



REGULAR MEETING MINUTES
April 14, 2026
CITY OF SOUTH SAN FRANCISCO
REGULAR MEETING
TRAFFIC SAFETY COMMISSION

CALL TO ORDER

The meeting was called to order at 5:55 p.m. by Chair, Justin Yuen

ROLL CALL

Present: Justin Yuen, Chair
Dana Abarca, Vice Chair
Dave Carbone, Commissioner
Hemes Monzon, Commissioner
Brandon Chan, Commissioner

Absent: None

City Staff: Marissa Garren, Secretary to the Traffic Safety Commission
Morena Gallagher, Clerk to the Traffic Safety Commission
Alex Henry, Public Works Program Manager-Maint & Operations

AGENDA REVIEW

- Commissioner Chan noted that the TAC report item was not listed on the agenda.
- Staff clarified the TAC report was included as an informational item only and had just been received the previous day.
- Commissioners discussed adding the TAC report as a standing agenda item moving forward.
- Staff confirmed the item will be agendized for the next meeting and included regularly when reports are prepared.

PUBLIC COMMENT

The following individuals addressed the Commission:

- Tom Carney addressed the Commission regarding ongoing concerns in the downtown area, including:
 - Sidewalk deterioration and ADA accessibility issues
 - Unsafe crosswalk configurations
 - Tree wells and sidewalk hazards
 - Overflowing trash cans and blight

- Concerns regarding maintenance responsiveness and communication processes

Commissioners and staff discussed:

- Use of the City's SeeClickFix reporting system
- TAC request forms for traffic and ADA-related issues
- City response procedures and maintenance responsibilities

Staff indicated:

- Maintenance requests submitted through SeeClickFix are generally responded to promptly.
- Larger infrastructure or traffic-related concerns should be submitted through TAC forms for formal review.
- Staff would review and follow up on the issues raised.

Second Public Comment was by an anonymous speaker stating concerns regarding public access to the meeting room. The Speaker also commented regarding the El Camino Real Mobility Plan item, urging the Commission to prioritize safety analysis and practical impacts over conceptual renderings.

CONSENT CALENDAR

1. Approval of the Traffic Safety Commission Meeting Minutes for February 10, 2026.

Motion by Commissioner Monzon / Second by Commissioner Carbone — to approve February 10, 2026, meeting minutes. Approved by voice vote (5-0-0).

ADMINISTRATIVE ITEMS

None.

ITEMS FROM THE COMMISSION

None.

ITEMS FROM THE STAFF

1. Presentation on El Camino Real Mobility Plan by Megan Wooley-Ousdahl, Deputy City Manager provided an overview of the El Camino Real Mobility Plan, including:
 - Purpose and goals of the mobility plan
 - Coordination with the Grand Boulevard Initiative and SAMTRANS
 - Efforts to improve safety and accessibility for pedestrians, bicyclists, transit users, drivers, and freight traffic
 - Summary of Phase 1 community outreach efforts and feedback received
 - Introduction of draft design alternatives based on public input
 - Explanation of the upcoming Caltrans Project Initiation Document (PID) process

Key community feedback highlighted:

- Desire for safer pedestrian and bicycle infrastructure
- Improved transit reliability
- Reduced congestion
- Preservation of on-street parking near businesses
- Commissioners and staff discussed concerns regarding the narrowing of sidewalks along the El Camino Real corridor due to the addition of trees and landscaping. Concerns were raised that wider sidewalks previously provided a safer and more accessible pedestrian connection between Hickey Boulevard and Arroyo Drive.
- Commissioners emphasized the importance of balancing beautification efforts with pedestrian safety and accessibility, noting that wider sidewalks are valuable amenities in the area.
- Discussion occurred regarding the loss of parking spaces associated with the corridor redesign. Members questioned whether removed parking could realistically be restored given the existing concrete improvements already in place.
- Commissioners advocated additional bus stop shelters, specifically near El Zocalo and the Jack in the Box location along El Camino Real, citing heavy bus usage and safety concerns caused by fast-moving traffic near those stops.
- Staff explained that the project goals are consistent with the broader Grand Boulevard Initiative led by SamTrans and regional agencies, while also being tailored to South San Francisco's transportation and safety needs.
- Staff clarified that El Camino Real will remain a designated freight route due to its role as a major north-south corridor and truck route throughout the Peninsula.
- Discussion focused on regional coordination efforts between South San Francisco, Colma, and San Bruno to ensure transportation improvements connect across city boundaries. Staff noted that Colma is currently advancing protected bike lane planning and that South San Francisco is coordinating facility connections with neighboring jurisdictions.
- Staff presented three conceptual alternatives for the El Camino Real corridor improvements:
 - Alternative 1: Pedestrian-focused improvements with wider sidewalks, landscaping, maintained parking, and three travel lanes.
 - Alternative 2: Similar to Alternative 1 but with a dedicated bus and emergency vehicle lane.
 - Alternative 3: A separated bike lane configuration reducing vehicle travel lanes from three to two.
- Commissioners discussed the feasibility and impacts of each alternative, including:
 - Potential traffic congestion from reducing vehicle lanes.
 - Challenges related to delivery trucks and loading zones for businesses.
 - Bus operations and concerns about buses blocking travel lanes.
 - The relationship between proposed bike facilities and the existing Centennial Way Trail.
 - Maintenance responsibilities for landscaping and green infrastructure.
- Commissioners expressed concerns about:
 - Increased congestion along El Camino Real.
 - The practicality and maintenance of additional landscaping.
 - Safety impacts are associated with lane reductions.
 - Potential impacts on business deliveries and customer access.

