



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting of Thursday, May 13, 2021

1. CALL TO ORDER 7:04 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

After the pledge of allegiance, at the request of Chair Wettan, a moment of silence was observed for Police Detective Luca Benedetti of the San Luis Obispo Police Department as he was recently killed in the line of duty. Chair Wettan stated he was one of Burlingame's own; a graduate of Burlingame High School. He said he left behind a wife and two small children.

3. ROLL CALL

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

MEMBERS ABSENT: None

4. APPROVAL OF MINUTES

a) April 8, 2021 Meeting Minutes

The April meeting minutes will be approved at the June 10, 2021 TSPC meeting.

5. PUBLIC COMMENTS – NON-AGENDA

Madeline Frechette brought up the complaints associated with kids riding bikes and swerving/popping wheelies on Burlingame Avenue. She stated the City Council directed police resources to Burlingame Avenue earlier this year after receiving complaints from various sources. Ms. Frechette said the Police Department issued 35 citations between March and April, and of those 35 citations, two were for sidewalk violations and the remaining 33 were for minors not wearing a helmet. Ms. Frechette shared that after she pulled the citation data, she learned that African Americans make up 14% of the issued citations but demographic information shows African American's only make up 1.2% of the Burlingame population. Based on the aforementioned citation statistics, Ms. Frechette stated African American's are being policed 11 times greater than their share of the population in this small

data sample. She felt policing children for “riding recklessly” was not justified as it is a waste of money and resources, and that enforcement does not prevent anything. Ms. Frechette went on to share enforcement statistics regarding racial injustice over the last year in her closing comments.

6. DISCUSSION/ACTION ITEMS

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

B/PAC Chair Leslie Beatty reported that Rusty Hopewell is going to be leaving the Burlingame School District in June due to budget cuts and the position will no longer be funded. She stated it is a huge loss for everyone who goes to the school or works on bike and pedestrian safety. She said there might be a possibility to apply for a Safe Routes to School grant to fund the position. Ms. Beatty was hopeful Mr. Hopewell would provide them with a contact prior to his departure.

Commissioner Leigh inquired with Chair Wettan and Commissioner Israelit if they work with Rusty Hopewell and whether or not they have his list of school projects and walk audits. Chair Wettan stated he has looked at his information but it has been a couple of years. Commissioner Israelit stated she met with Rusty Hopewell during her first year about 3.5 years ago and again today. She said they are currently working on a big project for BIS school safety and there is an upcoming walking audit. Commissioner Israelit suggested the Commission consider offering their support to the School District with any grant efforts by providing a letter of support. Chair Wettan concurred with Commissioner Israelit and stated they should engage with Rusty Hopewell as much as possible before he departs.

Commissioner Leigh shared that the walking audit at BIS will be on May 25 at 1:30 pm. She also said apparently there is money at the county level to have a representative dedicated to work with the high schools on school traffic and safety, including walking and biking. Commissioner Leigh stated that Mr. Hopewell suggested writing a letter to encourage the county to have a representative for the high schools.

b) Bicycle/Pedestrian Master Plan Priority List

Mr. Wong stated the purpose of the joint TSPC and B/PAC discussion is to receive input regarding the near-term priorities identified in the Bike and Pedestrian Master Plan. In order to facilitate the discussion, Transportation Program Manager Lisha Mai provided slides to review bicycle and pedestrian recommendations to implement, including the top B/PAC priorities, and current and upcoming projects.

Before getting into the details, Ms. Mai stated it is important to acknowledge that any implementation plans discussed are not set in stone as this is an ongoing process. She began the presentation by reviewing the existing bicycle network which provides some connectivity across the City consisting of signed bike routes, and Class II and III facilities.

