

**California Drive Roundabout Project
Community Meeting
October 6, 2015
Meeting Summary Report**

The City of Burlingame hosted the first of two community meetings for the public to learn about the new California Drive roundabout project. The meeting was held on October 6, 2015 from 6:30 to 8:00 p.m. in the Social Hall at the Burlingame Recreation Center, 850 Burlingame Avenue in Burlingame.

The project seeks to place a roundabout at the intersection of California Drive, Bellevue Avenue, and Lorton Avenue in downtown Burlingame.

The meeting started with a brief introduction and review of the agenda by the facilitator. She introduced the Augustine Chou, Project Manager and Engineering Program Manager in the City's Public Works Department who gave a brief history of the project and the purpose of the Study effort.

The project team, John Pulliam and Kevin Aguigui from Kimley Horn, introduced detailed information about project elements, the benefits of roundabouts and how to use them safely, the proposed schedule, and potential changes to the area. This information was augmented by several videos, including several taken at the existing intersection, a video of a similar project in Santa Cruz and a safety video from Canada.

At the conclusion of the presentation, the audience had approximately an hour's worth of general questions and comments with the city staff and project team. The general questions and the answers provided at the meeting are captured below.

The meeting was noticed through the mailing of the notice to the potentially impacted property owners and tenants in the project area around California Drive, Donnelly Avenue, Lorton Avenue, Primrose Road, Douglas Avenue, Burlingame Avenue, Bellevue Avenue, Howard Avenue and Mangini Way; through two e-blasts from the Burlingame staff to the broad city e-blast distribution list, special distribution to project stakeholders including the Business Improvement District, Chamber of Commerce and the area car dealers. The notice was also posted on the city website. The meeting was noticed through the Burlingame Voice web site. Approximately 80% of the attendees indicated they received the mailed notice and 20% said they received the email notice. One person indicated they saw it on the Burlingame Voice website.

When the attendees arrived they were asked to sign-in to become part of a database for notification of future meetings.

Approximately 25 people attended the meeting. Several business and area property owners identified themselves as such the remainder of the attendees

indicated they were project neighbors or community leaders who have been involved with various planning efforts for the area.

The facilitator asked the attendees if they had ever driven through a roundabout and about 80% indicated they had with only 15% indicating they did so regularly. An additional question was asked about prior bike and pedestrian use of roundabouts. Approximately 15% indicated they had biked through a roundabout and 10% indicated they had previously walked through a roundabout.

The questions received during the general session question period are as follows the answers given are shown:

Question	Response
Is a roundabout always two lanes?	No it does not have to be. That is traffic demand dependent. We have not yet done traffic counts. Sometimes roundabouts are two lane with two lane approaches, sometimes one-lane with one lane approaches, sometimes two lane approaches to one lane roundabout.
Is this a done deal? Has the decision been made to do this? Have we already decided?	The grant that is funding this study is specifically for a roundabout. If the City decides not to do a roundabout then the City would need to reimburse the Transportation Authority. The City has not decided to move forward but is headed in this direction. The City will continue to seek public input and look at design implications to make sure everyone's interest are being considered. If the City moves forward with this concept, the City will need to do a lot of education regarding the use of a roundabout. The City will also reach out to Google and others who supply information to navigation systems to make that accurate.
There are better places than this location for a roundabout. Will there be lighting in the pedestrian crosswalks as part of the project. It should be part of the project.	The crosswalk lighting is not currently part of the project scope but we can look into that. Street lighting will be part of the project.
The biggest impact of this project will be on north south traffic on California Drive.	The impacts and traffic movement on California Drive will be looked at closely. There is a desire, as part of this project, to make it safer and easier

	to cross California Drive.
Property owner of commercial building with the tent is concerned to hear this project is a “done deal.” Concerned about impacts to downtown development, specific impacts to his building and those nearby. Concerns expressed regarding impacts on building property values and access. Specific concerns and questions about existing driveway interface with proposed designs.	There is no proposed design yet. These are important concerns to bring up. There is no design yet so we can make sure to take this all into consideration.
Nearby residential property owner concerned about potential impacts to southbound movement of California Drive and the weaving involved. Also would prefer “straight shot” for northbound California Drive. The pedestrian movements might not be safe in “proposed design.”	There are no proposed designs developed yet. The project team will take these comments into consideration when developing the design.
Question about specific elements of a graphic.	Explanation given at the meeting.
What is green area in graphic?	This could be a landscaped area—this was a concept only. There are no designs yet.
The northbound California Drive movement should not have to go through the roundabout.	Comment noted. The project team can look into that as an option.
Why is round so curved in these roundabout examples?	To slow down the traffic and make it safer for bikes, pedestrians and the merging of vehicles.
Residential neighbor expressed frustration with the “done deal” aspect of the project. Property owner explained the history of her property going from residential/commercial to commercial only without her say.	This project as a proposed roundabout has been thought about since 2005. There have been several studies that had public input on this design concept. The roundabout design is also consistent with the Downtown Specific plan. These City planning efforts also went through City Committees and the City Council
A property owner indicated he did not remember being noticed about the 2007 planning effort.	Comment noted.
California Drive green space is utilized now. This design would take that green space away.	Not necessarily, we can look at adding green elements and usable space as part of the planning process.

