



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, September 6, 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:

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

Public in Attendance Total: 21

2. REVIEW OF AGENDA

Approved as submitted.

3. APPROVAL OF MINUTES

Mark Howard stated under Item 4, the first person that spoke was Ryan Mrsny. Tom Hamilton stated under Item 5, Marco Durazo made the second on the motion. Tom Hamilton voted no. Changes noted. Approval of the August 2, 2017 meeting minutes made by Marco Durazo. Second by Tom Hamilton. (M/Durazo, S/Hamilton: 4-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Chuck Zelnick, 291 Merced Drive, stated he has requested previously that staff review the traffic route use permit for the Church of Highlands. The traffic flow is not safe for children or local residents. People are parking in the middle of street during pick up. He wants the item on the TSPC agenda.

Ray Downs, 3241 Susan Drive, stated excessive speed and parking problems are ongoing issues on Susan. The new apartments never supplied enough parking and the residents park all over the neighborhood. An unmanned police vehicle could be placed there as a deterrent. Something needs to be done about all the trash dumped on the east side of Susan. Susan also needs to be re-paved.

Dennis Walsh, Summit Drive, asked when the painting discussed 2 meetings ago will be done on the curbs on Susan. The use agreement on the parking spots for the apartments was supposed to be reviewed by city staff. Has this been done? The parking is so tight you cannot fit in between cars when walking down the street.

Tom Hamilton responded that the curbs are not going to be painted because the installation of bulb outs was approved by the TSPC at the last meeting, voiding the need for the curb painting. This item will be heard by the City Council next, so residents concerned about this issue should attend the upcoming meeting.

Marty Medina, Garden Avenue, stated there is a parking study coming in the fall for the downtown district. When the study is complete, it would be beneficial for the committee to review the existing businesses to see where the two-hour time limit parking could be modified to 15 or 20 minute limits to promote turnover.

Business owner, no name given, stated green zones on the 500-600 block of San Mateo Avenue would be helpful to small businesses. There is no parking enforcement after 4 pm and the cars do not move.

Jeannette Rodriquez, 816 6th Avenue, stated she works at the airport and they have ongoing problems with employees from the airport parking in front of their home and often blocking their driveway. Employees do not want to pay the fee to park at the airport. Residents have to walk 5-6 blocks to their homes because there is no parking. The police have been contacted but nothing gets done.

Tom Hamilton stated the city is working on a permit parking program for this neighborhood and hopefully there will be a public meeting scheduled soon. Staff is aware of this issue.

Tim O'Brien, Florida Avenue, asked about safety prevention regarding the new park being built on Florida Avenue, as there is a lot of speeding. There needs to be signage, speed bumps, and a lower speed limit.

5. REGULAR BUSINESS

A. Improving Compliance and Enforcement of Truck Restrictions on the Avenues north of San Bruno Avenue

Michael Kato stated residents are complaining about the ongoing concern of trucks using 7th Avenue north of San Bruno Avenue to travel to South San Francisco. One block of 7th Avenue just north of San Bruno Avenue was converted to one-way southbound to stop trucks from using this route, but the trucks have simply re-routed to the other Avenues in the neighborhood. "No Trucks" signs are posted on 2nd through 6th Avenues between 95 to 125 feet north of San Bruno Avenue, with recently added City ordinance information and the citation fee amount to the "No Trucks" signs per the decision made at the 6/7/17 TSPC meeting. The police enforce the restriction as much as they can with limited manpower, so staff decided to work on a comprehensive improvement to the truck restriction signage in the area. The city is looking at raising the truck weight limit in San Bruno from 1 ton to 3 tons.

Mike Kato reviewed the existing street conditions and truck routes, existing signage conditions, vehicle weight limits, sight line issues and Caltrans truck routes and restrictions. The Police Department states that compliance with and enforcement of the truck restriction signs in the Avenues north of San Bruno Avenue would be improved by relocating the signs near the intersection corners so they are clearly visible by truck drivers before they turn off San Bruno Avenue and requested installation of a "No Trucks" sign on the northeast corner of the intersection of San Mateo Avenue and San Bruno Avenue to help with enforcement and compliance.

Michael Kato reviewed the three alternatives regarding the existing signs posted on the Avenues and

recommends relocating the “No Trucks” signs on 2nd through 6th Avenue to the intersections with San Bruno Avenue and installing a new “No Trucks” sign at the intersection of San Mateo Avenue and San Bruno Avenue. All signs will also have the ordinance and fine amounts as recommended by the TSPC at the June 2017 meeting.

