



STAFF REPORT

AGENDA ITEM NO: 6.c

MEETING DATE: July 9, 2026

To: Traffic Safety and Parking Commission

Date: July 9, 2026

From: Andrew Wong, Senior Engineer

Subject: South Rollins Road Streetscape/Traffic Calming

RECOMMENDATION

Staff recommend that the Traffic Safety and Parking Commission (TSPC) review the staff report and presentation related to the South Rollins Road Streetscape/Traffic Calming Project and then make a motion of support related to the project.

BACKGROUND

Rollins Road is a two-lane arterial roadway connecting Burlingame with San Mateo to the south. The posted speed limit is 35 MPH with on-street parking only on the west side of the roadway and a soundwall on the east side. Rollins Road is identified as a Youth-based High Injury Network (HIN) per the San Mateo County Safe Routes to School High Injury Network Memorandum.

Burlingame was successful in acquiring \$440,000 from 2022 Cycle 6 Measure A and W Bicycle and Pedestrian Program to address these issues. Soon after a project designer was selected followed by the initial community meeting held in January 2025 where concepts were presented. Feedback from this meeting included:

- Preservation of on-street parking
- Slowing down traffic speed
- During commute hours, it is extremely difficult to get back out of driveways
- Improve safety for side street pedestrian crossing
- Medians should not inhibit driveway access
- Speed bumps are not a favorable traffic calming measure

These comments were addressed in revised concepts that were presented to the Traffic Safety and Parking Commission (TSPC) in October 2025. The revised concepts included quick-build traffic calming elements and identified a preliminary removal of five on-street

parking spaces, including some to comply with AB 413. Based on the presentation, the TSPC had the following comments:

- Desire for a stop sign between Toyon and Humboldt;
- Questioned the need for bulb outs and why speed humps were not considered;
- Visibility concerns of rubberized curbs versus something more permanent;
- Correlating the data for the corridor and its orientation with Vision Zero;
- Floated the idea of no traffic circle at Burlingame Avenue and Victoria Road; and
- Possible speed limit reduction.
- Improve safety for side street pedestrian crossing

DISCUSSION

After the TSPC meeting, the design team and staff were able to address all of the TSPC comments and then proceeded to move the project forward to final design and construction. The project was on the agenda at the June 15th City Council meeting to be awarded. While the project was ultimately awarded, the Council provided feedback that the project in its final form be presented to the TSPC to ensure that their comments were addressed.

1) Questioned the need for bulb outs and why speed humps were not considered.

The project's bulb outs would physically narrow the road to reduce vehicular speeds. While speed cushions would have a similar effect, Rollins Road is an arterial roadway designed for higher traffic volumes. Having speed cushions could have significant traffic distribution impacts with some drivers avoiding the speed cushions by opting for local streets. Additionally, Rollins Road is a "running route" for emergency services.

2) Possibility of no traffic circle at Burlingame Avenue and Victoria Road.

The revised plans reflect only a single traffic circle at Rollins Road/Oak Grove Avenue/Bloomfield Avenue. The lane configurations at Rollins Road/Victoria Road/Burlingame Avenue and Rollins Road/Dwight Way/Trenton Road remain the same. Previously these intersections were considered for traffic circles but will only have their quick-build elements enhanced in a manner consistent with the other improvements along Rollins Road.

3) Desire for a stop sign between Toyon Drive and Humboldt Road.

The traffic circle at Rollins Road/Oak Grove Avenue/Bloomfield Avenue will be all-way stop controlled. This is approximately the mid-point between Toyon and Humboldt along Rollins.

4) Visibility concerns of rubberized curbs versus something more permanent.

The rubberized curbs have reflective elements as do the delineators attached to them.

5) Correlating the data for the corridor and its orientation with Vision Zero and possible speed limits reduction.

The traffic calming improvements along Rollins Road and the potential speed reduction were considered and are included in the Vision Zero Plan.

Based on the above and the attached plan set, staff is seeking any feedback and requesting a motion of support regarding the South Rollins Road Streetscape/Traffic Calming Project.

ATTACHMENTS

Presentation
Copy of plan set