



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting on Thursday February 12, 2026

1. CALL TO ORDER: 7:01 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Brown, French, Israelit, Johnson, Martos

MEMBERS ABSENT:

4. APPROVAL OF MINUTES

a) December 11, 2025 Regular Meeting Minutes

The December 11, 2025 meeting minutes were approved by unanimous consent.

b) January 8, 2026 Regular Meeting Minutes

The January 8, 2026 meeting minutes were approved by unanimous consent.

5. PUBLIC COMMENTS – NON-AGENDA

Jim Evans requested a red zone on Adeline Drive at Balboa due to lack of visibility. Mr. Evans shared his concerns around speeding on Devereux Drive in the morning between 8 – 8:30 am and felt enforcement in the area would be very helpful. Lastly, Mr. Evans shared his experience observing a Traffic Safety and Parking Commission meeting remotely via Zoom.

Peter Gorsky raised a concern regarding a Lyon Hoag traffic calming study that was completed in 2020 but stated there was no follow-up for long term permanent measures as outlined in the study. He mentioned addressing cut through traffic on Howard and Bayswater as he felt it is now worse than pre-Covid cut through traffic. He continued to express his concern with what he felt was lack of follow-up from the Traffic Division. In closing he requested that staff communicate what measures would be

temporary and which would be permanent.

