



Chapter 6: Mobility

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Introduction

Mobility, access, and transportation choices contribute substantially to Burlingame's vibrant economy, its diverse neighborhoods, and the health of residents and the environment. When people can make easy choices to forego driving their cars and instead take the train or the bus, bike, or walk to local destinations and to places more distant, everyone benefits.

The City is committed to providing a safe and inviting multimodal network that connects all of Burlingame internally, and that integrates well with regional networks. To continue improving mobility and preparing for transportation demands of the future, the City will focus on working within established roadway infrastructure to fully support transit, bicycle, and pedestrian mobility, as well as travel modes that may emerge during the life of this plan, such as self-driving cars and electrified rail. These initiatives will include programmatic changes such as updating how the City evaluates traffic impacts to physical improvements such as new street designs that enhance safety for all and encourage environmentally friendly travel habits. Altogether, these changes will result in improved connections for everyone who lives in, works in, and visits Burlingame.

Multimodal Transportation Network

An efficient, accessible, and safe multimodal transportation network moves people and goods through the community. In addition to their utilitarian function of moving vehicles, streets can also provide spaces for people to exercise, gather, and conduct business. Burlingame's streets serve many functions, including:

- Allowing people to move about town
- Providing access to businesses, homes, schools, and public spaces
- Supporting adjacent land uses and developments
- Providing safe, attractive areas that encourage interactions
- Promoting human and environmental health by making it easier and safer to travel by transit, by bicycle, or on foot

Public rights-of-way (roadways, sidewalks, trails, paths) comprise a significant part of any community, generally occupying 20 to 30 percent of a community's total land area. The layout and use of these areas influence many aspects of the physical environment, including how people move, how people and goods get to homes and businesses, and how frequently people walk, bike, and exercise outdoors. Street and pathway designs also affect the safety of people in

the community, especially vulnerable populations such as children, persons with disabilities, and the elderly. A well-planned and well-design mobility network is a means to realize the community's goals for improved health, economic growth, quality of life, and fiscal soundness.

With these factors in mind, Burlingame aims to develop a complete multimodal transportation network (Complete Streets network) that provides transit, pedestrian, and bicycle facilities that enable people to get where they are going. This transportation network will be designed to encourage people to use non-automobile modes for as many trips as possible, as high use of these alternative modes enable the system to move more people with less delay, cost, and environmental impacts. However, tradeoffs need to be made within each mode to allow safe access for all other modes. Streets are where walking, bicycling, transit, private vehicles, and freight come together to provide mobility to their respective users. **Figure M-1** identifies the planned citywide multimodal roadway network, and the following goal and policies provide a framework for ensuring that network changes and improvements over time are accomplished in such a way that reduces conflicts and congestion and promotes community health and sustainability.

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FIGURE M-1: CITYWIDE MULTIMODAL CIRCULATION NETWORK

Goal M-1: Achieve and maintain a citywide circulation network that provides safe, efficient, and convenient mobility for all users and modes of transportation

M-1.1: Complete Streets

Define and develop a well-connected network of Complete Streets that can move all modes safely, efficiently, and comfortably to promote efficient circulation while also improving public health and safety. [MP, AC]

M-1.2: Connectivity to Destinations

Connect commercial districts, centers of employment, civic uses, parks, schools, and other destinations with high-quality options for all travel modes. Ensure the system accommodates the needs of all users, including youth, the elderly, and people with disabilities. [MP, SO]

M-1.3: Travel Time Reliability

Develop a transportation system that provides travel time reliability for all modes of travel, with solutions that support transit and active transportation. [MP, FB, SO, AC]

M-1.4: Focus on Pedestrian and Bicycle Safety

Ensure that pedestrian and bicyclist safety at intersections and on roadways is given priority over motor vehicles. [MP, SO]

Safe and Convenient Pedestrian Facilities

Walking is the lowest cost form of transportation and fundamental to the entire circulation network, as even motorized vehicle trips start with a walk to a bus or car. Walking should be safe and pleasurable for everyone, on all streets and at all times of day. Special attention should be given to the needs of children, the elderly, and people with disabilities. Maintaining and developing enhanced and continuous sidewalks, paths, and intersection crossings reinforces access to commercial districts and transit stations, and establishes safe routes to schools. The costs of these investments are minor compared to the ongoing expense of maintaining roadways designed for high-speed vehicle travel, paying for accidents that result in pedestrian injury or death, and dedicating space to vehicle storage rather than high-quality public spaces and development projects.

