



**CITY OF BURLINGAME**  
*Amendment to the Circulation Element  
of the General Plan*

**BICYCLE TRANSPORTATION PLAN**

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**As Approved by  
The Burlingame City Council  
Resolution No. 91-2004  
October 18, 2004**



**Prepared by  
City of Burlingame  
Planning Department**

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## I. INTRODUCTION

### A. Purpose of the Plan

Since Burlingame's inception, the center of community activity has been around its two commercial areas which grew up adjacent to the Burlingame and Broadway train stations with surrounding nearby multiple family residential development fanning out to single family homes. The promotion of bicycling as an alternative transportation source is a natural progression from this transit-oriented community base. Since Burlingame is an older community, many of the streets are narrow and most of its properties are built out. New development generally occurs on sites which have had a previous use. The purpose of this plan is to:

- ❑ Identify the regional and local bicycle routes through Burlingame for commuters, recreational riders and local shopping trips;
- ❑ Explore how the bicycle routes can be made more safe and accessible;
- ❑ Provide a framework for making physical improvements to the bicycle route system.

### B. Public Participation

In order to take leadership in promoting bicycle safety in the community and participation in the preparation of this plan, the Traffic Safety and Parking Commission (TSP) and the Planning Commission appointed a subcommittee consisting of two TSP members and one Planning Commissioner. This committee has also contacted members of the local bicycle community to ask their advice on the best and safest routes through Burlingame as well as the areas which need improvement.

Once the plan has been drafted, public hearings before the Traffic, Safety and Parking Commission and the Planning Commission will be held to offer an opportunity for the public to review and comment on the plan. Notices of these hearings will be published in local newspapers, posted on the City's website, and posted on streets in the Burlingame Avenue and Broadway Commercial Areas, as well as at the train stations and at the local bicycle shop. Following the public hearings, the City Council will hold a public hearing and take action on the plan by amending it to the City's General Plan.

This bicycle plan also builds on the regional routes developed in the San Mateo County Comprehensive Bicycle Plan, adopted in 2000, which was developed after a series of public workshops held throughout San Mateo County. It is also consistent with the routes shown in the Metropolitan Transportation Commission's adopted 2001 Regional Bicycle Plan for the San Francisco Bay Area, which shows the Bay Trail and the California/Carolyn north-south route through Burlingame..



## II. BACKGROUND AND SETTING

### C. Burlingame Community

Burlingame was incorporated in 1908 around the Burlingame train station. The community began developing out from its original core, and soon the Broadway train station to the north and the growing commercial and residential area around it was annexed to Burlingame. In Burlingame, there has always been higher density residential development immediately surrounding the two retail cores fanning out to single family homes both between U.S. 101 and El Camino Real, and west of El Camino extending west to Skyline Boulevard. Burlingame's industrial base is located north of Broadway, along both Rollins Road and Bayshore Highway, and serves many airport-related businesses, as well as business which rely on access to U.S. 101. East of U.S. 101, in Burlingame's Bayshore area adjacent to San Francisco Bay, there is a mix of hotels, restaurants and office buildings as well as many recreational opportunities for community residents, area employees and hotel guests. Peninsula Hospital annexed to Burlingame in the 1950's is located at the north end of Burlingame on El Camino Real.

The terrain in Burlingame is similar to other Peninsula communities, with a relatively flat area east of El Camino Real, and hillier areas to the west of El Camino Real towards Skyline Boulevard and Highway 280. The north/south bicycle routes are generally flat, with gently rolling hills on the route just west of El Camino Real. However, the road connections between lower Burlingame through the hillside areas to Skyline Boulevard are fairly steep. There are routes in nearby Hillsborough to reach the west end of Burlingame which are not quite as steep but are more circuitous.

Because most of Burlingame was subdivided before 1940 and the city was almost fully developed by the 1970's, with little population growth in the ensuing years, the street pattern is fixed and many of the older residential streets are narrow designed to pre-World War II standards. El Camino Real as it passes through Burlingame is a substandard four-lane highway lined by a historic grove of Eucalyptus trees. Burlingame has always been a city of trees, and even in the early days, efforts to widen El Camino were fought by residents wanting to preserve the Eucalyptus and Elm trees which line it.

There are a few local streets through the established residential neighborhoods which were originally designed as "boulevards" and have adequate width to accommodate bicycle travel. These routes are now used informally by bicyclists. The proposed local and regional network of bicycle routes was developed using these streets as a base, to connect to the local routes in San Mateo, Hillsborough and Millbrae. The inter-city routes pass through Burlingame's neighborhoods as close as possible to existing local parks and schools.

In addition, Burlingame has about two and one-half linear miles of frontage on San Francisco Bay. The Bayfront land area was primarily created from fill in the 1950's and 1960's. As development occurred after the Bay Conservation and Development Commission (BCDC) was established in 1972, sections of the Bay Trail were built adjacent to the bay's edge. Since there are still a few parcels which have not been developed, or reused since BCDC was established by the State legislature, a few gaps in this trail system on private property still remain. In 1999, the City

completed construction of the portions of the Bay Trail located on City-owned parcels with frontage on San Francisco Bay.

**D. Existing and Expected Bicycle Commuters**

Based on data collected in the 2000 Census, there are 3105 residents who live and also work in Burlingame. Of those, 60 (1.9%) commute by bicycle and 315 (10.1%) walk to work. Of the 16,395 people who commute in Burlingame to work, there are 160 people (0.97%) who commute to work by bicycle and 433 people (2.6%) who walk to work, mostly from San Mateo and Millbrae. Of the 11,695 people living in Burlingame who commute to work, 104 (0.8%) commute to work by bicycle.

