



STAFF REPORT

AGENDA ITEM NO: 6.b

MEETING DATE: February 12, 2026

To: Traffic Safety and Parking Commission

Date: February 12, 2026

From: Andrew Wong, Senior Engineer – (650) 558-7230

Subject: Dwight Road/Peninsula Avenue/Delaware Avenue Update

RECOMMENDATION

Staff recommend that the TSPC receive a presentation with an update on San Mateo's Dwight Road/Peninsula Avenue/Delaware Avenue Project. Staff is specifically seeking feedback on options related to the traffic signal operation and on the Dwight Road bulb outs.

Following the presentation, staff requests that the TSPC not only provide feedback, but also a motion of support for both the traffic signal operation and the bulb out options.

BACKGROUND

Over the past year, the cities of San Mateo and Burlingame have working together to make safety enhancements at Dwight Road/Peninsula Avenue/Delaware Avenue. Already implemented changes include turn-restriction signage, high-visibility crosswalks, lead-pedestrian phasing, and targeted enforcement.

Between 2014-2025, there were four reported pedestrian-vehicle collisions at this intersection, with one resulting in fatality. In the same period, there were six vehicle-vehicle collisions with most of them of the "broadside" type of collision.

Dwight Road/Peninsula Avenue/Delaware Avenue has older infrastructure and traffic signal including smaller vehicular signals, non-compliant pedestrian ramps, no pedestrian push buttons, with a limited traffic signal controller.

DISCUSSION

San Mateo staff has completed two community meetings (in-person and virtual) for the project. For these meetings over 4,500 notices were sent out. Notices were also sent out for an online survey to determine the level of community support for specific improvements. Through all the above community outreach efforts, there was strong support for both pedestrian improvements and the implementation of protected left-turns at the intersection.

The current traffic signal operation at Dwight Road/Peninsula Avenue/Delaware Avenue is permitted left-turns on all four approaches. This phasing operates with opposing north-south approaches going concurrently. When the north-south approaches go "red", then the east-west approaches go

concurrently. With this phasing, left-turns are “permitted” when there is a clear and safe gap from the opposing vehicular traffic and when the crosswalk is clear. When there are no gaps or pedestrians crossing, drivers must then wait. With this phasing there are multiple points of potential conflict; primarily pedestrians in the crosswalk and thru-vehicles.

The project proposes the following signal operation changes:

- **Signal Operation 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.

- **Signal Operation 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 Avenue.

- **Signal Operation Option #3: Use of protected-left-turns along Peninsula Avenue, with split-phasing along Dwight/Delaware Avenue.**

This option implements protected-left-turns along Peninsula Avenue, with split-phasing Along Dwight Road/Delaware Avenue. Due to the existing street width on Dwight Road/Delaware Avenue, 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 Avenue. 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 go green.

The project proposes widening the sidewalk along Delaware Avenue on the southeast corner and installing bulb outs along Dwight Road in the vicinity of the existing decorative walls. The bulb outs would provide additional flat space for compliant Americans with Disabilities Act (ADA) pedestrian ramps as well as provide more area for the new traffic signal pole installations. The options related to these changes are as follows:

- **Bulb Out Option #1: Install bulb outs and replace the landscaped island and decorative wall.**

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.

- **Bulb Out Option #2: Install smaller bulb outs without impacting the landscaping 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.

- **Bulb Out Option #3: Incorporate the entire decorative wall and landscaped 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.

San Mateo and Burlingame staff both recommend Signal Operation Option #3 and Bulb Out Option #1.

Signal Operation Option #3 provides protected left-turns for all approaches. Based on the collision history, protected left-turns would significantly reduce the potential points of conflict for both pedestrians and vehicles. Having protected left-turns also provides the ability to have exclusive phase for the northbound right-turn; which is one of the movements with higher volumes at this location. Community feedback to date also supports this option.

Bulb Out Option #1 provides reduced pedestrian crossing distances and more area to accommodate ADA compliant ramps. While this option removes the existing landscaped island and decorative walls, it will replace them with an expanded landscaping area within the bulb out as well as a smaller decorative wall feature. This option will also provide for larger inbound and outbound lanes on Dwight Road which will better accommodate the turning movements of large trucks from Peninsula Avenue onto Dwight Road.

ATTACHMENTS

Exhibit A: Presentation