



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, November 5, 2014 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
Jessica Barnes-Lopez (Chair)		X
Mark Howard (Vice-Chair)	X	
Eric Wood	X	
Tom Hamilton	X	
Tim Ross	X	

Staff in Attendance:

Joseph Cervantes, Public Services Department
Jimmy Tan, Public Services Department
Troy Fry, Police Department

Public in Attendance Total: 5

2. REVIEW OF AGENDA

Mark Howard made a motion to move item 5A to the beginning of the agenda, second by Tom Hamilton. (M/Howard, S/Hamilton: 4-0-0) Approved.

3. APPROVAL OF MINUTES

Tom Hamilton stated for Jessica Barnes-Lopez that the minutes should reflect under Item 5A her request for the architect/developer to consider the parking shortage before beginning construction. Change noted. Approval of the September 3, 2014 meeting minutes made by Mark Howard, second by Eric Wood. (M/Howard, S/Wood: 4-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

- A. Consideration of Potential Traffic Calming Measures along Oakmont Drive between the northern City limits and St. Cloud Drive

Joseph Cervantes stated earlier year a resident voiced concern over excessive speeding on Oakmont Drive and requested the installation of stop signs at the Olympic Drive and Riviera Court intersections. Speed surveys were conducted on Oakmont Drive and Olympic Drive. Riviera Court was not evaluated since it is a cul-de-sac. Stop warrant evaluations were also performed. It was determined by this data that traffic mitigation should be considered on Oakmont Drive. The speed survey showed the critical (85%) speed to be 35 mph; the median speed was 31 mph. The existing posted speed limit is 25 mph. The evaluation of converting the Oakmont Drive and Olympic Drive intersection to a four-way stop from the existing stop sign on Olympic Drive was not warranted with the traffic flow data. Potential mitigations to be considered on Oakmont Drive are installation of a painted centerline, installation of painted edge lines, and additional police enforcement. In the speed survey, 73% of the drivers on Oakmont were traveling over the speed limit. Staff could also contact Monte Verde School to make the parents more aware of existing speed limits.

Tom Hamilton recommended having the information included in the weekly news packet that comes home from Monte Verde School and recommends the painting of the centerline and edge lines, as well as painting the speed limit on the street.

Eric Wood asked if the street was evaluated for sight distance.

Joseph Cervantes stated Oakmont Drive has good sight distance, which also makes drivers more comfortable with traveling faster.

PUBLIC COMMENT PERIOD OPENED

Mike Denegri, 3001 Oakmont Drive, asked if the 25 mph speed limit will be maintained. He would like to see more speed signs installed on Oakmont. He asked what color the striping will be.

Mark Howard responded that there will be a yellow centerline and white edge lines painted. This will help define the roadway and give the illusion of a narrower road.

Christine Gamba, 2981 Oakmont, asked what time the speed study was done.

Joseph Cervantes stated the speed survey was done between 9 am and 3 pm. This was done to capture typical non-peak traffic flow, as heavier traffic volumes usually mean drivers are traveling at a slower speed.

Mark Howard stated the residents that live in the neighborhood must also set a good example by following the speed limit.

Eric Wood asked if the existing speed trailers have been repaired and if they could be used at this location.

Troy Fry responded the speed trailer is being repaired.

Tom Hamilton stated the existing speed signs on Crestmoor Drive should be portable so they can be used at various locations.

Mark Howard agreed and stated they lose their effectiveness over time.

Glenn Ruiz, 2730 Medina Drive, asked about the effectiveness of speed display signs versus the proposed street striping. Too many pavement markings don't look very good, so if signs are more effective, that would be the preferable option.

Mark Howard stated they are both effective. The proposed mitigation measures are to use speed trailers, educate Monte Verde School parents regarding speeding, deployment of routine visual police presence on Oakmont Drive, and to paint a centerline, edge lines and speed limit signs on the pavement. There may be another intersection within a quarter of a mile that qualifies for a four-way stop, which may assist with the speeding issue.

