



TRAFFIC, SAFETY AND PARKING COMMISSION
Unapproved Minutes
Regular Meeting on Thursday, April 9, 2026

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

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

MEMBERS PRESENT: Brown, French, Israelit, Johnson , Martos

MEMBERS ABSENT: None

4. APPROVAL OF MINUTES

a) March 12, 2026, Regular Meeting Minutes

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

5. PUBLIC COMMENTS – NON-AGENDA

None.

6. DISCUSSION / ACTION ITEMS

Chair Martos stated that he received a request to reverse the order of the items under Section 6 so that the Commission would hear:

1. **6.c – Vision Zero Project Update**
2. **6.b – US 101 Corridor Connect**
3. **6.a – Broadway Long-Term Parking Request**

No commissioner objected, and the Commission proceeded in that order.

c) Vision Zero Project Update

Mr. Tasi provided an update on the full draft Burlingame Comprehensive Safety Action Plan, which is now live, unofficially, on the City's website. The website works for desktop

and mobile. The website provides:

- Step 1: A link to the full draft plan that provides content in more detail and depth.
- Step 2 is where you would be able to share your input with a few set categories with another section. Clicking any category opens a comment box that allows the submittal of a comment. After clicking “submit,” the comment goes to the project team and a confirmation message is provided. If another comment would like to be submitted, the page would need to be refreshed. Staff is working on streamlining those steps.

Billboards and posters will be posted at the Community Center, Library, and City Hall. Staff will advertise it through eNews and all other channels that have been used in the past. Input will be live for the entire month. After the input period is completed, staff will bring back to the Commission a summary of what was heard and a last chance of additional comments.

Mr. Tsai invited questions from commissioners.

Commissioner Brown asked if there would be a QR code available so residents could directly access the website. Mr. Tsai confirmed that a QR code would be provided.

Commissioner Israelit suggested placing plastic sandwich boards with project information and QR codes in high-traffic pedestrian areas such as Burlingame Avenue near Park Road and its seating area and Broadway at intersections with bulb-outs and circular seating. She emphasized that higher participation strengthens community buy-in when safety projects are later implemented. Mr. Wong confirmed staff can do so.

Commissioner Israelit asked if the City had ever placed such sandwich boards in front of schools, such as elementary schools where parents gather at drop-off/pick-up. Mr. Wong replied that staff could look into that.

Mr. Tsai added that in the first outreach round they held pop-up events with staffed billboards and QR codes and visited several schools in person. Mr. Tsai agreed with the idea of posted boards at schools throughout the full input period, and stated staff will consider implementing that.

Vice-Chair Johnson pointed out that this is the second opportunity for community involvement and that the first round had very strong engagement. She stated that replicating successful outreach methods should again yield good results. She highlighted that the project name had been changed from “Vision Zero” to “Burlingame Comprehensive Safety Action Plan” and suggested many residents who engaged earlier will recognize the name “Vision Zero” and the project materials should explicitly reference Vision Zero so people connect the new branding to the earlier effort.

Vice-Chair Johnson also recommended using school newsletters (Burlingame High School, Burlingame School District elementary schools, and OLA) for engagement. Also featuring the project at the City Center “coming out party” scheduled for April 25 from 11 a.m. to 2 p.m., which will include booths and tables. Mr. Tsai confirmed and responded that the project has a budget. He said they already planned multiple pop-up events, and the City Center opening can be placed higher on the list.

Vice-Chair Johnson noted the current timeline appears to stop at the end of spring 2026. She suggested adding a section that explains the next steps once the comment period has ended. Mr. Tsai agreed.

Mr. Tsai explained the Safety Action Plan is crucial because it is required for grant applications (including for federal and state safety funding). He said the initiative was renamed to “Comprehensive Safety Action Plan” to reflect its alignment with grant programs and inclusion of Local Roadway Safety Plan elements in addition to Vision Zero. He confirmed that staff will remind the public that this Comprehensive Plan and Vision Zero effort are the same.

