



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting

December 3rd, 2024 at 6:30 P.M. • Brisbane Library, 163 Visitacion Avenue, Brisbane, CA

CALL TO ORDER

Chairperson Wodziak called the meeting to order at 6:35 p.m.

ROLL CALL

Members present: Cabrera, Dettmer, Wirowek, Wodziak

Staff: Breault (Director of Public Works), Kinser (Deputy Director of Public Works), Abelson (Deputy Fire Chief), Santoyo (Assistant Engineer)

ORAL COMMUNICATIONS

APPROVAL OF THE MINUTES

The November 6th meeting minutes have been approved.

OLD BUSINESS

The discussion begins with Wodziak presenting the slide deck shared at the Complete Streets Safety Committee (CSSC) November meeting showing the existing conditions on Mariposa Street and Monterey Street, and the proposed changes. Staff received written correspondence from Ryan Smolik prior to the meeting expressing support for the conversion to one-way streets and parking on Solano Street between Mariposa Street and Monterey Street. The slide deck shows the flow of traffic if Mariposa Street was a one-way downhill to Inyo Street, the flow of traffic if Monterey Street was one-way uphill, proposed striping, signage and traffic calming additions, and parking vs. no parking on the downhill/east side of Solano Street between Mariposa Street and Monterey Street.

After the presentation, members of the public in attendance begin sharing their thoughts on the proposal. While the proposal suggests converting Mariposa Street to a one-way street going downhill, multiple residents feel that speeding is currently an issue in the downhill direction. Residents feel that converting Mariposa Street to a one-way between Solano Street and Inyo Street would make speeding worse. One possible solution staff offers is the addition of the white striping “boxes” inside of a white edgeline to give the impression that the travel path is narrower, which would encourage drivers to drive slower. Breault shares that Brisbane PD collected speed data on Monterey, and there was no noticeable difference in travel speeds in the uphill direction versus downhill direction. Staff makes a note to collect this data on Mariposa Street as well.

In regard to removing parking on the east side of Solano Street between Monterey Street and Mariposa Street to allow pedestrian use of the sidewalk, as there is not space for both, the residents in attendance overwhelmingly support keeping street parking available. Pedestrians will be guided with signage to cross the street at the intersection and use the uphill/west sidewalk, which is also part of the designated Pedestrian Route to School with wayfinding markers in the sidewalk.

The discussion shifts to the issue of emergency vehicle access and evacuation concerns under current conditions. Because of the narrow width of Monterey Street with parking on both sides and vertical curbs, emergency vehicles responding to a wildland fire on San Bruno Mountain would be unable to pass travelling uphill if residents were evacuating on Monterey in the opposite direction. Converting Mariposa Street and Monterey Street into one-way streets would create a clear route for emergency vehicles addressing an emergency, and for residents evacuating. Residents present at the meeting ask a number of follow up questions and shared their thoughts. One resident asks about an emergency fire event that took place in 2006. Breault provides context, and explains that in this event, the majority of response was evacuations as opposed to getting fire engines uphill. However, evacuations still proved difficult even with no emergency vehicles travelling in the opposite direction. Dettmer echoes this recollection of the past evacuation emergency.

Residents also express concerns regarding speeding on Solano Street around Silverspot and Mariposa St. Breault notes the speed bump that was recently installed in front of Silverspot, but residents feel it is not very effective. Residents suggest a stop sign at Solano and Mariposa southbound, but Kinser reminds residents of the purpose of stop signs, which is to assign right-of-way for pedestrians, bikes and vehicles, and not to control speeds.

A member of the public feels strongly that no change is required. While anecdotal, he believes that residents navigate the streets in question fine and that an emergency event is unlikely. He wonders whether the pros of the proposal really outweigh the cons. Chris Florkowski recalls the Paradise Fire and the dangers of resisting changes, even if emergency events are unlikely. The effects on the volume of vehicles using Mariposa Street and Monterey Street, and how this would change during commute hours are discussed.

A member of the public notes that the current proposal was brought forward years ago and was ultimately rejected because of speeding. Breault recalls this and mentions the Fire Chief at the time had a different perspective. The discussion returns once more to the issue of speeding and the desire for stop signs before the meeting ends.

NEW BUSINESS

None

STAFF UPDATES

None

CHAIR AND COMMITTEE MEMBER MATTER

None

NEXT MEETING February 5th, 2024

ADJOURNMENT