Tom Hamilton asked if the proposal for the increase in truck weight limit has been placed on the agenda yet.

Michael Blundell stated the weight limit is actually going to be 10,000 pounds.

Mark Howard stated weight requirements are important, but trucks being able to make turns safely is also important. Some of the turns are very tight so the size allowed needs to be reviewed so reasonable kingpin lane signage can be posted.

Marco Durazo asked how frequently the trucks are actually cited for using the unauthorized streets. Perhaps the penalty should be increased.

Michael Kato stated he does not have the data on this.

Tom Hamilton stated the Police Department is in support of moving the signs to help with enforcement.

Michael Blundell stated there are exceptions to the ordinance that residents are not aware of; a truck making a delivery or pick up is exempt from the ordinance.

Mark Howard stated that is why it is important to have the information listed on the Truck Information Network database, so drivers can access what routes are available.

Tom Hamilton asked if there is a “No Trucks” sign coming off the off-ramp from 101 onto San Bruno Avenue.

Michael Kato replied there are signs on all three routes coming from 101 to San Bruno Avenue and the weight limit listed on those is 8 tons. The signs belong to Caltrans and they have been contacted to correct the weight limit.

John Giuseponi asked what kind of navigation system the truckers use to get their route information.

Mark Howard stated they use a truck dispatch system, which is a nationwide system that can be uploaded every year for route updates. It gives height limits and turning radius information on routes.

Mark Howard asked when San Bruno Avenue was changed from a truck route.

Michael Kato responded he does not know.

Tom Hamilton asked if police enforce trucks traveling on San Bruno Avenue.

Michael Blundell replied that enforcement is focused on the Avenues.

PUBLIC COMMENT PERIOD OPENED

Raymond Bets, 736 Hensley, stated he lives right behind the Toyota dealership and sometimes their delivery truck will drop off 15-20 cars on Hensley. They block all the driveways and the weight on the

street is causing damage. A sign should be installed on Hensley about trucks as well. There was an agreement years ago with Toyota about this issue. They should be using another route.

Tom Hamilton responded that the ordinance allows trucks to make local deliveries.

Jeannette Rodriguez, 816 6th Avenue, stated at the end of Walnut there is a local business that has a lot of trucks. The street has not been resurfaced on 6th Avenue and the trucks speed down the street. They approached the owner and he was not responsive. They have three RV's on the street that they are renting for people to live in. That company is the biggest problem.

Chuck Zelnick, 291 Merced Drive, stated he agrees with the comment about king pin lanes but he is not sure if they are applicable because many types of trucks are very long. Allowable truck lengths should be addressed.

Jeffrey Tong, Fleetwood Drive, stated November through February San Bruno Avenue under the Caltrain station floods. Is there going to be a contingency plan to re-route trucks at 101 when it is flooded?

Mark Howard stated there are signs right off 101 stating "No Trucks" so they should not be there. If there is flooding, a detour route is provided traveling both east and west.

Marty Medina, Garden Avenue, stated there will be one sign taken down but it should be replaced with the image of a truck with the slash through it to let them know trucks are not allowed.

Mark Howard replied the signage before they get on San Bruno Avenue should clearly inform them that trucks should not take this exit.

Marty Medina, Garden Avenue, stated Caltrans should be contacted to add signage.

Mark Howard stated there should not be too much signage or it causes visual clutter. The signs need to be logical and enforceable.

Omar Hussein, 750 4th Avenue, stated there are trucks coming out of the privately owned unincorporated land at the end of Walnut. Trucks make a u-turn by 4th and jump over the barricades, come up the one-way street, and drive over the sidewalk every morning and every evening. The owner is renting out the property. There is a recycling company on Walnut that brings debris boxes in and out all day and they do not have a permit to be there per the San Mateo County inspector. The County said a year ago they are working on the permit with the owner. Putting the signs up is not going to change this. The end of 7th Avenue should be a dead end to stop trucks from coming from South San Francisco.

Jeannette Rodriguez, 816 6th Avenue, confirmed that these businesses can continue to operate. Her car has been hit 9 times by their trucks.

Mark Howard responded they have to follow the same laws; they cannot speed, they cannot park illegally. The police department needs to be contacted for these issues.