<p>The green space on California Drive on the graphic would be a good location for a bus turn out.</p>	<p>Comment noted.</p>
<p>Can there also be parking lot improvements along California Drive?</p>	<p>The City leases but does not own that land. It is not currently part of the project scope. The project team has been told not to impact that site.</p>
<p>Can the roundabout be moved toward California Drive?</p>	<p>Yes, we can look at developing designs that are in that direction.</p>
<p>Push northbound lanes far over into California Drive. Keep it away from downtown.</p>	<p>The City leases but does not own that land that is the parking lot. We will research the exact ownership/lease arrangement for the next meeting.</p>
<p>The project team needs to take traffic counts during school drop off times. The project team needs to understand that the current route to the high school is through this intersection, as a result there are a lot of new drivers using this intersection. Concern expressed on whether the new drivers and distracted parents would be able to navigate the roundabout appropriately.</p>	<p>The City will need to do education for all drivers if a roundabout goes in at this location. We will be sure to take traffic counts during school times.</p>
<p>This project has been vetted in the Specific Plan and it is good that it is being studied. The parking lot along California Drive is underutilized. There should be a safe connection from downtown to that side of California Drive and Caltrain. The roundabout slowing traffic down would be a good thing. Read a study that proved roundabouts can move more traffic through an intersection. There already has been a lot of public input on this concept.</p>	<p>We can look into the safer connection to parking lot as a design element.</p>
<p>Would like the green elements of the roundabout to be useable.</p>	<p>We can look into this.</p>
<p>Property owner wanted to know how to access his parking lot under the design.</p>	<p>There is no proposed design yet. Access to driveways and parking lots will be provided for in the designs.</p>
<p>The study should also look at a pedestrian bridge over California Drive</p>	<p>Comment noted.</p>
<p>A pedestrian bridge wouldn't be practical. There would be property takes, ADA issues and few would use</p>	<p>Comments noted.</p>

<p>it. The northbound California Drive should go straight through. There should not be flowers. It is unlikely that the middle of a circle would be an attractive place for a picnic. Has experienced some very nice and functional roundabout on travels to Canada. Keep in mind bike use in design. The intersection, as it is today, is not safe for bikes. A traffic light won't work in this location. There is too much traffic that will back up. Put in an island for pedestrians along California Drive to help them cross.</p>	
<p>Need to make sure the designs take into account future bike paths and connections. Need to explain future bike path interface.</p>	<p>Will do analysis as part of design.</p>
<p>Historic Cannon Park is a gateway opportunity.</p>	<p>Comment noted.</p>
<p>Explain connection to the road diet of California Drive between Burlingame Avenue and Broadway Avenue.</p>	<p>The Project Team will incorporate these possible concepts into the design analysis of the roundabout.</p>
<p>Likes the idea of roundabout area as a gateway opportunity.</p>	<p>Comment noted.</p>
<p>Prioritize road diet.</p>	<p>Comment noted.</p>
<p>If there will be a parking loss under the designs we will need to know where and how it will be replaced.</p>	<p>Comment noted.</p>
<p>There should be a financial assessment done as to how much the access to the Caltrain property will cost the project.</p>	<p>The Project Team has been told to have no impacts on that property. If for some reason that would change then an assessment would be done.</p>
<p>Look at the Specific Plan and show how this is consistent.</p>	<p>Comment noted.</p>
<p>Where are the best bus stop opportunities? Existing conditions are very bad for pedestrians. The roundabout would be an improvement.</p>	<p>Comment noted.</p>
<p>The roundabout at two lanes will not slow traffic. This should be a one lane roundabout.</p>	<p>The Project Team will look at a variety of designs and at the traffic counts that need to be accommodated.</p>
<p>Residential property owner is concerned about the driveway and parking impacts of any design in the area between Comcast and the surf</p>	<p>We will look into that as the designs are developed.</p>

shop, specifically how they will get out of their driveway.	
Gateway feature would be great.	There are two gateways under design now perhaps there could be a theme.
The underutilized parking lot is a concern how can this project help make it more attractive?	This project team would like to make a safer access to that lot to encourage more usage.
If the objective of this effort is to slow traffic that can be done without a roundabout. There could be wiggles or curves added to California Drive and a big island in the median.	Comment noted.
Bellvue Avenue resident likes the idea of a roundabout and the reduction of the traffic back ups.	Comment noted.
Gateway idea is a good one. Lorton used to be Main Street in Burlingame.	Comment noted.
In a strip along the long parking lot perhaps the project can add a cycle way and pedestrian access in a buffer zone all the way to Broadway.	Comment noted.
Swap the land with the parking lot and have the parking on the downtown side and the road over by the tracks.	We can look into something like that.
I want to learn about the half round about.	We can post the 2007 DKS study on the City website so you can have access to that information.
The parking meter technology in use in downtown and the long parking lot is confusing. Need to make it more understandable.	Comment noted.

There was on set of comments sent to the City staff prior to the meeting and their questions are outlined below:

- What pedestrian – auto – bike problems have been identified in the existing street configuration?
- What about bicycle paths?
- What traffic studies have been done to date? What are the results?
- What CA street design standards are in play?
- Will there be sidewalks along California Dive at Caltrain Parking lot?
- Are the 5 new crosswalks protected and signed with flashing lights?
- What is envisioned for the inner circle? Art?
- What is the speed limit in (and adjacent) to the roundabout?
- Are there any stop lights in the roundabout?