



## TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, October 5, 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	
Tom Hamilton	X	

#### Staff in Attendance:

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

#### City Council in Attendance:

Marty Medina, Vice-Mayor

Public in Attendance Total: 14

### 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: 3-0-0) Approved.

### 3. APPROVAL OF MINUTES

Approval of the July 6, 2016 meeting minutes made by Mark Howard. Second by Tom Hamilton. (M/Howard, S/Hamilton: 3-0-0) Approved.

### 4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

### 5. REGULAR BUSINESS

A. Request for Red Curb at the Intersection of Rosewood Drive and Glenbrook Lane

David Wong stated in June 2016, the City received requests from residents for the installation of red curbs at the intersection of Rosewood Drive and Glenbrook Lane. The red curbs were requested due to limited sight distance caused by vehicles parking along Rosewood Drive immediately adjacent to the intersection of Glenbrook Lane and adjacent to the curb returns. A resident also expressed concerns over vehicles parked adjacent to the fire hydrant located at this intersection and in violation of the California Vehicle Code regulation prohibiting parking 15 feet in front of a hydrant. According to the residents, the current situation is due to the tenants of the apartment complexes located along Whitman Way parking a high volume of vehicles at this intersection.

David Wong reviewed the current street conditions with the Committee on Rosewood Drive and Glenbrook Lane. The installation of a no parking red zone at the intersection of Rosewood Drive / Glenbrook Lane was evaluated by staff under the special parking restriction policies developed by the TSPC in December 2009 and approved by the City Council on July 27, 2010. The red zone criteria and staff analysis were reviewed with the Committee, as well as the staff's recommended alternatives for addressing this concern. The installation of a red zone is recommended by staff.

David Wong stated staff suggests the TSPC recommend the City Council's review and approval a stop sign on Glenbrook Lane and the installation of red curb within the clear zone of the sight distance triangles. Request that the property owners maintain existing landscaping and reduce the height of any walls located within the clear zone of the sight distance triangles.

Tom Hamilton clarified that staff is recommending all three alternatives – red curbing, stop sign installation and the request that residents maintain landscaping and walls/structures so visibility is not impeded. Are there any existing walls that need to be changed?

David Wong responded there is one retaining wall that would need to be addressed by Code Enforcement.

Mark Howard asked why a stop sign is being proposed without a formal study.

David Wong replied on a minor street a stop sign can be installed based on the engineer's findings and recommendation.

Mark Howard feels a stop sign study should be performed to make sure it is warranted.

David Wong replied that the only warrant required by the California MUTCD is a restrictive view.

Tom Hamilton would like to install the stop sign and red curbing and see if the problem is solved without making a resident change the retaining wall on their property.

David Wong said this is an option.

Mark Howard stated if the wall was put up illegally it should be addressed, especially if it creates a hazard.

#### **PUBLIC COMMENT PERIOD OPENED**

David Wong received comments from a resident that could not attend the meeting, but she has lived on Glenbrook for 56 years and the parking situation has gotten worse. There is a definite need for red curbs.

David Wong received comments from another resident and he is undecided about the red curbing. He feels it will help visibility at the intersection but that it will make apartment dwellers park further up his block.

Beverly Barnard, 180 Glenbrook Lane, stated she is a 57 year resident and the retaining wall has never been a problem. Cars blocking visibility is the problem. She would like the curbs painted red. She is

also concerned with the parking at Shelter Creek Lane; if residents are deeded a parking space then they should be required to use it.

Vincent Wong, 2140 Rosewood Drive, stated he is a 12 year resident and has four cars. There are cars parked in front of his home all the time. Shelter Creek Lane residents are parking on the street.

Yvonne Bushman, 181 Glenbrook Lane, agrees with Beverly Barnard's comments. Cars are parked on the corners and this creates poor visibility.

Gary Bammanian, 181 Glenbrook Lane, agrees with Beverly Barnard's comments.

Tina Bocci, 2120 Rosewood Drive, stated she is an 8 year resident. Red curbing on Whitman was installed a few years ago and this is causing residents to park on Rosewood. Perhaps the red curbing can be removed on Whitman to open up parking.

Daisy Dullerg, 2130 Rosewood Drive, stated she lives across the street from the proposed red curbing location. There is poor visibility and it is dangerous backing out of their driveway.

Wes Perasso, 150 Glenbrook Lane, agrees with Beverly Barnard's comments. He has never had any problems with the retaining wall. Red curbing will help.

Arlene Perasso, 150 Glenbrook Lane, agrees with all the previous comments.

Harrison Nam, 100 Glenbrook Lane, stated there should be two red curbs on each side. He does not think a stop sign is necessary. Parked cars are causing the visibility problems.

Brigitte Maajer, 170 Glenbrook Lane, agrees with the previous comments.

Olaf Maajer, 170 Glenbrook Lane, is concerned with the speed on Rosewood. The cars travel at 40-45 mph. Traffic should be slowed down.

Jeanot Devolder, 121 Glenbrook Lane, stated he agrees with the previous comments. The wall is not an issue. The cars parked on the corner are the issue. The local apartments are not providing enough parking for their tenants.

Chun Chu, 2151 Rosewood Drive, stated the red zone should be installed.

Marty Medina, 456 Garden Avenue, stated the number of cars in San Bruno is a problem. The City was recently sued by a motorcycle driver who hit a car that had pulled out too far. The City was held responsible for this. This retaining wall may not seem like an issue, but any opportunity for the City to review safety measures is essential.