County-wide, the 2000 Census shows that out of the 354,186 commuters, 2,986 (1%) bicycle to work, and 7,609 (2%) walk to work. In comparison, Burlingame has more people who walk to work and fewer people who bike to work than in the County as a whole.

The following tables, based on data from Census 2000 and the 1990 Census, compares Burlingame commuters to commuters in the region and State.

**Number of Bicycle and Walking Trips, Workers 16 Years Old and Older  
Comparison 1990 and 2000 Census**

	Bicycle				Walk				Total			
	1990		2000		1990		2000		1990		2000	
<b>Burlingame</b>	149	1.0%	108	0.7%	360	2.4%	409	2.8%	468	3.1%	558	3.8%
<b>San Mateo Co.</b>	2,606	0.7%	2896	0.8%	7,609	2.1%	8,858	2.6%	10,505	2.9 %	11,464	3.3%
<b>Bay Area</b>	34,882	1.1%	36,003	1.1%	106,063	3.2%	116,317	3.6%	142,066	4.3%	151,199	4.7%
<b>California</b>	130,706	1.0%	120,567	0.8%	414,581	2.9%	469,867	3.3%	535,148	3.7%	600,573	4.3%

	Total Number of Commuters	
	1990	2000
<b>Burlingame</b>	14,818	15,202
<b>San Mateo Co.</b>	346,559	354,096
<b>Bay Area</b>	3,200,833	3,306,051
<b>California</b>	13,940,250	14,525,322

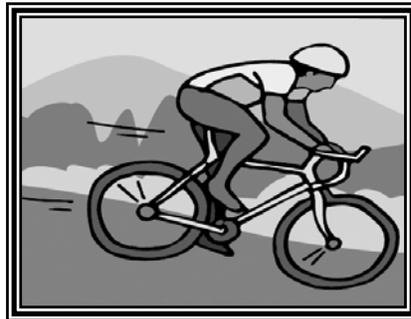
The data indicates that Burlingame is on par with the County and State-wide in the number of commuter trips by bicycle and walking. However, Burlingame lags behind the Bay Area as a whole. It also indicates that while the number of bicycle and walking commuters increased Statewide over a ten year period, the numbers in Burlingame and San Mateo County have remained fairly constant.

The Bay Area has a temperate climate which is conducive to commuting by bicycle or walking. The San Mateo County Comprehensive Bicycle Route Plan indicates that based on a survey conducted county-wide many people who might bicycle to work are concerned with finding safe routes and having bicycle facilities, including bicycle parking and showers, at their place of employment.

By making the improvements proposed by this plan, the bike routes through Burlingame will be safer and easier to use. It is expected that the number of commuters using bicycles or walking could be increased to well above the Bay Area average. It is a goal of this plan to increase the number of bicycle and pedestrian commuters in Burlingame to 6.5% of commuters walking or riding their bicycle to work; and to facilitate bicycle access to employment destinations in the City.

**E. Existing and Planned Land Uses**

Except for a few vacant parcels on the Bayfront, the Burlingame Community is primarily built out, and the land use patterns are well established. Burlingame is a well-rounded community with single family homes, apartments and condominiums near the three shopping districts, and an industrial area along Rollins Road between Broadway and the Millbrae city limits. The Bayfront Area, east of U.S. 101, provides an office and industrial area between U.S. 101 and of Bayshore Highway, a Waterfront Commercial Area, consisting of offices, hotels and restaurants, along the San Francisco Bay shoreline, and community park facilities at Bayside Park including baseball, soccer, free play areas and a golf driving range. The eastern portion of the City also contains a portion of the Bay Trail, which is widely used for both recreation and bicycle commuting. Figure 1 depicts Burlingame's transportation hubs, schools, parks and shopping districts.





