



# FEASIBILITY STUDY OLD BAYSHORE HIGHWAY + BAY TRAIL

City of Burlingame

June 2022

# ACKNOWLEDGMENTS

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# CHAPTER ONE

## introduction







# Introduction

The City of Burlingame's most recent General Plan effort identified Bayshore Highway, from Airport Boulevard to the northern City limits, as an area primed for redevelopment. This Feasibility Study supports this transformation as a first step in transitioning the roadway into a more equitable space creating a comfortable corridor for bicycles, pedestrians, mass transit, and vehicles alike while also improving the corridor's sense of place. This includes improving Airport Boulevard and connections between to facilitate a unified bay front corridor. Additionally, it recognizes the Bay trail as part of the corridor, providing analysis and conceptual designs for connectivity, closing gaps, and referencing regional efforts addressing sea level rise.



existing conditions - between Malcolm Road and Stanton Road

## Project and Process Goals

City staff and the consultant team worked collaboratively to develop a number of project and process goals to help guide the process. These included;

- Engage the community and project stakeholders in a dialogue to learn how the corridor can better serve the community and to inform design solutions.
- Identify streetscape improvements that will create more convenient and comfortable vehicular, bicycle, and pedestrian connections along the corridor.
- Explore opportunities to enhance the aesthetics of the corridor to be more inviting and pleasing to residents, employees and visitors.
- Analyze and provide conceptual design solutions to close the existing gap in the Bay Trail immediately north of Airport Boulevard.

## Purpose

This Feasibility Study is only a first step in realizing improvements along Bayshore Highway, Airport Boulevard, and the adjacent Bay Trail. For developers this document is meant to provide a framework to guide planning applications and required frontage/Bay Trail improvements. For the City, this study further progresses improvements in the area by crystallizing community and stakeholder input into a new vision for the corridor. This vision can be utilized to identify and secure funding for public improvements and springboard additional required design work leading towards implementation.

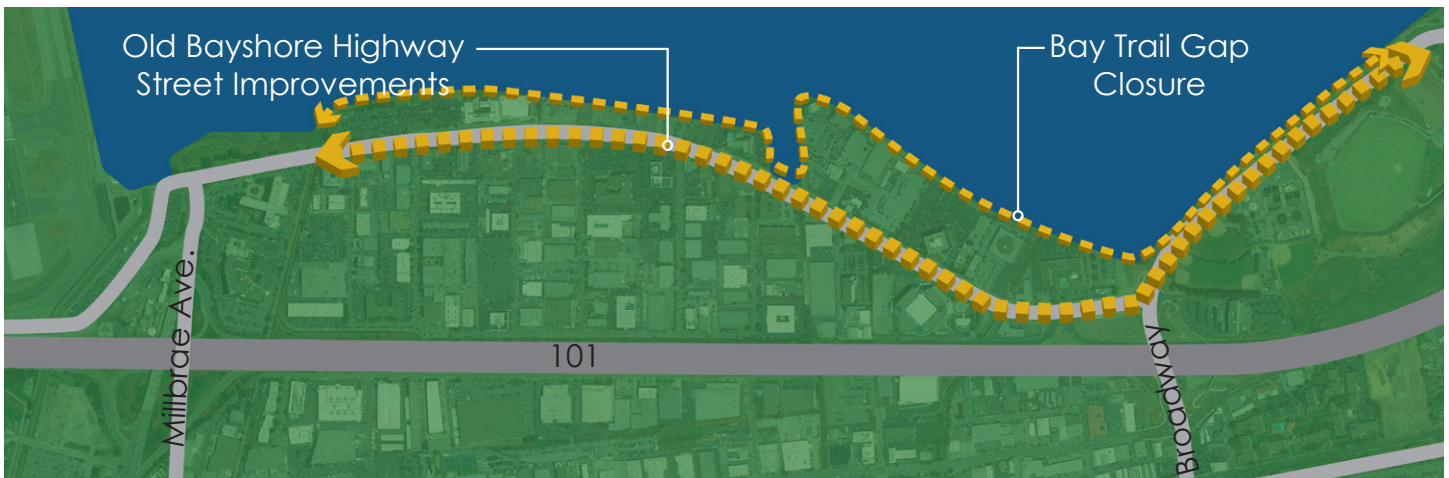


# Planning Context

Prior to beginning this effort, it was important to recognize and ensure that the feasibility study was in conformance with local and regional planning documents guiding improvements within this area. These include:

## Local

- Burlingame Municipal Code, Ch. 25.45
- General Plan, applicable sections.
- City of Burlingame Bayfront Specific Plan. June, 2012 - Related goals include:
  - » C-2. Develop a consistent Bay Trail standard to be used along all edges of San Francisco Bay in Burlingame; require each site to connect seamlessly to the existing portions of the Bay Trail system and provide clearly marked access from the closest public street to the Bay Trail.
  - » C-6. Promote the proximity of San Francisco Bay and encourage use by creating visually prominent pedestrian connections to the Bay Trail across Bayshore Highway.
  - » C-7. Encourage safe pedestrian and bicycle access on the public right-of-way within the Bayfront Area and access to provide convenient east-west connections across U.S. 101.
  - » E-3. Disperse sites for development which generate high volumes of traffic at peak hours so that the impacts on the circulation system and access points to regional serving roadways are spread evenly throughout the planning area.
  - » E-4. Implement identified roadway improvements along with future development so that the timing of traffic improvements will be coordinated with the increases in trips caused by development. When considering realignment or new alignment of roadways, encourage arterial roadways to be located away from the bay edge.



project limits diagram

- » E-7. The Bay Trail should be designed to a standard, which allows for the compatible use of a variety of modes of recreational travel including walking, bicycling, wheel chair accessibility, roller blading, jogging.
- » E-9. Bicycle lanes should be extended along Bayshore Highway and Airport Boulevard and should connect to the Bay Trail at the Anza Extension and Coyote Point Park public access at the southern City boundary.
- » F-4. While considering the importance of visual contact with San Francisco Bay, the Bayshore Highway should be enhanced with consistent landscaping to extend the “tree city” image of Burlingame to this area which is so important to the city’s identity and economic base.
- » F-6. Develop a sense of place by creating a unifying gateway treatment at entrances and throughout the area.
- » G-6. Develop common design elements which unify the Subareas, particularly within the public right-of-way.
- » C-8. Work with adjacent public agencies to improve pedestrian/bicycle access at least from the north and south of the area to the recreational opportunities in the Bayfront Area, additional pedestrian/bicycle access at a midpoint is also highly desirable

- » Sea Change Burlingame, Proposed Sea Level Rise Adaptation Strategies

## Regional

- OneShoreline - The San Mateo County Flood and Sea Level Rise Resiliency District, also known as OneShoreline, is an independent government agency that works across jurisdictional boundaries to secure and leverage public and private resources for the long-term resilience of the region. Planning and building solutions to the climate change impacts of sea level rise, flooding, and coastal erosion, and enhance the environment, recreational opportunities, and quality of life within communities throughout the county.
- California Coastal Conservancy. San Francisco Bay Trail Design Guidelines and Toolkit. June, 2016.
- San Francisco Bay Conservation and Development Commission. Shoreline Spaces Public Access Design Guidelines for the San Francisco Bay. April, 2005 and Shoreline Plants: A Landscape Guide for The San Francisco Bay. March 2007.

## Federal

- Federal Emergency Management Agency and San Francisco Bay Conservation and Development Commission. San Francisco Bay Tidal Datums and Extreme Tides Study. February, 2016.





existing conditions - at city limits

# CHAPTER TWO

## existing conditions







## Existing Conditions

This Feasibility Study focuses on Bayshore Highway, from the Millbrae City limits on the north and the new Broadway Avenue interchange to the south, including improving physical and aesthetic connectivity with Airport Boulevard. The existing roadway has two northbound lanes, two southbound lanes, and a center turn lane with several sections of raised medians. Additionally, the plan studies connectivity to the Bay Trail and gap closures.

Bayshore Highway is part of the San Mateo County Smart Corridors project which diverts freeway traffic to adjacent streets to provide relief in case of an accident. This does not preclude the City from reducing lanes within the corridor. The roadway is currently designated as a class three bike route and connects to class two bike lanes to the south and class three bike route to the north. Samtrans operates a regional bus route 292 with stops along Bayshore Highway along with [www.Commute.org](http://www.Commute.org) who provides shuttle service from the Burlingame Bayside

Area to the Millbrae BART station. The area is currently zoned with a mix of Shoreline District (SL) and Inner Bayshore (IB) designations. This translates to mostly hotels, industrial, restaurants, office uses in the area.

The Bay Trail provides continuous public access along the Bay, within the project limits, except for a gap just north of the former movie theater site to Airport Boulevard. This gap has proven a challenge to close due to multiple property owners, creek crossings, and limited available right-of-way. The existing trail consists of an 8 to 10 foot wide undulating asphalt pathway running on the backside of adjacent hotels, restaurants, and office buildings. The trail is currently not illuminated with the exception of lights from adjacent properties. There are several vertical connections to the trail from Bayshore Highway however, they are not well identified. This plan recognizes that the final trail design will be part of the OneShoreline efforts for a coordinated approach to sea level rise.



site photos - Bay Trail various location





site photo - Bay Trail at Shorebird Sanctuary



# Existing Conditions Plan



## LEGEND

	7'-10' SIDEWALK WIDTH		BUS STOP WITH SHELTER AND SEATING
	5'-6' SIDEWALK WIDTH		BUS STOP WITH BENCH
	4' SIDEWALK WIDTH		BUS STOP WITH SIGN
	CROSSWALK		BUS LOADING ZONE
	TRAFFIC LIGHT		CLASS II BIKE LANE
	DRIVEWAY/ CURB CUT		CLASS III BIKE SHARROWS
	BAY TRAIL DESIGNATED PARKING		
	EXISTING BAY TRAIL		
	MARKED PEDESTRIAN CONNECTION TO BAY TRAIL		
	VIEW TO THE BAY		
	TREE CANOPY		
	EXISTING FRONTAGE OR MEDIAN PLANTING		
	EXISTING MEDIAN (PAVED)		

## existing condition plan







# Existing Conditions Plan



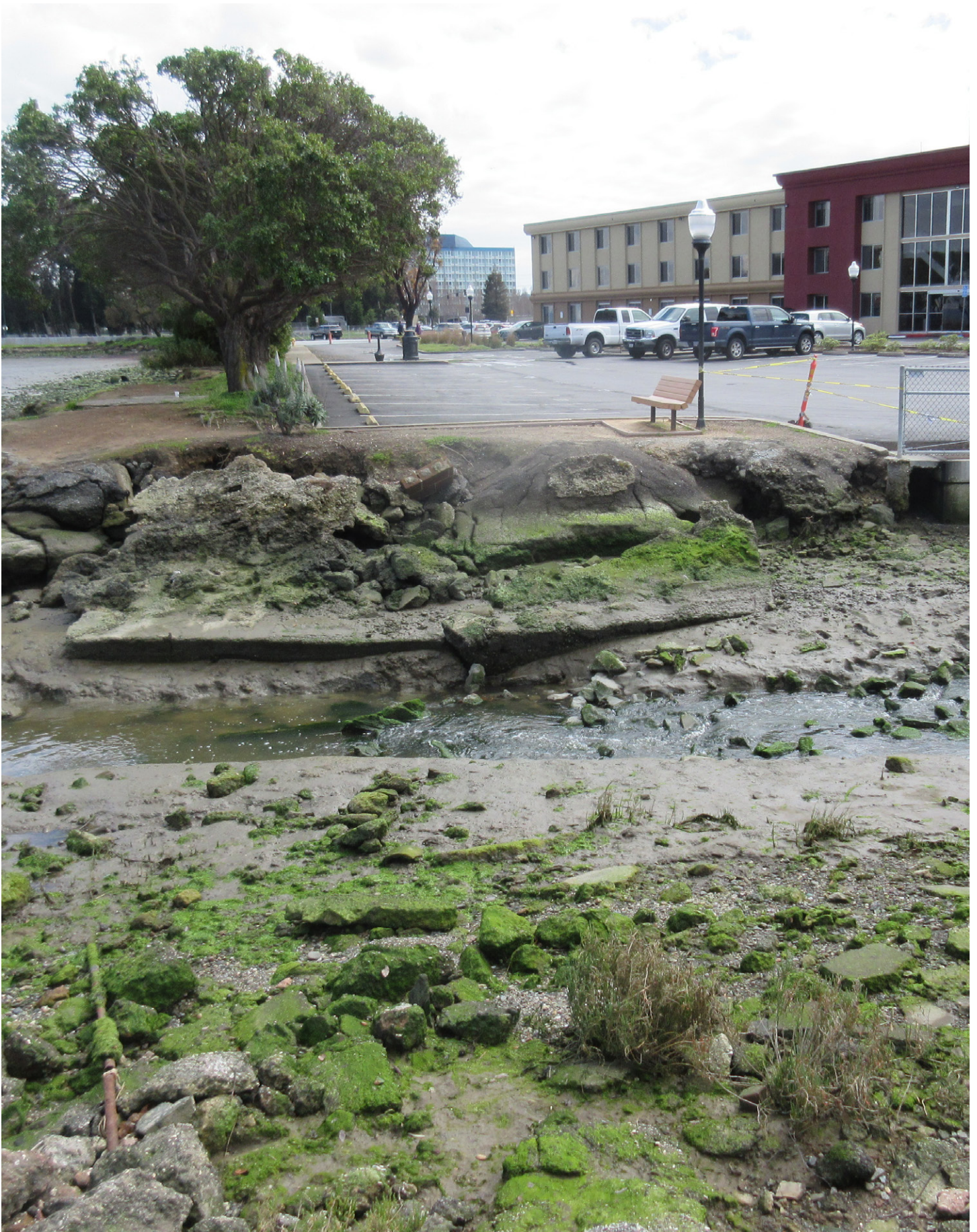
## LEGEND



	7'-10' SIDEWALK WIDTH		BUS STOP WITH SHELTER AND SEATING
	5'-6' SIDEWALK WIDTH		BUS STOP WITH BENCH
	4' SIDEWALK WIDTH		BUS STOP WITH SIGN
	CROSSWALK		BUS LOADING ZONE
	TRAFFIC LIGHT		CLASS II BIKE LANE
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	BAY TRAIL DESIGNATED PARKING		
	EXISTING BAY TRAIL		
	MARKED PEDESTRIAN CONNECTION TO BAY TRAIL		
	VIEW TO THE BAY		
	TREE CANOPY		
	EXISTING FRONTAGE OR MEDIAN PLANTING		
	EXISTING MEDIAN (PAVED)		

## plan view vignette - Bay Trail





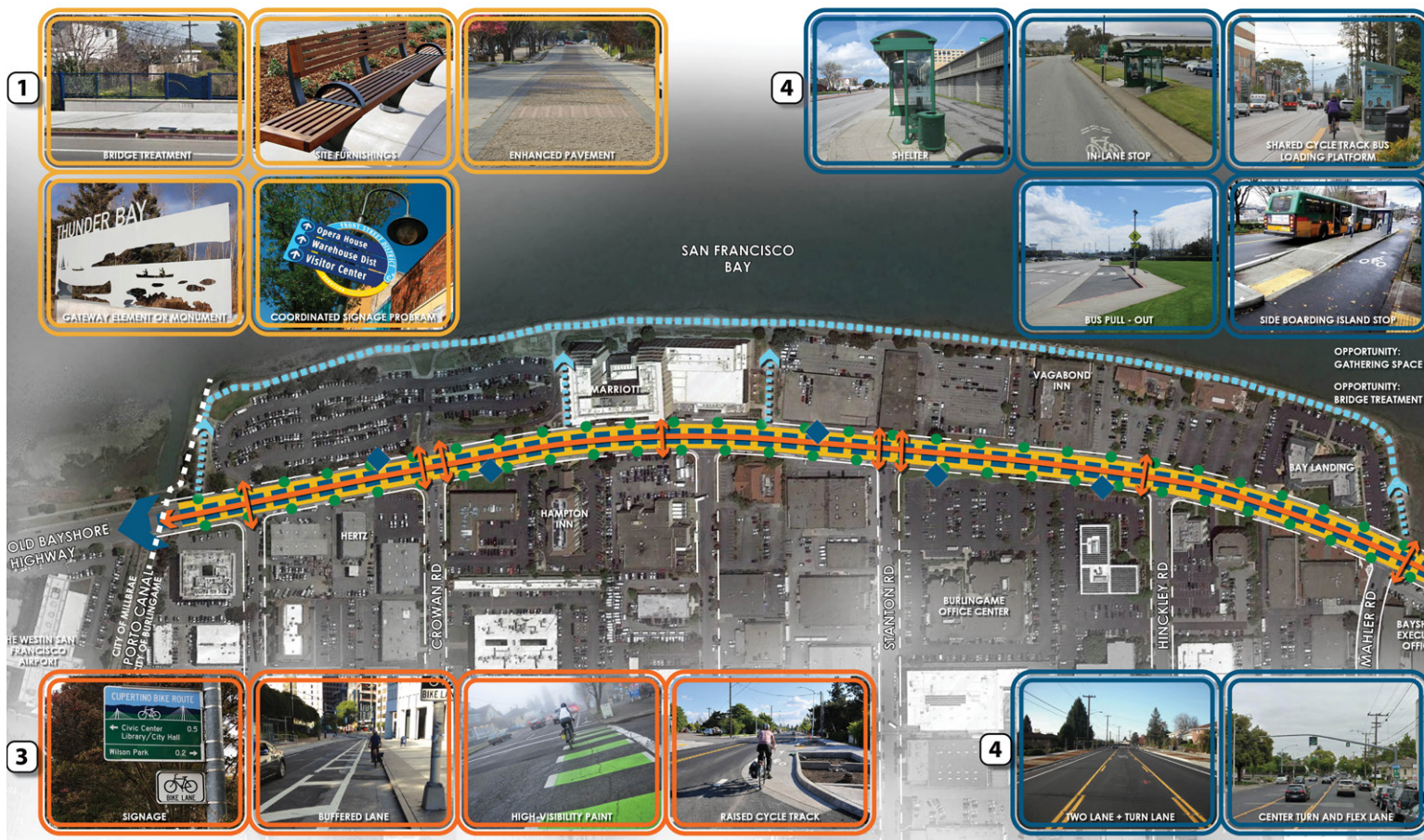
existing conditions - Easton Creek



# Opportunities and Constraints

Upon conclusion of the existing conditions analysis, and in preparation for stakeholder and community outreach, an opportunities and constraints plan was prepared. The plan highlighted improvement opportunities and goal statements in five categories including; Identity, Greening, Active Transportation, Vehicles and Transit, and Bayfront Connection. Within each of these

categories, images were utilized to illustrate specific improvements that could help achieve those defined goals. The intent was to provide the community and stakeholders with overall project goals and specific improvement images to review and provide input on.









# CHAPTER THREE

## process



## Process

From the onset, incorporating community and stakeholder input was a priority for the City. The challenge was obtaining input from a predominately industrial and office use community. Furthermore, Covid related meeting restrictions forced the team to look at more non-traditional methods. These methods included website updates, community and stakeholder on-line surveys, along with public Commission and Council

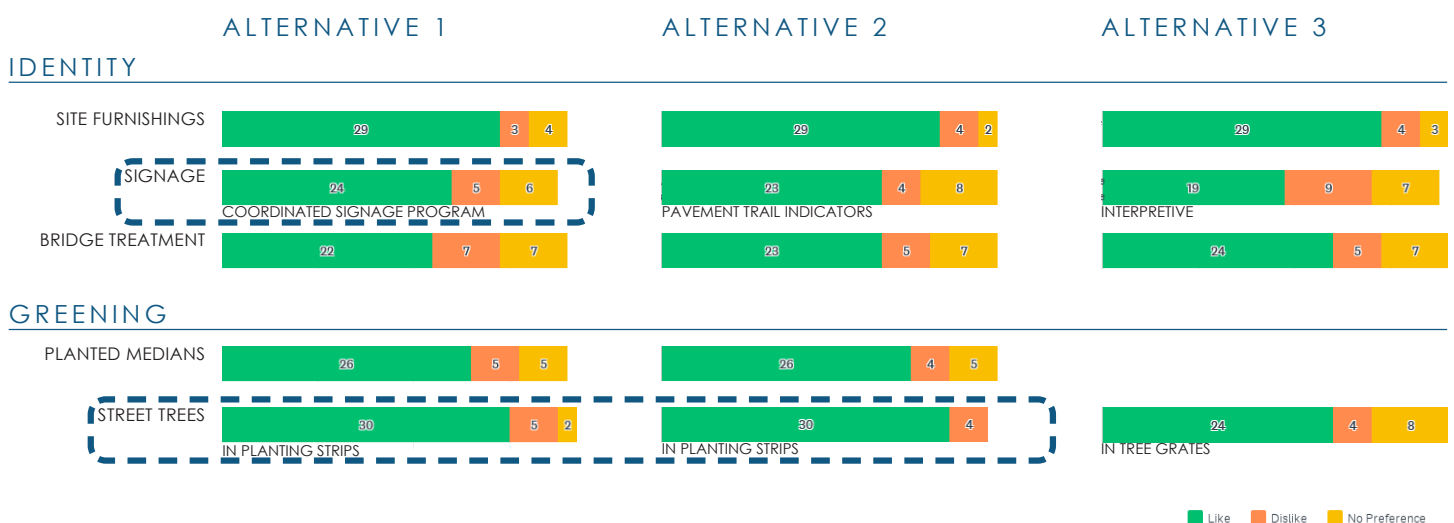
meetings. Input obtained was incorporated into the developing plans at each level. Summaries for each of the surveys are provided on the following pages.



## Stakeholder Survey

From March 3rd through March 15, 2021, the general managers of hotels along Bayshore Highway in Burlingame were invited to participate in an online survey for the Bayshore Highway feasibility study. The survey was distributed via email to twelve general managers. Eleven managers responded to the survey in which only five completed in its entirety. The priorities identified by those respondents tend to include enhancements to aesthetics and to the pedestrian experience along the corridor. For example, when asked to identify appropriate ways to enhance the area's sense of identity, opinions of the value of a gateway element were split, whereas there was nearly unanimous support for site furnishings and for enhanced pavement. Specifically, one respondent requested a greater number of trash receptacles. Green infrastructure improvements were generally weighted equally, with a slight preference for planted medians over stormwater planters or trees in tree grates.

Support for active transportation was again weighted toward the pedestrian experience, with bike lane enhancements tending to score lower on the scale, whereas pedestrian safety elements such as flashing beacons, lighting and crosswalk improvements were more consistently seen as "very appropriate" improvements. For improvements related to vehicles and transit, opinions were likewise split regarding the value of various bus improvements. There were similar levels of support for either traffic lane option: one lane each direction with a center turn lane, or center turn lane and flex lane. Lastly, for bayfront connections, respondents were very supportive of a multi-modal trail, and expressed interest in seeing a completed connection at Easton Creek.





Community Survey #1

From March 25th through April 19, 2021, the community of Burlingame was invited to participate in an online survey for the Bayshore Highway feasibility study. The survey was distributed to the community via email and social media, and seventy-three people responded to the survey.

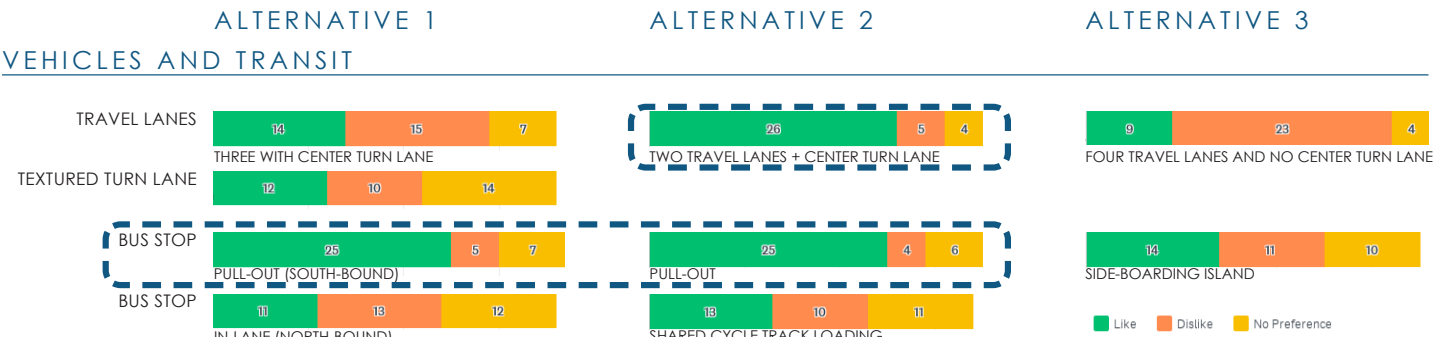
Write-in responses for existing conditions consistently cited a lack of bicycle and pedestrian connectivity and wayfinding signage as primary concerns that need to be addressed. Sea level rise was also frequently mentioned as something to be considered when designing improvements in this area.

When asked for their preferences of identity options, half of the respondents selected the option of “enhanced pavement” as very appropriate. “Bridge treatment,” “Site Furnishings” and “Coordinated Signage Program” were also highly rated, with more than half of respondents saying these improvements would be appropriate or very appropriate.

Green infrastructure improvements were generally weighted equally, with about 63% or more saying that all three options are appropriate and very appropriate.

There is broad support for active transportation improvements, with only “Raised Cycletrack” ranking poorly (43% said a cycletrack is not appropriate or not at all appropriate). “Pedestrian Refuge Islands” and “Flashing Beacons” were the next lowest rated, but each of these still received support from at least 60% of respondents. All other categories of improvements received at least 70% support.






Support is less definitive for improvements related to vehicles and transit. The options for “One Lane Each Direction with a Center Turn Lane” and “Bus Pull-Outs” were the highest ranking, with more than 65% support. “In-Lane Bus Stops” and “Shared Cycletrack-Bus Loading Platforms” received less than 30% support, and other options were almost evenly split.