Walking also contributes substantially to creating a healthier and more active community. Convenient active transportation opportunities benefit individuals through the addition of physical activity to their daily routine, improving health and reducing risk of chronic diseases. A community that embraces alternatives to driving is also better connected. This connectivity can foster small business development and social interaction among Burlingame residents. For example, residents in neighborhoods surrounding the Broadway and Burlingame Avenue commercial districts can easily walk to these areas and meet neighbors to socialize. Safe and well-connected pedestrian routes allow the elderly, mobility-challenged individuals, people on limited incomes, and youth to fully participate in their community.

Figure M-2 identifies the planned citywide pedestrian network, and the following goal and policies support safe, convenient, and pleasing walking environments throughout Burlingame.

PLACEHOLDER

FIGURE M-2: CITYWIDE PEDESTRIAN NETWORK DIAGRAM

Goal M-2: Ensure Burlingame's streets are comfortable, safe, and attractive for people of all ages and abilities to walk.

M-2.1: Pedestrian Amenities and Access

Expand pedestrian access by eliminating gaps in sidewalk and path networks, improving safety, and requiring safe and comfortable pedestrian facilities. [DR/MP]

M-2.2: Walkable Infrastructure and Access to Destinations

Ensure that schools, commercial districts, employment destinations, parks, civic facilities, and transit stops have safe and convenient pedestrian access, including connections across Highway 101 and trails through parks and regional networks. Explore improving access across Highway 101 exclusively for pedestrians and cyclists. [DR/MP]

M-2.3: Pedestrian Priority

Promote and prioritize pedestrian improvements and safety where conflicts or problems exist between pedestrians and other travel modes. [DR/MP]

M-2.4: Circulation around Downtown Library

Improve pedestrian circulation around the Downtown library to minimize potential automobile/pedestrian conflicts. [MP]

M-2.5: Assessment and Maintenance

Ensure the ongoing assessment and maintenance of sidewalks, pavement markings, pedestrian crossing signals, and lighting. [MP/FB]

Bicycle Facilities

Oftentimes the approach to addressing traffic congestion is to expand and redesign roadways to better accommodate cars and trucks. However, these improvements can be costly, eliminate or impinge upon businesses, and cause environmental damage. Promoting and providing facilities that encourage bicycling and other forms of active transportation can present cost-effective solutions to address these challenges while providing additional community benefits.

Convenient and safe bicycling is a way of life in cities throughout the world. In addition to getting from here to there cheaply, cyclists are able to introduce healthful physical activity into their daily routines. Any trip made by bicycle supports environmental goals related to air quality improvements and greenhouse gas emission reductions.

In Burlingame, bike trips can be relatively easy on the flatlands, provided the infrastructure is in place to encourage riders will skills ranging from those of the casual user to the enthusiast. This may consist of a simple striped and signed lane. In the hillside neighborhoods, biking can be more of a challenge due to terrain, but bike facilities nonetheless can be provided to link homes to parks and schools. Burlingame is committed to establishing and maintaining a citywide bicycle network that provides convenient internal circulation and links to regional facilities. Bike facilities will be installed as shown on **Figure M-3**, and the planned physical changes to the circulation system will be coupled with policies and programs that support biking, including requirements for secure bicycle parking and bicycle safety education.

The bicycle facilities shown on Figure M-3 consist of four classes that are used throughout the U.S. Figure M-4 illustrates typical cross sections for each class.