- Public comments included concerns regarding:
 - Traffic congestion near the Westborough and El Camino Real intersection.
 - Existing pedestrian and bicycle access conditions near Colma.
 - Maintenance issues along Centennial Way and other landscaped corridors.
 - The need for future long-term transit solutions.

- Staff explained that best practices in active transportation planning call for separation between pedestrians, bicyclists, and vehicles. Members noted that the proposed alternatives separate pedestrians and bicyclists from vehicle traffic, although buses would still share the two travel lanes with cars. Staff also stated that detailed engineering specifications and measurements have been prepared for each alternative.
- A commissioner suggested using flexible delineator posts, similar to those on Airport Boulevard, instead of landscaped bulb-outs to separate bike lanes. The members expressed concern that landscaped areas would require ongoing maintenance and could reduce available parking and flexibility for future roadway changes, such as bus-only lanes.
- Discussion followed regarding potential impacts from the proposed In-N-Out drive-through on El Camino Real. Concerns were raised about vehicle interactions with bicyclists at driveways and the possibility of vehicles blocking bike lanes. Staff acknowledged that driveway conflicts with bicyclists are a significant concern with Alternative 3 because vehicles would continue crossing the separate bike lane to access driveways. Staff noted that Alternatives 1 and 2 would reduce those conflicts due to fewer driveways along the shared-use path alignment.
- Staff reported that the proposed South San Francisco In-N-Out project includes approximately 40 vehicle queuing spaces on site, compared to 12–15 spaces at other nearby locations, and that a new traffic signal would be installed at Southwood Drive and First Lane to improve traffic safety.
- Commission members discussed long-term maintenance responsibilities for landscaping, stormwater infrastructure, bike lanes, and other improvements. Staff explained that construction funding may come from the San Mateo County Transportation Authority and other sources, while maintenance responsibilities between Caltrans and the City would need to be further defined through future agreements. Staff noted that ongoing maintenance costs remain an important consideration during project development.
- Members expressed concern that future maintenance obligations could shift financial burdens to local jurisdictions without corresponding long-term funding support from Caltrans or the State.
- A commissioner asked about the inclusion of public art within the project alternatives. Staff responded that public art concepts have not yet been finalized but could be considered later in the design process.
- Staff noted that detailed traffic analysis and technical studies had already been completed to support the current alternatives and that additional environmental and engineering reviews would occur through the Caltrans process. Staff also explained that Alternatives 2 and 3 would involve a road diet by reducing vehicle travel lanes from three to two.
- Staff advised that Alternatives 2 and 3 would likely result in modest increases in travel time during peak commute hours, estimated at approximately one to three additional minutes, primarily near key intersections such as Westborough Boulevard and El Camino Real.