## Design Alternatives

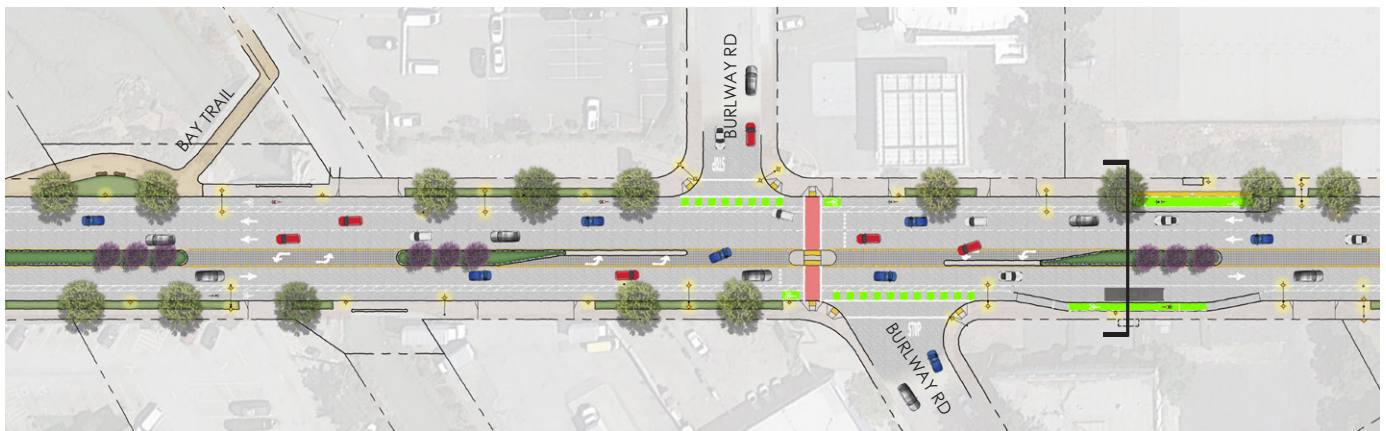
The input generated from the stakeholder and community surveys was utilized in the development of design alternatives for evaluation. Each of the three design alternatives for Bayshore Highway illustrated a different configuration of the right-of-way as summarized in the table below.

Graphics along with concepts for the Bay Trail (shown over the next few pages) were developed to illustrate these alternatives. They were presented to the Public during a second round of surveys as well as during the Traffic Safety & Parking Commission meeting on August 12, 2021.

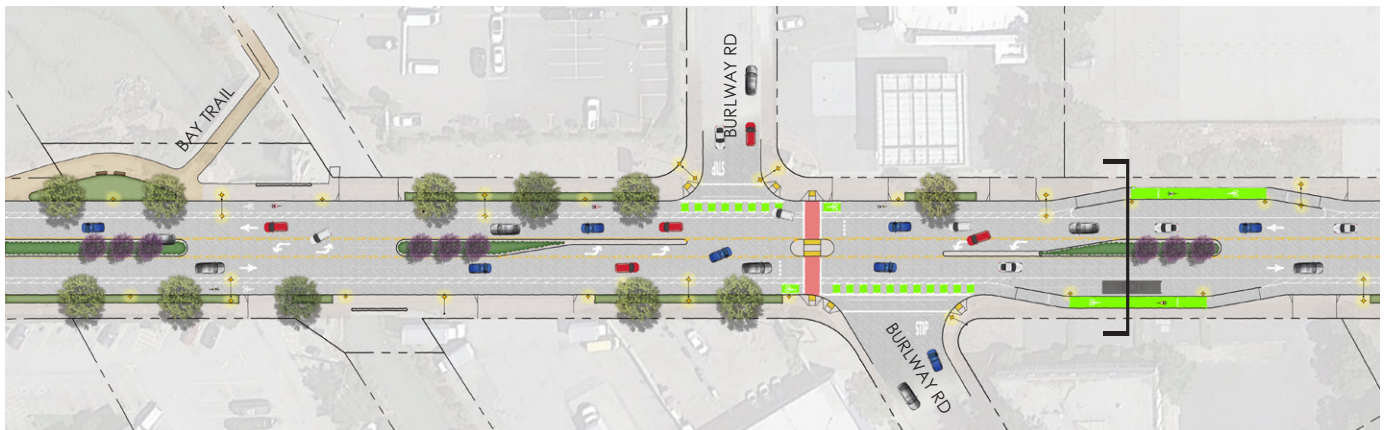
		ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
	Travel Lanes	3	2	4
	Turn Lane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Typical Sidewalk Width, Inclusive of Planting Strips and Tree Wells	11 Feet	14 Feet	10 Feet
	Class 2 Buffered Bike Lane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bus Pull-Outs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	In-Lane Bus Stops	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Sidewalk Planting Strips	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Trees In Tree Grates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Planted Medians	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



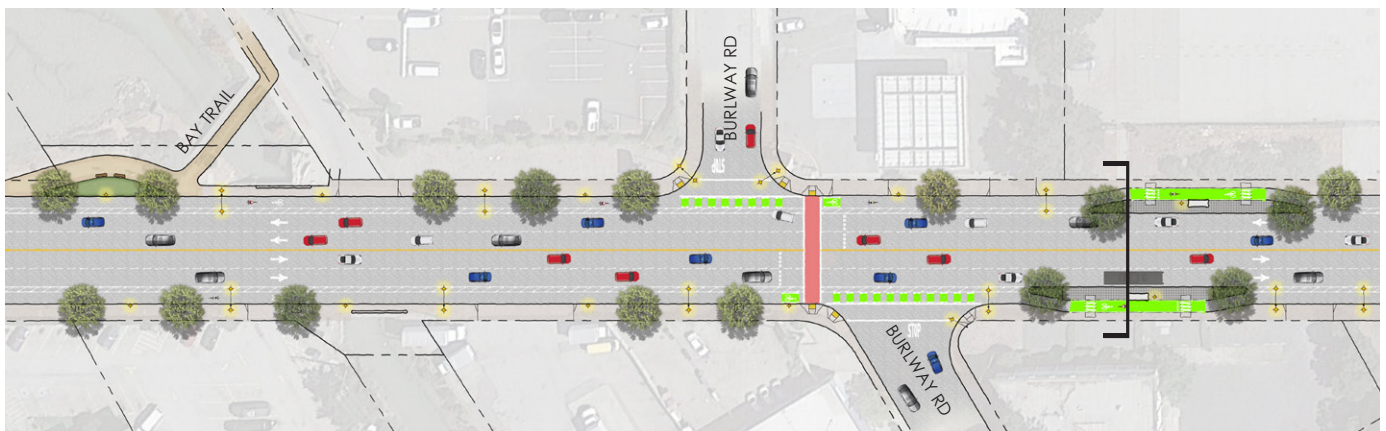
# Design Alternatives



## Alternative One

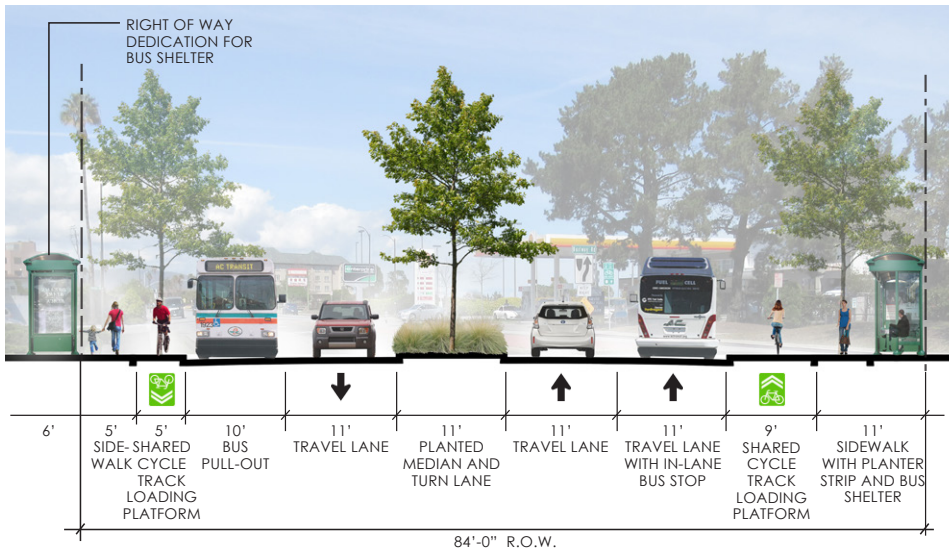


## Alternative Two

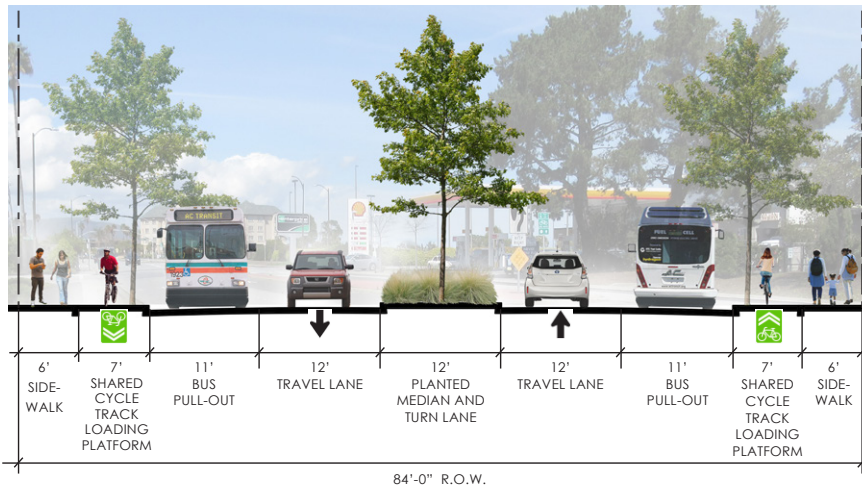


## Alternative Three

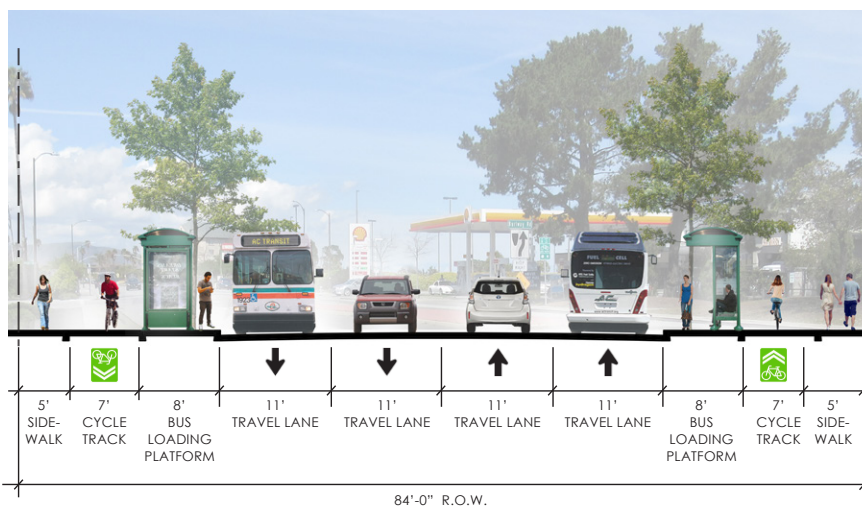
plan view vignettes



	Travel Lanes	3
	Turn Lane	<input checked="" type="checkbox"/>
	Typical Sidewalk Width, Inclusive of Planting Strips and Tree Wells	11 Feet
	Class 2 Buffered Bike Lane	<input checked="" type="checkbox"/>
	Bus Pull-Outs	<input checked="" type="checkbox"/>
	In-Lane Bus Stops	<input checked="" type="checkbox"/>
	Sidewalk Planting Strips	<input checked="" type="checkbox"/>
	Trees In Tree Grates	<input checked="" type="checkbox"/>
	Planted Medians	<input checked="" type="checkbox"/>



	Travel Lanes	2
	Turn Lane	<input checked="" type="checkbox"/>
	Typical Sidewalk Width, Inclusive of Planting Strips and Tree Wells	14 Feet
	Class 2 Buffered Bike Lane	<input checked="" type="checkbox"/>
	Bus Pull-Outs	<input checked="" type="checkbox"/>
	In-Lane Bus Stops	<input checked="" type="checkbox"/>
	Sidewalk Planting Strips	<input checked="" type="checkbox"/>
	Trees In Tree Grates	<input checked="" type="checkbox"/>
	Planted Medians	<input checked="" type="checkbox"/>



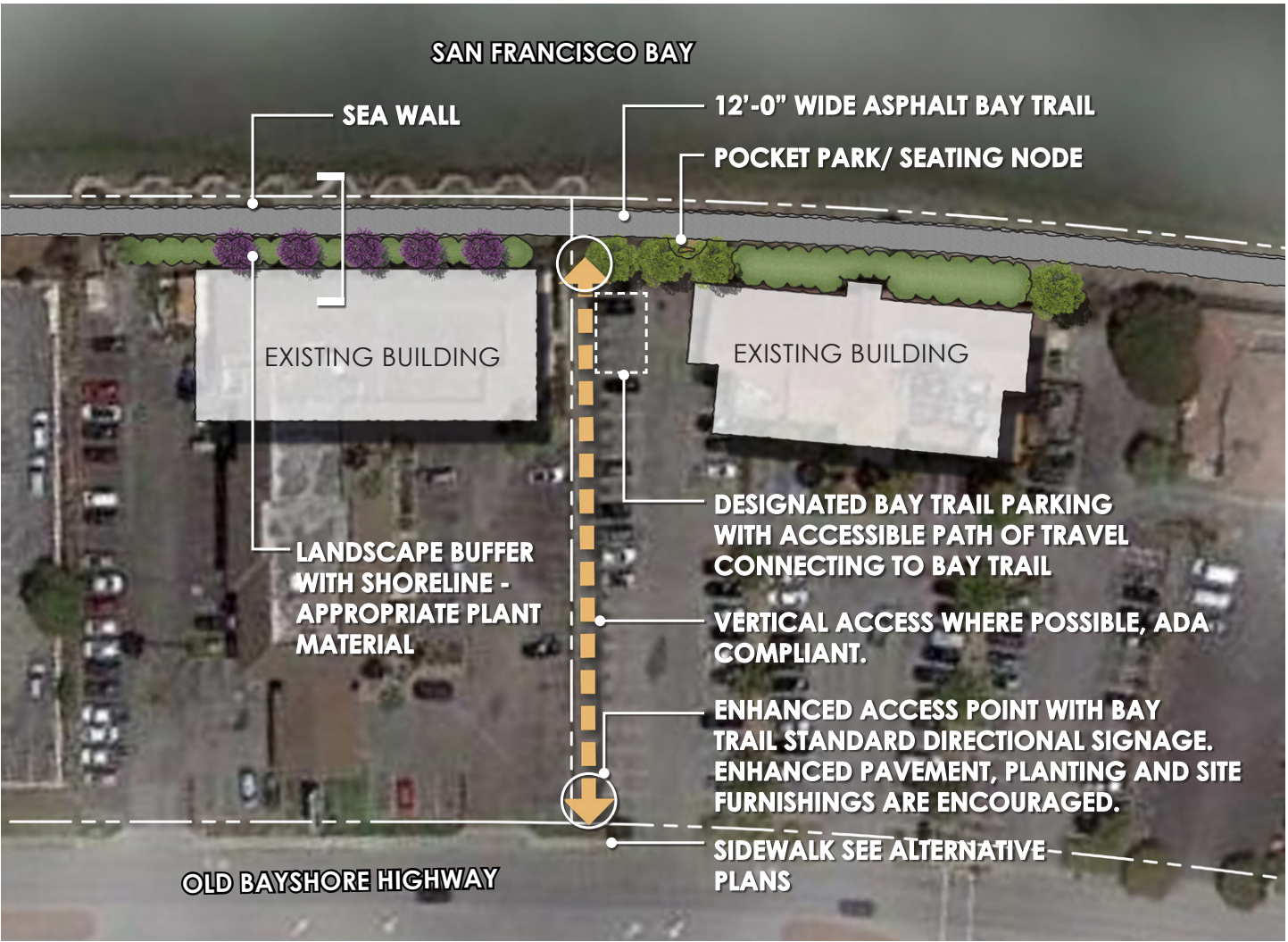
	Travel Lanes	4
	Turn Lane	<input checked="" type="checkbox"/>
	Typical Sidewalk Width, Inclusive of Planting Strips and Tree Wells	10 Feet
	Class 2 Buffered Bike Lane	<input checked="" type="checkbox"/>
	Bus Pull-Outs	<input checked="" type="checkbox"/>
	In-Lane Bus Stops	<input checked="" type="checkbox"/>
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	Trees In Tree Grates	<input checked="" type="checkbox"/>
	Planted Medians	<input checked="" type="checkbox"/>

## elevation views

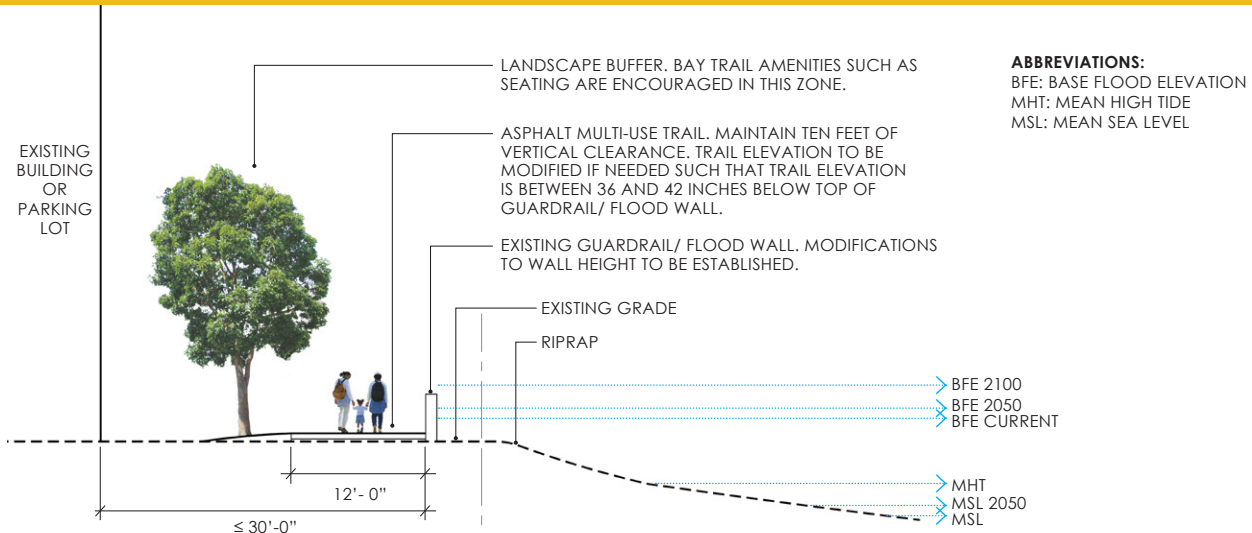
## statistics



# Design Alternatives



plan view vignettes - Bay Trail access at existing development

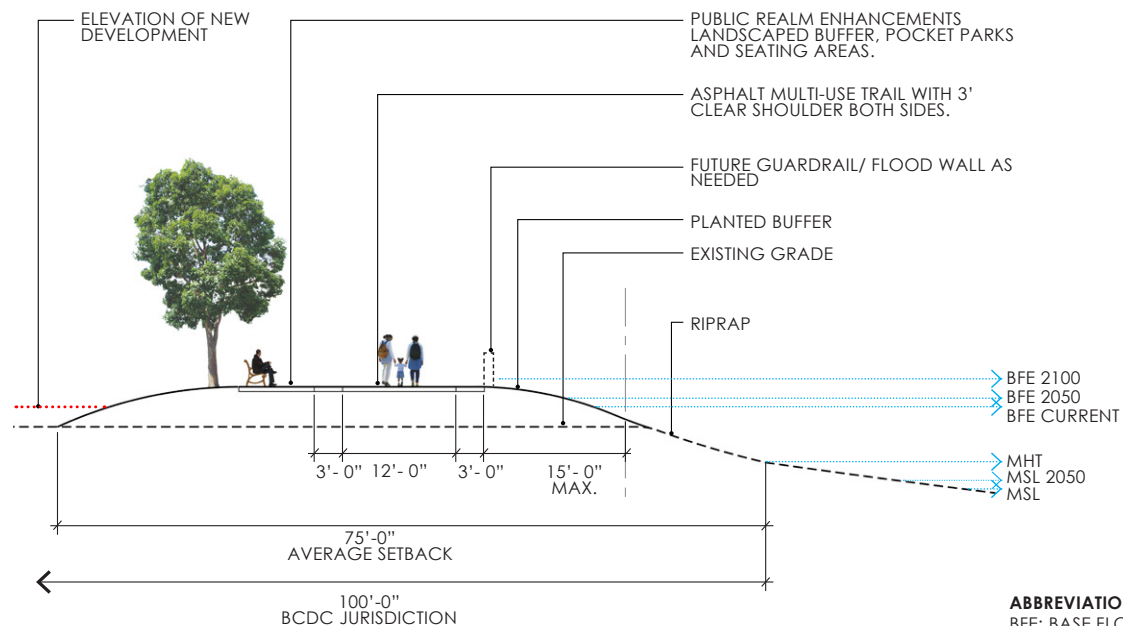


elevation view - Bay Trail access at existing development





plan view vignettes - Bay Trail access at new development



**ABBREVIATIONS:**  
 BFE: BASE FLOOD ELEVATION  
 MHT: MEAN HIGH TIDE  
 MSL: MEAN SEA LEVEL

cross section - Bay Trail access at new development

## Community Survey #2

From June 21st through July 18, 2021, the community of Burlingame was invited to participate in a second online survey for the Bayshore Highway feasibility study. The survey was distributed to the community via email and social media, and thirty-eight people responded to the survey. Write-in responses for roadway improvements focused on preferences regarding different lane configurations, bus pull-outs, lighting, and greening, including:

- Two respondents were concerned that lane reductions will cause traffic congestion.
- Three respondents felt that it's important to preserve turn pockets and/or disliked the four-lane option.
- Two respondents expressed a preference for bus pull-outs to prevent traffic delays.

- One respondent felt that bicycle infrastructure should be restricted to the bay trail, with priority on Bayshore Highway given to vehicular traffic.
- Three respondents preferred the options that show more opportunities for greenery.
- Two respondents were concerned that planting will be a problem due to maintenance and water needs.
- Two respondents supported the addition of pedestrian lighting, with one request for full cut-off luminaires.

These responses are consistent with the data from questions 1 through 3, which asked respondents to indicate which elements they like or dislike for each alternative. These responses are summarized below:

Least Popular		Most Popular
50% or less support	At least 60% support	At least 75% support
Interpretive Signage	Coordinated signage program	Site furnishings
Raised Cycle Tracks at bus loading platforms	Pavement Trail indicators	Street trees
Three travel lanes with a center turn lane	Bridge treatments	Pedestrian lighting
Four travel lanes and no center turn lane	Planted medians	
Textured turn lane	Trees in tree grates	
Side-boarding Island stops	High visibility bike lane paint	
In-lane bus stops	Buffered bike lanes	
Shared cycle track bus loading platforms	Pedestrian refuge islands	
	High visibility crosswalks	
	Two travel lanes and a center turn lane	
	Bus pull-outs	

Lastly, respondents were given the opportunity to comment on proposed Bay Trail improvements. Only eight participants provided comments. These comments generally discussed items that are beyond the scope of this study for the trail, including: the extent of BCDC jurisdiction, coordination of similar improvements with adjacent jurisdictions, the need to plan for water conservation, and requests for specific furnishings such as bike repair stations and benches. There was one request for a centerline on the trail, which is consistent with current Bay Trail design standards, and one request to require trail lighting—an element for which there is some precedent at urban segments of the bay trail, and might be considered away from sensitive habitat areas.



# **CHAPTER FOUR**

## preferred design plan







# Introduction and Framework

The final plan works to incorporate the feedback from the community, stakeholders, and decision makers and crystallize a vision for a new Bayshore Highway. This vision is intended to have a more equitable distribution of the right-of-way between vehicles, mass transit, bicycles, and pedestrians, and create a more inviting and walkable district. Being a feasibility study there is much work still left to do and more design decisions to be made, before the vision becomes a reality. The following pages shall provide a basis for that effort.

Beginning with the opportunities and constraints plan, a list of five categories has been utilized as a framework for the developing designs. At first five categories were created as a means to organize design inspiration, but throughout the process evolved into a series of goals and objectives based on input.

## Identity

Support a sense of identity through the use of features such as gateways, street furnishings, focal points, and cohesive wayfinding signage.

## Greening

Provide landscaping and green infrastructure where feasible, in the form of street trees, planted medians, and landscaped buffer strips.

## Active Transportation

Install bikeway improvements appropriate to a key north-south commuter section of the county-wide bikeway network.

Enhance the pedestrian environment with uniform, accessible sidewalks, and by enhancing pedestrian crossings at east-west intersections and mid-block crossings with high-visibility markings and signage.

## Vehicles and Transit

Maintain adequate capacity for vehicular traffic.

Encourage public transit by enhancing the visibility and convenience of transit stops.

## Bayfront Connection

Improve access to the bayfront by preserving and enhancing views to the bay, providing clearly marked connections and access points, and by closing gaps in the existing Bay Trail. The regional OneShoreline effort will address sea level rise and will include impacts to the Bay Trail. Final design of the trail shall be part of that effort however, this document indicates some basic general design goals which can be used to help inform that effort.

