



“The City With a Heart”

Marco Durazo, Chair
John Lampros, Committee Member
Stephen Seymour, Committee Member
Scott Thomas, Committee Member

AGENDA

TRAFFIC SAFETY AND PARKING MEETING

November 6, 2019
7:00 p.m.

Meeting location: City Hall, Conference Room 115

Traffic Safety and Parking Committee (TSPC) meetings are conducted in accordance with Roberts Rules of Order Newly Revised and Traffic Safety and Parking Committee Rules of Procedure. You may address any agenda item by standing at the microphone until recognized by the Chair. All regular TSPC meetings are recorded. You may listen to recordings in the Public Works Office. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodation for this meeting should notify us 48 hours prior to meeting. Notices, agendas, and records for or otherwise distributed to the public at a meeting of the TSPC will be made available in appropriate alternative formats upon request by any person with a disability. Please make all requests to accommodate your disability to the Public Works Office 650-616-7065.

1. CALL TO ORDER/ROLL CALL

2. REVIEW OF AGENDA

3. APPROVAL OF MINUTES –

A. Minutes of October 2, 2019 meeting

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA –

This is for public comment on matters concerning traffic safety, parking and transportation issues. The Brown Act prohibits the TSPC from discussing or acting upon any matter not on the agenda.

5. REGULAR BUSINESS –

- A. Elect new Vice-Chair to replace John Giuseponi for remainder of 2019 term.
- B. Elect new officers for 2020.
- C. Review Intersection Safety Improvements at the Intersection of Amador Avenue and Del Norte Drive, Including Installing a Stop Sign on Del Norte Drive, Restricting 20' of Parking on the South Side of Amador Drive to the East of the Intersection, and Installing an Intersection Warning
- D. Review Intersection Safety Improvements at the Intersection of Willow Way and Valleywood Drive, Including Installing a Stop Sign on Valleywood Drive and Installing an Intersection Warning Sign

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES –

7. COMMENTS FROM COMMITTEE MEMBERS -

8. COMMENTS FROM STAFF-

9. ADJOURNMENT –

The next regular meeting of the Traffic Safety and Parking Committee will be held on December 4, 2019, 7:00 p.m. at Conference Room 115, San Bruno City Hall.

Posted and Mailed 11/1/19



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, October 2, 2019 - 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>
Marco Durazo (Chair)	X	
John Giuseponi	X	
Scott Thomas	X	
John Lampros	X	
Stephen Seymour	X	

Staff in Attendance:

Michael Kato, Public Works Department
Hae Won Ritchie, Public Works Department
Gene Wong, Police Department
Jovan Grogan, City Manager
Keith DeMartini, Finance Director

Public in Attendance Total: 18

2. REVIEW OF AGENDA

Approved as submitted.

3. APPROVAL OF MINUTES

John Lampros noted the statement under Item 5A, paragraph 9 “he is concerned that two parking spaces may not be enough” was made by Stephen Seymour, not John Lampros. Change noted. Motion to approve minutes for the August 7, 2019 meeting made by John Giuseponi. Second by Marco Durazo. (M/Giuseponi, S/Durazo: 5-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Maria Iskiw, 549 4th Avenue, stated there is a serious safety issue at 4th and Angus near Belle Air School with vehicles attempting to make turns at the end of the block. There is no room to turn and this is the 2nd request to have this looked at. There needs to be a 4 way stop installed or red curbing. The other concern is the no parking signs between 8 am and 6 pm next to the church at the corner of Angus and Masson. The traffic is very tight at this location, especially near 6 pm, so the no parking sign should be extended to 8 am to 10 pm or no parking full time.

Manuel Cuadea, 588 4th Avenue, stated 4th and Angus is very dangerous intersection because of speeding.

Fred Schmidt, 4th & Pine Avenue, would like to see speed bumps installed on Pine between 4th and 2nd. No one uses the stop sign at the intersection.

Vivian DiSano, 610 Pine, stated 1st and Pine was blocked off to through traffic so now drivers go down Angus and it is a huge problem. Red curbing would take away parking, but speed bumps would be a great idea.

Sandra Perez-Vargas, 240 Mastick Avenue, stated cars are being parked on sidewalks and it is a problem in many areas. We have been asking for this to be addressed for years. It is a serious risk to pedestrians.

