



Bicycle and Pedestrian Master Plan

Project Update

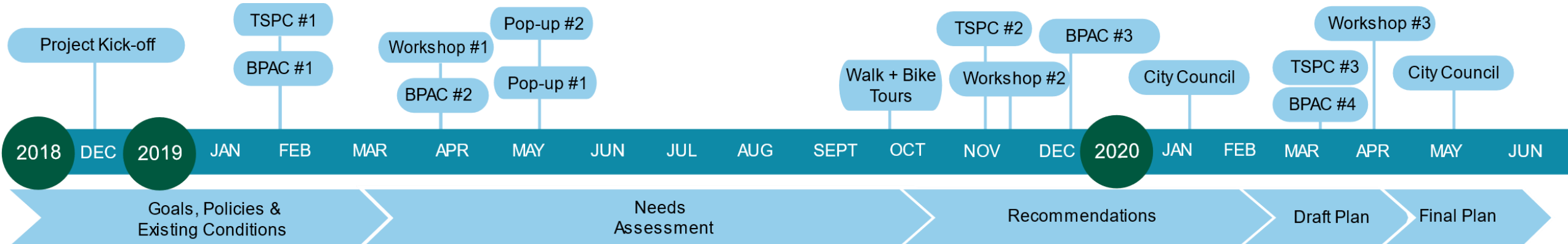
1/21/2020



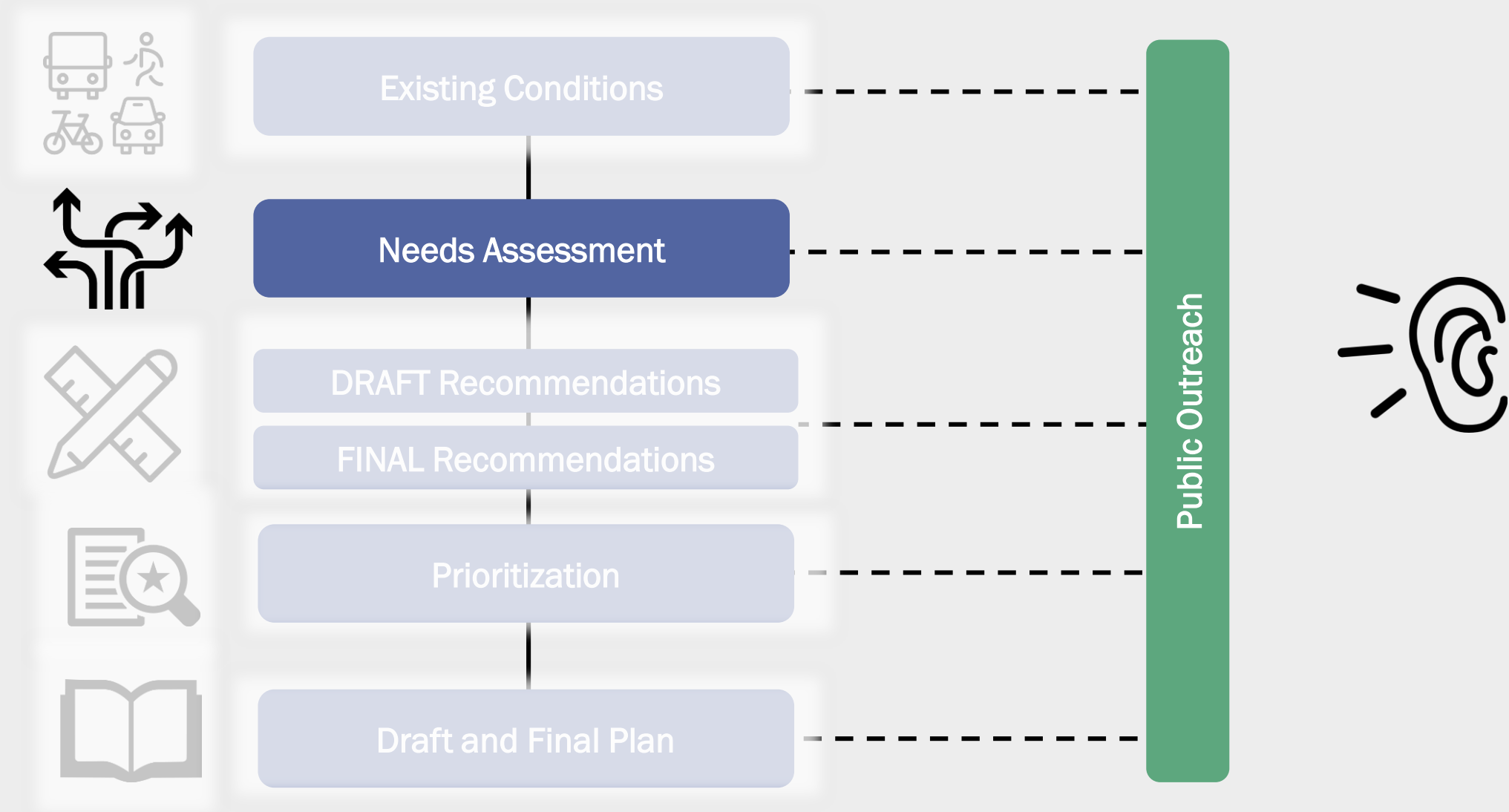
OVERVIEW

- Introduction
- Approach
- Public Engagement
- Needs Analysis
- Next Steps: Preliminary Draft Recommendations

SCHEDULE



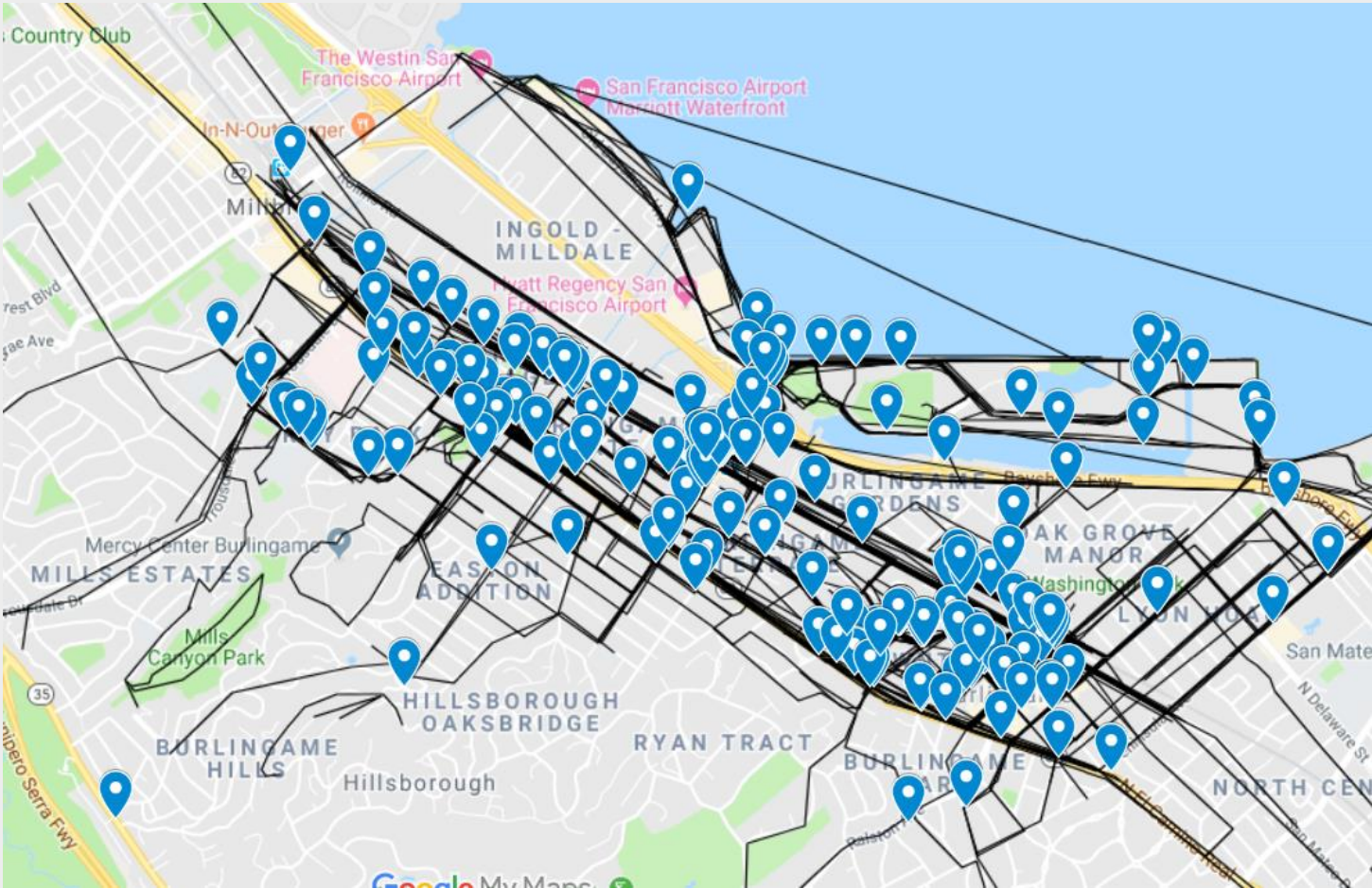
APPROACH



PUBLIC ENGAGEMENT

- BPAC Meetings (x2)
- Farmer's Market Pop-up Booth (x1)
- Community Workshop (x2)
- School Map Surveys (x100)
- Bicycle Tour (x1)
- Online Engagement