# CITY OF BURLINGAME BICYCLE TRANSPORTATION PLAN

## *Transportation Hubs, Schools, Parks and Shopping Districts*

**Legend**

- Parks
- Schools
- Shopping Centers
- Hospital
- Transit Station

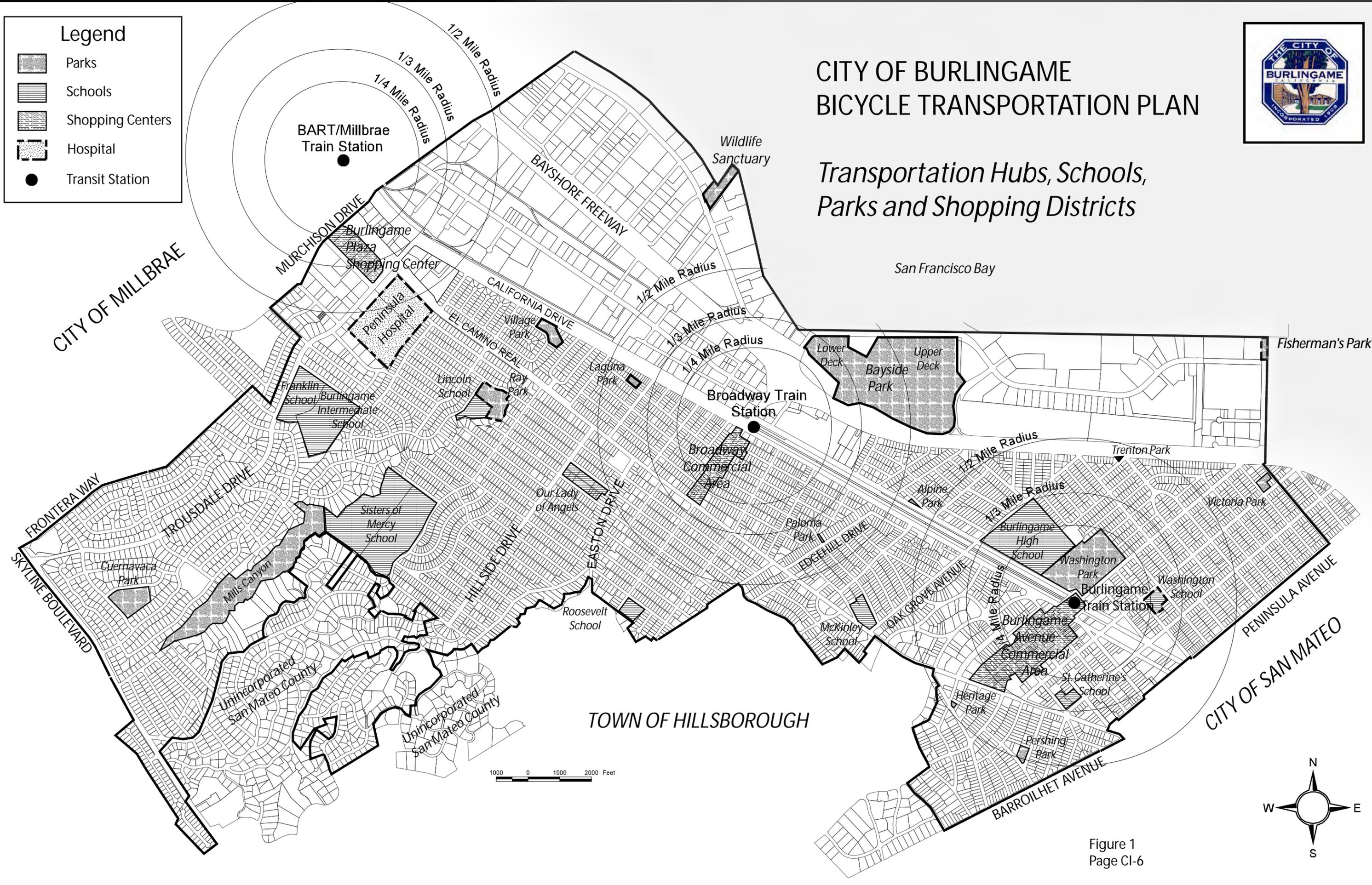


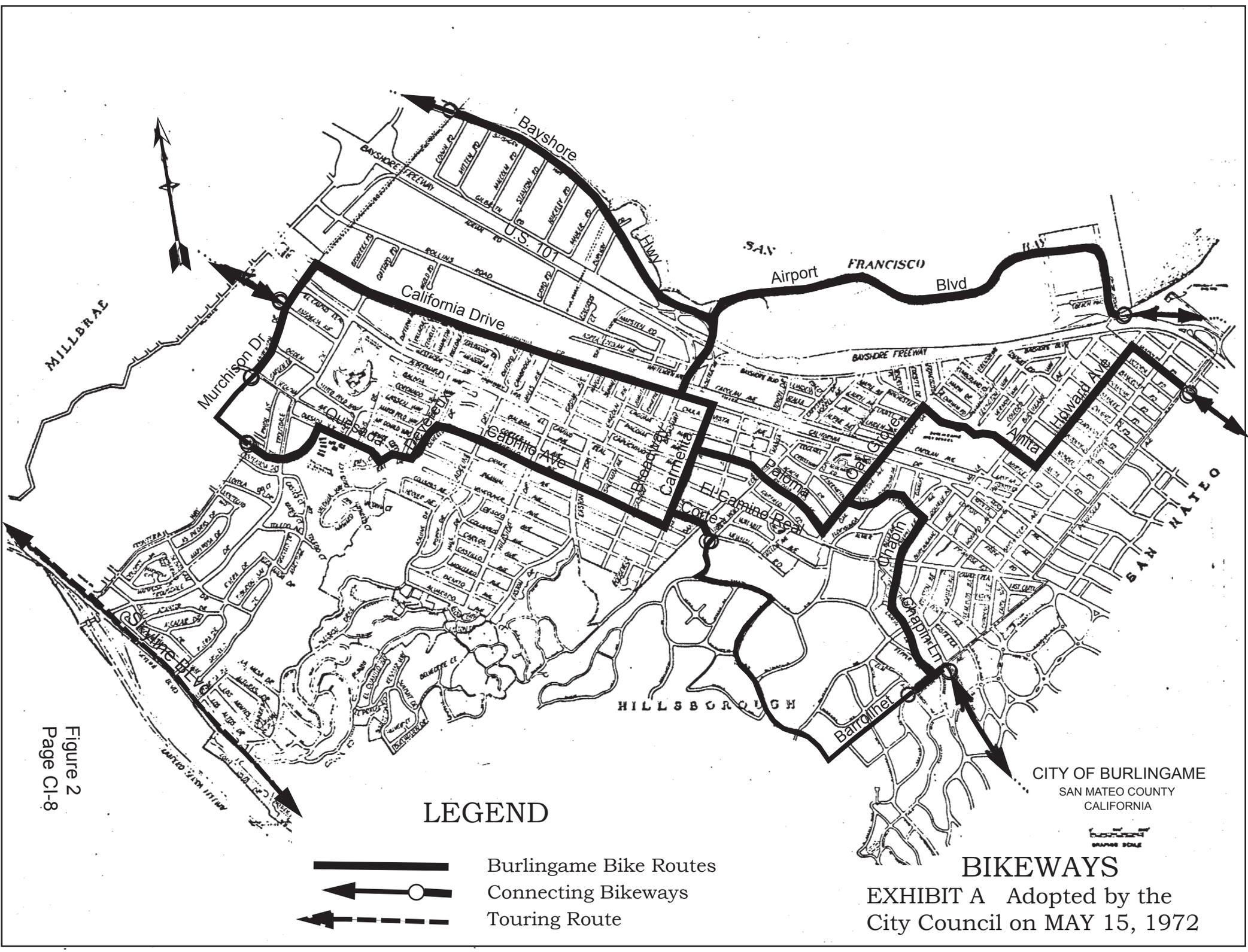
Figure 1  
Page CI-6

**F. Existing Bicycle Routes**

There are only a few marked bicycle routes in Burlingame, although there are many routes which have been consistently used by bicyclists over the years. In 1972, the Burlingame City Council adopted a system of bicycle routes through Burlingame as shown on Figure 2, Exhibit A dated May 15, 1972. The routes include Bayshore Highway and Airport Boulevard east of U.S. 101, Skyline Boulevard on the western edge of Burlingame, and two other north/south routes on local residential roads between San Mateo and Millbrae, with local east-west connector routes near the train stations and the commercial core. This route map as adopted in 1972 shows no east/west routes to connect to Skyline Boulevard to the west.

