



Wilsey Ham
CALA
TJKM

CHAPIN AVENUE FEASIBILITY STUDY

Traffic, Safety and Parking Commission

City of Burlingame

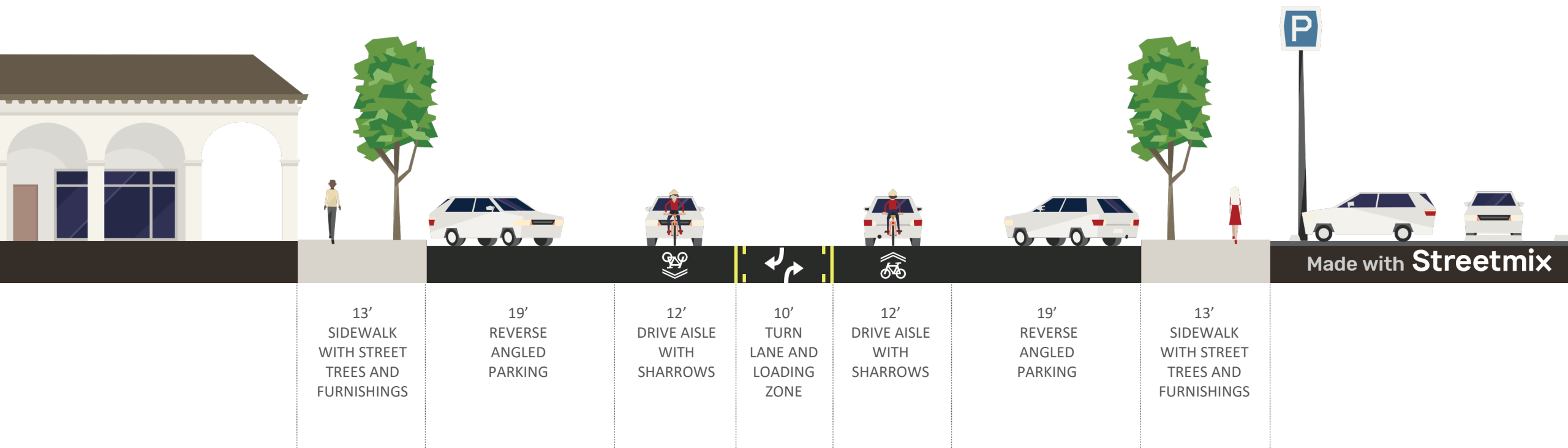
July 9, 2020

GOAL

RECEIVE PRELIMINARY FEEDBACK ON CONCEPTUAL OPTIONS IN ORDER TO BETTER UNDERSTAND CURRENT PRIORITIES FOR FUTURE STREET IMPROVEMENTS ON CHAPIN AVENUE.