3 Months

452 online comments

Comment Type		
Barrier That Deters me	76	119
Route that I take	169	80

PUBLIC OUTREACH TAKEAWAYS



- Network expansion
- Separation from vehicles
- Wayfinding
- Signal timing
- Facility maintenance



- Crossing concerns
- School safety
- Vehicle speeds
- Signalization
- Facility improvements
- Pedestrian experience

NEEDS ANALYSIS

Demand

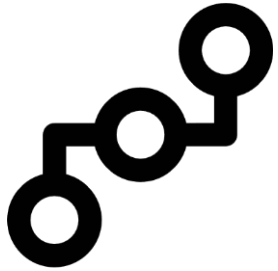
Connectivity

Accessibility

Safety

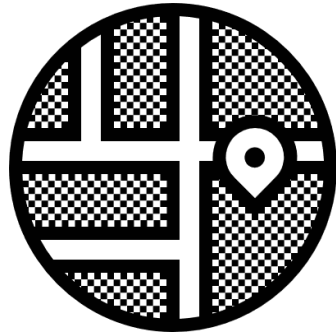


KEY THEMES FROM ANALYSIS



Crosstown networks/
residential streets

- **Reduce stress level** on major corridors
- Utilize residential streets to create **route links and alternatives**



Access to Downtown
and Major Destinations

- Encourage bike and ped travel with **facility enhancements** connecting to DT, Bayshore, and major destinations



Safe Routes to
Schools

- Maximize on **residential network**
- Reduce stress level network near **schools**



Commute Travel and
Safe Routes to Transit

- Prioritize access and connectivity to **major transit**

Demand

- Major destinations
- How residents commute

Connectivity

Accessibility

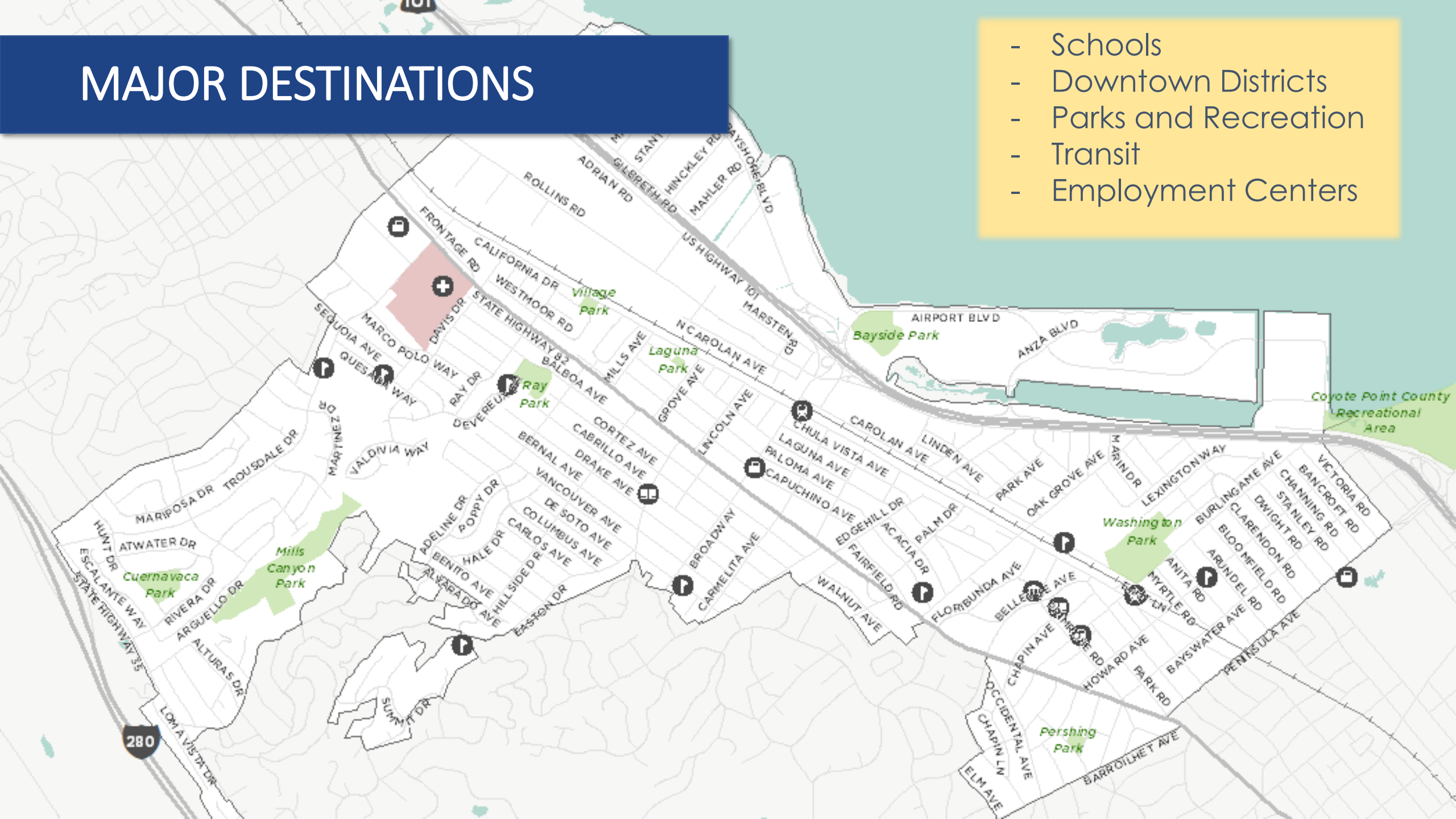
Safety



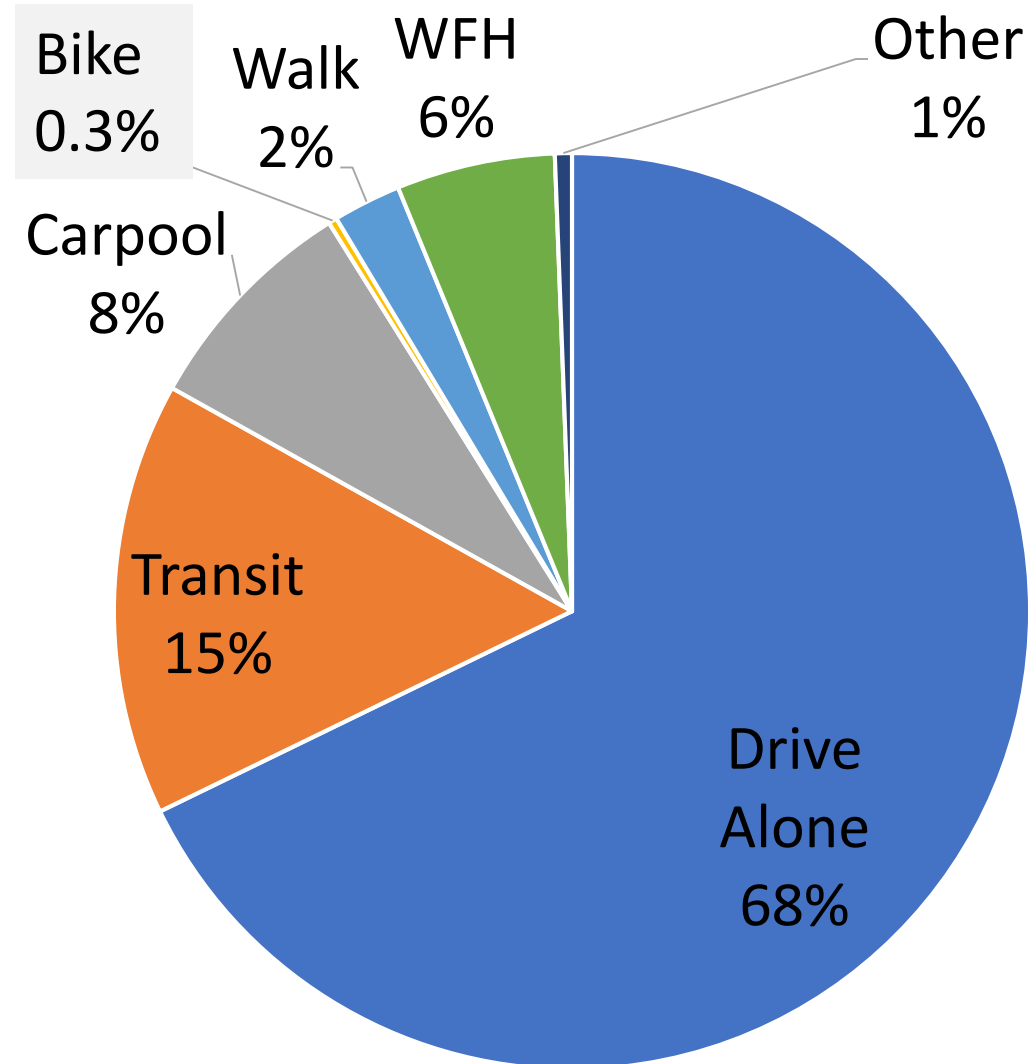
Where do people in Burlingame live, work, play, shop, go to school, and access transit?