In the 1970's, bike lanes were installed on Skyline Boulevard. In addition, bicycle route signs were installed to delineate one of the north-south Class III bike routes through Burlingame. Over the years, most of the signs along this route have been removed and the bike route is no longer clearly marked. There are no signs along the other 1972 identified routes through Burlingame.





**LEGEND**

- Burlingame Bike Routes
- Connecting Bikeways
- Touring Route

CITY OF BURLINGAME  
SAN MATEO COUNTY  
CALIFORNIA

**BIKEWAYS**

EXHIBIT A Adopted by the  
City Council on MAY 15, 1972

Figure 2  
Page C1-8

### III. GOALS AND POLICIES

**GOAL A: Provide a framework for improving the existing bicycle route system in Burlingame.**

**Policies:**

- A-1. Designate routes for both local and regional bicycle trips for the benefit of commuters and recreational cyclists.
- A-2. Establish a list of priority projects for improvement of the community's bicycle route system.
- A-3. Provide a system of signs to direct bicyclists to the best routes within and through Burlingame and guide them in their use.
- A-4. On the portions of Howard Avenue, California Drive and Carolan Avenue where there is adequate right-of-way, create Class I Bike Lanes to provide both a north/south and east/west connection through Burlingame.

**GOAL B: Promote bicycle travel as a safe and viable transportation mode and provide a system which connects work, shopping, schools, residential and recreation areas.**

**Policies:**

- B-1. Maintain Bicycle routes in a safe and rideable condition.
- B-2. Local bicycle routes should be signed, and should connect local schools, parks and shopping areas.
- B-3. Local bicycle routes should provide access to the Burlingame and Broadway Caltrain stations, and to the Millbrae Intermodal Transit Station immediately north of the Burlingame boundary.
- B-4. Promote the use of Bicycle Detection Systems to allow bicycles to trigger signals at the intersections between bike routes and arterials such as El Camino Real and California Drive.
- B-5. Identify and promote safe bicycle parking facilities near shopping areas, schools, recreation areas and transit stations.
- B-6. Encourage bicycle safety programs to educate students at the local schools about safe riding habits.

**GOAL C: Establish new connections across U.S. 101 to provide access from Burlingame's residential areas to the recreational opportunities along the Burlingame Bayfront and to provide regional connections to the Bay Trail.**

**Policies:**

- C-1. Work with Caltrans on the design of the Broadway Bicycle and Pedestrian overcrossing proposed as a part of the U.S. 101 Auxiliary Lane project.
- C-2. Develop safe connections to the Broadway bicycle and pedestrian overcrossing from Cadillac Way on the west side, and onto Broadway/Airport Boulevard on the east side of the overcrossing.
- C-3. Promote a second bicycle/pedestrian connection across U.S. 101 in the vicinity of the Anza Boulevard off-ramp to connect to Rollins Road near Morrell Avenue and Winchester Drive.

## IV. BICYCLE NETWORK, FACILITIES AND PROGRAMS

### E. Local and Regional Routes

Figure 3 shows the local and regional bicycle routes through Burlingame. The primary regional routes are:

#### North/South Routes

- Bay Trail
- Airport Boulevard/Bayshore Highway
- Howard/Carolan/California Drive

#### East/West Routes

- Howard Avenue from Humboldt in San Mateo to Ralston Avenue in Hillsborough
- Adeline Drive from Central Burlingame through unincorporated Burlingame Hills to Skyline Boulevard

The local routes through the residential neighborhoods also provide regional access, but by roads with less traffic and are more scenic. The route west of El Camino Real which follows Cabrillo Avenue and jogs up to Quesada Way passes several schools and parks and offers a fairly flat alternative to El Camino Real, which is much too busy and narrow through Burlingame to accommodate bicycle traffic.

### F. Bicycle Storage and Shower Facilities

Bicycle racks are available at the Burlingame Public Library, the Recreation Center at Washington Park and at the schools and parks shown on Figure 3. Based on the San Mateo County Congestion Management Plan, bicycle facilities are required as traffic mitigation for all new development in Burlingame. These facilities could include bicycle lockers, racks and shower facilities provided for employees working in a new office or commercial building. It is recommended that additional bicycle racks of a type selected by the City be placed at strategic locations, such as public parking lots as a part of streetscape improvements, within the Broadway and Burlingame Avenue Commercial Areas as uses change, buildings are replaced, and sidewalks are redone.

Bicycle lockers and racks are available at both the Burlingame and Broadway Caltrain Stations. The Burlingame train station has 18 bicycle lockers available for rent on a monthly basis and a bicycle rack which will hold 8 bicycles. The Broadway train station has 12 bicycle lockers for rent and two bicycle racks which will hold a total of 16 bicycles.

### G. Coordination and Consistency with other Plans

This plan is an amendment to the Circulation Element of the Burlingame General Plan, and is consistent with the transportation policies contained in that plan, including the Bayfront Specific Plan and the North Burlingame/Rollins Road Specific Plan.

