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City of Burlingame Safety Action Plan

Vision Zero Action Plan, Comprehensive
Safety Action Plan & Local Road Safety Plan



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This plan serves as the City's Vision Zero Action Plan, Comprehensive Safety Action Plan, and Local Road Safety Plan.



Unless otherwise attributed, all images included in this report were provided by the City of Burlingame, Fehr & Peers, and Adobe Stock.



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“ Kids should have safe routes to school... bike lanes and speed bumps are low-hanging fruit to make Burlingame safe for kids.

—Burlingame Resident



Chapter

ONE

About Vision Zero

Our Commitment to Safety

The City of Burlingame sets a goal to **eliminate serious injury and fatal collisions by 2040**, marking progress towards that goal every year.



The City of Burlingame is proud to take the next step toward creating safer, more connected streets for everyone who lives, works, and travels here.

Burlingame received a federal grant through the Safe Streets and Roads for All (SS4A) program to develop a **Safety Action Plan**, marking a major milestone in the City's ongoing commitment to safety. Through this Safety Action Plan, Burlingame will continue to champion a "Safety First" culture that prioritizes people and proactive safety solutions.

The plan outlines tangible steps to make streets safer through thoughtful design, data-driven decision-making, and strong collaboration across departments and with the community. It also reflects the belief that safety is a shared responsibility of all who use our streets. Building on years of local investment in traffic calming, bicycle and pedestrian improvements, and community engagement, this plan outlines a clear and ambitious goal to reach zero serious injury and fatal collisions on local roadways and sets the stage for meaningful progress toward that vision.

Together with residents, partners, and local stakeholders, the City of Burlingame is taking bold, optimistic steps toward a future where every trip, whether on foot, by bicycle, or behind the wheel, ends safely.

The Safety Action Plan reinforces Burlingame's ongoing commitment to safety, building on our recently completed and ongoing safety projects. The Safety Action Plan qualifies the City for critical safety grant funding for long term safety improvements, and it positions the City to explore near term, quick-build solutions for immediate safety enhancements.



Why Vision Zero

Each year, an average of 120 people are injured in traffic collisions on Burlingame streets, with about ten of those collisions resulting in a serious injury or fatality.

Vision Zero sets a bold goal: **to eliminate serious injuries and fatalities on our roadways**. It encourages a proactive approach to safety that is focused on designing streets and systems that support safe travel for everyone. At its core is the belief that every person deserves to arrive safely at their destination.

120



People are injured in a traffic collision annually, on average.

9



Collisions result in a serious injury annually.

1



Collision results in a fatality annually.

A future with zero traffic fatalities is possible. We commit to Vision Zero because these lives matter.



How We'll Get There: Roadmap to Vision Zero

The Safety Action Plan is built around the following key elements:



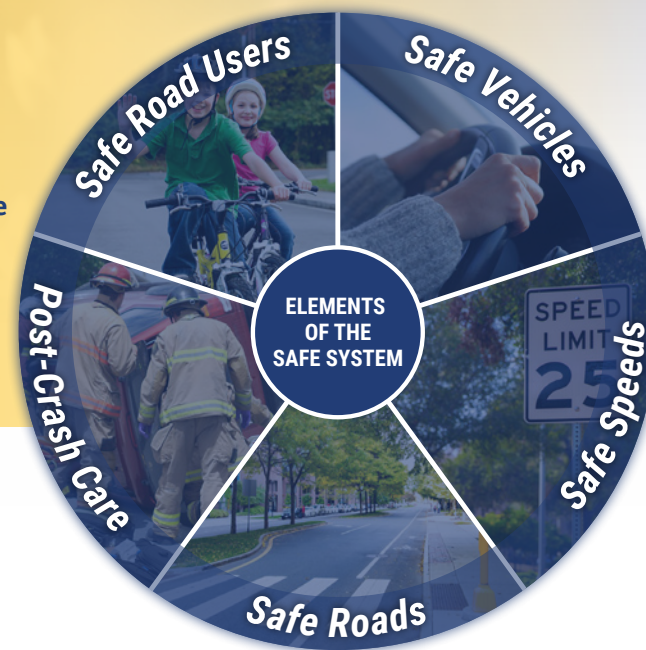
*Design for error,
protect for life.*

The Safe System Approach

The Safe System Approach helps achieve Vision Zero by designing and managing streets that support safe travel for everyone and reduce the likelihood of serious injury.

Rather than expecting perfect user behavior, the Safe System Approach focuses on creating multiple layers of safety. If one part of the system fails, others will help prevent a serious outcome.

Achieving Vision Zero requires collaboration and shared responsibility. It requires planners, engineers, policymakers, and community members alike to work together to make safety the foundation of every decision.



Together, the Vision Zero goal and the Safe System Approach represent a new way of thinking about transportation in Burlingame—one that **prioritizes people over speed, safety over convenience, and prevention over reaction.**

Chapter

TWO

Understanding Safety Conditions Today

A person wearing a white helmet, a brown jacket, and a backpack is riding a motorcycle on a city street. The motorcycle is white and has several stickers on the back. In the background, there are pedestrians, including a woman in a black jacket and pink pants, and a man in a grey jacket looking at his phone. There are also cars parked on the street and a modern building with large windows in the background.

Learning from the Community

Community voices are at the heart of the Safety Action Plan. Through online engagement, pop-up events, and collaboration with a Community Advisory Committee, the residents and businesses of Burlingame shared what safety means to them and where improvements are needed most.

Engagement by the Numbers

Our outreach efforts reached people across the community and provided multiple ways to participate and share perspectives.

OVER

3,000



Visitors to the Safety Action Plan project webpage.

100+



Community members engaged at each in-person pop-up event.

650



Contributions to the virtual map survey.

5



City and County departments represented on the project Task Force.

14



Community Advisory Committee members providing input throughout the project.

9



Public presentations given to City Council and the Traffic, Safety, & Parking Commission.

“I would like to see bike safety improved in downtown Burlingame as well as the routes to the downtown. I would like to see [safer] bike lanes on California from Millbrae to San Mateo.

—Burlingame Resident

For additional information on outreach and engagement activities, please refer to **Appendices A and B**.

What We Heard

Across all engagement activities, common themes emerged that reflect community priorities and lived experiences on local streets.



80%

Of contributors expressed a desire for **safer intersections and crossings, especially for people walking and bicycling.**

Community members highlighted their discomfort crossing the street or driving through intersections, particularly signalized intersections where crossing distances can be long and there are many conflicting movements. Respondents want to see safer and more visible crossings for people walking and bicycling and better visibility for drivers turning.



OVER 40%

Of contributors emphasized the importance of **school safety.**

Community members emphasized the need for safer crossings, slower vehicle speeds, and improved roadway user behavior near schools, especially during pick-up and drop-off times.



NEARLY 70%

Of contributors highlighted the need for **fewer vehicles on the road and more space for people walking and bicycling.**

Community members described busy streets, traffic backups at intersections, and vehicles cutting through residential neighborhoods to avoid congestion on major corridors. Many respondents expressed a desire for traffic calming measures to better manage traffic volumes, wider and well maintained sidewalks, and separated bikeways where people of all ages and abilities can ride comfortably.



OVER 50%

Of contributors touched on the need for **slower vehicle speeds.**

Community members expressed that reducing vehicle speeds citywide is a top priority for improving safety and making travel more comfortable. They shared lived experiences and highlighted specific places where they saw the greatest opportunity to lower vehicle speeds, including along major arterial roadways, near schools, and within commercial areas.

Other Community Insights

Community members also identified the following priority areas.



Education and Enforcement

Community members highlighted the importance of both education and

enforcement to reinforce safe behaviors for all road users. While they recognized that education and enforcement alone will not create the safer streets they want to see, they emphasized the need for these strategies to complement the engineering projects.

El Camino Real

Community members identified El Camino Real as the most heavily traveled roadway in the city and an important corridor for safety enhancements for all modes, highlighting the need for continued partnership with Caltrans.

Business Districts

Community members identified the City's business districts as key destinations for balancing access with pedestrian safety in high-activity areas.



Vehicle Speed is a Top Priority



What We Heard from the Community

Throughout community outreach, residents consistently identified **vehicle speeds** as one of the greatest safety priorities in Burlingame.

Many residents shared experiences of drivers traveling well above posted speed limits and reported that excessive vehicle speeds often lead to unsafe driver behaviors, such as rolling stops or failure to yield to other users at the intersection. To address these issues, community members called for infrastructure changes, such as traffic calming measures and signal improvements, and targeted enforcement to help reduce vehicle speeds and improve safety for everyone.

What the Data Tell Us

Speeding is not just an observed issue among residents. As in many communities, speeding is a contributing factor to serious collisions in Burlingame.

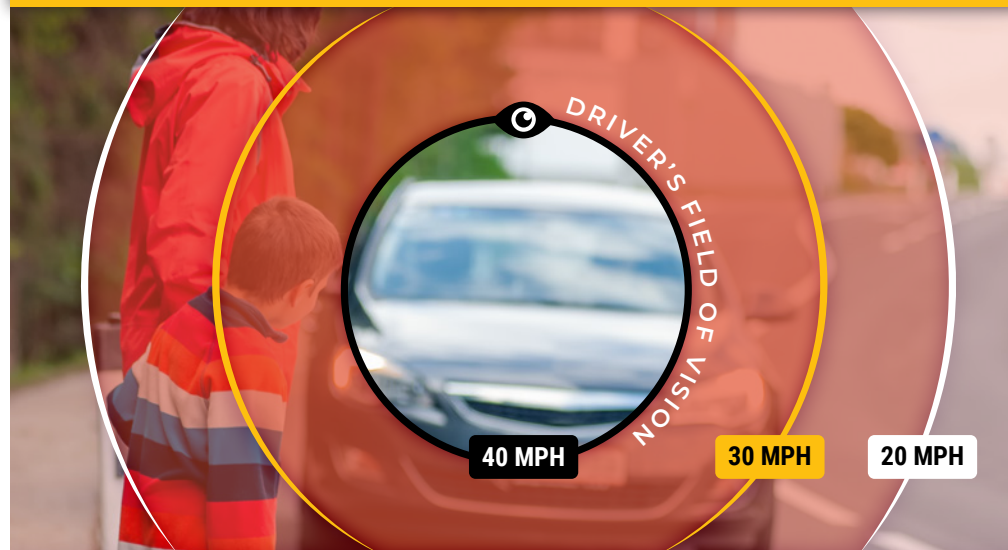


Between 2020 and 2024, **higher-speed roadways** in Burlingame accounted for a disproportionate share of collisions. Two thirds of serious injury and fatal collisions during this period occurred on roadways with posted speed limits of 35 mph or higher, indicating a connection between higher posted speeds and increased collision severity.

Why Speed Matters



Vehicle speed plays a defining role in both the **likelihood and severity of a collision**. Higher speeds reduce a driver's field of vision and reaction time, while significantly increasing the force of impact if a collision does occur. Even small reductions in average speed can dramatically lower the probability of a serious injury or fatality, both for people inside vehicles and for those walking or rolling outside.



If a pedestrian is hit by a vehicle driving at:

20
MPH



13%

Risk of fatality
to the pedestrian

30
MPH



40%

Risk of fatality
to the pedestrian

40
MPH



73%

Risk of fatality
to the pedestrian

Learning from the Data

A core principle of Vision Zero is that serious injury and fatal collisions are preventable. To prevent these collisions from happening, we must first understand where, when, and why they occur, and who is most frequently involved. Collision data provide the information to understand these patterns.

How We Assembled the Data

Data from two primary sources were combined into a single comprehensive database totaling 560 injury collisions on Burlingame streets from 2020 to 2024. Together, these datasets provide a snapshot of the city’s recent collision history.

- **Local data** incorporated Burlingame Police Department records for collisions reported within city limits.
- **Statewide data** supplemented local records with additional collision detail provided in the statewide Transportation Injury Mapping System (TIMS).

Why a Five-Year Dataset?

 A five-year analysis timeframe provides a balanced view of collision trends. It is long enough to capture consistent patterns and minimize the influence of short-term fluctuations, yet recent enough to reflect current traffic conditions, roadway designs, and travel behaviors.

Why Focus on Injury Collisions?

 While all collisions are important, injury collisions provide the most insight into where the greatest potential to improve safety exists. These incidents represent collisions that had a direct human impact, resulting in physical harm, and therefore align most closely with the Vision Zero goal of eliminating serious injuries and fatalities on the transportation network.

For additional information on collision trends, please refer to **Appendix C**.

Our Approach to Collision Analysis

Our approach to collision analysis is both *responsive* and *proactive*, addressing collisions from two perspectives: **documented collision history** and **anticipated collision potential**.

RESPONSIVE APPROACH

Collision History

We analyzed past collision records to identify specific locations with the highest concentrations of collisions historically. This analysis led to the development of the **High Injury Network**, a map highlighting the corridors and intersections with the greatest opportunity for safety enhancements. See **page 10** for more details.

PROACTIVE APPROACH

Collision Potential

We also used past collision records to examine street and land use characteristics that may make collisions more likely, even if a location has not yet experienced a serious incident. This forward-looking assessment informed the identification of **Safety Emphasis Areas**, citywide focus areas where targeted interventions can reduce the likelihood of future collisions before they occur. See **page 12** for more details.