Ms. Mai said with the robust community outreach process over a three-year period, the adopted Bicycle and Pedestrian Master Plan was thoughtfully developed. She stated the result was the recommendation of over 33 miles of new and upgraded bike facilities estimated at over \$31M. Ms. Mai explained the recommended 33 miles of improvements was broken down into four categories: short-term, medium-term, long-term, and opportunity projects. Short-term projects are considered to be top priority projects that are assumed to be easily implemented, medium-term require additional study and further evaluation, while long-term projects are more challenging and are not a priority at this time. Opportunity projects are considered low priority projects that may become available for implementation if grant funding or partnerships with other capital programs become available. Ms. Mai stated short-term projects have an estimate of 20 miles of bicycle improvements with a cost of approximately \$19M, which accounts for more than half of the total miles and cost of all the bicycle projects. She indicated tonight's discussion will focus on the short-term top priority projects.

Ms. Mai showed a visual of the proposed top priority networks and stated the projects in the Bicycle and Pedestrian Master Plan were ranked based on a point metric system, which looks at criteria such as collision history, improving connectivity, filling gaps in the existing network, connecting transit and school routes, and increased accessibility to schools, parks, and trails. She indicated the short-term bicycle recommendations identified include: California Drive from Oak Grove Avenue to Peninsula Avenue, Carmelita Avenue/Paloma Avenue neighborhood bike route, Oak Grove Avenue (east)/Dwight Road neighborhood bike route, Cadillac Way, and, Oak Grove Avenue (west)/Primrose Road neighborhood bike route. Ms. Mai shared the remaining short-term top priority projects account for \$8M of the proposed improvements.

Ms. Mai stated the Master Plan serves as a long-term vision for prioritization and phasing to ensure that projects are manageable and fundable. She said TSPC has the flexibility to consider project phasing alternatives for implementation. However, Ms. Mai indicated staff recommends to focus on main bike routes that connect riders from north-south and east-west directions. She also shared that the recommendations take into consideration B/PAC priorities and goals.

Of the main bike routes identified, Ms. Mai pointed out the current project on California Drive between Broadway and Oak Grove Avenue will receive \$800k in grant funding for construction. She stated there is an upcoming project which includes a portion of the Carmelita Avenue/Paloma Avenue/Capuchino Avenue neighborhood bike route. Ms. Mai indicated that both B/PAC and TSPC would be presented with updates on both projects and would have an opportunity to weigh in on design alternatives.

Ms. Mai showed a visual of the pedestrian infrastructure improvements recommended in the Master Plan which includes 83 locations with an estimated planning cost of \$7.2M. She said the pedestrian recommendations include improvements such as pavement markings, pedestrian beacons, sidewalk improvements, street design, and areas that require further analysis and study. Ms. Mai explained of the 83 locations identified, 21

were identified as top priorities, and 9 of the 21 top priorities were along El Camino Real. She ensured that staff is working with Caltrans on the El Camino Real Renewal Project to include pedestrian improvements and has provided Caltrans with the recommendations from the Master Plan. Ms. Mai went on to identify the following current and upcoming top priority pedestrian projects: Broadway Pedestrian Lighting, Hoover School Sidewalk, City-wide Pedestrian Improvements, Carolan Avenue/Oak Grove Avenue Traffic Signal, Burlingame Station Pedestrian Improvements, and improvements to California Drive and Burlingame Avenue. As with the bicycle network recommendations, she stated the pedestrian recommendations will also take into account B/PAC's top priorities, including the development of standards for areas with high traffic.

Commissioner Rebelos did not have any questions at the end of the presentation.

Commissioner Leigh requested a bike lane to be added on Trousdale Drive from California Drive up to the street just past Quesada Way heading west (corner of BIS).

Commissioner Israelit stated she was surprised by the vast difference in budget for bicycle improvements versus pedestrian improvements. She also did not feel a bike lane on Trousdale Drive should be a high priority if indeed the BIS students use Marco Polo Way and the residential area to get to school. Additionally, Commissioner Israelit said they would be looking at the routes kids are using at the walking audit on May 25th. Commissioner Israelit also stated she was unsure if it would make sense to do the Rollins Road bike path since they would be redoing that part of Rollins Road as part of the new neighborhood (similar to proposed improvements on Chapin Avenue).