The regional bicycle routes shown in the plan are consistent with the routes shown in the San Mateo County Comprehensive Bicycle Plan adopted by the City/County Association of Governments in

2000. In addition, the priority projects identified in the County's plan have been incorporated into the list of projects identified in the implementation chapter of this plan. In addition, the routes in this plan are consistent with the routes shown in the Metropolitan Transportation Commission's adopted 2001 Regional Bicycle Plan for the San Francisco Bay Area. The MTC regional plan shows the Bay Trail and the California/Carolyn north-south route as regional routes through Burlingame..

The regional routes shown also connect with regional routes to the south which are shown in the City of San Mateo Bicycle and Pedestrian Chapter of the Circulation Element. To the north, the regional routes connect with those identified in Millbrae's General Plan. Although the Town of Hillsborough does not have a formal bicycle plan, the routes shown through Hillsborough are the routes which are commonly used by cyclists and connect to the planned route on Skyline Drive in Burlingame as well as to regional routes along the San Andreas reservoir.

**LEGEND**

- Bike Lane
- - - Bike Route
- ..... Bike Path



**CITY OF BURLINGAME**  
**BICYCLE TRANSPORTATION PLAN**  
*October, 2004*  
*Local and Regional Bicycle Routes*

Millbrae  
 Intermodal  
 Station

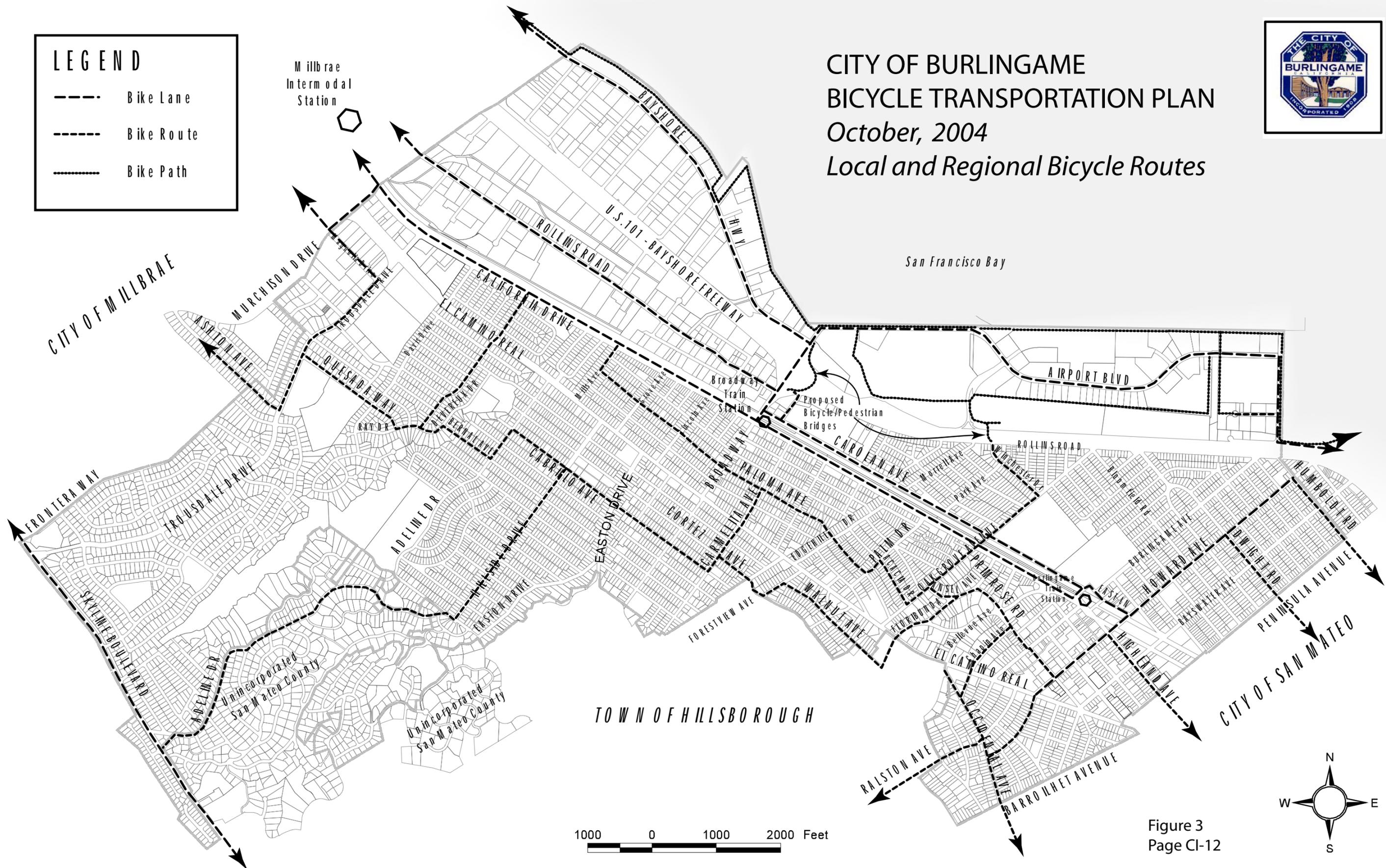


Figure 3  
 Page CI-12

## **G. Bicycle Transport on Transit**

There are two Caltrain stations in Burlingame, at Burlingame Avenue and Broadway at California Drive. Each local train is equipped with a car which allows up to 32 bicycles on board. These bicycle cars are heavily used during commute hours. Caltrain recently began offering "Baby Bullet" service, an express train that does not stop at all local stops. This service does not stop in Burlingame, the nearest stop is at the Millbrae Intermodal Transit Station just north of the Burlingame border. The Baby Bullet trains offer more limited bicycle access, with 16 bicycle spaces per train.