## Corridor Connectivity

The City understands that although Bayshore Highway and Airport Boulevard are two independent roadways they should be viewed as one consistent corridor. Although this plan does not provide a complete analysis of Airport Boulevard, it does suggest improvements to better connect the two roadways both physically and aesthetically.



existing conditions - Old Bayshore Highway



# Preferred Design Plan

The following pages will cover the proposed plan and supporting details. The below is a summary of how the plan will address the project goals.

## Identity

- Through a combination of signage and enhanced landscaping, provide an identifiable gateway to the City and the corridor at the boarder of Millbrae and Burlingame.
- Utilize consistent materiality, a coordinated site furnishing palette, and consistent street trees to identify this as a unique corridor.
- Additionally, a consistent wayfinding signage program should be incorporated to identify key destinations on and outside the corridor to aid visitors. Since this is a primary corridor for area hotels the signage should also identify help visitors locate their hotel destinations.



### LEGEND

- SIDEWALK
- NEW ASPHALT
- NEW FEATURE TREE
- NEW STREET TREE
- NEW TRAIL TREE
- CROSSWALK
- PLANTING STRIP
- MEDIAN PLANTING

- DRIVEWAY/ CURB CUT
- BUS PULL-OUT WITH SHARED CYCLE TRACK LOADING PLATFORM
- BIKE LANE WITH HIGH VISIBILITY PAINT
- BUS STOP WITH SHELTER AND SEATING
- BUS LOADING ZONE
- H/L LOW LIGHT
- PEDESTRIAN LIGHT

- BAY TRAIL DESIGNATED PARKING
- 12' WIDE ASPHALT BAYTRAIL AT EXISTING DEVELOPMENT
- 12' BAYTRAIL WITH 3' SHOULDERS AT NEW DEVELOPMENT
- VERTICAL ACCESS TO BAY TRAIL
- EXISTING PEDESTRIAN BRIDGE
- NEW PEDESTRIAN BRIDGE

- POCKET PARK/ SEATING NODE ALONG BAY TRAIL
- ENHANCED ACCESS POINT WITH BAY TRAIL STANDARD DIRECTIONAL SIGNAGE, ENHANCED PAVEMENT, PLANTING AND SITE FURNISHINGS ARE ENCOURAGED
- EXISTING TREE CANOPY



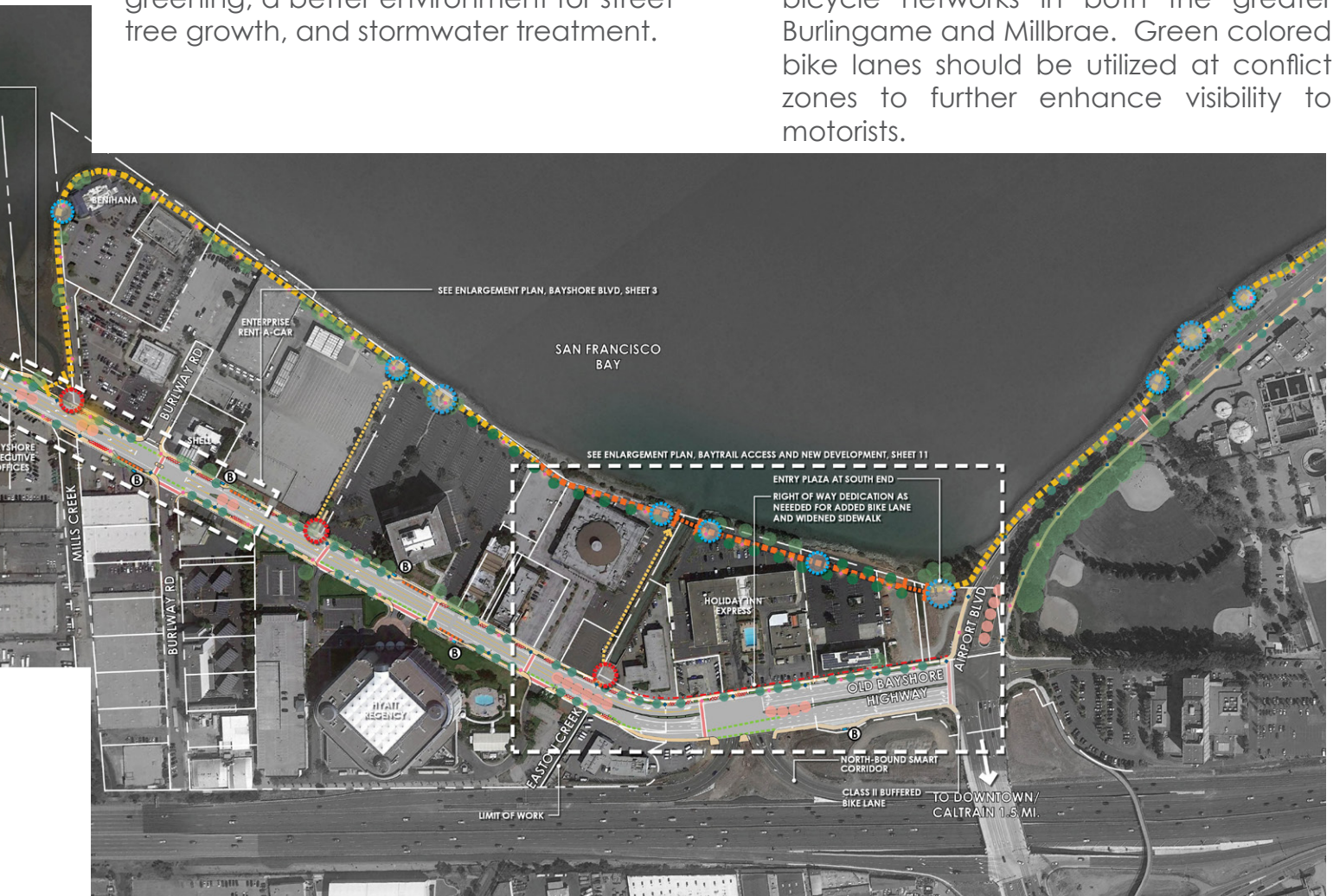
## plan view vignettes - overall

## Greening

- Planted medians are incorporated where they will not interfere with turning movements in and out of driveways and intersections.
- Consistent street tree plantings will provide canopies for the roadway, help to calm traffic, and improve the aesthetics of the corridor.
- Where possible incorporate planting strips at the back of curb to provide additional greening, a better environment for street tree growth, and stormwater treatment.

## Active Transportation

- The plan works to reduce the number of travel lanes and redistribute the right of way more equitably to encourage alternate mode of transportation.
- Sidewalks will be widened and the added planting strips and street trees would make walking more comfortable along the corridor.
- Class Two bike lanes have been incorporated and will connect to existing bicycle networks in both the greater Burlingame and Millbrae. Green colored bike lanes should be utilized at conflict zones to further enhance visibility to motorists.





## Vehicles and Transit

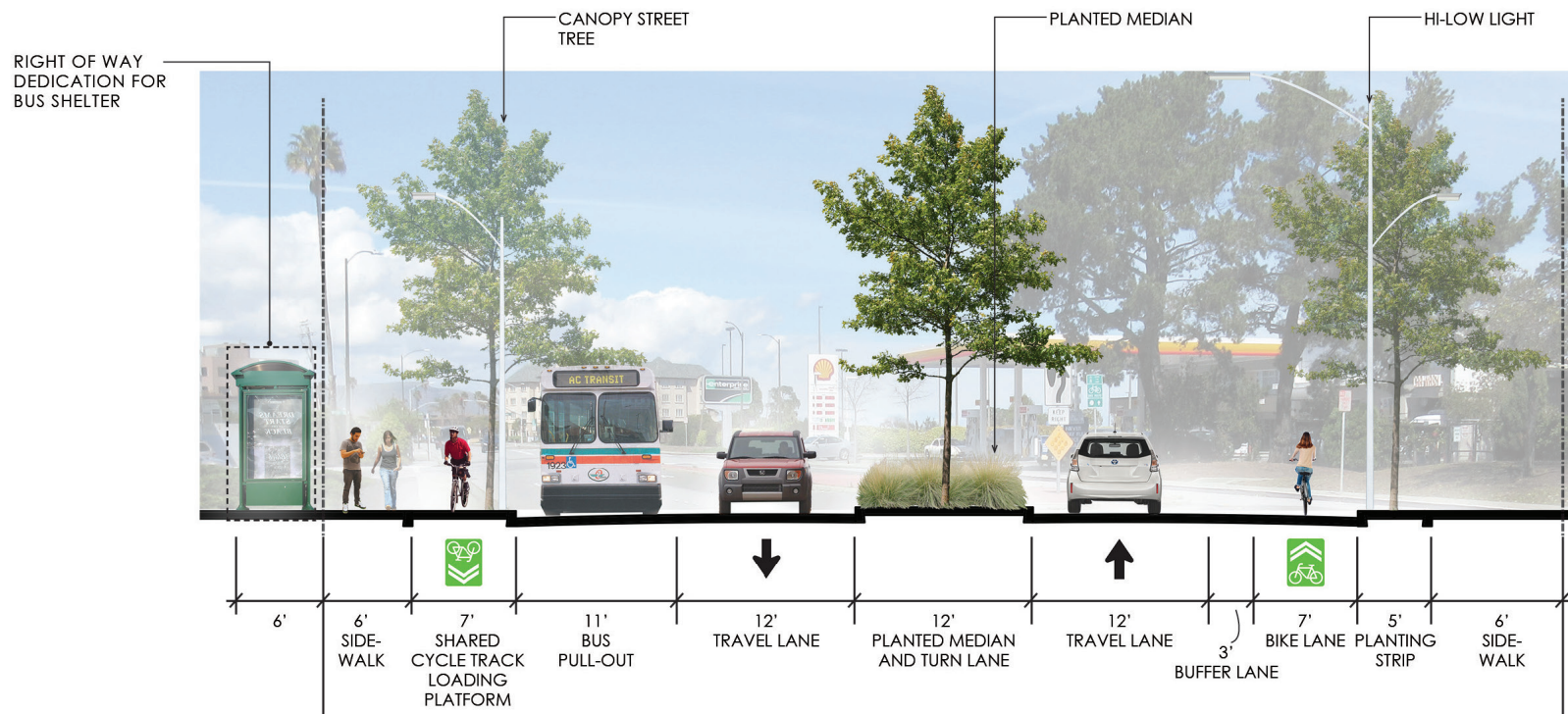
- Implementation of the project will require an environmental document and undoubtedly a traffic report. It is obvious that there is extra capacity currently and that existing volumes and growth could be accommodated through a single lane in both directions. Retention of the center turn lane will help to facilitate turning movements that currently exist even with the addition of medians mentioned above.
- Regional bus and local shuttle service will be enhanced with new transit stops which would include turn outs and new shelters. This approach will improve visibly of these services and provide riders with a more comfortable waiting area. Exact location and layout of transit stops shall be coordinated with the appropriate transit agencies.

## Bayfront Connection

- The plan works to improve access to the Bay Trail by enhancing the existing vertical access connections from Bayshore Highway to the Bay Trail.
- Additionally, new trail cross sections are proposed to illustrate general design intent to help inform regional sea level rise planning efforts. The intent is to have a continuous trail of consistent width and amenities, and maximizes usability by eliminating unnecessary curves and undulations.

## Corridor Connectivity

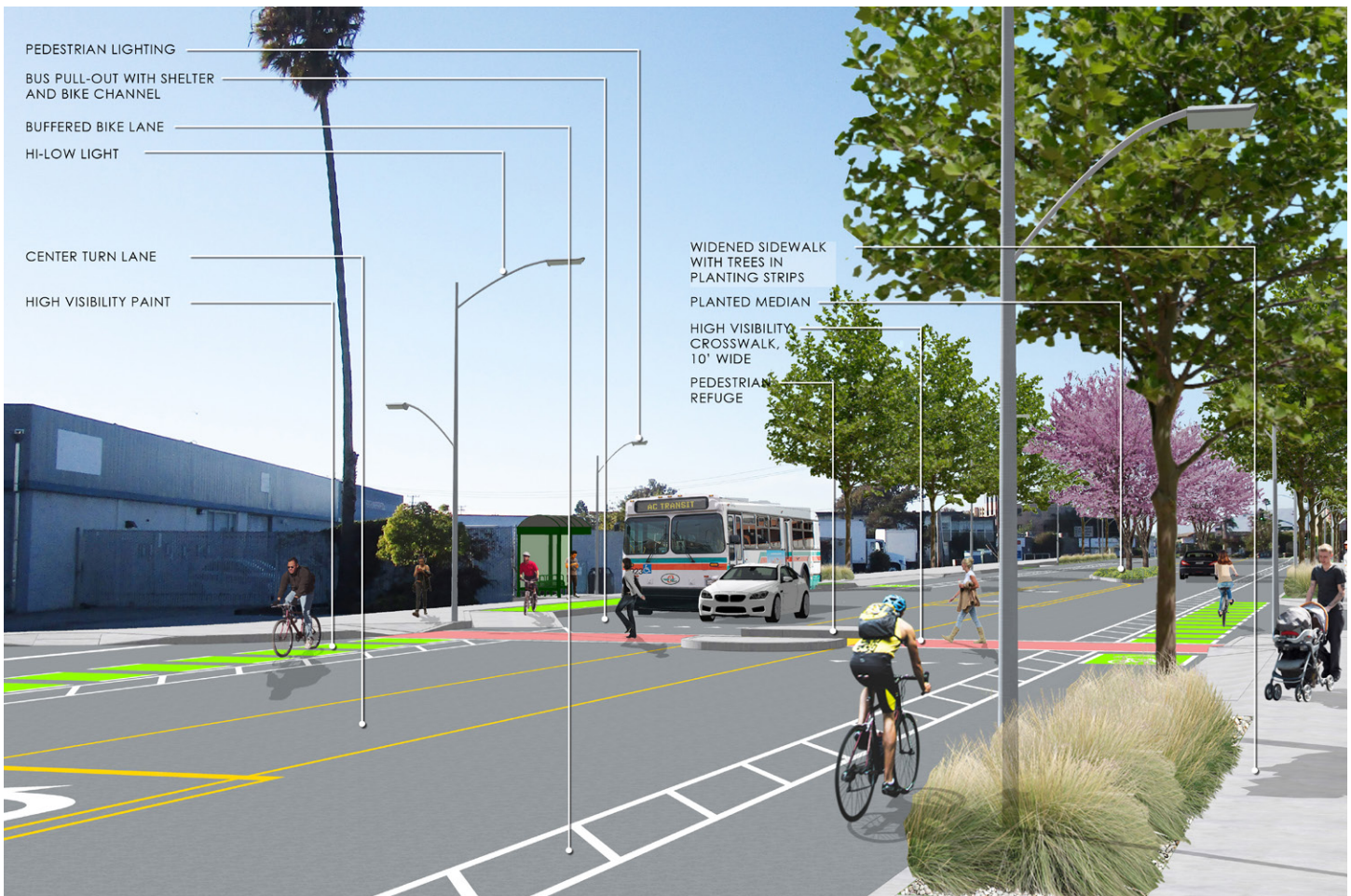
- To improve physical connectivity with Airport Boulevard the plan details improved pedestrian access and improved visibility of bike facilities at the Broadway Interchange along with new sidewalks along the inland side of Airport Boulevard.



elevation view - Old Bayshore Highway

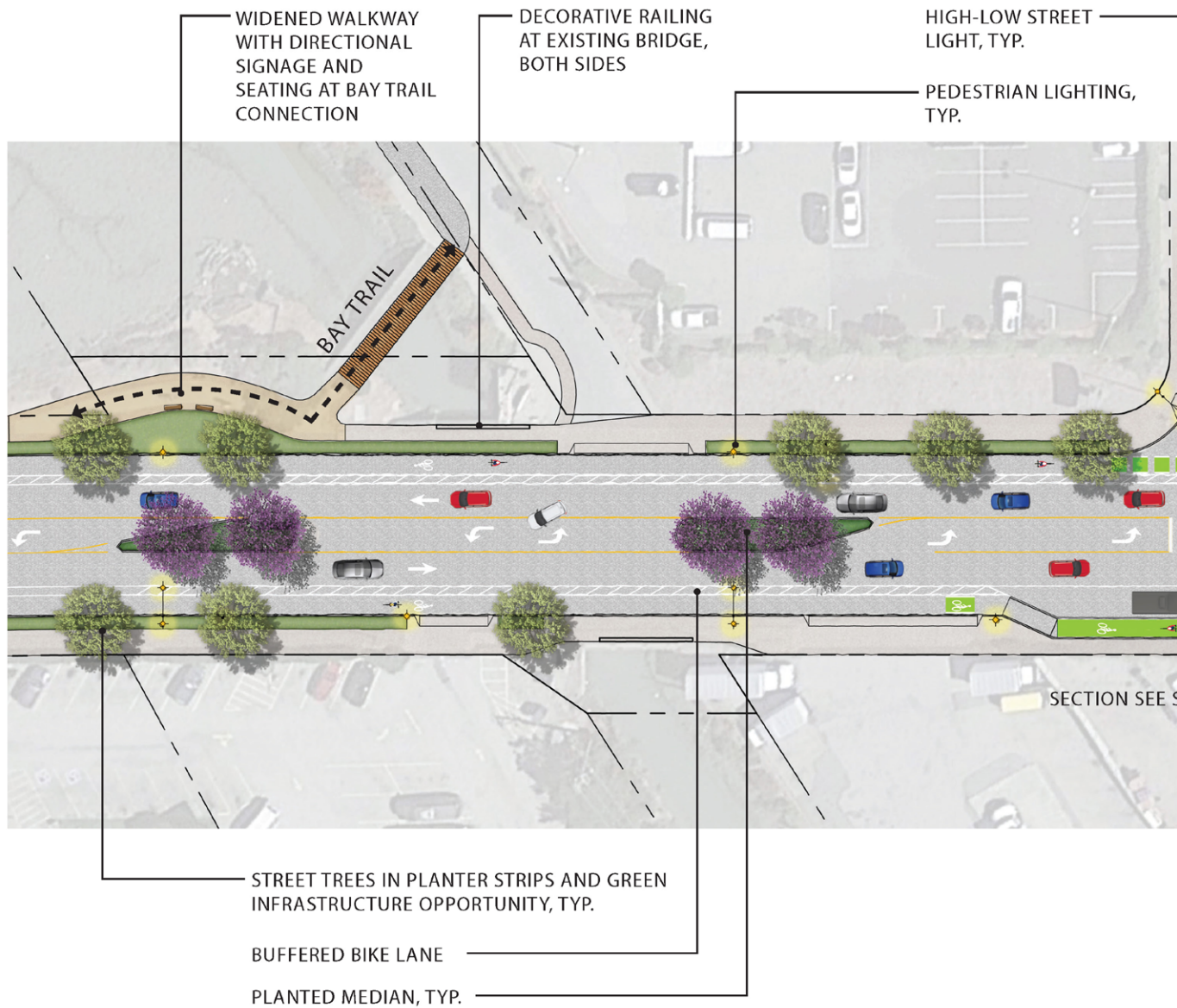


existing conditions - Old Bayshore Highway



visual simulation - Old Bayshore Highway





WIDENED SIDEWALK WITH TREES IN PLANTING STRIPS AND GREEN INFRASTRUCTURE

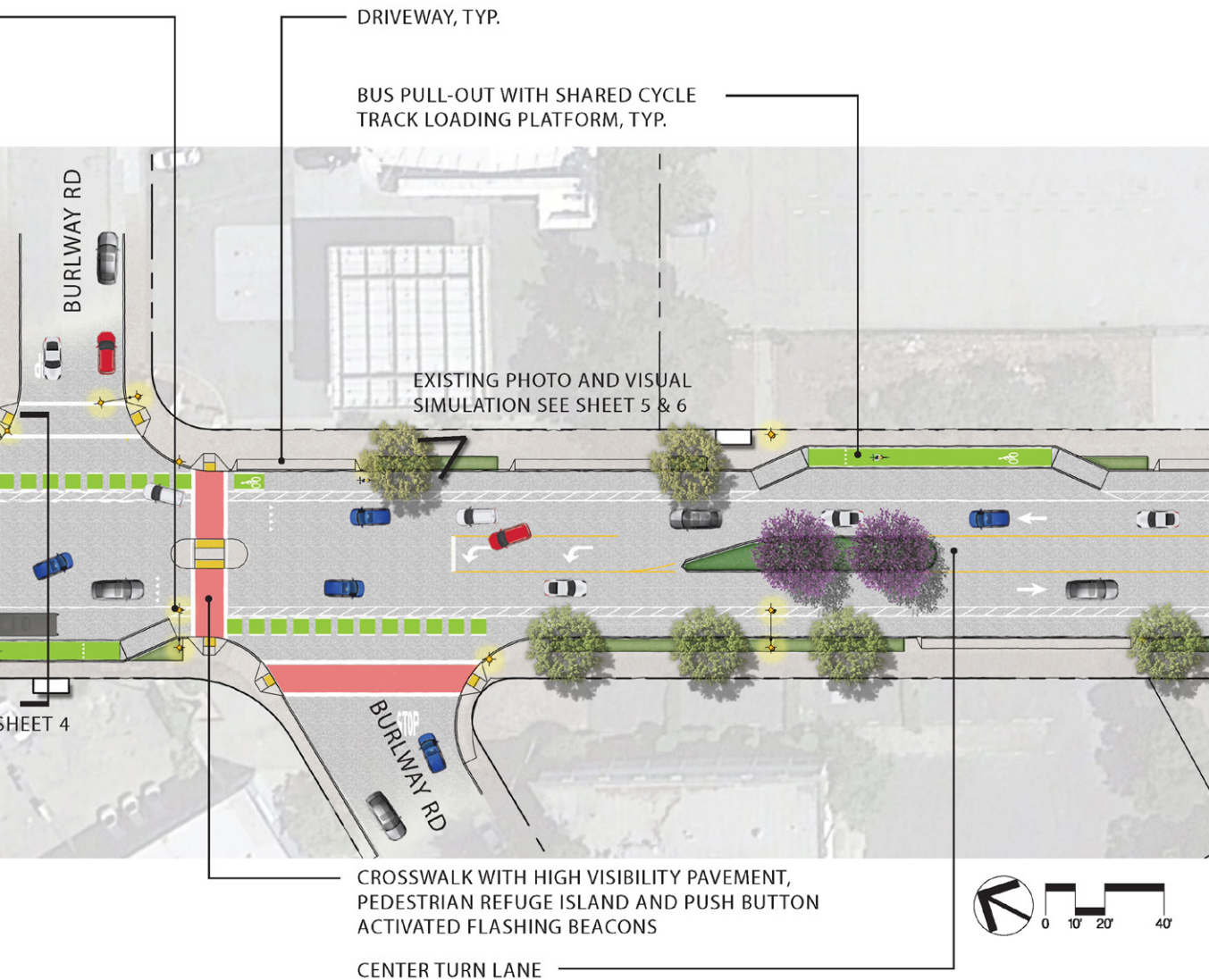


CROSSWALK WITH REFUGE ISLAND

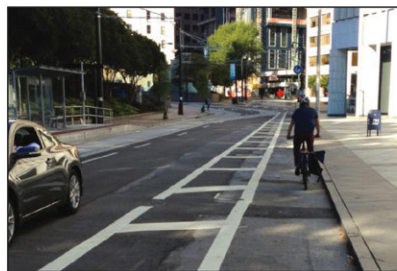


CENTER TURN LANE

## plan view vignettes - Old Bayshore Highway



SHARED CYCLE TRACK BUS LOADING PLATFORM



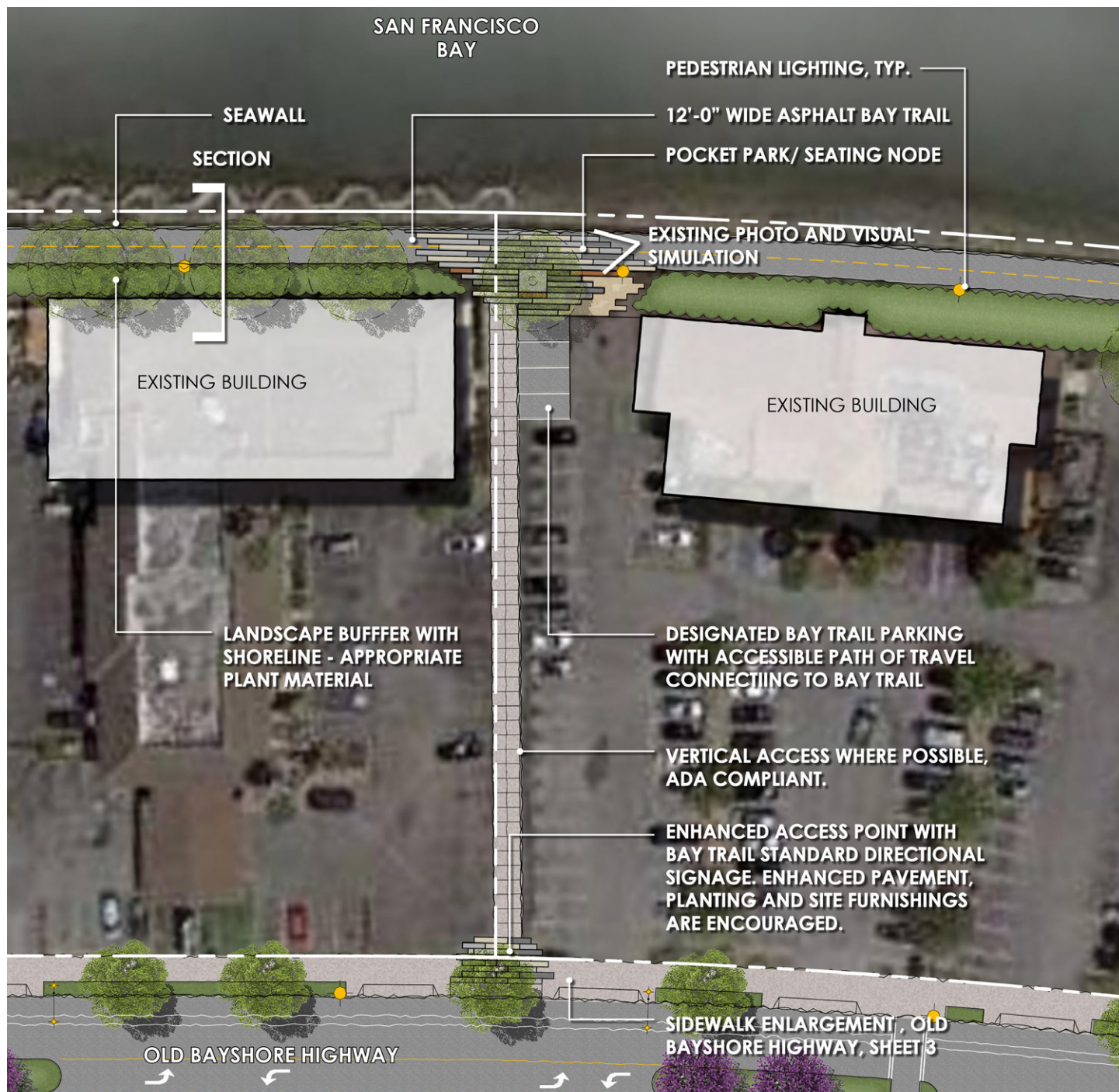
BUFFERED BIKE LANE



## Bay Trail

The Bay Trail runs roughly parallel to Bayshore Highway and along the San Francisco Bay edge and largely behind existing restaurants, hotels, and office buildings. It is critical to maximize visibility and access to the trail.

