

**California Drive Roundabout, City Project No. 83920**  
**Community Meeting #2**  
**May 24, 2016**  
**Meeting Summary**

The City of Burlingame hosted the second community meeting for the public regarding the California Drive Roundabout Project. The meeting took place on Tuesday, May 24, 2016 from 6:30 – 8:30 p.m. in the Lane Room at the Main Library, 480 Primrose Road in Burlingame.

The meeting was noticed through US Postal Service to those property owners and tenants in the project area that may possibly be impacted by the Project. In addition, email notices were sent to those that attended the first community meeting on October 6, 2015. This was the first public meeting regarding the California Drive Roundabout Project for five of the 18 attendees. Six attendees indicated they received the notice via USPS and eight via e-news. One attendee learned of the public meeting from an email from a local bike coalition.

Augustine Chou, Engineering Program Manager with the City of Burlingame welcomed the attendees and thanked everyone for coming, recognizing that there were other public meetings taking place at the same time. Mr. Chou acknowledged Burlingame’s elected officials in the audience: Mayor Ann Keighran, Vice-Mayor Ricardo Ortiz, Council Member Emily Beach, and former Council Member John Root before going over the evening’s agenda.

Mr. Chou reiterated the purpose of the project, which is to improve the safety and flow for pedestrians, cyclists, and incorporate sustainable elements of Complete Streets and Green Streets. The focus of the second public meeting was to review the roundabout concept versus signaling the intersection of California Drive/Bellevue/Lorton and to obtain comments, feedback and suggestions from the public.

After Mr. Chou’s opening remarks, he introduced Kevin Aguigui, Traffic Design Consultant, and John Pulliam, Civil/Roadway Design Consultant with Kimley-Horn. The project team went over the existing intersection operations, which included two video simulations—one with traffic signals and one with a roundabout. Currently, there are ten conflicts of movement at the identified intersection. Moreover, pedestrians are forced to cross uncontrolled intersections at California Drive, Lorton Avenue and Bellevue Avenue. The team also reviewed the operational analysis showing the delay and queue times of a roundabout versus signalized intersection and went over questions from the previous community meeting.

The questions received and responses provided during the presentation and general session question period are listed in the following table.

<b>Question</b>	<b>Response</b>
What are Class I and Class II bike trails?	A Class I trail is a separate right-of-way dedicated for the use of bicycles with limited cross-flow traffic. A Class II trail provides a striped lane and signage for one-way travel on streets or highways.

Question	Response
Does Lorton and Bellevue Avenue have to be signalized?	No, but then there would be no improvements to that leg of the intersection.
Is the signal concept at Lorton and Bellevue good for pedestrians?	Yes.
Where are the sidewalks?	New sidewalks are included in the concept and will be in the final design.
What is a "road diet"?	It means to reduce the number of lanes. In this case, it would be reducing four lanes down to two on California Drive – 1 lane in each direction.
Are we looking at impacts to the surrounding streets, specifically Douglas?	Yes.
Are we coordinating with the project manager for the City Hall area streets design?	Yes. He was present at the meeting.
Is the left turn lane on California drive going away?	All movements will be designed to be at the roundabout.
How would someone cross the intersection on an adult tricycle?	You can use a traffic lane or ride on the widened sidewalk. It is okay for bicyclists to
How wide is the pedestrian refuge?	The refuges were pointed out on the preliminary design and vary on location.
Why is there a small refuge on one side of the street but not the other?	Comment noted. Design team will review.
Is there statistical data for bicyclists as we have for vehicles?	No. It is measured differently.
Will the roundabout be flat or have a berm?	There will be a lip which will still allow larger trucks to utilize the roundabout.
Why is the roundabout a safer option?	A roundabout is very forgiving and you only have to worry about one movement/direction at a time. Merging/diverging movements in roundabouts potentially reduce severe crashes such as T-Bone and head-on typically observed at signalized intersections. The curved road requires vehicles to reduce their speed as well. According to an FHWA study, roundabouts reduce accidents by 70%. In addition, studies conducted by the City identified a roundabout as the preferred alternative based on engineering, safety and aesthetics.
What is the rate of speed for the roundabout?	The rate of speed is determined by the size of the roundabout. Vehicles will slow down by nature due to the deflection.
How will pedestrians know how and when to enter the crosswalk?	The City intends to provide education to drivers if a roundabout is constructed.
Will the roundabout be a plantable space?	Art and gateway features will be considered if the project moves into final design. It is not feasible or safe to allow pedestrians into the center of the roundabout, but there may be an opportunity for a small park area adjunct to the roundabout.

Question	Response
Is there a height requirement for the roundabout?	Yes. The City already has height requirements in place to preserve a clear sight line.

Additionally, attendees shared a number of concerns and suggestions regarding the preliminary roundabout design concept and have been captured below:

- With a roundabout, two lanes of traffic have to yield for pedestrians;
- Traffic flow and timing of entry/exit for those that access the private parking garage on Bellevue/Lorton Avenue;
- Left-turn restriction for those exiting the parking garage on Bellevue/Lorton Avenue;
- There is not a big deflection for the northbound bypass lane;
- Different rates of traffic between California Drive, Lorton Avenue, and Bellevue Avenue; and
- Invites more traffic on Lorton and Bellevue Avenue; consider making Lorton one-way.

Some of the attendees have not experienced driving through a roundabout. The project team, along with members of the audience suggested the following locations to drive through and observe:

- Stanford University, Palo Alto – Campus Drive (there are two roundabouts on Campus Drive); and
- Santa Cruz Wharf, Santa Cruz – Beach Street.

In closing, the project team reiterated that the project would now be entering into a true design phase, meaning all comments and feedback will be considered and / or incorporated as the team commences actual design work. Nothing is set in stone at this time. The third and final community meeting will have the comments and suggestions from this meeting incorporated into the design concept, with the goal to move into 35% of the design. Lastly, the aesthetic design features will be the focus of the third community meeting.