Michael Blundell replied that the police department cannot enforce this issue. This is a county code enforcement issue if they are illegally running a business. From their location, they are legally able to drive their trucks on the street per the existing ordinance. The police department has been focusing on enforcement for this issue and have issued a number of citations to drivers.

PUBLIC COMMENT PERIOD CLOSED

Tom Hamilton asked about making an amendment to the vehicle length limit in the future.

Mark Howard stated we can make a length limit recommendation that can be changed when it goes to council. The wording on the signage should be simple and compact so drivers get the message.

Tom Hamilton made a motion to accept the staff recommendation to relocate the "No Trucks" signs on 2nd through 6th Avenue to the intersections with San Bruno Avenue and installing a new "No Trucks" sign at the intersection of San Mateo Avenue and San Bruno Avenue. All signs will also have the ordinance and fine amounts as recommended by the TSPC at the June 2017 meeting. Recommend staff contact Caltrans to fix the signs on San Bruno Avenue both from the airport and Highway 101 north and south to remove the truck route designation and list the ordinance requirements for length restriction with the fines. Second by Mark Howard. (M/Hamilton, S/Howard: 4-0-0) Approved.

B. Remove No Parking Restriction on the 700 Block of Hensley Avenue

Michael Kato stated a resident requested the removal of the No Parking restriction at the 700 block of Hensley Avenue between San Bruno Avenue on the north and Kains Avenue on the south, parallel to El Camino Real, to provide more parking. The resident stated that employees of Melody Toyota are occupying much of the available parking during the day. Parking is allowed on the west side of the road at all times except for a street sweeping restriction between the hours of 9 AM and 11 AM on the first and third Tuesday of each month. Parking is restricted on the east side of the road between 7 AM and 6 PM except on Sundays and holidays. The driveways to the single family homes on the 700 block of Hensley Avenue are substandard and cars that park in the driveways partially block the sidewalk. In December the police started citing cars blocking the sidewalk.

Michael Kato reviewed the existing street conditions on Hensley Avenue, the traffic flow, existing available parking and locations of neighboring businesses. Staff observed all available parking on the west side being utilized in the middle of a week day. He also reviewed research done by the City's Community Development Department on existing and prior employee parking agreements for Melody Toyota. City Staff found no records relating to why the existing parking restriction was established.

Michael Kato stated City staff contacted the managers at Melody Toyota, Midas, Shell Gas Station and St. Bruno's Church; both Melody Toyota and Midas were in favor of the removal. Shell and St. Bruno's had no comment. Staff recommends removal of the existing parking restriction.

PUBLIC COMMENT PERIOD OPENED

Raymond Betts, 736 Hensley, stated this has been an ongoing problem for a long time. We have short driveways and parking places are at a premium. There are vehicles coming from other neighborhoods. He is in favor of removing the red zone.

Julian Entsminger, 712 Hensley Avenue, stated the increased traffic at San Bruno Avenue and El Camino have caused Hensley to be used as an alternate route. The employees park on Hensley from Melody Toyota and Midas.

Trish Entsminger, 712 Hensley Avenue, is in favor of the removal.

Ray Downs, 3241 Susan Drive, asked if time limited parking during the day would help residents.

Trish Entsminger, 712 Hensley, replied that if there is time limited parking then permits would be required for residents to avoid the limitation.

Julian Entsminger, 712 Hensley, replied that a time restriction would also add to the required police enforcement.

PUBLIC COMMENT PERIOD CLOSED

John Giuseponi made a motion to accept the staff recommendation of removal of the existing parking restriction. Second by Marco Durazo. (M/Giuseponi, S/Durazo: 4-0-0) Approved.

- C. Receive Preliminary Planning Study for Widening of State Route 35 from Interstate 280 to Sneath Lane, and Confirm City Support for Continuing the Project

Michael Kato stated the San Mateo County Transportation Authority (SMCTA) administers the Measure A Highway Program to fund a broad spectrum of transportation related projects and programs. On May 25, 2012, the SMCTA issued the Cycle One Call for Projects for the Measure A Highway Program. The grant application for the Skyline SR-35 Widening Project was submitted for consideration by the SMCTA and was awarded grant funding to the project.