Vertical connection points provide important pedestrian links from Bayshore Highway and the trail and should have highly visible enhanced access points along Bayshore Highway. A number of vertical access connections already exist but are underutilized and not highlighted for public use.



plan view vignettes - Bay Trail access at existing development



## Trail Nodes

Where possible introduce trail nodes/seating areas/rest stops along the trail, at entry points, and at intersections with connecting trails. Nodes provide opportunities for seating, enhanced landscape and urban design features, as well as environmental art.

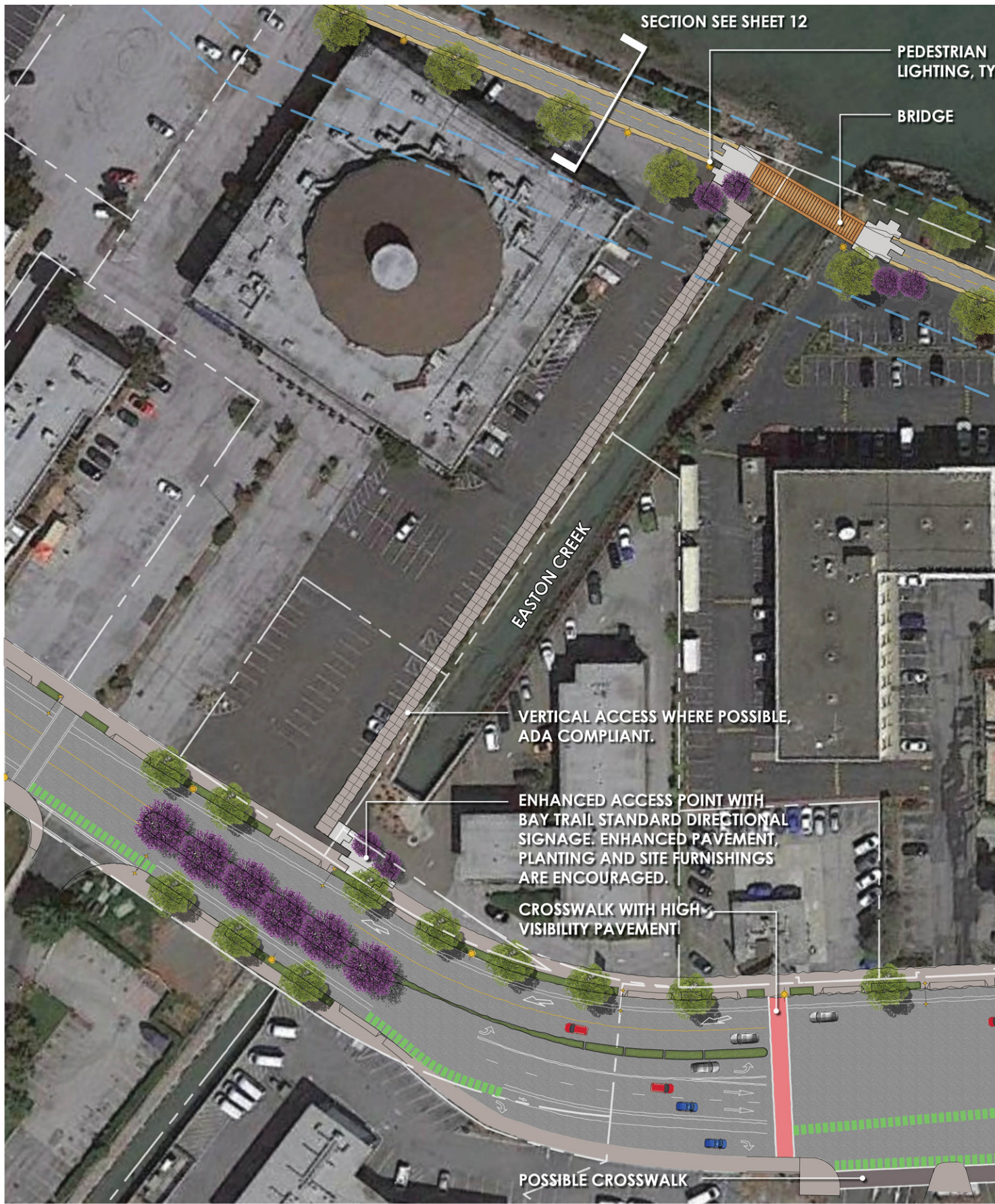


existing conditions - Bay Trail access at existing development



visual simulation - Bay Trail access at existing development





plan view vignettes - Bay Trail access at new development



P.





## Bay Trail

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Since a 1987 State Senate bill was passed, the Association of Bay Area Governments (ABAG) has been developing plans and working to help communities implement a 500 mile multi-use path encircling the entire San Francisco Bay. The trail provides communities access to the shoreline, recreational amenities, and connections to parks, open spaces, schools, transit and to each other, and also provides a great alternative commute corridor.

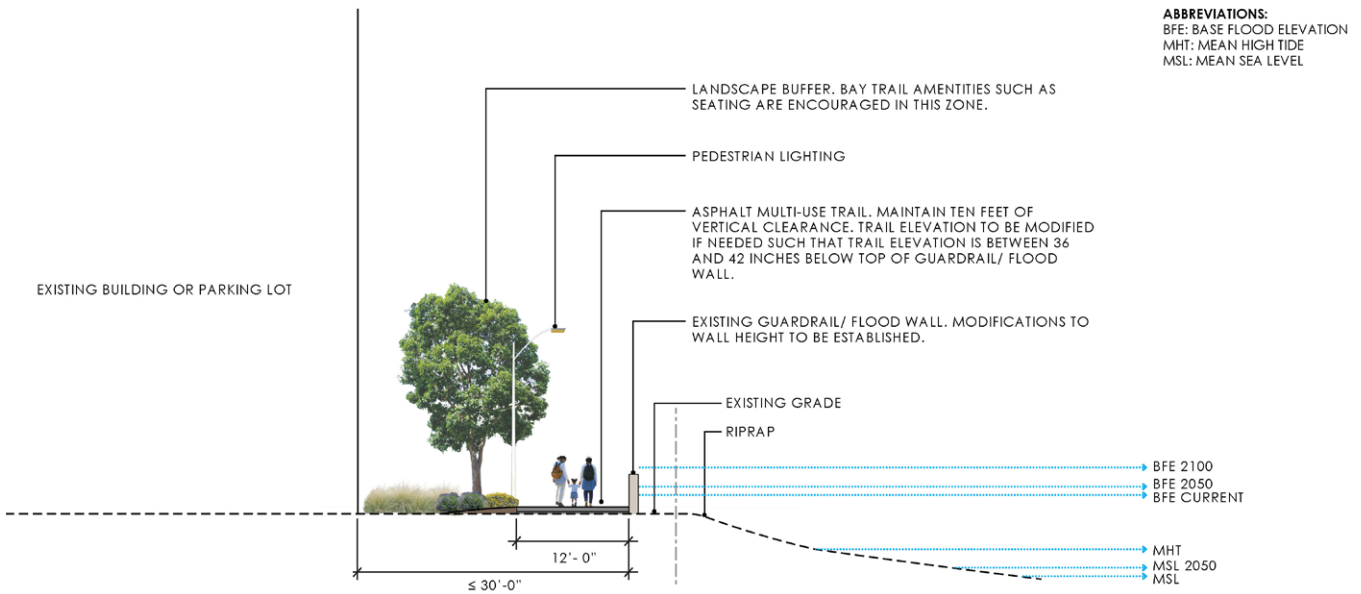
The San Mateo County Flood and Sea Level Rise Resiliency District, also known as OneShoreline, is an independent government agency that works across jurisdictional boundaries to secure and leverage public and private resources for the long-term resilience of our region. OneShoreline is planing and building solutions to the climate change impacts of sea level rise, flooding, and coastal erosion, and enhance the environment, recreational opportunities, and quality of life within communities throughout the county. They will be working inconjunction with two other agencies responsible for the Bay Trail.

ABAG oversees the development of the Bay Trail and works with local agencies and property owners charged with implementation. To date there is over 350 miles of Bay Trail. Remaining segments are often the most difficult to implement due to complex property ownership and challenging site conditions. Such is the case with the gap at the southern edge of our planning study. The gap traverses several properties which have not been redeveloped and would have a minimum of two creek/wetland crossings.

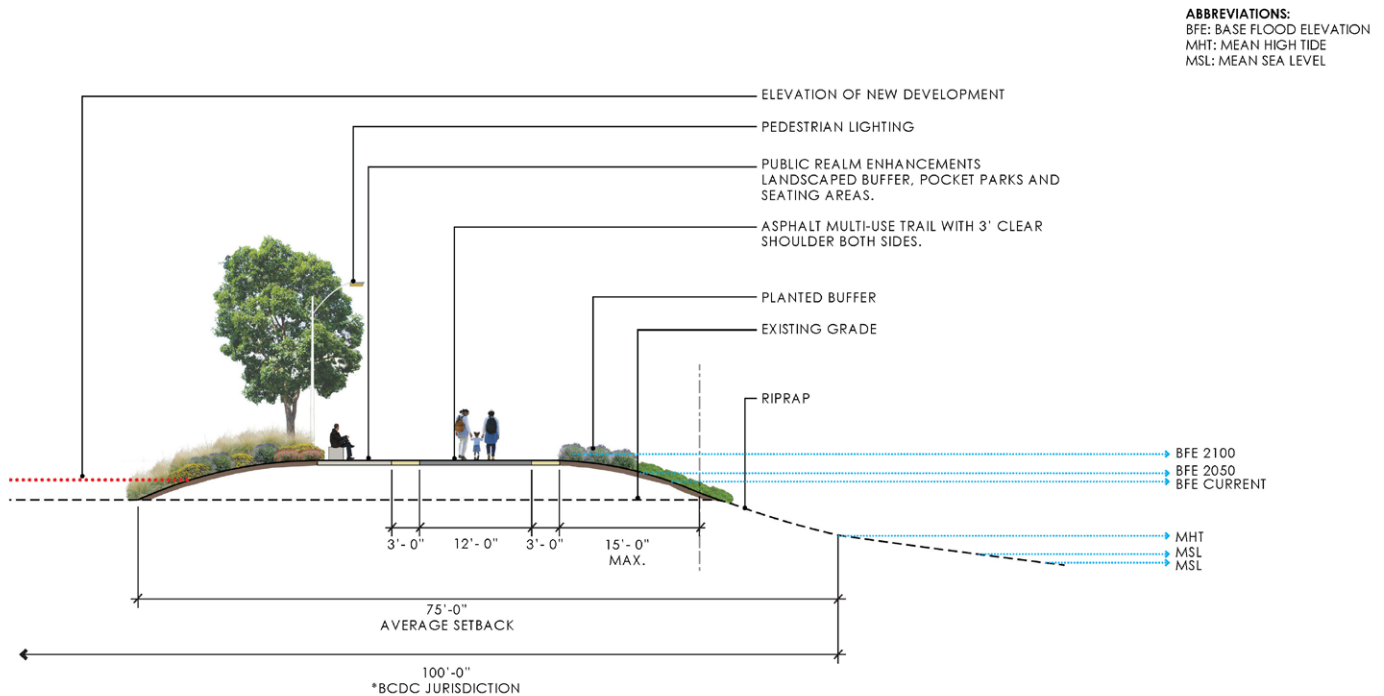
In addition to ABAG, The Bay Conservation Development Commission (BCDC) oversees development along the Bay Shoreline.

Therefore, it is critical when planning for Bay Trail improvements that these organizations be consulted and to obtain necessary approvals. Refer to the Bay Trail Design Guidelines and Toolkit prepared by ABAG and the Shoreline Spaces – Public Access Design Guidelines for the San Francisco Bay prepared by BCDC for further details, standards, and process for planning and implementing the Bay Trail.

The following cross sections provide general guidelines for trail implementation at existing and new developments and are meant only to help inform design efforts OneShoreline's coordinated regional efforts. For existing developments, the trail should follow the existing seawall which may need to be modified to account for sea level rise. the increased width and linear layout of the trail will maximize usability. At new developments, when space permits, sea level rise should be accommodated through raising the grade instead of structured solutions. Consistent pedestrian oriented lighting will provide for increased safety while trees, benches, and nodes will enhance the user's experience.



cross section - Bay Trail access at existing development



cross section - Bay Trail access at new developments



## AIRPORT BOULEVARD

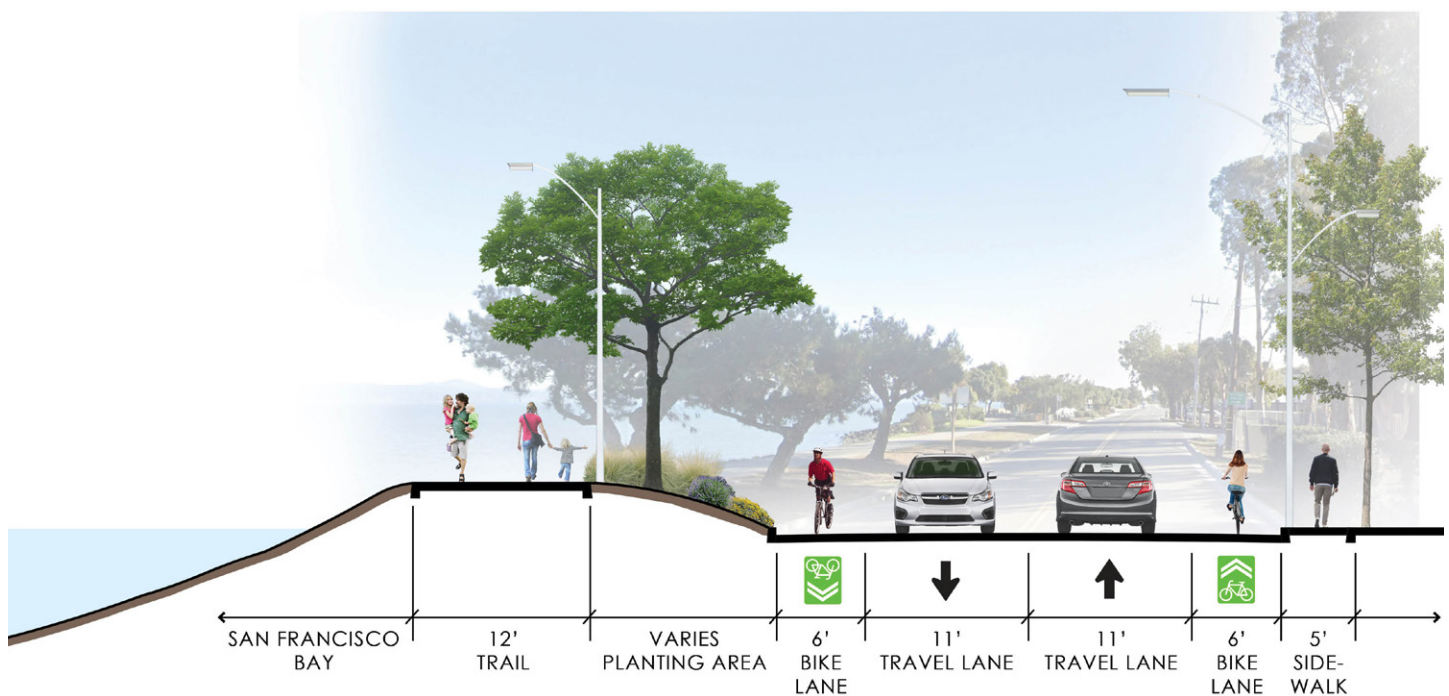
Airport Boulevard extends from the Broadway Interchange to Peninsula Avenue. It serves mostly commercial, office, and hotel land uses but also provides access to public parks and open spaces.

From the Broadway Interchange to Anza Boulevard it is predominately a two lane road with the Bay Trail running parallel on the Bay side. The roadway is lacking sidewalks on the opposite side. From Anza Boulevard south, it is largely a four lane road to accommodate traffic from the more intensive land uses. With the exception of a few gaps, the entire corridor has Class II bike lanes.

The plan works to improve pedestrian connectivity between Bayshore Highway, Airport Boulevard. Additionally, the plan calls for a new continuous sidewalk along the inland side of Airport Boulevard.

Bicycle connectivity would be improved by adding dashed green bike lanes through the intersections and green backed sharrows to improve visibility of bicycle infrastructure to drivers.

Finally the plan works to integrate aesthetically the two corridors by utilizing a similar material palette, lighting, and landscaping along with a coordinated wayfinding signage program.



cross section - Bay Trail and Airport Boulevard



existing conditions - Airport Boulevard



visual simulation - Airport Boulevard





existing conditions - Airport Boulevard



## Furnishings and Materials

The following images are meant to illustrate the proposed character of the site furnishings palette rather than indicate specific models desired. A coordinated palette will help fortify the unique identity of the corridor and elevate its aesthetic.

### Site Furnishings

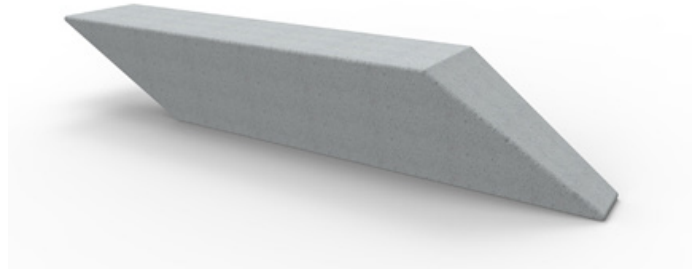
The overall site furnishings palette should be contemporary in design and provide a unifying appearance for the corridor. A combination of manufactured items and site built is encouraged. Materials should be resistant to the harsh Bay edge conditions of wind, moisture, and salt which can have corrosive effects.



pedestrian benches



concrete seatwalls - poured in place



concrete seatwall - precast



Metalco / QUA



## Bus Shelter

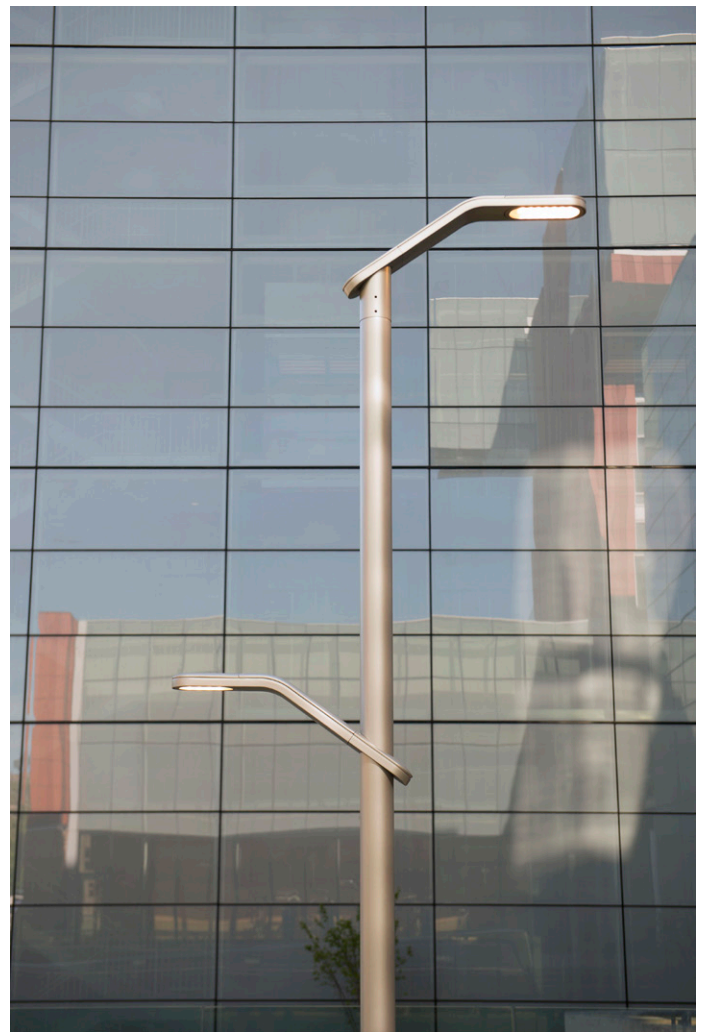
The use of shelters at every transit stop will increase visibility and user experience. As each transit agency has different standards, this selection of a shelter should be coordinated with the local agency.



bus shelter - coordinate with local agencies

## Hi-low Street Light

Lighting for the corridor should be for both roadway and pedestrian zones. The use of high roadway oriented fixtures that incorporate lower pedestrian level lighting is encouraged. In addition, it will be necessary to provide pedestrian level lighting between these taller "hi-low" fixtures to provide consistent illumination levels for pedestrians.



'hi-low' street lighting

## Pedestrian Light

Pedestrian level lighting provides an opportunity to further enhance the desired contemporary character of the corridor while still providing required light levels and glare control. Use of different, yet complimentary, fixtures for the roadway and the Bay Trail are encouraged to provide each with a unique identity.



pedestrian level lighting

## Crosswalk

High visibility crosswalk striping should be utilized to maximize visibility of signalized and mid block crossings.



crosswalk



## Bike Lane Striping

Best practices in bicycle facility design should be incorporated into the final project. The goal is to develop highly visible bike facilities that increase safety and encourage use.



dashed green bike lanes at conflict zones



bike lane

## Urban Forest- Bayshore Highway

The Bay Edge environment is a unique micro climate characterized by often gusty winds, fog and increased moisture, salt air, and bay muds. In short it can be a challenging area for the urban forest. It is important to select trees that are proven within this zone then provide them with the best possible growing conditions including larger planting zones, amended soils, and supplemental irrigation. The following are just a sampling of trees that have done well in this zone and their proposed applications. This is not meant to be a final list and all selections should be reviewed by the City Arborist prior to approval.



canopy tree - Platanus x acerifolia "Columbia"





accent tree - *Lophostemon confertus*



gateway tree - *Melaleuca quinquenervia*



accent tree - *Metrosideros excelsa*



gateway tree - *Arbutus marina*



# Wayfinding Signage Program

Development of a coordinated wayfinding signage program will help identify this as a unique corridor and provide useful tools for visitors. The following images are meant to illustrate a general design intent only. The suggested design theme of aviation will help provide a unique identity to the corridor and to tie into SFO International Airport.