Vice-Chair Martos clarified a few items on the bicycle recommendations slide regarding the network and legend with Ms. Mai. He also asked Ms. Mai to describe bike boulevards a bit more. Ms. Mai stated that bike boulevards are to encourage and give more emphasis on bicyclists as opposed to vehicles, making it safer for bicyclists to use. Additionally, she stated bike boulevards can have traffic calming measures to help slow down vehicles and provide more comfort for bike riders. She also went on to explain that traffic calming features also provide benefits to pedestrians. Based on further questions from Vice-Chair Martos, Ms. Mai communicated that the bike boulevards include more than just "paint on the ground" and that the estimated costs for the bike improvements are based on full and permanent improvements. Mr. Wong interjected to say the cost estimates are conservative to provide a general number regarding the cost of the improvements. He said during final design a tighter estimate will be provided and it is typically lower. Vice-Chair Martos said he was not concerned by the cost, but what the estimates indicated to him is that details of the traffic calming measures have been thought about and proposed in order to come up with an estimate. He stated there are a lot of potential traffic calming measures (on the bicycle recommendations map) the Commission has not been introduced to that could change roadways and inquired if the Commission would be able to weigh in. Ms. Mai confirmed that not only will the Commission have an opportunity to weigh in, the residents of each of the neighborhoods will have a chance to provide input.

Vice-Chair Martos said the crux of his questions regarding the high priority improvements was to identify the end goal and actual objectives for the proposed improvements. As a result, Ms. Mai went over the prioritization methodology in more detail.

Chair Wettan requested B/PAC members to provide their feedback.

B/PAC Chair Leslie Beatty stated once the Bike and Pedestrian Master Plan was finalized, B/PAC wanted to ensure we hit the ground running in implementing it because of all the work put in to create it. She said they looked at the prioritization as strategic in the Master Plan but noted there are opportunistic priorities as well. In regards to the pedestrian projects, Ms. Beatty stated it was clear they could do a lot of them for minimal cost. She indicated that B/PAC is good for the most part with the proposed pedestrian projects but stated B/PAC also wants to focus improvements around schools such as BIS and McKinley.

For the bike boulevards, Ms. Beatty shared they felt Carmelita Avenue is the big fish of the Carmelita/Paloma network and described Carmelita Avenue as a highway. In order to make it safe, she said it will require significant work. Ms. Beatty stated they communicated to staff the desire to remove sharrows from the toolkit for bike boulevards as bike boulevards are meant to be roads that truly provide a safe way for bicyclists to travel through neighborhoods. She said they felt Paloma Avenue's focus should be on intersections and crossings because the road itself is low stress.

In regards to Cadillac Way, Ms. Beatty said the issue is getting from Broadway to the pedestrian bike overpass and Cadillac Way is the last leg of that. She said B/PAC is more interested in tackling that as a corridor where you would get to Carolan Avenue through the Broadway/California Drive intersection.

B/PAC member Madeline Frechette echoed B/PAC Chair Leslie Beatty's comments and elaborated on the need for bike infrastructure on Trousdale Drive. She stated people do ride both directions on Trousdale Drive with no current protection and provided a Strava heat map as reference. Ms. Frechette also added that electric bikes are becoming more popular so hills are no longer a barrier. Lastly, although not in the Bike and Pedestrian Plan, she stated she would like to see the door zone bike lane on California Drive addressed.

Manito Velasco stated improvements to existing bike routes and bike lanes is what is missing. He indicated the Bike and Pedestrian Master Plan is heavy on new infrastructure but it has negligible proposals to improve bike infrastructure in areas such as California Drive or to Carolan Avenue. Mr. Velasco said he is hopeful TSPC and B/PAC will put emphasis on improving the current bike routes. Additionally, he said based on the price tag, he thought the cost estimates were out of scale and that it shouldn't take that much money to improve a bicycle or pedestrian facility, citing the recent trial stop controls at Sanchez and Paloma Avenue. Mr. Velasco stated it doesn't entail that much investment

to quickly build our way into better bike and pedestrian facilities. He also addressed Trousdale Drive and said the City missed an opportunity to make bicycle and pedestrian improvements as the road was just resurfaced.

