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TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, March 2, 2016 - 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:

David Wong, Public Services Department
Jimmy Tan, Public Services Department
Ryan Johansen, Police Department

Public in Attendance Total: 17

2. REVIEW OF AGENDA

Approved as submitted.

3. APPROVAL OF MINUTES

Approval of the February 3, 2016 meeting minutes made by Mark Howard, second by Tom Hamilton. (M/Howard, S/Hamilton: 4-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Esperanza Torres, 33 Buena Vista, is concerned about the proposed installation of red curbing in front of 53 Buena Vista for emergency vehicle access. The parking space at this location is used by many residents.

Stephen Swiffer, 856 3rd Avenue, stating people drive too fast on Third Avenue. He would like to be notified when the parking permit issue is placed on the agenda.

5. REGULAR BUSINESS

- A. Installation of Signage Prohibiting Large Commercial Vehicles from Making Right Turns into the Neighborhood Bounded by San Bruno Avenue, San Mateo Avenue, 7th Avenue and Interstate 380

David Wong stated residents have voiced concern about large commercial vehicles traveling from Highway 101 along the streets of San Bruno Avenue, San Mateo Avenue and 7th Avenue, which all have a tight turning radius, to reach South San Francisco. The existing street conditions, existing signage regarding truck routes and City designated commercial vehicle routes for these streets were reviewed with the Committee. Residents stated truck drivers have been getting stuck making turns, especially onto 7th Avenue, and have to ask residents to move their parked vehicles in order to complete the turn. There have been 40 collisions reported in this neighborhood from June 2010 to June 2015. The San Bruno Police Department reported from April 2014 to present there were 20 reported collisions in this neighborhood and 38 hit and run incidents.

Staff recommends installation of "Commercial Vehicles Over 3 Tons No Right Turn, Local Deliveries Excepted" signs at the intersections of San Bruno Avenue with 6th Avenue, 5th Avenue, 4th Avenue, 3rd Avenue, 2nd Avenue and San Mateo Avenue and deployment of routine traffic enforcement as available in the neighborhood bounded by San Bruno Avenue, San Mateo Avenue, 7th Avenue and Interstate 380. Local delivery trucks would be exempt from these requirements.

Ryan Johansen stated there can be some legal concerns with enforcement due to the Municipal Code, which does not designate between local and non-local commercial vehicles, when citations are issued.

Mark Howard asked if San Mateo Avenue is an existing truck route. David Wong replied it is not. There are 4 designated truck routes in San Bruno; El Camino Real, San Bruno Avenue from El Camino Real to Hwy. 35, Sneath Lane from El Camino Real to Skyline, and Skyline Blvd.

David Wong stated that when commercial vehicles apply for a transportation permit within San Bruno, they are instructed to stay on the freeway and take the South San Francisco exit if applicable. All large commercial vehicles are supposed to apply for a transportation permit if they are traveling through San Bruno.

Tom Hamilton asked if there is an enforceable way to base the travel limitations on vehicle length. Ryan Johansen replied the current Municipal Code supports the request to disallow all commercial vehicles along these streets; signage would clarify and support the code.

Mark Howard stated if the signs stated "no through traffic" it would allow local driver deliveries.

David Wong stated commercial trucks are not supposed to exit off the freeway at San Bruno Avenue per the City code. There is an exemption in the existing code for local deliveries. Another option would be to request that Caltrans install truck route signage along 101.

Ryan Johansen clarified that for local deliveries, the commercial vehicle must be traveling from an unrestricted street to a restricted street. San Bruno Avenue is a restricted street so it still would be citable.

Tom Hamilton stated "no right turn" signs for commercial vehicles facing both ways on each street would be a start.

Mark Howard stated signage on 101 off ramps stating there is limited vehicle weight access would help.

Ryan Johansen stated the best solution for San Bruno is to route these commercial vehicles directly to South San Francisco from 101. They do not need to drive through San Bruno. There have been 40

collisions on one street in a year and a half involving oversized vehicles. There is only one sign on 7th and Walnut regarding this.

David Wong stated the City Council would have to modify the existing approved City truck routes.

PUBLIC COMMENT PERIOD OPENED

Sandy Peterson, 600 Walnut Street, stated this is an ongoing problem with the local UPS drivers and larger trucks. There needs to be a solution.

Mary Ekstrom, 648 Walnut Street, stated she agrees with Sandy Peterson's statement.

