



STAFF REPORT

AGENDA NO: 11a

MEETING DATE: April 7, 2025

To: Honorable Mayor and City Council

Date: April 7, 2025

**From: Syed Murtuza, Director of Public Works – (650) 558-7230
Andrew Wong, Senior Civil Engineer – (650) 558-7230**

Subject: Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project Update and City Council Direction

RECOMMENDATION

Staff recommends that the City Council receive an update on the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project, review the proposed alternatives, and provide direction to staff.

BACKGROUND

Based on the priority list outlined in the City's 2020 Bicycle and Pedestrian Master Plan (BPMP), staff submitted a grant application to the San Mateo County Transportation Development Act (TDA) Article 3 Program for the Murchison Drive, Trousdale Drive, and Davis Drive Bicycle Improvement Project. On April 14, 2022, the C/CAG Board of Directors awarded grants to the top seven projects in the county, with Burlingame's application ranked second. As a result, Burlingame was awarded \$400,000 in grant funding for the project.

As part of the comprehensive project development process, the City has made a concerted effort to engage the community through a wide range of outreach initiatives. These efforts included mass mailings, emails to interested community members, including Burlingame Intermediate School, Franklin Elementary, and Millbrae staff, and eNews notifications to ensure broad awareness and participation. Additionally, on-site message boards (sandwich boards placed along sidewalks) were utilized to capture the attention of pedestrians and passersby. To further reach affected residents, the City sent direct emails and personally hand-delivered meeting notices to community members in the project area.

Community Engagement and Project Development Timeline

The project has undergone a comprehensive community engagement process, involved multiple stakeholders, and utilized various feedback mechanisms. The timeline of key events is as follows.

Initial Outreach and Data Collection

- May 2023: First community outreach meeting held, attracting over 20 participants.
- October 2023: Citywide online survey conducted to gather additional public input.

Design Development and Feedback

- June 2024: Second community meeting convened to present project design alternatives based on feedback from earlier meetings and online surveys to solicit further feedback.
- December 2024: Revised concepts were presented to the Traffic Safety and Parking Commission (TSPC) for feedback and input.

Final Community Presentation and TSPC Decision

- March 13, 2025: Staff presented revised alternatives and recommendations to the community at the TSPC meeting.
 - Murchison Drive and Davis Drive Bike Facilities: Following public input and extensive deliberation, the TSPC supported staff's recommendations to implement a Class II Buffered Bike Facility along Murchison Drive and a Class III Bike Facility on Davis Drive. Additionally, the Commission requested that staff explore potential traffic calming measures on Davis Drive to enhance safety and accessibility for all road users.
 - Trousdale Drive Bike Facility: The alternatives studied for the Trousdale Drive Bike Facility included the construction of a Class II Buffered Bike Facility, which would require either a reduction in travel lanes or the removal of curbside parking. A traffic study conducted for the project indicated that implementing a road diet on Trousdale Drive would impact traffic circulation, particularly during morning peak hours.

Throughout the community outreach process, residents expressed strong opposition to reducing travel lanes and on-street parking, citing concerns about congestion and accessibility. Conversely, bicycle advocates emphasized the need for a safe and buffered bike facility along Trousdale Drive. Given these competing priorities and the significant trade-offs involved, staff recommended that the Commission postpone the bike facility on Trousdale between El Camino Real and Castenada Drive for now and instead focus on implementing it along the segment between California Drive and El Camino Real.

After extensive deliberation, the TSPC was unable to reach a consensus on the matter. The Commission remained evenly divided (2-2-0) on the staff's recommendation, underscoring the challenge of balancing multimodal transportation improvements with community concerns and traffic impacts.

DISCUSSION

The project has now reached the final design stage. Based on community feedback, technical analysis, and TSPC input, staff is seeking City Council direction to advance the project toward final design, preparation of construction documentation, and construction.

A) Murchison Drive

Two alternatives were presented to the TSPC and the community.