PRELIMINARY OPTIONS

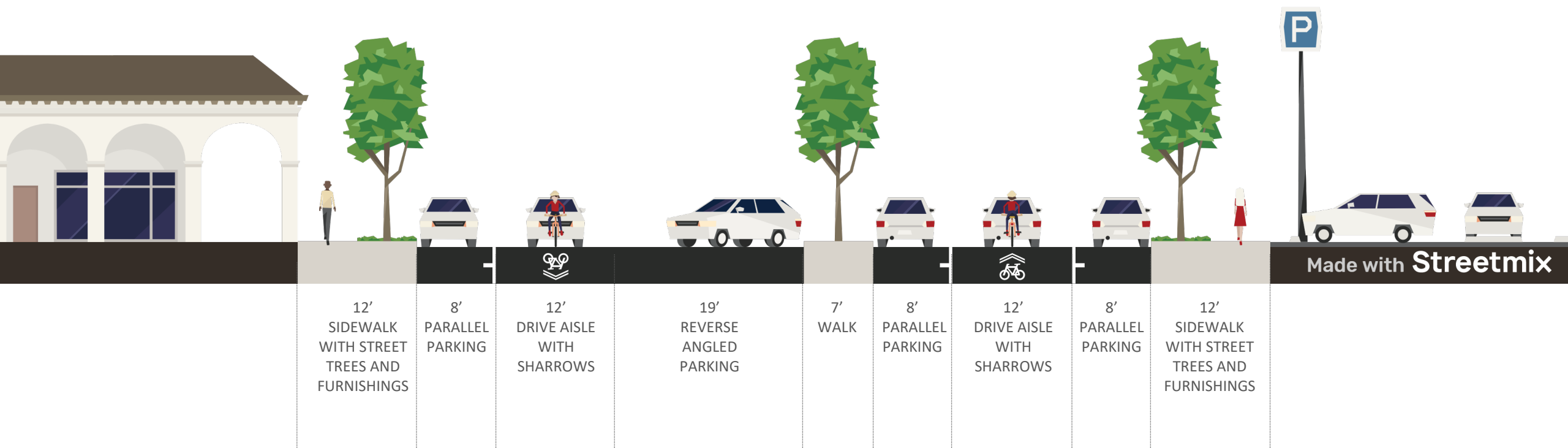
- A** MAXIMIZE PARKING / CLASS 3 BIKE FACILITY
- B** COMPLETE STREETS / CLASS IV BIKE FACILITY
- C** BEAUTIFICATION / CLASS II PARKING PROTECTED BIKE LANE



DELIVERY AND TURN LANE WITH REVERSE-ANGLED PARKING



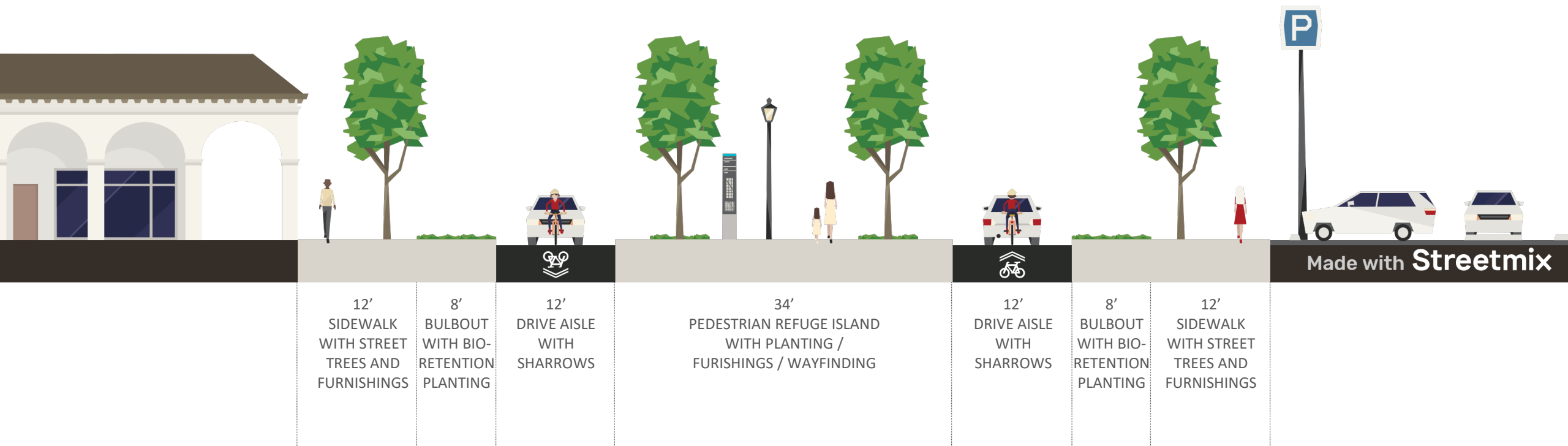
OPTION A Maximize Parking with Class 3 bike facility