Commissioner Israelit noted she has heard the term “Vision Zero” in Burlingame since around 2020 and that many residents recognize that name. Vice-Chair Johnson suggested a phrase such as “the project formerly known as Vision Zero”. Mr. Tsai suggested and confirmed on maintaining the Vision Zero name prominently with “Comprehensive Safety Action Plan” in smaller print.

Chair Martos suggested adding a sandwich board on Park during the Farmers Market. Mr. Tsai confirmed.

No public comment items were received for this item.

b) US 101 Corridor Connect

Patric Gilster, the Director of Planning and Fund Management at the San Mateo County Transportation Authority (SMCTA) gave a presentation on the US 101 Corridor Connect. The Commission has previously heard from him and Sue Ellen Atkinson regarding US 101 Corridor Connect.

Mr. Gilster summarized that the US 101 Corridor Connect began about two years ago as a collaborative project to define congestion management on and around US 101 more broadly than just freeway mainline projects. The effort identifies projects across three subregions: North County, Mid County, and South County, looking at highway improvements, transit projects, bike and pedestrian connectivity, and safety enhancements. Partners include Caltrans, cities along US 101, transit agencies, County of San Mateo, and C/CAG (City/County Association of Governments).

Mr. Gilster described four primary goals were to make US 101 safer, make the corridor better connected, make it more sustainable, and more inclusive.

Mr. Gilster summarized the 101 Corridor Connect outcomes and noted the creation of North, Mid, and South County working groups to ensure local input. Burlingame was included in the Mid County plan with Belmont, Foster City, San Carlos, San Mateo, and the Redwood Shores area of Redwood City.

Mr. Gilster summarized their community engagement efforts, that include the project website, press releasees, surveys, videos, QR codes, pop-up events, and more.

Mr. Gilster summarized the Active 101 (US 101 San Mateo County Corridor Crossings Improvement Plan), which focuses on active transportation and transit access within approximately ¼ mile on either side of US 101, including pedestrian overcrossings, sidewalk improvements near interchanges, bike lanes, sidewalk gap closures, and improved access to transit stops. Active 101 is analyzed as a single corridor-wide network.

Mr. Gilster summarized additional community engagement efforts related to Active 101, including pop up events, stakeholder presentations, and their online tool. Staff compiled heat maps of public interest and inventoried active transportation projects to create a continuous active corridor that follows local streets near US 101, connects key origins and destinations, and addresses known high-injury network segments. Active 101's network would address multiple high-injury corridors, provide significantly improved access to transit and local destinations, yield a notable reduction in VMT and greenhouse gases, and improve access to high-quality walking/biking and transit in disadvantaged communities.

Mr. Gilster highlighted, for Burlingame, key priorities from the multimodal strategies including El Camino Real / Old Bayshore Highway, Broadway Grade Separation, and California Drive / North San Mateo Drive. Key priorities from the Active 101 side are Broadway, Rollins Road, Cadillac Way, Howard Avenue, and Peninsula Avenue.

He then described a new Mini Grant ("Jumpstart") Program that can fund multimodal corridor studies, concept design alternatives, and additional community engagement tied to these efforts. Funding levels include up to \$750,000 per project, up to \$1,000,000 for multi-city corridor projects, and no local match is required. The call for projects/letters of interest will be issued in June, applications will be due by end of July, and the TA expects to award funds in August. The TA will conduct site walks with selected project sponsors. The TA will also require each jurisdiction to appoint a City Councilmember as a project sponsor for those site walks, and will invite commissioners as well.

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

comment period.

No public comments were received.

Remaining key action items are to talk with staff and SMCTA about projects, apply to mini-grant program, participate in site walk if selected, reach out to SMCTA with any questions, and SMCTA CBO Bench for engagement.

Vice Chair Johnson asked whether the Mini Grant Program opens to all zones at the same time. She asked if cross-jurisdiction projects would be eligible for the \$1 million maximum. Mr. Gilster answered with yes, all subregions are eligible at the same time, and all ~60 priority projects are equally eligible. Cross-jurisdictional corridors can receive up to \$1 million.