Alternative 1: Buffered Class II Bike Lane

This design includes a standard Class II bike lane with an added buffer zone between the bike lane and the adjacent vehicle travel lane. This alternative reduces on-street parking by 11 spaces; mostly between Magnolia Avenue and California Drive. The buffer, typically marked with painted striping, provides additional separation to increase rider comfort and safety.

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

This option introduces a Class IV protected bike lane and relocates the on-street parking to a new position between the bike lane and the vehicle travel lane. To minimize driveway access impacts, this alternative reduces on-street parking by roughly 21 spaces. This configuration creates a physical separation between cyclists and moving vehicles, significantly enhancing safety.

Both Murchison Drive alternatives prioritize safety and mobility while supporting the City's Bicycle and Pedestrian Master Plan goals and while trying to minimize on-street parking impacts.

Staff recommended Alternative No. 1, which includes buffered bicycle lanes on Murchison Drive, as it provides a dedicated bike facility while minimizing potential impacts on emergency vehicle access. Additionally, this alternative incorporates a Class III facility along Ogden Drive to create a seamless connection between Murchison Drive and Trousdale Drive. This addition was made in response to community feedback, offering bicyclists—particularly those traveling toward Burlingame Intermediate School (BIS)—the option to continue along the Class II facility on Murchison Drive before transitioning via Ogden Drive.

Following deliberation, the TSPC approved staff's recommendation with a 3-1-0 vote, supporting the buffered bicycle lanes on Murchison Drive. The Commission also requested the inclusion of a center turn lane to minimize impacts on both the bike lane and vehicle travel lanes.

B) Davis Drive

A single alternative was presented to the TSPC and the community.

Proposed Enhancements

For Davis Drive 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.

The TSPC unanimously supported staff's recommendation for the proposed enhancements along Davis Drive, approving the motion with a 4-0 vote.

C) Trousdale Drive

Three alternatives were presented to the TSPC and the community.

Alternative 1: Road Diet with Buffered Class II Bike Lanes with On-Street Parking

This alternative introduces a road diet that will reduce the number of travel lanes from four lanes to two with a turn lane and buffered Class II bike lane, while reducing the on-street parking by approximately 18 spaces. A two-way left-turn lane is included in the design to maintain access to properties on both sides of the street.

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

This alternative preserves the current number of travel lanes, incorporates additional turn lanes, and introduces a buffered Class II bike lane. However, it eliminates all on-street parking, removing approximately 146 spaces..

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

This alternative preserves the current number of travel lanes while introducing a new Class II bicycle lane without a buffer between motorists and cyclists. This alternative results in a loss of about 18 spaces. To accommodate this design, the widths of travel lanes, parking strips, and bike lanes have been reduced to the minimum allowable standards.

Despite extensive community outreach, strong opposition persisted for both Alternative #1 and Alternative #2, primarily due to concerns over the loss of on-street parking and significant reductions in traffic service levels during peak morning hours. Similarly, Alternative #3 did not receive strong support, as it places bicyclists in close proximity to moving traffic and parked vehicles without a buffer. Additionally, the segment between Ogden Drive and El Camino Real lacks sufficient street width to incorporate an on-street bicycle facility without creating potential conflicts with Mills-Peninsula Hospital operations.

Given the limited community support for any of the three proposed alternatives along Trousdale Drive, staff recommended to the TSPC the postponement of the Trousdale Drive segment between Castenada Drive and El Camino Real at this time. Instead, staff proposed proceeding only with the implementation of a Class II bicycle facility between El Camino Real and California Drive as originally planned.

Staff recommends that the City Council authorize staff to move forward with the TSPC-supported alternatives for Murchison Drive and Davis Drive and provide direction regarding Trousdale Drive. Upon receiving City Council guidance, staff will proceed with the next steps to implement the project.

Exhibits:

- Presentation
- March 13, 2025 TSPC Staff Report Packet
- March 13, 2025 Unapproved Draft TSPC Meeting Minutes