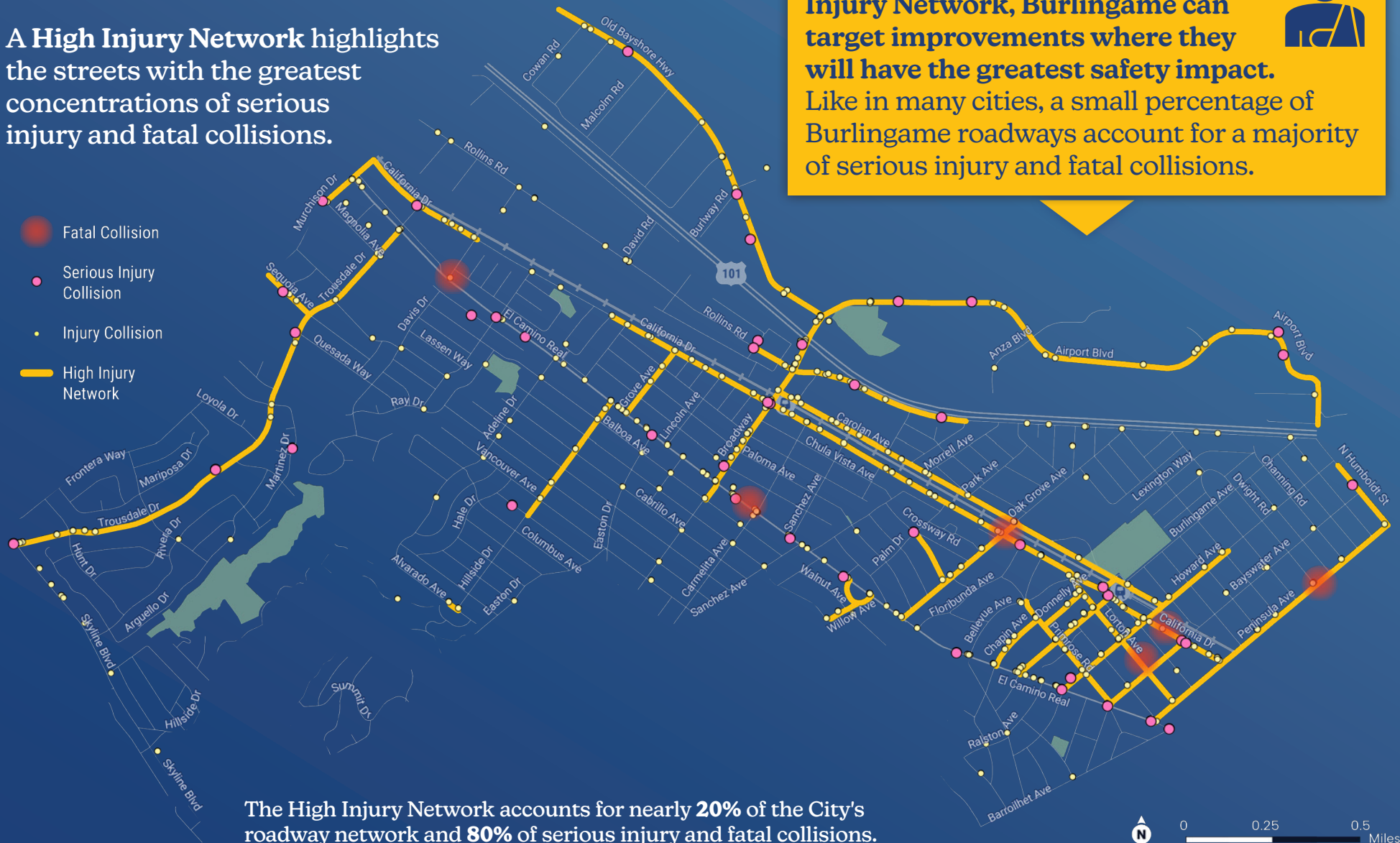
RESPONSIVE APPROACH

What We Know About Collision History

A High Injury Network highlights the streets with the greatest concentrations of serious injury and fatal collisions.

By focusing on locations on the High Injury Network, Burlingame can target improvements where they will have the greatest safety impact.

Like in many cities, a small percentage of Burlingame roadways account for a majority of serious injury and fatal collisions.



El Camino Real: A Critical Corridor

El Camino Real is an essential corridor for the Burlingame community. Nearly 30% of all injury collisions in the city occur along El Camino Real. While El Camino Real is not part of the City’s High Injury Network because it is owned and operated by Caltrans, safety improvements are on their way for the corridor. Caltrans is currently undertaking a major reconstruction project of El Camino Real through Burlingame

with significant upgrades including wider sidewalks, new crosswalks, and improved lighting. The City will continue to partner with Caltrans to identify opportunities for additional improvements that enhance safety for everyone who travels along this vital roadway, such as signal timing changes and speed limit reductions.



What We Know About Collision Potential

PROACTIVE APPROACH

In Burlingame, we identified four roadway and land use conditions with an overrepresentation of injury collisions during the five-year study period. These Safety Emphasis Areas include **arterial roadways, signalized intersections, areas around schools, and commercial areas.**

The data show that these roadway and land use conditions tend to have greater potential for safety improvements. This means that even if a specific location has not experienced a reported collision, places with these characteristics have a higher potential for collisions, and they would benefit from proactive safety improvements. Each of these emphasis areas represents an important opportunity to improve safety in Burlingame. They also help inform the priority project locations and safety strategies identified in the next section of this plan.

Common Violations Cited in Collision Data



Automobile Right of Way

Driver failure to yield, creating conflicts that may result in angle or turning collisions.



Pedestrian Right of Way / Pedestrian Violation

Driver violating a pedestrian's right to cross at marked or unmarked crosswalks, or pedestrian attempting to cross when vehicles have the right of way.



Unsafe Speed

Driving faster than the posted speed limit or driving too fast for conditions such as rain, darkness, or traffic.



Driving Under the Influence (DUI)

Driving while impaired by alcohol or drugs.



Improper Turning

Making illegal or unsafe turns, such as turning from the wrong lane or failing to signal.



Traffic Signals and Signs

Not obeying stop signs, red lights, yield signs, or other posted traffic controls.

Common Violations and Collision Types

Understanding the most common violations and collision types helps identify patterns with the greatest opportunity to improve safety. This page highlights road user behaviors and collision types that appear more often with serious injury and fatal collisions in Burlingame.

Common Collision Types



Broadside

A vehicle is hit on its side, usually at an intersection or driveway.



Head-On

Two vehicles collide front-to-front.



Rear End

A vehicle collides into the back of another.



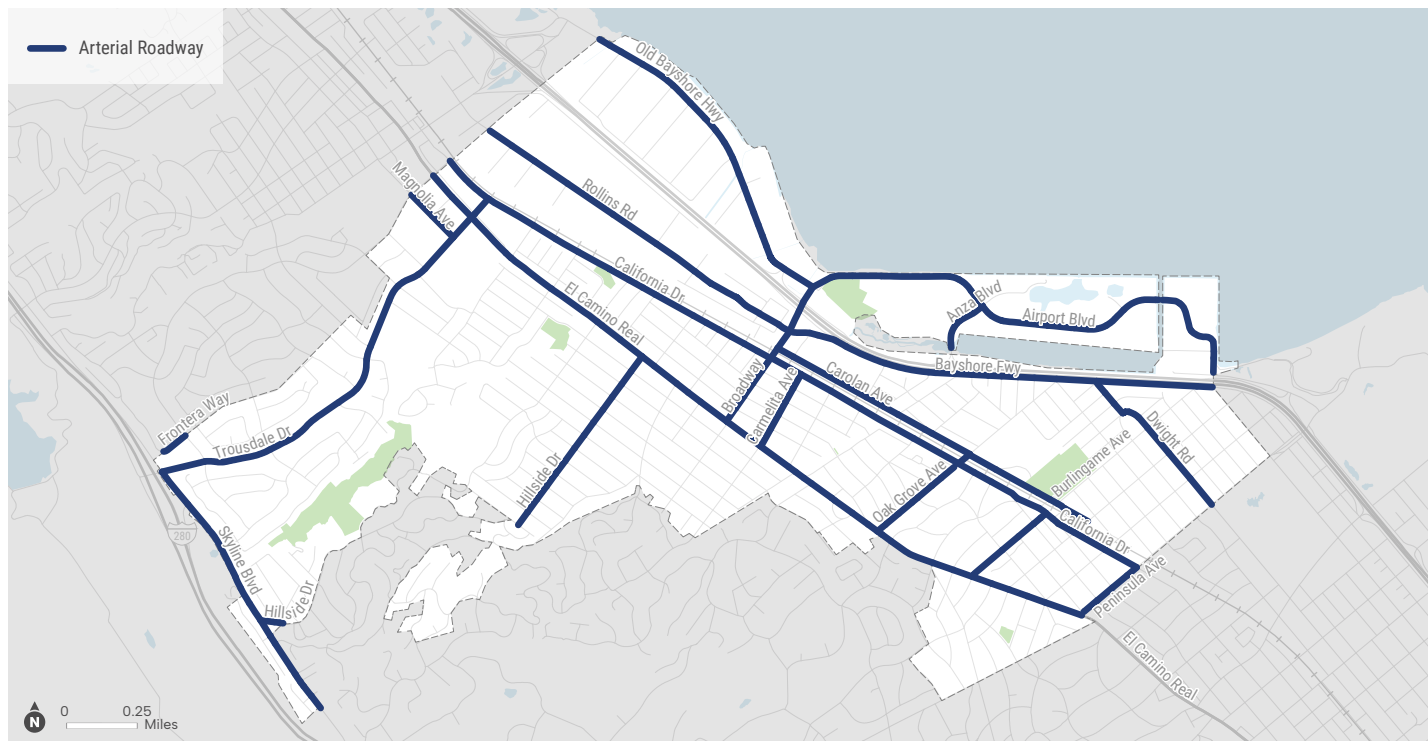
Vehicle / Pedestrian

A person walking is struck by a vehicle.

Arterial Roadways

PROACTIVE APPROACH

Arterials are roadways intended for mobility. They serve as the backbone of the transportation network, moving high volumes of vehicle traffic and connecting local and regional destinations. In Burlingame, arterial roadways also pass through neighborhoods and provide direct access to homes and businesses.



Arterial roadways often see higher rates of serious injury and fatal collisions due to their higher speeds, higher traffic volumes, and wider cross-sections.

Arterial roadways in Burlingame typically have:

- Speed limits of **35 mph or above**.
- Cross sections of **five or six lanes**.
- Traffic volumes of **25,000 vehicles per day**.

In Burlingame, arterial roadways account for 23% of the roadway network and 80% of serious injury and fatal collisions.

Common Violations



Automobile Right of Way



Unsafe Speed



Improper Turning



**Pedestrian Right of Way /
Pedestrian Violation**



Driving Under the Influence



Traffic signals and Signs

Common Collision Types



Broadside



Rear End



Head-On

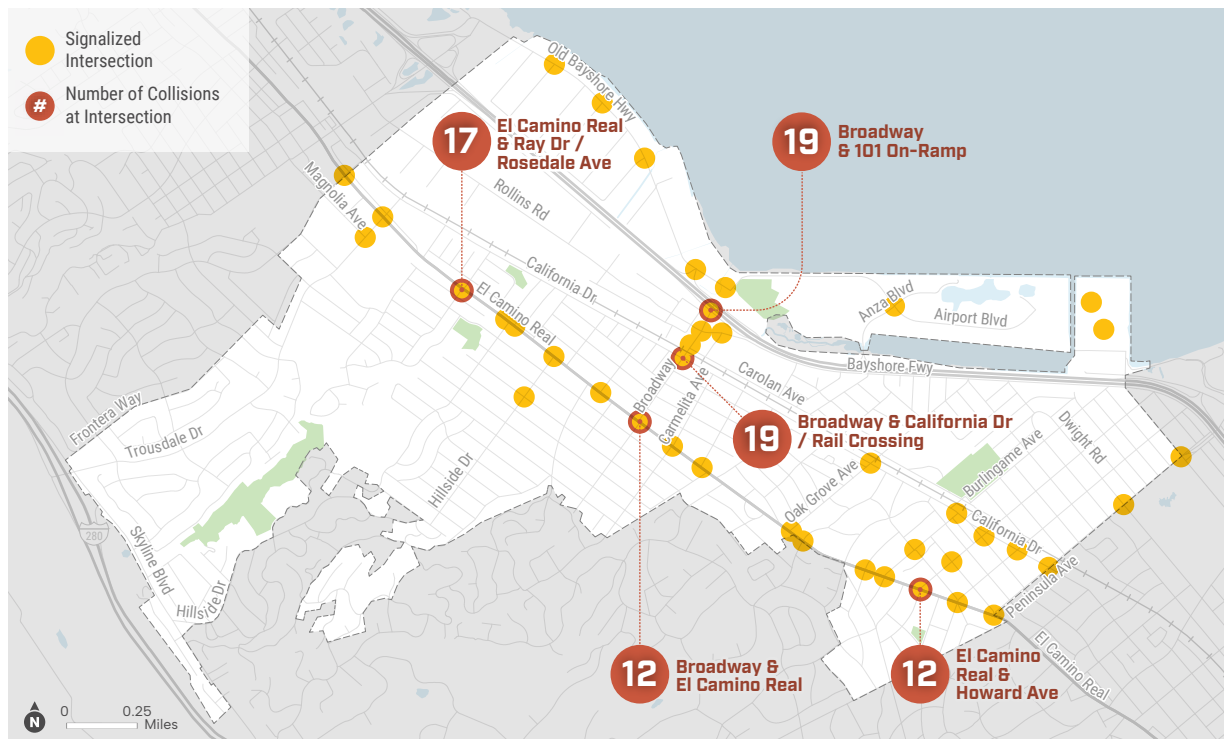


Vehicle / Pedestrian

Signalized Intersections

PROACTIVE APPROACH

Intersections occur where streets cross and the paths of different roadway users cross as well. Signalized intersections use traffic signals to assign right of way to the different user movements.