As mentioned by Vice-Chair Martos and Manito Velasco earlier, Commissioner Israelit did not understand the level of investment on infrastructure on streets such as Carmelita Avenue, Paloma Avenue, and Capuchino Avenue given the narrow roadway, parking on both sides, and room for only one car to travel. Chair Wettan said he has not heard in the discussion the important fact that Carmelita Avenue has alternative side of the street parking rules which creates some space in the direction school traffic would be going in the mornings and afternoons. He also explained it has some special attributes for an east-west bike route.

Commissioner Rebelos stated Trousdale Drive is an important street and it's the only arterial road that goes to the top of the hill and it also connects to a lot of key locations such as Skyline Boulevard, Highway 280, Sawyer Camp Trail, medical facilities, schools, Burlingame Plaza, and connections to Bart and Caltrain. He mentioned anecdotally, he has been saying bicyclists use Trousdale more than people realize and it needs some serious reconfiguration. Based on a recent survey, he found out 67% of respondents were in favor of modifying the road with one lane in each direction, a center turn lane, and bike lanes on either side. Commissioner Rebelos said he thought Trousdale Drive is underappreciated, could use a second look, and maybe bumped up the priority list. He shared he walks and drives Trousdale Drive constantly and thinks the traffic has increased. Additionally, Commissioner Rebelos stated he was shocked that the speed limit at the bottom of Trousdale Drive is 35 MPH and supports lowering the speed limit.

In regards to the Carmelita Avenue bike route, Commissioner Rebelos suggested it would be worth thinking about making Lincoln and Carmelita Avenue (on either side of Broadway) one-way roads in opposite directions. He said it would make them safer as there are lots of blind spots and the road is too narrow for two-way traffic. He also said it may alleviate some of the traffic conditions at Broadway and California Drive as well.

Chair Wettan stated he is intrigued by the suggestion of making Trousdale Drive one lane in each direction although he cautioned the traffic around school time is quite heavy and with one lane could cause back-ups. He mentioned it might be a good time to revisit bike lanes on Trousdale when they have a Rollins Road neighborhood connection as there would be a significantly different group of residents that would need access to key destinations on Trousdale Drive. Chair Wettan said Trousdale may become more important over time but it may be something they could wait on while addressing other immediate priorities such as California Drive and Carmelita Avenue. Additionally, Chair Wettan stated an important piece of Carmelita Avenue is figuring out how to connect it to Carolan Avenue as previously mentioned by Mr. Velasco. He asked staff if that connection has been given any thought as part of this process. Ms. Mai explained with the current phase of the California Drive project, staff is looking at bike facilities between Broadway and Carmelita Avenue. Mr. Wong shared that as part of the Broadway Grade Separation

Project, they are looking at aligning Carmelita Avenue with the entrance to the station. Chair Wettan stated they don't know when the Grade Separation Project will happen and he urged staff to have some thoughtful connections even knowing it may get scrapped with the grade separation due to the needs of the students.

Commissioner Leigh suggested the remaining short-term projects be prioritized with Trousdale Drive being number 6, California Drive from Oak Grove (south) to Peninsula Avenue as number 7, and access from Carmelita to Broadway/Carolan Avenue as number 8. Chair Wettan and Ms. Mai confirmed that California Drive from Oak Grove (south) to Peninsula Avenue is part of the 8.5 miles of improvements on California Drive listed as priority one of the bicycle projects.

Commissioner Israelit did not think Trousdale Drive (west of Quesada Way) should be pulled out as a priority as she preferred to see additional ridership data. Vice-Chair Martos did not have an opinion regarding the level of priority for Trousdale Drive. Chair Wettan stated he did not want to decide tonight whether Trousdale Drive should be pulled out of the remaining short-term projects to be listed as number 6 on the priority list. He suggested that B/PAC assist with traffic counts and City staff have further time to study the area.

