/A	✗	✗	18 & Under	*			
Class 2 E-Bike	No	20	N/A	✗	✗	18 & Under	*			
Class 3 E-Bike	Yes	28	15 1/2	✗	✗	✓	*			
E- Scooter	No	15	16	✓	✗	18 & Under	*			

1. California Vehicle Code § 312.5 (2025)
2. California Vehicle Code § 22411 (2000)
3. California Vehicle Code § 21212 (2020)
4. California Vehicle Code § 21235 (2019)

5. California Motorcycle Handbook (2024)
6. California Vehicle Code § 24016 (2025)
7. California Vehicle Code § 21207 (2023)
8. City of Burlingame Municipal Code § 13.52 & 13.56 (2024)

* Burlingame prohibits operation of e-micromobility devices within city-owned parked and recreation areas, except city-owned segments of the San Francisco Bay Trail (8)

E-Micromobility Safety

Policy Opportunities

Strategy Spotlight

Policy	Description	Example	Action Required to Implement
Code Clarification	Consider consolidating and clarifying City's e-micromobility regulations	Upcoming C/CAG effort	Municipal Code re-organization
Trail Use Management	On shared-use paths, explore (1) context-sensitive speed limits and/or (2) allowing lower-speed devices while restricting higher-speed classes	Foster City	Municipal Code update; signage
Parking Regulations	Consider clarifying where e-micromobility devices may park to reduce pedestrian conflicts	Los Angeles County	Municipal Code update or administrative guidance
School Education, Permits, & Use Restrictions	Continue education programs and explore permitting programs and/or limiting higher-speed devices on school campuses	Menlo Park, Portola Valley, Carlsbad	School board policy adoption
Age Restrictions	Explore adopting local minimum age requirements for certain device classes	Marin County (pilot)	State legislation adoption

E-Micromobility Safety

Strategy Spotlight

Candidate Infrastructure Strategies

- Accelerate construction of protected bike lanes along routes providing access to schools, Downtown, and Caltrain
- Assess the City's shared-use path network and apply best practice design guidance to accommodate devices of different speeds
- Implement bicycle safety treatments at intersections near schools and Downtown
- Use street and path design to naturally slow riding speeds

Candidate Programmatic Strategies

- Partner with local retailers to promote selling of compliant Class 1-3 e-bikes and e-scooters
- Implement diversion programs that allow riders to complete approved safety training in lieu of fines
- Develop a rebate or voucher program for legal Class 1–3 e-bikes and certified helmets/locks.
- Implement school-based e-bike permit and education programs and conduct event-based enforcement during peak travel times and locations.

Enhanced Lighting

Strategy Spotlight

Street lighting plays a crucial role in helping people see and be seen at night. As part of the Comprehensive Safety Action Plan, the City assessed how lighting influences nighttime safety.

What We Found. All nighttime fatal and serious injury collisions from 2020 to 2024 occurred on an arterial or collector street where some street lighting exists.

