



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting of Thursday, April 8, 2021

1. CALL TO ORDER 7:03 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Leigh, Israelit, Martos, Rebelos, Wettan

MEMBERS ABSENT: None

4. APPROVAL OF MINUTES

a) March 11, 2021 Meeting Minutes

Motion: To accept the March 11, 2021 Meeting Minutes as written.

M/S/C; Martos/Israelit, 5/0/0

5. PUBLIC COMMENTS – NON-AGENDA

None.

6. DISCUSSION/ACTION ITEMS

a) Community B/PAC Update (Informational Item Only)

B/PAC Chair Lesley Beatty shared that B/PAC is primarily focused on the priorities that have emerged from the Bike and Pedestrian Master Plan. She stated their main goal is to make sure the highest priority projects are finding a home, understanding how they are prioritized in the budget, and which projects can move forward this year. Specifically, Ms. Beatty mentioned discussions have been focused around the California Drive Bicycle Facility Project, neighborhood bike boulevards, and pedestrian enhancements.

Additionally, Ms. Beatty thanked the City on behalf of B/PAC for painting the crosswalk at Ray Drive and Balboa Avenue located near Lincoln Elementary School and Ray Park.

Chair Wettan stated they are hoping to do a joint TSPC and B/PAC meeting in the very near future to engage in the Bike and Pedestrian Master Plan priorities.

b) Chapin Avenue Green Streets Project Update

Mr. Wong indicated the TSPC received an update on this project at a previous meeting and the project team took the comments from the TSPC and refined the design concepts. He also stated staff provided the refined design concepts to the public for additional outreach.

Environmental Regulatory Compliance Coordinator Jennifer Lee introduced the City's consultants for the project, Parker King and Jeff Peterson from Wilsey Ham. Parker King indicated they have been working with Jennifer Lee, alongside sub-consultants Callander Associates and TJKM to develop the feasibility study for Chapin Avenue between El Camino Real and Primrose Road. Mr. King provided background information, project history and timeline, goals, and key topics before going into the updated design alternatives with the intent to collect additional feedback from the Commission.

Mr. King provided a bird's eye view of the revised Alternative 1 concept and highlighted key features such as a planted median with street trees, bulb-outs for bioretention and pedestrian crossings, a mid-block pedestrian crossing, Class III shared bike lanes, an optional all-way stop at Primrose Road, and 78 total parking stalls.

For the revised Alternative 2 concept, Mr. King also provided a bird's eye view of the design and noted that Alternative 2 has a lot of the same key features as Alternative 1. He stated the big difference is the parking median and a total of 89 parking stalls in Alternative 2.

Mr. King went on to explain one of the main goals, regardless of the preferred alternative, is storm water quality by increasing the amount of landscaping and using green infrastructure to lessen the pollutants that wash off the streets and into the Bay. He said both concepts provide added green spaces and comparable tree planting, but Alternative 1 provides more total area.

Based on community feedback, Mr. King indicated many residents envision Chapin Avenue as an extension of the downtown with the potential for community space and pedestrian access. He shared that pedestrian safety is a high priority for residents, but parking has been the hottest topic. Mr. King said both options have a net loss of parking, but Alternative 2 aims to maximize parking. He revealed that most respondents don't use Chapin Avenue for biking according to a recent public survey. Because Chapin Avenue is identified as a dedicated bike route, Mr. King stated that is why sharrows (Class III bike lanes) are included in both alternatives.

Mr. King reviewed the two main cross sections at El Camino Real and Primrose Road. He said Alternative 1 includes a turn lane/delivery zone, as well as the two drive isles, angled parking, and sidewalks near the El Camino intersection. Mr. King showed the intersection closer to Primrose Road and indicated the only difference is the planted median and more green space. For Alternative 2, he stated the big change is the parking median with pedestrian access. The design near the cross section at El Camino Real is identical to Alternative 1, whereas when you get closer to the Primrose end, Alternative 2 includes the parking median with the pedestrian access. Mr. King explained that the parking loss in both alternatives is due to the non-standard orientations in the existing conditions and the effort to utilize some of the street width for other benefits, such as community space, medians, traffic calming measures, and green spaces. Mr. King also shared that a public survey indicated Alternative 1 was preferred by 66% of respondents with the majority citing the added green infrastructure as more appealing.

No public comments were received at the close of the presentation.

Chair Wettan welcomed the newest Commissioner, Athan Rebelos, and proceeded to open the discussion with Commissioner Rebelos' comments.