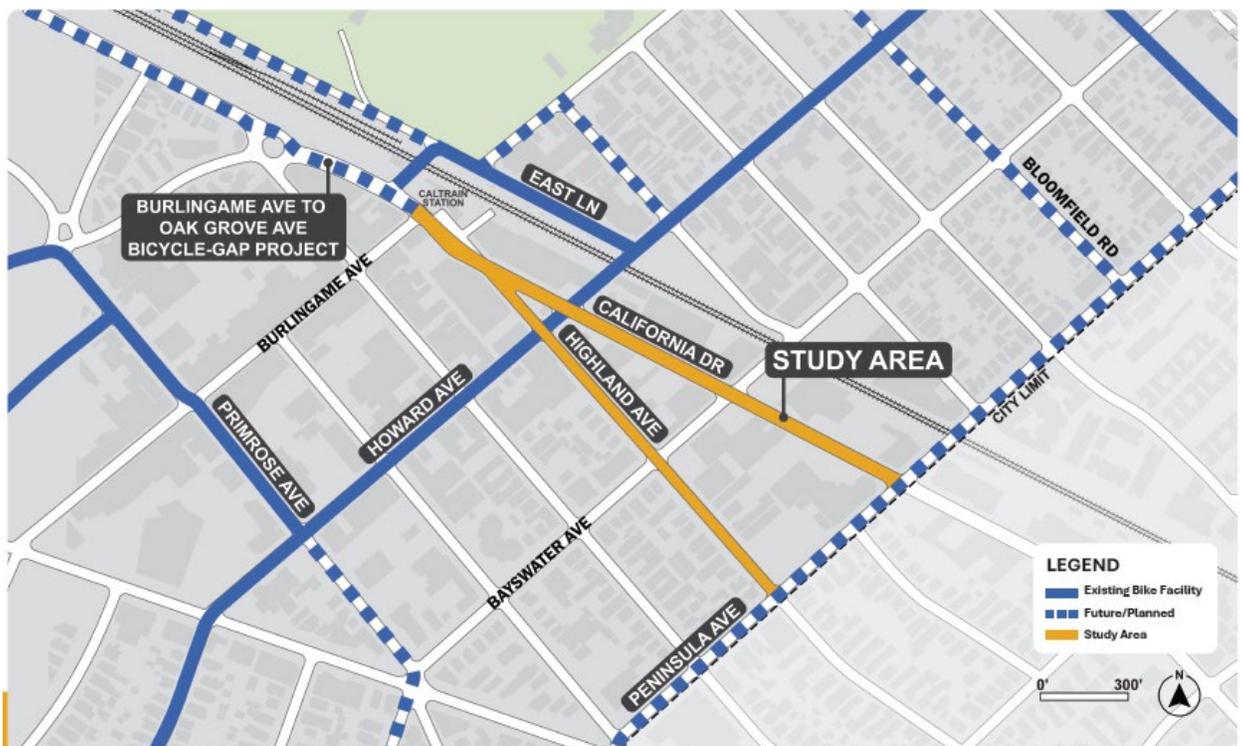
6. DISCUSSION/ACTION ITEMS

The Commission agreed to hear item 6.b first in light of the number of residents in attendance for the Peninsula and Dwight Project.

a) California Drive Complete Streets Phase III (Burlingame Avenue to Peninsula)

SUMMARY

Mr. Wong provided a presentation to the TSPC to introduce the California Drive Complete Streets Project (Ph 3) between Burlingame Avenue to Oak Grove Avenue, which would help connect the bicycle network.



The [presentation](#) included existing conditions, potential roadways, concepts related to each roadway, and initial community feedback. Mr. Wong stated that staff will include the feedback into the refined design concepts. He also confirmed that staff will present the refined design concepts at a future community or TSPC meeting.

The study options provided are summarized below.

California Drive Only

- Option #1: Protected bike lanes, road diet, no on-street parking
- Option #2: Buffered bike lanes, road diet, parking on one side

- Option #3: Bike lanes, widen travel lanes, no on-street parking
- Shared bike and car lanes with greenback sharrows on Highland Avenue

Chair Martos confirmed that the Highland options are not required, they are considered “a la carte.”

Highland Avenue Only

- Option #1: Highland buffered bike lanes and on-street parking on one side with no bike lanes on California Drive with parking on both sides of the street
- Option #2: Shared bike and car lanes with greenback sharrows on Highland and parking on both sides of the street, while maintaining the existing conditions on California Drive.

Split Directional

- Option #1: Protected bike lanes on Highland and California Drive (includes road diet and parking on one side of California Drive)
- Option #2: Buffered bike lanes on Highland and California Drive (includes road diet and parking on both sides of California Drive)
- Option #3: On-street bike lanes on Highland and California Drive (includes road diet and parking on both sides of California Drive)

ACTION

No formal action was taken as this was an informational presentation. Initial feedback and comments from the Commission on the high-level concepts shared include:

- Commissioner French not in favor of widening travel lanes on an already busy roadway.
- Vice-Chair Johnson liked the idea of a road diet on California Drive, but inquired about the loss of parking, which would be approximately 75 on-street spaces. She is also in favor of protected bike lanes.
- Chair Martos inquired about communication with the businesses along the roadway and noted the possible challenge to the auto establishments. His initial preference is to consider a northbound bike lane with parking on the west side of California Drive, and a southbound bike lane on Highland Avenue.
- Commissioner Israelit felt strongly that the bike lanes should be protected bike lanes and we cannot give up parking on both sides of California Drive.
- Commissioner Brown expressed concern with removing parking on the east side of California Drive.

No public comments were received for this item.

b) Peninsula/Dwight/Delaware Project Update

SUMMARY

Mr. Wong provided a [presentation](#) to the TSPC pertaining to the Dwight Road/Peninsula

Avenue/Delaware Street efforts staff has been working on with the City of San Mateo. Mr. Wong specifically requested TSPC feedback on improvement options related to the traffic signal operations and the Dwight Road bulb outs. A summary of the options provided is below.

Signal Operations

Option #1: No change

This signal option would leave the traffic operations as they currently are. All approaches would remain permitted left-turns for all directions.

Option #2: Use of protected-left-turns along Peninsula Avenue only

This option introduces protected-left-turns only along Peninsula Avenue, with permitted left-turns continuing along Dwight Road/Delaware Street.