- Staff reviewed ongoing outreach efforts, including presentations to City commissions, community pop-up events, online surveys, shuttle ride-along, and outreach at local schools and transit stops. Staff reported that outreach events had already been conducted at Pacific Supermarket, Grocery Outlet, and LPR, with additional events planned, including a family-friendly bike ride in honor of National Bike Month.
- Staff explained that the City Council would ultimately identify two preferred alternatives to advance into the Caltrans review process. Further technical studies and community outreach would then narrow the project to a single preferred alternative.
- Commissioners discussed how other Peninsula cities may approach lane reductions along El Camino Real. Staff stated that some communities are considering similar roadway changes while others already operate with fewer lanes.
- Staff described a proposed retaining wall and shared-use path connection near the Colma/South San Francisco border to improve bicycle and pedestrian access where right-of-way width is constrained.
- Commissioners recommended adding project outreach materials to City “Big Belly” trash bins and other public information locations to increase public awareness and survey participation. Staff agreed that the suggestion would be helpful.
- Staff also briefly discussed the City’s planned “America 250” celebration events, including a July 4 parade and community picnic, as well as the proposed repainting and lighting improvements to Sign Hill, which would require review through the City’s historic planning process.
- Commissioners informally discussed their preferred project alternatives. Several members expressed support for Alternatives 1 and 2, with Alternative 1 identified as the preferred option by some members. Members also suggested incorporating public art features in place of some landscaped areas and preserving parking where possible.
- The Commission discussed preferences among the proposed El Camino corridor alternatives and whether to provide a recommendation to City Council. Staff noted that a recommendation was needed at the current meeting unless the item was continued to a future agenda.
- Commissioners expressed general support for Alternatives 1 and 2, with several members identifying Alternative 1 as their preferred option because it maintained flexibility for future transit improvements while prioritizing pedestrian and bicycle safety.
- Commissioner Monzon stated his preference for Alternative 1, with Alternative 2 as a secondary choice. He suggested incorporating public art in place of additional landscaping where it is feasible to improve aesthetics without removing parking spaces.
- Commissioners discussed the possibility of relocating portions of the shared-use path to the west side of El Camino Real, where there are fewer driveways and parking conflicts. Staff clarified that Alternatives 1 and 2 proposed extending the shared-use path from the Colma project area south toward Country Club Drive, with planned connections to the Centennial Way Trail.
- Commissioners supported extending the Colma shared-use path farther south to create a continuous connection rather than ending at Hickey Boulevard. Questions were raised regarding the project map and whether portions of the path were shown correctly as dashed or solid lines. Staff confirmed the intent was for the path to continue the full corridor length.
- Commissioners discussed improvements in pedestrian safety, including the continued potential for bulb-outs at intersections to shorten crossing distances. Staff confirmed that bulb-outs could still be incorporated into Alternatives 1 and 2.

- Chair Yuen stated support for Alternatives 1 and 2 overall, citing the flexibility for future transit lanes and the value of connecting the corridor to Colma and the Centennial Way Trail. He also noted appreciation for Alternative 3 but stated that additional refinement would be needed.
- Another commissioner expressed support for Alternative 3 as a long-term vision because it provided a protected bicycle facility, while acknowledging concerns regarding driveway conflicts and operational challenges.
- Commissioners discussed the safety benefits of locating the shared-use path on the west side of El Camino Real, noting that reduced driveway activity could improve bicyclist safety compared to Alternative 3.
- Staff explained that combining bus lanes with bicycle lanes had previously been evaluated but was not recommended because it creates “leapfrogging” conflicts between buses and bicyclists, which can create stressful and unsafe conditions for both users. Staff emphasized that current best practices prioritize separating cars, buses, bicyclists, and pedestrians whenever possible.
- A commissioner expressed support for Alternative 2 because of the potential benefits dedicated bus lanes could provide to public transit and the City’s free shuttle service.
- Commissioners discussed concerns regarding enforcement of potential bus-only lanes. Questions were raised about which agency would enforce the lanes and whether drivers would improperly use the lanes for general travel. Staff stated that additional coordination with SamTrans and Police Department staff would be needed regarding enforcement approaches.
- Staff noted that in San Francisco, some transit-only lane enforcement is conducted through camera systems mounted on buses that can identify vehicles improperly traveling in bus lanes. Commissioners discussed the practical challenges of enforcing bus lane violations, especially near right-turn movements.
- Staff summarized that the Commission generally supported Alternative 1 because of its flexibility and operational benefits, while also recognizing the appeal of Alternative 3 as a long-term protected bicycle facility concept requiring additional study. Staff indicated that this feedback was consistent with earlier Bicycle and Pedestrian Advisory Commission comments.
- Commissioners thanked staff for the presentation and discussion. Staff thanked the Commission for its detailed feedback and noted that the recommendations would be incorporated into future project discussions with City Council.
- During Items from Staff, staff presented the 2026 Traffic Safety and Parking Roadmap and noted that additional traffic-related projects could be added as they arise. Staff stated that an update regarding the Bicycle Boulevard project may be appropriate later in the year.
- Commissioner Carbone requested a future discussion regarding traffic safety concerns at the new County building on Mission Road, specifically related to ingress and egress visibility near the curve by Oak Avenue. Staff stated they would coordinate with Engineering and Capital Development staff to gather additional information and potentially schedule a presentation at a future meeting.
- Commissioner Chan requested consideration of a recurring traffic safety section in the Mayor’s newsletter and the City’s quarterly newsletter mailer to provide updates on roadway changes, daylighting improvements, and safety initiatives. Staff agreed to explore making traffic safety outreach a standing item for future Commission discussions.

Chair Yuen adjourned the meeting at 7:05 p.m.

Respectfully submitted.

Marissa Garren
Traffic Safety Commission Secretary

Justin Yuen
Traffic Safety Commission Chair