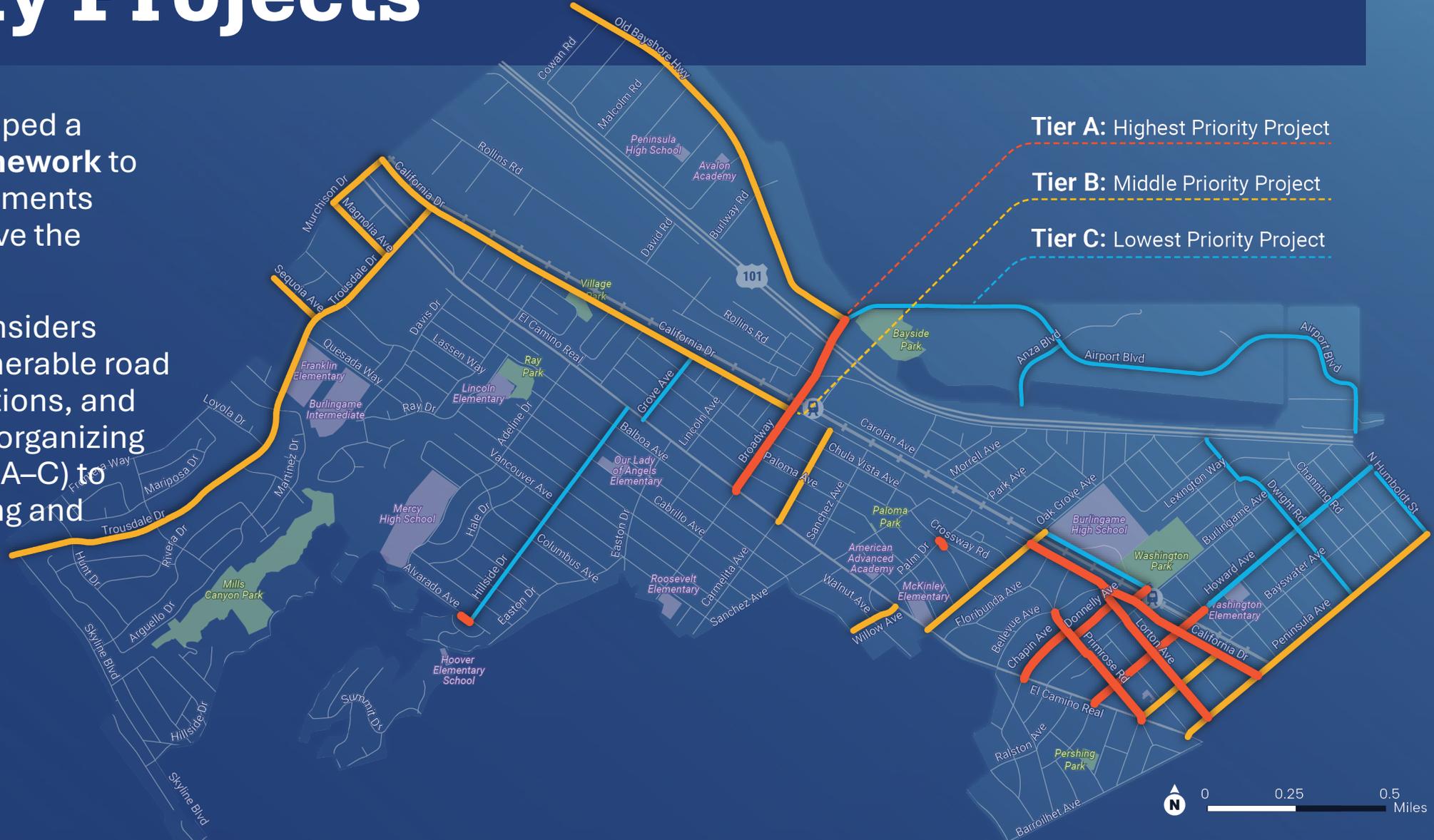
What This Means. Lighting is present throughout the city but could be applied more consistently and intentionally, aligned with industry best practices.

What To Do Next. The City can develop clear lighting guidelines or policies to ensure lighting is a key consideration in future projects and reinforce its commitment to roadway lighting as a safety strategy.

Priority Projects

Burlingame developed a **prioritization framework** to focus safety investments where they can have the greatest impact.

The framework considers collision data, vulnerable road users, key destinations, and community input, organizing projects into tiers (A–C) to guide future funding and implementation.



FOUR

Progress Tracking



Serious Injury
and Fatal
Collisions



Total Collision
Trends



Collisions by
Travel Mode



Collisions
by Type



Unsafe Speed



Progress on
Safety Projects

This expanded set of metrics could be reported on each year at Traffic, Safety, & Parking Commission meetings and City Council meetings.