## Gateway Sign

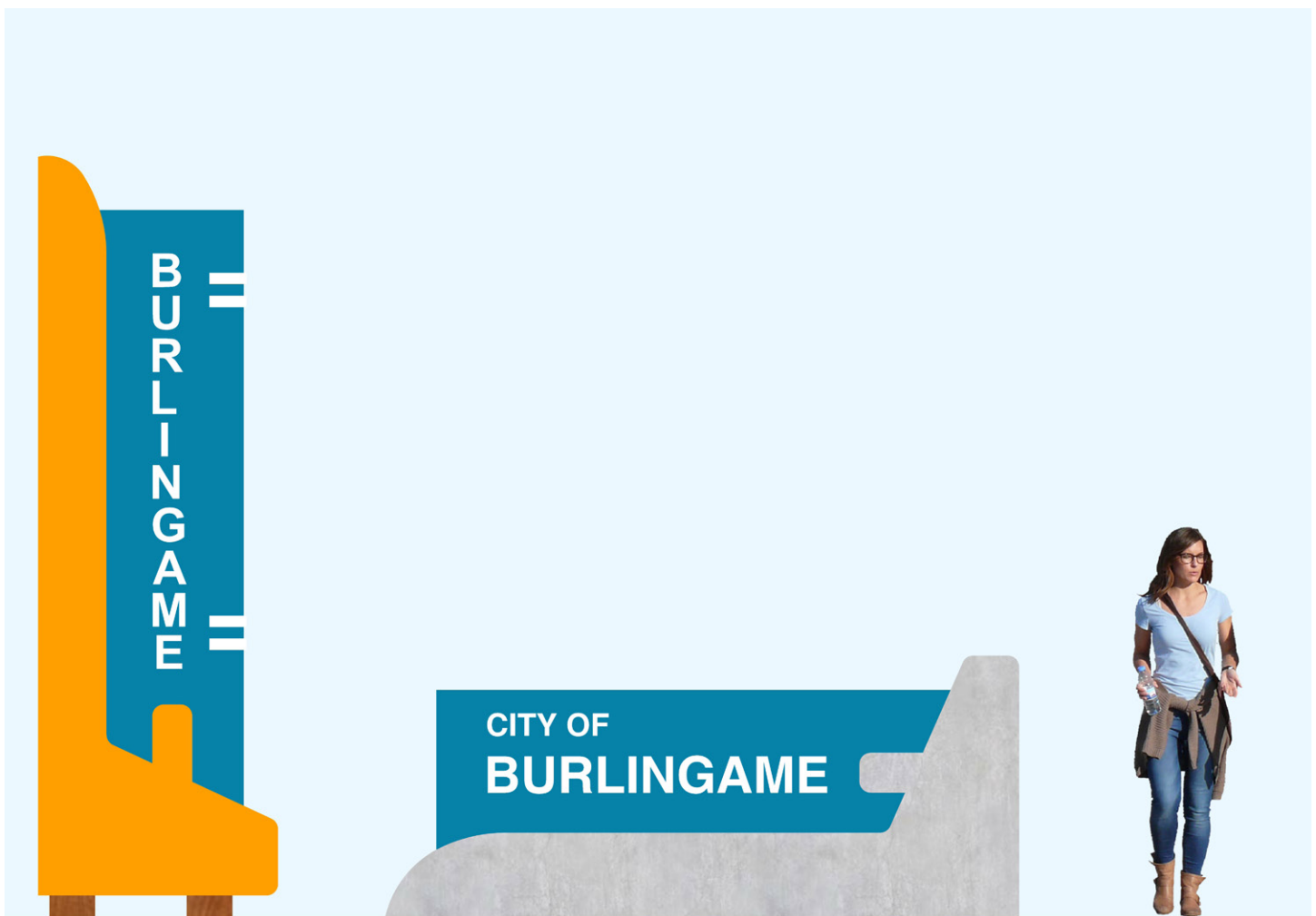
1. Location – Northern City limits
2. Purpose – Identify that you are entering the City of Burlingame and a unique corridor/district
3. Details – Monument style (either vertical or horizontal format, that would be sized for visibility and integrated into the landscape treatment

## Standalone Wayfinding

1. Location – At regular intervals along the corridor
2. Purpose – Identify key destinations such as hotels and Bay Trail Access Points
3. Details – Metal blade sign mounted on standalone post

## Light Standard Wayfinding

1. Location – Mounted to proposed light fixture where a standalone is not feasible
2. Purpose – Identify key destinations such as hotels and Bay Trail Access Points
3. Details – Metal blade sign mounted on proposed light pole



gateway sign - option 1

gateway sign - option 2

## Bay Trail Signage (NOT SHOWN)

For additional signage required for the Bay Trail refer to SHORELINE SIGNS, PUBLIC ACCESS SIGNAGE GUIDELINES, PUBLISHED BY SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION, AUGUST 2005.



stand alone wayfinding



light standard wayfinding



# CHAPTER FIVE

## implementation









existing conditions - access to Bay Trail from Old Bayshore Highway



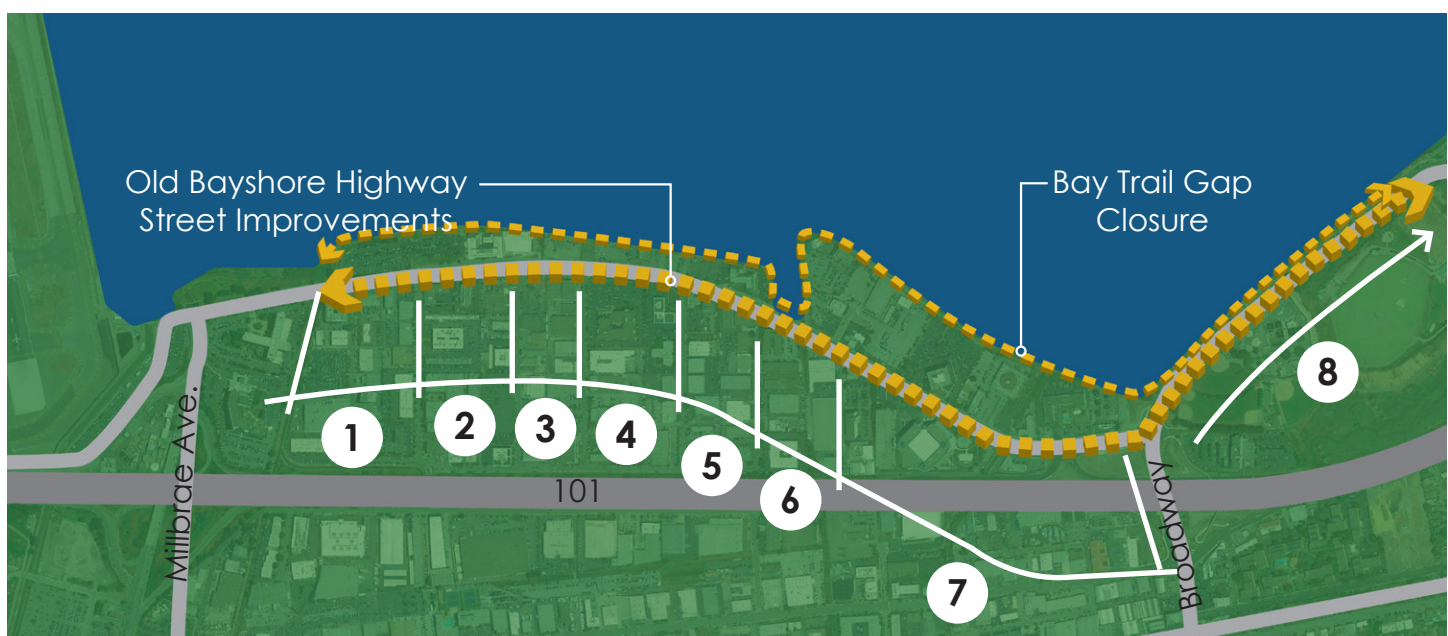
## Implementation

To assist with implementation and allocation of funding for improvements, an estimate of probable construction costs was prepared. The corridor was divided into segments in order to aid in the development of phasing strategies and estimation. Segment numbering does not indicate the priority for phasing. Dollar figures are based on current (2022) construction costs, they include contingencies and design fees, and are expected to increase over time due to inflation. The total estimated cost for each segment is summarized below. A more detailed cost breakdown for each segment is provided in the Appendix.

### cost estimate summary

Segment	Description	Estimated Cost
1	Millbrae to Mitten Road	\$1.41 Million
2	Mitten Road to Malcolm Road	\$1.78 Million
3	Malcolm Road to Stanton Road	\$1.12 Million
4	Stanton Road to Hinckley Road	\$1.75 Million
5	Hinckley Road to Mahler Road	\$1.39 Million
6	Mahler Road to Burlway Road	\$1.47 Million
7	Burlway Road to Airport Boulevard	\$3.76 Million
8	Old Bayshore Highway to Anza Boulevard (Airport Boulevard)	\$3.23 Million
<b>Total Estimated Cost</b>		<b>\$15.91 Million</b>

(including contingencies + design fees)



key map and segment numbers



# **APPENDIX**

## Stakeholder Survey Results







***Via Email Only***

March 16, 2021

**Outreach Summary**

**Stakeholder Outreach Survey**

**RE: Old Bayshore Highway / Existing Conditions**

Survey Duration: March 3, 2021 – March 15, 2021

From March 3 through March 15, 2021, the general managers of hotels along Bayshore Highway in Burlingame were invited to participate in an online survey for the Old Bayshore Highway feasibility study. The purpose of the survey was to introduce the project, identify relevant existing conditions, and to solicit preliminary feedback regarding priorities for improvements along the roadway. Respondents were asked a series of questions to provide the City and project team with direction for the next phase of design development, which will be to produce preliminary design alternatives. Prior to proceeding with design, there will be a community-wide opportunity for outreach. The following summary is intended to identify general trends in the responses received, and to distill that feedback into our best interpretation of these stakeholders' preferences for the next stage of design development.

**Overview:**

The survey was distributed via email to twelve general managers. Six of those managers responded to the survey, and five of those respondents completed the survey in its entirety. The priorities identified by those respondents tend to include enhancements to aesthetics and to the pedestrian experience along the corridor. For example, when asked to identify appropriate ways to enhance the area's sense of identity, opinions of the value of a gateway element were split, whereas there was nearly unanimous support for site furnishings and for enhanced pavement. Specifically, one respondent requested a greater number of trash receptacles. Green infrastructure improvements were generally weighted equally, with a slight preference for planted medians over stormwater planters or trees in tree grates. Support for active transportation was again weighted toward the pedestrian experience, with bike lane enhancements tending to score lower on the scale, whereas pedestrian safety elements such as flashing beacons, lighting and crosswalk improvements were more consistently seen as "very appropriate" improvements. For improvements related to vehicles and transit, opinions were likewise split regarding the value of various bus improvements. There were similar levels of support for either traffic lane option: one lane each direction with a center turn lane, or center turn lane and flex lane. Lastly, for bayfront connections, respondents were very supportive of a multi-modal trail, and expressed interest in seeing a completed connection at Easton Creek.

**BURLINGAME**

1633 Bayshore Highway, Suite 133  
Burlingame, CA 94010  
650.375.1313

**GOLD RIVER**

12150 Tributary Point Drive, Suite 140  
Gold River, CA 95670  
916.985.4366

**SAN JOSE**

2025 Gateway Place, Suite 285  
San Jose, CA 95110  
408.275.0565

**Outreach Summary**

**Stakeholder Outreach Survey**

**RE: Old Bayshore Highway Feasibility Study / Existing Conditions**

March 16, 2021

Page 2 of 2

The information above is Callander Associates' understanding of comments received from the preliminary alternatives outreach survey. Callander Associates is proceeding with the project based on this understanding.

Submitted by:

Megan Richards  
Callander Associates

Attachments:

*Survey results summary data*

*Individual survey responses*



**Q1 After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?**

Answered: 3   Skipped: 3

#	RESPONSES	DATE
1	Additional trash bins along bay path and by each bus stop, litter is everywhere especially the overpass. Vacant lots, please hold landlords/owners responsible for the upkeep of their vacant property. We've seen graffitt, vandalism and looting in empty properties.	3/10/2021 2:44 PM
2	Yes! the non-existence of the waterfront bay trail northbound from Airport Blvd to (roughly) Burlway. This includes a necessary path over an existing storm drain.	3/3/2021 1:34 PM
3	At the south side I do not see where you are putting in a bridge to connect the existing bay trail to the other side with the Hyatt.	3/3/2021 12:52 PM

Q2 After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

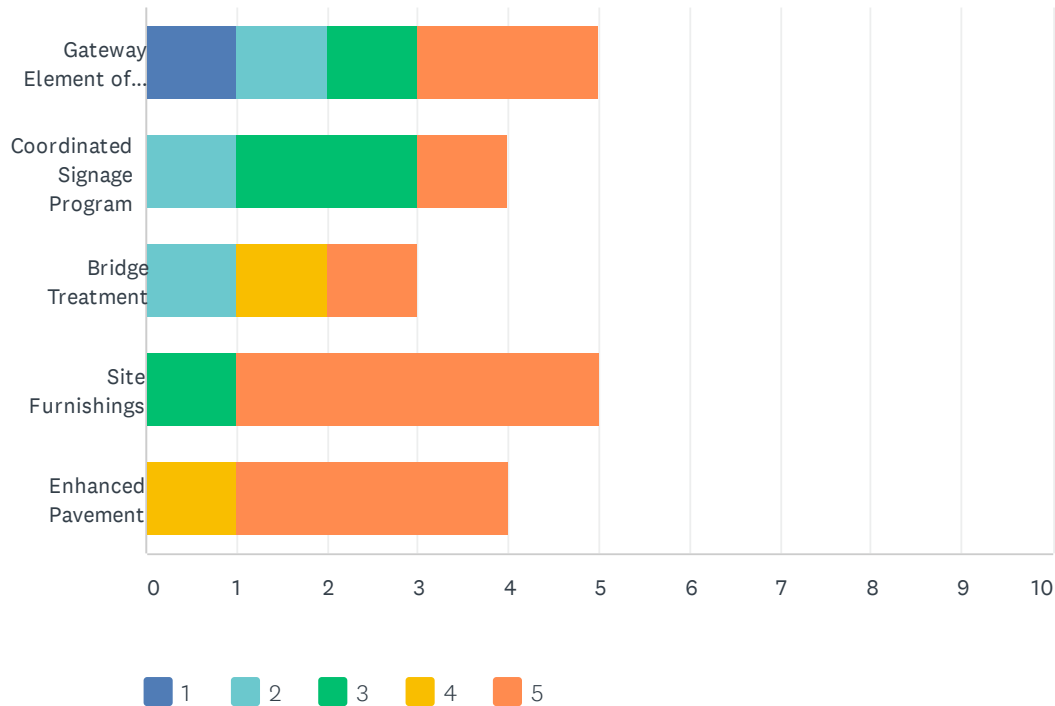
Answered: 3   Skipped: 3

#	RESPONSES	DATE
1	No	3/10/2021 3:51 PM
2	Dog and kid friendly water stations, pet waste bags, and again more trash receptacles	3/10/2021 2:46 PM
3	No	3/3/2021 1:39 PM



Q3 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

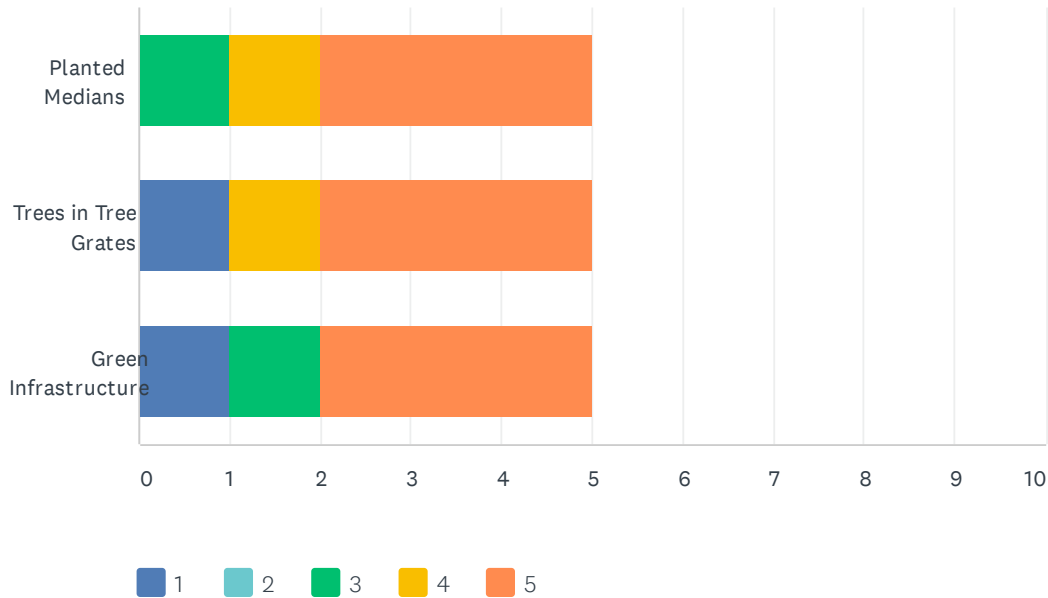
Answered: 5 Skipped: 1



	1	2	3	4	5	TOTAL RESPONDENTS
Gateway Element of Monument	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5
Coordinated Signage Program	0.00% 0	25.00% 1	50.00% 2	0.00% 0	25.00% 1	4
Bridge Treatment	0.00% 0	33.33% 1	0.00% 0	33.33% 1	33.33% 1	3
Site Furnishings	0.00% 0	0.00% 0	20.00% 1	0.00% 0	80.00% 4	5
Enhanced Pavement	0.00% 0	0.00% 0	0.00% 0	25.00% 1	75.00% 3	4

Q4 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Answered: 5 Skipped: 1

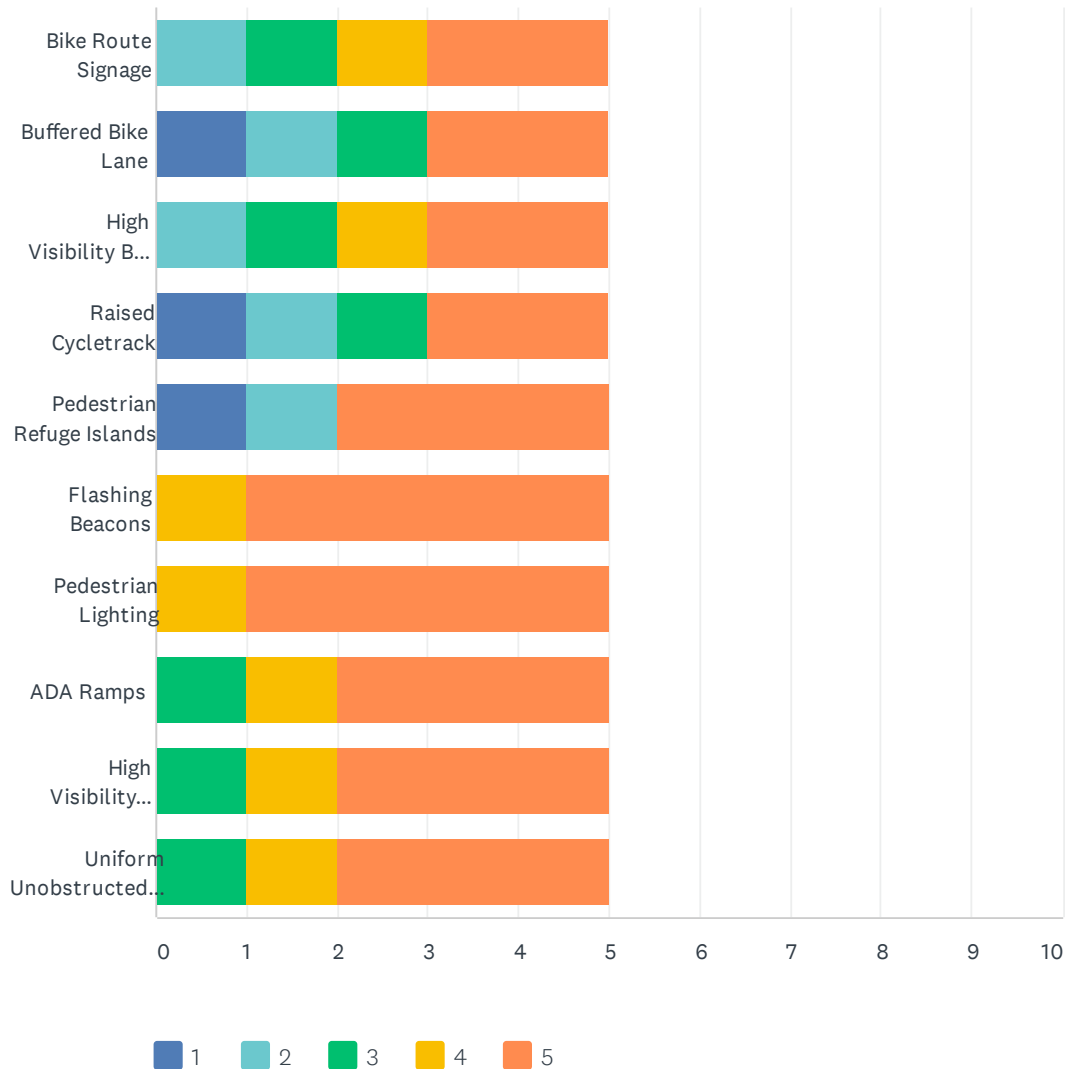


	1	2	3	4	5	TOTAL RESPONDENTS
Planted Medians	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5
Trees in Tree Grates	20.00% 1	0.00% 0	0.00% 0	20.00% 1	60.00% 3	5
Green Infrastructure	20.00% 1	0.00% 0	20.00% 1	0.00% 0	60.00% 3	5



Q5 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Answered: 5 Skipped: 1



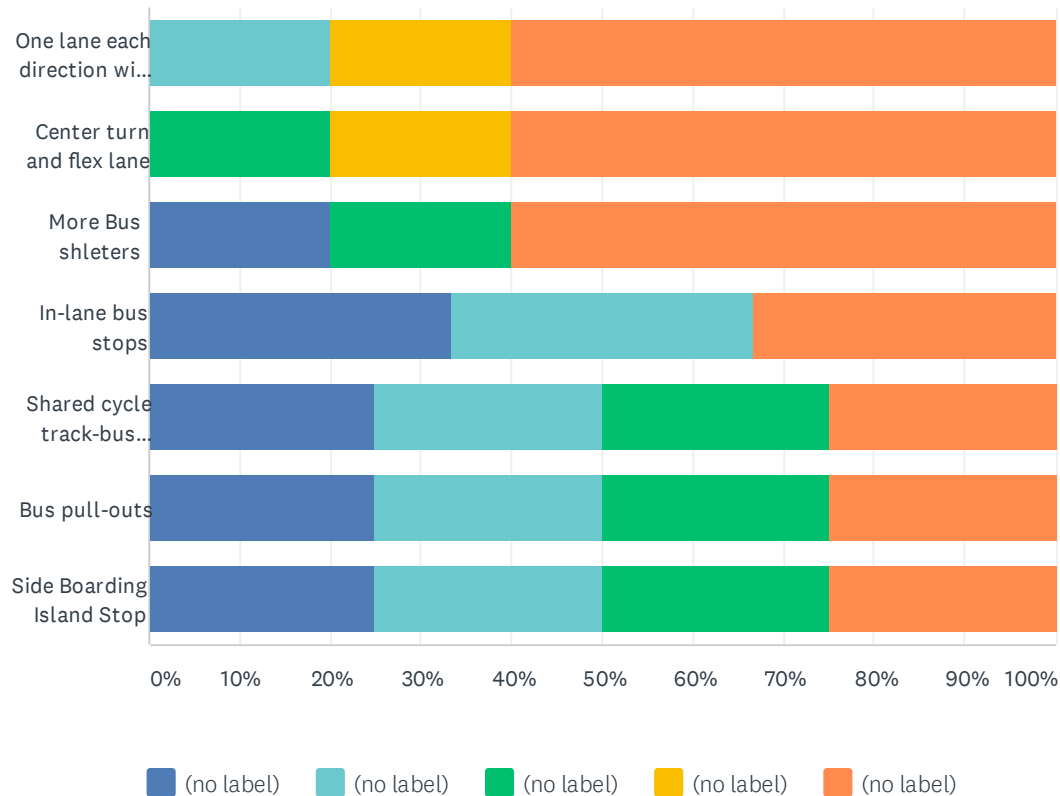
# Old Bayshore Highway Feasibility Study: Stakeholder Outreach Survey

	1	2	3	4	5	TOTAL RESPONDENTS
Bike Route Signage	0.00% 0	20.00% 1	20.00% 1	20.00% 1	40.00% 2	5
Buffered Bike Lane	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5
High Visibility Bike Lane Paint	0.00% 0	20.00% 1	20.00% 1	20.00% 1	40.00% 2	5
Raised Cycletrack	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5
Pedestrian Refuge Islands	20.00% 1	20.00% 1	0.00% 0	0.00% 0	60.00% 3	5
Flashing Beacons	0.00% 0	0.00% 0	0.00% 0	20.00% 1	80.00% 4	5
Pedestrian Lighting	0.00% 0	0.00% 0	0.00% 0	20.00% 1	80.00% 4	5
ADA Ramps	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5
High Visibility Crosswalk Paint	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5
Uniform Unobstructed Sidewalks	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5



Q6 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

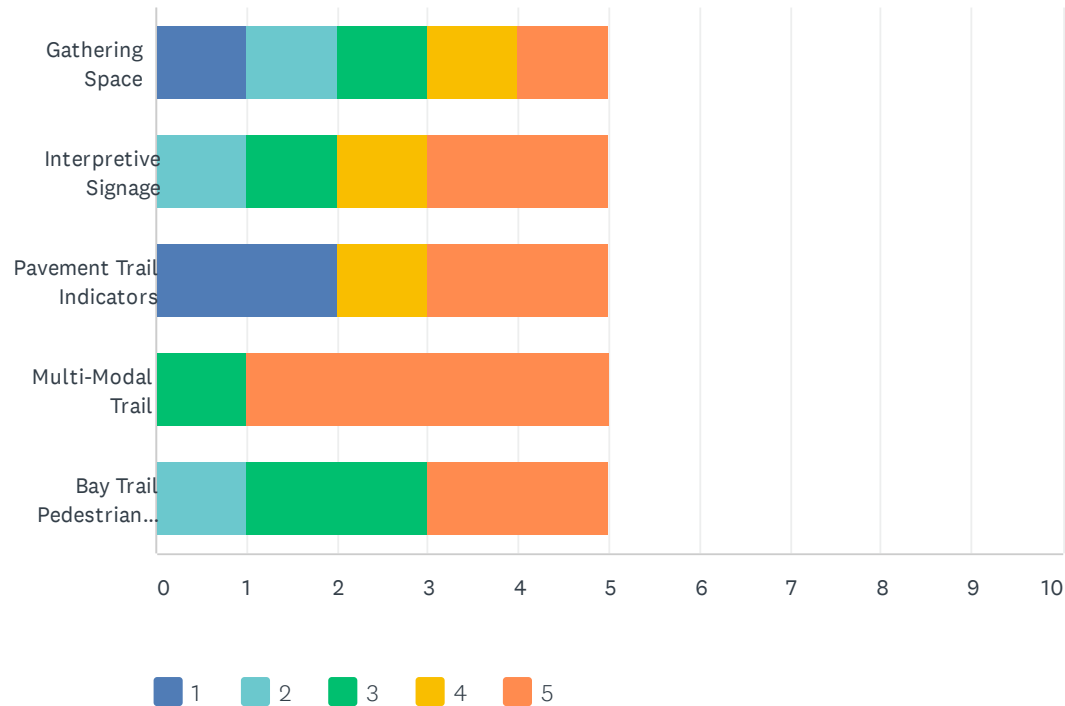
Answered: 5 Skipped: 1



	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
One lane each direction with a center turn lane	0.00% 0	20.00% 1	0.00% 0	20.00% 1	60.00% 3	5	4.20
Center turn and flex lane	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5	4.40
More Bus shelters	20.00% 1	0.00% 0	20.00% 1	0.00% 0	60.00% 3	5	3.80
In-lane bus stops	33.33% 1	33.33% 1	0.00% 0	0.00% 0	33.33% 1	3	2.67
Shared cycle track-bus loading platforms	25.00% 1	25.00% 1	25.00% 1	0.00% 0	25.00% 1	4	2.75
Bus pull-outs	25.00% 1	25.00% 1	25.00% 1	0.00% 0	25.00% 1	4	2.75
Side Boarding Island Stop	25.00% 1	25.00% 1	25.00% 1	0.00% 0	25.00% 1	4	2.75