Commissioner Rebelos stated he was impressed with the concepts but was a little surprised that Alternative 1 was favored by 66% of those surveyed. He inquired about the width of the median in Alternative 1 and asked if they anticipated people utilizing it. Parker King explained that he felt respondents may have felt unfavorably about the initial reverse-angled parking in design Alternative 2. Mr. King also specified the median in the center is 11-feet wide and did not anticipate it being used as community space.

Commissioner Leigh asked what the crossing distance is for pedestrians at El Camino Real and Chapin Avenue. Parker King stated the distance is "47ish feet." Commissioner Leigh pointed out that in Alternative 1, drivers would be backing into the mid-block crosswalk when pulling out of the nearby parking stalls. She also requested two directional handicap ramps for either alternative given the volume of pedestrians in the area. Commissioner Leigh asked if pedestrians would be able to cross Primrose Road at the south end. Parker King replied he believes there is a driveway on the south side that prohibits a crosswalk at that location, but would confirm. Commissioner Leigh requested more care with the lighting, specifically streetlights on both side of the street—closest to the crosswalk, with the lighting pointed appropriately to increase visibility of pedestrians at night. Mr. King stated once a design alternative is selected, they will get into the design details, including the consideration of lighting studies. Lastly, Commissioner Leigh indicated she preferred Alternative 2 because cars would not back into the crosswalk, the larger center divide, and improved parking.

Commissioner Israelit thanked staff and the consultants for the effort that went into the presentation as it was easy to visualize and compare both alternatives. She stated she agrees with the general population, preferring Alternative 1 due to the amount of green space and planted trees. Additionally, she did not think the loss of parking spaces would

be a big deal for Chapin Avenue as parking always seems to be underutilized. With Alternative 2, Commissioner Israelit thought the zig-zag design is slightly confusing and does not feel quite as safe as Alternative 1.

Vice-Chair Martos stated some merchants will be impacted by no left turns because of the median in both alternatives and inquired about merchant feedback. Parker King stated they presented the designs to the DBID and most of the merchant feedback was related to parking. Vice-Chair Martos stated he could see vehicles traveling west on Chapin Avenue wanting to make a U-turn after the crosswalk and asked if that would be allowed. Mr. Wong clarified that this area is designated as a Central Business District and U-turns are not legally allowed. With Alternative 2, Vice-Chair Martos inquired if another mid-block crossing was considered “where the zig-zag is” for those people that want to access the opposite side of the street they have parked on. Mr. King stated they did not consider an additional crosswalk due to the volume of driveways and they also felt the feedback was to have the mid-block crossing as it would be utilized for more people in total. Vice-Chair Martos felt it would be safer to have an additional mid-block crossing in Alternative 2.

Additionally, Vice-Chair Martos said he was also surprised the community favored Alternative 1 and that he shared the same concern as Commissioner Leigh regarding the parked cars exiting and having to back into the crosswalk. With the zig-zag design of Alternative 2, he felt it provided more traffic calming and he could see vehicles driving slower with that particular configuration. Lastly, Vice-Chair Martos stated he and Chair Wettan have studied downtown parking extensively and it is a big problem, especially on Thursdays, Fridays, and Saturdays. Based on the reasons described, he said he was in favor of Alternative 2, with the consideration of an additional mid-block crosswalk.

Chair Wettan stated he is troubled by the loss of parking, even by the lower loss of parking with 12 spaces. To put into context, Chair Wettan said parking is severely constrained during lunch time, particularly on Thursdays and Fridays pre-Covid. If the parking constraints return post-Covid, he felt the loss of parking would be an issue. Chair Wettan expressed that if it does not return to pre-Covid conditions, they may be able to spare 12 parking spaces, but also made mention of the discussions to remove Parking Lot J to create a town square, which would mean a loss of over 100 parking spaces. Additionally, Chair Wettan indicated that there has been talk of allowing businesses to keep the parklets, which would also impact the number of available parking spaces. He verbalized that overtime, we would reduce the spaces in the downtown, and if the City has plans to create a town center, they need to be thoughtful of not giving up too much parking around the perimeter, which includes Chapin Avenue.

Chair Wettan added that nothing is more dangerous to pedestrians than vehicles circling because they cannot find parking. He said he is really concerned about the issue Vice-Chair Martos mentioned regarding the inability to make a left turn into some of the businesses. Chair Wettan confirmed with Jennifer Lee that the mid-block crosswalk on Chapin Avenue is in front of Chase Bank. He also pointed out someone trying to access the Chase Bank parking lot could not do so from El Camino Real, and as a result, they

would be putting more cars on Chapin Avenue and underutilizing the designated business parking lots. Chair Wettan stated he is “luke warm” about both design alternatives but if he had to pick, he would go with Alternative 2.