Mr. Beal, a member of the B/PAC, stated he was disheartened by how many times he has brought up Trousdale Drive as a top priority in B/PAC meetings. He explained City staff has pushed the "quick and fast agenda" and Trousdale needs to be solved immediately, although it would not be a quick and fast project. Based on an accident that occurred on Trousdale involving a friend, Mr. Beal felt that was enough to take a deeper look at Trousdale and fast track its priority. Additionally, Mr. Beal stressed going up Trousdale is his biggest fear due to the parking (door zone), vehicle speeds, and other factors. Besides California Drive, Mr. Beal felt Trousdale Drive is one of the most important arterial roads in Burlingame.

Chair Wettan encouraged B/PAC members to assist with data counts as he does not want to use anecdotal information to make decisions and prioritize certain projects.

Ms. Mai pointed out the implementation plan is not set in stone and staff will revisit the plan annually. She acknowledged that patterns/usage change and therefore plans should change.

Commissioner Leigh suggested that staff go out and do some counts on Trousdale Drive during arrival or dismissal time for schools. Pertaining to a bike lane on Trousdale, she was of the thought that "if you build it, they will come." Commissioner Leigh also suggested the Commission discuss the speed limit concerns on Trousdale and consider reducing it to 25 MPH.

Mr. Wong explained that the California Vehicle Code dictates the speed limit but City staff will be conducting speed surveys in the near future, which will include Trousdale Drive.

Chair Wettan requested to move on to the pedestrian priority improvements. Ms. Mai brought up the pedestrian recommendations map and reminded the Commission that the Bike and Pedestrian Master Plan identified 83 locations for pedestrian improvements. Ms. Mai showed a list of proposed quick build striping projects as part of B/PAC's discussion earlier and Chair Wettan requested that Ms. Mai share the list separately with the Commission.

Commissioner Leigh confirmed the list of 20 pedestrian projects shared by Ms. Mai would be funded. She also made sure the location near the new parking garage (Howard Avenue/Lorton Avenue) was on the list of pedestrian priorities. Ms. Mai stated the hope is to fund those projects identified with existing City funds. Commissioner Leigh suggested to make the intersection of Howard Avenue and Lorton Avenue similar to Howard Avenue and Primrose Road. She said the parking garage will make the intersection a huge pedestrian crossing and with the wide road width, she hopes they will increase the diameter of the stop signs, not just add the high visibility crosswalk.

Madeline Frechette stressed the importance of being clear how data is being used to make decisions and that making decisions based on current usage is archaic and goes against best practices for urban design. Ms. Frechette stated it is a fact that people ride on Trousdale Drive and you either value their life or you don't—facts are not refutable. Ms. Frechette and Chair Wettan went on to clarify their points regarding the usage of data and data gathering.

Commissioner Rebelos stated Commissioner Leigh made an excellent point regarding the area of Howard Avenue and Lorton Avenue with the new parking garage and he went on to share a story regarding an alarming experience while recently crossing Howard Avenue. Commissioner Rebelos stated the least they could do is put larger stop signs at that intersection. Chair Wettan suggested this item be listed as a future agenda item.

Commissioner Israelit requested that Ms. Mai elaborate on what can be done in conjunction with Caltrans to address the intersections along El Camino Real. Mr. Wong explained City staff has worked with Caltrans to improve the corridor for pedestrians in the past and continues to push that dialog with them with little success. Mr. Wong and Commissioner Israelit were hopeful that Caltrans will improve safety and access for pedestrians as part of the El Camino Real Renewal Project.

Chair Wettan confirmed with Mr. Wong that no official vote was required from the Commission for this discussion item. Chair Wettan closed by indicating he was happy to revisit some of the finer points brought up such as Trousdale Drive, the intersection of Howard Avenue and Lorton Avenue, and the door zone bike lane on California Drive.

Commissioner Leigh requested that staff revisit the two items at the intersection of Howard Avenue and Lorton Avenue—whether it qualifies for larger stop signs and painting the stop lines at the crosswalk. Mr. Wong confirmed staff would look into it.

