



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, July 5, 2017 - 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>
Tom Hamilton (Chair)	X	
Jessica Barnes-Lopez (Vice-Chair)	X	
Mark Howard	X	
John Giuseponi	X	
Marco Durazo	X	

Staff in Attendance:

David Wong, Public Services Department
Michael Kato, Public Services Department
Jimmy Tan, Public Services Department
Michael Blundell, Police Department

Public in Attendance Total: 31

2. REVIEW OF AGENDA

Tom Hamilton recommended moving Item 5B to be heard after Item 2. Second by John Giuseponi. (M/Hamilton, S/Giuseponi: 5-0-0) Approved.

3. APPROVAL OF MINUTES

Approval of the June 7, 2017 meeting minutes made by Mark Howard. Second by Tom Hamilton. (M/Howard, S/Hamilton: 3-0-0) Approved. (Jessica Barnes-Lopez and Marco Durazo were not present at the last meeting.)

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Resident, 299 Linden Avenue, requested one-way street installation on Linden. This will make parking much better.

Ryan Mrsny, 1637 Kains Avenue, recommends one-way street installation on Linden, Elm, Poplar, Acacia. These streets are too narrow to pass safely. The 700 block of Cherry Avenue is also having an issue with cars parked on the west side of street and this is a SamTrans route. No houses front the west side but there are now a lot of pick-ups parked there and YouTube will be utilizing this route. It

should be red curbed now before there is a problem. He would like this added to the agenda. The intersection of Santa Lucia at El Camino Real needs a stop light. People have a difficult time crossing the street at this intersection. He has contacted Caltrans and the City Manager regarding this request. The closest signal is 600 feet from this location.

5. REGULAR BUSINESS

A. Request for "No Parking" restriction in front of SFPUC electrical cabinet across from 8300 Shelter Creek Lane

Michael Kato stated the San Francisco Public Utilities Commission (SFPUC) has requested the painting of a minimum of six feet of red curb in front of a cabinet located across from 8300 Shelter Creek Lane. The cabinet contains electrical equipment that is part of a cathodic protection system that helps prevent a water pipeline from rusting. The cabinet also includes monitoring equipment that sends alerts to SFPUC engineers. The cabinet was installed around the year 1988. SFPUC staff stated that they recently experienced difficulty accessing the cabinet due to a car parked in front of the cabinet. The car prevented SFPUC staff from fully opening the cabinet doors and forced them to work in a very tight space. SFPUC is requesting the red curb in order to provide easier access to the cabinet and to increase safety by providing more room for their staff while they work on the electrical equipment inside the cabinet.

Michael Kato reviewed the existing street and parking availability conditions, as well as the possibility of utilizing temporary no parking signs to allow cabinet access. This option is not recommended, as it requires posting of no parking signs 72 hours in advance that would not address the need for emergency access to the cabinet. Staff suggests that the TSPC request the City Council approve installation of a 6 feet long red zone in front of the SFPUC electrical cabinet on Shelter Creek lane.

Mark Howard made a motion to approve the staff recommendation. Second by Jessica Barnes-Lopez. (M/Howard, S/Barnes-Lopez: 5-0-0) Approved.

B. Evaluation of proposed traffic safety improvements along Susan Drive between Evergreen Ridge Apartments and College Drive, including possible removal of parking on Susan Drive

Michael Kato stated residents in the vicinity of Susan Drive have expressed concerns related to the Susan Drive corridor beginning in 2008. These concerns were initially related to traffic speeds along Susan Drive. In response to those concerns, the City conducted a field review and evaluated vehicular speed and volume data along that corridor to determine the appropriate type of traffic calming measure for Susan Drive. Staff presented their recommendations at the October 2010 Traffic Safety and Parking Committee (TSPC) meeting and as a result the following traffic calming measures were implemented: installation of additional speed limit signs, refresh of existing centerline striping, installation of edge line markings and continued routine visible traffic enforcement as available on Susan Drive.

Michael Kato stated that due to more recent resident concerns and an accident in 2014 at the location, the City has been evaluating whether additional enhancements could be implemented to address recent concerns related to sight distance. Staff conducted a field review and procured the services of a traffic engineering consultant to conduct a comprehensive traffic study. Existing street and parking conditions, intersection sight distance, accident history, data collected from the traffic studies and potential mitigation recommendations via Options listed in the staff report were reviewed with the Committee.

Michael Kato stated that the staff recommendation is to have the TSPC recommend to City Council the implementation additional pavement markings with concrete bulb-outs to improve intersection

sight distance with minimum parking loss. Staff suggests that the TSPC could also consider recommending to City Council the implementation of additional pavement markings with red curb striping as an interim safety enhancement if funding is not available for installation of the bulb outs.

Tom Hamilton asked if Option 5 would solve all the sight distance concerns and if the limit line would have to be moved to achieve this. Michael Kato replied that alternative does include the minor street stop sign installation; that is how it is achieved.