Parker King thanked Chair Wettan for his feedback. Jeff Peterson stated they can certainly take the TSPC comments back and discuss them with the project team and traffic engineer, and provide responses to concerns surrounding left turns and U-turns.

Chair Wettan indicated he is aware of the storm drain issues and thinks we need to do something about it. He said he would also love to see more greenery on Chapin Avenue but does not want to see a lot of frustrated drivers circling and doing illegal things to access businesses that they can easily access today.

Commissioner Leigh shared that B/PAC is not that interested in sharrows on the street and they preferred Alternative 2 because the design would slow drivers down for bicyclists.

Commissioner Rebulos stated the no left-turns are a legitimate concern, but felt people would eventually get used to it, just as they did with the California Drive Roundabout. He said he prefers Alternative 2 because visually it is more appealing and there are slightly more parking spots with the second design. Additionally, he didn’t think the median would serve any purpose socially, but felt it could be used to walk half of the block to get to Primrose Road in Alternative 2.

Commissioner Israelit suggested little islands of median strips to allow vehicles the ability to make left turns. She stated they either have to live with the inability to turn left on half the block in exchange for increased pedestrian safety, better drainage, and more greenery, or come up with a different design. Commissioner Israelit indicated she still prefers Alternative 1, as long as they could ensure cars could not back into the crosswalk.

Vice-Chair Martos reiterated the idea of an additional crosswalk and suggested to change the zig-zag design to the other direction so vehicles would not back out of parking stalls and into a crosswalk. Chair Wettan suggested talking to the businesses that would be impacted by the proposed designs.

Chair Wettan provided a second opportunity for public comments.

Burlingame resident Madeline Frechette stated she gets around solely by public transportation, walking, and biking. She shared she uses Chapin Avenue extremely often, not by choice, as it’s only one of two ways she can get home from the west side of El Camino Real. Ms. Frechette said biking on Chapin Avenue can be hairy given the wide width of the street and felt Alternative 2 was the ideal option for pedestrian and bicycle safety. She felt the safety benefits outweigh the slight bit of added greenery in Alternative 1. Additionally, Ms. Frechette noted that getting people to leave their cars to walk and bike would be more environmentally beneficial than more trees. She closed by saying she fully supports Alternative 2 and was also concerned by the amount “pearl-clutching” over

parking in our City and would like to see more consideration around safety of pedestrians and bicyclists.

Mr. King pointed out both Alternatives have the same drive isle width but did mention Alternative 2 has some additional traffic calming measures.

Manito Velasco stated when this project was first presented he had two major concerns. He said the first concern was the proposal to have a bike lane between parking and the sidewalk, which he was happy to no longer see in the design. Mr. Velasco inquired with the consultants whether it was changed because they thought it was a bad idea or if it was due to concerns voiced from the public. He stated his second concern was the same U-turn discussion the TSPC had, but from a delivery truck perspective. Mr. Velasco explained that businesses on Chapin Avenue will have delivery and bank trucks and right now those truck drivers have the ability to make direct left turns. Without it, he said the delivery trucks will circle around the Avenue, City Hall, and the Library. If that is the case, Mr. Velasco recommended to the consultant that the bulbs to the entry points and medians are generous enough so the large trucks can turn onto the street to make their deliveries. Mr. Velasco also asked for clarity pertaining to the stop signs being optional. He believed the consultant said the intersection of Primrose Road and Chapin Avenue met warrants and that there were 3-5 collisions at said intersection in the last 12 months, which is also what he thought was part of the City's standard criteria to put in a stop sign. Mr. Velasco requested clarity again as to what is happening at that location—is the stop sign optional and up for discussion or will the City implement based on meeting the criteria. Lastly, Mr. Velasco asked when the bulb outs at El Camino Real will be built and if it will be coordinated with the Caltrans project. He stated he doesn't want to see them built only to be demolished during the El Camino Real Caltrans project for construction staging.

In response to the public comments, Mr. Wong stated the El Camino Real Renewal Project does not currently have funding for construction. He said once the project moves along they will coordinate both projects. Mr. Wong also stated the El Camino Real project won't be constructed without considering this project and vice-versa.

Parker King explained they received feedback stating either people weren't biking or didn't feel they needed a full separated bike lane. Mr. King said all traffic calming measures will help bike safety—that the sharrows and traffic calming will work hand-in-hand. He also shared they kept the ability for the trucks to park in the median to unload as they currently do, but they would look into the concerns voiced regarding the left turns. Parker King also shared there was a warrant analysis completed for the intersection of Primrose Road and Chapin Avenue but it did not meet warrants so it is not a required improvement. However, he said the traffic consultants still recommended it be installed for traffic safety and calming measures. Jeff Peterson confirmed they would ensure the bulb outs are designed adequately for the trucks to easily access the street.