MAJOR DESTINATIONS

- Schools
- Downtown Districts
- Parks and Recreation
- Transit
- Employment Centers



HOW RESIDENTS COMMUTE TO WORK



Demand

Connectivity

- Bicycle Level of Traffic Stress
- Pedestrian crossings

Accessibility

Safety



How readily can people walk or bike between various locations in Burlingame?

BICYCLE LEVEL OF TRAFFIC STRESS



LTS 1
All Ages and Abilities



LTS 2
Interested but Concerned



LTS 3
Enthusiased and Confident



LTS 4
Strong and Fearless

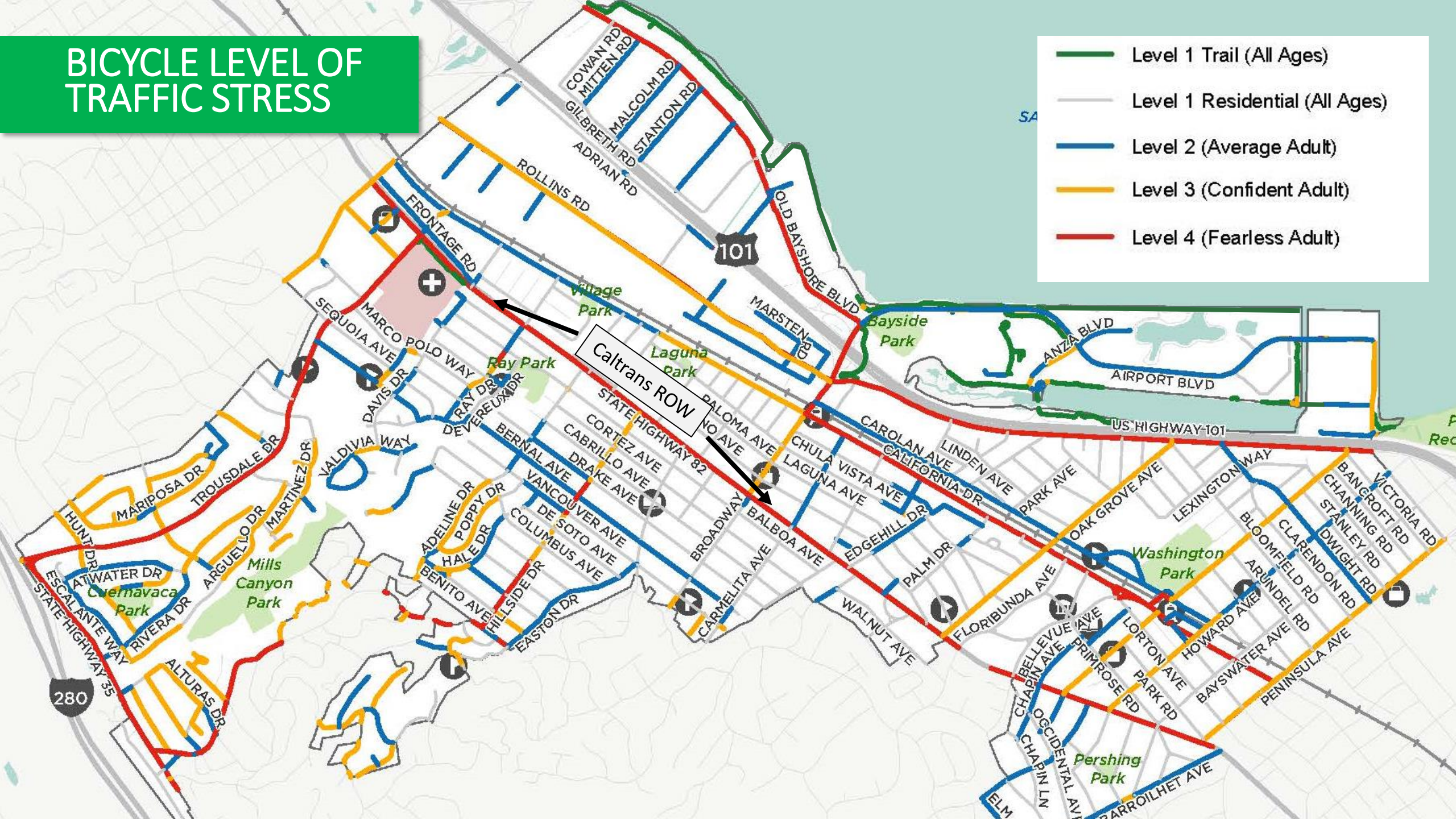
LTS = the level of stress a cyclist experiences on roadway.

Factors

- Vehicle speed
- Existing bike facilities
- Number of vehicle lanes
- Street classification (& topo)

BICYCLE LEVEL OF TRAFFIC STRESS

- Level 1 Trail (All Ages)
- Level 1 Residential (All Ages)
- Level 2 (Average Adult)
- Level 3 (Confident Adult)
- Level 4 (Fearless Adult)



PEDESTRIAN CROSSINGS

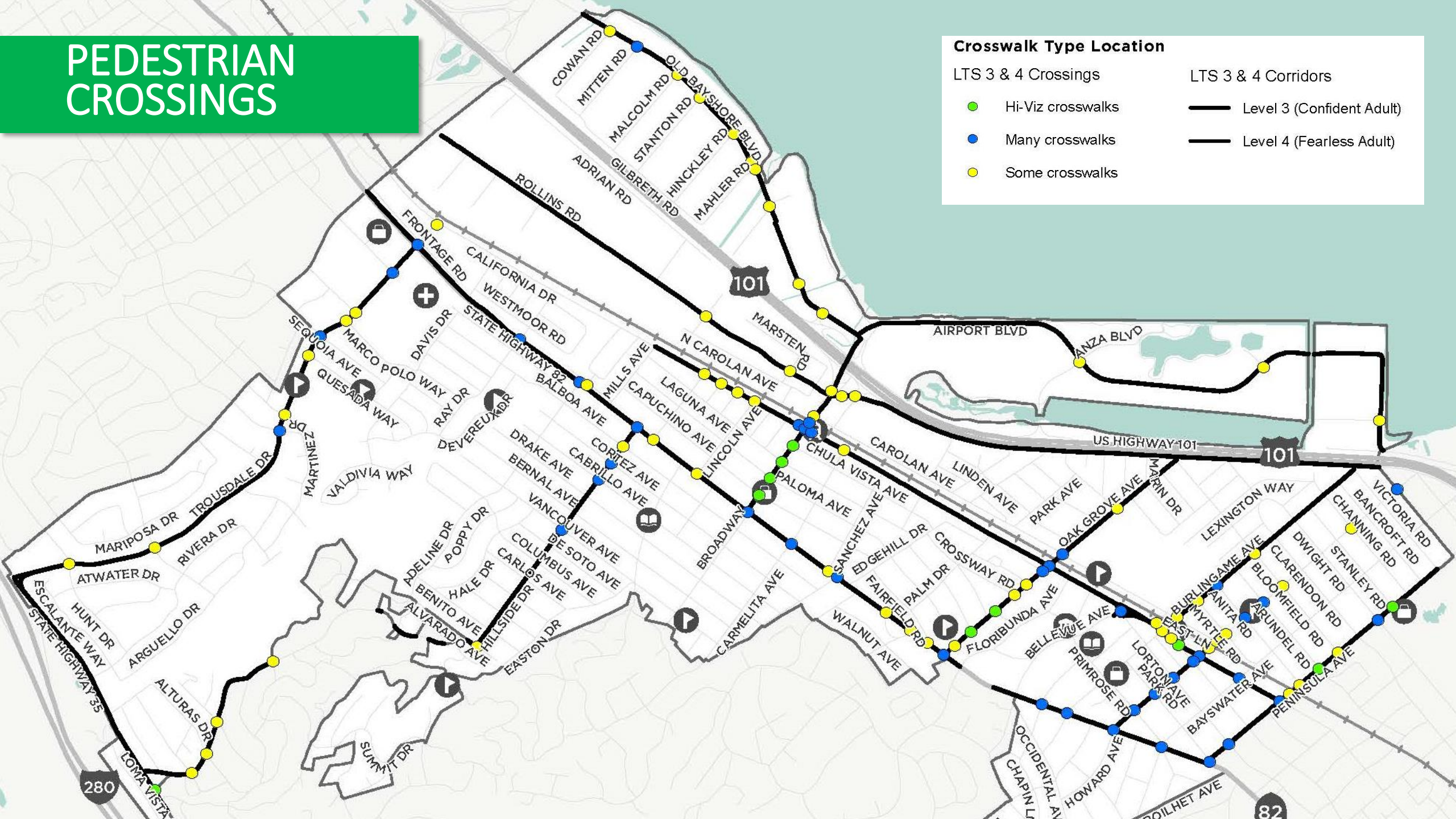
Crosswalk Type Location

LTS 3 & 4 Crossings

- Hi-Viz crosswalks
- Many crosswalks
- Some crosswalks

LTS 3 & 4 Corridors

- Level 3 (Confident Adult)
- Level 4 (Fearless Adult)