Q7 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Answered: 5 Skipped: 1



	1	2	3	4	5	TOTAL RESPONDENTS
Gathering Space	20.00% 1	20.00% 1	20.00% 1	20.00% 1	20.00% 1	5
Interpretive Signage	0.00% 0	20.00% 1	20.00% 1	20.00% 1	40.00% 2	5
Pavement Trail Indicators	40.00% 2	0.00% 0	0.00% 0	20.00% 1	40.00% 2	5
Multi-Modal Trail	0.00% 0	0.00% 0	20.00% 1	0.00% 0	80.00% 4	5
Bay Trail Pedestrian Bridge	0.00% 0	20.00% 1	40.00% 2	0.00% 0	40.00% 2	5



**Q8 What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?**

Answered: 2   Skipped: 4

#	RESPONSES	DATE
1	ensure the unhoused do not 'camp' along the trail, we have seen evidence of sleeping bags/encampments. Ensure there are more trash receptacles, recycling, more frequent maintenance and trash pick up. The patch by the old Hyatt theater is awful, please improve and connect the path in this area, it just leads to a chain link fence and you have to walk along the very narrow sidewalk to get to the other side. Thank you for your attention to improving our neighborhood.	3/11/2021 12:17 PM
2	Perhaps pathways with identified walking/biking lanes, pet stations, selfie/picture stations	3/3/2021 1:44 PM

**Q9 Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.**

Answered: 2   Skipped: 4

#	RESPONSES	DATE
1	<a href="mailto:lisa.kershner@marriott.com">lisa.kershner@marriott.com</a>	3/11/2021 12:17 PM
2	<a href="mailto:kevin.kretsch@hyatt.com">kevin.kretsch@hyatt.com</a>	3/3/2021 1:44 PM



#1

COMPLETE

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 03, 2021 1:38:25 PM  
**Last Modified:** Wednesday, March 03, 2021 1:43:33 PM  
**Time Spent:** 00:05:08  
**IP Address:** 75.149.43.229

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#### Page 4: Existing Conditions, Bayshore Highway

**Q1** Respondent skipped this question

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

---

#### Page 5: Existing Conditions, Bay Trail

**Q2** Respondent skipped this question

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

---

#### Page 6: Planning Priorities

**Q3**  
Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gateway Element of Monument	2
Coordinated Signage Program	2
Bridge Treatment	2
Site Furnishings	5
Enhanced Pavement	5

---

**Q4**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Planted Medians	5
Trees in Tree Grates	5
Green Infrastructure	5

---

**Q5**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Bike Route Signage	2
Buffered Bike Lane	2
High Visibility Bike Lane Paint	2
Raised Cycletrack	2
Pedestrian Refuge Islands	2
Flashing Beacons	4
Pedestrian Lighting	4
ADA Ramps	4
High Visibility Crosswalk Paint	4
Uniform Unobstructed Sidewalks	4

---

**Q6**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

One lane each direction with a center turn lane	(no label)
Center turn and flex lane	(no label)
More Bus shelters	(no label)
In-lane bus stops	(no label)
Shared cycle track-bus loading platforms	(no label)
Bus pull-outs	(no label)
Side Boarding Island Stop	(no label)

---



**Q7**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gathering Space	1
Interpretive Signage	2
Pavement Trail Indicators	1
Multi-Modal Trail	5
Bay Trail Pedestrian Bridge	2

---

**Q8**

Respondent skipped this question

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

---

**Q9**

Respondent skipped this question

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

---

## #2

INCOMPLETE

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 03, 2021 1:45:55 PM  
**Last Modified:** Wednesday, March 03, 2021 1:52:03 PM  
**Time Spent:** 00:06:08  
**IP Address:** 167.187.101.175

---

### Page 4: Existing Conditions, Bayshore Highway

#### Q1

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

At the south side I do not see where you are putting in a bridge to connect the existing bay trail to the other side with the Hyatt.

---

### Page 5: Existing Conditions, Bay Trail

#### Q2

Respondent skipped this question

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

---

### Page 6: Planning Priorities

#### Q3

Respondent skipped this question

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

---

#### Q4

Respondent skipped this question

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

---

#### Q5

Respondent skipped this question

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

---



**Q6**

**Respondent skipped this question**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

---

**Q7**

**Respondent skipped this question**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

---

**Q8**

**Respondent skipped this question**

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

---

**Q9**

**Respondent skipped this question**

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

---

## #3

COMPLETE

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 03, 2021 1:49:21 PM  
**Last Modified:** Wednesday, March 03, 2021 2:44:21 PM  
**Time Spent:** 00:54:59  
**IP Address:** 104.129.202.76

---

### Page 4: Existing Conditions, Bayshore Highway

#### Q1

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

Yes! the non-existence of the waterfront bay trail northbound from Airport Blvd to (roughly) Burlway. This includes a necessary path over an existing storm drain.

---

### Page 5: Existing Conditions, Bay Trail

#### Q2

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

No

---

### Page 6: Planning Priorities

#### Q3

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gateway Element of Monument	5
Coordinated Signage Program	5
Bridge Treatment	5
Site Furnishings	5
Enhanced Pavement	5

---



**Q4**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Planted Medians	5
Trees in Tree Grates	5
Green Infrastructure	5

---

**Q5**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Bike Route Signage	5
Buffered Bike Lane	5
High Visibility Bike Lane Paint	5
Raised Cycletrack	5
Pedestrian Refuge Islands	5
Flashing Beacons	5
Pedestrian Lighting	5
ADA Ramps	5
High Visibility Crosswalk Paint	5
Uniform Unobstructed Sidewalks	5

---

**Q6**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

One lane each direction with a center turn lane	(no label)
Center turn and flex lane	(no label)
More Bus shelters	(no label)
In-lane bus stops	(no label)
Shared cycle track-bus loading platforms	(no label)
Bus pull-outs	(no label)
Side Boarding Island Stop	(no label)

---

### Q7

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gathering Space	5
Interpretive Signage	5
Pavement Trail Indicators	5
Multi-Modal Trail	5
Bay Trail Pedestrian Bridge	5

---

### Q8

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

Perhaps pathways with identified walking/biking lanes, pet stations, selfie/picture stations

---

### Q9

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

kevin.kretsch@hyatt.com

---



## #4

COMPLETE

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 10, 2021 2:55:24 PM  
**Last Modified:** Wednesday, March 10, 2021 3:01:43 PM  
**Time Spent:** 00:06:18  
**IP Address:** 167.187.101.222

## Page 4: Existing Conditions, Bayshore Highway

## Q1

Respondent skipped this question

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

## Page 5: Existing Conditions, Bay Trail

## Q2

Respondent skipped this question

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

## Page 6: Planning Priorities

## Q3

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gateway Element of Monument	3
Coordinated Signage Program	3
Site Furnishings	5
Enhanced Pavement	5

## Q4

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Planted Medians	3
Trees in Tree Grates	4
Green Infrastructure	3

**Q5**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Bike Route Signage	3
Buffered Bike Lane	3
High Visibility Bike Lane Paint	4
Raised Cycletrack	3
Pedestrian Refuge Islands	5
Flashing Beacons	5
Pedestrian Lighting	5
ADA Ramps	5
High Visibility Crosswalk Paint	3
Uniform Unobstructed Sidewalks	5

---

**Q6**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

One lane each direction with a center turn lane	(no label)
Center turn and flex lane	(no label)
More Bus shelters	(no label)
In-lane bus stops	(no label)
Shared cycle track-bus loading platforms	(no label)
Bus pull-outs	(no label)
Side Boarding Island Stop	(no label)

---

**Q7**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gathering Space	4
Interpretive Signage	4
Pavement Trail Indicators	1
Multi-Modal Trail	5
Bay Trail Pedestrian Bridge	5

---



**Q8**

**Respondent skipped this question**

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

---

**Q9**

**Respondent skipped this question**

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

---

#5

COMPLETE

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 03, 2021 1:51:07 PM  
**Last Modified:** Wednesday, March 10, 2021 4:55:12 PM  
**Time Spent:** Over a day  
**IP Address:** 12.216.139.146

---

Page 4: Existing Conditions, Bayshore Highway

**Q1** Respondent skipped this question

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

---

Page 5: Existing Conditions, Bay Trail

**Q2**

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

No

---

Page 6: Planning Priorities

**Q3**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gateway Element of Monument	1
Coordinated Signage Program	3
Bridge Treatment	4
Site Furnishings	3
Enhanced Pavement	4

---



**Q4**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Planted Medians	4
Trees in Tree Grates	1
Green Infrastructure	1

---

**Q5**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Bike Route Signage	4
Buffered Bike Lane	1
High Visibility Bike Lane Paint	3
Raised Cycletrack	1
Pedestrian Refuge Islands	1
Flashing Beacons	5
Pedestrian Lighting	5
ADA Ramps	3
High Visibility Crosswalk Paint	5
Uniform Unobstructed Sidewalks	3

---

**Q6**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

One lane each direction with a center turn lane	(no label)
Center turn and flex lane	(no label)
More Bus shelters	(no label)
Shared cycle track-bus loading platforms	(no label)
Bus pull-outs	(no label)
Side Boarding Island Stop	(no label)

---

**Q7**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gathering Space	2
Interpretive Signage	3
Pavement Trail Indicators	4
Multi-Modal Trail	3
Bay Trail Pedestrian Bridge	3

---

**Q8**

Respondent skipped this question

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

---

**Q9**

Respondent skipped this question

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

---



## #6

**COMPLETE**

**Collector:** Web Link 2 (Web Link)  
**Started:** Wednesday, March 10, 2021 1:48:20 PM  
**Last Modified:** Thursday, March 11, 2021 1:17:05 PM  
**Time Spent:** 23:28:45  
**IP Address:** 12.236.104.138

---

## Page 4: Existing Conditions, Bayshore Highway

## Q1

After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

Additional trash bins along bay path and by each bus stop, litter is everywhere especially the overpass. Vacant lots, please hold landlords/owners responsible for the upkeep of their vacant property. We've seen graffiti, vandalism and looting in empty properties.

---

## Page 5: Existing Conditions, Bay Trail

## Q2

After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

Dog and kid friendly water stations, pet waste bags, and again more trash receptacles

---

## Page 6: Planning Priorities

## Q3

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gateway Element of Monument	5
Site Furnishings	5

---

## Q4

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

Planted Medians	5
Trees in Tree Grates	5
Green Infrastructure	5

---

**Q5**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Bike Route Signage	5
Buffered Bike Lane	5
High Visibility Bike Lane Paint	5
Raised Cycletrack	5
Pedestrian Refuge Islands	5
Flashing Beacons	5
Pedestrian Lighting	5
ADA Ramps	5
High Visibility Crosswalk Paint	5
Uniform Unobstructed Sidewalks	5

---

**Q6**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

One lane each direction with a center turn lane	(no label)
Center turn and flex lane	(no label)
More Bus shelters	(no label)

---

**Q7**

Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Gathering Space	3
Interpretive Signage	5
Pavement Trail Indicators	5
Multi-Modal Trail	5
Bay Trail Pedestrian Bridge	3

---

**Q8**

What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

ensure the unhoused do not 'camp' along the trail, we have seen evidence of sleeping bags/encampments. Ensure there are more trash receptacles, recycling, more frequent maintenance and trash pick up. The patch by the old Hyatt theater is awful, please improve and connect the path in this area, it just leads to a chain link fence and you have to walk along the very narrow sidewalk to get to the other side. Thank you for your attention to improving our neighborhood.

---



**Q9**

Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

[lisa.kershner@marriott.com](mailto:lisa.kershner@marriott.com)

---





# APPENDIX

## Community Survey #1 Results









## ***Via Email Only***

April 19, 2021

### **Outreach Summary**

#### **Community Outreach Survey #1**

**RE: Old Bayshore Highway / Existing Conditions**

Survey Duration: March 25, 2021 – April 19, 2021

From March 25 through April 19, 2021, the community of Burlingame was invited to participate in an online survey for the Old Bayshore Highway feasibility study. The purpose of the survey was to introduce the project, identify relevant existing conditions, and to solicit preliminary feedback regarding priorities for improvements along the roadway. Respondents were asked a series of questions to provide the City and project team with direction for the next phase of design development, which will be to produce preliminary design alternatives. The following summary is intended to identify general trends in the responses received, and to distill that feedback into our best interpretation of the community's preferences for the next stage of design development.

### **Overview:**

The survey was distributed to the community via email and social media, and seventy-three people responded to the survey.

Write-in responses for existing conditions consistently cited a lack of bicycle and pedestrian connectivity and wayfinding signage as primary concerns that need to be addressed. Sea level rise was also frequently mentioned as something to be considered when designing improvements in this area.

When asked for their preferences of identity options, half of the respondents selected the option of "enhanced pavement" as very appropriate. "Bridge treatment," "Site Furnishings" and "Coordinated Signage Program" were also highly rated, with more than half of respondents saying these improvements would be appropriate or very appropriate.

Green infrastructure improvements were generally weighted equally, with about 63 % or more saying that all three options are appropriate and very appropriate.

There is broad support for active transportation improvements, with only "Raised Cycletrack" ranking poorly (43% said a cycletrack is not appropriate or not at all appropriate). "Pedestrian Refuge Islands" and "Flashing Beacons" were the next lowest rated, but each of these still received support from at least 60% of respondents. All other categories of improvements received at least 70% support.

#### **BURLINGAME**

1633 Bayshore Highway, Suite 133  
Burlingame, CA 94010  
650.375.1313

#### **GOLD RIVER**

12150 Tributary Point Drive, Suite 140  
Gold River, CA 95670  
916.985.4366

#### **SAN JOSE**

2025 Gateway Place, Suite 285  
San Jose, CA 95110  
408.275.0565



## **Outreach Summary**

### **Community Outreach Survey #1**

**RE: Old Bayshore Highway Feasibility Study / Existing Conditions**

April 19, 2021

Page 2 of 2

Support is less definitive for improvements related to vehicles and transit. The options for “One lane each direction with a center turn lane” and “Bus pull-outs” were the highest ranking, with more than 65% support. “In-lane bus stops” and “Shared Cycle Track-bus loading platforms” received less than 30% support, and other options were almost evenly split.

Lastly, for bayfront connections, respondents were most interested in the option of “Bay Trail Pedestrian Bridge” and were very supportive of a multi-modal trail (over 90% support for each). At least 60% of respondents were also in favor of gathering spaces, interpretive signage, and pavement trail indicators along the bay trail.

The information above is Callander Associates's understanding of comments received from the preliminary alternatives outreach survey. Callander Associates is proceeding with the project based on this understanding.

Submitted by:

Megan Richards  
Callander Associates

Attachments:

*Survey results summary data*

*Individual survey responses*

# Q1 After reviewing the existing conditions identified in the previous images, are there any conditions on Old Bayshore Highway that we have not identified and that might be important to consider for this project?

Answered: 33 Skipped: 40

#	RESPONSES	DATE
1	This is confusing. Is this project about Bayshore the street or the Bay Trail? On more than half your drawings, the highlighting of the existing conditions on Bayshore is the same or smaller than the highlighting of the Bay Trail. People are going to get confused about scope and what you're asking.	4/16/2021 2:53 PM
2	Not enough off-street parking at various places along the bay trail route	4/16/2021 8:39 AM
3	No	4/15/2021 8:25 PM
4	Cohesive and contiguous Bay Trail	4/15/2021 5:01 PM
5	Not sure why this is a major focus at this time. Seems there are many more higher risk areas. If you have extra \$\$, please fix the ECR pavement (like driving thru a war zone) as well as S Humbolt (down by Rollins). Also, put traffic lights at the Burlingame Ave and Lorton intersection—a nightmare and will only get worse with the new construction.	4/15/2021 2:13 PM
6	One of my biggest concerns about this whole area is rising sea levels and what may be coming sooner than later. First should be some sort of sea wall or it will all be underwater anyway....	4/15/2021 7:07 AM
7	I understand the scope is this stretch of road, but its also helpful to think how pedestrians and bicyclists would enter/egress this area in general as well, and the general safety related to it	4/14/2021 10:08 AM
8	no	4/12/2021 1:07 PM
9	No	4/11/2021 7:20 AM
10	Most buildings need to be redeveloped and/or have an extensive overhaul.	4/9/2021 2:55 PM
11	More bus shelters for public transit stops along Old Bayshore Hwy.	4/6/2021 3:01 PM
12	I don't understand what you have put forward with these charts, etc. For example, the circled 1 is what? The bridge? Signs? Where is the legend to tell us what that represents?	4/6/2021 10:43 AM
13	lack of consistent obvious signage about safe bike route, insufficient access from Bayshore through to trail - too few access points; lack of signage directing cyclists and pedestrians to use the designated bike/ped overcrossing just South of Airport and Broadway interchange - people are crossing on the Broadway overpass because they don't know there is a safe bridge - we have LOTS OF VISITORS and we need CLEAR, CONSISTENTLY DESIGNED signage	4/5/2021 8:54 PM
14	Condition of shoreline, with loss of previous walkways and other structures due to water erosion, likely from rising sea levels. How resilient are current shorelines with rising sea levels?	4/2/2021 9:56 AM
15	Thanks for this opportunity. It may not be in the scope of this project, but it's frustrating not being able to walk along the shore north from Airport Blvd (at the end of the B'way overpass). Basically, i'd like to walk along the Bay up to the Marriott. Right now access is blocked and quite ugly when you get behind some of the restaurants.	4/2/2021 8:05 AM
16	Aside from safety and efficiency issues being addressed. Think other cities that have a water view. More trees, make it more conducive to allow people to stroll with wider walkways and a promenade like feel. Capitalize on the view.	4/1/2021 8:44 PM
17	The empty parking lots along the shore.	4/1/2021 5:10 PM
18	no looks great	4/1/2021 3:54 PM

## Old Bayshore Highway Feasibility Study: Community Outreach Survey 1

19	Potential flood zones, particularly due to climate change	4/1/2021 3:30 PM
20	Add more pedestrian and vehicular street lighting.	4/1/2021 3:13 PM
21	Not only are the sidewalks "obstructed" in various places, they seem all together narrow.	4/1/2021 3:00 PM
22	No.	4/1/2021 2:57 PM
23	yes. Very difficult to cross Old Bayshore at Airport Blvd. Existing crosswalk not enough. Need ramp down the diert path heading east on S side of Bayshore as you walk toward Softbasll park. Need controlled corossing and crosswalk at Sodftball driveway to Bayshore park. Need controlled crossings along Bayshore at dog park. Need complete bike lanes entire length/ N & S. Need pedesrians to be able to walk from Hyatt to Broadway aVenue and safely cross the "run for your life" situation at the 101 N on ramp. That' s what people do, xo make it safer. Need pedestrian friendly lighting. The entire area desperately needs trees lining the treet both sides.	3/29/2021 4:08 PM
24	signs to show where public can park if they drive there to walk along the bay trail	3/26/2021 12:51 PM
25	would like wider and more consistent bike paths	3/25/2021 10:12 PM
26	Signage on Rollins Road and on Broadway pointing to the pedestrian bridge over 101 and signage on how to get to the trail!	3/25/2021 6:53 PM
27	cleaning all the weeds from sidewalks and center medians	3/25/2021 4:00 PM
28	You present a highway project tightly coupled to a Bay Trail, but without so complete a survey of the Bay Trail. There are many issues with the Trail, how about a sister project on the Trail, per se?	3/25/2021 3:49 PM
29	You need to do something about the criminal activity that is constant, otherwise we will patronize any businesses east of Hwy 101.	3/25/2021 3:32 PM
30	where is the plan to close the gap in the Bay Trail north of the ball fields?	3/25/2021 2:44 PM
31	No	3/25/2021 1:15 PM
32	Need a separate bridge for pedestrians/bicyclists to cross Mills creek (i.e. shouldn't need to return to the hwy from the trail simply to cross).	3/25/2021 1:07 PM
33	I	3/25/2021 1:02 PM



## Q2 After reviewing the existing conditions identified in the previous slides, are there any conditions on this segment of Bay Trail that we have not identified and that might be important to consider for this project?

Answered: 24 Skipped: 49

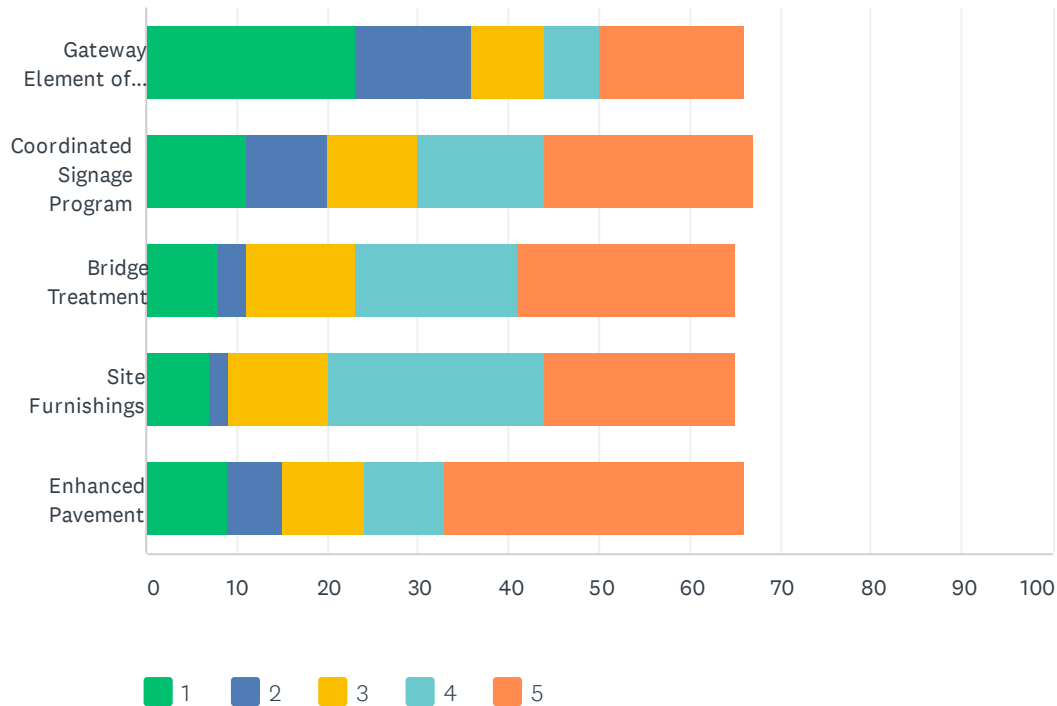
#	RESPONSES	DATE
1	No	4/15/2021 8:25 PM
2	No	4/14/2021 10:09 AM
3	no	4/12/2021 1:08 PM
4	No	4/11/2021 7:20 AM
5	rising sea levels in the next few years and next generation.	4/10/2021 7:00 PM
6	Improve the entire trail and hopefully somehow manage the increasing homeless population.	4/9/2021 2:56 PM
7	The trail ends at Millbrae Ave. Then what?	4/6/2021 10:44 AM
8	There is no signage directing users that they CAN go through lots to Bayshore (street) and then reconnect with the Trail in 1/4 mile.	4/5/2021 8:56 PM
9	What further erosion and encroachment will we see with various forecasts in sea level rise? Does the Bay experience some storm surges, or do they dissipate?	4/2/2021 9:58 AM
10	Bay trail ends abruptly in some areas forcing you on the noisy street side. Have you looked at the Fisherman Park near FB campus? Mattresses and trash piled up next to the large abandoned parking lot which are eyesores, not to mention embarrassing. This has been like this for decades.	4/1/2021 8:45 PM
11	Are there plans to connect the trail at #3 (Channel at easton creek)? This would definitely open up the trail northbound from Broadway in a safe way (vs the streets by Old Bayshore Highway)	4/1/2021 5:29 PM
12	proper drainage and flooding preventions	4/1/2021 3:55 PM
13	Bay Trail should be continuous and not segmented.	4/1/2021 3:15 PM
14	No.	4/1/2021 2:57 PM
15	Both ends of Old Bayshore need to be SOOO much easier for 12 year old bicyclists and pedestrians to access. It is difficult and stressful. The motor vehicles have no problems, it's the humans we need to help.	3/29/2021 4:09 PM
16	clear cross walk from Bayside park. I have been walking on the bay trail and I park at Bayside park and the cars drive fast along that road and the crossing the street is a bit scarier.	3/26/2021 12:54 PM
17	You have found and are addressing the main Bay Trail issues.	3/26/2021 9:52 AM
18	no	3/26/2021 4:57 AM
19	having consistent, connected and clean path for bike riding, running, walking would be great.	3/25/2021 10:14 PM
20	Need to be able to bike and walk North from Broadway. Close the gap! But also make the trail higher for inevitable sea level rise.	3/25/2021 5:15 PM
21	no	3/25/2021 4:01 PM
22	Nope.	3/25/2021 3:51 PM
23	this section does not really exist. It isn't a real trail. It's just a lot of buckled sidewalk that is pretty unsafe to walk on and a major tripping hazard. There is a passageway that is very narrow and passes right next to a building which is routinely marked in graffiti, and poses a safety hazard due to limited line of sight.	3/25/2021 2:46 PM