7. INFORMATION ITEMS

a) Engineering Division Reports

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

- **California Drive Bicycle Facility** – Staff has been working with the consultant to further develop design concepts from the Bicycle/Pedestrian Master Plan. Concepts to be presented at the June TSPC meeting. Based on the feedback from that meeting, concepts to be revised and then presented to the community.

Commissioner Leigh stated she does not want to have the same issue with the next segment of California Drive and urged staff to really watch the door zones. She also asked if the design includes a road diet. Mr. Wong stated a road diet was considered.

- **Broadway Grade Separation Project** – Staff working with design team on value engineering options related to the final design. These options will be presented at a future City Council meeting where they will be discussed. Any approved value engineering options will be incorporated into the design, and at that time staff can provide a more detailed update.
- **Burlingame Station Pedestrian Improvements** – Staff has been working with the consultant to further develop the design concepts from the Lyon-Hoag Neighborhood Traffic Calming Project as well as a concept provided by the Community B/PAC. All concepts will be presented at an upcoming TSPC meeting.
- **Hoover School Pedestrian Improvements (Summit Drive)** – Bids for the project were opened on April 27, 2021 and the project will be awarded at the City Council meeting on May 17, 2021. Construction is still anticipated for summer 2021.
- **Broadway Pedestrian Street Lighting Improvements** – Project was re-advertised with a May 19, 2021 bid opening. Staff is preparing the award package to Council. Construction is anticipated for later this year.
- **Old Bayshore Highway Corridor Study** – Survey is closed and over 70 responses were received. Based on the survey results, design concepts are being drafted and will be presented at an upcoming TSPC meeting.
- **Highland Parking Garage Update** – PG&E has preliminarily committed to perform their work on the garage sometime in May to power the elevators, EV chargers, and outside signage.
- **City of San Mateo's Peninsula Overcrossing** – City Council received a presentation from the City of San Mateo staff during a study session at their April 19 meeting. Public comment opportunities include the CEQA/NEPA scoping and the public hearing to review and comment on the draft environmental document

expected in spring 2022. EIR/EA scoping comments may be submitted to Tanvi Gupta at Caltrans with the date for the public hearing TBD. The Final EIR/EA, including the response to comments, is anticipated to be completed in fall 2022 with Caltrans Project approval expected late 2022.

In closing, Mr. Wong indicated the EV chargers in Parking Lot Y now can charge Tesla vehicles.

TSPC Priority List (revised May 2021):

TSPC Led Effort

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

Staff Update via Report

1	Caltrans' ECR Corridor	4/8/21: <i>Item 7a</i>
2	Hoover School Update	4/8/21: <i>Item 7a</i>
3	Downtown Parking Strategies	2/11/21: <i>Item 7a</i>
4	City Hall Traffic Calming/Floribunda	4/11/19: <i>Item 6b</i>
5	California Roundabout	5/9/19: <i>Item 7a</i>
6	Oak Grove/Carolan Traffic Signal	3/11/21: <i>Item 6b</i>
7	Bike\Ped Plan Update: fwd to BPAC	1/14/21: <i>Item 7a</i>
8	Rec Center Parking	3/12/20: <i>Item 7a</i>
9	Old Bayshore Corridor Study	5/13/21: <i>Item 7a</i>
10	Grant Opportunities	11/12/20: <i>Item 7a</i>
11	Broadway Grade Separation	5/13/21: <i>Item 7a</i>
12	San Mateo's Peninsula Ave OC	5/13/21: <i>Item 7a</i>
13	School Speed Limit Updates	6/13/19, <i>Item 7a</i>
14	School Safety Improvements	3/12/20: <i>Item 7a</i>
15	Lyon-Hoag Neighborhood Traffic Calming	3/11/21: <i>Item 7a</i>
16	300 Burlingame Point Traffic Impacts	12/10/20: <i>Item 7a</i>
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 14 collisions in the reporting period. He indicated there was a very serious collision on Monday morning at 4 am on Lorton Avenue in front of the new parking structure. He could not share too many details but did say it involved two teenagers and there was one fatality (vehicle passenger).