MEDIAN PARKING ISLAND



OPTION A Maximize Parking with Class 3 bike facility



MID-BLOCK PEDESTRIAN CROSSING



OPTION A Maximize Parking with Class 3 bike facility



OPTION A Class 3 – Shared Lane



OPTION A Reverse Angle Parking

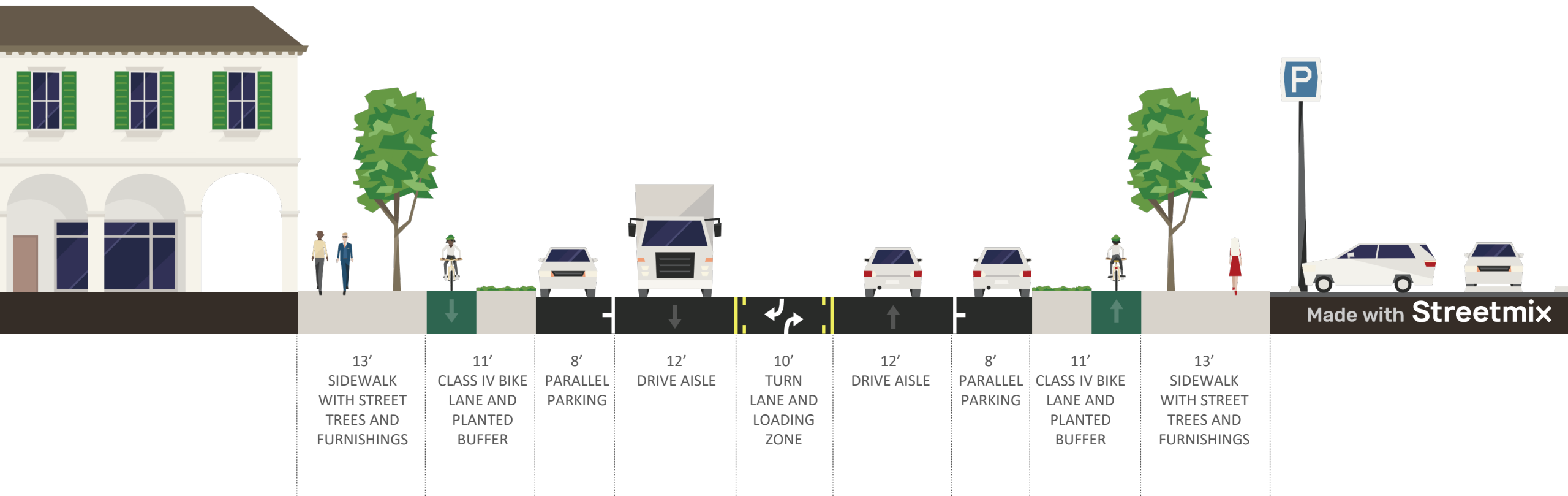


OPTION A Parking in Median

QUALITY OF IMPROVEMENTS RELATIVE TO OPTIONS B AND C

	GOOD	FAIR	POOR	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • SHORTENED PEDESTRIAN CROSSINGS • MID-BLOCK PEDESTRIAN CROSSING • GOOD OPPORTUNITY FOR ENHANCED PEDESTRIAN ZONES (SEATING, FURNISHINGS, WAYFINDING) • DRIVE AISLE MEANDERS, PROVIDING TRAFFIC CALMING
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • LOWEST LEVEL OF BICYCLE INFRASTRUCTURE
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • ELIMINATES LEFT TURNS INTO AND OUT OF DRIVEWAYS ON WESTERN END OF BLOCK • 1-10% PARKING DECREASE • REQUIRES REVERSE-ANGLE PARKING FOR BICYCLE SAFETY
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • GOOD OPPORTUNITY FOR BIORETENTION PLANTING IN TRANSITION ZONES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • MEDIAN PROVIDES LIMITED OPPORTUNITIES FOR STREET TREES