PLACEHOLDER

FIGURE M-3: CITYWIDE BICYCLE NETWORK DIAGRAM

FIGURE M-4: BICYCLE FACILITIES CROSS SECTIONS

Goal M-3: Develop a network of high-quality, convenient, safe, and easy-to-use bicycle facilities to increase the number of people who use bicycles for everyday transportation.

M-3.1: Uninterrupted Bicycle Network

Develop a safe, convenient, and integrated bicycle network that connects residential neighborhoods to employment, education, recreation, and commercial destinations throughout Burlingame, as illustrated in Figure M-3. [MP/DR/SO]

M-3.2: Safe and Functional Network

Ensure that roadway intersections, crossings, on-street bicycle lanes (Class II), separated bicycle paths (Class I), and other bicycle network facilities provide safe and comfortable connections to support continuous bicycle routes. [MP/DR]

M-3.3: California Drive Bikeway

Establish a separated bikeway on California Drive that allows cyclists to move easily through Burlingame to connections north and south of the City, and that allows for interaction with businesses along California Drive (see detail under California Drive discussion). [MP, SO]

M-3.4: Bicycle-Transit Integration

Design and construct bicycle and transit facilities so they reduce conflicts between cyclists and buses along transit corridors, while also ensuring these new facilities improve access to transit and support intermodal trips (e.g., bicycle to bus connections). [MP, SO]

M-3.5: Bicycle Wayfinding Signage and Marked Routes

Encourage bicycling by providing wayfinding signage that directs bicyclists to designated bike routes and to civic places, cultural amenities, and visitor and recreational destinations. Along bike routes, provide clear and unambiguous signage that alerts drivers to the presence of cyclists. [MP, SO]

M-3.6: Support Facilities for Cyclists

Provide standards in the Zoning Code that address required bicycle parking, including provisions for secured facilities, as well as other development features and incentives that encourage bicycle use (e.g., changing rooms at places of business). [DR]

M-3.7: Bicycle Facility Maintenance

Ensure that the City maintains an adequate capital improvement budget for ongoing assessment and maintenance of bicycle facilities, including pavement markings, wayfinding signage, and bicycle parking/storage. [FB, SO]

M-3.8: Bicycle Education

Work with Caltrans, the local school districts, and bicycle user groups to conduct programs and training focused on bicycle safety education. [SO, AC, PI]

Transit Access and Amenities

In Burlingame, local Caltrain service and Samtrans bus routes link destinations up and down the Peninsula, providing Burlingame residents with viable alternatives to car use. These transit modes also bring people into Burlingame to work and shop. Certainly, the frequency and reliability of transit service are the two most critical factors that affect a person's decision to take the train or bus, but providing safe and easy access to transit for all potential users can encourage a casual or timid rider to take trips more frequently. Having this access establishes confidence in commuters who may want to take advantage of transit but are unsure how they would get themselves to a transit stop or station. By extending a seamless and safe multimodal environment outward from transit stops along existing streets, across barriers, and into nearby destinations or residential areas, the number of residents and employees using transit can be expanded proportionally. The community benefits of well-designed, accessible transit stations can extend more than one mile from a station or stop.

These connections also have significant health and economic benefits. By providing residents with better biking and walking infrastructure around transit stops and stations, the City is simultaneously encouraging more active lifestyles among its residents. Additionally, by making these areas more walkable and bikeable, the areas become more desirable places to live and work.

Figure M-5 identifies the citywide transit priority network, and the following goal and policies promote ways to expand and enhance transit services in Burlingame.

PLACEHOLDER

FIGURE M-5: CITYWIDE TRANSIT PRIORITY NETWORK DIAGRAM

Goal M-4: Improve transit access, frequency, connectivity, and amenities to increase transit ridership and convenience.