## Old Bayshore Highway Feasibility Study: Community Outreach Survey 1

24	No	3/25/2021 1:18 PM
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Q3 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Answered: 66 Skipped: 7

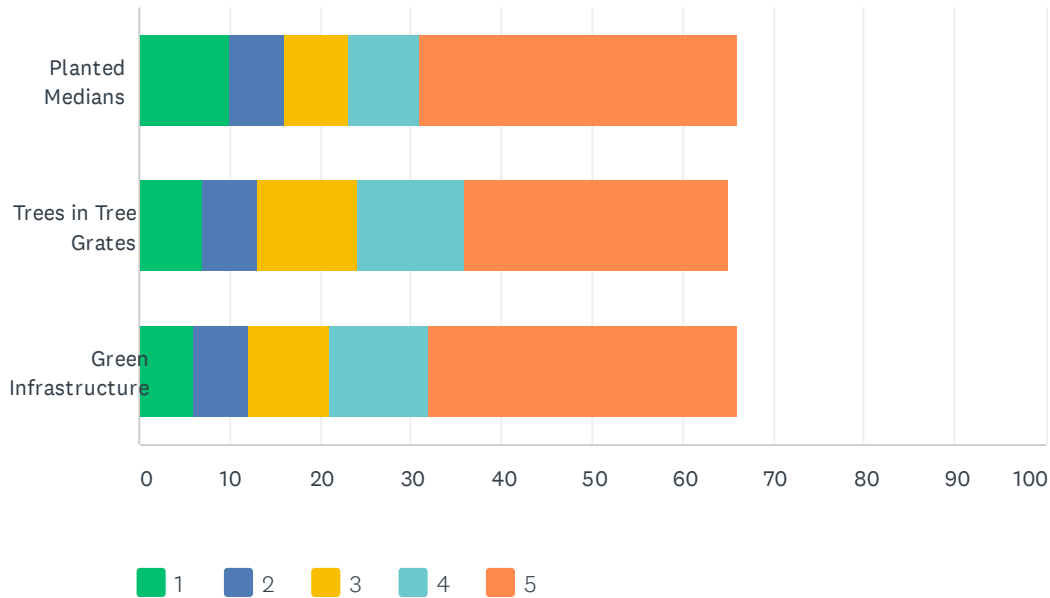


	1	2	3	4	5	TOTAL RESPONDENTS
Gateway Element of Monument	34.85% 23	19.70% 13	12.12% 8	9.09% 6	24.24% 16	66
Coordinated Signage Program	16.92% 11	13.85% 9	15.38% 10	21.54% 14	35.38% 23	65
Bridge Treatment	12.31% 8	4.62% 3	18.46% 12	27.69% 18	36.92% 24	65
Site Furnishings	10.77% 7	3.08% 2	16.92% 11	36.92% 24	32.31% 21	65
Enhanced Pavement	13.64% 9	9.09% 6	13.64% 9	13.64% 9	50.00% 33	66



Q4 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate

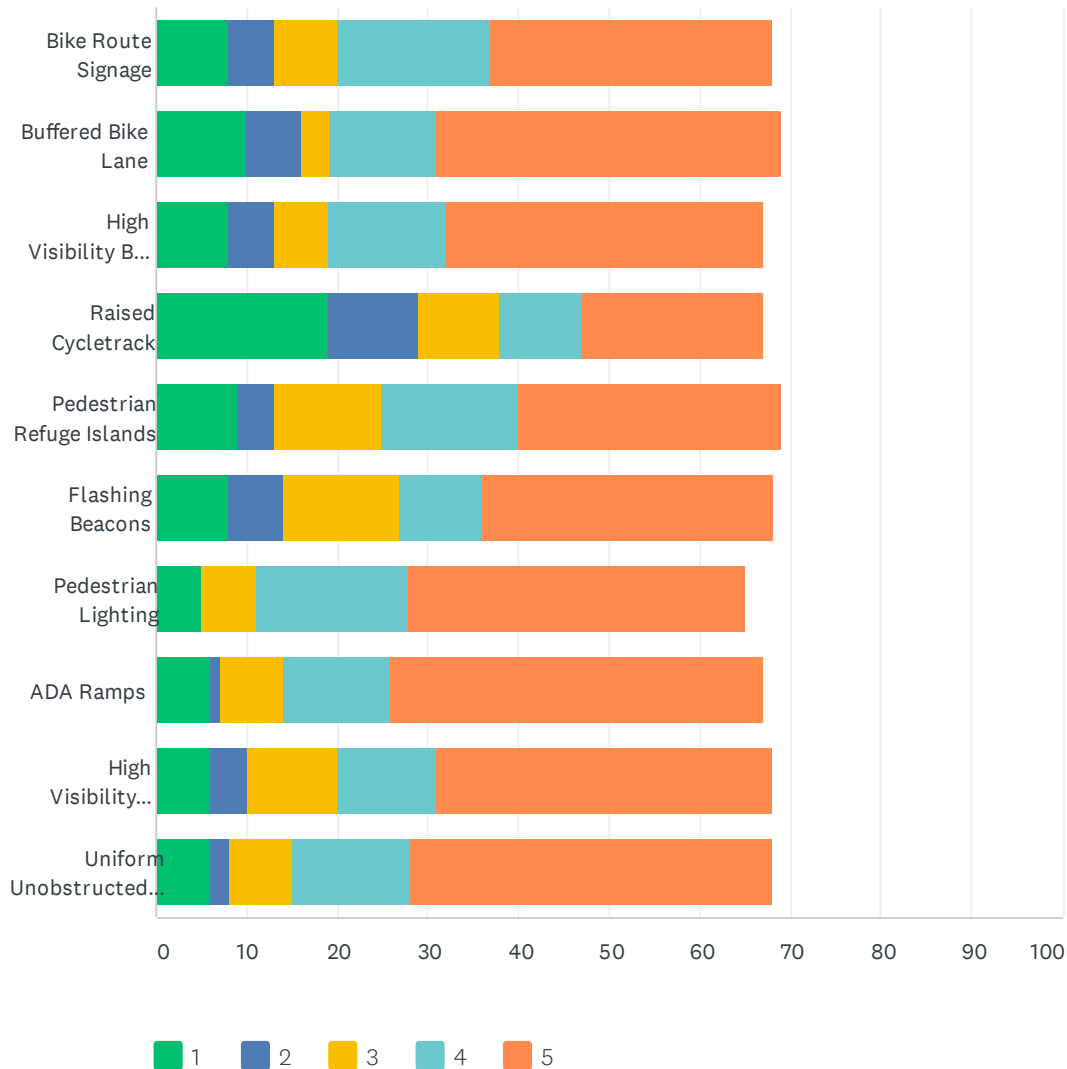
Answered: 66 Skipped: 7



	1	2	3	4	5	TOTAL RESPONDENTS
Planted Medians	15.15% 10	9.09% 6	10.61% 7	12.12% 8	53.03% 35	66
Trees in Tree Grates	10.77% 7	9.23% 6	16.92% 11	18.46% 12	44.62% 29	65
Green Infrastructure	9.09% 6	9.09% 6	13.64% 9	16.67% 11	51.52% 34	66

Q5 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Answered: 69 Skipped: 4



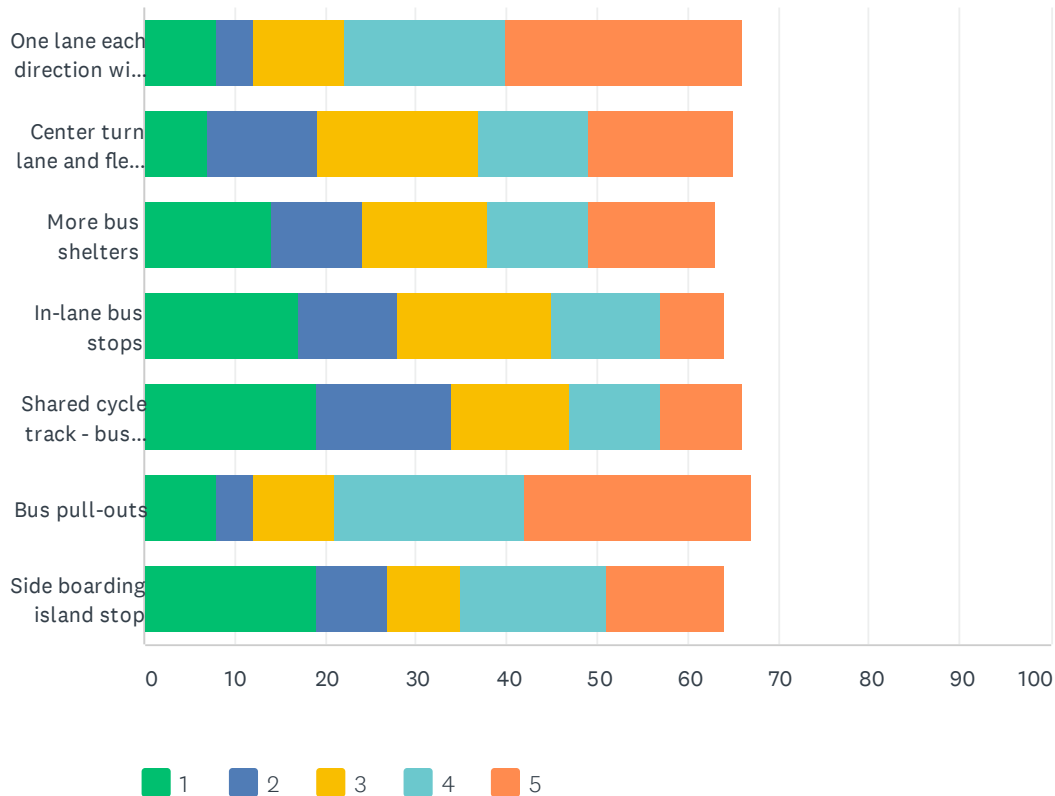
# Old Bayshore Highway Feasibility Study: Community Outreach Survey 1

	1	2	3	4	5	TOTAL RESPONDENTS
Bike Route Signage	11.76% 8	7.35% 5	10.29% 7	25.00% 17	45.59% 31	68
Buffered Bike Lane	14.71% 10	8.82% 6	4.41% 3	17.65% 12	55.88% 38	68
High Visibility Bike Lane Paint	11.94% 8	7.46% 5	8.96% 6	19.40% 13	52.24% 35	67
Raised Cycletrack	28.36% 19	14.93% 10	13.43% 9	13.43% 9	29.85% 20	67
Pedestrian Refuge Islands	13.24% 9	5.88% 4	17.65% 12	22.06% 15	42.65% 29	68
Flashing Beacons	11.76% 8	8.82% 6	19.12% 13	13.24% 9	47.06% 32	68
Pedestrian Lighting	7.69% 5	0.00% 0	9.23% 6	26.15% 17	56.92% 37	65
ADA Ramps	8.96% 6	1.49% 1	10.45% 7	17.91% 12	61.19% 41	67
High Visibility Crosswalk Paint	8.82% 6	5.88% 4	14.71% 10	16.18% 11	54.41% 37	68
Uniform Unobstructed Sidewalks	8.82% 6	2.94% 2	10.29% 7	19.12% 13	58.82% 40	68



Q6 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

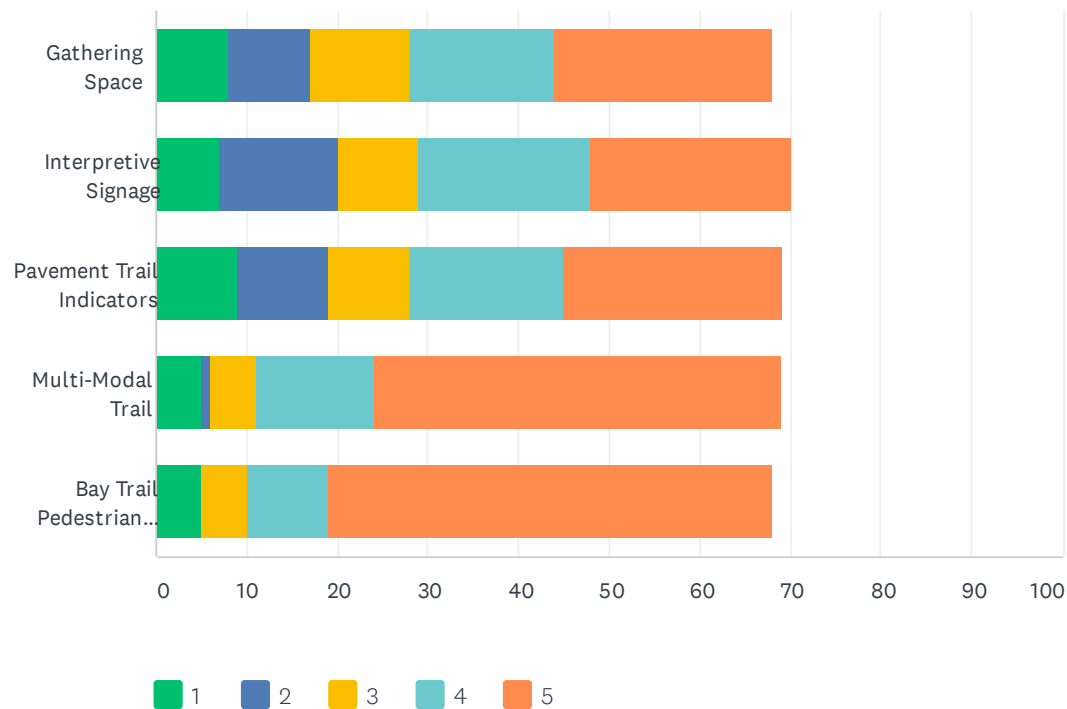
Answered: 66 Skipped: 7



	1	2	3	4	5	TOTAL RESPONDENTS
One lane each direction with a center turn lane	12.12% 8	6.06% 4	15.15% 10	27.27% 18	39.39% 26	66
Center turn lane and flex lane	10.77% 7	18.46% 12	27.69% 18	18.46% 12	24.62% 16	65
More bus shelters	22.22% 14	15.87% 10	22.22% 14	17.46% 11	22.22% 14	63
In-lane bus stops	26.56% 17	17.19% 11	26.56% 17	18.75% 12	10.94% 7	64
Shared cycle track - bus loading platforms	29.23% 19	23.08% 15	20.00% 13	15.38% 10	13.85% 9	65
Bus pull-outs	12.31% 8	6.15% 4	13.85% 9	32.31% 21	38.46% 25	65
Side boarding island stop	29.69% 19	12.50% 8	12.50% 8	25.00% 16	20.31% 13	64

Q7 Referencing the above images as examples, how appropriate are the following options for this corridor? 1 is not at all appropriate and 5 is very appropriate.

Answered: 68 Skipped: 5



	1	2	3	4	5	TOTAL RESPONDENTS
Gathering Space	11.76% 8	13.24% 9	16.18% 11	23.53% 16	35.29% 24	68
Interpretive Signage	10.29% 7	19.12% 13	13.24% 9	27.94% 19	32.35% 22	68
Pavement Trail Indicators	13.24% 9	14.71% 10	13.24% 9	25.00% 17	35.29% 24	68
Multi-Modal Trail	7.35% 5	1.47% 1	7.35% 5	19.12% 13	66.18% 45	68
Bay Trail Pedestrian Bridge	7.35% 5	0.00% 0	7.35% 5	13.24% 9	72.06% 49	68

## Q8 What other opportunities have we overlooked for this corridor that would contribute to identity, enhance greening, support active transportation, improve vehicular circulation and transit, or enhance access and views to the bay?

Answered: 29   Skipped: 44

#	RESPONSES	DATE
1	There is no need to have two northbound lanes on Bayshore Highway going straight between Broadway/Airport intersection and the Hyatt. One lane is enough. The other lane can be converted into a buffer and a contraflow bike lane on the ECC / Max's side. Also there is no crosswalk from Hyatt crossing the on/off ramp to continue onto the Broadway overpass. What are people supposed to do when they get to this point? Run? Or cross Bayshore and also run. The 292 bus stops on the other side of the on/off ramp and there's no way to get there. The mailboxes and other street furniture along the sidewalk are placed so it forces pedestrians to walk around into the property side. Why not pave the property side and place the mailbox and other stuff they don't interfere with the pedestrian path of travel. Streetlights are placed in the middle of the path for pedestrians. Please do the same as for the mailboxes. The signal at Bayshore/on/offramps should be redesigned to have a right hand green arrow coming off the offramp to turn right. Instead of forcing drivers to come to a stop when there's no one there.	4/16/2021 3:04 PM
2	Lighting and safety. Around dusk it can feel unsafe. Also trash cans, there are often bottles and cans found at different points. And I'm not sure if this includes the fishing pier but I do think that is an important feature to keep.	4/15/2021 8:34 PM
3	If there is space, it would be nice to have tiered benches for people to watch airplanes landing/taking off. The new Burlingame Point project has nice benches and an interpretive sign that provides a good history of native species in this area.	4/15/2021 5:10 PM
4	Cowan Road is very busy due to restaurant. Possible pedestrian walkway with lights or a stop light for traffic.	4/15/2021 2:09 PM
5	None that I can think of currently	4/14/2021 10:13 AM
6	none	4/12/2021 1:13 PM
7	environmental friendly, aesthetically appealing	4/10/2021 7:05 PM
8	Don't turn 2 lanes in each direction into 1 lane with bike/bus lanes and/or center turning lanes. Once economy opens back up and traffic increases again and these proposed redevelopments hopefully happen, we'll need the larger road.	4/9/2021 3:03 PM
9	I want to see the City determine a vision and goals for what this corridor will be in, say, 10 years. All these options seem like we are deciding the trim before we build the building, and even before we decide what type of building to design. It looks more like "we have some money to fix what is there, so how should we spend it?" In most regions, waterfront property like this is valuable, and often requires controls to keep developers from sealing it off from the public. What is keeping this area from being more valuable, and what can the city do to create that environment? That requires a holistic approach, more than just trimmings. Do we want this to become a premier residential development, perhaps with waterfront condos and supporting retail? Do we want this to become a prime office/warehouse area? Do we want this to become a hiking/walking/biking/nature destination for the entire Bay Area, perhaps supporting some retail such as snacks, bike rentals, etc? Do we want to attract people to the area by way of events, such as outdoor art exhibitions, concerts, etc. Any vision should come with some metrics to track. New residents per year? Retail sales per year for the zone? Number of hikers/bikers/year? What is important to us? Bottom line is I think we are squandering an opportunity to create a vision and build accordingly. Until we have a vision, spending money on trimmings will be a waste. Yes, clean up things that are broken today. But don't spend more money without a vision.	4/2/2021 10:12 AM



## Old Bayshore Highway Feasibility Study: Community Outreach Survey 1

10	Appreciate the effort and hope you start with the shore rehabilitation.	4/2/2021 8:10 AM
11	Fishing pier(s) and / or viewing platforms Many folks enjoy watching the planes at SFO and it would be nice to accommodate them, especially at the north end	4/1/2021 5:49 PM
12	Removing the run down parking lots. Pedestrian Access bridge across 101.	4/1/2021 5:15 PM
13	safety of the pedestrian and vehicle collision preventions, fewer left turns unless a traffic light is present. Burlingame does a horrible job with striping their roads. It is needed on all streets.	4/1/2021 4:01 PM
14	this is long overdue for this corridor in town ... create a sense of a destination	4/1/2021 3:56 PM
15	Maps posted of the entire bike /people trail/route from one city to another.	4/1/2021 3:29 PM
16	If appropriate, are there any sections which could provide "beach" access, if not sand, then just a place where the water could be reached (like Coyote Point) so that the Bay doesn't feel as removed.	4/1/2021 3:09 PM
17	The trail and entire corridor needs trees. Bayshore absolutely needs controlled pedestrian crossings frequently. Accessto bike /ped bridge is very difficult. Needs to be much easier on both East and West sides.	3/29/2021 4:15 PM
18	An effort should be made to reduce the surface area devoted to parking lots along this stretch of waterfront	3/29/2021 10:40 AM
19	I will start to pay attention as I walk along the path.	3/26/2021 12:56 PM
20	Adding works of art to the corridor or along the trail. Getting a bridge over Easton Creek to continue the Bay Trail to the hotel and commercial strip. Working with the owner of the old theater and abandoned lot owners to update the trail NOW!	3/26/2021 10:00 AM
21	Adequate trash and recycle containers along proposed trail, especially at proposed " gathering" spaces. Insurances to protect wildlife .	3/26/2021 7:56 AM
22	Any opportunity for additional parking to access the Bay Trail? The trail is beautiful and enjoyed by many. I would like to see safe and well lit crosswalks.	3/25/2021 4:46 PM
23	If when there's no construction in that area, have new buildings look more modern. Add more trees, What about adding palm trees in center median, like the embarcadero in SF?	3/25/2021 4:08 PM
24	I like palm trees in the median.	3/25/2021 4:00 PM
25	some sections have no trash cans and there is no water along the route unless you step off the Bay Trail and go to a park. There are no mile markers along the entire Burlingame section of the trail. The really sketchy part of the trail between Kincaid's and Fisherman's Park is not addressed at all. Lots of homeless and transient activity and also a gathering spot for teens at all hours of the day. There have been incidents of drag racing activity near here and Airport Blvd also.	3/25/2021 2:54 PM
26	Not motorized boat launch (kayaks, sailboards, etc.)	3/25/2021 1:28 PM
27	Thanks!	3/25/2021 1:10 PM
28	SEATING OR GATHERING SPACES. INTERPRETIVE TRAIL WITH MARKERS AND SIGNAGE, FOR INSTANCE, A RELIEF 'MAP' OF THE OTHER SIDE OF THE BAY AND WHAT'S WHAT OVER THERE. A PIER GOING OUT 100 YARDS INTO THE BAY WOULD BE COOL. AT THE CREEK A BRIDGE THAT CROSSES THE MOUTH OF THE CREEK RATHER THAN GOING BACK OVER TO THE ROAD.	3/25/2021 1:08 PM
29	Please, please, please do not mess with the roadway the way you did on Carolyn Avenue. We don't need it, these are terrible ideas and we don't want endless construction. If this happens I will not renew my lease and move my business out of Burlingame to a place where they can just leave it alone. My business has been on my street for 45 years.	3/25/2021 1:08 PM

## Q9 Please include your email below if you would like to be informed of future updates to the Old Bayshore Highway Feasibility Study.

Answered: 35    Skipped: 38

#	RESPONSES	DATE
1	manitov@gmail.com	4/16/2021 3:04 PM
2	Pinkusresnik@aol.com	4/16/2021 10:35 AM
3	Cmccoy555@yahoo.com	4/16/2021 8:48 AM
4	Ginamoore613@yahoo.com	4/15/2021 8:34 PM
5	wagspeak@aol.com	4/15/2021 6:30 PM
6	sue@newenglandlobster.net	4/15/2021 2:09 PM
7	tinabchurich@me.com	4/15/2021 10:02 AM
8	prentice.ng@gmail.com	4/14/2021 10:13 AM
9	molly@mcnevincleaning.com	4/12/2021 1:13 PM
10	landed@earthlink.net	4/10/2021 7:05 PM
11	vince@schoolapparel.com	4/9/2021 3:03 PM
12	shuttles@commute.org	4/8/2021 10:05 AM
13	nicolacook3@gmail.com	4/5/2021 9:01 PM
14	Steve@Lamont.email	4/2/2021 10:12 AM
15	lenny@heymann.xyz	4/2/2021 8:10 AM
16	Smokiethecat@ymail.com	4/1/2021 5:49 PM
17	rickcerf@gmail.com	4/1/2021 5:15 PM
18	Burlingame does a horrible job with striping their roads. It is needed on all streets. Floribunda on Burlingame side is horrible.	4/1/2021 4:01 PM
19	teipo@visitsmcsv.com	4/1/2021 3:56 PM
20	yooki.park+lists@gmail.com	4/1/2021 3:33 PM
21	woo.richard@yahoo.com	4/1/2021 3:29 PM
22	jjpf@pacbell.net	4/1/2021 3:09 PM
23	aleighschubiner@gmail.com	3/29/2021 4:15 PM
24	castnerpaine@yahoo.com	3/29/2021 10:40 AM
25	weaverkevins@gmail.com	3/27/2021 7:02 PM
26	colvin.jennifer@gmail.com	3/26/2021 3:15 PM
27	Paola.lancellotti@gmail.com	3/26/2021 12:56 PM
28	stevepade@gmail.com	3/26/2021 10:00 AM
29	Garys1244@yahoo.com	3/26/2021 7:56 AM
30	pepperca@comcast.net	3/25/2021 6:58 PM
31	jaykershner@gmail.com	3/25/2021 4:08 PM

## Old Bayshore Highway Feasibility Study: Community Outreach Survey 1

32	pete@speedpick.com	3/25/2021 1:34 PM
33	michaeldonaldbarber@gmail.com	3/25/2021 1:28 PM
34	dilyana.dimova@gmail.com	3/25/2021 1:16 PM
35	rich@calfs.net	3/25/2021 1:08 PM



# APPENDIX

## Community Survey #2 Results









## ***Via Email Only***

July 22, 2021

### **Outreach Summary**

#### **Community Outreach Survey #2**

**RE: Old Bayshore Highway / Preliminary Alternates**

Survey Duration: June 21, 2021 – July 18, 2021

From June 21 through July 18, 2021, the community of Burlingame was invited to participate in a second online survey for the Old Bayshore Highway feasibility study. The purpose of the survey was to provide a project update, including results from the first community survey, to solicit feedback on three preliminary alternatives for roadway improvements, and to present progress on guidelines for future Bay Trail improvements. Respondents were asked a series of questions to provide the City and project team with direction for the next phase of design development, which will be to produce a preferred plan. The following summary is intended to identify general trends in the responses received, and to distill that feedback into our best interpretation of the community's preferences for the next stage of design development.