Signalized intersections often see higher rates of serious injury and fatal collisions due to the higher number of conflicting user movements and higher vehicle speeds and volumes.

Signalized intersections in Burlingame are concentrated on the High Injury Network and along El Camino Real.

- **34 out of the 41** signalized intersections in Burlingame are on the **High Injury Network**.
- **17 signalized intersections are located along El Camino Real**, making them key areas for improvement through the City's partnership with Caltrans on the ongoing corridor reconstruction project.
- **Key signalized intersections** are highlighted on the map to the left.

In Burlingame, 8% of all intersections are signalized, and 24% of serious injury and fatal collisions occur at signalized intersections.

Common Violations



Automobile Right of Way



Unsafe Speed



Improper Turning



Pedestrian Right of Way / Pedestrian Violation



Driving Under the Influence



Traffic signals and Signs

Common Collision Types



Broadside



Rear End



Head-On

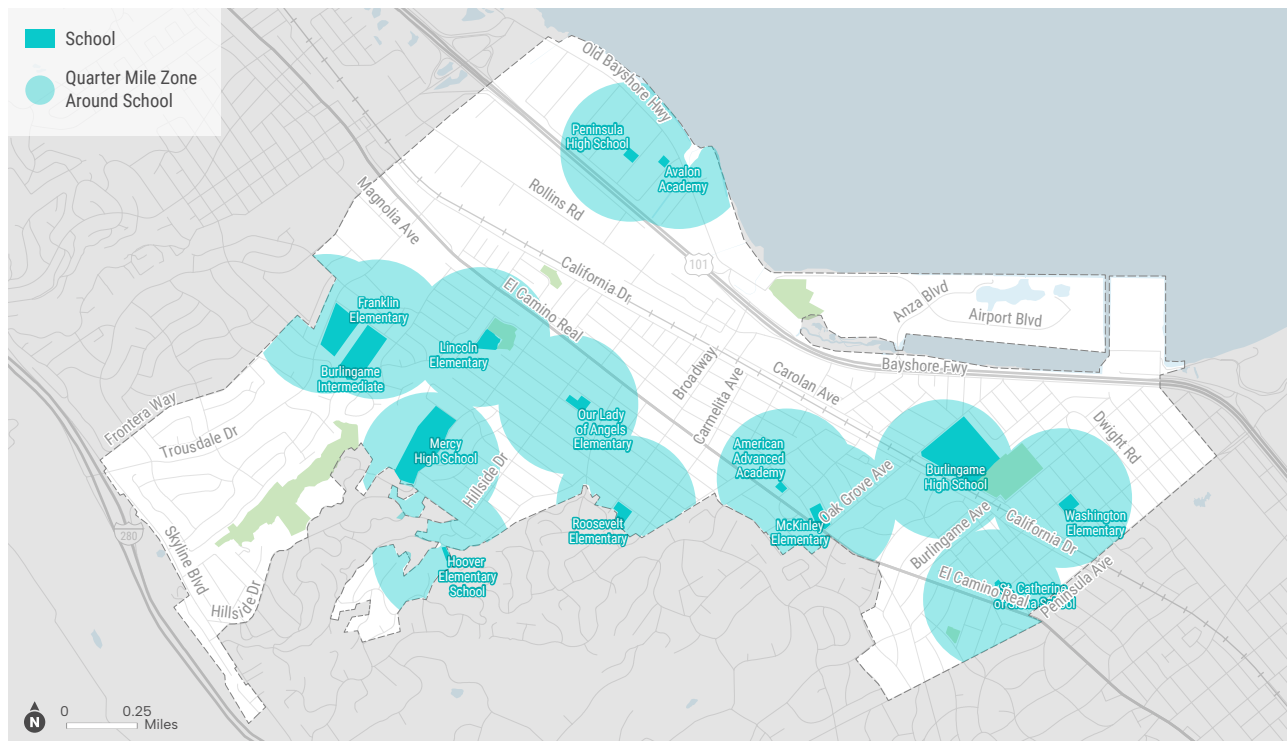


Vehicle / Pedestrian

Areas around Schools

PROACTIVE APPROACH

Both the collision data and community input highlighted that the areas immediately surrounding schools are among the highest priority in Burlingame.



Areas around schools often see higher rates of serious injury and fatal collisions involving children, making them common focus areas for safety enhancements.

Burlingame emphasizes school-related safety enhancements during school hours, particularly for **students walking and bicycling**.

- 70% of all collisions within one-quarter mile of a school occur during **daylight hours (7:30 am-5:30 pm)**, when school activity is highest.
- **One out of three bicycle collisions involve youth under age 15**, pointing to an opportunity to improve bicycling safety and access for young people traveling to school and other everyday destinations.

In Burlingame, half of all serious injury and fatal collisions occur within one-quarter mile of a school.

Common Violations



Automobile Right of Way



Unsafe Speed



Improper Turning



Pedestrian Right of Way / Pedestrian Violation



Driving Under the Influence



Traffic signals and Signs

Common Collision Types



Broadside



Rear End



Head-On

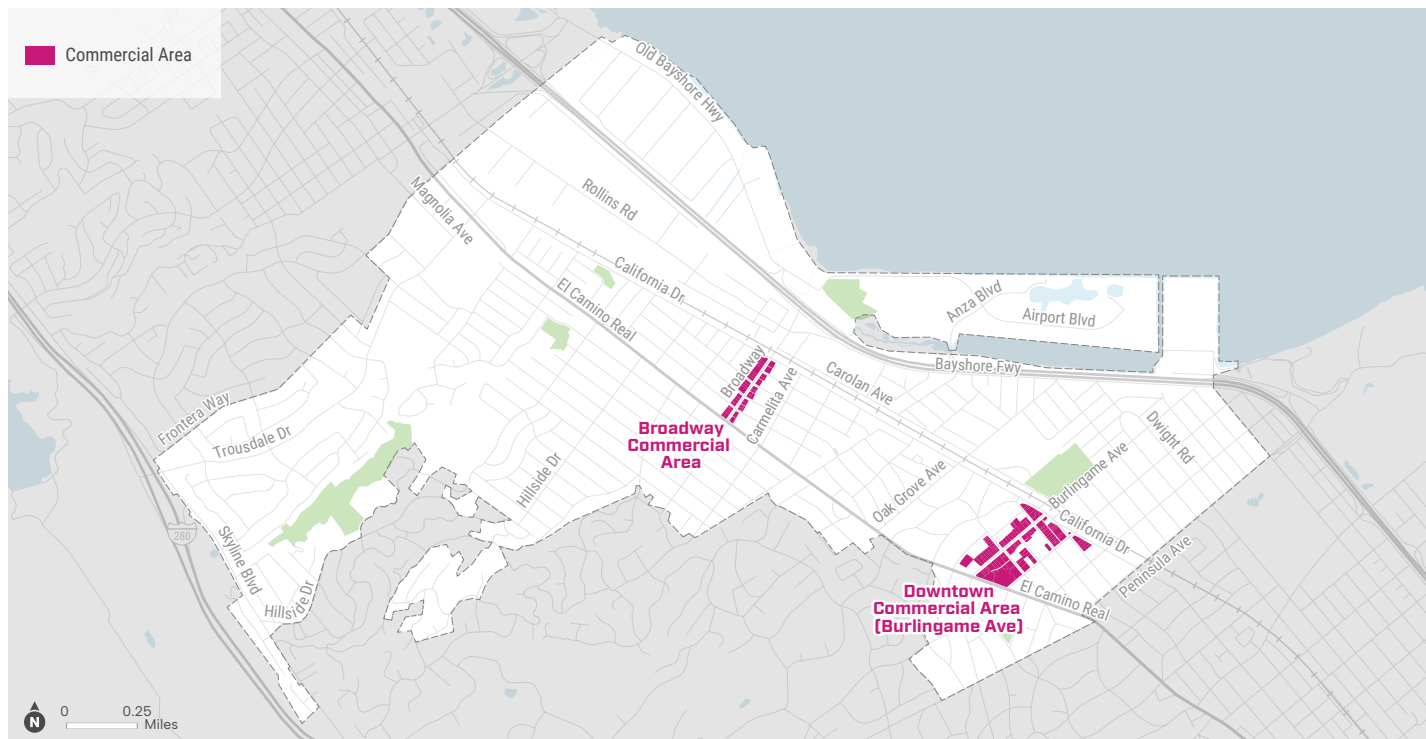


Vehicle / Pedestrian

Commercial Areas

PROACTIVE APPROACH

Burlingame's commercial areas, centered around Broadway and Burlingame Avenue, have higher densities of people, vehicles, and destinations. Conflicts increase where people's paths of travel intersect with driveways, intersections, and areas of high curbside activity.



Commercial areas tend to have more people walking and bicycling, leading to more opportunities for conflict.

- One out of five comments from engagement activities identified a safety improvement need in Burlingame's commercial areas, highlighting the opportunity to enhance safety and comfort for everyone traveling through those areas.

In Burlingame, roadway users in commercial areas are involved in over half of all serious injury and fatal collisions.

Common Violations



Automobile Right of Way



Unsafe Speed



Improper Turning



**Pedestrian Right of Way /
Pedestrian Violation**



Driving Under the Influence



Traffic signals and Signs

Common Collision Types



Broadside



Rear End



Head-On



Vehicle / Pedestrian

A scenic view of a coastal path leading to a pier under a cloudy sky. The path is paved and curves along the water's edge, bordered by a low concrete wall and some vegetation. In the distance, a long pier extends across the water. The sky is filled with heavy, grey clouds, and the water is calm. The overall mood is serene and contemplative.

Chapter

THREE

Shaping the Path Forward

Prioritizing our Safety Efforts

The City of Burlingame developed a prioritization framework to guide future safety investments and focus on the areas of greatest opportunity.

This framework considers collision history and collision potential, along with factors like proximity to schools, commercial areas, and locations with more vulnerable road users. Community input also played a key role in shaping priorities.

Priority safety projects are organized by tiers (A-C). Higher tier priority projects represent the greatest opportunity for safety benefits. The City will proactively identify funding to further develop and ultimately implement these projects.

At the same time, the City will take advantage of opportunities that arise to advance any priority project through new funding sources, partnerships with neighboring jurisdictions, re-paving schedules, and interim improvements that can be implemented more quickly and at lower cost.

The priority projects build on the City's recently completed and ongoing safety efforts and reflect the City's strong commitment to creating a safer, more accessible Burlingame for everyone who walks, bicycles, drives, or rides.



Priority Projects

Priority safety projects are identified to guide the City's future safety investments. To advance each project, the City will need to evaluate which candidate project elements are most applicable, developing the project details through further study, outreach, and design.

Tier	Project Area	Candidate Project Elements
A	Alvarado Ave From Hillside Cir to Hillside Dr	• Slower Speeds: Consider raised crosswalks at marked crossings at Hillside Circle and Hillside Drive intersections. (Any recommendations would need to be developed in coordination with Fire Department given Station 35 on Hillside Drive.) • Stop-controlled Intersection Safety: Explore reconfiguration of Hillside Circle and Alvarado Avenue intersection to determine best design. Options to explore include a t-intersection, a traffic circle, paint to tighten turn radii, and/or a northbound stop. • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.
A	Broadway From Old Bayshore Hwy to El Camino Real	• Railroad Crossing Safety: Support the design and construction of the Burlingame Broadway Grade Separation Project, which eliminates the state's highest-priority at-grade crossing. This comprehensive infrastructure project at Broadway/California and Carolan, delivered in partnership with Caltrain and the San Mateo County Transportation Authority, will remove train-vehicle conflicts, reduce severe localized congestion, and deliver significant community benefits by improving connections and creating safer, more accessible routes for bicyclists and pedestrians. • Intersection Safety: Consider intersection safety improvements where feasible, including RRFBs, high visibility crosswalks, select raised crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Signalized Intersection Safety: Where feasible, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, tightened curb radii, and controlled vehicle turn movements through slip lanes. • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.
A	California Dr From Oak Grove Ave to Peninsula Ave	• Slower Speeds & Travel Lane Separation: Explore reduction of roadway to three lane cross-section with one through lane in each direction and raised median with left-turn pockets or two-way left-turn lane in center. Explore new Class II bike lanes, Class II buffered bike lanes, or Class IV separated bikeways, per City's 2020 Bicycle and Pedestrian Master Plan. (Any recommendations would need to be developed in coordination with the Downtown Specific Plan and emergency services.) • Signalized Intersection Safety: Where feasible, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, high visibility crosswalks, directional curb ramps, tightened curb radii, and vegetation clearing. • Transit Safety: Consider moving bus stops to far side of intersections and adding bus boarding islands to allow for in-lane boarding/deboarding. (Any recommendations would need to be developed in coordination with relevant transit agencies.)
A	Chapin Ave From El Camino Real to Primrose Rd	• Intersection Safety: Consider intersection safety improvements where feasible, including RRFBs, high visibility crosswalks, select raised crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Bicyclist Safety: Explore new Class II buffered bike lanes or Class IV separated bikeways with green infrastructure, per City's 2020 Bicycle and Pedestrian Master Plan. (Any recommendations would need to be developed in coordination with the Downtown Specific Plan, Chapin Avenue Plan, and plans for a new City Hall.)
A	Donnelly Ave From Primrose Rd to Lorton Ave	• Intersection Safety: Consider intersection safety improvements where feasible, including RRFBs, high visibility crosswalks, select raised crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. (Any recommendations would need to be developed in coordination with the Downtown Specific Plan.)