SamTrans operates a bus system throughout San Mateo County, with three local routes and five regional routes which provide service in Burlingame. All SamTrans buses are equipped with bicycle racks, which hold a maximum of two bikes, and two additional bikes are allowed inside the bus. Following are the bus routes which serve Burlingame:

- ❑ **Route 43** travels from Burlingame Plaza Shopping Center at El Camino Real and Murchison and connects with the Tanforan Shopping Center in San Bruno, traversing local streets through Millbrae and El Camino Real.
- ❑ **Route 44** operates entirely within Burlingame starting at Trousdale and Quesada on the north and traveling south along California Drive to Burlingame Avenue.
- ❑ **Route 292** runs from the Hillsdale Shopping Center in San Mateo to the Transbay Terminal in downtown San Francisco, and travels through Burlingame along Peninsula Avenue, California Drive and Broadway.
- ❑ **Route 342** is a local route which connects the western neighborhoods of Burlingame to the Millbrae Intermodal Station via Trousdale Drive.
- ❑ **Route 390** is a regional route connecting Stanford and Palo Alto to the Daly City BART Station and traverses Burlingame along El Camino Real.
- ❑ **Route 391** connects Redwood City to downtown San Francisco and also passes through Burlingame on El Camino Real
- ❑ **Route 397** Connects downtown Palo Alto with downtown San Francisco, and travels through Burlingame on El Camino Real.

## **H. Bicycle Safety and Education**

- ❑ Currently, there is no avenue for bicycle education and safety. It is proposed that brochures be developed which inform people of the location of the bicycle routes through Burlingame, as well as to offer safety tips for riding, such as the rules of the road, how to negotiate intersections, riding defensively, and how to use hand signals. These brochures would be made available at the City's recreation center and library, as well as distributed to schools. In addition, the posting of signs along the bicycle routes will educate motorists to expect bicycle traffic on these streets. The Burlingame Police Department has a School Liaison Officer, and the brochures can be distributed through this officer as a part of a bicycle safety education program. The Peninsula Traffic Congestion Relief Alliance also has a program that provides Bike and Pedestrian Safety workshops at an employer's work site.
- ❑ In addition, the League of American Bicyclists conducts an education program for bicyclists to learn how to ride safely. Classes are taught through local community centers and provide education to both children and adults. The community can take advantage of this resource to provide education to all cyclists.

- Once some of the designated routes have been established, the community should hold a "Bicycle Day" to promote the use of the bicycle routes and to distribute information on bicycle safety.

## V. IMPLEMENTATION

### A. PRIORITY PROJECTS

In an effort to improve bicycle transportation in and through Burlingame, the following have been identified as having the highest priority and giving the most benefit to bicycle commuters and recreational riders in the community.

1. **Bicycle Detectors/Crosswalks and marked bike lane at the Cadillac Way/Rollins Road intersection to access the new Broadway bicycle/pedestrian bridge.** As a part of the Caltrans Auxiliary Lane project between Third Avenue in San Mateo and Millbrae Avenue, Caltrans will be constructing a bicycle pedestrian bridge adjacent to the existing narrow Broadway interchange overpass. The bridge will land in the island across from the Cadillac Way/Rollins Road intersection, where it is difficult for pedestrians and bicyclists to cross Rollins Road to access the bridge. This crossing could be made safer by:
  - a. providing a crosswalk across Rollins Road from the north side of Cadillac Way to the bridge landing;
  - b. providing street markings and bicycle detectors on Cadillac Way so that cyclists can make a left turn towards the bridge landing; and
  - c. adding a designated bicycle lane along Rollins Road approaching the bridge to separate bicyclists from the nearest automobile travel lane.

2. **Bike Lanes on Carolan, California and Howard Avenue** – The San Mateo County Comprehensive Bicycle Route Plan contains a list of 15 priority projects to enhance the regional bicycle route system. One of the projects on this list is the completion of a North-South Bikeway as it runs through San Mateo, Burlingame and Millbrae. The portion through Burlingame would connect with Delaware Avenue in San Mateo to the South, and would connect to the Millbrae Intermodal Transit Station to the North.

Most of this regional route is on streets (California, Carolan, Howard) which have adequate width to provide Class I bike lanes, or to provide adequate shoulder for cyclists to safely ride next to automobile traffic. It is recommended that improvements to these roadways be made to add Class II bike lanes to the extent feasible, and to provide adequate signage to direct riders to use this route (see diagram on Page CI-15 for an explanation of Class I, II and II bicycle routes).

3. **Explore the possibility of a local bicycle path between the Broadway and Burlingame Commercial Areas and train stations using existing right-of-way along the Caltrain tracks.** Along the Caltrain tracks between Burlingame Avenue and Broadway, there may be excess right-of-way on either side of the tracks sufficient to install a Class I bicycle path. This right-of-way is not owned or controlled by the City of Burlingame, but belongs to either the Joint Powers Board which operates Caltrain, or the City and County of San Francisco (adjacent to California Drive). This project would have to be a joint effort in cooperation with these agencies and is a long range project. If the project is determined to be feasible, the path should be a joint use trail, with separate clearly designated areas for bicycles and for pedestrians. It is also recommended that a landscaped buffer be included between the railroad tracks and the pathway.