Michael Kato reviewed the issues and purpose of the proposed widening project with the committee, including existing roadway conditions, travel demands, traffic analysis, bicycle and pedestrian accessibility in conjunction with the 2016 San Bruno Walk 'n Bike Plan, and public transportation. It is currently in the preliminary planning and environmental impact study stage, but there is no current funding in place for the construction of the improvements. The next step for the project is to complete the Project Initiation Document (PID) to achieve consensus on project scope, schedule, sharing of project cost between local agency and Caltrans, and a basis for commitment of future funding. The details were reviewed with the committee.

Michael Kato stated staff recommends that the City of San Bruno receive the Preliminary Planning Study and confirm its support for the widening of State Route 35 from Interstate 280 to Sneath Lane with the recommendation that staff work with SMCTA to include pedestrian and bicycle oriented improvements in the project.

PUBLIC COMMENT PERIOD OPENED

Adam Cozzette, 512 Elm Avenue, stated the financial cost is not worth the benefit. There is rush hour congestion on weekdays for a very limited amount of time. 97% of the time, this will not provide value. This project would involve tree removal on Glenview Drive that would affect the resident's views, the San Andreas trail would be harder to get to, there would be less safety for bicyclists and pedestrians and more air pollution with the increased traffic. At the end of July, the San Bruno Surface Infrastructure Committee decided not to move forward with the project. It is not fiscally sound to pursue this.

Chuck Zelnick, 291 Merced Drive, stated to go forward with the project would require more details to decide on supporting the project. The parking to the San Andreas trail will be shut off with this project. The four lanes proposed would also cause a back up to the 280 on ramp towards Millbrae, which merges into one lane. How much land will have to be acquired as part of eminent domain?

Jeffrey Tong, 3660 Fleetwood Drive, is opposed to the widening. Caltrans documents state that increasing roadways will draw traffic from elsewhere, not improve current conditions. For \$35 million

dollars, it will make things worse. A route for bicyclists needs to be included from San Bruno to San Francisco. The solution for congestion is mass transit, not more cars.

Raymond Thompkins, 241 Lassen Drive, stated he lives near 35 and it is congested. He supports the project but the merging onto 280 will need to be adjusted to a two lane merging. Air pollution is increased with stop and go travel. The signals on San Bruno Avenue need to be improved; perhaps a pedestrian bridge would increase safety.

David Elliott, 340 Allen Drive, stated he lives a couple of blocks from Hwy. 35 and the survey traffic counts taken last year are incorrect. Traffic starts at 6 am and goes till 9 am and then from 3 pm to 7 pm at night. Eminent domain will be required to widen it near Sneath Lane. Crystal Springs lake will be affected and businesses as well. There are a lot of development issues that need to be reviewed. Once you hit Sharp Park Road, it goes back to a 2 lane highway, so you are back to the problem. It has to be run all the way to Hickey Blvd.

Ray Downs, 3241 Susan Drive, stated metering lights could help the traffic flow.

Dennis Walsh, 3151 Summit Road, stated the merging does cause traffic but the left turn to San Bruno Avenue light only allows three cars per light. Cars will travel on the shoulder where pedestrians walk to make the turn. It is unsafe. This is being funded with San Mateo County tax dollars, so this improvement is not just for San Bruno residents.

Tim O'Brien asked when this will go to the Council. Jimmy Tan replied there is not a set date as of yet.

Marlowe Rondoni, 1900 Monterey Drive, stated he is from Church of the Highlands school and we need more information before we decide. The initial response is that this will just make it faster to the next congestion point. The safety issues and signal timing need to be addressed.

Raymond Thompkins, Lassen Drive, stated at Sneath towards Monterey, Caltrans has been placing asphalt in this one location where a pothole keeps appearing. This intersection needs to be re-designed to address this issue.

Adam Cozzette, 512 Elm Avenue, stated expanding a highway causes more cars to use it, which will create more emissions than the current stop and go traffic. In the cause of looking to the future, there will changes to vehicles such as self-driving cars and different modes of transportation to consider.

PUBLIC COMMENT PERIOD CLOSED

Marco Durazo made a motion to accept the staff recommendation that the City of San Bruno receive the Preliminary Planning Study and confirm its support for the widening of State Route 35 from Interstate 280 to Sneath Lane with the recommendation that staff work with SMCTA to include pedestrian and bicycle oriented improvements in the project. Second by Mark Howard. (M/Durazo, S/Howard: 4-0-0) 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 October 4, 2017 at 7 p.m. (M/Howard, S/Hamilton): 4-0-0 - Approved. Meeting adjourned, 9:45 pm.