(Table continued on the next page)

Tier	Project Area	Candidate Project Elements
A	Farrington Ln From Palm Dr to Palm Dr	• Stop-controlled Intersection Safety: Explore reconfiguration of Palm Drive intersection to determine best design. Options to explore include a traffic circle, paint to tighten turn radii, and/or stop control on Palm Drive. Consider safety improvements where feasible, including pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.
A	Hillside Dr From El Camino Real to Alvarado Ave	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Signalized Intersection Safety: Where feasible, consider signalized intersection safety improvements such as mast arms for minor approaches, advance stop bars, and signal timing/phasing that separate crossing and turning conflicts. • Bicyclist Safety: Explore new Class II bike lane in westbound direction, per City's 2020 Bicycle and Pedestrian Master Plan. (Requires removal of parking on westbound side of roadway.) • Enhanced Lighting: Explore installation of continuous lighting along the corridor per adopted city lighting criteria.
A	Howard Ave From El Camino Real to Myrtle Rd	• Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. Explore reducing to one lane for each intersection approach, pending traffic volumes assessment. • Signalized Intersection Safety: Where feasible, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, and directional curb ramps. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
A	Lorton Ave From California Dr to Peninsula Ave	• Slower Speeds: Consider traffic calming treatments like chicanes, speed cushions with wheel cutouts, with wheel cutouts, lane narrowing, speed limit pavement markings, and red curbs at intersections. (Any recommendations would need to be developed in coordination with the Downtown Specific Plan.) • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
A	North Ln From California Dr to Carolan Ave	• Intersection Safety: At California Drive intersection, explore centerline hardening in southbound left turn lane and in centerline of North Lane. To eliminate southbound left turn conflict, explore signalization of intersection. • Midblock Crossing Safety: Explore high visibility crosswalk markings at existing midblock crossing just west of tracks. • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.

(Table continued on the next page)

Tier	Project Area	Candidate Project Elements
A	Primrose Rd From El Camino Real to Bellevue Ave	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. (Any recommendations would need to be developed in coordination with the Downtown Specific Plan.) • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. Explore reconfiguration of Primrose/Bellevue/Douglas intersection to determine best design. Potential option includes a roundabout. • Midblock Crossing Safety: Explore adding new midblock crossing for greater pedestrian access. (Would require engineering study to determine feasibility based on sight distance and other considerations.) • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
B	Bayswater Ave From El Camino Real to California Dr	• Slower Speeds: Consider extending traffic calming treatments implemented as part of Lyon-Hoag Phase I project, including chicanes, speed cushions with wheel cutouts, lane narrowing, and speed limit pavement markings. • Stop-controlled Intersection Safety: At all-way stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians.
B	California Dr From Murchison Dr to Broadway	• Side Street Stop Controlled Intersection Safety: On side streets, consider safety improvements where feasible, including removal of right turn channelization, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Travel Lane Separation: Consider roadway centerline markings for improved visibility for drivers. • Enhanced Crossings: Explore the feasibility of adding traffic control at select intersections to encourage slower vehicle speeds and driver yielding. • Bicyclist Safety: Explore addition of physical buffer to upgrade Class II standard bike lanes to Class II buffered bike lanes or Class IV separated bikeways. (May require parking removal or acquisition of additional right-of-way.)
B	Carmelita Ave From El Camino Real to California Dr	• Slower Speeds: Consider building on success of Carmelita Avenue Traffic Calming project, which installed speed cushions with wheel cutouts, high-visibility crosswalks, red curbs at intersections, and sharrow markings, to reinforce Neighborhood Bicycle Route designation with additional traffic calming like chicanes, lane narrowing, pedestrian refuge islands, and speed limit pavement markings. • Enhanced Lighting: Explore installation of continuous lighting along the corridor per adopted city lighting criteria.

(Table continued on the next page)

Tier	Project Area	Candidate Project Elements
B	Magnolia Ave From Murchison Dr to Trousdale Dr	• Slower Speeds: Consider extending centerline striping for entirety of block or installing center median similar to block south of Trousdale Drive. (May require converting angled parking to parallel parking). • Stop-controlled Intersection Safety: At Murchison Drive intersection, consider curb extensions with directional curb ramps or raised pedestrian refuge islands to narrow roadway width, shorten crossing distances, improve visibility of pedestrians, and reinforce the stop control. Explore potential conversion from stop to signal control. (Any recommendations would be developed in coordination with City of Millbrae as part of Murchison Drive project.) • Midblock Crossing Safety: Explore adding raised pedestrian refuge island at midblock crossing. • Signalized Intersection Safety: Where feasible at Trousdale Avenue intersection, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, directional curb ramps, and vegetation clearing. Also explore additional curb extensions with directional curb ramps to narrow roadway width, shorten crossing distances, improve visibility of pedestrians, and clarify the one receiving lane in the northbound direction. • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.
B	Murchison Dr From California Dr to Magnolia Ave	• Bicyclist Safety: Implement the Murchison Drive project in coordination with City of Millbrae, which will include Class II standard bike lanes. Consider exploring an upgrade to Class IV separated bikeways in future project, per City's 2020 Bicycle and Pedestrian Master Plan.
B	Oak Grove Ave From El Camino Real to Carolan Ave	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
B	Old Bayshore Hwy From City Limit to Broadway	• Slower Speeds: Advance through design and construction the Old Bayshore Highway Corridor project.
B	Peninsula Ave From El Camino Real to N Humboldt St	• Bicyclist Safety: Implement the Peninsula Avenue project in coordination with City of San Mateo, which will include enhanced bicycle facilities, per City's 2020 Bicycle and Pedestrian Master Plan.
B	Sequoia Ave From Trousdale Dr to Murchison Dr	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. • Intersection Safety: At intersections, consider safety improvements where feasible, including directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.

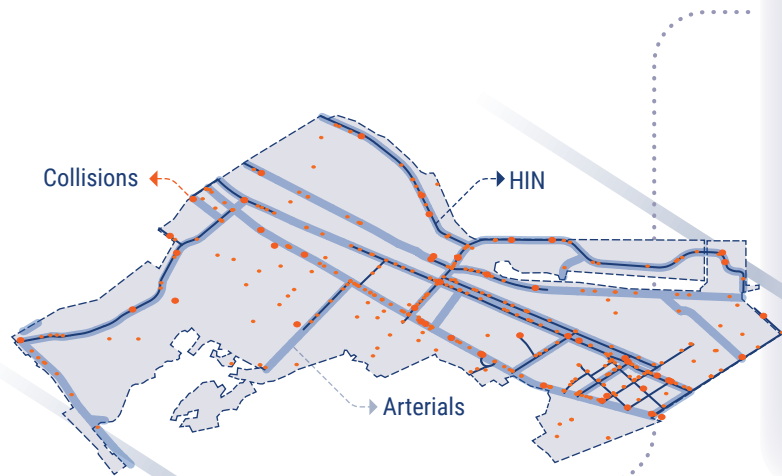
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Tier	Project Area	Candidate Project Elements
B	Trousdale Dr From Sequoia Ave to Skyline Blvd	• Slower Speeds & Travel Lane Separation: Explore reduction of roadway to three lane cross-section with one through lane in each direction and raised median with left-turn pockets or two-way left-turn lane in center for improved driver safety by slowing travel speeds, facilitating turns into and out of driveways, and creating separation between vehicles traveling in opposite directions. Explore wider parking lanes with hatching. (Any recommendations would need to be developed in coordination with emergency services.) • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including single lane roundabouts, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
B	Willow Ave From El Camino Real to Newhall Rd	• Slower Speeds: Consider traffic calming treatments like chicanes, speed cushions with wheel cutouts, lane narrowing, speed limit pavement markings, and red curbs at intersections. • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. Explore coordination with Caltrans on improvements at El Camino Real intersection, including consideration of signalization. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
C	Airport Blvd From Old Bayshore Hwy to Lang Rd	• Signalized Intersection Safety: Where feasible, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, directional curb ramps, tightened curb radii, and vegetation clearing. • Midblock Crossing Safety: Explore upgrade of existing uncontrolled midblock crossings to Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) and explore adding new midblock crossing locations for greater pedestrian access, including additional safety lighting enhancements. (Would require engineering study to determine feasibility based on sight distance and other considerations.) • Bicyclist Safety: Explore addition of physical buffer to upgrade Class II standard bike lanes to Class IV separated bikeways, per City's 2020 Bicycle and Pedestrian Master Plan • Enhanced Lighting: Explore adding or upgrading intersection lighting per adopted city lighting criteria.
C	Anza Blvd From Bayshore Fwy to Airport Blvd	• Slower Speeds & Pedestrian Safety: Explore reduction of roadway to one through lane in each direction, maintaining dedicated left turn lanes at intersections. • Signalized Intersection Safety: Where feasible at Airport Boulevard intersection, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, directional curb ramps, tightened curb radii, and vegetation clearing • Driveway Access: Explore upgrade of uncontrolled left turn into Top Golf driveway to signalized intersection.
C	Carolan Ave From Oak Grove Ave to North Ln	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, speed limit pavement markings, sharrow markings, centerline pavement markings, red curbs at intersections, and parking Ts. (Any recommendations would need to be developed in coordination with Burlingame High School.)

(Table continued on the next page)

Tier	Project Area	Candidate Project Elements
C	Dwight Rd From Rollins Rd to Peninsula Ave	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. Explore making permanent the quick build safety treatments installed in Lyon-Hoag Phase 1 project. • Signalized Intersection Safety: Where feasible at Peninsula Avenue intersection, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, directional curb ramps, tightened curb radii, and vegetation clearing. (Any recommendations would be developed in coordination with City of San Mateo as part of Peninsula Avenue project.) • Enhanced Lighting: Explore installation of continuous lighting along the corridor per adopted city lighting criteria.
C	Grove Ave From El Camino Real to California Dr	• Slower Speeds: Consider reinforcing Neighborhood Bicycle Route designation with additional traffic calming like chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. • Stop-controlled Intersection Safety: At stop-controlled intersections, consider safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
C	Howard Ave From Myrtle Rd to N Humboldt St	• Stop-controlled Intersection Safety: At stop-controlled intersections, consider making permanent the quick build intersection safety treatments installed in Lyon-Hoag Phase 1 project and consider additional safety improvements where feasible, including traffic circles, pedestrian refuge islands, directional curb ramps, curb extensions, advance stop bars, daylighting (red curbs), high visibility crosswalks, and vegetation clearing to slow driver speeds and improve visibility of pedestrians. • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.
C	N Humboldt St From Peninsula Ave to Howard Ave	• Slower Speeds: Consider extending traffic calming treatments implemented by City of San Mateo south of Peninsula Avenue, including chicanes, speed cushions with wheel cutouts, lane narrowing, pedestrian refuge islands, speed limit pavement markings, red curbs at intersections, and sharrow markings. Explore making permanent the quick build safety treatments installed in Lyon-Hoag Phase 1 project. • Signalized Intersection Safety: Where feasible at Peninsula Avenue intersection, consider signalized intersection safety improvements such as protected left turn phasing, Leading Pedestrian Intervals (LPIs) with Accessible Pedestrian Signals (APS) and no Right Turn on Red, Rest in Red at night during low volume periods, advance stop bars, high visibility crosswalks, directional curb ramps, tightened curb radii, and vegetation clearing. (Any recommendations would be developed in coordination with City of San Mateo as part of Peninsula Avenue project.) • Enhanced Lighting: Explore installation of continuous lighting along the corridor and at intersections per adopted city lighting criteria.

How We Prioritized



Step 1: Define Project Corridors and Assign Baseline Safety Points

We define projects as corridors on the High Injury Network and the City's arterial roadways that are not already addressed through recently completed or ongoing safety projects. Each corridor receives **baseline safety points** based on its **collision history** and **collision potential**.



Collision history points capture the number and severity of collisions that occurred on the corridor. The more serious a collision, the greater its contribution to the corridor score.

- **Injury collisions** contribute 2 points each.
- **Serious or fatal collisions** contribute 10 points each.
- **Collisions involving a pedestrian or bicyclist** contribute an additional 3 points each.

Corridor scores are tallied and normalized by length. Each corridor receives 1, 3, 5, or 7 collision history points based on its relative collision score.



Collision potential points capture a corridor's potential for future collisions, based on three safety factors. Points are assigned 0 to 3 based on the number of safety factors on the corridor. The more safety factors present on a corridor, the higher its potential for future collisions. Safety factors include:

- **High vehicle volumes** (25,000+ vehicles per day)
- **High vehicle speeds** (35+ mph posted speed limits)
- **Wide roadways** (5+ vehicle travel lanes)

Step 2: Assign Additional Priority Points

A corridor receives **additional priority points** if it aligns with additional priorities identified through engagement and data analysis. Additional priorities include **community priority**, **school zone**, and **commercial area**.