Demand

Connectivity

Accessibility

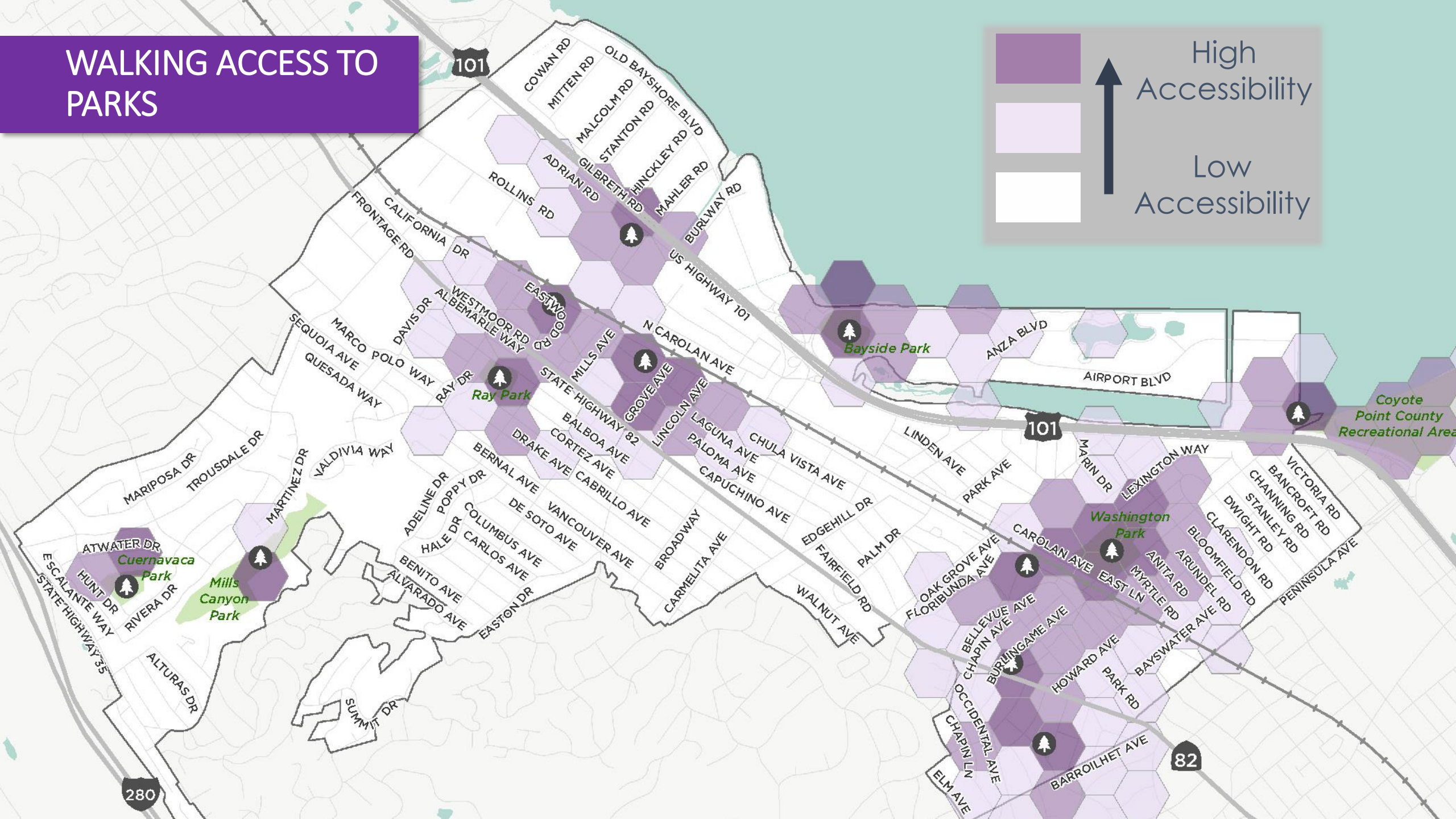
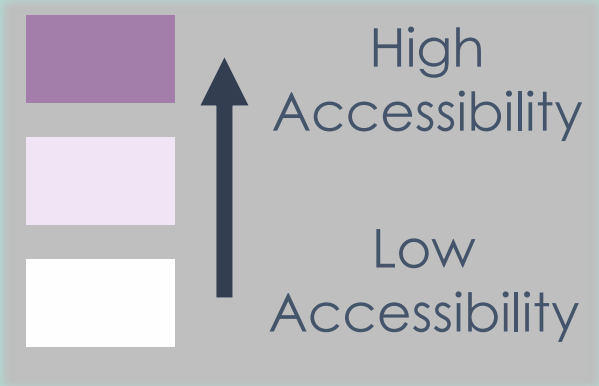
Safety

- Access to parks
- Access to schools
- Access to transit
- Access to shopping

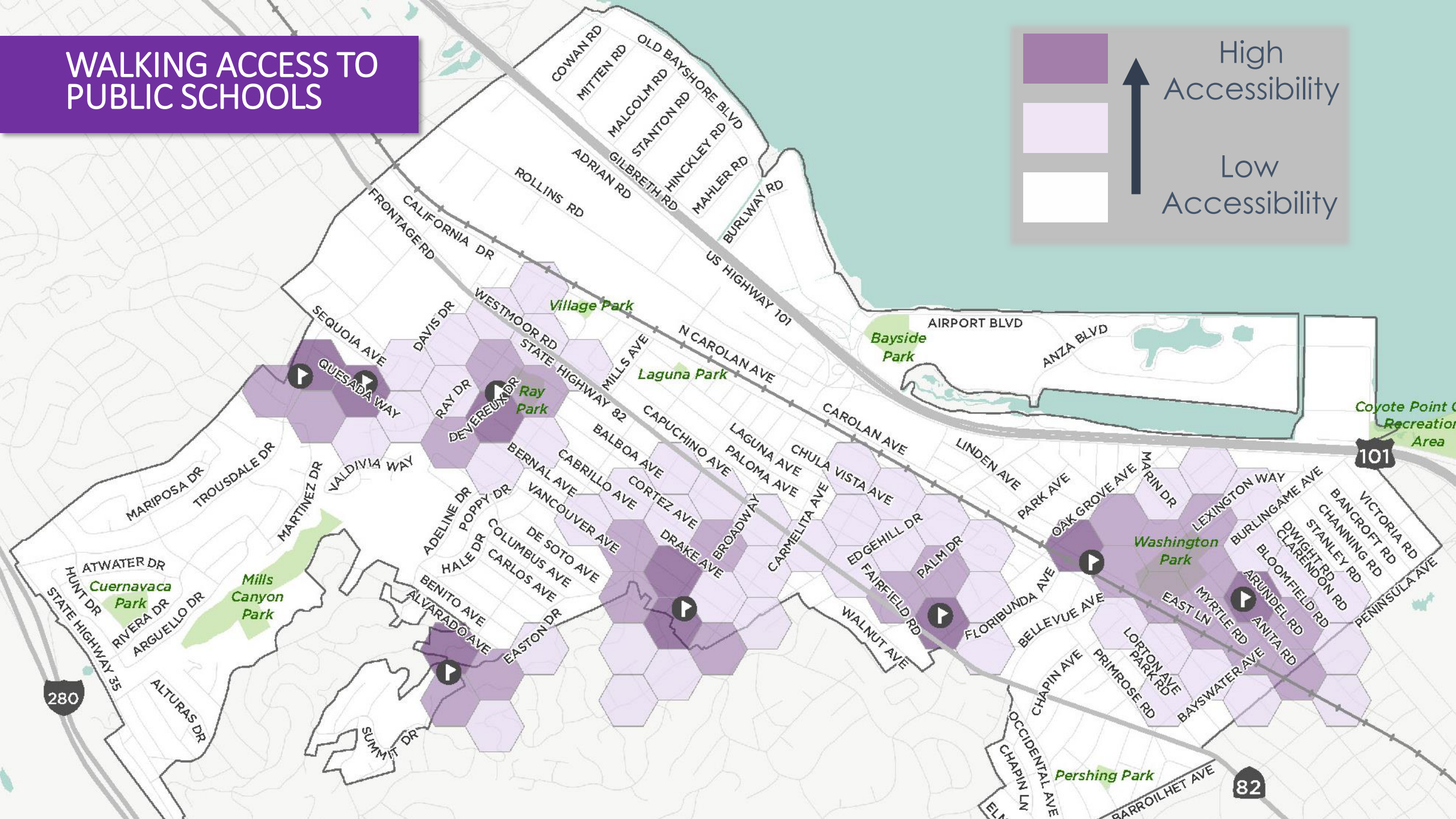
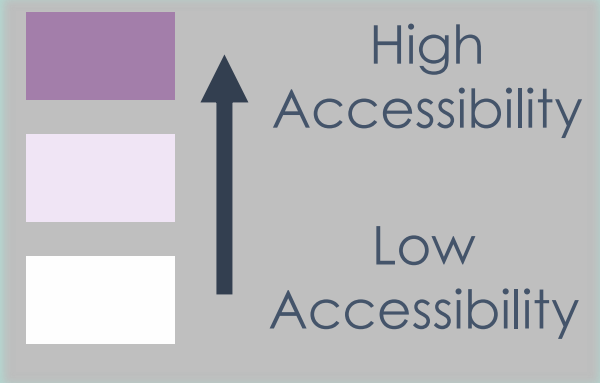
What is access like to places that residents like to go to in Burlingame?