M-4.1: Interagency Collaboration

Collaborate with regional and local transit service providers to support improved transit service frequency and connections between routes operated by different agencies. [AC]

M-4.2: Caltrain Electrification

Support efforts to electrify Caltrain to improve regional transit services to Burlingame, if these improvements do not result in unacceptable safety or noise impacts on the community. [AC, SO]

M-4.3: California High Speed Rail

Review, comment, and participate in regional discussions related to California High Speed Rail on the Peninsula. Work with the California High Speed Rail Authority to accommodate plans for high speed rail development and access to high speed rail hubs if these improvements do not result in unacceptable safety, visual, or noise impacts on the community. [AC, SO]

M-4.4: Access to Transit

Ensure roadways and sidewalks near transit stops are designed to protect pedestrians and bicyclists and are well connected to provide seamless access to/from transit. [MP, SO]

M-4.5: Transit Priority

Establish a network of transit-serving corridors to accommodate local and regional transit routes, supporting high-frequency service on regional transit streets to make transit service more time competitive with personal vehicle trips. [MP, PI]

Transportation Demand Management

Managing travel demand became popular in the 1970s as a means to encourage people to consume less oil during the energy crisis. Today, it is more closely associated with goals to reduce air pollutants, reduce congestion from single-driver vehicle trips, and encourage more sustainable travel practices. For years, transportation and land use decisions around the country encouraged single-occupancy vehicle use through on-site parking requirements, tax incentives, and commute reimbursement programs.

Transportation Demand Management (TDM) is a set of strategies used to mitigate traffic congestion, provide more options to get around, and reduce dependence on single-occupancy vehicles. Often these strategies are explicitly designed to improve community health and the environment. TDM strategies aim to reverse historical trends and expand choices for commutes and local trips, while also reducing the total number of vehicle miles traveled (VMT) in the community. The following goal and policies identify the City's TDM strategies that will be incorporated into new projects and public improvement projects.

Goal M-5: Implement TDM strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and greenhouse gas emissions.

M-5.1: TDM Guidelines and Programs

Establish specific TDM guidelines and programs that encourage travel by a variety of modes for both individuals and employees, focusing different strategies in different parts of the community as appropriate to promote sustainability and economic development. [DR, MP]

M-5.2: Targeted Outreach

Identify specific markets or neighborhoods that are suitable for travel behavior change, and target programming and outreach to those people or areas, especially where access to high capacity transit presents an opportunity to reduce drive-alone trips. [MP, SR, PI]

Integration of Transportation and Land Use

Streets support the places and neighborhoods they serve and balance the needs of everyone who travels along them. While often thought of as serving specifically the needs for movement, streets also provide spaces for people to come together to socialize and exercise. Street designs and retrofits should be based on how to serve the modal priorities and to support existing or desired land uses located along the frontage.

Commercial streets, for example, need to attract and accommodate visitors by providing for slow and steady vehicle traffic and available on-street parking to support retail. The busiest areas, such as downtown, need to prioritize transit and pedestrian movement. Local residential streets need to have speeds slow enough to enable motorists to stop for a child chasing a ball. The goal and policies below identify ways the City will most closely integrate land use planning and street use by enhancing transportation modes and thereby creating attractive and active street corridors.

Goal M-6: Create an integrated transportation program that reduces peak-period vehicle trips and vehicle miles traveled.

M-6.1: Transit Supportive Land Use

Plan for and accommodate land uses that facilitate development of compact, mixed-use development with the density, diversity of use, and local accessibility supportive of transit use. [MP, DR]

M-6.2: Mixed Use Areas

Promote residential, employment, recreation, and commercial uses within designated mixed-use areas to reduce walking distances between destinations and to create an active street environment throughout the day. [DR]

M-6.3: Building Access and Site Design

Establish site design guidelines that require entrances facing the street to provide convenient and direct access to pedestrians and transit users. [DR]

Parking

A well-managed parking system achieves many objectives, such as fewer vehicles circulating on streets, easy access on foot from the car to one's ultimate destination, and enhanced commerce. Commercial parking spaces should be easy to find, priced according to demand, and complemented by programs and features that facilitate getting to stores, restaurants, and places of employment. When an effective parking management system is in place, the experience of visiting popular areas within Burlingame is perceived as comfortable and convenient, and people are encouraged to return again and again.