Option #3: Use of protected-left-turns on all approaches

This option is recommended by Burlingame and San Mateo staff and implements protected-left-turns along Peninsula Avenue, with split-phasing along Dwight Road/Delaware Street. Due to the existing street width on Dwight Road/Delaware Street, exclusive left-turn lanes are not possible. To still provide protected left-turns to both approaches, the phasing along Delaware is proposed to be “split-phased” along Dwight Road/Delaware Street. This phasing allows for the northbound approach to have green indication while the southbound direction to have a red indication. When the northbound approach goes red, then the southbound approach would turn green.

Bulb Out Options

Option #1: Install bulb outs and replace the landscaped island and decorative wall

Burlingame and San Mateo staff recommend option #1. This option would install the bulb outs on the northwest and northeast corners along with ADA compliant pedestrian ramps. This option would replace the existing landscaping island and decorative wall with new landscaping and decorative wall elements. The landscaping would be a significantly larger area while the decorative wall element would be something smaller than the existing wall.

Option #2: Install smaller bulb outs without impacting the island and decorative wall

This option would install smaller bulb outs on the northwest and northeast corners along with ADA compliant pedestrian ramps. The smaller bulb outs would be sized and positioned so that they would not impact the existing landscaped island or decorative wall.

Option #3: Incorporate the entire decorative wall and island into the bulb out design

This option would install the bulb outs on the northwest and northeast corners along with ADA compliant pedestrian ramps. The bulb outs would be further pushed out to encompass the existing landscaped island and walls. This option would reduce the street width to 20-feet in the vicinity of the bulb outs.

The Commissioner's asked clarifying questions before Chair Martos opened the public comment period.

Longtime Burlingame resident Lynn Feeny stated the current bulb outs have worked, and she feels as though staff is trying to fix a problem that is not there. She shared excitement regarding the change to the traffic signal operations. Mrs. Feeny suggested that the traffic light be hooded and explained that drivers on Dwight Road heading to Bayswater will "gun it" when they see a green light.

Burlingame resident Peter Gorsky agreed with Lynn Feeny's comments above and also stated he felt staff were pushing their narrative instead of taking feedback from the residents on Dwight Road. He also stated that the decorative wall signals to drivers that they are existing a busy street on Delaware and entering a residential neighborhood and it provides a pinching effect on vehicles.

An email from Jennifer and Juergen Pfaff regarding support for the Peninsula and Dwight proposals was received (attached).

ACTION

Due to clear support for the traffic signal operations, Chair Martos requested two motions, one specific to the traffic signal operations and one specific to the bulb outs.

Commissioner Brown made a motion to support option #3 for traffic signal operations. The motion was seconded by Commissioner French. The motion passed by a roll call vote of 5-0.

Although the public was invited by direct mailer, Vice-Chair Johnson said she did not feel comfortable voting on the bulb outs as she stated there were a number of unheard voices.

Commissioner Israelit made a motion to support bulb out option #1, but the motion was not seconded.

Commissioner Brown made a motion to support bulb out option #3, seconded by Chair Martos. The motion failed 2-1-2, with Vice-Chair Johnson and Commissioner French abstaining.

Chair Martos confirmed with his fellow commissioners there is no support for bulb out option #2.

Commissioner Israelit suggested option #1, but with the consideration of reusing the existing decorative wall.

The Commission continued to discuss the bulb out options and other considerations. Ultimately, the Commission decided to bring this item back to a subsequent TSPC meeting, which will give staff the ability to tweak the options presented based on feedback received and provide residents with another opportunity to attend or email the Commission their feedback. Chair Martos confirmed that this will not delay the improvements to the traffic signal operations.