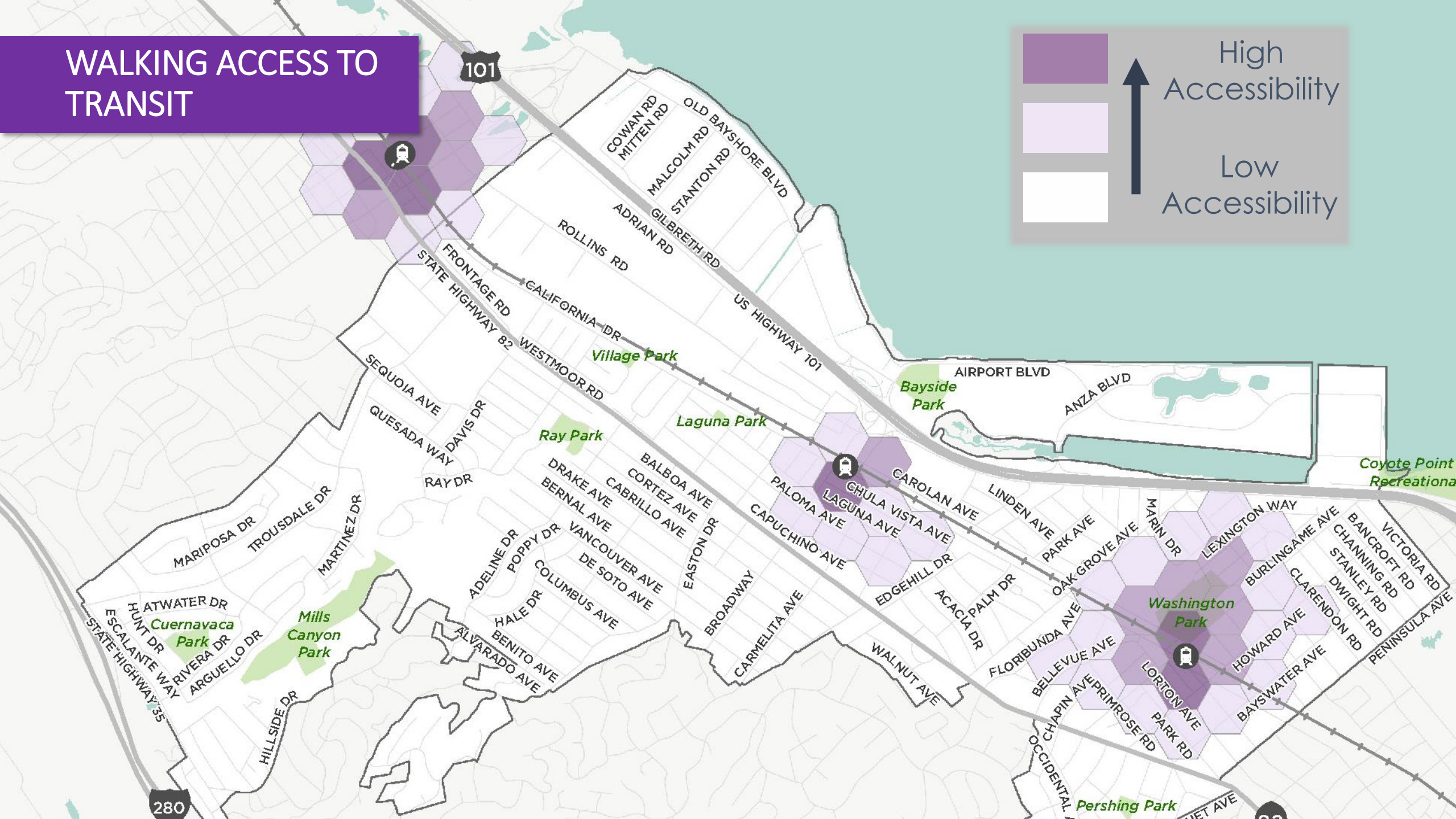
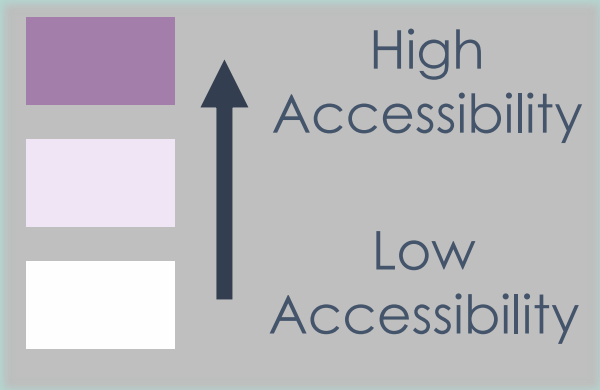
WALKING ACCESS TO PARKS



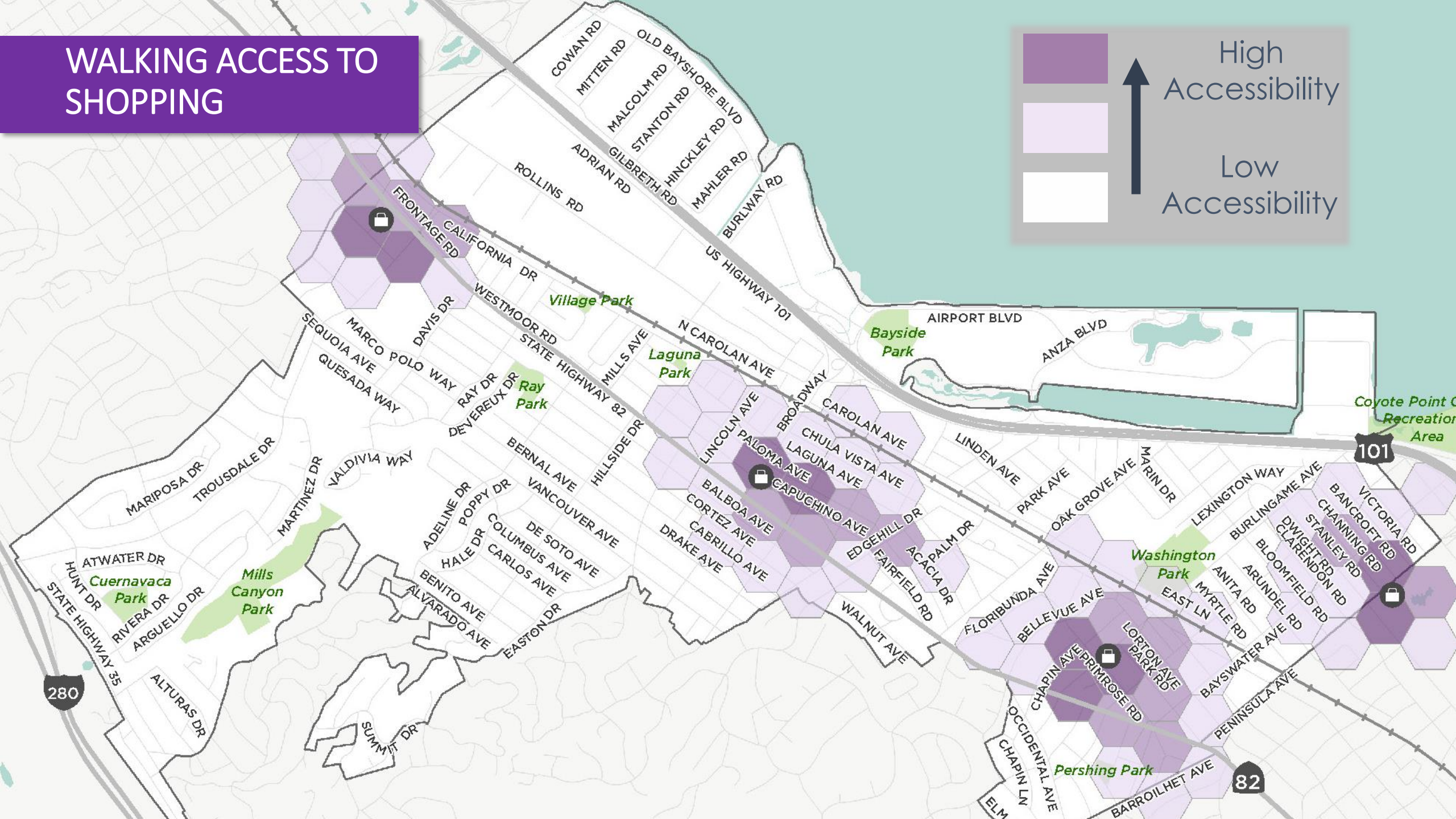
WALKING ACCESS TO PUBLIC SCHOOLS



WALKING ACCESS TO TRANSIT



WALKING ACCESS TO SHOPPING



Demand

Connectivity

Accessibility

Safety

- Bicycle Focus Areas
- Pedestrian Focus Areas



What does historical safety data say about the areas of focus for bicyclists and pedestrians in Burlingame?