Commissioner Brown, referring to a slide showing that if the Active 101 network were to be built, asked if there would be 82% more grocery stores accessible via the improved network. He then asked if the TA could break down similar connectivity metrics specifically for the Mid-County area. Mr. Gilster replied that the TA have some project-level metrics, especially for VMT and GHG reductions. Other metrics would require additional analysis. Mr. Gilster added that several Burlingame projects are already actively being worked on, such as, the Old Bayshore Highway Streetscape, Broadway Grade Separation, and Peninsula Avenue Corridor planning with San Mateo.

Chair Martos asked about pedestrian access to Topgolf at Anza. He noted there is no pedestrian crossing directly at Anza. People currently must use Peninsula Avenue or Broadway and then walk along the Bayshore to reach Topgolf. He asked if a pedestrian overcrossing at Anza had been considered. Mr. Gilster responded that Caltrans had once proposed an Anza overcrossing a long time ago. However, because it is not in Burlingame's current bike plan, it was not included in the TA's official inventory of priority projects. Without local plan backing, it was not carried forward into the final list.

Chair Martos asked how the US 101 toll lanes fit with the program's inclusivity goal, since tolls can be high and may not feel inclusive. Mr. Gilster responded with a Toll Lanes Community Benefits Program. And that some toll revenues are dedicated to providing transit passes and providing toll transponders for low-income users or targeted groups.

Chair Martos asked for clarification on Broadway Grade Separation funding and how the TA is supporting Burlingame. Mr. Wong responded that the City is constantly working with the TA and seeing what opportunities are available. Mr. Gilster added that his team is working with Burlingame's Public Works Director and Caltrain's Finance Director to create a multi-year funding strategy. The TA is helping identify and apply for various

grants, and in some cases co-funding grant preparation. Following a recent update of the TA's Grade Separation Policy, Burlingame can claim the remainder of TA's grade separation funds over the next five years, so long as the City continues to actively pursue full funding for the Broadway project.

Chair Martos invited public comment and no members of the public came forward to speak.

a) Broadway Long-Term Parking Request

Andrew Wong reiterated that this meeting was hybrid and that members of the public could provide comment by email prior to the meeting or speak in person, and that online attendees could not provide comment during the meeting.

Mr. Wong provided a presentation regarding proposed Broadway parking changes. Mr. Wong presented the meeting goals, which include presenting the Broadway Downtown parking data to the Commission, describing the proposal to convert short-term space to long-term in specific parking lots, considering potential changes in Broadway's parking to address southbound California Drive queuing issues, obtain Commissioners feedback, and obtain a motion of support.

Mr. Wong summarized background information related to parking along Broadway Downtown. He also provided the existing map of the City-owned lots serving the Broadway downtown area with the breakdown of short-term versus long-term parking. He provided hourly parking utilization data amongst the parking lots.

Mr. Wong summarized the parking usage increasing after 5:00 p.m. due to residents in multi-family buildings returning from work and can park in all City lots overnight. Long-term parking in the Broadway Downtown reaches a maximum capacity after 10 a.m. Lot R appears to have lower usage and higher turnover due to adjacent uses. Post Office typically has high turnover parking, and Chase Bank has its own private parking lot for customers. Lots R and S are on the outer edges of the Broadway Downtown which may account for their slightly lower usage.

Mr. Wong presented a proposed option to convert a portion of the 2-hour parking spaces in Lot R to 10-hour spaces due to Lot R being underutilized and that short-term parking has a peak usage of 68% during prime hours. Additionally, there is a potential opportunity to address a throughput issue along southbound California Drive by mitigating the potential loss of five on-street parking spaces along California Drive (Rhinette to Juanita) and convert five spaces in Lot S to durations consistent with the businesses along the stretch of California Drive.

Mr. Wong provided an option of revised parking. This example included replacing existing

9 2-hour parking spaces with 9 10-hour spaces in Lot R. This would result in 25 2-hour parking spaces and 9 10-hour parking spaces in Lot R. This example also included replacing 6 10-hour parking spaces with 4 2-hour spaces and 2 20-minute spaces for quick stops such as laundry drop offs. This would result in 2 20-minute parking stalls, 21 2-hour parking stalls, and 4 10-hour parking stalls in Lot S. Overall, this would result in a net gain of 3 long-term spaces.