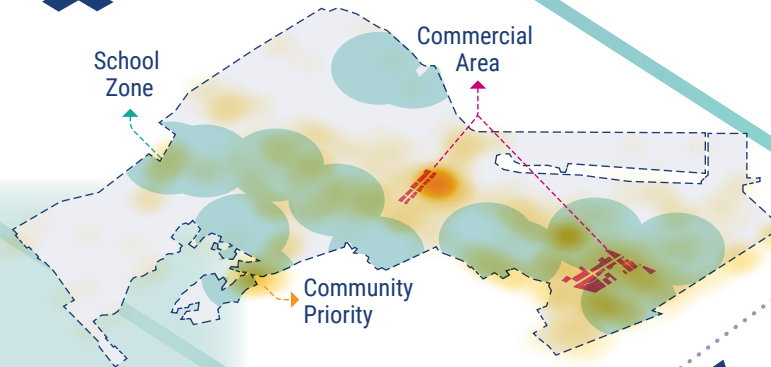
Community priority is assigned to corridors that received a high number of public comments through the online map survey.



School zone is assigned to corridors that pass within a quarter-mile of a school.

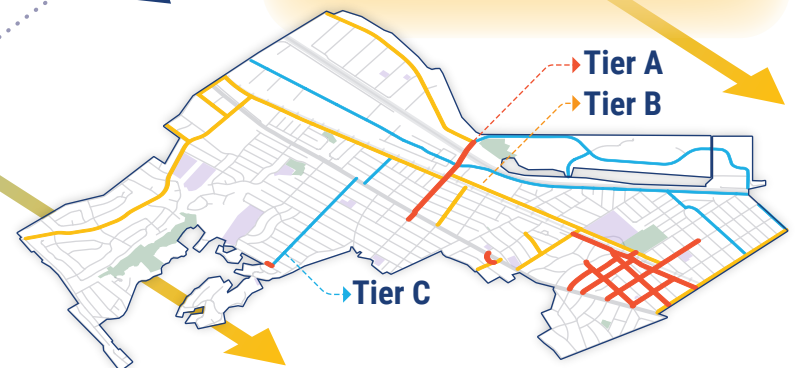


Commercial area is assigned to corridors that pass within Burlingame's commercial areas.



Step 3: Add Total Project Points and Assign Project Priority Tier

Baseline safety points and additional priority points are added together to determine **total project points**. Project corridors are divided into three equal groups based on their total points to assign a **project priority tier**, where the highest point group is assigned to **Tier A**, the middle to **Tier B**, and the lowest to **Tier C**.



How Programs and Policies Bring Infrastructure to Life

While engineering countermeasures are essential for creating a safe and accessible transportation network, they are most effective when implemented alongside complementary non-engineering strategies. Programs, policies, and emergency services work in tandem with infrastructure projects to create multiple layers of safety that protect all road users.

The City's Safety Action Plan consists of multidisciplinary strategies organized around the five key elements of the Safe System Approach: **Safe Speeds**, **Safe Roads**, **Safe Road Users**, **Safe Vehicles**, and **Post-Crash Care**. Each element addresses a different part of the transportation system, recognizing that lasting safety requires collaboration, shared responsibility, and a multi-faceted approach.

The strategies of the City's Safety Action Plan advance proactive and comprehensive safety planning. By advancing these with the City's priority safety projects, Burlingame can create a transportation system designed and managed to anticipate error and prevent serious outcomes.

Keep reading to learn more about the programs and policies included in Burlingame's Safety Action Plan. For additional information on potential engineering and non-engineering countermeasures that may be considered to support future transportation safety improvements, please refer to **Appendix D**.

From Vision to Reality: Applying the Safe System Approach



Safe Speeds
strategies reduce vehicle speeds through street design and enforcement.



Safe Road Users
strategies focus on promoting responsible behavior through education, engagement, and enforcement.



Safe Roads
strategies identify physical roadway treatments to minimize conflict points, improve visibility, and create forgiving environments that reduce the likelihood of collisions.



Safe Vehicles
strategies emphasize the role of technology and design in reducing collisions and protecting people both inside and outside the vehicle.



Post-Crash Care
strategies include the City's emergency response system to provide rapid and coordinated care that improves outcomes when crashes occur and makes them less likely to occur in the future.



Chapter

FOUR

Next Steps: From Vision to Action



Roadmap to Vision Zero

An Action Plan translates Burlingame's safety commitment into a clear roadmap for coordinated action. It outlines the City's strategic direction for reducing serious injuries and fatalities, organized by the key elements of the Safe System Approach. Together, the strategies in the Action Plan guide how the City will prioritize resources, strengthen partnerships, and implement solutions that help create safer travel conditions for everyone.

Collaboration and shared responsibility are essential for real change.



How to Read the Action Plan

Action Plan strategies are grouped according to their relevant element in the **Safe System Approach**.

Each strategy includes a **description** and the **steps** required to carry it out.

The designated **Lead** is the primary City department responsible for moving the strategy forward, and the designated **Support** are the key partners who will play a critical role in making it successful.

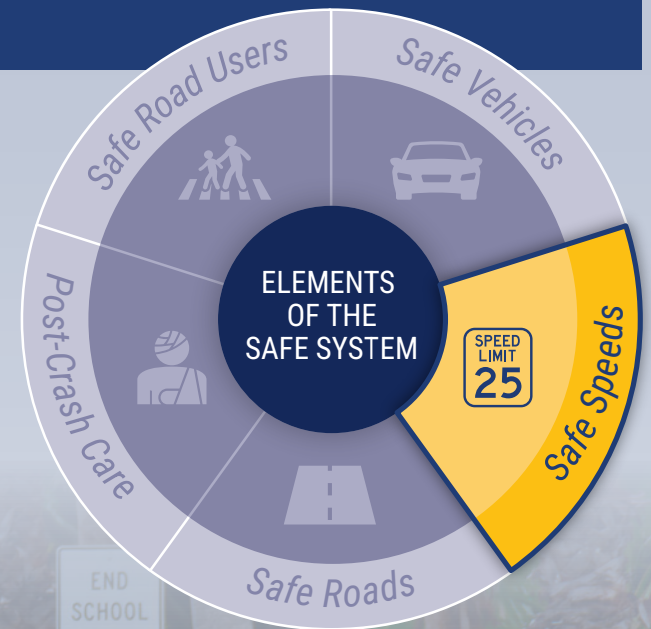
Timeline indicates when each strategy should occur, based on the following three categories:

Near-term: 1–2 years **Mid-term:** 3–5 years **Long-term:** 6–10 years

ID	Strategy	Lead	Support	Timeline
#	Comprehensive Speed Management Plan Develop a Comprehensive Speed Management Plan that develops target driver speeds for all city roadways and identifies strategies to slow driver speeds where needed.	Public Works	Community Development	Near-Term

Safe Speeds

Safe Speeds strategies reduce vehicle speeds through street design and enforcement. Slower vehicle speeds save lives by improving visibility for everyone on the road, giving drivers more time to react, and reducing the impact if a collision occurs. When vehicles move more slowly, the chances of a life-altering injury or fatality drop significantly. Burlingame community members consistently identified vehicle speeds as the single most important factor shaping how they experience the City's streets.



Safe Speeds Action Plan Strategies

EARLY WINS

ID	Strategy	Lead	Support	Timeline
1.1	Comprehensive Speed Management Plan Develop a Comprehensive Speed Management Plan that develops target driver speeds for all city roadways and identifies strategies to slow driver speeds where needed. As part of the plan, the City will: • Pursue enforceable speed limit reduction opportunities on corridors identified through the Safety Action Plan. • Study additional enforceable speed limit reduction opportunities on other key safety corridors and in key safety areas like schools zones and Business Activity Districts through the establishment of prima facie speed limits. • Set context-sensitive target speeds for the City's Multimodal Circulation Network classifications that align with the intended function, design, and user activity of each roadway type. • Identify traffic calming strategies to lower driver speeds in residential areas. • Establish a speed management and safety training program for City staff. • Explore the potential for a citywide Slow Streets Program, building on and applying lessons learned from the program piloted in 2020.	Public Works	Community Development & Police	Near-Term
1.2	American Public Works Association (APWA) Compliance Maintain full compliance with American Public Works Association (APWA) traffic operations expectations and update standard plans and details to include best practices in speed management (e.g., roadway geometries designed for context-appropriate speeds).	Public Works	Police	Near-Term
1.3	Automated Enforcement Explore opportunities for automated enforcement like speed safety cameras, red light cameras, bus-mounted cameras, and other Automated License Plate Reader technology to lower speeds while reducing the need for Police enforcement.	Public Works	Police	Mid-Term

1.1 Comprehensive Speed Management Plan**EARLY WINS**

Reducing Posted Speed Limits

Speed is one of the strongest predictors of whether a collision will result in a serious injury or loss of life, and even small reductions in speed can dramatically reduce the force of a collision. During community outreach, we heard vehicle speed is a top priority for residents of Burlingame.

Recognizing this, the City of Burlingame is advancing a **Safe Speed Action Plan Strategy** to lower speed limits and make streets safer for everyone, especially people walking and bicycling.

With the passage of Assembly Bill 43, California cities now have greater flexibility to set speed limits based on real-world conditions in addition to the 85th percentile rule. The legislation allows cities to lower speed limits on corridors that meet certain criteria, including a high history of collisions, high bicyclist and pedestrian activity, and the presence of certain land uses like business activity districts,

schools, and senior centers. This gives Burlingame a valuable pathway to set and implement context-sensitive speed limits to improve safety outcomes.

The City identified an initial set of locally owned roadways where recent speed surveys were completed, making them the first locations ready for assessment and reduction in posted speed limits.

For additional information on the speed limit assessment performed, please refer to **Appendix E**.

Next steps include coordination with the Public Works and Police Department to adopt the recommended speed limits and execute the changes with new signage, driver education, and targeted enforcement.



Locally Owned Roadways for Posted Speed Limit Reductions

Study Roadway	From Street	To Street	Recommended Posted Speed Limit	Recommended Change in Posted Speed Limit
1 Adeline Dr	El Camino	Alvarado	20	-5
2 Adrian Rd	David	Millbrae City Limit	30	-5
3 Airport Blvd	Bayshore Hwy	Lang	30	-5
4 Barroilhet Ave	El Camino Real	Elm	20	-5
5 Bayshore Hwy	Airport	Millbrae City Limit	30	-5
6 Bayswater Ave	California	Humboldt	20	-5
7 Bernal Ave	Adeline	Devereux	20	-5
8 Bloomfield Rd	Peninsula	Rollins	20	-5
9 Broadway	Balboa	Vancouver	20	-5
10 California Dr	Peninsula	Burlingame	25	0
11 California Dr	Burlingame	Broadway	25	-10
12 California Dr	Broadway	Murchison	30	-5
13 Carmelita Ave	California	El Camino	20	-5
14 Carmelita Ave	El Camino	Vancouver	20	-5
15 Carolan Ave	Oak Grove	Broadway	30	-5
16 Chapin Ave	El Camino	Primrose	20	-5
17 Cypress Ave	El Camino	Barroilhet	20	-5
18 Easton Dr	El Camino	Alvarado	20	-5
19 Floribunda Ave	California	El Camino	20	-5
20 Grove Ave	El Camino	California	20	-5

The roadways included here are the starting point. The Action Plan includes a strategy to study additional streets to identify future opportunities for safer, more context-appropriate speed limits.

If community members are interested in exploring a lower speed on their street, the City can use safety data and information about current roadway conditions to assess whether that location is a good candidate for speed limit reduction.

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Locally Owned Roadways for Posted Speed Limit Reductions

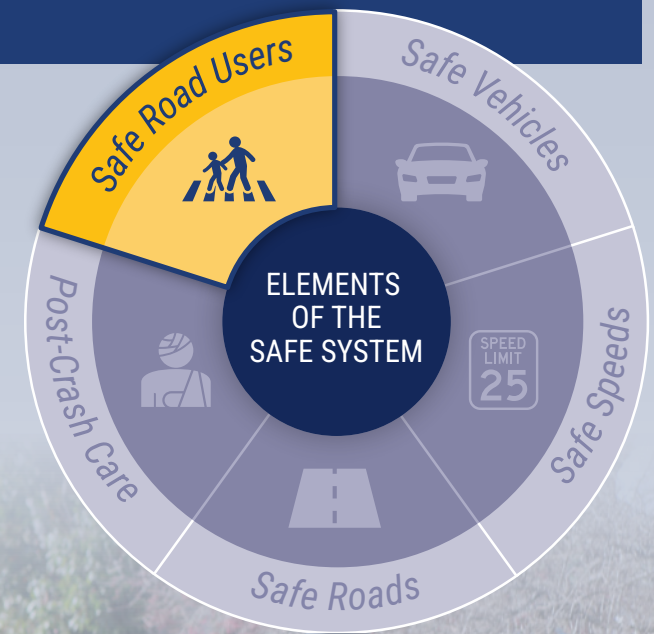
Study Roadway	From Street	To Street	Recommended Posted Speed Limit	Recommended Change in Posted Speed Limit
21 Hillside Dr	El Camino	Alvarado	25	-5
22 Howard Ave	Humboldt	California	20	-5
23 Howard Ave	El Camino	Occidental	20	-5
24 Lincoln Ave	El Camino	California	20	-5
25 Marco Polo Wy	Trousdale	Davis	20	-5
26 Mills Ave	El Camino	California	20	-5
27 Murchison Dr	El Camino	Sequoia	20	-5
28 North Carolan Ave	Rollins	Edwards	20	-5
29 Oak Grove Ave	El Camino	California	20	-5
30 Oak Grove Ave	California	Rollins	20	-5
31 Occidental Ave	Barroilhet	Bellevue	20	-5
32 Peninsula Ave	El Camino	California	25	-5
33 Peninsula Ave	California	Humboldt	30	-5
34 Quesada Wy	Trousdale	Davis	20	-5
35 Ralston Ave	El Camino	Hillsborough	20	-5
36 Rollins Rd	San Mateo City Limit	Broadway	30	-5
37 Rollins Rd	Broadway	Millbrae City Limit	30	-5
38 Rosedale Ave	El Camino	California	20	-5
39 Trousdale Dr	Skyline	El Camino	30	-5
40 Vancouver Ave	Broadway	Adeline	20	-5

The roadways included here are the starting point. The Action Plan includes a strategy to study additional streets to identify future opportunities for safer, more context-appropriate speed limits.