7. INFORMATION ITEMS

a) Public Comments Related to Informational Items

No public comments received.

b) Community Group Updates

No community group updates.

c) Engineering Division Reports

Mr. Wong provided an update on the El Camino Real Renewal Project. He stated that the information initially provided in the staff report has changed since the recent rain delayed tree removals for about one week. Mr. Wong also went over the updates to traffic control efforts.

d) Police Department Reports

Sergeant Orloff reported 12 collisions for the month of January 2026. He reminded the group that DUI and hit-and-run collisions are filtered out. Of the 12 collisions in the report, he said 8 collisions involved another motor vehicle, 1 with a bicyclist, 2 with pedestrians, and 1 with a fixed object. Of those collisions, he said there were zero major injuries or fatalities. Sergeant Orloff stated the primary collision factors for the 12 collisions were the usual—unsafe turn movements or lane changes, unsafe speed, and right-of-way violations.

e) TSPC Chair/Commissioner's Communications

Chair Martos shared the Daily Journal article regarding the Vision Zero Council Study Session. He stated he reviewed the presentation and comments. Chair Martos also said the Citizen's Advisory Committee received a paired down Vision Zero presentation and feedback was provided from about 15 attendees. Chair Martos said TSPC should be receiving a Vision Zero presentation update soon, which will provide the Commission with an opportunity to prioritize project alternatives.

8. COMMITTEE REPORTS

a) Public Comments Related to Committee Reports

Lara and John McDonald provided written comments pertaining to Hillside Drive safety and traffic calming (attached).

b) Hillside Drive Safety and Traffic Calming (Israelit/Johnson)

Commissioner Israelit confirmed the radar trailer was out on Hillside Drive for about a week. She also confirmed the crosswalk installation is moving forward.

c) ECR Renewal (Brown/Israelit)

Commissioner Israelit confirmed they received the detour plans, which consist of 37 pages. Commissioners Israelit and Brown stated the intent is to reach out to the appropriate staff regarding detours on specific streets such as Balboa. For clarification, Commissioners Brown and Israelit communicated the intent is not to question the engineers or recreate the wheel.

9. FUTURE AGENDA ITEMS

- Vision Zero
- Highland Garage Usage from ED Subcommittee
- Bulb Outs at Peninsula and Dwight

10. ADJOURNMENT: 9:10 pm

From: [REDACTED]
To: [Public Comment](#)
Cc: [PW/ENG-Andrew Wong](#); [PW/ENG-Christopher Lamm](#)
Subject: Agenda Item 6B
Date: Tuesday, February 10, 2026 8:22:32 PM

Dear Commissioners:

I am unable to attend Thursday evening's meeting, but I and my husband wanted to express support for the SM presented plan regarding the intersection of Peninsula and Dwight Avenues.

There was very little with which to quibble at the meeting I and several neighbors attended 2 weeks ago in San Mateo about this issue.

Some in the audience, including myself, wanted them to explore speed camera enforcement, even though San Mateo expressed some reservations about it, having tried a few years ago elsewhere in their City.

General speed reduction on Peninsula Avenue, as well as speed humps on the corresponding stretch of Dwight at Delaware, were also brought up as additional ideas.

There are some reservations about altering the decorative wall that was erected as a pinch-point some 20 years ago, perhaps there is a compromise and even an improved idea for a similar, but beautiful wall if it really needs to be removed or altered.

Overall, everyone really seemed to welcome the efforts and I, too, wanted to express thanks to Andy and anyone else who has been working on this project. It has been a long time coming and we'd be thrilled to get it going.

Thank so much for all that you do.

Sincerely,

Jennifer and Juergen Pfaff
[REDACTED]

This email is from an external source. Please take caution when clicking links or opening attachments. When in doubt, contact your IT Department

From: [REDACTED]
To: [Public Comment](#)
Subject: Public comment for tonight's Traffic Safety and Parking Commission Meeting
Date: Thursday, February 12, 2026 12:12:05 PM

I believe this public comment could apply to the agenda item related to Hillside Drive Traffic Safety and Calming for tonight's 2/12/26 meeting. Please see below. Thank you.

Dear Traffic Commissioners of the City of Burlingame,

I am unable to attend tonight's commission meeting due to an already scheduled conflict. I am providing public comment about our serious and ongoing concerns related to the safety of our streets for pedestrians.

