



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting Agenda

Wednesday, June 4, 2025 at 6:30 P.M. • City Hall, 50 Park Place, Brisbane, CA

The public may observe/participate in Complete Street Safety Committee (CSSC) meetings using remote public comment options or attending in person. Committee Members shall attend in person unless remote participation is permitted by law. The CSSC may take action on any item listed on the agenda.

TO ADDRESS THE COMMITTEE

In Person:

Location: 50 Park Place, Brisbane, CA 94005, Community Meeting Room

Masks are no longer required but are highly recommended in accordance with California Department of Health Guidelines. To maintain public health and safety, please do not attend in person if you are experiencing symptoms associated with COVID-19 or respiratory illness.

Remote Participation:

Members of the public may observe/participate in the CSSC Meeting by logging onto the Zoom Webinar listed below. Please be advised that if there are technological difficulties, the meeting will nevertheless continue.

The agenda materials may be viewed online at [brisbaneca.org](https://www.brisbaneca.org) at least 24 hours prior to a Special Meeting, and at least 72 hours prior to a Regular Meeting. Archived videos can be replayed on the City's website, [brisbaneca.org/meetings](https://www.brisbaneca.org/meetings).

Remote Public Comments:

Remote meeting participants may address the Committee members via the Zoom Webinar or Call In Number. Meeting participants are encouraged to submit public comments in writing in advance of the meeting to tsantoyo@brisbaneca.org. Emails will not be monitored during the meeting.

Join Zoom Webinar:

www.brisbaneca.org/cssc-zoom

Webinar ID: 822 1307 7463

Call In Number: 1 (669) 900 9128

SPECIAL ASSISTANCE

If you need special assistance to participate in this meeting, please contact Tomas Santoyo at (415) 244-1981. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

COMMITTEE MEMBERS:

Paul Bouscal (Vice Chair), Cristian Cabrera, Raymond Liu, Emily Wirowek (Chair), Dariusz Wodziak

CALL TO ORDER

ROLL CALL

- A. Consider any request of a committee member to attend the meeting remotely under the "Emergency Circumstances" of AB 2449

ADOPTION OF THE AGENDA

PUBLIC COMMENT

APPROVAL OF THE MINUTES

- B. Minutes of May 7, 2025

PRESENTATION

- C. MPS Safetystick Presentation

OLD BUSINESS

None

NEW BUSINESS

- D. Discuss Proposed Visitation Avenue Survey Improvements
- E. Review Baylands Draft EIR Comments

STAFF UPDATES

CHAIR AND COMMITTEE MEMBER MATTERS

NEXT MEETING: July 2, 2025

ADJOURNMENT

Traffic Calming Fact Sheets

May 2018 Update

Consider for intersection of
Mendocino and San Bruno



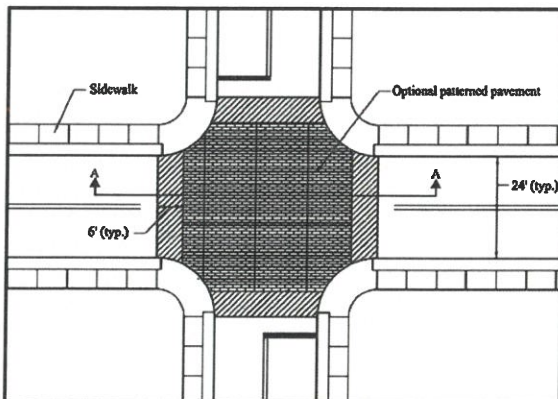
Raised Intersection

Description:

- Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- Sometimes referred to as raised junctions, intersection humps, or plateaus

Applications:

- Intersections of collector, local, and residential streets
- Typically installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand
- Works well with curb extensions and textured crosswalks
- Often part of an area-wide traffic calming scheme involving both intersecting streets in densely-developed urban areas



(Source: Delaware Department of Transportation)



(Source: Chuck Huffine, Phoenix AZ)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Used at intersections with a maximum speed limit of 35 mph
- Typically rise to sidewalk level; appropriate if crosswalks exist on all four legs
- Appropriate if a dedicated bicycle facility passes through the intersection
- Detectable warnings and/or color contrasts must be incorporated to differentiate the roadway and the sidewalk
- May require bollards to define edge of roadway
- Storm drainage/underground utility modifications are likely necessary
- Minimum pavement slope of 1 percent to facilitate drainage

Potential Impacts:

- Reduction in through movement speeds likely at intersection
- Reduction in mid-block speeds typically less than 10 percent
- No impact on access
- Can make entire intersections more pedestrian-friendly
- No data available on volume diversion or safety impacts

Emergency Response Issues:

- Slows emergency vehicles
- Appropriate for primary emergency vehicle routes and streets with access to a hospital or emergency medical services

Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

Proposed new loading zone – Mendocino at Visitacion – 65', hours enforced TBD



Extended existing loading zone – Mariposa at Visitacion – 80', hours enforced TBD



May need to restrict some parking here during loading hours enforcement to allow truck turning movement.

Requires two truck restriction signs Visitacion at Mariposa:

SE Corner: Trucks Over 30' No Left Turn

NW Corner: Trucks Over 30' No Right Turn

TNC 5/10 Minute Curbside Pickup - 2 spaces at Mariposa, 2 spaces at Monterey, hours enforced TBD



Consider converting former Teen Center site on San Bruno Avenue to Parking:

APN: 007222040
Owner: THE CITY OF BRISBANE
22 SAN BRUNO AVE, BRISBANE
Incorporated

[Assessor map](#)
[All Available Recorded Maps](#)
[Property Assessment Report](#)