If community members are interested in exploring a lower speed on their street, the City can use safety data and information about current roadway conditions to assess whether that location is a good candidate for speed limit reduction.

Safe Road Users

Safe Road Users strategies promote responsible roadway behavior through education, engagement, and enforcement. Everyone living, working, or traveling in Burlingame deserves to feel safe whether they are walking, bicycling, rolling, taking transit, or driving. We all have a role to play in making this vision a reality.



Safe Road Users Action Plan Strategies

EARLY WINS

ID	Strategy	Lead	Support	Timeline
2.1	E-Micromobility Safety Strive to enhance the safety of e-micromobility devices in City of Burlingame: • Coordinate with C/CAG and other San Mateo County neighboring jurisdictions to expand existing e-micromobility legislation to allow Burlingame to enforce additional age and facility restrictions for e-micromobility usage similar to Marin and San Diego Counties. • Establish a program with education partners in Burlingame that requires formal rules of the road training for students to ride to school. • Provide targeted education and enforcement around behaviors linked to serious injury and fatal collisions. • Continue to document and track involvement of e-micromobility devices in collisions.	Public Works	Police, City Manager's Office & Education Partners in Burlingame	Near-Term
2.2	Public Safety Campaign Establish a multi-year public safety campaign to build awareness of the City's Vision Zero program and educate the community on safe user behaviors. Focus outreach and education on behaviors and target audiences most linked to serious injuries and fatalities, including unsafe speeding, impaired or distracted driving, failing to yield to people crossing, and youth. This includes regular updates to the City's Vision Zero webpage with progress on safety project implementation, progress on Vision Zero action plan implementation, and progress on safety outcomes. It also includes targeted education near safety infrastructure projects to help people become more familiar with the safety improvements.	Public Works	Communications, Education Partners in Burlingame & Police	Near-Term
2.3	Targeted Enforcement Target enforcement on behaviors and locations most linked to serious injury and fatal collisions, including unsafe speeding, impaired or distracted driving, failing to yield to people crossing, arterial roadways, and commercial areas. This may require additional funding or staff resources for the Police Department.	Police	Public Works	Near-Term
2.4	Safe Routes to School Program Formalize a Safe Routes to School Program with a designated coordinator and funding. Program could tackle school-specific safety priorities like mode shift to walking/bicycling/transit, crossing guards and other crossing safety strategies, enhanced bicycle infrastructure like bike lanes and bike racks, e-bike use, helmet wearing, and language translation of safety materials for students and families.	Education Partners in Burlingame	Public Works	Mid-Term

2.1 E-Micromobility Safety

EARLY WINS

E-Micromobility Safety

E-micromobility, including electric bicycles (e-bikes) and electric scooters (e-scooters), is becoming an increasingly common mode of travel in the City of Burlingame and throughout California.

Advances in technology and declining device costs have accelerated adoption among people of all ages for both commuting and recreational trips. This rapid growth, particularly among youth and within a largely auto-oriented transportation system, has underscored the need for targeted strategies that promote safe behavior, encourage use of legal devices, and clearly delineate space between different types of roadway users. Enhanced e-micromobility safety is a key opportunity.

As part of the Safety Action Plan, the City has:

- Summarized existing e-micromobility regulations
- Identified e-micromobility policy opportunities, based on a review of practices in peer communities.
- Identified additional strategies to consider to enhance safety through infrastructure and education.

In California, e-micromobility devices are regulated through the California Vehicle Code (CVC) and local municipal codes. State law establishes a three-class system for e-bikes and defines operating requirements for devices such as e-bikes and e-scooters, including speed limits, helmet requirements, and operator eligibility. Local jurisdictions, including the City of Burlingame, may also regulate where these devices can operate within city facilities and parks. The visual on the right summarizes the key operating rules for e-micromobility devices in Burlingame.

Burlingame Electric Micromobility Device Policy

		What can my device do? (1, 2)		What do I need to ride? (3, 4, 5, 6)				Where can I ride? (7, 8)			
		Pedal Operated	Max Speed (mph)	Minimum Age	Driver's License Required	License Plate Required	Helmet Required	Shared-Use Path	Bicycle Lane	Bicycle Route	Separated Bikeway
Device Type	Bicycle	Yes	N/A	N/A	✗	✗	18 & Under				
	Class 1 E-Bike	Yes	20	N/A	✗	✗	18 & Under				
	Class 2 E-Bike	No	20	N/A	✗	✗	18 & Under				
	Class 3 E-Bike	Yes	28	15 1/2	✗	✗	✓				
	E- Scooter	No	15	16	✓	✗	18 & Under				

1. California Vehicle Code § 312.5 (2025)
2. California Vehicle Code § 22411 (2000)
3. California Vehicle Code § 21212 (2020)
4. California Vehicle Code § 21235 (2019)

5. California Motorcycle Handbook (2024)
6. California Vehicle Code § 24016 (2025)
7. California Vehicle Code § 21207 (2023)
8. City of Burlingame Municipal Code § 13.52 & 13.56 (2024)

-  Burlingame prohibits operation of e-micromobility devices within city-owned parks and recreation areas, except city-owned segments of the San Francisco Bay Trail ⁽⁸⁾

Existing City of Burlingame E-Micromobility Device Rules and Regulations (Fehr & Peers, 2026)

E-Micromobility Regulatory Landscape

California state law establishes baseline definitions and operating rules for e-micromobility devices, while allowing local jurisdictions flexibility to adopt additional regulations that remain consistent with the CVC.

The City of Burlingame is currently among the few jurisdictions in San Mateo County with a dedicated e-micromobility ordinance. Burlingame's adopted local ordinance largely follows the CVC framework while incorporating select provisions tailored to local conditions, including select e-bike riding sidewalk restrictions and e-micromobility trail access restrictions. School districts and other educational institutions have jurisdiction over campus property and student conduct. They may adopt additional policies governing the types of e-devices permitted on school grounds, parking requirements for e-devices, and e-device safety expectations. **Schools in Burlingame currently partner with the Police Department to offer e-micromobility safety educational programming.** For additional information on e-micromobility conditions and potential strategies, please refer to **Appendix F**.

Advancing e-micromobility safety depends on more than ordinance updates. It requires **investment in design, policy, and programmatic strategies** to encourage safe behavior as the default. This is accomplished through a coordinated, multi-stakeholder approach, bringing together the Police Department, Public Works, Community Development, City Manager's Office, educational partners, retailers, and more.

Opportunities for Enhancing Burlingame's Regulations

Actions the City Can Implement Now

Burlingame supplements the CVC through a dedicated Municipal Code chapter. While not required to restate state law, the City may refine and clarify its local provisions to improve usability, safety, and enforcement consistency.

CODE CLARITY AND ORGANIZATION

- **Recommendation:** Consolidate or clearly cross-reference definitions, speed limits, passenger rules, and sidewalk restrictions to improve readability and enforcement. Refining organizational structure strengthens clarity without changing policy substance.

USE IN PARKS AND RECREATIONAL AREAS

- **Recommendation:** Consider allowing Class 1 or Class 2 e-bikes on select trails while restricting Class 3 e-bikes. Install clear signage about device rules at trail entrances.
- **Example:** Foster City allows Class 1 and 2 e-bikes

on shared-use paths while restricting Class 3. East Bay Regional Parks permits Class 1 e-bikes on bicycle-allowed trails and Class 2 on paved bicycle trails.

PARKING REGULATIONS

- **Recommendation:** Clarify parking standards for e-scooters and align with bicycle parking rules to reduce sidewalk and transit conflicts. Coordinate with relevant transit agencies.

SPEED MANAGEMENT

- **Recommendation:** Establish context-sensitive speed limits for shared-use paths (e.g., <15 mph)



for All Ages & Abilities facilities; 5–10 mph in pedestrian-priority zones).

- **Example:** Foster City enforces a 12 mph bicycle speed limit on multi-use paths.

GRADUATED ENFORCEMENT

- **Recommendation:** Adopt education-first enforcement, including warning periods and safety courses in lieu of fines.
- **Example:** City of Carlsbad allows safety course completion instead of monetary penalties.

Actions the School District Can Implement Now in Partnership with the City

School districts retain authority over campus property and student conduct and may adopt policies governing device access, parking, and safety requirements.

SCHOOL-BASED E-BIKE PERMIT PROGRAM

- **Recommendation:** Implement a permit program requiring safety training, device registration, and visible identification prior to campus e-bike access. The program would be school-led and supported by the Police Department.
- **Example:** City of Carlsbad links bicycle and e-bike campus privileges to completion of an approved safety course and permit application.

RESTRICTIONS ON HIGHER-SPEED DEVICES ON SCHOOL CAMPUSES

- **Recommendation:** Limit higher-speed devices (Class 3) on campus while permitting lower-speed devices (Class 1 or Class 2).
- **Example:** Menlo Park City School District restricts Class 2 and Class 3 e-bikes from school campuses; Marin County and San Ramon Valley Unified illustrate similar regional approaches.

Actions the City Can Implement Only with State Action to Expand Local Authority

Certain policy tools remain constrained by state preemption under the CVC. Modifications to minimum age requirements require express legislative authorization.

AGE RESTRICTIONS (PILOT PROGRAM FRAMEWORKS)

- **Recommendation:** Explore advocating for state legislation authorizing local flexibility to establish minimum age requirements for certain e-bike classes.
- **Example:** Marin County (AB 1778) and San Diego County (AB 2234) operate state-authorized pilot programs allowing youth-focused e-bike regulations. In Marin County, cities like Corte Madera prohibit persons under 16 from operating a Class 2 e-bike. In San Diego County, cities like Coronado prohibit persons under 12 from operating Class 1 and Class 2 e-bikes.

Future Considerations for E-Micromobility

Cities across San Mateo County are actively exploring ways to address the growing use of e-micromobility. Efforts range from developing new local ordinances to establishing school-based policies and strengthening partnerships with police departments.

At the **county level**, C/CAG is developing a countywide strategy to help cities implement effective and forward-looking e-bike policies and infrastructure.

At the **state level**, several recently introduced bills aim to clarify device classifications, address out-of-class modifications, and strengthen enforcement. These efforts signal potential statewide updates that could further shape how e-micromobility is managed in the future.



2.2

EARLY WINS

Public Safety Campaign

A Multi-Year Education and Awareness Campaign to Reduce Serious Injuries and Fatalities.

To achieve Vision Zero, it helps to have a shared understanding of safe behaviors on Burlingame's streets. While the City is advancing roadway safety projects and policy changes, preventing serious injuries and fatalities also depends on how people drive, walk, bicycle, and interact with one another on the roadway.

To support this effort, the City will launch a multi-year public safety campaign to build awareness of Burlingame's Safety Action Plan and promote safer travel behaviors across the community. The campaign will help residents, commuters, and visitors understand the City's commitment to traffic safety and the role everyone plays in creating safer streets. Public safety campaign strategies could include digital media, printed materials, changeable message signs, in-person events, student competitions, and more.

Education and outreach will focus on the locations and behaviors most closely linked to serious injury and fatal collisions.

- High Injury Network and Safety Emphasis Areas (pages 10-16)
- Unsafe speeding
- Driving under the influence
- Failure to yield to people crossing
- Youth safety
- Other safety best practices for driving, walking, and bicycling

The campaign will also make Vision Zero progress visible to the community. The City will provide regular updates on the Safety Action Plan webpage, including progress on safety projects, implementation of the Action Plan, and improvements in safety outcomes. Targeted outreach will accompany new safety infrastructure projects to help roadway users understand how these improvements work.

This effort will be designed and delivered through coordination across City departments and community partners.

- Community Organizations
- Public Works
- Communications
- Police
- Education partners in Burlingame

Together, this campaign will complement engineering, enforcement, and programmatic efforts, helping build a stronger culture of traffic safety.



Safe Roads

Safe Roads strategies identify physical roadway improvements to reduce user conflicts, improve visibility, and create forgiving environments that reduce the likelihood of collisions. Key strategies include dedicating staff capacity to oversee implementation and adopting updated guidance and practices that support consistent safety improvements. Humans will make mistakes, and roads can be designed and managed to reduce the likelihood and severity of collisions when those mistakes happen.