### **Overview:**

The survey was distributed to the community via email and social media, and thirty-eight people responded to the survey. Write-in responses for roadway improvements focused on preferences regarding different lane configurations, bus pull-outs, lighting, and greening, including:

- (2) Were concerned that lane reductions will cause traffic congestion
- (3) Felt that it's important to preserve turn pockets and/or disliked the four-lane option
- (2) Expressed a preference for bus pull-outs to prevent traffic delays
- (1) Felt that bicycle infrastructure should be restricted to the bay trail, with priority on Old Bayshore Highway given to vehicular traffic.
- (3) Preferred the options that show more opportunities for greenery
- (2) Were concerned that planting will be a problem due to maintenance and water needs
- (2) Supported the addition of pedestrian lighting, with one request for full cut-off luminaires.

#### **BURLINGAME**

1633 Bayshore Highway, Suite 133  
Burlingame, CA 94010  
650.375.1313

#### **GOLD RIVER**

12150 Tributary Point Drive, Suite 140  
Gold River, CA 95670  
916.985.4366

#### **SAN JOSE**

2025 Gateway Place, Suite 285  
San Jose, CA 95110  
408.275.0565



## Outreach Summary

### Community Outreach Survey #2

RE: Old Bayshore Highway Feasibility Study / Preliminary Alternates

July 22, 2021

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These responses are consistent with the data from questions 1 through 3, which asked respondents to indicate which elements they like or dislike for each alternative. These responses are summarized graphically on the attached "Analysis of results," and summarized below:

Least Popular		Most Popular
50% or less support	At least 60% support	At least 75% support
<ul style="list-style-type: none"><li>• Interpretive Signage</li><li>• Raised Cycle Tracks at bus loading platforms</li><li>• Three travel lanes with a center turn lane</li><li>• Four travel lanes and no center turn lane</li><li>• Textured turn lane</li><li>• Side-boarding island stops</li><li>• In-lane bus stops</li><li>• Shared cycle track bus loading platforms</li></ul>	<ul style="list-style-type: none"><li>• Coordinated signage program</li><li>• Pavement Trail indicators</li><li>• Bridge treatments</li><li>• Planted medians</li><li>• Trees in tree grates</li><li>• High visibility bike lane paint</li><li>• Buffered bike lanes</li><li>• Pedestrian refuge islands</li><li>• High visibility crosswalks</li><li>• Two travel lanes and a center turn lane</li><li>• Bus pull-outs</li></ul>	<ul style="list-style-type: none"><li>• Site furnishings</li><li>• Street trees</li><li>• Pedestrian lighting</li></ul>

Data collected for question 4 should be discarded; respondents appear to have been confused by the numbering, with numerous respondents ranking their preference in the opposite order from what they indicated on previous questions and in the write-in. The most likely explanation is that people thought they were indicating their "first, second, and third" choices. Given the consistency of responses to questions 1-3 and of write-in comments, we can conclude that there is strong opposition to alternative 3, with four travel lanes and no turn lane, and that the majority of respondents prefer the two-lane option with a center turn lane, provided that it would not have a significant negative effect on the flow of traffic.

Lastly, respondents were given the opportunity to comment on proposed bay trail improvements. Only eight participants provided comments. These comments generally discussed items that are beyond the scope of this study for the trail, including the extent of BCDC jurisdiction, coordination of similar improvements with adjacent jurisdictions, the need to plan for water conservation, and requests for specific furnishings such as bike repair stations and benches. There was one request for a centerline on the trail, which is consistent with current bay trail design standards, and one request to require trail lighting—an element for which there is some precedent at urban segments of the bay trail, and might be considered away from sensitive habitat areas.

**Outreach Summary**

**Community Outreach Survey #2**

**RE: Old Bayshore Highway Feasibility Study / Preliminary Alternates**

July 22, 2021

Page 3 of 3

The information above is Callander Associates's understanding of comments received from the preliminary alternatives outreach survey. Callander Associates is proceeding with the project based on this understanding.

Submitted by:

A handwritten signature in black ink that reads "Megan Richards". The signature is written in a cursive, flowing style.

Megan Richards  
Callander Associates

Attachments:

*Analysis of Results*

*Survey results summary data*

*Individual survey responses*



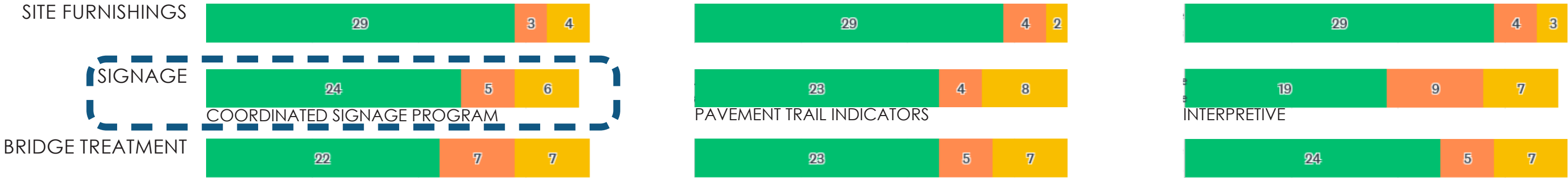


ALTERNATIVE 1

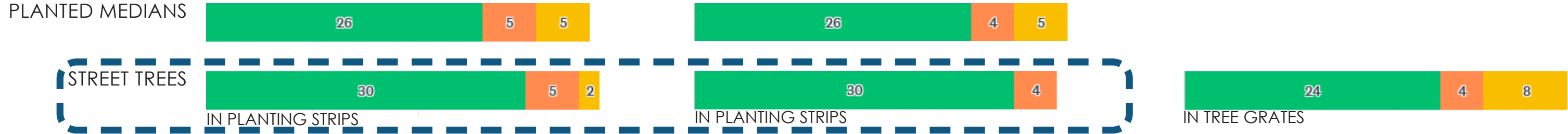
ALTERNATIVE 2

ALTERNATIVE 3

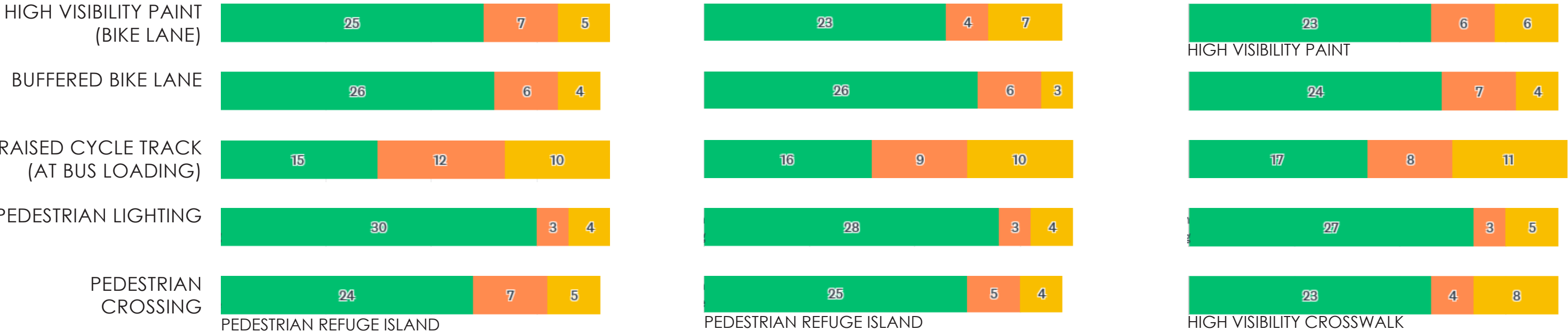
IDENTITY



GREENING



ACTIVE TRANSPORTATION



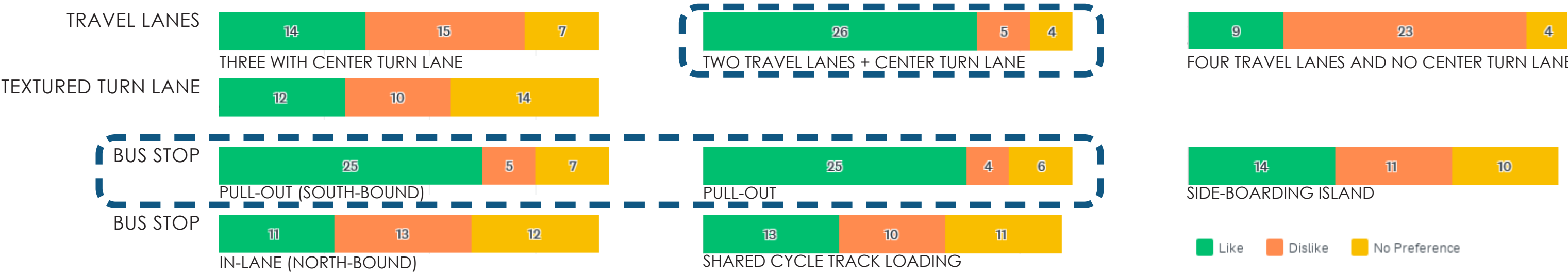
Like Dislike No Preference

ALTERNATIVE 1

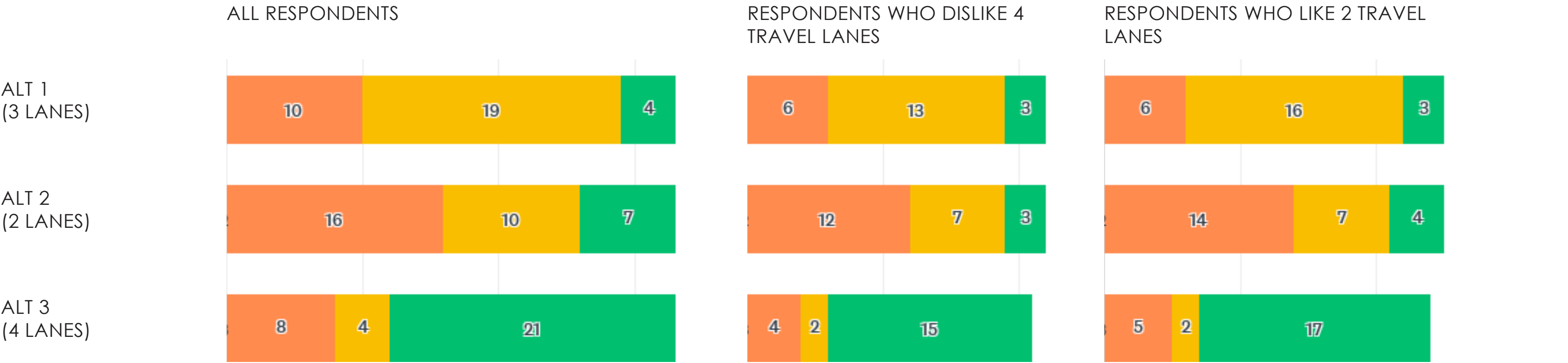
ALTERNATIVE 2

ALTERNATIVE 3

VEHICLES AND TRANSIT



QUESTION 4: PLEASE RANK THE ALTERNATIVES IN ORDER OF PREFERENCE, WITH 3 BEING MOST PREFERRED AND 1 BEING LEAST PREFERRED



# **APPENDIX**

## Estimates of Probable Construction Costs



HI-LO LIGHT

STREET  
TREE WITH  
PLANTING  
STRIP

PEDESTRIAN  
LIGHT

PEDESTRIAN  
REFUGE

NEW SIDEWALK



**Millbrae to Cowan Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	2480	\$ 6.00	\$ 15,000
2	Demolish Asphalt Pavement	SF	2202	\$ 6.00	\$ 14,000
3	Demolish Curb & Gutter	LF	839	\$ 12.00	\$ 11,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	1728	\$ 4.50	\$ 8,000
<b>Civil Improvements</b>					
5	Concrete	SF	5786	\$ 30.00	\$ 174,000
6	Asphalt Pavement	SF	2445	\$ 15.00	\$ 37,000
7	Curb & Gutter	LF	580	\$ 60.00	\$ 35,000
8	Striping	LF	854	\$ 2.50	\$ 3,000
9	Pavement Marking	SF	100	\$ 15.00	\$ 2,000
<b>Landscape Improvements</b>					
10	Tree	EA	15	\$ 300.00	\$ 5,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	3295	\$ 6.25	\$ 21,000
12	Import Topsoil	CY	54	\$ 60.00	\$ 4,000
13	Tree Bubbler	EA	30	\$ 100.00	\$ 3,000
14	Drip Irrigation	SF	3295	\$ 4.50	\$ 15,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	1	\$ 25,000.00	\$ 25,000
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	1	\$ 4,000.00	\$ 4,000
18	Trash Receptacle	EA	2	\$ 2,900.00	\$ 6,000
19	High-low Street Light	EA	6	\$ 22,000.00	\$ 132,000
20	Pedestrian Light	EA	5	\$ 15,000.00	\$ 75,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 76,080</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 95,100</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 63,400</b>
<b>Total</b>					<b>\$ 868,580</b>

\* Total Cost rounded up to next thousand dollars

**Cowan Road to Mitten Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	4062	\$ 6.00	\$ 25,000
2	Demolish Asphalt Pavement	SF	8976	\$ 6.00	\$ 54,000
3	Demolish Curb & Gutter	LF	1756	\$ 12.00	\$ 22,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	2028	\$ 4.50	\$ 10,000
<b>Civil Improvements</b>					
5	Concrete	SF	6045	\$ 30.00	\$ 182,000
6	Asphalt Pavement	SF	2390	\$ 15.00	\$ 36,000
7	Curb & Gutter	LF	983	\$ 60.00	\$ 59,000
8	Striping	LF	2676	\$ 2.50	\$ 7,000
9	Pavement Marking	SF	175	\$ 15.00	\$ 3,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 47,760</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 59,700</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 39,800</b>
<b>Total</b>					<b>\$ 545,260</b>

\* Total Cost rounded up to next thousand dollars



**Mitten Road to Malcolm Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	8863	\$ 6.00	\$ 54,000
2	Demolish Asphalt Pavement	SF	6474	\$ 6.00	\$ 39,000
3	Demolish Curb & Gutter	LF	2256	\$ 12.00	\$ 28,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	6701	\$ 4.50	\$ 31,000
<b>Civil Improvements</b>					
5	Concrete	SF	18324	\$ 30.00	\$ 550,000
6	Asphalt Pavement	SF	1755	\$ 15.00	\$ 27,000
7	Curb & Gutter	LF	2441	\$ 60.00	\$ 147,000
8	Striping	LF	3414	\$ 2.50	\$ 9,000
9	Pavement Marking	SF	196	\$ 15.00	\$ 3,000
<b>Landscape Improvements</b>					
10	Tree	EA	25	\$ 300.00	\$ 8,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	5455	\$ 6.25	\$ 35,000
12	Import Topsoil	CY	365	\$ 60.00	\$ 22,000
13	Tree Bubbler	EA	50	\$ 100.00	\$ 5,000
14	Drip Irrigation	SF	5455	\$ 4.50	\$ 25,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	0	\$ 25,000.00	\$ -
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	1	\$ 4,000.00	\$ 4,000
18	Trash Receptacle	EA	2	\$ 2,900.00	\$ 6,000
19	High-low Street Light	EA	7	\$ 22,000.00	\$ 154,000
20	Pedestrian Light	EA	7	\$ 15,000.00	\$ 105,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 155,640</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 194,550</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 129,700</b>
<b>Total</b>					<b>\$ 1,776,890</b>

\* Total Cost rounded up to next thousand dollars

**Malcolm Road to Stanton Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	5523	\$ 6.00	\$ 34,000
2	Demolish Asphalt Pavement	SF	5291	\$ 6.00	\$ 32,000
3	Demolish Curb & Gutter	LF	1700	\$ 12.00	\$ 21,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	1105	\$ 4.50	\$ 5,000
<b>Civil Improvements</b>					
5	Concrete	SF	11791	\$ 30.00	\$ 354,000
6	Asphalt Pavement	SF	1885	\$ 15.00	\$ 29,000
7	Curb & Gutter	LF	1309	\$ 60.00	\$ 79,000
8	Striping	LF	2521	\$ 2.50	\$ 7,000
9	Pavement Marking	SF	175	\$ 15.00	\$ 3,000
<b>Landscape Improvements</b>					
10	Tree	EA	10	\$ 300.00	\$ 3,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	1775	\$ 6.25	\$ 12,000
12	Import Topsoil	CY	142	\$ 60.00	\$ 9,000
13	Tree Bubbler	EA	20	\$ 100.00	\$ 2,000
14	Drip Irrigation	SF	1775	\$ 4.50	\$ 8,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	0	\$ 25,000.00	\$ -
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	1	\$ 4,000.00	\$ 4,000
18	Trash Receptacle	EA	1	\$ 2,900.00	\$ 3,000
19	High-low Street Light	EA	5	\$ 22,000.00	\$ 110,000
20	Pedestrian Light	EA	4	\$ 15,000.00	\$ 60,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 98,400</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 123,000</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 82,000</b>
<b>Total</b>					<b>\$ 1,123,400</b>

\* Total Cost rounded up to next thousand dollars

**Stanton Road to Hinckley Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	10800	\$ 6.00	\$ 65,000
2	Demolish Asphalt Pavement	SF	5390	\$ 6.00	\$ 33,000
3	Demolish Curb & Gutter	LF	1420	\$ 12.00	\$ 18,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	4352	\$ 4.50	\$ 20,000
<b>Civil Improvements</b>					
5	Concrete	SF	18273	\$ 30.00	\$ 549,000
6	Asphalt Pavement	SF	1935	\$ 15.00	\$ 30,000
7	Curb & Gutter	LF	1833	\$ 60.00	\$ 110,000
8	Striping	LF	3608	\$ 2.50	\$ 10,000
9	Pavement Marking	SF	200	\$ 15.00	\$ 3,000
<b>Landscape Improvements</b>					
10	Tree	EA	22	\$ 300.00	\$ 7,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	6980	\$ 6.25	\$ 44,000
12	Import Topsoil	CY	202	\$ 60.00	\$ 13,000
13	Tree Bubbler	EA	44	\$ 100.00	\$ 5,000
14	Drip Irrigation	SF	6980	\$ 4.50	\$ 32,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	1	\$ 25,000.00	\$ 25,000
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	1	\$ 4,000.00	\$ 4,000
18	Trash Receptacle	EA	2	\$ 2,900.00	\$ 6,000
19	High-low Street Light	EA	7	\$ 22,000.00	\$ 154,000
20	Pedestrian Light	EA	7	\$ 15,000.00	\$ 105,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 153,360</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 191,700</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 127,800</b>
<b>Total</b>					<b>\$ 1,750,860</b>

\* Total Cost rounded up to next thousand dollars



**Hinckley Road to Mahler Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	8689	\$ 6.00	\$ 53,000
2	Demolish Asphalt Pavement	SF	7128	\$ 6.00	\$ 43,000
3	Demolish Curb & Gutter	LF	436	\$ 12.00	\$ 6,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	3301	\$ 4.50	\$ 15,000
<b>Civil Improvements</b>					
5	Concrete	SF	14480	\$ 30.00	\$ 435,000
6	Asphalt Pavement	SF	1558	\$ 15.00	\$ 24,000
7	Curb & Gutter	LF	1794	\$ 60.00	\$ 108,000
8	Striping	LF	250	\$ 2.50	\$ 1,000
9	Pavement Marking	SF	200	\$ 15.00	\$ 3,000
<b>Landscape Improvements</b>					
10	Tree	EA	19	\$ 300.00	\$ 6,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	3010	\$ 6.25	\$ 19,000
12	Import Topsoil	CY	253	\$ 60.00	\$ 16,000
13	Tree Bubbler	EA	38	\$ 100.00	\$ 4,000
14	Drip Irrigation	SF	3010	\$ 4.50	\$ 14,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	0	\$ 25,000.00	\$ -
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	0	\$ 4,000.00	\$ -
18	Trash Receptacle	EA	1	\$ 2,900.00	\$ 3,000
19	High-low Street Light	EA	6	\$ 22,000.00	\$ 132,000
20	Pedestrian Light	EA	6	\$ 15,000.00	\$ 90,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 122,040</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 152,550</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 101,700</b>
<b>Total</b>					<b>\$ 1,393,290</b>

\* Total Cost rounded up to next thousand dollars

**Mahler Road to Burlway Road**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	9804	\$ 6.00	\$ 59,000
2	Demolish Asphalt Pavement	SF	5250	\$ 6.00	\$ 32,000
3	Demolish Curb & Gutter	LF	1840	\$ 12.00	\$ 23,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	2050	\$ 4.50	\$ 10,000
<b>Civil Improvements</b>					
5	Concrete	SF	14859	\$ 30.00	\$ 446,000
6	Asphalt Pavement	SF	2471	\$ 15.00	\$ 38,000
7	Curb & Gutter	LF	1451	\$ 60.00	\$ 88,000
8	Striping	LF	2647	\$ 2.50	\$ 7,000
9	Pavement Marking	SF	200	\$ 15.00	\$ 3,000
<b>Landscape Improvements</b>					
10	Tree	EA	14	\$ 300.00	\$ 5,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	3770	\$ 6.25	\$ 24,000
12	Import Topsoil	CY	112	\$ 60.00	\$ 7,000
13	Tree Bubbler	EA	28	\$ 100.00	\$ 3,000
14	Drip Irrigation	SF	3770	\$ 4.50	\$ 17,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	1	\$ 25,000.00	\$ 25,000
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	2	\$ 4,000.00	\$ 8,000
18	Trash Receptacle	EA	3	\$ 2,900.00	\$ 9,000
19	High-low Street Light	EA	6	\$ 22,000.00	\$ 132,000
20	Pedestrian Light	EA	6	\$ 15,000.00	\$ 90,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 128,520</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 160,650</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 107,100</b>
<b>Total</b>					<b>\$ 1,467,270</b>

\* Total Cost rounded up to next thousand dollars

**Burlway Road to Airport Boulevard**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	29416	\$ 6.00	\$ 177,000
2	Demolish Asphalt Pavement	SF	2517	\$ 6.00	\$ 16,000
3	Demolish Curb & Gutter	LF	4328	\$ 12.00	\$ 52,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	7099	\$ 4.50	\$ 32,000
<b>Civil Improvements</b>					
5	Concrete	SF	44722	\$ 30.00	\$ 1,342,000
6	Asphalt Pavement	SF	841	\$ 15.00	\$ 13,000
7	Curb & Gutter	LF	3986	\$ 60.00	\$ 240,000
8	Striping	LF	8612	\$ 2.50	\$ 22,000
9	Pavement Marking	SF	640	\$ 15.00	\$ 10,000
<b>Landscape Improvements</b>					
10	Tree	EA	56	\$ 300.00	\$ 17,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	11640	\$ 6.25	\$ 73,000
12	Import Topsoil	CY	133	\$ 60.00	\$ 8,000
13	Tree Bubbler	EA	112	\$ 100.00	\$ 12,000
14	Drip Irrigation	SF	11640	\$ 4.50	\$ 53,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	0	\$ 25,000.00	\$ -
16	Bus Shelter	EA	1	\$ 45,000.00	\$ 45,000
17	Bench	EA	2	\$ 4,000.00	\$ 8,000
18	Trash Receptacle	EA	3	\$ 2,900.00	\$ 9,000
19	High-low Street Light	EA	17	\$ 22,000.00	\$ 374,000
20	Pedestrian Light	EA	16	\$ 15,000.00	\$ 240,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 329,160</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 411,450</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 274,300</b>
<b>Total</b>					<b>\$ 3,757,910</b>

\* Total Cost rounded up to next thousand dollars



**Old Bayshore Highway to Anza Boulevard (Airport Boulevard)**

<b>No</b>	<b>Bid Item Description</b>	<b>Unit</b>	<b>Qty</b>	<b>Unit Cost</b>	<b>Total Cost*</b>
<b>Civil Demolition</b>					
1	Demolish Concrete	SF	0	\$ 6.00	\$ -
2	Demolish Asphalt Pavement	SF	2708	\$ 6.00	\$ 17,000
3	Demolish Curb & Gutter	LF	638	\$ 12.00	\$ 8,000
4	Demolish Misc. (Median/Pavers or Landscape)	SF	10892	\$ 4.50	\$ 50,000
<b>Civil Improvements</b>					
5	Concrete	SF	13600	\$ 30.00	\$ 408,000
6	Asphalt Pavement	SF	1285	\$ 15.00	\$ 20,000
7	Curb & Gutter	LF	1065	\$ 60.00	\$ 64,000
8	Striping	LF	0	\$ 2.50	\$ -
9	Pavement Marking	SF	0	\$ 15.00	\$ -
<b>Landscape Improvements</b>					
10	Tree	EA	115	\$ 300.00	\$ 35,000
11	Shrub/Groundcover, Bark Mulch, Soil Prep & Fine Grading	SF	58530	\$ 6.25	\$ 366,000
12	Import Topsoil	CY	270	\$ 60.00	\$ 17,000
13	Tree Bubbler	EA	230	\$ 100.00	\$ 23,000
14	Drip Irrigation	SF	58535	\$ 4.50	\$ 264,000
15	Irrigation Point of Connection (Controller, MV & FS)	EA	1	\$ 25,000.00	\$ 25,000
16	Bus Shelter	EA	0	\$ 45,000.00	\$ -
17	Bench	EA	0	\$ 4,000.00	\$ -
18	Trash Receptacle	EA	0	\$ 2,900.00	\$ -
19	High-low Street Light	EA	29	\$ 22,000.00	\$ 638,000
20	Pedestrian Light	EA	28	\$ 15,000.00	\$ 420,000
<b>Design/Engineering Service Contingency (12%)</b>					<b>\$ 282,600</b>
<b>Design Phase Contingency (15%)</b>					<b>\$ 353,250</b>
<b>Change Order Contingency (10%)</b>					<b>\$ 235,500</b>
<b>Total</b>					<b>\$ 3,226,350</b>

\* Total Cost rounded up to next thousand dollars