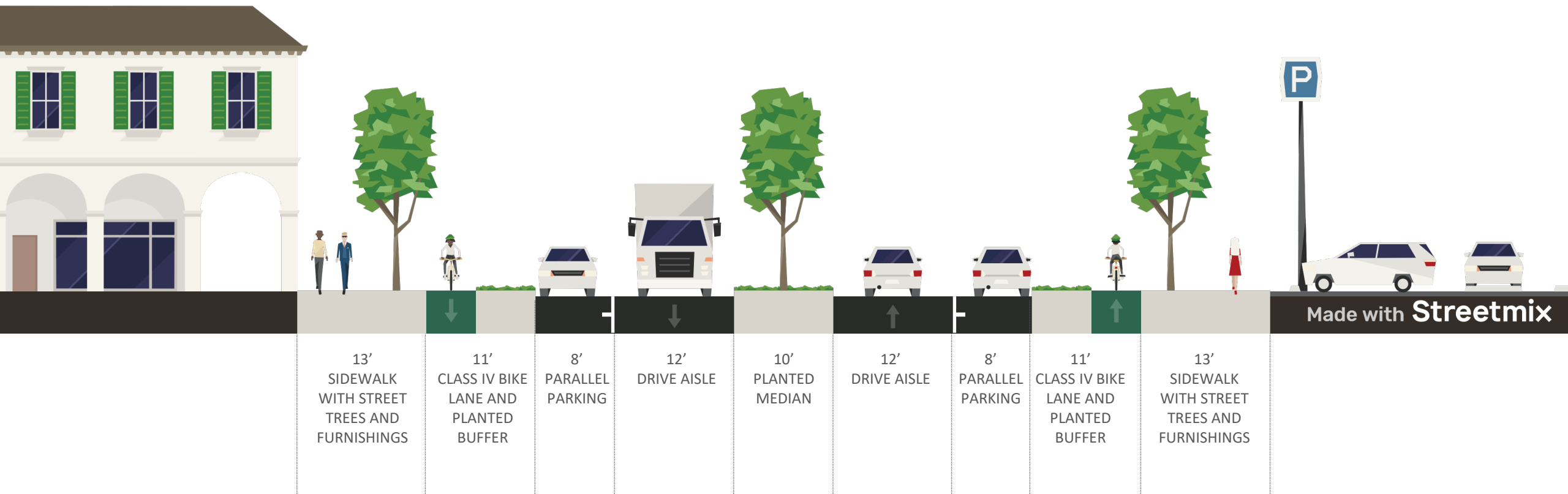
OPTION A Maximize Parking with Class 3 bike facility