#### **PUBLIC COMMENT PERIOD CLOSED**

Mark Howard made a motion to accept the staff recommendation that the City Council review the installation of red curb within the clear zone of the sight distance triangles at Glenbrook and Rosewood; request that the property owners maintain existing landscaping and reduce any obstructions that are non-compliant located within the clear zone of the sight distance triangles and be addressed by Code Enforcement if necessary; request routine enforcement by the Police Department on Rosewood Drive; perform a stop sign warrant study at a future date if residents do not feel the issue is resolved. Second by Tom Hamilton. (M/Howard, S/Hamilton: 3-0-0) Approved.

Wes Perasso asked staff to notify all the residents on the meeting sign in sheet when this item is going before the City Council.

Ryan Johansen stated any cars parked on the curb returns should be called in to the Police Department and they will be cited.

B. Request for No Turn on Red at the Intersection of San Bruno Avenue and Cherry Avenue

In August 2016, the City received a request to prohibit vehicles traveling along northbound Cherry Avenue from turning right onto San Bruno Avenue during a red light. The “no right turn on red” was requested due to limited sight distance caused by the sound wall and hedges located adjacent to 1600 Cedarwood Court. Staff conducted a field review to determine if a “no right turn on red” is warranted.

David Wong reviewed the existing street conditions, collision history and the “no right turn on red” methodology and analysis criteria findings for this location with the Committee.

Staff recommends the installation of a “No Right Turn on Red” sign for vehicles traveling along northbound Cherry Avenue at the intersection of San Bruno Avenue.

Tom Hamilton made a motion to accept the staff recommendation for the installation of a “No Right Turn on Red” sign for vehicles traveling along northbound Cherry Avenue at the intersection of San Bruno Avenue. Second by Mark Howard. (M/Hamilton, S/Howard: 3-0-0) Approved.

**6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES**

None

**7. COMMENTS FROM COMMITTEE MEMBERS**

Tom Hamilton stated the upper portion of Crystal Springs Road between the Junipero Serra County Park and the Crystal Springs Apartments lost their bot dots many months ago. Cars are coming over the line every day and they need to be replaced as soon as possible.

Jimmy Tan replied that it will be taken care of.

Mark Howard asked if the City can send a letter to the County requesting the installation of a guard rail along Crystal Springs Road near the parking lot of Junipero Serra Park. Cars go off this cliff there all the time. This would enhance safety.

Jimmy Tan agreed.

Mark Howard asked if a “no right turn on red” sign with the circle and the slash below the sign and the \$490 fine for making the turn can be installed when coming off northbound 280 on San Bruno Avenue. This would protect pedestrians and drivers. An extended island could be created where the many signs at this intersection could be posted right in front of drivers.

David Wong stated he will perform a site visit and review the findings with the Committee.

Ryan Johansen stated the signage should be reviewed to make sure it is adequate to justify enforcement.

**8. COMMENTS FROM STAFF**

Ryan Johansen stated there is currently no working speed trailer available. Radar boxes may be purchased instead of a trailer but there is no time frame as to when this will happen.

Jessica Barnes-Lopez stated there are cars parked across the crosswalk near the Hon Lin Restaurant on Sylvan that are not enforced.

Ryan Johansen stated a couple of crosswalks were installed further south from this location temporarily as part of the Grade Separation Project and need to be removed.

Tom Hamilton asked if this can be added to next month's agenda.

David Wong agreed.

Ryan Johansen stated the Police Department has started a campaign to address residents parking on sidewalks. Notices were sent out with utility bills and there is an ad on San Bruno Cable informing residents that this is illegal and will be cited. The next campaign will be directed at vehicles parking the wrong way.

Vice-Mayor Marty Medina stated the sidewalks are for people to walk, not to park on, so this campaign is a good one. A parking program needs to be implemented at various locations in the City where parking has become an issue for residents. The Huntington Avenue parking permit program was not utilized. There needs to be more information given to the public, in both English and Spanish, about a proposed program.

Jimmy Tan replied that the last TSPC meeting where this issue was discussed, the notices were hand delivered to the residents in the effected neighborhood and the notice was printed in English and Spanish. There was a large turn-out of residents at the meeting. He stated this issue is going to be brought to the Council as a study session for a policy decision.

Tom Hamilton stated the overwhelming sentiment by residents regarding permit parking is that they do not want to pay a permit fee to park in front of their home and they do not want to have a limit on where they can park their cars.

Marty Medina stated red curbing in certain areas, such as Sylvan, Walnut and Third Avenue, needs to be reviewed. The best elements of other parking permit programs should be researched.

Ryan Johansen stated permit parking programs in residential areas do not require the enforcement that a business district does. Once a vehicle is ticketed in a residential area, they usually do not park there again. Business districts usually have repeat ticketing. A parking assessment was performed for the proposed location and there was a maximum total of 2.25 permits that could be issued per residence. Enforcement of the program would also require 5-7 more community service officers, 5-7 vehicles and a clerk to administer the program, as well as a software program to track data.

Tom Hamilton stated the proposal would be one permit per vehicle registered to the address. The goal is to prevent too many permits being issued to a single location.

Jimmy Tan stated in reference to Marty Medina's comment about site distance issues in San Bruno, the City has requested a proposal from a traffic consultant to study various intersections throughout the City. There is also a City recruitment for a traffic engineer in progress.

Mark Howard stated there are areas in San Bruno that need repairs but the funding is not there.

Jessica Barnes-Lopez agrees with limiting the number of parking permits per household.

Mark Howard stated City streets should also be assessed for safe emergency vehicle access.

Ryan Johansen stated with the enforcement of no parking on sidewalks there will be more sideswiping of vehicles parked on the street.

## **9. ADJOURNMENT**

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on November 2, 2016 at 7 p.m. (M/Howard, S/Hamilton): 3-0-0 - Approved.  
Meeting adjourned, 8:15 pm.