Mohammed Suvemon, 909 7th Avenue, stated the trucks should go to Produce Avenue in South San Francisco. They should get to Shaw Road this way. There should be signage for this on 101. Local FedEx and UPS are acceptable.

Durga Sukhu, 913 7th Avenue, stated all the commercial trucks are coming down 7th Avenue and some of them park in front of the homes on 7th.

Stephen Swiffer, 856 3rd Avenue, stated trucks come down Third Avenue because of the stoplight to turn onto San Bruno Avenue. Trucks speed on Third Avenue.

Carmen Ocana, 857 3rd Avenue, stated the traffic at Third and San Bruno Avenue is terrible. Trucks are going too fast coming off the freeway.

PUBLIC COMMENT PERIOD CLOSED

Ryan Johansen stated police staff are working on the GPS listing system to have San Bruno Avenue removed as a truck route exit off 101. He recommended removing the existing 7th Avenue sign due to the proposed change in the signage wording recommendations.

Tom Hamilton made a motion to accept the staff recommendation for routine police enforcement as available on the streets of Seventh Avenue, San Bruno Avenue and San Mateo Avenue; install advisory sign at 7th and San Bruno Ave for westbound traffic advising that commercial vehicles are prohibited from turning until El Camino Real; install south facing no commercial vehicle signs for northbound traffic at the intersection of San Bruno Avenue and 6th, 5th, 4th, 3rd, 2nd streets; request installation of signage from Caltrans at the northbound and southbound San Bruno Avenue Highway 101 off ramps advising that San Bruno Avenue is not a truck route and no trucks westbound on San Bruno avenue, Second by Mark Howard. (M/Hamilton, S/Howard: 4-0-0) Approved.

B. Receive Report on the Results of the Engineering & Traffic Survey

David Wong stated the California State Vehicle Code Section 40802 requires that an Engineering and Traffic Survey (E&TS) be conducted if a city's enforcement of speed limits involves the use of radar or any other electronic device that measures the speed of moving vehicles. The surveys must be conducted every 5 years and can be extended to 7 years provided the City's police officers have completed a 24-hour radar operator course. These surveys can be further extended to 10 years if a registered engineer certifies that no changes in roadway or traffic conditions have occurred for that street segment. Streets defined as "local street, road, or school zone" are exempted from this requirement since those street segments have prima facie speed limit of 25 MPH in residential districts and in school zones when children are present.

David Wong reviewed the California Vehicle Code requirements, traffic study findings and recommended speed limit changes with the Committee. Staff suggests the TSPC recommend the City Council's review and approval of the recommended speed limits.

Tom Hamilton asked if the TSPC can review the speed survey changes before it goes to Council. David Wong responded that it can be added to the next agenda for review if needed.

Ryan Johansen stated the engineering surveys are being re-evaluated for the locations where speed limit changes are proposed so the Council and the TSPC are clear that traffic calming enforcement will be influenced by these changes. The new law states the survey finding must match the closest 85% finding and then the City can go down 5 mph. There is no rounding down for environmental or other factors.

The Committee discussed the proposed speed limit changes on Crystal Springs Road from 25 mph to 35 mph and various possible traffic calming measures.

Mark Howard stated a guard rail would need to be installed from Junipero Serra Park to the Senior Center if the speed is going to be raised to 35 mph.

Tom Hamilton asked if the speed limits can be split on Crystal Springs Road to be lower near the Junipero Serra County Park and Senior Center. David Wong replied that it is usually not recommended to split speed limits.

Tom Hamilton asked if the Committee will be able to recommend traffic calming measures if the speed limit increase is recommended. David Wong stated this is an option.

Ryan Johansen stated the City staff can also conduct a survey at a future time if there are concerns about speeding at a location.

Mark Howard made a motion to accept the staff suggestion to have the TSPC recommend the City Council's review and approval of the recommended speed limits with the pending speed limit locations to remain enforceable at the current speed limit until approved by Council. Second by Tom Hamilton. (M/Howard, S/Hamilton: 3-0-0) (Tim Ross had to leave early.) Approved.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

None

7. COMMENTS FROM COMMITTEE MEMBERS

None

8. COMMENTS FROM STAFF

None

9. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on April 6, 2016 at 7 p.m. (M/Howard, S/Hamilton): 3-0-0 - Approved. Meeting adjourned, 8:10 pm.