DELIVERY AND TURN LANE WITH REVERSE-ANGLED PARKING



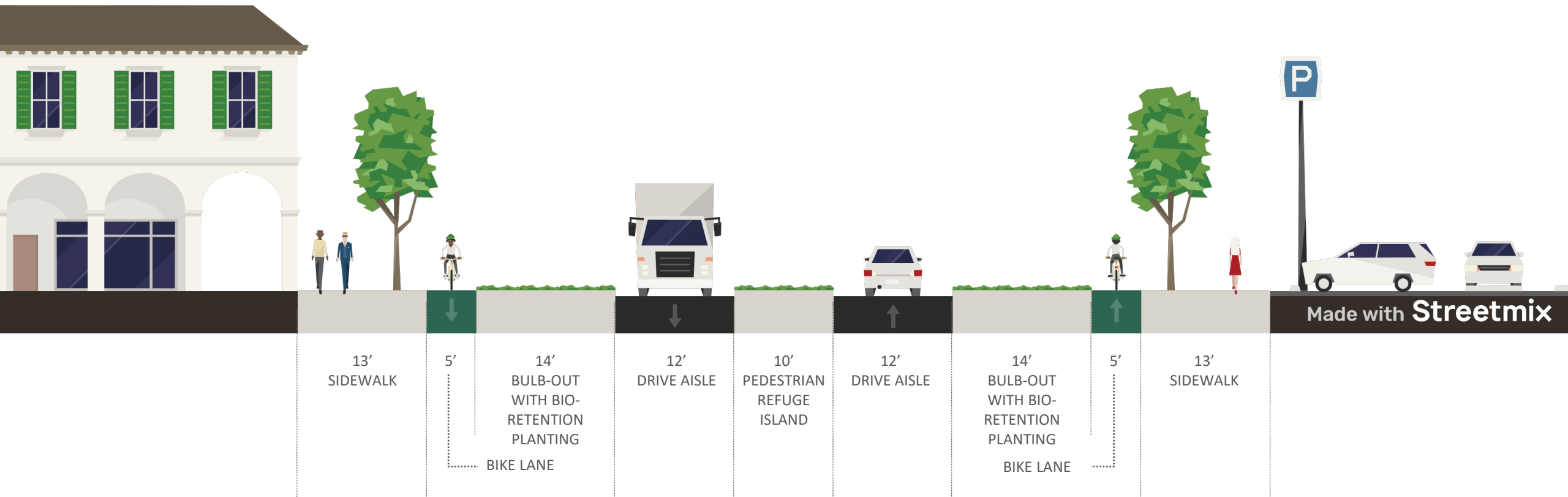
OPTION B Complete Streets with Class IV bike facility