Active parking management leads to multiple favorable outcomes by incentivizing sustainable habits that reduce the reliance on driving for every trip. These outcomes include reducing development costs, cultivating multimodal communities, improving public space design, and reducing impervious surfaces. When all aspects of parking management are appropriately applied, a smaller parking inventory may still provide a higher level of service to customers. The following goal and policies identify ways the City will more effectively and efficiently manage both public parking and private parking for individual development projects.

Goal M-7: Use parking management strategies that promote parking availability, housing affordability, congestion management, and improved air quality.

M-7.1: Parking Pricing

Manage public parking facilities effectively by using dynamic pricing strategies that allow all parking facilities to achieve desired occupancy rates in business and retail districts. [DR, FB, SO]

M-7.2: Public Parking Management

Manage public parking areas to support economic development and accessibility, and ensure that parking is available for commercial and office uses so that parking does not spill over into adjacent residential neighborhoods. [DR, SO]

M-7.3: Parking Requirements

Reduce or eliminate minimum parking requirements and/or implement parking maximums for housing and other land uses in mixed-use areas and in proximity to frequent transit services. Comprehensively examine parking requirements in the Zoning Code and adjust as needed to respond to evolving vehicle ownership patterns and parking practices. [DR, SR]

M-7.4: Parking Facility Design

Require that the design of parking lots and structures meets applicable urban design goals and policies, and minimizes negative impacts on people walking and biking, on transit users, and on the built environment. [DR]

M-7.5: Creative Parking Approaches

Promote and support creative approaches to parking, including but not limited to use of parking lifts and shared parking, particularly in mixed-use and retail areas. In Downtown and the Live/Work designation, include consideration of “unbundling” parking from residential development projects, whereby parking is provided as an amenity paid for separately from a lease. [DR, SO]

M-7.6: Parking Demand Reductions

Reduce parking demand through travel options programs such as parking cash-out and other TDM strategies. [DR]

M-7.7: Parking Supply

Evaluate incremental increases in parking Downtown and in the Broadway business district through the provision of parking structures that could support a range of uses, and/or arrangements with property owners to utilize private parking facilities at off-hours for public parking. [DR]

Natural Resources and Sustainability

The transportation sector is one of the largest sources of air pollutants and the most significant user of energy resources. Reducing use of transportation modes that rely solely on fossil fuels or emit greenhouse gases supports the community’s goal for improved environmental conditions and more sustainable mobility practices. Burlingame’s planned multimodal approach encourages the use of multiple transportation options. The goal and policies below identify ways the City can reduce congestion and provide more opportunities to reallocate right-of-way for green space and alternative modes of transportation.

Goal M-8: Achieve air quality, sustainability, and greenhouse gas emission reduction objectives through technology upgrades and improved management of Burlingame’s streets.

M-8.1: Electric Vehicle Infrastructure

Identify electric vehicle charging priority locations and opportunities to integrate emerging technology into public parking infrastructure to encourage and expand the use of zero-emissions vehicles. [MP, PI]

M-8.2: Vehicle Trip Reduction

Support vehicle trip reduction strategies, including building safer and more inviting active transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions. [DR, MP]

Performance Measures and Guidelines

Performance measures and guidelines for transportation projects in California historically have been guided by the California Environmental Quality Act (CEQA). If a project exceeds a significance threshold for a given metric, it will often trigger the need to prepare an Environmental Impact Report (EIR). In Burlingame, consistent with long-established practices, transportation projects have been analyzed based primarily on their potential impact on local traffic operations. Traffic impacts are measured using the Transportation Research Board's *Highway Capacity Manual* level of service (LOS) methodology for signalized intersections, which are graded A through F based on performance (with F representing a failing grade). A project triggers a traffic-related threshold if calculations indicate an unacceptable degradation in LOS—in other words, if the average intersection delay is expected to increase to unacceptable levels (often LOS E or F). This typically leads to vehicle-centric traffic impact mitigations that dedicate right-of-way to vehicle storage and throughput, such as road widening or turn pockets, that can improve traffic flow but erode the safety and efficiency of other transportation modes.

