



## TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, May 2, 2018 - 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	
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: 11

### 2. REVIEW OF AGENDA

John Giuseponi made a motion to move Item 5B to be heard first. Second by Tom Hamilton. (M/Giuseponi, S/Hamilton: 4-0-0) Approved.

### 3. APPROVAL OF MINUTES

Motion to approve minutes for the April 4, 2018 meeting made by Tom Hamilton. Second by Jessica Barnes-Lopez. (M/Hamilton, S/Barnes-Lopez: 4-0-0) Approved.

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

None

### 5. REGULAR BUSINESS

- A. Recommend On-Street Yellow Curb Loading Zone on Huntington Avenue Fronting the Proposed Development at 111 San Bruno Avenue

Michael Kato stated the City of San Bruno is currently reviewing a proposed development project at 111 San Bruno Avenue, which is located on the southwest corner of the intersection of San Bruno Avenue and Huntington Avenue. The proposed project is a 5 story mixed use residential/commercial building

567 El Camino Real, San Bruno, CA 94066-4299

Voice: (650) 616-7065 } Fax: (650) 794-1443

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that will include 62 residential units, including 11 affordable housing units, 5,110 square feet of commercial space, and 2,610 square feet of restaurant/café space.

Michael Kato reviewed the proposed parking installations and right of way improvements for the location with the Committee, along with the City's required criteria for installation of a yellow loading zone, the existing parking conditions, and the developer's recommendations. Staff recommends the TSPC approve an on-street yellow curb loading zone on Huntington Avenue fronting the proposed development at 111 San Bruno Avenue.

Jessica Barnes-Lopez stated she does not feel there is enough parking proposed at this development sight.

Tom Hamilton agreed.

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

Moshe Dinar, Dinar and Associates Architects, stated there is very limited parking in this area and the parking ratio for this development is good. They also volunteered to widen the sidewalk. If there is a yellow zone installed, it will be safer for pedestrians.

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

John Giuseponi made a motion to accept the staff recommendation to approve an on-street yellow curb loading zone on Huntington Avenue fronting the proposed development at 111 San Bruno Avenue. Second by Tom Hamilton. (M/Giuseponi S/Hamilton: 4-0-0) Approved.

- B. Recommend reducing the existing red curb zone on the south side of Rosewood Drive east of Glenbrook Lane from a distance of 100 feet east of the curb return to a distance of 70 feet east of curb return

Michael Kato stated in June 2016, the City received requests from residents for the installation of red curb at the intersection of Rosewood Drive and Glenbrook Lane 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. In October of 2016 the TSPC reviewed the request, considering the impact of parking loss in this neighborhood. Members of the public who were present at the meeting agreed that the installation of 100 feet of red curb striping to either side of the intersection was necessary in order to allow residents to safely exit Glenbrook Lane onto Rosewood Drive, stating sight distance was more important than parking. One resident did voice concern about overflow parking impact from the adjacent apartments. The TSPC recommended the installation of the red curb striping and in December of 2016 the City Council passed a resolution establishing the red curb.

Michael Kato stated in September of 2017 the City was contacted by residents who requested a reduction in the amount of newly installed red curb due to the impact on parking. He reviewed the traffic accident history, existing street conditions, and sight distance for the location with the Committee.

Staff recommends reducing the existing red curb zone on the south side of Rosewood Drive east of Glenbrook Lane from a distance of 100 feet east of the curb return to a distance of 70 feet east of curb return.

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

Sylvia Flores, 2171 Rosewood Drive, confirmed that the proposal is for 30 feet of red curb to be taken out from Glenbrook Lane to Courtland Drive.

Michael Kato concurred.

Sylvia Flores, 2171 Rosewood Drive, stated residents should be able to park in front of their homes. The red curb in front of the 2081 Whitman Way apartment complex needs to be removed. A signed petition was submitted regarding this but it has not been addressed. She is formally requesting a records request for the reason why the red curb was installed.

Michael Kato stated he is reviewing the request and will address it.

Tom Ricci, 3340 Crestmoor Drive, stated there should be red curbing only at the corners of the street; this should be sufficient to address the sight distance concerns. The existing red curbing is too much. People cannot park in front of their homes.

Tom Ricci, 3340 Crestmoor Drive, addressed Michael Blundell and said streets adjacent to Crystal Springs Road between City Park Way and El Camino Real have poor visibility and it is not all red curbed.

Michael Blundell responded each intersection has to be assessed for safety by a traffic engineer.