MEDIAN PARKING ISLAND



OPTION B Complete Streets with Class IV bike facility



MID-BLOCK PEDESTRIAN CROSSING



OPTION B Complete Streets with Class IV bike facility

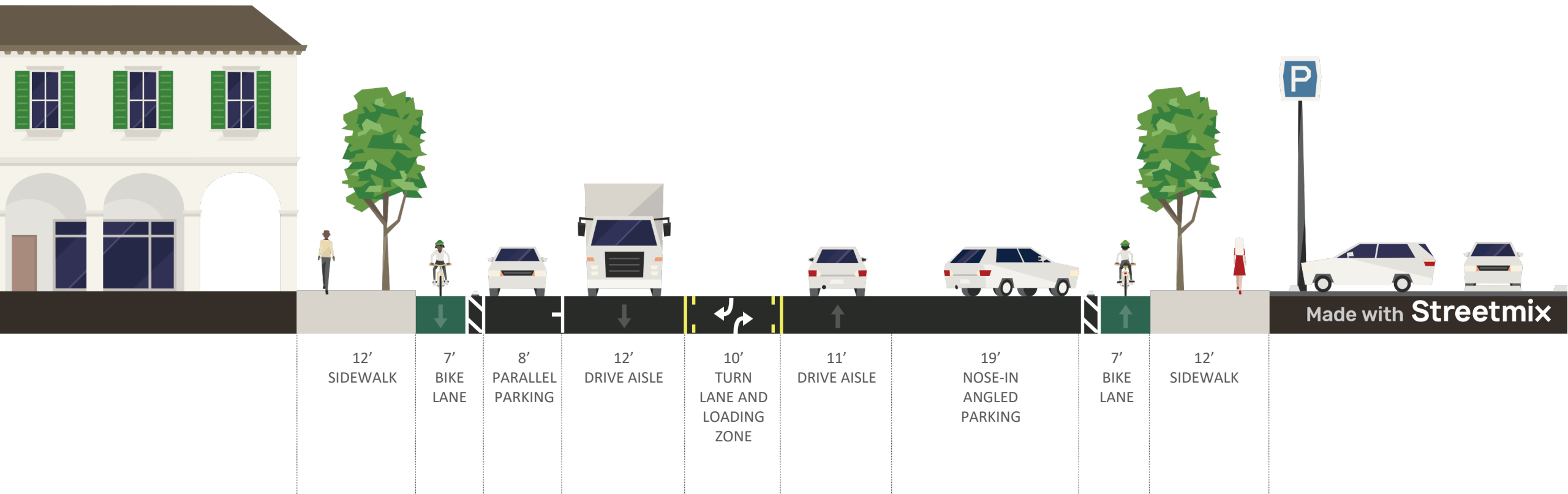


OPTION B Class 4 – Separated Bike Lane

QUALITY OF IMPROVEMENTS RELATIVE TO OPTIONS A AND C

	GOOD	FAIR	POOR	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • SHORTENED PEDESTRIAN CROSSINGS • MID-BLOCK PEDESTRIAN CROSSING • GOOD OPPORTUNITY FOR ENHANCED PEDESTRIAN ZONES (SEATING, FURNISHINGS, WAYFINDING)
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • GREATEST LEVEL OF SEPARATION FROM TRAFFIC • BIKE LANE IS NOT ACCESSIBLE FOR TRADITIONAL STREET SWEEPING (SPECIAL EQUIPMENT)
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • LIMITS OR ELIMINATES LEFT TURNS INTO AND OUT OF DRIVEWAYS ON WESTERN END OF BLOCK • 49-55% PARKING DECREASE • PARALLEL PARKING ONLY
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • GOOD OPPORTUNITY FOR BIORETENTION PLANTING IN BICYCLE BUFFER AND AT BULBOUTS
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • MEDIAN INCREASES OPPORTUNITIES FOR STREET TREES

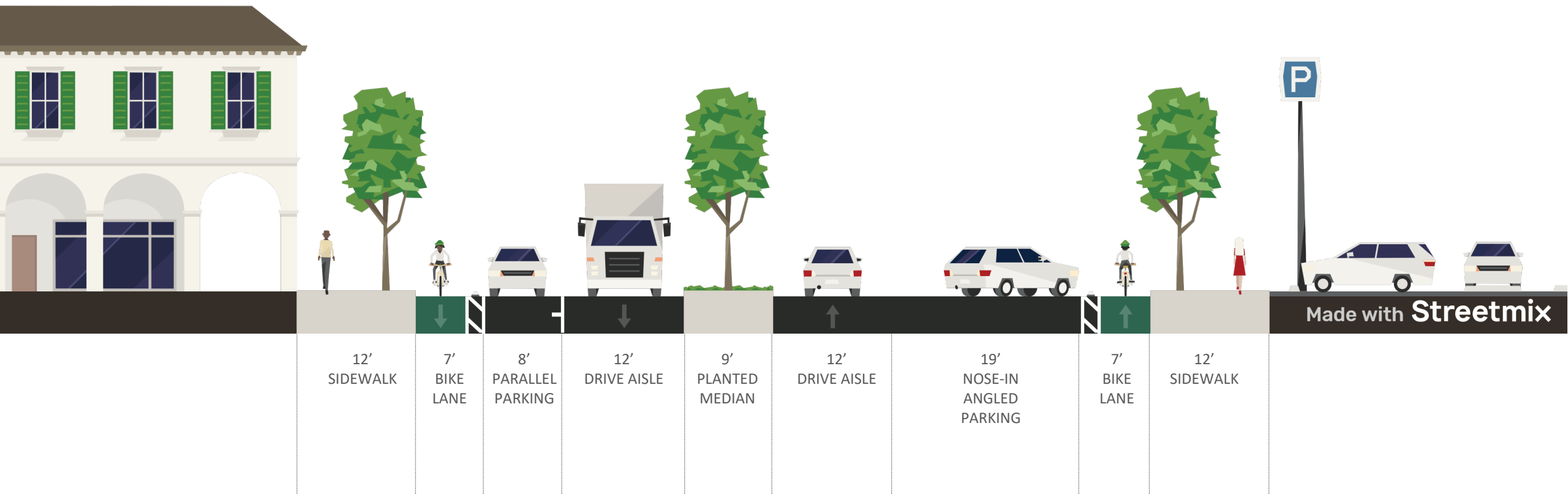
OPTION B Complete Streets with Class IV bike facility