Chair Wettan allowed for additional public comment.

Ms. Frechette thanked the consultants for the technical clarification, but said her point was more about the design of the median in Alternative 2 as it appears much wider and therefore drivers would be less likely to step on the gas.

Chair Wettan closed by saying he does envision a future for our City with less parking in the downtown, especially with the possibility of a town square in Lot J. He said he does not want to snip parking around the perimeter to the point that when it comes time to consider the town square, there is no parking to spare. Chair Wettan stated they could get away with going down 12 spaces, but he would like to preserve more spaces if possible and would hate to force people in private lots onto the street. Given all the equities, he said he could support Alternative 2.

Commissioner Leigh moved to approve Alternative 2 and ask City Council and our Engineering Department to consider adding a three-way stop at Chapin Avenue and Primrose Road.

Commissioner Israelit commented to say that she thought it was still very early in the planning process and by not mentioning details such as stop signs and handicap parking, they aren't harming themselves and can come back later in the planning process. Chair Wettan agreed, but didn't see harm if the Commission felt strongly about the three-way stop signs.

Commissioner Rebelos seconded Commissioner Leigh's motion above.

M/S/C; Leigh/Rebelos, 4/1/0

c) Red-Curbing at 1928 Devereux Drive

Mr. Wong provided a presentation regarding red-curbing at 1928 Devereux Drive. Mr. Wong indicated this issue came about because the City is currently working on the Sidewalk Repair Program. He shared that as part of the program, the City reviews existing curb ramps in the area where sidewalk work is to occur. Mr. Wong said if the ramps are not compliant with the Americans with Disabilities Act (ADA), the City does their best to upgrade them as part of the program. With that said, Mr. Wong explained that in order to make the three curb ramps compliant near 1928 Devereux Drive, the crosswalk will need to be shifted further east and it would reduce the existing on-street parking space in front of the residence.

Mr. Wong went on to explain that staff would like to upgrade the ramps as part of the Sidewalk Repair Program and then install the new high-visibility crosswalk once the ramps are complete. He said staff also recommends installing red-curbing on the entire parking space in front of 1928 Devereux Drive due to the reduced on-street space being less than the minimum City standard length of 18-feet, to enhance pedestrian visibility, and Devereux Drive is identified as part of the traffic flow map for Lincoln Elementary School.

Mr. Wong indicated the homeowner that would be impacted by the improvements had concerns with the proposal and provided comments in writing to the City. He noted the homeowner's key concerns included the parking inconvenience and impact to the property value. Mr. Wong said the homeowner also proposed relocating the crosswalk and installing rectangular rapid flashing beacons.

In closing, Mr. Wong went over the following potential options to be considered by the Commission:

- Install the upgraded ramps and crosswalks at their modified locations with the removal of the on-street parking spaced using red-curbing (staff recommended).
- Install the upgraded ramps and crosswalks at their modified locations with a reduced amount of red-curbing, leaving a sub-standard space.
- Remove the crosswalk and curb ramp along Devereux entirely. This action would require another meeting to allow an opportunity for public feedback on the existing crosswalk removal as outlined in Section 21950.5 of the California Vehicle Code (CVC).

Chair Wettan opened public comment. The homeowner, Mike Liu, was present for public comment but was unable to provide verbal feedback due to technical difficulties. Chair Wettan advised Mr. Liu to use the chat feature to provide any additional comments then proceeded to allow for Commissioners comments.

Commissioner Rebelos stated he took the time to go by the location and he couldn't see an alternative to the proposal.

Commissioner Leigh also went by the area around 1 pm in the afternoon and stated she observed a number of kids biking and a lot of pedestrians. She stated the intersection was heavily used and school is not even in session. Commissioner Leigh also stated it is a key intersection to access Lincoln Elementary and BIS. She also shared she observed drivers speeding down the hill on Devereux Drive to make a quick right onto Bernal Avenue. Commissioner Leigh inquired as to why the current ramp is not ADA compliant. Commissioner Leigh also indicated she would like to see the location become a three-way stop, which could help mitigate cars speeding down Devereux Drive. Though she agreed not having a parked car in front of the crosswalk is safer for pedestrians, a three-way stop would make it less of an issue because cars would be stopped when people try to cross. Additionally, she suggested no parking from 8 am – 4/5 pm to allow for overnight parking as an alternative.

Mr. Wong read the following comments provided through the chat feature by Mr. Liu and responded accordingly.