Alison Cubre, 2161 Rosewood Drive, stated she has no parking in front of her house. She voiced concern about how the study to establish the red curbing was done. There is a driveway in between the red curbing near her house and it seems illogical that the driveway can be used when there is red curbing on both sides of it. Her second concern is that there are three other intersections that have a steeper grade with poorer visibility than Rosewood that are not red curbed. If this is a liability issue, it is not being addressed at these other locations. She would like a study performed on those intersections as well. She wants to know why this was applied to Rosewood and not to other streets. Also if there is an existing driveway, is it appropriate for that line of sight to be further out?

Tom Hamilton replied that this intersection was only studied because one of your neighbors requested it and asked that it be placed on the agenda for review by the TSPC. A study was done and the neighborhood was notified of this. By requesting a study of the three other intersections, it will follow the same study guidelines and laws and will possibly create the installation of more red curbing.

Darren Reed, 2161 Rosewood Drive, asked what the reason is the red curb goes out to the corners and no further out. Why aren't all the intersections in San Bruno painted red at the corners?

Tom Hamilton replied that the TSPC Committee members are resident volunteers and cannot answer that question.

Mini Chu, 2151 Rosewood Drive, stated the red curbing was painted directly in front of her house. There has never been an accident in front of her home in the 15 years she has lived there. Cars are driving faster down the street since the red curb was installed. There is no space to park in front of her home. The red curbing is causing parking congestion and has lowered the property value.

Sylvia Flores, 2171 Rosewood Drive, asked if the City could only red curb the corners.

Michael Kato stated resident Wes Perazzo dropped off his comment at City Hall. He stated he is in favor of having the red curb stay as it is. He does not want any red curbing removed. He thinks it helps

drivers with visibility. Drivers on Courtland tend to speed and it is important to keep the red curb to see vehicles coming on Glenbrook.

Tom Ricci, 3340 Crestmoor, asked if a “reduced speed ahead” sign could be installed to help with sightline issues.

Michael Kato replied the existing speed limit is set by a process governed by the State; a speed study would have to be done to change it. A warning sign could help slow people down, but it does not allow us to adjust the sight distance requirements at the intersection.

Alison Cubre, 2161 Rosewood Drive, stated the issue of the driveway in the middle of the red curbing has not been addressed. Cars are parked there and that would affect the sightline.

Jessica Barnes-Lopez replied that if a car is parked illegally, it needs to be addressed separately from the issue of the red curbing.

Michael Kato stated there are other options for sightline issues such as concrete extensions, but they may not be the ideal solution for this location.

Vincent Wong, 2140 Rosewood Drive, stated last year he asked for a red zone because there was a fire hydrant in front of his home, but there is too much red curb now. It is minimizing parking. The red zone makes it easier for us to pull out of our driveway, but one car length should be enough. Take some of the red curb out.

Resident, 121 Glenbrook, stated people in the neighborhood thought the City was only going to red curb the corners. They painted 200 feet. Painting the corners is enough.

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

John Giuseponi asked if the study performed would warrant stop sign installation.

Michael Kato replied there was not a full traffic analysis performed with traffic counts. It can be done, but it may not meet the volume required. Glenbrook is a short, dead-end side street. To warrant an all-way stop, there must be very limited sight distance. We could remove all the red curbing, but this would not allow an all-way stop to be installed. The recommendation would be to remove the parking.

Tom Hamilton asked if the wall at the intersection could be considered to help with the sight distance assessment to warrant an all-way stop.

Michael Kato replied it would not change the findings based on the analysis performed.

Tom Hamilton asked why the extra 30 feet was installed originally.

Michael Kato replied the previous traffic engineer performed the assessment and recommended the installation.

Tom Hamilton made a motion to accept the staff recommendation to reduce the red curb installation on the south side of Rosewood Drive east of Glenbrook Lane from a distance of 100 feet east of the curb return to a distance of 70 feet east of curb return. Second by John Giuseponi. (M/Hamilton, S/Giuseponi: 4-0-0).

Tom Hamilton made a motion to request staff meet with the City Attorney to assess liability to the City if the red curbing is reduced to only the corners of each intersection. Second by John Giuseponi. (M/Hamilton, S/Giuseponi: 4-0-0).

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

None

**7. COMMENTS FROM COMMITTEE MEMBERS**

Tom Hamilton would like to thank Mark Howard for his many years of service to the Committee and to the City of San Bruno.

Tom Hamilton asked for an update on the installation of the bot dots on Crystal Springs Road.

Michael Kato stated a work order is being prepared for the striping contractor.

**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 June 6, 2018 at 7 p.m. (M/Hamilton, S/Barnes-Lopez): 4-0-0 - Approved.  
Meeting adjourned, 8:25 pm.