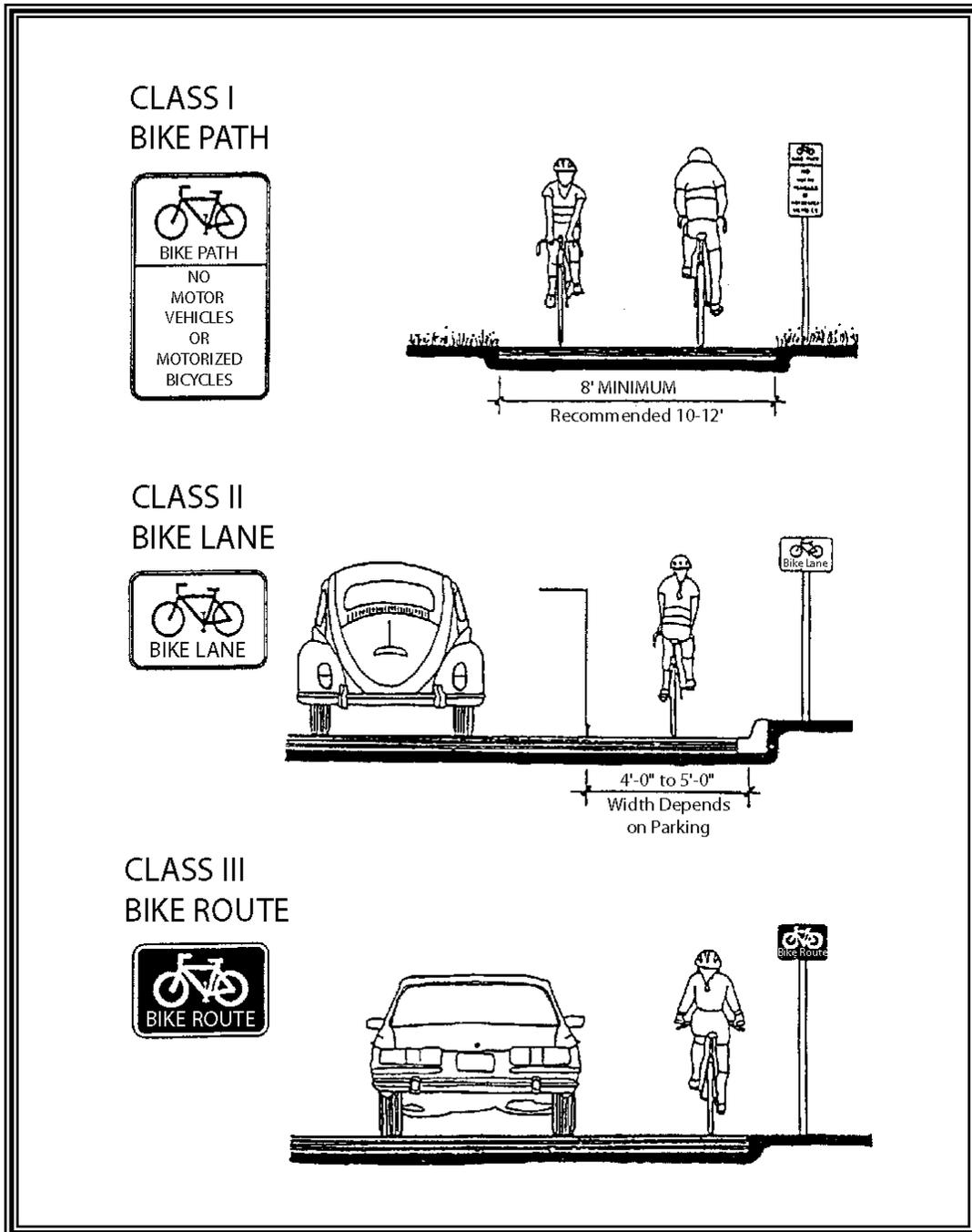
- 4. Place Bicycle Racks in the Burlingame Avenue and Broadway Commercial Districts.** These two busy commercial districts can be easily accessed by bicycle from the surrounding residential areas. Bicycle racks of a design to match the existing street furniture could be placed either along the sidewalks or in the many public parking lots which serve these areas. These should be designed into any future streetscape improvements in the public right-of-way.
- 5. Explore the possibility of creating a loop path connecting to the proposed creekside paths in the Rollins Road area.** As a part of the North Burlingame/Rollins Road Specific Plan, a series of multi-use (pedestrian/bicycle, etc.) creek trails is proposed which would be developed as new development occurs in that area. In order to connect these trails within the Rollins Road area and provide a full connection through the Rollins Road area, it is proposed that bicycle connections to these creek trails be created. The exact locations of the connections and whether they would be on public or private property would need to be explored.
- 6. Provide a second bridge crossing of U.S. 101 in the vicinity of Winchester Drive to connect to the existing bike and pedestrian path on the east side near Anza Boulevard and Bayside Park.** The Bayfront Specific Plan identifies this location for a pedestrian/bicycle crossing of 101 which provides direct access from the residential neighborhoods west of U.S. 101 to the recreational amenities at Bayside Park and along the Bay Trail.
- 7. Bicycle Route Signs along Local and Regional Routes.** Another project on the priority list in the San Mateo County Comprehensive Bicycle Route Plan is to provide directional signage and signal detectors along the regional north south route. In addition, some of Burlingame's local bicycle routes have signs which were installed in the early 1970's, but many are missing and the route is not always apparent. A comprehensive program for signing all the bicycle routes through Burlingame would go a long way toward making the City's system more user-friendly and safer. Also, the signage would raise awareness of automobile drivers to look for bicyclists along these routes. Since many of these local bicycle routes are through residential neighborhoods, the option to mark some of the routes with street markings rather than signs, where the situation warrants, should be considered.