- How will red-curbing at 1928 Devereux improve for a vision impaired person?
Mr. Wong said coming from the westbound direction, someone walking out into the crosswalk has very limited visibility with a car parked in front of 1928 Devereux Drive.
- Could we make Bernal Avenue one-way?

Mr. Wong and Chair Wettan pointed out that during school hours Devereux Drive is one-way. Chair Wettan stated Bernal Avenue is the only way across Easton Addition to Trousdale Drive. For these reasons, Chair Wettan did not want to consider one-way traffic on Bernal Avenue.

Mr. Wong responded to Commissioner Leigh's comment regarding ADA compliance of the current ramps. He shared they are not in compliance due to code updates after installation. Specifically, Mr. Wong said the lack of truncated domes and the slopes put the current ramps out of compliance. Mr. Wong also addressed the three-way stop to say the warrants can be reviewed, but noted stop signs are not speed control devices.

Commissioner Israelit stated she is very familiar with this intersection and agrees with Commissioner Leigh's observations about the intersection being very busy at all times. She said she supports the option City staff has recommended but also indicated she supports the whole area red-curbed because of visibility concerns. Commissioner Israelit did not want to cut corners at the risk of safety. She also noted that visibility is very difficult when driving down Devereux Drive towards El Camino Real. Commissioner Israelit stated she would not be opposed to adding a three-way stop as long as it was to improve safety for crossing, not as a method to slow vehicles. She also suggested additional red-curbing again given the amount of children that frequent the intersection.

Vice-Chair Martos asked Mr. Wong if staff considered relocating the crosswalk towards Lincoln Elementary and whether or not it would impact property owners. Mr. Wong replied that there is another crosswalk located in front of Lincoln Elementary. Vice-Chair Martos also visited the site in person and said he noticed red-curbing near the gutter on the west side of the driveway at 1928 Devereux Drive. He inquired if that area could be used for a parking space if they take away parking by the crosswalk. Mr. Wong stated that red curb was a previous attempt for "daylighting" to allow for additional visibility. Mr. Wong also explained that they don't encourage parking near the inlet as vehicles can block it, causing a drainage backup. He said he would take another look to see if there would be enough room for parking and the drainage inlet.

Chair Wettan stated that people are not entitled to curb space in front of their home. Having said that, he felt people usually have the expectation and he prefers to make every effort not to remove those spaces from homeowners. He said he agreed with all the Commissioner comments and knows the intersection well. Chair Wettan could not recall any collisions at said intersection, which was surprising to him given how dangerous the intersection can be. He stated he doesn't feel moving the crosswalk is an option as it would force children walking to Lincoln Elementary to cross Bernal Avenue and should be avoided. Chair Wettan felt the intersection needs to be improved where it is currently located as much as possible and was in favor of exploring a three-way stop given the traffic observations and children frequenting the area. He strongly encouraged staff to study the location as it should meet warrants. He felt the three-way stop would be a more important safety improvement compared to red-curbing. Chair Wettan confirmed with Mr. Wong that the homeowner at 1924 Devereux Drive was noticed about tonight's discussion.

Additionally, Chair Wettan inquired if staff was sure there was not room for a vehicle to park in front of 1928 Devereux Drive with the curb ramp improvements and whether or not it is strictly about pedestrians having the ability to see down Devereux Drive. Mr. Wong indicated that as part of the Bike and Pedestrian Master Plan, staff is trying to look at daylight east-west crosswalks to improve visibility. Chair Wettan asked if staff tried to park a car there to check the visibility, to which Mr. Wong replied no.

Mr. Wong stated staff can take a look at the warrants and get back to the Commission to install a three-way stop and briefly reviewed the requirements with the Commission. Chair Wettan suggested that before they take away frontage parking, he would like to have a visual of what it would look like with a car parked before making a decision. He then sought the Commissioners feedback regarding his request.

Commissioner Rebulos said he appreciates the thinking but he approached the intersection from all three directions and noticed it is a very narrow road even with no cars parked on the street (when he approached the intersection from Lincoln Elementary). He stated if it was a wider road, the idea of having a smaller parking space there with the stop sign might be possible, but with the larger SUVs, it could possibly block the stop sign. Additionally, with a car parked on the street, he said there is only one lane to drive through for both directions. If there are vehicles arriving at all three sides and they all want to proceed through Devereux Drive, he didn't see how that would work. Based on those reasons, Commissioner Rebulos still supported the red-curbing.