Tom Hamilton asked about Option 4 with the raised intersection; is it a speed hump designed to slow people down? Michael Kato concurred that it is like a smaller speed bump that could be traveled over at 25 mph.

Tom Hamilton asked if signage would be posted to make drivers aware of the changes. Michael Kato confirmed this.

Tom Hamilton stated the stripe bulb outs do not seem like a viable option. Drivers will go right over them. Michael Kato responded that with the stripe bulb outs, we do not actually move the limit line. This option does not meet the sight line requirements.

Tom Hamilton asked if Option 3 is installed, can the raised intersections be added later? Michael Kato stated this is not the most cost effective way to do this. Drainage can be an issue. The raised intersection has to match the bulb outs.

John Giuseponi asked where the 14 proposed lost parking spaces will be. He drove the location 4 times and did not see where there would be a big loss of parking. Michael Kato showed the location on the map. The numbers given are legal parking spaces only, not curb returns.

Marco Durazo stated Option 3 and Option 4 state 14 parking spaces will be lost if installed. Is this calculation accurate? Would some parking still be available? Michael Kato stated the calculations only account for legally parked vehicles. There would still be available parking.

Jessica Barnes-Lopez asked if funding would be available for the more expensive options. Jimmy Tan replied it would have to be discussed with the Council.

Tom Hamilton stated we should vote based on the safest recommendation. Funding is up to the Council.

PUBLIC COMMENT PERIOD OPENED

Kim Kantahi, 3031 Susan Drive, asked for clarification as to why all of Susan Drive is marked for red curbing. Tom Hamilton clarified the locations actually being proposed. Kim Kantahi stated that if parking is lost on Susan, those cars have to park somewhere else.

Julie Fiore, 3821 Elston Drive, asked how long the traffic study was conducted. Michael Kato replied a one day study was performed. Julie Fiore asked if a four way stop on Susan was considered. Michael Kato replied it was evaluated but not warranted. Julie Fiore stated a large number of cars are parked on the street from the nearby apartment complexes. They should be aware of the problem. An additional parking study should be performed.

Kathy Amiot, 3191 Susan Drive, stated there should not be parking limited on Susan. The apartment complex residents park all over Susan and throw garbage on the street and oil from their cars. The speed limit of 25 is not being observed. The police enforce for half a day and don't come back. Eliminating parking is going to make drivers go faster. There should be parking permits.

Paul Sevieri, 3301 Susan Drive, stated the raised intersections combined with how fast people drive will cause problems. The parking on Susan Drive should not be eliminated. The apartment complexes should be responsible for their own parking.

Carolyn Livengood, 140 Sheryl Drive, stated Susan Drive speeding is a consistent problem. Drivers run right through the stop sign. The police department needs to enforce the speed limit. There are people dumping garbage on the street and bushes need to be cut back to improve visibility.

Susan Campanelli, 3301 Susan Drive, stated she agrees with Paul Sevieri's comments.

Vic Kuzantkoff, 3881 Elston Drive, stated the apartment complexes do not have enough parking for their residents. He suggested blocking off Susan Drive at the apartment complex and have drivers exit the complex on the other side.

Kathie Laupati, speaking for her mother that lives on Geoffrey, stated there is never any parking on her street because of the apartment complex residents. These cars also park partially in her driveway on a continual basis. The parking permit idea is a good one. Susan is used as a bypass for Skyline Drive and people speed constantly. Garbage is dumped on the street constantly as well.

Ryan Vanderbroeck, 3671 Elston Drive, stated there are way more cars in the neighborhood than parking. If parking is taken away from Susan, they will start coming onto the side streets to park. Also the visibility is poor for residents coming out of their driveways. Susan Drive speed bumps would be a good idea.

Stephen Seymour, Mastick Avenue, stated this is a line of sight issue, but this seems like an enforcement issue. Enforcing the speed limit will address the speeding issue and enforcing the cars parked illegally will improve the line of sight issue. This is a more cost effective measure. This is not the only neighborhood dealing with this, so it would be better to be more proactive in addressing problems.

Ed Wong, 3171 Susan Drive, asked why there is proposed red curbing on Fasman and Geoffrey. Michael Kato stated this is required to meet the sight light requirements at the location.

Michael Salazar, 840 Reid Avenue, stated a resident who was not able to attend this meeting asked him to share they are opposed to losing any parking on Susan. One of the original concerns they shared was that the speeding on Geoffrey makes it difficult to pull out of their driveway. If the recommendation for concrete bulb out markings only is installed, it will not slow people down. Visual speed reading signs combined with pavement markings were effective on Crestmoor, so this may be a more cost effective option on Susan. Addressing the line of sight issues may not be the only solution.

William Hoard, 3311 Geoffrey Drive, stated one option would be making Susan a one-way street towards Campus Drive and widen Susan to create about a hundred more parking spaces.

