



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting on Thursday December 11, 2025

1. CALL TO ORDER: 7:00 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Brown, French, Martos

MEMBERS ABSENT: Israelit, Johnson

4. APPROVAL OF MINUTES

a) October 9, 2025 Regular Meeting Minutes

The October 9, 2025 meeting minutes were approved by unanimous consent.

b) November 12, 2025 Regular Meeting Minutes to be Approved at Subsequent TSPC Meeting

5. PUBLIC COMMENTS – NON-AGENDA

None.

6. DISCUSSION/ACTION ITEMS

a) San Mateo County Transportation Authority: Grand Boulevard Initiative

SUMMARY

Mr. Yee of SamTrans provided a presentation about the Grand Boulevard Initiative (GBI). In summary, the GBI Action Plan outlines a countywide effort to transform El Camino Real into a safer, more vibrant, and multimodal corridor. Led by SamTrans in partnership with local cities and agencies, the plan builds on existing local studies and establishes a unified vision to eliminate serious crashes, improve transit reliability, and enhance walking and biking conditions. Key

priorities include reducing fatalities, creating a continuous bikeway, improving pedestrian infrastructure, and implementing transit improvements. The project timeline begins with completion of the Action Plan and local corridor studies in 2026, followed by funding and environmental approvals in 2027–2028, detailed design in 2028–2029, and construction anticipated in 2030 and beyond. The initiative advances through the formal Caltrans project development process to coordinate implementation across jurisdictions.

ACTION

The commissioners asked clarifying questions. No formal action was necessary. No public comments were received.

b) Burlingame Broadway Grade Separation Update: Pedestrian and Bicycle Crossings

SUMMARY

Senior Civil Engineer Andrew Wong provided an update on the Broadway Grade Separation (BBGS) project, focusing specifically on pedestrian and bicycle access around Broadway and across the Caltrain tracks.

Mr. Wong summarized Caltrain’s Construction Manager/General Contractor (CM/GC) process to identify cost savings; however, estimated costs increased to over \$615 million. As a result, the project is currently undergoing a 65% redesign to reduce costs while maintaining safety and mobility objectives. Major changes include removal of the Broadway Station, a narrower structure to reduce right-of-way impacts, fewer crossing locations, and narrower pedestrian and bicycle pathways.

All proposed options include Class I (off-street) bicycle and pedestrian facilities along portions of Carolan Avenue and California Drive, with some on-street bicycle facilities being replaced. Three alternative crossing configurations were presented for consideration:

Option 1: Sanchez Crossing

- Establishes the primary pedestrian and bicycle crossing at the Sanchez location.
- Concentrates grade-separated access at this alignment, potentially shifting pedestrian and cyclist travel patterns toward Sanchez.
- May change proximity and convenience for users previously relying on other crossing points.
- Must accommodate narrower pathway widths due to structural redesign.
- Integrates with the proposed Class I facilities along Carolan Avenue and California Drive.

Option 2: Cadillac Crossing

- Places the primary pedestrian and bicycle crossing at Cadillac.
- Reorients circulation patterns to channel users toward the Cadillac alignment.
- Alters connectivity dynamics for adjacent neighborhoods depending on proximity to Cadillac.
- Incorporates narrower pedestrian and bicycle pathways consistent with overall project redesign.

- Connects to the off-street Class I facilities replacing portions of existing on-street bicycle infrastructure.

Option 3: Carmelita Crossing

- Establishes Carmelita as the primary crossing location for pedestrians and cyclists.
- Shifts access patterns toward Carmelita, affecting walking and biking routes in surrounding areas.
- Changes how users approach Broadway and cross the tracks compared to the other alternatives.
- Includes narrower shared-use paths due to the reduced structural width.
- Ties into the proposed Class I multi-use path segments along Carolan Avenue and California Drive.

Each option represented a different approach to pedestrian and bicycle access across the tracks, with trade-offs related to connectivity, access, and neighborhood impacts.

The Commission was asked to provide feedback and indicate support for a preferred option. Mr. Wong stated the input will guide the design team as the project advances through the 65% design phase, while the City continues to pursue additional construction funding.

During the public comment period, former TSPC Chair and Commissioner Howard Wettan stated he was an advocate for the Carmelita crossing because there is alternate side street parking and it facilitates people getting across town.

ACTION

After thoughtful dialog, Commissioner Brown made a motion to approve option two with Cadillac Way, which was seconded by Commissioner French. The motion passed 3-0.

c) SMCTA 2025 Highway Program: Old Bayshore Highway Complete Streets

SUMMARY

Senior Civil Engineer Andrew Wong presented an update regarding the Old Bayshore Highway Complete Streets Project. The purpose of the presentation was to provide a project update, obtain preliminary feedback, and outline the project development process.

Mr. Wong provided background information on the 2022 corridor study for Old Bayshore Highway that documented existing conditions, conducted community outreach, evaluated design alternatives, and identified a preferred alternative with both community and City Council support. He shared that construction of the preferred alternative is estimated at approximately \$16 million and following adoption of the preferred alternative, staff began pursuing grant funding to advance the project into the design phase.

In terms of project scope, Mr. Wong said the project spans Old Bayshore Highway between

Millbrae Avenue and the City limits, including connections to US-101 ramps and key cross streets along the corridor. He said the project is intended to improve overall traffic safety, enhance pedestrian crossings, including midblock crossings, and support multimodal access and corridor functionality.

Mr. Wong shared project concepts have been refined to approximately 65% plan development, incorporating feedback from the TSPC and the community. He said grant funding efforts are ongoing to support continued advancement and next steps include:

- Completing the Request for Proposals (RFP) process
- Selecting a design team
- Developing a revised project concept
- Conducting additional community outreach
- Advancing into final design
- Transitioning into the construction phase

ACTION

Mr. Wong indicated this undertaking is in the early stages of the project development process, which will include another presentation to the Traffic Safety and Parking Commission before the project enters the final design stage.

No public comments received for this item.

7. INFORMATION ITEMS

a) Public Comments Related to Informational Items

No comments.

b) Community Group Updates

No update.

c) Police Department Reports

Sergeant Orloff reported 6 collisions for the month of November with zero fatalities or major injuries. Of the 6 reported collisions, he said 2 resulted in minor injuries.

d) TSPC Chair/Commissioner's Communications

None.

8. COMMITTEE REPORTS

a) Public Comments Related to Committee Reports

No public comments.

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

No update.

c) ECR Renewal (Brown/Israelit)

Commissioner Brown said a lot of great information has been shared, including the specific detour plans. Commissioner Brown stated that they would be focusing their attention on road closures near high density places, including the hospital on Trousdale.

9. FUTURE AGENDA ITEMS

- Vision Zero
- California Drive Projects
- Peninsula Project with the City of San Mateo
- Chair and Vice-Chair Appointments

10. ADJOURNMENT: 8:20 pm