Mr. Wong noted in Lot R, conversions would likely follow logical groups of stalls (blocks of 9 or 8) rather than isolated single stalls, so signage is clear to nearby residents. Regarding Lot S, Mr. Wong proposed to remove 6 existing parking stalls along California Drive between Juanita and Rhinette, where up to 6 stalls can be relocated to Lot S. This would allow pushing the bike lane up against the curb and opening the area up where there is a bottleneck. Mr. Wong brought up that there is an auto repair shop and a laundromat next to the 6 stalls between Juanita and Rhinette. Both have on-site parking. A neighboring facility has access to the rear.

Mr. Wong asked for feedback regarding the proposed option on utilizing Lot R, space quantities, determining the parking duration and space quantities related to Lot S, and support for relocating six on-street spaces along California Drive (Rhinette to Juanita) to address queuing issues.

Chair Martos noted that they will start with Commissioners questions then will open the discussion up to public comment. Chair Martos noted that three emails were received that brought up comments and concerns, and were read by the Commissioners.

Commissioner French asked about parked vehicles north of Broadway, east of California Drive. Mr. Wong explained that this property is managed by Caltrain and currently leased to Rector Audi for vehicle storage. It was previously used as a City lot but then it was leased to Audi for vehicle storage at all times. Commissioner French then asked why the Caltrain station lot on the east side of California Drive, south of Broadway is not part of the parking plan, given its proximity. The Caltrain lot is public parking but the fees and operation are controlled by Caltrain. The daily rate is higher than the City's (roughly \$4.50–\$5/day vs. Burlingame's \$3/day for 10-hour). Some local businesses already pay Caltrain for space; others may find the higher cost or coordination a barrier. The current analysis focused on City-owned lots.

Vice-Chair Johnson asked how many employees are estimated to work along Broadway. Mr. Wong replied he does not have that information. Vice-Chair Johnson then asked whether staff knows how many long-term stalls might be used by residents during the day rather than employees. The photo-based survey can show if cars remain all day, but it does not reveal whether they are employees or residents, making that distinction uncertain. Vice-Chair Johnson noted that, based on the example, the net change is only three additional 10-hour stalls, which is helpful but not transformational.

Commissioner Israelit commented on the validity of calling the EV charger spaces as 2-hour stalls in Lot Y. She suggested future analysis remove EV stalls from normal 2-hour spaces so short-term supply is not overstated. She asked if there is a way to encourage Broadway employees to park at the Caltrain Lot. Mr. Wong replied, making employees more aware that there are spaces at the Caltrain Lot. Commissioner Israelit mentioned that she is unsure if we don't have enough employee parking and that it could be that the Caltrain Lot is less convenient or employees are just not aware.

Commissioner Brown asked clarifying questions on whether EV charging spaces are located at other lots and if it's mandated. Mr. Wong responded to indicate there are no other EV charging space and spaces are not mandated at this time. Commissioner Brown asked if ADA spaces were counted as long term spaces. Mr. Wong responded to say ADA spaces were not included within the counts. Commissioner Brown asked if the addition of 2 new 20-minute parking spaces at Lot S are necessary. Mr. Wong replied that it was just an example and was intended to accommodate the needs of the businesses at that frontage.

Commissioner French referred to an emailed public comment describing residents' street being used as free long-term ("park-and-fly") parking. She asked if Parking Enforcement or Police could enforce the 72-hour rule more proactively, since vehicles left for more than 72 hours can be considered abandoned under California law. Corporal Thompson clarified that the department does not proactively patrol all streets solely for 72-hour violations. Officers respond to complaints. After a complaint, they mark the vehicle, issue a notice, and return after 72+ hours to tow if it is still there.

Chair Martos asked when the survey was conducted. Mr. Wong replied that it was in the middle of the week (Tuesday or Wednesday). Mr. Wong would have to confirm. Chair Martos noted Fridays and weekends might have different patterns. Chair Martos also asked if different rates were charged at the 2-hour stalls versus the 10-hour stalls. Mr. Wong confirmed that 2-hour stalls cost \$1 per hour and the 10-hour stalls cost \$3 per day.