Commissioner Leigh felt it would be great to have the three-way stop and suggested using the same parameters used for the Victoria Park stop sign that was just added in the Lyon Hoag development. She explained the stop sign did not meet warrants but the City Council and Engineering staff recommended the stop sign due to the proximity to a park. If there was a three-way stop, Commissioner Leigh said she could forgo the red-curbing. If there is no three-way stop implemented, she stated she sees red-curbing the only option. Commissioner Leigh also pointed out in her observations that the homes have two-car garages, two frontage parking spaces, and street parking is not tight in the area.

Commissioner Israelit felt the City needed to stick with the red-curbing for the safety of the hundreds of children that walk and bike there every day. Since they don't know if the three-way stop can be installed, she suggested that the Commission approve the safest alternative, which includes the red-curb, and if they get the three-way stop approved later and there is room for parking, they can remove the red curb. Commissioner Israelit said it is unfortunate the resident would not have a parking spot directly in front of their home, but pointed out there are other open spots available in the area, and therefore was comfortable moving forward with the proposal for red-curbing.

Vice-Chair Martos stated Commissioner Leigh weighed the issues very logically and he would have seconded her suggestions if it was a motion. Vice-Chair Martos acknowledged the situation is tough for the homeowner, but he explored the idea of moving the crosswalk and removing the red-curbing on the other side of the driveway near the inlet. Vice-Chair

Martos said he would like to know more about the warrants to install a three-way stop before making a decision. If the three-way stop is not a possibility, he said he would approve the staff proposal. Vice-Chair Martos said that is not the decision he wants to make now as his preference is to know whether or not the stop signs would meet warrants first.

Chair Wettan said he would err on the side of the approach articulated by Commissioner Leigh and Vice-Chair Martos because they could freely change their minds and install the red-curbing in a couple of months after they do a deep dive into the suggestion for a three-way stop. Chair Wettan felt that the three-way stop would go a lot further to improve safety in the area. He explained he does not want to burden the homeowner unless they have exhausted all the options.

Based on the above discussion, Commissioner Leigh made the following motion:

Move to wait to vote on the red zone at 1928 Devereux and ask staff to consider recommending to City Council a three-way stop sign at the intersection of Devereux Drive and Bernal Avenue due to very high child pedestrians and bicyclists, and motor vehicles using this intersection during school days. In addition, we approve the fixing of the ramp and moving the crosswalk.

M/S/C; Leigh/Israelit, 5/0/0

7. INFORMATION ITEMS

a) Engineering Division Reports

Mr. Wong provided the following updates on various Engineering projects.

- **California Drive Bicycle Facility RFP** – Staff has completed the project kick-off meeting with the design team for the project. They currently are working on further enhancing the concepts and then will obtain public feedback, including targeted outreach for the properties and businesses in the vicinity of the project area.
- **Broadway Grade Separation Project** – Staff is working with the design team on value engineering of the final design. These options will be presented and discussed at an upcoming City Council meeting. Mr. Wong will provide the Council meeting date to the Commission once it is confirmed.
- **Burlingame Station Pedestrian Improvements RFP** – Staff has completed the project kick-off meeting with the design team. Staff is working through some concepts to present to TSPC. Additionally, staff will provide targeted outreach for the properties and businesses in the vicinity of the project area.
- **Broadway Pedestrian Street Lighting Improvements** – Bids for the project were

opened on March 16, with eight bids received. Unfortunately, there has been an issue with the low bidder, therefore staff will rebid the project.

- **Old Bayshore Highway Corridor Study** – A survey is currently open for the community. The survey will provide an overview of the process for the study, as well as solicit community feedback based on one's priorities. The survey link is: www.surveymonkey.com/r/BayshoreCommunitySurvey. The final date to complete the survey has been extended to April 16, 2021.
- **Highland Parking Garage Update** – Staff is waiting for PG&E to confirm the transformer installation date. The City selected FYBR for the wayfinding for the garage. FYBR is preparing the submittal for the wayfinding signage to be located on the outside of the garage.
- **Hoover School Pedestrian Improvements (Summit Drive)** – Caltrans has approved the City's "request for authorization" package. Staff has finalized the plans and specifications (PS&E package) and is currently advertising the project. Construction is still anticipated for summer 2021.

Mr. Wong also shared a photo of the walkway adjacent the rock wall on Easton Drive to show work that has been done as part of the resurfacing project. He stated the asphalt walkway that was in poor shape is being replaced. Mr. Wong also stated the contractor managed to preserve a lot of the rock wall and granite curbs. He stated a walkable path to Hoover School should be ready by the weekend.

- **Howard Avenue Parking Restrictions** – The parking restrictions for Howard Avenue are moving forward for City Council approval.

Commissioner Leigh stated because she and Commissioner Israelit are on the Broadway Subcommittee, she was interested to receive the project plans for the Broadway Pedestrian Street Lighting Project and Broadway Grade Separation as the projects will impact Broadway. Commissioner Leigh said she was also interested to know when City Council would see the plans and if they could be copied on the report when it comes out.