Guidelines from the California Office of Planning and Research recommend that cities replace LOS standards with multimodal vehicle miles traveled (VMT) standards. This approach has changed the way municipalities measure transportation impacts. By using VMT, the project evaluation process may prioritize more sustainable transportation modes over high-capacity intersections. This can generate far-reaching impacts, leading to safer, more efficient, and more sustainable local street design, and encouraging development in locations well served by multimodal infrastructure, rather than those characterized by low vehicle volumes.

The following goal and policies establish a VMT standard for Burlingame and outline specific actions and programs the City will undertake to ensure a multimodal approach to traffic impact analysis.

Goal M-9: Achieve an improved paradigm for measuring the traffic impacts of development projects.

M-9.1: Vehicle Miles Traveled (VMT) Transportation Performance Measures

Update the City's transportation performance measures to use vehicle miles traveled (VMT) standards instead of level of service (LOS) standards. [MP, AC]

M-9.2: Multimodal Transportation Impact Fee

Establish a transportation impact fee for new development that generates funds for improving all modes of transportation. Recognize that this ties into the update of performance measures, as developer fees and improvements will no longer be tied to intersection operations. [FB]

Corridors and Area Plans

In addition to the citywide goals and policies, initiatives specific to Burlingame's corridors and districts will allow mobility challenges and objectives to be addressed.

California Drive

California Drive, a local north-south corridor through Burlingame, has a distinct character, with uses that transition from single-family residential at the north end to neighborhood-serving commercial in the middle to auto dealerships at the south end. Running parallel to El Camino Real and the Caltrain right-of-way, California Drive provides local connections between Millbrae and San Mateo, supports a local SamTrans bus route, and is a designated bike route. This corridor is also a significant connection between the Broadway and Downtown commercial districts.

California Drive has long been a vehicle-dominated street, with narrow sidewalks, infrequent pedestrian crossings, and bicycle facilities consisting of "sharrows" to alert motorists that bicycles may share the outside travel lane. With low vehicle volumes relative to the roadway's capacity (based on standard traffic engineering practices), this corridor will benefit from an updated design that reallocates excess right-of-way for enhanced pedestrian, bicycle, and transit use. The following goal and policies identify how California Drive will be improved and will enhance connections to local commercial districts and transit hubs.

Figure M-6 identifies conceptual street cross sections for California Drive that will be implemented to better accommodate pedestrians, cyclists, and transit while also allowing efficient movement of cars and on-street parking.

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FIGURE M-6: CALIFORNIA DRIVE CONCEPTUAL CROSS SECTIONS

Goal M-10: California Drive will be redesigned to support multimodal access, with facilities that encourage active transportation and improved linkages to commercial and residential areas.

M-10.1: California Drive Roadway Redesign

Implement a redesign of California Drive consisting of a “road diet” south of Broadway and installation of continuous bicycle facilities to establish a north-south bicycle corridor through Burlingame, connecting to bike facilities in Millbrae and San Mateo. Concepts for sections north of Broadway and between Broadway and Burlingame Avenue focus on traffic calming, providing a continuous bicycle facility, and improving pedestrian connections. These include:

- **North of Broadway:** Narrow vehicle lanes in each direction, install a buffered two-way off-street bike path on the east side, narrow parking lanes, and develop a new right-of-way of 42 feet from the west curb to east edge of cycle track, with additional four-and-one-half feet of width from the Southern Pacific easement (see Figure M-6).
- **South of Broadway:** Create one through vehicle lane in each direction and one center-running left-turn pocket, install a buffered two-way bike route on the east side with a wide buffer (which could be planted or separated by a curb or other vertical barrier), allow parking on the west side only adjacent to the active space, provide a buffer between pedestrians on the sidewalk and moving vehicles in the street, and maintain the 63 feet of right-of-way from the west curb to the east edge of the cycle track (see Figure M-6). This configuration will keep bicyclists separated from motor vehicles and will connect seamlessly to a planned two-way bicycle path north of Broadway, providing an inviting continuous north-south bike route for all skill levels.