Chair Wettan inquired about the collision at Floribunda and El Camino Real. Sergeant Perna explained it was a simple rear-end collision.

Chair Wettan asked about the vehicle/pedestrian collision at Howard Avenue and Primrose Road. Sergeant Perna stated pedestrians were walking eastbound in the north crosswalk and the driver going westbound on Howard Avenue struck the pedestrians while making a right on Primrose Road. He said there were no injuries.

Sergeant Perna explained it is the position of the Police Department and Chief of Police not to make it a practice to site motorists at every collision as it will discourage drivers to stay at the scene. Additionally, he stated not every collision needs to have anything punitive, especially without a thorough investigation.

Chair Wettan stated the site lines have been an issue as part of the overall El Camino Real Renewal Project discussions and felt it would be helpful to understand if there have been a lot of left-turn collisions turning on to El Camino Real. Sergeant Perna said in anticipation he did do some research regarding primary collision factors on El Camino Real. He said what he found was that in five years of data, the largest number of collisions were for failure to yield when turning from El Camino Real (approx. 90) and entering El Camino Real from side streets or private driveways (approx. 10).

c) Farmer's Market (Postponed until June)

No update.

d) TSPC Chair/Commissioner's Communications

Commissioner Rebelos stated he attended an informational webinar hosted by VIA and Southwestern Transit Association about first and last mile on demand transit. He said it works really well in areas that public transit does not serve due to lack of demand. Commissioner Rebelos found the webinar interesting in the sense that he received insight as to how other communities are being served with VIA. However, he indicated that it was unfortunate that both program examples began during the pandemic so there was

no usable data or sense of how successful the programs are. Commissioner Rebelos shared that he has the presentation information and can share it with anyone that is interested.

8. COMMISSION & SUBCOMMITTEE REPORTS

a) Downtown Parking (Martos & Wettan)

Chair Wettan said he has noticed that downtown parking is getting tighter, which is good and bad. He said there has been some discussion of parklets extending past September and is something the TSPC should discuss. Chair Wettan added there has been a second town square meeting and noted the obvious impacts it would have on downtown parking and the need to discuss at a future meeting.

b) Broadway Issues (Israelit & Leigh)

Commissioner Leigh indicated she met with Mr. Wong to discuss the Broadway Grade Separation Project and that Mr. Wong would provide the subcommittee with the project plans that have been shown to City Council and the Joint Powers Board. Mr. Wong added that he sent Commissioner Israelit and Commissioner Leigh a link to all the previous project presentations.

c) School Traffic (Israelit & Wettan)

No update.

d) Citywide Transportation Alternatives (Rebelos & Wettan)

Chair Wettan stated he and Commissioner Rebelos had a good introductory meeting.

e) Community Bicycle & Pedestrian Advocacy (Leigh & Rebelos)

Chair Wettan clarified this item is for TSPC participation at B/PAC meetings and could be part of the general update for item 6a. Commissioner Leigh clarified the name of the subcommittee is Bicycle & Pedestrian Advisory Subcommittee

9. FUTURE AGENDA ITEMS

Commissioner Leigh suggested the lighting of crosswalks for pedestrians on California Drive north of Broadway (location of pedestrian/vehicle collision last winter). Chair Wettan requested that Dufferin be included on any list generated by staff. Mr. Wong stated he could add this to the Engineer's Report to provide ongoing updates.

Commissioner Israelit suggested the BIS walk audit for July.

Stop sign improvements at Howard Avenue and Lorton Avenue were requested by three Commissioners.

Chair Wettan brought up the design of California Drive between Rhinette Avenue and Juanita Avenue to which Commissioner Israelit requested be discussed in July. Chair Wettan also said he wants to discuss parklets.

Mr. Wong stated Old Bayshore Highway, California Drive Bike Facility, Burlingame Station improvements, and the trial stop controls at Sanchez Avenue and Paloma Avenue would be upcoming agenda items. Additionally, he indicated Sigalle Michael would have an update on EV charging stations at some point.

10. ADJOURNMENT 10:11 p.m.