Anna Concha, 610 Pine Street, stated Uber drivers come into our neighborhood with their good car and switch it for their old car to take Uber calls. They leave their car there all day and night. They have 3 or 4 cars for Uber parked on Pine. Also people leave their car when they fly out at SFO. There is nowhere to park.

Ed Hoff, 4th Avenue, stated the problem with parking is serious on 4th Avenue. We need solutions.

Resident, Florida Avenue, asked about enforcement when cars block the sidewalk. This is a safety issue and is an enforceable problem. The speeding on Huntington from Sylvan to San Felipe is a serious issue. There should be a radar sign attached to the speed limit signs.

5. PRESENTATION BY CITY MANAGER

City Manager Jovan D. Grogan and Finance Director Keith DeMartini gave a presentation about San Bruno's fiscal needs and challenges and about the placement of Measure G on the upcoming November 5, 2019 Ballot.

Maria Concha, 610 Pine Street, asked about the hotel developer's responsibility for abandoning the project.

Jovan Grogan replied that the developer's proposal did not include paying required union wages so they walked away from the project and lost the deposit they paid.

Resident, no name given, asked about funding for street improvements.

Jovan Grogan stated successor agencies handle distribution of any assets remaining from previous bond funds. These funds are now exhausted.

6. REGULAR BUSINESS

A. Review Proposed Striping Modifications and Parking Restrictions at the Intersections of Pine Avenue & 2nd Ave, and Pine Avenue & 5th Avenue

Michael Kato stated TJKM, an engineering consultant, was hired to conduct a citywide intersection safety study that was completed in 2018. The goal of the study was to identify twenty (20) intersections that could most benefit from a comprehensive engineering safety analysis and develop recommendations for improving safety. The recommendations of the study were also intended to serve as models for treatment of other locations within San Bruno. Two of the Belle Air neighborhood locations studied are the intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue.

Michael Kato reviewed the existing street conditions, existing parking conditions, sight distance concerns, intersection configuration options, collision history, and turning movement analysis at the two intersections. Staff recommends that at the intersections of Pine Avenue and 2nd Avenue, and Pine Avenue and 5th Avenue, the TSPC approve the implementation of center line markings twenty (20) feet long on all approaches, with the center lines located in the middle of the street, and restriction of parking as indicated.

John Lampros asked how many parking spaces will be eliminated.

Michael Kato stated there it should be about 4 spaces per corner.

PUBLIC COMMENT PERIOD OPENED

Ellen Tatola, 701 2nd Avenue, stated the proposed changes will affect my house negatively with all the red curbing. This will make parking problems worse and oppose it.

Resident, no name give, stated he lives on the 600 block of 4th Avenue and feels stop signs will properly assign the driver's right of way on 5th. On 2nd Avenue, the centerline painting should be sufficient without removing parking on 2nd. On Pine, the median could be removed to widen the street.

Resident, no name given, lives at the corner of 5th and Pine and stated installing red curbing will negatively affect the parking in our neighborhood. It will remove all the parking near our home. We should install speed bumps and stop signs.

Isin al-Otat, 701 2nd Avenue, stated she is against the red curbing recommended. It will remove too many parking spaces and it will not be helpful.

Resident, no name given, stated our neighborhood should not be a "pass through" for trucks. These large vehicles should not have access to these streets.

Resident, no name given, stated staff should look at the land available around our streets and create parking.

PUBLIC COMMENT PERIOD CLOSED

John Giuseponi stated he does not agree with removing parking with red curbing. Can we install 15 mph speed limit signs and speed bumps?

Michael Kato stated state laws limit 15 mph speed limit installation to very specific locations and it would not be enforceable at this location. Speed bumps may be possible. Stop signs will not be recommended for these locations based on required criteria. The permit parking program is also being developed to help with parking issues.

John Lampros stated he is unclear how installing red curbing at these locations will help line of sight issues.

Michael Kato stated the line of sight issue comes when a vehicle pulls up to a stop sign and then has to make a maneuver with a clear line of sight, meaning no vehicles blocking visibility.

John Lampros stated if this is done to multiple intersections in this neighborhood, there will be hundreds of parking spaces lost. One way streets should be reviewed. We should look at other options.

Michael Kato stated one way streets have previously been considered. It will be a lengthy research process if the Committee wants to consider this option.

Scott Thomas asked about speed humps being installed.