AREA OF FOCUS
(BICYCLES)

El Camino Real
(Caltrans ROW)

California Drive

Downtown Area

AREA OF FOCUS (PEDESTRIANS)

El Camino Real/Murchison
(Caltrans ROW)

Burlingame
Intermediate School

Broadway Station Area

El Camino Real/Broadway
(Caltrans ROW)

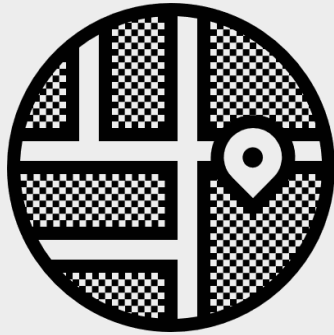
Downtown Area

KEY THEMES FROM ANALYSIS



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Access to Downtown
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Safe Routes to
Schools

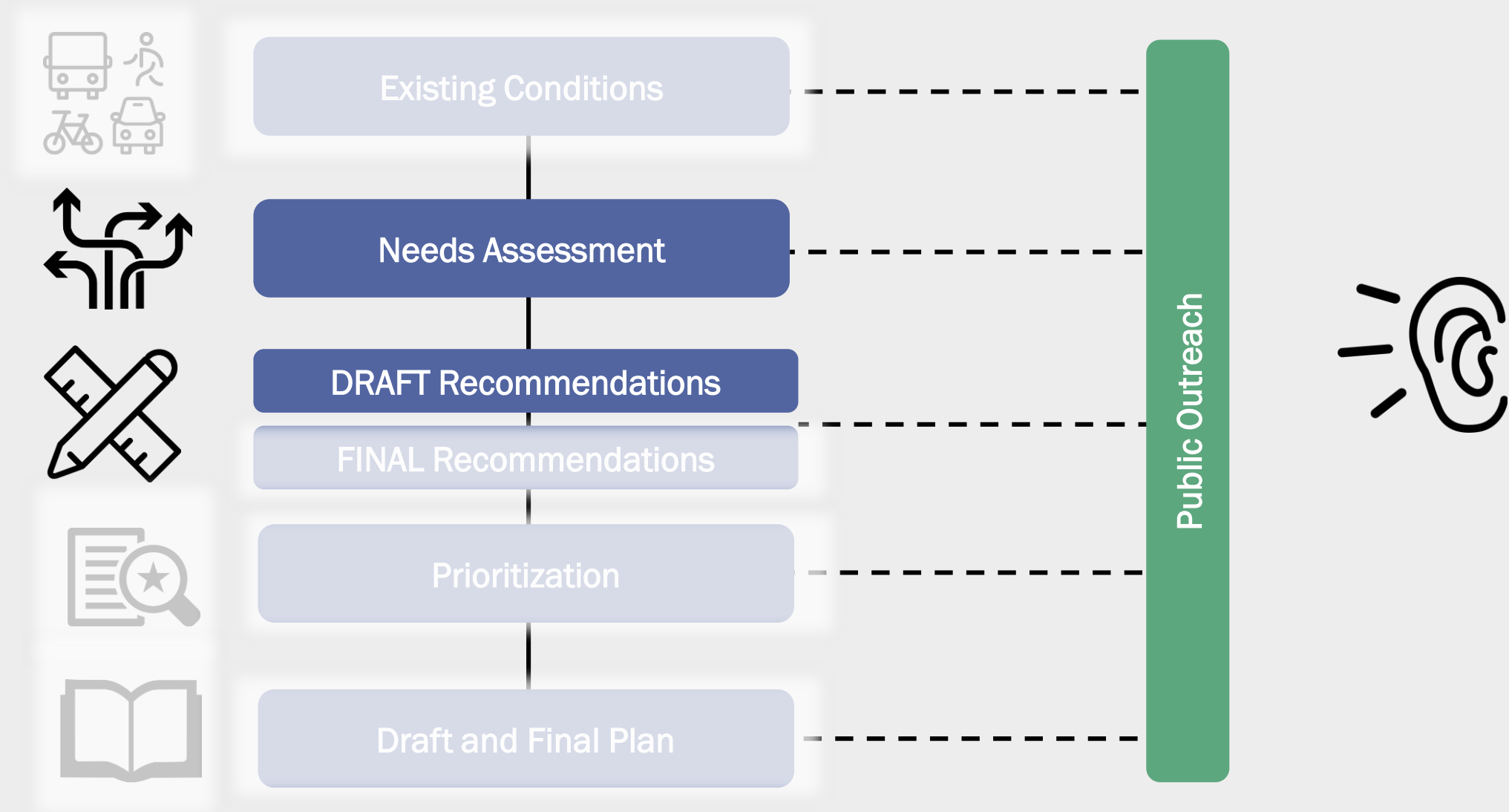
- Maximize on **residential network**
- Reduce stress level network near **schools**



Commute Travel and
Safe Routes to Transit

- Prioritize access and connectivity to **major transit**

APPROACH





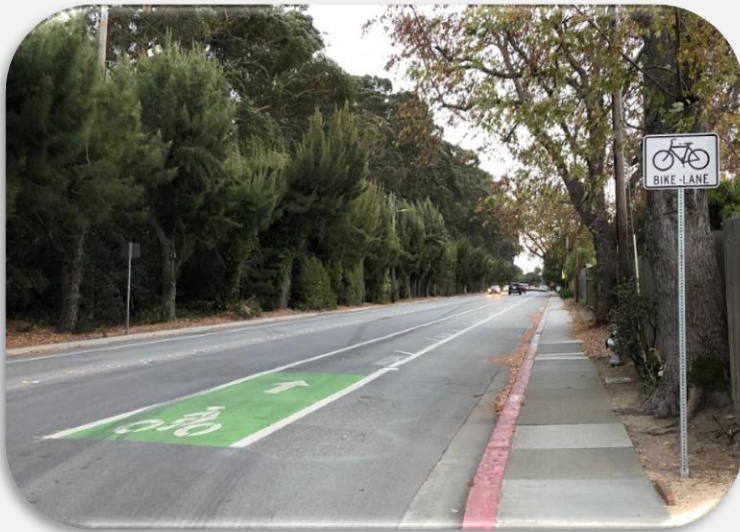
DRAFT NETWORK RECOMMENDATIONS



BIKEWAY TYPES



Class I shared use path – is an off-street paved bikeways. They are separated from vehicle traffic, but are almost always shared with pedestrians.



Class II standard bike lane - is a portion of road reserved for the preferential or exclusive use of people biking, indicated by road markings. Those riding in a bike lane should always be aware of driveways, mixing zones, car doors and vehicles such as taxis or paratransit that may temporarily occupy the lane.

BIKEWAY TYPES



Class III shared lane - is typically wide travel lanes shared by bicyclists and vehicles. They are commonly marked with the standard or greenback sharrows and wayfinding signs to indicate shared use. The sharrow symbol is a bicycle silhouette with two chevrons above it indicating the proper direction of travel. Those riding a bike should be cautious of the door zone, mixing zones and turning lanes.



Shared Lane Markings or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles.

BIKEWAY TYPES



Class IV Separated bikeways - also commonly referred to as cycle tracks or protected bikeways, are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers. Always be considerate of slower-moving bicyclists, pedestrians and driveways.