Safe Roads Action Plan Strategies

EARLY WINS

ID	Strategy	Lead	Support	Timeline
3.1	Vision Zero Program Coordinator Establish a dedicated staff position to supplement existing resources and oversee implementation of Vision Zero strategies and coordination of safety projects and initiatives; this role is critical to the City's ability to effectively implement the Action Plan.	Public Works		Near-Term
3.2	Grant Funding Continue proactively pursuing grant funding to implement priority Safety Action Plan projects. This could include exploring funding opportunities for technology solutions like adaptive traffic signal control, pedestrian and bicyclist detection systems, and other ITS solutions to improve safety at intersections.	Public Works		Near-Term
3.3	Complete Streets Checklist Review and update the City's Complete Streets Checklist, as needed, to ensure best practices in safety and complete streets are incorporated into all transportation projects at every stage, from planning through routine maintenance. Ensure developer design guidelines incorporate the safety and complete streets best practices consistent with the checklist.	Public Works	Community Development	Near-Term
3.4	Capital Improvement Program Review Explore opportunities within the City's Capital Improvement Program (CIP) to improve safety outcomes by reviewing current project scopes and adjusting scopes as needed to integrate safety improvements into ongoing work.	Public Works		Near-Term
3.5	Project Evaluation Framework Develop a project evaluation framework to measure the safety outcomes of implemented infrastructure projects, using before-and-after analyses to measure changes in speed, collision frequency, and specific collision types. Findings will help communicate project benefits and inform adjustments to implementation approaches on future projects (as needed).	Public Works		Near-Term

EARLY WINS

ID	Strategy	Lead	Support	Timeline
3.6	Citywide Lighting Enhancements Develop a Citywide Streetlight Master Plan to adopt citywide lighting design criteria consistent with the Safety Action Plan lighting assessment. Require all new infrastructure projects to meet adopted criteria and establish a proactive lighting upgrade program focused on key safety locations.	Public Works		Mid-Term
3.7	Residential Traffic Calming Program Update the city's Residential Traffic Calming Program to incorporate proactive project prioritization, as opposed to relying solely on response to community requests for traffic calming projects.	Public Works	Community Development	Mid-Term
3.8	Vision Zero Quick Build Toolkit Develop a Vision Zero Quick Build Toolkit to streamline and expedite project delivery by applying low cost safety countermeasures citywide.	Public Works		Mid-Term
3.9	Construction Detours Develop guidance around construction detours and temporary disruptions to the transportation network to prioritize safety for people walking and bicycling. This may include supporting temporary changes to the street, such as creating a pathway in place of on street parking for the duration of the project.	Public Works	Parks and Recreation & Police	Long-Term
3.10	Daylighting Program Continue to implement California Assembly Bill 413 by expanding the City's current daylighting program beyond schools, Downtown, and other initial priority areas. AB 413 (the "Daylighting Law") prohibits drivers from stopping, standing, or parking their vehicles within 20 feet of the approach side of any marked or unmarked crosswalk.	Public Works		Long-Term

3.6 Citywide Lighting Enhancements

EARLY WINS

Advancing Safer Streets Through Better Lighting

Street lighting plays a crucial role in helping people see and be seen at night. As part of the Safety Action Plan, the City assessed how lighting influences nighttime safety.

In Burlingame, if nighttime serious injury or fatal collisions happen, they tend to do so on arterial or collector roadways. While these roadways all include some lighting elements like intersection safety lights, continuous roadway lights, or pedestrian-scale fixtures, the City has an opportunity to increase the quality, consistency, and comprehensiveness of this lighting coverage across the city. The five locations shown on the map present strong opportunities for targeted lighting infrastructure improvements to increase horizontal illuminance levels and lighting uniformity.



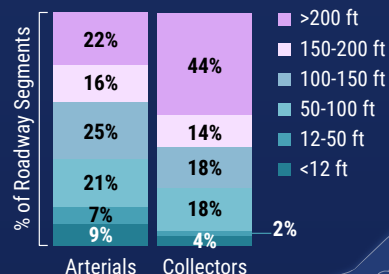
3.6 Citywide Lighting Enhancements

EARLY WINS

Fixture Types & Lighting Coverage

Most of Burlingame's lighting system consists of a few common luminaire styles, wattages, and distribution types. The top five luminaire wattages represent approximately two-thirds of installations on arterial and collector roadways. This concentration simplifies upgrades and also means that any deficiencies in these fixture types affect a large share of the network.

Luminaire Spacing on Arterial & Collector Roadways in Burlingame



Lighting Fixtures by Wattage

- Cobrahead, 29W, Type 2
- Cobrahead, 34W, Type 2
- Cobrahead, 61W, Type 2
- Cobrahead, 90W, Type 3
- Cobrahead, 121W, Type 2

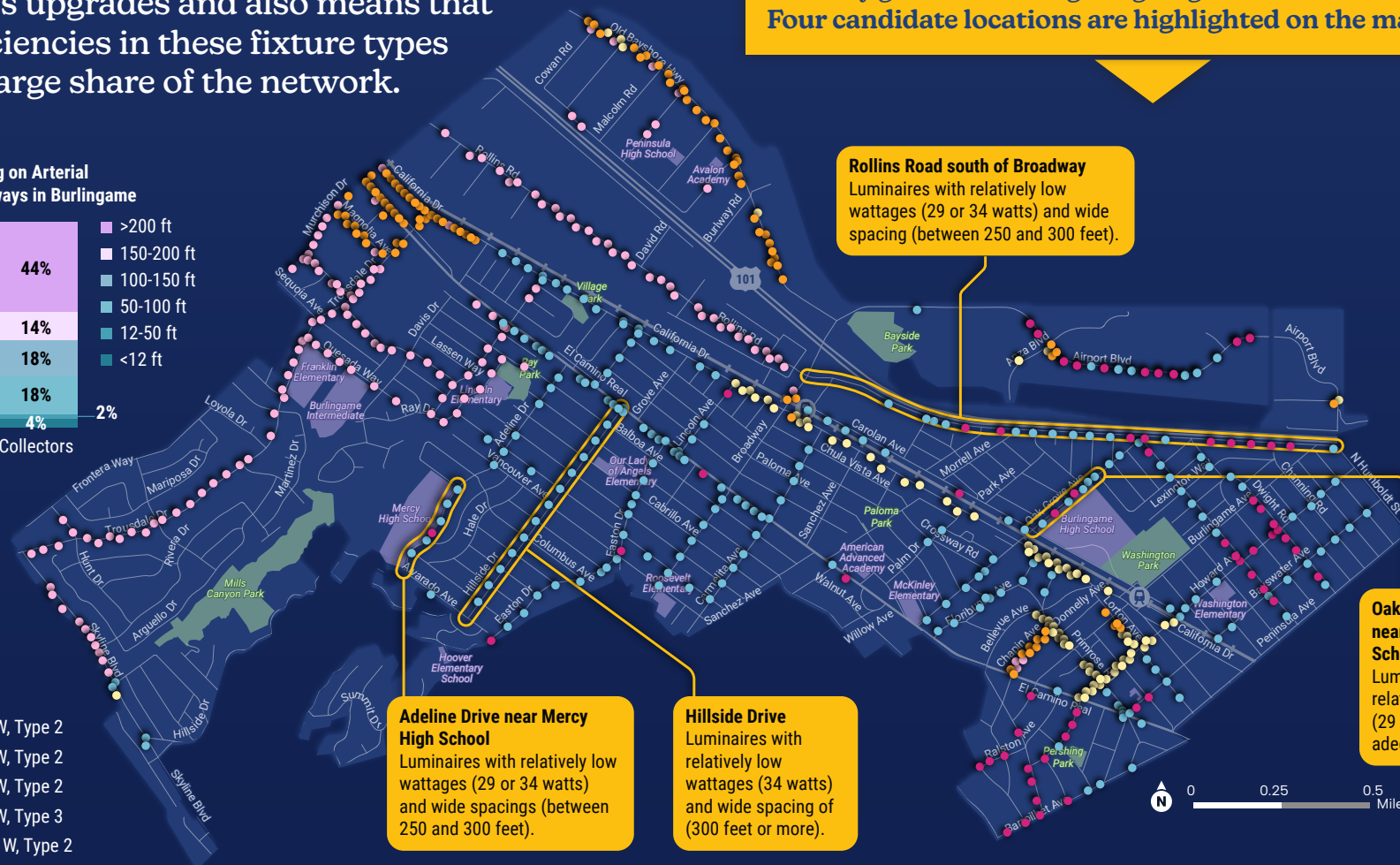
Luminaire spacing varies widely on Burlingame's roadways. The longer the distance between luminaires, the less likely the streetlighting will be consistent along a given roadway, creating areas with low levels of light and, in some cases, locations with gaps in lighting. Nearly 40% of arterial roadway segments and nearly 60% of collector roadway segments have luminaires spaced greater than 150 feet apart, making these good candidates for lighting enhancements to better meet industry guidelines for lighting brightness and uniformity. Four candidate locations are highlighted on the map.

Rollins Road south of Broadway
Luminaires with relatively low wattages (29 or 34 watts) and wide spacing (between 250 and 300 feet).

Adeline Drive near Mercy High School
Luminaires with relatively low wattages (29 or 34 watts) and wide spacings (between 250 and 300 feet).

Hillside Drive
Luminaires with relatively low wattages (34 watts) and wide spacing of (300 feet or more).

Oak Grove Avenue near Burlingame High School
Luminaires with relatively low wattages (29 or 34 watts) and adequate spacing.



0 0.25 0.5 Miles

3.6 Citywide Lighting Enhancements

What Comes Next

Photometric analysis based on the citywide illumination model reveals an opportunity to enhance lighting conditions on Burlingame roadways to better meet recommended industry guidelines for average illumination and uniformity.

Importantly, roadway lighting enhancements will be designed to minimize the spill of light into residences.

Policy Strategies

Adopt Context-Sensitive Citywide Lighting Design Criteria to define recommended average illuminance and uniformity levels by facility context, including roadway classification, pedestrian and bicycle activity level, and pavement type. Establishes a consistent framework for evaluating both new and existing lighting installations.

Require Lighting as a Project Component on Nearly All Projects, aligned with adopted lighting design criteria. Formalizes and expands the City's current practice on select corridor projects and enables consistent application citywide regardless of funding source or project delivery method.

Context-Based Design Strategies

Focus on Locations Where Lighting Upgrades Have Greatest Safety Benefit to increase the visibility of people walking, bicycling, and rolling where they interact with vehicles. **At uncontrolled crossings**, provide new or upgraded lighting in advance of the crossing on each approach, designed to illuminate the crosswalk and approaching users.

At intersections, provide new or upgraded lighting to illuminate crosswalks, corners, and conflict areas. Where feasible, integrate lighting with signal or utility poles to improve crosswalk visibility while minimizing additional streetscape elements. Consider tree canopies when placing new poles to reduce likelihood of trees blocking streetlights.

On arterial and collector roadways, enhance lighting uniformity and coverage along the corridor, targeted at crossings, driveways, bikeway segments, and transit stops (in coordination with relevant transit agencies) where pedestrian and bicycle activity occurs adjacent to fast-moving traffic.

In high pedestrian demand areas, enhance lighting along sidewalks, at crossings, in waiting areas, and along key pedestrian routes to provide consistent illumination.

Adhere to Lighting Placement Principles that prioritize safety, visibility, and predictability for all roadway users. **At intersections and crossings**, place luminaires in advance of crosswalks to enhance pedestrian visibility through positive contrast and to adequately illuminate conflict areas. **Along corridors**, provide consistent lighting where bicyclists and vehicles share space or are separated by striping alone to support user predictability and improve visibility in shared or semi-separated environments (like Class III bike boulevards, Class II bike lanes, and Class II buffered bike lanes).

EARLY WINS

Implementation & Maintenance Strategies

Implement a Proactive Lighting Upgrade Program with dedicated annual funding to support systematic progress toward improving lighting coverage, uniformity, and consistency across the City.

Integrate Lighting with Other Safety Strategies at locations where lighting enhancement opportunities align with other safety enhancement opportunities like high-visibility crosswalks, enhanced signage and markings, Rectangular Rapid Flashing Beacons, pedestrian hybrid beacons, or other intersection control enhancements.

Design for Maintainability and Cost-Effectiveness by minimizing conflicts with tree canopies, root zones, and overhead utilities when placing fixtures, using the minimum number of luminaires necessary to achieve desired illumination levels, and avoiding over-lighting while meeting adopted safety and performance criteria.

Monitor, Evaluate, and Refine Over Time to reflect evolving safety data, costs, and emerging lighting technologies like adaptive lighting and smart controls, and coordinating with peer cities and regional partners to share best practices.

For additional information on the lighting assessment, please refer to **Appendix G**.

Together, these findings highlight a clear opportunity: **better lighting can strengthen nighttime visibility and support a safer, more comfortable environment for everyone**. Next steps for the City include adopting lighting design criteria and applying them to all new capital and infrastructure projects.



Safe Vehicles

Safe Vehicles strategies emphasize the role of technology in reducing collisions and protecting people both inside and outside the vehicle. Vehicle technology continues to advance, bringing features like collision avoidance systems, improved visibility, and automated safety alerts that protect everyone on the road. While the City of Burlingame has less direct influence over how vehicles are designed or regulated, it can support and promote these advancements by partnering with regional agencies, staying informed about emerging technologies, and encouraging the use of vehicles equipped with modern safety features.



Safe Vehicles Action Plan Strategies

EARLY WINS

ID	Strategy	Lead	Support	Timeline
4.1	Curbside Management Strategy Develop a curbside management strategy to reduce double parking, limit conflicts around loading activity, and ensure curbside policies and designs can accommodate emerging technologies like autonomous vehicles (AV) or e-micromobility. • Conduct a curbside inventory and demand assessment to identify key opportunity locations. • Explore and test new curbside strategies to address safety needs. • Monitor federal, state, and industry policy guidance and design standards related to AVs and other emerging transportation technologies.	Public Works	Police & City Manager's Office	Near-Term
4.2	City Fleet Safety Enhancements Develop a transition plan for the City fleet that either installs Intelligent Speed Assistance and other enhanced safety features on existing vehicles or prioritizes the purchase of new vehicles equipped with built-in safety technologies such as automatic braking and rearview cameras. Provide training to city staff on new technology.	Public Works	City Manager's Office	Mid-Term

4.1 Curbside Management Strategy

Improve Curbside Management

An Early Step Toward Safer and More Flexible Streets.