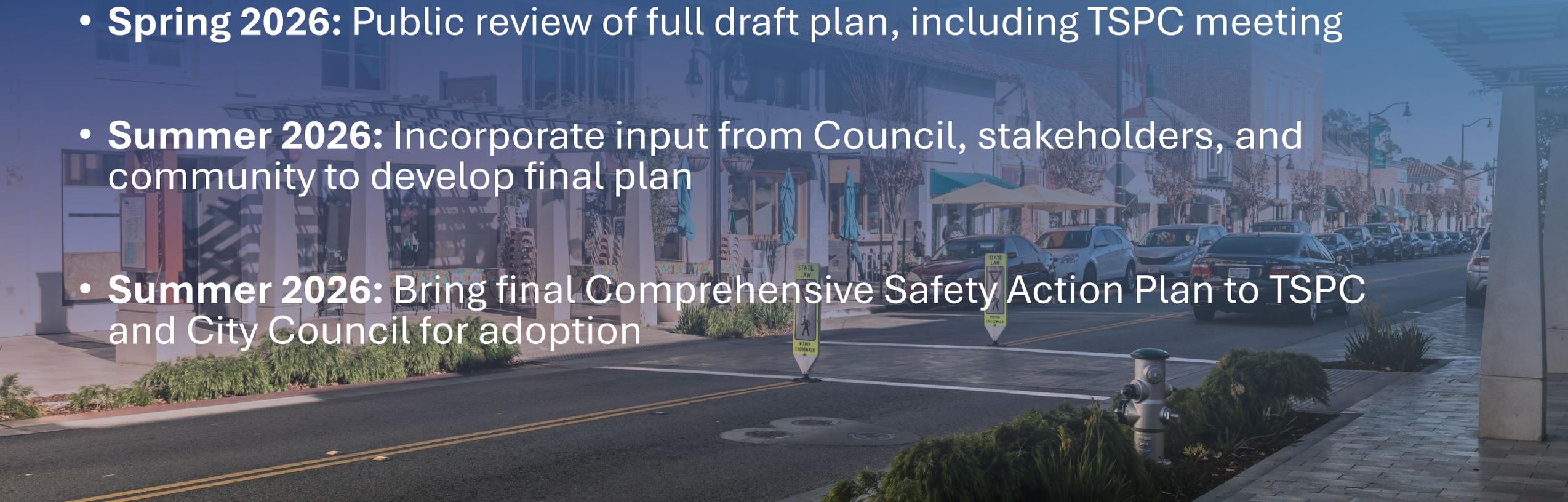
FIVE

Next Steps



Next Steps

- **February/March 2026:** Meet with Task Force, Community Advisory Committee, and TSPC
- **Spring 2026:** Public review of full draft plan, including TSPC meeting
- **Summer 2026:** Incorporate input from Council, stakeholders, and community to develop final plan
- **Summer 2026:** Bring final Comprehensive Safety Action Plan to TSPC and City Council for adoption



SIX

Discussion



Council Input

Key Questions for Council Today

- Do you have feedback on the key elements of the draft Comprehensive Safety Action Plan we shared today?
- What are your thoughts on the plan strategies we spotlighted?
- Do the proposed next steps leading up to City Council adoption provide sufficient opportunity for input?



Unless otherwise attributed, all images included in this presentation were provided by the City of Burlingame, Fehr & Peers, and Adobe Stock.

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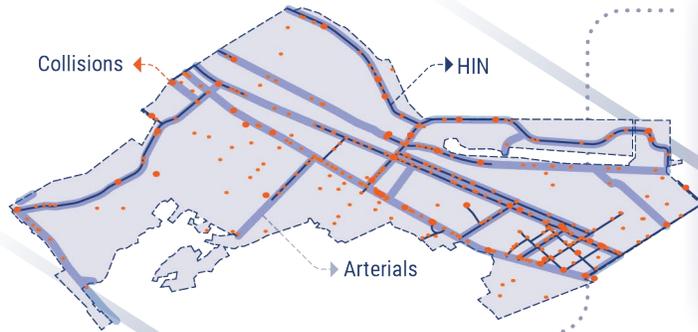
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How We Prioritize

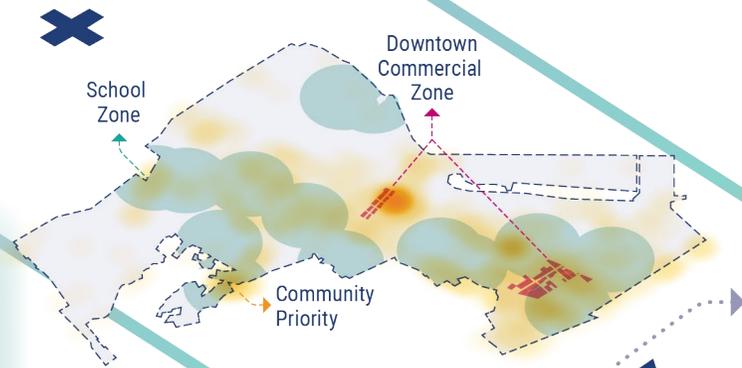
Step 1: Define Project Corridors and Assign Baseline Safety Points

We define projects as corridors on the High Injury Network and the City's arterials that are not already addressed through recently completed or ongoing safety projects. Each corridor receives baseline safety points based on its *collision history* and *collision potential*.



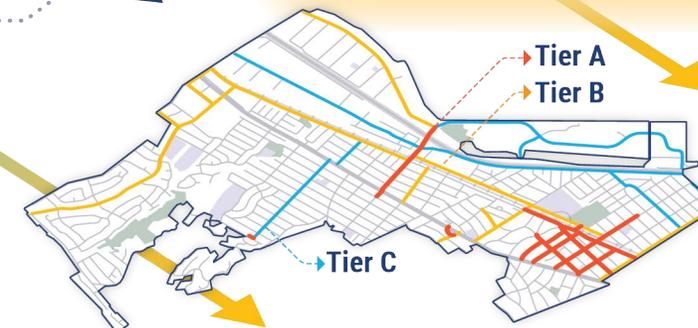
Step 2: Assign Additional Priority Points

A corridor receives additional priority points if it aligns with additional priorities identified through engagement and data analysis. Additional priorities include community priority, school zone, and downtown commercial zone.



Step 3: Add Total Project Points and Assign Project Priority Tier

Baseline safety points and additional priority points are added together to determine total project points. Project corridors are divided into three equal groups based on their total points to assign a project priority tier, where the highest point group is assigned to Tier A, the middle to Tier B, and the lowest to Tier C.



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- Councilmember Donna Colson

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- Jennifer Johnson
- Lynn Israelit
- Tony Brown

Community Advisory Committee

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Task Force

- Burlingame Community Development Department
- Burlingame Parks Department
- Burlingame Police Department
- Burlingame Public Works Department
- Central County Fire Department

Project Team

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- Fehr & Peers
- Winter Consulting



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