MORE BIKEWAY TYPES



Bike Route (Class 3)



Bike Lane (Class 2)



Separated Bike Lane (Class 4)



Buffered Bike Lane (Class 2b)



Shared-Use Path (Class 1)

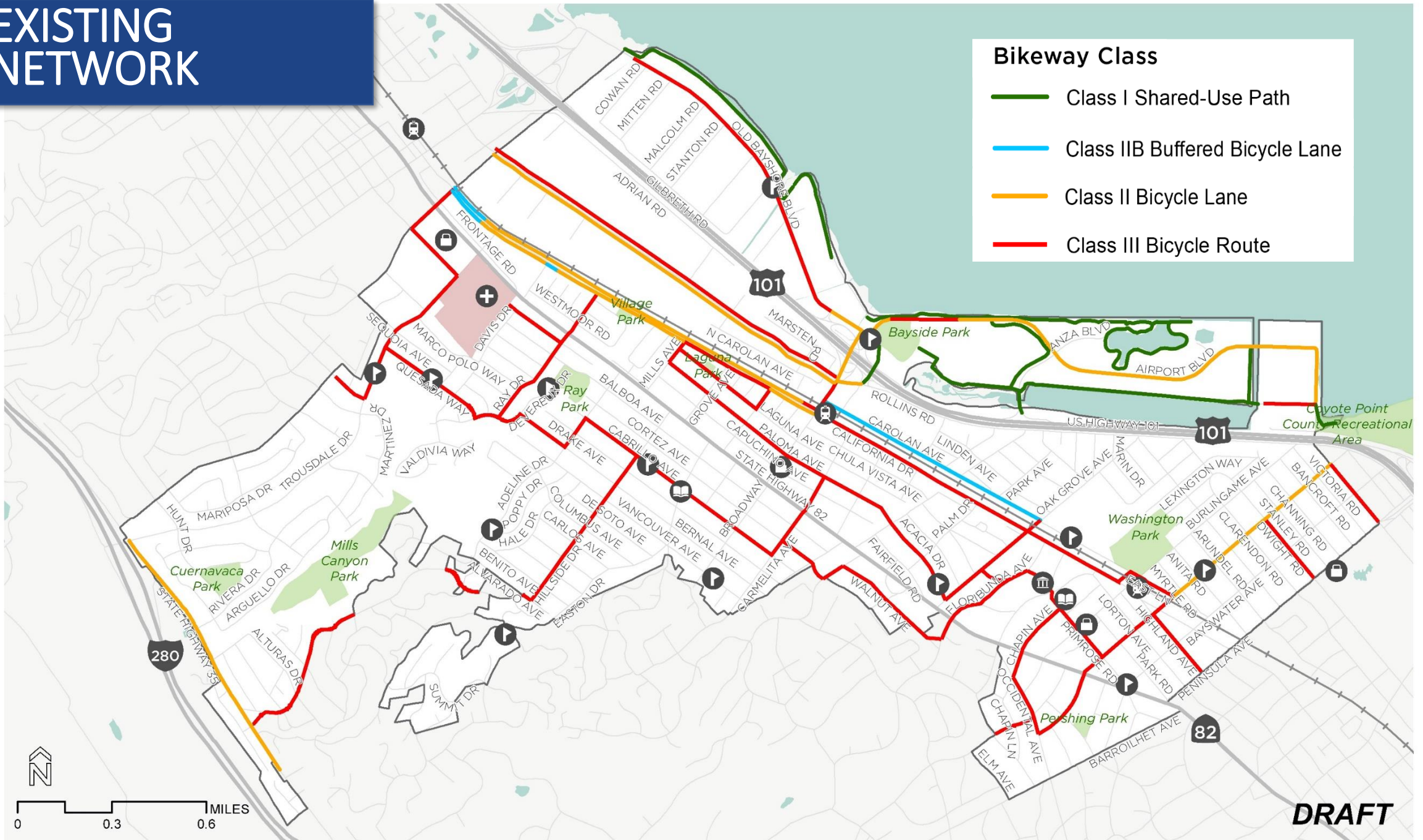


Bike Boulevard (Class 3b)

EXISTING NETWORK

Bikeway Class

- Class I Shared-Use Path
- Class IIB Buffered Bicycle Lane
- Class II Bicycle Lane
- Class III Bicycle Route



DRAFT PEDESTRIAN IMPROVEMENT TYPES



Bulb-outs



High-Visibility Crosswalks



Rectangular Rapid Flash Beacon
(RRFB)



Advance Yield Markings



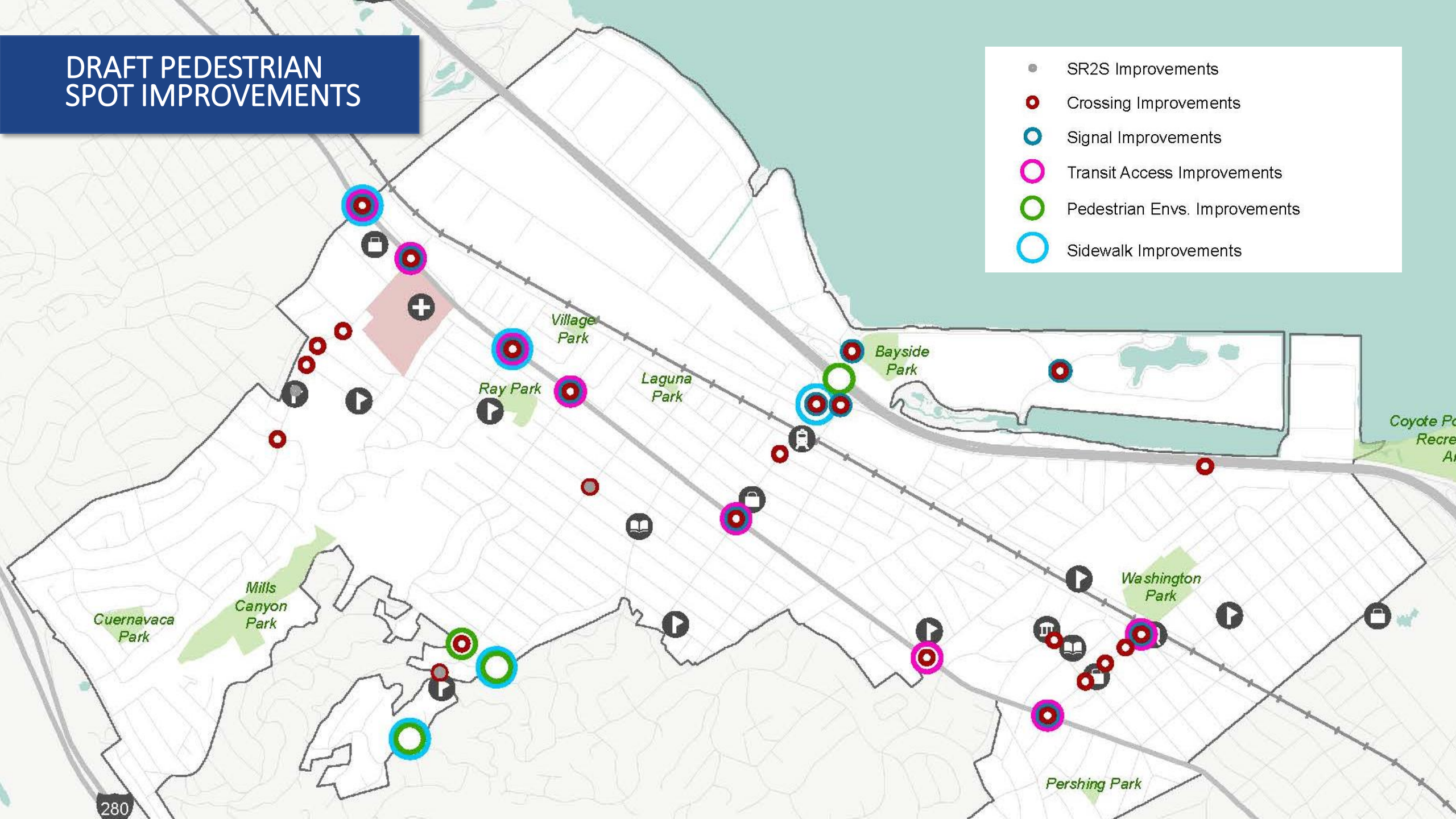
Signals: Leading Pedestrian Interval



Radar Speed Sign

DRAFT PEDESTRIAN SPOT IMPROVEMENTS

- SR2S Improvements
- Crossing Improvements
- Signal Improvements
- Transit Access Improvements
- Pedestrian Envs. Improvements
- Sidewalk Improvements