Michael Kato stated a draft of speed hump changes will be presented soon to the Committee.

Stephen Seymour stated a four way stop would slow down residents and should be considered. Safety is the most important issue.

Michael Kato stated the Federal Highway Administration has requirements for installing a four way stop that are not met.

John Giuseponi stated residents cannot lose this much parking.

John Lampros made a motion to have this issue re-visited when the parking permit program has been installed and the staff presents the proposed speed hump installation requirements to the Committee. Second by Scott Thomas. (M/Lampros, S/Thomas: 3-0-1) Approved. Stephen Seymour voted no. Marco Durazo rescinded his vote due to residence location.

7. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

None

8. COMMENTS FROM COMMITTEE MEMBERS

Stephen Seymour stated this was a very good meeting.

9. COMMENTS FROM STAFF

None

10. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on November 6, 2019 at 7 p.m. (M/Thomas, S/Seymour): 4-0-0 - Approved.
Meeting adjourned, 9:18 pm.



Staff Report to Traffic Safety and Parking Committee

DATE: November 6, 2019

TO: Traffic Safety and Parking Committee

FROM: Michael Kato, Associate Civil Engineer

SUBJECT: Item 5C – Review Intersection Safety Improvements at the Intersection of Amador Avenue and Del Norte Drive, Including Installing a Stop Sign on Del Norte Drive, Restricting 20' of Parking on the South Side of Amador Drive to the East of the Intersection, and Installing an Intersection Warning Sign

BACKGROUND

The City of San Bruno hired TJKM, an engineering consultant, to conduct a citywide intersection safety study that was completed in 2018. The goal of the study was to identify twenty (20) intersections that could most benefit from a comprehensive engineering safety analysis and develop recommendations for improving safety. The recommendations of the study were also intended to serve as models for treatment of other locations within San Bruno. The intersection of Amador Avenue and Del Norte Drive is one of the intersections studied by TJKM. Staff has reviewed TJKM's recommendations and performed supplemental analysis of the intersection. The purpose of this report is to present staff's recommendations for safety improvements at the intersection. See Attachment 1 for the Location Map.

DISCUSSION

The intersection of Del Norte Drive & Amador Avenue is a "T" intersection and currently there are no stop signs at the intersection. Both roadways are thirty (30) feet wide from curb-to-curb with parking allowed on both sides, are classified as local streets, and have speed limits of twenty five (25) miles per hour. For purposes of this report Del Norte Drive will be referred to as the north-south roadway and Amador Avenue will be referred to as the east-west roadway. See Attachment 2 for an aerial photo of the vicinity of the intersection with the recommended improvements.

Minor Street Stop Control

Based on a recommendation by TJKM staff performed a minor street stop warrant evaluation for the intersection. Staff determined that there is not sufficient sight distance for the intersection to operate as an uncontrolled intersection because the houses on the southwest and southeast corners limit visibility. Therefore the intersection should have minor street stop control. Del Norte Drive has significantly less vehicle volume than Amador Avenue so is considered the minor street and therefore should have the stop sign.

Section 7.08.040 of the San Bruno Municipal code assigns the duty of recommending intersections at which vehicles are required to stop on one or more approaches to the TSPC. Therefore staff is asking the TSPC to make a recommendation to the City Council regarding installation of the stop sign on Del Norte Avenue.

Parking Restriction

The study by TJKM identified that visibility is limited at this intersection due to the curves in the road and the hilly terrain. The City's Policy for Establishment of Special Parking Restrictions, which was developed by staff and the TSPC in December 2009, approved by the City Council on July 27, 2010, and updated on October 22, 2019, allows the City to establish parking restrictions for the purpose of facilitating the safe and efficient flow of traffic and requires that parking restrictions for those purposes should be established based on an engineering study and the exercise of engineering judgment.

Staff evaluated the intersection by considering road geometry, speed limits, and the collision history. Staff determined that although sight distance is limited by curves in the road, hilly terrain, and parked cars, the intersection is generally operating in a satisfactory manner as evidenced by the fact that for the calendar years 2010 through 2017 there was one injury collision recorded by the Transportation Injury Mapping System (TIMS) and no collisions recorded by the Statewide Integrated Traffic Records System (SWITRS) for the calendar years 2015 through 2017. Because the injury collision occurred between a car traveling westbound and making a left turn to Del Norte Avenue and a pedestrian crossing Del Norte Avenue, staff is recommending restricting parking on the south side of Amador Drive for a distance of 20 feet in the easterly direction from the southeast corner return. This parking restriction will increase the ability of drivers traveling westbound on Amador Drive to see the intersection and the unmarked crosswalk across Del Norte Avenue.