For the Burlingame Station Pedestrian Improvements, Commissioner Leigh indicated she and Manito Velasco worked on an alternative design for the east side of the Burlingame Train Station. She confirmed with Mr. Wong that their alternative design was shared with the project consultants, in addition to the Lyon Hoag drawing.

TSPC Priority List (revised March 2021):TSPC Led Effort

1	Bike\Ped Plan Priorities	2/11/21: Item 7a
2	School Transportation and Safety Issues	1/14/21: Item 7a
3	Caltrans' ECR Corridor	2/11/21: Item 7a
4	Neighborhood Traffic Calming/Controls	2/11/21: Item 7a
5	Old Bayshore Corridor Study (s/o Broadway)	12/10/20: Item 7a
6	Electric Vehicle Discussion with Planning	2/13/20: Item 6c
7	Downtown Parking and Access	2/11/21: Item 7a
8	Broadway Parking	2/11/21: Item 7a
9	Citywide Transportation Alternatives	12/12/19: Item 6b

Staff Update via Report

1	Caltrans' ECR Corridor	12/10/20: Item 7a
2	Hoover School Update	12/10/20: Item 7a
3	Downtown Parking Strategies	2/11/21: Item 7a
4	City Hall Traffic Calming/Floribunda	4/11/19: Item 6b
5	California Roundabout	5/9/19: Item 7a
6	Oak Grove/Carolan Traffic Signal	3/11/21: Item 6b
7	Bike\Ped Plan Update: fwd to BPAC	1/14/21: Item 7a
8	Rec Center Parking	3/12/20: Item 7a
9	Old Bayshore Corridor Study	12/12/19: Item 7a
10	Grant Opportunities	11/12/20: Item 7a
11	Broadway Grade Separation	6/11/20: Item 7a
12	San Mateo's Peninsula Ave OC	
13	School Speed Limit Updates	6/13/19, Item 7a
14	School Safety Improvements	3/12/20: Item 7a
15	Lyon-Hoag Neighborhood Traffic Calming	3/11/21: Item 7a
16	300 Burlingame Point Traffic Impacts	12/10/20: Item 7a
17	Broadway/California Update	

2021 Agenda Item Action Status

1	Highland Garage Parking Restrictions	Approved by Council February 16, 2021
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b) Police Department Reports

Sergeant Perna stated there were 21 documented collisions during the reporting period. He highlighted the collisions that he thought would be of interest and then opened the

discussion for Commissioner comments and questions.

Chair Wettan requested additional details about the collision on Chapin Avenue. Sergeant Perna stated it was a pedestrian crossing directly across from 1440 Chapin Avenue where the angled parking spaces are. He said a motor vehicle traveling westbound towards El Camino Real did not see the pedestrian and stopped on the pedestrian's foot so there was an injury associated with the collision.

Commissioner Leigh requested details regarding the pedestrian and bicycle collisions. Sergeant Perna said the collision on Capuchino Avenue near Broadway involved a vehicle traveling southbound on Capuchino Avenue intending to pull into a lot. He stated there was a pedestrian walking near the edge of the lot's driveway and the vehicle's passenger side mirror struck the pedestrian, resulting in a minor injury. Sergeant Perna indicated the next collision involved a vehicle and bicyclist, which occurred at Howard Avenue and Dwight Road. He shared the driver of the vehicle traveling westbound on Howard Avenue and the bicyclist traveling northbound on Dwight Road indicated they both stopped at their respective stop signs yet somehow the bicyclist collided with the vehicle. Due to the lack of independent witnesses or camera footage, Sergeant Perna stated they were unable to determine who was at fault.

Sergeant Perna indicated they have received a lot of complaints about the intersection at El Camino Real and Ray Drive and confirmed there have been a number of collisions at that location. He stated there was a recent collision that involved a vehicle turning left from northbound El Camino Real onto westbound Ray Drive and a vehicle proceeding southbound on El Camino Real struck the vehicle turning. Sergeant Perna said the vehicle making the turn was at fault for failure to yield.

Commissioner Leigh brought up the collision at Chapin Avenue and Primrose Road. Sergeant Perna responded to say the collision involved a vehicle striking a parking meter.

Vice-Chair Martos inquired about the collision at Bayswater Avenue and Stanley Road. Sergeant Perna said it was a vehicle that was backing out and struck a low hanging limb of a City tree, resulting in damage to the vehicle.

