



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

1. CALL TO ORDER: 7:02 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Brown, French, Israelit, Martos

MEMBERS ABSENT: Johnson

4. APPROVAL OF MINUTES

a) February 12, 2026 Regular Meeting Minutes

The February 12, 2026 meeting minutes were approved by unanimous consent.

5. PUBLIC COMMENTS – NON-AGENDA

Jim Evans stated he felt the El Camino Real Renewal Project is going very smoothly. He specifically mentioned the ongoing communication with the public and assistance from the California Highway Patrol with detours.

6. DISCUSSION/ACTION ITEMS

a) Dwight Road Entry Walls / Landscape Island Discussion

Chair Martos acknowledged the one public comment received via email from Teresa Colone.

Mr. Wong provided a presentation regarding the options for bulb outs, the entry wall, and landscaped islands on Dwight Road at Peninsula Avenue. He shared that based on community feedback, Signal Operation Option #3 (use of protected-left-turns on all approaches) was selected at the February TSPC meeting but an option for the bulb outs, including the entry wall and

landscaped island was not. Mr. Wong said the TSPC indicated there was a desire for additional community feedback and for staff to look into any opportunities to make modifications to the original options presented. A summary of all bulb out options presented are outlined below. For visuals, please see the [presentation](#).

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 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.

Bulb Out 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.

Bulb Out Option #1A: Install bulb outs and replace the landscaped island and decorative wall; essentially Option #1 with the community feedback from the February TSPC meeting. Feedback includes showing the location of the smaller entry wall and a centerline buffer would be striped to narrow the southbound lane to match existing conditions.

Based on feedback at the February TSPC meeting, Mr. Wong stated that staff recommend either Bulb Out Option #1A or Bulb Out Option #2. At the close of the presentation, Mr. Wong reiterated the need for a motion of support from TSPC, and went over the project timeline again, indicating that project bid and award are scheduled for June, with construction to start in July 2026.

Chair Martos asked for Commissioner questions before opening up the public comment period.

Longtime resident Lynn Feeny felt Option #1A would encourage speeding down Dwight again. She advocated for Option #2 and suggested the original architect of the wall be involved.

Resident Tim Smith echoed Lynn Feeny's comments and favored Option #2.

Longtime resident Randy Grange, also the architect of the walls, stated the bulb outs do not restrict large vehicles from entering Dwight Road. He explained that prior to the bulb outs and walls, both his daughter and a friend were hit by cars in front of his home in separate incidents.

Once the improvements were made, he stated there have been no issues. Mr. Grange provided staff and the Commission with Option #2A, which would keep the current bulb outs. In closing, he stated they could go with Option #2 but suggested to refine it to make it look more attractive.

James, another resident on Dwight, gave his support for Option #2 or #2A.

Jennifer Pfaff, longtime resident of Burlingame, agreed with Option #2 or #2A. She explained that we shouldn't fix something that isn't broken and suggested some of the funds could go towards the implementation of the permanent speed bumps.

Eric Klein stated he was in support of Option #2 or #2A. He reiterated there are no issues with garbage trucks or large vehicles entering with the current 10-foot travel lanes.

Another resident advocated for Option #2 or #2A and pointed out the need to preserve parking.

Rick, a resident of the Lyon Hoag neighborhood for 60 plus years provided his support for Option #2 or #2A to keep the character of the neighborhood. He also inquired who is responsible for the overgrowth in front of the signage now.

Laura agreed with her neighbors and noted that Bayswater is a nightmare.

Longtime resident John Adams said there was a speeding problem down Dwight, and widening the lanes would be a mistake. He advocated for Option #2.

Kentaro, a resident on Dwight Road, said his biggest priority is safety. He said he would not like to see any widening of the street and voted for Option #2.

Resident Peter Stevenson thanked the Commissioners for their investment in safety for the community. Based on his familiarity of the intersection, he said he would not want to see a design with the potential to increase vehicle speeds. Mr. Stevenson encouraged a little pressure on San Mateo for traffic calming measures as he felt much of the speeding comes from Delaware to Dwight Road. In closing, he thanked his fellow residents for showing up and for the Commission's time.

Chair Martos closed the public comment period.

The Commission engaged in thoughtful dialog while weighing the options. Mr. Wong shared that he could take Option #2 back to the City of San Mateo and discuss refinements. As a result, Commissioner Israelit made the following motion: **to approve Option #2 with the potential to engineer out the cut-outs (drainage area) if possible**. The motion was seconded by Commissioner Brown and passed by a roll call vote of 4-0.

The Commission agreed to hear the Police Department Reports before Item 6.b due to the length

of the evening's agenda.

b) Highland Avenue Garage Lease Request

Mr. Wong provided a presentation to the Commission regarding the request to lease the 5th floor of the Highland Parking Garage. He explained the Economic Development Sub-Committee (EDS) received a request from Putnum Auto Group (PAG) with an interest in leasing a portion of the Highland Avenue Parking Garage. Mr. Wong shared that PAG currently leases spaces in the City of Oakland. He then communicated the following feedback from the EDS:

- This request would need to be an “request for proposals” to all interested parties;
- Area to be limited to top floor;
- Garage access would only occur during the garage's current operating hours;
- Public would no longer have access to top floor; and
- Garage at 220 Park Road (new Town Square) must be operational/available to the public (approx. 275 spaces).

In closing, Mr. Wong shared parking capacity and usage data for the Highland Garage and said the goal is to obtain feedback and make a motion regarding the PAG request.