Community engagement highlighted double parking and loading activity as ongoing challenges in the City's commercial areas. The City can take near-term steps to better manage curb space, reduce conflicts, and prepare for emerging mobility technologies.

Start with the highest-need locations.

Review curb conditions and activity in the commercial areas to identify where double parking, loading conflicts, and safety concerns occur most often.

Test flexible curb solutions. Pilot strategies, such as time-of-day loading zones, short-term passenger pick-up/drop-off areas, clearer curbside signage and markings, and

targeted enforcement to improve curb operations.

Plan for evolving mobility. As curbside strategies are tested, monitor guidance related to autonomous vehicles, e-micromobility, and other emerging technologies to ensure future curb design and policies can accommodate new technologies.

AVs will influence how curbside space is planned and managed, but their impacts extend more broadly across the transportation network. Here is what Burlingame can do to prepare for AVs:

Make sure our streets and signs are ready for future AVs. This includes reviewing markings, signage, and road design so AVs can navigate safely and reliably.

Update local rules as state and federal guidance evolves. The City will track new laws and recommendations to ensure Burlingame's policies stay current as AV technology advances.

Help the community understand what AVs mean for safety and mobility. Public education and outreach will play a key role in building awareness and addressing questions or concerns.

Explore small-scale AV pilot projects. Partnering with regional agencies or private companies may allow the City to test AV technology in controlled, real-world settings and learn from early deployments.

Post-Crash Care

Post-Crash Care strategies address the City's emergency response system, providing rapid and coordinated care that improves outcomes when collisions occur and makes them less likely to occur in the future.

Effective Post-Crash Care strategies include responding to the scene and learning from every collision to strengthen the system moving forward. Once immediate emergency needs are addressed, the City and its partners have a critical role in reviewing and sharing crash collision data, identifying patterns, and understanding contributing factors. Enhancing post-crash care includes improving data reporting and documentation and creating opportunities for responders, such as EMS, law enforcement, planning, and public works, to train together, share insights, and coordinate response practices that support quicker care and long-term safety improvements.



Post-Crash Care Action Plan Strategies

EARLY WINS

ID	Strategy	Lead	Support	Timeline
5.1	Multi-Agency Collision Review Team Deploy a multi-agency collision review team to all collision locations with a serious injury or fatality to evaluate the site for quick build and permanent safety enhancements. Convene this team regularly to review collision data, share information, and collaboratively identify design strategies.	Public Works	Police	Near-Term
5.2	Crash and Roadway Data Maintain a citywide spatial database of collision and roadway data for continued analysis and understanding of safety enhancement opportunities. Make spatial data available to City departments and partner agencies in a webmap format.	Public Works	Community Development & Police	Near-Term
5.3	Data Linkage Link collision data with EMS, hospital, and trauma registry data to allow post-crash case review and outcome measurement.	Public Works	Police	Long-Term



5.2 Crash and Roadway Data

EARLY WINS

Strengthening Safety Through Better Collision and Roadway Data

To improve street safety, the City needs accurate, complete, and up-to-date information about collisions. This strategy focuses on regularly updating and maintaining the City's spatial database of collision and roadway data so that safety decisions are based on the best information available.

Accurate and complete data help the City understand where collisions happen, what types of collisions occur, and who is affected. When this information is reliable, the City can spot patterns, identify challenge areas, and make decisions that address the causes of serious injuries and fatalities.

Up-to-date roadway information includes key information about the street network, such as speed limits, crosswalks, sidewalks, traffic signals, and stop signs. Keeping these data current allows the City to know how streets are changing and where improvements are needed to support safer travel for everyone.

This matters because **good data** lead to **better solutions**.

Next steps for the City to complete this strategy include:

- **Regularly update collision and roadway information** to ensure the City has a complete picture of current safety needs.
- **Use the data to guide safety projects**, from crosswalk improvements to traffic calming to policy updates.
- **Improve how data are recorded and organized** making it easier to track trends and spot safety issues earlier. Enhancing collision reporting to consistently include device types can also improve the quality of data related to e-micromobility and other future emerging modes.
- **Share insights with the community and partners** so everyone understands safety conditions and progress over time.

Funding & Implementation

Local

At the local level, Burlingame uses several city-controlled funding sources to support transportation and safety improvements.

Capital Improvement Program

The Capital Improvement Program (CIP) guides how the City invests in long-term infrastructure. To make the most of this resource, Burlingame should review the CIP to identify opportunities to enhance safety outcomes within already funded or planned projects. This includes evaluating how well each project aligns with the HIN and other safety priorities.

Resurfacing Program

The City already incorporates safety enhancements into routine maintenance projects, such as street resurfacing and pavement rehabilitation. When a corridor is scheduled for resurfacing, staff evaluate opportunities to integrate low-cost, high-impact improvements, including upgraded crosswalks, ADA compliant curb ramps, daylighting, lane reconfiguration, and refreshed striping or signage. As part of this process, the City has historically balanced whether safety needs warrant a standalone project or can be efficiently delivered within the scope and schedule of a resurfacing effort. Leveraging resurfacing programs in this way maximizes available funding while advancing safety and comfort for all roadway users.

County

County funding programs are available to support safety efforts in local communities like Burlingame.

San Mateo County Transportation Authority (SMCTA)

Measure A Pedestrian & Bicycle Program

Provides competitive funding for projects that improve safety and access for people walking and bicycling—such as crosswalk upgrades, protected bike lanes, and trail connections.

Measure A/Measure W Highway Program

Funds safety and congestion-relief improvements on major corridors. Eligible projects often include intersection redesigns, lighting upgrades, and multimodal safety enhancements along busy roadways.

Measure A Local Streets & Transportation Program

Offers annual formula funding to cities for local road safety improvements, traffic calming, and small-scale pedestrian and bicycle projects.

City/County Association of Governments of San Mateo County (C/CAG)

OBAG (One Bay Area Grant) – Countywide Program

Administers federal funds for “complete streets” safety projects, including pedestrian and bicycle improvements, traffic calming, and near-term safety upgrades.

C/CAG Local Transportation Services & System Management (TSSM) Program

Funds projects that improve traffic operations and safety, such as signal timing, intelligent transportation systems, and collision-reduction improvements.

C/CAG Bicycle & Pedestrian Program

Provides competitive funding for sidewalks, bikeways, crossings, and other improvements that enhance non-motorized safety.



State & Regional

Regional and state grant programs offer additional funding to support large safety projects.

Active Transportation Program (ATP)

The Active Transportation Program is a major statewide funding program administered partly by MTC. This program can fund transformative pedestrian and bicycle safety projects, Safe Routes to School improvements, and community-based safety plans.

Traffic Incident Management Micro-Grant Program

This program offers small grants for quick-build safety solutions, signage, and programs that reduce serious collisions and improve emergency response.

Transportation Development Act (TDA) Article 3

TDA provides annual formula funding for pedestrian and bicycle projects, including curb ramps, crosswalks, bike lanes, and safety enhancements.

Sustainable Transportation Planning Grant Program

This Caltrans program encourages local and regional planning that supports the State's goal to achieve the greenhouse gas reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Federal

Federal grant programs are another source of safety-specific funding for local safety projects.

Safe Streets and Roads for All (SS4A)

SS4A supports development of Safety Action Plans (like this one) as well as quick-build safety pilots and full implementation of roadway safety projects aimed at reducing serious and fatal collisions.

Highway Safety Improvement Program (HSIP)

HSIP funds low-cost safety improvements on high-collision corridors, prioritizing projects through a cost-benefit ratio, such as crosswalk upgrades, protected bike lanes, signal improvements, and other proven countermeasures.

The federal funding landscape shifts with each administration, sometimes changing priorities and program criteria. The City should identify projects that align with the current administration's focus areas to remain competitive for federal funding.

Coordinating with Neighboring Jurisdictions

Burlingame strengthens its grant-funding competitiveness by partnering with neighboring jurisdictions to advance projects that address safety and mobility at a corridor or regional scale.

Federal programs consistently favor collaborations that demonstrate shared impact across city lines. By working with nearby cities to align safety priorities, bundle complementary projects, share data, and present unified applications, Burlingame can show a stronger return on investment and a clear regional vision. These partnerships not only increase funding competitiveness but also help create safer, more connected travel corridors for everyone in the broader community.



Progress Tracking & Transparency

To track progress and maintain transparency, the City is committed to sharing a set of safety metrics each year. Public Works and the Police Department will continue to collaborate on regular safety reporting to City Council and the Traffic, Safety, & Parking Commission.

Safety Metrics



Serious Injury and Fatal Collisions

Report the total number of collisions that result in a serious injury or fatality each year, with year-over-year comparisons.



Total Collision Trends

Provide a simple count of all reported collisions to show broader patterns over time.



Collisions by Travel Mode

Break down serious injury and fatal collisions by mode each year to understand which road users are impacted.



Collisions by Type

Highlight the types of collisions most associated with serious outcomes to inform strategies.



Unsafe Speed

Identify the number of collisions associated with Unsafe Speed to measure progress on safe speeds goals.



Progress on Safety Projects

Share an annual update on completed safety improvements and progress on strategies in the Action Plan.



Looking Ahead

Burlingame's Safety Action Plan lays out a clear and practical roadmap for creating safer streets for everyone. The plan identifies the most critical safety opportunities using a data and community driven approach. It sets the foundation for long-term improvements through proven strategies to help the City reach zero serious injuries and fatalities by 2040.

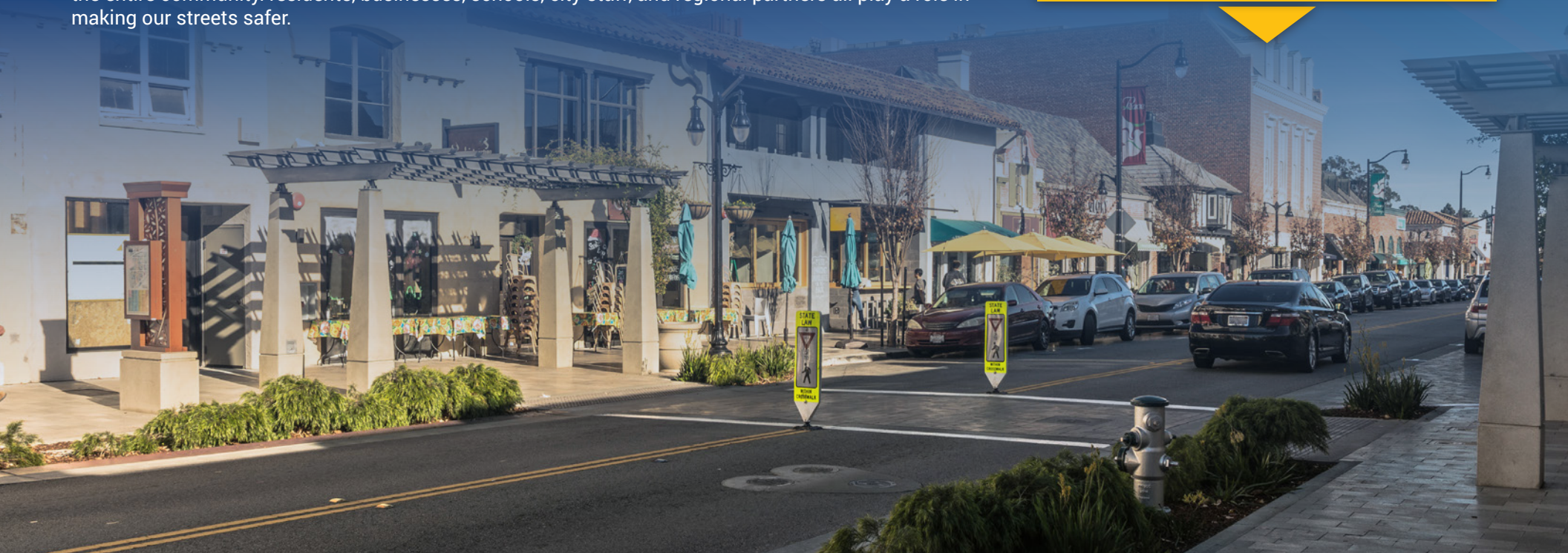
In the near term, the City will focus on several "early win" strategies identified by City Council, the Traffic, Safety & Parking Commission, and the community as priorities for improving roadway safety. These efforts include reducing posted speed limits, improving the safe integration of e-micromobility, expanding public education around roadway safety, enhancing street lighting in key locations, advancing curbside management strategies, and strengthening collision data collection and analysis. By starting with these targeted initiatives, the City can deliver near-term improvements while building a stronger foundation for long-term safety progress.

The success of this Safety Action Plan depends on commitment, transparent reporting, and strong partnerships at the local, regional, and federal levels. Most importantly, it depends on collaboration across the entire community: residents, businesses, schools, city staff, and regional partners all play a role in making our streets safer.

Vision Zero is an ambitious goal, but it is also an achievable one.



With shared responsibility and collective effort, we can create a Burlingame where every person, regardless of how they travel, can move safely. We realize this vision with the help of everyone.





Appendices

Appendix A. Outreach & Engagement Summary

Appendix B. Public Review Comment Responses

Appendix C. Collision Trends Summary

Appendix D. Countermeasure Toolbox

Appendix E. Speed Limit Assessment

Appendix F. E-Micromobility Primer

Appendix G. Lighting Assessment