Sergeant Perna wanted the Commission to be aware that there has been a steep increase in enforcement on Burlingame Avenue for all the problems they have been having with bicyclists. He said there have been a number of complaints and tickets issued for juveniles failing to wear a helmet. Sergeant Perna explained that the erratic riding without a helmet for those under 18 has been concerning. Additionally, he indicated they have been contacting parents in conjunction with writing citations for those under 18. Sergeant Perna said that riding on the sidewalk has also been an issue they have been enforcing.

With no further collision questions from the Commission, Sergeant Perna pulled up the collision map to go over the requested updates from the Commission at a previous

meeting. He stated he added collisions going back five years and included pedestrian and bicycle collisions. Chair Wettan requested to review the collision history at Devereux Drive and Bernal Avenue. Sergeant Perna showed two vehicle collisions at that location—one in 2016 which involved a vehicle striking a parked car and a 2019 hit-and-run involving two vehicles.

Sergeant Perna stated he would continue to maintain the collision map and present it to TSPC each month as he has with the collision report. He also stated the collision map can be a tool for discussion items.

Commissioner Leigh requested to review collisions in the area near the new parking garage on Howard Avenue at Highland Avenue and Lorton Avenue. Sergeant Perna showed a number of vehicle collisions in the area, including a hit-and-run. He also mentioned two pedestrian collisions.

Chair Wettan closed by saying the collision map is an amazing tool and he looks forward to utilizing it for future discussions to inform what they do.

c) Farmer's Market (Postponed until June)

No update.

d) TSPC Chair/Commissioner's Communications

Commissioner Leigh stated she lives in the Lyon Hoag area and her husband was bike riding eastbound on Bloomfield Road to turn onto Plymouth Way where the City added a triangular island. She explained that her husband's attempt to turn northbound on Plymouth Way was very scary as a motor vehicle behind him decided to go in the left lane where there is oncoming traffic in order to pass him around the island while he was trying to make a left from Bloomfield Road onto Plymouth Way. Commissioner Leigh stated there are traffic humps about a block and a half east of said intersection and felt that was too far east. She said it would be nice to have the speed humps closer to the Plymouth Way intersection and noted B/PAC requested that Plymouth Way be a four-way stop, but it was not approved. Commissioner Leigh closed her comments by stating traffic is still wild and fast on Bloomfield Road.

Vice-Chair Martos said the public comment period has opened for the Peninsula Avenue Interchange Project relating to scoping and the EIR. He stated comments from the public can be submitted by May 23. He requested Mr. Wong include this information in the Burlingame eNews. Vice-Chair Martos stated he would forward the information he received from the DOT to Mr. Wong.

8. COMMISSION & SUBCOMMITTEE REPORTS

Chair Wettan stated he did not think there was a lot of activity with the subcommittee reports

and requested for Mr. Wong to go over the various subcommittees with the intent to see if there is a place for the new Commissioner. After Mr. Wong reviewed the four subcommittees, it was decided that Commissioner Rebelos would join the Citywide Transportation Alternatives Subcommittee with Chair Wettan.

a) Downtown Parking (Martos & Wettan)

No update.

b) Broadway Issues (Israelit & Leigh)

No update. Although Commissioner Leigh made a second request to see the plans for the Broadway Pedestrian Street Lighting Project and Broadway Grade Separation. She also inquired about the B/PAC Subcommittee to which Mr. Wong explained they traded that subcommittee for the community B/PAC update as part of the discussion items on the agenda (6a). Chair Wettan explained that no more than two Commissioners can attend the B/PAC meetings due to the Brown Act and stated there is room for one more as Commissioner Leigh is the only commissioner currently attending B/PAC meetings. Chair Wettan invited Commissioner Rebelos to attend the B/PAC meetings with Commissioner Leigh.

Commissioner Leigh stated it was difficult to locate information regarding B/PAC and the Bicycle and Pedestrian Master Plan on the City's website and requested they be more visible. Mr. Wong said the B/PAC is not an official City group and therefore is not on the City website. He explained the intent behind the transition to a community B/PAC was to allow for flexibility and avoid requirements to work within the Brown Act. For the Bicycle and Pedestrian Master Plan, Mr. Wong stated he would review the City website.

c) School Traffic (Israelit & Wettan)

No update.

d) Citywide Transportation Alternatives (Wettan)

No update.

9. FUTURE AGENDA ITEMS

- Joint meeting w/ B/PAC on bike and pedestrian priorities
- Lighting on California Drive
- Coordination w/ Planning Department on EV charging stations
- California Drive Bike Facility Project
- Feedback from Old Bayshore survey
- Feedback regarding Lyon Hoag traffic calming improvements

10. ADJOURNMENT 10:08 p.m.