DRAFT PEDESTRIAN CORRIDOR TYPES

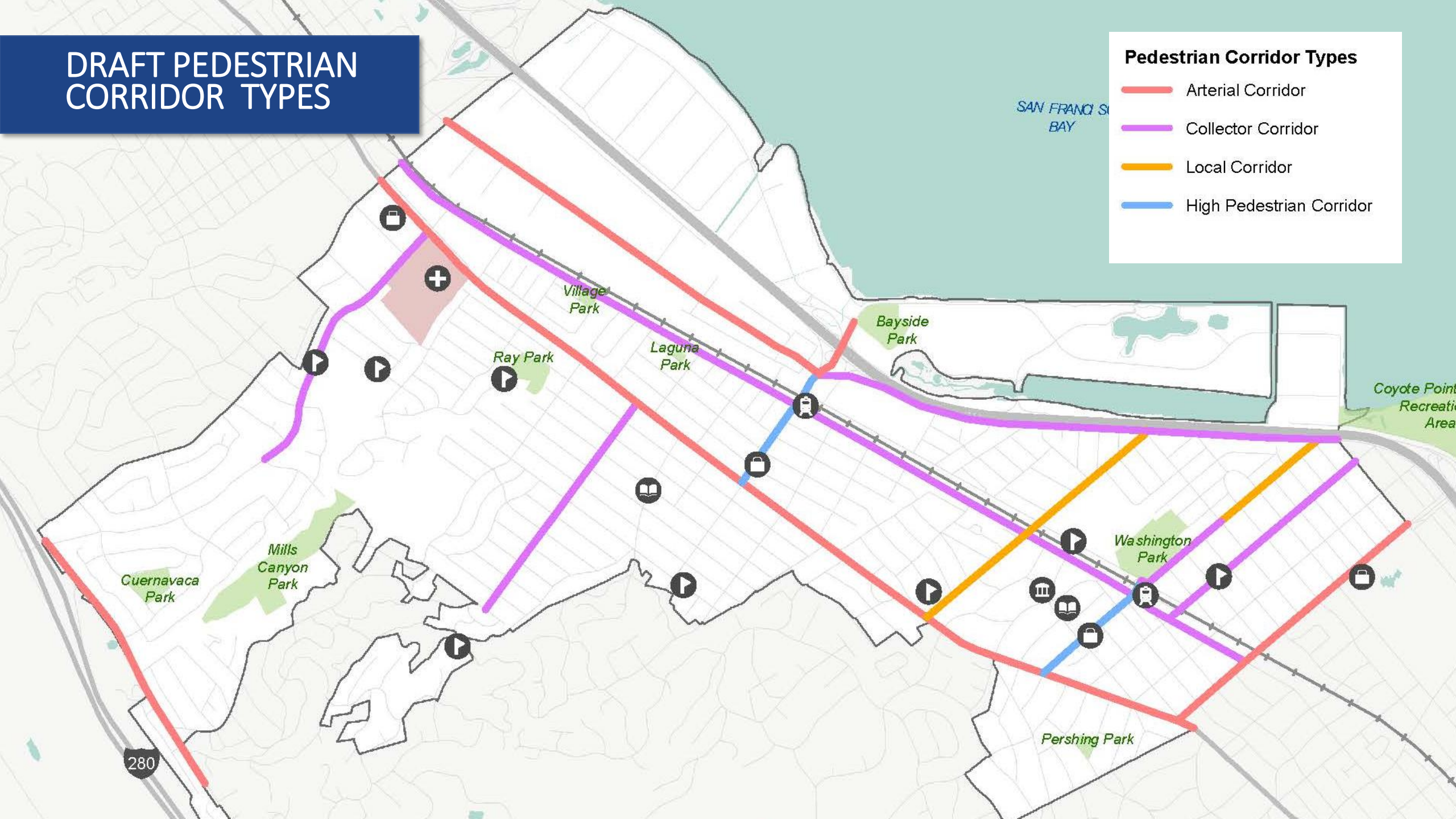
Pedestrian Corridor Types

Arterial Corridor

Collector Corridor

Local Corridor

High Pedestrian Corridor



ARTERIAL STREETS

Countermeasures



Ex: California Drive



Sidewalk Repair



Lighting



Street Trees



Street Furniture



Utility Relocation



Ped Refuge Island



Traffic Calming



Rolled Curb Replacement



Red Curb Management



Curb Extensions



Crossing Guards



Marked Crossings



Leading Ped Interval



Signs and Markings



Ped Scrambles



Extended Crossing Times

COLLECTOR STREETS

Recommended Countermeasures



Ex: Murchison Drive



Sidewalk Repair



Lighting



Street Trees



Street Furniture



Utility Relocation



Ped Refuge Island



Traffic Calming



Rolled Curb Replacement



Red Curb Management



Curb Extensions



Crossing Guards



Marked Crossings



Leading Ped Interval



Signs and Markings



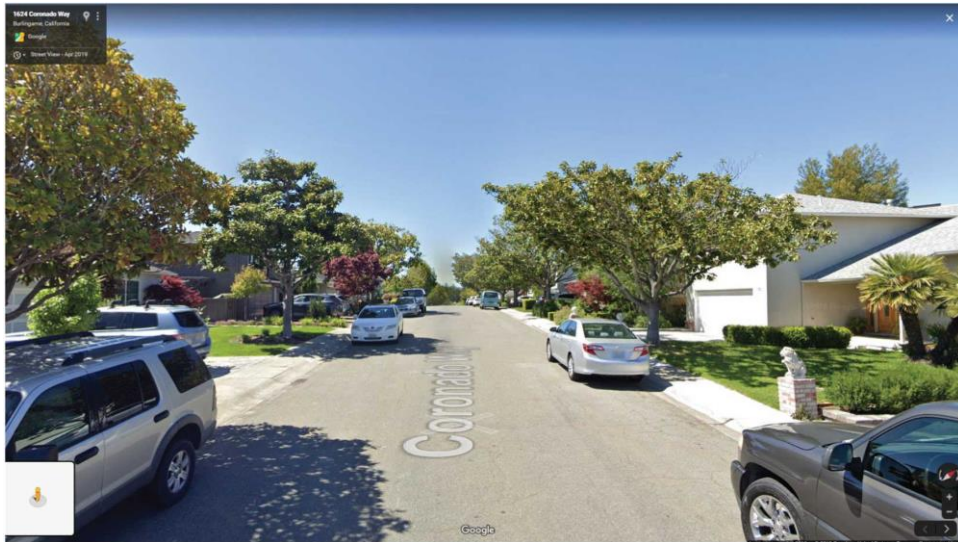
Ped Scrambles



Extended Crossing Times

LOCAL STREETS

Recommended Countermeasures



Ex: Coronado Way



Sidewalk Repair



Lighting



Street Trees



Street Furniture



Utility Relocation



Ped Refuge Island



Traffic Calming



Rolled Curb Replacement



Red Curb Management



Curb Extensions



Crossing Guards



Marked Crossings



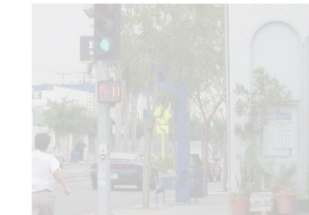
Leading Ped Interval



Signs and Markings



Ped Scrambles



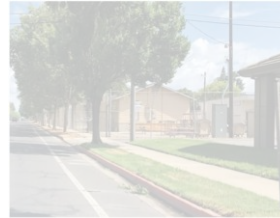
Extended Crossing Times

HIGH VOLUME PEDESTRIAN AREAS

Recommended Countermeasures



Ex: Burlingame Avenue



Sidewalk Repair



Lighting



Street Trees



Street Furniture



Utility Relocation



Ped Refuge Island



Traffic Calming



Rolled Curb Replacement



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Curb Extensions



Crossing Guards



Marked Crossings



Leading Ped Interval



Signs and Markings



Ped Scrambles

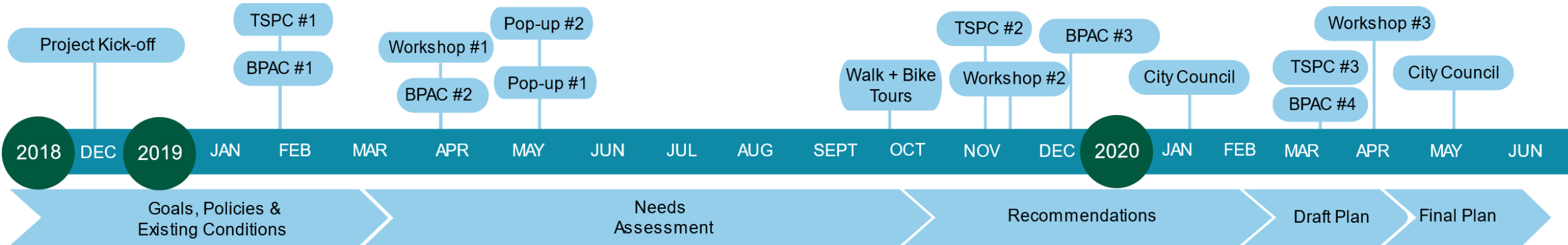


Extended Crossing Times

DRAFT PARK LINK ROUTES



NEXT STEPS



- Continue Gathering online feedback
- Detailed street level options
 - Based on public feedback
 - Additional studies + data collection

- Work shop 3
- Develop Implementation Strategy
 - Project evaluation and criteria
 - Project funding sources
- Finalize Recommendations



Thank You!



PROPOSED IMPROVEMENTS ONLY

Bike Recommendations

Caltrans Right-of-Way

— El Camino Real

Proposed Bikeways

— Class 1 Shared-Use Path

— Class 2 Bicycle Lane

— Class 3 Bicycle Route