El Camino Real

El Camino Real, Spanish for the Royal Road, is a historic travel corridor, having served as the route connecting the 21 Spanish missions in California. Today, El Camino Real continues its function as a critical regional north-south corridor along the Peninsula, connecting cities and providing an alternative commute route to Highway 101 and Interstate 280 (although usually for shorter commute trips). Through Burlingame, El Camino Real has a character clearly distinct from that in cities to the north and south. The eucalyptus trees planted in the early twentieth century survive today, providing a distinctive canopy; collectively, the trees are listed on the National Register of Historic Places as the “Howard-Ralston Eucalyptus Tree Rows.” Land uses in Burlingame largely consist of multifamily housing set back from the street, whereas El Camino Real frontage properties in most other cities has been developed with commercial uses oriented toward motorists.

El Camino Real is owned and managed by the California Department of Transportation (Caltrans) and is designated State Route 82. As of 2017, El Camino Real maintained its original design as regional connector, with two lanes in each direction, narrow and sometimes

discontinuous sidewalks, no dedicated right-of-way to accommodate bus loading/unloading, no turning or passing lanes, and long distances between marked pedestrian crossing facilities. El Camino Real presents an east-west barrier for pedestrian connections to residential neighborhoods on both sides of the corridor, and to commercial and employment destinations on the east side. Consistent with its function as a regional route, the roadway supports multiple SamTrans bus routes.

The City has considered options for reconfiguring El Camino Real to better accommodate pedestrian and bicycle use, even if just along short stretches to allow better connections across north-south streets. While mid-term goals focus on working with Caltrans to improve operations of El Camino Real through Burlingame—and to maintain the distinct and historic character of the roadway—longer-range objectives may involve City acquisition from Caltrans to allow for more comprehensive improvements consistent with Burlingame’s multimodal mobility goals. However, the costs of transferring the roadway to City jurisdiction could be significant, both in terms of needed improvements and long-term maintenance.

(Refer to the Community Character Element for additional discussion of land use and urban design goals for El Camino Real.)

Goal M-11: Ensure that El Camino Real retains its distinct character as a residential street lined with a historic tree grove, with its function as a regional commute corridor secondary to Burlingame’s vision of the corridor as lower-speed multimodal travel route.

M-11.1: El Camino Real Roadway Redesign

Identify high priority locations to improve access, east-west connections, and pedestrian safety along El Camino Real. Coordinate with Caltrans and regional Grand Boulevard Initiative partners (including SamTrans) to update intersection treatments and lane configurations. [SR, AC]

Broadway

Broadway traverses east-west across the center of Burlingame, connecting residential neighborhoods west of El Camino Real to California Drive, then extending across the commuter rail line and east to Highway 101. The Broadway/Highway 101 interchange is the only full interchange directly serving Burlingame.

The at-grade crossing at the rail tracks, combined with short distances between intersections along Broadway to Highway 101, has long challenged roadway operations. Also, Broadway serves a dual purpose between California Drive and El Camino Real: as the frontage street for this local commercial district and the key connection to neighborhoods west of El Camino Real. The City looks to Broadway to retain its many functions and to do them all well. Creating a grade separation at the rail line will allow intersection operations to improve and vehicles to move more easily to California Drive. This in turn will provide opportunities to enhance the

Broadway commercial district as a local-serving, pedestrian-oriented place, with on-street parking and easily accessible public parking facilities.

Goal M-12: Allow Broadway to function for dual purposes: as a slow-speed roadway through the Broadway commercial district and as a connector to Highway 101.