One of the duties assigned to the TSPC in Section 7.08.040 of the San Bruno Municipal Code is recommending to the City Council areas for parking restrictions. Therefore staff is asking the TSPC to make a recommendation to the City Council regarding installation of the parking restriction.

Intersection Warning Sign

TJKM recommended installation of an intersection warning sign for westbound traffic approaching the intersection on Amador Avenue due to the curvature in the road. Based on TJKM's recommendation staff has determined that an Intersection warning sign is recommended to be installed on Amador Avenue approximately 100' east of the intersection facing westbound traffic.

Section 7.12.030 of the San Bruno Municipal code grants the City Traffic Engineer the duty and responsibility for placing and maintaining traffic control devices he or she deems necessary to guide or warn traffic based on engineering principles and investigations. Therefore, City Council action is not required to install the intersection warning sign on Amador Avenue. Staff requests the TSPC to provide feedback to staff regarding installation of the sign.

STAFF RECOMMENDATION:

Staff recommends that the TSPC recommend to the City Council that at the intersection of Amador Drive and Del Norte Avenue a stop sign be installed on Del Norte Avenue on the south side of the intersection, and that parking be restricted on the south side of Amador Drive for a distance of 20 feet in the easterly direction from the corner return of the southeast corner. Staff also recommends that the TSPC provide feedback to staff regarding installation of an intersection warning sign on Amador Drive 100 feet east of the intersection with Del Norte Drive facing westbound traffic.

DATE PREPARED:

October 22, 2019.

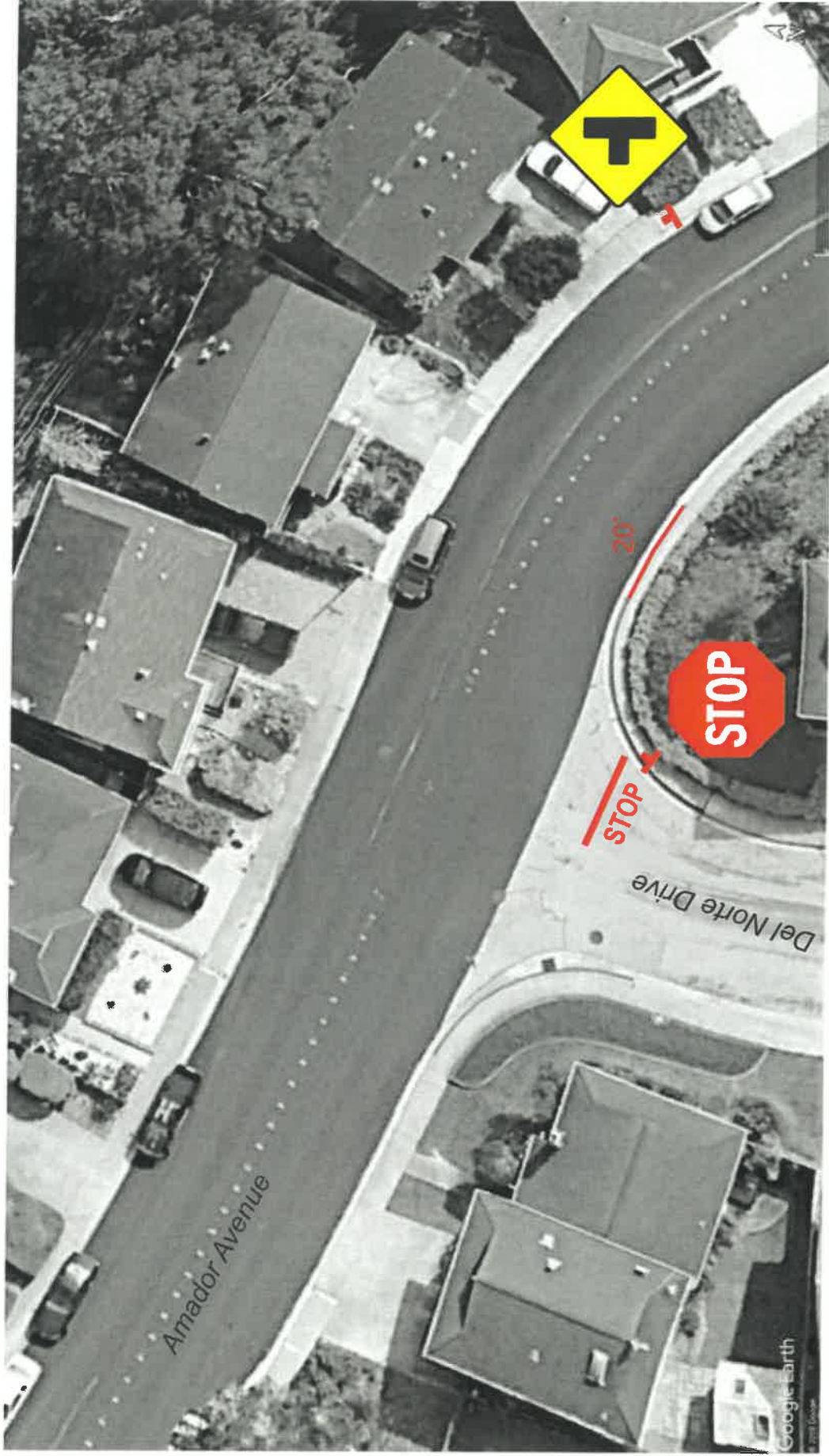
ATTACHMENTS:

1. Location Map
2. Aerial Photo with recommended improvements



Location Map





Recommended Improvements



Staff Report to Traffic Safety and Parking Committee

DATE: November 6, 2019

TO: Traffic Safety and Parking Committee

FROM: Michael Kato, Associate Civil Engineer

SUBJECT: Item 5D – Review Intersection Safety Improvements at the Intersection of Willow Way and Valleywood Drive, Including Installing a Stop Sign on Valleywood Drive and Installing an Intersection Warning Sign

BACKGROUND

The City of San Bruno hired TJKM, an engineering consultant, to conduct a citywide intersection safety study that was completed in 2018. The goal of the study was to identify twenty (20) intersections that could most benefit from a comprehensive engineering safety analysis and develop recommendations for improving safety. The recommendations of the study were also intended to serve as models for treatment of other locations within San Bruno. The intersection of Valleywood Drive and Willow Way is one of the intersections studied by TJKM. Staff has reviewed TJKM's recommendations and performed supplemental analysis of the intersection. The purpose of this report is to present staff's recommendations for safety improvements at the intersection. See Attachment 1 for the Location Map.

DISCUSSION

The intersection of Willow Way & Valleywood Drive is a "T" intersection and currently there are no stop signs at the intersection. Willow way is thirty (30) feet wide from curb-to-curb, while Valleywood Drive is thirty-five (35) feet wide from curb-to-curb. Both roadways allow parking allowed on both sides, are classified as local streets, and have speed limits of twenty five (25) miles per hour. For purposes of this report Willow Way will be referred to as the north-south roadway and Valleywood Drive will be referred to as the east-west roadway. See Attachment 2 for an aerial photo of the vicinity of the intersection with the recommended improvements.

Minor Street Stop Control

Based on a recommendation by TJKM staff performed a minor street stop warrant evaluation for the intersection. Staff determined that there is not sufficient sight distance for the intersection to operate as an uncontrolled intersection because the houses on the southwest and southeast corners limit visibility. Therefore the intersection should have minor street stop control. Valleywood Drive has significantly less vehicle volume than Willow Way so is considered the minor street and therefore should have the stop sign.

Section 7.08.040 of the San Bruno Municipal code assigns the duty of recommending intersections at which vehicles are required to stop on one or more approaches to the TSPC. Therefore staff is asking the TSPC to make a recommendation to the City Council regarding installation of the stop sign on Valleywood Drive.

Intersection Warning Sign

TJKM recommended installation of an intersection warning sign for westbound traffic approaching the intersection on Valleywood Drive due to the vertical crest in the road. Based on TJKM's recommendation staff has determined that an Intersection warning sign is recommended to be installed on Valleywood Drive approximately 100' east of the intersection facing westbound traffic.