Christine Gamba, 2981 Oakmont Drive, asked why Oakmont Drive does not qualify for speed bumps.

Mark Howard responded that speed bumps are expensive, emergency personnel find them difficult to navigate and they create noise complaints from the residents who have to live with them in front of their homes. They often request the City remove them once they are installed.

Tom Hamilton stated the pavement lines helped with neighborhood speeding on Crestmoor Drive, so the lines do slow drivers down.

Carolyn Bechthol, 2761 Oakmont Drive, stated installation of a crosswalk on Oakmont Drive to Olympic Drive might make drivers aware of pedestrians and slow people down.

Joseph Cervantes stated the installation of a crosswalk has to be warranted. It cannot be installed just for visual highlighting of an intersection.

Mark Howard stated a study could be performed in the future for the necessity of the installation of a crosswalk.

PUBLIC COMMENT PERIOD CLOSED

Mark Howard made a motion to support the staff recommendation of education, installation of a portable speed display sign at the intersection of Oakmont Drive and Olympic Drive, deployment of police enforcement at the location, painting of a centerline, edge lines and 25 mph speed limit on Oakmont Drive, and assess the need for additional street speed limit signage on Oakmont Drive. Second by Tim Ross. (M/Howard, S/Ross: 4-0-0) Approved.

B. Installation of Red Curb Striping for the Pressure Regulating Stations on SFPUC Service Connections Project

Mark Howard made a motion to waive the reading of Item 5B. Second by Tom Hamilton. (M/Howard, S/Hamilton: -0-0) Approved.

Mark Howard made a motion to accept the staff recommendation that the TSPC request the City Council's review and approval of the parking restrictions. Second by Tom Hamilton. (M/Howard, S/Hamilton: 4-0-0) Approved.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

None

7. COMMENTS FROM COMMITTEE MEMBERS

Tom Hamilton stated he feels not taking speed surveys during peak traffic hours in residential neighborhoods is not providing accurate information for residents. The Committee should look at the numbers that include the peak hour traffic.

Eric Wood stated Oakmont Drive is near a school, so the speed study should have begun at 7 am.

Tim Ross stated even if you catch 3 or 4 cars speeding during the peak time, this would validate the residential concern about speeding during the heavy traffic times.

Mark Howard stated a 24 hour speed study will show a lower overall speed average because of the slower times, so that is why the guidelines are there.

Tim Ross asked if City staff can perform a speed study during the peak traffic time.

Joseph Cervantes stated the critical speed would then drop and then the statistics would invalidate the accuracy of the residents' statements on speeding.

Eric Wood asked if the speed surveys are performed by a consultant. Joseph Cervantes confirmed this.

Tom Hamilton stated it is not necessary to re-study the request on Oakmont Drive, but for future traffic studies, the peak traffic time should be studied.

Mark Howard stated the traffic consultant should be informed to include the peak traffic flow times in their studies so the Committee has the data needed to assess the issue.

Eric Wood stated he would like to have 18 hour traffic studies for future requests so the Committee can have the data needed to make accurate assessments.

Tim Ross asked how often speed studies are performed by consultants.

Troy Fry stated consultants are hired to gather speed studies only because the City's speed trailer is not working at this time. It is being repaired.

Tom Hamilton stated the Crestmoor near Bryant speed trailer that is not worthwhile. It should be moved.

Mark Howard stated converting it to a portable speed sign should not be difficult. It could be placed on Susan and College Drive.

8. COMMENTS FROM STAFF

Joseph Cervantes stated the City Council reviewed the parking requests for the Plaza Development Project at the October 23 Council meeting and approved only one loading zone space instead if the recommended two.

Troy Fry stated moving trucks will have a difficult time moving residents in and out with such a large number of proposed units and only 1 loading zone.

Jimmy Tan stated the Council will consider an additional loading zone in the future if it is deemed necessary. The approved loading zone time limits will also need to be re-evaluated.

9. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on December 3, 2014 at 7 p.m. (M/Howard, S/Hamilton): 4-0-0 - Approved.
Meeting Adjourned, 8:00 pm.