M-12.1: Neighborhood Connections

Maintain traffic-calming designs between California Drive and El Camino Real, and provide improved pedestrian and bicycle connections to surrounding neighborhoods. [MP]

M-12.2: Regional Connections

Coordinate with Caltrain and Caltrans to design and construct a grade-separated intersection at Broadway and the rail tracks to improve operations at California Drive and to create a safer and more complete multimodal network. [MP, AC]

Rollins Road

Rollins Road provides north-south access between Millbrae Avenue to the north (in the city of Millbrae) and Broadway to the south. Historically, Rollins Road's function has been to serve an industrial district. Four lanes within a 75- to 84-foot right-of-way provide ample space for trucks to maneuver and access Highway 101 from either Millbrae Avenue or Broadway. Land use policy provides for the north end of Rollins Road to transition from its historically industrial function to a complete live/work neighborhood, with moderate density residential and mixed use development. With this evolution, Rollins Road will need to serve more travel modes, particularly since employees in businesses in the district and new residents can be expected to use the BART station in Millbrae. The following goals and policies identify ways to enhance the Rollins Road corridor to accommodate a more diverse mix of uses while continuing to meet the needs of important industrial businesses.

Goal M-13: Ensure that Rollins Road meets the needs of all uses and users within the Rollins Road district.

M-13.1: Support Transit Access

Investigate and implement improvements to the north end of Rollins Road that will provide complete streets treatments that allow convenient and safe bike and pedestrian access across Millbrae Avenue to the BART station, as well as within the Live/Work land use district. [SR]

M-13.2: Accommodate the Needs of Industrial Businesses

Ensure that the design of Rollins Road accommodates the mobility and access needs of businesses in the Industrial/Innovation land use district. [SO]

Bayfront

The Bayfront area will experience increased investment and more intense uses on underutilized properties. The vision of creating a much more vibrant hospitality and business district requires that multimodal infrastructure improvements be provided to better connect uses and provide travel options for visitors. Old Bayshore Highway and Airport Boulevard will both be improved to accommodate users looking to access the recreation amenities along the Bayfront and to visit the mix of uses in the area. In addition to their new multimodal functions, the streets will have attractive urban design treatments that create a distinct identity for the Bayfront. Critically, the City will investigate options for crossing Highway 101, such as establishing a bicycle/pedestrian crossing as described in the overarching policies for this element.

Goal M-14: Reinvent Old Bayshore Highway and Airport Boulevard as multimodal streets, and enhance connections between the Bayfront and the balance of the City.

M-14.1: Old Bayshore Highway and Airport Boulevard

Design and apply complete streets improvements to the Old Bayshore Highway and Airport Boulevard corridors. [MP]

M-14.2: Bay Trail

Identify and construct multimodal paths to complete all gaps in the Bay Trail. [MP, AC]

M-14.3: Improved Connections

Define approaches to improving the Anza Boulevard interchange with Highway 101 to reduce driver confusion and create an easier transition to Bayfront businesses and attractions. [SR, AC, FB]

M-14.4: Wayfinding Signage

Develop and implement a comprehensive wayfinding program for the Bayfront area. [MP]

Neighborhood Streets

Neighborhood streets throughout Burlingame are the primary trip origins for residents and provide the essential connections to local destinations such as schools. The following goal and policies identify ways to improve the functionality of neighborhood streets.

Goal M-17: Ensure that neighborhood streets are safe and provide efficient vehicular access to residential neighborhoods and schools.

M-17.1: Safe Routes to Schools

Identify essential pedestrian crossings and gaps in the multimodal network around schools, and establish and implement Safe Routes to Schools programs to improve access for children walking and biking to school. [MP, AC]

M-17.2: Active Transportation Infrastructure

Develop neighborhood traffic-calming programs that support construction of intersection treatments and completion of multimodal networks, with a focus on pedestrian crossings and gaps in bicycle routes to encourage more active transportation trips. [MP, FB, SO]