Section 7.12.030 of the San Bruno Municipal code grants the City Traffic Engineer the duty and responsibility for placing and maintaining traffic control devices he or she deems necessary to guide or warn traffic based on engineering principles and investigations. Therefore, City Council action is not required to install the intersection warning sign on Valleywood Drive. Staff requests the TSPC to provide feedback to staff regarding installation of the sign.

STAFF RECOMMENDATION:

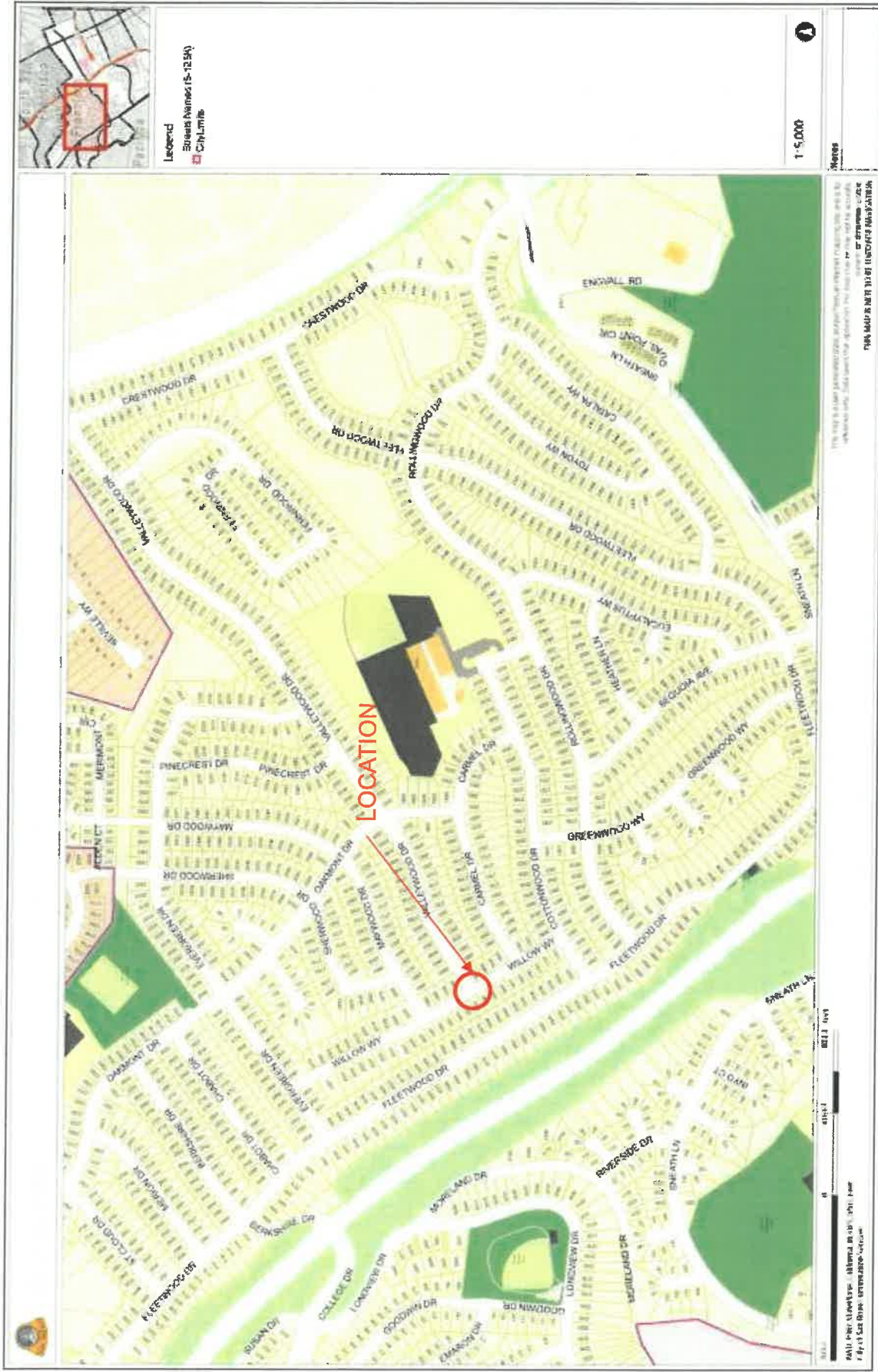
Staff recommends that the TSPC recommend to the City Council that at the intersection of Willow Way and Valleywood Drive, a stop sign be installed on Valleywood Drive on the east side of the intersection. Staff also recommends that the TSPC provide feedback to staff regarding installation of an intersection warning sign on Valleywood Drive 100 feet east of the intersection with Willow Way facing westbound traffic.