My husband, John McDonald, and myself have been residents of Burlingame (in the Easton Addition) for over 26 years. Over the complete course of those 26 years of residency in Burlingame, we have been avid runners. We jog in the neighborhood for exercise 3 to 4 times per week. Until the past several years, we felt relatively safe running on the sidewalks and streets in our neighborhood. That has completely changed. We no longer feel safe on our streets. When we head out for our morning jogs, we continuously feel on the defensive, particularly during the morning commute to school and work of residents (and non-residents dropping off students at Mercy High School).

Multiple times per week, when we are out for our runs, we personally experience drivers speeding, rolling through stop signs, and not yielding to pedestrians at intersections and crosswalks. Just last week, a car being driven by a mother, with children in the front and back seat, was a few feet away from hitting me as I crossed the street. If it were not for one of the other drivers of a car that was stopped at the intersection waiting for their right of way honking to alert the mother to my presence in the street, I would have been hit by the car. It left me feeling very shaken. I have had multiple drivers tell me when crossing the street at intersections that I do not have the right of way. Our friend's daughter was hit by a car driven by a mother a couple years ago in the crosswalk that crosses Hillside at Alvarado. Fortunately her injuries were not as serious as they could have been. That crosswalk is an ongoing location for drivers not following the laws.

The issue of safety has now escalated and been exacerbated by the El Camino Real repair project. Given that school traffic is now diverted to surface streets, the number of cars speeding and running stop signs and blocking traffic in both directions (and leaving no room for pedestrians and bikers to pass through) has significantly increased. It is out of control. Because the El Camino project may take years to complete, there needs to be action taken now to mitigate the problems. Frankly, outside of having the El Camino project in process, there are actions that need to be taken immediately to protect the safety of pedestrians (including children).

I have a few suggestions to address the traffic safety concerns in our neighborhoods, as listed below. I hope you will take them into serious consideration along with identifying other appropriate measures to take based on best practices of other cities and towns.

• Require that the Burlingame Police Department and maybe parking enforcement do daily patrols (and not just on a temporary basis) of the

neighborhood during morning commute to cite and ticket violators of traffic laws. I have rarely seen police patrols in our neighborhoods and they seem to be completely absent since the El Camino project started at a time when the patrols are needed most.

• Balboa Way is a disaster with diverted traffic due to blockages on El Camino. There are frustrated and speeding drivers trying to pass each other on the narrow streets where gridlock is created due to locations of no ability to pass due to cars being parked on the streets. I recommend creating one way traffic requirements during morning commute for the duration of the El Camino project. For example, Balboa could be established as Southbound traffic flow only and have Cortez Avenue be designated as Northbound traffic only during the weekday morning commute hours.

• Install flashing lights for the pedestrian crossing at the crosswalk at Hillside Drive and Alvarado Way. I had heard months ago that lights would be installed but that has not happened.

• Install cameras to capture drivers rolling through stop signs with the warning that fines will be issued to violators. The Hillside Drive/Alvarado Way cross walk could benefit greatly from this.

• Create PSAs that are posted around neighborhoods and presented via the City of Burlingame newsletter about traffic safety. Educate residents about the traffic laws and the risks associated with violating them. PSAs could also be targeted at families in the Burlingame School District along with those of Burlingame High School and Mercy High School via PTA newsletters and school district communications. These PSAs need to be out there on a regular and continual basis.

• Create a campaign to promote more walking and biking to school on a regular basis (not just for a special week or day in a given year) during the course of the El Camino road project.

My concern is for our own safety but also for the safety of all pedestrians in our town, particularly children. I ask the Traffic Commissioners and the City of Burlingame to take urgent and immediate action to institute measures that create substantially safer neighborhood streets for the residents of Burlingame.

Thank you for your serious consideration of these matters.

Respectfully,

Lara (and John) McDonald



This email is from an external source. Please take caution when clicking links or opening attachments. When in doubt, contact your IT Department