Christine Walsh, Summit Road, stated the parking stalls at the apartment complex are not used because residents have to pay for them. There is no parking on Summit for residents because the tenants are parking there. This also causes poor visibility because of the number of cars on Summit. The police need to ticket and the apartment owners need to do something. The apartment complex gives parking passes to their residents and they still park on the street.

Dennis Walsh, Summit Road, asked when the parking survey was performed. Michael Kato stated the parking survey was 11/17/16, a Thursday. Dennis Walsh stated a one day survey is not accurate.

Since Treetops was re-developed, the streets surrounding it is loaded with cars. The police are not enforcing illegally parked cars.

John Minelli, Elston Drive, stated he supports Options 3 and 4. He asked if all-way stops would shorten the sight line at the intersection. Michael Kato responded that if three-way stops are installed then sight line is no longer an issue.

Ryan Mrsny, 1637 Kains Avenue, stated the City paid a large settlement for poor line of sight issues because of a motorcycle accident in 2014. There needs to be a larger priority placed on this type of issue to prevent future problems.

Amanda Meta, Geoffrey Drive, stated the graph shown is not accurate. There is never any parking available because of the apartment complex residents, but if the choice is between losing parking and creating safety, safety would be the first choice.

Bridget Mulatessi, Florida Avenue, stated speed bumps would be a good answer for this location and the apartment owners need to be pressured into correcting their parking issues. Huntington Avenue is similar to Susan Drive regarding speeding. The apartments being built near Florida are going to have the same problems and need to be addressed beforehand.

Resident, 299 Linden Avenue, asked how many speed bumps are installed on a typical street – 3 or 4? Mark Howard replied that speed bumps were installed on Cypress and not all of the residents were happy with them. Speed bumps are not the only answer.

Carolyn Livengood, 140 Sheryl Drive, stated Skyline College is developing residential and staff buildings on the school property. Have they considered how many cars are going to be added to the neighborhood?

Dennis Walsh, Summit Road, asked why the City's planning commission allows apartment complexes to develop their properties without enough parking for tenants.

Don Wilson, Geoffrey Drive, asked if two way stops would work on Susan heading north. Tom Hamilton stated the sight lines for cars coming up the hill would still need to be addressed.

Kathy Laupatz, Geoffrey Drive, stated the cars parked in the middle of the block are causing the safety problem. Can we put red curbing only at specific sections of the street?

Hank Capp, Fasman Drive, asked how much one stop sign costs. David Wong stated about \$2000.

Resident, Susan Drive, stated she has asked for stop signs down Susan for years. There is the safety answer for Susan.

PUBLIC COMMENT PERIOD CLOSED

Tom Hamilton stated the overwhelming feeling from residents is not to take away parking but we must also make sight line issues a priority for safety improvement.

Jessica Barnes-Lopez stated this type of problem is common with the issues the TSPC faces. There are times when decisions are going to upset some residents for safety purposes.

John Giuseponi asked staff to look at the use permits issued by the City for the apartment complexes in the area and see if they are honoring them. He would like this brought back to the Committee. We can put three-way stops down Susan to slow people down.

Mark Howard made a motion to request three way stop warrants with raised intersections at Summit, Elston, and Geoffrey at Susan Drive for the installation of stop signs and include the raised speed tables as part of the survey; to install four stop signs and high visibility crosswalks at Summit, Elston, and Geoffrey at Susan Drive and at the south side of Fasman at Susan per the approved warrants; to paint the apex of the curbs around the edges of each corner red; to request a staff study to install 60 parking spaces and crosswalks at the intersections along the east side of Susan Drive. Second by Tom Hamilton. (M/Howard, S/Hamilton: 5-0-0) Approved.

Tom Hamilton asked how long this process will take. David Wong replied this will have to be presented to the Council and can be requested to be heard as soon as possible.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

None

7. COMMENTS FROM COMMITTEE MEMBERS

Tom Hamilton welcomed new committee member Marco Durazo.

Mark Howard asked if the 600 block of Cherry request received tonight via a letter from Ryan Mrsny can be added to the agenda. David Wong stated he will follow up on this.

Tom Hamilton asked for the update on the bot dots installation. David Wong replied that the contract for this work has been sent out and work should begin soon.

Mark Howard asked if the outstanding issue matrix can be issued to the committee quarterly. Emailing it would be fine. David Wong replied this can be done.

Tom Hamilton stated he sent an email to David and Jimmy last week about San Bruno Avenue and Cherry Avenue safety concerns so there can be something to address public interest regarding this intersection. David Wong replied a consultant has been hired to evaluate the location.

Mark Howard stated staff needs to follow up with Caltrans regarding the inadequate turning radius at southbound El Camino to westbound Sneath. Michael Kato said he would follow up on this.

John Giuseponi stated there is signage on Cunningham that cannot be seen because of trees blocking them and there are also very faded. David Wong stated this will be forwarded to our maintenance division.

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 August 2, 2017 at 7 p.m. (M/Howard, S/Hamilton): 5-0-0 - Approved. Meeting adjourned, 9:15 pm.