DATE PREPARED:

October 29 2019.

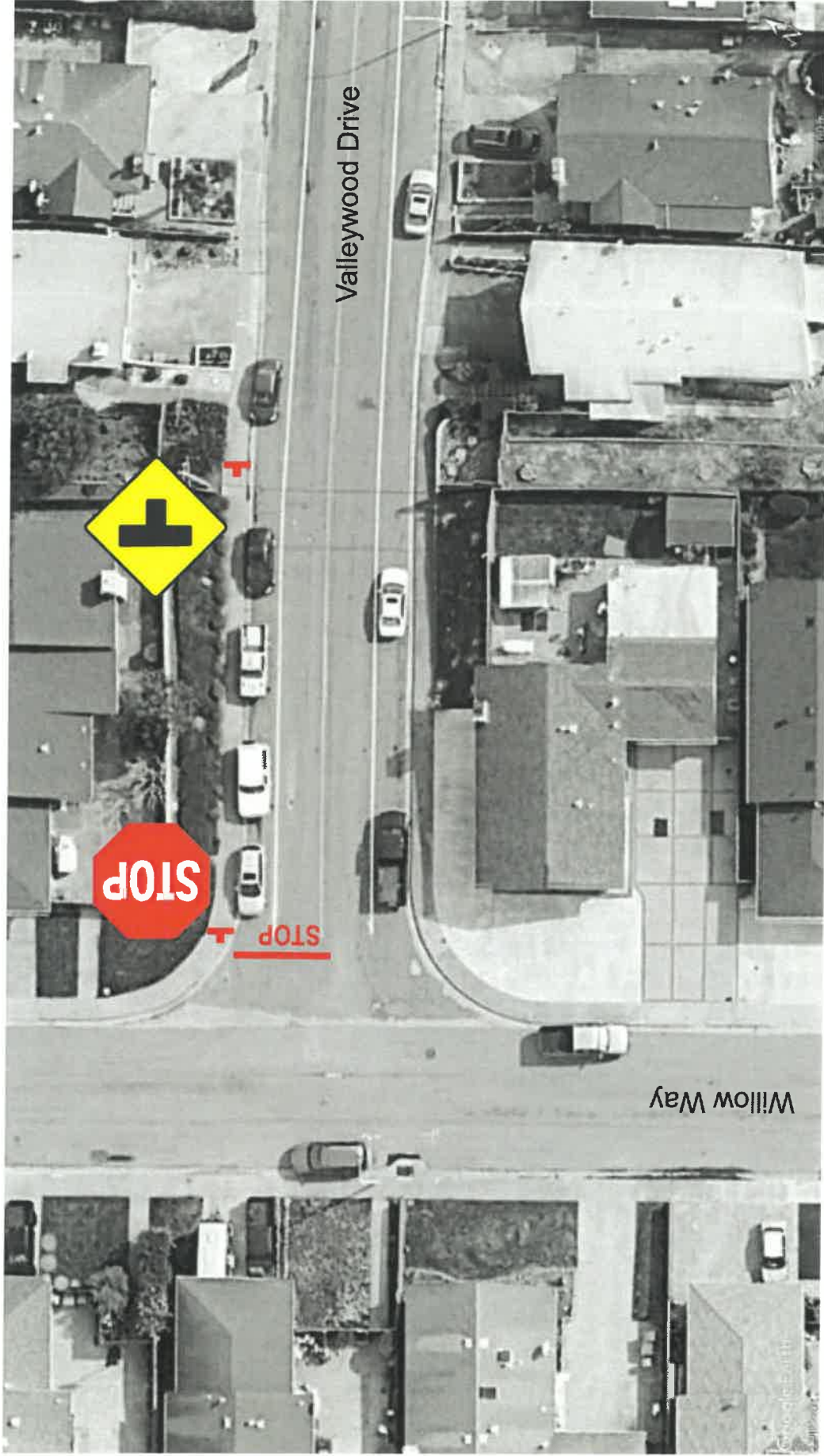
ATTACHMENTS:

1. Location Map
2. Aerial Photo with recommended improvements



Location Map





Recommended Improvements