DELIVERY AND TURN LANE WITH PARKING



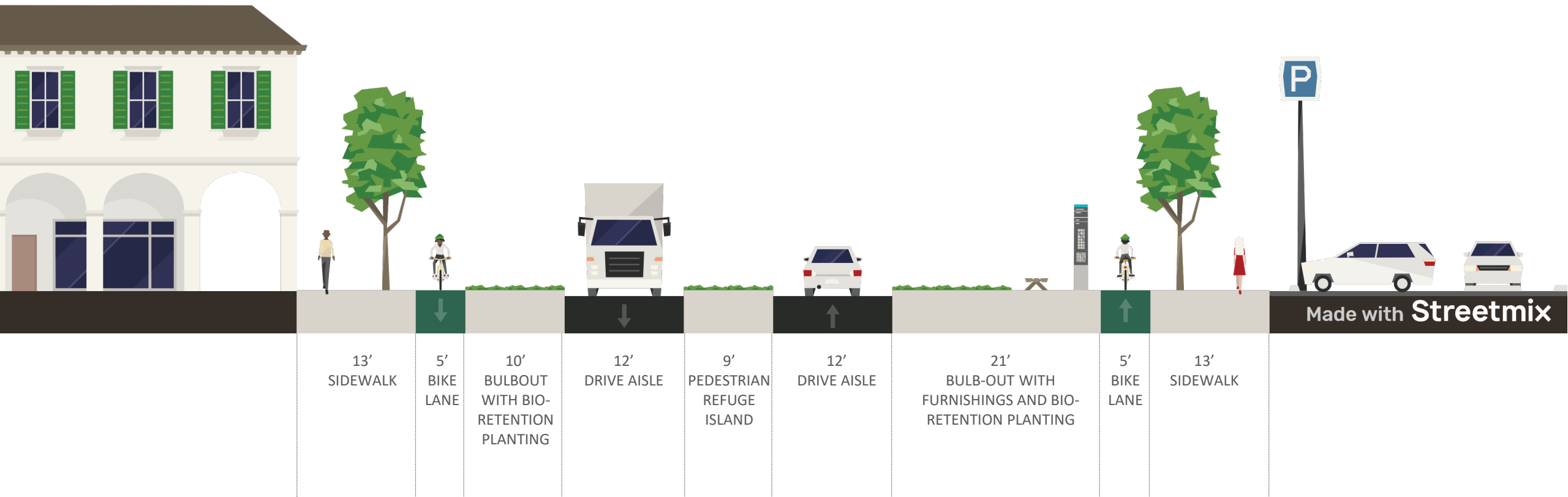
OPTION C Beautification with Class II bike facility



MEDIAN PARKING ISLAND



OPTION C Beautification with Class II bike facility



MID-BLOCK AND PRIMROSE PEDESTRIAN CROSSINGS



OPTION C Beautification with Class II bike facility



OPTION C Class 2 – Parking Protected Bike Lane

QUALITY OF IMPROVEMENTS RELATIVE TO OPTIONS A AND B

	GOOD	FAIR	POOR	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • SHORTENED PEDESTRIAN CROSSINGS • MID-BLOCK PEDESTRIAN CROSSING • LIMITED OPPORTUNITY FOR ENHANCED PEDESTRIAN ZONES (SEATING, FURNISHINGS, WAYFINDING)
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • BICYCLISTS ARE SEPARATED FROM TRAFFIC • BIKE LANE IS ACCESSIBLE FOR STREET SWEEPING
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • ELIMINATES LEFT TURNS INTO AND OUT OF DRIVEWAYS ON WESTERN END OF BLOCK • 35-45% PARKING DECREASE • ANGLED PARKING CAN BE NOSE-IN
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • LIMITED OPPORTUNITIES FOR BIORETENTION PLANTINGS
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • MEDIAN INCREASES OPPORTUNITIES FOR STREET TREES

OPTION C Beautification with Class II bike facility