As a part of this sign program, it is also recommended that signs be placed at the prominent gateway entrances to Burlingame which include a statement which identifies Burlingame as a bicycle friendly community. Possible locations for these signs would be at the City limits on El Camino, California Drive, Rollins Road, Airport Boulevard and Bayshore Highway.
- 8. Explore the possibility of adding "zebra crossings" (clearly marked pedestrian crossings) across El Camino Real and California Drive at intersections with bicycle routes.** One of the impediments to bicycling to and from parks, playgrounds and shopping areas in Burlingame is the ability to safely cross these two busy arterial streets. Caltrans has recently completed the installation of video bicycle detectors on signals at critical intersections along El Camino Real. Where the video detectors work with the signals, the striped crossing would reinforce and make the motorist aware to watch for pedestrians and bicyclists crossing at the bicycle route intersections.
- 9. Create Handouts and an outreach program to make people aware of the bicycle routes and provide guidance regarding bicycle safety.** An important element of creating a safe environment for bicycle riding is education. The public needs to be aware of the routes

which can be used to access our local facilities, and both motorists and bicyclists can benefit from learning the rules of safe bicycle riding. The handouts would be made available to schools through the Police Department's School Liaison Officer and distributed at parks and libraries.

**B. DESIGN STANDARDS**

The proposed projects will be designed in accordance with the Design and Maintenance Standards as outlined in Chapter 5.0 of the San Mateo County Comprehensive Bicycle Route Plan. The general criteria outlined in the County Plan is that projects are to Conform to Caltrans standards for bikeways. The following chart delineates the three types of bicycle facilities, Class I, Class II and Class III. Specific details on the design standards for these types of facilities may be found in the San Mateo County Comprehensive Bicycle Route Plan.



**C. PROJECT PRIORITY AND COSTS**

Following is a prioritization of the proposed projects based on which projects provide the most public benefit for safety and increased bicycle use.

1. Bicycle Detectors/Crosswalks and marked bike lane at the Cadillac Way/Rollins Road intersection to access the new Broadway bicycle/pedestrian bridge.
2. Bike Lanes on Carolan, California and Howard Avenue.
3. Bicycle Route Signs along Local and Regional Routes.
4. Explore the possibility of adding "zebra crossings" (clearly marked pedestrian crossings) across El Camino Real and California Drive at intersections with bicycle routes.
5. Place Bicycle Racks in the Burlingame Avenue and Broadway Commercial Districts.
6. Create Handouts and an outreach program to make people aware of the bicycle routes and provide guidance regarding bicycle safety.
7. Explore the possibility of a local bicycle path between the Broadway and Burlingame Commercial Areas and train stations using existing right-of-way along the Caltrain tracks
8. Explore the possibility of creating a loop path connecting to the proposed creekside paths in the Rollins Road area.
9. Provide a second bridge crossing of U.S. 101 in the vicinity of Winchester Drive to connect to the existing bike and pedestrian path on the east side near Anza Boulevard and Bayside Park.

The following is an estimate of the costs to complete the improvements discussed in the plan. All costs estimated are in 2004 dollars.

<b>PROJECT</b>	<b>ESTIMATED COST</b>
1. Bicycle Detectors/Crosswalks and marked bike lane at the Cadillac Way/Rollins Road intersection to access the new Broadway bicycle/pedestrian bridge.	<b>\$10,000</b>
2. Bike Lanes on Carolan, California and Howard Avenue Carolan bet California & Howard – 7,000 lineal feet California bet Broadway & Murchison – 7,000 lineal feet Howard bet Humboldt & El Camino Real – 5000 lineal ft.	 \$56,000 \$56,000 <u>\$40,000</u>
TOTAL: 19,000 LF X \$8/LF =	<b>\$152,000</b>
3. Signage for Local and Regional Routes East of El Camino Real – 15,750 lineal feet West of El Camino Real – 13,000 lineal feet	 \$78,750 <u>\$65,000</u>
TOTAL: 28,750 LF X \$5/LF =	<b>\$143,750</b>
4. Zebra Crossings along El Camino Real & California Drive (Seven)	<b>\$35,000</b>
5. Bike Racks/Broadway & Burlingame Avenue (6 w/8 spaces each)	<b>\$120,000</b>
6. Create Educational Handouts	<b>\$6,000</b>
7. Study re: Bike Path between train stations*	<b>\$25,000</b>
8. Study re: loop path in Rollins Road Area*	<b>\$25,000</b>
9. Bridge Crossing of U.S. 101 at Anza/Winchester Drive	<b>\$2,500,000</b>

\*cost shown is for the study only; study would identify costs for improvements.

#### **D. FUNDING SOURCES**

There are several Federal, State and local Programs which provide funding for bicycle and pedestrian projects. These projects are rated based on such criteria as the need of the project to complete a regional bicycle route system, the increased safety that the project will provide and the amount of the local match for the outside funding. Following are a list of the primary funding sources available in 2004.

- **TEA-21 (Transportation Enhancement Activities):** This is a federal funding source which offers funding for projects which enhance alternative transportation opportunities.
- **State Bicycle Transportation Account:** An annual program through the State which provides grants to local jurisdictions with an emphasis on projects which benefit bicycling for commuting purposes.
- **Transportation Development Act (TDA) Article 3 (SB 821):** These funds originate from the state gasoline tax and are distributed to local jurisdictions based on population. In San Mateo County, the distribution of these funds is administered by the San Mateo City/County Association of Governments (C/CAG).
- **New Construction/Impact Fee:** Any new development in Burlingame's Bayfront and North Burlingame/Rollins Road areas will be required either to install the planned bicycle improvements on their property and for area-wide improvements to pay a Development Impact Fee which will fund the future installation of bicycle lanes on a comprehensive basis.
- **Peninsula Congestion Relief Alliance –** This agency has a program which provides funds to employers to place bike racks and lockers at their place of business. The Alliance pays one-half the cost for purchasing and installing any bike parking for up to a maximum of \$500.00 per unit. The Alliance also has a program that provides Bike and Pedestrian Safety workshops at an employers work site.