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

Mr. Behencourt said he represents a family that owns 128 Lorton Avenue, which is fully entitled for 19 condominium units. He shared they spoke with the Planning Department months ago to request to lease 10 more spaces, which would allow the condominium project and additional floor but the FIR is maxed out by parking restrictions. He explained they could have 4 additional units if they could lease 10 spaces long-term. Mr. Behencourt said they support leasing spaces to PAG, but wanted to be on record for consideration for a minimum of 10 spaces to lease.

Burlingame resident Josette Shah stated she also works in Burlingame and spends a lot of time in the downtown area. She acknowledged the importance of parking to a functioning downtown and expressed concerns with leasing parking to PAG. Ms. Shah shared her experience recently where she was unable to find any parking in the Highland Garage and stated spaces were utilized on the 5th floor for a solar panel project. Additionally, she suggested that PAG look into available commercial space to lease along California Drive, where they reside. In closing, she requested the Commission reserve the Highland Garage for the needs of the community.

Chair Martos acknowledged the three written public comment emails received and stated they were read.

The Commission engaged in a thoughtful dialog, which resulted in Commissioner Israelit making the following motion: ***move to decline to lease any of the public parking spaces in the Highland***

Garage to businesses. The motion was seconded by Commissioner French and passed by a roll call vote 4-0.

c) Vision Zero Project Update

Transportation Engineer Michael Tsai gave an update regarding the Vision Zero Project, also known as the Comprehensive Safety Action Plan (CSAP). He shared the slides were prepared by the City's Vision Zero consultant, Fehr and Peers. Mr. Tsai went over slides which covered project progress made to date, actionable strategies within the plan, and next steps. A short summary is below.

Progress To Date

- Burlingame received SS4A Grant for the development of the CSAP.
- Various bike and pedestrian improvement projects implemented and currently in design.
- Comprehensive outreach efforts and strong community engagement
 - Key feedback included safer crossings for people walking and biking, fewer vehicles on the road, school safety, slow vehicular speeds.
- Creation of a Vision Zero Task Force
- Generated High Injury Network Map which highlights areas with the greatest opportunity for safety enhancements.

Actionable Strategies

- Five key areas for strategy development: safe speeds, safe road users, safe roads, safe vehicles, and post-crash care.
- “Early wins” include:
 - Safe Speeds – Comprehensive Speed Management Plan, which includes speed reductions on many streets and research into a citywide Slow Streets Program.
 - Safe Road Users – E-micromobility safety and public safety campaign, such as an e-micromobility primer and education and awareness partnerships.
 - Safe Roads – Citywide lighting enhancements through various Capital Projects.

Next Steps

- February/March 2026: Meet with Task Force, Community Advisory Committee, and TSPC.
- Spring 2026: Public review of full draft plan, including TSPC meeting.
- Summer 2026: Incorporate input from Council, stakeholders, and community to develop final plan.
- Summer 2026: Bring final Comprehensive Safety Action Plan to TSPC and City Council for adoption.

Please review the [presentation](#) for additional details.

Commissioner Israelit inquired about police presence for enforcement as part of the overall Vision Zero effort. Mr. Tsai confirmed enforcement is part of the safe speeds category, but it was not

elaborated on this evening. Commissioner Israelit felt the most impactful items presented were lighting improvements and speed reductions.

Commissioner Brown strongly favored the Comprehensive Speed Management Plan as an early win. He also felt improvements to pedestrian lighting are a great overall safety enhancement.

Commissioner French was pleased to see e-micromobility being addressed. She also concurred with Commissioner Israelit's comments concerning traffic enforcement and Commissioner Brown's comments regarding lighting. Commissioner French also inquired if the City is looking into how technology impacts driver behavior.

Chair Martos stated he was in favor of speed reductions, but it was his opinion to have speed reductions on streets in the downtown area such as Burlingame Avenue due to congestion and pedestrian activity. He said he was torn between e-micromobility and safe routes to school as his second priority. Chair Martos felt lighting improvements were low hanging fruit and also recommended at least investigating how safe our routes to school are. He inquired about prioritizing a quick-build tool-kit as a guide.

Chair Martos opened the public comment period.

Jim Evans stated he served on the TSPC from 1987 to 2002 and said they had a close relationship with the Police Department (BPD) at that time. He indicated when there were traffic complaints, a Commissioner would meet the complainant in the field and then connect with BPD staff to request targeted enforcement. Mr. Evans said they found the police enforcement very effective then and suggested more focus on speed enforcement now. In closing, he commended the Vision Zero report and agreed that reducing speed limits in school areas was a good idea.

No formal action was taken.

7. INFORMATION ITEMS

a) Public Comments Related to Informational Items

No public comments received.

b) Community Group Updates

No community group updates.

d) Police Department Reports

Sergeant Orloff reported 13 collisions for the month of February 2026. He reminded the group that DUI and hit-and-run collisions are filtered out. Of the 13 collisions in the report, he said 8

collisions involved another motor vehicle, 1 with a bicyclist, 2 with pedestrians, and 2 with a fixed object. Of those collisions, he said eight resulted in minor injuries and one resulted in a major injury. Sergeant Orloff stated the primary collision factors were unsafe turn movements, unsafe speed, right-of-way violations, and a red-light violation.

- e) 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)

Commissioner Israelit thanked Mr. Wong and staff for the installation of the new crosswalk. Mr. Ting noted the RRFB's will be installed as well.

- c) ECR Renewal (Brown/Israelit)

No update, but the Commission received positive feedback from Jim Evans regarding the project.

9. FUTURE AGENDA ITEMS

- No items suggested

10. ADJOURNMENT: 9:14 pm