STAFF REPORT

AGENDA ITEM NO:

MEETING DATE: July 9, 2020

To: **Traffic Safety and Parking Commission**

Date: **July 9, 2020**

From: **Jennifer Lee, Env. Regulatory Compliance Coordinator – (650) 558-7230**

Subject: **Chapin Avenue Feasibility Study Update**

RECOMMENDATION

Staff recommends the Traffic Safety and Parking Commission (TSPC) receive an update regarding staff efforts on the Chapin Avenue Green Streets Project. Following the presentation and discussion, staff is seeking feedback and a ranking of the three options as part of the project's outreach efforts.

BACKGROUND

The City of Burlingame is a permittee of the Municipal Regional Stormwater Permit which requires that large urban areas discharging stormwater into the San Francisco Bay or the Pacific Ocean prevent harmful pollutants from being dumped or washed by stormwater runoff into the storm drain system. This permit sets regulations for achieving pollutant load reductions from mercury and polychlorinated biphenyls (PCBs) by treating runoff through green infrastructure. Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments, it essentially mimics nature by soaking up and storing rainwater. Examples of projects that utilize green infrastructure include the Donnelly Rain Gardens, California Drive Roundabout, and most recently, the Burlingame Community Center. In 2017, the City contributed to a countywide effort with the City/County Association of Governments of San Mateo County and worked with stakeholders and the public to prepare a Stormwater Resource Plan (SRP). The purpose of this plan is to provide detailed analysis of stormwater and dry weather capture projects for the County. Chapin Avenue was one of twenty-six projects with a conceptual design fact sheet in the SRP.

Chapin Avenue is a relatively wide street compared to other downtown City streets and includes 98 feet of public right-of-way. This excess width can encourage cars to travel at higher speeds, double parking by vehicles and delivery trucks, and illegal street crossings by pedestrians. This has the combined effect of making the area less appealing for pedestrians, cyclists, and motorists. In addition to traffic concerns, stormwater runoff from this commercial and parking dense corridor flow directly to the storm drain inlets on Primrose Road without treatment. Treating the runoff from this street would significantly improve the water quality from this area as well as provide treatment credit for new development projects that replace impervious surfaces.

Because of these existing conditions, Chapin Avenue was also included in planning documents such as the Downtown Specific Plan as a street with the ability to improve in areas of traffic, pedestrian, and bicycle safety. To date, City staff and consultants from Wilsey Ham and Callander Associates have conducted three public outreach meetings: one to the Downtown Burlingame Business Improvement District members and two to the public. Staff invited property owners and residents within 300 feet of the project site, as well as the Beautification Commissioners, Citizens Environmental Council of Burlingame, City Councilmembers, Community Bicycle/Pedestrian Advisory Committee, Planning Commissioners, and Traffic, Safety, and Parking Commissioners. Wilsey Ham and Callander Associates have been working with City staff to study the opportunities and constraints for improvements on Chapin Avenue.

DISCUSSION

Based on the feedback from the community meetings, the design team has developed three options utilizing the right-of-way along Chapin Avenue.

Option A: Maximizes parking by repurposing the middle of the street with reverse angled and parallel parking spaces and a landscaped/pedestrian area. As the street approaches El Camino Real, the middle lane would transition to a turning lane and/or loading zone. The travel lane width reduced to 12-feet, and the existing parking spaces converted to either reverse angle (western portion towards El Camino Real) or parallel parking spaces (eastern portion towards Primrose Rd). These spaces allow for an improved Class III bicycle facility on Chapin Avenue. The existing sidewalk area would be enhanced with new planter areas and new streetlights. There would also be a mid-block pedestrian crossing with bulb-outs for stormwater retention and a pedestrian refuge island with plantings in the median.

Option B: This option introduces a 10-foot wide median strip designated as a turning lane and parking zone (western portion towards El Camino Real) and a planted median (eastern portion towards Primrose Road). The travel lanes are 12-feet, with parallel parking replacing the existing angled parking. The existing sidewalk area would be enhanced with new planter areas and streetlights. Between the parking area and sidewalk there would be a six-foot planter strip and a five-foot bike lane. This planter strip would be a bioretention area for stormwater runoff. There would be bulb-outs at all the pedestrian crossings on Chapin Avenue. There would also be a mid-block pedestrian crossing with bulb-outs for stormwater treatment and a pedestrian refuge island in the median.

Option C: Similar to the previous two options, the existing sidewalk area on both sides of the street would be enhanced with new planter areas and streetlights with bulb-outs at the pedestrian crossings on Chapin Avenue; while the travel lanes would be 12-feet. The median would be a 10-foot wide strip designated as a turning lane or loading zone (western portion towards El Camino Real) that transitions to a 9-foot wide planting median (eastern portion towards Primrose Road). Along Chapin Avenue, there would be a mixture of parallel and nose-in angled parking. The bicycle facility would be a Class IV against the curb, utilizing the parking as an

additional buffer. There would also be a mid-block pedestrian crossing with bulb-outs for stormwater treatment and a pedestrian refuge island in the median.

The Traffic Safety and Parking Commission should receive the update and provide feedback from both the TSPC and community. As part of the project's outreach, staff is requesting a ranking of the three options. Staff and the design team will utilize the feedback from tonight's meeting and incorporate it into the next community meeting for the project.

Exhibit:

- Chapin Avenue Feasibility Study, Including Cross-Section Options (Options A-C)