Chair Martos opened public comment.

Former TSPC Commissioner, Howard Wettan stated that in prior years, when the Commission last examined Broadway parking, data showed significant parking constraints at dinner time on Broadway which differentiate from the constraints on Saturday at lunchtime. He observed that the new data similarly shows Lot R and its vicinity at or near full occupancy around 6 p.m., which he attributed to dinner traffic for nearby restaurants. He expressed concern that converting many spaces in Lot R to 10-hour parking could increase day-long occupation by employees and reduce the number of spaces turning over in the early evening. This might worsen the existing shortage of restaurant parking at dinnertime for several restaurants. He stated that he supports the California Drive lane

and bike lane improvements. He suggested consideration of a permit-based approach for employees instead of unconditional 10-hour stalls where a limited number of employee permits could be sold monthly and permit conditions could be structured by vacating the spaces by a fixed time (e.g., 5 p.m.), thereby opening stalls for the dinner crowd.

Mr. Wong briefly responded to clarify after 6 p.m., enforcement ends, so differences between 2-hour and 10-hour stalls do not matter; all stalls function as general parking in the evening.

Jen Faber echoed what Mr. Wettan said. She stated she is a regular cyclist and uses the laundromat on California Drive. She stated that on California Drive, the existing bike lane is difficult to use. She also acknowledged that that people carrying large loads of laundry when relocating customer parking to Lot S would require longer walks with heavy loads. She also asked: when the parking data was collected, observing that Broadway is quite busy at this time. Mr. Wong said the survey was conducted in March, on either a Tuesday, Wednesday, or Thursday. Mr. Wong will confirm. Staff avoids Monday and Friday surveys for these analyses.

Chair Martos closed public comment.

Chair Martos opened it to Commission discussion.

Commissioner Israelit said she supports the California Drive reconfiguration, especially shifting the bike lane to the curb and removing curb parking that currently encourages cars to cross the bike lane to reach the left-turn lane. She mentioned that converting part of Lot R to 10-hour parking is okay. She remains somewhat concerned about availability for short-term parking for customers and hesitates on adding 3 long-term parking spaces. She emphasized the availability of the Caltrain Parking Lot across California Drive. Overall, she indicated she would support the proposal.

Vice-Chair Johnson stated the long-term parking proposal change provides some relief but not a full solution for employee parking but emphasized the changes proposed on California Drive. She noted that there was a broader parking issue on Broadway but is supportive of the proposal.

Commissioner Brown agreed with Vice-Chair Johnson. He supported the parking changes as a first step and encouraged further analysis. Commissioner Brown was not opposed to the proposal.

Commissioner French reiterated the idea of offering incentives for employees to use the Caltrain lot and encourage employees to park somewhere else. She noted that parking is becoming more expensive and cost of gas is increasing.

Chair John Martos said he is in favor of removing the on-street parking on California Drive to one of the other lots. He inquired about Lots P and Q and asked if the balance between 2-hour and 10-hour parking made sense or whether to make more 2-hour spaces to encourage employees to park in the outer lots. He commented that the Commission may want to revisit Lots P and Q and was in favor of Mr. Wong's current proposal.

Commissioner Brown brought up that it would be helpful to have the information about the Caltrain parking and concerns about crossing California. People can cross at Broadway and at Carmelita.

Commissioner Israelit moved to approve the City's Broadway parking plan as presented, including moving long-term parking and removing on-street parking on California, and modifying the lanes of traffic.

Vice-Chair Johnson seconded the motion.

The motion passed unanimously (5-0).

7. INFORMATION ITEMS

a) Public Comments Related to Informational Items

No public comments received.

b) Community Group Updates

No community group updates.

c) Engineering Division Reports

Mr. Wong reported on several engineering items:

1. For the El Camino Real Project, work by Caltrans is underway along El Camino Real. There are full closures from Howard to Peninsula on El Camino, mainly for tree removal operation and lane closures from Millbrae to Grove, for potholing and pavement patching. All closures occur mainly between 9:00 a.m. and 5:00 p.m. on weekdays.
2. For the Old Bayshore Highway Streetscape Project, the City is in the process of selecting a design consultant. Once selected, staff will begin public outreach and return to TSPC with conceptual options. The project is supported by a significant grant, so once design is completed, the City expects to move directly into construction.
3. For the Murchison/Truesdale/Davis Bike Facilities Project, construction bids have been received. The City intends to start construction in mid-May. This

project implements bike facilities along that corridor per designs previously reviewed by TSPC.

4. For the entry walls and landscape island TSPC previously provided feedback and preferred Option 2A for entry walls/landscape features. They can make some design tweaks to improve appearance and address some TSPC comments. Not all requested changes may be feasible, but there will be refinements consistent with Option 2A's intent.

Chair Martos asked when the Dwight–Peninsula signal might start. Mr. Wong indicated the project is in design. There is a 9–12 month lead time for new signal poles and mast arms, so the City is working to finalize design and order materials as soon as possible.

d) **Police Department Reports**

Corporal Thompson reported 15 collisions, excluding hit-and run and DUI crashes, for the month of March 2026. Of the 15 collisions in the report, he said 8 collisions involved another motor vehicle, 2 with bicyclists or e-motor, and 2 with a fixed object. Of those collisions he said 12 resulted in minor injuries and 2 resulted in major injuries. Corporal Thompson stated that there were 4 right-of-way violations, 3 unsafe speeds, 7 unsafe backing and/or unsafe lane change, and 1 red light violation.

The Commissioners asked clarifying questions relating to the collisions.

e) **TSPC Chair / Commissioner's Communications**

Chair Martos mentioned that there is an opportunity to apply for a grant for Chapin Avenue improvements. The Commission had previously reviewed three design options for Chapin. Staff asked for a TSPC support letter to accompany the grant application. The letter does not choose among the three designs; it only supports pursuing funding to advance the corridor improvements. Chair Martos confirmed he had read and approved the draft letter and asked if Commissioners agreed that he could sign on their behalf. Commissioners expressed support for the Chair to sign the letter so staff can submit the grant application.

Vice-Chair Johnson reminded everyone that the City Center/Town Square opening event is scheduled for Saturday, April 25 from 11 a.m. to 2 p.m.

8. SUBCOMMITTEE REPORTS

a) **Public Comment Related to Committee Report**

No public comments.

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

Vice Chair Johnson and Commissioner Israelit reported that the newly installed crosswalk appears to be functioning effectively and that people are very happy. Mr. Wong brought up that positive feedback was provided by UCSF for the improvements at Highland/Howard.

Commissioner Israelit added that neighbors have been asking about the timeline for flashing beacons at the Hillside crosswalks. Installation is pending procurement and contractor scheduling.

Vice Chair Johnson also asked if flashing beacons will be at the top of Hillside at Alvarado. Mr. Wong responded with Hillside and Alvarado is an all-way stop. The only flashing beacons identified are for Hillside and Carlos.

c) ECR Renewal (Israelit / Brown)

Commissioner Brown stated that he and Commissioner Israelit recommend dissolving the El Camino Real Renewal subcommittee. He explained the Caltrans El Camino Real Project is now underway and functioning smoothly. The subcommittee does not see an ongoing need to monitor it separately from what staff and Caltrans are already doing. Chair Martos agreed to dissolve the ECR Renewal subcommittee.

9. FUTURE AGENDA ITEMS

Mr. Wong outlined potential future agenda items:

1. California Drive / Barroilhet (joint with San Mateo) / Rollins Traffic Calming.
2. Overnight parking and 72-Hour vehicle storage based on concerns raised by residents. Mr. Wong suggested forming a subcommittee to develop a pilot or data collection method to help Parking Enforcement identify chronic 72-hour violators.
3. Vice-Chair Johnson proposed a future Broadway Parking Study subcommittee that could explore employee parking solutions involving the Caltrain lot and other off-street resources.

10. ADJOURNMENT: 8:47 p.m.